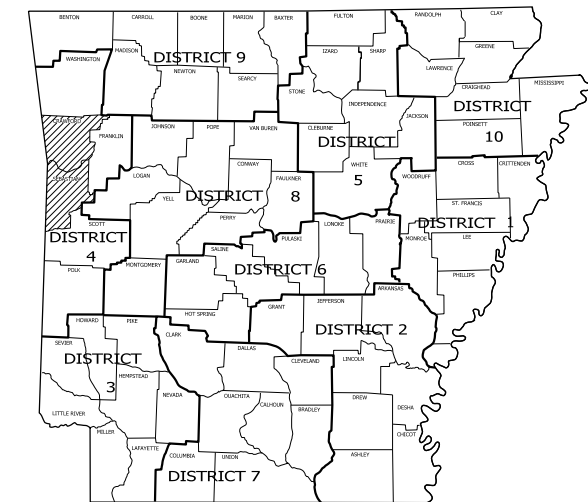


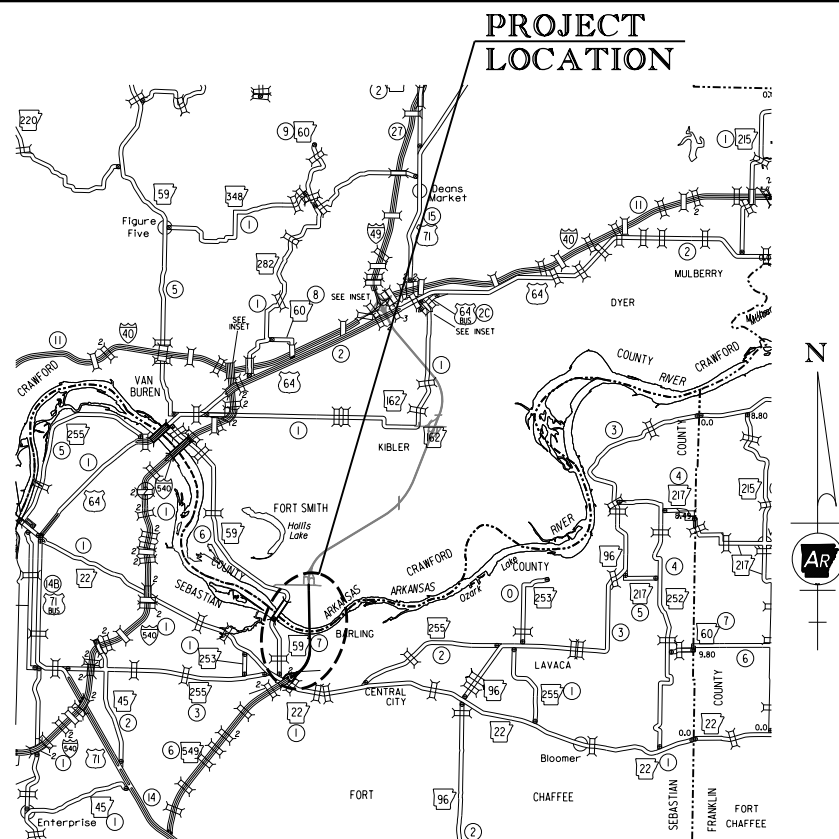
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	1	809
HWY. 22 - GUN CLUB RD. (F)						

"THIS IS A FULLY CONTROLLED ACCESS FACILITY"
ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS

HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
ROUTE 549 SECTION 6
JOB 040901
FED. AID PROJ. NHPP-1765(9) & 9030

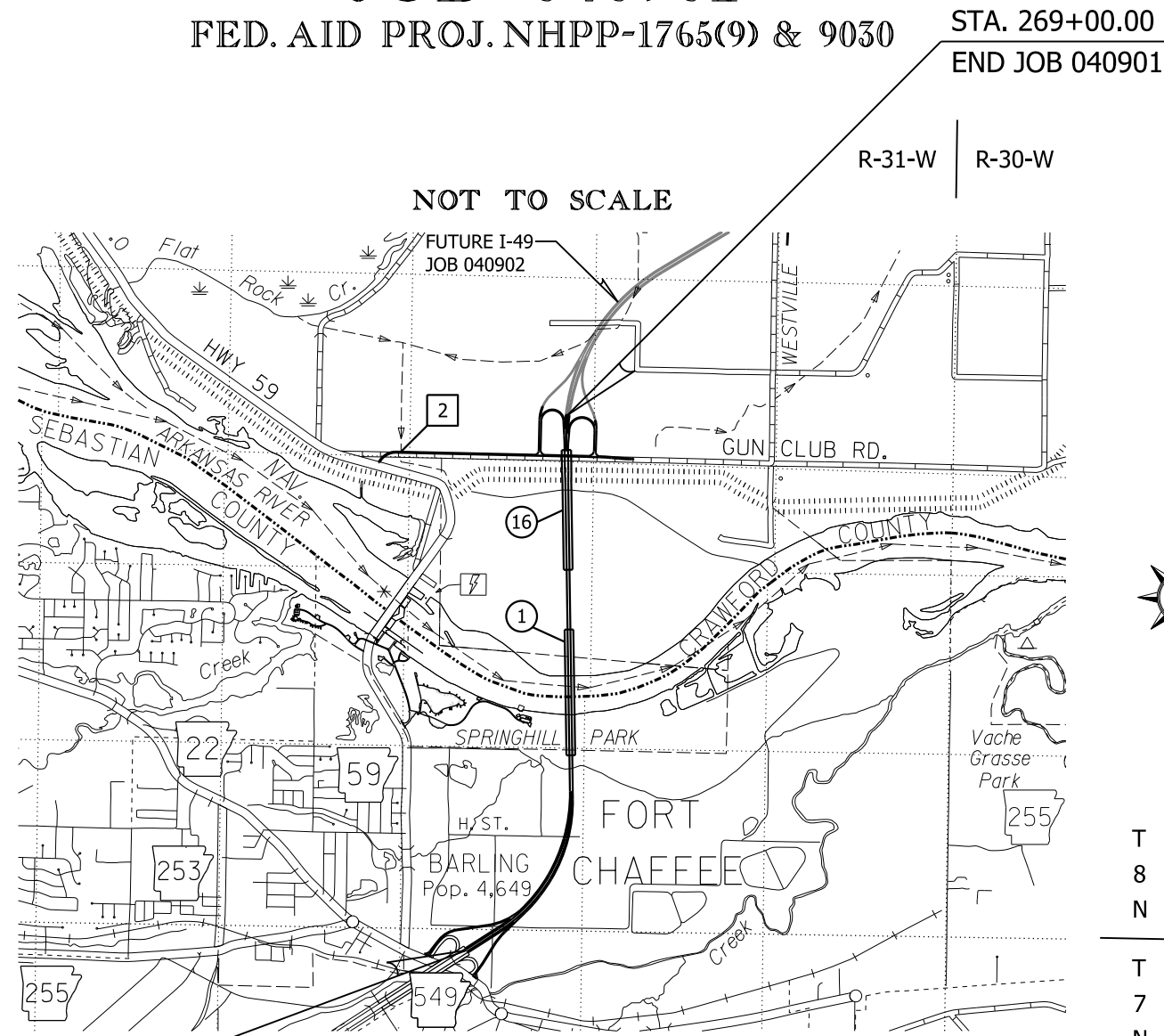


ARKANSAS HIGHWAY DISTRICT 4



VICINITY MAP

FOR BRIDGE DATA REFER TO SHEET NO. 2



NOT TO SCALE

STA. 269+00.00
END JOB 040901

STA. 100+00.00
BEGIN JOB 040901
LOG MILE 6.33

· DESIGN TRAFFIC DATA ·

DESIGN YEAR	----- 2044
2024 ADT	----- 12,000
2044 ADT	----- 19,000
2044 DHV	----- 2,090
DIRECTIONAL DISTRIBUTION	----- 60%
TRUCKS	----- 12%
DESIGN SPEED	----- 70 MPH

	BEGIN PROJECT	MID POINT OF PROJECT	END PROJECT
LATITUDE	N 35°19'23"	N 35°20'34"	N 35°21'57"
LONGITUDE	W 94°17'26"	W 94°16'50"	W 94°16'50"

PROJECT LENGTH COMPUTED ALONG C.L. I-49

GROSS LENGTH OF PROJECT	16900.00	FEET	OR	3.201	MILES
NET LENGTH OF ROADWAY	9845.68	FEET	OR	1.865	MILES
NET LENGTH OF BRIDGES	7054.32	FEET	OR	1.336	MILES
NET LENGTH OF PROJECT	16900.00	FEET	OR	3.201	MILES



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	2	809
BRIDGE DATA						



BRIDGE DATA

- ① **ALTERNATE NO. 1**
 STA. 163+71.92 BRIDGE BEGIN
 BR. NO. 07684 (I-49 OVER ARKANSAS RIVER)
 390'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT NO. 1 (130'-130'-130')
 520'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNITS NO. 2 & 3 (130'-130'-130'-130')
 1590'-0" CONTINUOUS PLATE GIRDER UNIT NO. 4 (355'-440'-440'-355')
 520'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNITS NO. 5 & 6 (130'-130'-130'-130')
 390'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNITS NO. 7 - 9 (130'-130'-130')
 TWO 40'-0" CLEAR ROADWAYS
 PILES AT BENTS 1 & 33
 DRILLED SHAFTS AT BENTS 2 - 32
 5232'-2" BRIDGE LENGTH
 STA. 216+04.08 BRIDGE END
- ①⑥ STA. 240+71.92 BRIDGE BEGIN
 BR. NO. 07685 (I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.)
 520'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT NO. 1 (130'-130'-130'-130')
 420'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT NO. 2 (90'-130'-100'-100')
 520'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT NO. 3 (130'-130'-130'-130')
 360'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT NO. 4 (115'-130'-115')
 TWO CLEAR ROADWAYS VARIES (40'-0" TO 48'-0")
 PILES AT BENTS 1 & 16
 DRILLED SHAFTS AT BENTS 2 - 15
 1822'-2" BRIDGE LENGTH
 STA. 258+94.08 BRIDGE END

- ① **ALTERNATE NO. 2**
 STA. 163+71.92 BRIDGE BEGIN
 BR. NO. 07684 (I-49 OVER ARKANSAS RIVER)
 390'-0" CONTINUOUS PLATE GIRDER UNIT NO. 1 (130'-130'-130')
 520'-0" CONTINUOUS PLATE GIRDER UNITS NO. 2 & 3 (130'-130'-130'-130')
 1590'-0" CONTINUOUS PLATE GIRDER UNIT NO. 4 (355'-440'-440'-355')
 520'-0" CONTINUOUS PLATE GIRDER UNITS NO. 5 & 6 (130'-130'-130'-130')
 390'-0" CONTINUOUS PLATE GIRDER UNITS NO. 7 - 9 (130'-130'-130')
 TWO 40'-0" CLEAR ROADWAYS
 PILES AT BENTS 1 & 33
 DRILLED SHAFTS AT BENTS 2 - 32
 5232'-2" BRIDGE LENGTH
 STA. 216+04.08 BRIDGE END
- ①⑥ STA. 240+71.92 BRIDGE BEGIN
 BR. NO. 07685 (I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.)
 520'-0" CONTINUOUS PLATE GIRDER UNIT NO. 1 (130'-130'-130'-130')
 420'-0" CONTINUOUS PLATE GIRDER UNIT NO. 2 (90'-130'-100'-100')
 520'-0" CONTINUOUS PLATE GIRDER UNIT NO. 3 (130'-130'-130'-130')
 360'-0" CONTINUOUS PLATE GIRDER UNIT NO. 4 (115'-130'-115')
 TWO CLEAR ROADWAYS VARIES (40'-0" TO 48'-0")
 PILES AT BENTS 1 & 16
 DRILLED SHAFTS AT BENTS 2 - 15
 1822'-2" BRIDGE LENGTH
 STA. 258+94.08 BRIDGE END

STRUCTURES OVER 20'-0" SPAN

- ② STA. 20+65.46 GUN CLUB RD. CONST.
 TRIPLE 8' X 10' X 85' R.C. BOX CULVERT
 W/ 3:1 WINGS LT. & RT.
 REMOVE LT. WING
 RETAIN & EXTEND 36' LT.
 3:1 WINGS LT.
 Q50 = 8,200 CFS DA = 18,816 ACRES
 SPAN = 28'-0"

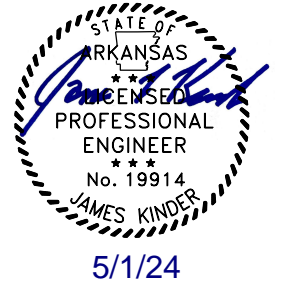
INDEX OF SHEETS

Table with columns: SHEET NO., BRIDGE NO., DRWG. NO., SHEET NO. Includes items like TITLE SHEET, BRIDGE DATA, INDEX OF SHEETS AND STANDARD DRAWINGS, GOVERNING SPECIFICATIONS AND GENERAL NOTES, TYPICAL SECTIONS OF IMPROVEMENT, SPECIAL DETAILS, etc.

INDEX OF SHEETS

Table with columns: BRIDGE NO., DRWG. NO., SHEET NO. Includes items like Details of Intermediate Bent Nos. 28, 29, 31, & 32, Details of 390'-0" Continuous Prestressed Concrete Girder Units, etc.

Table with columns: DATE REVISED, DATE, FED. RD. DIST. NO., STATE, JOB NO., SHEET NO., TOTAL SHEETS. Values: 6, ARK., 040901, 3, 809.



INDEX OF SHEETS

SHEET NO.	BRIDGE NO.	DRWG. NO.	SHEET NO.
467		07685	67527
468		07685	67528
469		07685	67529
470		07685	67530
471		07685	67531
472		07685	67532
473		07685	67533
474		07685	67534
475		07685	67535
476		07685	67536
477		07685	67537
478		07685	67538
479		07685	67539
480		07685	67540
481		07685	67541
482		07685	67542
483		07685	67543
484		07685	67544
485		07685	67545
486		07685	67546
487		07685	67547
488		07685	67548
489		07684	67549
490		07684	67550
491		07684	67551
492		07684	67552
493		07684	67553
494		07684	67554
495		07684	67555
496		07684	67556
497		07684	67557
498		07684	67558
499		07684	67559
500		07684	67560
501		07684	67561
502		07684	67562
503		07684	67563
504		07684	67564
505		07684	67565
506		07684	67566
507		07684	67567
508		07684	67568
509		07684	67569
510		07684	67570
511		07684	67571
512		07684	67572
513		07684	67573
514		07684	67574
515		07684	67575
516		07684	67576
517		07684	67577
518		07684	67578
519		07684	67579
520		07684	67580
521		07684	67581
522		07684	67582
523		07684	67583
524		07684	67584
525		07684	67585
526		07684	67586
527		07684	67587
528		07684	67588
529		07684	67589
530		07684	67590
531		07684	67591
532		07684	67592
533		07684	67593
534		07684	67594
535		07684	67595
536		07684	67596
537		07684	67597
538		07684	67598
539		07685	67599
540		07685	67600
541		07685	67601
542		07685	67602
543		07685	67603
544		07685	67604
545		07685	67605
546		07685	67606
547		07685	67607
548		07685	67608
549		07685	67609
550		07685	67610
551		07685	67611
552		07685	67612
553		07685	67613
554		07685	67614
555		07685	67615
556		07685	67616
557		07685	67617
558		07685	67618
559		07685	67619
560		07685	67620
561		07685	67621
562		07685	67622
563		07685	67623
564		07685	67624

INDEX OF SHEETS

SHEET NO.	BRIDGE NO.	DRWG. NO.	SHEET NO.
565		07685	67625
566		07685	67626
567		07685	67627
568		07685	67628
569		07685	67629
570		07685	67630
571		07685	67631
572		07685	67632
573		07685	67633
574		07685	67634
575		07685	67635
576		07685	67636
577		07685	67637
578		07685	67638
579		07685	67639
580		07685	67640
581		07685	67641
582		07685	67642
583		07685	67643
584		07685	67644
585		07685	67645
586		07685	67646
587		07685	67647
588		07685	67648
589		07685	67649
590		07685	67650
591		07685	67651
592		07685	67652
593		07685	67653
594		07685	67654
595		07685	67655
596		07685	67656
597		07685	67657
598		07685	67658
599		07685	67659
600		07685	67660
601		07685	67661
602		07685	67662
603		07685	67663
604		07685	67664
605		07685	67665
606		07685	67666
607		07685	67667
608		07685	67668
609		07685	67669
610		07685	67670
611		07685	67671
612		07684 & 07685	67672
613		07684 & 07685	67673
614		07684 & 07685	67674
615		07684 & 07685	67675
616		07684	67676
617		07684 & 07685	67677
618		07685	67678
619		07685	67679
620		07684	67680
621		07684 & 07685	67681
622		07685	67682
623		07685	67683
624		07684 & 07685	67684
625		07684 & 07685	67685
626		07684 & 07685	67686
627		07684 & 07685	67687
628		07684 & 07685	67688
629		07684 & 07685	67689
630		07684 & 07685	67690
631		07684 & 07685	67691
632		07684 & 07685	67692
633		07684 & 07685	67693
634		07684 & 07685	67694
635		07684 & 07685	67695
636		07684 & 07685	67696
637		07684 & 07685	67697
638		07684	67698
639		07684	67699
640		07684	67700
641		07684	67701
642		07684 & 07685	67702
643		07684 & 07685	67703
644		07684 & 07685	67704
645		07684 & 07685	67705
646		07684	67706
647		07684 & 07685	67707
648		07684 & 07685	67708
649		07684 & 07685	67709
650		07684 & 07685	67710
651		07684 & 07685	67711
652		07684 & 07685	67712
653		07685	67713
654		07685	67714
655		07685	67715
656		07684	67716
657		07684	67717
658 - 669			WATERLINE PLANS (Provided By City of Fort Smith)
670 - 809			CROSS SECTIONS

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	4	809
INDEX OF SHEETS AND STANDARD DRAWINGS						



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	5	809
INDEX OF SHEETS AND STANDARD DRAWINGS						

BRIDGE STANDARD DRAWINGS

DRWG.NO	TITLE	DATE
55000	STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS	02-27-14
55001	STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES	02-27-14
55002	STANDARD DETAILS FOR CONCRETE RIPRAP	02-27-14
55005	STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS	03-24-16
55006	STANDARD GENERAL NOTES FOR STEEL BRIDGE STRUCTURES	09-02-15
55007	STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES	02-11-16
55010	STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE	04-14-23
55018	STANDARD DETAILS FOR CHAIN LINK FENCE	02-11-16
55020	STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS	03-24-16
55030F	STANDARD DETAILS FOR TYPE F APPROACH GUTTERS	09-07-23
55040F1	STANDARD DETAILS FOR TYPE F APPROACH SLABS	09-07-23
55071	STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42	07-06-22



ROADWAY STANDARD DRAWINGS

DRWG.NO	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
CG-1	CURBING DETAILS	11-29-07
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	11-07-19
DR-1	DETAILS OF DRIVEWAYS & ISLANDS	05-19-22
DR-2	DETAILS OF DRIVEWAYS & STREET TURNOUTS	05-19-22
FES-1	FLARED END SECTION	10-18-96
FES-2	FLARED END SECTION	10-18-96
FPC-9D	DETAILS OF DROP INLETS	08-22-02
FPC-9N	DETAILS OF DROP INLETS AND SPILLWAY OUTLET	07-02-98
GC-1	GUARD CABLE	10-18-96
GR-5	GUARDRAIL DETAILS (TYPE C) STREET/ROAD BARRICADE OR TEMPORARY INSTALLATION	11-07-19
GR-6	GUARDRAIL DETAILS	05-19-22
GR-7	GUARDRAIL DETAILS	11-07-19
GR-8	GUARDRAIL DETAILS	11-07-19
GR-9	GUARDRAIL DETAILS	11-07-19
GR-10	GUARDRAIL DETAILS	11-07-19
GR-11	GUARDRAIL DETAILS	11-07-19
GR-12	GUARDRAIL DETAILS	05-14-20
GR-13	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	11-07-19
PBC-1	PRECAST CONCRETE BOX CULVERTS	01-28-15
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PCP-3	PLASTIC PIPE CULVERT (POLYPROPYLENE)	02-27-20
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
RCB-3	METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS	10-12-95
SD-5	CONTROLLER CABINET UTILITY DRAWER	09-12-13
SD-6	HEAVY DUTY PULL BOX	02-13-24
SD-8	SIGNAL HEAD PLACEMENT	12-08-16
SD-9	SERVICE POINT	11-07-19
SD-11	STEEL POLE WITH MAST ARM	02-13-24
SD-12	SERVICE POINT INSTALLATION WITH SUPPLEMENTAL GROUNDING ARRAY	11-07-19
SE-1	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	11-07-19
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	11-07-19
SE-3	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC (4% MAXIMUM)	11-07-19
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES	09-12-13
SHS-2	U-CHANNEL POST ASSEMBLIES	07-25-19
SHS-3	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS	05-19-22
SHS-4	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	09-12-13
SHS-5	DETAILS OF GUIDE SIGN PANELS	09-12-13
SHS-6	MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS	09-12-13
SHS-7	DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS	09-12-13
SHS-8	TYPICAL DELINEATOR PLACEMENT ALONG THE INTERSTATE SYSTEM	11-16-17
SI-1	DETAILS OF SPECIAL ITEMS	10-25-18
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMP (NON-REINFORCED)	08-22-02
WF-1	WIRE FENCE TYPE A AND B	08-22-02
WF-2	WIRE FENCE WATER GAPS	04-20-79
WF-3	CHAIN LINK FENCE	11-17-10

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	6	809
GOVERNING SPECIFICATIONS AND 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 040901
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
103-2	CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
105-4	MAINTENANCE DURING CONSTRUCTION
107-2	RESTRAINING CONDITIONS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
210-1	UNCLASSIFIED EXCAVATION
303-1	AGGREGATE BASE COURSE
306-1	QUALITY CONTROL AND ACCEPTANCE
307-1	CEMENT
308-1	CEMENT
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
400-7	TRACKLESS TACK
404-3	DESIGN OF ASPHALT MIXTURES
409-2	ASPHALT LABORATORY FACILITY
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
410-4	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
416-1	RECYCLED ASPHALT PAVEMENT
501-2	CEMENT
600-2	INCIDENTAL CONSTRUCTION
603-1	LANE CLOSURE NOTIFICATION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
605-1	CONCRETE DITCH PAVING
606-1	PIPE CULVERTS FOR SIDE DRAINS
617-1	GUARDRAIL TERMINAL (TYPE 2)
617-2	GUARDRAIL DELINEATORS
620-1	MULCH COVER
621-1	FILTER SOCKS
632-1	CONCRETE ISLAND
700-2	TRAFFIC CONTROL FACILITIES
723-1	GENERAL REQUIREMENTS FOR SIGNS
729-1	CHANNEL POST SIGN SUPPORT
730-1	BREAKAWAY SIGN SUPPORT
800-1	STRUCTURES
802-3	CONCRETE FOR STRUCTURES
802-4	CEMENT
804-2	REINFORCING STEEL FOR STRUCTURES
807-2	STEEL STRUCTURES
808-1	INSTALLATION OF ELASTOMERIC BEARINGS
808-2	ELASTOMERIC BEARINGS
JOB 040901	ABUTMENT STONE - ARKANSAS RIVER
JOB 040901	ACTUATED CONTROLLER
JOB 040901	ARCHEOLOGICAL MONITORING
JOB 040901	ARMY CORPS - ARKANSAS RIVER, FLOODWAY AND LEVEE REQUIREMENTS
JOB 040901	ARMY CORPS REQUIREMENTS
JOB 040901	ARMY CORPS RESTRAINING CONDITIONS
JOB 040901	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB 040901	BIDDING REQUIREMENTS AND CONDITIONS
JOB 040901	BRIDGE MOUNTED GALVANIZED STEEL CONDUIT SYSTEM
JOB 040901	BRIDGE PILE CASING AND CORBEL COATING SYSTEM
JOB 040901	BRIDGE WORK IN NAVIGABLE WATERS
JOB 040901	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 040901	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 040901	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 040901	CABINET DRAWER ASSEMBLY
JOB 040901	CARGO PREFERENCE ACT REQUIREMENTS
JOB 040901	CATHODIC PROTECTION
JOB 040901	CEMENT STABILIZED CRUSHED STONE BASE COURSE
JOB 040901	CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB 040901	CLEARANCE GAUGES
JOB 040901	COMMUNICATION CABLE - FIBER
JOB 040901	CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS
JOB 040901	CONCRETE DITCH PAVING
JOB 040901	CONCRETE FOR STRUCTURES
JOB 040901	CONCRETE PULL BOX
JOB 040901	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 040901	CONSTRUCTION PROJECT INFORMATION SIGN
JOB 040901	CONTRACTOR PROVIDED CULTURAL RESOURCES CLEARANCE FOR OFF-SITE LOCATIONS
JOB 040901	COORDINATION OF WORK
JOB 040901	CULVERT CLEAN OUT
JOB 040901	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB 040901	DESIGN OF ASPHALT MIXTURES - AGGREGATES
JOB 040901	DETAILS FOR RIVER TRAFFIC SAFETY

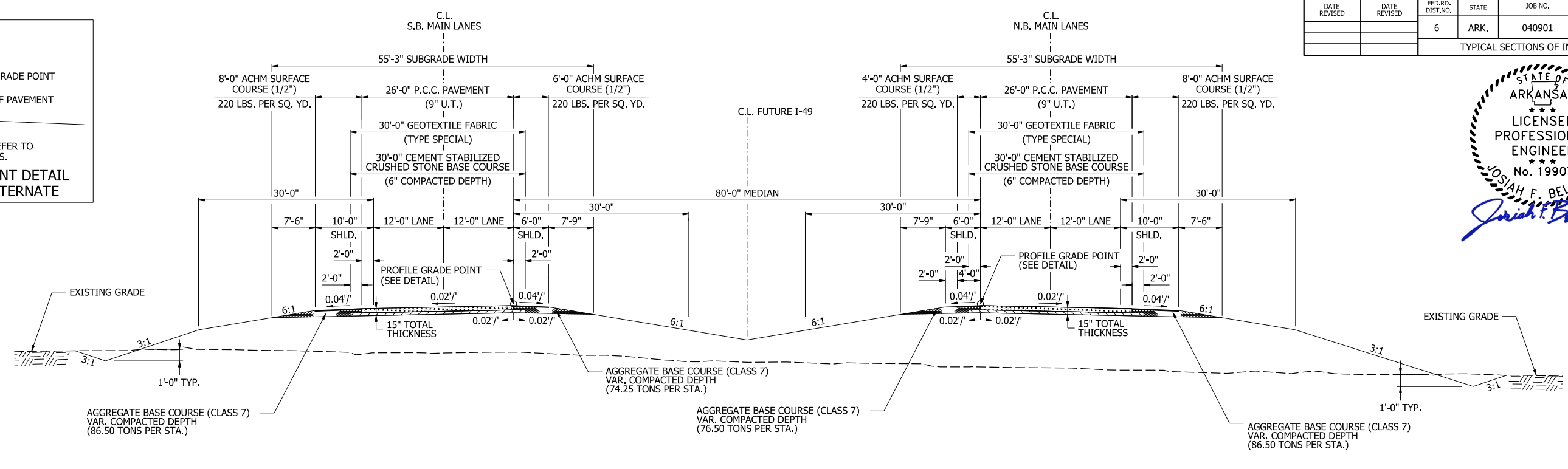
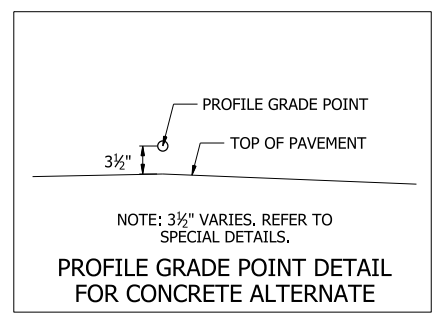
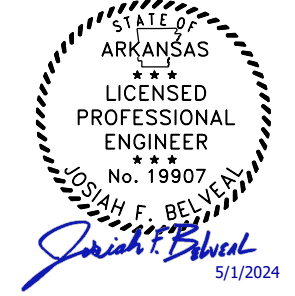
NUMBER	TITLE
JOB 040901	DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES
JOB 040901	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 040901	DRILLED SHAFT FOUNDATIONS
JOB 040901	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)
JOB 040901	ELECTRICAL CONDUCTORS FOR LUMINAIRES (TRAFFIC SIGNAL)
JOB 040901	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING)
JOB 040901	ELECTRICAL CONDUCTORS-IN-CONDUIT (TRAFFIC SIGNAL)
JOB 040901	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 040901	EXPLOSIVE HAZARDS
JOB 040901	FIBER OPTIC CONCRETE PULL BOX
JOB 040901	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB 040901	FURNISHING, INSTALLING AND LEAVING IN PLACE PRECAST CONCRETE BARRIER WALL
JOB 040901	GEOTEXTILE FABRIC
JOB 040901	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 040901	GRADE HPS 70W STRUCTURAL STEEL
JOB 040901	HLMR BEARING ASSEMBLY
JOB 040901	HYBRID VIDEO/RADAR DETECTION SYSTEM
JOB 040901	IMMEDIATE WORK ORDER
JOB 040901	INSPECTION ACCESS COMPONENTS
JOB 040901	ITS ELECTRICAL JUNCTION BOX, METALLIC
JOB 040901	ITS NON-METALLIC CONDUIT SYSTEM
JOB 040901	LED LUMINAIRE ASSEMBLY (BUG UO TYPE)
JOB 040901	LED ROADWAY ILLUMINATION POLE
JOB 040901	LED TRAFFIC SIGNAL HEAD
JOB 040901	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 040901	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 040901	LONGITUDINAL TILING
JOB 040901	LOUVERS FOR SIGNAL HEADS
JOB 040901	MAINTENANCE OF TRAFFIC
JOB 040901	MANDATORY ELECTRONIC CONTRACT
JOB 040901	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 040901	MODULAR EXPANSION JOINT SYSTEM
JOB 040901	NAVIGATION LIGHTING SYSTEM
JOB 040901	NESTING SITES OF MIGRATORY BIRDS
JOB 040901	NONDESTRUCTIVE TESTING OF DRILLED SHAFTS
JOB 040901	OFF-SITE RESTRAINING CONDITIONS FOR AMERICAN BURYING BEETLE
JOB 040901	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
JOB 040901	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS
JOB 040901	PARTNERING REQUIREMENTS
JOB 040901	PCC PAVEMENT SURFACE SMOOTHNESS (IRI)
JOB 040901	PEDESTAL TYPE SERVICE POINT ASSEMBLY
JOB 040901	PERCENT AIR VOIDS AND NDESIGN FOR ACHM SURFACE MIX DESIGNS
JOB 040901	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 040901	PLASTIC PIPE
JOB 040901	PRE-BID ON SITE INVESTIGATION OF SOIL CONDITIONS
JOB 040901	PRESTRESSED CONCRETE BULB-TEE GIRDERS
JOB 040901	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 040901	PRICE ADJUSTMENT FOR FUEL
JOB 040901	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 040901	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB 040901	REACTIVE AGGREGATE TESTING
JOB 040901	REQUIREMENTS OF U.S. COAST GUARD PERMIT
JOB 040901	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 040901	RETROREFLECTIVE BACKPLATES
JOB 040902	REVTMENT STONE (GRADATION A) - ARKANSAS RIVER
JOB 040901	ROCK FILL
JOB 040901	SECTION 404 INDIVIDUAL PERMIT REQUIREMENTS
JOB 040901	SEQUENCE OF CONSTRUCTION
JOB 040901	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB 040901	SETTLEMENT MONITORING
JOB 040901	SHORING
JOB 040901	SHORING FOR CULVERTS
JOB 040901	SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT
JOB 040901	SOIL STABILIZATION
JOB 040901	SPECIAL CLEARING REQUIREMENTS
JOB 040901	SPECIAL FACILITIES AT SITE
JOB 040901	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB 040901	SPECIAL SEEDING REQUIREMENTS
JOB 040901	SPRINGHILL PARK MEASUREMENT AND PAYMENT
JOB 040901	SPRINGHILL PARK TECHNICAL SPECIFICATIONS
JOB 040901	STEEL WATER LINE
JOB 040901	STORM WATER POLLUTION PREVENTION PLAN
JOB 040901	STREET NAME SIGN (MAST ARM MOUNTED)
JOB 040901	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 040901	SYSTEM LOCAL CONTROLLER
JOB 040901	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES LEFT IN PLACE
JOB 040901	TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB 040901	UNPAINTED WEATHERING STRUCTURAL STEEL
JOB 040901	UTILITY ADJUSTMENTS
JOB 040901	VALUE ENGINEERING
JOB 040901	WARM MIX ASPHALT
JOB 040901	WATER LINE APPURTENANCES
JOB 040901	WATER POLLUTION CONTROL
JOB 040901	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB 040901	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB 040901	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER FOR TREE CLEARING
JOB 040901	ZEBRA MUSSEL CONTAINMENT

GENERAL NOTES

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- 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.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
- THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE STAGE AS APPROVED BY THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE ENGINEER.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.



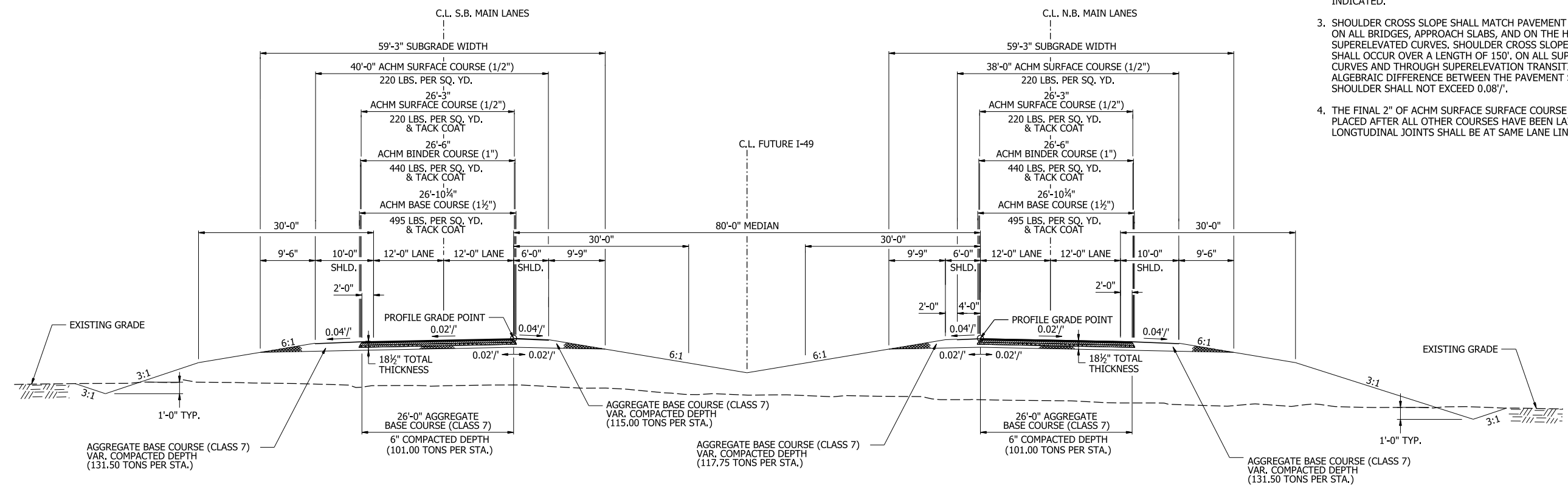
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	7	809



**PROPOSED FUTURE I-49
TYPICAL TANGENT SECTION
CONCRETE ALTERNATE**

C.L. I-49 STA. 100+00.00 TO STA. 108+65.00

- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.

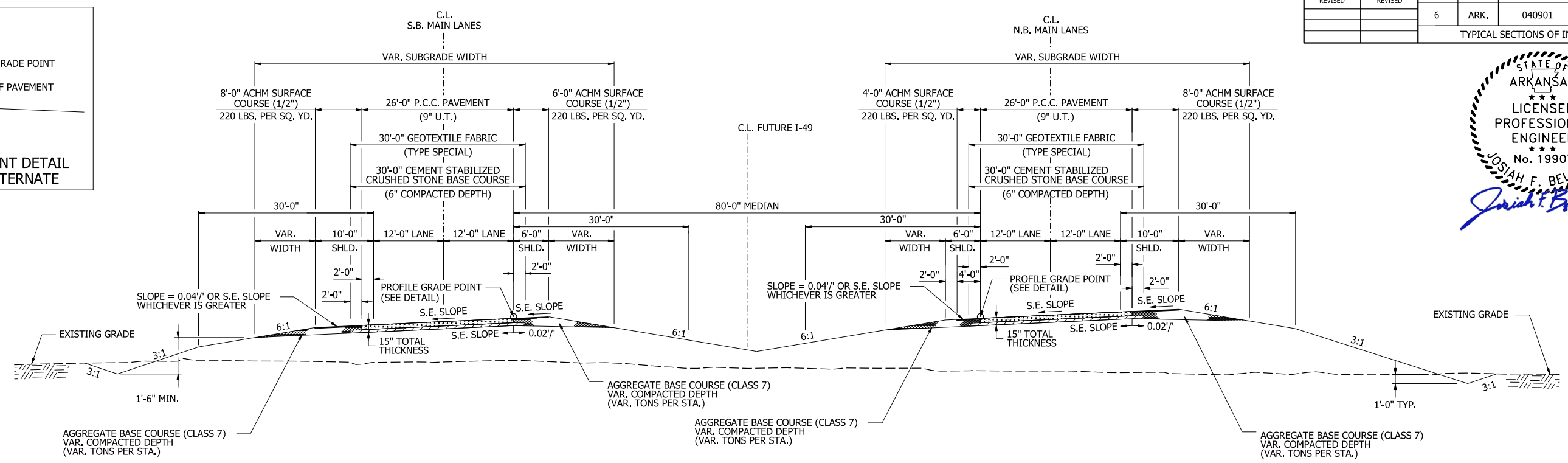
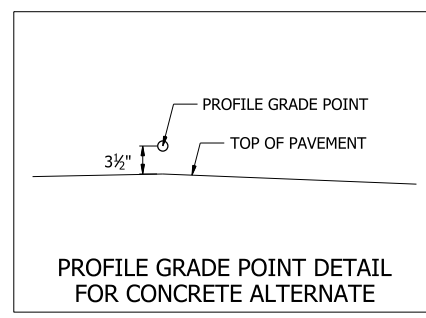
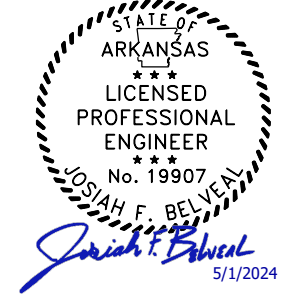


**PROPOSED FUTURE I-49
TYPICAL TANGENT SECTION
ASPHALT ALTERNATE**

C.L. I-49 STA. 100+00.00 TO STA. 108+65.00

TYPICAL SECTIONS OF IMPROVEMENT

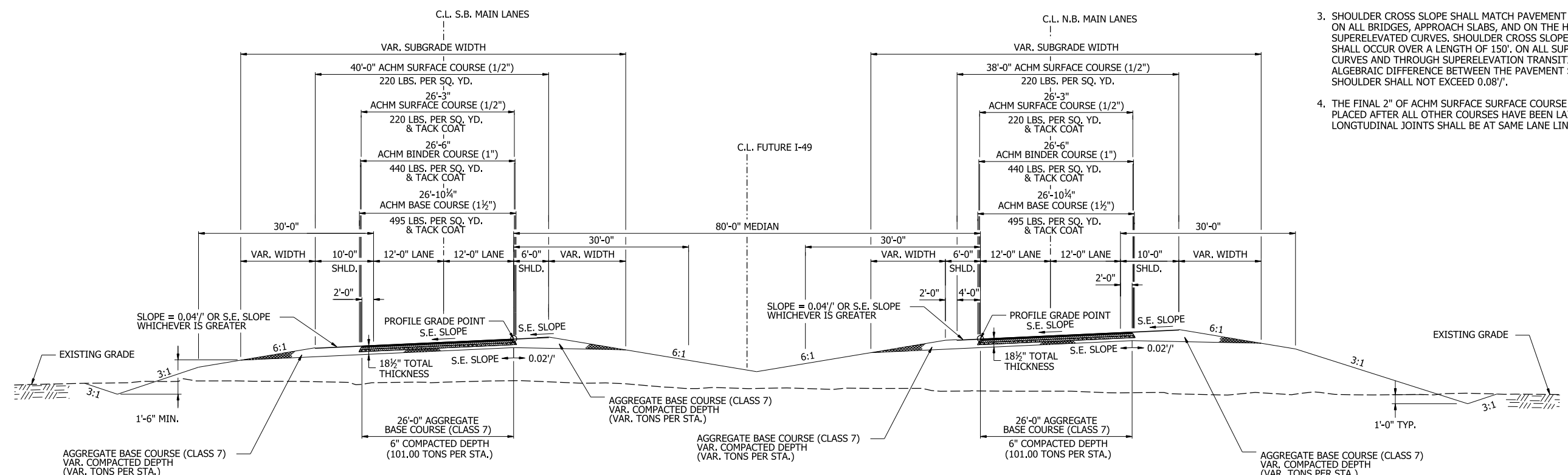
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	8	809
TYPICAL SECTIONS OF IMPROVEMENT						



**PROPOSED FUTURE I-49
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

C.L. I-49 STA. 108+65.00 TO STA. 117+95.77
C.L. I-49 STA. 127+95.77 TO STA. 132+23.97

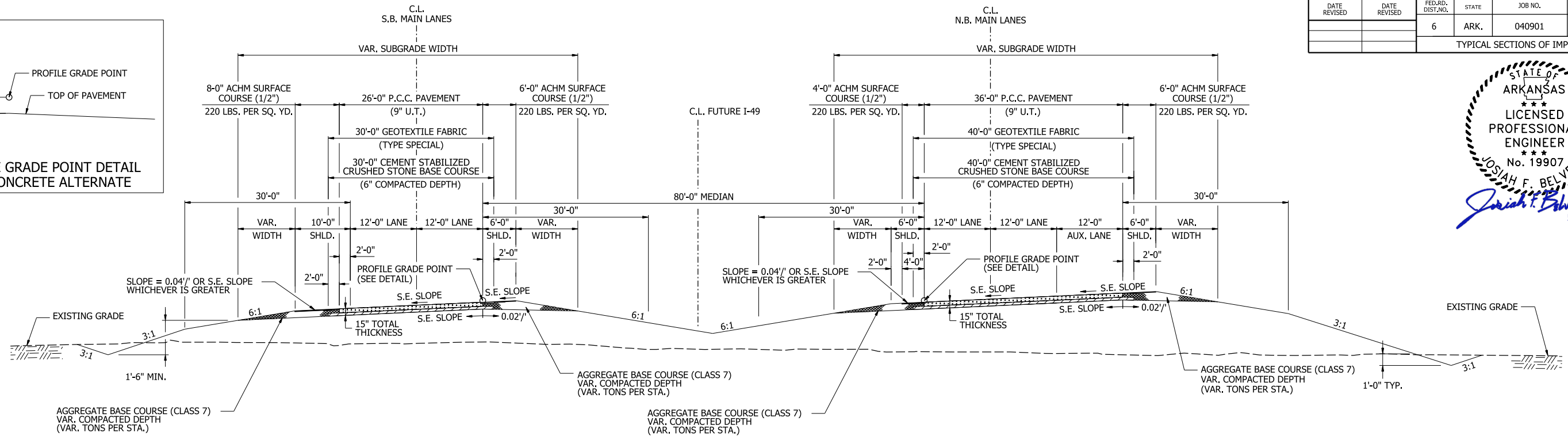
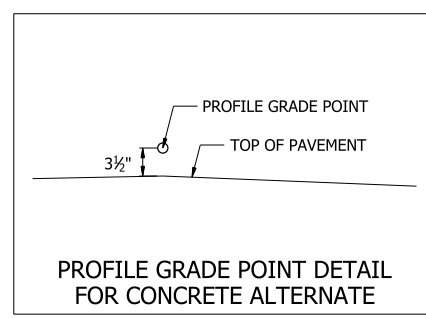
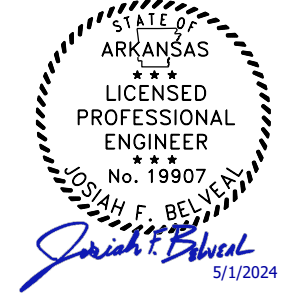
- NOTES:**
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGTUDINAL JOINTS SHALL BE AT SAME LANE LINES.



**PROPOSED FUTURE I-49
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

C.L. I-49 STA. 108+65.00 TO STA. 117+95.77
C.L. I-49 STA. 127+95.77 TO STA. 132+23.97

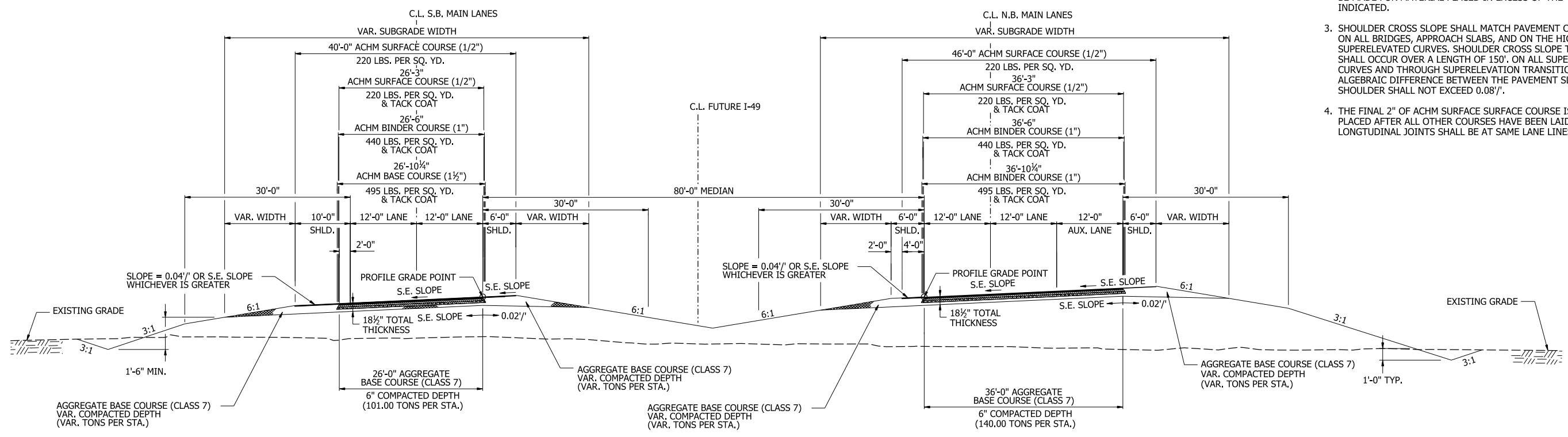
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	9	809
TYPICAL SECTIONS OF IMPROVEMENT						



**PROPOSED FUTURE I-49 WITH N.B. AUXILIARY LANE
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

C.L. I-49 STA. 117+95.77 TO STA. 127+95.77

- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.

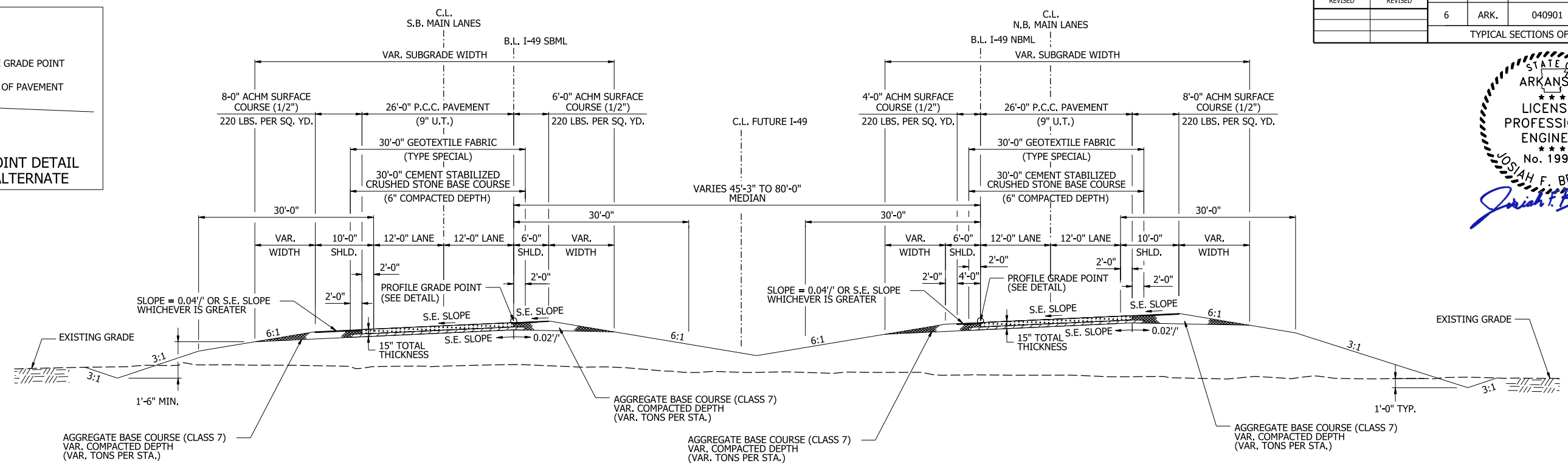
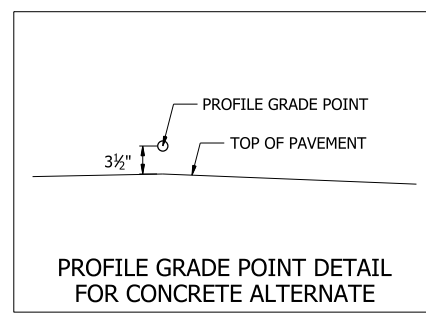
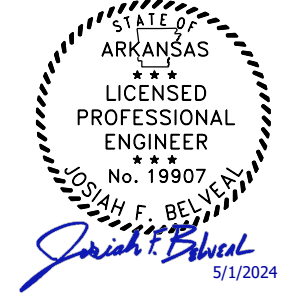


**PROPOSED FUTURE I-49 WITH N.B. AUXILIARY LANE
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

C.L. I-49 STA. 117+95.77 TO STA. 127+95.77

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	10	809

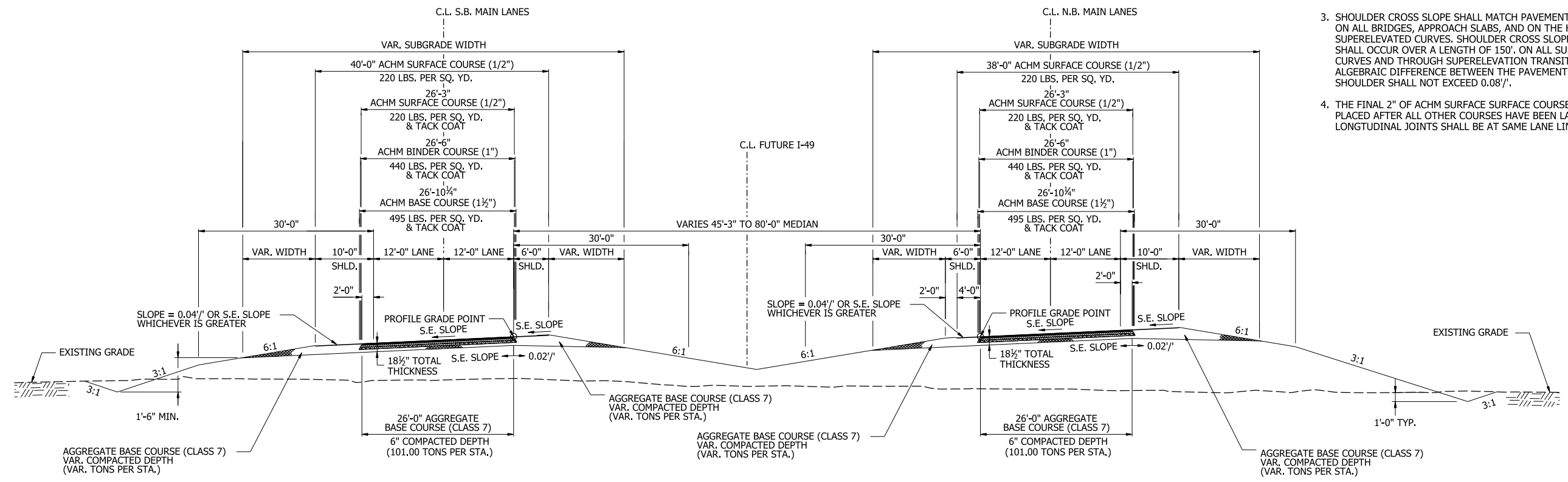


**PROPOSED FUTURE I-49 WITH VARIED MEDIAN WIDTH
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

C.L. I-49 STA. 132+23.97 TO STA. 150+84.38

NOTES:

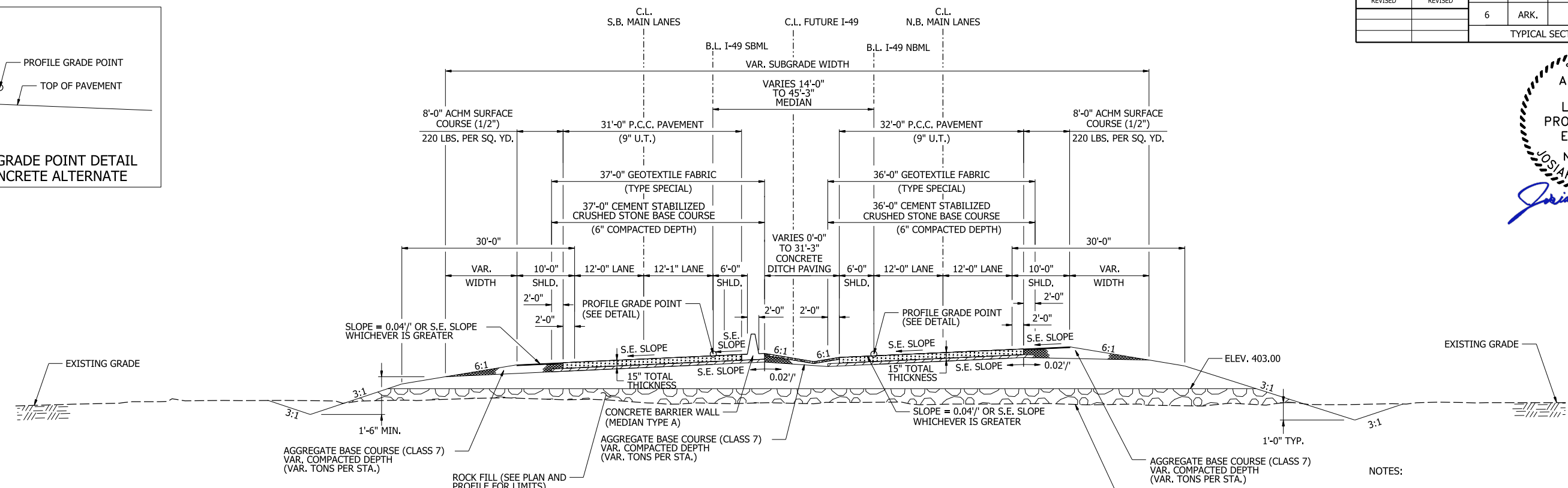
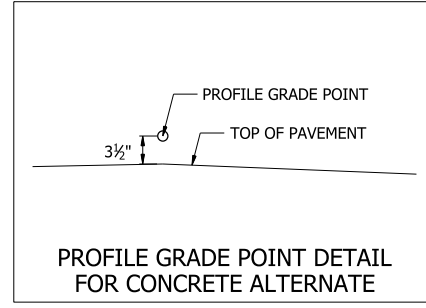
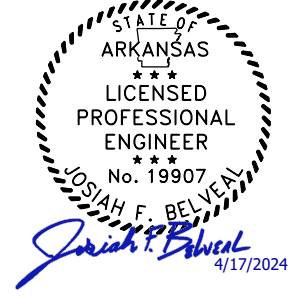
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
- THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.



**PROPOSED FUTURE I-49 WITH VARIED MEDIAN WIDTH
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

C.L. I-49 STA. 132+23.97 TO STA. 150+84.38

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	11	809
TYPICAL SECTIONS OF IMPROVEMENT						

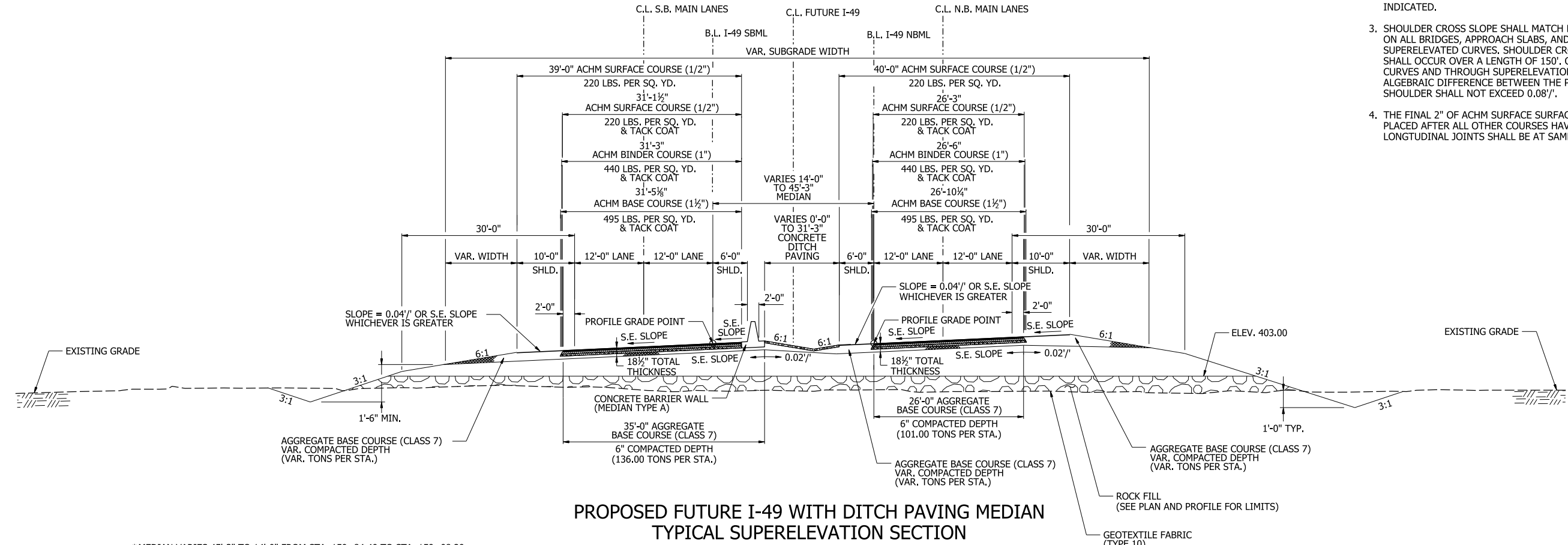


**PROPOSED FUTURE I-49 WITH DITCH PAVING MEDIAN
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

* MEDIAN VARIES 45'-3" TO 14'-0" FROM STA. 150+84.40 TO STA. 159+08.29
MEDIAN 14'-0" FROM STA. 159+08.29 TO STA. 160+52.00

C.L. I-49 STA. 150+84.38 TO STA. 160+52.00

- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.



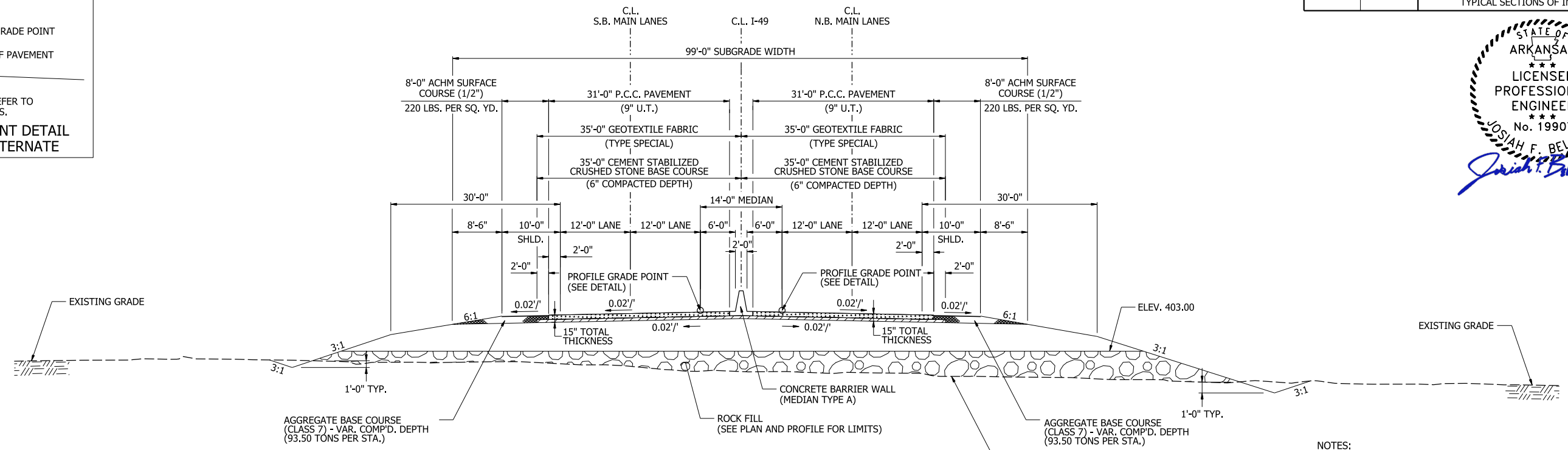
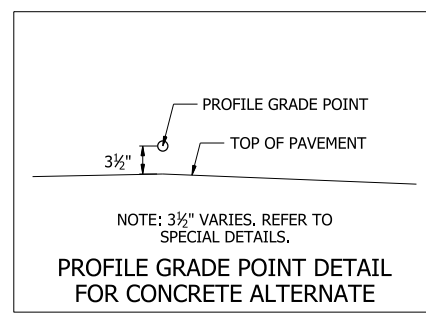
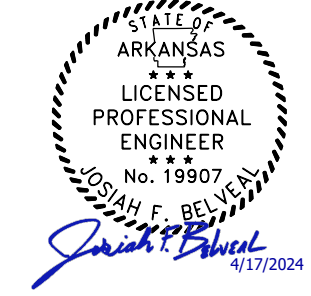
**PROPOSED FUTURE I-49 WITH DITCH PAVING MEDIAN
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

* MEDIAN VARIES 45'-3" TO 14'-0" FROM STA. 150+84.40 TO STA. 159+08.29
MEDIAN 14'-0" FROM STA. 159+08.29 TO STA. 160+52.00

C.L. I-49 STA. 150+84.38 TO STA. 160+52.00

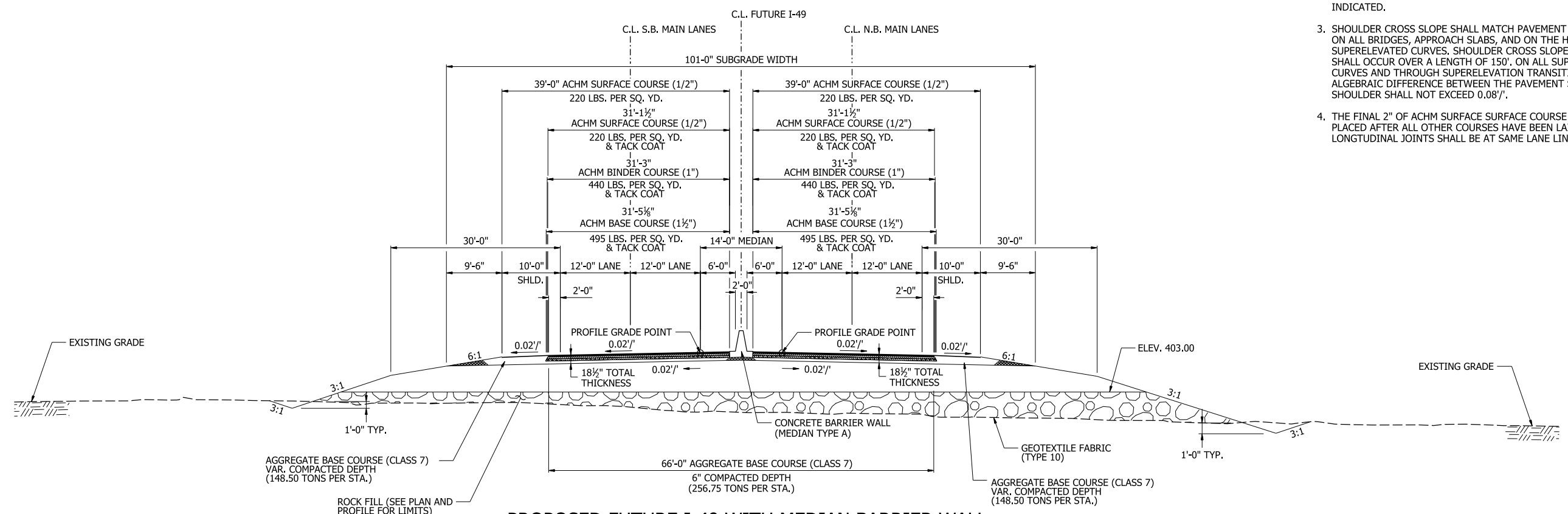
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	12	809
TYPICAL SECTIONS OF IMPROVEMENT						



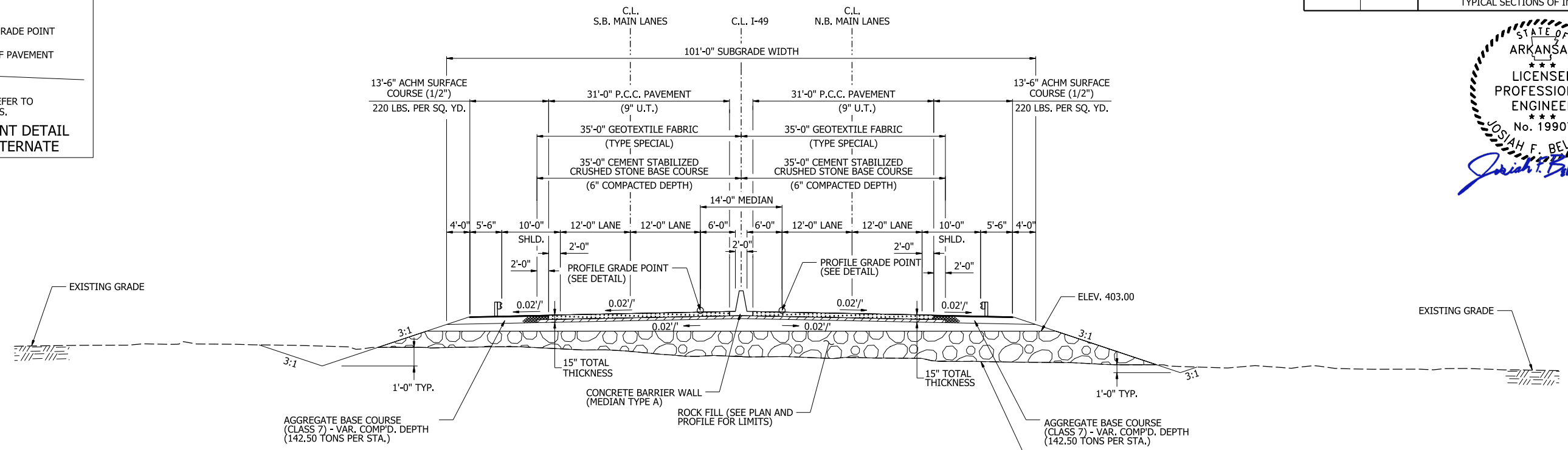
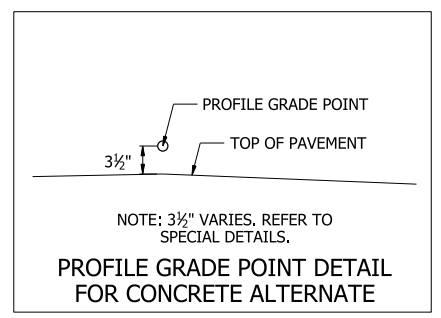
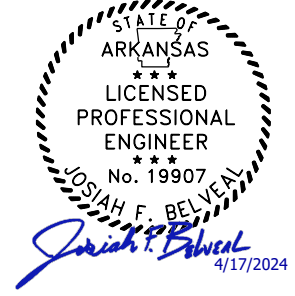
NOTE:
APPROACH SLAB C.L. I-49 STA. 163+36.92 TO STA. 163+71.92
SEE SECTION OF APPROACH SLAB SPECIAL DETAIL

- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.



NOTE:
APPROACH SLAB C.L. I-49 STA. 163+36.92 TO STA. 163+71.92
SEE SECTION OF APPROACH SLAB SPECIAL DETAIL

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	13	809
TYPICAL SECTIONS OF IMPROVEMENT						

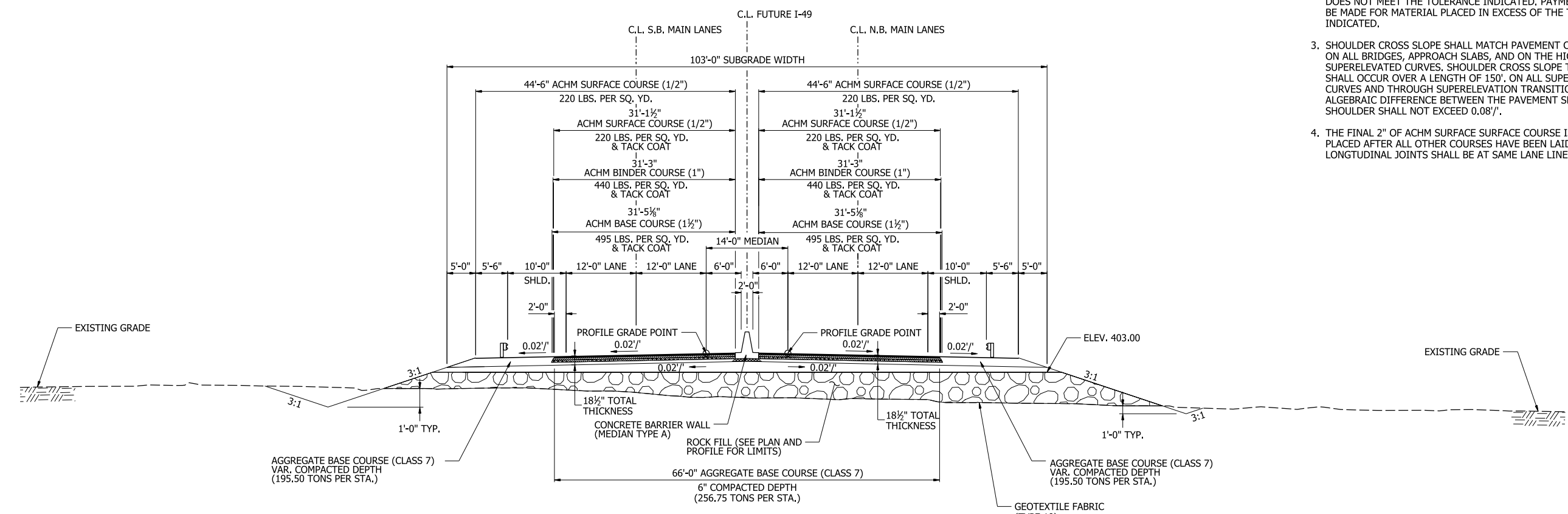


**PROPOSED FUTURE I-49 WITH MEDIAN BARRIER WALL
TYPICAL TANGENT SECTION
CONCRETE ALTERNATE**

C.L. I-49 STA. 216+39.08 TO STA. 240+36.92

NOTE:
APPROACH SLAB C.L. I-49 STA. 216+04.08 TO STA. 216+39.08
APPROACH SLAB C.L. I-49 STA. 240+36.92 TO STA. 240+71.92
SEE SECTION OF APPROACH SLAB SPECIAL DETAIL

- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.



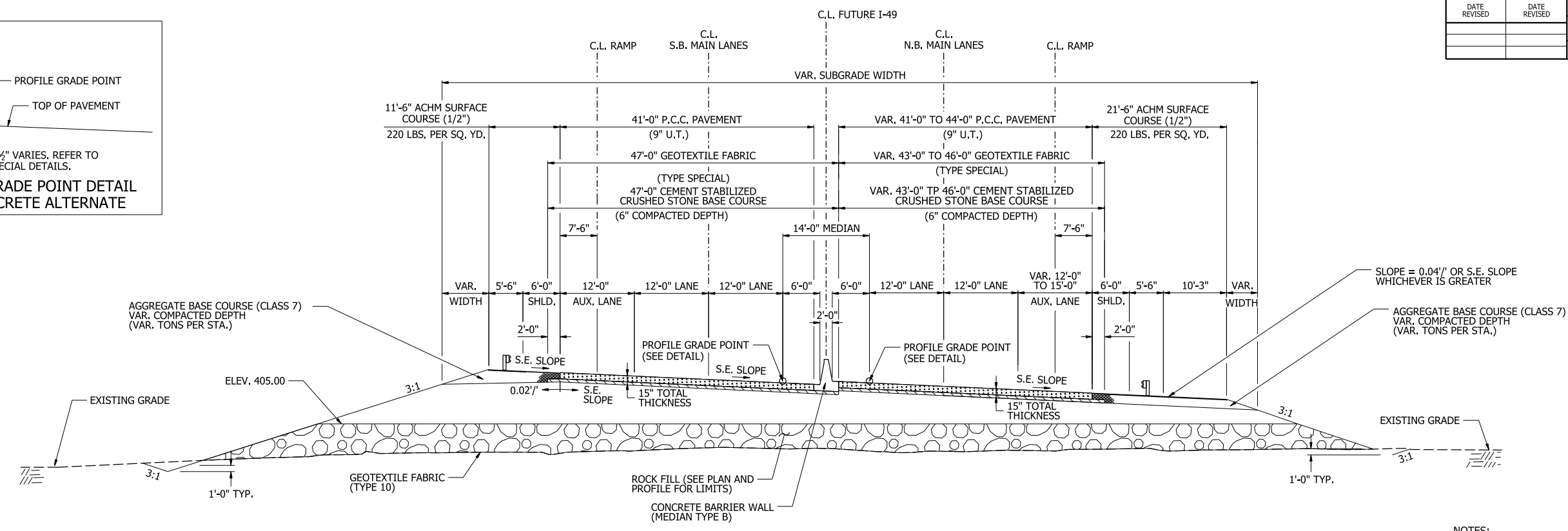
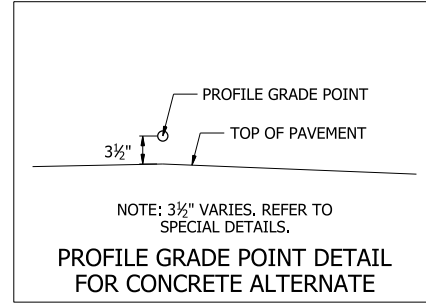
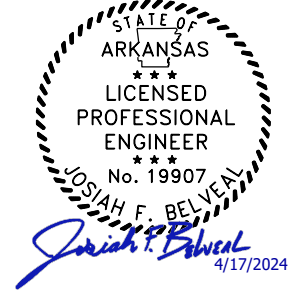
**PROPOSED FUTURE I-49 WITH MEDIAN BARRIER WALL
TYPICAL TANGENT SECTION
ASPHALT ALTERNATE**

C.L. I-49 STA. 216+39.08 TO STA. 240+36.92

NOTE:
APPROACH SLAB C.L. I-49 STA. 216+04.08 TO STA. 216+39.08
APPROACH SLAB C.L. I-49 STA. 240+36.92 TO STA. 240+71.92
SEE SECTION OF APPROACH SLAB SPECIAL DETAIL

4/15/2024 6:29:59 PM
R040901_04_TS_007.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	14	809
TYPICAL SECTIONS OF IMPROVEMENT						

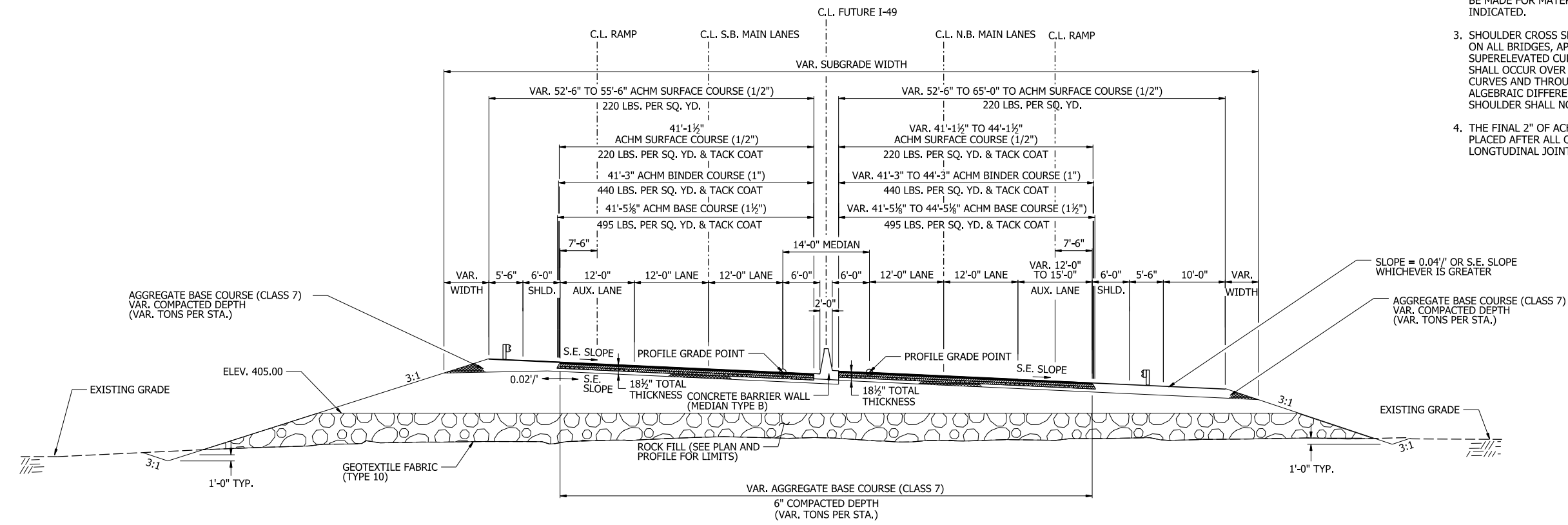


**PROPOSED FUTURE I-49 WITH MEDIAN BARRIER WALL AND AUXILIARY LANE
 TYPICAL SUPERELEVATION SECTION
 CONCRETE ALTERNATE**

C.L. I-49 STA. 259+29.08 TO STA. 260+00.93

NOTE:
 APPROACH SLAB C.L. I-49 STA. 258+94.08 TO STA. 259+29.08
 SEE SECTION OF APPROACH SLAB SPECIAL DETAIL

- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.



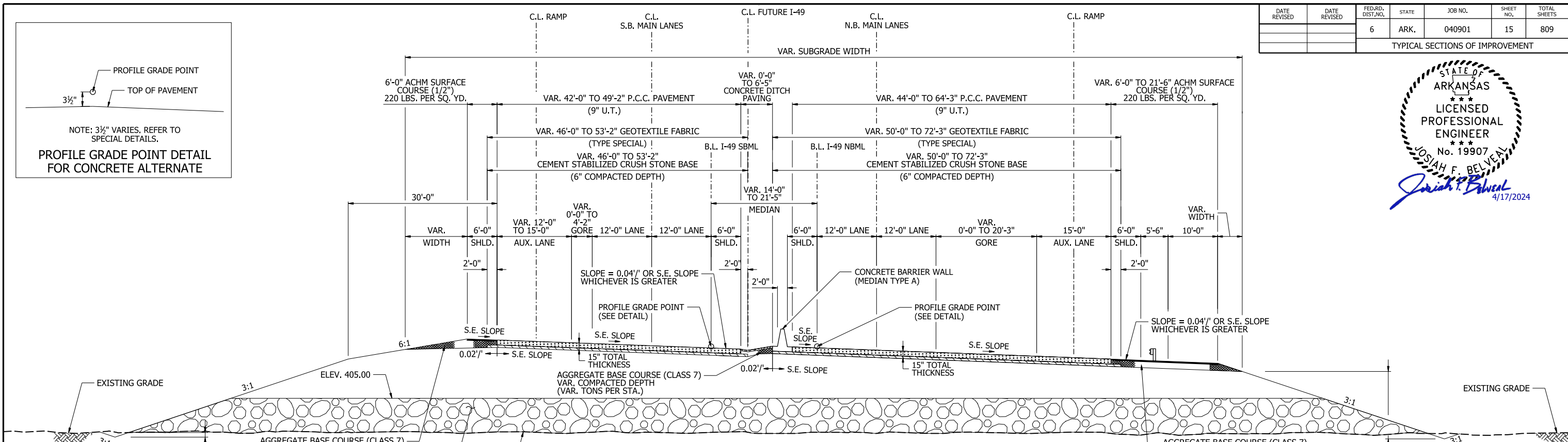
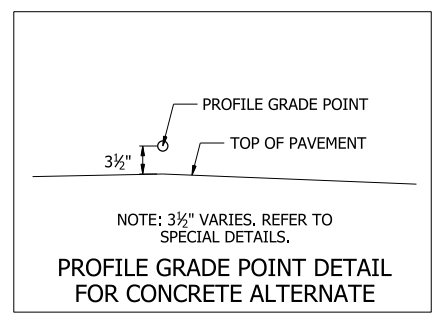
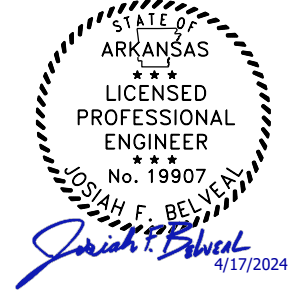
**PROPOSED FUTURE I-49 WITH MEDIAN BARRIER WALL AND AUXILIARY LANE
 TYPICAL SUPERELEVATION SECTION
 ASPHALT ALTERNATE**

C.L. I-49 STA. 259+29.08 TO STA. 260+00.93

NOTE:
 APPROACH SLAB C.L. I-49 STA. 258+94.08 TO STA. 259+29.08
 SEE SECTION OF APPROACH SLAB SPECIAL DETAIL

TYPICAL SECTIONS OF IMPROVEMENT

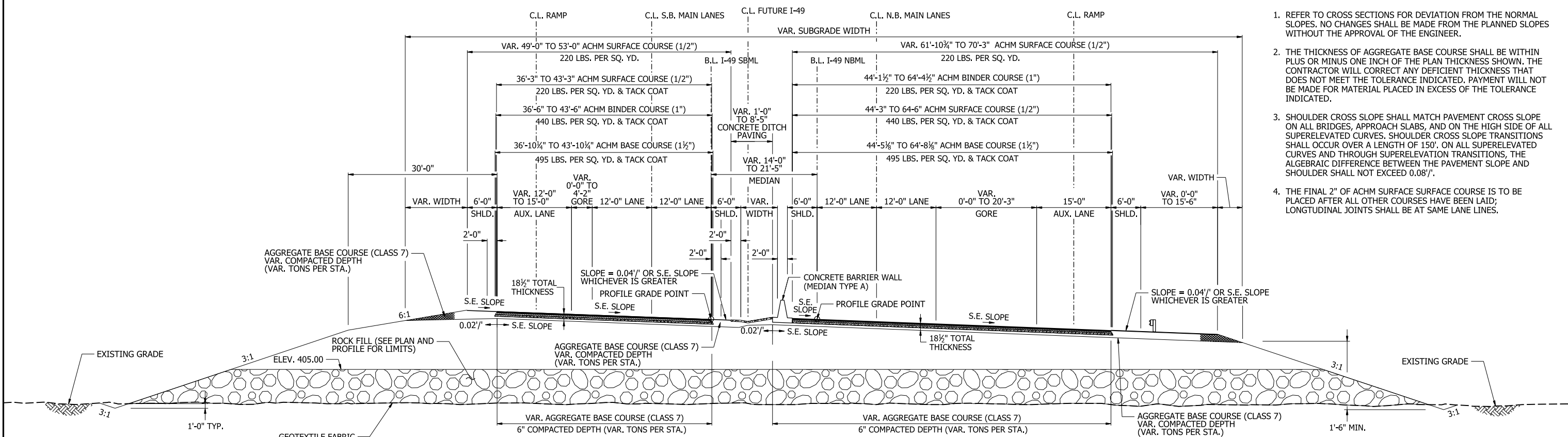
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	15	809



**PROPOSED FUTURE I-49 WITH BARRIER AND AUXILIARY LANES
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

C.L. I-49 STA. 260+00.93 TO STA. 263+00.00

- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.

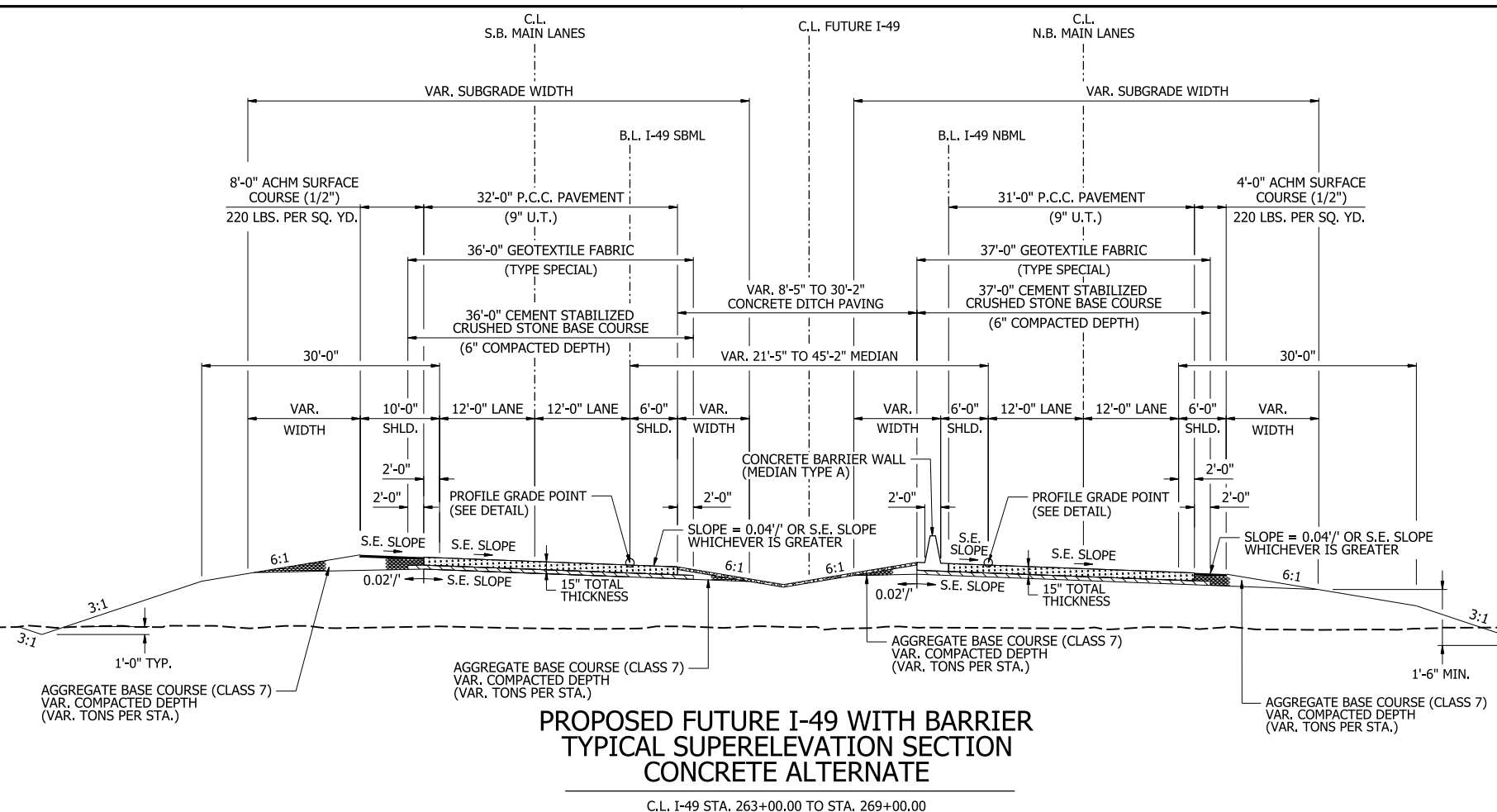
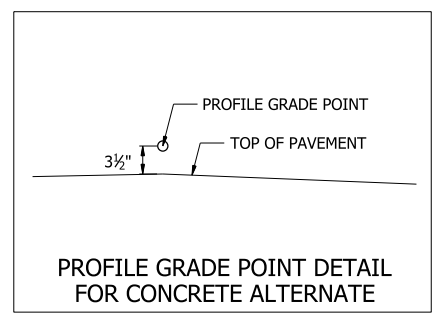
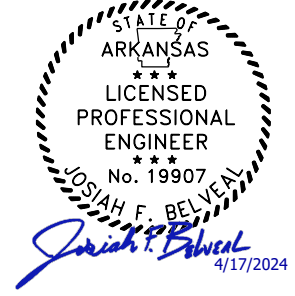


**PROPOSED FUTURE I-49 WITH AUXILIARY LANES AND BARRIER
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

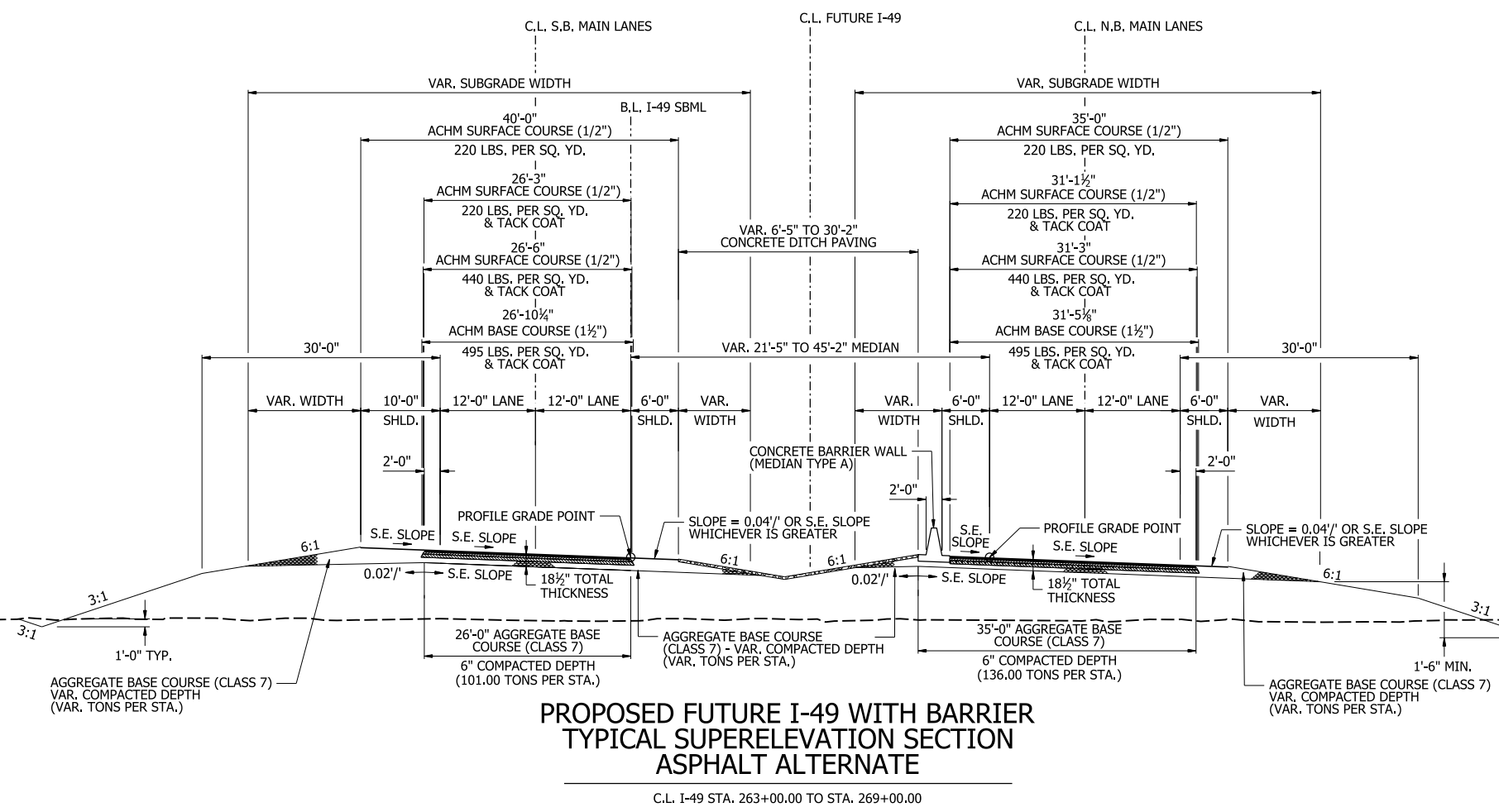
C.L. I-49 STA. 260+00.93 TO STA. 263+00.00

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	16	809
TYPICAL SECTIONS OF IMPROVEMENT						

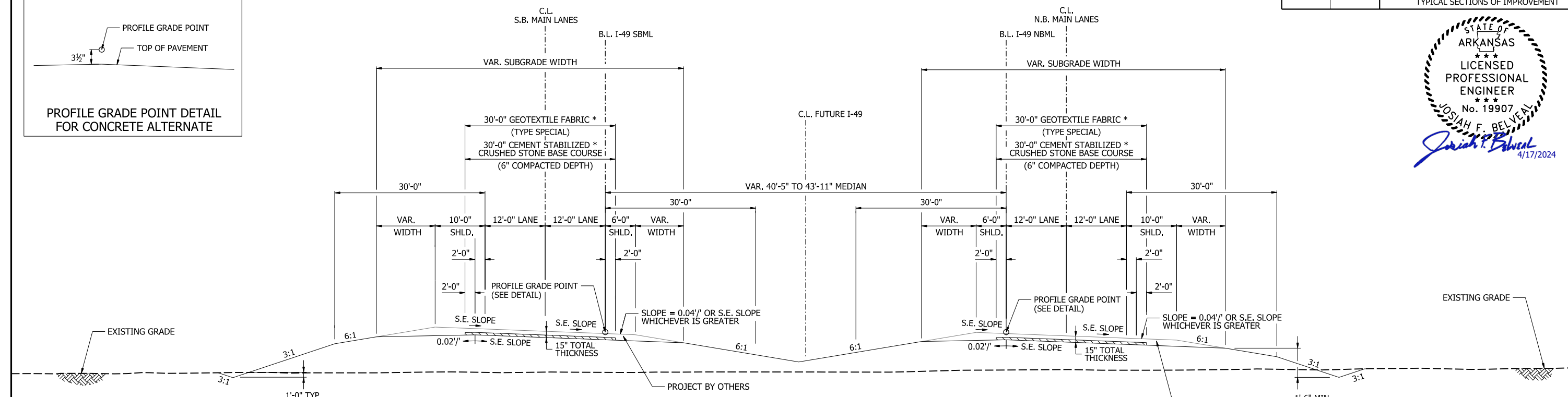
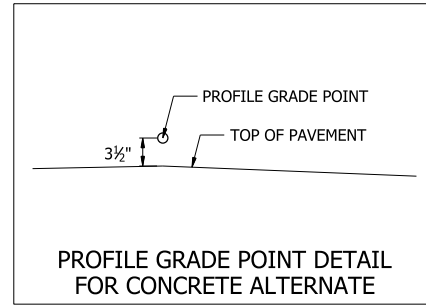
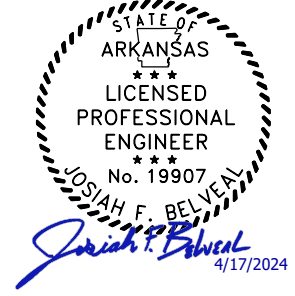


- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGTUDINAL JOINTS SHALL BE AT SAME LANE LINES.



TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	17	809
TYPICAL SECTIONS OF IMPROVEMENT						



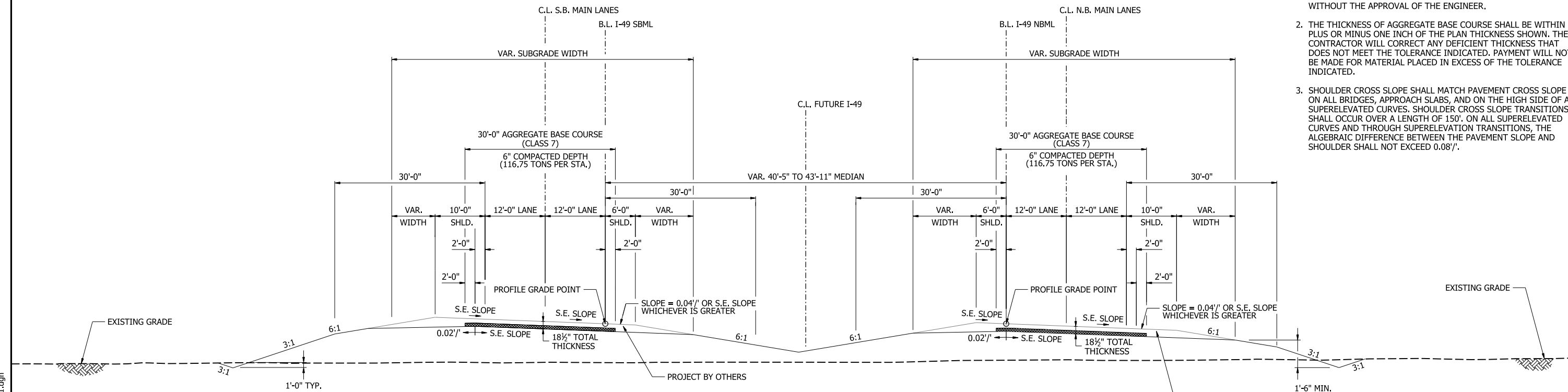
**PROPOSED FUTURE I-49 GRADING ONLY
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

C.L. I-49 STA. 269+00.00 TO STA. 270+00.00

* GEOTEXTILE FABRIC AND BASE COURSE ONLY FROM STA. 269+00.00 TO STA. 269+30.00

NOTES:

- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'



**PROPOSED FUTURE I-49 GRADING ONLY
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

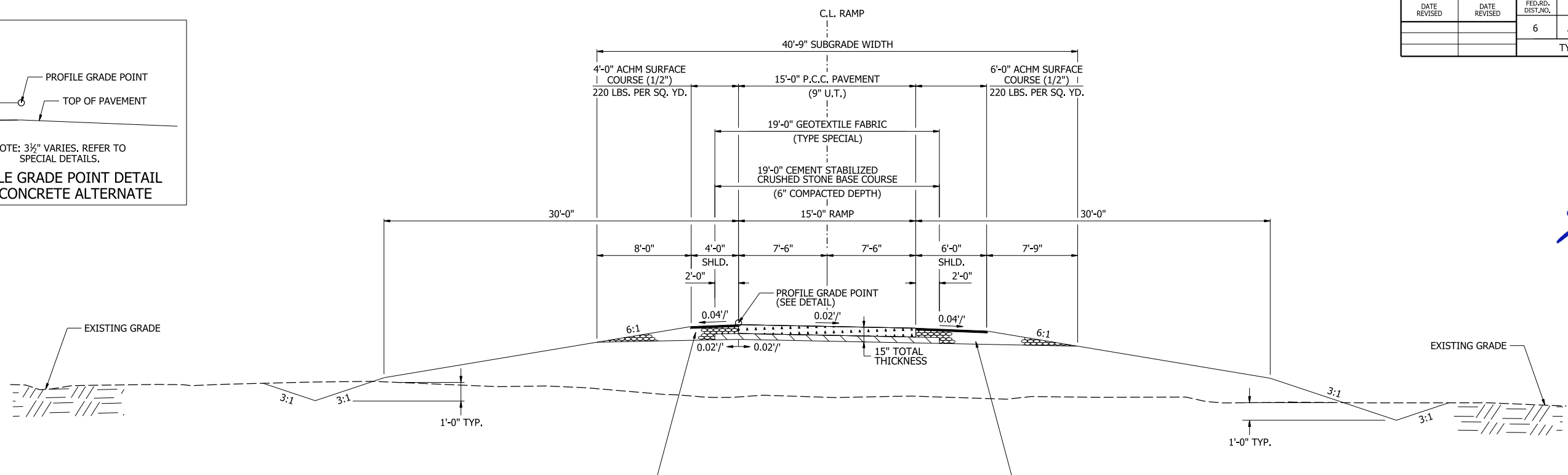
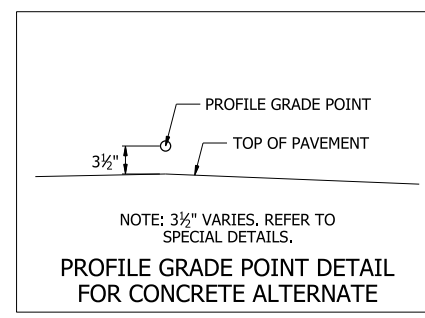
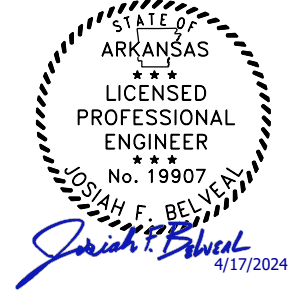
C.L. I-49 STA. 269+00.00 TO STA. 270+00.00

* BASE COURSE ONLY FROM STA. 269+30.00

TYPICAL SECTIONS OF IMPROVEMENT

4/15/2024 6:30:07 PM
R040901_04_TS_011.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	18	809
TYPICAL SECTIONS OF IMPROVEMENT						



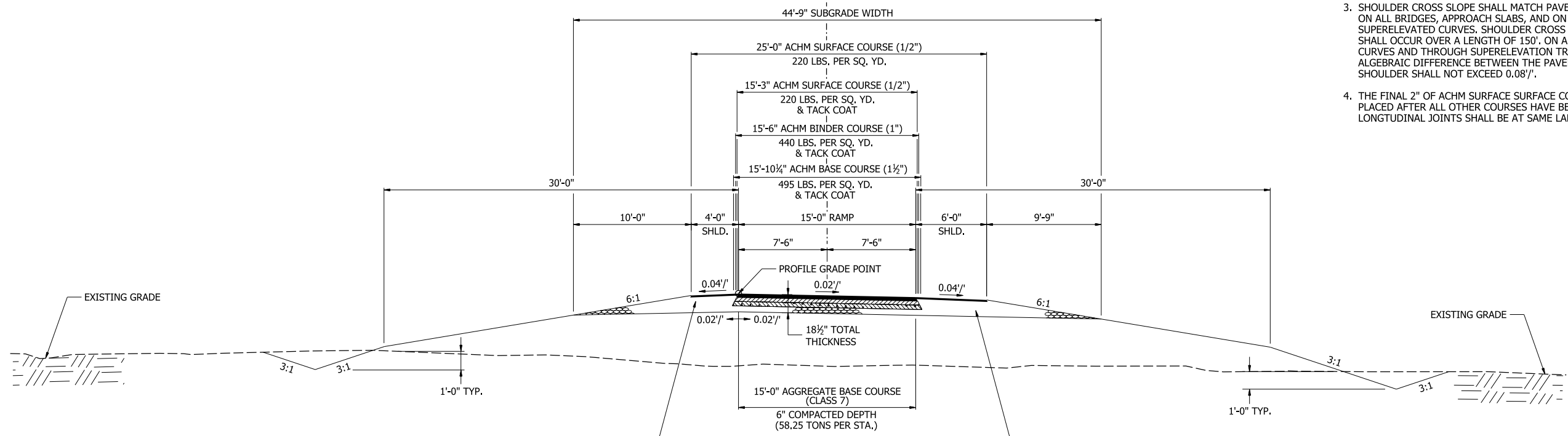
**PROPOSED RAMP
TYPICAL SECTION
CONCRETE ALTERNATE**

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. HWY 22 RAMP 2 STA. 10+29.60 TO STA. 12+88.00
C.L. HWY 22 RAMP 3 STA. 25+42.00 TO STA. 28+82.00
C.L. GC RAMP 4 STA. 13+98.24 TO STA. 16+66.00
C.L. RAMP

NOTES:

- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
- THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.

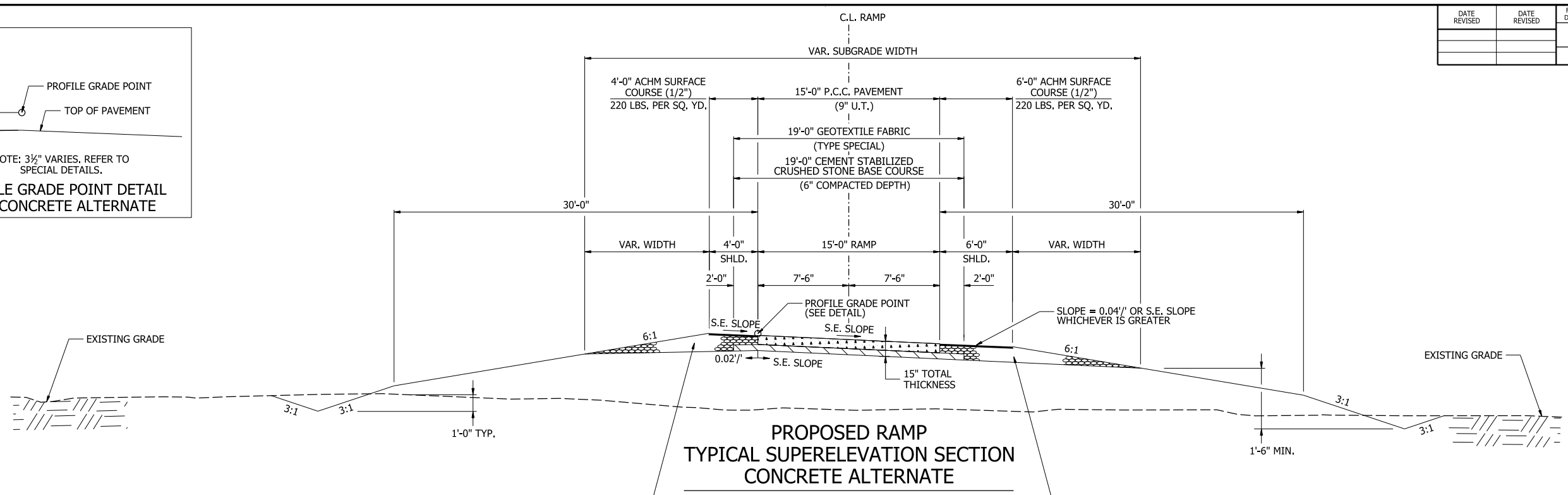
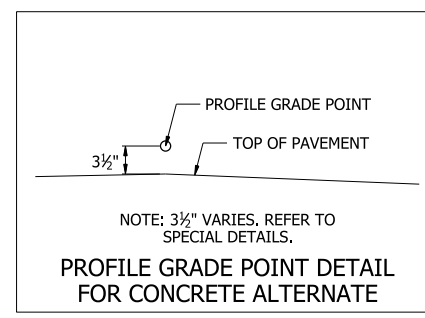


**PROPOSED RAMP
TYPICAL SECTION
ASPHALT ALTERNATE**

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. HWY 22 RAMP 2 STA. 10+29.60 TO STA. 12+88.00
C.L. HWY 22 RAMP 3 STA. 25+42.00 TO STA. 28+82.00
C.L. GC RAMP 4 STA. 13+98.24 TO STA. 16+66.00

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	19	809
TYPICAL SECTIONS OF IMPROVEMENT						



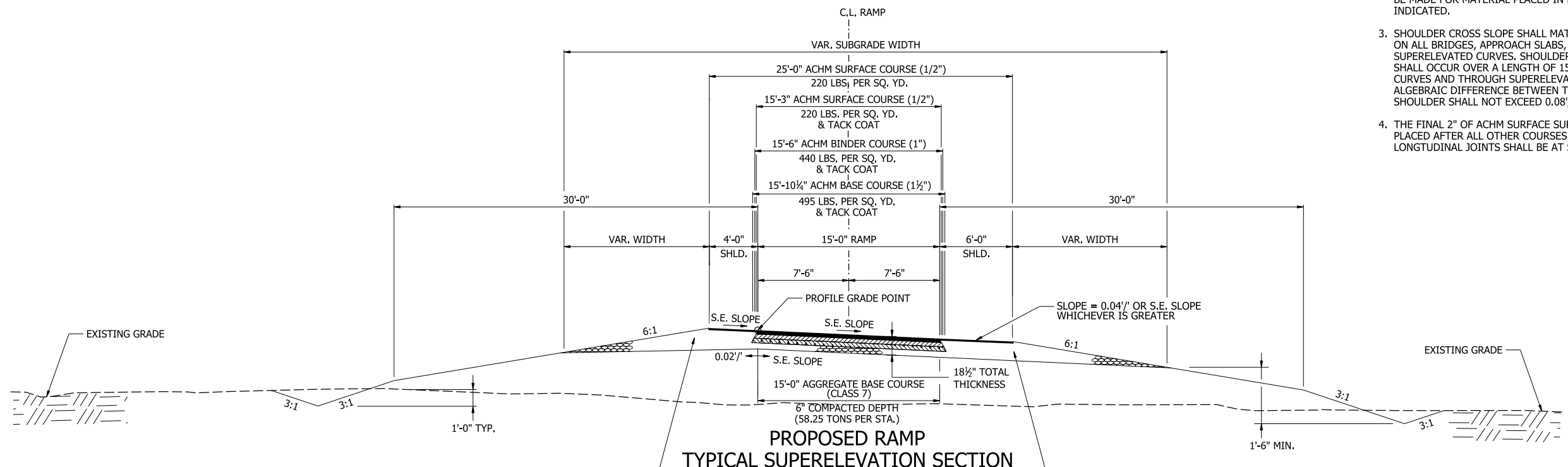
**PROPOSED RAMP
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

(SHOWN IN DIRECTION OF TRAFFIC)

C.L. HWY 22 RAMP 2 STA. 12+88.00 TO STA. 33+29.15
 C.L. HWY 22 RAMP 3 STA. 16+53.80 TO STA. 25+42.00
 C.L. HWY 22 RAMP 3 STA. 28+82.00 TO STA. 38+44.85
 C.L. GC RAMP 1 STA. 14+16.07 TO STA. 27+97.58
 C.L. GC RAMP 2 STA. 19+51.45 TO STA. 20+00.00
 C.L. GC RAMP 3 STA. 21+44.75 TO STA. 24+00.00
 C.L. GC RAMP 4 STA. 16+66.00 TO STA. 27+47.43

NOTES:

- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
- THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGTUDINAL JOINTS SHALL BE AT SAME LANE LINES.

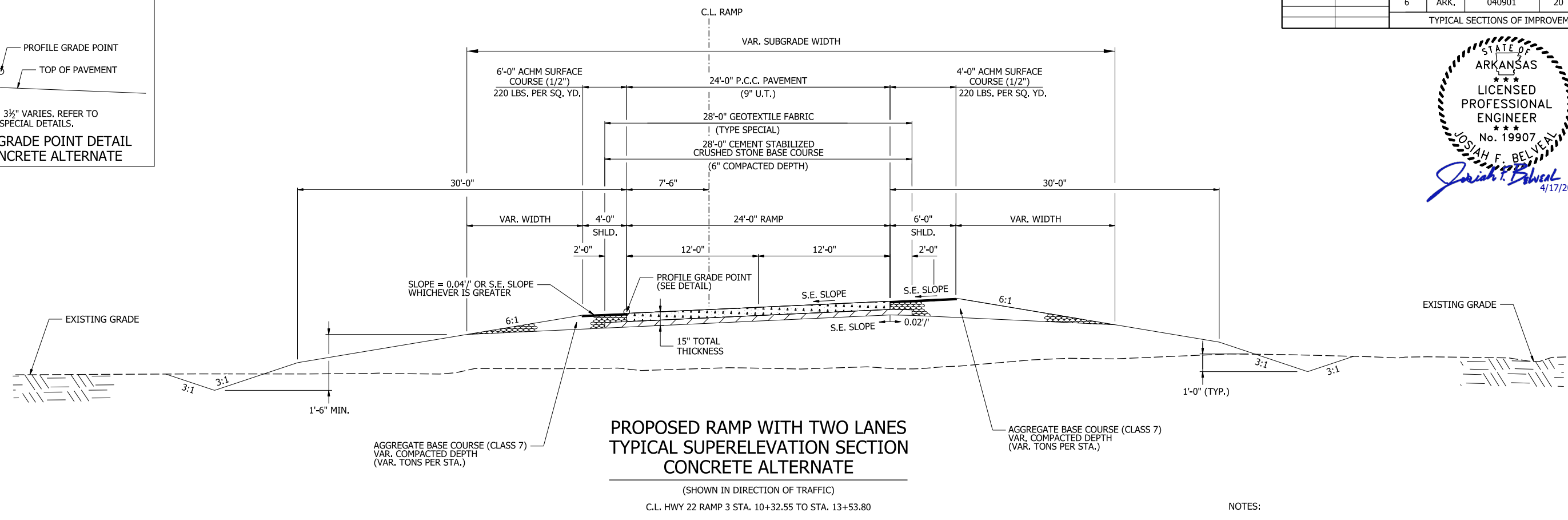
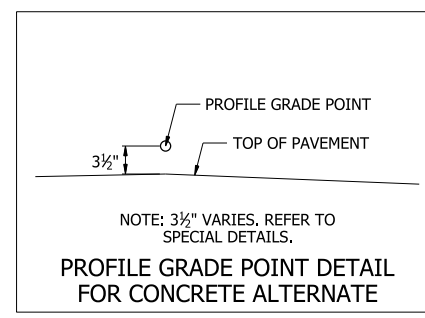
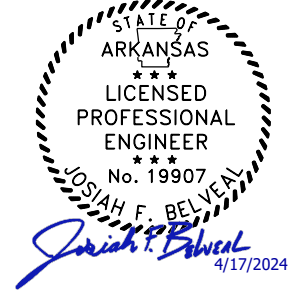


**PROPOSED RAMP
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

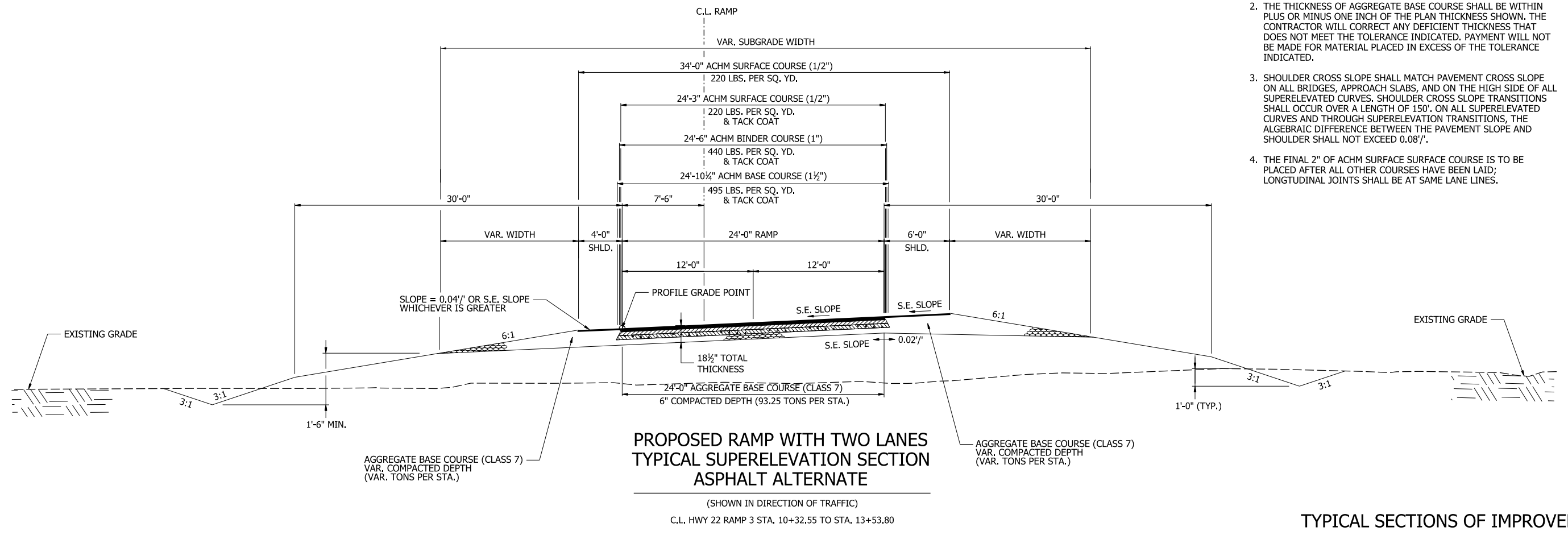
(SHOWN IN DIRECTION OF TRAFFIC)

C.L. HWY 22 RAMP 2 STA. 12+88.00 TO STA. 33+29.15
 C.L. HWY 22 RAMP 3 STA. 16+53.80 TO STA. 25+42.00
 C.L. HWY 22 RAMP 3 STA. 28+82.00 TO STA. 38+44.85
 C.L. GC RAMP 1 STA. 14+16.07 TO STA. 27+97.58
 C.L. GC RAMP 2 STA. 19+51.45 TO STA. 20+00.00
 C.L. GC RAMP 3 STA. 21+44.75 TO STA. 24+00.00
 C.L. GC RAMP 4 STA. 16+66.00 TO STA. 27+47.43

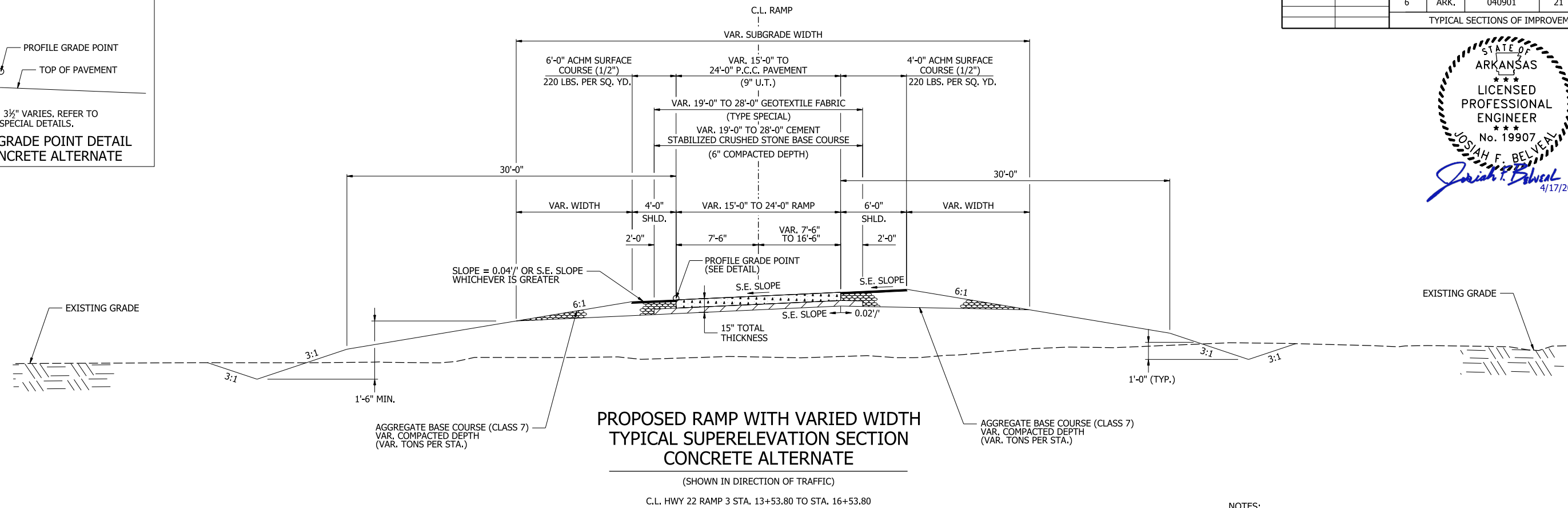
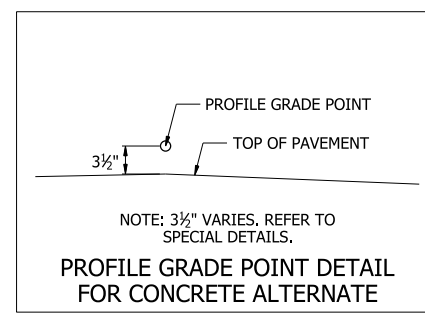
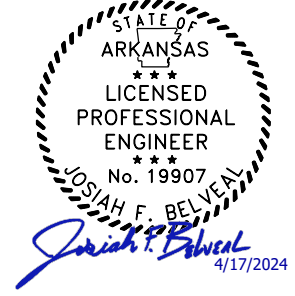
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	20	809
TYPICAL SECTIONS OF IMPROVEMENT						



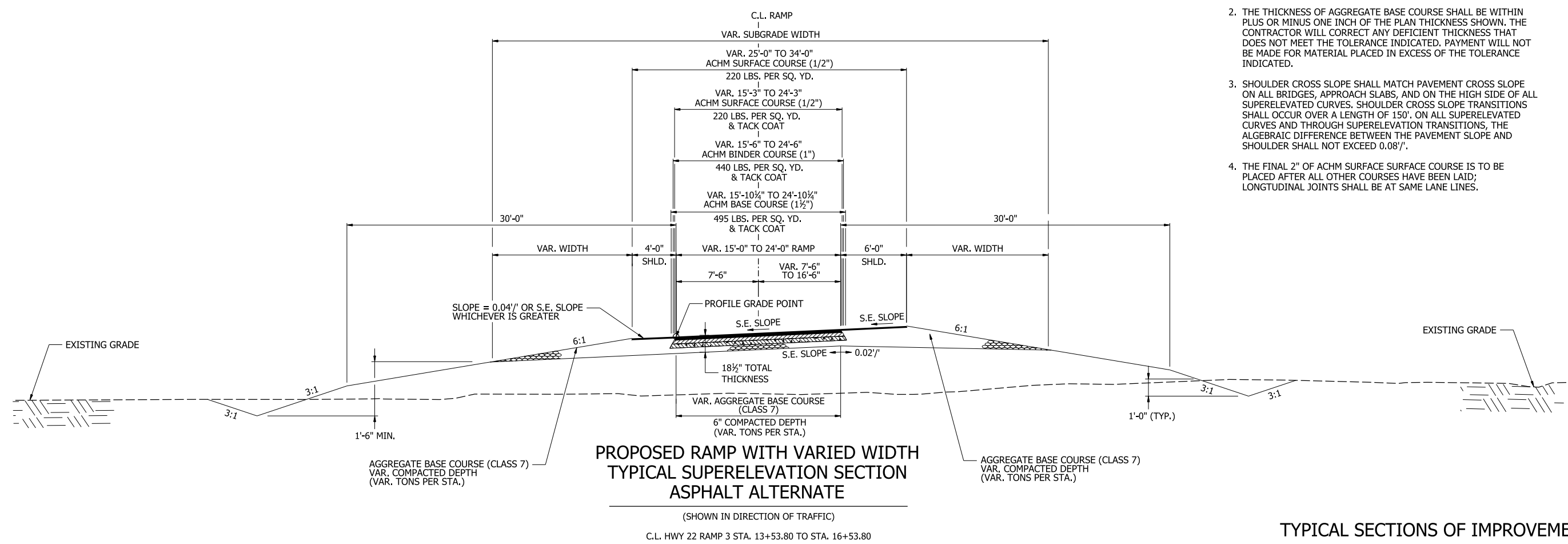
- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150', ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGTUDINAL JOINTS SHALL BE AT SAME LANE LINES.



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	21	809
TYPICAL SECTIONS OF IMPROVEMENT						

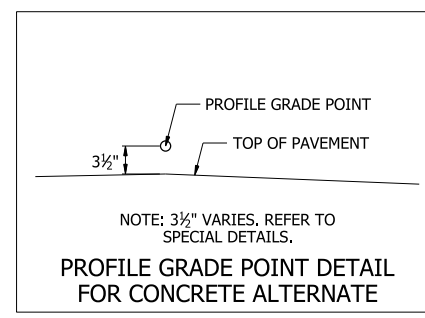
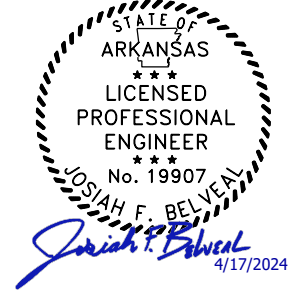


- NOTES:
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
 - SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'.
 - THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGTUDINAL JOINTS SHALL BE AT SAME LANE LINES.



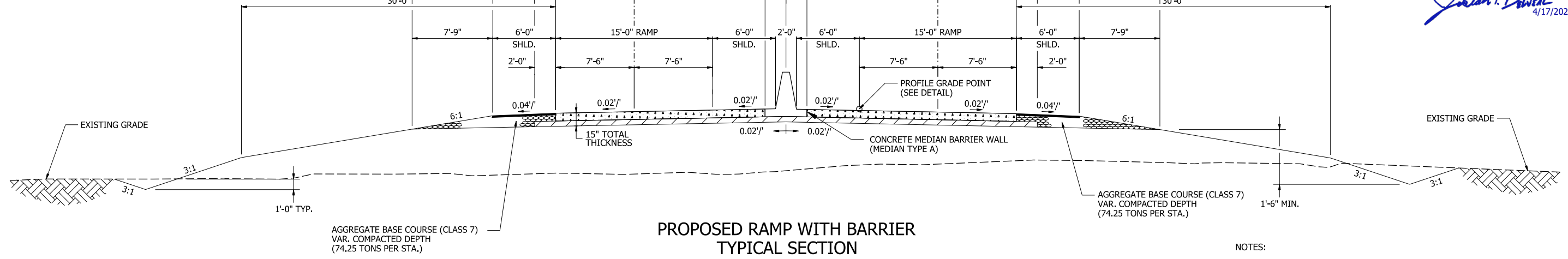
4/16/2024 5:39:30 PM
R040901_04_TS_015.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	22	809
TYPICAL SECTIONS OF IMPROVEMENT						



NOTE: 3 1/2" VARIES, REFER TO SPECIAL DETAILS.

PROFILE GRADE POINT
TOP OF PAVEMENT



**PROPOSED RAMP WITH BARRIER
TYPICAL SECTION
CONCRETE ALTERNATE**

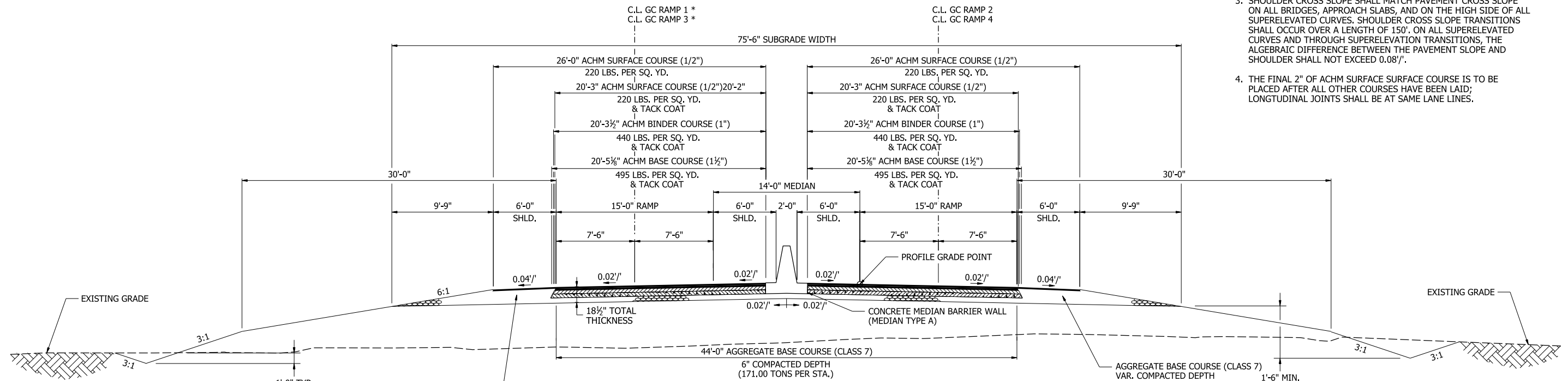
(SHOWN IN DIRECTION OF TRAFFIC FOR RAMPS 2 & 4)

C.L. GC RAMP 1 STA. 29+85.00 TO STA. 35+55.58
C.L. GC RAMP 2 STA. 10+12.00 TO STA. 15+65.00
C.L. GC RAMP 3 STA. 10+12.00 TO STA. 17+94.00
C.L. GC RAMP 4 STA. 30+73.00 TO STA. 38+73.80

*RAMPS 1 AND 3 ARE CONTROLLED VERTICALLY BY THE PROFILE GRADE LINES OF RAMPS 2 AND 4 RESPECTIVELY IN THIS STATION RANGE.

NOTES:

- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
- THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.



**PROPOSED RAMP WITH BARRIER
TYPICAL SECTION
ASPHALT ALTERNATE**

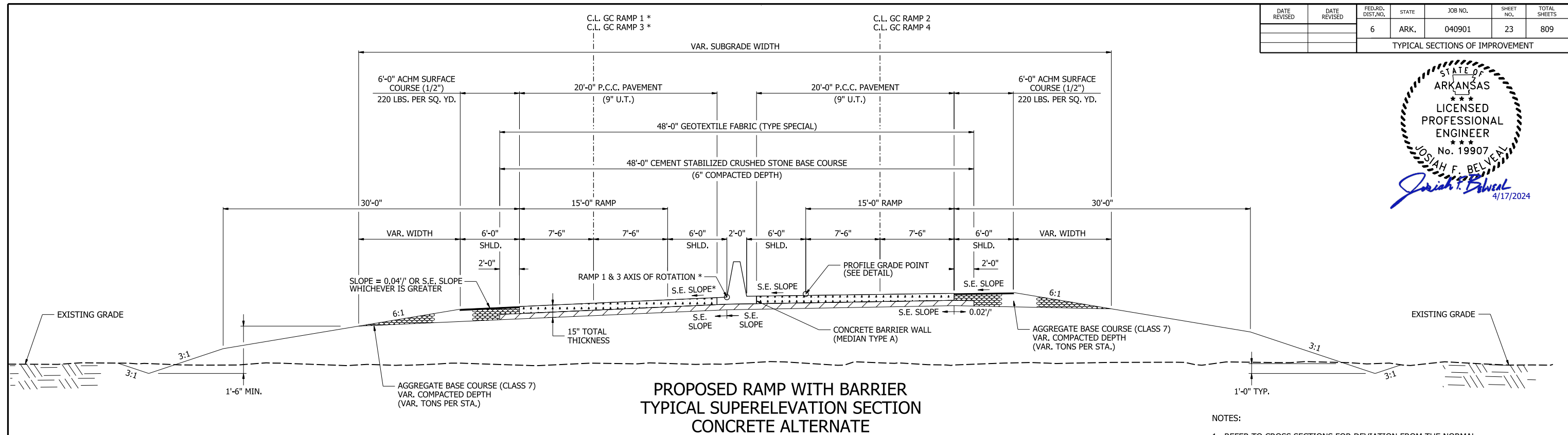
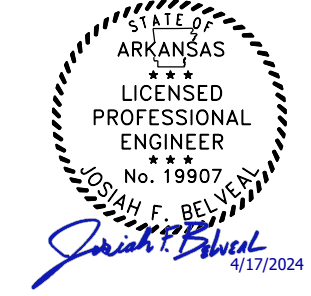
(SHOWN IN DIRECTION OF TRAFFIC FOR RAMPS 2 & 4)

C.L. GC RAMP 1 STA. 29+85.00 TO STA. 35+55.58
C.L. GC RAMP 2 STA. 10+12.00 TO STA. 15+65.00
C.L. GC RAMP 3 STA. 10+12.00 TO STA. 17+94.00
C.L. GC RAMP 4 STA. 30+73.00 TO STA. 38+73.80

*RAMPS 1 AND 3 ARE CONTROLLED VERTICALLY BY THE PROFILE GRADE LINES OF RAMPS 2 AND 4 RESPECTIVELY IN THIS STATION RANGE.

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	23	809
TYPICAL SECTIONS OF IMPROVEMENT						



**PROPOSED RAMP WITH BARRIER
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

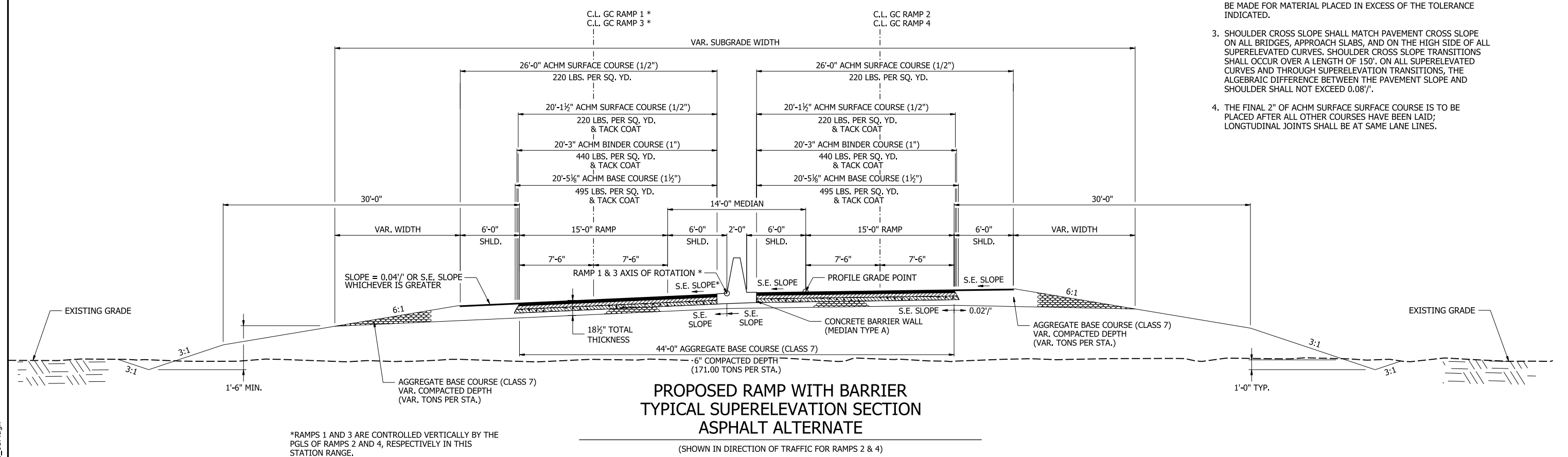
(SHOWN IN DIRECTION OF TRAFFIC FOR RAMP 2 & 4)

C.L. GC RAMP 1 STA. 27+97.58 TO STA. 29+85.00
C.L. GC RAMP 2 STA. 15+65.00 TO STA. 17+70.00
C.L. GC RAMP 3 STA. 17+94.00 TO STA. 20+00.00
C.L. GC RAMP 4 STA. 28+85.87 TO STA. 30+73.00

*RAMPS 1 AND 3 ARE CONTROLLED VERTICALLY BY THE PGLS OF RAMP 2 AND 4, RESPECTIVELY IN THIS STATION RANGE. RAMP-SPECIFIC SUPERELEVATION IS USED FOR EACH RAMP. REFER TO PLAN & PROFILE SHEETS AND CROSS SECTIONS FOR APPLICATION.

NOTES:

- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/.
- THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.



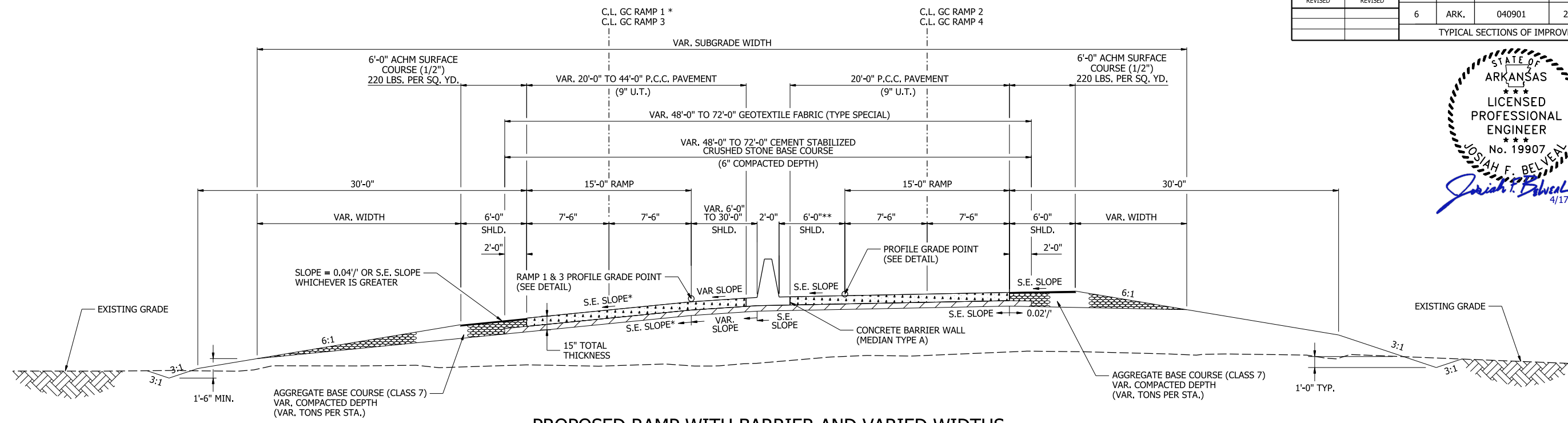
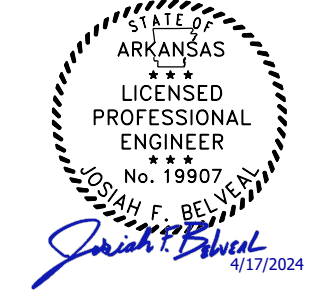
**PROPOSED RAMP WITH BARRIER
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

(SHOWN IN DIRECTION OF TRAFFIC FOR RAMP 2 & 4)

C.L. GC RAMP 1 STA. 27+97.58 TO STA. 29+85.00
C.L. GC RAMP 2 STA. 15+65.00 TO STA. 17+70.00
C.L. GC RAMP 3 STA. 17+94.00 TO STA. 20+00.00
C.L. GC RAMP 4 STA. 28+85.87 TO STA. 30+73.00

*RAMPS 1 AND 3 ARE CONTROLLED VERTICALLY BY THE PGLS OF RAMP 2 AND 4, RESPECTIVELY IN THIS STATION RANGE. RAMP-SPECIFIC SUPERELEVATION IS USED FOR EACH RAMP. REFER TO PLAN & PROFILE SHEETS AND CROSS SECTIONS FOR APPLICATION.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	24	809
TYPICAL SECTIONS OF IMPROVEMENT						



**PROPOSED RAMP WITH BARRIER AND VARIED WIDTHS
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

(SHOWN IN DIRECTION OF TRAFFIC FOR RAMPS 2 & 4)

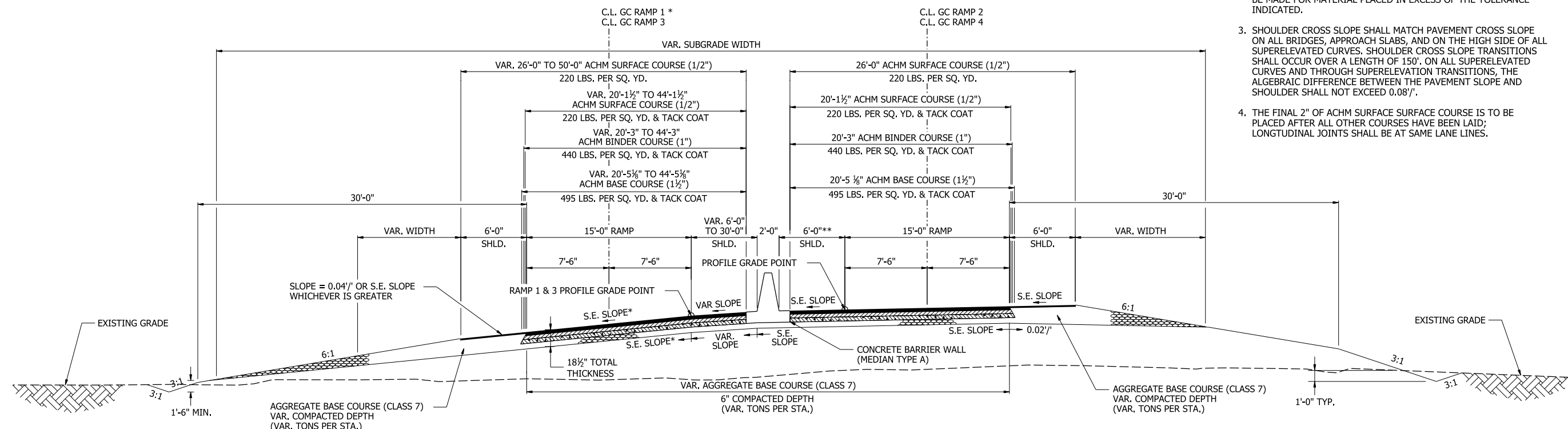
*RAMP-SPECIFIC SUPERELEVATION IS USED FOR EACH RAMP. REFER TO PLAN & PROFILE SHEETS AND CROSS SECTIONS FOR APPLICATION.

**RAMP 2 SHOULDER VARIES FROM 6'-0" TO 8'-0" FROM STA. 17+89.62 TO STA. 19+51.45

C.L. GC RAMP 1 STA. 26+29.97 TO STA. 27+97.58
 C.L. GC RAMP 2 STA. 17+70.00 TO STA. 19+51.45
 C.L. GC RAMP 3 STA. 20+00.00 TO STA. 21+44.75
 C.L. GC RAMP 4 STA. 27+47.43 TO STA. 28+85.87

NOTES:

- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/.
- THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.



**PROPOSED RAMP WITH BARRIER AND VARIED WIDTHS
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

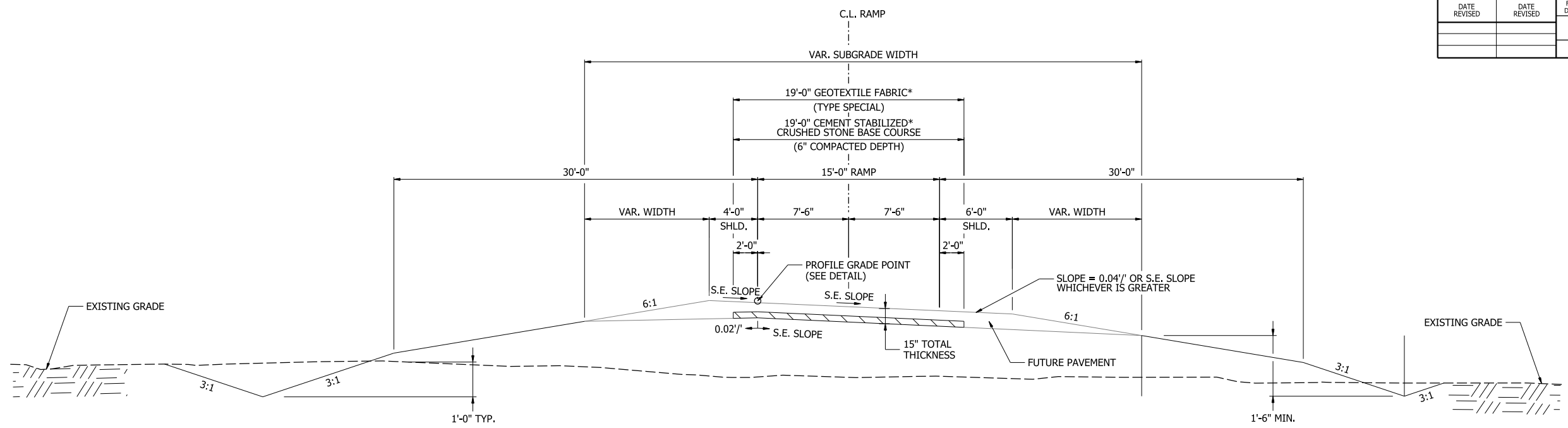
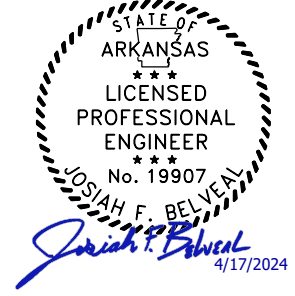
(SHOWN IN DIRECTION OF TRAFFIC FOR RAMPS 2 & 4)

*RAMP-SPECIFIC SUPERELEVATION IS USED FOR EACH RAMP. REFER TO PLAN & PROFILE SHEETS AND CROSS SECTIONS FOR APPLICATION.

**RAMP 2 SHOULDER VARIES FROM 6'-0" TO 8'-0" FROM STA. 17+89.62 TO STA. 19+51.45

C.L. GC RAMP 1 STA. 26+29.97 TO STA. 27+97.58
 C.L. GC RAMP 2 STA. 17+70.00 TO STA. 19+51.45
 C.L. GC RAMP 3 STA. 20+00.00 TO STA. 21+44.75
 C.L. GC RAMP 4 STA. 27+47.43 TO STA. 28+85.87

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	25	809
TYPICAL SECTIONS OF IMPROVEMENT						



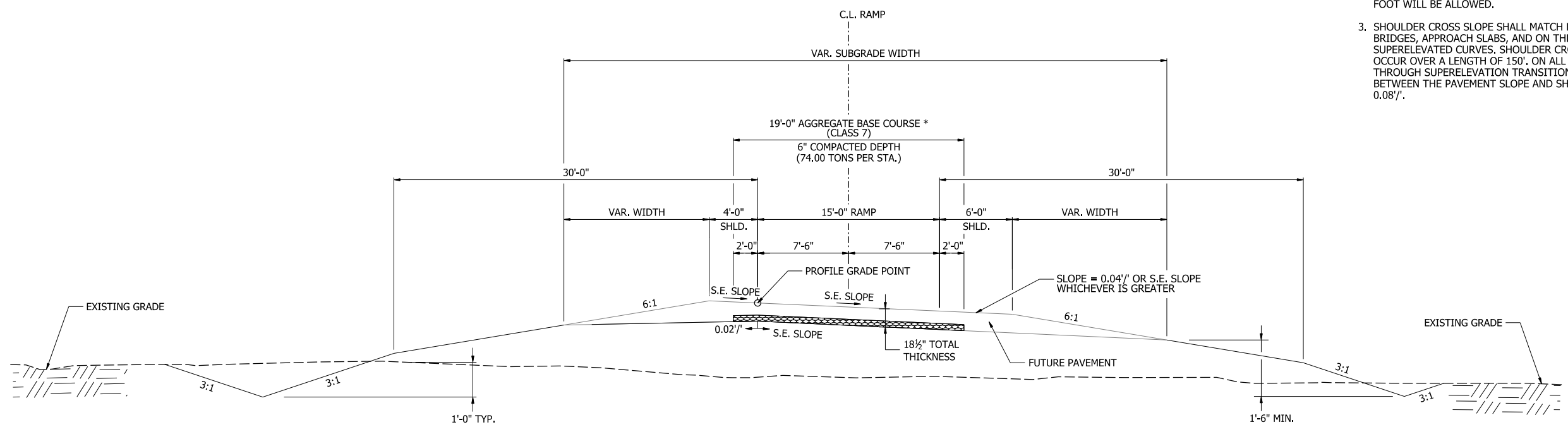
**PROPOSED RAMP GRADING ONLY
TYPICAL SUPERELEVATION SECTION
CONCRETE ALTERNATE**

(SHOWN IN DIRECTION OF TRAFFIC)
C.L. GC RAMP 2 STA. 20+00.00 TO STA. 21+00.00
C.L. GC RAMP 3 STA. 24+00.00 TO STA. 25+00.00

* GEOTEXTILE FABRIC AND BASE COURSE ONLY
FROM C.L. GC RAMP 2 STA. 20+00.00 TO STA. 20+30.00 AND
FROM C.L. GC RAMP 3 STA. 25+00.00 TO STA. 25+30.00

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.
- IT IS INTENDED THAT THE SUBGRADE SHALL BE FINISHED IN CONFORMITY WITH THE LINES, GRADES, AND CROSS SECTIONS SHOWN ON THE PLANS. HOWEVER, A TOLERANCE OF PLUS OR MINUS ONE-TENTH FOOT WILL BE ALLOWED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'.

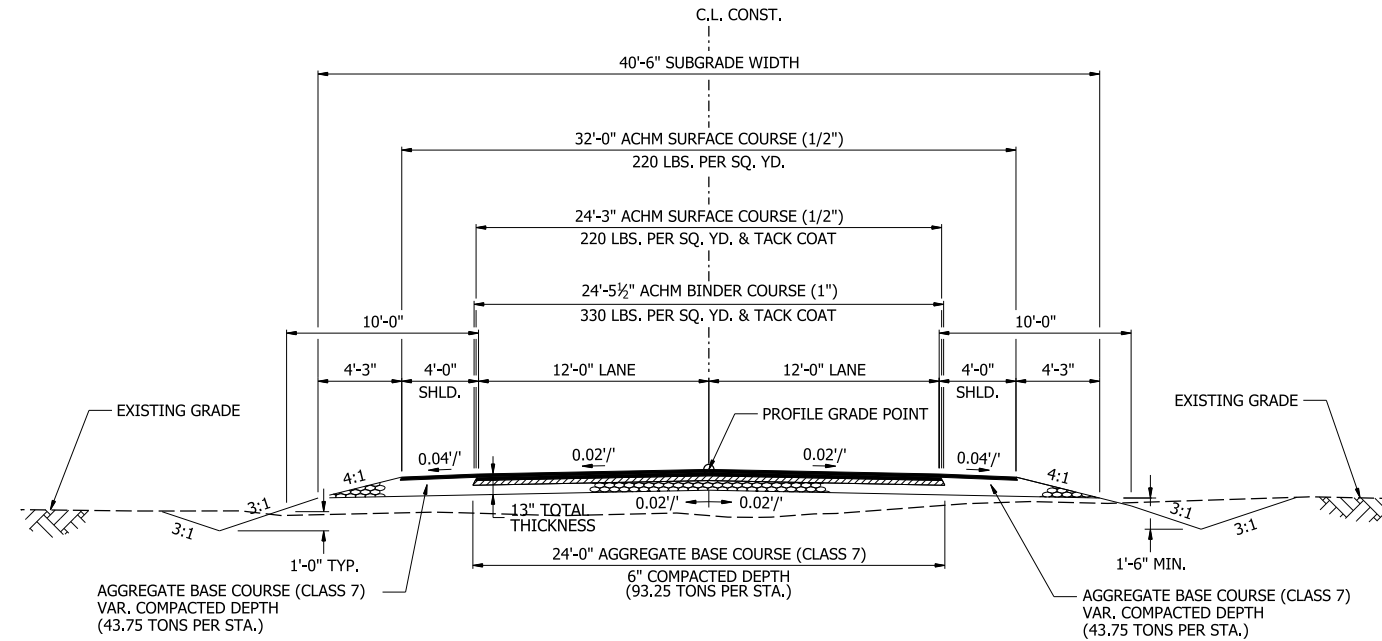
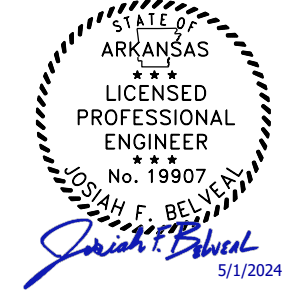


**PROPOSED RAMP GRADING ONLY
TYPICAL SUPERELEVATION SECTION
ASPHALT ALTERNATE**

(SHOWN IN DIRECTION OF TRAFFIC)
C.L. GC RAMP 2 STA. 20+00.00 TO STA. 21+00.00
C.L. GC RAMP 3 STA. 24+00.00 TO STA. 25+00.00

* BASE COURSE ONLY
FROM C.L. GC RAMP 2 STA. 20+00.00 TO STA. 20+30.00 AND
FROM C.L. GC RAMP 3 STA. 25+00.00 TO STA. 25+30.00

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	26	809
TYPICAL SECTIONS OF IMPROVEMENT						

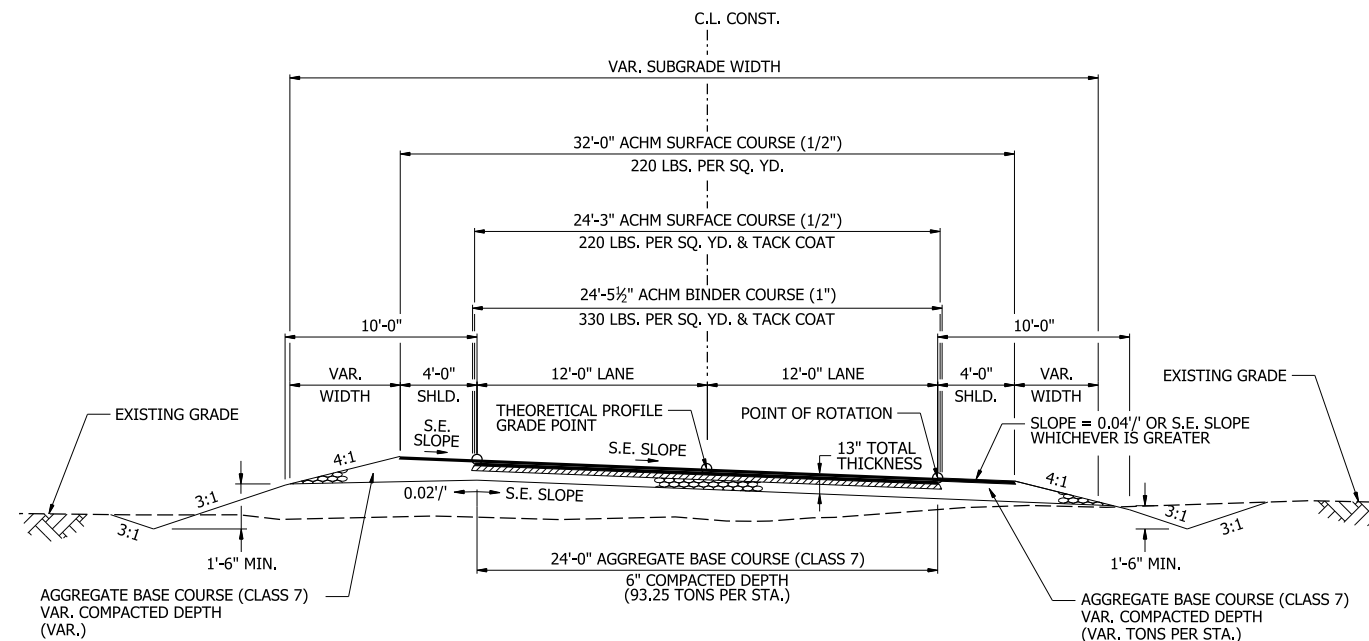


**PROPOSED GUN CLUB ROAD
TYPICAL SECTION**

C.L. GUN CLUB DR. STA. 10+24.43 TO STA 10+55.00
C.L. GUN CLUB DR. STA. 18+92.00 TO STA 82+05.51

NOTES:

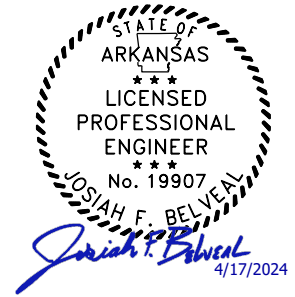
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SHALL NOT EXCEED 0.08'/'.
- THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGTUDINAL JOINTS SHALL BE AT SAME LANE LINES.



**PROPOSED GUN CLUB ROAD
TYPICAL SUPERELEVATION SECTION**

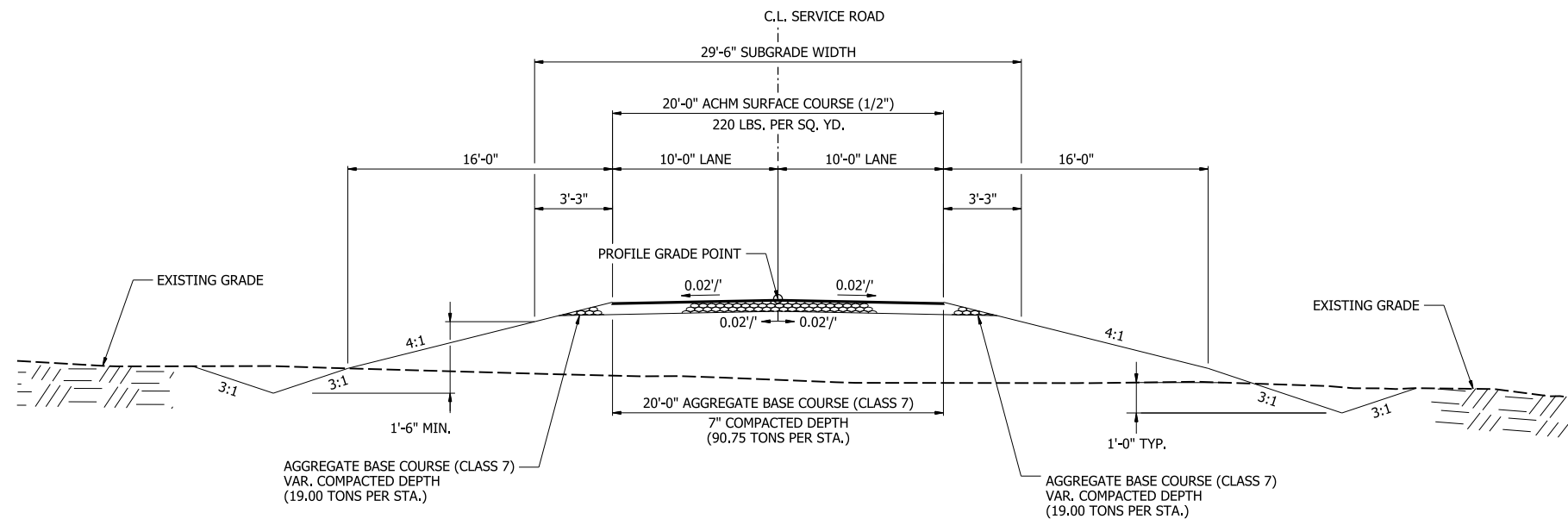
C.L. GUN CLUB DR. STA. 10+55.00 TO STA 18+92.00

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	27	809
TYPICAL SECTIONS OF IMPROVEMENT						



NOTES:

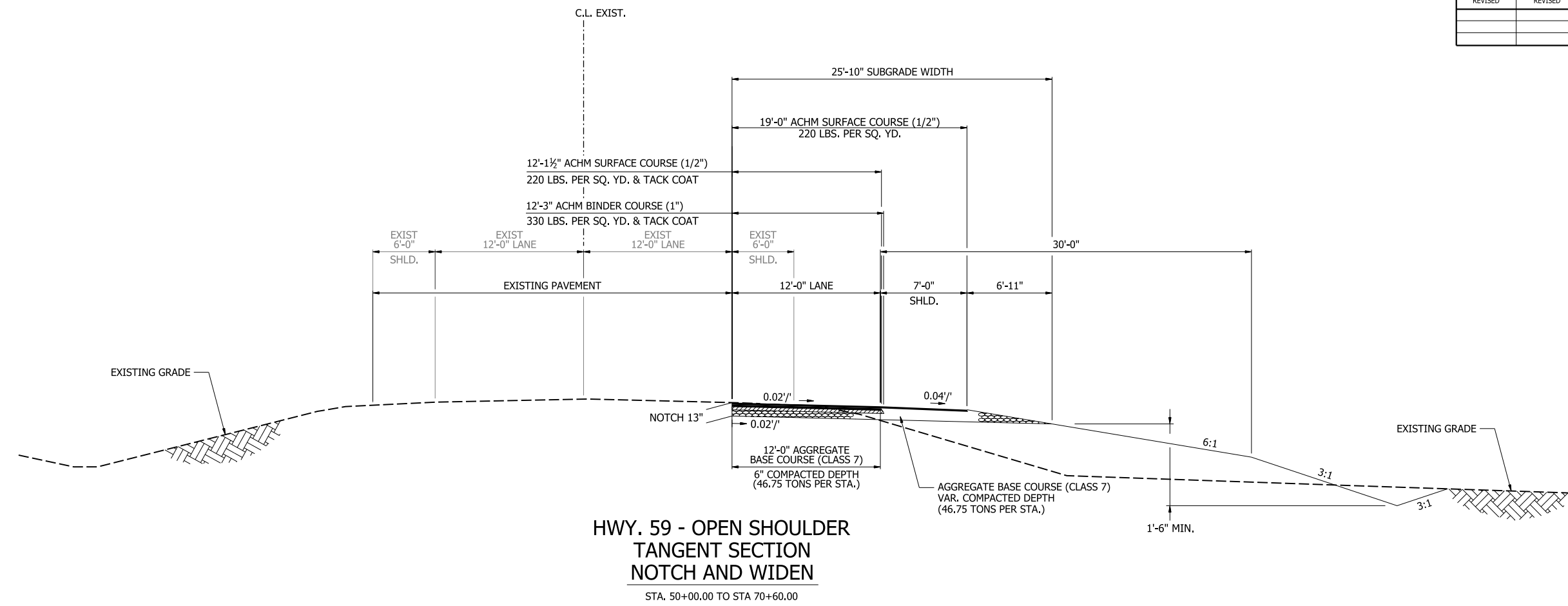
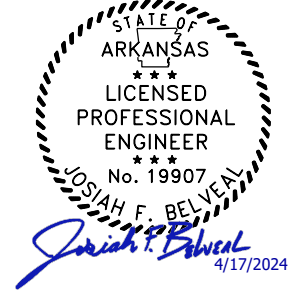
- REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
- THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
- SHOULDER CROSS SLOPE SHALL MATCH PAVEMENT CROSS SLOPE ON ALL BRIDGES, APPROACH SLABS, AND ON THE HIGH SIDE OF ALL SUPERELEVATED CURVES. SHOULDER CROSS SLOPE TRANSITIONS SHALL OCCUR OVER A LENGTH OF 150'. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/.
- THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID; LONGITUDINAL JOINTS SHALL BE AT SAME LANE LINES.
- BLEEDER DITCHES - PRIOR TO AND DURING PLACEMENT OF PAVEMENT AT THE NOTCH, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) AND SPACING USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.



**PROPOSED LOCAL SERVICE ROAD
TYPICAL SECTION**

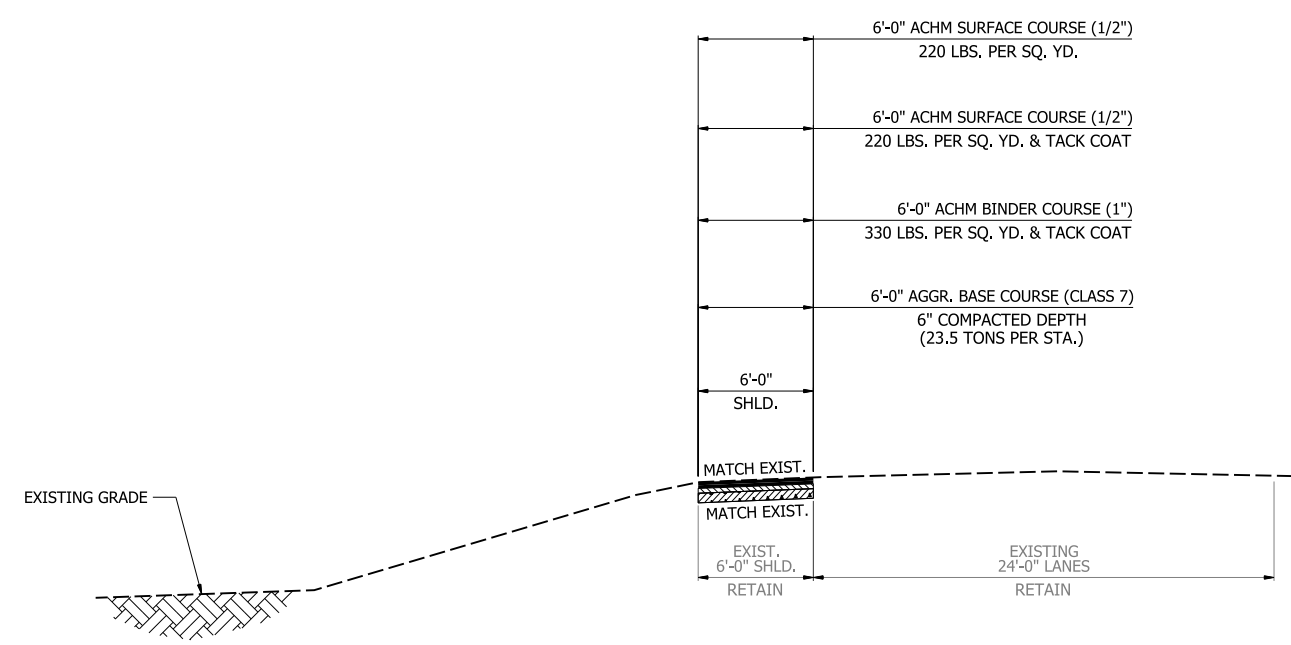
C.L. SE SERVICE RD STA. 11+00.00 TO STA. 26+10.00
C.L. NW SERVICE RD STA. 11+00.00 TO STA. 24+05.00

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	28	809
TYPICAL SECTIONS OF IMPROVEMENT						

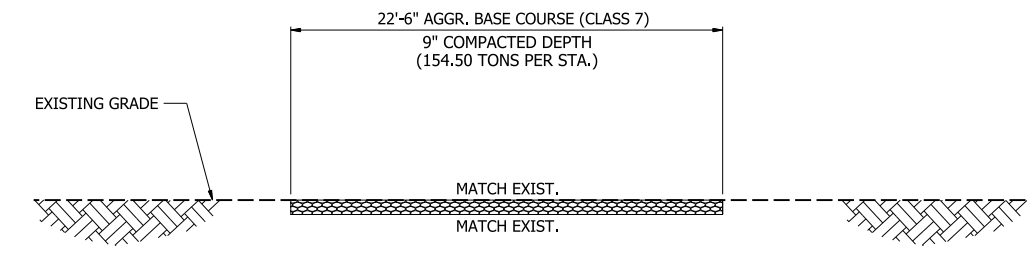


HWY. 59 - OPEN SHOULDER TANGENT SECTION NOTCH AND WIDEN
STA. 50+00.00 TO STA 70+60.00

- NOTES:
- REFER TO STANDARD DRAWING DR-2 FOR MORE INFORMATION.
 - REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
 - THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



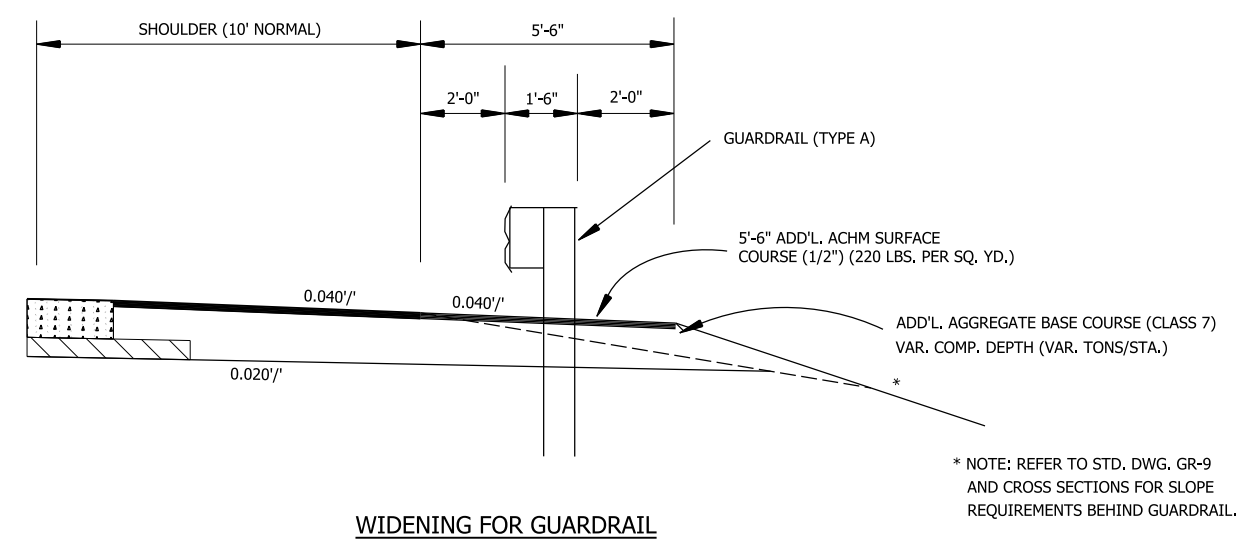
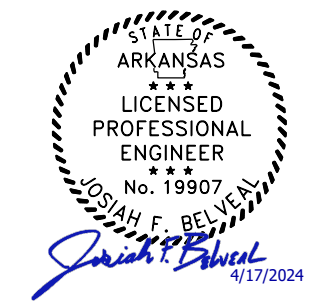
HWY. 59 - TRENCHING AND SHOULDER PREPARATION
HWY. 59 LT. STAGE 1 STA. 49+10.00 TO STA 72+33.00



EXIST. P. STREET. - RESTORATION
I-49 STA. 171+06.13 TO STA. 171+29.66, 64' RT.

4/15/2024 6:30:56 PM R040901_04_TS_022.dgn

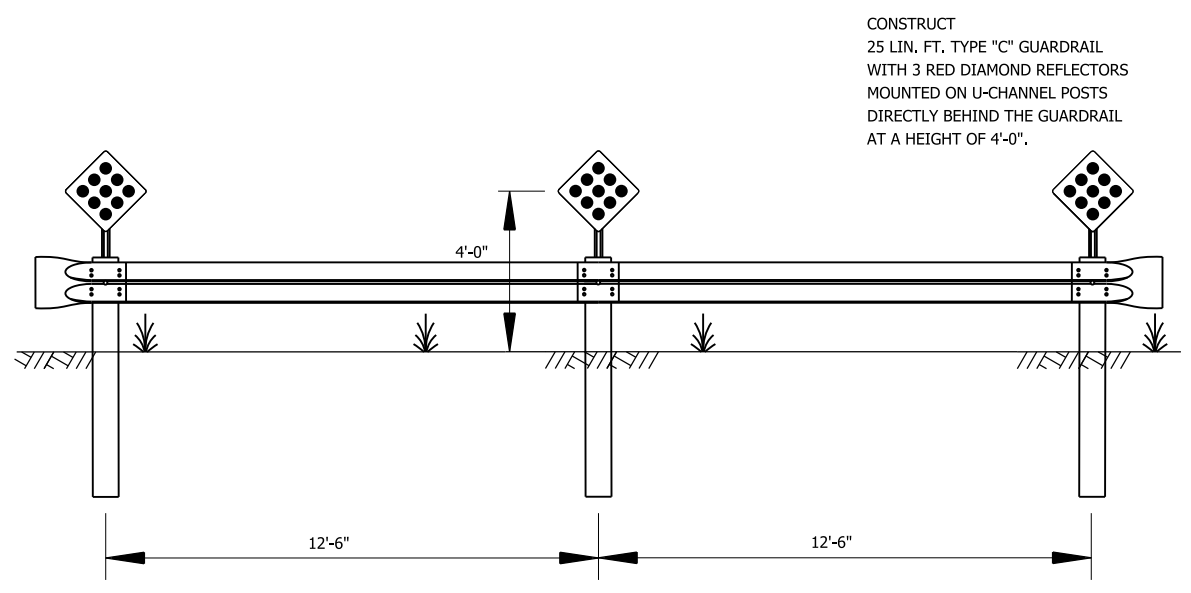
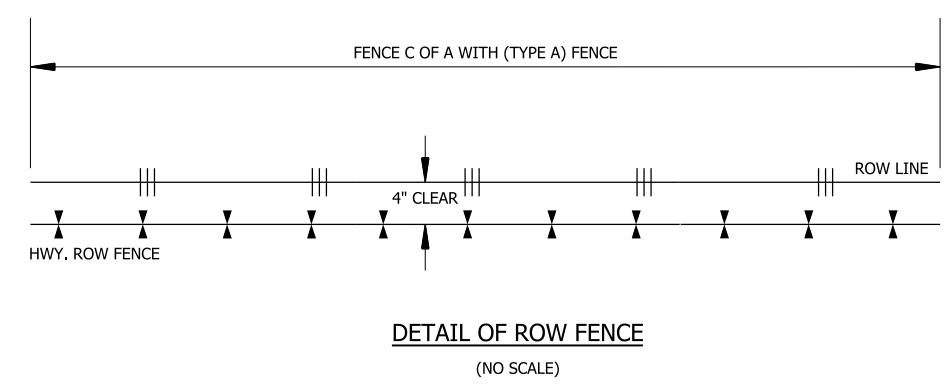
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	29	809
SPECIAL DETAILS						



Job XXXXXX
 Start Date Mo Year
 Est Completion Mo Year
IDRIVE
ARKANSAS.COM

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

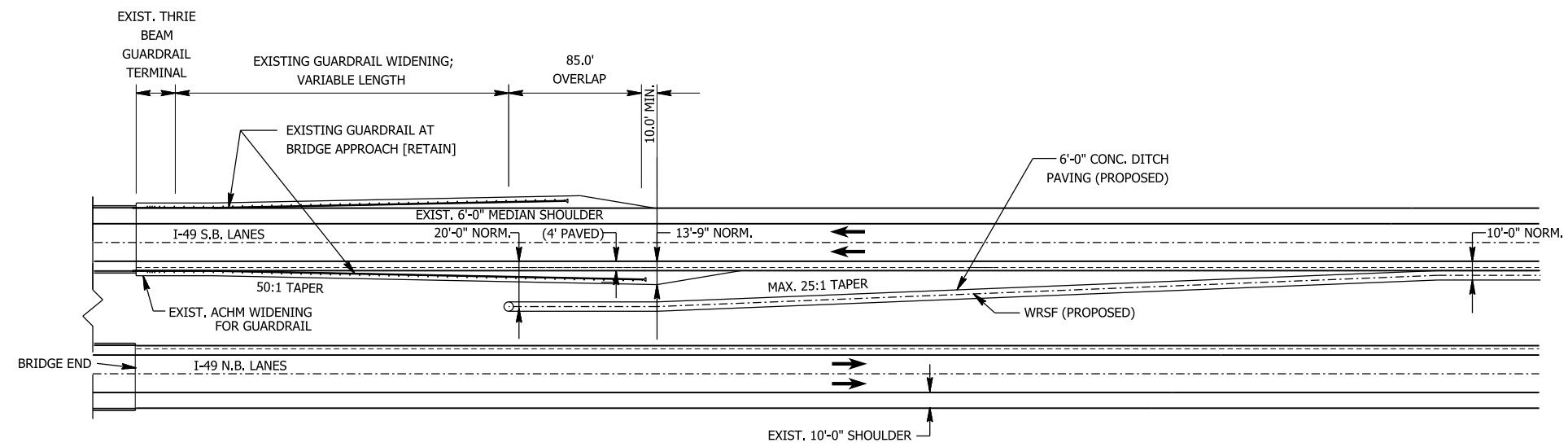
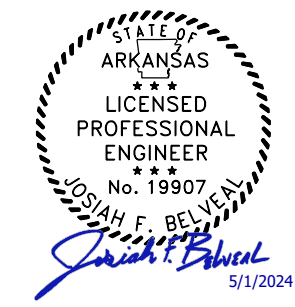
CONSTRUCTION PROJECT INFORMATION SIGN



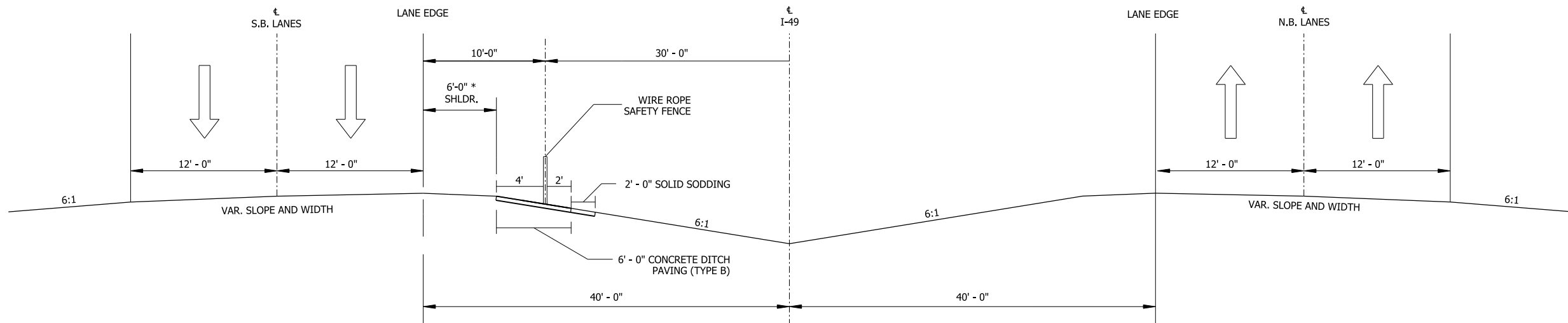
ROAD CLOSED DETAIL

TO BE USED WHERE EXISTING
 ROADS WILL BE PERMANENTLY CLOSED.
 SEE PLAN SHEETS FOR LOCATIONS
 SEE STD. DWG. GR-5 FOR
 MORE DETAILS.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	30	809
SPECIAL DETAILS						



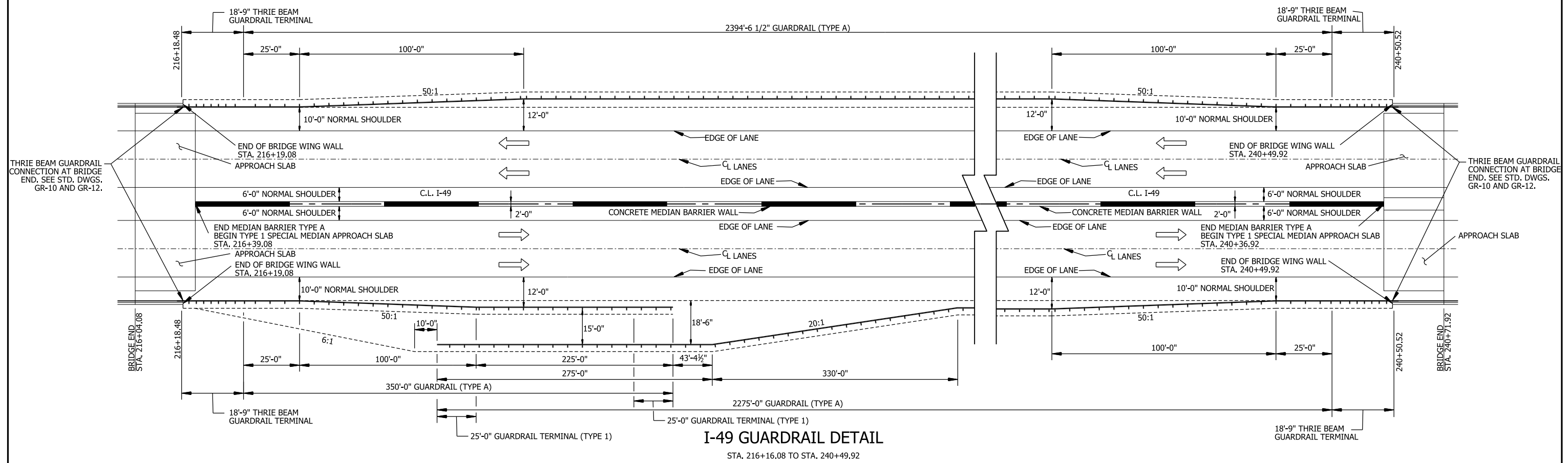
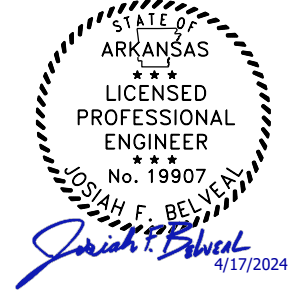
DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS
WRSF IN CL MEDIAN



DETAIL OF WIRE ROPE SAFETY FENCE IN MEDIAN
* IN LOCATIONS WITH WRSF CONTRACTOR SHALL PAVE FULL INSIDE SHOULDER WIDTH (SEE TYPICAL SECTIONS)

5/1/2024 11:01:55 AM R040901_05_SD_002.dgn

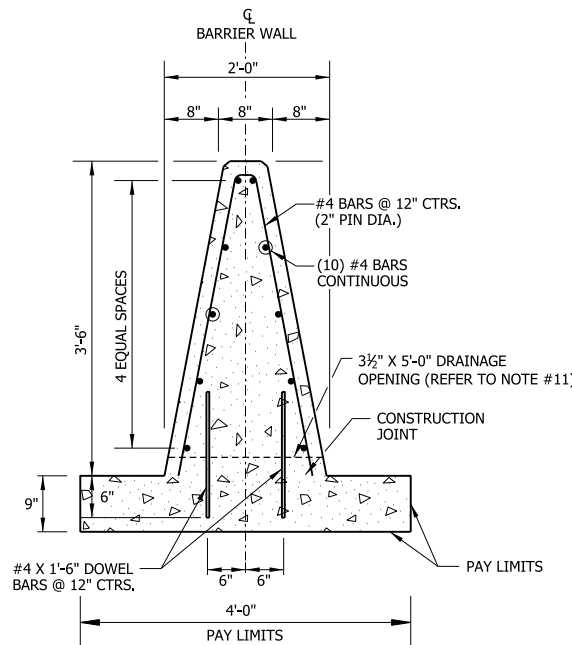
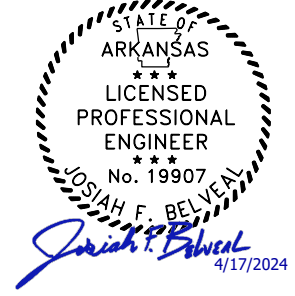
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	31	809
SPECIAL DETAILS						



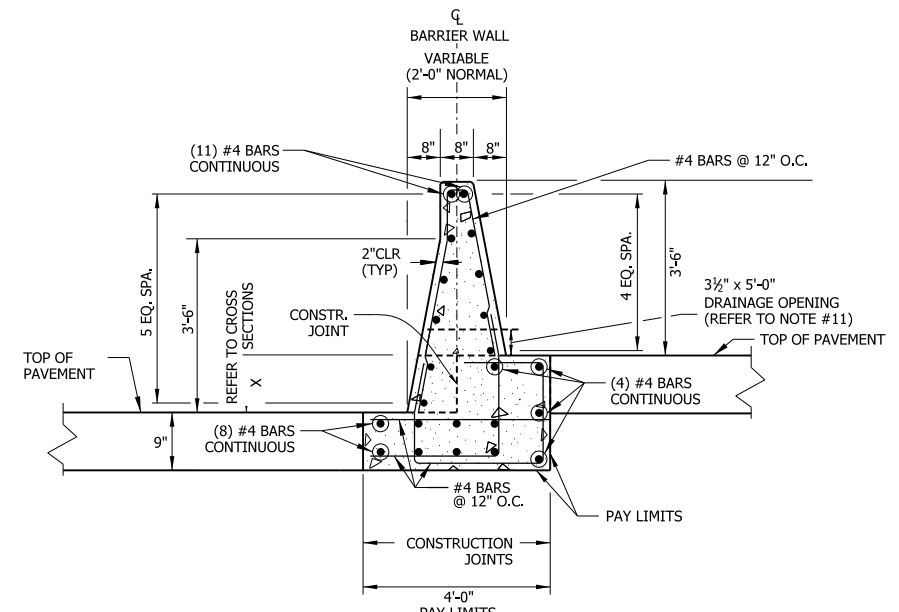
I-49 GUARDRAIL DETAIL

STA. 216+16.08 TO STA. 240+49.92

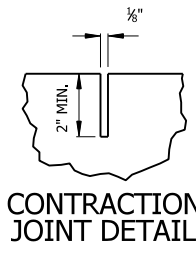
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	32	809
SPECIAL DETAILS						



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



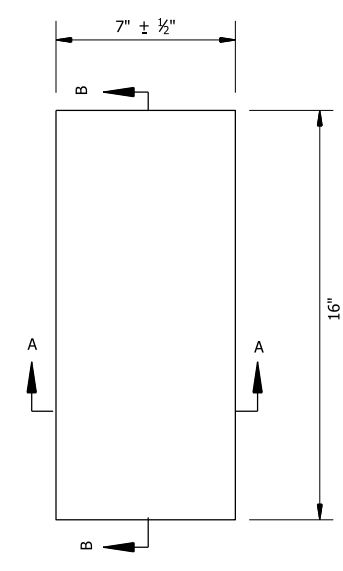
**CONCRETE BARRIER WALL
(MEDIAN TYPE B; MASH TL-4)**
X = 0'-0" TO 1'-0" MAX
N.T.S.



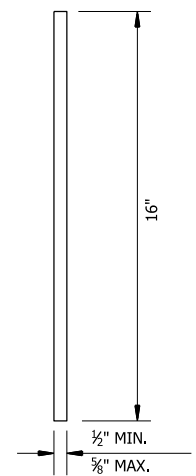
GENERAL NOTES FOR CONCRETE BARRIER WALLS

- ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
- CONTRACTION JOINTS REQUIRED AT 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, MEDIAN B, AND SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE D, AND SIDE E.
- ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
- JOINTS IN PCCB WALL SHOULD ALIGN WITH PCCP JOINTS.
- DOWEL BARS FOR BARRIER TYPES MEDIAN A, MEDIAN B, AND SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
- CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
- ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
- THE DESIGN OF BARRIER WALL TYPES MEDIAN C, SIDE D AND SIDE 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.
- SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A, MEDIAN B, AND SIDE A OR 120 FT FOR BARRIER TYPES MEDIAN C, SIDE D, AND SIDE E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
- EXPANSION JOINTS SHOULD BE CONSTRUCTED IN BOTH THE FOOTING OF THE STRUCTURE AND THE PCCB WALL.
- CONSTRUCT DRAINAGE OPENINGS EVERY 100' O.C. AND AT SAGS AND ADJACENT TO DROP INLETS 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 AND SIDE TYPE E BARRIER WALLS.
- MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
- REFER TO BRIDGE PLANS FOR DETAILS OF LUMINAIRE MOUNTED TO BRIDGE BARRIER WALLS
- BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

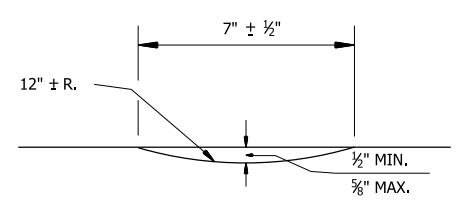
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	33	809
SPECIAL DETAILS						



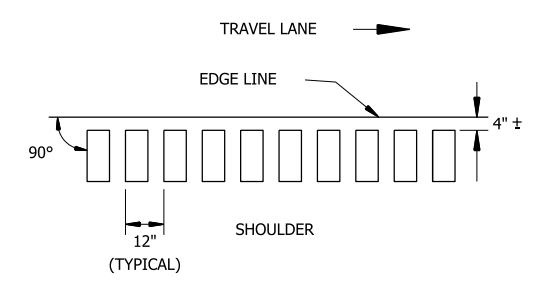
PLAN



SECTION B-B



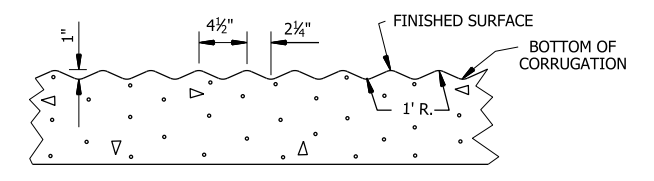
SECTION A-A



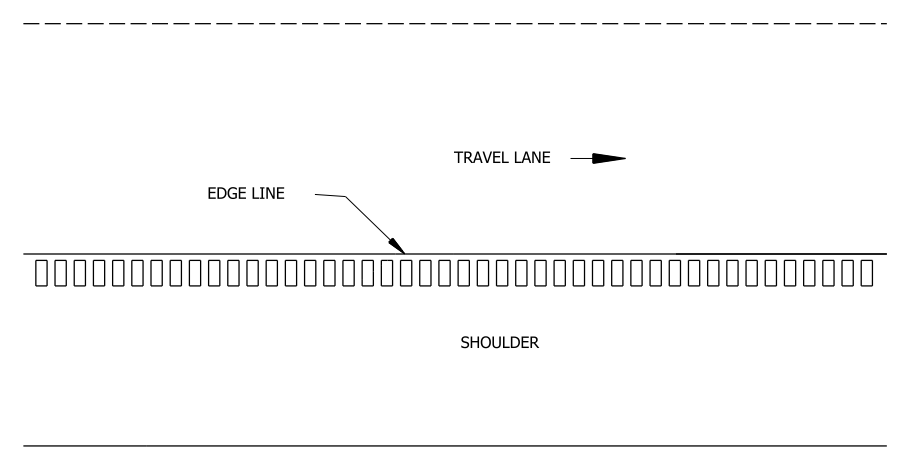
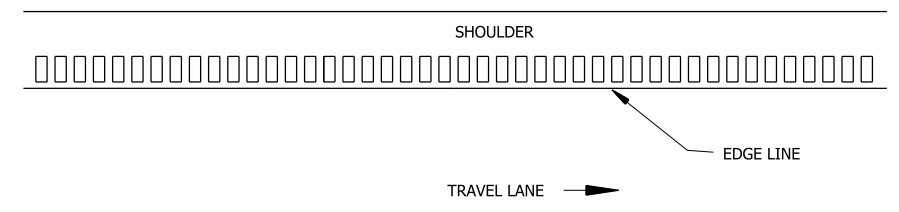
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

NOTES:

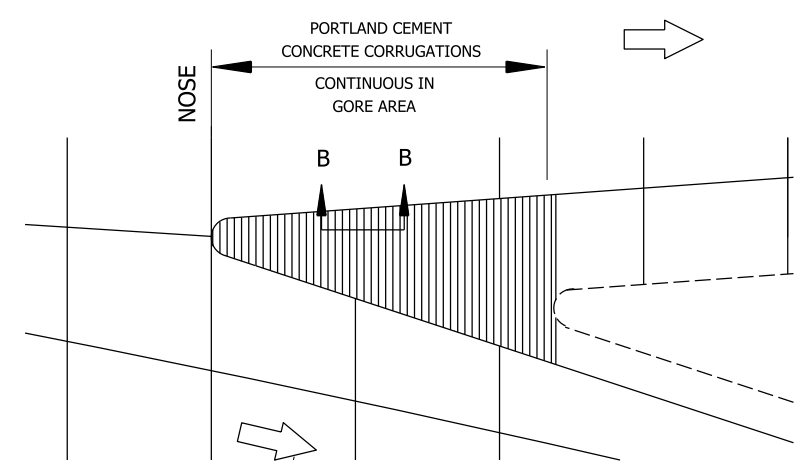
1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
2. THE 1/2" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE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



SECTION B-B

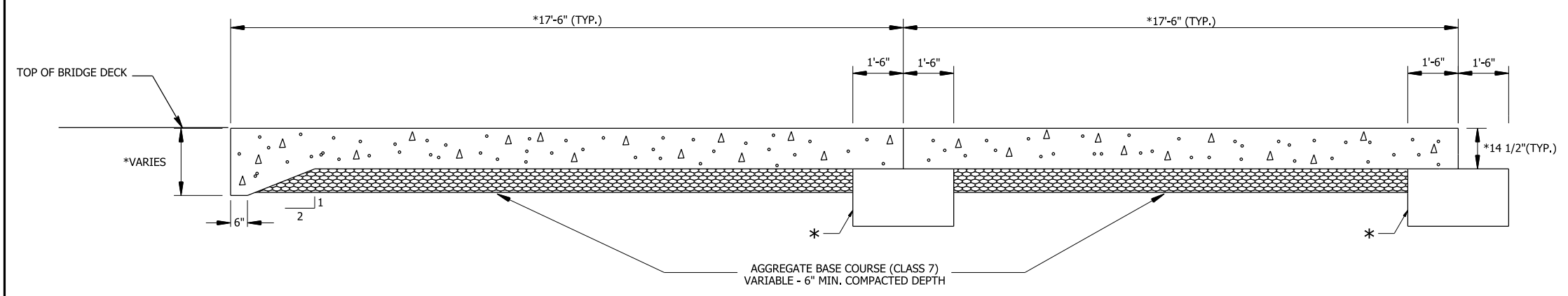
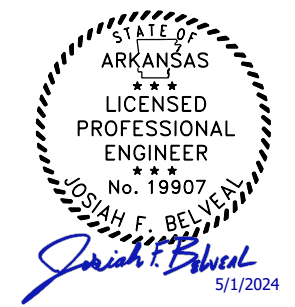


DETAILS OF RUMBLE STRIPS

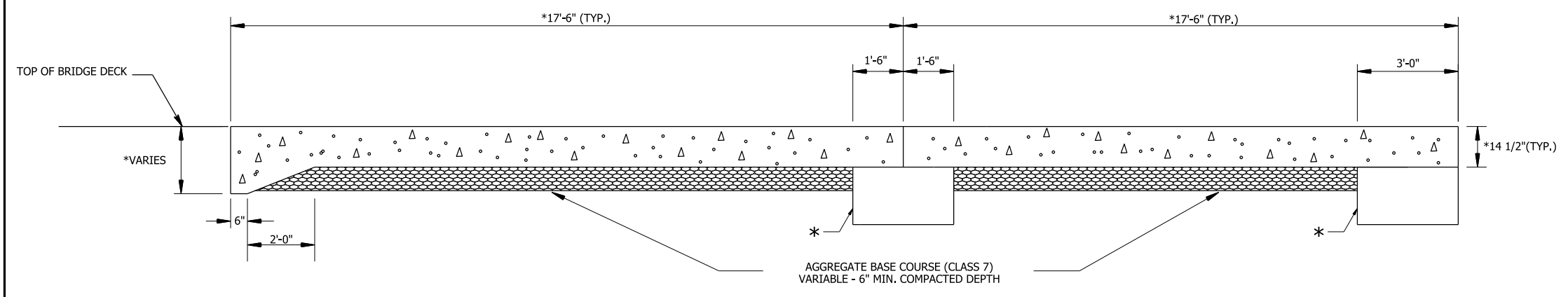


LAYOUT OF SHOULDER CORRUGATIONS
IN EXIT GORE AREAS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	34	809
SPECIAL DETAILS						



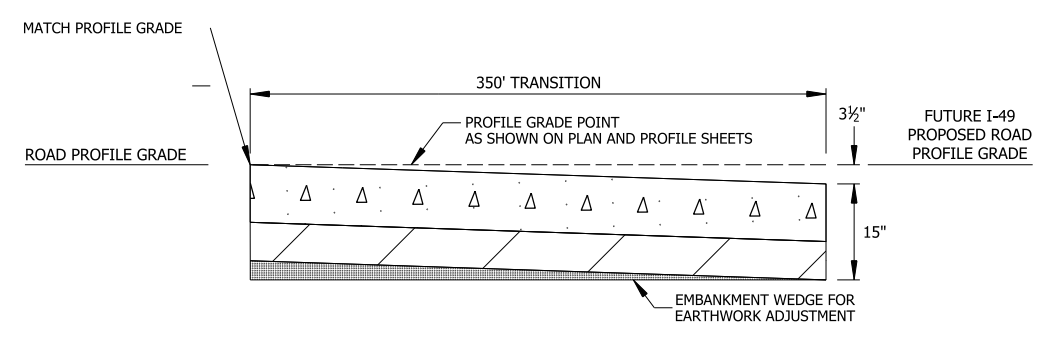
**SECTION OF APPROACH SLAB
(FOR CONCRETE PAVEMENT)**



**SECTION OF APPROACH SLAB
(FOR ASPHALT PAVEMENT)**

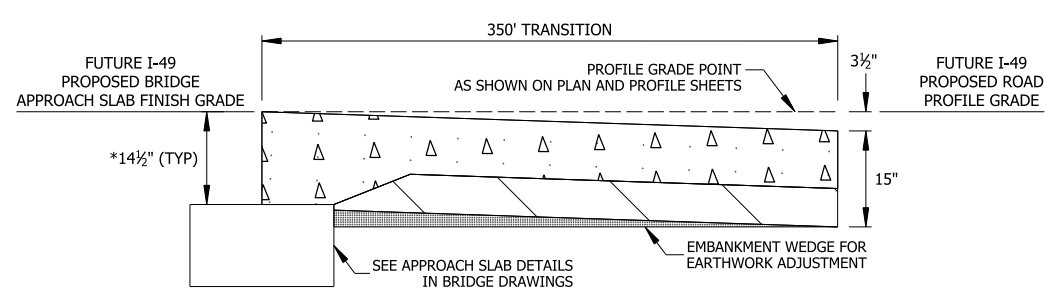
C.L. I-49 STA. 163+36.92 TO STA. 163+71.92
 C.L. I-49 STA. 216+04.08 TO STA. 216+39.08
 C.L. I-49 STA. 240+36.92 TO STA. 240+71.92
 C.L. I-49 STA. 258+94.08 TO STA. 259+29.08

* SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS



DETAIL OF CONCRETE ALTERNATE TRANSITION

C.L. I-49 STA. 100+00.00 TO STA. 103+50.00
 C.L. HWY 22 RAMP 2 STA. 12+38.00 TO STA. 15+88.00
 C.L. HWY 22 RAMP 3 STA. 12+00.00 TO STA. 15+50.00
 C.L. GUN CLUB RAMP 2 STA. 12+00.00 TO STA. 15+50.00
 C.L. GUN CLUB RAMP 4 STA. 33+50.00 TO STA. 37+00.00



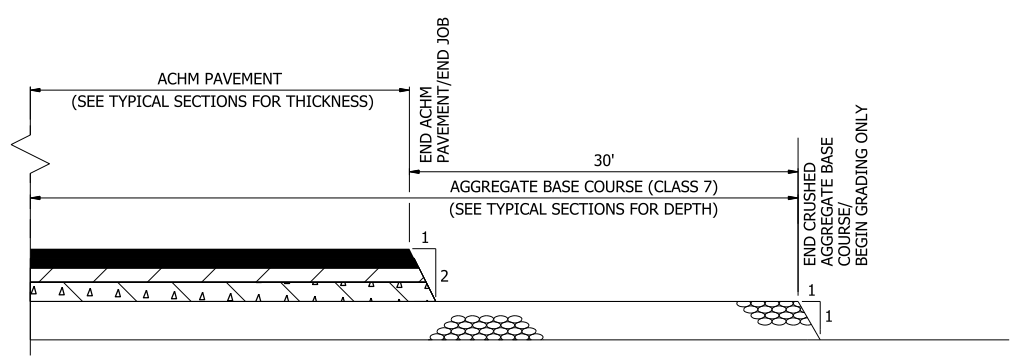
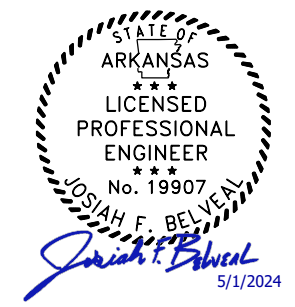
**TRANSITION AT PROPOSED APPROACH SLABS
FOR CONCRETE ALTERNATE PAVEMENT DESIGN**

* SEE APPROACH SLAB DETAILS IN BRIDGE DRAWINGS

C.L. I-49 STA. 159+86.92 TO STA. 163+36.92
 C.L. I-49 STA. 216+39.08 TO STA. 219+89.08
 C.L. I-49 STA. 236+86.92 TO STA. 240+36.92
 C.L. I-49 STA. 259+29.08 TO STA. 262+79.08

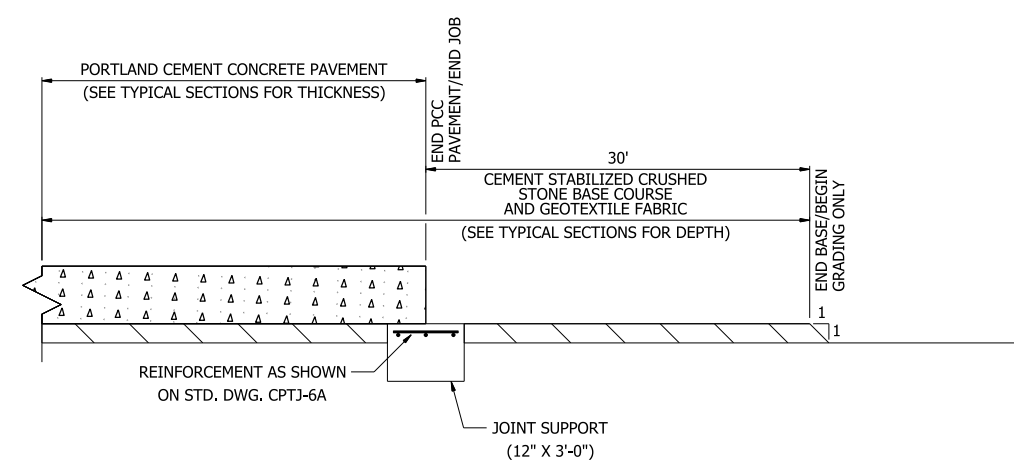
5/1/2024 3:50:06 PM R040901_05_SD_006.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	35	809
SPECIAL DETAILS						



DETAIL OF ASPHALT ALTERNATE TRANSITION AT END OF JOB

END PAVEMENT	END BASE / BEGIN GRADING ONLY
C.L. I-49 STA. 269+00.00	C.L. I-49 STA. 269+30.00
C.L. GC RAMP 2 STA. 20+00.00	C.L. GC RAMP 2 STA. 20+30.00
C.L. GC RAMP 3 STA. 24+00.00	C.L. GC RAMP 3 STA. 24+30.00

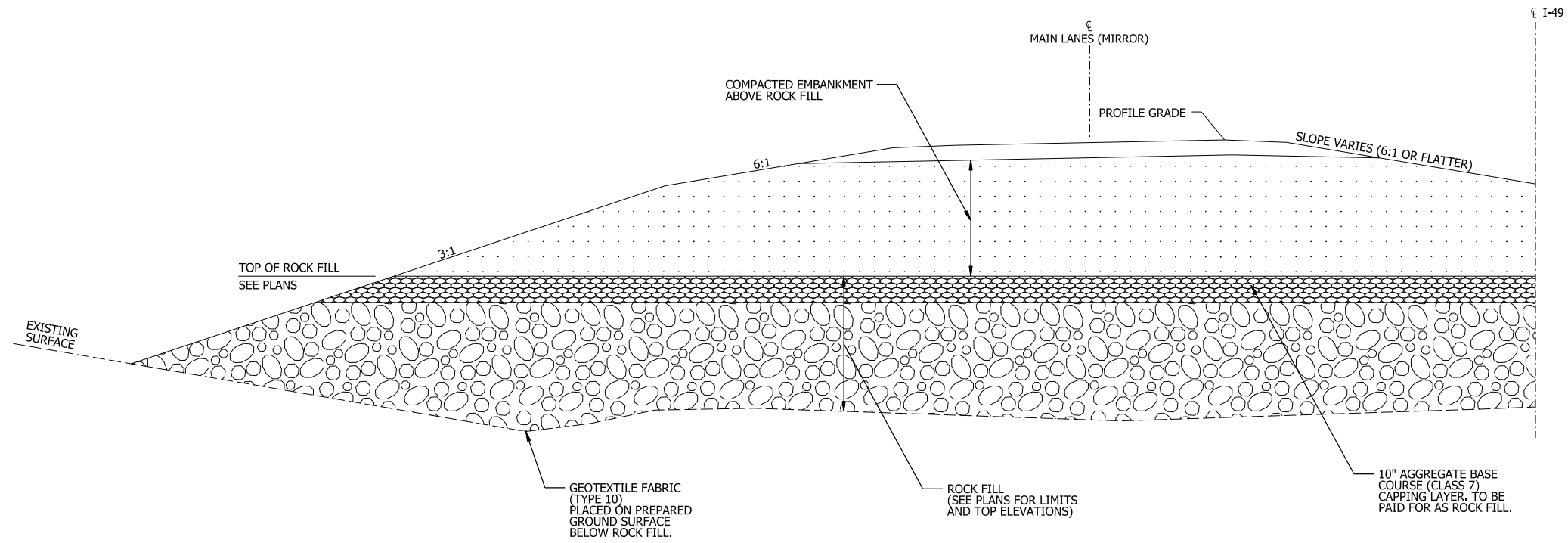


DETAIL OF CONCRETE ALTERNATE TRANSITION AT END OF JOB

END PAVEMENT	END BASE / BEGIN GRADING ONLY
C.L. I-49 STA. 269+00.00	C.L. I-49 STA. 269+30.00
C.L. GC RAMP 2 STA. 20+00.00	C.L. GC RAMP 2 STA. 20+30.00
C.L. GC RAMP 3 STA. 24+00.00	C.L. GC RAMP 3 STA. 24+30.00

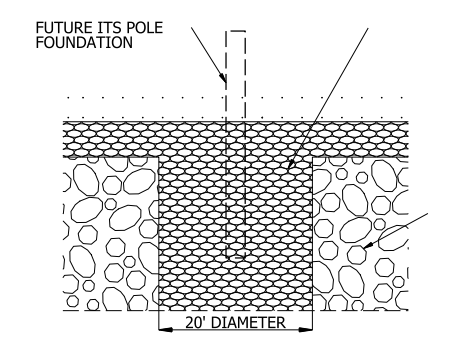
5/1/2024 3:50:08 PM R040901_05_SD_007.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	36	809
SPECIAL DETAILS						



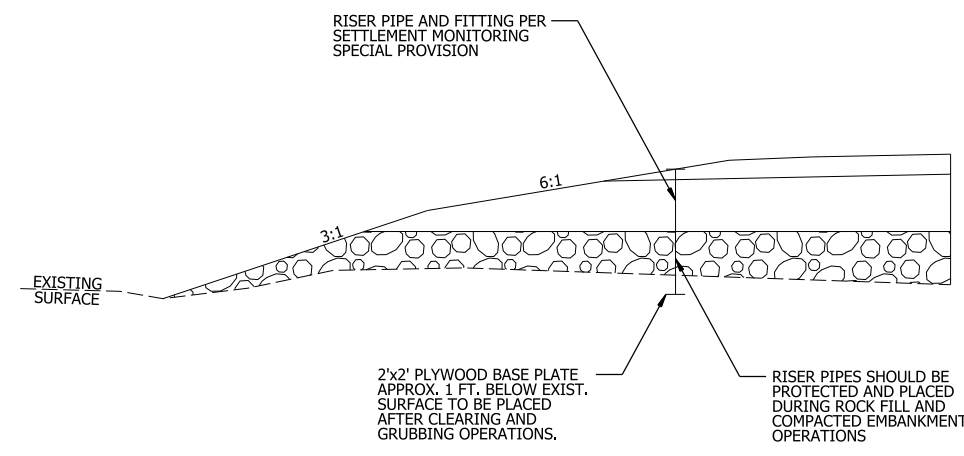
EMBANKMENT NOTES
 PLACE ROCK FILL IN THE LOWER PORTION OF THE EMBANKMENTS WITHIN THE LIMITS AS SHOWN IN THE PLANS. ROCK FILL MATERIAL REQUIREMENTS ARE SHOWN IN THE PLANS AND SPECIFIED IN THE ROCK FILL SPECIAL PROVISIONS. COMPACTION REQUIREMENTS IN SECTION 303 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION ARE WAIVED FOR EMBANKMENT CONSTRUCTION.

DETAIL OF ROCK FILL AND EMBANKMENT CONSTRUCTION



POLE FOUNDATION LOCATIONS
 STA. 162+50 O/S 49' LT.
 STA. 217+50 O/S 51' RT.

DETAIL OF FUTURE ITS POLE LOCATION



SETTLEMENT PLATE LOCATIONS

SP-1	STA. 162+90	O/S 30' LT.
SP-2	STA. 162+90	O/S 30' RT.
SP-3	STA. 163+40	O/S 30' LT.
SP-4	STA. 163+40	O/S 30' RT.
SP-5	STA. 216+30	O/S 30' LT.
SP-6	STA. 216+30	O/S 30' RT.
SP-7	STA. 216+80	O/S 30' LT.
SP-8	STA. 216+80	O/S 30' RT.
SP-9	STA. 239+90	O/S 30' LT.
SP-10	STA. 239+90	O/S 30' RT.
SP-11	STA. 240+40	O/S 30' LT.
SP-12	STA. 240+40	O/S 30' RT.
SP-13	STA. 259+30	O/S 30' LT.
SP-14	STA. 259+30	O/S 30' RT.
SP-15	STA. 259+80	O/S 30' LT.
SP-16	STA. 259+80	O/S 30' RT.

DETAIL OF SETTLEMENT PLATE PLACEMENT

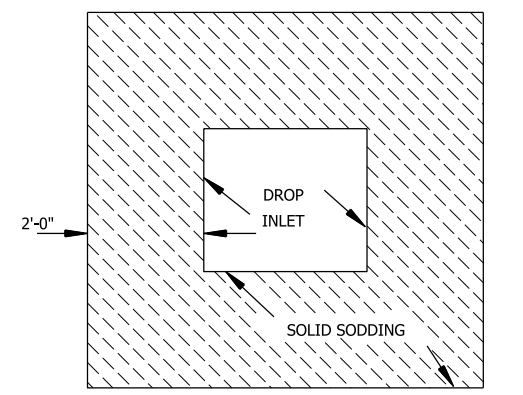
SETTLEMENT PLATE MONITORING NOTES:

- ALL ROADWAY EMBANKMENTS SHALL BE CONSTRUCTED TO SUBGRADE LEVEL AND REQUIRED TO MEET SETTLEMENT WAIT TIMES PRIOR TO PROCEEDING WITH PILE DRIVING, DROP INLETS, OUTLET PIPES, AND PAVING.
- APPROACH EMBANKMENTS CONSTRUCTED AT BRIDGES 07684 AND 07685 END BENTS AND FOR A MINIMUM OF 150 FEET BEHIND THE FOUR END BENTS WILL REQUIRE INSTALLATION AND MONITORING WITH SETTLEMENT PLATES (SP) AS PER THE SETTLEMENT MONITORING SPECIAL PROVISION. BASED ON SP READINGS COLLECTED DURING WAIT PERIODS AFTER CONSTRUCTION TO SUBGRADE LEVEL, THE ENGINEER WILL DETERMINE WHEN PILE DRIVING MAY BEGIN. THE ESTIMATED WAIT PERIODS ARE 8 MONTHS AT BRIDGE 07684 END BENT 1, 6 MONTHS AT BRIDGE 07684 END BENT 33 AND BRIDGE 07685 END BENT 1, AND 10 MONTHS AT BRIDGE 07685 END BENT 16 EMBANKMENTS. ACTUAL WAIT PERIODS WILL BE DETERMINED BY THE ENGINEER.
- ROADWAY EMBANKMENTS CONSTRUCTED BEYOND 150 FEET BEHIND THE FOUR END BENT LOCATIONS WILL BE REQUIRED TO MEET SETTLEMENT WAIT TIMES AFTER CONSTRUCTION TO SUBGRADE LEVEL BASED ON ADJACENT END BENT EMBANKMENT SETTLEMENT RATE DATA. THE ENGINEER WILL DETERMINE WHEN DROP INLETS, OUTLET PIPES, AND PAVING MAY BEGIN. THE ESTIMATED WAIT PERIODS ARE 5 MONTHS FOR EMBANKMENT HEIGHTS GREATER THAN 10 FEET, AND 3 MONTHS FOR EMBANKMENT HEIGHTS EQUAL TO AND LESS THAN 10 FEET. ACTUAL WAIT PERIODS WILL BE DETERMINED BY THE ENGINEER.

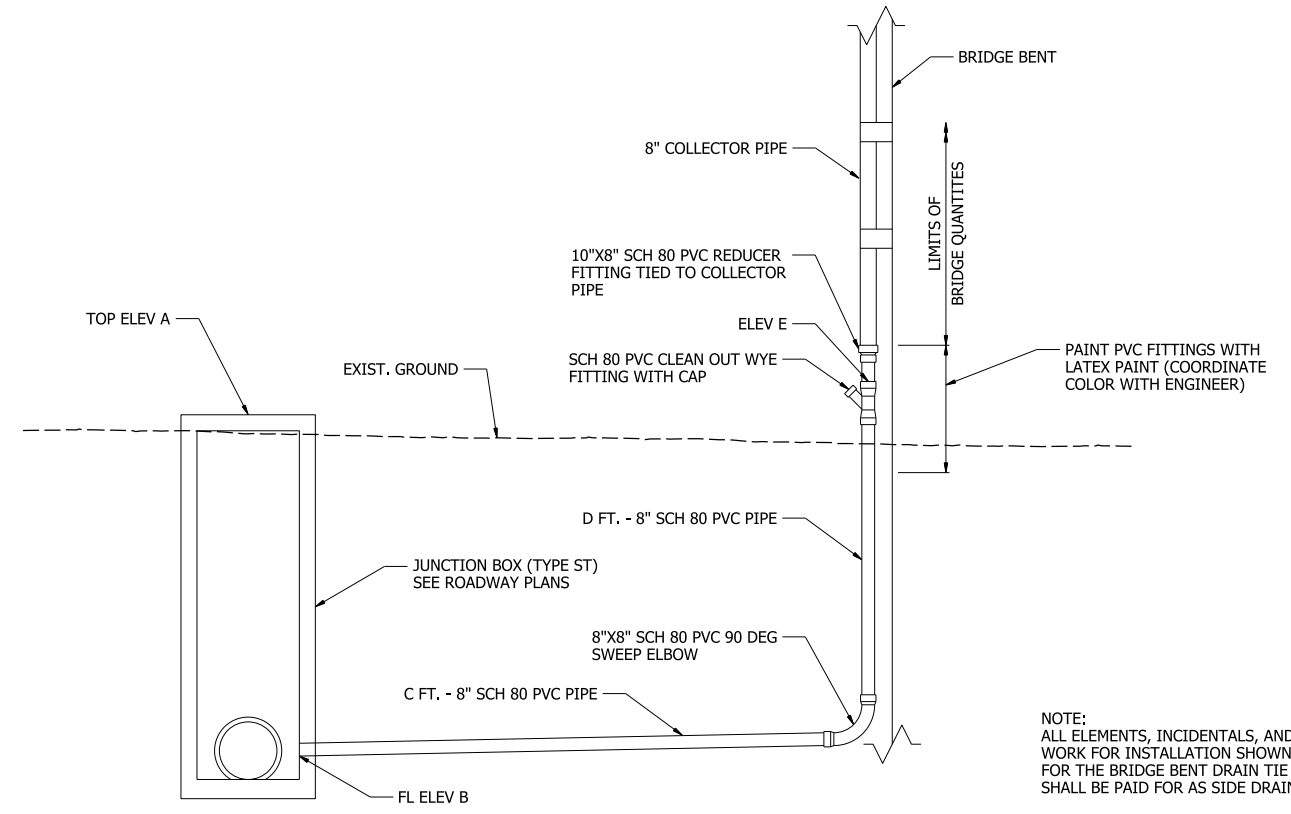
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	37	809
SPECIAL DETAILS						



Station	Top Elev A (ft)	FL Elev B (ft)	Length C (ft)	Length D (ft)	Elev E (ft)
176+73.00	392.71	387.30	32	5	395
174+13.00	390.28	386.28	32	6	392
172+83.00	389.74	385.64	32	9	392



**DETAIL FOR SOLID SODDING
AROUND DROP INLETS**



NOTE:
ALL ELEMENTS, INCIDENTALS, AND
WORK FOR INSTALLATION SHOWN
FOR THE BRIDGE BENT DRAIN TIE
SHALL BE PAID FOR AS SIDE DRAIN.

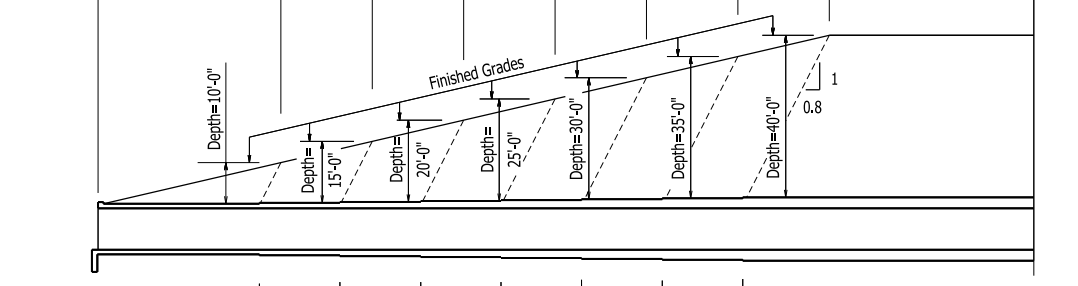
BRIDGE BENT DRAIN TIE DETAIL

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	38	809



2:1 Slope	20'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
3:1 Slope	30'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"
4:1 Slope	40'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"

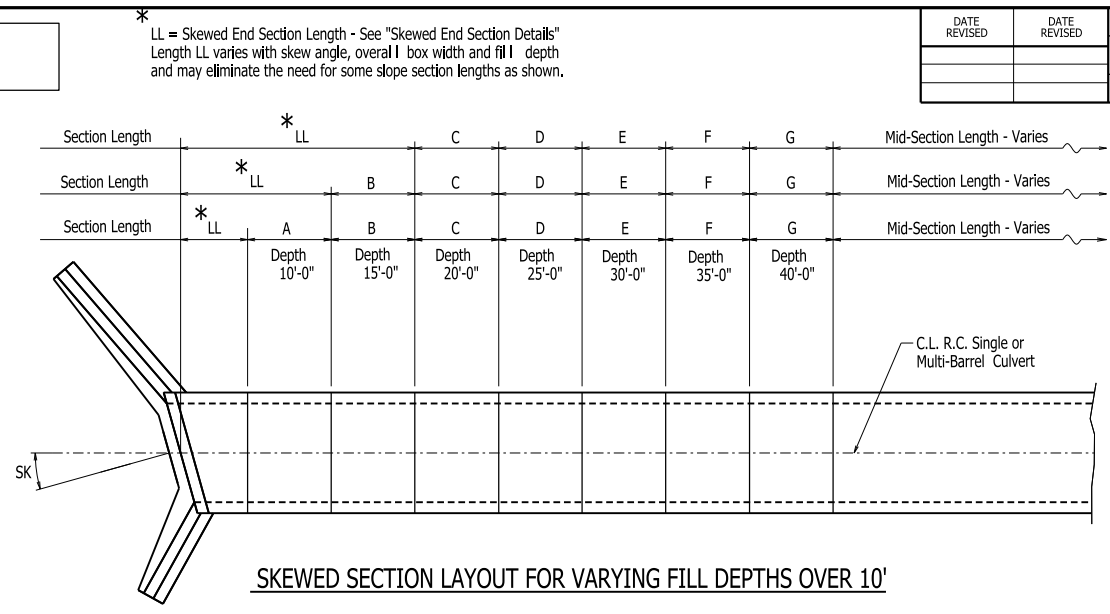
Note: For fill depths 10' and under, use Mid-Section full I length of box culvert.



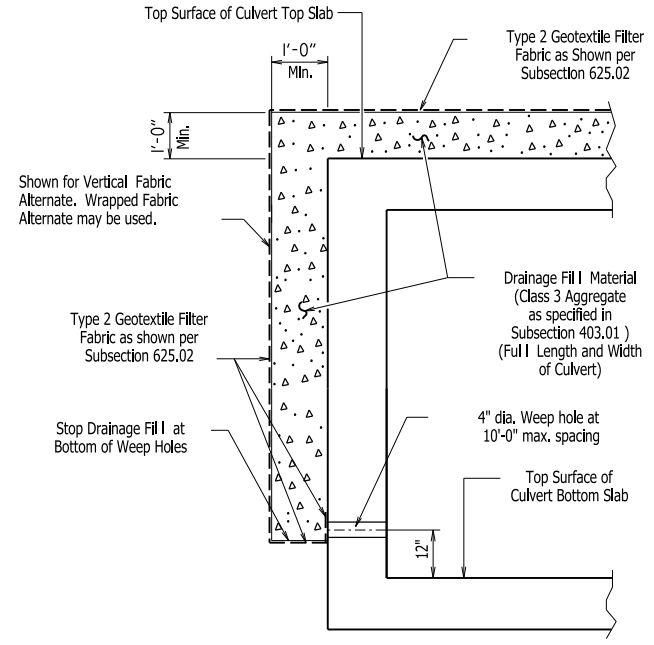
Slope Section Length @ 2:1 Slope	A=12'-0"	B=6'-0"	C=6'-0"	D=6'-0"	E=6'-0"	F=6'-0"	G=6'-0"	Mid-Section Length - Varies
Slope Section Length @ 3:1 Slope	A=22'-0"	B=11'-0"	C=11'-0"	D=11'-0"	E=11'-0"	F=11'-0"	G=11'-0"	Mid-Section Length - Varies
Slope Section Length @ 4:1 Slope	A=32'-0"	B=16'-0"	C=16'-0"	D=16'-0"	E=16'-0"	F=16'-0"	G=16'-0"	Mid-Section Length - Varies

LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

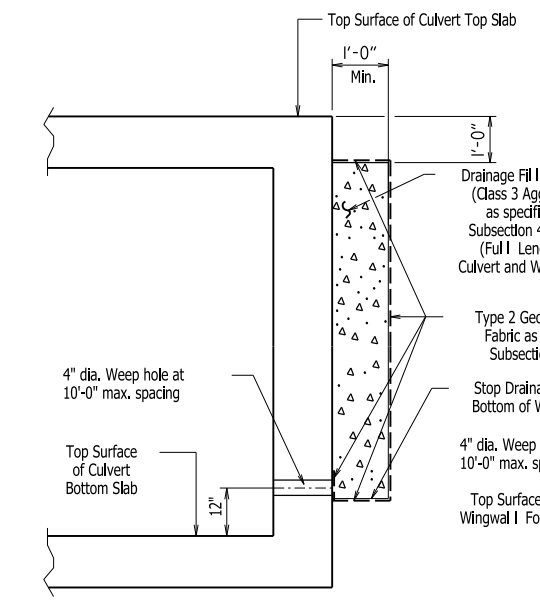


SKewed SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'



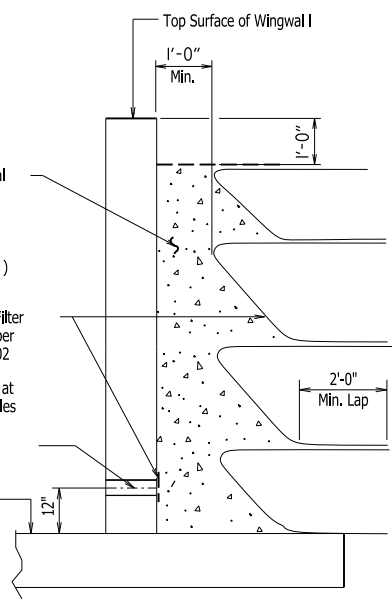
CULVERT DRAINAGE DETAIL FOR ROCK FILL

This detail shall be used when rock fill is specified for embankment construction.



VERTICAL FABRIC ALTERNATE

(Shown for Culvert, Similar for Wingwall)



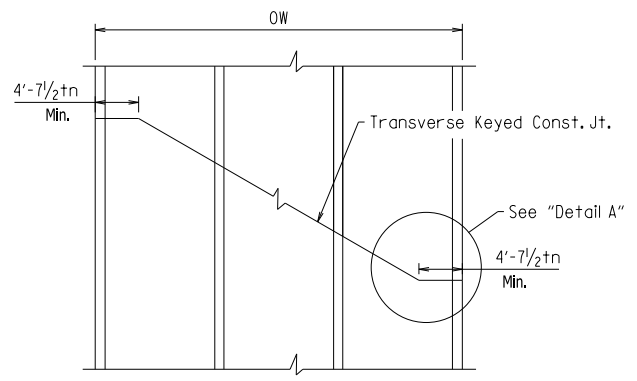
WRAPPED FABRIC ALTERNATE

(Shown for Wingwall, Similar for Culvert)

For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

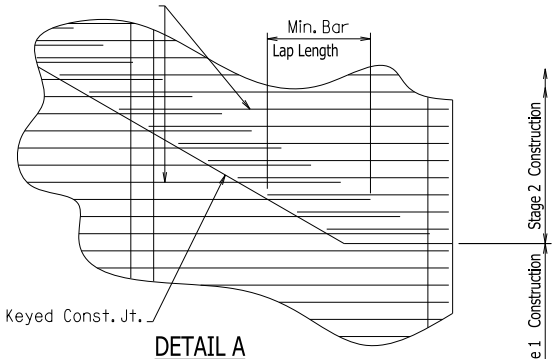
WINGWALL & CULVERT DRAINAGE DETAIL

Slab bars "a", "b", "c", "d", "b1", or "f". Slab distribution and Wall reinforcing omitted for clarity.



SKewed TRANSVERSE JOINT DETAIL

This detail shall be used to construct a skewed transverse joint only for Multi-Barrel Culverts and only when required by the Maintenance of Traffic Plans. Otherwise, transverse joints should be made normal to the centerline of the barrel.



DETAIL A

See Tabular Data Sheets for Minimum Bar Lap Lengths.

Shown for transverse reinforcing, longitudinal reinforcing similar.

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Construction Specifications unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Fifth Edition (2010) with 2010 interim revisions.

LIVE LOADING: HL-93

All concrete shall be Class S with a minimum 28-day compressive strength of 3,500 psi and shall be poured in the dry. All exposed corners to have 1/4" chamfers.

Reinforcing Steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Reinforcing Steel Tolerances: The tolerances for reinforcing steel shall meet those listed in 'Manual of Standard Practice' published by Concrete Reinforcing Steel Institute (CRSI) except that the tolerance for truss bars such as Figure 3 on page 7-4 of the CRSI Manual shall be minus zero to plus 1/2 inch.

Excavation and backfilling shall be in accordance with the requirements of Section 801.

Membrane Waterproofing shall conform to the requirements of Section 815. Membrane Waterproofing shall be Type C and as directed by the Engineer applied to all construction joints in the top slab and the sidewalls of R.C. Box culverts and to the construction joint between wingwalls and R.C. Box culvert walls.

Weep Holes in box culvert walls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. The drain opening shall be 4" diameter and shall be placed 12" above the top of the bottom slab.

Weep Holes in wingwalls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. There shall be a minimum of two (2) weep holes in each wingwall. The drain opening shall be 4" diameter and shall be placed 12" above the top of the wingwall footing.

The barrel components of the culvert may be constructed using continuous pours. For longer culvert construction, the Contractor may use multiple pours with transverse construction joints spaced a minimum of 50 feet apart unless superseded by stage construction or site constraints as approved by the Engineer. Construction joints between footings and walls shall be made only where shown in the Plans. Joints shall be keyed and shall be normal to the centerline of barrel except as noted. Reinforcing shall be continuous through joints unless noted otherwise. Reinforcing through stage construction joints shall provide the minimum bar lap length shown on the Tabular Data Sheets. All longitudinal construction joints shall be submitted to the Engineer for approval.

Membrane Waterproofing, Weep Holes, Geotextile Filter Fabric, and Drainage Fill Material will not be paid for directly but shall be considered subsidiary to Class S Concrete.

When the top slab of the box culvert serves as finished roadway surface, curing and finishing shall be in accordance with subsections 802.17 and 802.20 for bridge roadway surface and a fine finish shall be applied in accordance with subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Curing and finishing shall not be paid for directly, but shall be considered incidental to the item "Class S Concrete-Roadway". Class 1 Protective Surface Treatment shall be applied to the roadway surface and this work shall be paid for under the unit price bid for "Class 1 Protective Surface Treatment".

When precast reinforced concrete box culverts are substituted for cast in place box culverts, they shall be manufactured according to ASTM C 1577 and meet the requirements of Section 607. When the top slab of the box culvert serves as the finished roadway surface, a precast reinforced concrete box culvert substitution is not allowed.

SHEET 1 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES &
LONGITUDINAL SECTION LENGTH SCHEDULE

SPECIAL DETAILS



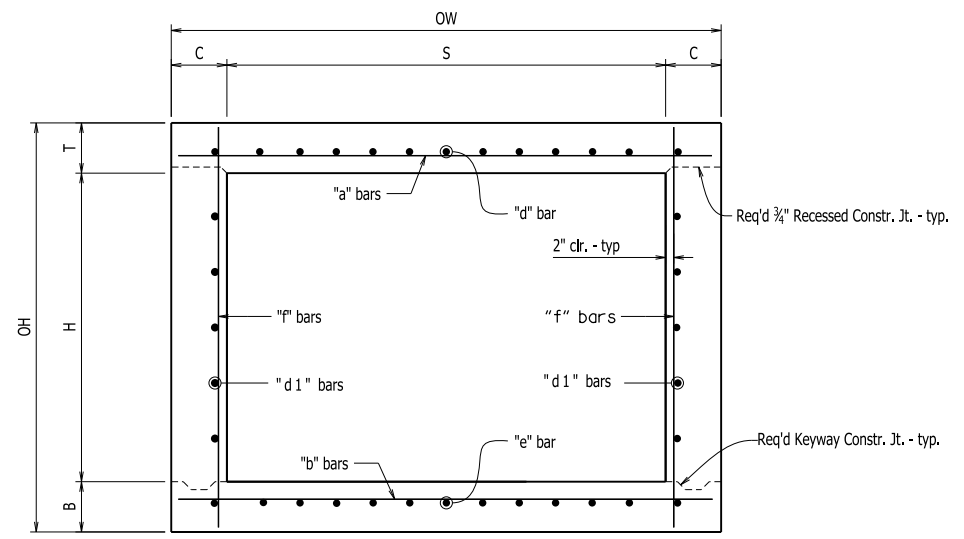
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	39	809
SPECIAL DETAILS						

STATE OF
ARKANSAS

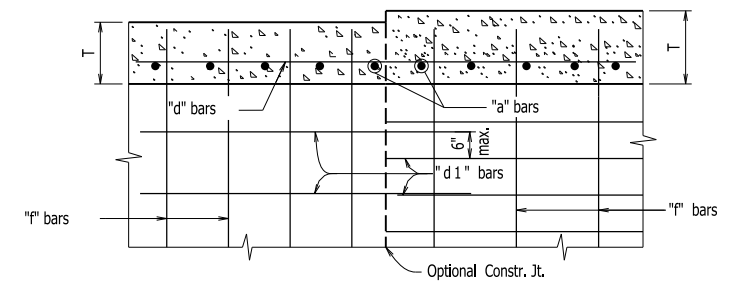
LICENSED
PROFESSIONAL
ENGINEER

No. 20119
VIVEK SINGH
Vivek Singh
04/17/2024

Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.

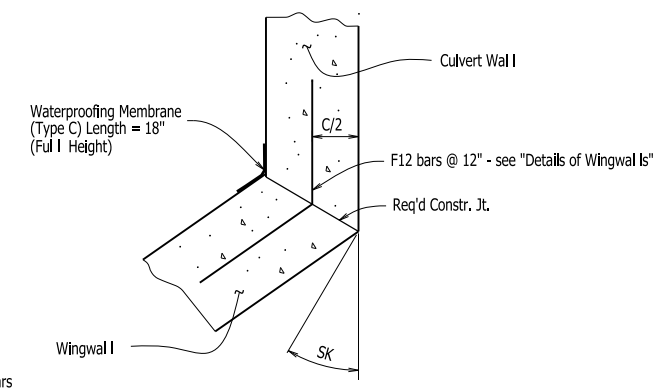


TYPICAL SECTION M-M



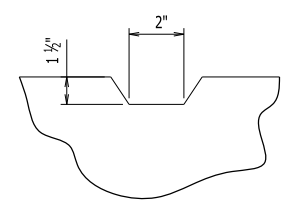
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

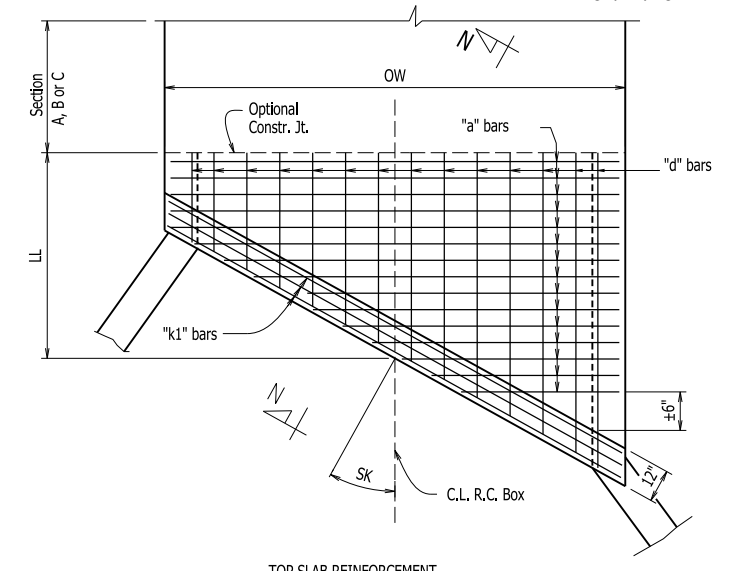


WINGWALL ATTACHMENT

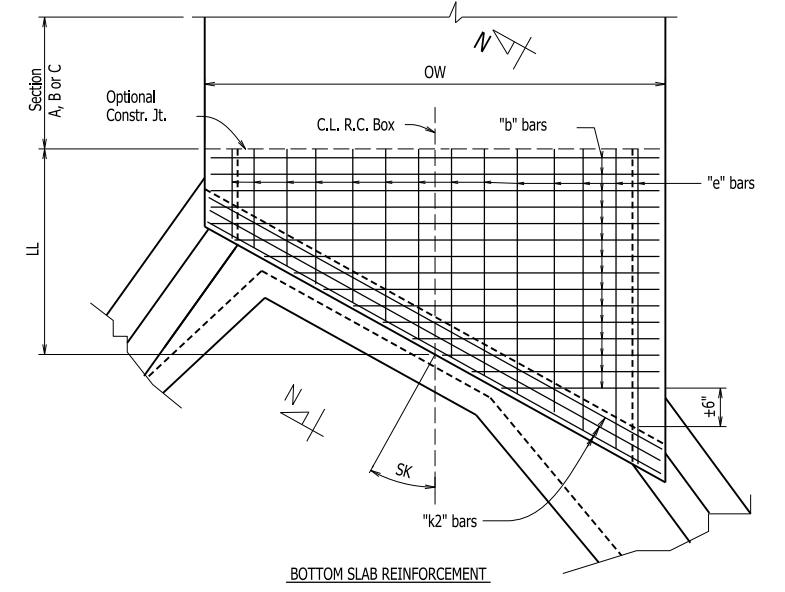
See "Details of Wingwall Is" for additional information and wingwall details.



TYPICAL KEYWAY DETAIL
(All Construction Joints)



TOP SLAB REINFORCEMENT



BOTTOM SLAB REINFORCEMENT

SKewed End Section Details

SHEET 2 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF SINGLE BARREL
R.C. BOX CULVERT

SPECIAL DETAILS



4/16/2024 1:26:32 PM
R040901_05C_SD_002.dgn
Ver. 1.117

PART LONGITUDINAL SECTION
(Non-Skewed Ends)

PART LONGITUDINAL SECTION N-N
(Skewed Ends)

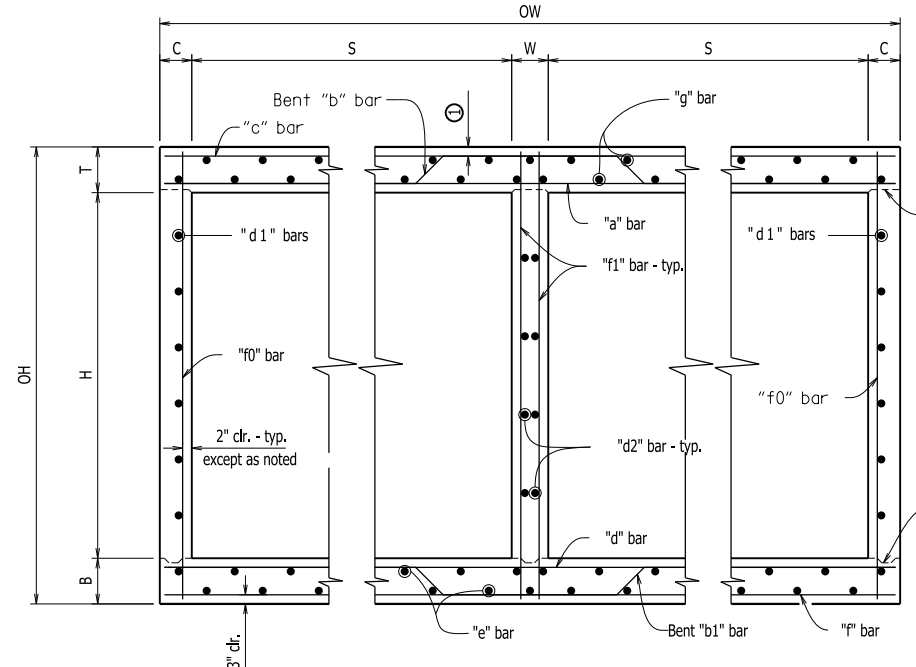
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	40	809

SPECIAL DETAILS



① 2" dr. for fill depth (D) greater than 2 ft.
 2½" dr. for fill depth (D) equal to or less than 2 ft.

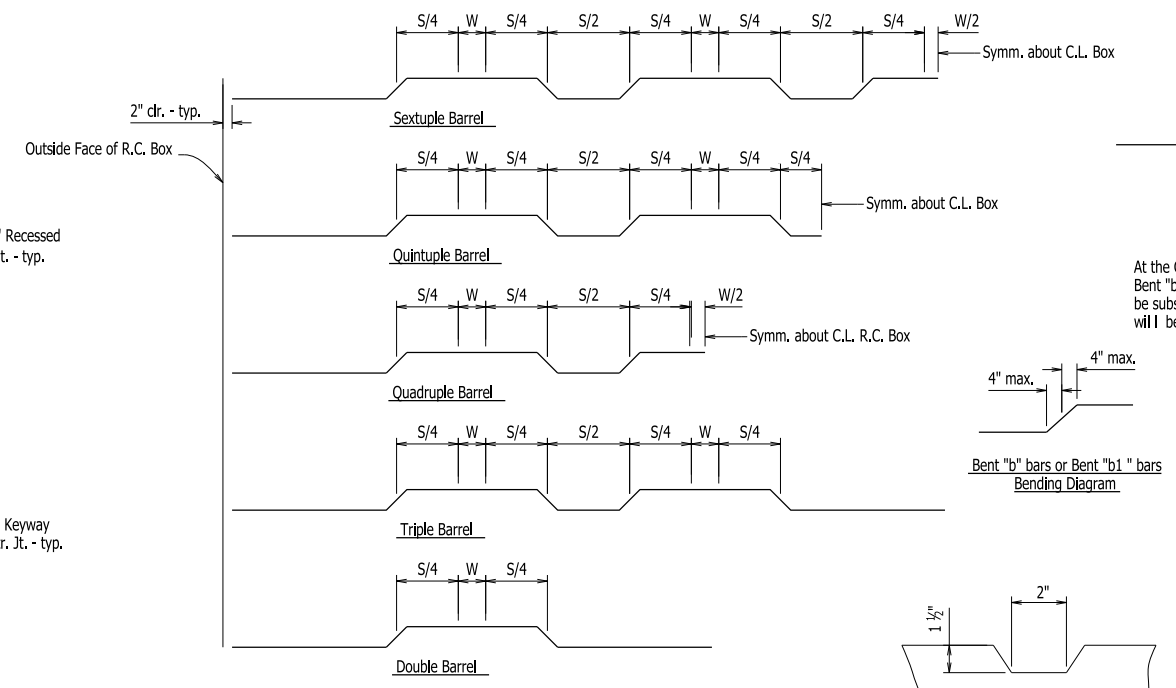
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



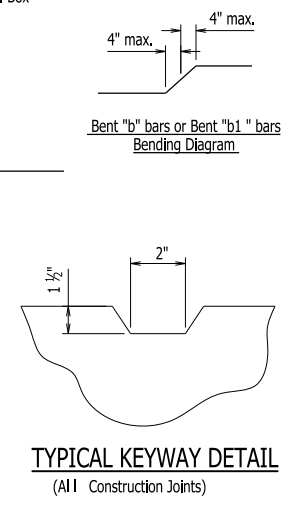
TYPICAL SECTION M-M

Top Slab
 Straight "c" bars shall alternate with Bent "b" bars in top.
 Straight "a" bars shall alternate with Bent "b" bars in bottom.

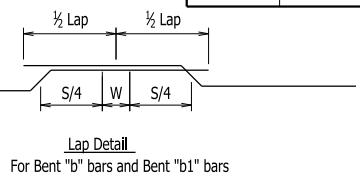
Bottom Slab
 Straight "d" bars shall alternate with Bent "b1" bars in top.
 Straight "f" bars shall alternate with Bent "b1" bars in bottom.



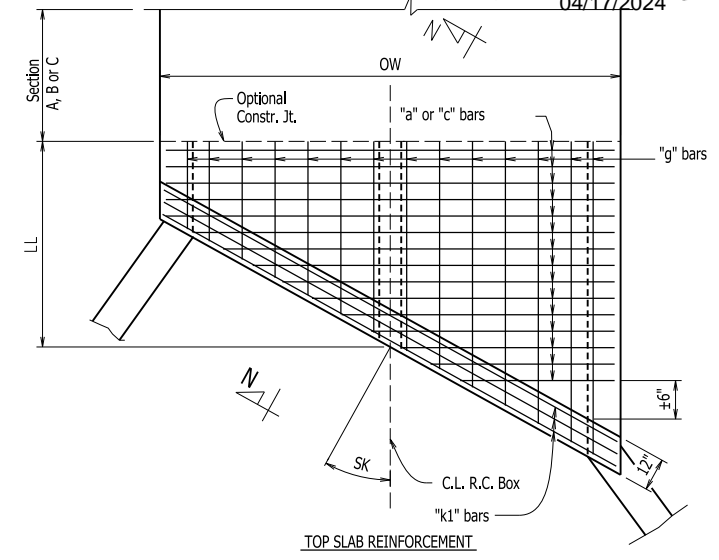
Bent "b" bars or Bent "b1" bars sketch



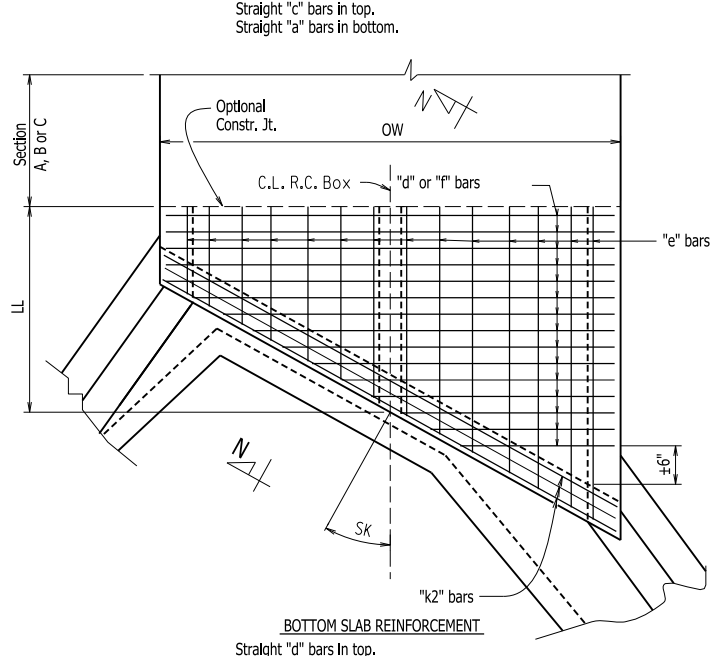
TYPICAL KEYWAY DETAIL
 (All Construction Joints)



At the Contractor's option in lieu of providing Bent "b" or Bent "b1" bars, one bar top and bottom of equivalent size may be substituted for each bent bar. Payment for the reinforcing will be based on the weight of the "b" or "b1" bar.

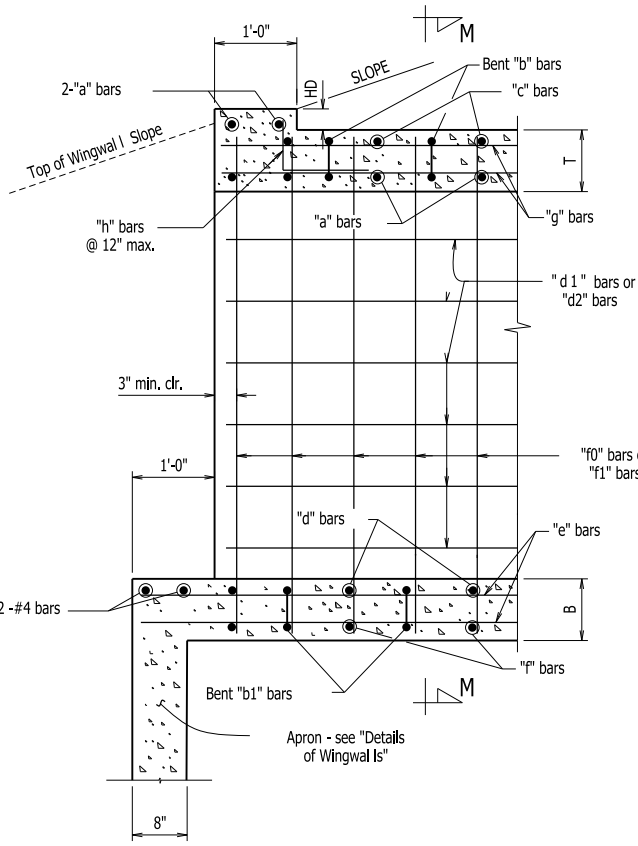


TOP SLAB REINFORCEMENT

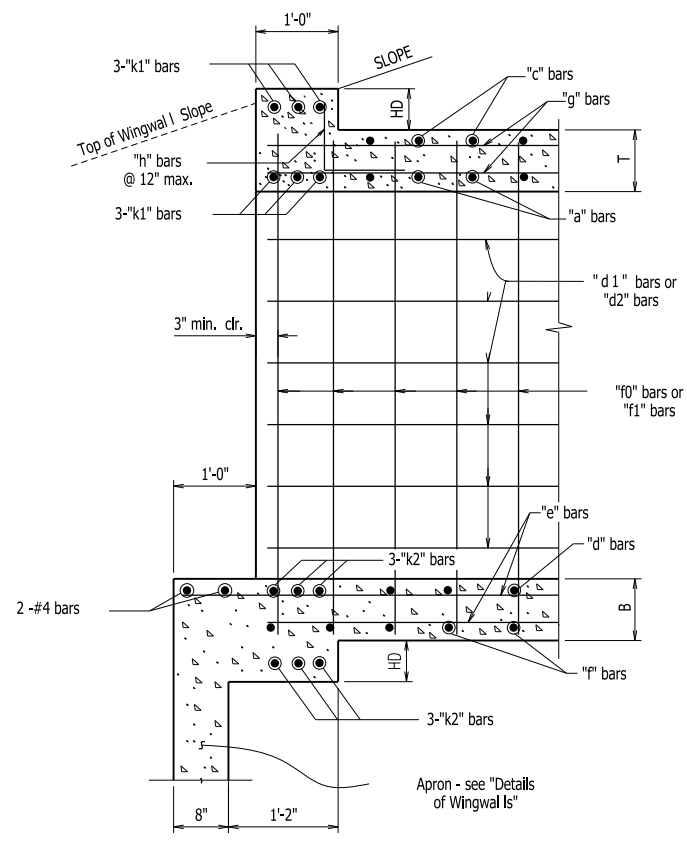


BOTTOM SLAB REINFORCEMENT

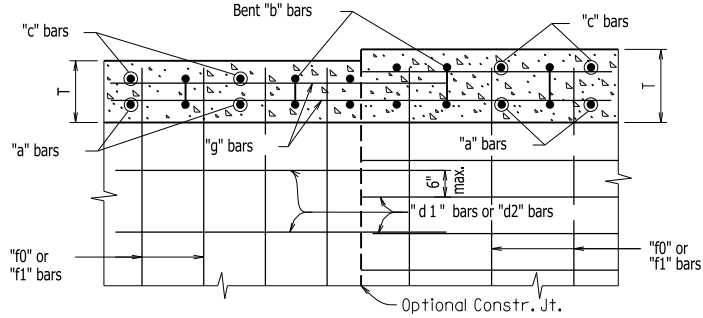
SKewed END SECTION DETAILS



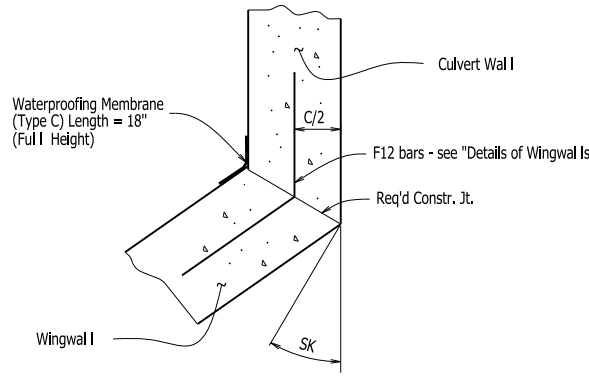
PART LONGITUDINAL SECTION
 (Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N
 (Skewed Ends)



LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS
 TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



WINGWALL ATTACHMENT

See "Details of Wingwal Is" for additional information and wingwal I details.

SHEET 3 OF 4
 GENERAL DETAILS OF R.C. BOX CULVERT

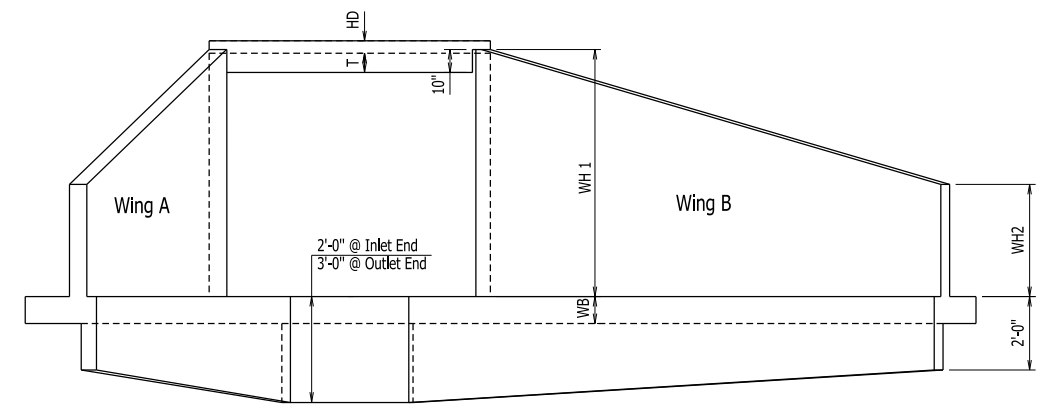
DETAILS OF MULTI-BARREL
 R.C. BOX CULVERT

SPECIAL DETAILS

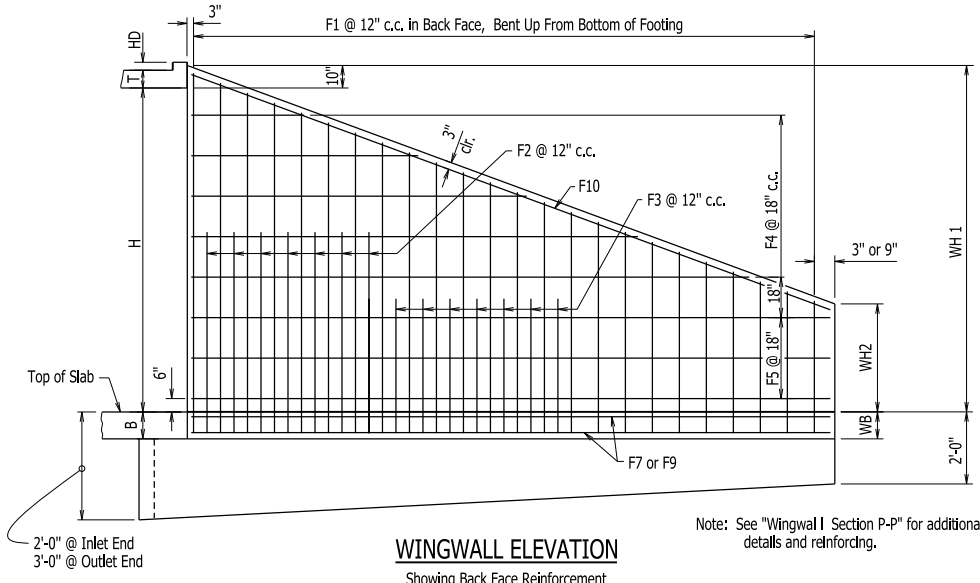


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	41	809

STATE OF ARKANSAS
 LICENSED PROFESSIONAL ENGINEER
 No. 20119
 VIVEK SINGH
 04/17/2024

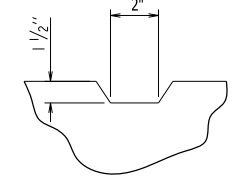


END ELEVATION
 Flared Wingwall Is Shown

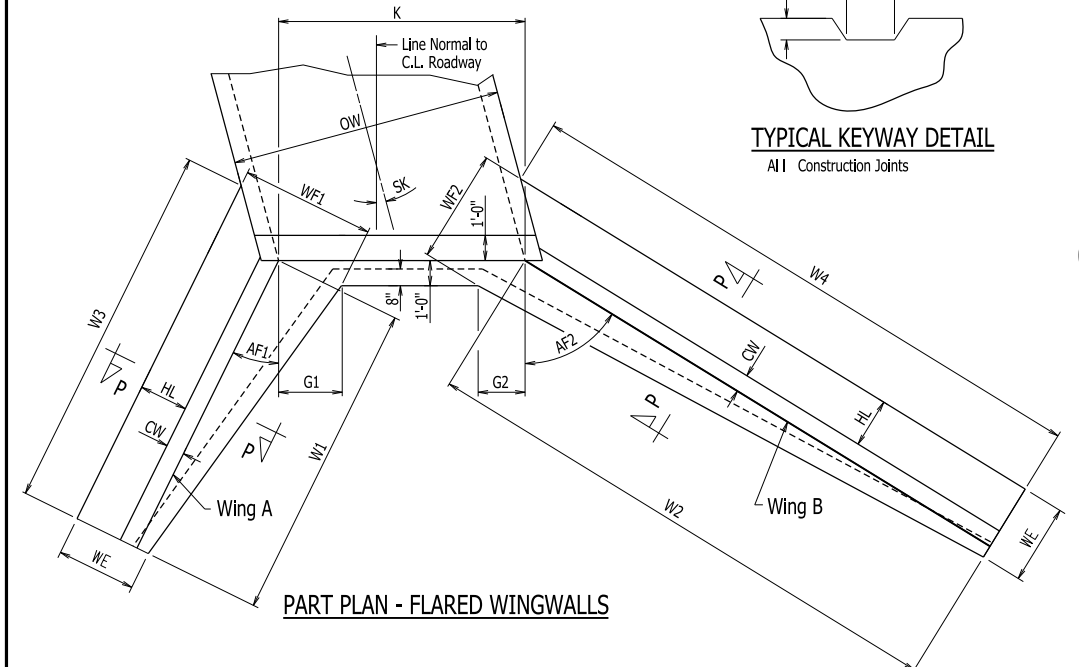


WINGWALL ELEVATION
 Showing Back Face Reinforcement

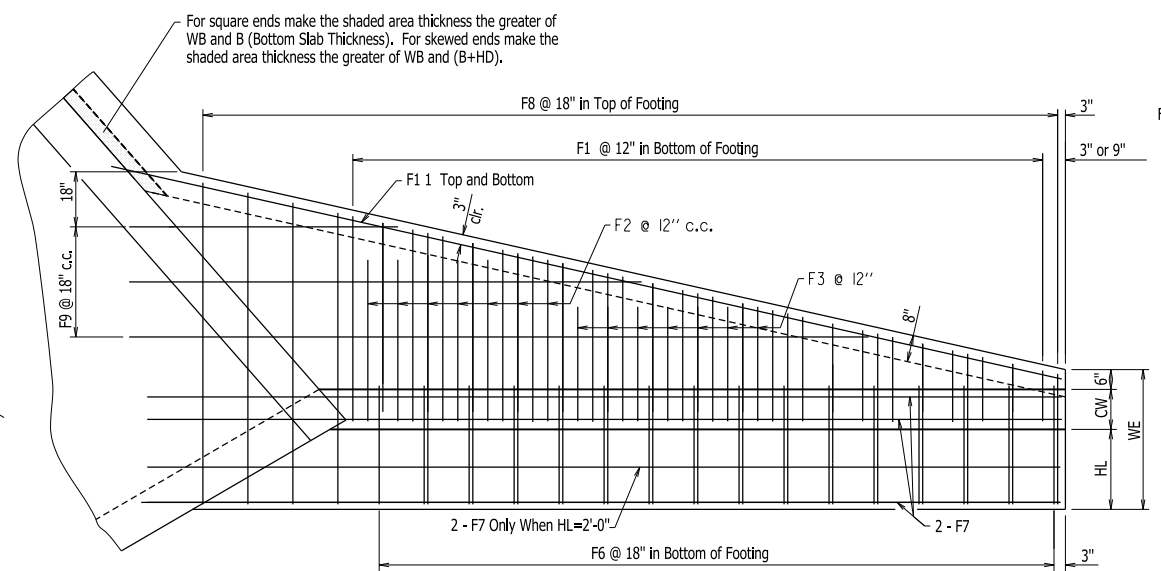
Note: See "Wingwall Section P-P" for additional details and reinforcing.



TYPICAL KEYWAY DETAIL
 All Construction Joints

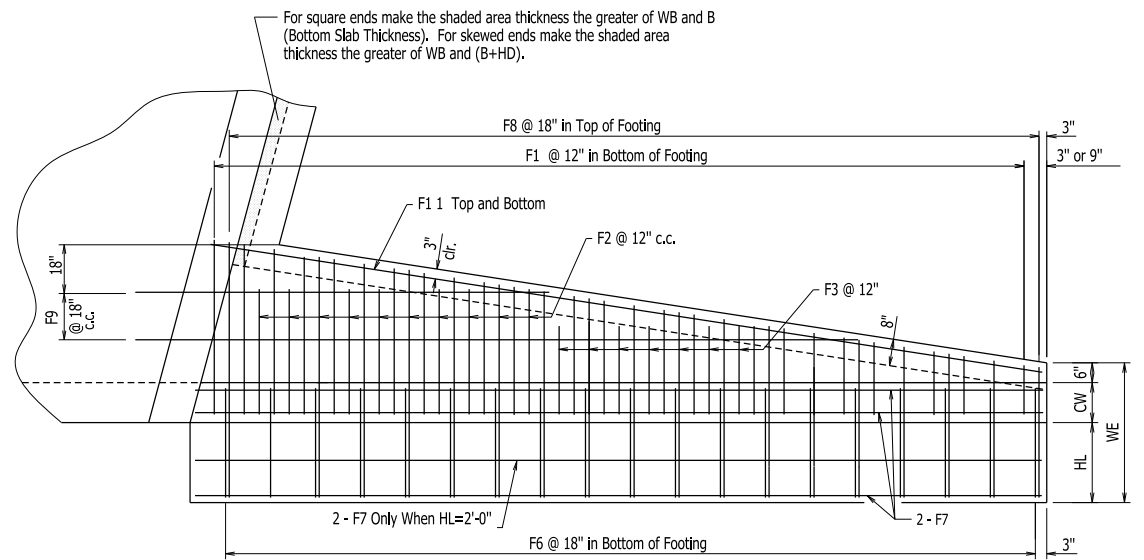


PART PLAN - FLARED WINGWALLS

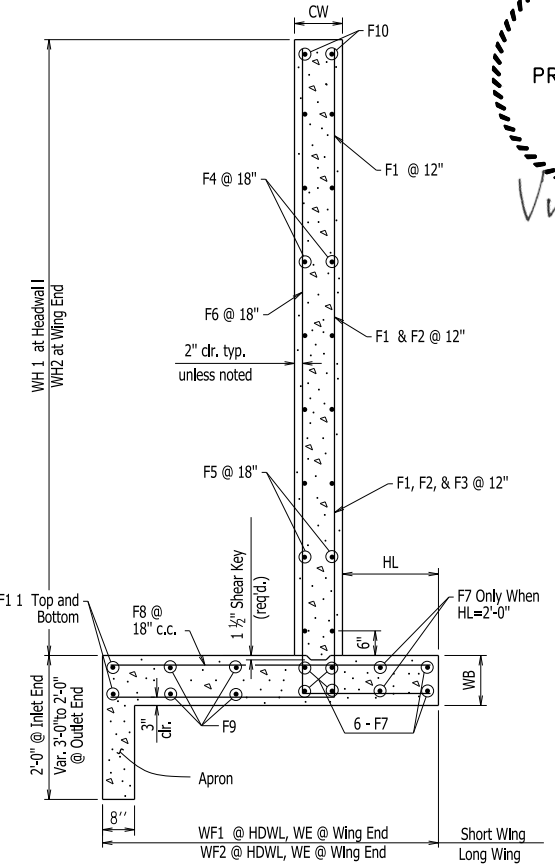


PLAN - FLARED WINGWALLS
 Showing Footing Reinforcement

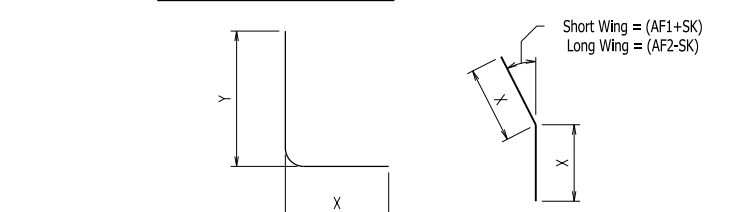
For square ends make the shaded area thickness the greater of WB and B (Bottom Slab Thickness). For skewed ends make the shaded area thickness the greater of WB and (B+HD).



PLAN - PARALLEL WINGWALLS
 Showing Footing Reinforcement



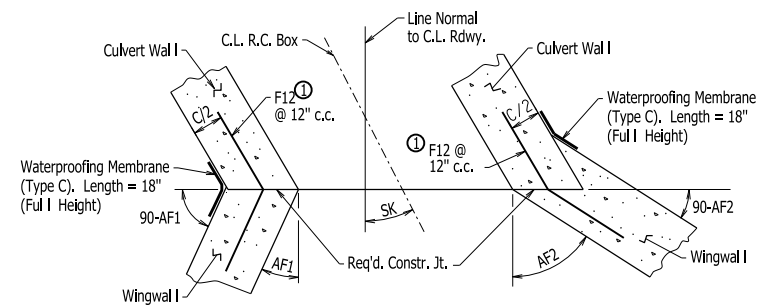
WINGWALL SECTION P-P



F1, F2, F3, & F6 BARS

F12 BAR

F12 is a straight bar for parallel wingwall



CONSTRUCTION JOINTS
 Flared Wingwall Is Shown

4/16/2024 1:26:38 PM
 R040901_05C_SD_004.dgn
 Ver. 1.117



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	42	809

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)	
								AT HDWL	AT WING END			WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B			
								WH1	WH2			WF1	WF2	G1	G2	W1	W2	W3	W4			
17'-8"	4'-0"	0'-9"	0'-8"	0	3:1	16'-7 7/8"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"	5.06	478

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft - 344.0 ft

Min. Bar Lap Length

Bar Size	Min. Bar Lap Length
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Fin Dia. Table

Bar Size	Bar Fin Dia.
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"



TABULAR DATA BY: VS DATE: 07/20/2023
 CHECKED BY: RCT DATE: 07/28/2023

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL			BOTTOM SLAB REINFORCING STEEL			SIDE WALL REINFORCING STEEL			INTERIOR WALL REINFORCING STEEL			TOP SLAB DISTRIBUTION REINFORCING STEEL			BOTTOM SLAB DISTRIBUTION REINFORCING STEEL			SIDE WALL DISTRIBUTION REINFORCING STEEL			INTERIOR WALL DISTRIBUTION REINFORCING STEEL			CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR 60) (Includes HDWL)
													SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTH	NO. REQ'D	SIZE	SPACING	LENGTH	NO. REQ'D	SIZE	SPACING	LENGTH	NO. REQ'D	SIZE	SPACING	LENGTH	NO. REQ'D	SIZE	SPACING

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL "f0"		INTERIOR WALL REINFORCING STEEL "f1"		TOP SLAB DISTRIBUTION REINF. STEEL "g"		BOTTOM SLAB DISTRIBUTION REINF. STEEL "e"		SIDE WALL DISTRIBUTION REINF. STEEL "d1"		INTERIOR WALL DISTRIBUTION REINF. STEEL "d2"		CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)						
											SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	LENGTH	SIZE	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
0.16	43

Design Fill Depth vs Range of Actual Fill Depth

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL "f0"		INTERIOR WALL REINFORCING STEEL "f1"		TOP SLAB DISTRIBUTION REINF. STEEL "g"		BOTTOM SLAB DISTRIBUTION REINF. STEEL "e"		SIDE WALL DISTRIBUTION REINF. STEEL "d1"		INTERIOR WALL DISTRIBUTION REINF. STEEL "d2"		CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)																
											SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	LENGTH	SIZE	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.							
A	5	8	4	9.0	9	6.0	8	17'-8"	5'-6"	234	4	17'-4"	8	17'-6"	7	17'-4"	17	165	4	17'-4"	4	17'-6"	4	17'-4"	9	312	4	8.5	660	5'-2"	4	12	468	5'-2"	4	12	35	4	12	35	4	12	8	4	12	8	287.44	44296

SHEET 1 OF 2
 DETAILS OF R.C. BOX CULVERT
 DOUBLE BARREL BOX CULVERT
 C.L. I-49 STA. 106+60
 SPECIAL DETAILS





TABULAR DATA BY: VS DATE: 07/20/2023
CHECKED BY: RCT DATE: 07/28/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
								AT HDWL	AT WING END			WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B		
								AF1	AF2			WE	WF1	WF2	G1	G2	W1	W2	W3		
17'-8"	4'-0"	0'-9"	0'-8"	0	3:1	16'-7 7/8"	1'-0"	4'-10"	1'-4"		2'-2"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"	5.74	478	

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL		CLASS "S" CONCRETE (includes HDWL)	REINFORCING STEEL (GR 60) (includes HDWL)						
													"a"		"c"		"d"		"f"		"f0"		"f1"		"g"		"e"		"d1"		"d2"									
													SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D			SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL			
											LENGTH = OW - 4" + BENDS				LENGTH = OW - 4" + BENDS				LENGTH = OH - 4"		LENGTH = OH - 4"		LENGTH = SL		LENGTH = SL		LENGTH = SL		LENGTH = SL			
											"a"	Bent "b"	"c"	SPACING	NO. REQ'D	"d"	Bent "b1"	"f"	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH
HDWL DEPTH	ADDITIONAL REINF. FOR HDWL		"h" HDWL BARS				CLASS "S" CONCRETE		REINFORCING STEEL (GR. 60)		TOTAL		0.16		43																	
HD	LBS.	SIZE	Y	LENGTH	NO. REQ'D																											
3"	23	4	0'-7"	1'-7"	19																											

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
DOUBLE BARREL BOX CULVERT
C.L. I-49 STA. 106+60
SPECIAL DETAILS

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.
Unless otherwise noted, all dimensions are in inches.



Ver. 1.117

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	OVERALL WIDTH	OVERALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL	SIDE WALL DISTRIBUTION REINFORCING STEEL	CLASS "S" CONCRETE	REINFORCING STEEL (Gr. 60)						
										SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH						SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING
A	10	4	4	7	7	6	5'-0"	5'-2"	196.00	4	8.5	276	4'-8"	4	7.5	313	4'-8"	4	9	522	4'-10"	4	12	5	4	12	5	4	12	8	71.38	5990

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	OVERALL WIDTH	OVERALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL	SIDE WALL DISTRIBUTION REINFORCING STEEL	CLASS "S" CONCRETE	REINFORCING STEEL (Gr. 50)					
										SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH						SIZE	SPACING	NO. REQ'D	LENGTH	SIZE

INLET SKEWED END SECTION

SK	SL	D	S	H	LL	T	B	C	HD	OW	OH	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL				SIDE WALL DISTRIBUTION REINFORCING STEEL				HEADWALL REINFORCING STEEL				CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (Gr. 60) (Includes HDWL)							
												SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D			SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY

MID-SECTION BAR LAP TABLE

# of Long Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	> 40.0 ft - 78.0 ft
2	> 78.0 ft - 116.0 ft
3	> 116.0 ft - 154.0 ft
4	> 154.0 ft - 192.0 ft
5	> 192.0 ft - 230.0 ft
6	> 230.0 ft - 268.0 ft
7	> 268.0 ft - 306.0 ft
8	> 306.0 ft - 344.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

**SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT**

SINGLE BARREL BOX CULVERT
C.L. I-49 STA. 129+65

SPECIAL DETAILS



INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B		
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4		
5'-0"	4'-0"	0'-9"	0'-8"	0	3:1	4'-0"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"	4.32	460

STATE OF ARKANSAS
 LICENSED PROFESSIONAL ENGINEER
 No. 20119

 04/17/2024

TABULAR DATA BY: TSA DATE: 09/16/2022
 CHECKED BY: RCT DATE: 02/07/2023

This drawing to be used in conjunction with SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE", SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF SINGLE-BARREL R.C. BOX CULVERT", SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF WINGWALLS", and STANDARD DRAWING RCB-2.

For additional information and outlet sections, see Sheet 2 of 2.

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION												TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINF. STEEL				BOTTOM SLAB DISTRIBUTION REINF. STEEL				SIDE WALL DISTRIBUTION REINF. STEEL				
D	S	H	T	B	C	OW	OH	SL	"a" LENGTH = OW - 4"				"b" LENGTH = OW - 4"				"f" LENGTH = OH - 4"				"d" LENGTH = SL				"e" LENGTH = SL				"d1" LENGTH = SL							
DESIGN FILL DEPTH (FT.)		CLEAR SPAN (FT.)		CLEAR HEIGHT (FT.)		TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	
HDWL DEPTH											ADDITIONAL REINF. FOR HDWL							"h" HDWL BARS						TOTAL												
HD											LBS							SIZE		Y		LENGTH		NO. REQ'D		0.05		12								
3"											6							4		0'-6"		1'-6"		6												

Min. Bar Lap Length

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

OUTLET SKEWED END SECTION

SKEW (DEGREE)		SLOPE		DESIGN FILL DEPTH (FT.)		CLEAR SPAN (FT.)		CLEAR HEIGHT (FT.)		SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL				SIDE WALL DISTRIBUTION REINFORCING STEEL				HEADWALL REINFORCING STEEL																		
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH	"a"				"b"				"f"				"d"				"e"				"d1"				"k1", "k2" & "h"																							
SIZE		SPACING		LENGTHS VARY		NO. REQ'D		LENGTH		SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	BAR	SIZE	NO. REQ'D	LENGTH	BAR	SIZE	NO. REQ'D	LENGTH																						
												Max				Min				Max				Min				Max				Min				LONG				"k1"				"k2"				SHORT				"h"				Y			

CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR. 60) (Includes HDWL)
CU. YDS.	LBS.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WING WALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WING WALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B				
								WH1	WH2	WF1	WF2		G1	G2	W1	W2	W3	W4				
5'-0"	4'-0"	0'-9"	0'-8"	0	3:1	4'-0"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"	4.68	460
SPECIAL DETAILS																						
OUTLET																						OUTLET
CU.YD																						LBS.

WING A			WING B			F1			F2			F3			F4			F5			F6			F7			F8			F9			F10			F11			F12			REINF. STEEL QTY. PER WING (LBS)
BAR SIZE	MAX. SPACING	NO. REQ'D	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	REINF. STEEL QTY. PER WING (LBS)			
4	12	12	L	Min	2'-6"	-	L	Min	2'-6"	-	L	Min	2'-6"	-	L	Min	2'-6"	-	L	Min	2'-6"	-	L	Min	2'-6"	-	L	Min	2'-6"	-	L	Min	2'-6"	-	L	Min	2'-6"	-	230			
			Max	6'-0"			Max	6'-0"			Max	6'-0"			Max	6'-0"			Max	6'-0"			Max	6'-0"			Max	6'-0"			Max	6'-0"			Max	6'-0"						
			X	Min	0'-9"	-	X	Min	0'-9"	-	X	Min	0'-9"	-	X	Min	0'-9"	-	X	Min	0'-9"	-	X	Min	0'-9"	-	X	Min	0'-9"	-	X	Min	0'-9"	-	X	Min	0'-9"	-	230			
			Max	1'-4"			Max	1'-4"			Max	1'-4"			Max	1'-4"			Max	1'-4"			Max	1'-4"			Max	1'-4"			Max	1'-4"			Max	1'-4"						
			Y	Min	1'-10"	-	Y	Min	1'-10"	-	Y	Min	1'-10"	-	Y	Min	1'-10"	-	Y	Min	1'-10"	-	Y	Min	1'-10"	-	Y	Min	1'-10"	-	Y	Min	1'-10"	-	Y	Min	1'-10"	-	230			
			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"						
			X	Min	1'-10"	-	X	Min	1'-10"	-	X	Min	1'-10"	-	X	Min	1'-10"	-	X	Min	1'-10"	-	X	Min	1'-10"	-	X	Min	1'-10"	-	X	Min	1'-10"	-	X	Min	1'-10"	-	230			
			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"			Max	5'-0"						

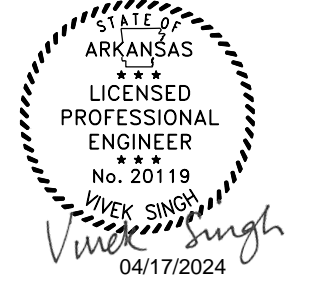


TABULAR DATA BY: TSA DATE: 09/16/2022
CHECKED BY: RCT DATE: 02/07/2023



The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.



TABULAR DATA BY: VS DATE: 07/20/2023
CHECKED BY: RCT DATE: 07/28/2023

SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH		CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)												
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.												
13'-8"	4'-0"	0'-9"	0'-8"	0	3:1	12'-8"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"	4.83	472												
																						F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	REINF. STEEL QTY. PER WING (LBS.)
WING A		WING B																																
BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY							
4	12	X	L Min 2'-6" Max 6'-0" Y Min 0'-9" Max 1'-1" Min 1'-10" Max 5'-0"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	236						

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	> 40.0 ft - 78.0 ft
2	> 78.0 ft - 116.0 ft
3	> 116.0 ft - 154.0 ft
4	> 154.0 ft - 192.0 ft
5	> 192.0 ft - 230.0 ft
6	> 230.0 ft - 268.0 ft
7	> 268.0 ft - 306.0 ft
8	> 306.0 ft - 344.0 ft

Min. Bar Lap Length

Bar Size	Min. Bar Lap Length
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Fin Dia. Table

Bar Size	Fin Dia.
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

This drawing to be used in conjunction with SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE", SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF MULTI-BARREL R.C. BOX CULVERT", SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF WINGWALLS", and STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the Item "Reinforcing Steel - Roadway (Grade 60)."

INLET SKEWED END SECTION

SK	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL			BOTTOM SLAB REINFORCING STEEL			SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL		CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR 60) (Includes HDWL)													
													SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTH	NO. REQ'D	SIZE	SPACING	LENGTH	NO. REQ'D	SIZE	SPACING			LENGTH	NO. REQ'D	SIZE	SPACING	LENGTH	NO. REQ'D	SIZE	SPACING	LENGTH				

INLET SLOPE SECTION(S)

D	S	H	T	B	C	W	OW	OH	SL	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL		CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)																
										SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE			LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D					
5	6	4	8.0	9	6.0	8	13'-8"	5'-5"	53	4	13'-4"	7	13'-6"	6	13'-4"	17	40	4	13'-4"	4	13'-6"	4	13'-4"	13	53	4	8.5	162	5'-1"	4	12	116	5'-1"	4	12	27	4	12	27	4	12	8	4	12	8		

Design Fill Depth vs. Range of Actual Fill Depth

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	> 2.0 ft - 5.0 ft
10	> 5.0 ft - 10.0 ft
15	> 10.0 ft - 15.0 ft
20	> 15.0 ft - 20.0 ft
25	> 20.0 ft - 25.0 ft
30	> 25.0 ft - 30.0 ft
35	> 30.0 ft - 35.0 ft
40	> 35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

D	S	H	T	B	C	W	OW	OH	SL	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL		CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)																
										SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	L	SIZE	L	SIZE	L	SPACING	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE			LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D	SIZE	LENGTH	NO. REQ'D					
5	6	4	8.0	9	6.0	8	13'-8"	5'-5"	53	4	13'-4"	7	13'-6"	6	13'-4"	17	40	4	13'-4"	4	13'-6"	4	13'-4"	13	53	4	8.5	162	5'-1"	4	12	116	5'-1"	4	12	27	4	12	27	4	12	8	4	12	8	55.91	7495

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT

DOUBLE BARREL BOX CULVERT
C.L. HWY 22 RAMP 2 STA. 14+50

SPECIAL DETAILS



OUTLET SLOPE SECTION(S)

R.C. BOX SECTION									REINFORCING STEEL																CLASS "S" CONCRETE										
D	S	H	T	B	C	W	OW	OH	SL	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINF. STEEL		BOTTOM SLAB DISTRIBUTION REINF. STEEL		SIDE WALL DISTRIBUTION REINF. STEEL		INTERIOR WALL DISTRIBUTION REINF. STEEL		CU. YDS.	REINFORCING STEEL (GR. 60) LBS.				
DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	LENGTH = OW - 4" + BENDS				LENGTH = OW - 4" + BENDS				LENGTH = OH - 4"		LENGTH = OH - 4"		LENGTH = SL		LENGTH = SL		LENGTH = SL		LENGTH = SL							
									SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L					
HDWL DEPTH		ADDITIONAL REINF. FOR HDWL							"h" HDWL BARS																TOTAL										
HD		LBS.							SIZE	Y	LENGTH	NO. REQ'D																	0.13	34					
3"		18							4	0'-7"	1'-7"	15																							

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
0.13	34

OUTLET SKEWED END SECTION

SKEW (DEGREE)													TOP SLAB REINFORCING STEEL												BOTTOM SLAB REINFORCING STEEL												SIDE WALL REINFORCING STEEL				INTERIOR WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL				SIDE WALL DISTRIBUTION REINFORCING STEEL				INTERIOR WALL DISTRIBUTION REINFORCING STEEL				CLASS "S" CONCRETE (includes HDWL)	REINFORCING STEEL (GR. 60) (includes HDWL)
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH	"a"			"c"			"d"			"f"			"f0"		"f1"		"g"		"e"		"d1"		"d2"		CU. YDS.	LBS.																								
													SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH															
"k1" HDWL BARS			"k2" HDWL BARS			"h" HDWL BARS																																																								
SIZE			LENGTH			NO. REQ'D			SIZE			LENGTH			Y			NO. REQ'D																																												

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET WINGWALL TABLE

OVER ALL WIDTH														CLASS "S" CONCRETE (Includes apron)														REINFORCING STEEL (Includes apron and laps if required)	
OVER ALL WIDTH		CLEAR HEIGHT		FOOTING THK.		WING WALL THK.		BOX SKEW (DEG.)		SLOPE		HDWL LENGTH		HEEL		WALL HEIGHT		WINGWALL ANGLE (DEGREE)		WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		OUTLET	OUTLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.							
13'-8"	4'-0"	0'-9"	0'-8"	0	3:1	12'-8"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"	5.40	472							

Min. Bar Lap Length

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"



TABULAR DATA BY: VS DATE: 07/20/2023
CHECKED BY: RCT DATE: 07/28/2023

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	47	809
SPECIAL DETAILS						



MID-SECTION

R.C. BOX SECTION			TOP SLAB REINFORCING STEEL			BOTTOM SLAB REINFORCING STEEL			SIDE WALL REINFORCING STEEL			TOP SLAB DISTRIBUTION REINFORCING STEEL			BOTTOM SLAB DISTRIBUTION REINFORCING STEEL			SIDE WALL DISTRIBUTION REINFORCING STEEL			CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (Gr. 60)										
D	S	H	T	B	C	OW	OH	SL	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH			SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING
A	5	8	5	4	8.5	8.5	6	9'-0"	5'-5"	79.00	6	6	158	8'-8"	6	6.5	145	8'-8"	4	9	210	5'-1"	4	12	9	4	12	9	4	12	8	

49.01	6103
-------	------

INLET SLOPE SECTION(S)

R.C. BOX SECTION			TOP SLAB REINFORCING STEEL			BOTTOM SLAB REINFORCING STEEL			SIDE WALL REINFORCING STEEL			TOP SLAB DISTRIBUTION REINFORCING STEEL			BOTTOM SLAB DISTRIBUTION REINFORCING STEEL			SIDE WALL DISTRIBUTION REINFORCING STEEL			CLASS "S" CONCRETE	REINFORCING STEEL (Gr. 50)											
D	S	H	T	B	C	OW	OH	SL	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH			SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D
HDWL DEPTH	ADDITIONAL REINF. FOR HDWL			"h" HDWL BARS																		TOTAL											
3"	12			4			0'-6" 1'-6" 10															0.08 22											

INLET SKEWED END SECTION

SK	SL	D	S	H	LL	T	B	C	HD	OW	OH	TOP SLAB REINFORCING STEEL			BOTTOM SLAB REINFORCING STEEL			SIDE WALL REINFORCING STEEL			TOP SLAB DISTRIBUTION REINFORCING STEEL			BOTTOM SLAB DISTRIBUTION REINFORCING STEEL			SIDE WALL DISTRIBUTION REINFORCING STEEL			HEADWALL REINFORCING STEEL			CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (Gr. 60) (Includes HDWL)
												"a"			"b"			"t"			"d"			"e"			"d1"			"k1", "k2" & "h"				
												SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE		

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

This drawing to be used in conjunction with SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE", SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF SINGLE-BARREL R.C. BOX CULVERT", SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF WINGWALLS", and STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

SHEET 1 OF 2 DETAILS OF R.C. BOX CULVERT SINGLE BARREL BOX CULVERT C.L. HWY 22 RAMP 3 STA. 32+60.00

SPECIAL DETAILS



INLET WINGWALL TABLE

WINGWALL TABLE												CLASS "S" CONCRETE (Includes apron)				REINFORCING STEEL (Includes apron and laps if required)						
OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	AT HDWL	AT WING END	WINGWALL ANGLE (DEGREE)	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		INLET	INLET	
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
9'-0"	4'-0"	0'-9"	0'-8"	0	3:1	8'-0"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"	4.56	466

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	48	809



TABULAR DATA BY: VS DATE: 03/29/2024
CHECKED BY: BOL DATE: 04/09/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	49	809

SPECIAL DETAILS



TABULAR DATA BY: VS DATE: 03/29/2024
 CHECKED BY: BOL DATE: 04/09/2024

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)																
								AT HDWL	AT WING END			WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B																		
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.															
9'-0"	4'-0"	0'-9"	0'-8"	0	3:1	8'-0"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"	5.01	466															
WING A	WING B	F1		F2		F3		F4		F5		F6		F7		F8		F9		F10		F11		F12		REIN. STEEL QTY. PER WING (LBS)											
		BAR SIZE	NO. REQ'D	LENGTHS VARY	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS		BAR SIZE	NO. REQ'D	LENGTHS								
		4	12	X	4	12	X	4	18	4	4	18	2	4	18	8	4	6	14'-9"	6	18	8	4	2	12'-0"		4	2	13'-4"	6	12	4	4	2	13'-4"	6	12

OUTLET SKEWED END SECTION

SK	SL	D	S	H	L	T	B	C	HD	OW	OH	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL				SIDE WALL DISTRIBUTION REINFORCING STEEL				HEADWALL REINFORCING STEEL				CLASS "S" CONCRETE (includes HDWL)	REINFORCING STEEL (GR. 60) (includes HDWL)		
												SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	BAR	SIZE	NO. REQ'D	LENGTH			SIZE	SPACING

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION		D	S	H	T	B	C	OW	OH	SL	TOP SLAB REINFORCING STEEL "a"				BOTTOM SLAB REINFORCING STEEL "b"				SIDE WALL REINFORCING STEEL "f"				TOP SLAB DISTRIBUTION REINF. STEEL "d"				BOTTOM SLAB DISTRIBUTION REINF. STEEL "e"				SIDE WALL DISTRIBUTION REINF. STEEL "d1"									
DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)										LENGTH = OW - 4"	LENGTH = OW - 4"	LENGTH = OW - 4"	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS	SIZE	Y	LENGTH	NO. REQ'D
3"	12	4	0'-6"	1'-6"	10

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
0.08	22

Bar Size	Min. Bar Lap Length
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Size	Bar Pin Dia. Table
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

SHEET 2 OF 2
 DETAILS OF R.C. BOX CULVERT
 SINGLE BARREL BOX CULVERT
 C.L. HWY 22 RAMP 3 STA. 32+60.00

SPECIAL DETAILS



The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	50	809
SPECIAL DETAILS						



TABULAR DATA BY: VS DATE: 07/20/2023
CHECKED BY: RCT DATE: 07/28/2023

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B		
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
5'-0"	3'-0"	0'-9"	0'-8"	0	3:1	4'-0"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	9'-6"	9'-6"	11'-4 5/8"	11'-4 5/8"	3.09	338

WING		MAX. SPACING NO. REQ'D	LENGTHS VARY	F1		F2		F3		F4		F5		F6		F7		F8		F9		F10		F11		F12		REINFORCING STEEL QTY. PER WING (LBS)	
WING A	WING B			BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS		BAR SIZE
4	4	12	10	L Min 2'-0" Max 4'-8"	-	-	-	L Min 2'-0" Max 4'-8"	-	-	-	-	L Min 2'-0" Max 4'-8"	-	-	-	L Min 2'-0" Max 4'-8"	-	-	-	-	-	-	-	-	-	-	-	169
X	X			Min 0'-9" Max 0'-9"	-	-	-	Min 0'-9" Max 0'-9"	-	-	-	-	Min 0'-9" Max 0'-9"	-	-	-	Min 0'-9" Max 0'-9"	-	-	-	-	-	-	-	-	-	-	-	169
Y	Y			Min 1'-4" Max 4'-0"	-	-	-	Min 1'-4" Max 4'-0"	-	-	-	-	Min 1'-4" Max 4'-0"	-	-	-	Min 1'-4" Max 4'-0"	-	-	-	-	-	-	-	-	-	-	-	169

This drawing to be used in conjunction with SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE", SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF SINGLE-BARREL R.C. BOX CULVERT", SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF WINGWALLS", and STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL				SIDE WALL DISTRIBUTION REINFORCING STEEL				HEADWALL REINFORCING STEEL				CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR. 60) (Includes HDWL)
												SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY		
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH	"a"		"b"		"t"		"d"		"e"		"d1"		"k1", "k2" & "h"		CU. YDS.	LBS.														
												Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	LONG "k1"	Y																
												Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	SHORT "k2"																		
																							"h"																		

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SLOPE SECTION(S)

R.C. BOX SECTION		DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINF. STEEL				BOTTOM SLAB DISTRIBUTION REINF. STEEL				SIDE WALL DISTRIBUTION REINF. STEEL				CLASS "S" CONCRETE	REINFORCING STEEL (GR. 50)			
D	S										H	T	B	C	OW	OH	SL	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE			SPACING	NO. REQ'D	LENGTH
											LENGTH = OW - 4"				LENGTH = OW - 4"				LENGTH = OH - 4"				LENGTH = SL				LENGTH = SL				LENGTH = SL								
HDWL DEPTH		ADDITIONAL REINF. FOR HDWL									"h" HDWL BARS																								CU. YDS.	LBS.			
HD		LBS									SIZE		Y		LENGTH		NO. REQ'D		SIZE		Y		LENGTH		NO. REQ'D		SIZE		Y		LENGTH		NO. REQ'D		0.05	12			
3"		6									4		0'-6"		1'-6"		6																						

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION		DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINF. STEEL				BOTTOM SLAB DISTRIBUTION REINF. STEEL				SIDE WALL DISTRIBUTION REINF. STEEL				CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
D	S										H	T	B	C	OW	OH	SL	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE		
											LENGTH = OW - 4"				LENGTH = OW - 4"				LENGTH = OH - 4"				LENGTH = SL				LENGTH = SL				LENGTH = SL					
A	10	4	10	3	7	7	6	5'-0"	4'-2"	124.00	4	8.5	175	4'-8"	4	8	186	4'-8"	4	9	330	3'-10"	4	12	5	4	12	5	4	12	6	40.57	3354			

MID-SECTION

BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft - 344.0 ft

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT

SINGLE BARREL BOX CULVERT
C.L. GC RAMP 4 STA. 31+35.81

SPECIAL DETAILS



OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL	FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)														
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.												
5'-0"	3'-0"	0'-9"	0'-8"	0	3:1	4'-0"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	9'-6"	9'-6"	11'-4 5/8"	11'-4 5/8"	3.40	338												
WING																																		
WING A		WING B		F1		F2		F3		F4		F5		F6		F7		F8		F9		F10		F11		F12		REINF. STEEL QTY. PER WING (LBS)						
BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY		BAR SIZE	SPACING	NO. REQ'D	LENGTHS		BAR SIZE	SPACING	NO. REQ'D	LENGTHS		BAR SIZE	SPACING	NO. REQ'D	LENGTHS		BAR SIZE	SPACING	NO. REQ'D	LENGTHS		BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	REINF. STEEL QTY. PER WING (LBS)
4	12	10	L Min 2'-0" Max 4'-8"	X Min 0'-9" Max 0'-9"	-	-	-	-	-	X Min 1'-4" Max 4'-0"	L Min 2'-0" Max 4'-8"	X Min 0'-9" Max 0'-9"	-	-	-	-	-	-	-	X Min 1'-4" Max 4'-0"	L Min 2'-0" Max 4'-8"	X Min 0'-9" Max 0'-9"	-	-	-	-	-	-	-	-	-	-	-	169
4	12	10	L Min 2'-0" Max 4'-8"	X Min 0'-9" Max 0'-9"	-	-	-	-	-	X Min 1'-4" Max 4'-0"	L Min 2'-0" Max 4'-8"	X Min 0'-9" Max 0'-9"	-	-	-	-	-	-	-	X Min 1'-4" Max 4'-0"	L Min 2'-0" Max 4'-8"	X Min 0'-9" Max 0'-9"	-	-	-	-	-	-	-	-	-	-	-	169



TABULAR DATA BY: VS DATE: 07/20/2023
CHECKED BY: RCT DATE: 07/28/2023

OUTLET SKEWED END SECTION

SK (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL				TOP SLAB DISTRIBUTION REINFORCING STEEL				BOTTOM SLAB DISTRIBUTION REINFORCING STEEL				SIDE WALL DISTRIBUTION REINFORCING STEEL				HEADWALL REINFORCING STEEL				CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR. 60) (Includes HDWL)
SK	SL	D	S	H	L	T	B	C	HD	OW	OH	"a"				"b"				"f"				"d"				"e"				"d1"				"k1", "k2" & "h"				CU. YDS.	LBS.
												SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	BAR	SIZE	NO. REQ'D	LENGTH		

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4"				BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4"				SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4"				TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL				BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL				SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL				CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)					
D	S	H	T	B	C	OW	OH	SL		SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	CU. YDS.	LBS.					

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
C.L. GC RAMP 4 STA. 31+35.81
SPECIAL DETAILS

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.
Unless otherwise noted, all dimensions are in inches.



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	52	809



TABULAR DATA BY: VS DATE: 07/20/2023
CHECKED BY: RCT DATE: 07/28/2023

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)	
								AT HDWL	AT WING END			WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B			
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
13'-8"	3'-0"	0'-9"	0'-8"	0	3:1	12'-8"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	9'-6"	9'-6"	11'-4 5/8"	11'-4 5/8"	3.59	350

MID-SECTION
BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft - 344.0 ft

Min. Bar Lap Length

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Fin Dia. Table

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

This drawing to be used in conjunction with SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE", SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF MULTI-BARREL R.C. BOX CULVERT", SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF WINGWALLS", and STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)".

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL			BOTTOM SLAB REINFORCING STEEL			SIDE WALL REINFORCING STEEL			INTERIOR WALL REINFORCING STEEL			TOP SLAB DISTRIBUTION REINFORCING STEEL			BOTTOM SLAB DISTRIBUTION REINFORCING STEEL			SIDE WALL DISTRIBUTION REINFORCING STEEL			INTERIOR WALL DISTRIBUTION REINFORCING STEEL			CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR 60) (Includes HDWL)
													"a"	"c"	"d"	"f"	"f0"	"f1"	"g"	"e"	"d1"	"d2"	"e"	"d1"	"d2"	CU. YDS.	LBS.											

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL "f0"		INTERIOR WALL REINFORCING STEEL "f1"		TOP SLAB DISTRIBUTION REINF. STEEL "g"		BOTTOM SLAB DISTRIBUTION REINF. STEEL "e"		SIDE WALL DISTRIBUTION REINF. STEEL "d1"		INTERIOR WALL DISTRIBUTION REINF. STEEL "d2"		CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)				
											"a"	Bent "b"	"c"	SPACING	NO. REQ'D	"d"	Bent "b1"	"f"	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING			NO. REQ'D	LENGTH	SIZE	SPACING

CU. YDS.	LBS.
0.13	34

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL "f0"		INTERIOR WALL REINFORCING STEEL "f1"		TOP SLAB DISTRIBUTION REINF. STEEL "g"		BOTTOM SLAB DISTRIBUTION REINF. STEEL "e"		SIDE WALL DISTRIBUTION REINF. STEEL "d1"		INTERIOR WALL DISTRIBUTION REINF. STEEL "d2"		CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)														
											"a"	Bent "b"	"c"	SPACING	NO. REQ'D	"d"	Bent "b1"	"f"	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING			NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D					
A	5	6	3	8.0	9	6.0	8	13'-8"	4'-5"	64	4	13'-4"	7	13'-6"	6	13'-4"	17	45	4	13'-4"	4	13'-4"	13	59	4	9	170	4'-1"	4	12	128	4'-1"	4	12	27	4	12	27	4	12	6	4	12	6	57.74	7852

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
DOUBLE BARREL BOX CULVERT
C.L. GUN CLUB STA. 11+00
SPECIAL DETAILS



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	53	809
SPECIAL DETAILS						



TABULAR DATA BY: VS DATE: 07/20/2023
 CHECKED BY: RCT DATE: 07/28/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B				
																			AF1	AF2		
13'-8"	3'-0"	0'-9"	0'-8"	0	3:1	12'-8"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	0'-0"	0'-0"	9'-6"	9'-6"	11'-4 5/8"	11'-4 5/8"	4.12	350	

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL		CLASS "S" CONCRETE (includes HDWL)	REINFORCING STEEL (GR 60) (includes HDWL)							
													"a"		"c"		"d"		"f"		"f0"		"f1"		"g"		"e"		"d1"		"d2"										
													SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D			SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE	NO. REQ'D	SIZE

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINF. STEEL "g"	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e"	SIDE WALL DISTRIBUTION REINF. STEEL "d1"	INTERIOR WALL DISTRIBUTION REINF. STEEL "d2"	CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)											
											LENGTH = OW - 4" + BENDS				LENGTH = OW - 4" + BENDS				LENGTH = OH - 4"		LENGTH = OH - 4"								LENGTH = SL	LENGTH = SL	LENGTH = SL	LENGTH = SL							
											"a"	Bent "b"	"c"	SPACING	"d"	Bent "b1"	"f"	SPACING	NO. REQ'D	NO. REQ'D	NO. REQ'D	NO. REQ'D											NO. REQ'D	NO. REQ'D	NO. REQ'D	NO. REQ'D	NO. REQ'D		
HDWL DEPTH	ADDITIONAL REINF. FOR HDWL		"h" HDWL BARS																																				
HD	LBS.		SIZE	Y	LENGTH	NO. REQ'D																																	
3"	18		4	0'-7"	1'-7"	15																																	

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
0.13	34

SHEET 2 OF 2
 DETAILS OF R.C. BOX CULVERT
 DOUBLE BARREL BOX CULVERT
 C.L. GUN CLUB STA. 11+00
 SPECIAL DETAILS



The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.
 Unless otherwise noted, all dimensions are in inches.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	54	809

SPECIAL DETAILS



TABULAR DATA BY: VS DATE: 07/20/2023
 CHECKED BY: RCT DATE: 07/28/2023

INLET WINGWALL TABLE

OVER-ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL	CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (includes apron and laps if required)		
							AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B					
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
14'-4"	3'-0"	0'-9"	0'-8"	0	4:1	13'-4"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	13'-0"	13'-0"	14'-10 5/8"	14'-10 5/8"	4.69	452

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	> 40.0 ft - 78.0 ft
2	> 78.0 ft - 116.0 ft
3	> 116.0 ft - 154.0 ft
4	> 154.0 ft - 192.0 ft
5	> 192.0 ft - 230.0 ft
6	> 230.0 ft - 268.0 ft
7	> 268.0 ft - 306.0 ft
8	> 306.0 ft - 344.0 ft

Min. Bar Lap Length

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

This drawing to be used in conjunction with SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE", SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF MULTI-BARREL R.C. BOX CULVERT", SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", "DETAILS OF WINGWALLS", and STANDARD DRAWING RCB-2.

For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER-ALL WIDTH	OVER-ALL HEIGHT	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL		CLASS "S" CONCRETE (includes HDWL)	REINFORCING STEEL (GR 60) (includes HDWL)					
													"a"	"c"	"d"	"f"	"f0"	"f1"	"g"	"e"	"d1"	"d2"	CU. YDS.	LBS.															
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	CU. YDS.	LBS.	

Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER-ALL WIDTH	OVER-ALL HEIGHT	SECTION LENGTH (FT.)	BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL		CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)											
											"a"	Bent "b"	"c"	SPACING	NO. REQ'D	"d"	Bent "b1"	"f"	SPACING	NO. REQ'D	"f0"	"f1"	LENGTH = OH - 4"	"g"	LENGTH = SL	"e"			LENGTH = SL	"d1"	LENGTH = SL	"d2"	LENGTH = SL	CU. YDS.	LBS.				
D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	> 2.0 ft - 5.0 ft
10	> 5.0 ft - 10.0 ft
15	> 10.0 ft - 15.0 ft
20	> 15.0 ft - 20.0 ft
25	> 20.0 ft - 25.0 ft
30	> 25.0 ft - 30.0 ft
35	> 30.0 ft - 35.0 ft
40	> 35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER-ALL WIDTH	OVER-ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL		INTERIOR WALL REINFORCING STEEL		TOP SLAB DISTRIBUTION REINFORCING STEEL		BOTTOM SLAB DISTRIBUTION REINFORCING STEEL		SIDE WALL DISTRIBUTION REINFORCING STEEL		INTERIOR WALL DISTRIBUTION REINFORCING STEEL		CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)																
											"a"	Bent "b"	"c"	SPACING	NO. REQ'D	"d"	Bent "b1"	"f"	SPACING	NO. REQ'D	"f0"	"f1"	LENGTH = OH - 4"	"g"	LENGTH = SL	"e"	LENGTH = SL	"d1"	LENGTH = SL	"d2"			LENGTH = SL	CU. YDS.	LBS.													
A	D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.								
	10	4	3	8	9	6	8	14'-4"	4'-5"	68	4	14'-0"	4	14'-4"	4	14'-0"	24	34	4	14'-0"	4	14'-4"	4	14'-0"	22	37	4	9	180	4'-1"	4	12	272	4'-1"	4	12	29	4	12	29	4	12	6	4	12	12	68.77	6788

SHEET 1 OF 2
 DETAILS OF R.C. BOX CULVERT
 TRIPLE BARREL BOX CULVERT
 C.L. GUN CLUB STA. 73+60
 SPECIAL DETAILS



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	55	809
SPECIAL DETAILS						



TABULAR DATA BY: VS DATE: 07/20/2023
 CHECKED BY: RCT DATE: 07/28/2023

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT		WINGWALL ANGLE (DEGREE)		FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL		FOOTING DIMENSION PARALLEL WITH HDWL		LENGTH OF WINGWALLS		LENGTH OF FOOTING HEEL		CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)	
								AT HDWL	AT WING END	WING A	WING B		WING A	WING B	WING A	WING B	WING A	WING B	WING A	WING B			
								WH1	WH2	AF1	AF2		WF1	WF2	G1	G2	W1	W2	W3	W4			
								OW	H	WB	CW		SK	SL	K	HL	WH1	WH2	AF1	AF2			WE
14'-4"	3'-0"	0'-9"	0'-8"	0	4:1	13'-4"	1'-0"	3'-10"	1'-0"	30	30	2'-2"	2'-2"	2'-2"	2'-2"	0'-0"	0'-0"	13'-0"	13'-0"	14'-10 5/8"	14'-10 5/8"	5.32	452
WING DATA (WING A, WING B)																							

Min. Bar Lap Length

#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Fin Dia. Table

#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Grade 60)."

OUTLET SKEWED END SECTION

SK	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL				BOTTOM SLAB REINFORCING STEEL				SIDE WALL REINFORCING STEEL			INTERIOR WALL REINFORCING STEEL			TOP SLAB DISTRIBUTION REINFORCING STEEL			BOTTOM SLAB DISTRIBUTION REINFORCING STEEL			SIDE WALL DISTRIBUTION REINFORCING STEEL			INTERIOR WALL DISTRIBUTION REINFORCING STEEL			CLASS "S" CONCRETE (Includes HDWL)	REINFORCING STEEL (GR 60) (Includes HDWL)
													"a"		"c"		"d"		"f"		"fo"			"f1"			"g"			"e"			"d1"			"d2"				
													SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING		
"k1" HDWL BARS				"k2" HDWL BARS				"h" HDWL BARS																																
SIZE	LENGTH	NO. REQ'D		SIZE	LENGTH	NO. REQ'D		SIZE	LENGTH	Y	NO. REQ'D																													

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	BOTTOM SLAB REINFORCING STEEL						SIDE WALL REINFORCING STEEL	INTERIOR WALL REINFORCING STEEL	TOP SLAB DISTRIBUTION REINFORCING STEEL	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL	SIDE WALL DISTRIBUTION REINFORCING STEEL	INTERIOR WALL DISTRIBUTION REINFORCING STEEL	CLASS "S" CONCRETE	REINFORCING STEEL (GR 60)					
											LENGTH = OW - 4" + BENDS			LENGTH = OW - 4" + BENDS			LENGTH = OH - 4"			LENGTH = OH - 4"					LENGTH = SL		LENGTH = SL		LENGTH = SL
D	S	H	T	B	C	W	OW	OH	SL	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	SIZE	L	CU YDS	LBS.				
										"h" HDWL BARS																			
HDWL DEPTH		ADDITIONAL REINF. FOR HDWL				"h" HDWL BARS																							
HD		LBS.				SIZE	Y	LENGTH	NO. REQ'D																				
3"		19				4		0'-7"	1'-7"	16																			
												TOTAL		0.13		36													

SHEET 2 OF 2
 DETAILS OF R.C. BOX CULVERT
 TRIPLE BARREL BOX CULVERT
 C.L. GUN CLUB STA. 73+60
 SPECIAL DETAILS

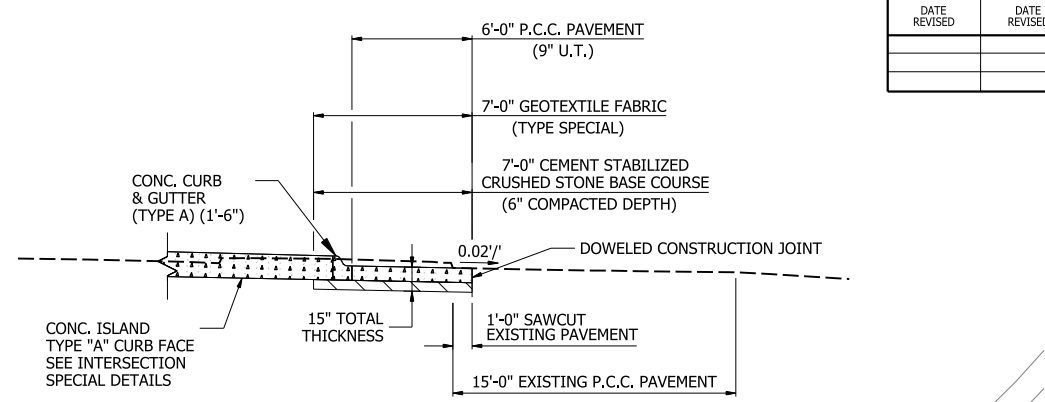
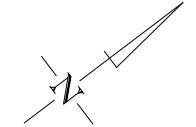
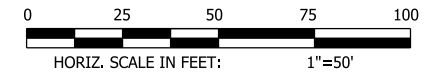
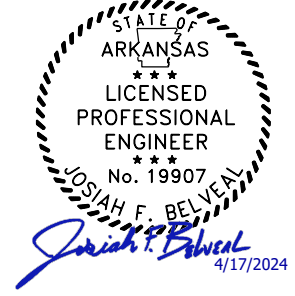


The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

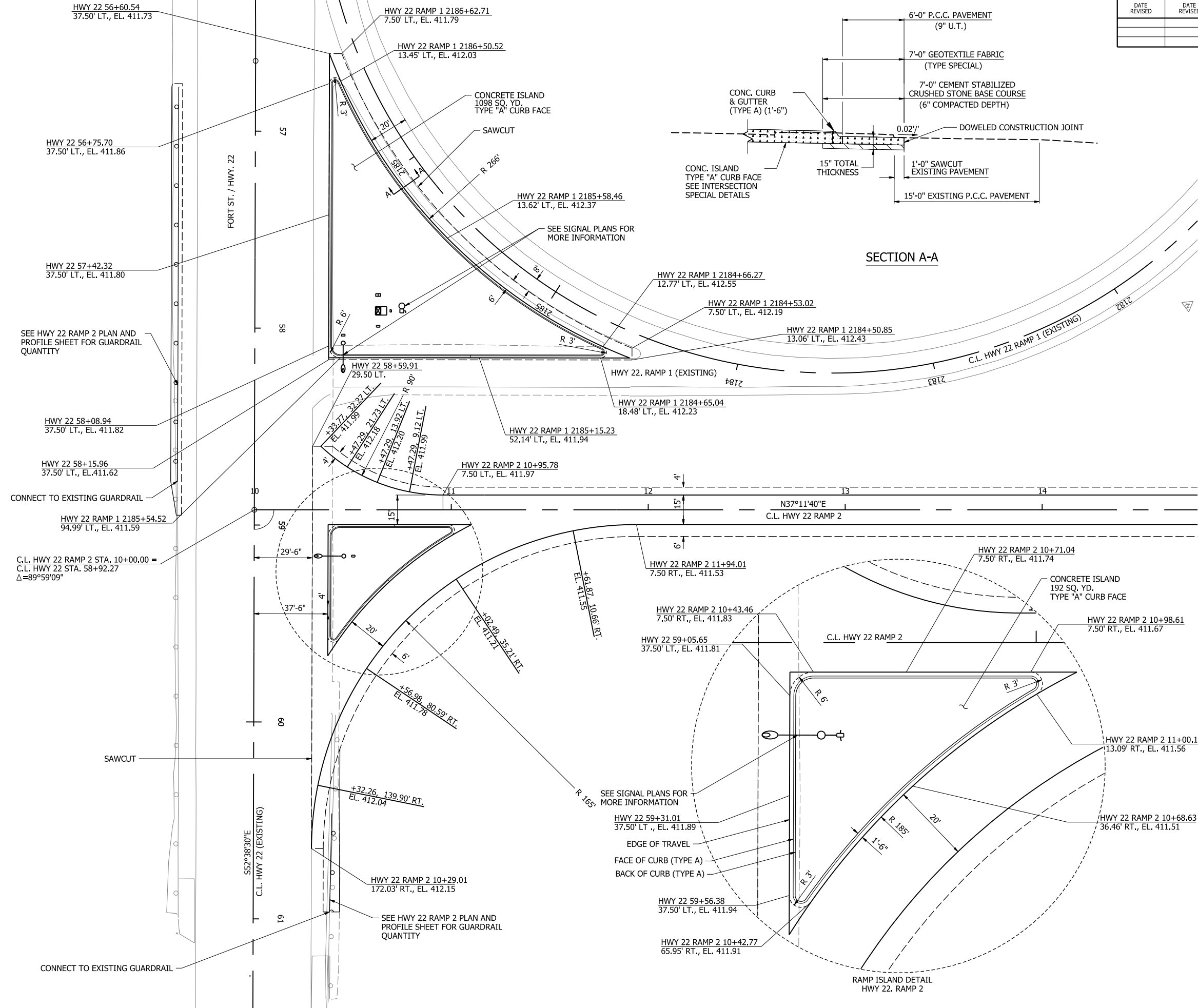
Unless otherwise noted, all dimensions are in inches.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	56	809

SPECIAL DETAILS

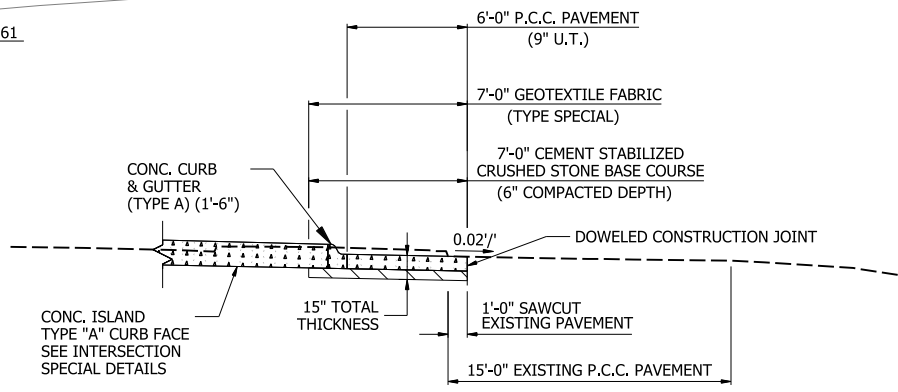
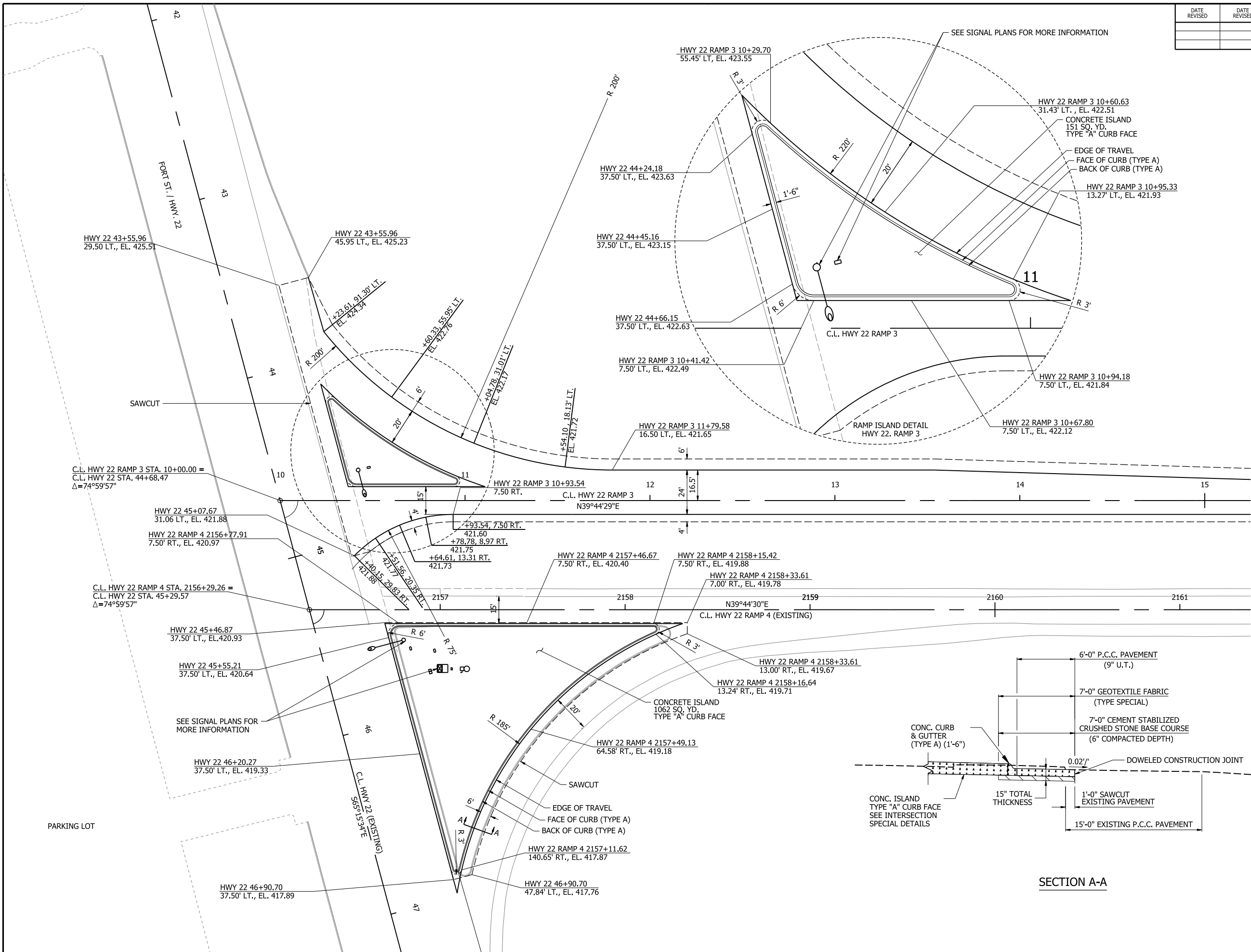
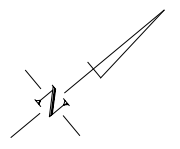
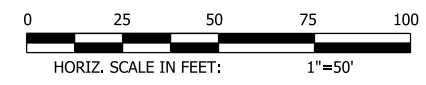
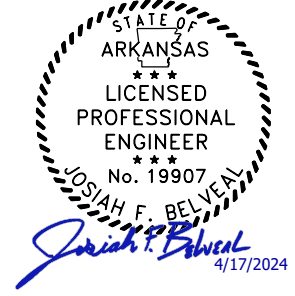


SECTION A-A



INTERSECTION DETAILS
HWY. 22 & RAMPS 1 & 2
SPECIAL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	57	809
SPECIAL DETAILS						

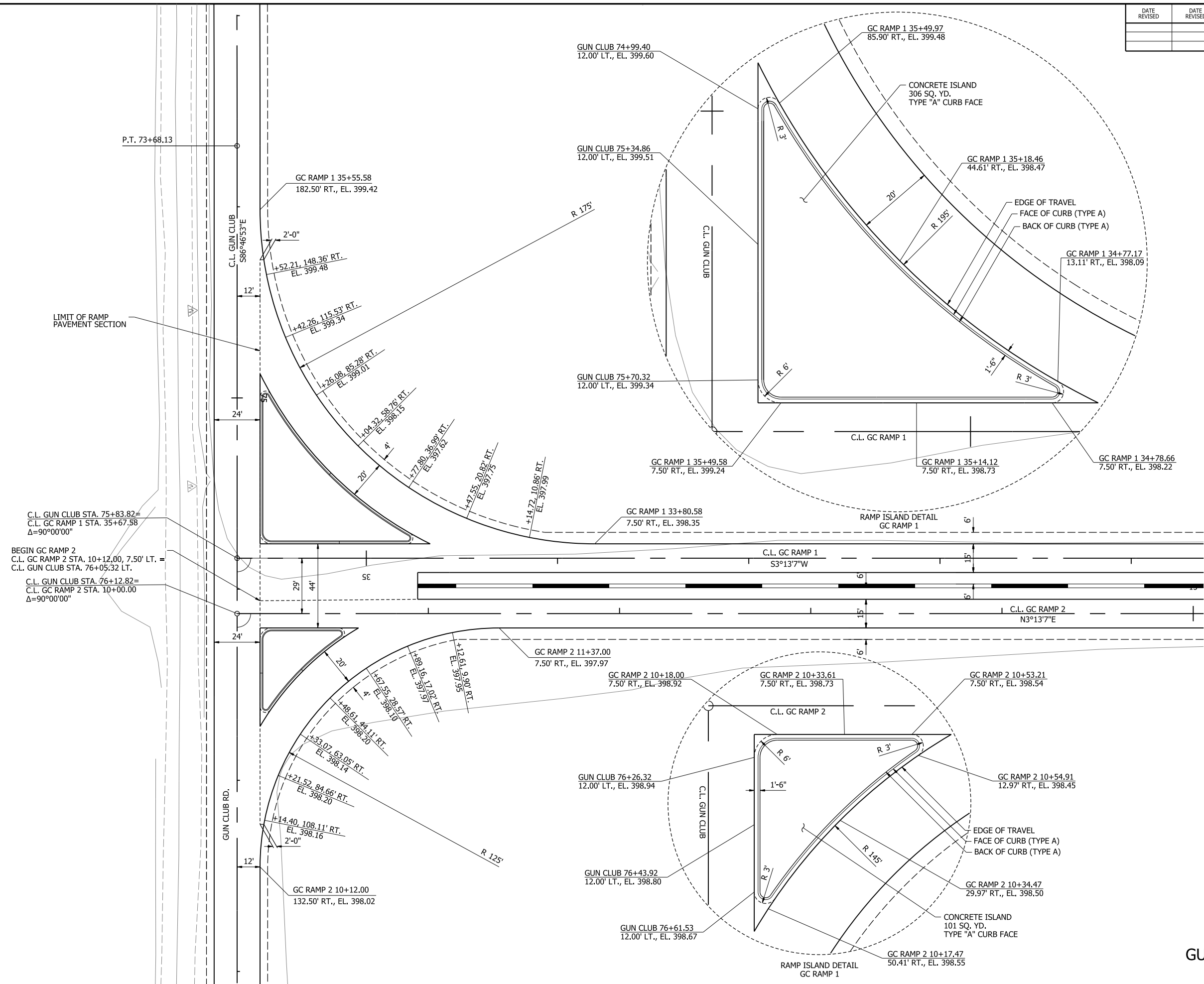
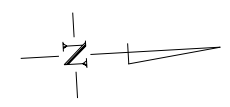
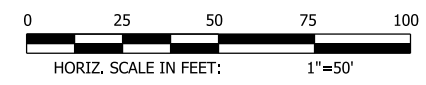
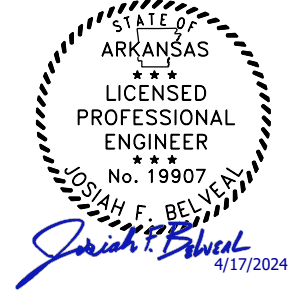


SECTION A-A

**INTERSECTION DETAILS
HWY. 22 & RAMPS 3 & 4
SPECIAL DETAILS**

4/15/2024 6:34:00 PM R040901_05D_SD_002.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	58	809
SPECIAL DETAILS						



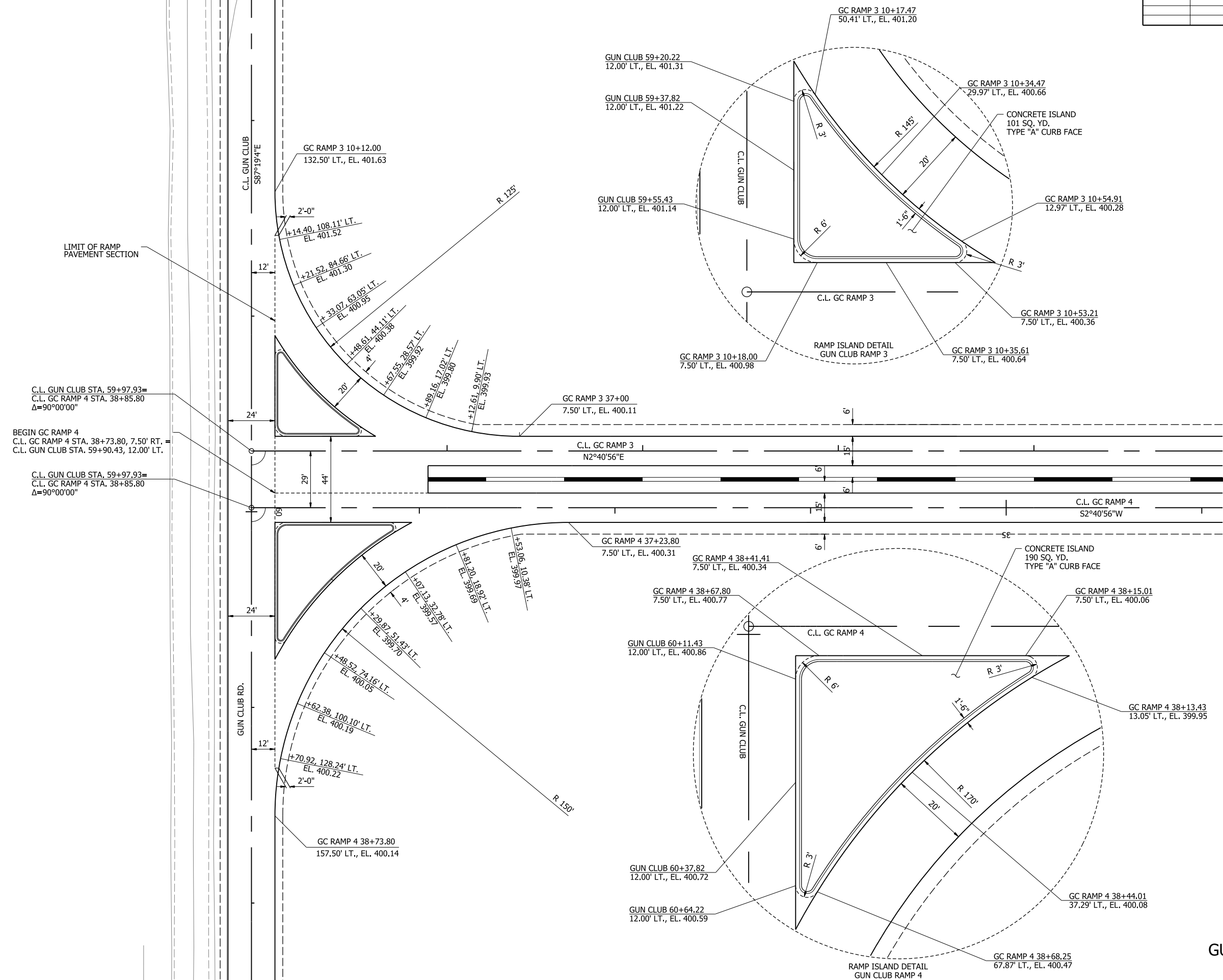
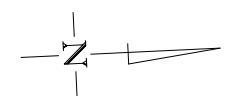
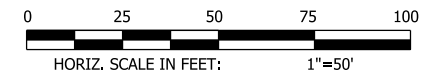
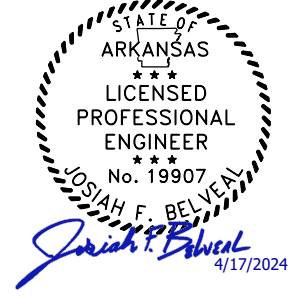
C.L. GUN CLUB STA. 75+83.82=
C.L. GC RAMP 1 STA. 35+67.58
 $\Delta=90^{\circ}00'00''$

BEGIN GC RAMP 2
C.L. GC RAMP 2 STA. 10+12.00, 7.50' LT. =
C.L. GUN CLUB STA. 76+05.32 LT.

C.L. GUN CLUB STA. 76+12.82=
C.L. GC RAMP 2 STA. 10+00.00
 $\Delta=90^{\circ}00'00''$

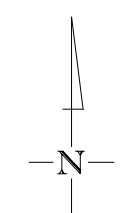
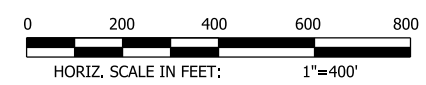
**INTERSECTION DETAILS
GUN CLUB RD. & RAMPS 1 & 2
SPECIAL DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	59	809
SPECIAL DETAILS						



**INTERSECTION DETAILS
GUN CLUB RD. & RAMPS 3 & 4
SPECIAL DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	60	809
SPECIAL DETAILS						

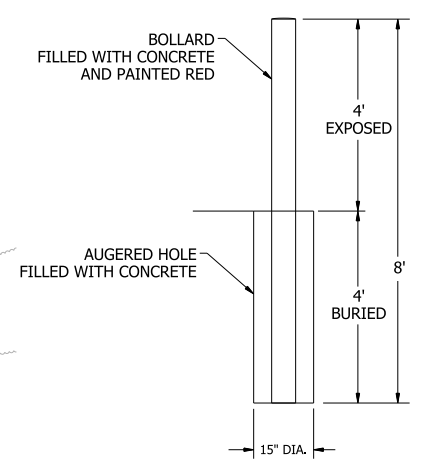


LEGEND

(E-1) WATTLE

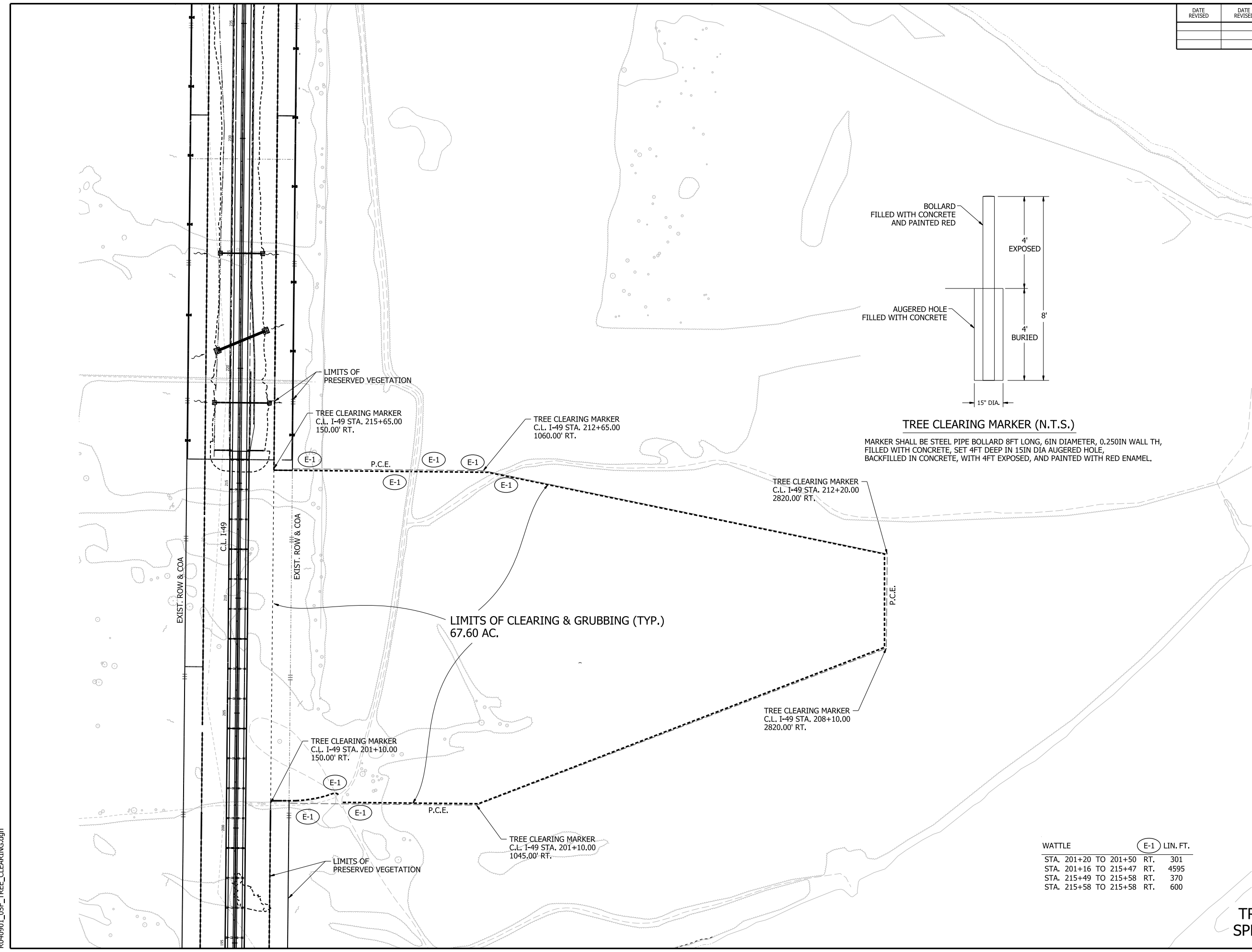
NOTES

1. TREE CLEARING AREA TO BE CLEARED AND GRUBBED FOR THIS PROJECT.
2. TREE CLEARING MARKERS SHALL BE CONSIDERED SUBSIDIARY TO CLEARING AND GRUBBING.
3. THE CONTRACTOR SHALL COORDINATE FINAL POSITIONS OF MARKERS WITH THE ENGINEER BEFORE INSTALLATION. MARKERS ACCEPTED BY THE ENGINEER ON SITE FREE OF DAMAGE, SHALL BE PROTECTED IN PLACE ONCE INSTALLED, AND ANY DAMAGE OCCURRING TO THE MARKERS WILL BE REPAIRED AT THE CONTRACTORS EXPENSE.



TREE CLEARING MARKER (N.T.S.)

MARKER SHALL BE STEEL PIPE BOLLARD 8FT LONG, 6IN DIAMETER, 0.250IN WALL TH, FILLED WITH CONCRETE, SET 4FT DEEP IN 15IN DIA AUGERED HOLE, BACKFILLED IN CONCRETE, WITH 4FT EXPOSED, AND PAINTED WITH RED ENAMEL.

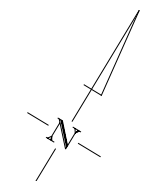
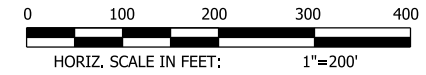
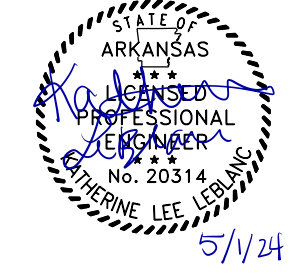


WATTLE	(E-1) LIN. FT.
STA. 201+20 TO 201+50 RT.	301
STA. 201+16 TO 215+47 RT.	4595
STA. 215+49 TO 215+58 RT.	370
STA. 215+58 TO 215+58 RT.	600

TREE CLEARING SPECIAL DETAILS

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	61	809

TEMPORARY EROSION CONTROL DETAILS



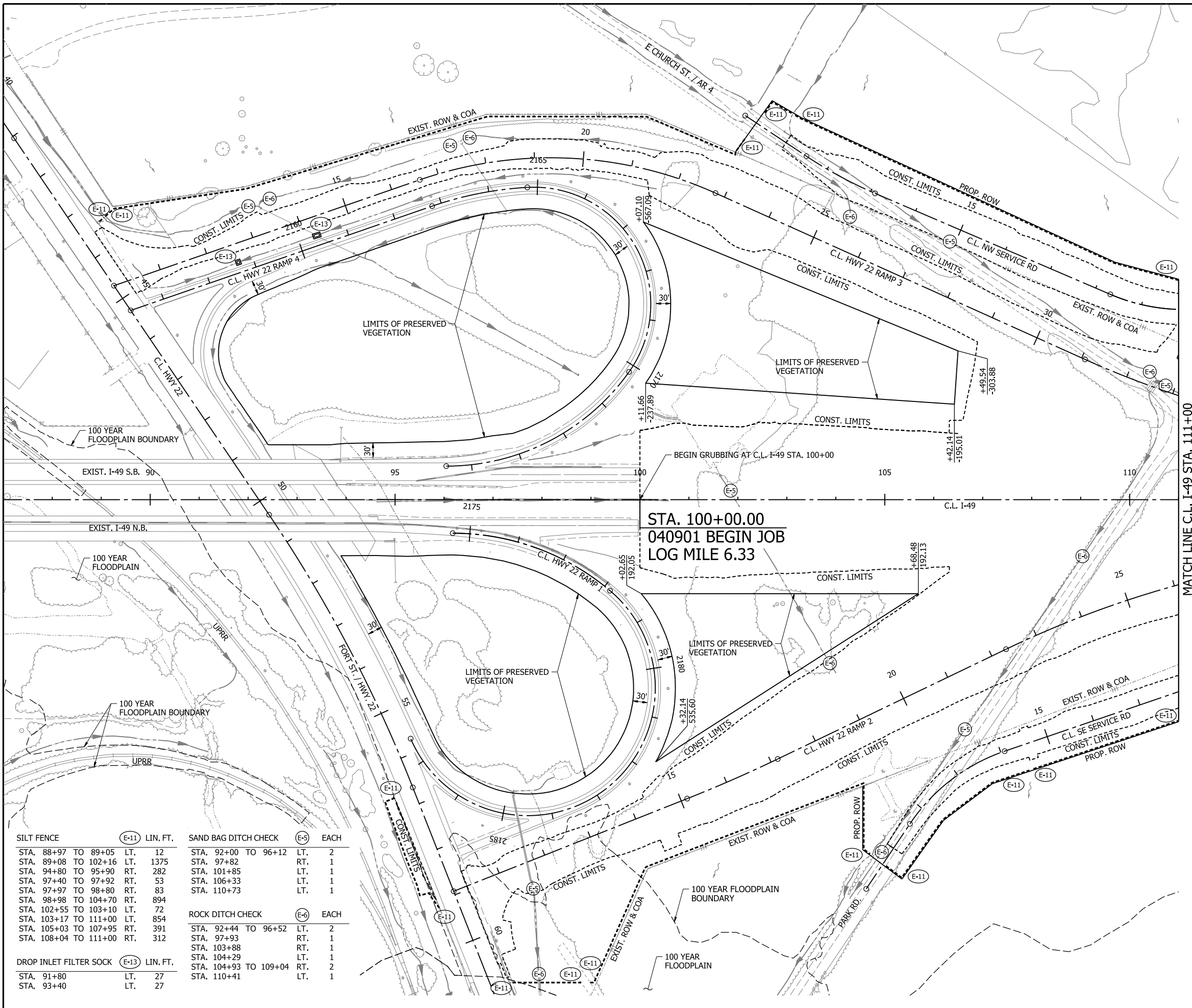
LEGEND

	GRADING AND EARTHWORK THIS STAGE
	PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	WATTLE
	SAND BAG DITCH CHECK
	ROCK DITCH CHECK
	DIVERSION DITCH
	DUMPED RIPRAP
	SILT FENCE
	SLOPE DRAIN (12")
	FILTER SOCK

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

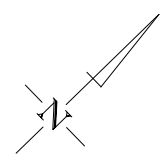
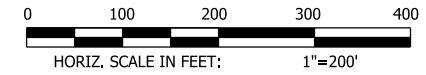
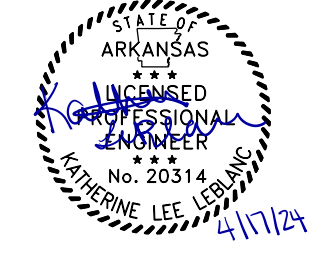
**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**



SILT FENCE (E-11) LIN. FT.	SAND BAG DITCH CHECK (E-5) EACH
STA. 88+97 TO 89+05 LT. 12	STA. 92+00 TO 96+12 LT. 2
STA. 89+08 TO 102+16 LT. 1375	STA. 97+82 RT. 1
STA. 94+80 TO 95+90 RT. 282	STA. 101+85 LT. 1
STA. 97+40 TO 97+92 RT. 53	STA. 106+33 LT. 1
STA. 97+97 TO 98+80 RT. 83	STA. 110+73 LT. 1
STA. 98+98 TO 104+70 RT. 894	
STA. 102+55 TO 103+10 LT. 72	ROCK DITCH CHECK (E-6) EACH
STA. 103+17 TO 111+00 LT. 854	STA. 92+44 TO 96+52 LT. 2
STA. 105+03 TO 107+95 RT. 391	STA. 97+93 RT. 1
STA. 108+04 TO 111+00 RT. 312	STA. 103+88 RT. 1
	STA. 104+29 LT. 1
DROP INLET FILTER SOCK (E-13) LIN. FT.	STA. 104+93 TO 109+04 RT. 2
STA. 91+80 LT. 27	STA. 110+41 LT. 1
STA. 93+40 LT. 27	

5/1/2024 11:12:24 AM
R040901_OSE_CG_001.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	62	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

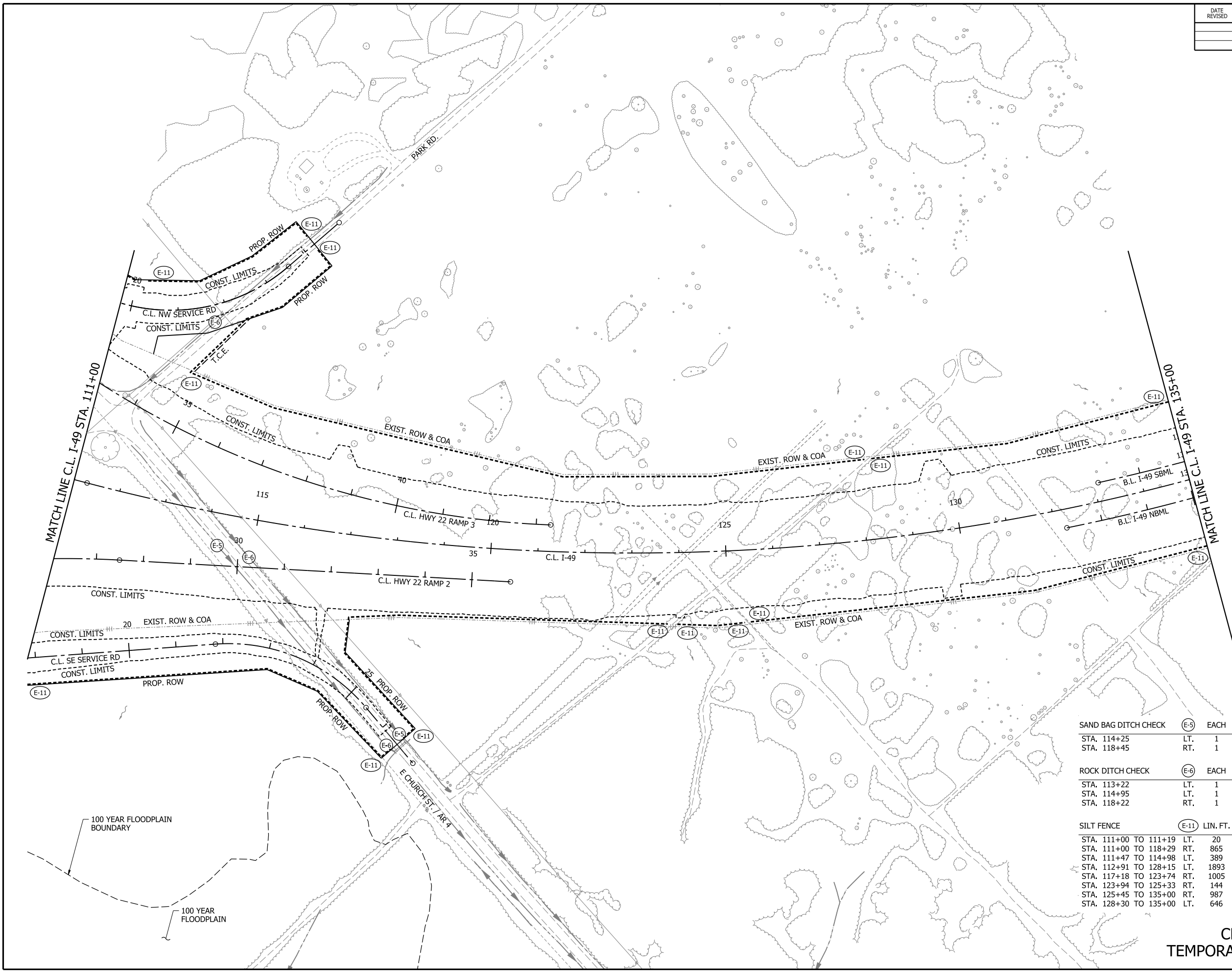
- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 114+25	LT.	1
STA. 118+45	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 113+22	LT.	1
STA. 114+95	LT.	1
STA. 118+22	RT.	1
SILT FENCE	(E-11)	LIN. FT.
STA. 111+00 TO 111+19	LT.	20
STA. 111+00 TO 118+29	RT.	865
STA. 111+47 TO 114+98	LT.	389
STA. 112+91 TO 128+15	LT.	1893
STA. 117+18 TO 123+74	RT.	1005
STA. 123+94 TO 125+33	RT.	144
STA. 125+45 TO 135+00	RT.	987
STA. 128+30 TO 135+00	LT.	646

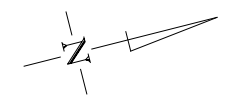
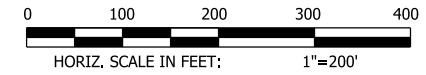
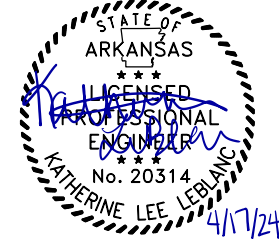
DATE OF REVISION	REVISIONS

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**

4/15/2024 6:34:24 PM R040901_05E_CG_002.dgn



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	63	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

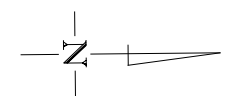
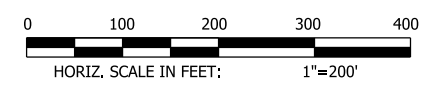
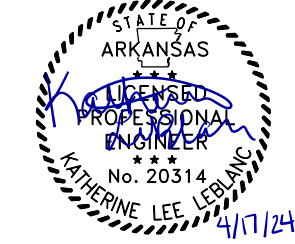
- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 146+33	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 146+04	RT.	1
SILT FENCE	(E-11)	LIN. FT.
STA. 135+00 TO 143+15	LT.	786
STA. 135+00 TO 135+47	RT.	48
STA. 135+69 TO 146+02	RT.	1080
STA. 143+97 TO 145+30	LT.	136
STA. 145+83 TO 149+26	LT.	364
STA. 146+42 TO 159+00	RT.	1308
STA. 149+40 TO 159+00	LT.	928

DATE OF REVISION	REVISIONS

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	64	809
TEMPORARY EROSION CONTROL DETAILS						



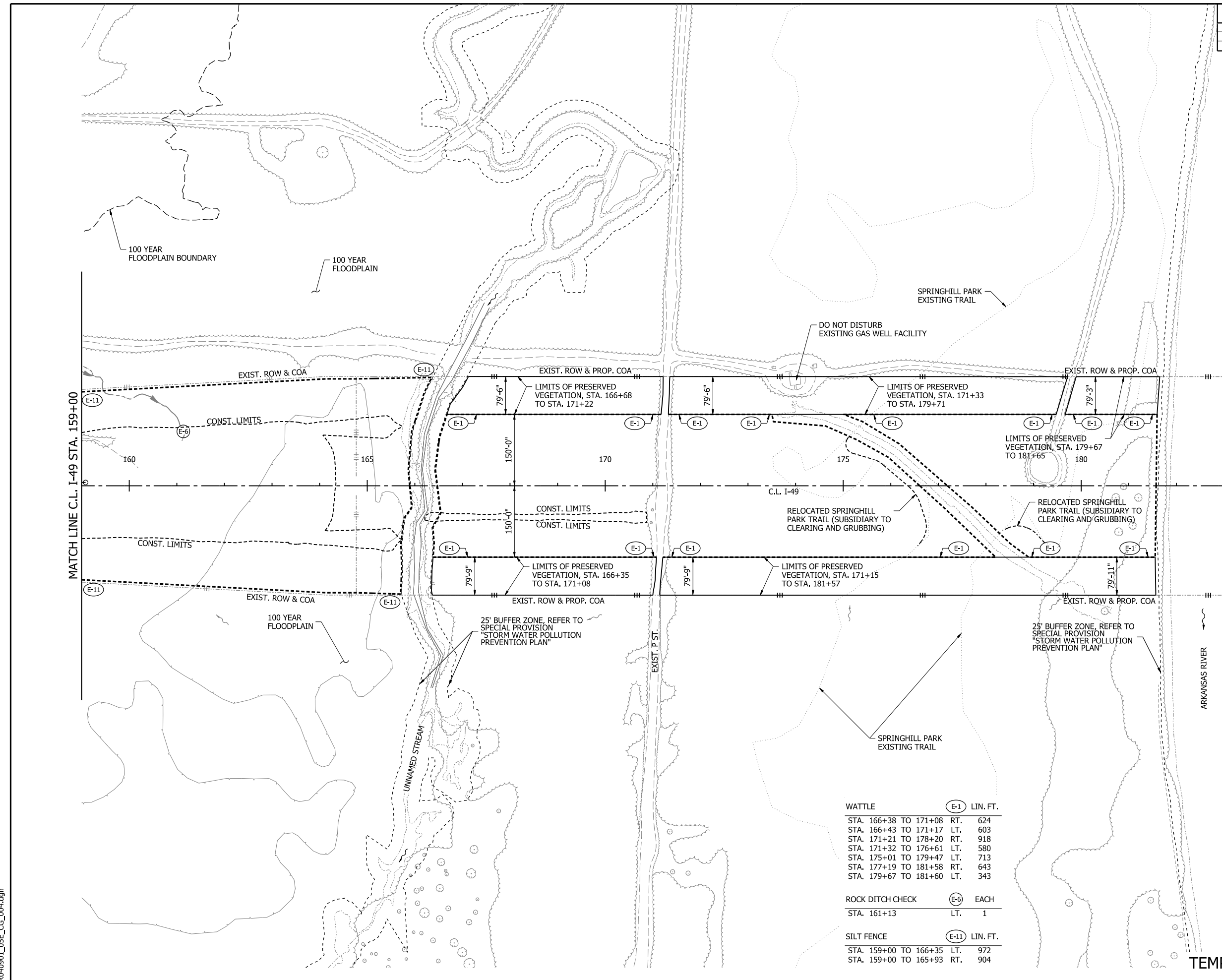
LEGEND

	GRADING AND EARTHWORK THIS STAGE
	PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	WATTLE
	SAND BAG DITCH CHECK
	ROCK DITCH CHECK
	DIVERSION DITCH
	DUMPED RIPRAP
	SILT FENCE
	SLOPE DRAIN (12")
	FILTER SOCK

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

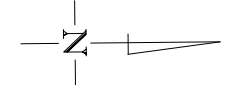
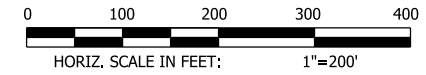
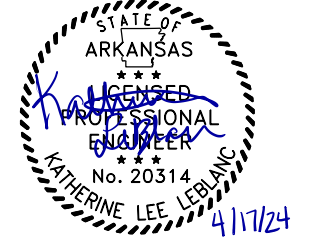
DATE OF REVISION	REVISIONS

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**



WATTLE		LIN. FT.
STA. 166+38 TO 171+08	RT.	624
STA. 166+43 TO 171+17	LT.	603
STA. 171+21 TO 178+20	RT.	918
STA. 171+32 TO 176+61	LT.	580
STA. 175+01 TO 179+47	LT.	713
STA. 177+19 TO 181+58	RT.	643
STA. 179+67 TO 181+60	LT.	343
ROCK DITCH CHECK		EACH
STA. 161+13	LT.	1
SILT FENCE		LIN. FT.
STA. 159+00 TO 166+35	LT.	972
STA. 159+00 TO 165+93	RT.	904

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	65	809
TEMPORARY EROSION CONTROL DETAILS						

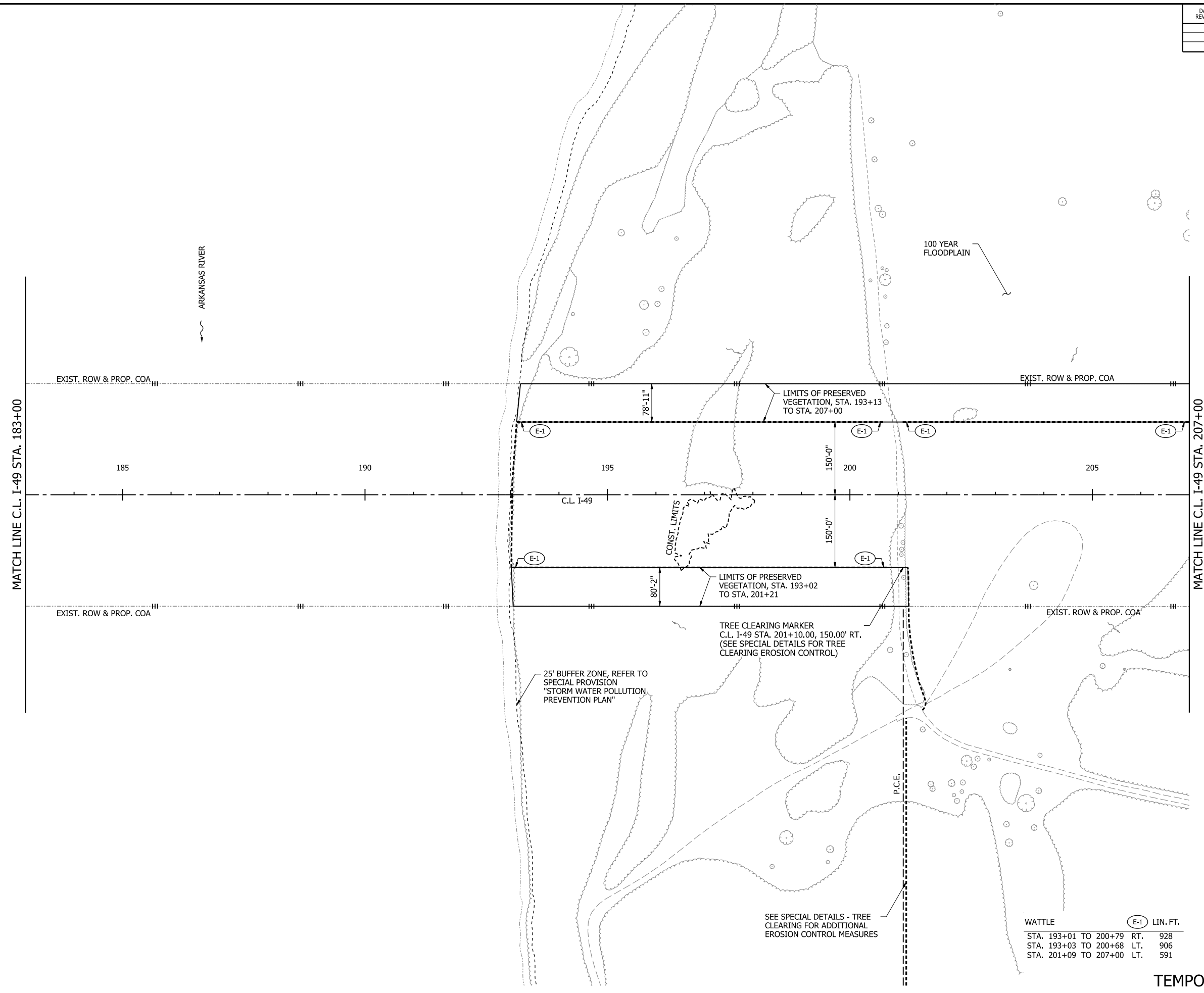


LEGEND

	GRADING AND EARTHWORK THIS STAGE
	PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	WATTLE
	SAND BAG DITCH CHECK
	ROCK DITCH CHECK
	DIVERSION DITCH
	DUMPED RIPRAP
	SILT FENCE
	SLOPE DRAIN (12")
	FILTER SOCK

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

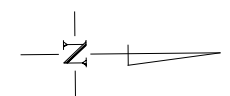
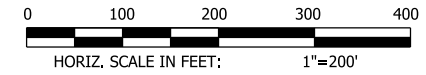


WATTLE (E-1) LIN. FT.

STA. 193+01 TO 200+79	RT.	928
STA. 193+03 TO 200+68	LT.	906
STA. 201+09 TO 207+00	LT.	591

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	66	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

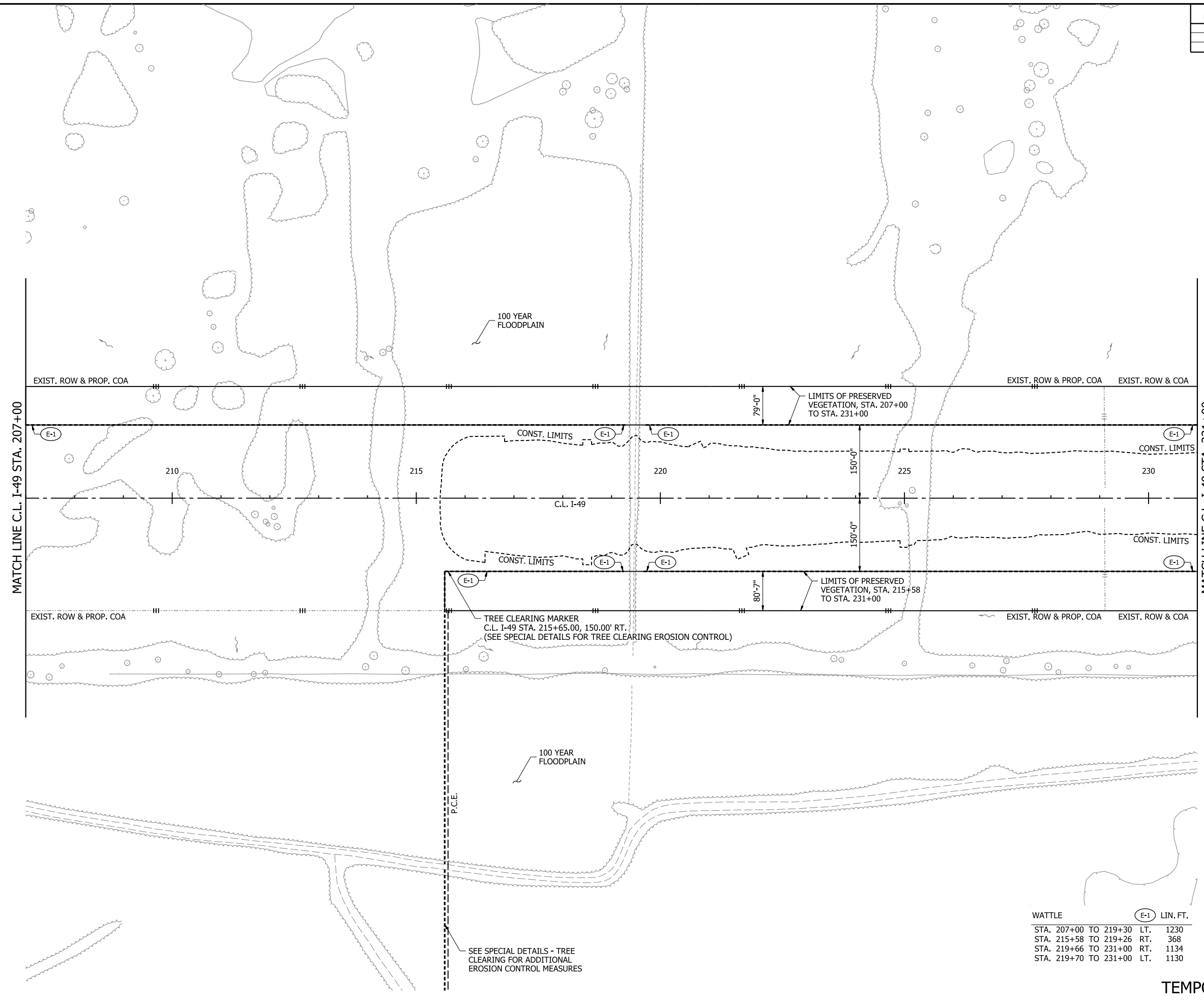
	GRADING AND EARTHWORK THIS STAGE
	PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	WATTLE
	SAND BAG DITCH CHECK
	ROCK DITCH CHECK
	DIVERSION DITCH
	DUMPED RIPRAP
	SILT FENCE
	SLOPE DRAIN (12")
	FILTER SOCK

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

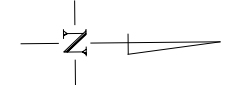
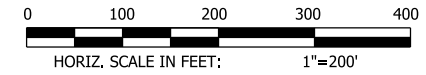
WATTLE LIN. FT.

STA. 207+00 TO 219+30	LT.	1230
STA. 215+58 TO 219+26	RT.	368
STA. 219+66 TO 231+00	RT.	1134
STA. 219+70 TO 231+00	LT.	1130



**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	67	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

	GRADING AND EARTHWORK THIS STAGE
	PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	WATTLE
	SAND BAG DITCH CHECK
	ROCK DITCH CHECK
	DIVERSION DITCH
	DUMPED RIPRAP
	SILT FENCE
	SLOPE DRAIN (12")
	FILTER SOCK

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

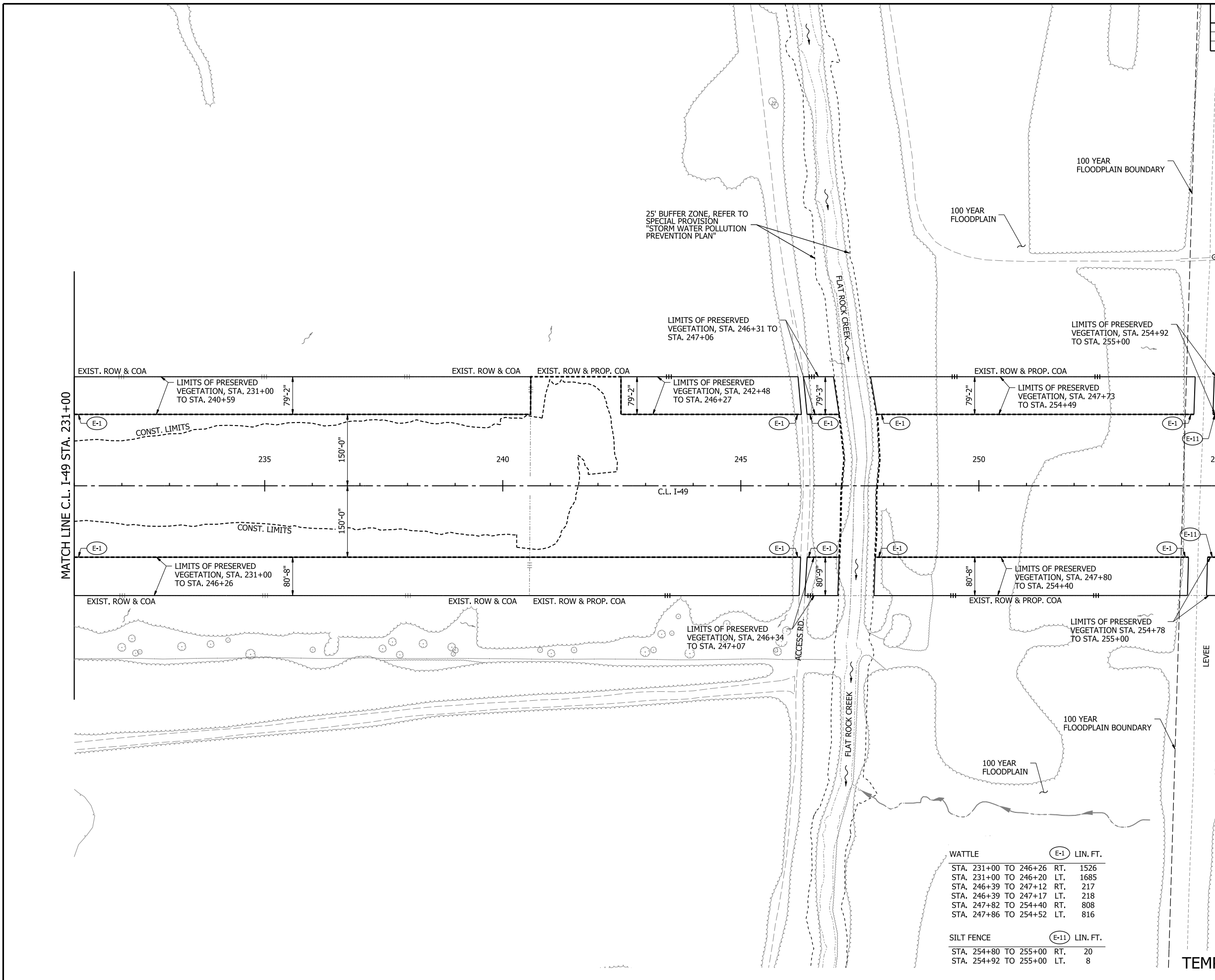
**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**

WATTLE

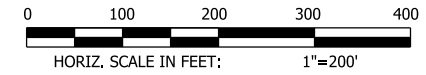
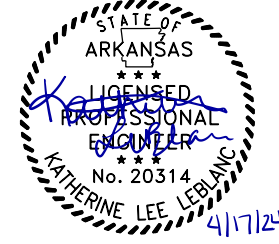
	LIN. FT.
STA. 231+00 TO 246+26	RT. 1526
STA. 231+00 TO 246+20	LT. 1685
STA. 246+39 TO 247+12	RT. 217
STA. 246+39 TO 247+17	LT. 218
STA. 247+82 TO 254+40	RT. 808
STA. 247+86 TO 254+52	LT. 816

SILT FENCE

	LIN. FT.
STA. 254+80 TO 255+00	RT. 20
STA. 254+92 TO 255+00	LT. 8



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	68	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

	GRADING AND EARTHWORK THIS STAGE
	PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	WATTLE
	SAND BAG DITCH CHECK
	ROCK DITCH CHECK
	DIVERSION DITCH
	DUMPED RIPRAP
	SILT FENCE
	SLOPE DRAIN (12")
	FILTER SOCK

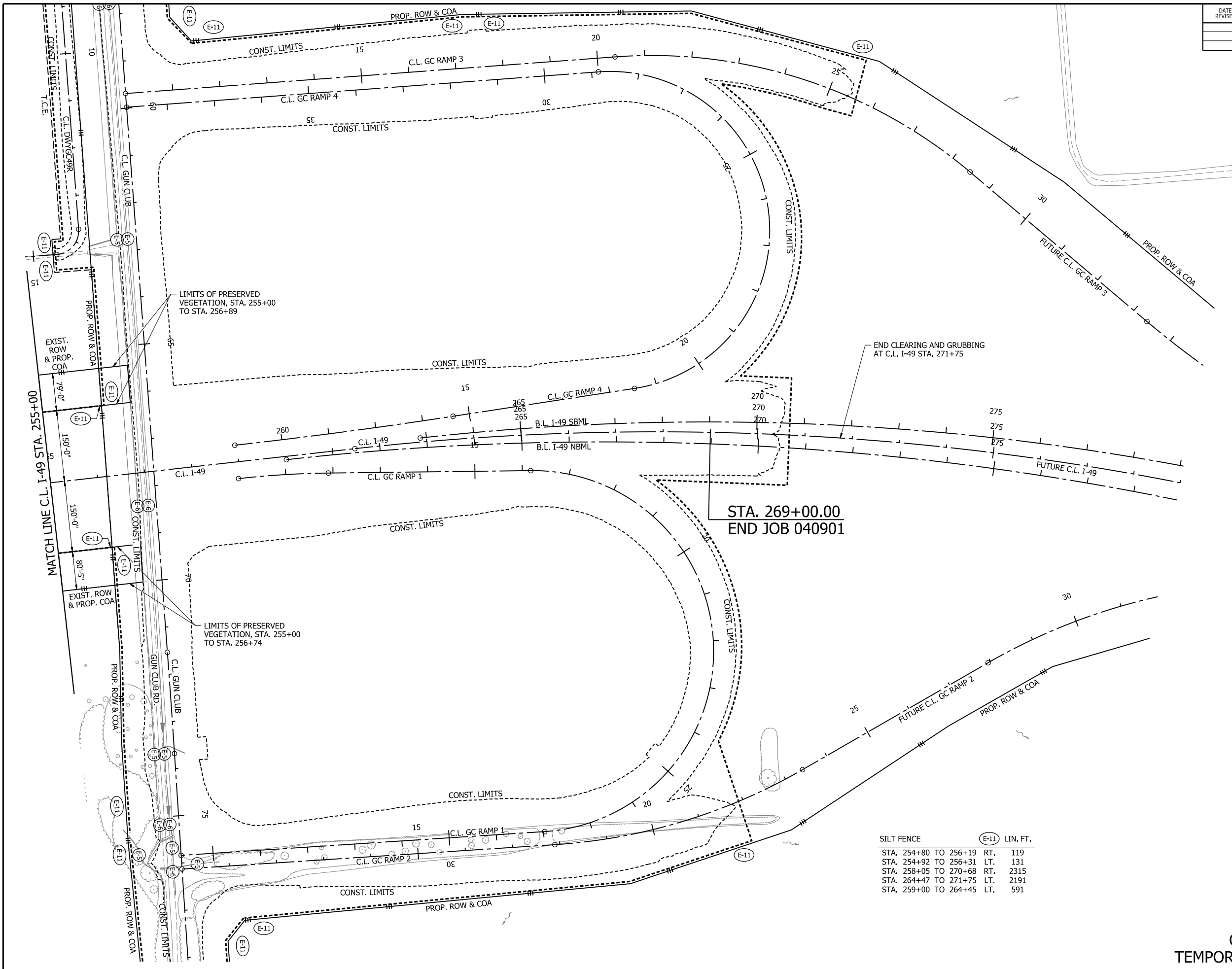
- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

SILT FENCE

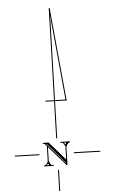
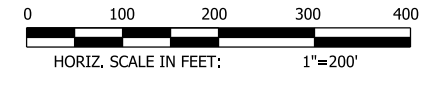
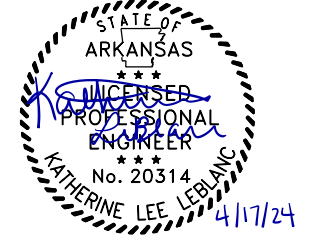
STA.	TO	RT.	LT.	LIN. FT.
254+80	256+19	RT.		119
254+92	256+31	LT.		131
258+05	270+68	RT.		2315
264+47	271+75	LT.		2191
259+00	264+45	LT.		591

DATE OF REVISION	REVISIONS

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	69	809
TEMPORARY EROSION CONTROL DETAILS						



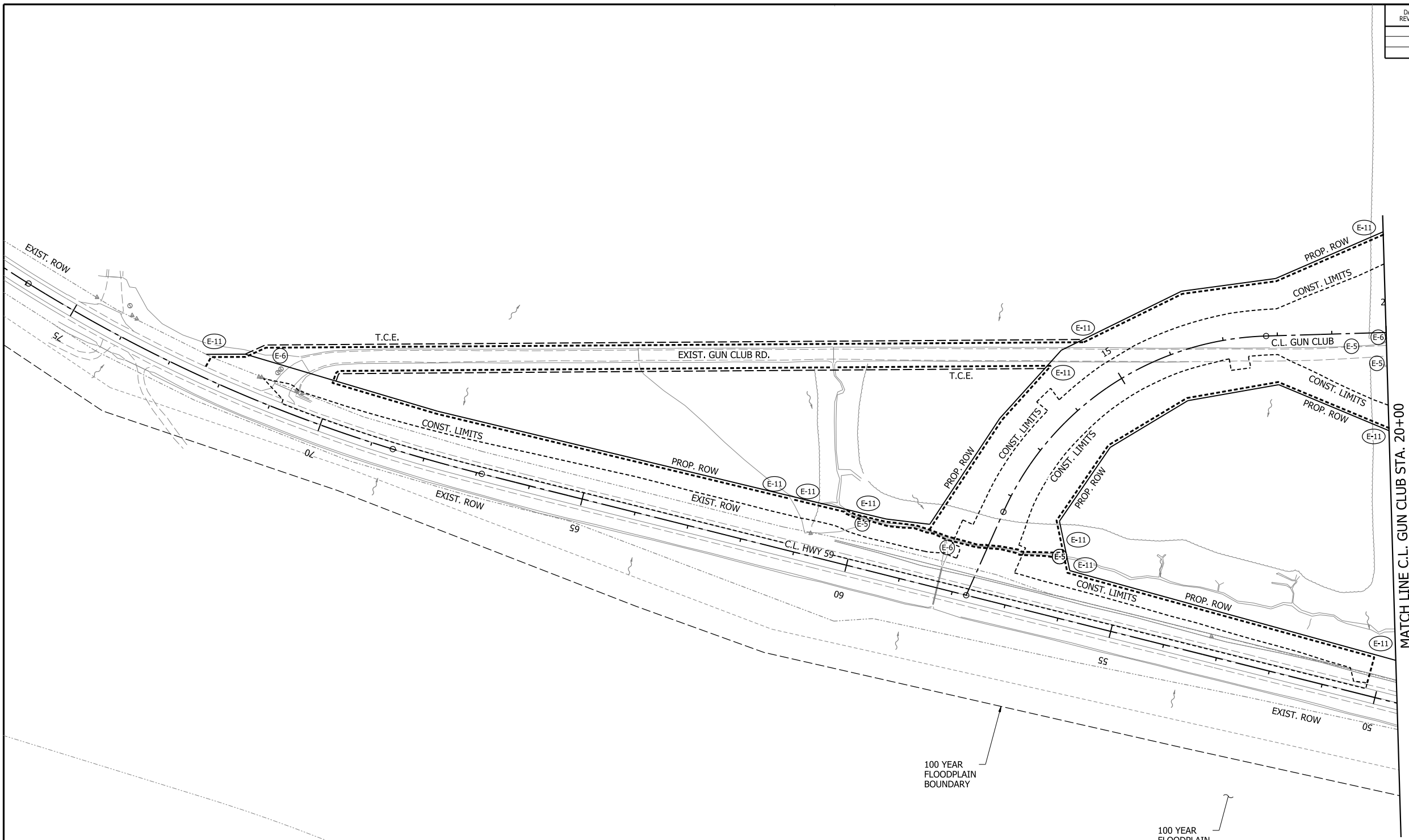
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**

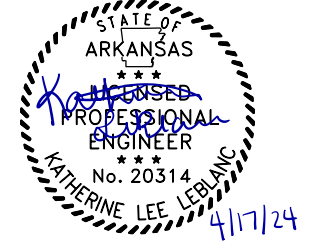


SAND BAG DITCH CHECK (E-5) EACH			
C.L. GUN CLUB STA.	11+34	RT.	1
C.L. GUN CLUB STA.	19+36	RT.	1
C.L. GUN CLUB STA.	19+81	RT.	1
C.L. HWY 59 STA.	59+90	RT.	1

ROCK DITCH CHECK (E-6) EACH			
C.L. GUN CLUB STA.	19+85	RT.	1
C.L. HWY 59 STA.	58+29	RT.	1
C.L. HWY 59 STA.	71+16	RT.	1

SILT FENCE (E-11) LIN. FT.			
C.L. GUN CLUB STA.	10+82 TO 14+15	LT.	376
C.L. GUN CLUB STA.	11+44 TO 20+00	RT.	787
C.L. GUN CLUB STA.	14+79 TO 20+00	LT.	590
C.L. HWY 59 STA.	50+19 TO 58+33	RT.	880
C.L. HWY 59 STA.	56+19 TO 60+24	RT.	409
C.L. HWY 59 STA.	57+25 TO 61+04	RT.	392
C.L. HWY 59 STA.	56+77 TO 72+36	RT.	1626
C.L. HWY 59 STA.	58+35 TO 59+84	RT.	150
C.L. HWY 59 STA.	59+88 TO 61+22	RT.	135
C.L. HWY 59 STA.	61+18 TO 70+05	RT.	1791

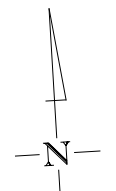
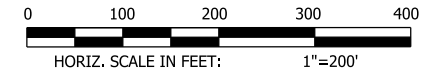
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	70	809
TEMPORARY EROSION CONTROL DETAILS						



SAND BAG DITCH CHECK	(E-5)	EACH
STA. 20+29	LT.	1
STA. 21+02 TO 21+86	RT.	2
STA. 21+56	RT.	1
STA. 34+38	RT.	1

ROCK DITCH CHECK	(E-6)	EACH
STA. 20+21	RT.	1
STA. 21+10	LT.	1
STA. 21+34	RT.	1
STA. 29+38	RT.	1
STA. 39+38	RT.	1

SILT FENCE	(E-11)	LIN. FT.
STA. 20+00 TO 20+34	RT.	120
STA. 20+00 TO 20+38	LT.	194
STA. 20+35 TO 20+37	RT.	41
STA. 20+37 TO 20+38	LT.	21
STA. 20+38 TO 20+38	RT.	21
STA. 20+82 TO 36+25	RT.	1642
STA. 20+88 TO 20+91	RT.	52
STA. 20+91 TO 20+92	LT.	22
STA. 20+92 TO 20+92	RT.	17
STA. 20+92 TO 44+00	LT.	2480
STA. 36+36 TO 42+59	RT.	624
STA. 42+70 TO 44+00	RT.	130



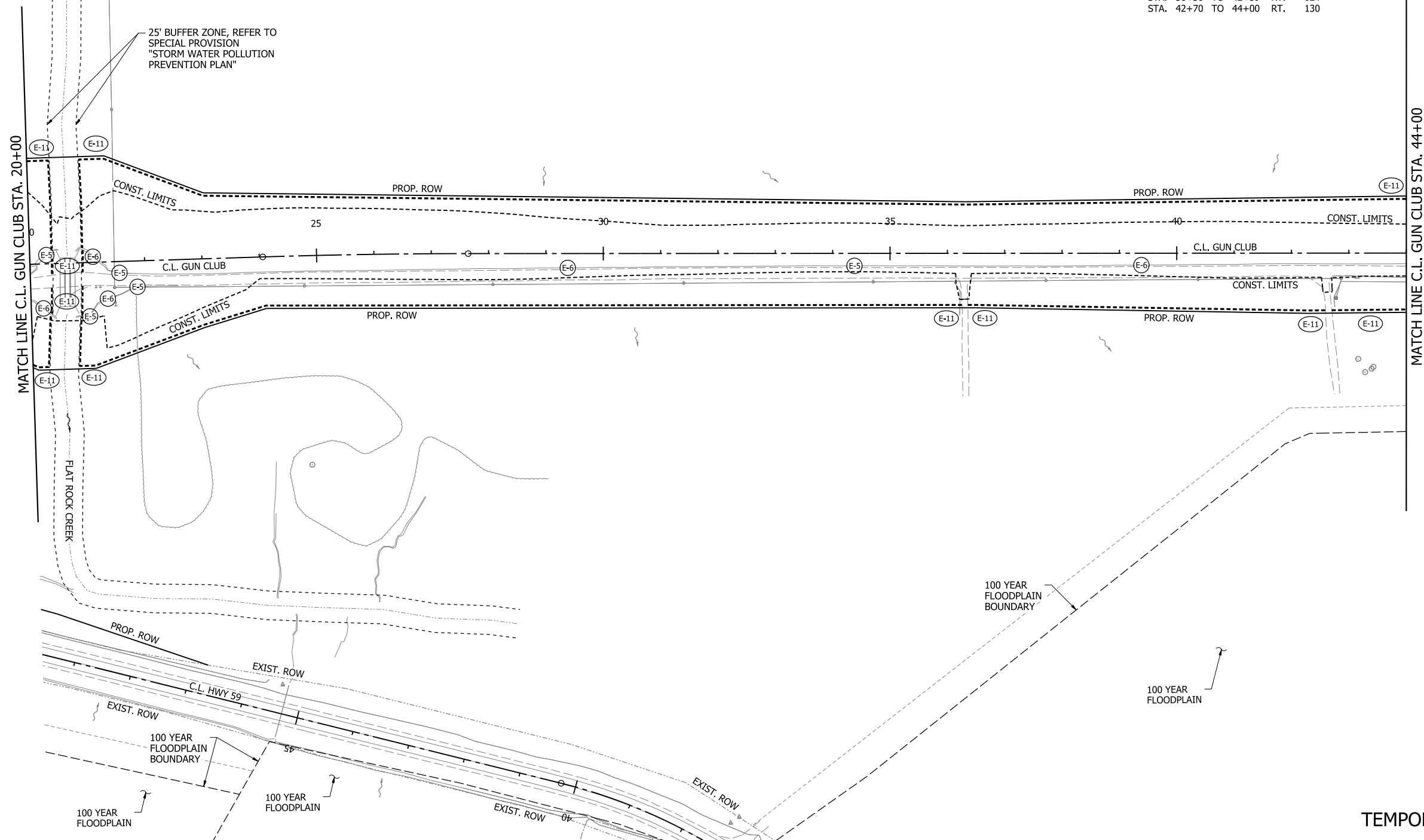
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

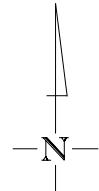
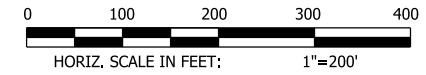
- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	71	809
TEMPORARY EROSION CONTROL DETAILS						



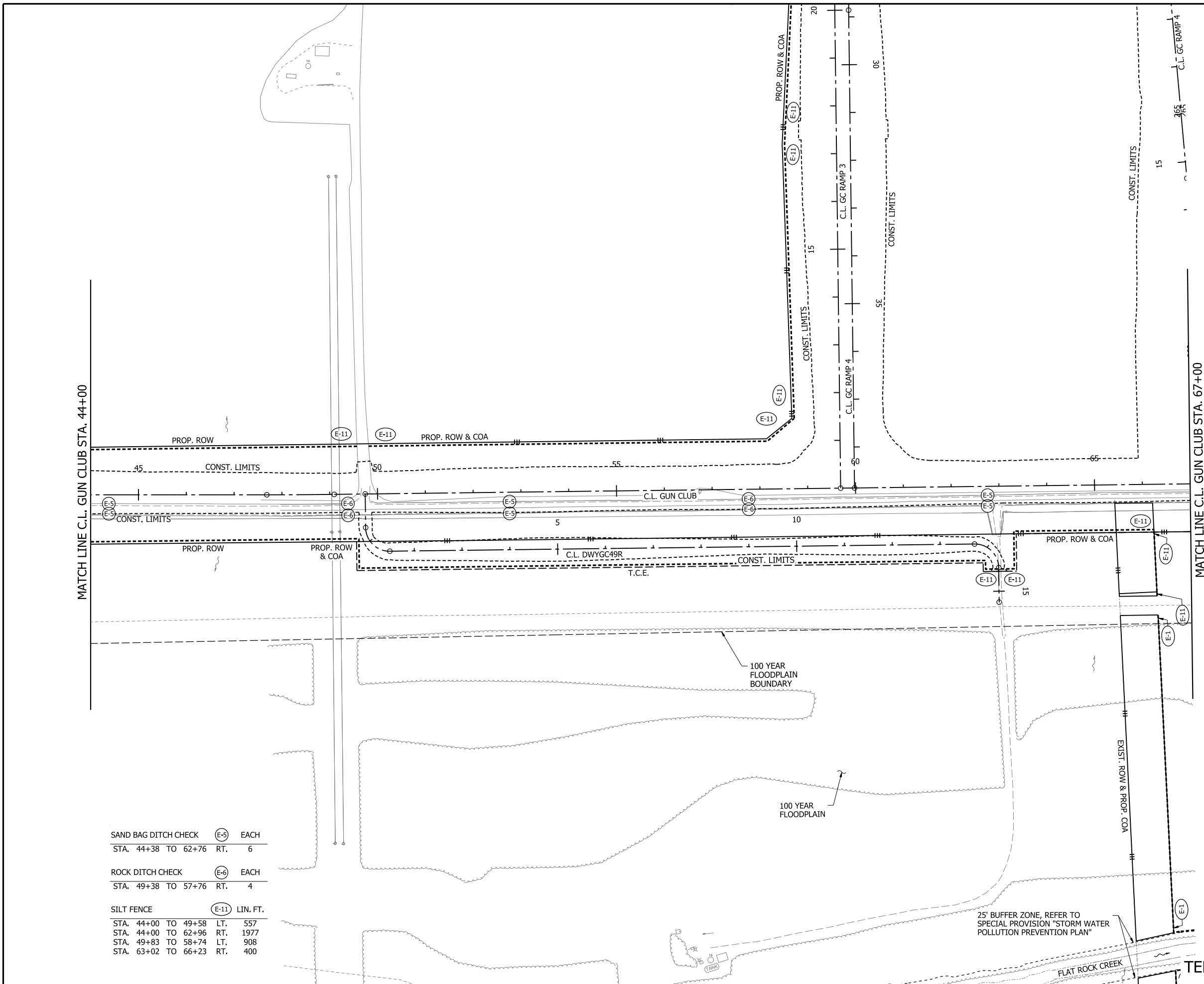
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

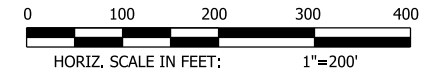
DATE OF REVISION	REVISIONS

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**



SAND BAG DITCH CHECK	(E-5)	EACH
STA. 44+38 TO 62+76	RT.	6
ROCK DITCH CHECK	(E-6)	EACH
STA. 49+38 TO 57+76	RT.	4
SILT FENCE	(E-11)	LIN. FT.
STA. 44+00 TO 49+58	LT.	557
STA. 44+00 TO 62+96	RT.	1977
STA. 49+83 TO 58+74	LT.	908
STA. 63+02 TO 66+23	RT.	400

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	72	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

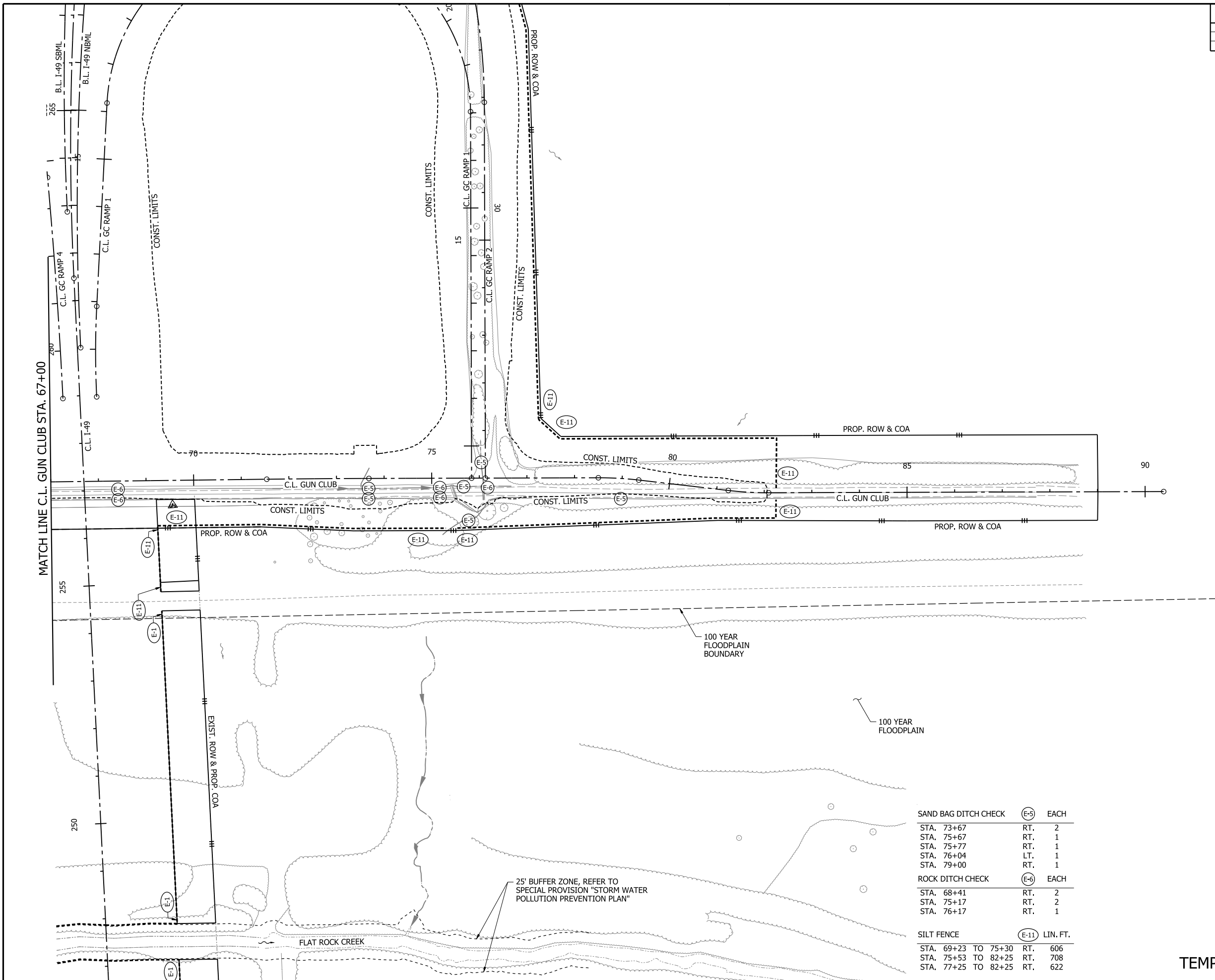
- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

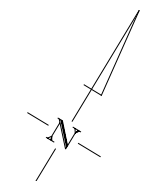
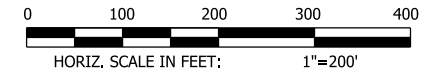
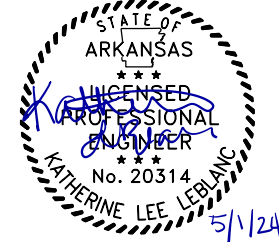
SAND BAG DITCH CHECK	(E-5)	EACH
STA. 73+67	RT.	2
STA. 75+67	RT.	1
STA. 75+77	RT.	1
STA. 76+04	LT.	1
STA. 79+00	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 68+41	RT.	2
STA. 75+17	RT.	2
STA. 76+17	RT.	1
SILT FENCE	(E-11)	LIN. FT.
STA. 69+23 TO 75+30	RT.	606
STA. 75+53 TO 82+25	RT.	708
STA. 77+25 TO 82+25	RT.	622

**CLEARING AND GRUBBING
TEMPORARY EROSION CONTROL DETAILS**



4/15/2024 6:35:14 PM R040901_05E_CG_012.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	73	809
TEMPORARY EROSION CONTROL DETAILS						



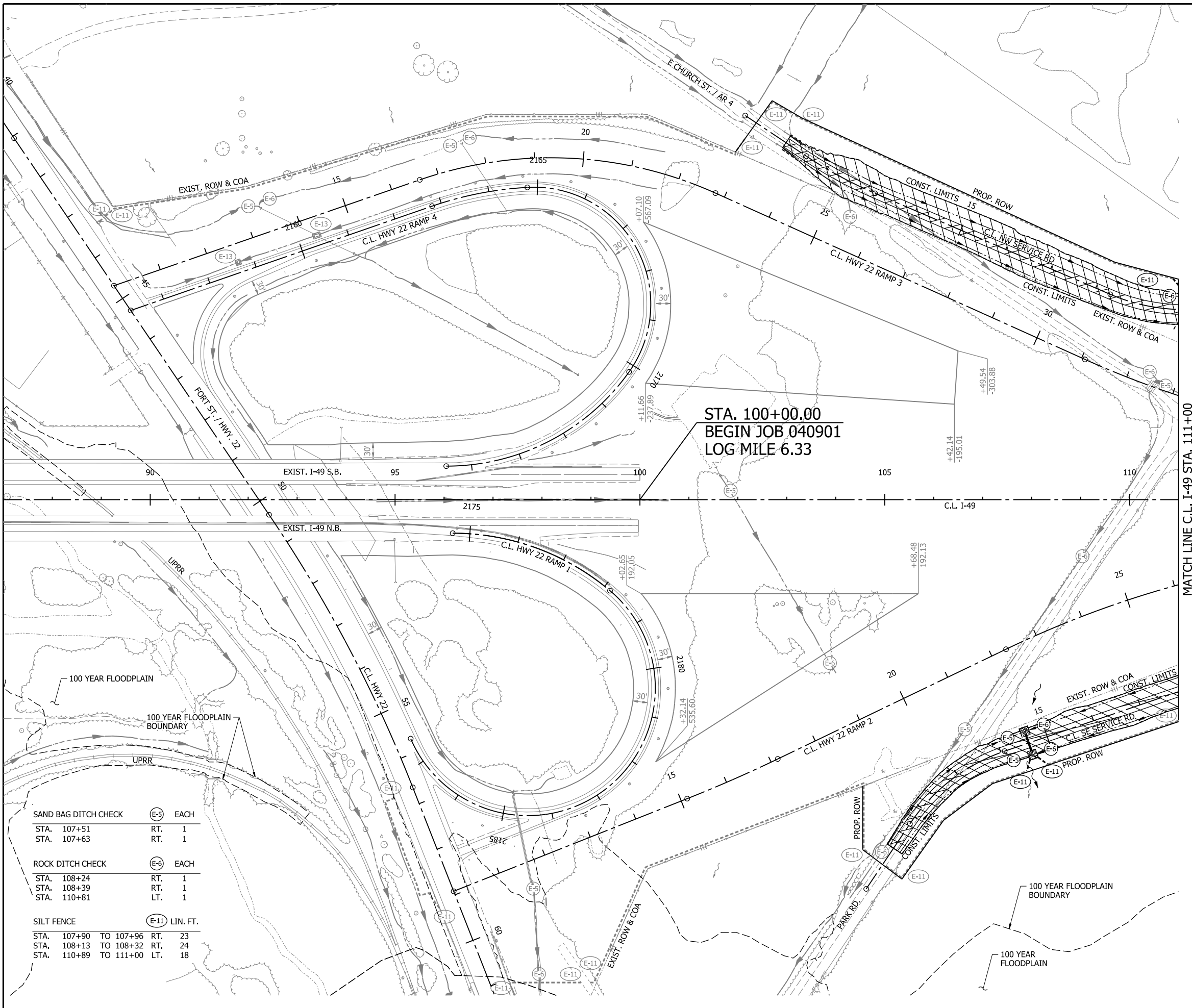
LEGEND

	GRADING AND EARTHWORK THIS STAGE
	PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	WATTLE
	SAND BAG DITCH CHECK
	ROCK DITCH CHECK
	DIVERSION DITCH
	DUMPED RIPRAP
	SILT FENCE
	SLOPE DRAIN (12")
	FILTER SOCK

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**

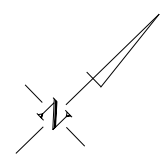
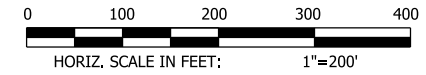
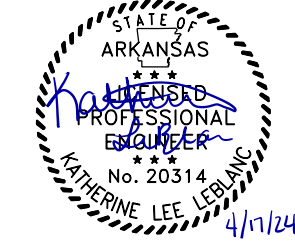


**STA. 100+00.00
BEGIN JOB 040901
LOG MILE 6.33**

MATCH LINE C.L. I-49 STA. 111+00

SAND BAG DITCH CHECK		EACH
STA. 107+51	RT.	1
STA. 107+63	RT.	1
ROCK DITCH CHECK		EACH
STA. 108+24	RT.	1
STA. 108+39	RT.	1
STA. 110+81	LT.	1
SILT FENCE		LIN. FT.
STA. 107+90 TO 107+96	RT.	23
STA. 108+13 TO 108+32	RT.	24
STA. 110+89 TO 111+00	LT.	18

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	74	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

SAND BAG DITCH CHECK (E-5) EACH	
STA. 111+57	LT. 1
STA. 111+64	LT. 1
STA. 117+00	MED. 1
STA. 117+90	RT. 1
STA. 120+39	LT. 1
STA. 123+75	MED. 1
STA. 124+25	RT. 1
STA. 127+13	MED. 1
STA. 129+28	LT. 1
STA. 134+27	LT. 1

ROCK DITCH CHECK (E-6) EACH	
STA. 116+64	RT. 1
STA. 117+00	LT. 1
STA. 117+06	RT. 1
STA. 118+09	RT. 1
STA. 124+25 TO 128+96	MED. 2
STA. 129+93	RT. 1
STA. 130+07	LT. 1

SILT FENCE (E-11) LIN. FT.	
STA. 111+00 TO 111+10	LT. 15
STA. 111+36 TO 111+56	LT. 30
STA. 123+74 TO 123+91	RT. 24
STA. 124+09 TO 124+17	RT. 20
STA. 129+24 TO 129+45	LT. 43
STA. 129+43 TO 126+46	RT. 5
STA. 129+84 TO 129+87	RT. 7
STA. 129+85 TO 130+04	LT. 40

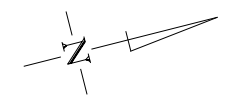
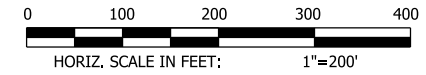
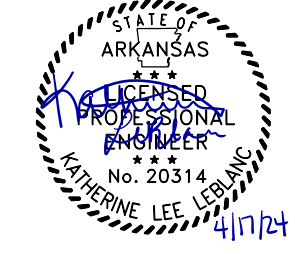
DROP INLET FILTER SOCK (E-13) LIN. FT.	
STA. 124+00	MED. 27

DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**

4/15/2024 6:35:27 PM R040901_05E_S1_002.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	75	809
TEMPORARY EROSION CONTROL DETAILS						



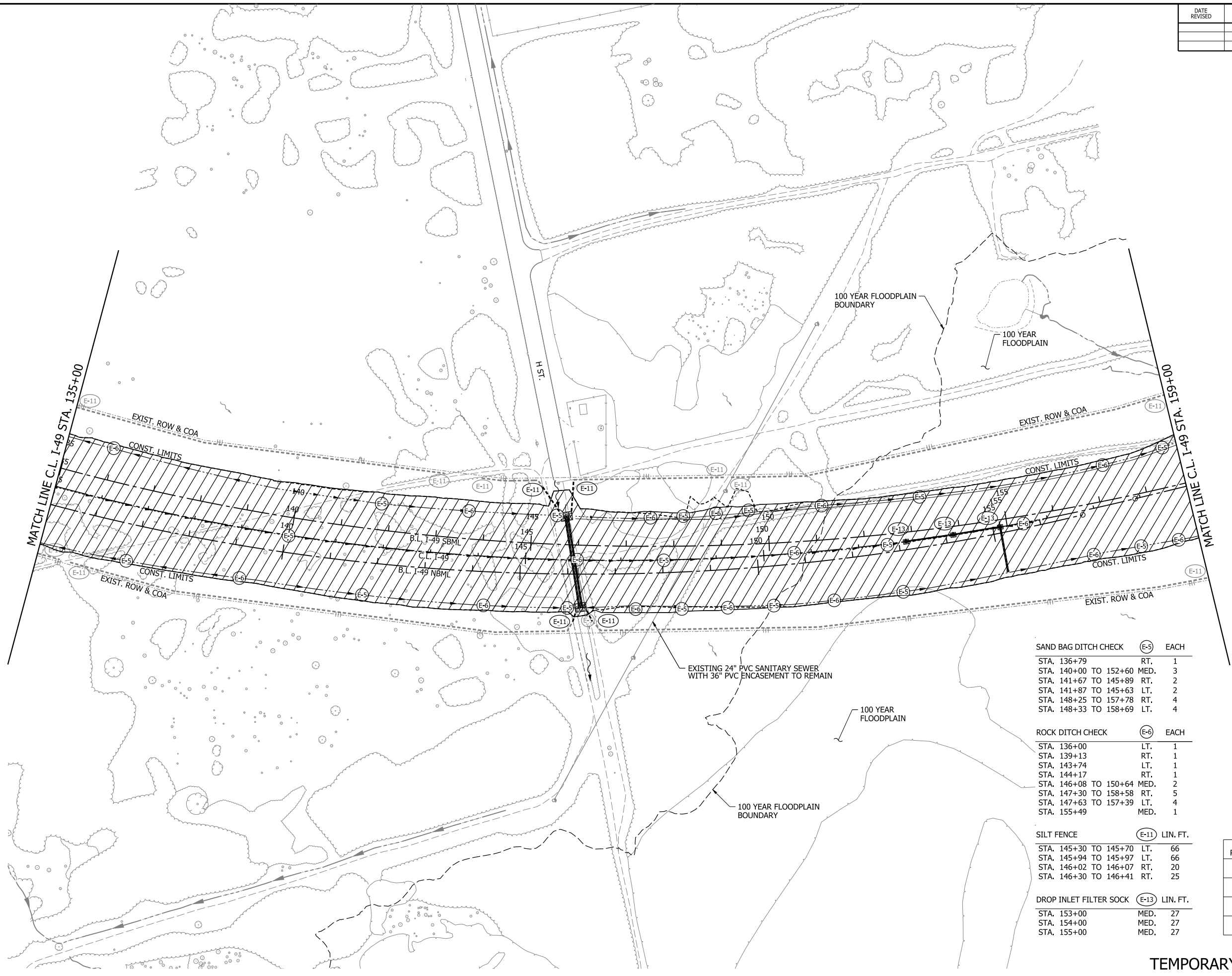
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**



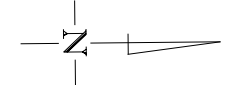
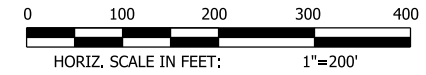
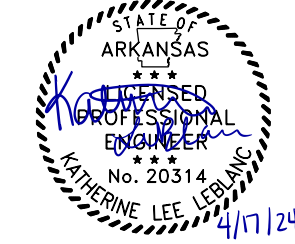
SAND BAG DITCH CHECK	(E-5)	EACH
STA. 136+79	RT.	1
STA. 140+00 TO 152+60	MED.	3
STA. 141+67 TO 145+89	RT.	2
STA. 141+87 TO 145+63	LT.	2
STA. 148+25 TO 157+78	RT.	4
STA. 148+33 TO 158+69	LT.	4

ROCK DITCH CHECK	(E-6)	EACH
STA. 136+00	LT.	1
STA. 139+13	RT.	1
STA. 143+74	LT.	1
STA. 144+17	RT.	1
STA. 146+08 TO 150+64	MED.	2
STA. 147+30 TO 158+58	RT.	5
STA. 147+63 TO 157+39	LT.	4
STA. 155+49	MED.	1

SILT FENCE	(E-11)	LIN. FT.
STA. 145+30 TO 145+70	LT.	66
STA. 145+94 TO 145+97	LT.	66
STA. 146+02 TO 146+07	RT.	20
STA. 146+30 TO 146+41	RT.	25

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 153+00	MED.	27
STA. 154+00	MED.	27
STA. 155+00	MED.	27

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	76	809



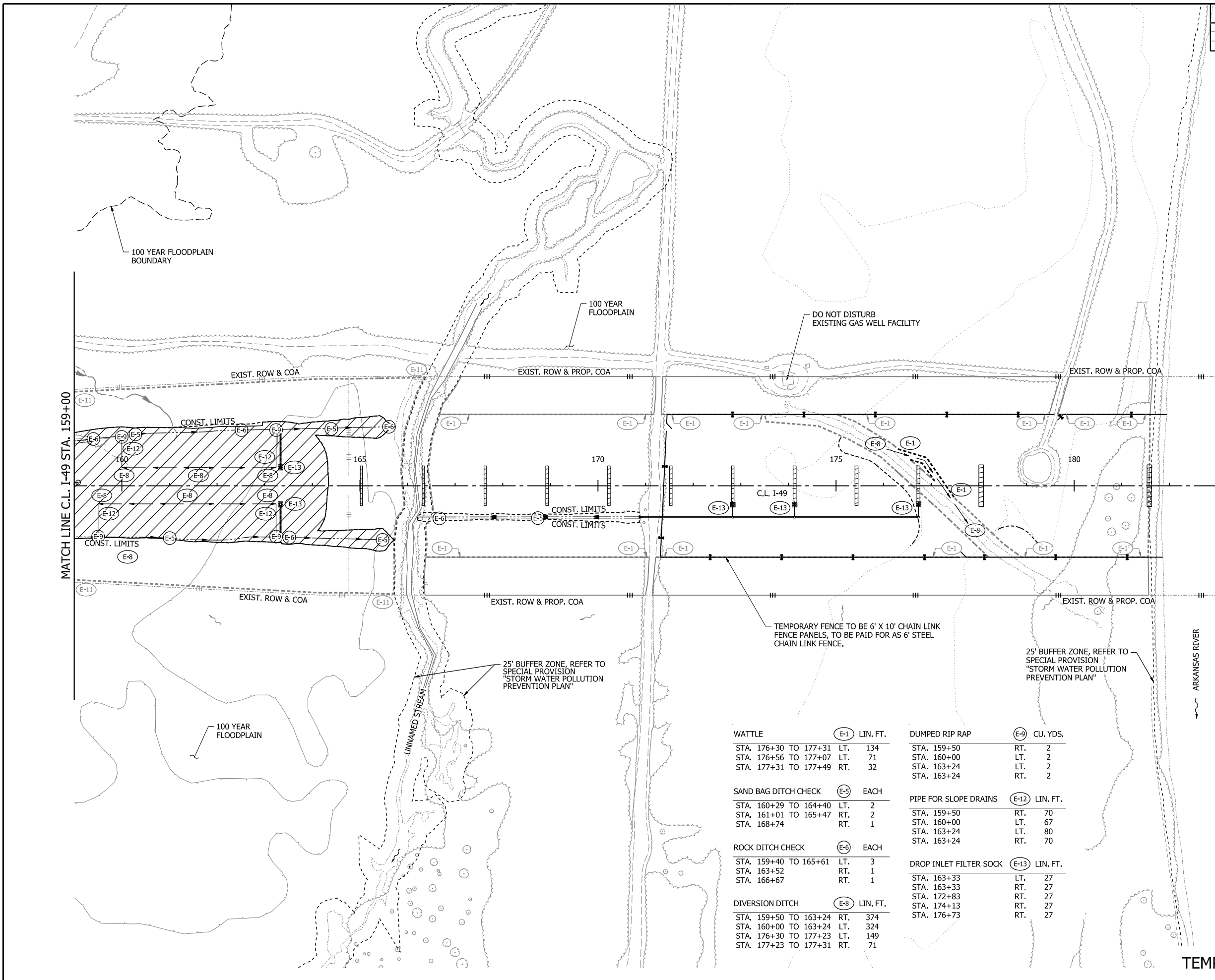
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

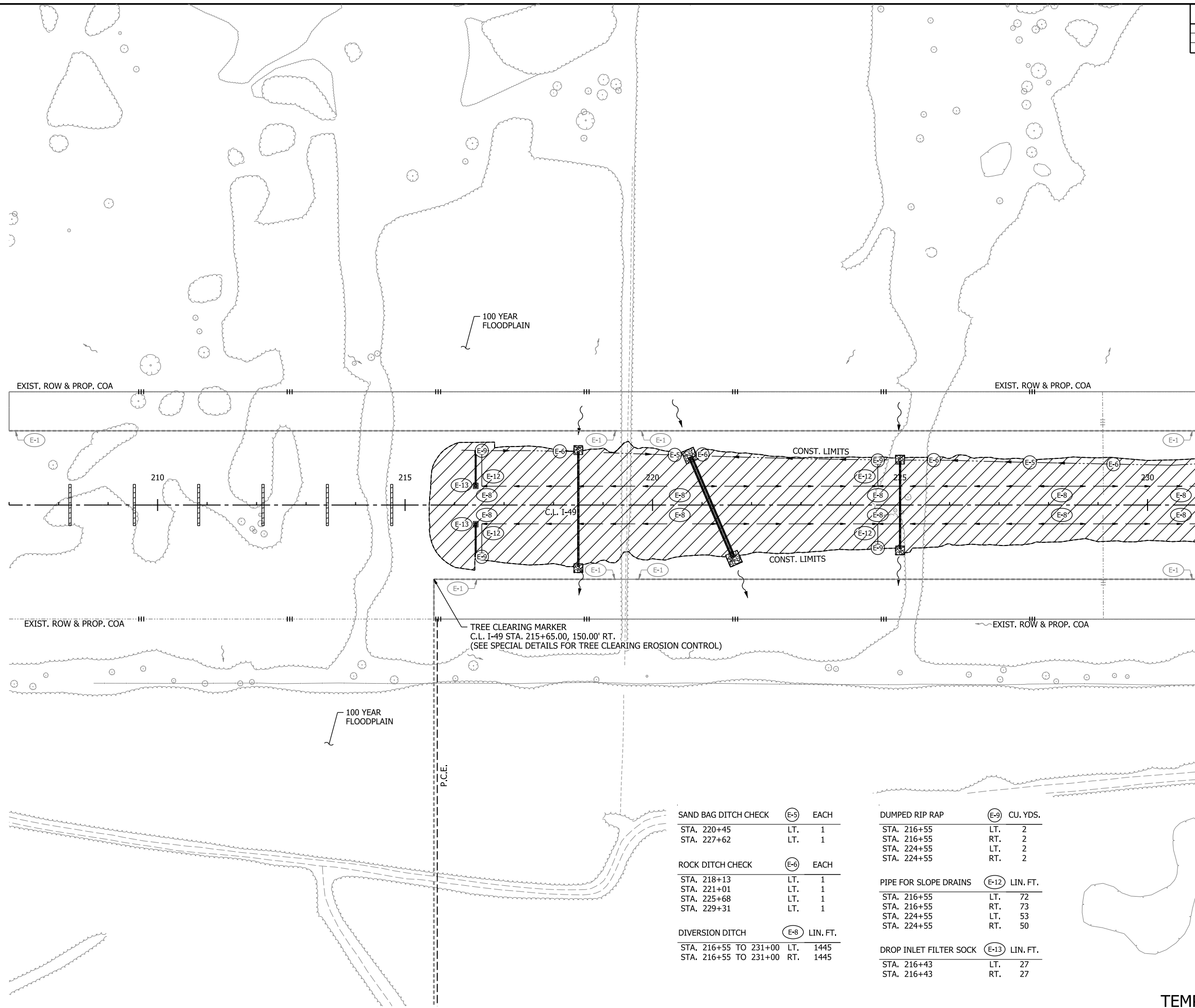
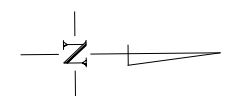
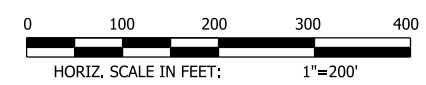
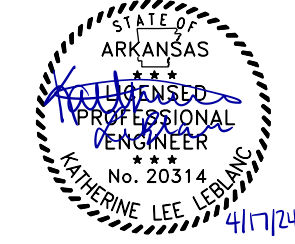
DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**



<p>WATTLE (E-1) LIN. FT.</p> <p>STA. 176+30 TO 177+31 LT. 134</p> <p>STA. 176+56 TO 177+07 LT. 71</p> <p>STA. 177+31 TO 177+49 RT. 32</p>	<p>DUMPED RIPRAP (E-9) CU. YDS.</p> <p>STA. 159+50 RT. 2</p> <p>STA. 160+00 LT. 2</p> <p>STA. 163+24 LT. 2</p> <p>STA. 163+24 RT. 2</p>
<p>SAND BAG DITCH CHECK (E-5) EACH</p> <p>STA. 160+29 TO 164+40 LT. 2</p> <p>STA. 161+01 TO 165+47 RT. 2</p> <p>STA. 168+74 RT. 1</p>	<p>PIPE FOR SLOPE DRAINS (E-12) LIN. FT.</p> <p>STA. 159+50 RT. 70</p> <p>STA. 160+00 LT. 67</p> <p>STA. 163+24 LT. 80</p> <p>STA. 163+24 RT. 70</p>
<p>ROCK DITCH CHECK (E-6) EACH</p> <p>STA. 159+40 TO 165+61 LT. 3</p> <p>STA. 163+52 RT. 1</p> <p>STA. 166+67 RT. 1</p>	<p>DROP INLET FILTER SOCK (E-13) LIN. FT.</p> <p>STA. 163+33 LT. 27</p> <p>STA. 163+33 RT. 27</p> <p>STA. 172+83 RT. 27</p> <p>STA. 174+13 RT. 27</p> <p>STA. 176+73 RT. 27</p>
<p>DIVERSION DITCH (E-8) LIN. FT.</p> <p>STA. 159+50 TO 163+24 RT. 374</p> <p>STA. 160+00 TO 163+24 LT. 324</p> <p>STA. 176+30 TO 177+23 LT. 149</p> <p>STA. 177+23 TO 177+31 RT. 71</p>	

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	77	809
TEMPORARY EROSION CONTROL DETAILS						



MATCH LINE C.L. I-49 STA. 231+00

LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

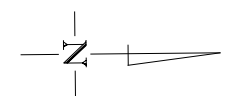
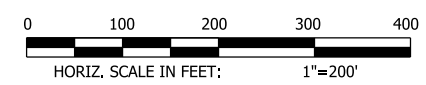
SAND BAG DITCH CHECK	(E-5)	EACH
STA. 220+45	LT.	1
STA. 227+62	LT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 218+13	LT.	1
STA. 221+01	LT.	1
STA. 225+68	LT.	1
STA. 229+31	LT.	1
DIVERSION DITCH	(E-8)	LIN. FT.
STA. 216+55 TO 231+00	LT.	1445
STA. 216+55 TO 231+00	RT.	1445

DUMPED RIP RAP	(E-9)	CU. YDS.
STA. 216+55	LT.	2
STA. 216+55	RT.	2
STA. 224+55	LT.	2
STA. 224+55	RT.	2
PIPE FOR SLOPE DRAINS	(E-12)	LIN. FT.
STA. 216+55	LT.	72
STA. 216+55	RT.	73
STA. 224+55	LT.	53
STA. 224+55	RT.	50
DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 216+43	LT.	27
STA. 216+43	RT.	27

DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	78	809
TEMPORARY EROSION CONTROL DETAILS						



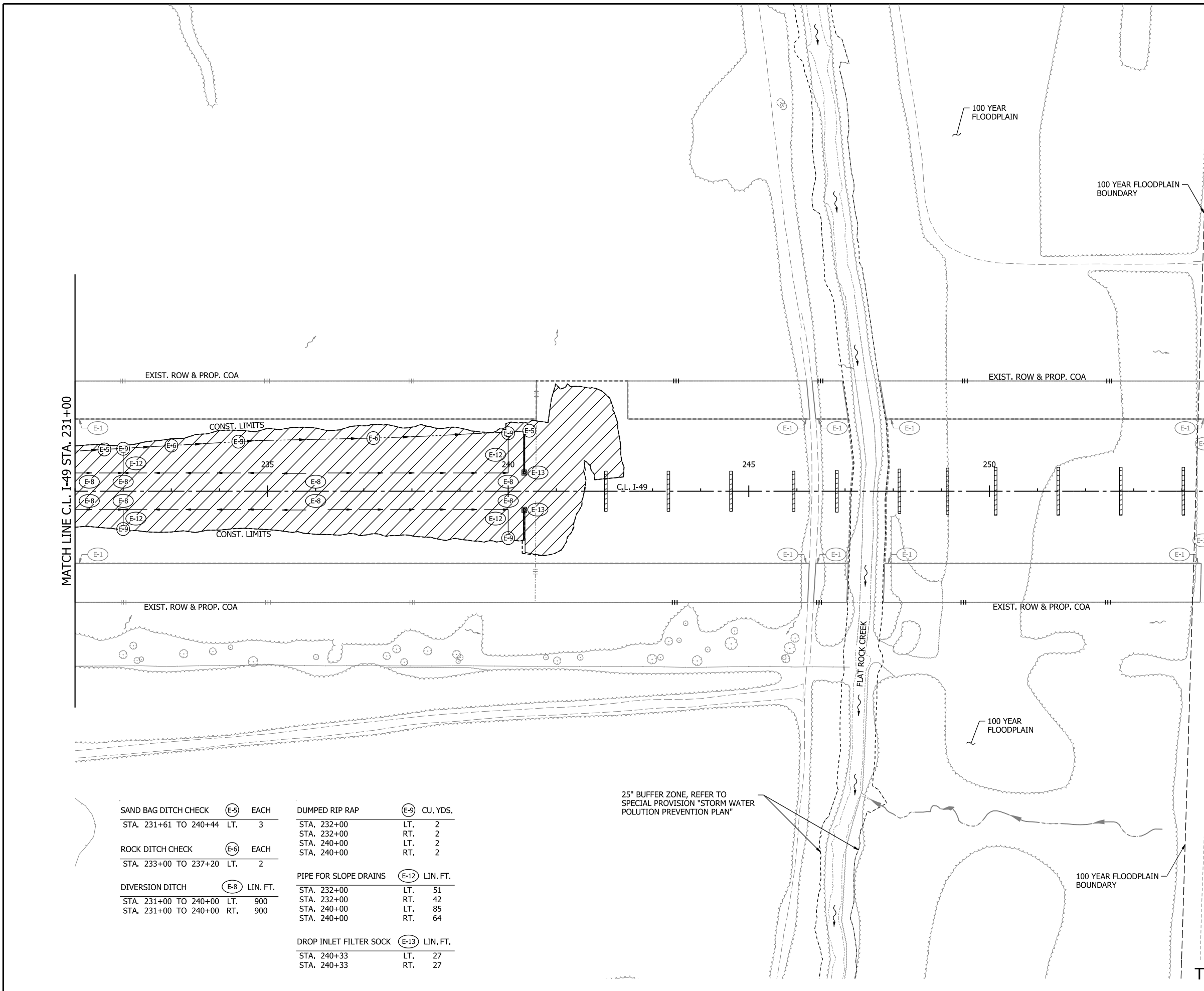
LEGEND

	GRADING AND EARTHWORK THIS STAGE
	PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	WATTLE
	SAND BAG DITCH CHECK
	ROCK DITCH CHECK
	DIVERSION DITCH
	DUMPED RIPRAP
	SILT FENCE
	SLOPE DRAIN (12")
	FILTER SOCK

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

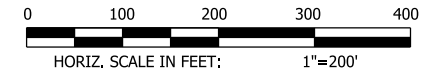
**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**



SAND BAG DITCH CHECK (E-5) EACH	DUMPED RIP RAP (E-9) CU. YDS.
STA. 231+61 TO 240+44 LT. 3	STA. 232+00 LT. 2
	STA. 232+00 RT. 2
	STA. 240+00 LT. 2
	STA. 240+00 RT. 2
ROCK DITCH CHECK (E-6) EACH	PIPE FOR SLOPE DRAINS (E-12) LIN. FT.
STA. 233+00 TO 237+20 LT. 2	STA. 232+00 LT. 51
	STA. 232+00 RT. 42
	STA. 240+00 LT. 85
	STA. 240+00 RT. 64
DIVERSION DITCH (E-8) LIN. FT.	DROP INLET FILTER SOCK (E-13) LIN. FT.
STA. 231+00 TO 240+00 LT. 900	STA. 240+33 LT. 27
STA. 231+00 TO 240+00 RT. 900	STA. 240+33 RT. 27

25" BUFFER ZONE, REFER TO SPECIAL PROVISION "STORM WATER POLLUTION PREVENTION PLAN"

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	79	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 - EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 - EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DUMPED RIPRAP		(E-9)	CU. YDS.
STA. 259+55	LT.		2
STA. 259+55	RT.		2
STA. 263+55	LT.		2
STA. 263+55	RT.		2

SAND BAG DITCH CHECK		(E-5)	EACH
STA. 257+91 TO 269+21	LT.		3
STA. 258+16 TO 263+32	RT.		2
STA. 258+56	RT.		1
STA. 259+00 TO 267+53	RT.		2
STA. 259+66 TO 267+00	RT.		2
STA. 261+72	LT.		1
STA. 263+80	LT.		1
STA. 264+78 TO 270+63	LT.		2
STA. 268+20 TO 269+37	RT.		2
STA. 268+28	RT.		1
STA. 269+23	LT.		1
STA. 269+56	LT.		1
STA. 270+52	LT.		1

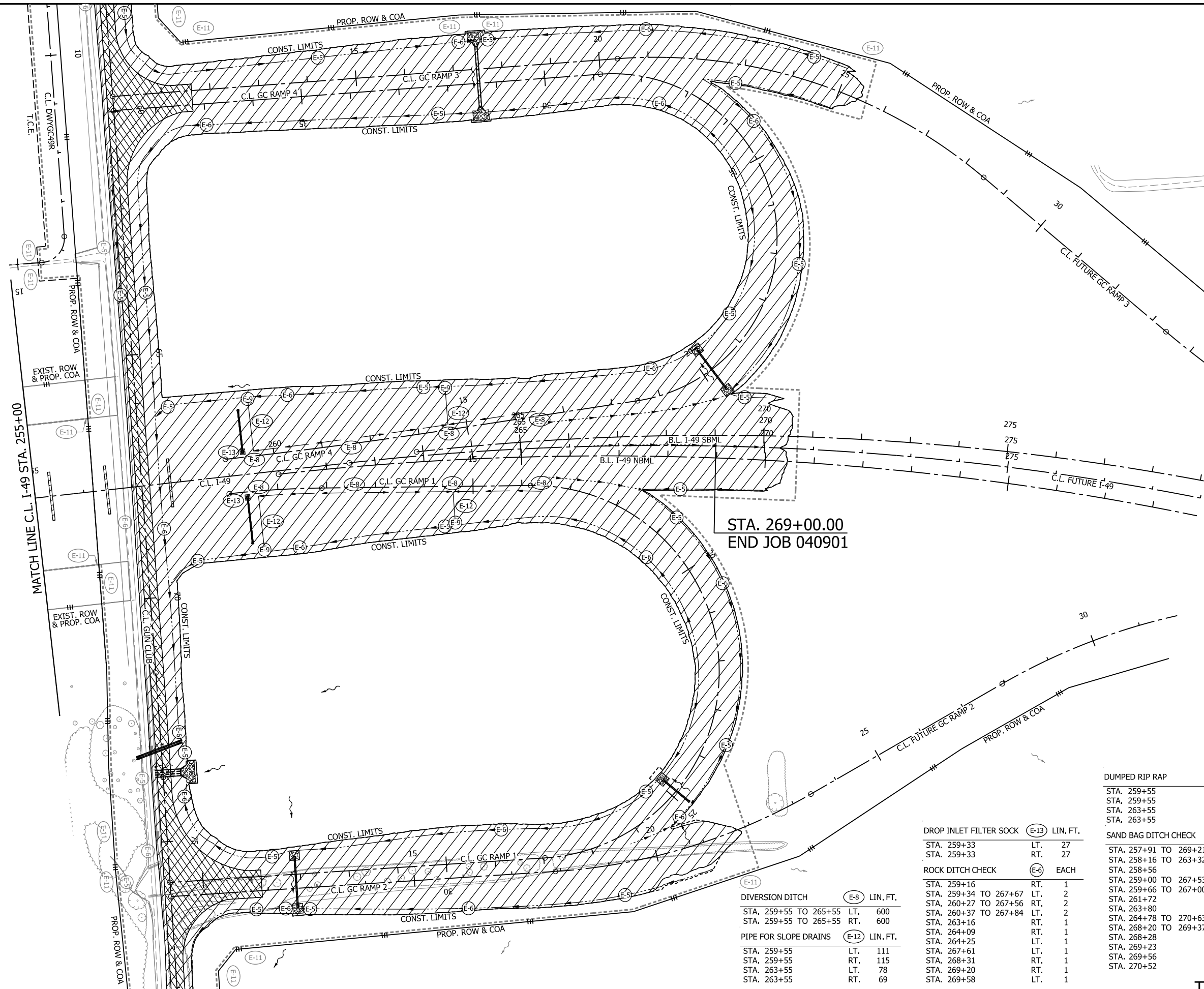
DROP INLET FILTER SOCK		(E-13)	LIN. FT.
STA. 259+33	LT.		27
STA. 259+33	RT.		27

ROCK DITCH CHECK		(E-6)	EACH
STA. 259+16	RT.		1
STA. 259+34 TO 267+67	LT.		2
STA. 260+27 TO 267+56	RT.		2
STA. 260+37 TO 267+84	LT.		2
STA. 263+16	RT.		1
STA. 264+09	RT.		1
STA. 264+25	LT.		1
STA. 267+61	LT.		1
STA. 268+31	RT.		1
STA. 269+20	RT.		1
STA. 269+58	LT.		1

DIVERSION DITCH		(E-8)	LIN. FT.
STA. 259+55 TO 265+55	LT.		600
STA. 259+55 TO 265+55	RT.		600

PIPE FOR SLOPE DRAINS		(E-12)	LIN. FT.
STA. 259+55	LT.		111
STA. 259+55	RT.		115
STA. 263+55	LT.		78
STA. 263+55	RT.		69

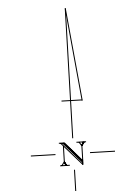
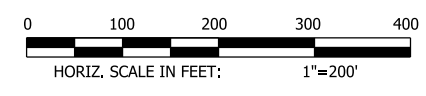
**STA. 269+00.00
END JOB 040901**



DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**

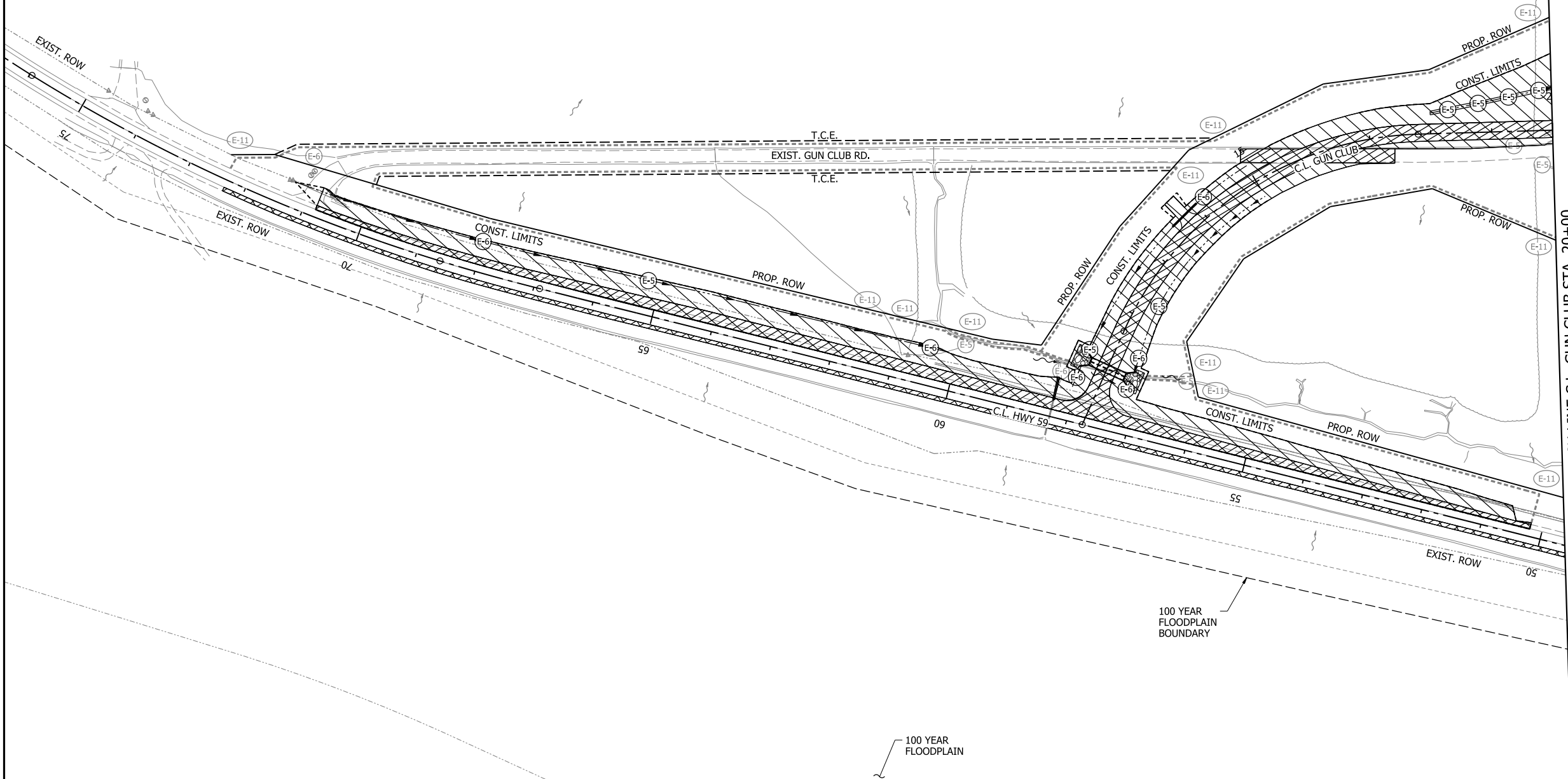
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	80	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.



MATCH LINE C.L. GUN CLUB STA. 20+00

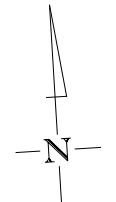
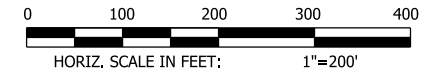
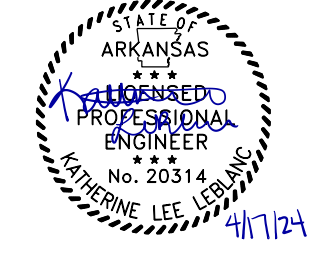
SAND BAG DITCH CHECK		(E-5)	EACH
C.L. GUN CLUB STA.	11+17	LT.	1
C.L. GUN CLUB STA.	12+32	RT.	1
C.L. GUN CLUB STA.	18+29 TO 19+79	LT.	4
C.L. HWY 59 STA.	65+20	RT.	1

ROCK DITCH CHECK		(E-6)	EACH
C.L. GUN CLUB STA.	10+67	LT.	1
C.L. GUN CLUB STA.	10+82	RT.	1
C.L. GUN CLUB STA.	11+37	RT.	1
C.L. GUN CLUB STA.	14+17	LT.	1
C.L. HWY 59 STA.	60+45 TO 68+00	RT.	2

DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	81	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

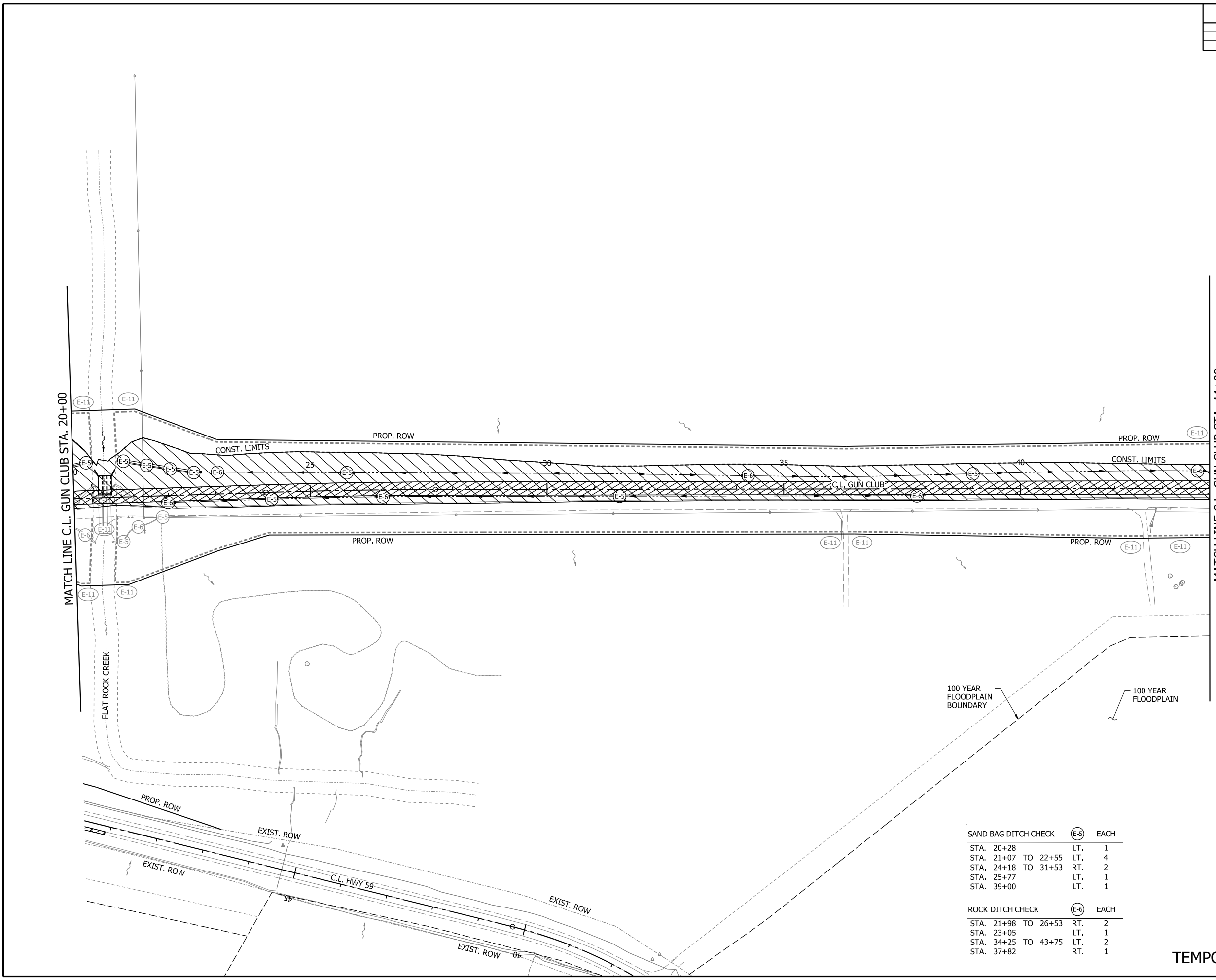
- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

SAND BAG DITCH CHECK (E-5) EACH			
STA. 20+28	LT.		1
STA. 21+07 TO 22+55	LT.		4
STA. 24+18 TO 31+53	RT.		2
STA. 25+77	LT.		1
STA. 39+00	LT.		1

ROCK DITCH CHECK (E-6) EACH			
STA. 21+98 TO 26+53	RT.		2
STA. 23+05	LT.		1
STA. 34+25 TO 43+75	LT.		2
STA. 37+82	RT.		1

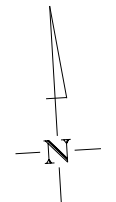
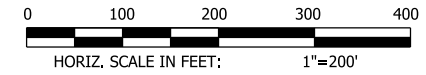
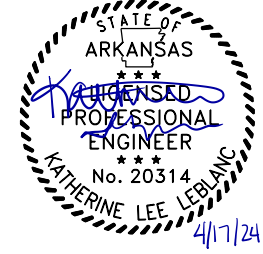
DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**



4/15/2024 6:36:12 PM R040901_05E_S1_010.dgn

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	82	809
TEMPORARY EROSION CONTROL DETAILS						



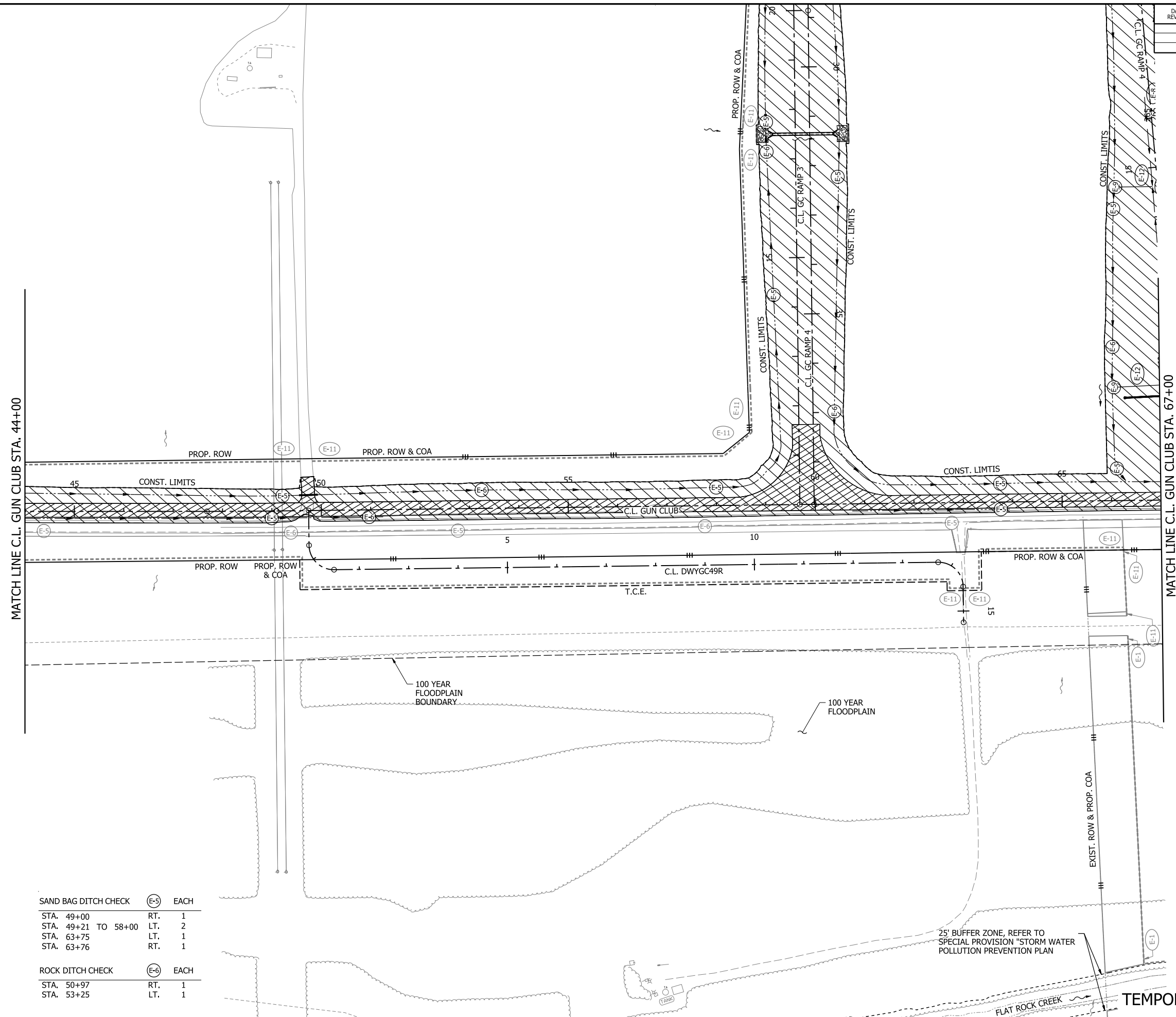
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

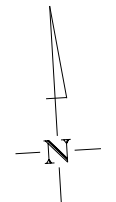
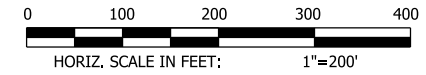
DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**



SAND BAG DITCH CHECK	(E-5)	EACH
STA. 49+00	RT.	1
STA. 49+21 TO 58+00	LT.	2
STA. 63+75	LT.	1
STA. 63+76	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 50+97	RT.	1
STA. 53+25	LT.	1

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	83	809
TEMPORARY EROSION CONTROL DETAILS						



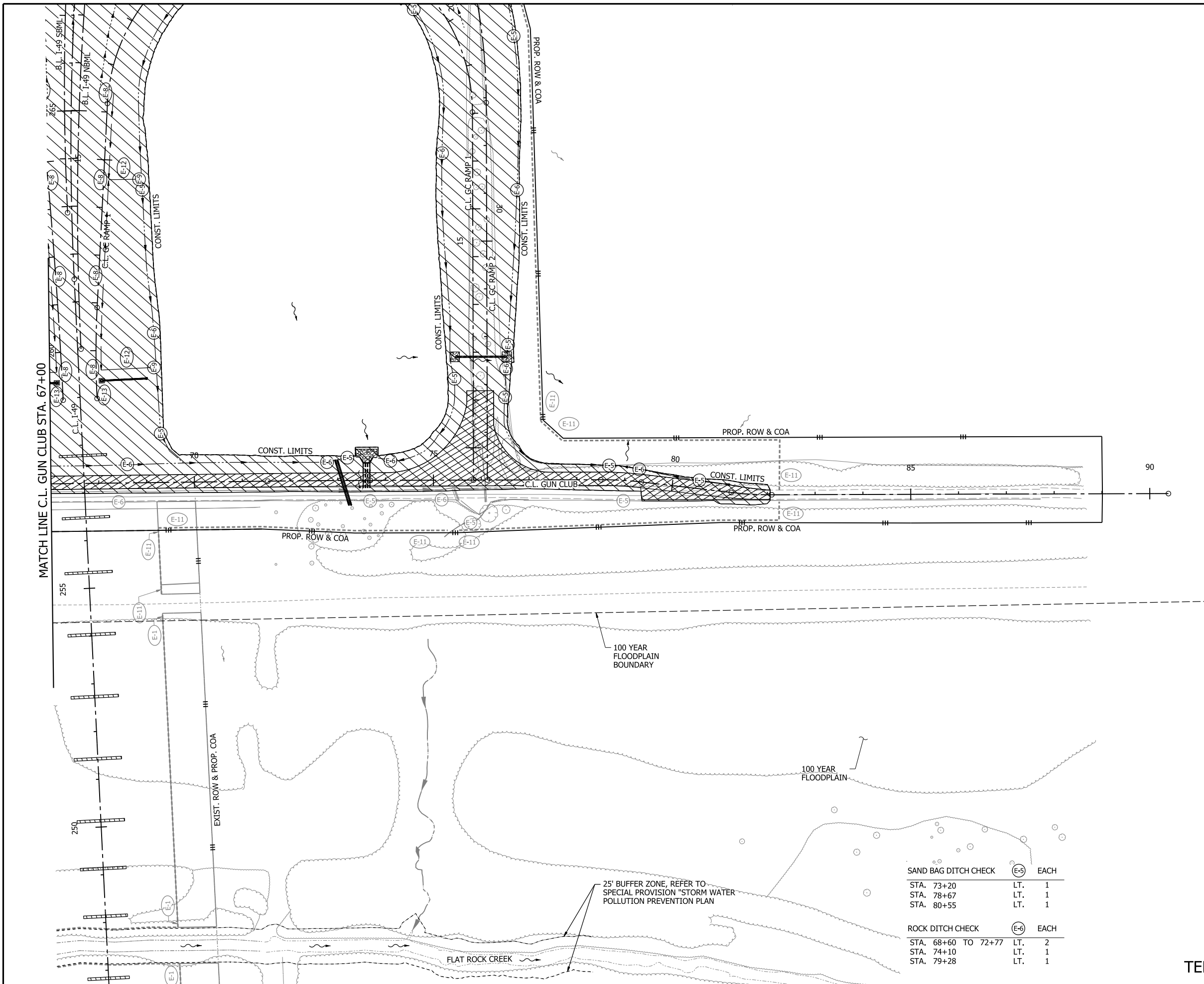
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

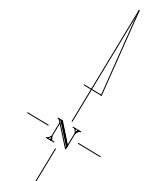
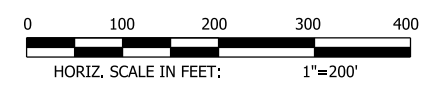
DATE OF REVISION	REVISIONS

**STAGE 1
TEMPORARY EROSION CONTROL DETAILS**



SAND BAG DITCH CHECK		EACH
STA. 73+20	LT.	1
STA. 78+67	LT.	1
STA. 80+55	LT.	1
ROCK DITCH CHECK		EACH
STA. 68+60 TO 72+77	LT.	2
STA. 74+10	LT.	1
STA. 79+28	LT.	1

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	84	809
TEMPORARY EROSION CONTROL DETAILS						



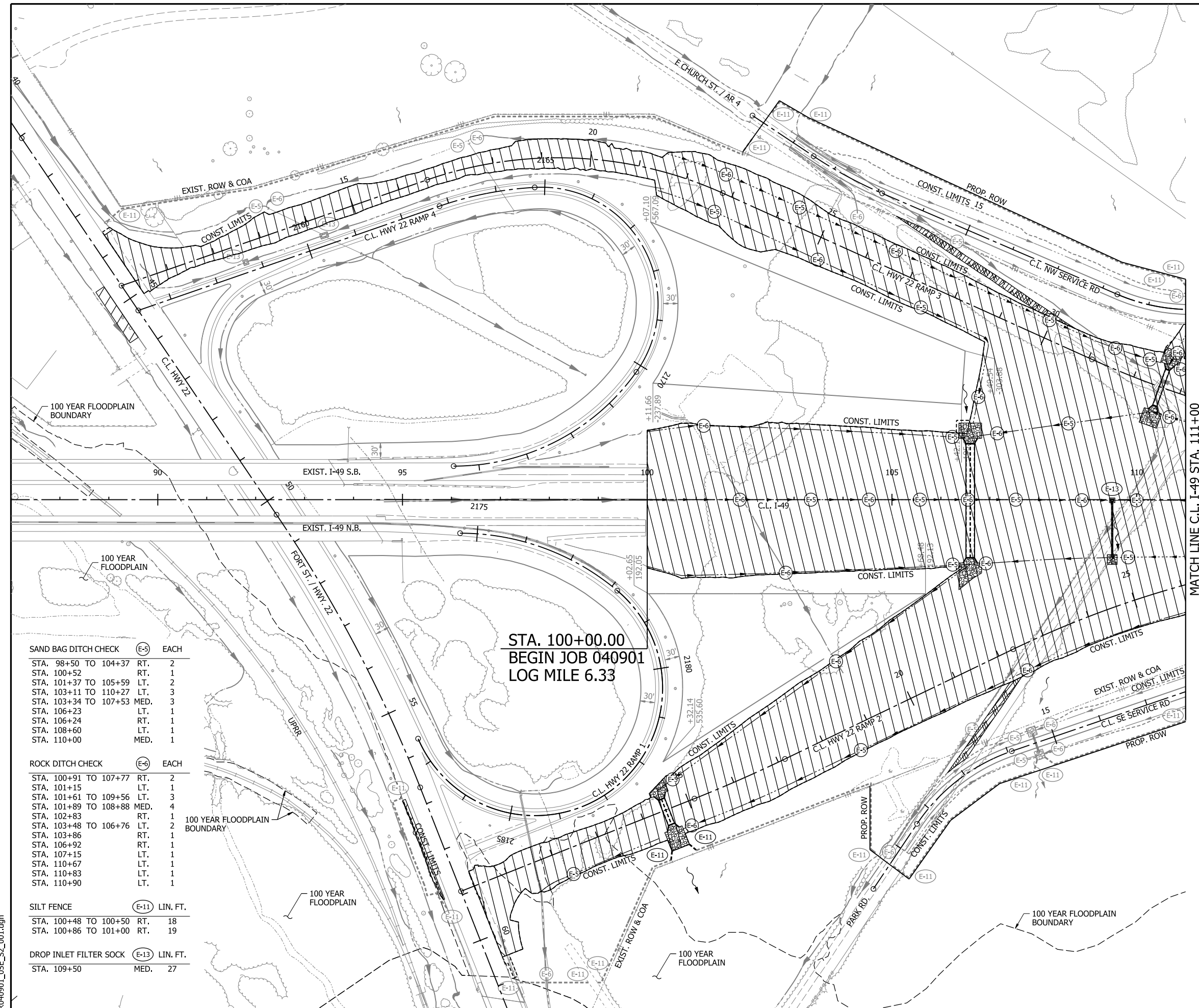
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

**STAGE 2
TEMPORARY EROSION CONTROL DETAILS**



SAND BAG DITCH CHECK (E-5) EACH

STA. 98+50 TO 104+37	RT.	2
STA. 100+52	RT.	1
STA. 101+37 TO 105+59	LT.	2
STA. 103+11 TO 110+27	LT.	3
STA. 103+34 TO 107+53	MED.	3
STA. 106+23	LT.	1
STA. 106+24	RT.	1
STA. 108+60	LT.	1
STA. 110+00	MED.	1

ROCK DITCH CHECK (E-6) EACH

STA. 100+91 TO 107+77	RT.	2
STA. 101+15	LT.	1
STA. 101+61 TO 109+56	LT.	3
STA. 101+89 TO 108+88	MED.	4
STA. 102+83	RT.	1
STA. 103+48 TO 106+76	LT.	2
STA. 103+86	RT.	1
STA. 106+92	RT.	1
STA. 107+15	LT.	1
STA. 110+67	LT.	1
STA. 110+83	LT.	1
STA. 110+90	LT.	1

SILT FENCE (E-11) LIN. FT.

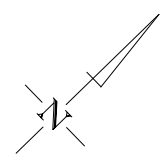
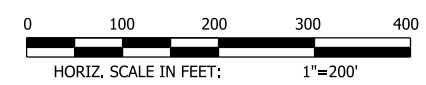
STA. 100+48 TO 100+50	RT.	18
STA. 100+86 TO 101+00	RT.	19

DROP INLET FILTER SOCK (E-13) LIN. FT.

STA. 109+50	MED.	27
-------------	------	----

5/1/2024 11:12:30 AM R040901_05E_S2_001.dgn

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	85	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

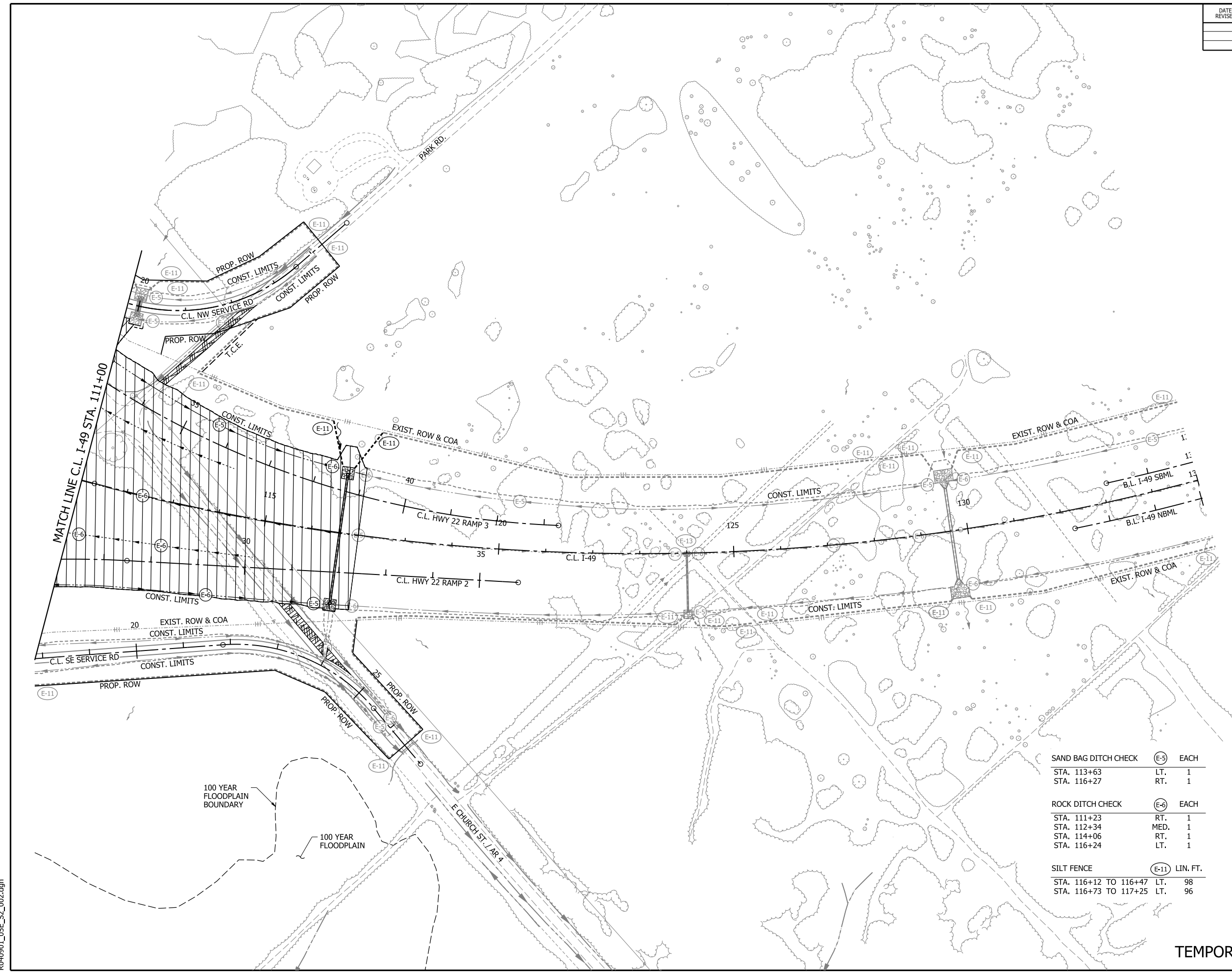
- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

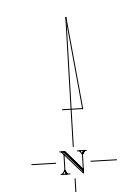
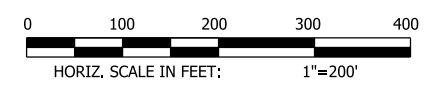
SAND BAG DITCH CHECK	(E-5)	EACH
STA. 113+63	LT.	1
STA. 116+27	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 111+23	RT.	1
STA. 112+34	MED.	1
STA. 114+06	RT.	1
STA. 116+24	LT.	1
SILT FENCE	(E-11)	LIN. FT.
STA. 116+12 TO 116+47	LT.	98
STA. 116+73 TO 117+25	LT.	96

DATE OF REVISION	REVISIONS

**STAGE 2
TEMPORARY EROSION CONTROL DETAILS**



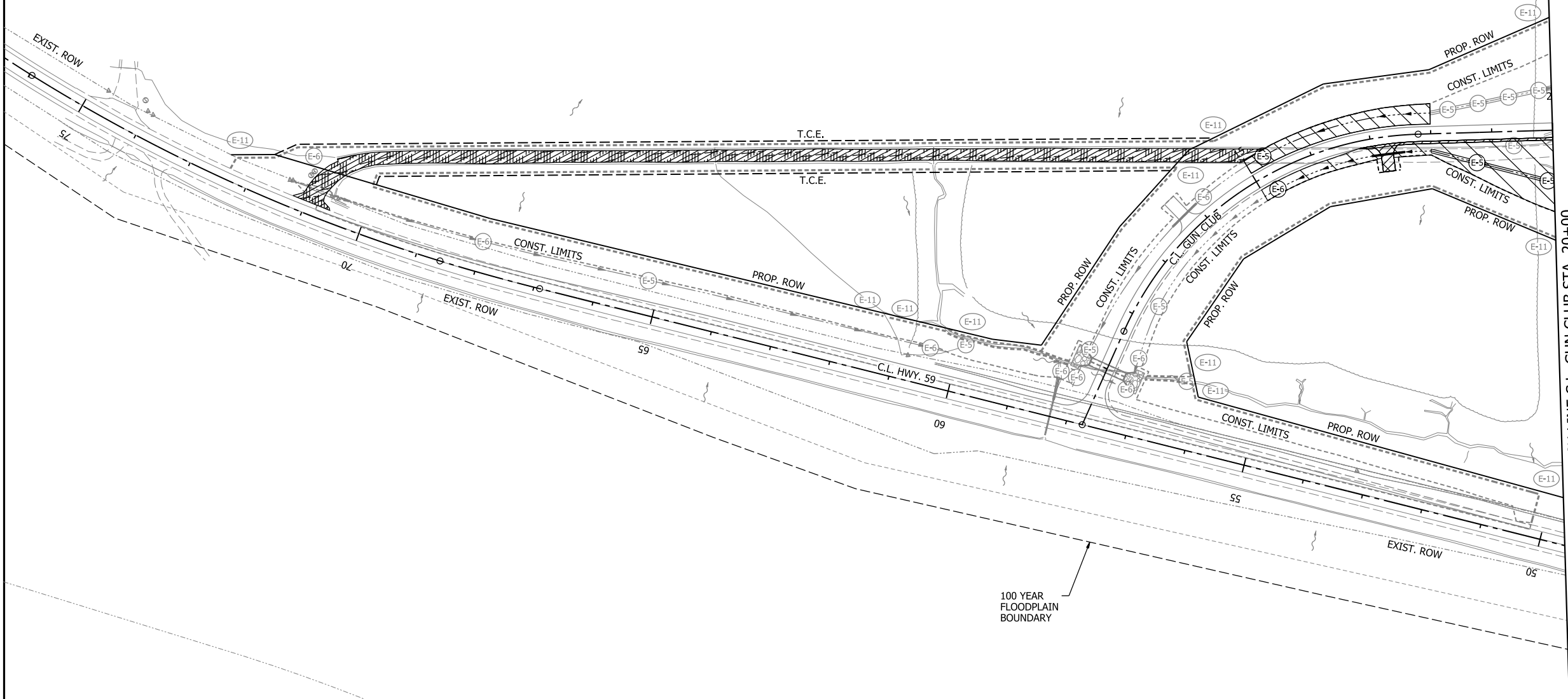
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	86	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.



MATCH LINE C.L. GUN CLUB STA. 20+00

100 YEAR FLOODPLAIN BOUNDARY

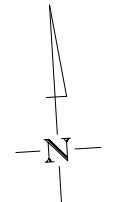
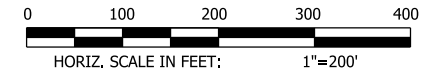
100 YEAR FLOODPLAIN

SAND BAG DITCH CHECK	(E-5)	EACH
C.L. GUN CLUB STA. 15+29	LT.	1
C.L. GUN CLUB STA. 18+74 TO 19+90	RT.	2
ROCK DITCH CHECK	(E-6)	EACH
C.L. GUN CLUB STA. 15+26	RT.	1

DATE OF REVISION	REVISIONS

**STAGE 2
TEMPORARY EROSION CONTROL DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	87	809
TEMPORARY EROSION CONTROL DETAILS						



LEGEND

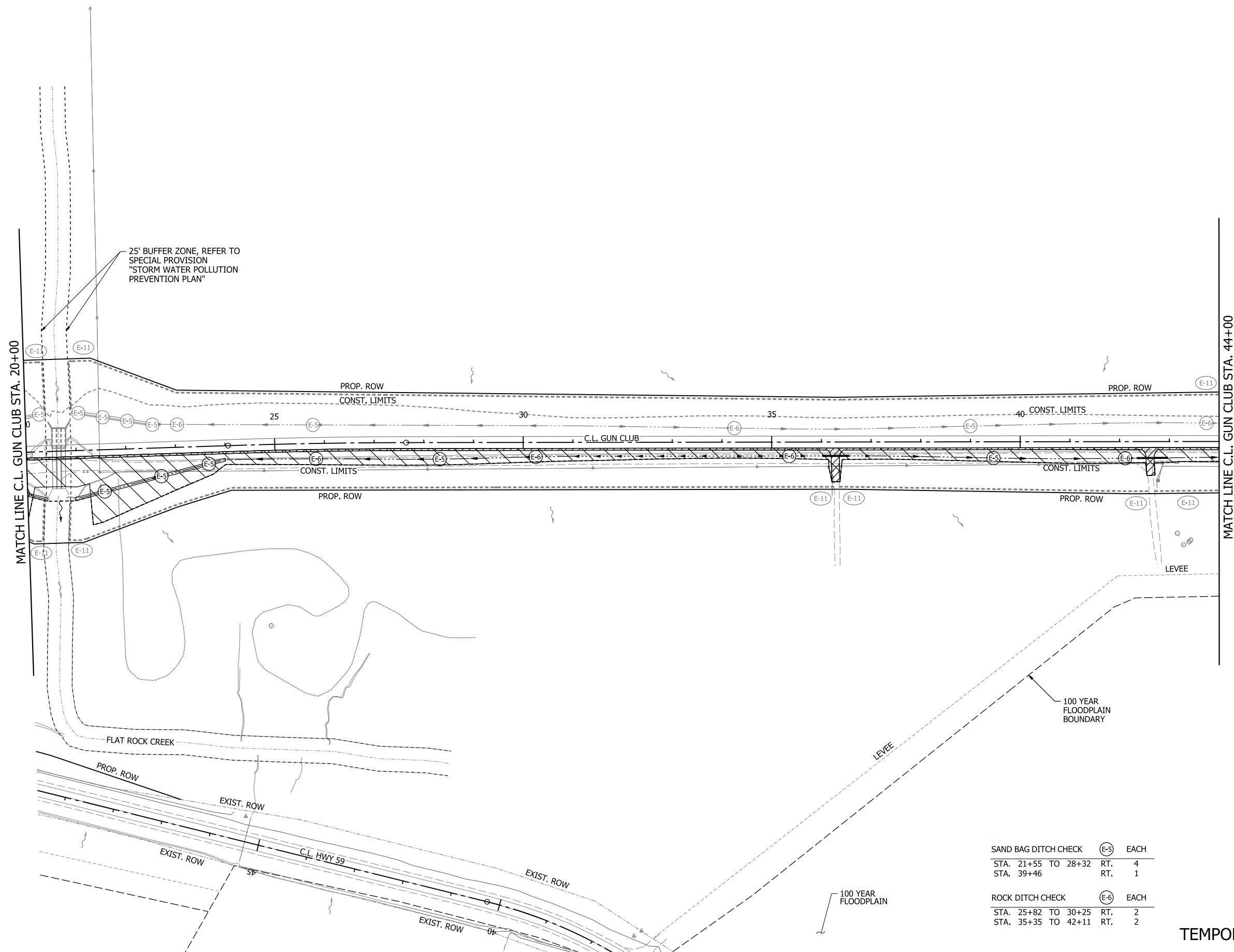
- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

**STAGE 2
TEMPORARY EROSION CONTROL DETAILS**

SAND BAG DITCH CHECK	(E-5)	EACH
STA. 21+55 TO 28+32	RT.	4
STA. 39+46	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 25+82 TO 30+25	RT.	2
STA. 35+35 TO 42+11	RT.	2

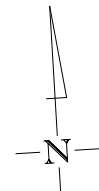
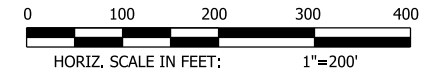


25' BUFFER ZONE, REFER TO SPECIAL PROVISION "STORM WATER POLLUTION PREVENTION PLAN"

MATCH LINE C.L. GUN CLUB STA. 20+00

MATCH LINE C.L. GUN CLUB STA. 44+00

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	88	809



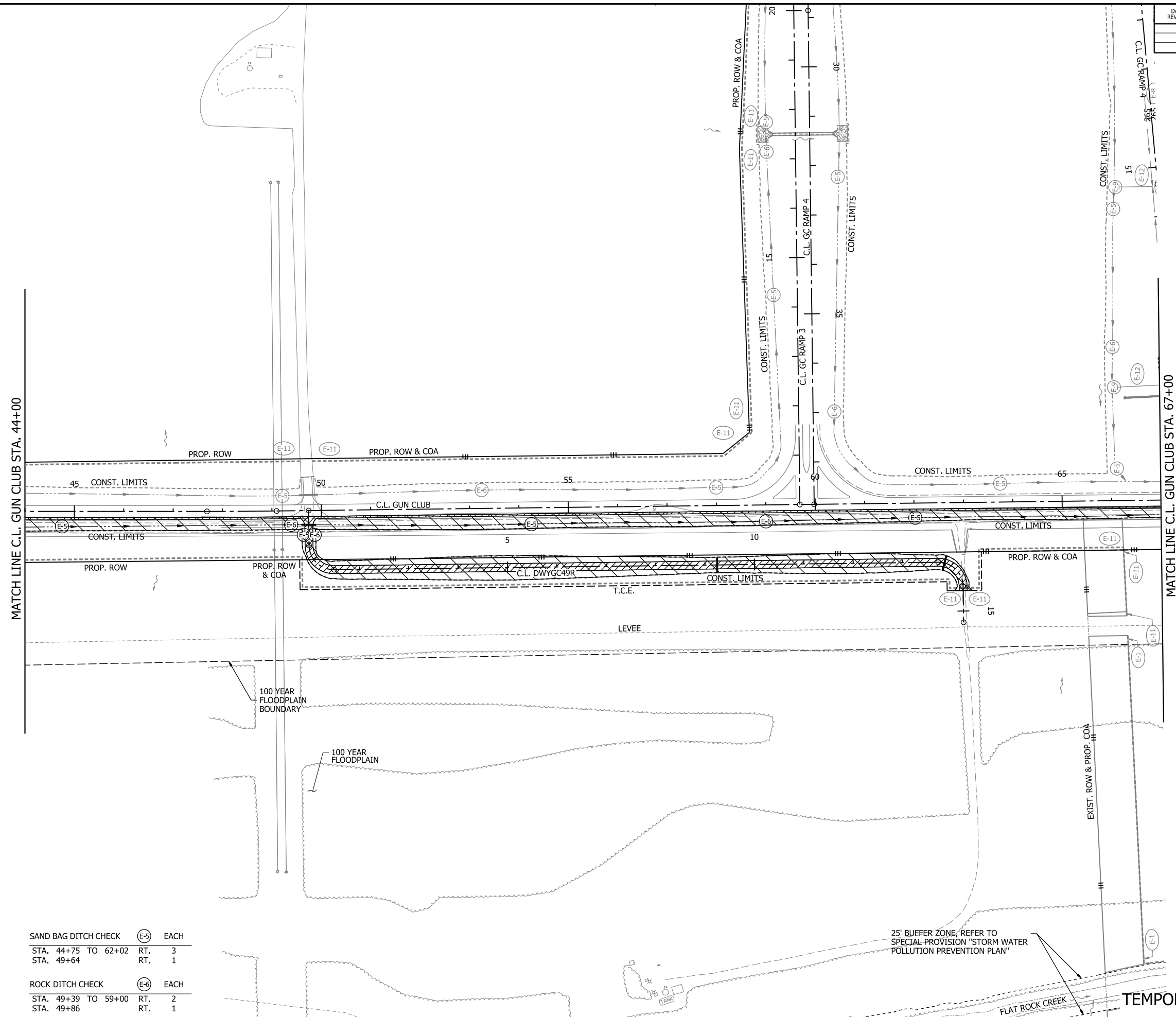
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

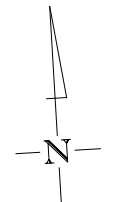
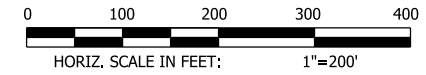
DATE OF REVISION	REVISIONS

**STAGE 2
TEMPORARY EROSION CONTROL DETAILS**



SAND BAG DITCH CHECK	(E-5)	EACH
STA. 44+75 TO 62+02	RT.	3
STA. 49+64	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 49+39 TO 59+00	RT.	2
STA. 49+86	RT.	1

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	89	809
TEMPORARY EROSION CONTROL DETAILS						



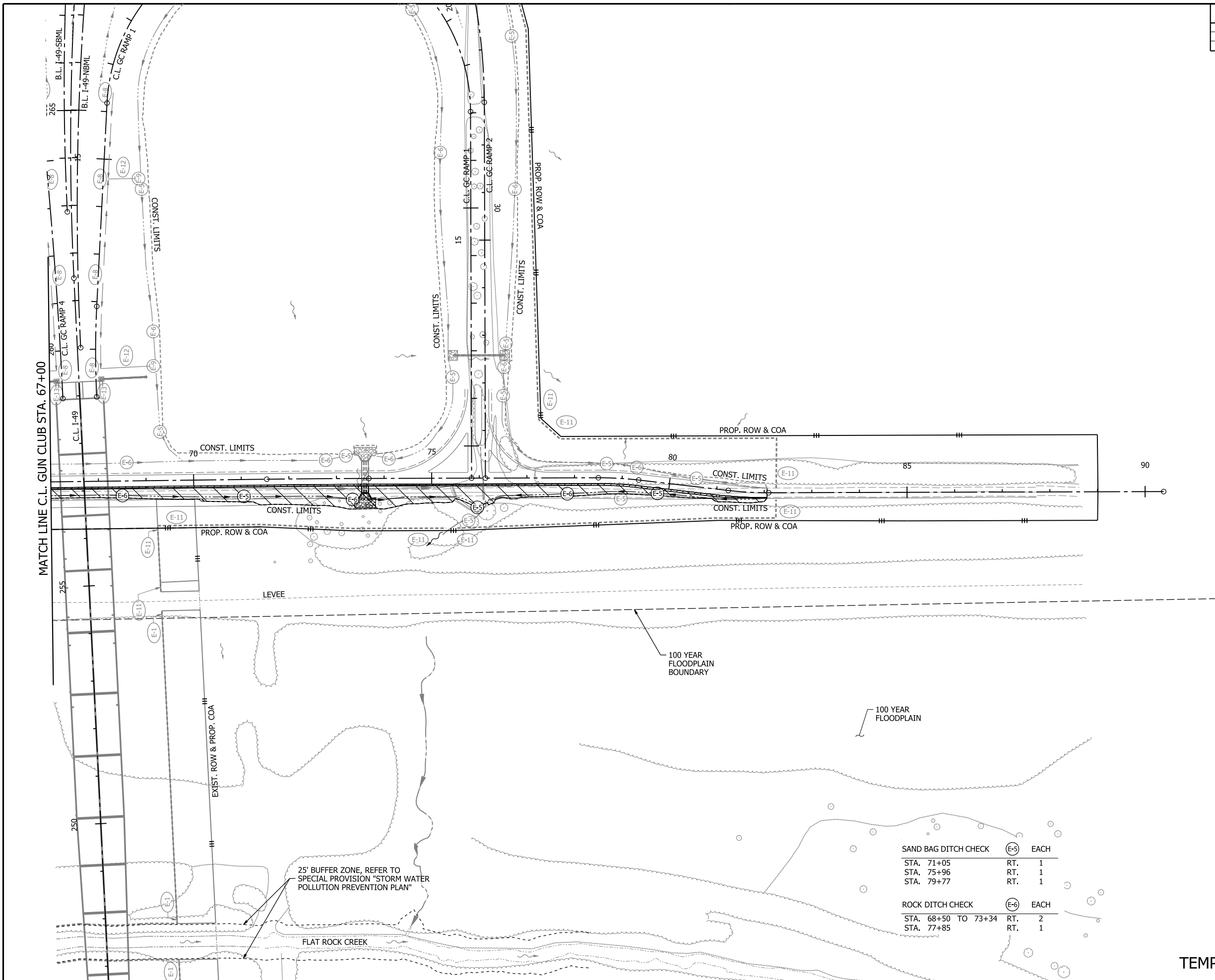
LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- WATTLE
- SAND BAG DITCH CHECK
- ROCK DITCH CHECK
- DIVERSION DITCH
- DUMPED RIPRAP
- SILT FENCE
- SLOPE DRAIN (12")
- FILTER SOCK

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 2. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 3. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

DATE OF REVISION	REVISIONS

**STAGE 2
TEMPORARY EROSION CONTROL DETAILS**

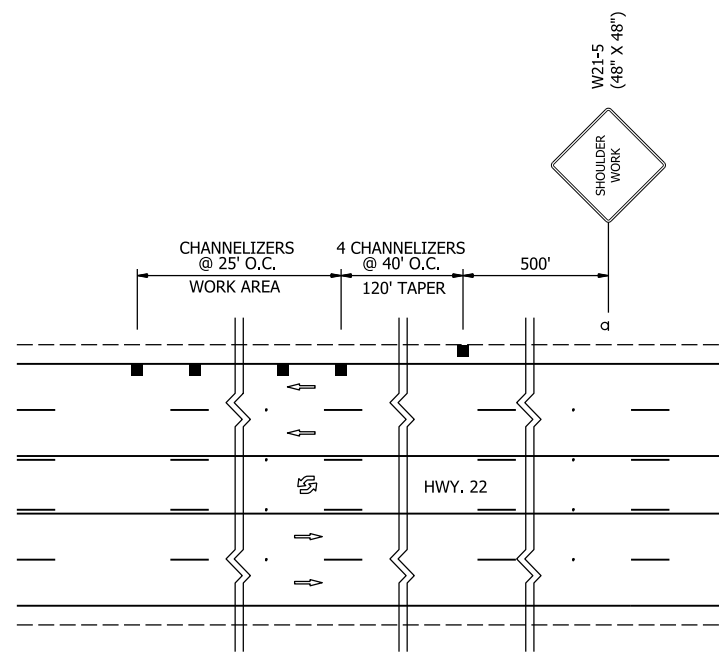
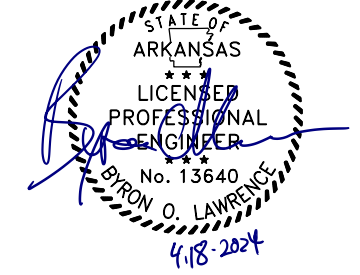


SAND BAG DITCH CHECK	(E-5)	EACH
STA. 71+05	RT.	1
STA. 75+96	RT.	1
STA. 79+77	RT.	1
ROCK DITCH CHECK	(E-6)	EACH
STA. 68+50 TO 73+34	RT.	2
STA. 77+85	RT.	1

25' BUFFER ZONE, REFER TO SPECIAL PROVISION "STORM WATER POLLUTION PREVENTION PLAN"

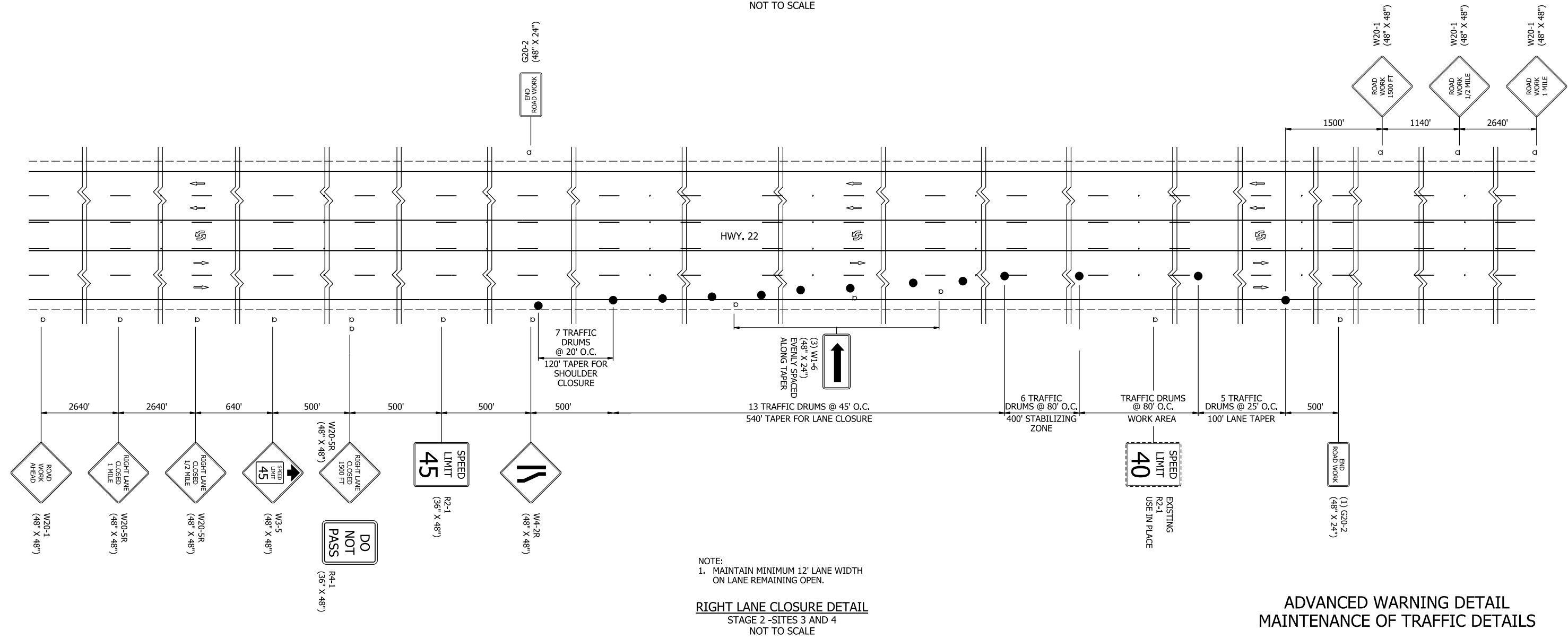
FLAT ROCK CREEK

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	90	809
MAINTENANCE OF TRAFFIC DETAILS						



NOTE:
1. FOR USE DURING SHORT-TERM SHOULDER CLOSURE FOR SIGNAL INSTALLATION AT SITE 3.

TEMPORARY SHOULDER CLOSURE DETAIL
STAGE 2 - SITE 3
NOT TO SCALE

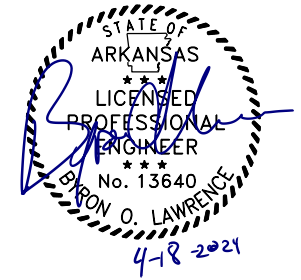


NOTE:
1. MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN.

RIGHT LANE CLOSURE DETAIL
STAGE 2 - SITES 3 AND 4
NOT TO SCALE

ADVANCED WARNING DETAIL
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	91	809
MAINTENANCE OF TRAFFIC DETAILS						



STAGE 1

CLEARING AND GRUBBING OPERATIONS MAY BEGIN AS INDICATED IN THE EARLY WORK ORDER SPECIAL PROVISION.
 INSTALL ADVANCED WARNING SIGNS AND END ROADWORK SIGNS PER THE ADVANCED WARNING DETAILS FOR MAINTENANCE OF TRAFFIC, IN LOCATIONS NEEDED TO PERFORM THE WORK SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC PLANS.
 CONSTRUCTION ON THE FOLLOWING ITEMS MAY BEGIN UNDER THE CURRENT TRAFFIC PATTERNS:

- MAIN LANES - I-49
 - o GRADING MAY BEGIN ALONG MAIN LANES AND MAIN LANE RAMPS:
 - ◆ FROM APPROX. I-49 STA. 117+00 TO END OF JOB
 - ◆ GC RAMP 1, GC RAMP 2, GC RAMP 3, AND GC RAMP 4
 - o BEGIN CONSTRUCTION OF STRUCTURES 07684 AND 07685 OVER THE ARKANSAS RIVER AND RIVER FLOOD WAY AS SHOWN IN THE PLANS
- SITE 1 - SE SERVICE RD.
 - o CONSTRUCT SERVICE ROAD AND TIES TO EXISTING AS SHOWN IN PLANS, MAINTAIN TRAFFIC ON EXISTING LANES
- SITE 2 - NW SERVICE RD.
 - o CONSTRUCT SERVICE ROAD AND TIES TO EXISTING AS SHOWN IN PLANS, MAINTAIN TRAFFIC ON EXISTING LANES
- SITE 5 - HWY. 59
 - o CONSTRUCT THE HWY. 59 WIDENING AND NEW TURNOUT TO GUN CLUB RD.
- SITE 6 - GUN CLUB RD
 - o CONSTRUCT TWO LANES OF PROPOSED GUN CLUB RD. FROM HWY. 59 TURN OUT TO END OF PROPOSED GUN CLUB WITH NORTH SIDE FINAL GRADING AND DITCHES, AND TEMPORARY DITCHES ON THE SOUTH SIDE OF GUN CLUB BETWEEN EXISTING GUN CLUB AND PROPOSED
 - o CONSTRUCT PROPOSED GUN CLUB CROSSING OVER EXISTING GUN CLUB UNDER TRAFFIC WITH AGGREGATE TIES LEFT AND RIGHT
 - o CONSTRUCT TIE AT END OF PROPOSED GUN CLUB TO EXISTING GUN CLUB UNDER TRAFFIC WITH AGGREGATE TIE TO EXISTING GUN CLUB
- SPRINGHILL PARK
 - o GRADE, OVERLAY, INSTALL UTILITY CONNECTIONS AND OTHER IMPROVEMENTS AS SHOWN IN THE PLANS

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY.

STAGE 2

INSTALL STAGE 2 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC ONTO NEWLY CONSTRUCTED DETOURS, DRIVES, FRONTAGE ROADS, AND GUN CLUB RD. TO PERFORM WORK SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC PLANS.
 CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 2 TRAFFIC PATTERNS:

- MAIN LANES - I-49
 - o GRADING MAY BEGIN ALONG MAIN LANES AND MAIN LANE RAMPS:
 - FROM BEGIN JOB AT END OF EXIST I-49 TO APPROX. I-49 STA. 117+00
 - HWY. 22 RAMP 2 AND HWY. 22 RAMP 3
 - CONTINUE GRADING OF AREAS STARTED IN PREVIOUS STAGE
 - CONTINUE CONSTRUCTION OF STRUCTURES 07684 AND 07685
- SITE 3 - HWY. 22 RAMP 2 INTERSECTION WITH HWY. 22
 - o CONSTRUCT THE WIDENING AND NEW TURNOUT TO HWY. 22 RAMP 2
- SITE 4 - HWY. 22 RAMP 3 INTERSECTION WITH HWY. 22
 - o CONSTRUCT THE WIDENING AND NEW TURNOUT TO HWY. 22 RAMP 3
- SITE 5 - HWY. 59
 - o FINISH FINAL GRADING, DITCHES, STRUCTURES, STRIPING ANY REMAINING ITEMS SHOWN IN THE PLANS FOR HWY. 59
- SITE 6 - GUN CLUB RD.
 - o CONSTRUCT SOUTH SIDE SHOULDER, GRADING, AND DITCHES FROM BEGINNING OF GUN CLUB AT HWY. 59 TO END OF GUN CLUB
 - o CONSTRUCT REMAINDER OF BOX CULVERTS ON SOUTH SIDE OF GUN CLUB, AND CONSTRUCT DRIVES ON SOUTH SIDE OF GUN CLUB RD.

CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY.

STAGE 3

INSTALL STAGE 3 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS.
 OPEN ALL NEWLY CONSTRUCTED SIDE ROADS AND DRIVEWAYS CONSTRUCTED IN PREVIOUS STAGES OF WORK. PERFORM WORK SHOWN IN THE STAGE 3 MAINTENANCE OF TRAFFIC PLANS.
 CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 3 TRAFFIC PATTERNS:

- MAIN LANES - I-49
 - o FINALIZE CONSTRUCTION OF STRUCTURES 07684 AND 07685
 - o FINALIZE GRADING OF DITCHES SLOPES AND SUBGRADE IN PREPARATION FOR PAVING OPERATIONS
 - o CONSTRUCT PAVEMENT AS SHOWN IN THE PLANS FOR THE MAIN LANES AND RAMPS FROM THE BEGIN TO END OF PROJECT
- SITE 6 - GUN CLUB RD.
 - o FINISH FINAL GRADING, DITCHES, STRUCTURES, STRIPING ANY REMAINING ITEMS SHOWN IN THE PLANS FOR GUN CLUB RD.

INSTALL FINAL GUARDRAIL AND BARRIER IN ALL LOCATIONS OF THE PROJECT. REMOVE ANY REMAINING TEMP DETOUR PAVEMENT AND CONSTRUCT ANY REMAINING ROADWAY TIES AND DRAINAGE.
 PERFORM ANY FINAL GRADING NEEDED TO MEET FINAL SLOPES AND CONDITIONS AS SHOWN IN THE PLANS AND CROSS SECTIONS.
 INSTALL FINAL EROSION CONTROL MEASURES, INCLUDING PERMANENT SEEDING AND SOD TO PROJECT, AS DIRECTED BY THE ENGINEER, AND AS SHOWN IN THE PLANS AND DETAILS.
 APPLY ROAD CLOSED SIGNS, BARRIERS, AND DEVICES TO BE LEFT IN PLACE TO ENSURE TRAVELING PUBLIC DOES NOT USE NEWLY CONSTRUCTED RAMPS AND LANES.

INSTALL FINAL SIGNAGE.
 CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.

STAGE 1

CLEARING AND GRUBBING OPERATIONS MAY BEGIN AS INDICATED IN THE EARLY WORK ORDER SPECIAL PROVISION. INSTALL ADVANCED WARNING SIGNS AND END ROADWORK SIGNS PER THE ADVANCED WARNING DETAILS FOR MAINTENANCE OF TRAFFIC, IN LOCATIONS NEEDED TO PERFORM THE WORK SHOWN IN THE STAGE 1 MAINTENANCE OF TRAFFIC PLANS. CONSTRUCTION ON THE FOLLOWING ITEMS MAY BEGIN UNDER THE CURRENT TRAFFIC PATTERNS:

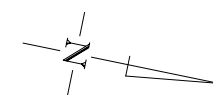
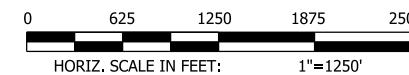
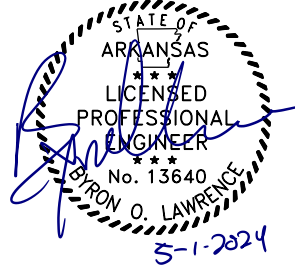
- MAIN LANES - I-49
 - o GRADING MAY BEGIN ALONG MAIN LANES AND MAIN LANE RAMPS:
 - FROM APPROX. I-49 STA. 117+00 TO END OF JOB
 - GC RAMP 1, GC RAMP 2, GC RAMP 3, AND GC RAMP 4
 - o BEGIN CONSTRUCTION OF STRUCTURES 07684 AND 07685 OVER THE ARKANSAS RIVER AND RIVER FLOOD WAY AS SHOWN IN THE PLANS
- SITE 1 - SE SERVICE RD.
 - o CONSTRUCT SERVICE ROAD AND TIES TO EXISTING AS SHOWN IN PLANS, MAINTAIN TRAFFIC ON EXISTING LANES
- SITE 2 - NW SERVICE RD.
 - o CONSTRUCT SERVICE ROAD AND TIES TO EXISTING AS SHOWN IN PLANS, MAINTAIN TRAFFIC ON EXISTING LANES

- SITE 5 - HWY. 59
 - o CONSTRUCT THE HWY. 59 WIDENING AND NEW TURNOUT TO GUN CLUB RD.
 - SITE 6 - GUN CLUB RD
 - o CONSTRUCT TWO LANES OF PROPOSED GUN CLUB RD. FROM HWY. 59 TURN OUT TO END OF PROPOSED GUN CLUB WITH NORTH SIDE FINAL GRADING AND DITCHES, AND TEMPORARY DITCHES ON THE SOUTH SIDE OF GUN CLUB BETWEEN EXISTING GUN CLUB AND PROPOSED
 - o CONSTRUCT PROPOSED GUN CLUB CROSSING OVER EXISTING GUN CLUB UNDER TRAFFIC WITH AGGREGATE TIES LEFT AND RIGHT
 - o CONSTRUCT TIE AT END OF PROPOSED GUN CLUB TO EXISTING GUN CLUB UNDER TRAFFIC WITH AGGREGATE TIE TO EXISTING GUN CLUB
 - SPRINGHILL PARK
 - o GRADE, OVERLAY, INSTALL UTILITY CONNECTIONS AND OTHER IMPROVEMENTS AS SHOWN IN THE PLANS
- CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY.

MOT DEVICES

- BARRICADE, TYPE III = 8 EA.
 - 16' GATE = 1 EA.
 - 8' GATE = 2 EA.
 - 6' CHAINLINK FENCE = 2406 LIN. FT.
- SEE STAGE 1 MAINTENANCE OF TRAFFIC

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	92	809

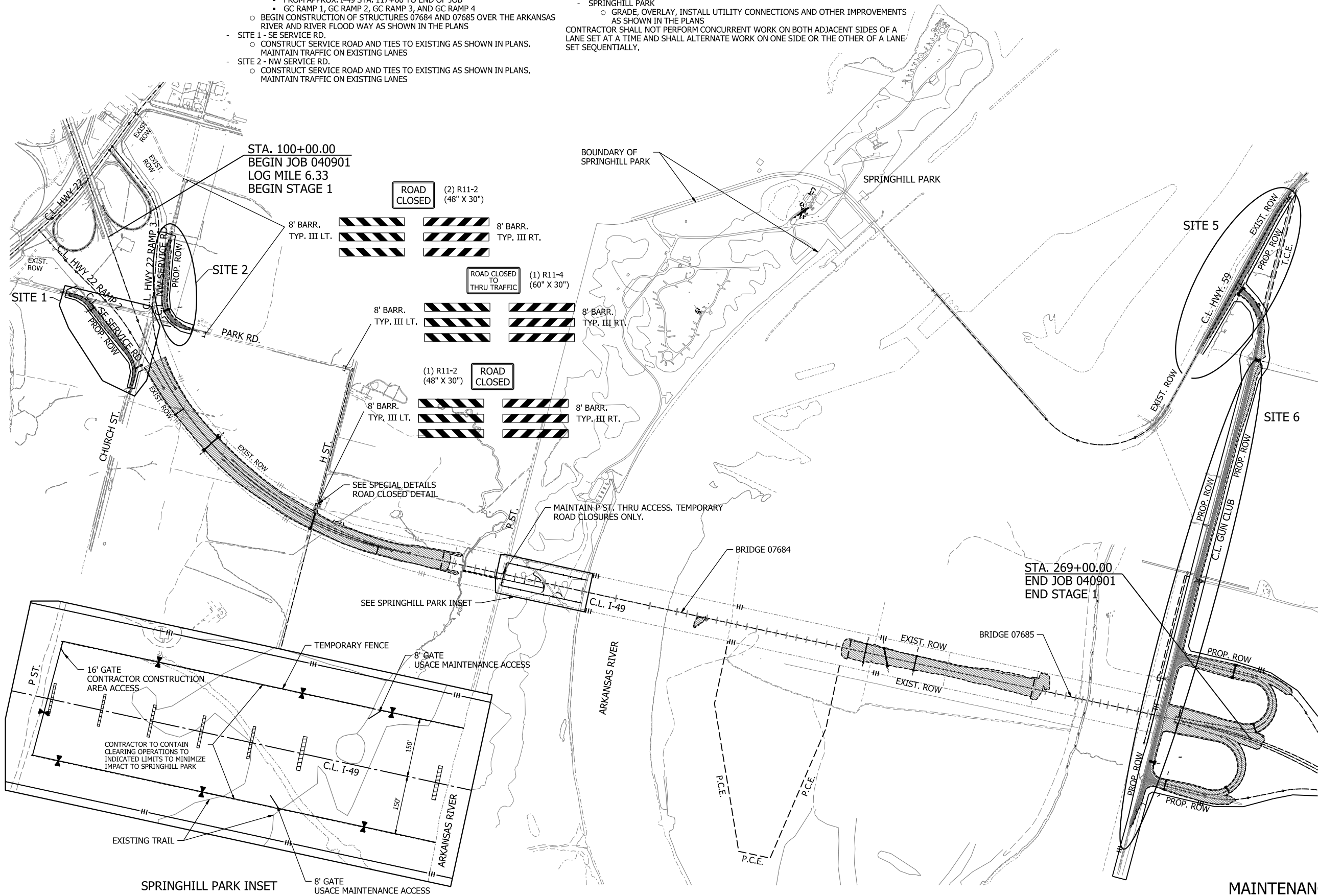


LEGEND

- STAGE CONST. GRADING

NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
2. ACCESS TO THE CONSTRUCTION SITE FOR CONSTRUCTION VEHICLES, CONSTRUCTION WORKERS, MATERIALS DELIVERIES AND ANY OTHER CONSTRUCTION RELATED ACTIVITIES SHALL NOT PASS THROUGH DEVELOPED AREAS OF SPRINGHILL PARK. CONTRACTOR ACCESS TO ROADS AND WORK AREAS OTHER THAN THOSE INDICATED ON THE PLANS ARE SUBJECT TO USACE APPROVAL.
3. TEMPORARY FENCE TO BE 6' X 10' CHAIN LINK FENCE PANELS, TO BE PAID FOR AS 6' STEEL CHAIN LINK FENCE.

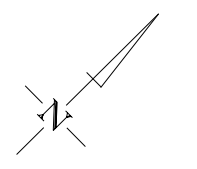
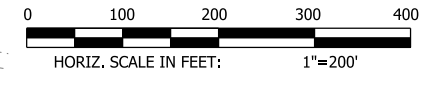
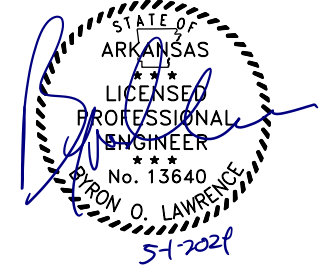


SPRINGHILL PARK INSET

**OVERVIEW
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS**

MOT DEVICES
BARRICADE, TYPE III = 4 EA.

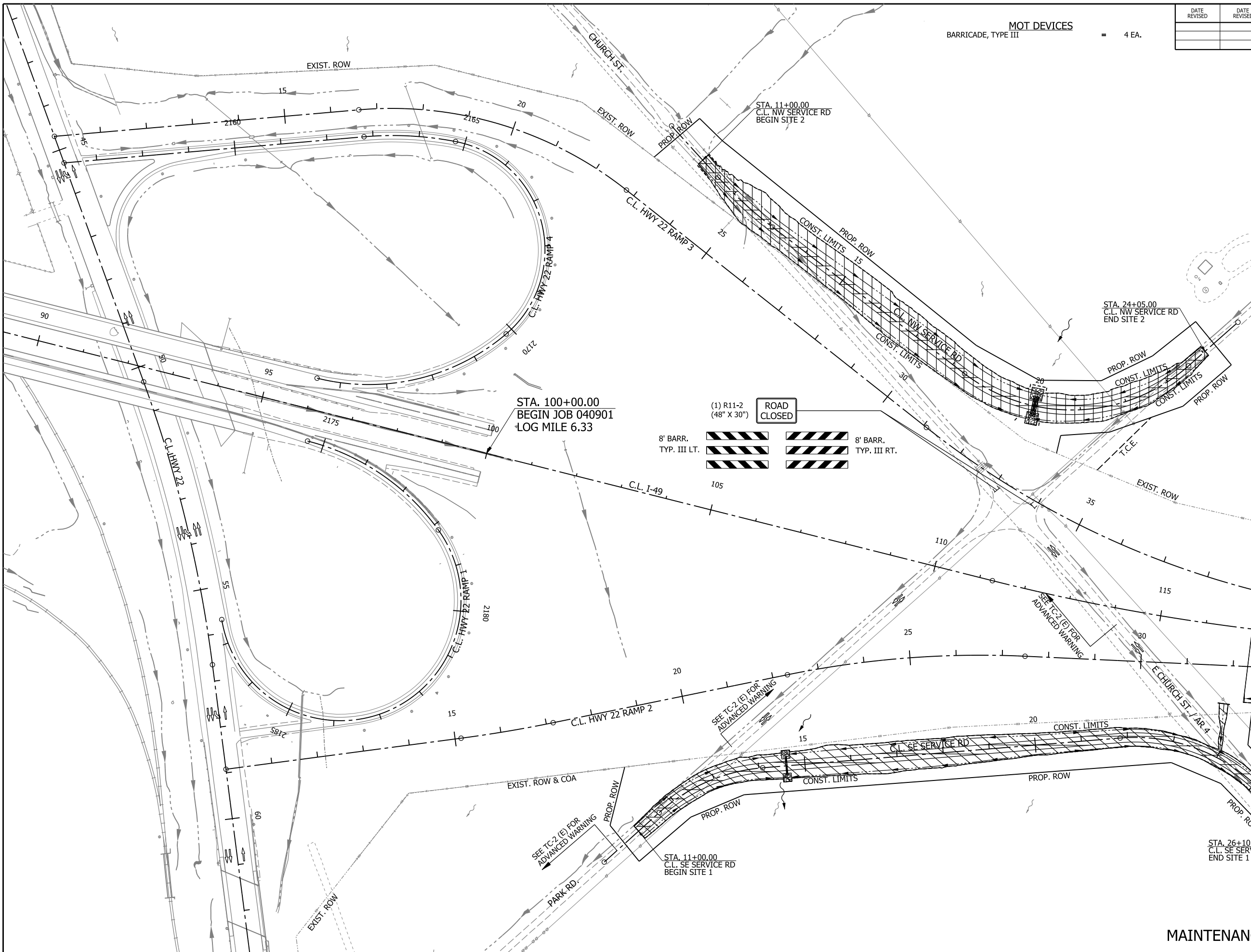
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	93	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

- GRADING AND EARTHWORK THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- TRAFFIC BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXISTING RIGHT OF WAY
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.

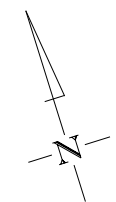
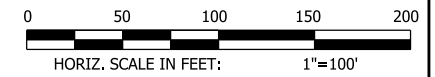
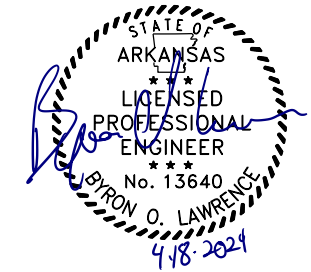


(1) R11-2 (48" X 30")
ROAD CLOSED

8' BARR. TYP. III LT. 8' BARR. TYP. III RT.

**SITE 1 & 2
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS**

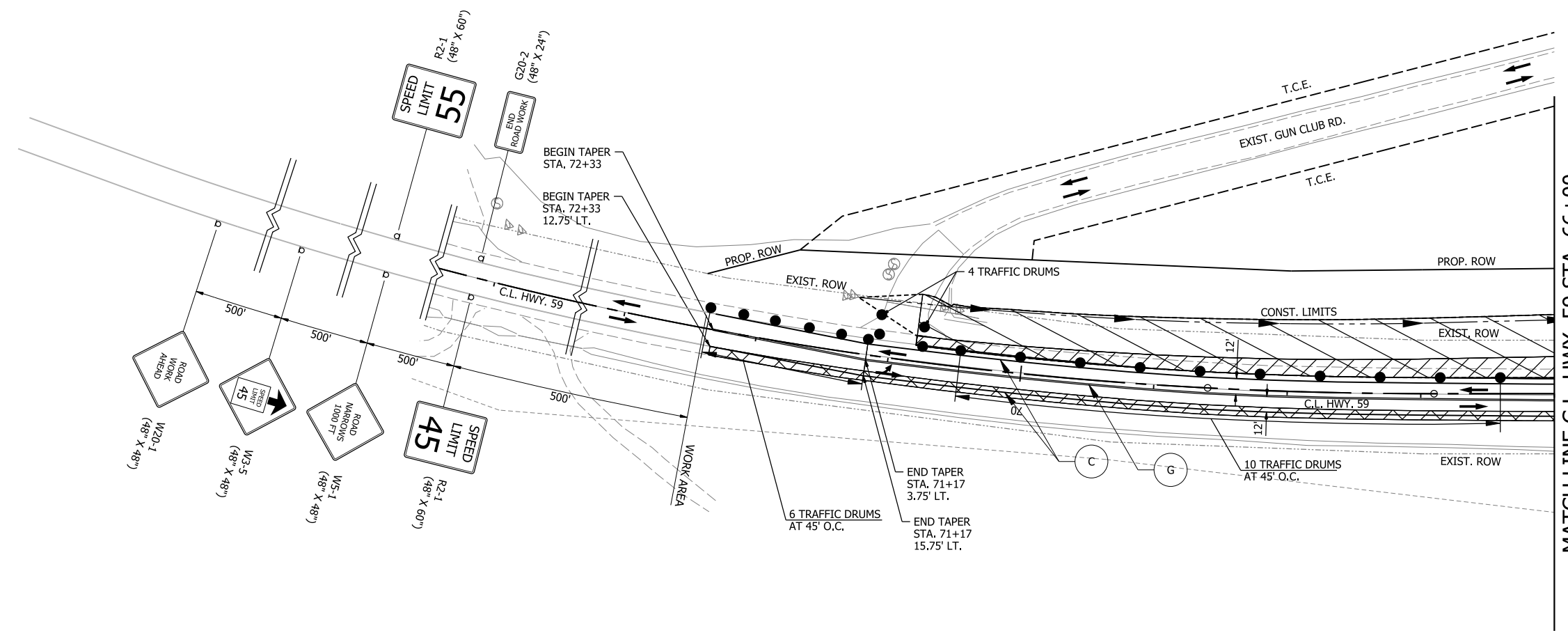
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	94	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.

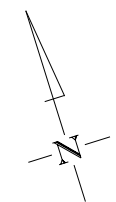
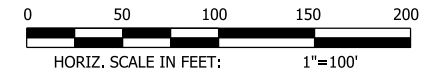
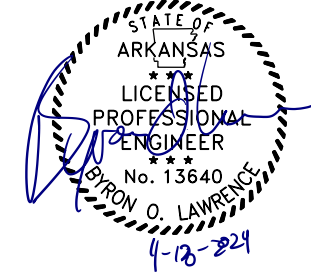


MATCH LINE C.L. HWY. 59 STA. 66+00

- C.L. HWY. 59 PAVEMENT MARKINGS**
- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS**
- Ⓢ 6" CONTINUOUS WHITE
 - STA. 66+00 TO STA. 72+33 = 611 LIN. FT.
 - STA. 66+00 TO STA. 72+33 = 615 LIN. FT.
 - Ⓢ 6" DOUBLE YELLOW
 - STA. 66+00 TO STA. 72+33 = 1266 LIN. FT.
- MOT DEVICES**
- TRAFFIC DRUMS = 20 EA.

**SITE 5 (HWY. 59)
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS**

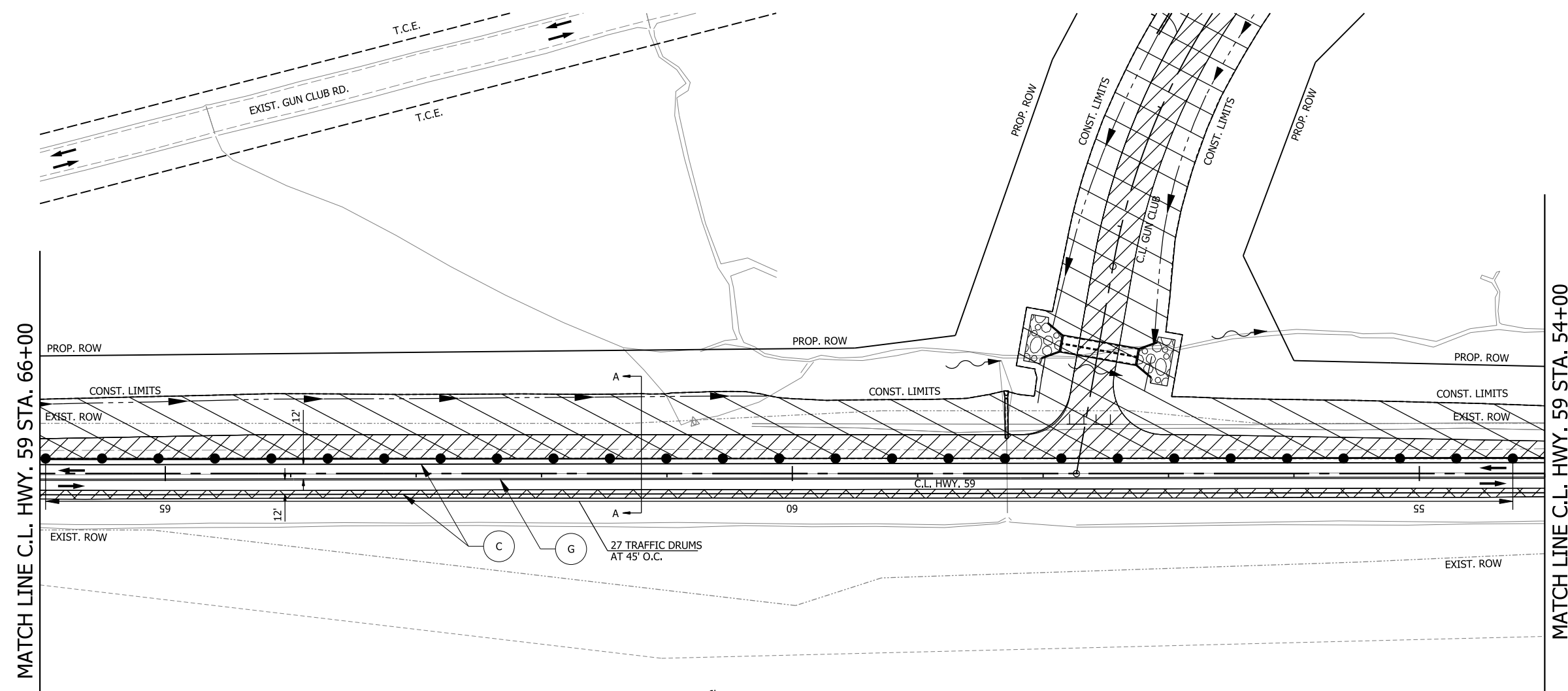
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	95	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

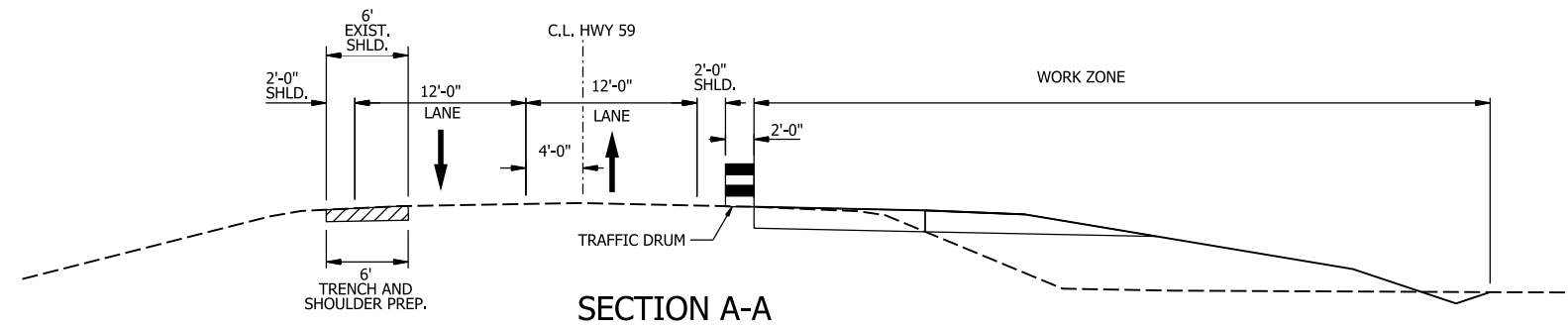
- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.



MATCH LINE C.L. HWY. 59 STA. 66+00

MATCH LINE C.L. HWY. 59 STA. 54+00

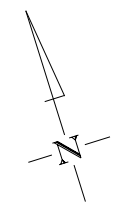
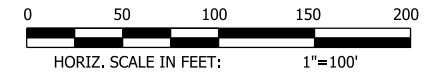
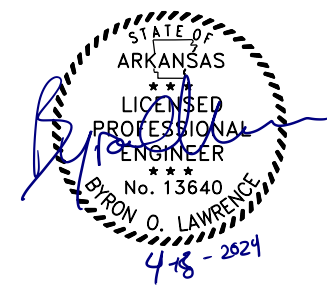
- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS**
- 6" CONTINUOUS WHITE
 - Ⓢ STA. 54+00 TO STA. 66+00 = 1200 LIN. FT.
 - Ⓢ STA. 54+00 TO STA. 66+00 = 1200 LIN. FT.
 - 6" DOUBLE YELLOW
 - Ⓢ STA. 54+00 TO STA. 66+00 = 2400 LIN. FT.
- MOT DEVICES**
- TRAFFIC DRUMS = 27 EA.



SECTION A-A

**SITE 5 (HWY. 59)
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	96	809
MAINTENANCE OF TRAFFIC DETAILS						

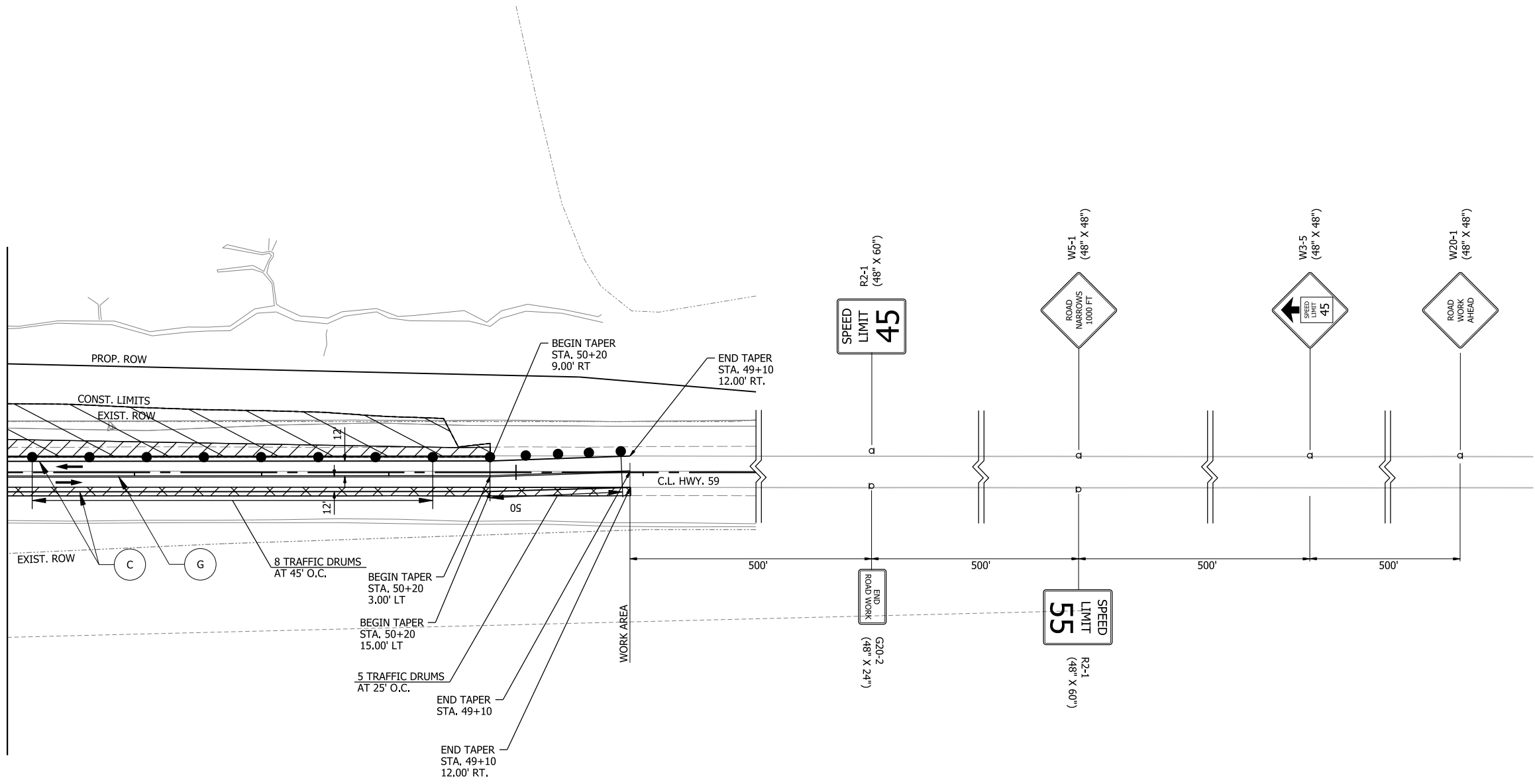


LEGEND

- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.

MATCH LINE C.L. HWY. 59 STA. 54+00

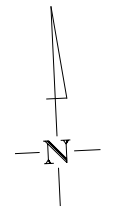
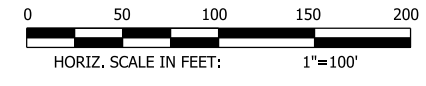
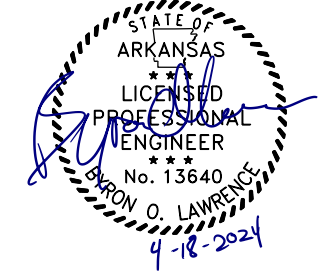


- C.L. HWY. 59 PAVEMENT MARKINGS**
- REMOVABLE CONSTRUCTION PAVEMENT MARKINGS**
- Ⓢ 6" CONTINUOUS WHITE
STA. 48+90 TO STA. 54+00 = 510 LIN. FT.
 - Ⓢ 6" CONTINUOUS WHITE
STA. 48+90 TO STA. 54+00 = 510 LIN. FT.
 - Ⓢ 6" DOUBLE YELLOW
STA. 48+90 TO STA. 54+00 = 1020 LIN. FT.
- MOT DEVICES**
- TRAFFIC DRUMS = 13 EA.

4/16/2024 5:40:06 PM R040901_06_MOT_ST1_Site5_004.dgn

**SITE 5 (HWY. 59)
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	97	809
MAINTENANCE OF TRAFFIC DETAILS						

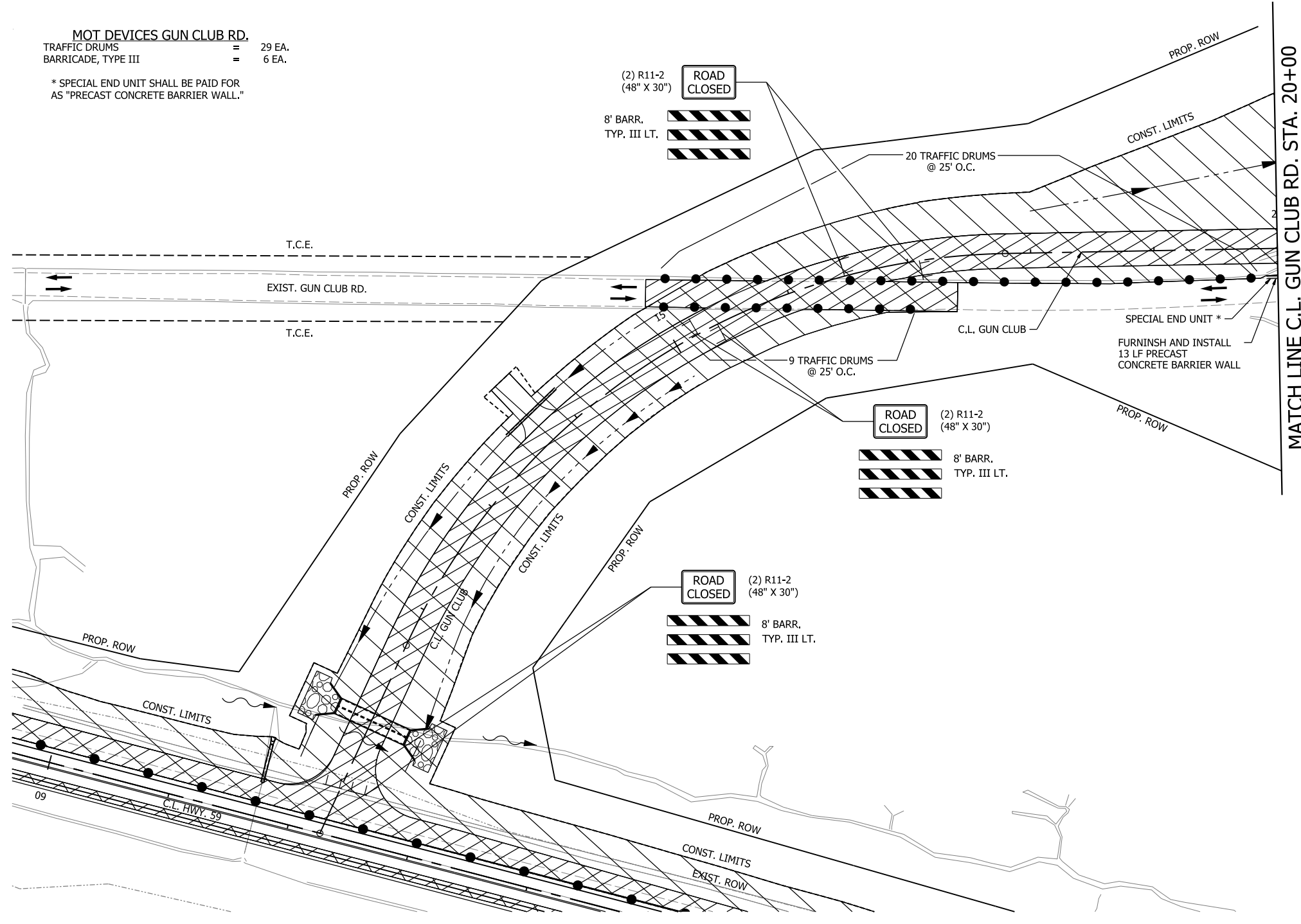


LEGEND

- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

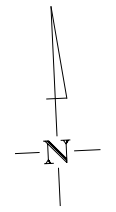
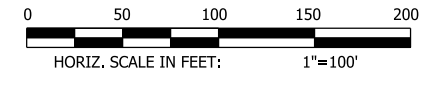
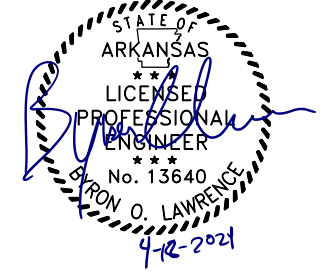
- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.

MOT DEVICES GUN CLUB RD.
 TRAFFIC DRUMS = 29 EA.
 BARRICADE, TYPE III = 6 EA.
 * SPECIAL END UNIT SHALL BE PAID FOR AS "PRECAST CONCRETE BARRIER WALL."



**SITE 6 (GUN CLUB RD.)
 STAGE 1
 MAINTENANCE OF TRAFFIC DETAILS**

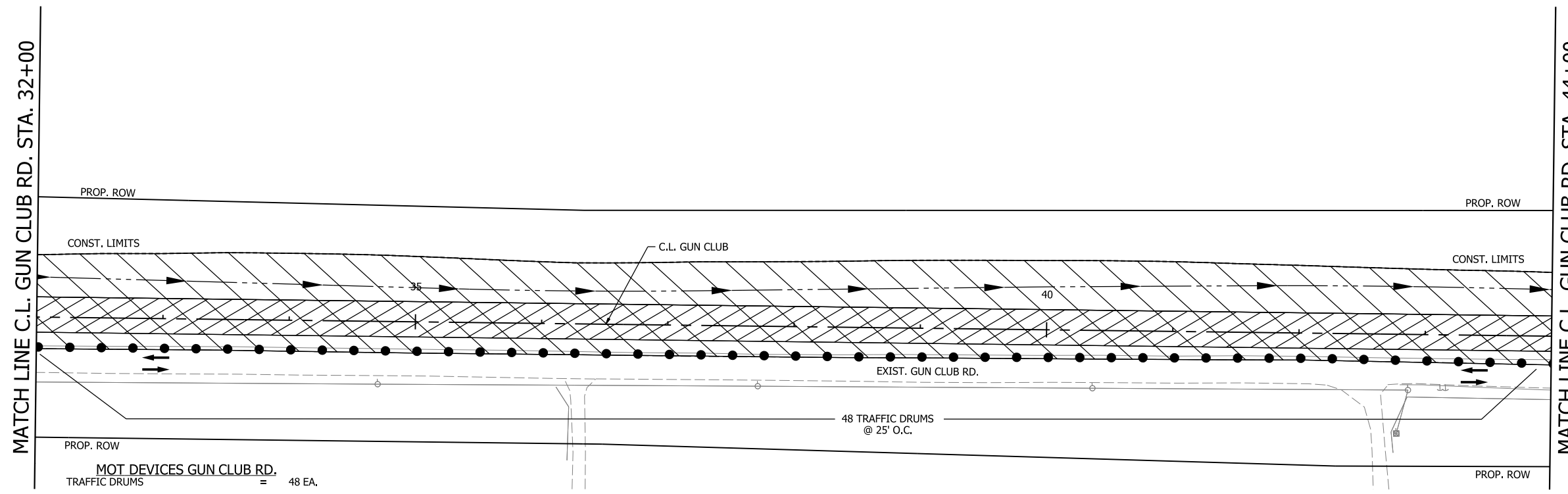
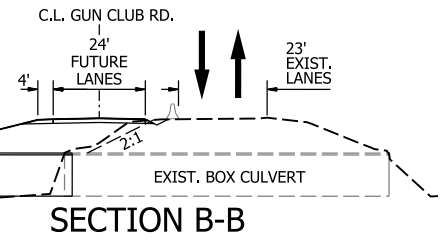
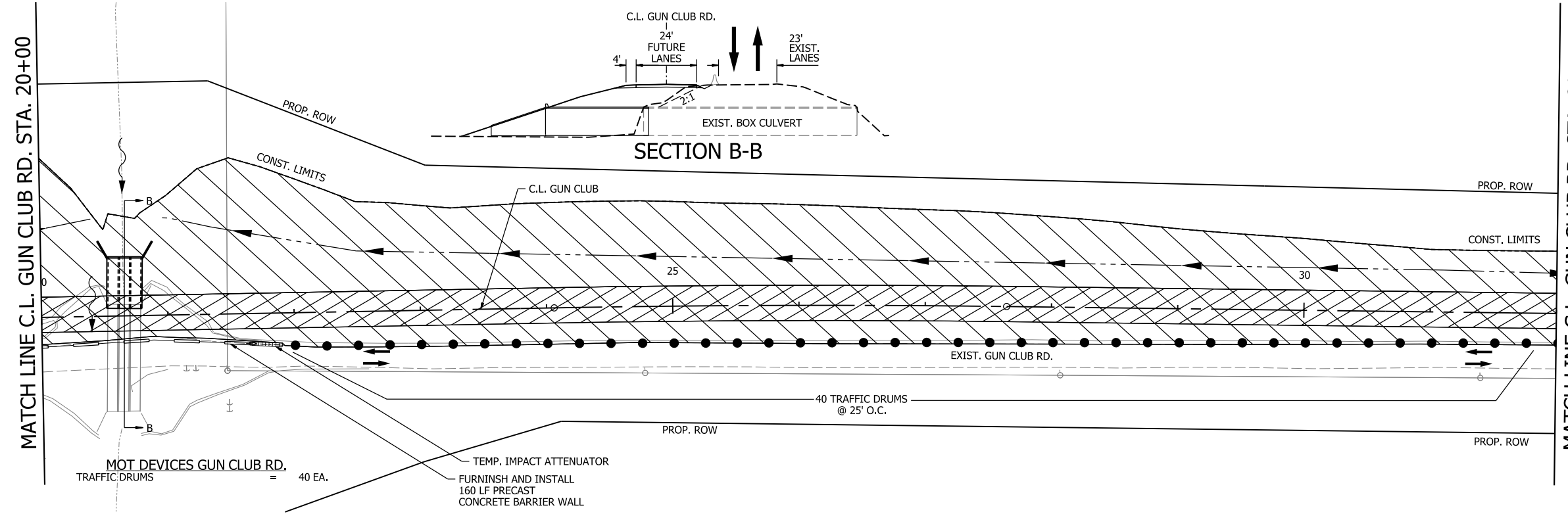
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	98	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

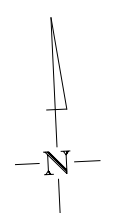
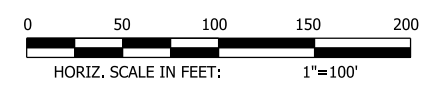
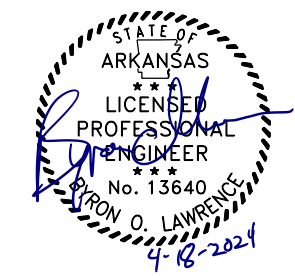
- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.



**SITE 6 (GUN CLUB RD.)
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS**

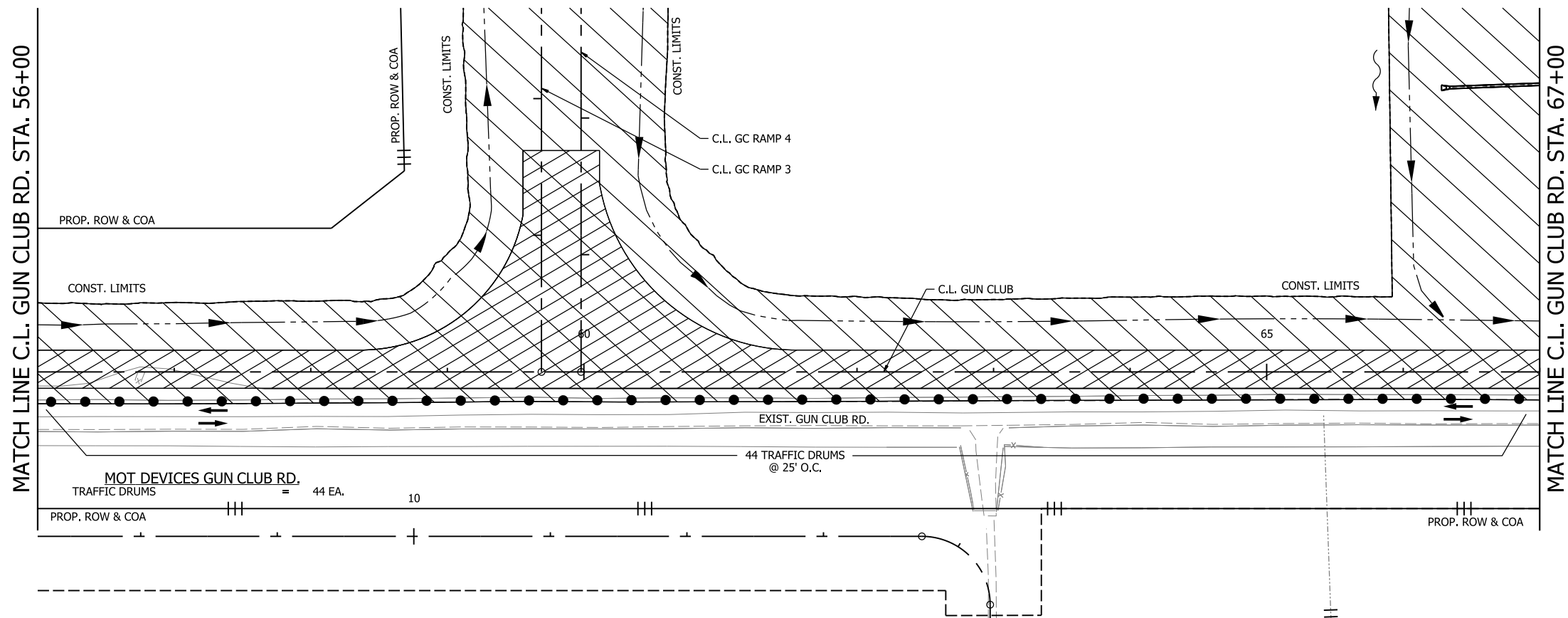
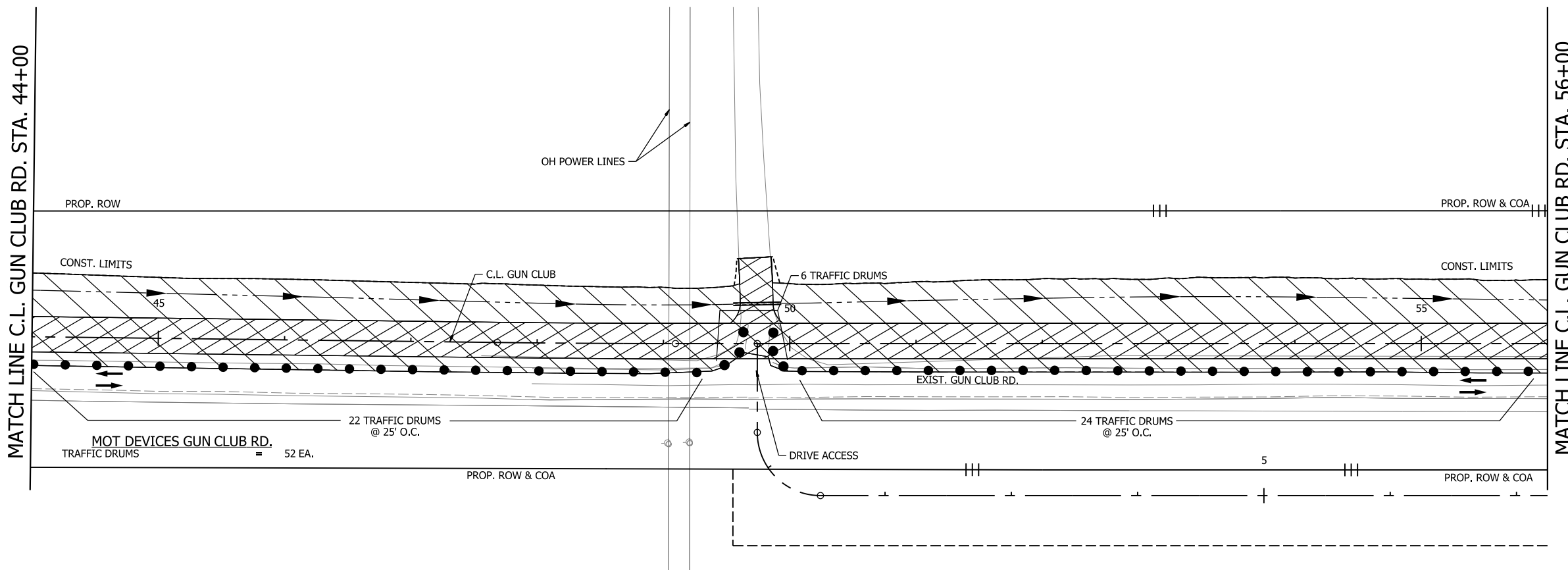
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	99	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

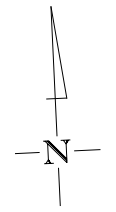
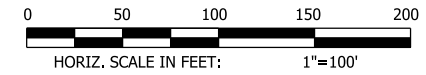
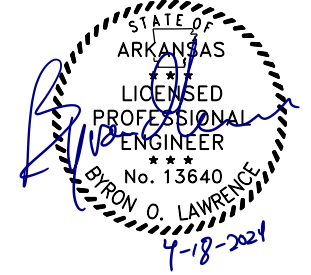
- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.



**SITE 6 (GUN CLUB RD.)
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS**

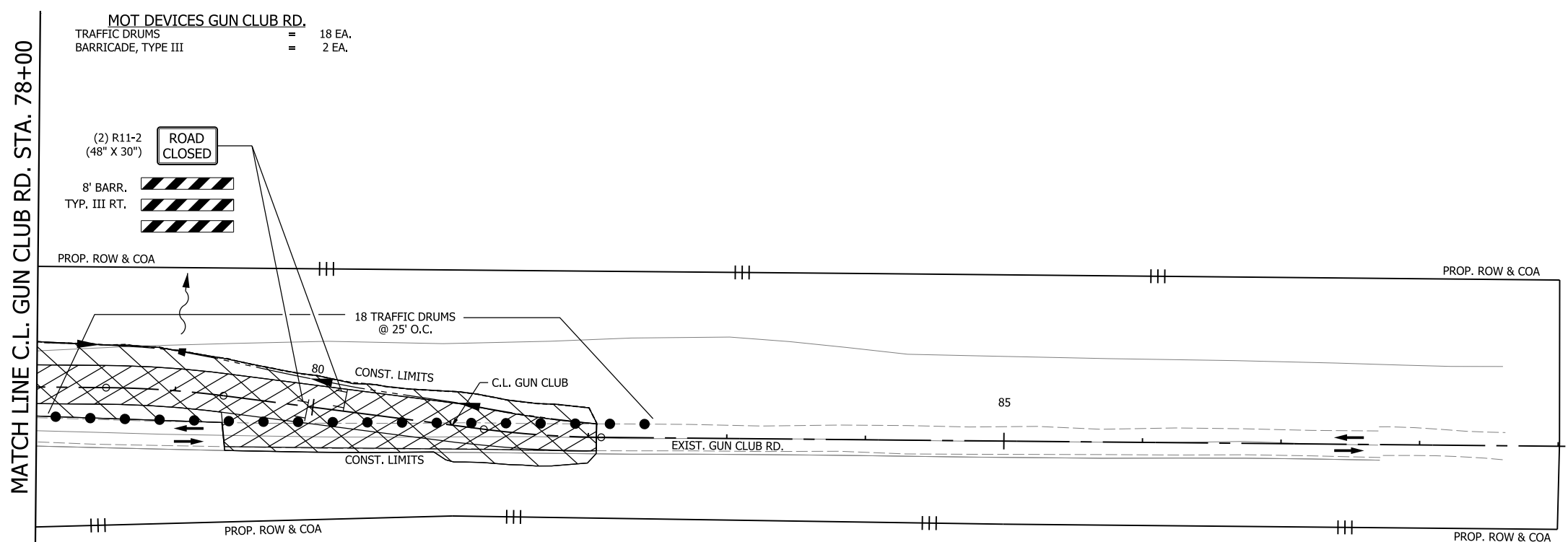
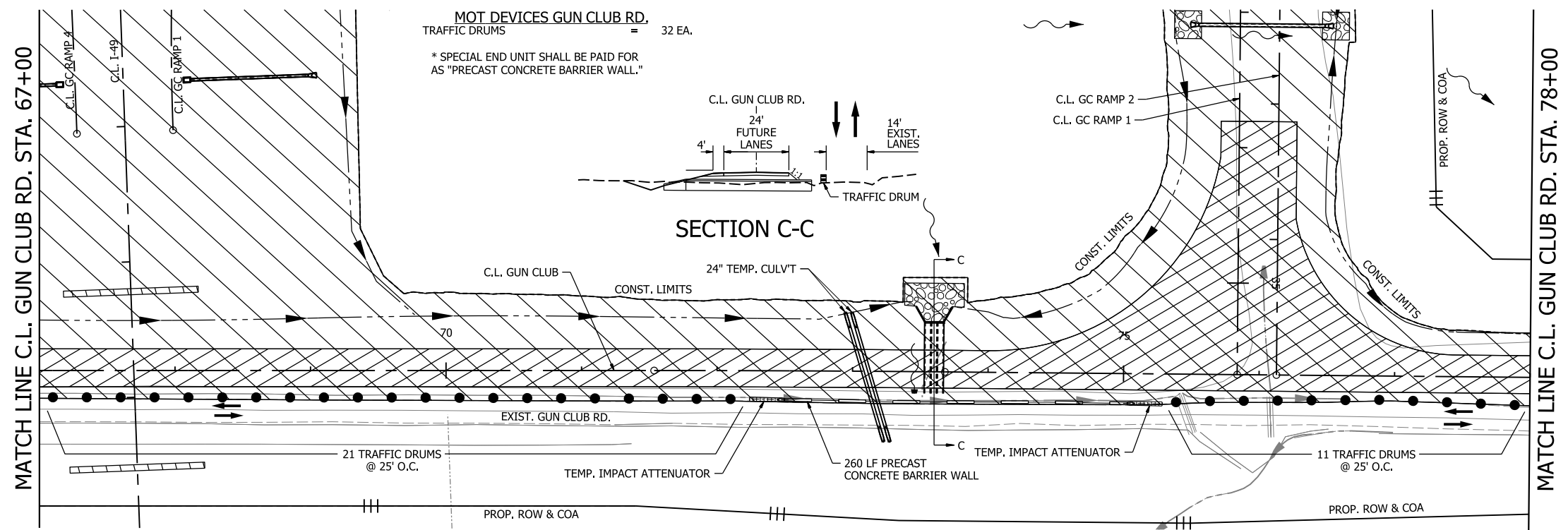
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	100	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

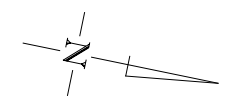
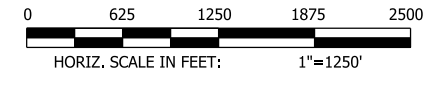
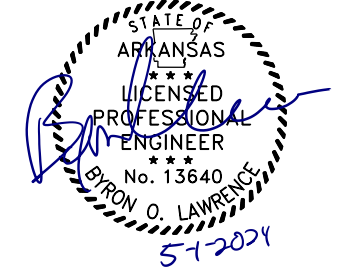
- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.



**SITE 6 (GUN CLUB RD.)
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	101	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

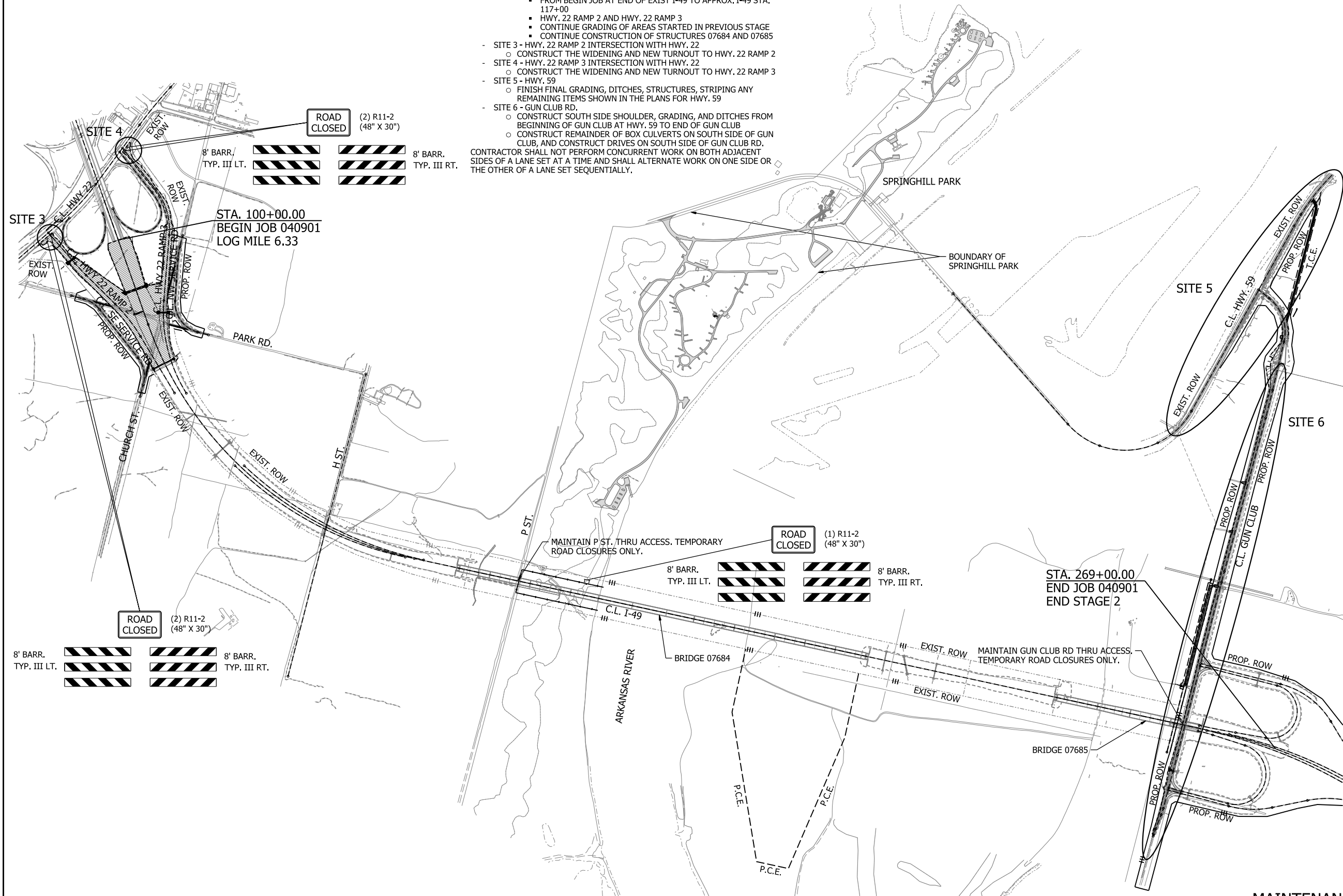
	STAGE CONST. GRADING
--	----------------------

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 - ACCESS TO THE CONSTRUCTION SITE FOR CONSTRUCTION VEHICLES, CONSTRUCTION WORKERS, MATERIALS DELIVERIES AND ANY OTHER CONSTRUCTION RELATED ACTIVITIES SHALL NOT PASS THROUGH DEVELOPED AREAS OF SPRINGHILL PARK. CONTRACTOR ACCESS TO ROADS AND WORK AREAS OTHER THAN THOSE INDICATED ON THE PLANS ARE SUBJECT TO USACE APPROVAL.

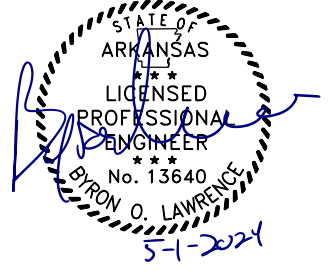
STAGE 2 MOT DEVICES
8' BARRICADE, TYPE III = 10 EA.

INSTALL STAGE 2 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS, SHIFT TRAFFIC ONTO NEWLY CONSTRUCTED DETOURS, DRIVES, FRONTAGE ROADS, AND GUN CLUB RD. TO PERFORM WORK SHOWN IN THE STAGE 2 MAINTENANCE OF TRAFFIC PLANS. CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 2 TRAFFIC PATTERNS:

- MAIN LANES - I-49
 - o GRADING MAY BEGIN ALONG MAIN LANES AND MAIN LANE RAMPS:
 - FROM BEGIN JOB AT END OF EXIST I-49 TO APPROX. I-49 STA. 117+00
 - HWY. 22 RAMP 2 AND HWY. 22 RAMP 3
 - CONTINUE GRADING OF AREAS STARTED IN PREVIOUS STAGE
 - CONTINUE CONSTRUCTION OF STRUCTURES 07684 AND 07685
 - SITE 3 - HWY. 22 RAMP 2 INTERSECTION WITH HWY. 22
 - o CONSTRUCT THE WIDENING AND NEW TURNOUT TO HWY. 22 RAMP 2
 - SITE 4 - HWY. 22 RAMP 3 INTERSECTION WITH HWY. 22
 - o CONSTRUCT THE WIDENING AND NEW TURNOUT TO HWY. 22 RAMP 3
 - SITE 5 - HWY. 59
 - o FINISH FINAL GRADING, DITCHES, STRUCTURES, STRIPING ANY REMAINING ITEMS SHOWN IN THE PLANS FOR HWY. 59
 - SITE 6 - GUN CLUB RD.
 - o CONSTRUCT SOUTH SIDE SHOULDER, GRADING, AND DITCHES FROM BEGINNING OF GUN CLUB AT HWY. 59 TO END OF GUN CLUB
 - o CONSTRUCT REMAINDER OF BOX CULVERTS ON SOUTH SIDE OF GUN CLUB, AND CONSTRUCT DRIVES ON SOUTH SIDE OF GUN CLUB RD.
- CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY.

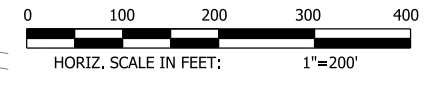


DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	102	809



C.L. HWY. 22 PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

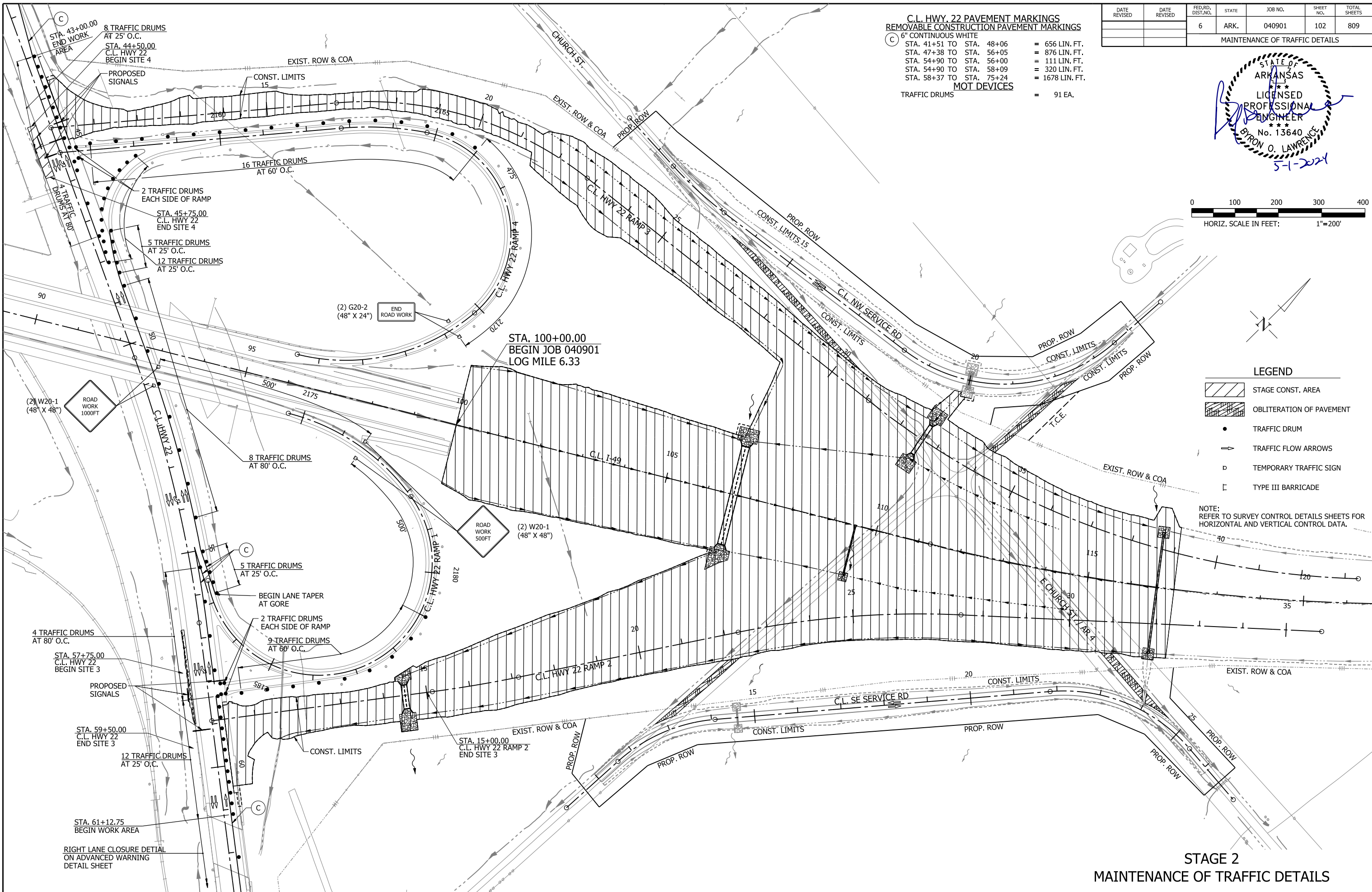
6" CONTINUOUS WHITE		
STA. 41+51 TO STA. 48+06	=	656 LIN. FT.
STA. 47+38 TO STA. 56+05	=	876 LIN. FT.
STA. 54+90 TO STA. 56+00	=	111 LIN. FT.
STA. 54+90 TO STA. 58+09	=	320 LIN. FT.
STA. 58+37 TO STA. 75+24	=	1678 LIN. FT.
TRAFFIC DRUMS	=	91 EA.



LEGEND

	STAGE CONST. AREA
	OBLITERATION OF PAVEMENT
	TRAFFIC DRUM
	TRAFFIC FLOW ARROWS
	TEMPORARY TRAFFIC SIGN
	TYPE III BARRICADE

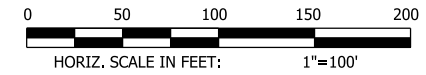
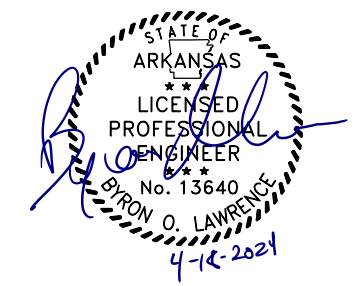
NOTE: REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

5/1/2024 11:12:42 AM
R040901_06_MOT_ST2_Site1&2_001.dgn

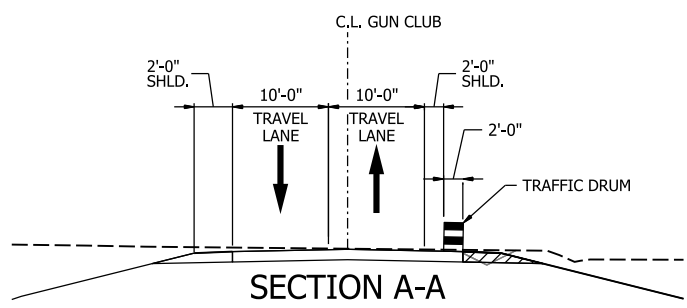
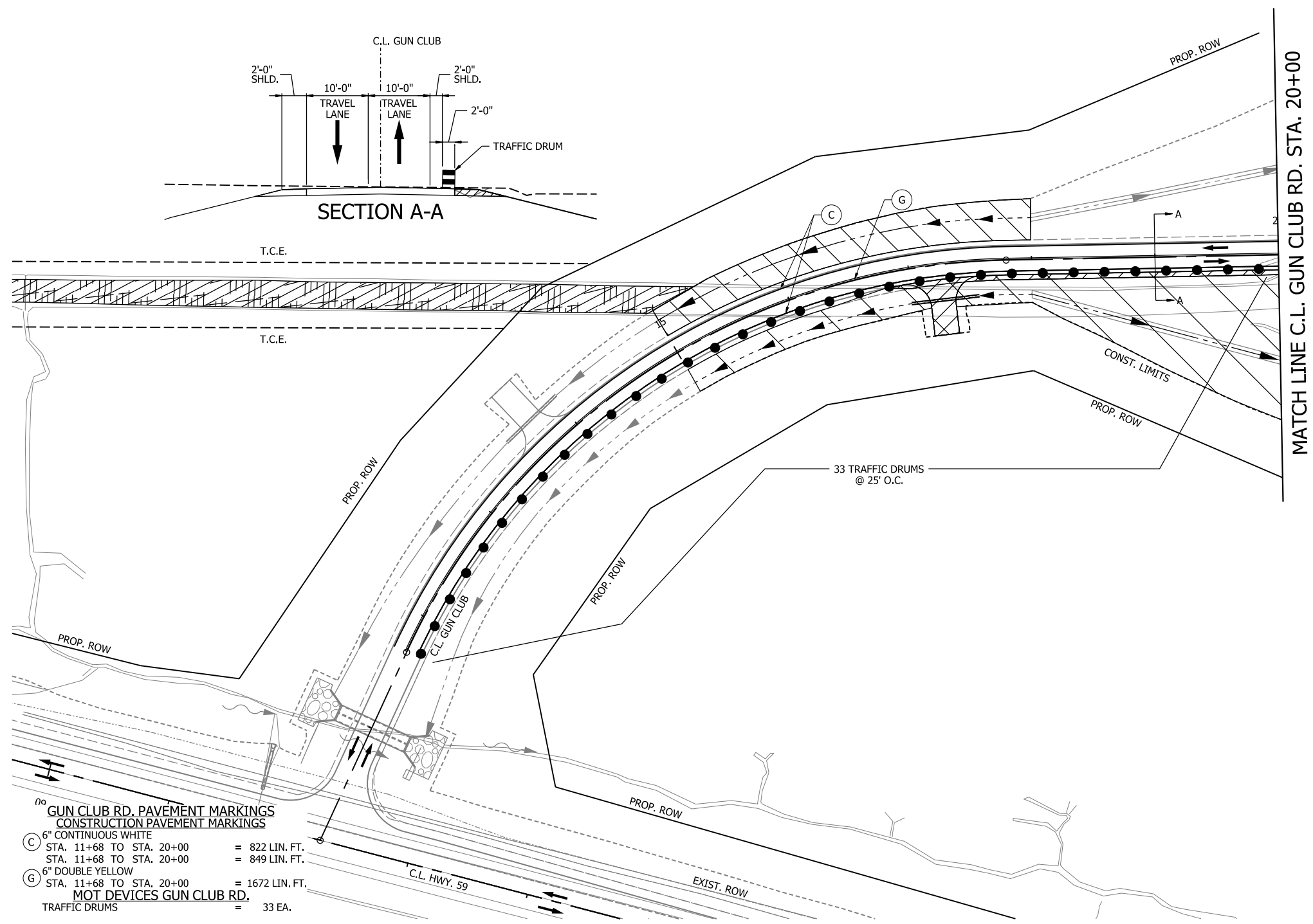
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	103	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

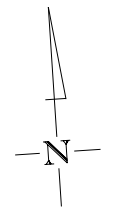
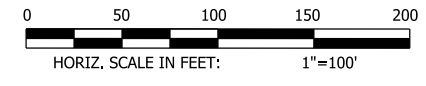
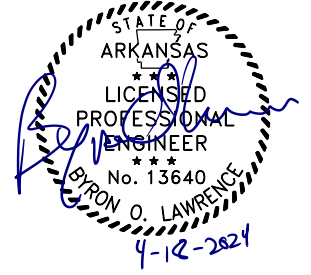
- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.



- GUN CLUB RD. PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS**
- (C) 6" CONTINUOUS WHITE
STA. 11+68 TO STA. 20+00 = 822 LIN. FT.
STA. 11+68 TO STA. 20+00 = 849 LIN. FT.
 - (G) 6" DOUBLE YELLOW
STA. 11+68 TO STA. 20+00 = 1672 LIN. FT.
 - MOT DEVICES GUN CLUB RD.
TRAFFIC DRUMS = 33 EA.

**SITE 6 (GUN CLUB RD.)
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS**

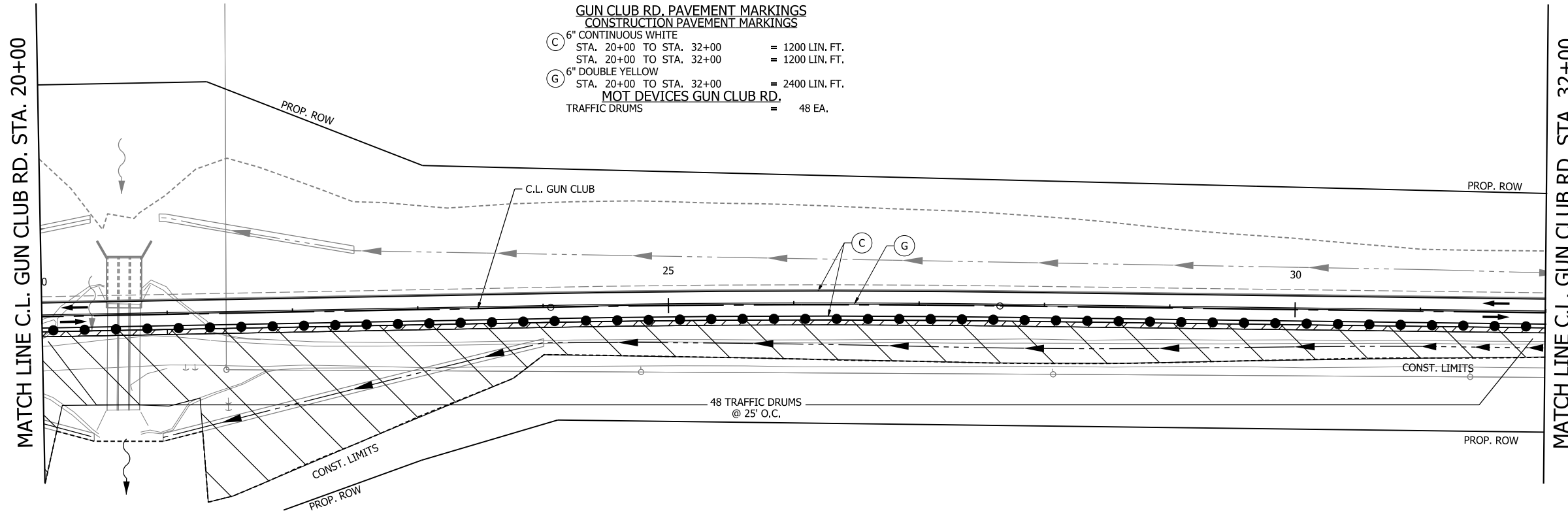
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	104	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.

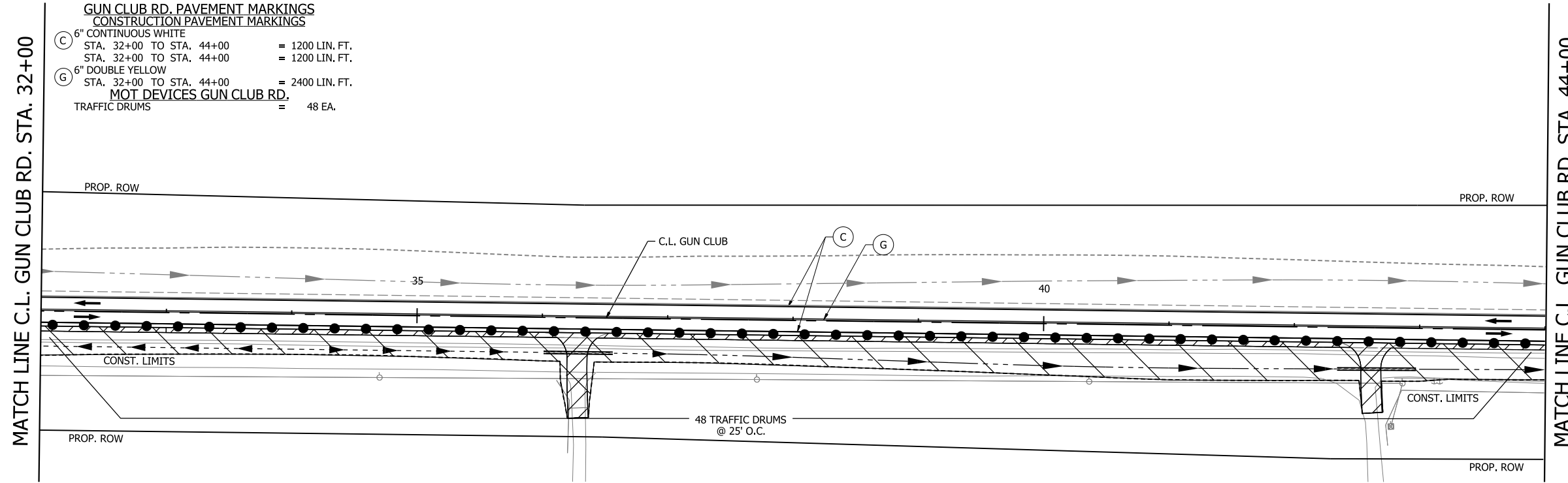


**GUN CLUB RD. PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS**

(C) 6" CONTINUOUS WHITE
STA. 20+00 TO STA. 32+00 = 1200 LIN. FT.
STA. 20+00 TO STA. 32+00 = 1200 LIN. FT.

(G) 6" DOUBLE YELLOW
STA. 20+00 TO STA. 32+00 = 2400 LIN. FT.

MOT DEVICES GUN CLUB RD.
TRAFFIC DRUMS = 48 EA.



**GUN CLUB RD. PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS**

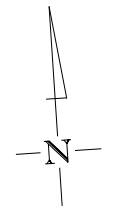
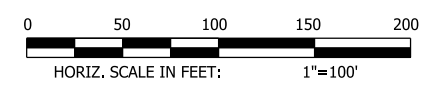
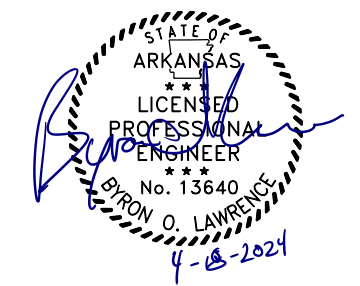
(C) 6" CONTINUOUS WHITE
STA. 32+00 TO STA. 44+00 = 1200 LIN. FT.
STA. 32+00 TO STA. 44+00 = 1200 LIN. FT.

(G) 6" DOUBLE YELLOW
STA. 32+00 TO STA. 44+00 = 2400 LIN. FT.

MOT DEVICES GUN CLUB RD.
TRAFFIC DRUMS = 48 EA.

**SITE 6 (GUN CLUB RD.)
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS**

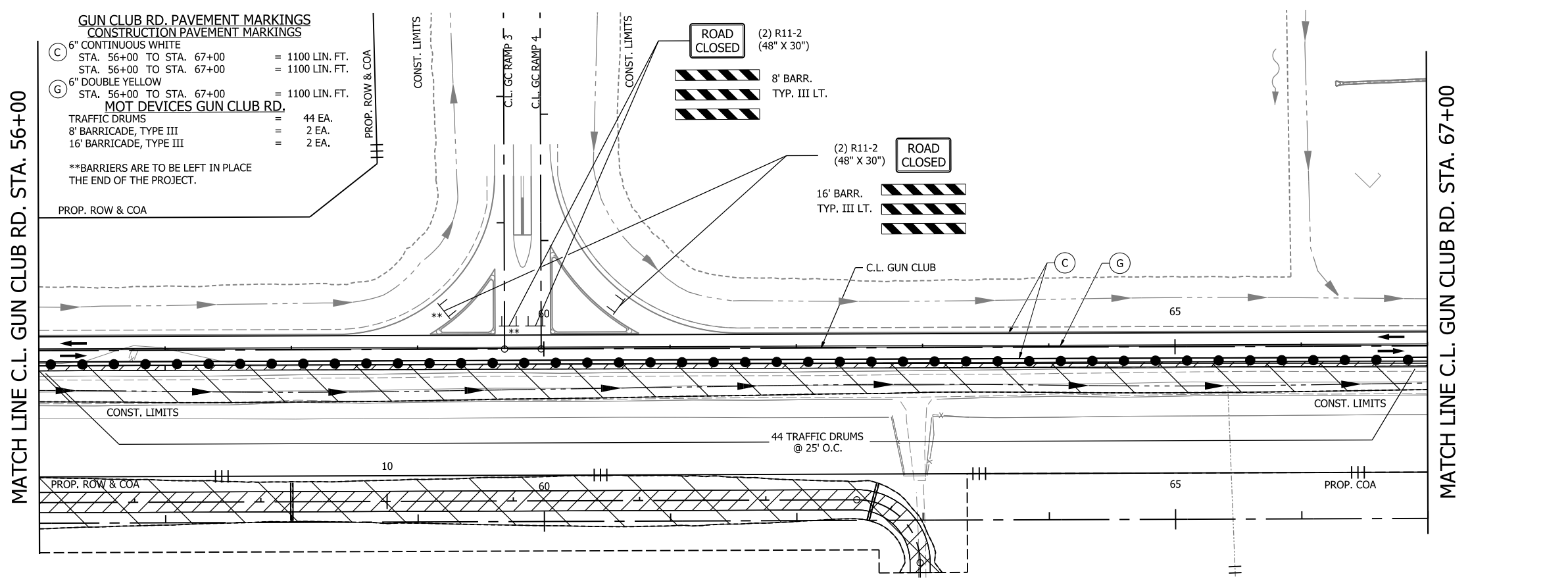
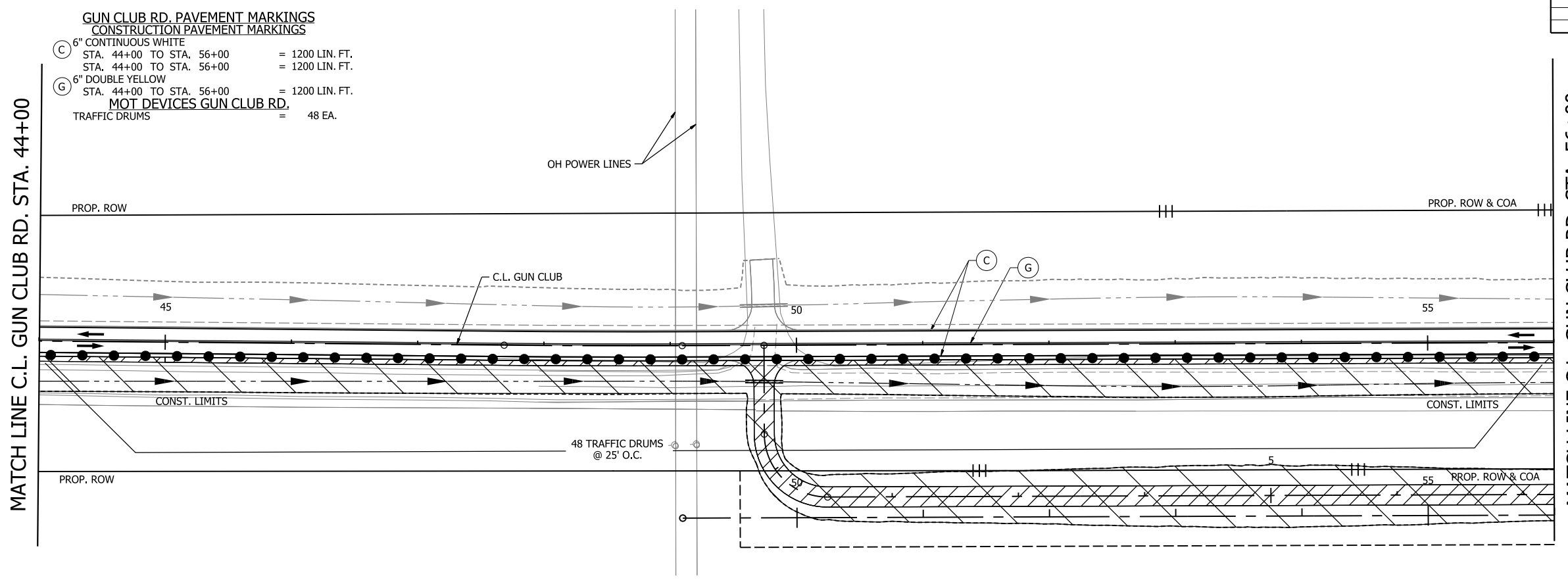
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	105	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

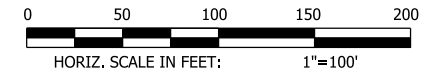
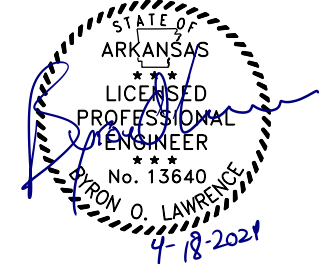
	GRADING AND STRUCTURES THIS STAGE
	PAVEMENT CONSTRUCTION THIS STAGE
	PREVIOUS STAGE BRIDGE
	PREVIOUS STAGE PAVEMENT
	OBLITERATION OF PAVEMENT
	PRECAST CONCRETE BARRIER
	TRAFFIC DRUM
	TRAFFIC FLOW ARROWS
	TEMPORARY TRAFFIC SIGN
	TYPE III BARRICADE
	EXIST. ROW
	PROP. ROW
	PROP. ROW & COA
	DRAINAGE STRUCTURE

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 - REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.



SITE 6 (GUN CLUB RD.)
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

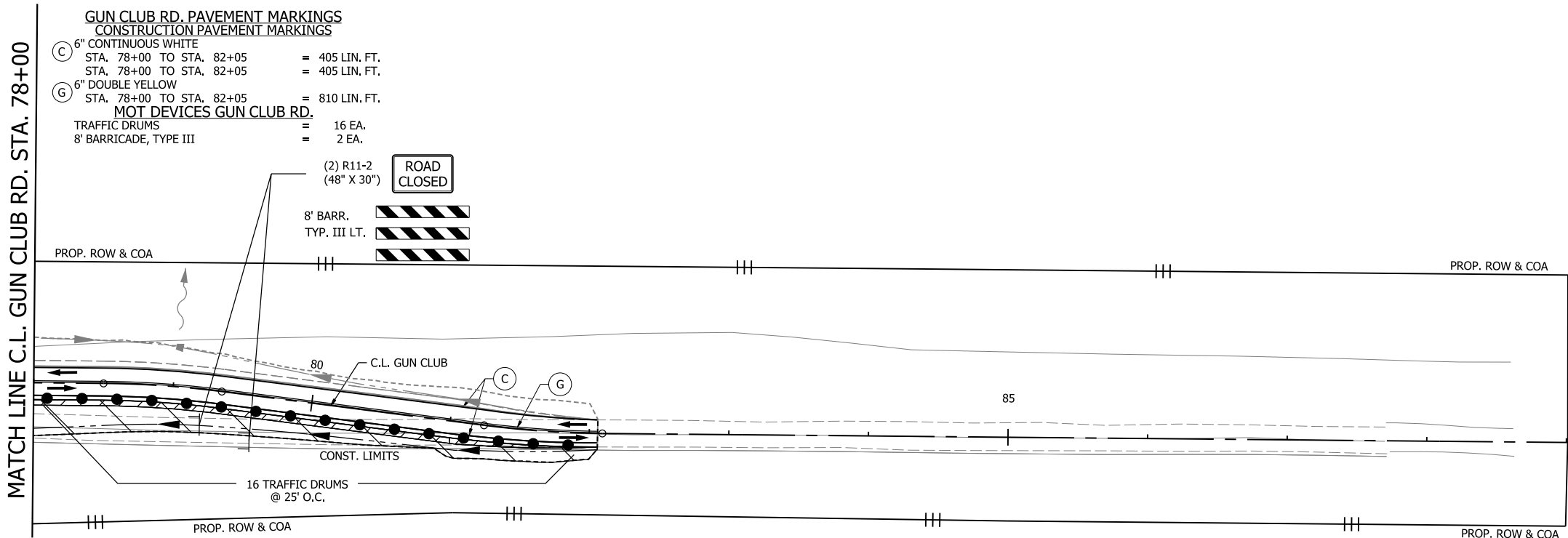
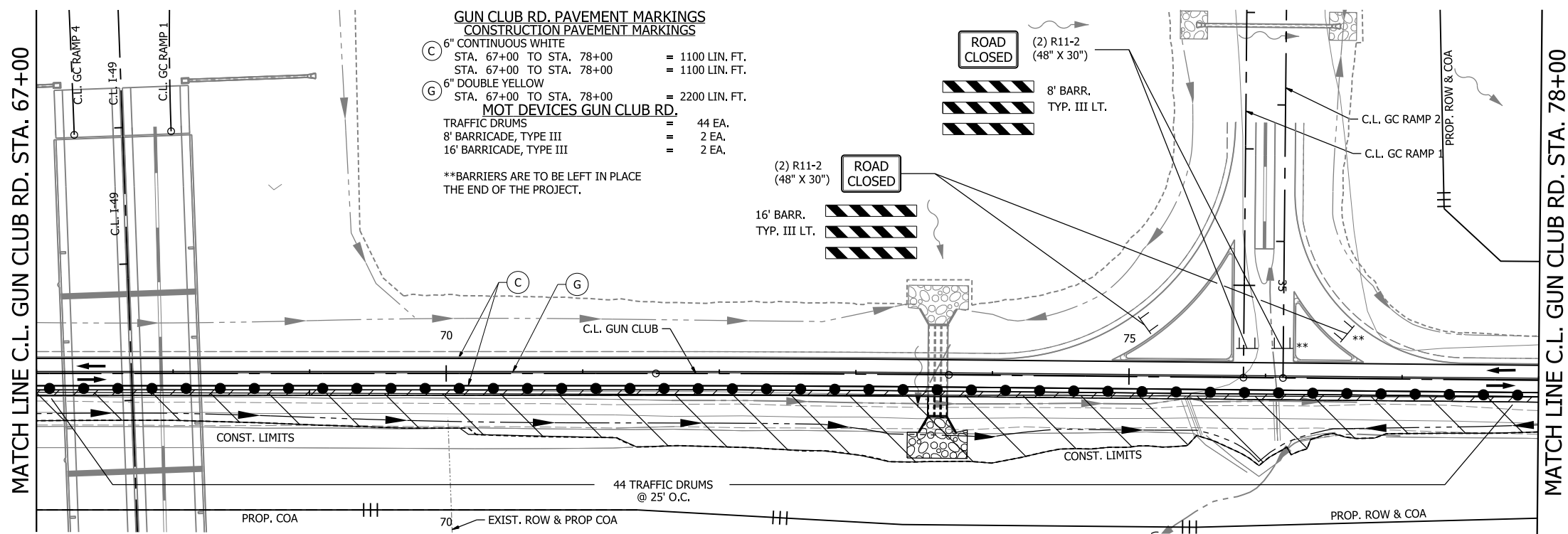
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	106	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

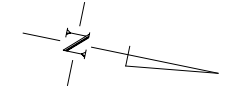
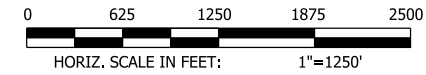
- GRADING AND STRUCTURES THIS STAGE
- PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- PRECAST CONCRETE BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXIST. ROW
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

- NOTES:**
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 2. REFER TO DETOUR PLAN AND PROFILE SHEETS FOR HORIZONTAL ALIGNMENT DATA.



**SITE 6 (GUN CLUB RD.)
 STAGE 2
 MAINTENANCE OF TRAFFIC DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	107	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

	STAGE CONST. GRADING
--	----------------------

- NOTES:**
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
 - ACCESS TO THE CONSTRUCTION SITE FOR CONSTRUCTION VEHICLES, CONSTRUCTION WORKERS, MATERIALS DELIVERIES AND ANY OTHER CONSTRUCTION RELATED ACTIVITIES SHALL NOT PASS THROUGH DEVELOPED AREAS OF SPRINGHILL PARK. CONTRACTOR ACCESS TO ROADS AND WORK AREAS OTHER THAN THOSE INDICATED ON THE PLANS ARE SUBJECT TO USACE APPROVAL.

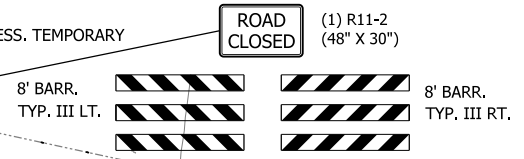
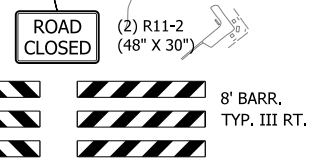
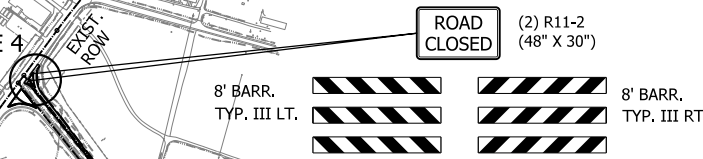
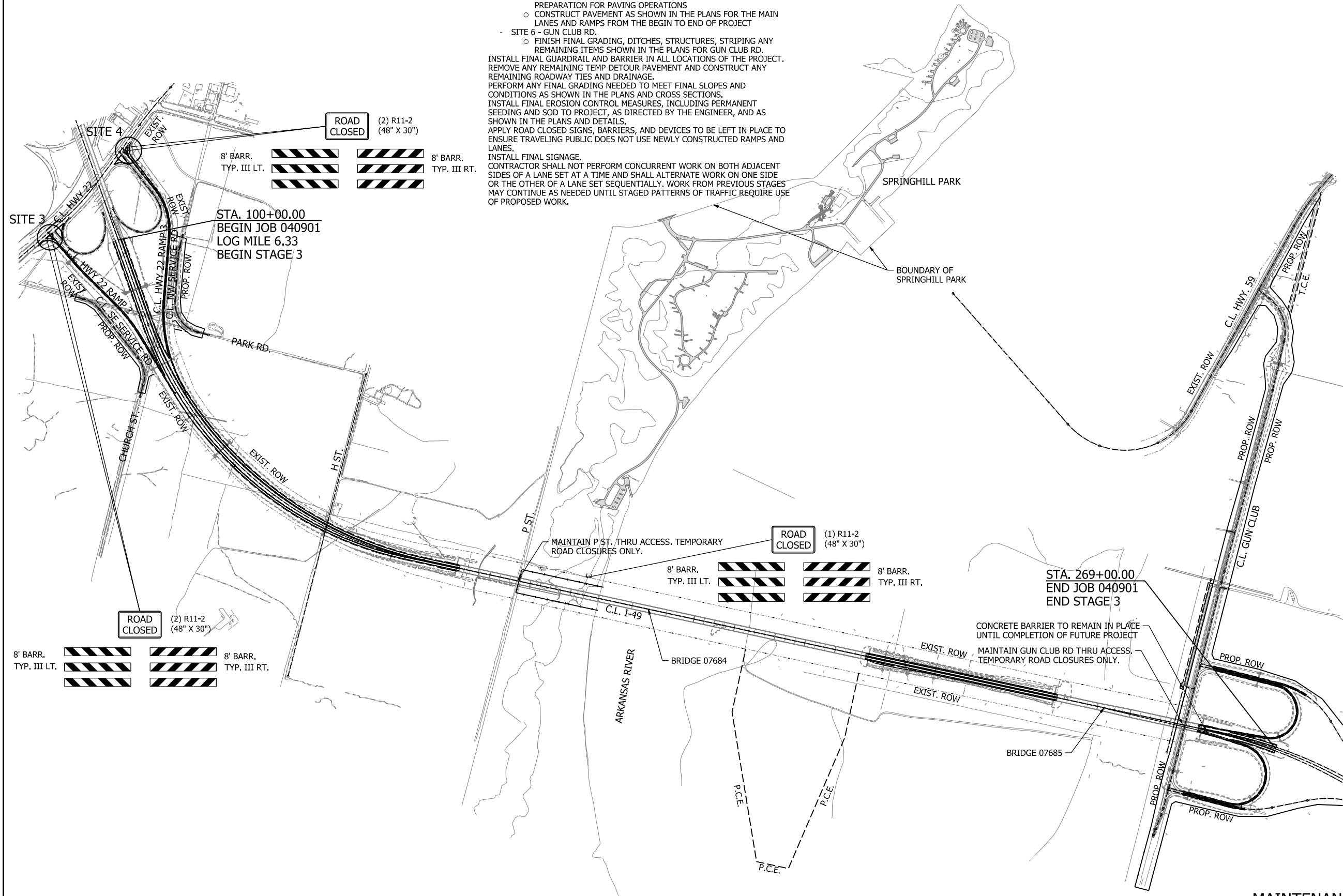
STAGE 3

MOT DEVICES
BARRICADE, TYPE III = 10 EA.

INSTALL STAGE 3 MAINTENANCE OF TRAFFIC DEVICES AND CONSTRUCTION PAVEMENT MARKINGS.
OPEN ALL NEWLY CONSTRUCTED SIDE ROADS AND DRIVEWAYS CONSTRUCTED IN PREVIOUS STAGES OF WORK. PERFORM WORK SHOWN IN THE STAGE 3 MAINTENANCE OF TRAFFIC PLANS.
CONSTRUCTION OF THE FOLLOWING ITEMS MAY PROCEED UNDER THE STAGE 3 TRAFFIC PATTERNS.

- MAIN LANES - I-49
 - o FINALIZE CONSTRUCTION OF STRUCTURES 07684 AND 07685
 - o FINALIZE GRADING OF DITCHES SLOPES AND SUBGRADE IN PREPARATION FOR PAVING OPERATIONS
 - o CONSTRUCT PAVEMENT AS SHOWN IN THE PLANS FOR THE MAIN LANES AND RAMPS FROM THE BEGIN TO END OF PROJECT
- SITE 6 - GUN CLUB RD.
 - o FINISH FINAL GRADING, DITCHES, STRUCTURES, STRIPING ANY REMAINING ITEMS SHOWN IN THE PLANS FOR GUN CLUB RD.

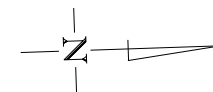
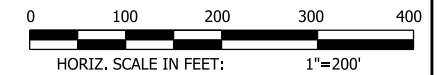
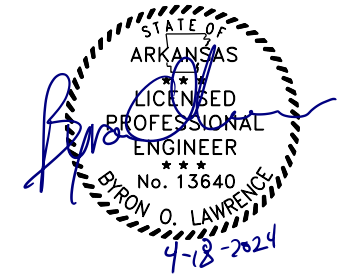
INSTALL FINAL GUARDRAIL AND BARRIER IN ALL LOCATIONS OF THE PROJECT. REMOVE ANY REMAINING TEMP DETOUR PAVEMENT AND CONSTRUCT ANY REMAINING ROADWAY TIES AND DRAINAGE.
PERFORM ANY FINAL GRADING NEEDED TO MEET FINAL SLOPES AND CONDITIONS AS SHOWN IN THE PLANS AND CROSS SECTIONS.
INSTALL FINAL EROSION CONTROL MEASURES, INCLUDING PERMANENT SEEDING AND SOD TO PROJECT, AS DIRECTED BY THE ENGINEER, AND AS SHOWN IN THE PLANS AND DETAILS.
APPLY ROAD CLOSED SIGNS, BARRIERS, AND DEVICES TO BE LEFT IN PLACE TO ENSURE TRAVELING PUBLIC DOES NOT USE NEWLY CONSTRUCTED RAMPS AND LANES.
INSTALL FINAL SIGNAGE.
CONTRACTOR SHALL NOT PERFORM CONCURRENT WORK ON BOTH ADJACENT SIDES OF A LANE SET AT A TIME AND SHALL ALTERNATE WORK ON ONE SIDE OR THE OTHER OF A LANE SET SEQUENTIALLY. WORK FROM PREVIOUS STAGES MAY CONTINUE AS NEEDED UNTIL STAGED PATTERNS OF TRAFFIC REQUIRE USE OF PROPOSED WORK.



5/1/2024 11:12:45 AM R040901_06_MOT_ST3_Overview.dgn

OVERVIEW
STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	108	809
MAINTENANCE OF TRAFFIC DETAILS						



LEGEND

- GRADING AND EARTHWORK CONSTRUCTION THIS STAGE
- PAVEMENT AND BRIDGE CONSTRUCTION THIS STAGE
- PREVIOUS STAGE BRIDGE
- TEMPORARY PAVEMENT CONSTRUCTION THIS STAGE
- PREVIOUS STAGE PAVEMENT
- OBLITERATION OF PAVEMENT
- TRAFFIC BARRIER
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- EXISTING RIGHT OF WAY
- PROP. ROW
- PROP. ROW & COA
- DRAINAGE STRUCTURE

NOTES:

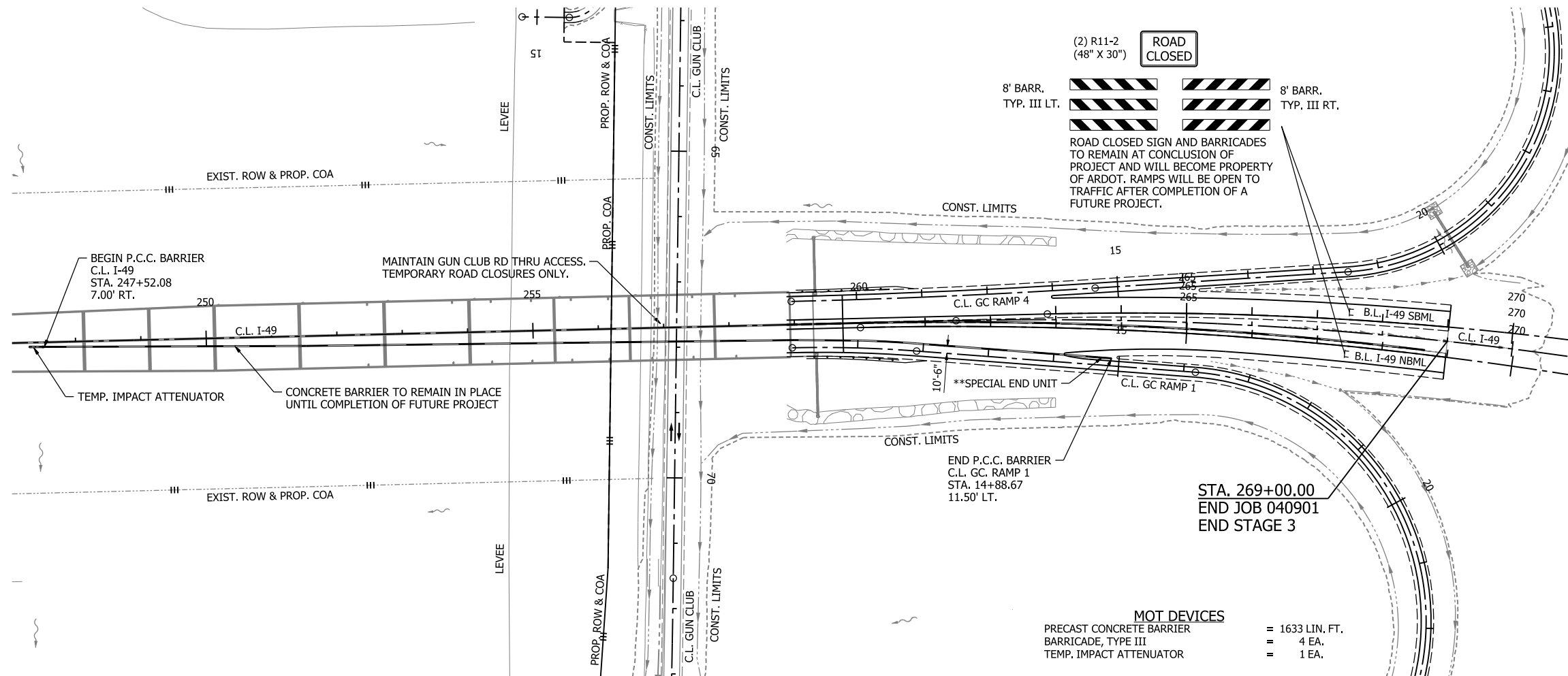
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL ALIGNMENT DATA.
2. ** SPECIAL END UNIT IS SUBSIDIARY TO PAY ITEM PRECAST CONCRETE BARRIER WALL.

- (2) R11-2 (48" X 30") **ROAD CLOSED**
- 8' BARR. TYP. III LT.
- 8' BARR. TYP. III RT.

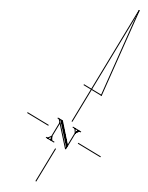
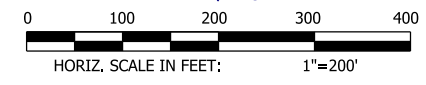
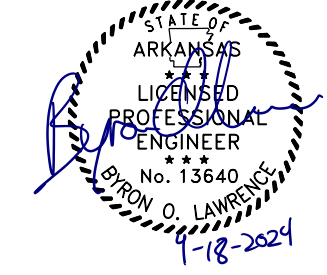
ROAD CLOSED SIGN AND BARRICADES TO REMAIN AT CONCLUSION OF PROJECT AND WILL BECOME PROPERTY OF ARDOT. RAMPS WILL BE OPEN TO TRAFFIC AFTER COMPLETION OF A FUTURE PROJECT.

- MOT DEVICES**
- PRECAST CONCRETE BARRIER = 1633 LIN. FT.
 - BARRICADE, TYPE III = 4 EA.
 - TEMP. IMPACT ATTENUATOR = 1 EA.

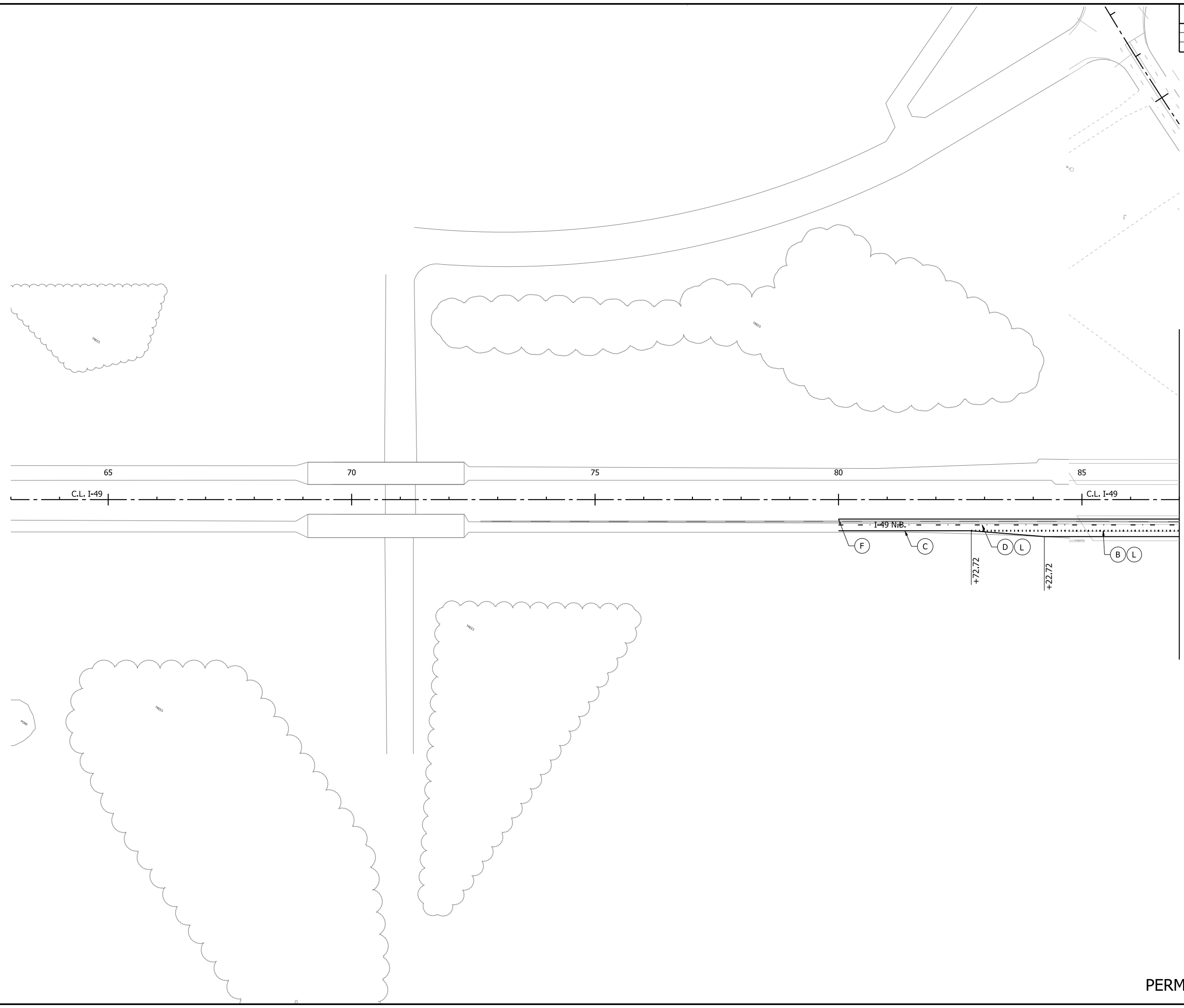
STA. 269+00.00
END JOB 040901
END STAGE 3



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	109	809
PERMANENT PAVEMENT MARKING DETAILS						



MATCH LINE C.L. I-49 STA. 87+00



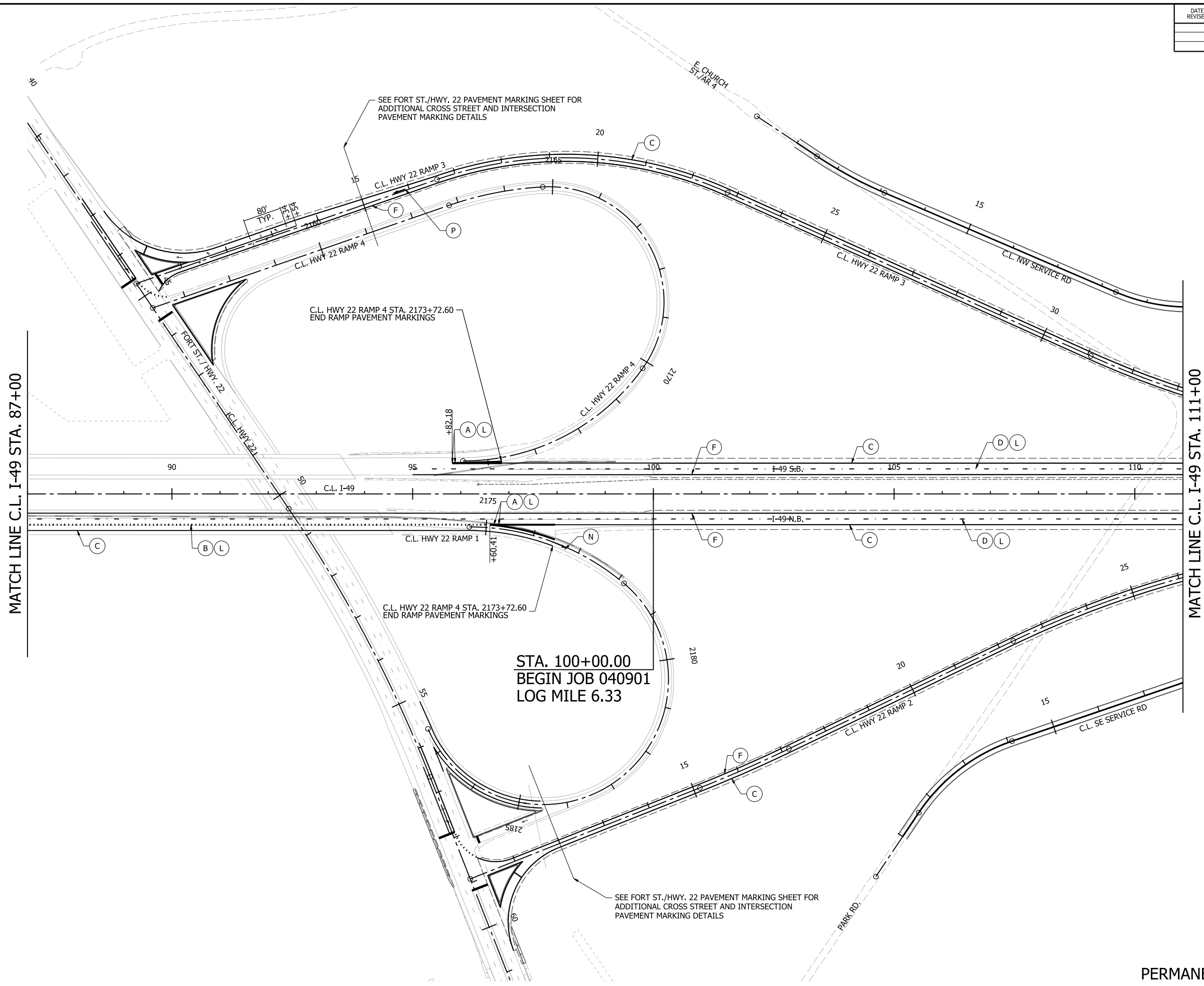
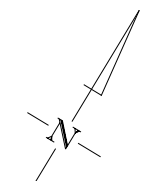
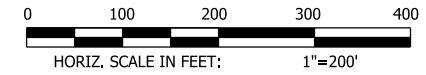
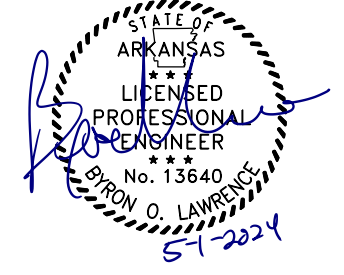
I-49 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS		
(B)	12" DOTTED WHITE LANE LINE STA. 82+72 TO STA. 87+00 RT.	= 107 LIN. FT.
(C)	6" CONTINUOUS WHITE STA. 80+00 TO STA. 87+00 RT.	= 700 LIN. FT.
(D)	6" SKIP WHITE STA. 80+00 TO STA. 87+00 RT.	= 175 LIN. FT.
(F)	6" CONTINUOUS YELLOW STA. 80+00 TO STA. 87+00 RT.	= 700 LIN. FT.
RAISED PAVEMENT MARKINGS		
(L)	TYPE II RED/WHITE STA. 80+00 TO STA. 87+00 RT.	= 9 EA. @ 80'
	STA. 82+72 TO STA. 87+00 RT. (DBL.)	= 4 EA. @ 36'

- NOTES:
- SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 - REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

**I-49
PERMANENT PAVEMENT MARKING DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	110	809
PERMANENT PAVEMENT MARKING DETAILS						



I-49 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE	STA. 96+60 TO STA. 97+96 RT.	= 275 LIN. FT.
	STA. 95+82 TO STA. 96+85 LT.	= 205 LIN. FT.
(B) 12" DOTTED WHITE LANE LINE	STA. 87+00 TO STA. 96+52 RT.	= 239 LIN. FT.
(C) 6" CONTINUOUS WHITE	STA. 87+00 TO STA. 97+91 RT.	= 1,091 LIN. FT.
	STA. 97+96 TO STA. 111+00 RT.	= 1,304 LIN. FT.
	STA. 96+85 TO STA. 111+00 LT.	= 1,415 LIN. FT.
(D) 6" SKIP WHITE	STA. 87+00 TO STA. 111+00 RT.	= 600 LIN. FT.
	STA. 95+00 TO STA. 111+00 LT.	= 400 LIN. FT.
(F) 6" CONTINUOUS YELLOW	STA. 87+00 TO STA. 111+00 RT.	= 2,400 LIN. FT.
	STA. 95+00 TO STA. 111+00 LT.	= 1,600 LIN. FT.

RAISED PAVEMENT MARKINGS

(L) TYPE II RED/WHITE	STA. 95+00 TO STA. 111+00 LT.	= 20 EA. @ 80'
	STA. 87+00 TO STA. 111+00 RT.	= 30 EA. @ 80'
	STA. 87+00 TO STA. 96+52 RT. (DBL.)	= 80 EA. @ 24'
	STA. 96+52 TO STA. 97+96 RT.	= 15 EA. @ 10'
	STA. 95+82 TO STA. 96+85 LT.	= 10 EA. @ 10'
(N) TYPE II RED/WHITE DIRECTIONAL ARROW	HWY 22 RAMP1 STA. 2176+71	= 19 EA.

HWY 22 RAMP 3 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE	STA. 15+00 TO STA. 33+10 LT.	= 1,815 LIN. FT.
(F) 6" CONTINUOUS YELLOW	STA. 15+00 TO STA. 33+15 RT.	= 1,810 LIN. FT.

THERMOPLASTIC PAVEMENT MARKINGS

(P) WRONG WAY ARROW	C.L. HWY 22 RAMP 3 STA. 15+78 LT.	= 1 EA.
---------------------	-----------------------------------	---------

HWY 22 RAMP 2 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

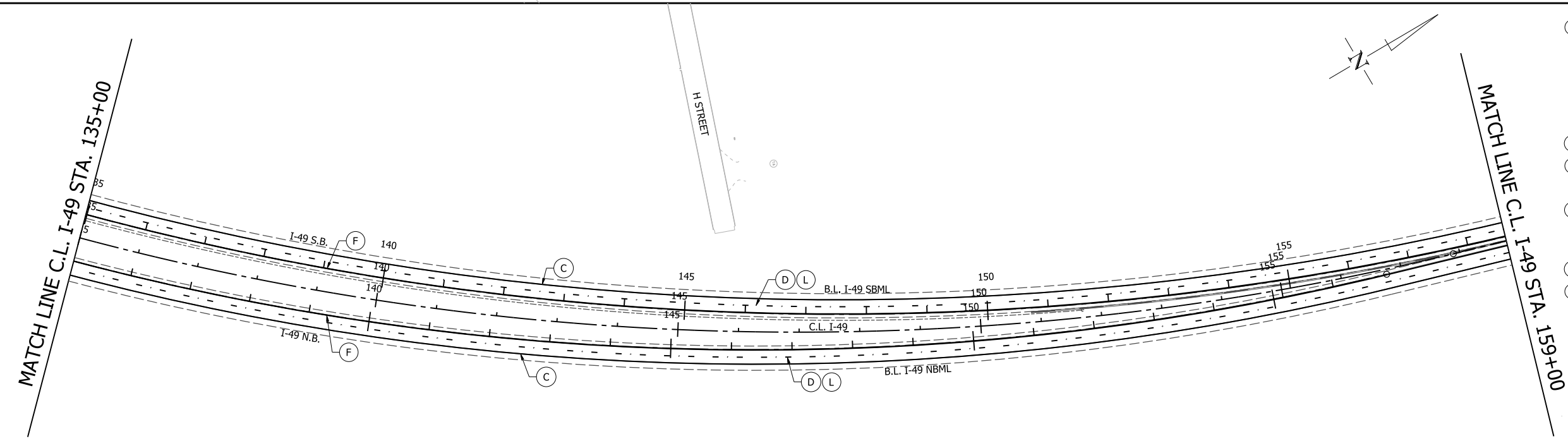
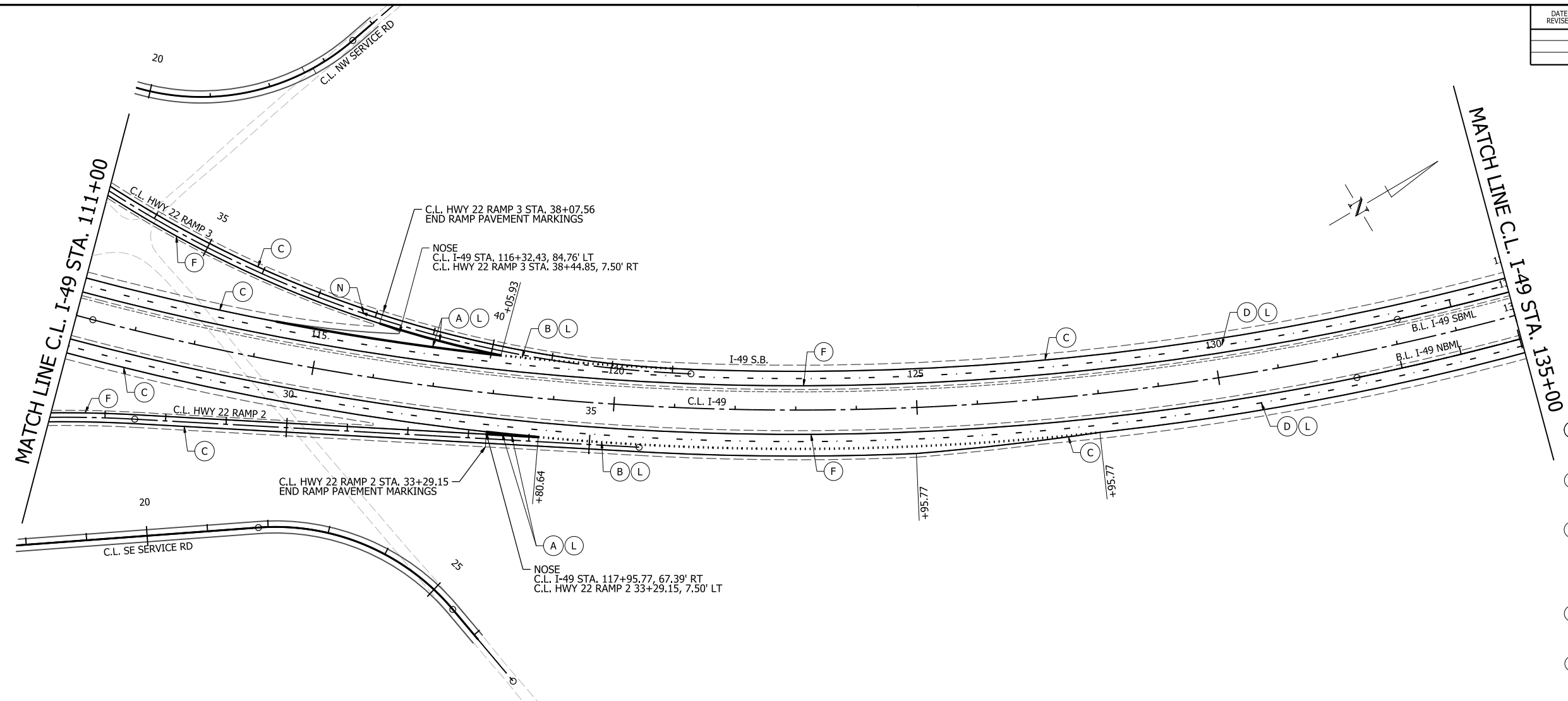
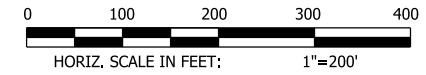
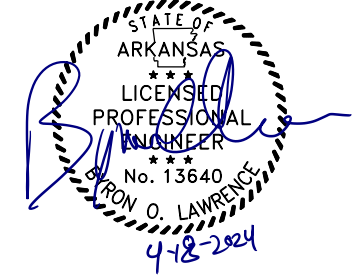
(C) 6" CONTINUOUS WHITE	STA. 12+00 TO STA. 26+07 RT.	= 1,406 LIN. FT.
(F) 6" CONTINUOUS YELLOW	STA. 12+00 TO STA. 26+11 LT.	= 1,411 LIN. FT.

- NOTES:
- SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 - REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

**I-49
PERMANENT PAVEMENT MARKING DETAILS**

5/1/2024 11:12:49 AM R040901_07_PM_001.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	111	809
PERMANENT PAVEMENT MARKING DETAILS						



I-49 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE
C.L. I-49 STA. 117+96 TO STA. 118+81 RT. = 172 LIN. FT.
C.L. I-49 STA. 114+26 TO STA. 118+06 LT. = 582 LIN. FT.

(B) 12" DOTTED WHITE LANE LINE
C.L. I-49 STA. 118+81 TO STA. 127+96 RT. = 232 LIN. FT.
C.L. I-49 STA. 118+06 TO STA. 120+91 LT. = 70 LIN. FT.

(C) 6" CONTINUOUS WHITE
C.L. I-49 STA. 111+00 TO STA. 117+96 RT. = 705 LIN. FT.
C.L. I-49 STA. 117+97 TO STA. 159+00 RT. = 4,156 LIN. FT.
C.L. I-49 STA. 111+00 TO STA. 114+26 LT. = 321 LIN. FT.
C.L. I-49 STA. 116+00 TO STA. 159+00 LT. = 4,249 LIN. FT.

(D) 6" SKIP WHITE
C.L. I-49 STA. 111+00 TO STA. 159+00 RT. = 1,200 LIN. FT.
C.L. I-49 STA. 111+00 TO STA. 159+00 LT. = 1,200 LIN. FT.

(F) 6" CONTINUOUS YELLOW
C.L. I-49 STA. 111+00 TO STA. 159+00 RT. = 4,800 LIN. FT.
C.L. I-49 STA. 111+00 TO STA. 159+00 LT. = 4,800 LIN. FT.

RAISED PAVEMENT MARKINGS

(L) TYPE II RED/WHITE
STA. 111+00 TO STA. 159+00 RT. = 60 EA. @ 80'
STA. 117+96 TO STA. 118+81 RT. = 17 EA. @ 10'
STA. 118+81 TO STA. 127+96 RT. (DBL.) = 77 EA. @ 24'
STA. 118+06 TO STA. 120+91 LT. (DBL.) = 23 EA. @ 24'
STA. 111+00 TO STA. 159+00 LT. = 60 EA. @ 80'
STA. 114+26 TO STA. 118+06 LT. = 58 EA. @ 10'

HWY 22 RAMP 3 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE
STA. 33+12 TO STA. 38+08 LT. = 498 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 33+12 TO STA. 38+08 RT. = 497 LIN. FT.

RAISED PAVEMENT MARKINGS

(N) TYPE II RED/WHITE DIRECTIONAL ARROW
HWY 22 RAMP 3 STA. 37+78 = 19 EA.

HWY 22 RAMP 2 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

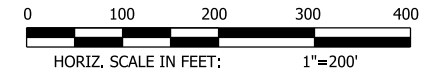
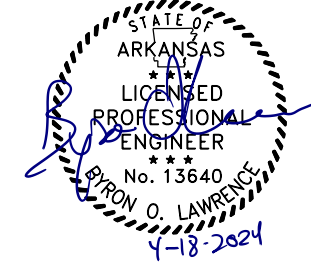
(C) 6" CONTINUOUS WHITE
STA. 26+07 TO STA. 33+29 RT. = 722 LIN. FT.

(F) 6" CONTINUOUS YELLOW
STA. 26+11 TO STA. 33+29 LT. = 719 LIN. FT.

NOTES:
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
4. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

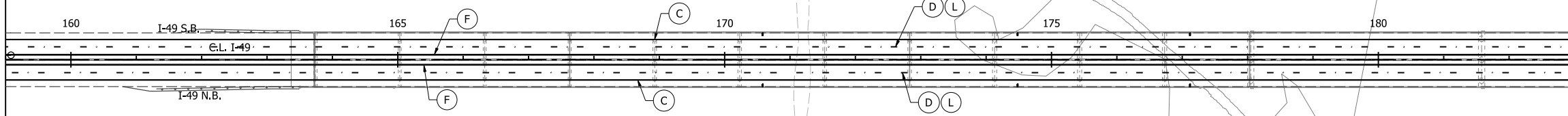
**I-49
PERMANENT PAVEMENT MARKING DETAILS**

DATE REVISED	DATE	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	112	809
PERMANENT PAVEMENT MARKING DETAILS						



MATCH LINE C.L. I-49 STA. 159+00

MATCH LINE C.L. I-49 STA. 183+00

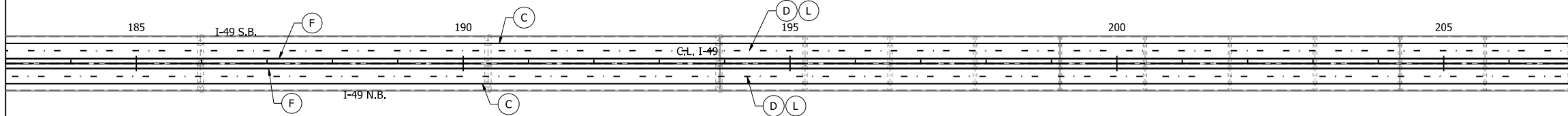


I-49 SHEET QUANTITY

- ENHANCED THERMOPLASTIC PAVEMENT MARKINGS**
- (C) 6" CONTINUOUS WHITE
 - STA. 159+00 TO STA. 207+00 RT. = 4,800 LIN. FT.
 - STA. 159+00 TO STA. 207+00 LT. = 4,800 LIN. FT.
 - (D) 6" SKIP WHITE
 - STA. 159+00 TO STA. 207+00 RT. = 1,200 LIN. FT.
 - STA. 159+00 TO STA. 207+00 LT. = 1,200 LIN. FT.
 - (F) 6" CONTINUOUS YELLOW
 - STA. 159+00 TO STA. 207+00 RT. = 4,800 LIN. FT.
 - STA. 159+00 TO STA. 207+00 LT. = 4,800 LIN. FT.
- RAISED PAVEMENT MARKINGS**
- (L) TYPE II RED/WHITE
 - STA. 159+00 TO STA. 207+00 RT. = 60 EA. @ 80'
 - STA. 159+00 TO STA. 207+00 LT. = 60 EA. @ 80'

MATCH LINE C.L. I-49 STA. 183+00

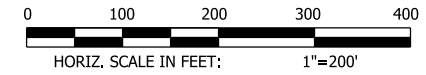
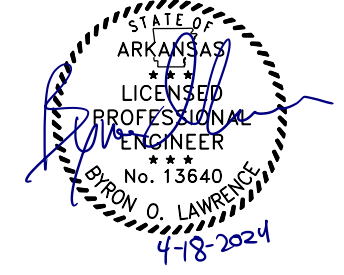
MATCH LINE C.L. I-49 STA. 207+00



- NOTES:**
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 4. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

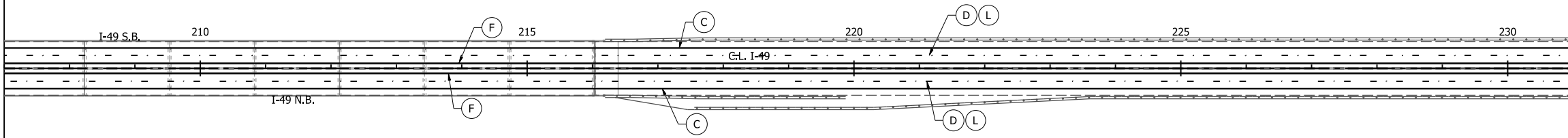
**I-49
PERMANENT PAVEMENT MARKING DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	113	809
PERMANENT PAVEMENT MARKING DETAILS						



MATCH LINE C.L. I-49 STA. 207+00

MATCH LINE C.L. I-49 STA. 231+00

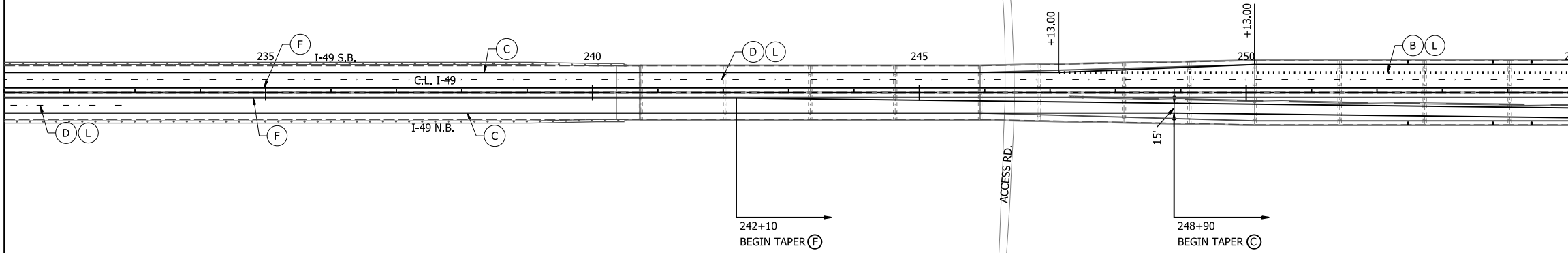


I-49 SHEET QUANTITY

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS	
(B) 12" DOTTED WHITE LANE LINE	STA. 247+13 TO STA. 255+00 LT. = 197 LIN. FT.
(C) 6" CONTINUOUS WHITE	STA. 207+00 TO STA. 255+00 RT. = 4,800 LIN. FT. STA. 207+00 TO STA. 255+00 LT. = 4,800 LIN. FT.
(D) 6" SKIP WHITE	STA. 207+00 TO STA. 232+80 RT. = 645 LIN. FT. STA. 207+00 TO STA. 255+00 LT. = 1,200 LIN. FT.
(F) 6" CONTINUOUS YELLOW	STA. 207+00 TO STA. 255+00 RT. = 4,800 LIN. FT. STA. 207+00 TO STA. 255+00 LT. = 4,800 LIN. FT.
RAISED PAVEMENT MARKINGS	
(L) TYPE II RED/WHITE	STA. 207+00 TO STA. 232+80 RT. = 32 EA. @ 80' STA. 207+00 TO STA. 255+00 LT. = 60 EA. @ 80' STA. 254+43 TO STA. 255+00 LT. = 6 EA. @ 24'

MATCH LINE C.L. I-49 STA. 231+00

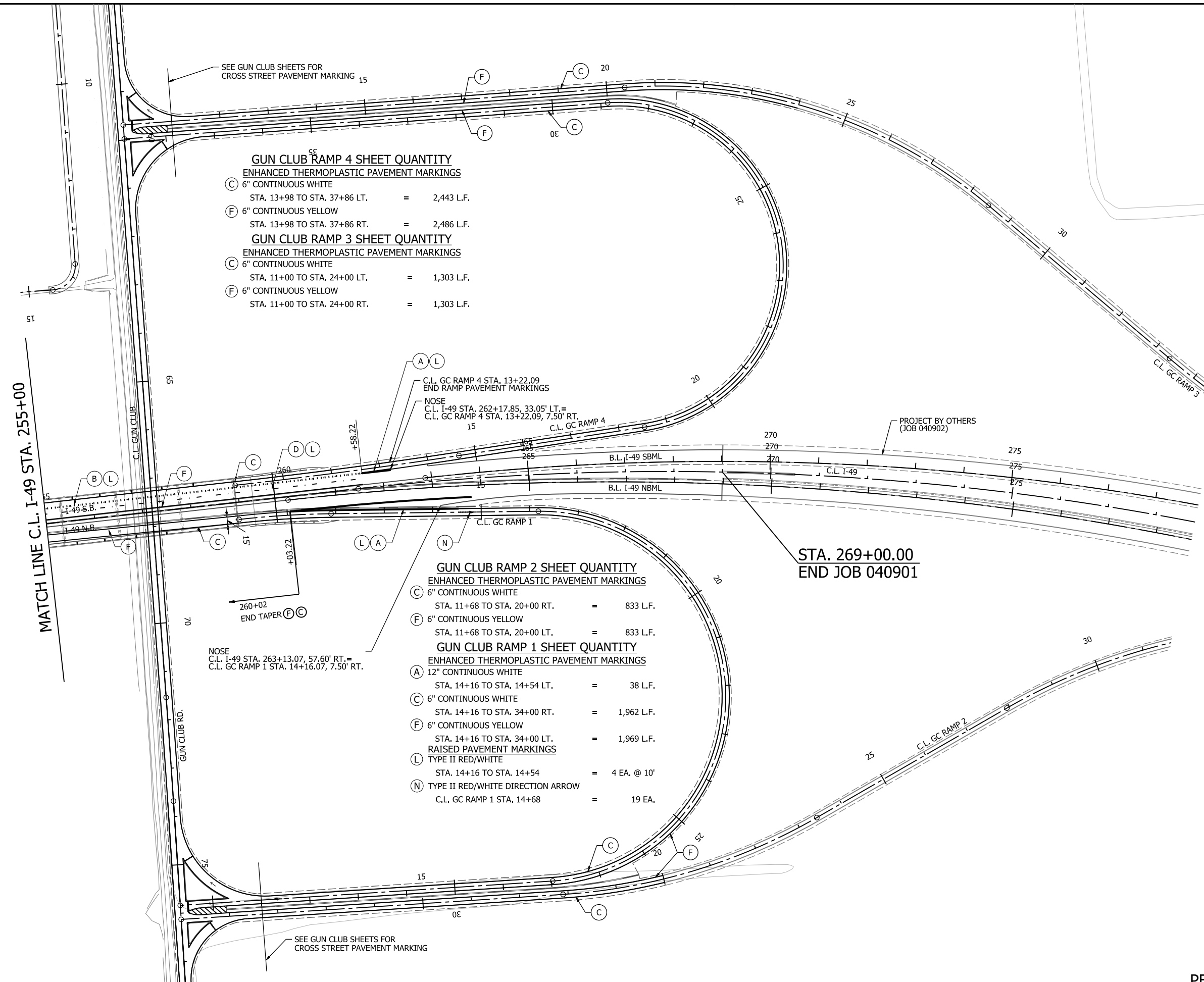
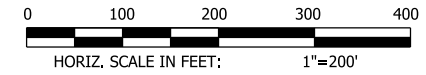
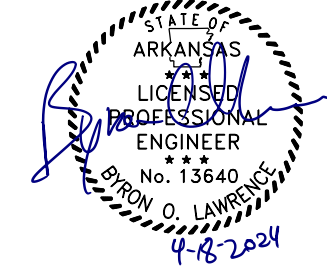
MATCH LINE C.L. I-49 STA. 255+00



- NOTES:
- SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 - REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

**I-49
PERMANENT PAVEMENT MARKING DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	114	809
PERMANENT PAVEMENT MARKING DETAILS						



GUN CLUB RAMP 4 SHEET QUANTITY
ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE	STA. 13+98 TO STA. 37+86 LT.	=	2,443 L.F.
(F) 6" CONTINUOUS YELLOW	STA. 13+98 TO STA. 37+86 RT.	=	2,486 L.F.

GUN CLUB RAMP 3 SHEET QUANTITY
ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE	STA. 11+00 TO STA. 24+00 LT.	=	1,303 L.F.
(F) 6" CONTINUOUS YELLOW	STA. 11+00 TO STA. 24+00 RT.	=	1,303 L.F.

GUN CLUB RAMP 2 SHEET QUANTITY
ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE	STA. 11+68 TO STA. 20+00 RT.	=	833 L.F.
(F) 6" CONTINUOUS YELLOW	STA. 11+68 TO STA. 20+00 LT.	=	833 L.F.

GUN CLUB RAMP 1 SHEET QUANTITY
ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE	STA. 14+16 TO STA. 14+54 LT.	=	38 L.F.
(C) 6" CONTINUOUS WHITE	STA. 14+16 TO STA. 34+00 RT.	=	1,962 L.F.
(F) 6" CONTINUOUS YELLOW	STA. 14+16 TO STA. 34+00 LT.	=	1,969 L.F.

RAISED PAVEMENT MARKINGS

(L) TYPE II RED/WHITE	STA. 14+16 TO STA. 14+54	=	4 EA. @ 10'
(N) TYPE II RED/WHITE DIRECTION ARROW	C.L. GC RAMP 1 STA. 14+68	=	19 EA.

I-49 SHEET QUANTITY
ENHANCED THERMOPLASTIC PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE	STA. 260+03 TO STA. 263+13 RT.	=	309 LIN. FT.
	STA. 261+58 TO STA. 262+18 LT.	=	60 LIN. FT.
(B) 12" DOTTED WHITE LANE LINE	STA. 255+00 TO STA. 261+58 LT.	=	165 LIN. FT.
(C) 6" CONTINUOUS WHITE	STA. 255+00 TO STA. 263+12 RT.	=	811 LIN. FT.
	STA. 255+00 TO STA. 262+17 LT.	=	718 LIN. FT.
(D) 6" SKIP WHITE	STA. 255+00 TO STA. 261+58 LT.	=	165 LIN. FT.
(F) 6" CONTINUOUS YELLOW	STA. 255+00 TO STA. 260+02 RT.	=	502 LIN. FT.
	STA. 255+00 TO STA. 261+58 LT.	=	658 LIN. FT.

RAISED PAVEMENT MARKINGS

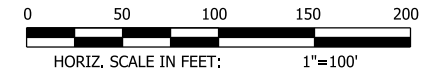
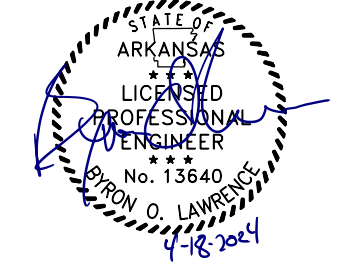
(L) TYPE II RED/WHITE	STA. 255+00 TO STA. 261+58 LT.	=	8 EA. @ 80'
	STA. 255+00 TO STA. 261+58 LT. (DBL)	=	56 EA. @ 24'
	STA. 260+03 TO STA. 263+13 RT.	=	31 EA. @ 10'
	STA. 261+58 TO STA. 262+18 LT.	=	6 EA. @ 10'

STA. 269+00.00
END JOB 040901

- NOTES:
- SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 - REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

I-49
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	115	809



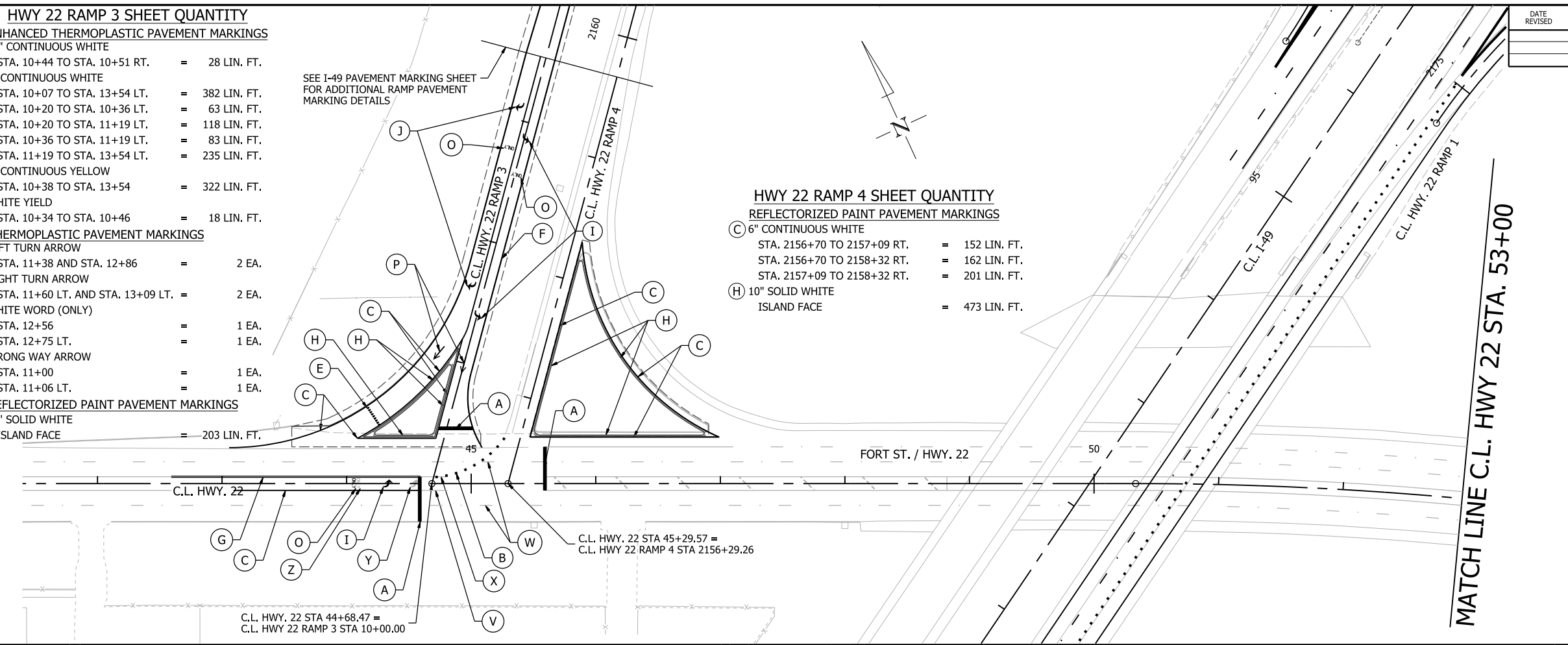
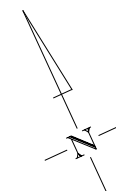
HWY 22 RAMP 3 SHEET QUANTITY

- ENHANCED THERMOPLASTIC PAVEMENT MARKINGS**
- (A) 12" CONTINUOUS WHITE
STA. 10+44 TO STA. 10+51 RT. = 28 LIN. FT.
 - (C) 6" CONTINUOUS WHITE
STA. 10+07 TO STA. 13+54 LT. = 382 LIN. FT.
STA. 10+20 TO STA. 10+36 LT. = 63 LIN. FT.
STA. 10+20 TO STA. 11+19 LT. = 118 LIN. FT.
STA. 10+36 TO STA. 11+19 LT. = 83 LIN. FT.
STA. 11+19 TO STA. 13+54 LT. = 235 LIN. FT.
 - (F) 6" CONTINUOUS YELLOW
STA. 10+38 TO STA. 13+54 = 322 LIN. FT.
 - (E) WHITE YIELD
STA. 10+34 TO STA. 10+46 = 18 LIN. FT.
- THERMOPLASTIC PAVEMENT MARKINGS**
- (I) LEFT TURN ARROW
STA. 11+38 AND STA. 12+86 = 2 EA.
 - (J) RIGHT TURN ARROW
STA. 11+60 LT. AND STA. 13+09 LT. = 2 EA.
 - (O) WHITE WORD (ONLY)
STA. 12+56 = 1 EA.
STA. 12+75 LT. = 1 EA.
 - (P) WRONG WAY ARROW
STA. 11+00 = 1 EA.
STA. 11+06 LT. = 1 EA.
- REFLECTORIZED PAINT PAVEMENT MARKINGS**
- (H) 10" SOLID WHITE ISLAND FACE = 203 LIN. FT.

HWY 22 RAMP 4 SHEET QUANTITY

- REFLECTORIZED PAINT PAVEMENT MARKINGS**
- (C) 6" CONTINUOUS WHITE
STA. 2156+70 TO 2157+09 RT. = 152 LIN. FT.
STA. 2156+70 TO 2158+32 RT. = 162 LIN. FT.
STA. 2157+09 TO 2158+32 RT. = 201 LIN. FT.
 - (H) 10" SOLID WHITE ISLAND FACE = 473 LIN. FT.

SEE I-49 PAVEMENT MARKING SHEET FOR ADDITIONAL RAMP PAVEMENT MARKING DETAILS



FORT ST. / HWY 22 SHEET QUANTITY

- REFLECTORIZED PAINT PAVEMENT MARKINGS**
- (A) 12" CONTINUOUS WHITE
STA. 44+59 RT. = 36 LIN. FT.
STA. 45+59 LT. = 35 LIN. FT.
STA. 57+90 RT. = 35 LIN. FT.
STA. 59+16 LT. = 35 LIN. FT.
 - (B) 12" DOTTED WHITE LANE LINE
STA. 44+67 TO STA. 45+27 LT. = 18 LIN. FT.
STA. 57+90 TO STA. 58+56 LT. = 17 LIN. FT.
 - (C) 6" CONTINUOUS WHITE
STA. 43+06 TO STA. 43+46 LT. = 55 LIN. FT.
STA. 43+09 TO STA. 44+59 RT. = 150 LIN. FT.
STA. 55+13 TO STA. 55+86 LT. = 74 LIN. FT.
STA. 56+40 TO STA. 57+90 RT. = 150 LIN. FT.
STA. 60+17 TO STA. 60+64 LT. = 48 LIN. FT.
 - (G) 6" DOUBLE YELLOW
STA. 42+59 TO STA. 44+59 LT. = 200 LIN. FT.
STA. 55+90 TO STA. 57+90 LT. = 200 LIN. FT.
- THERMOPLASTIC PAVEMENT MARKINGS**
- (I) LEFT TURN ARROW
STA. 44+34 LT. = 1 EA.
STA. 57+65 LT. = 1 EA.
 - (O) WHITE WORD (ONLY)
STA. 44+07 LT. = 1 EA.
STA. 57+38 LT. = 1 EA.
- PAVEMENT MARKING REMOVAL**
- FORT ST./HWY. 22 QUANTITY**
- (V) 6" CONTINUOUS WHITE
STA. 43+99 TO STA. 44+81 RT. = 82 LIN. FT.
 - (W) 6" SKIP WHITE
STA. 44+59 TO STA. 45+59 LT. = 100 LIN. FT.
STA. 44+59 TO STA. 45+59 RT. = 100 LIN. FT.
STA. 57+90 TO STA. 59+16 RT. = 125 LIN. FT.
 - (X) 6" DOUBLE YELLOW
STA. 42+59 TO STA. 44+81 LT. = 222 LIN. FT.
STA. 55+90 TO STA. 57+90 LT. = 200 LIN. FT.
STA. 55+90 TO STA. 57+90 RT. = 200 LIN. FT.
 - (Y) LEFT TURN ARROW
STA. 44+56 = 1 EA.
 - (Z) WHITE WORD (ONLY)
STA. 44+11 = 1 EA.

HWY 22 RAMP 1 SHEET QUANTITY

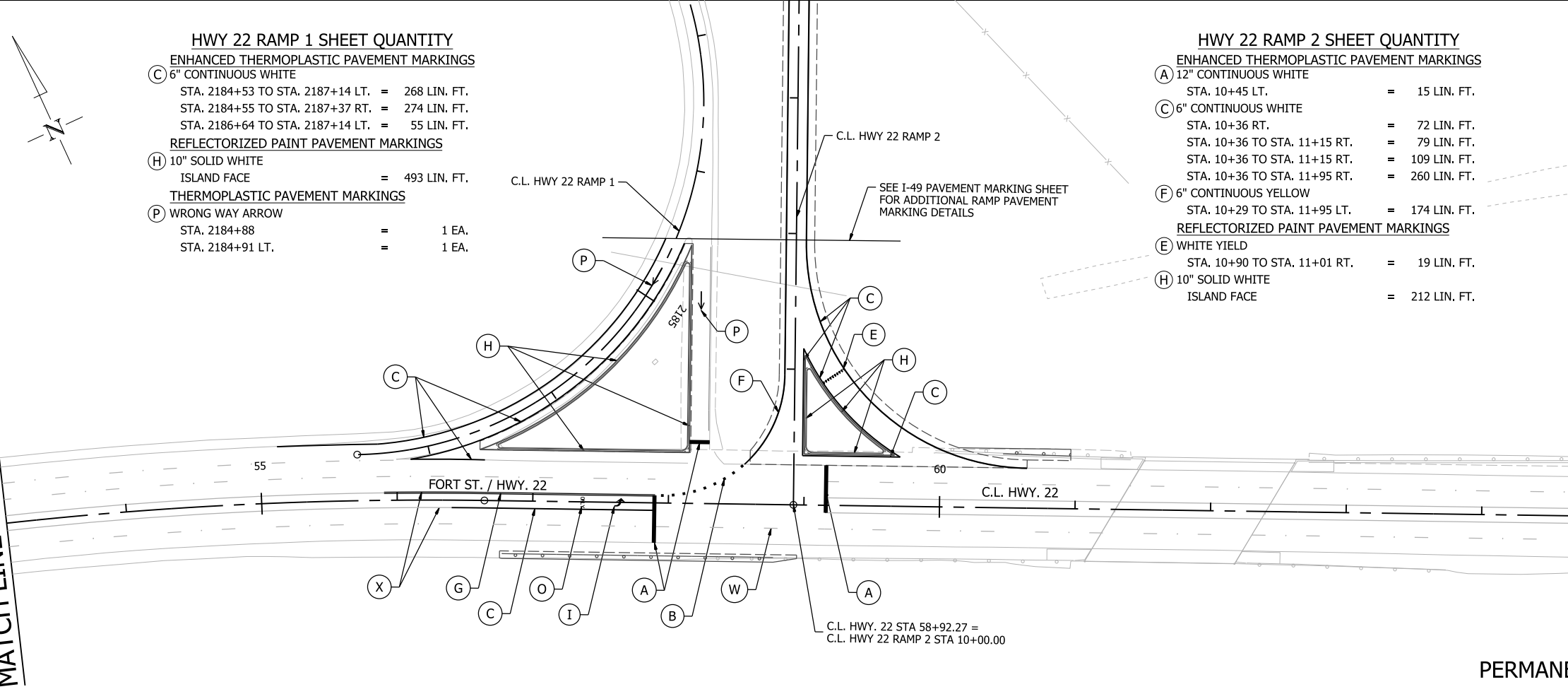
- ENHANCED THERMOPLASTIC PAVEMENT MARKINGS**
- (C) 6" CONTINUOUS WHITE
STA. 2184+53 TO STA. 2187+14 LT. = 268 LIN. FT.
STA. 2184+55 TO STA. 2187+37 RT. = 274 LIN. FT.
STA. 2186+64 TO STA. 2187+14 LT. = 55 LIN. FT.
- REFLECTORIZED PAINT PAVEMENT MARKINGS**
- (H) 10" SOLID WHITE ISLAND FACE = 493 LIN. FT.
- THERMOPLASTIC PAVEMENT MARKINGS**
- (P) WRONG WAY ARROW
STA. 2184+88 = 1 EA.
STA. 2184+91 LT. = 1 EA.

HWY 22 RAMP 2 SHEET QUANTITY

- ENHANCED THERMOPLASTIC PAVEMENT MARKINGS**
- (A) 12" CONTINUOUS WHITE
STA. 10+45 LT. = 15 LIN. FT.
 - (C) 6" CONTINUOUS WHITE
STA. 10+36 RT. = 72 LIN. FT.
STA. 10+36 TO STA. 11+15 RT. = 79 LIN. FT.
STA. 10+36 TO STA. 11+15 LT. = 109 LIN. FT.
STA. 10+36 TO STA. 11+95 RT. = 260 LIN. FT.
 - (F) 6" CONTINUOUS YELLOW
STA. 10+29 TO STA. 11+95 LT. = 174 LIN. FT.
- REFLECTORIZED PAINT PAVEMENT MARKINGS**
- (E) WHITE YIELD
STA. 10+90 TO STA. 11+01 RT. = 19 LIN. FT.
 - (H) 10" SOLID WHITE ISLAND FACE = 212 LIN. FT.

SEE I-49 PAVEMENT MARKING SHEET FOR ADDITIONAL RAMP PAVEMENT MARKING DETAILS

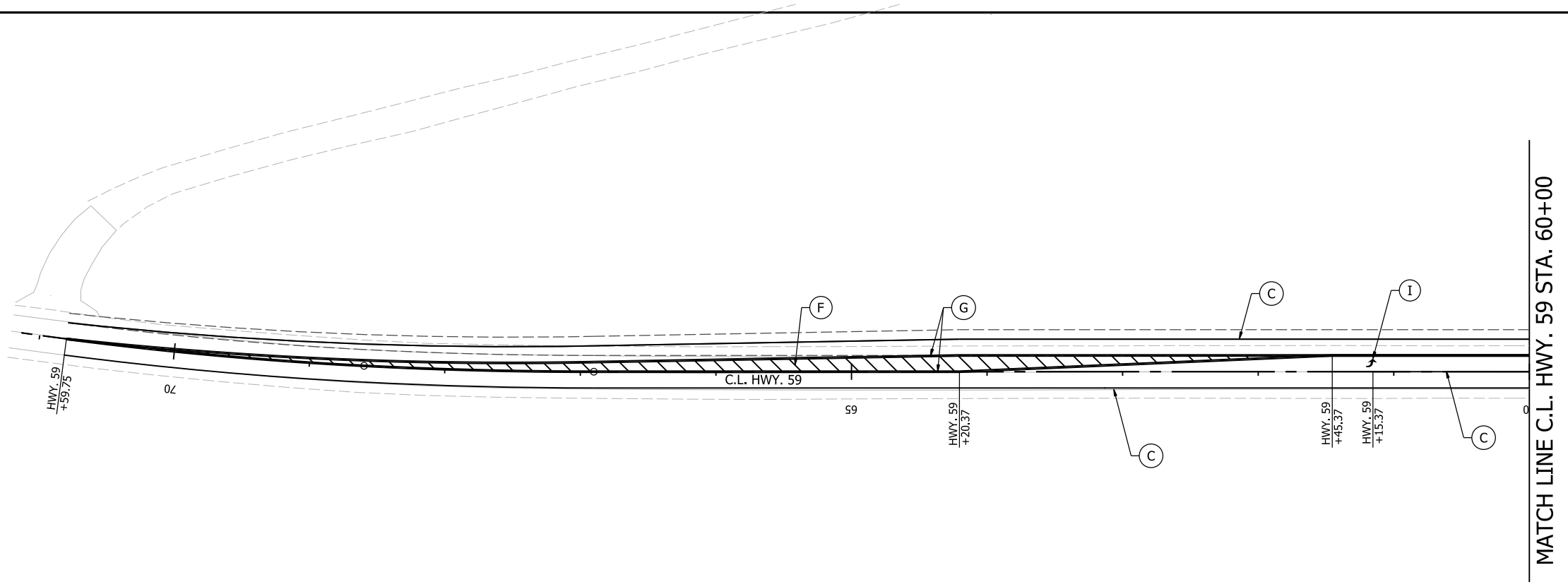
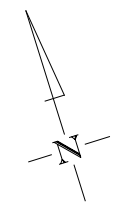
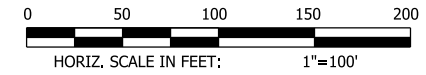
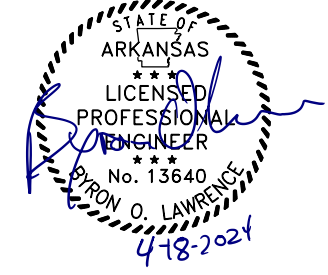
MATCH LINE C.L. HWY 22 STA. 53+00



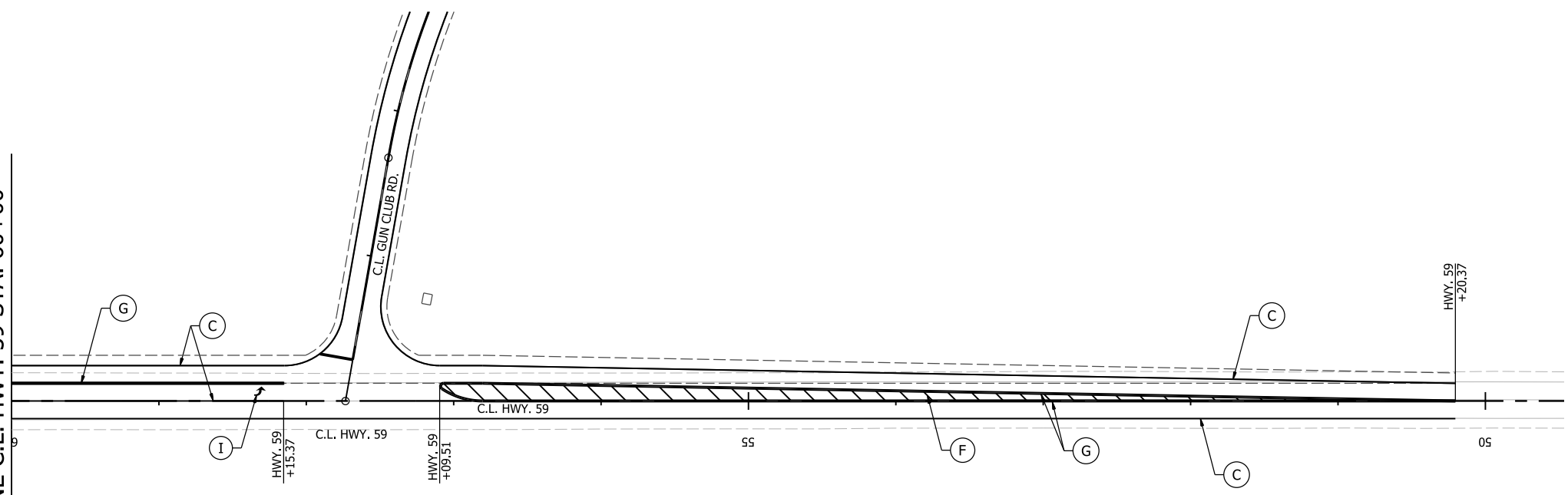
- NOTES:**
- SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 - REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

**FORT ST. / HWY. 22
PERMANENT PAVEMENT MARKING DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	116	809
PERMANENT PAVEMENT MARKING DETAILS						



MATCH LINE C.L. HWY. 59 STA. 60+00



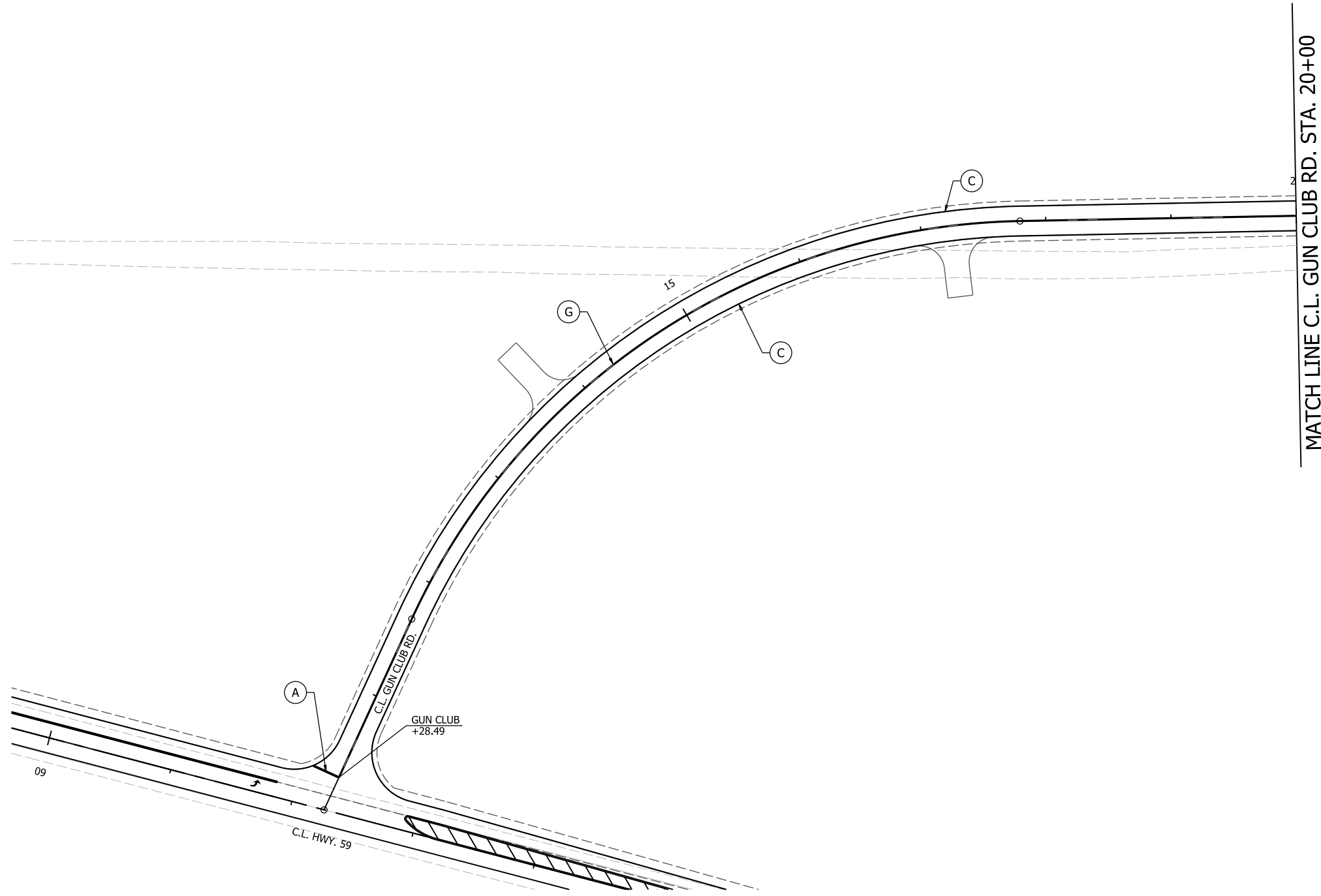
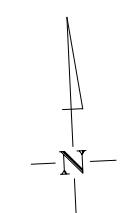
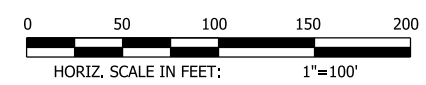
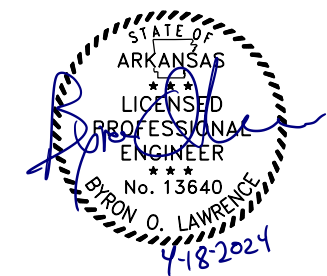
HWY. 59 SHEET QUANTITY
REFLECTORIZED PAINT PAVEMENT MARKINGS

(C) 6" CONTINUOUS WHITE		
STA. 50+20 TO STA. 57+09 RT.	=	689 L.F.
STA. 50+20 TO STA. 70+80 LT.	=	2,062 L.F.
STA. 58+15 TO STA. 61+15	=	300 L.F.
STA. 58+15 TO STA. 70+80 LT.	=	1,265 L.F.
(F) 6" CONTINUOUS YELLOW STRIPED MEDIAN (SPACED 10')		
STA. 50+75 TO STA. 57+06 RT.	=	316 L.F.
STA. 61+68 TO STA. 70+32 RT.	=	471 L.F.
(G) 6" DOUBLE YELLOW STRIPED MEDIAN		
STA. 50+20 TO STA. 57+10 RT.	=	2,762 L.F.
STA. 58+15 TO STA. 70+80 RT.	=	4,401 L.F.
(I) THERMOPLASTIC PAVEMENT MARKINGS		
LEFT TURN ARROW		
C.L. HWY. 59 STA 58+30 RT.	=	1 EA.
C.L. HWY. 59 STA 61+15 RT.	=	1 EA.

- NOTES:
- SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 - SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 - REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

HWY 59
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	117	809
PERMANENT PAVEMENT MARKING DETAILS						



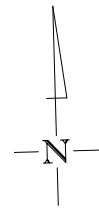
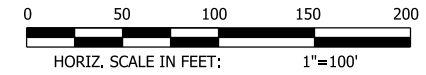
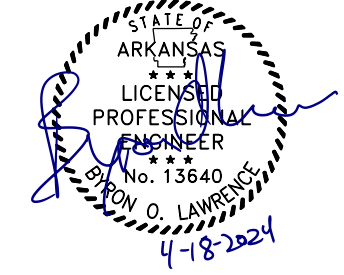
GUN CLUB ROAD SHEET QUANTITY
REFLECTORIZED PAINT PAVEMENT MARKINGS

(A) 12" CONTINUOUS WHITE		
STA. 10+28	=	23 L.F.
(C) 6" CONTINUOUS WHITE		
STA. 10+35 TO STA. 20+00 RT.	=	982 L.F.
STA. 10+17 TO STA. 20+00 LT.	=	1,013 L.F.
(G) 6" DOUBLE YELLOW		
STA. 10+28 TO STA. 20+00	=	1944 L.F.

- NOTES:
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 4. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

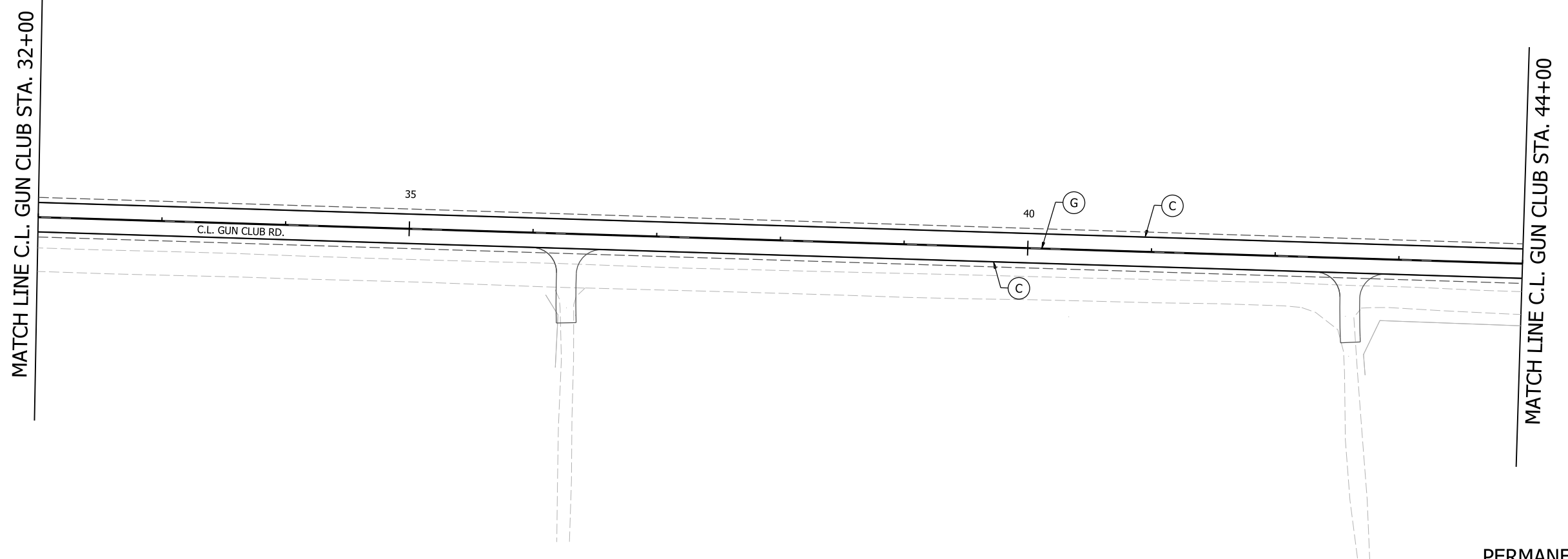
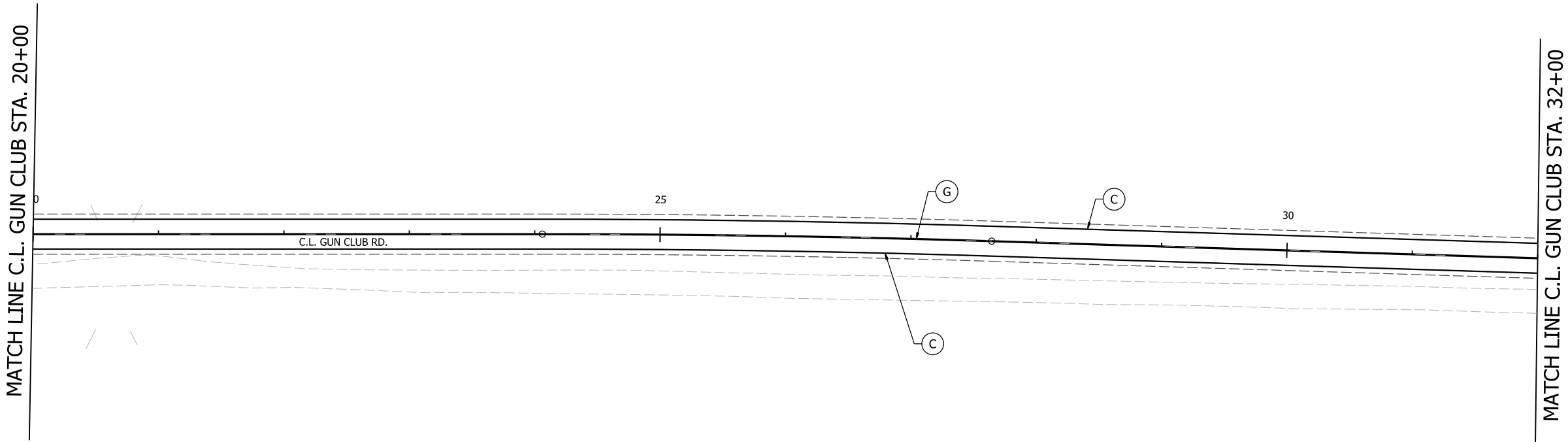
GUN CLUB
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	118	809
PERMANENT PAVEMENT MARKING DETAILS						



**GUN CLUB ROAD SHEET QUANTITY
REFLECTORIZED PAINT PAVEMENT MARKINGS**

(C)	6" CONTINUOUS WHITE		
	STA. 20+00 TO STA. 44+00 RT.	=	2,400 L.F.
	STA. 20+00 TO STA. 44+00 LT.	=	2,400 L.F.
(G)	6" DOUBLE YELLOW		
	STA. 20+00 TO STA. 44+00	=	4,800 L.F.

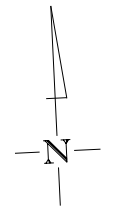
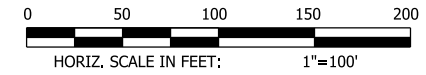
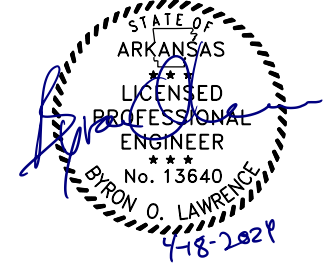


NOTE:
THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

- NOTES:
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
 2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
 3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
 4. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

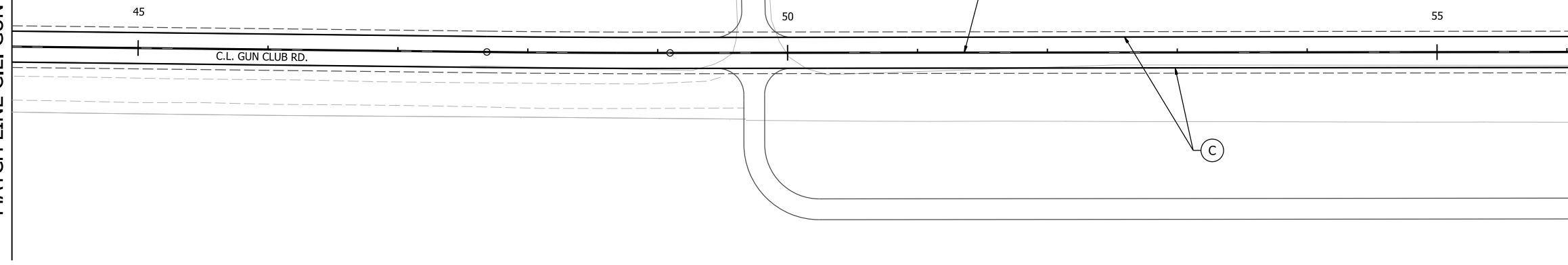
**GUN CLUB
PERMANENT PAVEMENT MARKING DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	119	809
PERMANENT PAVEMENT MARKING DETAILS						



MATCH LINE C.L. GUN CLUB STA. 44+00

MATCH LINE C.L. GUN CLUB STA. 56+00



**GUN CLUB ROAD SHEET QUANTITY
REFLECTORIZED PAINT PAVEMENT MARKINGS**

(A) 12" CONTINUOUS WHITE	STA. 59+62 TO STA. 59+83 LT.	=	22 L.F.
(C) 6" CONTINUOUS WHITE	STA. 44+00 TO STA. 59+56 LT.	=	1,595 L.F.
	STA. 60+19 TO STA. 67+00 LT.	=	717 L.F.
	LANE LINES		
	STA. 59+09 TO STA. 59+62 LT.	=	179 L.F.
	STA. 60+05 TO STA. 60+76 LT.	=	243 L.F.
(E) WHITE YIELD	STA. 59+03 TO STA. 59+14 LT.	=	20 L.F.
	STA. 60+08 TO STA. 60+25 LT.	=	20 L.F.
(F) 6" CONTINUOUS YELLOW	C.L. GUN CLUB RAMP 3		
	STA. 10+18 TO STA. 11+00	=	303 L.F.
(G) 6" DOUBLE YELLOW	STA. 44+00 TO STA. 59+62	=	3,124 L.F.
	STA. 60+05 TO STA. 67+00	=	1,390 L.F.
(H) 10" SOLID WHITE	GC RAMP 3 ISLAND FACE	=	151 L.F.
	GC RAMP 4 ISLAND FACE	=	212 L.F.

NOTE:
THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

NOTES:
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
4. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

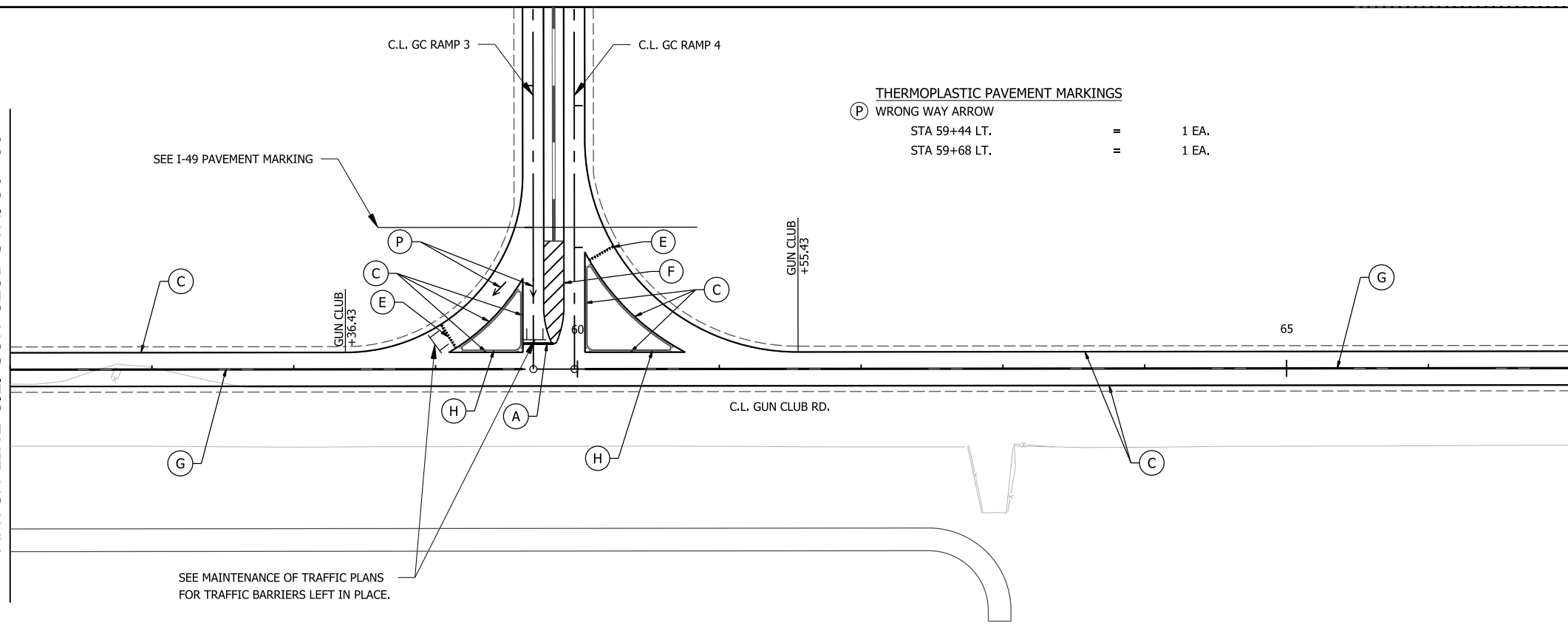
**GUN CLUB
PERMANENT PAVEMENT MARKING DETAILS**

THERMOPLASTIC PAVEMENT MARKINGS

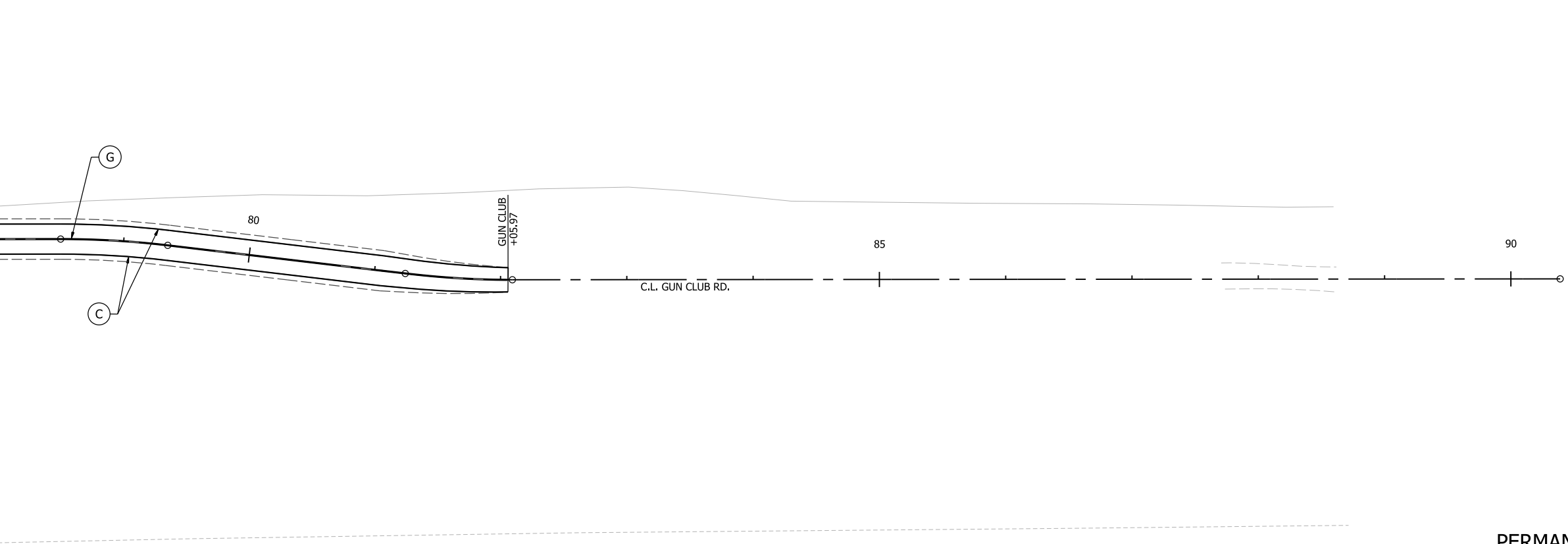
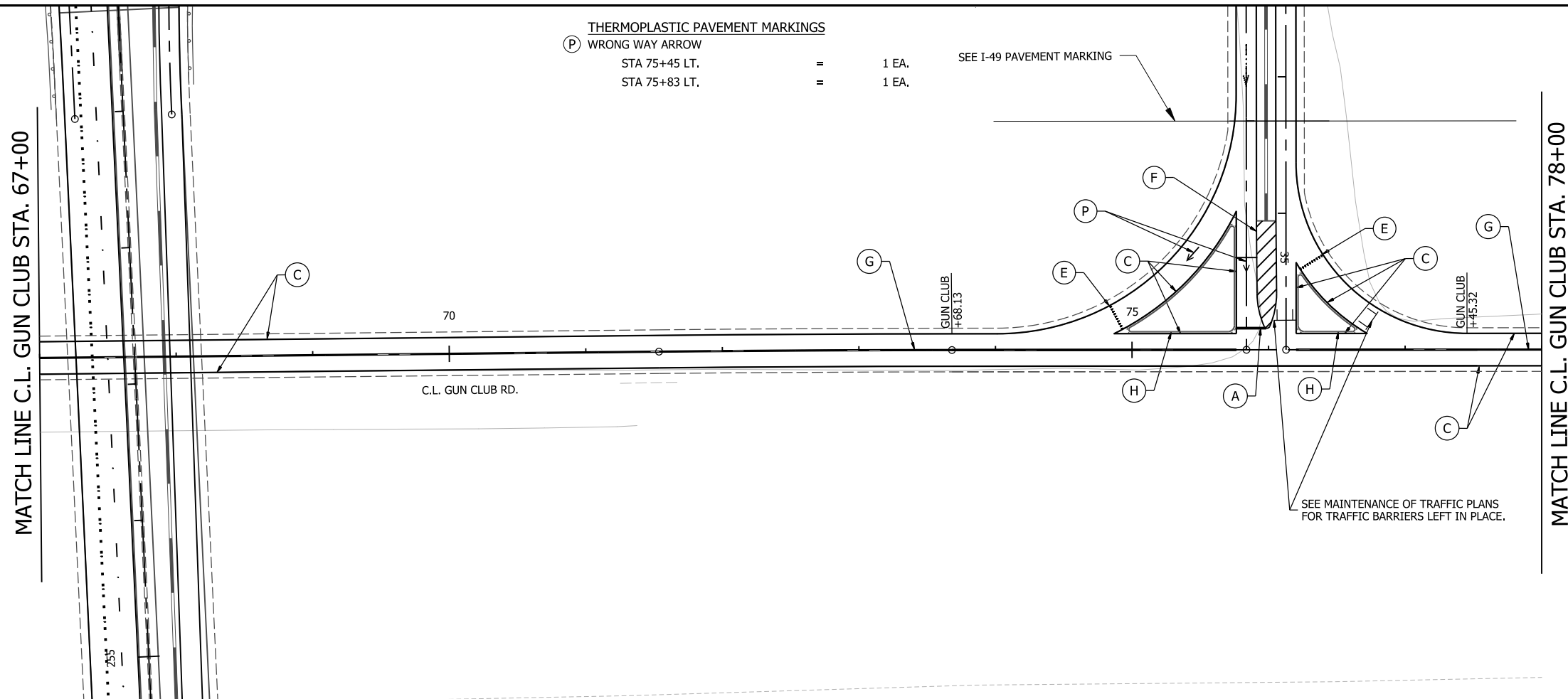
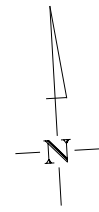
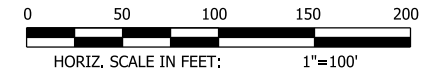
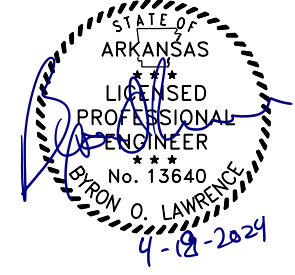
(P) WRONG WAY ARROW		
	STA 59+44 LT.	= 1 EA.
	STA 59+68 LT.	= 1 EA.

MATCH LINE C.L. GUN CLUB STA. 56+00

MATCH LINE C.L. GUN CLUB STA. 67+00



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	120	809
PERMANENT PAVEMENT MARKING DETAILS						



GUN CLUB ROAD SHEET QUANTITY
REFLECTORIZED PAINT PAVEMENT MARKINGS

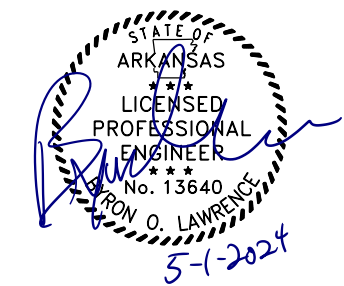
(A)	12" CONTINUOUS WHITE		
	STA. 75+76 TO STA. 75+98	=	22 L.F.
(C)	6" CONTINUOUS WHITE		
	STA. 67+00 TO STA. 75+75 LT.	=	1,506 L.F.
	STA. 67+00 TO STA. 82+06 RT.	=	2,040 L.F.
	STA. 76+20 TO STA. 82+06 LT.	=	688 L.F.
	LANE LINES		
	STA. 74+87 TO STA. 75+76	=	309 L.F.
	STA. 76+20 TO STA. 76+72	=	179 L.F.
(E)	WHITE YIELD		
	STA. 74+83 TO STA. 74+93	=	20 L.F.
	STA. 76+23 TO STA. 76+40	=	20 L.F.
(F)	6" CONTINUOUS YELLOW		
	C.L. GUN CLUB RAMP 1		
	STA. 34+00 TO STA. 35+52	=	456 L.F.
(G)	6" DOUBLE YELLOW		
	STA. 67+00 TO STA. 75+76	=	1,752 L.F.
	STA. 76+20 TO STA. 82+06	=	1,172 L.F.
(H)	10" SOLID WHITE		
	GC RAMP 1 ISLAND FACE	=	275 L.F.
	GC RAMP 2 ISLAND FACE	=	151 L.F.

NOTE:
THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE PROJECT. THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING. CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

NOTES:
1. SEE TYPICAL SECTIONS FOR TYPICAL LANE WIDTHS.
2. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR STRIPE PLACEMENT RELATIVE TO LONGITUDINAL JOINTS.
3. SEE PAVEMENT MARKING STANDARD DRAWINGS FOR ADDITIONAL DIMENSIONS.
4. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

GUN CLUB
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	123	809
QUANTITY SHEETS						



ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	TOTAL END OF JOB*	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TOTAL SIGNS LEFT IN PLACE*		TRAFFIC DRUMS	BARRICADES (TYPE III)		BARRICADES LEFT IN PLACE*		FURNISHING & INSTALLING PRECAST CONC. BARRIER	FURNISHING & INSTALLING AND LEAVING IN PLACE PRECAST CONC. BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN. BARR. (REPAIR)
								NO.	SQ. FT.	NO.	SQ. FT.		RIGHT	LEFT	RIGHT	LEFT				
								LIN. FT. - EACH												
W20-1	ROAD WORK 500 FT.	48"x48"	2	2			2	2	32.0											
W20-0	ROAD WORK 1000 FT.	48"x48"	2	2			2	2	32.0											
W20-1	ROAD WORK 1500 FT.	48"x48"	1	2			2	2	32.0											
W20-1	ROAD WORK 1/2 MILE	48"x48"	1	2			2	2	32.0											
W20-1	ROAD WORK 1 MILE	48"x48"	1	2			2	2	32.0											
W20-1	ROAD WORK AHEAD	48"x48"	2				2	2	32.0											
W20-5R	RIGHT LANE CLOSED 1500 FT.	48"x48"	1				1	1	16.0											
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"x48"	1	2			2	2	32.0											
W20-5R	RIGHT LANE CLOSED 1 MILE	48"x48"	1	2			2	2	32.0											
W20-5R	RIGHT LANE CLOSED AHEAD	48"x48"	2	3			3	3	48.0											
G20-2	END ROAD WORK	48"x24"	2	4			4	4	32.0											
W3-5	REDUCED SPEED LIMIT AHEAD	48"x48"	2				2	2	32.0											
R2-1	SPEED LIMIT	36"x48"	4	2			4	4	48.0											
W13-1	SPEED LIMIT (ADVISORY)	24"x24"	2	2			2	2	8.0											
R11-2	ROAD CLOSED	48"x30"	12	6	7		12	12	120.0											
R11-2	ROAD CLOSED (LEFT IN PLACE)	48"x30"		4	2	6	6			6	60.0									
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"x30"	1				1	1	12.5											
W1-6	LARGE ARROW	48"x24"	3	3			3	3	24.0											
R4-1	DO NOT PASS	36"x48"	1	2			2	2	24.0											
W21-5	SHOULDER WORK	48"x48"	2	1			2	2	32.0											
W4-2R	RIGHT LANE ENDS	48"x48"	3	3			3	3	48.0											
W5-1	ROAD NARROWS	36"x36"	2				2	2	32.0											
	TRAFFIC DRUMS		323	372			372					372								
	TYPE III BARRICADE-RT. (8')		7	5	7		7						56							
	TYPE III BARRICADE-RT. (8') - LEFT IN PLACE				2	2	2							16						
	TYPE III BARRICADE-LT. (8')		11	17	7		17							136						
	TYPE III BARRICADE-LT. (8') - LEFT IN PLACE			4	2	6	6								48					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		433				433									433				
	FURNISHING, INSTALLING AND LEAVING IN PLACE CONCRETE BARRIER				1633	1633	1633										1633			
	TEMPORARY IMPACT ATTENUATION BARRIER		3		1		3											3		3
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)																			3
TOTALS:								732.5	6	60	372	56	136	16	48	433	1633	3	3	

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

* ITEMS TO BE LEFT IN PLACE AT END OF JOB

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	REMOVAL OF PERMANENT PAVEMENT MARKINGS (WORDS)	REMOVAL OF PERMANENT PAVEMENT MARKINGS (ARROWS)	CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING			THERMOPLASTIC PAVEMENT MARKING		REFLECTORIZED PAINT PAVEMENT MARKING					
										6"		12"	WORDS	ARROWS	6"		12"	YIELD LINE		
										WHITE	YELLOW	WHITE	WHITE	YELLOW	WHITE	WHITE	WHITE			
REMOVAL OF PERMANENT PAVEMENT MARKINGS			1028	1028																
REMOVAL OF PERMANENT PAVEMENT MARKINGS (WORDS)			1		1															
REMOVAL OF PERMANENT PAVEMENT MARKINGS (ARROWS)			1			1														
CONSTRUCTION PAVEMENT MARKINGS		28613					28613													
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	9332	3641						12973												
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)			882						882											
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")			56154							56154										
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			46184								46184									
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")			2694									2694								
THERMOPLASTIC PAVEMENT MARKING (WORDS)			8									8								
THERMOPLASTIC PAVEMENT MARKING (ARROWS)			23										23							
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")			17961											17961						
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")			25351												25351					
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (12")			423													423				
REFLECTORIZED PAINT PAVEMENT MARKING YIELD LINE WHITE			117																	117
TOTALS:				1028	1	1	28613	12973	882	56154	46184	2694	8	23	17961	25351	423	117		

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

NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	124	809
QUANTITY SHEETS						

EROSION CONTROL (BOX 1 OF 2)

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL							
			SEEDING	SPECIAL SEEDING	LIME	MULCH COVER	SPECIAL MULCH COVER	WATER	SECOND SEEDING APPLICATION	SPECIAL SECOND SEEDING APPLICATION
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE		
ENTIRE PROJECT		CLEARING AND GRUBBING	185.04	53.57	370.08	185.04	53.57	18874.1	185.04	53.57
ENTIRE PROJECT		CLEARING AND GRUBBING - TREE CLEARING	67.60							
ENTIRE PROJECT		STAGE 1	126.80	53.91	253.60	126.80	53.91	12933.6	126.80	53.91
ENTIRE PROJECT		STAGE 2	181.21	53.91	362.42	181.21	53.91	18483.4	181.21	53.91
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			36.24	10.78	72.48	36.24	10.78	3696.5	36.24	10.78
TOTALS:			596.89	172.17	1058.58	529.29	172.17	53987.6	529.29	172.17

BASIS OF ESTIMATE:
LIME2 TONS / ACRE OF SEEDING
WATER102.0 M.G. / ACRE OF SEEDING
WATER20.4 M.G. / ACRE OF TEMPORARY SEEDING
SAND BAG DITCH CHECKS22 BAGS / LOCATION
ROCK DITCH CHECKS3 CU.YD./LOCATION
FILTER SOCKS23 LIN. FT. / 4' DIA. INLET
27 LIN. FT. / 5' DIA. INLET
30 LIN. FT. / 6' DIA. INLET

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.

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING	CLEARING	GRUBBING
			STATION	ACRE	ACRE	ACRE
100+00	146+00	C.L. I-49		46		
146+00	181+62	C.L. I-49	36	36		
201+10	215+65	C.L. I-49 - TREE CLEARING			67.60	67.60
193+00	271+00	C.L. I-49	78	78		
TOTALS:			114	160	67.60	67.60



EROSION CONTROL (BOX 2 OF 2)

STATION	STATION	LOCATION	TEMPORARY EROSION CONTROL																	
			TEMPORARY SEEDING	SPECIAL TEMPORARY SEEDING	MULCH COVER	SPECIAL MULCH COVER	WATER	WATTLE (20")	SAND BAG DITCH CHECKS	ROCK DITCH CHECKS	SILT FENCE	DIVERSION DITCH	PIPE FOR SLOPE DRAINS	DUMPED RIPRAP	DROP INLET FILTER SOCK (12")	FILTER SOCK (12")	TRIANGULAR SILT DIKE	SEDIMENT BASIN	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
								(E-1)	(E-5)	(E-6)	(E-11)	(E-8)	(E-12)	(E-9)	(E-13)	(E-14)	CU.YD.	CU.YD.		
ENTIRE PROJECT		CLEARING AND GRUBBING	370.08	107.14	370.08	107.14	9735.3	15981	660	90	40456				54					1558
ENTIRE PROJECT		CLEARING AND GRUBBING - TREE CLEARING	135.20				2758.1	5866												
ENTIRE PROJECT		STAGE 1	253.60	107.82	253.60	107.82	7373.0	237	1804	210	426	6808	1150	32	405					168
ENTIRE PROJECT		STAGE 2	362.42	107.82	362.42	107.82	9592.9		704	102	231				27					75
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			72.48	21.56	72.48	21.56	1478.6								4000	2300	4278	4278	4278	
TOTALS:			1193.78	344.34	1058.58	344.34	30937.9	22084	3168	402	41113	6808	1150	32	486	4000	2300	4278	4278	6079

BASIS OF ESTIMATE:
LIME2 TONS / ACRE OF SEEDING
WATER102.0 M.G. / ACRE OF SEEDING
WATER20.4 M.G. / ACRE OF TEMPORARY SEEDING
SAND BAG DITCH CHECKS22 BAGS / LOCATION
ROCK DITCH CHECKS3 CU.YD./LOCATION
FILTER SOCKS23 LIN. FT. / 4' DIA. INLET
27 LIN. FT. / 5' DIA. INLET
30 LIN. FT. / 6' DIA. INLET

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.

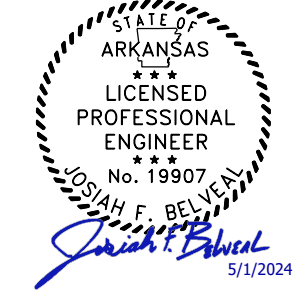
*QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CONCRETE PAVEMENT	CONCRETE ISLANDS	HEADWALLS	GUARDRAIL	SIGNS
			SQ. YD.	SQ. YD.	EACH	LIN. FT.	EACH
45+51	46+94	C.L. HWY 22	46	957			
58+28	58+78	C.L. HWY 22				50	
40+52	40+52	C.L. HWY 22					3
46+27	46+27	C.L. HWY 22					3
54+27	54+27	C.L. HWY 22					3
58+24	58+24	C.L. HWY 22					3
2178+83	2178+85	C.L. HWY 22 RAMP 1					2
2184+51	2186+64	C.L. HWY 22 RAMP 1	23				
2185+35	2185+56	C.L. HWY 22 RAMP 1					8
20+65	20+65	C.L. GUN CLUB			1	50	22
TOTALS:			69	957	1	50	22

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

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	126	809
QUANTITY SHEETS						



REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE LIN. FT.
42+76	44+00	C.L. GUN CLUB RT.	124
44+00	56+00	C.L. GUN CLUB RT.	1200
56+00	62+73	C.L. GUN CLUB RT.	673
62+75	62+85	C.L. GUN CLUB RT.	10
62+76	62+86	C.L. GUN CLUB RT.	10
63+02	63+07	C.L. GUN CLUB RT.	5
63+03	68+00	C.L. GUN CLUB RT.	497
68+00	71+37	C.L. GUN CLUB RT.	337
TOTAL:			2856

ROCK FILL

STATION	STATION	LOCATION / DESCRIPTION	ROCK FILL CU. YD.	GEOTEXTILE FABRIC (TYPE 10) SQ. YD.
150+09.23	263+00.00	C.L. I-49	198833	14108
TOTAL:			198833	14108

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH LIN. FT.	"W" IN.	C. DITCH PAVING SQ. YD.	OLID SODDING M. GAL.
96+35.81	150+84.38	C.L. I-49 LT.	5448.57	6.00	3632.38	2421.59
100+00.00	101+00.00	C.L. I-49 LT.	100.00	6.00	66.67	44.44
100+00.00	100+70.00	C.L. I-49 RT.	70.00	6.00	46.67	31.11
149+00.00	151+00.00	C.L. I-49 LT.	200.00	6.00	133.33	88.89
150+84.38	159+08.29	C.L. I-49 MEDIAN	823.91	15.05	1377.76	366.18
260+00.93	269+00.00	C.L. I-49 MEDIAN	899.07	17.41	1739.20	399.59
11+00.00	12+50.00	C.L. NW SERVICE RD LT.	150.00	6.00	100.00	66.67
11+00.00	12+50.00	C.L. NW SERVICE RD RT.	150.00	6.00	100.00	66.67
10+74.23	10+81.40	C.L. GUN CLUB RT.	7.17	6.00	4.78	3.19
18+00.00	20+40.00	C.L. GUN CLUB LT.	240.00	6.00	160.00	106.67
18+00.00	20+40.00	C.L. GUN CLUB RT.	240.00	6.00	160.00	106.67
20+95.00	22+50.00	C.L. GUN CLUB LT.	155.00	6.00	103.33	68.89
20+95.00	24+00.00	C.L. GUN CLUB RT.	305.00	6.00	203.33	135.56
TOTALS:					7827.45	3906.12

BASIS OF ESTIMATE:

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT CU. YD.	COMPACTED EMBANKMENT (WEDGE)	STONE BACKFILL TON
100+00.00	270+55.44	I-49	32064	372928	1148	2275
166+23.44	170+86.80	I-49 SPRINGHILL SPDT	321			
10+29.60	33+29.15	HWY 22 RAMP 2	3182	35587	268	
10+32.03	38+44.85	HWY 22 RAMP 3	16460	3492	187	
14+16.07	27+97.58	GC RAMP 1	1848	16185		
10+12.00	21+80.04	GC RAMP 2	3712	19717	425	
20+00.00	25+47.42	GC RAMP 3	532	4263		
13+98.24	38+73.80	GC RAMP 4	12232	25042	388	
11+00.00	24+05.00	NW SERVICE RD.	4705	1356		
11+00.00	26+10.00	SE SERVICE RD.	903	1815		
50+00.00	70+60.15	HWY. 59	1192	3939		
10+24.43	82+06.00	STAGE 1 GUN CLUB	35193	6691		
10+24.43	82+06.00	STAGE 2 GUN CLUB	15383	6432		
		OBLITERATION EXISTING PARK RD.	124			
		OBLITERATION EXISTING PARK RD.	109			
		OBLITERATION EXISTING E CHURCH ST.	103			
		OBLITERATION EXISTING E CHURCH ST.	176			
		OBLITERATION EXISTING GUN CLUB RD.	1230			
		OBLITERATION EXISTING HWY 22 RAMP 1 ISLAND	375			
		OBLITERATION EXISTING HWY 22 RAMP 4 ISLAND	14			
ENTIRE PROJECT		APPROACHES	40	235		
TOTALS:			129898	497682	2416	2275

* NOTE: STONE BACKFILL NEEDED FOR BOX CULVERTS AT C.L. I-49 STA. 106+60 AND 129+65. UNDERCUT FULL WIDTH AND LENGTH OF BOX CULVERT FROM BELOW THE BOTTOM SLAB STRUCTURAL EXCAVATION LEVEL TO A DEPTH OF 4 FEET AND BACKFILL WITH STONE BACKFILL.

SOIL STABILIZATION

STATION	STATION	LOCATION / DESCRIPTION	SOIL STABILIZATION TON
* ENTIRE PROJECT		TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	500
TOTAL:			500

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

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A) LIN. FT.	GUARDRAIL (TYPE C) LIN. FT.	THRIE BEAM GUARDRAIL TERMINAL EACH	GUARDRAIL TERMINAL (TYPE 2) EACH	TERMINAL ANCHOR POST (TYPE 1) EACH
161+30.69	163+49.52	RT. SIDE OF MAIN LANES	150		1	1	
162+05.69	163+49.52	LT. SIDE OF MAIN LANES	75		1	1	
216+18.48	231+00.00	RT. SIDE OF MAIN LANES	1475		1		
216+18.48	220+00.00	LT. SIDE OF MAIN LANES	375		1		1
217+50.00	231+00.00	RT. SIDE OF MAIN LANES	1350				1
231+00.00	240+50.52	RT. SIDE OF MAIN LANES	925		1		
231+00.00	240+50.52	LT. SIDE OF MAIN LANES	925		1		
259+14.48	260+58.93	RT. SIDE OF MAIN LANES	75		1	1	
259+14.48	260+47.01	LT. SIDE OF MAIN LANES	75		1	1	
56+77.76	58+77.76	RT. SIDE OF HWY 22	150			1	
60+46.36	60+96.36	LT. SIDE OF HWY 22				1	
145+59.28	145+79.65	LT. SIDE OF I-49		25			
TOTALS:			5575	25	8	6	2

FENCING

STATION	STATION	LOCATION	WIRE FENCE (TYPE A) LIN. FT.	*6" CHAIN LINK LIN. FT.	*8'-0" GATES EACH	*16'-0" GATES EACH
103+94	111+00	C.L. I-49 LT.	791			
105+90	111+00	C.L. I-49 RT.	548			
111+00	135+00	C.L. I-49 LT.	2221			
111+00	135+00	C.L. I-49 RT.	2418			
135+00	159+00	C.L. I-49 LT.	2278			
135+00	159+00	C.L. I-49 RT.	2443			
159+00	163+72	C.L. I-49 LT.	953			
159+00	163+72	C.L. I-49 RT.	954			
216+03	231+00	C.L. I-49 LT.	1454			
216+03	231+00	C.L. I-49 RT.	1455			
231+00	240+72	C.L. I-49 LT.	1454			
231+00	240+72	C.L. I-49 RT.	1455			
10+84	22+00	C.L. GC RAMP 2	1266			
21+12	32+00	C.L. GC RAMP 3	1151			
28+00	37+84	C.L. GC RAMP 4	1044			
50+03	56+00	C.L. GUN CLUB LT.	597			
50+03	56+00	C.L. GUN CLUB RT.	597			
56+00	58+16	C.L. GUN CLUB LT.	216			
56+00	67+00	C.L. GUN CLUB RT.	1100			
77+70	78+00	C.L. GUN CLUB LT.	30			
67+00	73+50	C.L. GUN CLUB RT.	650			
73+73	78+00	C.L. GUN CLUB RT.	458			
78+00	89+00	C.L. GUN CLUB LT.	1100			
78+00	89+00	C.L. GUN CLUB RT.	1100			
171+31	181+95	SPRINGHILL PARK TEMP. FENCE		2406	2	1
TOTALS:			27733	2406	2	1

* DENOTES ALTERNATE BID ITEM.

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE LIN. FT.	WIRE ROPE SAFETY FENCE ANCHORS* EACH	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS LUMP SUM
96+36	151+70	I-49 LT.	5534	2	
ENTIRE PROJECT					1.00
TOTALS:			5534	2	1.00

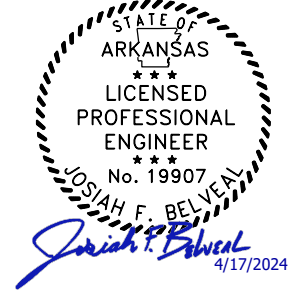
* DENOTES FOR INFORMATION ONLY

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	127	809
QUANTITY SHEETS						

DRIVEWAYS & TURNOUTS

STATION	SIDE	LOCATION	WIDTH		ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS	STANDARD DRAWINGS
			FEET	SQ. YD.	TON	TON	18" LIN. FT.		
13+00	LT.	C.L. GUN CLUB	20	121.12	13.32	49.46	40	DR-1,DR-2,PCC-1,PCM-1,PCP-1,PCP-2,PCP-3	
17+00	RT.	C.L. GUN CLUB	20	97.72	10.75	39.90	32	DR-1,DR-2,PCC-1,PCM-1,PCP-1,PCP-2,PCP-3	
36+00	RT.	C.L. GUN CLUB	16	122.43	13.47	49.99	30	DR-1,DR-2,PCC-1,PCM-1,PCP-1,PCP-2,PCP-3	
42+00	RT.	C.L. GUN CLUB	16	101.15	11.13	41.30	46	DR-1,DR-2,PCC-1,PCM-1,PCP-1,PCP-2,PCP-3	
49+00	LT.	C.L. GUN CLUB	18	112.56	12.38	45.96	38	DR-1,DR-2,PCC-1,PCM-1,PCP-1,PCP-2,PCP-3	
49+00	RT.	C.L. GUN CLUB	16	63.68	7.00	26.00	30	DR-1,DR-2,PCC-1,PCM-1,PCP-1,PCP-2,PCP-3	
TOTALS:				618.66	68.05	252.61	216		

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER



RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS LIN. FT.
100+00	163+37	C.L. I-49	25348
216+39	240+37	C.L. I-49	9592
259+29	269+00	C.L. I-49	3884
TOTAL:			38824

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

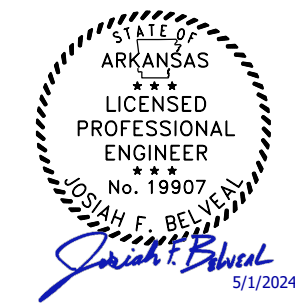
**PORTLAND CEMENT CONCRETE CORRUGATIONS
(CONCRETE ALTERNATE)**

STATION	STATION	LOCATION	PORTLAND CEMENT CONCRETE CORRUGATIONS SQ. YDS.
38+02.40	38+45.56	HWY 22 RAMP 3 EXIT	54
14+15.83	14+96.59	GC RAMP 1 EXIT	109
TOTAL:			163

CONCRETE BARRIER WALL

STATION	STATION	LOCATION	MEDIAN TYPE A	MEDIAN TYPE B
			LIN. FT.	LIN. FT.
150+84	156+00	I-49 LT.	516	
156+00	159+00	I-49 LT.		300
159+00	160+52	I-49 MEDIAN		152
160+52	163+37	I-49 MEDIAN	285	
216+39	231+00	I-49 MEDIAN	1461	
231+00	240+37	I-49 MEDIAN	937	
259+29	262+00	I-49 MEDIAN		271
262+00	268+67	I-49 MEDIAN	667	
10+94	19+51	GC RAMP 2 LT.	857	
27+47	28+00	GC RAMP 4 RT.	53	
28+00	37+96	GC RAMP 4 RT.	996	
TOTALS:			5772	723

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	128	809
QUANTITY SHEETS						



CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND SQ.YD.
2185+58	C.L. HWY 22 RAMP 1	A	1098
10+68	C.L. HWY 22 RAMP 2	A	192
10+60	C.L. HWY 22 RAMP 3	A	151
2157+48	C.L. HWY 22 RAMP 4	A	1062
35+30	C.L. GUN CLUB RAMP 1	A	306
10+35	C.L. GUN CLUB RAMP 2	A	101
10+35	C.L. GUN CLUB RAMP 3	A	101
38+44	C.L. GUN CLUB RAMP 4	A	190
TOTAL:			3201

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER (TYPE F)	APPROACH SLAB (TYPE F)	APPROACH SLAB (TYPE 1)	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7) [APPROACH GUTTER]	AGGREGATE BASE CRS. (CLASS 7) [APPROACH SLAB]	AGGREGATE BASE CRS. (CLASS 7) [MEDIAN SLAB]
			CU.YD.	CU.YD.	CU.YD.	POUND	TON	TON	TON
163+36.92	163+71.92	LT. SIDE	3.80	71.10	18.10	8757	2.25	42.59	6.76
163+36.92	163+71.92	RT. SIDE	3.80	71.10		8757	2.25	42.59	6.76
216+04.08	216+39.08	LT. SIDE	4.10	71.10	18.10	8769	2.25	42.59	6.76
216+04.08	216+39.08	RT. SIDE	4.10	71.10		8769	2.25	42.59	6.76
240+36.92	240+71.92	LT. SIDE	3.80	71.10	18.10	8759	2.25	42.59	6.76
240+36.92	240+71.92	RT. SIDE	3.80	71.10		8759	2.25	42.59	6.76
258+94.17	259+29.17	LT. SIDE	3.90	83.60	18.10	10631	2.25	49.62	6.76
258+94.17	259+29.17	RT. SIDE	3.90	83.60		10631	2.25	49.62	6.76
TOTALS:			31.20	666.20		73832		426.86	

NOTE: USE T = 18.5" FOR 6' INSIDE AND 10' OUTSIDE SHOULDER.

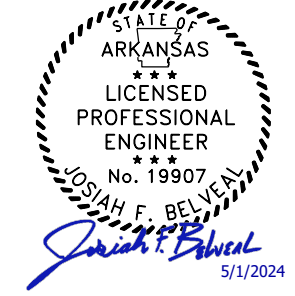
BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH FEET	TRENCHING AND SHOULDER PREPARATION STATION	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")										
					TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 64-22 TON	PG 70-22 TON	TOTAL PG 64-22 TON	TOTAL PG 70-22 TON
							TOTAL WID. FEET	SQ.YD.	GALLON																
GUN CLUB																									
10+24.43	82+05.51	C.L. GUN CLUB	7181.08		93.25	6696.36	48.75	38897.52	1944.88	1944.88	24.50	19548.50	330.00	3225.50	24.25	19349.02	220.00	2128.39	32.00	25532.73	220.00		2808.60		4936.99
10+24.43	82+05.51	GUN CLUB LT. & RT. SHOULDER AGGR	7181.08		87.50	6283.45																			
HWY. 59																									
50+00.00	70+60.00	C.L. HWY. 59	2060.00		46.75	963.05	19.00	4348.89	217.44	217.44	12.25	2803.89	330.00	462.64	12.13	2776.42	220.00	305.41	19.00	4348.89	220.00		478.38		783.79
50+00.00	70+60.00	HWY. 59 RT. SHOULDER AGGR	2060.00		46.75	963.05																			
CROSS STREETS																									
11+00.00	26+10.00	SE SERVICE RD	1510.00		90.75	1370.33													20.00	3355.56	220.00		369.11		369.11
11+00.00	26+10.00	SE SERVICE RD LT. & RT. AGGR	1510.00		38.00	573.80																			
11+00.00	24+05.00	NW SERVICE RD	1305.00		90.75	1184.29													20.00	2900.00	220.00		319.00		319.00
11+00.00	24+05.00	NW SERVICE RD LT. & RT. AGGR	1305.00		38.00	495.90																			
10+12.00	14+58.37	DWYGC49R	446.37		72.50	323.62													16.00	793.55	220.00		87.29		87.29
ADDITIONAL FOR SUPERELEVATION																									
10+55.00	18+92.00	C.L. GUN CLUB	837.00		35.84	299.98																			
ADDITIONAL FOR MOT																									
49+09.86	72+32.62	HWY 59 LT. SHOULDER	2322.76	23.23	5.29	122.87	6.00	1548.51	77.43	77.43	6.00	1548.51	330.00	255.50					6.00	1548.51	220.00		170.34		170.34
ADDITIONAL FOR CULVERT RESTORATION																									
171+06.13	171+29.66	EXIST. P. ST. (STA. I-49)	4.00		154.50	6.18																			
TOTALS:			23.23		154.50	6.18		44794.92	2239.75	2239.75		23900.90		3943.64		22125.44		2433.80		38479.24		775.40	3457.32	775.40	5891.12

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
 ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
 TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

5/1/2024 11:30:46 AM
 R040901_08_QTY6.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	130	809
QUANTITY SHEETS						



PORTLAND CEMENT CONCRETE PAVEMENT (CONCRETE ALTERNATE)

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE				GEOTEXTILE FABRIC (TYPE SPECIAL)		PORTLAND CEMENT CONCRETE PAVEMENT	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	AVG. WID.	9" U.T.
				FEET	FEET	SQ. YD.	TON	TON	FEET	SQ. YD.	FEET
100+00.00	160+52.00	I-49 S.B. ML	6052.00	30.00	20173.33	423.64	6637.03	30.00	20173.33	26.00	17483.56
100+00.00	160+52.00	I-49 N.B. ML	6052.00	30.00	20173.33	423.64	6637.03	30.00	20173.33	26.00	17483.56
114+65.95	120+08.75	I-49 S.B. ML - HWY 22 RAMP 3 GORE	542.80	11.69	705.04	14.81	231.96	11.69	705.04	11.69	705.04
116+11.98	118+80.64	I-49 N.B. ML - HWY 22 RAMP 2 GORE	268.66	7.89	235.53	4.95	77.49	7.89	235.53	7.89	235.53
116+11.98	124+95.77	I-49 N.B. ML - HWY 22 RAMP 2 AUX LANE	883.79	10.00	981.99	20.62	323.07	10.00	981.99	10.00	981.99
124+95.77	127+95.77	I-49 N.B. ML - HWY 22 RAMP 2 AUX LANE TRANSITION	300.00	6.09				6.09	203.00	6.09	203.00
150+84.38	160+52.00	I-49 S.B. ML (INT. SHLD CONCRETE BARRIER WALL)	967.62	7.00	752.59	15.80	247.60	7.00	752.59	6.00	645.08
160+52.00	163+36.83	I-49 S.B. ML	284.83	35.00	1107.67	23.26	364.42	35.00	1107.67	31.00	981.08
160+52.00	163+36.83	I-49 N.B. ML	284.83	35.00				35.00	1107.67	31.00	981.08
160+52.00	163+36.83	I-49 M.L. MEDIAN TAPER TO BRIDGE APPROACH	284.83							2.00	63.30
216+39.08	240+36.92	I-49 S.B. ML	2397.84	35.00	9324.93	195.82	3067.90	35.00	9324.93	31.00	8259.23
216+39.08	240+36.92	I-49 N.B. ML	2397.84	35.00	9324.93	195.82	3067.90	35.00	9324.93	31.00	8259.23
216+39.08	240+36.92	I-49 M.L. MEDIAN BETWEEN BRIDGES	2397.84							2.00	532.85
259+29.08	269+00.00	I-49 N.B. ML	970.92	30.00	3236.40	67.96	1064.78	30.00	3236.40	26.00	2804.88
259+29.08	263+50.97	I-49 N.B. ML - GC RAMP 1 AUX LANE	421.89	10.00	468.77	9.84	154.23	10.00	468.77	10.00	468.77
258+96.00	265+62.03	I-49 N.B. ML - GC RAMP 1 GORE	666.03	9.71	718.57	15.09	236.41	9.71	718.57	9.71	718.57
259+29.08	269+00.00	I-49 S.B. ML	970.92	30.00	3236.40	67.96	1064.78	30.00	3236.40	26.00	2804.88
259+29.08	262+93.62	I-49 N.B. ML - GC RAMP 4 AUX LANE	364.54	10.00	405.04	8.51	133.26	10.00	405.04	10.00	405.04
259+29.08	265+17.38	I-49 S.B. ML - GC RAMP 4 GORE	588.30	4.64	303.30	6.37	99.79	4.64	303.30	4.64	303.30
260+00.93	263+00.00	I-49 N.B. ML	299.07	60.08	1996.46	41.93	656.84	60.08	1996.46	54.08	1797.08
10+29.60	33+29.15	C.L. HWY 22 RAMP 2	2299.55	19.00	4854.61	101.95	1597.17	19.00	4854.61	15.00	3832.58
10+32.55	13+53.80	C.L. HWY 22 RAMP 3	321.25	28.00	999.44	20.99	328.82	28.00	999.44	24.00	856.67
13+53.80	16+53.80	C.L. HWY 22 RAMP 3 W/ VARIED WIDTHS	300.00	23.50	783.33	16.45	257.72	23.50	783.33	19.50	650.00
16+53.80	38+44.85	C.L. HWY 22 RAMP 3	2191.05	19.00	4625.55	97.14	1521.81	19.00	4625.55	15.00	3651.75
14+16.07	27+97.58	C.L. GC RAMP 1	1381.51	19.00	2916.52	61.25	959.54	19.00	2916.52	15.00	2302.52
27+97.58	29+85.00	C.L. GC RAMP 1 & 3 W/ BARRIER VAR. WIDTH	187.42	58.00	1207.82	25.36	397.37	58.00	1207.82	56.00	1166.17
29+85.00	35+55.58	C.L. GC RAMP 1 W/ BARRIER	570.58	24.00	1521.55	31.95	500.59	24.00	1521.55	22.00	1394.75
10+12.00	15+65.00	C.L. GC RAMP 2 W/ BARRIER	553.00	24.00	1474.67	30.97	485.17	24.00	1474.67	22.00	1351.78
15+65.00	17+70.00	C.L. GC RAMP 2 W/ BARRIER	205.00	24.00	546.67	11.48	179.85	24.00	546.67	20.00	455.56
17+70.00	19+51.45	C.L. GC RAMP 2 & 4 W/ BARRIER VAR. WIDTH	181.45	58.00	1169.34	24.56	384.71	58.00	1169.34	56.00	1129.02
19+51.45	20+00.00	C.L. GC RAMP 2	48.55	19.00	102.49	2.15	33.72	19.00	102.49	15.00	80.92
20+00.00	20+30.00	C.L. GC RAMP 2 END GRADING	30.00	19.00	63.33	1.33	20.84	19.00	63.33		
10+12.00	17+94.00	C.L. GC RAMP 3 W/ BARRIER	782.00	24.00	2085.33	43.79	686.07	24.00	2085.33	22.00	1911.56
17+94.00	20+00.00	C.L. GC RAMP 3 W/ BARRIER	206.00	24.00	549.33	11.54	180.73	24.00	549.33	20.00	457.78
21+44.75	24+00.00	C.L. GC RAMP 3	255.25	19.00	538.86	11.32	177.28	19.00	538.86	15.00	425.42
24+00.00	24+30.00	C.L. GC RAMP 3 END GRADING	30.00	19.00	63.33	1.33	20.84	19.00	63.33		
13+98.24	16+66.00	C.L. GC RAMP 4	267.76	19.00	565.27	11.87	185.97	19.00	565.27	15.00	446.27
16+66.00	27+47.43	C.L. GC RAMP 4	1081.43	19.00	2283.02	47.94	751.11	19.00	2283.02	15.00	1802.38
28+85.87	30+73.00	C.L. GC RAMP 4 W/ BARRIER	187.13	24.00	499.01	10.48	164.17	24.00	499.01	20.00	415.84
30+73.00	38+73.80	C.L. GC RAMP 4 W/ BARRIER	800.80	24.00	2135.47	44.84	702.57	24.00	2135.47	22.00	1957.51
11+05.02	16+57.99	C.L. GC RAMP 1 GORE	552.97	14.15	869.39	18.26	286.03	14.15	869.39	10.15	623.63
10+12.00	10+68.87	C.L. GC RAMP 2 GORE	56.87	18.00	113.74	2.39	37.42	18.00	113.74	14.00	88.46
10+12.00	10+64.69	C.L. GC RAMP 3 GORE	52.69	18.00	105.38	2.21	34.67	18.00	105.38	14.00	81.96
10+78.13	16+24.43	C.L. GC RAMP 4 GORE	546.30	8.60	522.02	10.96	171.74	8.60	522.02	4.60	279.22
		C.L. GUN CLUB/GC RAMP 3 RADIUS RETURN	108.00	24.00	288.00	6.05	94.75	24.00	288.00	20.00	240.00
		C.L. GUN CLUB/GC RAMP 4 RADIUS RETURN	138.00	24.00	368.00	7.73	121.07	24.00	368.00	20.00	306.67
		C.L. HWY 22 RAMP 2 RADIUS RETURN	135.00	24.00	360.00	7.56	118.44	24.00	360.00	20.00	300.00
		C.L. HWY 22 RAMP 3 RADIUS RETURN	122.00	24.00	325.33	6.83	107.03	24.00	325.33	20.00	271.11
TOTALS:					105081.08	2206.70	34571.69		106391.75		92596.58

BASIS OF ESTIMATE:
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	133	809
WATER LINE PLANS						

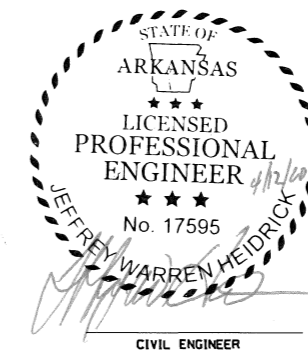
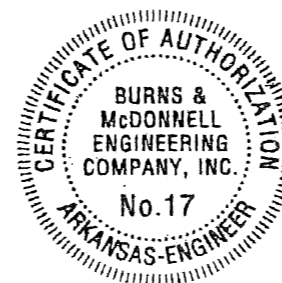
LINE ITEMS	UNITS	QUANTITIES
STEEL WATER LINE (36-INCH)	LIN. FT.	1558
FLEXIBLE EXPANSION JOINT - 36-INCH EBAA IRON - FORCE BALANCED FLEX-TEND	EACH	2
BLIND FLANGES (24-INCH)	EACH	2
BALL VALVE (2-INCH)	EACH	6
ADJUSTABLE PIPE ROLLER SUPPORT	EACH	180
CATHODIC PROTECTION	LUMP SUM	1

FOR INFORMATION ONLY (INCLUDED IN THE BRIDGE QUANTITIES TABLE)

LINE ITEMS	UNITS	QUANTITIES
STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W) ①	LBS	4500
CLASS S CONCRETE- BRIDGE ②	CU YD	7
REINFORCING STEEL - BRIDGE (GRADE 60)	LBS	1711
UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	CU YD	450
PORTS - SUBSIDIARY WITH BALL VALVE (2 INCH)	--	--
EPOXY COATING ON DRILLED SHAFT - SUBSIDIARY TO PERMANENT CASING	--	--
EPOXY COATING ON THE STEEL CORBEL - SUBSIDIARY TO STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W)	--	--

① STEEL FOR CORBEL BENT 12 & 16, PIPE SUPPORT AT BENT 14, ANCHOR BOLTS, WEAR PLATE, CAST IN ANCHOR PLATES FOR INTERMEDIATE COLUMN SUPPORTS

② CONCRETE SADDLE FOR BENT 14 PIPE SUPPORT



36" STEEL WATER LINE
 QUANTITIES
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE I-49 SEC. XX
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

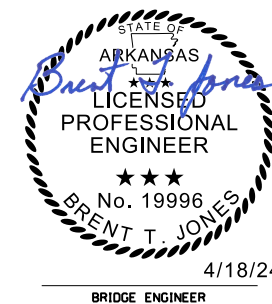
DRAWN BY: TWM DATE: 02/2024 FILENAME: 040748-BR-BMCD-04.dgn
 CHECKED BY: KBH DATE: 03/2024 SCALE: NONE
 DESIGNED BY: BDM DATE: 02/2024
 BRIDGE NO. 07684 DRAWING NO.

DATE REVISED	DATE REVISED	FED. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	135	809
07684 & 07685 - QUANTITIES - 67367						

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 040901 - ALTERNATE NO. 1

BRIDGE NUMBER	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NUMBER	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901	SP JOB 040901
			ITEM	DRILLED SHAFT (54" DIAMETER)	DRILLED SHAFT (66" DIAMETER)	DRILLED SHAFT (78" DIAMETER)	DRILLED SHAFT (108" DIAMETER)	PERMANENT STEEL CASING (60" DIAMETER)	PERMANENT STEEL CASING (72" DIAMETER)	PERMANENT STEEL CASING (84" DIAMETER)	PERMANENT STEEL CASING (114" DIAMETER)	HLMR BEARING ASSEMBLY	MODULAR JOINT	CORING DRILLED SHAFT	CROSSHOLE SONIC LOGGING (54" DIAMETER)	CROSSHOLE SONIC LOGGING (66" DIAMETER)	CROSSHOLE SONIC LOGGING (78" DIAMETER)	CROSSHOLE SONIC LOGGING (108" DIAMETER)	THERMAL INTEGRITY PROFILING (108" DIAMETER)	REVETMENT STONE (GRADATION A) - ARKANSAS RIVER	SHORING (SITE NO. 1)
			UNIT	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	EACH	CU. YD.	LUMP SUM
		END BENT NO. 1																			
		BENT NO. 2		159					111				40	3							
		BENT NO. 3		144					96				36	3							
		BENT NO. 4		138					90				35	3							
		BENT NO. 5			126					90			32		3						
		BENT NO. 6			168					129			42		3						
		BENT NO. 7			171					132			43		3						
		BENT NO. 8			189					150			47		3						
		BENT NO. 9					141				102		35			3					
		BENT NO. 10					147				108		37			3					
		BENT NO. 11					135				96		34			3					
		BENT NO. 12						192									3	3			
		BENT NO. 13						159					① 123				3	3	3,615	1	
		BENT NO. 14						168					42				3	3			
		BENT NO. 15						156					39				3	3			
		BENT NO. 16						177					① 108				3	3			
		BENT NO. 17					150				96					3					
		BENT NO. 18					156				102					3					
		BENT NO. 19			147					102					3						
		BENT NO. 20			150					105					3						
		BENT NO. 21			144					99					3						
		BENT NO. 22			171					138					3						
		BENT NO. 23			168					135					3						
		BENT NO. 24			174					141					3						
		BENT NO. 25			177					144					3						
		BENT NO. 26			177					144					3						
		BENT NO. 27		180						150				3							
		BENT NO. 28		180						150				3							
		BENT NO. 29		168						138				3							
		BENT NO. 30		153						126				3							
		BENT NO. 31		147						120				3							
		BENT NO. 32		162						123				3							
		END BENT NO. 33																			
		390'-0" CONT. PRSTRS. CONC. GIRDER UNIT 1																			
		520'-0" CONT. PRSTRS. CONC. GIRDER UNIT 2																			
		520'-0" CONT. PRSTRS. CONC. GIRDER UNIT 3																			
		1590'-0" CONT. COMP. PLATE GIRDER UNIT 4																			
		CITY OF FORT SMITH WATERLINE (UNIT 4) ②																			
		520'-0" CONT. PRSTRS. CONC. GIRDER UNIT 5																			
		520'-0" CONT. PRSTRS. CONC. GIRDER UNIT 6																			
		390'-0" CONT. PRSTRS. CONC. GIRDER UNIT 7																			
		390'-0" CONT. PRSTRS. CONC. GIRDER UNIT 8																			
		390'-0" CONT. PRSTRS. CONC. GIRDER UNIT 9																			
		TOTAL FOR BRIDGE NO. 07684 - ALTERNATE NO. 1 ②		1,431	1,962	729	852	1,104	1,509	504	471	40	164	1,247	27	36	15	15	15	3,615	1

- ① Coating on Permanent Casing for Center and West columns is subsidiary to "PERMANENT STEEL CASING (114" DIAMETER)". See Waterline Plans for details.
- ② Includes the following City of Fort Smith Waterline Quantities:
 - Supplemental Waterline Bridge Quantities to access and support the Waterline: See Table on Dwg. No. 67366.
 - Bridge Quantities identified in the 36" Steel Waterline Plans: See Table on Sheet 133.



ALTERNATE NO. 1
SHEET 2 OF 3
SCHEDULE OF BRIDGE QUANTITIES
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: NAM DATE: 1/24/24 FILENAME: b04090111_q2.dgn
 CHECKED BY: CPS DATE: 1/24/24 SCALE: NO SCALE
 DESIGNED BY: BTJ DATE: 1/23/24
 BRIDGE NO. 07684 & 07685 DRAWING NO. 67367

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	142	809
SUMMARY OF QUANTITIES AND REVISIONS						



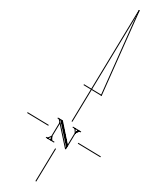
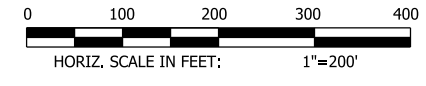
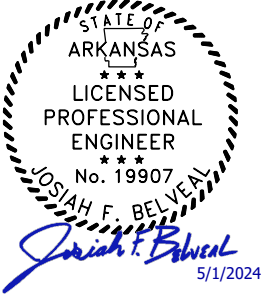
SUMMARY OF QUANTITIES - CONTINUED

ITEM NUMBER	ITEM	BASE QUANTITY	CONCRETE ALTERNATE	ASPHALT ALTERNATE	BRIDGE ALTERNATE 1	BRIDGE ALTERNATE 2	CITY OF FORT SMITH WATER LINE (9030 FAP)	UNIT
SP	FLEXIBLE EXPANSION JOINT - 36-INCH EBAA IRON - FORCE BALANCED FLEX-TEND						2	EACH
SP	BLIND FLANGES (24-INCH)						2	EACH
SP	BALL VALVE (2-INCH)						6	EACH
SP	ADJUSTABLE PIPE ROLLER SUPPORT						180	EACH
SP	STEEL WATER LINE (36-INCH)						1558	LIN. FT.
SP	CATHODIC PROTECTION						1.00	LUMP SUM
STRUCTURES OVER 20' SPAN								
SS & 619	6" STEEL CHAIN LINK FENCE				2040	2040		LIN. FT.
636	BRIDGE CONSTRUCTION CONTROL				1.00	1.00		LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE				3615	3615	450	CU. YD.
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	52						CU. YD.
SP, SS, & 802	CLASS S CONCRETE-ROADWAY	138.63						CU. YD.
SP, SS, & 802	CLASS S CONCRETE-BRIDGE				12091.40	11950.40	7.00	CU. YD.
SP, SS, & 802	CLASS S(AE) CONCRETE-BRIDGE				23944.20	20123.40		CU. YD.
SP	ABUTMENT STONE				6459	6459		CU. YD.
SP	REVTMENT STONE (GRADATION A) - ARKANSAS RIVER				3615	3615		CU. YD.
SP, SS, & 802	PRESTRESSED CONCRETE GIRDERS (TYPE BT-72)				56280.3			LIN. FT.
SP & 803	CLASS 2 PROTECTIVE SURFACE TREATMENT				77508.4	77508.4		SQ. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	17573						POUND
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)				2466439	2242459	1711	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)				5968030	4709620		POUND
SS & 805	STEEL PILING (HP 14X89)				5664	5763		LIN. FT.
SP	CORING DRILLED SHAFT				2035	2035		LIN. FT.
SP	DRILLED SHAFT (54" DIAMETER)				2195	2195		LIN. FT.
SP	DRILLED SHAFT (66" DIAMETER)				4351	4351		LIN. FT.
SP	DRILLED SHAFT (108" DIAMETER)				852	852		LIN. FT.
SP	DRILLED SHAFT (78" DIAMETER)				729	729		LIN. FT.
SP	PERMANENT STEEL CASING (60" DIAMETER)				1724	1724		LIN. FT.
SP	PERMANENT STEEL CASING (72" DIAMETER)				3206	3206		LIN. FT.
SP	PERMANENT STEEL CASING (84" DIAMETER)				504	504		LIN. FT.
SP	PERMANENT STEEL CASING (114" DIAMETER)				471	471		LIN. FT.
SP	CROSSHOLE SONIC LOGGING (54" DIAMETER)				39	39		EACH
SP	CROSSHOLE SONIC LOGGING (66" DIAMETER)				76	76		EACH
SP	CROSSHOLE SONIC LOGGING (78" DIAMETER)				15	15		EACH
SP	CROSSHOLE SONIC LOGGING (108" DIAMETER)				15	15		EACH
SP	THERMAL INTEGRITY PROFILING (108" DIA.)				15	15		EACH
SP, SS, & 807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W)				10900546	26863366	426054	POUND
SP, SS, & 807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GRHPS70W)				2364540	2364540		POUND
SS & 807	PAINTING STRUCTURAL STEEL				770.5	1816.0		TON
SS & 808	ELASTOMERIC BEARINGS				659119.0	476298.0		CU. IN.
SP	HLMR BEARING ASSEMBLY				40	40		EACH
SS & 809	ARMORED JOINT WITH NEOPRENE STRIP SEAL				352	352		LIN. FT.
SP	MODULAR JOINT				164	164		EACH
812	BRIDGE NAME PLATE (TYPE D)				2	2		EACH
815	MEMBRANE WATERPROOFING (TYPE C)				80	60		SQ. FT.
SS & 816	FILTER BLANKET				9688	9688		SQ. YD.
SS & 816	CONCRETE RIPRAP				527	527		CU. YD.
SP	SHORING (SITE NO. 1)				1.00	1.00		LUMP SUM
SP	CLEARANCE GAUGES				1.00	1.00		LUMP SUM

REVISIONS

DATE	REVISION	SHEET NUMBER

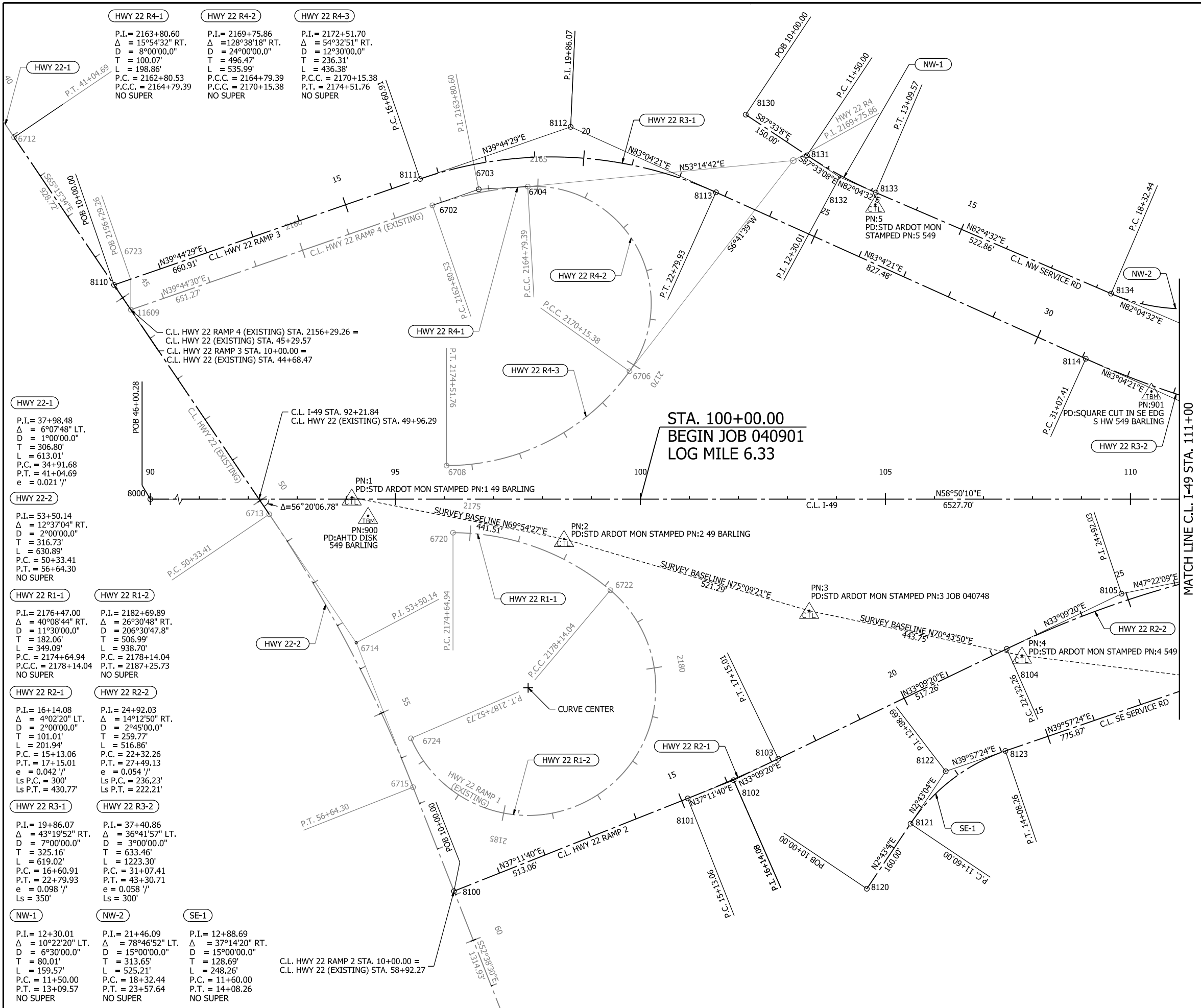
DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	144	809



LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION



HWY 22 R4-1	HWY 22 R4-2	HWY 22 R4-3
P.I. = 2163+80.60	P.I. = 2169+75.86	P.I. = 2172+51.70
$\Delta = 15^\circ 54' 32''$ RT.	$\Delta = 128^\circ 38' 18''$ RT.	$\Delta = 54^\circ 32' 51''$ RT.
D = 8°00'00.0"	D = 24°00'00.0"	D = 12°30'00.0"
T = 100.07'	T = 496.47'	T = 236.31'
L = 198.86'	L = 535.99'	L = 436.38'
P.C. = 2162+80.53	P.C. = 2164+79.39	P.C. = 2170+15.38
P.C.C. = 2164+79.39	P.C.C. = 2170+15.38	P.C.C. = 2174+51.76
NO SUPER	NO SUPER	NO SUPER

HWY 22-1
P.I. = 37+98.48
$\Delta = 6^\circ 07' 48''$ LT.
D = 1°00'00.0"
T = 306.80'
L = 613.01'
P.C. = 34+91.68
P.T. = 41+04.69
e = 0.021 1/1"

HWY 22-2
P.I. = 53+50.14
$\Delta = 12^\circ 37' 04''$ RT.
D = 2°00'00.0"
T = 316.73'
L = 630.89'
P.C. = 50+33.41
P.T. = 56+64.30
NO SUPER

HWY 22 R1-1	HWY 22 R1-2
P.I. = 2176+47.00	P.I. = 2182+69.89
$\Delta = 40^\circ 08' 44''$ RT.	$\Delta = 26^\circ 30' 48''$ RT.
D = 11°30'00.0"	D = 206°30'47.8"
T = 182.06'	T = 506.99'
L = 349.09'	L = 938.70'
P.C. = 2174+64.94	P.C. = 2178+14.04
P.C.C. = 2178+14.04	P.T. = 2187+25.73
NO SUPER	NO SUPER

HWY 22 R2-1	HWY 22 R2-2
P.I. = 16+14.08	P.I. = 24+92.03
$\Delta = 4^\circ 02' 20''$ LT.	$\Delta = 14^\circ 12' 50''$ RT.
D = 2°00'00.0"	D = 2°45'00.0"
T = 101.01'	T = 259.77'
L = 201.94'	L = 516.86'
P.C. = 15+13.06	P.C. = 22+32.26
P.T. = 17+15.01	P.T. = 27+49.13
e = 0.042 1/1"	e = 0.054 1/1"
Ls P.C. = 300'	Ls P.C. = 236.23'
Ls P.T. = 430.77'	Ls P.T. = 222.21'

HWY 22 R3-1	HWY 22 R3-2
P.I. = 19+86.07	P.I. = 37+40.86
$\Delta = 43^\circ 19' 52''$ RT.	$\Delta = 36^\circ 41' 57''$ LT.
D = 7°00'00.0"	D = 3°00'00.0"
T = 325.16'	T = 633.46'
L = 619.02'	L = 1223.30'
P.C. = 16+60.91	P.C. = 31+07.41
P.T. = 22+79.93	P.T. = 43+30.71
e = 0.098 1/1"	e = 0.058 1/1"
Ls = 350'	Ls = 300'

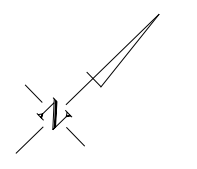
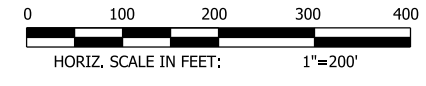
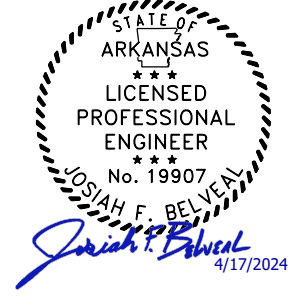
NW-1	NW-2	SE-1
P.I. = 12+30.01	P.I. = 21+46.09	P.I. = 12+88.69
$\Delta = 10^\circ 22' 20''$ LT.	$\Delta = 78^\circ 46' 52''$ LT.	$\Delta = 37^\circ 14' 20''$ RT.
D = 6°30'00.0"	D = 15°00'00.0"	D = 15°00'00.0"
T = 80.01'	T = 313.65'	T = 128.69'
L = 159.57'	L = 525.21'	L = 248.26'
P.C. = 11+50.00	P.C. = 18+32.44	P.C. = 11+60.00
P.T. = 13+09.57	P.T. = 23+57.64	P.T. = 14+08.26
NO SUPER	NO SUPER	NO SUPER

C.L. HWY 22 RAMP 2 STA. 10+00.00 =
C.L. HWY 22 (EXISTING) STA. 58+92.27

5/1/2024 11:12:50 AM R040901_11_SC_002.dgn

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	145	809
SURVEY CONTROL DETAILS						

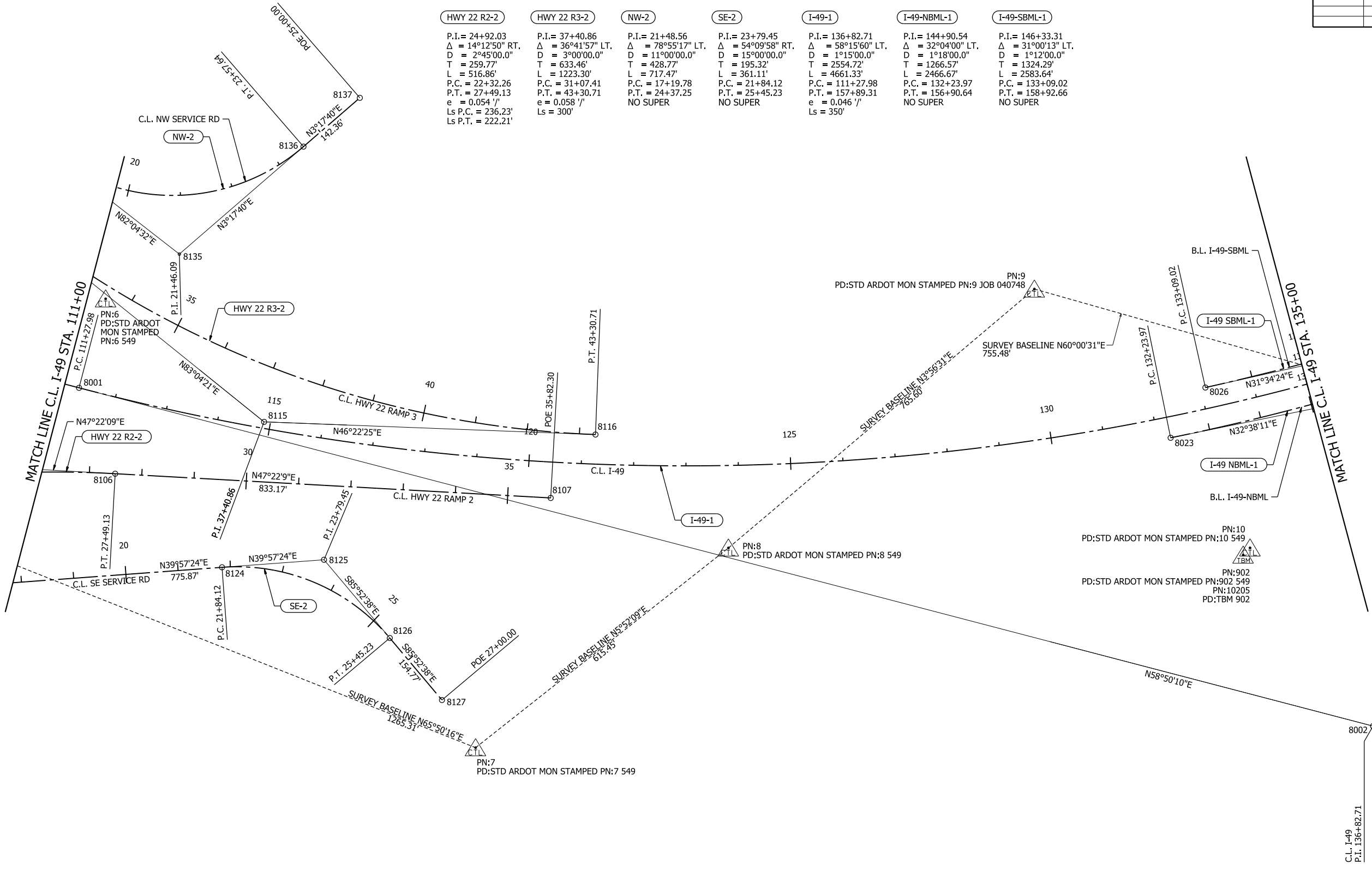


LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

<p>HWY 22 R2-2</p> <p>P.I. = 24+92.03 $\Delta = 14^\circ 12' 50''$ RT. D = 2°45'00.0" T = 259.77' L = 516.86' P.C. = 22+32.26 P.T. = 27+49.13 e = 0.054' /' Ls P.C. = 236.23' Ls P.T. = 222.21'</p>	<p>HWY 22 R3-2</p> <p>P.I. = 37+40.86 $\Delta = 36^\circ 41' 57''$ LT. D = 3°00'00.0" T = 633.46' L = 1223.30' P.C. = 31+07.41 P.T. = 43+30.71 e = 0.058' /' Ls = 300'</p>	<p>NW-2</p> <p>P.I. = 21+48.56 $\Delta = 78^\circ 55' 17''$ LT. D = 11°00'00.0" T = 428.77' L = 717.47' P.C. = 17+19.78 P.T. = 24+37.25 NO SUPER</p>	<p>SE-2</p> <p>P.I. = 23+79.45 $\Delta = 54^\circ 09' 58''$ RT. D = 15°00'00.0" T = 195.32' L = 361.11' P.C. = 21+84.12 P.T. = 25+45.23 NO SUPER</p>	<p>I-49-1</p> <p>P.I. = 136+82.71 $\Delta = 58^\circ 15' 60''$ LT. D = 1°15'00.0" T = 2554.72' L = 4661.33' P.C. = 111+27.98 P.T. = 157+89.31 e = 0.046' /' Ls = 350'</p>	<p>I-49-NBML-1</p> <p>P.I. = 144+90.54 $\Delta = 32^\circ 04' 00''$ LT. D = 1°18'00.0" T = 1266.57' L = 2466.67' P.C. = 132+23.97 P.T. = 156+90.64 NO SUPER</p>	<p>I-49-SBML-1</p> <p>P.I. = 146+33.31 $\Delta = 31^\circ 00' 13''$ LT. D = 1°12'00.0" T = 1324.29' L = 2583.64' P.C. = 133+09.02 P.T. = 158+92.66 NO SUPER</p>
--	--	---	---	---	--	--

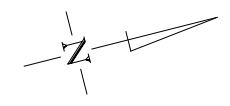
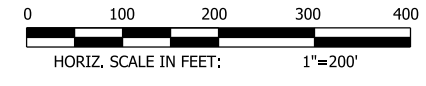
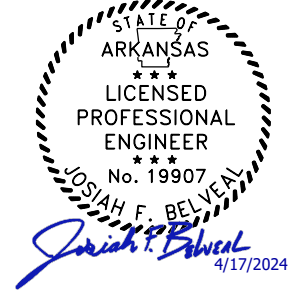


PN:101
PD:ARDOT GPS MON.650006A

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	146	809
SURVEY CONTROL DETAILS						

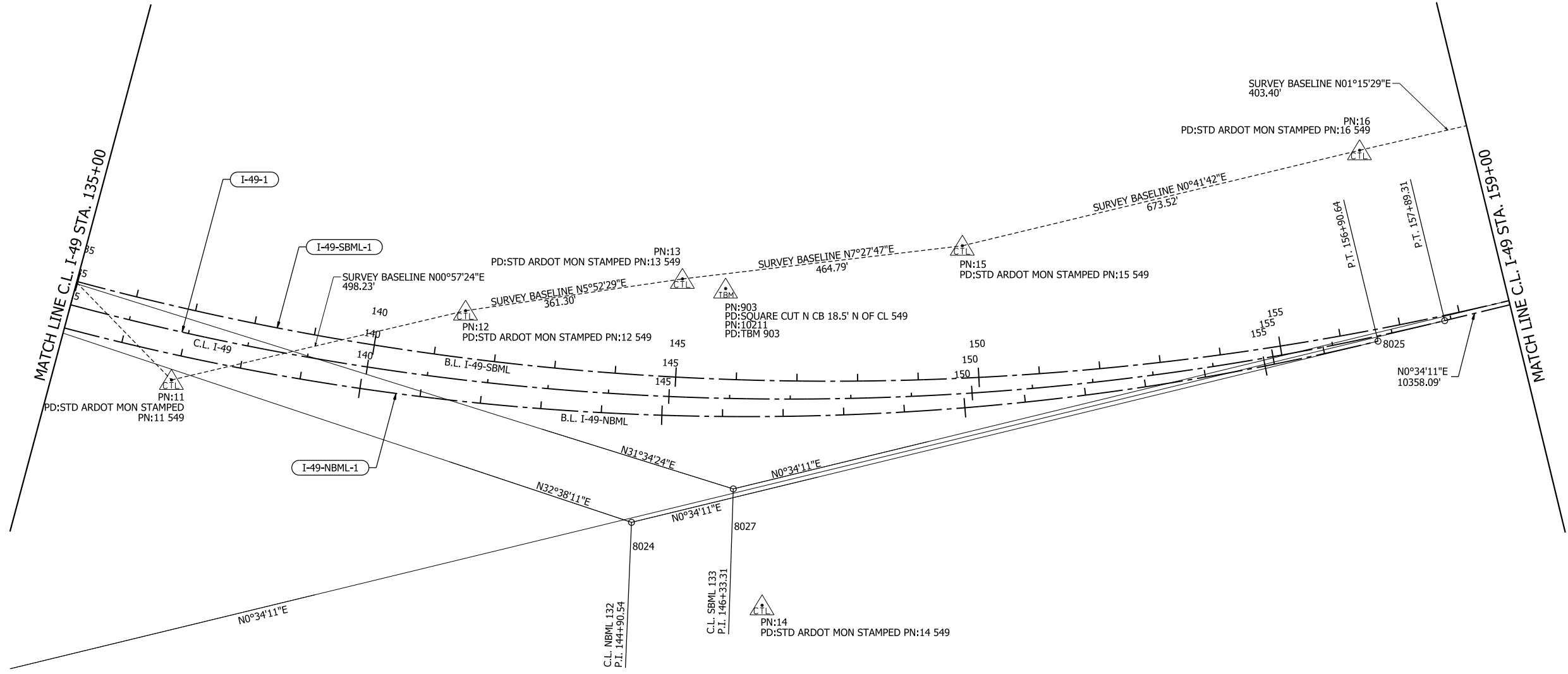
I-49-1	I-49-NBML-1	I-49-SBML-1
P.I. = 136+82.71 Δ = 58°15'60" LT. D = 1°15'00.0" T = 2554.72' L = 4661.33' P.C. = 111+27.98 P.T. = 157.89+31 e = 0.046 '/ Ls = 350'	P.I. = 144+90.54 Δ = 32°04'00" LT. D = 1°18'00.0" T = 1266.57' L = 2466.67' P.C. = 132+23.97 P.T. = 156+90.64 NO SUPER	P.I. = 146+33.31 Δ = 31°00'13" LT. D = 1°12'00.0" T = 1324.29' L = 2583.64' P.C. = 133+09.02 P.T. = 158+92.66 NO SUPER



LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

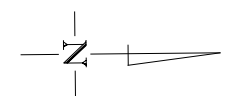
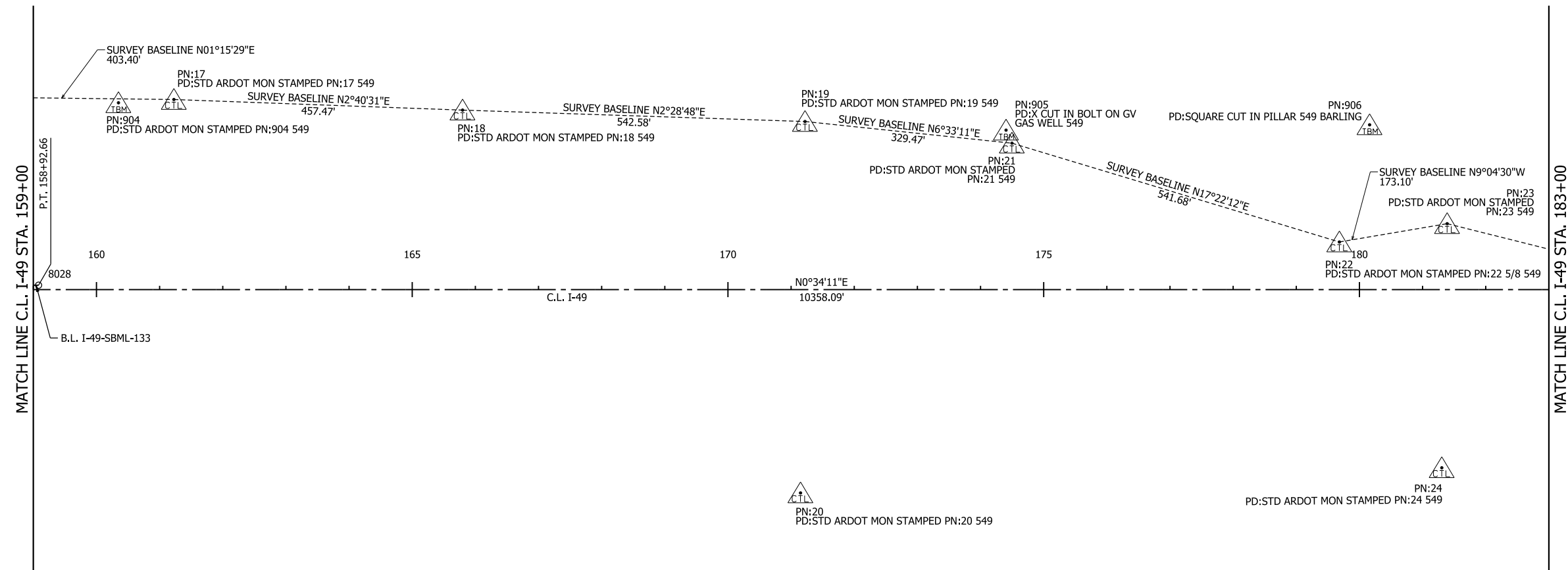
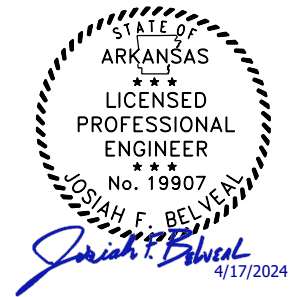
NOTE: REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	147	809
SURVEY CONTROL DETAILS						

I-49-SBML-1

P.I. = 146+33.31
 Δ = 31°00'13" LT.
D = 1°12'00.0"
T = 1324.29'
L = 2583.64'
P.C. = 133+09.02
P.T. = 158+92.66
NO SUPER

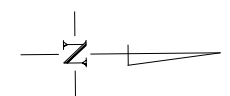
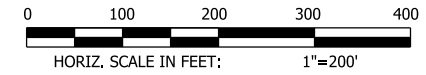


LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

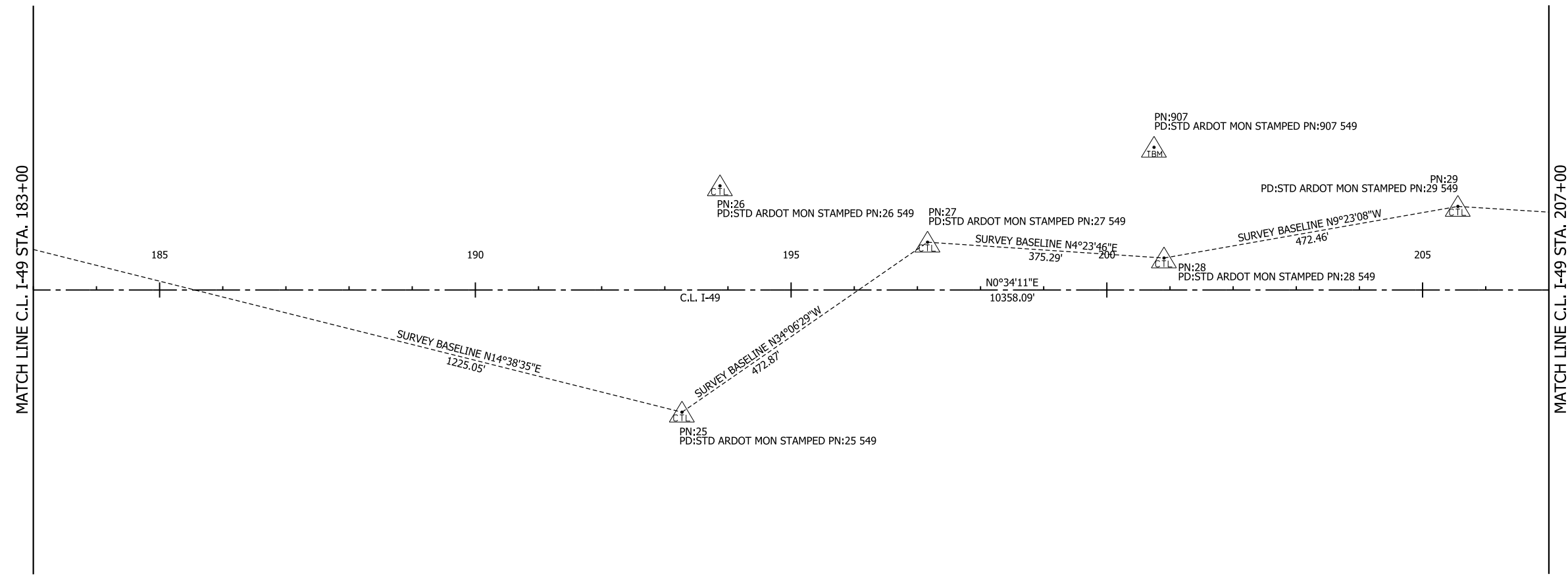
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	148	809
SURVEY CONTROL DETAILS						



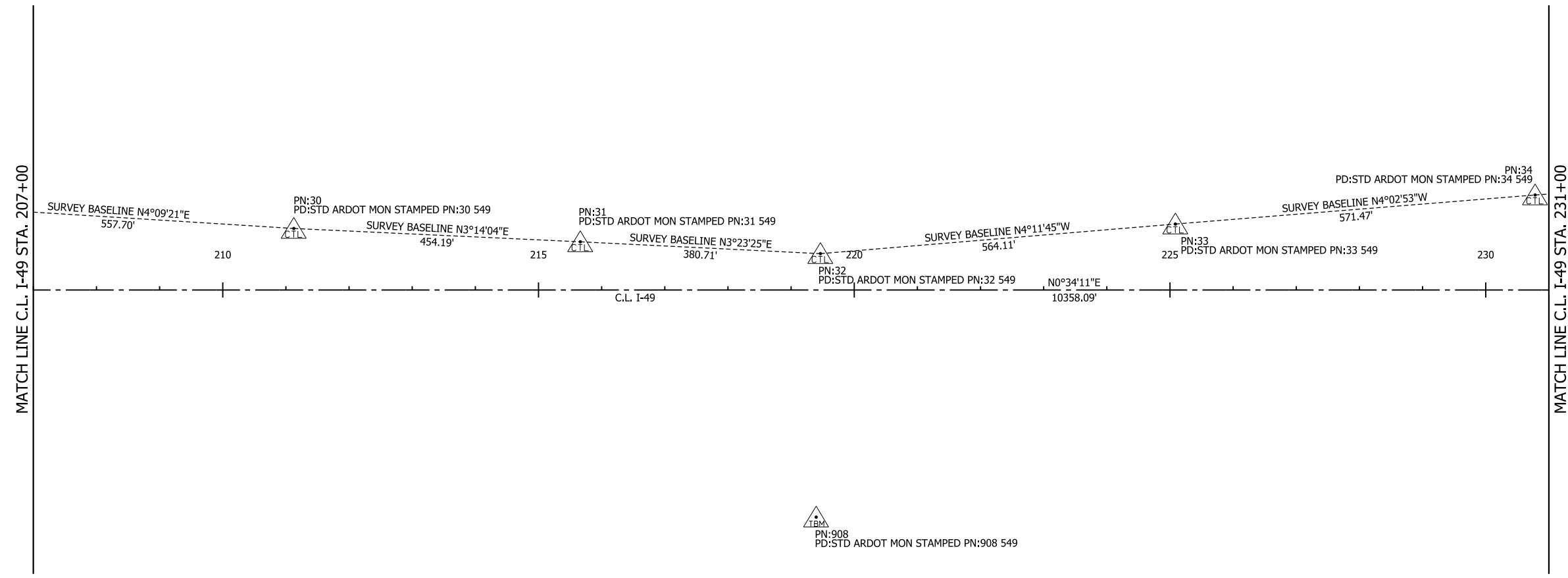
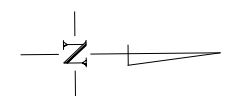
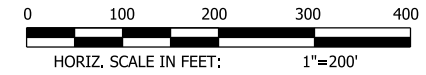
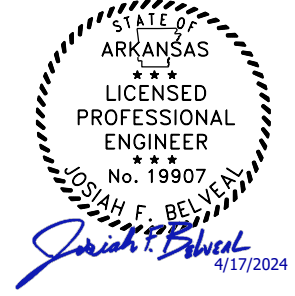
LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	149	809
SURVEY CONTROL DETAILS						

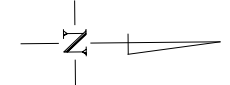
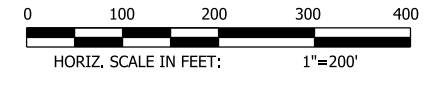
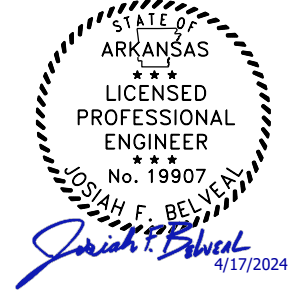


LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- △ TL SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION

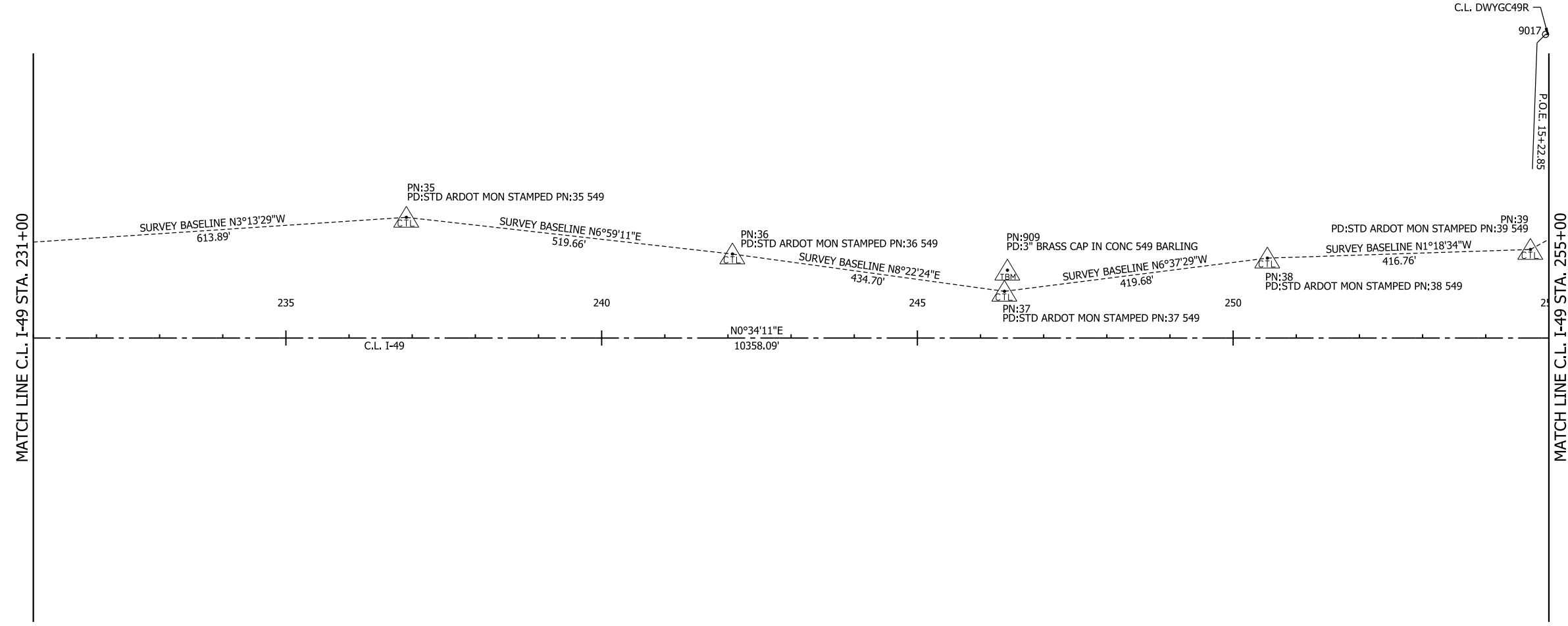
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	150	809
SURVEY CONTROL DETAILS						



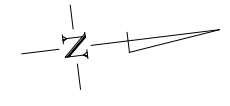
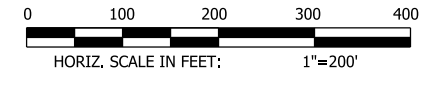
LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION



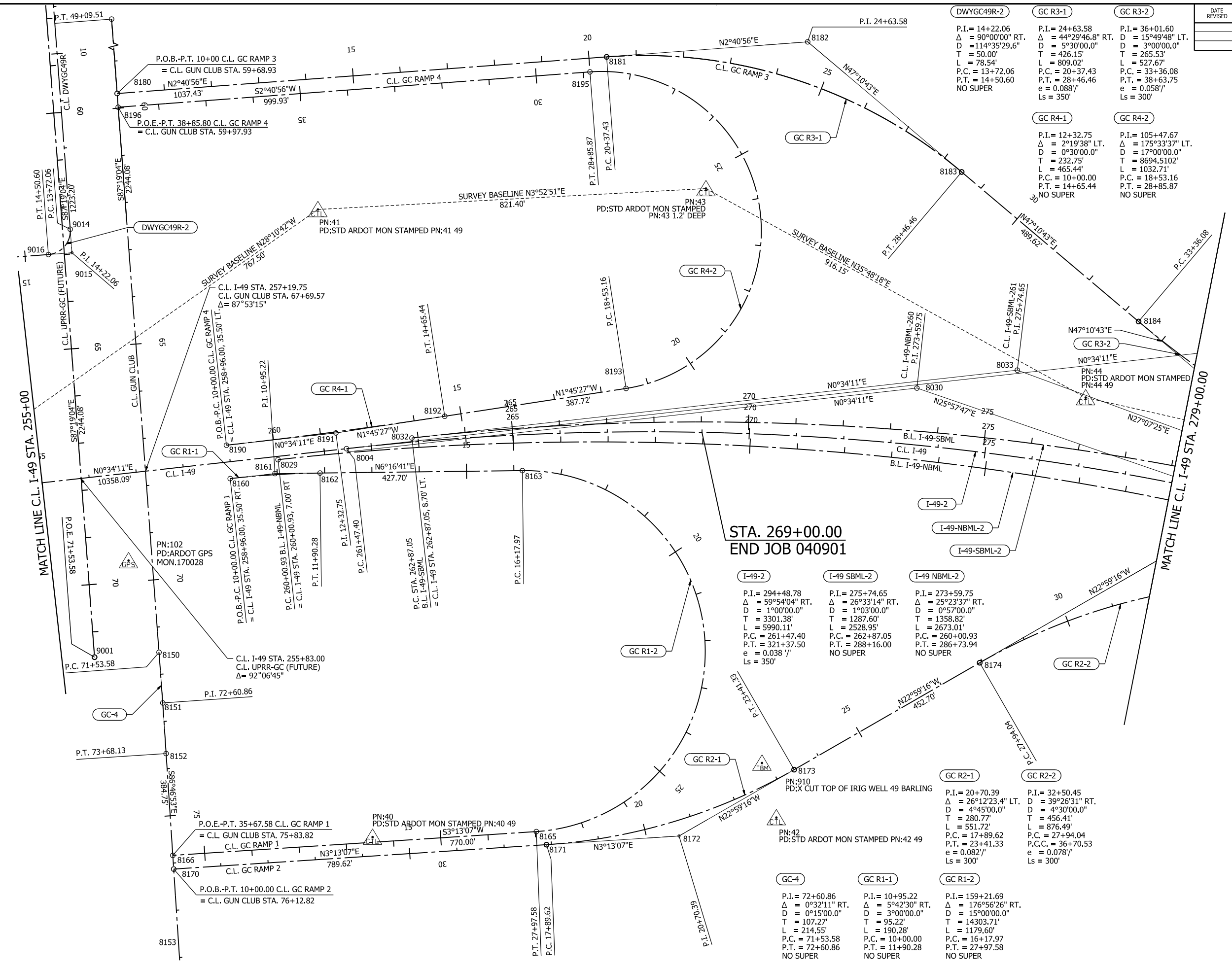
DATE REVISION	DATE	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	151	809



LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

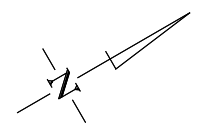
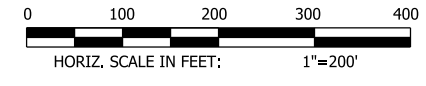
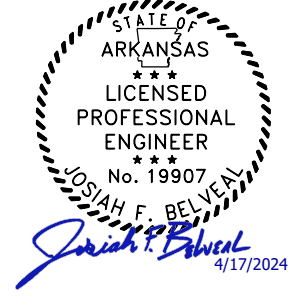
NOTE: REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION



**STA. 269+00.00
END JOB 040901**

SURVEY CONTROL DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	152	809
SURVEY CONTROL DETAILS						



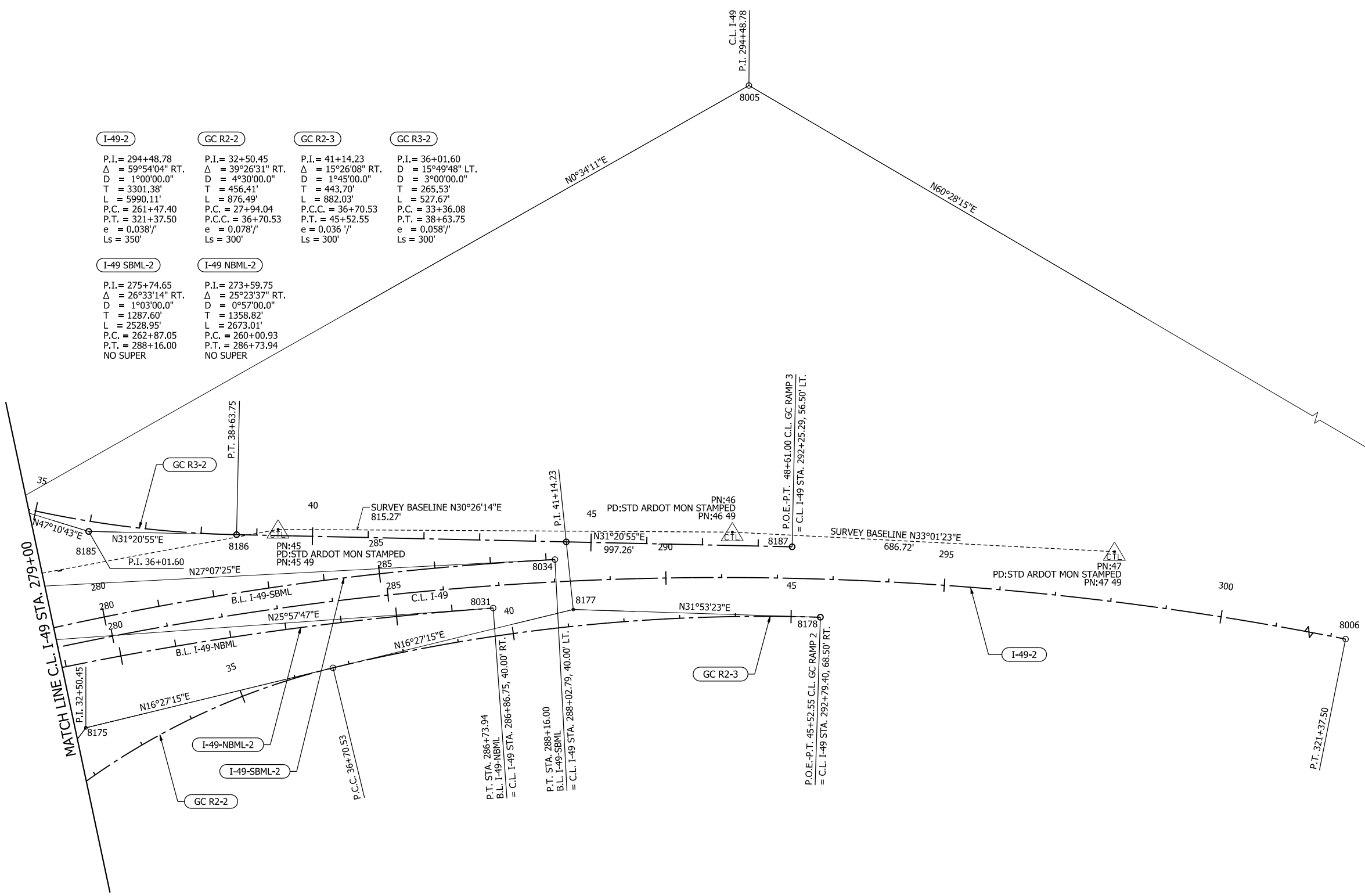
LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

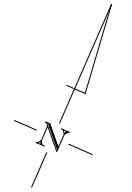
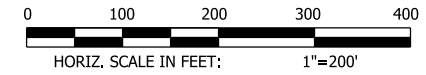
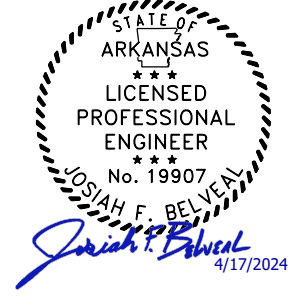
NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

- | | | | |
|--|--|--|--|
| <p>I-49-2</p> <p>P.I. = 294+48.78
 Δ = 59°54'04" RT.
 D = 1°00'00.0"
 T = 3301.38'
 L = 5990.11'
 P.C. = 261+47.40
 P.T. = 321+37.50
 e = 0.038'/'
 Ls = 350'</p> | <p>GC R2-2</p> <p>P.I. = 32+50.45
 Δ = 39°26'31" RT.
 D = 4°30'00.0"
 T = 456.41'
 L = 876.49'
 P.C. = 27+94.04
 P.C.C. = 36+70.53
 e = 0.078'/'
 Ls = 300'</p> | <p>GC R2-3</p> <p>P.I. = 41+14.23
 Δ = 15°26'08" RT.
 D = 1°45'00.0"
 T = 443.70'
 L = 882.03'
 P.C.C. = 36+70.53
 P.T. = 45+52.55
 e = 0.036'/'
 Ls = 300'</p> | <p>GC R3-2</p> <p>P.I. = 36+01.60
 Δ = 15°49'48" LT.
 D = 3°00'00.0"
 T = 265.53'
 L = 527.67'
 P.C. = 33+36.08
 P.T. = 38+63.75
 e = 0.058'/'
 Ls = 300'</p> |
|--|--|--|--|

- | | |
|--|--|
| <p>I-49 SBML-2</p> <p>P.I. = 275+74.65
 Δ = 26°33'14" RT.
 D = 1°03'00.0"
 T = 1287.60'
 L = 2528.95'
 P.C. = 262+87.05
 P.T. = 288+16.00
 NO SUPER</p> | <p>I-49 NBML-2</p> <p>P.I. = 273+59.75
 Δ = 25°23'37" RT.
 D = 0°57'00.0"
 T = 1358.82'
 L = 2673.01'
 P.C. = 260+00.93
 P.T. = 286+73.94
 NO SUPER</p> |
|--|--|



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	153	809
SURVEY CONTROL DETAILS						

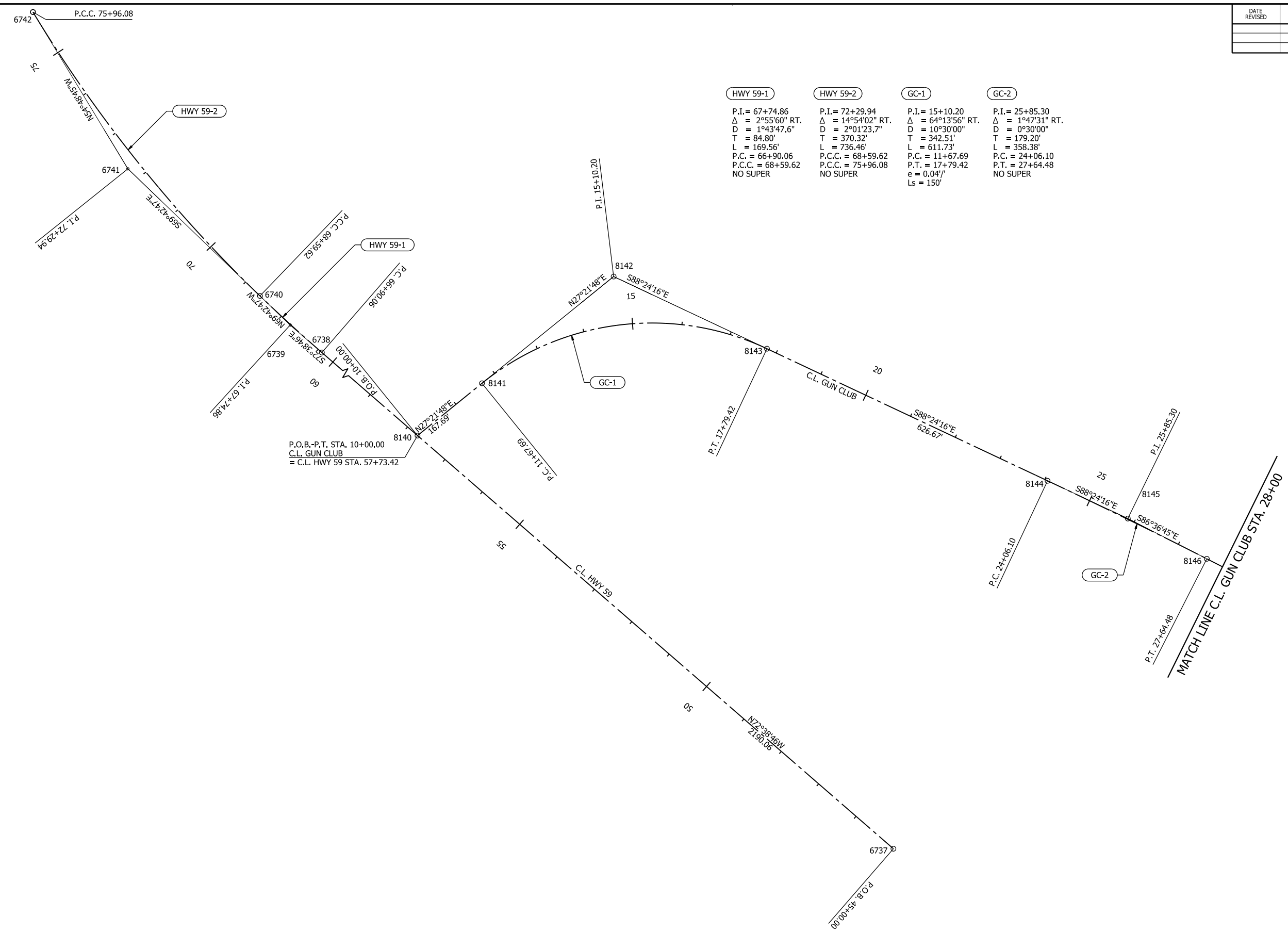


LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

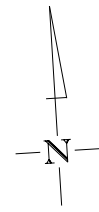
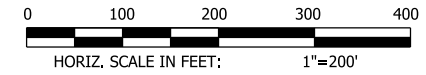
NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION

<p>HWY 59-1</p> <p>P.I. = 67+74.86 $\Delta = 2^\circ 55' 60''$ RT. $D = 1^\circ 43' 47.6''$ $T = 84.80'$ $L = 169.56'$ P.C. = 66+90.06 P.C.C. = 68+59.62 NO SUPER</p>	<p>HWY 59-2</p> <p>P.I. = 72+29.94 $\Delta = 14^\circ 54' 02''$ RT. $D = 2^\circ 01' 23.7''$ $T = 370.32'$ $L = 736.46'$ P.C. = 68+59.62 P.C.C. = 75+96.08 NO SUPER</p>	<p>GC-1</p> <p>P.I. = 15+10.20 $\Delta = 64^\circ 13' 56''$ RT. $D = 10^\circ 30' 00''$ $T = 342.51'$ $L = 611.73'$ P.C. = 11+67.69 P.T. = 17+79.42 $e = 0.04'$ $L_s = 150'$</p>	<p>GC-2</p> <p>P.I. = 25+85.30 $\Delta = 1^\circ 47' 31''$ RT. $D = 0^\circ 30' 00''$ $T = 179.20'$ $L = 358.38'$ P.C. = 24+06.10 P.T. = 27+64.48 NO SUPER</p>
---	---	---	--



P.O.B.-P.T. STA. 10+00.00
C.L. GUN CLUB
= C.L. HWY 59 STA. 57+73.42

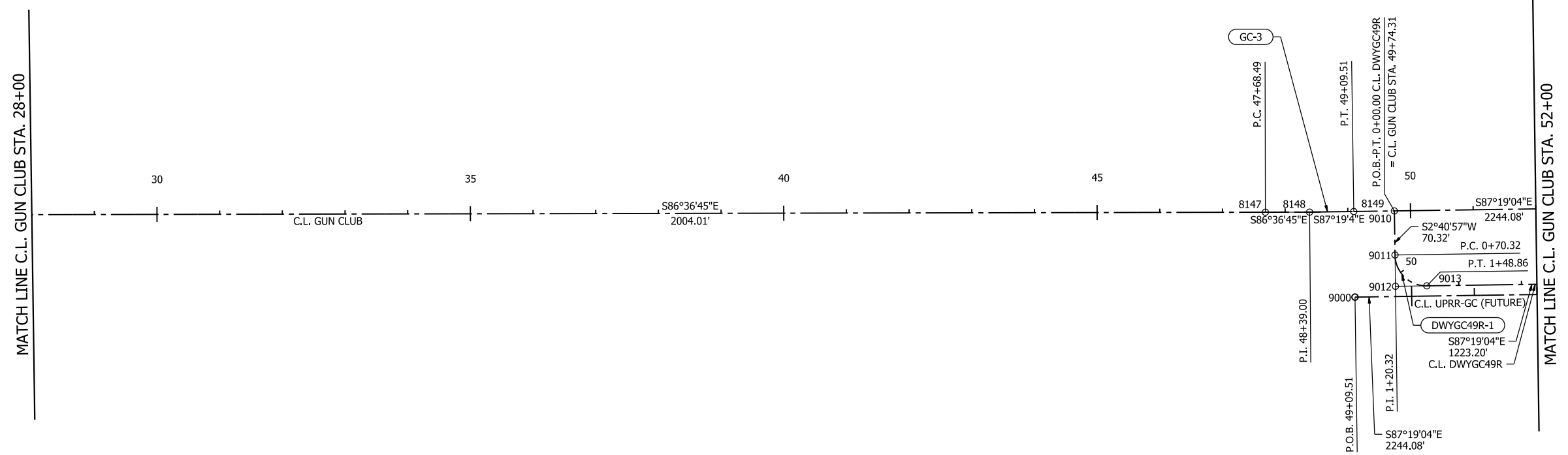
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	154	809
SURVEY CONTROL DETAILS						



LEGEND

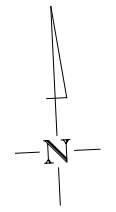
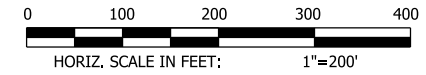
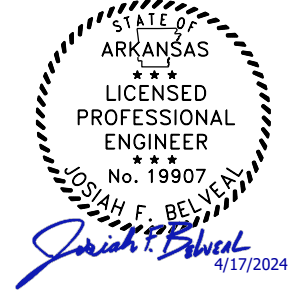
- XXXX - X HORIZONTAL CURVE NO.
- ▲ SURVEY CONTROL POINT

NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION



DWYGC49R-1	GC-3
P.I. = 1+20.32	P.I. = 48+39.00
$\Delta = 90^{\circ}00'01''$ LT.	$\Delta = 0^{\circ}42'18''$ LT.
D = 114°35'29.6"	D = 0°30'00"
T = 50.00'	T = 70.51'
L = 78.54'	L = 141.02'
P.C. = 0+70.32	P.C. = 47+68.49
P.T. = 1+48.86	P.T. = 49+09.51
NO SUPER	NO SUPER

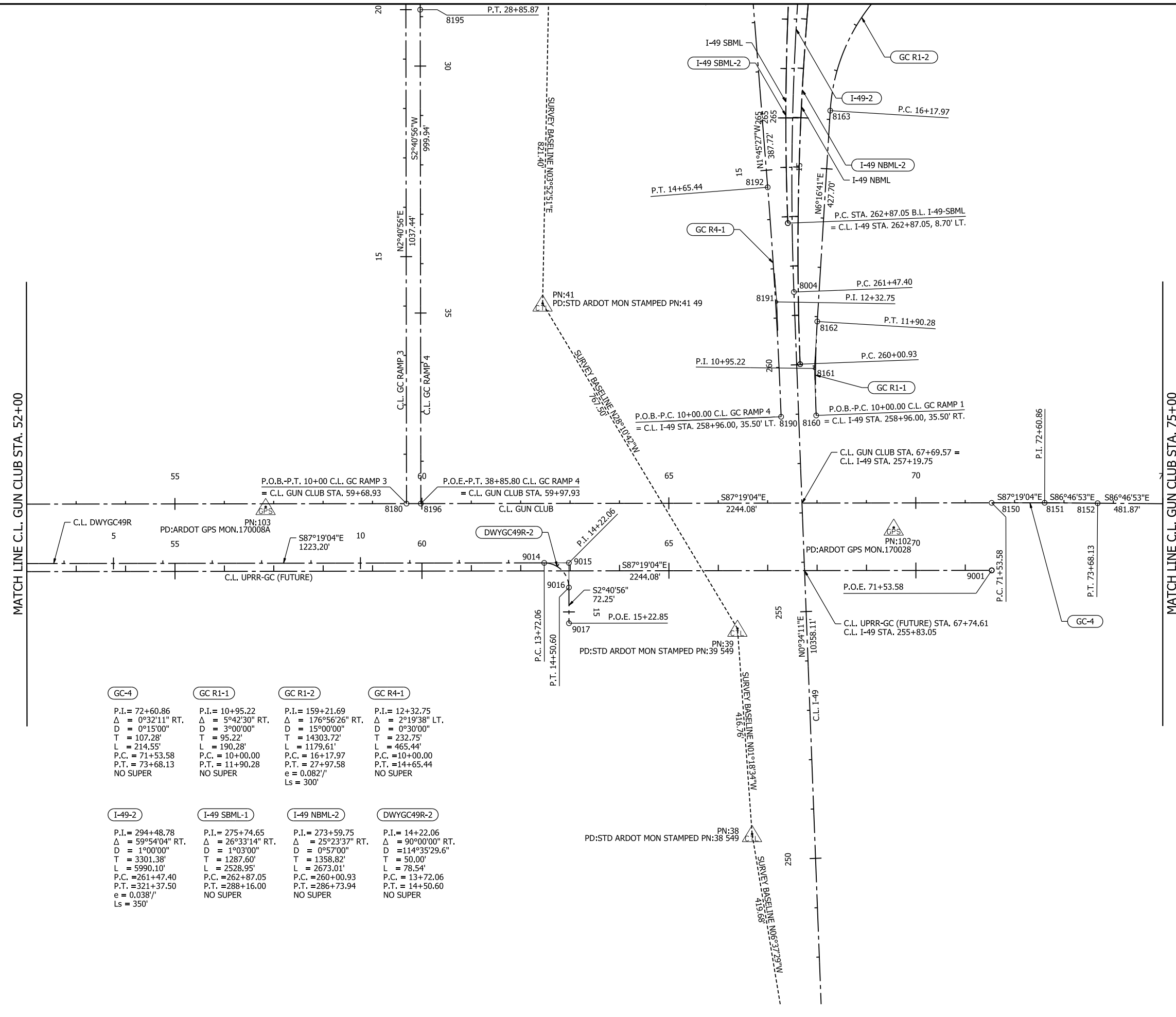
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	155	809
SURVEY CONTROL DETAILS						



LEGEND

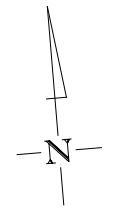
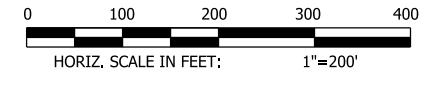
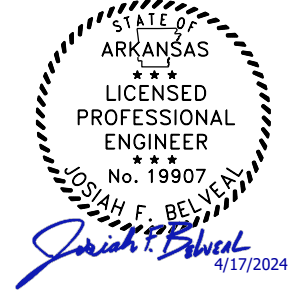
- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

NOTE: REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS FOR POINT COORDINATES AND ADDITIONAL INFORMATION



<p>GC-4</p> <p>P.I. = 72+60.86 $\Delta = 0^\circ 32' 11''$ RT. D = $0^\circ 15' 00''$ T = 107.28' L = 214.55' P.C. = 71+53.58 P.T. = 73+68.13 NO SUPER</p>	<p>GC R1-1</p> <p>P.I. = 10+95.22 $\Delta = 5^\circ 42' 30''$ RT. D = $3^\circ 00' 00''$ T = 95.22' L = 190.28' P.C. = 10+00.00 P.T. = 11+90.28 NO SUPER</p>	<p>GC R1-2</p> <p>P.I. = 159+21.69 $\Delta = 176^\circ 56' 26''$ RT. D = $15^\circ 00' 00''$ T = 14303.72' L = 1179.61' P.C. = 16+17.97 P.T. = 27+97.58 e = 0.082'/' Ls = 300'</p>	<p>GC R4-1</p> <p>P.I. = 12+32.75 $\Delta = 2^\circ 19' 38''$ LT. D = $0^\circ 30' 00''$ T = 232.75' L = 465.44' P.C. = 10+00.00 P.T. = 14+65.44 NO SUPER</p>
<p>I-49-2</p> <p>P.I. = 294+48.78 $\Delta = 59^\circ 54' 04''$ RT. D = $1^\circ 00' 00''$ T = 3301.38' L = 5990.10' P.C. = 261+47.40 P.T. = 321+37.50 e = 0.038'/' Ls = 350'</p>	<p>I-49 SBML-1</p> <p>P.I. = 275+74.65 $\Delta = 26^\circ 33' 14''$ RT. D = $1^\circ 03' 00''$ T = 1287.60' L = 2528.95' P.C. = 262+87.05 P.T. = 288+16.00 NO SUPER</p>	<p>I-49 NBML-2</p> <p>P.I. = 273+59.75 $\Delta = 25^\circ 23' 37''$ RT. D = $0^\circ 57' 00''$ T = 1358.82' L = 2673.01' P.C. = 260+00.93 P.T. = 286+73.94 NO SUPER</p>	<p>DWYGC49R-2</p> <p>P.I. = 14+22.06 $\Delta = 90^\circ 00' 00''$ RT. D = $114^\circ 35' 29.6''$ T = 50.00' L = 78.54' P.C. = 13+72.06 P.T. = 14+50.60 NO SUPER</p>

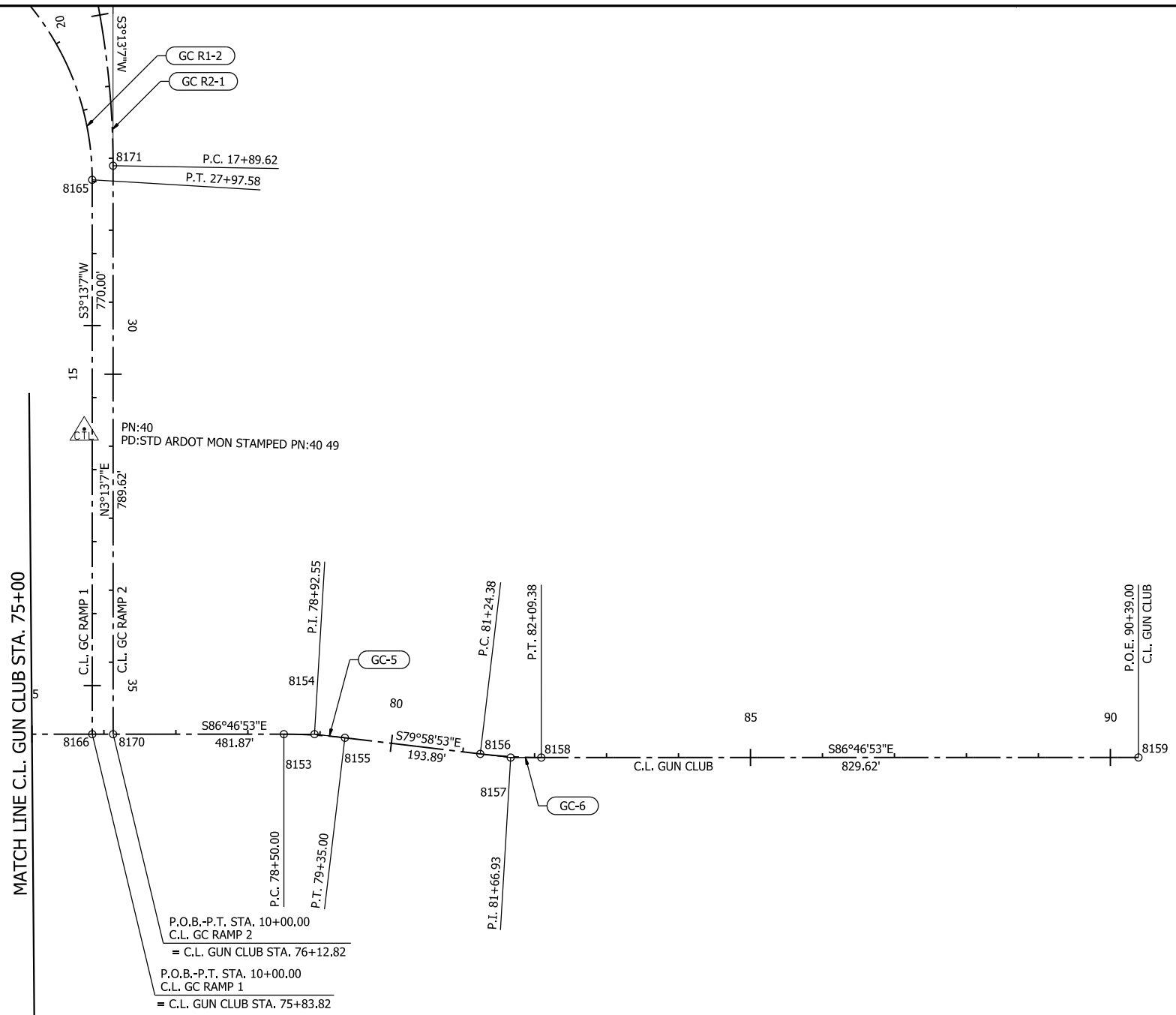
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	156	809
SURVEY CONTROL DETAILS						



LEGEND

- XXXX - X HORIZONTAL CURVE NO.
- SURVEY CONTROL POINT

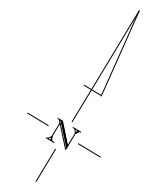
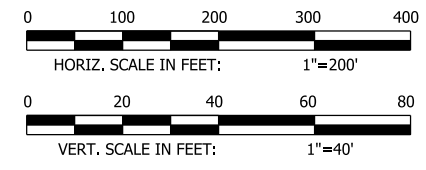
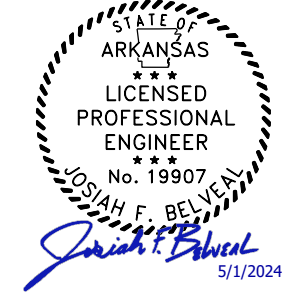
NOTE:
REFER TO FIRST SHEET OF SURVEY CONTROL DETAILS
FOR POINT COORDINATES AND ADDITIONAL INFORMATION



GC R1-2	GC R2-1	GC-5	GC-6
P.I. = 159+21.69	P.I. = 20+70.39	P.I. = 78+92.55	P.I. = 81+66.93
$\Delta = 176^{\circ}56'26''$ RT.	$\Delta = 26^{\circ}12'23''$ LT.	$\Delta = 6^{\circ}48'00''$ RT.	$\Delta = 6^{\circ}48'00''$ LT.
D = 15^{\circ}00'00''	D = 4^{\circ}45'00''	D = 8^{\circ}00'00.0''	D = 8^{\circ}00'00.0''
T = 14303.72'	T = 280.77'	T = 42.55'	T = 42.55'
L = 1179.61'	L = 551.71'	L = 85.00'	L = 85.00'
P.C. = 16+17.97	P.C. = 17+89.62	P.C. = 78+50.00	P.C. = 81+24.38
P.T. = 27+97.58	P.T. = 23+41.33	P.T. = 79+35.00	P.T. = 82+09.38
e = 0.082'/	e = 0.082'/	e = 0.082'/	NO SUPER
Ls = 250'	Ls = 300'	Ls = 250'	

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	157	809

PLAN AND PROFILE SHEETS

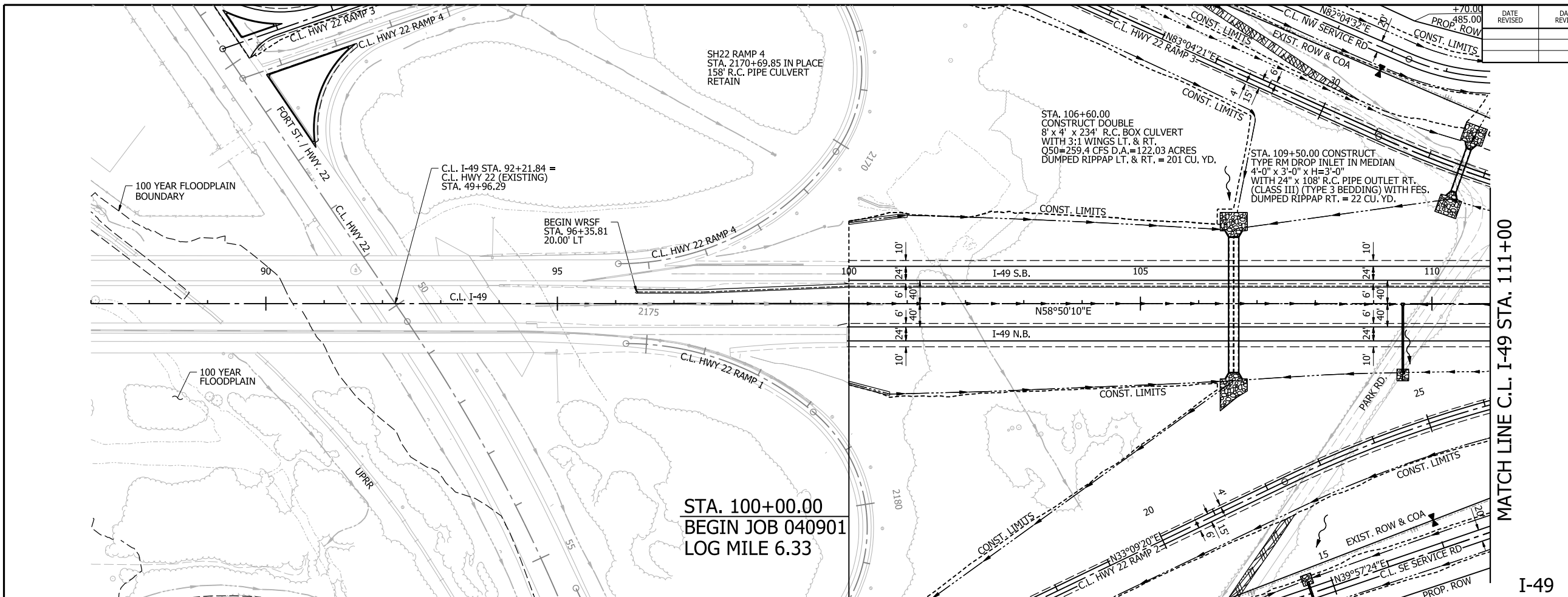


LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

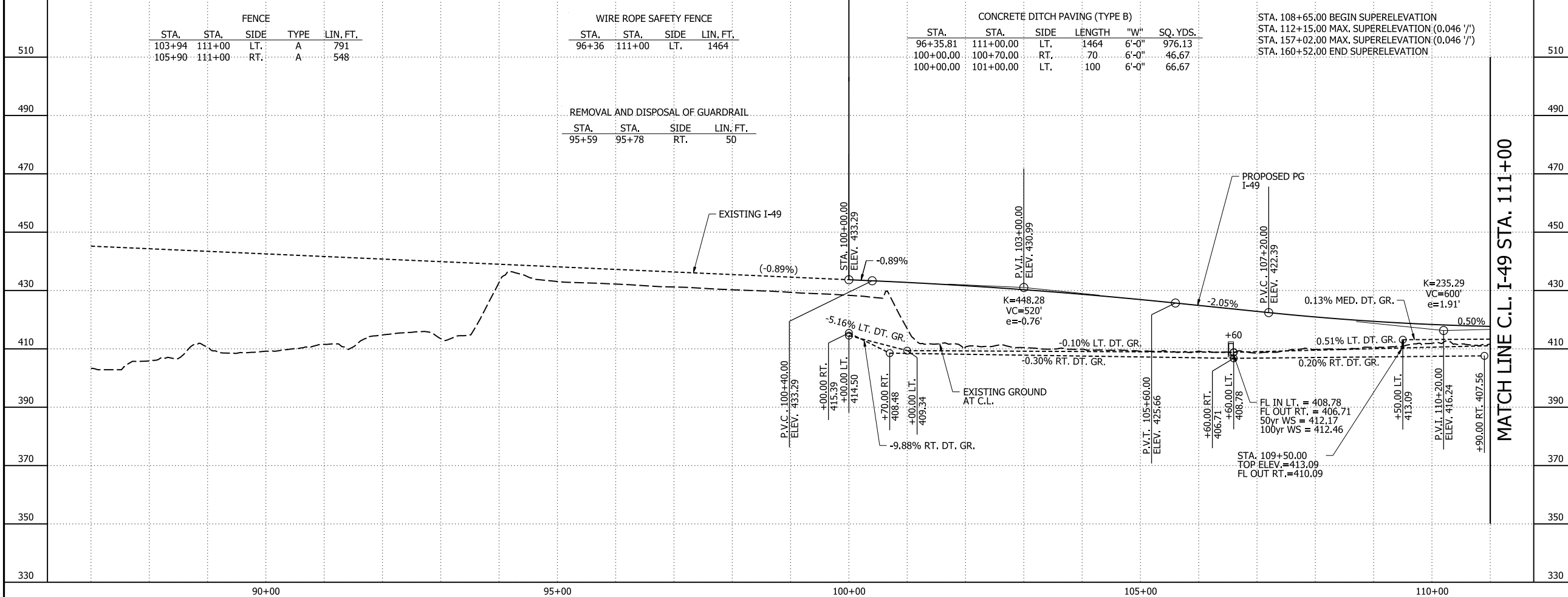
NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

I-49
PLAN AND PROFILE SHEETS



STA. 100+00.00
BEGIN JOB 040901
LOG MILE 6.33

MATCH LINE C.L. I-49 STA. 111+00



FENCE				
STA.	STA.	SIDE	TYPE	LIN. FT.
103+94	111+00	LT.	A	791
105+90	111+00	RT.	A	548

WIRE ROPE SAFETY FENCE			
STA.	STA.	SIDE	LIN. FT.
96+36	111+00	LT.	1464

CONCRETE DITCH PAVING (TYPE B)					
STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
96+35.81	111+00.00	LT.	1464	6'-0"	976.13
100+00.00	100+70.00	RT.	70	6'-0"	46.67
100+00.00	101+00.00	LT.	100	6'-0"	66.67

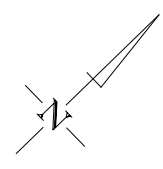
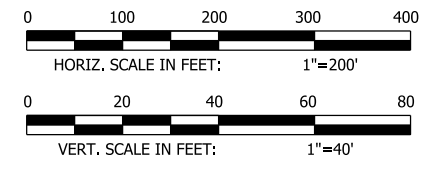
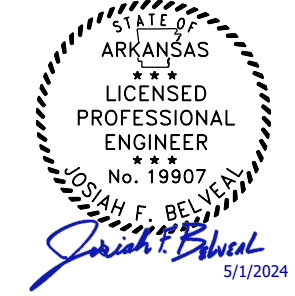
STA. 108+65.00 BEGIN SUPERELEVATION
STA. 112+15.00 MAX. SUPERELEVATION (0.046 1/2%)
STA. 157+02.00 MAX. SUPERELEVATION (0.046 1/2%)
STA. 160+52.00 END SUPERELEVATION

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN. FT.
95+59	95+78	RT.	50

5/1/2024 11:13:08 AM
R040901_12_PP_001.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	158	809

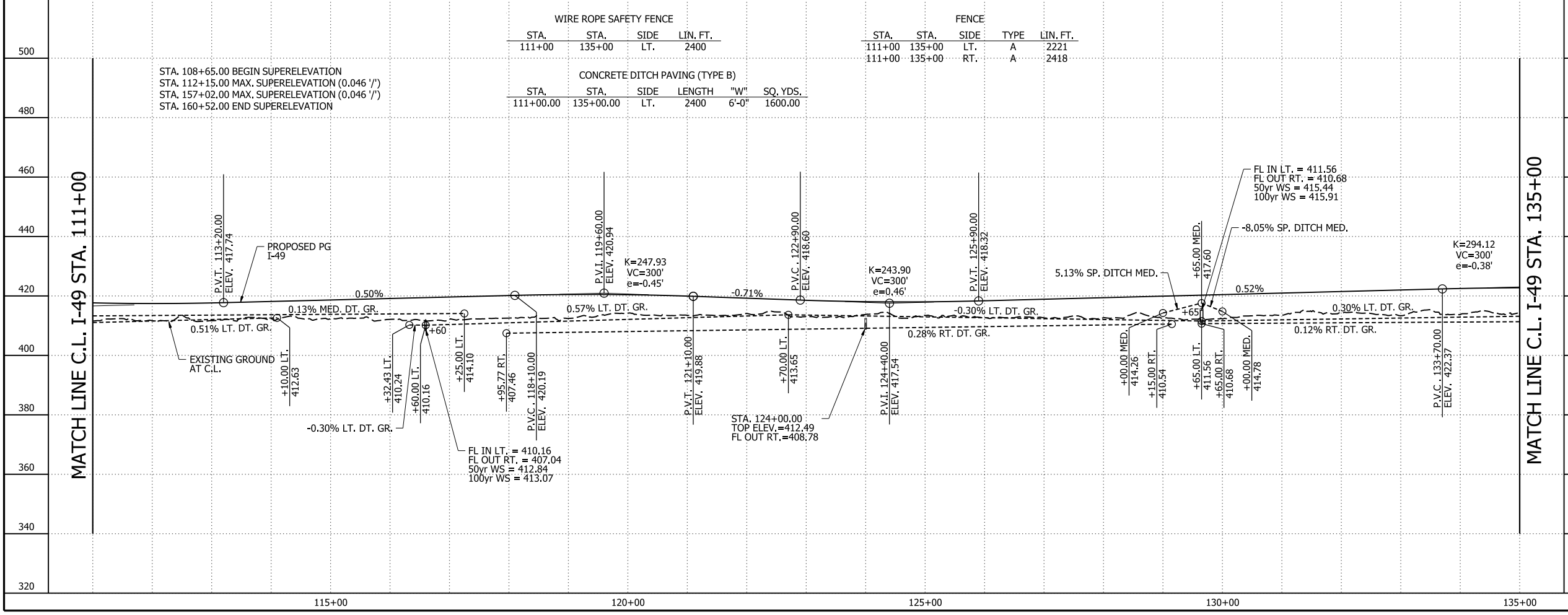
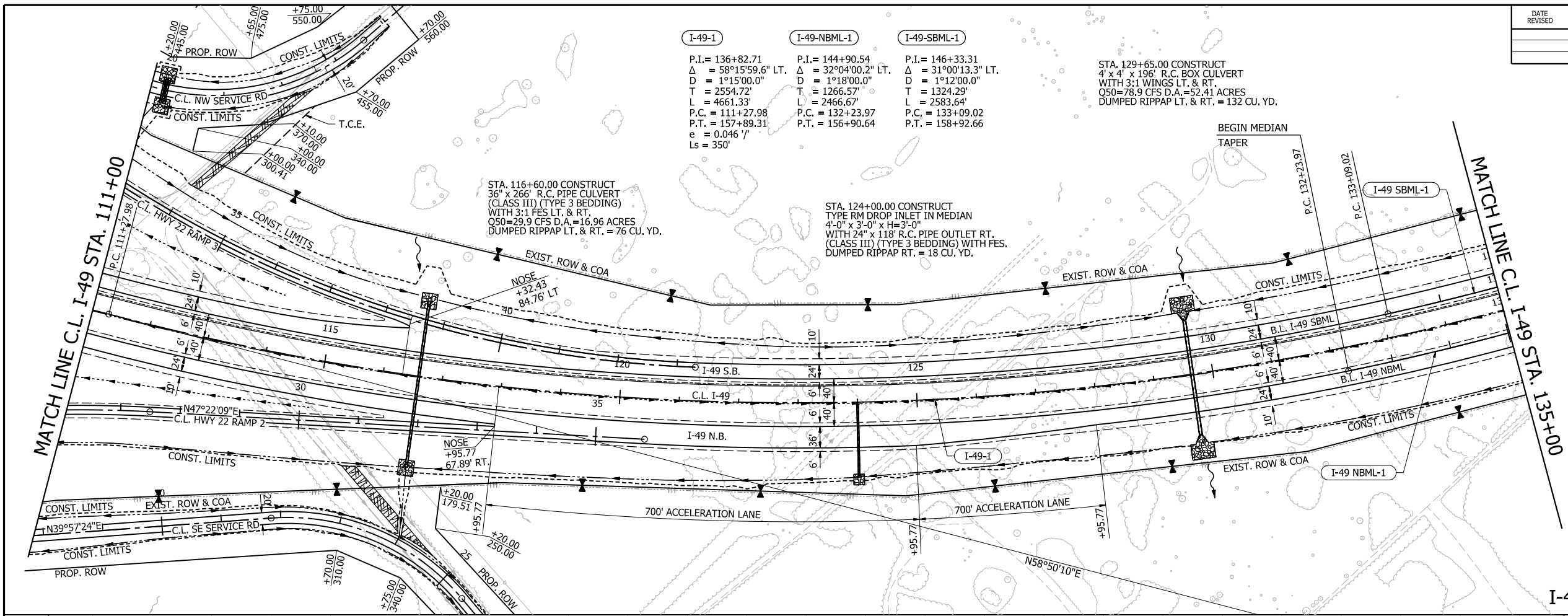
PLAN AND PROFILE SHEETS



LEGEND

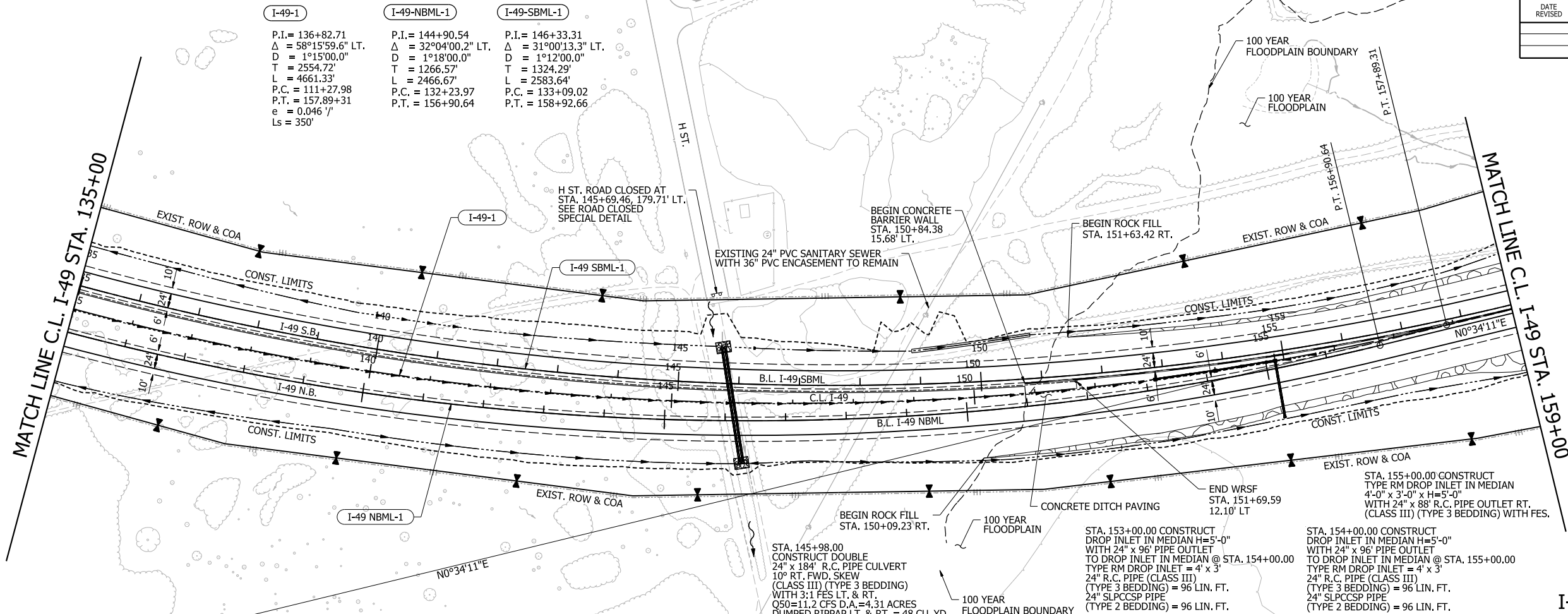
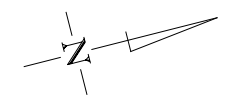
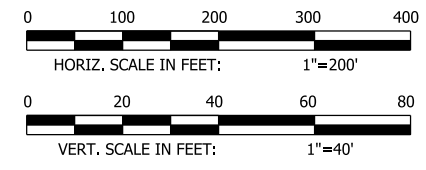
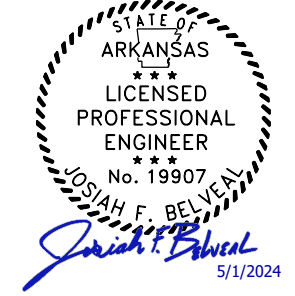
- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.



4/30/2024 3:45:14 PM R040901_12_PP_002.dgn

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	159	809
PLAN AND PROFILE SHEETS						



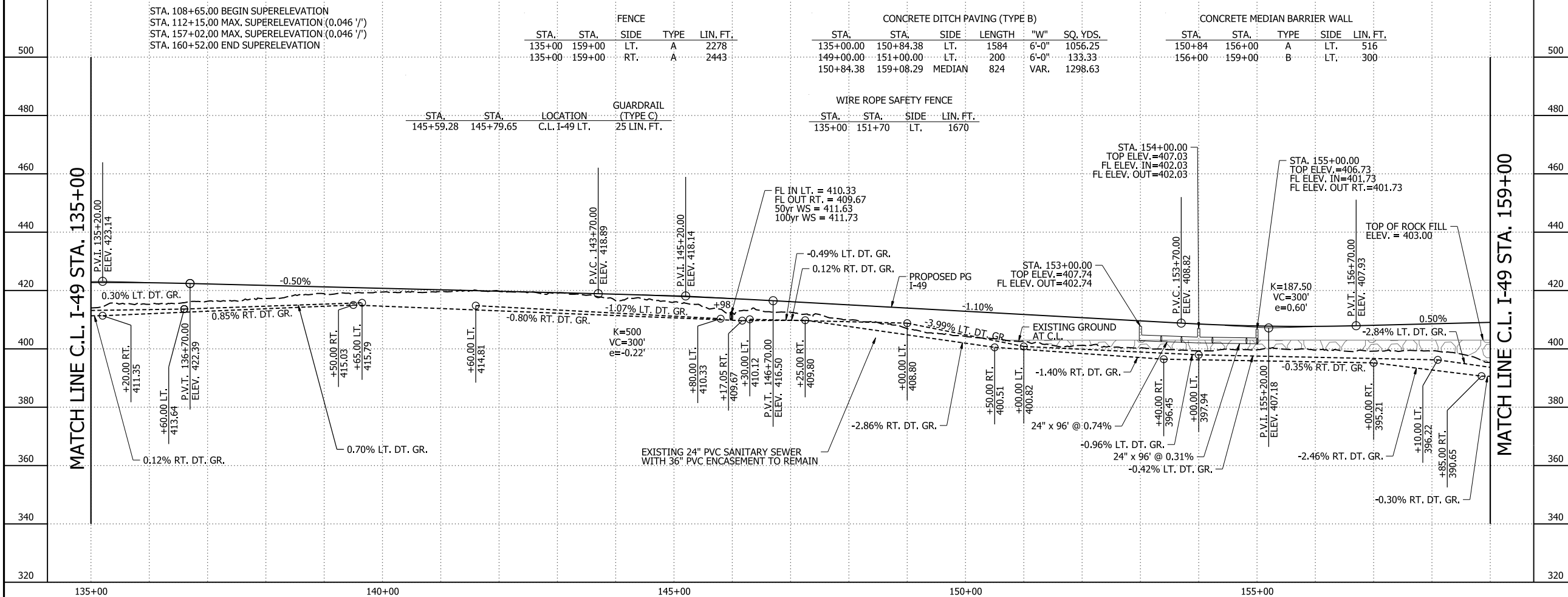
I-49-1	I-49-NBML-1	I-49-SBML-1
P.I. = 136+82.71	P.I. = 144+90.54	P.I. = 146+33.31
$\Delta = 58^{\circ}15'59.6''$ LT.	$\Delta = 32^{\circ}04'00.2''$ LT.	$\Delta = 31^{\circ}00'13.3''$ LT.
$D = 1^{\circ}15'00.0''$	$D = 1^{\circ}18'00.0''$	$D = 1^{\circ}12'00.0''$
$T = 2554.72'$	$T = 1266.57'$	$T = 1324.29'$
$L = 4661.33'$	$L = 2466.67'$	$L = 2583.64'$
P.C. = 111+27.98	P.C. = 132+23.97	P.C. = 133+09.02
P.T. = 157.89+31	P.T. = 156+90.64	P.T. = 158+92.66
$e = 0.046'$		
$L_s = 350'$		

LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- - - I-49 CONSTRUCTION LIMITS
- III — CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- - - EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- (XXXX - X) HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- - - STANDARD DITCH GRADE
- - - SPECIAL DITCH PROFILE
- [Hatched] RIPRAP
- [Hatched] ROCK FILL
- [Hatched] OBLITERATION OF PAVEMENT

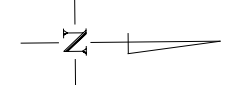
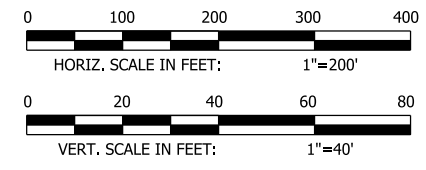
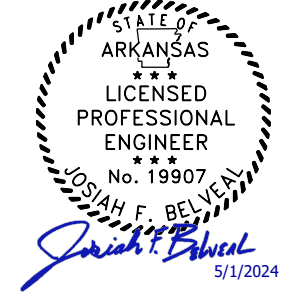
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.
 2. SEE EARTHWORK QUANTITY TABLE

I-49 PLAN AND PROFILE SHEETS



4/30/2024 3:46:27 PM R040901_12_pp_003.dgn

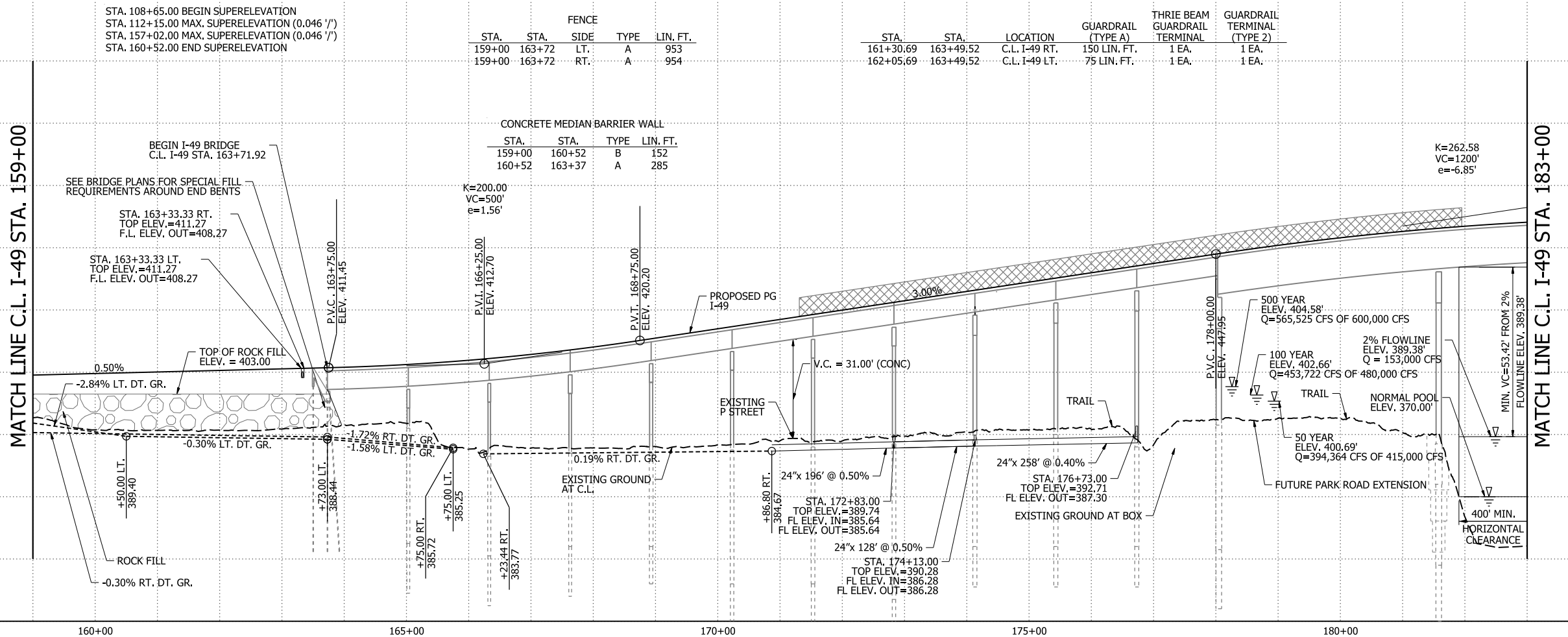
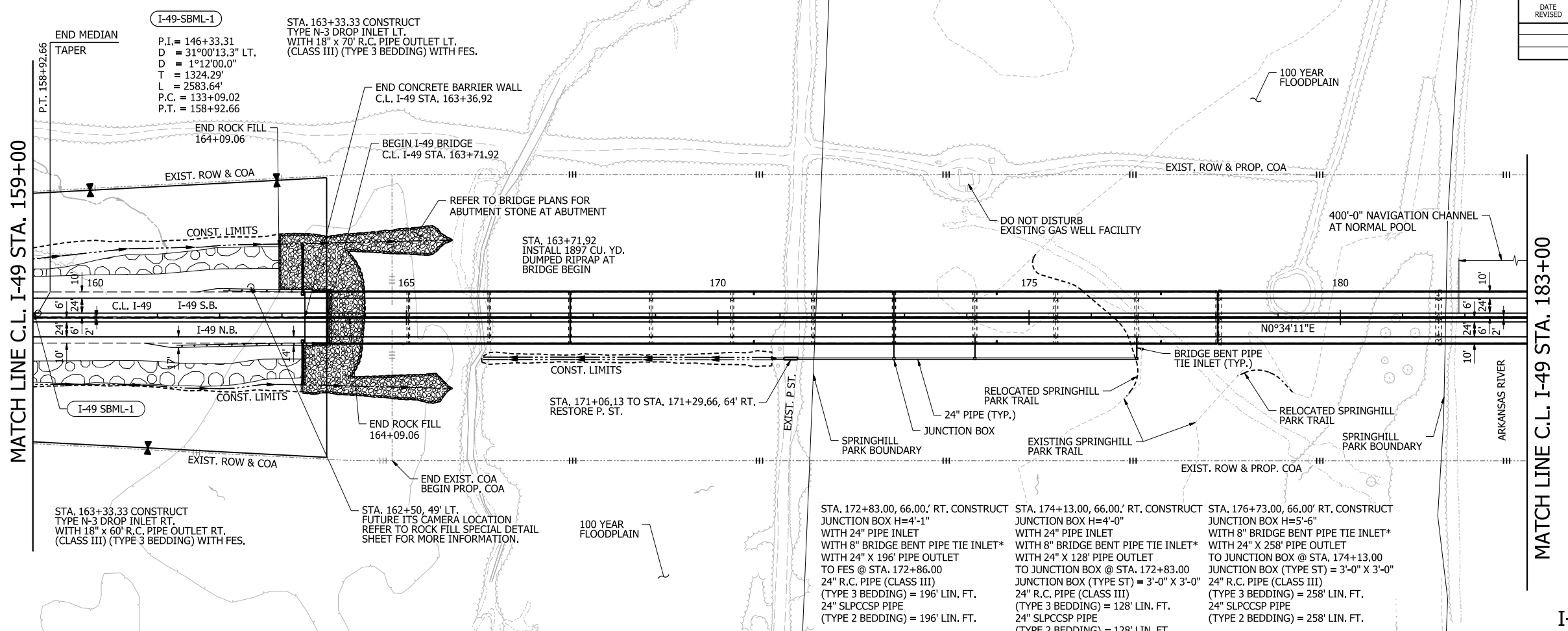
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	160	809
PLAN AND PROFILE SHEETS						



LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.
 * SEE BRIDGE BENT TIE DETAIL SPECIAL DETAIL



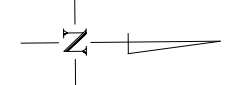
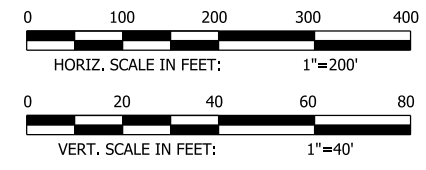
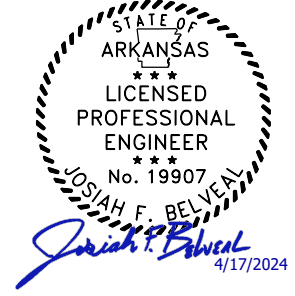
FENCE				
STA.	STA.	SIDE	TYPE	LIN. FT.
159+00	163+72	LT.	A	953
159+00	163+72	RT.	A	954

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
161+30.69	163+49.52	C.L. I-49 RT.	150 LIN. FT.	1 EA.	1 EA.
162+05.69	163+49.52	C.L. I-49 LT.	75 LIN. FT.	1 EA.	1 EA.

CONCRETE MEDIAN BARRIER WALL			
STA.	STA.	TYPE	LIN. FT.
159+00	160+52	B	152
160+52	163+37	A	285

4/30/2024 3:47:53 PM R040901_12_pp_004.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	161	809
PLAN AND PROFILE SHEETS						

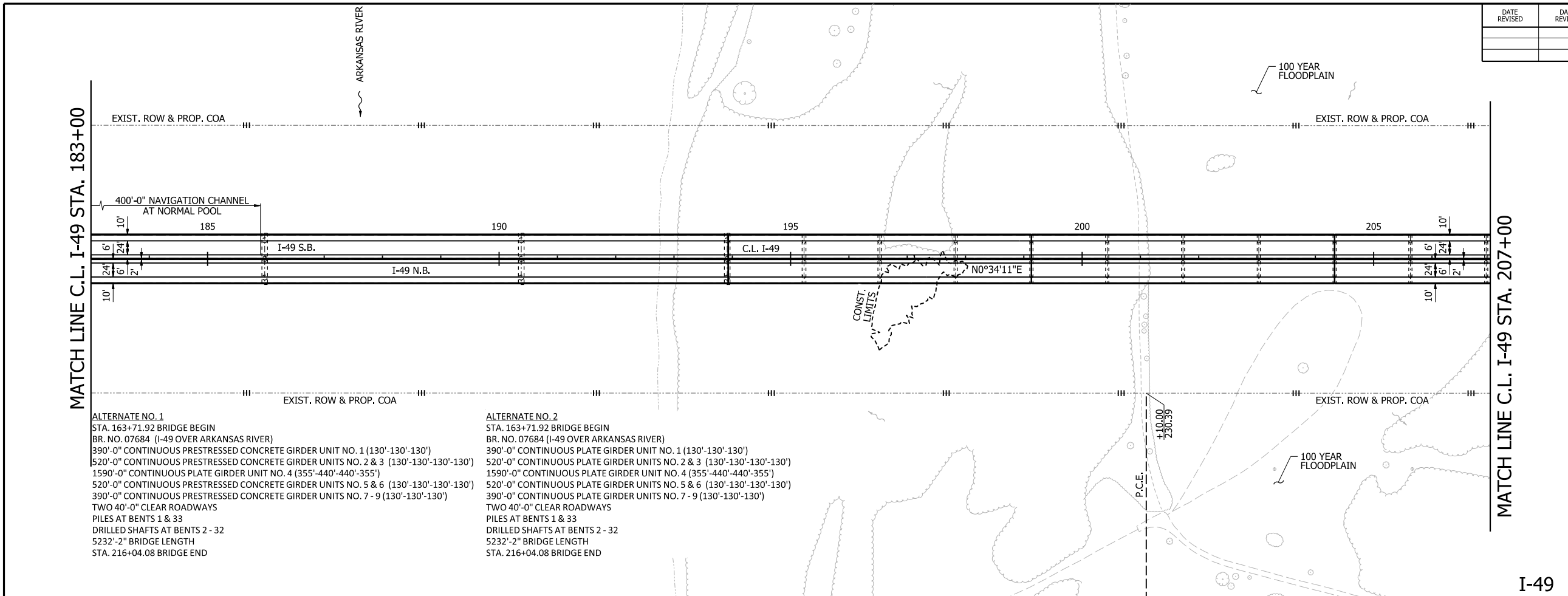


LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

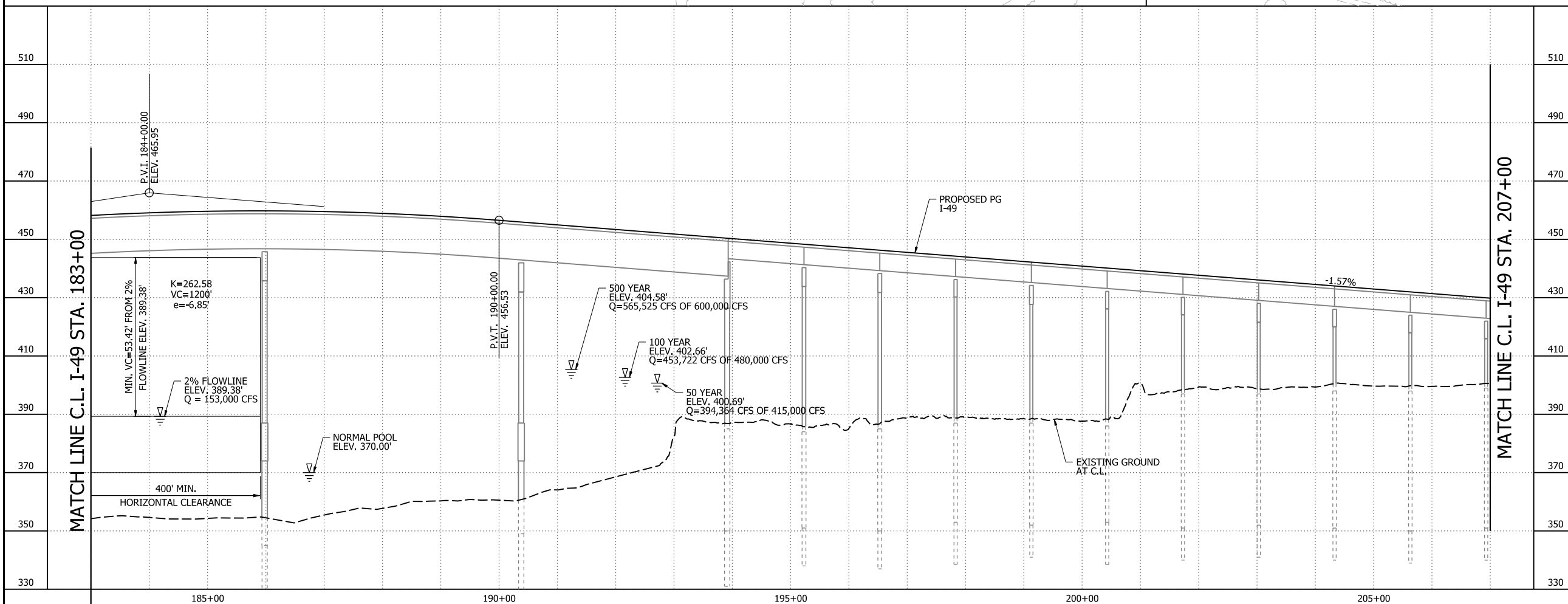
NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

**I-49
PLAN AND PROFILE SHEETS**

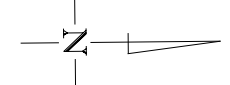
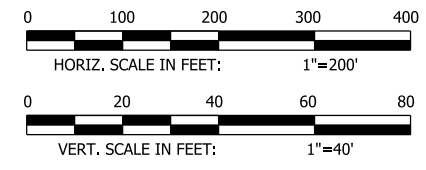
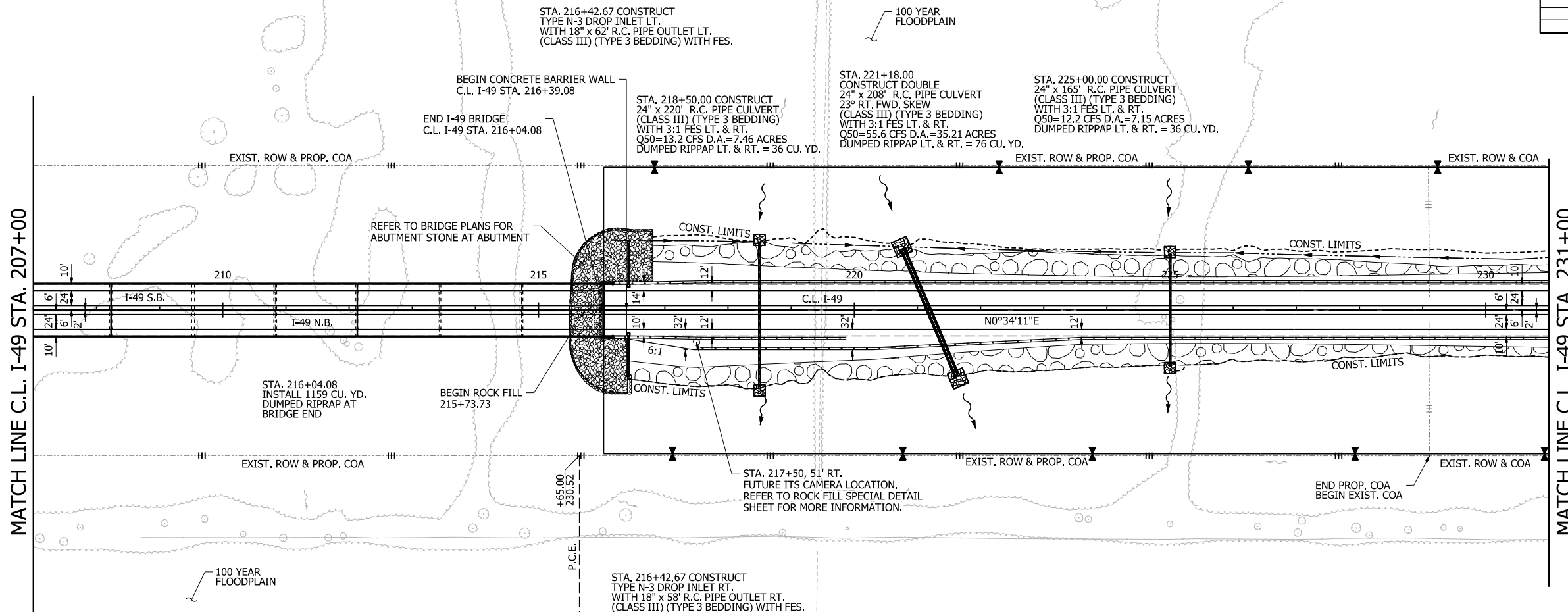
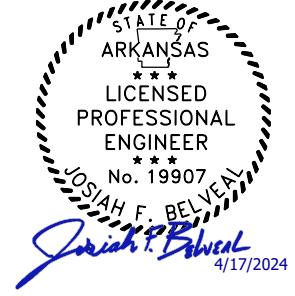


ALTERNATE NO. 1
STA. 163+71.92 BRIDGE BEGIN
BR. NO. 07684 (I-49 OVER ARKANSAS RIVER)
390'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNIT NO. 1 (130'-130'-130')
520'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNITS NO. 2 & 3 (130'-130'-130'-130')
1590'-0" CONTINUOUS PLATE GIRDER UNIT NO. 4 (355'-440'-440'-355')
520'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNITS NO. 5 & 6 (130'-130'-130'-130')
390'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNITS NO. 7 - 9 (130'-130'-130')
TWO 40'-0" CLEAR ROADWAYS
PILES AT BENTS 1 & 33
DRILLED SHAFTS AT BENTS 2 - 32
5232'-2" BRIDGE LENGTH
STA. 216+04.08 BRIDGE END

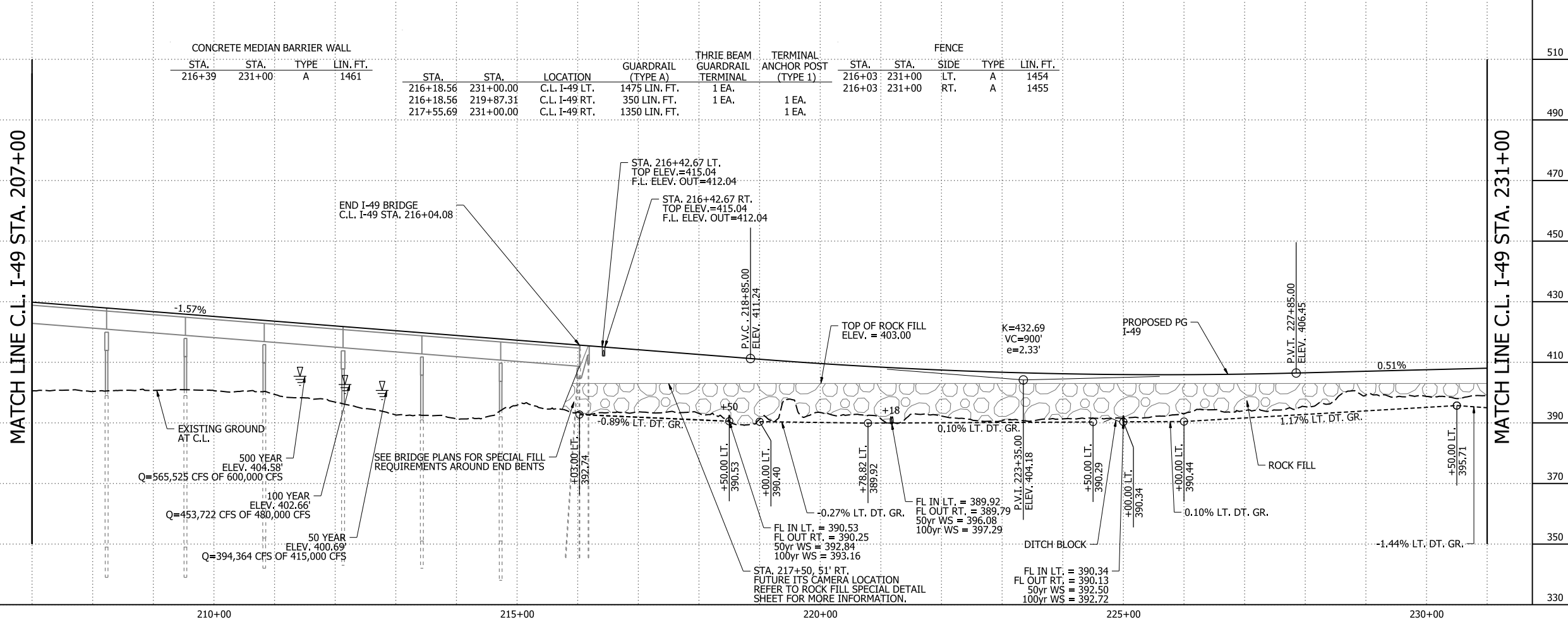
ALTERNATE NO. 2
STA. 163+71.92 BRIDGE BEGIN
BR. NO. 07684 (I-49 OVER ARKANSAS RIVER)
390'-0" CONTINUOUS PLATE GIRDER UNIT NO. 1 (130'-130'-130')
520'-0" CONTINUOUS PLATE GIRDER UNITS NO. 2 & 3 (130'-130'-130'-130')
1590'-0" CONTINUOUS PLATE GIRDER UNIT NO. 4 (355'-440'-440'-355')
520'-0" CONTINUOUS PLATE GIRDER UNITS NO. 5 & 6 (130'-130'-130'-130')
390'-0" CONTINUOUS PLATE GIRDER UNITS NO. 7 - 9 (130'-130'-130')
TWO 40'-0" CLEAR ROADWAYS
PILES AT BENTS 1 & 33
DRILLED SHAFTS AT BENTS 2 - 32
5232'-2" BRIDGE LENGTH
STA. 216+04.08 BRIDGE END



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	162	809
PLAN AND PROFILE SHEETS						



- LEGEND**
- CONCRETE BARRIER
 - WIRE FENCE (WRSF)
 - GUARDRAIL
 - - - I-49 CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - (XXXX - X) HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - ▨ RIPRAP
 - ▨ ROCK FILL
 - ▨ OBLITERATION OF PAVEMENT

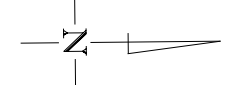
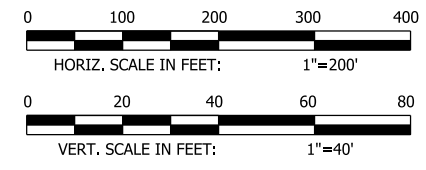


CONCRETE MEDIAN BARRIER WALL				THREE BEAM GUARDRAIL			TERMINAL ANCHOR POST			FENCE				
STA.	STA.	TYPE	LIN. FT.	STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	ANCHOR POST (TYPE 1)	STA.	STA.	SIDE	TYPE	LIN. FT.
216+39	231+00	A	1461	216+18.56	231+00.00	C.L. I-49 LT.	1475 LIN. FT.	1 EA.	1 EA.	216+03	231+00	LT.	A	1454
				216+18.56	219+87.31	C.L. I-49 RT.	350 LIN. FT.	1 EA.	1 EA.	216+03	231+00	RT.	A	1455
				217+55.69	231+00.00	C.L. I-49 RT.	1350 LIN. FT.							

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

**I-49
PLAN AND PROFILE SHEETS**

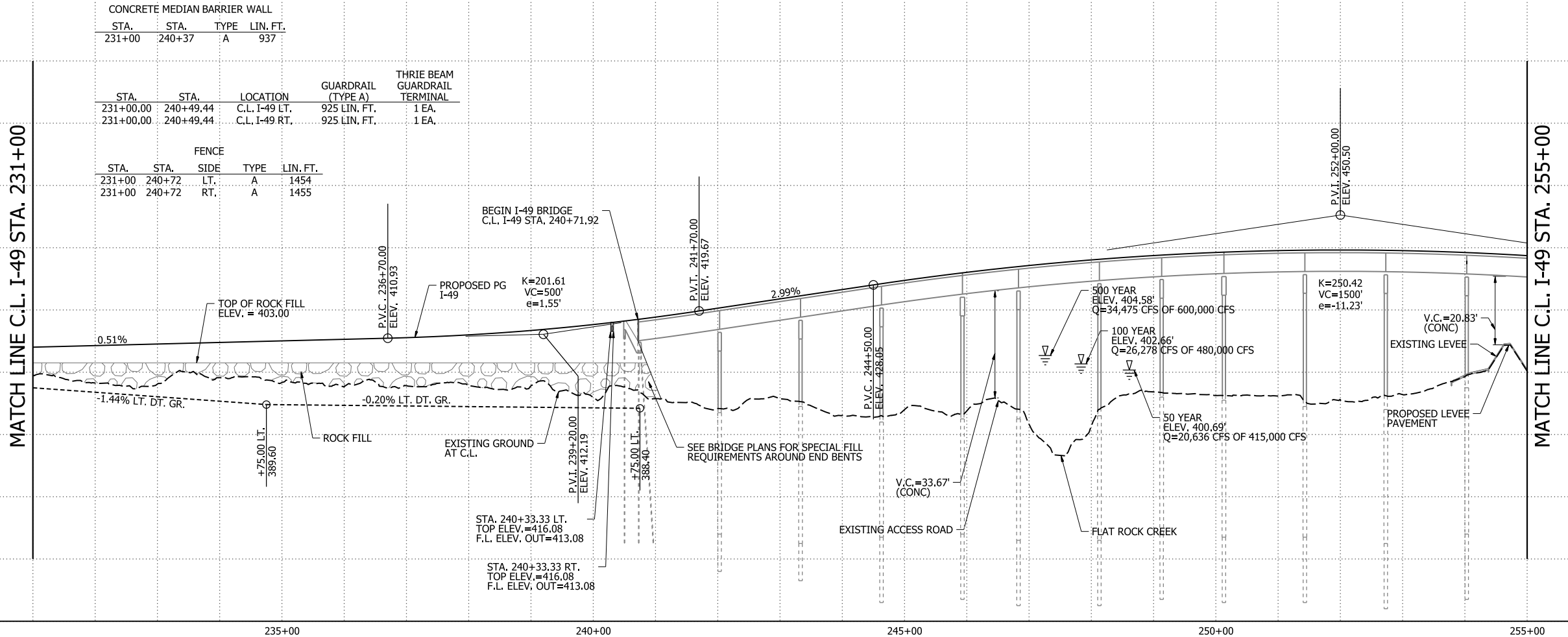
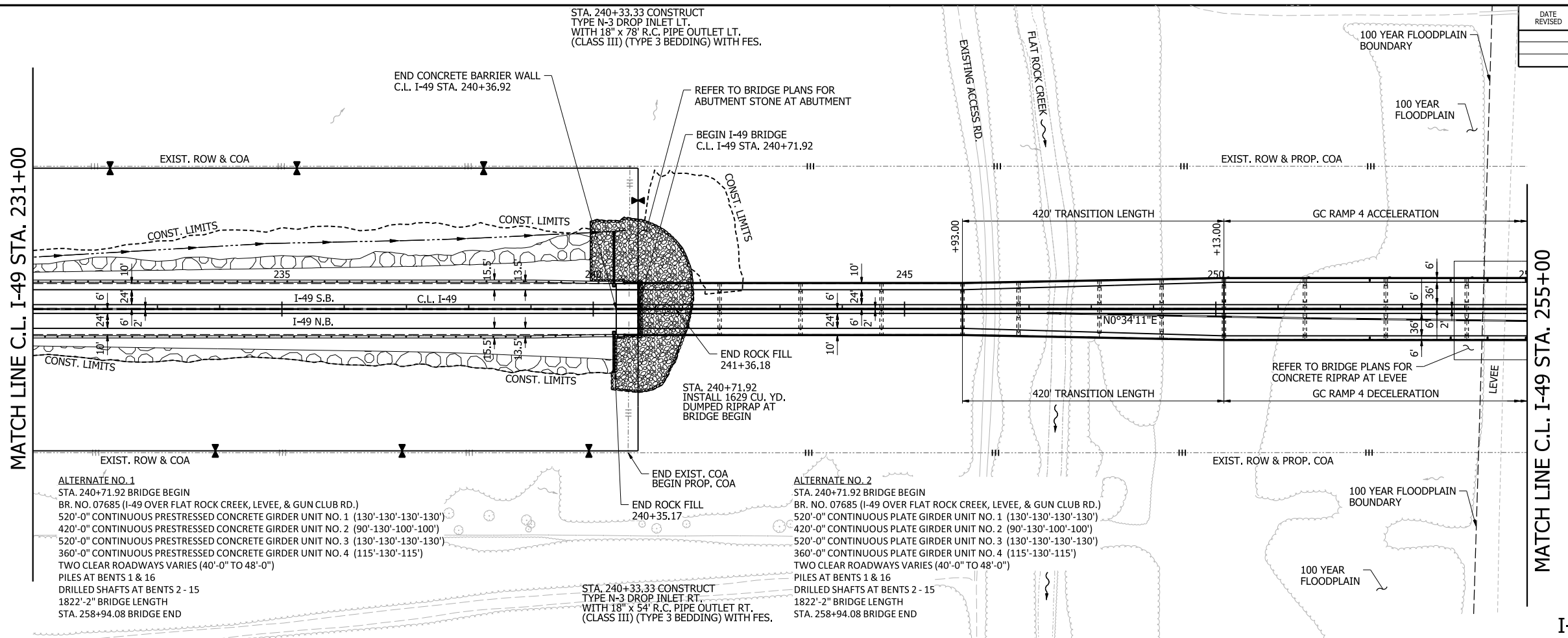
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	163	809



LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.



CONCRETE MEDIAN BARRIER WALL

STA.	STA.	TYPE	LIN. FT.
231+00	240+37	A	937

GUARDRAIL

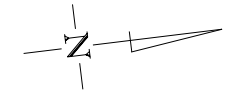
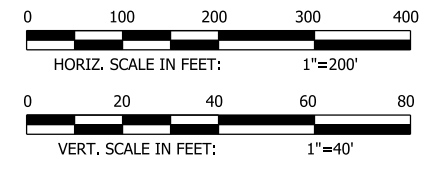
STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL
231+00.00	240+49.44	C.L. I-49 LT.	925 LIN. FT.	1 EA.
231+00.00	240+49.44	C.L. I-49 RT.	925 LIN. FT.	1 EA.

FENCE

STA.	STA.	SIDE	TYPE	LIN. FT.
231+00	240+72	LT.	A	1454
231+00	240+72	RT.	A	1455

4/15/2024 6:44:07 PM
R040901_12_PP_007.dgn

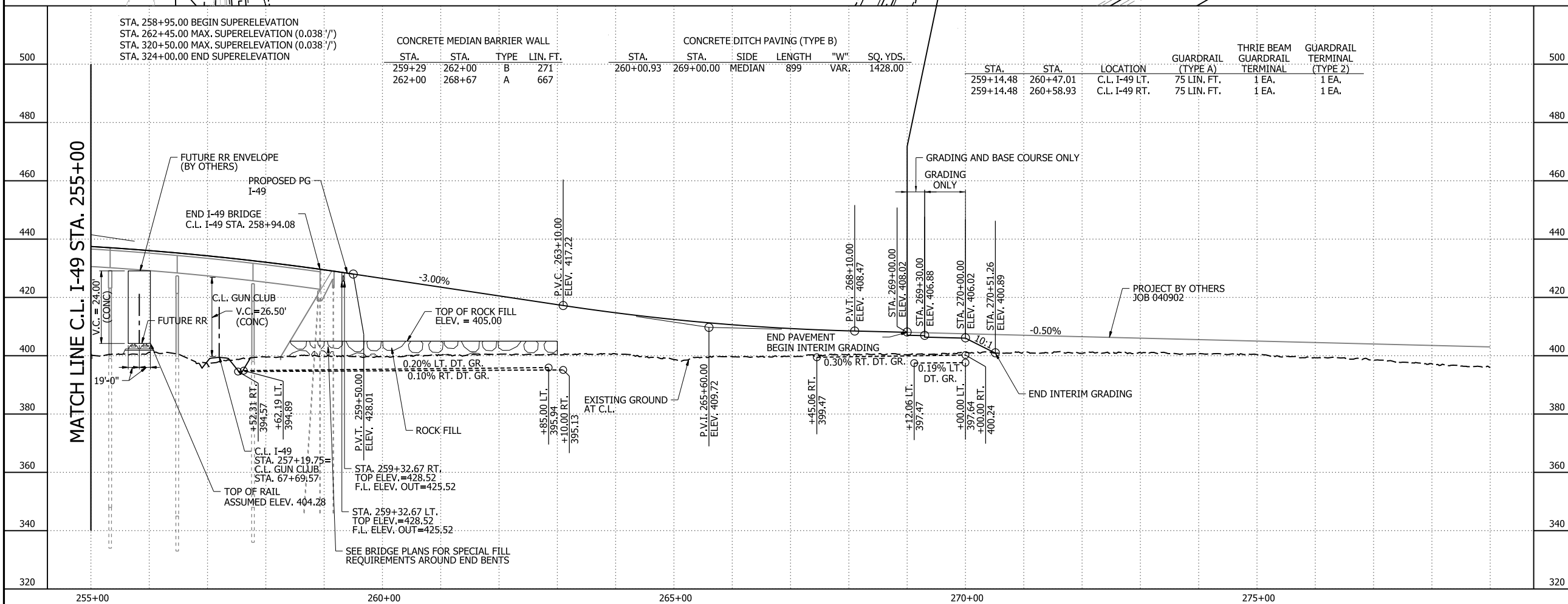
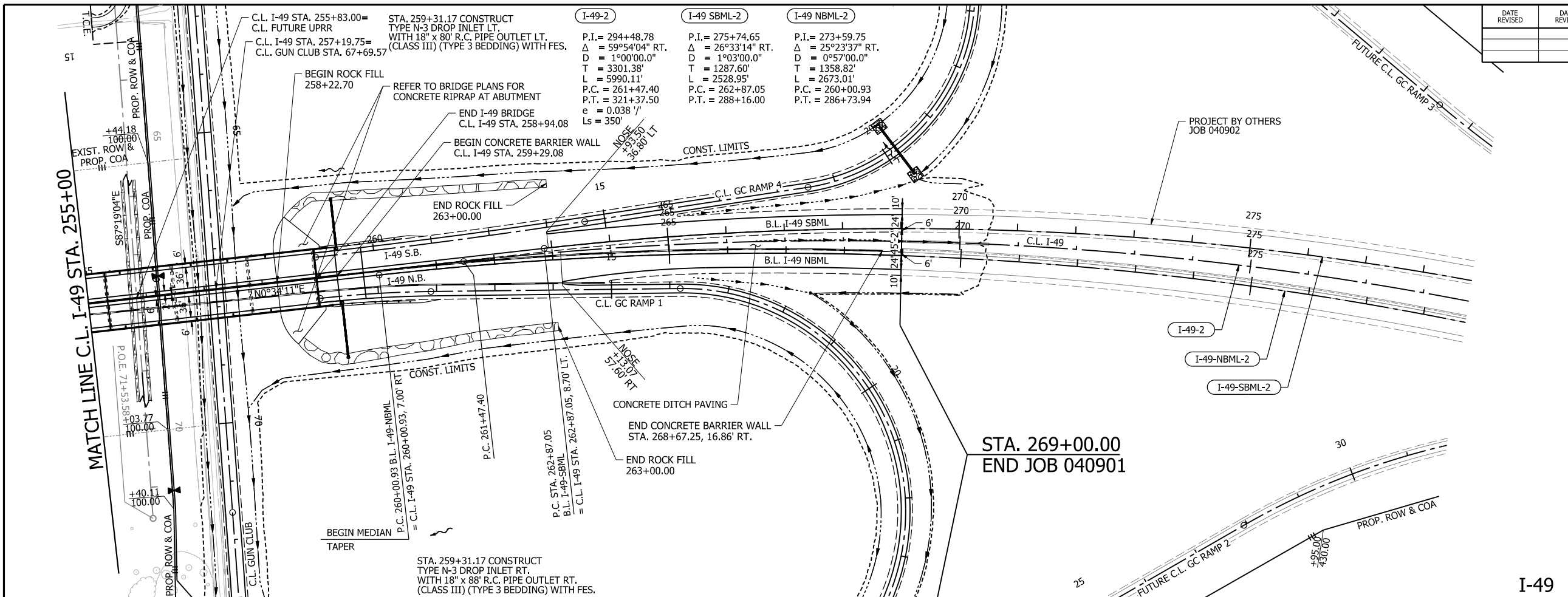
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	164	809



LEGEND

- CONCRETE BARRIER
- WIRE FENCE (WRSF)
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- ROCK FILL
- OBLITERATION OF PAVEMENT

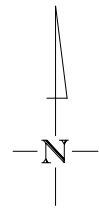
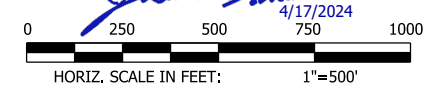
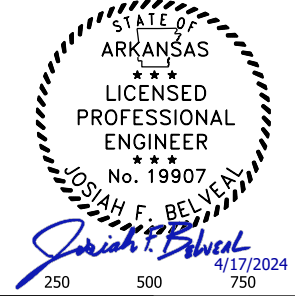
NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.



5/1/2024 1:33:41 PM
R040901_12_PP_008.dgn

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	165	809

INTERCHANGE LAYOUT



LEGEND

XXXX - X HORIZONTAL CURVE NO.

NOTE: REFER TO SURVEY CONTORL DETAILS FOR ADDITIONAL INFORMATION AND CURVE DATA

<p>HWY 22 R3-1</p> <p>P.I. = 19+86.07 $\Delta = 43^\circ 19' 52''$ RT. D = 7°00'00.0" T = 325.16' L = 619.02' P.C. = 16+60.91 P.T. = 22+79.93 e = 0.098' /' Ls = 350'</p>	<p>HWY 22 R3-2</p> <p>P.I. = 37+40.86 $\Delta = 36^\circ 41' 57''$ LT. D = 3°00'00.0" T = 633.46' L = 1223.30' P.C. = 31+07.41 P.T. = 43+30.71 e = 0.058' /' Ls = 300'</p>	<p>HWY 22 R4-1</p> <p>P.I. = 2163+80.60 $\Delta = 15^\circ 54' 32''$ RT. D = 8°00'00.0" T = 100.07' L = 198.86' P.C. = 2162+80.53 P.C.C. = 2164+79.39 NO SUPER</p>	<p>HWY 22 R4-2</p> <p>P.I. = 2169+75.86 $\Delta = 126^\circ 38' 18''$ RT. D = 24°00'00.0" T = 496.47' L = 535.99' P.C. = 2164+79.39 P.C.C. = 2170+15.38 NO SUPER</p>	<p>HWY 22 R4-3</p> <p>P.I. = 2172+51.70 $\Delta = 54^\circ 32' 51''$ RT. D = 12°30'00.0" T = 236.31' L = 436.38' P.C. = 2170+15.38 P.T. = 2174+51.76 NO SUPER</p>
---	--	---	---	--

<p>NW-1</p> <p>P.I. = 12+30.01 $\Delta = 10^\circ 22' 20''$ LT. D = 6°30'00.0" T = 80.01' L = 159.57' P.C. = 11+50.00 P.T. = 13+09.57 NO SUPER</p>	<p>NW-2</p> <p>P.I. = 21+46.09 $\Delta = 78^\circ 46' 52''$ LT. D = 15°00'00.0" T = 313.65' L = 525.21' P.C. = 18+32.44 P.T. = 23+57.64 NO SUPER</p>
---	---

<p>SE-1</p> <p>P.I. = 12+88.69 $\Delta = 37^\circ 14' 20''$ RT. D = 15°00'00.0" T = 128.69' L = 248.26' P.C. = 11+60.00 P.T. = 14+08.26 NO SUPER</p>	<p>SE-2</p> <p>P.I. = 23+79.45 $\Delta = 54^\circ 09' 58''$ RT. D = 15°00'00.0" T = 195.32' L = 361.11' P.C. = 21+84.12 P.T. = 25+45.23 NO SUPER</p>
---	---

<p>HWY 22 R1-1</p> <p>P.I. = 2176+47.00 $\Delta = 40^\circ 08' 44''$ RT. D = 11°30'00.0" T = 182.06' L = 349.09' P.C. = 2174+64.94 P.C.C. = 2178+14.04 NO SUPER</p>	<p>HWY 22 R1-2</p> <p>P.I. = 2182+69.89 $\Delta = 26^\circ 30' 48''$ RT. D = 206°30'47.8" T = 506.99' L = 938.70' P.C. = 2178+14.04 P.T. = 2187+25.73 NO SUPER</p>
--	---

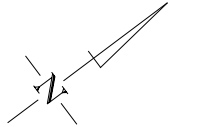
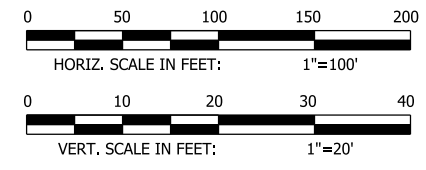
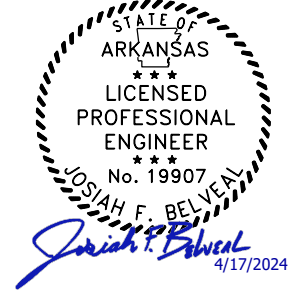
<p>HWY 22 R2-1</p> <p>P.I. = 16+14.08 $\Delta = 4^\circ 02' 20''$ LT. D = 2°00'00.0" T = 101.01' L = 201.94' P.C. = 15+13.06 P.T. = 17+15.01 e = 0.042' /' Ls P.C. = 300' Ls P.T. = 430.77'</p>	<p>HWY 22 R2-2</p> <p>P.I. = 24+92.03 $\Delta = 14^\circ 12' 50''$ RT. D = 2°45'00.0" T = 259.77' L = 516.86' P.C. = 22+32.26 P.T. = 27+49.13 e = 0.054' /' Ls P.C. = 236.23' Ls P.T. = 222.21'</p>
--	--

<p>HWY 22-1</p> <p>P.I. = 37+98.48 $\Delta = 6^\circ 07' 48''$ LT. D = 1°00'00.0" T = 306.80' L = 613.01' P.C. = 34+91.68 P.T. = 41+04.69 e = 0.021' /'</p>	<p>HWY 22-2</p> <p>P.I. = 53+50.14 $\Delta = 12^\circ 37' 04''$ RT. D = 2°00'00.0" T = 316.73' L = 630.89' P.C. = 50+33.41 P.T. = 56+64.30 NO SUPER</p>
--	--

STA. 100+00
BEGIN JOB 040901
LOG MILE 6.07

HWY 22
INTERCHANGE LAYOUT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	166	809
PLAN AND PROFILE SHEETS						

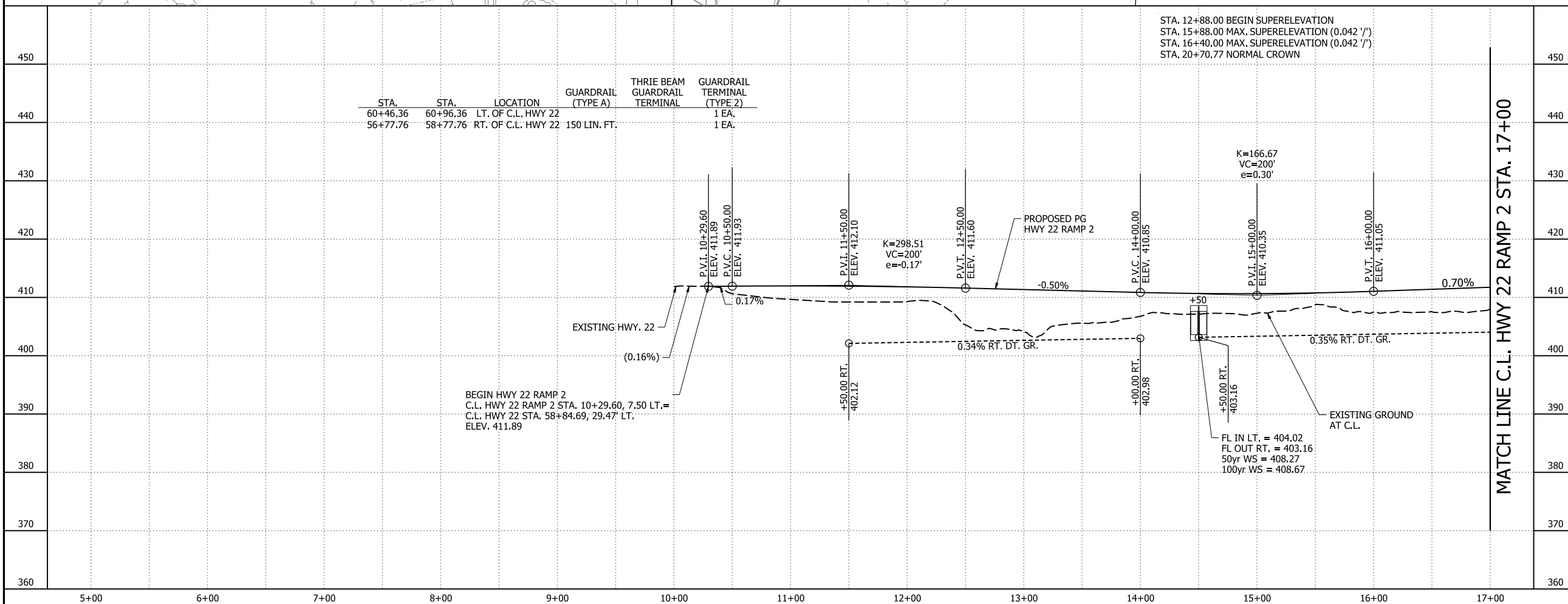
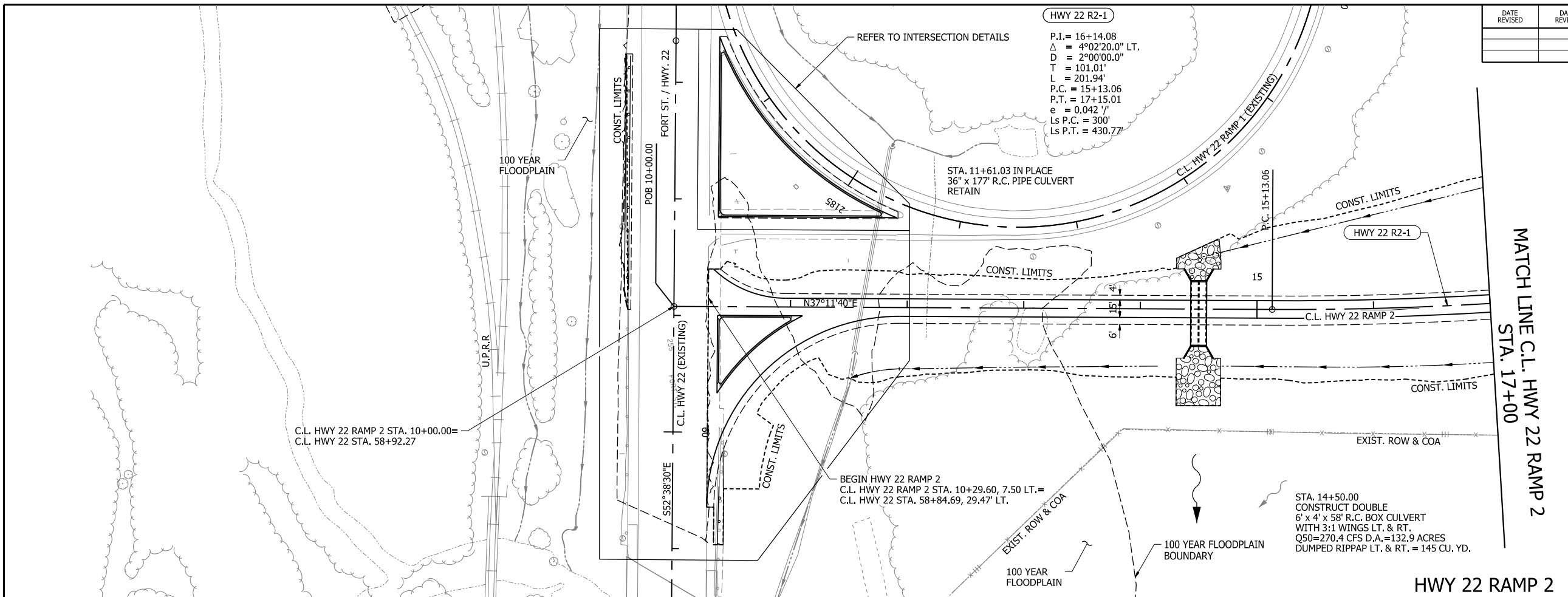


LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO. XXXX - X
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

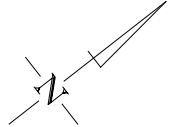
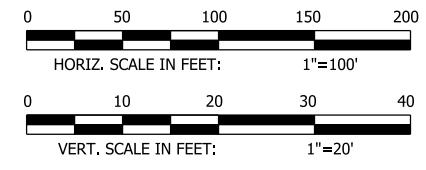
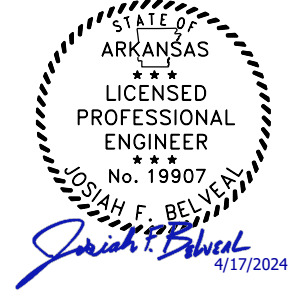
**RAMP
PLAN AND PROFILE SHEETS**



4/15/2024 6:44:40 PM
R040901_14_pp_001.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	167	809

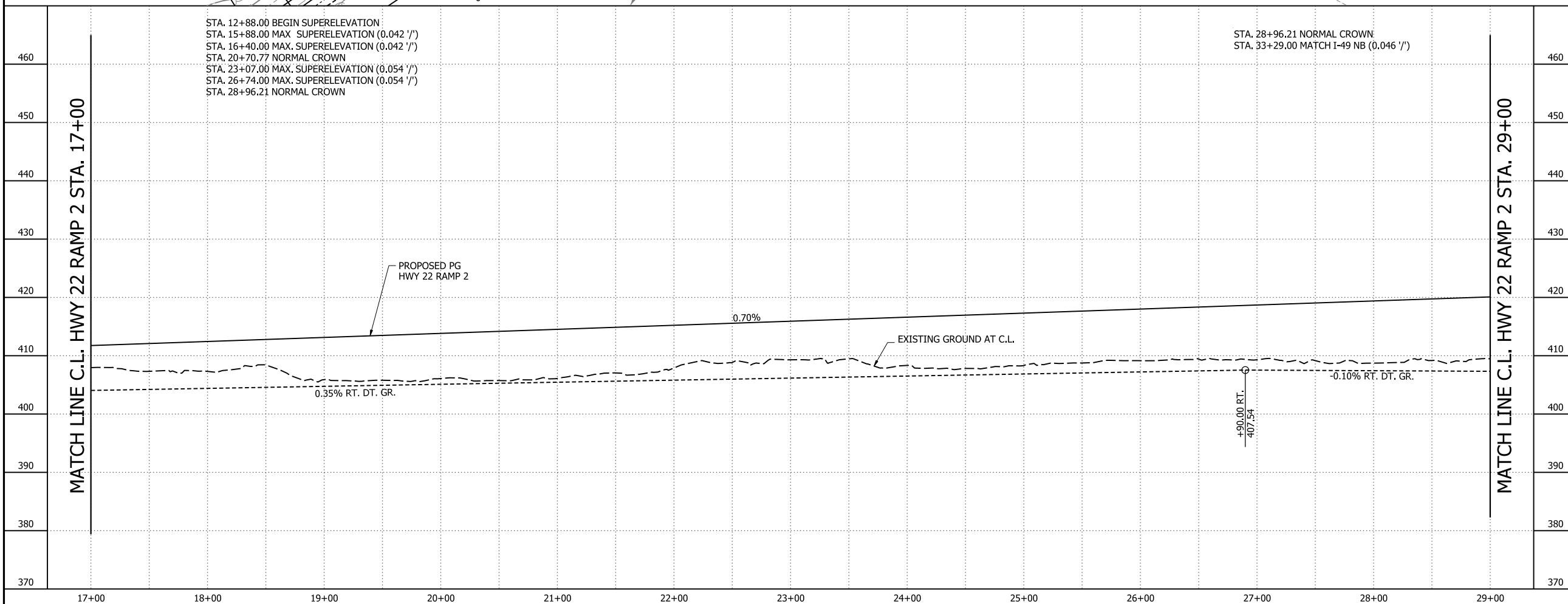
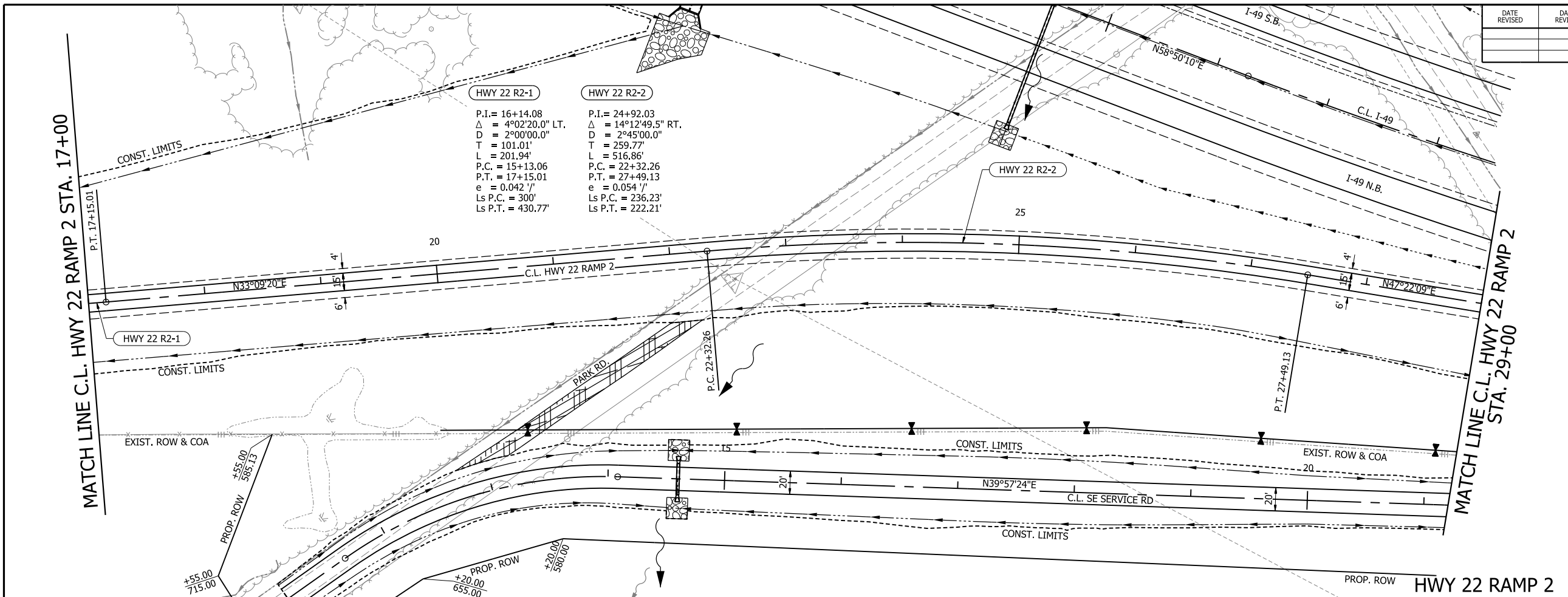
PLAN AND PROFILE SHEETS



LEGEND

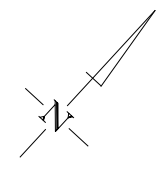
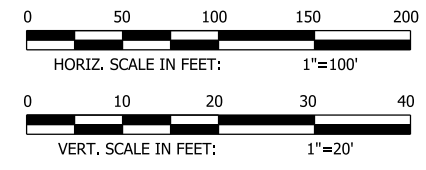
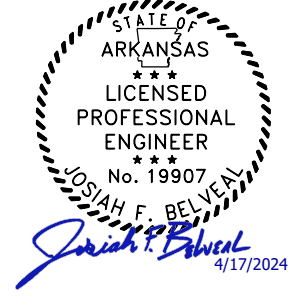
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.



RAMP
PLAN AND PROFILE SHEETS

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	168	809
PLAN AND PROFILE SHEETS						



MATCH LINE C.L. HWY 22 RAMP 2 STA. 29+00

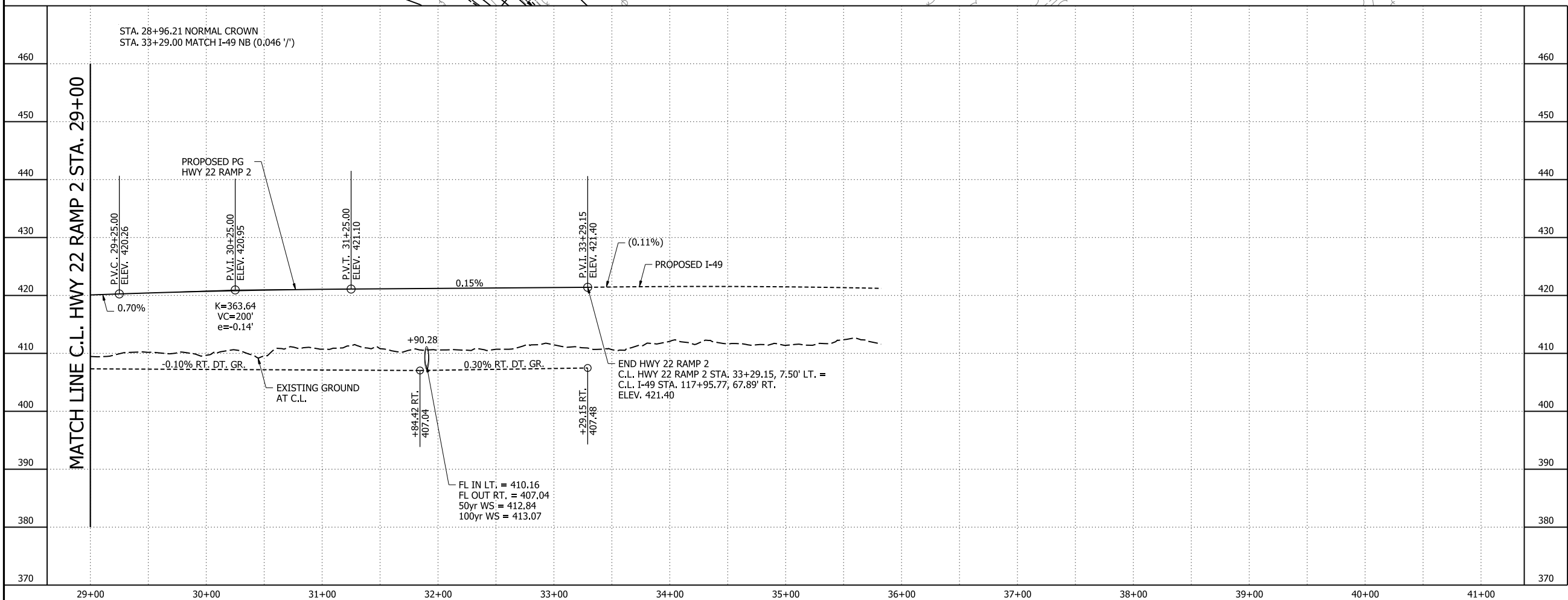
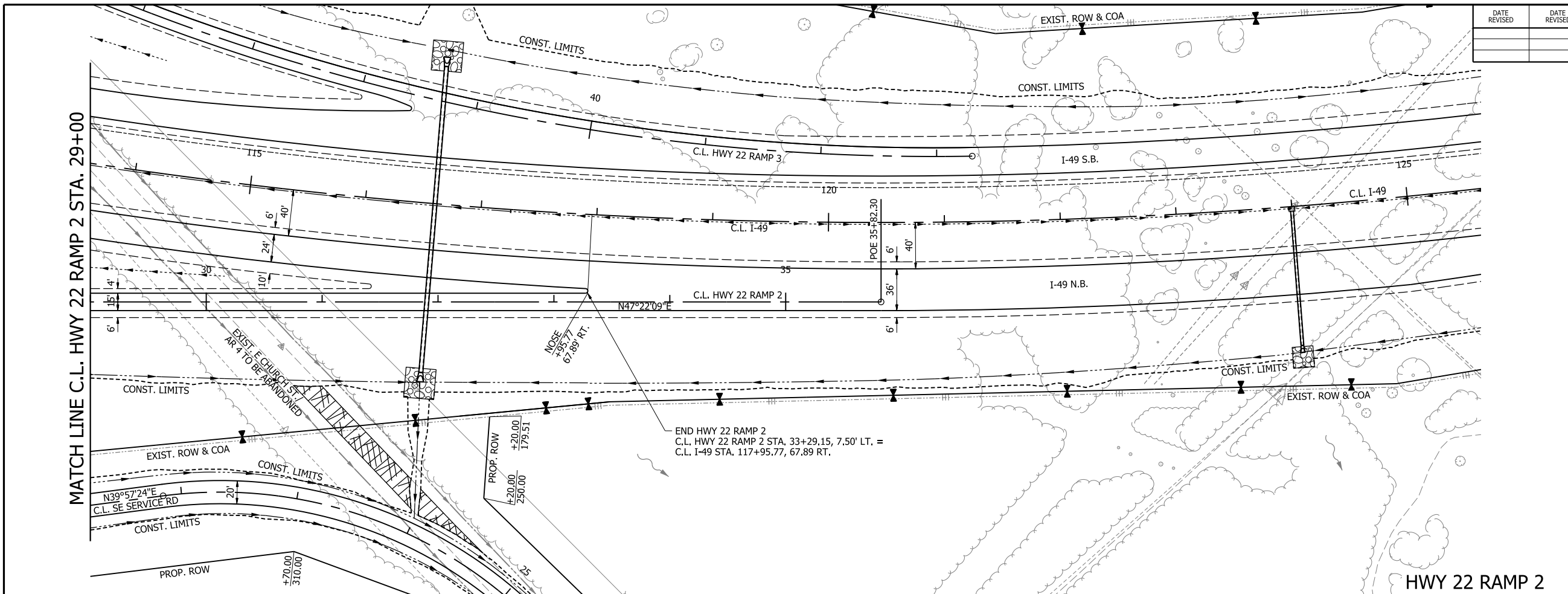
HWY 22 RAMP 2

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

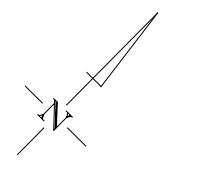
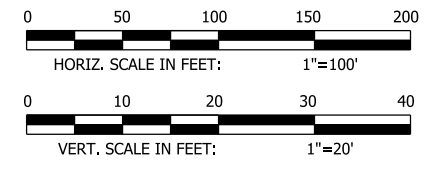
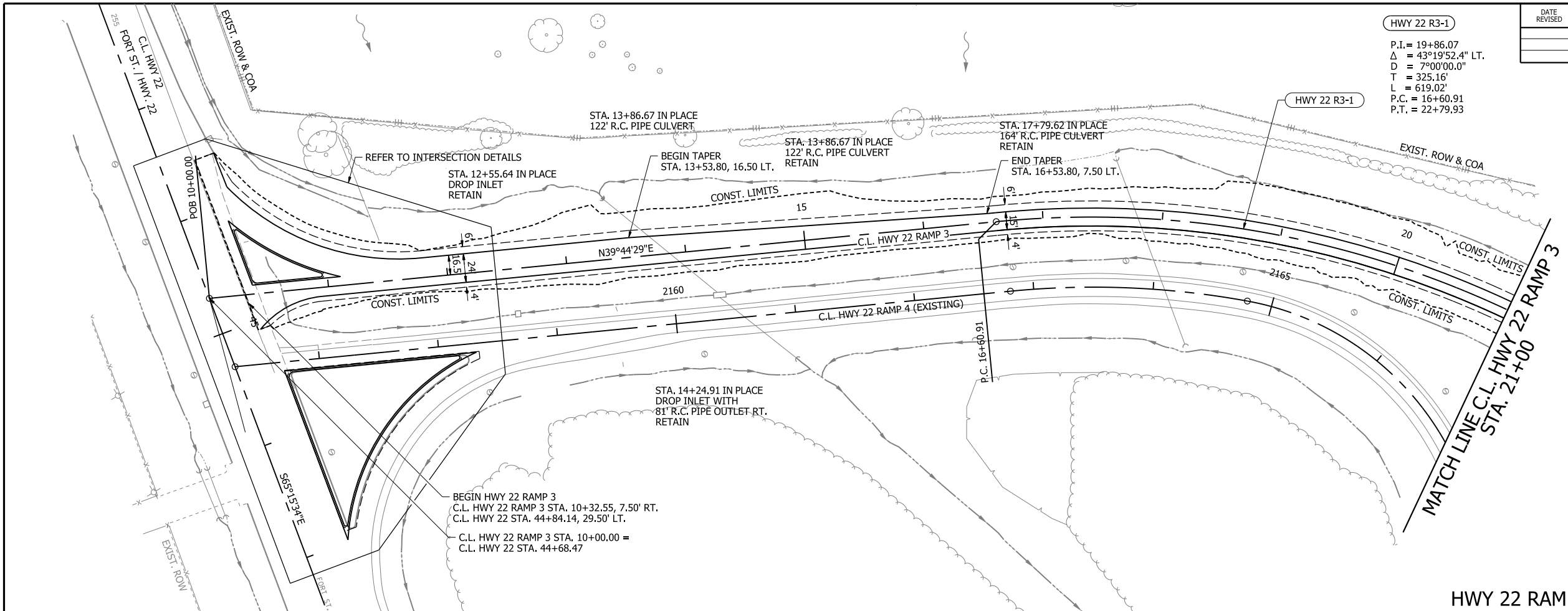
**RAMP
PLAN AND PROFILE SHEETS**



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	169	809

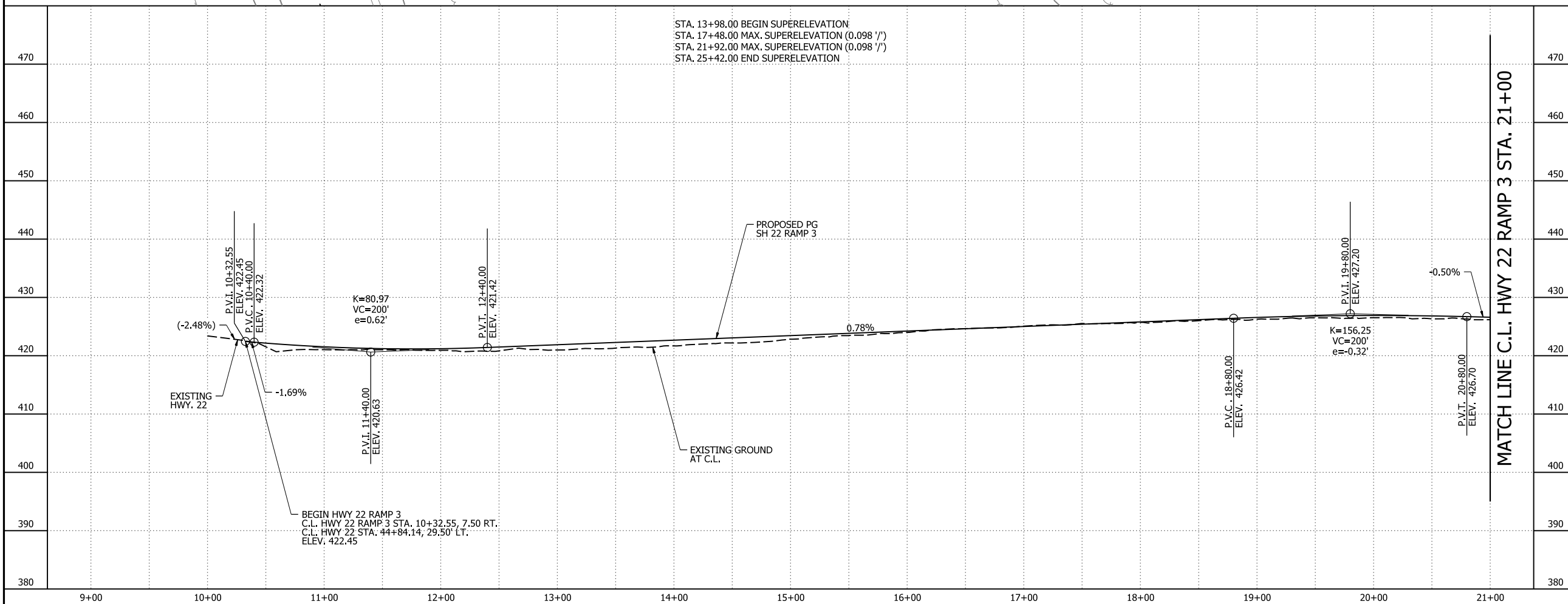


HWY 22 R3-1
 P.I. = 19+86.07
 $\Delta = 43^\circ 19' 52.4''$ LT.
 $D = 7^\circ 00' 00.0''$
 $T = 325.16'$
 $L = 619.02'$
 $P.C. = 16+60.91$
 $P.T. = 22+79.93$



- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO. (XXXX - X)
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

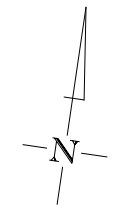
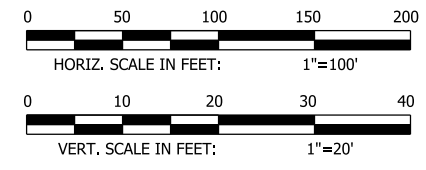
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.



**RAMP
 PLAN AND PROFILE SHEETS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	170	809

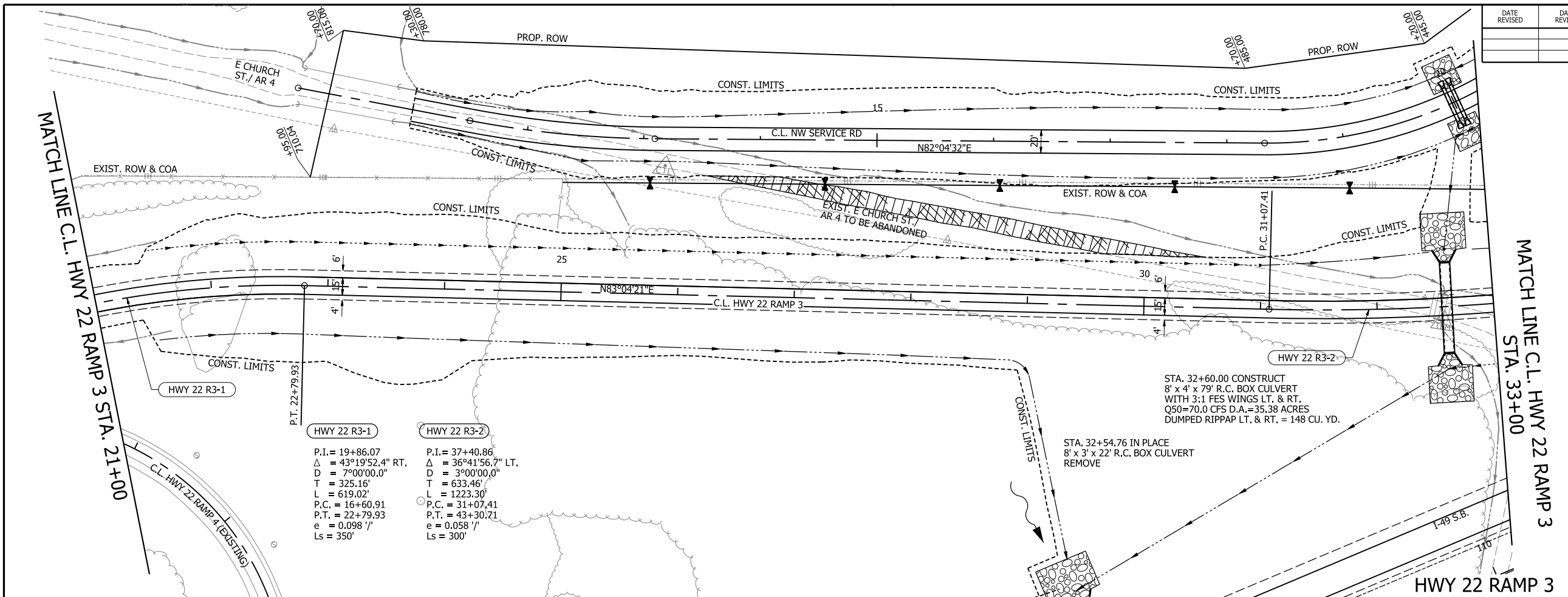
PLAN AND PROFILE SHEETS



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

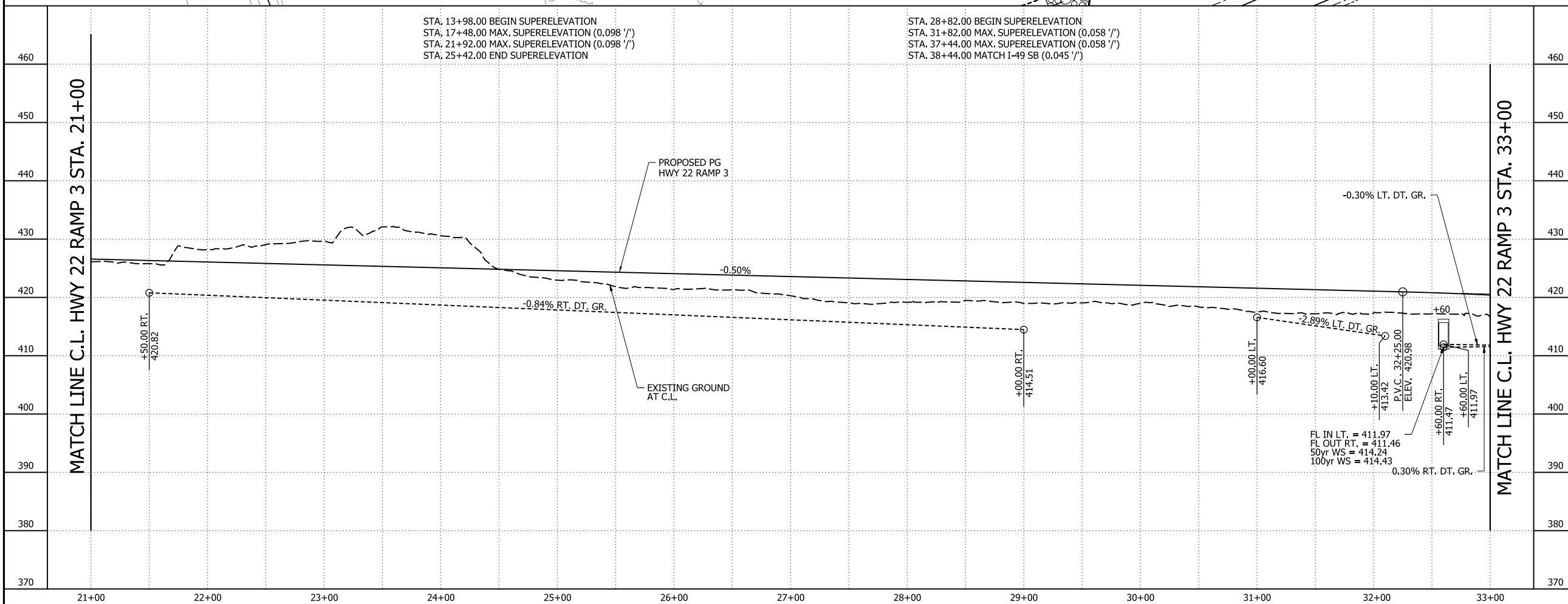
NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.



HWY 22 R3-1	HWY 22 R3-2
P.I. = 19+86.07	P.I. = 37+40.86
$\Delta = 43^\circ 19' 52.4''$ RT.	$\Delta = 36^\circ 41' 56.7''$ LT.
D = 7°00'00.0"	D = 3°00'00.0"
T = 325.16'	T = 633.46'
L = 619.02'	L = 1223.30'
P.C. = 16+60.91	P.C. = 31+07.41
P.T. = 22+79.93	P.T. = 43+30.71
e = 0.098'/'	e = 0.058'/'
Ls = 350'	Ls = 300'

STA. 32+60.00 CONSTRUCT
8' x 4' x 79' R.C. BOX CULVERT
WITH 3:1 FES WINGS LT. & RT.
Q50=70.0 CFS D.A.=35.38 ACRES
DUMPED RIPRAP LT. & RT. = 148 CU. YD.

STA. 32+54.76 IN PLACE
8' x 3' x 22' R.C. BOX CULVERT
REMOVE



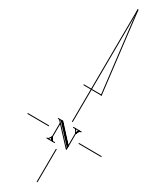
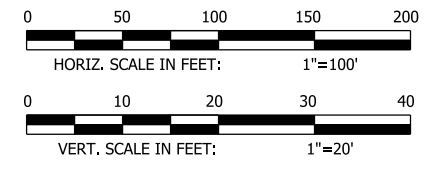
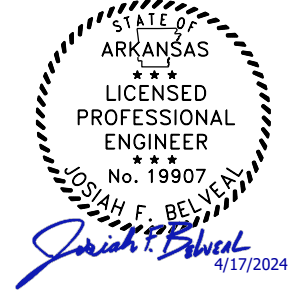
STA. 13+98.00 BEGIN SUPERELEVATION
STA. 17+48.00 MAX. SUPERELEVATION (0.098'/')
STA. 21+92.00 MAX. SUPERELEVATION (0.098'/')
STA. 25+42.00 END SUPERELEVATION

STA. 28+82.00 BEGIN SUPERELEVATION
STA. 31+82.00 MAX. SUPERELEVATION (0.058'/')
STA. 37+44.00 MAX. SUPERELEVATION (0.058'/')
STA. 38+44.00 MATCH I-49 SB (0.045'/')

FL IN LT. = 411.97
FL OUT RT. = 411.46
50yr WS = 414.24
100yr WS = 414.43

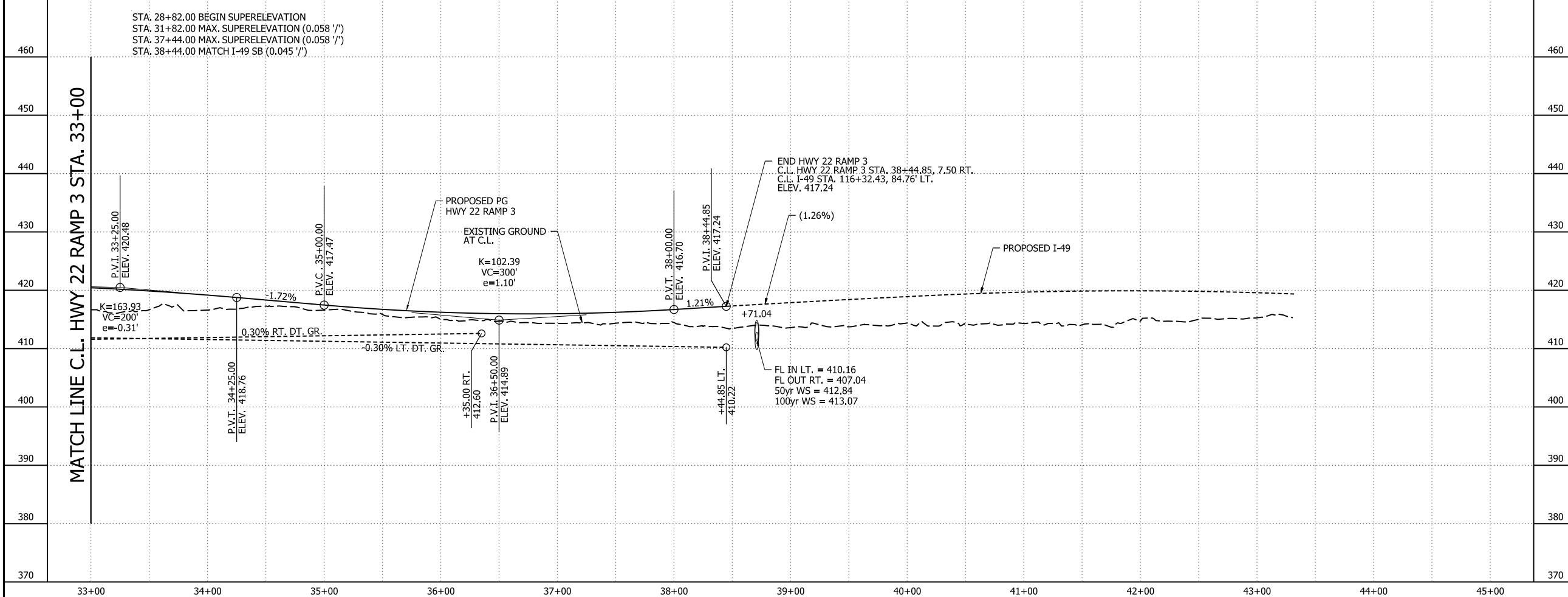
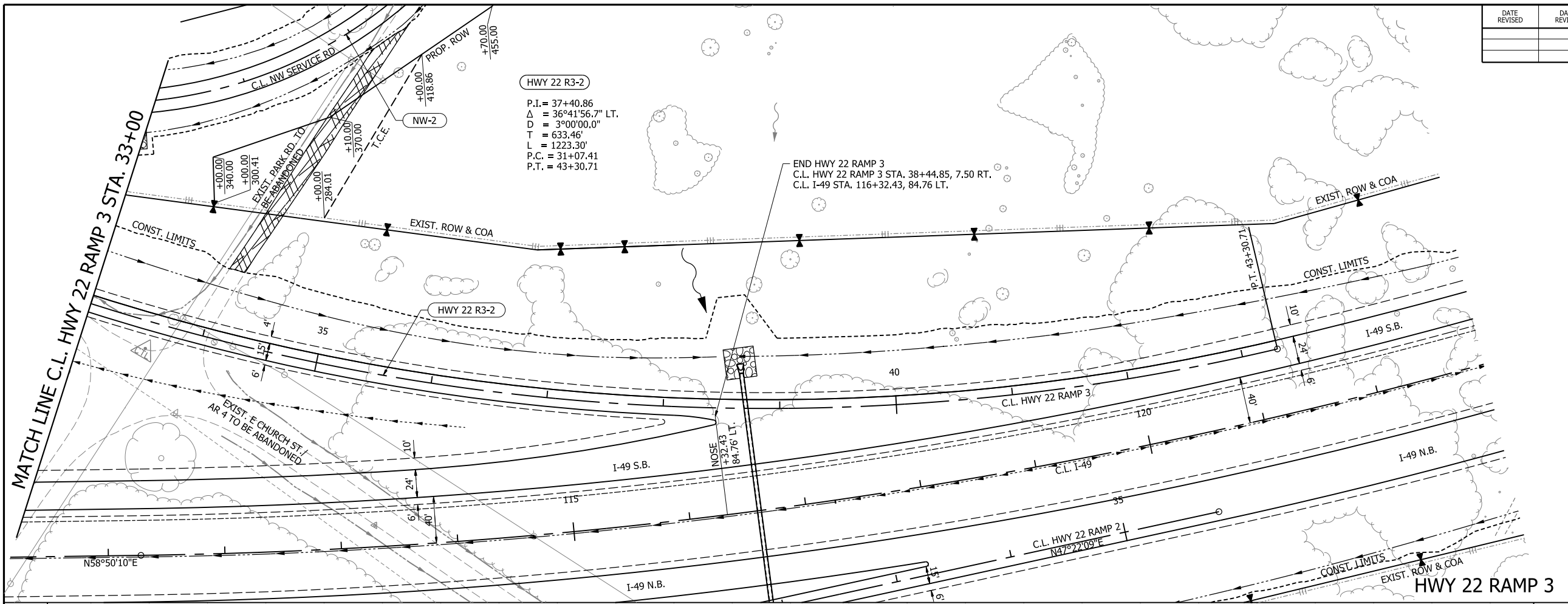
RAMP
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	171	809
PLAN AND PROFILE SHEETS						



- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO. (XXXX - X)
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

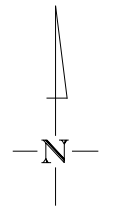
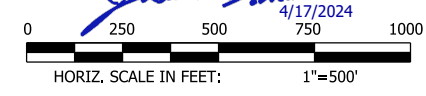
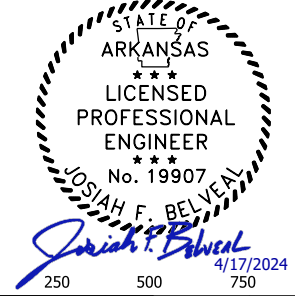
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.



4/15/2024 6:45:28 PM R040901_14_PP_006.dgn

**RAMP
 PLAN AND PROFILE SHEETS**

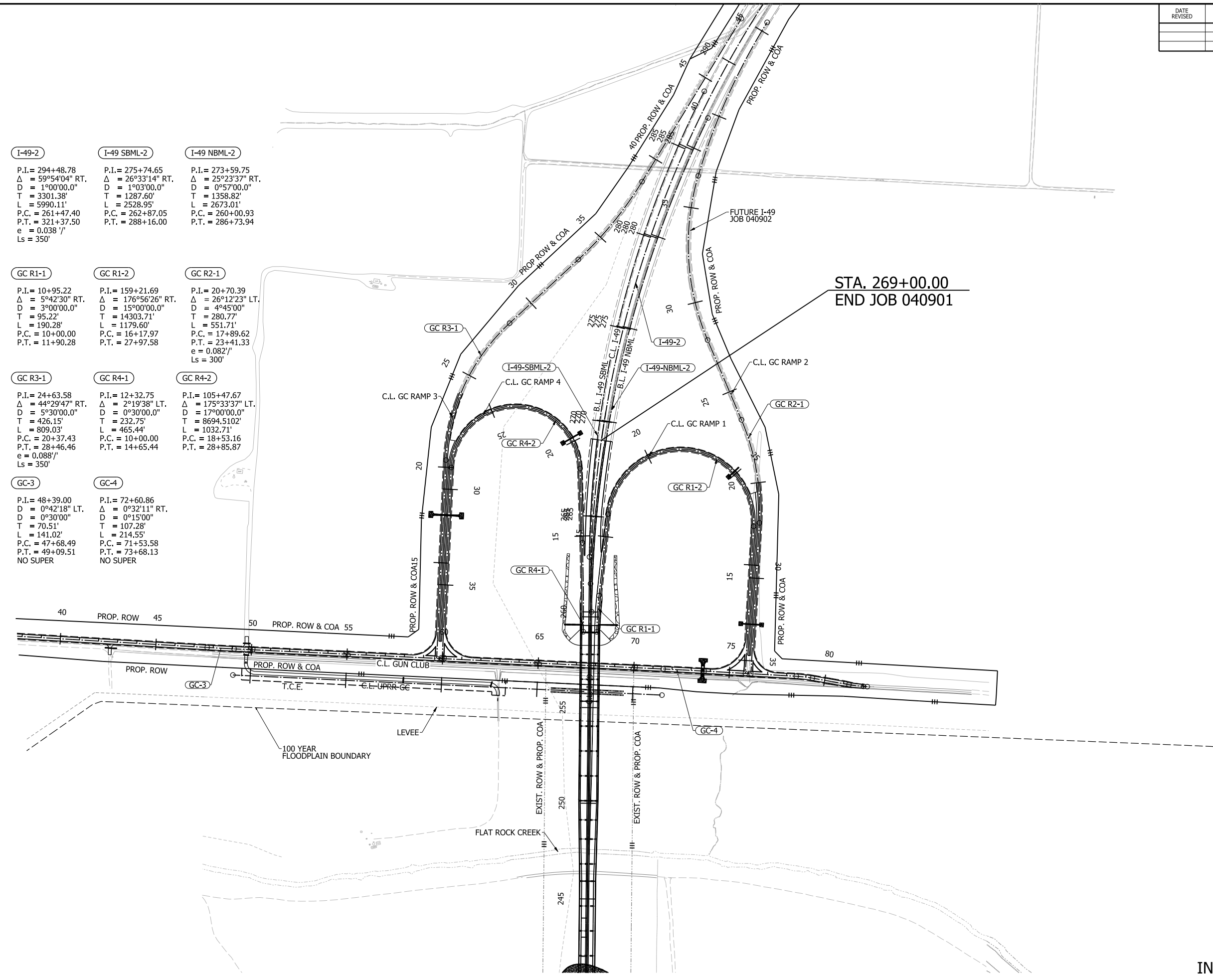
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	172	809
INTERCHANGE LAYOUT						



LEGEND

(XXXX - X) HORIZONTAL CURVE NO.
 NOTE: REFER TO SURVEY CONTROL DETAILS FOR ADDITIONAL INFORMATION AND CURVE DATA

- I-49-2**
 P.I. = 294+48.78
 $\Delta = 59^{\circ}54'04''$ RT.
 D = 1°00'00.0"
 T = 3301.38'
 L = 5990.11'
 P.C. = 261+47.40
 P.T. = 321+37.50
 e = 0.038' /'
 Ls = 350'
- I-49 SBML-2**
 P.I. = 275+74.65
 $\Delta = 26^{\circ}33'14''$ RT.
 D = 1°03'00.0"
 T = 1287.60'
 L = 2528.95'
 P.C. = 262+87.05
 P.T. = 288+16.00
- I-49 NBML-2**
 P.I. = 273+59.75
 $\Delta = 25^{\circ}23'37''$ RT.
 D = 0°57'00.0"
 T = 1358.82'
 L = 2673.01'
 P.C. = 260+00.93
 P.T. = 286+73.94
- GC R1-1**
 P.I. = 10+95.22
 $\Delta = 5^{\circ}42'30''$ RT.
 D = 3°00'00.0"
 T = 95.22'
 L = 190.28'
 P.C. = 10+00.00
 P.T. = 11+90.28
- GC R1-2**
 P.I. = 159+21.69
 $\Delta = 176^{\circ}56'26''$ RT.
 D = 15°00'00.0"
 T = 14303.71'
 L = 1179.60'
 P.C. = 16+17.97
 P.T. = 27+97.58
- GC R2-1**
 P.I. = 20+70.39
 $\Delta = 26^{\circ}12'23''$ LT.
 D = 4°45'00"
 T = 280.77'
 L = 551.71'
 P.C. = 17+89.62
 P.T. = 23+41.33
 e = 0.082' /'
 Ls = 300'
- GC R3-1**
 P.I. = 24+63.58
 $\Delta = 44^{\circ}29'47''$ RT.
 D = 5°30'00.0"
 T = 426.15'
 L = 809.03'
 P.C. = 20+37.43
 P.T. = 28+46.46
 e = 0.088' /'
 Ls = 350'
- GC R4-1**
 P.I. = 12+32.75
 $\Delta = 2^{\circ}19'38''$ LT.
 D = 0°30'00.0"
 T = 232.75'
 L = 465.44'
 P.C. = 10+00.00
 P.T. = 14+65.44
- GC R4-2**
 P.I. = 105+47.67
 $\Delta = 175^{\circ}33'37''$ LT.
 D = 17°00'00.0"
 T = 8694.5102'
 L = 1032.71'
 P.C. = 18+53.16
 P.T. = 28+85.87
- GC-3**
 P.I. = 48+39.00
 D = 0°42'18" LT.
 D = 0°30'00"
 T = 70.51'
 L = 141.02'
 P.C. = 47+68.49
 P.T. = 49+09.51
 NO SUPER
- GC-4**
 P.I. = 72+60.86
 $\Delta = 0^{\circ}32'11''$ RT.
 D = 0°15'00"
 T = 107.28'
 L = 214.55'
 P.C. = 71+53.58
 P.T. = 73+68.13
 NO SUPER

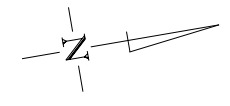
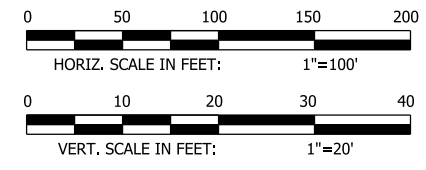
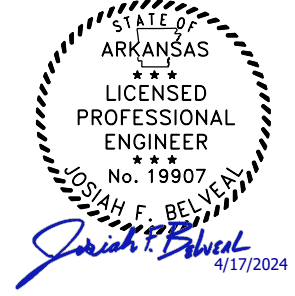


STA. 269+00.00
 END JOB 040901

**GUN CLUB ROAD
 INTERCHANGE LAYOUT**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	173	809

PLAN AND PROFILE SHEETS

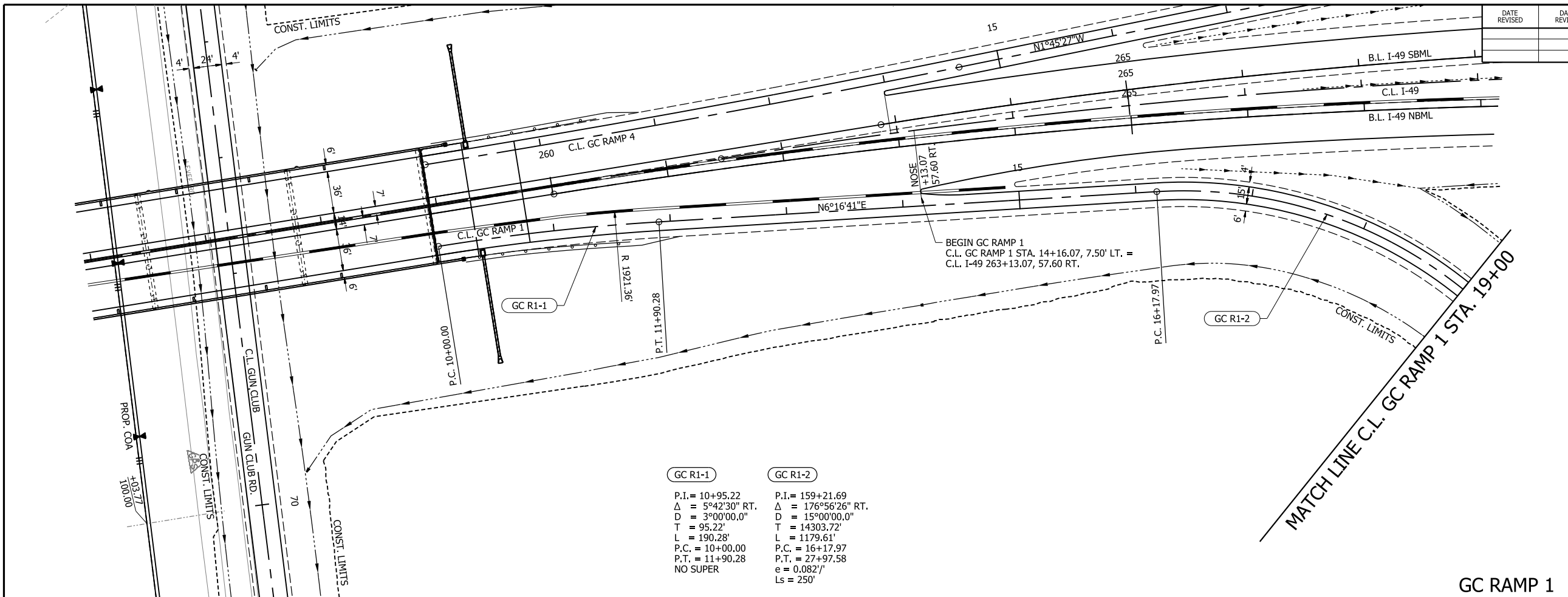


LEGEND

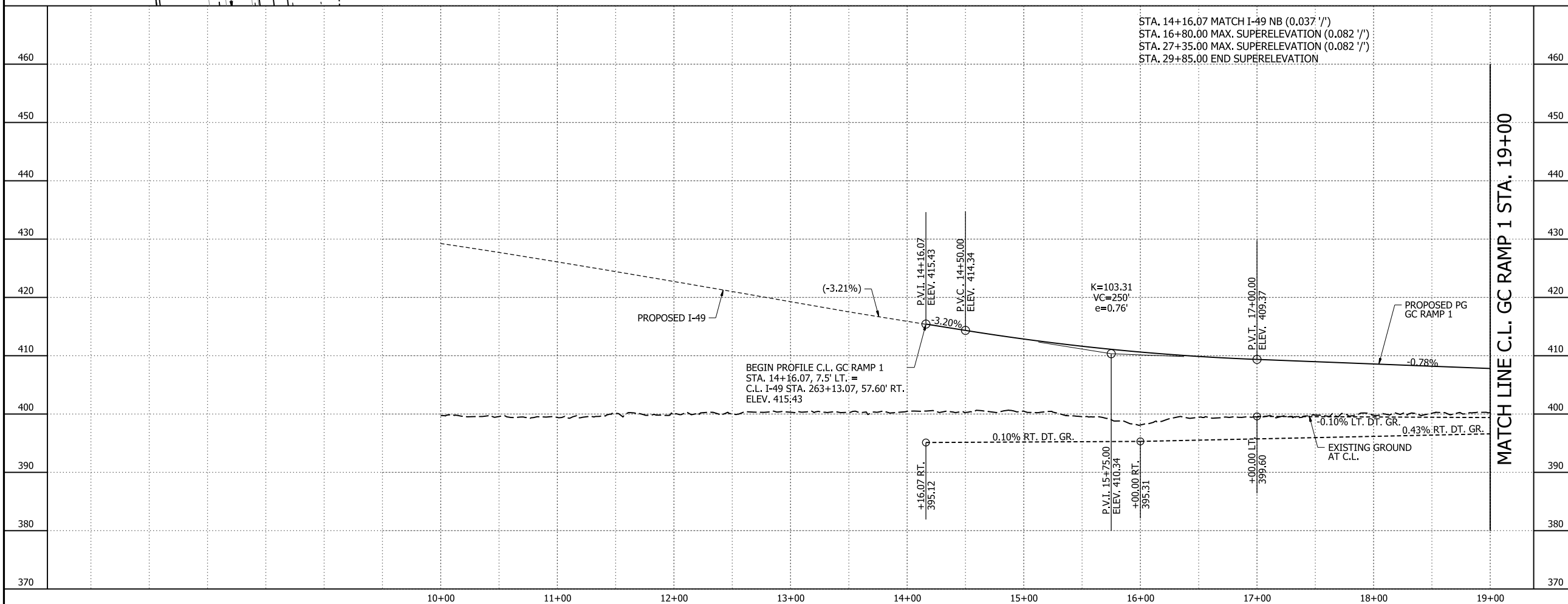
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

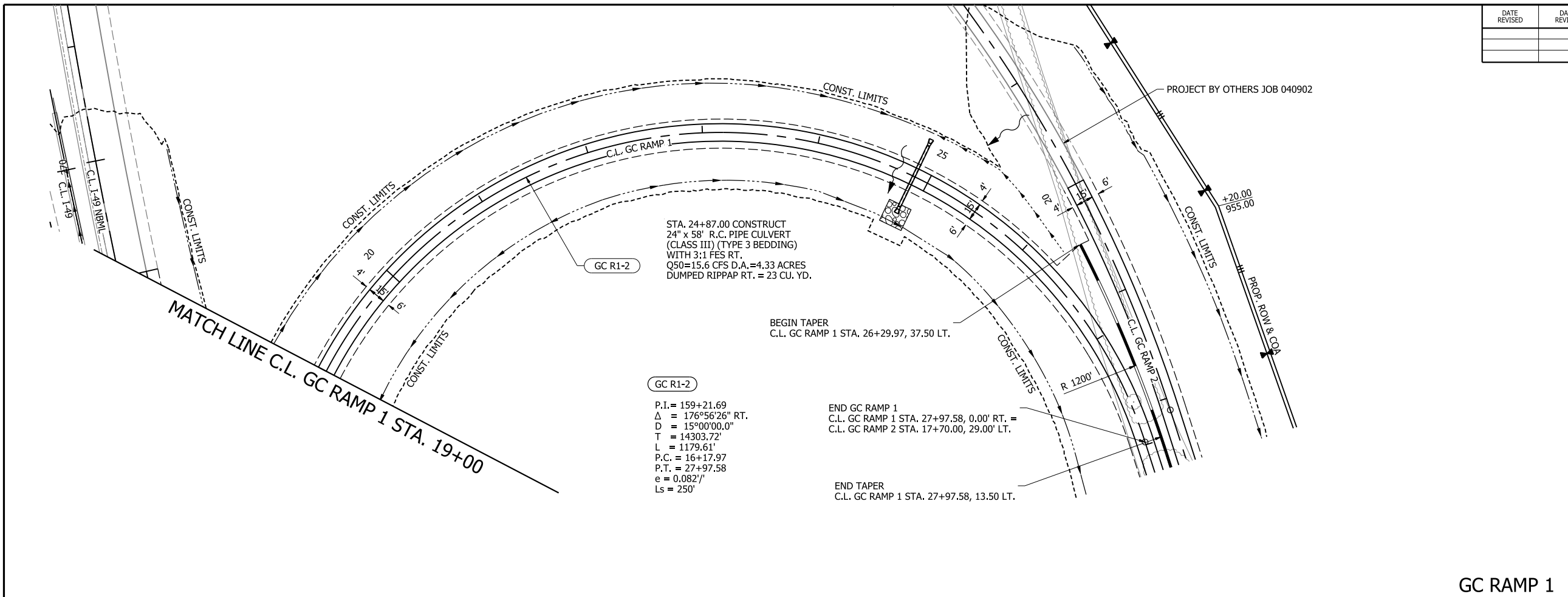
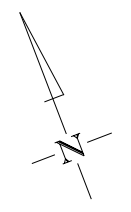
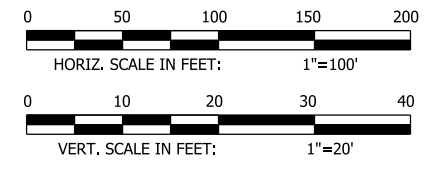
RAMP
PLAN AND PROFILE SHEETS



GC R1-1	GC R1-2
P.I. = 10+95.22	P.I. = 159+21.69
$\Delta = 5^\circ 42' 30''$ RT.	$\Delta = 176^\circ 56' 26''$ RT.
D = 3°00'00.0"	D = 15°00'00.0"
T = 95.22'	T = 14303.72'
L = 190.28'	L = 1179.61'
P.C. = 10+00.00	P.C. = 16+17.97
P.T. = 11+90.28	P.T. = 27+97.58
NO SUPER	e = 0.082'/'
	Ls = 250'



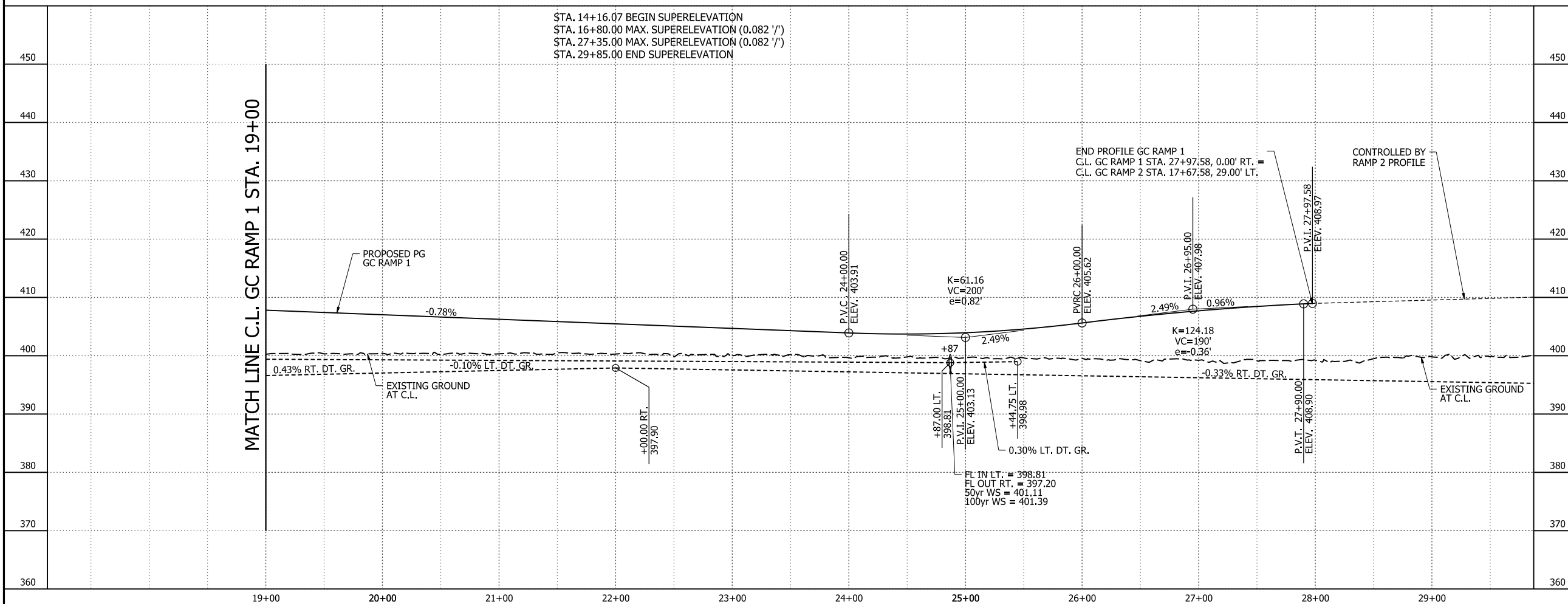
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	174	809
PLAN AND PROFILE SHEETS						



GC R1-2

P.I. = 159+21.69
 $\Delta = 176^\circ 56' 26''$ RT.
 $D = 15^\circ 00' 00.0''$
 $T = 14303.72'$
 $L = 1179.61'$
 $P.C. = 16+17.97$
 $P.T. = 27+97.58$
 $e = 0.0821'$
 $Ls = 250'$

- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

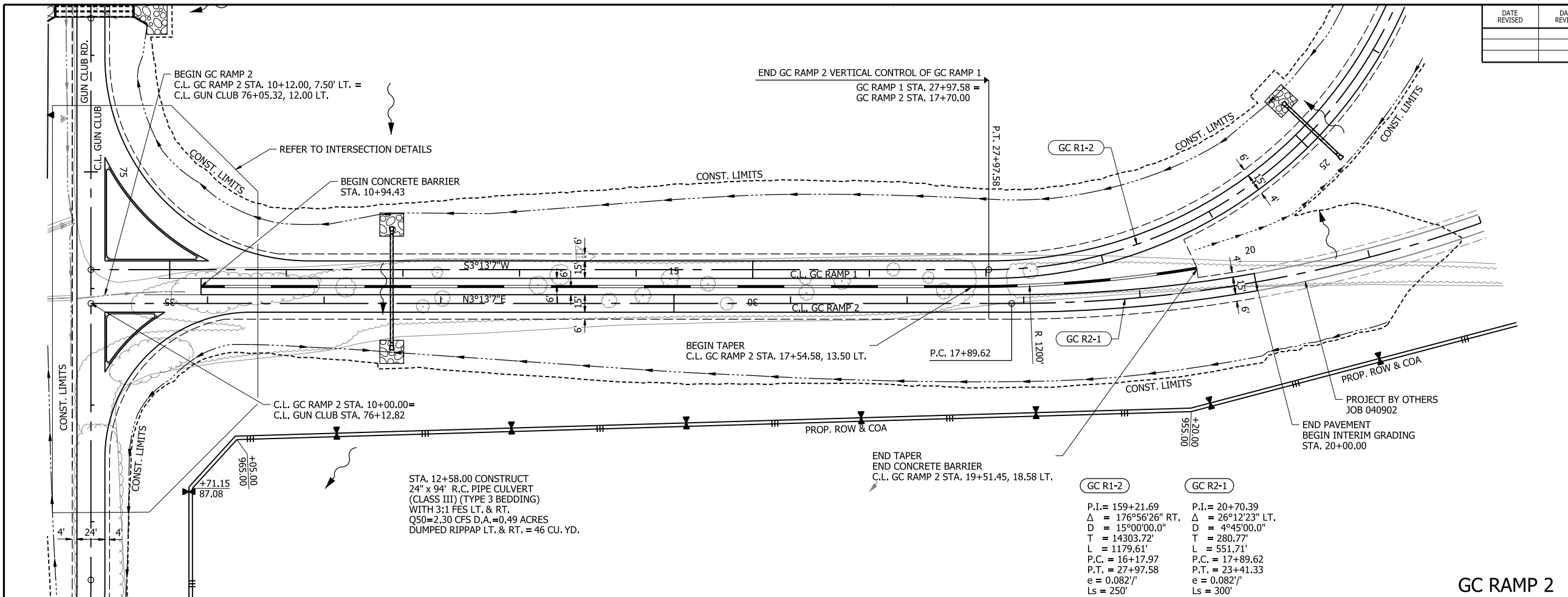
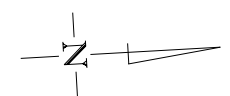
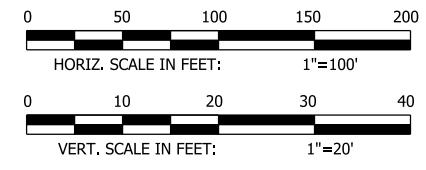


NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

**RAMP
PLAN AND PROFILE SHEETS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	175	809

PLAN AND PROFILE SHEETS



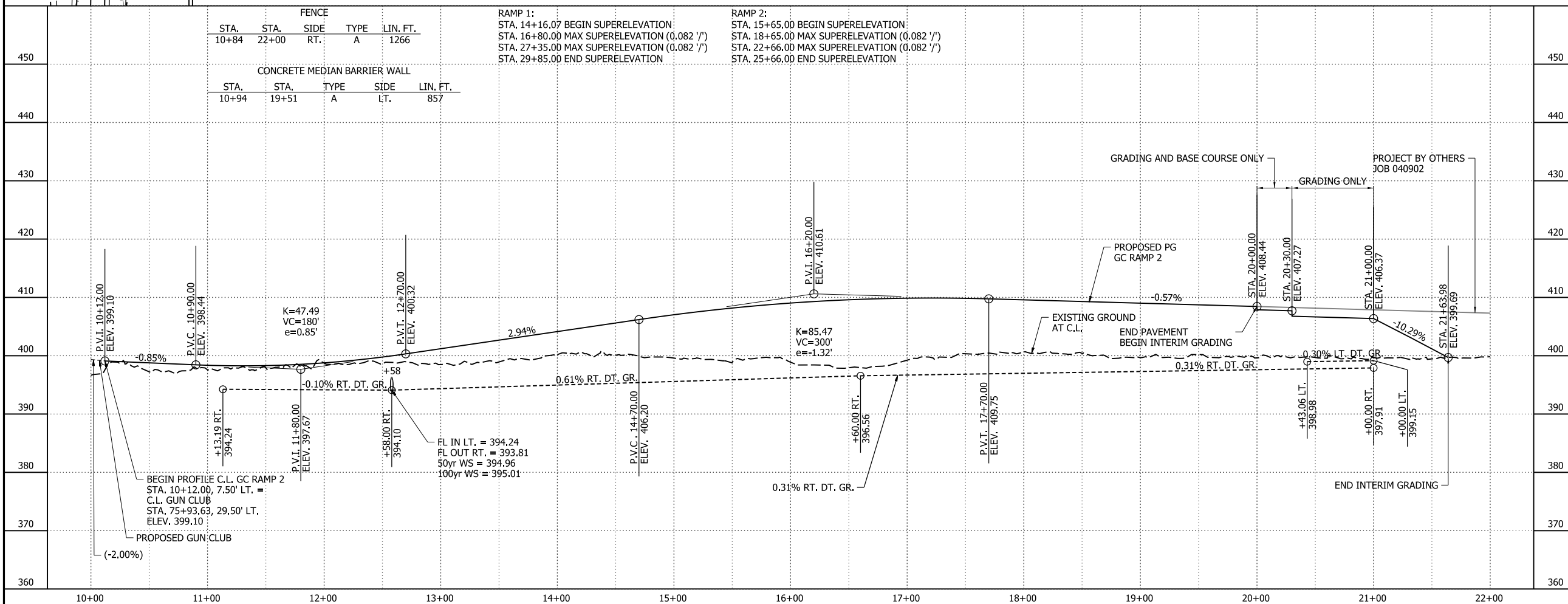
GC R1-2	GC R2-1
P.I. = 159+21.69	P.I. = 20+70.39
$\Delta = 176^{\circ}56'26''$ RT.	$\Delta = 26^{\circ}12'23''$ LT.
D = 15°00'00.0"	D = 4°45'00.0"
T = 14303.72'	T = 280.77'
L = 1179.61'	L = 551.71'
P.C. = 16+17.97	P.C. = 17+89.62
P.T. = 27+97.58	P.T. = 23+41.33
e = 0.082'/'	e = 0.082'/'
Ls = 250'	Ls = 300'

STA. 12+58.00 CONSTRUCT
24" x 94" R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
WITH 3:1 FES LT. & RT.
Q50=2.30 CFS D.A.=0.49 ACRES
DUMPED RIPRAP LT. & RT. = 46 CU. YD.

GC RAMP 2

LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

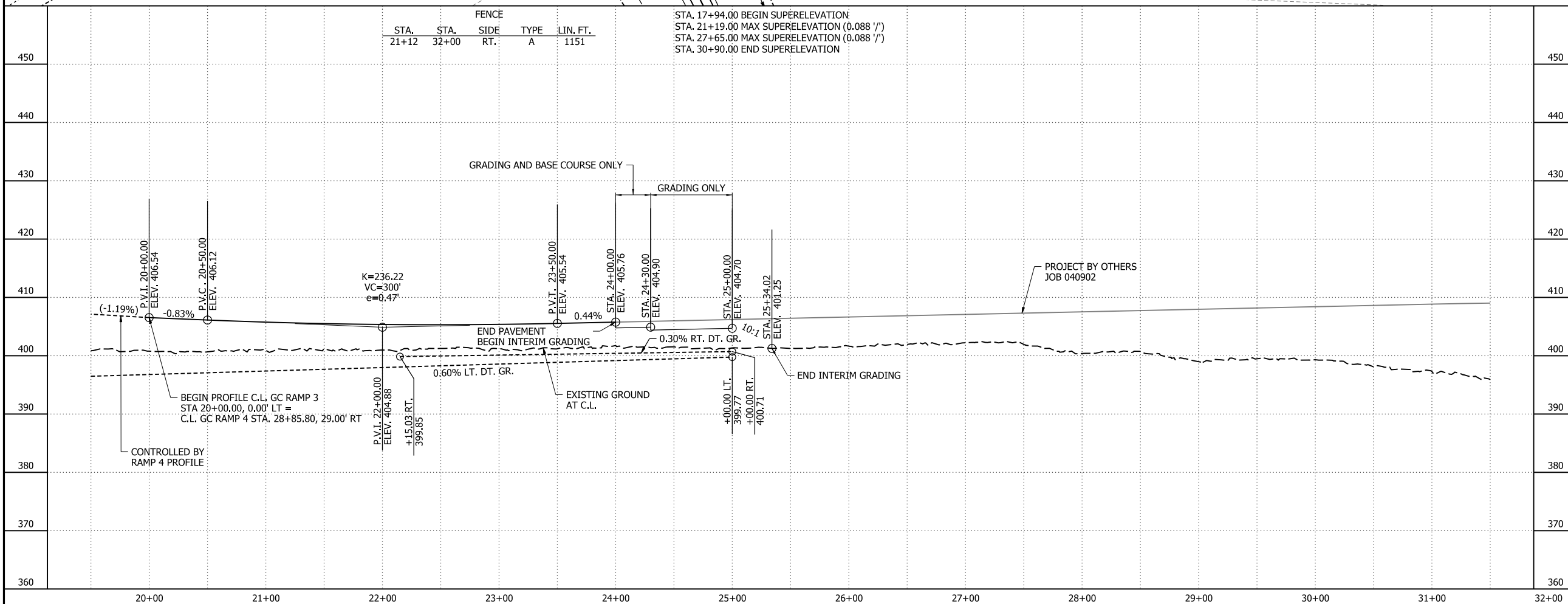
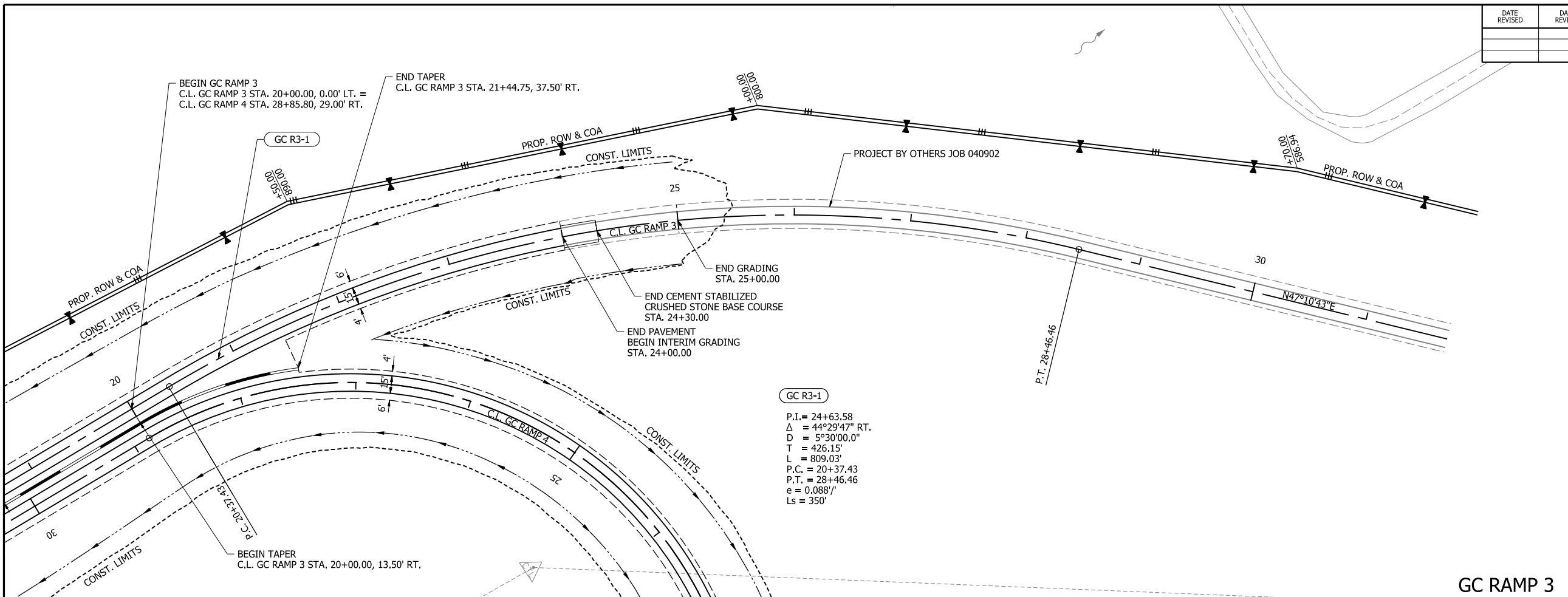
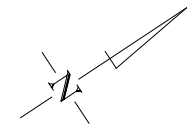
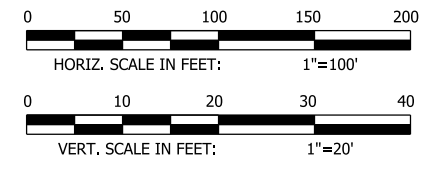
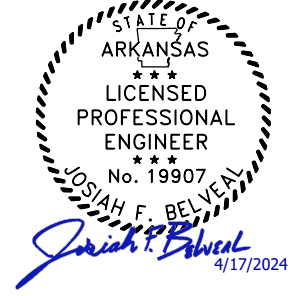


NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP
PLAN AND PROFILE SHEETS

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	176	809

PLAN AND PROFILE SHEETS

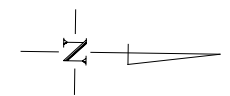
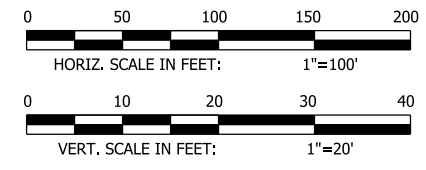
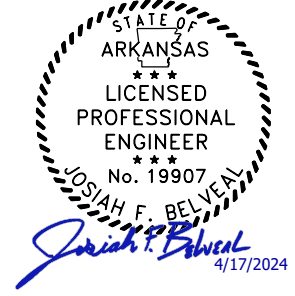


- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

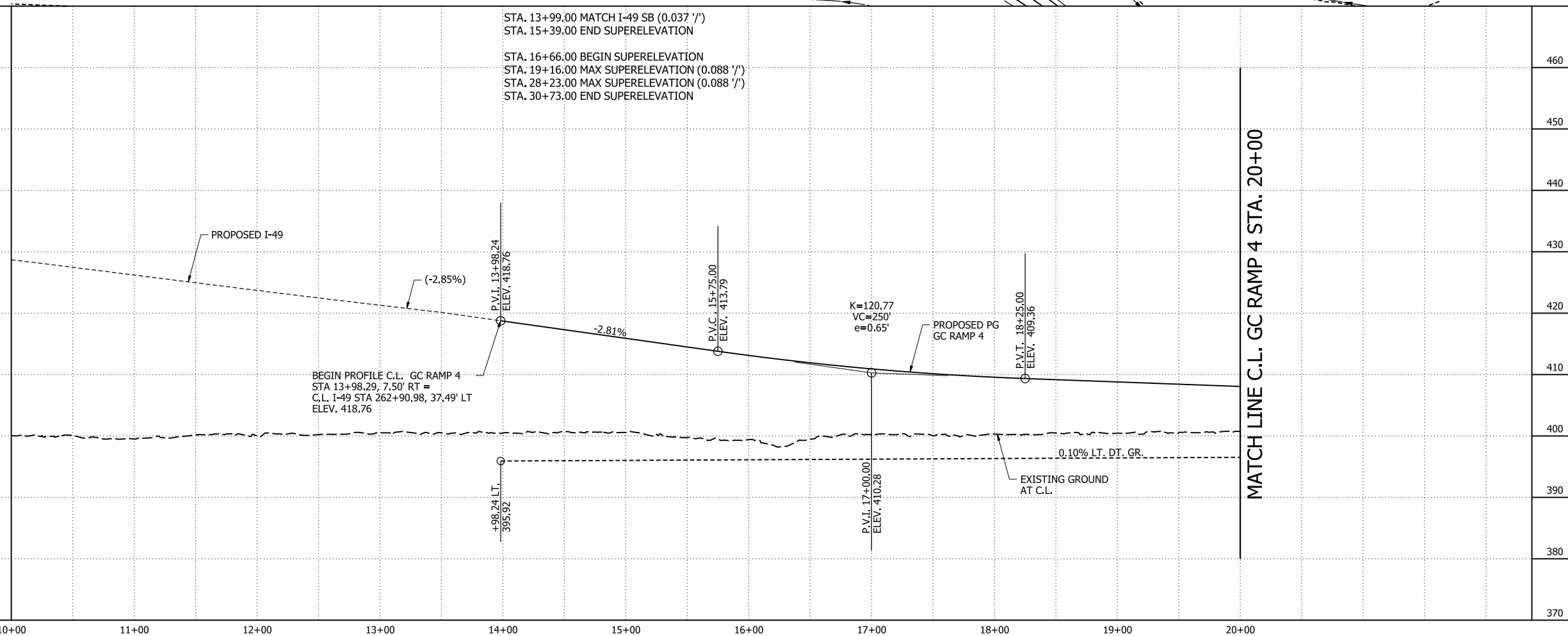
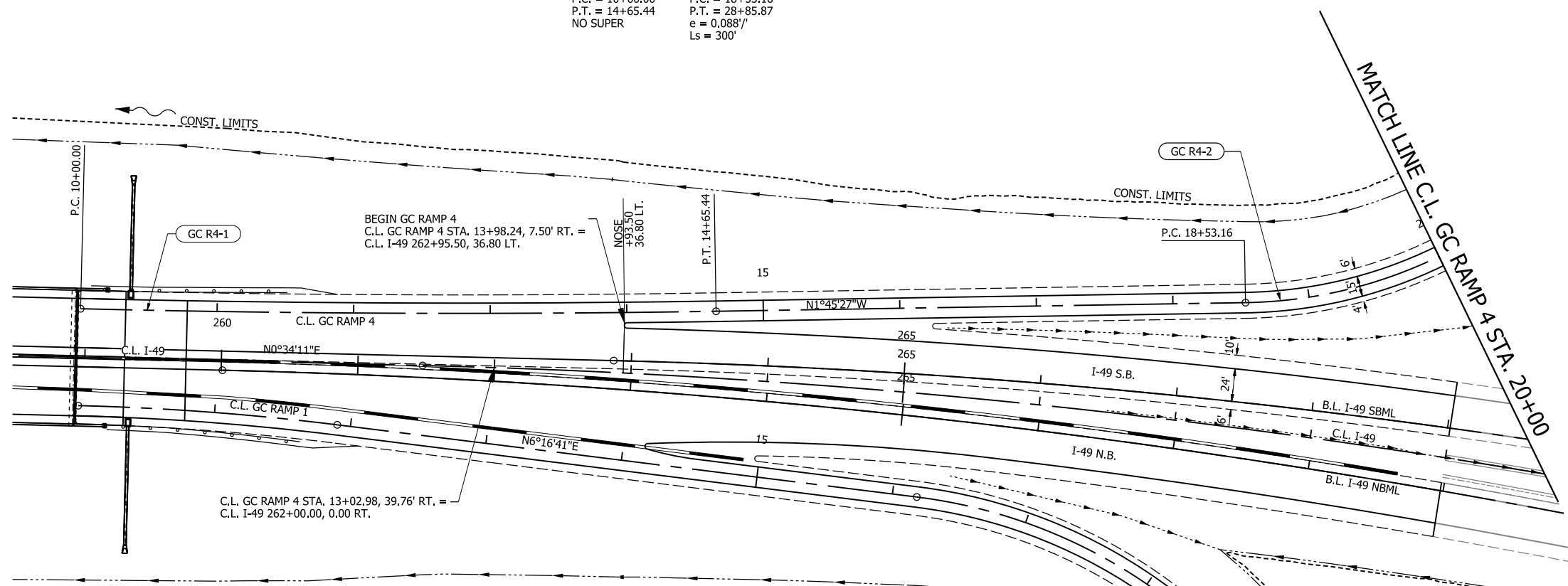
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

**RAMP
 PLAN AND PROFILE SHEETS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	177	809
PLAN AND PROFILE SHEETS						



GC R4-1	GC R4-2
P.I. = 12+32.75	P.I. = 105+47.67
$\Delta = 2^{\circ}19'38''$ LT.	$\Delta = 175^{\circ}33'37''$ LT.
D = 0°30'00.0"	D = 17°00'00.0"
T = 232.75'	T = 8694.5102'
L = 465.44'	L = 1032.71'
P.C. = 10+00.00	P.C. = 18+53.16
P.T. = 14+65.44	P.T. = 28+85.87
NO SUPER	e = 0.088'/
	LS = 300'

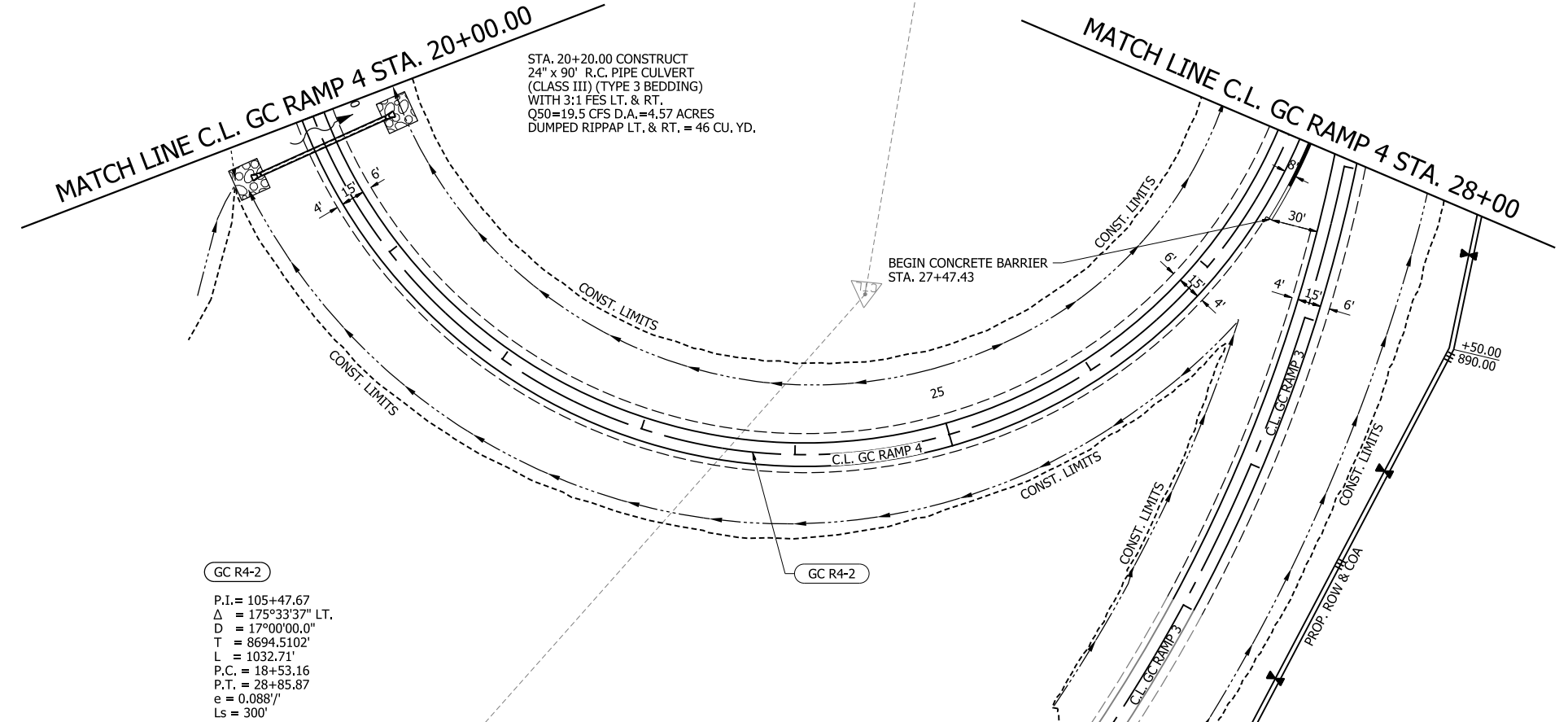
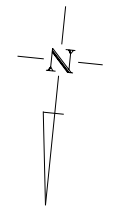
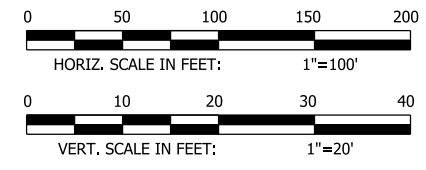


- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

**RAMP
PLAN AND PROFILE SHEETS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	178	809
PLAN AND PROFILE SHEETS						



GC R4-2
P.I. = 105+47.67
 Δ = 175°33'37" LT.
D = 17°00'00.0"
T = 8694.5102'
L = 1032.71'
P.C. = 18+53.16
P.T. = 28+85.87
e = 0.088'/
Ls = 300'

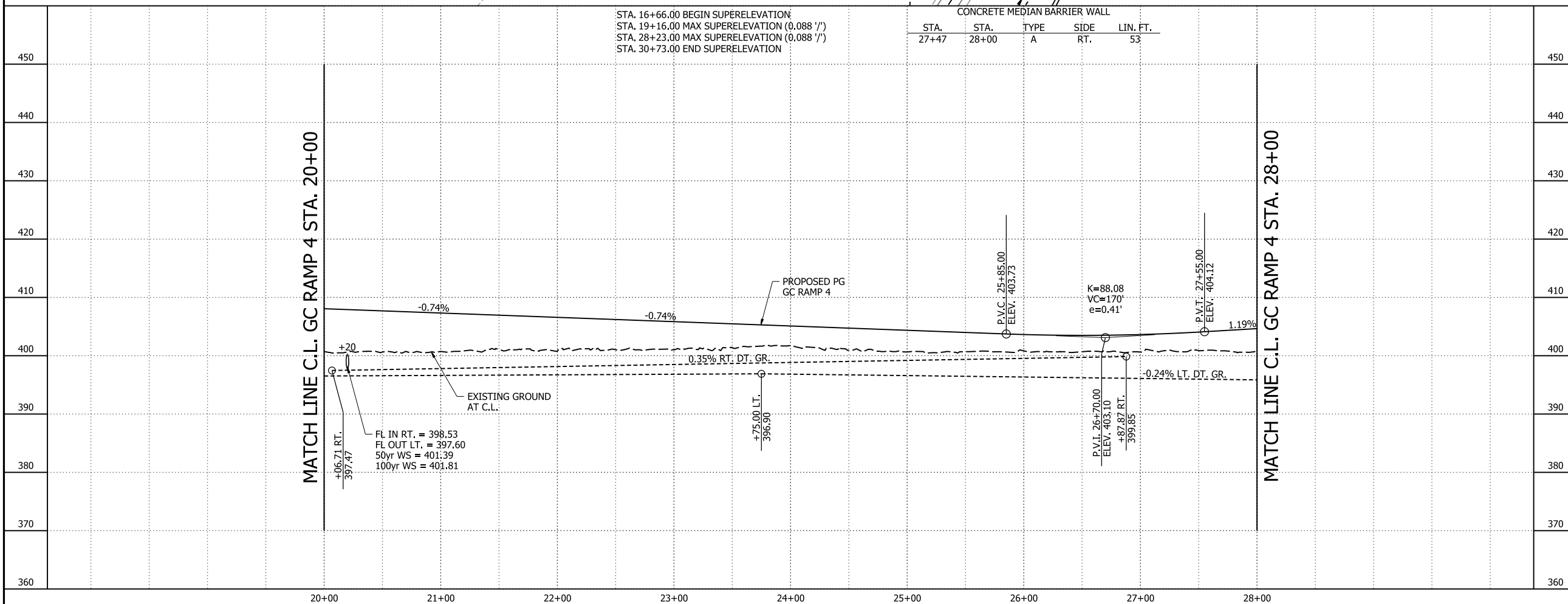
STA. 20+20.00 CONSTRUCT
24" x 90' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
WITH 3:1 FES LT. & RT.
Q50=19.5 CFS D.A.=4.57 ACRES
DUMPED RIPRAP LT. & RT. = 46 CU. YD.

STA. 16+66.00 BEGIN SUPERELEVATION
STA. 19+16.00 MAX SUPERELEVATION (0.088' /')
STA. 28+23.00 MAX SUPERELEVATION (0.088' /')
STA. 30+73.00 END SUPERELEVATION

CONCRETE MEDIAN BARRIER WALL

STA.	STA.	TYPE	SIDE	LIN. FT.
27+47	28+00	A	RT.	53

GC RAMP 4



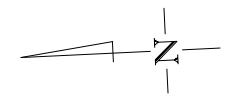
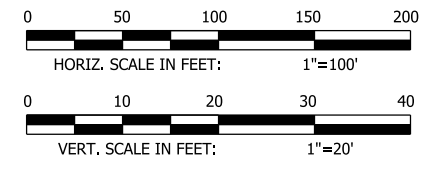
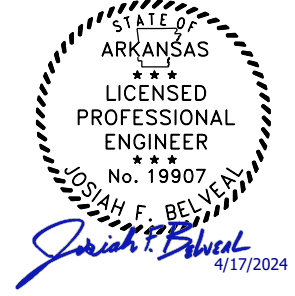
- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

RAMP
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	179	809

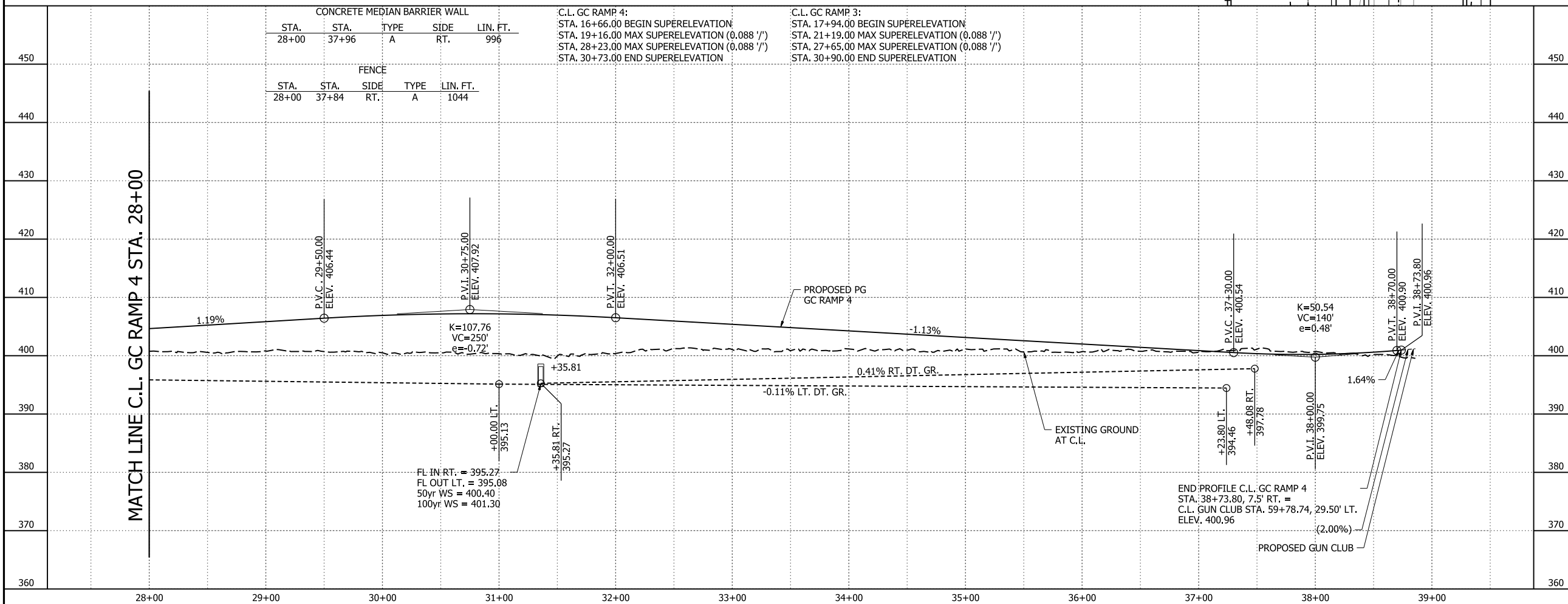
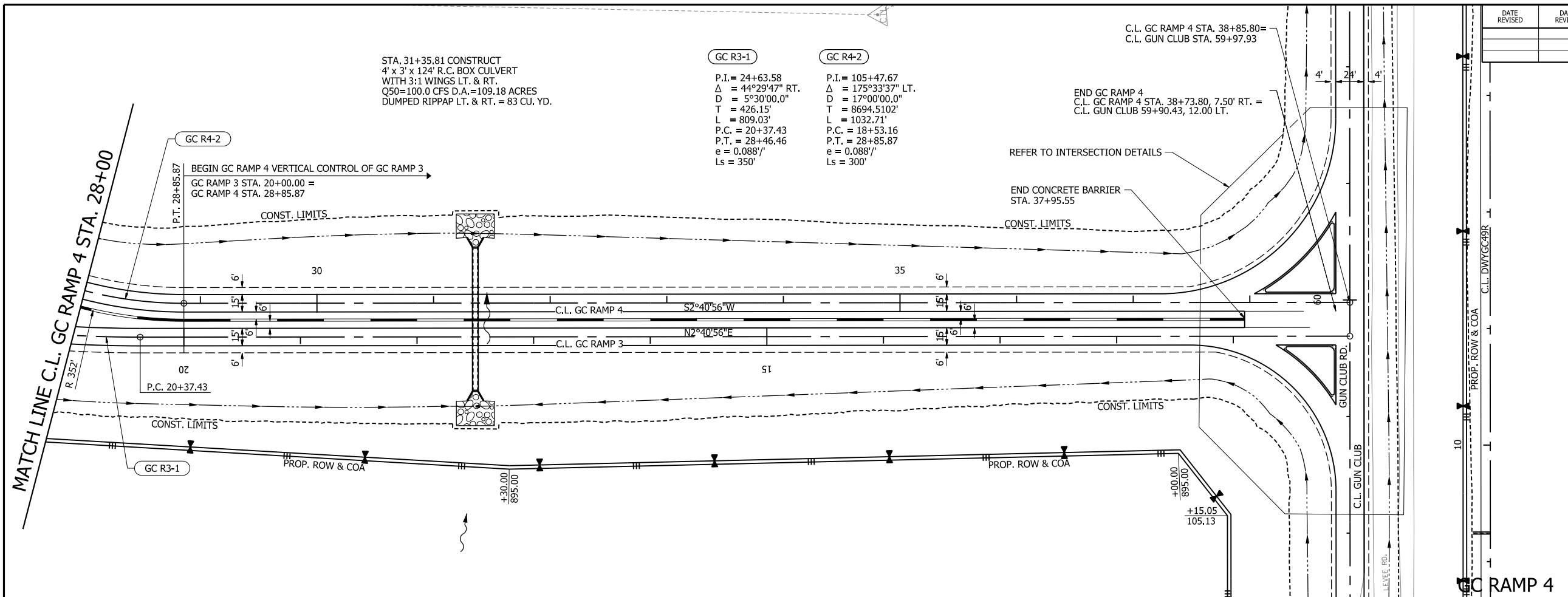
PLAN AND PROFILE SHEETS



LEGEND

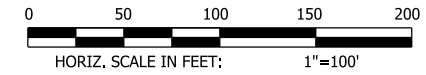
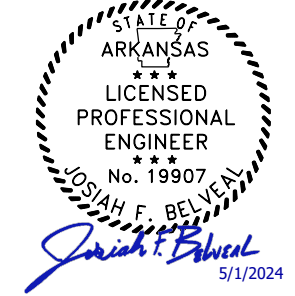
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT DATA AND VERTICAL CONTROL.

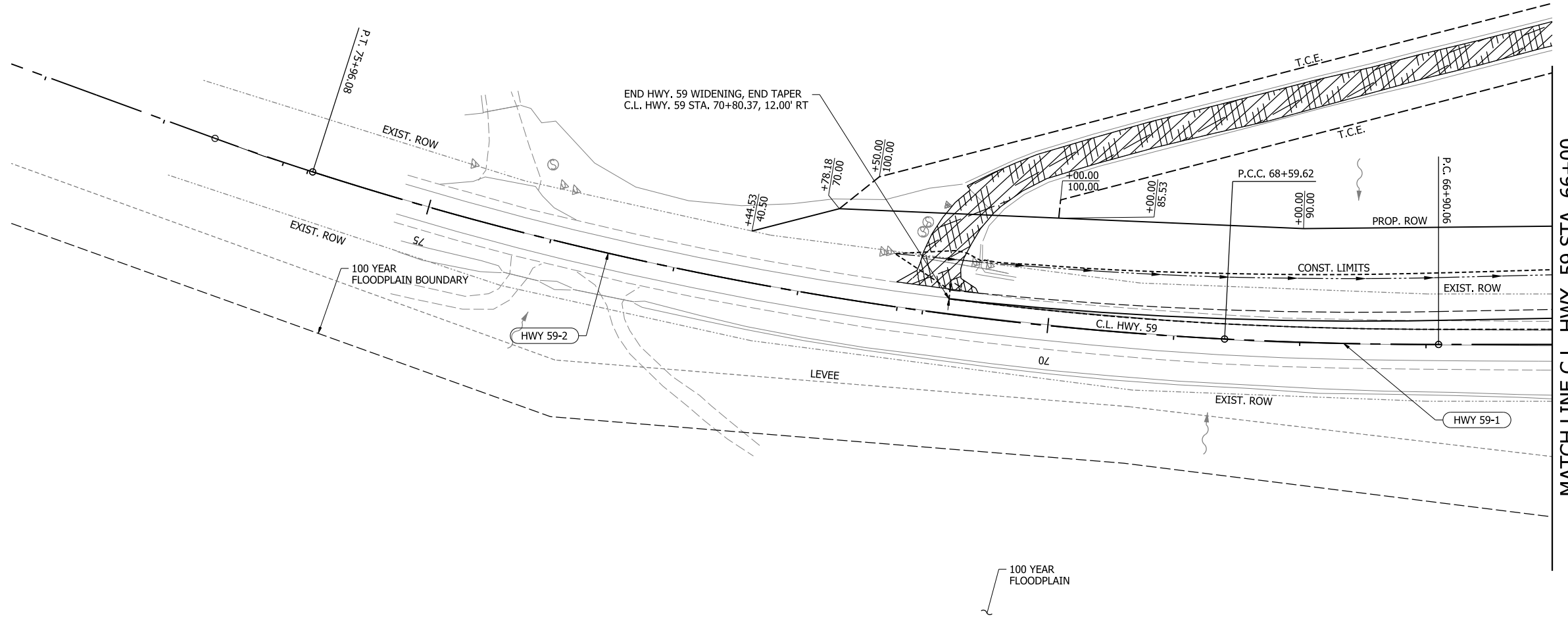


RAMP
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	180	809
PLAN SHEET						



<p>HWY 59-1</p> <p>P.I. = 67+74.86 $\Delta = 2^{\circ}55'59''$ RT. D = 1°43'48" T = 84.80' L = 169.56' P.C. = 66+90.06 P.C.C. = 68+59.62 NO SUPER</p>	<p>HWY 59-2</p> <p>P.I. = 72+29.94 $\Delta = 14^{\circ}54'02''$ RT. D = 2°01'24" T = 370.32' L = 736.46' P.C.C. = 68+59.62 P.T. = 75+96.08 NO SUPER</p>
--	--

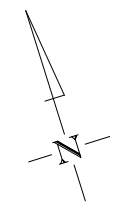
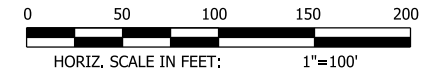
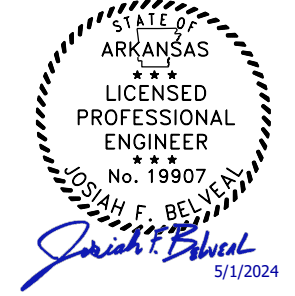


- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - I-49 CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

**HWY. 59
PLAN SHEET**

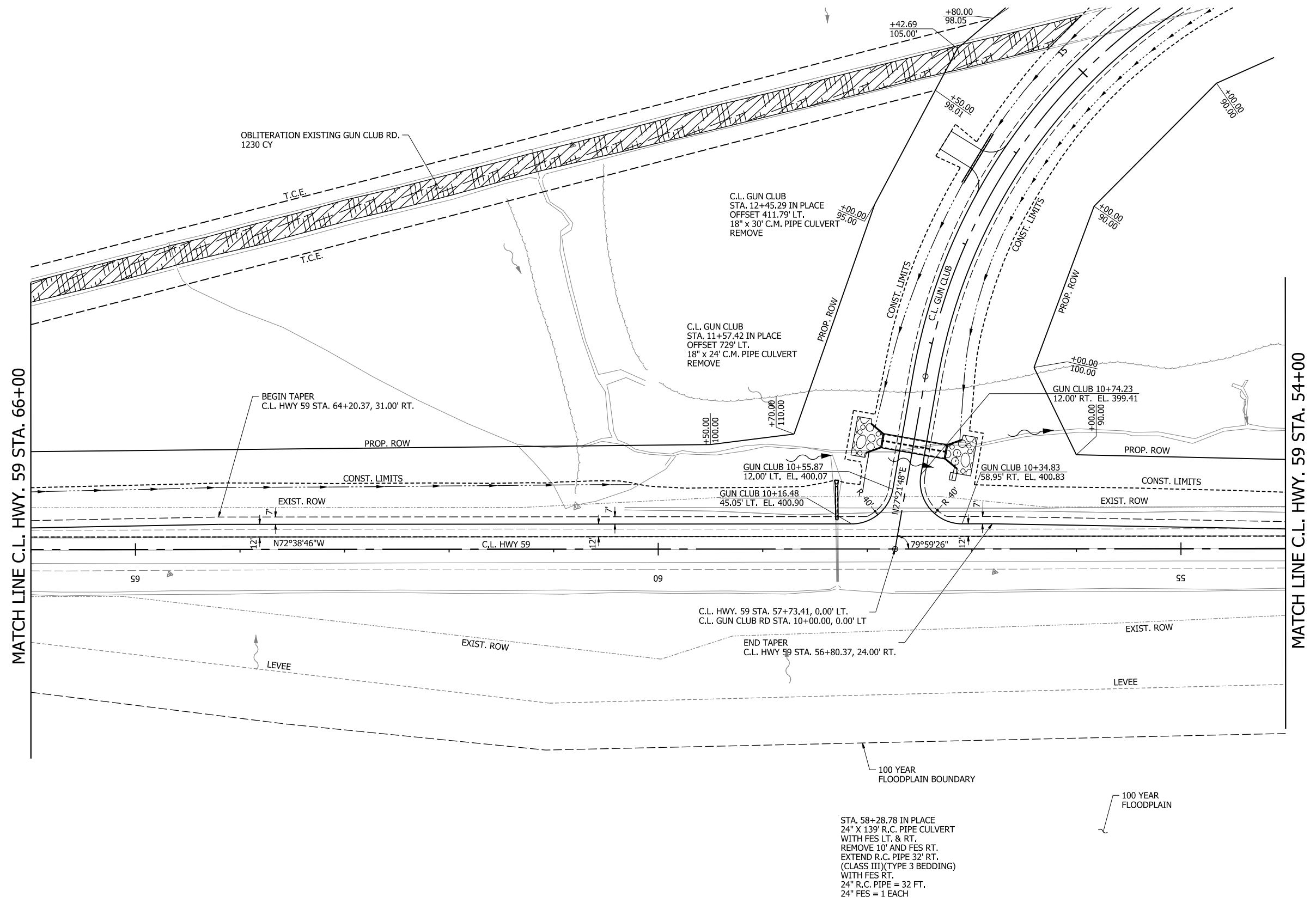
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	181	809
PLAN SHEET						



LEGEND

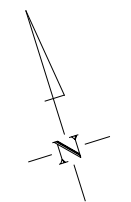
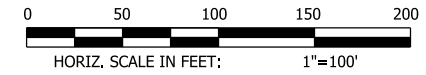
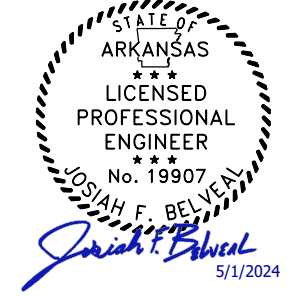
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

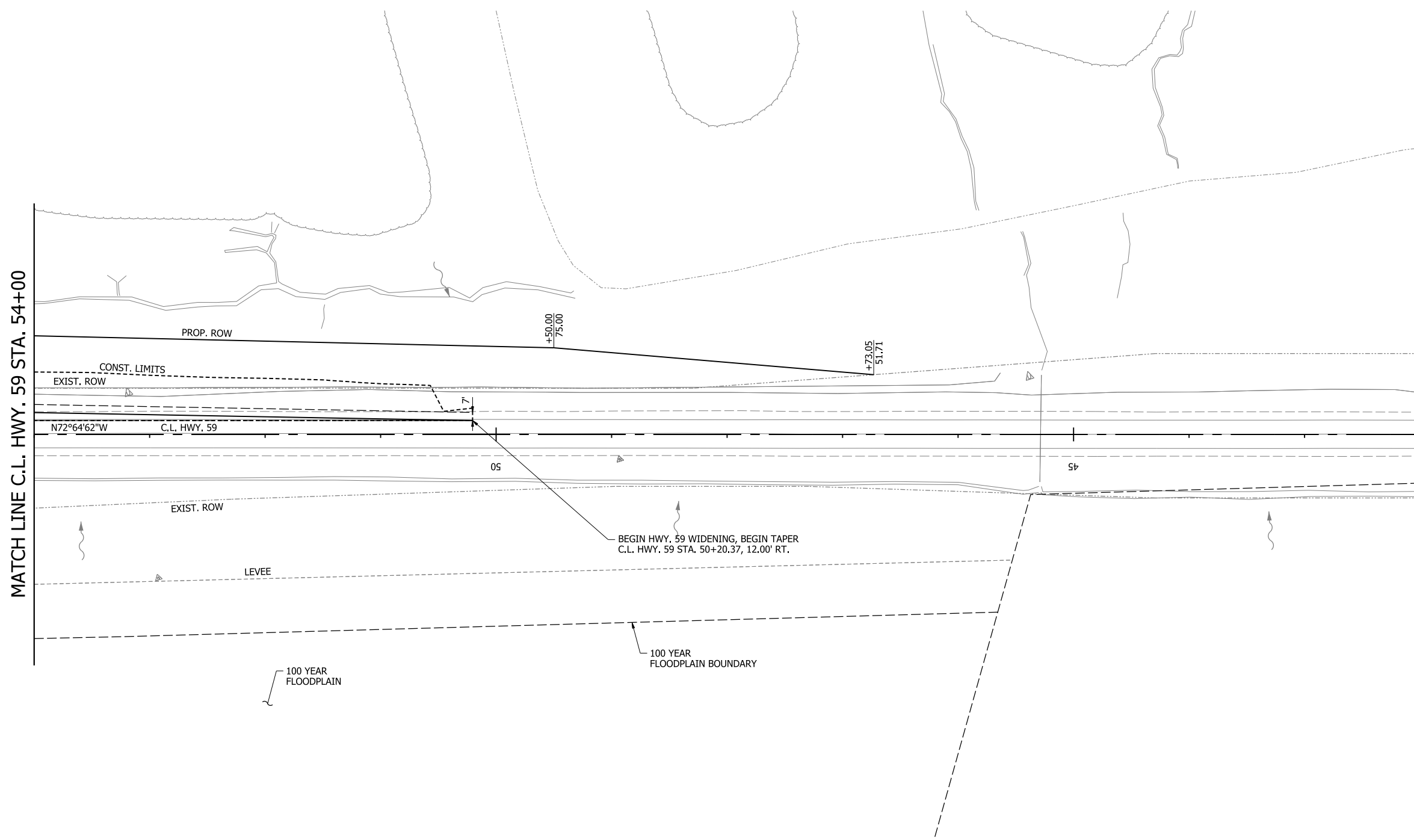


**HWY. 59
 PLAN SHEET**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	182	809
PLAN SHEET						



MATCH LINE C.L. HWY. 59 STA. 54+00



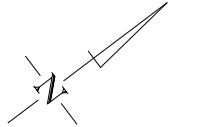
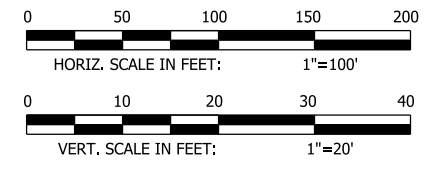
LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- XXXX - X HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

**HWY. 59
 PLAN SHEET**

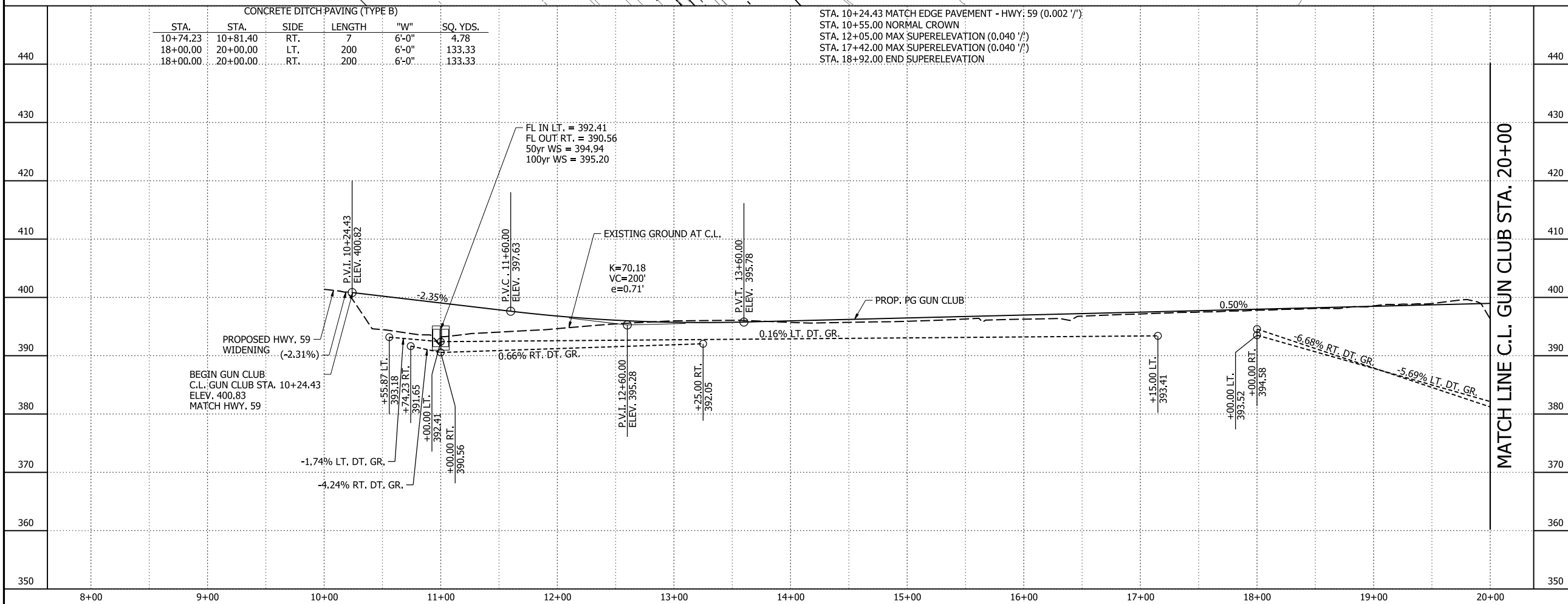
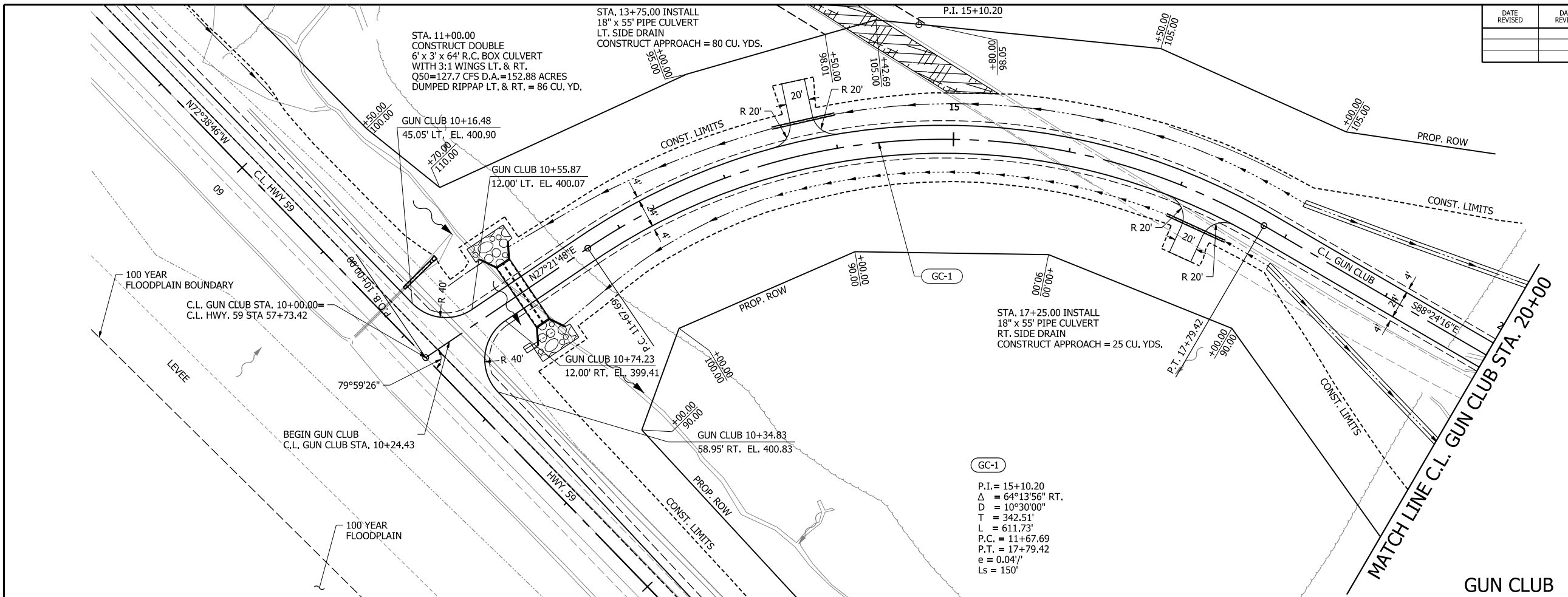
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	183	809



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

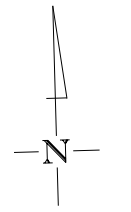
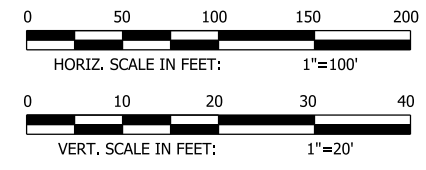
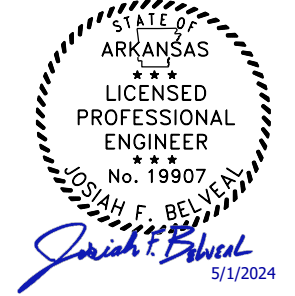
NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.



**GUN CLUB
PLAN AND PROFILE SHEETS**

5/1/2024 2:39:58 PM
R040901_16_pp_004.dgn

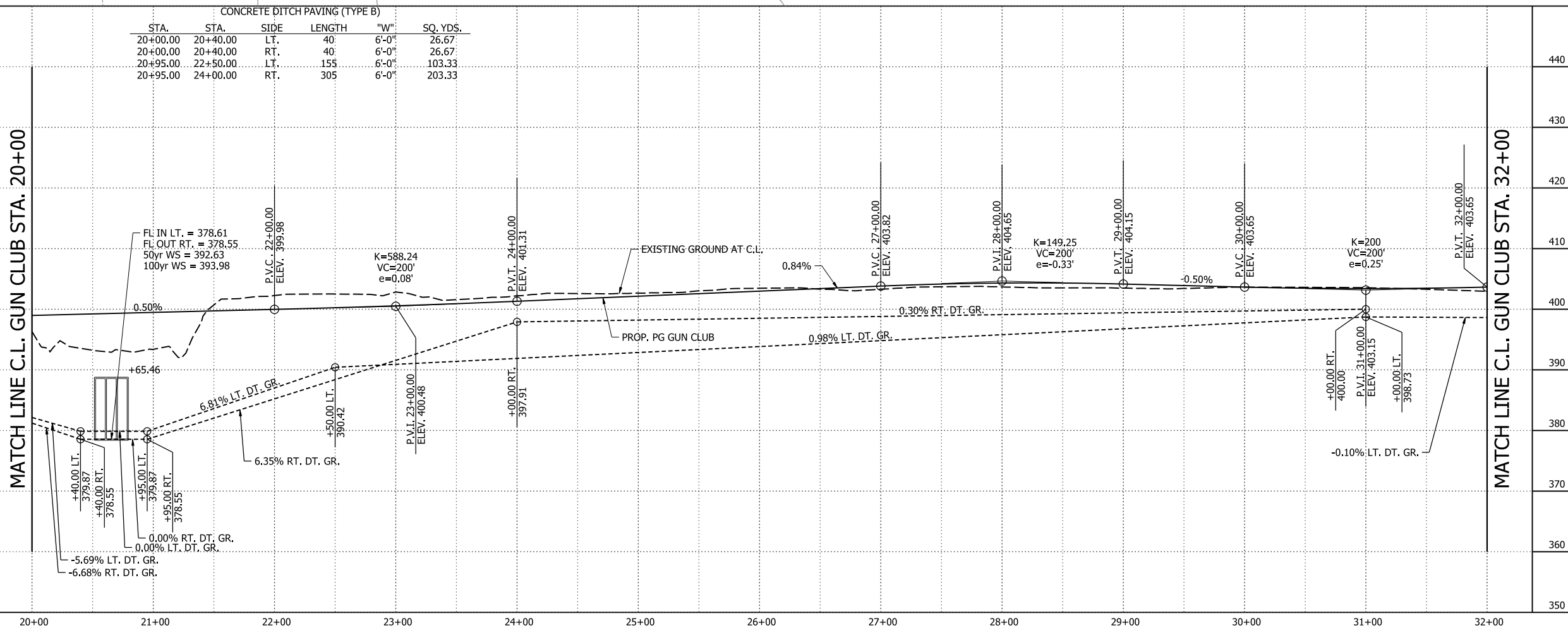
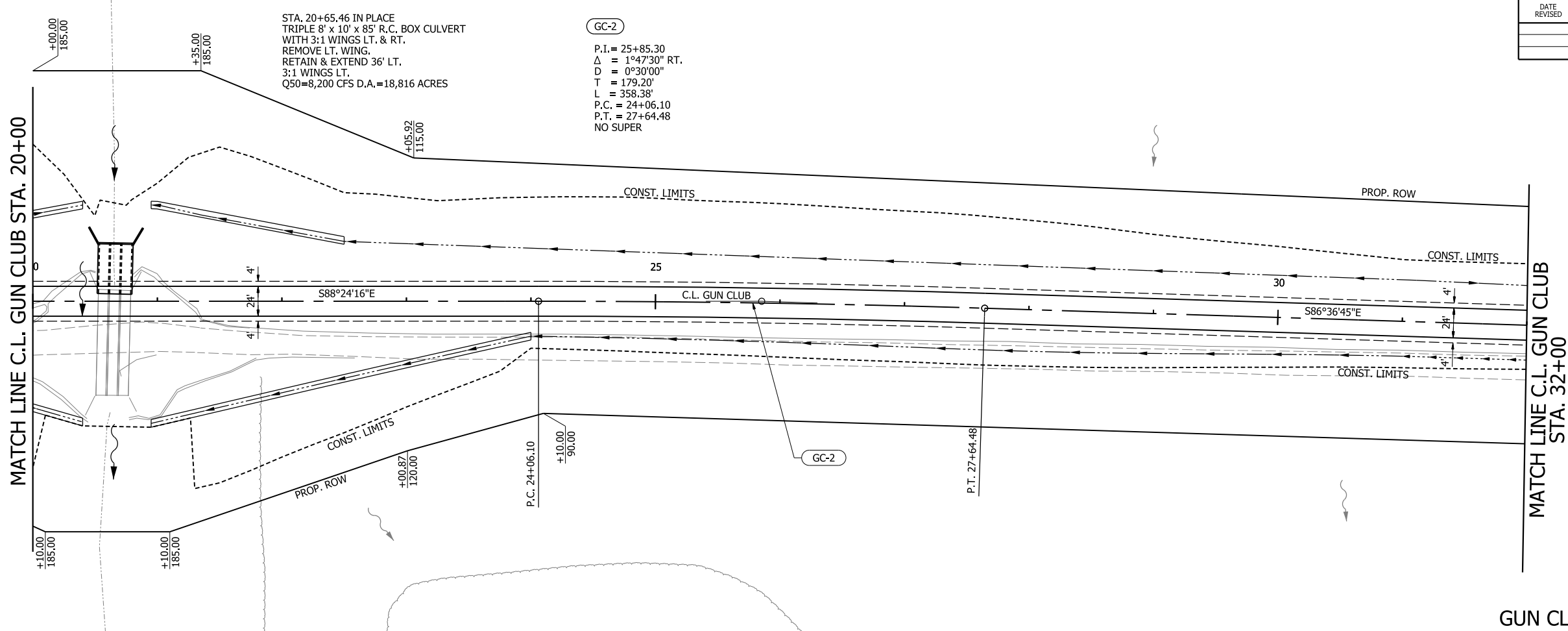
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	184	809
PLAN AND PROFILE SHEETS						



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.



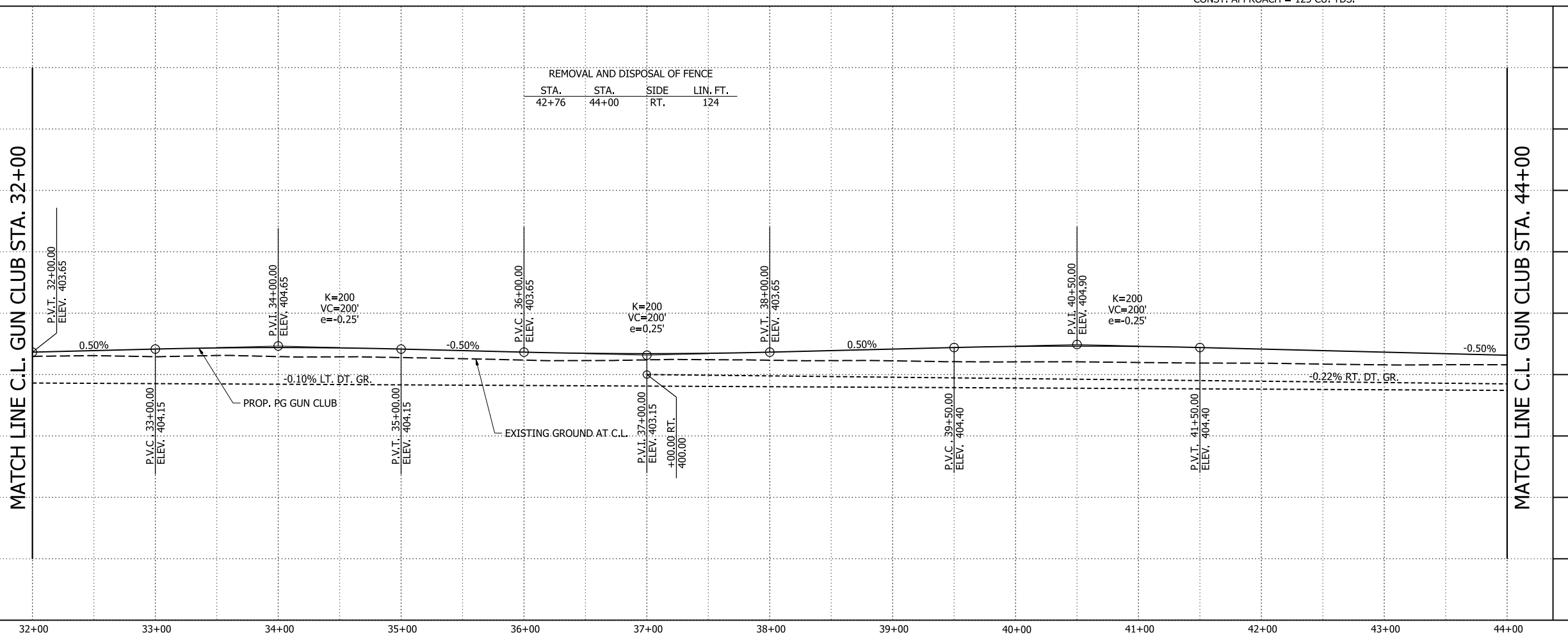
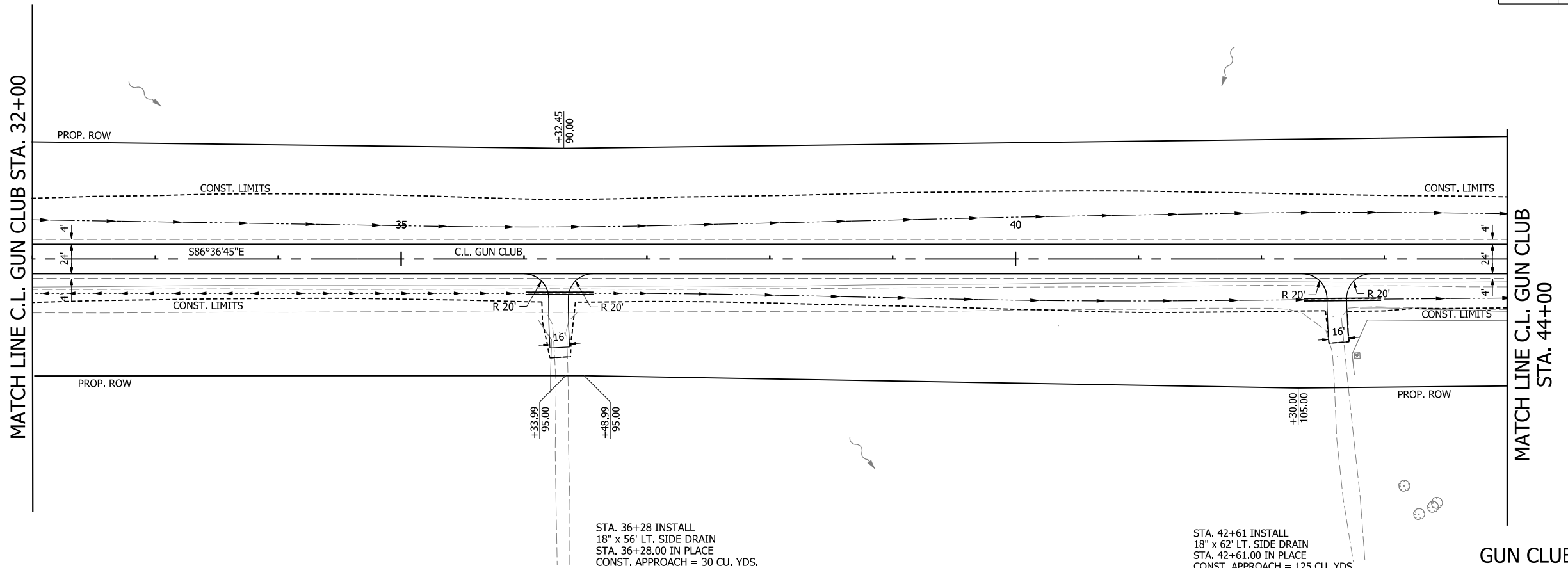
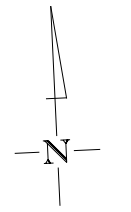
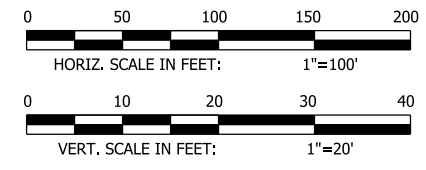
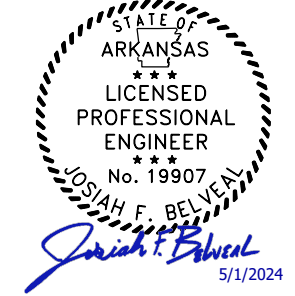
CONCRETE DITCH PAVING (TYPE B)

STA.	STA.	SIDE	LENGTH	"W"	SQ. YDS.
20+00.00	20+40.00	LT.	40	6'-0"	26.67
20+00.00	20+40.00	RT.	40	6'-0"	26.67
20+95.00	22+50.00	LT.	155	6'-0"	103.33
20+95.00	24+00.00	RT.	305	6'-0"	203.33

5/1/2024 2:40:00 PM
R040901_16_pp_005.dgn

**GUN CLUB
PLAN AND PROFILE SHEETS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	185	809
PLAN AND PROFILE SHEETS						

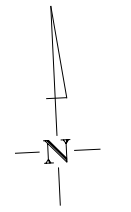
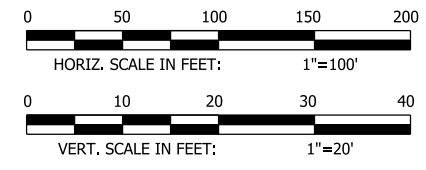
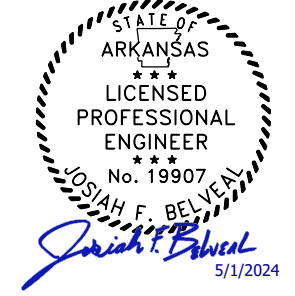


- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - I-49 CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

**GUN CLUB
PLAN AND PROFILE SHEETS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	186	809
PLAN AND PROFILE SHEETS						



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

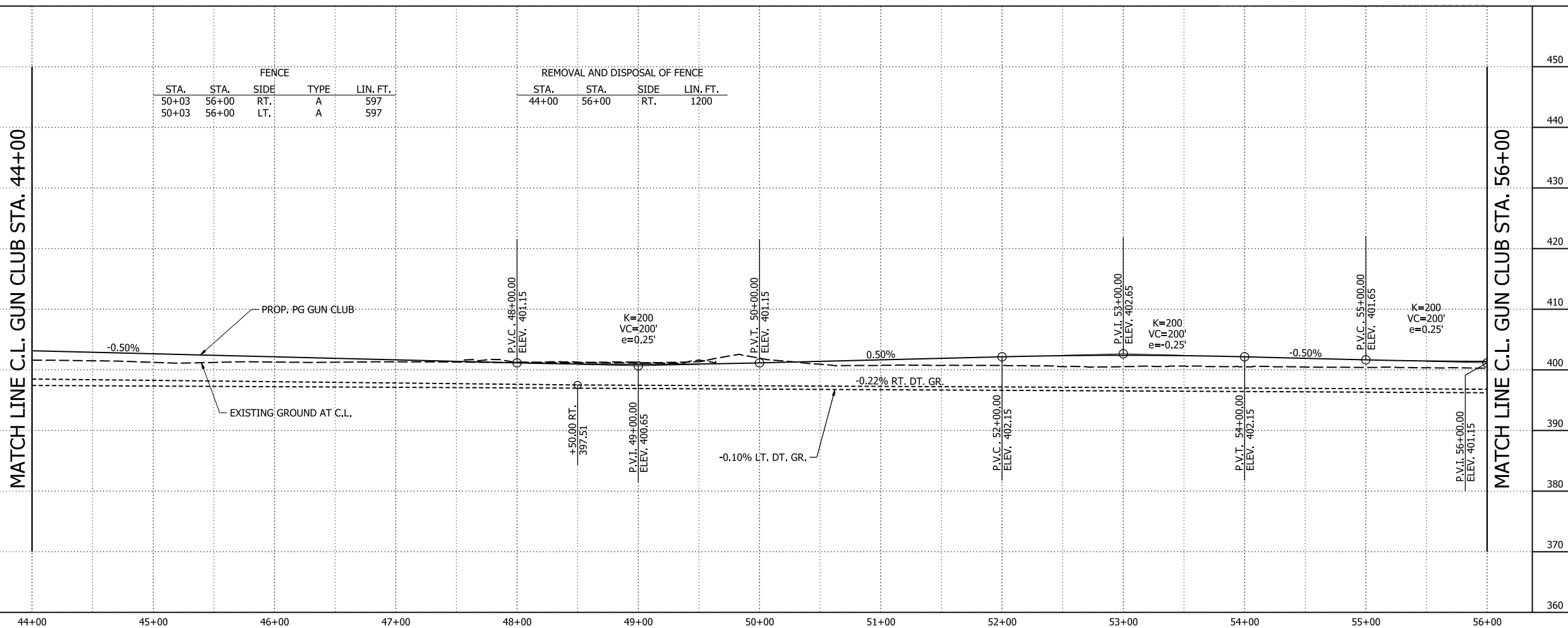
NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

STA. 49+74 INSTALL
18" x 38" LT. SIDE DRAIN
STA. 49+74.31 IN PLACE
CONSTRUCT APPROACH = 55 CU. YDS.

GC-3
P.I. = 48+39.00
D = 0°42'18" LT.
D = 0°30'00"
T = 70.51'
L = 141.02'
P.C. = 47+68.49
P.T. = 49+09.51
NO SUPER

MATCH LINE C.L. GUN CLUB STA. 44+00

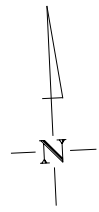
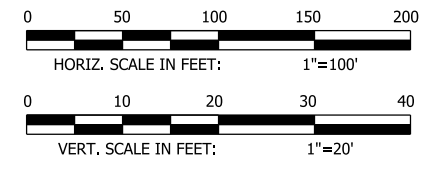
MATCH LINE C.L. GUN CLUB STA. 56+00



**GUN CLUB
PLAN AND PROFILE SHEETS**

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	187	809

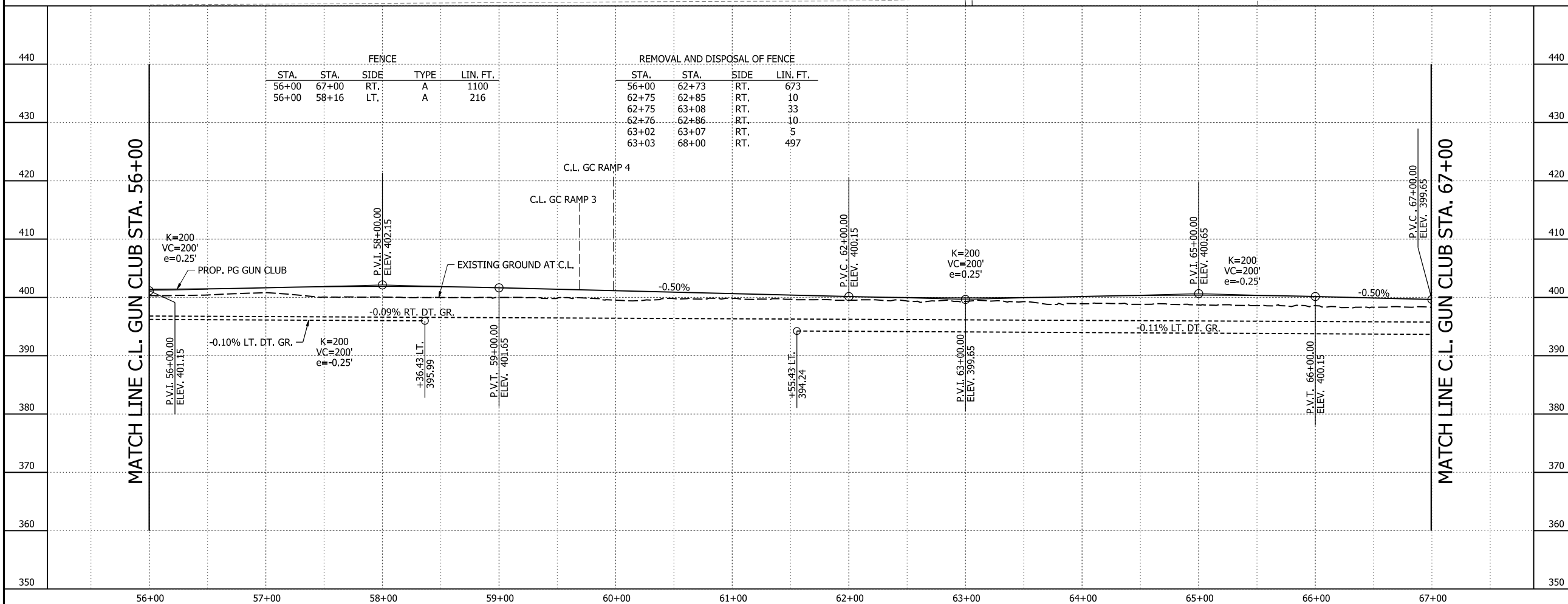
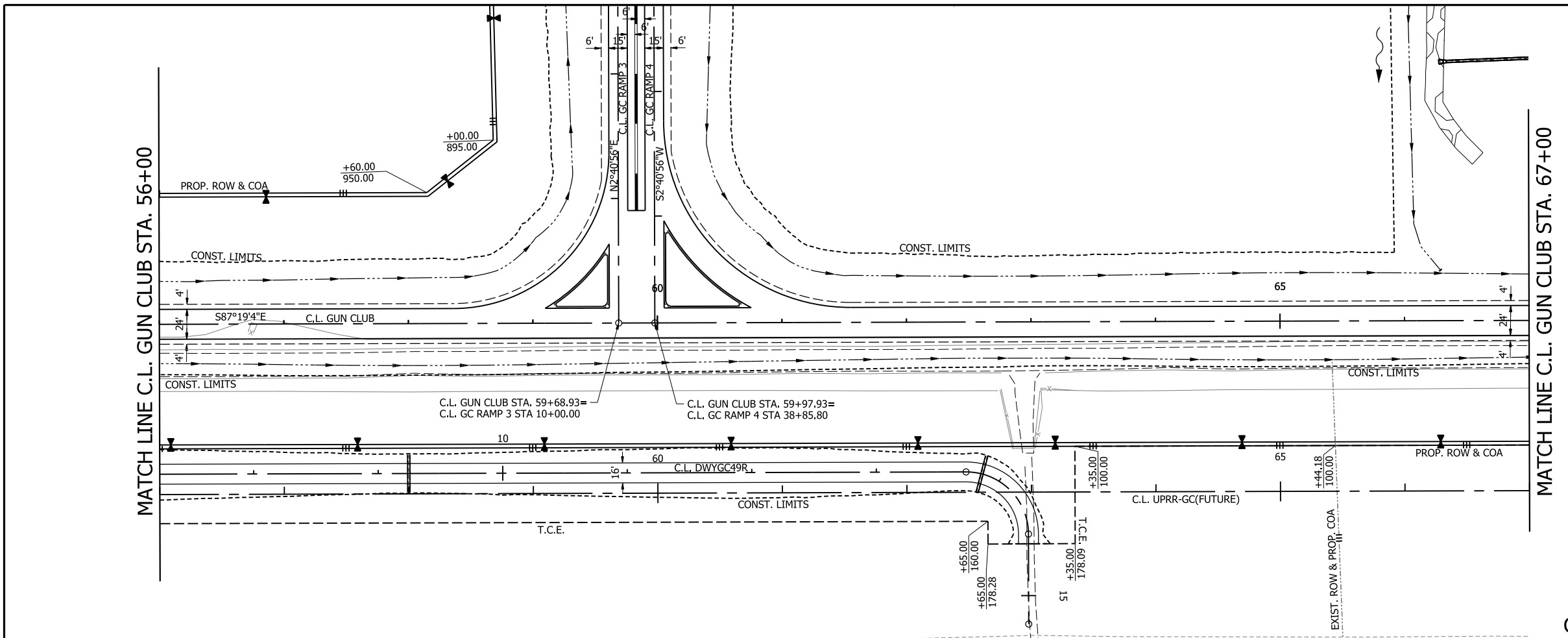
PLAN AND PROFILE SHEETS



LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.



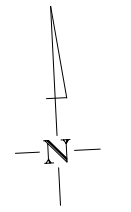
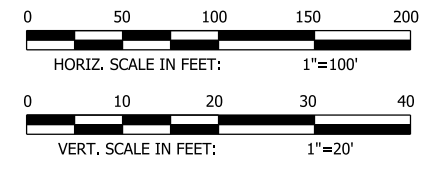
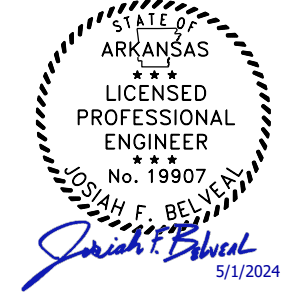
FENCE					REMOVAL AND DISPOSAL OF FENCE				
STA.	STA.	SIDE	TYPE	LIN. FT.	STA.	STA.	SIDE	LIN. FT.	
56+00	67+00	RT.	A	1100	56+00	62+73	RT.	673	
56+00	58+16	LT.	A	216	62+75	62+85	RT.	10	
					62+75	63+08	RT.	33	
					62+76	62+86	RT.	10	
					63+02	63+07	RT.	5	
					63+03	68+00	RT.	497	

5/1/2024 2:40:03 PM
R040901_16_PP_008.dgn

GUN CLUB
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	188	809

PLAN AND PROFILE SHEETS

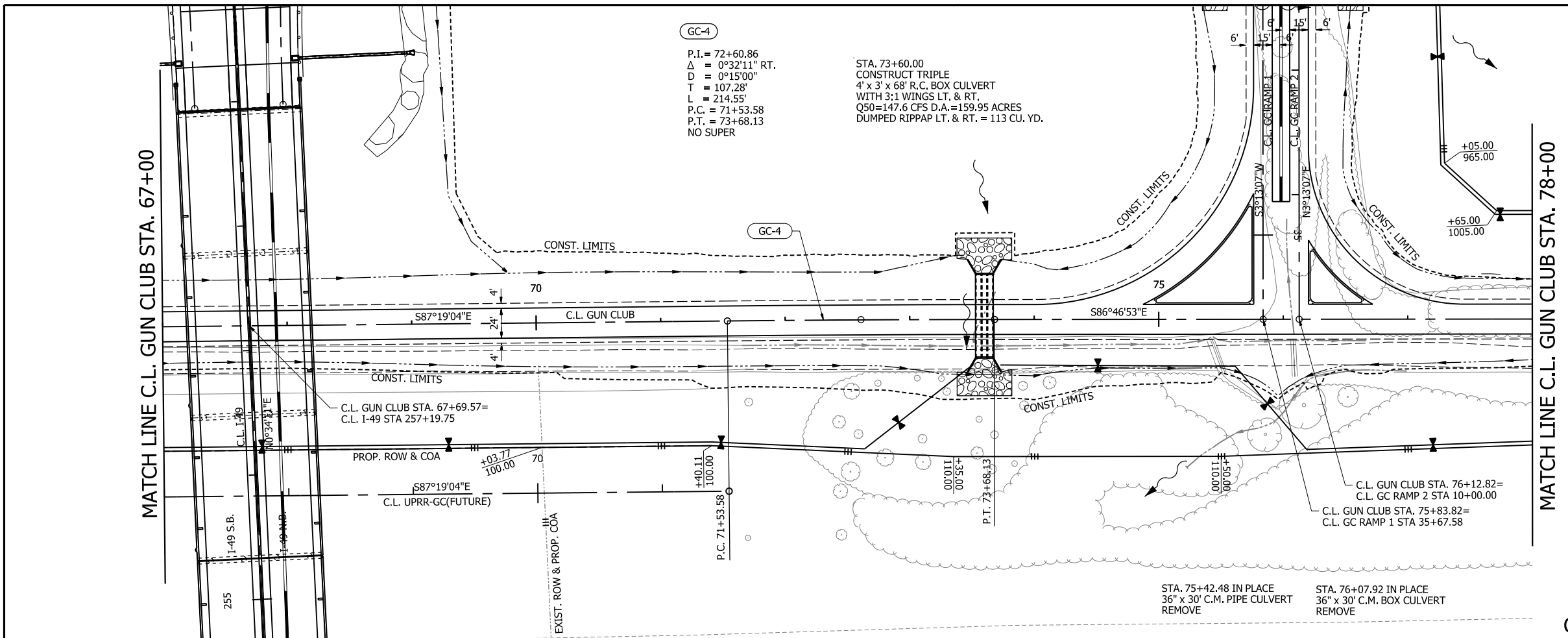


LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

GUN CLUB
PLAN AND PROFILE SHEETS

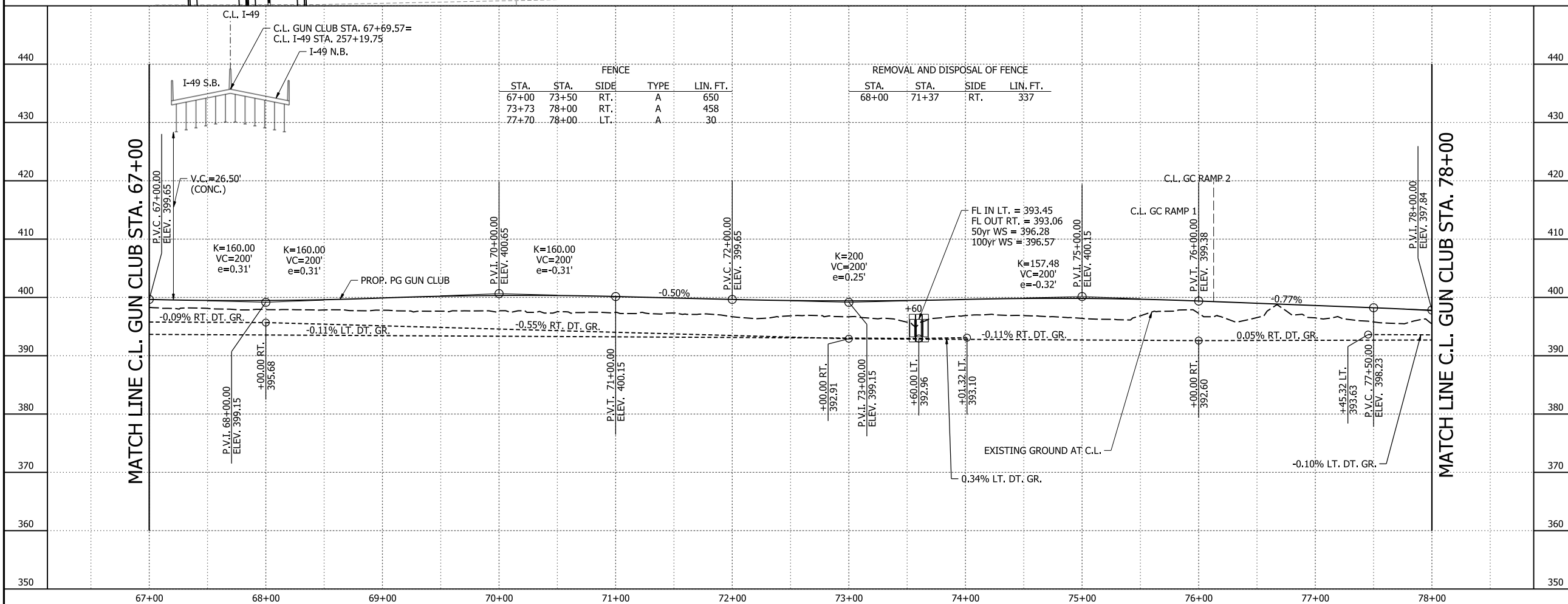


GC-4
P.I. = 72+60.86
 $\Delta = 0^\circ 32' 11''$ RT.
D = 0°15'00"
T = 107.28'
L = 214.55'
P.C. = 71+53.58
P.T. = 73+68.13
NO SUPER

STA. 73+60.00
CONSTRUCT TRIPLE
4' x 3' x 68' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
Q50=147.6 CFS D.A.=159.95 ACRES
DUMPED RIPRAP LT. & RT. = 113 CU. YD.

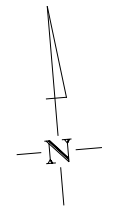
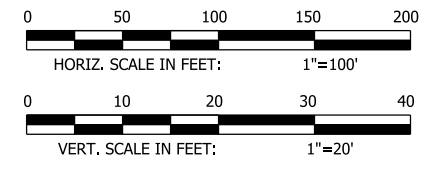
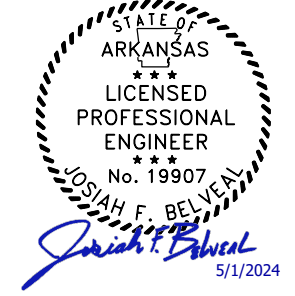
STA. 75+42.48 IN PLACE
36" x 30" C.M. PIPE CULVERT
REMOVE

STA. 76+07.92 IN PLACE
36" x 30" C.M. BOX CULVERT
REMOVE



FENCE					REMOVAL AND DISPOSAL OF FENCE			
STA.	STA.	SIDE	TYPE	LIN. FT.	STA.	STA.	SIDE	LIN. FT.
67+00	73+50	RT.	A	650	68+00	71+37	RT.	337
73+73	78+00	RT.	A	458				
77+70	78+00	LT.	A	30				

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	189	809
PLAN AND PROFILE SHEETS						

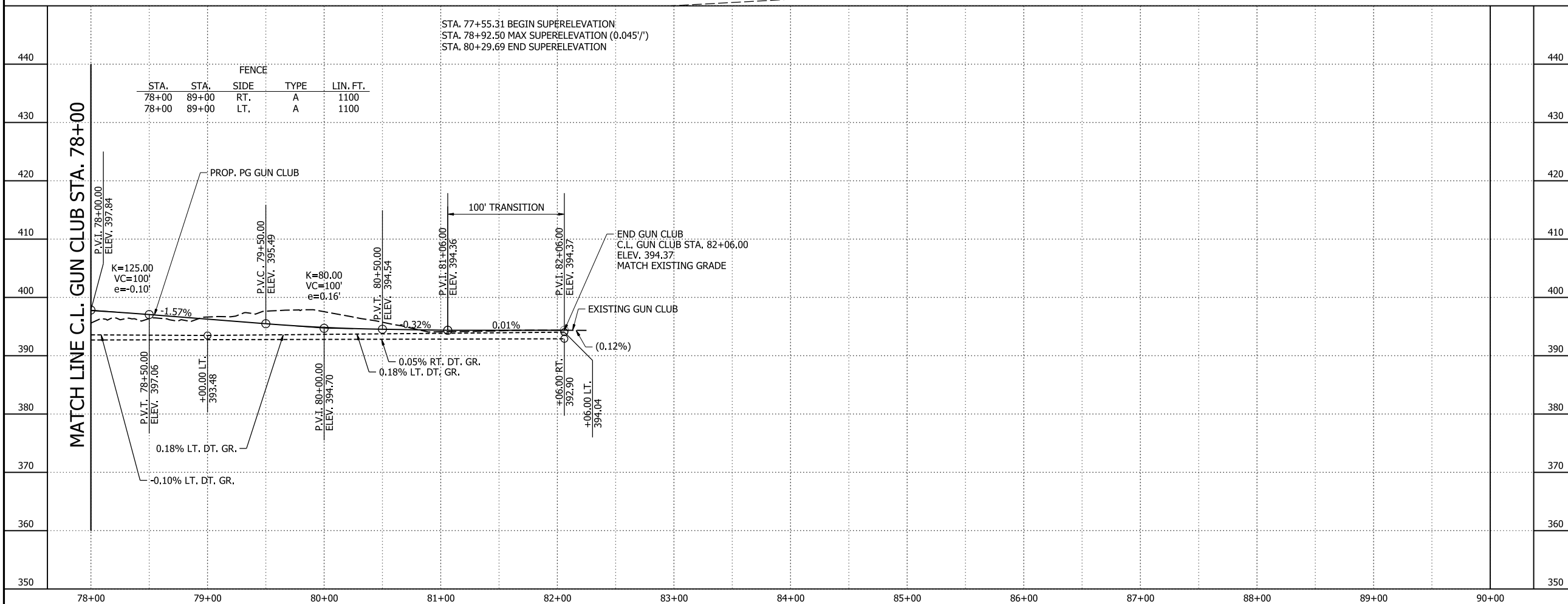
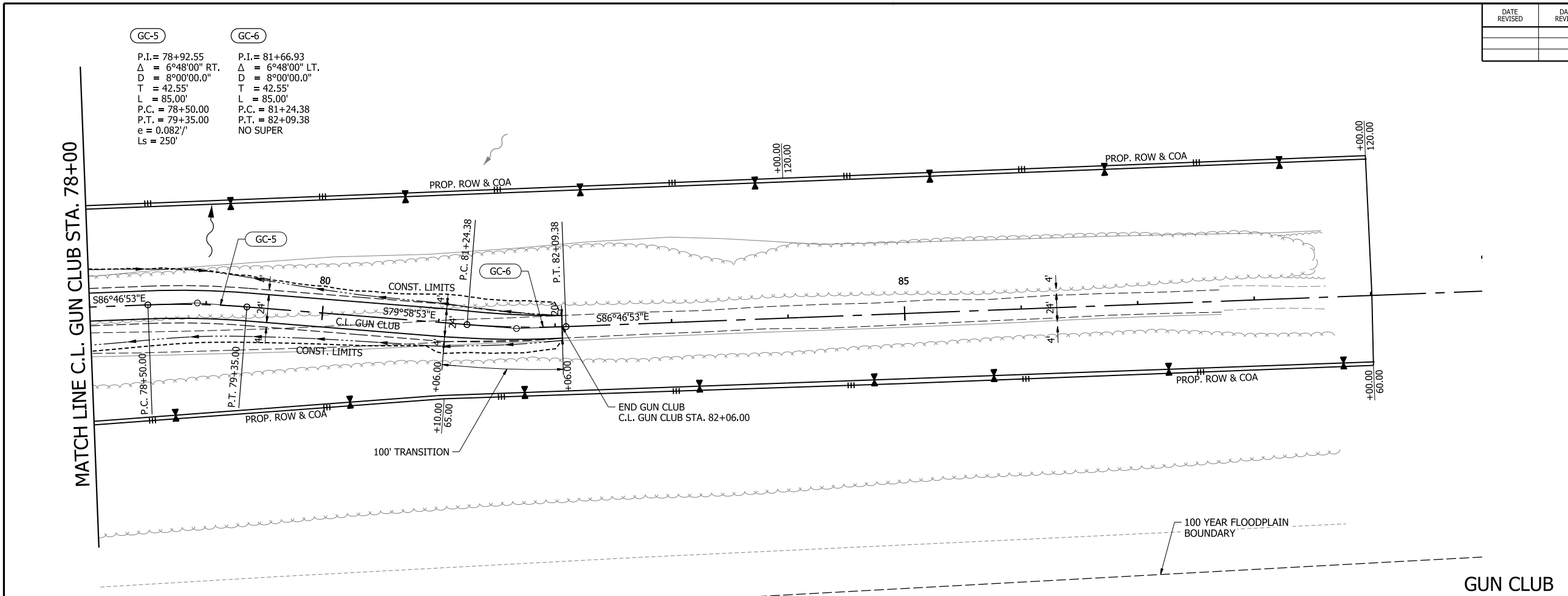


LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

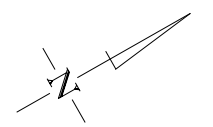
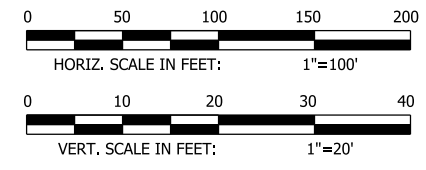
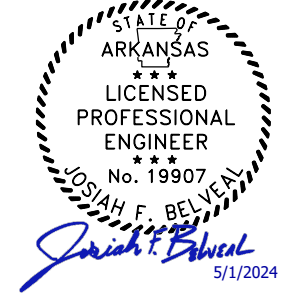
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

**GUN CLUB
 PLAN AND PROFILE SHEETS**



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	190	809

PLAN AND PROFILE SHEETS

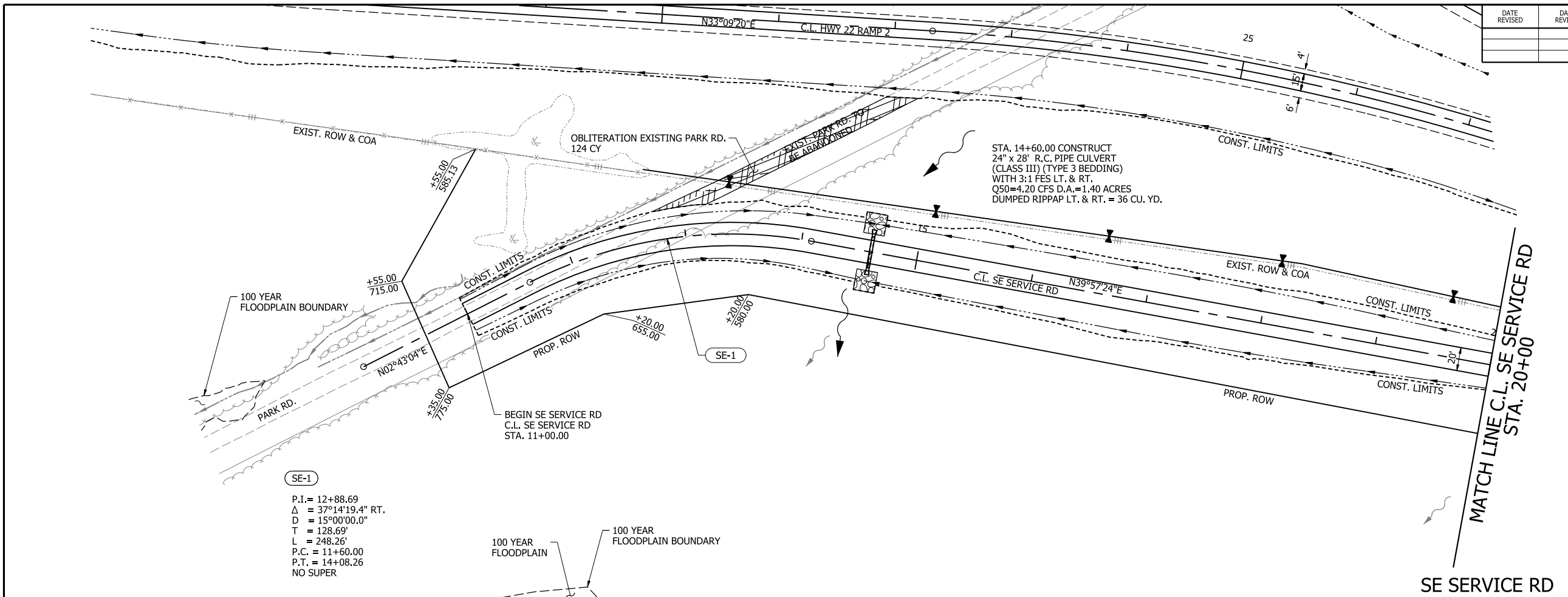


LEGEND

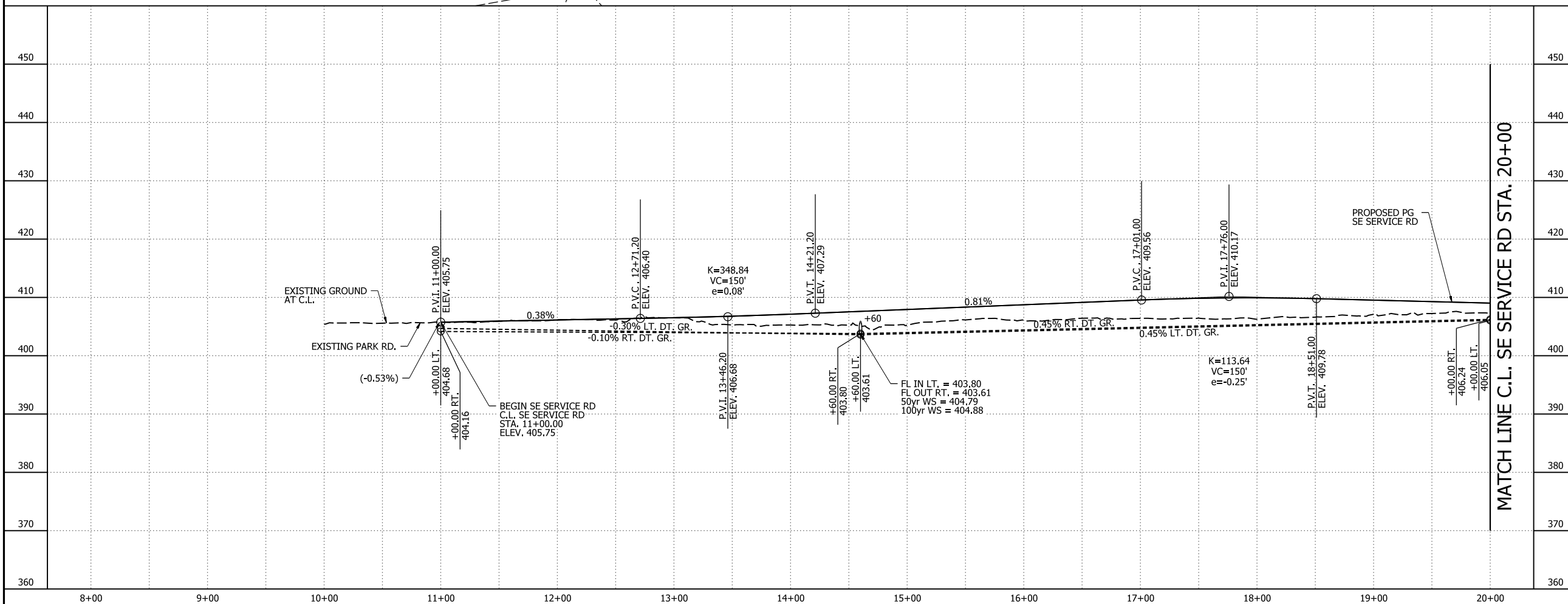
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

SERVICE ROAD
PLAN AND PROFILE SHEETS

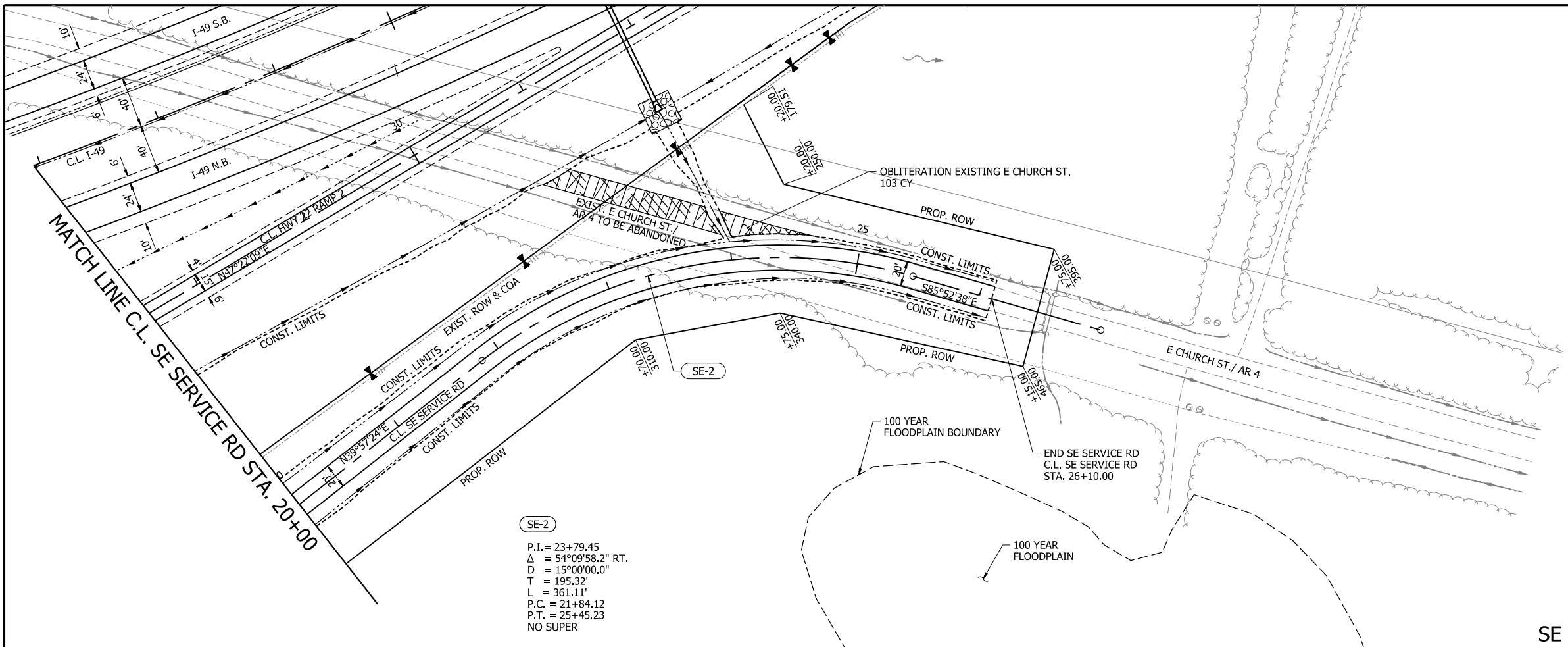
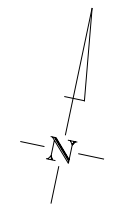
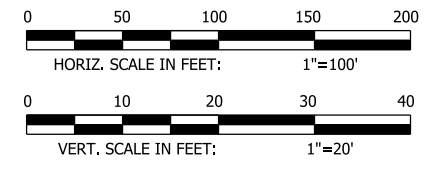
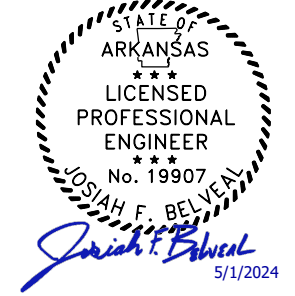


SE-1
P.I. = 12+88.69
Δ = 37°14'19.4" RT.
D = 15°00'00.0"
T = 128.69'
L = 248.26'
P.C. = 11+60.00
P.T. = 14+08.26
NO SUPER



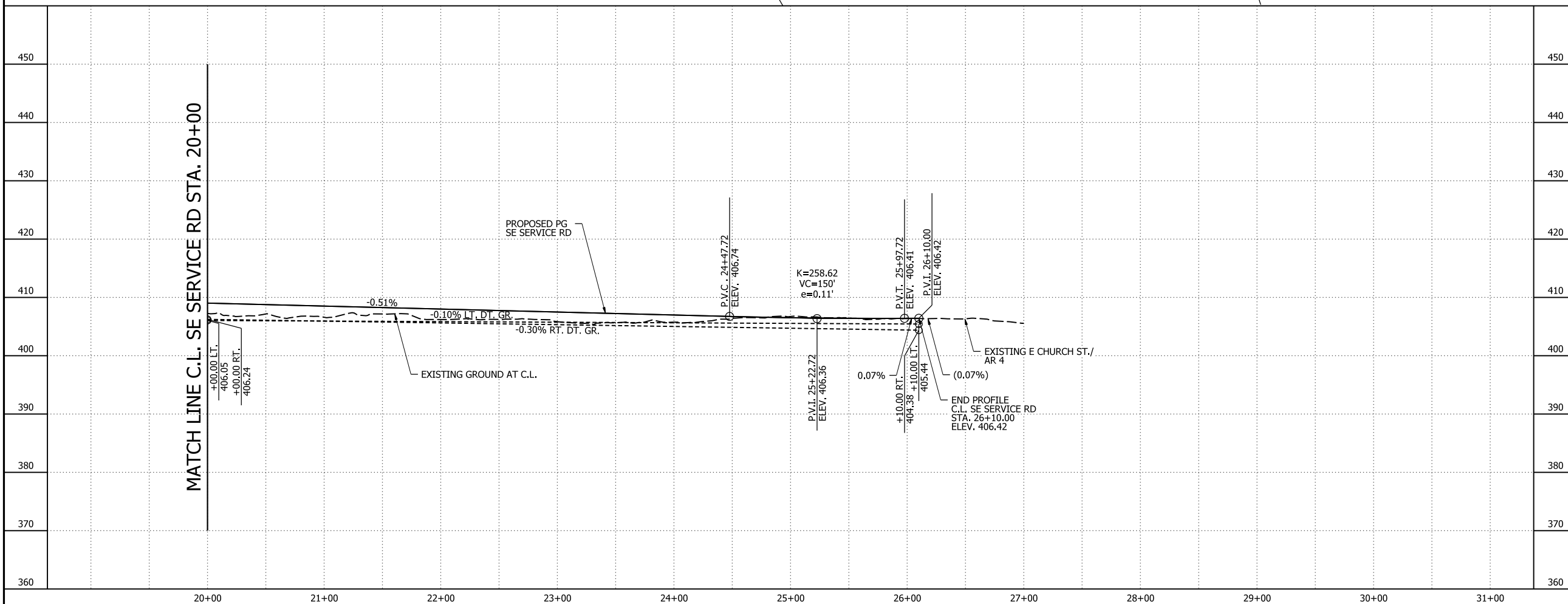
5/1/2024 2:40:07 PM
R040901_16_PP_011.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	191	809
PLAN AND PROFILE SHEETS						



SE SERVICE RD

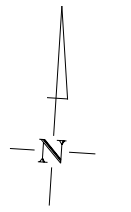
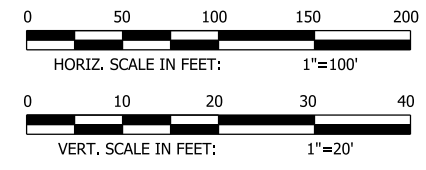
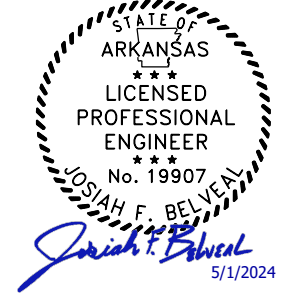
- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - I-49 CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT



NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

SERVICE ROAD
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	192	809
PLAN AND PROFILE SHEETS						

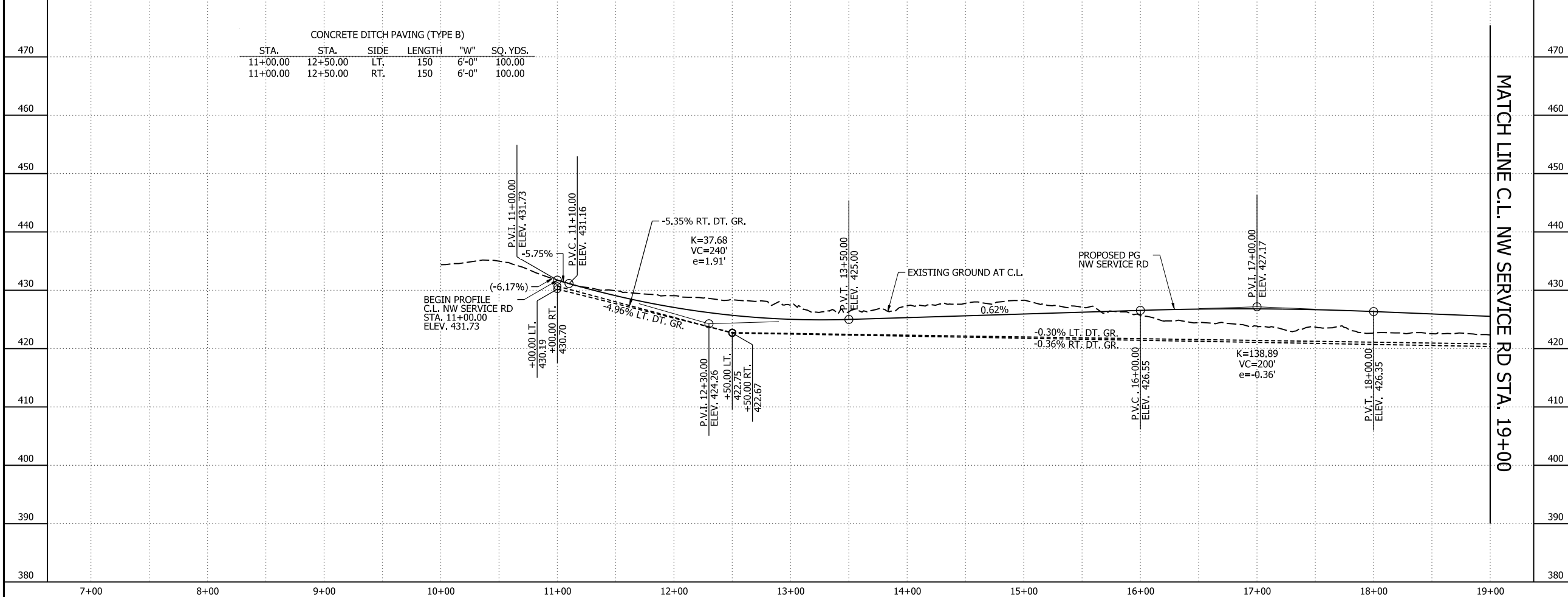
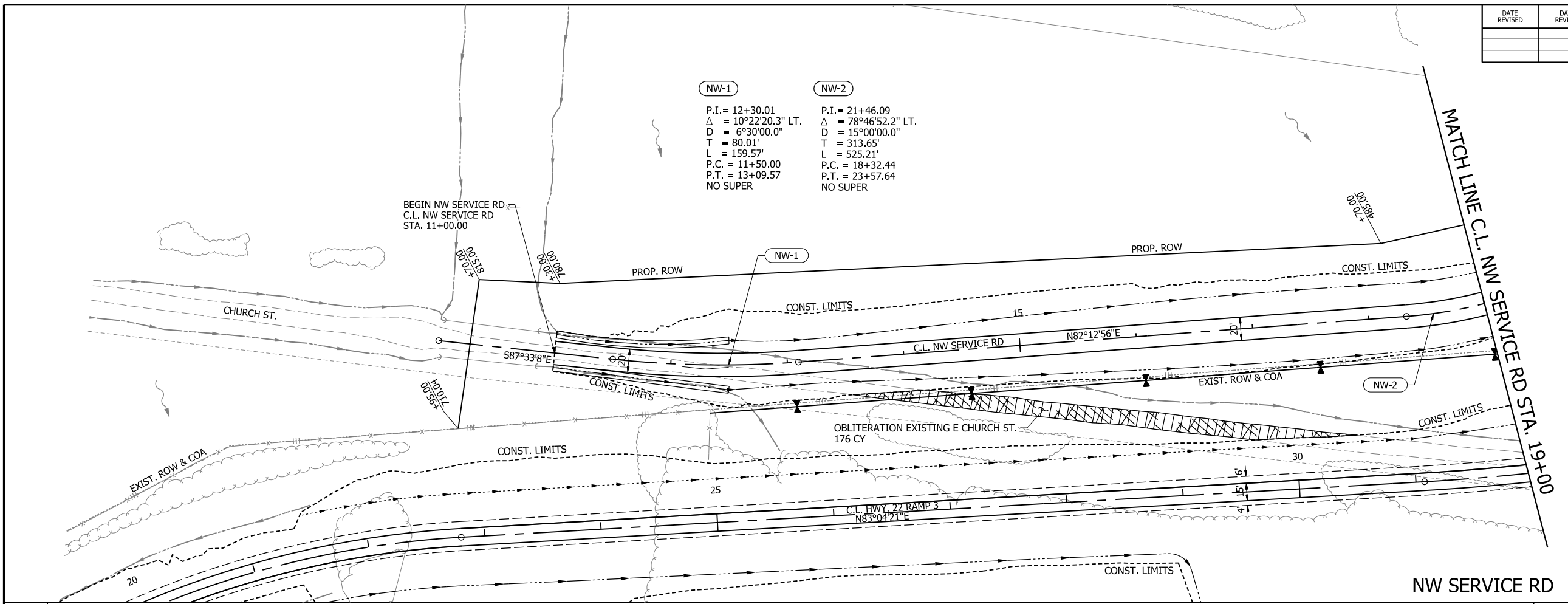


LEGEND

- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

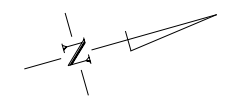
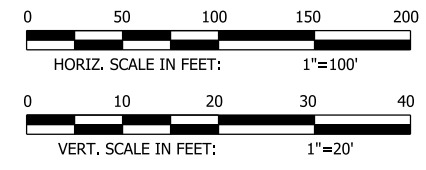
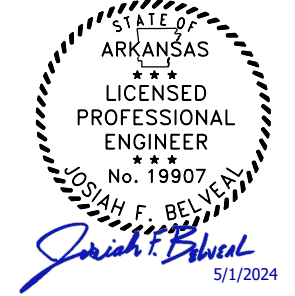
NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

**SERVICE ROAD
PLAN AND PROFILE SHEETS**

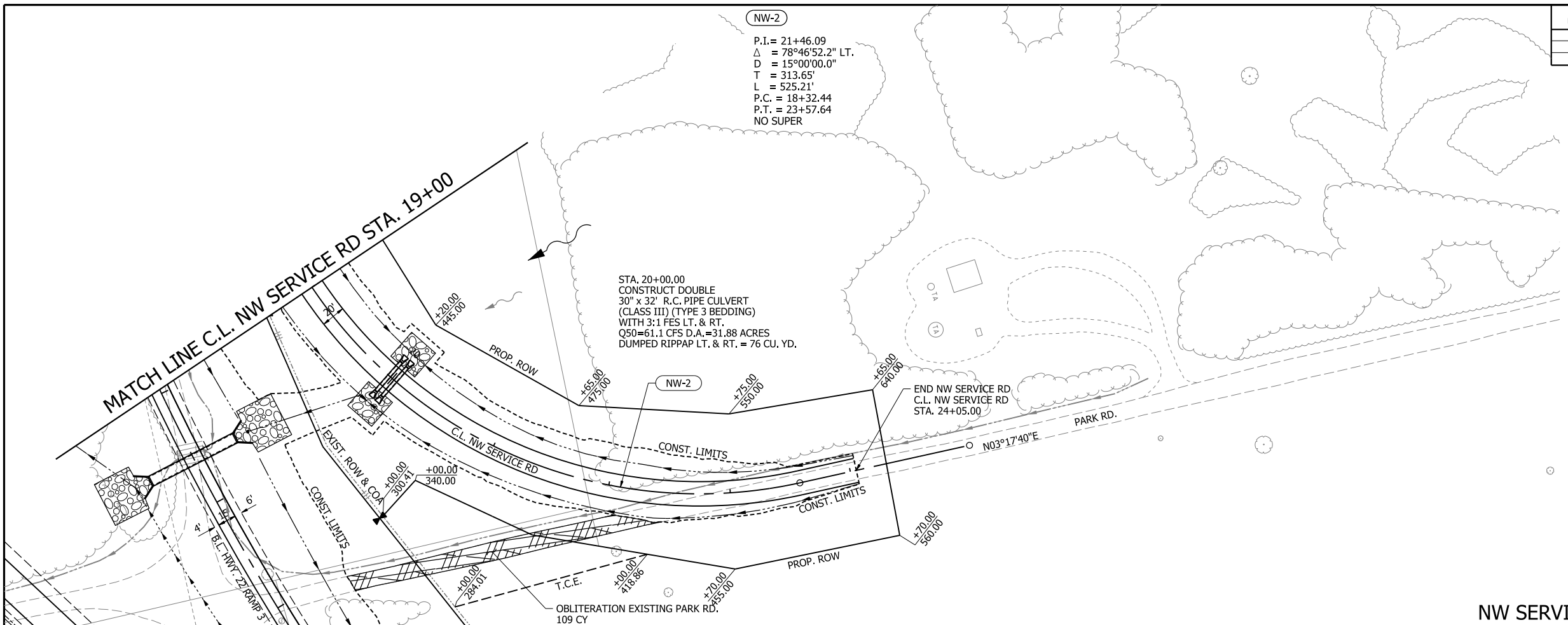


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	193	809

PLAN AND PROFILE SHEETS



NW-2
P.I. = 21+46.09
 $\Delta = 78^\circ 46' 52.2''$ LT.
 $D = 15^\circ 00' 00.0''$
 $T = 313.65'$
 $L = 525.21'$
P.C. = 18+32.44
P.T. = 23+57.64
NO SUPER

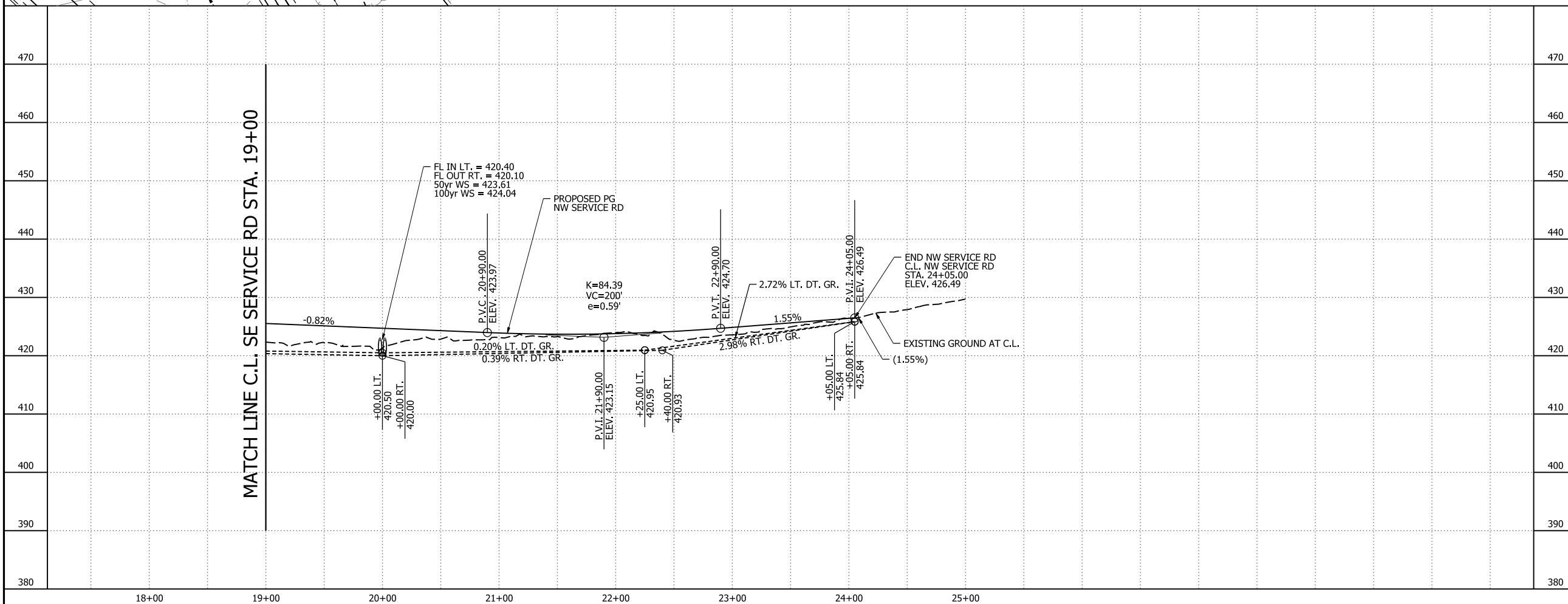


STA. 20+00.00
CONSTRUCT DOUBLE
30" x 32" R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
WITH 3:1 FES LT. & RT.
 $Q50 = 61.1$ CFS D.A. = 31.88 ACRES
DUMPED RIPRAP LT. & RT. = 76 CU. YD.

END NW SERVICE RD
C.L. NW SERVICE RD
STA. 24+05.00

NW SERVICE RD

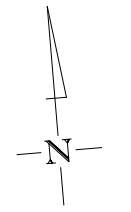
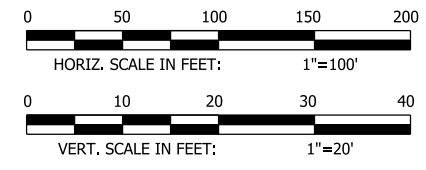
- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - I-49 CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT



NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.

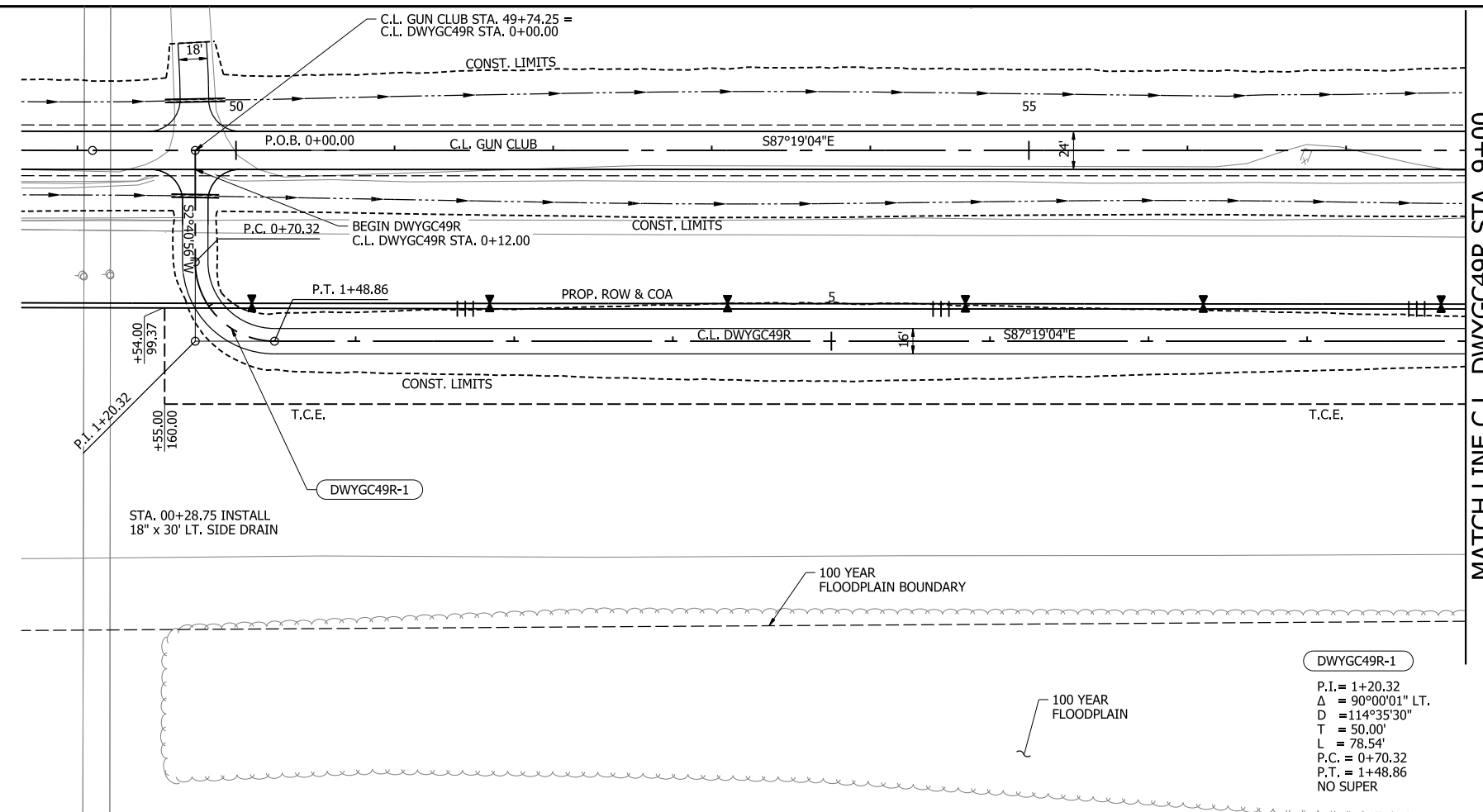
SERVICE ROAD
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	194	809
PLAN AND PROFILE SHEETS						

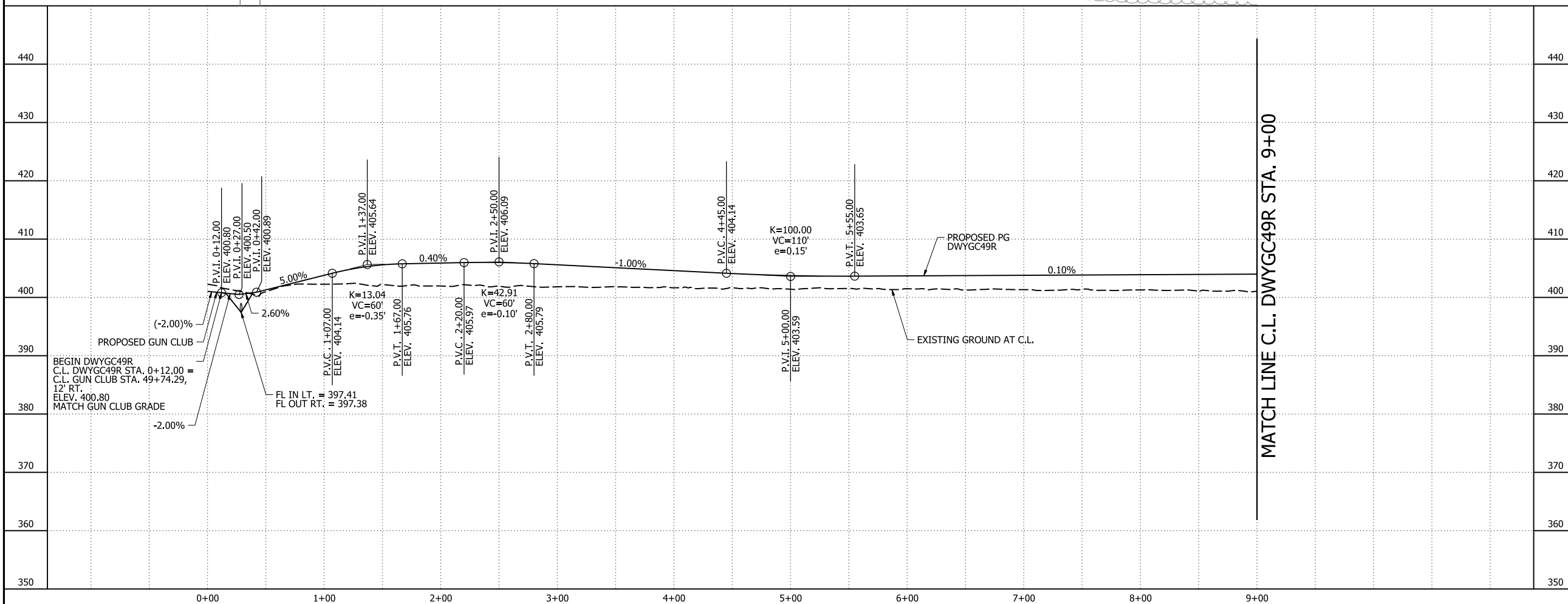


- LEGEND**
- TRAFFIC BARRIER
 - WIRE FENCE
 - GUARDRAIL
 - I-49 CONSTRUCTION LIMITS
 - CONTROL OF ACCESS (COA)
 - PROPOSED FENCE
 - EXISTING RIGHT OF WAY
 - CENTERLINE/ BASELINE
 - HORIZONTAL CURVE NO.
 - DRAINAGE STRUCTURE
 - STANDARD DITCH GRADE
 - SPECIAL DITCH PROFILE
 - RIPRAP
 - OBLITERATION OF PAVEMENT

NOTES:
 1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.



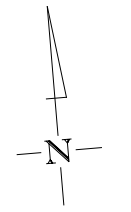
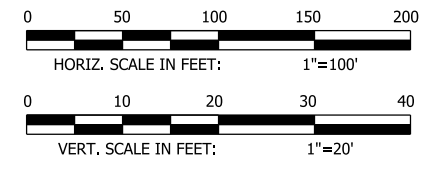
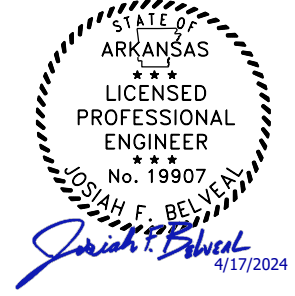
DWYGC49R-1
 P.I. = 1+20.32
 $\Delta = 90^{\circ}00'01''$ LT.
 $D = 114^{\circ}35'30''$
 $T = 50.00'$
 $L = 78.54'$
 P.C. = 0+70.32
 P.T. = 1+48.86
 NO SUPER



**DRIVEWAY
 PLAN AND PROFILE SHEETS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	195	809

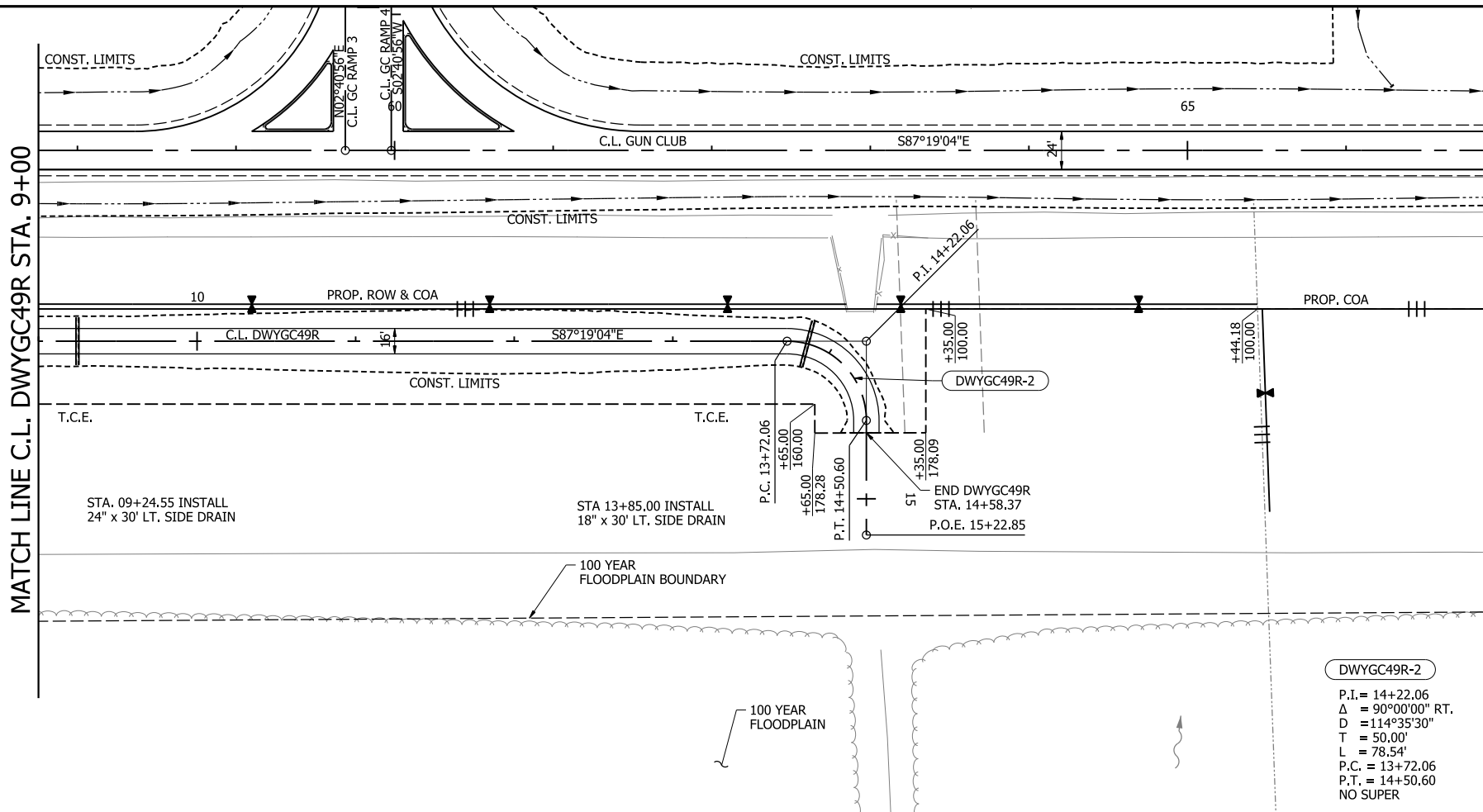
PLAN AND PROFILE SHEETS



LEGEND

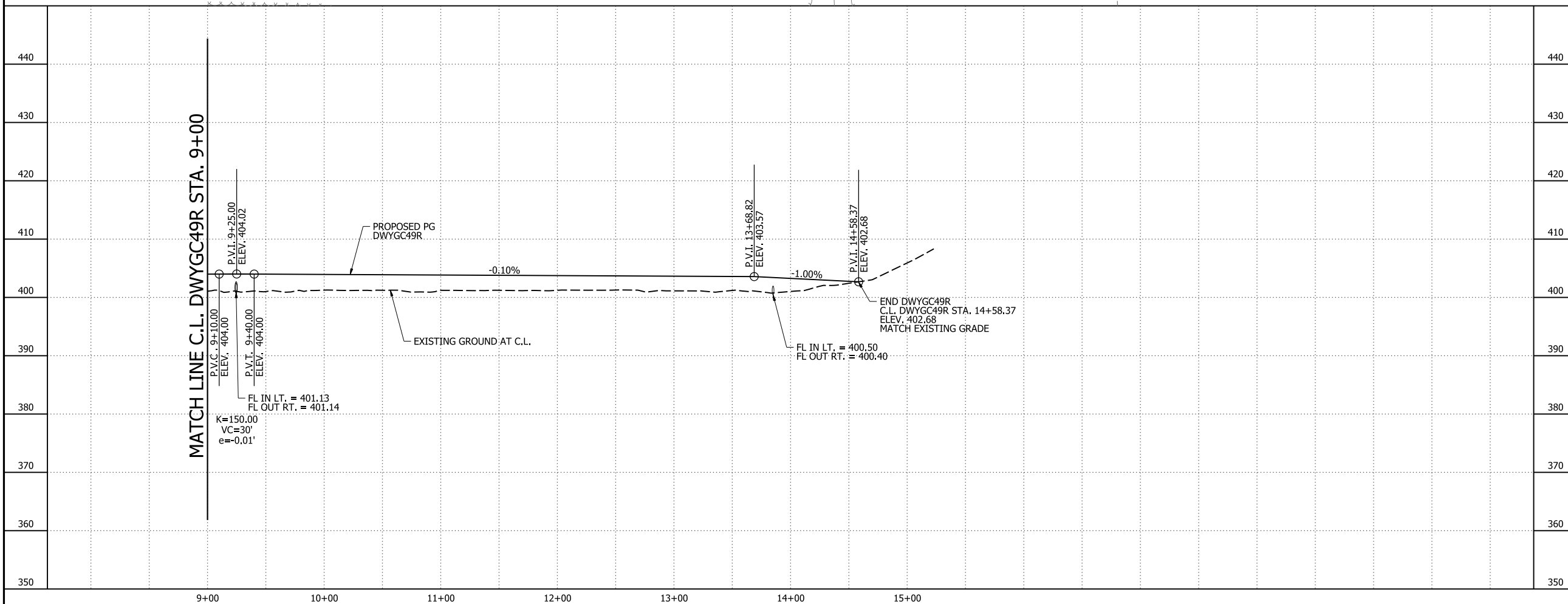
- TRAFFIC BARRIER
- WIRE FENCE
- GUARDRAIL
- I-49 CONSTRUCTION LIMITS
- CONTROL OF ACCESS (COA)
- PROPOSED FENCE
- EXISTING RIGHT OF WAY
- CENTERLINE/ BASELINE
- HORIZONTAL CURVE NO.
- DRAINAGE STRUCTURE
- STANDARD DITCH GRADE
- SPECIAL DITCH PROFILE
- RIPRAP
- OBLITERATION OF PAVEMENT

NOTES:
1. REFER TO SURVEY CONTROL DETAILS FOR HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA.



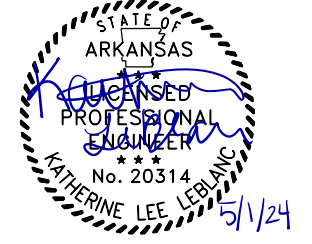
DWYGC49R-2
P.I. = 14+22.06
 Δ = 90°00'00" RT.
D = 114°35'30"
T = 50.00'
L = 78.54'
P.C. = 13+72.06
P.T. = 14+50.60
NO SUPER

DWYGC49R



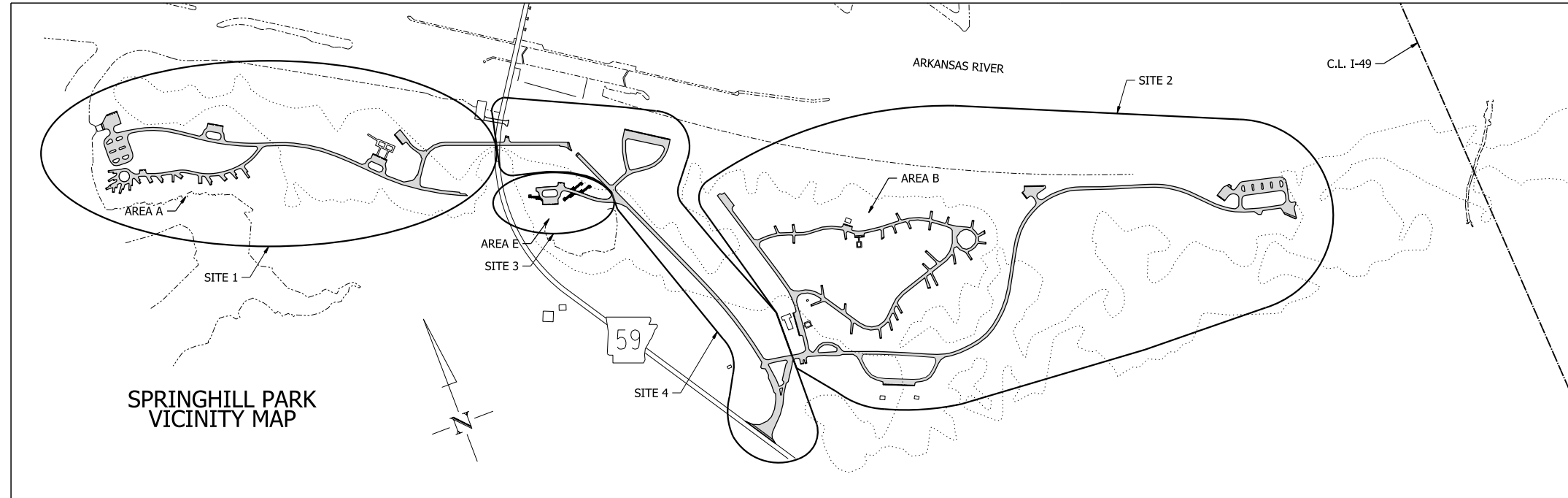
DRIVEWAY
PLAN AND PROFILE SHEETS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	196	809
SPRINGHILL PARK DETAILS						



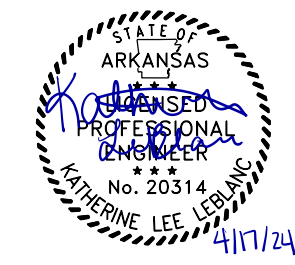
SUMMARY OF SPRINGHILL PARK QUANTITIES

ITEM NUMBER	ITEM	SITE 1	SITE 2	SITE 3	SITE 4	QUANTITY	UNIT
SS & 401	TACK COAT	2977	5294	409	2061	10741	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	1368	2433	244	947	4992	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	77	136	14	53	280	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	53	218		390	661	SQ. YD.
SP	SITE UTILITIES		0.13	0.87		1.00	LUMP SUM
SP	LANDSCAPING	0.07	0.57	0.33	0.03	1.00	LUMP SUM
SP	EXTERIOR ELECTRICAL DISTRIBUTION	0.74	0.02	0.24		1.00	LUMP SUM
SP	RESTROOM BUILDING		1.00			1.00	LUMP SUM



SPRINGHILL PARK
VICINITY MAP

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	197	809
SPRINGHILL PARK DETAILS						



SPRINGHILL PARK BASE AND SURFACING

SHEET	LOCATION	TACK COAT			ACHM SURFACE COURSE (1/2")				
		(0.17 GAL. PER SQ. YD.)		TOTAL GALLONS	SQ. YD.	POUND / SQ. YD.	PG 64-22 TON	TOTAL PG 64-22 TON	
		SQ. YD.	GALLON						
SITE 1									
MATCH LINE	A	LOOP A & LOCK AND DAM RD.	11565.12	1966.07	1966.07	11565.12	165.00	954.12	954.12
MATCH LINE	A TO B	LOCK AND DAM RD.	5645.56	959.75	959.75	5645.56	165.00	465.76	465.76
MATCH LINE	B TO C	LOCK AND DAM RD.	300.18	51.03	51.03	300.18	165.00	24.76	24.76
SITE 1 TOTALS:			17510.86	2976.85	2976.85	17510.86		1444.64	1444.64
SITE 2									
MATCH LINE	D TO E	LOOP B	3627.07	616.60	616.60	3627.07	165.00	299.23	299.23
MATCH LINE	D	LOOP B	9196.62	1563.43	1563.43	9196.62	165.00	758.72	758.72
MATCH LINE	E TO F	LOCK AND DAM RD., DUMP STATION, AND PICNIC AREA	6793.88	1154.96	1154.96	6793.88	165.00	560.50	560.50
MATCH LINE	F TO G	MCALLISTER CEMETERY AREA	4050.37	688.56	688.56	4050.37	165.00	334.16	334.16
MATCH LINE	G	BOAT LAUNCH AREA	7474.29	1270.63	1270.63	7474.29	165.00	616.63	616.63
SITE 2 TOTALS:			31142.23	5294.18	5294.18	31142.23		2569.24	2569.24
SITE 3									
MATCH LINE	B TO C	LOOP E CAMPGROUND	2406.26	409.06	409.06	2406.26	165.00	198.52	198.52
MATCH LINE	B TO C	SPRINGHILL PARK CAMP SPUR 1				126.00	220.00	13.86	13.86
MATCH LINE	B TO C	SPRINGHILL PARK CAMP SPUR 2				125.92	220.00	13.85	13.85
MATCH LINE	B TO C	SPRINGHILL PARK CAMP SPUR 3				149.96	220.00	16.50	16.50
MATCH LINE	B TO C	SPRINGHILL PARK CAMP SPUR 4				140.97	220.00	15.51	15.51
SITE 3 TOTALS:			2406.26	409.06	409.06	2949.11		258.24	258.24
SITE 4									
MATCH LINE	B TO C	LOCK AND DAM RD.	6063.14	1030.73	1030.73	6063.14	165.00	500.21	500.21
MATCH LINE	C TO E	LOCK AND DAM RD.	2835.04	481.96	481.96	2835.04	165.00	233.89	233.89
MATCH LINE	E TO F	LOCK AND DAM RD.	3224.38	548.14	548.14	3224.38	165.00	266.01	266.01
SITE 4 TOTALS:			12122.56	2060.83	2060.83	12122.56		1000.11	1000.11

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
 TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

SPRINGHILL PARK COLD MILLING ASPHALT PAVEMENT

SHEET	LOCATION	COLD MILLING ASPHALT PAVEMENT
		SQ. YD.
SITE 1		
MATCH LINE	A	LOOP A BOAT LAUNCH
		53.35
SITE 1 TOTALS:		
		53.35
SITE 2		
MATCH LINE	D	LOOP B
		74.36
MATCH LINE	G	BOAT LAUNCH
		40.84
MATCH LINE	G	PUBLIC USE AREA PARKING
		102.63
SITE 2 TOTALS:		
		217.83
SITE 4		
MATCH LINE	B TO C	LOCK AND DAM RD. (TO LOCK AND DAM)
		24.61
MATCH LINE	B TO C	LOCK AND DAM RD. (TO LOOP A)
		70.11
MATCH LINE	B TO C	LOCK AND DAM RD. (TO CAMP ENTRANCE)
		26.04
MATCH LINE	E TO F	LOCK AND DAM RD. (TO HWY. 59)
		269.72
SITE 4 TOTALS:		
		390.48

NOTE: AVERAGE MILLING DEPTH 0.75"

SUMMARY OF SPRINGHILL PARK EXTERIOR ELECTRICAL DISTRIBUTION QUANTITIES

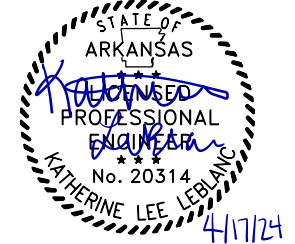
ITEM NUMBER	ITEM	SITE 1	SITE 2	SITE 3	TOTAL QUANTITY	UNIT
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (3C/500 KCMIL)	70			70	LIN. FT.
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (3C/350 KCMIL)			25	25	LIN. FT.
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (3C/350 KCMIL, #4 E.G.C.)			347	347	LIN. FT.
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/#4/0 A.W.G., #4 E.G.C.)	25			25	LIN. FT.
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/#3/0 A.W.G., #6 E.G.C.)	2140			2140	LIN. FT.
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (3C/#3/0 A.W.G., #6 E.G.C.)	1206			1206	LIN. FT.
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (3C/#1 A.W.G., #6 E.G.C.)			231	231	LIN. FT.
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (3C/#3 A.W.G., #6 E.G.C.)		75		75	LIN. FT.
* SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (3C/#4 A.W.G., #8 E.G.C.)			477	477	LIN. FT.
* 709	GALVANIZED STEEL CONDUIT (2")	30			30	LIN. FT.
* 709	GALVANIZED STEEL CONDUIT (3")			15	15	LIN. FT.
* 710	NON-METALLIC CONDUIT (2")	3141	45	668	3854	LIN. FT.
* 710	NON-METALLIC CONDUIT (3")			322	322	LIN. FT.
* 710	NON-METALLIC CONDUIT (4")	30			30	LIN. FT.
* 711	CONCRETE PULL BOX (TYPE 2)	5		2	7	EACH
* SP	ELECTRIC UTILITY SUPPLY	1		1	2	EACH
* SP	ELECTRIC UTILITY CT CABINET	1		1	2	EACH
* SP	ELECTRIC UTILITY METER AND SOCKET	1		1	2	EACH
* SP	FUSED DISCONNECT (480V, 2P, 200A, NEMA 3R)	2			2	EACH
* SP	FUSED DISCONNECT (240V, 2P, 300A, NEMA 3R)			1	1	EACH
* SP	STEP-DOWN TRANSFORMER W/CONCRETE PAD (480V-120/240V, 75 KVA, NEMA 3R)	2			2	EACH
* SP	PANELBOARD W/CONCRETE PAD AND SUPPORT RACK (120/240V, SINGLE-PHASE, 400A MCB, NEMA 3R, SPD)	2			2	EACH
* SP	PANELBOARD W/CONCRETE PAD AND SUPPORT RACK (120/240V, SINGLE-PHASE, 300A MCB, NEMA 3R, SPD)			1	1	EACH
* SP	RV POWER PEDESTAL	16		4	20	EACH
* SP	DEMOLITION OF EXISTING RV POWER DISTRIBUTION	1			1	LUMP SUM

* FOR INFORMATION ONLY
TO BE PAID FOR AS EXTERIOR ELECTRICAL DISTRIBUTION (SEE MEASUREMENT AND PAYMENT SPECIAL PROVISION)

SPRINGHILL PARK CAMPSITE & SIDE DRAINS

LOCATION	WIDTH	AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS 21"X15" LIN. FT.	STANDARD DRAWINGS
	FEET			
SITE 2				
* SPRINGHILL PARK RESTROOM AREA B	VARIABLES	96.57		
SITE 2 TOTALS:		96.57		
SITE 3				
* SPRINGHILL PARK CAMP SPUR 1	12	51.70	40	PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
* SPRINGHILL PARK CAMP SPUR 1 LIVING AREA	20	23.33		
* SPRINGHILL PARK CAMP SPUR 2	12	51.42	40	PCC-1, PCM-1, PCP-1, PCP-2, PCP-3
* SPRINGHILL PARK CAMP SPUR 2 LIVING AREA	20	23.33		
* SPRINGHILL PARK CAMP SPUR 3	12	61.23		
* SPRINGHILL PARK CAMP SPUR 3 LIVING AREA	20	23.33		
* SPRINGHILL PARK CAMP SPUR 4	12	57.02		
* SPRINGHILL PARK CAMP SPUR 4 LIVING AREA	20	23.33		
SITE 3 TOTALS:		314.69	80	

* FOR INFORMATION ONLY; TO BE PAID FOR AS SPRINGHILL PARK SITE LANDSCAPING (SEE SPRINGHILL PARK SPECIAL PROVISION)



SPRINGHILL PARK EROSION CONTROL

LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL							
	SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS	ROCK DITCH CHECKS	SILT FENCE	*SEDIMENT REMOVAL & DISPOSAL	
	ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	(E-5) BAG	(E-6) CU.YD.	(E-11) LIN. FT.	CU. YD.	
SITE 2													
* CLEARING AND GRUBBING	0.06	0.12	0.06	6.1	0.06	0.12	0.12	2.4	44	6	1331	53	
* STAGE 1	0.03	0.06	0.03	3.1	0.03	0.06	0.06	1.2					
SITE 2 TOTALS:	0.06	0.12	0.06	6.10	0.06	0.12	0.12	2.4	44	6	1331	53	
SITE 3													
* CLEARING AND GRUBBING	0.27	0.54	0.27	27.5	0.27	0.54	0.54	11.0			258	10	
* STAGE 1	0.11	0.22	0.11	11.2	0.11	0.22	0.22	4.5					
SITE 3 TOTALS:	0.38	0.76	0.38	38.70	0.38	0.76	0.76	15.5			258	10	

* FOR INFORMATION ONLY
TO BE PAID FOR AS LANDSCAPING (SEE SPRINGHILL PARK MEASUREMENT AND PAYMENT SPECIAL PROVISION)

BASIS OF ESTIMATE:

- LIME2 TONS / ACRE OF SEEDING
- WATER102.0 M.G. / ACRE OF SEEDING
- WATER20.4 M.G. / ACRE OF TEMPORARY SEEDING
- SAND BAG DITCH CHECKS22 BAGS / LOCATION
- ROCK DITCH CHECKS3 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.

SPRINGHILL PARK WHEEL STOPS

SHEET	LOCATION	WHEEL STOP EACH
SITE 1		
* MATCH LINE A	BOAT LAUNCH PARKING	5
* MATCH LINE A	LOOP A CAMPSITES	31
* MATCH LINE A	LOOP A PICNIC AREA PARKING	3
* MATCH LINE A	LOOP A RESTROOM PARKING	9
* MATCH LINE A TO B	RESTROOM PARKING	9
* MATCH LINE A TO B	PLAYGROUND PARKING	9
SITE 1 TOTAL:		66
SITE 2		
* MATCH LINE B TO C	LOCK AND DAM PARKING	30
SITE 2 TOTAL:		30
SITE 3		
* MATCH LINE B TO C	LOOP E RESTROOM PARKING	3
* MATCH LINE B TO C	LOOP E PICNIC PARKING	9
* MATCH LINE B TO C	LOOP E PROPOSED CAMPSITES	8
SITE 3 TOTAL:		20
SITE 4		
* MATCH LINE D TO E	PLAYGROUND PARKING	15
* MATCH LINE D	LOOP B CAMPSITES	30
* MATCH LINE D	LOOP B PAVILION PARKING	6
* MATCH LINE D	LOOP B RESTROOM PARKING	5
* MATCH LINE E TO F	PARK ENTRANCE CAMPSITES	3
* MATCH LINE E TO F	PICNIC PARKING	21
* MATCH LINE F TO G	MCALLISTER CEMETERY PARKING	18
* MATCH LINE G	BOAT RAMP PARKING	6
SITE 4 TOTAL:		104

* FOR INFORMATION ONLY
TO BE PAID FOR AS LANDSCAPING (SEE SPRINGHILL PARK MEASUREMENT AND PAYMENT SPECIAL PROVISION)

SPRINGHILL PARK EARTHWORK

LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
	CU. YD.	
SITE 2		
* RESTROOM AREA B	175	75
SITE 2 TOTALS:	175	75
SITE 4		
* CAMPSITE AREA E	15	5
SITE 4 TOTALS:	15	5

* FOR INFORMATION ONLY
TO BE PAID FOR AS LANDSCAPING (SEE SPRINGHILL PARK MEASUREMENT AND PAYMENT SPECIAL PROVISION)

SPRINGHILL PARK REMOVAL AND DISPOSAL OF ITEMS

LOCATION	WALKS
	SQ. YD.
SITE 2	
* RESTROOM AREA B	42
SITE 2 TOTAL:	42

* FOR INFORMATION ONLY
TO BE PAID FOR AS LANDSCAPING (SEE SPRINGHILL PARK MEASUREMENT AND PAYMENT SPECIAL PROVISION)

SPRINGHILL PARK CONCRETE WALKS & HAND RAILING

LOCATION	CONCRETE WALKS SQ.YD.
SITE 2	
* RESTROOM AREA B (5" U.T.)	16
SITE 2 TOTAL:	16

* FOR INFORMATION ONLY
TO BE PAID FOR AS LANDSCAPING (SEE SPRINGHILL PARK MEASUREMENT AND PAYMENT SPECIAL PROVISION)

SUMMARY OF SPRINGHILL PARK SITE UTILITIES

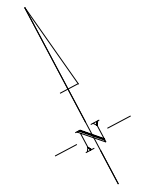
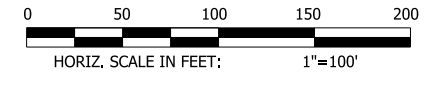
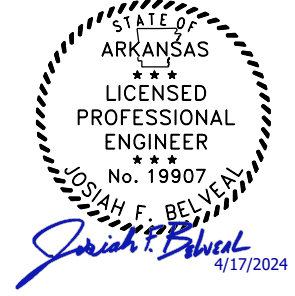
ITEM NUMBER	ITEM	QUANTITY	UNIT
SPRINGHILL PARK SITE 2 (RESTROOM - AREA B)			
* SP	WATER SERVICE PIPE - 2" TYPE K COPPER, EXCAVATION, BEDDING AND BACKFILL	47	LIN. FT.
* SP	SANITARY SERVICE PIPE - 4" PVC SDR26 PVC EXCAVATION, BEDDING AND BACKFILL	18	LIN. FT.
* SP	UTILITY SERVICE CONNECTION	2	EACH
SPRINGHILL PARK SITE 3 (CAMPSITE - AREA E)			
* SP	WATER SERVICE PIPE - 1" IPS SCHEDULE 40 PVC, EXCAVATION, BEDDING AND BACKFILL	211	LIN. FT.
* SP	WATER FAUCET PEDESTAL, FAUCET, FITTING, INSULATION, AND INSTALLATION	4	EACH
* SP	WATER SERVICE TAP INTO EXISTING MAIN, 1" BALL VALVE, ACCESS RISER, AND INSTALLATION	3	EACH
* SP	SANITARY SERVICE PIPE - 4" PVC SDR26 PVC, EXCAVATION, BEDDING OR ENCAPSULATION, AND BACKFILL	412	LIN. FT.
* SP	SANITARY CAMPSITE SUMP HATCH CAP AND INSTALLATION	4	EACH
* SP	SANITARY DUAL CLEANOUT ASSEMBLY AND INSTALLATION	1	EACH

* FOR INFORMATION ONLY
TO BE PAID FOR AS SITE UTILITIES (SEE SPRINGHILL PARK MEASUREMENT AND PAYMENT SPECIAL PROVISION)

FOR INFORMATION ONLY
QUANTITY SHEETS
SPRINGHILL PARK DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	199	809

SPRINGHILL PARK DETAILS



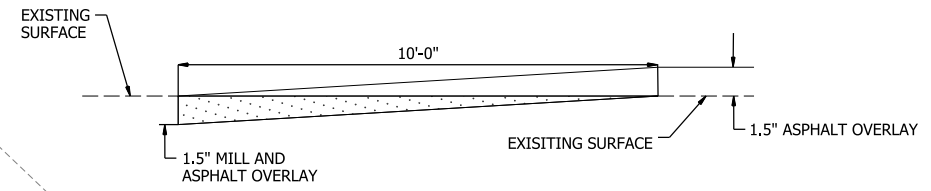
MATCH LINE A

LEGEND

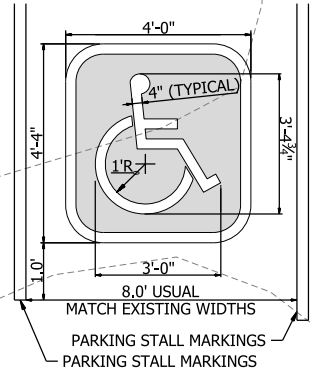
- CONSTRUCTION LIMITS
- DRAINAGE STRUCTURE
- ASPHALT OVERLAY (165 LB/SY)
- MILL AND ASPHALT OVERLAY
- FULL DEPTH PAVEMENT
- CONCRETE WHEELSTOP

NOTES:

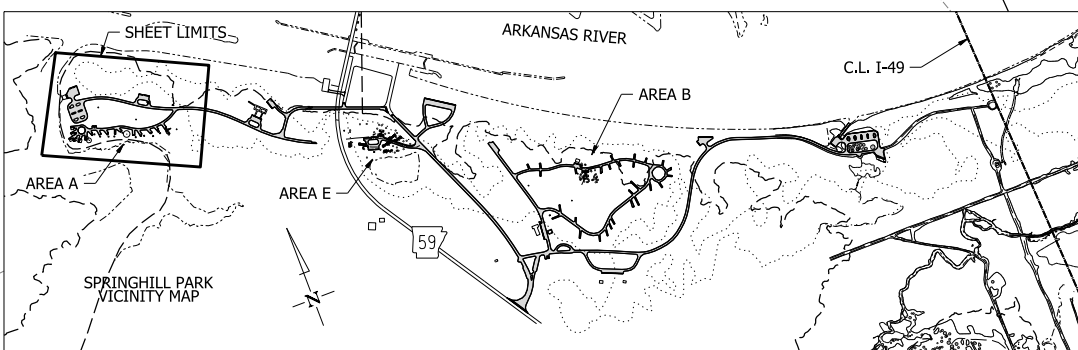
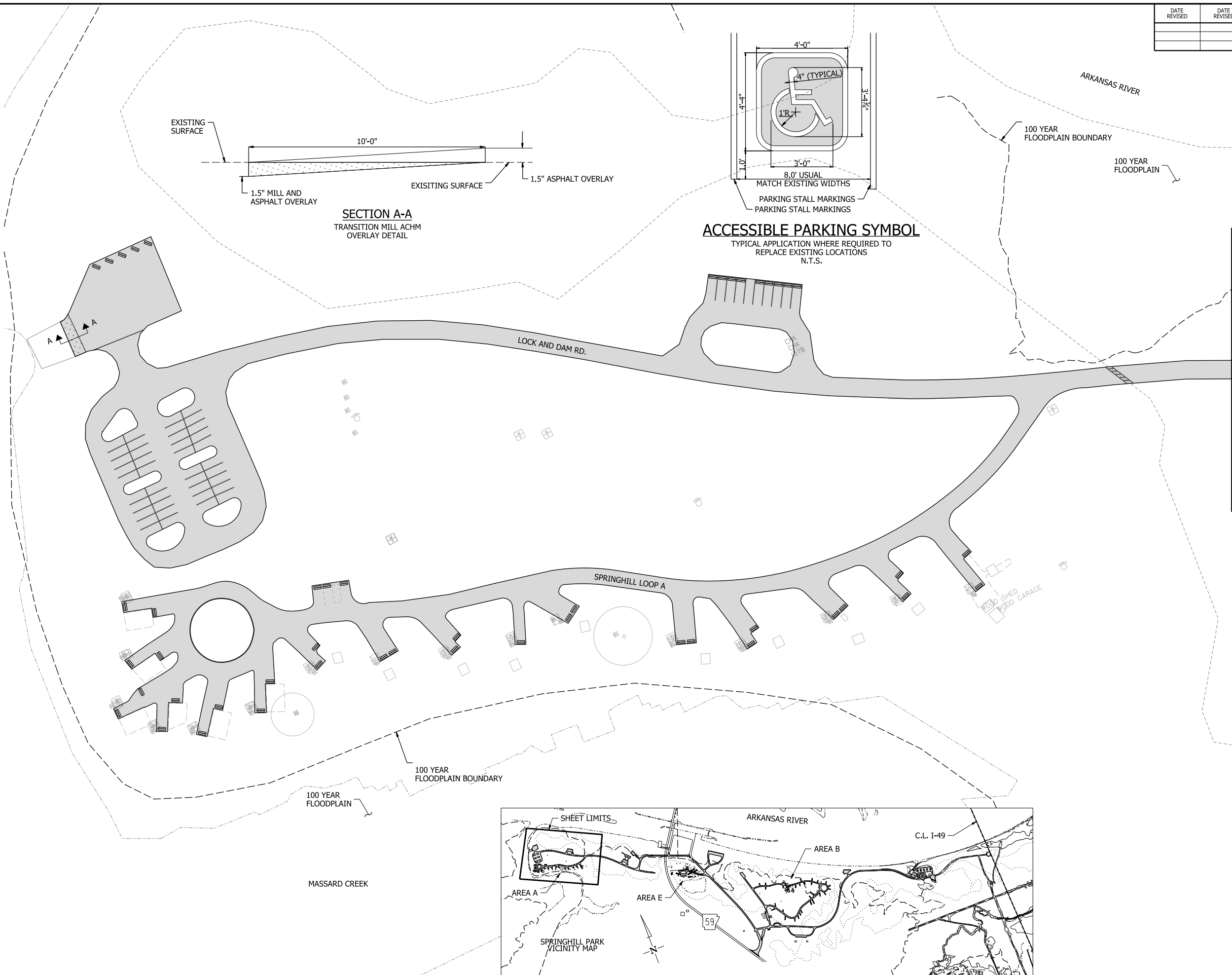
1. 1.5" ASPHALT SURFACE OVERLAY AND TACK COAT TO BE APPLIED OVER EXISTING PAVEMENT WHERE NOTED.
2. ALL EXISTING CONCRETE WHEELSTOPS TO BE REMOVED PRIOR TO PAVING AND REPLACED AFTER PAVING IS COMPLETED.
3. SURVEY AND DOCUMENT THE LOCATION OF ALL EXISTING PAVEMENT MARKINGS AND DELINEATION PRIOR TO PAVING AND RESTORE ALL MARKINGS AND DELINEATION AFTER PAVING THE COMPLETE.



SECTION A-A
TRANSITION MILL ACHM
OVERLAY DETAIL



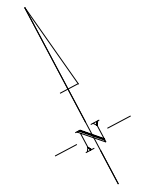
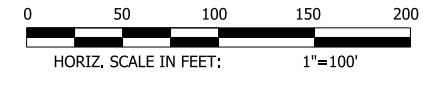
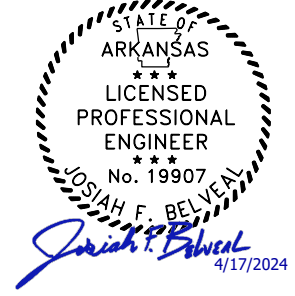
ACCESSIBLE PARKING SYMBOL
TYPICAL APPLICATION WHERE REQUIRED TO
REPLACE EXISTING LOCATIONS
N.T.S.



PAVEMENT PLAN
SPRINGHILL PARK DETAILS

4/15/2024 6:49:34 PM R040901_16A_SITE_DETAILS_001

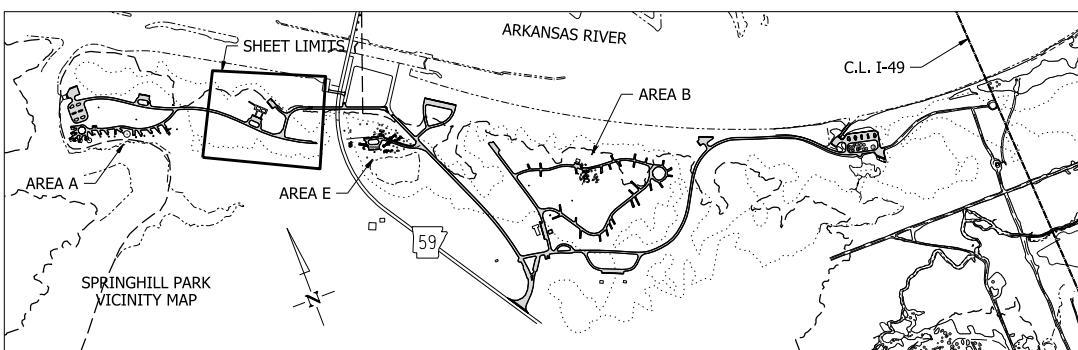
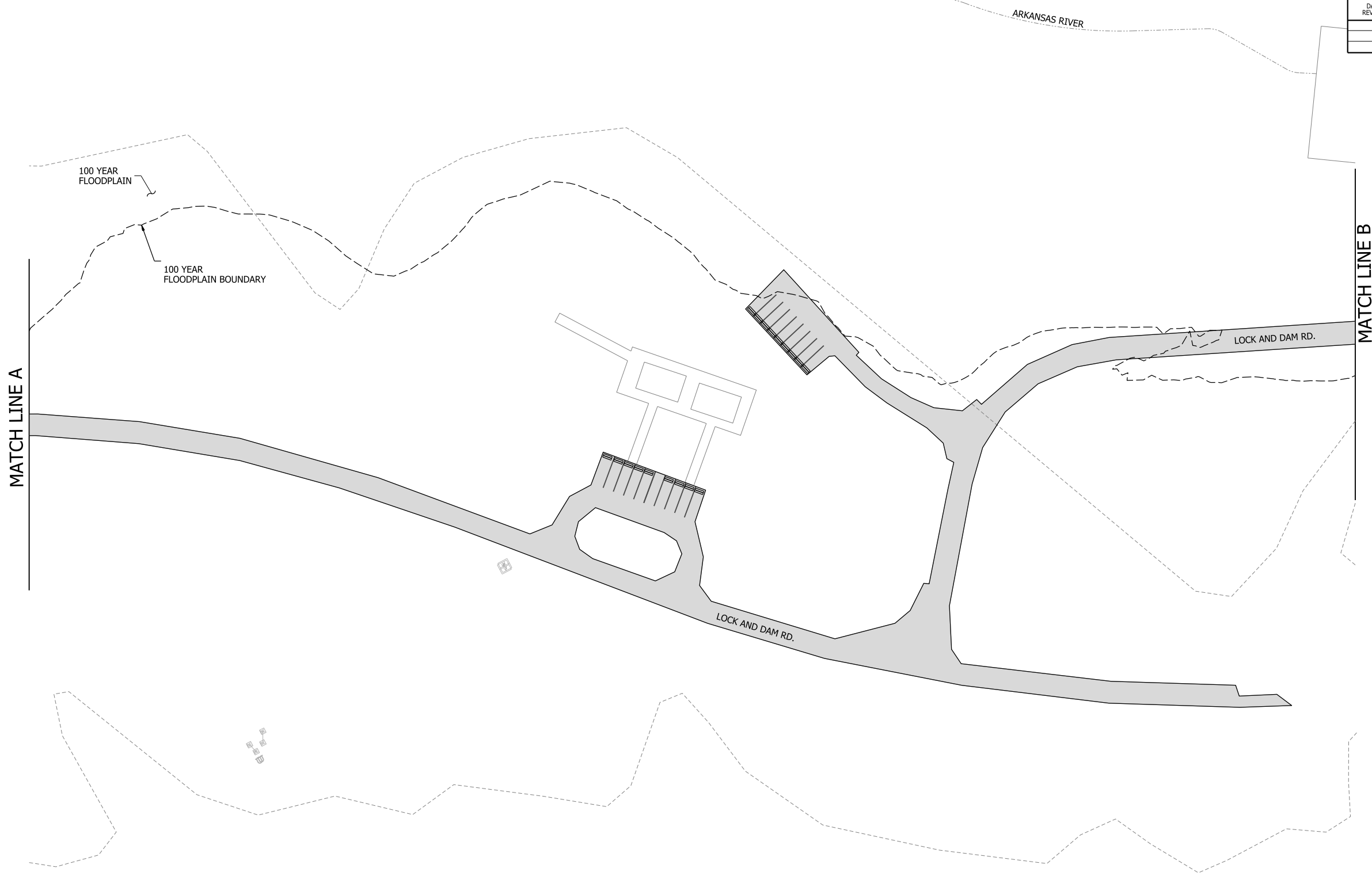
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	200	809
SPRINGHILL PARK DETAILS						



LEGEND

- CONSTRUCTION LIMITS
- DRAINAGE STRUCTURE
- ASPHALT OVERLAY (165 LB/SY)
- MILL AND ASPHALT OVERLAY
- FULL DEPTH PAVEMENT
- CONCRETE WHEELSTOP

- NOTES:
1. 1.5" ASPHALT SURFACE OVERLAY AND TACK COAT TO BE APPLIED OVER EXISTING PAVEMENT WHERE NOTED.
 2. ALL EXISTING CONCRETE WHEELSTOPS TO BE REMOVED PRIOR TO PAVING AND REPLACED AFTER PAVING IS COMPLETED.
 3. SURVEY AND DOCUMENT THE LOCATION OF ALL EXISTING PAVEMENT MARKINGS AND DELINEATION PRIOR TO PAVING AND RESTORE ALL MARKINGS AND DELINEATION AFTER PAVING THE COMPLETE.

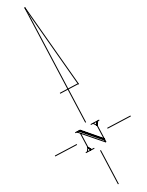
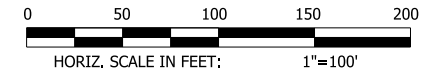
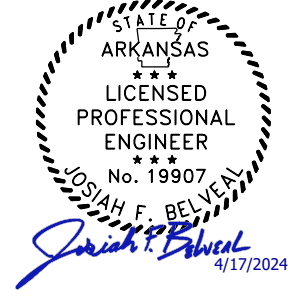


**PAVEMENT PLAN
SPRINGHILL PARK DETAILS**

4/15/2024 6:49:41 PM R040901_16A_SITE_DETAILS_002

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	201	809

SPRINGHILL PARK DETAILS



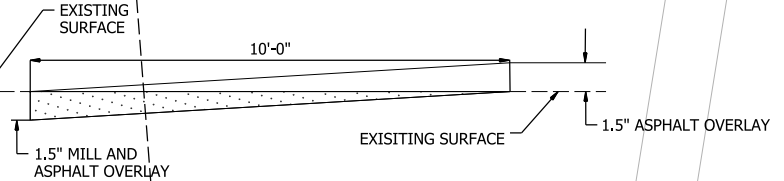
LEGEND

- CONSTRUCTION LIMITS
- === DRAINAGE STRUCTURE
- ASPHALT OVERLAY (165 LB/SY)
- ▨ MILL AND ASPHALT OVERLAY
- ▩ FULL DEPTH PAVEMENT
- ▬ CONCRETE WHEELSTOP

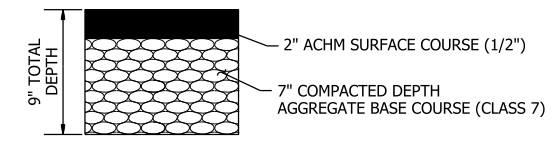
NOTES:

1. 1.5" ASPHALT SURFACE OVERLAY AND TACK COAT TO BE APPLIED OVER EXISTING PAVEMENT WHERE NOTED.
2. ALL EXISTING CONCRETE WHEELSTOPS TO BE REMOVED PRIOR TO PAVING AND REPLACED AFTER PAVING IS COMPLETED.
3. SURVEY AND DOCUMENT THE LOCATION OF ALL EXISTING PAVEMENT MARKINGS AND DELINEATION PRIOR TO PAVING AND RESTORE ALL MARKINGS AND DELINEATION AFTER PAVING THE COMPLETE.
4. SEE SPRINGHILL PARK GRADING PLAN SPECIAL DETAILS FOR EROSION CONTROL DETAILS.

SECTION A-A
TRANSITION MILL ACHM OVERLAY DETAIL

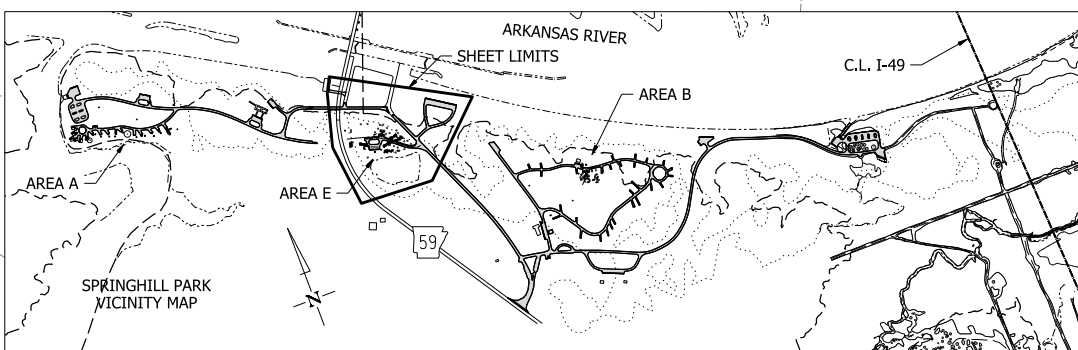


FULL DEPTH PAVEMENT SECTION



MATCH LINE B

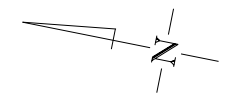
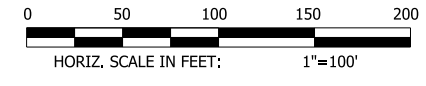
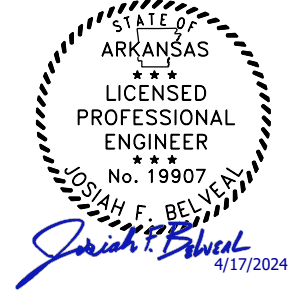
MATCH LINE C



4/15/2024 6:50:23 PM R040901_16A_SITE_DETAILS_003

PAVEMENT PLAN
SPRINGHILL PARK DETAILS

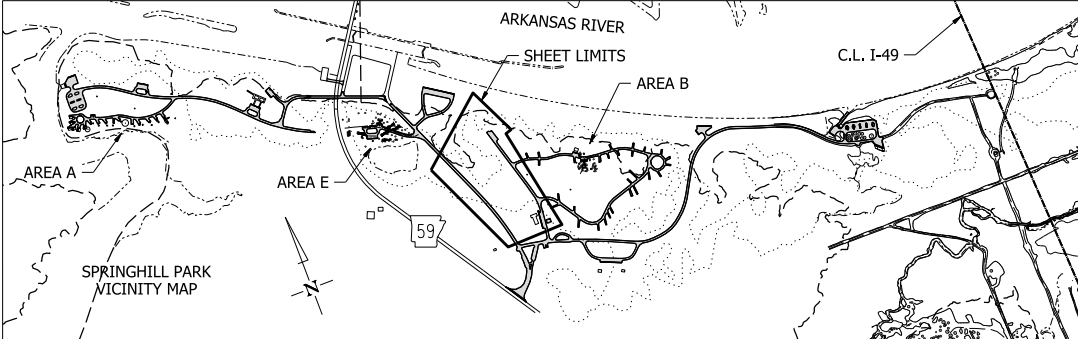
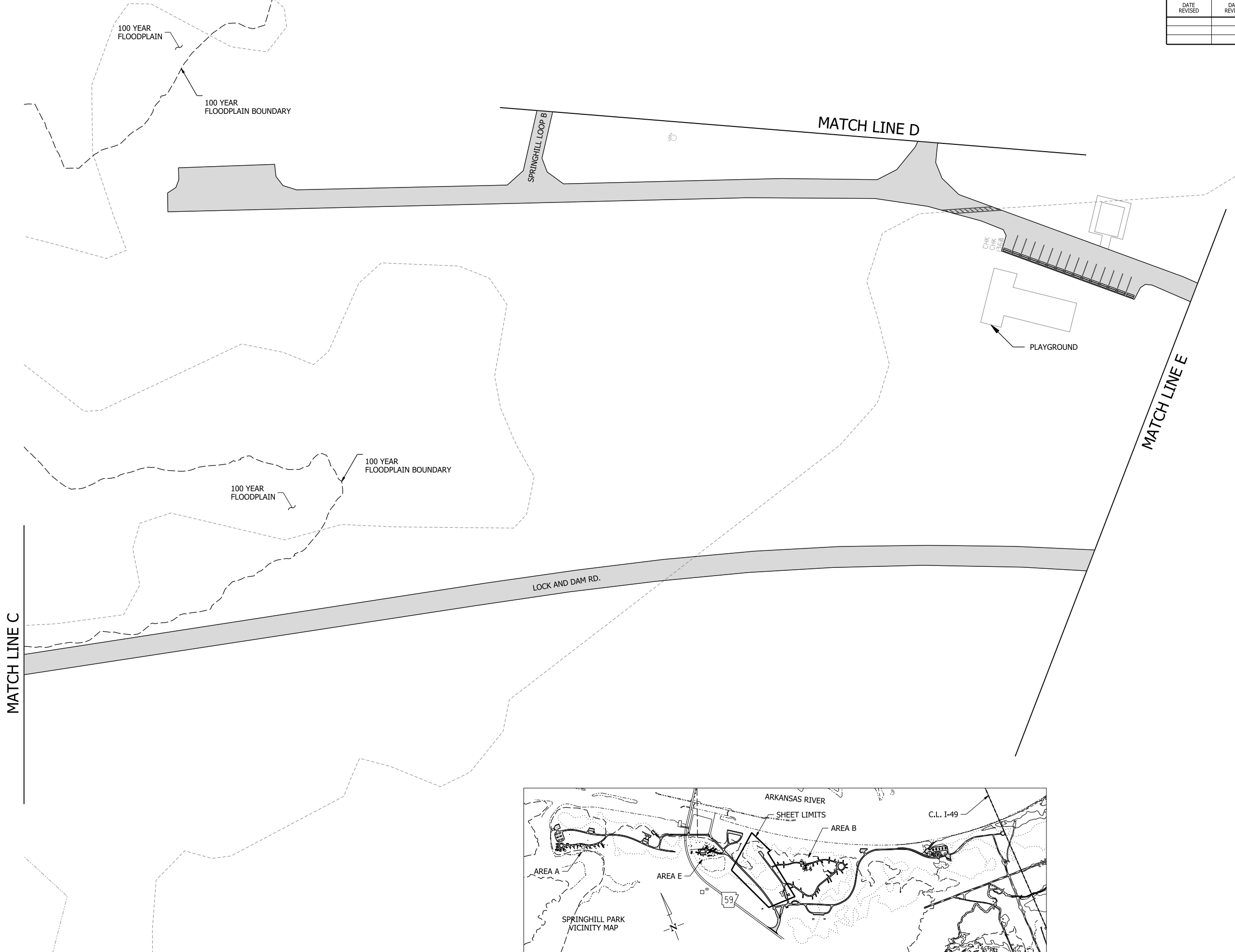
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	202	809
SPRINGHILL PARK DETAILS						



LEGEND

	CONSTRUCTION LIMITS
	DRAINAGE STRUCTURE
	ASPHALT OVERLAY (165 LB/SY)
	MILL AND ASPHALT OVERLAY
	FULL DEPTH PAVEMENT
	CONCRETE WHEELSTOP

- NOTES:**
- 1.5" ASPHALT SURFACE OVERLAY AND TACK COAT TO BE APPLIED OVER EXISTING PAVEMENT WHERE NOTED.
 - ALL EXISTING CONCRETE WHEELSTOPS TO BE REMOVED PRIOR TO PAVING AND REPLACED AFTER PAVING IS COMPLETED.
 - SURVEY AND DOCUMENT THE LOCATION OF ALL EXISTING PAVEMENT MARKINGS AND DELINEATION PRIOR TO PAVING AND RESTORE ALL MARKINGS AND DELINEATION AFTER PAVING THE COMPLETE.

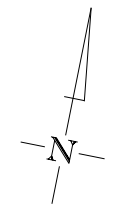
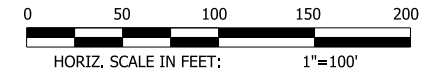
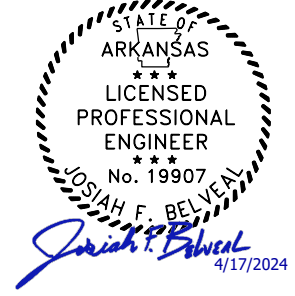


**PAVEMENT PLAN
SPRINGHILL PARK DETAILS**

4/15/2024 6:50:27 PM R040901_16A_SITE_DETAILS_004

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	203	809

SPRINGHILL PARK DETAILS



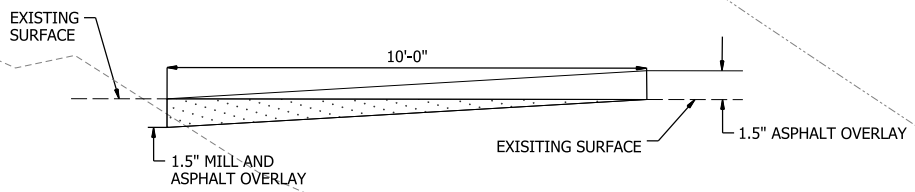
LEGEND

- CONSTRUCTION LIMITS
- DRAINAGE STRUCTURE
- ASPHALT OVERLAY (165 LB/SY)
- MILL AND ASPHALT OVERLAY
- FULL DEPTH PAVEMENT
- CONCRETE WHEELSTOP

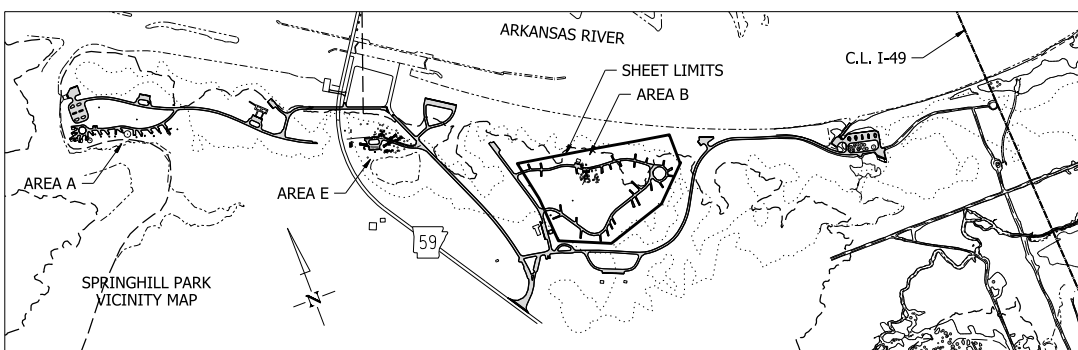
NOTES:

1. 1.5" ASPHALT SURFACE OVERLAY AND TACK COAT TO BE APPLIED OVER EXISTING PAVEMENT WHERE NOTED.
2. ALL EXISTING CONCRETE WHEELSTOPS TO BE REMOVED PRIOR TO PAVING AND REPLACED AFTER PAVING IS COMPLETED.
3. SURVEY AND DOCUMENT THE LOCATION OF ALL EXISTING PAVEMENT MARKINGS AND DELINEATION PRIOR TO PAVING AND RESTORE ALL MARKINGS AND DELINEATION AFTER PAVING THE COMPLETE.
4. SEE SPRINGHILL PARK GRADING PLAN SPECIAL DETAILS FOR EROSION CONTROL DETAILS.

MATCH LINE D

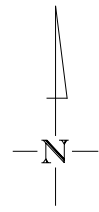
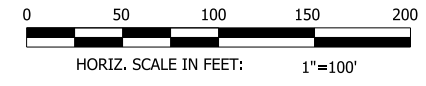
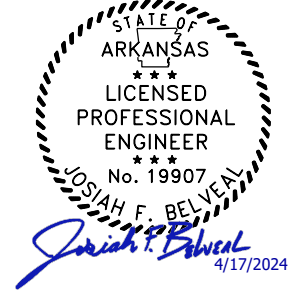


SECTION A-A
TRANSITION MILL ACHM
OVERLAY DETAIL



PAVEMENT PLAN
SPRINGHILL PARK DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	204	809
SPRINGHILL PARK DETAILS						

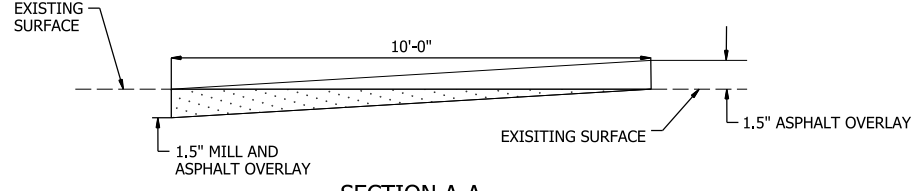
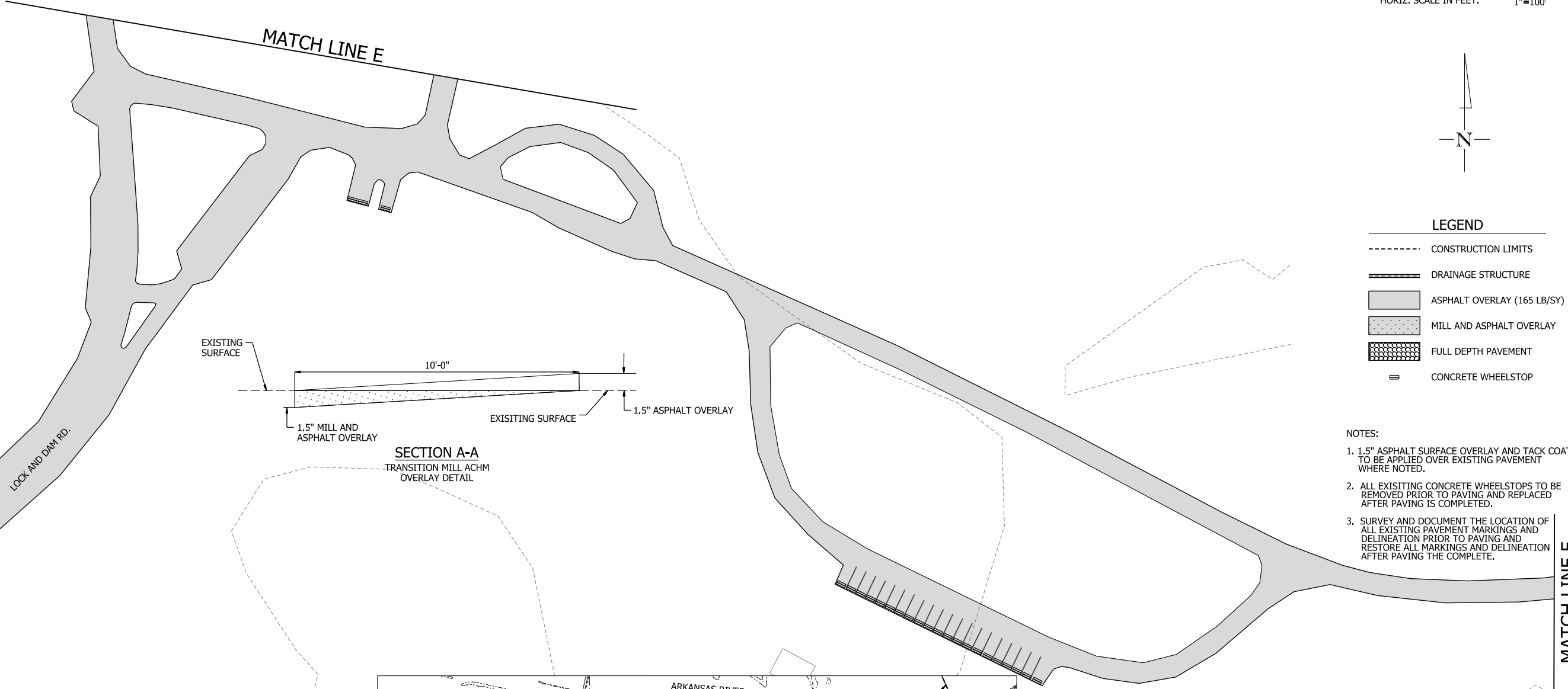


LEGEND

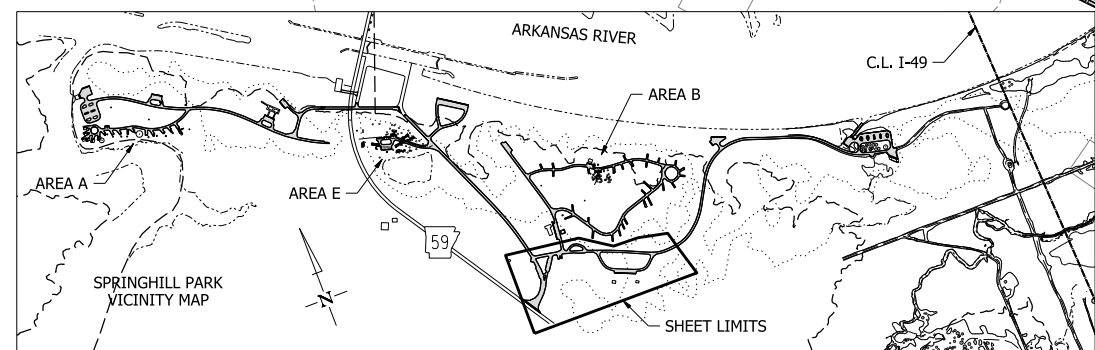
- CONSTRUCTION LIMITS
- DRAINAGE STRUCTURE
- ASPHALT OVERLAY (165 LB/SY)
- MILL AND ASPHALT OVERLAY
- FULL DEPTH PAVEMENT
- CONCRETE WHEELSTOP

- NOTES:**
- 1.5" ASPHALT SURFACE OVERLAY AND TACK COAT TO BE APPLIED OVER EXISTING PAVEMENT WHERE NOTED.
 - ALL EXISTING CONCRETE WHEELSTOPS TO BE REMOVED PRIOR TO PAVING AND REPLACED AFTER PAVING IS COMPLETED.
 - SURVEY AND DOCUMENT THE LOCATION OF ALL EXISTING PAVEMENT MARKINGS AND DELINEATION PRIOR TO PAVING AND RESTORE ALL MARKINGS AND DELINEATION AFTER PAVING THE COMPLETE.

MATCH LINE E

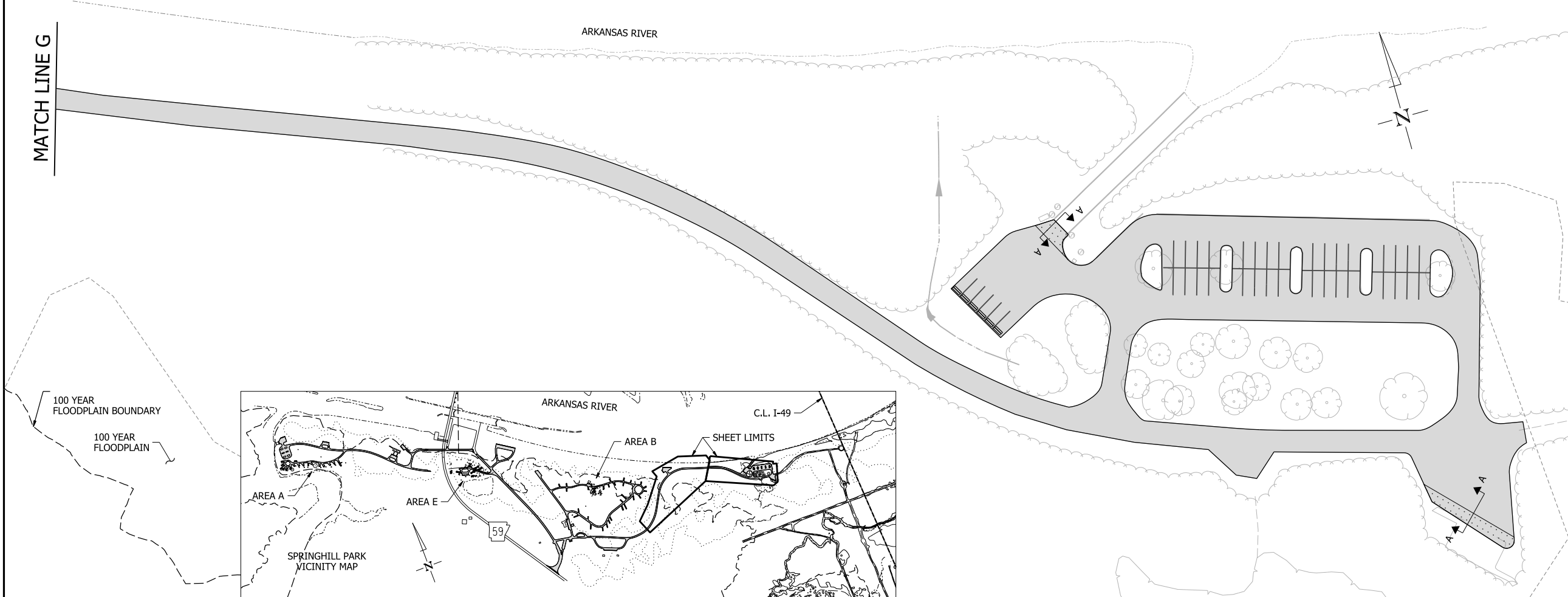
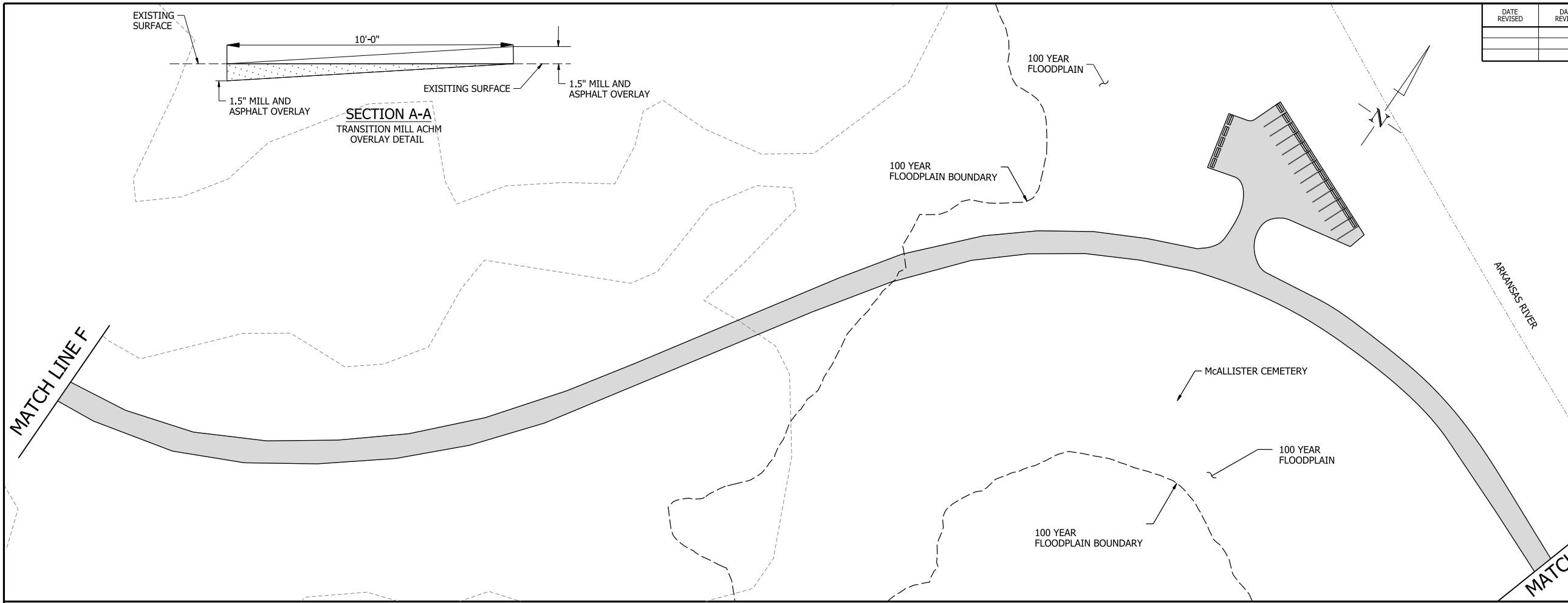
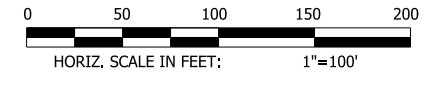
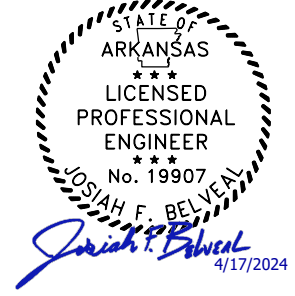


SECTION A-A
TRANSITION MILL ACHM
OVERLAY DETAIL



PAVEMENT PLAN
SPRINGHILL PARK DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	205	809
SPRINGHILL PARK DETAILS						



LEGEND

- CONSTRUCTION LIMITS
- DRAINAGE STRUCTURE
- ASPHALT OVERLAY (165 LB/SY)
- MILL AND ASPHALT OVERLAY
- FULL DEPTH PAVEMENT
- CONCRETE WHEELSTOP

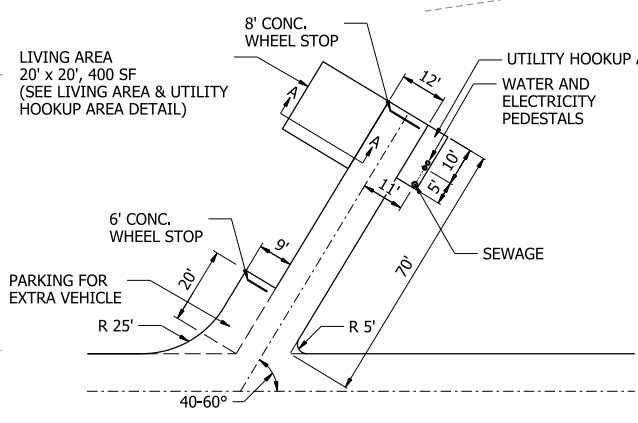
- NOTES:**
- 1.5" ASPHALT SURFACE OVERLAY AND TACK COAT TO BE APPLIED OVER EXISTING PAVEMENT WHERE NOTED.
 - ALL EXISTING CONCRETE WHEELSTOPS TO BE REMOVED PRIOR TO PAVING AND REPLACED AFTER PAVING IS COMPLETED.
 - SURVEY AND DOCUMENT THE LOCATION OF ALL EXISTING PAVEMENT MARKINGS AND DELINEATION PRIOR TO PAVING AND RESTORE ALL MARKINGS AND DELINEATION AFTER PAVING THE COMPLETE.

**PAVEMENT PLAN
SPRINGHILL PARK DETAILS**

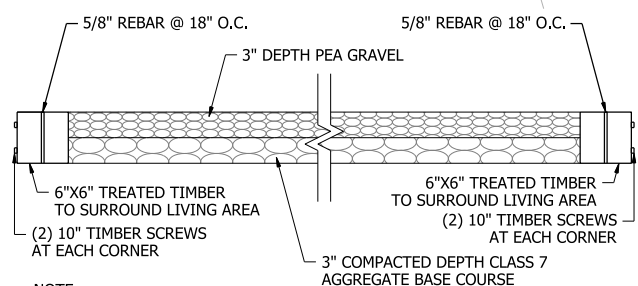
4/15/2024 6:50:41 PM R040901_16A_SITE_DETAILS_007

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	206	809

SPRINGHILL PARK DETAILS



TYPICAL BACK-IN CAMPSITE



NOTE:
ALL ITEMS FOR THE CAMPSITE LIVING AREA & UTILITY HOOKUP AREA SHALL BE CONSIDERED SUBSIDIARY TO SPRINGHILL SITE LANDSCAPING

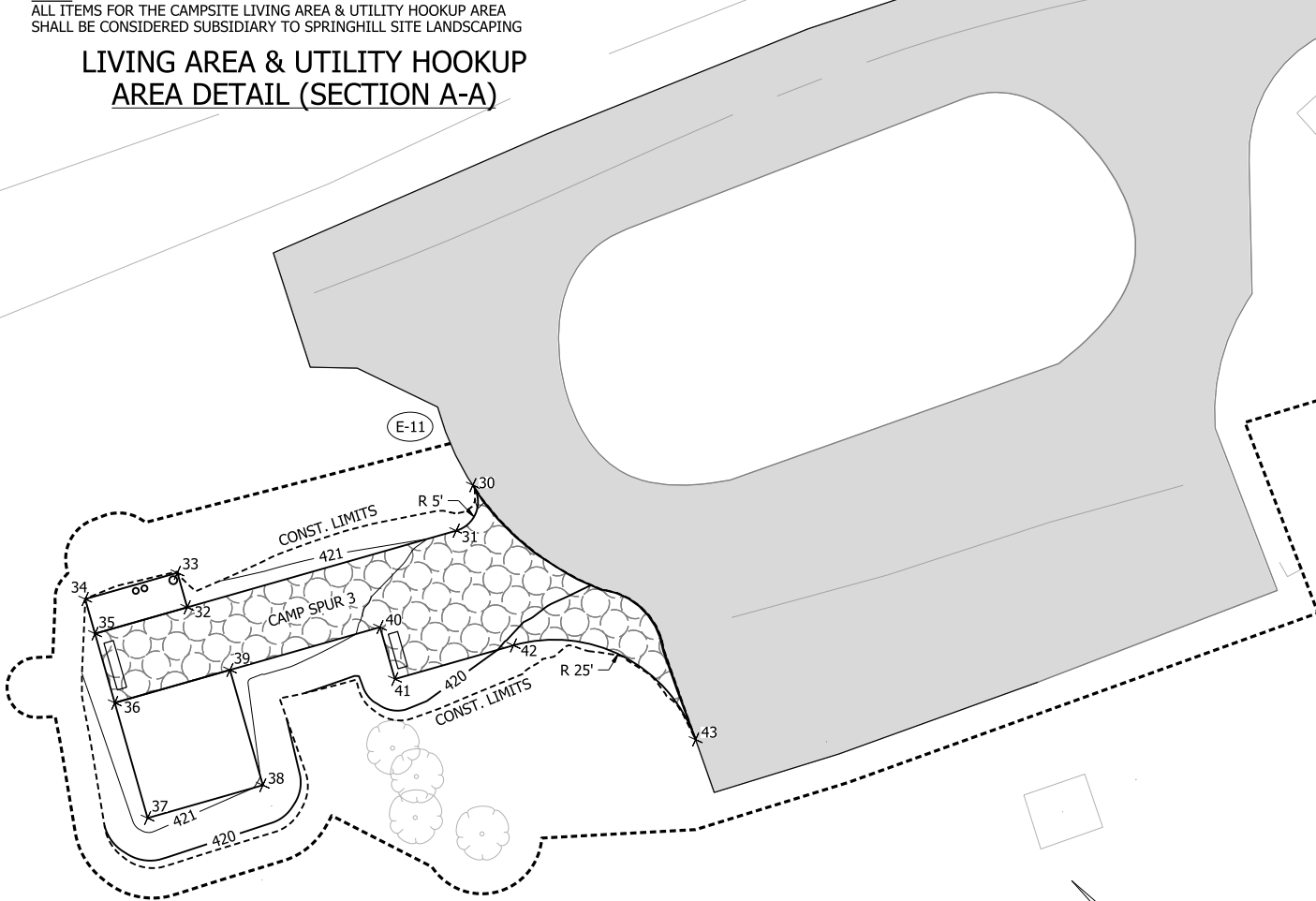
LIVING AREA & UTILITY HOOKUP AREA DETAIL (SECTION A-A)

CAMP SPUR 2
CONSTRUCT BACK-IN CAMPSITE FOR INFORMATION ONLY:
INSTALL
21" x 15" x 46' ARCH PIPE CULVERT
SIDE DRAIN
FL IN = 420.06
FL OUT = 419.35
COMPACTED EMBANKMENT = 30 CU. YDS.

CAMP SPUR 1 INSTALL
CONSTRUCT BACK-IN CAMPSITE FOR INFORMATION ONLY:
21" x 15" x 40' ARCH PIPE CULVERT
SIDE DRAIN
FL IN = 419.19
FL OUT = 418.80
COMPACTED EMBANKMENT = 35 CU. YDS.
UNCLASSIFIED EXCAVATION = 5 CU. YDS.

LT. DITCH GRADING
UNCLASSIFIED EXCAVATION = 65 CU. YDS.

SPRINGHILL LOOP E



LEGEND

- CONSTRUCTION LIMITS
- == DRAINAGE STRUCTURE
- ASPHALT OVERLAY (165 LB/SY)
- FULL DEPTH PAVEMENT
- CONCRETE WHEELSTOP
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-11) SILT FENCE

CAMP SPUR 1

POINT	NORTHING	EASTING	ELEVATION
1	376766.4925	626976.9104	422.00
2	376760.6945	627000.7791	421.54
3	376763.7484	627011.5933	421.28
4	376755.0872	627014.0393	421.29
5	376764.9971	627049.1307	420.80
6	376784.2443	627043.6953	420.40
7	376789.806	627063.3895	420.25
8	376770.5588	627068.825	420.40
9	376759.0104	627072.0863	420.65
10	376753.2363	627073.7169	420.53
11	376748.888	627058.3193	420.65
12	376754.6621	627056.6885	420.77
13	376742.34	627013.0553	421.27
14	376733.9454	627010.9265	421.25

CAMP SPUR 3

POINT	NORTHING	EASTING	ELEVATION
30	376785.3306	626744.9475	418.95
31	376817.3559	626732.8675	419.90
32	376826.4174	626714.3974	420.65
33	376834.5077	626718.3404	420.89
34	376845.944	626694.9606	421.27
35	376827.9782	626686.1725	420.98
36	376836.7663	626668.2067	421.25
37	376836.7663	626668.2067	421.25
38	376865.5116	626682.2676	421.39
39	376870.9013	626684.9041	421.39
40	376863.871	626699.2765	421.26
41	376858.4811	626696.6403	421.32
42	376837.9716	626738.5687	420.94
43	376841.762	626745.7163	421.20

CAMP SPUR 2

POINT	NORTHING	EASTING	ELEVATION
15	376803.1186	626936.1158	422.74
16	376798.2273	626959.7187	422.39
17	376801.7431	626971.1368	421.98
18	376793.1426	626973.7887	421.97
19	376797.0305	626986.3976	421.60
20	376816.1426	626980.5046	421.41
21	376822.1725	627000.0605	420.88
22	376803.0604	627005.9536	421.28
23	376809.9117	627028.157	421.11
24	376798.4445	627031.6928	421.11
25	376792.7109	627033.4611	420.99
26	376787.9955	627018.172	421.11
27	376793.7289	627016.4035	421.23
28	376780.3596	626973.0408	421.96
29	376771.8892	626971.1386	422.12

CAMP SPUR 4

POINT	NORTHING	EASTING	ELEVATION
44	376777.1416	626936.1112	422.31
45	376768.4614	626934.3969	421.82
46	376755.7132	626891.6438	420.63
47	376761.463	626889.929	420.51
48	376756.8911	626874.5964	420.39
49	376751.1412	626876.3107	420.51
50	376739.6415	626879.7397	420.51
51	376742.9587	626890.8644	420.59
52	376723.7926	626896.5794	420.19
53	376729.6403	626916.1906	420.35
54	376748.8064	626910.4757	420.75
55	376748.8064	626910.4757	420.75
56	376743.1599	626923.0355	420.79
57	626947.1813	626947.1813	421.63
58	376744.5683	626971.5004	421.69

EROSION CONTROL NOTES:

- EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
- EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.

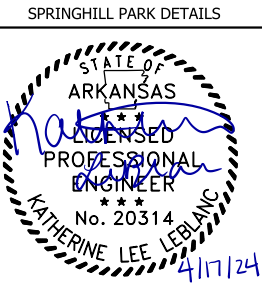
SAND BAG DITCH CHECK	(E-5)	EACH	2
ROCK DITCH CHECK	(E-6)	EACH	2
SILT FENCE	(E-11)	LIN. FT.	1331

NOTES:

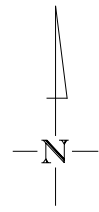
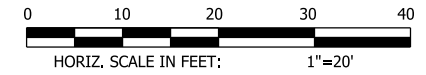
- THE CONTRACTOR IS REQUIRED TO NOTIFY THE ONE CALL CENTER AT 1-800-482-8998 48 HOURS PRIOR TO DIGGING SO THAT UNDERGROUND UTILITIES IN THE AREA CAN BE LOCATED.
- THE LOCATION OF KNOWN SUBSURFACE STRUCTURES, UTILITY PIPING, GAS, FIBER, ETC. ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SITE AND OBTAIN FURTHER INFORMATION ON THE LOCATION OF SUBSURFACE STRUCTURES SHOWN AND NOT SHOWN. ALL REPAIRS TO DAMAGED UNDERGROUND STRUCTURES SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- ALL ITEMS DISTURBED DURING CONSTRUCTION, STREETS, DRIVES, FENCES, ETC. SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST OF REPAIRS IS THE RESPONSIBILITY OF THE CONTRACTOR.
- PAVEMENT DESIGN FOR THE CAMPGROUND SPURS SHALL CONFORM TO ARDOT'S DRIVEWAY PAVEMENT DESIGNS. SEE ARDOT STANDARD DRAWING DR-1.

CAMPSITE AREA E
GRADING PLAN
SPRINGHILL PARK DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	207	809



- EROSION CONTROL NOTES:
1. EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION. DEVICES PLACED IN PREVIOUS STAGES TO REMAIN ARE DISPLAYED HALF-TONED.
 2. EROSION CONTROL MEASURES PLACED IN STAGE 1 SHALL BE RETAINED THROUGHOUT STAGE 2 OR UNTIL FINAL STABILIZATION.



LEGEND

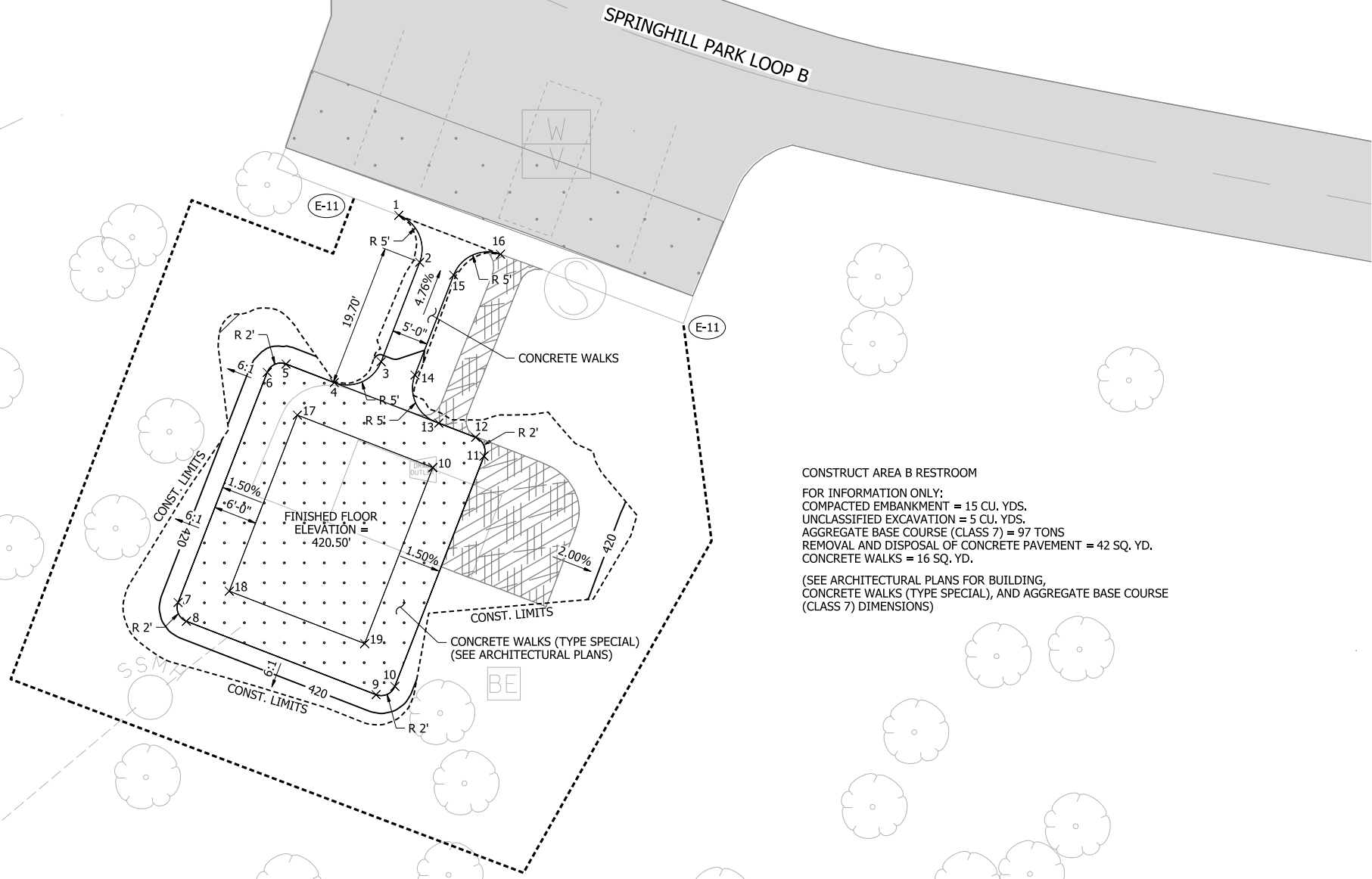
- CONSTRUCTION LIMITS
- ASPHALT OVERLAY (165 LB/SY)
- (E-11) SILT FENCE
- R&D OF PAVEMENT

NOTES:

1. THE CONTRACTOR IS REQUIRED TO NOTIFY THE ONE CALL CENTER AT 1-800-482-8998 48 HOURS PRIOR TO DIGGING SO THAT UNDERGROUND UTILITIES IN THE AREA CAN BE LOCATED.
2. THE LOCATION OF KNOWN SUBSURFACE STRUCTURES, UTILITY PIPING, GAS, FIBER, ETC. ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SITE AND OBTAIN FURTHER INFORMATION ON THE LOCATION OF SUBSURFACE STRUCTURES SHOWN AND NOT SHOWN. ALL REPAIRS TO DAMAGED UNDERGROUND STRUCTURES SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
3. ALL ITEMS DISTURBED DURING CONSTRUCTION, STREETS, DRIVES, FENCES, ETC. SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST OF REPAIRS IS THE RESPONSIBILITY OF THE CONTRACTOR.

SILT FENCE (E-11) LIN. FT. 258

BE

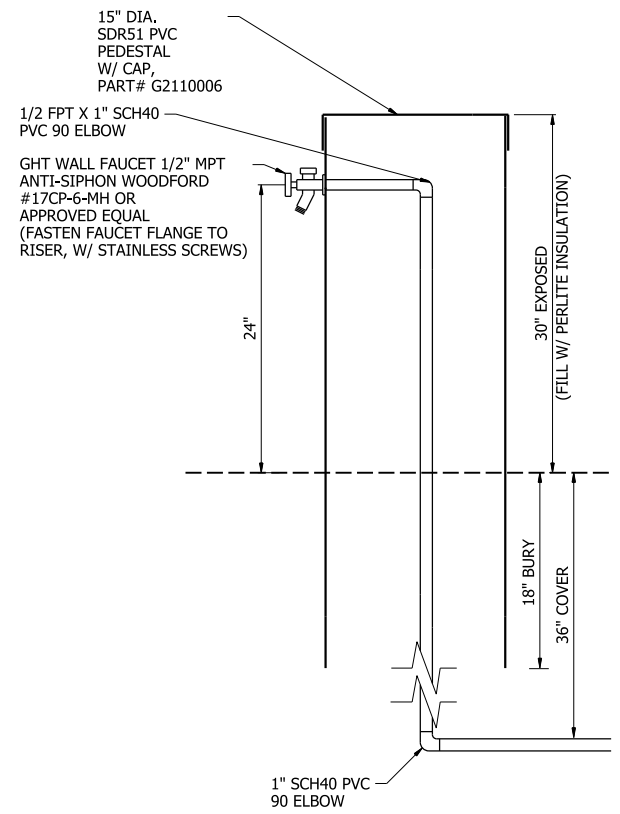


CONSTRUCT AREA B RESTROOM
 FOR INFORMATION ONLY:
 COMPACTED EMBANKMENT = 15 CU. YDS.
 UNCLASSIFIED EXCAVATION = 5 CU. YDS.
 AGGREGATE BASE COURSE (CLASS 7) = 97 TONS
 REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT = 42 SQ. YD.
 CONCRETE WALKS = 16 SQ. YD.
 (SEE ARCHITECTURAL PLANS FOR BUILDING, CONCRETE WALKS (TYPE SPECIAL), AND AGGREGATE BASE COURSE (CLASS 7) DIMENSIONS)

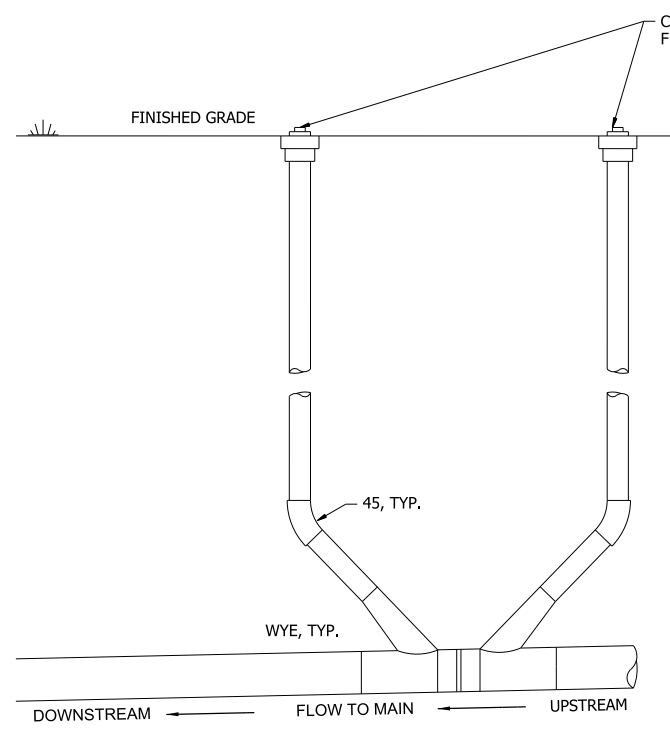
AREA B RESTROOM			
POINT	NORTHING	EASTING	ELEVATION
1	375752.1941	628501.0286	419.27
2	375745.7211	628503.8998	419.47
3	375732.0177	628498.5950	420.17
4	375729.1553	628492.1391	420.41
5	375731.7063	628485.4987	420.41
6	375730.5632	628482.9116	420.41
7	375698.8562	628470.6372	420.41
8	375696.2690	628471.7803	420.41
9	375686.1607	628497.8920	420.41
10	375687.3038	628500.4791	420.41
11	375719.0108	628512.7535	420.41
12	375721.5980	628511.6104	420.41
13	375723.5653	628506.5283	420.41
14	375730.1955	628503.2512	420.17
15	375743.9562	628508.5782	419.47
16	375746.8192	628515.0326	419.29
17	375724.6669	628487.0629	420.50
18	375700.4203	628477.6766	420.50
19	375693.2001	628496.3278	420.50
20	375717.4466	628505.7141	420.50

RESTROOM AREA B
 GRADING PLAN
 SPRINGHILL PARK DETAILS

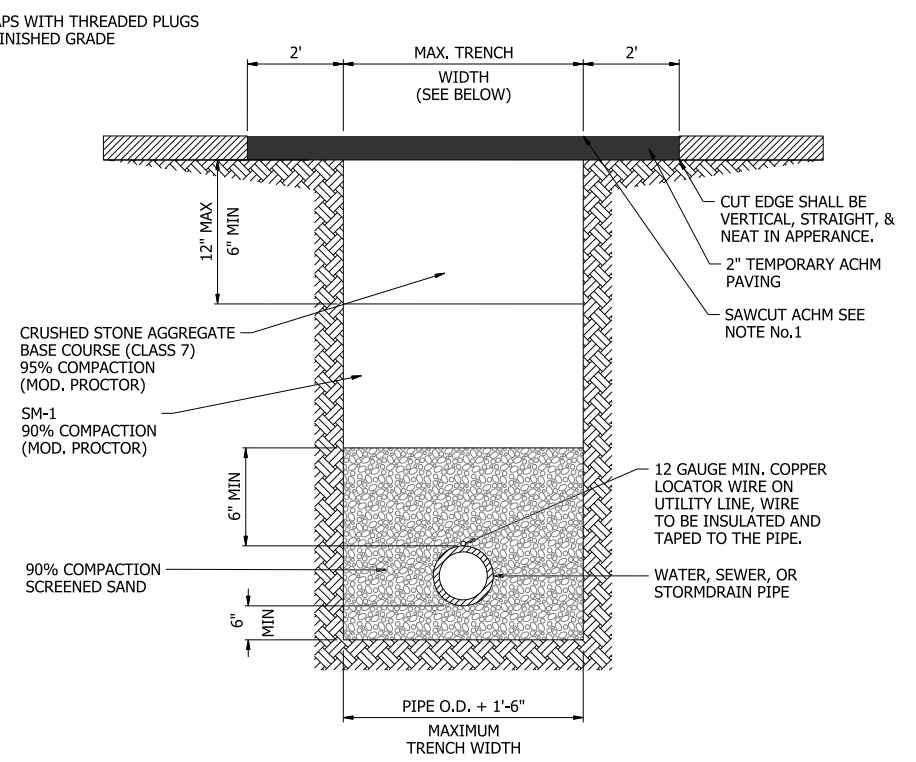
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	209	809
SPRINGHILL PARK DETAILS						



WATER FAUCET PEDESTAL
N.T.S.



DUAL CLEANOUT
N.T.S.



TEMPORARY TRENCH REPAIR
N.T.S.

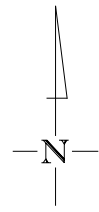
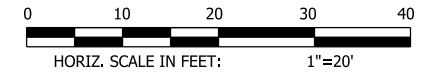
- NOTES:
1. WHEN A TEMPORARY PATCH IS USED, THE INITIAL WIDTH OF THE SAWCUT SHALL BE NO GREATER THAN THAT NECESSARY TO CONDUCT THE EXCAVATION.
 2. THE FINISHED SURFACE OF THE TEMPORARY PATCH SHALL, IN ALL CASES, BE LEVEL WITH, OR NO GREATER THAN 1/2 INCH ABOVE THE ADJACENT GRADE OF THE EXISTING STREET.
 3. A TEMPORARY PATCH WILL BE MONITORED ON A DAILY BASIS AND SHALL BE IMMEDIATELY RESTORED TO STANDARD AS IT COMPACTS.
 4. IN NO CASE SHALL, A TEMPORARY PATCH BE LEFT WITHOUT PERMANENT REPAIR FOR MORE THAN 30 CALENDAR DAYS. THE PERIOD OF THE TEMPORARY PATCH MAY BE REDUCED AS DETERMINED BY THE CITY ENGINEER. SUCH AS IN THE CASE OF ARTERIAL STREETS OR THOSE SERVING HIGH TRAFFIC VOLUMES.
 5. No. 12 AWG LOCATOR WIRE IS REQUIRED ON ALL WATER MAINS AND SERVICES, TAPED TO TOP OF PIPE (AND SEWER FORCE MAINS).

WATER & SANITARY COORDINATES

POINT	NORTHING	EASTING
101	376790.7193	627023.6106
102	376751.4809	627063.8215
103	376747.2905	627068.1158
104	376684.3240	627009.9490
105	376758.7903	626884.4652
106	376748.6119	626895.4834
107	376770.9780	626916.1446
108	376865.6090	626693.4476
109	376870.3383	626688.8392
110	376750.1220	627059.0097
111	376761.7362	627029.8823
112	376789.2457	627018.8326
113	376789.0204	627001.8636
114	376760.2190	626889.2567
115	376822.6885	626950.0884
116	376839.6576	626949.8630
117	376865.3613	626923.4673
118	376884.2044	626876.2102
119	376863.4120	626697.9390
120	376860.9427	626674.4456

4/15/2024 6:50:55 PM R040901_16A_SITE_DETAILS_011.dgn

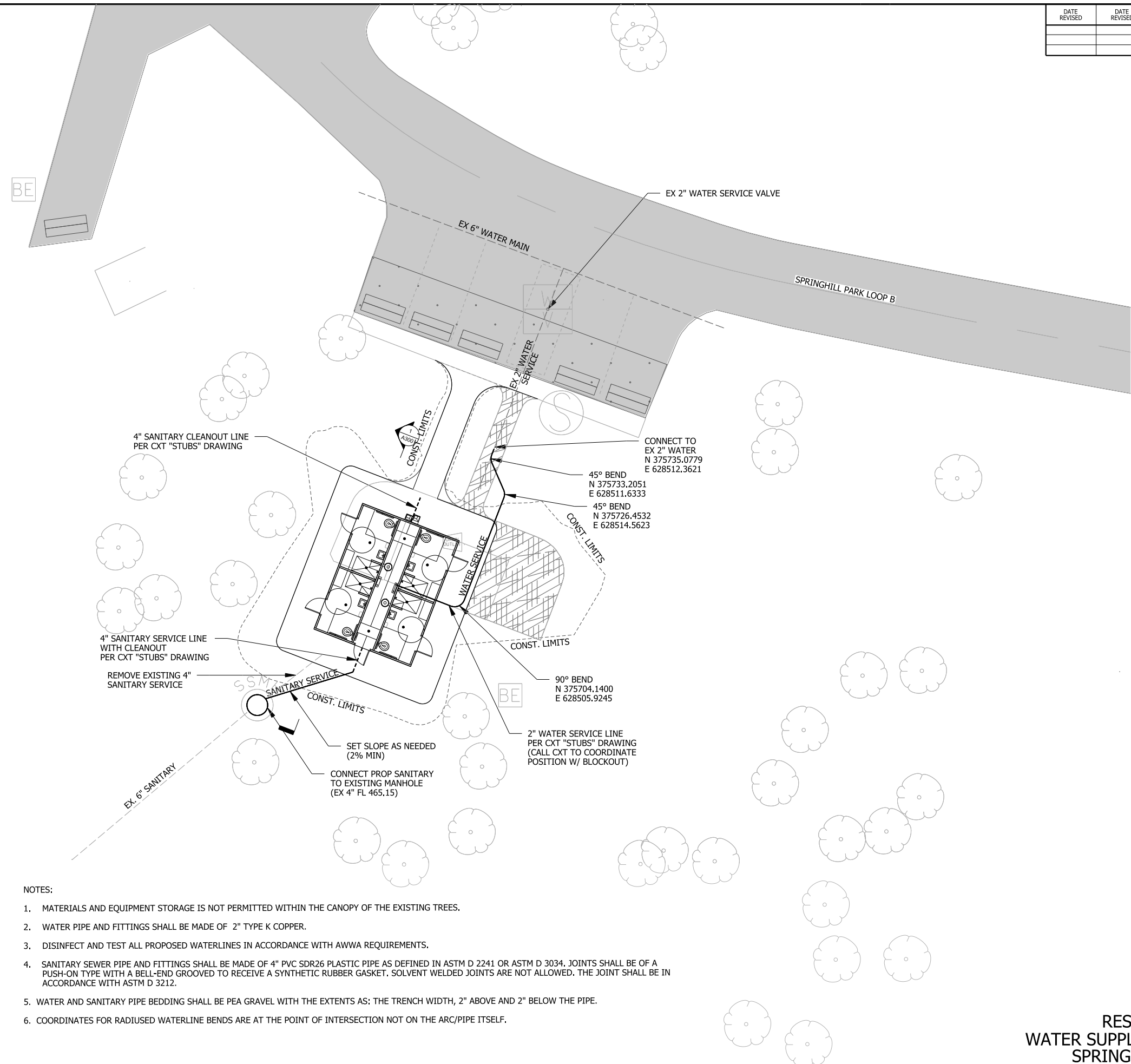
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	210	809
SPRINGHILL PARK DETAILS						



LEGEND

- CONSTRUCTION LIMITS
- ===== DRAINAGE STRUCTURE
- SAWCUT
- ASPHALT OVERLAY (165 LB/SY)
- MILL AND ASPHALT OVERLAY
- FULL DEPTH PAVEMENT
- CONCRETE WHEELSTOP

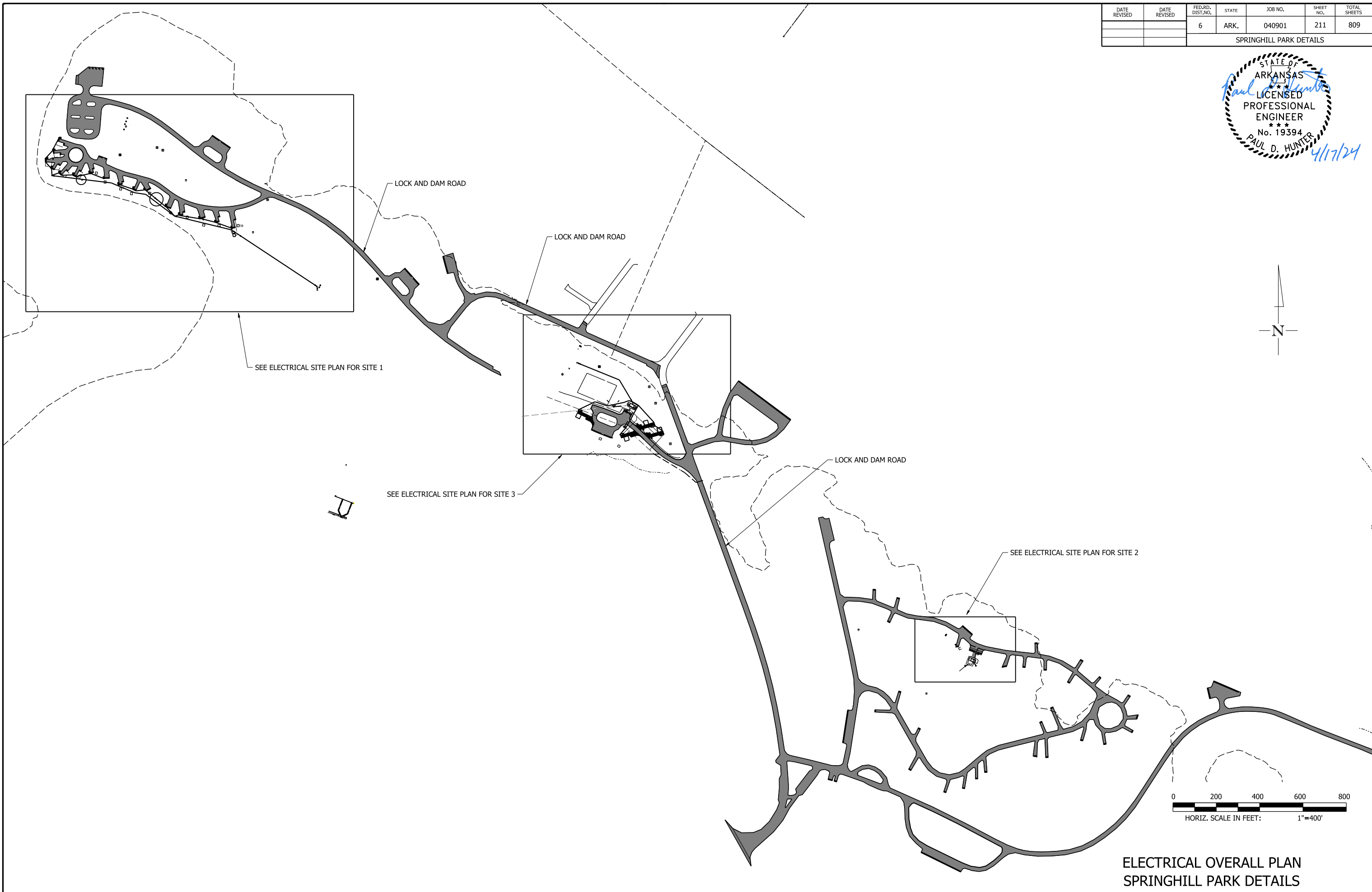
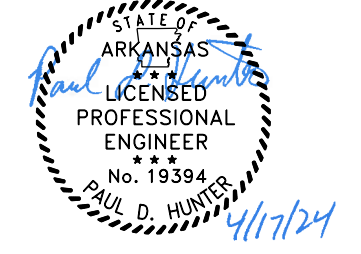
- NOTES:**
1. THE CONTRACTOR IS REQUIRED TO NOTIFY THE ONE CALL CENTER AT 1-800-482-8998 48 HOURS PRIOR TO DIGGING SO THAT UNDERGROUND UTILITIES IN THE AREA CAN BE LOCATED.
 2. THE LOCATION OF KNOWN SUBSURFACE STRUCTURES, UTILITY PIPING, GAS, FIBER, ETC. ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SITE AND OBTAIN FURTHER INFORMATION ON THE LOCATION OF SUBSURFACE STRUCTURES SHOWN AND NOT SHOWN. ALL REPAIRS TO DAMAGED UNDERGROUND STRUCTURES SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
 3. ALL ITEMS DISTURBED DURING CONSTRUCTION, STREETS, DRIVES, FENCES, ETC. SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST OF REPAIRS IS THE RESPONSIBILITY OF THE CONTRACTOR.



- NOTES:**
1. MATERIALS AND EQUIPMENT STORAGE IS NOT PERMITTED WITHIN THE CANOPY OF THE EXISTING TREES.
 2. WATER PIPE AND FITTINGS SHALL BE MADE OF 2" TYPE K COPPER.
 3. DISINFECT AND TEST ALL PROPOSED WATERLINES IN ACCORDANCE WITH AWWA REQUIREMENTS.
 4. SANITARY SEWER PIPE AND FITTINGS SHALL BE MADE OF 4" PVC SDR26 PLASTIC PIPE AS DEFINED IN ASTM D 2241 OR ASTM D 3034. JOINTS SHALL BE OF A PUSH-ON TYPE WITH A BELL-END GROOVED TO RECEIVE A SYNTHETIC RUBBER GASKET. SOLVENT WELDED JOINTS ARE NOT ALLOWED. THE JOINT SHALL BE IN ACCORDANCE WITH ASTM D 3212.
 5. WATER AND SANITARY PIPE BEDDING SHALL BE PEA GRAVEL WITH THE EXTENTS AS: THE TRENCH WIDTH, 2" ABOVE AND 2" BELOW THE PIPE.
 6. COORDINATES FOR RADIUSED WATERLINE BENDS ARE AT THE POINT OF INTERSECTION NOT ON THE ARC/PIPE ITSELF.

**RESTROOM AREA B
WATER SUPPLY AND SANITARY SEWER
SPRINGHILL PARK DETAILS**

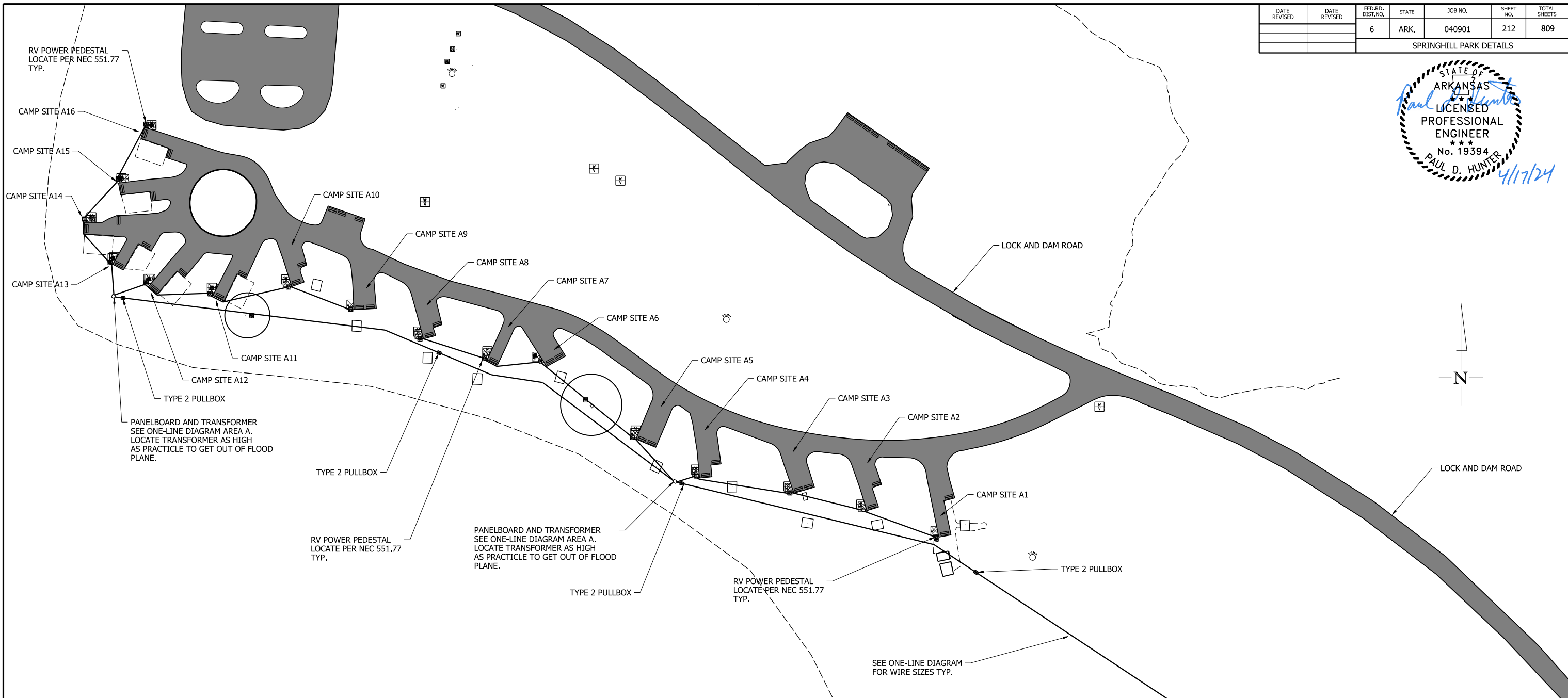
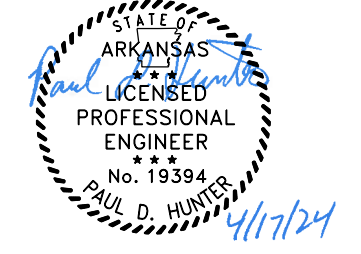
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	211	809
SPRINGHILL PARK DETAILS						



4/15/2024 6:51:02 PM
 R040901_16A_ELECTRICAL_SITE_PLAN_013.dgn

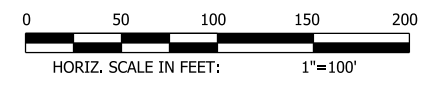
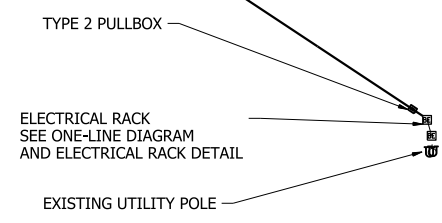
ELECTRICAL OVERALL PLAN
 SPRINGHILL PARK DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	212	809
SPRINGHILL PARK DETAILS						



ELECTRICAL SITE PLAN - SITE 1

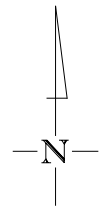
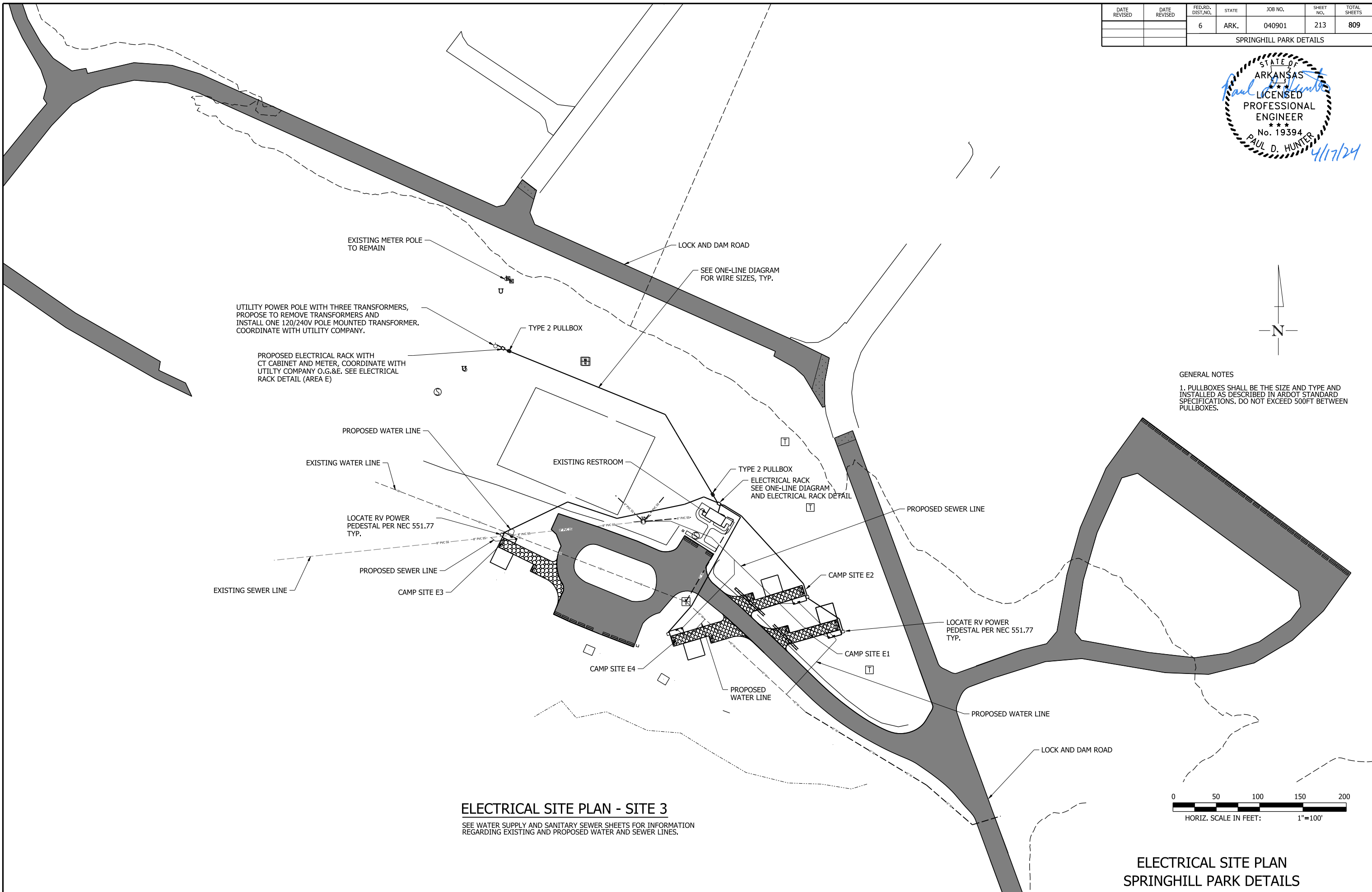
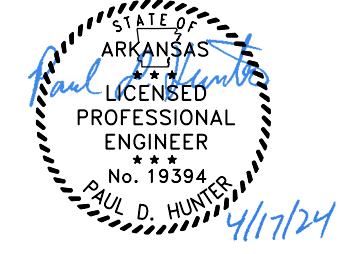
- GENERAL NOTES**
1. REMOVE EXISTING 30 AMP POWER PEDESTALS, TRANSFORMERS, PANELBOARDS, AND SERVICE DISCONNECTS.
 2. INSTALL NEW DIRECT BURIED CONDUITS.
 3. SEE ONE-LINE DIAGRAM, ELECTRICAL RACK, AND ELECTRICAL RACK AREA A DETAILS.
 4. PULLBOXES SHALL BE THE SIZE AND TYPE AND INSTALLED AS DESCRIBED IN ARDOT STANDARD SPECIFICATIONS. DO NOT EXCEED 500FT BETWEEN PULLBOXES.



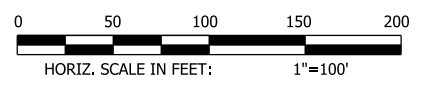
**ELECTRICAL SITE PLAN
SPRINGHILL PARK DETAILS**

4/15/2024 6:51:05 PM R040901_16A_ELECTRICAL_SITE_PLAN_014.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	213	809
SPRINGHILL PARK DETAILS						



GENERAL NOTES
 1. PULLBOXES SHALL BE THE SIZE AND TYPE AND INSTALLED AS DESCRIBED IN ARDOT STANDARD SPECIFICATIONS. DO NOT EXCEED 500FT BETWEEN PULLBOXES.



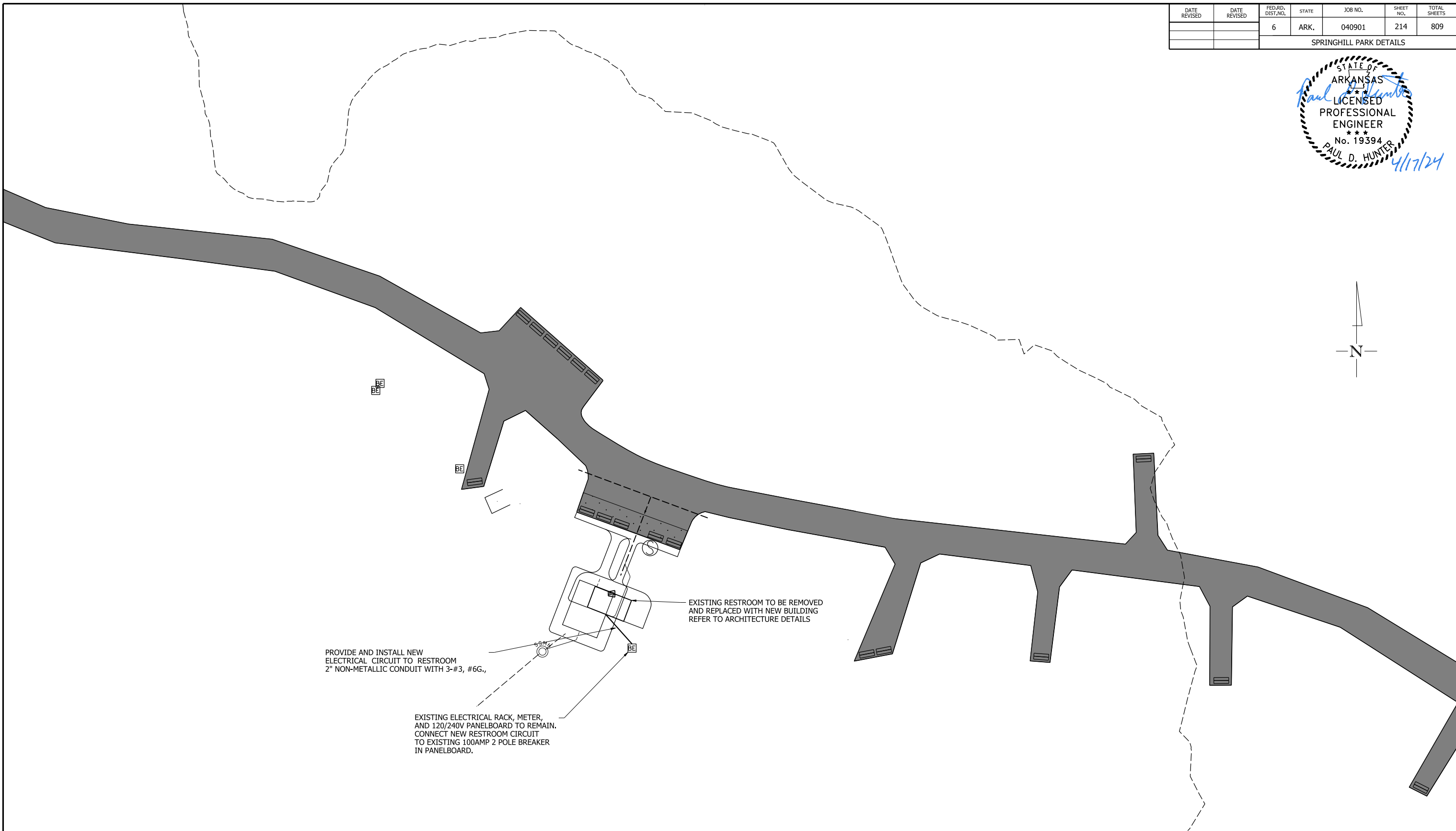
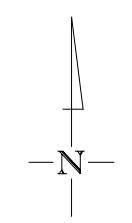
ELECTRICAL SITE PLAN - SITE 3

SEE WATER SUPPLY AND SANITARY SEWER SHEETS FOR INFORMATION REGARDING EXISTING AND PROPOSED WATER AND SEWER LINES.

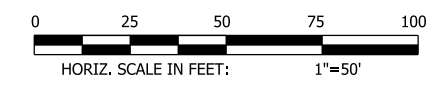
**ELECTRICAL SITE PLAN
 SPRINGHILL PARK DETAILS**

4/15/2024 6:51:08 PM R040901_16A_ELECTRICAL_SITE_PLAN_015.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	214	809
SPRINGHILL PARK DETAILS						



ELECTRICAL SITE PLAN - SITE 2

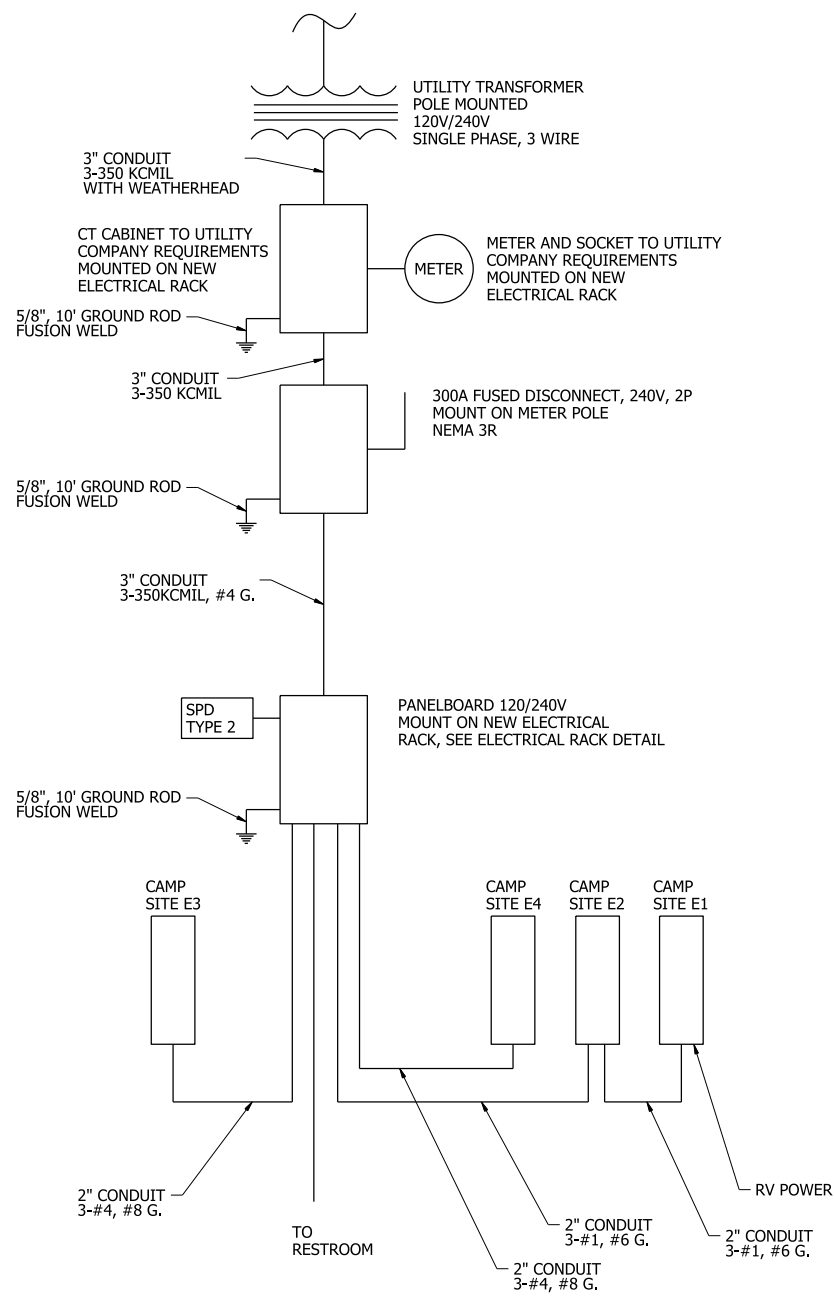
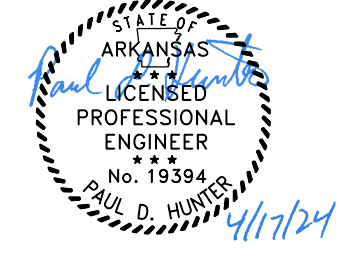


**ELECTRICAL SITE PLAN
 SPRINGHILL PARK DETAILS**

4/15/2024 6:51:11 PM
 R040901_16A_ELECTRICAL_SITE_PLAN_016.dgn

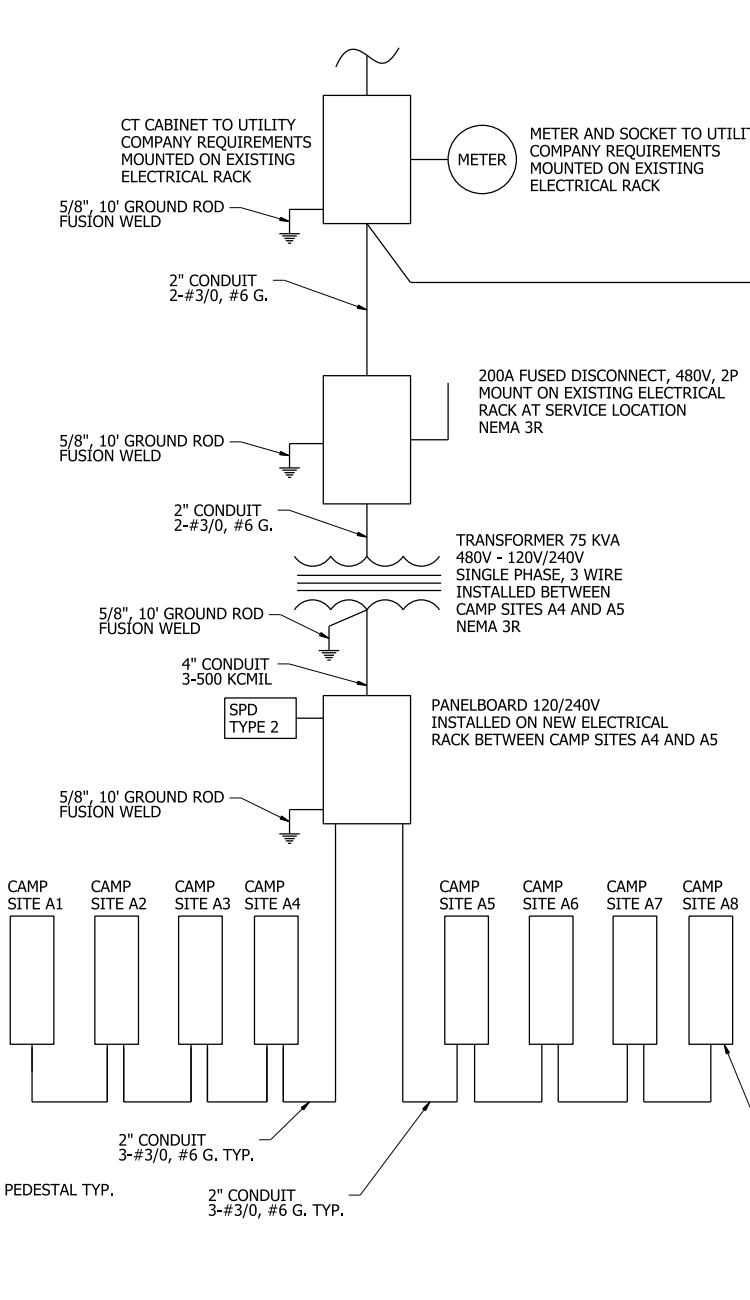
SMM

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	215	809
SPRINGHILL PARK DETAILS						



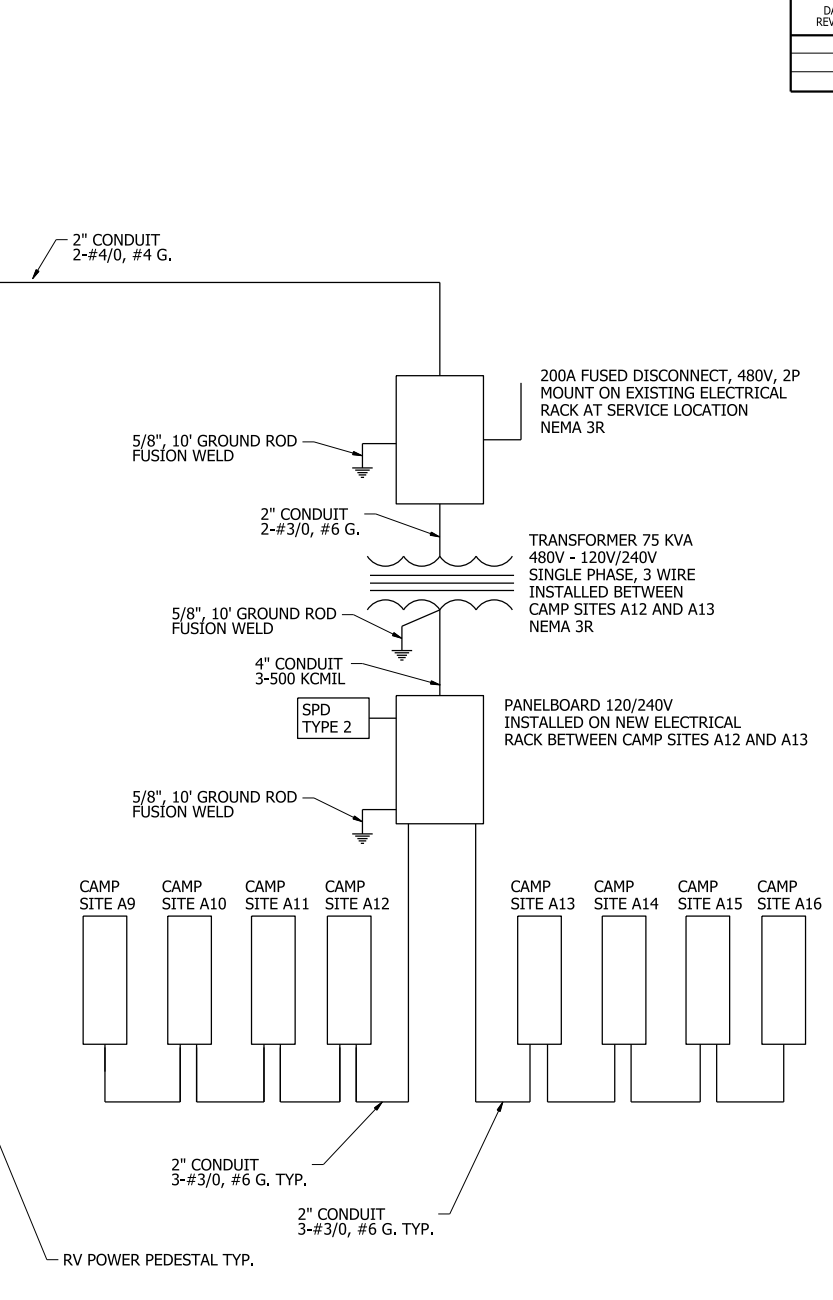
ONE-LINE DIAGRAM FOR SITE 3

CONDUIT NOTES:
 1. CONDUIT ON UTILITY POLE AND ABOVE GROUND SHALL BE GALVANIZED STEEL CONDUIT.
 2. CONDUIT UNDERGROUND SHALL BE NON-METALLIC CONDUIT.



ONE-LINE DIAGRAM FOR SITE 1

CONDUIT NOTES:
 1. CONDUIT ON UTILITY POLE AND ABOVE GROUND SHALL BE GALVANIZED STEEL CONDUIT.
 2. CONDUIT UNDERGROUND SHALL BE NON-METALLIC CONDUIT.



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	216	809
SPRINGHILL PARK DETAILS						

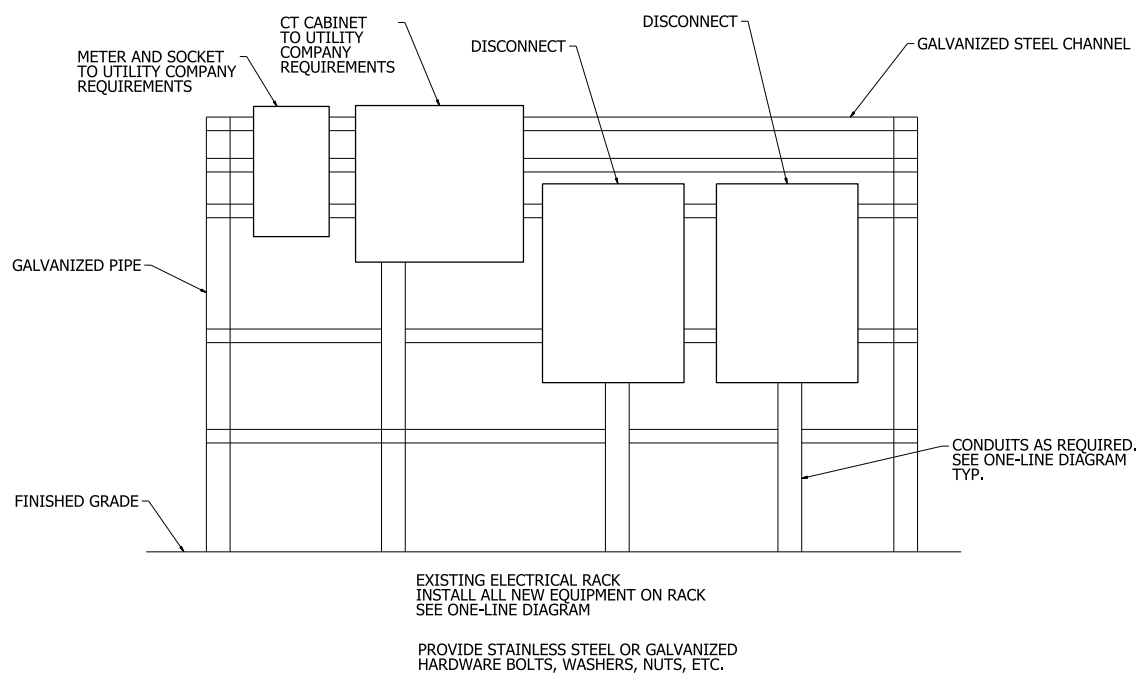


DESIGNATION: AREA A (TWO PANELS REQUIRED)									
VOLTAGE: 120/240, SINGLE PHASE					MAIN BREAKER: 400				
MOUNTING: SURFACE-NEMA 3R					PANEL BUS: 400				
CIRCUIT ID	CONN. WATTS	BKR		CKT NO.	BKR		CONN. WATTS	CIRCUIT ID	
		AMP	POLE		AMP	POLE			
CAMP SITES 1,2,3,4 *	18000	200	/	1 2	200	/	18000	CAMP SITE 5,6,7,8 **	
"	18000	/	/	3 4	/	/	18000	"	
SPARE		70	/	5 6	70	/		SPARE	
"		/	/	7 8	/	/		"	
SPARE		70	/	9 10	70	/		SPARE	
"		/	/	11 12	/	/		"	
SPARE		70	/	13 14	70	/		SPARE	
"		/	/	15 16	/	/		"	
		/	/	17 18	/	/			
		/	/	19 20	/	/			
		/	/	21 22	/	/			
		/	/	23 24	/	/			
		/	/	25 26	/	/			
		/	/	27 28	/	/			
SURGE PROTECTION DEVICE	5	30	/	29 30	/	/			
"SPD"	5	/	/	31 32	/	/			
TOTAL PHASE A LOAD = 36005 VA = 300 AMPS									
TOTAL PHASE B LOAD = 36005 VA = 300 AMPS									

* NOTE: CAMP SITES 9, 10, 11, AND 12 FOR PANELBOARD NOT SHOWN
 ** NOTE: CAMP SITES 13, 14, 15, AND 16 FOR PANELBOARD NOT SHOWN

DESIGNATION: AREA E									
VOLTAGE: 120/240, SINGLE PHASE					MAIN BREAKER: 300				
MOUNTING: SURFACE-NEMA 3R					PANEL BUS: 400				
CIRCUIT ID	CONN. WATTS	BKR		CKT NO.	BKR		CONN. WATTS	CIRCUIT ID	
		AMP	POLE		AMP	POLE			
CAMP SITES 1 & 2	12000	120	/	1 2	100	/	9600	RESTROOM	
"	12000	/	/	3 4	/	/	9600	"	
CAMP SITES 3	6000	70	/	5 6	100	/		SPARE	
"	6000	/	/	7 8	/	/		"	
CAMP SITE 4	6000	70	/	9 10	120	/		SPARE	
"	6000	/	/	11 12	/	/		"	
SPARE		70	/	13 14	70	/		SPARE	
"		/	/	15 16	/	/		"	
		/	/	17 18	/	/			
		/	/	19 20	/	/			
		/	/	21 22	/	/			
		/	/	23 24	/	/			
		/	/	25 26	/	/			
		/	/	27 28	/	/			
		/	/	29 30	/	/			
		/	/	31 32	/	/			
		/	/	33 34	/	/			
		/	/	35 36	/	/			
		/	/	37 38	/	/			
SURGE PROTECTION DEVICE	5	30	/	39 40	/	/			
"SPD"	5	/	/	41 42	/	/			
TOTAL PHASE A LOAD = 33605 VA = 280 AMPS									
TOTAL PHASE B LOAD = 33605 VA = 280 AMPS									

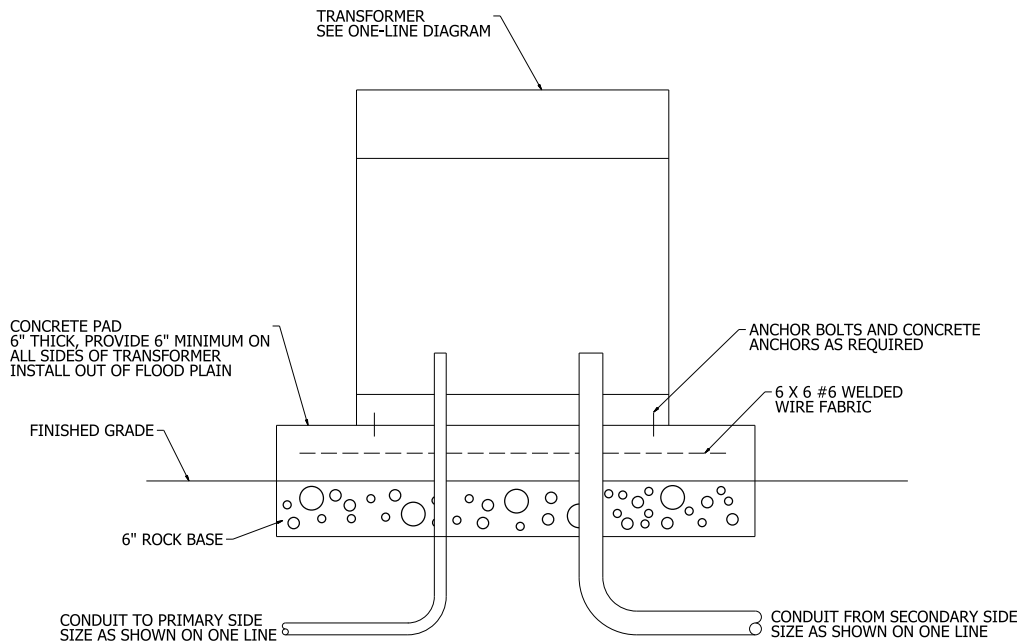
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	217	809
SPRINGHILL PARK DETAILS						



ELECTRICAL RACK - SITE 1

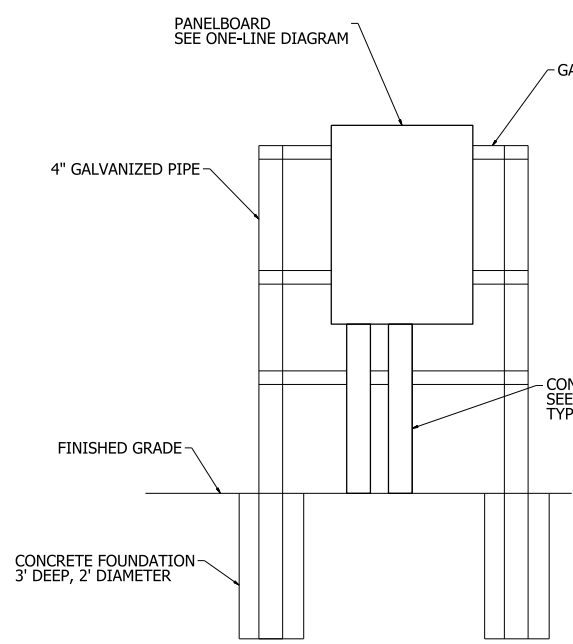
EXISTING ELECTRICAL RACK
INSTALL ALL NEW EQUIPMENT ON RACK
SEE ONE-LINE DIAGRAM

PROVIDE STAINLESS STEEL OR GALVANIZED
HARDWARE BOLTS, WASHERS, NUTS, ETC.



TRANSFORMER PAD

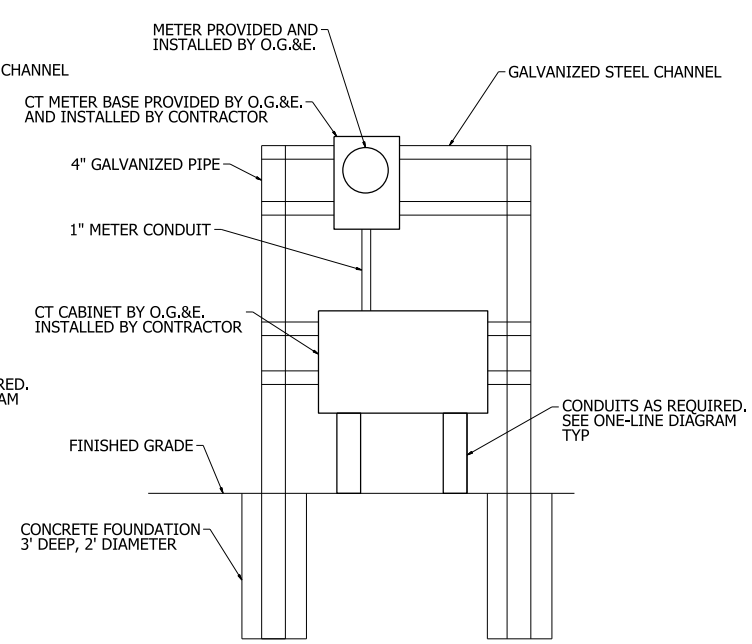
NOTE: TWO TRANSFORMERS AND PADS REQUIRED FOR SITE 1



ELECTRICAL RACK

SITE 1 - TWO RACKS REQUIRED
SITE 3 - ONE RACK REQUIRED

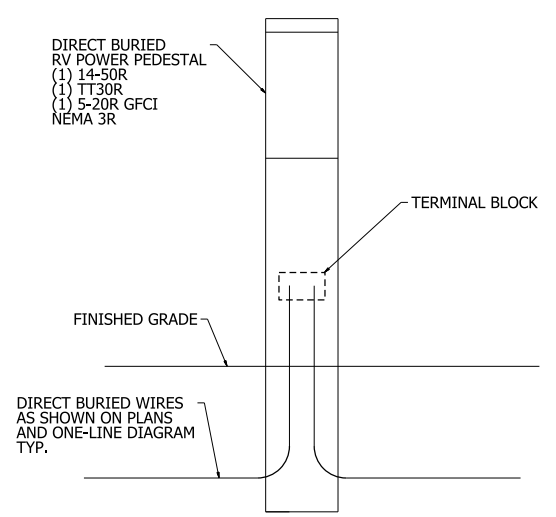
PROVIDE STAINLESS STEEL OR GALVANIZED
HARDWARE BOLTS, WASHERS, NUTS, ETC.



ELECTRICAL RACK

SITE 3 - ONE RACK REQUIRED

PROVIDE STAINLESS STEEL OR GALVANIZED
HARDWARE BOLTS, WASHERS, NUTS, ETC.



RV POWER PEDESTAL

SITE 1 - 16 PEDESTALS REQUIRED
SITE 3 - 4 PEDESTALS REQUIRED

PROVIDE STAINLESS STEEL OR GALVANIZED
HARDWARE BOLTS, WASHERS, NUTS, ETC.

4/17/2024 10:23:17 AM R040901_16A_ELECTRICAL_DETAILS_019.dgn

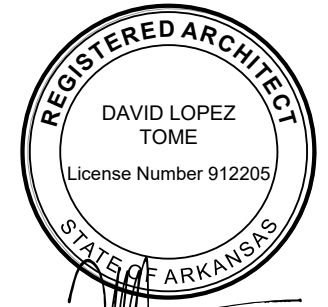
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901		
ARCHITECTURE DETAILS - A01						

GENERAL NOTES

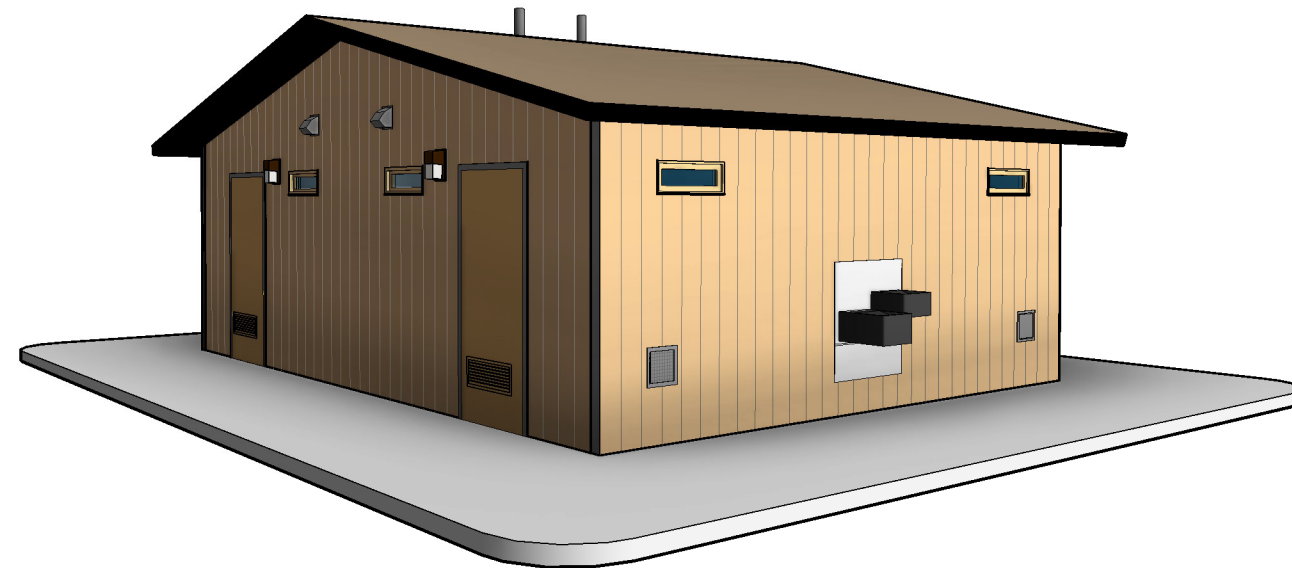
- LOCATIONS AND SIZE OF CEILING AND WALL ACCESS PANELS SHALL BE DETERMINED BY POSITION OF VALVES AND OTHER MECHANICAL AND ELECTRICAL ITEMS WHICH REQUIRE ACCESS. THE CONTRACTOR SHALL COORDINATE WITH ALL TRADES. THE ARCHITECT SHALL REVIEW AND APPROVE ALL FINAL LOCATIONS OF ACCESS PANELS PRIOR TO INSTALLATION.
- THE CONTRACTOR IS RESPONSIBLE FOR PRODUCING WEATHER TIGHT CONSTRUCTION.
- CONTRACTOR SHALL INVESTIGATE, VERIFY, AND COORDINATE NEW WORK WITH EXISTING CONDITIONS AND NEW DIMENSIONS OF THE PROJECT AND CONFIRM SUCH TO BE APPROPRIATE AND COMPATIBLE WITH NEW CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCY FOR CLARIFICATION OR ABOUT ANY CONDITION REQUIRING MODIFICATION OR CHANGE BEFORE PROCEEDING WITH THE WORK.
- ALL FINISH COLORS, TEXTURE, AND PATTERNS TO BE SELECTED BY THE ARCHITECT AND APPROVED PRIOR TO INSTALLATION.
- DIMENSIONS NOTED ARE FROM GRIDS TO FINISHED FACE OF MATERIAL UNLESS OTHERWISE NOTED. GENERALLY, MASONRY, STANDARD STEEL PIPE, AND LUMBER ARE INDICATED AS NOMINAL DIMENSIONS.
- ANY PIPE OR CONDUIT PENETRATION THROUGH EXTERIOR CONSTRUCTION SHALL BE SEALED AT BOTH SIDES FOR A WATERTIGHT CONDITION.
- ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF THE "LOCAL BUILDING CODE" (UNLESS MORE STRINGENT REQUIREMENTS ARE REQUIRED).
- HIERARCHY FOR CONFLICTS SHALL BE SPECIFICATIONS, LARGER TO SMALLER SCALE DRAWINGS. NOTIFY ARCHITECT IN WRITING OF ANY PERCEIVED CONFLICTS BEFORE COMMENCING WITH THE WORK.
- WATERPROOFING AND SEALANT INSTALLERS TO VERIFY IN WRITING COMPATIBILITY OF RESPECTIVE PRODUCTS TO BE INSTALLED WITH ADJACENT PRODUCTS.
- ALL NOTATIONS REFERRING TO FINISH FLOOR ARE TAKEN FROM THE FINAL FINISH FLOOR MATERIAL NOT FROM THE STRUCTURAL SLAB.
- PATCH ALL EXISTING PIPE/CONDUIT PENETRATIONS TO MATCH ADJACENT SLABS.
- ALL EXTERIOR MISC. METALS TO BE GALVANIZED AND PAINTED.
- ALL WORK TO BE PAID FOR UNDER LUMP SUM ITEM 904009 - RESTROOM BUILDING

PROJECT SHEET LIST			
SHEET NUMBER	SHEET NAME	90% CONSTRUCTION DOCUMENTS - 01/25/24	100% CONSTRUCTION DOCUMENTS - 05/01/24

A01	GENERAL INFORMATION & SHEET LIST	X	X
A02	CODE SUMMARY	X	X
A03	ADA DIAGRAMS	X	X
A04	ARCHITECTURAL SYMBOLS	X	X
A10	SITE PLAN & DEMO PLAN	X	X
A20	LEVEL 01 OVERALL PLAN	X	X
A30	BUILDING ELEVATIONS	X	X
A40	BUILDING SECTION	X	X
A50	LEVEL 01 ENLARGED PLAN	X	X
A60	INTERIOR ELEVATIONS	X	X



05.01.2024



ARDOT I-49 SPRINGHILL RESTROOM - AREA B
ISSUED FOR 100% CONSTRUCTION DOCUMENTS

RESTROOM - AREA B
GENERAL INFORMATION & SHEET LIST
ARCHITECTURE DETAILS

CODE SUMMARY

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	219	809
ARCHITECTURE DETAILS - A02						

GENERAL INFORMATION:

LOCATION: BARLING, ARKANSAS (SEBASTIAN COUNTY)

AGENCY INFORMATION: PROJECT LOCATED ON FEDERAL PROPERTY
(COE - LITTLE ROCK DISTRICT)

PROJECT DESCRIPTION:

PROJECT SCOPE INCLUDES THE DESIGN AND CONSTRUCTION OF RESTROOM BUILDING AND SITE IMPROVEMENTS.

OCCUPANCY/ STRUCTURAL CLASSIFICATION:

THE BUILDING HAS (1) STORY. THE PRIMARY STRUCTURE IS CONSTRUCTED OF CONCRETE. EXTERIOR WALLS ARE CONSTRUCTED OF CONCRETE. FLOORS ARE CONSTRUCTED OF CONCRETE. INTERIOR WALLS ARE CONSTRUCTED OF CONCRETE.

CODE COMPLIANCE:

- 2021 ARKANSAS STATE FIRE PREVENTION CODE VOLUME I (AMENDED)
- 2021 ARKANSAS STATE FIRE PREVENTION CODE VOLUME II (AMENDED)
- 2021 ARKANSAS STATE FIRE PREVENTION CODE VOLUME III
- 2021 INTERNATIONAL FIRE CODE (IFC), WITH LOCAL AMENDMENTS
- 2021 INTERNATIONAL BUILDING CODE (IBC), WITH LOCAL AMENDMENTS
- 2021 NFPA LIFE SAFETY CODE
- 2018 ARKANSAS PLUMBING CODE (AMENDED)
- 2021 INTERNATIONAL MECHANICAL CODE
- 2020 NATIONAL ELECTRIC CODE
- 2014 ARKANSAS ENERGY CODE
- 2018 ARKANSAS FUEL GAS CODE

OCCUPANCY CLASSIFICATION:

UTILITY & MISCELLANEOUS (ANCILLIARY SUPPORT SPACES) GROUP U
(PRIMARY OCCUPANCY)

CONSTRUCTION TYPE: TYPE II-B NON-SPRINKLERED ARKANSAS FIRE PREVENTION CODE 2021 (AFPC 2021)

BUILDING ELEMENTS AND STRUCTURAL FIRE RATINGS:

PRIMARY STRUCTURAL FRAME: 0 HR
EXTERIOR LOAD-BEARING WALLS: 0 HR
INTERIOR LOAD-BEARING STRUCTURAL MEMBERS: 0 HR
EXTERIOR NON-BEARING WALLS: 0 HRS
INTERIOR NON-BEARING WALLS: 0 HRS (NON-COMBUSTIBLE)
FLOORS AND ASSOCIATED SECONDARY MEMBERS: 0 HR
ROOFS AND ASSOCIATED SECONDARY MEMBERS: 0 HR (0 HR IF LOWEST ROOF MEMBER IS 20'-0" OR MORE ABOVE FLOOR)

INCIDENTAL USES: ELECTRICAL ROOM AND UTILITY CHASE INCIDENTAL TO U OCCUPANCY

GROSS SQUARE FOOTAGE:

520 SF PROPOSED
8,500 SF ALLOWED FOR UTILITY & MISCELLANEOUS GROUP U PER ARKANSAS FIRE PREVENTION CODE 2021 (AFPC 2021)

ALLOWABLE HEIGHT:

55 FT

OCCUPANT LOAD:

OCCUPANT LOAD FACTOR - 50 GROSS PER TABLE 1004.5 AFPC
11 OCCUPANTS FOR LOCKER

ACTIVE LIFE SAFETY SYSTEMS:

FIRE EXTINGUISHERS: REQUIRED/PROVIDED PER NFPA 10

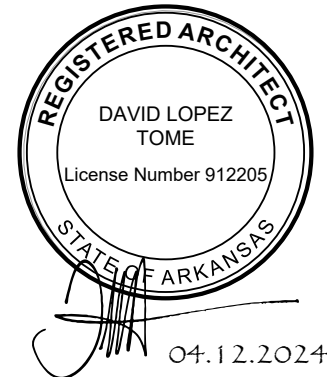
EMERGENCY LIGHTING: REQUIRED/PROVIDED BY INTEGRAL BATTERY PACK WITH LIGHT FIXTURE, 1 FOOT-CANDLE MIN. ON ALL EGRESS PATHS.

PASSIVE LIFE SAFETY SYSTEMS:

STRUCTURAL FIRE RESISTANCE: NOT REQUIRED
STAIR ENCLOSURE CONSTRUCTION: NA
SHAFT ENCLOSURE CONSTRUCTION: NA
OCCUPANCY SEPARATIONS: NOT REQUIRED, BUILDING CONTAINS A SINGLE OCCUPANCY (GROUP B IS MOST RESTRICTIVE PER THE AFPC 2021). THE MOST RESTRICTIVE FIRE PROTECTION REQUIREMENTS FOR ALL THE OCCUPANCIES APPLY (CHAPTER 9 OF THE AFPC 2021)

STRUCTURAL FIRE RATINGS:

STRUCTURAL FRAME: 0 HOUR REQUIRED
BEARING EXTERIOR WALLS: 0 HOUR REQUIRED
BEARING INTERIOR WALLS: 0 HOUR REQUIRED
NONBEARING EXTERIOR WALLS: 0 HOUR REQUIRED
NONBEARING INTERIOR WALLS: 0 HOUR REQUIRED
FLOOR CONSTRUCTION: 0 HOUR REQUIRED
ROOF CONSTRUCTION: 0 HOUR REQUIRED



RESTROOM - AREA B
CODE SUMMARY
ARCHITECTURE DETAILS

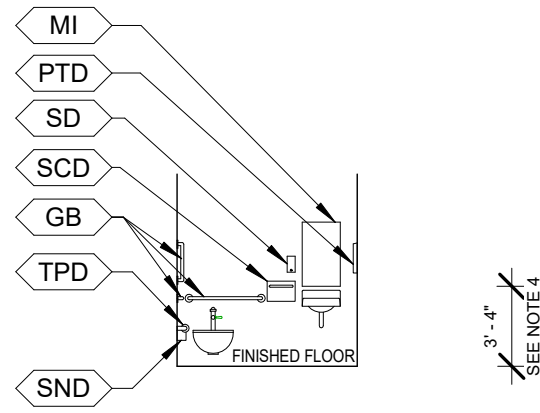
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	220	809
ARCHITECTURE DETAILS - A03						

TOILET ACCESSORY LEGEND

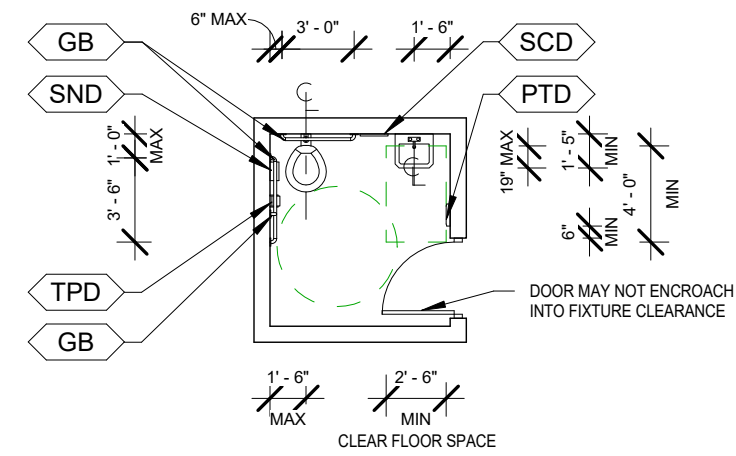
- GB** GRAB BAR
- MBH** MOP AND BROOM HOLDER W/ UTILITY SHELF
- MI** MIRROR
- MIS** MIRROR/SHELF COMBINATION
- PTD** PAPER TOWEL DISPENSER - FURNISHED BY OWNER/INSTALLED BY CONTRACTOR
- SCD** TOILET SEAT COVER DISPENSER
- SD** SOAP DISPENSER
- SND** SANITARY NAPKIN DISPOSAL
- SNV** SANITARY NAPKIN VENDOR
- TPD** TOILET PAPER DISPENSER
- WH** WALL HOOK

NOTES:

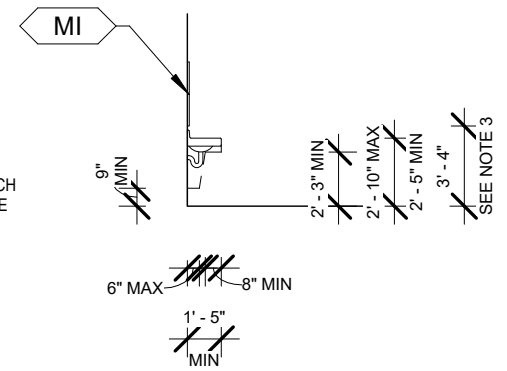
1. INSULATE DRAIN & HOT WATER PIPES @ ALL LAVATORIES.
2. DIMENSION IS TO BOTTOM OF REFLECTIVE SURFACE
3. DIMENSION IS TO TOP OF DRINKING FOUNTAIN BUBBLER
4. DIMENSION IS TO CENTER OF DRINKING FOUNTAIN BUBBLER
5. DIMENSION IS TO TOP OF TOILET SEAT.
6. REFER TO SPECIFICATION 102800 FOR TOILET ACCESSORY MFG. & MODEL NO.S
7. ALL DIMENSIONS FOR ACCESSORIES ARE TO OPERATION CONTROL OR DISPENSING POINT.



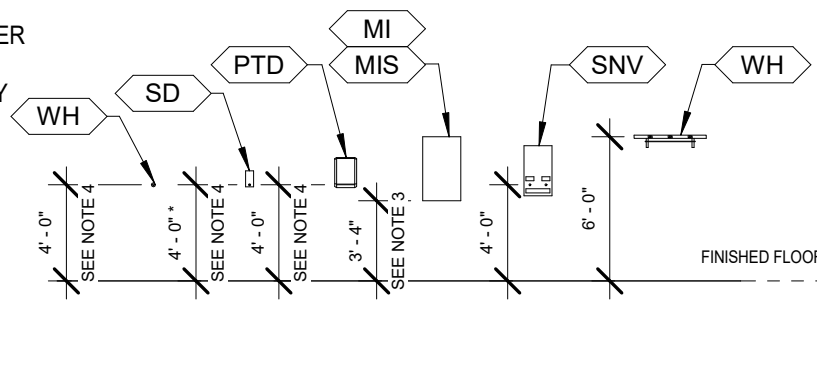
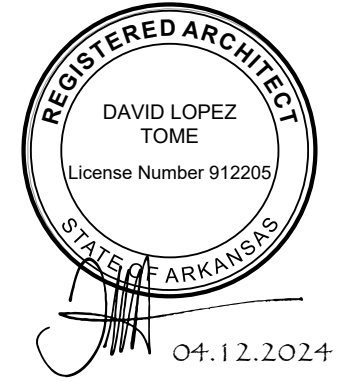
SINGLE WATER CLOSET
ELEVATION - SINGLE ACCESSIBLE RESTROOM



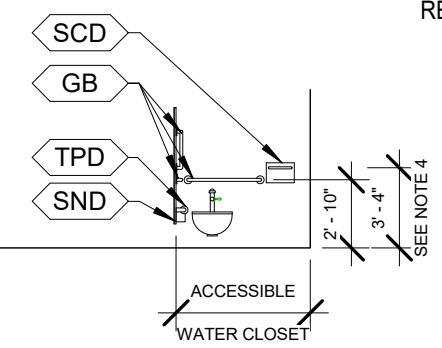
SINGLE RESTROOM FIXTURE MOUNTING LOCATIONS
PLAN - SINGLE ACCESSIBLE RESTROOM



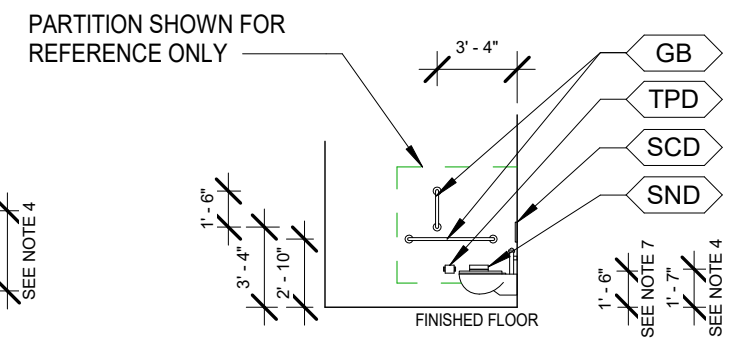
ELEVATION - LAVATORY



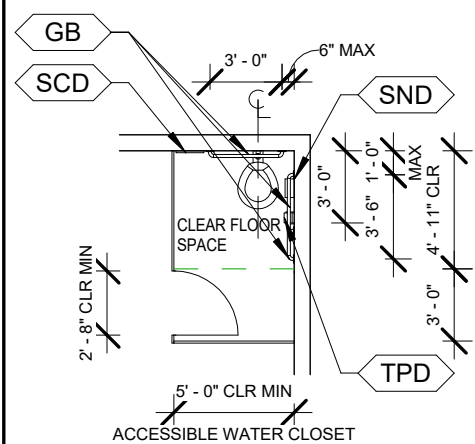
ELEVATION - RESTROOM EQUIPMENT MOUNTING HEIGHTS



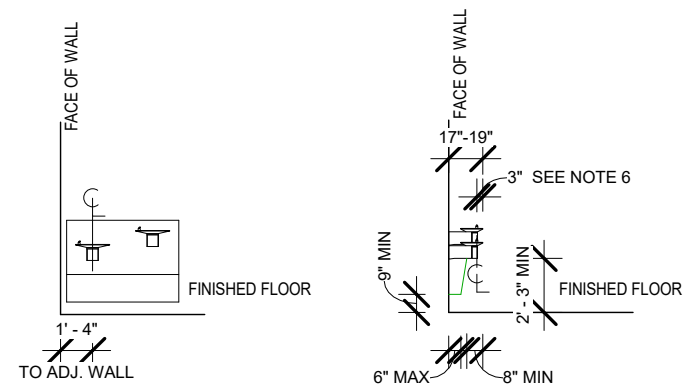
ELEVATION - MULTIPLE FIXTURE RESTROOM EXAMPLE - NO AMBULATORY STALL



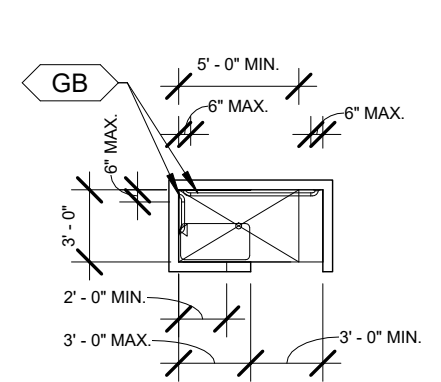
SINGLE WATER CLOSET, ACCESSIBLE & AMBULATORY STALL



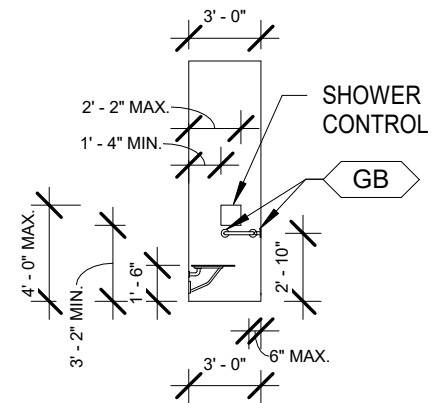
ACCESSIBLE ALTERNATE END OF ROW RESTROOM CONFIGURATION PLAN



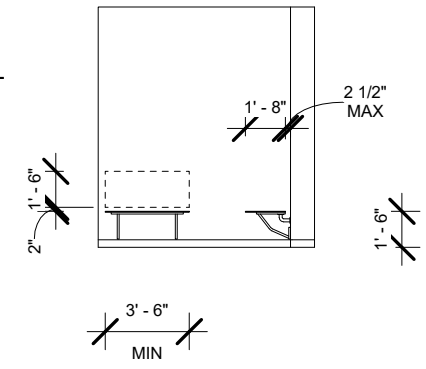
DRINKING FOUNTAIN/ELECTRIC WATER COOLER



PLAN - ALTERNATE ROLL-IN-TYPE SHOWER



ELEVATION - SHOWER

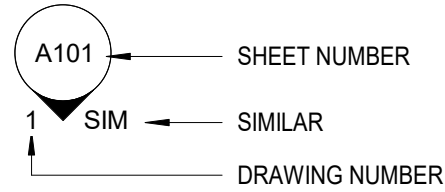


ELEVATION - LOCKER BENCH

RESTROOM - AREA B
ADA DIAGRAMS
ARCHITECTURE DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	221	809
ARCHITECTURE DETAILS - A04						

ARCHITECTURAL SYMBOLS



BUILDING ELEVATION

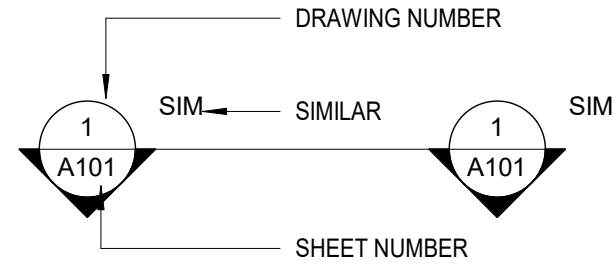


ELEVATION

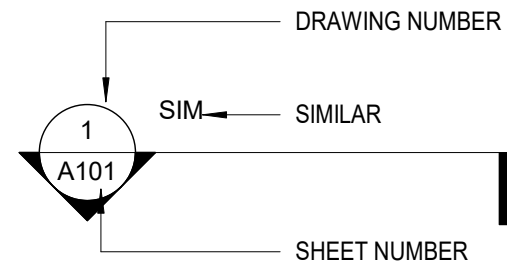
SPOT ELEVATION REFERENCE



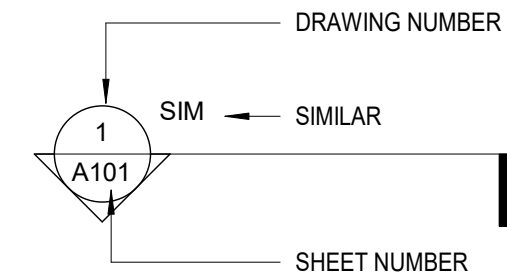
04.12.2024



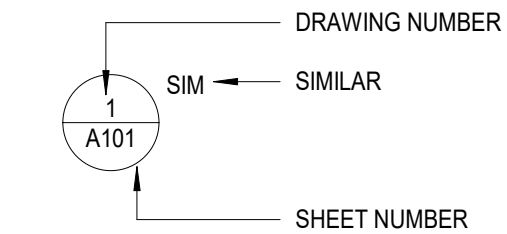
BUILDING SECTION



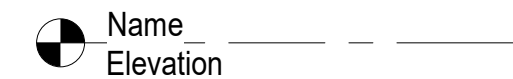
WALL SECTION/
PARTIAL BUILDING SECTION



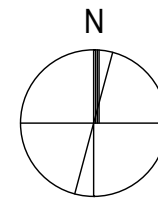
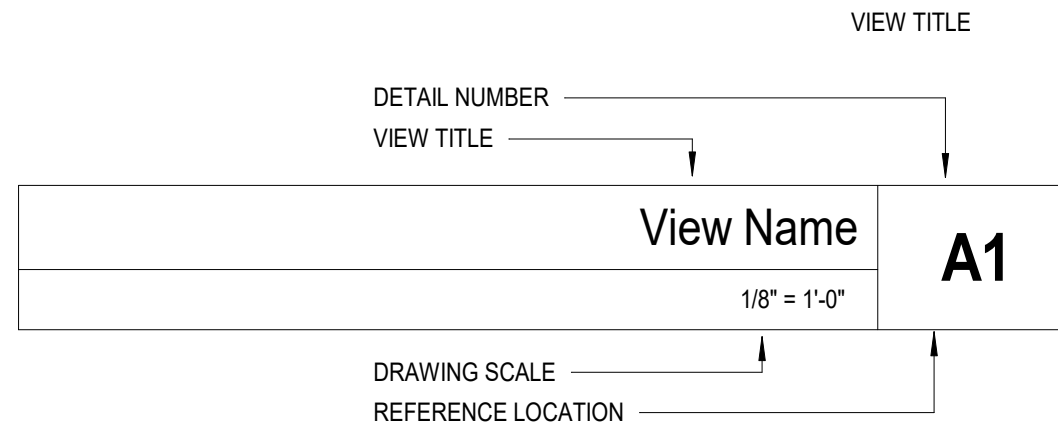
DETAIL SECTION



DETAIL REFERENCE



ELEVATION REFERENCE



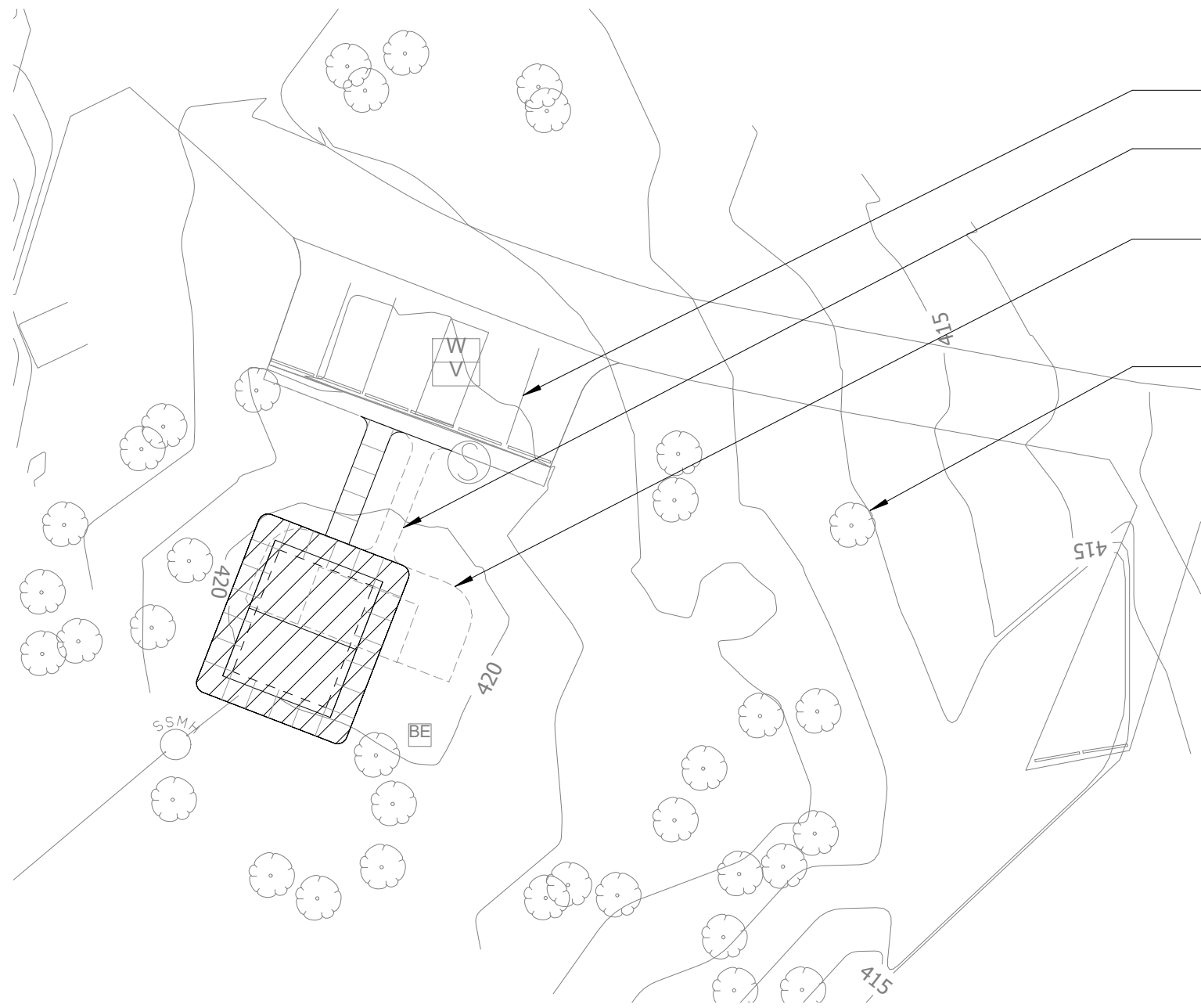
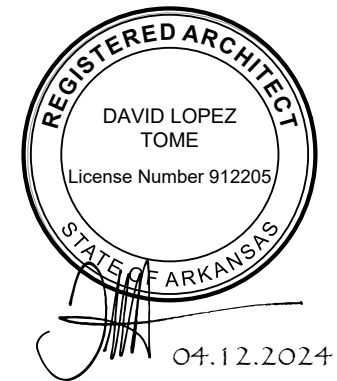
NORTH ARROW



CENTERLINE TAG

4/5/2024 2:01:48 PM C:\Users\gpark\Documents\00000_Springhill_RR_Facs_Rep_A23_Central_gparkEST\MQ.rvt

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	222	809
ARCHITECTURE DETAILS - A10						

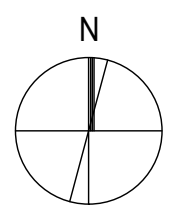


- SEE CIVIL PLANS FOR ADDITIONAL CIVIL SCOPE
- REMOVE EXISTING CONCRETE SIDEWALK
- REMOVE EXISTING RESTROOM/SHOWER FACILITY AND GRAVEL BASE
- EXISTING TREES TO REMAIN

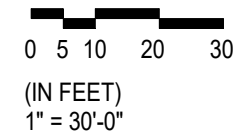
LEGEND

- DEMO
- PROPOSED DESIGN
- GRAVEL BASE

NOTE: SEE BUILDING SECTION ON DETAIL #1/A40 FOR ADDITIONAL GRAVEL DETAILS



GRAPHIC SCALE



NOTE: THE CONTRACTOR AND PLUMBING SUBCONTRACTORS ARE RESPONSIBLE FOR THE FINAL DESIGN AND INSTALLATION OF BUILDING SANITARY PLUMBING SYSTEM. THIS INCLUDES ANY REQUIRED DESIGN, DOCUMENTATION AND PERMITTING FOR CODE COMPLIANCE, AND INSPECTIONS. THE PLUMBING DESIGN SHALL INCLUDE SUB SLAB DESIGN AS WELL AS CONNECTION FROM THE PRE-ENGINEERED/PREMANUFACTURED RESTROOM BUILDING TO THE EXISTING MANHOLE (4" METAL OR PVC IN (NE)=416.15'). REFER TO PRE-ENGINEERED/PREMANUFACTURED RESTROOM BUILDING MANUFACTURER'S STANDARD PLUMBING ROUGH-IN DRAWINGS AND DESIGN INFORMATION.

SITE PLAN & DEMO PLAN	1
1" = 30'-0"	

RESTROOM - AREA B
SITE PLAN & DEMO PLAN
ARCHITECTURE DETAILS

DATE REVISION	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	223	809

ARCHITECTURE DETAILS - A20

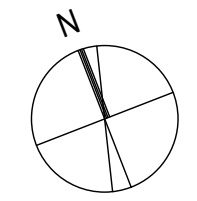


04.12.2024

LEGEND

- DEMO
- PROPOSED DESIGN
- GRAVEL BASE

NOTE: SEE BUILDING SECTION ON DETAIL #1/A40 FOR ADDITIONAL GRAVEL DETAILS

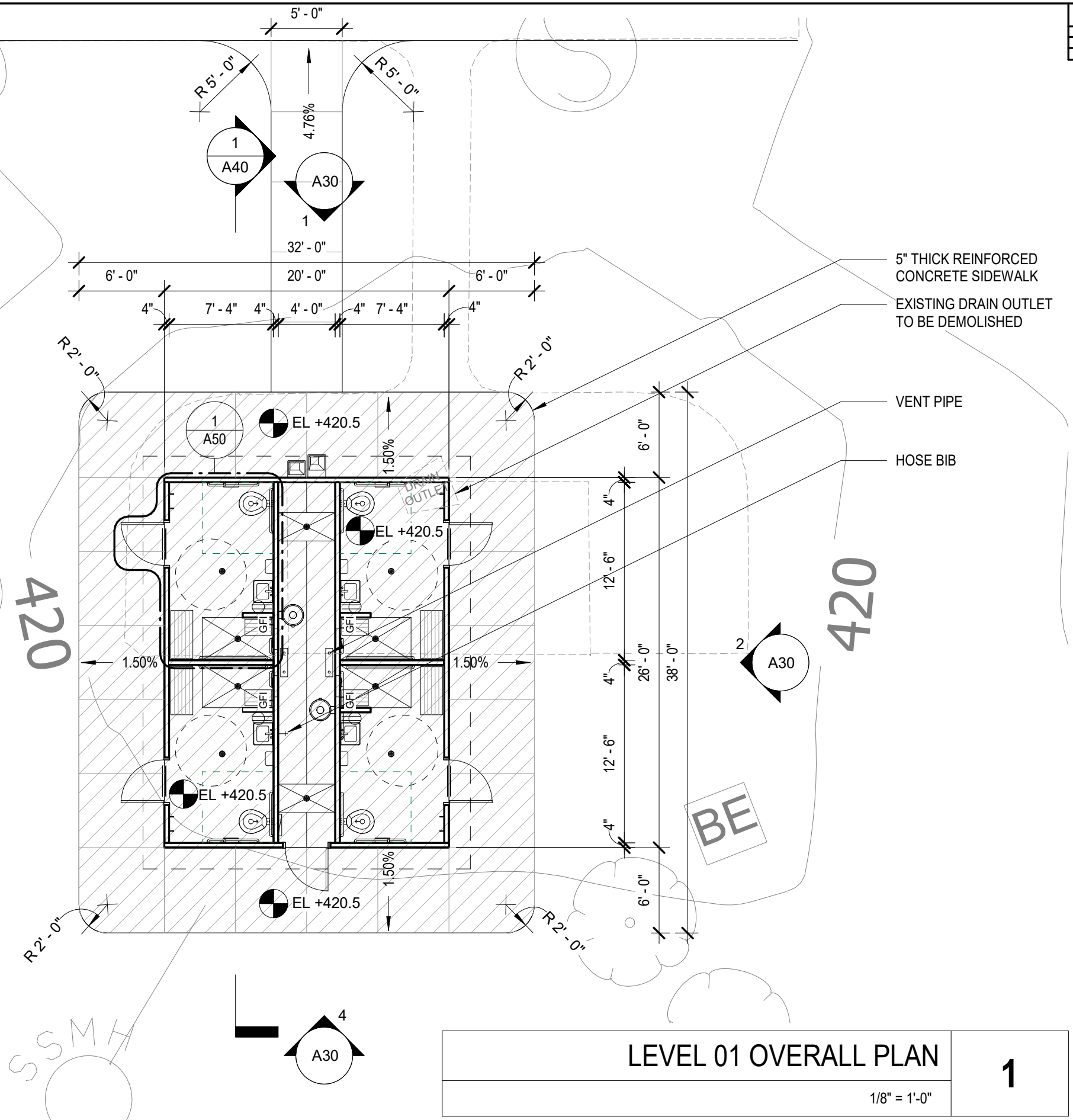


GRAPHIC SCALE



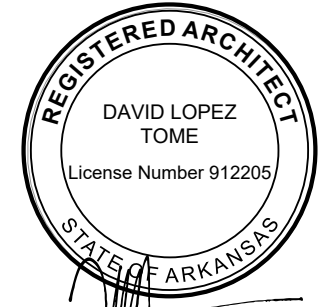
(IN FEET)
1/8" = 1'

RESTROOM - AREA B
LEVEL 01 OVERALL PLAN
ARCHITECTURE DETAILS

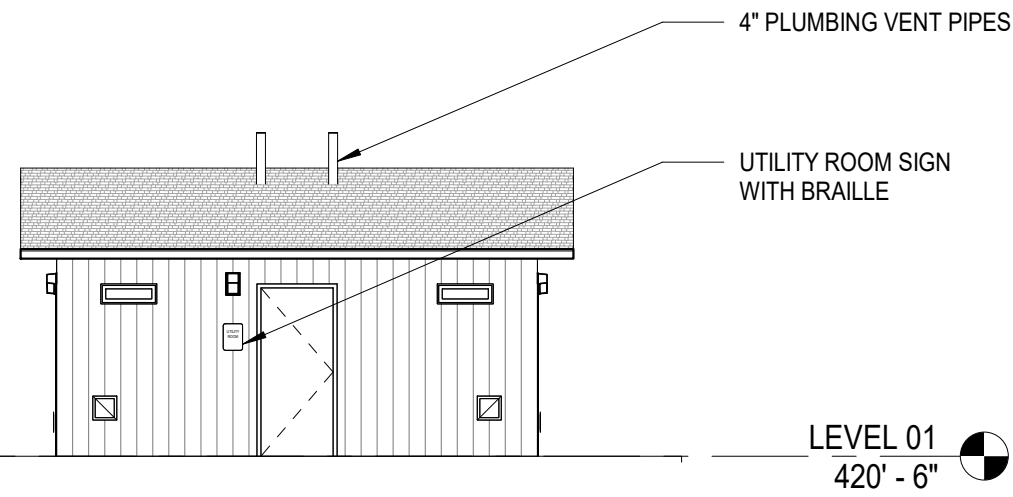


LEVEL 01 OVERALL PLAN **1**
1/8" = 1'-0"

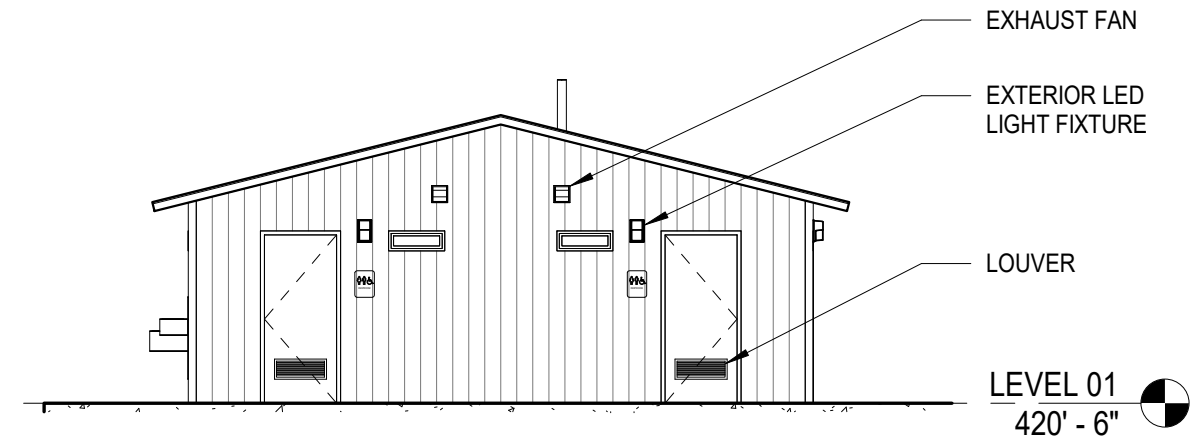
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	224	809
ARCHITECTURE DETAILS - A30						



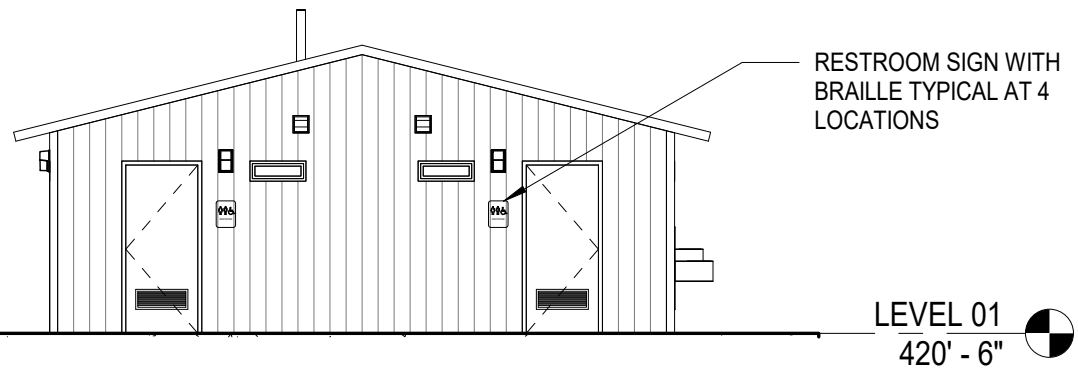
04.12.2024



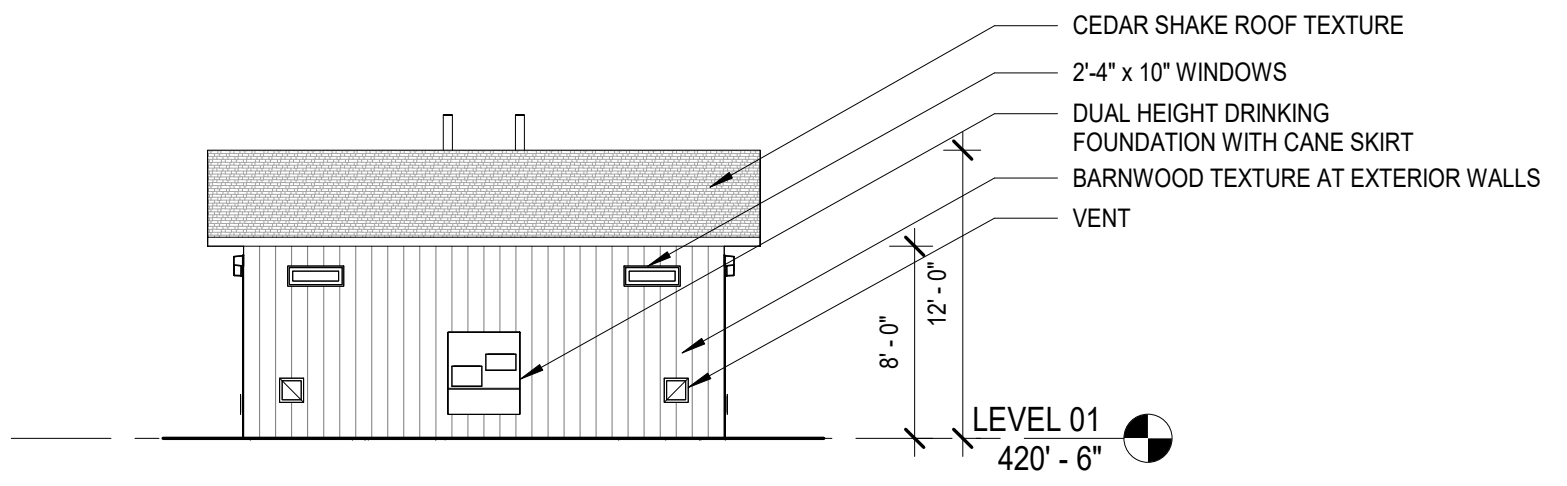
SOUTH ELEVATION	4
<small>1/8" = 1'-0"</small>	



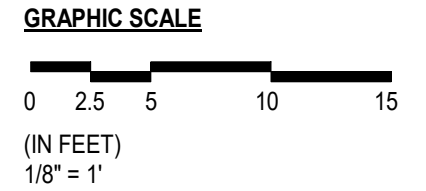
WEST ELEVATION	3
<small>1/8" = 1'-0"</small>	



EAST ELEVATION	2
<small>1/8" = 1'-0"</small>	



NORTH ELEVATION	1
<small>1/8" = 1'-0"</small>	

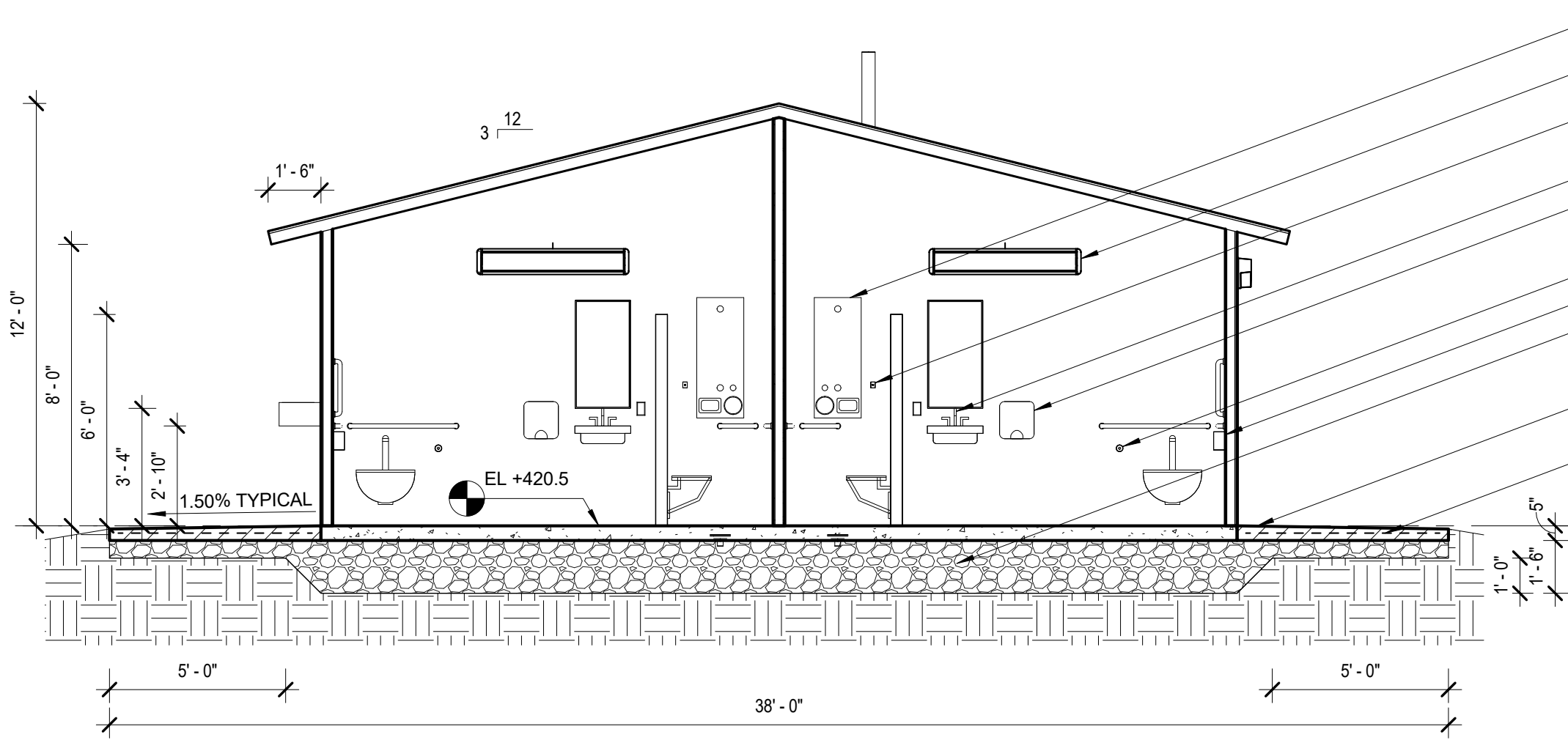


**RESTROOM - AREA B
BUILDING ELEVATIONS
ARCHITECTURE DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	225	809
ARCHITECTURE DETAILS - A40						



04.12.2024



- ADA STAINLESS STEEL SHOWER CONTROL UNIT
- 4' LED LIGHT FIXTURE OCCUPANCY SENSOR ACTIVATED
- COAT HOOK
- LAVATORY
- SANIFLOW HAND DRYER
- CONCEALED TYPE FLUSH VALVE PUSH BUTTON
- TOILET PAPER DISPENSER
- REFER TO GRADING PLANS IN CIVIL DRAWINGS FOR AGGREGATE BASE COURSE (CLASS 7) QUANTITY
- REFER TO GRADING PLANS IN CIVIL DRAWINGS FOR CONCRETE WALK LOCATIONS AND EARTHWORK
- 5" U.T. CONCRETE WALK (TYPE SPECIAL) WITH #4@12" OC EACH WAY REINFORCEMENT BAR

LEVEL 01
420' - 6"

PLACE TRANSVERSE EXPANSION JOINT INTO CONCRETE WALK (TYPE SPECIAL) AT NO GREATER THAN A 45' SPACING (MAXIMUM). TRANSVERSE EXPANSION JOINTS SHALL BE 1" WIDE AND FILLED WITH JOINT FILLER COMPLYING WITH ASHTO M213 REQUIREMENTS. EXPANSION JOINTS SHALL BE PLACED BETWEEN THE BUILDING SLAB AND CONCRETE WALK (TYPE SPECIAL) AND BETWEEN CONCRETE WALK (TYPE SPECIAL) AND CONCRETE WALK. CRACK CONTROL JOINTS SHALL BE SAW CUT 1" DEEP INTO CONCRETE SLAB AND PLACED NO GREATER THAN 5' SPACING (MAXIMUM). REINFORCING BARS SHALL HAVE A MINIMUM COVERAGE DEPTH OF 2" FROM THE TOP OF SLAB.

GRAPHIC SCALE



(IN FEET)
1/4" = 1'

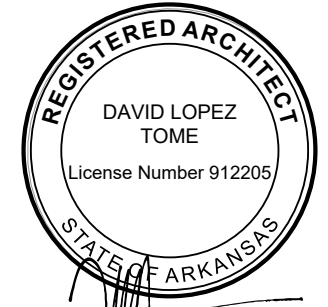
LONGITUDINAL BUILDING SECTION

1

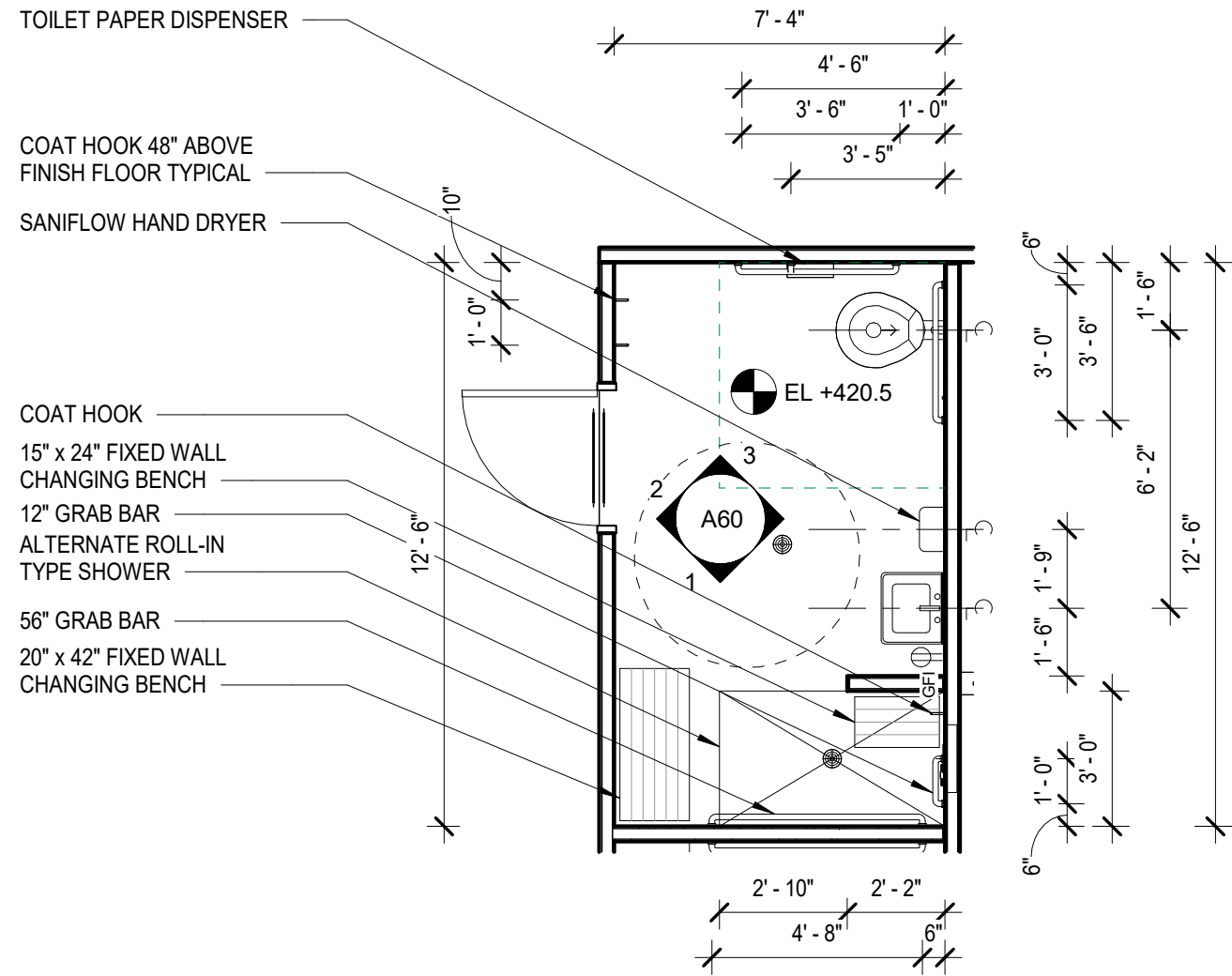
1/4" = 1'-0"

**RESTROOM - AREA B
BUILDING SECTION
ARCHITECTURE DETAILS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	226	809
ARCHITECTURE DETAILS - A50						



04.12.2024



TOILET PAPER DISPENSER

COAT HOOK 48" ABOVE
FINISH FLOOR TYPICAL

SANIFLOW HAND DRYER

COAT HOOK

15" x 24" FIXED WALL
CHANGING BENCH

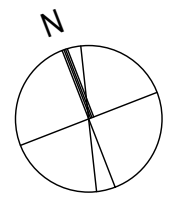
12" GRAB BAR

ALTERNATE ROLL-IN
TYPE SHOWER

56" GRAB BAR

20" x 42" FIXED WALL
CHANGING BENCH

LEVEL 01 TYPICAL ENLARGED PLAN	1
1/4" = 1'-0"	



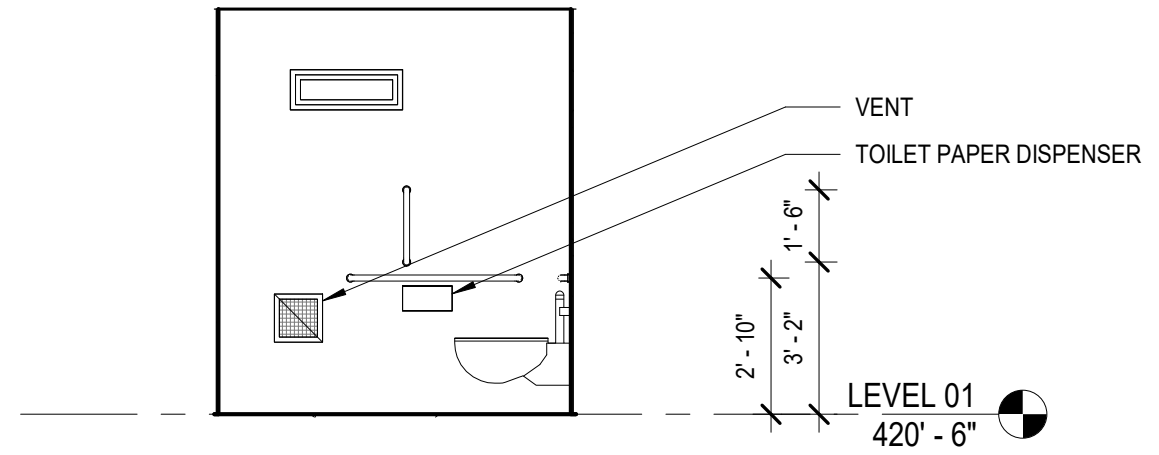
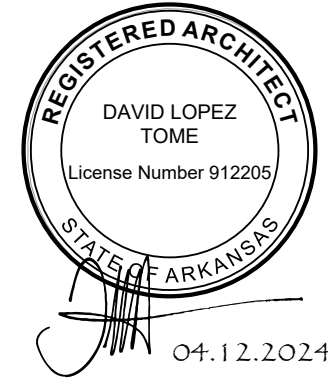
GRAPHIC SCALE



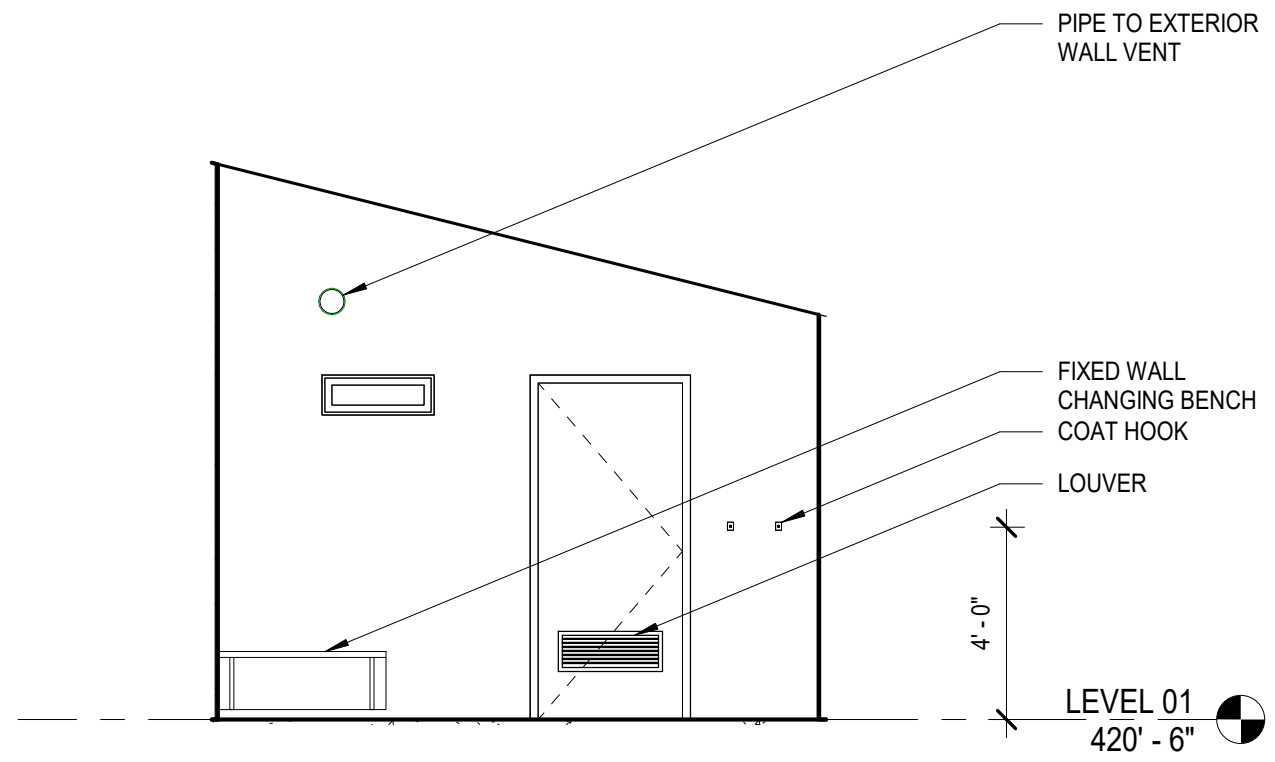
(IN FEET)
1/4" = 1'

RESTROOM - AREA B
LEVEL 01 ENLARGED PLAN
ARCHITECTURE DETAILS

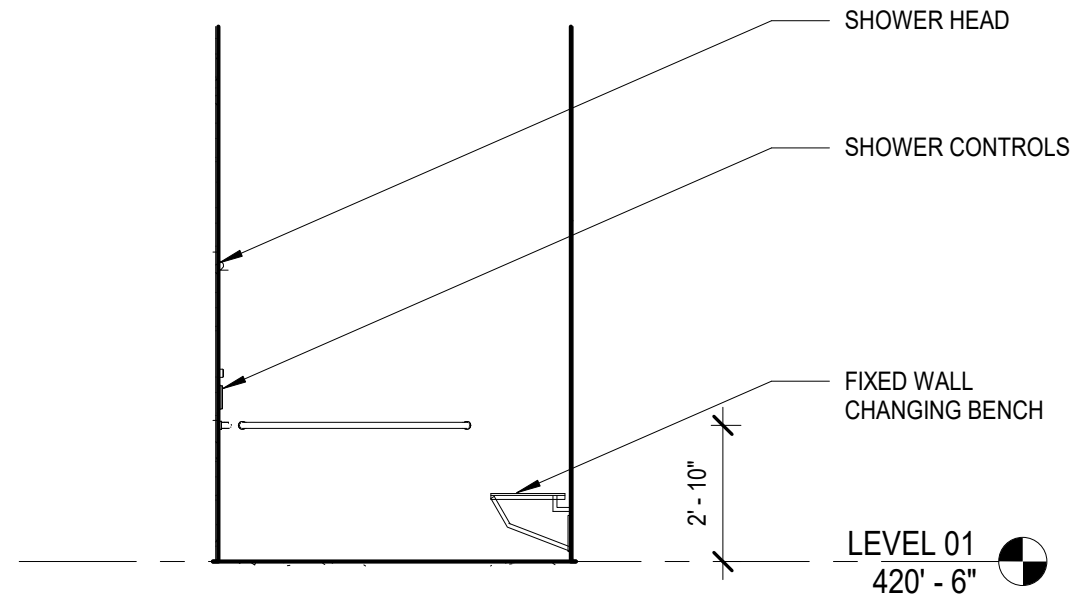
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	227	809
ARCHITECTURE DETAILS - A60						



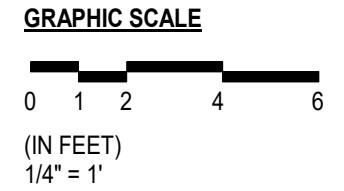
INTERIOR ELEVATION C	3
1/4" = 1'-0"	



INTERIOR ELEVATION B	2
1/4" = 1'-0"	



INTERIOR ELEVATION A	1
1/4" = 1'-0"	

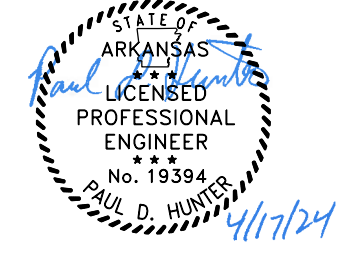


RESTROOM - AREA B
INTERIOR ELEVATIONS
ARCHITECTURE DETAILS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	228	809
SUMMARY OF TRAFFIC SIGNAL QUANTITIES						

SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM NUMBER	ITEM	HWY 22 AND I-49 SB RAMPS	HWY 22 AND I-49 NB RAMPS	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	1	2	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	1	2	EACH
SP	WIC FIBER ENCLOSURE	1	1	2	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	7	9	16	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	1	2	EACH
SP	LOUVERS	2	2	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	350	560	910	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	70	80	150	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	220		220	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	290	470	760	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	910	1010	1920	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	370	370	740	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	40	80	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1650	1690	3340	LIN. FT.
SP	COMMUNICATION CABLE, FIBER (6 CHANNEL)	180	200	380	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	20	40	LIN. FT.
710	NON-METALLIC CONDUIT (2")	570	640	1210	LIN. FT.
710	NON-METALLIC CONDUIT (3")	380	450	830	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1)	1	1	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2)	3	3	6	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	1	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	5	6	11	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	4	4	8	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')	2	1	3	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	1	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')		1	1	EACH
SP	LED LUMINAIRE ASSEMBLY	7	7	14	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	1	2	EACH
SP	18" STREET NAME SIGN	1	1	2	EACH
SP & 733	VIDEO DETECTOR (IP)	1	1	2	EACH
SP & 733	HYBRID VIDEO/RADAR DETECTOR	2	2	4	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	680	670	1350	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	1	2	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	1	2	EACH



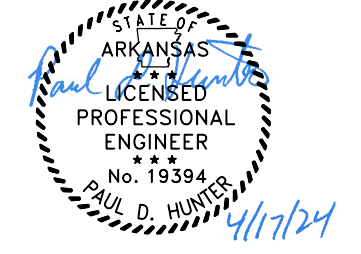
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	229	809
TRAFFIC SIGNAL NOTES						

TRAFFIC SIGNAL NOTES:

1. THE TRAFFIC SIGNAL SHALL NOT BE PUT INTO OPERATION OR SWITCHED TO THE NEXT CONSTRUCTION STAGE PRIOR TO THE FOLLOWING:
 - A. ALL TRAFFIC SIGNAL EQUIPMENT HAS BEEN INSTALLED ACCORDING TO THE PLANS, SPECIAL PROVISIONS, AND PROPERLY FUNCTIONAL. THIS INCLUDES BUT NOT LIMITED TO: CABINETS, PULL BOXES, JUNCTION BOXES, POLES, MAST ARMS, FOUNDATIONS, LUMINAIRES, SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, DETECTION SYSTEM, CONDUITS, CONDUCTORS, CABLES, TRAFFIC CONTROLLER, CONFLICT MONITOR, COMMUNICATION SYSTEM, SERVICE POINT, AND RAILROAD INTERCONNECT SYSTEM.
 - B. THE DETECTION SYSTEM SHALL BE INSTALLED, SETUP, AND CONFIGURED BY THE CONTRACTOR OR THEIR SUPPLIER PER PLANS. A TRAFFIC OPERATIONS INSPECTOR SHALL INSPECT AND PROVIDE APPROVAL IN ORDER TO PUT THE TRAFFIC SIGNAL INTO OPERATION.
 - C. THE TRAFFIC CONTROLLER AND CONFLICT MONITOR SHALL BE PROGRAMMED TO OPERATE AS REQUIRED PER THE PLANS (PHASING DIAGRAM, INTERVAL CHART, AND ANY ADDITIONAL NOTES), SPECIAL PROVISIONS AND ARDOT SPECIFICATIONS.
 - D. TIMING SETTINGS HAVE BEEN PROGRAMMED AND APPROVED AS REQUIRED BY ITS MANAGEMENT SECTION-MAINTENANCE DIVISION.
 - E. THE TRAFFIC SIGNAL HAS BEEN INSPECTED AND APPROVED BY A TRAFFIC OPERATIONS INSPECTOR.
 - F. ALL REQUIRED DOCUMENTS RELATED TO THE TRAFFIC SIGNAL EQUIPMENT, THIS INCLUDES BUT NOT LIMITED TO: TEST RESULTS, CONFIGURATION/DATA REPORTS, WARRANTIES, AND ANY OTHER DOCUMENTATION REQUIRED PER PLANS AND SPECIAL PROVISIONS.
2. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
3. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE 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.
4. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT, THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.
5. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (CURRENT EDITION) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
6. 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.
7. 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 A.W.G. 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.
8. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
9. 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.
10. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.

11. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
12. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.
13. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.
14. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.
15. ONE VIDEO PROGRAMMING 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.
16. 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.
17. THE LOCAL RADIO WITH ANTENNA AND TRAFFIC SIGNAL CONTROLLER SHALL BE COMPATIBLE WITH THE EXISTING COORDINATION SYSTEM IN THE CITY/COUNTY.
18. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHOD OR AS DIRECTED BY THE ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED AND SHALL BE UL LISTED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" PER NEC. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED. THE ENGINEER SHALL GRANT A WRITTEN APPROVAL PRIOR TO USING THE TRENCHING METHOD.
19. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS. ALL CONDUIT UNDER THE ROADWAY, SIDEWALKS, AND DRIVEWAYS SHALL HAVE A MINIMUM DEPTH OF 24" FROM THE TOP OF THE CONDUIT TO THE FINISHED GRADE. CONDUIT DEPTH MAY NEED TO INCREASE NEAR DRAINAGE STRUCTURES.
20. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
21. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.
22. ALL CONCRETE PULL BOXES SHALL BE SET ON A GRAVEL OR CRUSHED STONE BEDDING AS SPECIFIED IN SECTION 711, CONCRETE PULL BOX, OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014.
23. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT PULLBOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.
 EXAMPLES FOR CONDUIT IN SIDE CABINET: "TO POLE A AND B" OR "TO POLE C"
 EXAMPLES FOR CONDUIT IN PULL BOX: "TO POLE A" OR "TO TRAFFIC CABINET"
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. ALL TRAFFIC SIGNAL POLES SHALL BE GALVANIZED.
26. 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 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

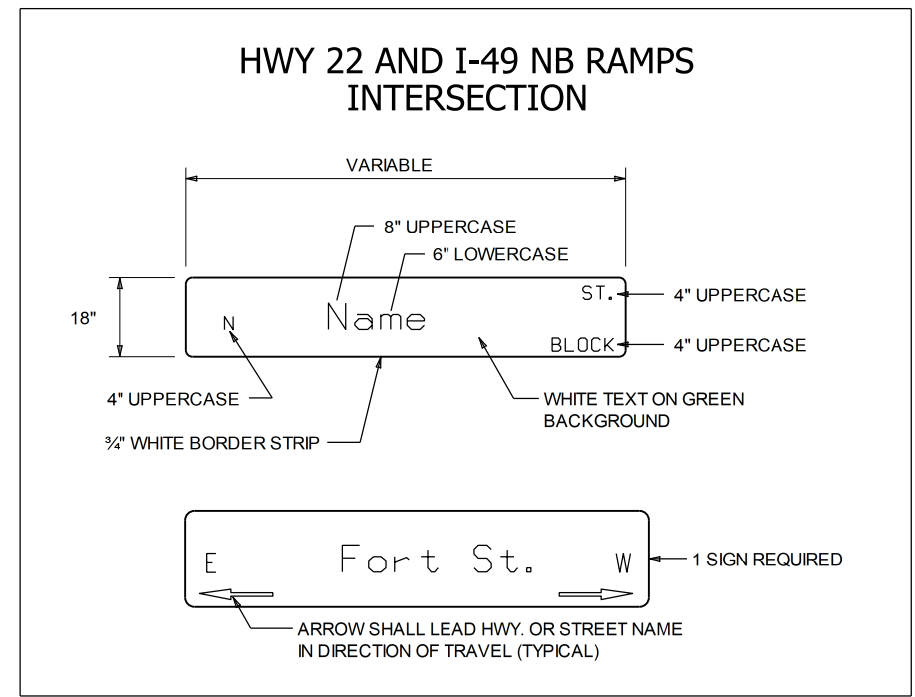
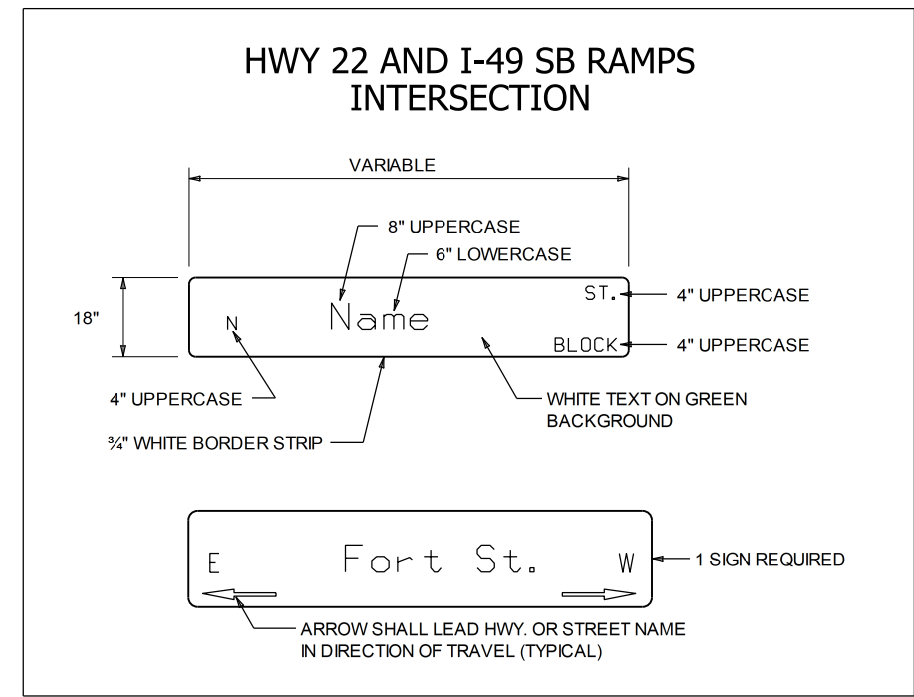
27. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
28. 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.
29. 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.
30. 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.
31. LED LUMINAIRE ASSEMBLIES SHALL HAVE A BUG RATING OF U0.
32. BACKPLATES SHALL BE SUPPLIED FOR ALL TRAFFIC SIGNAL HEADS, REFER TO THE RETROREFLECTIVE BACKPLATES SPECIAL PROVISION FOR REQUIREMENTS.
33. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.
34. BEFORE FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11" X 17") AS-BUILT TRAFFIC SIGNAL PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	230	809
TRAFFIC SIGNAL STREET NAME SIGNS						



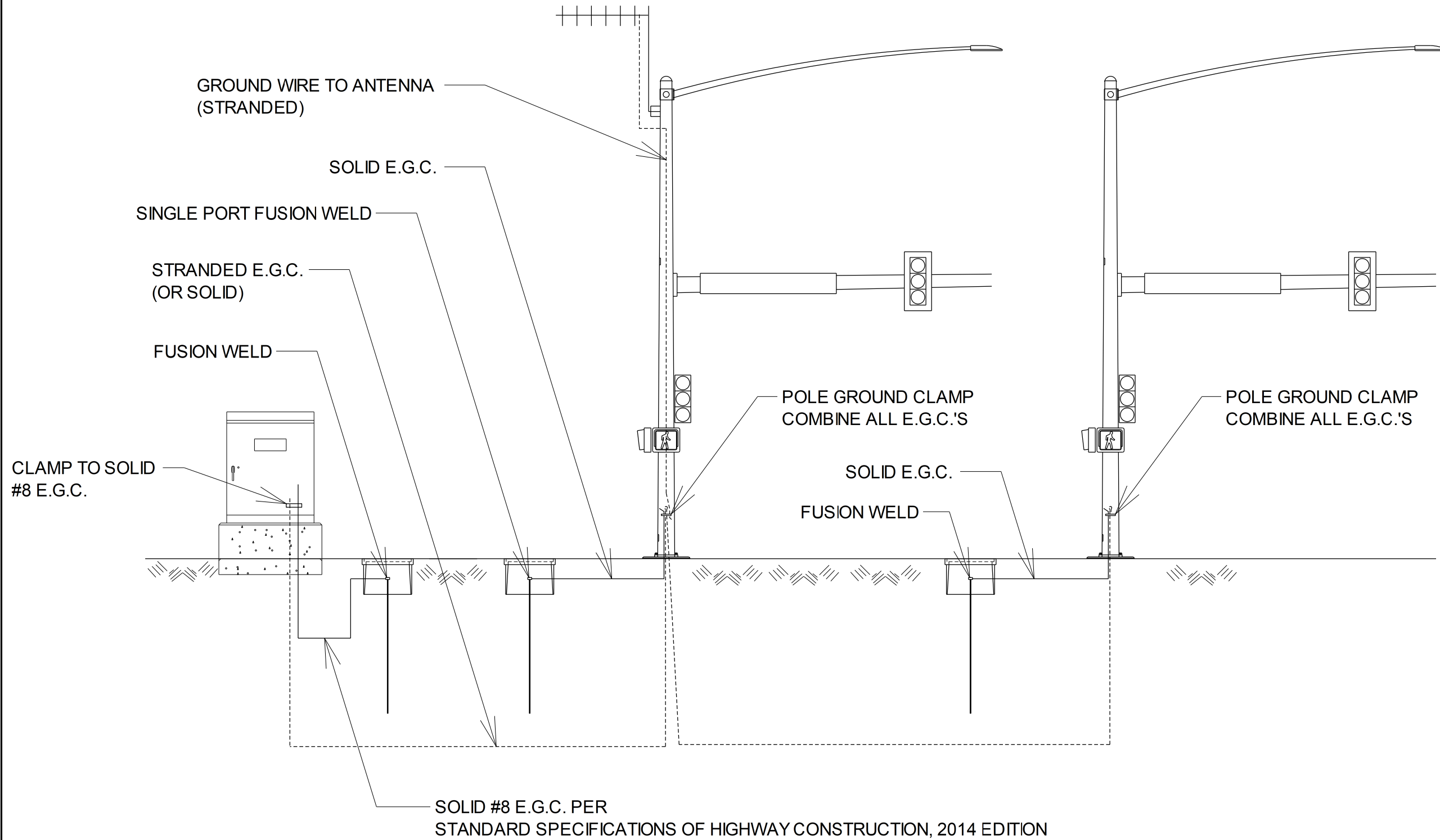
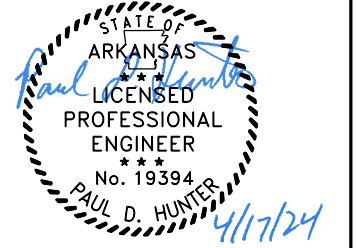
OVERHEAD STREET NAME MARKER STANDARD MAST ARM MOUNTED



- NOTES:
- REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR 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.
 - ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL BE ALSO ALODIZED. 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 SIGNS, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY/ COUNTY.
 - WHEN CROSSROAD HAS TWO NAMES, THE SIGN FOR THE CROSSROAD TO THE LEFT MAY BE INSTALLED ON THE BACKSIDE OF THE MAST ARM ON THE NEARSIDE LEFT POLE. SEE STANDARD DRAWING SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.
 - THE SERIES C 2000 STANDARD ALPHABET SHALL BE USED FOR ALL LETTERS.

GROUNDING ARRAY SINGLE-PORT FUSION WELDS

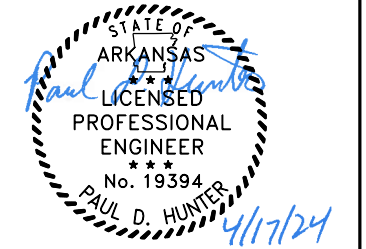
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	231	809
GROUNDING ARRAY DETAIL						



TRAFFIC SIGNAL QUANTITIES

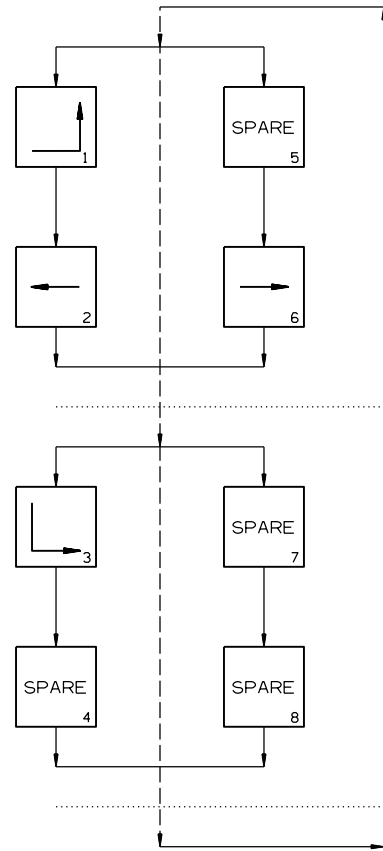
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	232	809
TRAFFIC SIGNAL QUANTITIES - I-49 SB RAMP						

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	WIC FIBER ENCLOSURE	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	7	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP	LOUVERS	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	350	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	70	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	220	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	290	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	910	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	370	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1650	LIN. FT.
SP	COMMUNICATION CABLE, FIBER (6 CHANNEL)	180	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	570	LIN. FT.
710	NON-METALLIC CONDUIT (3")	380	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	5	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	4	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')	2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	7	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	1	EACH
SP & 733	VIDEO DETECTOR (IP)	1	EACH
SP & 733	HYBRID VIDEO/RADAR DETECTOR	2	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	680	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	EACH



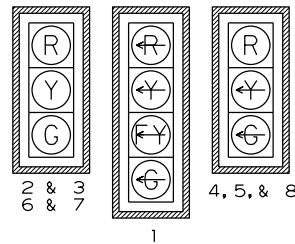
LOCATION:	HWY, 22/I-49 SB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	N/A
DRAWN BY:	LTD

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



- NOTES:
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 - REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 - SIGNAL HEAD 8 WILL HAVE GEOMETRICALLY PROGRAMMABLE LOUVERS ON YELLOW ARROW AND GREEN ARROW.

HIGHWAY 22 AND INTERSTATE 49 S.B. RAMPS

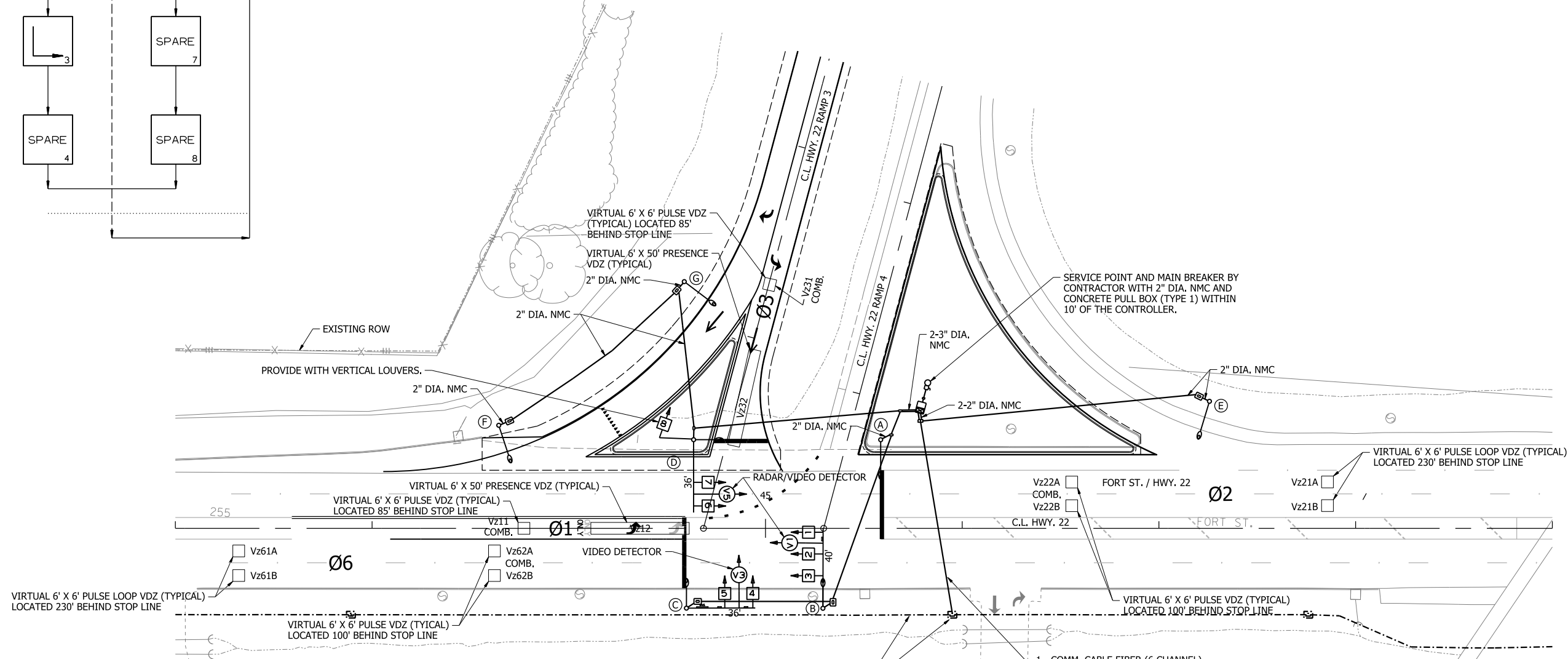
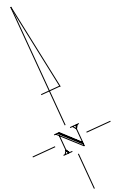
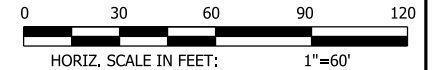
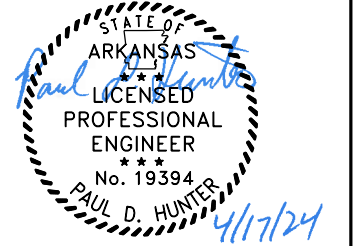
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	N/A	N/A	N/A	35'	15'	205°
B	40'	25°	180°	35'	10'	25°
C	36'	115°	90°	35'	10'	25°
D	36'	205°	180°	35'	10'	115°
E	N/A	N/A	N/A	35'	15'	221°
F	N/A	N/A	N/A	35'	15'	186°
G	N/A	N/A	N/A	35'	15'	152°

- * MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
 ** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	233	809

SIGNALIZATION PLAN SHEET



DETECTOR SPACING CHART

HIGHWAY 22 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
40 MPH	230'	100'
I-49 SB OFF-RAMP VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 MPH	85'	N/A

LOCATION:	HWY. 22/I-49 SB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	1" = 60'
DRAWN BY:	LTD

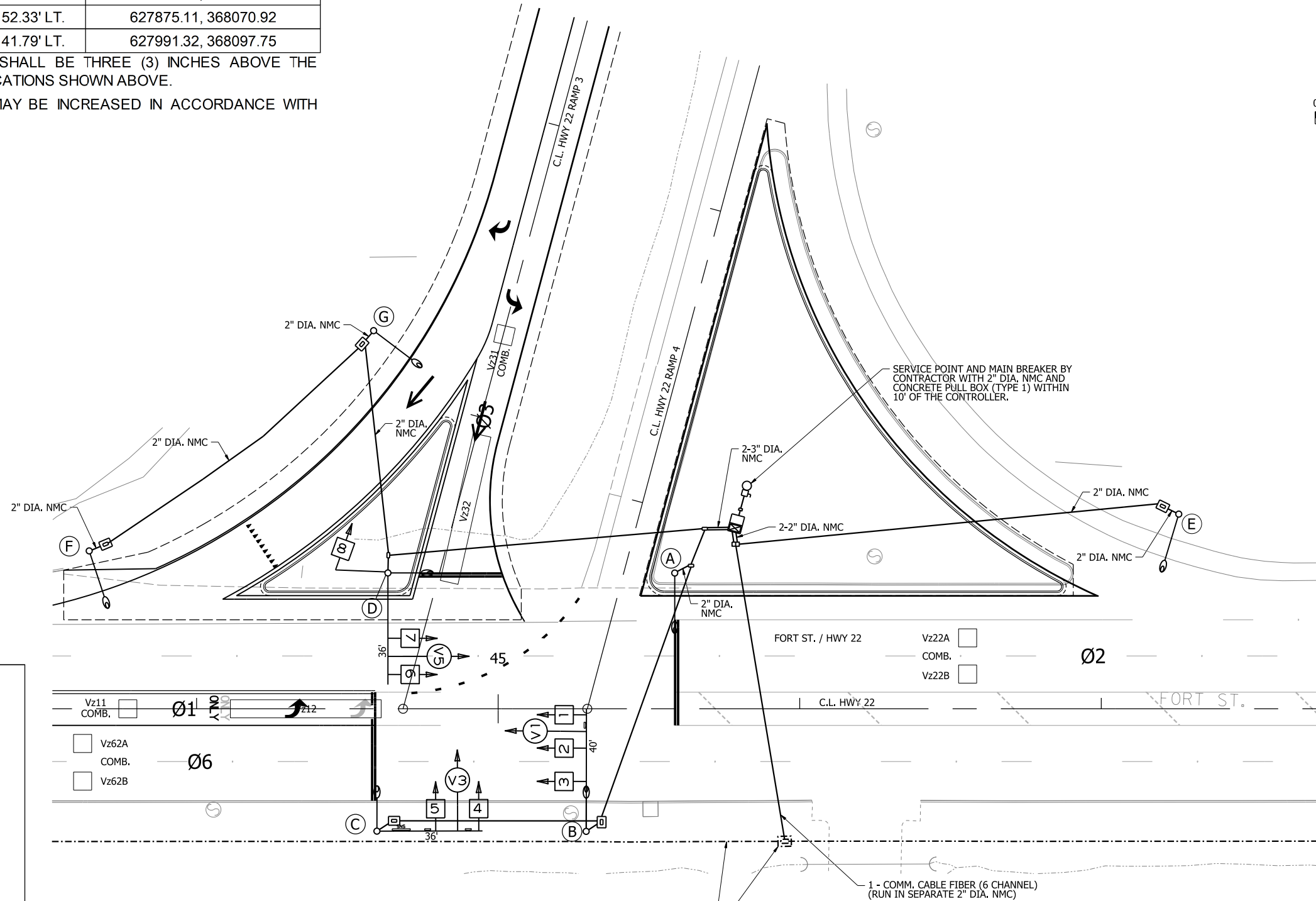
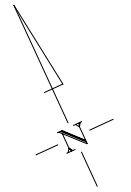
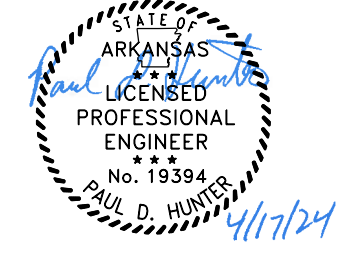
HIGHWAY 22 AND INTERSTATE 49 S.B. RAMPS POLE LOCATIONS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	234	809
SIGNALIZATION PLAN SHEET						

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 22 - STA. 45+58.56	45.00' LT.	628048.39, 367983.00
B	HWY. 22 - STA. 45+29.19	40.63' RT.	627985.88, 367917.53
C	HWY. 22 - STA. 44+59.81	40.56' RT.	627922.89, 367946.63
D	HWY. 22 - STA. 44+63.45	45.03' LT.	627962.02, 368022.84
E	HWY. 22 - STA. 47+25.69	64.52' LT.	628208.35, 367930.79
F	HWY. 22 - STA. 43+64.40	52.33' LT.	627875.11, 368070.92
G	HWY. 22 RAMP 3 - STA. 11+18.50	41.79' LT.	627991.32, 368097.75

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
25 MPH NORTH APPROACH

NO BUS STOPS
NO RAILROAD TRACKS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

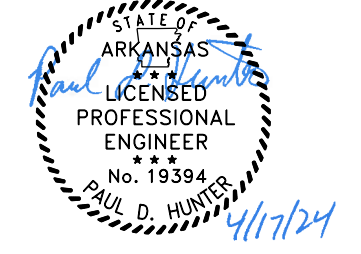
MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
14 FEET BEHIND EDGE OF TRAVELED LANE

FIBER LINK CONDUIT AND PULLBOXES SHOWN DASHED ARE BY OTHERS (TYP). SEE FIBER SHEET 238 FOR MORE INFORMATION.

LOCATION:	HWY. 22/I-49 SB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	1" = 40'
DRAWN BY:	LTD

HIGHWAY 22 AND INTERSTATE 49 S.B. RAMPS PULL BOX LOCATIONS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	235	809
SIGNALIZATION PLAN SHEET						



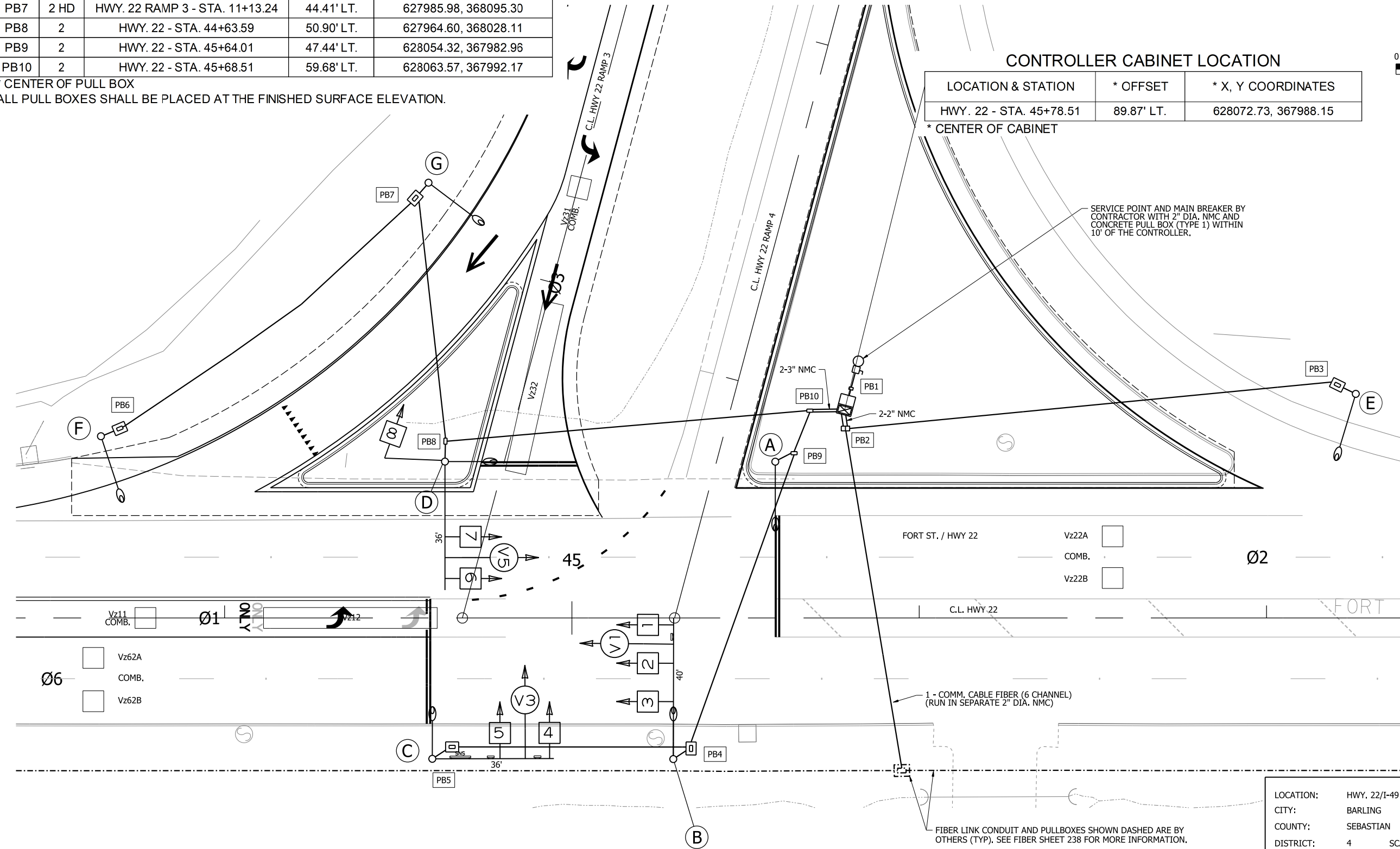
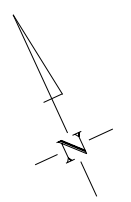
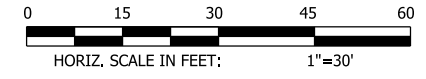
PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	1	HWY. 22 - STA. 45+80.09	66.07' LT.	628077.01, 367993.01
PB2	3	HWY. 22 - STA. 45+78.76	54.56' LT.	628070.73, 367983.23
PB3	2 HD	HWY. 22 - STA. 47+20.42	67.11' LT.	628204.64, 367935.34
PB4	2 HD	HWY. 22 - STA. 45+34.42	37.57' RT.	627991.81, 367918.16
PB5	2 HD	HWY. 22 - STA. 44+65.51	37.13' RT.	627929.50, 367947.36
PB6	2 HD	HWY. 22 - STA. 43+69.84	54.54' LT.	627880.98, 368070.66
PB7	2 HD	HWY. 22 RAMP 3 - STA. 11+13.24	44.41' LT.	627985.98, 368095.30
PB8	2	HWY. 22 - STA. 44+63.59	50.90' LT.	627964.60, 368028.11
PB9	2	HWY. 22 - STA. 45+64.01	47.44' LT.	628054.32, 367982.96
PB10	2	HWY. 22 - STA. 45+68.51	59.68' LT.	628063.57, 367992.17

* CENTER OF PULL BOX
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 22 - STA. 45+78.51	89.87' LT.	628072.73, 367988.15

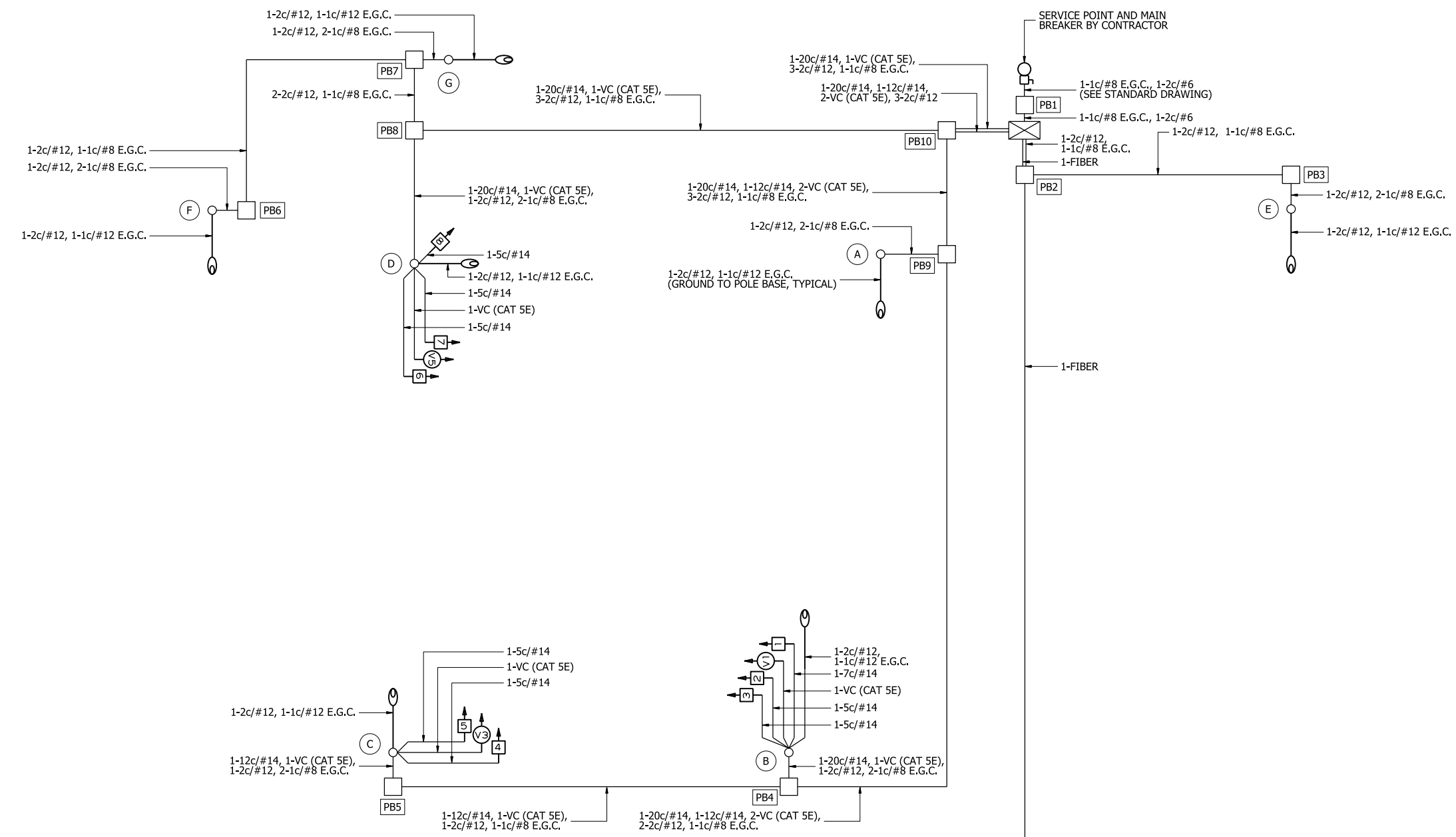
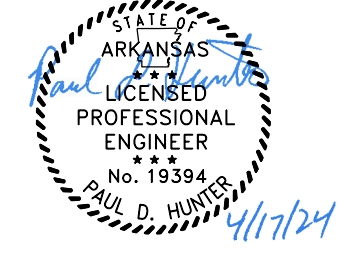
* CENTER OF CABINET



LOCATION:	HWY. 22/I-49 SB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	1" = 30'
DRAWN BY:	LTD

4/17/2024 10:24:49 AM R040901_17A_SG_008.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	236	809
SIGNALIZATION PLAN SHEET						



WIRING DIAGRAM

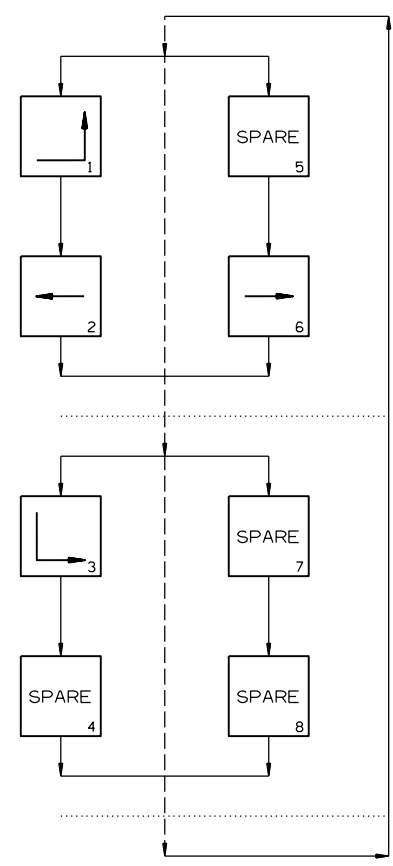
- NOTE TO CONTRACTOR
1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
 2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
 3. SEE GROUNDING ARRAY DETAIL.

SEE I-49 N.B. RAMPS AT HWY 22 WIRING DIAGRAM FOR CONTINUATION

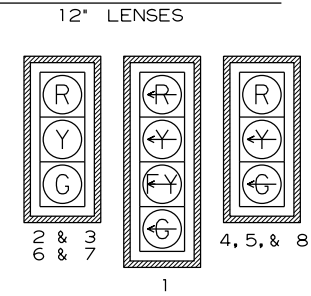
CONNECT FIBER TO EXISTING CONTROLLER AT SW CORNER OF FORT ST/HWY 22 AND HWY 59

LOCATION:	HWY. 22/I-49 SB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	N/A
DRAWN BY:	LTD

PHASING DIAGRAM

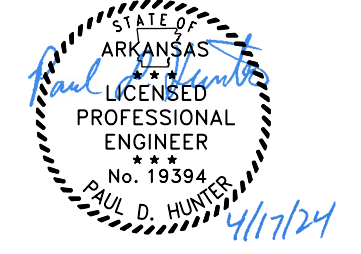
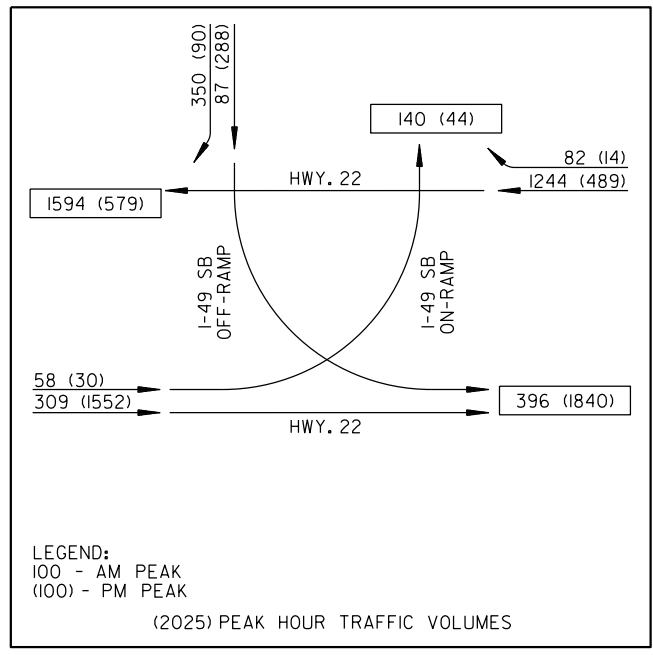


SIGNAL FACES



- NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 3. SIGNAL HEAD 8 WILL HAVE GEOMETRICALLY PROGRAMMABLE LOUVERS ON YELLOW ARROW AND GREEN ARROW.

TRAFFIC FLOW DIAGRAM



DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040748											
HIGHWAY 22 AND INTERSTATE 49 S.B. RAMPS DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz11	EB LEFT TURN FAR	COMB.				V9	1	1		CAMERA V1	MAST ARM MOUNTED
Vz12	EB LEFT TURN	LOCAL				V1	1			CAMERA V1	MAST ARM MOUNTED
Vz21 A&B	WB ADVANCE	LOCAL				V2	2			CAMERA V5	MAST ARM MOUNTED
Vz22 A&B	WB NEAR	COMB.				V10	2	2		CAMERA V5	MAST ARM MOUNTED
Vz31	SB LEFT TURN FAR	COMB.				V11	3	3		CAMERA V3	37"
Vz32	SB LEFT TURN	LOCAL				V3	3			CAMERA V3	37"
Vz61 A&B	EB ADVANCE	LOCAL				V6	6			CAMERA V1	MAST ARM MOUNTED
Vz62 A&B	EB NEAR	COMB.				V14	6	6		CAMERA V1	MAST ARM MOUNTED
				SPARE:							

CONTROLLER INPUT ABBREVIATIONS:
 V = VEHICLE INPUT
 D = SYSTEM OR AUXILIARY INPUT
 P = PEDESTRIAN INPUT

NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION. THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE. EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

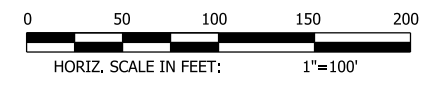
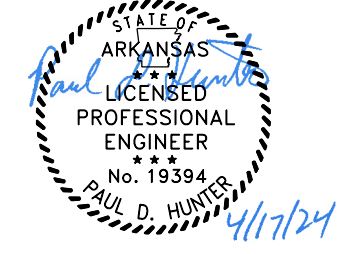
INTERVAL CHART

SIGNAL FACES	HIGHWAY 22 AND I-49 SB RAMPS						FLASH SEQUENCE
	1+6	CLR.	2+6	CLR.	3	CLR.	
1	<G	<Y	<PY	*	<R	<R	<R
2 & 3	G	**	G	**	R	R	R
4, 5, & 8	R	R	R	R	<G	<Y	R
6 & 7	R	R	G	Y	R	R	R

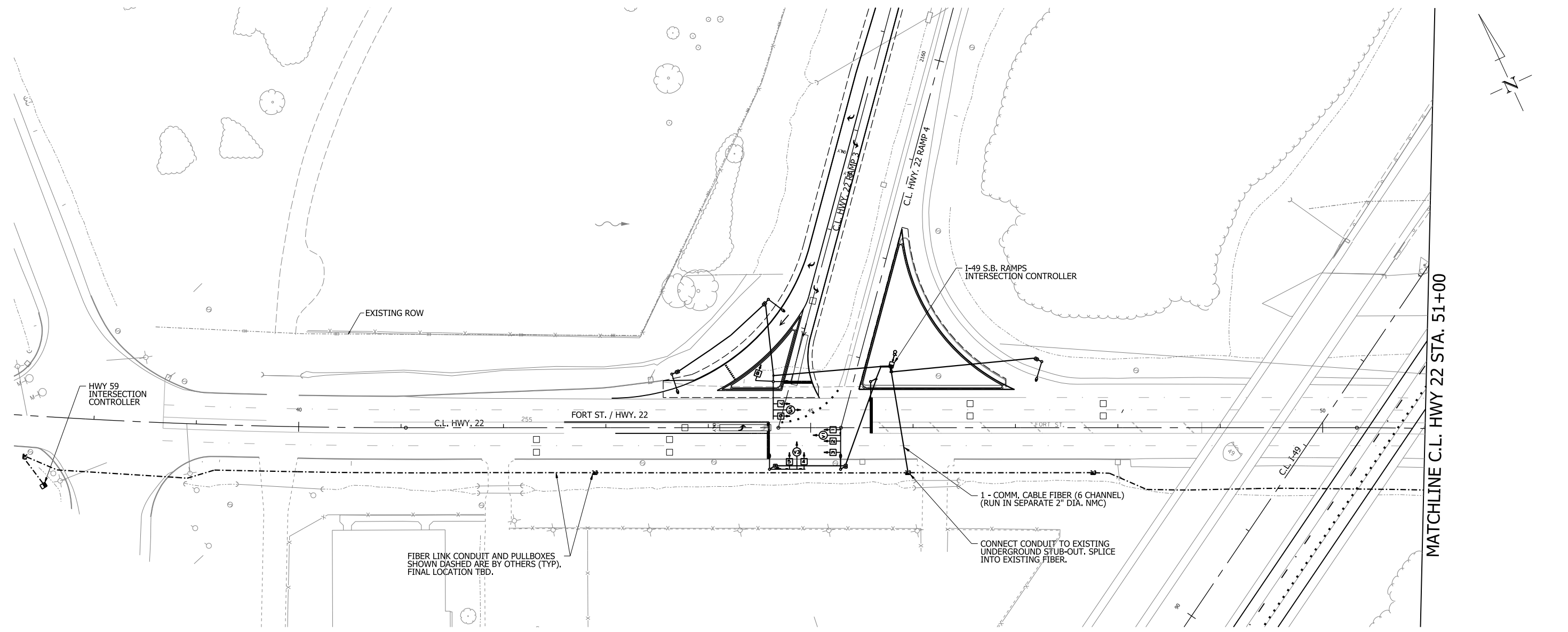
* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
 ** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

LOCATION:	HWY. 22/I-49 SB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	N/A
DRAWN BY:	LTD

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	238	809
SIGNALIZATION PLAN SHEET						



FOR INFORMATION ONLY



NOTE:
 CONTRACTOR SHALL PROVIDE 1-FIBER FROM I-49 S.B. RAMPS INTERSECTION CONTROLLER TO EXISTING P.B.
 CONTRACTOR SHALL RING CUT EXISTING FIBER IN P.B. AND SPLICE NEW FIBER WITH EXISTING SO THAT THE NEW CONTROLLER IS IN-LINE WITH THE EXISTING LOCATIONS.

TRAFFIC SIGNAL QUANTITIES

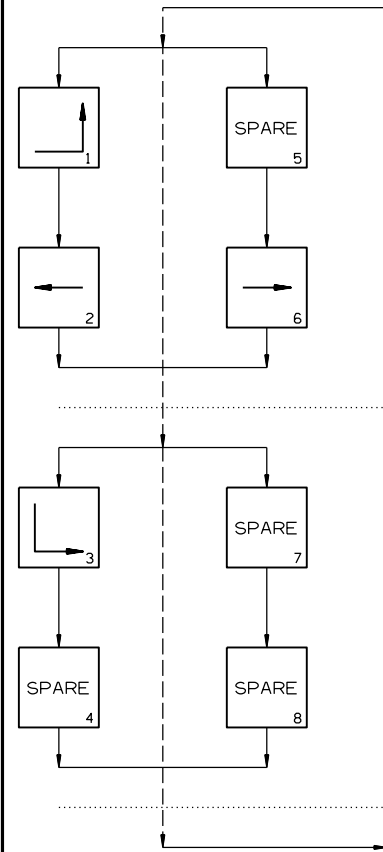
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	239	809
TRAFFIC SIGNAL QUANTITIES - I-49 NB RAMP						

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2, E-NET (8 PHASES)	1	EACH
SP	ETHERNET SWITCH, T100 HARDENED (8-PORT)	1	EACH
SP	WIC FIBER ENCLOSURE	1	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	9	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP	LOUVERS	2	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	560	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	80	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	470	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	1010	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	370	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	40	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	1690	LIN. FT.
SP	COMMUNICATION CABLE, FIBER (6 CHANNEL)	200	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	640	LIN. FT.
710	NON-METALLIC CONDUIT (3")	450	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 1)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2)	3	EACH
SS & 711	CONCRETE PULL BOX (TYPE 3)	1	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	6	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (0')	4	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (48')	1	EACH
SP	LED LUMINAIRE ASSEMBLY	7	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SP	18" STREET NAME SIGN	1	EACH
SP & 733	VIDEO DETECTOR (IP)	1	EACH
SP & 733	HYBRID VIDEO/RADAR DETECTOR	2	EACH
SP & 733	VIDEO CABLE (EXTERIOR CAT 5E)	670	LIN. FT.
SP & 733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	CENTRAL CONTROL UNIT (8 CHANNEL)	1	EACH

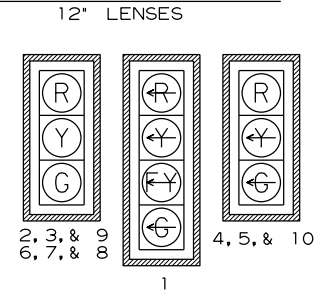


LOCATION:	HWY, 22/I-49 NB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	N/A
DRAWN BY:	LTD

PHASING DIAGRAM



SIGNAL FACES



- NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 3. SIGNAL HEAD 10 WILL HAVE GEOMETRICALLY PROGRAMMABLE LOUVERS ON YELLOW ARROW AND GREEN ARROW

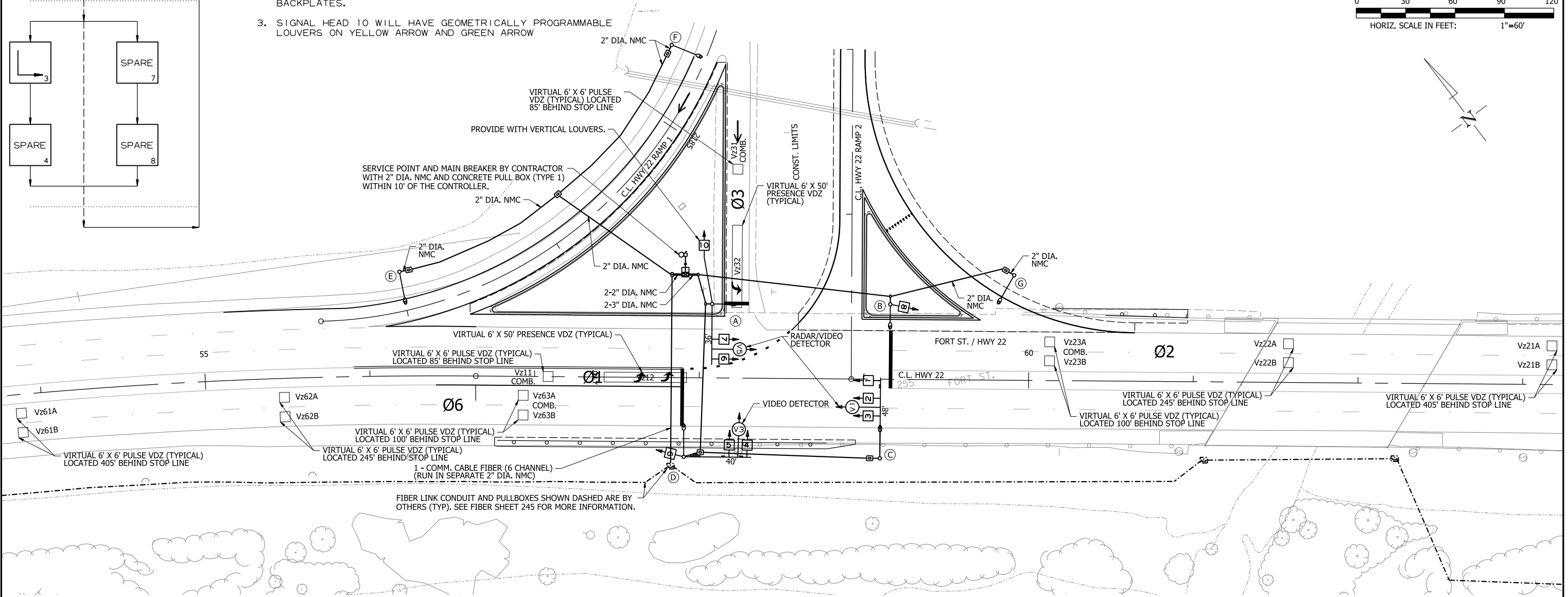
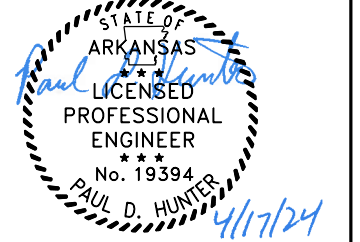
HIGHWAY 22 AND INTERSTATE 49 N.B. RAMPS
POLE DIMENSIONS

POLE	MAST ARM	* MAST ARM ANGLE	** HAND HOLE	VERT. SHAFT	LUM. ARM	* LUM. ANGLE
A	36'	217°	180°	35'	5'	127°
B	N/A	N/A	N/A	35'	10'	217°
C	48'	37°	180°	35'	15'	37°
D	40'	127°	90°	35'	15'	37°
E	N/A	N/A	N/A	35'	15'	206°
F	N/A	N/A	N/A	35'	15'	149°
G	N/A	N/A	N/A	35'	15'	247°

- * MAST ARM AND LUMINAIRE ARM ANGLE MEASURED FROM PLAN NORTH = 0°, CLOCKWISE ROTATION.
** HAND HOLE LOCATION MEASURED CLOCKWISE FROM MAST ARM.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	240	809

SIGNALIZATION PLAN SHEET



DETECTOR SPACING CHART

HIGHWAY 22 VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD LOOP	LAG VDZ
55 MPH	405'/245'	100'
I-49 NB OFF-RAMP VIRTUAL LOOPS		
POSTED SPEED	DISTANCE FROM STOP LINE	
	LEAD VDZ	LAG VDZ
25 MPH	85'	N/A

LOCATION: HWY. 22/I-49 NB RAMPS
 CITY: BARLING
 COUNTY: SEBASTIAN
 DISTRICT: 4 SCALE: 1" = 60' DRAWN BY: LTD

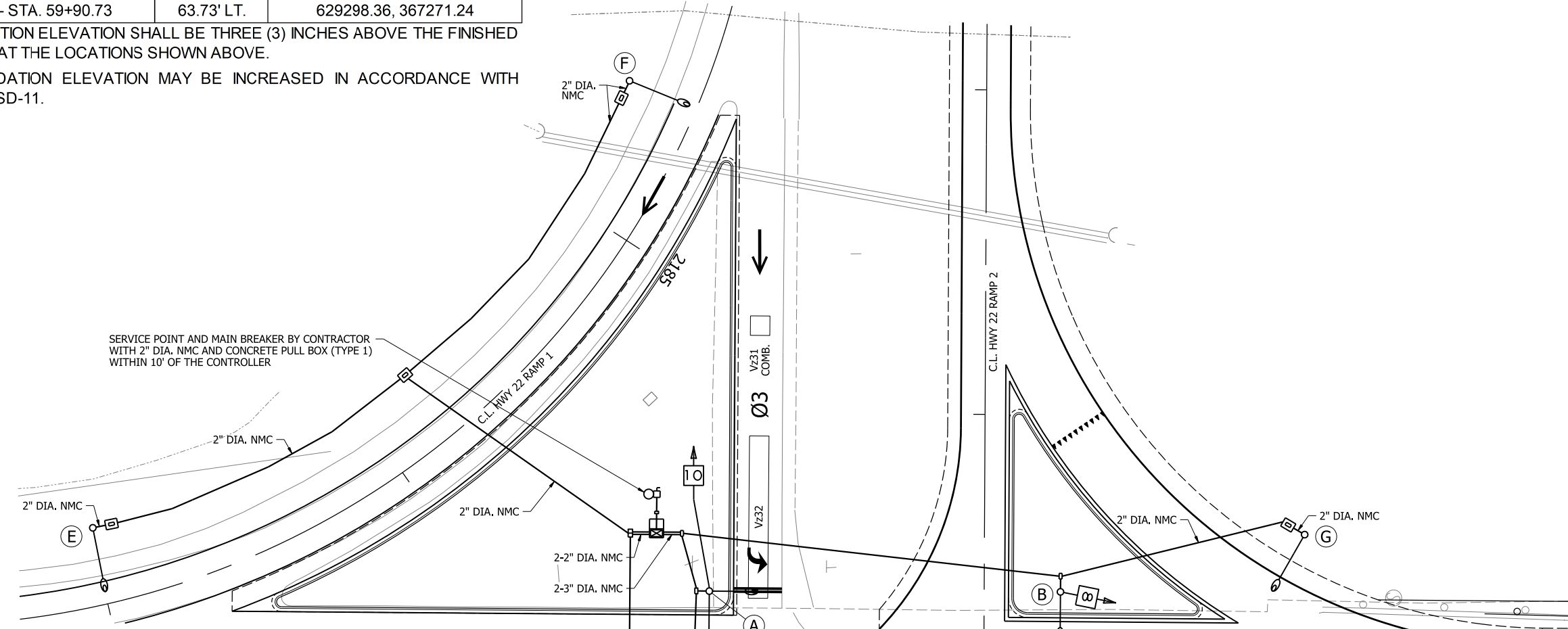
HIGHWAY 22 AND INTERSTATE 49 N.B. RAMPS POLE LOCATIONS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	241	809
SIGNALIZATION PLAN SHEET						

POLE	LOCATION & STATION	OFFSET	X, Y COORDINATES
A	HWY. 22 - STA. 58+07.46	44.87' LT.	629141.24, 367367.46
B	HWY. 22 - STA. 59+15.64	45.50' LT.	629227.61, 367302.31
C	HWY. 22 - STA. 59+10.00	48.00' RT.	629166.39, 367231.42
D	HWY. 22 - STA. 57+91.00	48.00' RT.	629071.74, 367303.68
E	HWY. 22 RAMP 1 - STA. 2186+99.17	23.85' RT.	629001.07, 367497.10
F	HWY. 22 RAMP 1 - STA. 2184+54.08	22.34' RT.	629216.01, 367507.95
G	HWY. 22 - STA. 59+90.73	63.73' LT.	629298.36, 367271.24

TOP OF POLE FOUNDATION ELEVATION SHALL BE THREE (3) INCHES ABOVE THE FINISHED SURFACE ELEVATION AT THE LOCATIONS SHOWN ABOVE.

TOP OF POLE FOUNDATION ELEVATION MAY BE INCREASED IN ACCORDANCE WITH STANDARD DRAWING SD-11.



SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1) WITHIN 10' OF THE CONTROLLER

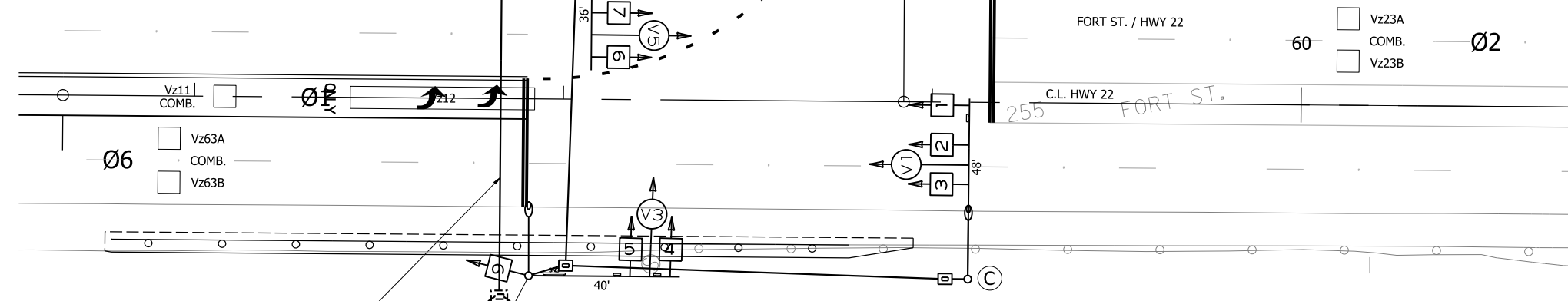
DESIGN PARAMETERS

POSTED SPEED LIMIT:
55 MPH EAST AND WEST APPROACH
25 MPH NORTH APPROACH

- NO BUS STOPS
- NO RAILROAD TRACKS
- NO EXISTING INTERCONNECTIONS
- NO FIRE STATION
- NO PARKING
- NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES SHOWN ON PERMANENT PAVEMENT MARKING DETAILS (SEE SEPARATE SHEET).

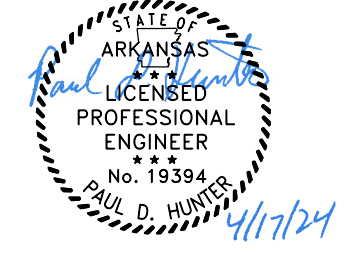
MINIMUM CLEAR ZONE DISTANCE
4 FEET BEHIND CURB
14 FEET BEHIND EDGE OF TRAVELED LANE



1 - COMM. CABLE FIBER (6 CHANNEL) (RUN IN SEPARATE 2" DIA. NMC)
FIBER LINK CONDUIT AND PULLBOXES SHOWN DASHED ARE BY OTHERS (TYP). SEE FIBER SHEET 245 FOR MORE INFORMATION.

LOCATION:	HWY. 22/I-49 NB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	1" = 40'
DRAWN BY:	LTD

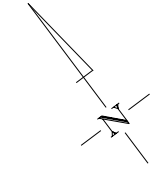
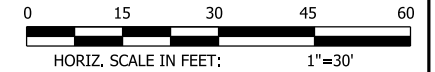
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	242	809
SIGNALIZATION PLAN SHEET						



HIGHWAY 22 AND INTERSTATE 49 N.B. RAMPS PULL BOX LOCATIONS

PULL BOX	TYPE	LOCATION & STATION	* OFFSET	* X, Y COORDINATES
PB1	1	HWY. 22 - STA. 57+91.04	68.98' LT.	629142.82, 367396.59
PB2	2	HWY. 22 - STA. 57+98.90	62.59' LT.	629145.19, 367386.74
PB3	2	HWY. 22 - STA. 58+03.46	44.90' LT.	629138.08, 367369.91
PB4	2	HWY. 22 - STA. 59+15.65	50.33' LT.	629230.55, 367306.15
PB5	2HD	HWY. 22 - STA. 59+85.65	66.67' LT.	629296.10, 367276.66
PB6	2HD	HWY. 22 - STA. 59+03.85	48.00' RT.	629161.50, 367235.15
PB7	2HD	HWY. 22 - STA. 58+00.96	45.19' RT.	629081.43, 367299.82
PB8	2HD	HWY. 22 RAMP 1 - STA. 2186+92.71	23.60' RT.	629006.38, 367494.57
PB9	2HD	HWY. 22 RAMP 1 - STA. 2185+80.33	23.46' RT.	629106.27, 367476.95
PB10	2HD	HWY. 22 RAMP 1 - STA. 2184+60.50	22.49' RT.	629210.82, 367505.19
PB11	3	HWY. 22 - STA. 57+83.00	62.54' LT.	629132.52, 367396.35

* CENTER OF PULL BOX
ALL PULL BOXES SHALL BE PLACED AT THE FINISHED SURFACE ELEVATION.

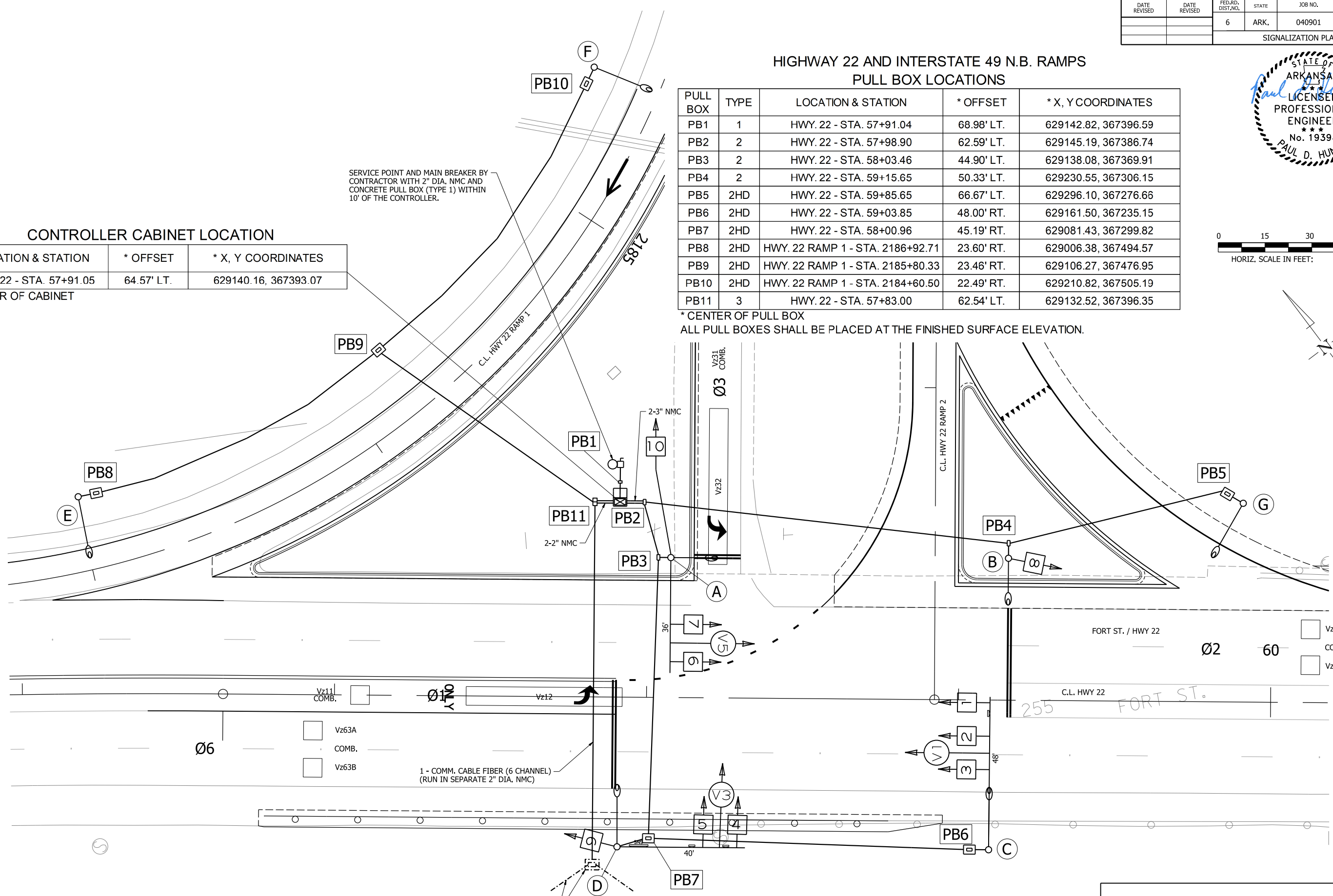


CONTROLLER CABINET LOCATION

LOCATION & STATION	* OFFSET	* X, Y COORDINATES
HWY. 22 - STA. 57+91.05	64.57' LT.	629140.16, 367393.07

* CENTER OF CABINET

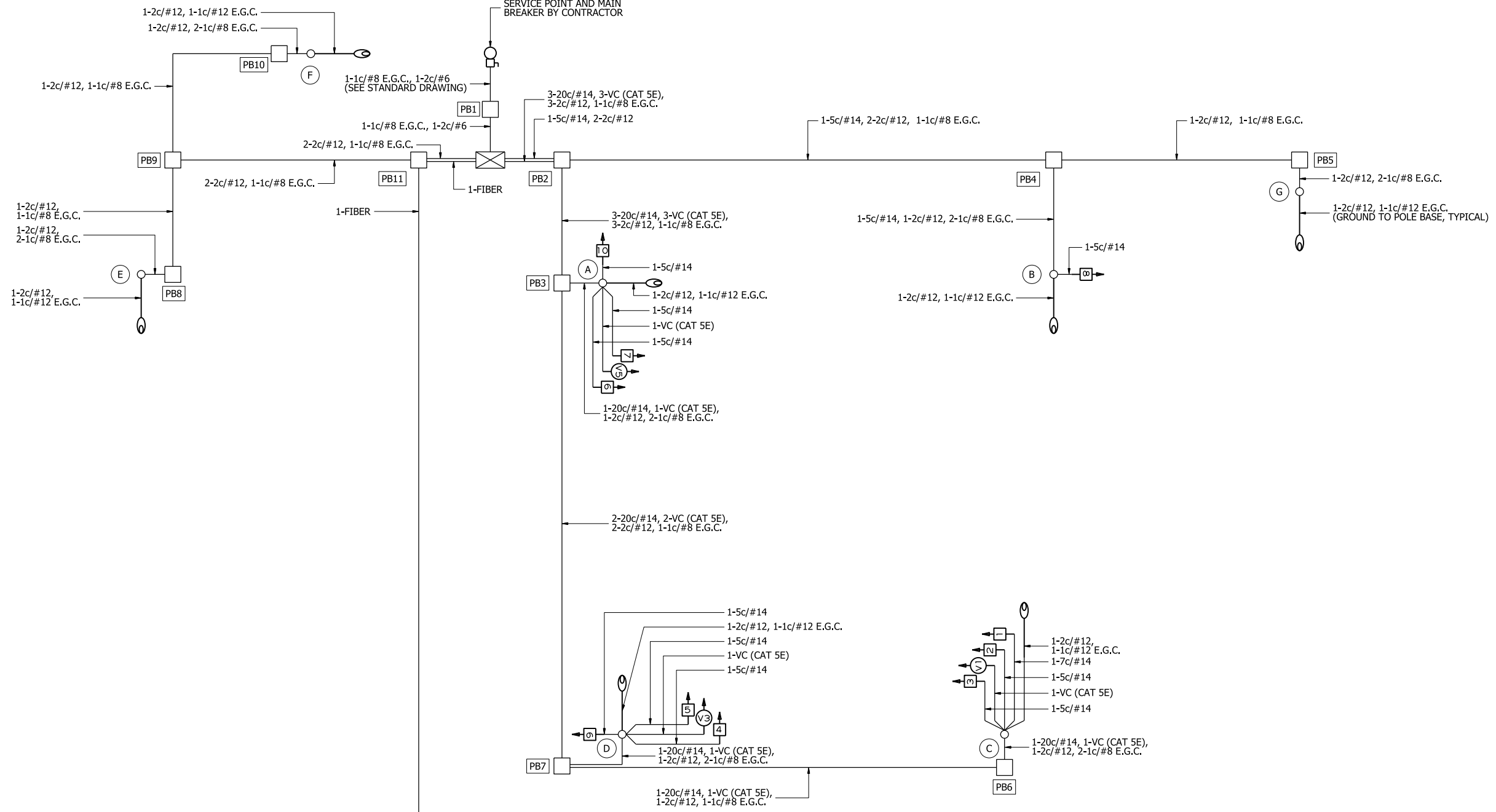
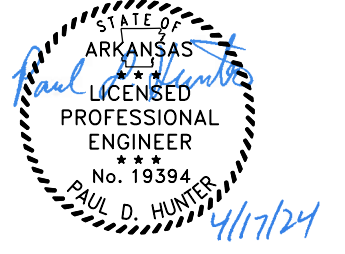
SERVICE POINT AND MAIN BREAKER BY CONTRACTOR WITH 2" DIA. NMC AND CONCRETE PULL BOX (TYPE 1) WITHIN 10' OF THE CONTROLLER.



FIBER LINK CONDUIT AND PULLBOXES SHOWN DASHED ARE BY OTHERS (TYP). SEE FIBER SHEET 245 FOR MORE INFORMATION.

LOCATION:	HWY. 22/I-49 NB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	1" = 30'
DRAWN BY:	LTD

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	243	809
SIGNALIZATION PLAN SHEET						



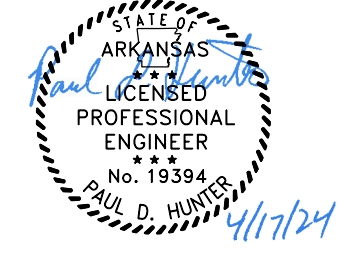
WIRING DIAGRAM

- NOTES TO CONTRACTOR
- ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
 - THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
 - SEE GROUNDING ARRAY DETAIL.

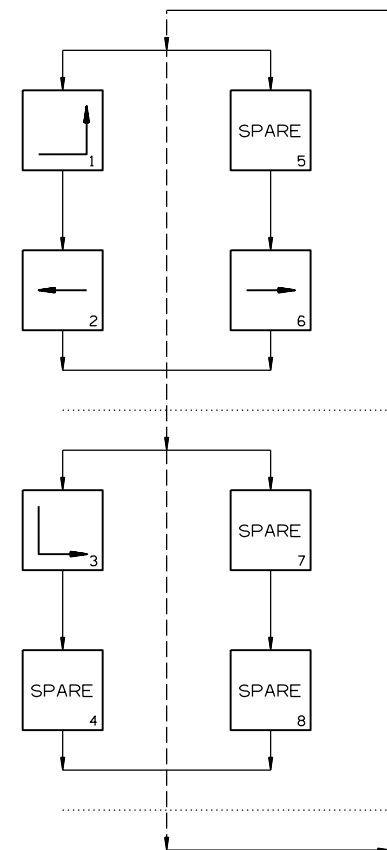
SEE I-49 S.B. RAMPS AT HWY 22 WIRING DIAGRAM FOR CONTINUATION

CONDUIT CONTINUATION BY OTHERS

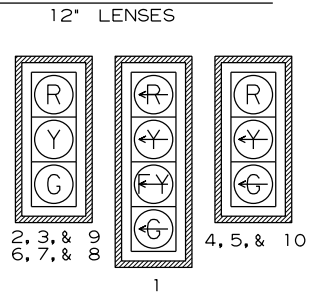
LOCATION:	HWY. 22/I-49 NB RAMPS
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	N/A
DRAWN BY:	LTD



PHASING DIAGRAM

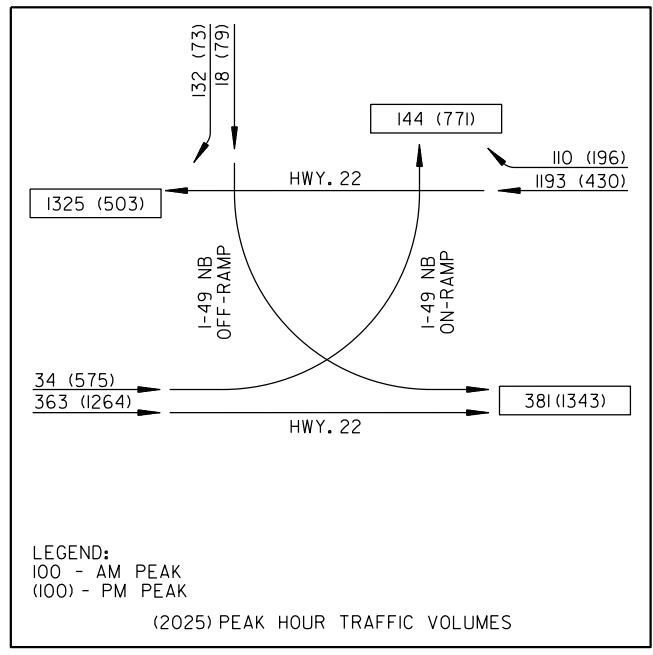


SIGNAL FACES



- NOTES:
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 - REFER TO SPECIAL PROVISION "RETROREFLECTIVE BACKPLATES" FOR DETAILS ON REQUIREMENTS FOR BACKPLATES.
 - SIGNAL HEAD 10 WILL HAVE GEOMETRICALLY PROGRAMMABLE LOUVERS ON YELLOW ARROW AND GREEN ARROW

TRAFFIC FLOW DIAGRAM



DETECTOR CHART

DETECTOR SYSTEM DESCRIPTION: JOB 040748											
HIGHWAY 22 AND INTERSTATE 49 N.B. RAMPS DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS			COMMENTS	TUBE LENGTHS
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. IMP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz11	EB LEFT TURN FAR	COMB.				V9	1	1		V1	MAST ARM MOUNTED
Vz12	EB LEFT TURN	LOCAL				V1	1			V1	MAST ARM MOUNTED
Vz21 A&B	WB ADVANCE	LOCAL				V2	2			V5	MAST ARM MOUNTED
Vz22 A&B	WB INTERMEDIATE	LOCAL				V4	2			V5	MAST ARM MOUNTED
Vz23 A&B	WB NEAR	COMB.				V10	2	2		V5	MAST ARM MOUNTED
Vz31	SB LEFT TURN FAR	COMB.				V11	3	3		V3	37"
Vz32	SB LEFT TURN	LOCAL				V3	3			V3	37"
Vz61 A&B	EB ADVANCE	LOCAL				V6	6			V1	MAST ARM MOUNTED
Vz62 A&B	EB INTERMEDIATE	LOCAL				V7	6			V1	MAST ARM MOUNTED
Vz63 A&B	EB NEAR	COMB.				V14	6	6		V1	MAST ARM MOUNTED
SPARE:											

CONTROLLER INPUT ABBREVIATIONS:
 V = VEHICLE INPUT
 D = SYSTEM OR AUXILIARY INPUT
 P = PEDESTRIAN INPUT

NOTE: "AMP CHN =" REFERS TO THE RACK OUTPUT POSITION. THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE. EXAMPLE: V9 = SYSTEM DETECTOR 1, V10 = SYSTEM DETECTOR 2

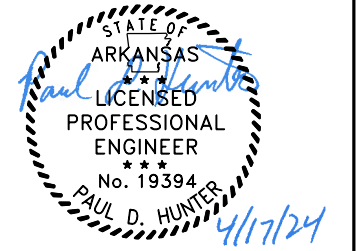
INTERVAL CHART

SIGNAL FACES	HIGHWAY 22 AND I-49 NB RAMPS						FLASH SEQUENCE
	1+6	CLR.	2+6	CLR.	3	CLR.	
1	←G	←Y	←FY	*	←R	←R	←R
2, 3, & 9	G	**	G	**	R	R	R
4, 5, & 10	R	R	R	R	←G	←Y	R
6, 7, & 8	R	R	G	Y	R	R	R

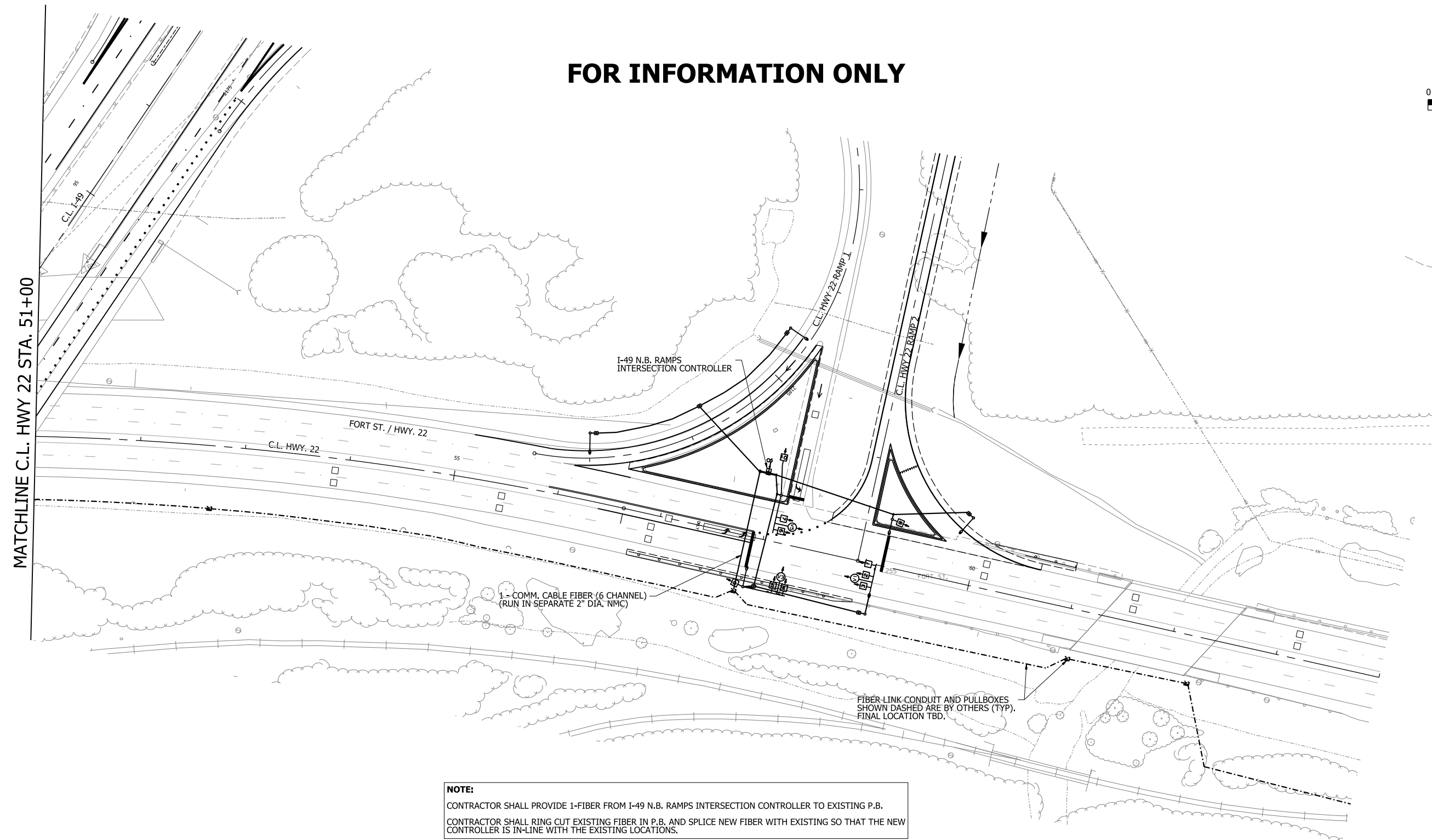
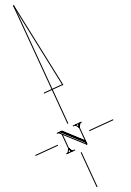
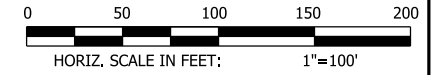
* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
 ** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE

LOCATION: HWY. 22/I-49 NB RAMPS
 CITY: BARLING
 COUNTY: SEBASTIAN
 DISTRICT: 4 SCALE: N/A DRAWN BY: LTD

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	245	809
SIGNALIZATION PLAN SHEET						



FOR INFORMATION ONLY



NOTE:
 CONTRACTOR SHALL PROVIDE 1-FIBER FROM I-49 N.B. RAMPS INTERSECTION CONTROLLER TO EXISTING P.B.
 CONTRACTOR SHALL RING CUT EXISTING FIBER IN P.B. AND SPLICE NEW FIBER WITH EXISTING SO THAT THE NEW CONTROLLER IS IN-LINE WITH THE EXISTING LOCATIONS.

GENERAL NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 NATIONAL ELECTRICAL CODE, NFPA 101 LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
2. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, ARDOT SPECIAL PROVISIONS SPECIFIC TO THIS PROJECT, STANDARD DRAWINGS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO THE PROJECT ENGINEER TO ENSURE ARKANSAS STATE CODES (§17-28-10 ET SEQ. AND §20-31-101 ET. SEQ.) ARE MET. THE DOCUMENTATION SHALL INCLUDE:
 - a. THE ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE(S).
 - b. THE RATIO OF LICENSED-ELECTRICIANS TO APPRENTICE-ELECTRICIANS.
 - c. PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR, ELECTRICIAN LICENSE DIRECTORY (HTTPS://WWW.ARK.ORG.LABOR/ELECTRICIAN/SEARCH.PHP) ALL LICENSES SHALL BE VALID AND CURRENT.
4. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
5. CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OR ASSIGNED DEPARTMENT PROJECT INSPECTOR, EACH DAY PRIOR TO ITS RELATED WORK. NO WORK WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
6. THE CONTRACTOR SHALL EXERCISE CAUTION DURING CONSTRUCTION; TO PROTECT EXISTING UTILITIES AND FACILITIES THAT ARE LOCATED IN AREAS OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF UTILITIES/ELEMENTS WHICH ARE DAMAGED AS A RESULT OF ACTIVITIES RELATED TO THE INSTALLATION OF ITS EQUIPMENT.
7. SEE BRIDGE PLANS FOR DETAILS OF BRIDGE-MOUNTED UTILITY CONDUITS, SUPPORTS, AND PULL BOXES, BRIDGE-MOUNTED CONDUITS, SUPPORT ASSEMBLIES, AND PULL BOXES ARE PAID FOR AS DESCRIBED ON ITS PLANS. SEE BRIDGE PLANS AND STANDARD SPECIFICATIONS FOR DETAILS AND REQUIREMENTS OF EXPANSION JOINTS IN BRIDGE-MOUNTED CONDUITS.
8. BRIDGE DESIGN ALTERNATE 2 WAS USED TO CALCULATE THE QUANTITY OF CONDUITS AND PULL BOXES, BRIDGE 1 ALTERNATE QUANTITIES ARE NOT PROVIDED. IF BRIDGE ALTERNATE 1 IS SELECTED FOR CONSTRUCTION, THE CONTRACTOR SHALL USE THE ALTERNATE 2 QUANTITIES FOR MEASUREMENT AND PAYMENT.
9. ALL BRIDGE MOUNTED METALLIC CONDUITS AND JUNCTION BOXES SHALL BE CONTINUOUSLY BONDED USING GROUNDING-TYPE CONDUIT BUSHINGS. NEAR THE BRIDGE ABUTMENT, GROUND THE END OF THE METALLIC CONDUIT AND JUNCTION BOX SYSTEM TO A COPPER CLAD ELECTRODE. SEE SPECIAL PROVISIONS FOR ITS ELECTRICAL JUNCTION BOX METALLIC, FOR ADDITIONAL DETAILS.
10. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHOULD BE INSTALLED BY PUSHING OR BORING METHOD. PVC OR HDPE CONDUIT SHALL BE USED AND SHALL BE UL LISTED. PVC CONDUIT SHALL BE MARKED 'DIR. BORING' OR 'DIRECTIONAL BORING' PER NEC. IF THE CONTRACTOR DETERMINES THAT A PUSHING OR BORING INSTALLATION METHOD IS NOT FEASIBLE, THE CONTRACTOR MAY REQUEST PERMISSION FROM THE PROJECT ENGINEER TO EMPLOY A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS. THE PROJECT ENGINEER SHALL GRANT A WRITTEN APPROVAL PRIOR TO THE USE OF ANY TRENCHING METHOD.
11. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT ANY INTERFERENCE. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY.
12. CONDUIT END BELL FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, SPLICE CABINETS, AND CONTROL CABINETS. THE COST OF THE FITTINGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.
13. ALL NON-METALLIC CONDUITS SHALL USE LONG SWEEP ELBOWS ON ALL CONDUIT BENDS. THE COST OF THE ELBOWS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.
14. CONTRACTOR SHALL ATTACH A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO EACH CONDUIT AT EACH PULL BOX, POLE BASE, JUNCTION BOX, AND CABINET. TAGS SHALL BE EMBOSSED, STAMPED, OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. EACH TAG SHALL INDICATE THE END LOCATION OF THE CONDUIT RUN. THE COST OF THE TAGS SHALL BE SUBSIDIARY TO THE CONDUIT PAY ITEM.
15. THE CONTRACTOR SHALL INSTALL A 5/8"X 10' COPPER GROUND ROD IN THE AT-GRADE PULL BOXES ADJACENT TO EACH BRIDGE END. THE GROUND RODS ARE SUBSIDIARY TO THE GROUND BOX PAY ITEM. ITS GROUND BOXES ARE TO BE GROUNDED PER ARDOT STANDARD DRAWING SD-11, STEEL POLE WITH MAST ARM, WHEN REQUIRED.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	246	809
ITS PLANS						






DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	247	809
ITS PLANS						

ABBREVIATIONS

AFF	ABOVE FINISHED FLOOR
C	CONDUIT
COMM	COMMUNICATIONS
CL	CENTERLINE
DET	DETAIL
DWG	DRAWING
EXIST., (E)	EXISTING
FG	FINISHED GRADE
FO	FIBER OPTIC
FOC	FIBER OPTIC CABLE
GRS	GALVANIZED RIGID STEEL (CONDUIT)
HDG	HOT DIPPED GALVANIZED
HH	HANDHOLE
ID	INSIDE DIAMETER
JB	JUNCTION BOX
MH	MANHOLE
MIN	MINIMUM
MP	MILEPOST
(N)	NEW
NB	NORTHBOUND
NEC	NATIONAL ELECTRIC CODE
NFPA	NATIONAL FIRE PROTECTION AGENCY
NIC	NOT IN CONTRACT
NMC	NON-METALLIC CONDUIT
NTS	NOT TO SCALE
OD	OUTSIDE DIAMETER
OSP	OUTSIDE PLANT
PAN, PNL	PANEL
PB	PULL BOX
QTY	QUANTITY
ROW	RIGHT OF WAY
RTRC	REINFORCED THERMOSETTING RESIN CONDUIT
SB	SOUTHBOUND
SP	SPARE
STA	STATIONING
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED

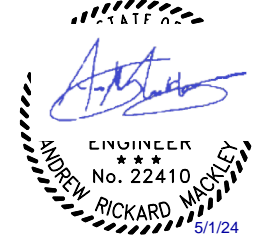
SYMBOLS

	TYPE 4 PROPOSED ITS GND PULL BOX W/APRON
	PROPOSED BRIDGE MOUNTED PULL BOX
	FIBER MARKER



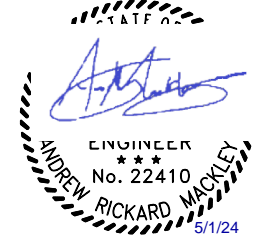
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	248	809
ITS PLANS						

ITS QUANTITIES SUMMARY (BRIDGE ALTERNATE 2)								
ITEM	DESCRIPTION	UNIT	STA. 159+00 TO STA. 183+00	STA. 183+00 TO STA. 206+50	STA. 206+50 TO STA. 231+00	STA. 231+00 TO STA. 255+00	STA. 255+00 TO STA. 259+74	TOTAL
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	8115	9900	4011	5977	1659	29662
SP & 710	NON-METALLIC CONDUIT (4")	LF	534		6326	4129	420	11409
SP, SS & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	EA	1		4	2	1	8
SP	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")	EA	5	4	3	4	1	17



QUANTITIES SUMMARY
ITS PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	249	809
ITS PLANS						



BRIDGE ALTERNATE 1 (CONCRETE)		
PULL BOX STA.	PULL BOX TYPE	Pull Box No.
163+45	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	163
163+89	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	164
168+14	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	168
173+08	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	173
177+70	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	178
182+61	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	183
187+60	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	188
192+59	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	193
197+58	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	198
202+24	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	202
207+01	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	207
211+88	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	212
215+87	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	216
216+61	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	217
221+00	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	221
225+60	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	225
230+24	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	230
234+86	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	235
239+50	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	240
240+89	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	241
245+23	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	245
250+21	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	250
254+82	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	255
258+74	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	259
259+80	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	260

* BRIDGE-MOUNTED PULL BOX STATIONS SHOWN IN THIS TABLE ARE APPROXIMATE AND ARE FOR INFORMATION ONLY. SEE BRIDGE PLAN SHEETS FOR PULL BOX SUPPORTS.

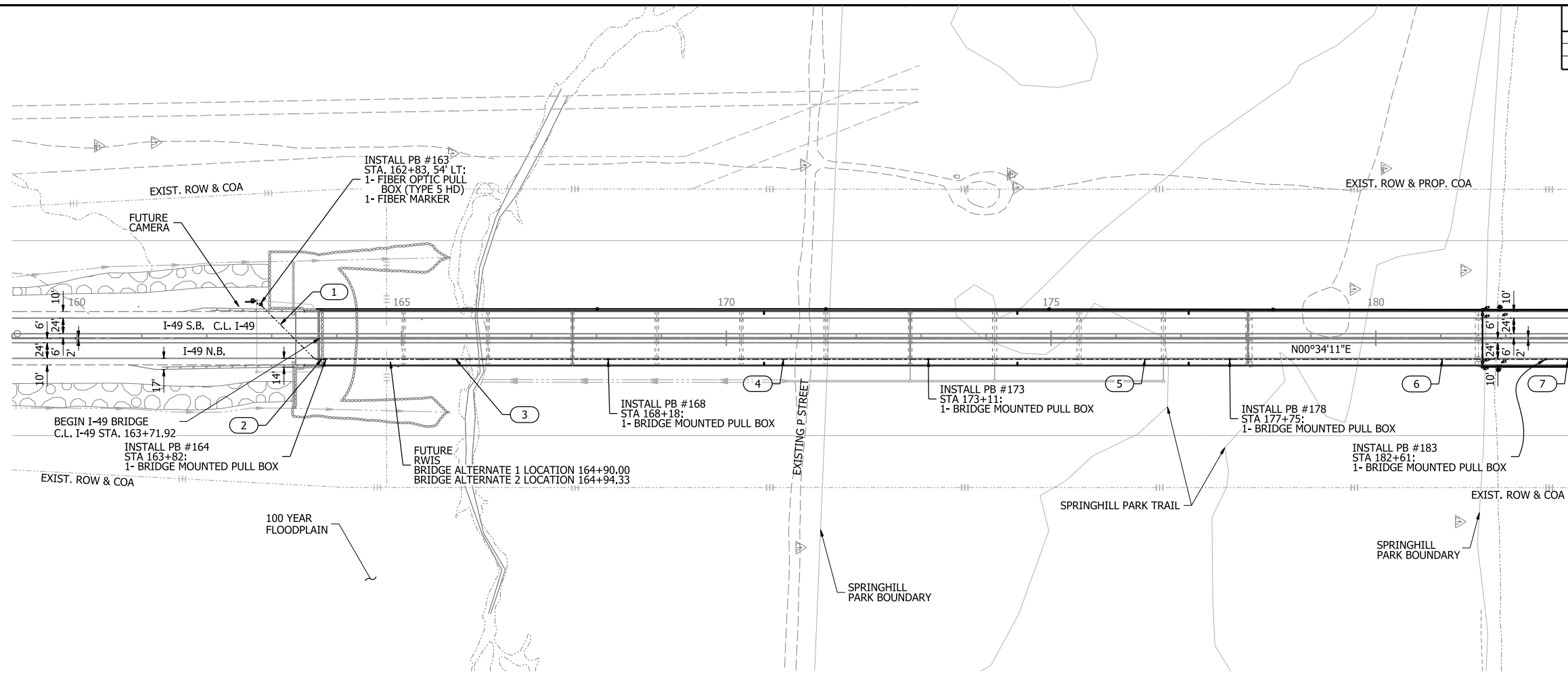
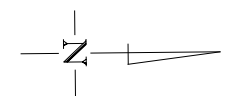
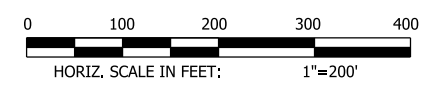
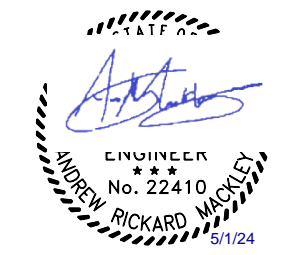
BRIDGE ALTERNATE 2 (STEEL)		
PULL BOX STA.	PULL BOX TYPE	Pull Box No.
163+45	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	163
163+82	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	164
168+18	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	168
173+11	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	173
177+75	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	178
182+61	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	183
187+60	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	188
192+59	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	193
197+55	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	198
202+28	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	202
207+02	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	207
211+85	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	212
215+94	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	216
216+61	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	217
221+00	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	221
225+60	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	225
230+24	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	230
234+86	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	235
239+50	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	240
240+90	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	241
245+57	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	246
250+49	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	251
254+78	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	255
258+85	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")*	259
259+80	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	260

* BRIDGE-MOUNTED PULL BOX STATIONS SHOWN IN THIS TABLE ARE APPROXIMATE AND ARE FOR INFORMATION ONLY. SEE BRIDGE PLAN SHEETS FOR PULL BOX SUPPORTS.

NOTE:
REFERENCE BRIDGE FRAMING PLANS FOR ACTUAL LOCATIONS.
ANY REVISIONS TO THE BRIDGE PLANS SUPERSEDE THE INFORMATION IN THIS SCHEDULE.

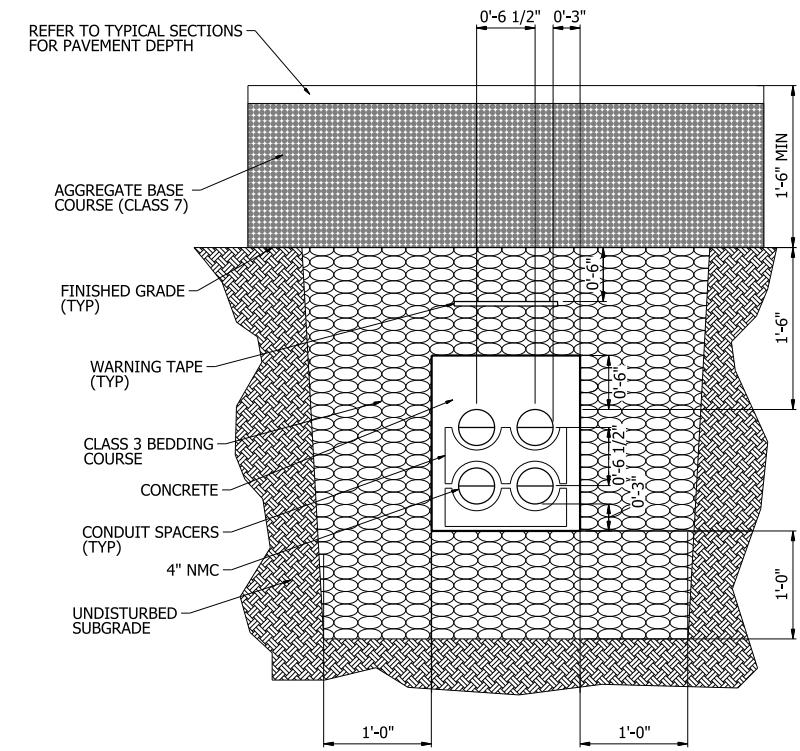
BRIDGE ALTERNATE PULL BOX SCHEDULE
ITS PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	250	809
ITS PLANS						



MATCH LINE C.L. I-49 STA. 183+00

STA. 159+00 TO STA. 183+00			
RUN NUMBER	SP & 709	SP & 710	RUN LENGTH (FEET)
	GALVANIZED STEEL CONDUIT (4")	NON-METALLIC CONDUIT (4")	
1		4	127
2	4		10
3	4		435
4	4		495
5	4		465
6	4		487
7	4		40
UNIT	LF	LF	
SHEET SUB-TOTAL	7728	508	
ELEVATION ADJUSTMENT (5%)	387	26	
SHEET TOTAL	8115	534	



SUMMARY			
ITEM	DESCRIPTION	UNIT	QTY
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	8115
SP & 710	NON-METALLIC CONDUIT (4")	LF	534
SP, SS & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	EA	1
SP	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")	EA	5

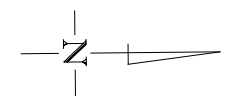
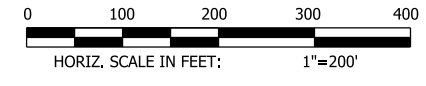
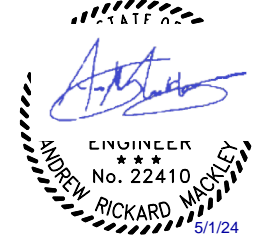
- LEGEND**
- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
 - PROPOSED NMC (4")
 - ▣ PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 4 HD)
 - ▣ PROPOSED BRIDGE MOUNTED PULL BOX
 - FIBER MARKER

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

TYPICAL TRENCH FOR CONCRETE ENCASED CONDUITS INSTALLATION

5/1/2024 2:21:22 PM R040901_17B_ITS_009.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	251	809
ITS PLANS						



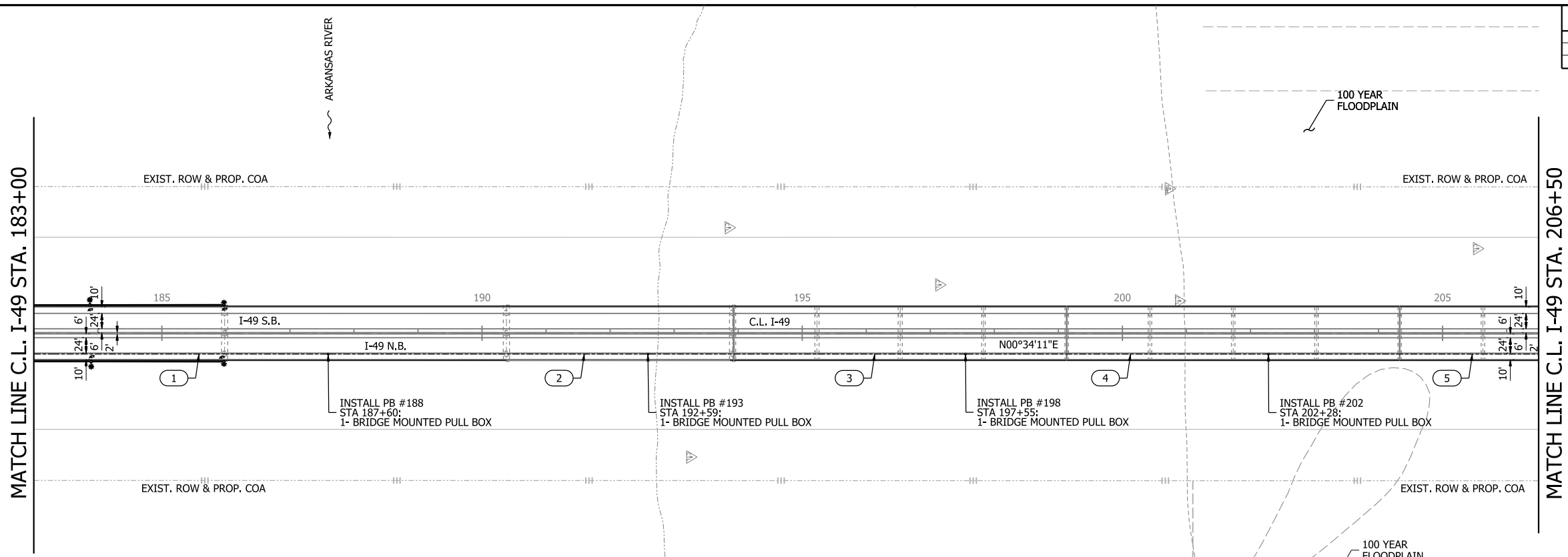
LEGEND

- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
- PROPOSED NMC (4")
- PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 4 HD)
- PROPOSED BRIDGE MOUNTED PULL BOX
- FIBER MARKER

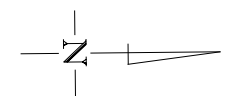
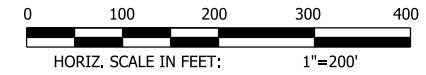
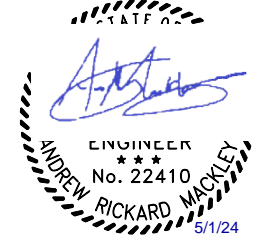
SUMMARY			
ITEM	DESCRIPTION	UNIT	QTY
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	9900
SP	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")	EA	4

NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

STA. 183+00 TO STA. 206+50		
RUN NUMBER	SP & 709	RUN LENGTH (FEET)
	GALVANIZED STEEL CONDUIT (4")	
1	4	460
2	4	500
3	4	500
4	4	475
5	4	422
UNIT	LF	
SHEET SUB-TOTAL	9428	
ELEVATION ADJUSTMENT (5%)	472	
SHEET TOTAL	9900	

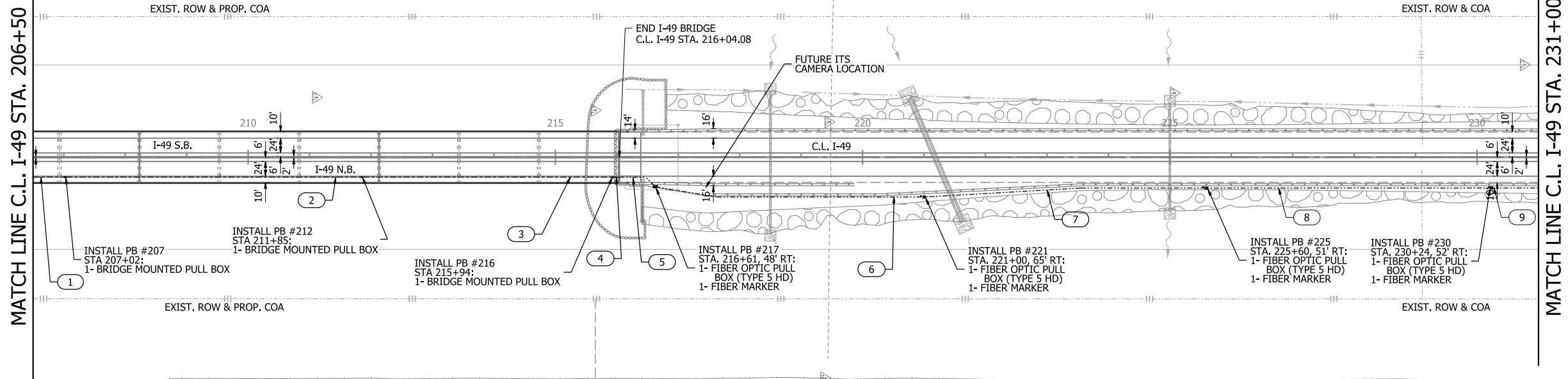


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	252	809
ITS PLANS						



LEGEND

- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
- PROPOSED NMC (4")
- PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 4 HD)
- PROPOSED BRIDGE MOUNTED PULL BOX
- FIBER MARKER



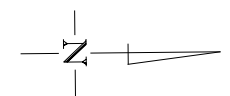
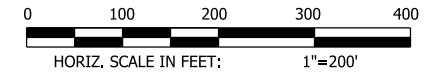
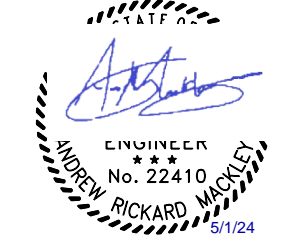
STA. 206+50 TO STA. 231+00			
RUN NUMBER	CONDUIT TYPE		RUN LENGTH (FEET)
	SP & 709	SP & 710	
1	4		50
2	4		485
3	4		410
4	4		10
5		4	65
6		4	440
7		4	460
8		4	465
9		4	76
UNIT	LF	LF	
SHEET SUB-TOTAL	3820	6024	
ELEVATION ADJUSTMENT (5%)	191	302	
SHEET TOTAL	4011	6326	

SUMMARY			
ITEM	DESCRIPTION	UNIT	QTY
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	4011
SP & 710	NON-METALLIC CONDUIT (4")	LF	6326
SP, SS & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	EA	4
SP	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")	EA	3

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	253	809

ITS PLANS

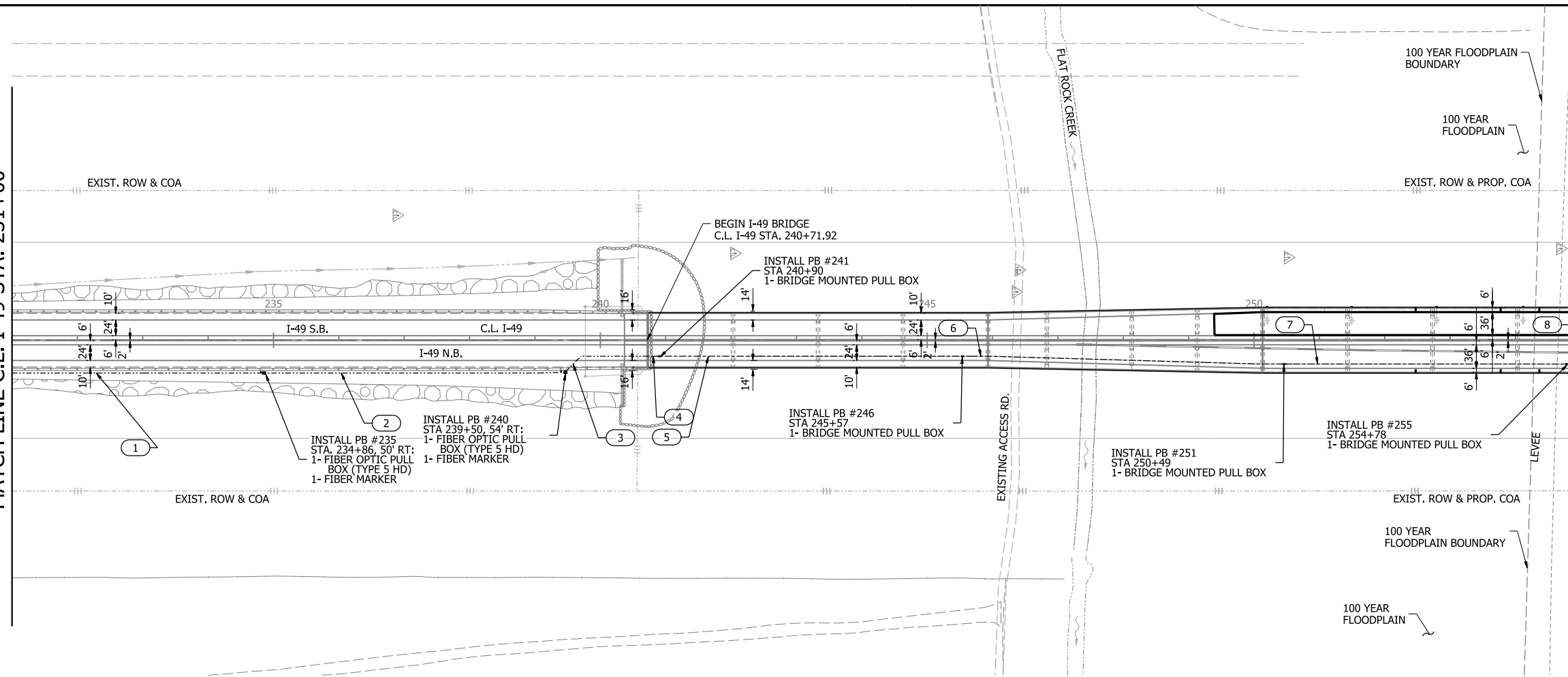


LEGEND

- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
- PROPOSED NMC (4")
- PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 4 HD)
- PROPOSED BRIDGE MOUNTED PULL BOX
- FIBER MARKER

MATCH LINE C.L. I-49 STA. 231+00

MATCH LINE C.L. I-49 STA. 255+00

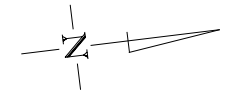
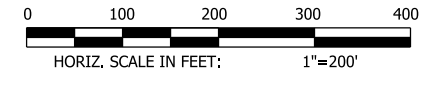
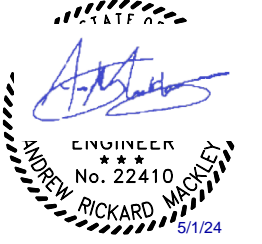


STA. 231+00 TO STA. 255+00			
RUN NUMBER	SP & 709	SP & 710	RUN LENGTH (FEET)
	GALVANIZED STEEL CONDUIT (4")	NON-METALLIC CONDUIT (4")	
1		4	385
2		4	460
3		4	138
4	4		16
5	4		465
6	4		490
7	4		430
8	4		22
UNIT	LF	LF	
SHEET SUB-TOTAL	5692	3932	
ELEVATION ADJUSTMENT (5%)	285	197	
SHEET TOTAL	5977	4129	

SUMMARY			
ITEM	DESCRIPTION	UNIT	QTY
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	5977
SP & 710	NON-METALLIC CONDUIT (4")	LF	4129
SP, SS & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	EA	2
SP	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")	EA	4

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	254	809
ITS PLANS						

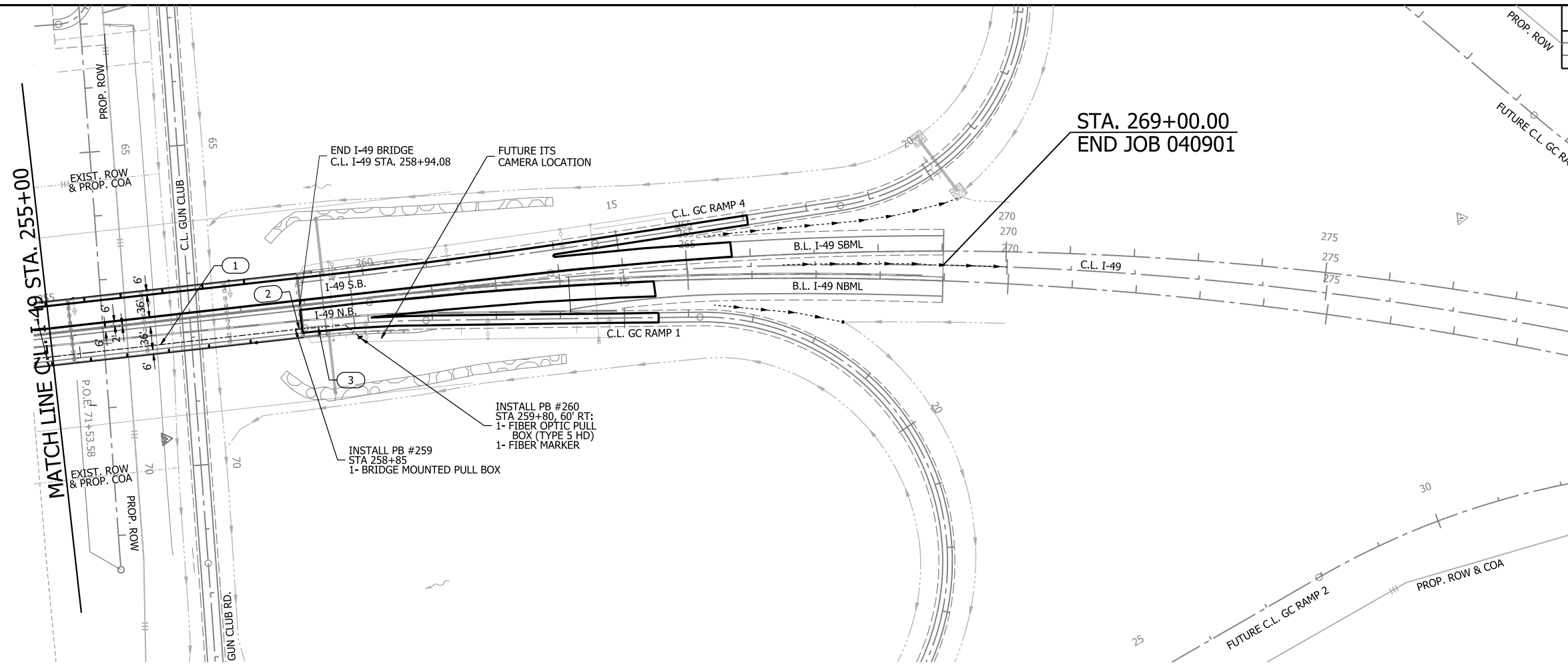


LEGEND

- PROPOSED GALVANIZED STEEL CONDUIT (4") ON STRUCTURE
- PROPOSED NMC (4")
- PROPOSED FIBER OPTIC CONCRETE PULL BOX (TYPE 4 HD)
- PROPOSED BRIDGE MOUNTED PULL BOX
- FIBER MARKER

STA. 269+00.00
END JOB 040901

MATCH LINE ON I-49 STA. 255+00

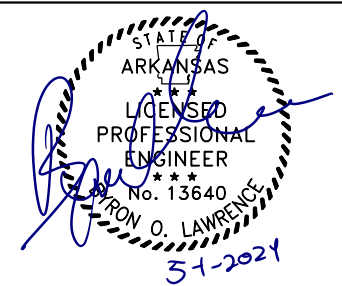


STA. 255+00 TO STA. 259+80			
RUN NUMBER	SP & 709	SP & 710	RUN LENGTH (FEET)
	GALVANIZED STEEL CONDUIT (4")	NON-METALLIC CONDUIT (4")	
1	4		385
2	4		10
3		4	100
UNIT	LF	LF	
SHEET SUB-TOTAL	1580	400	
ELEVATION ADJUSTMENT (5%)	79	20	
SHEET TOTAL	1659	420	

SUMMARY			
ITEM	DESCRIPTION	UNIT	QTY
SP & 709	GALVANIZED STEEL CONDUIT (4")	LF	1659
SP & 710	NON-METALLIC CONDUIT (4")	LF	420
SP, SS & 711	FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	EA	1
SP	ITS FIBER OPTIC JUNCTION BOX (METALLIC 32"X16"X18")	EA	1

NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	255	809
PERMANENT SIGNING PLANS						



STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL BREAKWAY SIGN SUPPORT								
SIGN NO/LOCATION	STANDARD ROAD SIGNS	POST ASSEMBLY TYPES						
		G2-2	G-1	G-2	G2-1	G2-3	G2-4	G2-5
SS-HWY 22 STA 28+96RT	M2-1P, M1-5	1						
SS-HWY 22 STA 31+57RT	M3-3P, (3)M1-5, M3-1P, M3-2P, M5-4P, M6-3P	1						
SS-HWY 22 STA 39+18LT	SPRINGHILL PARK SHP-6			1				
SS-HWY 22 STA 40+77LT	R2-1		1					
SS-HWY 22 STA 41+77LT	M3-4P, M1-5		1					
SS-HWY 22 STA 42+90LT	SPRINGHILL PARK SHP-3, AR CoHE			1				
SS-HWY 22 STA 45+26RT	M3-3*, M1-5*, (2)M1-5, M6-1*, M3-1P, M3-2P, M6-3P	1						
SS-HWY 22 STA 45+60LT	M3-3*, M1-5*, M6-1*		1					
SS-HWY 22 STA 48+13RT	W3-3				1			
SS-HWY 22 STA 49+31LT	R3-7R		1					
SS-HWY 22 STA 50+00RT	M3-1P, M1-5, M5-4P		1					
SS-HWY 22 STA 52+03LT	M3-4P, M1-5*, M1-5, M6-3P, M3-3*, M5-6G*, SPRINGHILL PARK SHP-4							1
SS-HWY 22 STA 55+28RT	W3-3				1			
SS-HWY 22 STA 58+02LT	R6-1L, R6-1R, R5-1, (2) TYPE XI RETRO-REFLECTIVE STRIP			1				
SS-HWY 22 STA 58+43LT	R6-1L, R6-1R, R5-1, (2) TYPE XI RETRO-REFLECTIVE STRIP			1				
SS-HWY 22 STA 58+92RT	M3-1P, M3-2P, (2)M1-5, M6-1L, M6-3P	1						
SS-HWY 22 STA 59+20LT	M3-4P, (2)M1-5, M3-3P, M6-3P		1					
SS-HWY 22 STA 60+65LT	M3-1P, M1-5, M6-2R		1					
SS-HWY 22 STA 62+34RT	R2-1		1					
SS-HWY 22 STA 65+83LT	R2-1		1					
SS-HWY 22 STA 67+83LT	W3-3				1			
SS-HWY 22 STA 72+08LT	M3-3P, M6-3P, (3)M1-5, M3-4P, M3-1P, M5-6P	1						
SS-HWY 22 STA 75+34LT	M2-1P, M1-5		1					
SS-HWY 22 RAMP 1 STA 2183+70RT	R5-1a, M3-2, (2)M1-5, M5-1L, M3-4, M6-2R, SPRINGHILL PARK SHP-2, (2) TYPE XI RETRO-REFLECTIVE STRIP							1
SS-HWY 22 RAMP 1 STA 2183+70LT	R5-1a, (2) TYPE XI RETRO-REFLECTIVE STRIP			1				
SS-HWY 22 RAMP 2 STA 11+04RT	R1-2		1					
SS-HWY 22 RAMP 2 STA 11+49LT	R3-7L		1					
SS-HWY 22 RAMP 3 STA 10+43LT	R6-1L, R6-1R, R5-1, (2) TYPE XI RETRO-REFLECTIVE STRIP			1				
SS-HWY 22 RAMP 3 STA 10+52RT	R6-1L, R6-1R, R5-1, (2) TYPE XI RETRO-REFLECTIVE STRIP			1				
SS-HWY 22 RAMP 3 STA 10+52LT	R5-1, R1-2, (2) TYPE XI RETRO-REFLECTIVE STRIP					1		
SS-HWY 22 RAMP 3 STA 11+79LT	M3-2P, M3-4P, (2) M1-5, M5-1L, M6-2R, R3-7R, SPRINGHILL PARK SHP-1							1
SS-HWY 22 RAMP 3 STA 13+54LT	R3-8 series, R5-1a, (2) TYPE XI RETRO-REFLECTIVE STRIP			1				
SS-HWY 22 RAMP 3 STA 13+54RT	R5-1a, (2) TYPE XI RETRO-REFLECTIVE STRIP			1				
SS-HWY 22 RAMP 3 STA 16+69LT TO STA 27+90LT	W1-8L		8					
SS-49 STA 112+48NB	W4-1					1		
SS-49 STA 120+62SB	W13-2			1				
SS-49 STA 128+00NB	M3-1P, M1-5		1					
SS-49 STA 132+00NB	R2-1			1				
SS-49 STA 158+50NB	W8-13				1			
SS-49 STA 220+00NB	W19-5*			1				
SS-49 STA 221+03SB	W8-13				1			
SS-49 STA 225+00NB LT & RT	(2) W9-1L				2			
SS-49 STA 229+70NB LT & RT	(2) W4-2				2			
SS-49 STA 235+61NB	W8-13					1		
SS-49 STA 237+00SB	R2-1					1		
SS-49 STA 240+00SB	M3-3P, M1-5			1				
SS-49 STA 249+50NB TO STA 253+50NB	W1-6				4			
SS-49 STA 268+13SB	W4-1					1		
SS-GUN CLUB STA 10+31LT	R1-1, (2) GUN CLUB PLAQUE			1				
SS-GUN CLUB STA 15+54RT	R2-1			1				
SS-GUN CLUB STA 50+74RT	M2-1P, M1-5			1				
SS-GUN CLUB STA 54+63LT	R2-1			1				
SS-GUN CLUB STA 58+65RT	M3-3P, (2)M1-5, M5-1L, M3-1P, M6-3P							1
SS-GUN CLUB STA 60+22LT	M3-3P, M1-5, M6-1L		1					
SS-GUN CLUB STA 60+33LT	R1-2			1				
SS-GUN CLUB STA 61+44LT	M3-3P, M1-5, M6-2R			1				
SS-GUN CLUB STA 64+28RT	R2-1			1				
SS-GUN CLUB STA 64+50LT	M3-3P, M1-5, M5-1R			1				
SS-GUN CLUB STA 71+42LT	R2-1			1				
SS-GUN CLUB STA 73+48RT	M3-1P, M1-5, M5-1L			1				

* EXISTING PLAQUE TO BE USED

STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL BREAKWAY SIGN SUPPORT									
SIGN NO/LOCATION	STANDARD ROAD SIGNS	POST ASSEMBLY TYPES							
		G2-2	G-1	G-2	G2-1	G2-3	G2-4	G2-5	
SS-GUN CLUB STA 76+25RT	M3-1P, M1-5, M6-1L		1						
SS-GUN CLUB STA 76+47LT	R1-2		1						
SS-GUN CLUB STA 77+45LT	M3-3P, (2)M1-5, M6-3P, M3-1P, M6-2R							1	
SS-GUN CLUB STA 79+86RT	R2-1			1					
SS-GUN CLUB STA 80+20LT	M3-1P, (2)M1-5, M6-3P, M5-1R, M3-3P		1						
SS-GUN CLUB STA 86+73LT	M2-1P, M1-5			1					
SS-HWY 59 STA 43+62RT	M4-5P, M1-5			1					
SS-HWY 59 STA 43+50LT	R2-1			1					
SS-HWY 59 STA 56+82RT	M4-5P, M1-5, M5-1R			1					
SS-HWY 59 STA 57+57LT	M1-5, W1-7, SPRINGHILL PARK SHP-5							1	
SS-HWY 59 STA 58+30LT	M4-5P, M1-5, M5-1L			1					
SS-HWY 59 STA 70+75LT	M4-5P, M1-5			1					
SS-HWY 59 STA 71+75RT	R2-1			1					
SS-GC RAMP 1 STA 16+00LT TO STA 26+40LT	W1-8R			14					
SS-GC RAMP 1 STA 27+00 LT & RT	W3-1					2			
SS-GC RAMP 1 STA 32+50RT	R5-1a, OM-3R, (2) TYPE XI RETRO-REFLECTIVE STRIP				1				
SS-GC RAMP 1 STA 32+50LT	R5-1a, OM-3L, (2) TYPE XI RETRO-REFLECTIVE STRIP				1				
SS-GC RAMP 1 STA 33+50RT	M4-5P, M1-5, M6-2R, SPRINGHILL PARK SHP-1							1	
SS-GC RAMP 1 STA 35+18RT	R5-1, R1-2, (2) TYPE XI RETRO-REFLECTIVE STRIP						1		
SS-GC RAMP 1 STA 35+51RT	R6-1L, R6-1R, R5-1, R1-1, (2) TYPE XI RETRO-REFLECTIVE STRIP				1				
SS-GC RAMP 1 STA 35+51LT	R6-1L, R6-1R, R5-1, R1-1, (2) TYPE XI RETRO-REFLECTIVE STRIP				1				
SS-GC RAMP 3 STA 10+17LT	R6-1L, R6-1R, R5-1, R1-1, (2) TYPE XI RETRO-REFLECTIVE STRIP				1				
SS-GC RAMP 3 STA 10+17RT	R6-1L, R6-1R, R5-1, R1-1, (2) TYPE XI RETRO-REFLECTIVE STRIP				1				
SS-GC RAMP 3 STA 10+37LT	R5-1, R1-2, (2) TYPE XI RETRO-REFLECTIVE STRIP						1		
SS-GC RAMP 3 STA 12+20RT	M4-5P, M1-5, M6-2R, SPRINGHILL PARK SHP-1							1	
SS-GC RAMP 3 STA 13+25LT	R5-1a, OM-3R, (2) TYPE XI RETRO-REFLECTIVE STRIP				1				
SS-GC RAMP 3 STA 13+25RT	R5-1a, OM-3L, (2) TYPE XI RETRO-REFLECTIVE STRIP				1				
SS-GC RAMP 3 STA 18+00 LT & RT	W3-1						2		
SS-GC RAMP 4 STA 21+73RT TO STA 25+86RT	W1-8R				6				
EX-49 STA 115+44SB	E5-1					1			
EX-49 STA 264+00NB	E5-1					1			
TOTALS:	8ea Destination Boards (page 276-277)		5	63	35	16	3	1	7

* EXISTING PLAQUE TO BE USED

STANDARD SIGNS FLAT SHEET CHANNEL POST SIGN SUPPORTS					
STATION	STATION	STANDARD ROADSIDE SIGNS TO BE MOUNTED	TYPE 2 DELINEATOR	TYPE	STANDARD SIGN SQ. FT.
			WHITE/RED EACH	U-1 EA.	
I-49 C.L. MEDIAN					
	SS-49 STA. 161+44NB	OM-3R		1	3.00
	SS-49 STA. 218+04SB	OM-3R		1	3.00
H-STREET					
	ROAD CLOSED SPECIAL DETAIL	OM4-1		1	2.25
	ROAD CLOSED SPECIAL DETAIL	OM4-1		1	2.25
	ROAD CLOSED SPECIAL DETAIL	OM4-1		1	2.25
GUN CLUB RAMP 3					
	20+00	24+00		7	
	11+37	24+00		15	
GUN CLUB RAMP 2					
	11+37	20+00		11	
	17+54	20+00		4	
TOTALS			37	5	12.75

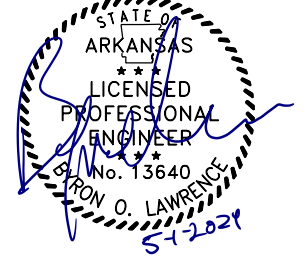
** EXISTING SIGN AND STRUCTURE TO BE REMOVED AND REPLACED

SIGNING QUANTITIES
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	256	809
PERMANENT SIGNING PLANS						

STANDARD ROADSIDE SIGNS SHEET ALUMINUM 0.125" THICKNESS (GREATER THAN 5 SQ. FT)							
SIGN NO.	DIM 1	DIM 2	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
D1-1 (SPRINGHILL PARK SHP-1)	96	18	96" X 18"	12.00	3	36.00	WHITE/BROWN
D1-1 (SPRINGHILL PARK SHP-2)	78	18	78" X 18"	9.75	1	9.75	WHITE/BROWN
D1-1 (SPRINGHILL PARK SHP-3)	82	18	82" X 18"	10.25	1	10.25	WHITE/BROWN
D1-1 (SPRINGHILL PARK SHP-4)	84	18	84" X 18"	10.50	1	10.50	WHITE/BROWN
D1-1 (SPRINGHILL PARK SHP-5)	84	18	84" X 18"	10.50	1	10.50	WHITE/BROWN
D1-1 (SPRINGHILL PARK SHP-6)	84	18	84" X 18"	10.50	1	10.50	WHITE/BROWN
D3-1 (GUN CLUB PLAQUE)	86	18	86" X 18"	10.75	2	21.50	WHITE/GREEN
E13-1P	84	24	84" X 24"	14.00	1	14.00	BLACK/YELLOW
M1-5	36	36	36" X 36"	9.00	4	36.00	BLACK/WHITE
M1-5	45	36	45" X 36"	11.25	2	22.50	BLACK/WHITE
R1-1	30	30	30" X 30"	6.25	2	12.50	WHITE/RED
R1-1	36	36	36" X 36"	9.00	1	9.00	WHITE/RED
R1-2	48	48	48" X 48" X 48"	6.93	6	41.58	WHITE/RED
R2-1	36	48	36" X 48"	12.00	10	120.00	BLACK/WHITE
R2-1	48	60	48" X 60"	20.00	2	40.00	BLACK/WHITE
R3-7L	36	36	36" X 36"	9.00	1	9.00	BLACK/WHITE
R3-7R	36	36	36" X 36"	9.00	2	18.00	BLACK/WHITE
R3-8B	48	30	48" X 30"	10.00	1	10.00	BLACK/WHITE
R5-1	36	36	36" X 36"	9.00	9	81.00	WHITE/RED
R5-1a	42	30	42" X 30"	8.75	7	61.25	WHITE/RED
R6-1L	48	18	48" X 18"	6.00	4	24.00	BLACK/WHITE
R6-1R	48	18	48" X 18"	6.00	4	24.00	BLACK/WHITE
W1-6	60	30	60" X 30"	12.50	4	50.00	BLACK/ YELLOW
W1-7	48	24	48" X 24"	8.00	1	8.00	BLACK/YELLOW
W1-8R	30	36	30" X 36"	7.50	20	150.00	BLACK/YELLOW
W4-2	48	48	48" X 48"	16.00	2	32.00	BLACK/YELLOW
W3-1	48	48	48" X 48"	16.00	4	64.00	BLACK/YELLOW
W3-3	48	48	48" X 48"	16.00	3	48.00	BLACK/YELLOW
W4-1	48	48	48" X 48"	16.00	2	32.00	BLACK/YELLOW
W8-13	48	48	48" X 48"	16.00	3	48.00	BLACK/YELLOW
W9-1L	48	48	48" X 48"	16.00	2	32.00	BLACK/YELLOW
W13-2	48	60	48" X 60"	20.00	1	20.00	BLACK/YELLOW
TOTAL 0.125" THICKNESS:						1115.83	

STANDARD ROADSIDE SIGNS SHEET ALUMINUM 0.100" THICKNESS (5 SQ. FT OR LESS)							
SIGN NO.	DIM 1	DIM 2	SIZE OF SIGN	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	LEGEND/BACKGROUND
M1-5	24	24	24" X 24"	4.00	8	32.00	BLACK/WHITE
M1-5	30	24	30" X 24"	5.00	28	140.00	BLACK/WHITE
M2-1P	21	15	21" X 15"	2.19	4	8.75	BLACK/WHITE
M3-1P	24	12	24" X 12"	2.00	11	22.00	BLACK/WHITE
M3-1P	36	18	36" X 18"	4.50	1	4.50	BLACK/WHITE
M3-2P	24	12	24" X 12"	2.00	3	6.00	BLACK/WHITE
M3-2P	36	18	36" X 18"	4.50	1	4.50	BLACK/WHITE
M3-3P	24	12	24" X 12"	2.00	9	18.00	BLACK/WHITE
M3-3P	36	18	36" X 18"	4.50	1	4.50	BLACK/WHITE
M3-4P	24	12	24" X 12"	2.00	4	8.00	BLACK/WHITE
M3-4P	36	18	36" X 18"	4.50	1	4.50	BLACK/WHITE
M4-5P	24	12	24" X 12"	2.00	4	8.00	BLACK/WHITE
M4-5P	36	18	36" X 18"	4.50	2	9.00	BLACK/WHITE
M5-1L	21	15	21" X 15"	2.19	3	6.56	BLACK/WHITE
M5-1L	30	21	30" X 21"	4.38	1	4.38	BLACK/WHITE
M5-1R	21	15	21" X 15"	2.19	3	6.56	BLACK/WHITE
M5-4P	24	18	24" X 18"	3.00	1	3.00	BLACK/WHITE
M5-4P	36	24	36" X 24"	6.00	1	6.00	BLACK/WHITE
M5-6P	36	24	36" X 24"	6.00	1	6.00	BLACK/WHITE
M6-1L	21	15	21" X 15"	2.19	3	6.56	BLACK/WHITE
M6-2R	21	15	21" X 15"	2.19	3	6.56	BLACK/WHITE
M6-2R	30	21	30" X 21"	4.38	3	13.13	BLACK/WHITE
M6-3P	21	15	21" X 15"	2.19	9	19.69	BLACK/WHITE
OM-3L	12	36	12" X 36"	3.00	2	6.00	BLACK/YELLOW
OM-3R	12	36	12" X 36"	3.00	4	12.00	BLACK/YELLOW
R6-1L	36	12	36" X 12"	3.00	2	6.00	BLACK/WHITE
R6-1R	36	12	36" X 12"	3.00	2	6.00	BLACK/WHITE
W1-8L	24	30	24" X 30"	5.00	8	40.00	BLACK/YELLOW
TYPE XI RETRO-REFLECTIVE STRIP	36	3	36" X 3"	0.75	19	14.25	RED
TOTAL 0.100" THICKNESS:						432.44	

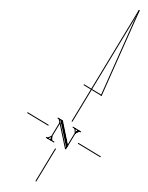
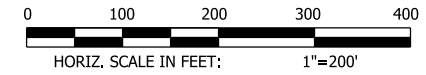
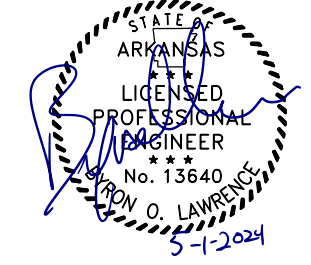


MAIN LANES ROADSIDE MOUNTED SIGNING QUANTITIES																	
SIGN NO. / LOCATION	I-BEAM STRUCTURE TYPE	GUIDE SIGN		I-BEAM BREAKAWAY SIGN SUPPORT										EXIT NUMBER PANEL			
		LENGTH	HEIGHT	STEEL SECT. A-572	SIGN POST LENGTH		STUB POST		FOOTINGS			SIGN POST AND STUB	LEGEND	TYPE A			
					LIN. FT.	SQ. FT.	BEAM	LBS	H - 1	H - 2	LIN FT				LIN FT	LIN FT	DEPTH
GM-49 STA 63+00NB	1	15.50	5.00	W8	18.00	13.86	15.41	4.66	4.66	2.50	6.50	4.33	694.62				
GM-49 STA 121+25SB	1	10.00	10.50	W12	26.00	21.67	22.67	5.67	5.67	3.00	8.00	5.33	1447.68	193	23.75		
GM-49 STA 137+00SB	1	15.50	5.00	W8	18.00	13.86	15.41	4.66	4.66	2.50	6.50	4.33	694.62				
GM-49 STA 144+46SB	1	10.00	10.00	W12	26.00	21.17	22.17	5.67	5.67	3.00	8.00	5.33	1421.68	193	23.75		
GM-49 STA 154+43NB	1	15.17	5.67	W10	26.00	17.02	18.54	5.33	5.33	3.00	7.50	5.00	1201.72	196	23.75		
GM-49 STA 163+00SB	1	10.00	10.00	W12	26.00	21.17	22.17	5.67	5.67	3.00	8.00	5.33	1421.68	193	23.75		
GM-49 STA 233+60NB	1	15.17	5.67	W10	26.00	17.02	18.54	5.33	5.33	3.00	7.50	5.00	1201.72	196	23.75		
GM-49 STA 259+00NB	1	15.17	6.50	W10	26.00	17.85	19.37	5.33	5.33	3.00	7.50	5.00	1244.88	196	23.75		
GUIDE SIGNS ROADSIDE MOUNTED TOTALS:				730.63													
TOTALS				8	730.63											9328.60	142.50

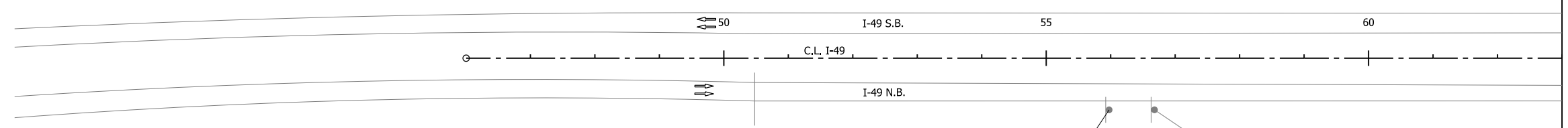
SIGNING SUMMARY OF QUANTITIES			
ITEM NUMBER	ITEMS	QUANTITY	UNIT
SS & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	731	SQ. FT.
SS & 726	STANDARD SIGN	1561	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE A)	143	SQ. FT.
SS & 728	DELINEATOR (TYPE 2)	37	EACH
SS & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	5	EACH
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	9329	POUND
SP	OMNI-DIRECTIONAL SIGN SUPPORT (TYPE G-1)	68	EACH
SP	OMNI-DIRECTIONAL SIGN SUPPORT (TYPE G-2)	35	EACH
SP	OMNI-DIRECTIONAL SIGN SUPPORT (TYPE G2-1)	16	EACH
SP	OMNI-DIRECTIONAL SIGN SUPPORT (TYPE G2-2)	5	EACH
SP	OMNI-DIRECTIONAL SIGN SUPPORT (TYPE G2-3)	3	EACH
SP	OMNI-DIRECTIONAL SIGN SUPPORT (TYPE G2-4)	1	EACH
SP	OMNI-DIRECTIONAL SIGN SUPPORT (TYPE G2-5)	7	EACH
SP	REMOVAL AND RELOCATION OF SIGN	21	EACH

**SIGNING QUANTITIES
PERMANENT SIGNING PLANS**

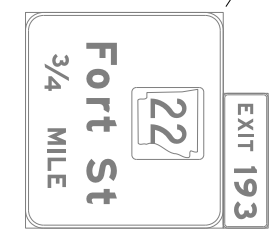
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	257	809
PERMANENT SIGNING PLANS						



NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



MATCH LINE C.L. I-49 STA. 63+00



MAINTAIN
GM-49 STA 55+98NB

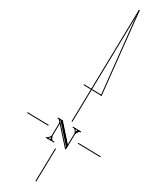
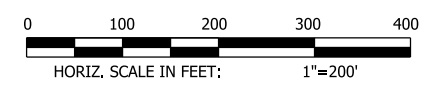


REMOVE AND RELOCATE
SS-49 STA 56+68NB
TO
SS-49 STA 220+00NB

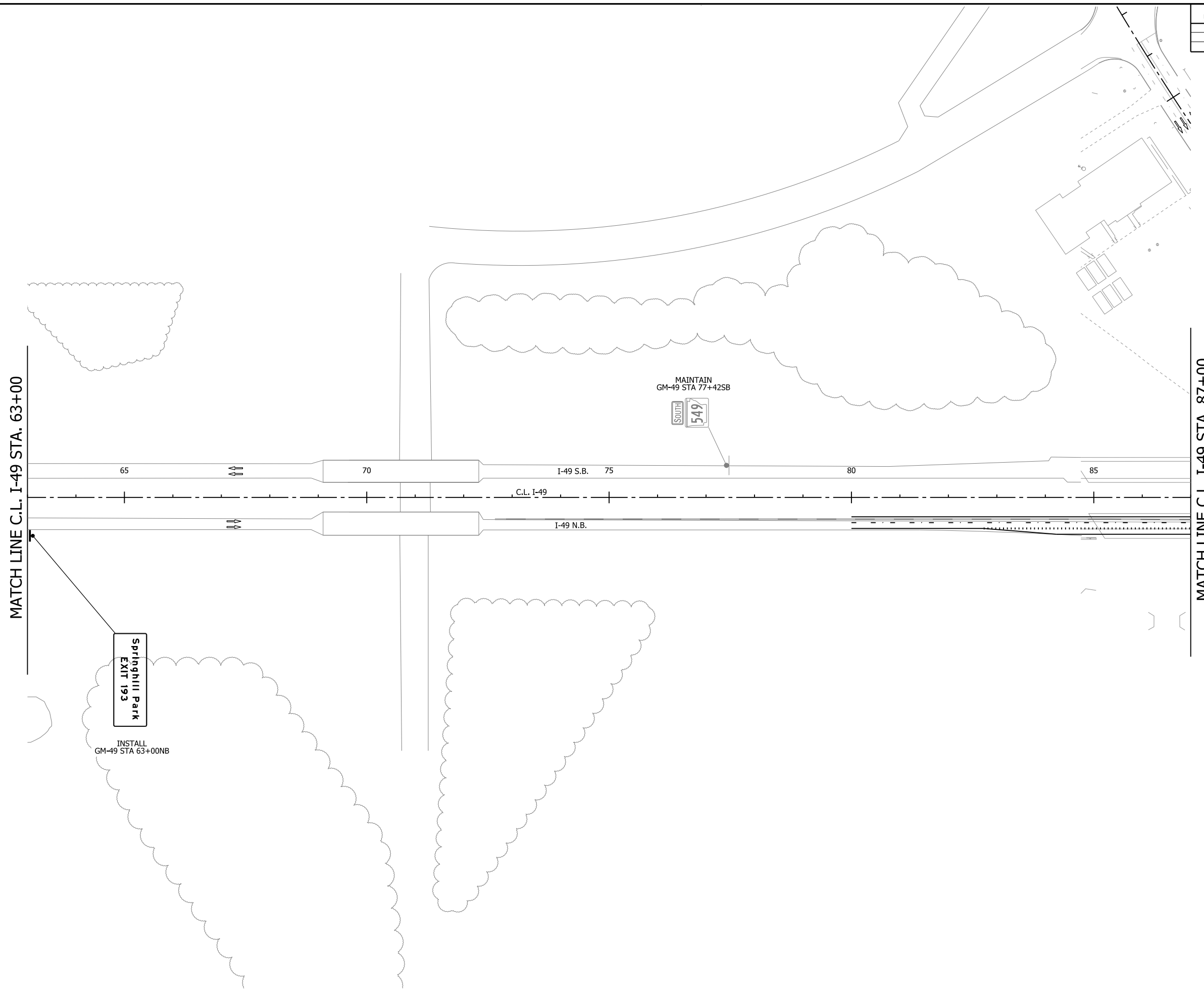
5/1/2024 10:55:58 AM
R040901_18_SP_003.dgn

I-49
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	258	809
PERMANENT SIGNING PLANS						



NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



MATCH LINE C.L. I-49 STA. 63+00

MATCH LINE C.L. I-49 STA. 87+00

Springhill Park
EXIT 193

INSTALL
GM-49 STA 63+00NB

MAINTAIN
GM-49 STA 77+42SB

SOUTH
549

65

70

I-49 S.B. 75

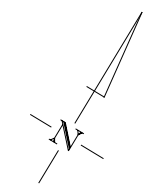
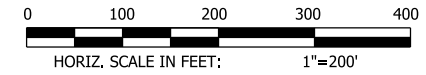
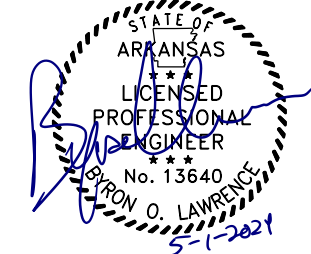
80

85

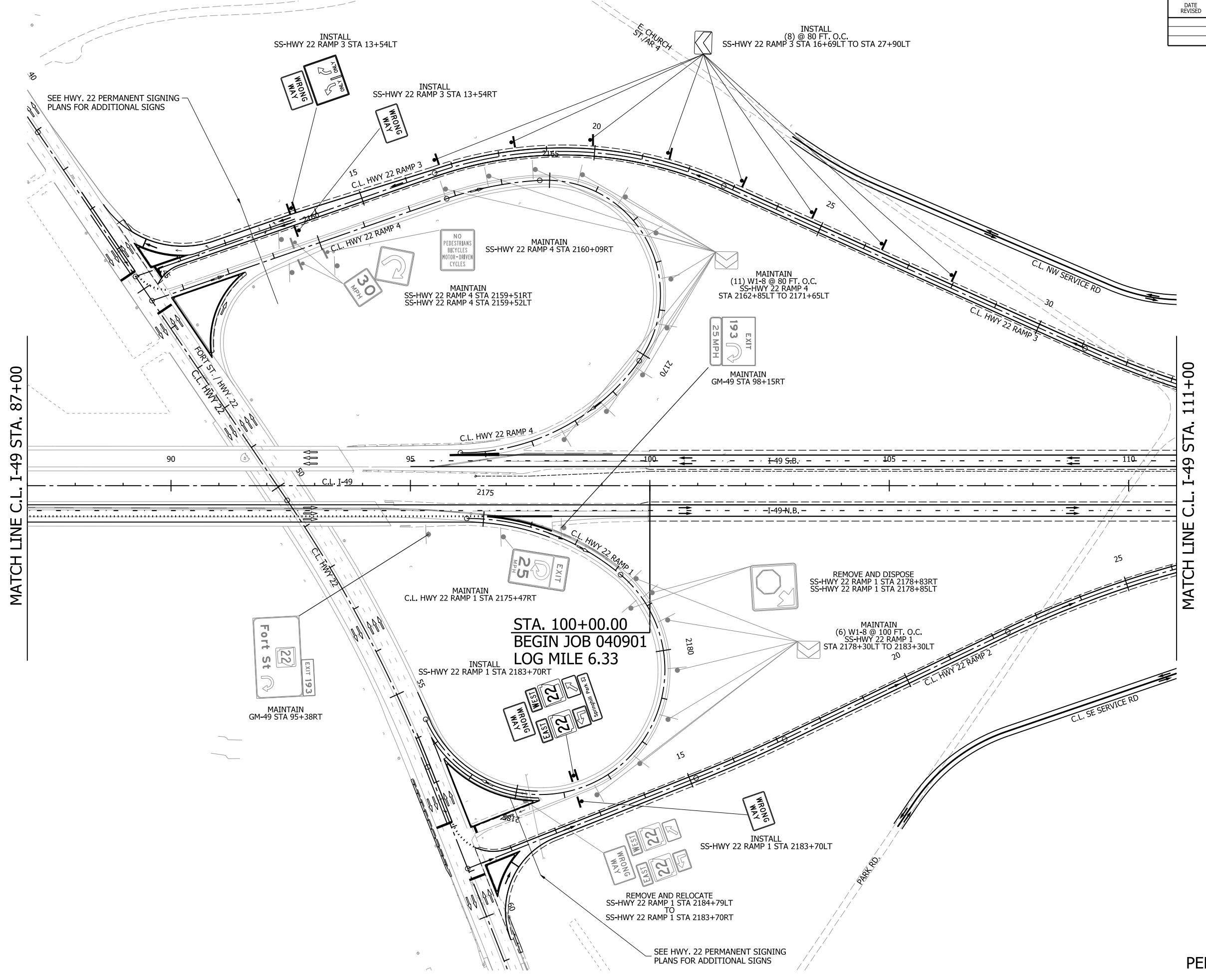
C.L. I-49

I-49 N.B.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	259	809
PERMANENT SIGNING PLANS						

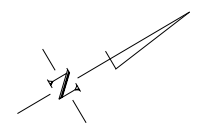
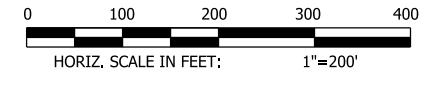
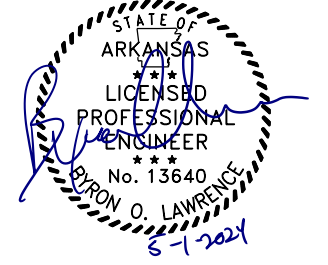


NOTES:
1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

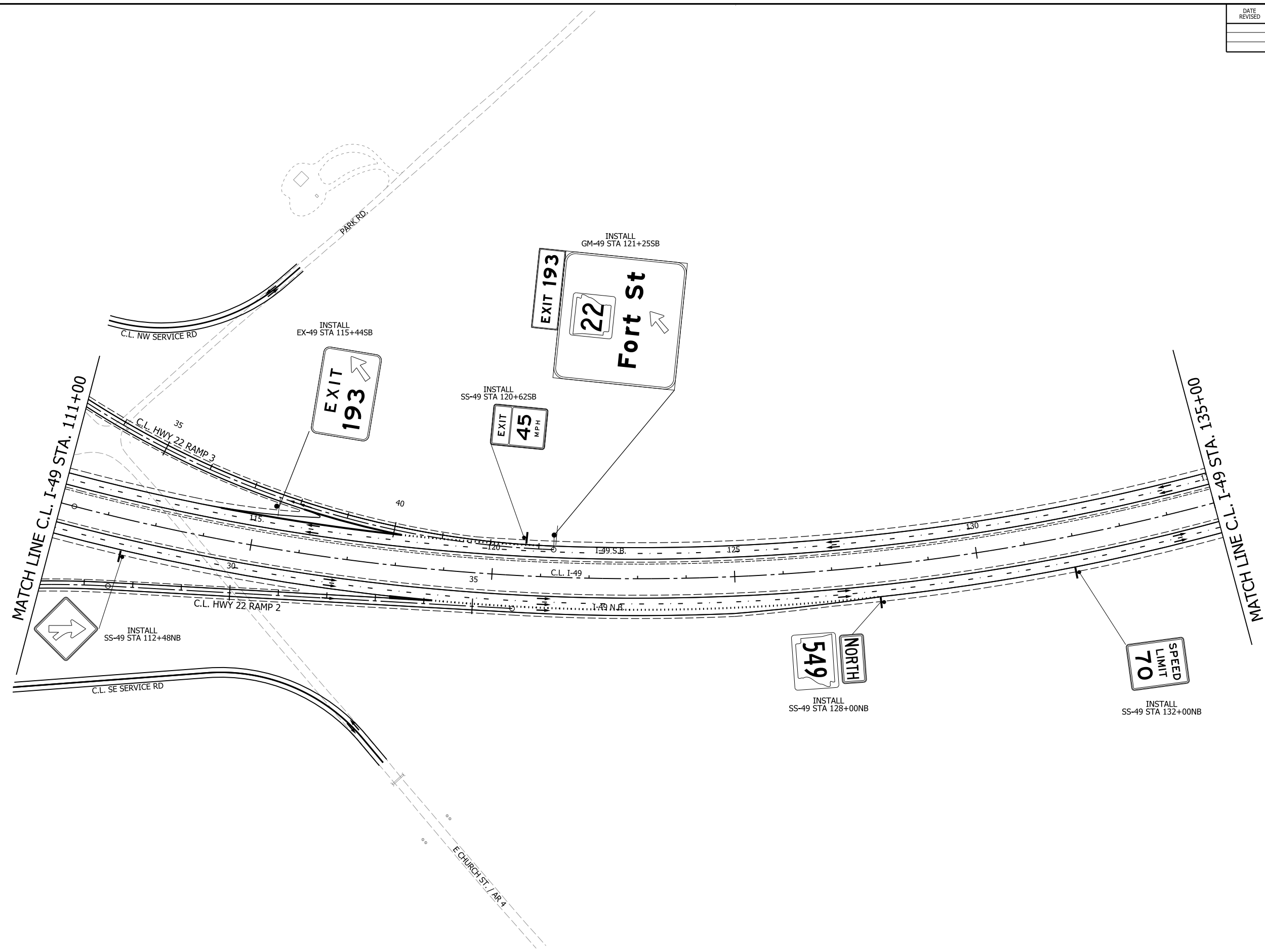


I-49
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	260	809
PERMANENT SIGNING PLANS						



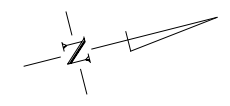
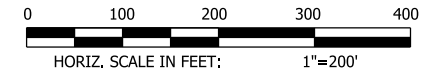
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



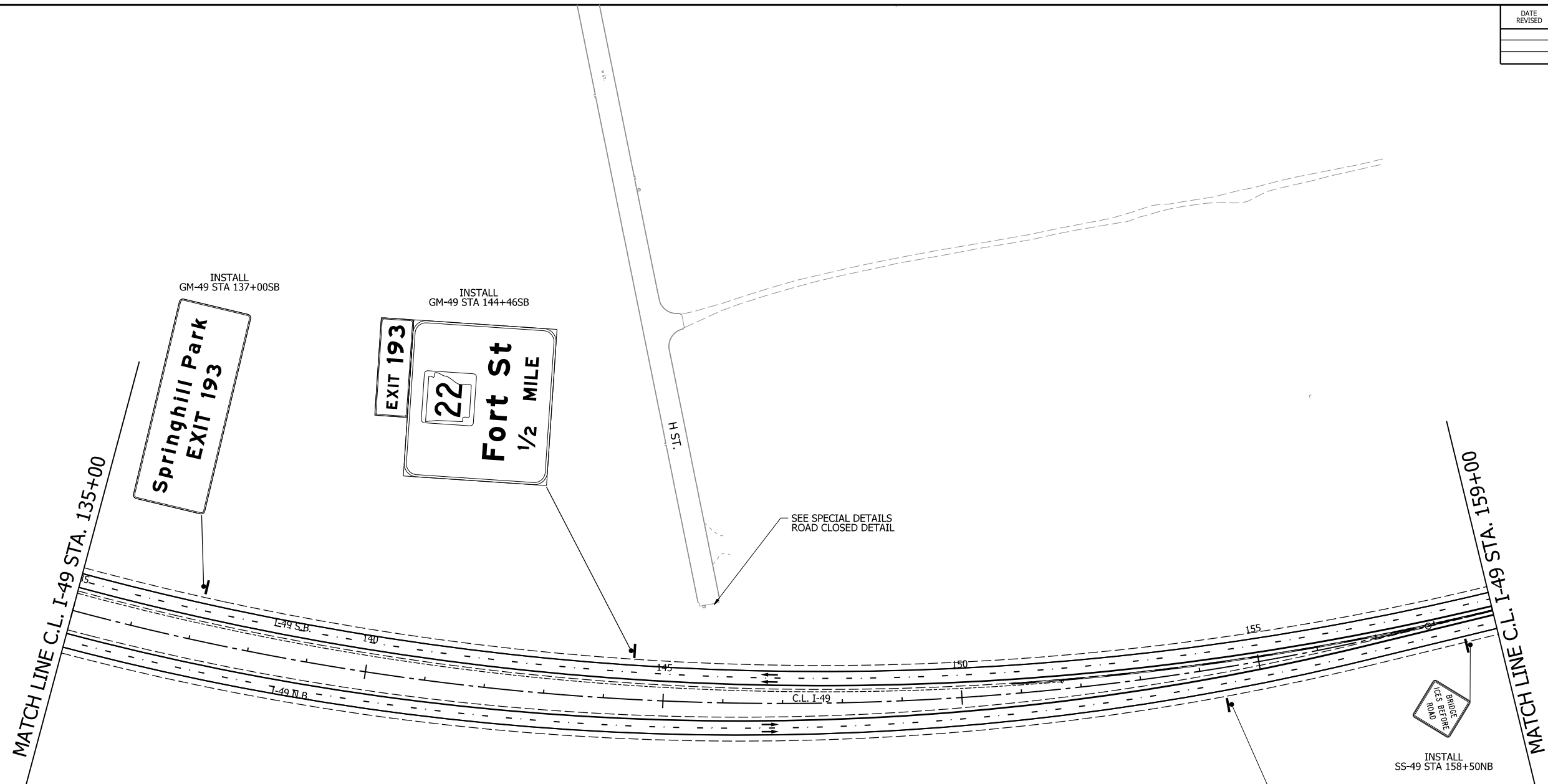
5/1/2024 10:56:05 AM R040901_18_SP_006.dgn

I-99
 PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	261	809
PERMANENT SIGNING PLANS						

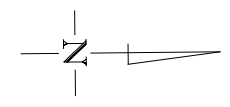
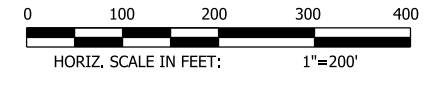
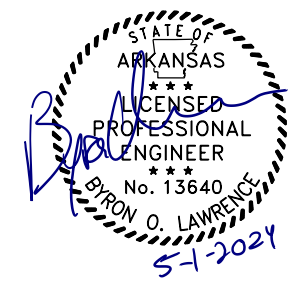


NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

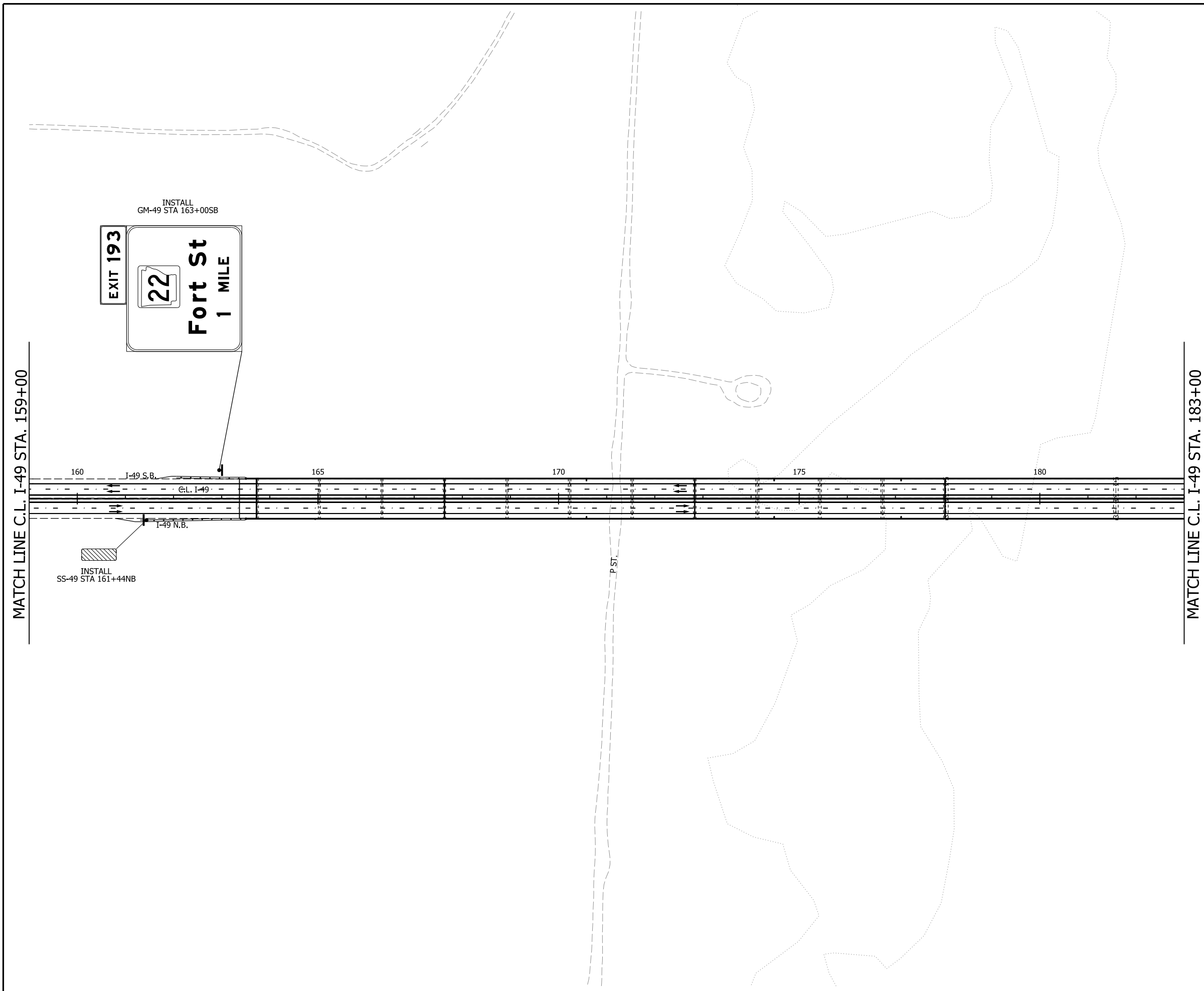


5/1/2024 10:56:08 AM R040901_18_SP_007.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	262	809
PERMANENT SIGNING PLANS						

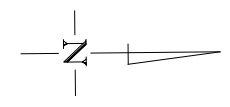
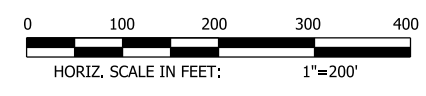
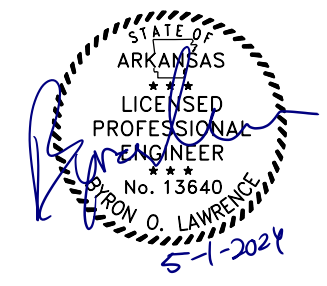


- NOTES:
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



5/1/2024 10:56:10 AM
R040901_18_SP_008.dgn

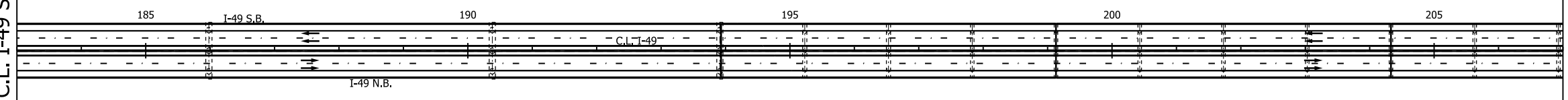
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	263	809
PERMANENT SIGNING PLANS						



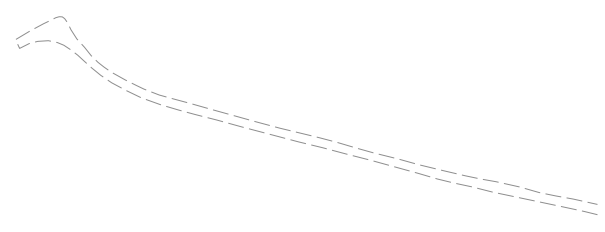
- NOTES:
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

MATCH LINE C.L. I-49 STA. 183+00

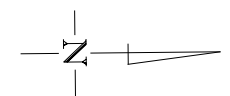
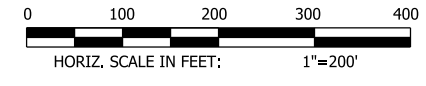
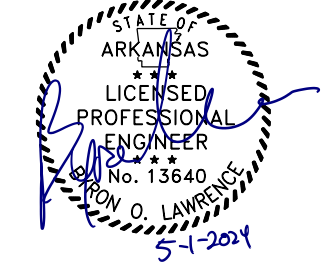
MATCH LINE C.L. I-49 STA. 207+00



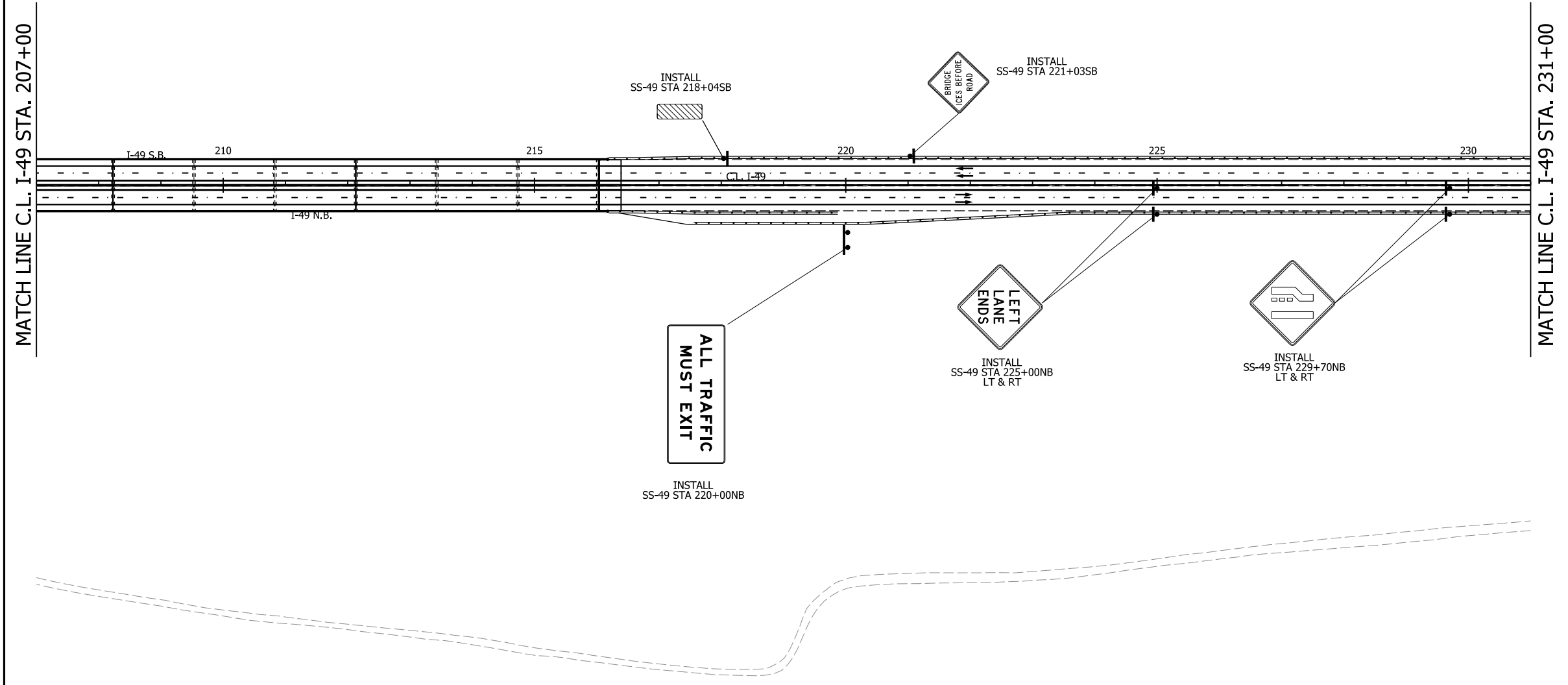
ARKANSAS RIVER



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	264	809
PERMANENT SIGNING PLANS						

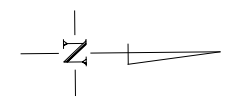
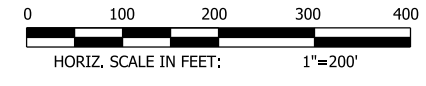
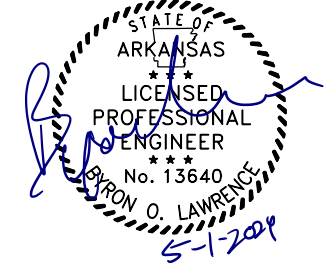


NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



5/1/2024 10:56:16 AM R040901_18_SP_010.dgn

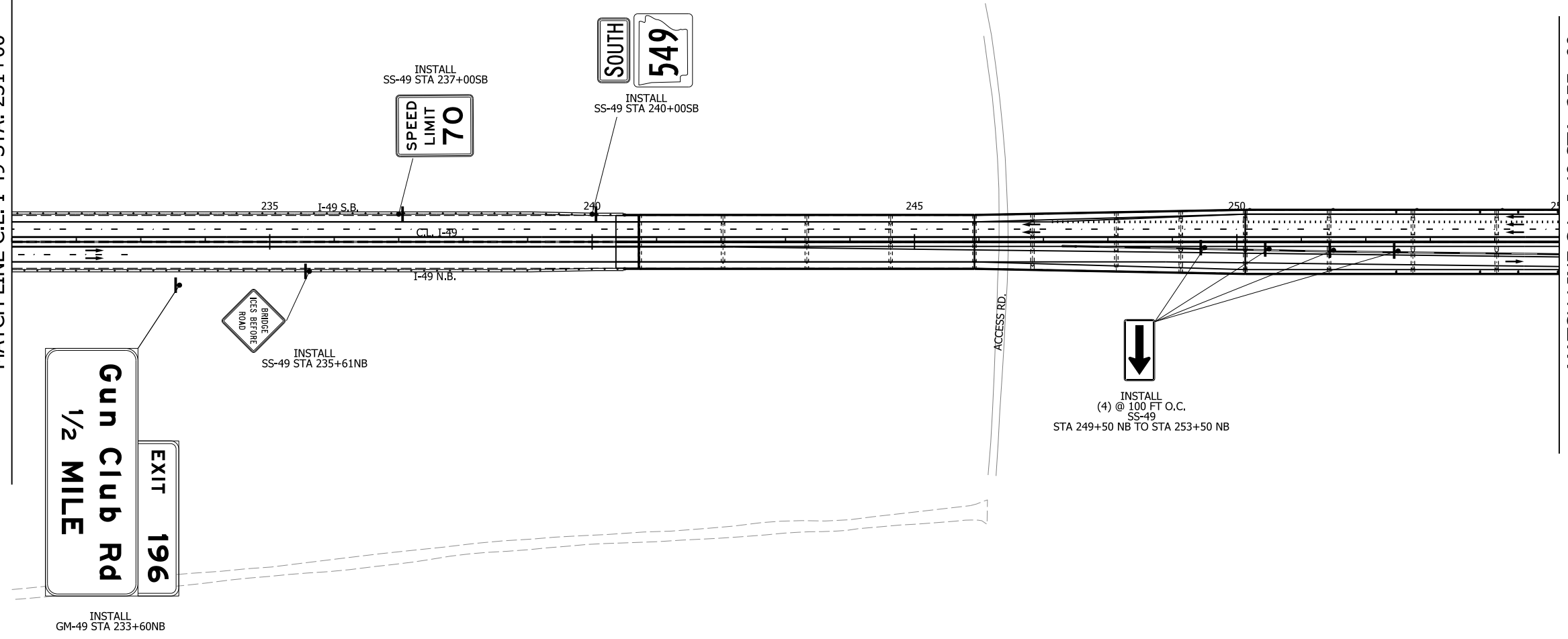
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	265	809
PERMANENT SIGNING PLANS						



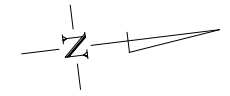
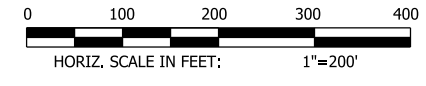
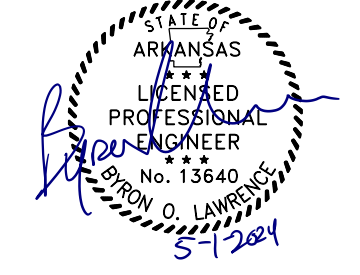
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

MATCH LINE C.L. I-49 STA. 231+00

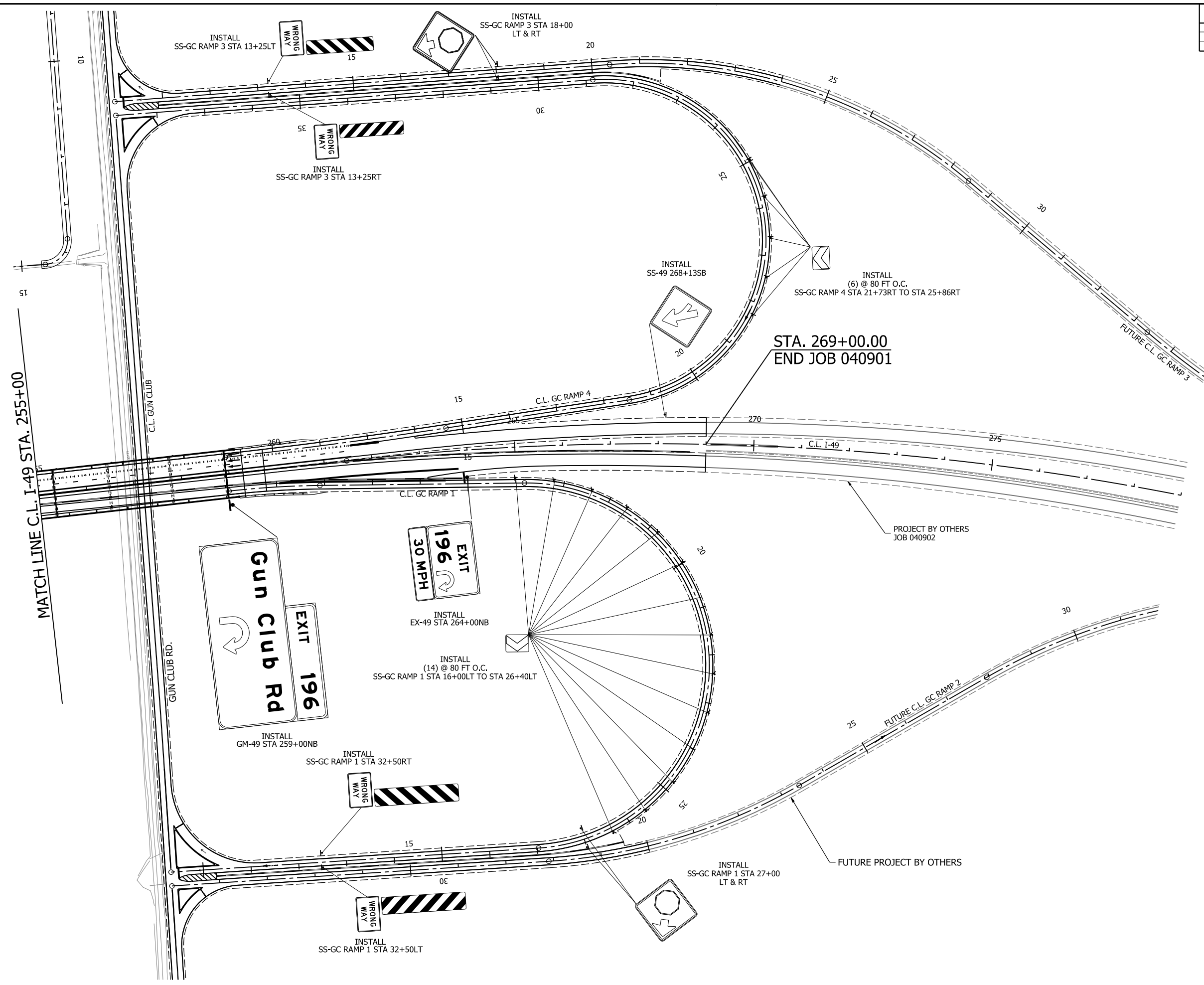
MATCH LINE C.L. I-49 STA. 255+00



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	266	809
PERMANENT SIGNING PLANS						



NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



STA. 269+00.00
 END JOB 040901

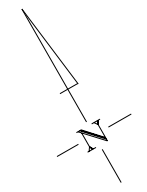
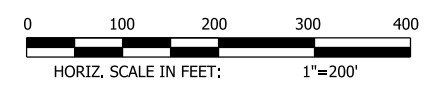
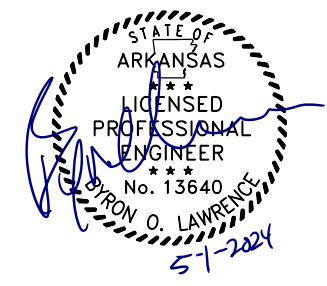
PROJECT BY OTHERS
 JOB 040902

FUTURE PROJECT BY OTHERS

I-49
 PERMANENT SIGNING PLANS

5/1/2024 10:56:22 AM
 R040901_18_SP_012.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	267	809
PERMANENT SIGNING PLANS						

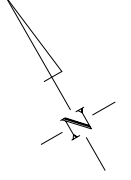
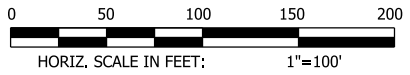
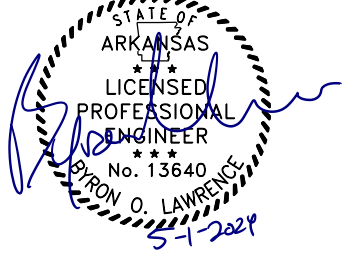


NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

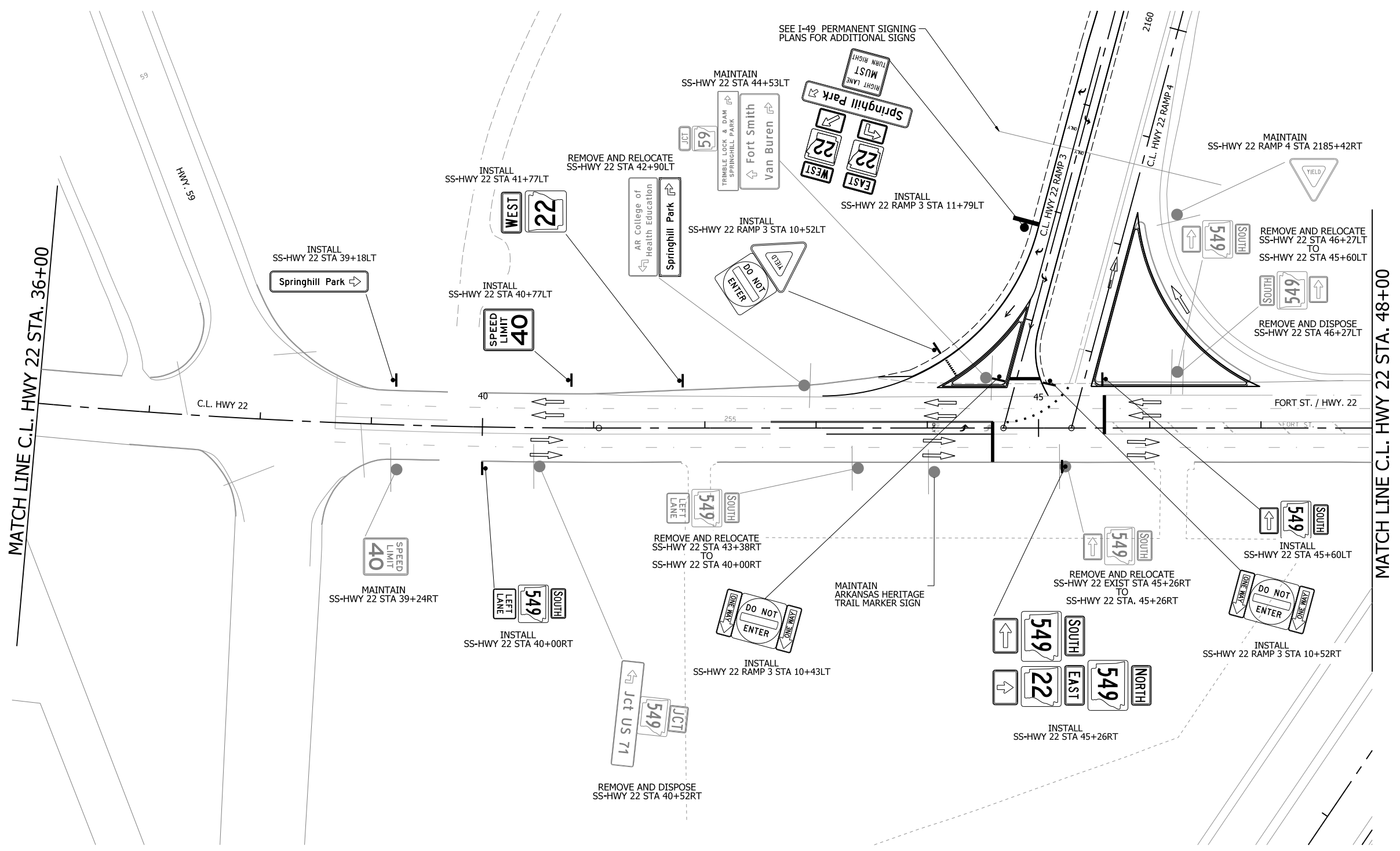


**HWY. 22
 PERMANENT SIGNING PLANS**

DATE REVISED	DATE REVISION	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	268	809
PERMANENT SIGNING PLANS						

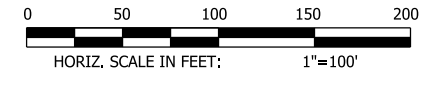
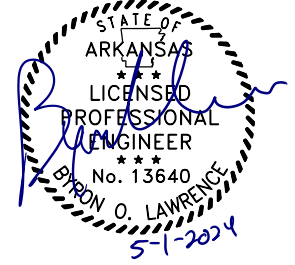


- NOTES:
- REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

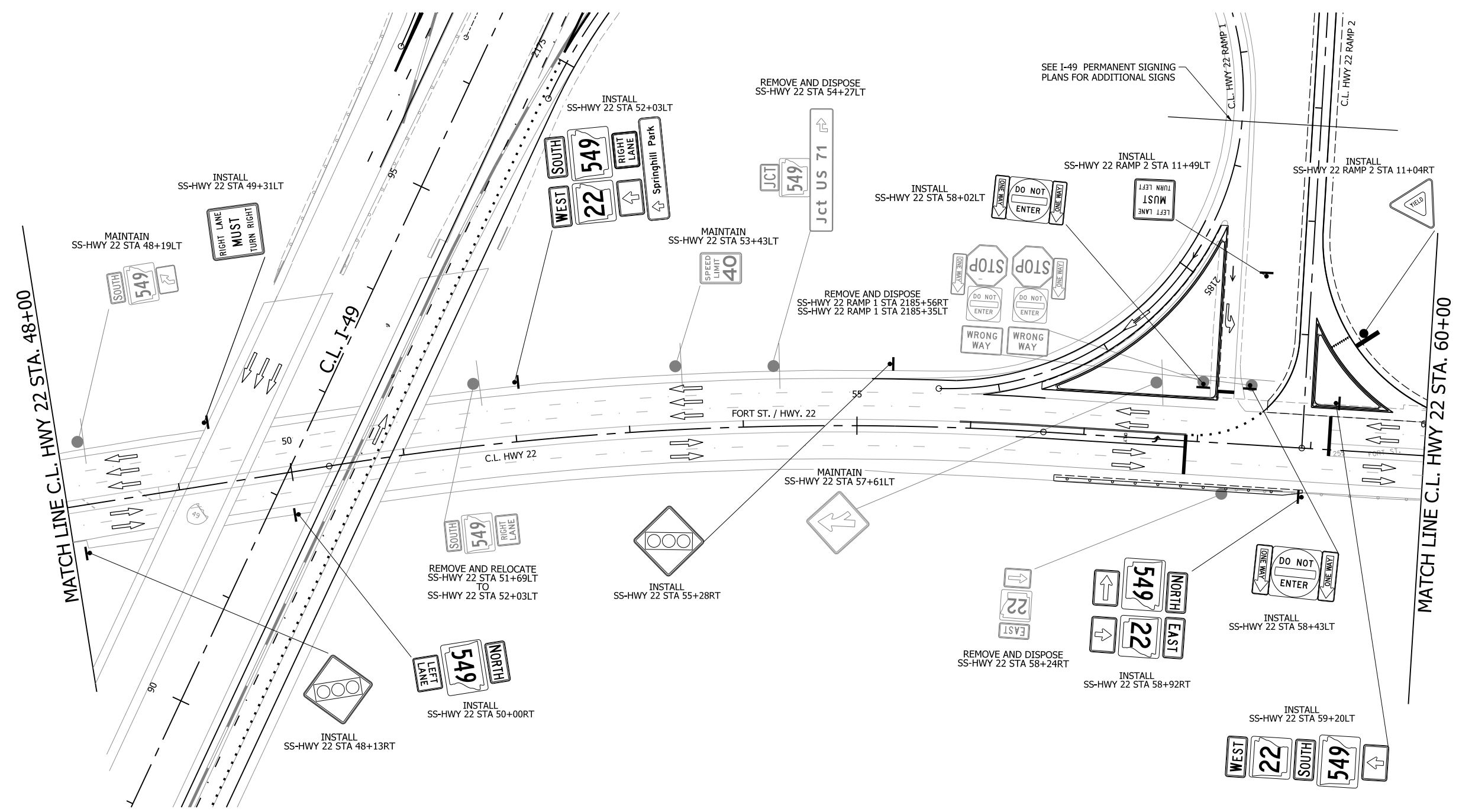


HWY. 22
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	269	809
PERMANENT SIGNING PLANS						



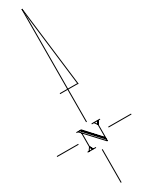
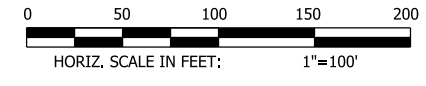
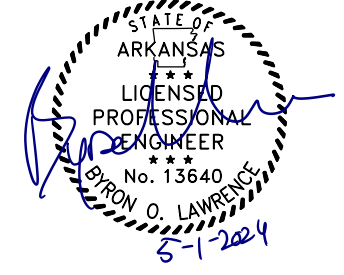
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



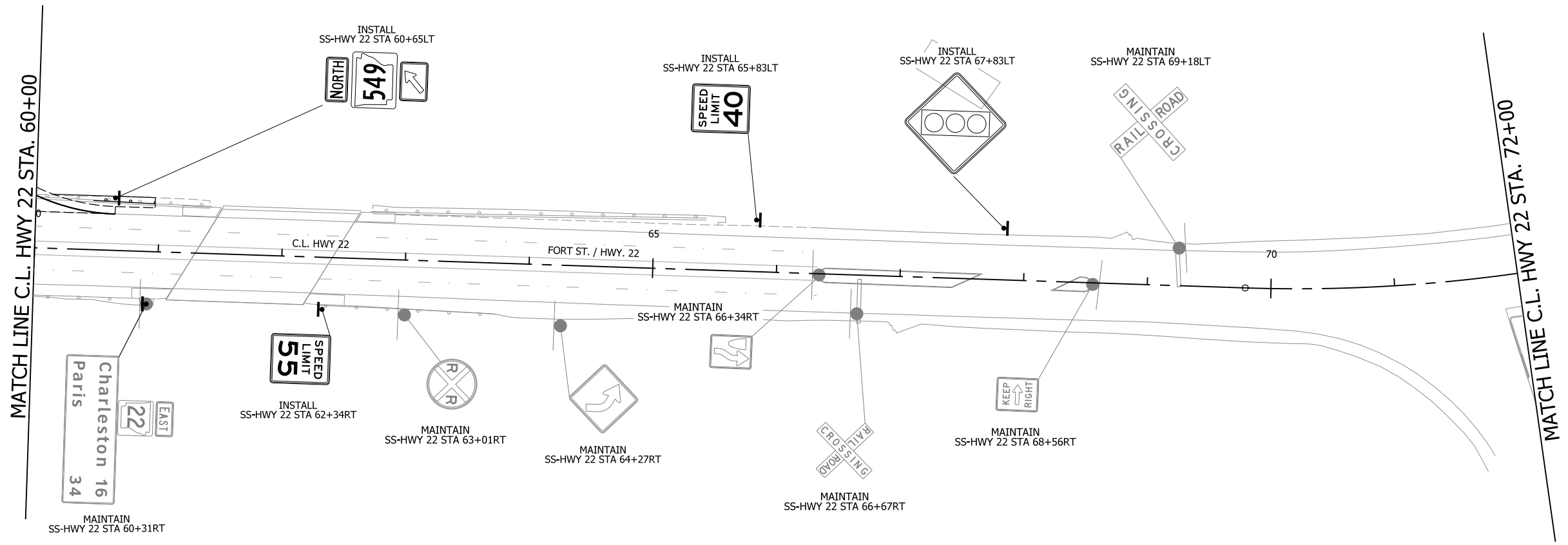
HWY. 22
 PERMANENT SIGNING PLANS

5/1/2024 10:56:28 AM
 R040901_18_SP_015.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	270	809
PERMANENT SIGNING PLANS						



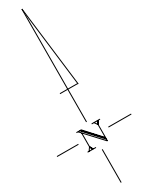
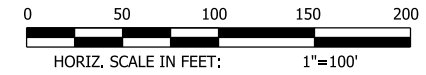
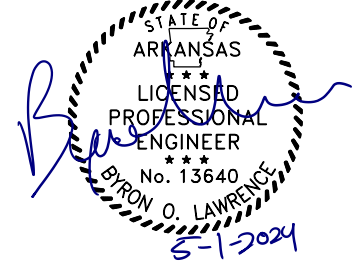
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



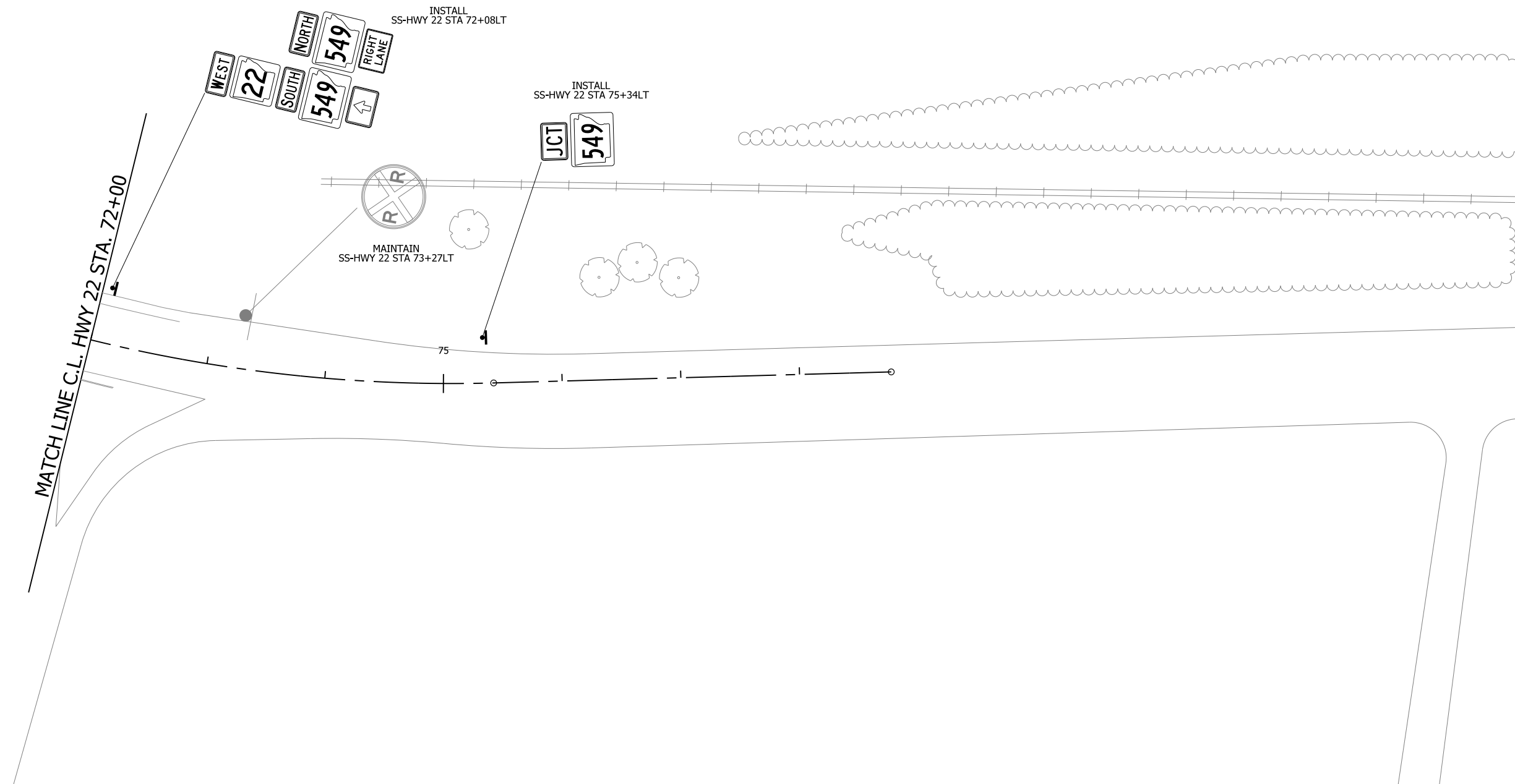
5/1/2024 10:56:30 AM R040901_18_SP_016.dgn

**HWY. 22
 PERMANENT SIGNING PLANS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	271	809
PERMANENT SIGNING PLANS						



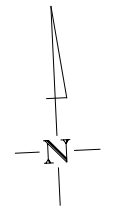
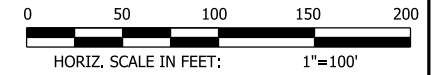
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.



5/1/2024 10:56:32 AM
 R040901_18_SP_017.dgn

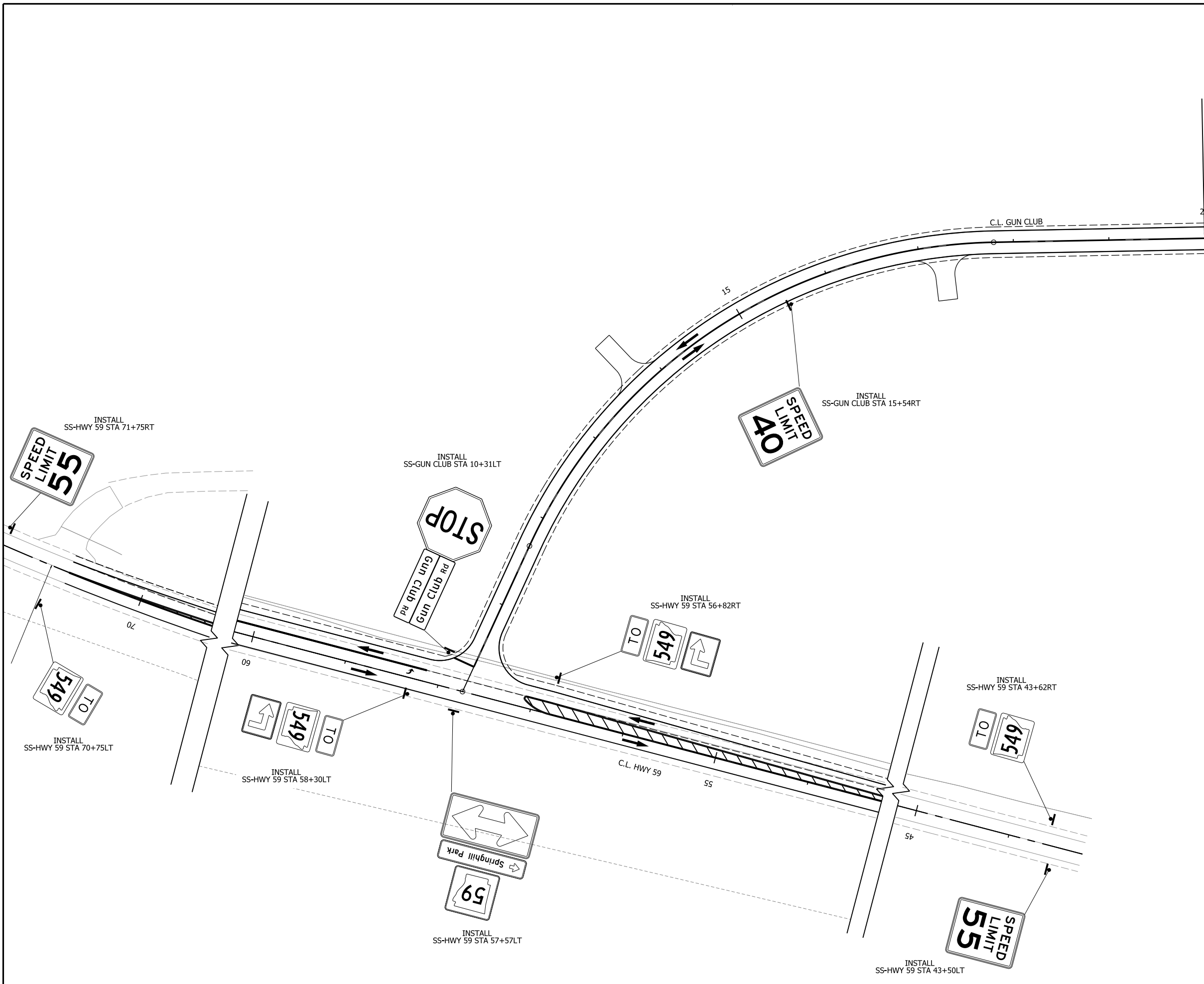
HWY. 22
 PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	272	809
PERMANENT SIGNING PLANS						



NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

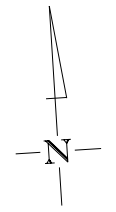
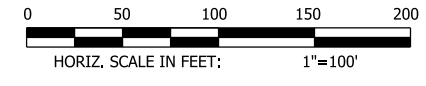
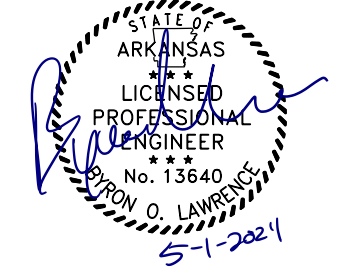
MATCH LINE C.L. GUN CLUB STA. 20+00



**GUN CLUB
 PERMANENT SIGNING PLANS**

5/1/2024 10:56:34 AM
 R040901_18_SP_018.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	273	809
PERMANENT SIGNING PLANS						



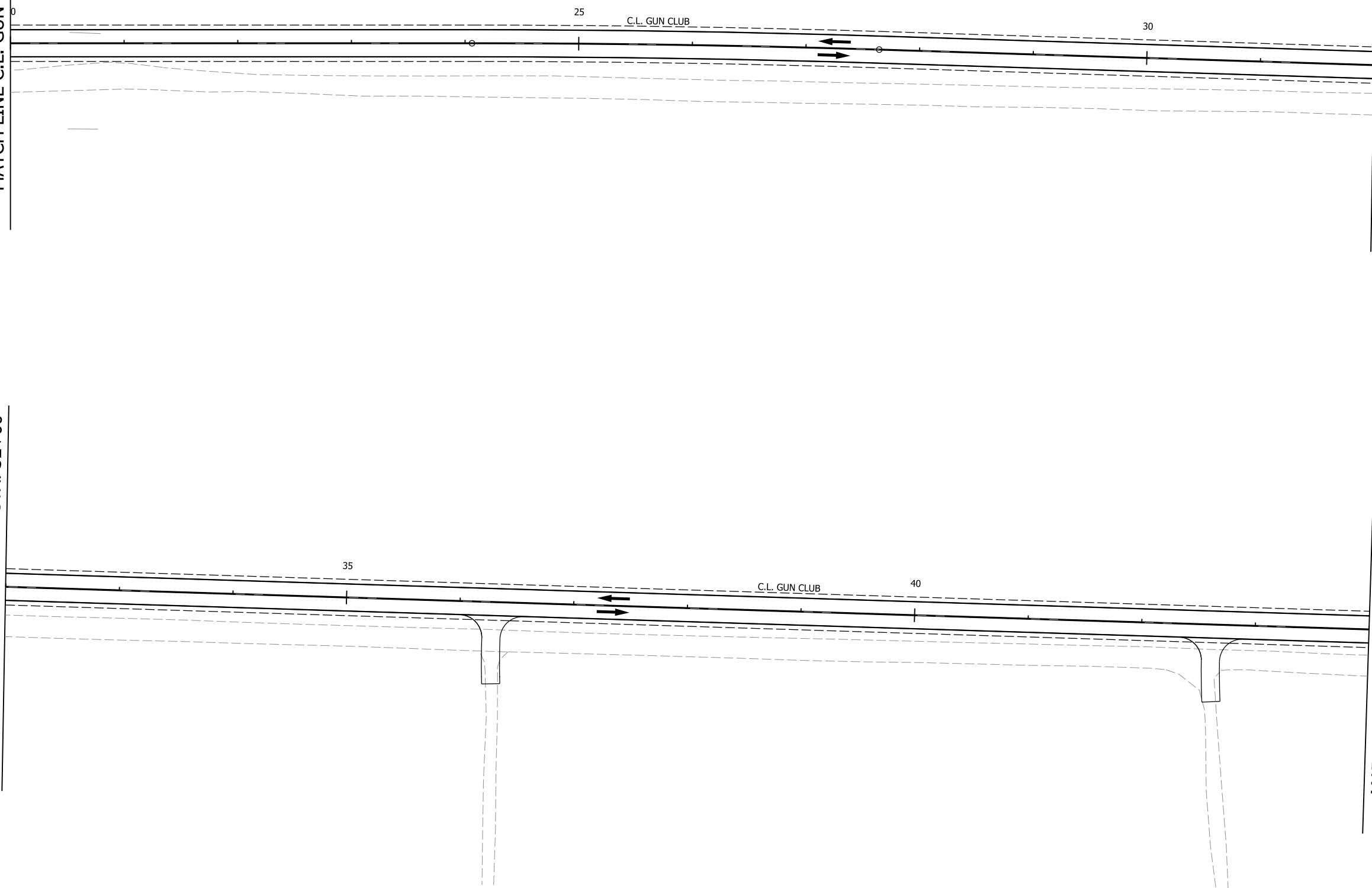
NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

MATCH LINE C.L. GUN CLUB STA. 20+00

MATCH LINE C.L. GUN CLUB STA. 32+00

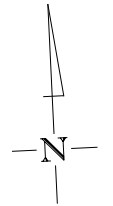
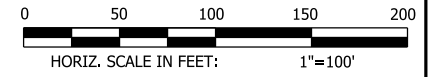
MATCH LINE C.L. GUN CLUB STA. 32+00

MATCH LINE C.L. GUN CLUB STA. 44+00



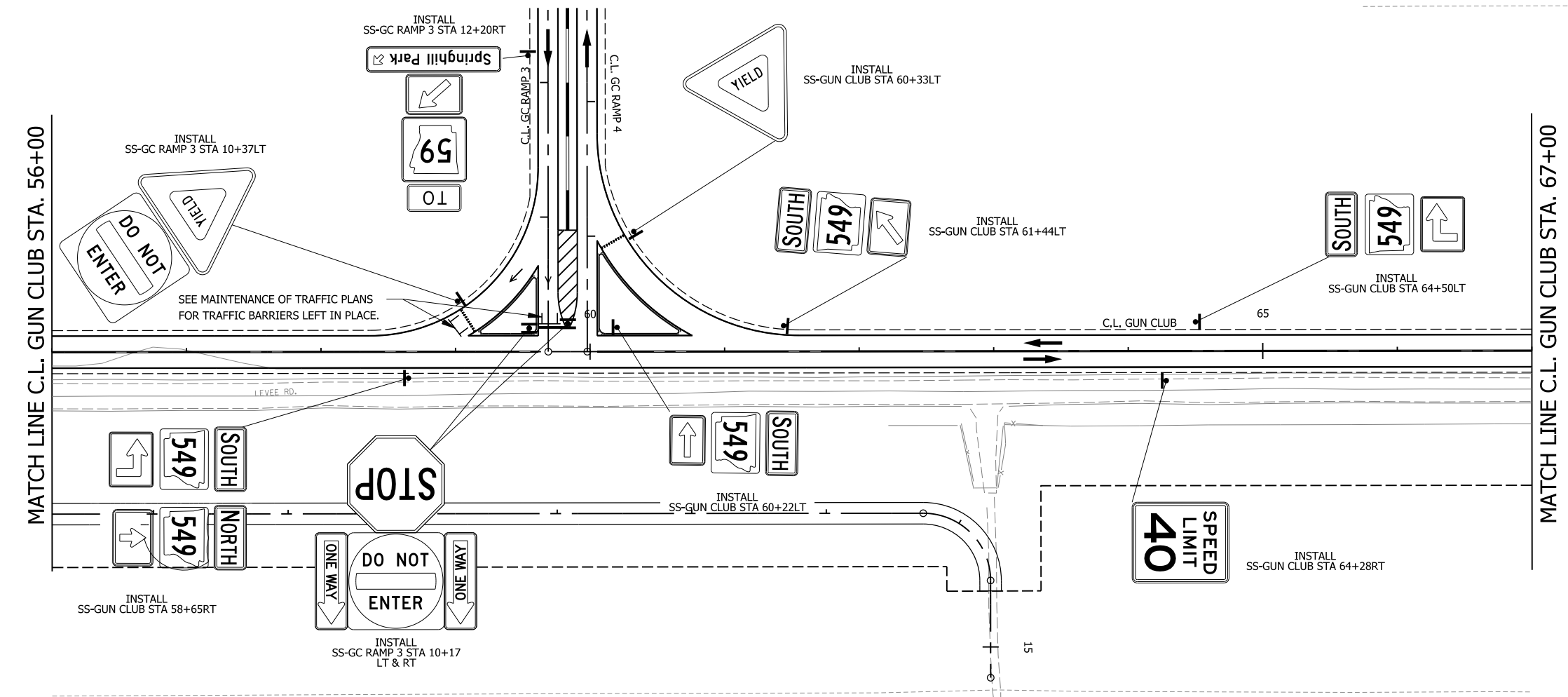
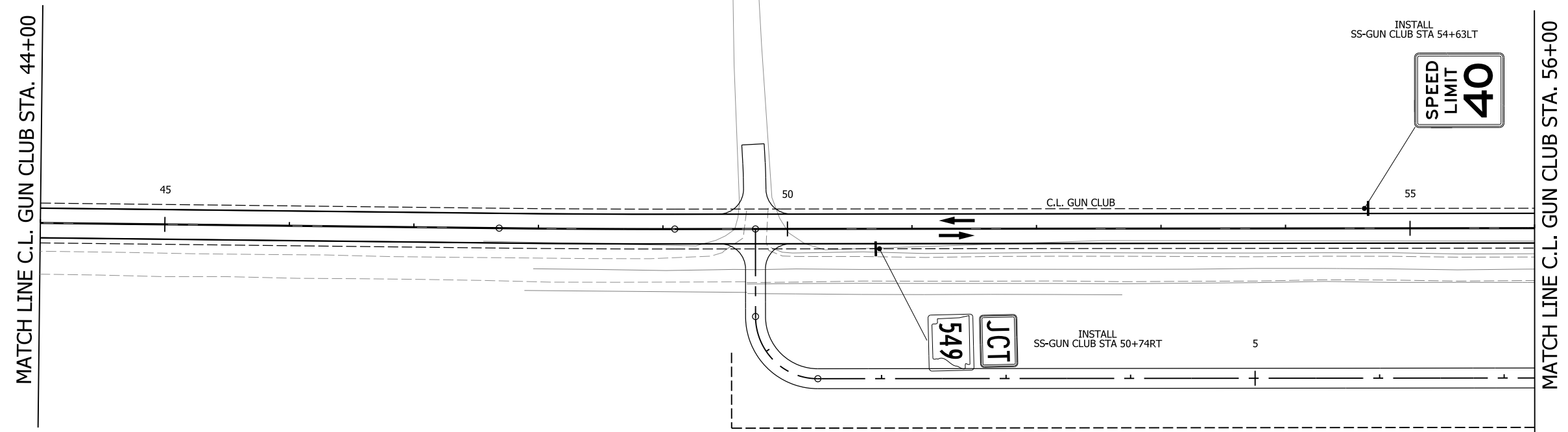
GUN CLUB
 PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	274	809
PERMANENT SIGNING PLANS						



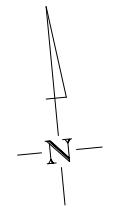
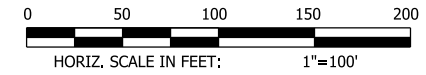
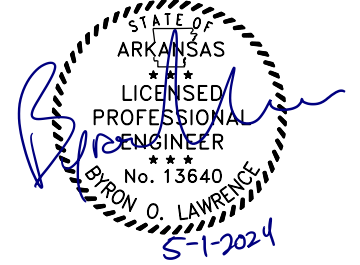
NOTES:

1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.

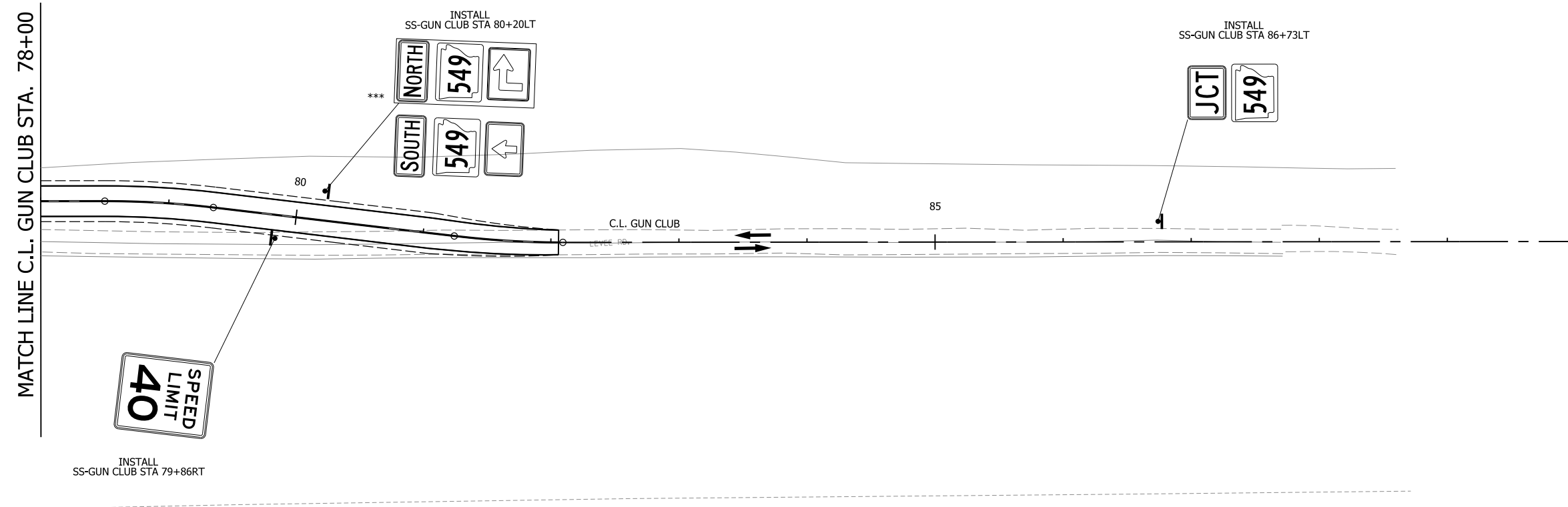
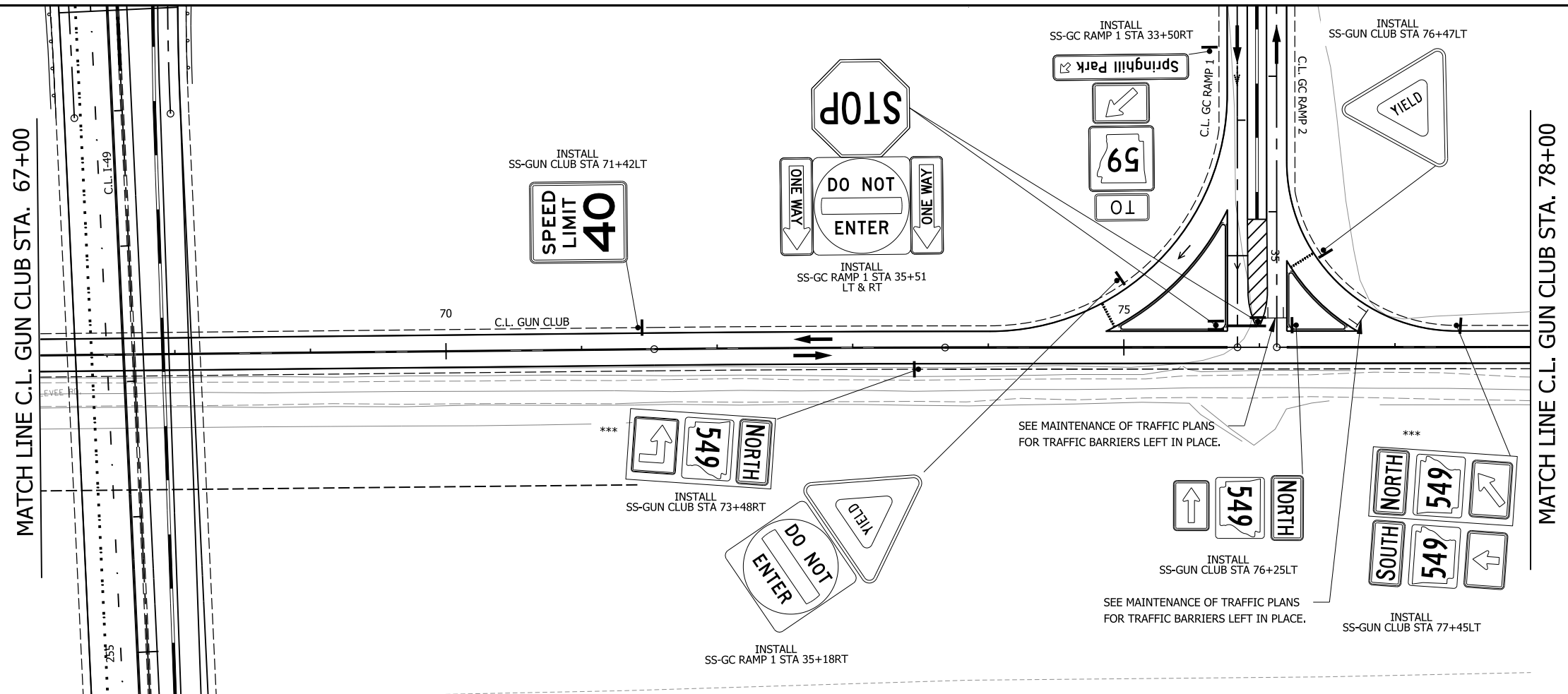


**GUN CLUB
PERMANENT SIGNING PLANS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	275	809
PERMANENT SIGNING PLANS						

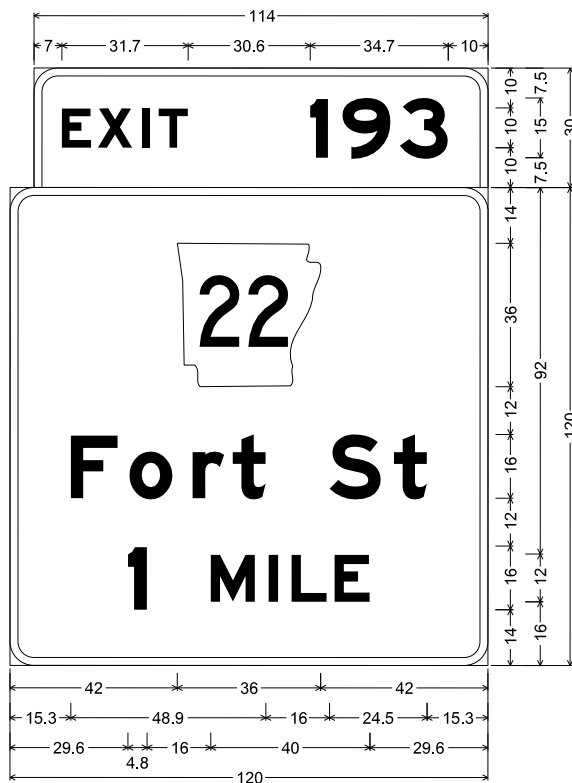
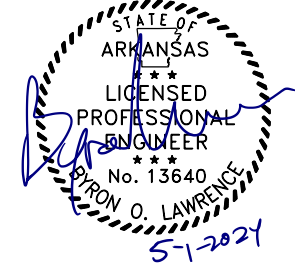


NOTES:
 1. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
 *** COVER SIGNAGE FOR FUTURE USE



**GUN CLUB
 PERMANENT SIGNING PLANS**

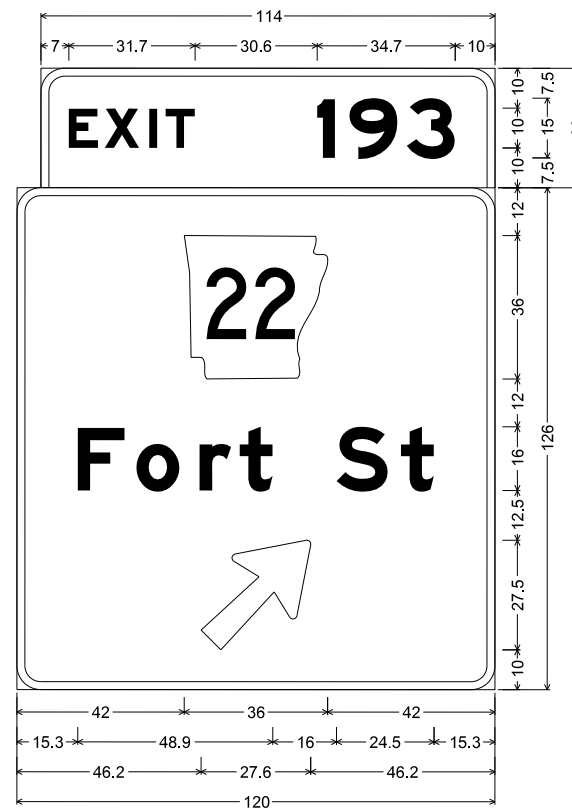
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	276	809
PERMANENT SIGNING PLANS						



INSTALL
G-2 (I-BEAMS)
GM-49 STA 163+00SB

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K specified length; "193", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Fort St", E Mod 2K; "1", E Mod 2K;
"MILE", E Mod 2K;

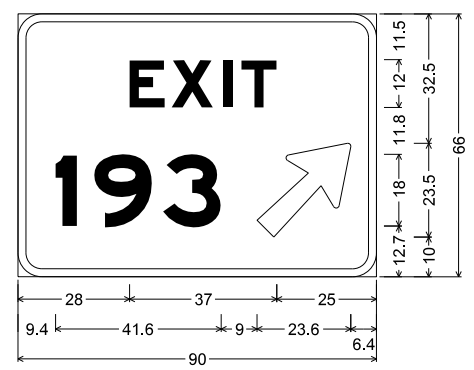


INSTALL
G-2 (I-BEAMS)
GM-49 STA 121+25SB

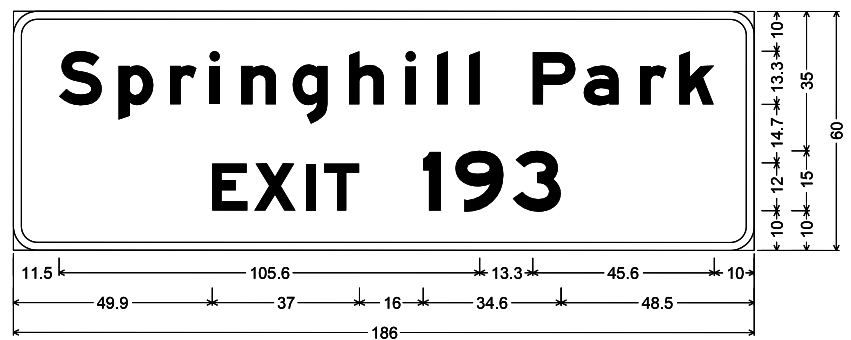
6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K specified length; "193", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Fort St", E Mod 2K; Arrow 160 - 35.0" 45°;

INSTALL
G-2 (OMNI DIRECTIONAL)
EX-49 STA 115+44SB

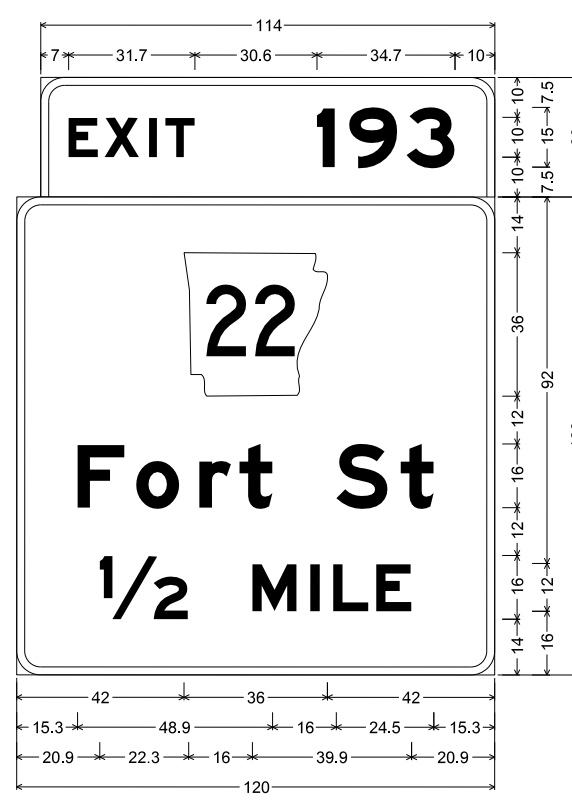


6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "193", E Mod 2K;
Arrow 133 - 30.0" 45°;



INSTALL
G-2 (I-BEAMS)
GM-49 STA 63+00NB
GM-49 STA 137+00SB

6.0" Radius, 2.0" Border, White on Brown;
"Springhill Park", E Mod 2K; "EXIT", E Mod 2K; "193", E Mod 2K;

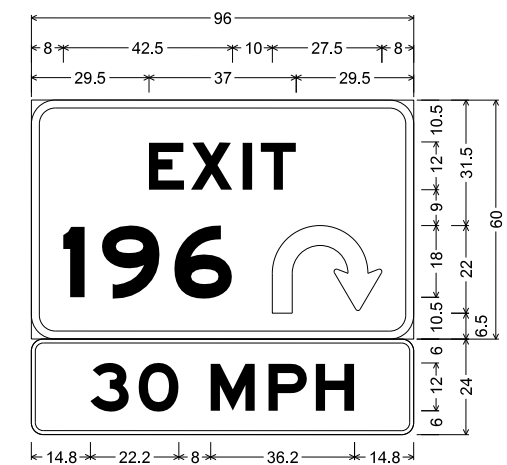


INSTALL
G-2 (I-BEAMS)
GM-49 STA 144+46SB

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K specified length; "193", E Mod 2K;

6.0" Radius, 2.0" Border, White on Green;
"Fort St", E Mod 2K; "1/2", E Mod 2K;
"MILE", E Mod 2K;

INSTALL
G-2 (OMNI DIRECTIONAL)
EX-49 STA 264+00NB

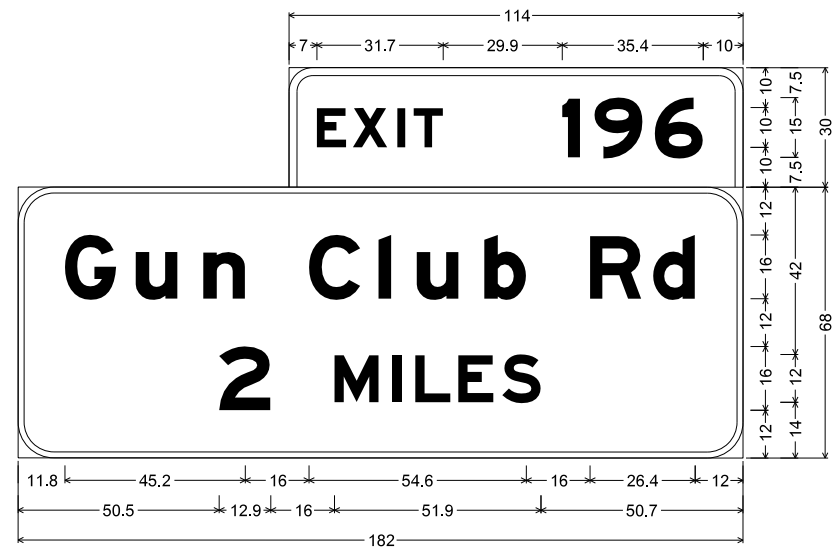


6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K; "196", E Mod 2K;
Turn Arrow Custom;

E13-1P_72x24;
3.0" Radius, 1.0" Border, Black on Yellow;
"30", E Mod 2K; "MPH", E Mod 2K;

PERMANENT SIGNING DETAILS
PERMANENT SIGNING PLANS

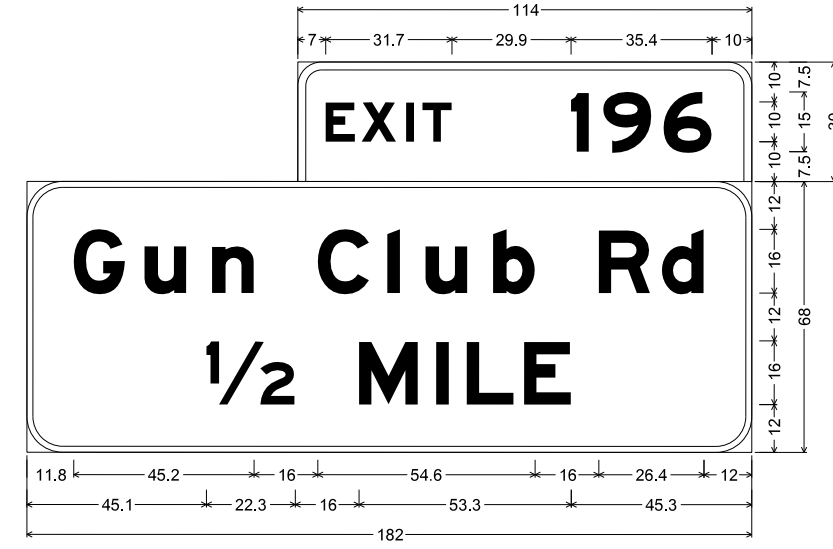
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	277	809
PERMANENT SIGNING PLANS						



INSTALL
G-2 (I-BEAMS)
GM-49 STA 154+43NB

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K specified length; "196", E Mod 2K;

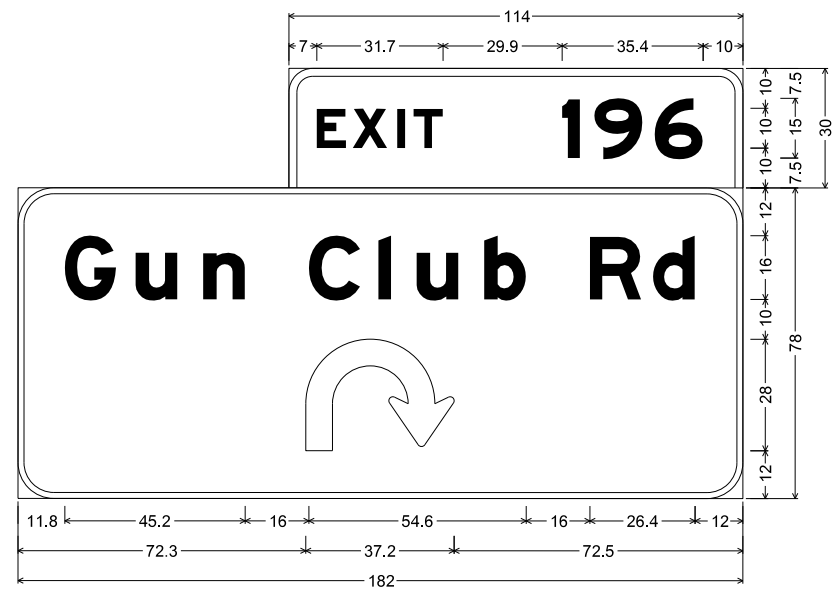
9.0" Radius, 1.5" Border, White on Green;
"Gun", E Mod 2K; "Club", E Mod 2K; "Rd", E Mod 2K; "2", E Mod 2K;
"MILES", E Mod 2K;



INSTALL
G-2 (I-BEAMS)
GM-49 STA 233+60NB

6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K specified length; "196", E Mod 2K;

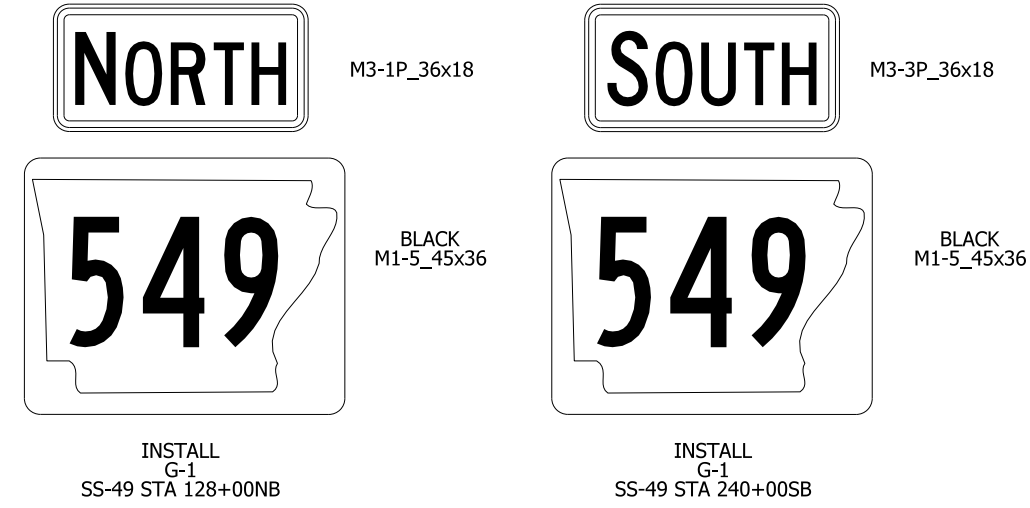
9.0" Radius, 1.5" Border, White on Green;
"Gun", E Mod 2K; "Club", E Mod 2K; "Rd", E Mod 2K; "1/2", E Mod 2K;
"MILE", E Mod 2K;



INSTALL
G-2 (I-BEAMS)
GM-49 STA 259+00NB

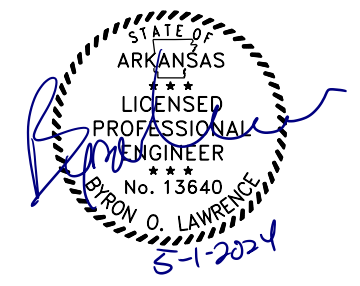
6.0" Radius, 2.0" Border, White on Green;
"EXIT", E Mod 2K specified length; "196", E Mod 2K;

9.0" Radius, 1.5" Border, White on Green;
"Gun", E Mod 2K; "Club", E Mod 2K; "Rd", E Mod 2K; Turn Arrow Custom;



PERMANENT SIGNING DETAILS
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	278	809
PERMANENT SIGNING PLANS						



R2-1_48x60

INSTALL
G-2
SS-49 STA 132+00NB
SS-49 STA 237+00SB

M3-3P_24x12



BLACK
M1-5_30x24



M5-4P_36x24



M3-1P_24x12



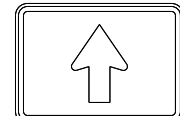
BLACK
M1-5_30x24



M3-2P_24x12



BLACK
M1-5_24x24



M6-3P_21x15

INSTALL
G2-2
SS-HWY 22 STA 31+57RT



M3-1P_24x12



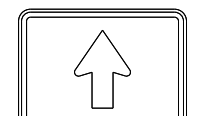
BLACK
M1-5_30x24



M3-2P_24x12



BLACK
M1-5_24x24



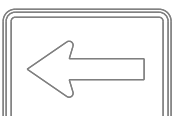
M6-3P_21x15

INSTALL
G2-2
SS-HWY 22 STA 45+26RT

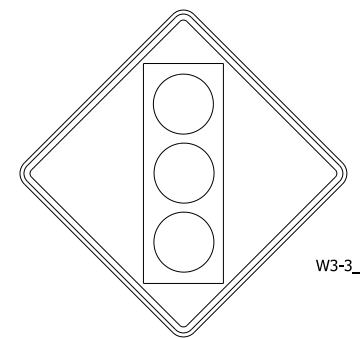
M3-3P
RELOCATE FROM
SS-HWY 22
EXIST-STA 45+26RT



M1-5
RELOCATE FROM
SS-HWY 22
EXIST-STA 45+26RT



M6-1
RELOCATE FROM
SS-HWY 22
EXIST-STA 45+26RT



W3-3_48x48

INSTALL
G2-1
SS-HWY 22 STA 48+13RT
SS-HWY 22 STA 55+28RT
SS-HWY 22 STA 67+83LT



M3-4P_24x12



BLACK
M1-5_24x24

INSTALL
G-1
SS-HWY 22 STA 41+77LT



R2-1_36x48

INSTALL
G-1
SS-HWY 22 STA 40+77LT
SS-HWY 22 STA 65+83LT
SS-GUN CLUB STA 15+54RT
SS-GUN CLUB STA 54+63LT
SS-GUN CLUB STA 64+28RT
SS-GUN CLUB STA 71+42LT
SS-GUN CLUB STA 79+86RT



M3-3P
RELOCATE FROM
SS-HWY 22
EXIST-STA 43+38RT



M1-5
RELOCATE FROM
SS-HWY 22
EXIST-STA 43+38RT



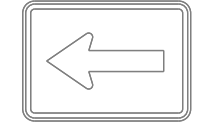
M5-4P
RELOCATE FROM
SS-HWY 22
EXIST-STA 43+38RT

INSTALL
G-1
SS-HWY 22 STA 40+00RT

M3-3P
RELOCATE FROM
SS-HWY 22
EXIST-STA 46+27RT



M1-5
RELOCATE FROM
SS-HWY 22
EXIST-STA 46+27RT



M6-1
RELOCATE FROM
SS-HWY 22
EXIST-STA 46+27RT

INSTALL
G-1
SS-HWY 22 STA 45+60LT

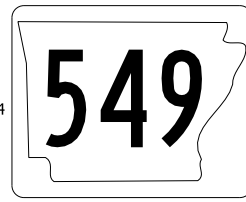


R3-7L_36x36

INSTALL
G-1
SS-HWY 22 RAMP 2 STA 11+49LT



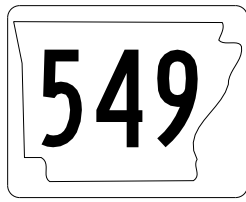
M3-3P_24x12



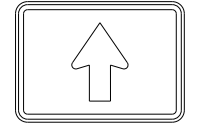
BLACK
M1-5_30x24



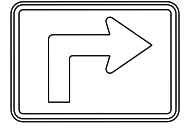
M3-1P_24x12



BLACK
M1-5_30x24



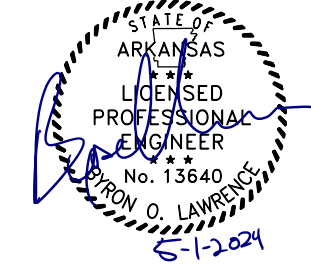
M6-3P_21x15



M5-1R_21x15

INSTALL
G2-2
SS-GUN CLUB STA 80+20LT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	279	809
PERMANENT SIGNING PLANS						



M3-4P_24x12 WEST

M3-3 RELOCATE FROM SS-HWY 22 EXIST-STA 51+69LT

BLACK M1-5_24x24 22

M1-5 RELOCATE FROM SS-HWY 22 EXIST-STA 51+69LT

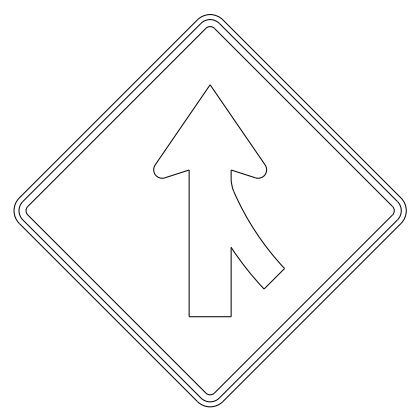
M6-3P_21x15

M5-6P RELOCATE FROM SS-HWY 22 EXIST-STA 51+69LT

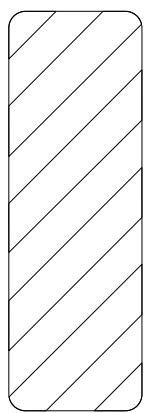
RIGHT LANE

INSTALL G2-5 SS-HWY 22 STA 52+03LT

SPRINGHILL PARK SHP-4 D1-1_84x18



W4-1_48x48
INSTALL G2-1 SS-49 STA 112+48NB SS-49 STA 268+13SB



OM-3R_12x36

INSTALL U-1 SS-49 STA 161+44NB SS-49 STA 218+04SB

M3-4P_24x12 WEST

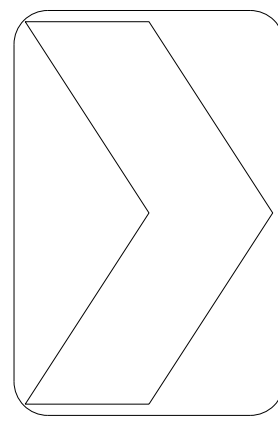
BLACK M1-5_24x24 22

M3-3P_24x12 SOUTH

BLACK M1-5_30x24 549

M6-3P_21x15

INSTALL G-1 SS-HWY 22 STA 59+20LT



W1-8R_30x36
INSTALL G-1 (14) @ 80 FT. O.C. SS-GC RAMP 1 STA 16+00LT TO STA 26+40LT (6) @ 80 FT. O.C. SS-GC RAMP 4 STA 21+73RT TO STA 25+86RT

M3-1P_24x12 NORTH

M3-2P_24x12 EAST

BLACK M1-5_30x24 549

BLACK M1-5_24x24 22

M6-1L_21x15

M6-3P_21x15

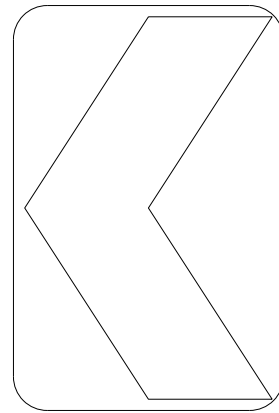
M6-2R_21x15

INSTALL G2-2 SS-HWY 22 STA 58+92RT

INSTALL G-1 SS-HWY 22 STA 60+65LT



W8-13_48x48
INSTALL G2-1 SS-49 STA 158+50NB SS-49 STA 221+03SB SS-49 STA 235+61NB



W1-8L_24x30
INSTALL G-1 (8) @ 80 FT. O.C. SS-HWY 22 RAMP 3 STA 16+69LT TO STA 27+90LT

M3-3P_24x12 SOUTH

BLACK M1-5_30x24 549

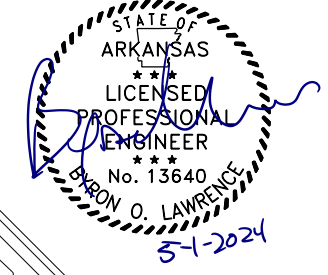
M5-1R_21x15

INSTALL G-1 SS-GUN CLUB STA 64+50LT



W19-5_90x48
RELOCATE FROM SS-49 STA 56+68NB
INSTALL G-2 SS-49 STA 220+00NB

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	280	809
PERMANENT SIGNING PLANS						



M3-4P_24x12 WEST

BLACK M1-5_24x24 22

M3-3P_24x12 SOUTH NORTH M3-1P_24x12

BLACK M1-5_30x24 549 549 BLACK M1-5_30x24

M6-3P_21x15 RIGHT LANE M5-6P_36x24

R2-1_36x48

SPEED LIMIT 55

R1-2_48x48x48

YIELD

W13-2_48x60

EXIT 45 MPH

W3-1_48x48

↑

INSTALL G-2
SS-HWY 22 STA 72+08LT

DELINEATE POSTS WITH (2) 3"x36" RED TYPE XI RETRO-REFLECTIVE STRIPS

INSTALL G-1
SS-HWY 22 STA 49+31LT

INSTALL (4) G-2-1
SS-GC RAMP 3 STA 18+00 LT & RT
SS-GC RAMP 1 STA 27+00 LT & RT

R5-1a (RELOCATED FROM SS-HWY 22 RAMP 1 STA 2184+79LT)

WRONG WAY

R3-7R_36x36

RIGHT LANE MUST TURN RIGHT

W1-6_60x30

→

INSTALL G-2 (4) @ 100 FT O.C. SS-49 STA 249+50 NB TO STA 253+50 NB

R6-1R_48x18 R5-1_36x36

ONE WAY DO NOT ENTER ONE WAY

DELINEATE POSTS WITH (2) 3"x36" RED TYPE XI RETRO-REFLECTIVE STRIPS

INSTALL G-2
SS-HWY 22 RAMP 3 STA 10+52RT
SS-HWY 22 RAMP 3 STA 10+43LT
SS-HWY 22 STA 58+02LT
SS-HWY 22 STA 58+43LT

M3-2 (RELOCATED FROM SS-HWY 22 RAMP 1 STA 2184+79LT)

EAST WEST

M3-4 (RELOCATED FROM SS-HWY 22 RAMP 1 STA 2184+79LT)

M1-5 (RELOCATED FROM SS-HWY 22 RAMP 1 STA 2184+79LT)

22 22

M1-5 (RELOCATED FROM SS-HWY 22 RAMP 1 STA 2184+79LT)

M5-1L (RELOCATED FROM SS-HWY 22 RAMP 1 STA 2184+79LT)

← →

M6-2R (RELOCATED FROM SS-HWY 22 RAMP 1 STA 2184+79LT)

SPRINGHILL PARK SHP-2 D1-1_78x18

Springhill Park ↗

INSTALL G-2-5
SS-HWY 22 RAMP 1 STA 2183+70RT

R5-1a_42x30

DELINEATE POSTS WITH (2) 3"x36" RED TYPE XI RETRO-REFLECTIVE STRIPS

WRONG WAY

ONLY ONLY

R3-8 series_48x30;
INSTALL G-2
SS-HWY 22 RAMP 3 STA 13+54LT

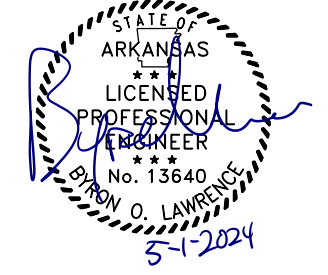
W9-1L_48x48;

LEFT LANE ENDS

INSTALL (2) G-2-1
SS-49 STA 225+00NB LT & RT

SIGNING ASSEMBLY PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	281	809
PERMANENT SIGNING PLANS						



JCT M2-1P_21x15

549 BLACK M1-5_30x24

TO M4-5P_24x12

549 BLACK M1-5_30x24

← M5-1L_21x15

INSTALL G-1
SS-GUN CLUB STA 50+74RT
SS-GUN CLUB STA 86+73LT
SS-HWY 22 STA 28+96RT
SS-HWY 22 STA 75+34LT

INSTALL G-1
SS-HWY 59 STA 58+30LT

DELINEATE POSTS WITH (2) 3"x36" RED TYPE XI RETRO-REFLECTIVE STRIPS

ONE WAY ↑

DO NOT ENTER

ONE WAY ↑

STOP R1-1_30x30

INSTALL (4) G-2
SS-GC RAMP 1 STA 35+51 LT & RT
SS-GC RAMP 3 STA 10+17 LT & RT

GUN CLUB PLAQUE D3-1_18x86

Gun Club Rd

GUN CLUB PLAQUE D3-1_18x86

Gun Club Rd

STOP R1-1_36x36

INSTALL G-2
SS-GUN CLUB STA 10+31LT

TO M4-5P_24x12

549 BLACK M1-5_30x24

→ M5-1R_21x15

INSTALL G-1
SS-HWY 59 STA 56+82RT

DELINEATE POSTS WITH (2) 3"x36" RED TYPE XI RETRO-REFLECTIVE STRIPS

WRONG WAY R5-1a_42x30

INSTALL G-2
SS-HWY 22 RAMP 3 STA 13+54RT
SS-HWY 22 RAMP 1 STA 2183+70LT

TO M4-5P_24x12

549 BLACK M1-5_30x24

INSTALL G-1
SS-HWY 59 STA 43+62RT
SS-HWY 59 STA 70+75LT

59 BLACK M1-5_24x24

← Springhill Park SPRINGHILL PARK SHP-5 D1-1_84x18

↔ W1-7_48x24

INSTALL G-2-4
SS-HWY 59 STA 57+57LT

SOUTH M3-3P_24x12

549 BLACK M1-5_30x24

← M5-1L_21x15

NORTH M3-1P_24x12

549 BLACK M1-5_30x24

↑ M6-3P_21x15

INSTALL G-2-5
SS-GUN CLUB STA 58+65RT

SOUTH M3-3P_24x12

549 BLACK M1-5_30x24

↗ M6-2R_21x15

INSTALL G-1
SS-GUN CLUB STA 61+44LT

TO M4-5P_36x18

59 BLACK M1-5_36x36

↗ M6-2R_30x21

Springhill Park ↗

SPRINGHILL PARK SHP-1 D1-1_96x18

INSTALL G-2-5
SS-GC RAMP 1 STA 33+50RT
SS-GC RAMP 3 STA 12+20RT

OM-3R_12x36

WRONG WAY R5-1a_42x30

DELINEATE POSTS WITH (2) 3"x36" RED TYPE XI RETRO-REFLECTIVE STRIPS

INSTALL G-2
SS-GC RAMP 1 STA 32+50RT
SS-GC RAMP 3 STA 13+25LT

OM-3L_12x36

WRONG WAY R5-1a_42x30

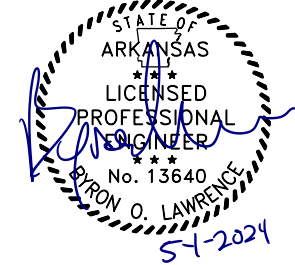
DELINEATE POSTS WITH (2) 3"x36" RED TYPE XI RETRO-REFLECTIVE STRIPS









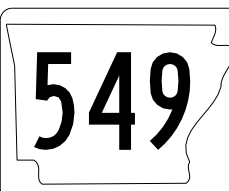
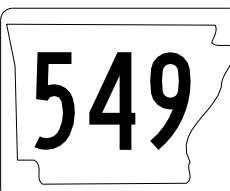

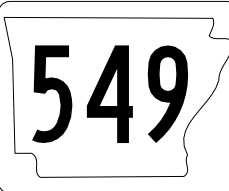

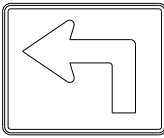
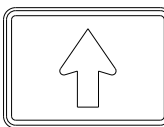
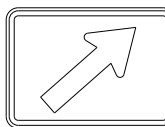
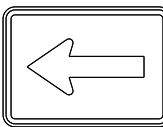
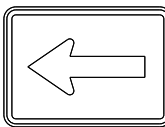
INSTALL G-2
SS-GC RAMP 1 STA 32+50LT
SS-GC RAMP 3 STA 13+25RT

5/1/2024 10:56:55 AM
R040901_18_SP_027.dgn

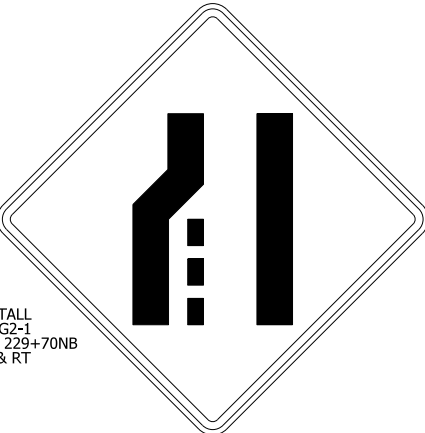
SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	282	809
PERMANENT SIGNING PLANS						




 M3-1P_24x12	 M3-1P_24x12	 M3-3P_24x12	 M3-1P_24x12	 M3-3P_24x12	 M3-1P_24x12
 BLACK M1-5_30x24	 BLACK M1-5_30x24	 BLACK M1-5_30x24	 BLACK M1-5_30x24	 BLACK M1-5_30x24	 BLACK M1-5_30x24
 M5-4P_24x18	 M5-1L_21x15	 M6-3P_21x15	 M6-2R_21x15	 M6-1L_21x15	 M6-1L_21x15
INSTALL G-1 SS-HWY 22 STA 50+00RT	INSTALL G-1 SS-GUN CLUB STA 73+48RT	INSTALL G2-5 SS-GUN CLUB STA 77+45LT		INSTALL G-1 SS-GUN CLUB STA 60+22LT	INSTALL G-1 SS-GUN CLUB STA 76+25LT

W4-2_48x48




INSTALL (2) G2-1
SS-49 STA 229+70NB
LT & RT



7.1 45.2 6 21.3 4 7.3 5.1 96

5 8 5 7.2 5.4 18

SPRINGHILL PARK SHP-1
D1-1_96x18



5.6 33.9 6 16 6 9.5 5 6 6 6 8.2 4.9 18

82



SPRINGHILL PARK SHP-3
D1-1_82X18

M3-2P_36x18





M3-4P_36x18

BLACK M1-5_36x36





BLACK M1-5_36x36



5.8 33.9 6 16 4 6.5 5.8 6 6 6 5.7 6.5 7 18

SPRINGHILL PARK SHP-2
D1-1_78x18

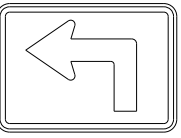
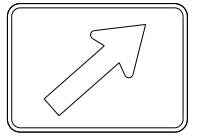


6.9 8.3 6 33.9 6 16 6.9 9.5 4.3 6 6 6 4.2 18

84

SPRINGHILL PARK SHP-4
D1-1_84x18


M5-1L_30x21

M6-2R_30x21



AR CoHE, 114x30;
(REMOVE AND RELOCATE FROM
SS-HWY 22 STA 42+90LT)



5.3 9.5 6 33.9 6 16 7.3 8.2 4.9 6 6 6 4.9 18


84

SPRINGHILL PARK SHP-5
D1-1_84x18

SPRINGHILL PARK SHP-1
D1-1_96x18




INSTALL G-2
SS-HWY 22 STA 42+90LT



8.1 33.9 6 16 4 9.5 6.5 6 6 6 8.2 4.9 18


84

INSTALL G-2
SS-HWY 22 STA 39+18LT



R3-7R_36x36

INSTALL G2-5
SS-HWY 22 RAMP 3 STA 11+79LT

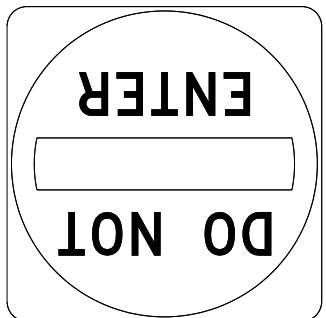


5 8 5 5 6 7 18

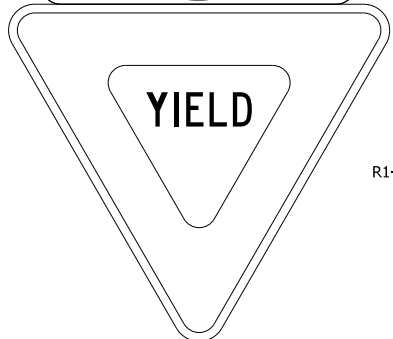
6.4 22.5 6.7 27 6.7 10.3 6.4 86

D3-1_18X86
GUN CLUB PLAQUE G-2

DELINEATE POSTS WITH
(2) 3"x36" RED TYPE XI
RETRO-REFLECTIVE STRIPS



R5-1_36x36



R1-2_48x48x48

INSTALL G2-3
SS-HWY 22 RAMP 3 STA 10+52LT
SS-GC RAMP 3 STA 10+37LT
SS-GC RAMP 1 STA 35+18RT

5/1/2024 10:56:58 AM
R040901_18_SP_028.dgn

SIGNING ASSEMBLY
PERMANENT SIGNING PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	283	809
ILLUMINATION PLANS						



SUMMARY OF ILLUMINATION QUANTITIES

ITEM NUMBER	ITEM	TOTAL QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	7196	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	1835	LIN. FT.
SP & 709	GALVANIZED STEEL CONDUIT (4")	53979	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	2644	LIN. FT.
710	NON-METALLIC CONDUIT (2")	5387	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	53	EACH
* SP	NAVIGATION LIGHTING SYSTEM	1.00	LUMP SUM
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	34	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BARRIER MOUNTED, 26.5')	7	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (2 CIRCUITS, 100 AMP)	7	EACH
SP	ITS ELECTRICAL JUNCTION BOX, METALLIC (32"X30"X18")	17	EACH

* NAVIGATION LIGHTING SYSTEM LUMP SUM IS INCLUSIVE OF LIGHTS, WIRING, CONDUITS AND HANGERS, BOXES, AND ELECTRICAL SERVICE FOR A COMPLETE SYSTEM.

SUMMARY OF ILLUMINATION QUANTITIES
 ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	284	809
ILLUMINATION PLANS						

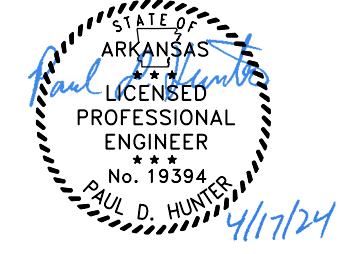
ILLUMINATION PLANS GENERAL NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NFPA 70, CURRENT EDITION), LIFE SAFETY CODE (NFPA 101, CURRENT EDITION), UNDERGROUND FACILITIES DAMAGE PREVENTION ACT (§14-271-101 ET SEQ.), AND LOCAL ELECTRICAL CODE. IN ADDITION, ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION TO PROJECT ENGINEER, TO ENSURE ARKANSAS STATE CODES (§14-28-101 ET SEQ. AND §20-31-101 ET SEQ.) ARE MET. THE DOCUMENTATION SHALL
 - (1) ELECTRICIANS' LICENSE INFORMATION AND EXPIRATION DATE.
 - (2) THE RATIO OF LICENSED-ELECTRICIAN-TO-APPRENTICE-ELECTRICIANS.
 - (3) PRINTED SEARCH RESULT OF LICENSED ELECTRICIANS FROM ARKANSAS DEPARTMENT OF LABOR ELECTRICIAN LICENSEE DIRECTORY (<https://www.ark.org/labor/electrician/search.php>)
 ALL LICENSES SHALL BE VALID AND CURRENT
3. THE CONTRACTOR SHALL NOT ENGAGE IN EXCAVATION OR DEMOLITION ACTIVITIES WITHOUT HAVING FIRST NOTIFIED THE ARKANSAS ONE CALL CENTER IN ACCORDANCE WITH UNDERGROUND FACILITIES DAMAGE PREVENTION ACT. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE CALL SYSTEM. THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE CALL CENTER.
4. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES INVOLVED AND VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL IT IS NO LONGER NECESSARY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES DAMAGED DURING THE CONSTRUCTION.
6. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE
7. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY A PUSHING OR BORING METHOD OR AS DIRECTED BY ENGINEER. PVC OR HDPE CONDUIT SHALL BE USED. PVC CONDUIT SHALL BE MARKED "DIR. BORING" OR "DIRECTIONAL BORING" AS PER NEC.
8. NON-DESTRUCTIVE MEG TEST AND CURRENT LEAKAGE TEST SHALL BE PERFORMED ON NEW CONDUCTORS, IN THE PRESENCE OF FIELD INSPECTOR. THE TEST VOLTAGE SHALL BE LIMITED TO 600 VOLTS. ANY CONDUCTOR NOT MEETING THE MINIMUM ACCEPTABLE VALUE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE USING NEW CONDUCTOR. THE RESULTS SHALL BE DOCUMENTED AND PROVIDED TO THE JOB ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED BY MEG TEST WHILE DEVICES OR ACCESSORIES ARE STILL CONNECTED AND SHALL BE REPLACED AT CONTACTOR'S EXPENSE. SEE SPECIAL PROVISION ELECTRICAL
9. PULL BOX LIDS SHALL CLOSE FLUSH WITHOUT PINCHING ANY CONDUCTORS. CONDUIT LENGTHS IN PULL BOXES SHALL BE SET ACCORDINGLY. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHING SHALL BE COMPLETELY REPLACED AT CONTRACTOR'S EXPENSE.
10. EACH ROADWAY ILLUMINATION POLE SHALL BE BONDED TO EQUIPMENT GROUNDING CONDUCTOR PER NEC. SEE ARTICLES 250 AND 410.
11. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.
12. ALL LUMINAIRE ASSEMBLIES SHALL HAVE BUG RATING OF U-0.
13. BEFORE FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE TWO (2) SETS OF LEDGER SIZE (11" X 17") AS-BUILT PLANS TO THE MAINTENANCE AUTHORITY AND ARDOT.
14. PULL CABLE SHALL BE MINIMUM 1/4" PULL NYLON OR POLYESTER ROPE, OR 1200 LBS PULL TAPE WHEN PULLING CONDUCTORS. STEEL CABLE OR FISH TAPE SHALL NOT BE USED. CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET. USE PULLING COMPOUND PER MANUFACTURER'S REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY NEC FOR CONDUCTORS USED.
15. ALL CONCRETE PULL BOXES SHALL BE TYPE 2 HD UNLESS OTHERWISE INDICATED ON THE PLANS.
16. SLACK CABLES IN PULL BOXES SHALL BE 3 FEET.
17. CONDUCT A MINIMUM 14-DAY BURN TEST FOR THE COMPLETE LIGHTING SYSTEM. REPLACE BURNED OUT AND NOTICEABLY DIM LUMINAIRES; MALFUNCTIONING EQUIPMENT SHALL BE CORRECTED, AND RETEST THE SYSTEM. OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
18. SEE STANDARD DRAWING SD-6 FOR PULL BOX CONSTRUCTION.
19. ALL METAL POLES SHALL BE BONDED TO E.G.C. PER NEC 410 PART IV AND PART V.
20. THE CONTRACTOR SHALL LABEL ALL CONDUCTORS IN PULL BOXES AND AT SPLICE POINTS.

21. CONDUCTORS SHALL CONTINUOUSLY RUN DIRECTLY FROM SERVICE POINTS TO ELECTRICAL DEVICES AND/OR PULL BOXES WITHOUT SPLICES BEING MADE IN THE CONDUIT. ANY CONDUCTORS THAT HAVE BEEN DAMAGED BY PINCHED SHALL BE COMPLETELY REPLACED AT THE CONTRACTOR'S EXPENSE.
22. 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.
23. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING PLANS.
24. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR 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 LED ROADWAY ILLUMINATION POLE.
25. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
26. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION, 2022 INTERIM REVISIONS.
27. IN PULL BOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS, THE DIRECTION OF EACH CABLE RUN SHALL BE INDICATED BY ATTACHING A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO THE CONDUIT. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. IN INSTANCES WHERE THE CONDUIT OR CONDUIT ENTRANCES ARE NOT VISIBLE OR ACCESSIBLE, A DIRECTION TAG SHALL BE ATTACHED TO EACH CABLE.
28. REFER TO SURVEY CONTROL DETAILS SHEETS FOR HORIZONTAL AND VERTICAL CONTROL DATA.
29. CONDUIT BELL END FITTINGS SHALL BE INSTALLED ON ALL TERMINATING ENDS OF NON-METALLIC CONDUIT RUNS. THIS INCLUDES PULL BOXES, POLE BASES, AND TRAFFIC SIGNAL CABINETS. THE COST OF THE FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PAY ITEM. ALL NON-METALLIC CONDUIT SHALL USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
30. PRIOR TO THE ORDERING OF ALL LIGHTING EQUIPMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER TWO (2) PRINTED COPIES OF THE APPLICABLE BROCHURES CONTAINING THE DESIGN CRITERIA FOR THE EQUIPMENT WHICH THE CONTRACTOR PROPOSES TO INSTALL FOR APPROVAL. THE SPECIFIC ITEMS THAT ARE PROPOSED FOR USE SHALL BE CLEARLY MARKED IN THE APPLICABLE BROCHURES. A LIST SHALL BE ATTACHED TO IDENTIFY THE ITEM AND CONTAIN THE MANUFACTURER, QUANTITY, MODEL, AND IDENTIFYING DESCRIPTIONS OF EACH ITEM. ADEQUATE ENGINEERING DATA, ESSENTIAL SHOP DRAWINGS, AND SCHEMATIC DIAGRAMS SHALL BE PROVIDED FOR REVIEW. PARTIAL SUBMITTALS WILL NOT BE ACCEPTED FOR CONSIDERATION AND SHALL BE RETURNED FOR CORRECTION WITHOUT REVIEW.
 - A. REVIEW: FOR ALL ITS EQUIPMENT SUBMITTALS, THE ENGINEER'S REVIEW OF THE EQUIPMENT SUBMITTALS SHOULD BE COMPLETE WITH THIRTY (30) DAYS FROM THE DATE OF THE SUBMISSION UNLESS OTHERWISE SPECIFIED. ONCE THE ENGINEER HAS DETERMINED THAT THE EQUIPMENT SUBMITTED MEETS THE DESIGN CRITERIA, A WRITTEN APPROVAL WILL BE PROVIDED, IN WHICH NO FURTHER ACTION IS REQUIRED. IF THE EQUIPMENT SUBMITTED FOR USE IS REJECTED, THE CONTRACTOR SHALL RE-SUBMIT THE EQUIPMENT WITHIN FIFTEEN (15) DAYS OF NOTIFICATION OF EQUIPMENT REJECTION. RESUBMITTAL OF REJECTED EQUIPMENT FOR REVIEW WILL BE CONSIDERED THE STARTING POINT OF A NEW APPROVAL CYCLE AS DESCRIBED.

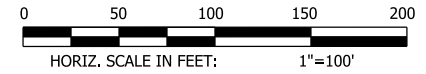
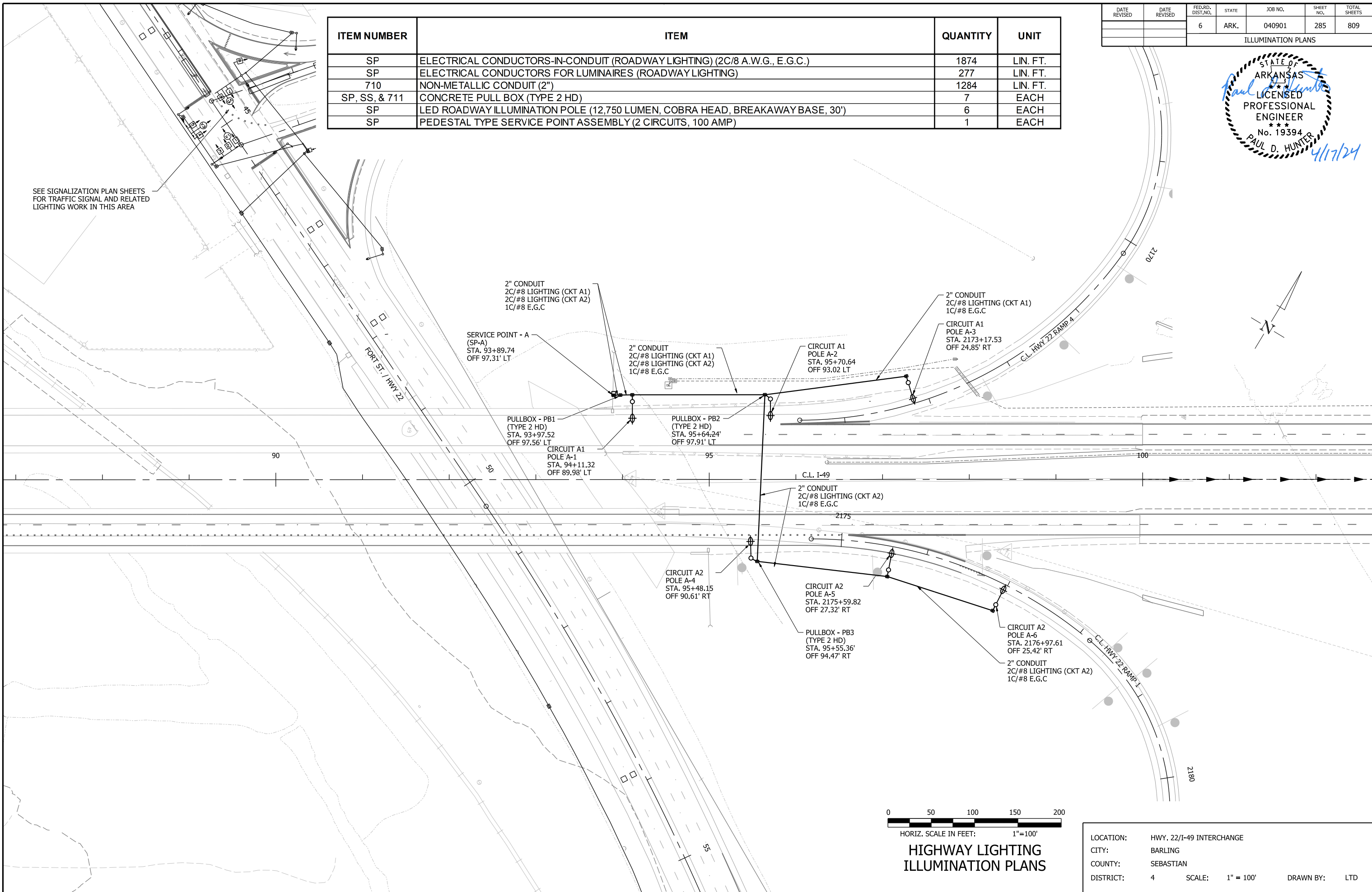


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	285	809
ILLUMINATION PLANS						



ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	1874	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	277	LIN. FT.
710	NON-METALLIC CONDUIT (2")	1284	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	7	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	6	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (2 CIRCUITS, 100 AMP)	1	EACH

SEE SIGNALIZATION PLAN SHEETS FOR TRAFFIC SIGNAL AND RELATED LIGHTING WORK IN THIS AREA

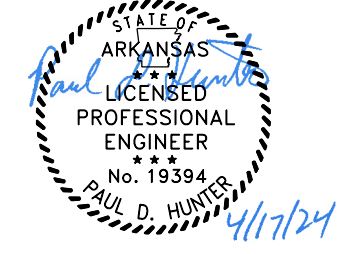


HIGHWAY LIGHTING ILLUMINATION PLANS

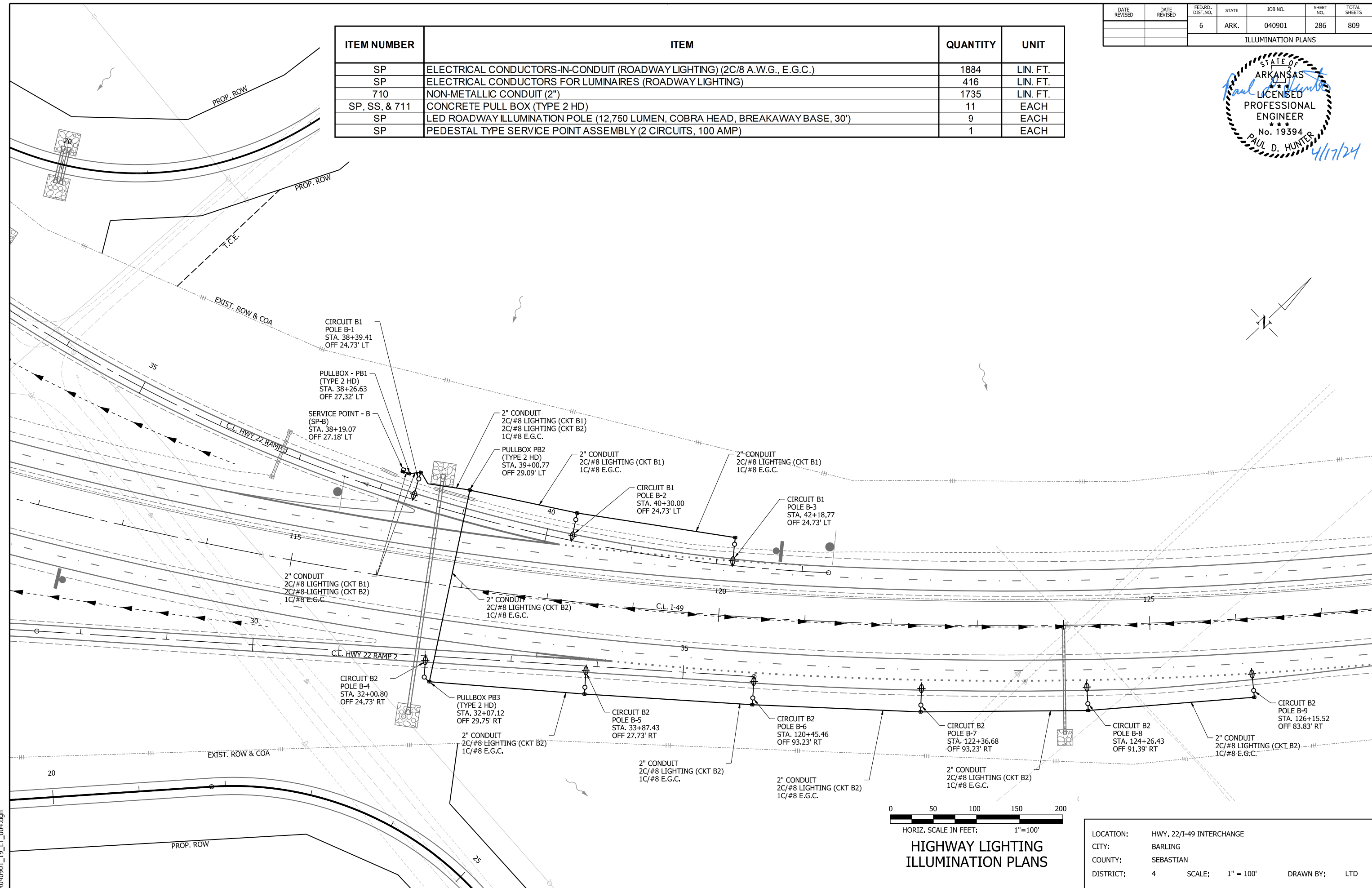
LOCATION:	HWY. 22/I-49 INTERCHANGE
CITY:	BARLING
COUNTY:	SEBASTIAN
DISTRICT:	4
SCALE:	1" = 100'
DRAWN BY:	LTD

4/17/2024 10:25:34 AM R040901_19_LT_003.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	286	809
ILLUMINATION PLANS						

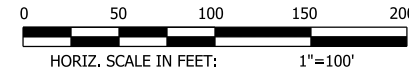


ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	1884	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	416	LIN. FT.
710	NON-METALLIC CONDUIT (2")	1735	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	11	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	9	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (2 CIRCUITS, 100 AMP)	1	EACH



4/17/2024 10:25:37 AM R040901_19_LT_004.dgn

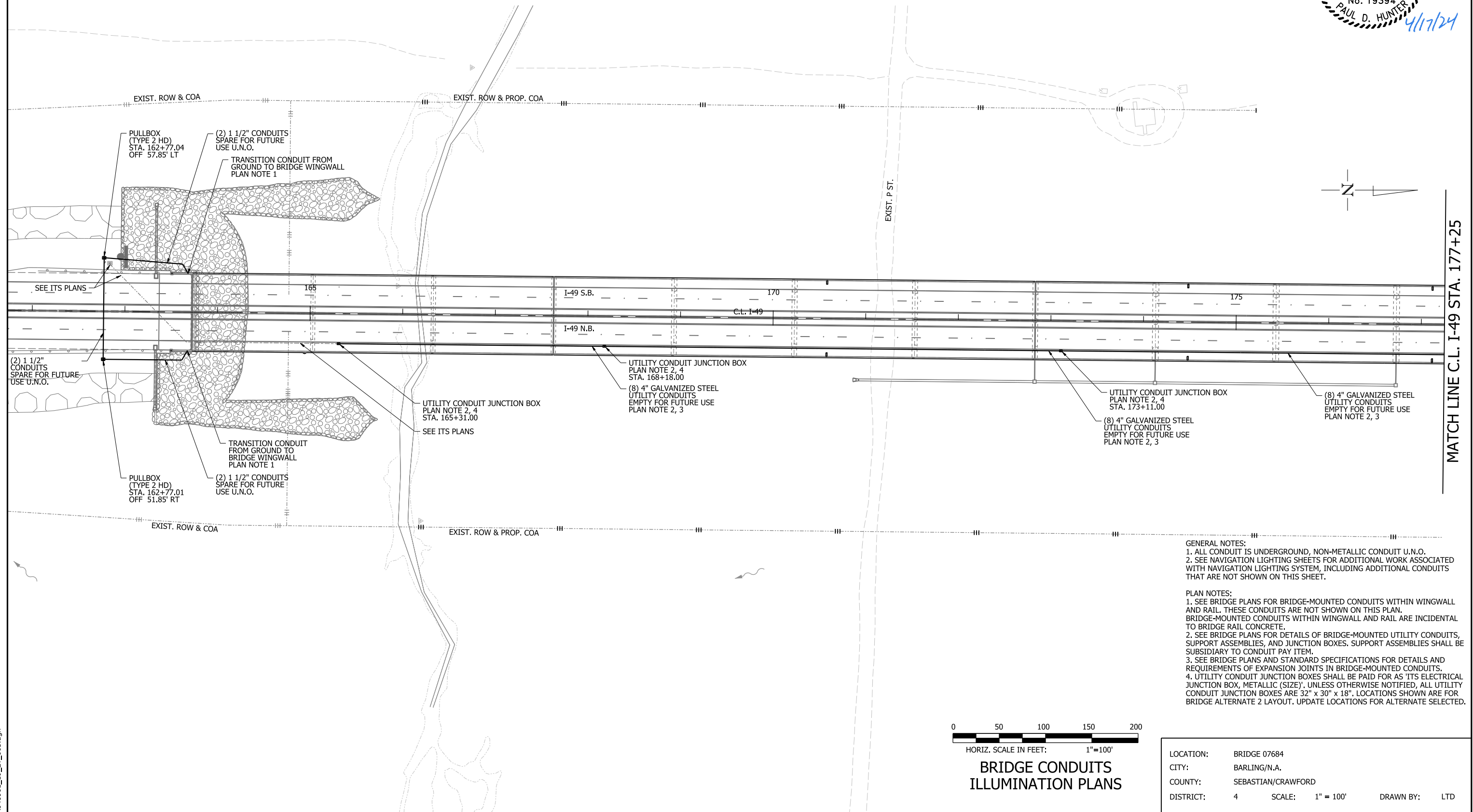
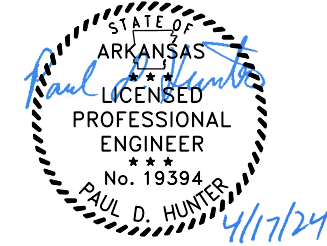
LOCATION: HWY. 22/I-49 INTERCHANGE
 CITY: BARLING
 COUNTY: SEBASTIAN
 DISTRICT: 4 SCALE: 1" = 100' DRAWN BY: LTD



**HIGHWAY LIGHTING
ILLUMINATION PLANS**

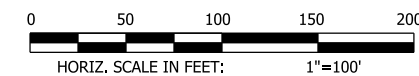
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 709	GALVANIZED STEEL CONDUIT (4")	10030	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	720	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SP	ITS ELECTRICAL JUNCTION BOX, METALLIC (32"X30"X18")	3	EACH

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	287	809
ILLUMINATION PLANS						



GENERAL NOTES:
 1. ALL CONDUIT IS UNDERGROUND, NON-METALLIC CONDUIT U.N.O.
 2. SEE NAVIGATION LIGHTING SHEETS FOR ADDITIONAL WORK ASSOCIATED WITH NAVIGATION LIGHTING SYSTEM, INCLUDING ADDITIONAL CONDUITS THAT ARE NOT SHOWN ON THIS SHEET.

PLAN NOTES:
 1. SEE BRIDGE PLANS FOR BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL. THESE CONDUITS ARE NOT SHOWN ON THIS PLAN. BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL ARE INCIDENTAL TO BRIDGE RAIL CONCRETE.
 2. SEE BRIDGE PLANS FOR DETAILS OF BRIDGE-MOUNTED UTILITY CONDUITS, SUPPORT ASSEMBLIES, AND JUNCTION BOXES. SUPPORT ASSEMBLIES SHALL BE SUBSIDIARY TO CONDUIT PAY ITEM.
 3. SEE BRIDGE PLANS AND STANDARD SPECIFICATIONS FOR DETAILS AND REQUIREMENTS OF EXPANSION JOINTS IN BRIDGE-MOUNTED CONDUITS.
 4. UTILITY CONDUIT JUNCTION BOXES SHALL BE PAID FOR AS 'ITS ELECTRICAL JUNCTION BOX, METALLIC (SIZE)', UNLESS OTHERWISE NOTIFIED. ALL UTILITY CONDUIT JUNCTION BOXES ARE 32" x 30" x 18". LOCATIONS SHOWN ARE FOR BRIDGE ALTERNATE 2 LAYOUT. UPDATE LOCATIONS FOR ALTERNATE SELECTED.



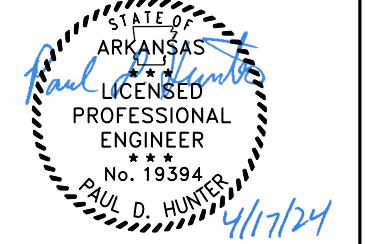
**BRIDGE CONDUITS
ILLUMINATION PLANS**

LOCATION:	BRIDGE 07684
CITY:	BARLING/N.A.
COUNTY:	SEBASTIAN/CRAWFORD
DISTRICT:	4
SCALE:	1" = 100'
DRAWN BY:	LTD

MATCH LINE C.L. I-49 STA. 177+25

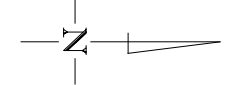
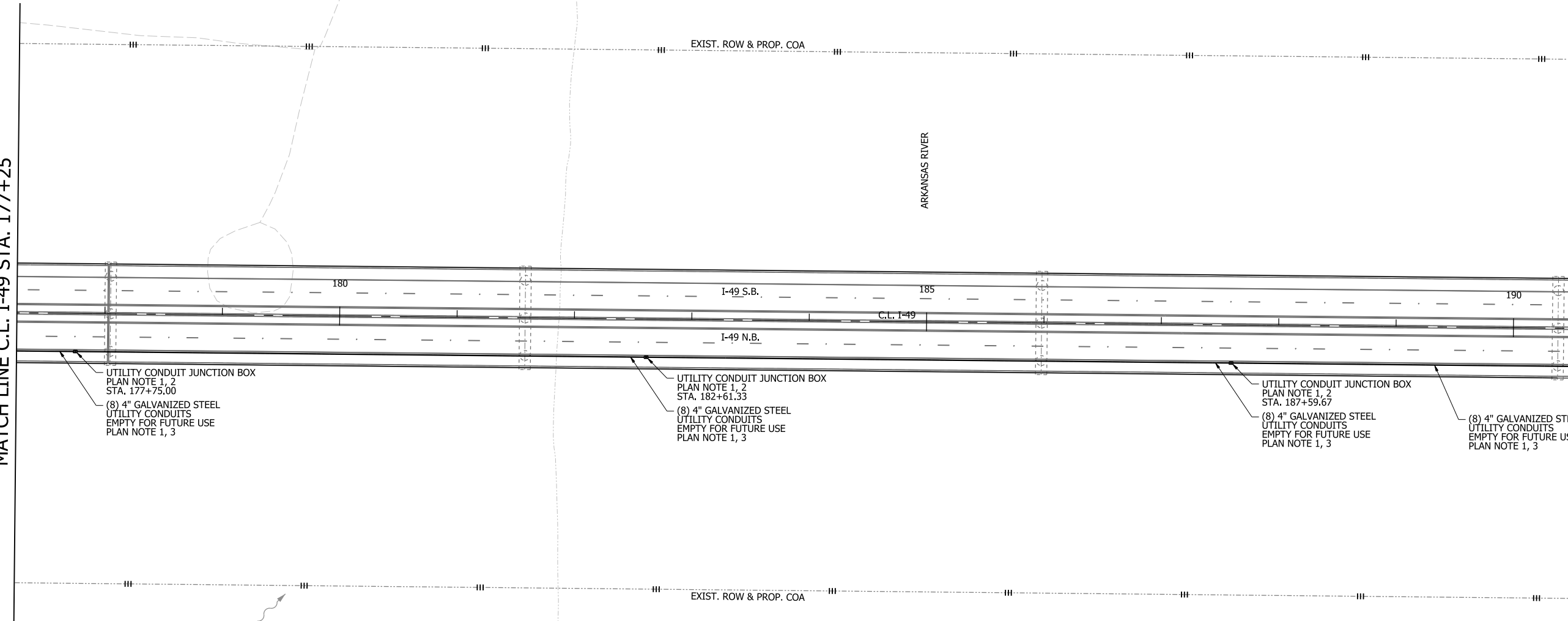
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 709	GALVANIZED STEEL CONDUIT (4")	11970	LIN. FT.
SP	ITS ELECTRICAL JUNCTION BOX, METALLIC (32"X30"X18")	3	EACH

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	288	809
ILLUMINATION PLANS						



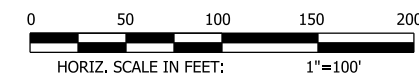
MATCH LINE C.L. I-49 STA. 177+25

MATCH LINE C.L. I-49 STA. 191+50



GENERAL NOTES:
 1. SEE BRIDGE PLANS FOR BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL. THESE CONDUITS ARE NOT SHOWN ON THIS PLAN. BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL ARE INCIDENTAL TO BRIDGE RAIL CONCRETE.

PLAN NOTES:
 1. SEE BRIDGE PLANS FOR DETAILS OF BRIDGE-MOUNTED UTILITY CONDUITS, SUPPORT ASSEMBLIES, AND JUNCTION BOXES. SUPPORT ASSEMBLIES SHALL BE SUBSIDIARY TO CONDUIT PAY ITEM.
 2. UTILITY CONDUIT JUNCTION BOXES SHALL BE PAID FOR AS 'ITS ELECTRICAL JUNCTION BOX, METALLIC (SIZE)', UNLESS OTHERWISE NOTIFIED. ALL UTILITY CONDUIT JUNCTION BOXES ARE 32" x 30" x 18". LOCATIONS SHOWN ARE FOR BRIDGE ALTERNATE 2 LAYOUT. UPDATE LOCATIONS FOR ALTERNATE SELECTED.
 3. SEE BRIDGE PLANS AND STANDARD SPECIFICATIONS FOR DETAILS AND REQUIREMENTS OF EXPANSION JOINTS IN BRIDGE-MOUNTED CONDUITS.



**BRIDGE CONDUITS
ILLUMINATION PLANS**

LOCATION:	BRIDGE 07684
CITY:	BARLING/N.A.
COUNTY:	SEBASTIAN/CRAWFORD
DISTRICT:	4
SCALE:	1" = 100'
DRAWN BY:	LTD

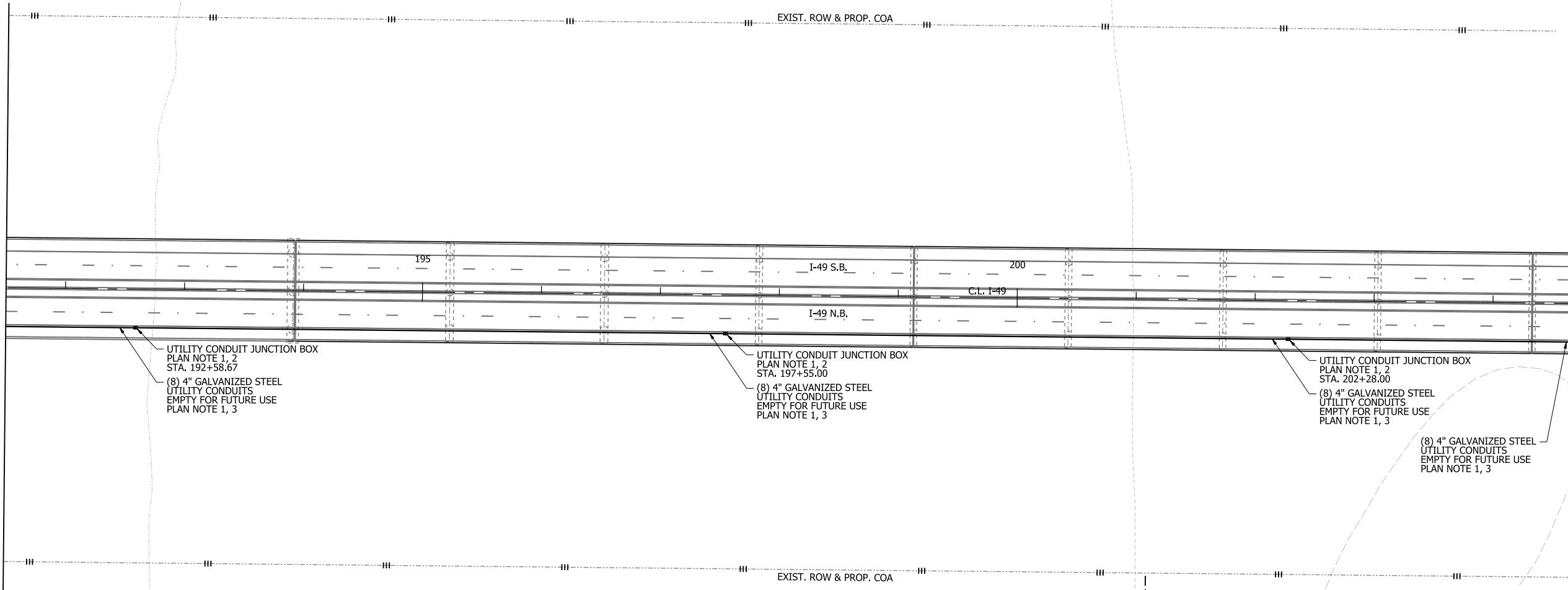
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 709	GALVANIZED STEEL CONDUIT (4")	11130	LIN. FT.
SP	ITS ELECTRICAL JUNCTION BOX, METALLIC (32"X30"X18")	3	EACH

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	289	809
ILLUMINATION PLANS						



MATCH LINE C.L. I-49 STA. 191+50

MATCH LINE C.L. I-49 STA. 204+75



UTILITY CONDUIT JUNCTION BOX
PLAN NOTE 1, 2
STA. 192+58.67
(8) 4" GALVANIZED STEEL
UTILITY CONDUITS
EMPTY FOR FUTURE USE
PLAN NOTE 1, 3

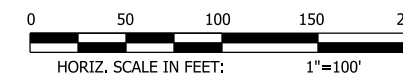
UTILITY CONDUIT JUNCTION BOX
PLAN NOTE 1, 2
STA. 197+55.00
(8) 4" GALVANIZED STEEL
UTILITY CONDUITS
EMPTY FOR FUTURE USE
PLAN NOTE 1, 3

UTILITY CONDUIT JUNCTION BOX
PLAN NOTE 1, 2
STA. 202+28.00
(8) 4" GALVANIZED STEEL
UTILITY CONDUITS
EMPTY FOR FUTURE USE
PLAN NOTE 1, 3

(8) 4" GALVANIZED STEEL
UTILITY CONDUITS
EMPTY FOR FUTURE USE
PLAN NOTE 1, 3

GENERAL NOTES:
1. SEE BRIDGE PLANS FOR BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL. THESE CONDUITS ARE NOT SHOWN ON THIS PLAN. BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL ARE INCIDENTAL TO BRIDGE RAIL CONCRETE.

PLAN NOTES:
1. SEE BRIDGE PLANS FOR DETAILS OF BRIDGE-MOUNTED UTILITY CONDUITS, SUPPORT ASSEMBLIES, AND JUNCTION BOXES. SUPPORT ASSEMBLIES SHALL BE SUBSIDIARY TO CONDUIT PAY ITEM.
2. UTILITY CONDUIT JUNCTION BOXES SHALL BE PAID FOR AS 'ITS ELECTRICAL JUNCTION BOX, METALLIC (SIZE)', UNLESS OTHERWISE NOTIFIED, ALL UTILITY CONDUIT JUNCTION BOXES ARE 32" x 30" x 18". LOCATIONS SHOWN ARE FOR BRIDGE ALTERNATE 2 LAYOUT. UPDATE LOCATIONS FOR ALTERNATE SELECTED.
3. SEE BRIDGE PLANS AND STANDARD SPECIFICATIONS FOR DETAILS AND REQUIREMENTS OF EXPANSION JOINTS IN BRIDGE-MOUNTED CONDUITS.

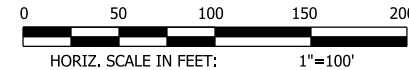
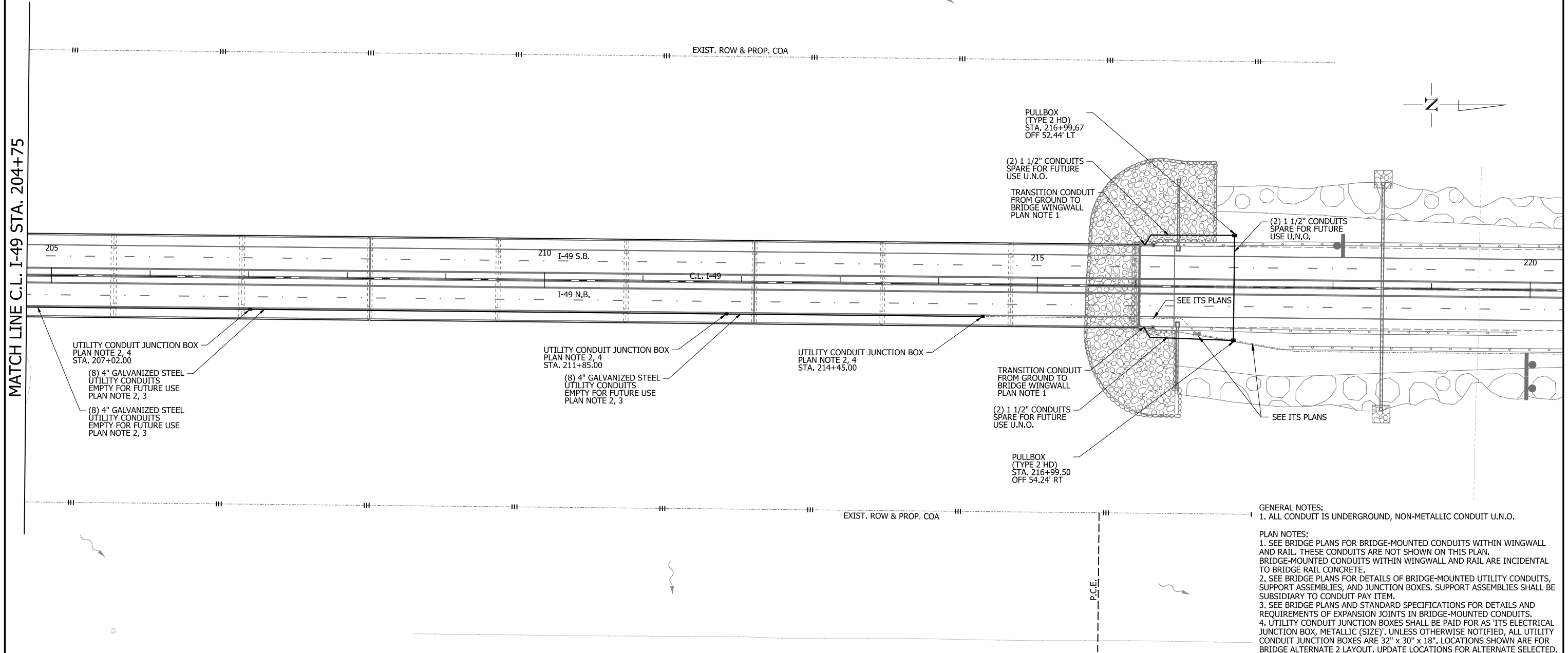
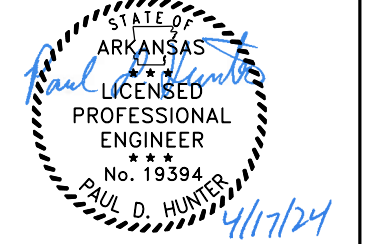


**BRIDGE CONDUITS
ILLUMINATION PLANS**

LOCATION:	BRIDGE 07684
CITY:	BARLING/N.A.
COUNTY:	SEBASTIAN/CRAWFORD
DISTRICT:	4
SCALE:	1" = 100'
DRAWN BY:	LTD

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 709	GALVANIZED STEEL CONDUIT (4")	8148	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	714	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SP	ITS ELECTRICAL JUNCTION BOX, METALLIC (32"X30"X18")	3	EACH

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	290	809
ILLUMINATION PLANS						

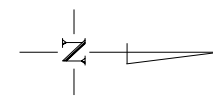
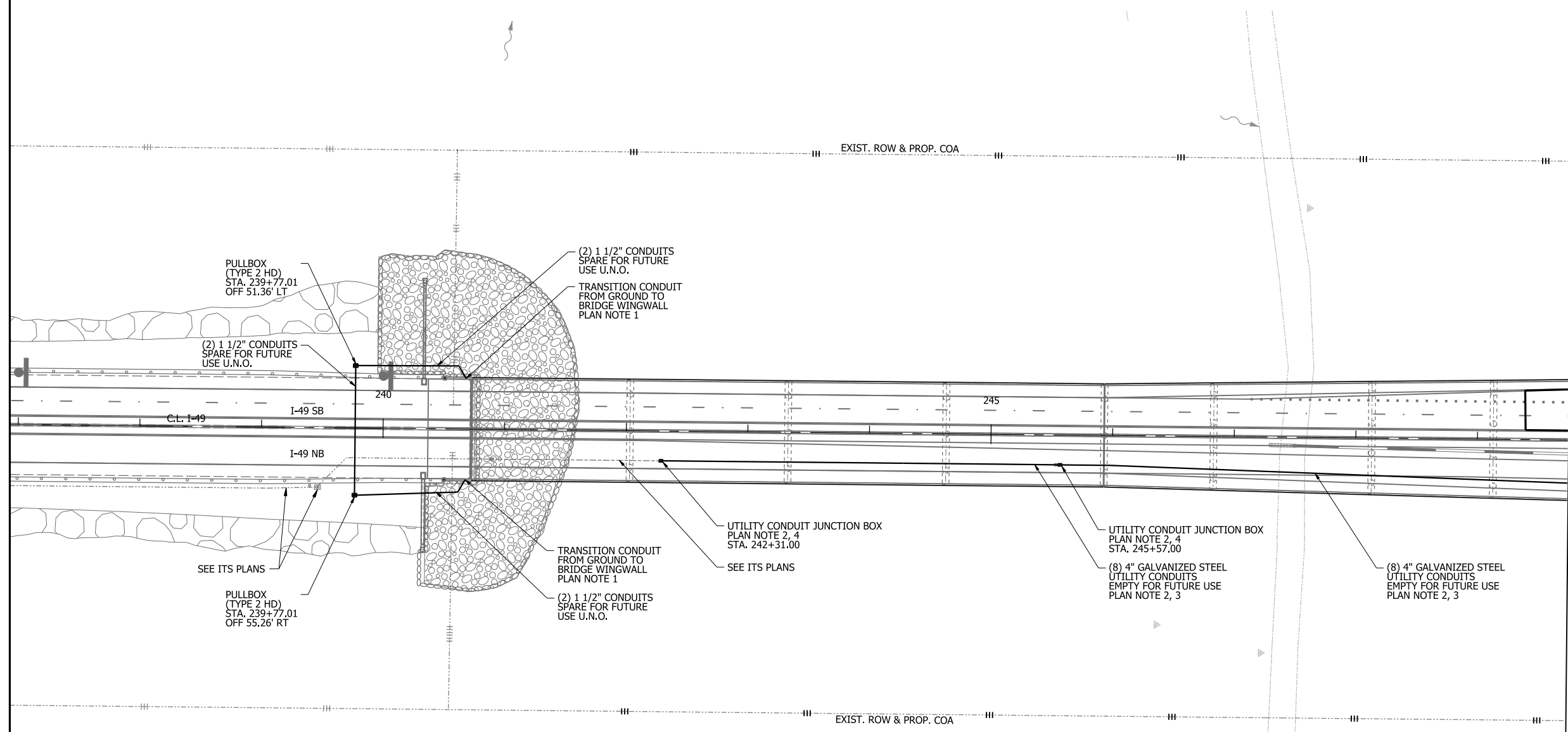


**BRIDGE CONDUITS
ILLUMINATION PLANS**

LOCATION:	BRIDGE 07684
CITY:	BARLING/N.A.
COUNTY:	SEBASTIAN/CRAWFORD
DISTRICT:	4
SCALE:	1" = 100'
DRAWN BY:	LTD

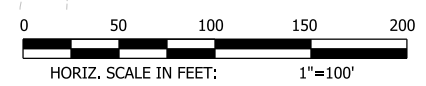
ITEM NUMBER	ITEM	QUANTITY	UNIT
SP & 709	GALVANIZED STEEL CONDUIT (4")	6258	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	714	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	2	EACH
SP	ITS ELECTRICAL JUNCTION BOX, METALLIC (32"X30"X18")	2	EACH

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	291	809
ILLUMINATION PLANS						



MATCH LINE C.L. I-49 STA. 249+75

- GENERAL NOTES:**
1. ALL CONDUIT IS UNDERGROUND, NON-METALLIC CONDUIT U.N.O.
- PLAN NOTES:**
1. SEE BRIDGE PLANS FOR BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL. THESE CONDUITS ARE NOT SHOWN ON THIS PLAN. BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL ARE INCIDENTAL TO BRIDGE RAIL CONCRETE.
2. SEE BRIDGE PLANS FOR DETAILS OF BRIDGE-MOUNTED UTILITY CONDUITS, SUPPORT ASSEMBLIES, AND JUNCTION BOXES. SUPPORT ASSEMBLIES SHALL BE SUBSIDIARY TO CONDUIT PAY ITEM.
3. SEE BRIDGE PLANS AND STANDARD SPECIFICATIONS FOR DETAILS AND REQUIREMENTS OF EXPANSION JOINTS IN BRIDGE-MOUNTED CONDUITS.
4. UTILITY CONDUIT JUNCTION BOXES SHALL BE PAID FOR AS 'ITS ELECTRICAL JUNCTION BOX, METALLIC (SIZE)', UNLESS OTHERWISE NOTIFIED. ALL UTILITY CONDUIT JUNCTION BOXES ARE 32" x 30" x 18". LOCATIONS SHOWN ARE FOR BRIDGE ALTERNATE 2 LAYOUT. UPDATE LOCATIONS FOR ALTERNATE SELECTED.

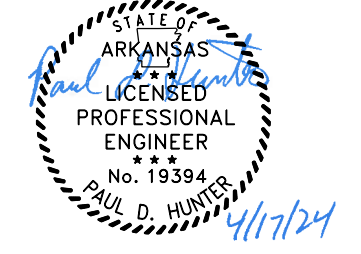


**BRIDGE CONDUITS
ILLUMINATION PLANS**

LOCATION:	BRIDGE 07685
CITY:	N.A.
COUNTY:	CRAWFORD
DISTRICT:	4
SCALE:	1" = 100'
DRAWN BY:	LTD

4/17/2024 10:25:53 AM
R040901_19_LT_009.dgn

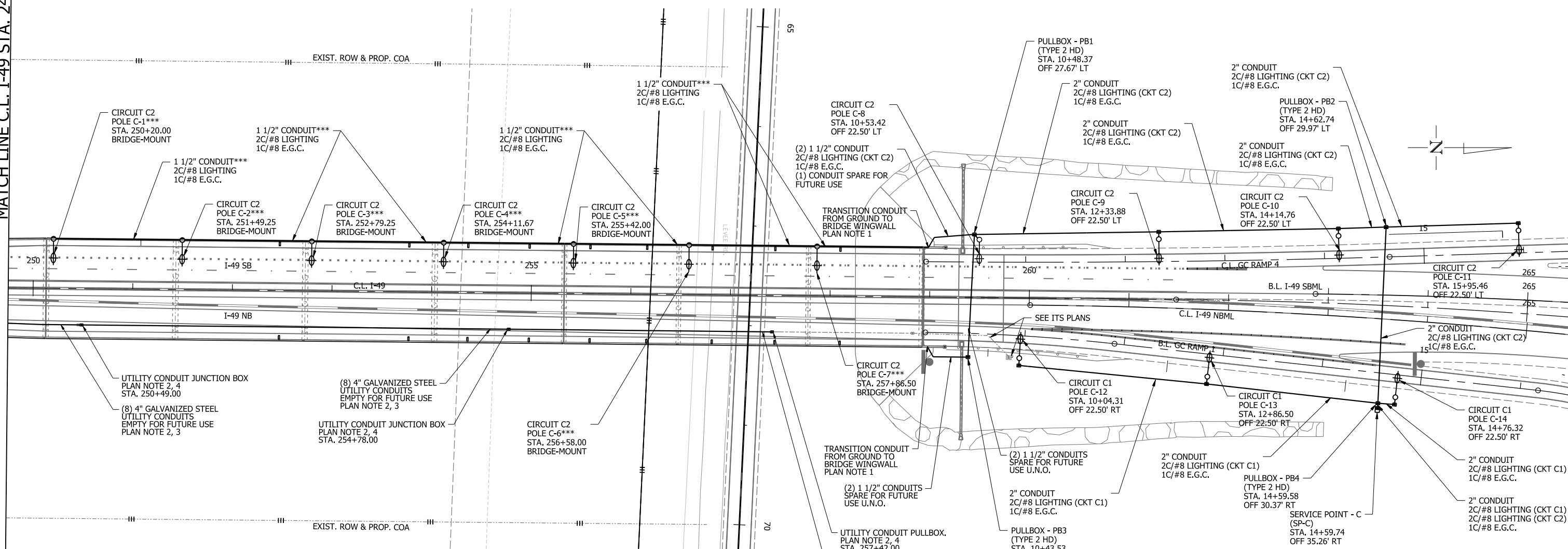
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	292	809
ILLUMINATION PLANS						



ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	2251	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	588	LIN. FT.
SP & 709	GALVANIZED STEEL CONDUIT (4")	6443	LIN. FT.
710	NON-METALLIC CONDUIT (1.5")	496	LIN. FT.
710	NON-METALLIC CONDUIT (2")	1248	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	12	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	7	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BARRIER MOUNTED, 26.5')	7	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (2 CIRCUITS, 100 AMP)	1	EACH
SP	ITS ELECTRICAL JUNCTION BOX, METALLIC (32"X30"X18")	3	EACH

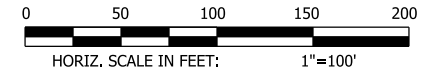
***NOTE: CONDUIT AND LIGHT POLES ANNOTATED AS SUCH ARE MOUNTED TO THE BRIDGE.
 -CONDUIT AND PULLBOXES ARE WITHIN THE BRIDGE RAIL AND ARE INCIDENTAL TO THE BRIDGE RAIL CONCRETE.
 -LIGHT POLES ARE MOUNTED TO THE BRIDGE LIGHT POLE SUPPORT.
 REFER TO BRIDGE PLANS FOR DETAILS REGARDING CONDUIT AND PULLBOXES WITHIN THE RAIL AND BLISTER DETAILS.
 -LIGHT POLE LOCATIONS SHOWN ARE FOR BRIDGE ALTERNATE 2 LAYOUT. UPDATE LOCATIONS FOR ALTERNATE SELECTED.

MATCH LINE C.L. I-49 STA. 249+75



GENERAL NOTES:
 1. ALL CONDUIT IS UNDERGROUND, NON-METALLIC CONDUIT U.N.O.

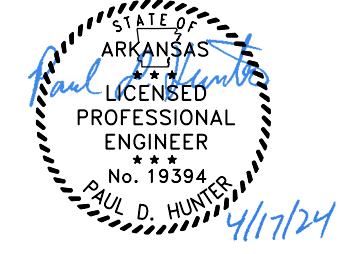
PLAN NOTES:
 1. SEE BRIDGE PLANS FOR BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL. THESE CONDUITS ARE NOT SHOWN ON THIS PLAN. BRIDGE-MOUNTED CONDUITS WITHIN WINGWALL AND RAIL ARE INCIDENTAL TO BRIDGE RAIL CONCRETE.
 2. SEE BRIDGE PLANS FOR DETAILS OF BRIDGE-MOUNTED UTILITY CONDUITS, SUPPORT ASSEMBLIES, AND JUNCTION BOXES. SUPPORT ASSEMBLIES SHALL BE SUBSIDIARY TO CONDUIT PAY ITEM.
 3. SEE BRIDGE PLANS AND STANDARD SPECIFICATIONS FOR DETAILS AND REQUIREMENTS OF EXPANSION JOINTS IN BRIDGE-MOUNTED CONDUITS.
 4. UTILITY CONDUIT JUNCTION BOXES SHALL BE PAID FOR AS 'ITS ELECTRICAL JUNCTION BOX, METALLIC (SIZE)', UNLESS OTHERWISE NOTIFIED. ALL UTILITY CONDUIT JUNCTION BOXES ARE 32" x 30" x 18". LOCATIONS SHOWN ARE FOR BRIDGE ALTERNATE 2 LAYOUT. UPDATE LOCATIONS FOR ALTERNATE SELECTED.



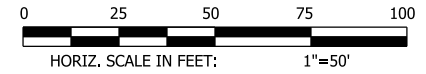
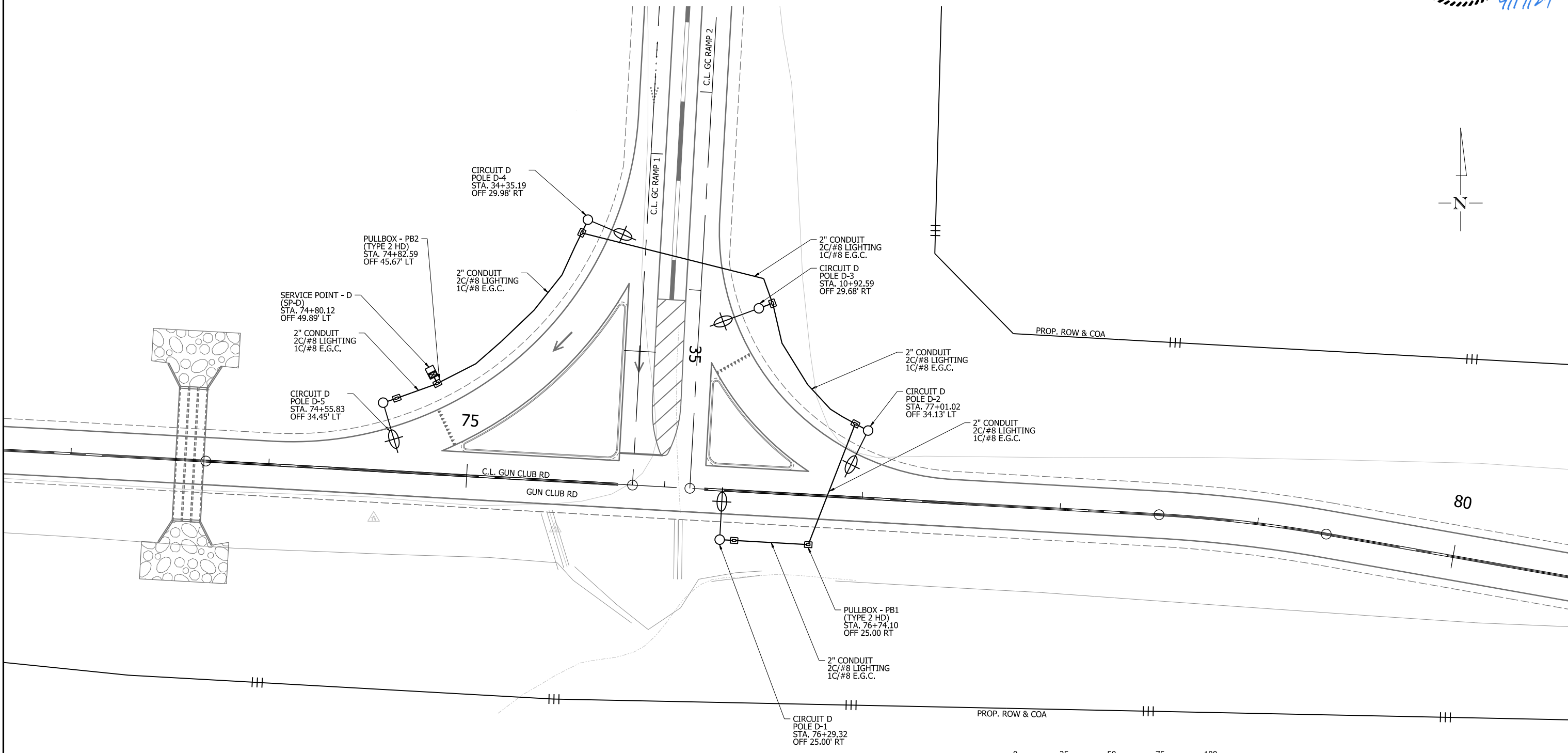
HIGHWAY LIGHTING & BRIDGE CONDUITS ILLUMINATION PLANS

LOCATION:	BRIDGE 07685 AND GUN CLUB RD/I-49 INTERCHANGE
CITY:	N.A.
COUNTY:	CRAWFORD
DISTRICT:	4
SCALE:	1" = 100'
DRAWN BY:	LTD

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	293	809
ILLUMINATION PLANS						



ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	502	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	231	LIN. FT.
710	NON-METALLIC CONDUIT (2")	478	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	7	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	5	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (2 CIRCUITS, 100 AMP)	1	EACH

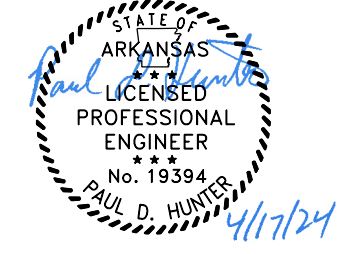


**HIGHWAY LIGHTING
ILLUMINATION PLANS**

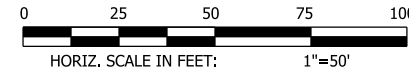
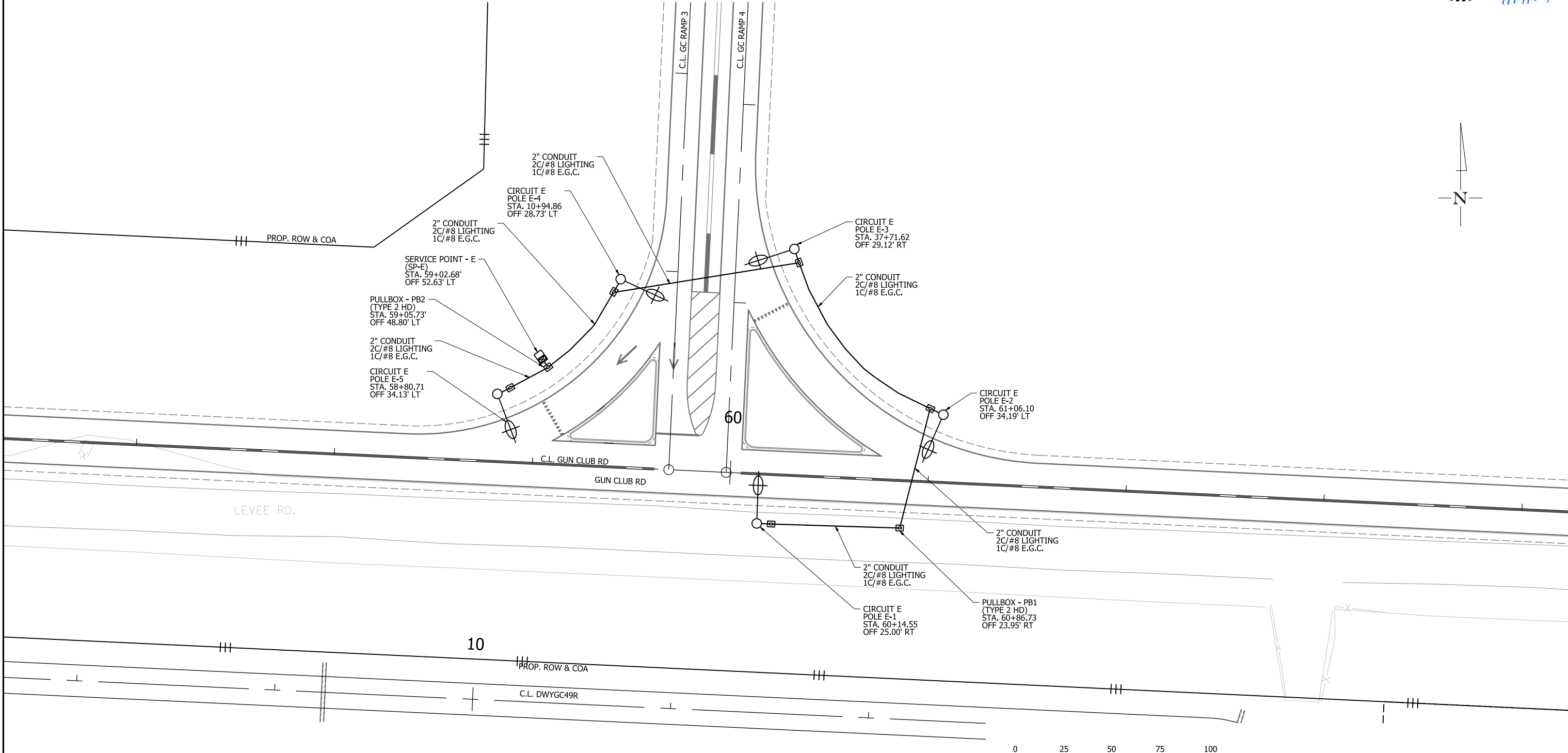
LOCATION:	GUN CLUB RD/I-49 TERMINAL
CITY:	N.A.
COUNTY:	CRAWFORD
DISTRICT:	4
SCALE:	1" = 50'
DRAWN BY:	LTD

4/17/2024 10:26:02 AM R040901_19_LT_011.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	294	809
ILLUMINATION PLANS						



ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	480	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	231	LIN. FT.
710	NON-METALLIC CONDUIT (2")	456	LIN. FT.
SP, SS. & 711	CONCRETE PULL BOX (TYPE 2 HD)	7	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	5	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (2 CIRCUITS, 100 AMP)	1	EACH



HIGHWAY LIGHTING ILLUMINATION PLANS

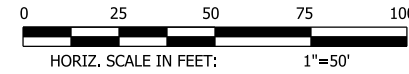
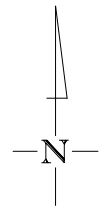
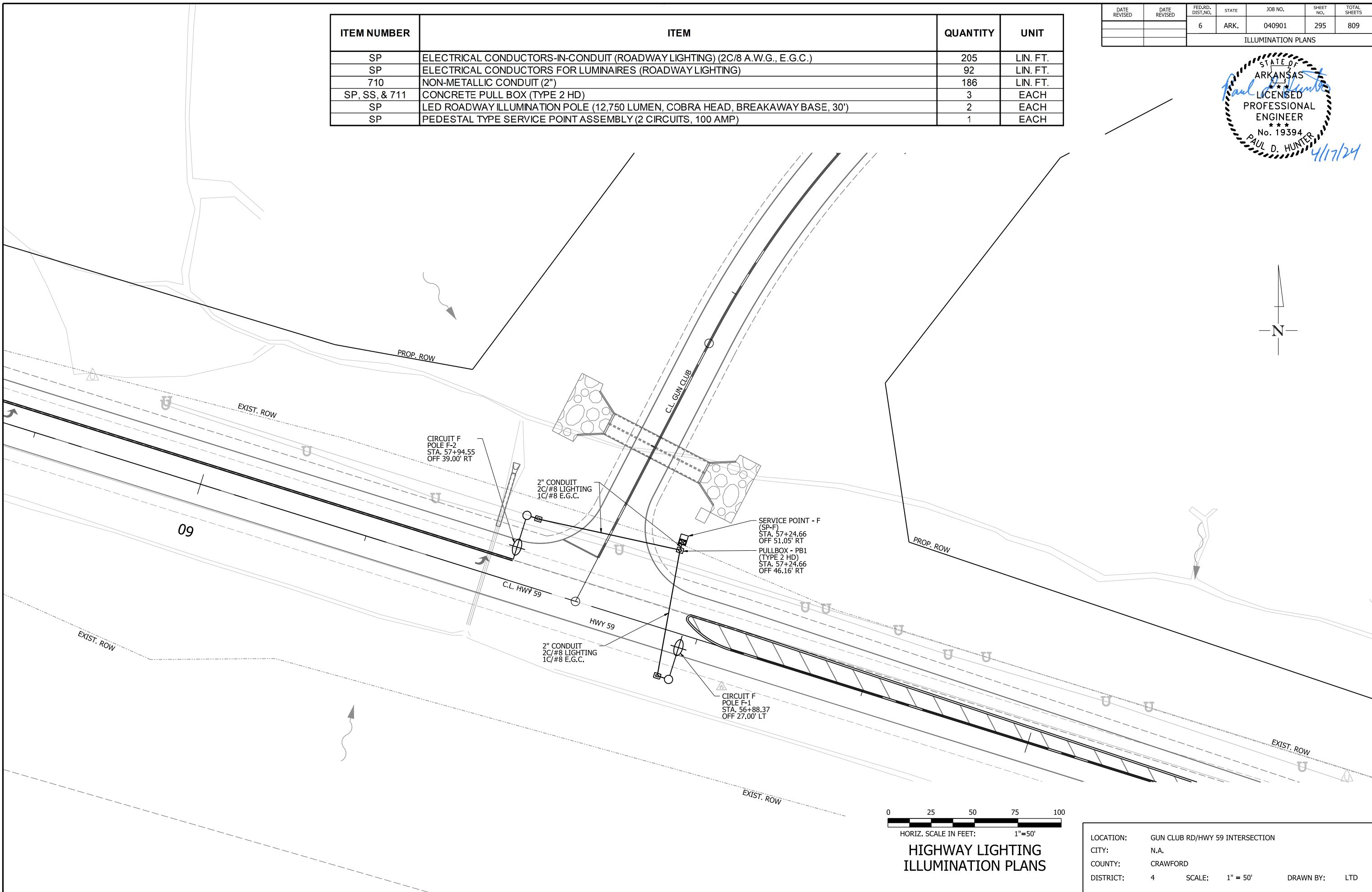
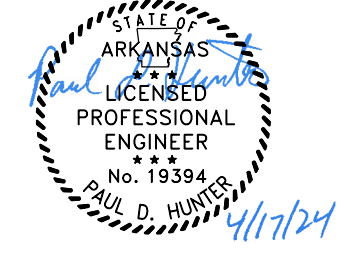
LOCATION:	GUN CLUB RD/I-49 TERMINAL
CITY:	N.A.
COUNTY:	CRAWFORD
DISTRICT:	4
SCALE:	1" = 50'
DRAWN BY:	LTD

4/17/2024 10:26:05 AM R040901_19_LT_012.dgn

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	205	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	92	LIN. FT.
710	NON-METALLIC CONDUIT (2")	186	LIN. FT.
SP, SS, & 711	CONCRETE PULL BOX (TYPE 2 HD)	3	EACH
SP	LED ROADWAY ILLUMINATION POLE (12,750 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	2	EACH
SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY (2 CIRCUITS, 100 AMP)	1	EACH

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	295	809

ILLUMINATION PLANS



**HIGHWAY LIGHTING
ILLUMINATION PLANS**

LOCATION:	GUN CLUB RD/HWY 59 INTERSECTION		
CITY:	N.A.		
COUNTY:	CRAWFORD		
DISTRICT:	4	SCALE:	1" = 50'
DRAWN BY:		LTD	

4/17/2024 10:26:08 AM R040901_19_LT_013.dgn

LIGHT POLE SCHEDULE - CONTROLLER 040901-A

POLE NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	POLE HEIGHT (FT)	LUMINAIRE ARM (FT)	ORIENTATION ANGLE (PLAN NORTH = 0)
A-1	628542.73	367934.02	94+11.35	89.98' LT	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	150°
A-2	628677.44	368019.04	95+70.64	93.02' LT	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	150°
A-3	628803.76	368117.39	2173+17.53	24.85' RT	CL HWY 22 RAMP 4	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	130°
A-4	628753.21	367850.27	95+48.15	90.61' RT	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	328°
A-5	628896.08	367920.63	2175+59.82	27.32' RT	CL HWY 22 RAMP 1	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	340°
A-6	629010.62	367948.99	2176+97.61	25.42' RT	CL HWY 22 RAMP 1	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	355°



LIGHT POLE SCHEDULE - CONTROLLER 040901-B

POLE NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	POLE HEIGHT (FT)	LUMINAIRE ARM (FT)	ORIENTATION ANGLE (PLAN NORTH = 0)
B-1	630402.68	369122.43	38+39.41	24.73' LT	CL HWY 22 RAMP 3	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	150°
B-2	630562.61	369221.38	40+30.00	24.73' LT	CL HWY 22 RAMP 3	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	145°
B-3	630710.49	369334.60	42+18.77	24.73' LT	CL HWY 22 RAMP 3	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	140°
B-4	630573.04	368968.22	32+00.80	24.73' RT	CL HWY 22 RAMP 2	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	320°
B-5	630710.35	369094.62	33+87.43	24.73' RT	CL HWY 22 RAMP 2	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	320°
B-6	630853.80	369226.67	120+45.46	93.23' RT	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	320°
B-7	630994.53	369361.76	122+36.68	93.23' RT	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	315°
B-8	631127.18	369502.78	124+26.43	91.39' RT	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	310°
B-9	631248.99	369652.27	126+15.52	83.83' RT	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	310°

LIGHT POLE SCHEDULE - CONTROLLER 040901-C

POLE NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	POLE HEIGHT (FT)	LUMINAIRE ARM (FT)	ORIENTATION ANGLE (PLAN NORTH = 0)
C-1	632311.70	381852.72	250+20.00*	BRIDGE-MOUNT*	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	26.5	8	91° - NOTE 4
C-2	632312.99	381981.97	251+49.25*	BRIDGE-MOUNT*	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	26.5	8	91° - NOTE 4
C-3	632314.28	382111.96	252+79.25*	BRIDGE-MOUNT*	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	26.5	8	91° - NOTE 4
C-4	632315.53	382244.37	254+11.67*	BRIDGE-MOUNT*	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	26.5	8	91° - NOTE 4
C-5	632316.82	382374.70	255+42.00*	BRIDGE-MOUNT*	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	26.5	8	91° - NOTE 4
C-6	632317.98	382490.69	256+58.00*	BRIDGE-MOUNT*	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	26.5	8	91° - NOTE 4
C-7	632319.32	382619.18	257+86.50*	BRIDGE-MOUNT*	CL I-49	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	26.5	8	91° - NOTE 4
C-8	632312.52	382782.06	10+53.42	22.50' LT	C.L. GC Ramp 4	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	90°
C-9	632312.05	382962.16	12+33.88	22.50' LT	C.L. GC Ramp 4	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	89°
C-10	632308.74	383142.56	14+14.76	22.50' LT	C.L. GC Ramp 4	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	88°
C-11	632303.32	383323.17	15+95.46	22.50' LT	C.L. GC Ramp 4	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	88°
C-12	632431.40	382822.08	10+04.31	22.50' RT	C.L. GC Ramp 1	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	273°
C-13	632449.97	383010.84	12+86.50	22.50' RT	C.L. GC Ramp 1	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	276°
C-14	632470.61	383199.54	14+76.32	22.50' RT	C.L. GC Ramp 1	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	276°

*NOTE: LOCATIONS ARE SHOWN FOR BRIDGE ALTERNATE 2 LAYOUT. UPDATE LOCATIONS BASED ON SELECTED ALTERNATE.

LIGHT POLE SCHEDULE - CONTROLLER 040901-D

POLE NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	POLE HEIGHT (FT)	LUMINAIRE ARM (FT)	ORIENTATION ANGLE (PLAN NORTH = 0)
D-1	633225.58	382483.29	76+29.32	25.00' RT	C.L. Gun Club Rd.	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	3°
D-2	633300.49	382538.30	77+01.02	34.13' LT	C.L. Gun Club Rd.	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	207°
D-3	633245.34	382599.96	10+92.59	29.68' RT	C.L. GC Ramp 2	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	250°
D-4	633159.05	382644.66	34+35.19	29.98' RT	C.L. GC Ramp 1	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	113°
D-5	633055.71	382552.38	74+55.83	34.45' LT	C.L. Gun Club Rd.	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	163°

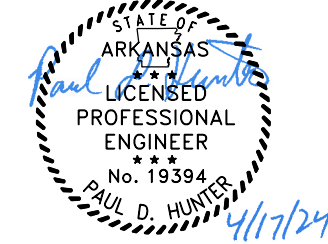
LIGHT POLE SCHEDULE NOTES:

1. ORIENTATION ANGLE IS MEASURED CLOCKWISE.
2. REFER TO DETAIL FOR ARM MOUNTING REQUIREMENTS.
3. HANDHOLE SHALL BE MOUNTED AT 180° FROM LUMINAIRE ARM UNLESS OTHERWISE NOTED.
4. HANDHOLE SHALL BE MOUNTED IN SAME ORIENTATION AS LUMINAIRE SO AS TO BE ACCESSIBLE FROM THE ROADWAY.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	297	809
ILLUMINATION PLANS						

LIGHT POLE SCHEDULE - CONTROLLER 040901-E

POLE NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	POLE HEIGHT (FT)	LUMINAIRE ARM (FT)	ORIENTATION ANGLE (PLAN NORTH = 0)
E-1	631612.99	382562.29	60+14.55	25.00' RT	C.L. Gun Club Rd.	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	2°
E-2	631707.21	382617.13	61+06.10	34.19' LT	C.L. Gun Club Rd.	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	204°
E-3	631631.99	382700.73	37+71.62	29.12' LT	C.L. GC Ramp 4	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	253°
E-4	631544.33	382685.49	10+94.86	28.73' LT	C.L. GC Ramp 3	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	114°
E-5	631482.07	382627.61	58+80.71	34.13' LT	C.L. Gun Club Rd.	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	159°



LIGHT POLE SCHEDULE - CONTROLLER 040901-F

POLE NO.	EASTING	NORTHING	STA.	OFFSET	CENTERLINE	IES CLASSIFICATION	FIXTURE NAME	POLE HEIGHT (FT)	LUMINAIRE ARM (FT)	ORIENTATION ANGLE (PLAN NORTH = 0)
F-1	626861.36	382309.28	56+88.37	27.00' LT	CL HWY 59	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	17°
F-2	626779.70	382403.95	57+94.55	39.00' RT	CL HWY 59	TYPE III	GCM1-60J-MV-40K-3R-XX-105 S.ies	30	8	197°

LIGHT POLE SCHEDULE NOTES:

- ORIENTATION ANGLE IS MEASURED CLOCKWISE.
- REFER TO DETAIL FOR ARM MOUNTING REQUIREMENTS.
- HANDHOLE SHALL BE MOUNTED AT 180° FROM LUMINAIRE ARM UNLESS OTHERWISE NOTED.
- HANDHOLE SHALL BE MOUNTED IN SAME ORIENTATION AS LUMINAIRE SO AS TO BE ACCESSIBLE FROM THE ROADWAY.

ILLUMINATION CRITERIA - TERMINALS

IES RP-8 CHAPTER 12 CLASSIFICATIONS AND METHODS	
INTERSECTION CLASSIFICATION	PARTIAL (ISOLATED) INTERSECTION LIGHTING
ROAD CLASSIFICATION	MAJOR
PAVEMENT CLASSIFICATION	R1 PORTLAND CEMENT CONCRETE ROAD SURFACE
AASHTO TABLE 3-5a REQUIREMENTS	
AVG MAINTAINED ILLUMINANCE (FC)	ILLUMINANCE UNIFORMITY RATIO (AVG/MIN)
0.6	4:1

ILLUMINATION CRITERIA - INTERSTATE INTERCHANGES

AASHTO TABLE 3-5a CLASSIFICATIONS AND METHODS		
ROADWAY AND WALKWAY CLASSIFICATION	INTERSTATE AND OTHER FREEWAYS	
GENERAL LAND USE	ALL	
CALCULATION METHOD	ILLUMINANCE	
ROAD SURFACE CLASSIFICATION	R1 PORTLAND CEMENT CONCRETE ROAD SURFACE	
AASHTO TABLE 3-5a REQUIREMENTS		
AVG MAINTAINED ILLUMINANCE (FC)	MINIMUM ILLUMINANCE (FC)	ILLUMINANCE UNIFORMITY RATIO (AVG/MIN)
0.6	0.2	4:1

ILLUMINATION STATISTICS - TERMINALS

DESCRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
GUN CLUB RD & I-49 NB TERMINAL	1.0	2.50	0.30	3.43
GUN CLUB RD & I-49 SB TERMINAL	1.2	2.40	0.30	3.93
GUN CLUB RD & HWY 59	0.9	2.40	0.30	3.13

CALCULATIONS BASED ON LLF = 0.85

FC = FOOTCANDLE

- DESIGN BASIS WAS AASHTO ROADWAY LIGHTING DESIGN GUIDE, 7TH ED. AND IES RP-8-18
- NON-CONTINUOUSLY LIGHTED ROADWAY WAS TAKEN INTO CONSIDERATION.
- GCM1-60J-MV-40K-3R-XX-105 S.ies DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.

ILLUMINATION STATISTICS - INTERSTATE INTERCHANGES

DESCRIPTION	AVERAGE (FC)	MAXIMUM (FC)	MINIMUM (FC)	AVG/MIN
HWY 22 RAMP 4 I-49 SB MERGE	0.6	1.90	0.20	3.00
HWY 22 RAMP 1 I-49 NB DIVERGE	0.6	1.80	0.20	3.00
HWY 22 RAMP 3 I-49 SB DIVERGE	0.6	1.90	0.20	3.00
HWY 22 RAMP 2 I-49 NB MERGE	0.6	1.80	0.20	3.00
GUN CLUB RD RAMP 1 I-49 NB DIVERGE	0.6	1.90	0.20	3.00
GUN CLUB RD RAMP 4 I-49 SB MERGE	0.8	2.00	0.20	4.00

CALCULATIONS BASED ON LLF = 0.85

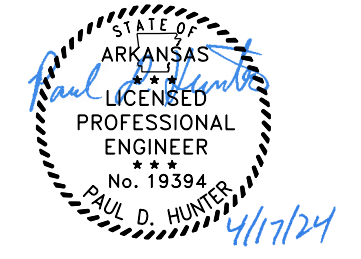
FC = FOOTCANDLE

- DESIGN BASIS WAS AASHTO ROADWAY LIGHTING DESIGN GUIDE, 7TH ED. AND IES RP-8-18
- NON-CONTINUOUSLY LIGHTED ROADWAY WAS TAKEN INTO CONSIDERATION.
- GCM1-60J-MV-40K-3R-XX-105 S.ies DESIGN FIXTURE OR APPROVED EQUAL SHALL BE USED.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	298	809
ILLUMINATION PLANS						

VOLTAGE DROP SCHEDULE - CONTROLLER A

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)	
CKT A1										
SP-A	PB1	240	1	1	#8 COPPER	0.81	0.78	17	0.02	0.01%
PB1	POLE A-1	240	1	1	#8 COPPER	0.81	0.78	27	0.04	0.01%
POLE A-1	PB2	240	1	1	#8 COPPER	0.54	0.78	148	0.13	0.05%
PB2	POLE A-2	240	1	1	#8 COPPER	0.54	0.78	26	0.02	0.01%
POLE A-2	POLE A-3	240	1	1	#8 COPPER	0.27	0.78	171	0.08	0.03%
								WORST CASE TOTAL	0.29	0.12%
CKT A2										
SP-A	PB1	240	1	1	#8 COPPER	0.81	0.78	17	0.02	0.01%
PB1	PB2	240	1	1	#8 COPPER	0.81	0.78	164	0.22	0.09%
PB2	PB3	240	1	1	#8 COPPER	0.81	0.78	202	0.27	0.11%
PB3	POLE A-4	240	1	1	#8 COPPER	0.27	0.78	25	0.01	0.00%
PB3	POLE A-5	240	1	1	#8 COPPER	0.54	0.78	158	0.14	0.06%
POLE A-5	POLE A-6	240	1	1	#8 COPPER	0.27	0.78	141	0.06	0.03%
								WORST CASE TOTAL	0.71	0.30%



VOLTAGE DROP SCHEDULE - CONTROLLER B

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)	
CKT B1										
SP-B	PB1	240	1	1	#8 COPPER	0.81	0.78	17	0.02	0.01%
PB1	POLE B-1	240	1	1	#8 COPPER	0.81	0.78	27	0.04	0.01%
POLE B-1	PB2	240	1	1	#8 COPPER	0.54	0.78	67	0.06	0.02%
PB2	POLE B-2	240	1	1	#8 COPPER	0.54	0.78	140	0.12	0.05%
POLE B-2	POLE B-3	240	1	1	#8 COPPER	0.27	0.78	198	0.09	0.04%
								WORST CASE TOTAL	0.33	0.14%
CKT B2										
SP-B	PB1	240	1	1	#8 COPPER	1.62	0.78	17	0.05	0.02%
PB1	PB2	240	1	1	#8 COPPER	1.62	0.78	91	0.24	0.10%
PB2	PB3	240	1	1	#8 COPPER	1.62	0.78	229	0.61	0.25%
PB3	POLE B-4	240	1	1	#8 COPPER	0.27	0.78	13	0.01	0.00%
PB3	POLE B-5	240	1	1	#8 COPPER	1.35	0.78	193	0.43	0.18%
POLE B-5	POLE B-6	240	1	1	#8 COPPER	1.08	0.78	208	0.37	0.15%
POLE B-6	POLE B-7	240	1	1	#8 COPPER	0.81	0.78	208	0.28	0.11%
POLE B-7	POLE B-8	240	1	1	#8 COPPER	0.54	0.78	207	0.18	0.08%
POLE B-8	POLE B-9	240	1	1	#8 COPPER	0.27	0.78	206	0.09	0.04%
								WORST CASE TOTAL	2.24	0.93%

VOLTAGE DROP SCHEDULE - CONTROLLER C

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)	
CKT C1										
SP-C	PB4	240	1	1	#8 COPPER	0.81	0.78	17	0.02	0.01%
PB4	POLE C-14	240	1	1	#8 COPPER	0.27	0.78	29	0.01	0.01%
PB4	POLE C-13	240	1	1	#8 COPPER	0.54	0.78	185	0.16	0.07%
POLE C-13	POLE C-12	240	1	1	#8 COPPER	0.27	0.78	202	0.09	0.04%
								WORST CASE TOTAL	0.28	0.11%
CKT C2										
SP-C	PB4	240	1	1	#8 COPPER	2.97	0.78	17	0.08	0.03%
PB4	PB2	240	1	1	#8 COPPER	2.97	0.78	179	0.87	0.36%
PB2	POLE C-11	240	1	1	#8 COPPER	0.27	0.78	145	0.06	0.03%
PB2	POLE C-10	240	1	1	#8 COPPER	2.7	0.78	60	0.27	0.11%
POLE C-10	POLE C-9	240	1	1	#8 COPPER	2.43	0.78	193	0.77	0.32%
POLE C-9	PB1	240	1	1	#8 COPPER	2.43	0.78	197	0.78	0.33%
PB1	POLE C-8	240	1	1	#8 COPPER	2.16	0.78	10	0.04	0.01%
POLE C-8	POLE C-7	240	1	1	#8 COPPER	1.89	0.78	188	0.58	0.24%
POLE C-7	POLE C-6	240	1	1	#8 COPPER	1.62	0.78	134	0.36	0.15%
POLE C-6	POLE C-5	240	1	1	#8 COPPER	1.35	0.78	121	0.27	0.11%
POLE C-5	POLE C-4	240	1	1	#8 COPPER	1.08	0.78	135	0.24	0.10%
POLE C-4	POLE C-3	240	1	1	#8 COPPER	0.81	0.78	137	0.18	0.08%
POLE C-3	POLE C-2	240	1	1	#8 COPPER	0.54	0.78	135	0.12	0.05%
POLE C-2	POLE C-1	240	1	1	#8 COPPER	0.27	0.78	134	0.06	0.02%
								WORST CASE TOTAL	4.61	1.92%

VOLTAGE DROP SCHEDULE - CONTROLLER D

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)	
CKT D										
SP-D	PB2	240	1	1	#8 COPPER	1.35	0.78	14	0.03	0.01%
PB2	POLE D-5	240	1	1	#8 COPPER	0.27	0.78	34	0.02	0.01%
PB2	POLE D-4	240	1	1	#8 COPPER	1.08	0.78	120	0.21	0.09%
POLE D-4	POLE D-3	240	1	1	#8 COPPER	0.81	0.78	120	0.16	0.07%
POLE D-3	POLE D-2	240	1	1	#8 COPPER	0.54	0.78	89	0.08	0.03%
POLE D-2	PB1	240	1	1	#8 COPPER	0.27	0.78	67	0.03	0.01%
PB1	POLE D-1	240	1	1	#8 COPPER	0.27	0.78	50	0.02	0.01%
								WORST CASE TOTAL	0.53	0.22%

VOLTAGE DROP SCHEDULE - CONTROLLER E

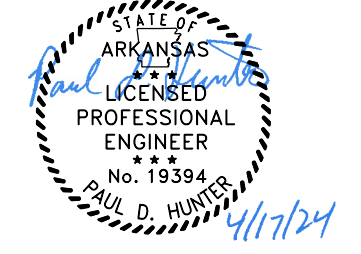
SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)	
CKT E										
SP-E	PB2	240	1	1	#8 COPPER	1.35	0.78	14	0.03	0.01%
PB2	POLE E-5	240	1	1	#8 COPPER	0.27	0.78	34	0.02	0.01%
PB2	POLE E-4	240	1	1	#8 COPPER	1.08	0.78	63	0.11	0.05%
POLE E-4	POLE E-3	240	1	1	#8 COPPER	0.81	0.78	107	0.14	0.06%
POLE E-3	POLE E-2	240	1	1	#8 COPPER	0.54	0.78	115	0.10	0.04%
POLE E-2	PB1	240	1	1	#8 COPPER	0.27	0.78	64	0.03	0.01%
PB1	POLE E-1	240	1	1	#8 COPPER	0.27	0.78	77	0.03	0.01%
								WORST CASE TOTAL	0.45	0.19%

VOLTAGE DROP SCHEDULE - CONTROLLER F

SEGMENT	VOLTAGE	PHASE	SETS	CONDUCTOR	CURRENT	Z/1000FT	LENGTH	VOLTAGE DROP (VOLTS)	VOLTAGE DROP (%)	
CKT F										
SP-F	PB1	240	1	1	#8 COPPER	0.54	0.78	14	0.01	0.01%
PB1	POLE F-1	240	1	1	#8 COPPER	0.27	0.78	85	0.04	0.02%
PB1	POLE F-2	240	1	1	#8 COPPER	0.27	0.78	96	0.04	0.02%
								WORST CASE TOTAL	0.05	0.02%

SCHEDULES
ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	299	809
ILLUMINATION PLANS						

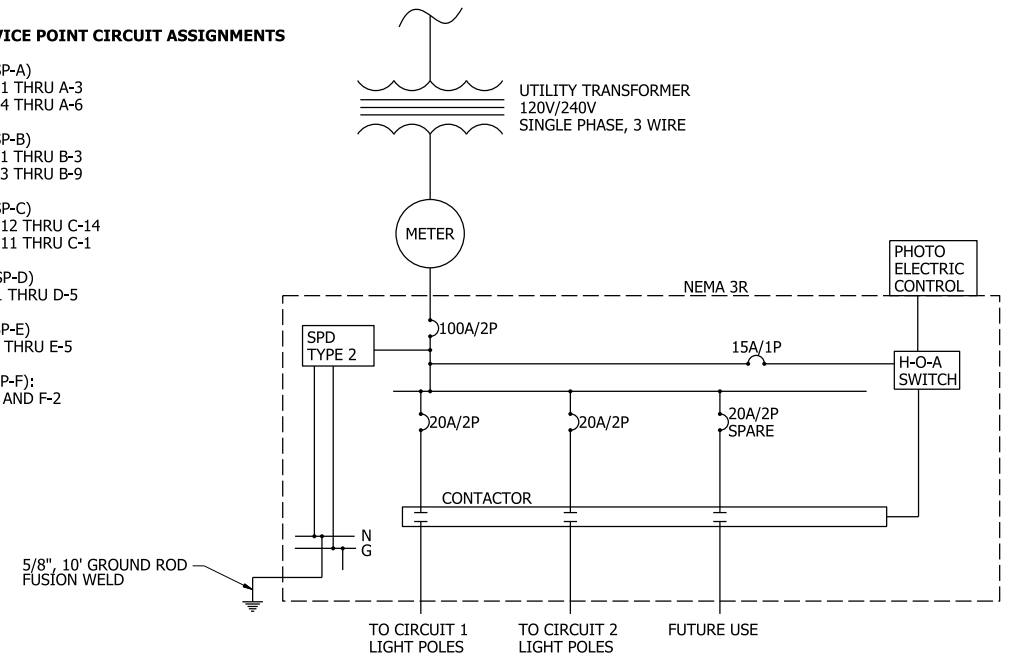


ELECTRICAL SERVICE DATA

ELECTRICAL SERVICE POINT ID	CIRCUIT NUMBER	LOCATION	SERVICE VOLTAGE	MAIN CIRCUIT BREAKER	BRANCH CIRCUIT BREAKER	BRANCH CIRCUIT AMPS	KVA LOAD
SP-A	A1	N 367929.09, E 628520.40	SINGLE PHASE 120/240V, 3-WIRE	2P/100A	2P/20A	0.81	0.19
	A2				2P/20A	0.81	0.19
SP-B	B1	N 369114.98, E 630383.90	SINGLE PHASE 120/240V, 3-WIRE	2P/100A	2P/20A	0.81	0.19
	B2				2P/20A	1.62	0.39
SP-C	C1	N 383181.78, E 632481.27	SINGLE PHASE 120/240V, 3-WIRE	2P/100A	2P/20A	0.81	0.19
	C2				2P/20A	2.97	0.71
SP-D	D	N 382566.44, E 633080.83	SINGLE PHASE 120/240V, 3-WIRE	2P/100A	2P/20A	1.35	0.32
SP-E	E	N 382645.07, E 631504.88	SINGLE PHASE 120/240V, 3-WIRE	2P/100A	2P/20A	1.35	0.32
SP-F	F	N 382388.53, E 626869.45	SINGLE PHASE 120/240V, 3-WIRE	2P/100A	2P/20A	0.54	0.13

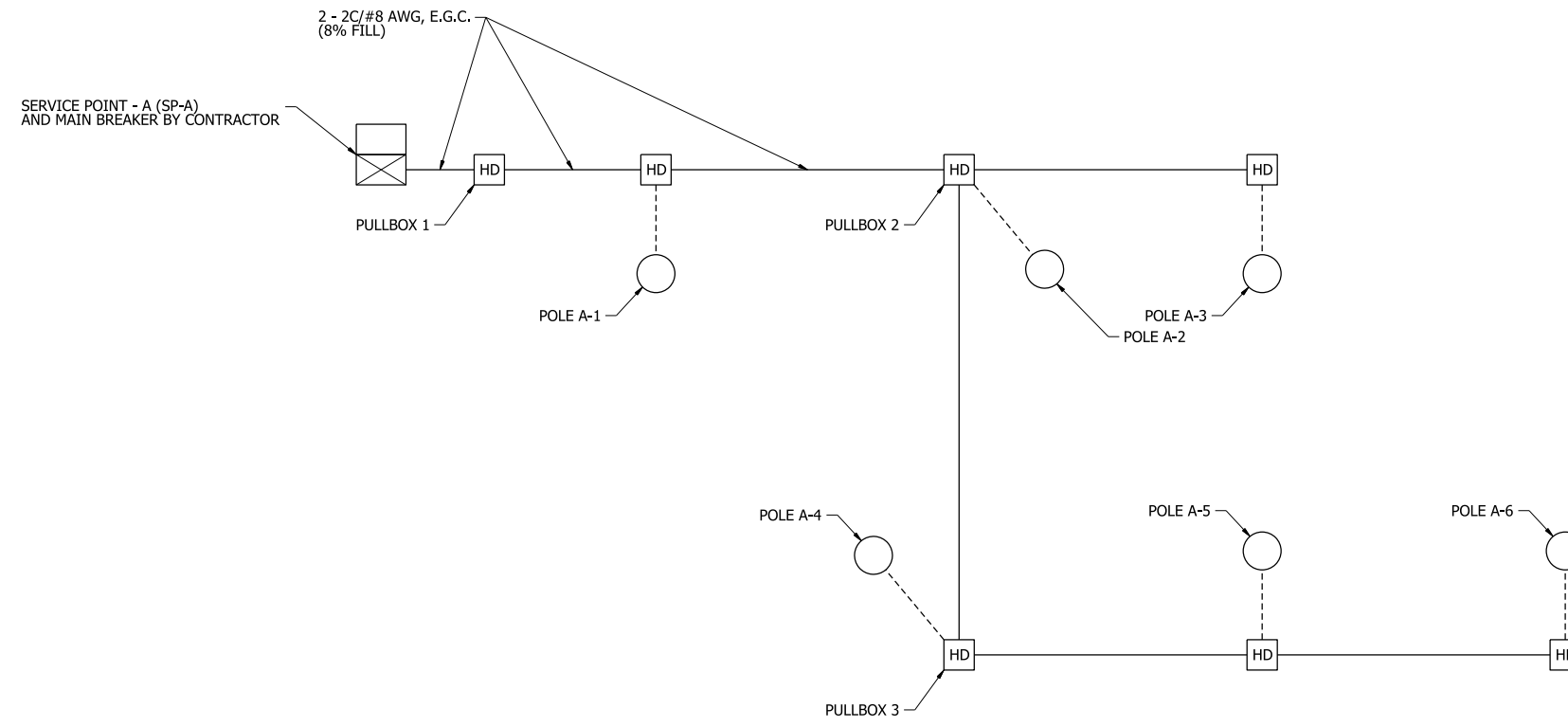
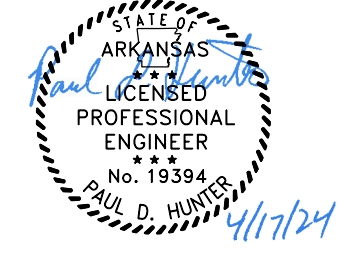
TWO CIRCUIT SERVICE POINT CIRCUIT ASSIGNMENTS

- SERVICE POINT - A (SP-A)
CIRCUIT A1 - POLE A-1 THRU A-3
CIRCUIT A2 - POLE A-4 THRU A-6
- SERVICE POINT - B (SP-B)
CIRCUIT B1 - POLE B-1 THRU B-3
CIRCUIT B2 - POLE B-3 THRU B-9
- SERVICE POINT - C (SP-C)
CIRCUIT C1 - POLE C-12 THRU C-14
CIRCUIT C2 - POLE C-11 THRU C-1
- SERVICE POINT - D (SP-D)
CIRCUIT D - POLE D-1 THRU D-5
- SERVICE POINT - E (SP-E)
CIRCUIT E - POLE E-1 THRU E-5
- SERVICE POINT - F (SP-F):
CIRCUIT F - POLE F-1 AND F-2



**ONE-LINE DIAGRAM FOR TWO CIRCUIT SERVICE POINT (TYPICAL)
(NO SCALE)**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	300	809
ILLUMINATION PLANS						



**WIRING DIAGRAM
SERVICE POINT A**

- HD TYPE 2 HEAVY DUTY PULLBOX SHALL BE USED
- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

WIRING NOTES:

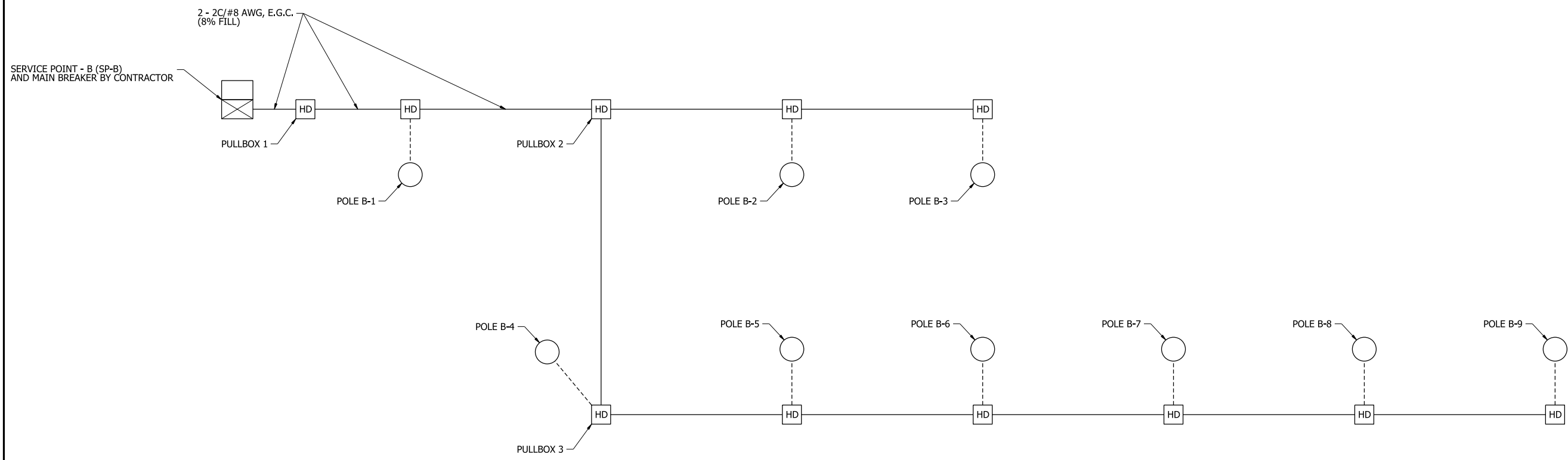
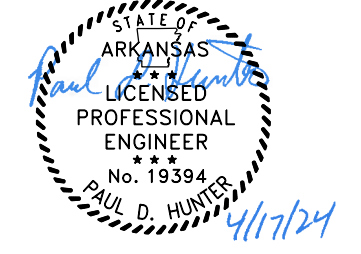
1. CIRCUIT A1
1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 1 (PB1) TO PULLBOX A-1. CONDUCTORS SHALL BRANCH AT PULL BOX ASSOCIATED WITH LUMINAIRE A-1 AND CONTINUE ON TO PULLBOX 2 (PB2). CONDUCTORS SHALL BRANCH AT PULLBOX 2 TO LUMINAIRE A-2 AND TO PULLBOX ASSOCIATED WITH LUMINAIRE A-3. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
2. CIRCUIT A2
1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 1 (PB1) AND PULLBOX 2 (PB2) TO PULLBOX 3 (PB3). CONDUCTORS SHALL BRANCH AT PULLBOX 3 TO POLE A-4 AND TO PULLBOXES ASSOCIATED WITH LUMINAIRE A-5 AND A-6. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTOR SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
3. UNLESS OTHERWISE NOTED, TYPE 2 HD PULLBOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	8%	40%

1. CONDUIT AVAILABLE AREA IS ASSUMING PVC SCHEDULE 40
2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	301	809
ILLUMINATION PLANS						



**WIRING DIAGRAM
SERVICE POINT B**

- HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED
- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

WIRING NOTES:

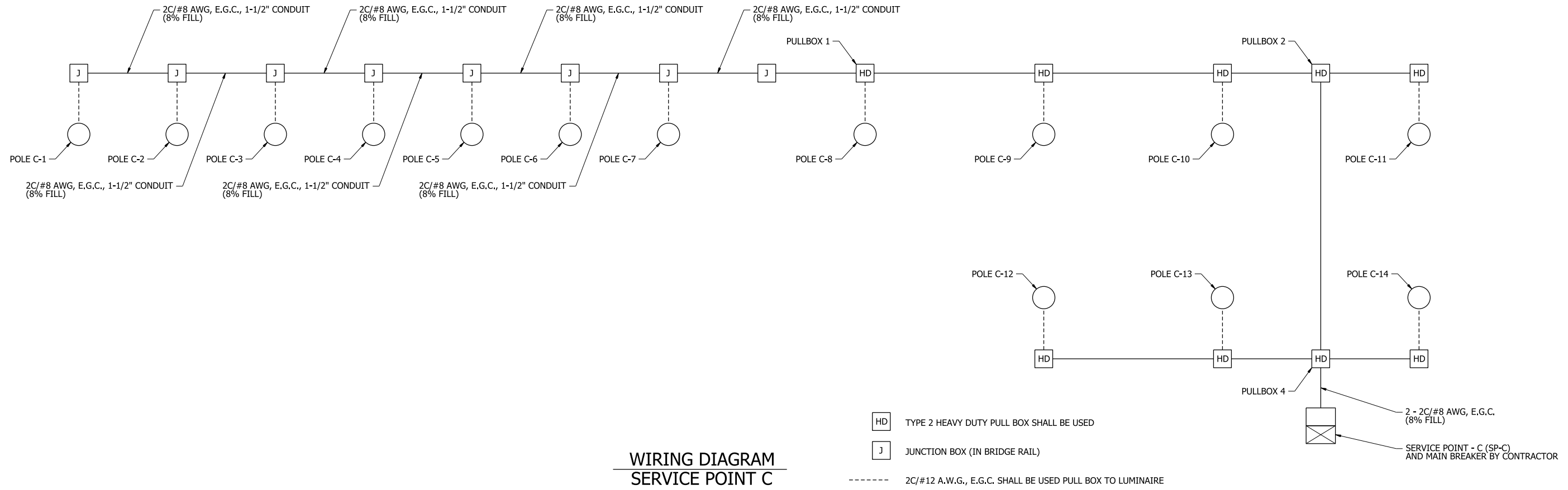
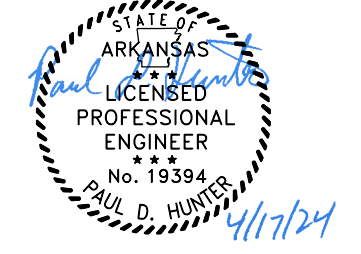
1. CIRCUIT B1
1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 1 (PB1) TO PULLBOX B-1. CONDUCTOR SHALL BRANCH AT PULLBOX ASSOCIATED WITH LUMINAIRE B-1. CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 2 (PB2). CONDUCTORS SHALL BRANCH AT PULLBOXES ASSOCIATED WITH LUMINAIRES B-2 AND B-3. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
2. CIRCUIT B2
1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 1 (PB1) AND PULLBOX 2 (PB2) TO PULLBOX 3 (PB3). CONDUCTORS SHALL BRANCH AT PULLBOX 3 (PB3) TO LUMINAIRE B-4 AND PULLBOX ASSOCIATED WITH LUMINAIRE B-5. CONDUCTORS SHALL BRANCH AT PULLBOXES ASSOCIATED WITH LUMINAIRE B-5, B-6, B-7, B-8, AND B-9. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
3. UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	8%	40%

1. CONDUIT AVAILABLE AREA IS ASSUMING PVC SCHEDULE 40
2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	302	809
ILLUMINATION PLANS						



- WIRING NOTES:**
- CIRCUIT C1
1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL BRANCH AT PULLBOX 1 (PB2) TO PULLBOXES ASSOCIATED WITH LUMINAIRE C-13 AND C-14. CONDUCTORS SHALL BRANCH AT PULL BOXES ASSOCIATED WITH C-13 AND C-12. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
 - CIRCUIT C2
1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL CONTINUE THROUGH PULLBOX 4 (PB4) TO PULLBOX 2 (PB2) AND SHALL BRANCH AT PULLBOX 2 TO PULLBOXES ASSOCIATED WITH LUMINAIRE C-10 AND C-11. CONDUCTORS SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRE C-10, C-9, C-8, C-7, C-6, C-5, C-4, C-3, C-2, AND C-1. CONDUCTORS SHALL ENTER 1-1/2" CONDUIT IN THE BRIDGE RAIL AFTER LUMINAIRE C-8. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
 - UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.
 - SEE BRIDGE PLANS FOR DETAILS ON JUNCTION BOXES IN CIRCUIT C2.

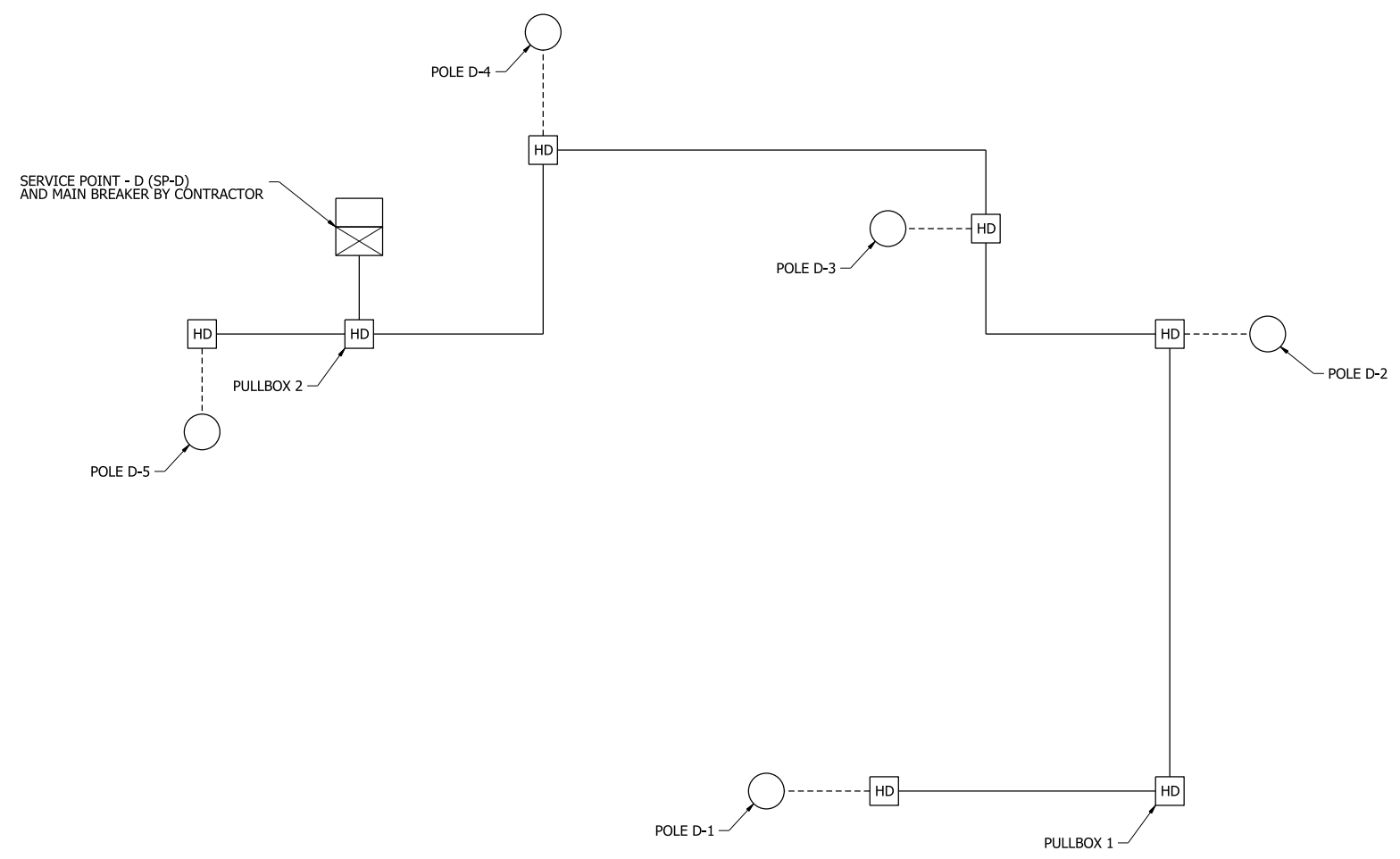
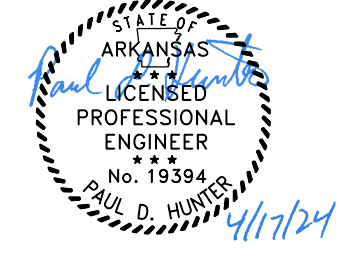
CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
1.5"	2C/#8 A.W.G., E.G.C.	8%	40%
2"	2C/#8 A.W.G., E.G.C.	5%	40%
2"	2 - 2C/#8 A.W.G., E.G.C.	8%	40%

- CONDUIT AVAILABLE AREA IS ASSUMING PVC SCHEDULE 40
- CONDUCTOR INSULATION ASSUMED TO BE USE-2

**SCHEDULES & DETAILS
ILLUMINATION PLANS**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	303	809
ILLUMINATION PLANS						



**WIRING DIAGRAM
SERVICE POINT D**

HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED
 ----- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

WIRING NOTES:

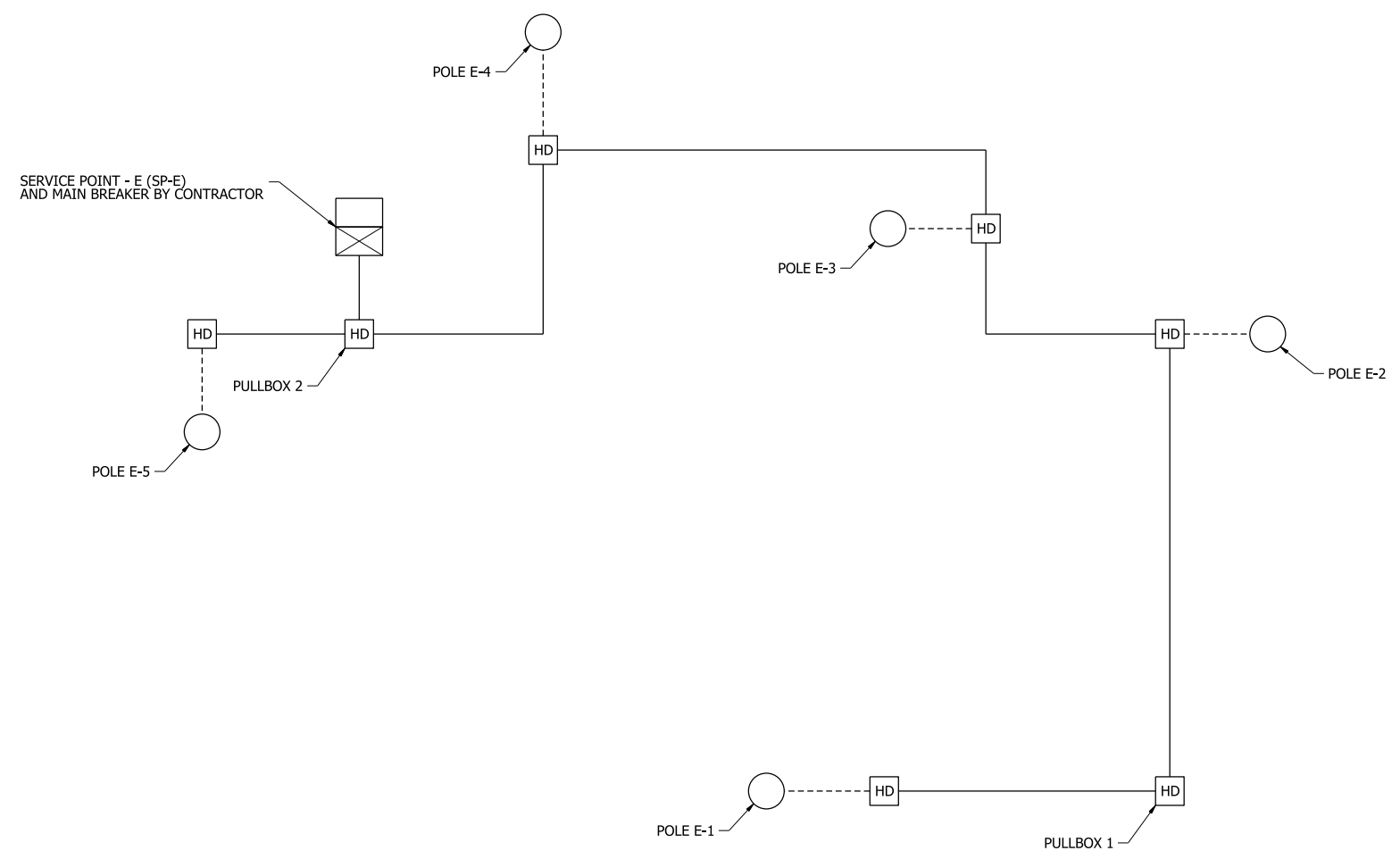
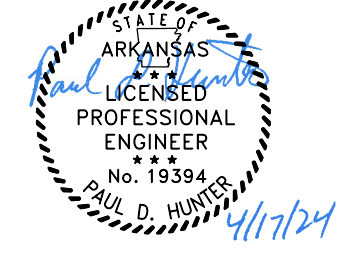
- CIRCUIT D
 1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL BRANCH AT PULLBOX 1 (PB2) TO PULLBOXES ASSOCIATED WITH LUMINAIRE D-5 AND D-4, CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRE D-4, D-3, D-2, AND D-1. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
- UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%

- CONDUIT AVAILABLE AREA IS ASSUMING PVC SCHEDULE 40
- CONDUCTOR INSULATION ASSUMED TO BE USE-2

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	304	809
ILLUMINATION PLANS						



**WIRING DIAGRAM
SERVICE POINT E**

HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED
 ----- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

WIRING NOTES:

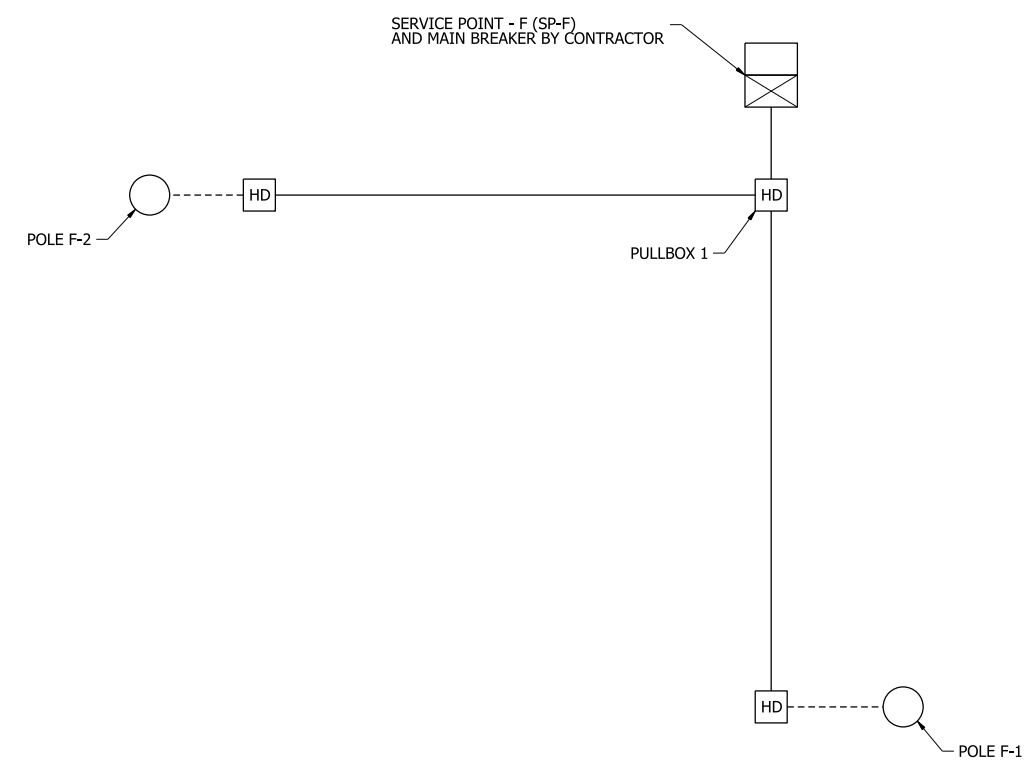
- CIRCUIT E
 1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL BRANCH AT PULLBOX 1 (PB2) TO PULLBOXES ASSOCIATED WITH LUMINAIRE E-5 AND E-4. CONDUCTOR SHALL BRANCH AT PULL BOXES ASSOCIATED WITH LUMINAIRE E-4, E-3, E-2, AND E-1. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
- UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%

- CONDUIT AVAILABLE AREA IS ASSUMING PVC SCHEDULE 40
- CONDUCTOR INSULATION ASSUMED TO BE USE-2

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	305	809
ILLUMINATION PLANS						



**WIRING DIAGRAM
SERVICE POINT F**

- HD TYPE 2 HEAVY DUTY PULL BOX SHALL BE USED
- 2C/#12 A.W.G., E.G.C. SHALL BE USED PULL BOX TO LUMINAIRE

WIRING NOTES:

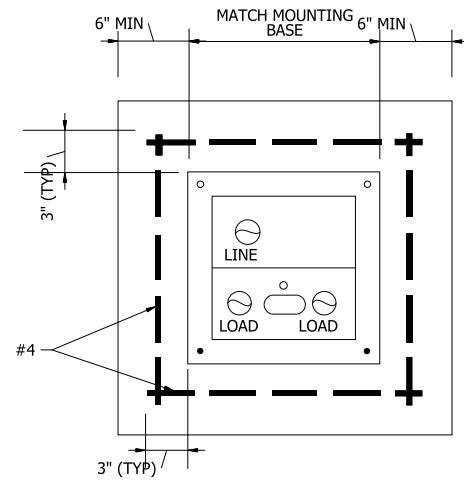
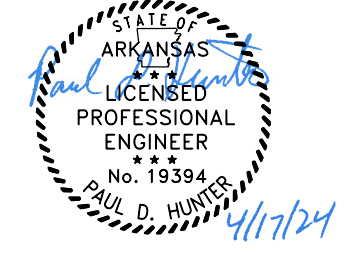
1. CIRCUIT F
1-2C/#8 A.W.G., E.G.C. IN SCH.40 NON-METALLIC CONDUIT (2"). CONDUCTORS SHALL BRANCH AT PULLBOX 1 (PB1) TO PULLBOXES ASSOCIATED WITH LUMINAIRE F-1 AND F-2. USE MULTI-PORT BUS CONNECTORS (HOMAC RXL, UTILCO SAFETYSUB, OR APPROVED EQUAL). CONDUCTORS SHALL BE CONNECTED TO THE LUMINAIRE WIRING IN THE POLE BASE USING BREAKAWAY CONNECTORS. REFER TO POLE FOUNDATION/PULL BOX WIRING DETAIL IN ILLUMINATION DETAILS SHEET.
2. UNLESS OTHERWISE NOTED, TYPE 2 HD PULL BOXES AND 1-2C/#8 A.W.G., E.G.C. SHALL BE USED.

CONDUIT FILL CHART (TYPICALS)

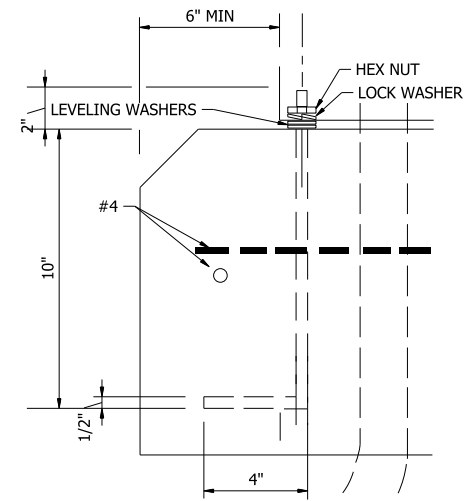
CONDUIT SIZE	CONDUCTORS	FILL	MAX FILL
2"	2C/#8 A.W.G., E.G.C.	5%	40%

1. CONDUIT AVAILABLE AREA IS ASSUMING PVC SCHEDULE 40
2. CONDUCTOR INSULATION ASSUMED TO BE USE-2

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	306	809
ILLUMINATION PLANS						

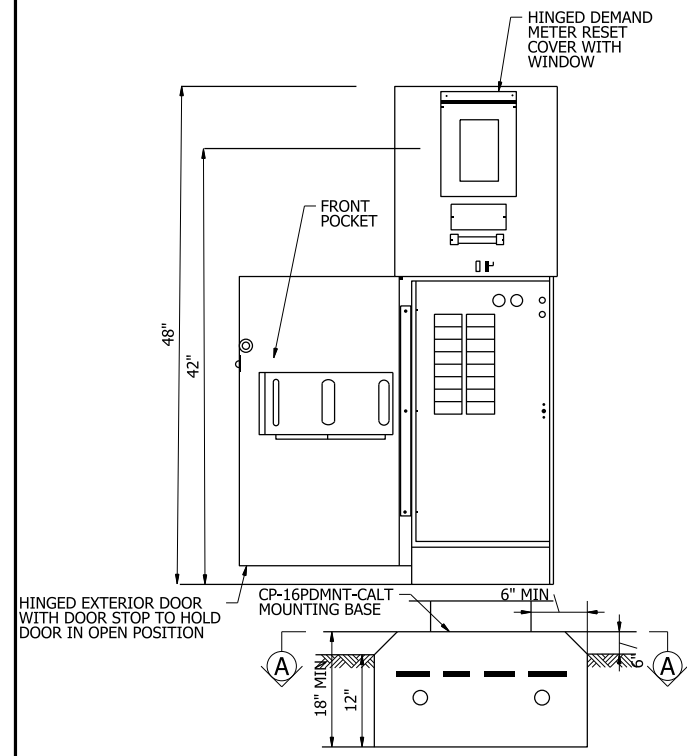


SECTION A-A



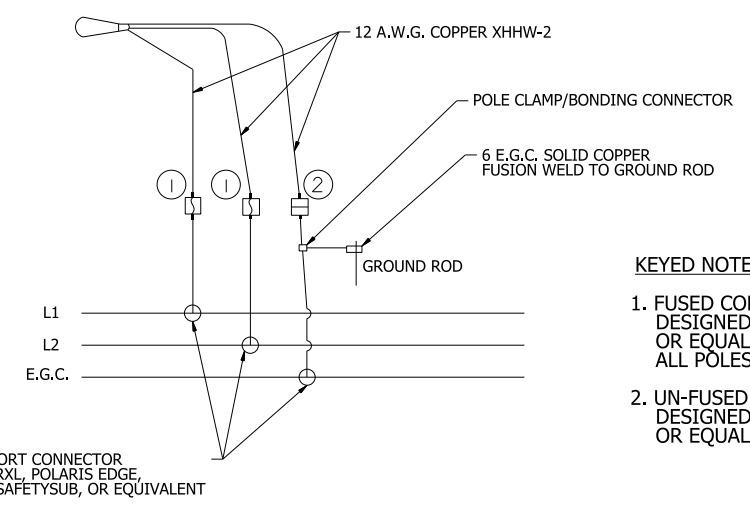
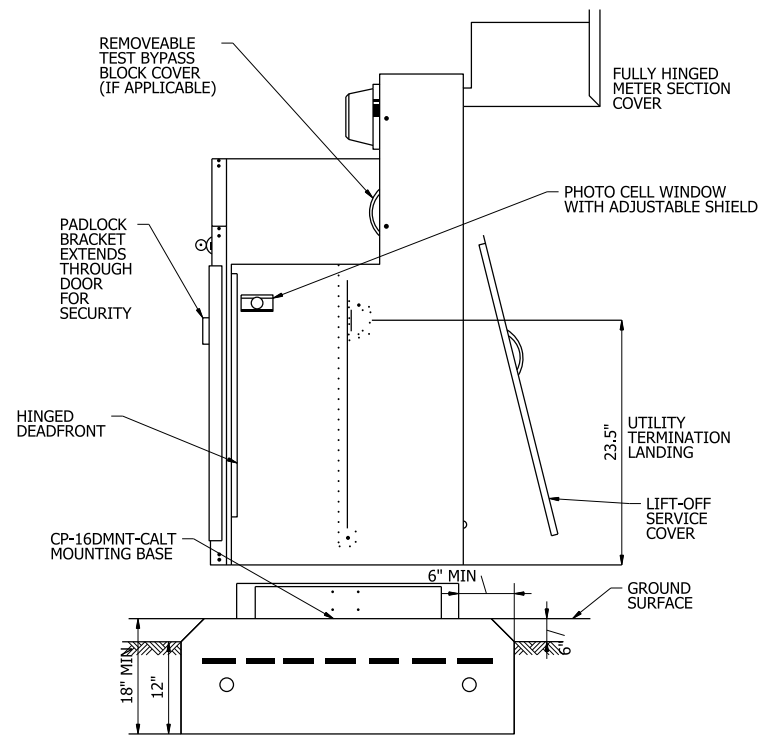
ANCHOR BOLT

- 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-STYLE SERVICE POINT
100 AMP (N.T.S)

NOTE:
ALL ENCLOSURE FRONT DOORS SHALL BE PERMANENTLY LABELED "DANGER HIGH VOLTAGE." LABEL SHALL BE A SELF STICKING YPE 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. ENCLOSURES 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).

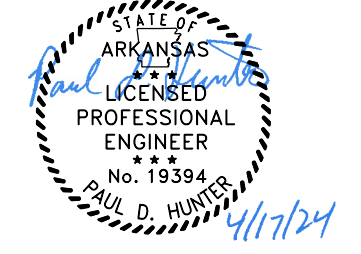


TYPICAL WIRING FOR LUMINAIRES
THREE-WIRE CIRCUIT-CENTER GROUNDED
LUMINAIRES SERVED AT 240 VAC
(120/240 VOLT SERVICE)

LUMINAIRE WIRING SCHEMATICS

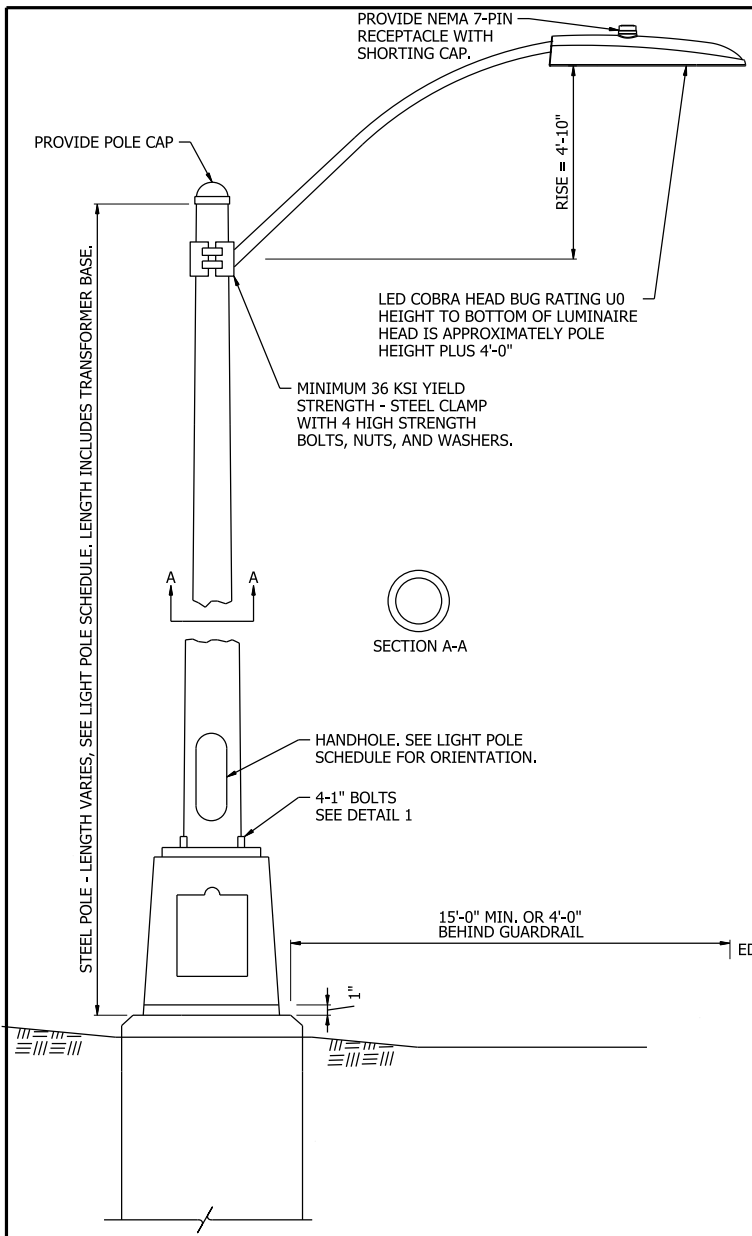
- KEYED NOTES:
1. FUSED CONNECTOR - SHALL BE WATERTIGHT, UL-LISTED, AND DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE WIRE ON ALL POLES. USE MANUFACTURER'S RECOMMENDED FUSE SIZE.
 2. UN-FUSED CONNECTOR - SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC FLOOD-SEAL, EATON BUSSMANN, OR EQUAL).

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	307	809
ILLUMINATION PLANS						

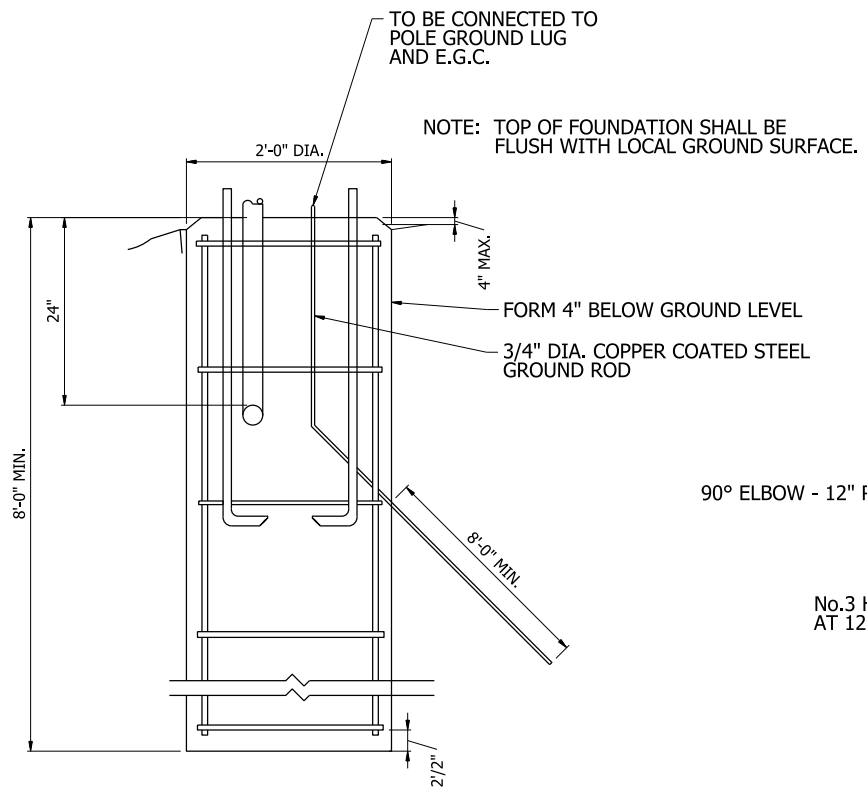


NOTES:

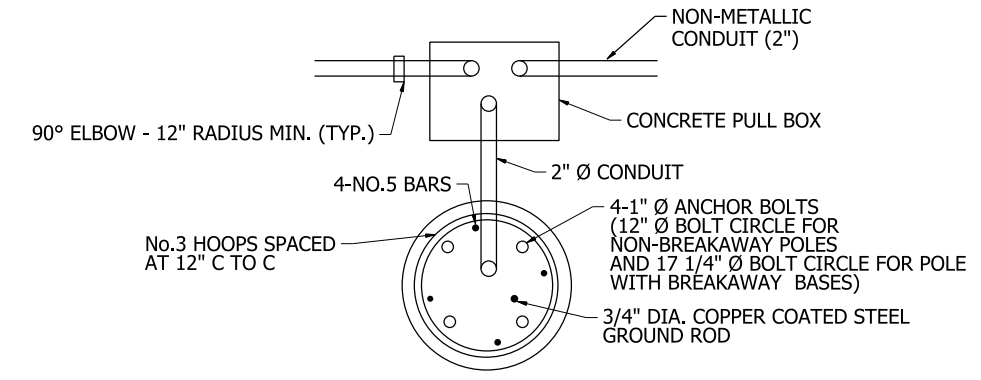
- LUMINAIRE POLES SHALL MEET THE REQUIREMENTS OF 90 MPH WIND ZONE WITH A 1.3 GUST FACTOR ON THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 2001 EDITION WITH 2003 AND 2006 INTERIMS.
- STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.
- LUMINAIRE POLES SHALL BE FABRICATED FROM ASTM A572 GRADE 50 OR 65 STEEL.
- POLE CAP OR TENON CAP SHALL BE PROVIDED.
- ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 8" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 30" FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5" AND FURNISHED WITH GALVANIZED HEX NUTS, LOCK WASHERS, AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH HEX NUT AND TEMPLATE.
- CONDUCTORS IN LIGHT POLES SHALL BE SUPPORTED BY A J-HOOK.
- FOR LIGHT POLES MOUNTED ON THE BRIDGE, SEE BRIDGE LIGHT POLE SUPPORT DETAILS.



COBRA HEAD LUMINAIRE WITH BREAKAWAY BASE

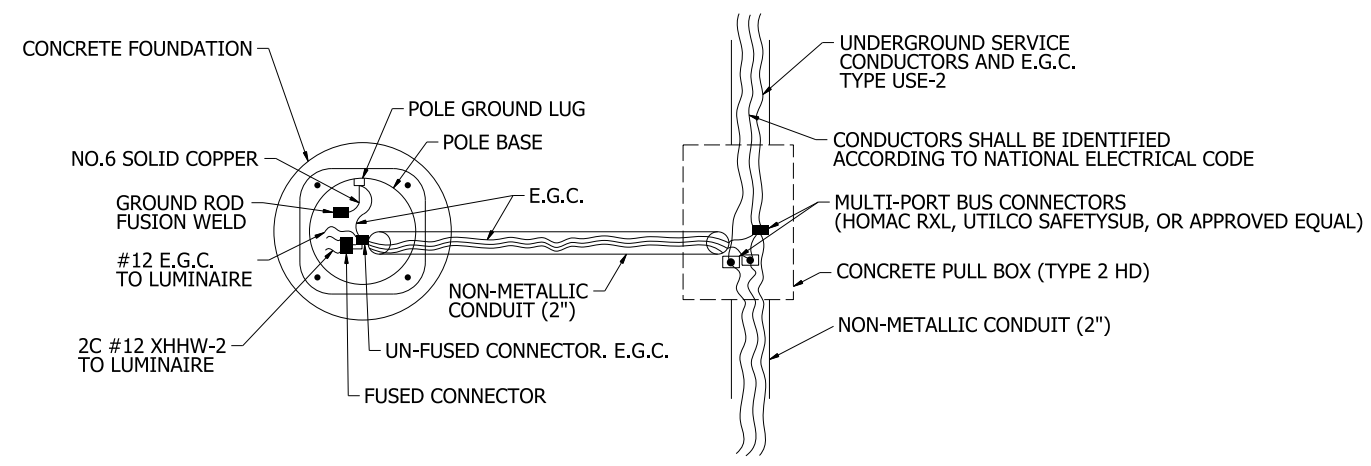


ELEVATION



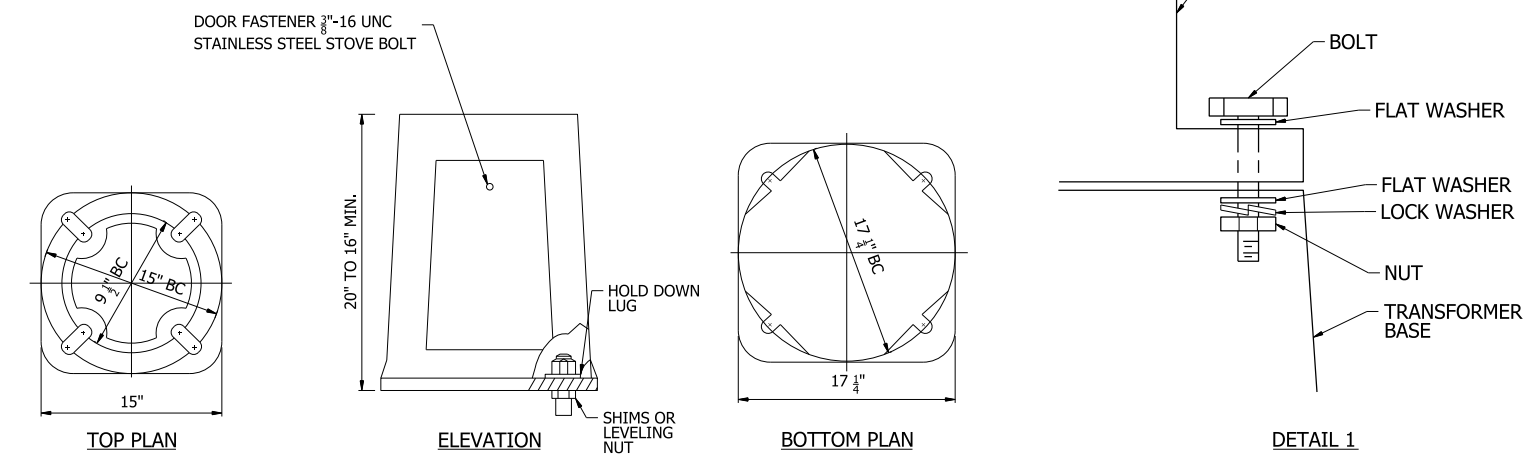
PLAN

ROADWAY LUMINAIRE POLE FOUNDATION



POLE FOUNDATION/PULL BOX WIRING DETAIL

NOTE: FUSES SHALL BE SLOW-BLOW FUSE



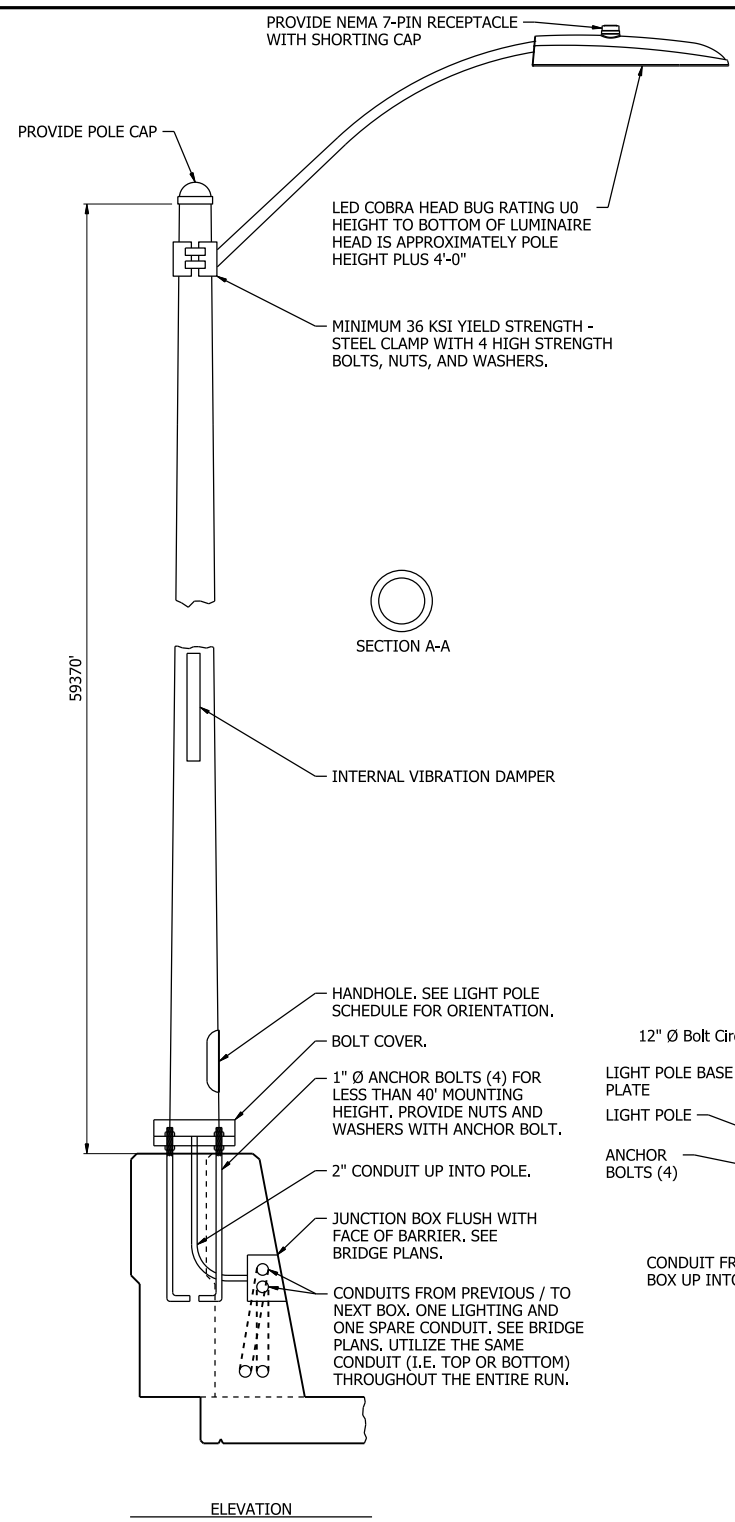
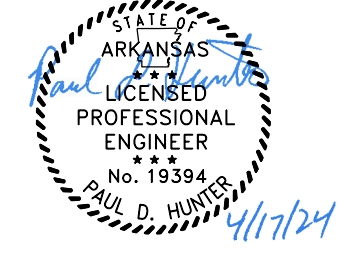
NOTE: DOOR OPENING APPROX. 7" x 8" x 10.5" TOP AND BOTTOM BOLT HOLES WILL ACCOMMODATE MINIMUM 1" DIA. BOLTS MATERIAL SHALL CONFORM TO COMMERCIAL DESIGNATION: A356-T6 ALLOY.

4 - HOT DIP GALVANIZED HOLD DOWN LUGS PROVIDED FOR USE UNDER ANCHOR BOLT HEX NUTS AS SHOWN

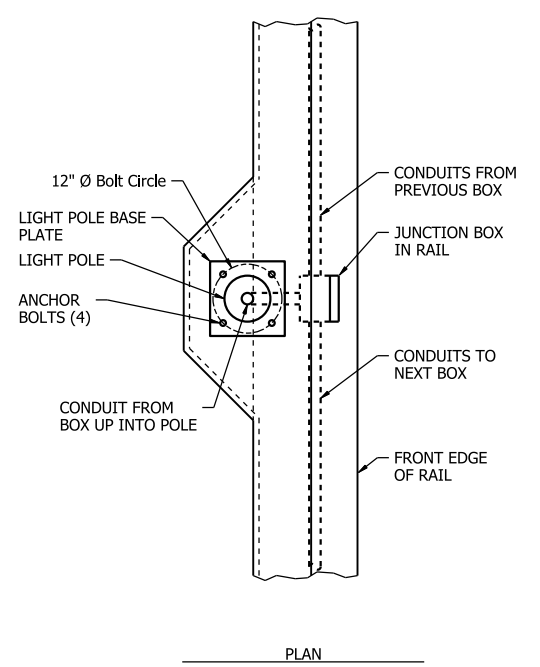
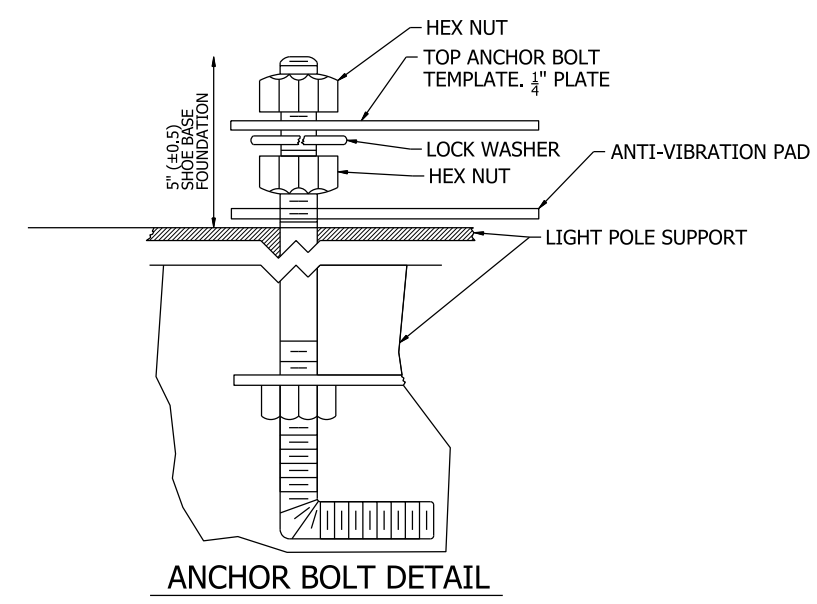
TYPICAL BREAKAWAY TRANSFORMER BASE

DETAILS ILLUMINATION PLANS

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	308	809
ILLUMINATION PLANS						

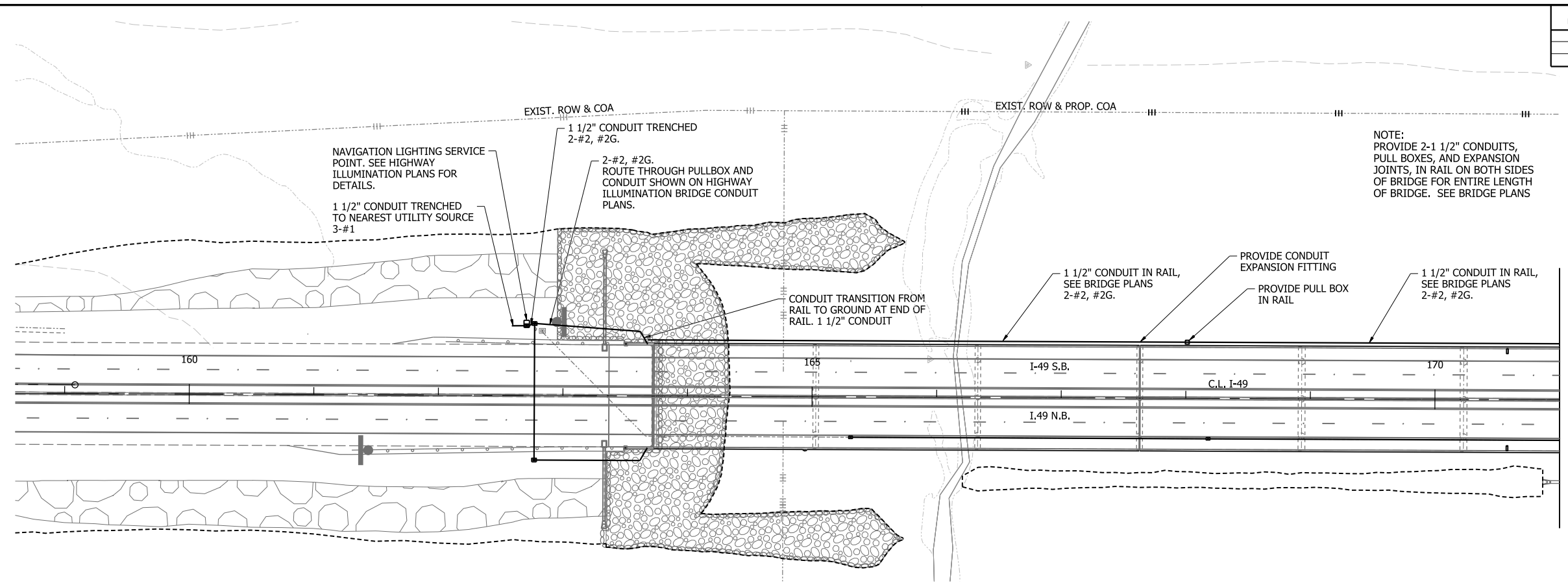
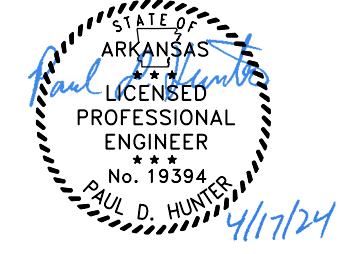


- NOTES:
- BRIDGE MOUNTED LUMINAIRE POLES SHALL MEET THE REQUIREMENTS OF AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, FIRST EDITION (2015) WITH 2019 INTERIM REVISIONS.
 - STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. STEEL LUMINAIRE POLES SHALL BE HOT-DIPPED GALVANIZED. OTHER DIMENSIONS PER MANUFACTURER'S RECOMMENDATION AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - LED ROADWAY ILLUMINATION POLE.
 - LUMINAIRE POLES SHALL BE FABRICATED FROM ASTM A572 GRADE 50 OR 65 STEEL.
 - POLE CAP OR TENON CAP SHALL BE PROVIDED.
 - ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF SECTION 714 OF THE STANDARD SPECIFICATIONS. THE TOP 8" OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM M232. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1.25" X 30" FOR MOUNTING HEIGHT OF 40' OR GREATER, 1" X 29" WITH 4" 90-DEGREE HOOKS FOR MOUNTING HEIGHT LESS THAN 40'. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5" AND FURNISHED WITH GALVANIZED HEX NUTS, LOCK WASHERS, AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH HEX NUT AND TEMPLATE.
 - CONDUCTORS IN LIGHT POLES SHALL BE SUPPORTED BY A J-HOOK.
 - FOR LIGHT POLES MOUNTED ON THE BRIDGE, SEE BRIDGE LIGHT POLE SUPPORT DETAILS.
 - AN INTERNAL CANISTER DAMPER SHALL BE FACTORY-INSTALLED FOR ALL POLES INSTALLED ON THE BRIDGE. AN ADDITIONAL VIBRATION DAMPER SHALL BE INSTALLED FOR ALL BRIDGE-MOUNTED POLES WITH A MAST ARM. SEE BRIDGE POLE SCHEMATIC.
 - HANDHOLE COVER SHALL HAVE SAFETY CHAIN SECURED TO POLE INTERIOR.



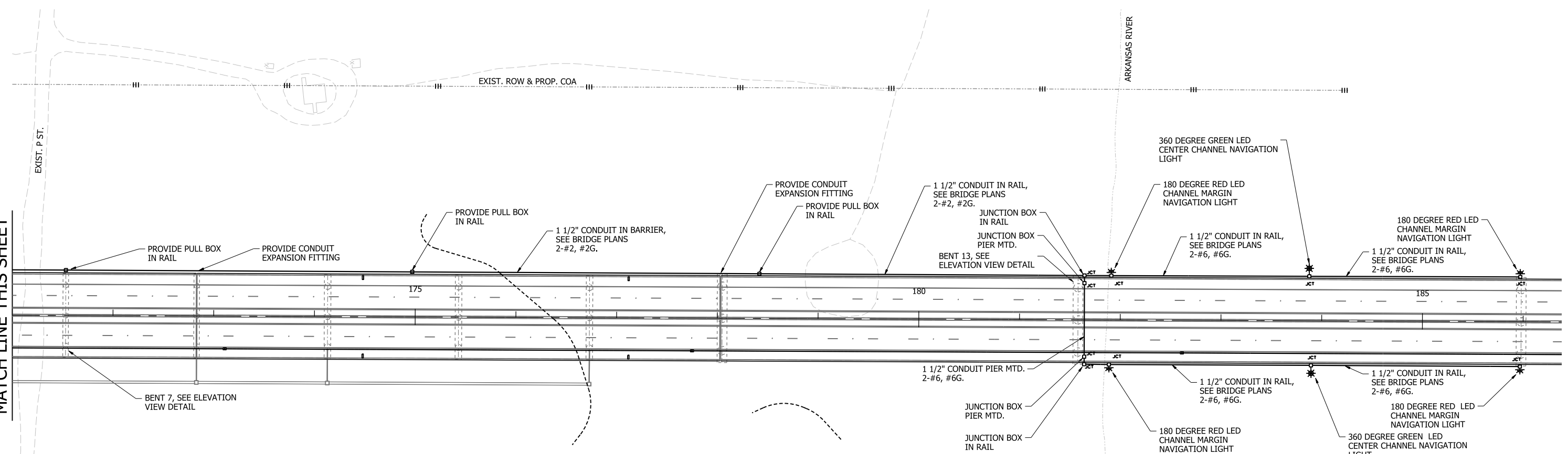
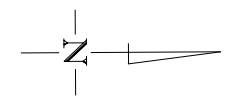
COBRA HEAD LUMINAIRE MOUNTED TO BRIDGE RAIL

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	309	809
NAVIGATION LIGHTING						

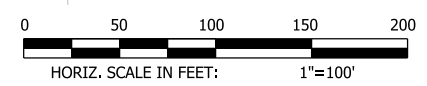


NOTE:
 PROVIDE 2-1 1/2" CONDUITS,
 PULL BOXES, AND EXPANSION
 JOINTS, IN RAIL ON BOTH SIDES
 OF BRIDGE FOR ENTIRE LENGTH
 OF BRIDGE. SEE BRIDGE PLANS

MATCH LINE THIS SHEET

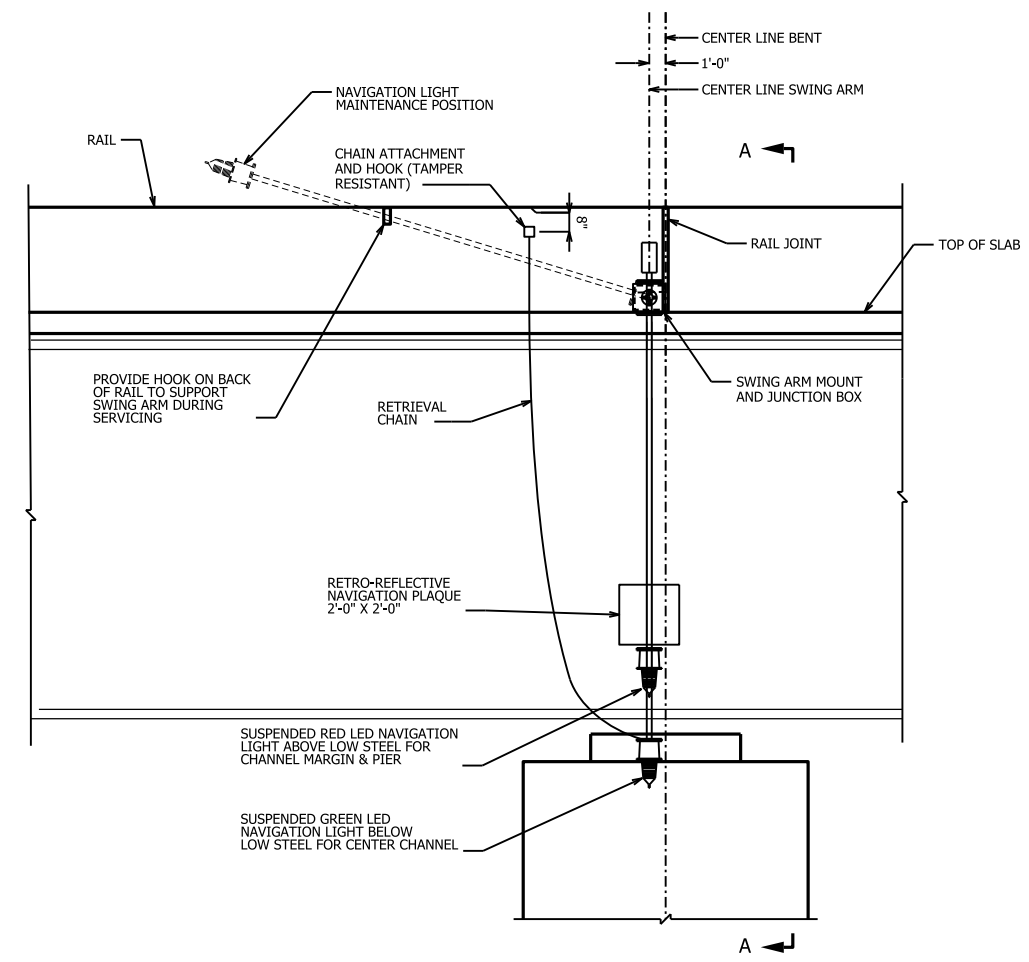
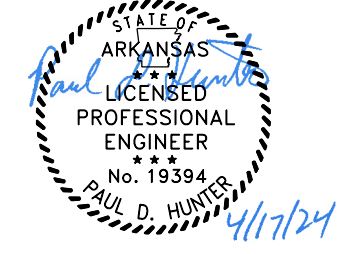


MATCH LINE THIS SHEET

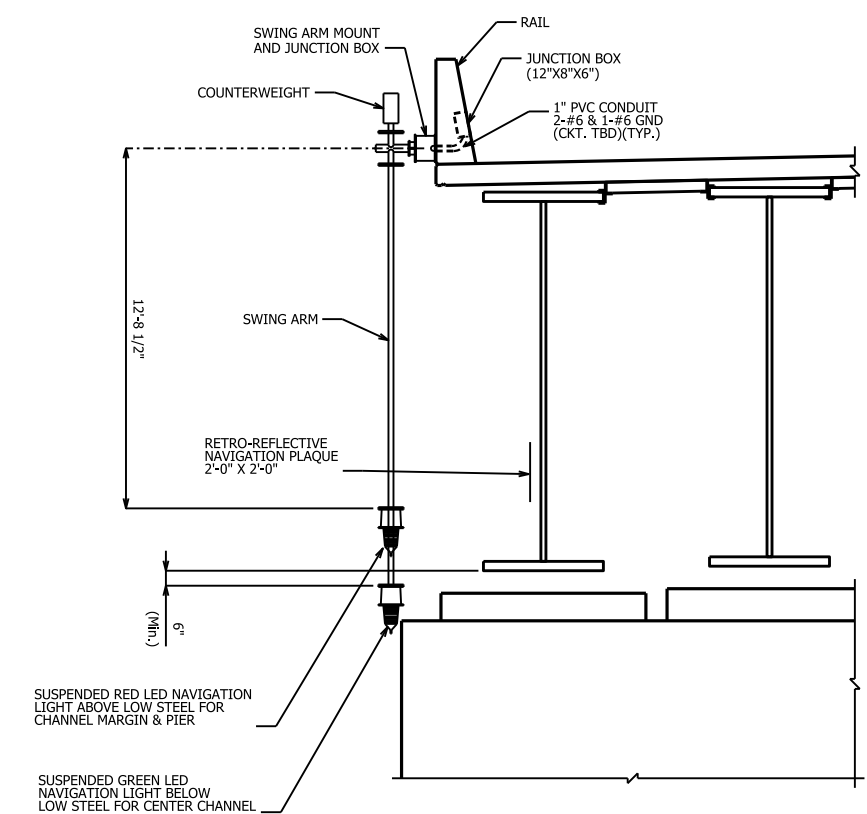


PLANS
NAVIGATION LIGHTING

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	310	809
NAVIGATION LIGHTING						



PART ELEVATION
(NAVIGATION LIGHT AT BENT 14 SHOWN, MIDSPAN AND CHANNEL MARGIN INSTALLATION SIMILAR)



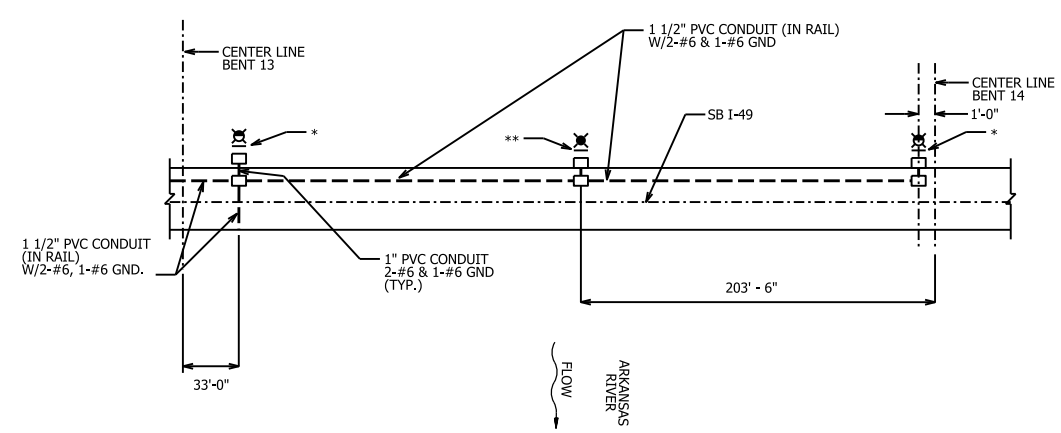
PART SECTION A-A

LEGEND

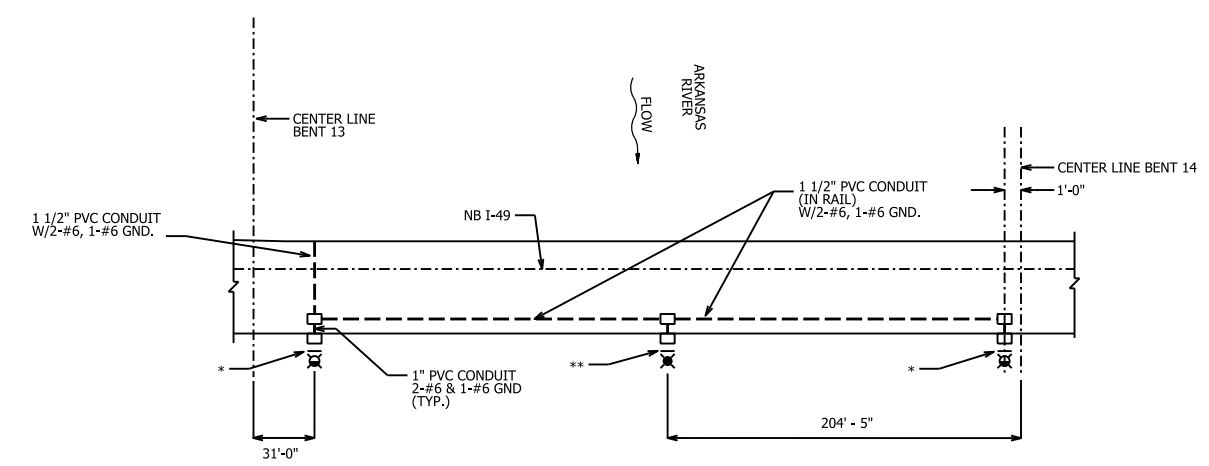
- JUNCTION BOX
- ⊗ 180 DEGREE RED LED NAVIGATION BEACON
- ⊗ 360 DEGREE GREEN LED NAVIGATION BEACON

* 2'-0" X 2'-0" RED RETRO-REFLECTIVE NAVIGATION PLAQUE TYPE 2 REFLECTIVE SHEETING ON AN ALUMINUM FLAT SHEET

** 2'-0" X 2'-0" GREEN RETRO-REFLECTIVE NAVIGATION PLAQUE TYPE 2 REFLECTIVE SHEETING ON AN ALUMINUM FLAT SHEET



**SPAN (13-14)
PART PLAN
UPSTREAM NAVIGATION LIGHTS**



**SPAN (13-14)
PART PLAN
DOWNTOWN NAVIGATION LIGHTS**

NOTES:

ATTACHMENT OF THE NAVIGATION LIGHT SYSTEM TO THE FACE OF THE RAIL SHALL BE PER THE REQUIREMENTS OF THE MANUFACTURER. ANCHORS SHALL BE CAST WITH THE CONCRETE. POST-INSTALLED ANCHORS WILL NOT BE PERMITTED.

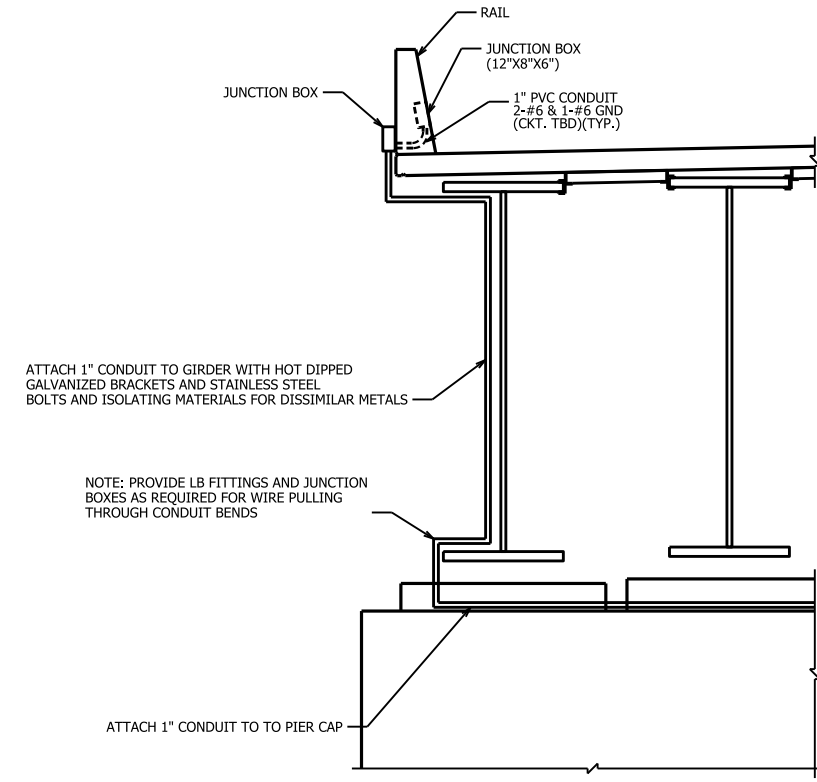
DRAINAGE SHALL BE PROVIDED AT LOW POINTS AND OTHER CRITICAL LOCATIONS OF ALL CONDUITS AND ALL JUNCTION BOXES IN ACCORDANCE WITH SEC 707. ALL CONDUITS SHALL BE SLOPED TO DRAIN WHERE POSSIBLE.

FOR ADDITIONAL DETAILS, SEE BRIDGE PLANS.

NAVIGATION LIGHTS SHALL MEET THE REQUIREMENTS OF THE UNITED STATES COAST GUARD, 33 CFR 118.65

**DETAILS
NAVIGATION LIGHTING**

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	311	809
NAVIGATION LIGHTING						



CONDUIT ROUTING TO GET ACROSS BRIDGE FROM SIDE TO SIDE
 ELEVATION VIEW AT BENT 13
 (ONLY ONE SIDE OF BRIDGE SHOWN, OTHER SIDE SIMILAR)

GENERAL NOTES

BENCHMARK: Vertical Control Data are shown on the Survey Control Data Sheets.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Construction Specifications unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Ninth Edition (2020).

OPERATIONAL IMPORTANCE: Typical

FUTURE WEARING SURFACE: 24 psf

STAY-IN-PLACE FORM ALLOWANCE: 18 psf unless otherwise noted; 24 psf for Bridge 07684, Unit 4

WATERLINE LOAD: Unit 4 of Bridge No. 07684 waterline as shown in the bridge plans with a weight no more than 665 pounds/foot including water, pipe and cement liner on the superstructure. Structural Design and dead load deflections consider the waterline to be installed prior to casting the deck. No other Units have been designed for this load. The following concentrated loads have been included in the design of the Bridge No. 07684:

1. First and Last Waterline Supports Beams closest to Bent Nos. 12 & 16: A vertical point load of 20.5 kips Service load centered on the waterline support.
2. Bent No. 14: A fixed waterline support saddle load of 100 kips horizontal load applied parallel to the girders at the top of the pier cap directly under the waterline.
3. Bent Nos. 12 & 16: The horizontal thrust load will be taken internally by the welded pipe and waterline expansion joint. No additional load was applied to the pier.
4. Bent Nos. 12 & 16: In the extreme event of a burst event, a force of 300 kips has been applied horizontally and vertically to the bent at the top of the pier cap.
5. Bent Nos. 12 & 16: The vertical weight that the piers were designed to carry is 37k at a distance 6'-0" from the face of the permanent drilled shaft casing.

ITS AND UTILITY BANK LOAD: Bridge designs include a vertical 230 pounds/foot load for the 12 conduit ITS and Utility bank between the east exterior girder and first interior girder as shown in the plans. This weight includes the angles, support beams, conduit and pull boxes. The ITS and Utility banks shall not be installed until the deck has been cast and cured.

LIVE LOADING: HL-93

INSPECTION ACCESS LIVE LOAD: Inspection access walkway (Bridge No. 07684, Unit 4 only) is designed for 75 psf for the individual components. The girders are designed for a 15'-0" length of 75 psf pedestrian load placed at the center of the spans and is combined with maximum vehicular live load.

VESSEL COLLISION: Bridge No. 07684 is classified as essential for purpose of vessel collision calculations. The structure is designed for the vessel impact forces shown on the plans and has an acceptable annual frequency of collapse (AF) equal to or less than 0.0001.

SEISMIC ZONE: I S_{D1} : 0.126g SITE CLASS: D

MATERIALS AND STRENGTHS:	
Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure, UNO)	f'c = 3,500 psi
Class S Concrete (Bridge No. 07684, Bent 12 thru 16 drilled shafts)	f'c = 5,000 psi
Class S Concrete (prestressed concrete girders) (Alternate No. 1)	f'c = 9,000 psi; f'ci = 7,000 psi
Prestressing Strands (AASHTO M 203, Gr. 270) (Alternate No. 1)	fpu = 270,000 psi
Reinforcing Steel (AASHTO M 31 or M 322, Type A)	fy = 60,000 psi
Structural Steel (ASTM A709, Gr. 50)	Fy = 50,000 psi
Structural Steel (AASHTO M270, Gr. 50W)	Fy = 50,000 psi
Structural Steel (AASHTO M270, Gr. HPS 70W)	Fy = 70,000 psi
Anchor Bolts (AASHTO M314, Gr. 55 or Gr. 105)	Fy = 55,000 psi or 105,000 psi

CONCRETE: See Standard Drawing No. 55006 for additional concrete notes.

Mass concrete shall be Class S Concrete and shall be in accordance with the Special Provision "CONCRETE FOR STRUCTURES".

REINFORCING: See Standard Drawing No. 55006 for additional reinforcing notes.

STRUCTURAL STEEL: See Standard Drawing No. 55006 for additional structural steel notes.

All structural steel shall be AASHTO M270/ASTM A709, Grade 50W unless otherwise noted and payment shall be included in the "STRUCTURAL STEEL PLATE GIRDER SPANS (M270, Gr. 50W)", Bridge 07684, Unit 4 shall use AASHTO M270/ASTM A709, Grade HPS 70W flanges of the steel plate girders as noted and payment shall be included in the "STRUCTURAL STEEL PLATE GIRDER SPANS (M270, Gr. HPS 70W)". The weight of all other steel material will be included in the "STRUCTURAL STEEL PLATE GIRDER SPANS (M270, Gr. 50W)" pay item regardless of strength with some items paid as subsidiary as identified in the plans.

All bolts shall be ASTM F3125, Gr. A325 Type 3, 1"Ø high-strength bolts, UNO. All bolt holes shall be drilled to 1 1/8"Ø open holes. The use of oversized holes will not be allowed on main members, UNO. Bolts shall be placed with head oriented as shown in the plans.

Structural steel shall be fabricated for the steel dead load fit. Unless otherwise noted, all connection plates and intermediate stiffeners shall be fabricated normal to the top flange and on the side of the girder web as indicated on the framing plan. All bearing stiffeners shall be fabricated to be plumb in their final condition.

The minimum edge distance on bolted connections shall meet the requirements in the Subsection 807.42.

The ITS and Utility bank of galvanized conduits shall not touch or rest on the steel crossframes. Details allow for vertical adjustment of the conduit bank. Any adjustments to crossframe geometry and crossframe gusset plates shall be shown in the shop drawings and coordinated with the ITS and Utility bank details.

The Contractor shall safely erect the structure in accordance with a steel erection plan produced, signed and sealed by the Contractor's erection engineer. The Contractor shall verify that all member stresses are in the safe working limits, not overstressed, and locked in loads are checked and verified in accordance with AASHTO LRFD Bridge Design Specifications, Ninth Edition (2020) for each stage of construction. Approval of the Contractor's erection sequence, shop drawings and plans shall not relieve the Contractor from his responsibility for performing the work required by the Contract Documents.

SUBSTRUCTURE NOTES: See Standard Drawing No. 55006 for additional substructure notes.

Mechanical couplers shall be used when splicing #14 or #18 bars. Lap splice are not allowed when splicing #14 or #18 bars to the same size bar.

BORING LOGS: Boring logs may be obtained from the Construction Contract Development Section of the Program Management Division.

STEEL PILING: All End Bent piling shall be HP 14x89 (Grade 50) and shall be driven with an approved driving system and into material designated as shale or sandstone on the boring legend.

Piling in End Bents shall be driven after embankment to bottom of cap is in place and settlement monitoring is complete. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. The Contractor shall use QPL-approved steel H-Pile driving points on all piles.

DRIVING SYSTEM: The driving system approval and the ultimate bearing capacity determination for piling shall be based on the requirements of Subsection 805.09(b), "Method B - Wave Equation Analysis (WEAP)". It is estimated that the minimum rated hammer energy required to obtain the ultimate bearing capacity for all piles will be 40,000 foot pounds per blow.

DRILLED SHAFTS: Drilled shafts at Bent Nos. 2 thru 32 on Bridge No. 07684 and Bent Nos. 2 thru 15 on Bridge No. 07685 shall be constructed in accordance with Special Provision "DRILLED SHAFT FOUNDATIONS". Drilled shafts shall be socketed into material designated as shale or sandstone on the boring legend and to the minimum rock penetrations and tip elevations shown in the plans. No adjustment to plan tip elevations shall be made without prior approval from the Engineer. Temporary surface casings and Permanent casings will be required.

One test boring shall be drilled at each drilled shaft location prior to the drilled shaft excavation, except Bridge No. 07684, Bent Nos. 12, 14, 15, and 16, which have already been drilled. Complete test borings in accordance with Special Provision "DRILLED SHAFT FOUNDATIONS".

A minimum permanent casing thickness of 3/4" and a minimum yield strength of 45 ksi is required at Bridge No. 07684, Bent Nos. 12 & 16 to accommodate the waterline corbel attachment. Permanent casing shall be coated in accordance with the Waterline Plans and Specifications.

The spacing devices for the reinforcing steel cage for Bridge No. 07684, Bent Nos. 12 & 16 shall be non-metallic. See Special Provision "DRILLED SHAFT FOUNDATIONS" for additional information. Steel tie wires shall be tucked into the reinforcing cage to avoid contact with permanent casing. Electrical isolation testing is required prior to casting the concrete in the drilled shaft. See Waterline Plans and Specifications.

DRILLED SHAFT CONSTRUCTION SEQUENCE AT BRIDGE NO. 07684, BENT NOS. 12 & 16: A special sequence of construction is required for the installation of the drilled shafts where the corbel support for the waterline attaches to the casing. Permanent casing shall be coated in accordance with the Waterline Plans and Specifications.

1. Install temporary surface casing and drill the shaft to rock.
2. Install permanent casing and seat into rock.
3. Remove temporary casing and grout void between temporary and permanent casing per Special Provision.
4. Excavate around the outside of the permanent casing.
5. Clean area on the permanent casing for the installation of the waterline corbel per waterline plans.
6. Install the waterline corbel per waterline plans.
7. Backfill around the drilled shafts in accordance with the standard specifications.
8. Continue drilled shaft into rock and install reinforcing per Special Provision.
9. Perform electrical isolation testing per Waterline Plans and Specifications.
10. Continue drilled shaft concrete installation per Special Provision.

NONDESTRUCTIVE TESTING: Crosshole Sonic Logging (CSL) shall be performed on each drilled shaft unless otherwise noted. Crosshole Sonic Logging (CSL) and Thermal Integrity Profiling (TIP) shall be performed on each drilled shaft of Bent Nos. 12-16 on Bridge No. 07684. Testing shall be performed in accordance with Special Provision "NONDESTRUCTIVE TESTING OF DRILLED SHAFTS".

PAINTING: The following weathering steel surfaces shall be painted as specified in Subsection 807.75:

All steel surfaces within 10 feet of bridge deck expansion joints, including diaphragms, cross-frames, connection bolts and bearings.

All steel surfaces exposed to the outside face of the bridge, including outside faces & bottom of the exterior beams or girders, splice plates and bolts, stiffeners, drip plates and bearings.

ASTM F3125, Grade A325 Type 3 bolts shall be used within these painted zones and shall be painted.

Galvanized members, the expansion device, and surfaces in contact with concrete shall not be painted.

The color of paint shall be Brown equal or close to Fed. Std. 595B, Color Chip No. 30070 and as approved by the Engineer.

The finish system may be applied in the shop. Any damage to the paint system occurring during transport or installation shall be corrected according to the manufacturer's recommendations at no cost to the Department.

BRIDGE DECK: The concrete bridge deck shall be given a fine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PROTECTIVE SURFACE TREATMENT: Class 2 Protective Surface Treatment shall be applied to the roadway surface and to the roadway face and top of the concrete bridge rails and median barriers in accordance with Section 803.

DETAIL DRAWING LIST PER BRIDGE:	DRAWING NO.
Bridge No. 07684 Alternate No. 1	67383
Bridge No. 07685 Alternate No. 1	67476
Bridge No. 07684 Alternate No. 2	67558
Bridge No. 07685 Alternate No. 2	67603

STANDARD DRAWINGS:	
Dumped Riprap and Filter Blanket	55001
Concrete Riprap	55002
Permanent Steel Deck Forms	55005
General Notes for Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Type D Name Plate	55010
Standard Details for Chain Link Fence	55018
Steel H-Piling	55020
Type F Approach Gutters	55030F
Type F Approach Slabs	55040F1
Bridge Traffic Rail Type SSTR42	55071

SHORING: Shoring for Bridge No. 07684, Bent No. 13 is required. See Dwg. No. 67716 and Special Provision, "SHORING".

MAINTENANCE OF TRAFFIC: See Roadway Plans.

MAINTENANCE OF RIVER TRAFFIC: Bent No. 13 on Bridge No. 07684 shall be constructed prior to Bent No. 14 to minimize impacts to navigation and improve safety. See Special Provision "BRIDGE WORK IN NAVIGABLE WATERS" and "DETAILS FOR RIVER TRAFFIC SAFETY".

LEEVE: Construction around the levee shall be in accordance with the Special Provision "ARMY CORPS RESTRAINING CONDITIONS" and "ARMY CORPS - ARKANSAS RIVER, FLOODWAY AND LEEVE REQUIREMENTS".

Strip top surface of vegetation a maximum of 6" to install the concrete riprap over the levee. The top surface of the concrete riprap slope protection shall not be lower than the existing top of levee surface.

Provide protection of exposed slopes from erosion and river stage flooding by implementing erosion control and emergency flooding slope protection measures approved by the Engineer.

ABUTMENT STONE: Abutment stone shall be in accordance with the Special Provision "ABUTMENT STONE - ARKANSAS RIVER" and limits shown on the Bridge Layouts. Standard Drawing No. 55001 shall be used with the following modifications. Dumped Riprap noted on the standard shall be Abutment Stone and synthetic fiber geotextile fabric will not be permitted. The Abutment Stone shall be 2'-0" thick with a 6" filter blanket.

BRIDGE EMBANKMENT SETTLEMENT: The embankments for all bridge end bents will require settlement monitoring prior to installation of piles and construction of the end bents. See Roadway Plans for details and durations.

OPTIONAL KEYED CONSTRUCTION JOINT: Optional keyed construction joints are shown in the plans. The keys shall be 1/3 of the member height and 1/3 of the member width and placed in the center of the member cross section. The depth of the key shall be recessed 2" and have beveled edges. The Contractor shall not use a keyed construction joint at other location without written approval from the Engineer.

PEDESTAL HEIGHTS: Pedestal heights are detailed based on the bearing pads shown in the plans for the elastomeric and HLMR bearings. The Contractor is responsible for adjusting bearing seat elevations based on final bearing heights. The pedestal heights shall not exceed 1'-4" or be less than 4 1/2" at any bent location. The Contractor is responsible for adjusting the reinforcing in the columns and pedestals to meet the minimum embedment shown on the plans.

DEFINITIONS:	
CG = Center of Gravity	
CL = Centerline	
E.F. = Each Face	
F.F. = Far Face	
N.F. = Near Face	
PL = Plate	
ts = slab thickness	
UNO = Unless Noted Otherwise	

STREAM GAGE DATA: Bridges are in the flood plain of the Arkansas River near Mile Marker 291.6 of the McClellan-Kerr Arkansas River Navigation System. The stream gage closest to the project site is number 07250550 at the tailwater of the James W. Trimble Lock and Dam in Van Buren, Arkansas. The historical stream data is available at https://waterdata.usgs.gov/monitoring-location/07250550.

BRIDGE MOUNTED ITS AND UTILITY BANK CONDUITS: See Roadway Plans for the pay items for the bridge mounted ITS and Utility Bank conduits. For location of conduits, see Dwg. Nos. 67672 thru 67685.

TRAFFIC RAIL CONDUITS: Two 1 1/2"Ø conduits run the full length of the each east and west barrier and extend through the expansion joints and through the barrier on the wingwalls. See Dwg. No. 67686. Junction box size and expansion fittings material is called out and specified in the Illumination Plans. Conduit expansion joints shall accommodate the movement shown on the Expansion Joint Sheets. Conduit shall be in accordance with Section 710 of the Standard Specifications. The conduit, pull boxes and expansion joints are subsidiary to the bid item "CLASS S(AE) CONCRETE-BRIDGE".

WATERLINE NOTES: The waterline installed as part of this project extends on Bridge No. 07684 from the riverward side of Bent No. 12 to riverward side of Bent No. 16 in between the steel girders at CL I-49. This includes the waterline expansion joints. The corbels that support the waterline on the casing will be installed in this contract. The vertical portion of the waterline and the waterline supported on the corbels will be installed in a future project.

Substructure embed plates are shown on these plans to use for the future attachments for the waterline.

WATERLINE PLANS REFERENCE: The construction of Unit 4 of Bridge 07684 shall reference the plans and specifications regarding the waterline construction as noted in the bridge plans. The term Waterline Plans include reference to the Waterline Plan sheets 133 and 658-669 of the plan set and the Special Provisions "BRIDGE PILE CASING AND CORBEL COATING SYSTEM", "CATHODIC PROTECTION", "STEEL WATERLINE", and "WATERLINE APPURTENANCES".

FUTURE WATERLINE INSTALLATION NOTES: Installation of the future waterline on Bridge No. 07684 as indicated in the plans will be done by others. Future work shall include the following to coordinate with this bridge as designed:

The installation of the future waterline shall be supported as required to not add weight to the superstructure waterline support brackets. The vertical pipe shall be supported by the corbels and be constructed so that it does not hang from the bridge superstructure.

Thrust loads were not included in the bridge design as directed by the Waterline Owner. Welded pipe shall be used on the bridge to prevent thrust loads on the bridge. Pipe shall extend underground far enough to anchor the pipe such that it does not produce thrust loads on the Bent 12 & 16 foundations.

The river/bridge hydraulic analysis was performed with the vertical portion of the future waterline attached to Bent Nos. 12 & 16 with the farthest outside edge no further than 6 foot from the face of the drilled shaft. The scour at the piers was designed to include the waterline supported on the corbels on the center and westward drilled shaft. The waterline shall extend perpendicular to the centerline of I-49 for a minimum of 50 feet from the west face of the drilled shaft. Any change to this will require revised hydraulic analysis, scour analysis and Section 408, and associated approvals through the USACE.

Waterline loads exceeding the values shown in these plans shall be checked by the waterline owner prior to installation of the waterline to ensure superstructure and substructure details in this contract can accommodate. Calculations shall be in accordance with AASHTO LRFD Bridge Design Specifications, Ninth Edition (2020), signed and sealed by a Arkansas licensed professional engineer and submitted to the Engineer for review.

Substructure embed plates shown on the columns in these plans will be installed during the construction of this contract and are intended to be used for future installation of the vertical portion of the waterline.

An ARDOT inspector will be required to be on-site at future waterline installations and work around the bridge that are not included with this contract.

CHAIN LINK FENCE: Provide chain link fence over Springhill Park per the limits shown. Provide gap at the modular joint as shown on layout sheets.



DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	312	809
07684 & 07685 - GENERAL NOTES - 67372						

Notes:
For additional Alternate No. 1 General Notes, see Dwg. No. 67373.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 1 OF 1
GENERAL NOTES
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM	DATE: 12/5/23	FILENAME: b0409011x_n1.dgn
CHECKED BY: BTJ	DATE: 12/12/23	SCALE: No Scale
DESIGNED BY: NAM	DATE: 12/5/23	

BRIDGE NO. 07684 & 07685 DRAWING NO. 67372

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	313	809
07684 & 07685 - GENERAL NOTES - 67373						

GENERAL NOTES

PRESTRESSED GIRDER NOTES: Prestressing steel shall be 0.6"φ low relaxation strands with material and strength requirements as shown on Dwg. No. 67372.

Distances from the forms and spacing of the prestressing steel shall be maintained by stays, ties, hangers, spacers, or other approved supports which shall be shown on the Shop Drawings.

All Girders shall be AASHTO/PCI TYPE BT-72 as shown on the plans and shall be the standard prestressed sections adopted by the joint Committee of AASHTO and the Prestressed Concrete Institute. All girders shall be cast in concrete floored pallets and in metal forms. All work and materials shall be as specified in Subsection 802.22 of the Standard Specifications and Special Provision "PRESTRESSED CONCRETE BULB-TEE GIRDERS".

The Contractor may propose to substitute an alternate beam type in accordance with the Special Provisions "PRESTRESSED CONCRETE BULB-TEE GIRDERS".

The initial tensile force applied to each 0.6"φ strand shall be 44,000 lbs except as noted. Transfer of this tensioning load to the girder shall not be done until the compressive strength of the concrete is 7,000 psi.

The first 16" along the tops of the Girders at the beginning and end of the unit shall have a smooth surface. The top of the remaining length of the girders shall be rough floated at approximately the time of set. This portion of the tops of girders shall be scrubbed transversely with a coarse wire brush to remove all laitance and to produce a roughened surface for bonding the slab.

Dimensions are shown to the center of the strands.

Girder lengths shown on the design plans are net lengths measured horizontally along the girder centerlines. The manufacturer shall make the necessary allowances for grade and shortening due to elastic shortening, creep, and shrinkage.

All exposed steel at ends of girders not extended into diaphragms shall be protected against corrosion by a coating of tar or other waterproofing material.

Extreme care shall be exercised in handling and moving precast prestressed concrete girders. Girders must be maintained in an upright position at all times. The Contractor's proposed methods of storage, lifting, and transportation of the girders shall satisfy the stress limits of AASHTO 5.9.2. The Contractor's proposed lifting details shall be submitted on shop drawings to the Engineer for approval. The use of holes in the girder for lifting purposes will not be permitted.

The points of support and directions of the reactions with respect to the member shall be approximately the same during transportation and storage as when the member is in its final position.

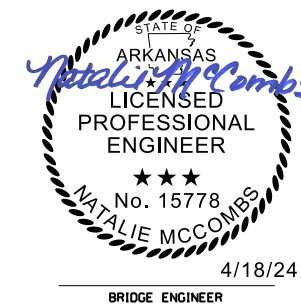
The camber and dead load deflections values shown in the design plans are estimated based on the required minimum concrete strength and a concrete age of 90 days.

The Contractor shall submit the method and sequence for release of strands to the Engineer for approval prior to casting of the girders.

Concrete weight for the mid-span diaphragms is included in the item "CLASS S(AE) CONCRETE-BRIDGE". Payment for the alternate steel mid-span diaphragms shall be considered subsidiary to "CLASS S(AE) CONCRETE-BRIDGE".

Alternate steel mid-span diaphragms shall be AASHTO M270, Grade 50 steel, galvanized unless otherwise noted. This includes all plates, angles and hardware. Galvanizing shall be in accordance with AASHTO M232 for hardware and AASHTO M111 for members.

Elements embedded into the prestressed beam such as, but not limited to, expansion joint bearing plates, bearing insert plate, shear studs, threaded rods, threaded inserts, steel pipe for utility supports, and hole forms shall be subsidiary to the item "PRESTRESSED CONCRETE GIRDERS (TYPE BT-72)".



ALTERNATE NO. 1
SHEET 1 OF 1
GENERAL NOTES
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

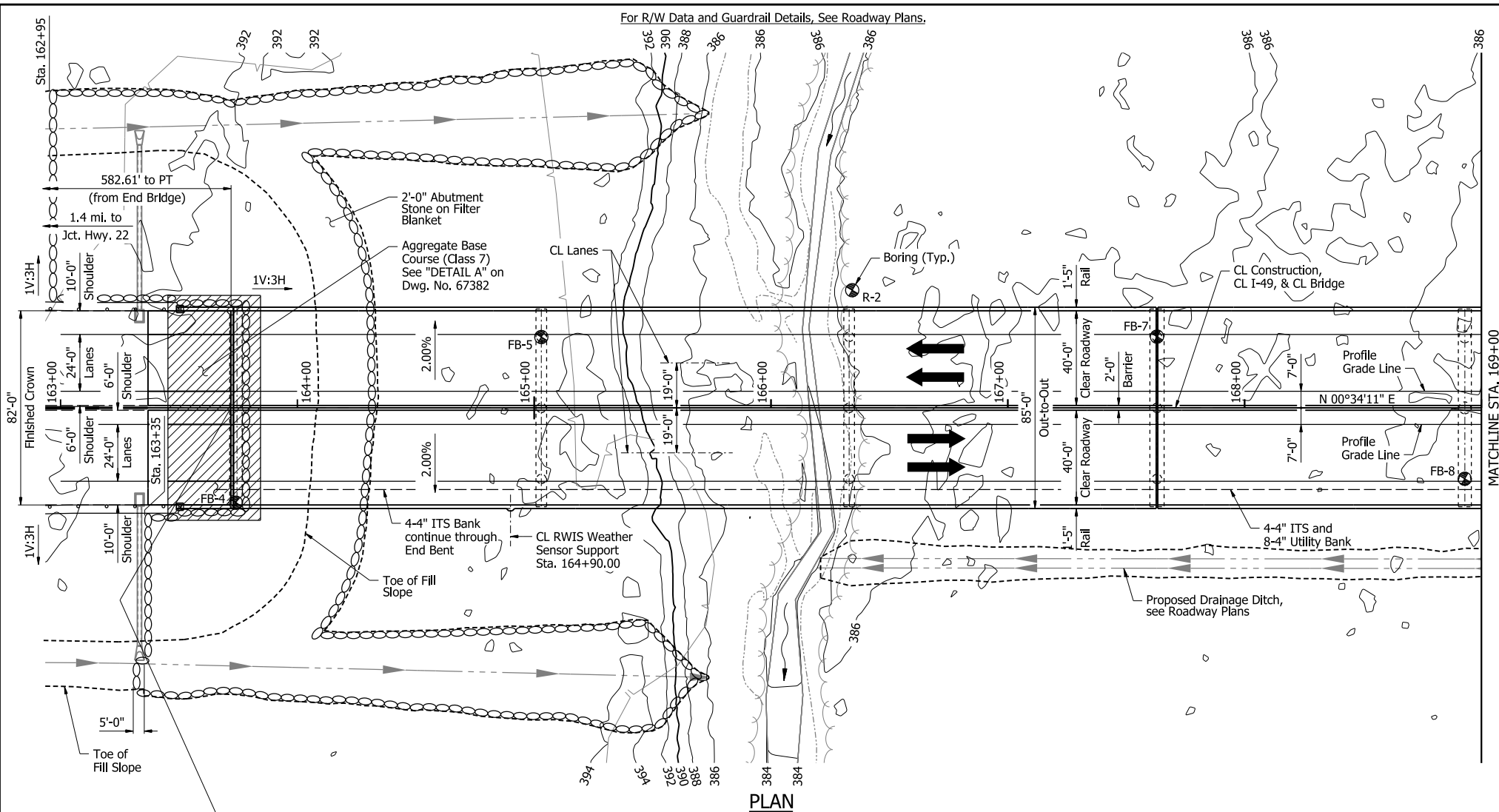
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 12/5/23 FILENAME: b0409012x_n1.dgn
CHECKED BY: BTJ DATE: 12/12/23 SCALE: No Scale
DESIGNED BY: NAM DATE: 12/5/23

BRIDGE NO. 07684 & 07685 DRAWING NO. 67373

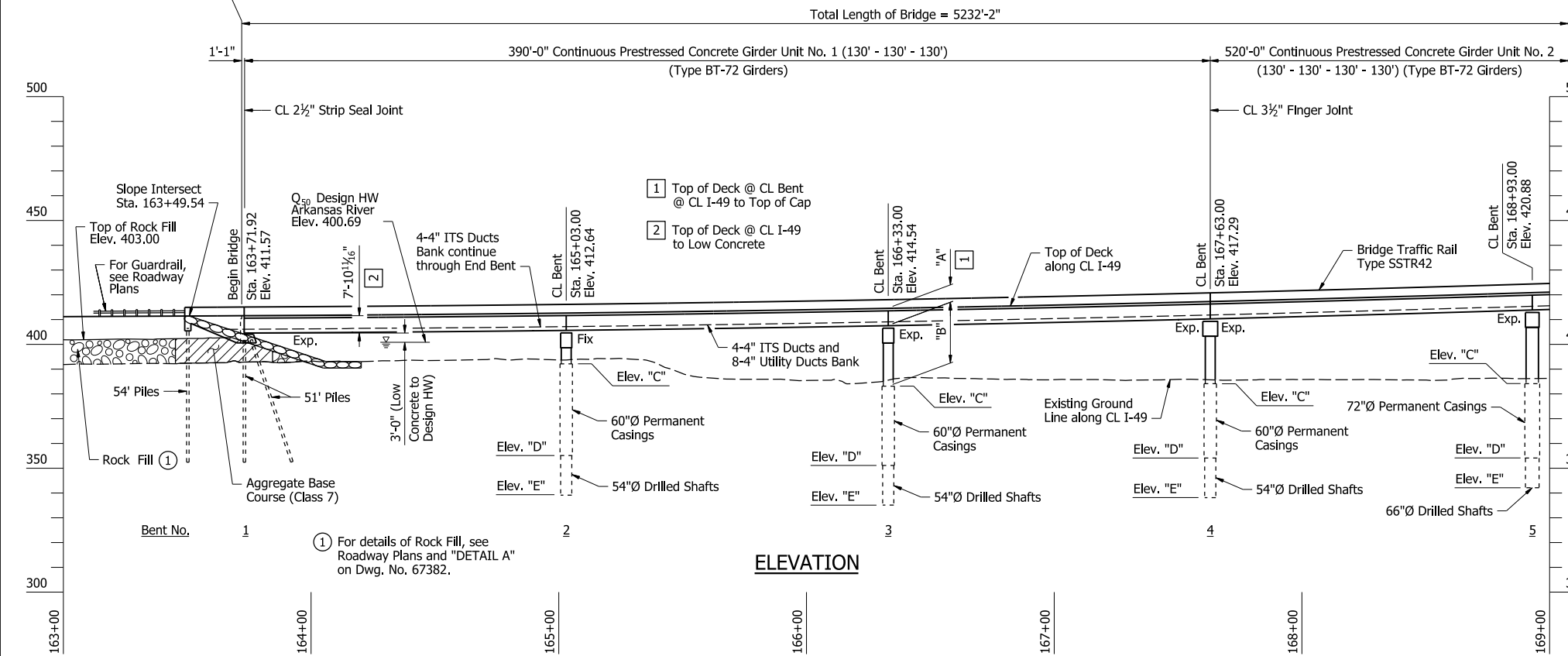
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	314	809
07684 - BRIDGE LAYOUTS - 67374						

Notes:
 Use Type F Approach Gutters & Type F Approach Slab at beginning of bridge.
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".
 For details of RWIS Weather Sensor Support, see Dwg. No. 67686 and ITS Plans.

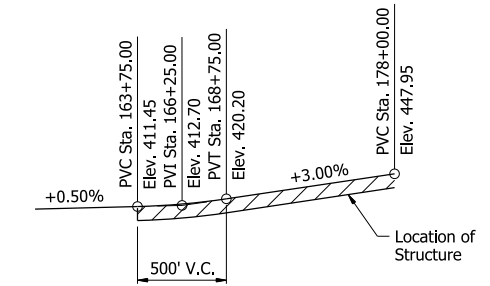


PLAN

Total Length of Bridge = 5232'-2"



ELEVATION

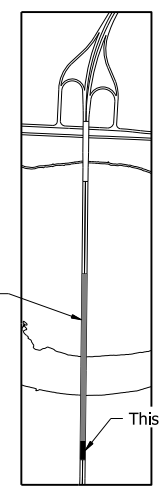


VERTICAL ALIGNMENT DATA
 (Stations are along CL I-49, Elevations are along Profile Grade Line)

Note:
 Elevations shown are actual top of deck elevations at CL I-49. Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 2	8'-5½"	12'-2½"	392.00	355.00	339.00
Bent No. 3	8'-8½"	22'-10¾"	383.00	351.00	335.00
Bent No. 4	8'-11"	24'-4½"	384.00	354.00	338.00
Bent No. 5	8'-8"	28'-2½"	384.00	354.00	342.00

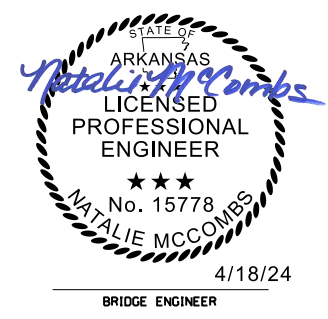


SITE PLAN
 No Scale

ALTERNATE NO. 1
SHEET 1 OF 10
LAYOUT OF BRIDGE
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

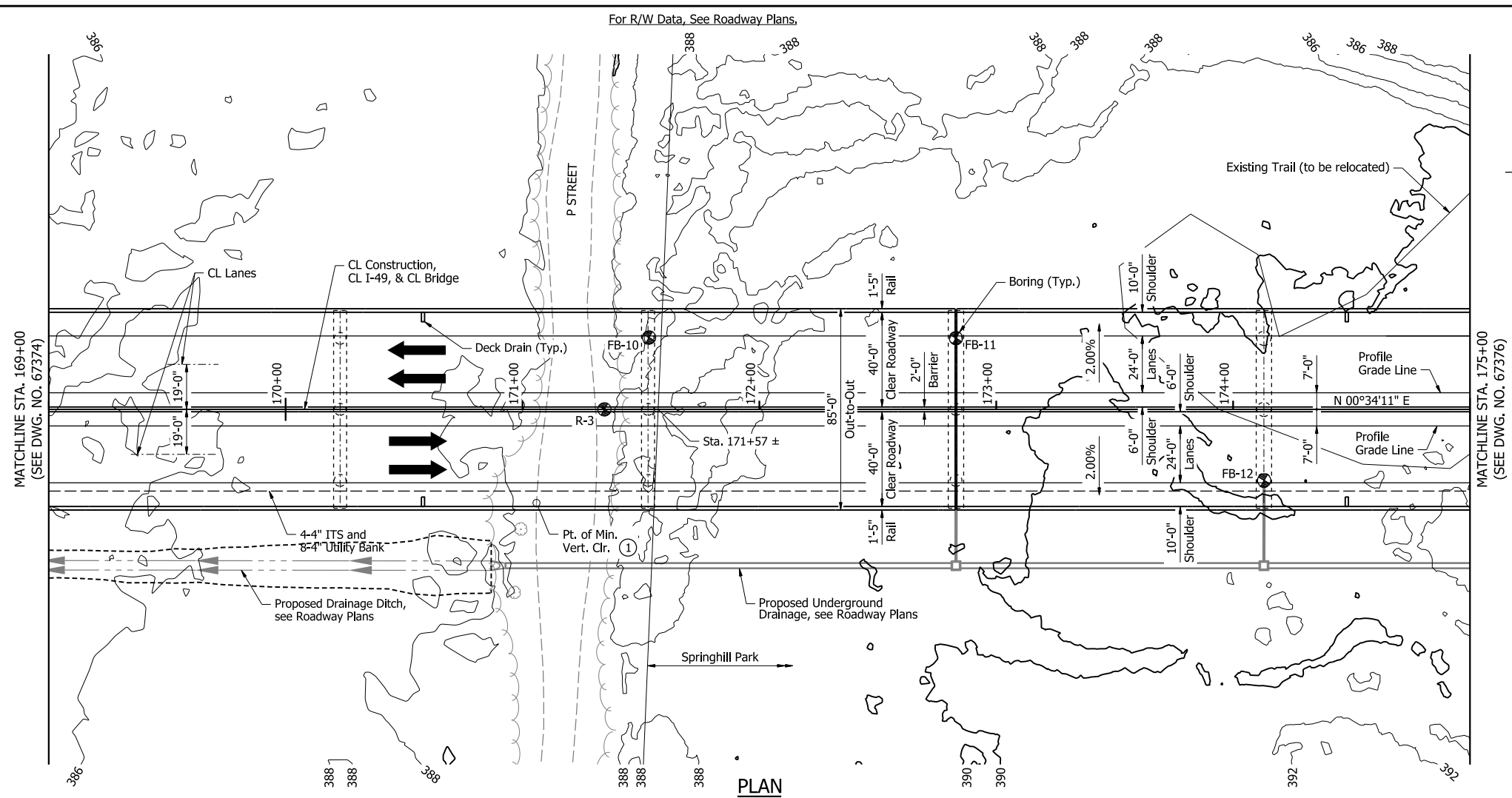
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 6/14/22 FILENAME: b04090111_l1.dgn
 CHECKED BY: CPS DATE: 12/7/23 SCALE: 1" = 30'-0"
 DESIGNED BY: NAM DATE: 5/15/22
 BRIDGE NO. 07684 DRAWING NO. 67374



DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	315	809
07684 - BRIDGE LAYOUTS - 67375						

Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".
 For "DETAILS OF DECK DRAINAGE", see Dwg. Nos. 67707 thru 67711.



① Sta. 171+05.92, Offset 39.38' Rt.

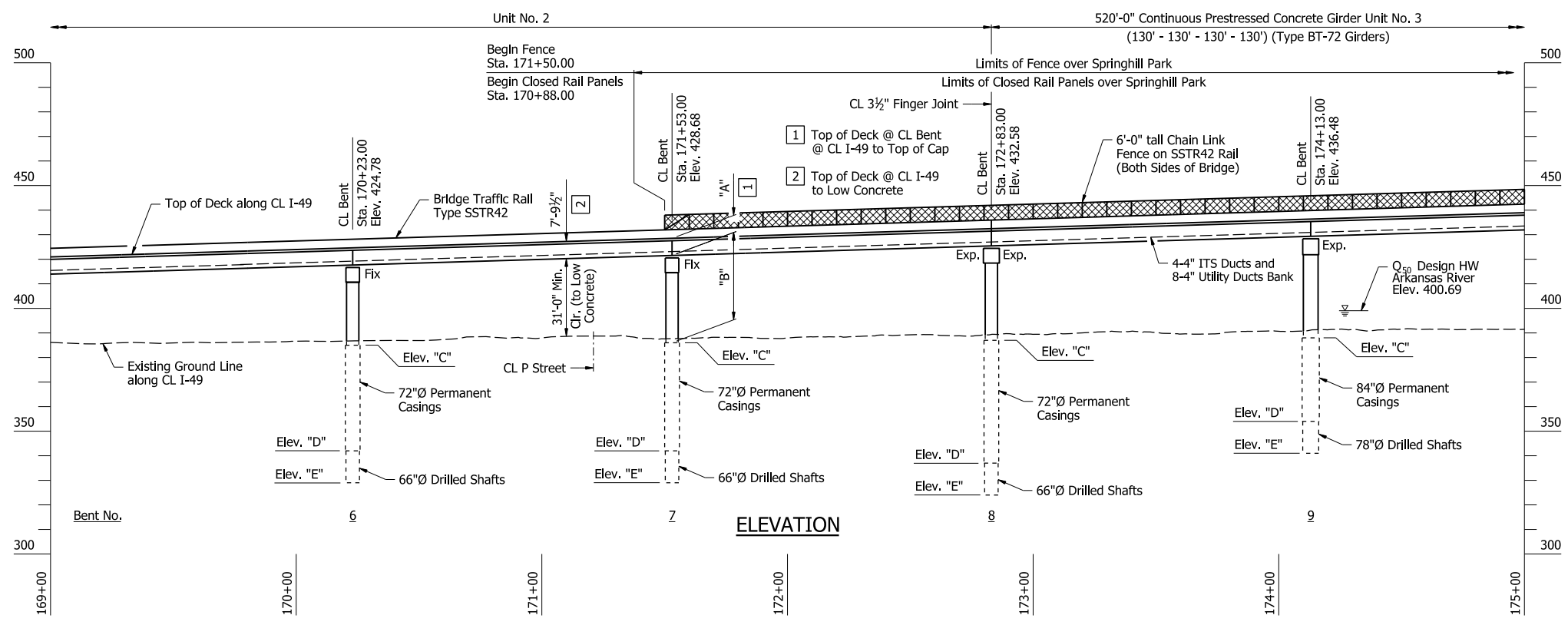
VESSEL COLLISION FORCES

BENT NO.	FORCES (KIPS)	ELEVATION (FEET)
13-15	3100	380.00

DRIFT BARGE COLLISION FORCES

BENT NO.	FORCES (KIPS)	ELEVATION (FEET)
6-11 & 19-32	300	413.00
12-16	1410	413.00
17-18	600	413.00

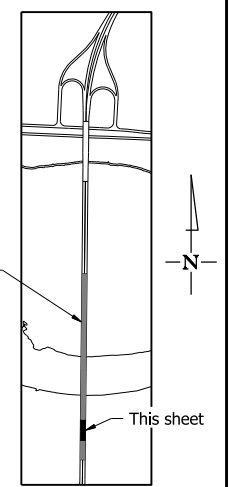
Total Length of Bridge = 5232'-2"



Note:
 Elevations shown are actual top of deck elevations at CL I-49. Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 6	8'-4 1/4"	31'-5 1/2"	385.00	342.00	329.00
Bent No. 7	8'-4 1/4"	34'-4"	386.00	342.00	329.00
Bent No. 8	8'-10"	36'-9"	387.00	337.00	324.00
Bent No. 9	8'-7 1/2"	39'-10 3/4"	388.00	354.00	341.00



ALTERNATE NO. 1
 SHEET 2 OF 10
 LAYOUT OF BRIDGE
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

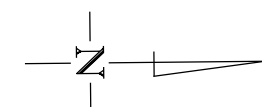
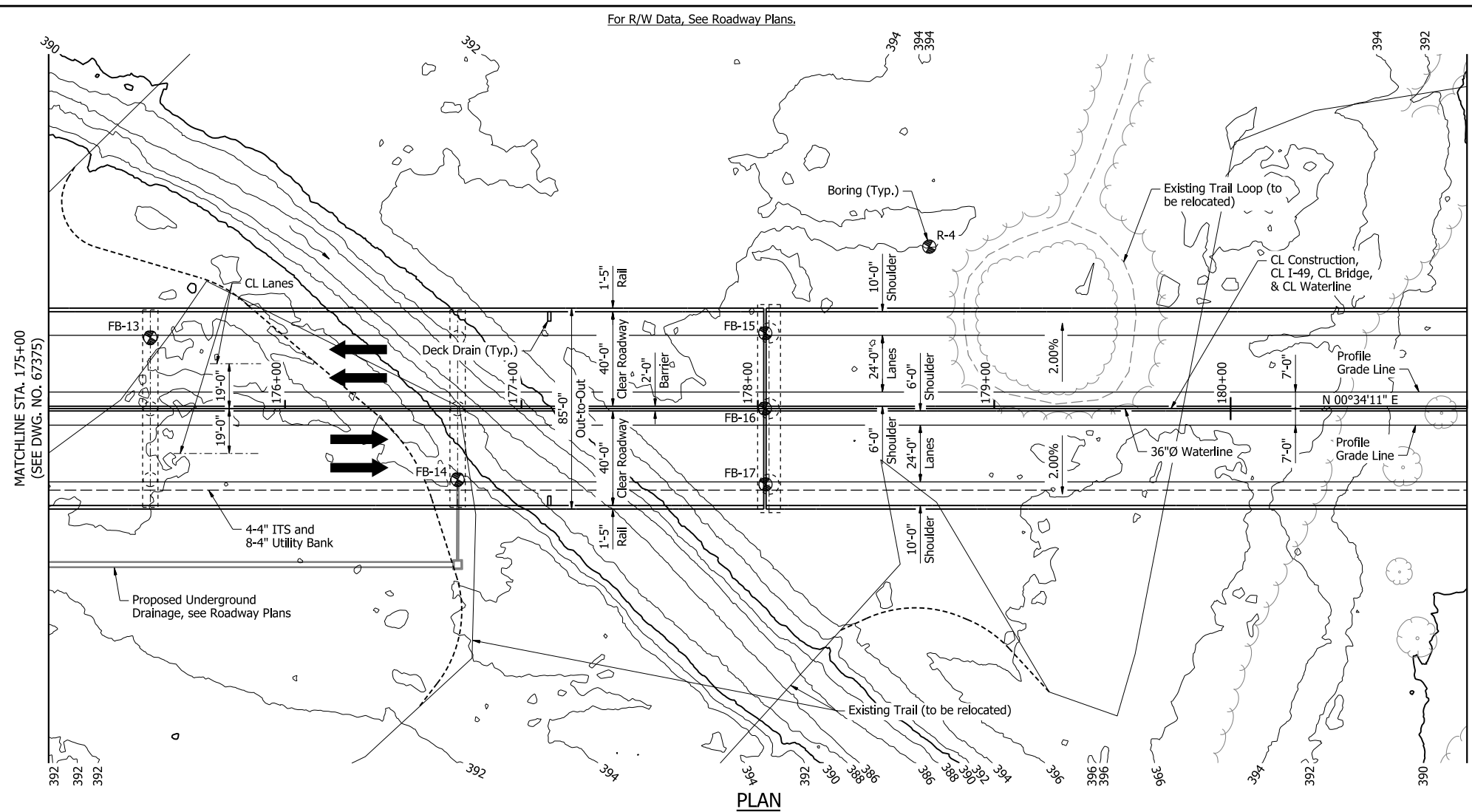


DRAWN BY: CTK DATE: 6/14/22 FILENAME: b04090111_l2.dgn
 CHECKED BY: CPS DATE: 12/7/23 SCALE: 1" = 30'-0"
 DESIGNED BY: NAM DATE: 5/15/22
 BRIDGE NO. 07684 DRAWING NO. 67375

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	316	809
07684 - BRIDGE LAYOUTS - 67376						

Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".
 For details of 36"Ø Waterline, see "DETAILS OF INSPECTION ACCESS AND WATERLINE SUPPORTS" and Waterline Plans.
 For "DETAILS OF DECK DRAINAGE", see Dwg. Nos. 67707 thru 67711.



MATCHLINE STA. 181+00
(SEE DWG. NO. 67377)

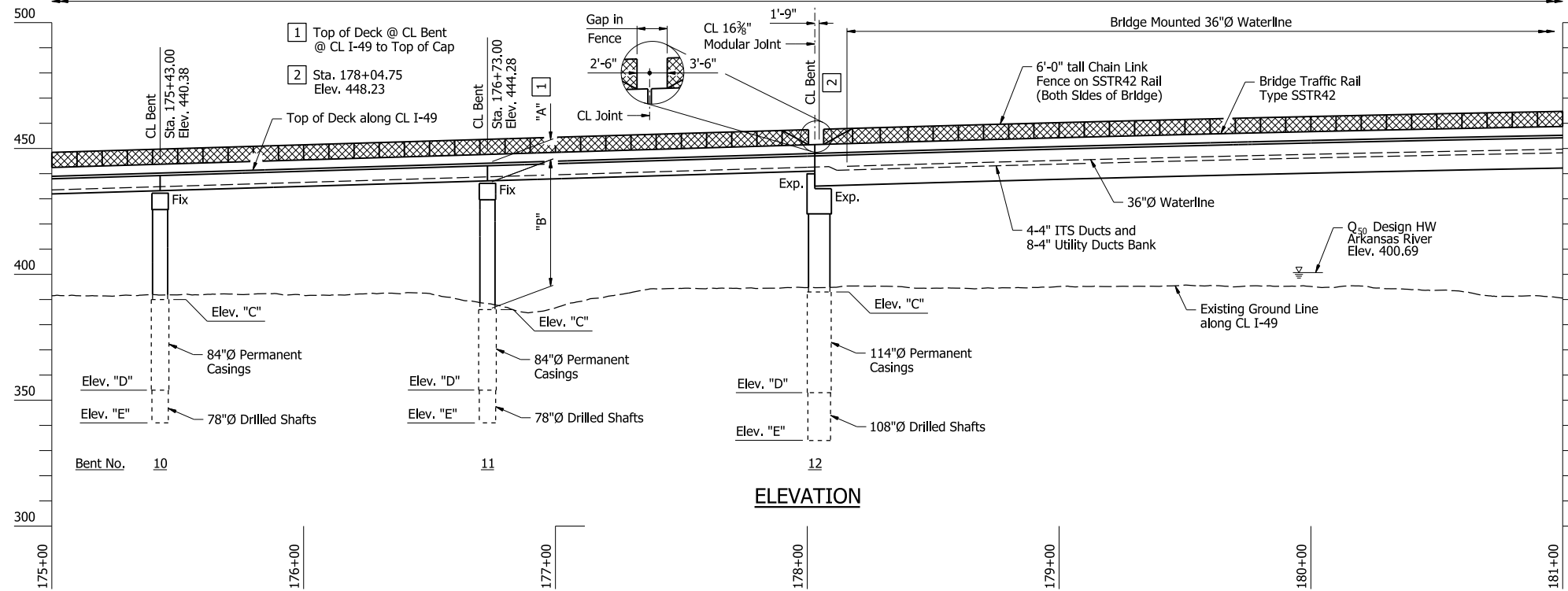
MATCHLINE STA. 175+00
(SEE DWG. NO. 67375)

PLAN

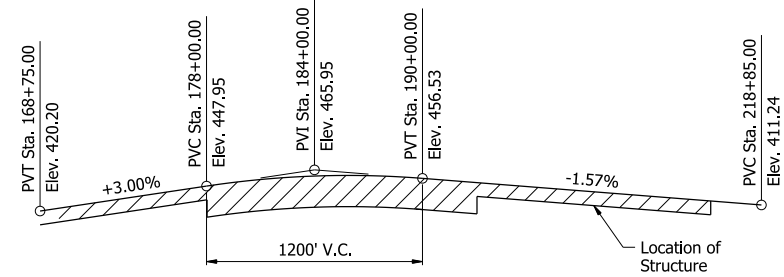
Total Length of Bridge = 5232'-2"

Unit No. 3 1590'-0" Continuous Plate Girder Unit No. 4 (355' - 440' - 440' - 355')

Limits of Fence over Springhill Park & Limits of Closed Rail Panels over Springhill Park



ELEVATION



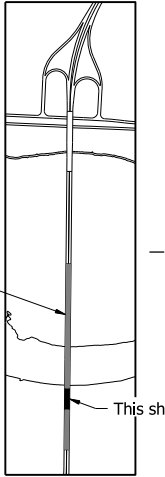
VERTICAL ALIGNMENT DATA

(Stations are along CL I-49, Elevations are along Profile Grade Line)

Note:
 Elevations shown are actual top of deck elevations at CL I-49. Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 10	8'-4½"	42'-0½"	390.00	354.00	341.00
Bent No. 11	8'-4½"	49'-10½"	386.00	354.00	341.00
Bent No. 12	15'-0½"	40'-2½"	393.00	352.00	329.50



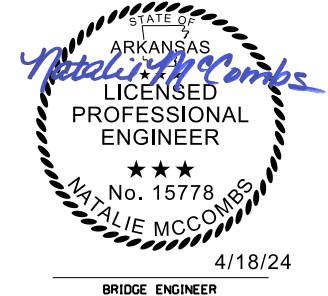
SITE PLAN

No Scale

ALTERNATE NO. 1
 SHEET 3 OF 10
 LAYOUT OF BRIDGE
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

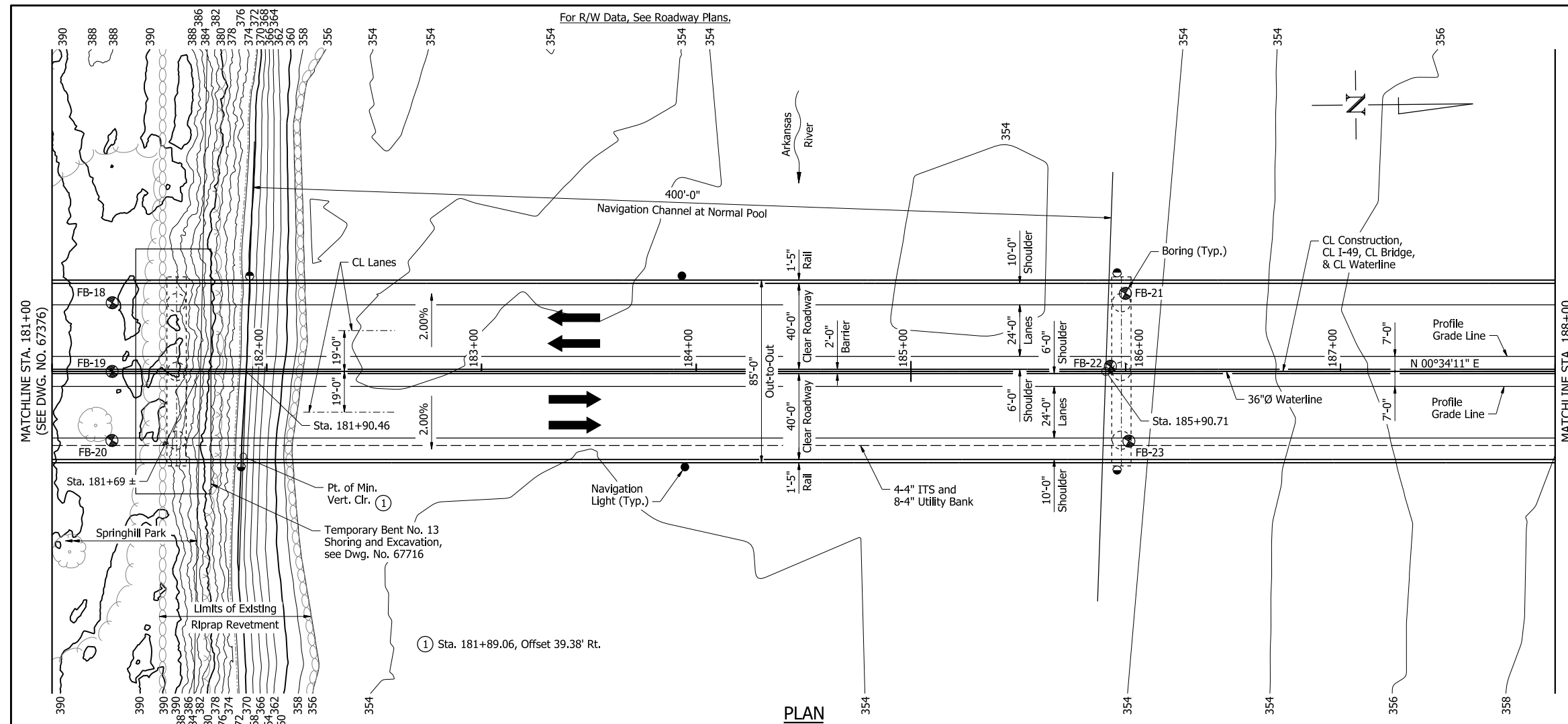


DRAWN BY: CTK DATE: 6/14/22 FILENAME: b04090111_13.dgn
 CHECKED BY: CPS DATE: 12/7/23 SCALE: 1" = 30'-0"
 DESIGNED BY: NAM DATE: 5/15/22
 BRIDGE NO. 07684 DRAWING NO. 67376

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	317	809
07684 - BRIDGE LAYOUTS - 67377						

Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of Navigation Lighting, see Illumination Plans.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".
 For details of 36"Ø Waterline, see "DETAILS OF INSPECTION ACCESS AND WATERLINE SUPPORTS" and Waterline Plans.



HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	③ TOTAL DISCHARGE	DISCHARGE BRIDGE 07684	② NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	CFS	FEET	FEET
Design	50	415,000	394,364	401.34	401.36
Base	100	480,000	453,722	403.37	403.37
Extreme	500	600,000	565,525	405.38	405.39
Overtopping	>500	615,000	579,313	405.83	405.85

② Unconstricted water surface without structure or roadway approaches.
 ③ The total discharge includes flow at this site and at Bridge 07685 (Flat Rock Creek relief bridge).
 ④ Based on hydraulic analysis for the final bridge design.

Q100 backwater elevation for existing structure = N/A, no existing structure

Proposed Bridge Low Chord Elevation = 403.71 feet at Station 163+76.67

Drainage Area = 151,000 square miles.

Historical H.W. Elev. = 406.96 feet (from upstream USGS stream gage 07250550 on June 1, 2019 with a discharge of 570,000 cfs)

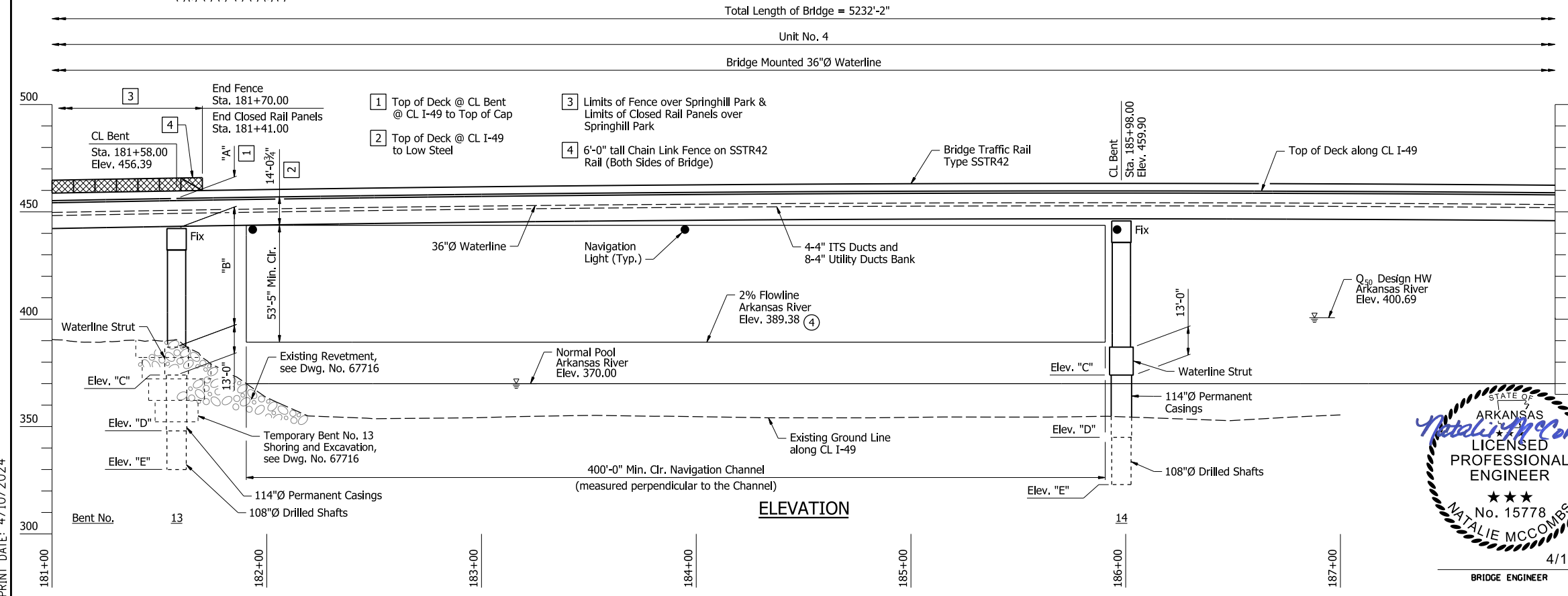


TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 13	15'-4 1/4"	67'-0 1/2"	374.00	348.00	321.00
Bent No. 14	15'-4 1/4"	70'-6 5/8"	374.00	345.00	318.00

Note:
 Elevations shown are actual top of deck elevations at CL I-49. Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

Bridge 07684

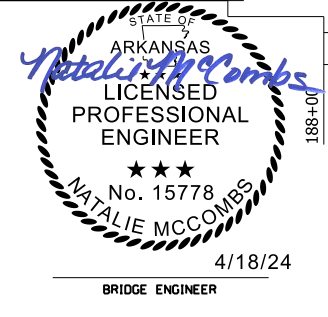
This sheet

SITE PLAN
No Scale

ALTERNATE NO. 1
SHEET 4 OF 10
LAYOUT OF BRIDGE
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

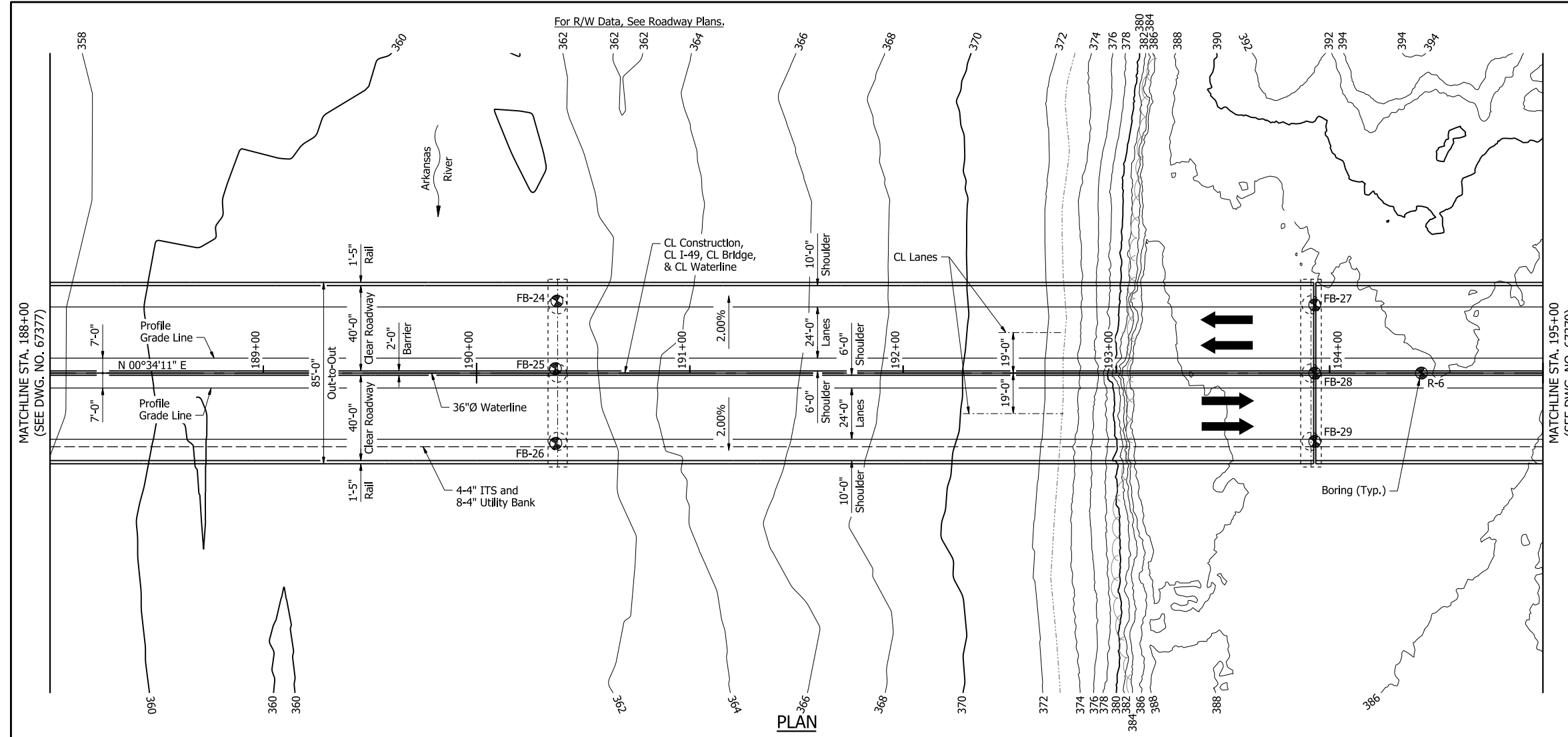
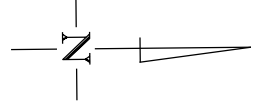
DRAWN BY: CTK DATE: 6/14/22 FILENAME: b04090111_l4.dgn
 CHECKED BY: CPS DATE: 12/7/23 SCALE: 1" = 30'-0"
 DESIGNED BY: NAM DATE: 5/15/22
 BRIDGE NO. 07684 DRAWING NO. 67377



PRINT DATE: 4/10/2024

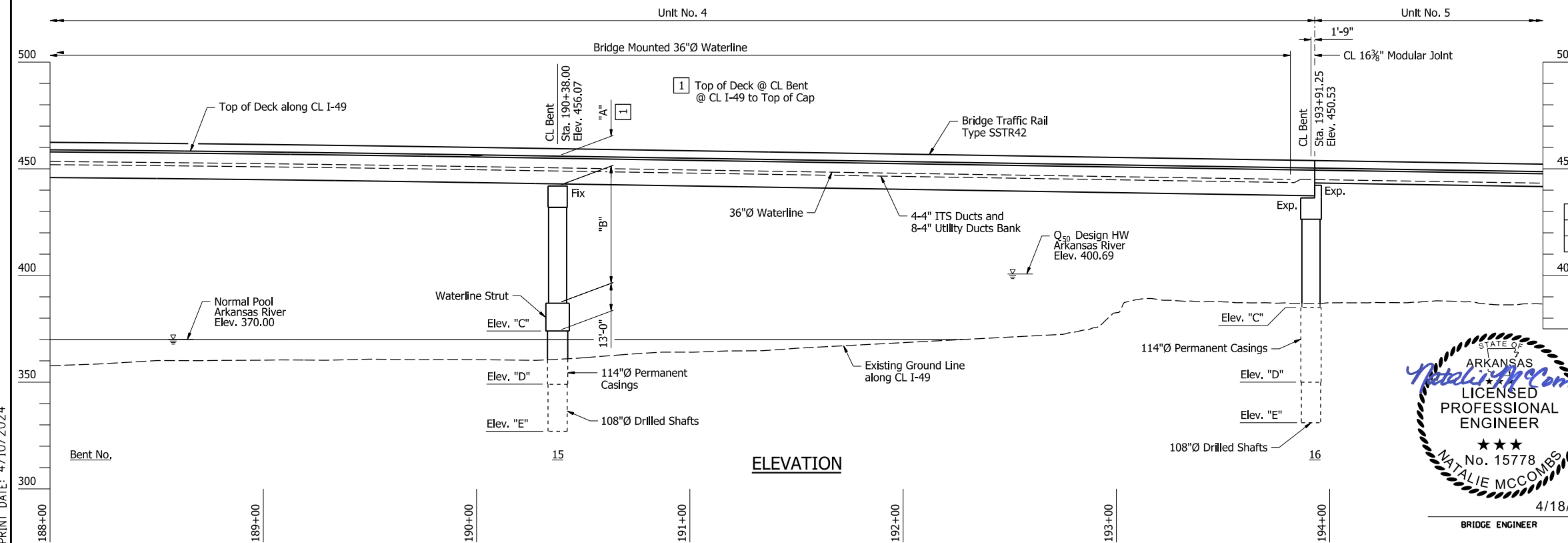
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	318	809
07684 - BRIDGE LAYOUTS - 67378						

Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".
 For details of 36"Ø Waterline, see "DETAILS OF INSPECTION ACCESS AND WATERLINE SUPPORTS" and Waterline Plans.



PLAN

Total Length of Bridge = 5232'-2"

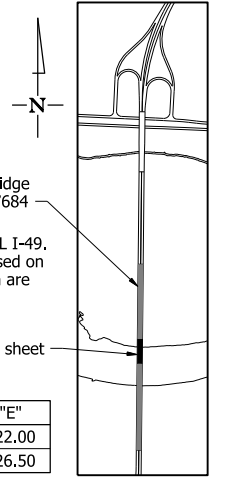


ELEVATION

Note:
 Elevations shown are actual top of deck elevations at CL I-49. Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

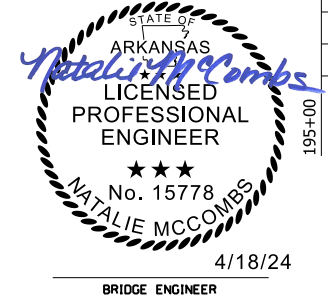
Location	"A"	"B"	"C"	"D"	"E"
Bent No. 15	15'-4 1/8"	66'-8 3/4"	374.00	349.00	322.00
Bent No. 16	15'-0 7/8"	50'-5 3/4"	385.00	349.00	326.50



SITE PLAN
No Scale

ALTERNATE NO. 1
SHEET 5 OF 10
LAYOUT OF BRIDGE
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

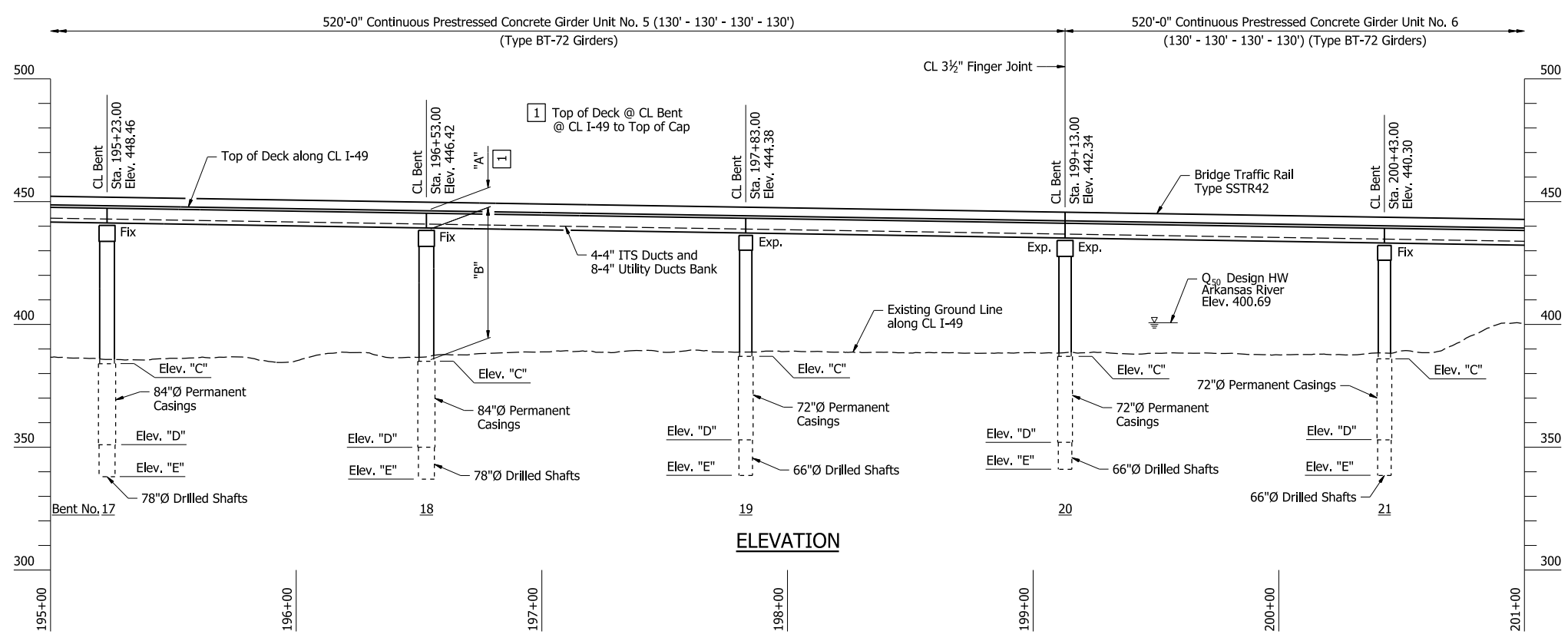
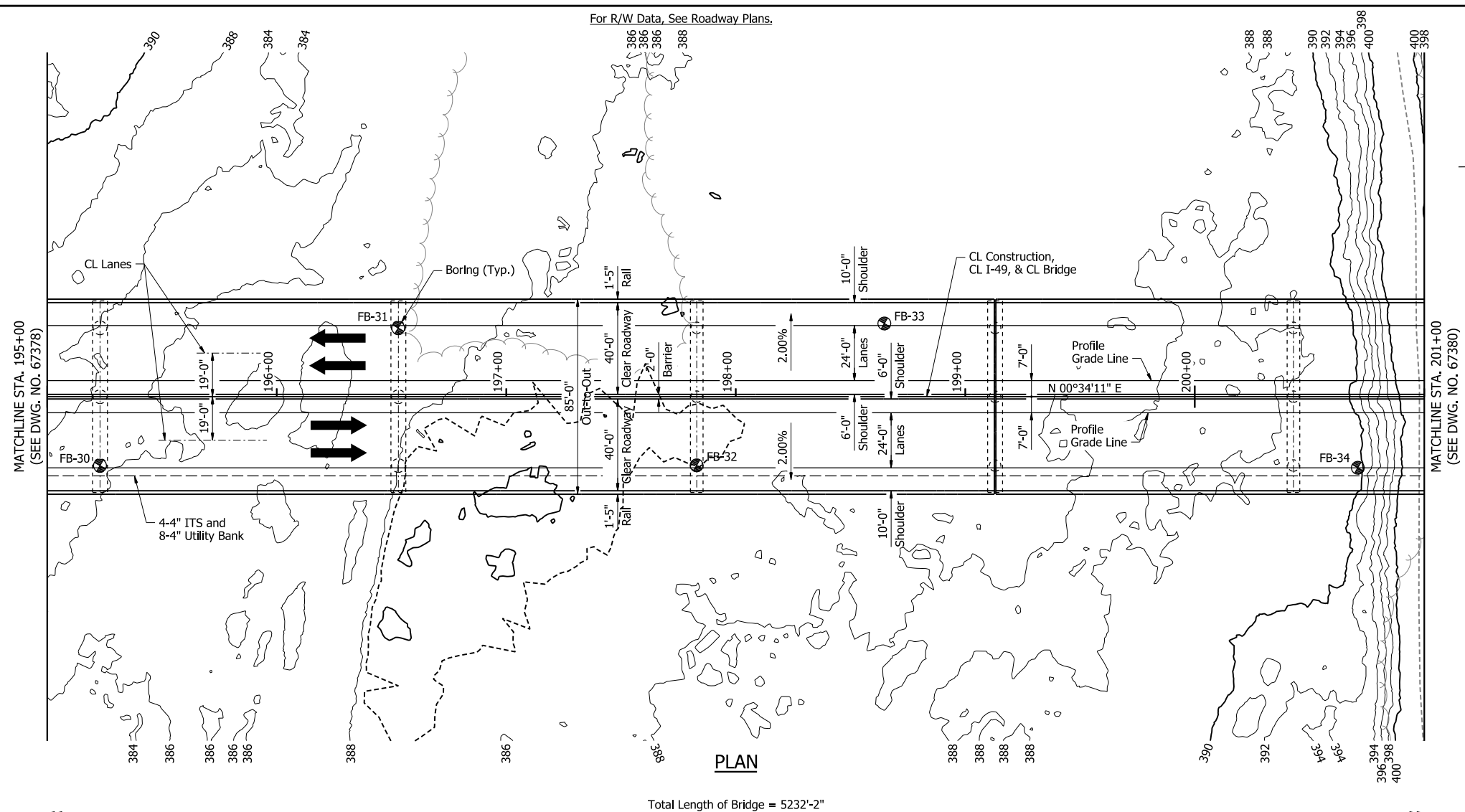


DRAWN BY: CTK DATE: 6/14/22 FILENAME: b04090111_15.dgn
 CHECKED BY: CPS DATE: 12/7/23 SCALE: 1" = 30'-0"
 DESIGNED BY: NAM DATE: 5/15/22
 BRIDGE NO. 07684 DRAWING NO. 67378

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	319	809
07684 - BRIDGE LAYOUTS - 67379						

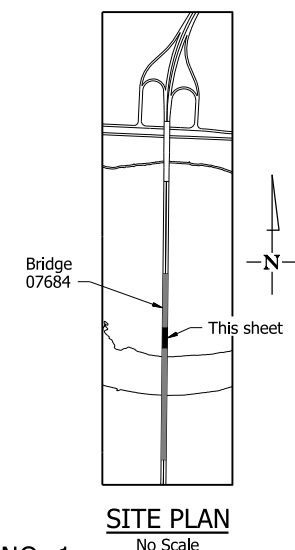
Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".



Note:
 Elevations shown are actual top of deck elevations at CL I-49. Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 17	8'-3 3/8"	56'-1 1/8"	384.00	352.00	334.50
Bent No. 18	8'-4 1/8"	53'-1"	385.00	351.00	333.50
Bent No. 19	8'-6 3/4"	48'-9 7/8"	387.00	353.00	338.50
Bent No. 20	8'-10"	46'-6 1/8"	387.00	352.00	337.50
Bent No. 21	8'-5"	45'-10 1/2"	386.00	353.00	338.50



ALTERNATE NO. 1
SHEET 6 OF 10
LAYOUT OF BRIDGE
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

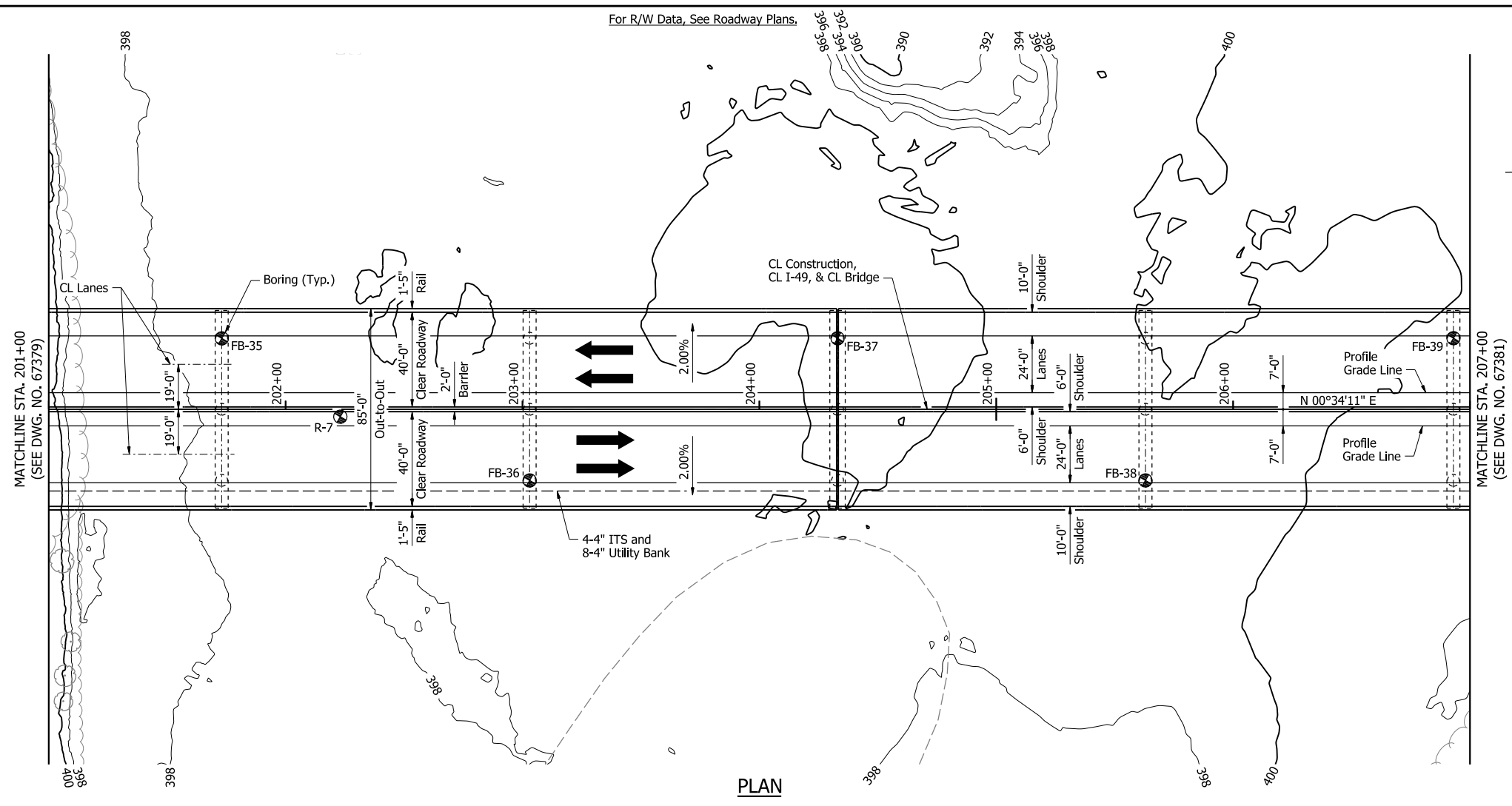
DRAWN BY: CTK DATE: 6/14/22 FILENAME: b04090111_l6.dgn
 CHECKED BY: CPS DATE: 12/7/23 SCALE: 1" = 30'-0"
 DESIGNED BY: NAM DATE: 5/15/22
 BRIDGE NO. 07684 DRAWING NO. 67379



PRINT DATE: 4/10/2024

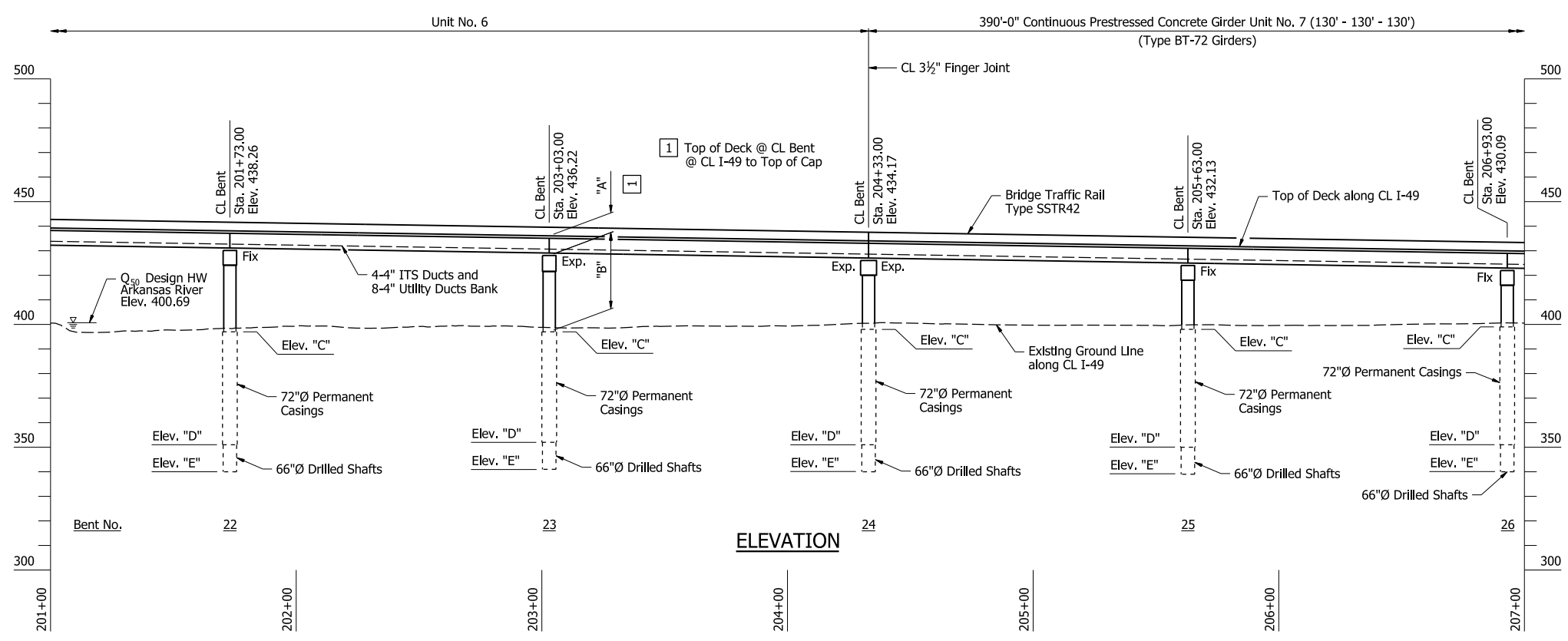
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	320	809
07684 - BRIDGE LAYOUTS - 67380						

Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".



PLAN

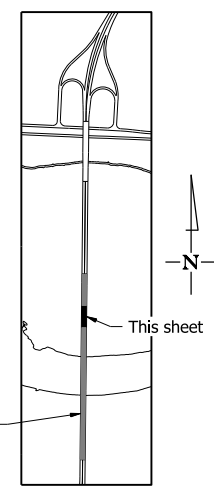
Total Length of Bridge = 5232'-2"



Note:
 Elevations shown are actual top of deck elevations at CL I-49. Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 22	8'-4 1/2"	32'-11"	397.00	351.00	340.00
Bent No. 23	8'-6 1/4"	30'-7 7/8"	397.00	352.00	341.00
Bent No. 24	8'-9 3/8"	27'-4 1/8"	398.00	351.00	340.00
Bent No. 25	8'-5 1/2"	25'-8 3/8"	398.00	350.00	339.00
Bent No. 26	8'-5 1/2"	22'-7 1/8"	399.00	351.00	340.00



SITE PLAN

ALTERNATE NO. 1
 SHEET 7 OF 10
 LAYOUT OF BRIDGE
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

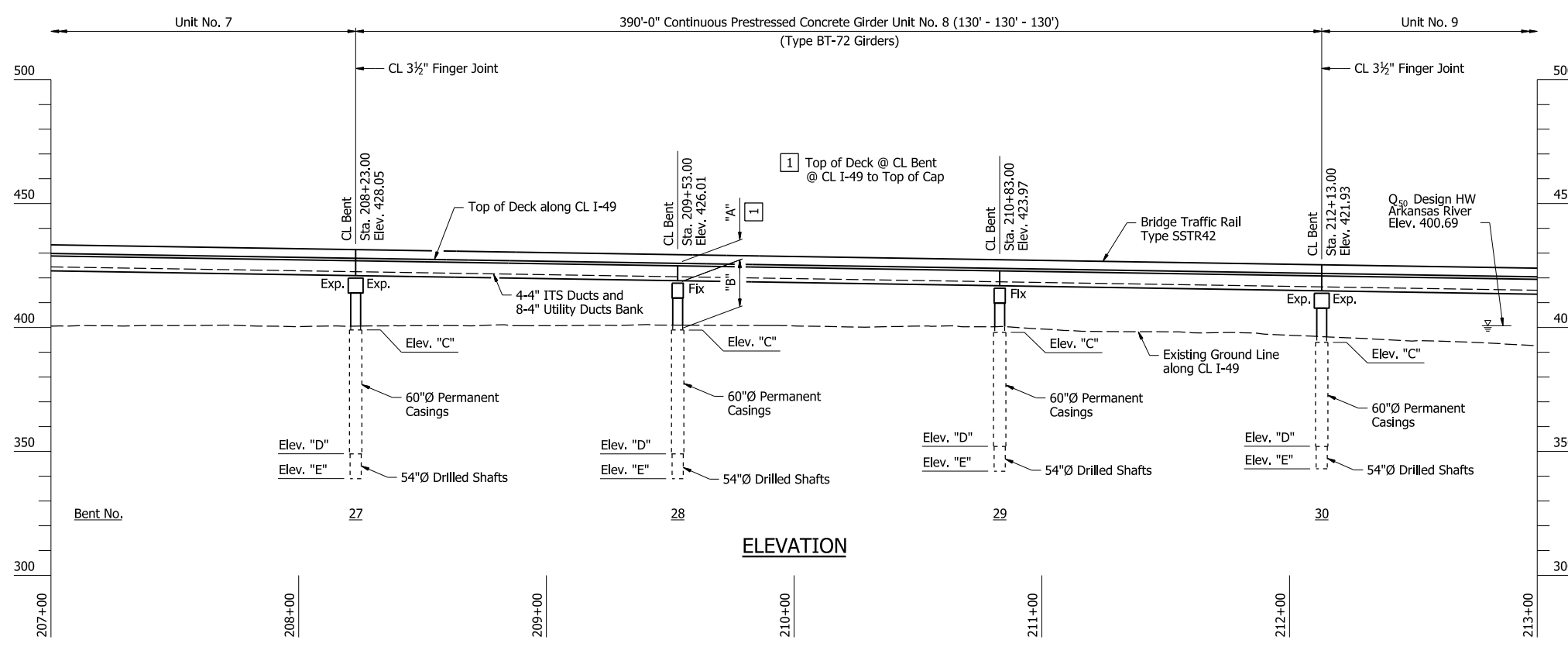
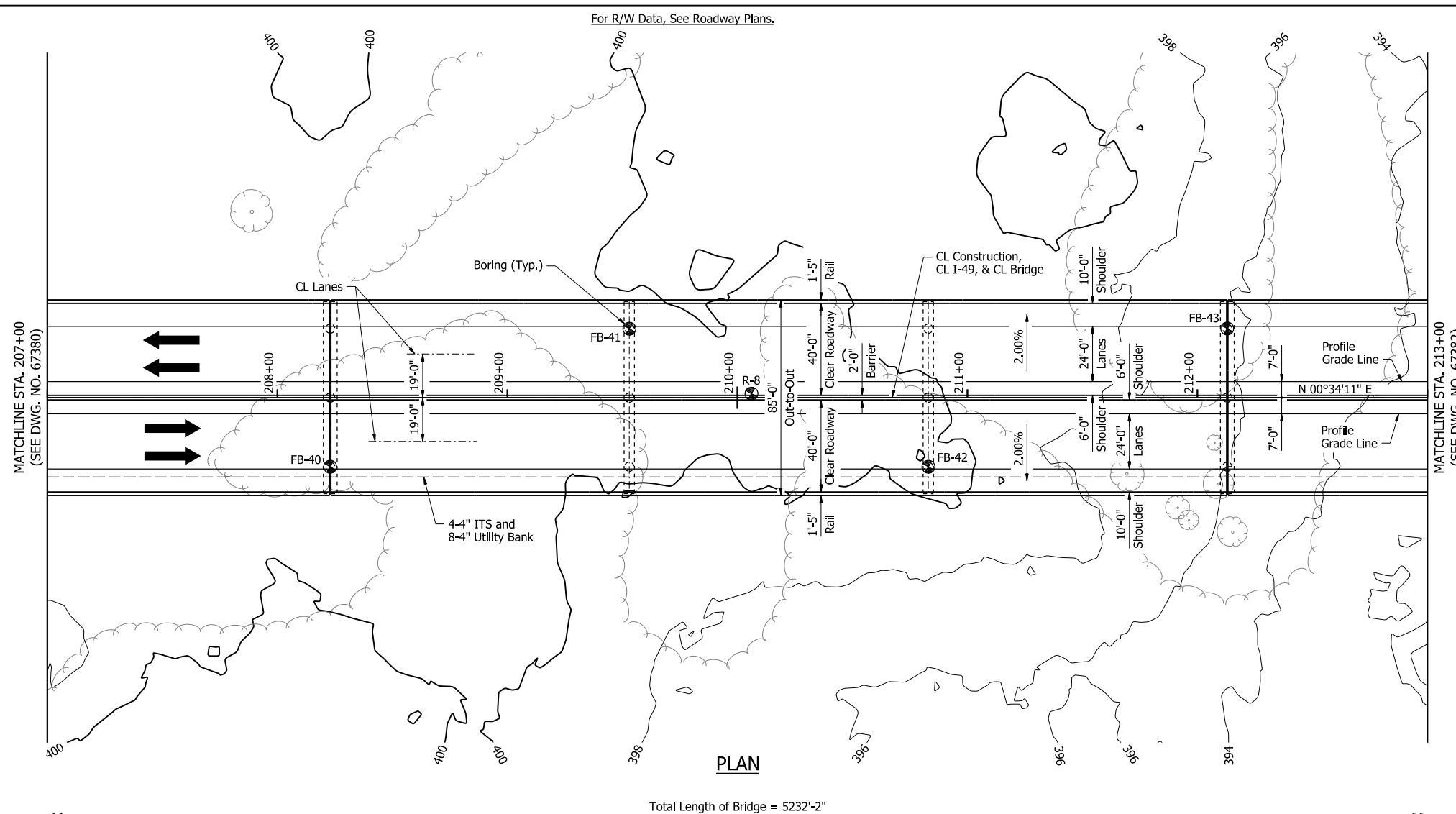


DRAWN BY: CTK DATE: 6/14/22 FILENAME: b04090111_l7.dgn
 CHECKED BY: CPS DATE: 12/7/23 SCALE: 1" = 30'-0"
 DESIGNED BY: NAM DATE: 5/15/22
 BRIDGE NO. 07684 DRAWING NO. 67380

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	321	809
07684 - BRIDGE LAYOUTS - 67381						

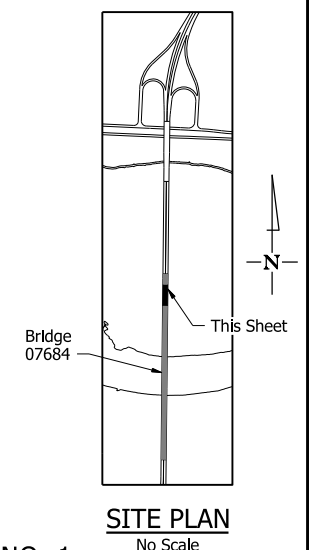
Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".



Note:
 Elevations shown are actual top of deck elevations at CL I-49.
 Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 27	8'-9 3/4"	20'-2 7/8"	399.00	349.00	339.00
Bent No. 28	8'-5 1/2"	18'-6 3/8"	399.00	349.00	339.00
Bent No. 29	8'-5 1/4"	17'-6 3/8"	398.00	352.00	342.00
Bent No. 30	8'-10 1/2"	19'-1 1/8"	394.00	352.00	343.00



ALTERNATE NO. 1
 SHEET 8 OF 10
 LAYOUT OF BRIDGE
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 6/14/22 FILENAME: b04090111_l8.dgn
 CHECKED BY: CPS DATE: 12/7/23 SCALE: 1" = 30'-0"
 DESIGNED BY: NAM DATE: 5/15/22

BRIDGE NO. 07684 DRAWING NO. 67381



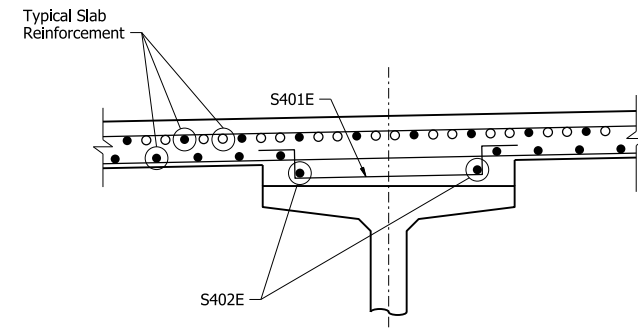
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	323	809
07684 - BRIDGE LAYOUTS - 67383						

GENERAL NOTES

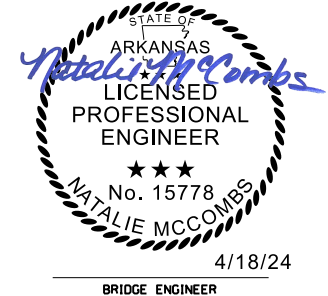
GENERAL NOTES: For project specific general notes, see Dwg. Nos. 67372 and 67373

DETAIL DRAWINGS:	DRAWING NO(S):
Schedule of Bridge Quantities	67366 - 67367
General Notes	67372 - 67373
Layout of Bridge	67374 - 67383
Elevation of Soil Borings	67384 - 67391
End Bents 1 & 33	67392 - 67397
Bent No. 2	67398 - 67399
Bent No. 3	67400 - 67401
Bent Nos. 4, 27, & 30	67402 - 67403
Bent Nos. 5, 19, & 23	67404 - 67405
Bent Nos. 6, 7, 21, 22, 25, & 26	67406 - 67407
Bent Nos. 8, 20, & 24	67408 - 67409
Bent No. 9	67410 - 67411
Bent Nos. 10 & 11	67412 - 67413
Bent Nos. 12 & 16	67414 - 67419
Bent Nos. 13, 14, & 15	67420 - 67424
Bent Nos. 17 & 18	67425 - 67426
Bent Nos. 28, 29, 31, & 32	67427 - 67428
390'-0" Continuous Prestressed Concrete Girder Units 1, 7, 8, & 9	67429 - 67436
520'-0" Continuous Prestressed Concrete Girder Units 2, 3, 5, & 6	67437 - 67449
1590'-0" Continuous Plate Girder Unit 4	67450 - 67464
Inspection Access and Waterline Supports	67465 - 67471
ITS and Utility Bank Supports	67672 - 67677 & 67684 - 67685
Bridge Traffic Rail Type SSTR42	67686 - 67688
Median Barrier	67689
Sections Near Joints	67690
Armored Joint with Neoprene Strip Seal	67692
Finger Joints	67694 - 67695
Modular Joints	67698 - 67699
Elastomeric Bearings	67702 - 67703
HMLR Bearings	67706
Deck Drainage	67707 - 67711
Bridge Approaches	67712
Revetment at Bent No. 13	67716
Navigation Clearance Gauge	67717
Dumped Riprap and Filter Blanket	55001
Permanent Steel Deck Forms	55005
General Notes for Steel Bridge Structures	55006
Details For Steel Bridge Structures	55007
Type D Name Plate	55010
Standard Details for Chain Link Fence	55018
Steel H-Piling	55020
Type F Approach Gutters	55030F
Type F Approach Slabs	55040F1
Bridge Traffic Rail Type SSTR42	55071



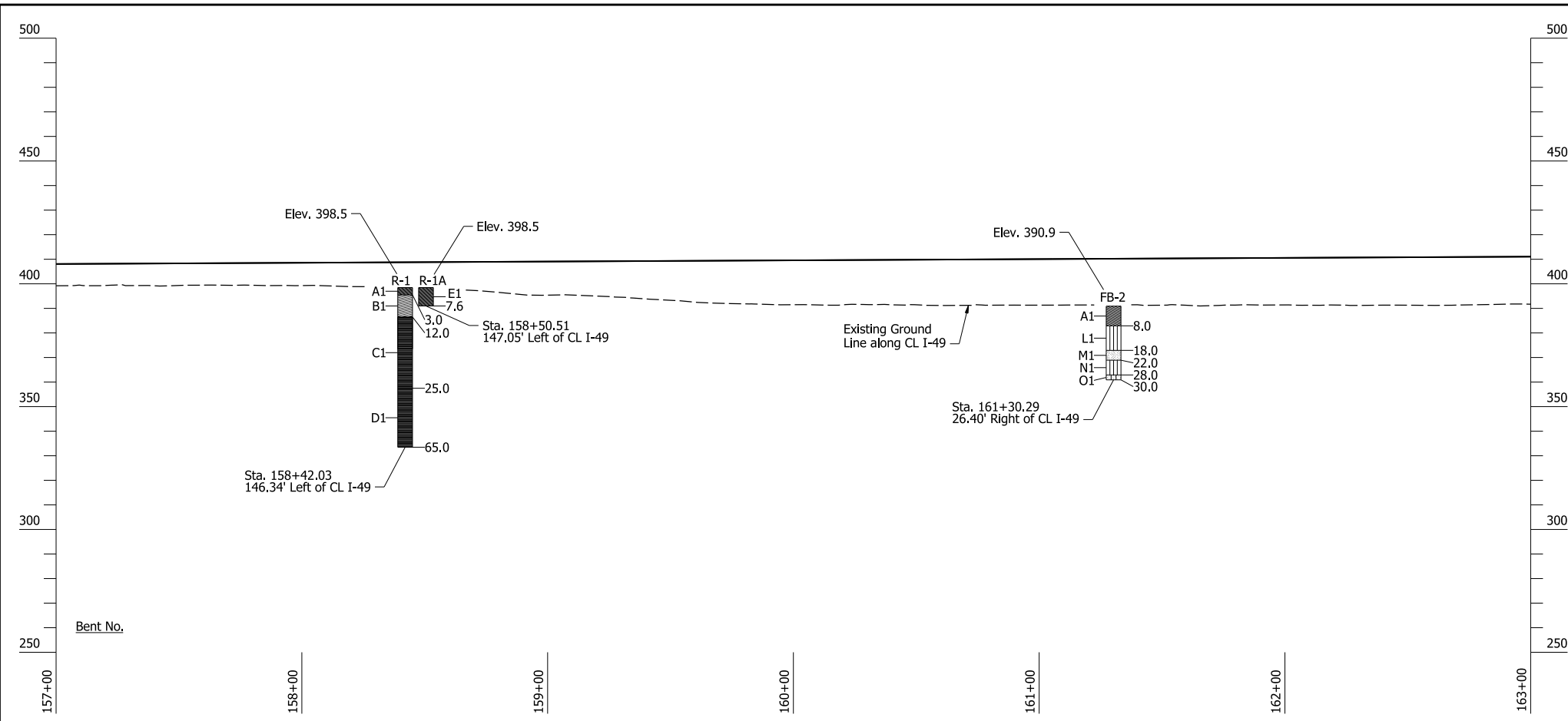
HAUNCH REINFORCEMENT DETAIL
Scale: 3/4" = 1'-0"

ALTERNATE NO. 1
SHEET 10 OF 10
LAYOUT OF BRIDGE
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

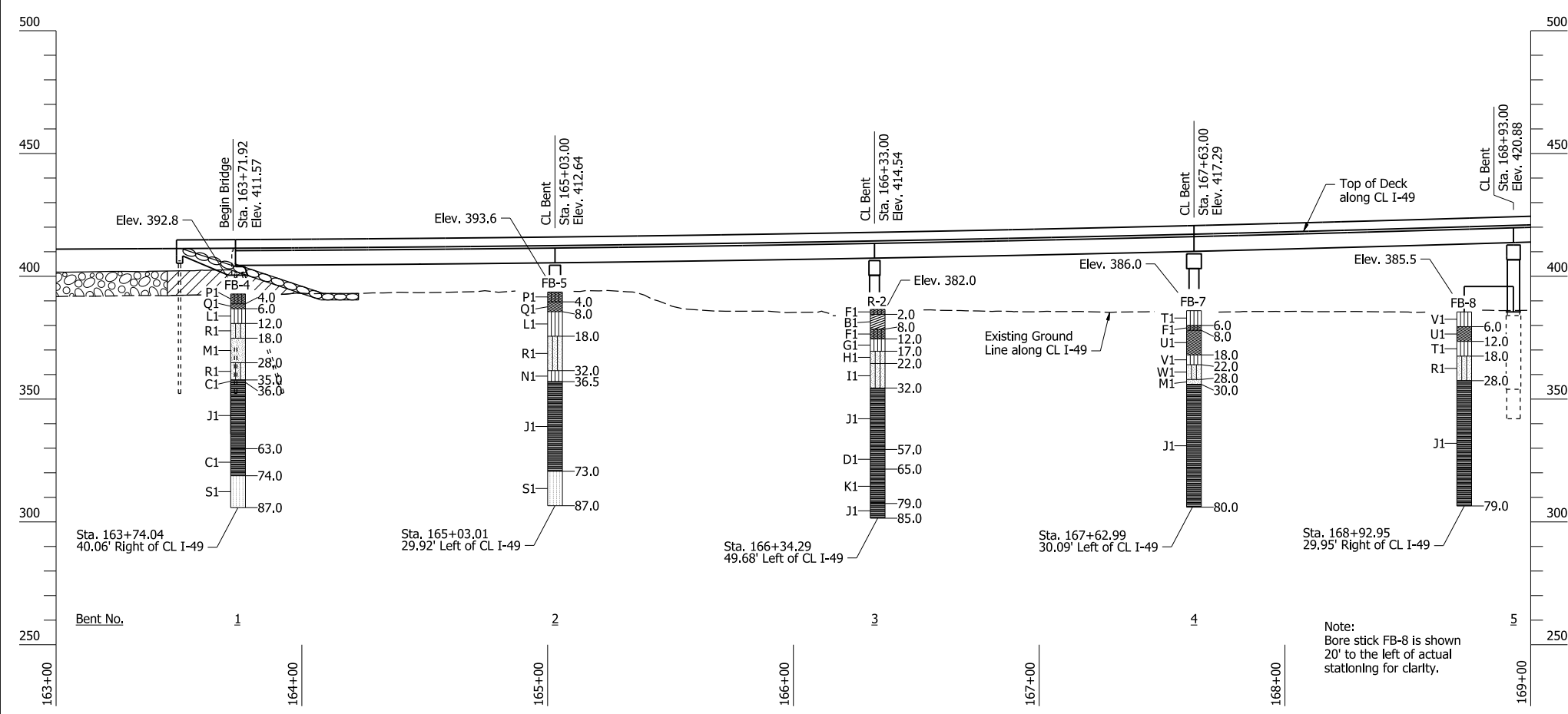


ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: CEM DATE: 12/2/23 FILENAME: b04090111_i10.dgn
CHECKED BY: BTJ DATE: 12/15/23 SCALE: No Scale
DESIGNED BY: NAM DATE: 5/15/23
BRIDGE NO. 07684 DRAWING NO. 67383

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	324	809
07684 - BRIDGE LAYOUTS - 67384						



ELEVATION OF SOIL BORINGS



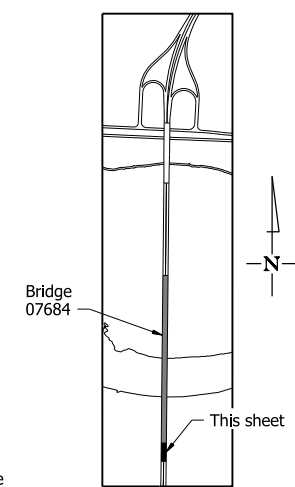
ELEVATION OF SOIL BORINGS

"N" VALUES

FB-2 - Sta. 161+30.29, 26.40' Right of CL I-49	
0.5-1.5	N=5
4.5-5.5	N=7
6.5-7.5	N=6
9.0-10.0	N=5
14.0-15.0	N=4
19.0-20.0	N=9
24.0-25.0	N=13
29.0-30.0	N=50/10"
FB-4 - Sta. 163+74.04, 40.06' Right of CL I-49	
0.5-1.5	N=5
2.5-3.5	N=4
6.5-7.5	N=5
9.0-10.0	N=6
14.0-15.0	N=12
19.0-20.0	N=7
24.0-25.0	N=17
29.0-30.0	N=25
34.0-35.0	N=19
35.0-36.0	N=50/2"
FB-5 - Sta. 165+03.01, 29.92' Left of CL I-49	
0.5-1.5	N=4
2.5-3.5	N=6
4.5-5.5	N=7
9.0-10.0	N=9
14.0-15.0	N=5
19.0-20.0	N=15
24.0-25.0	N=22
29.0-30.0	N=37
34.0-35.0	N=10
36.0-37.0	N=50/1"
FB-7 - Sta. 167+62.99, 30.09' Left of CL I-49	
0.5-1.5	N=WOH
2.5-3.5	N=WOH
4.5-5.5	N=WOH
6.5-7.5	N=4
9.0-10.0	N=4
14.0-15.0	N=WOH
19.0-20.0	N=2
24.0-25.0	N=6
29.0-30.0	N=13
FB-8 - Sta. 168+92.95, 29.95' Right of CL I-49	
0.5-1.5	N=WOH
2.5-3.5	N=WOH
4.5-5.5	N=3
6.5-7.5	N=4
9.0-10.0	N=4
14.0-15.0	N=11
19.0-20.0	N=2
24.0-25.0	N=3
28.0-29.0	N=50/4"
R-1 - Sta. 158+42.03, 146.34' Left of CL I-49	
0.5-1.5	N=3
2.5-3.5	N=6
4.5-5.5	N=6
6.5-7.5	N=11
9.0-10.0	N=11
14.0-15.0	N=50/6"
R-1A - Sta. 158+50.51, 147.05' Left of CL I-49	
0.5-1.5	N=3
2.5-3.5	N=6
4.5-5.5	N=6
6.5-7.5	N=11
9.0-10.0	N=11
14.0-15.0	N=50/6"
R-2 - Sta. 166+34.29, 49.68' Left of CL I-49	
0.5-1.5	N=2
2.5-3.5	N=2
4.5-5.5	N=3
6.5-7.5	N=3
9.0-10.0	N=3
14.0-15.0	N=4
19.0-20.0	N=4
24.0-25.0	N=37
29.0-30.0	N=43
34.0-35.0	N=50/1.5"

BORING LEGEND

- A1 - CL-Very soft to soft brown to reddish brown silty clay
- B1 - CH-Very soft to soft reddish brown and gray clay
- C1 - SHALE-Moderately hard dark gray slightly weathered and weathered shale
- D1 - SHALE-Moderately hard to hard dark gray shale w/occasional fine-grained sandstone inclusions and partings
- E1 - CL-Firm to stiff reddish brown clay
- F1 - CL-ML-Very soft brown and reddish tan clayey silt and silty clay
- G1 - ML-Very loose to loose reddish tan fine sandy silt
- H1 - SM-Very loose to loose reddish tan silty fine sand
- I1 - SM-Dense tannish gray fine to medium sand w/little fine gravel
- J1 - SHALE-Moderately hard dark gray shale w/occasional gray fine-grained sandstone partings
- K1 - SHALE-Hard dark gray shale w/interbedded very thin gray fine-grained sandstone partings
- L1 - ML-Loose reddish tan silt
- M1 - SP-Loose tan and reddish fine to medium sand
- N1 - ML-Medium dense reddish tan fine sandy silt
- O1 - SM-Dense to very dense grayish tan silty fine sand
- P1 - CL-ML-Soft brown and reddish brown clayey silt
- Q1 - CL-Firm reddish brown silty clay
- R1 - SM-Medium dense tan silty fine sand
- S1 - SANDSTONE-Moderately hard light gray fine-grained sandstone w/interbedded very close, very thin, dark gray shale partings
- T1 - ML-Very loose brown clayey silt
- U1 - CL-Very soft brown silty clay
- V1 - ML-Very loose brown fine sandy silt w/trace clay
- W1 - SM-Very loose gray silty fine to medium sand



SITE PLAN
No Scale

Note:
Soil descriptions have been condensed for the purposes of this drawing.
See Final Geotechnical Report for additional information on individual borings.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 1 OF 8
ELEVATION OF SOIL BORINGS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



DRAWN BY: BNG DATE: 8/22/23 FILENAME: b04090111_i11.dgn
 CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'-0"
 DESIGNED BY: MJLD DATE: 8/15/23
 BRIDGE NO. 07684 DRAWING NO. 67384

PRINT DATE: 4/10/2024

Note:
Bore stick FB-8 is shown 20' to the left of actual stationing for clarity.

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	325	809
07684 - BRIDGE LAYOUTS - 67385						

"N" VALUES

FB-10 - Sta. 171+53.44, 30.36' Left of CL I-49	
0.5-1.5	N=2
2.5-3.5	N=6
4.5-5.5	N=4
6.5-7.5	N=6
9.0-10.0	N=7
14.0-15.0	N=5
19.0-20.0	N=19
24.0-25.0	N=23
29.0-30.0	N=58
34.0-35.0	N=40
39.0-40.0	N=44
44.0-45.0	N=50/10"
FB-11 - Sta. 172+88.99, 30.08' Left of CL I-49	
0.5-1.5	N=7
2.5-3.5	N=7
4.5-5.5	N=2
6.5-7.5	N=8
9.0-10.0	N=5
14.0-15.0	N=4
19.0-20.0	N=11
24.0-25.0	N=50/10"
29.0-30.0	N=32
34.0-35.0	N=50/11"
39.0-40.0	N=50/6"
44.0-45.0	N=50/3"
49.0-50.0	N=50/2"
FB-12 - Sta. 174+13.11, 29.98' Right of CL I-49	
0.5-1.5	N=3
2.5-3.5	N=3
4.5-5.5	N=3
6.5-7.5	N=6
9.0-10.0	N=8
14.0-15.0	N=6
19.0-20.0	N=2
24.0-25.0	N=7
29.0-30.0	N=9
34.0-35.0	N=42
FB-13 - Sta. 175+43.00, 30.05' Left of CL I-49	
0.5-1.5	N=2
2.5-3.5	N=2
4.5-5.5	N=2
6.5-7.5	N=10
9.0-10.0	N=6
14.0-15.0	N=6
19.0-20.0	N=2
24.0-25.0	N=7
29.0-30.0	N=9
34.0-35.0	N=9
FB-14 - Sta. 176+72.98, 30.00' Right of CL I-49	
0.5-1.5	N=2
2.5-3.5	N=4
4.5-5.5	N=3
6.5-7.5	N=7
9.0-10.0	N=6
14.0-15.0	N=5
19.0-20.0	N=5
24.0-25.0	N=14
29.0-30.0	N=28
34.0-35.0	N=13
35.5-36.5	N=50/1"
FB-15 - Sta. 178+03.15, 31.89' Left of CL I-49	
0.5-1.5	N=4
2.5-3.5	N=4
4.5-5.5	N=3
6.5-7.5	N=6
9.0-10.0	N=6
14.0-15.0	N=6
19.0-20.0	N=6
24.0-25.0	N=10
29.0-30.0	N=8
34.0-35.0	N=15
38.0-39.0	N=50/4"
FB-16 - Sta. 178+02.95, CL I-49	
0.5-1.5	N=4
2.5-3.5	N=7
4.5-5.5	N=6
6.5-7.5	N=6
9.0-10.0	N=10
14.0-15.0	N=8
19.0-20.0	N=18
24.0-25.0	N=15
29.0-30.0	N=6
34.0-35.0	N=12
38.0-39.0	N=50/2"

BORING LEGEND

- A1 - CL-Stiff brown silty clay (fill)
- B1 - ML-Medium dense brown and tan fine sandy silt
- C1 - CH-Soft brown and reddish brown clay
- D1 - ML-Very loose tan, reddish tan and brown fine sandy silt
- E1 - SW-Loose gray and brown fine to coarse sand
- F1 - SHALE-Low hardness dark gray weathered and highly weathered shale
- G1 - SHALE-Moderately hard dark gray shale
- H1 - SHALE-Moderately hard dark gray weathered shale
- I1 - ML-Very loose brown clayey silt
- J1 - SM-Very loose tan and brown silty fine sand
- K1 - ML-Loose tan and brown fine sandy silt
- L1 - CL-ML-Soft brown clayey silt
- M1 - SP-Medium dense tan, brown and gray fine to medium sand
- N1 - SP-SM-Dense tan and gray silty fine sand
- O1 - SANDSTONE-Moderately hard gray fine-grained sandstone
- P1 - SP-Dense to very dense tan fine to coarse sand
- Q1 - SP-SM-Dense to very dense brown and tan fine sand
- R1 - SM-Loose reddish tan to brown silty fine sand
- S1 - SM-Medium dense tan and gray silty fine to coarse sand
- T1 - SP-Very loose brown fine to medium sand
- U1 - SP-Medium dense tan and gray fine to coarse sand with gravel
- V1 - ASPHALT-2 inches; Asphalt Cement Concrete
- W1 - FILL-10 inches; Crushed Stone Base
- X1 - SP-Loose gray fine to coarse sand
- Y1 - CL-Very loose brown silty clay
- Z1 - SW-Medium dense tan and gray fine to coarse sand

FB-17 - Sta. 178+03.00, 32.00' Right of CL I-49

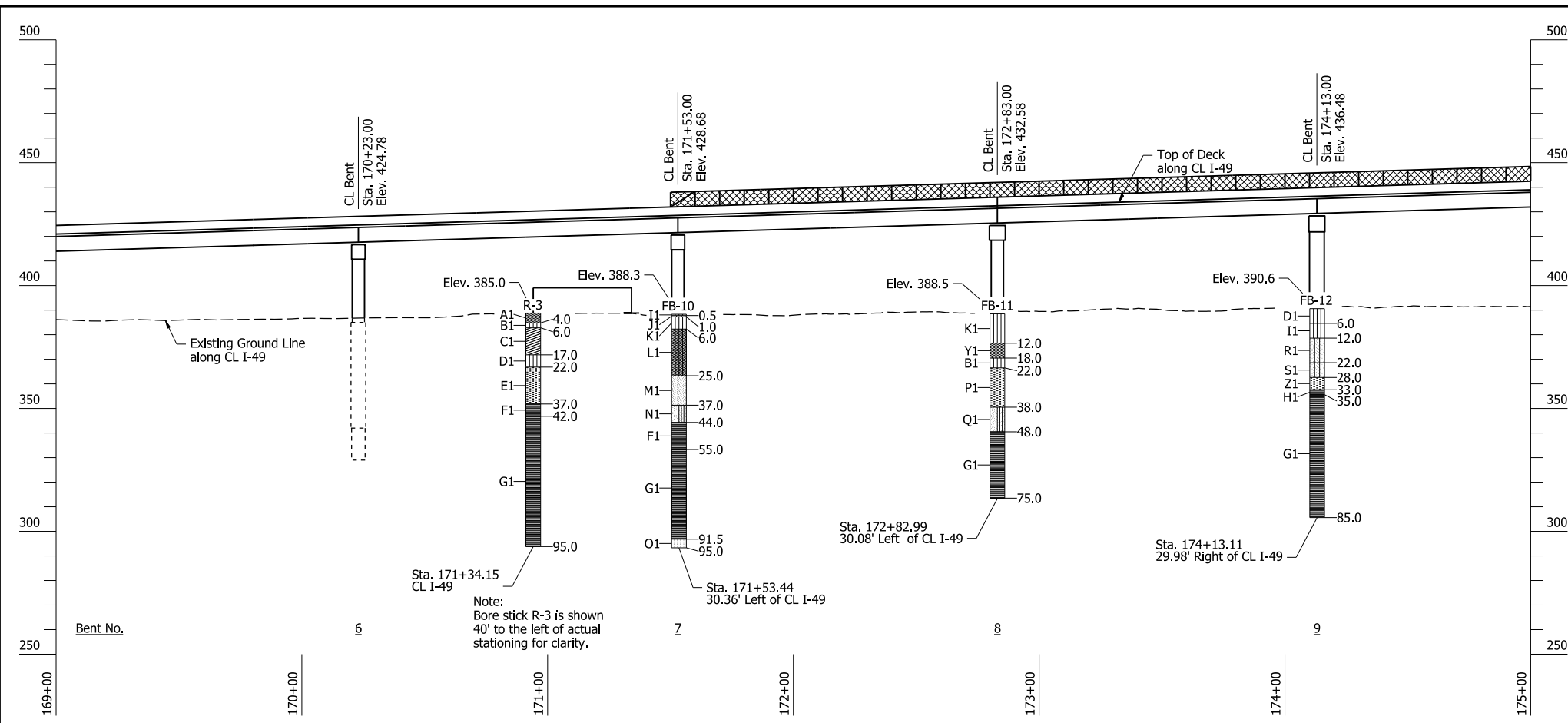
0.5-1.5	N=3
2.5-3.5	N=6
4.5-5.5	N=6
6.0-7.0	N=4
9.0-10.0	N=7
14.0-15.0	N=8
19.0-20.0	N=10
24.0-25.0	N=13
29.0-30.0	N=12
34.0-35.0	N=18
38.0-39.0	N=50/3"

R-3 - Sta. 171+34.15, CL I-49

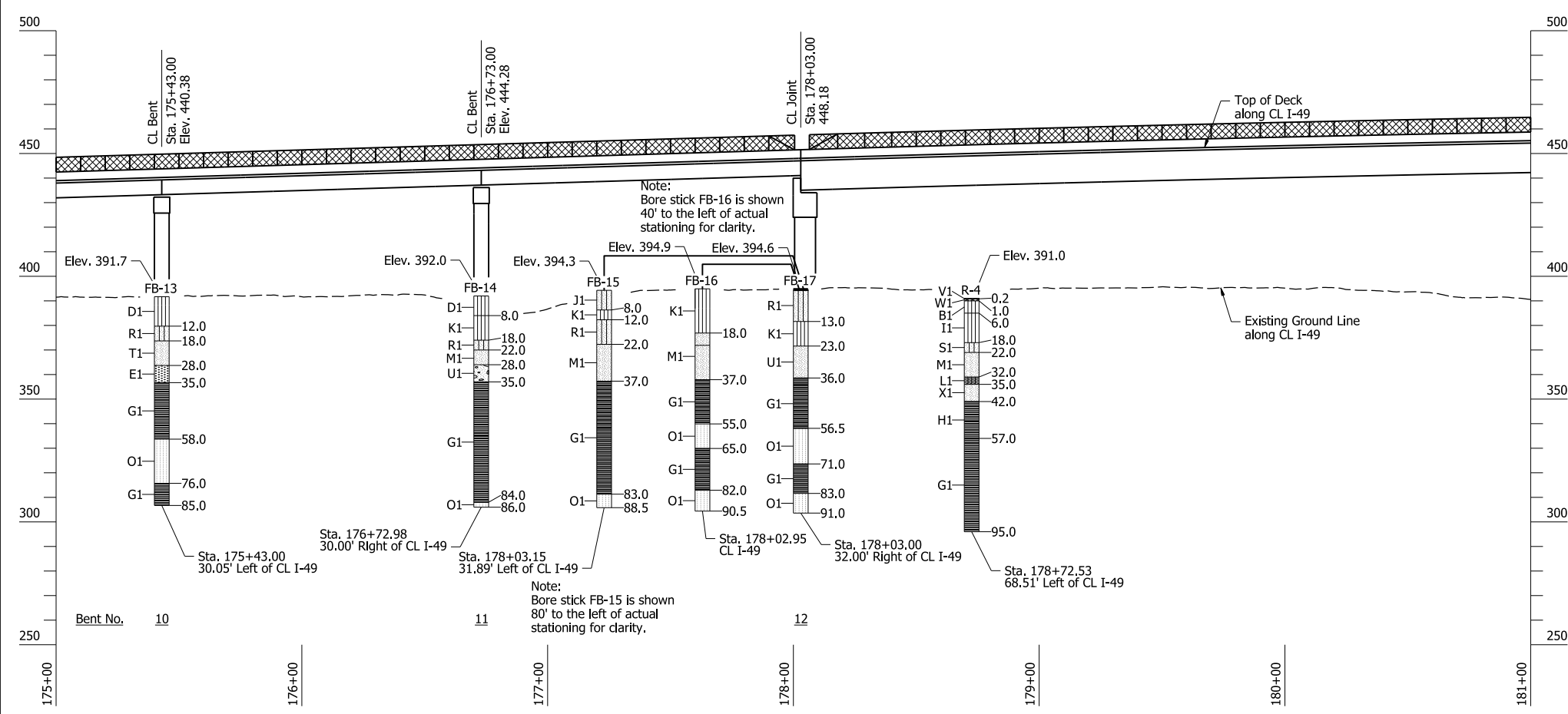
0.5-1.5	N=10
2.5-3.5	N=38
4.5-5.5	N=20
9.0-10.0	N=5
14.0-15.0	N=2
19.0-20.0	N=4
24.0-25.0	N=8
29.0-30.0	N=14
34.0-35.0	N=18
39.0-40.0	N=50/6"
44.0-45.0	N=50/2"

R-4 - Sta. 178+72.53, 68.51' Left of CL I-49

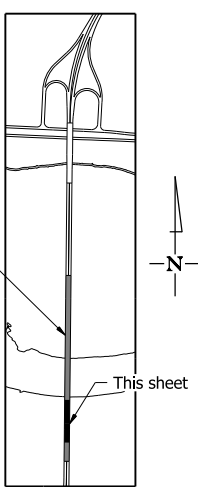
2.0-3.0	N=16
4.5-5.5	N=7
6.5-7.5	N=3
9.0-10.0	N=9
14.0-15.0	N=11
19.0-20.0	N=22
24.0-25.0	N=15
29.0-30.0	N=27
34.0-35.0	N=6
39.0-40.0	N=15
44.0-45.0	N=50/2"



ELEVATION OF SOIL BORINGS



ELEVATION OF SOIL BORINGS



SITE PLAN
No Scale

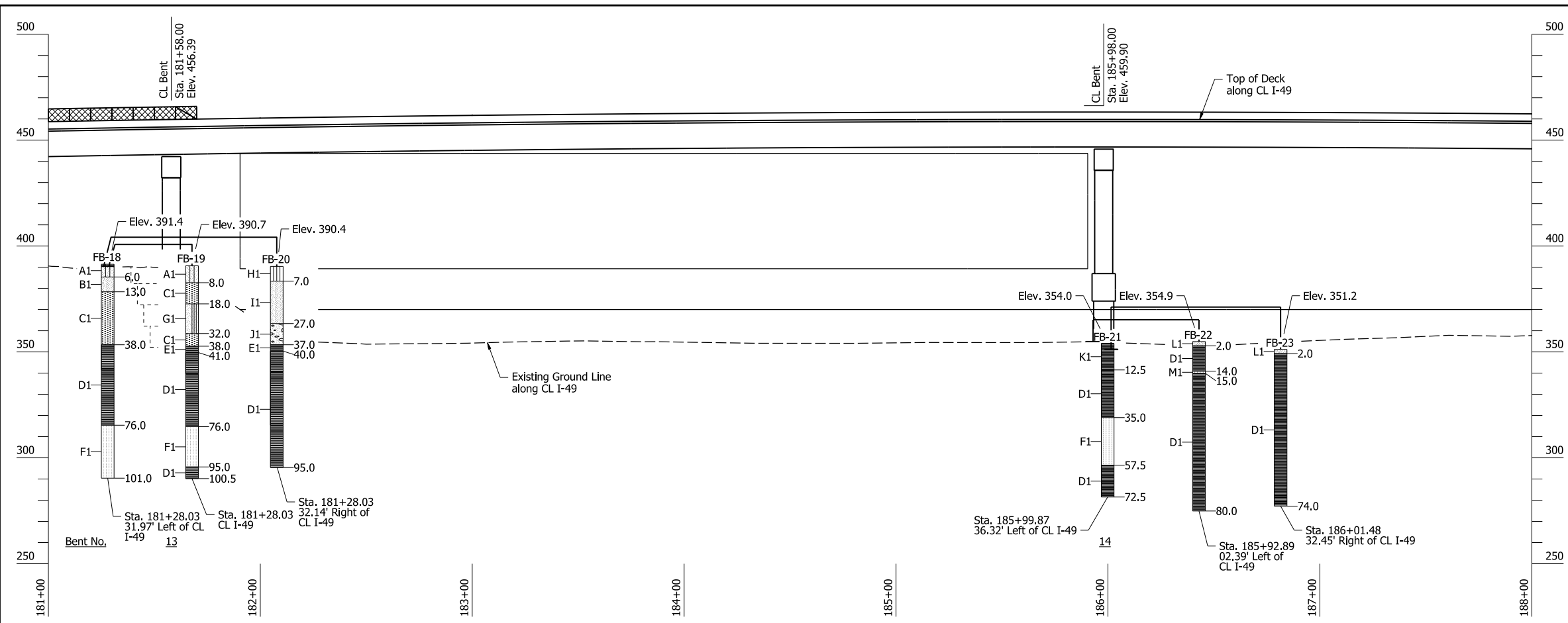
Note:
Soil descriptions have been condensed for the purposes of this drawing.
See Final Geotechnical Report for additional information on individual borings.

**ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 2 OF 8
ELEVATION OF SOIL BORINGS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES**

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b04090111_i12.dgn
CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'-0"
DESIGNED BY: MJLD DATE: 8/15/23
BRIDGE NO. 07684 DRAWING NO. 67385

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	326	809
07684 - BRIDGE LAYOUTS - 67386						



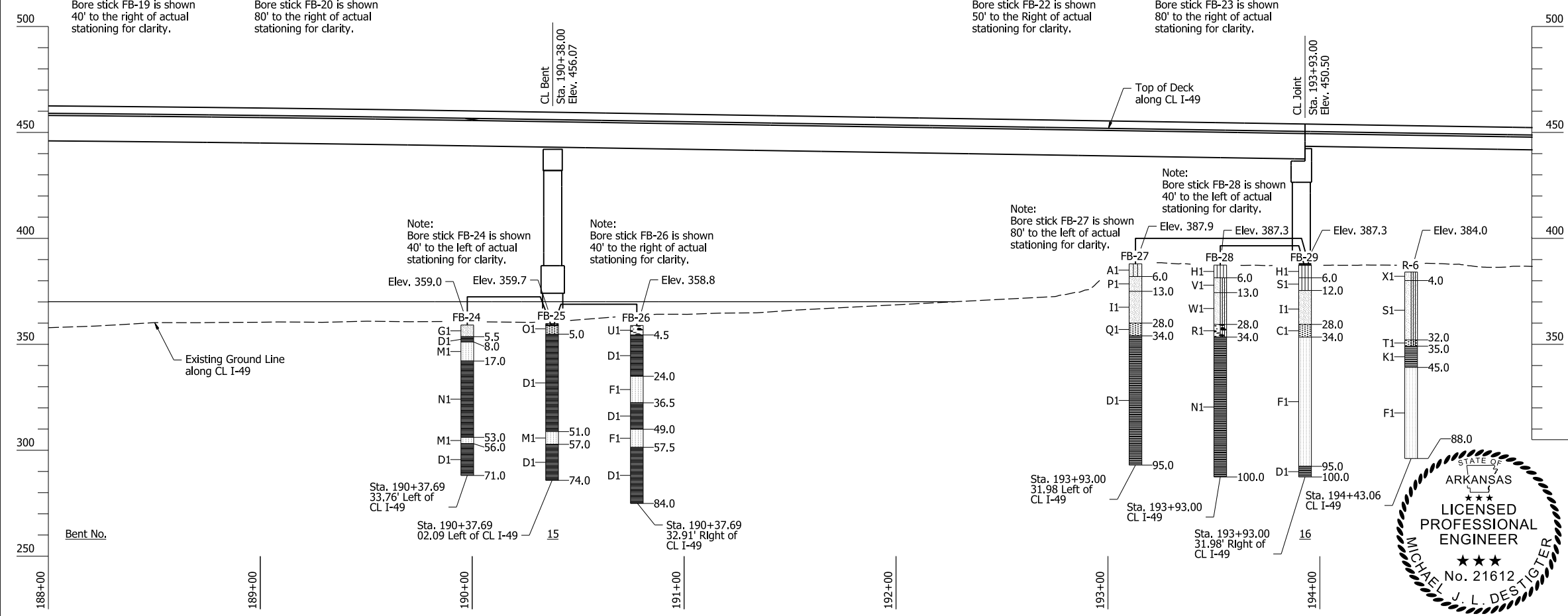
ELEVATION OF SOIL BORINGS

Note:
Bore stick FB-19 is shown
40' to the right of actual
stationing for clarity.

Note:
Bore stick FB-20 is shown
80' to the right of actual
stationing for clarity.

Note:
Bore stick FB-22 is shown
50' to the right of actual
stationing for clarity.

Note:
Bore stick FB-23 is shown
80' to the right of actual
stationing for clarity.



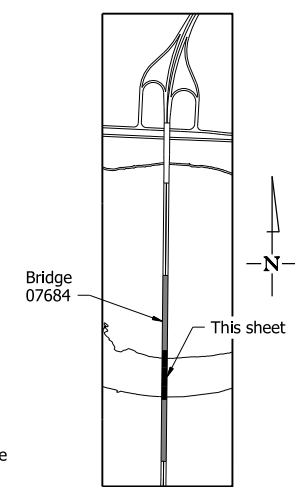
ELEVATION OF SOIL BORINGS

Note:
Bore stick FB-24 is shown
40' to the left of actual
stationing for clarity.

Note:
Bore stick FB-26 is shown
40' to the right of actual
stationing for clarity.

Note:
Bore stick FB-27 is shown
80' to the left of actual
stationing for clarity.

Note:
Bore stick FB-28 is shown
40' to the left of actual
stationing for clarity.



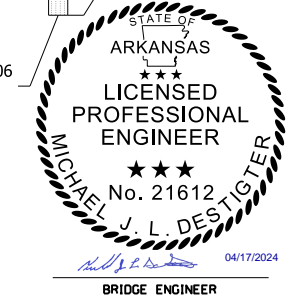
SITE PLAN
No Scale

Note:
Soil descriptions have been condense for the
purposes of this drawing.

See Final Geotechnical Report for additional
information on individual borings.

See Sheet 4 for blow counts and soil descriptions.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 3 OF 8
ELEVATION OF SOIL BORINGS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES



ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b04090111_i13.dgn
CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'-0"
DESIGNED BY: MJLD DATE: 8/15/23
BRIDGE NO. 07684 DRAWING NO. 67386

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	327	809
07684 - BRIDGE LAYOUTS - 67387						

"N" VALUES

FB-18 - Sta. 181+28.03, 31.97' Left of CL I-49

0.5-1.5	N=2
2.5-3.5	N=2
4.5-5.5	N=3
6.5-7.5	N=9
9.0-10.0	N=11
14.0-15.0	N=10
19.0-20.0	N=3
24.0-25.0	N=17
29.0-30.0	N=9
34.0-35.0	N=25
38.5-39.5	N=50/2"

FB-19 - Sta. 181+28.03, 0' CL I-49

0.5-1.5	N=3
2.5-3.5	N=4
4.5-5.5	N=4
6.5-7.5	N=7
9.0-10.0	N=13
14.0-15.0	N=9
19.0-20.0	N=3
24.0-25.0	N=4
29.0-30.0	N=2
34.0-35.0	N=18
39.0-40.0	N=50/2"

FB-20 - Sta. 181+28.03, 32.14' Right of CL I-49

0.5-1.5	N=2
2.5-3.5	N=2
4.5-5.5	N=6
6.5-7.5	N=5
9.0-10.0	N=22
14.0-15.0	N=6
19.0-20.0	N=2
24.0-25.0	N=6
29.0-30.0	N=7
34.0-35.0	N=15
37.0-38.0	N=50/4"

FB-21 - Sta. 185+99.87, 36.32' Left of CL I-49

2.0-3.0	N=50/8"
---------	---------

FB-22 - Sta. 185+92.89, 02.39' Left of CL I-49

0.5-1.5	N=85/9"
2.5-3.5	N=50/1"

FB-23 - Sta. 186+01.48, 32.45' Right of CL I-49

0.5-1.5	N=72/6"
1.0-2.0	N=50/1"

FB-24 - Sta. 190+37.69, 33.76' Left of CL I-49

0.5-1.5	N=2
5.5-6.5	N=50/0.5"

FB-25 - Sta. 190+37.69, 02.09' Left of CL I-49

0.5-1.5	N=4
4.5-5.5	N=50/4"

FB-26 - Sta. 190+37.69, 32.91' Right of CL I-49

0.5-1.5	N=2
4.5-5.5	N=50/2"

FB-27 - Sta. 193+93.00, 31.98' Left of CL I-49

0.5-1.5	N=2
2.5-3.5	N=3
4.5-5.5	N=4
6.5-7.5	N=7
9.0-10.0	N=9
14.0-15.0	N=13
19.0-20.0	N=16
24.0-25.0	N=22
29.0-30.0	N=10
34.0-35.0	N=50/6"

FB-28 - Sta. 193+93.00, 0' CL I-49

0.5-1.5	N=3
2.5-3.5	N=4
4.5-5.5	N=3
6.5-7.5	N=10
9.0-10.0	N=9
14.0-15.0	N=11
19.0-20.0	N=13
24.0-25.0	N=16
29.0-30.0	N=10

FB-29 - Sta. 193+93.00, 31.98' Right of CL I-49

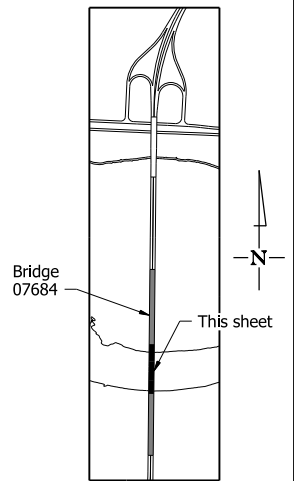
0.5-1.5	N=4
2.5-3.5	N=3
4.5-5.5	N=4
6.5-7.5	N=9
9.0-10.0	N=8
14.0-15.0	N=11
19.0-20.0	N=16
24.0-25.0	N=8
29.0-30.0	N=12
34.0-35.0	N=50/2"

R-6 - Sta. 194+43.06, 0' CL I-49

0.5-1.5	N=1
2.5-3.5	N=8
4.5-5.5	N=7
6.5-7.5	N=13
9.0-10.0	N=12
14.0-15.0	N=17
19.0-20.0	N=11
24.0-25.0	N=31
29.0-30.0	N=15
34.0-35.0	N=50/4"
39.0-40.0	N=25/0"

BORING LEGEND

- A1 - SM-Very loose tan and brown silty fine sand
- B1 - SP-Loose to medium dense tan fine to medium sand
- C1 - SW-Medium dense tan and brown fine to coarse sand
- D1 - SHALE-Moderately hard dark gray shale
- E1 - SHALE-Moderately hard dark gray w/tan slightly weathered shale
- F1 - SANDSTONE-Moderately hard gray fine-grained sandstone
- G1 - SP-Very loose tan and brown fine to coarse sand
- H1 - ML-Very loose tan and brown fine to medium sandy silt
- I1 - SP-Medium dense tan fine to medium sand
- J1 - SPG-Loose tan and gray fine to coarse sand
- K1 - SHALE-Low hardness to moderately hard dark gray weathered shale, fractured
- L1 - SP-Medium dense to dense gray and brown fine to coarse sand
- M1 - SANDSTONE-Hard gray fine-grained sandstone
- N1 - SHALE-Moderately hard to hard dark gray shale
- O1 - SW-Very loose to loose brown fine to coarse sand with fine to coarse gravel
- P1 - SP-Loose reddish tan and tan fine sand
- Q1 - SW-Loose to medium dense tan fine to coarse sand
- R1 - GW-GM-Loose to medium dense tan sandy fine to coarse gravel
- S1 - ML- Loose tan fine sandy silt
- T1 - SW-SM-Dense to very dense medium to coarse sand
- U1 - GW-Very loose tan and brown sandy fine to coarse gravel
- V1 - SP-Loose to medium dense tan fine to medium sand
- W1 - SP-Medium dense tan fine to medium sand
- X1 - SP-SM-Very loose brown silty fine sand w/organics
- Y1 - SP-SM-Loose tan silty fine sand



SITE PLAN
No Scale

Note:
Soil descriptions have been condense for the purposes of this drawing.

See Final Geotechnical Report for additional information on individual borings.



ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 4 OF 8
ELEVATION OF SOIL BORINGS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

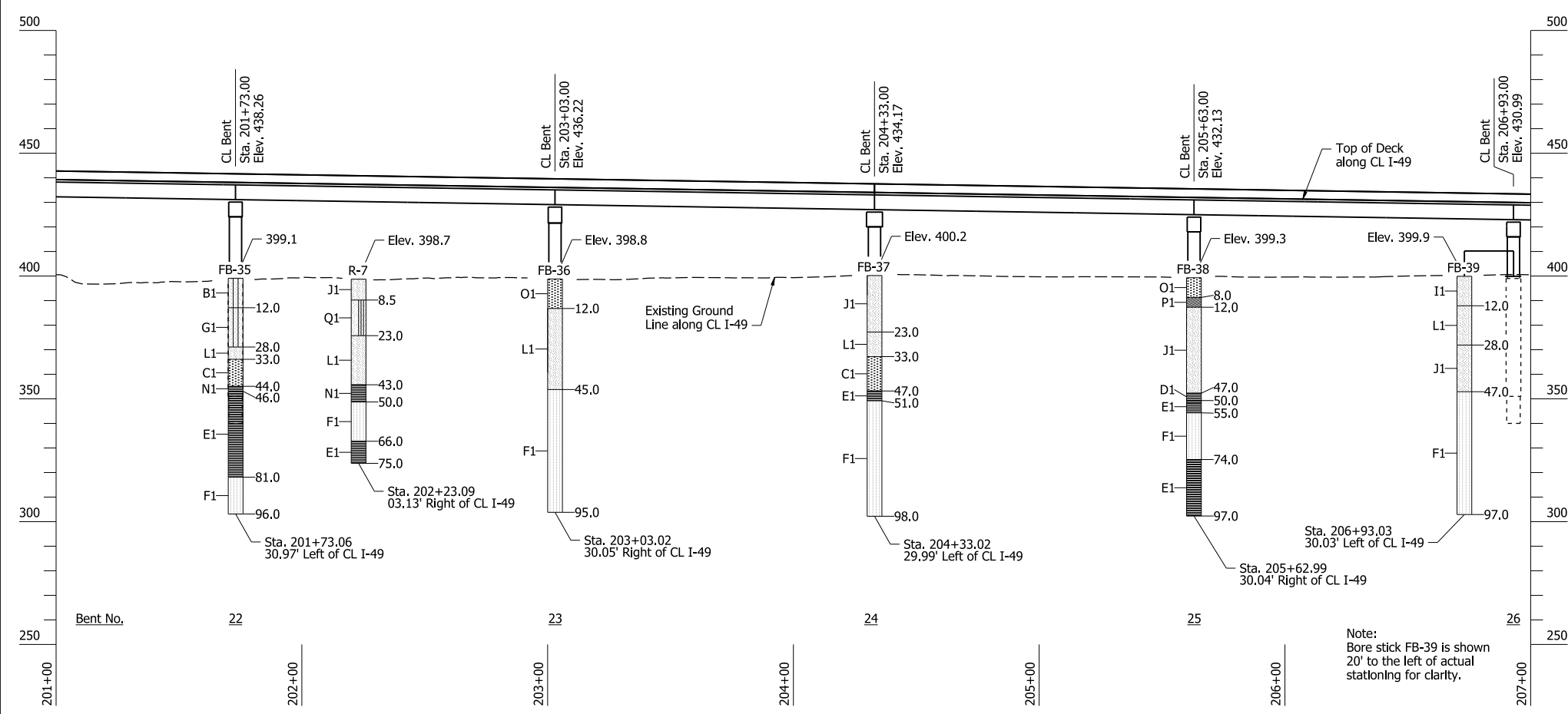
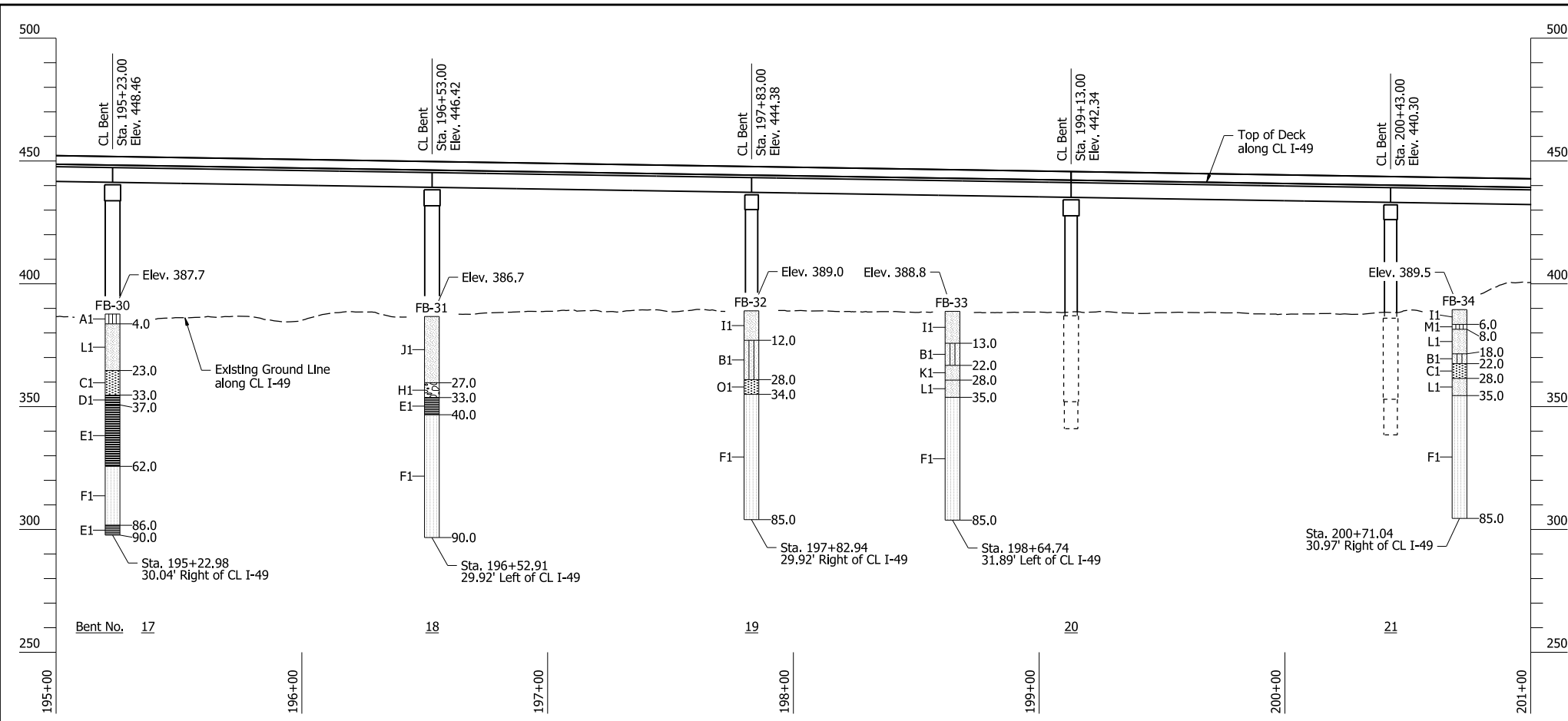
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b04090111_i14.dgn
CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'-0"
DESIGNED BY: MJLD DATE: 8/15/23

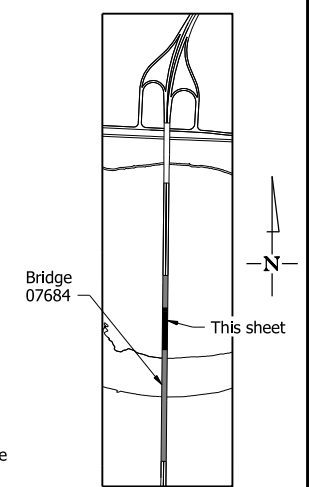
BRIDGE NO. 07684 DRAWING NO. 67387

PRINT DATE:

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	328	809
07684 - BRIDGE LAYOUTS - 67388						



Note:
Bore stick FB-39 is shown 20' to the left of actual stationing for clarity.



Note:
Soil descriptions have been condense for the purposes of this drawing.
See Final Geotechnical Report for additional information on individual borings.
See Sheet 6 for blow counts and soil descriptions.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 5 OF 8
ELEVATION OF SOIL BORINGS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b04090111_i15.dgn
 CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'-0"
 DESIGNED BY: MJLD DATE: 8/15/23
 BRIDGE NO. 07684 DRAWING NO. 67388



PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	329	809
07684 - BRIDGE LAYOUTS - 67389						

"N" VALUES

FB-30 - Sta. 195+22.98, 30.04' Right of CL I-49

0.5-1.5	N=2
2.5-3.5	N=5
4.5-5.5	N=10
6.5-7.5	N=17
9.0-10.0	N=12
14.0-15.0	N=11
19.0-20.0	N=6
24.0-25.0	N=14
29.0-30.0	N=14
34.0-35.0	N=50/2"

FB-31 - Sta. 196+52.91, 29.92' Left of CL I-49

0.5-1.5	N=7
2.5-3.5	N=9
4.5-5.5	N=10
6.5-7.5	N=16
9.0-10.0	N=16
14.0-15.0	N=5
19.0-20.0	N=11
24.0-25.0	N=6
29.0-30.0	N=4
34.0-35.0	N=50/2"

FB-33 - Sta. 198+85.55, 30.56' Left of CL I-49

0.5-1.5	N=2
2.5-3.5	N=8
4.5-5.5	N=5
6.5-7.5	N=13
9.0-10.0	N=17
14.0-15.0	N=18
19.0-20.0	N=8
24.0-25.0	N=34
29.0-30.0	N=11
34.0-35.0	N=50/2"

FB-34 - Sta. 200+71.04, 30.97' Right of CL I-49

0.5-1.5	N=2
2.5-3.5	N=4
4.5-5.5	N=8
6.5-7.5	N=5
9.0-10.0	N=17
14.0-15.0	N=8
19.0-20.0	N=13
24.0-25.0	N=12
29.0-30.0	N=16
34.0-35.0	N=50/4"

FB-35 - Sta. 201+73.06, 30.97' Left of CL I-49

0.5-1.5	N=22
2.5-3.5	N=47
4.5-5.5	N=18
6.5-7.5	N=6
9.0-10.0	N=20
14.0-15.0	N=8
19.0-20.0	N=15
24.0-25.0	N=7
29.0-30.0	N=13
39.0-40.0	N=12
44.0-45.0	N=24

FB-36 - Sta. 203+03.02, 30.05' Right of CL I-49

0.5-1.5	N=7
2.5-3.5	N=16
4.5-5.5	N=17
6.5-7.5	N=17
9.0-10.0	N=12
14.0-15.0	N=12
19.0-20.0	N=11
24.0-25.0	N=10
29.0-30.0	N=13
34.0-35.0	N=19
39.0-40.0	N=26
44.0-45.0	N=50/3"

FB-37 - Sta. 204+33.02, 29.99' Left of CL I-49

0.5-1.5	N=6
2.5-3.5	N=18
4.5-5.5	N=15
6.5-7.5	N=7
9.0-10.0	N=9
14.0-15.0	N=11
19.0-20.0	N=18
24.0-25.0	N=16
29.0-30.0	N=5
34.0-35.0	N=12
39.0-40.0	N=23
44.0-45.0	N=10
47.0-48.0	N=50/3"

FB-38 - Sta. 205+62.99, 30.04' Right of CL I-49

0.5-1.5	N=7
2.5-3.5	N=16
4.5-5.5	N=19
6.5-7.5	N=11
9.0-10.0	N=2
14.0-15.0	N=7
19.0-20.0	N=16
24.0-25.0	N=10
29.0-30.0	N=6
34.0-35.0	N=11
39.0-40.0	N=12
44.0-45.0	N=21

BORING LEGEND

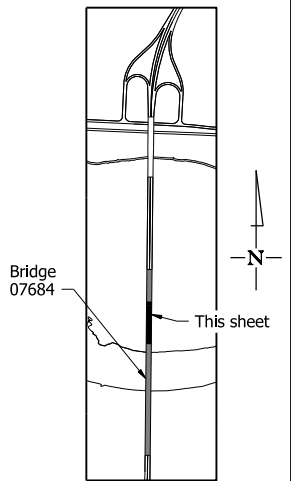
- A1 - ML-Very loose reddish brown fine silty clay
- B1 - SM-Medium dense brown and tan silty fine sand
- C1 - SM-Medium dense tan fine to coarse sand
- D1 - SHALE-Moderately hard dark gray weathered shale
- E1 - SHALE-Moderately hard dark gray shale
- F1 - SANDSTONE-Moderately hard gray fine-grained sandstone
- G1 - SM-Loose tan silty fine sand
- H1 - GP-Tan sandy gravel
- I1 - SP-Very loose tan fine to medium sand
- J1 - SP-Loose tan fine to coarse sand
- K1 - SP-Dense gray and tan fine sand
- L1 - SP-Medium dense gray and tan fine to coarse sand
- M1 - ML-Loose brown fine sandy silt
- N1 - SHALE-Low hardness dark gray shale
- O1 - SW-Loose tan fine to coarse sand
- P1 - CL-Very loose gray silty clay
- Q1 - SP-SM-Loose tan silty fine sand

FB-39 - Sta. 206+93.03, 30.03' Left of CL I-49

0.5-1.5	N=2
2.5-3.5	N=14
4.5-5.5	N=15
6.5-7.5	N=8
9.0-10.0	N=6
14.0-15.0	N=10
19.0-20.0	N=16
24.0-25.0	N=15
29.0-30.0	N=6
34.0-35.0	N=21
39.0-40.0	N=24
44.0-45.0	N=16

R-7 - Sta. 202+23.09, 03.13' Right of CL I-49

0.5-1.5	N=8
2.5-3.5	N=13
4.5-5.5	N=22
6.5-7.5	N=20
9.0-10.0	N=7
14.0-15.0	N=17
19.0-20.0	N=20
24.0-25.0	N=27
29.0-30.0	N=50
34.0-35.0	N=16
39.0-40.0	N=30
44.0-45.0	N=21



SITE PLAN
No Scale

Note:
Soil descriptions have been condense for the purposes of this drawing.

See Final Geotechnical Report for additional information on individual borings.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 6 OF 8
ELEVATION OF SOIL BORINGS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

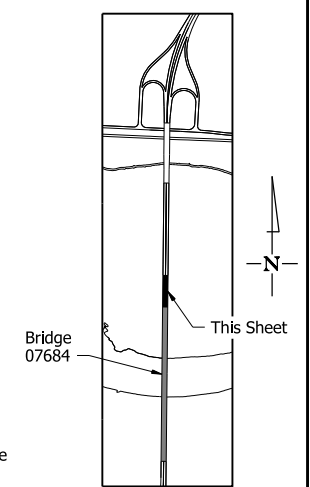
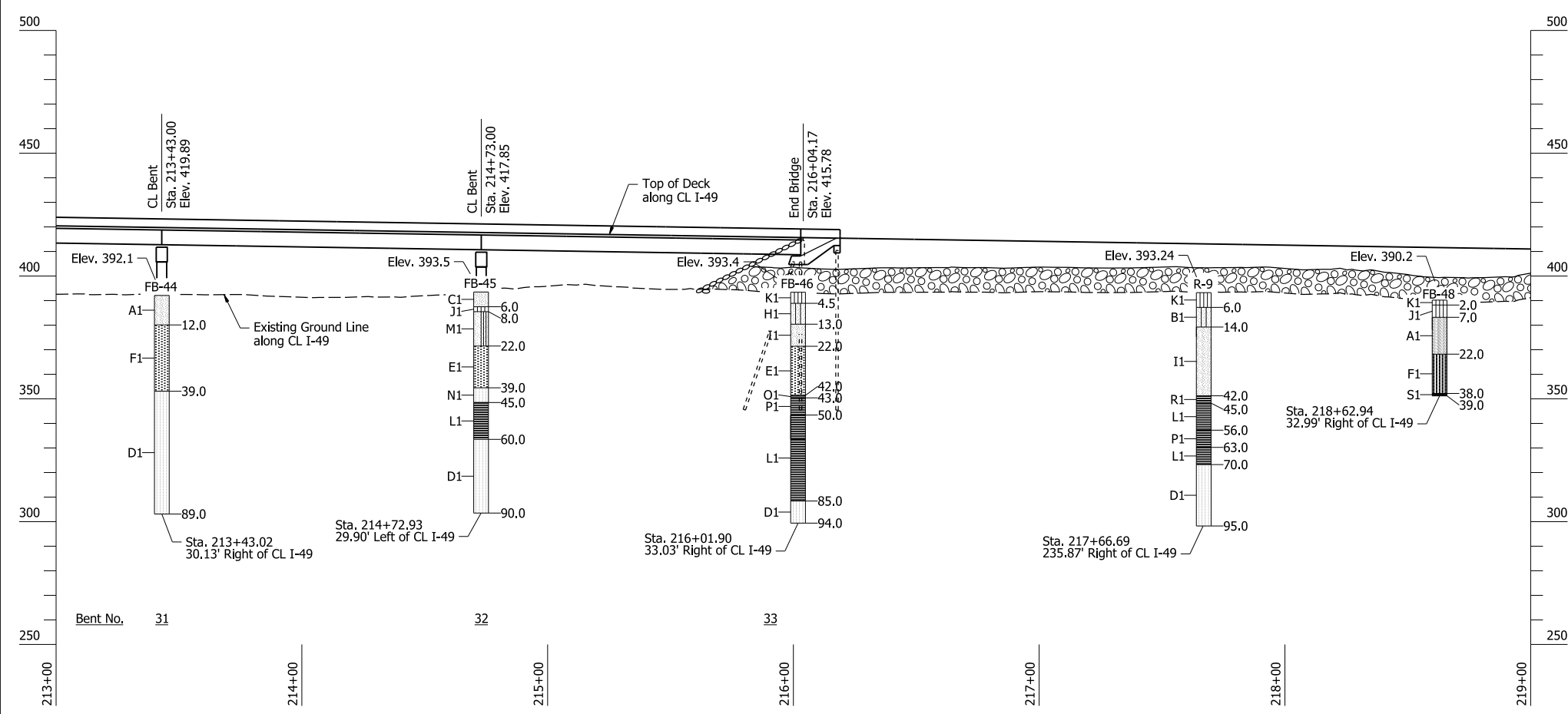
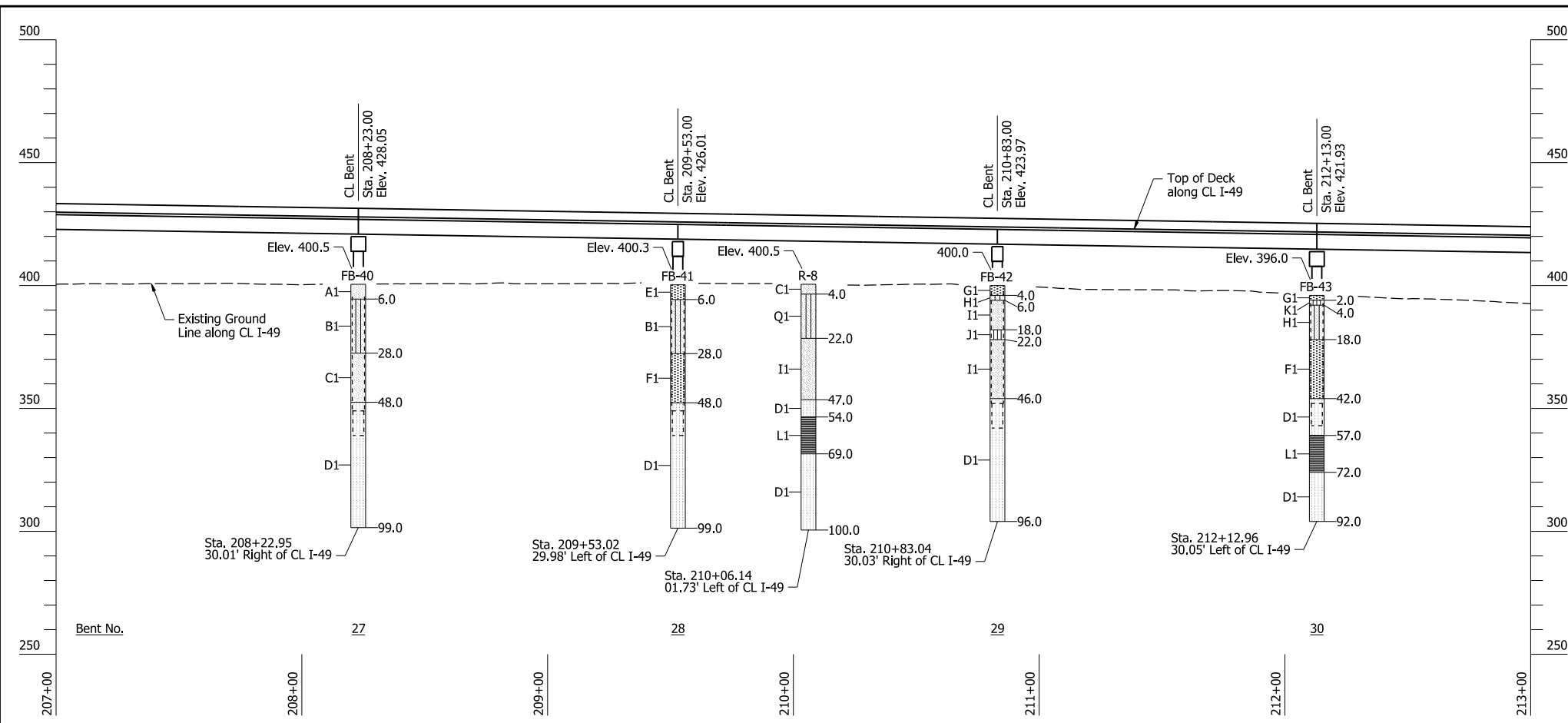
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b04090111_i16.dgn
CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'-0"
DESIGNED BY: MJLD DATE: 8/15/23

BRIDGE NO. 07684 DRAWING NO. 67389



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	330	809
07684 - BRIDGE LAYOUTS - 67390						



Note:
Soil descriptions have been condense for the purposes of this drawing.

See Final Geotechnical Report for additional information on individual borings.

See Sheet 8 for blow counts and soil descriptions.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 7 OF 8
ELEVATION OF SOIL BORINGS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b04090111_i17.dgn
 CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'-0"
 DESIGNED BY: MJLD DATE: 8/15/23
 BRIDGE NO. 07684 DRAWING NO. 67390



PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	331	809
07684 - BRIDGE LAYOUTS - 67391						

"N" VALUES

FB-40 - Sta. 208+22.95, 30.01' Right of CL I-49

0.5-1.5	N=5
2.5-3.5	N=14
4.5-5.5	N=13
6.5-7.5	N=13
9.0-10.0	N=7
14.0-15.0	N=8
19.0-20.0	N=11
24.0-25.0	N=6
29.0-30.0	N=4
34.0-35.0	N=14
39.0-40.0	N=12
44.0-45.0	N=15
49.0-50.0	N=50/1"

FB-41 - Sta. 209+53.02, 29.98' Left of CL I-49

0.5-1.5	N=7
2.5-3.5	N=20
4.5-5.5	N=14
6.5-7.5	N=10
9.0-10.0	N=9
14.0-15.0	N=10
19.0-20.0	N=22
24.0-25.0	N=9
29.0-30.0	N=13
34.0-35.0	N=9
39.0-40.0	N=25
44.0-45.0	N=21

FB-42 - Sta. 210+83.04, 30.03' Right of CL I-49

0.5-1.5	N=2
2.5-3.5	N=10
4.5-5.5	N=8
6.5-7.5	N=10
9.0-10.0	N=9
14.0-15.0	N=13
19.0-20.0	N=9
24.0-25.0	N=10
29.0-30.0	N=12
34.0-35.0	N=19
39.0-40.0	N=12
44.0-45.0	N=29

FB-43 - Sta. 212+12.96, 30.05' Left of CL I-49

0.5-1.5	N=3
2.5-3.5	N=2
4.5-5.5	N=8
6.5-7.5	N=10
9.0-10.0	N=8
14.0-15.0	N=11
19.0-20.0	N=14
24.0-25.0	N=5
29.0-30.0	N=23
34.0-35.0	N=9
39.0-40.0	N=14

FB-44 - Sta. 213+43.02, 30.13' Right of CL I-49

0.5-1.5	N=6
2.5-3.5	N=9
4.5-5.5	N=10
6.5-7.5	N=15
9.0-10.0	N=11
14.0-15.0	N=14
19.0-20.0	N=6
24.0-25.0	N=19
29.0-30.0	N=21
34.0-35.0	N=8
39.0-40.0	N=50/1"

FB-45 - Sta. 214+72.93, 29.90' Left of CL I-49

0.5-1.5	N=3
2.5-3.5	N=7
4.5-5.5	N=7
6.5-7.5	N=8
9.0-10.0	N=21
14.0-15.0	N=15
19.0-20.0	N=4
24.0-25.0	N=9
29.0-30.0	N=14
34.0-35.0	N=21
39.0-40.0	N=50/2"

FB-46 - Sta. 216+01.90, 33.03' Right of CL I-49

0.5-1.5	N=3
2.5-3.5	N=3
4.5-5.5	N=6
6.5-7.5	N=8
9.0-10.0	N=7
14.0-15.0	N=18
19.0-20.0	N=8
24.0-25.0	N=9
29.0-30.0	N=9
34.0-35.0	N=11
39.0-40.0	N=10
42.0-43.0	N=50/3"

R-8 - Sta. 210+06.14, 01.73' Left of CL I-49

0.5-1.5	N=3
2.5-3.5	N=9
4.5-5.5	N=4
6.5-7.5	N=8
9.0-10.0	N=9
14.0-15.0	N=7
18.0-19.0	N=13
24.0-25.0	N=22
29.0-30.0	N=21
34.0-35.0	N=23
39.0-40.0	N=22
44.0-45.0	N=22

BORING LEGEND

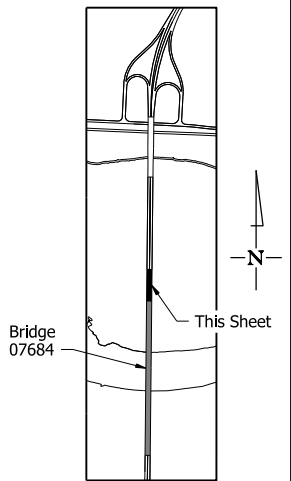
- A1 - SP-Loose tan fine to medium sand
- B1 - SM-Medium dense tan silty fine sand
- C1 - SP-Very loose tan fine to medium sand
- D1 - SANDSTONE-Moderately hard gray fine-grained sandstone
- E1 - SW-Loose tan fine to coarse sand
- F1 - SW-Medium dense tan fine to coarse sand w/a little fine to coarse gravel
- G1 - SW-Very loose tan fine to coarse sand w/fine to coarse gravel
- H1 - SM-Loose tan silty fine sand
- I1 - SP-Medium dense tan fine sand
- J1 - ML-Loose tan fine sandy silt
- K1 - ML-Very loose brown fine sandy silt
- L1 - SHALE-Moderately hard dark gray shale
- M1 - SP-SM-Medium dense tan fine sand, slightly silty
- N1 - SANDSTONE-Low hardness gray fine-grained weathered sandstone
- O1 - SHALE-Dense dark gray weathered shale
- P1 - SHALE-Low to moderately hard dark gray shale
- Q1 - SM-Very loose to loose reddish tan silty fine sand
- R1 - SHALE-Moderately hard dark gray weathered shale
- S1 - SHALE-Low hardness dark gray shale

R-9 - Sta. 217+66.69, 235.87' Right of CL I-49

0.5-1.5	N=2
2.5-3.5	N=4
4.5-5.5	N=4
6.5-7.5	N=19
9.0-10.0	N=11
14.0-15.0	N=11
19.0-20.0	N=29
24.0-25.0	N=32
29.0-30.0	N=23
34.0-35.0	N=23
39.0-40.0	N=27
44.0-45.0	N=25

FB-48 - Sta. 218+62.94, 32.99' Right of CL I-49

0.5-1.5	N=3
2.5-3.5	N=5
4.5-5.5	N=5
6.5-7.5	N=7
9.0-10.0	N=9
14.0-15.0	N=6
19.0-20.0	N=7
24.0-25.0	N=11
29.0-30.0	N=15
34.0-35.0	N=11
38.0-39.0	N=50/3"



SITE PLAN
No Scale

Note:
Soil descriptions have been condense for the purposes of this drawing.

See Final Geotechnical Report for additional information on individual borings.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 8 OF 8
ELEVATION OF SOIL BORINGS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

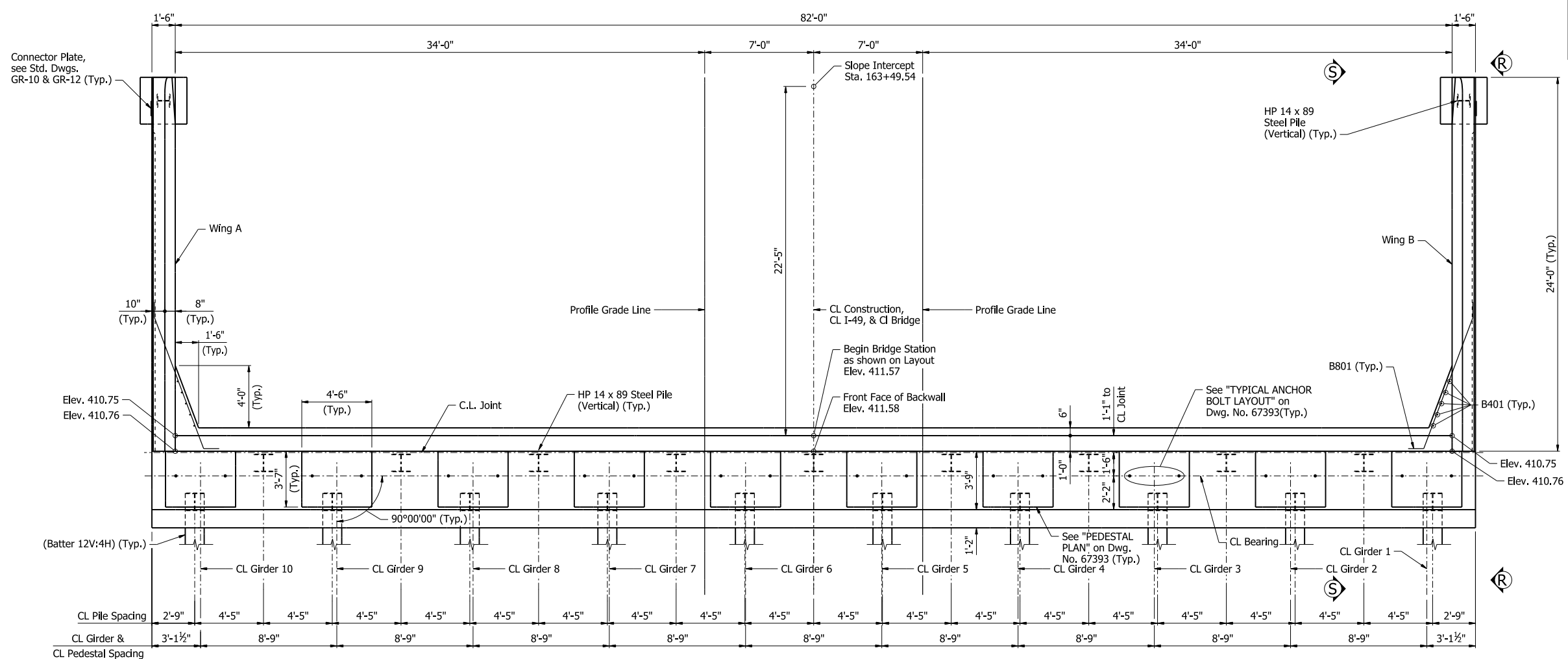
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



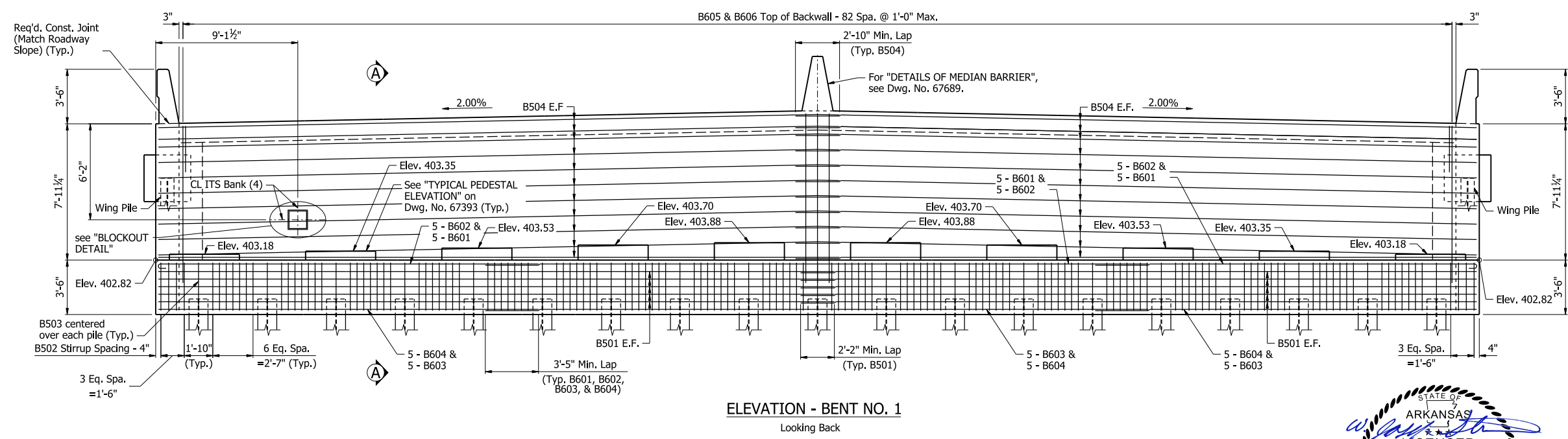
DRAWN BY: BNG DATE: 8/22/23 FILENAME: b04090111_i18.dgn
CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'-0"
DESIGNED BY: MJLD DATE: 8/15/23

BRIDGE NO. 07684 DRAWING NO. 67391

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	332	809
07684 - END BENTS - 67392						

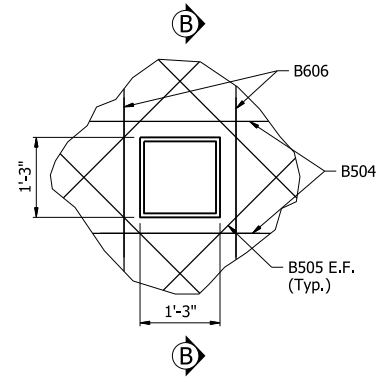


PLAN - BENT NO. 1



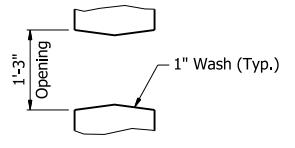
ELEVATION - BENT NO. 1
Looking Back

NOTES:
 For general notes, see Dwg. No. 67372.
 For details of steel piling, see Std. Dwg. No. 55020.
 For "SECTION A-A", "VIEW R-R" & "VIEW S-S", see Dwg. No. 67393.
 Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.
 All exposed corners shall be chamfered 3/4" UNO.



BLOCKOUT DETAIL
No Scale

Contractor shall adjust B606 and B504 Bars to accommodate blockout.
 For Blockout Details and Construction Sequencing Notes, see Dwg. No. 67672.



SECTION B-B
No Scale

ALTERNATE NO. 1
 SHEET 1 OF 3
 DETAILS OF END BENT NO. 1
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

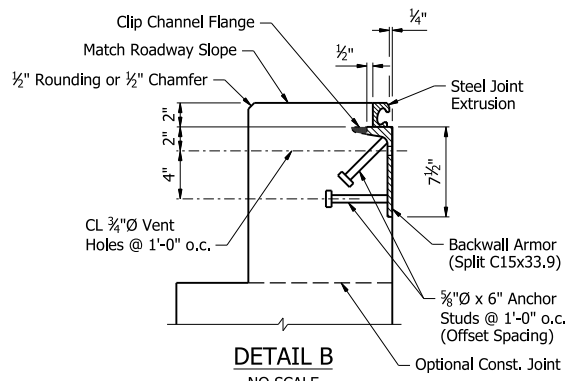


DRAWN BY: JVS DATE: 10/05/23 FILENAME: b04090111_b11.dgn
 CHECKED BY: AT DATE: 10/09/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: JRR DATE: 9/18/23
 BRIDGE NO. 07684 DRAWING NO. 67392

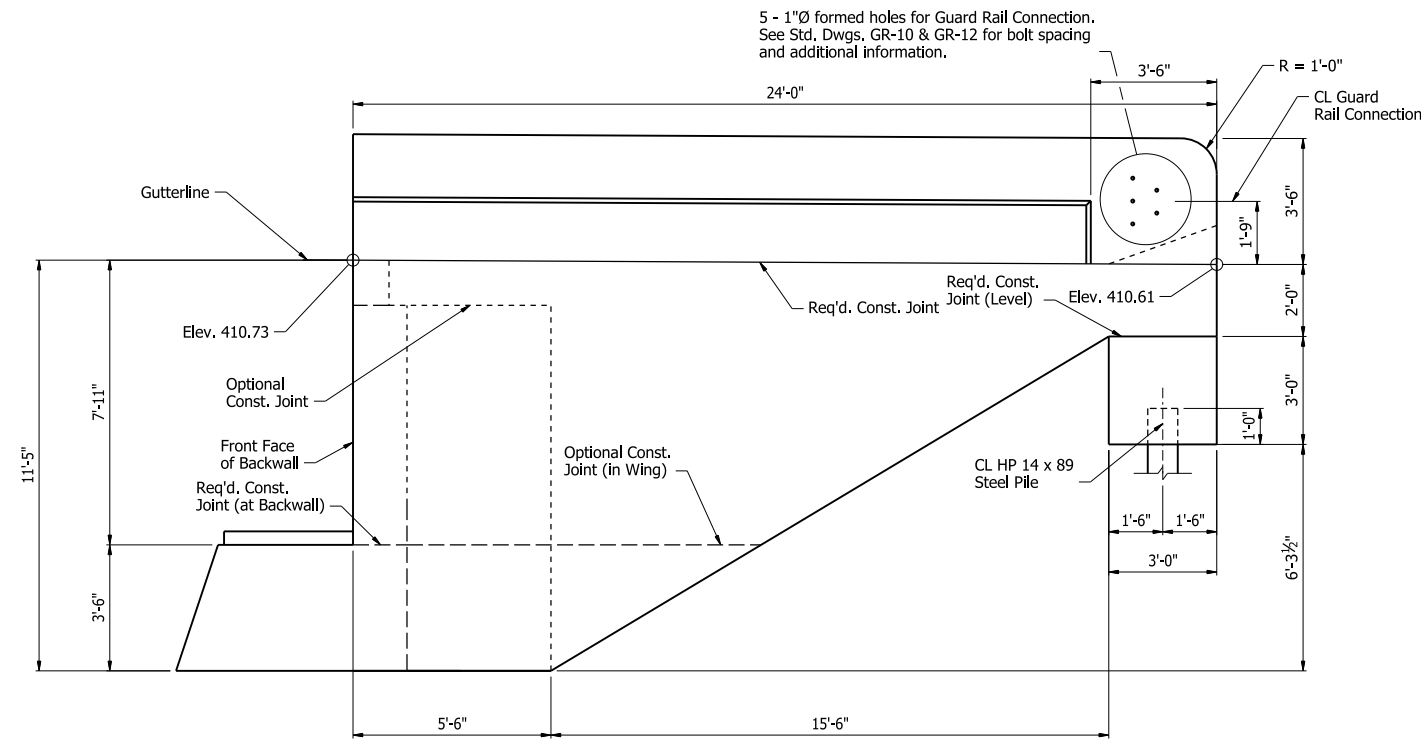
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	333	809
07684 - END BENTS - 67393						

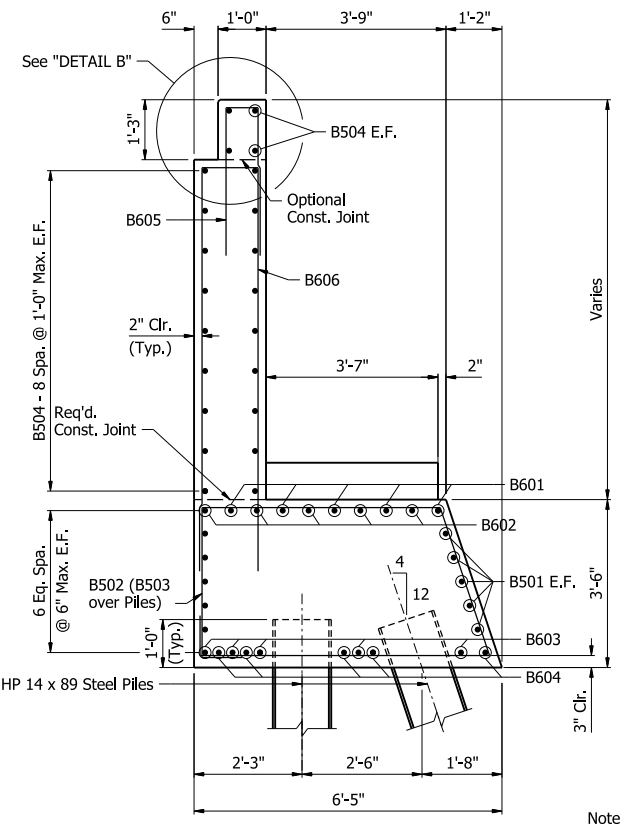
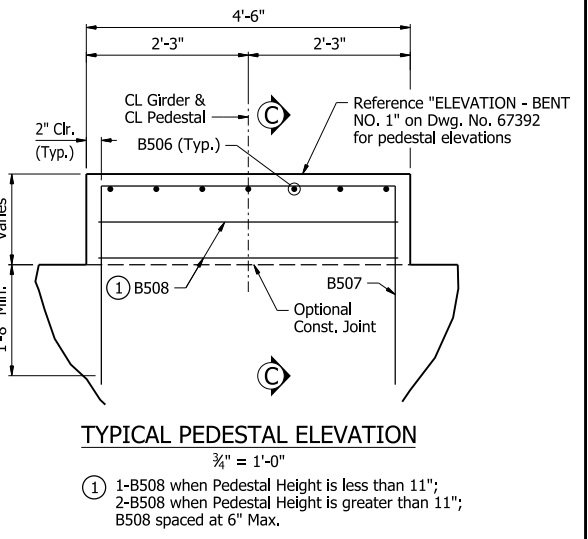
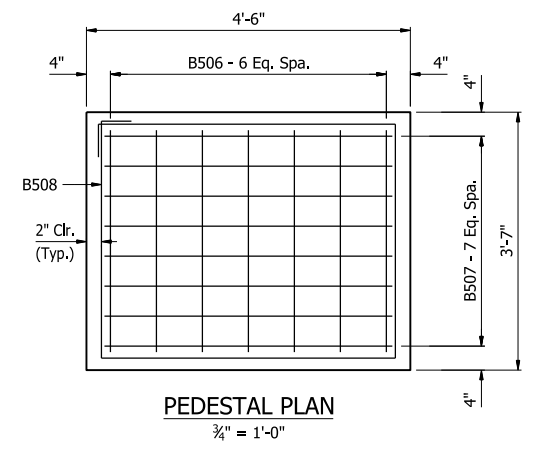
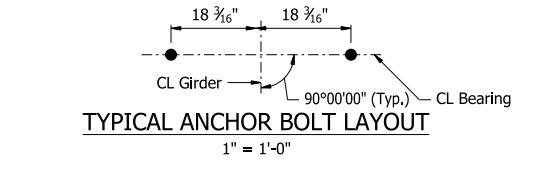
Notes:
 For "VIEW W-W", "SECTION X-X" & "SECTION Y-Y", see Dwg. No. 67394.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



For additional joint details, see Std. Dwg. No. 55009.
 Concrete shall be hand-packed under the joint armor in the backwall.
 Transverse spacing between top anchor studs and vent holes shall be 6".

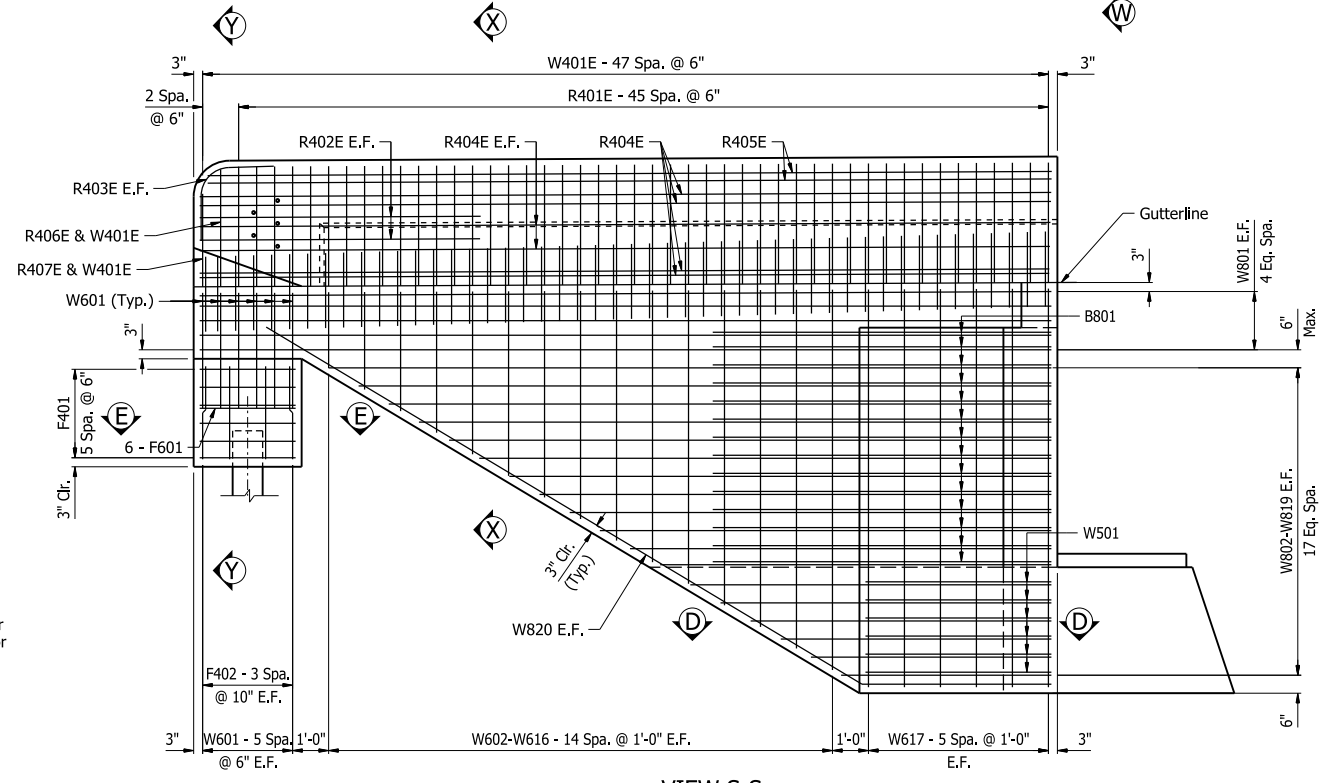


VIEW R-R
 3/8" = 1'-0"

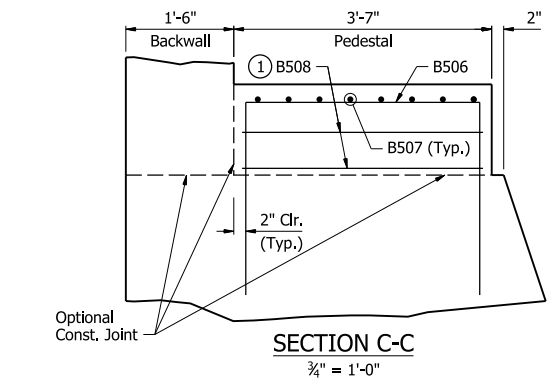


SECTION A-A
 3/8" = 1'-0"

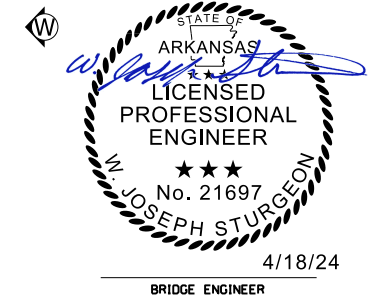
Note:
 Contractor shall adjust B601 & B602 bar spacing to accommodate anchor bolts or sheet metal sleeves. Contractor shall maintain a minimum spacing of 3" and a maximum spacing of 8".



VIEW S-S
 3/8" = 1'-0"



SECTION C-C
 3/4" = 1'-0"

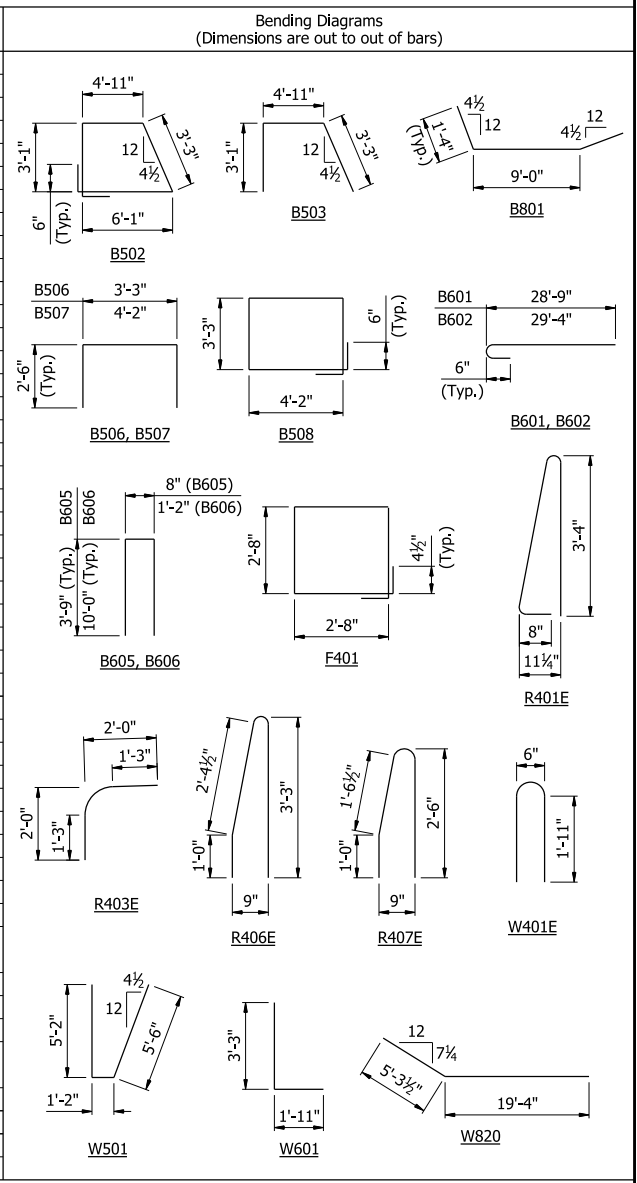


ALTERNATE NO. 1
 SHEET 2 OF 3
 DETAILS OF END BENT NO. 1
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: JVS DATE: 10/05/23 FILENAME: b04090111_b12.dgn
 CHECKED BY: AT DATE: 10/09/23 SCALE: AS NOTED
 DESIGNED BY: JRR DATE: 9/18/23
 BRIDGE NO. 07684 DRAWING NO. 67393

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	334	809
07684 - END BENTS - 67394						

BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.
B401	10	9'-10"	Str.
B501	20	43'-5"	Str.
B502	134	18'-0"	2½"
B503	19	11'-1"	2½"
B504	44	43'-9"	Str.
B505	8	2'-0"	Str.
B506	70	8'-1"	2½"
B507	80	9'-0"	2½"
B508	12	15'-4"	2½"
B601	10	29'-5"	4½"
B602	10	60'-0"	4½"
B603	10	28'-1"	Str.
B604	10	60'-0"	Str.
B605	83	7'-10"	4½"
B606	83	20'-10"	4½"
B801	28	11'-7"	6"
F401	12	11'-0"	2"
F402	24	2'-7"	Str.
F601	12	2'-8"	Str.
R401E	92	7'-6"	3"
R402E	8	5'-6"	Str.
R403E	4	3'-8"	8½"
R404E	16	23'-8"	Str.
R405E	4	23'-6"	Str.
R406E	2	6'-8"	3"
R407E	2	5'-1"	3"
W401E	96	4'-7"	3"
W501	12	11'-7"	3¾"
W601	24	5'-0"	4½"
W602 To W616	4 Each	2'-2" To 10'-7"	Str.
W617	24	11'-1"	Str.
W801	20	23'-8"	Str.
W802 To W819	4 Each	5'-11" To 20'-1"	Str.
W820	4	24'-5"	6"

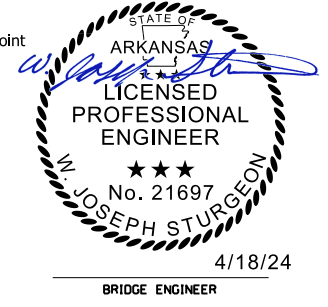


All bars designated with an "E" suffix are to be epoxy coated.

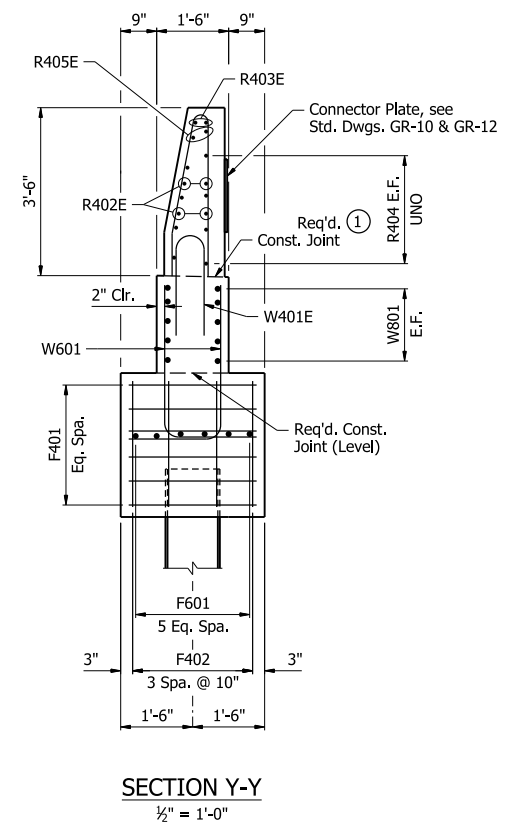
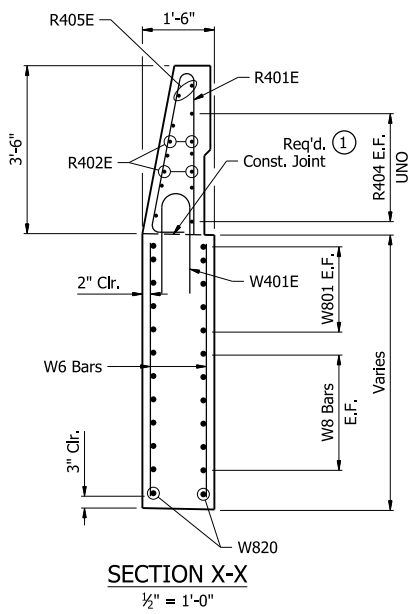
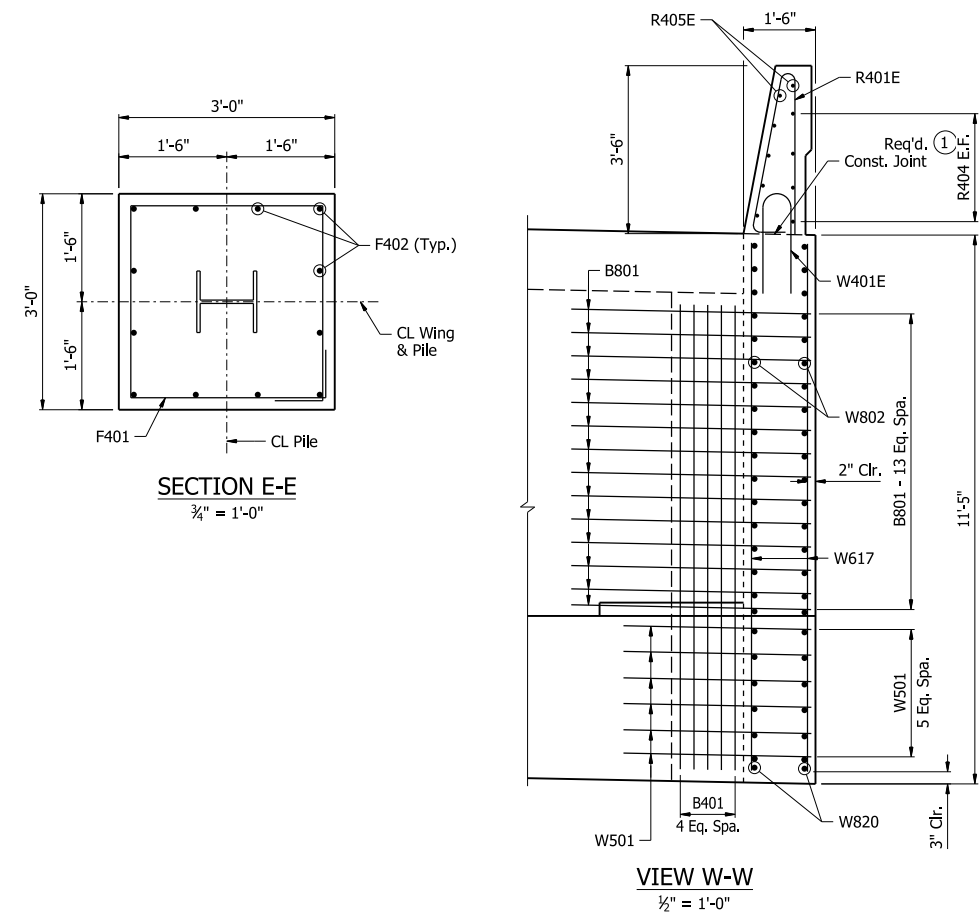
ALTERNATE NO. 1
SHEET 3 OF 3
DETAILS OF END BENT NO. 1
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

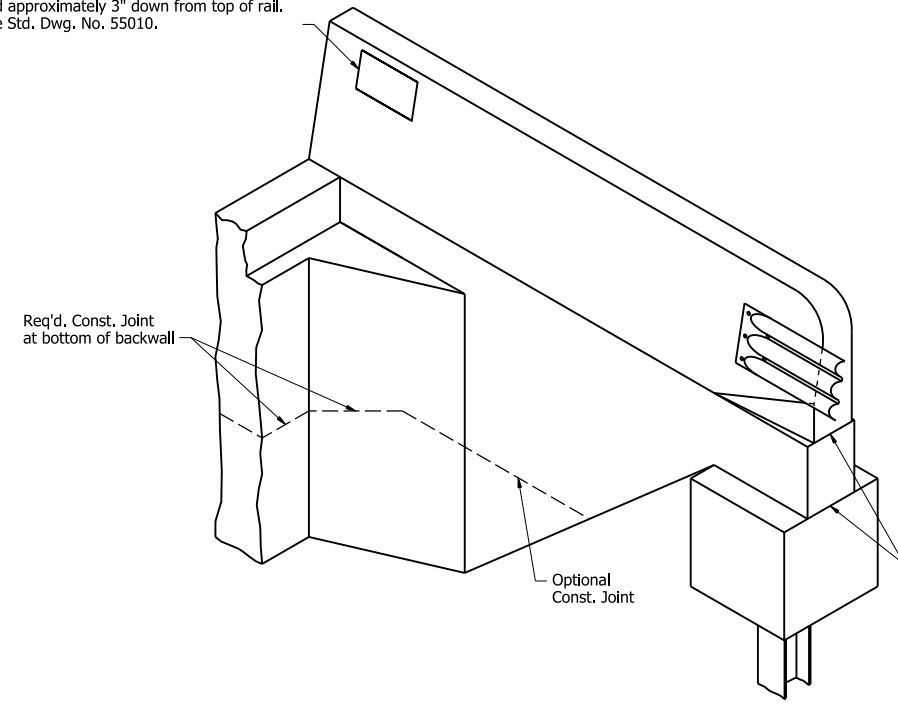
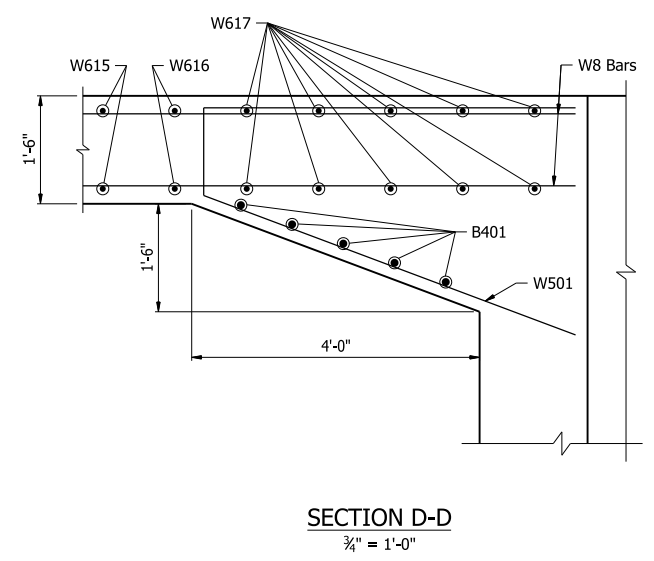
DRAWN BY: JVS DATE: 10/05/23 FILENAME: b04090111_b13.dgn
CHECKED BY: AT DATE: 10/09/23 SCALE: AS NOTED
DESIGNED BY: JRR DATE: 9/18/23
BRIDGE NO. 07684 DRAWING NO. 67394



Match roadway slope for both Wingwalls ①

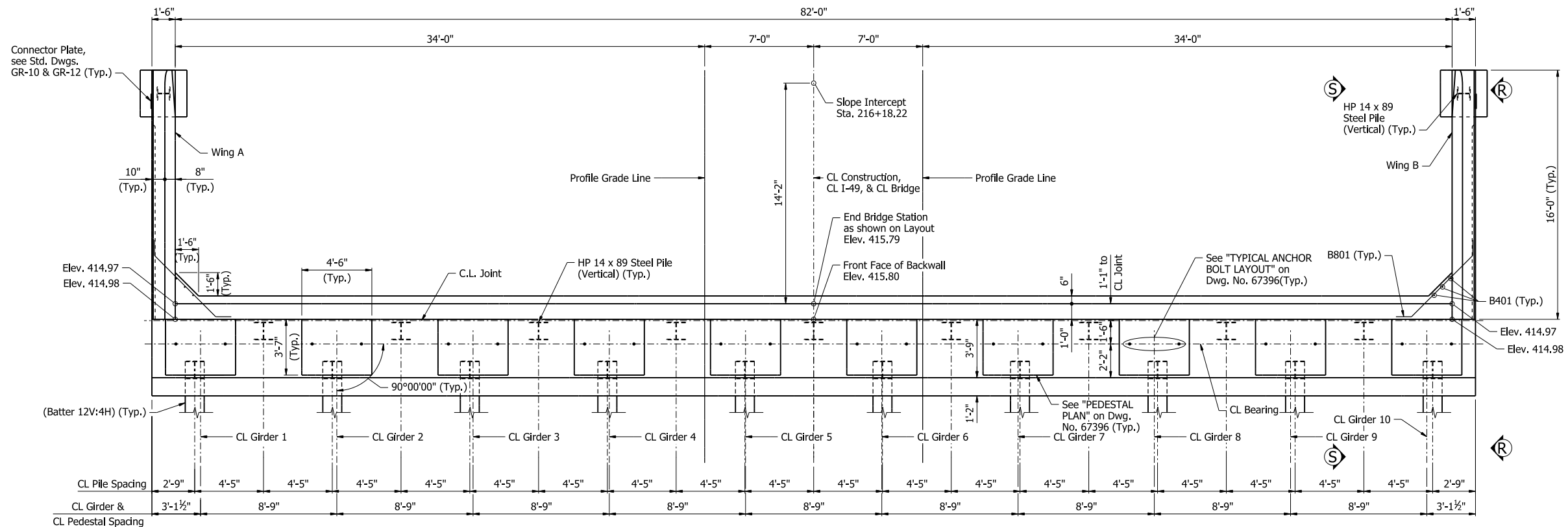


Place Type D Bridge Name Plate on front face of wing rail approximately 1'-0" from end of rail on right side of beginning of bridge only, and approximately 3" down from top of rail. See Std. Dwg. No. 55010.

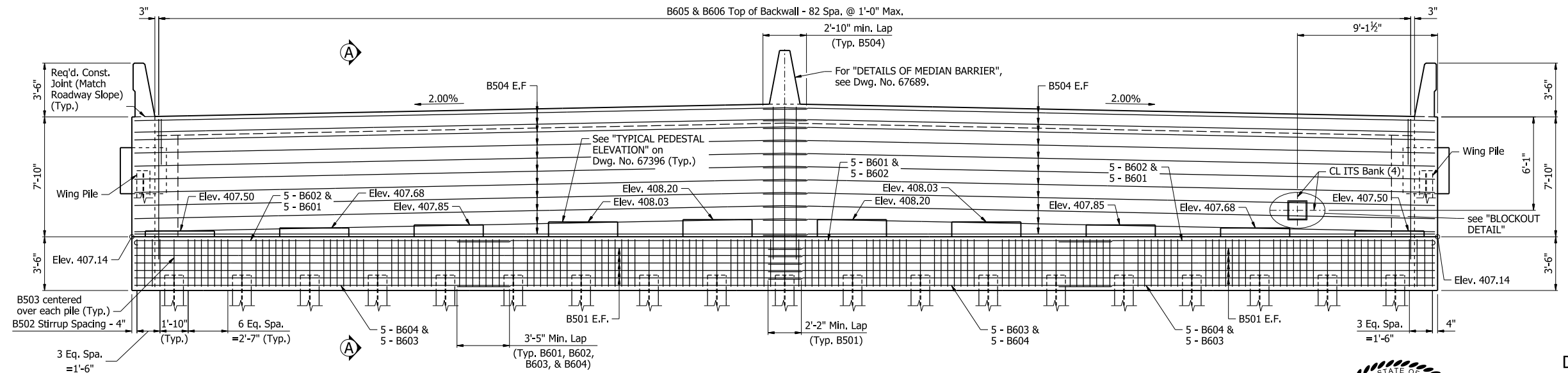


THREE DIMENSIONAL VIEW OF WING AND RAIL
No Scale

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	335	809
07684 - END BENTS - 67395						

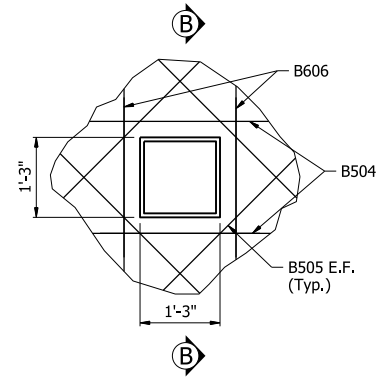


PLAN - BENT NO. 33



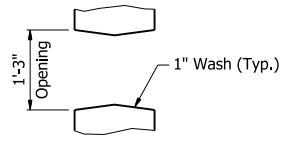
ELEVATION - BENT NO. 33
Looking Back

NOTES:
 For general notes, see Dwg. No. 67372.
 For details of steel piling, see Std. Dwg. No. 55020.
 For "SECTION A-A", "VIEW R-R" & "VIEW S-S", see Dwg. No. 67396.
 Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.
 All exposed corners shall be chamfered 3/4" UNO.



BLOCKOUT DETAIL
No Scale

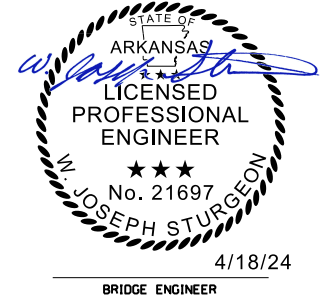
Contractor shall adjust B606 and B504 Bars to accommodate blockout.
 For Blockout Details and Construction Sequencing Notes, see Dwg. No. 67672.



SECTION B-B
No Scale

ALTERNATE NO. 1
 SHEET 1 OF 3
 DETAILS OF END BENT NO. 33
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

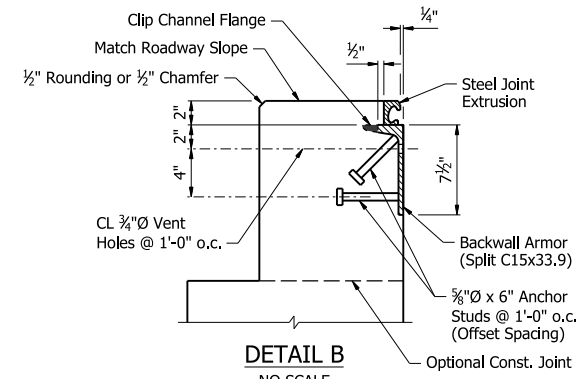


DRAWN BY: JVS DATE: 10/05/23 FILENAME: b04090111_b331.dgn
 CHECKED BY: AT DATE: 10/27/23 SCALE: 3/8" = 1'-0"
 DESIGNED BY: AT DATE: 9/18/23
 BRIDGE NO. 07684 DRAWING NO. 67395

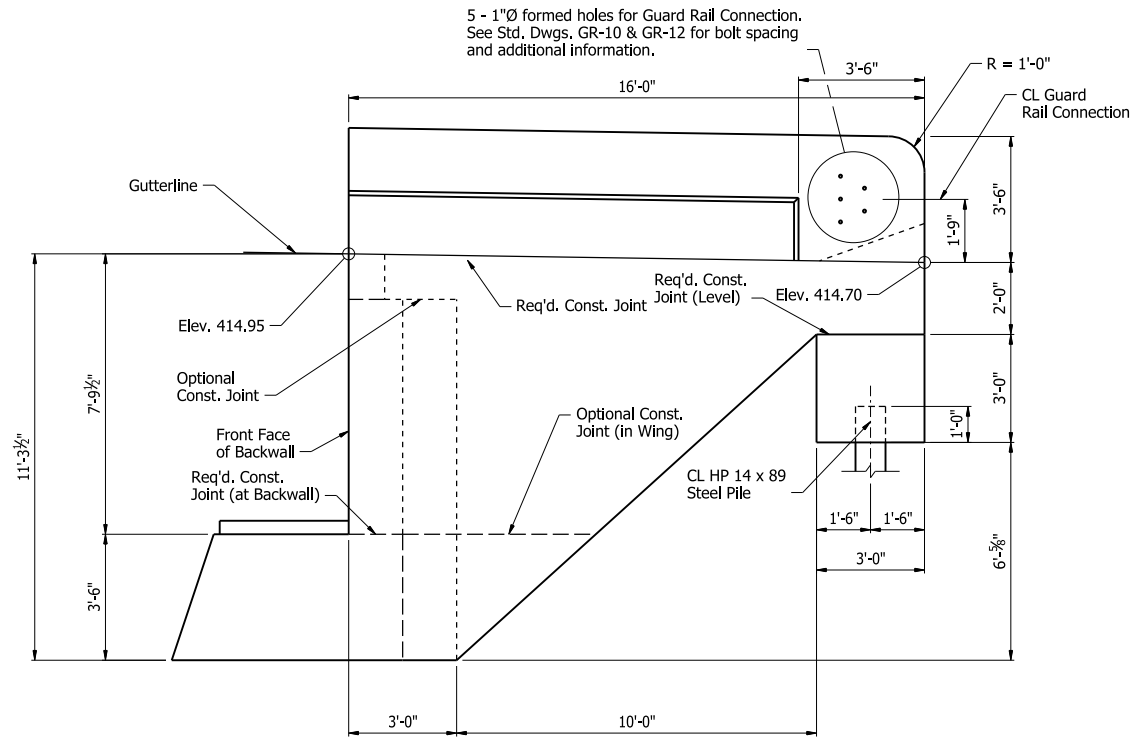
PRINT DATE: 4/11/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	336	809
07684 - END BENTS - 67396						

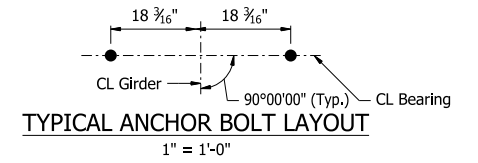
Notes:
 For "VIEW W-W", "SECTION X-X" & "SECTION Y-Y", see Dwg. No. 67397.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



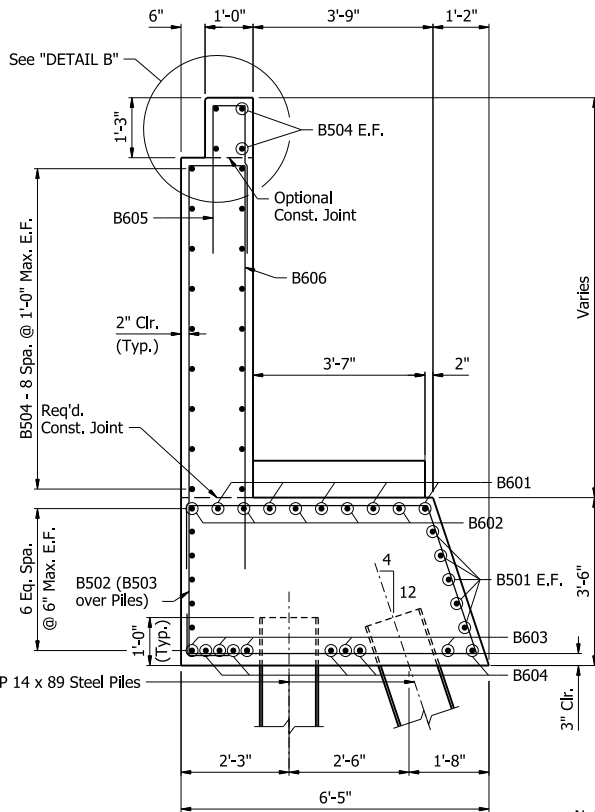
For additional joint details, see Std. Dwg. No. 55009.
 Concrete shall be hand-packed under the joint armor in the backwall.
 Transverse spacing between top anchor studs and vent holes shall be 6".



VIEW R-R
 $\frac{3}{8}'' = 1'-0''$

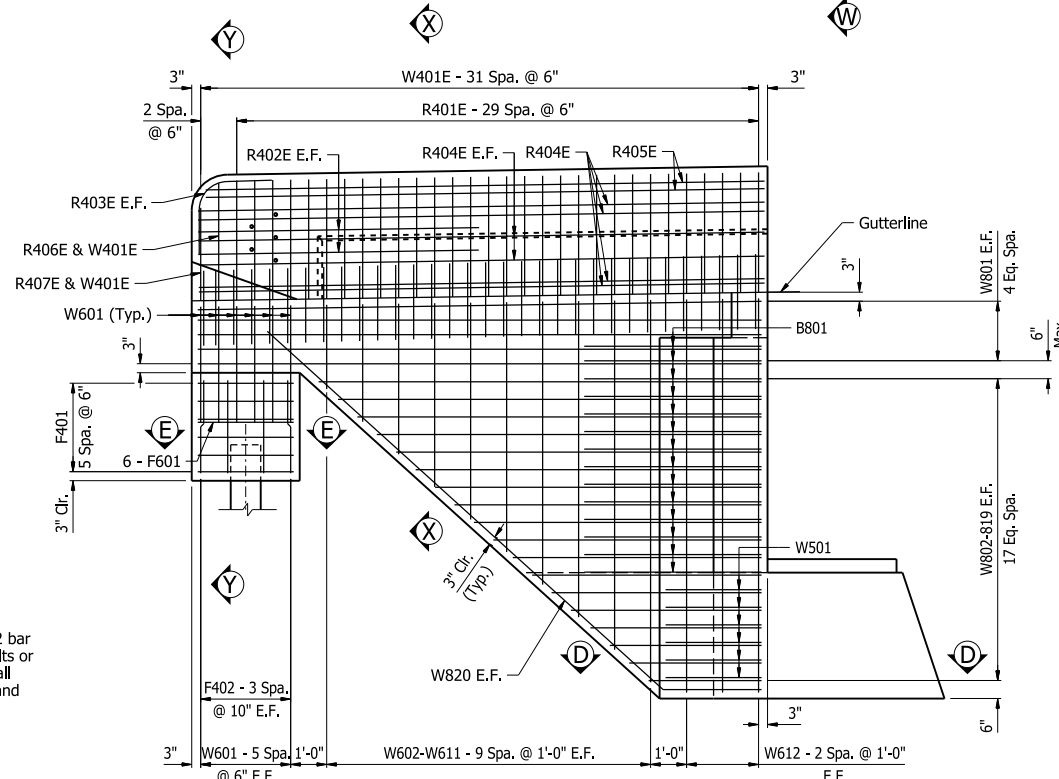


TYPICAL ANCHOR BOLT LAYOUT
 $1'' = 1'-0''$

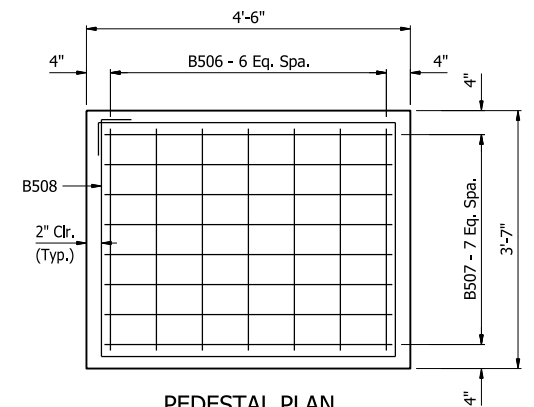


SECTION A-A
 $\frac{3}{8}'' = 1'-0''$

Note:
 Contractor shall adjust B601 & B602 bar spacing to accommodate anchor bolts or sheet metal sleeves. Contractor shall maintain a minimum spacing of 3" and a maximum spacing of 8".

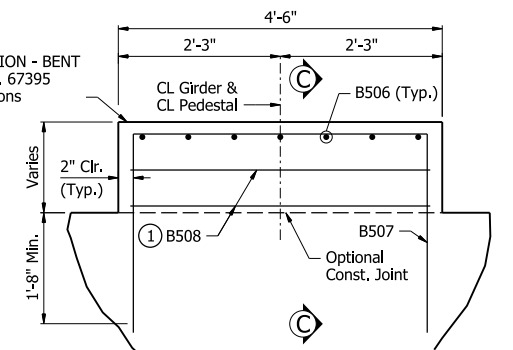


VIEW S-S
 $\frac{3}{8}'' = 1'-0''$



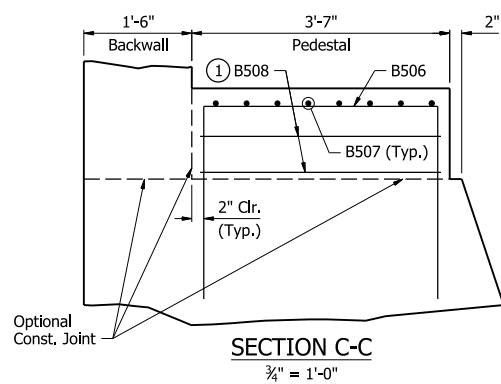
PEDESTAL PLAN
 $\frac{3}{4}'' = 1'-0''$

Reference "ELEVATION - BENT NO. 1" on Dwg. No. 67395 for pedestal elevations



TYPICAL PEDESTAL ELEVATION
 $\frac{3}{4}'' = 1'-0''$

- 1-B508 when Pedestal Height is less than 11";
- 2-B508 when Pedestal Height is greater than 11";
- B508 spaced at 6" Max.



SECTION C-C
 $\frac{3}{4}'' = 1'-0''$



ALTERNATE NO. 1
 SHEET 2 OF 3
 DETAILS OF END BENT NO. 33
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

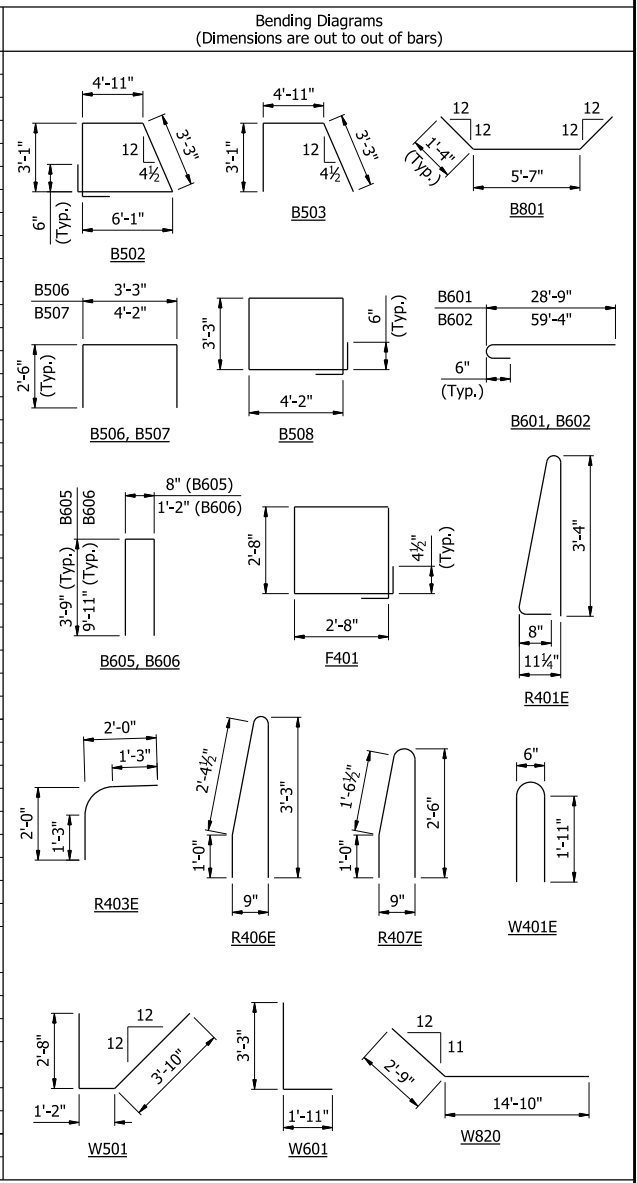
ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 10/05/23 FILENAME: b04090111_b332.dgn
 CHECKED BY: AT DATE: 10/27/23 SCALE: AS NOTED
 DESIGNED BY: JRR DATE: 9/18/23
 BRIDGE NO. 07684 DRAWING NO. 67396

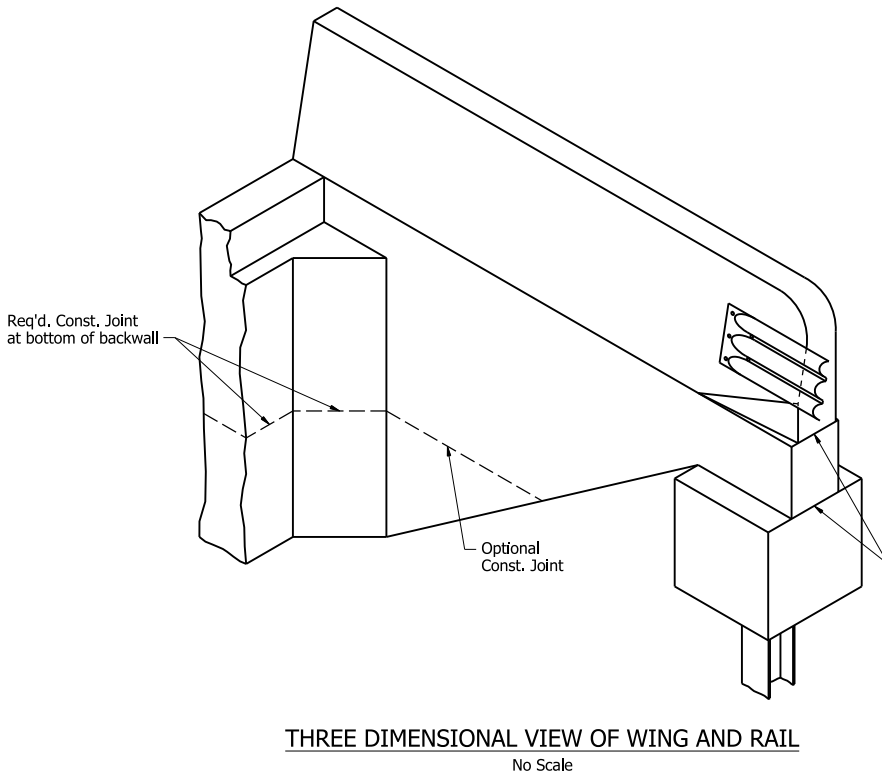
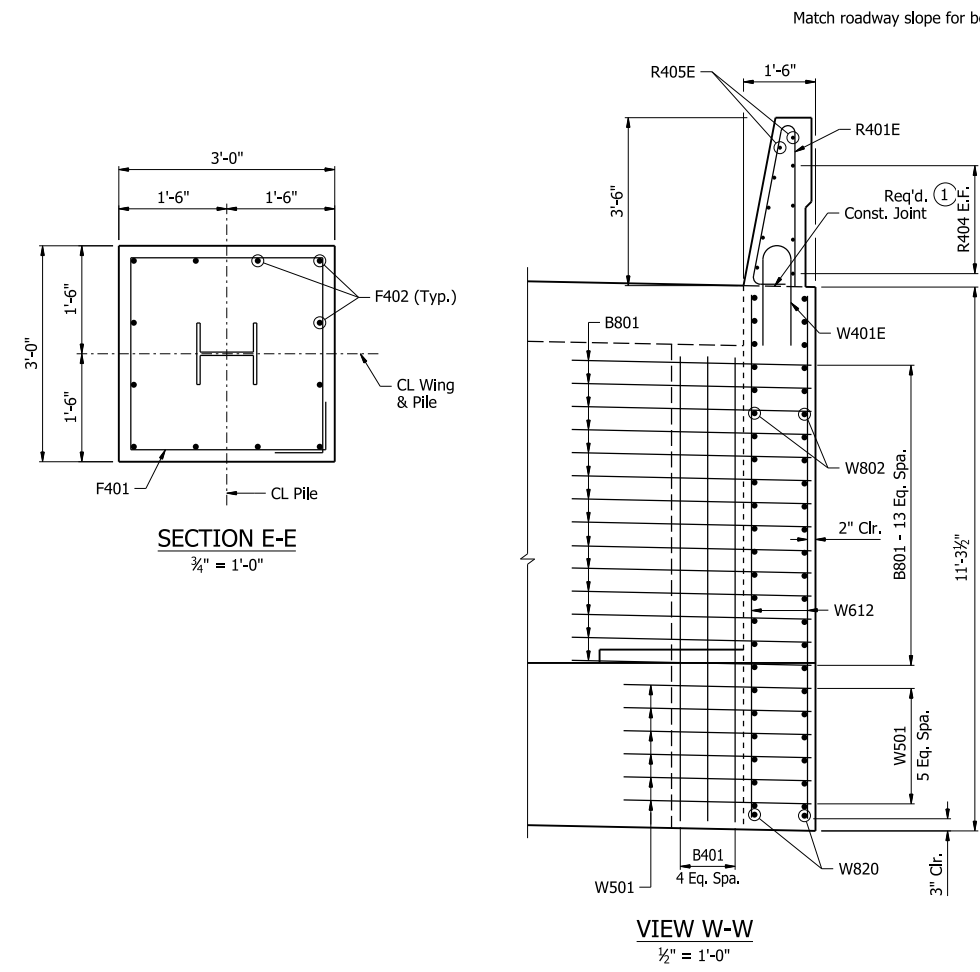
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	337	809
07684 - END BENTS - 67397						

BAR LIST - PER BENT

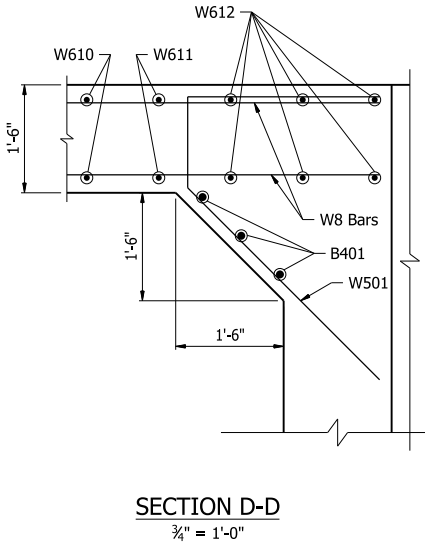
Mark	Number Required	Length	Pin Dia.
B401	6	9'-9"	Str.
B501	20	43'-5"	Str.
B502	134	18'-0"	2½"
B503	19	11'-1"	2½"
B504	44	43'-9"	Str.
B505	8	2'-0"	Str.
B506	70	8'-1"	2½"
B507	80	9'-0"	2½"
B508	12	15'-4"	2½"
B601	10	29'-5"	4½"
B602	10	60'-0"	4½"
B603	10	28'-1"	Str.
B604	10	60'-0"	Str.
B605	83	7'-10"	4½"
B606	83	20'-8"	4½"
B801	28	8'-3"	6"
F401	12	11'-0"	2"
F402	24	2'-7"	Str.
F601	12	2'-8"	Str.
R401E	60	7'-6"	3"
R402E	8	5'-6"	Str.
R403E	4	3'-8"	8½"
R404E	16	15'-8"	Str.
R405E	4	15'-6"	Str.
R406E	2	6'-8"	3"
R407E	2	5'-1"	3"
W401E	96	4'-7"	3"
W501	12	7'-5"	3¾"
W601	24	5'-0"	4½"
W602 To W611	4 Each	2'-5" To 10'-8"	Str.
W612	12	11'-0"	Str.
W801	20	15'-8"	Str.
W802 To W819	4 Each	3'-2" To 12'-4"	Str.
W820	4	17'-5"	6"



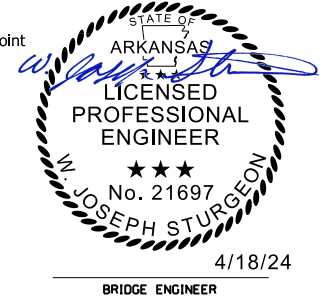
All bars designated with an "E" suffix are to be epoxy coated.



THREE DIMENSIONAL VIEW OF WING AND RAIL
No Scale



SECTION D-D
¾" = 1'-0"

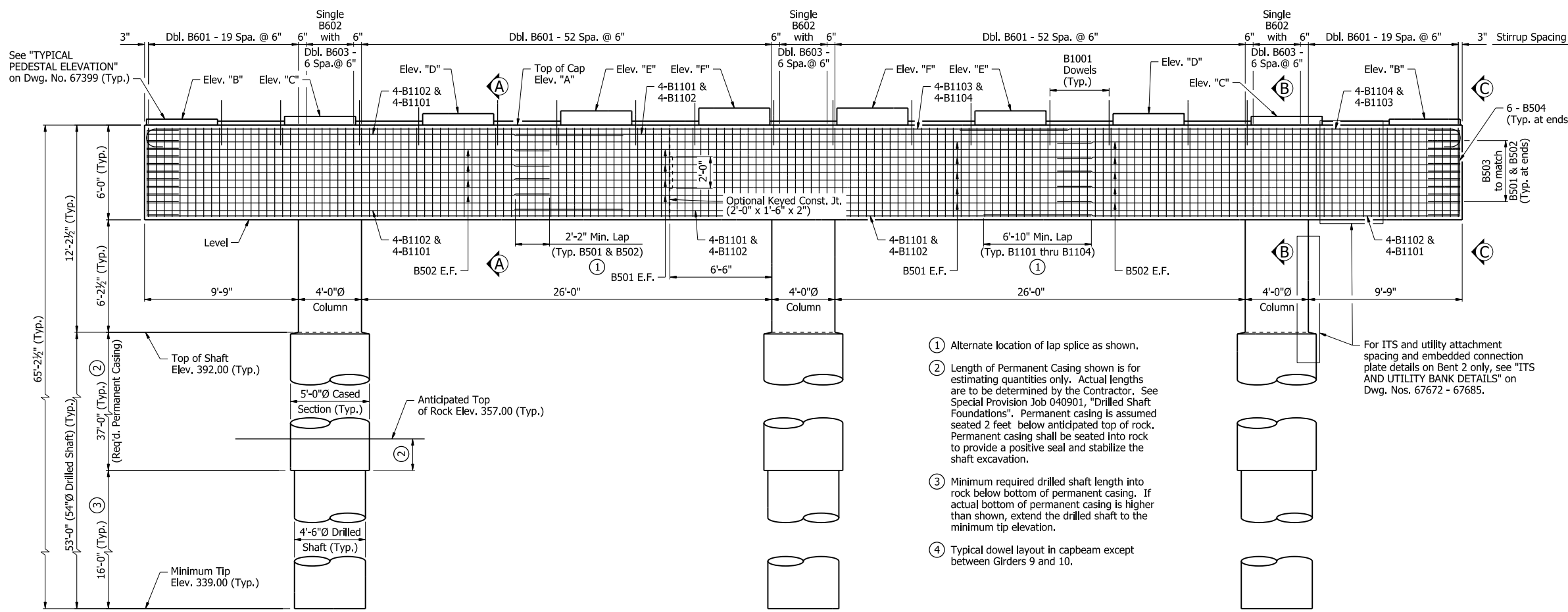
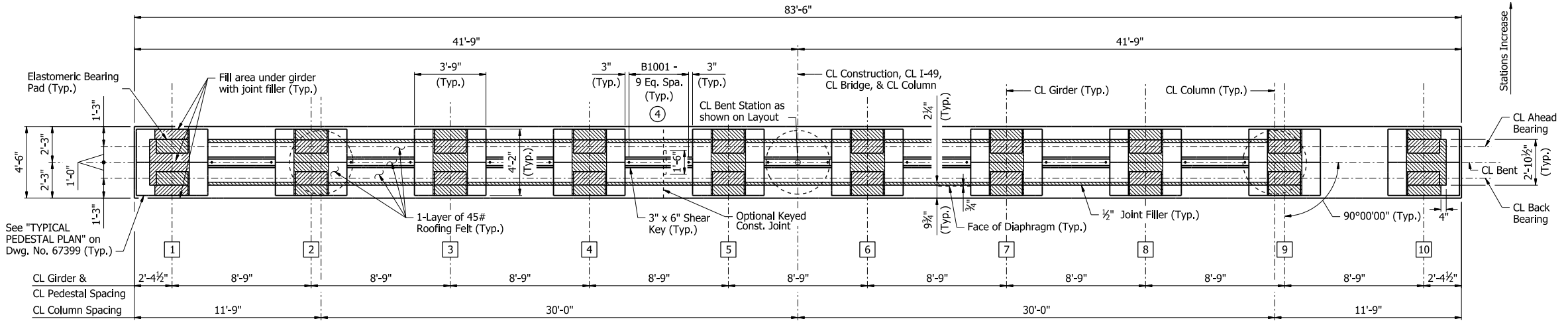


ALTERNATE NO. 1
SHEET 3 OF 3
DETAILS OF END BENT NO. 33
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

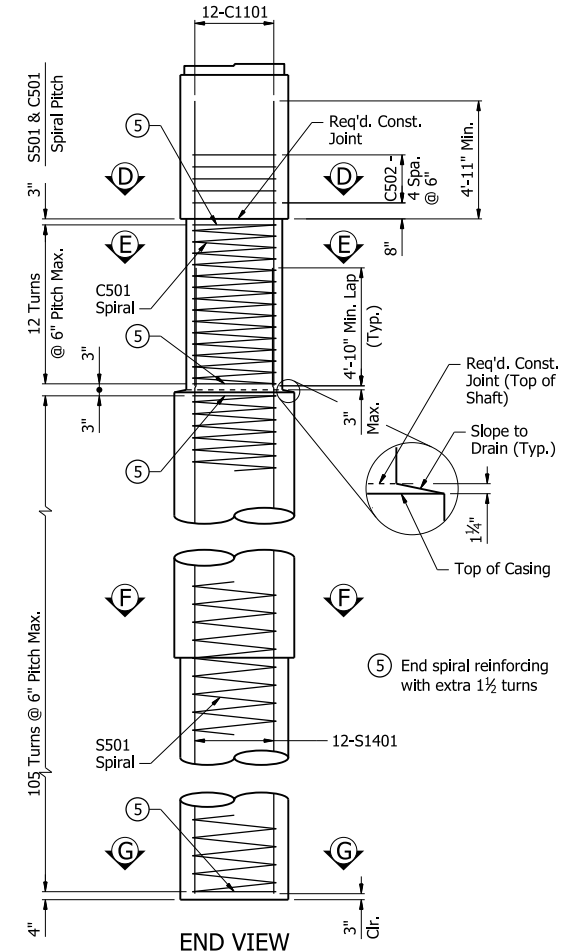
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 10/05/23 FILENAME: b04090111_b333.dgn
CHECKED BY: AT DATE: 10/27/23 SCALE: AS NOTED
DESIGNED BY: AT DATE: 9/18/23
BRIDGE NO. 07684 DRAWING NO. 67397

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	338	809
07684 - INT. BENTS - 67398						



Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67399.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 2 1/4" x 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

TABLE OF VARIABLES

"A"	"B"		"C"		"D"		"E"		"F"	
	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing
404.21	404.59	404.59	404.76	404.76	404.94	404.94	405.11	405.11	405.29	405.29



ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NO. 2
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

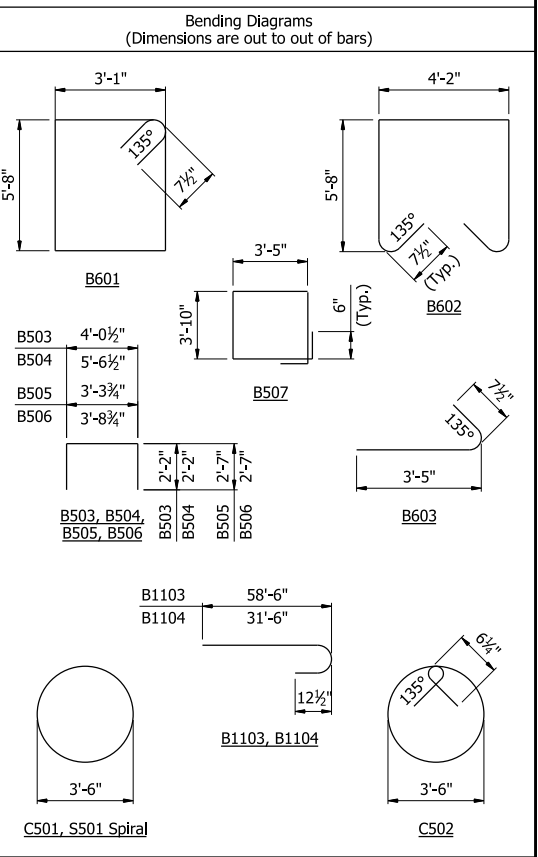
ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.
 DRAWN BY: JCP DATE: 10/7/23 FILENAME: b04090111_b21.dgn
 CHECKED BY: QL DATE: 11/1/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: CZ DATE: 6/27/23
 BRIDGE NO. 07684 DRAWING NO. 67398

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	339	809
07684 - INT. BENTS - 67399						

BAR LIST

Mark	Number Required	Length	Pin Dia.
B501	18	60'-0"	Str.
B502	18	25'-4"	Str.
B503	18	8'-2"	2½"
B504	12	9'-8"	2½"
B505	70	8'-3"	2½"
B506	60	8'-8"	2½"
B507	12	15'-0"	2½"
B601	292	18'-4"	4½"
B602	21	16'-6"	4½"
B603	42	4'-1"	4½"
B1001	81	2'-6"	Str.
B1101	24	60'-0"	Str.
B1102	24	30'-0"	Str.
B1103	8	60'-0"	11¼"
B1104	8	33'-0"	11¼"
C501	3	162'-6"	Spiral
C502	15	12'-2"	2½"
C1101	36	10'-11"	Str.
S501	3	1,170'-6"	Spiral
S1401	36	57'-10"	Str.



All bars designated with an "E" suffix are to be epoxy coated.
 ② S1401 longitudinal reinforcement and S501 spiral reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (54" DIA.)". Individual lengths to be determined by the Contractor.

Notes:
 For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67398.

SPIRAL REINFORCING NOTES:
 Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".

Spiral reinforcing shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 5'-1" of the top or bottom of the column.

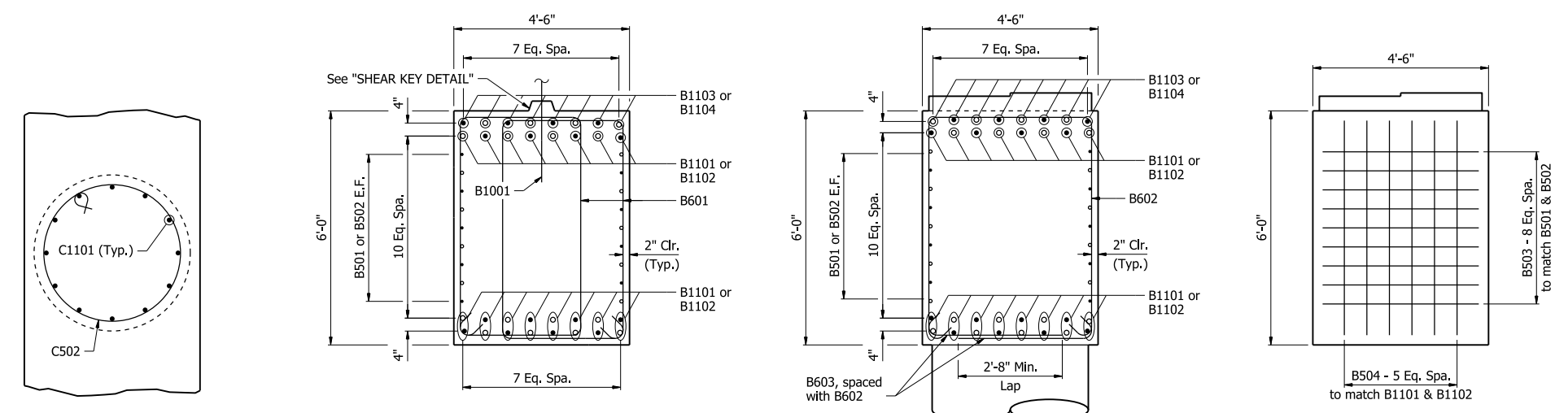
Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6¼" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1½ turns.

ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NO. 2
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: JCP DATE: 10/7/23 FILENAME: b04090111_b22.dgn
 CHECKED BY: QL DATE: 11/1/23 SCALE: AS NOTED
 DESIGNED BY: CZ DATE: 6/27/23
 BRIDGE NO. 07684 DRAWING NO. 67399

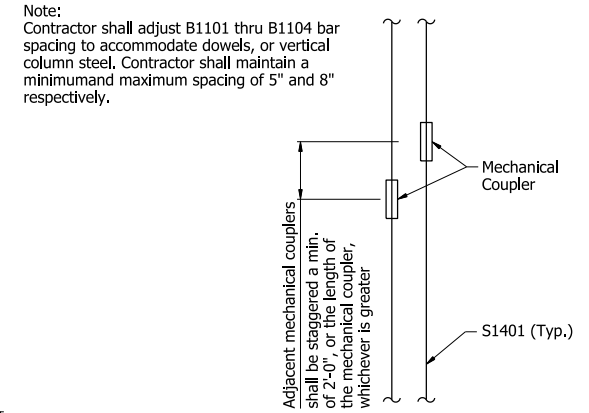


SECTION D-D
 ½" = 1'-0"
 (Cap reinforcing not shown for clarity)

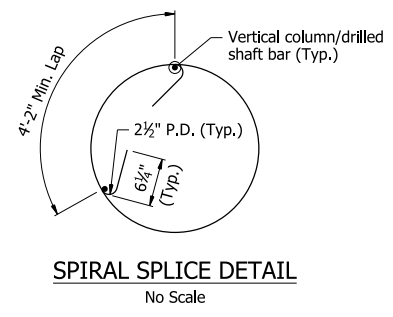
SECTION A-A
 ½" = 1'-0"

SECTION B-B
 ½" = 1'-0"
 (Pedestal and column reinforcing not shown for clarity)

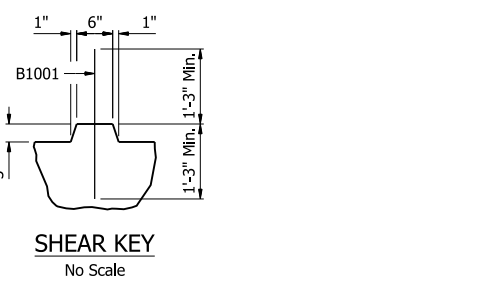
VIEW C-C
 ½" = 1'-0"



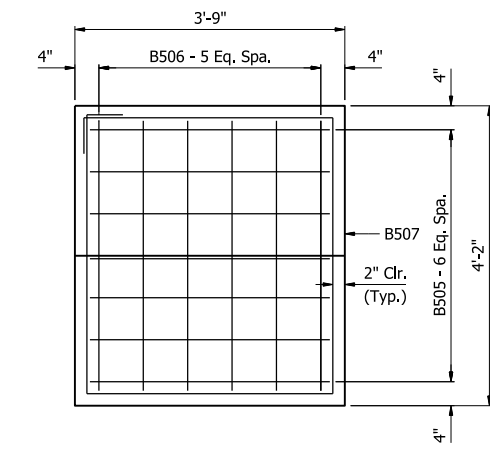
DRILLED SHAFT BAR SPLICE DETAIL
 No Scale



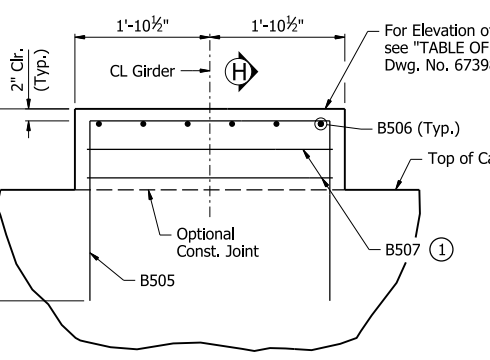
SPIRAL SPLICE DETAIL
 No Scale



SHEAR KEY
 No Scale

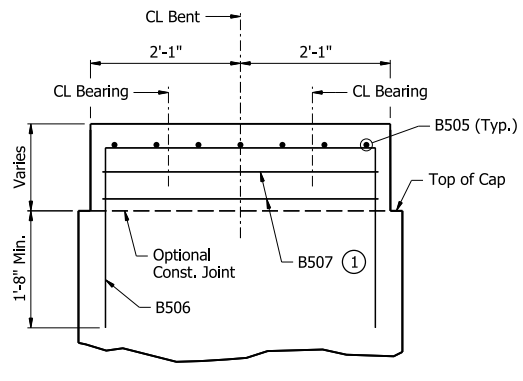


TYPICAL PEDESTAL PLAN
 ¾" = 1'-0"

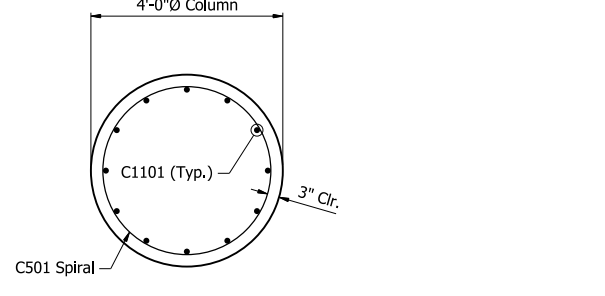


TYPICAL PEDESTAL ELEVATION
 ¾" = 1'-0"

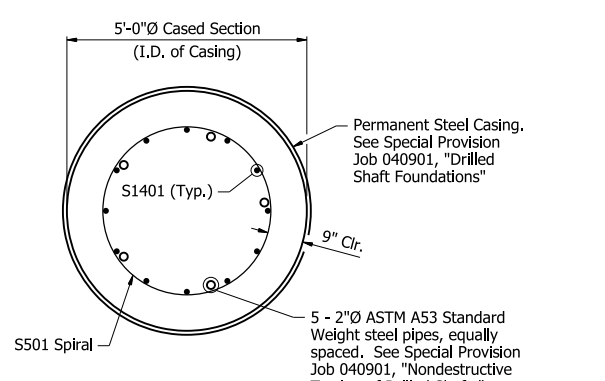
① 1-B507 when Pedestal Height is less than 11";
 2-B507 when Pedestal Height is greater than 11";
 B507 spaced at 6" Max.



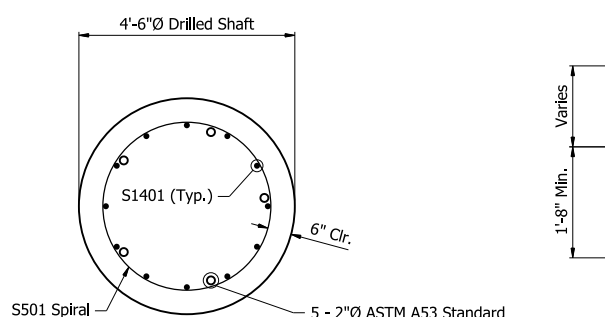
SECTION H-H
 ¾" = 1'-0"



SECTION E-E
 ½" = 1'-0"



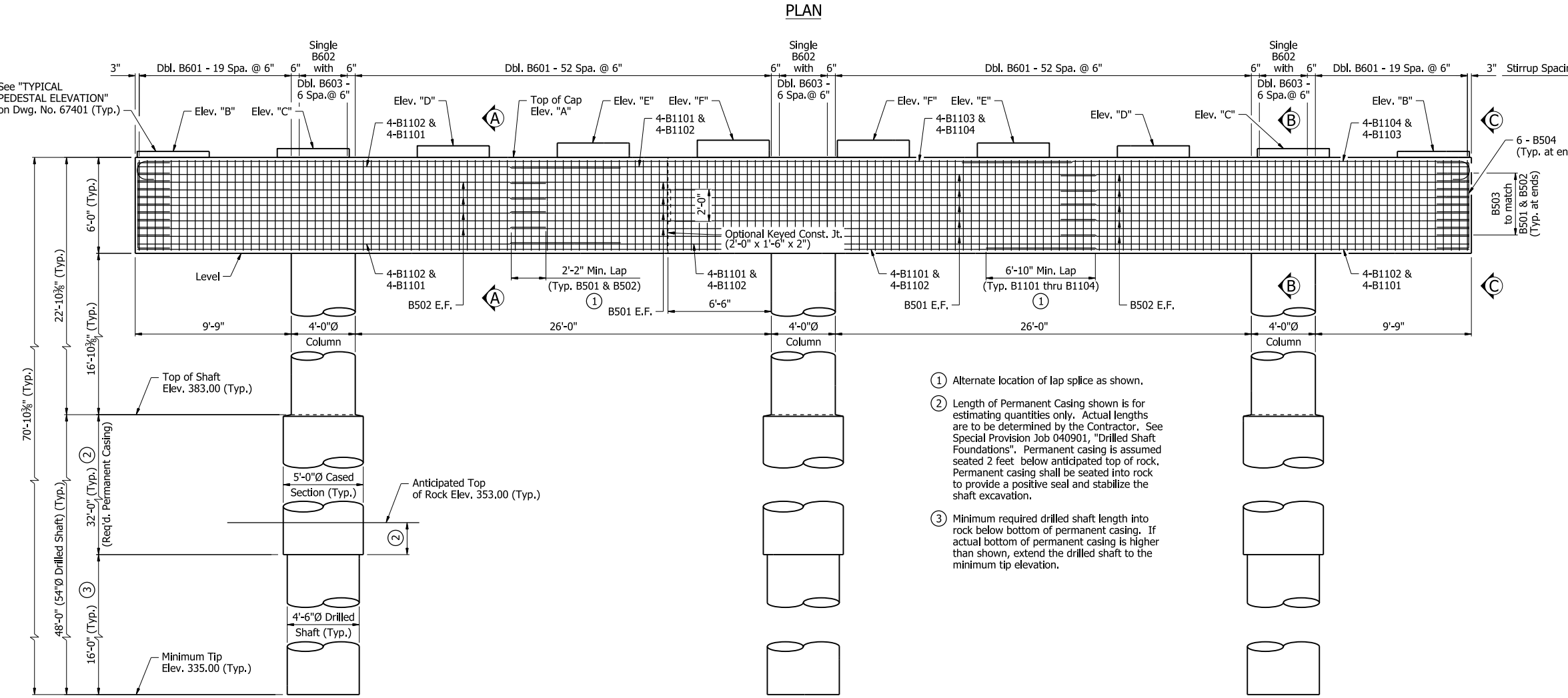
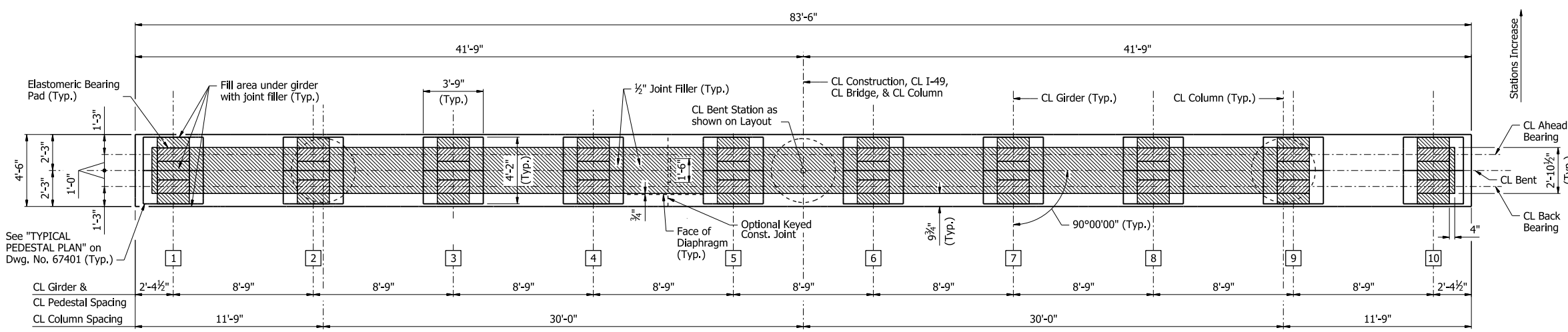
SECTION F-F
 ½" = 1'-0"



SECTION G-G
 ½" = 1'-0"

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	340	809
07684 - INT. BENTS - 67400						

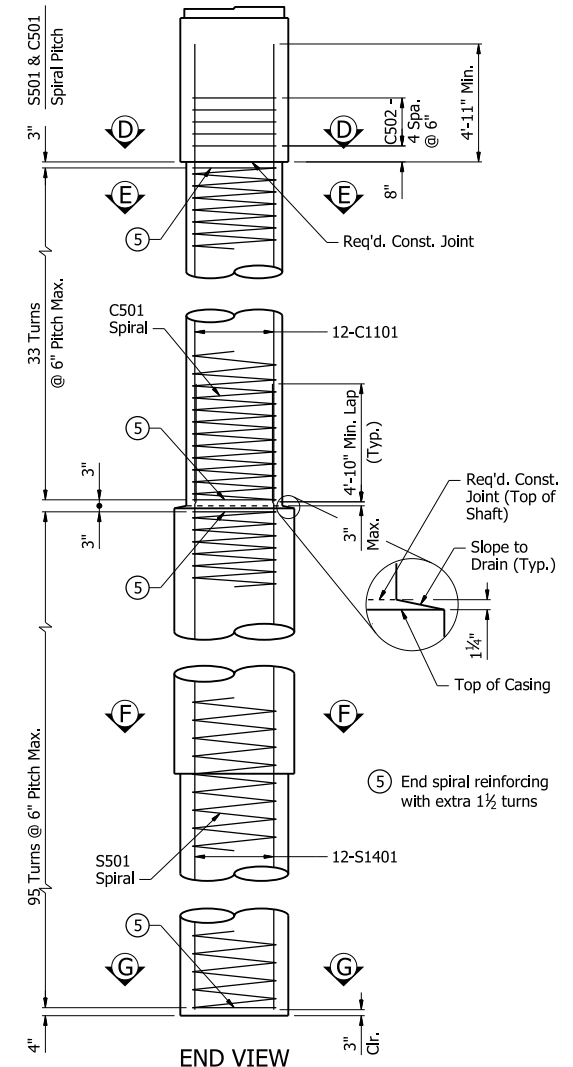


- Alternate location of lap splice as shown.
- Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.

TABLE OF VARIABLES

"A"	"B"		"C"		"D"		"E"		"F"	
	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing
405.86	406.24	406.29	406.41	406.47	406.59	406.64	406.76	406.82	406.94	406.99

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67401.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 1/2" joint filler up the vertical faces of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NO. 3
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: JCP DATE: 10/12/23 FILENAME: b04090111_b31.dgn
 CHECKED BY: QL DATE: 10/31/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: CZ DATE: 6/28/23
 BRIDGE NO. 07684 DRAWING NO. 67400

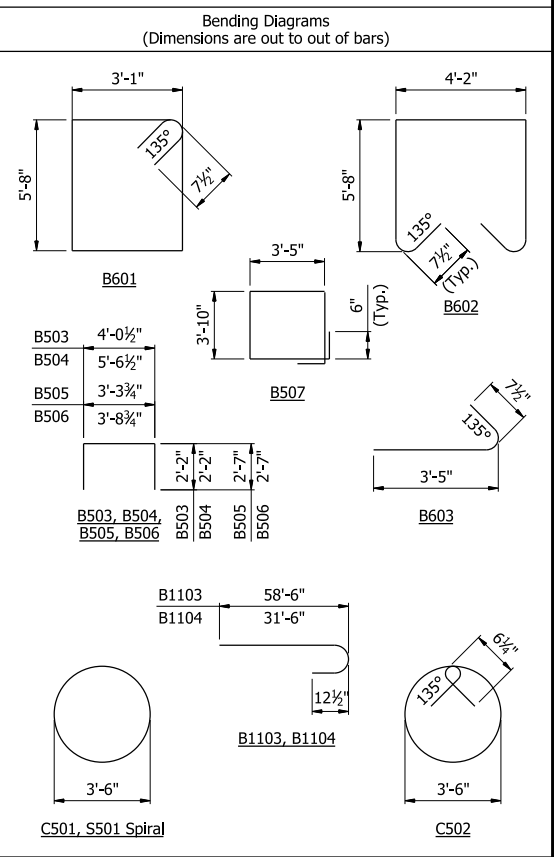


PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	341	809
07684 - INT. BENTS - 67401						

BAR LIST

Mark	Number Required	Length	Pin Dia.
B501	18	60'-0"	Str.
B502	18	25'-4"	Str.
B503	18	8'-2"	2 1/2"
B504	12	9'-8"	2 1/2"
B505	70	8'-3"	2 1/2"
B506	60	8'-8"	2 1/2"
B507	12	15'-0"	2 1/2"
B601	292	18'-4"	4 1/2"
B602	21	16'-6"	4 1/2"
B603	42	4'-1"	4 1/2"
B1101	24	60'-0"	Str.
B1102	24	30'-0"	Str.
B1103	8	60'-0"	11 1/4"
B1104	8	33'-0"	11 1/4"
C501	3	390'-1"	Spiral
C502	15	12'-2"	2 1/2"
C1101	36	21'-7"	Str.
S501	3	1,062'-2"	Spiral
S1401	36	52'-10"	Str.



All bars designated with an "E" suffix are to be epoxy coated.
 ② S1401 longitudinal reinforcement and S501 spiral reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (54" DIA.)". Individual lengths to be determined by the Contractor.

Notes:
 For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67400.

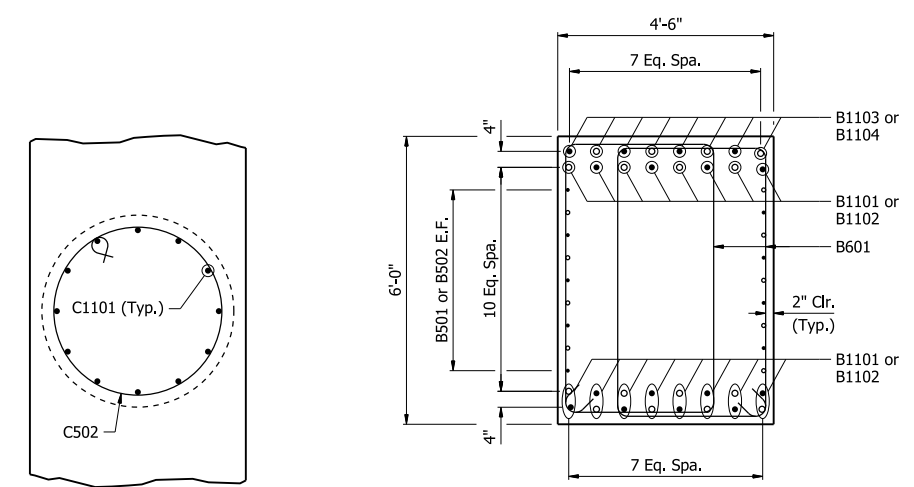
SPIRAL REINFORCING NOTES:
 Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".

Spiral reinforcing shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

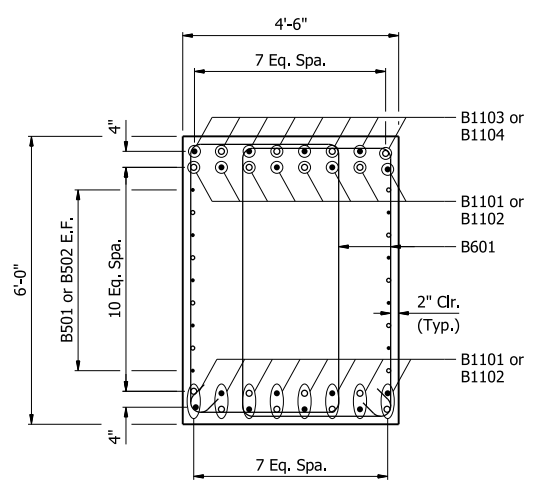
Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 5'-1" of the top or bottom of the column.

Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

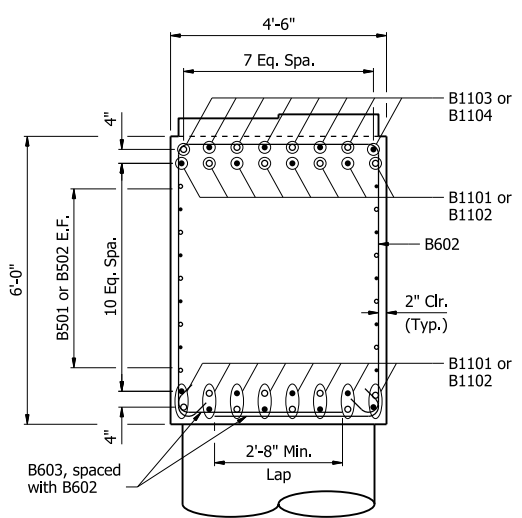
Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6 1/4" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1 1/2 turns.



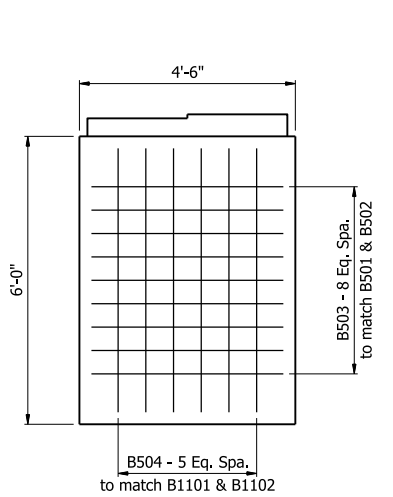
SECTION D-D
 1/2" = 1'-0"
 (Cap reinforcing not shown for clarity)



SECTION A-A
 1/2" = 1'-0"

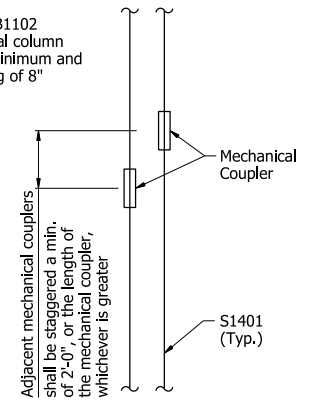


SECTION B-B
 1/2" = 1'-0"
 (Pedestal and column reinforcing not shown for clarity)



VIEW C-C
 1/2" = 1'-0"

Note:
 Contractor shall adjust B1101 and B1102 bar spacing to accommodate vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and spacing of 8" respectively.



DRILLED SHAFT BAR SPLICE DETAIL

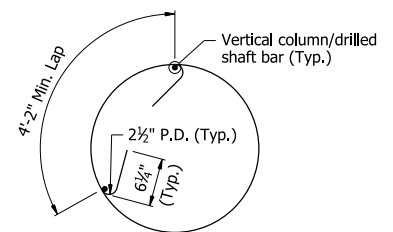
No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
 Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 5'-1" from top of shaft.

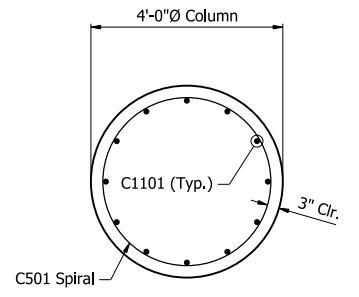
The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (54" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.

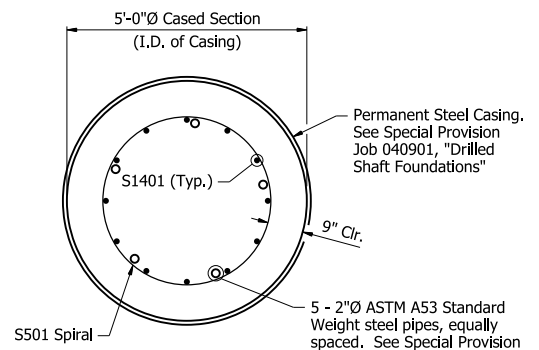


SPIRAL SPLICE DETAIL

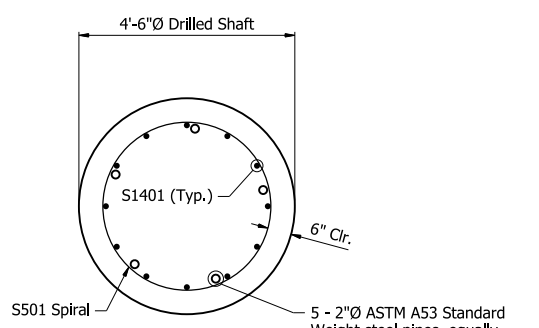
No Scale



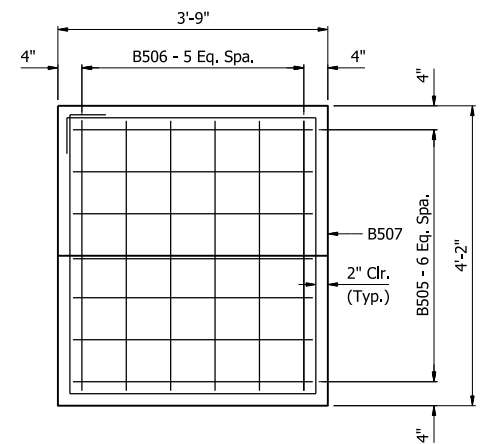
SECTION E-E
 1/2" = 1'-0"



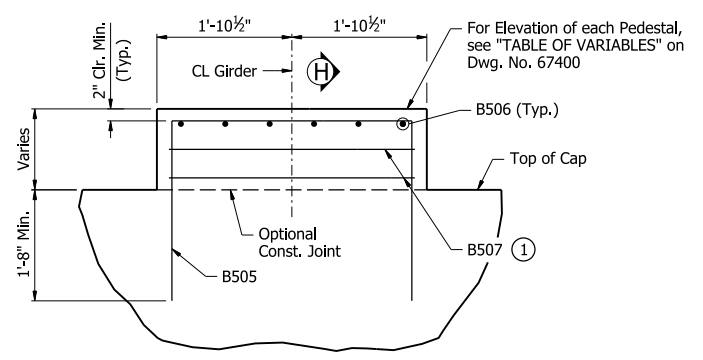
SECTION F-F
 1/2" = 1'-0"



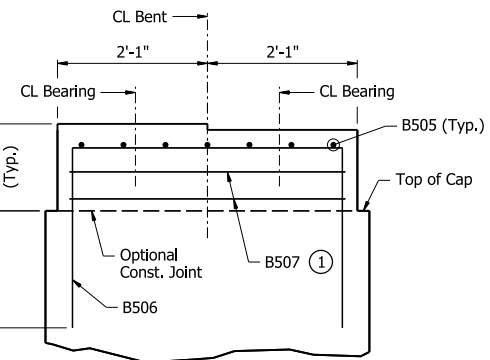
SECTION G-G
 1/2" = 1'-0"



TYPICAL PEDESTAL PLAN
 3/4" = 1'-0"



TYPICAL PEDESTAL ELEVATION
 3/4" = 1'-0"



SECTION H-H
 3/4" = 1'-0"

① 1-B507 when Pedestal Height is 11";
 2-B507 when Pedestal Height is greater than 11";
 B507 spaced at 6" Max.



ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NO. 3
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

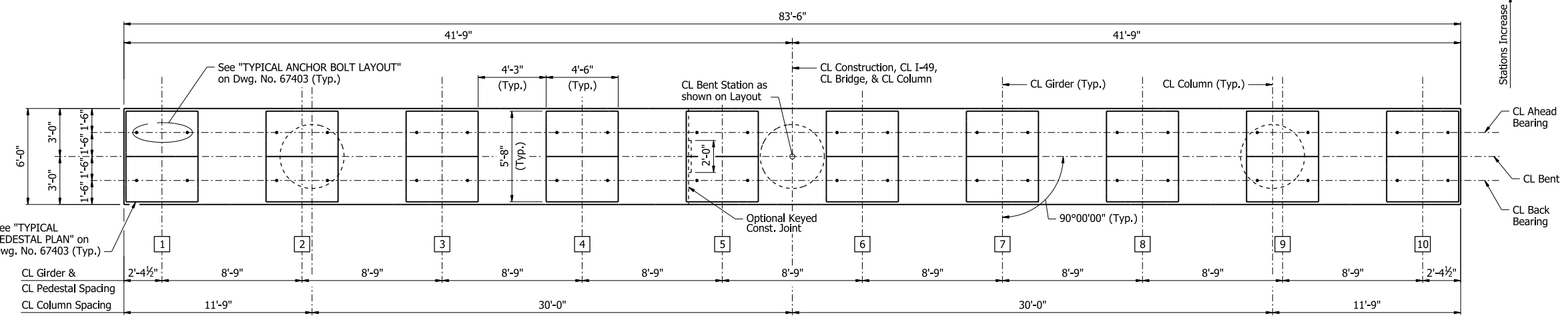
ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: JCP DATE: 10/12/23 FILENAME: b04090111_b32.dgn
 CHECKED BY: QL DATE: 10/31/23 SCALE: AS NOTED
 DESIGNED BY: CZ DATE: 6/28/23
 BRIDGE NO. 07684 DRAWING NO. 67401

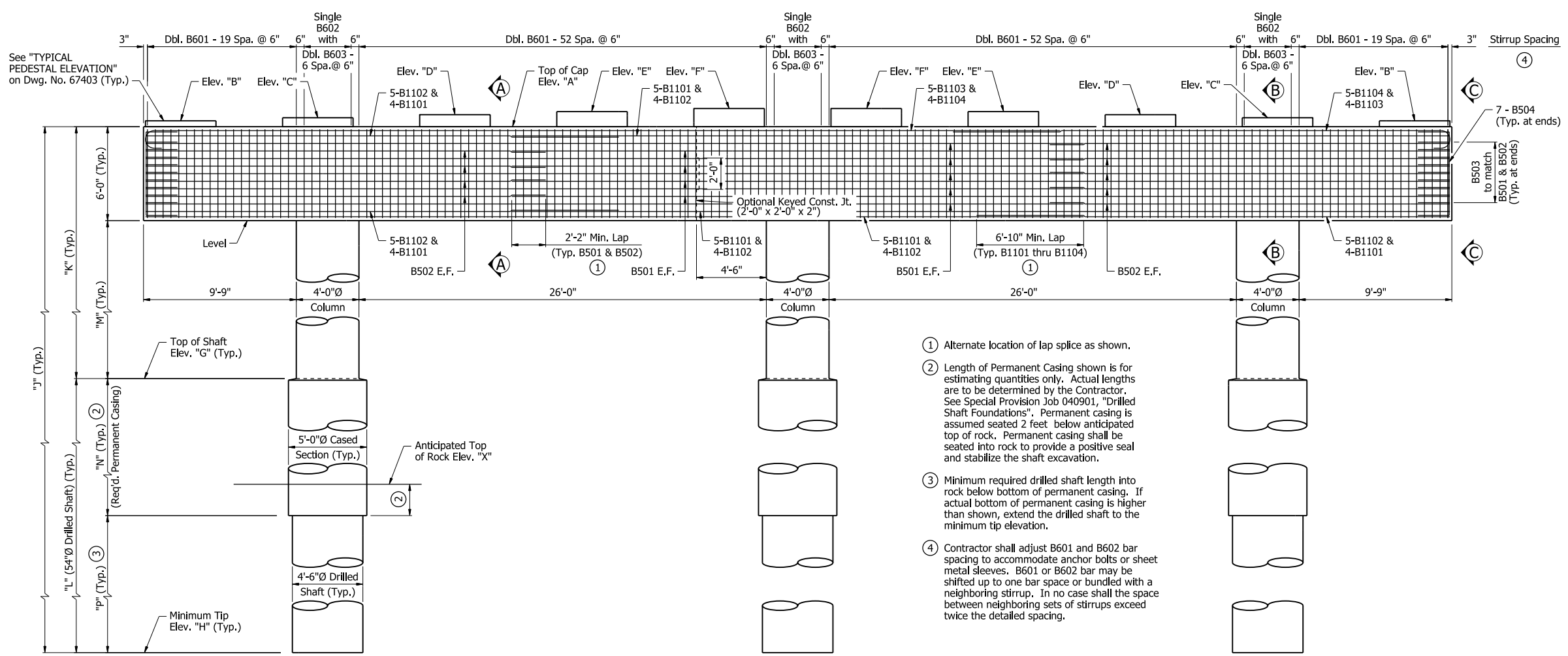
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	342	809
07684 - INT. BENTS - 67402						

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67403.
 For "GENERAL NOTES", see Dwg. No. 67372.



PLAN

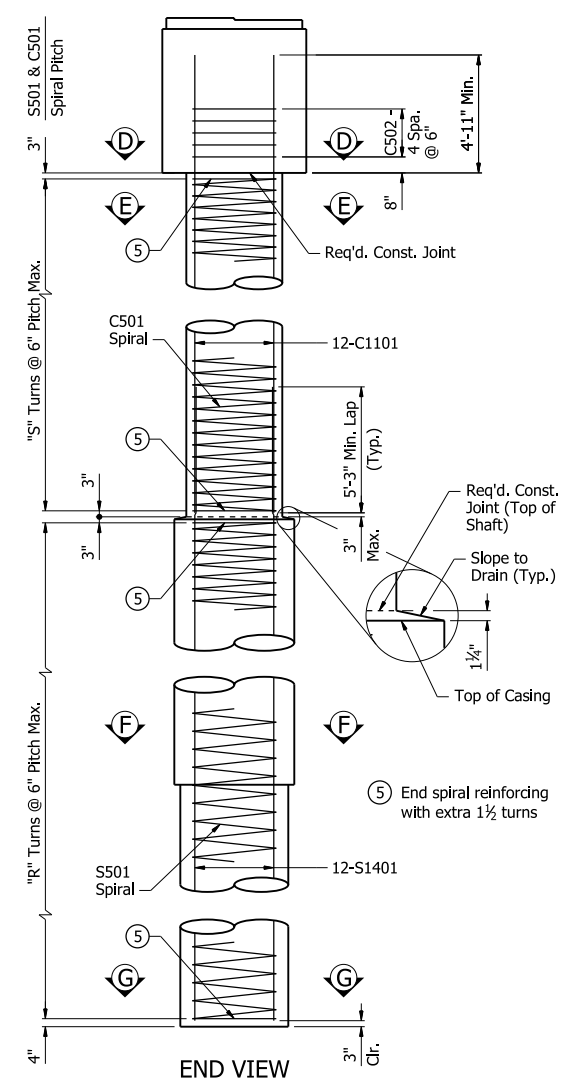


ELEVATION
(Looking Upstation)

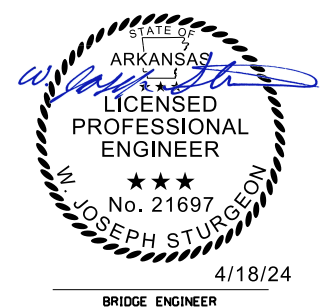
- Alternate location of lap splice as shown.
- Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.
- Contractor shall adjust B601 and B602 bar spacing to accommodate anchor bolts or sheet metal sleeves. B601 or B602 bar may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

TABLE OF VARIABLES

Bent No.	"A"	"B"		"C"		"D"		"E"		"F"		"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"X"
		Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing											
4	408.37	408.82	408.82	408.99	408.99	409.17	409.17	409.34	409.34	409.52	409.52	384.00	338.00	70'-4 1/2"	24'-4 1/2"	46'-0"	18'-4 1/2"	30'-0"	16'-0"	91	36	356.00
27	419.24	419.75	419.70	419.92	419.88	420.10	420.05	420.27	420.23	420.45	420.40	399.00	339.00	80'-2 7/8"	20'-2 7/8"	60'-0"	14'-2 7/8"	50'-0"	10'-0"	119	28	351.00
30	413.09	413.62	413.58	413.80	413.75	413.97	413.93	414.15	414.10	414.32	414.28	394.00	343.00	70'-1 1/8"	19'-1 1/8"	51'-0"	13'-1 1/8"	42'-0"	9'-0"	101	26	354.00



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.



ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE
 BENT NOS. 4, 27, & 30
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

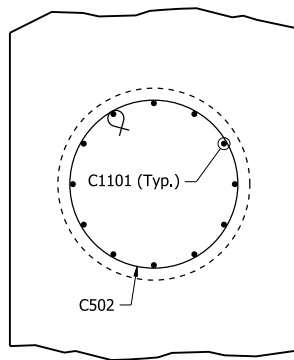
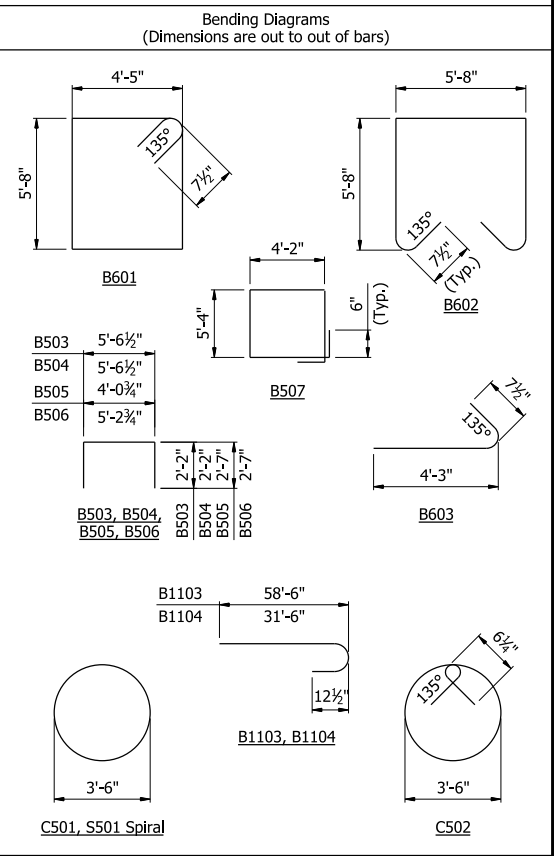
DRAWN BY: JCP DATE: 9/14/23 FILENAME: b04090111_b41.dgn
 CHECKED BY: PEG DATE: 11/02/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: MGG DATE: 7/10/23
 BRIDGE NO. 07684 DRAWING NO. 67402

PRINT DATE: 4/10/2024

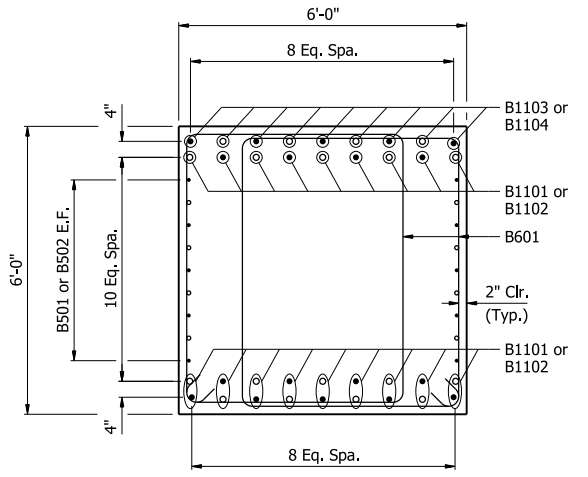
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	343	809
07684 - INT. BENTS - 67403						

BAR LIST - PER BENT

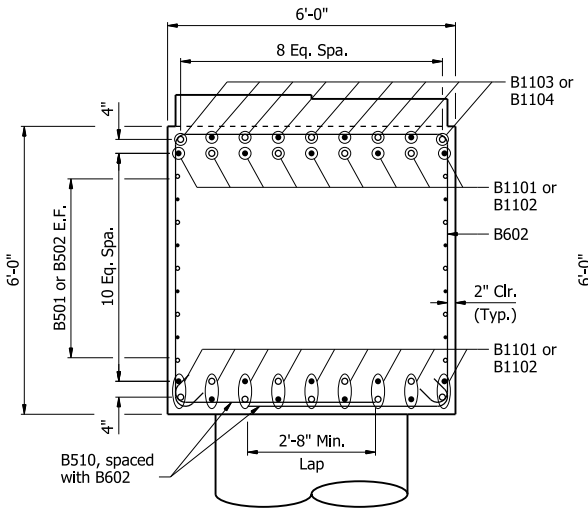
Mark	Number Required	Length	Pin Dia.
B501	18	60'-0"	Str.
B502	18	25'-4"	Str.
B503	18	9'-8"	2 1/2"
B504	14	9'-8"	2 1/2"
B505	80	9'-0"	2 1/2"
B506	70	10'-2"	2 1/2"
B507	12	19'-6"	2 1/2"
B601	292	21'-0"	4 1/2"
B602	21	18'-0"	4 1/2"
B603	42	4'-11"	4 1/2"
B1101	27	60'-0"	Str.
B1102	27	30'-0"	Str.
B1103	9	60'-0"	11 1/4"
B1104	9	33'-0"	11 1/4"
C501	3	"CS"	Spiral
C502	15	12'-2"	2 1/2"
C1101	36	"CL"	Str.
S501	3	"SS"	Spiral
S1401	36	"SL"	Str.



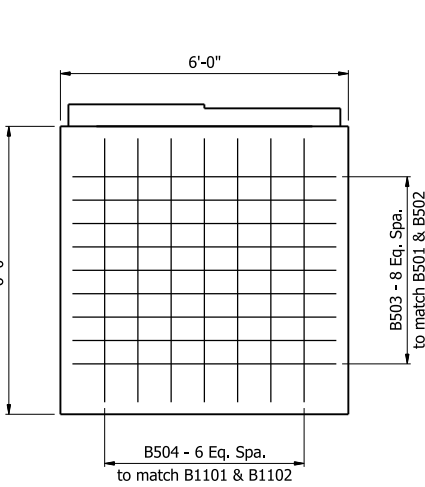
SECTION D-D
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)



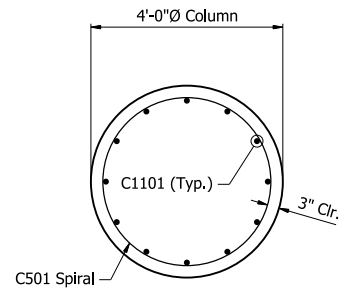
SECTION A-A
1/2" = 1'-0"



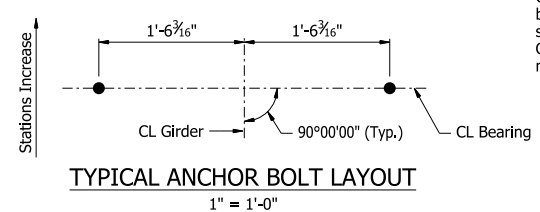
SECTION B-B
1/2" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)



VIEW C-C
1/2" = 1'-0"

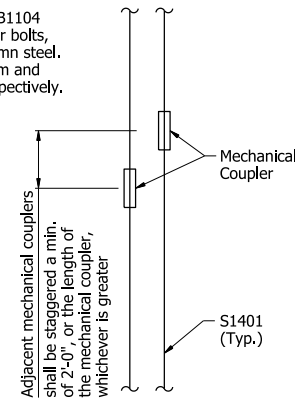


SECTION E-E
1/2" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"

Note:
Contractor shall adjust B1101 thru B1104 bar spacing to accommodate anchor bolts, sheet metal sleeves or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and 8", respectively.



DRILLED SHAFT BAR SPLICE DETAIL
No Scale

TABLE OF VARIABLES

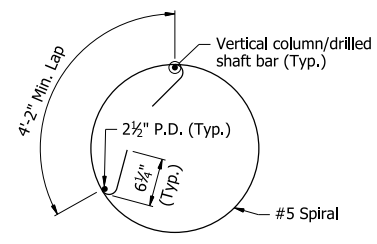
Bent No.	"CS"	"CL"	"SS"	"SL"
4	422'-8"	23'-1"	1,018'-8"	51'-3"
27	335'-11"	18'-11"	1,322'-2"	65'-3"
30	314'-3"	17'-10"	1,127'-1"	56'-3"

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

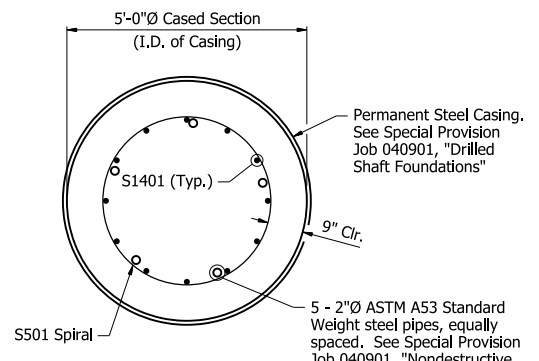
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 5'-6" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

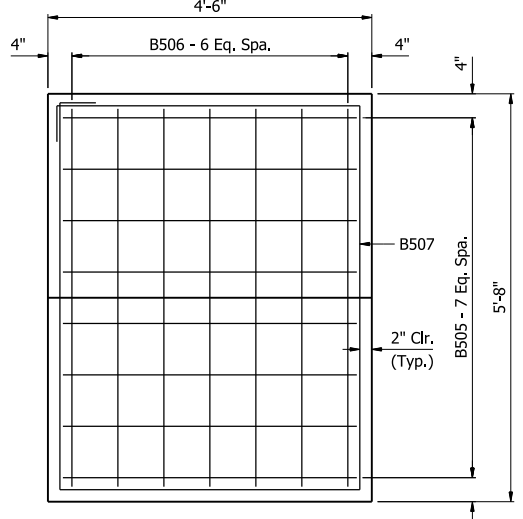
Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (54" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



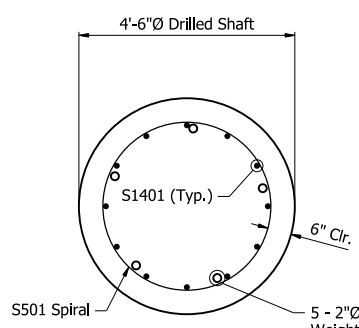
SPIRAL SPLICE DETAIL
No Scale



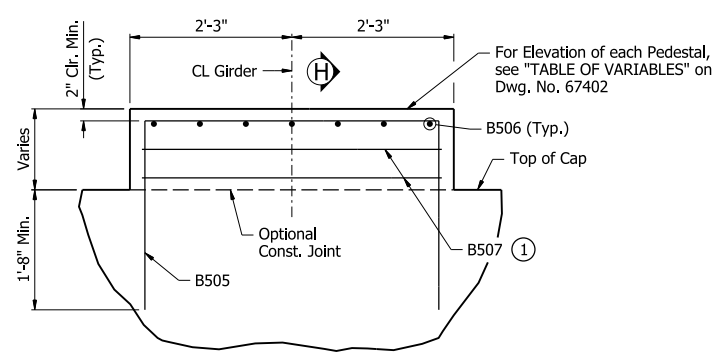
SECTION F-F
1/2" = 1'-0"



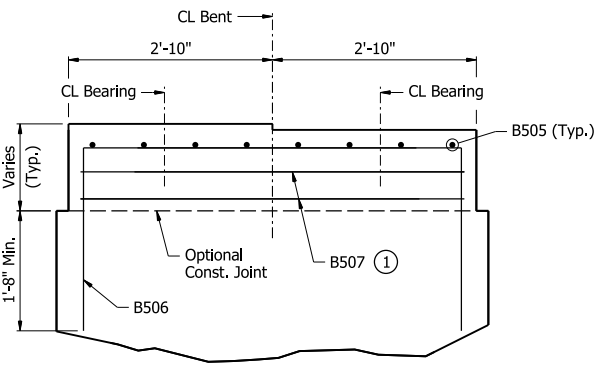
TYPICAL PEDESTAL PLAN
3/4" = 1'-0"



SECTION G-G
1/2" = 1'-0"



TYPICAL PEDESTAL ELEVATION
3/4" = 1'-0"



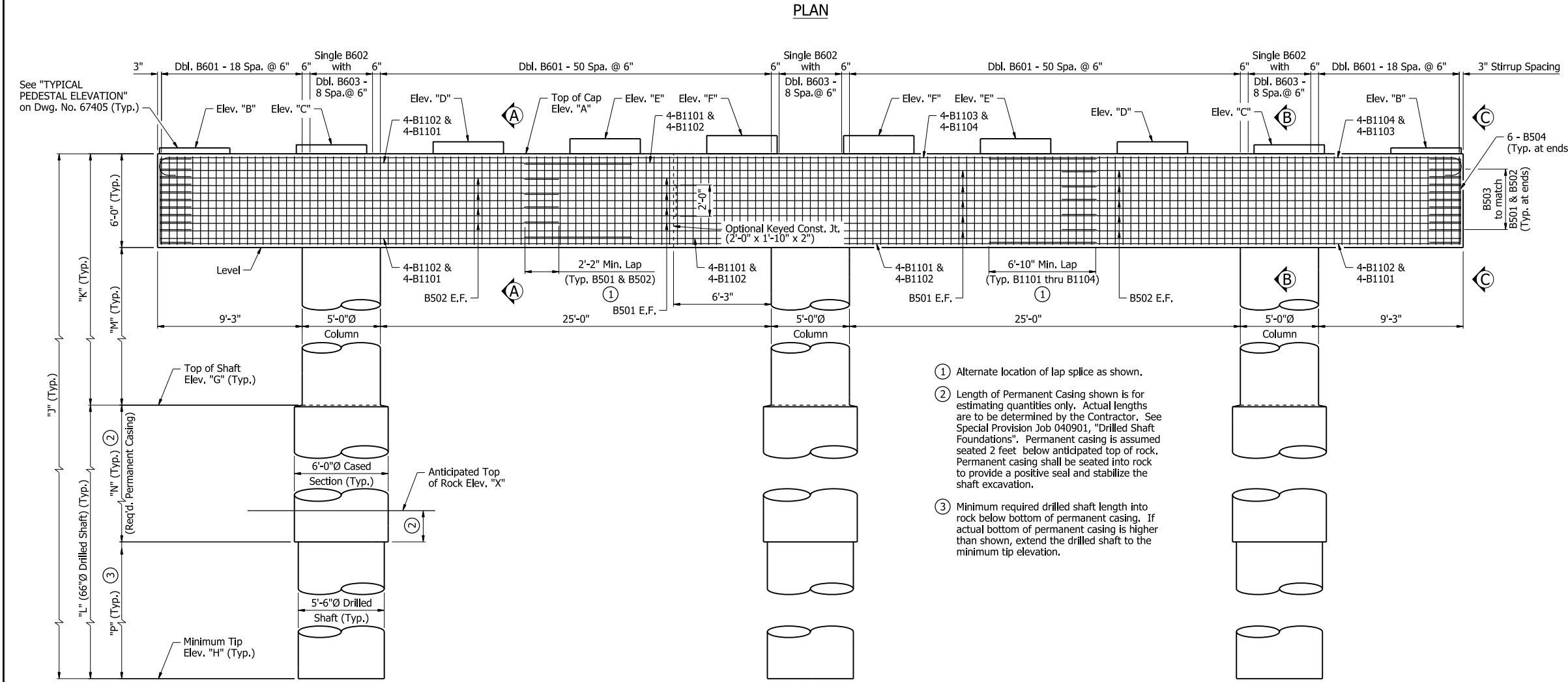
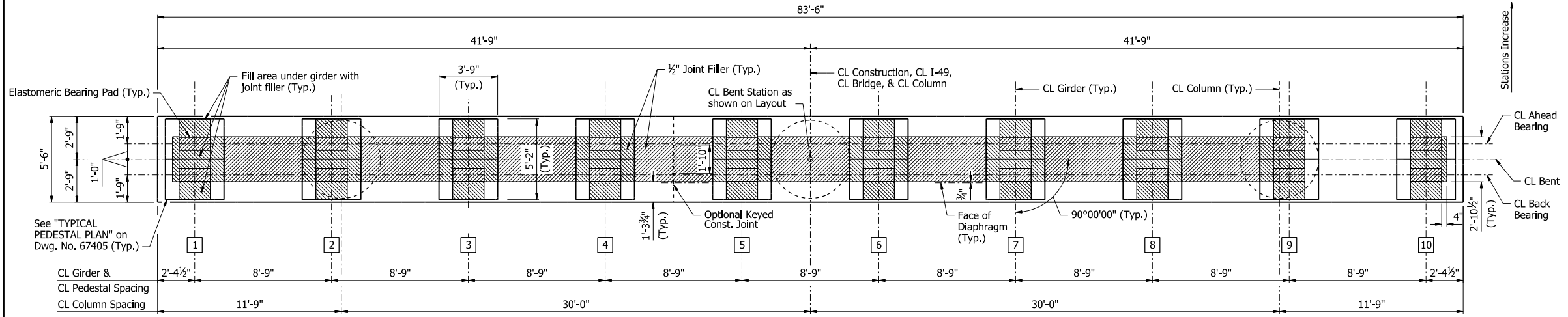
SECTION H-H
3/4" = 1'-0"

1-B507 when Pedestal Height is less than 11";
2-B507 when Pedestal Height is greater than 11";
B507 spaced at 6" Max.



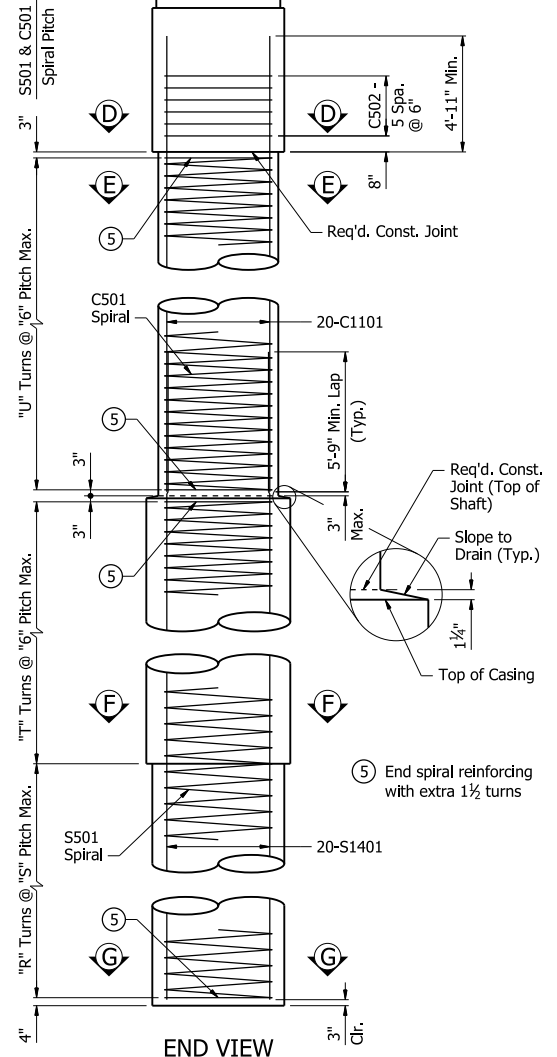
ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE
BENT NOS. 4, 27, & 30
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: JCP DATE: 10/10/23 FILENAME: b04090111_b42.dgn
CHECKED BY: PEG DATE: 11/02/23 SCALE: AS NOTED
DESIGNED BY: CZ/MGG DATE: 7/10/23
BRIDGE NO. 07684 DRAWING NO. 67403

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	344	809
07684 - INT. BENTS - 67404						



- ① Alternate location of lap splice as shown.
- ② Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- ③ Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67405.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"T"	"U"	"X"					
5	412.21	412.58	412.75	412.76	412.92	412.93	413.10	413.11	413.27	413.28	413.45	384.00	342.00	70'-2 1/2"	28'-2 1/2"	42'-0"	22'-2 1/2"	30'-0"	12'-0"	24	6"	60	44	356.00
19	435.82	436.20	436.20	436.37	436.37	436.55	436.55	436.72	436.72	436.90	436.90	387.00	338.50	97'-3 3/8"	48'-9 1/2"	48'-6"	42'-9 3/8"	34'-0"	14'-6"	31	5 1/2"	68	85	355.00
23	427.66	428.04	428.04	428.21	428.21	428.39	428.39	428.56	428.56	428.74	428.74	397.00	341.00	86'-7 7/8"	30'-7 7/8"	56'-0"	24'-7 7/8"	45'-0"	11'-0"	22	6"	90	49	354.00



ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NOS. 5, 19, & 23
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

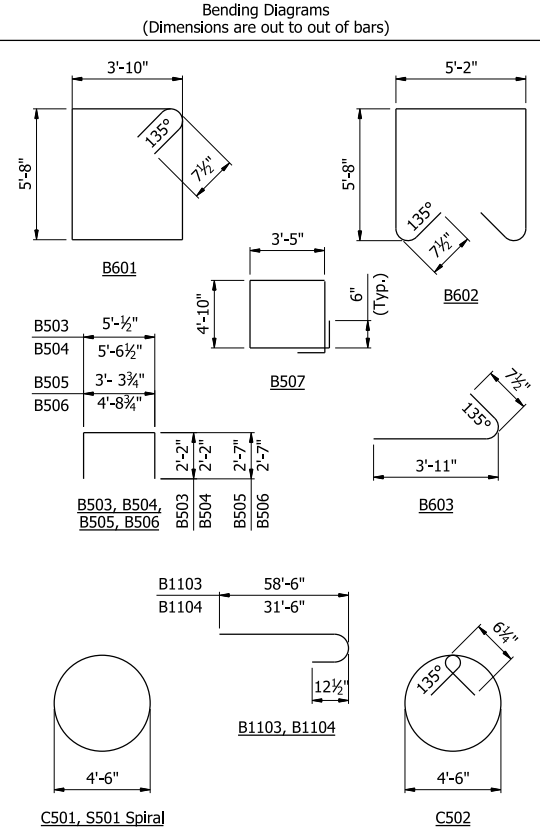
DRAWN BY: CEM DATE: 10/14/23 FILENAME: b04090111_b51.dgn
 CHECKED BY: WJS DATE: X/X/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: CZ/MGG DATE: 7/21/23
 BRIDGE NO. 07684 DRAWING NO. 67404

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	345	809
07684 - INT. BENTS - 67405						

BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.
B501	18	60'-0"	Str.
B502	18	25'-4"	Str.
B503	18	9'-2"	2 1/2"
B504	12	9'-8"	2 1/2"
B505	80	8'-3"	2 1/2"
B506	60	9'-8"	2 1/2"
B507	12	17'-0"	2 1/2"
B601	280	19'-10"	4 1/2"
B602	27	17'-6"	4 1/2"
B603	54	4'-7"	4 1/2"
B1101	24	60'-0"	Str.
B1102	24	30'-0"	Str.
B1103	8	60'-0"	11 1/4"
B1104	8	33'-0"	11 1/4"
C501	3	"CS"	Spiral
C502	18	15'-4"	2 1/2"
C1101	60	"CL"	Str.
S501	3	"SS"	Spiral
S1401	60	"SL"	Str.



All bars designated with an "E" suffix are to be epoxy coated.
 S1401 longitudinal reinforcement and S501 spiral reinforcement and S501 spiral reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (66" DIA.)". Individual lengths to be determined by the Contractor.

Notes:
 For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67404.

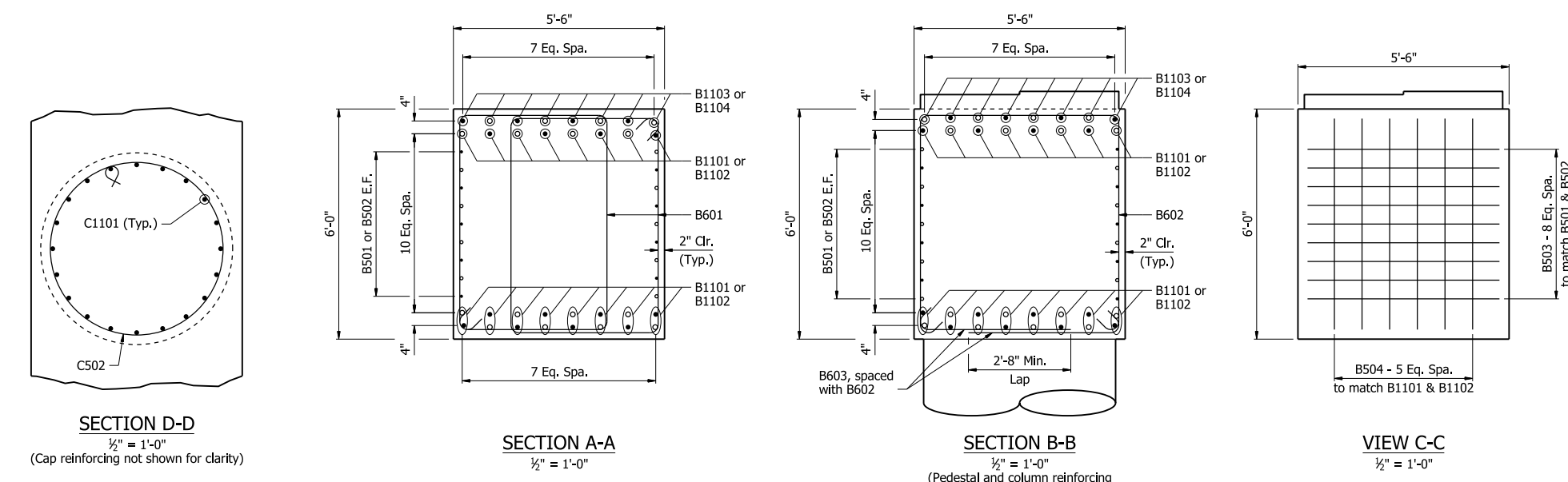
SPIRAL REINFORCING NOTES:
 Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".

Spiral reinforcing shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

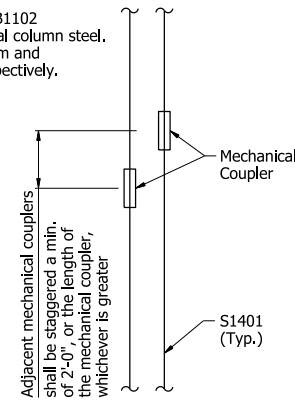
Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 7'-3" of the top or bottom of the column.

Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6 1/4" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1 1/2 turns.



Note:
 Contractor shall adjust B1101 and B1102 bar spacing to accommodate vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and 8" respectively.



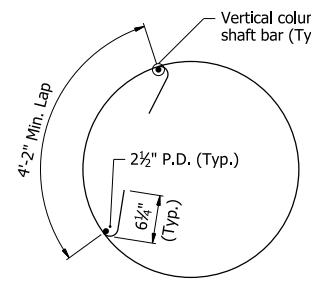
DRILLED SHAFT BAR SPLICE DETAIL

MECHANICAL COUPLER AND SPLICE NOTES:
 Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 7'-3" from top of shaft.

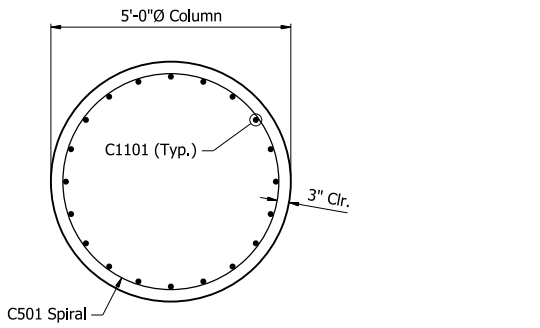
The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment or mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



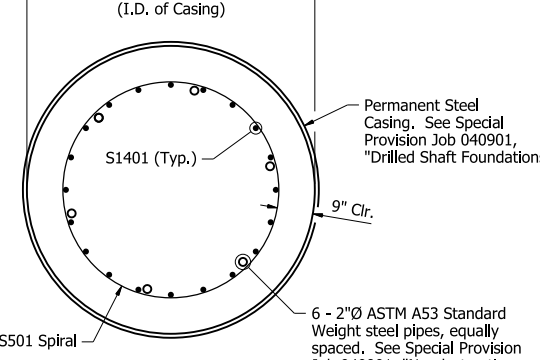
SPIRAL SPLICE DETAIL

No Scale

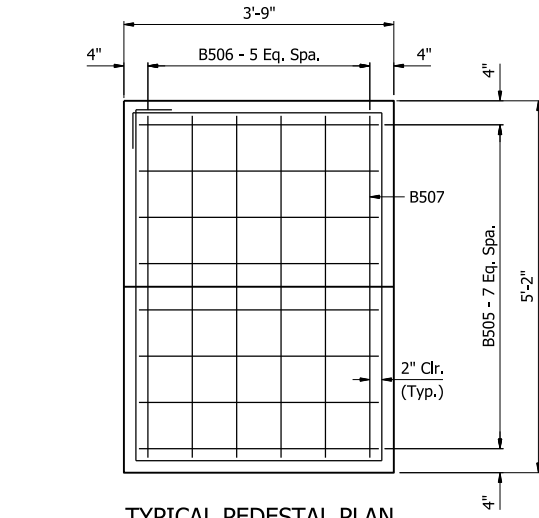


SECTION E-E
 1/2" = 1'-0"

SECTION F-F
 1/2" = 1'-0"

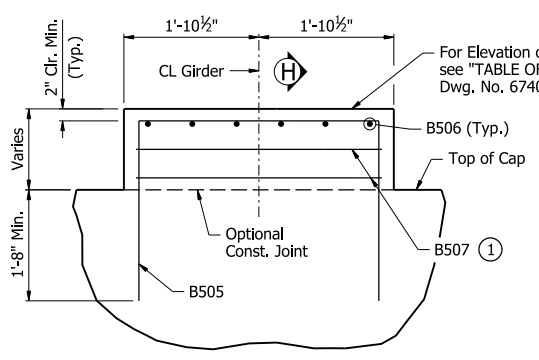


SECTION G-G
 1/2" = 1'-0"



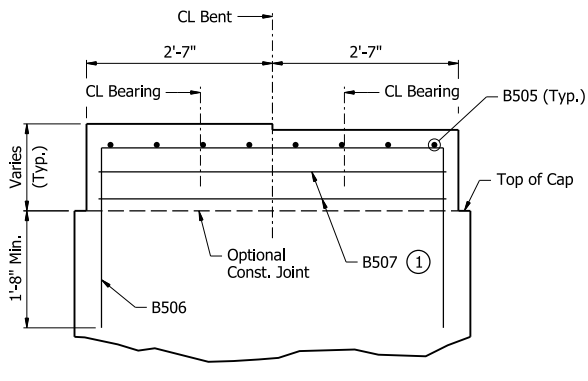
TYPICAL PEDESTAL PLAN

3/4" = 1'-0"



TYPICAL PEDESTAL ELEVATION

3/4" = 1'-0"



SECTION H-H

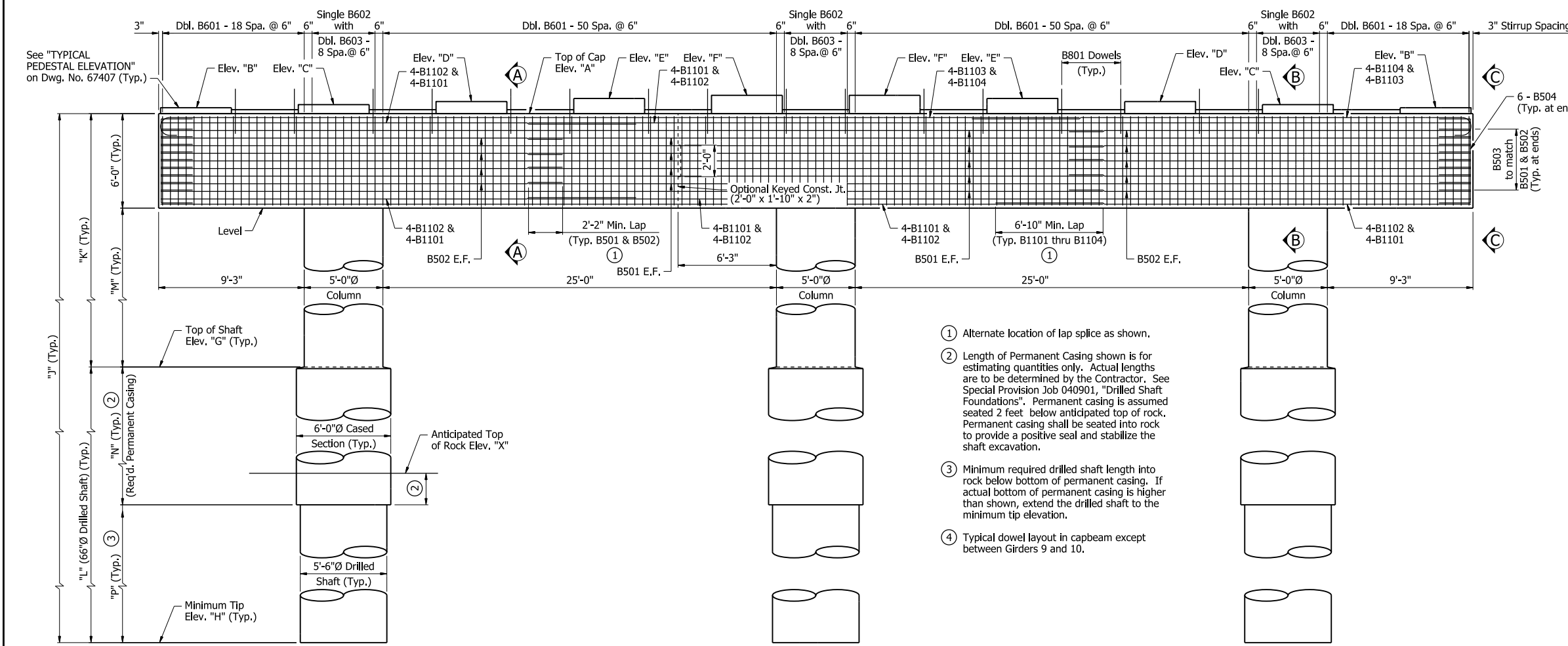
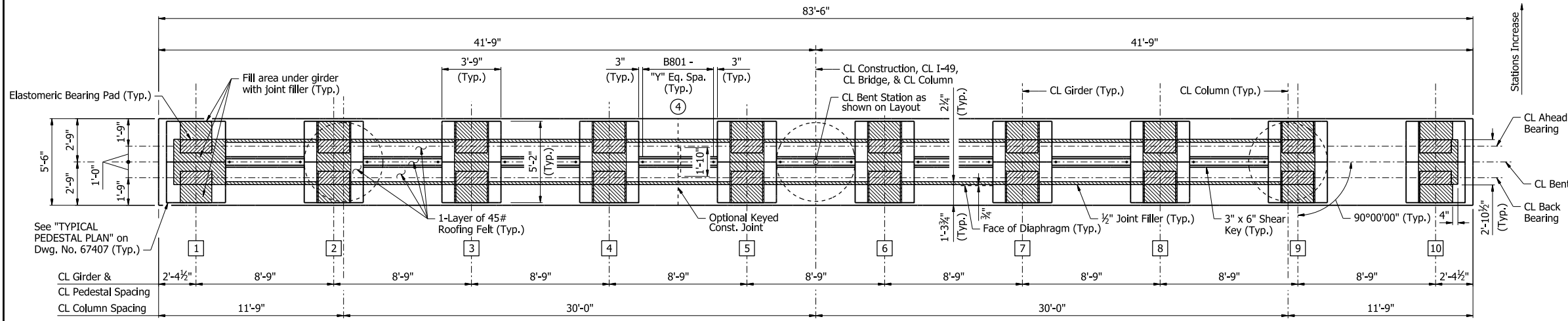
3/4" = 1'-0"

1-B507 when Pedestal Height is less than 11";
 2-B507 when Pedestal Height is greater than 11";
 B507 spaced at 6" Max.



ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NOS. 5, 19, & 23
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: CEM DATE: 10/14/23 FILENAME: b04090111_b52.dgn
 CHECKED BY: WJS DATE: 10/25/23 SCALE: AS NOTED
 DESIGNED BY: CZ/MGG DATE: 7/21/23
 BRIDGE NO. 07684 DRAWING NO. 67405

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	346	809
07684 - INT. BENTS - 67406						

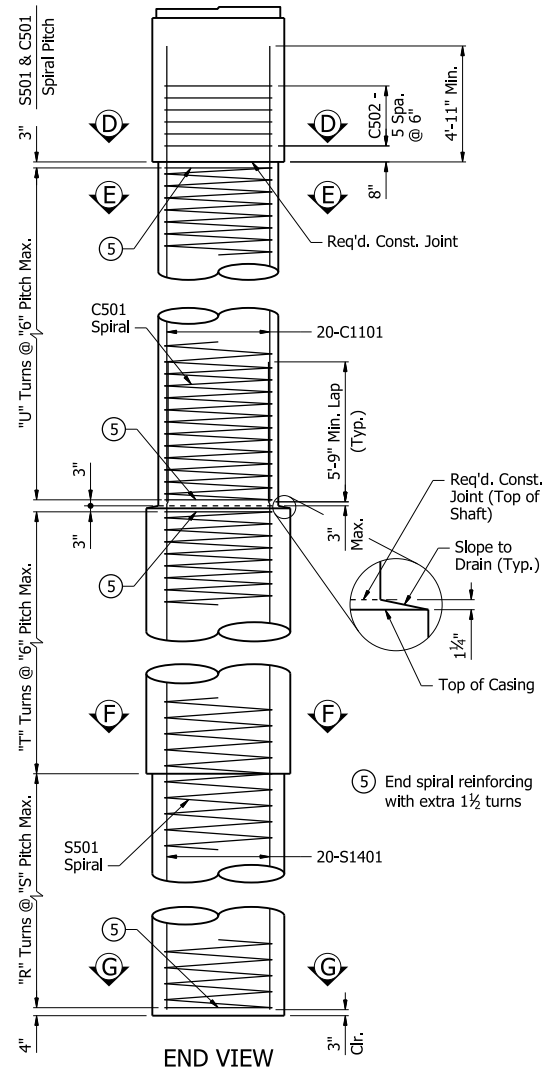


- Alternate location of lap splice as shown.
- Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.
- Typical dowel layout in capbeam except between Girders 9 and 10.

TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"T"	"U"	"X"	"Y"					
6	416.43	416.80	416.86	416.98	417.03	417.15	417.21	417.33	417.38	417.50	417.56	385.00	329.00	87'-5 1/2"	31'-5 1/2"	56'-0"	25'-5 1/2"	43'-0"	13'-0"	26	6"	86	50	344.00	10
7	420.33	420.70	420.76	420.88	420.93	421.05	421.11	421.23	421.28	421.40	421.46	386.00	329.00	91'-4"	34'-4"	57'-0"	28'-4"	44'-0"	13'-0"	26	6"	88	56	344.00	10
21	431.88	432.34	432.34	432.52	432.52	432.69	432.69	432.87	432.87	433.04	433.04	386.00	338.50	93'-4 1/2"	45'-10 1/2"	47'-6"	39'-10 1/2"	33'-0"	14'-6"	31	5 1/2"	66	79	355.00	10
22	429.92	430.30	430.30	430.48	430.48	430.65	430.65	430.83	430.83	431.00	431.00	397.00	340.00	89'-11"	32'-11"	57'-0"	26'-11"	46'-0"	11'-0"	22	6"	92	53	353.00	10
25	423.70	424.16	424.16	424.33	424.33	424.51	424.51	424.68	424.68	424.86	424.86	398.00	339.00	84'-8 3/8"	25'-8 3/8"	59'-0"	19'-8 3/8"	48'-0"	11'-0"	22	6"	96	39	352.00	7
26	421.66	422.12	422.12	422.29	422.29	422.47	422.47	422.64	422.64	422.82	422.82	399.00	340.00	81'-7 7/8"	22'-7 7/8"	59'-0"	16'-7 7/8"	48'-0"	11'-0"	22	6"	96	33	353.00	7

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67407.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 2 1/4" x 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT
 NOS. 6, 7, 21, 22, 25, & 26
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.



DRAWN BY: CEM DATE: 10/9/23 FILENAME: b04090111_b61.dgn
 CHECKED BY: MGG DATE: 10/27/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: CZ/MGG DATE: 7/21/23
 BRIDGE NO. 07684 DRAWING NO. 67406

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	347	809
07684 - INT. BENTS - 67407						

BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.
B501	18	60'-0"	Str.
B502	18	25'-4"	Str.
B503	18	9'-2"	2½"
B504	12	9'-8"	2½"
B505	80	8'-3"	2½"
B506	60	9'-8"	2½"
B507	12	17'-0"	2½"
B601	280	19'-10"	4½"
B602	27	17'-6"	4½"
B603	54	4'-7"	4½"
B801	"D"	2'-6"	Str.
B1101	24	60'-0"	Str.
B1102	24	30'-0"	Str.
B1103	8	60'-0"	11¼"
B1104	8	33'-0"	11¼"
C501	3	"CS"	Spiral
C502	18	15'-4"	2½"
C1101	60	"CL"	Str.
S501	3	"SS"	Spiral
S1401	60	"SL"	Str.

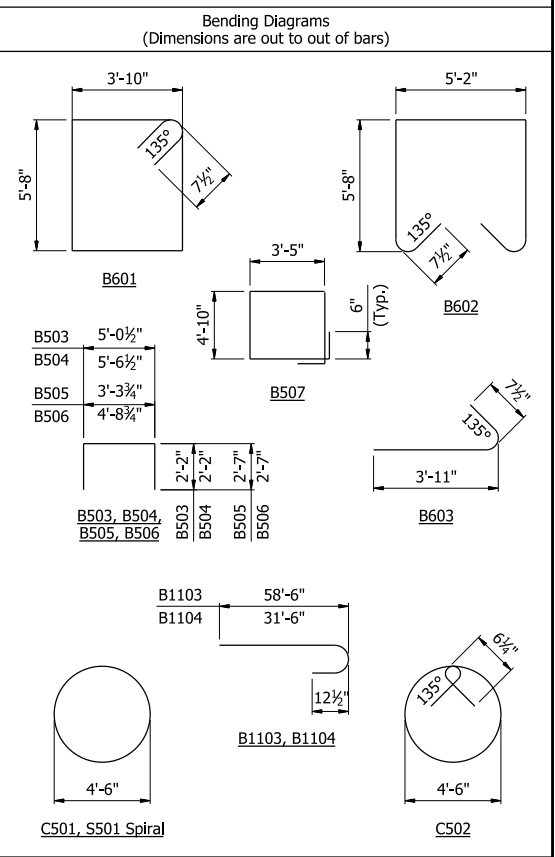
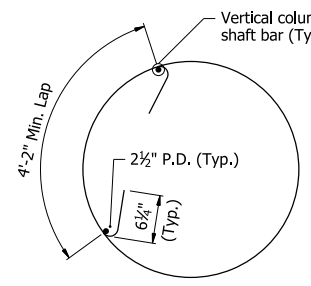


TABLE OF VARIABLES

Bent No.	"D"	"CS"	"CL"	"SS"	"SL"
6	90	740'-7"	30'-2"	1607'-1"	61'-9"
7	90	824'-6"	33'-1"	1635'-0"	62'-9"
21	90	1146'-0"	44'-7"	1397'-5"	53'-3"
22	90	782'-8"	31'-8"	1635'-0"	62'-9"
25	64	586'-11"	24'-5"	1690'-10"	64'-9"
26	64	503'-1"	21'-4"	1690'-10"	64'-9"

DRILLED SHAFT BAR SPLICE DETAIL

MECHANICAL COUPLER AND SPLICE NOTES:
 Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".
 The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 7'-3" from top of shaft.
 The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.
 Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



SPIRAL SPLICE DETAIL
No Scale

② S1401 longitudinal reinforcement and S501 spiral reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (66" DIA.)". Individual lengths to be determined by the Contractor.

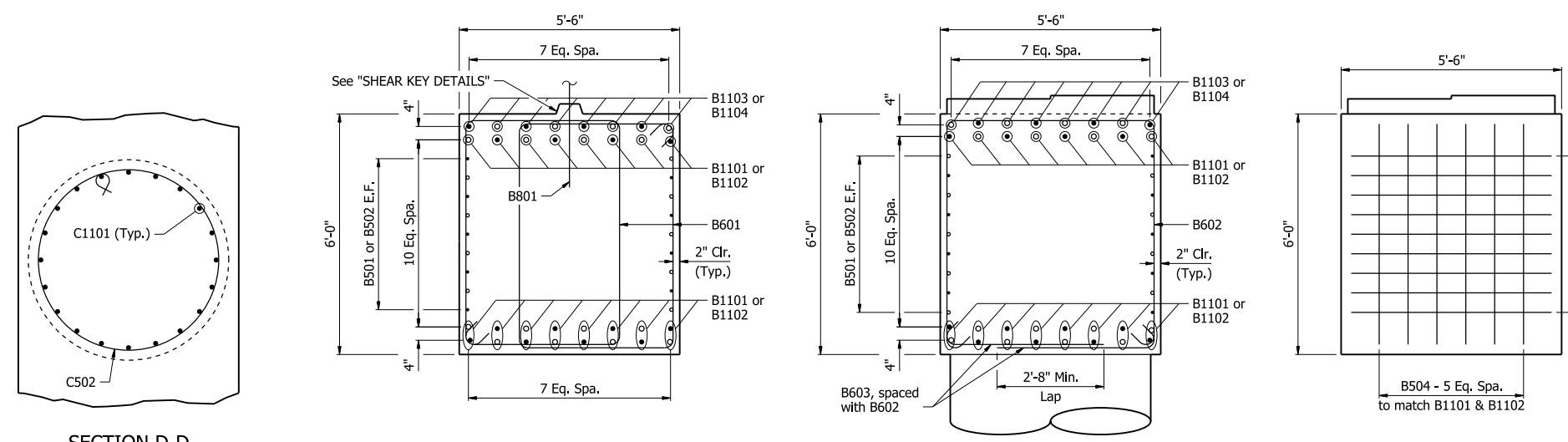
Notes:
 For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67406.

SPIRAL REINFORCING NOTES:
 Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".
 Spiral reinforcement shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.
 Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 7'-3" of the top or bottom of the column.
 Splices in spiral reinforcing shall be a minimum of 80 bar diameters.
 Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6¼" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1½ turns.

ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT
NOS. 6, 7, 21, 22, 25, & 26
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

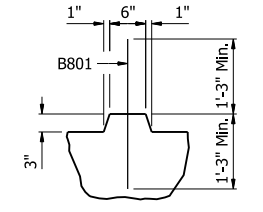


DRAWN BY: CEM DATE: 10/9/23 FILENAME: b04090111_b62.dgn
 CHECKED BY: MGG DATE: 10/27/23 SCALE: AS NOTED
 DESIGNED BY: CZ/MGG DATE: 7/21/23
 BRIDGE NO. 07684 DRAWING NO. 67407

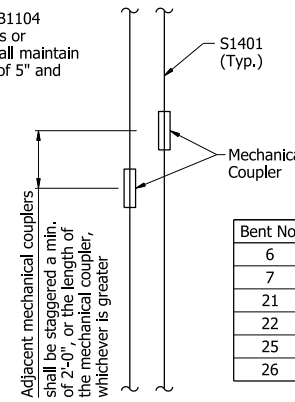


SECTION D-D ½" = 1'-0" (Cap reinforcing not shown for clarity)
SECTION A-A ½" = 1'-0"
SECTION B-B ½" = 1'-0" (Pedestal and column reinforcing not shown for clarity)
VIEW C-C ½" = 1'-0"

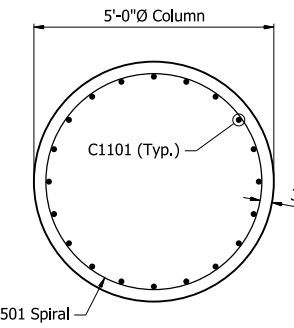
Note:
 Contractor shall adjust B1101 thru B1104 bar spacing to accommodate dowels or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and 8" respectively.



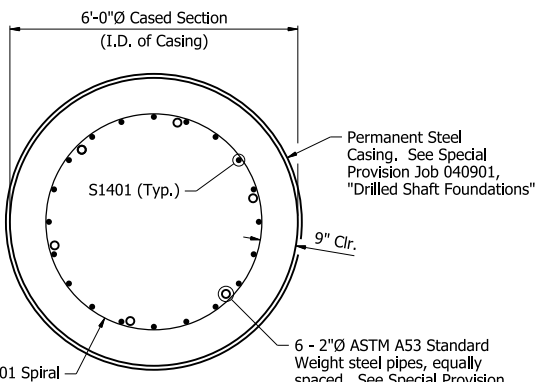
SHEAR KEY DETAILS
No Scale



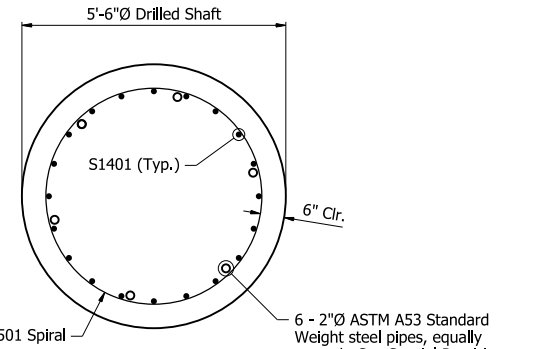
DRILLED SHAFT BAR SPLICE DETAIL
No Scale



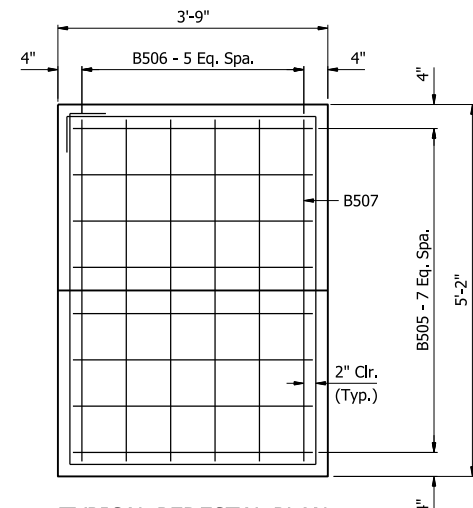
SECTION E-E ½" = 1'-0"



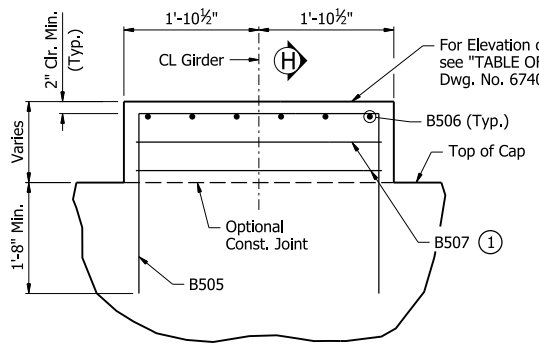
SECTION F-F ½" = 1'-0"



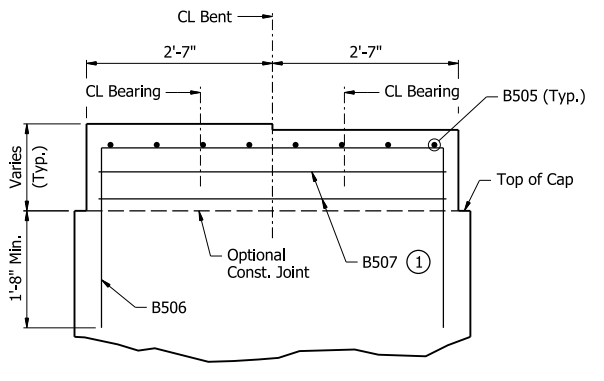
SECTION G-G ½" = 1'-0"



TYPICAL PEDESTAL PLAN ¾" = 1'-0"



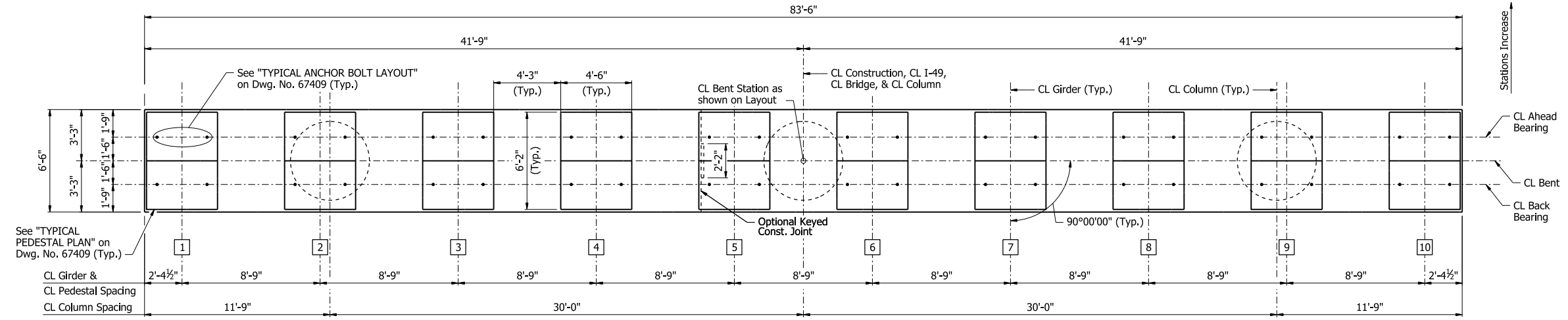
TYPICAL PEDESTAL ELEVATION ¾" = 1'-0"



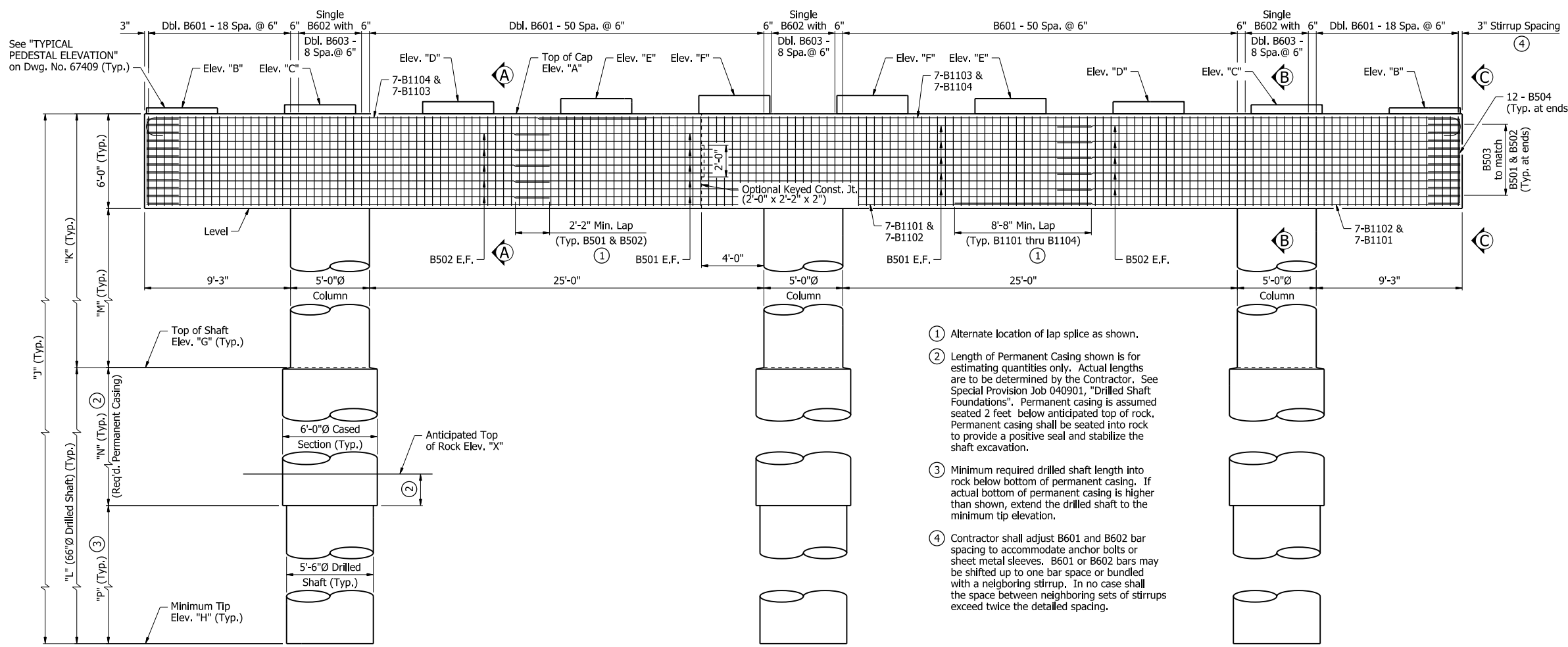
SECTION H-H ¾" = 1'-0"

① 1-B507 when Pedestal Height is less than 11";
 2-B507 when Pedestal Height is greater than 11";
 B507 spaced at 6" Max.

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	348	809
07684 - INT. BENTS - 67408						



PLAN

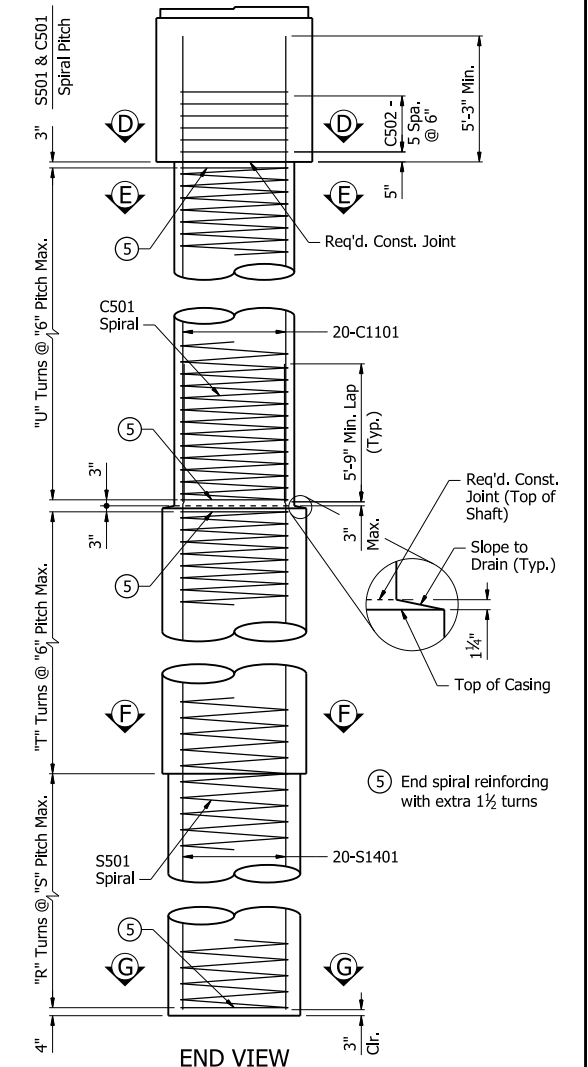


ELEVATION
(Looking Upstation)

TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"T"	"U"	"X"					
8	423.75	424.13	424.20	424.30	424.37	424.48	424.65	424.72	424.83	424.90	387.00	324.00	99'-9"	36'-9"	63'-0"	30'-9"	50'-0"	13'-0"	26	6"	100	61	339.00	
20	433.51	433.96	433.89	434.13	434.06	434.31	434.24	434.48	434.41	434.66	387.00	337.50	96'-0 1/2"	46'-6 1/2"	49'-6"	40'-6 1/2"	35'-0"	14'-6"	31	5 1/2"	70	81	354.00	
24	425.41	425.79	425.79	425.97	425.97	426.14	426.14	426.32	426.32	426.49	426.49	398.00	340.00	85'-4 7/8"	27'-4 7/8"	58'-0"	21'-4 7/8"	47'-0"	11'-0"	22	6"	94	42	353.00

Notes:
For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67409.
For "GENERAL NOTES", see Dwg. No. 67372.



Notes:
Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

ALTERNATE NO. 1
SHEET 1 OF 2
DETAILS OF INTERMEDIATE
BENT NOS. 8, 20, & 24
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

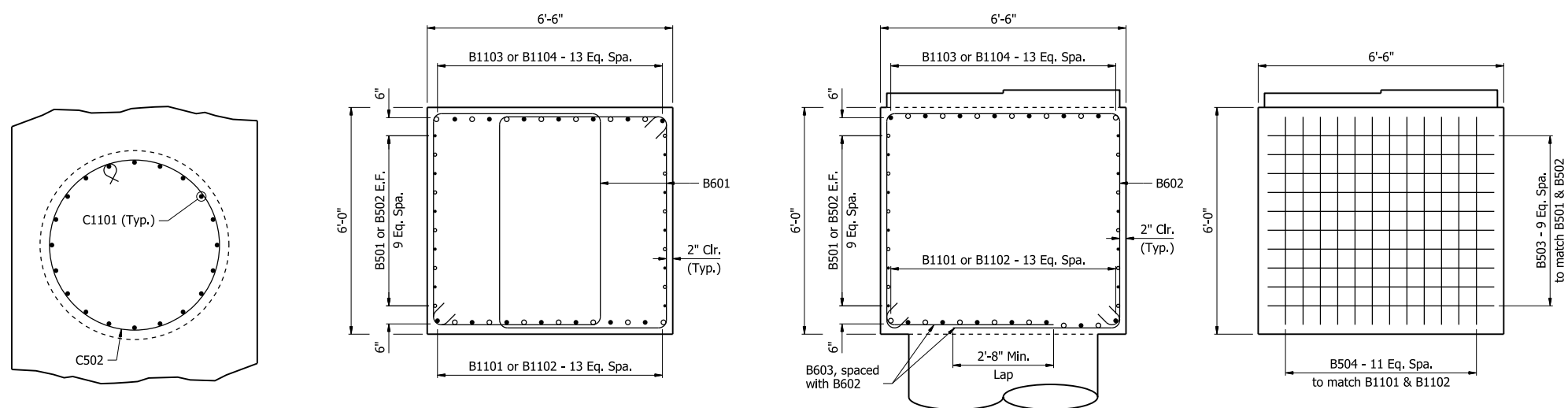
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



DRAWN BY: CEM DATE: 10/12/23 FILENAME: b04090111_b81.dgn
CHECKED BY: TRG DATE: 11/1/23 SCALE: 1/4" = 1'-0"
DESIGNED BY: CZ DATE: 7/28/23
BRIDGE NO. 07684 DRAWING NO. 67408

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	349	809
07684 - INT. BENTS - 67409						

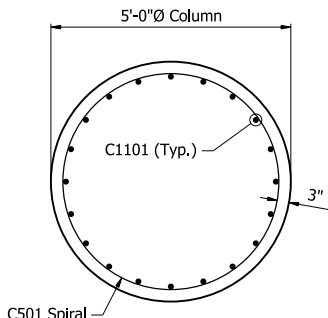


SECTION D-D
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)

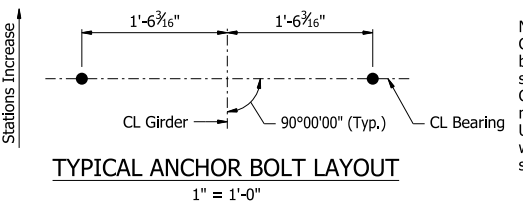
SECTION A-A
1/2" = 1'-0"

SECTION B-B
1/2" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)

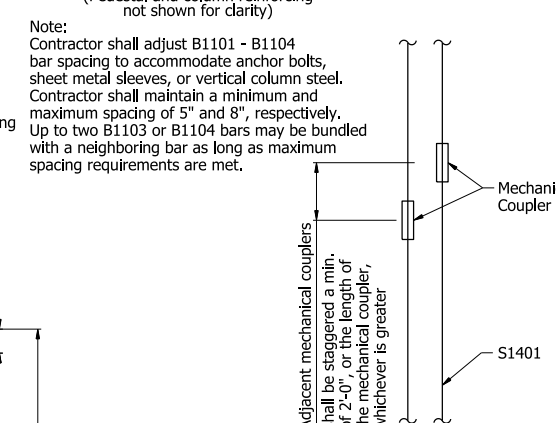
VIEW C-C
1/2" = 1'-0"



SECTION E-E
1/2" = 1'-0"



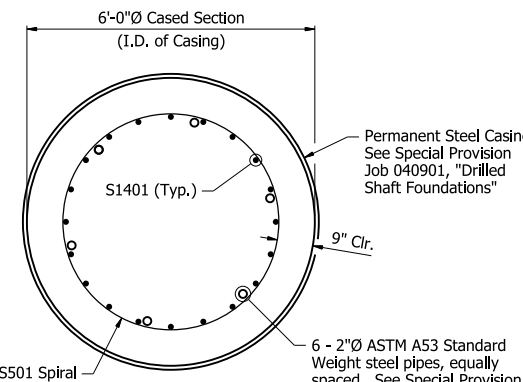
TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"



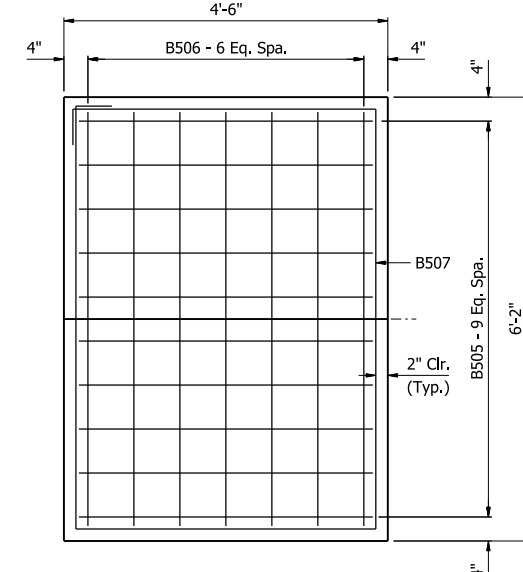
DRILLED SHAFT BAR SPLICE DETAIL
No Scale

TABLE OF VARIABLES

Bent No.	"CS"	"CL"	"SS"	"SL"
8	894'-5"	35'-9"	1802'-8"	68'-9"
20	1173'-11"	45'-7"	1453'-5"	55'-3"
24	628'-10"	26'-5"	1662'-11"	63'-9"



SECTION F-F
1/2" = 1'-0"



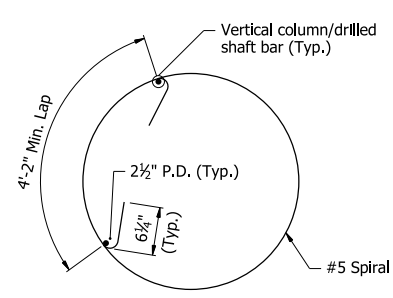
TYPICAL PEDESTAL PLAN
3/4" = 1'-0"

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

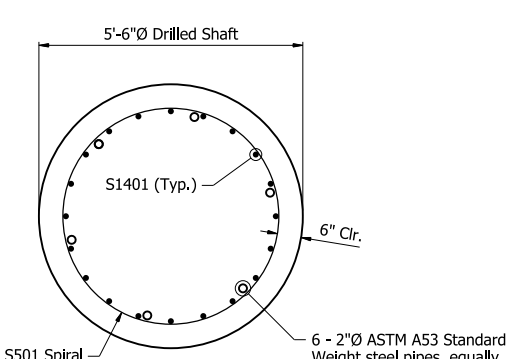
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 7'-3" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

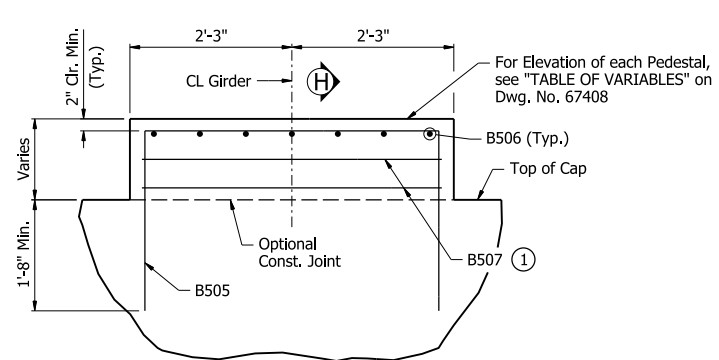
Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



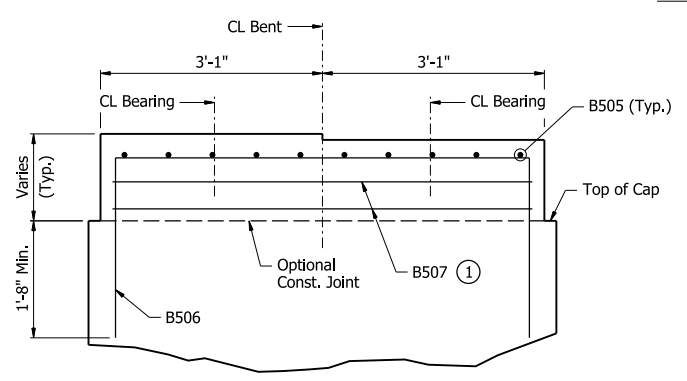
SPIRAL SPLICE DETAIL
No Scale



SECTION G-G
1/2" = 1'-0"



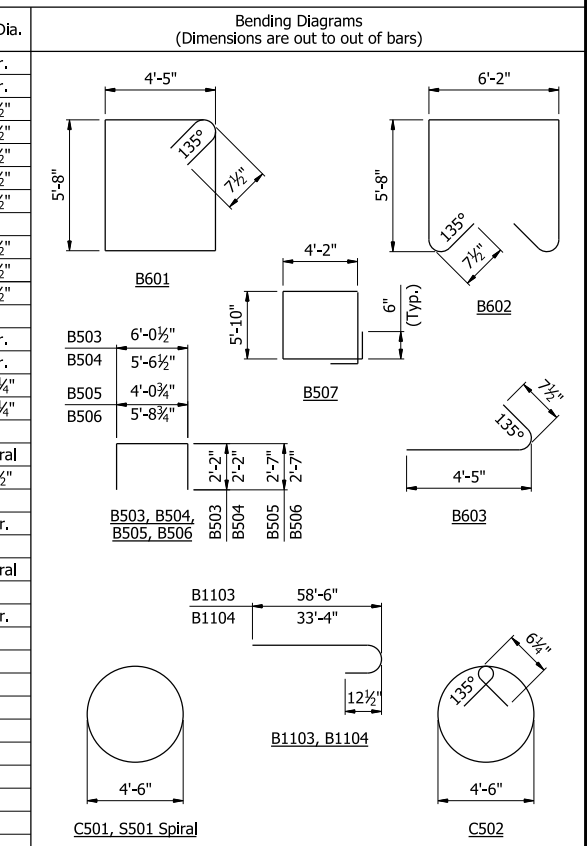
TYPICAL PEDESTAL ELEVATION
3/4" = 1'-0"



SECTION H-H
3/4" = 1'-0"

BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.
B501	20	60'-0"	Str.
B502	20	25'-4"	Str.
B503	20	10'-2"	2 1/2"
B504	24	9'-8"	2 1/2"
B505	100	9'-0"	2 1/2"
B506	70	10'-8"	2 1/2"
B507	12	20'-6"	2 1/2"
B601	280	21'-0"	4 1/2"
B602	27	18'-6"	4 1/2"
B603	54	5'-1"	4 1/2"
B1101	14	60'-0"	Str.
B1102	14	31'-10"	Str.
B1103	14	60'-0"	11 1/4"
B1104	14	34'-10"	11 1/4"
C501	3	"CS"	Spiral
C502	18	15'-6"	2 1/2"
S501	3	"SS"	Spiral
S1401	60	"SL"	Str.



All bars designated with an "E" suffix are to be epoxy coated.

S1401 longitudinal reinforcement and S501 spiral reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (66" DIA.)". Individual lengths to be determined by the Contractor.

Notes:
For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67408.
For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.

SPIRAL REINFORCING NOTES:
Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".

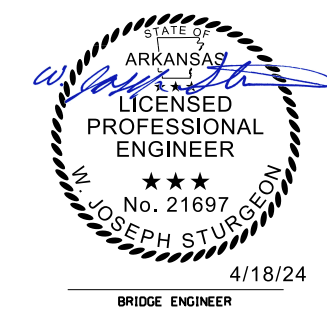
Spiral reinforcement shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 7'-3" of the top or bottom of the column.

Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6 1/4" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1 1/2 turns.

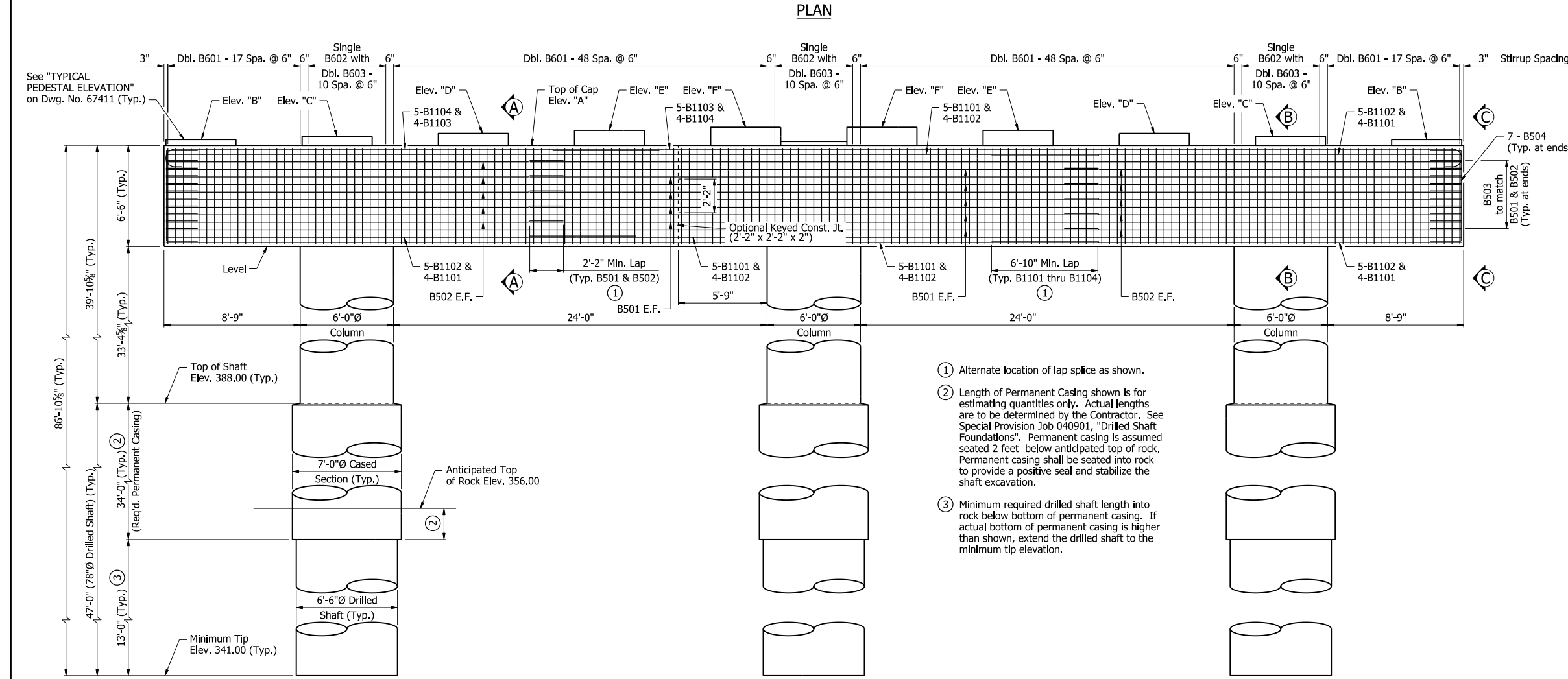
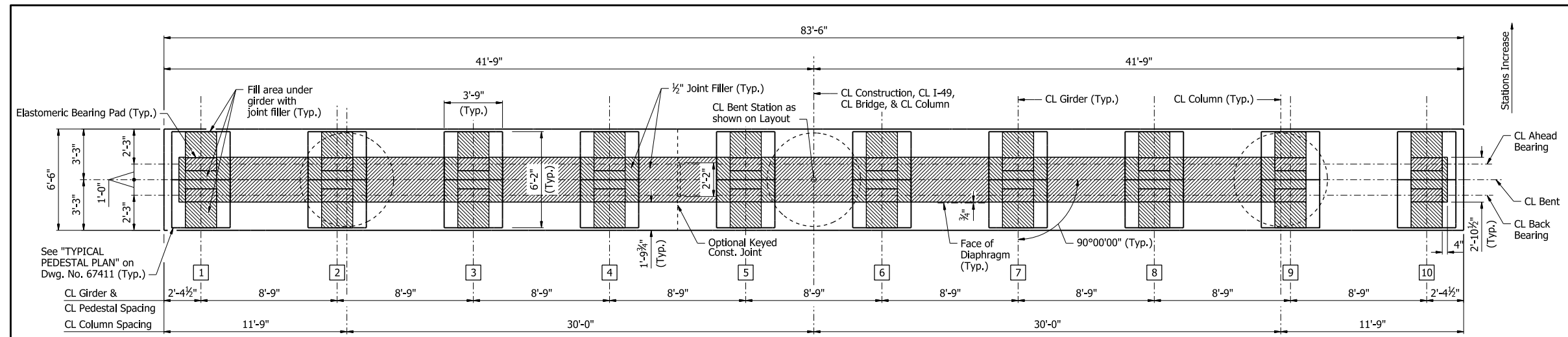
ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE
BENT NOS. 8, 20, & 24
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



DRAWN BY: CEM **DATE:** 10/11/23 **FILENAME:** b04090111_b82.dgn
CHECKED BY: TRG **DATE:** 11/2/23 **SCALE:** AS NOTED
DESIGNED BY: CZ **DATE:** 7/28/23
BRIDGE NO. 07684 **DRAWING NO. 67409**

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	350	809
07684 - INT. BENTS - 67410						

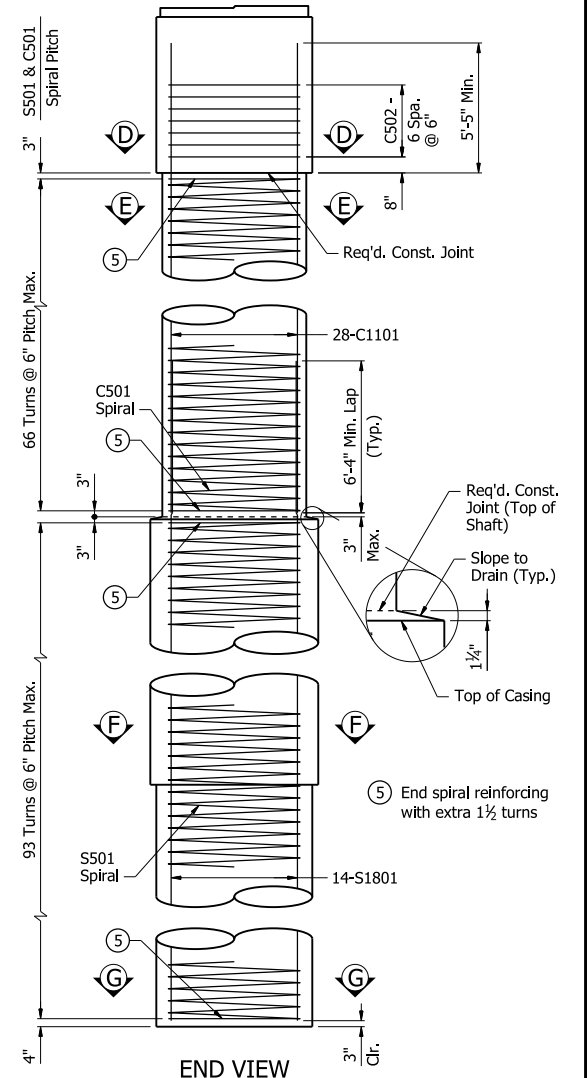
Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67411.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



- Alternate location of lap splice as shown.
- Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.

TABLE OF VARIABLES

"A"	"B"		"C"		"D"		"E"		"F"	
	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing
427.89	428.27	428.33	428.44	428.50	428.62	428.68	428.79	428.85	428.97	429.03



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NO. 9
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: JCP DATE: 10/13/23 FILENAME: b04090111_b91.dgn
 CHECKED BY: QL DATE: 10/25/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: CZ DATE: 7/17/23
 BRIDGE NO. 07684 DRAWING NO. 67410

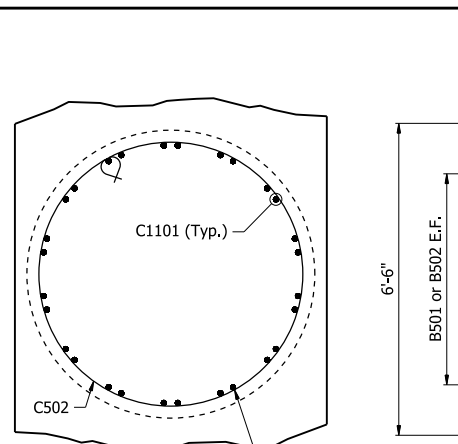
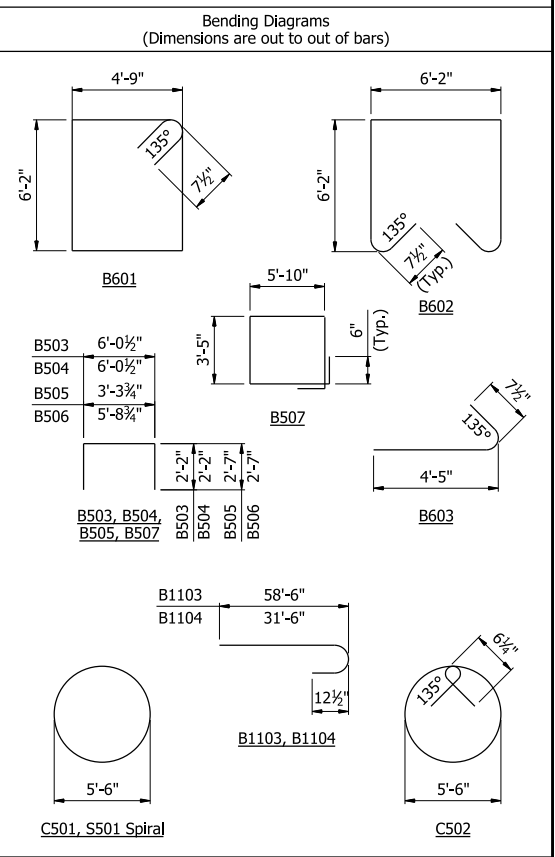


PRINT DATE: 4/10/2024

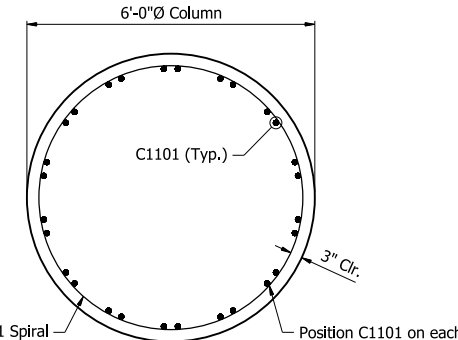
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	351	809
07684 - INT. BENTS - 67411						

BAR LIST

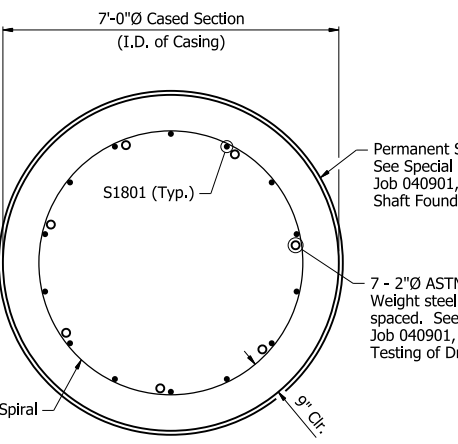
Mark	Number Required	Length	Pin Dia.
B501	20	60'-0"	Str.
B502	20	25'-4"	Str.
B503	20	10'-2"	2 1/2"
B504	14	10'-2"	2 1/2"
B505	100	8'-3"	2 1/2"
B506	60	10'-8"	2 1/2"
B507	12	19'-0"	2 1/2"
B601	268	22'-8"	4 1/2"
B602	33	19'-6"	4 1/2"
B603	66	5'-1"	4 1/2"
B1101	27	60'-0"	Str.
B1102	27	30'-0"	Str.
B1103	9	60'-0"	11 1/4"
B1104	9	33'-0"	11 1/4"
C501	3	1180'-9"	Spiral
C502	21	18'-5"	2 1/2"
C1101	84	38'-7"	Str.
S501	3	1642'-11"	Spiral
S1801	42	53'-4"	Str.



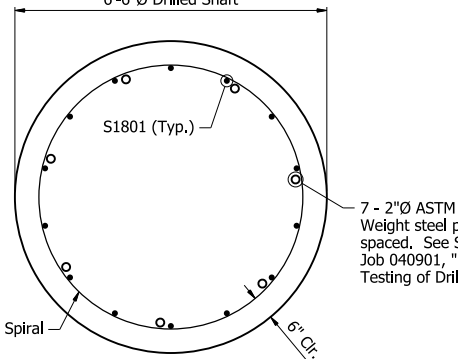
SECTION D-D
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)



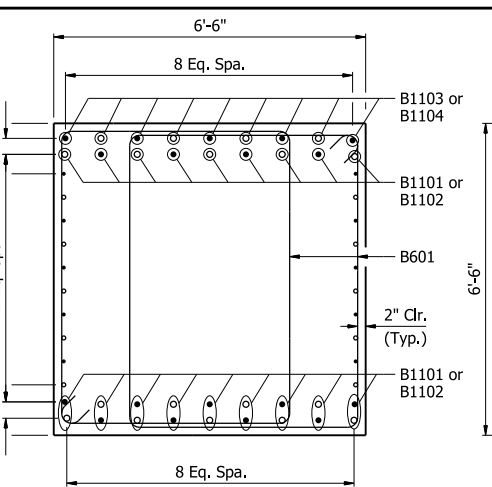
SECTION E-E
1/2" = 1'-0"



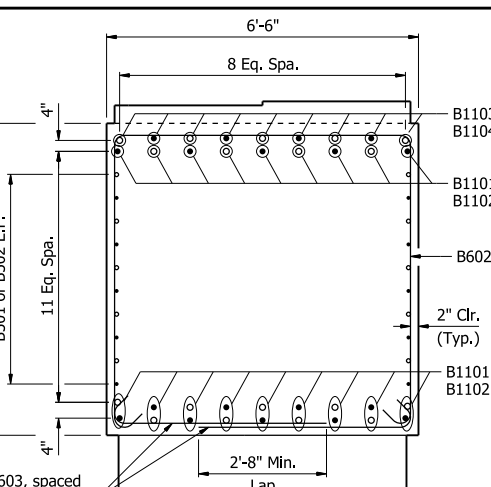
SECTION F-F
1/2" = 1'-0"



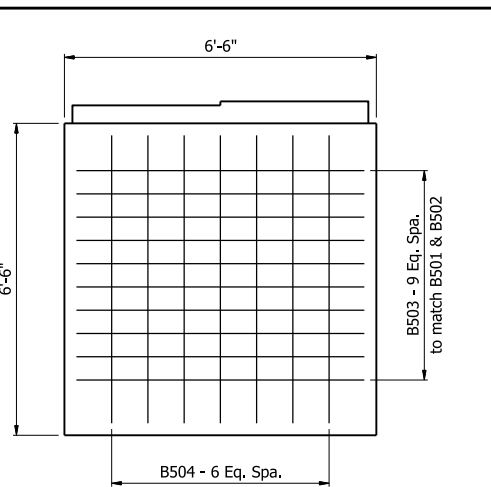
SECTION G-G
1/2" = 1'-0"



SECTION A-A
1/2" = 1'-0"

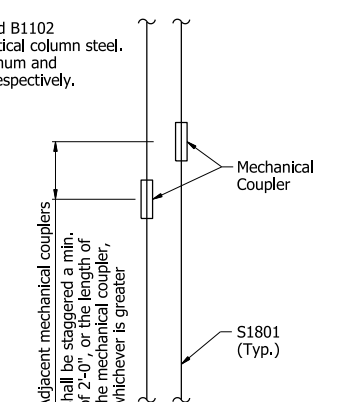


SECTION B-B
1/2" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)



VIEW C-C
1/2" = 1'-0"

Note:
Contractor shall adjust B1101 and B1102 bar spacing to accommodate vertical column steel.
Contractor shall maintain a minimum and maximum spacing of 5" and 8" respectively.



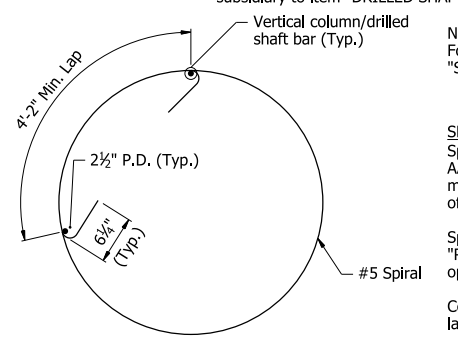
DRILLED SHAFT BAR SPLICE DETAIL
No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 7'-4" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (78" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



SPIRAL SPLICE DETAIL
No Scale

All bars designated with an "E" suffix are to be epoxy coated.

S1801 longitudinal reinforcement and S501 spiral reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (78" DIA.)". Individual lengths to be determined by the Contractor.

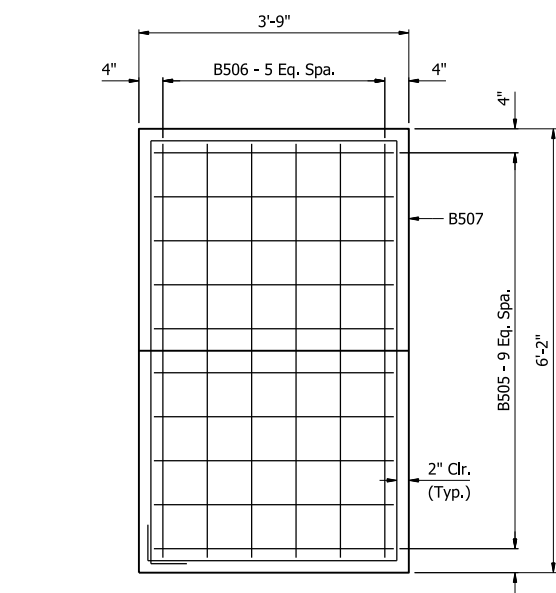
SPIRAL REINFORCING NOTES:
Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".

Spiral reinforcement shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

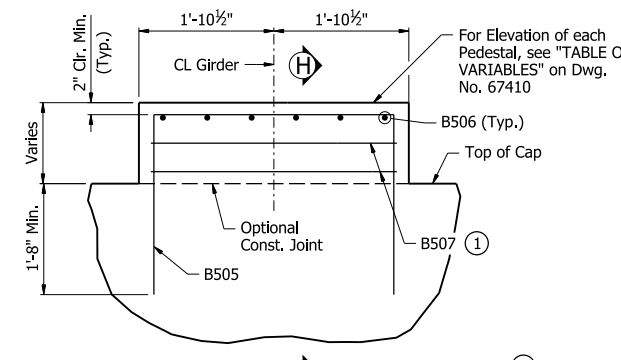
Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 7'-4" of the top or bottom of the column.

Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

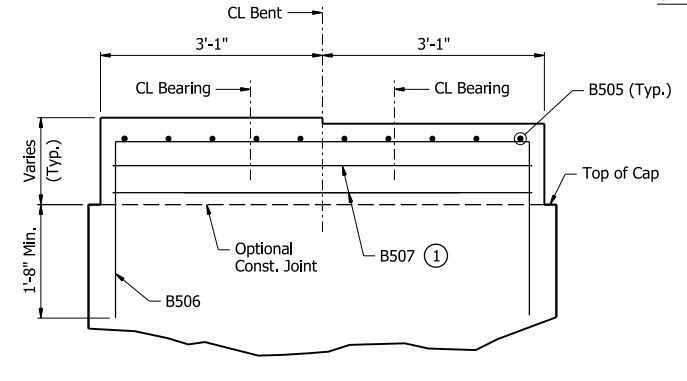
Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6 1/4" tail around a vertical bar. See "SPIRAL SPLICE DETAIL" Hook may be field bent. Ends of spirals not lapped shall be terminated with 1 1/2 turns.



TYPICAL PEDESTAL PLAN
3/4" = 1'-0"



TYPICAL PEDESTAL ELEVATION
3/4" = 1'-0"



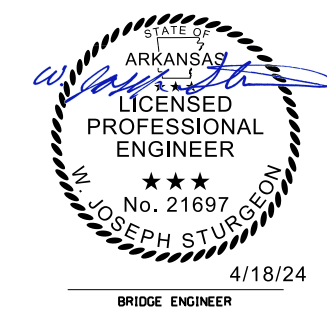
SECTION H-H
3/4" = 1'-0"

1- B507 when Pedestal Height is less than 11";
2- B507 when Pedestal Height is greater than 11";
B507 spaced at 6" Max.

ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NO. 9
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

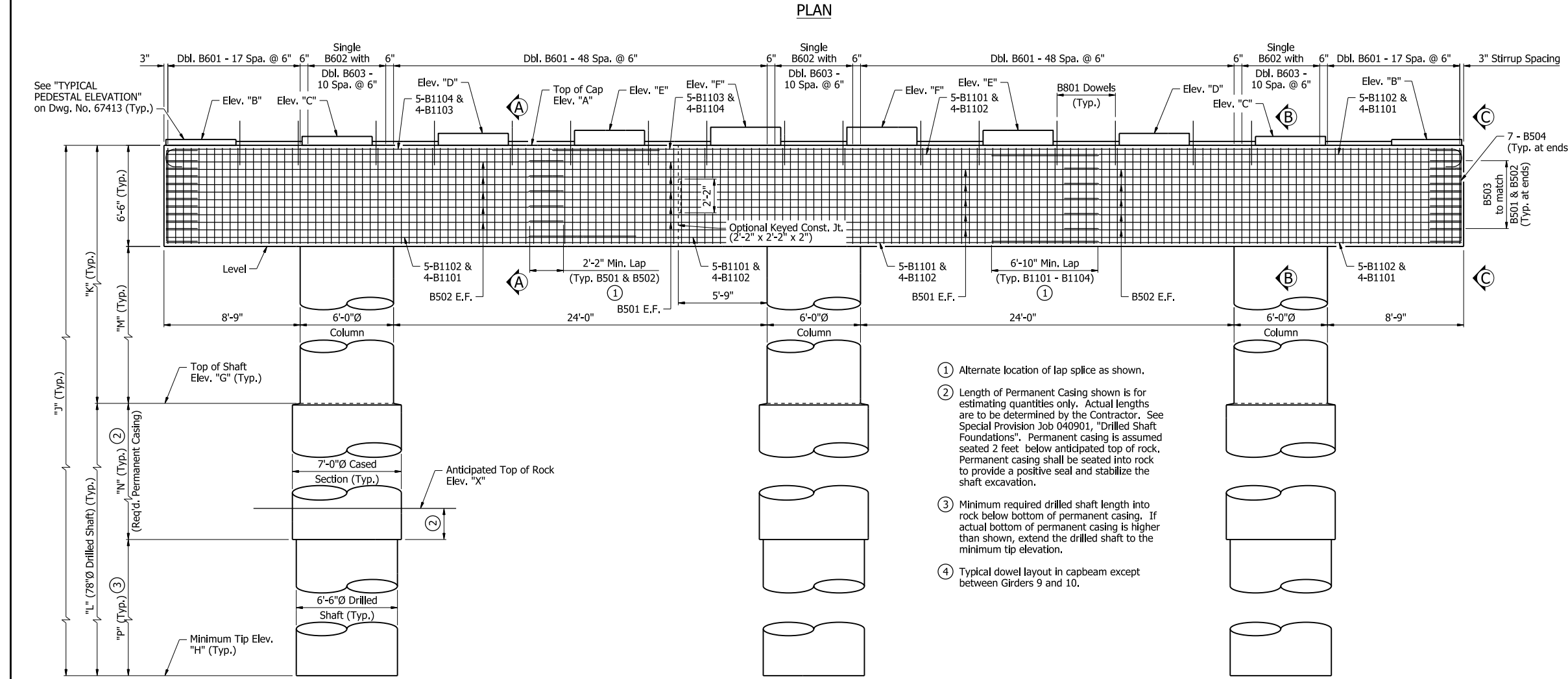
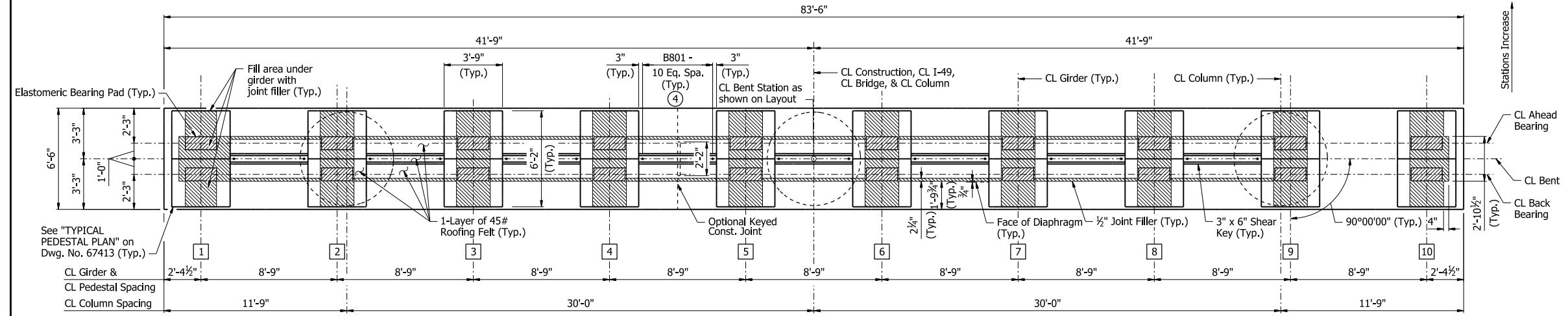
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JCP DATE: 10/13/23 FILENAME: b04090111_b92.dgn
CHECKED BY: QL DATE: 10/25/23 SCALE: AS NOTED
DESIGNED BY: CZ DATE: 7/17/23
BRIDGE NO. 07684 DRAWING NO. 67411



PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	352	809
07684 - INT. BENTS - 67412						

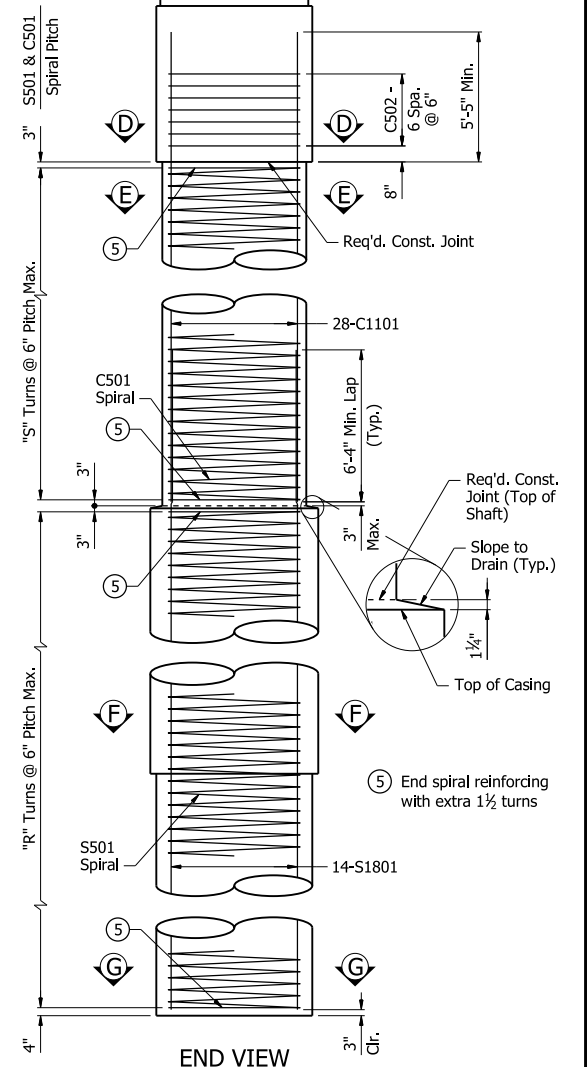


- Alternate location of lap splice as shown.
- Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.
- Typical dowel layout in capbeam except between Girders 9 and 10.

TABLE OF VARIABLES

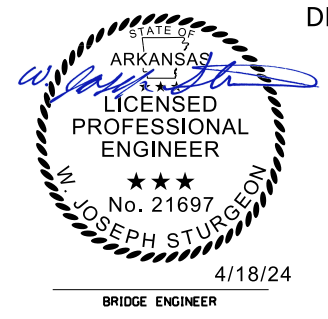
Bent No.	"A"	"B"		"C"		"D"		"E"		"F"		"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"X"
		Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing											
10	432.01	432.38	432.44	432.56	432.61	432.73	432.79	432.91	432.96	433.08	433.14	390.00	341.00	91'-0 1/8"	42'-0 1/8"	49'-0"	35'-6 1/8"	36'-0"	13'-0"	97	71	356
11	435.91	436.28	436.34	436.46	436.51	436.63	436.69	436.81	436.86	436.98	437.04	386.00	341.00	94'-10 1/8"	49'-10 1/8"	45'-0"	43'-4 1/4"	32'-0"	13'-0"	89	86	356

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67413.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 2 1/4" x 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NOS. 10 & 11
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES



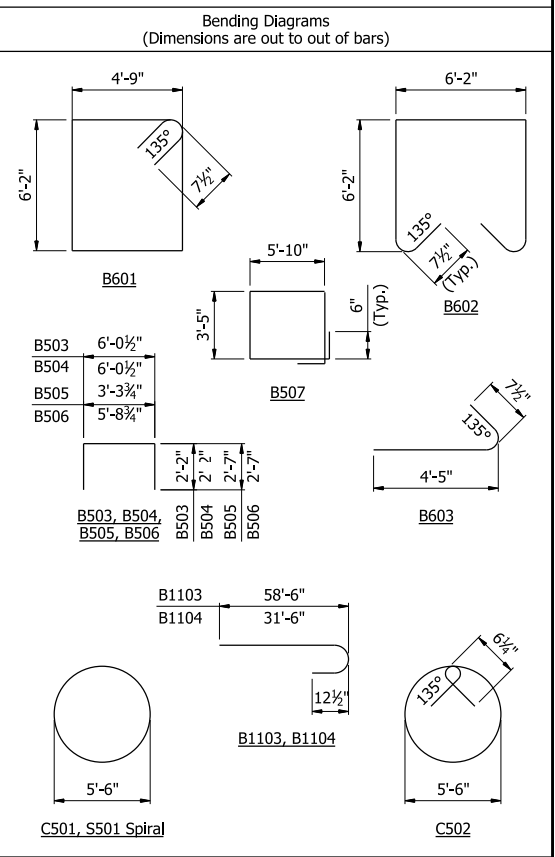
ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: JCP DATE: 10/13/23 FILENAME: b04090111_b101.dgn
 CHECKED BY: QL DATE: 10/26/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: CZ DATE: 7/17/23
 BRIDGE NO. 07684 DRAWING NO. 67412

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	353	809
07684 - INT. BENTS - 67413						

BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.
B501	20	60'-0"	Str.
B502	20	25'-4"	Str.
B503	20	10'-2"	2 1/2"
B504	14	10'-2"	2 1/2"
B505	100	8'-3"	2 1/2"
B506	60	10'-8"	2 1/2"
B507	12	19'-0"	2 1/2"
B601	268	22'-8"	4 1/2"
B602	33	19'-6"	4 1/2"
B603	66	5'-1"	4 1/2"
B801	90	2'-6"	Str.
B1101	27	60'-0"	Str.
B1102	27	30'-0"	Str.
B1103	9	60'-0"	11 1/4"
B1104	9	33'-0"	11 1/4"
C501	3	"CS"	Spiral
C502	21	18'-5"	2 1/2"
C1101	84	"CL"	Str.
S501	3	"SS"	Spiral
S1801	42	"SL"	Str.

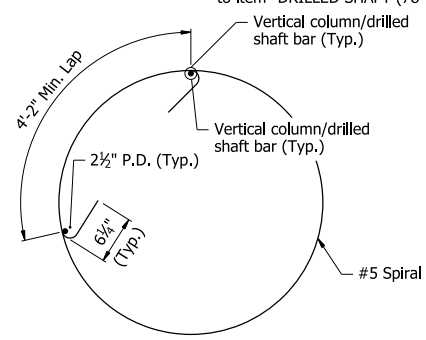


- ② S1801 longitudinal reinforcement and S501 spiral reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (78" DIA.)". Individual lengths to be determined by the Contractor.

Notes:
For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67412.

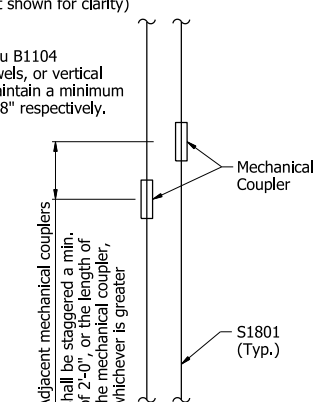
SPIRAL REINFORCING NOTES:
Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".
Spiral reinforcement shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.
Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 7'-4" of the top or bottom of the column.
Splices in spiral reinforcing shall be a minimum of 80 bar diameters.
Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6 1/4" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1 1/2 turns.

All bars designated with an "E" suffix are to be epoxy coated.



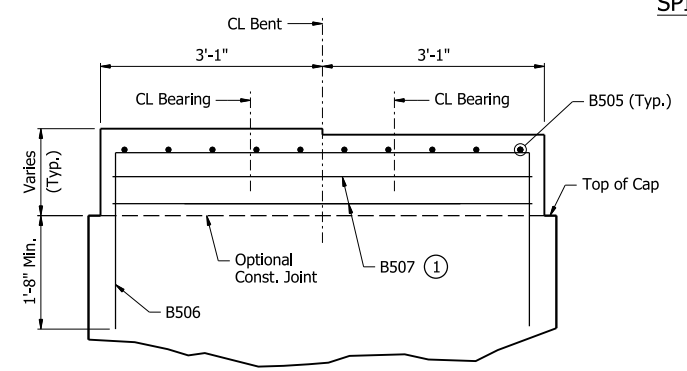
SPIRAL SPLICE DETAIL
No Scale

Note:
Contractor shall adjust B1101 thru B1104 bar spacing to accommodate dowels, or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and 8" respectively.



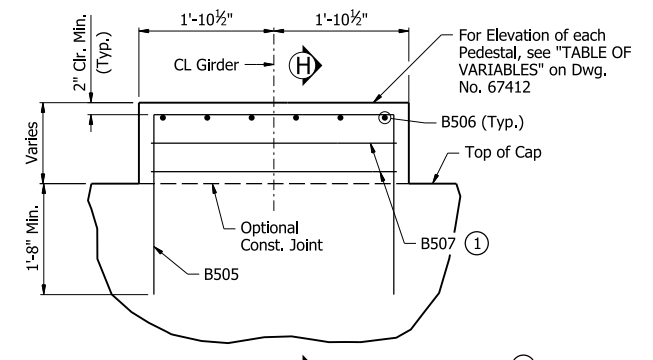
DRILLED SHAFT BAR SPLICE DETAIL
No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 7'-4" from top of shaft.
The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.
Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (78" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.

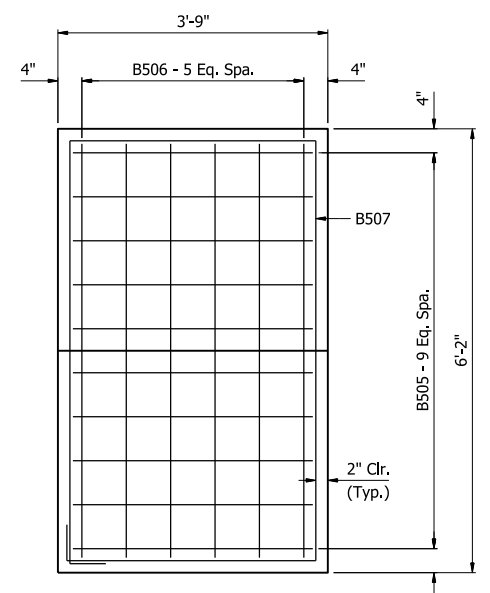


SECTION H-H
3/4" = 1'-0"

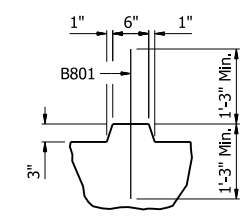
- ① 1-B507 when Pedestal Height is less than 11";
- 2-B507 when Pedestal Height is greater than 11";
- B507 spaced at 6" Max.



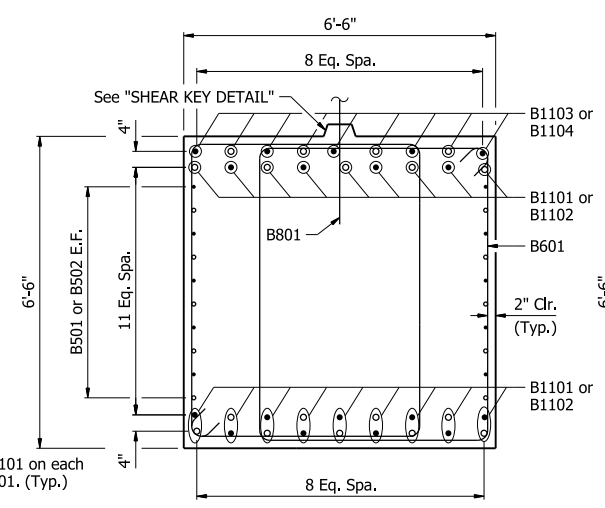
TYPICAL PEDESTAL ELEVATION
3/4" = 1'-0"



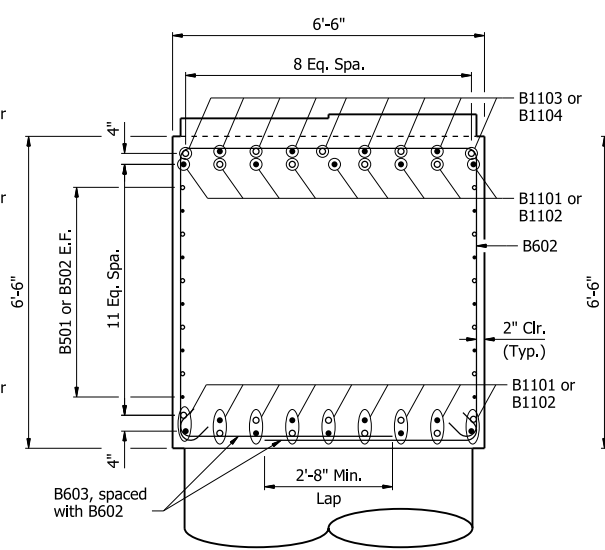
TYPICAL PEDESTAL PLAN
3/4" = 1'-0"



SHEAR KEY DETAIL
No Scale

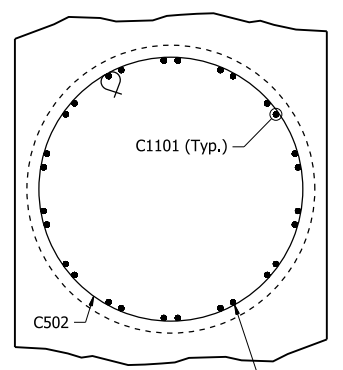


SECTION A-A
1/2" = 1'-0"

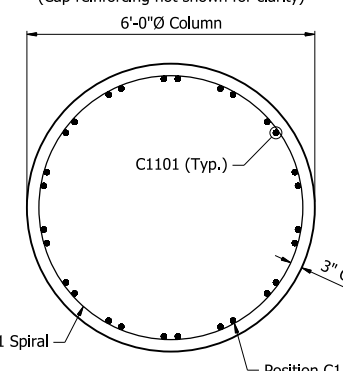


SECTION B-B
1/2" = 1'-0"

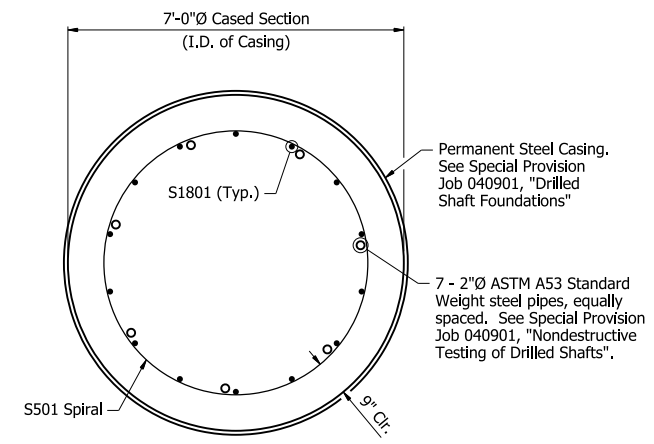
VIEW C-C
1/2" = 1'-0"



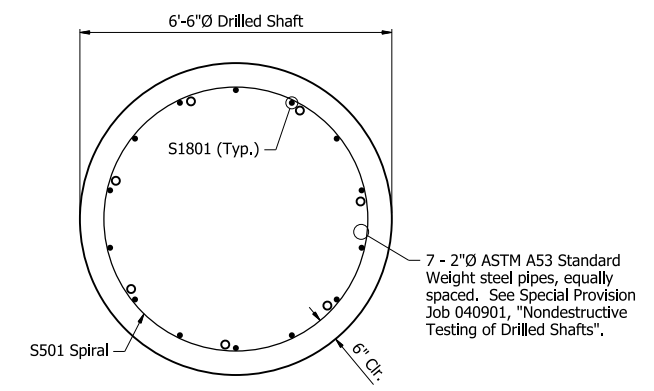
SECTION D-D
1/2" = 1'-0"



SECTION E-E
1/2" = 1'-0"

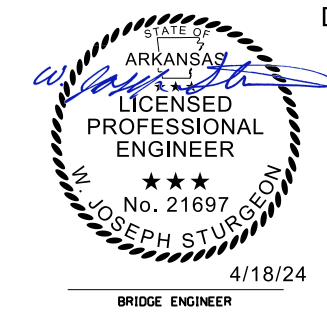


SECTION F-F
1/2" = 1'-0"



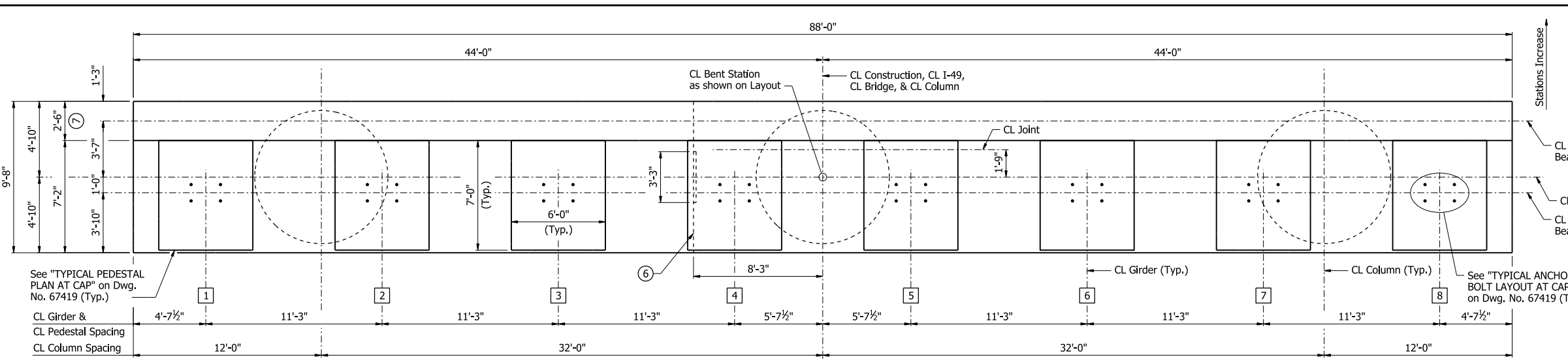
SECTION G-G
1/2" = 1'-0"

PRINT DATE: 4/10/2024

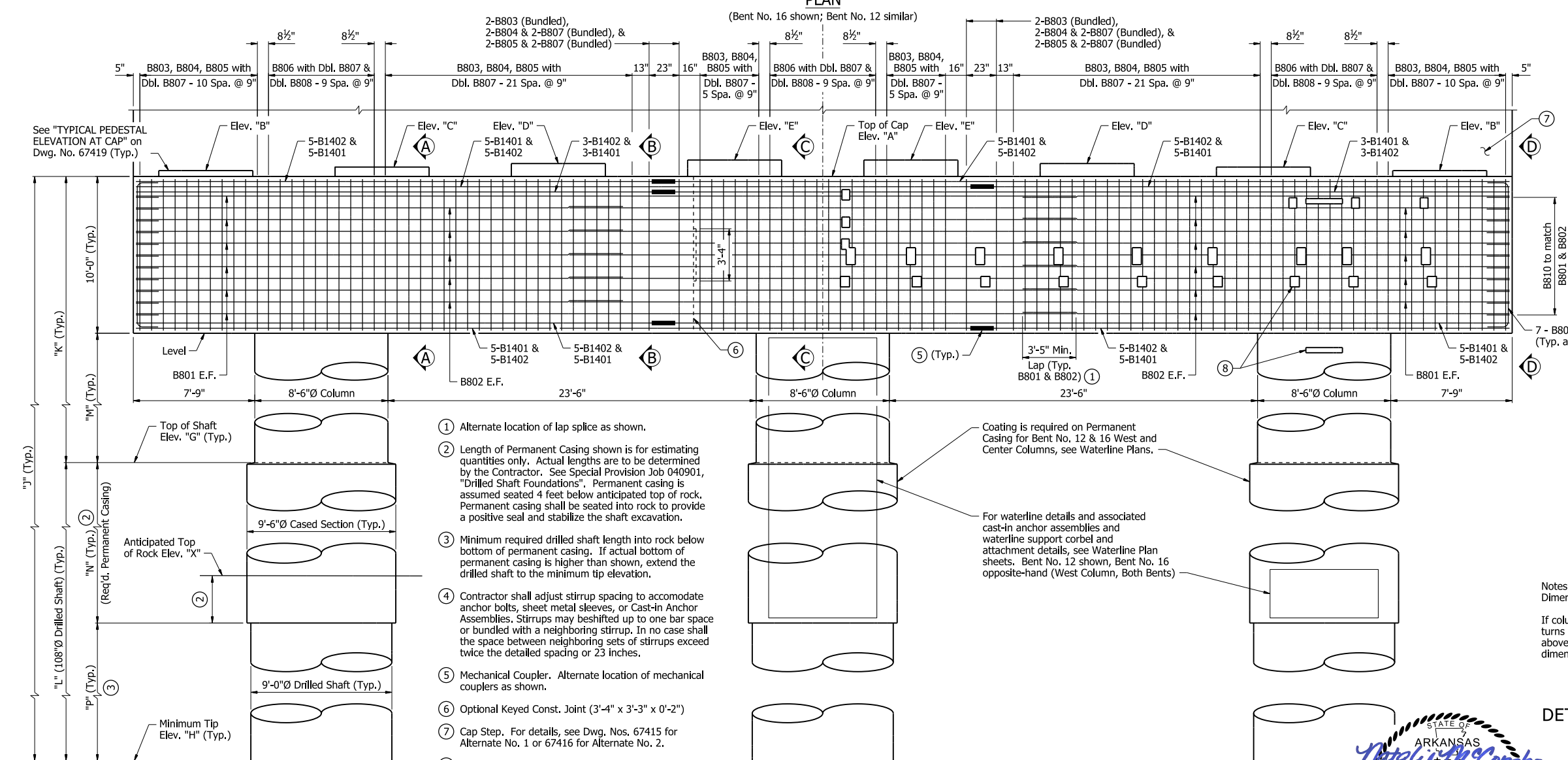


ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NOS. 10 & 11
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: JCP DATE: 10/13/23 FILENAME: b04090111_b102.dgn
CHECKED BY: QL DATE: 10/26/23 SCALE: AS NOTED
DESIGNED BY: CZ DATE: 7/17/23
BRIDGE NO. 07684 DRAWING NO. 67413

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	354	809
07684 - INT. BENTS - 67414						



PLAN

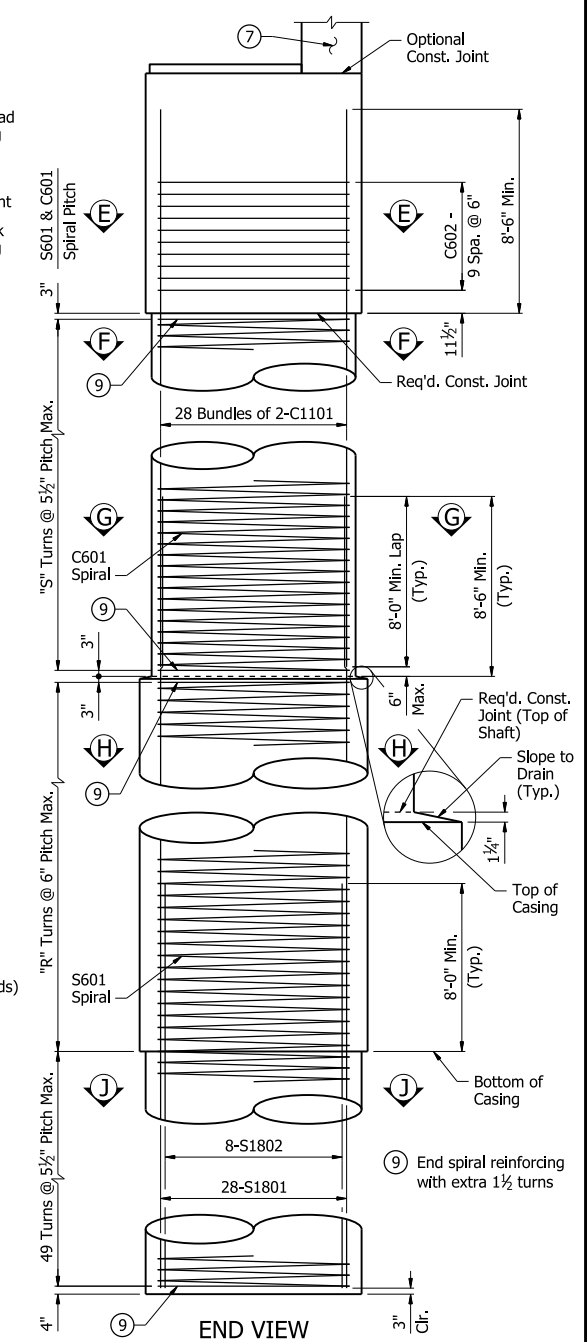


ELEVATION

(Looking Downstation at Bent No. 12)
(Looking Upstation at Bent No. 16)

TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"X"
12	433.20	433.57	433.79	434.02	434.24	393.00	329.50	103'-8 $\frac{3}{8}$ "	40'-2 $\frac{3}{8}$ "	63'-6"	30'-2 $\frac{3}{8}$ "	41'-0"	22'-6"	82	65	356.00
16	435.48	435.85	436.08	436.30	436.53	385.00	326.50	108'-11 $\frac{3}{4}$ "	50'-5 $\frac{3}{4}$ "	58'-6"	40'-5 $\frac{3}{4}$ "	36'-0"	22'-6"	72	88	353.00



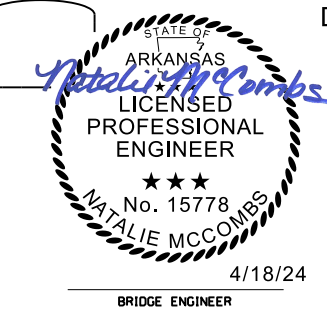
END VIEW

Notes:
Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.

If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above and length of S1801 and S1802 bars shall be adjusted to maintain the minimum dimensions shown.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 1 OF 6
DETAILS OF INTERMEDIATE BENT NOS. 12 & 16
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: CEM DATE: 12/14/23 FILENAME: b04090111_b121.dgn
CHECKED BY: DJB DATE: 12/18/23 SCALE: 1/4" = 1'-0"
DESIGNED BY: DJB DATE: 6/26/23
BRIDGE NO. 07684 DRAWING NO. 67414

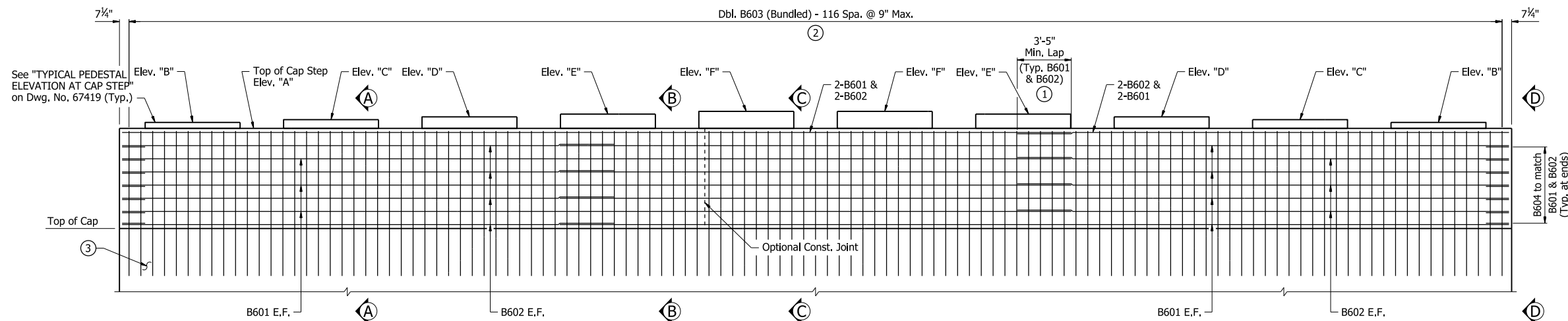
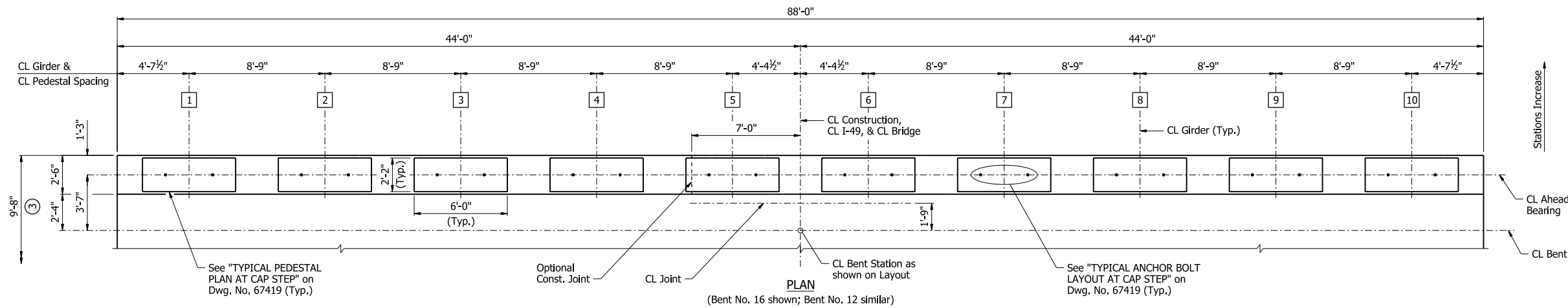


PRINT DATE: 4/10/2024

Notes:
For "SECTION A-A", "SECTION B-B", "SECTION C-C", & "VIEW D-D", see Dwg. No. 67417.
For "SECTION E-E" thru SECTION "J-J", see Dwg. No. 67418.
For "GENERAL NOTES", see Dwg. No. 67372.
Pedestal Elevations "B" thru "E" were calculated assuming a bearing height of 9 inches from top of pedestal concrete to bottom flange of girder. Contractor shall adjust elevations based on final bearing dimensions provided by bearing manufacturer.

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	355	809
07684 - INT. BENTS - 67415						

Notes:
 For "SECTION A-A", "SECTION B-B", "SECTION C-C", & "VIEW D-D", see Dwg. No. 67417.
 For "GENERAL NOTES", see Dwg. No. 67372.



CAP STEP (ALTERNATE NO. 1)

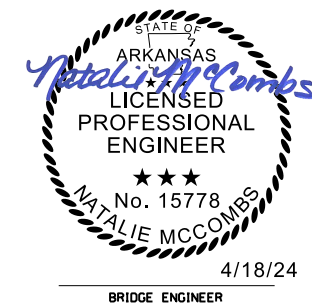
TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"
12	439.32	439.70	439.87	440.05	440.22	440.40
16	441.67	442.05	442.22	442.40	442.57	442.75

- ① Alternate location of lap splice as shown.
- ② Contractor shall adjust B603 bar spacing to accommodate anchor bolts, sheet metal sleeves, or cap stirrup reinforcing. B603 bars may be shifted up to one bar space or bundled with neighboring B603 bars. In no case shall the space between neighboring sets of B603 bars exceed twice the detailed maximum spacing.
- ③ Cap. For details, see Dwg. No. 67414.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 2 OF 6
DETAILS OF INTERMEDIATE BENT NOS. 12 & 16
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

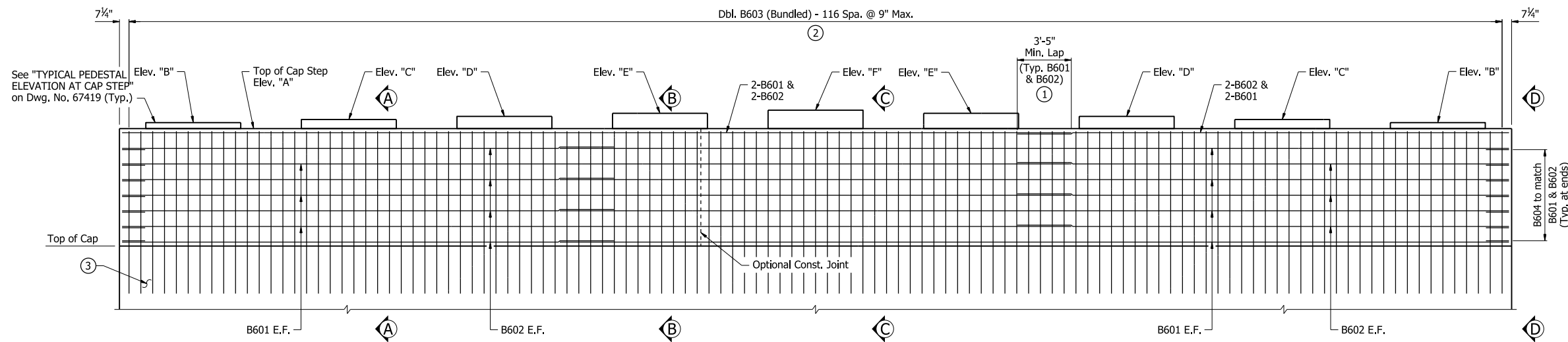
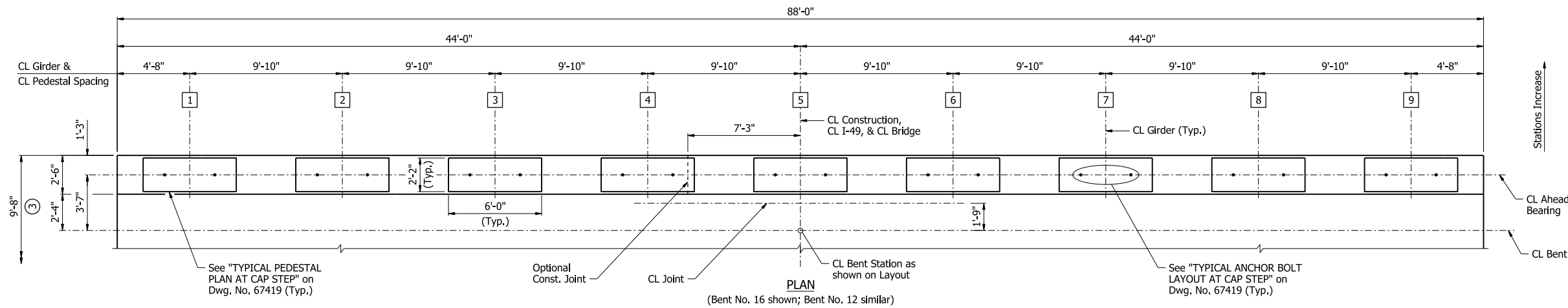


DRAWN BY: CEM DATE: 12/14/23 FILENAME: b04090111_b122.dgn
 CHECKED BY: DJB DATE: 12/18/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: DJB DATE: 6/26/23
 BRIDGE NO. 07684 DRAWING NO. 67415

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	356	809
07684 - INT. BENTS - 67416						

Notes:
 For "SECTION A-A", "SECTION B-B", "SECTION C-C", & "VIEW D-D", see Dwg. No. 67417.
 For "GENERAL NOTES", see Dwg. No. 67372.



- ① Alternate location of lap splice as shown.
- ② Contractor shall adjust B603 bar spacing to accommodate anchor bolts, sheet metal sleeves, or cap stirrup reinforcing. B603 bars may be shifted up to one bar space or bundled with neighboring B603 bars. In no case shall the space between neighboring sets of B603 bars exceed twice the detailed maximum spacing.
- ③ Cap. For details, see Dwg. No. 67414.

ELEVATION
 (Bent No. 16 shown; Bent No. 12 similar)
CAP STEP (ALTERNATE NO. 2)

TABLE OF VARIABLES

Bent No.	"A"	"B"	"C"	"D"	"E"	"F"
12	440.46	440.83	441.03	441.23	441.42	441.62
16	442.80	443.18	443.38	443.57	443.77	443.97



ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 3 OF 6
DETAILS OF INTERMEDIATE BENT NOS. 12 & 16
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

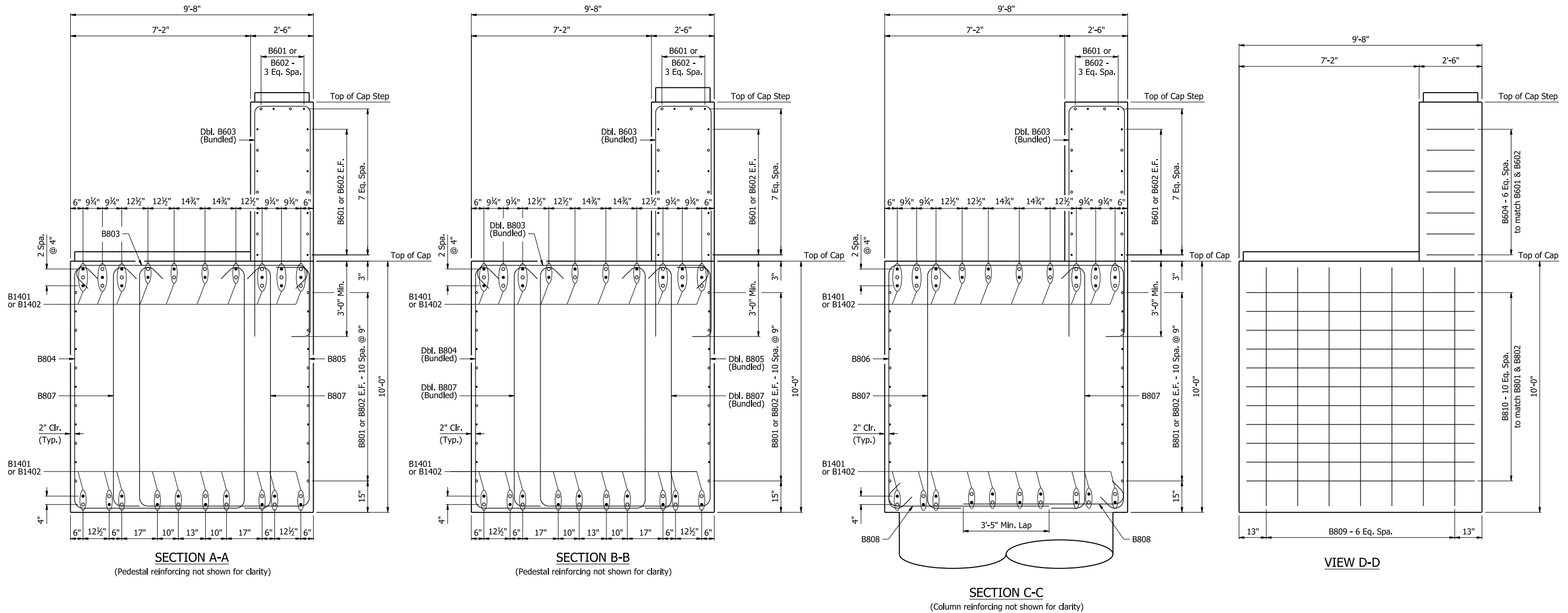
DRAWN BY: CEM DATE: 12/14/23 FILENAME: b04090111_b123.dgn
 CHECKED BY: DJB DATE: 12/18/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: DJB DATE: 6/26/23
 BRIDGE NO. 07684 DRAWING NO. 67416

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	357	809
07684 - INT. BENTS - 67417						

Notes:
Contractor shall adjust B1401 or B1402 bar spacing to accommodate anchor bolts, sheet metal sleeves, or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 6" and 17", respectively.

For location of "SECTION A-A" thru "SECTION C-C", and "VIEW D-D", see Dwg. No. 67414 thru 67416.



PRINT DATE: 4/10/2024



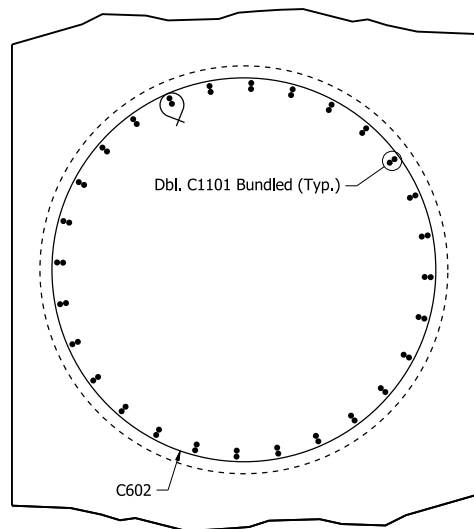
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 4 OF 6
DETAILS OF INTERMEDIATE BENT NOS. 12 & 16
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

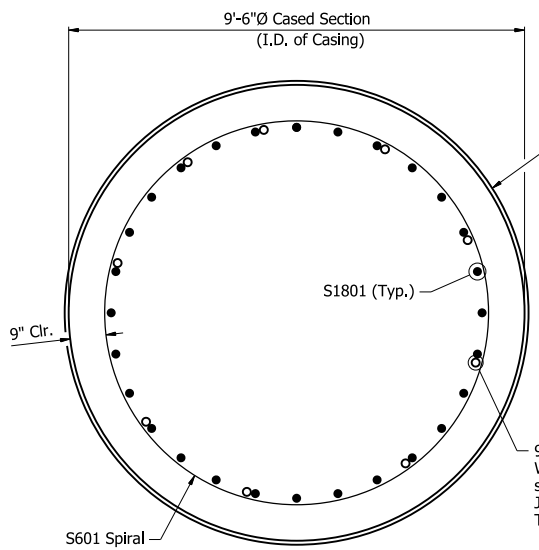
DRAWN BY: CEM DATE: 12/14/23 FILENAME: b04090111_b124.dgn
CHECKED BY: DJB DATE: 12/18/23 SCALE: 1/2" = 1'-0"
DESIGNED BY: DJB DATE: 6/26/23
BRIDGE NO. 07684 DRAWING NO. 67417

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	358	809
07684 - INT. BENTS - 67418						

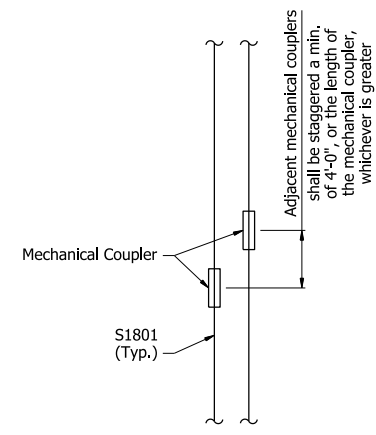
Notes:
For locations of "SECTION E-E" thru "SECTION J-J", see Dwg. No. 67414.



SECTION E-E
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)



SECTION H-H
1/2" = 1'-0"



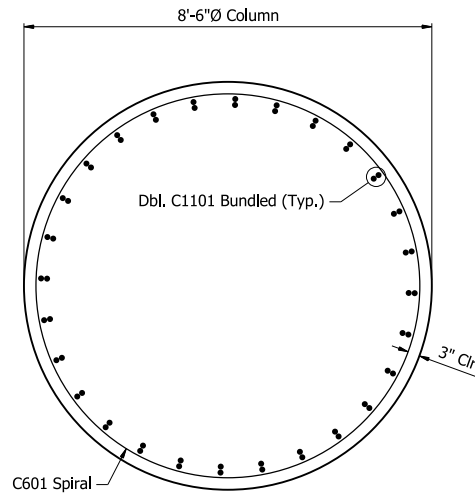
DRILLED SHAFT BAR SPLICE DETAIL
No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

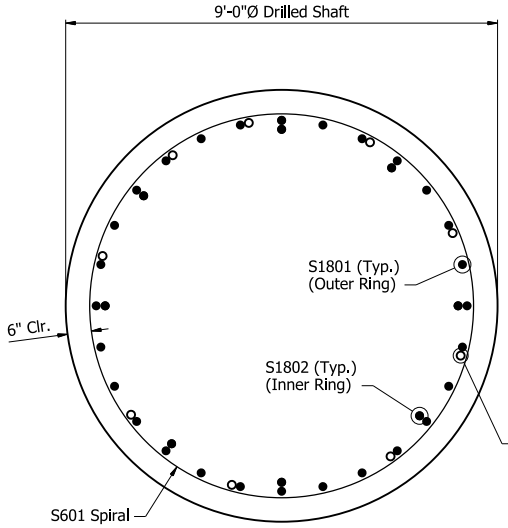
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 8'-6" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

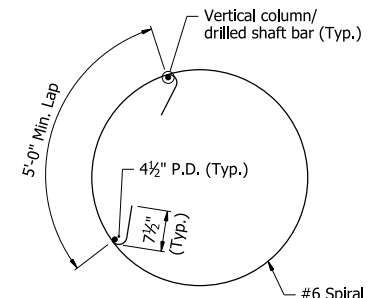
Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (108" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



SECTION F-F
1/2" = 1'-0"



SECTION J-J
1/2" = 1'-0"



SPIRAL SPLICE DETAIL
No Scale

SPIRAL REINFORCING NOTES:

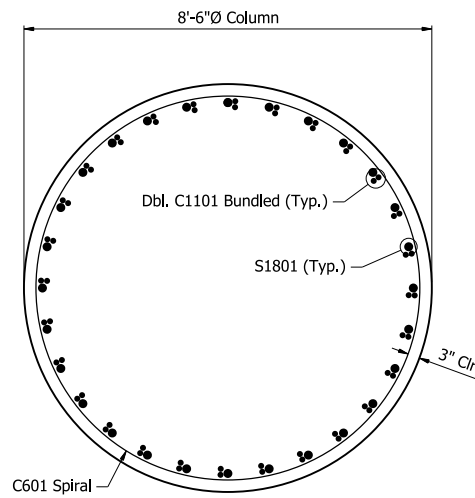
Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.75".

Spiral reinforcement shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

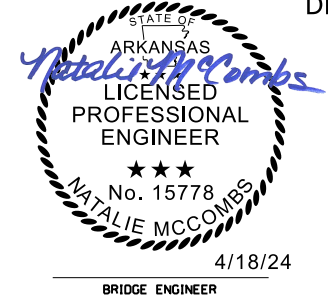
Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 8'-6" of the top or bottom of the column or within 8'-6" of the top of the cased section.

Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 7 1/2" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1 1/2 turns.



SECTION G-G
1/2" = 1'-0"



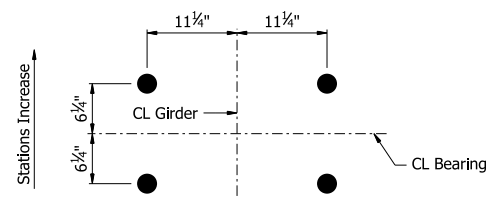
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 5 OF 6
DETAILS OF INTERMEDIATE BENT NOS. 12 & 16
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 12/14/23 FILENAME: b04090111_b125.dgn
CHECKED BY: DJB DATE: 12/18/23 SCALE: AS NOTED
DESIGNED BY: DJB DATE: 6/26/23
BRIDGE NO. 07684 DRAWING NO. 67418

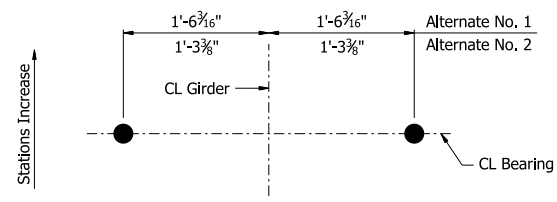
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	359	809
07684 - INT. BENTS - 67419						

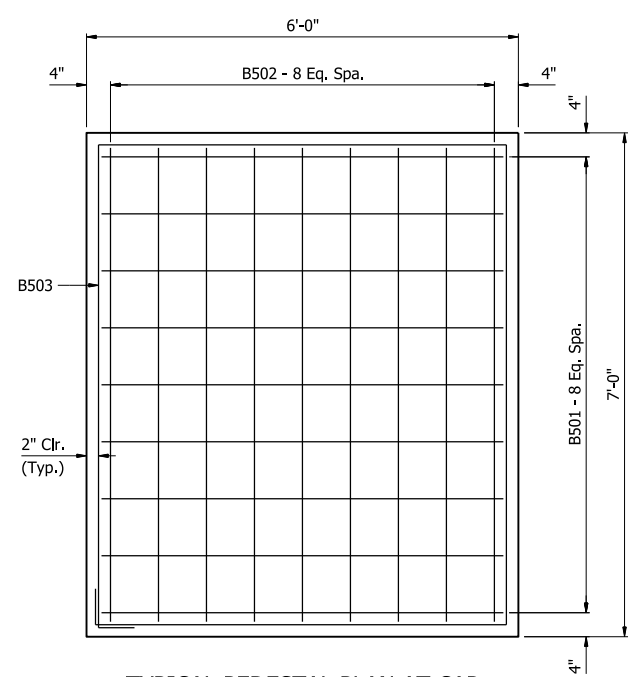


TYPICAL ANCHOR BOLT LAYOUT AT CAP
1" = 1'-0"

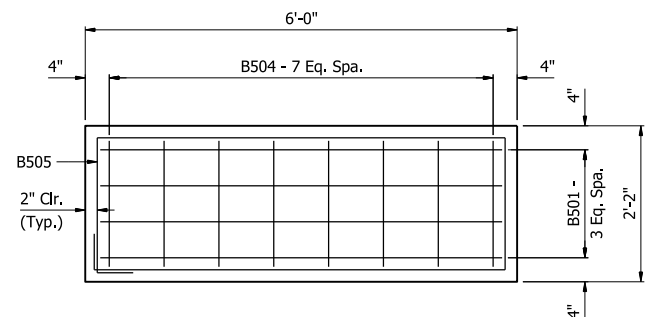
Notes:
For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 thru 67705.
For "DETAILS OF HLMR BEARING", see Dwg. No. 67706.



TYPICAL ANCHOR BOLT LAYOUT AT CAP STEP
1" = 1'-0"



TYPICAL PEDESTAL PLAN AT CAP
3/4" = 1'-0"



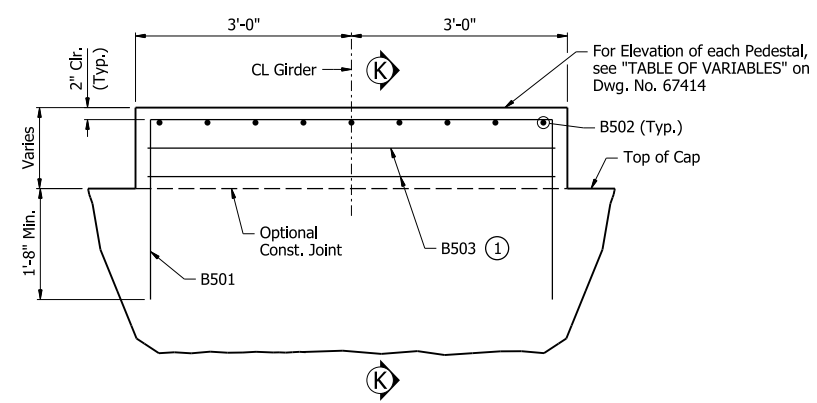
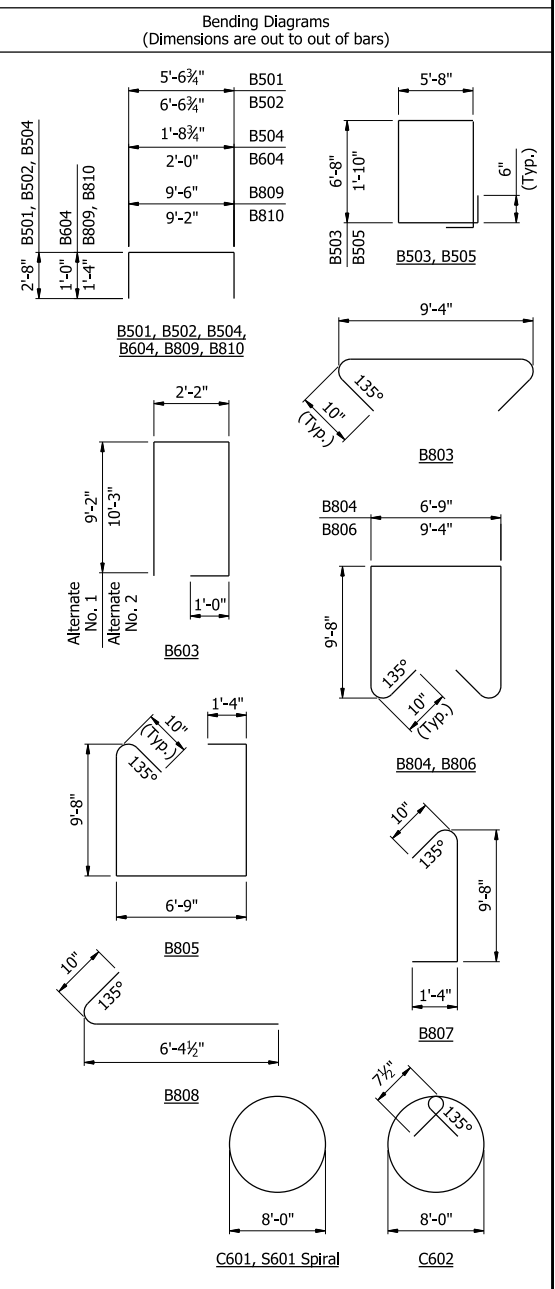
TYPICAL PEDESTAL PLAN AT CAP STEP
3/4" = 1'-0"

TABLE OF VARIABLES

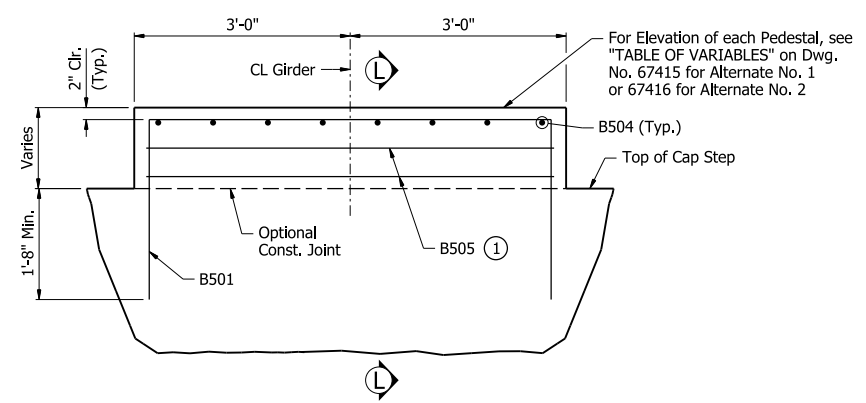
Alternate No.	Bent No.	"BN1"	"BN2"	"BL"	"CS"	"CL"	"SS"	"SL"
1	12	112	80	21'-0"	1695'-1"	38'-8"	3340'-5"	71'-9"
	16	112	80	21'-0"	2268'-6"	49'-0"	3091'-1"	66'-9"
2	12	108	72	23'-2"	1695'-1"	38'-8"	3340'-5"	71'-9"
	16	108	72	23'-2"	2268'-6"	49'-0"	3091'-1"	66'-9"

BAR LIST - PER BENT

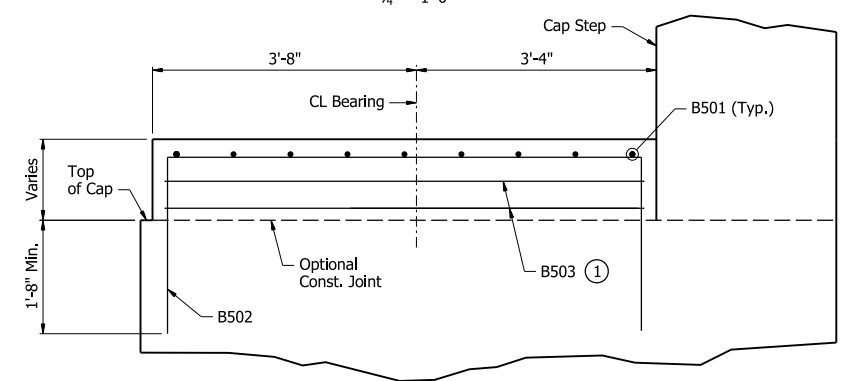
Mark	Number Required	Length	Pin Dia.
B501	"BN1"	10'-8"	2 1/2"
B502	72	11'-8"	2 1/2"
B503	10	25'-2"	2 1/2"
B504	"BN2"	6'-10"	2 1/2"
B505	12	15'-6"	2 1/2"
B601	18	60'-0"	Str.
B602	18	31'-1"	Str.
B603	234	"BL"	4 1/2"
B604	14	3'-8"	4 1/2"
B801	22	60'-0"	Str.
B802	22	31'-1"	Str.
B803	86	11'-0"	6"
B804	86	27'-4"	6"
B805	86	27'-8"	6"
B806	30	29'-11"	6"
B807	232	11'-8"	6"
B808	60	7'-3"	6"
B809	14	11'-9"	6"
B810	22	11'-5"	6"
B1401	46	54'-0"	Str.
B1402	46	33'-8"	Str.
C601	3	"CS"	Spiral
C602	30	26'-9"	4 1/2"
C1101	168	"CL"	Str.
S601	3	"SS"	Spiral
S1801	84	"SL"	Str.
S1802	24	30'-3"	Str.



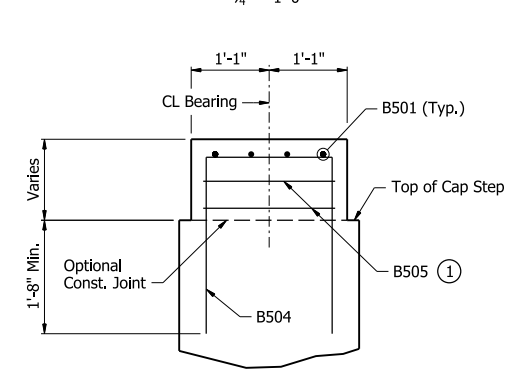
TYPICAL PEDESTAL ELEVATION AT CAP
3/4" = 1'-0"



TYPICAL PEDESTAL ELEVATION AT CAP STEP
3/4" = 1'-0"



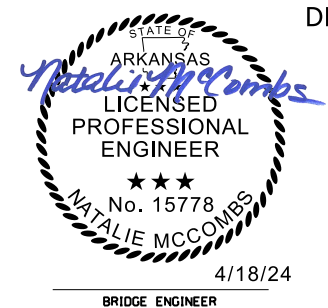
SECTION K-K
3/4" = 1'-0"



SECTION L-L
3/4" = 1'-0"

① 1-B503 or 1-B505 when Pedestal Height is less than 11";
2-B503 or 2-B505 when Pedestal Height is greater than 11";
B503 or B505 spaced at 6" Max.

All bars designated with an "E" suffix are to be epoxy coated.
② S1801 & S1802 longitudinal reinforcement and S601 spiral reinforcement are non-pay items which are subsidiary to item "Drilled Shaft (108" Dia.)". Individual lengths shall be determined by the Contractor.



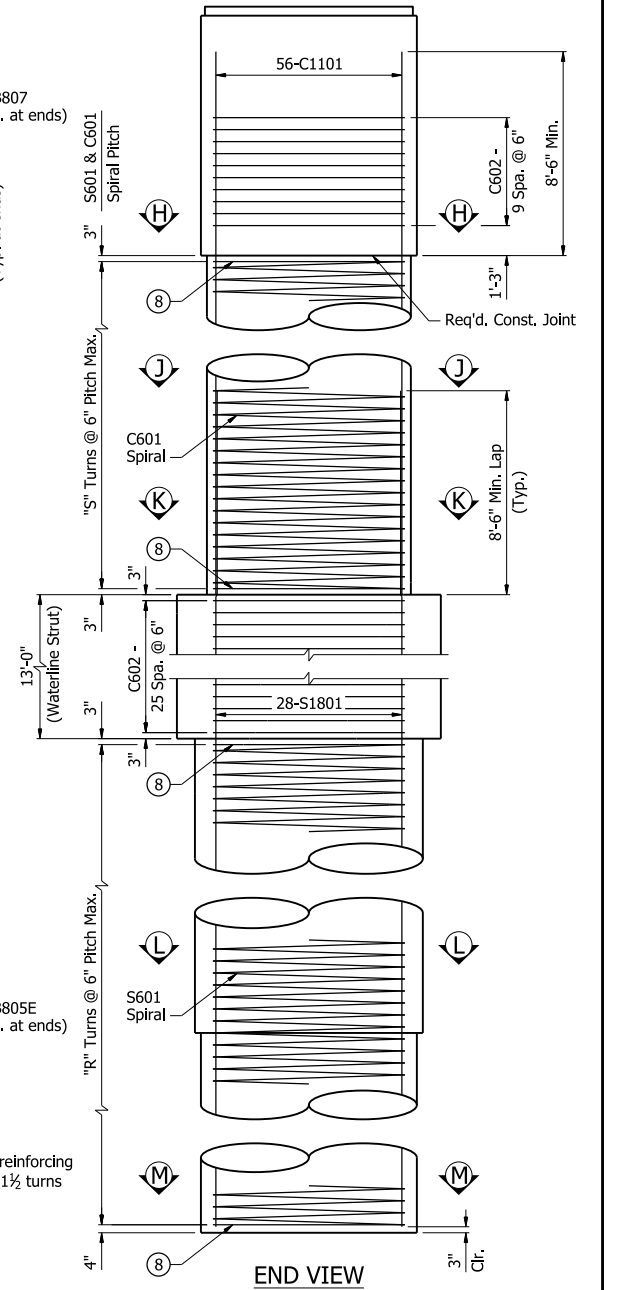
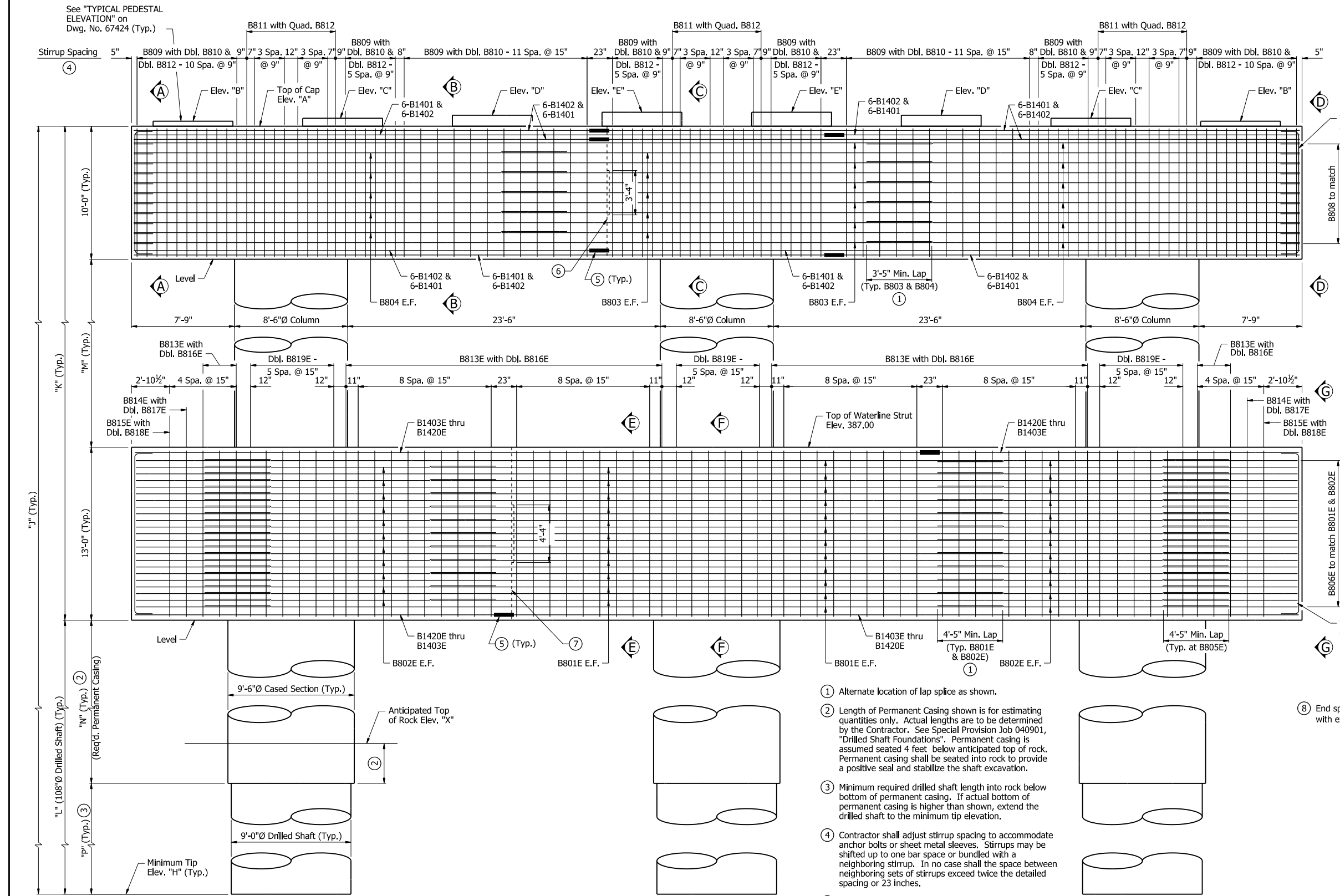
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 6 OF 6
DETAILS OF INTERMEDIATE BENT NOS. 12 & 16
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 12/14/23 FILENAME: b04090111_b126.dgn
CHECKED BY: DJB DATE: 12/18/23 SCALE: AS NOTED
DESIGNED BY: DJB DATE: 6/26/23
BRIDGE NO. 07684 DRAWING NO. 67419

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	360	809
07684 - INT. BENTS - 67420						



- 1 Alternate location of lap splice as shown.
- 2 Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 4 feet below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- 3 Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.
- 4 Contractor shall adjust stirrup spacing to accommodate anchor bolts or sheet metal sleeves. Stirrups may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing or 23 inches.
- 5 Mechanical Coupler. Alternate location of mechanical couplers as shown.
- 6 Optional Keyed Const. Joint (3'-4" x 3'-0" x 0'-2") (See "PLAN - CAP" on Dwg. No. 67421 for location.)
- 7 Optional Keyed Const. Joint (4'-4" x 3'-8" x 0'-2") (See "PLAN - WATERLINE STRUT" on Dwg. No. 67421 for location.)

ELEVATION (Looking Upstation)

TABLE OF VARIABLES

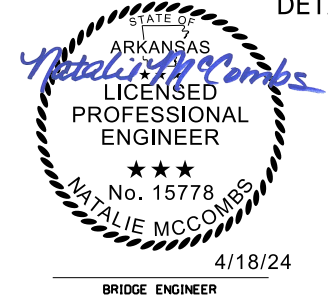
Bent No.	"A"	"B"	"C"	"D"	"E"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"X"
13	441.04	441.41	441.64	441.86	442.09	321.00	120'-0 1/2"	67'-0 1/2"	53'-0"	44'-0 1/2"	26'-0"	27'-0"	105	88	352.00
14	444.55	444.93	445.15	445.38	445.60	318.00	126'-6 3/8"	70'-6 3/8"	56'-0"	47'-6 3/8"	29'-0"	27'-0"	111	95	349.00
15	440.73	441.10	441.33	441.55	441.78	322.00	118'-8 3/4"	66'-8 3/4"	52'-0"	43'-8 3/4"	25'-0"	27'-0"	103	87	353.00

Notes:
For "SECTION A-A", "SECTION B-B", "SECTION C-C", "VIEW D-D", "SECTION E-E", "SECTION F-F", & "VIEW G-G", see Dwg. No. 67422.
For "GENERAL NOTES", see Dwg. No. 67372.

Pedestal Elevations "B" thru "E" were calculated assuming a bearing height of 11 inches from top of pedestal concrete to bottom flange of girder. Contractor shall adjust elevations based on final bearing dimensions provided by bearing manufacturer.

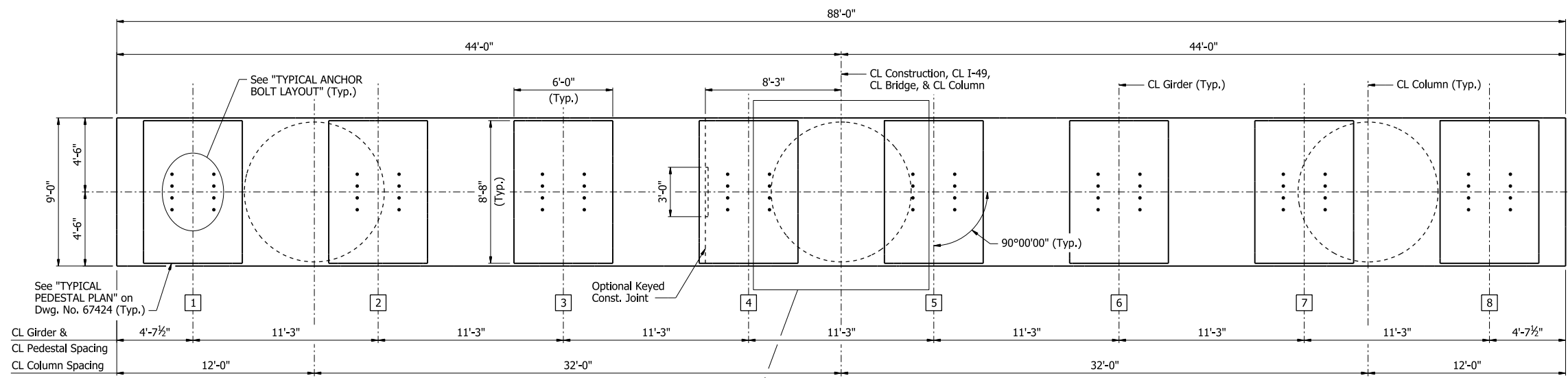
Notes:
Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 1 OF 5
DETAILS OF INTERMEDIATE BENT NOS. 13, 14, & 15
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



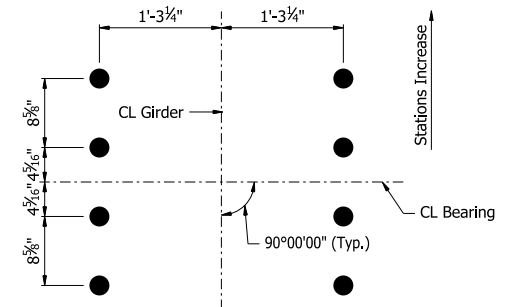
DRAWN BY: CEM DATE: 11/20/23 FILENAME: b04090111_b131.dgn
CHECKED BY: DJB DATE: 11/22/23 SCALE: 1/4" = 1'-0"
DESIGNED BY: DJB DATE: 6/13/23
BRIDGE NO. 07684 DRAWING NO. 67420

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	361	809
07684 - INT. BENTS - 67421						

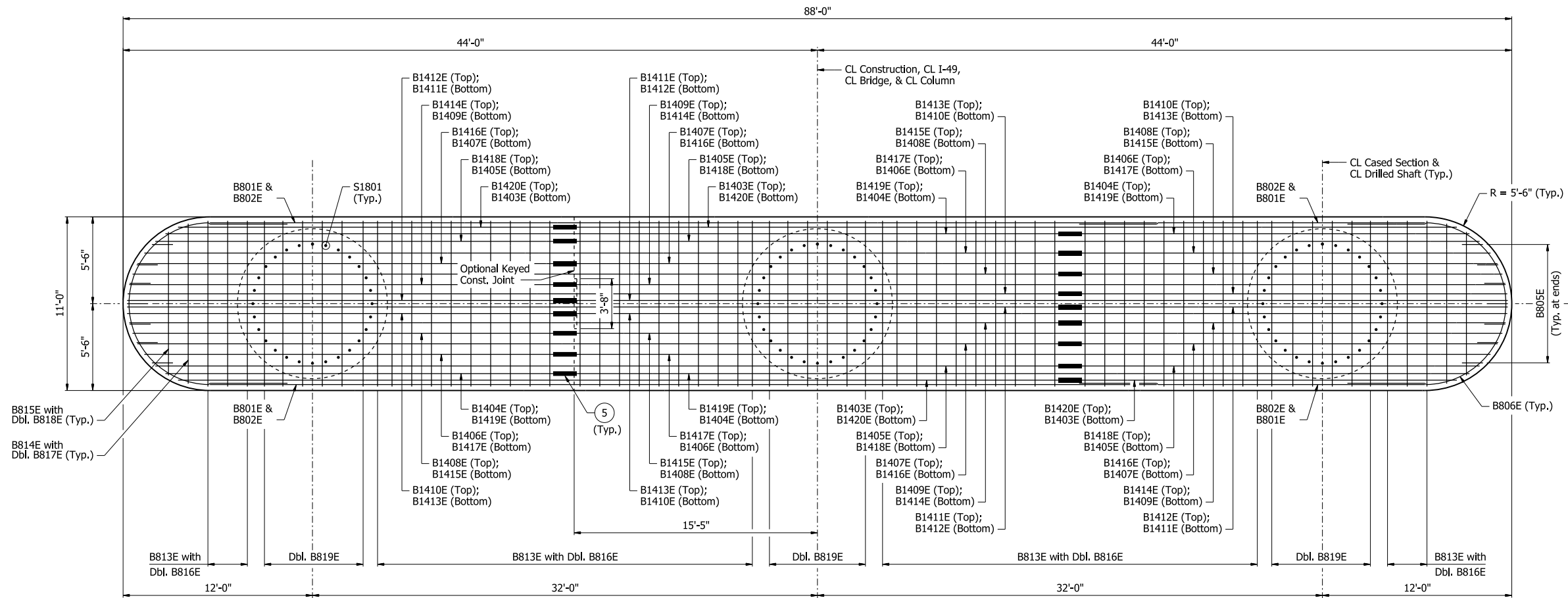


PLAN - CAP
1/4" = 1'-0"

Notes:
For "ELEVATION", see Dwg. No. 67420.
For "DETAILS OF HLMR BEARING", see Dwg. No. 67706.



TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"



PLAN - WATERLINE STRUT
1/4" = 1'-0"

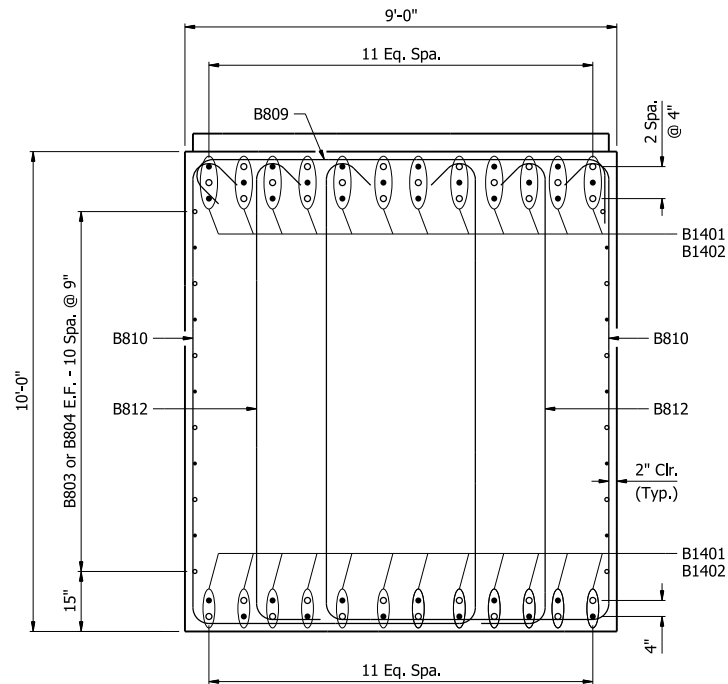
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 2 OF 5
DETAILS OF INTERMEDIATE BENT NOS. 13, 14, & 15
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES



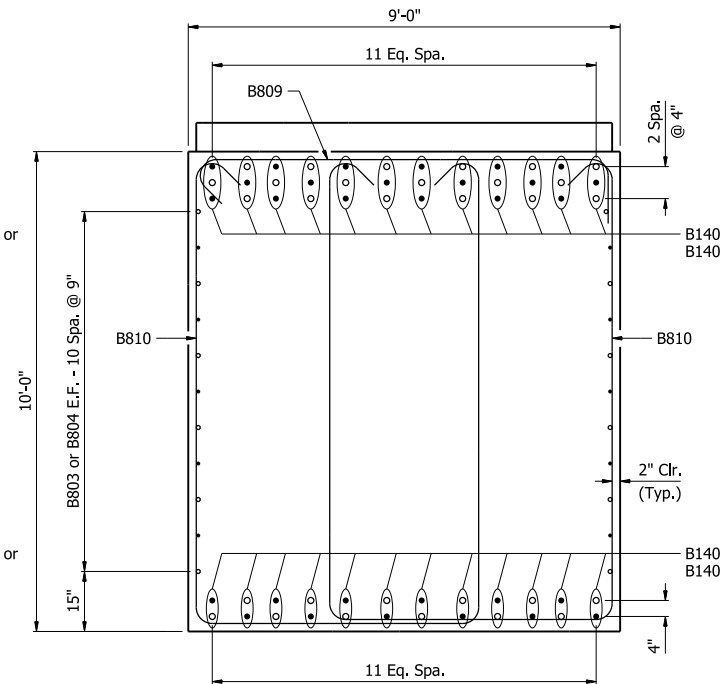
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: CEM DATE: 11/20/23 FILENAME: b04090111_b132.dgn
CHECKED BY: DJB DATE: 11/22/23 SCALE: AS NOTED
DESIGNED BY: DJB DATE: 6/13/23
BRIDGE NO. 07684 DRAWING NO. 67421

PRINT DATE: 4/10/2024

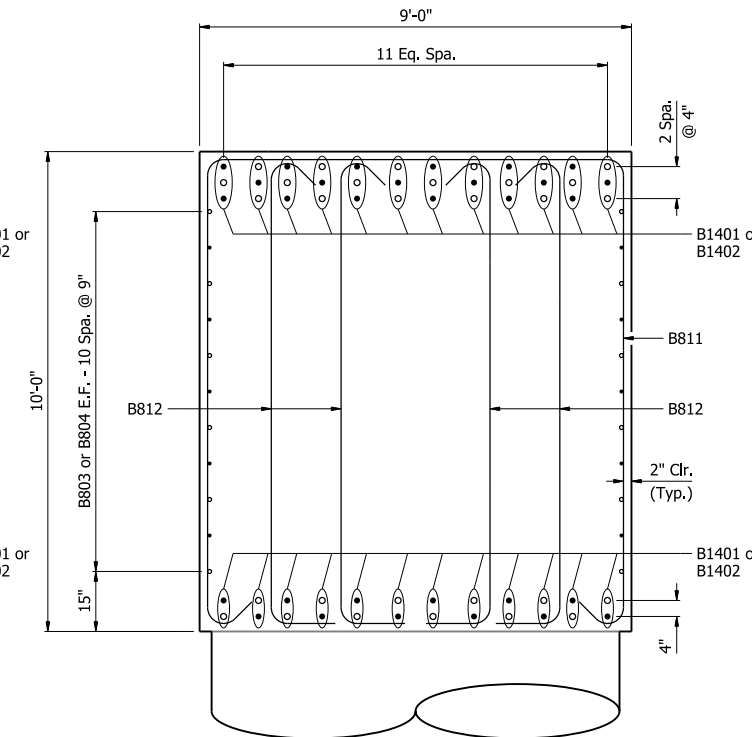
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	362	809
07684 - INT. BENTS - 67422						



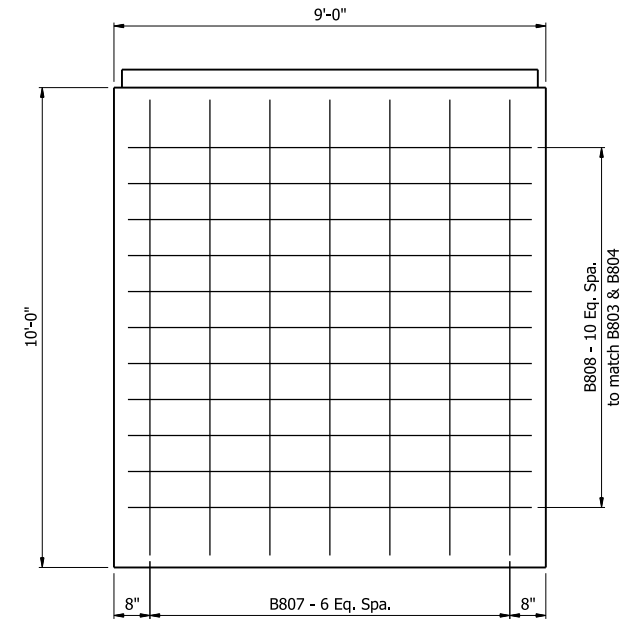
SECTION A-A
(Pedestal reinforcing not shown for clarity)



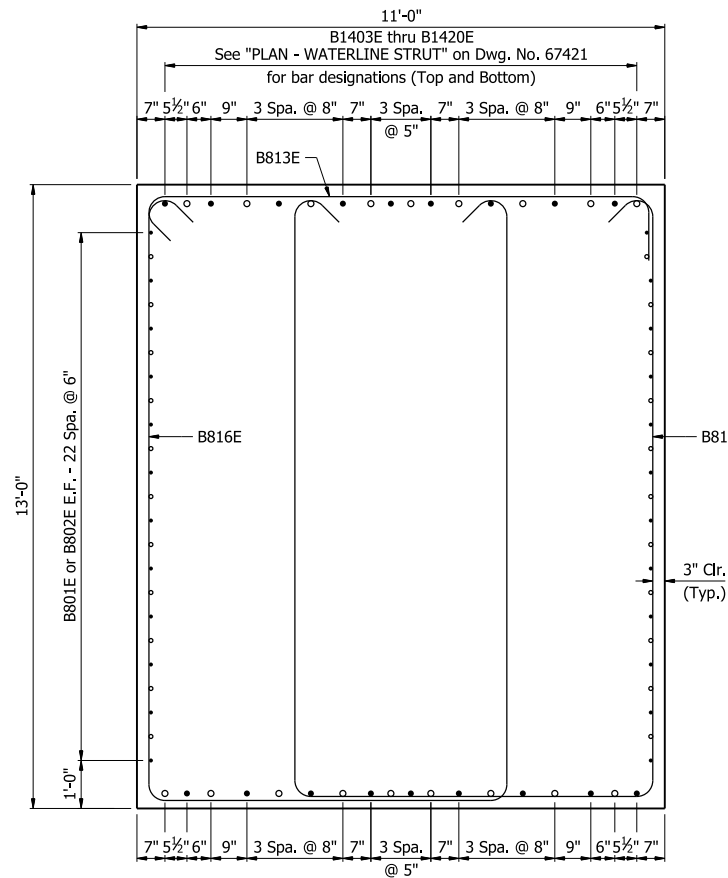
SECTION B-B
(Pedestal reinforcing not shown for clarity)



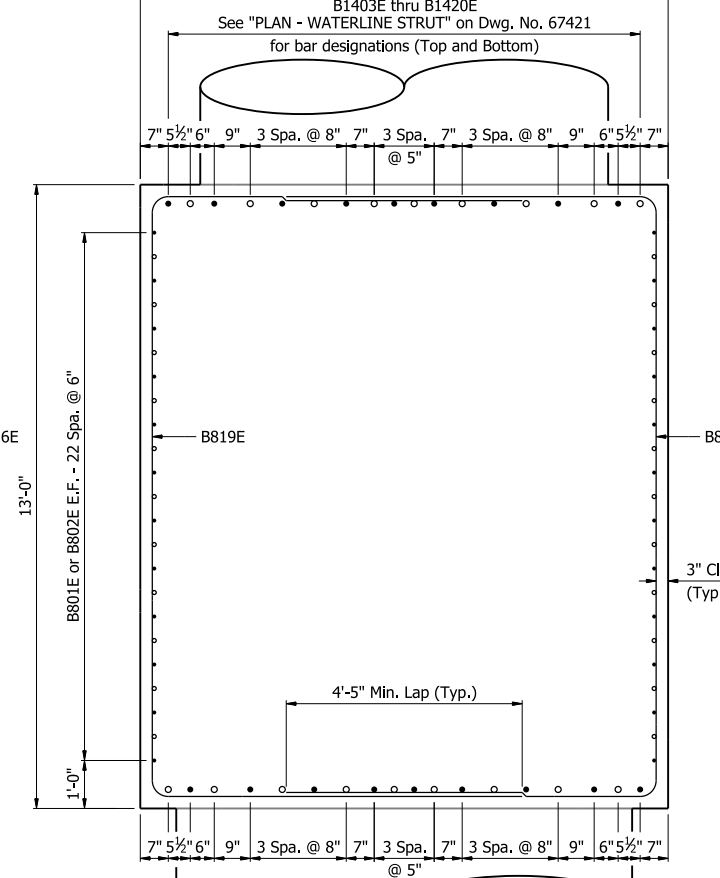
SECTION C-C
(Column reinforcing not shown for clarity)



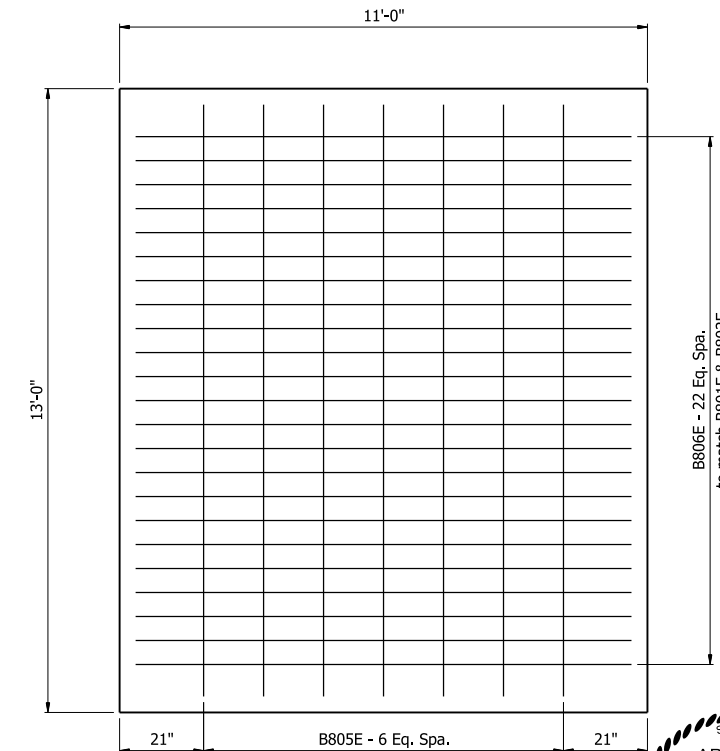
VIEW D-D



SECTION E-E

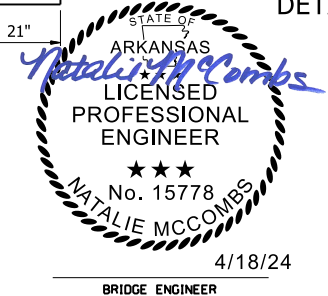


SECTION F-F
(Drilled Shaft reinforcing not shown for clarity)



VIEW G-G

Notes:
Contractor shall adjust B1401 or B1402 bar spacing to accommodate anchor bolts, sheet metal sleeves, or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 6" and 17", respectively.
For location of "Section A-A" thru "Section C-C", "View D-D", "Section E-E", "Section F-F", and "View G-G", see Dwg. No. 67420.



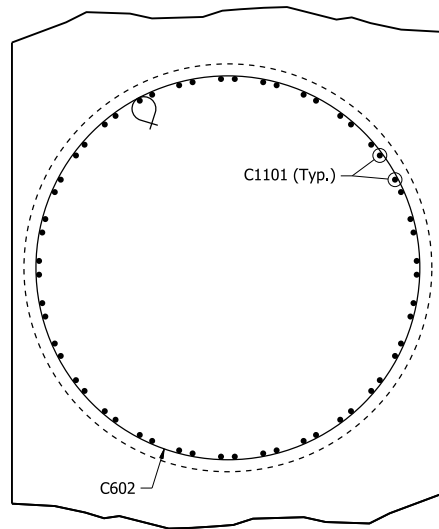
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 3 OF 5
DETAILS OF INTERMEDIATE BENT NOS. 13, 14, & 15
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

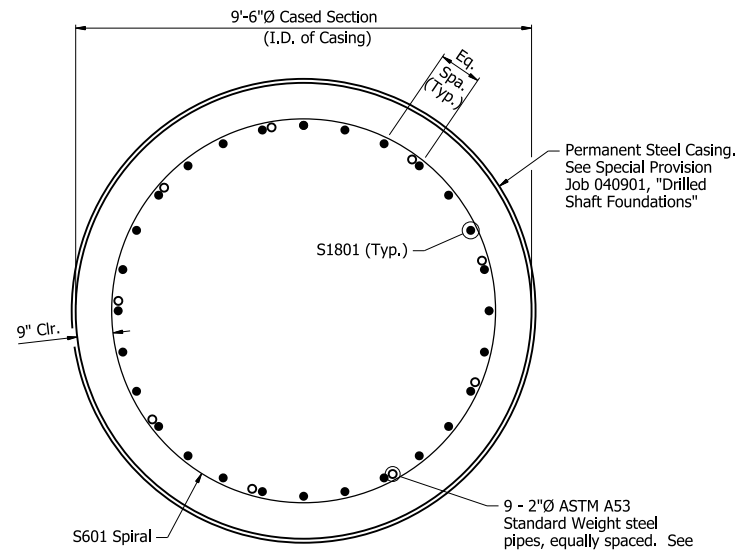
DRAWN BY: CEM DATE: 11/20/23 FILENAME: b04090111_b133.dgn
CHECKED BY: DJB DATE: 11/22/23 SCALE: 1/2" = 1'-0"
DESIGNED BY: DJB DATE: 6/13/23
BRIDGE NO. 07684 DRAWING NO. 67422

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	363	809
07684 - INT. BENTS - 67423						

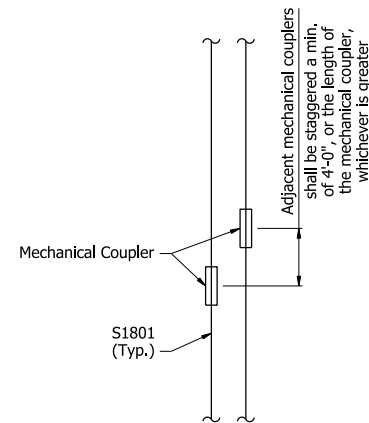
Notes:
For locations of "SECTION H-H" thru "SECTION M-M", see Dwg. No. 67420.



SECTION H-H
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)



SECTION L-L
1/2" = 1'-0"



DRILLED SHAFT BAR SPLICE DETAIL
No Scale

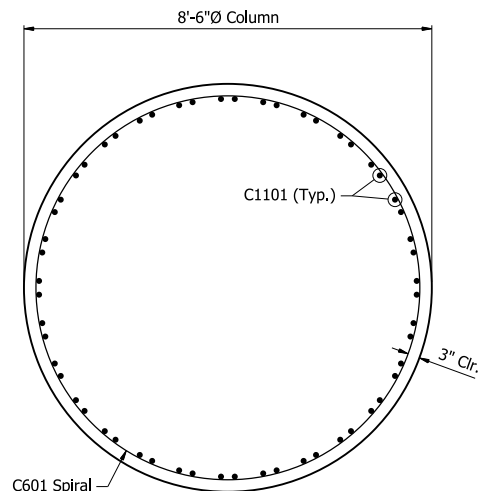
MECHANICAL COUPLER AND SPLICE NOTES:

Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

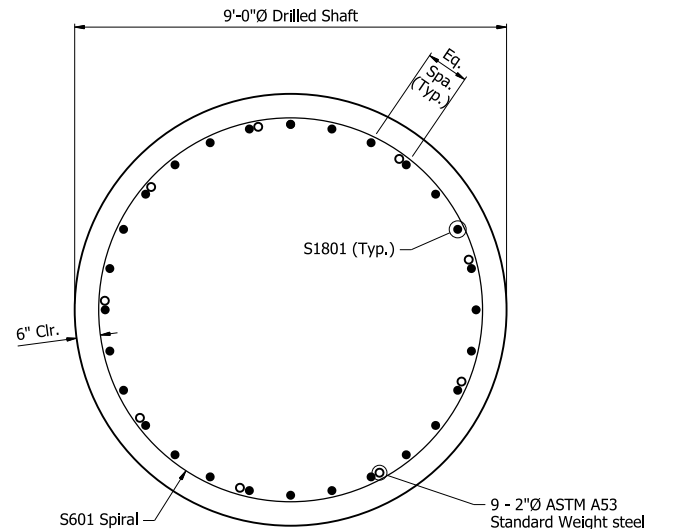
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 8'-6" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

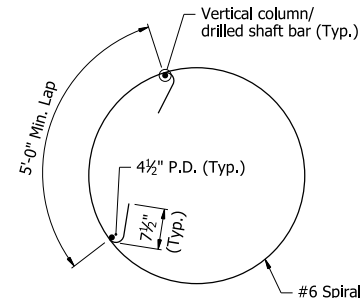
Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (108" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



SECTION J-J
1/2" = 1'-0"



SECTION M-M
1/2" = 1'-0"



SPIRAL SPLICE DETAIL
No Scale

SPIRAL REINFORCING NOTES:

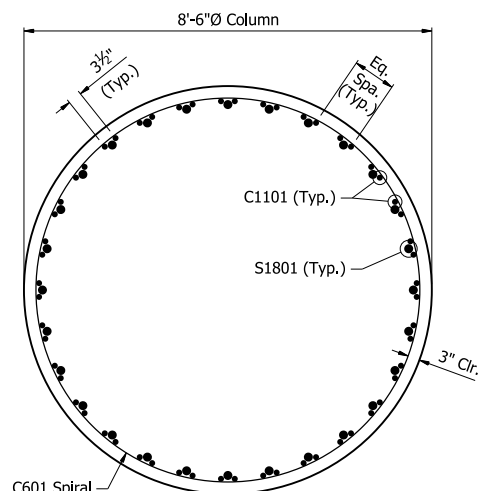
Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.75".

Spiral reinforcement shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 8'-6" of the top or bottom of the column or within 8'-6" of the top of the cased section.

Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

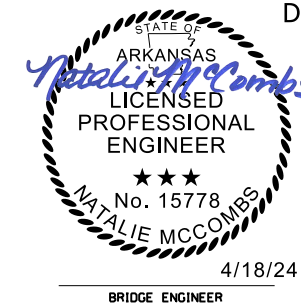
Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 7 1/2" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1 1/2 turns.



SECTION K-K
1/2" = 1'-0"

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 4 OF 5
DETAILS OF INTERMEDIATE BENT NOS. 13, 14, & 15
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

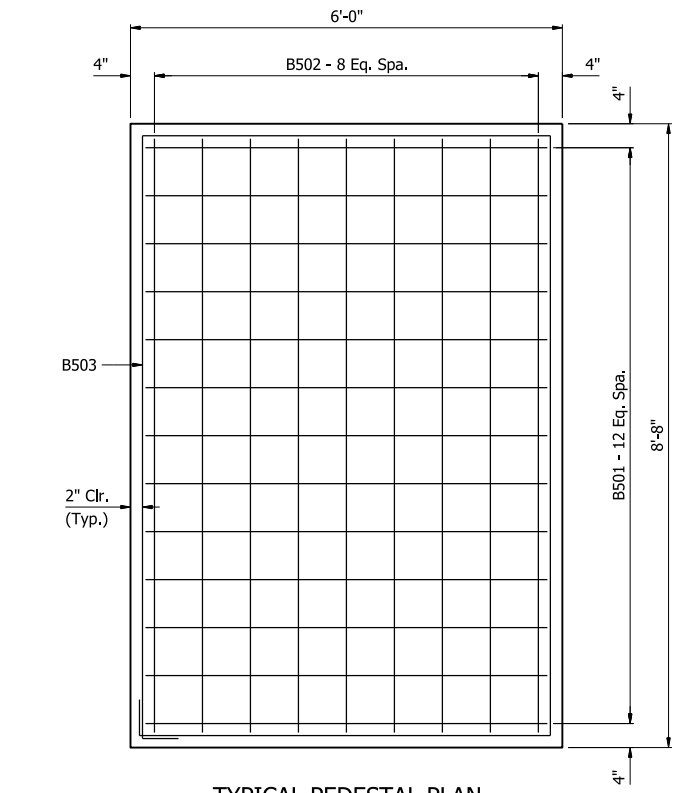


DRAWN BY: CEM DATE: 11/20/23 FILENAME: b04090111_b134.dgn
CHECKED BY: DJB DATE: 11/22/23 SCALE: AS NOTED
DESIGNED BY: DJB DATE: 6/13/23
BRIDGE NO. 07684 DRAWING NO. 67423

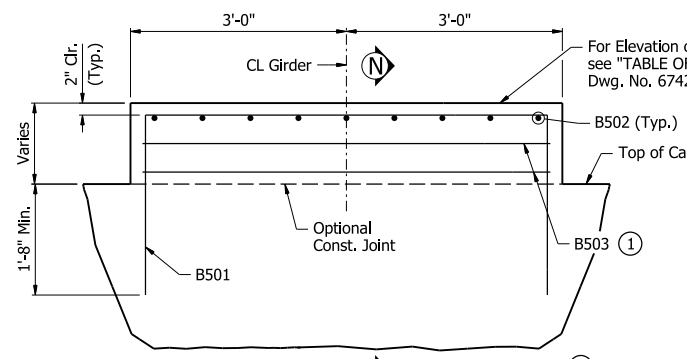
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	364	809
07684 - INT. BENTS - 67424						

BAR LIST - PER BENT

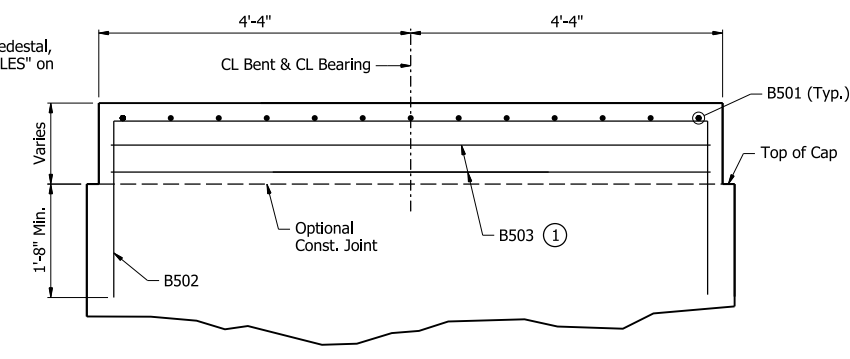
Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)
B501	104	10'-8"	2½"	
B502	72	13'-4"	2½"	
B503	10	28'-6"	2½"	
B801E	46	60'-0"	Str.	
B802E	46	21'-5"	Str.	
B803	22	60'-0"	Str.	
B804	22	31'-1"	Str.	
B805E	14	14'-7"	6"	
B806E	46	24'-11"	-	
B807	14	11'-9"	6"	
B808	22	10'-9"	6"	
B809	70	10'-8"	6"	
B810	140	26'-9"	6"	
B811	30	29'-4"	6"	
B812	212	11'-8"	6"	
B813E	46	12'-6"	6"	
B814E	2	11'-10"	6"	
B815E	2	10'-9"	6"	
B816E	92	33'-9"	6"	
B817E	4	33'-7"	6"	
B818E	4	33'-0"	6"	
B819E	36	27'-0"	6"	
B1401	60	52'-8"	Str.	
B1402	60	35'-0"	Str.	
B1403E	4	56'-1"	Str.	
B1404E	4	25'-2"	Str.	
B1405E	4	57'-10"	Str.	
B1406E	4	26'-7"	Str.	
B1407E	4	59'-0"	Str.	
B1408E	4	27'-4"	Str.	
B1409E	4	59'-7"	Str.	
B1410E	4	27'-8"	Str.	
B1411E	4	59'-9"	Str.	
B1412E	4	27'-9"	Str.	
B1413E	4	59'-8"	Str.	
B1414E	4	27'-7"	Str.	
B1415E	4	59'-4"	Str.	
B1416E	4	27'-0"	Str.	
B1417E	4	58'-7"	Str.	
B1418E	4	25'-10"	Str.	
B1419E	4	57'-1"	Str.	
B1420E	4	24'-1"	Str.	
C601	3	"CS"	Spiral	
C602	108	26'-9"	4½"	
C1101	168	"CL"	Str.	
S601	3	"SS"	Spiral	
S1801	84	"SL"	Str.	



TYPICAL PEDESTAL PLAN



TYPICAL PEDESTAL ELEVATION



SECTION N-N

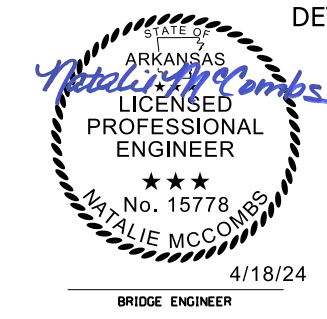
① 1-B503 when Pedestal Height is less than 11";
2-B503 when Pedestal Height is greater than 11";
B503 spaced at 6" Max.

TABLE OF VARIABLES

Bent No.	"CS"	"CL"	"SS"	"SL"
13	2268'-5"	52'-7"	2692'-4"	74'-3"
14	2442'-11"	56'-1"	2842'-2"	77'-3"
15	2243'-6"	52'-3"	2642'-5"	73'-3"

- ② All bars designated with an "E" suffix are to be epoxy coated.
- ② S1801 longitudinal reinforcement and S601 spiral reinforcement are non-pay items which are subsidiary to item "Drilled Shaft (108" Dia.)". Individual lengths shall be determined by the Contractor.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 5 OF 5
DETAILS OF INTERMEDIATE BENT NOS. 13, 14, & 15
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

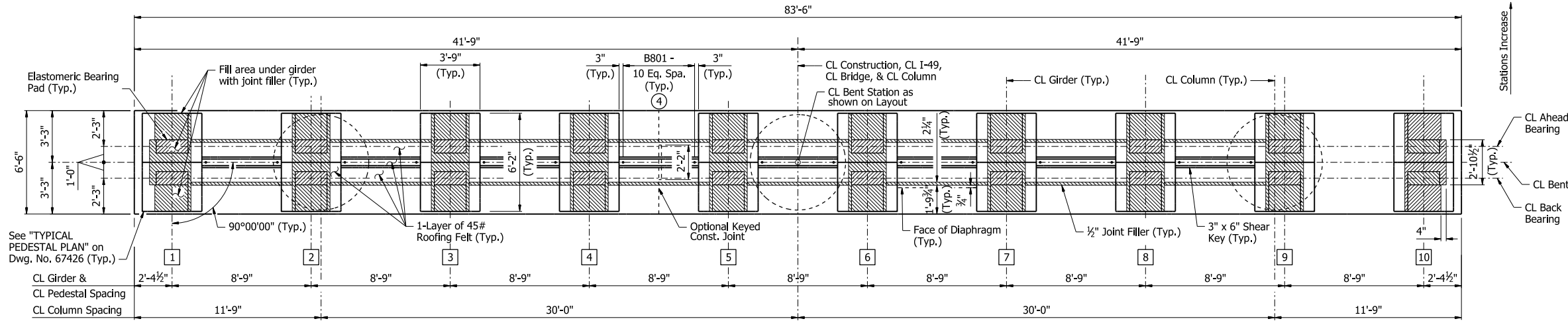


ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: CEM DATE: 11/20/23 FILENAME: b04090111_b135.dgn
CHECKED BY: DJB DATE: 11/22/23 SCALE: ¾" = 1'-0"
DESIGNED BY: DJB DATE: 6/13/23
BRIDGE NO. 07684 DRAWING NO. 67424

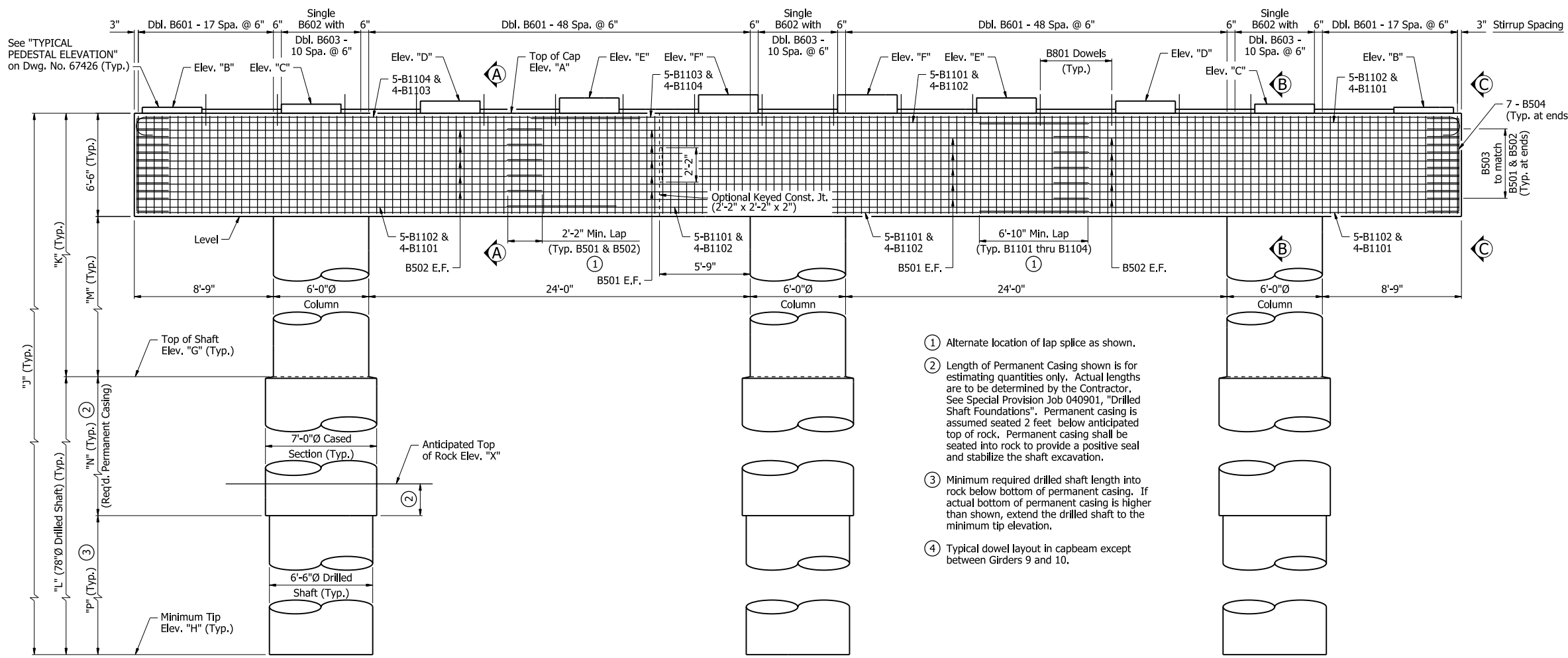
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	365	809
07684 - INT. BENTS - 67425						

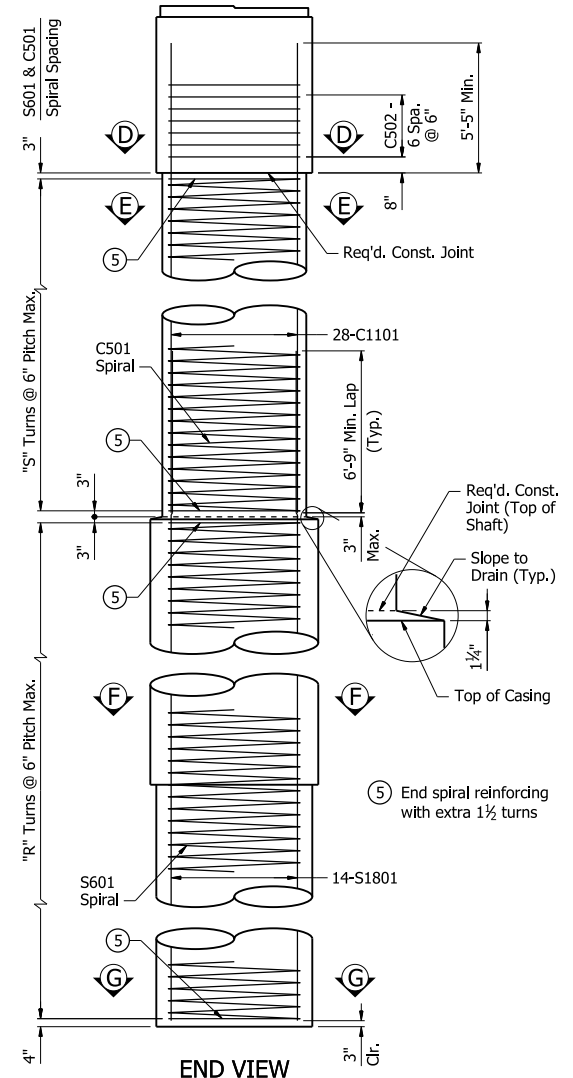
Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67426.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 2 1/4" x 1/2" joint filler up the vertical face pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



PLAN



ELEVATION
(Looking Upstation)



END VIEW

Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

- ① Alternate location of lap splice as shown.
- ② Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- ③ Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.
- ④ Typical dowel layout in capbeam except between Girders 9 and 10.

TABLE OF VARIABLES

Bent No.	"A"	"B"		"C"		"D"		"E"		"F"		"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"X"
		Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing											
17	440.14	440.51	440.51	440.68	440.68	440.86	440.86	441.03	441.03	441.21	441.21	384.00	334.50	105'-7 7/8"	56'-1 1/8"	49'-6"	49'-7 7/8"	32'-0"	17'-6"	98	99	354.00
18	438.08	438.49	438.45	438.66	438.62	438.84	438.80	439.01	438.97	439.19	439.15	385.00	333.50	104'-7"	53'-1"	51'-6"	46'-7"	34'-0"	17'-6"	102	93	353.00



ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NOS. 17 & 18
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: JCP DATE: 10/13/23 FILENAME: b04090111_b171.dgn
 CHECKED BY: MGG DATE: 11/02/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: MGG DATE: 7/21/23
 BRIDGE NO. 07684 DRAWING NO. 67425

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	366	809
07684 - INT. BENTS - 67426						

BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.
B501	20	60'-0"	Str.
B502	20	25'-4"	Str.
B503	20	10'-2"	2 1/2"
B504	14	10'-2"	2 1/2"
B505	100	8'-3"	2 1/2"
B506	60	10'-8"	2 1/2"
B507	12	19'-0"	2 1/2"
B601	268	22'-8"	4 1/2"
B602	33	19'-6"	4 1/2"
B603	66	5'-1"	4 1/2"
B801	90	2'-6"	Str.
B1101	27	60'-0"	Str.
B1102	27	30'-0"	Str.
B1103	9	60'-0"	11 1/4"
B1104	9	33'-0"	11 1/4"
C501	3	"CS"	Spiral
C502	21	18'-5"	2 1/2"
C1101	84	"CL"	Str.
S601	3	"SS"	Spiral
S1801	42	"SL"	Str.

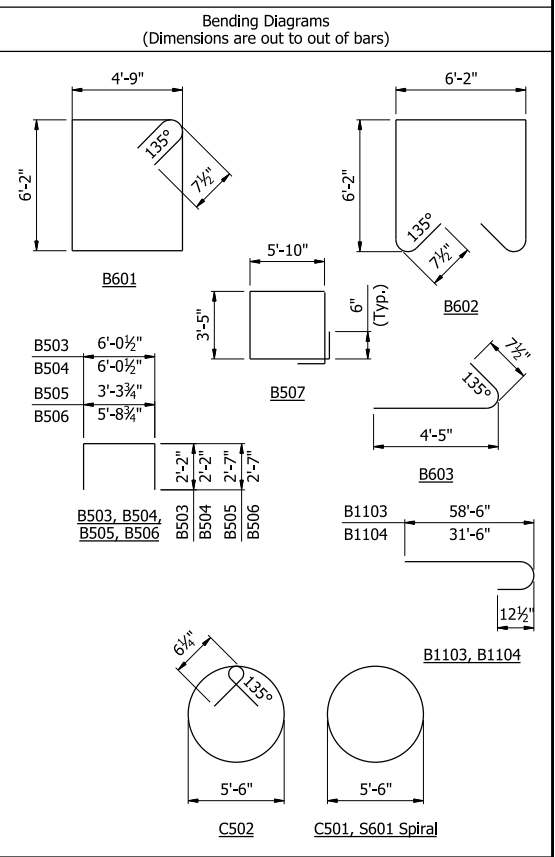


TABLE OF VARIABLES

Bent No.	"CS"	"CL"	"SS"	"SL"
17	1745'-8"	54'-10"	1725'-4"	56'-0"
18	1642'-11"	51'-9"	1793'-5"	58'-0"

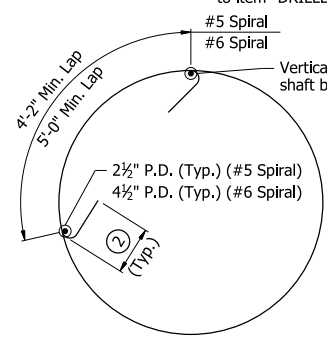
DRILLED SHAFT BAR SPLICE DETAIL

MECHANICAL COUPLER AND SPLICE NOTES:
 Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 8'-4" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (78" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



SPIRAL SPLICE DETAIL

No Scale
 ② 6 1/4" at #5 spiral;
 7 1/2" at #6 spiral

SPIRAL REINFORCING NOTES:
 Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".

Spiral reinforcing shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 8'-4" of the top or bottom of the column.

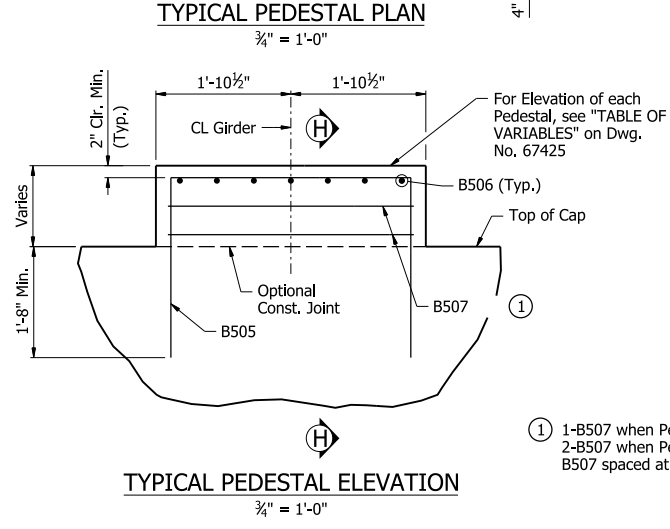
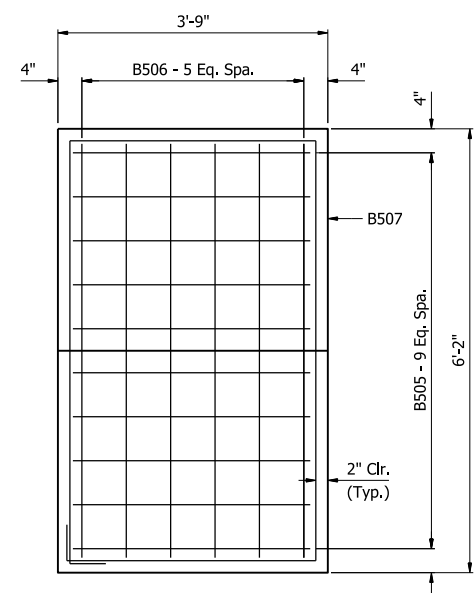
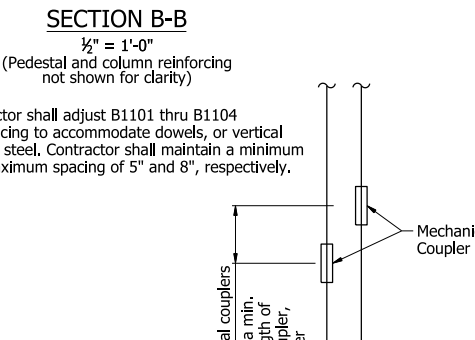
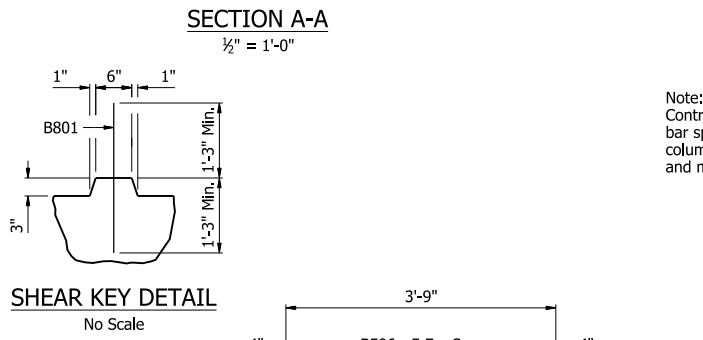
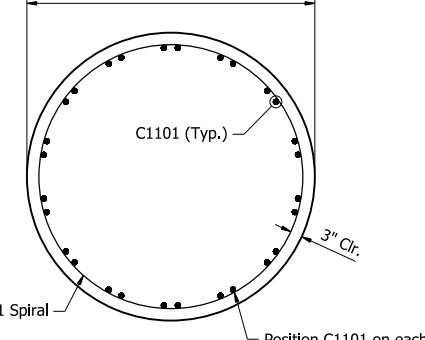
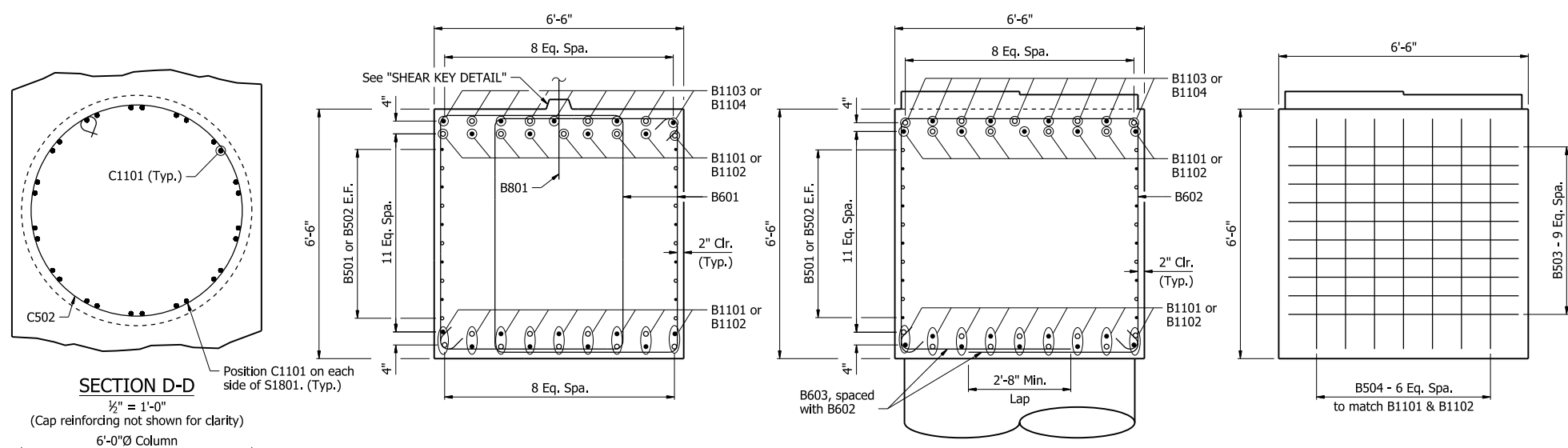
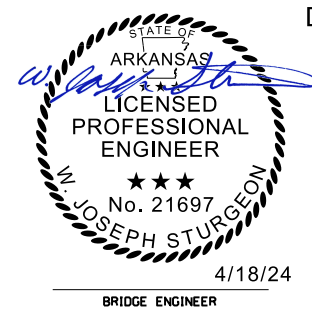
Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6 1/4" tail at #5 spiral and a 7 1/2" tail at #6 spiral around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1 1/2 turns.

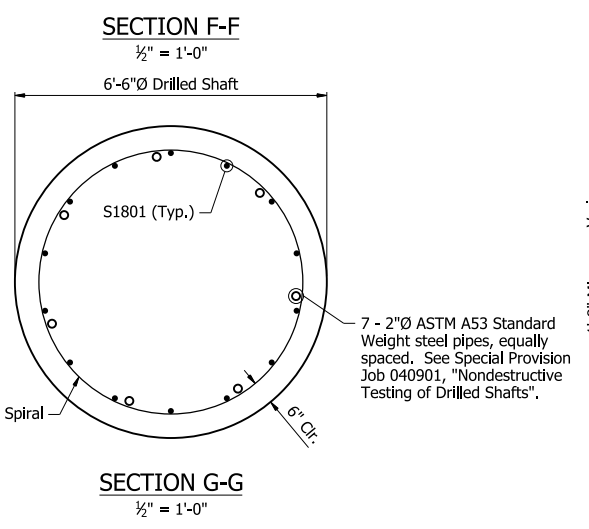
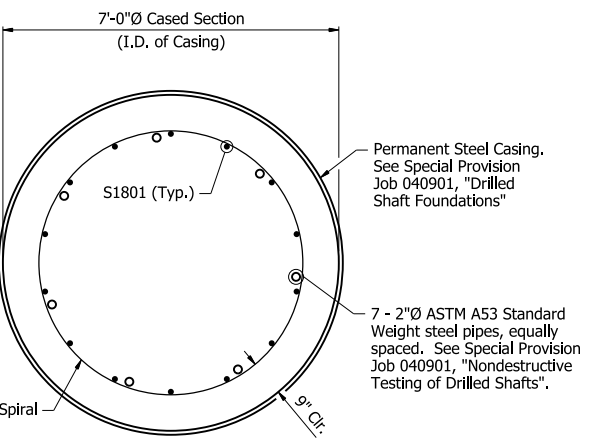
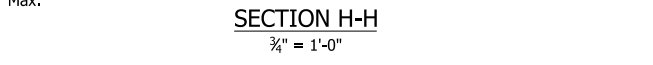
**ALTERNATE NO. 1
 SHEET 2 OF 2
 DETAILS OF INTERMEDIATE BENT NOS. 17 & 18
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES**

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: JCP DATE: 10/13/23 FILENAME: b04090111_b172.dgn
 CHECKED BY: MGG DATE: 11/03/23 SCALE: AS NOTED
 DESIGNED BY: MGG DATE: 7/21/23
 BRIDGE NO. 07684 DRAWING NO. 67426



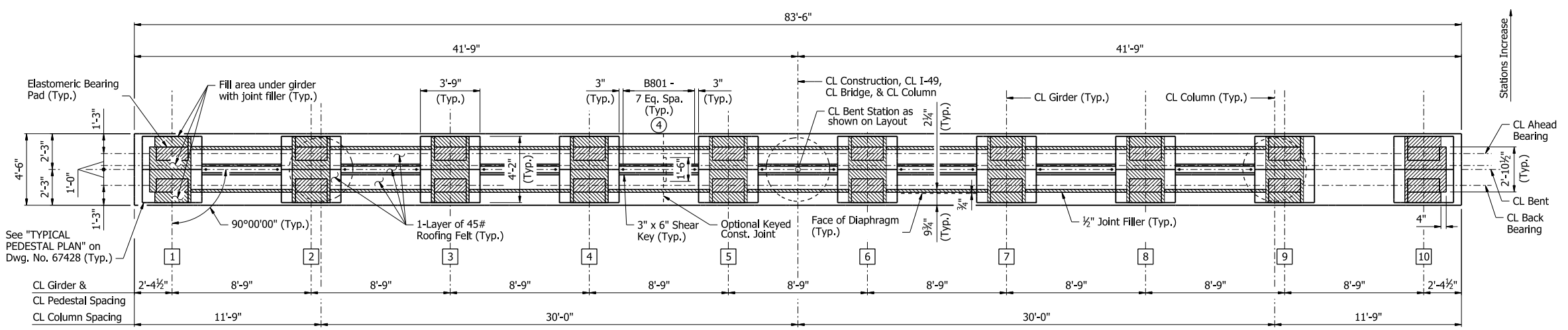
① 1-B507 when Pedestal Height is less than 11";
 2-B507 when Pedestal Height is greater than 11";
 B507 spaced at 6" Max.



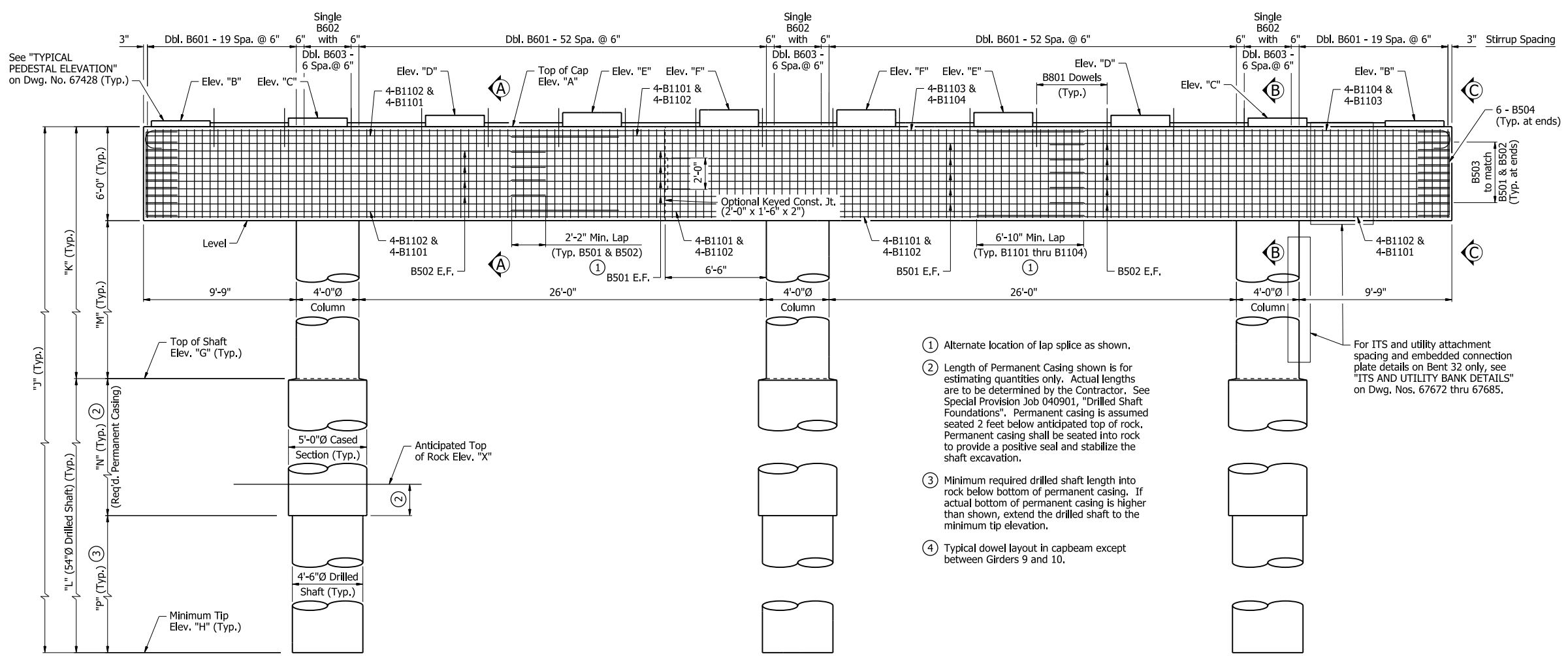
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	367	809
07684 - INT. BENTS - 67427						

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67428.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 2 1/4" x 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



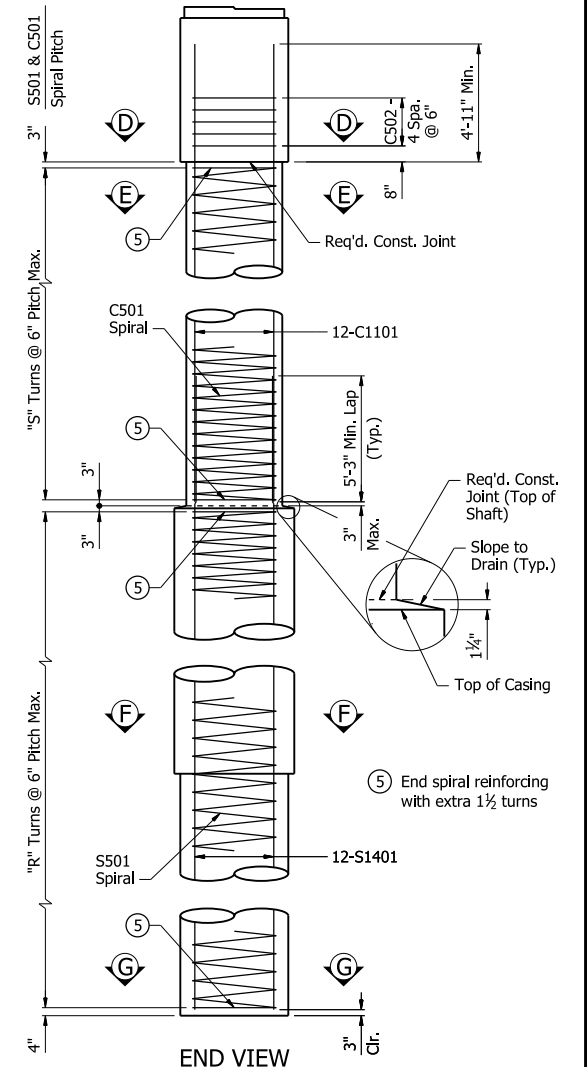
PLAN



ELEVATION
(Looking Upstation)

TABLE OF VARIABLES

Bent No.	"A"	"B"		"C"		"D"		"E"		"F"		"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"X"
		Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing											
28	417.55	418.04	418.04	418.21	418.21	418.39	418.39	418.56	418.56	418.74	418.74	399.00	339.00	78'-6 5/8"	18'-6 5/8"	60'-0"	12'-6 5/8"	50'-0"	10'-0"	119	25	351.00
29	415.53	416.00	416.00	416.17	416.17	416.35	416.35	416.52	416.52	416.70	416.70	398.00	342.00	73'-6 5/8"	17'-6 5/8"	56'-0"	11'-6 5/8"	46'-0"	10'-0"	111	23	354.00
31	411.45	411.91	411.91	412.09	412.09	412.26	412.26	412.44	412.44	412.61	412.61	391.00	342.00	69'-5 3/8"	20'-5 3/8"	49'-0"	14'-5 3/8"	40'-0"	9'-0"	97	28	353.00
32	409.41	409.87	409.87	410.05	410.05	410.22	410.22	410.40	410.40	410.57	410.57	392.00	338.00	71'-4 7/8"	17'-4 7/8"	54'-0"	11'-4 7/8"	41'-0"	13'-0"	107	22	353.00



END VIEW

Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of turns shall be adjusted accordingly to maintain the maximum pitch in the regions identified above.

ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE
 BENT NOS. 28, 29, 31, & 32
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: JCP DATE: 10/10/23 FILENAME: b04090111_b281.dgn
 CHECKED BY: MGG DATE: 10/31/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: MGG DATE: 6/16/23
 BRIDGE NO. 07684 DRAWING NO. 67427

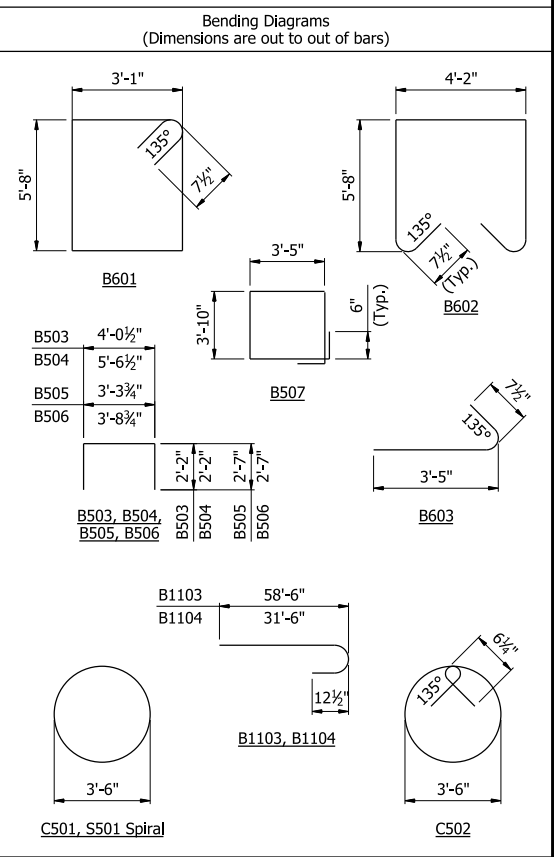


PRINT DATE: 4/12/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	368	809
07684 - INT. BENTS - 67428						

BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.
B501	18	60'-0"	Str.
B502	18	25'-4"	Str.
B503	18	8'-2"	2½"
B504	12	9'-8"	2½"
B505	80	8'-3"	2½"
B506	60	8'-8"	2½"
B507	12	15'-0"	2½"
B601	292	18'-4"	4½"
B602	21	16'-6"	4½"
B603	42	4'-1"	4½"
B801	64	2'-6"	Str.
B1101	24	60'-0"	Str.
B1102	24	30'-0"	Str.
B1103	8	60'-0"	11¼"
B1104	8	33'-0"	11¼"
C501	3	"CS"	Spiral
C502	15	12'-2"	2½"
C1101	36	"CL"	Str.
S501	3	"SS"	Spiral
S1401	36	"SL"	Str.



- ② S1401 longitudinal reinforcement and S501 spiral reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (54" DIA.)". Individual lengths shall be determined by the Contractor.

All bars designated with an "E" suffix are to be epoxy coated.

Notes:
For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67427.

SPIRAL REINFORCING NOTES:
Spiral reinforcing shall be plain round or deformed steel bars meeting the requirements of AASHTO M31 or M322, Type A with mill test report (Grade 60) or shall be cold drawn wire meeting the requirements of AASHTO M32 or M225 (Grade 70) with a minimum diameter of 0.625".

Spiral reinforcement shall be paid for at the contract unit price bid per pound for "Reinforcing Steel-Bridge (Grade 60)". No additional payment shall be made for spacers, optional splices, or bracing needed for assembly, shipping, handling, or erecting.

Contractor may elect to lap splice the spiral reinforcing. In no case shall a spiral be lapped within 5'-6" of the top or bottom of the column.

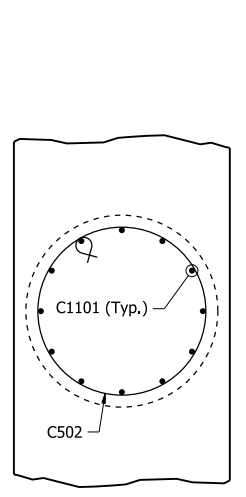
Splices in spiral reinforcing shall be a minimum of 80 bar diameters.

Spiral reinforcing at lapped splices shall be terminated by a 135° hook with a 6 1/4" tail around a vertical bar. See "SPIRAL SPLICE DETAIL". Hook may be field bent. Ends of spirals not lapped shall be terminated with 1½ turns.

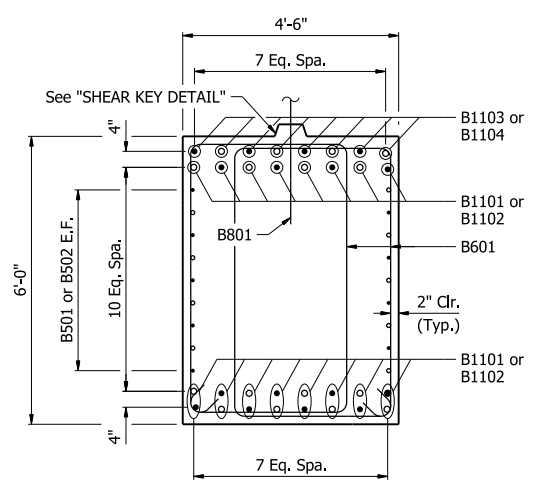
ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NOS. 28, 29, 31, & 32
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

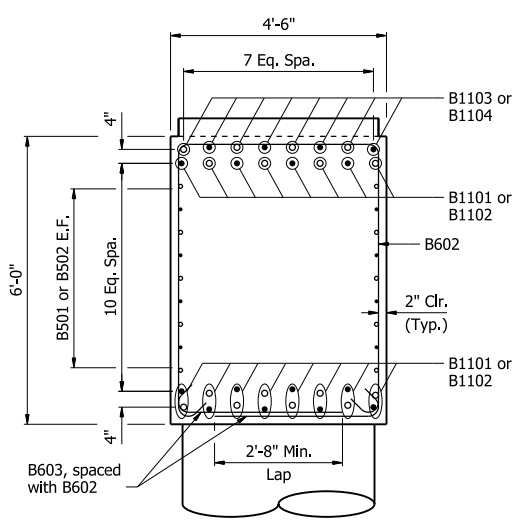
DRAWN BY: JCP DATE: 10/10/23 FILENAME: b04090111_b282.dgn
CHECKED BY: MGG DATE: 11/1/23 SCALE: AS NOTED
DESIGNED BY: CZ DATE: 6/16/23
BRIDGE NO. 07684 DRAWING NO. 67428



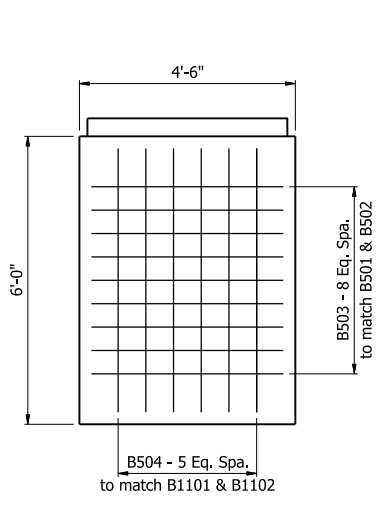
SECTION D-D
½" = 1'-0"
(Cap reinforcing not shown for clarity)



SECTION A-A
½" = 1'-0"

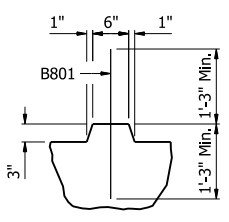


SECTION B-B
½" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)

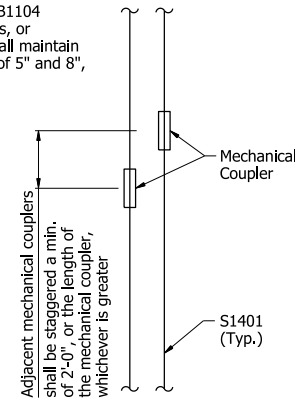


VIEW C-C
½" = 1'-0"

Note:
Contractor shall adjust B1101 thru B1104 bar spacing to accommodate dowels, or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and 8", respectively.



SHEAR KEY DETAIL
No Scale



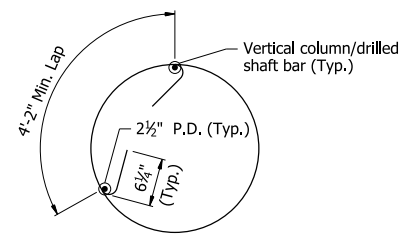
DRILLED SHAFT BAR SPLICE DETAIL
No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

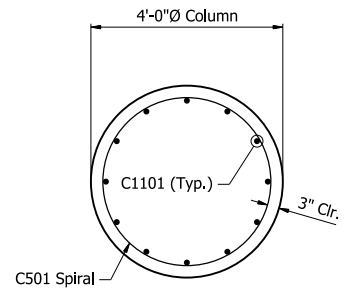
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 5'-6" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

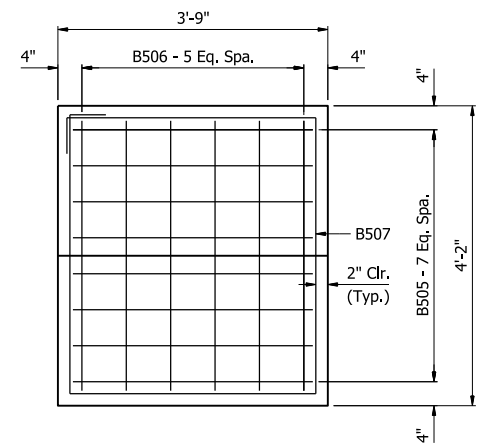
Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (54" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



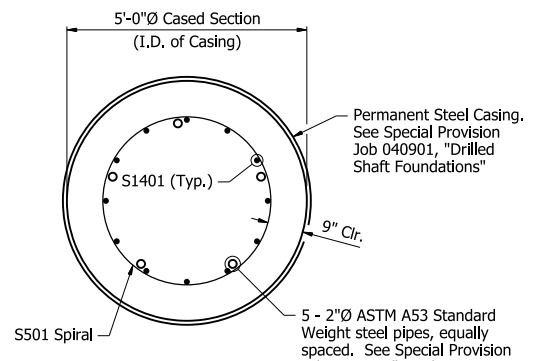
SPIRAL SPLICE DETAIL
No Scale



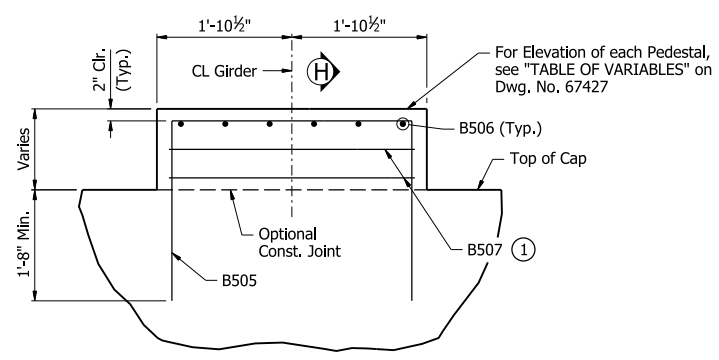
SECTION E-E
½" = 1'-0"



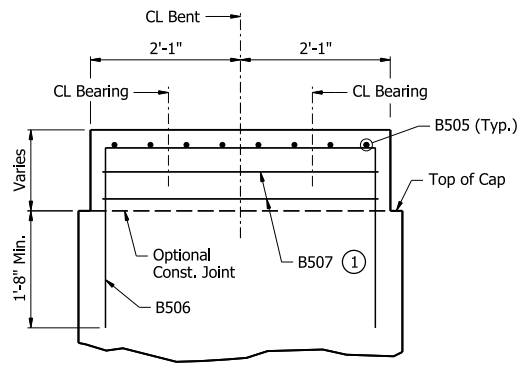
TYPICAL PEDESTAL PLAN
¾" = 1'-0"



SECTION F-F
½" = 1'-0"

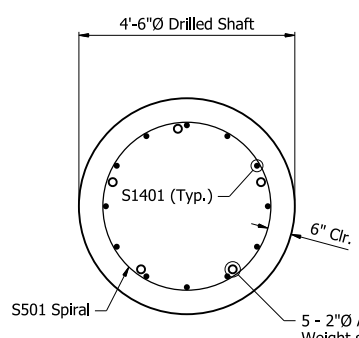


TYPICAL PEDESTAL ELEVATION
¾" = 1'-0"



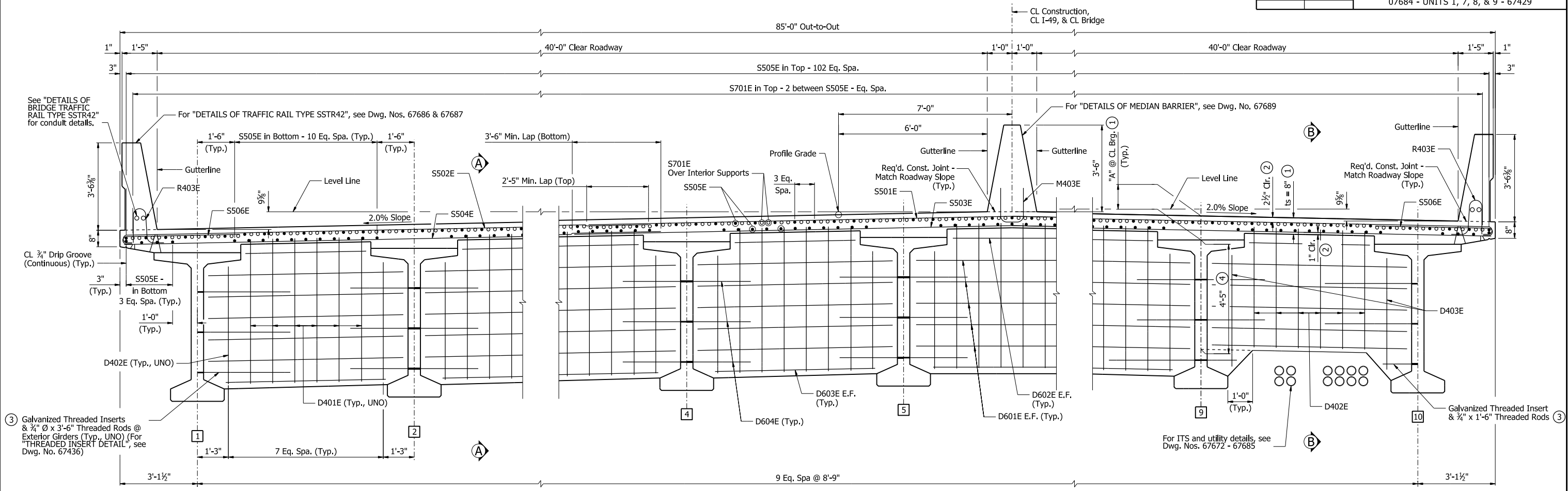
SECTION H-H
¾" = 1'-0"

- ① 1-B507 when Pedestal Height is less than 11";
- 2-B507 when Pedestal Height is greater than 11";
- B507 spaced at 6" Max.

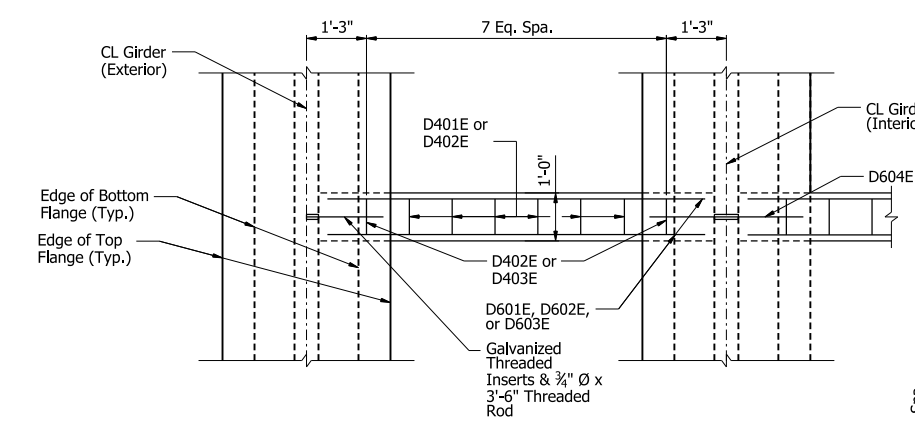


SECTION G-G
½" = 1'-0"

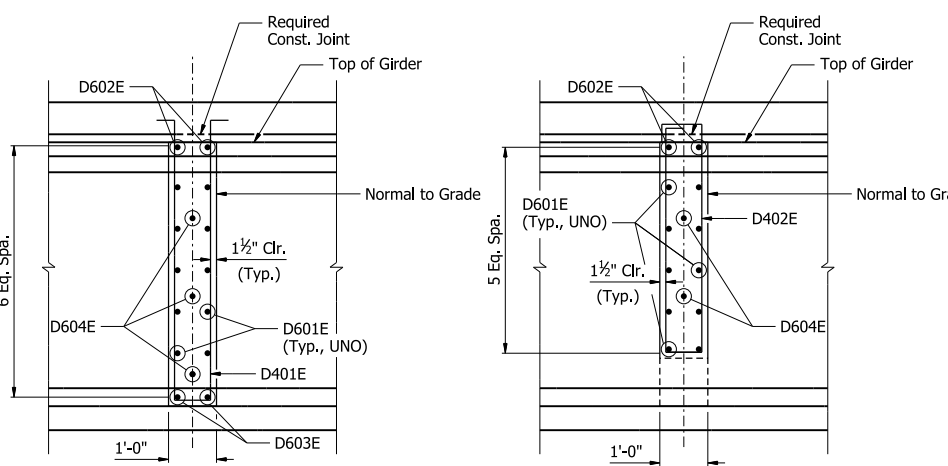
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	369	809
07684 - UNITS 1, 7, 8, & 9 - 67429						



TYPICAL SECTION AT MID-SPAN CONCRETE DIAPHRAGMS
(Looking Upstation)



PLAN
Mid-Span Diaphragm



SECTION A-A

SECTION B-B

- ① For "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED", see Dwg. No. 67434.
- ② Tolerance: Minus = 1/4"; Plus = to the amount of slab thickening used to meet slab thickness tolerance. For "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED", see Dwg. No. 67434.
- ③ Galvanized threaded inserts shall be Dayton-Richmond F-42 Loop Ferrule Inserts or an approved equal. 3/4" Ø threaded rods shall be AASHTO M270, Grade 36 or AASHTO M31 or M322 Type A, Gr. 60. Galvanized inserts and threaded rods are to be subsidiary to the item "PRESTRESSED CONCRETE GIRDERS (TYPE BT-72)". Galvanizing shall be in accordance with AASHTO M232 Class C or ASTM B695, Class 50.
- ④ Measured from top of girder to bottom of projected diaphragm

SLAB REINFORCING:
 Longitudinal: S505E in Top and Bottom placed as shown
 S701E in Top placed as shown over Interior Bents
 Transverse: S501E and S502E in Top @ 7" Max.
 S503E and S504E in Bottom @ 7" Max.
 S506E in Top @ 7" Max., Bundled with S501E and S502E
 Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06. Placement of slab bolsters or high-chairs with full length lower runners directly on removable deck forms will not be allowed.

TABLE OF SECTION DEPTHS

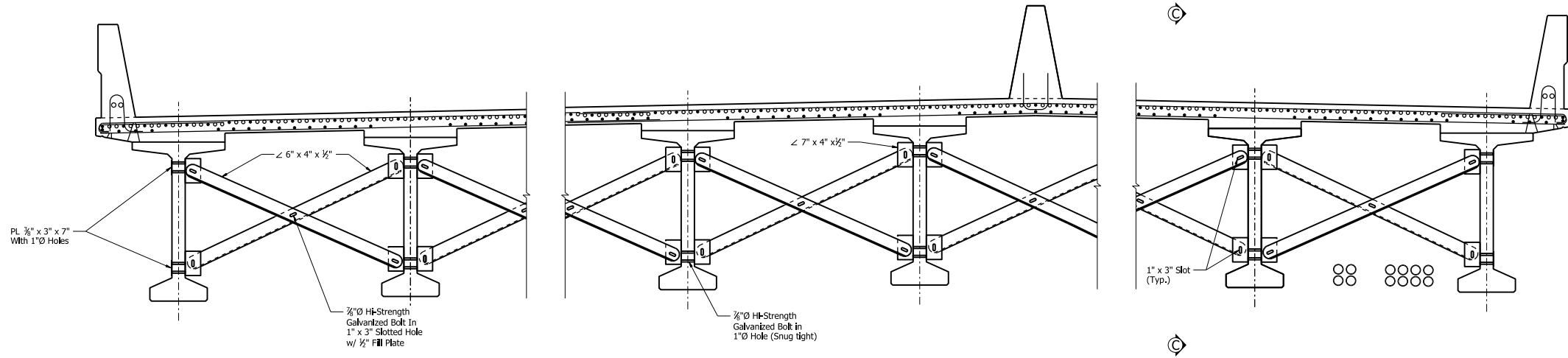
Unit 1			Unit 7			Unit 8			Unit 9		
Girders 1-10			Girders 1-10			Girders 1-10			Girders 1-10		
Span	Bent	"A"	Span	Bent	"A"	Span	Bent	"A"	Span	Bent	"A"
1	1	1'-1 1/4"	24	24	1'-0 5/8"	27	27	1'-0 1/4"	30	30	1'-0 1/4"
	2	1'-1 1/4"		25	1'-0 1/2"		28	1'-0 1/2"		31	1'-0 1/2"
2	2	1'-1 5/8"	25	25	1'-0 1/4"	28	28	1'-0 1/4"	31	31	1'-0 1/4"
	3	1'-1 1/2"		26	1'-0 1/2"		29	1'-0 1/2"		32	1'-0 1/2"
3	3	1'-1 1/4"	26	26	1'-0 1/4"	29	29	1'-0 1/4"	32	32	1'-0 1/4"
	4	1'-1 1/2"		27	1'-0 1/4"		30	1'-0 1/4"		33	1'-0 1/4"

ALTERNATE NO. 1
SHEET 1 OF 8
DETAILS OF 390'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 1, 7, 8, & 9
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: SAP DATE: 11/9/23 FILENAME: b04090111_s11.dgn
 CHECKED BY: CCD DATE: 11/14/23 SCALE: 1/2" = 1'-0"
 DESIGNED BY: RAM DATE: 5/10/23
 BRIDGE NO. 07684 DRAWING NO. 67429

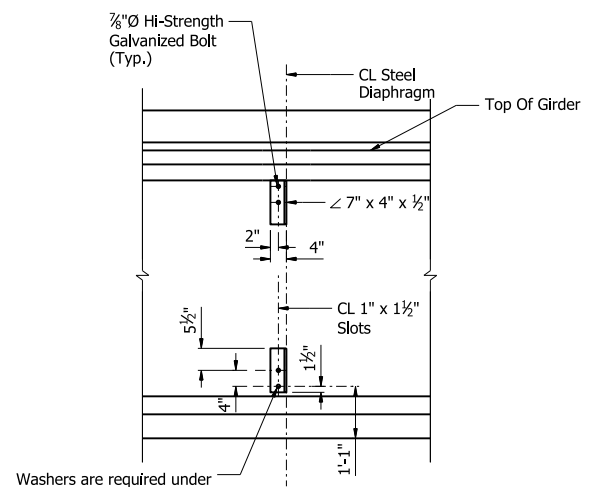


PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	370	809
07684 - UNITS 1, 7, 8, & 9 - 67430						



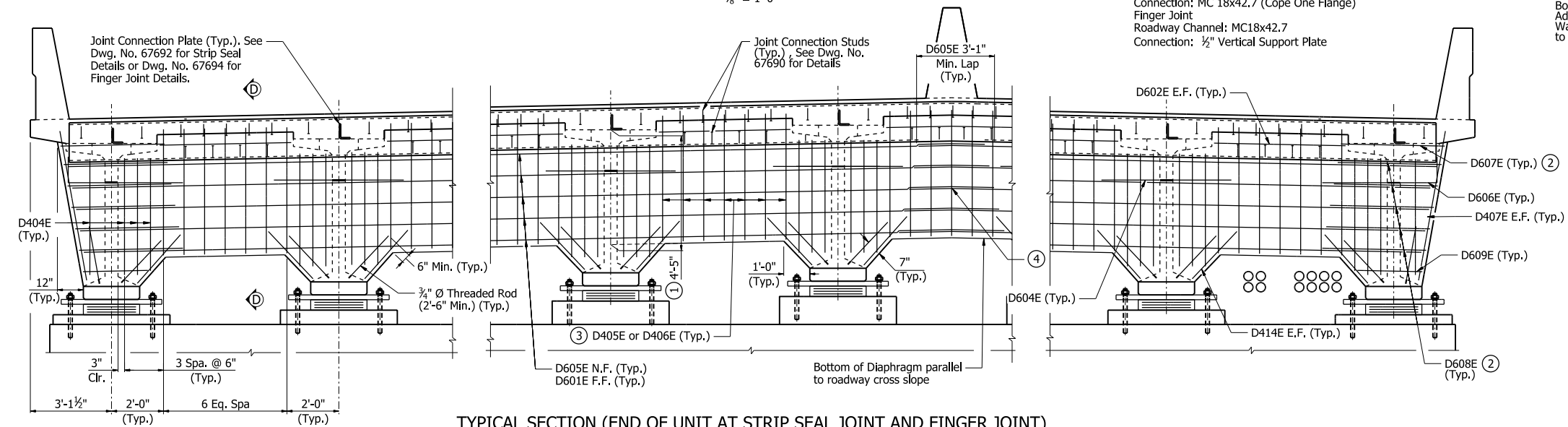
ALTERNATE TYPICAL SECTION AT MID-SPAN STEEL DIAPHRAGMS
(Looking Upstation)
3/8" = 1'-0"



Washers are required under Bolt Heads And Nuts. Additional oversized Washers are required to cover Slots.

SECTION C-C
1/2" = 1'-0"

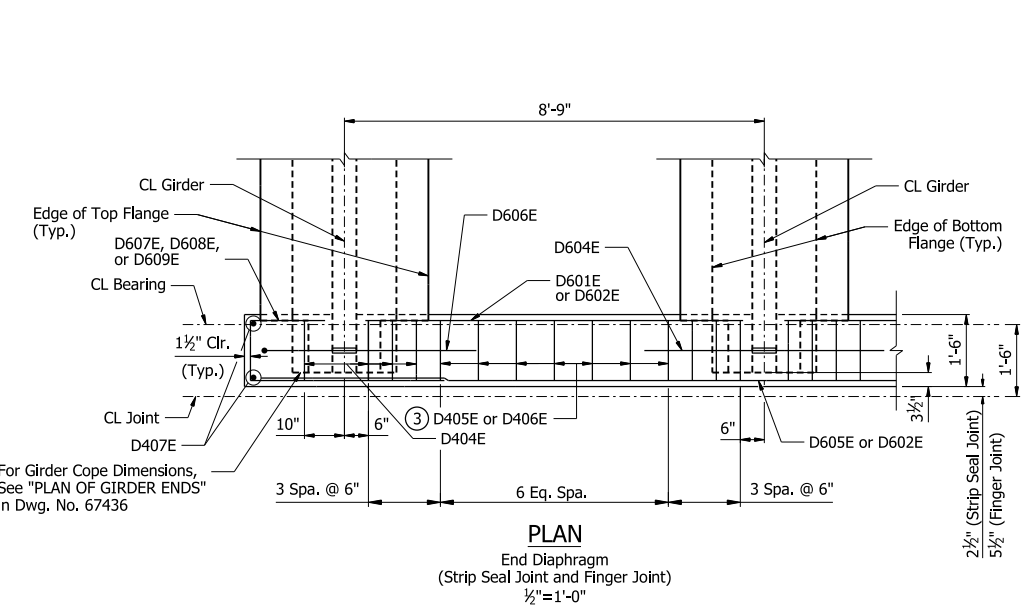
EXPANSION DEVICE:
Strip Seal
Roadway Channel: C15x33.9
Connection: MC 18x42.7 (Cope One Flange)
Finger Joint
Roadway Channel: MC18x42.7
Connection: 1/2" Vertical Support Plate



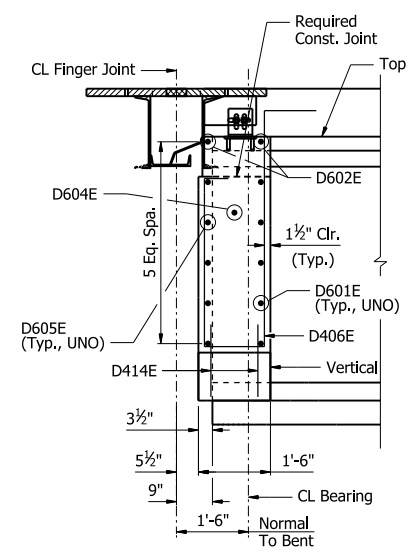
TYPICAL SECTION (END OF UNIT AT STRIP SEAL JOINT AND FINGER JOINT)
(Shown Looking Ahead At Bent 1, Bent 4, 24, 27, 30, & 33 Similar)
3/8" = 1'-0"

- ① Measured from top of girder to bottom of projected diaphragm
- ② Spaced with D605E or D602E
- ③ Strip Seal Joint - D405E
Finger Joint - D406E
- ④ Field bend Bars D605E at roadway crown as necessary to maintain contact through lap splice and minimum clear. Bars D601E are straight at this location.

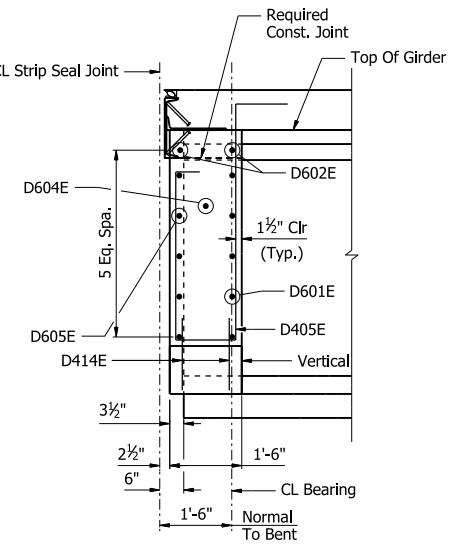
Notes:
For Slab Reinforcing Details, see Dwg. No. 67429.
For ITS and Utility Support details, see Dwg. Nos. 67672-67685.
For Finger Joints see Dwg. No. 67694 for details, For Strip Seal Joints, see Dwg. No. 67692 for details.



PLAN
End Diaphragm
(Strip Seal Joint and Finger Joint)
1/2" = 1'-0"



SECTION D-D
Finger Joint
1/2" = 1'-0"



SECTION D-D
Strip Seal Joint
1/2" = 1'-0"



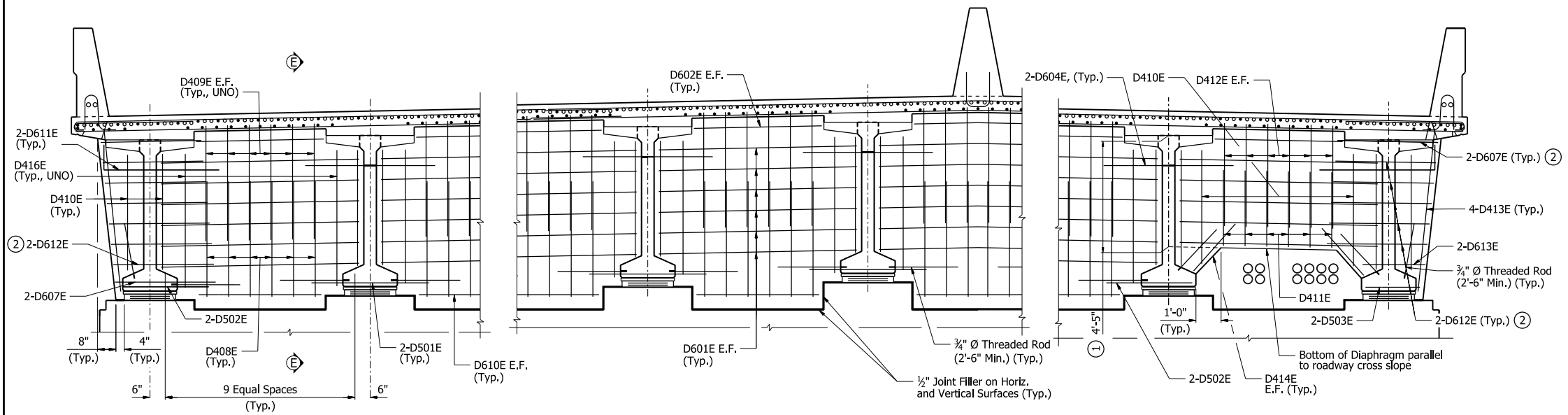
ALTERNATE NO. 1
SHEET 2 OF 8
DETAILS OF 390'-0" CONTINUOUS PRESTRESSED CONCRETE GIRDER UNITS 1, 7, 8, & 9 I-49 OVER ARKANSAS RIVER HWY. 22 - GUN CLUB RD. (F) CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

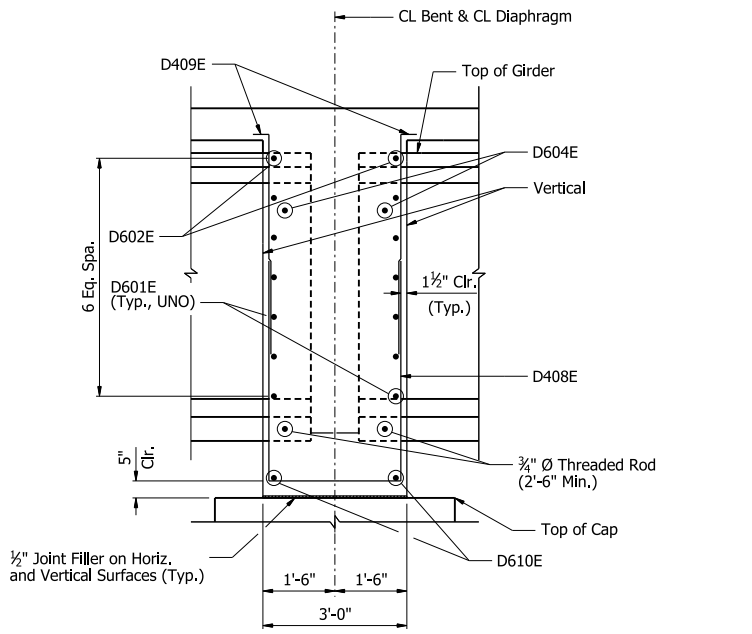
DRAWN BY: MM DATE: 11/17/23 FILENAME: b04090111_s12.dgn
CHECKED BY: SAS DATE: 11/27/23 SCALE: AS NOTED
DESIGNED BY: RAM DATE: 5/2/23
BRIDGE NO. 07684 DRAWING NO. 67430

PRINT DATE: 4/10/2024

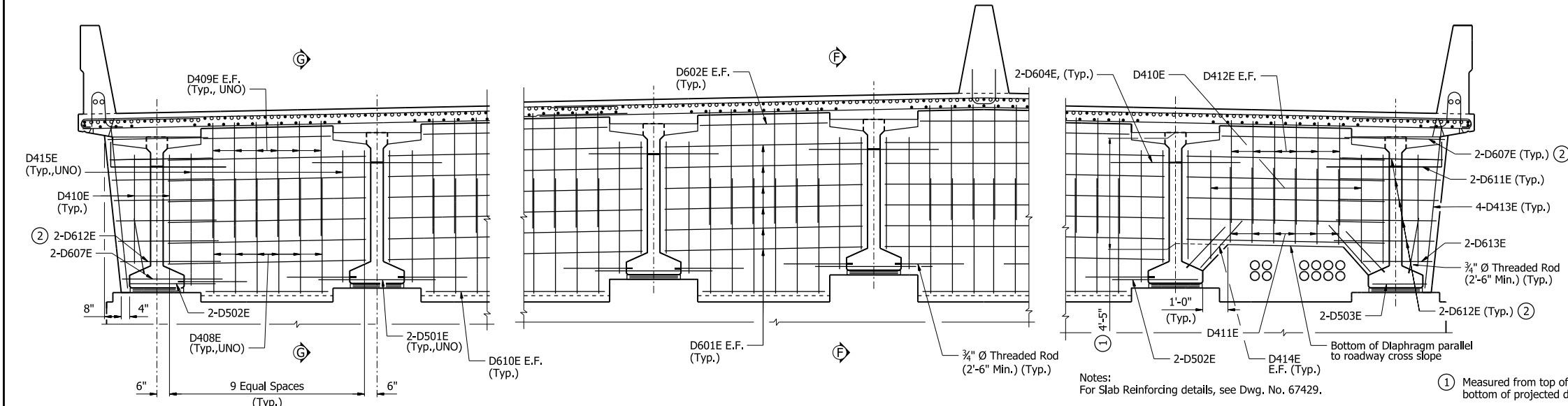
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	371	809
07684 - UNITS 1, 7, 8, & 9 - 67431						



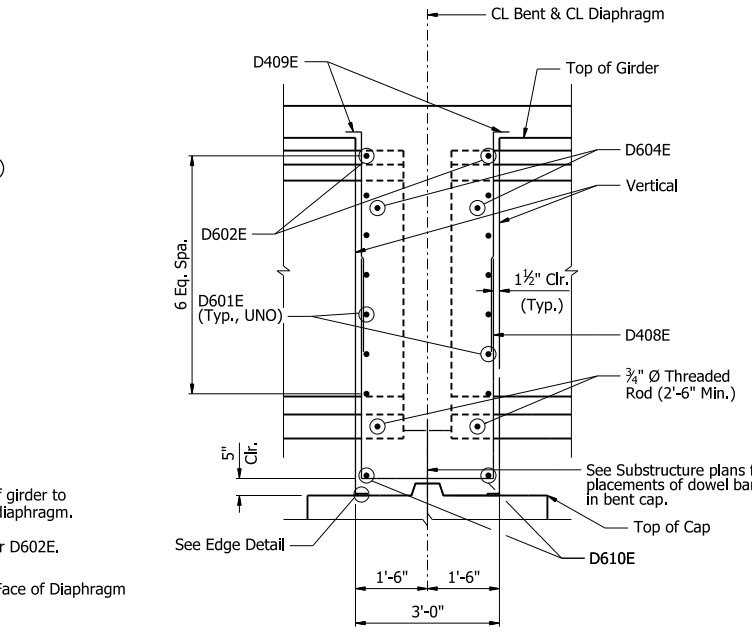
TYPICAL SECTION AT EXPANSION INTERMEDIATE BENTS
 $\frac{1}{2}'' = 1'-0''$



SECTION E-E
 $\frac{1}{2}'' = 1'-0''$



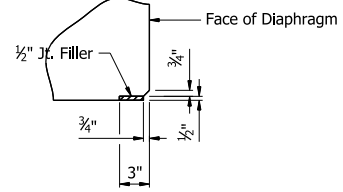
TYPICAL SECTION AT FIXED INTERMEDIATE BENTS
 (Dowel Bars not Shown for Clarity)
 $\frac{1}{2}'' = 1'-0''$



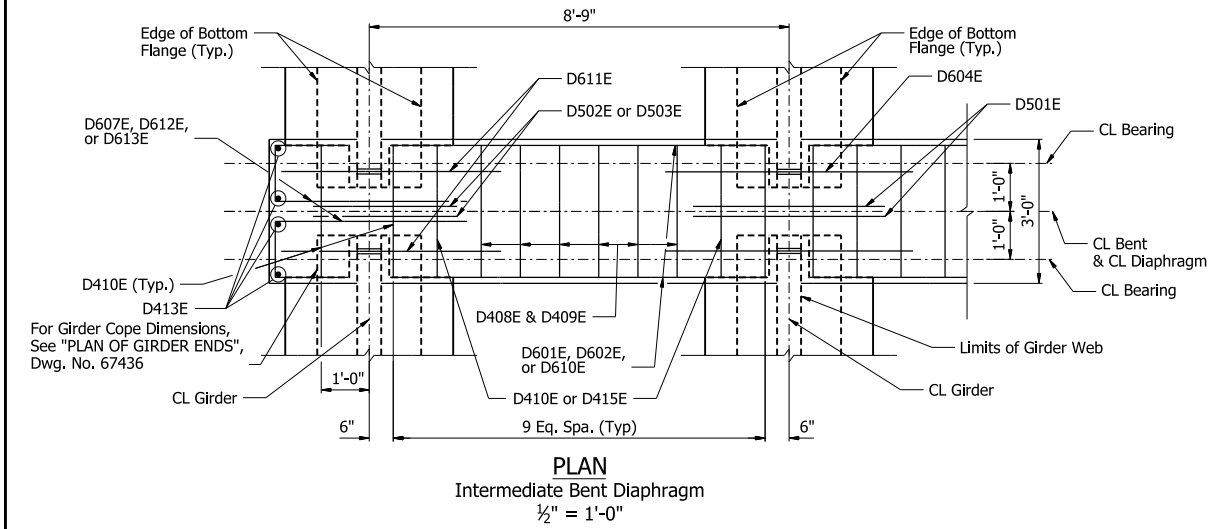
SECTION F-F
 $\frac{1}{2}'' = 1'-0''$

Notes:
 For Slab Reinforcing details, see Dwg. No. 67429.
 For ITS and Utility Support details, including cast-in bolts, see Dwg. Nos. 67672 - 67685.
 For locations of Fixed or Expansion Intermediate Bents, see 67374 - 67382.

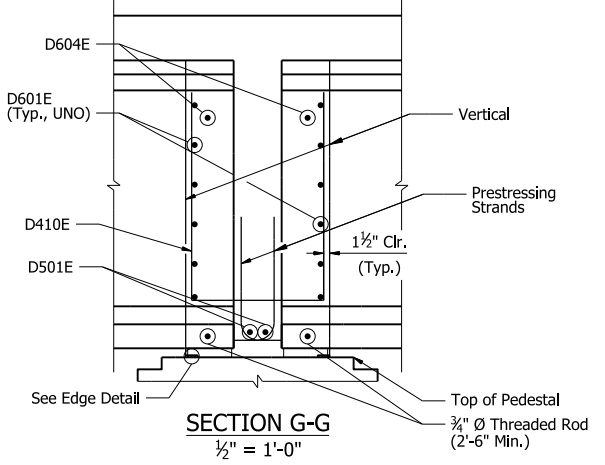
- ① Measured from top of girder to bottom of projected diaphragm.
- ② Spaced with D601E or D602E.



EDGE DETAIL
 (At Fixed Bents)
 $1'' = 1'-0''$



PLAN
 Intermediate Bent Diaphragm
 $\frac{1}{2}'' = 1'-0''$



SECTION G-G
 $\frac{1}{2}'' = 1'-0''$

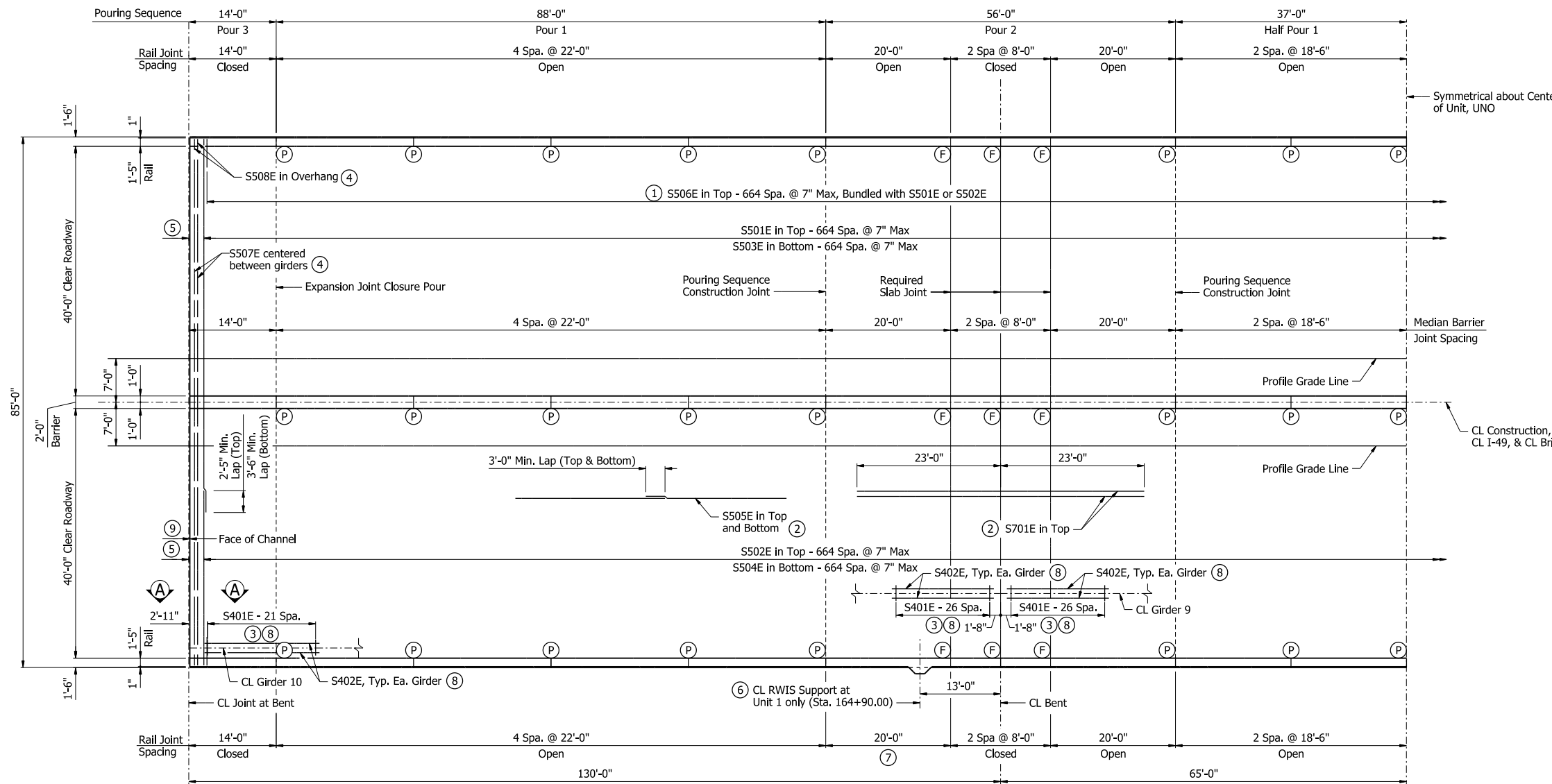


ALTERNATE NO. 1
SHEET 3 OF 8
DETAILS OF 390'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 1, 7, 8, & 9
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: MM DATE: 11/17/23 FILENAME: b04090111_s13.dgn
 CHECKED BY: SAS DATE: 11/28/23 SCALE: AS NOTED
 DESIGNED BY: RAM DATE: 5/2/23
 BRIDGE NO. 07684 DRAWING NO. 67431

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	372	809
07684 - UNITS 1, 7, 8, & 9 - 67432						



Slab Pouring Sequence Notes:

Pours with the same number may be placed simultaneously or separately. All Pour(s) 1 must be placed before Pour(s) 2 and 3 can be placed. A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated, and screeded off for entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

All end of unit and mid-span diaphragms shall be cast in place and poured a minimum of 48 hours before the slab is poured, unless otherwise noted. Intermediate bent diaphragms shall be cast monolithically with the slab.

At Finger Joints, after all incremental pours on both Units adjacent to the Finger Joint are complete, closure pour 3 on each side of the Finger Joint shall be poured simultaneously. For pours adjacent to Strip Seal Joints, see Dwg. No. 67692 to coordinate pours with joint installation. A minimum of 48 hours shall elapse between the last incremental pour and the closure pours.

A minimum of 72 hours shall elapse between completion of the slab and pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

Notes:

Span lengths, slab pour lengths, and transverse reinforcement spacing shown are measured along Profile Grade Line.

Rail spacings shown are measured along respective gutterlines.

Required slab joints and pouring sequence joints shall align with rail joints at the gutterline.

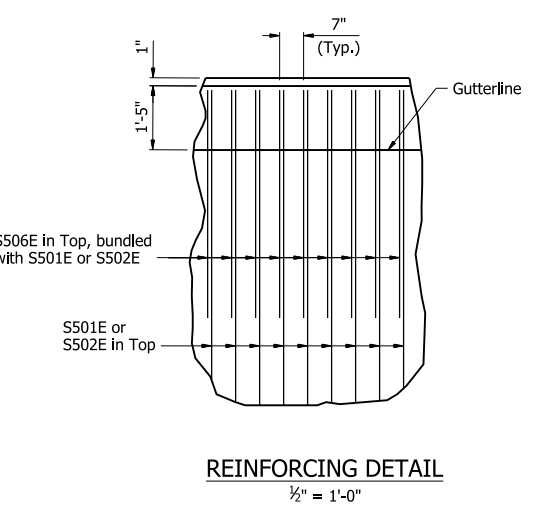
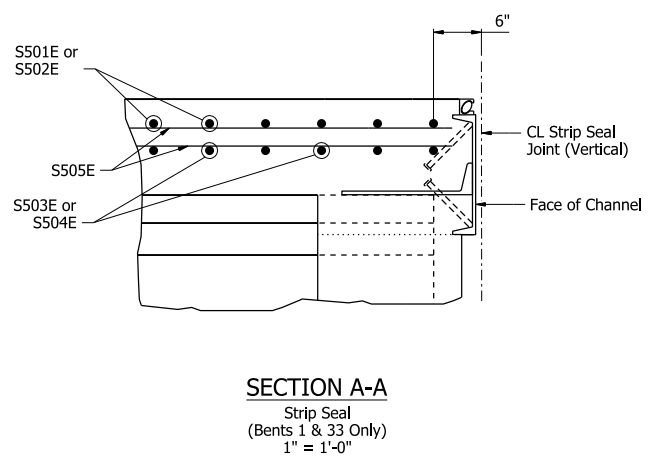
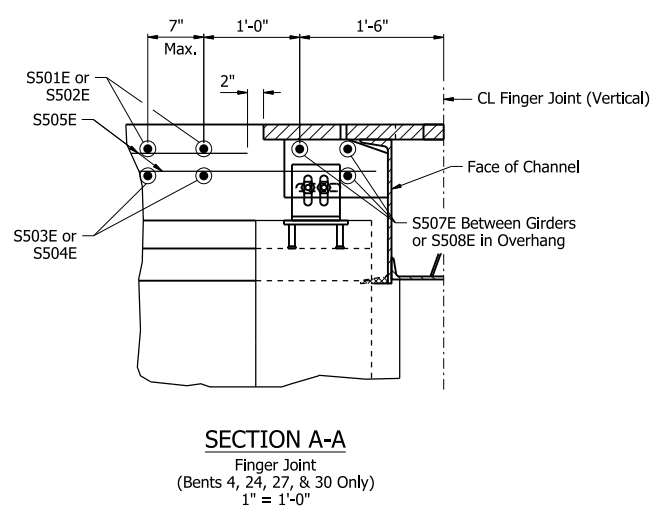
For "TRANSVERSE SLAB JOINT DETAIL", see Dwg. No. 55007.

For "DETAILS OF BRIDGE TRAFFIC RAIL TYPE SSTR42", see Dwg. Nos. 67686 & 67687.

For "DETAILS OF MEDIAN BARRIER", see Dwg. No. 67689.

- ① Typical both sides, see "REINFORCING DETAIL".
- ② Place as shown in "TYPICAL SECTION AT MID-SPAN CONCRETE DIAPHRAGMS", see Dwg. No. 67429.
- ③ S401E spaced with G401E, typical each Girder. See Dwg. No. 67435 for details.
- ④ At Bents Nos. 4, 24, 27, & 30 only.
- ⑤ 6" at Bents Nos. 1 & 33.
2'-6" at Bents Nos. 4, 24, 27, & 30.
- ⑥ For reinforcing details of RWIS support, see "DETAILS OF BRIDGE TRAFFIC RAIL TYPE SSTR42", Dwg. No. 67686.
- ⑦ Closed at RWIS
Open at All Others
- ⑧ For S401E and S402E placement, see "HAUNCH REINFORCEMENT DETAIL" on DWG. NO. 67383.
- ⑨ 1" @ 60 F (Bent Nos. 1 & 33)
6 1/2" @ 60 F (Bent Nos. 4, 24, 27, & 30)
- F CL Full-Depth Rail Joint
- P CL Partial-Depth Rail Joint

HALF REINFORCING PLAN AND POURING SEQUENCE
 $\frac{3}{32}'' = 1'-0''$



ALTERNATE NO. 1
SHEET 4 OF 8
DETAILS OF 390'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 1, 7, 8, & 9
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: SAP DATE: 10/17/23 FILENAME: b04090111_s14.dgn
 CHECKED BY: CCD DATE: 11/15/23 SCALE: AS NOTED
 DESIGNED BY: RAM DATE: 5/10/23
 BRIDGE NO. 07684 DRAWING NO. 67432

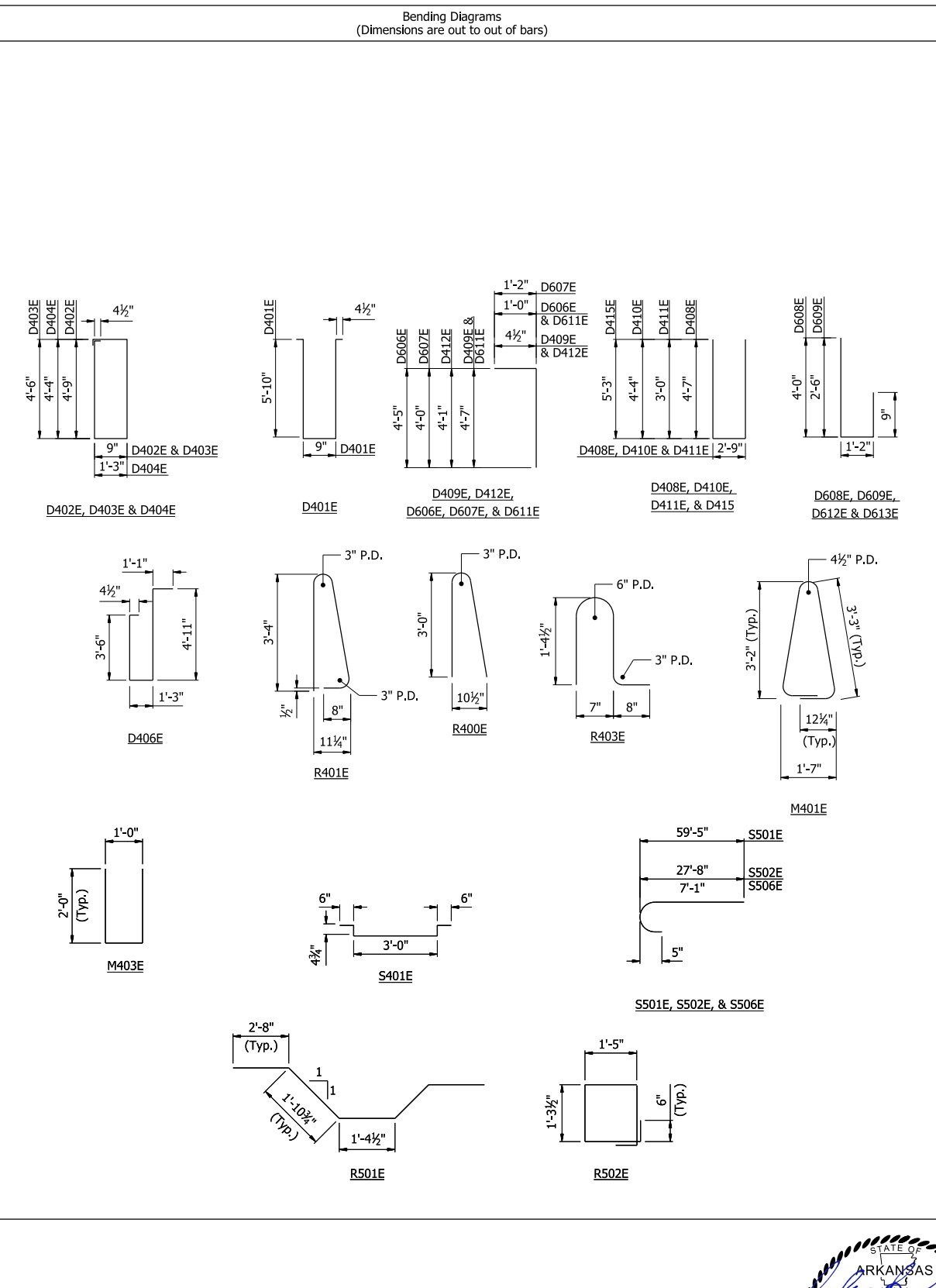


PRINT DATE: 4/10/2024

BAR LIST - PER UNIT

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	373	809
07684 - UNITS 1, 7, 8, & 9 - 67433						

Mark	Number Required				Length				Pin Dia.
	Unit 1	Unit 7	Unit 8	Unit 9	Unit 1	Unit 7	Unit 8	Unit 9	
S401E	1520	1520	1520	1520	4'-4"	4'-4"	4'-4"	4'-4"	3"
S402E	120	120	120	120	13'-4"	13'-4"	13'-4"	13'-4"	Str.
S501E	665	665	665	665	60'-0"	60'-0"	60'-0"	60'-0"	3 3/4"
S502E	665	665	665	665	28'-3"	28'-3"	28'-3"	28'-3"	3 3/4"
S503E	665	665	665	665	60'-0"	60'-0"	60'-0"	60'-0"	Str.
S504E	665	665	665	665	28'-2"	28'-2"	28'-2"	28'-2"	Str.
S505E	1470	1470	1470	1470	58'-9"	58'-9"	58'-9"	58'-9"	Str.
S506E	1330	1330	1330	1330	7'-8"	7'-8"	7'-8"	7'-8"	3 3/4"
S507E	27	54	54	27	7'-5"	7'-5"	7'-5"	7'-5"	Str.
S508E	6	12	12	6	2'-9"	2'-9"	2'-9"	2'-9"	Str.
S701E	408	408	408	408	46'-0"	46'-0"	46'-0"	46'-0"	Str.
D401E	288	288	288	288	12'-10"	12'-10"	12'-10"	12'-10"	2"
D402E	132	132	132	132	11'-4"	11'-4"	11'-4"	11'-4"	2"
D403E	12	12	12	12	10'-10"	10'-10"	10'-10"	10'-10"	2"
D404E	112	112	112	112	11'-6"	11'-6"	11'-6"	11'-6"	2"
D405E	63	-	-	63	11'-1"	-	-	11'-1"	2"
D406E	63	126	126	63	10'-10"	10'-10"	10'-10"	10'-10"	2"
D407E	8	8	8	8	5'-7"	5'-7"	5'-7"	5'-7"	Str.
D408E	96	96	96	96	11'-9"	11'-9"	11'-9"	11'-9"	2"
D409E	192	192	192	192	4'-10"	4'-10"	4'-10"	4'-10"	2"
D410E	44	44	44	44	11'-3"	11'-3"	11'-3"	11'-3"	2"
D411E	12	12	12	12	8'-7"	8'-7"	8'-7"	8'-7"	2"
D412E	24	24	24	24	4'-4"	4'-4"	4'-4"	4'-4"	2"
D413E	16	16	16	16	6'-5"	6'-5"	6'-5"	6'-5"	Str.
D414E	80	80	80	80	2'-6"	2'-6"	2'-6"	2'-6"	Str.
D415E	32	32	32	32	13'-1"	13'-1"	13'-1"	13'-1"	2"
D501E	28	28	28	28	4'-8"	4'-8"	4'-8"	4'-8"	Str.
D502E	8	8	8	8	3'-5"	3'-5"	3'-5"	3'-5"	Str.
D503E	4	4	4	4	2'-2"	2'-2"	2'-2"	2'-2"	Str.
D601E	842	842	842	842	8'-0"	8'-0"	8'-0"	8'-0"	Str.
D602E	180	180	180	180	5'-0"	5'-0"	5'-0"	5'-0"	Str.
D603E	96	96	96	96	6'-5"	6'-5"	6'-5"	6'-5"	Str.
D604E	192	192	192	192	5'-6"	5'-6"	5'-6"	5'-6"	Str.
D605E	20	20	20	20	42'-9"	42'-9"	42'-9"	42'-9"	Str.
D606E	4	4	4	4	5'-3"	5'-3"	5'-3"	5'-3"	4 1/2"
D607E	16	16	16	16	5'-0"	5'-0"	5'-0"	5'-0"	4 1/2"
D608E	20	20	20	20	5'-6"	5'-6"	5'-6"	5'-6"	4 1/2"
D609E	4	4	4	4	4'-0"	4'-0"	4'-0"	4'-0"	4 1/2"
D610E	32	32	32	32	4'-9"	4'-9"	4'-9"	4'-9"	Str.
D611E	8	8	8	8	5'-5"	5'-5"	5'-5"	5'-5"	4 1/2"
D612E	44	44	44	44	5'-10"	5'-10"	5'-10"	5'-10"	4 1/2"
D613E	4	4	4	8	4'-4"	4'-4"	4'-4"	4'-4"	4 1/2"
R400E	248	256	256	256	6'-3"	6'-3"	6'-3"	6'-3"	3"
R401E	1560	1560	1560	1560	7'-6"	7'-6"	7'-6"	7'-6"	3"
R402E	120	120	120	120	5'-6"	5'-6"	5'-6"	5'-6"	Str.
R403E	1550	1540	1540	1550	3'-8"	3'-8"	3'-8"	3'-8"	3"
R417E	160	160	160	160	21'-8"	21'-8"	21'-8"	21'-8"	Str.
R418E	80	80	80	80	7'-8"	7'-8"	7'-8"	7'-8"	Str.
R422E	40	40	40	40	13'-8"	13'-8"	13'-8"	13'-8"	Str.
R423E	80	80	80	80	18'-2"	18'-2"	18'-2"	18'-2"	Str.
R428E	80	80	80	80	19'-8"	19'-8"	19'-8"	19'-8"	Str.
R501E	6	-	-	-	10'-6"	-	-	-	3 3/4"
R502E	3	-	-	-	5'-11"	-	-	-	2 1/2"
R503E	11	-	-	-	3'-3"	-	-	-	Str.
M401E	780	780	780	780	9'-0"	9'-0"	9'-0"	9'-0"	2"
M402E	60	60	60	60	5'-6"	5'-6"	5'-6"	5'-6"	Str.
M403E	775	770	770	775	4'-10"	4'-10"	4'-10"	4'-10"	3"
M417E	80	80	80	80	21'-8"	21'-8"	21'-8"	21'-8"	Str.
M418E	40	40	40	40	7'-8"	7'-8"	7'-8"	7'-8"	Str.
M422E	20	20	20	20	13'-8"	13'-8"	13'-8"	13'-8"	Str.
M423E	40	40	40	40	18'-2"	18'-2"	18'-2"	18'-2"	Str.
M428E	40	40	40	40	19'-8"	19'-8"	19'-8"	19'-8"	Str.



All bars designated with an "E" suffix are to be epoxy coated.



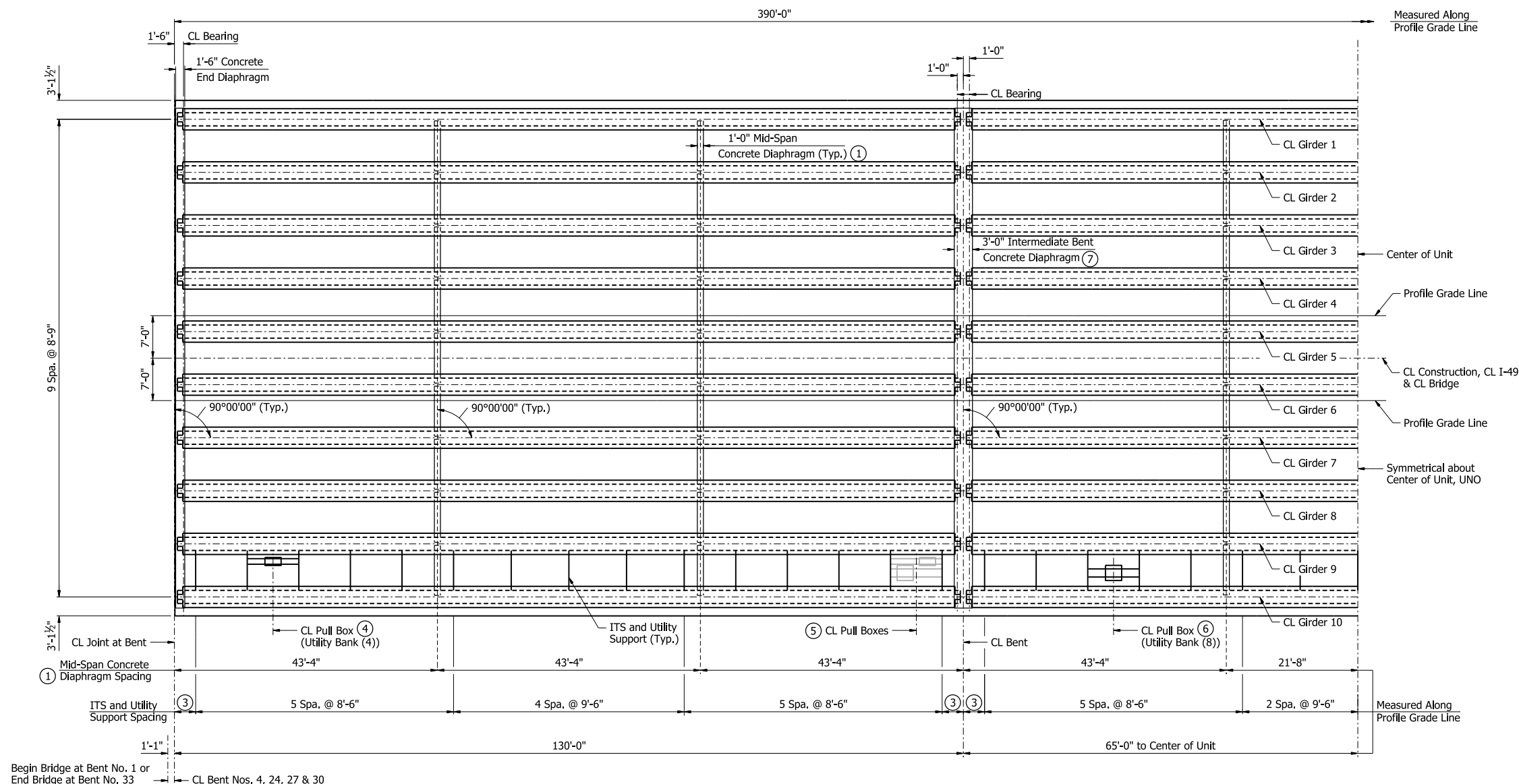
ALTERNATE NO. 1
SHEET 5 OF 8
DETAILS OF 390'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 1, 7, 8, & 9
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.
DRAWN BY: RAM DATE: 12/7/23 FILENAME: b04090111_s15.dgn
CHECKED BY: CCD DATE: 12/8/23 SCALE: NO SCALE
DESIGNED BY: RAM DATE: 12/7/23
BRIDGE NO. 07684 DRAWING NO. 67433

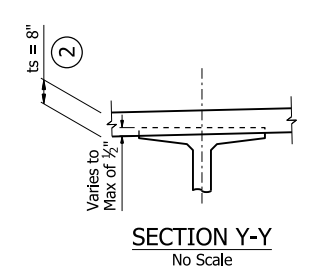
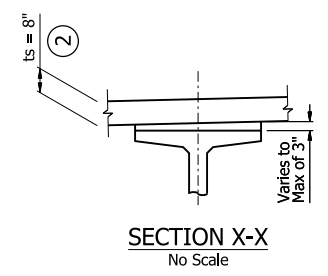
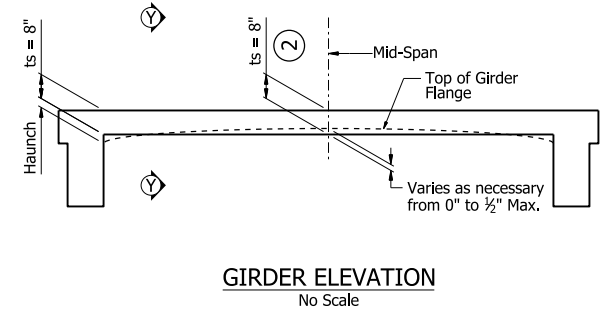
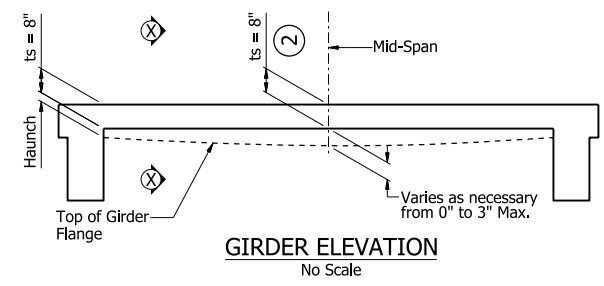
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	374	809
07684 - UNITS 1, 7, 8, & 9 - 67434						



Notes:
 For details of ITS and Utility Supports, see Dwg. Nos. 67672 - 67685
 For Diaphragm details, see Dwg. Nos. 67429 - 67431.

HALF FRAMING PLAN
 $\frac{1}{2}'' = 1'-0''$



ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED

- ① Galvanized steel diaphragms may be used in place of concrete diaphragms at mid-span diaphragm locations only.
- ② Tolerance : Minus = $\frac{1}{4}''$; Plus = $\frac{1}{2}''$. Haunch forming is required and shall be adjusted to maintain slab thickness tolerance. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used.

"GIRDER ELEVATION" sketches show the range of acceptability of the top of girder relative to bottom of slab after the placement of the slab. When the top of the girder projects more than a $\frac{1}{2}''$ into the slab, a rise in grade will be necessary. Girders shall be set in a sufficient number of spans so when adjustment is necessary the profile grade can be adjusted over suitable increments so the revised grade line will produce a smooth riding surface. Variation of haunch height will be at the Contractor's expense.

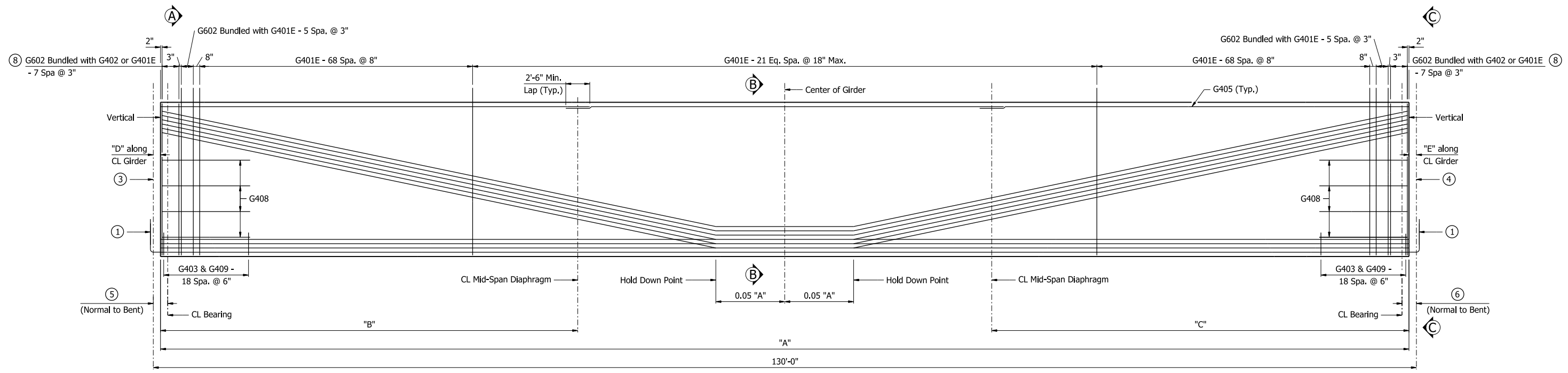
- ③ 3'-6"
- ④ Sta. 163+89.25 (Unit 1)
Sta. 215+86.75 (Unit 9)
- ⑤ Sta. 207+00.75 (Unit 7)
Sta. 211+88.25 (Unit 8)
- ⑥ Sta. 165+27.75 (Unit 1)
Sta. 214+39.75 (Unit 9)
- ⑦ 3'-0" Concrete Exp. Bent Diaphragm at Bent No. 3.
3'-0" Fix. Bent Diaphragm at Bent Nos. 2, 25, 26, 28, 29, 31, & 32.



ALTERNATE NO. 1
SHEET 6 OF 8
 DETAILS OF 390'-0" CONTINUOUS
 PRESTRESSED CONCRETE GIRDER UNITS 1, 7, 8, & 9
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: AB DATE: 9/29/23 FILENAME: b04090111_s16.dgn
 CHECKED BY: KSM DATE: 10/13/23 SCALE: AS NOTED
 DESIGNED BY: RAM DATE: 5/30/23
 BRIDGE NO. 07684 DRAWING NO. 67434

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	375	809
07684 - UNITS 1, 7, 8, & 9 - 67435						



TYPICAL GIRDER ELEVATION (TYPE BT-72)

TABLE OF VARIABLES

Span	(3)	(4)	(5)	(6)
1	CL Joint at End Bent No. 1	CL Bent No. 2	1'-6" (End Bent No. 1)	1'-0" (Bent No. 2)
2	CL Bent No. 2	CL Bent No. 3	1'-0" (Bent No. 2)	1'-0" (Bent No. 3)
3	CL Bent No. 3	CL Joint at Bent No. 4	1'-0" (Bent No. 3)	1'-6" (Bent No. 4)
24	CL Joint at Bent No. 24	CL Bent No. 25	1'-6" (Bent No. 24)	1'-0" (Bent No. 25)
25	CL Bent No. 25	CL Bent No. 26	1'-0" (Bent No. 25)	1'-0" (Bent No. 26)
26	CL Bent No. 26	CL Joint at Bent No. 27	1'-0" (Bent No. 26)	1'-6" (Bent No. 27)
27	CL Joint at Bent No. 27	CL Bent No. 28	1'-6" (Bent No. 27)	1'-0" (Bent No. 28)
28	CL Bent No. 28	CL Bent No. 29	1'-0" (Bent No. 28)	1'-0" (Bent No. 29)
29	CL Bent No. 29	CL Joint at Bent No. 30	1'-0" (Bent No. 29)	1'-6" (Bent No. 30)
30	CL Joint at Bent No. 30	CL Bent No. 31	1'-6" (Bent No. 30)	1'-0" (Bent No. 31)
31	CL Bent No. 31	CL Bent No. 32	1'-0" (Bent No. 31)	1'-0" (Bent No. 32)
32	CL Bent No. 32	CL Joint at End Bent No. 33	1'-0" (Bent No. 32)	1'-6" (End Bent No. 33)

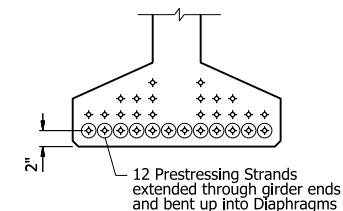
BAR LIST - PER GIRDER

Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)
G301	(2) 24	1'-3"	Str.	
G401E	356	7'-6"	2"	
G402	16	6'-9"	2"	
G403	76	2'-11"	2"	
G404	255	3'-2"	Str.	
G405	18	44'-7"	Str.	
G406	2	6"	Str.	
G407	2	1'-2"	Str.	
G408	16	9'-2"	Str.	
G409	38	1'-11"	2"	
G602	56	5'-6"	Str.	
G301	(2) 24	1'-3"	Str.	
G401E	372	7'-6"	2"	
G403	76	2'-11"	2"	
G404	255	3'-2"	Str.	
G405	18	44'-7"	Str.	
G406	4	6"	Str.	
G408	16	9'-2"	Str.	
G409	38	1'-11"	2"	
G602	56	5'-6"	Str.	

All bars designated with an "E" suffix are to be epoxy coated.

Notes:
 For "General Notes", see Dwg. No. 67372.
 ITS and Utility Support bolt sleeves must be cast into the girder web. Bolt sleeves may be shifted vertically no more than 1" as necessary to avoid prestressing strands. For ITS and Utility Support details, see Dwg. Nos. 67672 through 67685. For ITS and Utility Support locations, see "HALF FRAMING PLAN" on Dwg. No. 67434.

For additional details, see Dwg. No. 67436.



VIEW C-C

Drawings show general features of design only. Shop drawing shall be submitted to the Engineer and approval secured before fabrication has begun.

TABLE OF VARIABLES - DIMENSIONS

Span	Girder	"A"	"B"	"C"	"D"	"E"
1, 2, 25, 28, 31, & 32	1-10	129'-0"	42'-10"	42'-10"	6"	6"
3, 26, & 29	1-10	128'-9"	42'-10"	42'-7"	6"	9"
24, 27, & 30	1-10	128'-9"	42'-7"	42'-10"	9"	6"

- (1) Prestressing strands at Bents at the ends of each Unit shall be sawn flush with the end of the girder. Prestressing strands at all other Bents shall be bent up into diaphragms as shown in the "THREADED INSERT DETAIL", see Dwg. No. 67436.
- (2) 12-G301 bars required for exterior girders.
- (7) Bearing Plate for Finger Joints shown, Begin of Spans 24, 27, & 30, End of Spans 3, 26, & 29, (Studs not shown for clarity). See Dwg. Nos. 67694 & 67695 for details. For Strip Seal Joints, Begin of Span 1 and End of Span 32, see Dwg. No. 67692 for girder connection details.
- (8) G402 at ends of units, G401E at all other locations.
- (9) G406 and G407 in Girder Ends, see Dwg. No. 67436, fo details.

ALTERNATE NO. 1
 SHEET 7 OF 8
 DETAILS OF 390'-0" CONTINUOUS
 PRESTRESSED CONCRETE GIRDER UNITS 1, 7, 8, & 9
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

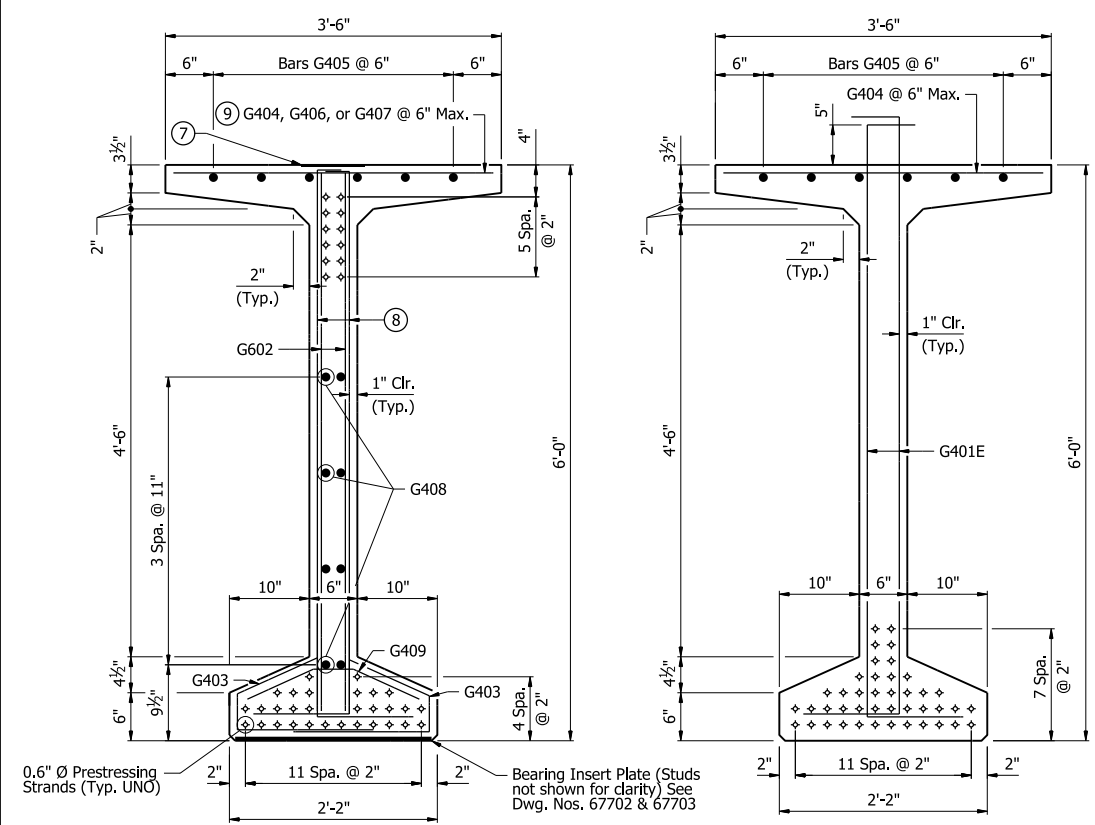


ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: RAM DATE: 10/19/23 FILENAME: b04090111_s17.dgn
 CHECKED BY: KSM DATE: 10/24/23 SCALE: No Scale
 DESIGNED BY: RAM DATE: 5/30/23
 BRIDGE NO. 07684 DRAWING NO. 67435

PRINT DATE: 4/10/2024

SECTION A-A

SECTION B-B

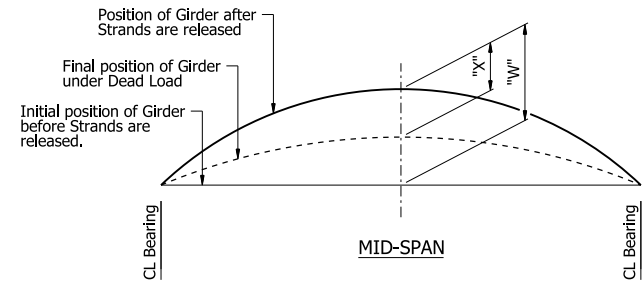


DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	376	809
07684 - UNITS 1, 7, 8, & 9 - 67436						

TABLE OF VARIABLES

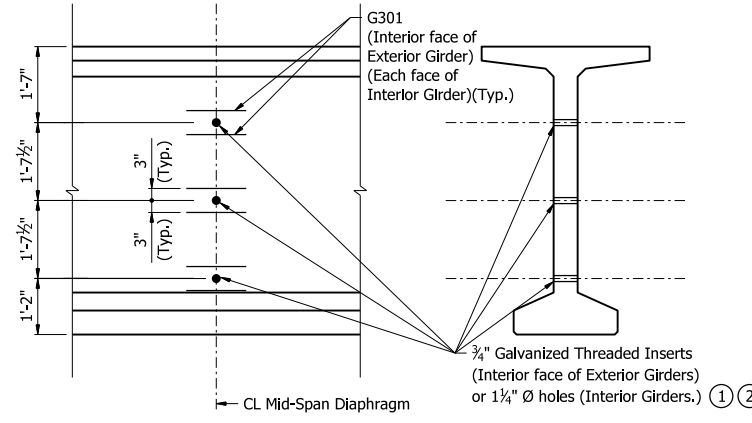
	Girder 1		Girders 2-8		Girder 9		Girder 10	
	"X"	"W"	"X"	"W"	"X"	"W"	"X"	"W"
Span 1	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	2"	4 3/8"
Span 2	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	1 7/8"	4 3/8"
Span 3	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	2"	4 3/8"
Span 24	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	2"	4 3/8"
Span 25	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	1 7/8"	4 3/8"
Span 26	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	2"	4 3/8"
Span 27	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	2"	4 3/8"
Span 28	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	1 7/8"	4 3/8"
Span 29	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	2"	4 3/8"
Span 30	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	2"	4 3/8"
Span 31	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	1 7/8"	4 3/8"
Span 32	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 3/8"	2"	4 3/8"

Note:
Camber and deflection values shown are based on a concrete girder strength, $f_c = 9000$ psi. Greater strengths may require adjustments. The Contractor shall be responsible for any adjustments necessary to meet slab thickness tolerance and to achieve an acceptable finished grade.

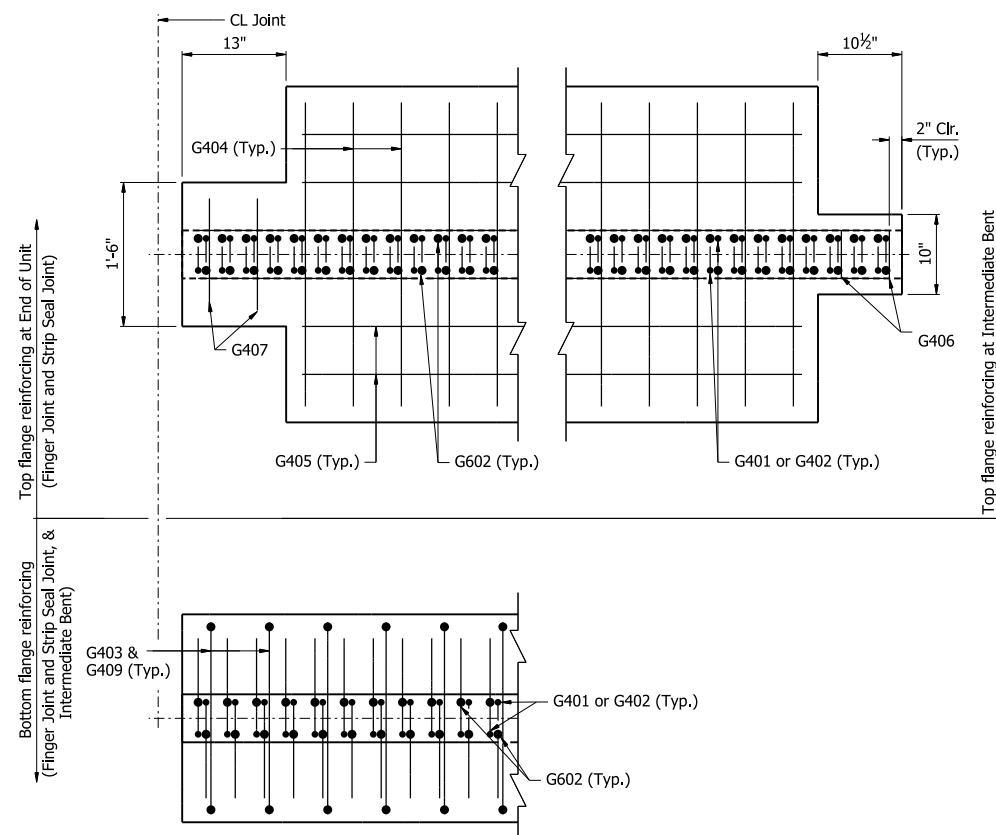


"W" is expected camber of girder at 90 days after release (prestress + dead load of girder).
"X" is dead load deflection of slab + diaphragms + composite dead load.

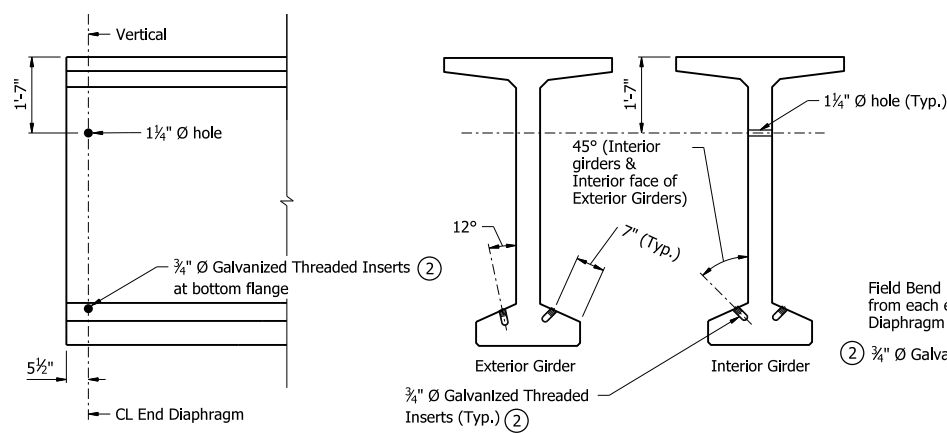
CAMBER & DEFLECTIONS (INCHES)



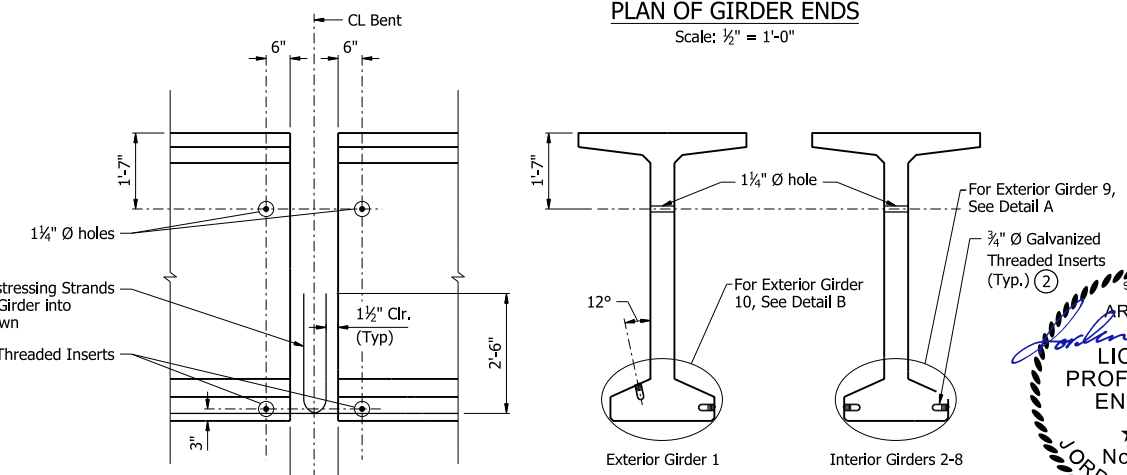
THREADED INSERT DETAIL
Mid-Span Concrete Diaphragm
Scale: 3/4" = 1'-0"



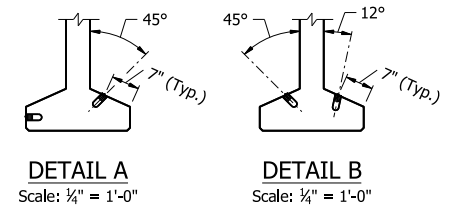
PLAN OF GIRDER ENDS
Scale: 1/2" = 1'-0"



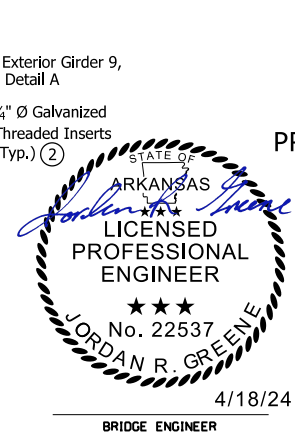
THREADED INSERT DETAIL
End Diaphragm
Scale: 3/4" = 1'-0"



THREADED INSERT DETAIL
Intermediate Bent Diaphragm (Fixed and Expansion)
Scale: 1/2" = 1'-0"



- Notes:
Concrete Strength for Prestressed Girders shall be $f_c = 9,000$ psi, $f_{ci} = 7,000$ psi
For ITS and Utility Support details, including cast-in bolt sleeves, see Dwg. Nos. 67672 - 67685.
For "General Notes", see Dwg. No. 67372.
- Inserts shown are for mid-span concrete diaphragms, see Dwg. No. 67430 for alternate steel diaphragms.
 - Galvanized 3/4" Ø Dayton-Richmond F-42 Loop Ferrule insert or an approved equal. These are to be subsidiary to the item "PRESTRESSED CONCRETE GIRDERS (TYPE BT-72)".

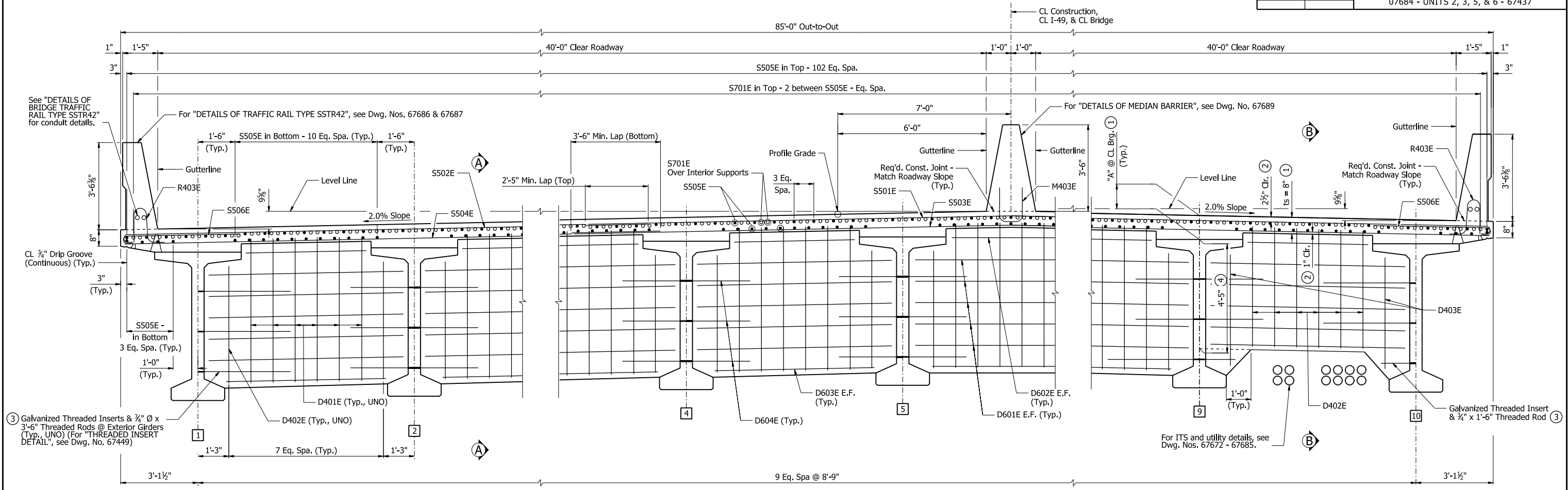


ALTERNATE NO. 1
SHEET 8 OF 8
DETAILS OF 390'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 1, 7, 8, & 9
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

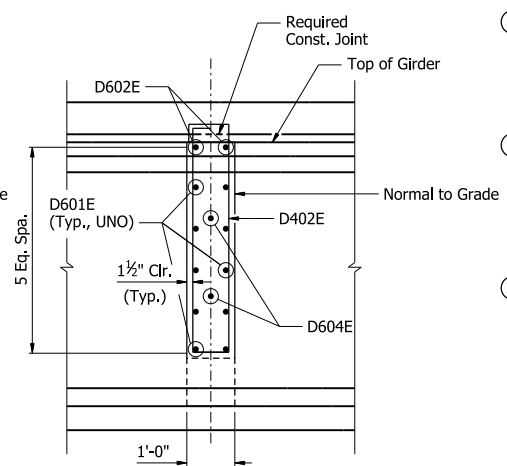
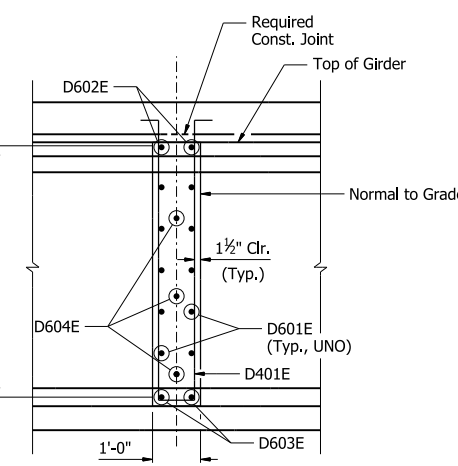
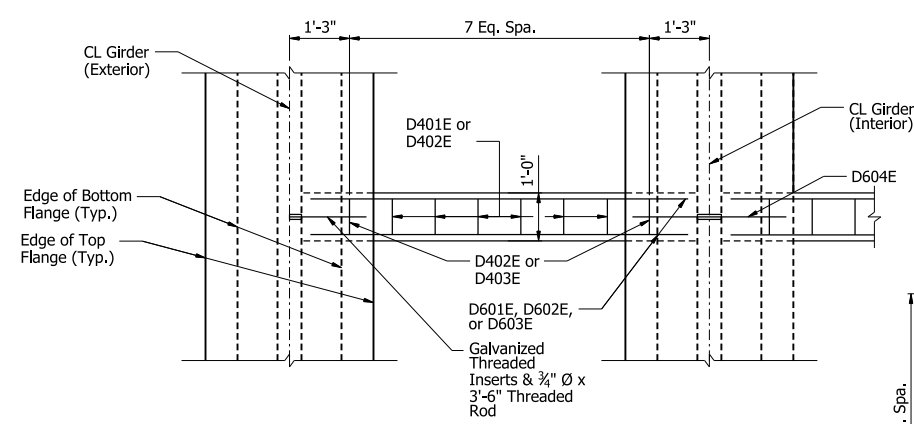
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: RAM DATE: 9/14/23 FILENAME: b04090111_s18.dgn
CHECKED BY: KSM DATE: 10/30/23 SCALE: AS NOTED
DESIGNED BY: RAM DATE: 5/30/23
BRIDGE NO. 07684 DRAWING NO. 67436

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	377	809
07684 - UNITS 2, 3, 5, & 6 - 67437						



TYPICAL SECTION AT MID-SPAN CONCRETE DIAPHRAGMS
(Looking Upstation)



- ① For "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED", see Dwg. No. 67445.
 - ② Tolerance: Minus = 1/4"; Plus = to the amount of slab thickening used to meet slab thickness tolerance. For "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED", see Dwg. No. 67445.
 - ③ Galvanized threaded inserts shall be Dayton-Richmond F-42 Loop Ferrule Inserts or an approved equal. 3/4" Ø threaded rods shall be AASHTO M270, Grade 36 or AASHTO M31 or M322 Type A, Gr. 60, Galvanized inserts and threaded rods are to be subsidiary to the item "PRESTRESSED CONCRETE GIRDERS (TYPE BT-72)". Galvanizing shall be in accordance with AASHTO M232 Class C or ASTM B695, Class 50.
 - ④ Measured from top of girder to bottom of projected diaphragm.
- SLAB REINFORCING:**
Longitudinal: S505E in Top and Bottom placed as shown
S701E in Top placed as shown over Interior Bents
Transverse: S501E and S502E in Top @ 7" Max.
S503E and S504E in Bottom @ 7" Max.
S506E in Top @ 7" Max., Bundled with S501E and S502E
- Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06. Placement of slab bolsters or high-chairs with full length lower runners directly on removable deck forms will not be allowed.

PLAN
Mid-Span Diaphragm
TABLE OF SECTION DEPTHS

Unit 2			Unit 3			Unit 5			Unit 6		
Girders 1-10			Girders 1-10			Girders 1-10			Girders 1-10		
Span	Bent	"A"	Span	Bent	"A"	Span	Bent	"A"	Span	Bent	"A"
4	4	1'-1 1/4"	8	8	1'-0 1/4"	16	16	1'-0 1/4"	20	20	1'-0 1/4"
	5	1'-1 1/4"		9	1'-0 1/4"		17	1'-0 1/4"		21	1'-0 1/4"
5	5	1'-0"	9	9	1'-0 1/4"	17	17	1'-0"	21	21	1'-0"
	6	1'-0"		10	1'-0 1/4"		18	1'-0"		22	1'-0 1/4"
6	6	1'-0"	10	10	1'-0 1/4"	18	18	1'-0 1/4"	22	22	1'-0"
	7	1'-0"		11	1'-0 1/4"		19	1'-0 3/8"		23	1'-0 3/8"
7	7	1'-0"	11	11	1'-0 1/4"	19	19	1'-0"	23	23	1'-0"
	8	1'-0"		12	1'-0 1/4"		20	1'-0"		24	1'-0"

ALTERNATE NO. 1
SHEET 1 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 2, 3, 5, & 6
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

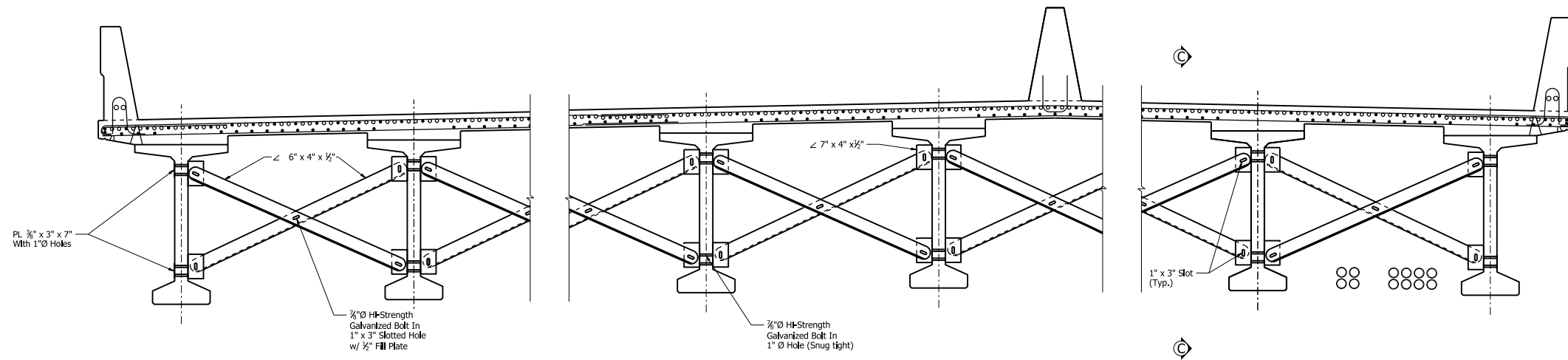
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: SAP DATE: 11/9/23 FILENAME: b04090111_s21.dgn
CHECKED BY: CCD DATE: 11/14/23 SCALE: 1/2" = 1'-0"
DESIGNED BY: RAM DATE: 5/10/23
BRIDGE NO. 07684 DRAWING NO. 67437



PRINT DATE: 4/10/2024

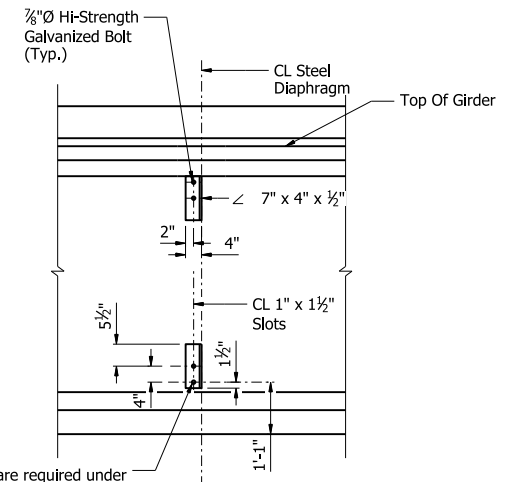
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	378	809
07684 - UNITS 2, 3, 5, & 6 - 67438						



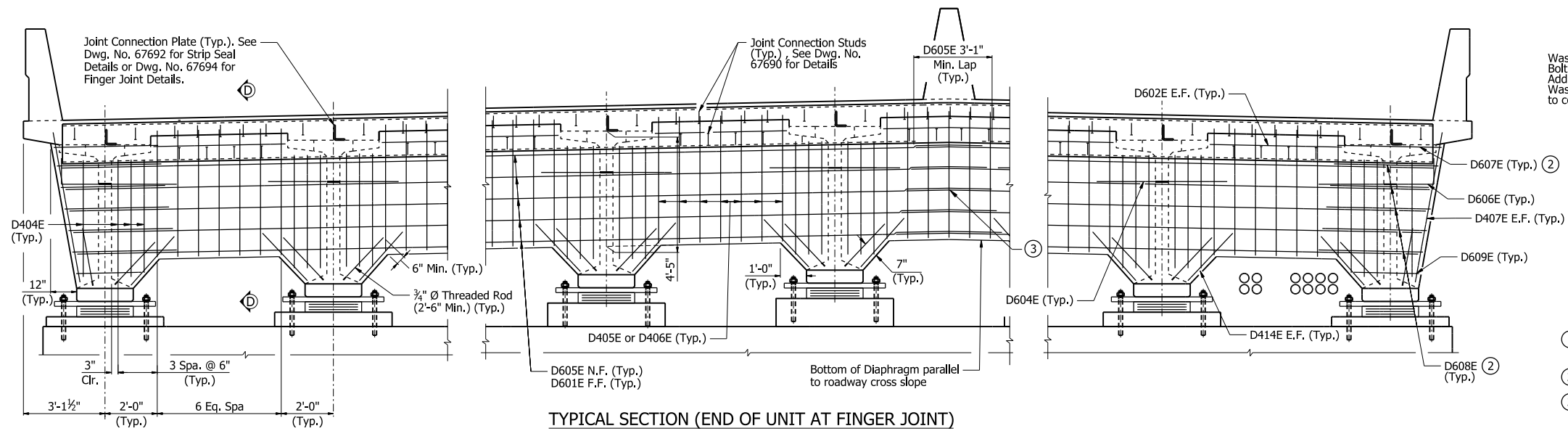
ALTERNATE TYPICAL SECTION AT MID-SPAN STEEL DIAPHRAGMS

(Looking Upstation)
 $\frac{1}{8}'' = 1'-0''$

EXPANSION DEVICE:
 Roadway Channel: MC18x42.7
 Connection: $\frac{1}{2}''$ Vertical Support Plate



SECTION C-C
 $\frac{1}{2}'' = 1'-0''$

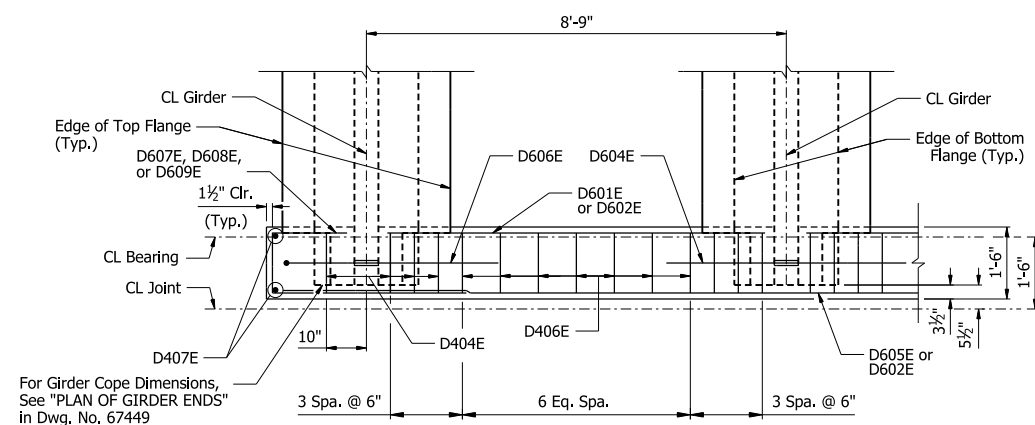


TYPICAL SECTION (END OF UNIT AT FINGER JOINT)

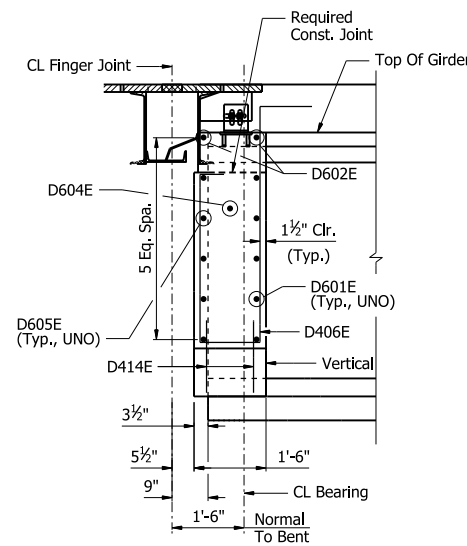
(Shown Looking Ahead At Bent 4,
 Bents 8, 20, and 24 Similar)
 $\frac{1}{8}'' = 1'-0''$

- ① Measured from top of girder to bottom of projected diaphragm
- ② Spaced with D605E or D602E
- ③ Field bend Bars D605E at roadway crown as necessary to maintain contact through lap splice and minimum clear. Bars D601E are straight at this location.

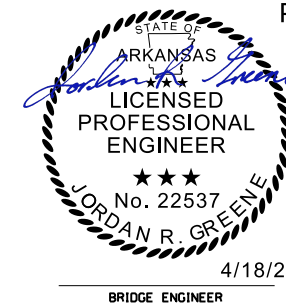
Notes:
 For Slab Reinforcing details, see Dwg. No. 67437.
 For ITS and Utility Support details, see Dwg. Nos. 67672 - 67685.



PLAN
 End Diaphragm at Finger Joint
 $\frac{1}{2}'' = 1'-0''$



SECTION D-D
 $\frac{1}{2}'' = 1'-0''$

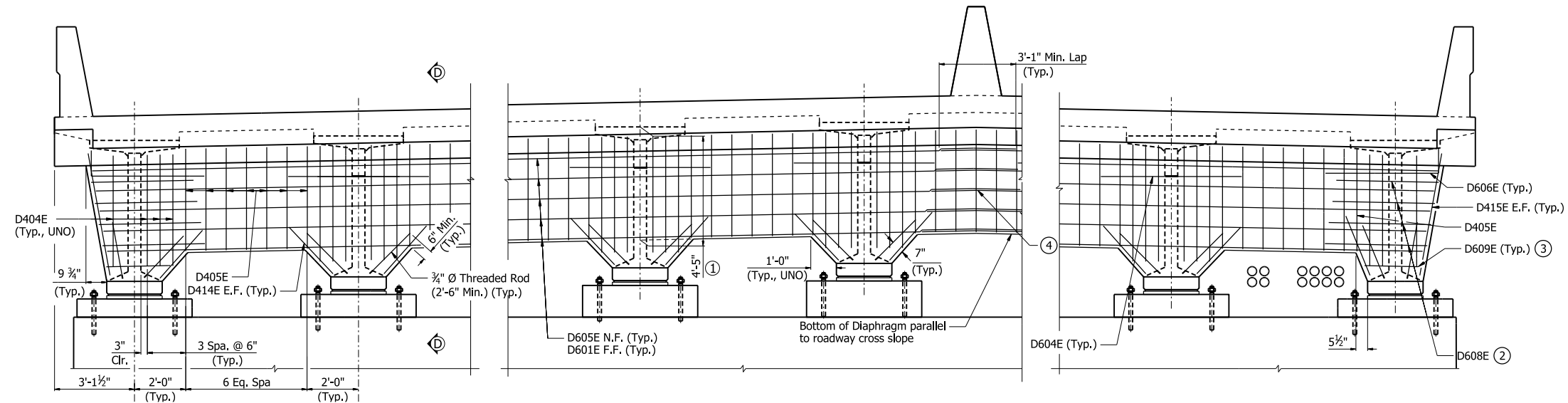


ALTERNATE NO. 1
SHEET 2 OF 13
 DETAILS OF 520'-0" CONTINUOUS
 PRESTRESSED CONCRETE GIRDER UNITS 2, 3, 5, & 6
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: JMM DATE: 11/10/23 FILENAME: b04090111_s22.dgn
 CHECKED BY: KSM DATE: 11/13/23 SCALE: AS NOTED
 DESIGNED BY: RAM DATE: 5/2/23
 BRIDGE NO. 07684 DRAWING NO. 67438

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	379	809
07684 - UNITS 3 & 5 - 67439						

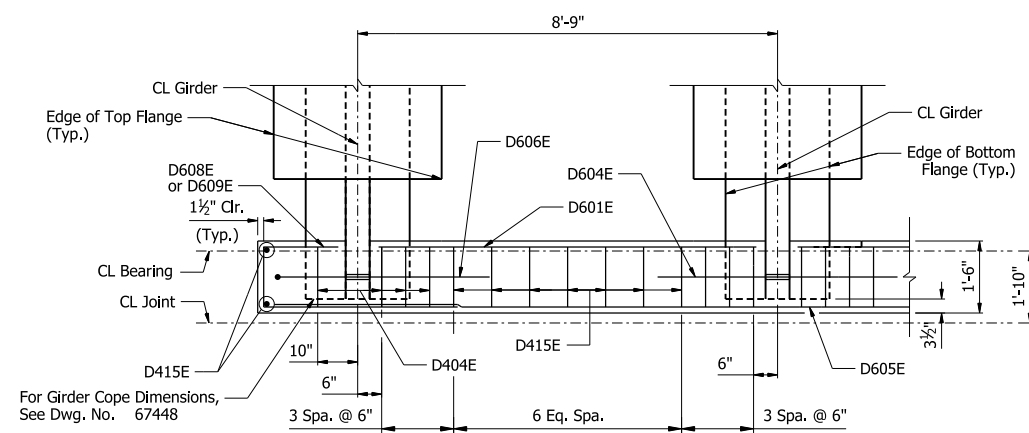


TYPICAL SECTION (END OF UNIT AT MODULAR JOINT)

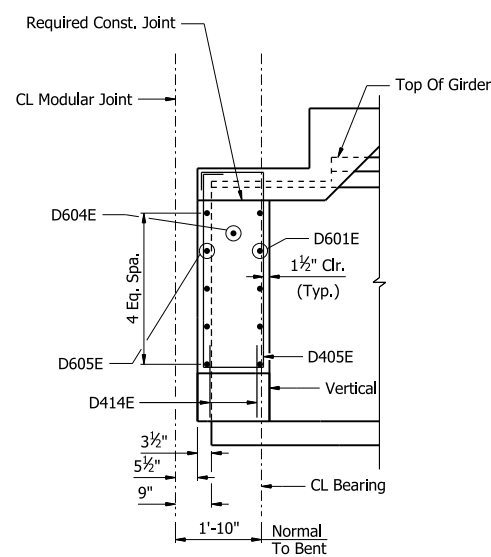
(Shown Looking Ahead At Bent 16,
Bent 12 Similar)
1/2" = 1'-0"

Notes:
Slab Reinforcing and Modular Joint Blockout Reinforcing not shown, see Dwg. No. 67442 for details.
The end diaphragm details shown apply to modular joint locations only. For end diaphragm details at finger joint locations, see Dwg. No. 67438.
For ITS and Utility Support details, see Dwg. Nos. 67672 - 67685.

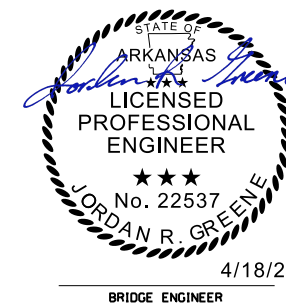
- ① Measured from top of girder to bottom of projected diaphragm
- ② Spaced with D605E
- ③ Field cut as necessary to maintain min. concrete cover of 1 1/2"
- ④ Field bend Bars D605E at roadway crown as necessary to maintain contact through lap splice and minimum clear. Bars D601E are straight at this location.



PLAN
End Diaphragm at Modular Joint
(Bent 16 Shown, Bent 12 Similar)
1/2" = 1'-0"



SECTION D-D
Modular Joint at Bents 12 & 16
1/2" = 1'-0"



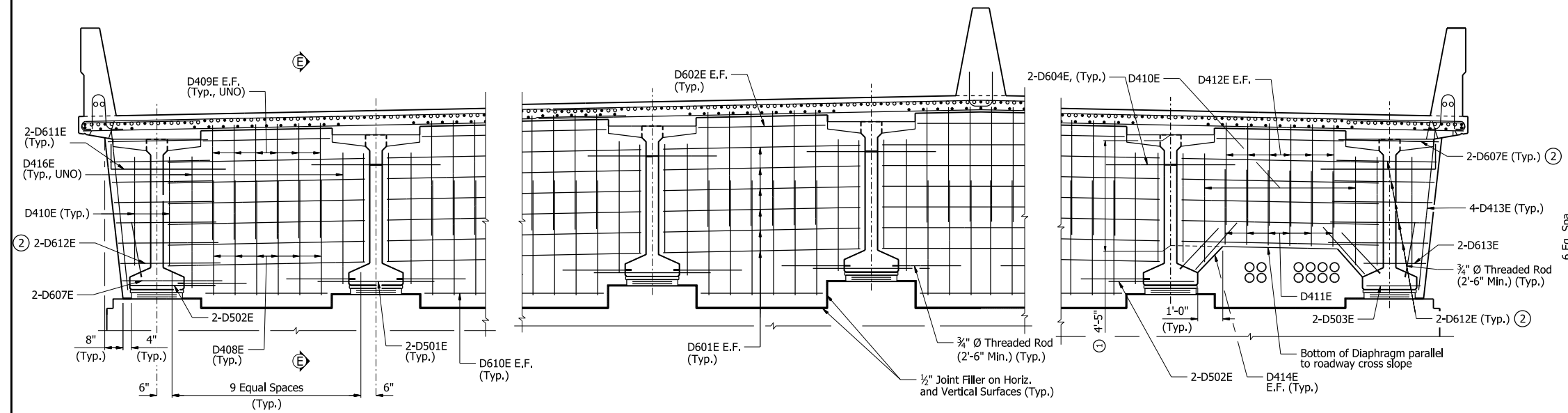
ALTERNATE NO. 1
SHEET 3 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 3 & 5
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

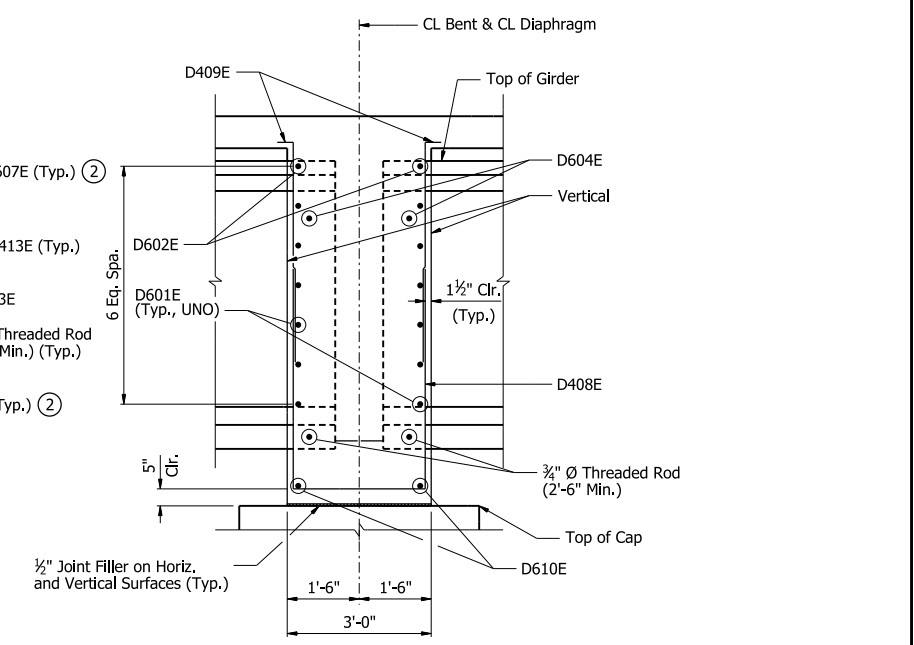
DRAWN BY: MM DATE: 11/22/23 FILENAME: b04090111_s23.dgn
CHECKED BY: KSM DATE: 11/28/23 SCALE: AS NOTED
DESIGNED BY: RAM DATE: 5/2/23
BRIDGE NO. 07684 DRAWING NO. 67439

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	380	809

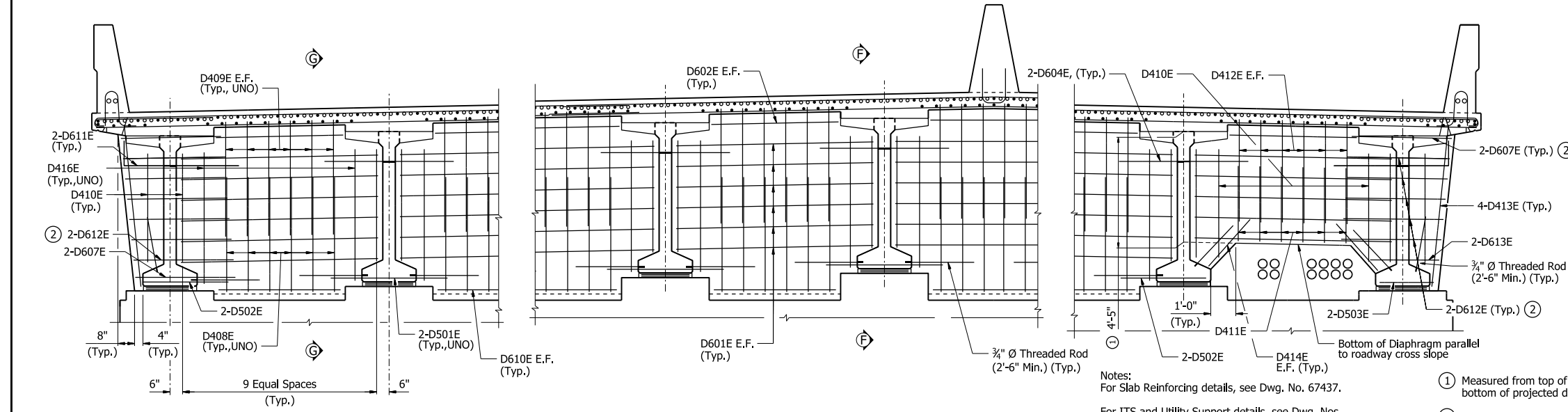
07684 - UNITS 2, 3, 5, & 6 - 67440



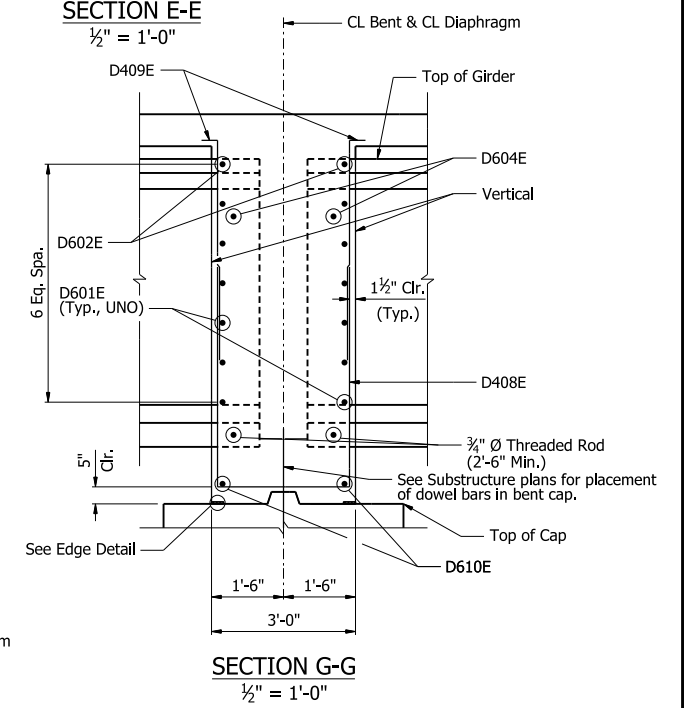
TYPICAL SECTION AT EXPANSION INTERMEDIATE BENTS
 $\frac{1}{2}'' = 1'-0''$



SECTION E-E
 $\frac{1}{2}'' = 1'-0''$



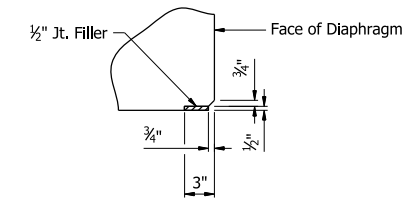
TYPICAL SECTION AT FIXED INTERMEDIATE BENTS
 (Dowel Bars not Shown for Clarity)
 $\frac{1}{2}'' = 1'-0''$



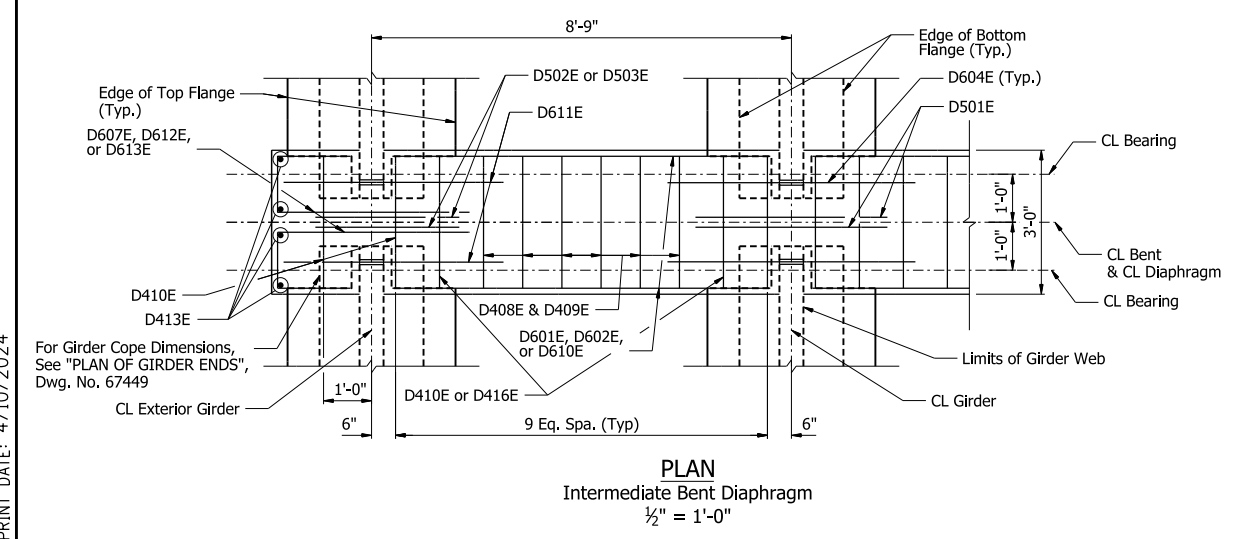
SECTION G-G
 $\frac{1}{2}'' = 1'-0''$

Notes:
 For Slab Reinforcing details, see Dwg. No. 67437.
 For ITS and Utility Support details, see Dwg. Nos. 67672 - 67685.
 For locations of Fixed or Expansion Intermediate Bents, see 67374 - 67382.

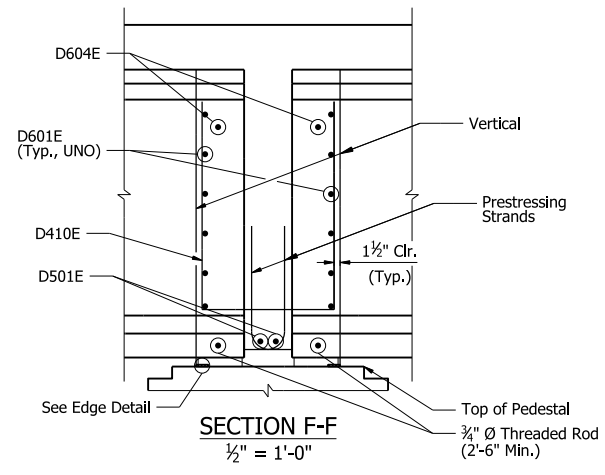
- ① Measured from top of girder to bottom of projected diaphragm
- ② Spaced with D601E or D602E



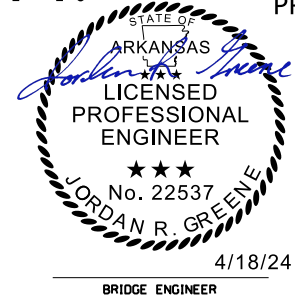
EDGE DETAIL
 (At Fixed Bents)
 $1'' = 1'-0''$



PLAN
 Intermediate Bent Diaphragm
 $\frac{1}{2}'' = 1'-0''$



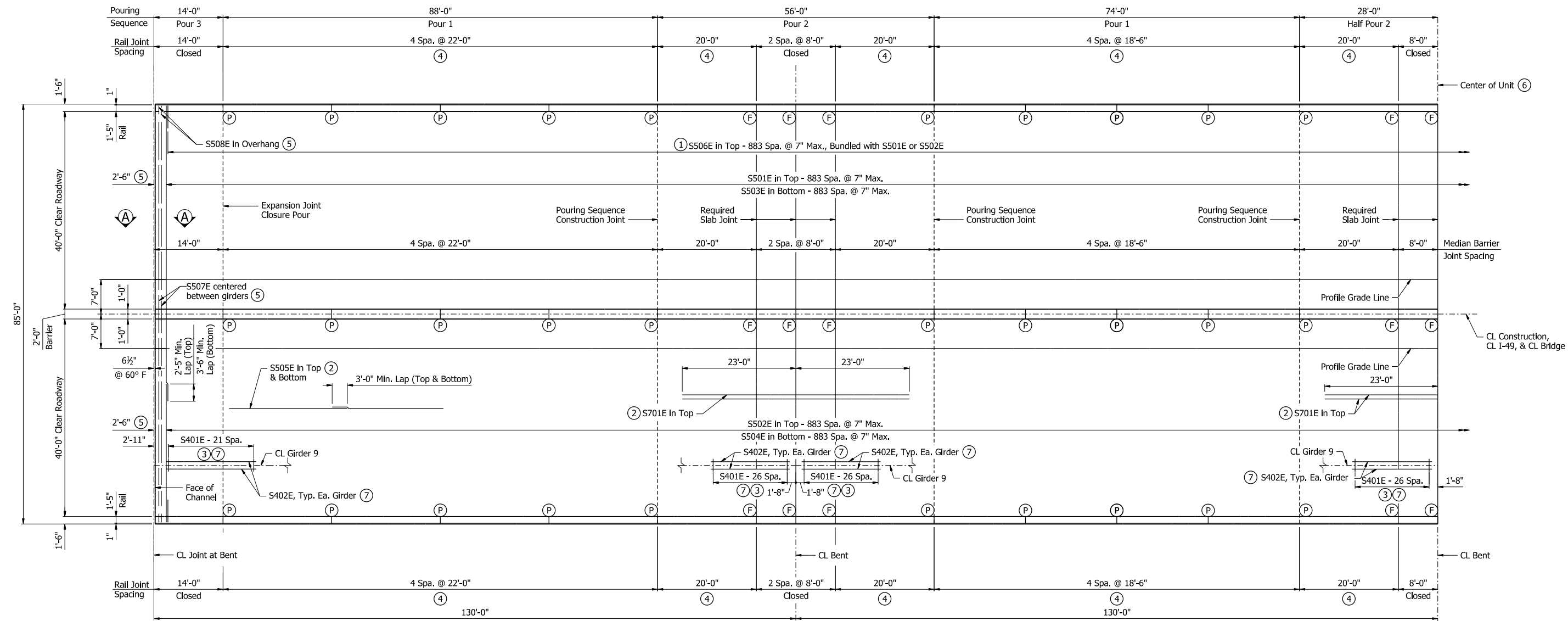
SECTION F-F
 $\frac{1}{2}'' = 1'-0''$



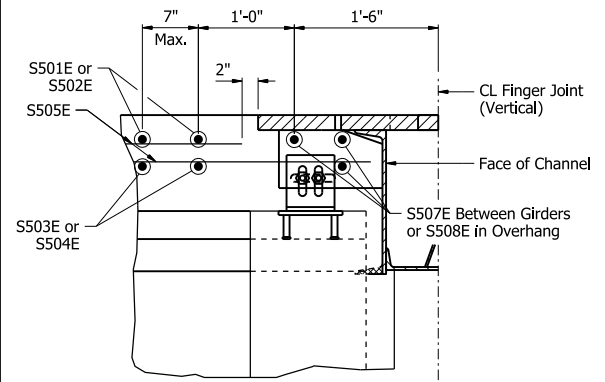
ALTERNATE NO. 1
SHEET 4 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 2, 3, 5, & 6
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: JMM DATE: 10/16/23 FILENAME: b04090111_s24.dgn
 CHECKED BY: KSM DATE: 11/13/23 SCALE: AS NOTED
 DESIGNED BY: RAM DATE: 5/2/23
 BRIDGE NO. 07684 DRAWING NO. 67440

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	381	809
07684 - UNITS 2, 3, 5, & 6 - 67441						



HALF REINFORCING PLAN AND POURING SEQUENCE - UNITS 2, 3, 5, & 6



SECTION A-A
Finger Joint
1" = 1'-0"
Bents 4, 8, 20, & 24 Only

Slab Pouring Sequence Notes:

Pours with the same number may be placed simultaneously or separately. All Pour(s) 1 must be placed before Pour(s) 2 and 3 can be placed. A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between adjacent pours.

Concrete in bridge superstructure shall be placed, consolidated, and screeded off for entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

All end of unit and mid-span diaphragms shall be cast in place and poured a minimum of 48 hours before the slab is poured, unless otherwise noted. Intermediate bent diaphragms shall be cast monolithically with the slab.

After all incremental pours on both Units adjacent to the Finger Joint are complete, closure pour 3 on each side of the Finger Joint shall be poured simultaneously. A minimum of 48 hours shall elapse between the last incremental pour and the closure pours.

A minimum of 72 hours shall elapse between completion of the slab and pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

- ① Typical both sides, see "REINFORCING DETAIL" on Dwg. No. 67444.
- ② Place as shown in "TYPICAL SECTION AT MID-SPAN CONCRETE DIAPHRAGMS", see Dwg. No. 67437.
- ③ S401E spaced with S402E, typical each Girder. See Dwg. Nos. 67446 for details.
- ④ Unit 2: Rail Panels are open, Sta. 167+77.00 to Sta. 168+85.00, Sta. 169+01.00 to Sta. 170+15.00, Sta. 170+31.00 to Sta. 170+88.00, Rail Panels are closed, Sta. 170+88.00 to Sta. 172+69.00.
Unit 3: Rail Panels are closed at this location.
Unit 5 and Unit 6: Rail Panels are open in this location.
- ⑤ At Finger Joints (Bents 4, 8, 20 & 24), For Reinforcing Plan at Modular Joints (Bents 12 & 16), see Dwg. No. 67442.
- ⑥ Units 2 & 6: Symmetrical about Center of Unit, UNO. For Unit 3 Sta. 175+43.00 to 178+03.00 and Unit 5 Sta. 193+93.00 to 196+53.00 Reinforcing Plan and Pour Sequence, see Dwg. Nos. 67442 & 67443.
- ⑦ For S401E and S402E placement, see "HAUNCH REINFORCEMENT DETAIL" on Dwg. No. 67383.
- F CL Full-Depth Rail Joint
- P CL Partial-Depth Rail Joint

Notes:
Span lengths, slab pour lengths, and transverse reinforcement spacing shown are measured along Profile Grade Line.

Rail spacings shown are measured along respective gutterlines.

Required slab joints and pouring sequence joints shall align with rail joints at the gutterline.

For "TRANSVERSE SLAB JOINT DETAIL", see Dwg. No. 55007

For "DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42", see Dwg. Nos. 67686 & 67687.

For "DETAILS OF MEDIAN BARRIER", see Dwg. Nos. 67689.

For "PLAN OF REINFORCING AT DECK DRAINS", see Dwg. No. 67707.

DECK DRAIN LOCATIONS	
Left Gutter	Right Gutter
170+57.83	170+57.83
174+47.83	174+47.83
177+11.67	177+11.67



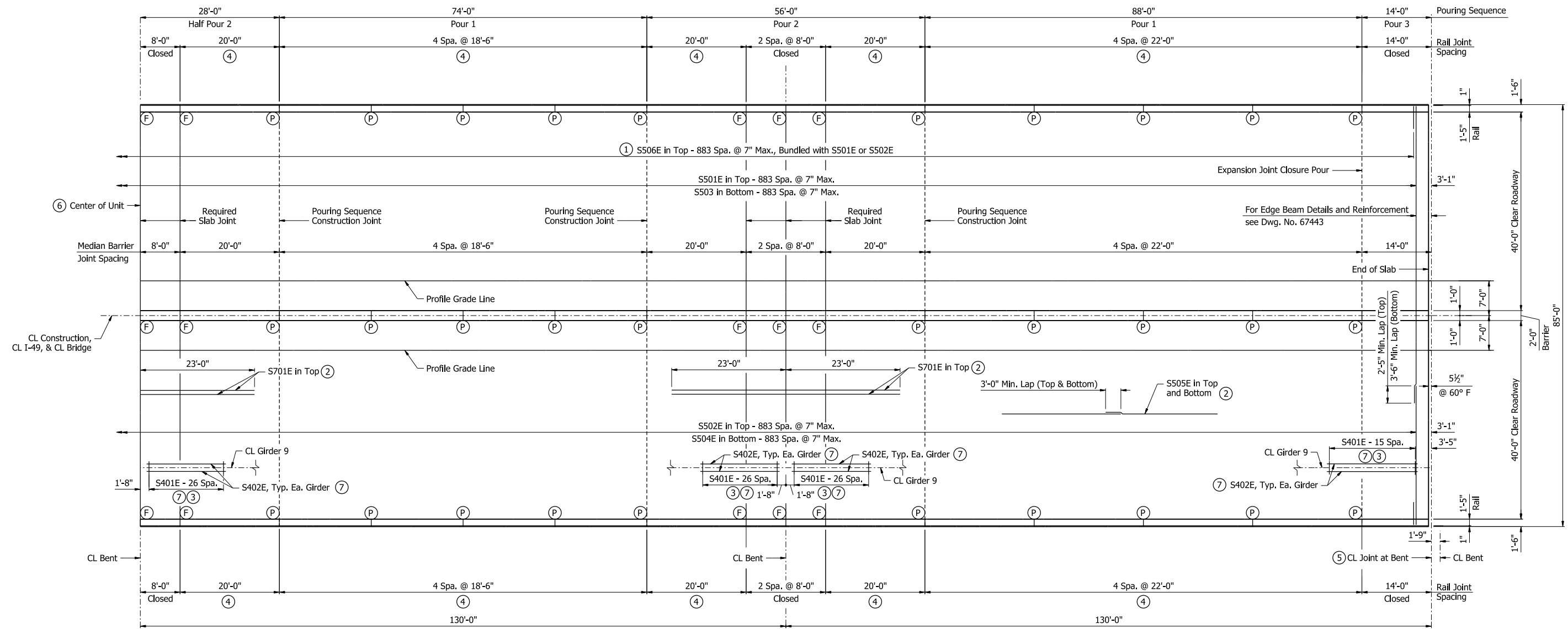
ALTERNATE NO. 1
SHEET 5 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 2, 3, 5, & 6
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: SAP DATE: 10/17/23 FILENAME: b04090111_s25.dgn
CHECKED BY: CCD DATE: 11/16/23 SCALE: AS NOTED
DESIGNED BY: RAM DATE: 5/10/23
BRIDGE NO. 07684 DRAWING NO. 67441

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	382	809
07684 - UNITS 3 & 5 - 67442						



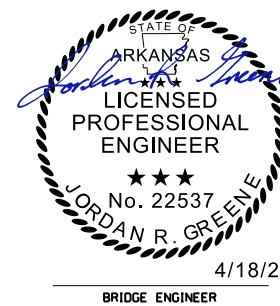
HALF REINFORCING PLAN AND POURING SEQUENCE - UNITS 3 & 5 ⑥
(Unit 3 Shown, Unit 5 Similar)

Notes:

- Span lengths, slab pour lengths, and transverse reinforcement spacing shown are measured along Profile Grade Line.
- Rail spacings shown are measured along respective gutterlines.
- Required slab joints and pouring sequence joints shall align with rail joints at the gutterline.
- For "TRANSVERSE SLAB JOINT DETAIL", see Dwg. No. 55007.
- For "DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42", see Dwg. Nos. 67686 & 67687.
- For "DETAILS OF MEDIAN BARRIER", see Dwg. Nos. 67689.

- ③ S401E spaced with G401E, typical each Girder. See Dwg. Nos. 67446 - 67447 for details.
- ④ Unit 3: Rail panels are closed in this location.
Unit 5: Rail panels are open in this location.
- ⑤ Bent 12 & 16 only.
- ⑥ For Unit 3 Sta. 172+83.00 to 175+43.00 and Unit 5 Sta. 196+53.00 to 199+13.00 Reinforcing Plan and Pour Sequence, see Dwg. No. 67441.
- ⑦ For S401E and S402E placement, see "HAUNCH REINFORCEMENT DETAIL" on Dwg. No. 67383.

- ① Typical both sides, see "REINFORCING DETAIL" on Dwg. No. 67444.
- ② Place as shown in "TYPICAL SECTION AT MID-SPAN CONCRETE DIAPHRAGMS", see Dwg. No. 67437.
- F CL Full-Depth Rail Joint
- P CL Partial-Depth Rail Joint

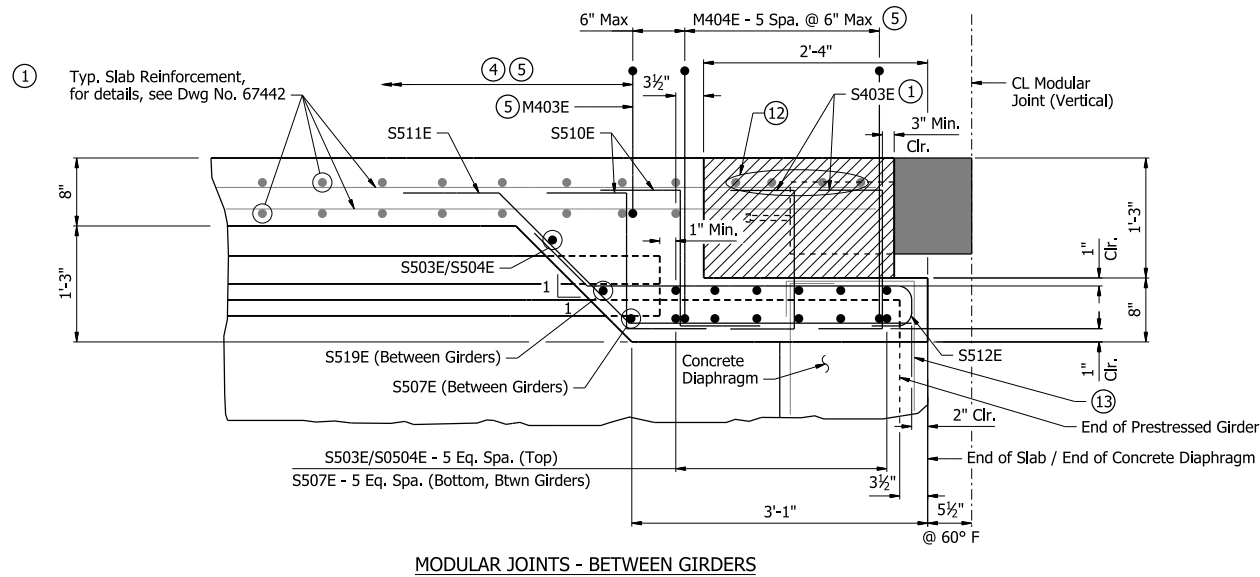


ALTERNATE NO. 1
SHEET 6 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 3 & 5
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

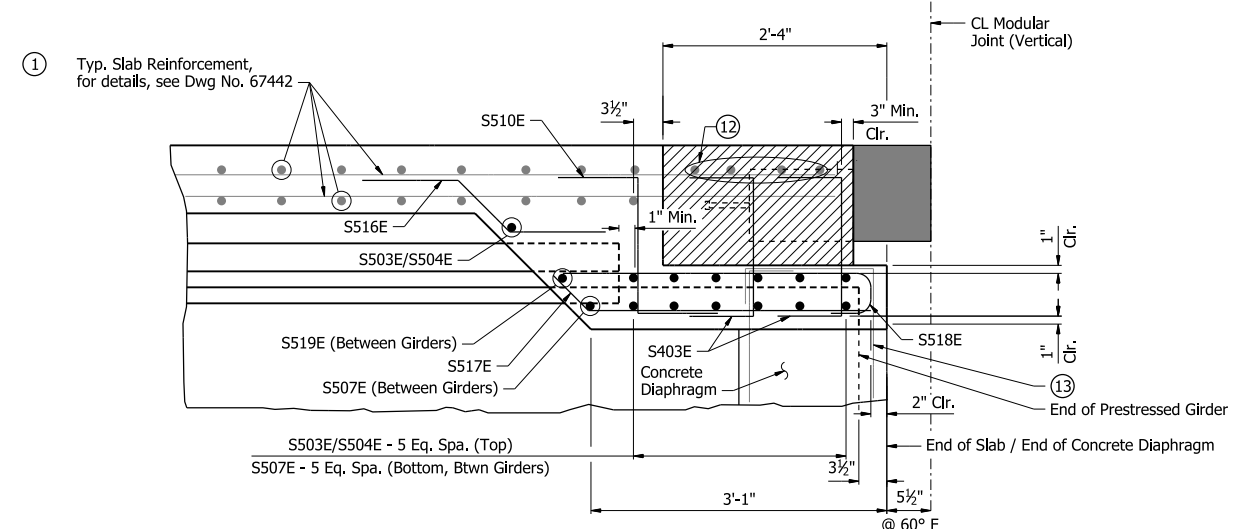
DRAWN BY: SAP DATE: 12/28/23 FILENAME: b04090111_s26.dgn
 CHECKED BY: CZ DATE: 12/5/23 SCALE: 3/32" = 1'-0"
 DESIGNED BY: RAM DATE: 5/10/23
 BRIDGE NO. 07684 DRAWING NO. 67442

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	383	809
07684 - UNITS 2, 3, 5, & 6 - 67443						



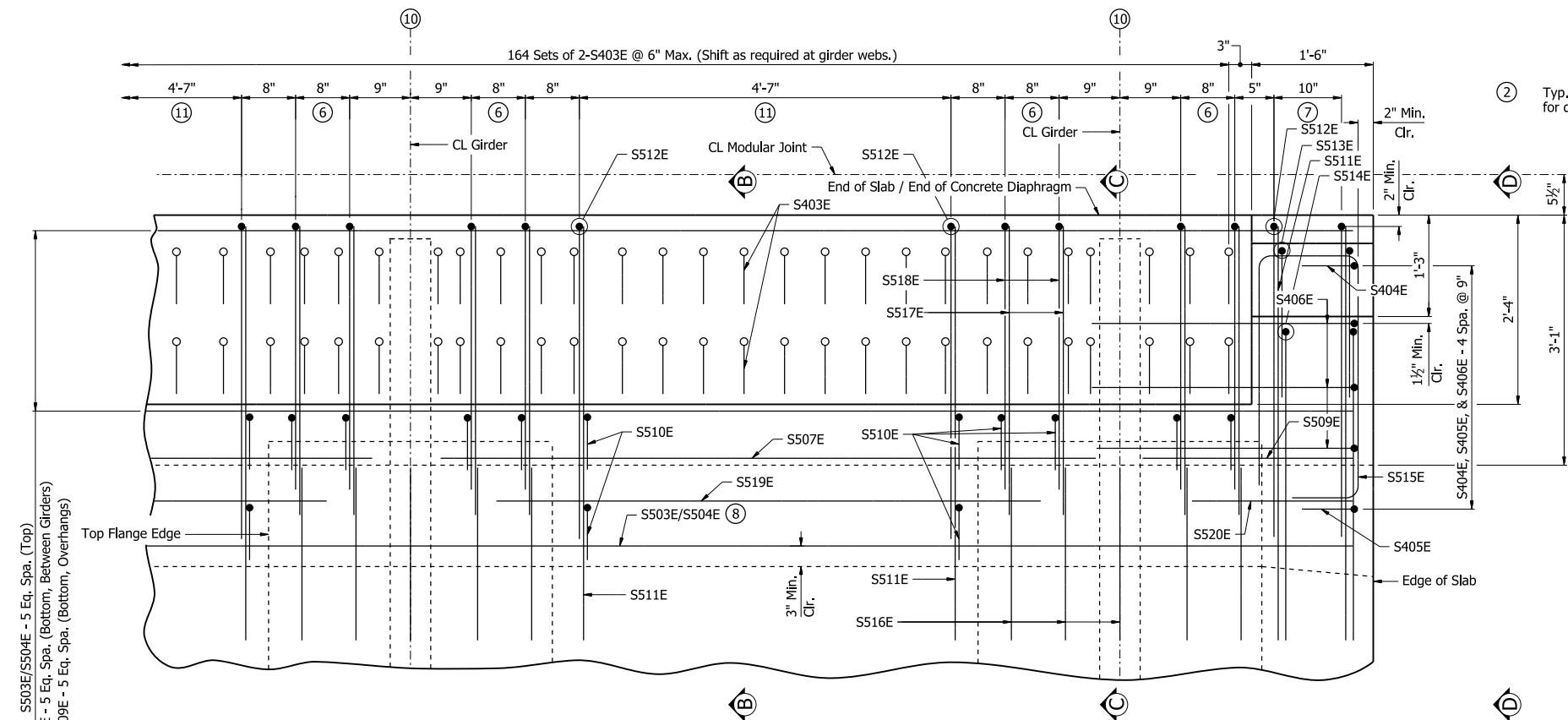
MODULAR JOINTS - BETWEEN GIRDERS

SECTION B-B

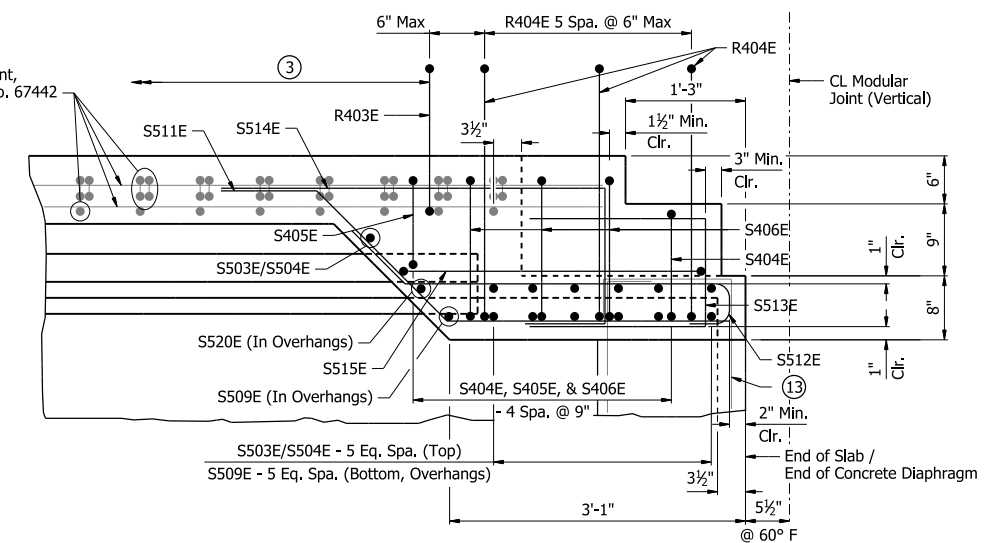


MODULAR JOINTS - AT GIRDERS
(Same as Section B-B, UNO)

SECTION C-C



PARTIAL REINFORCING PLAN AT BENTS WITH MODULAR JOINTS

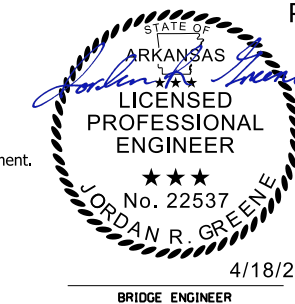


MODULAR JOINTS - UNDER RAIL
(Same as Section B-B, UNO)

SECTION D-D

Notes:
For details of Modular Joint, see Dwg. Nos. 67698 & 67699.

- ① Cut bars as necessary to clear support boxes.
- ② Cut longitudinal slab bars 2" from step.
- ③ For R403E spacing, see Dwg. No. 67686.
- ④ For M403E spacing, see Dwg. No. 67689.
- ⑤ M403E & M404E bars are at Median Barrier location only.
- ⑥ 2 Sets of 1-S510E, 1-S516E, 1-S517E, & 1-S518E @ 8" at Girder (Typ.)
- ⑦ 3 Sets of 1-S511E, 1-S512E, 1-S513E, 1-S514E Spa. @ 5" +/-
- ⑧ Field bend as necessary to maintain clearance.
- ⑨ Typical slab and concrete diaphragm reinforcement not shown.
- ⑩ 1-S516E at CL Girder.
- ⑪ 8 Sets of 2-S510E, 1-S511E, 1-S512E, Spa. @ 8" Max. between girders (Typ.)
- ⑫ Modular Joint Blockout Reinforcing S503E/S504E, See Dwg. No. 67698 for details. Extend 2" from edge of slab where possible.
- ⑬ Concrete Diaphragm reinforcement, for details see Dwg. No. 67439. Field bend or cut as necessary to accommodate Edge Beam reinforcement.



ALTERNATE NO. 1
SHEET 7 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 2, 3, 5, & 6
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: RAM DATE: 11/27/23 FILENAME: b04090111_s27.dgn
CHECKED BY: BTJ DATE: 12/6/23 SCALE: NO SCALE
DESIGNED BY: JRD DATE: 10/12/23
BRIDGE NO. 07684 DRAWING NO. 67443

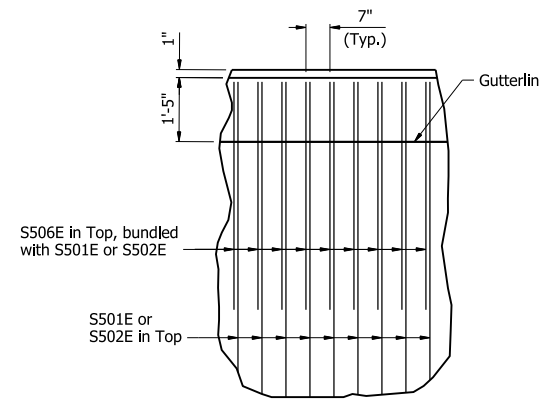
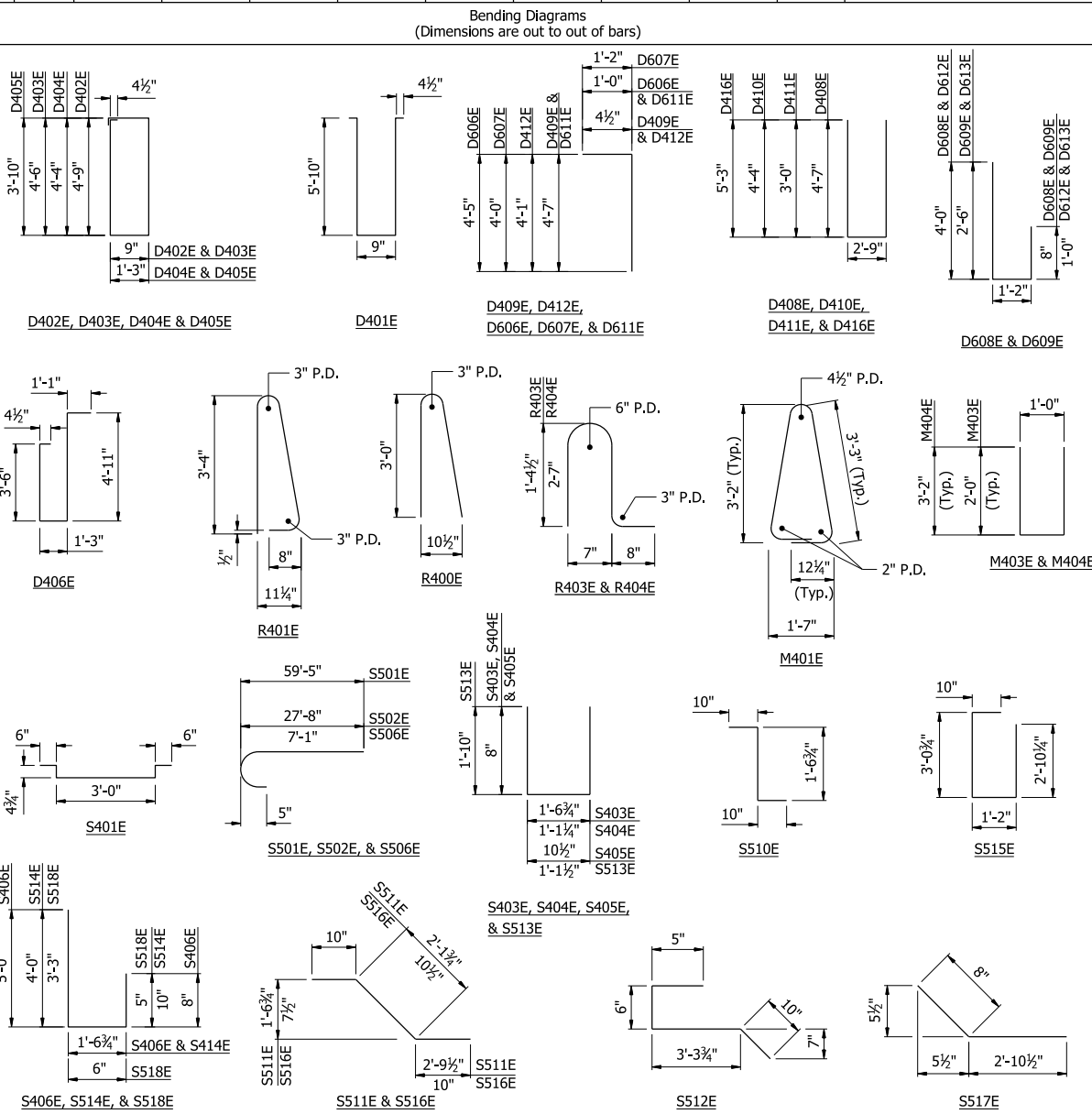
BAR LIST - PER UNIT

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	384	809

07684 - UNITS 2, 3, 5, & 6 - 67444

Mark	Number Required				Length				Pin Dia.
	Unit 2	Unit 3	Unit 5	Unit 6	Unit 2	Unit 3	Unit 5	Unit 6	
S401E	2060	2000	2000	2060	4'-4"	4'-4"	4'-4"	4'-4"	3"
S402E	160	160	160	160	13'-4"	13'-4"	13'-4"	13'-4"	Str.
S403E	-	328	328	-	-	-	2'-8"	2'-8"	3"
S404E	-	2	2	-	-	-	2'-3"	2'-3"	3"
S405E	-	2	2	-	-	-	2'-0"	2'-0"	3"
S406E	-	6	6	-	-	-	7'-0"	7'-0"	3"
S501E	884	884	884	884	60'-0"	60'-0"	60'-0"	60'-0"	3 3/4"
S502E	884	884	884	884	28'-3"	28'-3"	28'-3"	28'-3"	3 3/4"
S503E	884	895	895	884	60'-0"	60'-0"	60'-0"	60'-0"	Str.
S504E	884	895	895	884	28'-2"	28'-2"	28'-2"	28'-2"	Str.
S505E	2100	2100	2100	2100	54'-8"	54'-8"	54'-8"	54'-8"	Str.
S506E	1768	1768	1768	1768	7'-8"	7'-8"	7'-8"	7'-8"	3 3/4"
S507E	54	90	90	54	7'-5"	7'-5"	7'-5"	7'-5"	Str.
S508E	12	6	6	12	2'-9"	2'-9"	2'-9"	2'-9"	Str.
S509E	-	14	14	-	-	-	2'-6"	2'-6"	Str.
S510E	-	184	184	-	-	-	3'-0"	3'-0"	3 3/4"
S511E	-	78	78	-	-	-	5'-9"	5'-9"	3 3/4"
S512E	-	78	78	-	-	-	4'-10"	4'-10"	3 3/4"
S513E	-	6	6	-	-	-	4'-6"	4'-6"	3 3/4"
S514E	-	6	6	-	-	-	6'-2"	6'-2"	3 3/4"
S515E	-	2	2	-	-	-	7'-7"	7'-7"	3 3/4"
S516E	-	50	50	-	-	-	2'-6"	2'-6"	3 3/4"
S517E	-	40	40	-	-	-	3'-6"	3'-6"	3 3/4"
S518E	-	40	40	-	-	-	3'-11"	3'-11"	3 3/4"
S519E	-	9	9	-	-	-	6'-0"	6'-0"	Str.
S520E	-	2	2	-	-	-	1'-9"	1'-9"	Str.
S701E	612	612	612	612	46'-0"	46'-0"	46'-0"	46'-0"	Str.
D401E	384	384	384	384	12'-10"	12'-10"	12'-10"	12'-10"	2"
D402E	176	176	176	176	11'-4"	11'-4"	11'-4"	11'-4"	2"
D403E	16	16	16	16	10'-10"	10'-10"	10'-10"	10'-10"	2"
D404E	112	111	111	112	11'-6"	11'-6"	11'-6"	11'-6"	2"
D405E	-	64	64	-	-	-	10'-6"	10'-6"	2"
D406E	126	63	63	126	10'-10"	10'-10"	10'-10"	10'-10"	2"
D407E	8	4	4	8	5'-7"	5'-7"	5'-7"	5'-7"	Str.
D408E	144	144	144	144	11'-9"	11'-9"	11'-9"	11'-9"	2"
D409E	288	288	288	288	4'-10"	4'-10"	4'-10"	4'-10"	2"
D410E	66	66	66	66	11'-3"	11'-3"	11'-3"	11'-3"	2"
D411E	18	18	18	18	8'-7"	8'-7"	8'-7"	8'-7"	2"
D412E	36	36	36	36	4'-4"	4'-4"	4'-4"	4'-4"	2"
D413E	24	24	24	24	6'-5"	6'-5"	6'-5"	6'-5"	Str.
D414E	84	84	84	84	2'-6"	2'-6"	2'-6"	2'-6"	Str.
D415E	-	4	4	-	-	-	4'-7"	4'-7"	Str.
D416E	48	48	48	48	13'-1"	13'-1"	13'-1"	13'-1"	2"
D501E	42	42	42	42	4'-8"	4'-8"	4'-8"	4'-8"	Str.
D502E	12	12	12	12	3'-5"	3'-5"	3'-5"	3'-5"	Str.
D503E	6	6	6	6	2'-2"	2'-2"	2'-2"	2'-2"	Str.
D601E	1128	1128	1128	1128	8'-0"	8'-0"	8'-0"	8'-0"	Str.
D602E	234	216	216	234	5'-0"	5'-0"	5'-0"	5'-0"	Str.
D603E	128	128	128	128	6'-5"	6'-5"	6'-5"	6'-5"	Str.
D604E	256	256	256	256	5'-6"	5'-6"	5'-6"	5'-6"	Str.
D605E	20	20	20	20	42'-9"	42'-9"	42'-9"	42'-9"	Str.
D606E	4	4	4	4	5'-3"	5'-3"	5'-3"	5'-3"	4 1/2"
D607E	22	20	20	22	5'-0"	5'-0"	5'-0"	5'-0"	4 1/2"
D608E	20	20	20	20	5'-6"	5'-6"	5'-6"	5'-6"	4 1/2"
D609E	4	4	4	4	4'-0"	4'-0"	4'-0"	4'-0"	4 1/2"
D610E	48	48	48	48	4'-9"	4'-9"	4'-9"	4'-9"	Str.
D611E	12	12	12	12	5'-5"	5'-5"	5'-5"	5'-5"	4 1/2"
D612E	66	66	66	66	5'-10"	5'-10"	5'-10"	5'-10"	4 1/2"
D613E	6	6	6	6	4'-4"	4'-4"	4'-4"	4'-4"	4 1/2"
R400E	224	-	352	352	6'-3"	-	6'-3"	6'-3"	3"
R401E	2080	2080	2080	2080	7'-6"	7'-6"	7'-6"	7'-6"	3"
R402E	160	160	160	160	5'-6"	5'-6"	5'-6"	5'-6"	Str.
R403E	2060	2058	2058	2060	3'-8"	3'-8"	3'-8"	3'-8"	3"
R404E	-	12	12	-	-	-	6'-1"	6'-1"	3"
R417E	160	160	160	160	21'-8"	21'-8"	21'-8"	21'-8"	Str.
R418E	120	120	120	120	7'-8"	7'-8"	7'-8"	7'-8"	Str.
R422E	40	40	40	40	13'-8"	13'-8"	13'-8"	13'-8"	Str.
R423E	160	160	160	160	18'-2"	18'-2"	18'-2"	18'-2"	Str.
R428E	120	120	120	120	19'-8"	19'-8"	19'-8"	19'-8"	Str.

Mark	Number Required				Length				Pin Dia.
	Unit 2	Unit 3	Unit 5	Unit 6	Unit 2	Unit 3	Unit 5	Unit 6	
M401E	1040	1040	1040	1040	9'-0"	9'-0"	9'-0"	9'-0"	2"
M402E	80	80	80	80	5'-6"	5'-6"	5'-6"	5'-6"	Str.
M403E	1030	1029	1029	1030	4'-10"	4'-10"	4'-10"	4'-10"	3"
M404E	-	6	6	-	-	-	7'-2"	7'-2"	3"
M417E	80	80	80	80	21'-8"	21'-8"	21'-8"	21'-8"	Str.
M418E	60	60	60	60	7'-8"	7'-8"	7'-8"	7'-8"	Str.
M422E	20	20	20	20	13'-8"	13'-8"	13'-8"	13'-8"	Str.
M423E	80	80	80	80	18'-2"	18'-2"	18'-2"	18'-2"	Str.
M428E	60	60	60	60	19'-8"	19'-8"	19'-8"	19'-8"	Str.
X601E	24	48	-	-	9'-0"	9'-0"	-	-	Str.
X602E	24	48	-	-	6'-2"	6'-2"	-	-	Str.
X603E	48	96	-	-	5'-0"	5'-0"	-	-	Str.



REINFORCING DETAIL
1/2" = 1'-0"

ALTERNATE NO. 1
SHEET 8 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 2, 3, 5, & 6
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: RAM DATE: 12/8/23 FILENAME: b04090111_s28.dgn
CHECKED BY: JRG DATE: 12/8/23 SCALE: AS NOTED
DESIGNED BY: RAM DATE: 12/8/23
BRIDGE NO. 07684 DRAWING NO. 67444



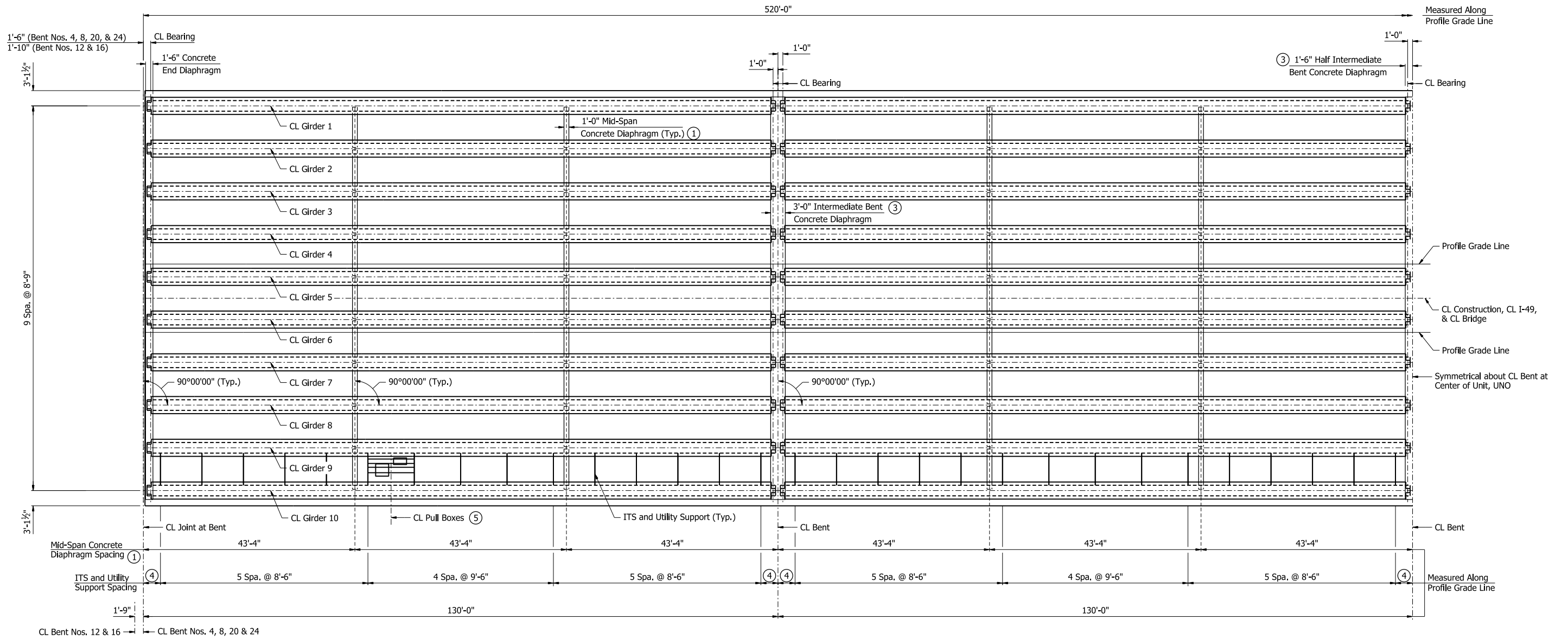
4/18/24

BRIDGE ENGINEER

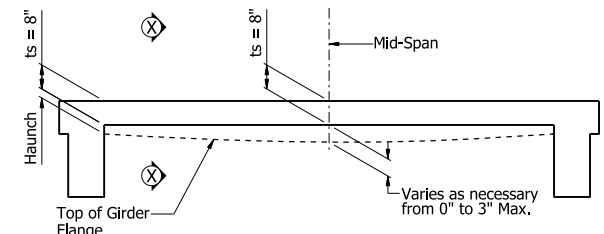
PRINT DATE: 4/10/2024

All bars designated with an "E" suffix are to be epoxy coated.

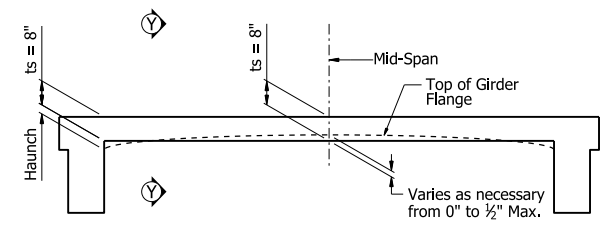
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	385	809
07684 - UNITS 2, 3, 5, & 6 - 67445						



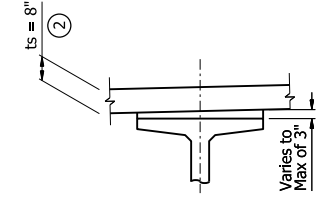
HALF FRAMING PLAN
 $\frac{3}{32}'' = 1'-0''$



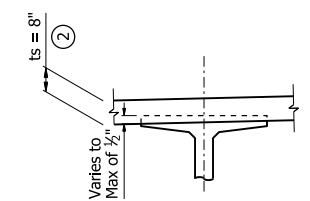
GIRDER ELEVATION
No Scale



GIRDER ELEVATION
No Scale



SECTION X-X
No Scale



SECTION Y-Y
No Scale

Notes:
 For details of ITS and Utility Supports, see Dwg. Nos. 67672 - 67685.
 For Diaphragm details, see Dwg. Nos. 67437 - 67440.

ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED

- ① Galvanized steel diaphragms may be used in place of concrete diaphragms at mid-span diaphragm locations only.
- ② Tolerance : Minus = $\frac{1}{4}''$; Plus = $\frac{1}{2}''$. Haunch forming is required and shall be adjusted to maintain slab thickness tolerance. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used.
 "GIRDER ELEVATION" sketches show the range of acceptability of the top of girder relative to bottom of slab after the placement of the slab. When the top of the girder projects more than a $\frac{1}{2}''$ into the slab, a rise in grade will be necessary. Girders shall be set in a sufficient number of spans so when adjustment is necessary the profile grade can be adjusted over suitable increments so the revised grade line will produce a smooth riding surface. Variation of haunch height will be at the Contractor's expense.
- ③ 3'-0" Concrete Fix Bent Diaphragm at Bent Nos. 6, 7, 10, 11, 17, 18, 21, & 22.
 3'-0" Concrete Exp. Bent Diaphragm at Bent Nos. 5, 9, 19, & 23.
- ④ 3'-6"
- ⑤ Sta. 168+13.75 (Unit 2)
 Sta. 173+07.75 (Unit 3)
 Sta. 177+69.75 (Unit 3)
 Sta. 197+58.25 (Unit 5)
 Sta. 202+23.75 (Unit 6)

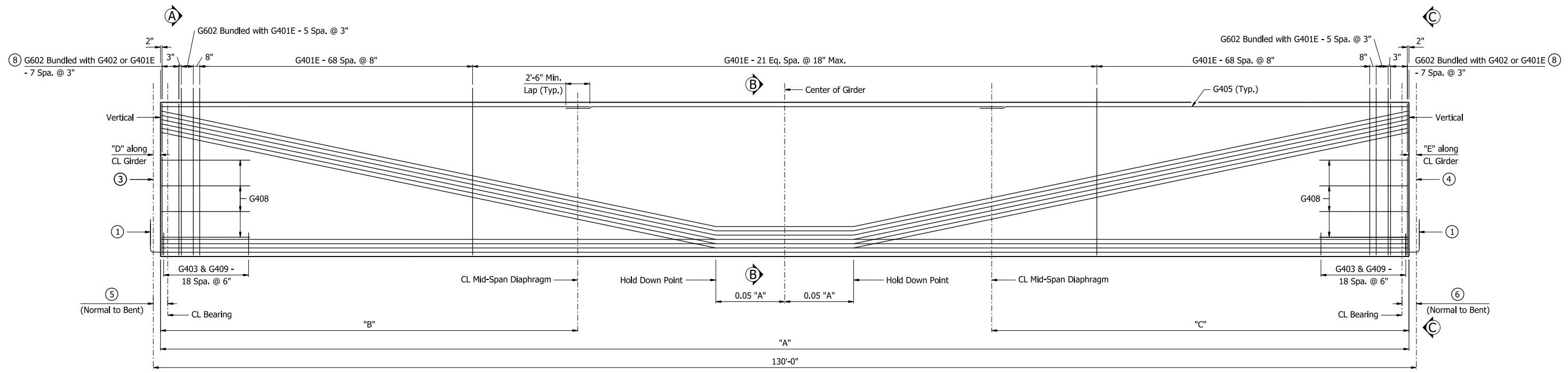


ALTERNATE NO. 1
SHEET 9 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 2, 3, 5 & 6
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: AB DATE: 9/14/23 FILENAME: b04090111_s29.dgn
 CHECKED BY: KSM DATE: 10/16/23 SCALE: AS NOTED
 DESIGNED BY: RAM DATE: 5/2/23
 BRIDGE NO. 07684 DRAWING NO. 67445

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	386	809
07684 - UNITS 2, 3, 5, & 6 - 67446						



SPANS 4-7 & 20-23 GIRDER ELEVATION (TYPE BT-72)

BAR LIST - PER GIRDER

Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)		
				G403	G401E & G402	
Spans 4, 7, 20, & 23						
G301	24	1'-3"	Str.			
G401E	356	7'-6"	2"			
G402	16	6'-9"	2"			
G403	76	2'-11"	2"			
G404	255	3'-2"	Str.			
G405	18	44'-7"	Str.			
G406	2	6"	Str.			
G407	2	1'-2"	Str.			
G408	16	9'-2"	Str.			
G409	38	1'-11"	2"			
G602	56	5'-6"	Str.			
Spans 5, 6, 21, & 22						
G301	24	1'-3"	Str.			
G401E	372	7'-6"	2"			
G403	76	2'-11"	2"			
G404	255	3'-2"	Str.			
G405	18	44'-7"	Str.			
G406	4	6"	Str.			
G408	16	9'-2"	Str.			
G409	38	1'-11"	2"			
G602	56	5'-6"	Str.			

All bars designated with an "E" suffix are to be epoxy coated.

Notes:
For "General Notes", see Dwg. No. 67372.

ITS and Utility Support bolt sleeves must be cast into the girder web. Bolt sleeves may be shifted vertically no more than 1" as necessary to avoid prestressing strands. For ITS and Utility Support details, see Dwg. Nos. 67672 through 67685. For ITS and Utility Support locations, see "HALF FRAMING PLAN" on Dwg. No. 67445.

For additional details, see Dwg. No. 67449.

Deck Drain connection bolt pipe sleeves must be cast into girder web. Bolt sleeves may be shifted vertically no more than 1" as necessary to avoid prestressing strands. For locations and details, see Dwg. No. 67707.

Drawings show general features of design only. Shop drawing shall be submitted to the Engineer and approval secured before fabrication has begun.

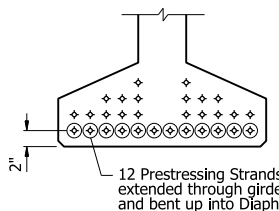
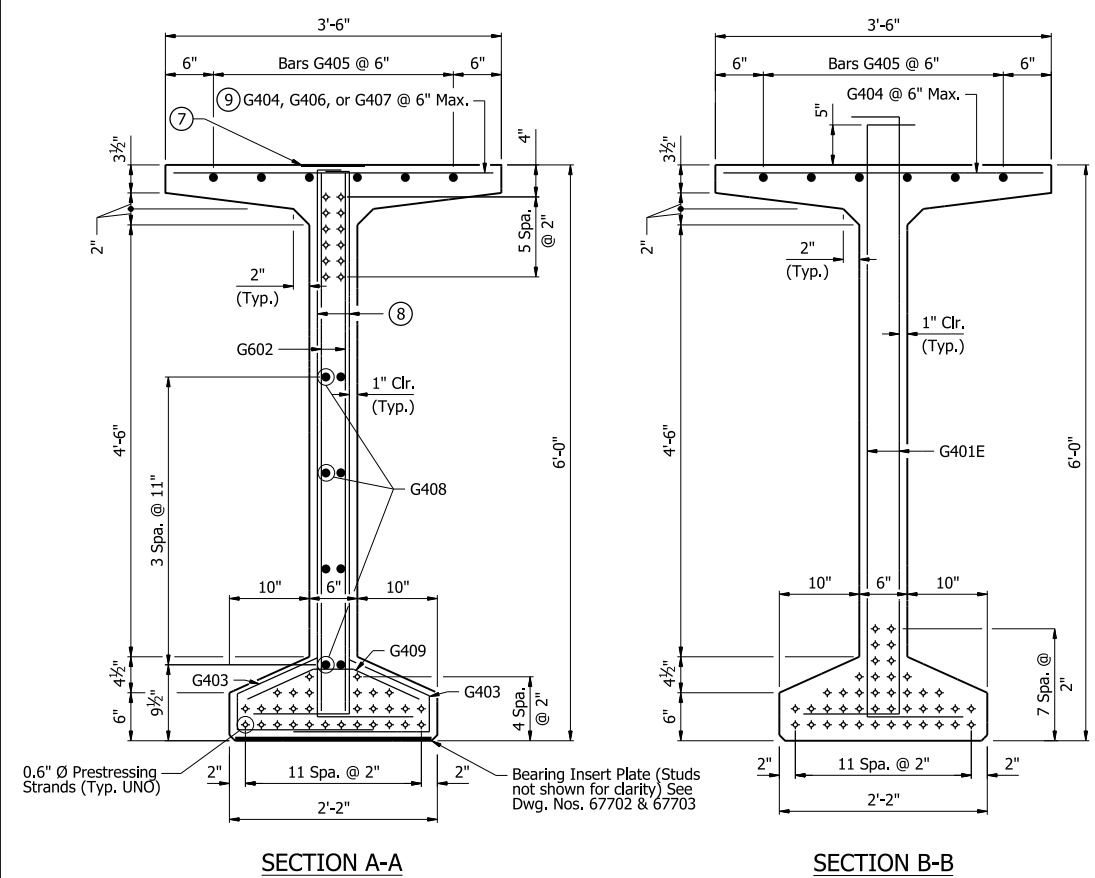
TABLE OF VARIABLES

Span	(3)	(4)	(5)	(6)
4	CL Joint at Bent No. 4	CL Bent No. 5	1'-6" (Bent No. 4)	1'-0" (Bent No. 5)
5	CL Bent No. 5	CL Bent No. 6	1'-0" (Bent No. 5)	1'-0" (Bent No. 6)
6	CL Bent No. 6	CL Bent No. 7	1'-0" (Bent No. 6)	1'-0" (Bent No. 7)
7	CL Bent No. 7	CL Joint at Bent No. 8	1'-0" (Bent No. 7)	1'-6" (Bent No. 8)
20	CL Joint at Bent No. 20	CL Bent No. 21	1'-6" (Bent No. 20)	1'-0" (Bent No. 21)
21	CL Bent No. 21	CL Bent No. 22	1'-0" (Bent No. 21)	1'-0" (Bent No. 22)
22	CL Bent No. 22	CL Bent No. 23	1'-0" (Bent No. 22)	1'-0" (Bent No. 23)
23	CL Bent No. 23	CL Joint at Bent No. 24	1'-0" (Bent No. 23)	1'-6" (Bent No. 24)

TABLE OF VARIABLES - DIMENSIONS

Span	Girder	"A"	"B"	"C"	"D"	"E"
4 & 20	1-10	128'-9"	42'-7"	42'-10"	9"	6"
5, 6, 21, 22	1-10	129'-0"	42'-10"	42'-10"	6"	6"
7 & 23	1-10	128'-9"	42'-10"	42'-7"	6"	9"

- ① Prestressing strands at Bents at the ends of each Unit shall be sawn flush with the end of the girder. Prestressing strands at all other Bents shall be bent up into diaphragms as shown in the "THREADED INSERT DETAIL", see Dwg. No. 67449.
- ② 12-G301 bars required for exterior girders.
- ③ Bearing Plate, Begin of Spans 4 & 20, End of Spans 7 & 23 (Studs not shown for clarity). See Dwg. Nos. 67694 & 67695 for details.
- ④ G402 at ends of units, G401E at all other locations.
- ⑤ G406 and G407 in Girder Ends, see Dwg. No. 67449, for details.



VIEW C-C



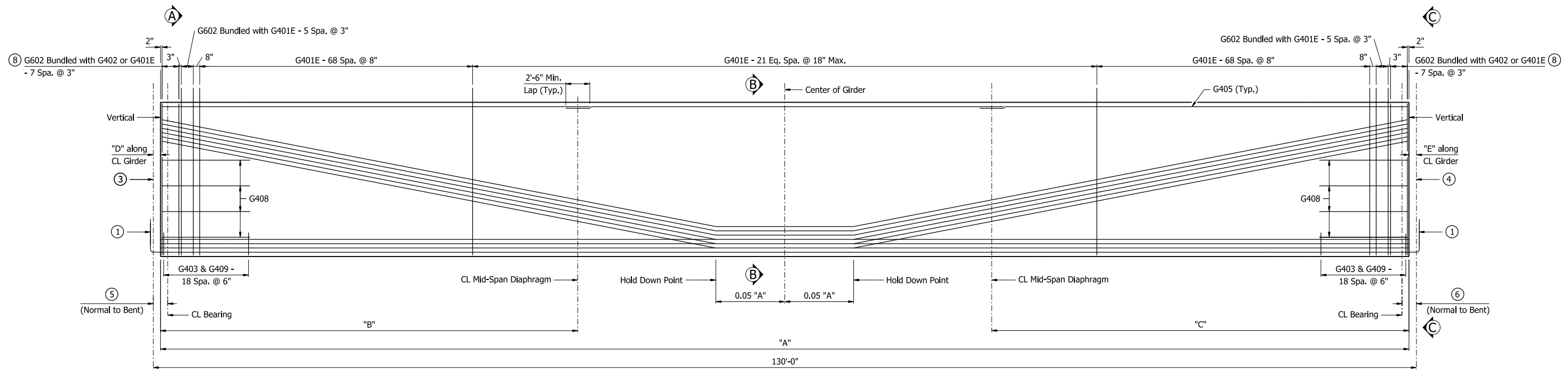
ALTERNATE NO. 1
SHEET 10 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 2 & 6
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: AB DATE: 10/19/23 FILENAME: b04090111_s210.dgn
 CHECKED BY: KSM DATE: 10/24/23 SCALE: NO SCALE
 DESIGNED BY: RAM DATE: 5/2/23
 BRIDGE NO. 07684 DRAWING NO. 67446

PRINT DATE: 4/13/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	387	809
07684 - UNITS 2, 3, 5, & 6 - 67447						



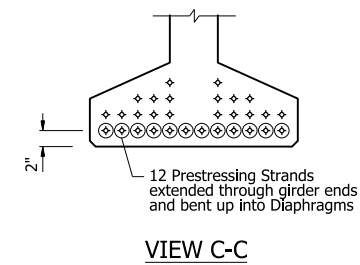
SPANS 8-10 & 17-19 GIRDER ELEVATION (TYPE BT-72)

BAR LIST - PER GIRDER

Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)
G301	24	1'-3"	Str.	
G401E	356	7'-6"	2"	
G402	16	6'-9"	2"	
G403	76	2'-11"	2"	
G404	255	3'-2"	Str.	
G405	18	44'-7"	Str.	
G406	2	6"	Str.	
G407	2	1'-2"	Str.	
G408	16	9'-2"	Str.	
G409	38	1'-11"	2"	
G602	56	5'-6"	Str.	
G301	24	1'-3"	Str.	
G401E	372	7'-6"	2"	
G403	76	2'-11"	2"	
G404	255	3'-2"	Str.	
G405	18	44'-7"	Str.	
G406	4	6"	Str.	
G408	16	9'-2"	Str.	
G409	38	1'-11"	2"	
G602	56	5'-6"	Str.	

All bars designated with an "E" suffix are to be epoxy coated.

Notes:
For "General Notes", see Dwg. No. 67372.
ITS and Utility Support bolt sleeves must be cast into the girder web. Bolt sleeves may be shifted vertically no more than 1" as necessary to avoid prestressing strands. For ITS and Utility Support details, see Dwg. Nos. 67672 through 67685. For ITS and Utility Support locations, see "HALF FRAMING PLAN" on Dwg. No. 67445.
For additional details, see Dwg. No. 67449.



VIEW C-C

Drawings show general features of design only. Shop drawing shall be submitted to the Engineer and approval secured before fabrication has begun.

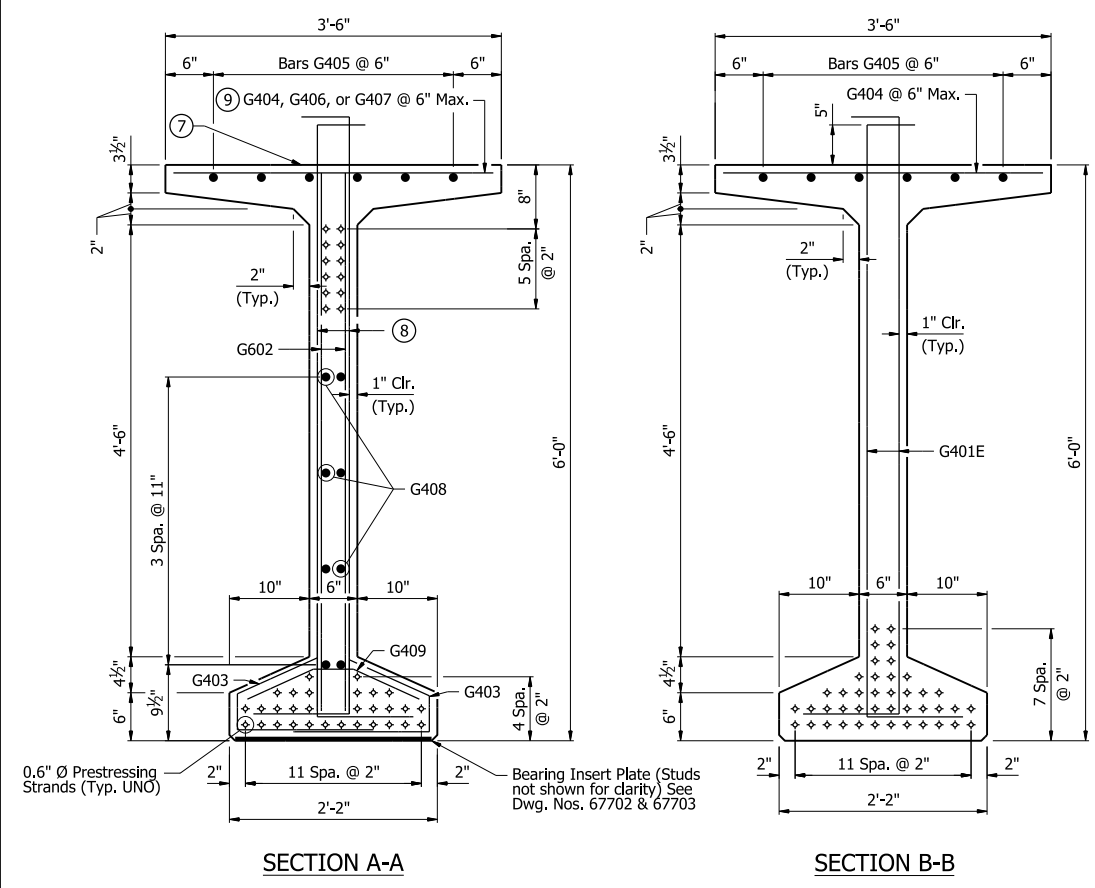
TABLE OF VARIABLES

Span	③	④	⑤	⑥
8	CL Joint at Bent No. 8	CL Bent No. 9	1'-6" (Bent No. 8)	1'-0" (Bent No. 9)
9	CL Bent No. 9	CL Bent No. 10	1'-0" (Bent No. 9)	1'-0" (Bent No. 10)
10	CL Bent No. 10	CL Bent No. 11	1'-0" (Bent No. 10)	1'-0" (Bent No. 11)
17	CL Bent No. 17	CL Bent No. 18	1'-0" (Bent No. 17)	1'-0" (Bent No. 18)
18	CL Bent No. 18	CL Bent No. 19	1'-0" (Bent No. 18)	1'-0" (Bent No. 19)
19	CL Bent No. 19	CL Joint at Bent No. 20	1'-0" (Bent No. 19)	1'-6" (Bent No. 20)

TABLE OF VARIABLES - DIMENSIONS

Span	Girder	"A"	"B"	"C"	"D"	"E"
8	1-10	128'-9"	42'-7"	42'-10"	9"	6"
9, 10, 17, & 18	1-10	129'-0"	42'-10"	42'-10"	6"	6"
19	1-10	128'-9"	42'-10"	42'-7"	6"	9"

- ① Prestressing strands at Bents at the ends of each unit shall be sawn flush with the end of the girder. Prestressing strands at all other bents shall be bent up into diaphragms as shown in the "THREADED INSERT DETAIL", see Dwg. No. 67449.
- ② 12-G301 bars required for exterior girders.
- ③ Bearing Plate, Begin of Span 8, End of Span 19 (Studs not shown for clarity). See Dwg. Nos. 67694 & 67695 for details.
- ④ G402 at ends of units, G401E at all other locations.
- ⑤ G406 and G407 in Girder Ends, see Dwg. No. 67449, for details.



SECTION A-A

SECTION B-B



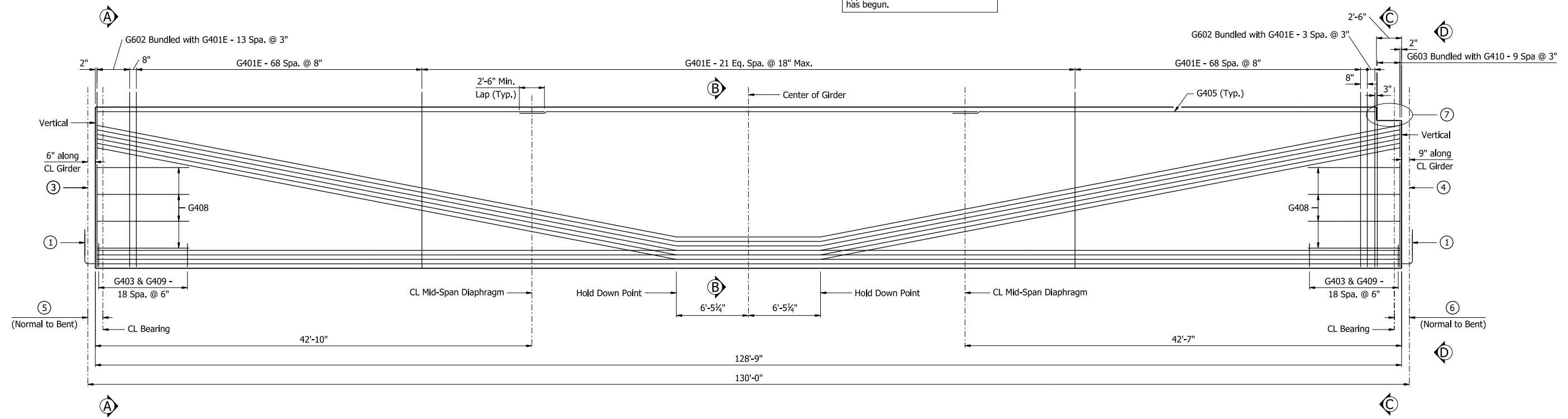
ALTERNATE NO. 1
SHEET 11 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 3 & 5
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: RAM DATE: 11/8/23 FILENAME: b04090111_s211.dgn
CHECKED BY: KSM DATE: 11/21/23 SCALE: NO SCALE
DESIGNED BY: RWF DATE: 6/16/23
BRIDGE NO. 07684 DRAWING NO. 67447

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	388	809
07684 - UNITS 3 & 5 - 67448						

Drawings show general features of design only. Shop drawing shall be submitted to the Engineer and approval secured before fabrication has begun.



SPANS 11 & 16 GIRDER ELEVATION (TYPE BT-72)
(Span 11 shown, Span 16 opposite hand)

TABLE OF VARIABLES

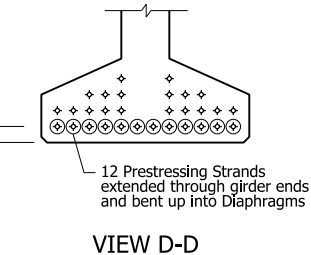
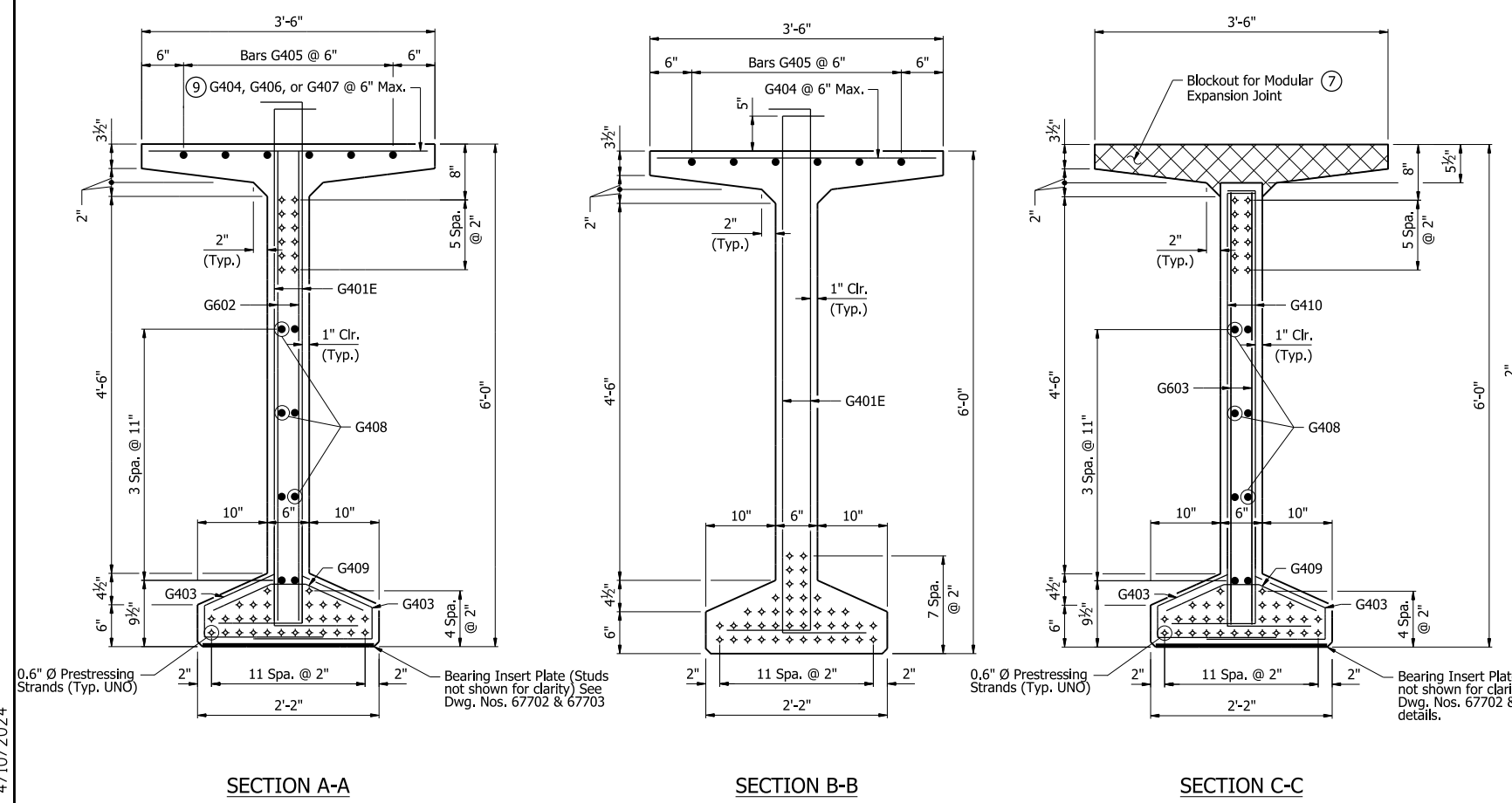
Span	③	④	⑤	⑥
11	CL Bent No. 11	CL Joint at Bent No. 12	1'-0" (Bent No. 11)	1'-10" (Bent No. 12)
16	CL Bent No. 17	CL Joint at Bent No. 16	1'-0" (Bent No. 17)	1'-10" (Bent No. 16)

Notes:
For "General Notes" see Dwg. No. 67372.
ITS and Utility Support bolt sleeves must be cast into the girder web. Bolt sleeves may be shifted vertically no more than 1" as necessary to avoid prestressing strands. For ITS and Utility Support details, see Dwg. Nos. 67672 through 67685. For ITS and Utility Support locations, see "HALF FRAMING PLAN" on Dwg. No. 67445.
For additional details, see Dwg. No. 67449.

BAR LIST - PER GIRDER

Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)
G301	② 24	1'-3"	Str.	
G401E	352	7'-6"	2"	
G403	76	2'-11"	2"	
G404	251	3'-2"	Str.	
G405	18	44'-7"	Str.	
G406	2	6"	Str.	
G408	16	9'-2"	Str.	
G409	38	1'-11"	2"	
G410	20	6'-3"	2"	
G602	36	5'-6"	Str.	
G603	20	5'-2"	Str.	

All bars designated with an "E" suffix are to be epoxy coated.



- ① Prestressing strands at Bent No. 12 and 16 shall be sawn flush with the end of the girder. Prestressing strands at Bent No. 11 and 17 shall be bent up into diaphragms as shown in the "THREADED INSERT DETAIL", see Dwg. No. 67449.
- ② 12-G301 bars required for exterior girders.
- ⑦ For "DETAILS OF MODULAR JOINTS", see Dwg. No. 67698.
- ⑨ G406 in Girder End, see Dwg. No. 67449, for details.



ALTERNATE NO. 1
SHEET 12 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 3 & 5
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: RAM DATE: 10/18/23 FILENAME: b04090111_s212.dgn
CHECKED BY: KSM DATE: 10/26/23 SCALE: NO SCALE
DESIGNED BY: RAM DATE: 6/16/23
BRIDGE NO. 07684 DRAWING NO. 67448

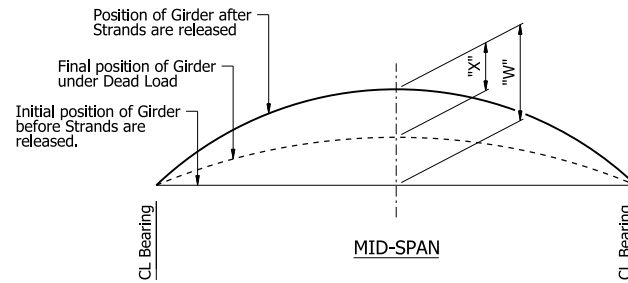
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	389	809
07684 - UNITS 2, 3, 5, & 6 - 67449						

TABLE OF VARIABLES

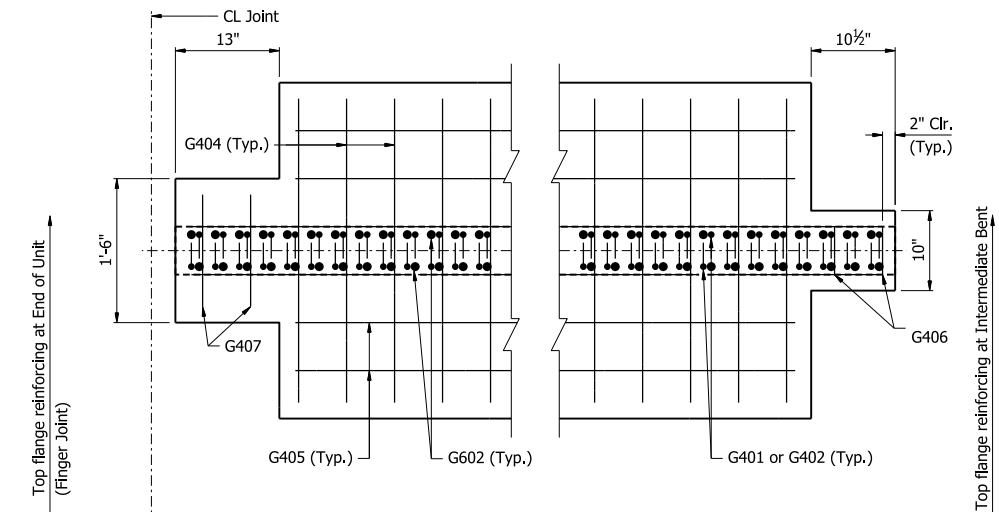
	Girder 1		Girders 2-8		Girder 9		Girder 10	
	"X"	"W"	"X"	"W"	"X"	"W"	"X"	"W"
Span 4	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 5/8"	2"	4 3/8"
Span 5	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 5/8"	1 7/8"	4 3/8"
Span 6	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 5/8"	1 7/8"	4 3/8"
Span 7	1 7/8"	4 5/8"	2 1/4"	4 3/8"	2 3/8"	4 5/8"	1 7/8"	4 3/8"
Span 8	1 7/8"	4 3/4"	2 1/4"	4 3/4"	2 3/8"	4 3/4"	1 7/8"	4 3/4"
Span 9	1 7/8"	4 3/4"	2 1/4"	4 3/4"	2 3/8"	4 3/4"	1 7/8"	4 3/4"
Span 10	1 7/8"	4 3/4"	2 1/4"	4 3/4"	2 3/8"	4 3/4"	1 7/8"	4 3/4"
Span 11	1 7/8"	4 3/4"	2 1/4"	4 3/4"	2 3/8"	4 3/4"	1 7/8"	4 3/4"
Span 16	1 7/8"	4 3/4"	2 1/4"	4 3/4"	2 3/8"	4 3/4"	1 7/8"	4 3/4"
Span 17	1 7/8"	4 3/4"	2 1/4"	4 3/4"	2 3/8"	4 3/4"	1 7/8"	4 3/4"
Span 18	1 7/8"	4 3/4"	2 1/4"	4 3/4"	2 3/8"	4 3/4"	1 7/8"	4 3/4"
Span 19	1 7/8"	4 3/4"	2 1/4"	4 3/4"	2 3/8"	4 3/4"	1 7/8"	4 3/4"
Span 20	1 7/8"	4 5/8"	2 1/4"	4 5/8"	2 3/8"	4 5/8"	1 7/8"	4 5/8"
Span 21	1 7/8"	4 5/8"	2 1/4"	4 5/8"	2 3/8"	4 5/8"	1 7/8"	4 5/8"
Span 22	1 7/8"	4 5/8"	2 1/4"	4 5/8"	2 3/8"	4 5/8"	1 7/8"	4 5/8"
Span 23	1 7/8"	4 5/8"	2 1/4"	4 5/8"	2 3/8"	4 5/8"	1 7/8"	4 5/8"

Note:
Camber and deflection values shown are based on a concrete girder strength, $F_c = 9000$ psi. Greater strengths may require adjustments. The Contractor shall be responsible for any adjustments necessary to meet slab thickness tolerance and to achieve an acceptable finished grade.



CAMBER & DEFLECTIONS (INCHES)

"W" is expected camber of girder at 90 days after release (prestress + dead load of girder).
"X" is dead load deflection of slab + diaphragms + composite dead load.



PLAN OF GIRDER ENDS ③

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

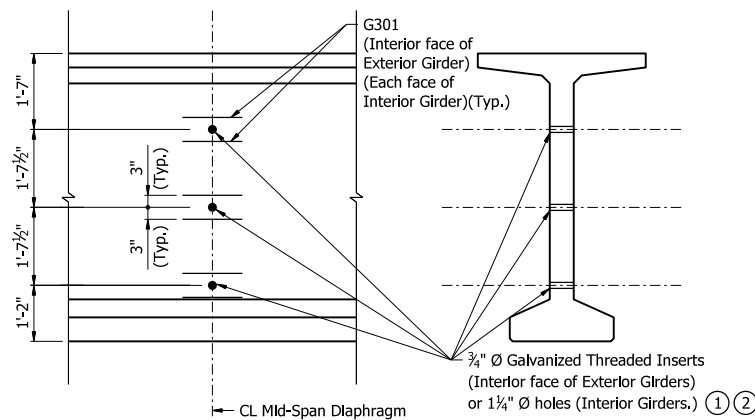
Notes:

Concrete Strength for Prestressed Girders shall be $F_c = 9,000$ psi, $F_t = 7,000$ psi

For ITS and Utility Support details, including cast-in bolt sleeves, see Dwg. Nos. 67672 - 67685.

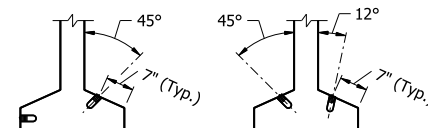
For "General Notes", see Dwg. No. 67372.

- ① Inserts shown are for mid-span concrete diaphragms, see Dwg. No. 67438 for alternate steel diaphragms.
- ② Galvanized 3/4" Ø Dayton-Richmond F-42 Loop Ferrule insert or an approved equal. These are to be subsidiary to the item "PRESTRESSED CONCRETE GIRDERS (TYPE BT-72)".
- ③ Girder Ends at Finger Joints and Intermediate Bents shown. For Girder Ends at Modular Joints, see Dwg. No. 67448.
- ④ At Bent 12 and 16, threaded inserts should be set at 12° on both the interior and exterior faces of Girder 10.



THREADED INSERT DETAIL
Mid-Span Diaphragm

Scale: 1/4" = 1'-0"

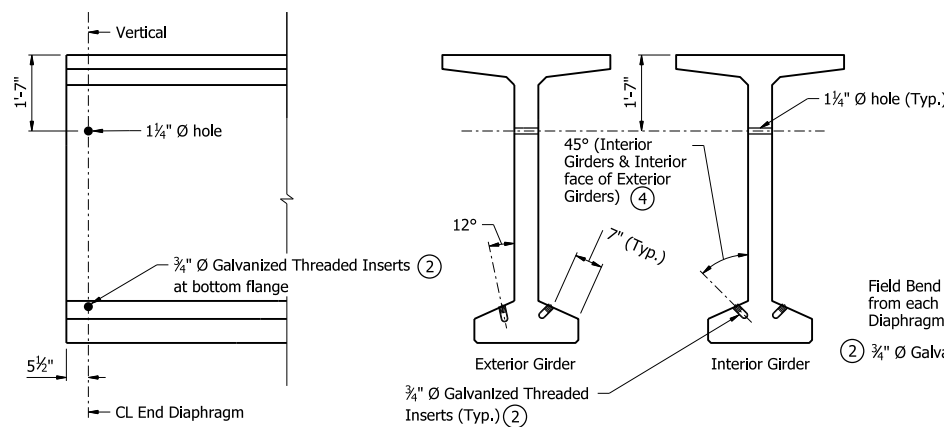


DETAIL A

Scale: 1/4" = 1'-0"

DETAIL B

Scale: 1/4" = 1'-0"

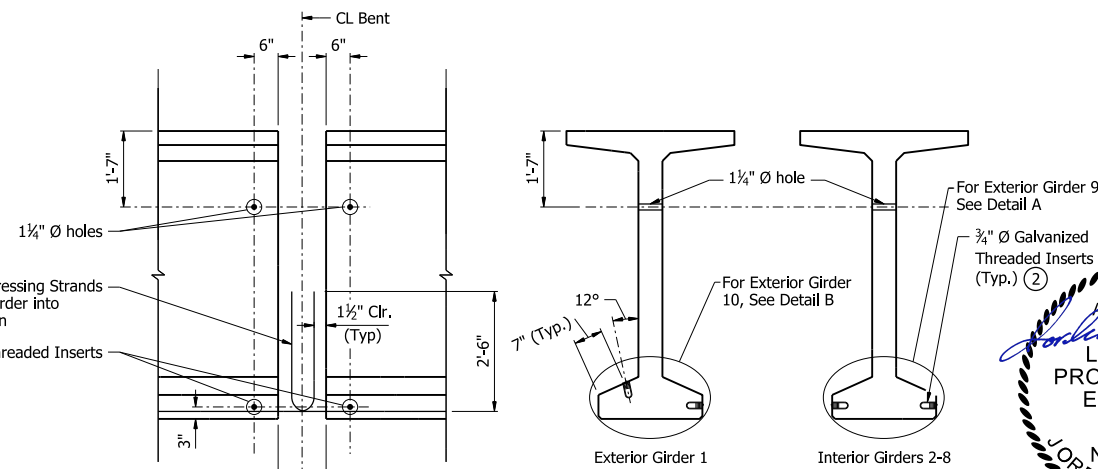


THREADED INSERT DETAIL

End Diaphragm

(Finger Joint and Modular Joint)

Scale: 1/4" = 1'-0"

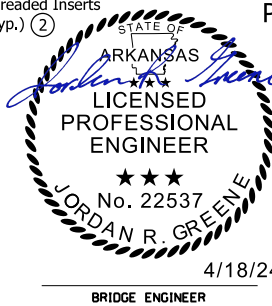


THREADED INSERT DETAIL

Intermediate Bent Diaphragm

(Fixed and Expansion)

Scale: 1/4" = 1'-0"

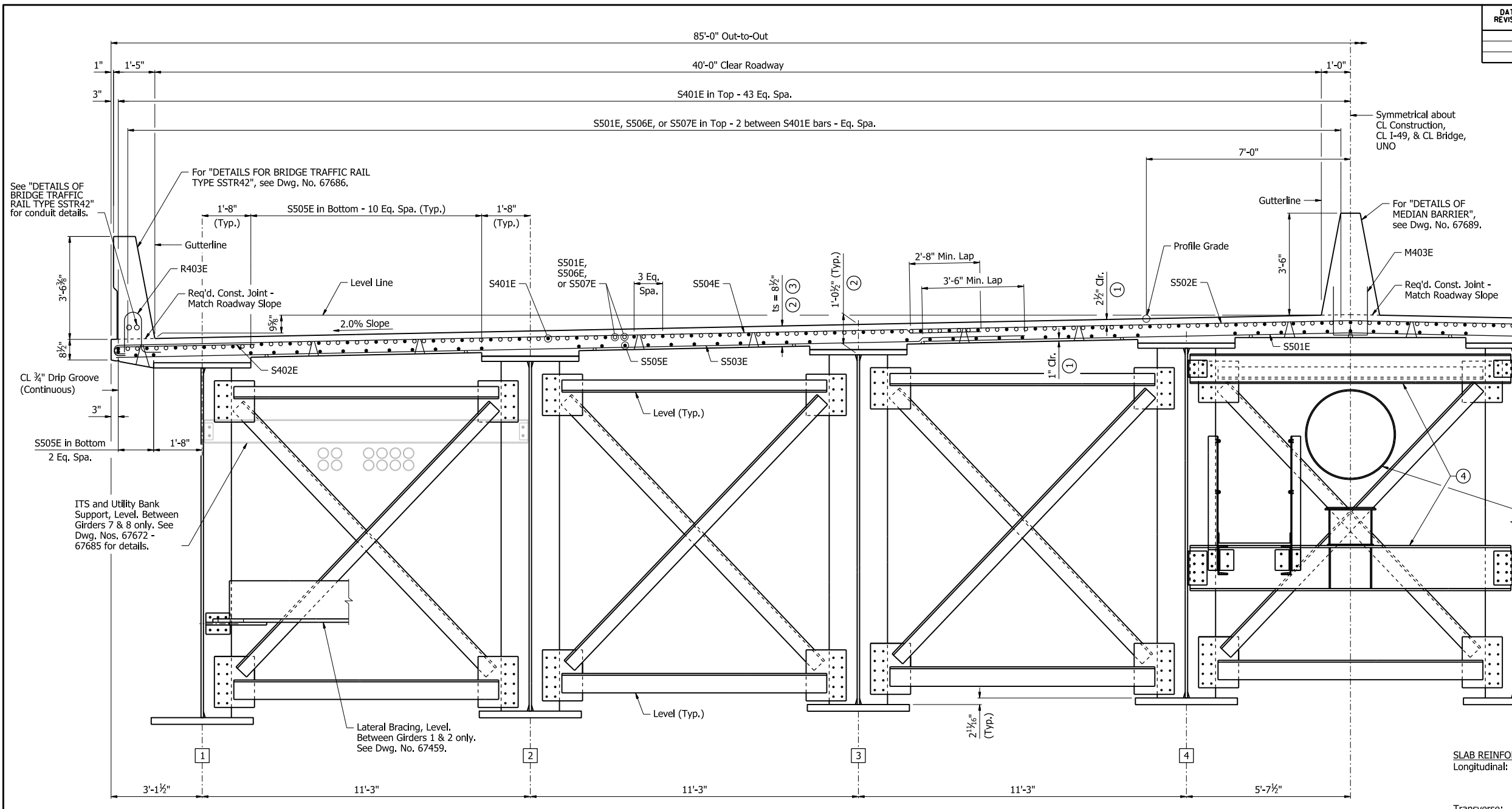


ALTERNATE NO. 1
SHEET 13 OF 13
DETAILS OF 520'-0" CONTINUOUS
PRESTRESSED CONCRETE GIRDER UNITS 2, 3, 5, & 6
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AB DATE: 9/14/23 FILENAME: b04090111_s213.dgn
CHECKED BY: KSM DATE: 10/30/23 SCALE: AS NOTED
DESIGNED BY: RAM DATE: 5/2/23
BRIDGE NO. 07684 DRAWING NO. 67449

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	390	809
07684 - UNIT 4 - 67450						



TYPICAL ROADWAY SECTION
(Looking Upstation)
1/2" = 1'-0"

Notes:
Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers, or other approved devices per Subsection 804.06. Placement of slab bolsters or high-chairs with full-length lower runners directly on removable deck forms will not be allowed.
For details of Bridge Finishes and Protective Surface Treatment, see Dwg. No. 67372.
For "REINFORCING PLAN AND POURING SEQUENCE", see Dwg. Nos. 67461 & 67462.
For typical section details near joints, see Dwg. No. 67700.
For X-Frame details, see Dwg. Nos. 67456 - 67458.

- ① Tolerance: Minus = 1/4"; Plus equal to the amount of slab thickening used to meet slab thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE".
- ② Haunch dimensions may vary within the following limits to maintain the grade and slab thickness tolerance:

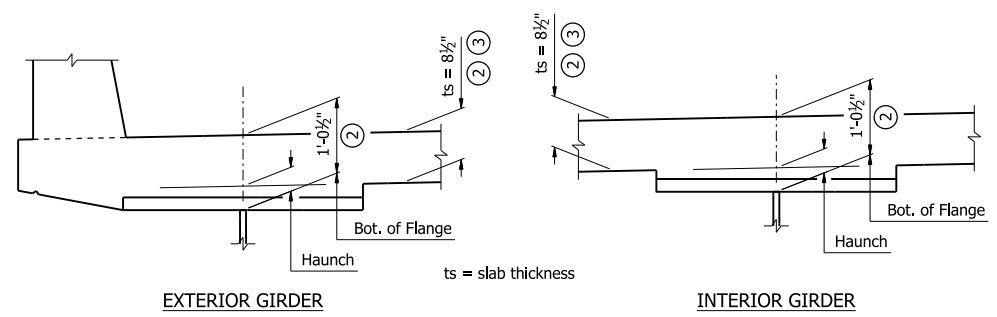
Top Flange	Haunch Adjustment Tolerance	
	Plus	Minus
1 1/2" x 24"	7/8"	2 3/8"
1 1/2" x 27"	7/8"	2 3/8"
1 1/4" x 24"	1"	2 1/2"
1 1/4" x 26"	1"	2 1/2"
1 1/4" x 28"	1"	2 1/2"
1 1/2" x 27"	1 1/4"	2 1/4"
1 1/2" x 29"	1 1/8"	2 1/8"
1 1/8" x 24"	1 3/8"	2 1/8"
1 3/8" x 26"	1 3/8"	2 1/8"
1 3/8" x 27"	1 3/8"	2 1/8"
1 3/4" x 27"	1 1/2"	2"
2 3/8" x 40"	1 3/4"	1 1/2"

No increase in concrete and structural steel quantities will be made to maintain tolerances. Tolerances shown are applicable for both removable deck forming and permanent steel deck forms. Payment for concrete shall be based on removable deck forming.

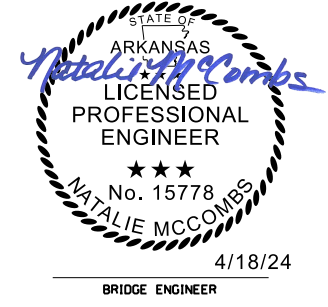
- ③ Tolerance: Minus = 1/4"; Plus = 1/2". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.
- ④ Waterline and Inspection Access Supports, Level, Between Girders 4 & 5 only. See Dwg. Nos. 67465 - 67471 for details.

SLAB REINFORCING:
Longitudinal: S401E in Top placed as shown
S501E, S506E, or S507E in Top placed as shown over Intermediate Bents
S505E in Bottom placed as shown

Transverse: Alternate S502E and S504E in Top @ 6" Max.
Alternate S501E and S503E in Bottom @ 7 1/2" Max.
S402E in Top @ 12" Max., Bundled with S502E or S504E



ADJUSTMENT FOR SLAB THICKNESS TOLERANCE
3/4" = 1'-0"



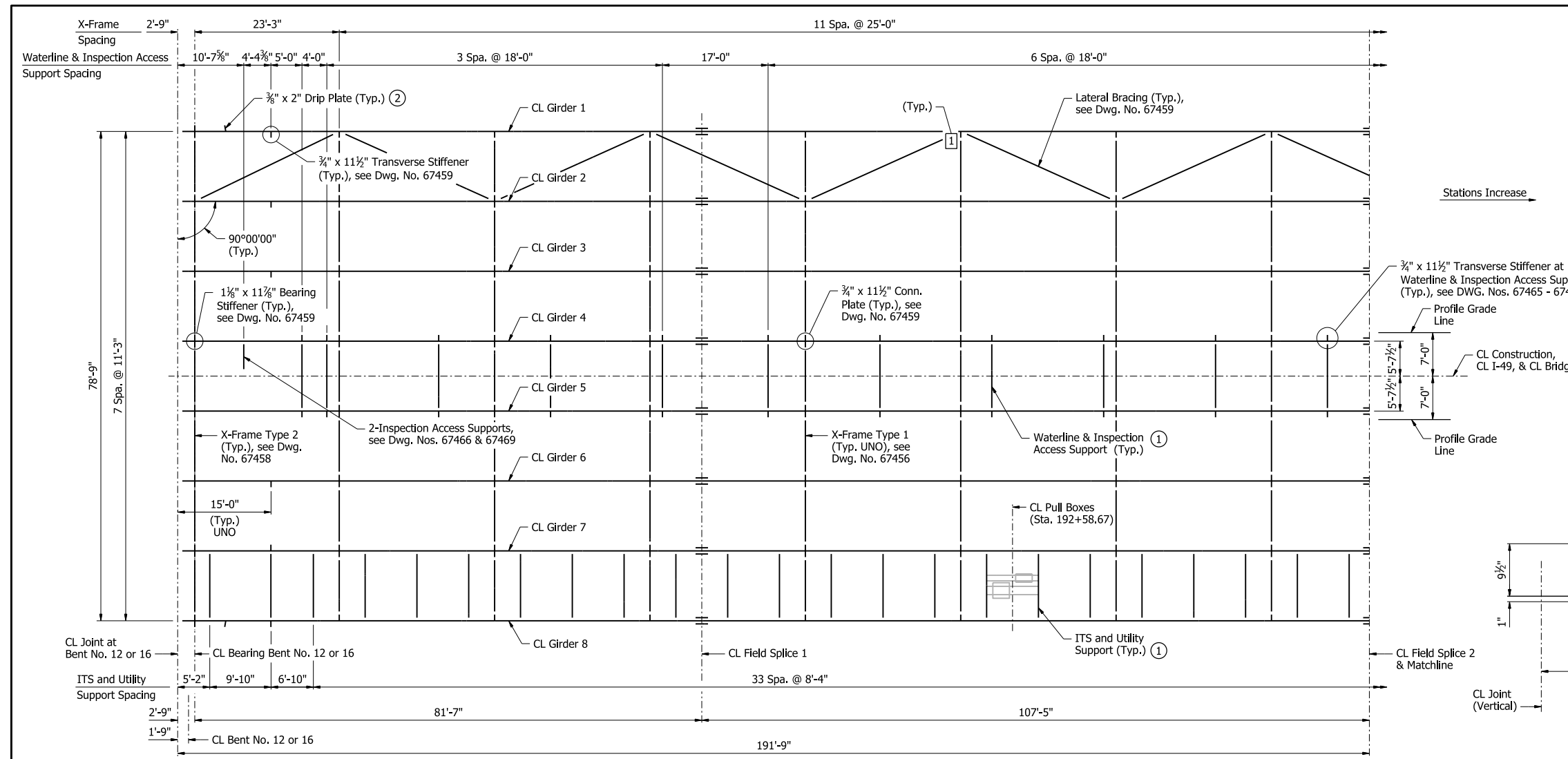
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 1 OF 15
DETAILS OF 1590'-0" CONTINUOUS
PLATE GIRDER UNIT 4
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: CTK DATE: 9/8/23 FILENAME: b04090111_s41.dgn
CHECKED BY: RLW DATE: 10/27/23 SCALE: AS NOTED
DESIGNED BY: RCR DATE: 7/21/22
BRIDGE NO. 07684 DRAWING NO. 67450

PRINT DATE: 4/10/2024

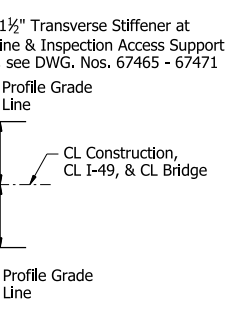
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	391	809
07684 - UNIT 4 - 67451						

Notes:
 All Structural Steel shall be ASTM A709, Grade 50W unless otherwise noted, Grade 50W shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)." Grade HPS 70W Steel shall be paid for as "Structural Steel in Plate Girder Spans (M270-GrHPS70W)."
 For "DETAILS OF FIELD SPLICES", see Dwg. No. 67455.
 For Dead Load Deflections, see Dwg. No. 67460.
 For ITS and utility details, see Dwg. Nos. 67672 - 67685.
 For details of Waterline and Inspection Access Supports, see Dwg. Nos. 67465 - 67471.

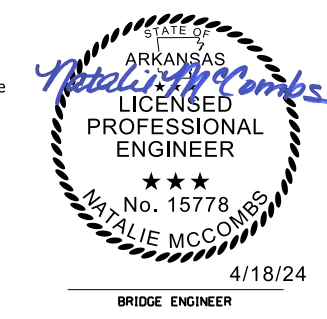
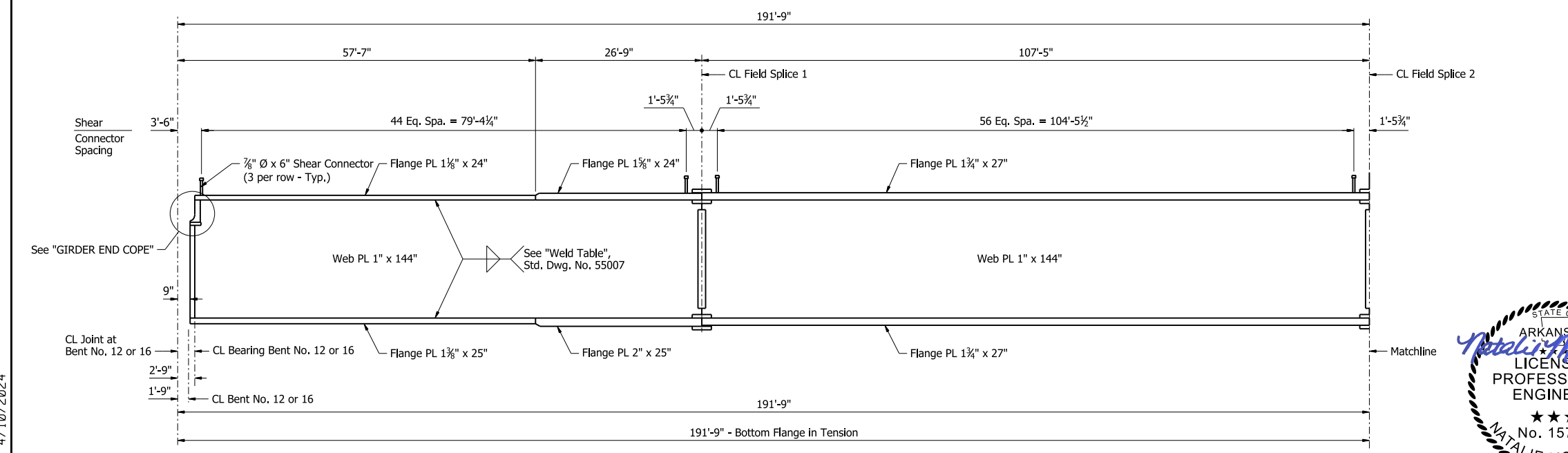
- ① ITS, Utility & Waterline and Inspection Access supports will not be placed at Bent X-Frame locations.
- ② Location of drip plate is not symmetrical about Center of Unit. It shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.
- # Indicates Lateral Bracing Connection Type, see Dwg. No. 67459.



Stations Increase →



AT BENT NOS. 12 & 16
GIRDER END COPE
 $1'' = 1'-0''$



ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 2 OF 15
 DETAILS OF 1590'-0" CONTINUOUS
 PLATE GIRDER UNIT 4
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

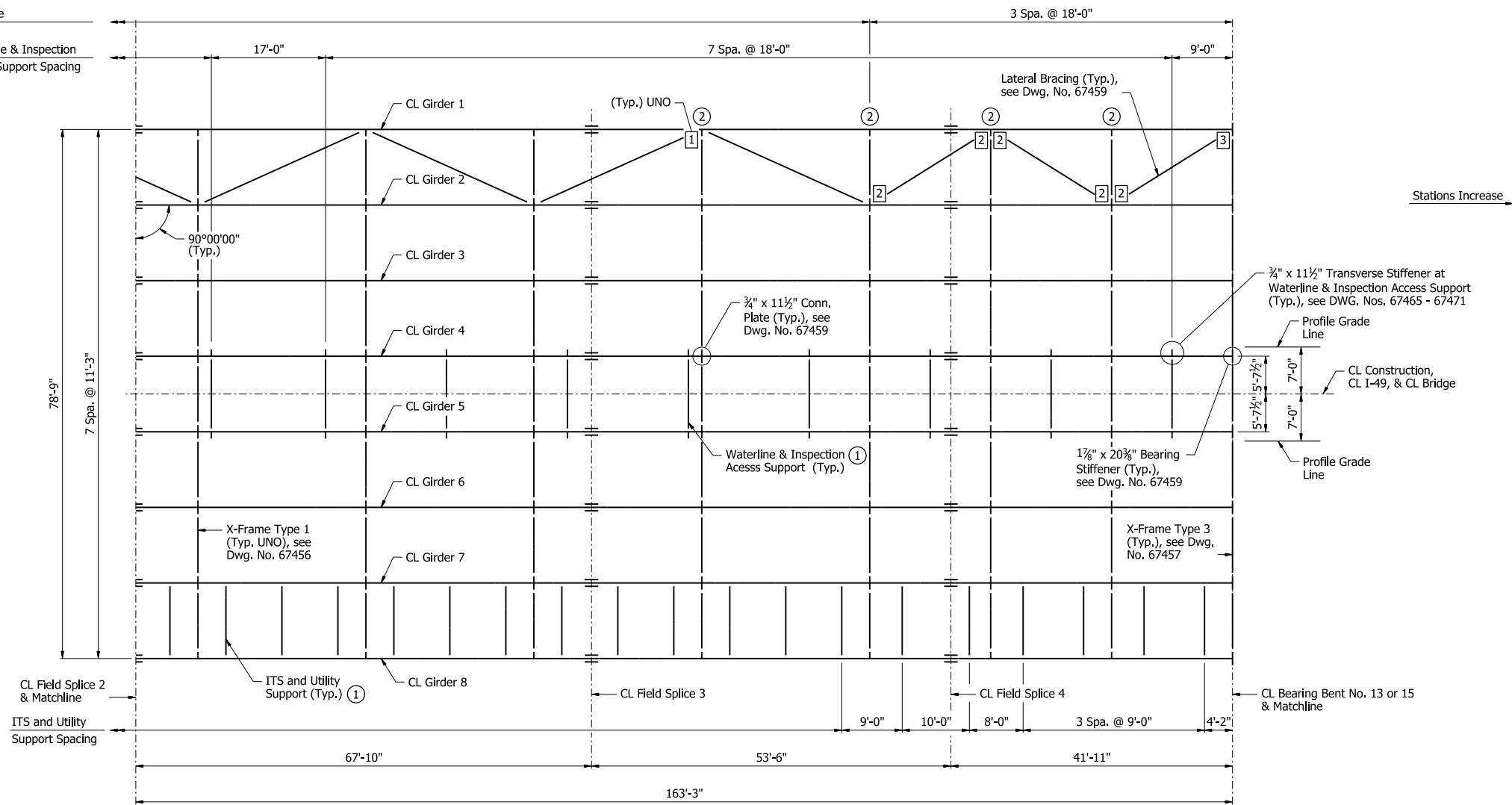
ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 9/6/23 FILENAME: b04090111_s42.dgn
 CHECKED BY: RLW DATE: 10/4/23 SCALE: AS NOTED
 DESIGNED BY: AMW DATE: 5/10/23
 BRIDGE NO. 07684 DRAWING NO. 67451

PRINT DATE: 4/10/2024

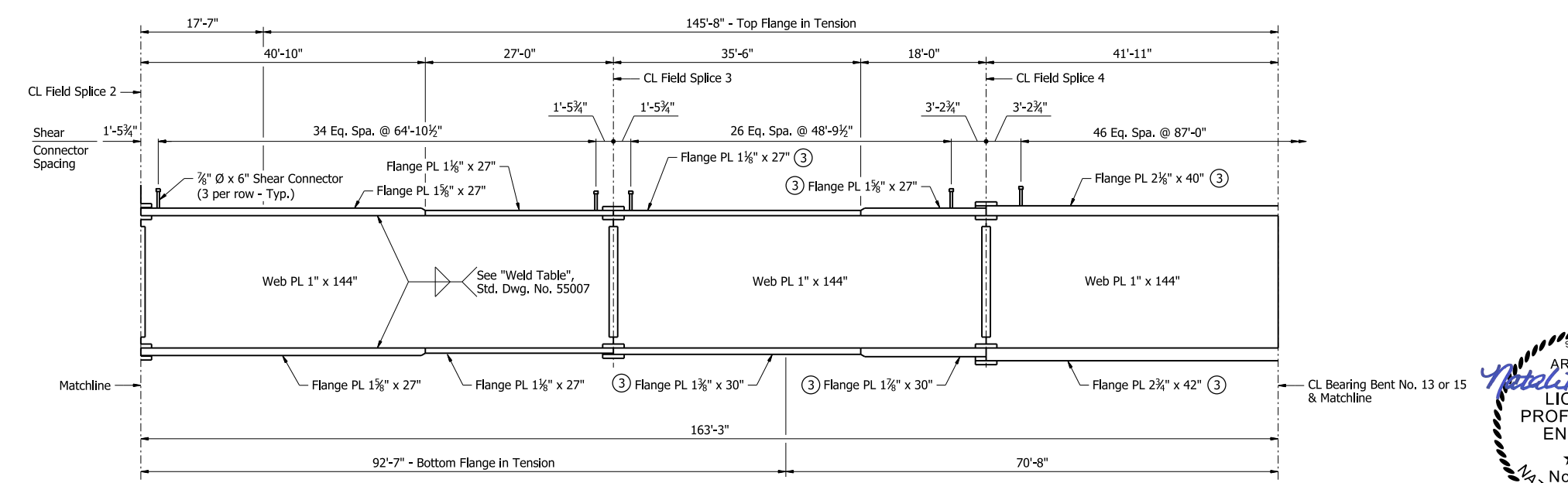
X-Frame Spacing
Waterline & Inspection Access Support Spacing

DATE REVISED	DATE REVISED	FED. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	392	809
07684 - UNIT 4 - 67452						



- Notes:
For additional notes, see Dwg. No. 67451.
- ① ITS, Utility & Waterline and Inspection Access supports will not be placed at Bent X-Frame locations.
 - ② Connection Plates acting as transverse stiffeners. (Typical all girders.)
 - ③ ASTM A709, Grade HPS 70W Steel.
 - # Indicates Lateral Bracing Connection Type, see 67459.

PARTIAL FRAMING PLAN
1/2" = 1'-0"



PARTIAL GIRDER ELEVATION
No Scale



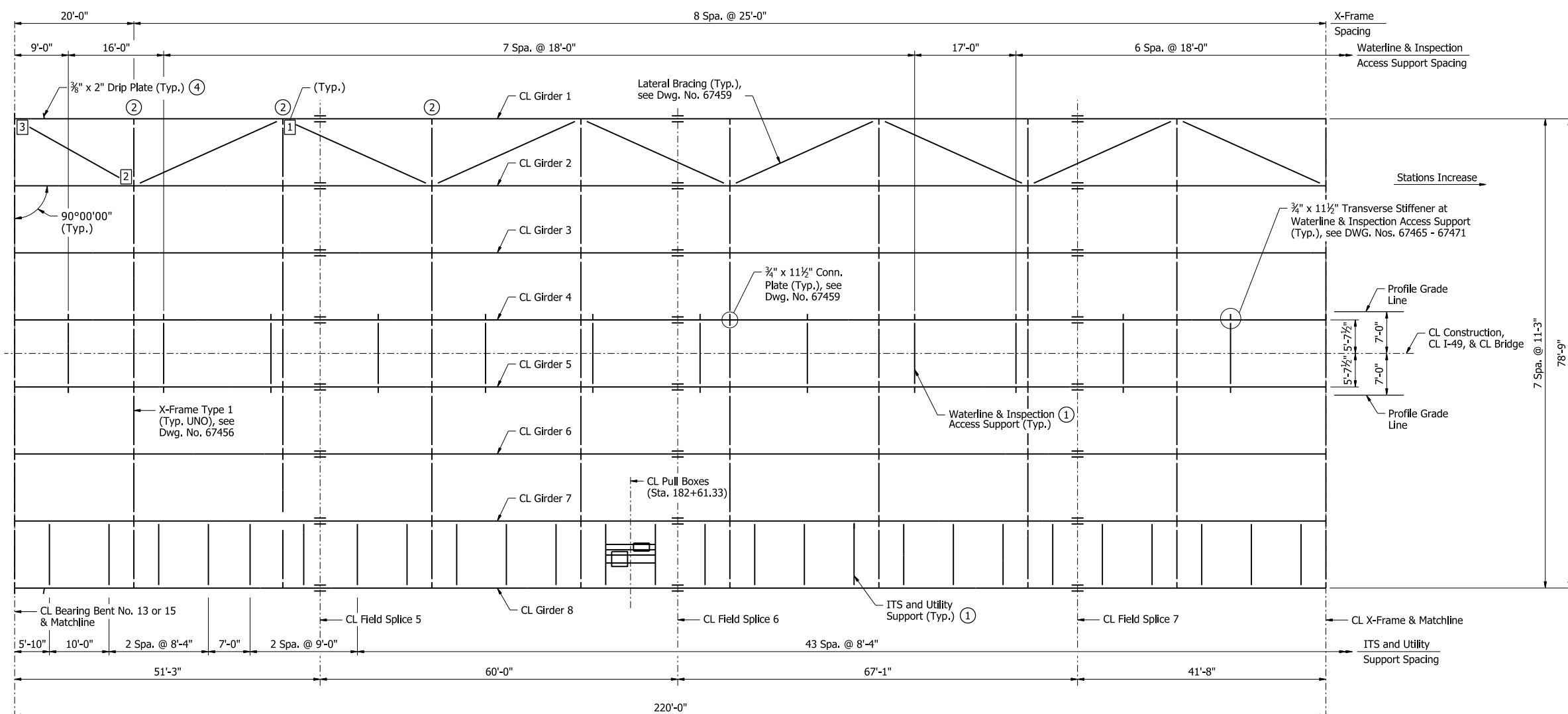
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 3 OF 15
DETAILS OF 1590'-0" CONTINUOUS
PLATE GIRDER UNIT 4
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

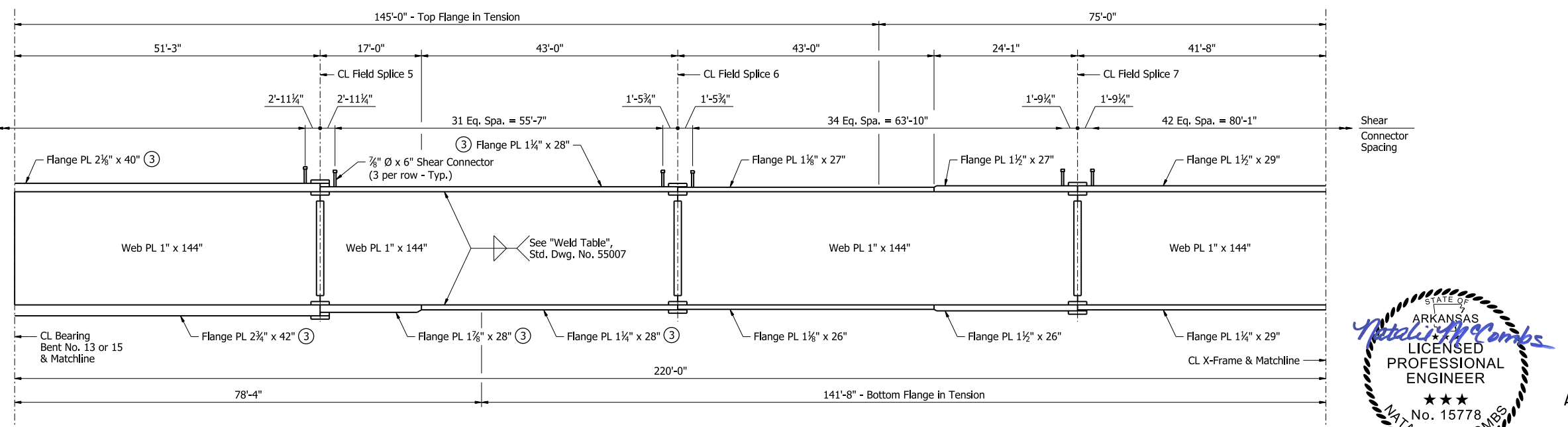
DRAWN BY: CTK DATE: 8/17/23 FILENAME: b04090111_s43.dgn
CHECKED BY: RLW DATE: 10/5/23 SCALE: AS NOTED
DESIGNED BY: AMW DATE: 5/10/23
BRIDGE NO. 07684 DRAWING NO. 67452

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	393	809
07684 - UNIT 4 - 67453						



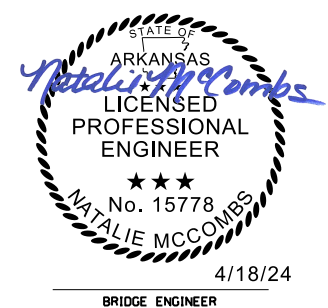
PARTIAL FRAMING PLAN
1/2" = 1'-0"



PARTIAL GIRDER ELEVATION
No Scale

- Notes:
For additional notes, see Dwg. No. 67451.
- (1) ITS, Utility & Waterline and Inspection Access supports will not be placed at Bent X-Frame locations.
 - (2) Connection Plates acting as transverse stiffeners. (Typical all girders.)
 - (3) ASTM A709, Grade HPS 70W Steel.
 - (4) Location of drip plate is not symmetrical about Center of Unit. It shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.
- # Indicates Lateral Bracing Connection Type, see 67459.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 4 OF 15
DETAILS OF 1590'-0" CONTINUOUS
PLATE GIRDER UNIT 4
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

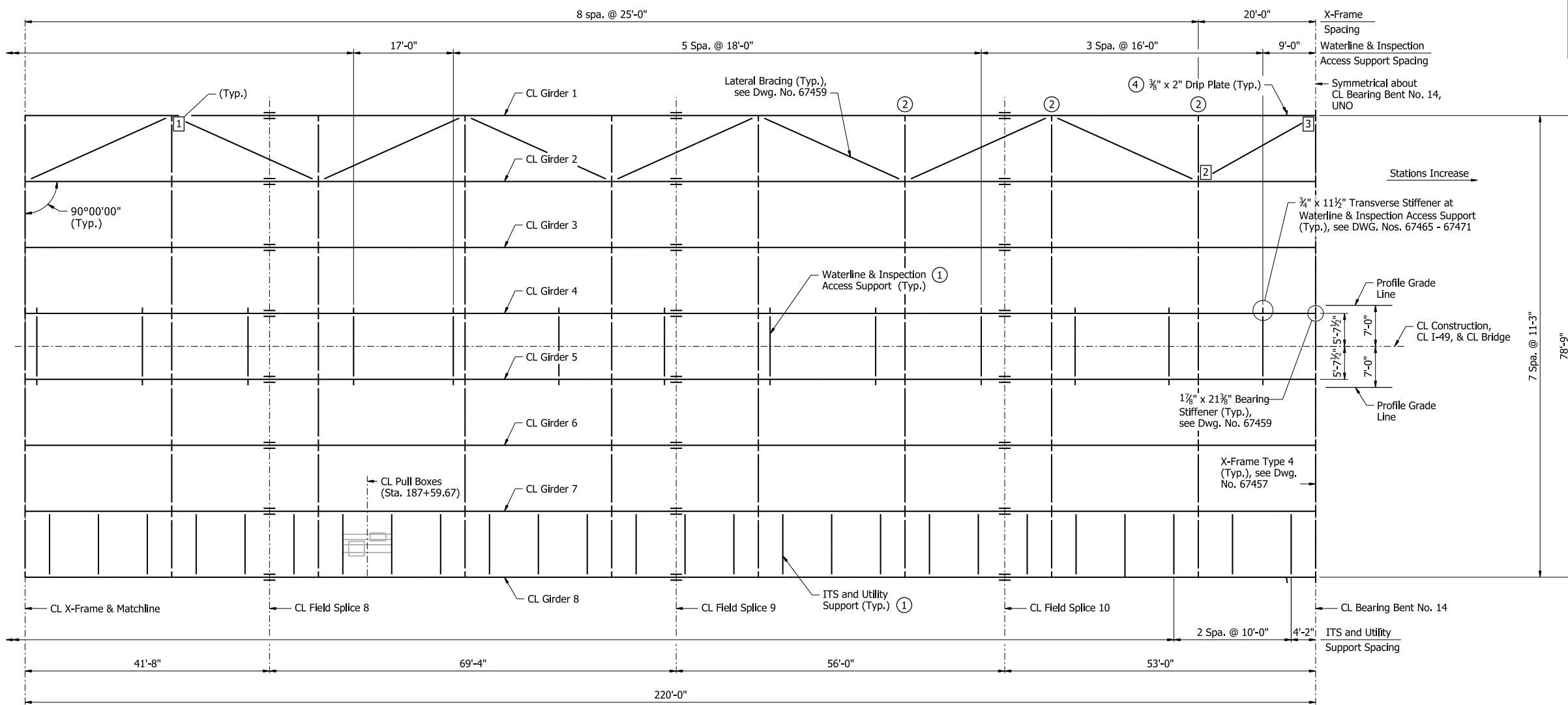


ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 8/17/23 FILENAME: b04090111_s44.dgn
CHECKED BY: RLW DATE: 10/5/23 SCALE: AS NOTED
DESIGNED BY: AMW DATE: 5/10/23
BRIDGE NO. 07684 DRAWING NO. 67453

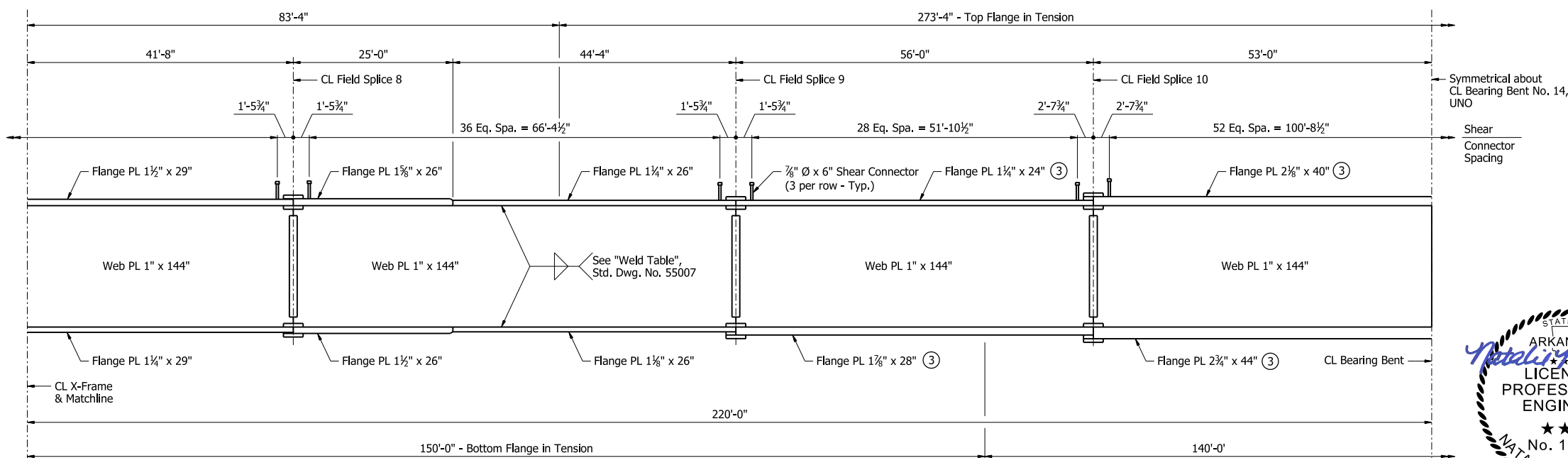
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	394	809
07684 - UNIT 4 - 67454						



PARTIAL FRAMING PLAN

3/32" = 1'-0"



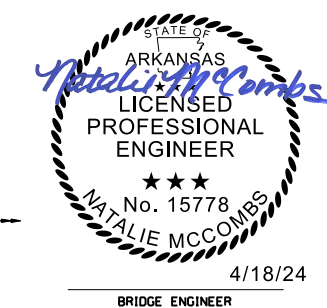
PARTIAL GIRDER ELEVATION

No Scale

- Notes:
For additional notes, see Dwg. No. 67451.
- ① ITS, Utility & Waterline and Inspection Access supports will not be placed at Bent X-Frame locations.
 - ② Connection Plates acting as transverse stiffeners. (Typical all girders.)
 - ③ ASTM A709, Grade HPS 70W Steel.
 - ④ Location of drip plate is not symmetrical about Center of Unit. It shall be placed on the up-hill side of each bent. Stop weld 1" from edge of flange. See Std. Dwg. No. 55007 for additional details.
- # Indicates Lateral Bracing Connection Type, see 67459.

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 5 OF 15
DETAILS OF 1590'-0" CONTINUOUS
PLATE GIRDER UNIT 4
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



DRAWN BY: CTK DATE: 8/17/23 FILENAME: b04090111_s45.dgn
CHECKED BY: RLW DATE: 10/5/23 SCALE: AS NOTED
DESIGNED BY: AMW DATE: 5/10/23
BRIDGE NO. 07684 DRAWING NO. 67454

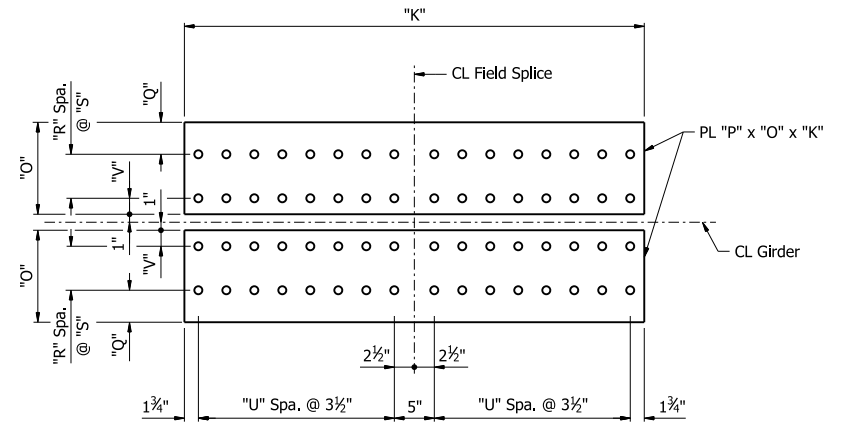
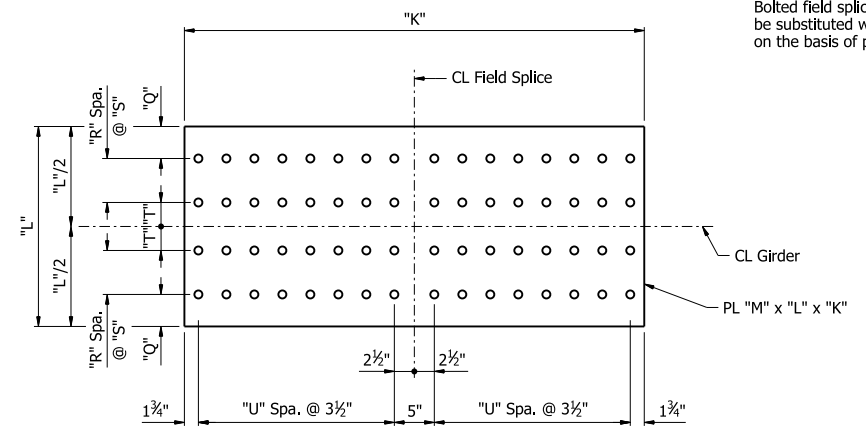
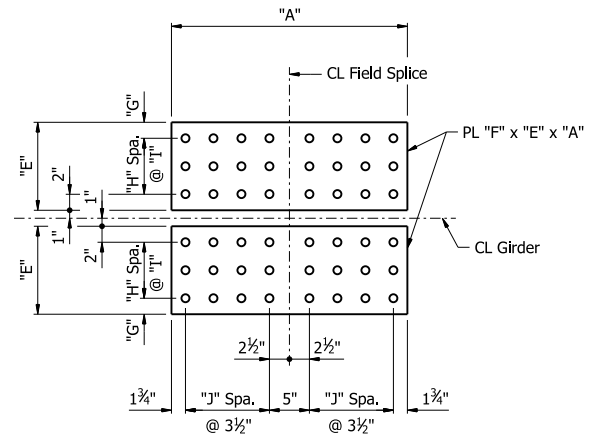
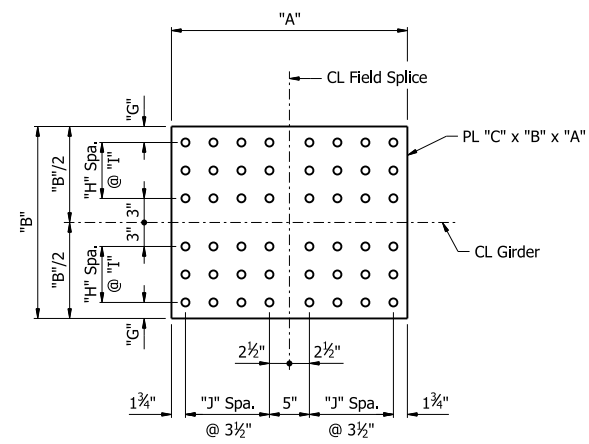
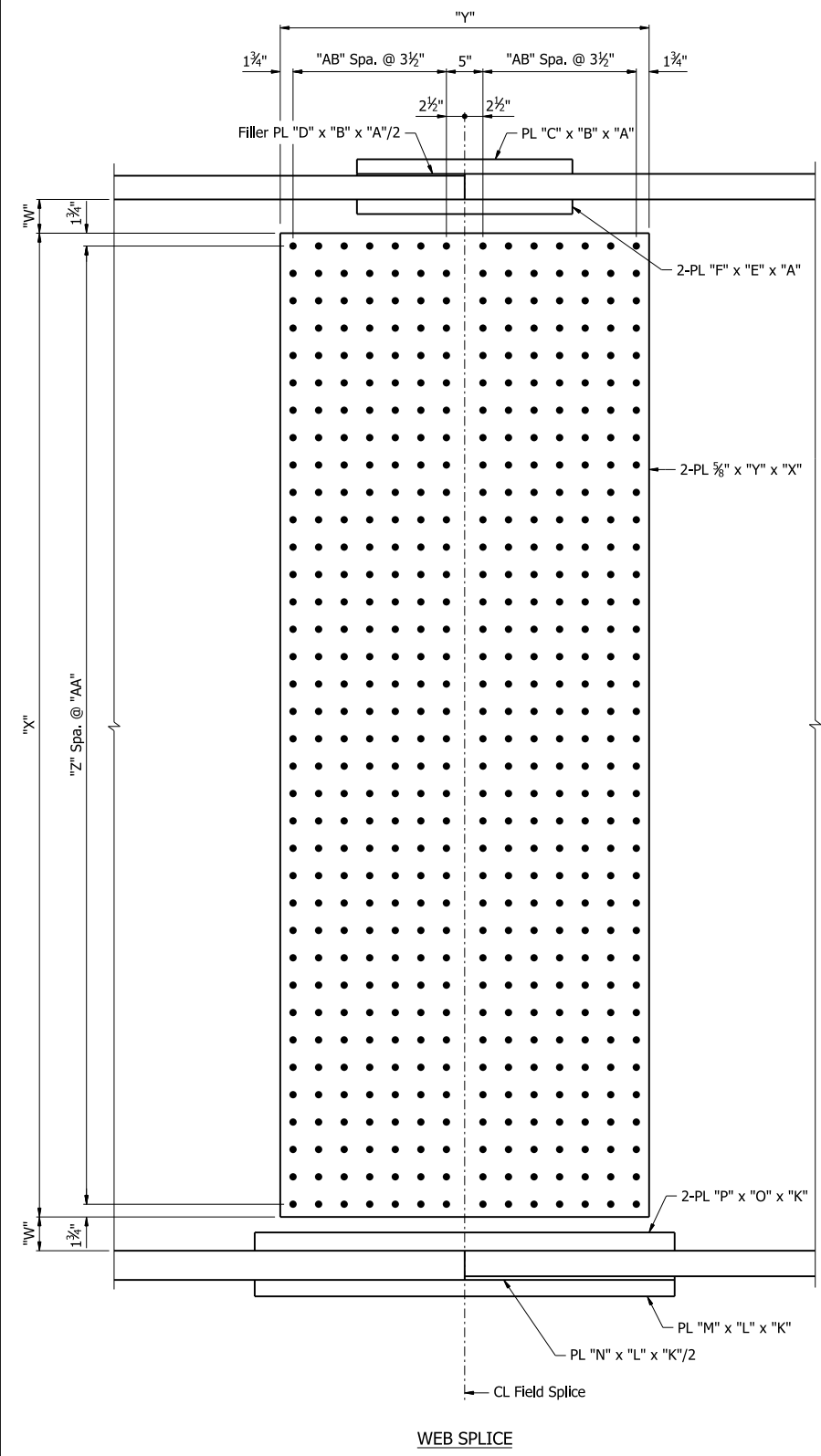
PRINT DATE: 4/10/2024

TABLE OF VARIABLES

Field Splice	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	"N"	"O"	"P"	"Q"	"R"	"S"	"T"	"U"	"V"	"W"	"X"	"Y"	"Z"	"AA"	"AB"
1	2'-5½"	2'-0"	1"	½"	11"	1"	2"	2	3½"	3	4'-9½"	2'-1"	1½"	¾"	11½"	1¼"	4"	1	5½"	3"	7	2"	4¾"	11'-2¾"	4'-2½"	35	3¾"	6
2	2'-5½"	2'-3"	¾"	½"	1'-0½"	1"	2"	2	4¼"	3	4'-2½"	2'-3"	¾"	½"	1'-0½"	1"	4"	1	6½"	3"	6	2"	3¾"	11'-4½"	4'-2½"	38	3½"	6
3	2'-5½"	2'-3"	¾"	0"	1'-0½"	¾"	2"	2	4¼"	3	2'-5½"	2'-3"	¾"	¾"	1'-0½"	¾"	2"	2	4¼"	3"	3	2"	3¾"	11'-4½"	1'-10½"	28	4¾"	2
4	5'-11½"	2'-3"	1½"	½"	1'-0½"	1¼"	4"	1	6½"	9	3'-7½"	2'-6"	1¼"	¾"	1'-2"	1¾"	1¾"	3	3½"	2¾"	5	1¾"	6½"	10'-11"	4'-2½"	34	3¾"	6
5	5'-4½"	2'-4"	¾"	¾"	1'-1"	1"	5"	1	6"	8	4'-9½"	2'-4"	1¼"	¾"	1'-1"	1¾"	2"	2	4½"	3"	7	2"	7¾"	10'-9½"	3'-7½"	36	3½"	5
6	2'-5½"	2'-3"	¾"	½"	1'-0½"	¾"	2"	2	4¼"	3	2'-5½"	2'-2"	¾"	¾"	12"	¾"	2"	2	4"	3"	3	2"	4¾"	11'-2¾"	1'-3½"	21	6¼"	1
7	3'-0½"	2'-3"	¾"	0"	1'-0½"	1"	2"	2	4¼"	4	4'-2½"	2'-2"	¾"	¾"	12"	¾"	4"	1	6"	3"	6	2"	5½"	11'-1"	3'-7½"	37	3½"	5
8	2'-5½"	2'-2"	1"	½"	1'-0"	1"	2"	2	4"	3	4'-2½"	2'-2"	¾"	¾"	12"	¾"	4"	1	6"	3"	6	2"	7¾"	10'-9½"	4'-2½"	36	3½"	6
9	2'-5½"	2'-0"	¾"	0"	11"	¾"	2"	2	3½"	3	3'-0½"	2'-2"	¾"	¾"	12"	¾"	2"	2	4"	3"	4	2"	6¼"	10'-11½"	1'-3½"	32	4"	1
10	4'-9½"	2'-0"	¾"	¾"	11"	1"	3"	1	6"	7	4'-9½"	2'-4"	1¼"	¾"	1'-1"	1¾"	2"	2	4½"	3"	7	2"	7¾"	10'-9½"	3'-7½"	36	3½"	5

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	395	809
07684 - UNIT 4 - 67455						

Notes:
 For location of field splices, see Dwg. Nos. 67451, 67452, 67453, & 67454.
 All field splice bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.
 All holes for splice bolts shall be 1¼"Ø.
 All structural steel shall be ASTM A709, Grade 50W, unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."
 Bolted field splices may either be eliminated or shop weld splices may be substituted with the approval of the Engineer. Payment will be made on the basis of plan quantities.



TOP FLANGE SPLICE

BOTTOM FLANGE SPLICE

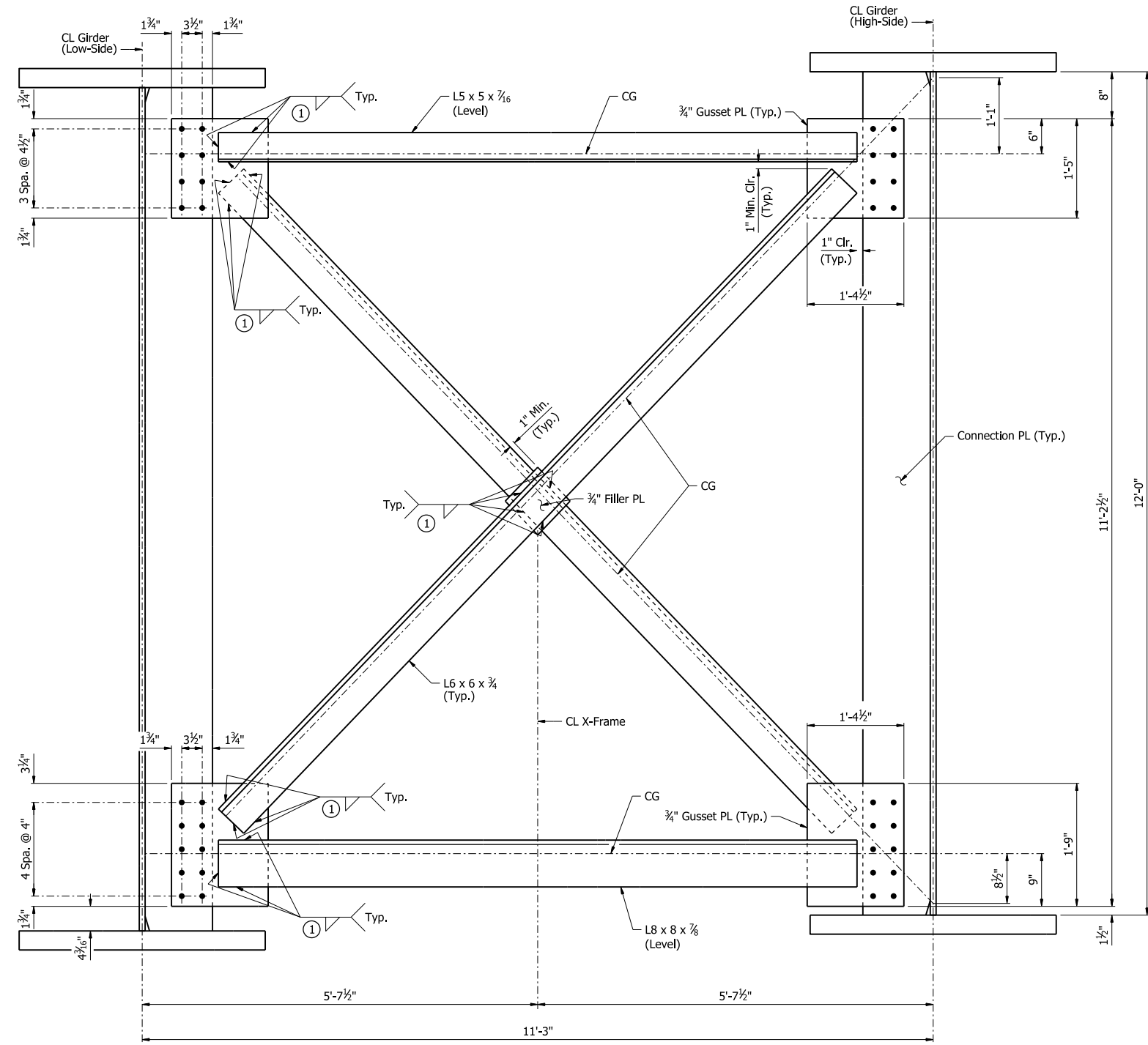
DETAILS OF FIELD SPLICES

ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 6 OF 15
 DETAILS OF 1590'-0" CONTINUOUS
 PLATE GIRDER UNIT 4
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: CTK DATE: 10/01/23 FILENAME: b04090111_s46.dgn
 CHECKED BY: MJ DATE: 10/09/23 SCALE: NO SCALE
 DESIGNED BY: KBJ DATE: 7/24/23
 BRIDGE NO. 07684 DRAWING NO. 67455



PRINT DATE: 4/10/2024

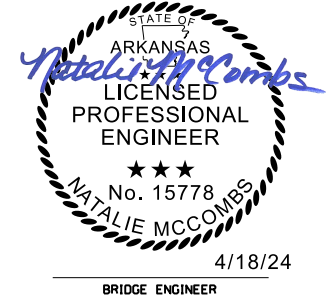
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	396	809
07684 - UNIT 4 - 67456						



DETAIL OF TYPE 1 X-FRAMES

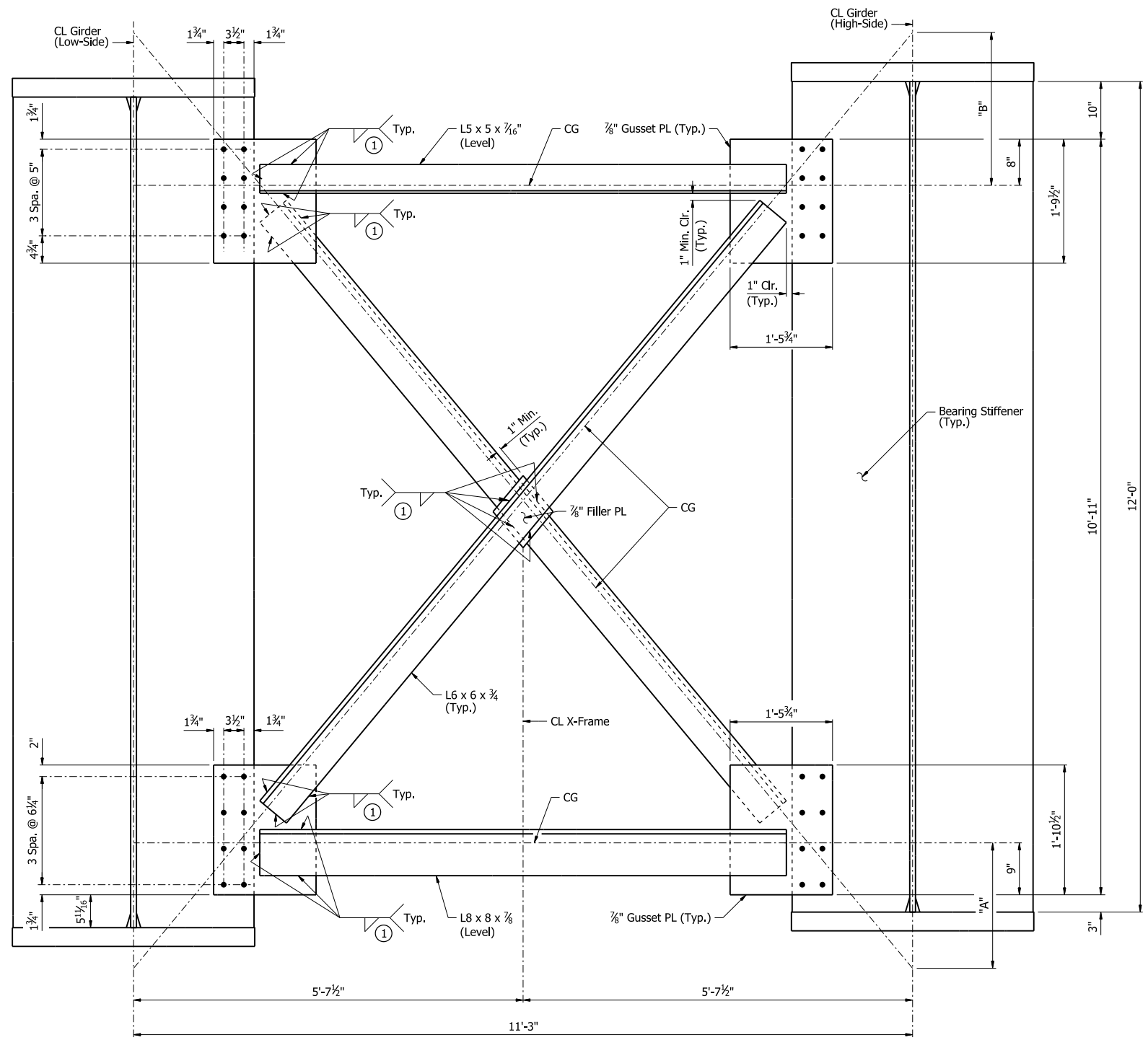
Notes:
 All Structural Steel for X-Frames shall be ASTM A709, Grade 50W unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."
 For location of X-Frames, see Dwg. Nos. 67451 - 67454.
 All bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.
 All holes shall be drilled for X-Frames connection and shall be 1 1/8"Ø.
 For Connection Plate details, see Dwg. No. 67459.
 Lateral Bracing not shown, see Dwg. No. 67459.
 ITS and Utility Supports not shown, see Dwg. Nos. 67672 - 67685 for details.
 Waterline and Inspection Access Supports not shown, see Dwg. Nos. 67465 - 67471 for details.
 X-Frames are symmetric about CL, UNO.
 ① See "WELD TABLE", Std. Dwg. No. 55007.

ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 7 OF 15
 DETAILS OF 1590'-0" CONTINUOUS
 PLATE GIRDER UNIT 4
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: CTK DATE: 8/17/23 FILENAME: b04090111_s47.dgn
 CHECKED BY: RLW DATE: 10/9/23 SCALE: 1" = 1'-0"
 DESIGNED BY: AMW DATE: 5/10/23
 BRIDGE NO. 07684 DRAWING NO. 67456



PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	397	809
07684 - UNIT 4 - 67457						



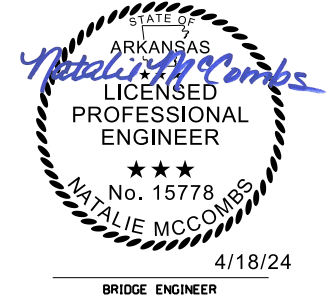
DETAIL OF TYPE 3 & 4 X-FRAMES

TABLE OF VARIABLES

X-Frame Type	"A"	"B"
3	1'-9 1/2"	2'-1 1/4"
4	1'-11 1/2"	2'-2 1/4"

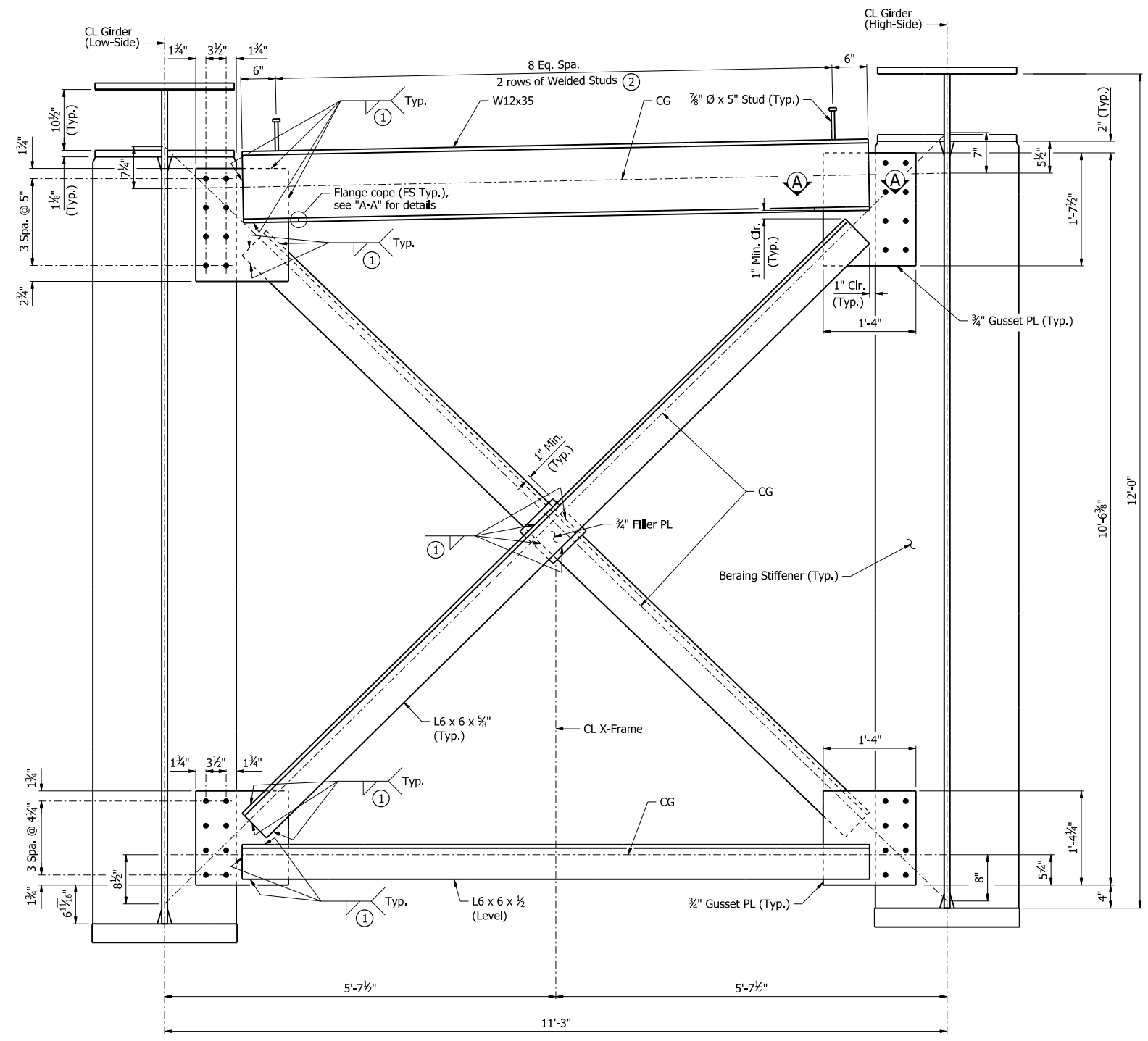
Notes:
 All Structural Steel for X-Frames shall be ASTM A709, Grade 50W unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."
 For location of X-Frames, see Dwg. Nos. 67451 - 67454.
 All bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.
 All holes shall be drilled for X-Frames connection and shall be 1 1/8"Ø.
 For Bearing Stiffener details, see Dwg. No. 67459.
 Lateral Bracing not shown, see Dwg. No. 67459.
 ITS and Utility supports not shown, see Dwg. Nos. 67672 - 67685 for details.
 Waterline and Inspection Access Supports not shown, see Dwg. Nos. 67465 - 67471 for details.
 X-Frames are symmetric about CL, UNO.
 ① See "WELD TABLE", Std. Dwg. No. 55007.

ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 8 OF 15
 DETAILS OF 1590'-0" CONTINUOUS
 PLATE GIRDER UNIT 4
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: CTK DATE: 8/17/23 FILENAME: b04090111_s48.dgn
 CHECKED BY: RLW DATE: 10/9/23 SCALE: 1" = 1'-0"
 DESIGNED BY: AMW DATE: 5/10/23
 BRIDGE NO. 07684 DRAWING NO. 67457



PRINT DATE: 4/10/2024

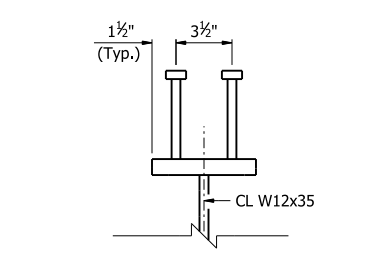
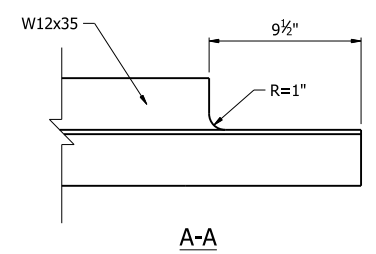
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	398	809
07684 - UNIT 4 - 67458						



DETAIL OF TYPE 2 X-FRAMES

Notes:
 All Structural Steel for X-Frames shall be ASTM A709, Grade 50W unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."
 For location of X-Frames, see Dwg. Nos. 67451 - 67454.
 All bolts shall be ASTM F3125, Gr. A325, 1"Ø H.S. bolts.
 All holes shall be drilled for X-Frames connection and shall be 1 1/8"Ø.
 For Bearing Stiffener details, see Dwg. No. 67459.
 Lateral Bracing not shown, see Dwg. No. 67459.
 ITS and Utility Supports not shown, see Dwg. Nos. 67672 - 67685 for details.
 X-Frames are symmetric about CL, UNO.

① See "WELD TABLE", Std. Dwg. No. 55007.



② SHEAR CONNECTOR DETAIL

ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 9 OF 15
 DETAILS OF 1590'-0" CONTINUOUS
 PLATE GIRDER UNIT 4
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

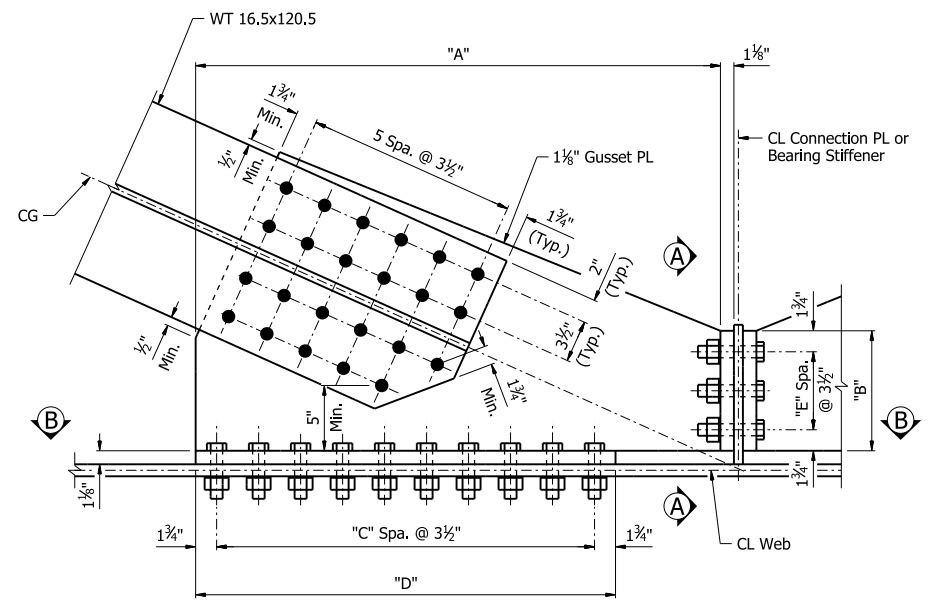
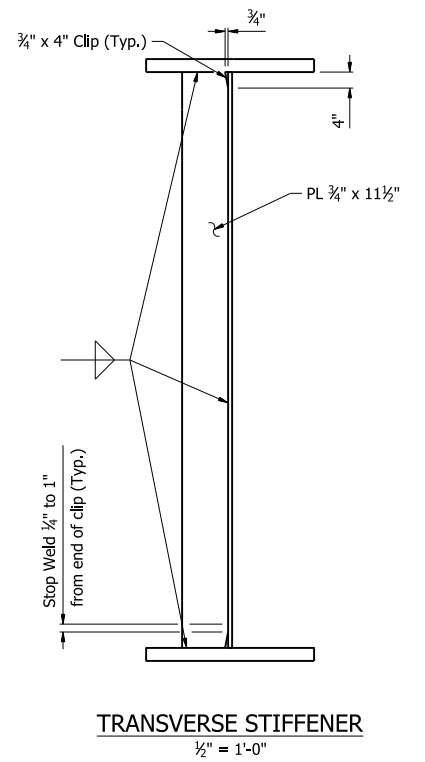
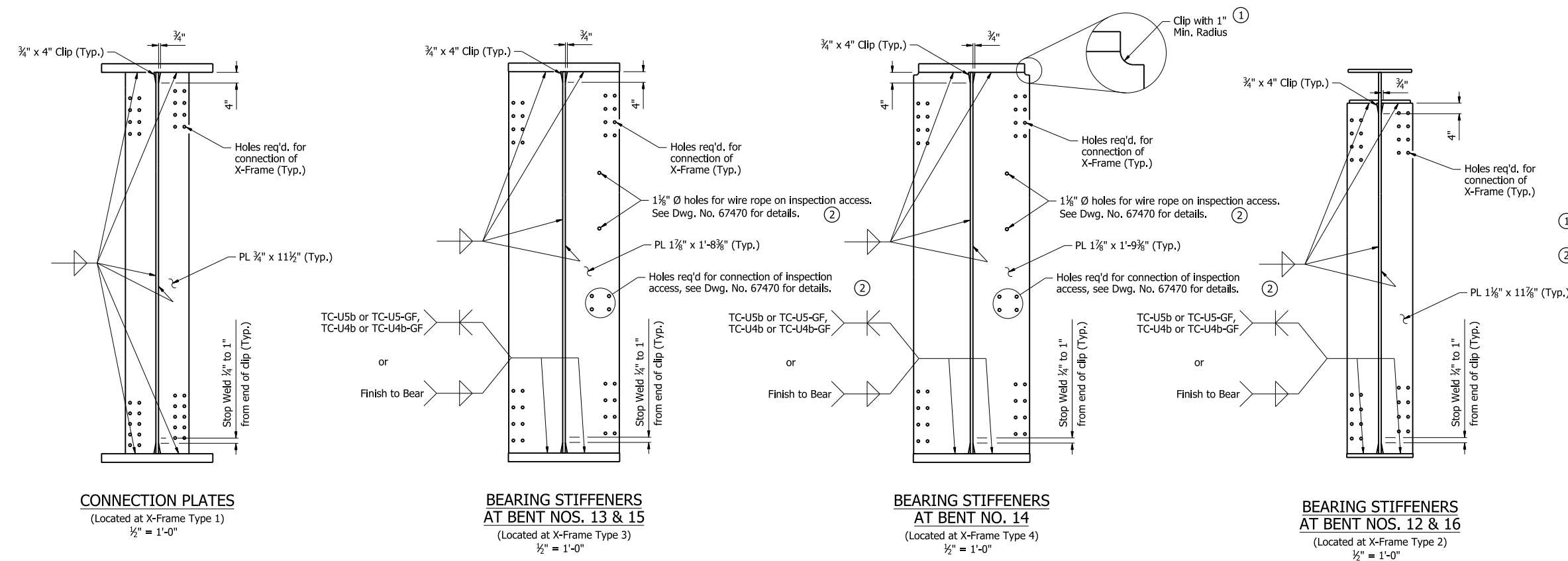


DRAWN BY: CTK DATE: 8/21/23 FILENAME: b04090111_s49.dgn
 CHECKED BY: RLW DATE: 10/9/23 SCALE: 1" = 1'-0"
 DESIGNED BY: AMW DATE: 5/10/23
 BRIDGE NO. 07684 DRAWING NO. 67458

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	399	809
07684 - UNIT 4 - 67459						

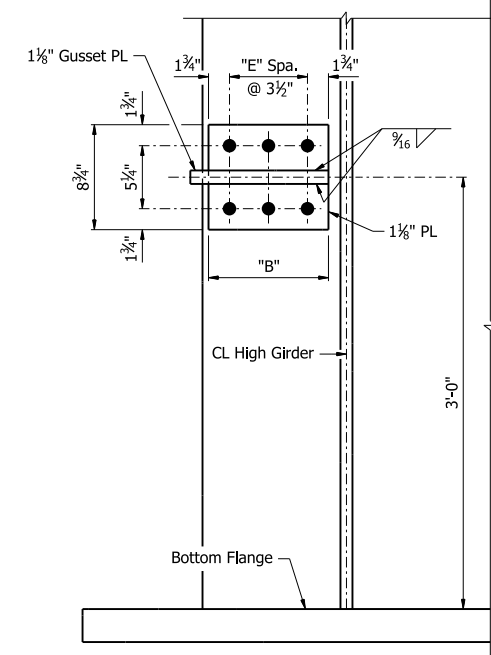
Notes:
 All Structural Steel shall be ASTM 709, Grade 50W unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."
 For location of stiffeners, lateral bracing connections, and connection plates, see Dwg. Nos. 67451 - 67454.
 For details of X-Frames, see Dwg. Nos. 67456 - 67458.
 See "WELD TABLE" for minimum weld sizes on Std. Dwg. No. 55007.
 ① If permanent steel bridge deck forms are used, the Fabricator shall clip the plates as necessary to accommodate the deck form support.
 ② Girder 4 bearing stiffener on inspection access side only.



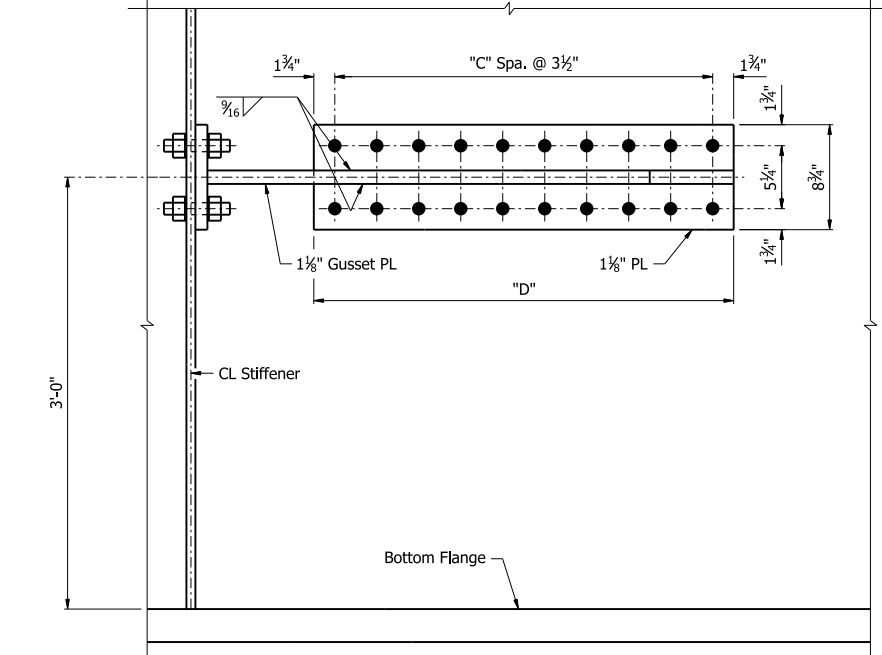
LATERAL BRACING CONNECTION
 (Looking down)
 1 1/2" = 1'-0"

TABLE OF VARIABLES

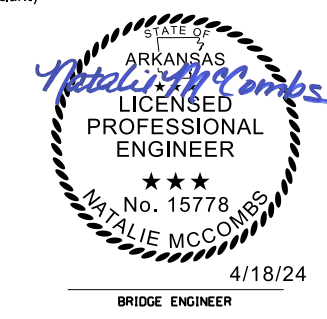
Connection Type	"A"	"B"	"C"	"D"	"E"
1	3'-8"	10 1/2"	11	3'-6"	2
2	3'-3"	10 1/2"	9	2'-11"	2
3	3'-3"	1'-5 1/2"	9	2'-11"	4



SECTION A-A
 1 1/2" = 1'-0"



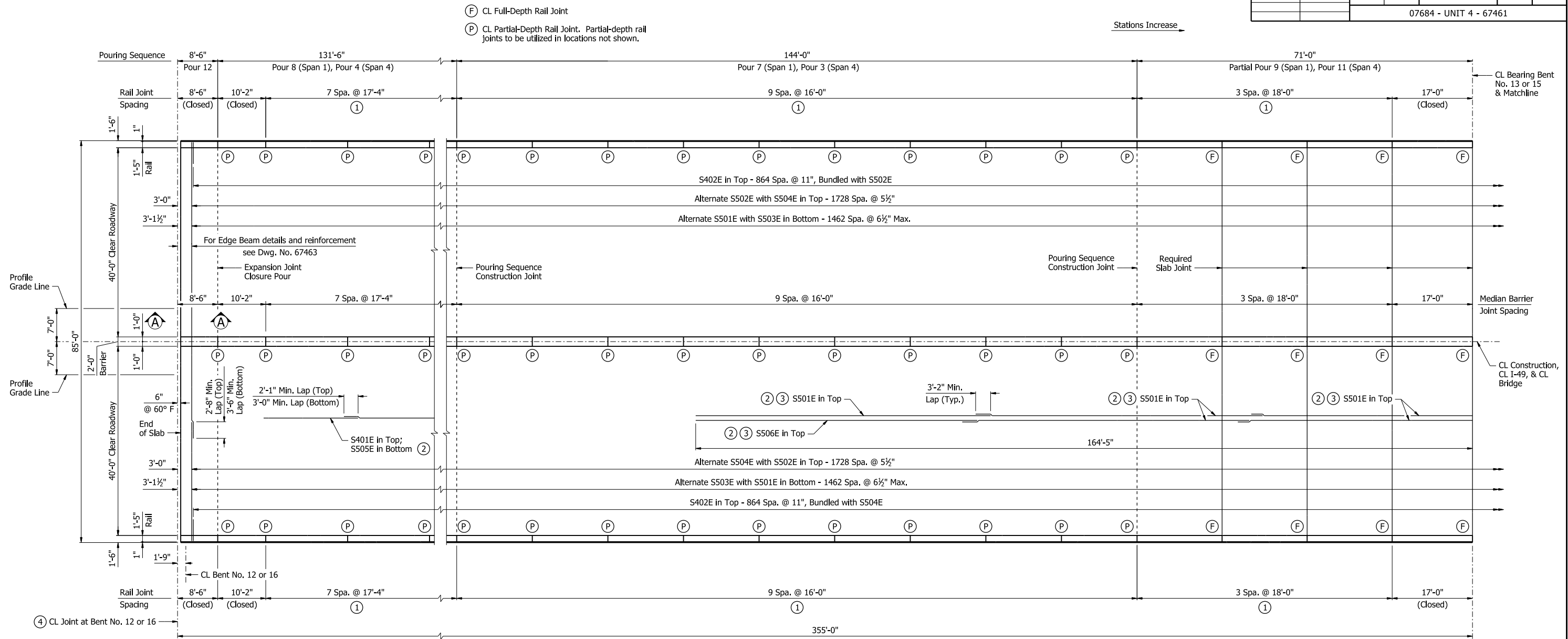
SECTION B-B
 1 1/2" = 1'-0"
 WT not shown for clarity



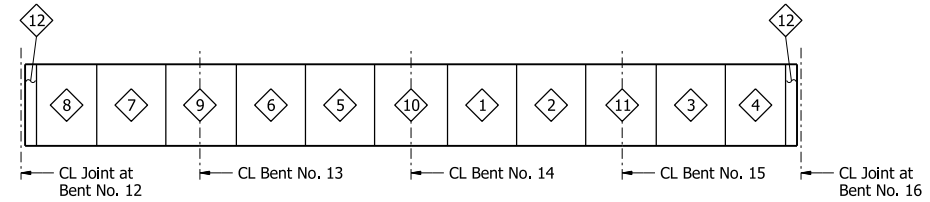
ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 10 OF 15
 DETAILS OF 1590'-0" CONTINUOUS
 PLATE GIRDER UNIT 4
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: CTK DATE: 9/6/23 FILENAME: b04090111_s410.dgn
 CHECKED BY: CCD DATE: 10/12/23 SCALE: AS NOTED
 DESIGNED BY: AMW DATE: 8/17/23
 BRIDGE NO. 07684 DRAWING NO. 67459

PRINT DATE: 4/12/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	401	809
07684 - UNIT 4 - 67461						



PARTIAL REINFORCING PLAN AND POURING SEQUENCE



SCHEMATIC POURING SEQUENCE
No Scale
Show Pour Number

Slab Pouring Sequence Notes:
Pours with the same number may be placed simultaneously or separately. All pours must be placed in order sequentially. A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between adjacent pours.

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.

After all incremental pours on both Units adjacent to the Modular Joint are complete, closure pour 12 on each side of Modular Joint shall be poured simultaneously. A minimum of 48 hours shall elapse between the last incremental pour and the closure pours.

A minimum of 72 hours shall elapse between completion of the slab and the pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

- Notes:**
Required slab joints and pouring sequence joints shall align with rail joints at the gutterline.
- For "TRANSVERSE SLAB JOINT DETAIL", see Dwg. No. 55007.
 - For "DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42", see Dwg. No. 67686.
 - For "DETAILS OF MEDIAN BARRIER", see Dwg. No. 67689.
 - For "SECTION A-A", see Dwg. No. 67463.
- ① Rail panels are closed, Sta. 178+21.67 to Sta. 181+41.00. Rail panels are open, Sta. 190+55.00 to 193+74.33.
 - ② Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 67450.
 - ③ Alternate location of lap splice as shown.
 - ④ For Joint types, see Dwg. Nos. 67374 - 67382.



ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 12 OF 15
DETAILS OF 1590'-0" CONTINUOUS
PLATE GIRDER UNIT 4
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

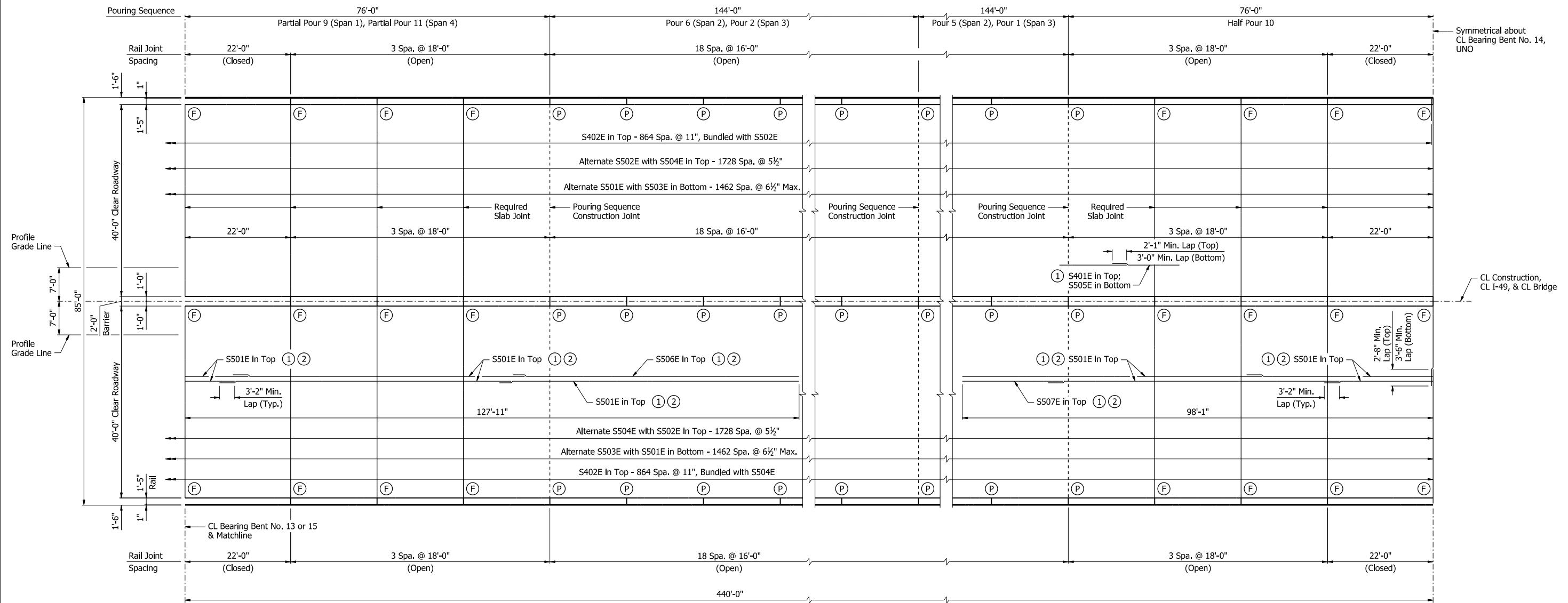
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 9/8/23 FILENAME: b04090111_s412.dgn
CHECKED BY: RLW DATE: 10/27/23 SCALE: 3/32" = 1'-0"
DESIGNED BY: RCR DATE: 7/21/22
BRIDGE NO. 07684 DRAWING NO. 67461

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	402	809
07684 - UNIT 4 - 67462						

- (F) CL Full-Depth Rail Joint
- (P) CL Partial-Depth Rail Joint. Partial-depth rail joints to be utilized in locations not shown.

Stations Increase →



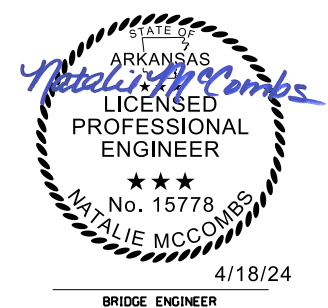
PARTIAL REINFORCING PLAN AND POURING SEQUENCE

Slab Pouring Sequence Notes:
 Pours with the same number may be placed simultaneously or separately. All pours must be placed in order sequentially. A minimum of 48 hours shall elapse between the end of a pour and the start of the next pour. A minimum of 72 hours shall elapse between adjacent pours.

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 slab and the pouring of the bridge railing. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer. The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence(s) shown.

- Notes:**
 Required slab joints and pouring sequence joints shall align with rail joints at the gutterline.
- For "TRANSVERSE SLAB JOINT DETAIL", see Dwg. No. 55007.
 - For "DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42", see Dwg. No. 67686.
 - For "DETAILS OF MEDIAN BARRIER", see Dwg. No. 67689.
 - For "SECTION A-A", see Dwg. No. 67463.
 - ① Place as shown in "TYPICAL ROADWAY SECTION", see Dwg. No. 67450.
 - ② Alternate location of lap splice as shown.



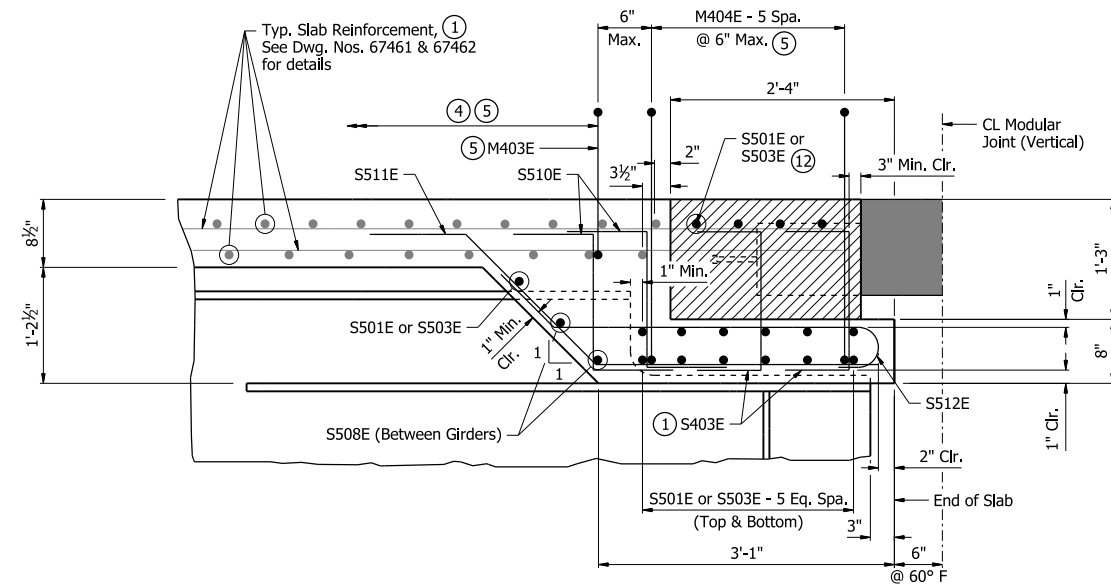
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 13 OF 15
DETAILS OF 1590'-0" CONTINUOUS
PLATE GIRDER UNIT 4
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 9/8/23 FILENAME: b04090111_s413.dgn
 CHECKED BY: RLW DATE: 10/27/23 SCALE: 1/2" = 1'-0"
 DESIGNED BY: RCR DATE: 7/21/22
 BRIDGE NO. 07684 DRAWING NO. 67462

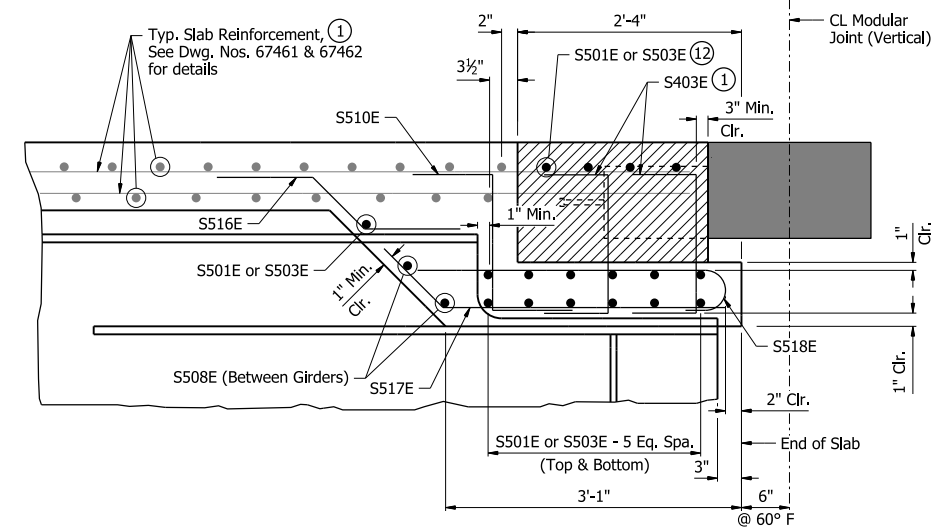
PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	403	809
07684 - UNIT 4 - 67463						



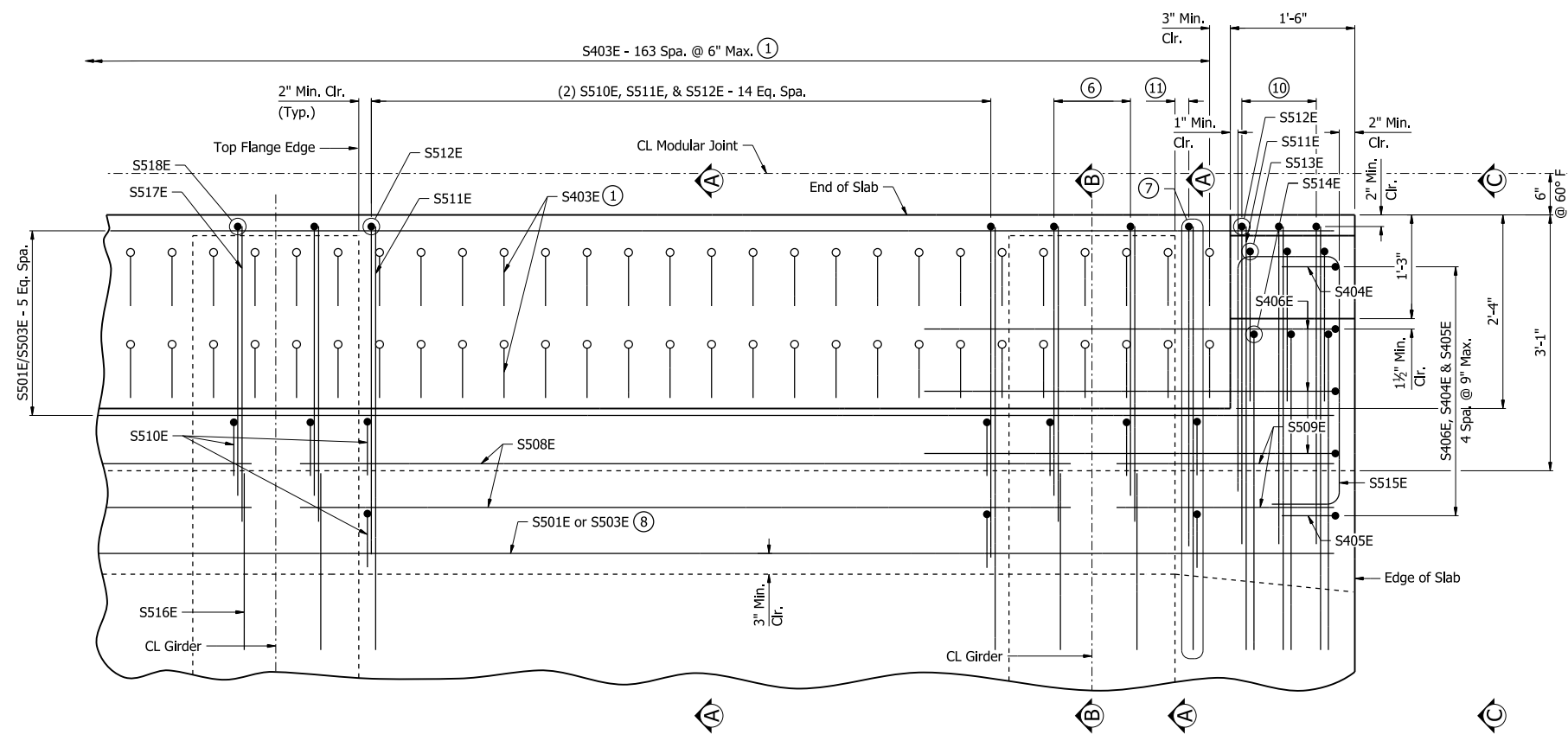
AT BENTS WITH MODULAR JOINTS - BETWEEN GIRDERS & PARTIAL OVERHANG

SECTION A-A
1"=1'-0"

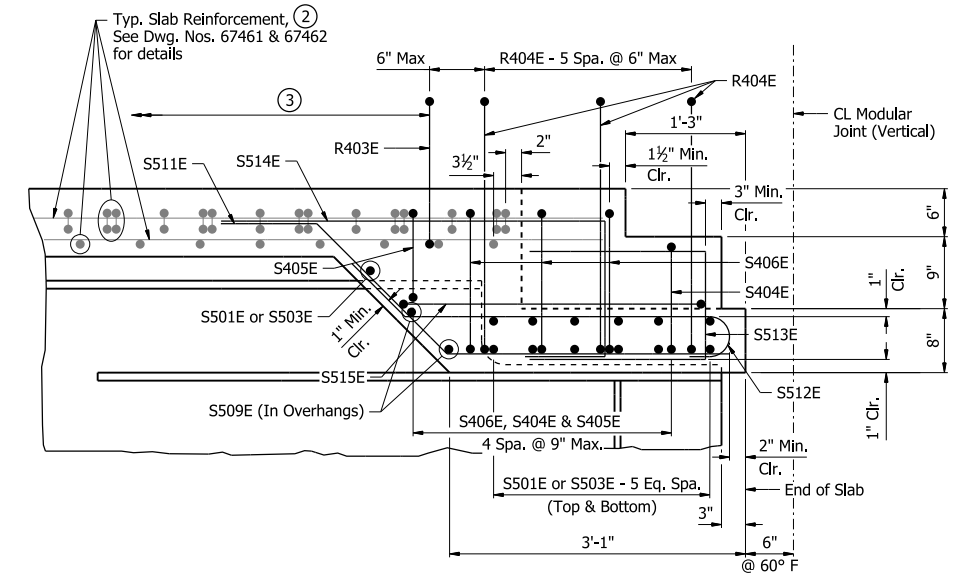


AT BENTS WITH MODULAR JOINTS - AT GIRDERS
(Same as Section A-A, UNO)

SECTION B-B
1"=1'-0"



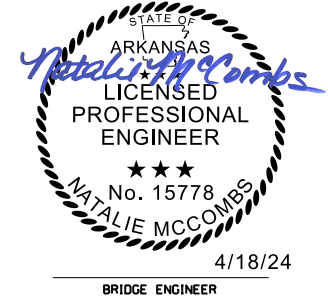
PARTIAL REINFORCING PLAN AT BENTS WITH MODULAR JOINTS
No Scale



AT BENTS WITH MODULAR JOINTS - UNDER RAIL
(Same as Section A-A, UNO)

SECTION C-C
1"=1'-0"

- Notes:
For details of Finger Joint, see Dwg. Nos. 67696 & 67697.
For details of Modular Joint, see Dwg. Nos. 67700 & 67701.
- ① Cut bars as necessary to clear support boxes.
 - ② Cut longitudinal slab bars 2" from step.
 - ③ For R403E spacing, see Dwg. No. 67686.
 - ④ For M403E and M404E bars are at Median Barrier location only.
 - ⑤ S510E, S516E, S517E & S518E - 1 Spa. @ 11" Max, centered around CL Girder.
 - ⑥ 1 set - (2) S510E, S511E & S512E.
 - ⑦ Field bend as necessary to maintain clearance.
 - ⑧ Typical slab reinforcement not shown.
 - ⑨ S511E, S512E, S513E & S514E - 2 Spa. @ 5 1/4" Max.
 - ⑩ 2" Min. Clr.
 - ⑪ Modular Joint Blockout Reinforcing, see Dwg. No. 67700 for details. Extend 2" from edge of slab where possible.



ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 14 OF 15
DETAILS OF 1590'-0" CONTINUOUS
PLATE GIRDER UNIT 4
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 11/28/23 FILENAME: b04090111_s414.dgn
CHECKED BY: RCR DATE: 11/28/23 SCALE: AS NOTED
DESIGNED BY: RCR DATE: 7/21/22
BRIDGE NO. 07684 DRAWING NO. 67463

PRINT DATE: 4/10/2024

BAR LIST

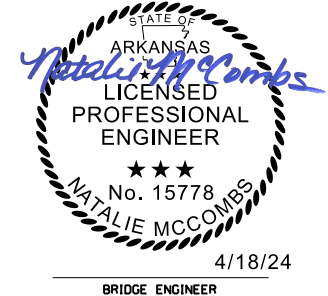
Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)
S401E	3219	45'-0"	Str.	
S402E	3458	5'-4"	3"	
S403E	656	2'-8"	3"	
S404E	4	2'-3"	3"	
S405E	4	2'-0"	3"	
S406E	12	7'-0"	3"	
S501E	5195	57'-4"	Str.	
S502E	3457	57'-11"	3 3/4"	
S503E	2959	30'-10"	Str.	
S504E	3457	30'-7"	3 3/4"	
S505E	2324	59'-8"	Str.	
S506E	344	21'-6"	Str.	
S507E	172	33'-8"	Str.	
S508E	28	10'-11"	Str.	
S509E	8	2'-9"	Str.	
S510E	460	3'-0"	3 3/4"	
S511E	226	5'-9"	3 3/4"	
S512E	226	4'-10"	3 3/4"	
S513E	12	4'-6"	3 3/4"	
S514E	12	6'-2"	3 3/4"	
S515E	4	7'-7"	3 3/4"	
S516E	32	2'-6"	3 3/4"	
S517E	32	3'-11"	3 3/4"	
S518E	32	3'-11"	3 3/4"	
R400E	1072	6'-3"	Str.	
R401E	6118	7'-6"	3"	
R402E	592	5'-6"	Str.	
R403E	6094	3'-8"	3"	
R404E	24	6'-1"	3"	
R409E	40	8'-2"	Str.	
R410E	40	9'-10"	Str.	
R413E	1080	15'-8"	Str.	
R414E	40	16'-8"	Str.	
R415E	280	17'-0"	Str.	
R416E	360	17'-8"	Str.	
R417E	80	21'-8"	Str.	
M401E	3186	9'-0"	2"	
M402E	296	5'-6"	Str.	
M403E	3174	4'-10"	3"	
M404E	12	7'-2"	3"	
M409E	20	8'-2"	Str.	
M410E	20	9'-10"	Str.	
M413E	540	15'-8"	Str.	
M414E	20	16'-8"	Str.	
M415E	140	17'-0"	Str.	
M416E	180	17'-8"	Str.	
M417E	40	21'-8"	Str.	

All bars designated with an "E" suffix are to be epoxy coated.

ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 15 OF 15
 DETAILS OF 1590'-0" CONTINUOUS
 PLATE GIRDER UNIT 4
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 11/27/23 FILENAME: b04090111_s415.dgn
 CHECKED BY: RCR DATE: 11/30/23 SCALE: NO SCALE
 DESIGNED BY: RCR DATE: 7/21/22
 BRIDGE NO. 07684 DRAWING NO. 67464



DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	405	809
07684 - WATERLINE - 67465						

Notes:
 All Structural Steel for waterline supports, connection angles, bolsters, and inspection walkway shall be ASTM A709, Grade 50 steel unless otherwise noted, and shall be paid for as "Structural Steel in Plate Girder Spans (M270-Gr50W)."

For "SECTION A-A" & "SECTION B-B", see Dwg. No. 67468.

For "SECTION C-C", see Dwg. No. 67467.

For location of Waterline Supports, see Dwg. Nos. 67451 - 67454.

For X-Frame details, see Dwg. Nos. 67456 - 67458.

For details of Waterline Pipe, Rollers, and Expansion Joint, see Waterline Plans.

Waterline is located at CL Bridge. Inspection Walkway and Pier Platform access at Bents 12 & 16 is located on the West side of waterline.

Welding for Ladder and supports shall be in accordance All hardware with AWS D1.1, current edition. Welding filler metal shall be matching.

Welds on ladder side rails shall be ground smooth.

All inspection walkway and waterline support components, unless noted otherwise, shall be hot-dip galvanized after fabrication in accordance with Subsection 807.19. Any galvanized coating that is damaged during transportation or construction, including field drilling, shall be repaired according to Subsection 807.88.

All bolts connecting to cast-in anchor plates shall be Type 1 bolts with lock washers and shall have sufficient length to achieve full thread engagement with cast-in anchor plate. All hardware shall be hot-dip galvanized in accordance with Subsection 807.06.

All bolts shall be ASTM F3125, Gr. A325, 1" Ø H.S. bolts.

All bolts connecting galvanized steel components shall be Type 1, hot-dip galvanized bolts with complimentary washers and heavy hex nut, UNO in accordance with Subsection 807.06.

Bolts connecting L8x8's to 50W bridge girder webs shall be Type 3 bolts with complimentary washers and heavy hex nut.

All holes for waterline supports, inspection walkway and platforms shall be drilled and shall be 1/8" Ø unless otherwise noted.

Ladder rungs shall be coated with a non-slip, grit-impregnated coating.

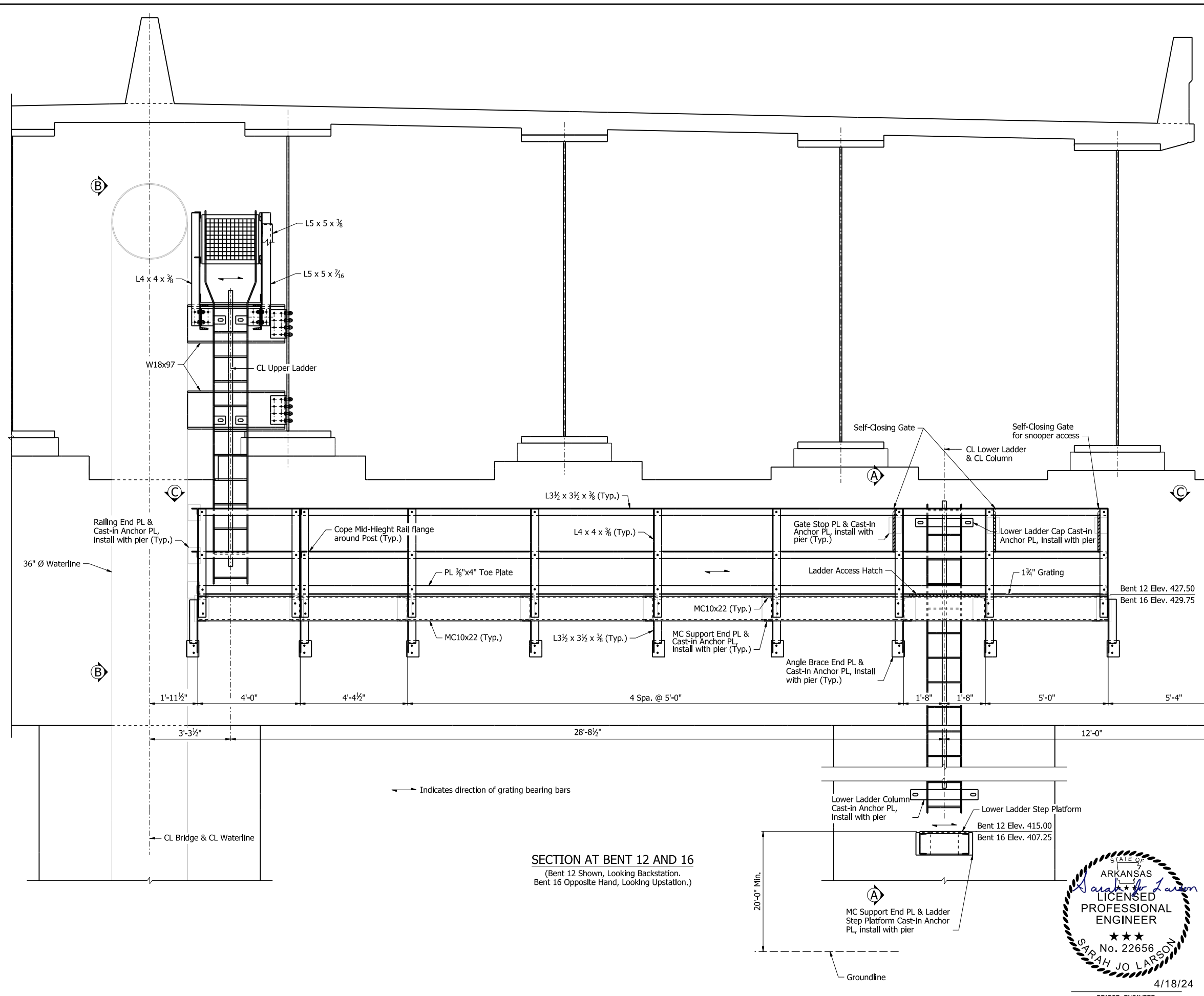
Grating for inspection walkway on bridge and for Lower Ladder Platform Step shall be Welded Steel Grating with 1" x 3/16" bearing bars at 1 1/2" on center with cross bars at 4" on center. Grating for inspection platform on pier shall be Welded Steel Grating with 1 3/8" x 3/16" bearing bars at 1 3/8" on center with cross bars at 4" on center. Grating shall be welded with a serrated top surface for non-slip purposes. Edges shall be banded with bars 1/4" less in height than bearing bars. Banding bars shall be flush with the top of the grating. Grating shall be handled and stored to prevent damage. Any grating section with bent or otherwise damaged bars or parts shall not be installed.

Grating shall be attached to the framing in accordance with the manufacturer recommendations. The Contractor shall provide calculations and details for the grating and grating connections to the channels for review by the Engineer.

Wire rope shall be 5/8" Ø ASTM A1023 IPS galvanized steel rope and shall be able to resist a minimum tensile force of 10,000 lbs.

Wire rope railing and fastening components shall be able to resist a 200 lb vertical force applied to one strand at the midpoint and shall not deflect more than 2" vertically. See "INSPECTION ACCESS" Special Provision.

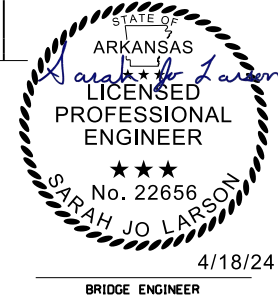
Fall Protection Ladder Safety Systems, Self-Closing Gates and Ladder Access Hatch shall be provided to meet all applicable OSHA requirements. Details of connections and dimensions pertaining to selected manufacturer's products shall be shown in shop drawings and approved by the Engineer.



SECTION AT BENT 12 AND 16
 (Bent 12 Shown, Looking Backstation.
 Bent 16 Opposite Hand, Looking Upstation.)

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 1 OF 7
DETAILS OF INSPECTION ACCESS
AND WATERLINE SUPPORTS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

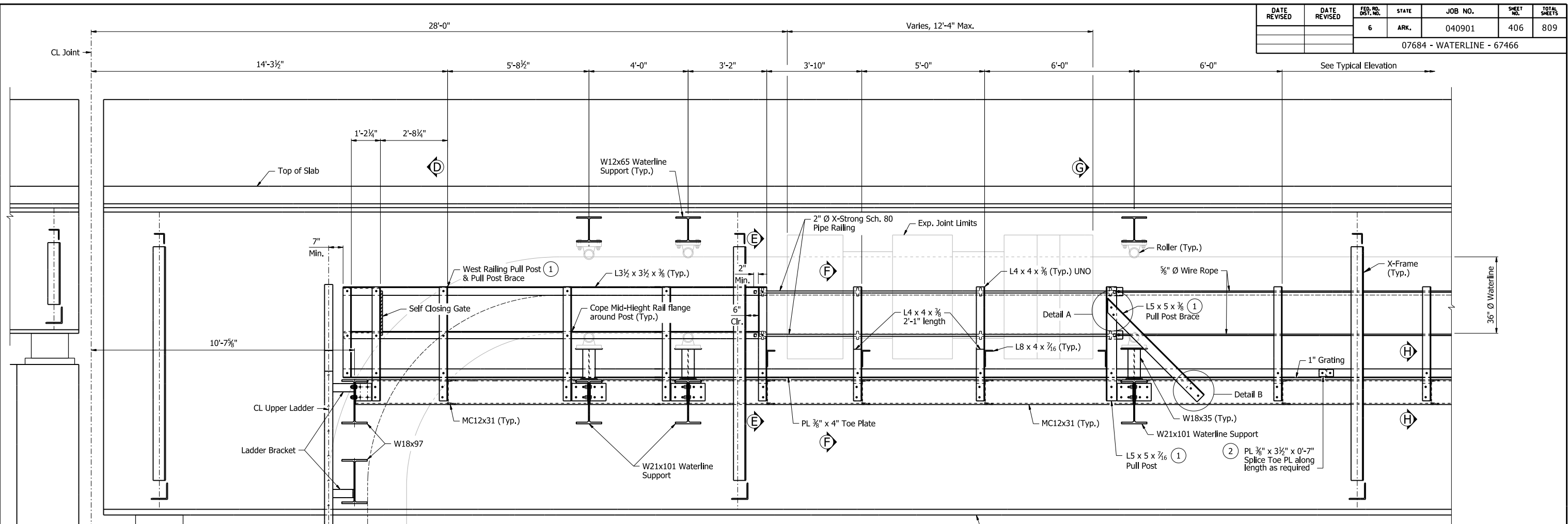


DRAWN BY: CTK DATE: 7/7/23 FILENAME: b04090111_sx1.dgn
 CHECKED BY: SJL DATE: 11/16/23 SCALE: 1/2" = 1'-0"
 DESIGNED BY: SJL DATE: 7/3/23
 BRIDGE NO. 07684 DRAWING NO. 67465

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	406	809

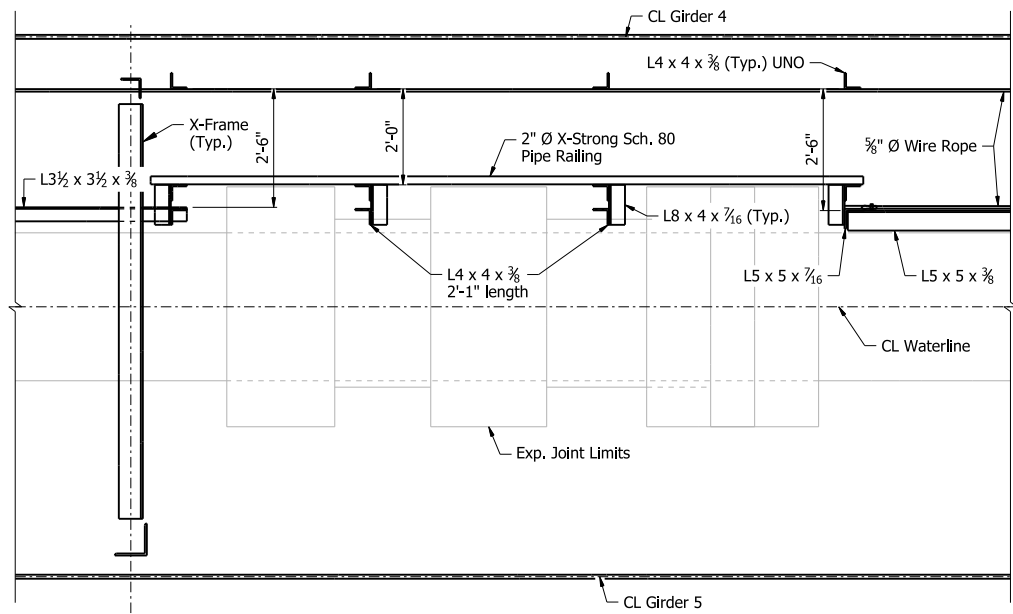
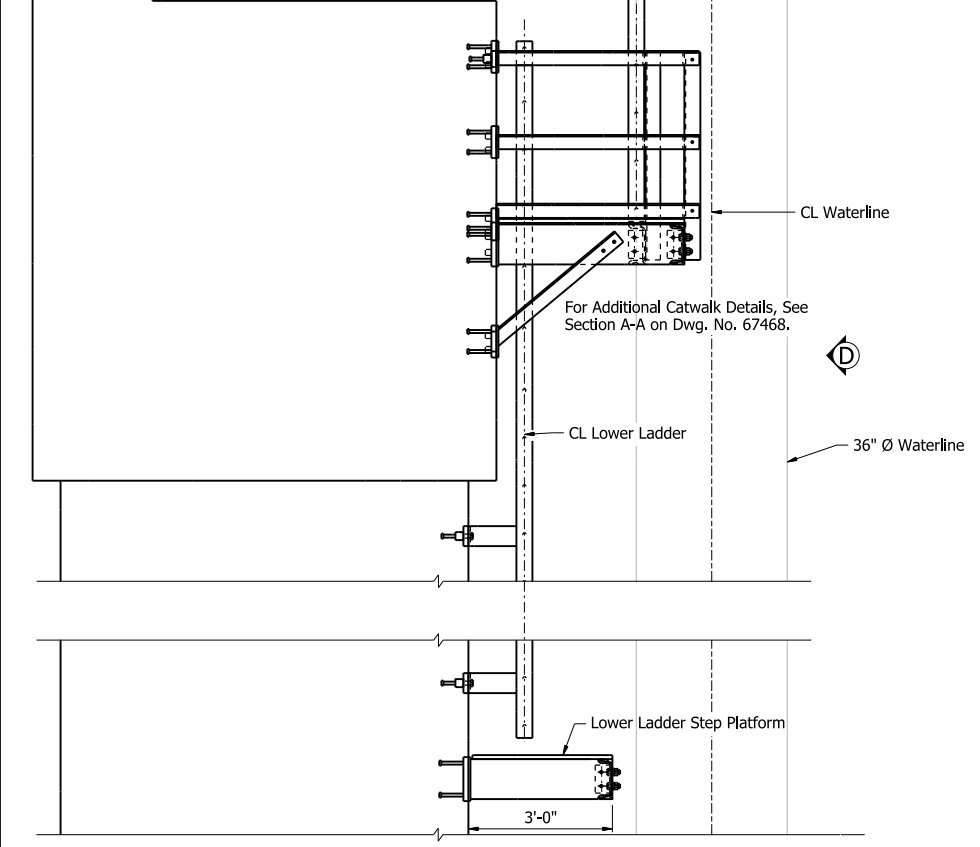
07684 - WATERLINE - 67466



ELEVATION AT BENTS 12 & 16
(Bent 12 shown, Bent 16 opposite hand)
(East Railing Shown)

Notes:
 For additional notes, see Dwg. No. 67465.
 For "SECTION F-F", see Dwg. No. 67467.
 For "SECTION D-D", see Dwg. No. 67469.
 For "SECTION G-G", "DETAIL A" & "DETAIL B", see Dwg. No. 67470.
 For "SECTION E-E" & "SECTION H-H", see Dwg. No. 67471.

- ① Locate Pull Posts and Pull Post Brace at end of all wire rope runs. Position Pull Posts along length of bridge to avoid conflict with X-frames. L3½x3½ railing to extend from end to Pull Post on West Railing. Pull Post assumed to be located every 400' for quantity weight. See "INSPECTION ACCESS" Special Provision.
- ② Assumed Toe PL Splice every 40'-0" for quantity weight.



RAILING PLAN NEAR EXPANSION JOINT



ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 2 OF 7
DETAILS OF INSPECTION ACCESS
AND WATERLINE SUPPORTS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

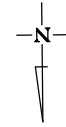
ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 7/7/23 FILENAME: b04090111_sx2.dgn
 CHECKED BY: SJL DATE: 11/16/23 SCALE: 1/2" = 1'-0"
 DESIGNED BY: SJL DATE: 7/3/23
 BRIDGE NO. 07684 DRAWING NO. 67466

PRINT DATE: 4/12/2024

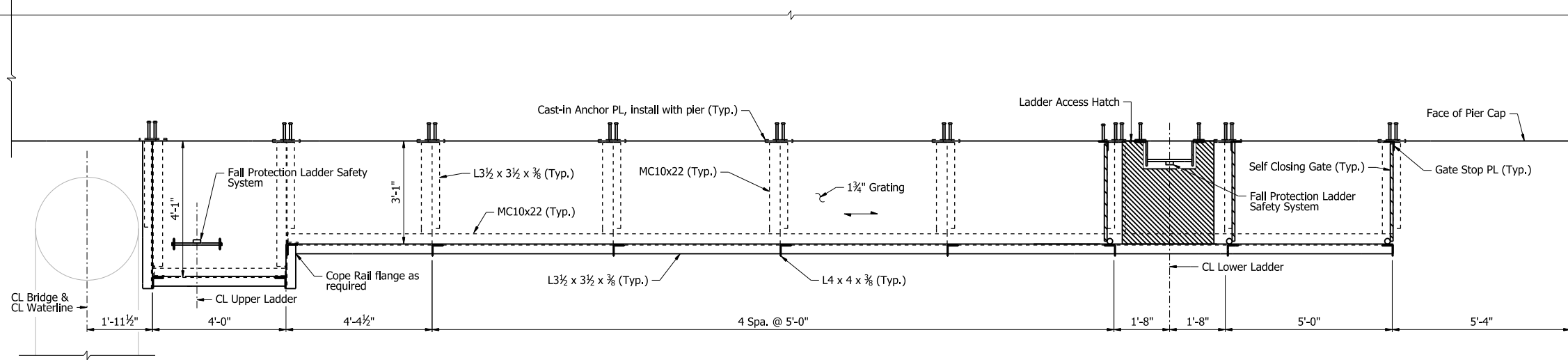
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	407	809
07684 - WATERLINE - 67467						

North Arrow shown is for Bent 12



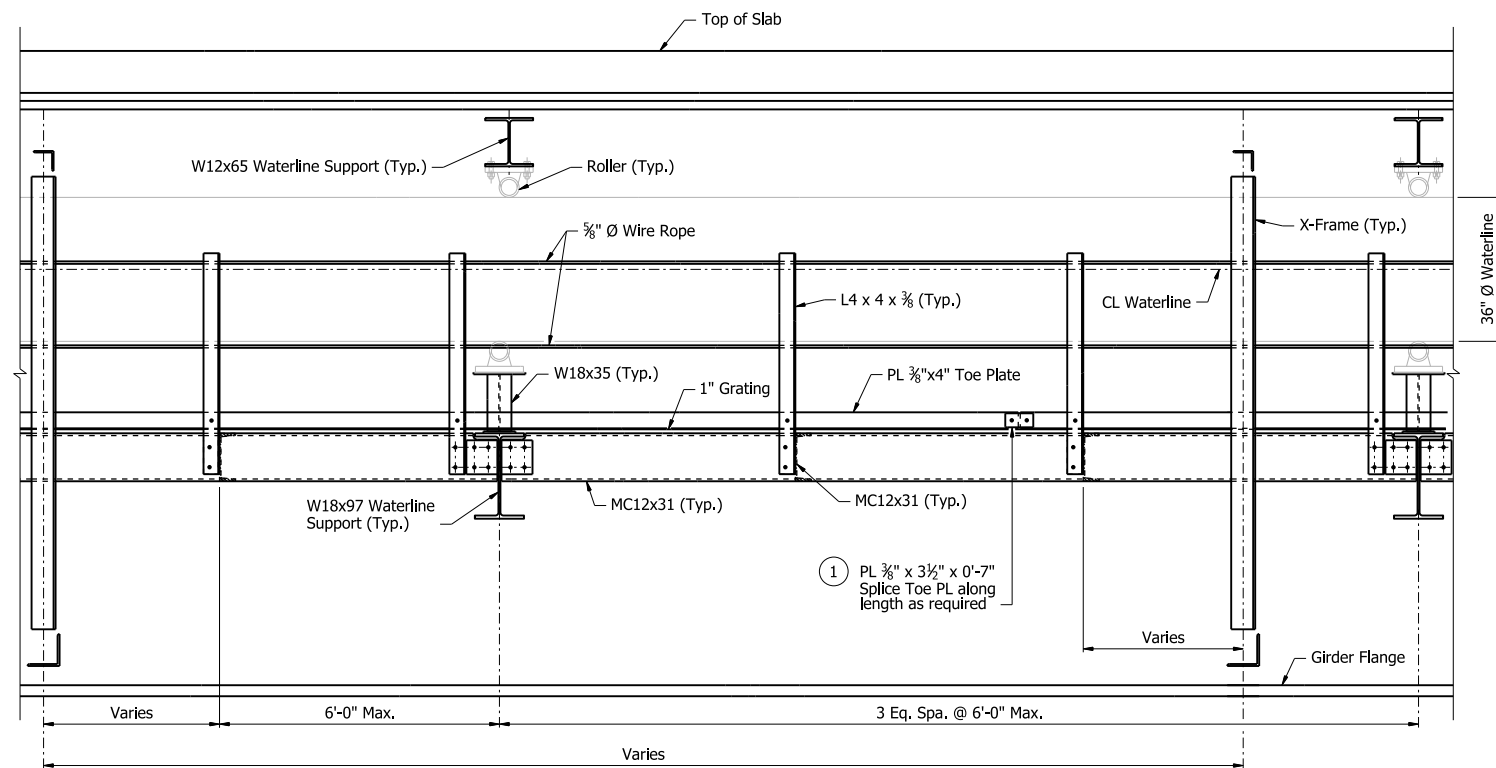
Notes:
 For additional notes, see Dwg. No. 67465.
 For location of "SECTION C-C", see Dwg. No. 67465.
 For location of "SECTION F-F", see Dwg. No. 67466.
 For location of "SECTION J-J" & "SECTION K-K", see Dwg. No. 67468.

1 Assumed Toe PL Splice every 40'-0" for quantity weight.

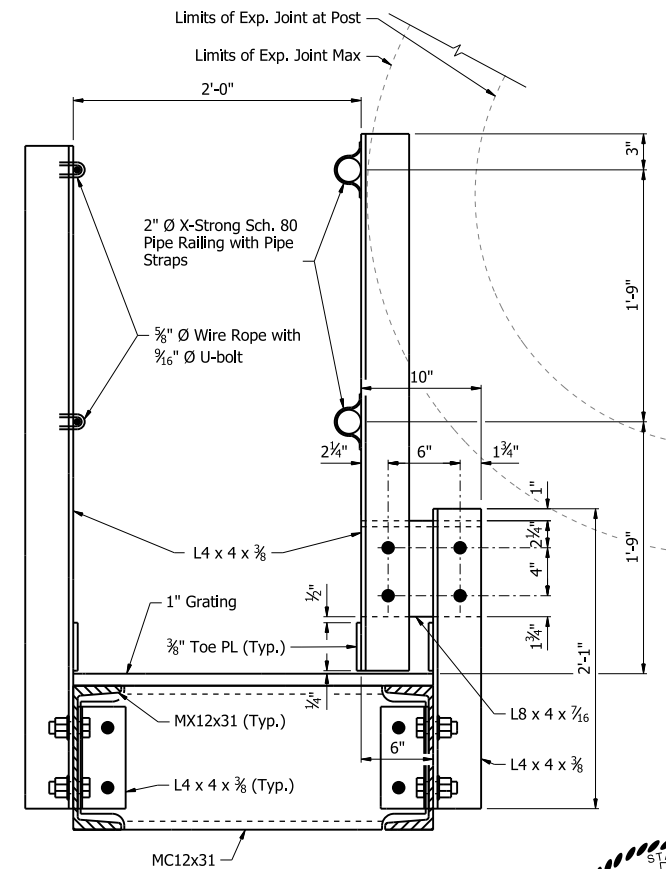


← Indicates direction of grating bearing bars

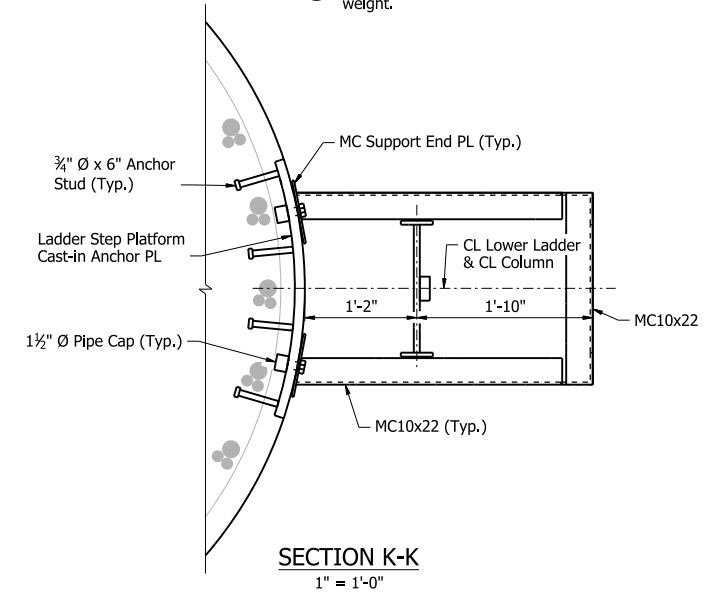
SECTION C-C
 1/2" = 1'-0"
 (Bent 12 Shown, Looking Backstation,
 Bent 16 Opposite Hand, Looking Upstation.)



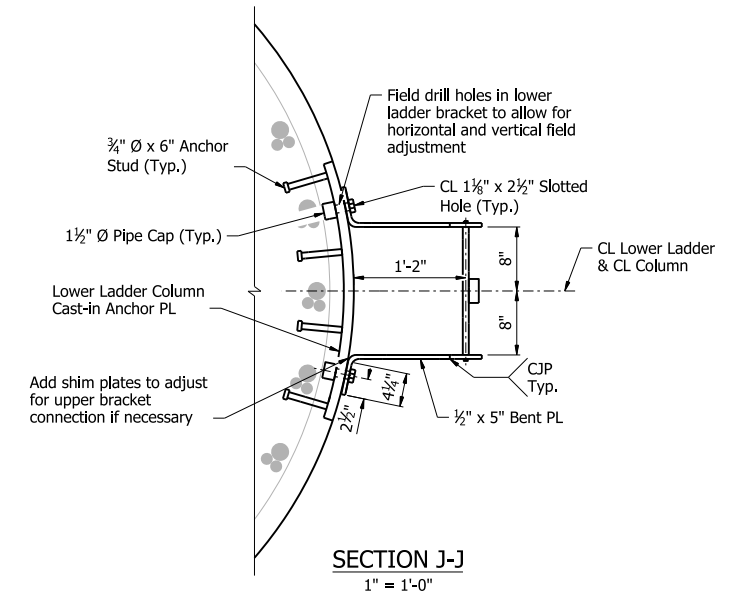
TYPICAL ELEVATION
 1/2" = 1'-0"



SECTION F-F
 1 1/2" = 1'-0"



SECTION K-K
 1" = 1'-0"



SECTION J-J
 1" = 1'-0"

ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 3 OF 7
DETAILS OF INSPECTION ACCESS
AND WATERLINE SUPPORTS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

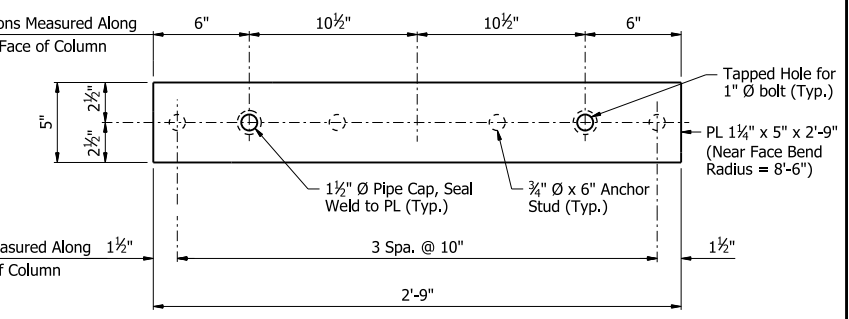
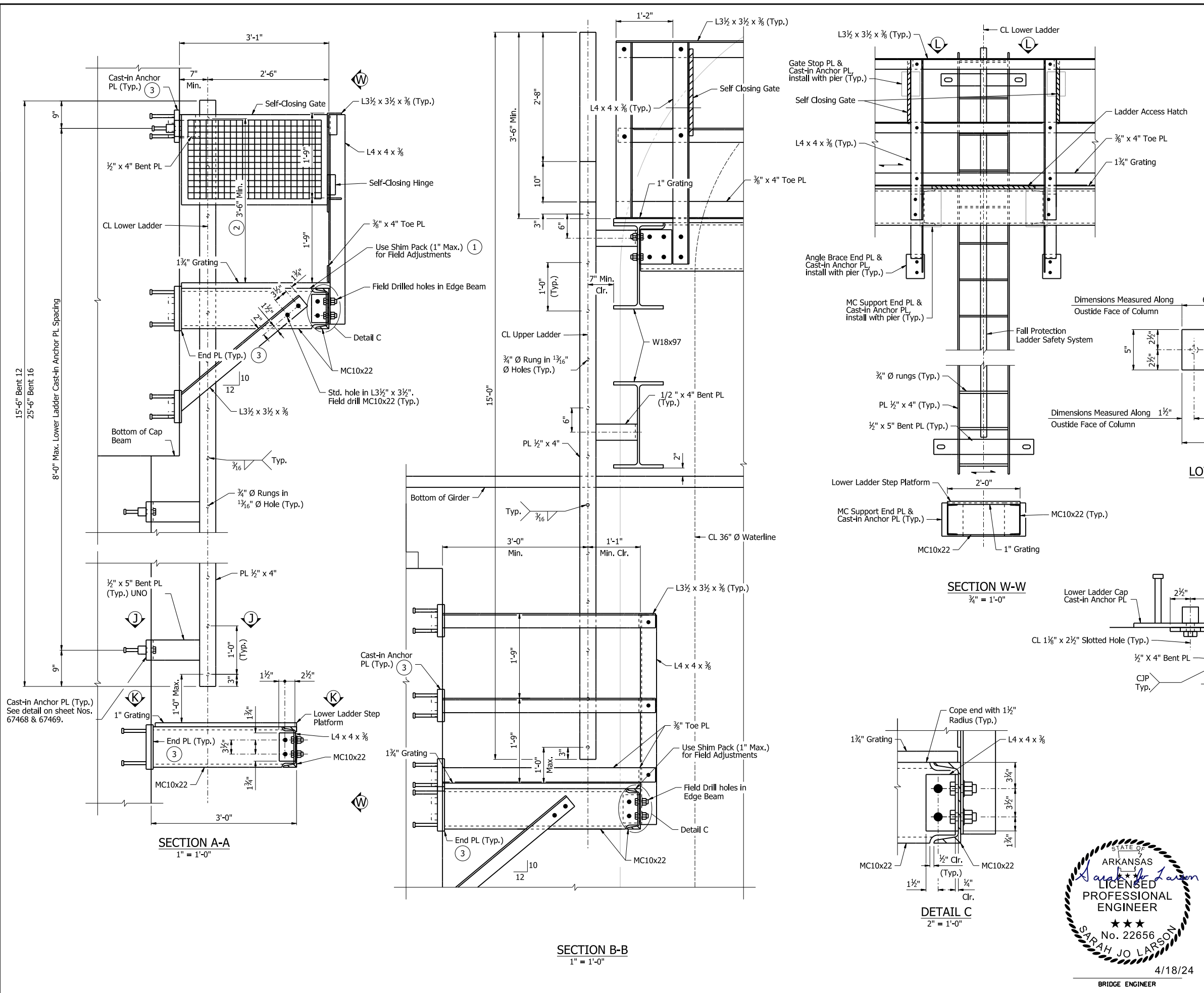
DRAWN BY: CTK DATE: 10/12/23 FILENAME: b04090111_sx3.dgn
 CHECKED BY: SJL DATE: 11/16/23 SCALE: AS NOTED
 DESIGNED BY: SJL DATE: 7/3/23
 BRIDGE NO. 07684 DRAWING NO. 67467



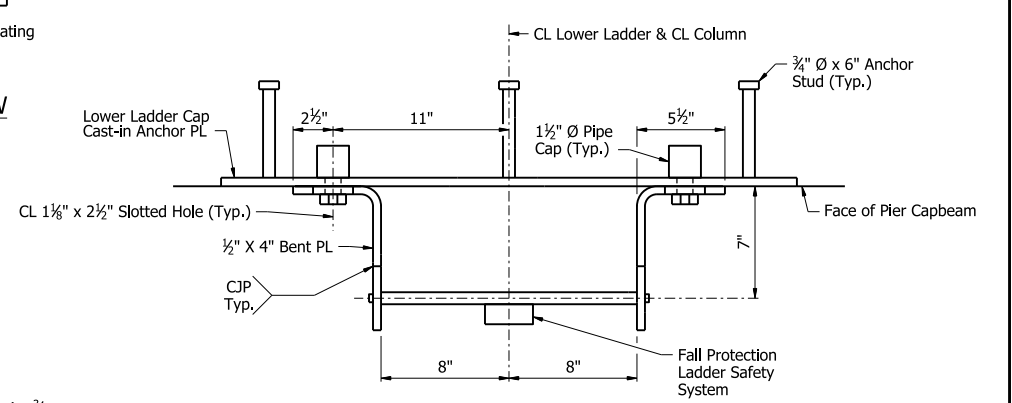
PRINT DATE: 4/12/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	408	809
07684 - WATERLINE - 67468						

- Notes:
 For additional notes, see Dwg. No. 67465.
 For location of "SECTION A-A" & "SECTION B-B", see Dwg. No. 67465.
 For "SECTION J-J" & "SECTION K-K", see Dwg. No. 67467.
- 1" Max shim Pack to be used if required for field adjustment of MC Supports. 1/2" Shim Pack is assumed for quantity weight.
 - Measured to lower ladder top rung.
 - See detail on sheet No. 67469.

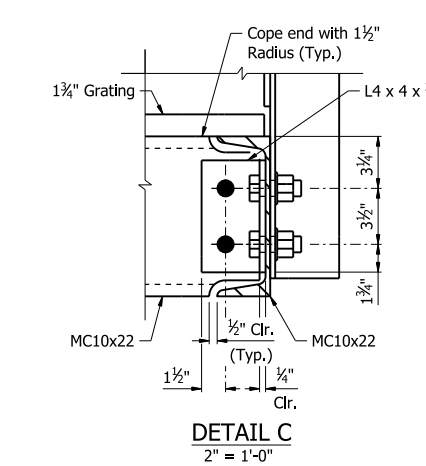


LOWER LADDER COLUMN CAST-IN ANCHOR PL
 2" = 1'-0"



SECTION L-L
 2" = 1'-0"

SECTION W-W
 3/4" = 1'-0"



ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 4 OF 7
DETAILS OF INSPECTION ACCESS
AND WATERLINE SUPPORTS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

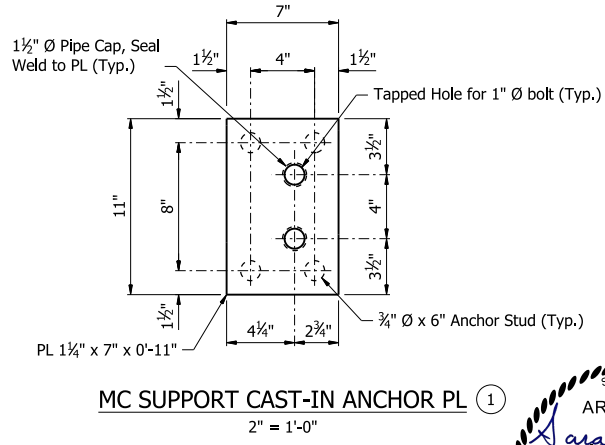
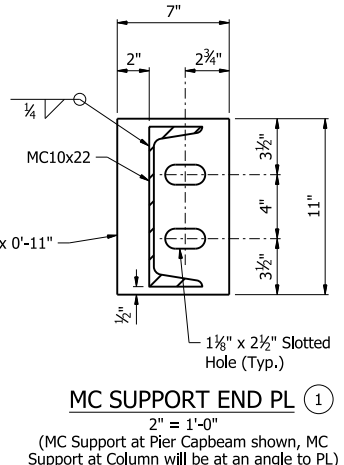
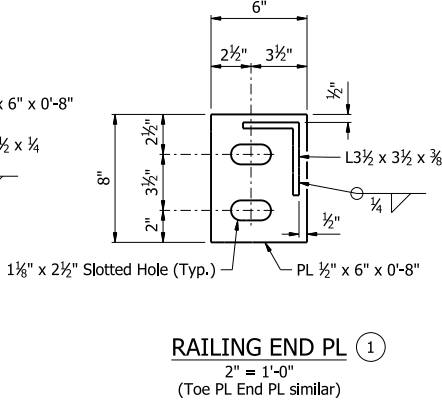
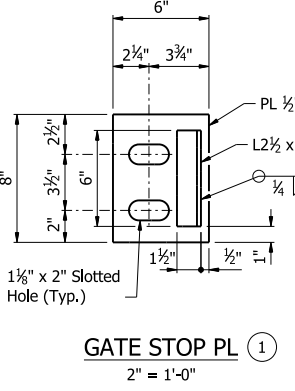
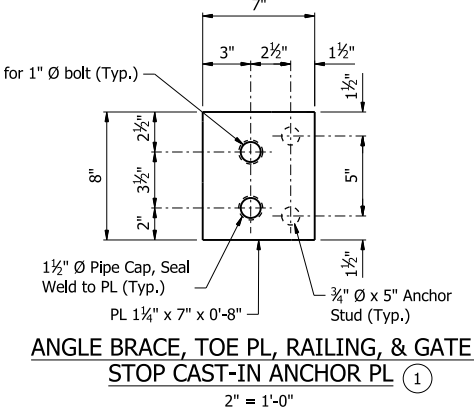
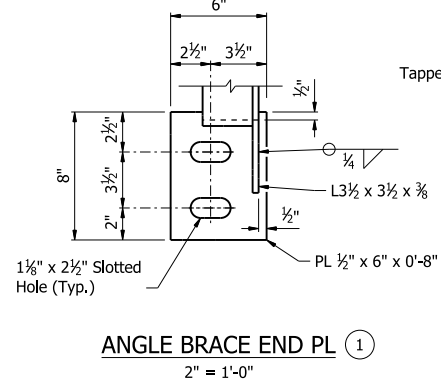
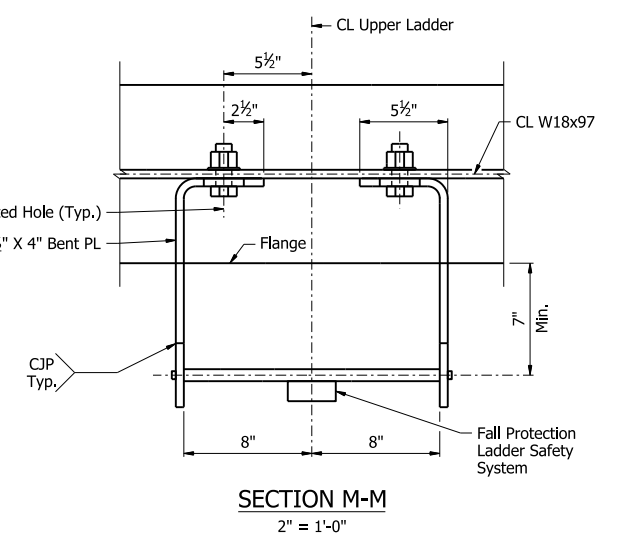
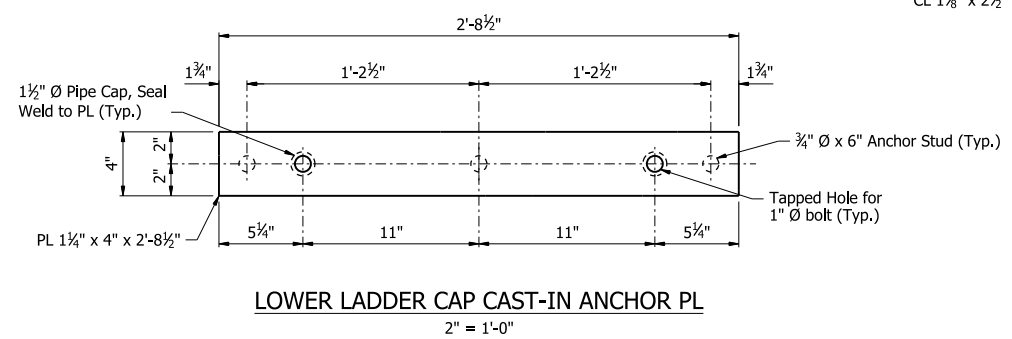
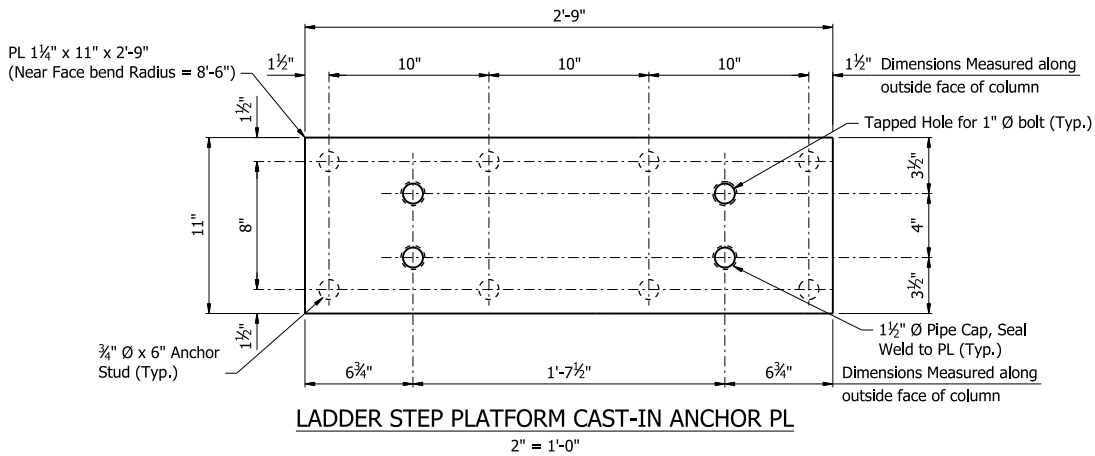
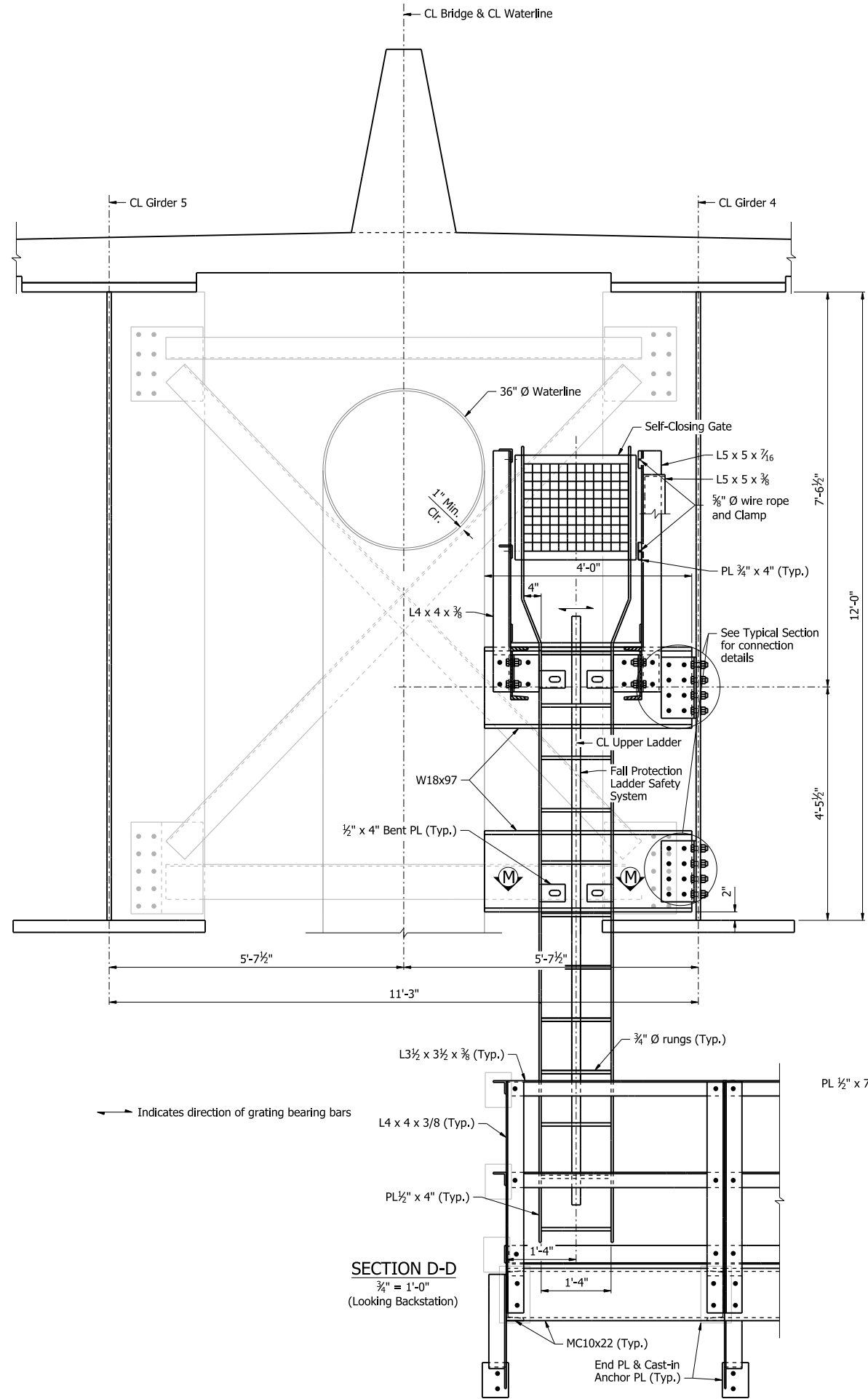
DRAWN BY: CTK DATE: 7/7/23 FILENAME: b04090111_sx4.dgn
 CHECKED BY: SJL DATE: 11/16/23 SCALE: AS NOTED
 DESIGNED BY: SJL DATE: 7/3/23
 BRIDGE NO. 07684 DRAWING NO. 67468



PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	409	809
07684 - WATERLINE - 67469						

Notes:
 For additional notes, see Dwg. No. 67465.
 For location of "SECTION D-D", see Dwg. No. 67466.
 ① Some End PLs and Cast-in Anchor PLs are reverse hand. Member orientation and dimensions shall be as shown on sheet 67465. Layout and orientation of all inspection access members shall be shown in the shop drawings and approved by the engineer.



ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 5 OF 7
DETAILS OF INSPECTION ACCESS AND WATERLINE SUPPORTS
I-49 OVER ARKANSAS RIVER
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD & SEBASTIAN COUNTIES

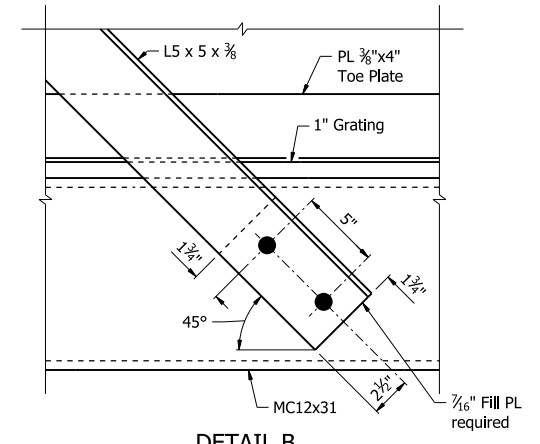
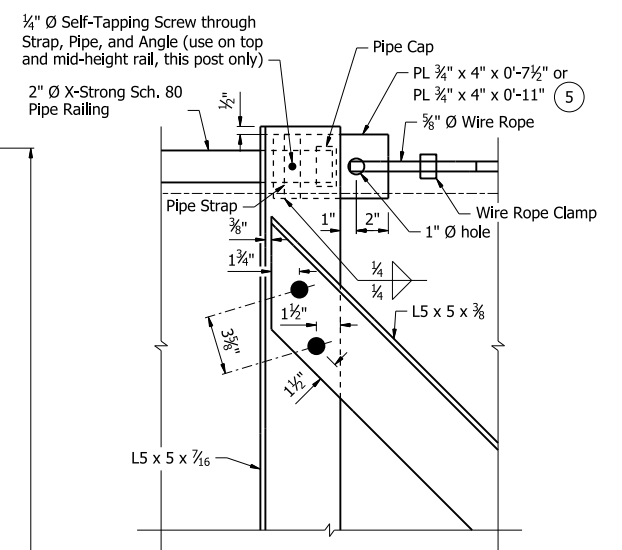
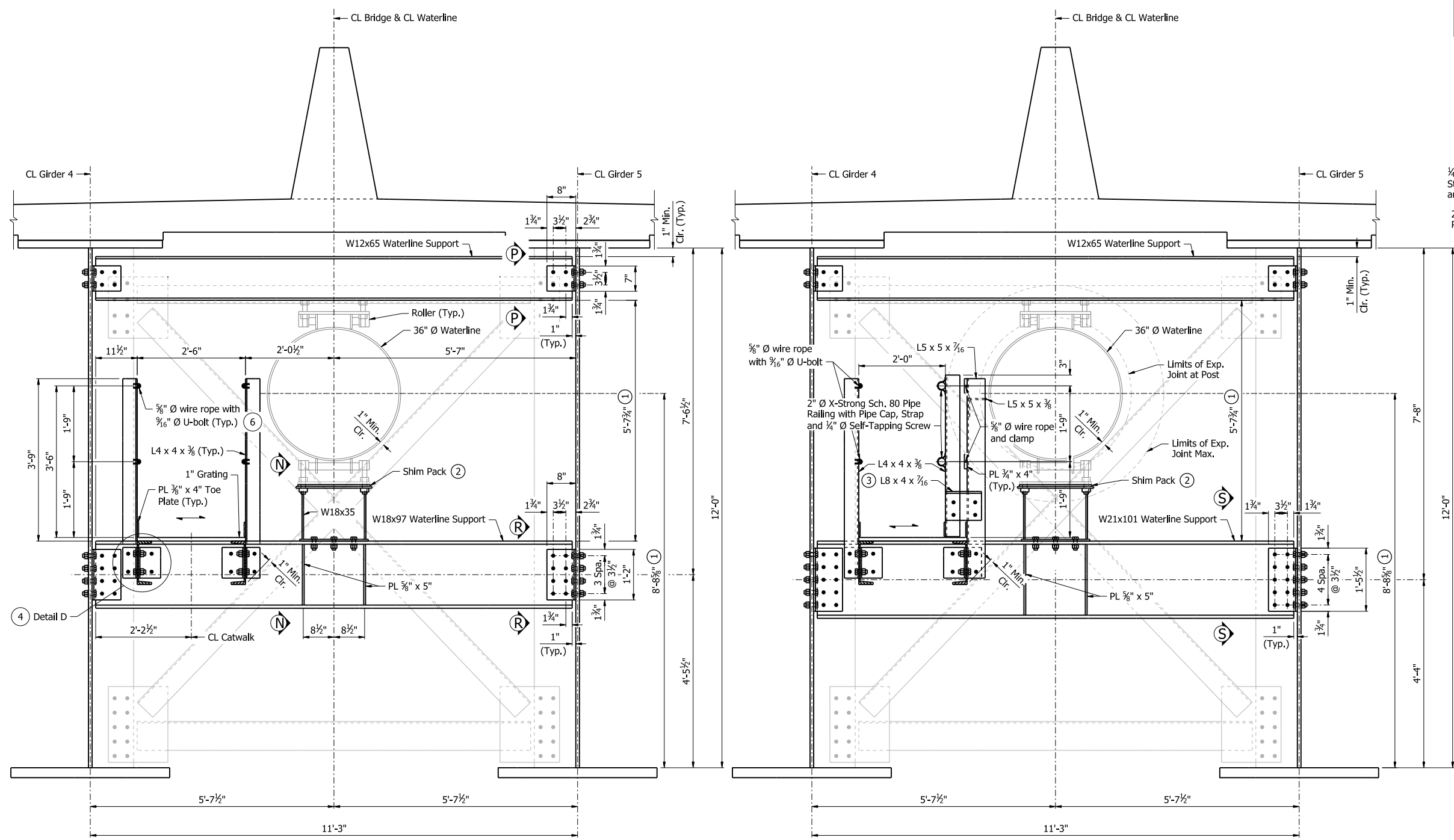
ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 7/7/23 FILENAME: b04090111_sx5.dgn
 CHECKED BY: SJL DATE: 11/16/23 SCALE: AS NOTED
 DESIGNED BY: SJL DATE: 7/3/23
 BRIDGE NO. 07684 DRAWING NO. 67469

PRINT DATE: 4/10/2024

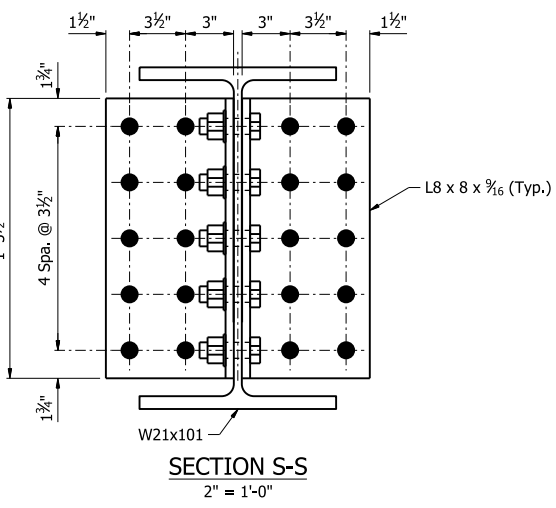
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	410	809
07684 - WATERLINE - 67470						

Notes:
 For additional notes, see Dwg. No. 67465.
 For "SECTION N-N", "SECTION P-P", "SECTION R-R" & "DETAIL D", see Dwg. No. 67471.
 For location of "SECTION G-G", "DETAIL A" & "DETAIL B", see Dwg. No. 67466.



TYPICAL SECTION
 $\frac{3}{4}'' = 1'-0''$

SECTION G-G
 $\frac{3}{4}'' = 1'-0''$
 Similar to Typical Section UNO



- ① Dimension shown can be adjusted to fit waterline geometry.
- ② 1/2" Shim Pack to be used if required for field adjustment of waterline. 1/4" Shim Pack is assumed for quantity weight.
- ③ See Section F-F for inset Post connection details.
- ④ At Bearing Stiffener locations, MC12x31 walkway support member will connect to bearing stiffener similar to connection shown in Detail D.
- ⑤ Intermediate pull-post tab PL similar to shown, but extends on both sides of pull-post.
- ⑥ At Bearing Stiffener locations, 5/8" diameter wire rope will pass through pre-drilled holes.

← Indicates direction of grating bearing bars



ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 6 OF 7
 DETAILS OF INSPECTION ACCESS
 AND WATERLINE SUPPORTS
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

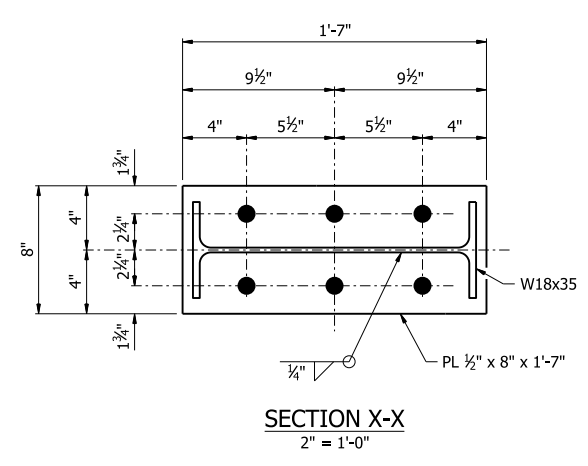
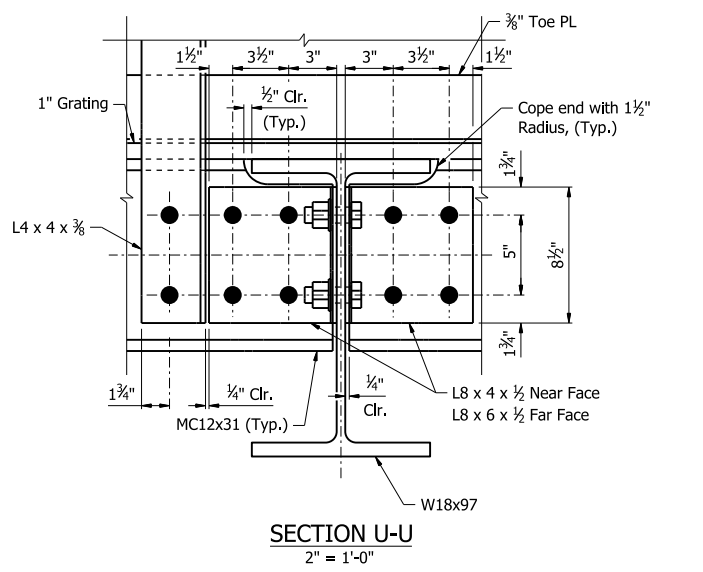
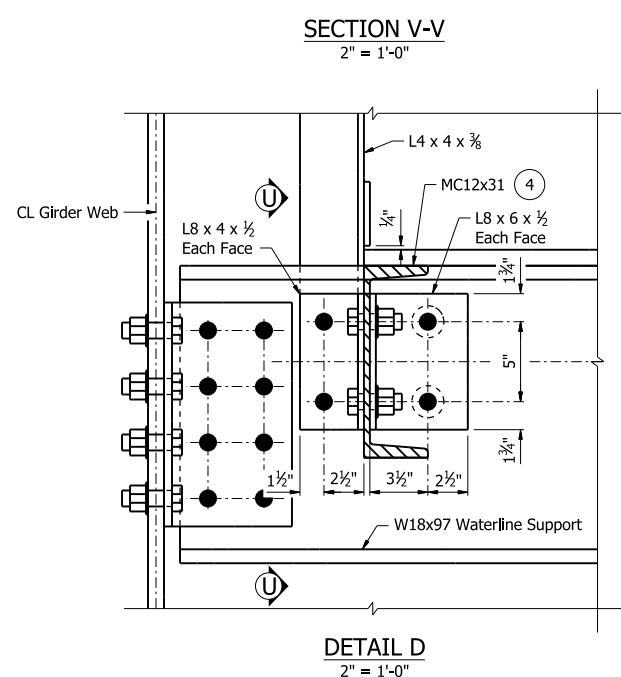
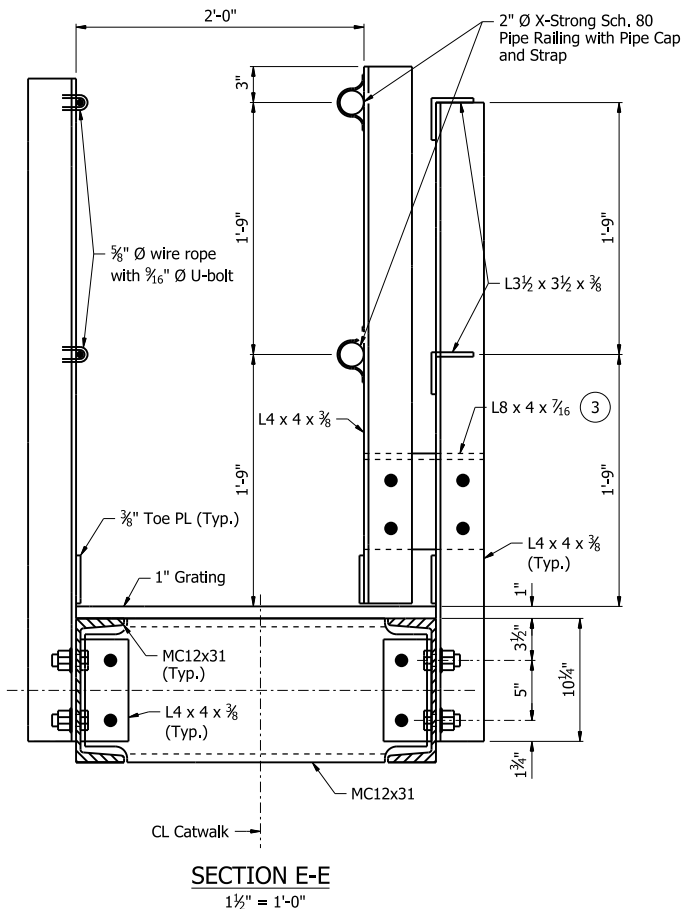
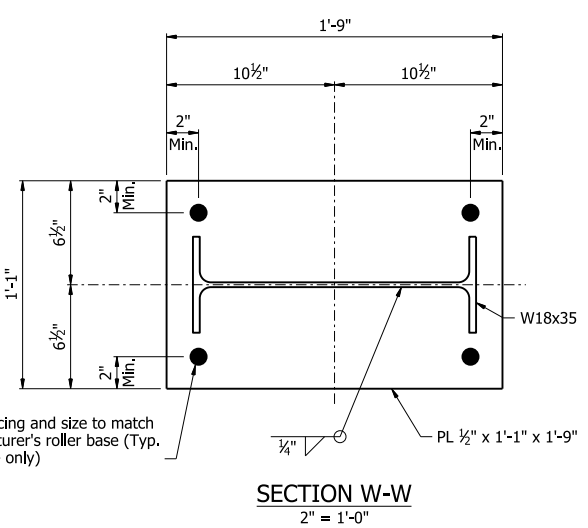
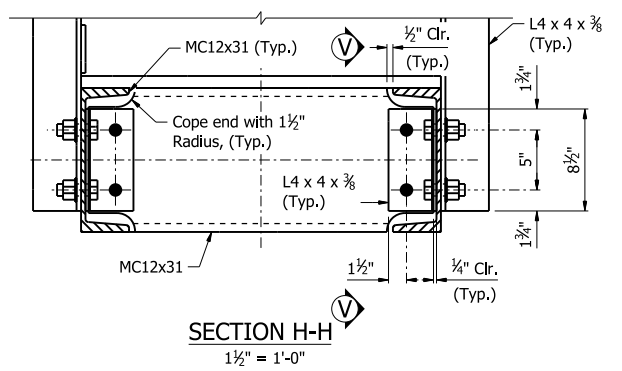
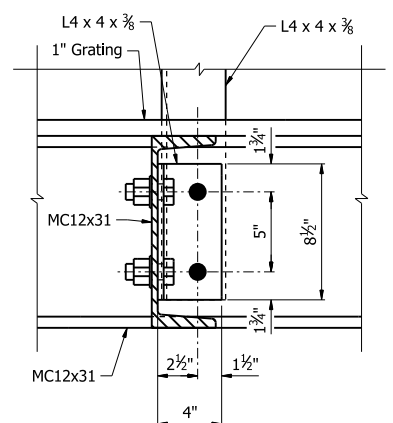
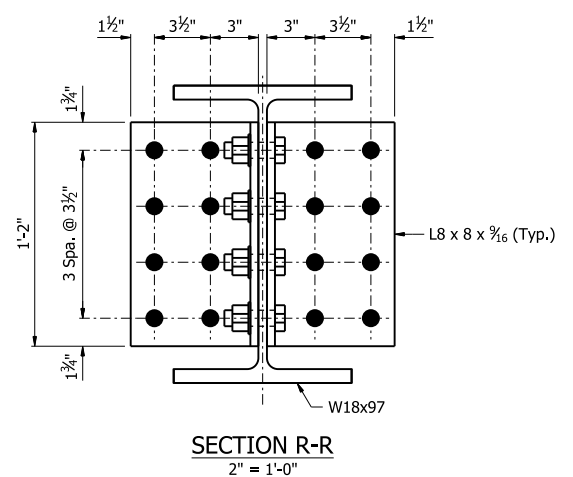
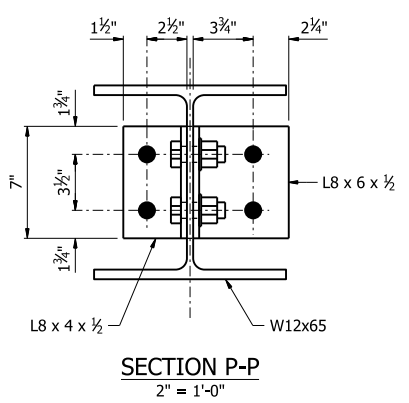
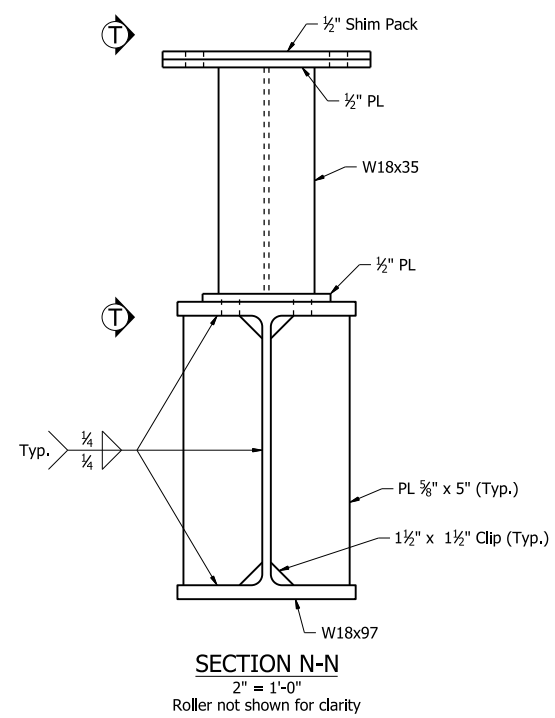
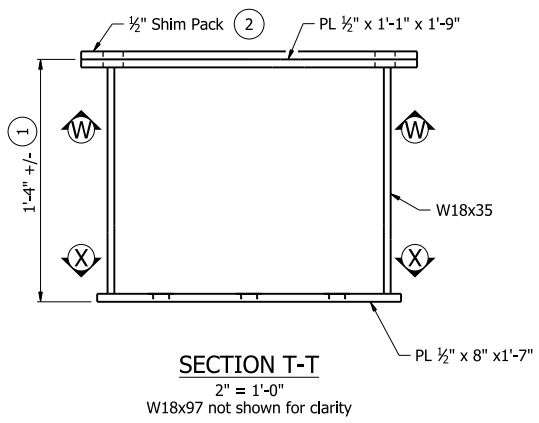
DRAWN BY: CTK DATE: 7/7/23 FILENAME: b04090111_sx6.dgn
 CHECKED BY: SJL DATE: 11/16/23 SCALE: AS NOTED
 DESIGNED BY: SJL DATE: 7/3/23
 BRIDGE NO. 07684 DRAWING NO. 67470

PRINT DATE: 4/10/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	411	809
07684 - WATERLINE - 67471						

Notes:
 For additional notes, see Dwg. No. 67465.
 For location of "SECTION E-E" & "SECTION H-H", see Dwg. No. 67466.
 For location of "SECTION N-N", "SECTION P-P", "SECTION R-R" & "DETAIL D", see Dwg. No. 67470.

- ① Height of bolster to be adjusted to allow for waterline to clear crossframes by 1" min.
- ② 1/2" Shim Pack to be used if required for field adjustment of waterline. 1/4" Shim Pack is assumed for quantity weight.
- ③ See Section F-F for inset Post connection details.
- ④ At Bearing Stiffener Locations, MC12x31 walkway support member will connect to bearing stiffener similar to connection shown in Detail D.



Hole spacing and size to match manufacturer's roller base (Typ. this plate only)



ALTERNATE NO. 1 & ALTERNATE NO. 2
 SHEET 7 OF 7
 DETAILS OF INSPECTION ACCESS
 AND WATERLINE SUPPORTS
 I-49 OVER ARKANSAS RIVER
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD & SEBASTIAN COUNTIES
 ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: CTK DATE: 7/7/23 FILENAME: b04090111_sx7.dgn
 CHECKED BY: SJL DATE: 11/16/23 SCALE: AS NOTED
 DESIGNED BY: SJL DATE: 7/3/23
 BRIDGE NO. 07684 DRAWING NO. 67471

PRINT DATE: 4/10/2024

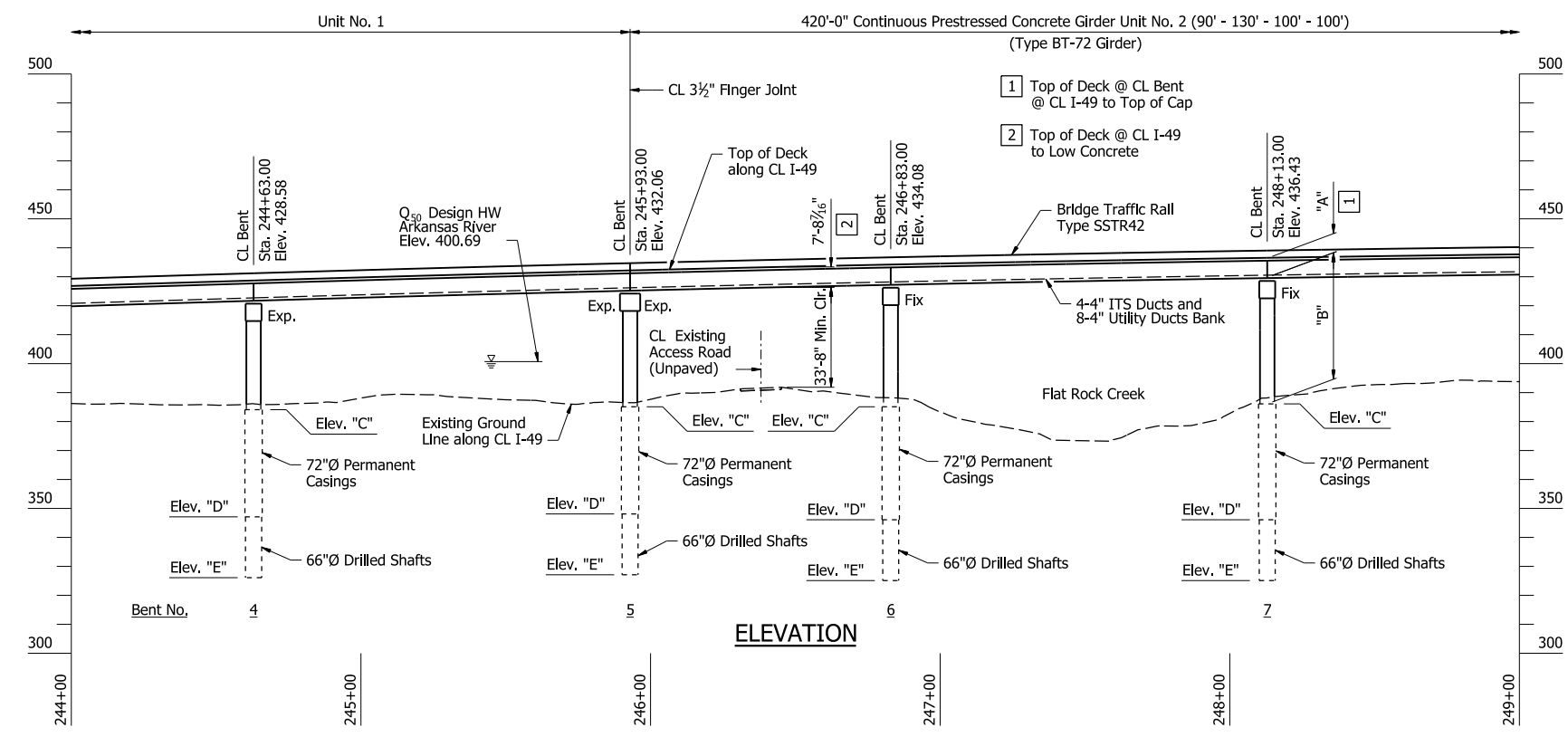
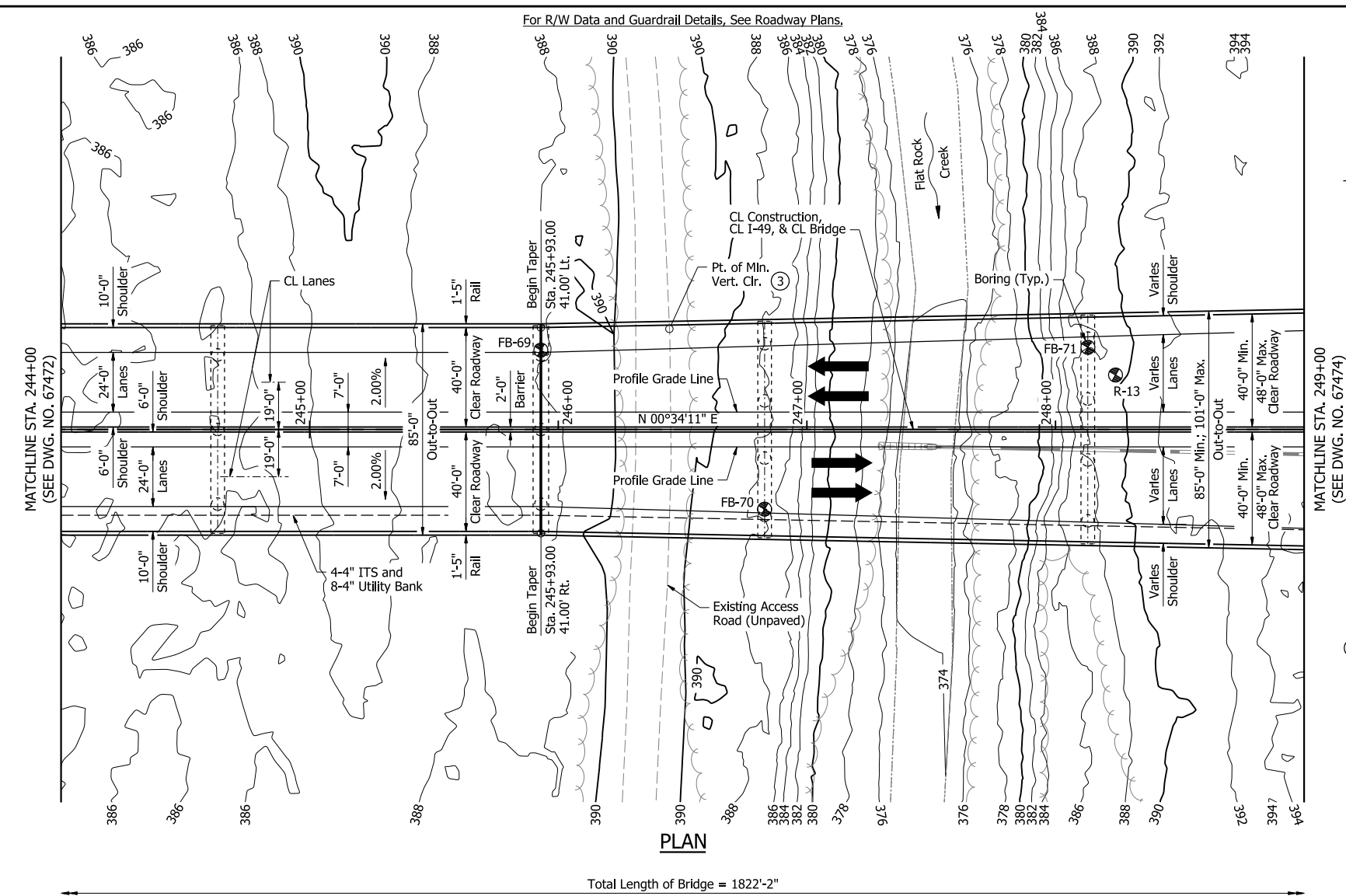
DATE REVISED	DATE REVISED	FED. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	413	809
07685 - BRIDGE LAYOUTS - 67473						

Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	TOTAL DISCHARGE	DISCHARGE BRIDGE 07685	NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	CFS	FEET	FEET
Design	50	415,000	20,636	401.34	401.36
Base	100	480,000	26,278	403.37	403.37
Extreme	500	600,000	34,475	405.38	405.39
Overtopping	>500	615,000	35,687	405.83	405.85

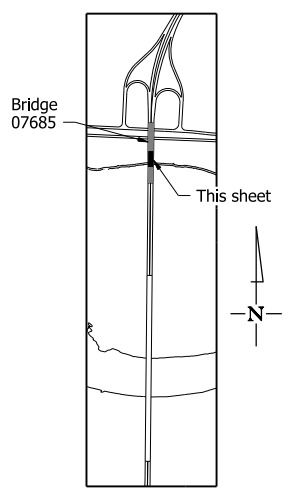
- ① The total discharge includes flow at this site and at Bridge 07684 (Arkansas River Channel)
- ② Unconstricted water surface without structure or roadway approaches.
 Q100 backwater elevation for existing structure = N/A, no existing structure
 Proposed Bridge Low Chord Elevation = 409.37 feet at Station 240+76.67.
 Drainage Area (Bridge 07684 and 07685) = 151,000 square miles.
 Historical H.W. Elev. = 406.96 feet (from upstream USGS stream gage 07250550 on June 1, 2019 with a discharge of 570,000 cfs)



Note:
 Elevations shown are actual top of deck elevations at CL I-49.
 Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

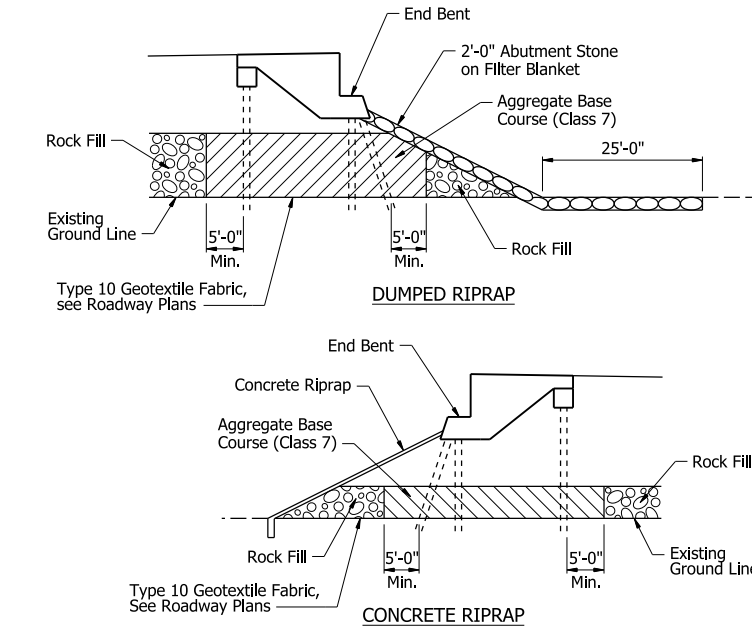
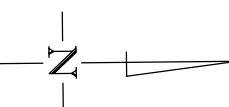
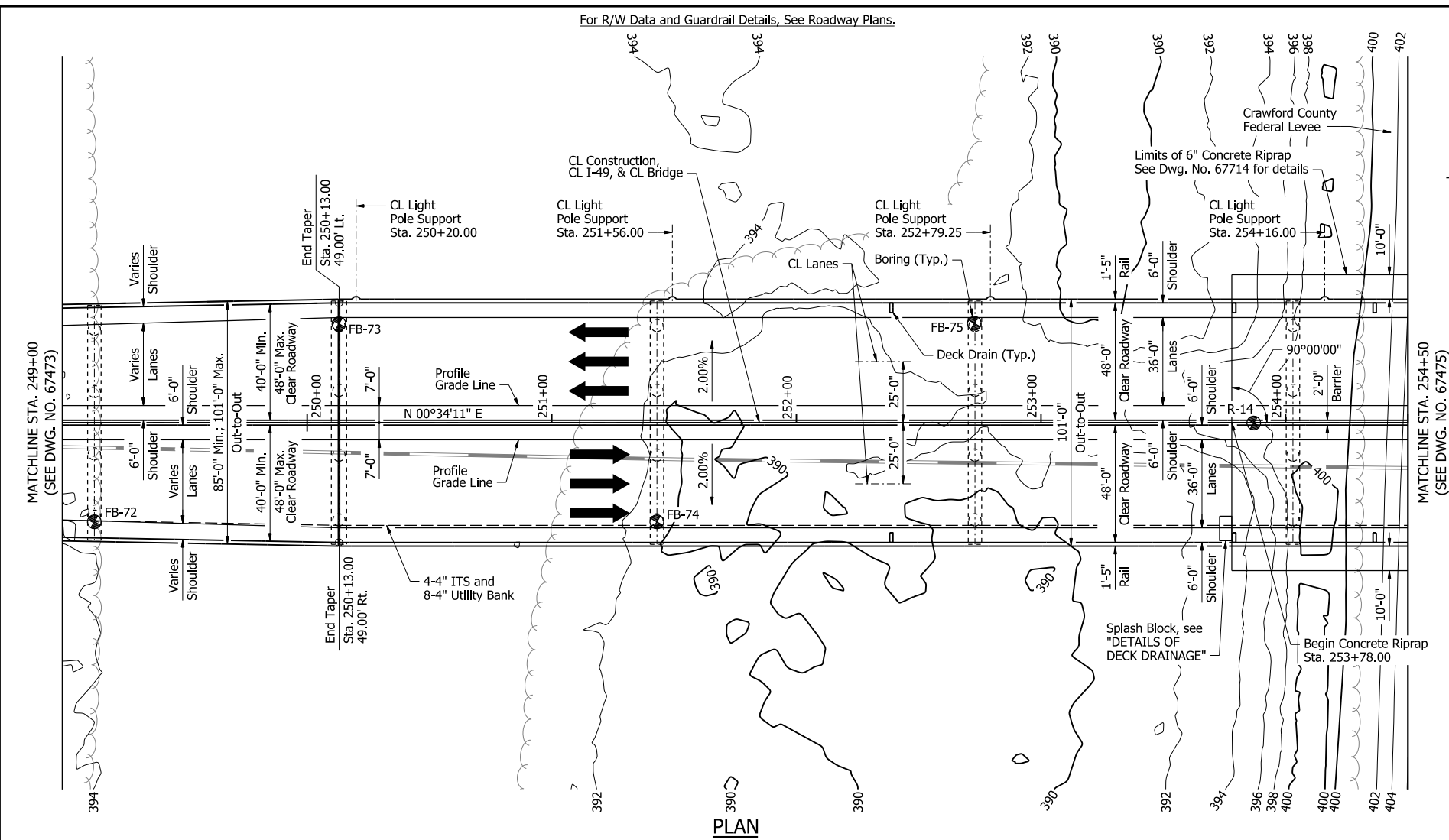
Location	"A"	"B"	"C"	"D"	"E"
Bent No. 4	8'-7"	36'-0"	384.00	345.00	321.00
Bent No. 5	8'-9 ⁷ / ₈ "	38'-2 ⁷ / ₈ "	385.00	348.00	334.00
Bent No. 6	8'-3 ³ / ₈ "	40'-9 ³ / ₈ "	385.00	346.00	331.00
Bent No. 7	8'-4 ¹ / ₂ "	42'-0 ³ / ₄ "	386.00	346.00	331.00



ALTERNATE NO. 1
SHEET 2 OF 5
LAYOUT OF BRIDGE
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY
 ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: CTK DATE: 1/31/23 FILENAME: b040901116_J2.dgn
 CHECKED BY: QL DATE: 12/4/23 SCALE: 1" = 30'-0"
 DESIGNED BY: BTJ DATE: 12/2/22
 BRIDGE NO. 07685 DRAWING NO. 67473

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	414	809
07685 - BRIDGE LAYOUTS - 67474						

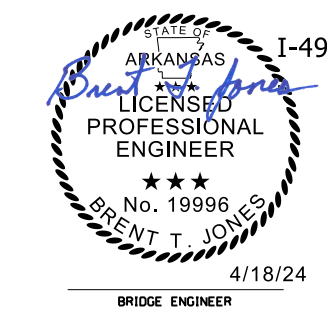
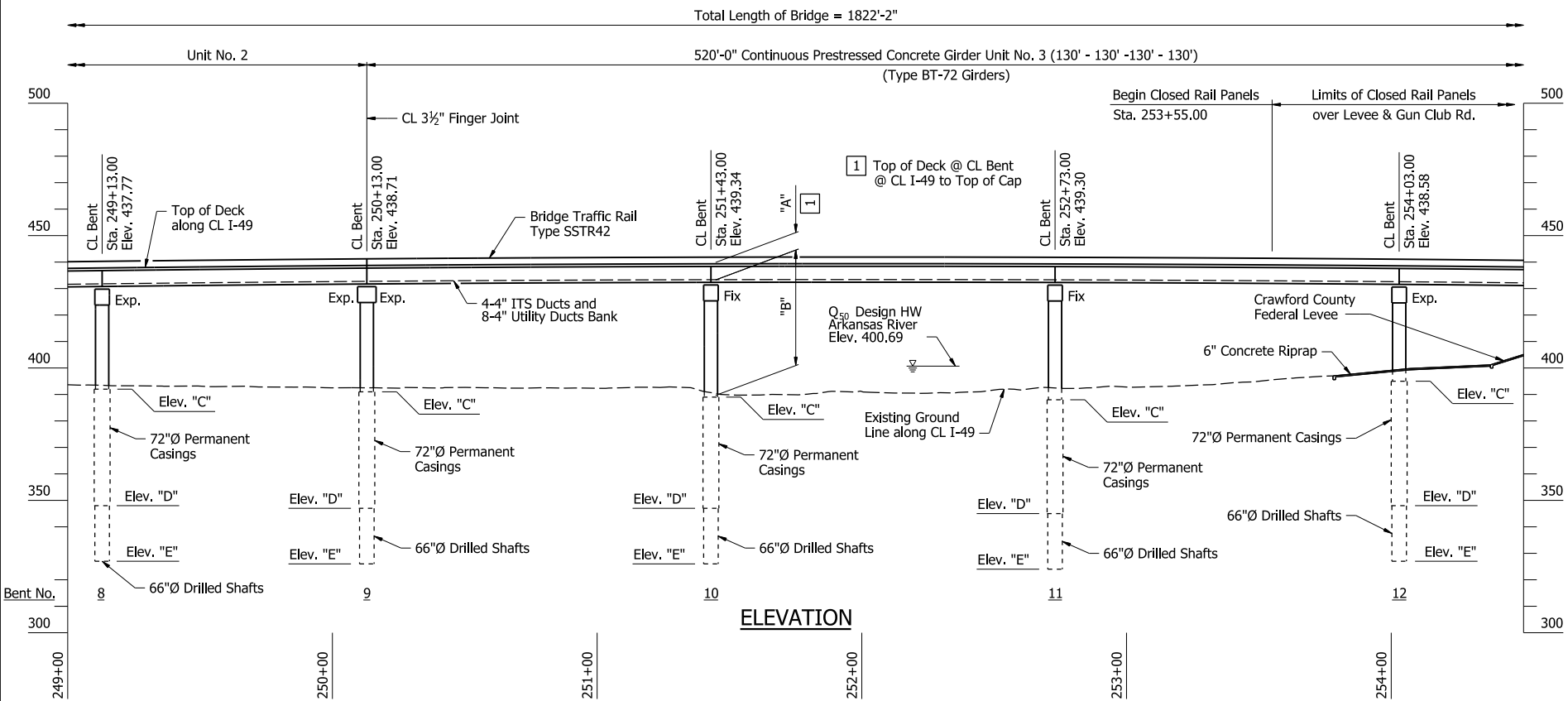
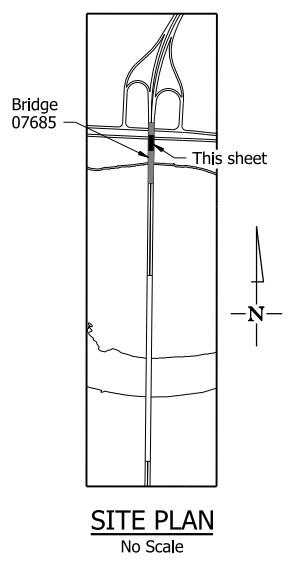
Notes:
 For General Notes, see Dwg. No. 67372.
 All bents are normal to CL I-49.
 For details of ITS and Utility Banks, see "ITS AND UTILITY BANK DETAILS".
 For details of Light Pole Support, see Dwg. No. 67686.
 For "DETAILS OF DECK DRAINAGE", see Dwg. Nos. 67707 thru 67711.



Note:
 Elevations shown are actual top of deck elevations at CL I-49.
 Any vertical dimension referenced to Top of Deck is based on actual top of deck elevation at CL I-49. Stations shown are along CL I-49.

TABLE OF VARIABLES

Location	"A"	"B"	"C"	"D"	"E"
Bent No. 8	8'-7 $\frac{3}{4}$ "	37'-1 $\frac{1}{2}$ "	392.00	348.00	331.00
Bent No. 9	8'-10 $\frac{1}{2}$ "	38'-10 $\frac{3}{8}$ "	391.00	347.00	332.00
Bent No. 10	8'-5"	41'-11"	389.00	347.00	332.00
Bent No. 11	8'-5"	42'-10 $\frac{1}{2}$ "	388.00	345.00	330.00
Bent No. 12	8'-8"	34'-10 $\frac{3}{8}$ "	395.00	342.00	327.00



ALTERNATE NO. 1
 SHEET 3 OF 5
 LAYOUT OF BRIDGE
 I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD COUNTY

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CTK DATE: 1/31/23 FILENAME: b040901116_J3.dgn
 CHECKED BY: QL DATE: 12/4/23 SCALE: 1" = 30'-0"
 DESIGNED BY: BTJ DATE: 12/2/22
 BRIDGE NO. 07685 DRAWING NO. 67474

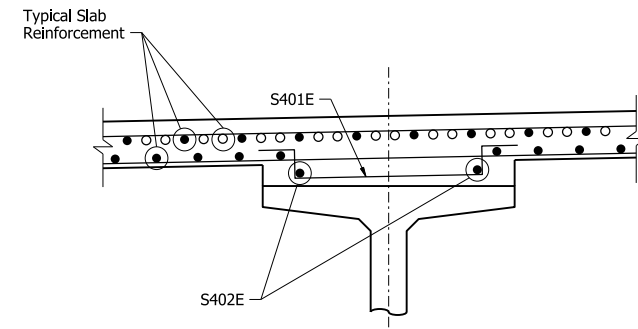
PRINT DATE: 4/9/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	416	809
07685 - BRIDGE LAYOUTS - 67476						

GENERAL NOTES

GENERAL NOTES: For project specific general notes, see Dwg. No. 67372 and 67373

DETAIL DRAWINGS:	DRAWING NO(S):
Schedule of Bridge Quantities	67368
General Notes	67372 - 67373
Layout of Bridge	67472 - 67476
Elevation of Soil Borings	67477 - 67480
End Bents 1 & 16	67481 - 67486
Bent Nos. 2 & 3	67487 - 67488
Bent No. 4	67489 - 67490
Bent No. 5	67491 - 67492
Bent Nos. 6 & 7	67493 - 67494
Bent No. 8	67495 - 67497
Bent No. 9	67498 - 67500
Bent Nos. 10 & 11	67501 - 67503
Bent No. 12	67504 - 67506
Bent No. 13	67507 - 67509
Bent Nos. 14 & 15	67510 - 67512
520'-0" Continuous Prestressed Concrete Girder Unit 1	67513 - 67520
420'-0" Continuous Prestressed Concrete Girder Unit 2	67521 - 67531
520'-0" Continuous Prestressed Concrete Girder Unit 3	67532 - 67539
360'-0" Continuous Prestressed Concrete Girder Unit 4	67540 - 67548
ITS and Utility Bank Supports	67672 - 67675, 67677 - 67679, & 67684 - 67685
Bridge Traffic Rail Type SSTR42	67686 - 67688
Median Barrier	67689
Sections Near Joints	67690
Armored Joint with Neoprene Strip Seal	67692
Finger Joints	67694 - 67695
Elastomeric Bearings	67702 - 67703
Deck Drainage	67707 - 67711
Bridge Approaches	67712 - 67713
Levee Concrete Riprap	67714
Supplemental Details of Concrete Riprap	67715
Dumped Riprap and Filter Blanket	55001
Concrete Riprap	55002
Permanent Steel Deck Forms	55005
Type D Name Plate	55010
Steel H-Piling	55020
Type F Approach Gutters	55030F
Type F Approach Slabs	55040F1
Bridge Traffic Rail Type SSTR42	55071



HAUNCH REINFORCEMENT DETAIL
Scale: 3/4"=1'-0"

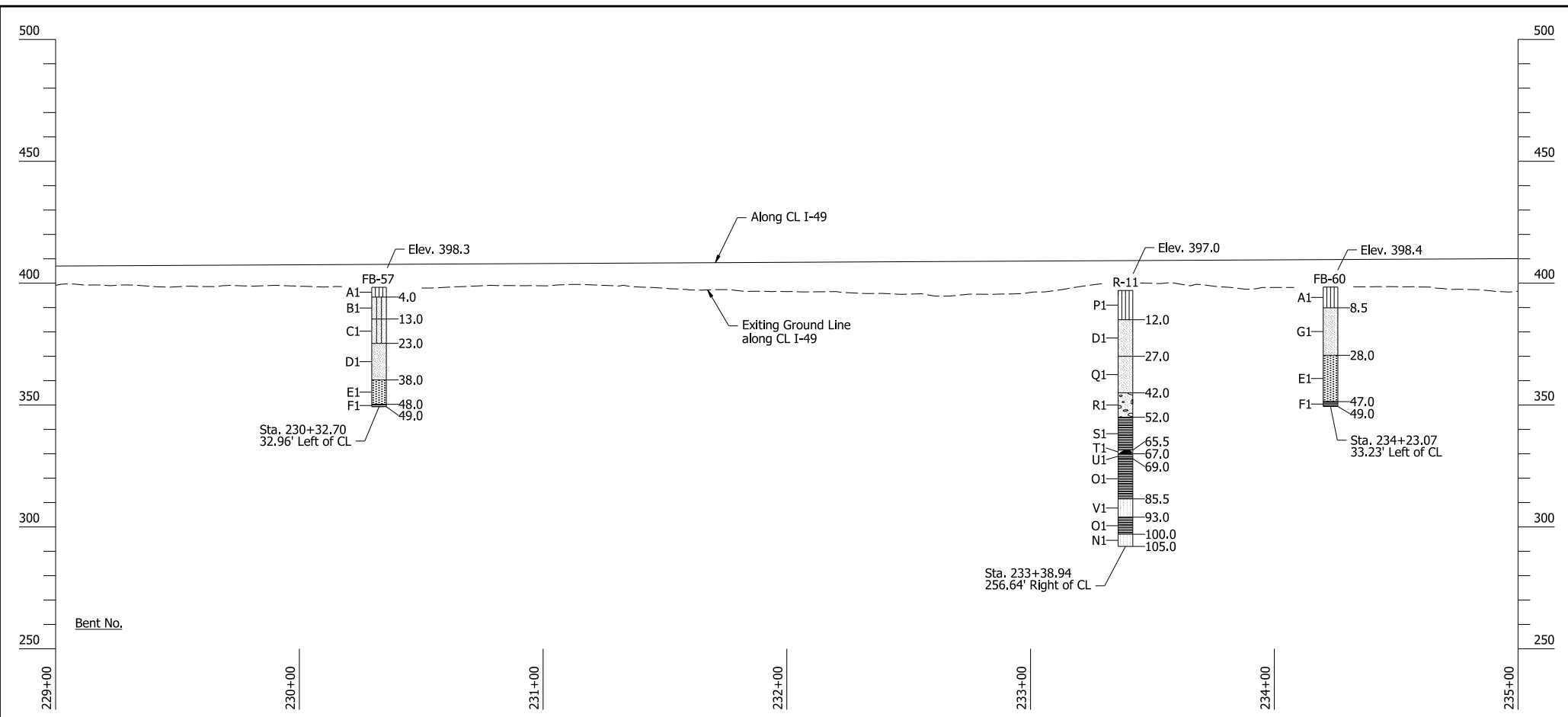
ALTERNATE NO. 1
SHEET 5 OF 5
LAYOUT OF BRIDGE
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY



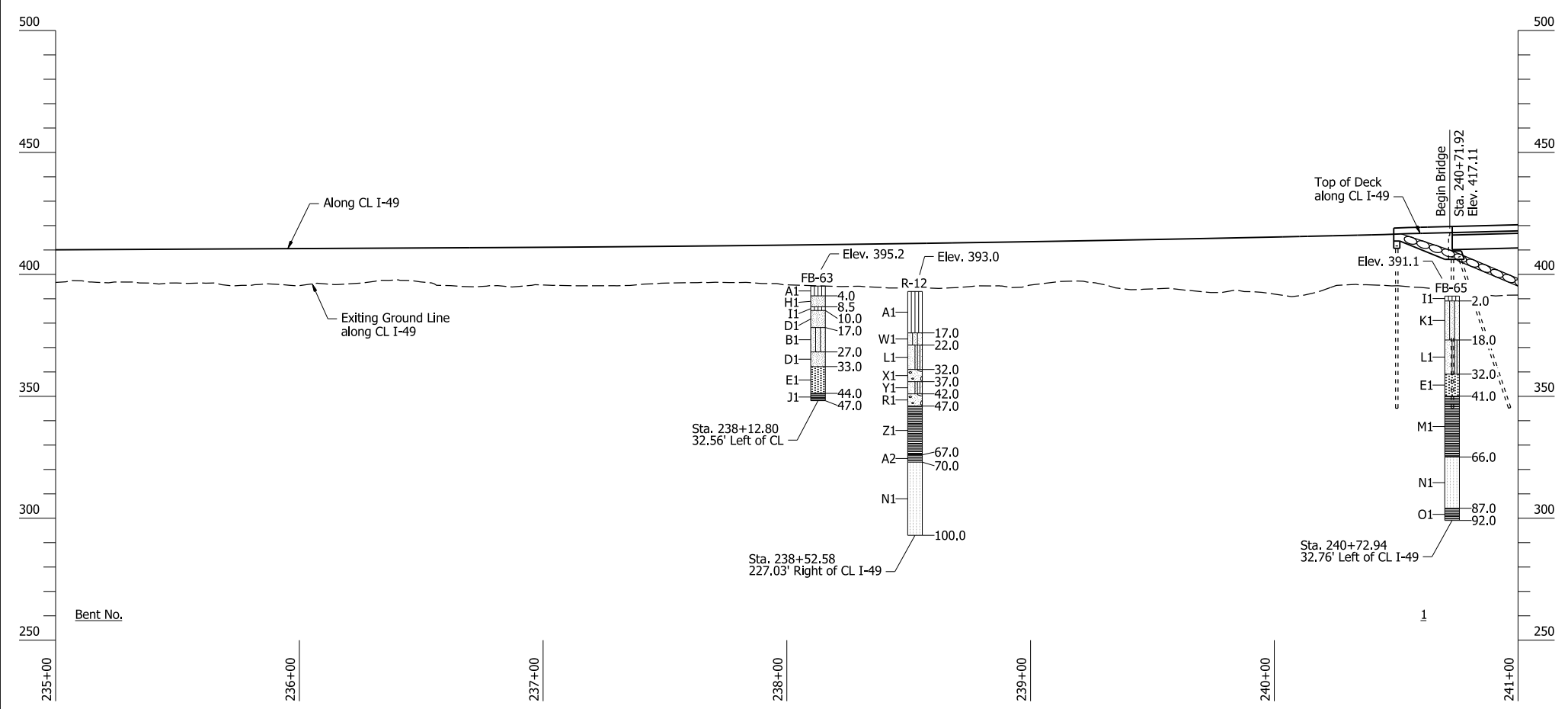
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 12/2/23 FILENAME: b040901116_I5.dgn
CHECKED BY: CPS DATE: 12/15/23 SCALE: No Scale
DESIGNED BY: BTJ DATE: 12/2/23
BRIDGE NO. 07685 DRAWING NO. 67476

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	417	809
07685 - BRIDGE LAYOUTS - 67477						



ELEVATION OF SOIL BORINGS



ELEVATION OF SOIL BORINGS

"N" VALUES

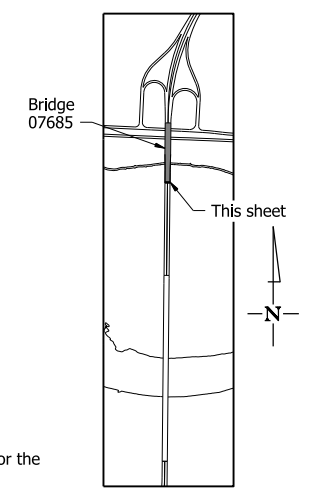
FB-57 - Sta. 230+9.17', 71.57' Left of CL I-49	
0.5-1.5	N=2
2.5-3.5	N=3
4.5-5.5	N=5
6.5-7.5	N=4
9.0-10.0	N=7
14.0-15.0	N=4
19.0-20.0	N=11
24.0-25.0	N=27
29.0-30.0	N=15
34.0-35.0	N=18
39.0-40.0	N=14
44.0-45.0	N=11
48.0-49.0	N=50/6"
FB-60 - Sta. 233+99.19', 5.28' Left of CL I-49	
0.5-1.5	N=2
2.5-3.5	N=2
4.5-5.5	N=4
6.5-7.5	N=5
9.0-10.0	N=9
14.0-15.0	N=9
19.0-20.0	N=10
24.0-25.0	N=22
29.0-30.0	N=14
34.0-35.0	N=8
39.0-40.0	N=12
44.0-45.0	N=18
48.0-49.0	N=50/6"
FB-63 - Sta. 237+89.19', 71.10' Left of CL I-49	
0.5-1.5	N=2
2.5-3.5	N=3
4.5-5.5	N=7
6.5-7.5	N=7
9.0-10.0	N=5
14.0-15.0	N=17
19.0-20.0	N=9
24.0-25.0	N=16
29.0-30.0	N=17
34.0-35.0	N=11
39.0-40.0	N=13
44.0-45.0	N=39
45.0-46.0	N=50/5"
FB-65 - Sta. 240+72.94', 32.76' Left of CL I-49	
0.5-1.5	N=33
2.5-3.5	N=3
4.5-5.5	N=3
6.5-7.5	N=3
9.0-10.0	N=3
14.0-15.0	N=3
19.0-20.0	N=12
24.0-25.0	N=12
29.0-30.0	N=25
34.0-35.0	N=10
39.0-40.0	N=19
42.0-43.0	N=50/2"
R-11 - Sta. 233+38.94, 256.64' Right of CL	
0.5-1.5	N=4
2.5-3.5	N=4
4.5-5.5	N=5
6.5-7.5	N=6
9.0-10.0	N=9
14.0-15.0	N=12
19.0-20.0	N=14
24.0-25.0	N=10
29.0-30.0	N=23
34.0-35.0	N=28
39.0-40.0	N=24
44.0-45.0	N=32
49.0-50.0	N=41
54.0-55.0	N=50/2"

BORING LEGEND

- A1 - ML-Very loose reddish brown fine sandy silt
- A2 - SHALE-Low hardness to moderately hard dark gray shale w/occasional fractures, horizontal bedding
- B1 - SM-Very Loose tan silty fine sand
- C1 - SM-Very loose to loose tan silty fine sand
- D1 - SP-Medium dense gray and tan fine sand
- E1 - SW-Medium dense tan and gray fine to coarse sand
- F1 - SHALE-Moderately hard dark gray shale
- G1 - SP-Loose brown and tan fine sand
- H1 - SP-Loose silty fine sand
- I1 - ML-Very loose brown silt
- J1 - SHALE-Low hardness dark gray shale
- K1 - SM-Very loose tan silty fine sand
- L1 - SP-SM-Medium dense tan and gray fine sand
- M1 - SHALE-Moderately hard dark gray shale, slightly weathered w/some fractures, horizontal bedding
- N1 - SANDSTONE-Moderately hard gray fine-grained sandstone w/ shale partings
- O1 - SHALE-Moderately hard dark gray shale w/ sandstone partings
- P1 - ML-Very loose to loose tan fine sandy silt
- Q1 - SP-Medium dense tan fine to medium sand
- R1 - SPG-Dense tan and gray fine to coarse sand w/some fine gravel
- S1 - SHALE-Moderately hard dark gray weathered shale, fractured w/some highly weathered seams
- T1 - COAL-Low hardness coal, easily fractured
- U1 - SHALE-Low hardness dark gray highly weathered shale, horizontal bedding
- V1 - SANDSTONE-Moderately hard to hard gray fine-grained sandstone w/interbedded gray shale, horizontal bedding
- W1 - SM-Very dense tan silty fine sand
- X1 - SPG-Medium dense tan fine to coarse sand w/some fine gravel
- Y1 - SP-SM-Dense tan and gray fine sand
- Z1 - SHALE-Low hardness to moderately hard dark gray weathered shale w/some highly weathered seams and layers

R-12 - Sta. 238+52.58, 227.03' Right of CL I-49

0.5-1.5	N=3
2.5-3.5	N=4
4.5-5.5	N=5
6.5-7.5	N=6
9.0-10.0	N=7
14.0-15.0	N=5
19.0-20.0	N=50/11"
24.0-25.0	N=14
29.0-30.0	N=5
34.0-35.0	N=14
39.0-40.0	N=46
44.0-45.0	N=31



Note:
Soil descriptions have been condensed for the purposes of this drawing.

See Final Geotechnical Report for additional information on individual borings.

SITE PLAN
No Scale

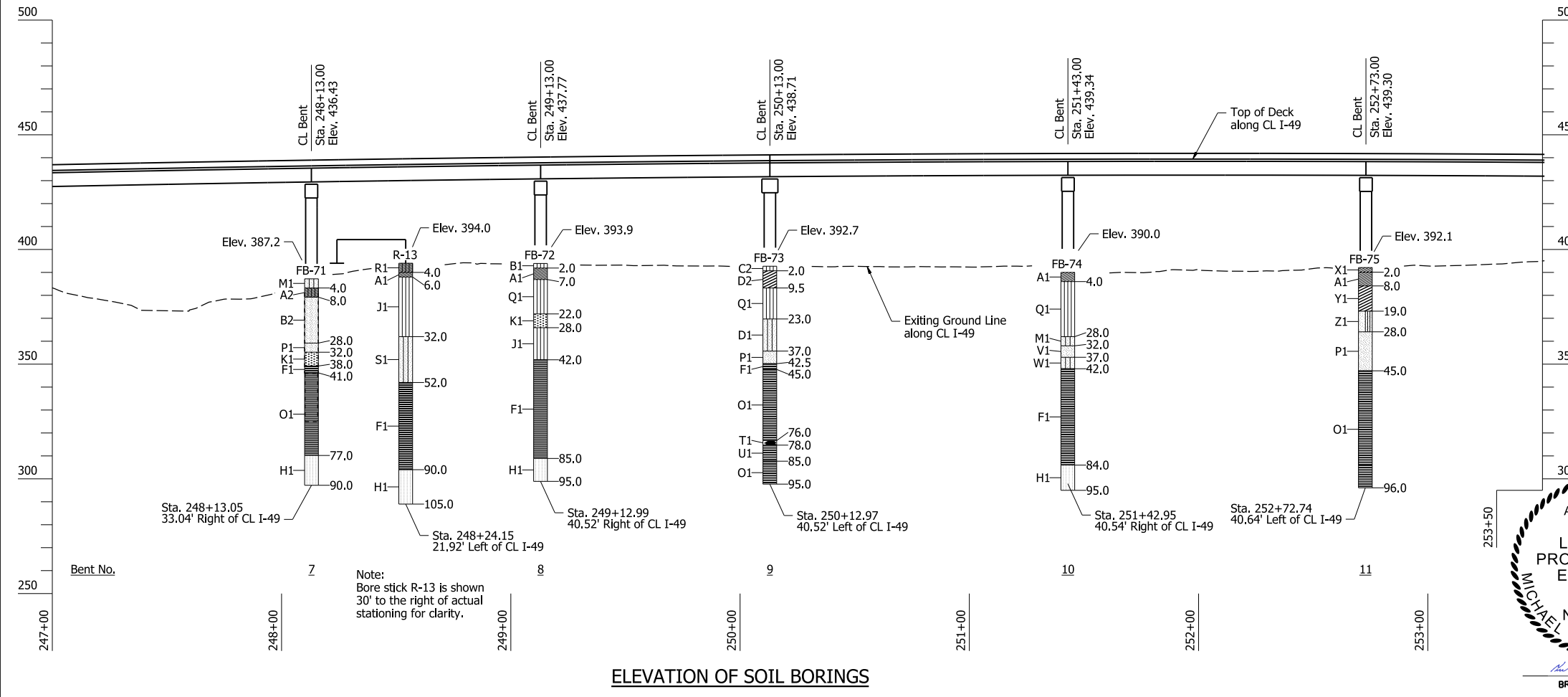
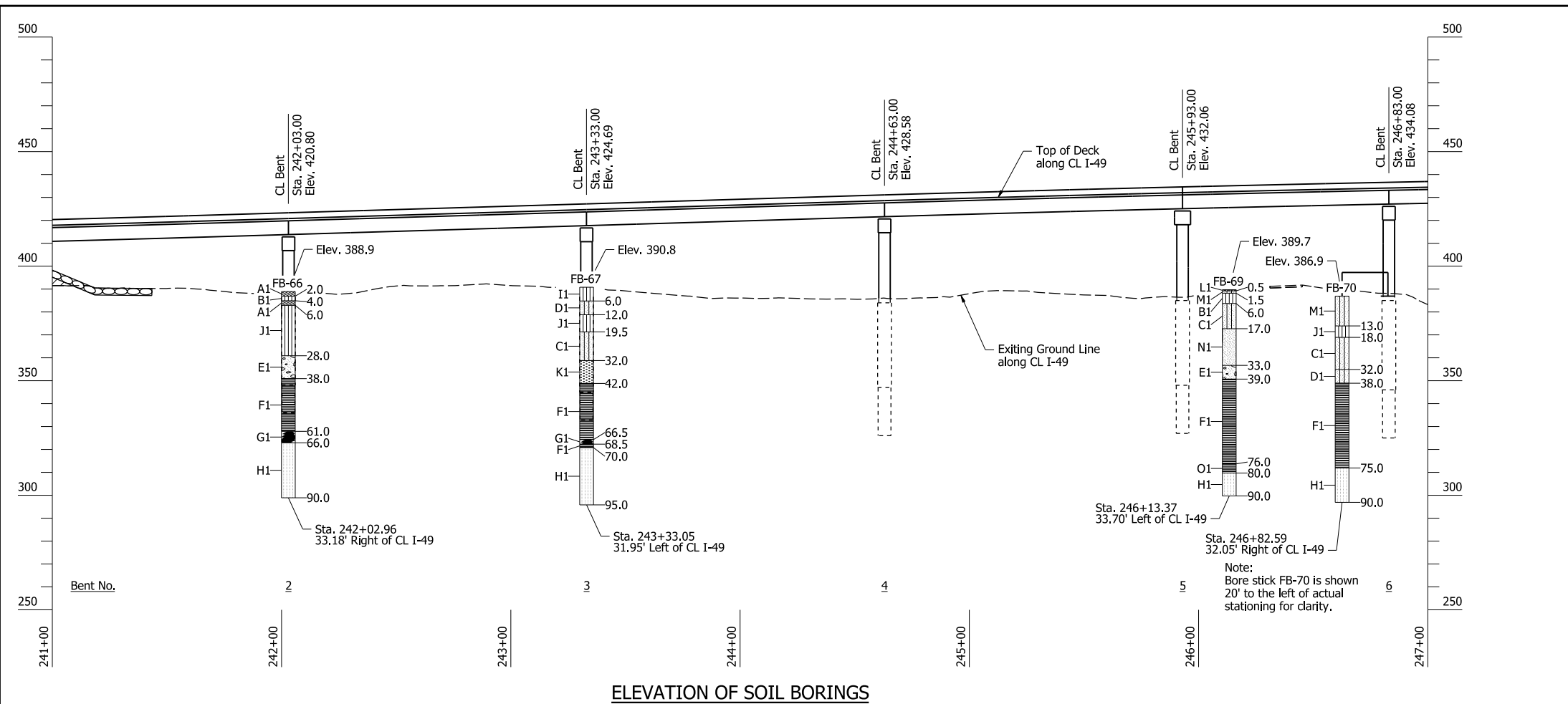
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 1 OF 4
ELEVATION OF SOIL BORINGS
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

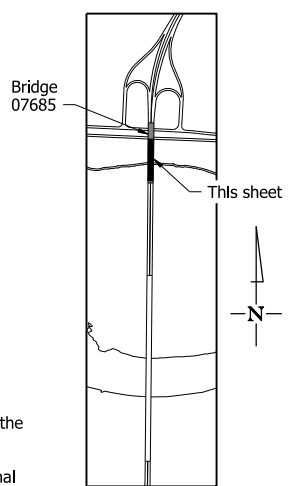


DRAWN BY: BNG DATE: 8/22/23 FILENAME: b040901116_l6.dgn
 CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'
 DESIGNED BY: MJLD DATE: 8/15/23
 BRIDGE NO. 07685 DRAWING NO. 67477

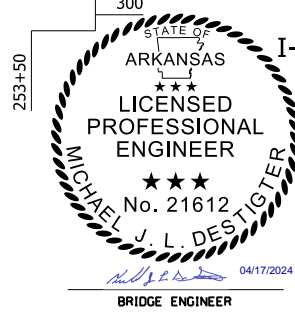
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	418	809
07685 - BRIDGE LAYOUTS - 67478						



Note:
Soil descriptions have been condensed for the purposes of this drawing.
See Final Geotechnical Report for additional information on individual borings.
See Sheet 3 for blow counts and soil descriptions.



ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 2 OF 4
ELEVATION OF SOIL BORINGS
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY



ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b040901116_17.dgn
 CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'
 DESIGNED BY: MJLD DATE: 8/15/23
 BRIDGE NO. 07685 DRAWING NO. 67478

PRINT DATE: 4/8/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	419	809
07685 - BRIDGE LAYOUTS - 67479						

"N" VALUES

FB-66 - Sta. 242+02.96, 33.18' Right of CL I-49

0.5-1.5	N=6
2.5-3.5	N=6
6.5-7.5	N=7
9.0-10.0	N=10
14.0-15.0	N=8
19.0-20.0	N=10
24.0-25.0	N=12
29.0-30.0	N=15
34.0-35.0	N=22
39.0-40.0	N=50/1"

FB-67 - Sta. 243+33.05, 31.95' Left of CL I-49

0.5-1.5	N=4
2.5-3.5	N=7
4.5-5.5	N=6
6.5-7.5	N=12
9.0-10.0	N=8
14.0-15.0	N=7
19.0-20.0	N=5
24.0-25.0	N=2
29.0-30.0	N=11
34.0-35.0	N=25
39.0-40.0	N=26
44.0-45.0	N=50/1"

FB-69 - Sta. 245+93.00, 31.94' Left of CL I-49

0.5-1.5	N=4
4.5-5.5	N=5
9.0-10.0	N=10
14.0-15.0	N=24
19.0-20.0	N=5
24.0-25.0	N=6
29.0-30.0	N=8
34.0-35.0	N=13
39.0-40.0	N=50/3"

FB-70 - Sta. 246+82.59, 32.05' Right of CL I-49

0.5-1.5	N=5
2.5-3.5	N=12
4.5-5.5	N=13
6.5-7.5	N=9
9.0-10.0	N=6
14.0-15.0	N=6
19.0-20.0	N=9
24.0-25.0	N=16
29.0-30.0	N=11
34.0-35.0	N=11
39.0-40.0	No Blows

FB-71 - Sta. 248+13.05, 33.04' Right of CL I-49

0.5-1.5	N=4
2.5-3.5	N=5
4.5-5.5	N=4
6.5-7.5	N=6
9.0-10.0	N=4
14.0-15.0	N=4
19.0-20.0	N=12
24.0-25.0	N=11
29.0-30.0	N=15
34.0-35.0	N=14
39.0-40.0	N=50/2"

FB-72 - Sta. 249+12.99, 40.52' Right of CL I-49

0.5-1.5	N=6
4.5-5.5	N=6
9.0-10.0	N=10
14.0-15.0	N=6
19.0-20.0	N=4
24.0-25.0	N=14
29.0-30.0	N=6
34.0-35.0	no SPT
39.0-40.0	no SPT
44.0-45.0	no SPT

FB-73 - Sta. 250+12.97, 40.52' Left of CL I-49

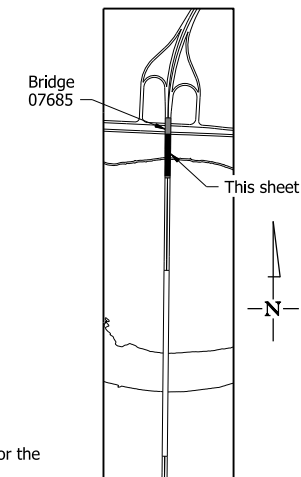
2.5-3.5	N=7
4.5-5.5	N=3
9.0-10.0	N=11
14.0-15.0	N=6
19.0-20.0	N=3
24.0-25.0	N=21
29.0-30.0	N=4
34.0-35.0	N=5
39.0-40.0	N=13
44.0-45.0	N=50/1"

FB-74 - Sta. 251+42.95, 40.54' Right of CL I-49

0.5-1.5	N=5
4.5-5.5	N=11
6.5-7.5	N=7
9.0-10.0	N=4
14.0-15.0	N=4
19.0-20.0	N=2
24.0-25.0	N=7
29.0-30.0	N=3
34.0-35.0	N=2
39.0-40.0	N=32
44.0-45.0	N=50/3"

BORING LEGEND

- A1 - CL-Soft reddish brown silty clay
- A2 - CL-ML-Very loose to loose reddish brown clayey silt
- B1 - ML-Loose reddish brown silt
- B2 - SP-Loose reddish tan fine to coarse sand
- C1 - SM-Loose tan silty fine sand
- C2 - ML-Soft brown clayey silt
- D1 - SM-Medium dense tan silty fine sand
- D2 - CH-Soft brown clay w/some silt pockets
- E1 - SPG-Medium dense tan and gray fine to coarse sand w/some fine to coarse gravel
- F1 - SHALE-Moderately hard dark gray shale
- G1 - COAL-Low hardness black coal
- H1 - SANDSTONE-Moderately hard gray fine-grained sandstone
- I1 - ML-Very loose to loose reddish tan fine sandy silt
- J1 - ML-Loose brown fine sandy silt
- K1 - SW-Medium dense tan fine to coarse sand w/some fine gravel
- L1 - CL-ML-Very loose brown clayey silt
- M1 - SM-Very loose tan silty fine sand
- N1 - SP-Loose dark gray fine to medium sand
- O1 - SHALE-Moderately hard dark gray shale with sandstone partings
- P1 - SP-Medium dense tan fine to coarse sand
- Q1 - ML-Medium dense reddish brown and reddish tan fine sandy silt
- R1 - CL-ML-Loose reddish brown clayey silt
- S1 - SM-Dense tan silty fine sand
- T1 - COAL-Moderately hard black coal
- U1 - SHALE-Hard dark gray shale w/occasional gray fine-grained sandstone partings
- V1 - SP-Very loose brown and tan fine to medium sand
- W1 - SM-Dense tan and brown fine to coarse sand w/some fine to coarse gravel
- X1 - CL-Firm reddish brown silty clay
- Y1 - CH-Stiff brown and gray clay, blocky w/ferrous stains
- Z1 - SP-SM-Very loose to loose reddish tan fine sand, slightly silty



Note:
Soil descriptions have been condense for the purposes of this drawing.

See Final Geotechnical Report for additional information on individual borings.

SITE PLAN
No Scale

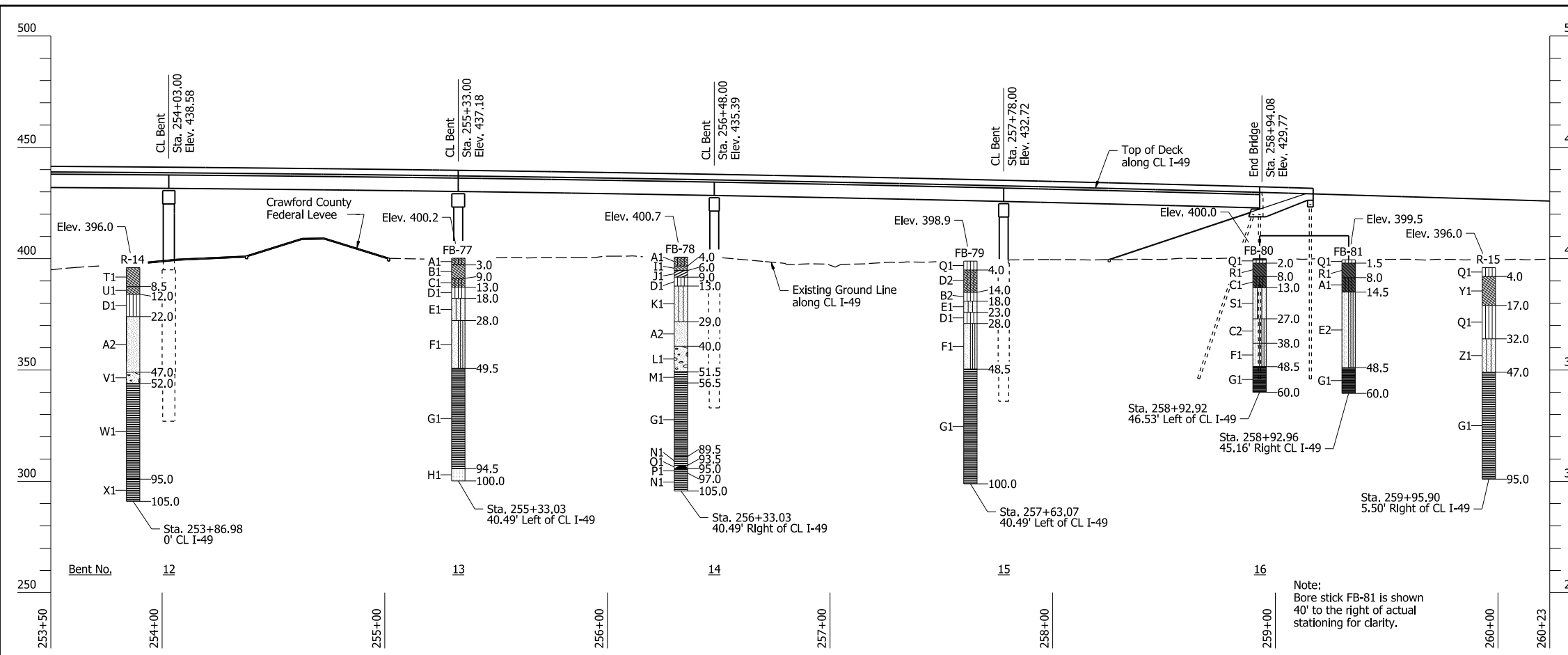
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 3 OF 4
ELEVATION OF SOIL BORINGS
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY



ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b040901116_I8.dgn
CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'
DESIGNED BY: MJLD DATE: 8/15/23
BRIDGE NO. 07685 DRAWING NO. 67479

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	420	809
07685 - BRIDGE LAYOUTS - 67480						



ELEVATION OF SOIL BORINGS

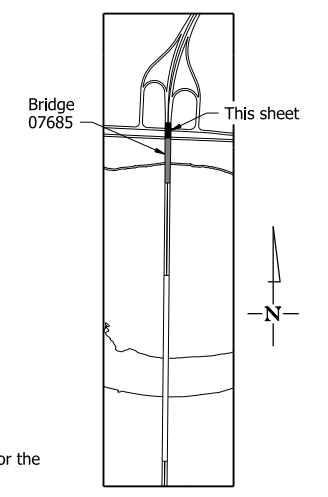
BORING LEGEND

- A1 - CL-ML-Soft dark brown clayey silt
- A2 - SP-Medium dense tan fine to coarse sand
- B1 - CL-Soft dark brown silty clay
- B2 - ML-Medium dense reddish brown fine sandy silt
- C1 - CL-ML-Firm brown clayey silt
- C2 - SP-SM-Dense reddish tan fine sand, slightly silty
- D1 - ML-Loose tan and reddish tan fine sandy silt
- D2 - CL-ML-Firm to stiff brown clayey silt
- E1 - SM-Medium dense tan silty fine sand
- E2 - SP-SM-Loose to medium dense tan silty fine sand w/fine sandy silt seams and layers
- F1 - SP-SM-Medium dense tan fine to medium sand
- G1 - SHALE-Moderately hard dark gray shale, horizontal bedding
- H1 - SANDSTONE-Hard gray fine-grained sandstone w/some dark gray shale partings, horizontal bedding
- I1 - CL-Firm to stiff dark brown silty clay w/silt pockets
- J1 - CH-Firm to stiff dark brown clay
- K1 - SM-Loose reddish brown silty fine sand
- L1 - SPG-Medium dense tan fine to coarse sand w/fine to coarse gravel
- M1 - SHALE-Low hardness dark gray shale, slightly weathered
- N1 - SHALE-Moderately hard dark gray shale w/interbedded fine-grained sandstone partings
- O1 - COAL-Low hardness black coal
- P1 - SHALE-Hard dark gray shale w/some clayey shale seams, horizontal bedding
- Q1 - ML-Loose brown silt
- R1 - CL-Firm brown silty clay
- S1 - SM-Loose to medium dense tan silty fine sand w/fine sandy silt seams and layers
- T1 - CL-Very soft reddish brown silty clay
- U1 - CLS-Stiff reddish tan fine sandy clay
- V1 - SPG-Dense tan fine to coarse sand w/some fine to coarse gravel
- W1 - SHALE-Low hardness to moderately hard dark gray shale w/occasional sandstone partings, slightly weathered, horizontal bedding
- X1 - SHALE-Moderately hard to hard dark gray shale w/very close, very thin, interbedded fine-grained sandstone partings, horizontal bedding
- Y1 - CL-Stiff brown to reddish brown silty clay, slightly sandy
- Z1 - SM-Dense to very dense reddish tan silty fine sand w/occasional fine-gravel

"N" VALUES

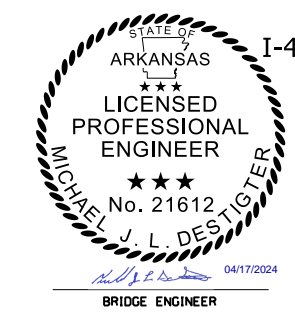
FB-77 - Sta. 255+33.03, 40.49' Left of CL I-49		R-14 - Sta. 253+86.98, 0' CL I-49	
0.5-1.5	N=6	0.5-1.5	N=3
2.5-3.5	N=6	2.5-3.5	N=4
6.5-7.5	N=6	6.5-7.5	N=9
14.0-15.0	N=8	9.0-10.0	N=10
19.0-20.0	N=22	14.0-15.0	N=9
24.0-25.0	N=3	19.0-20.0	N=8
29.0-30.0	N=11	24.0-25.0	N=15
34.0-35.0	N=10	29.0-30.0	N=50/4"
39.0-40.0	N=26	34.0-35.0	N=24
44.0-45.0	N=15	39.0-40.0	N=18
49.0-50.0	N=50/4"	44.0-45.0	N=11
		49.0-50.0	N=50/10"
		54.0-55.0	N=50/2"
FB-78 - Sta. 256+33.03, 40.49' Right of CL I-49		R-15 - Sta. 259+95.90, 5.50' Right of CL I-49	
0.5-1.5	N=5	0.5-1.5	N=6
4.5-5.5	N=10	2.5-3.5	N=14
9.0-10.0	N=6	4.5-5.5	N=14
14.0-15.0	N=7	9.0-10.0	N=7
19.0-20.0	N=35	14.0-15.0	N=7
24.0-25.0	N=9	19.0-20.0	N=6
29.0-30.0	N=10	24.0-25.0	N=0
34.0-35.0	N=10	29.0-30.0	N=16
39.0-40.0	N=25	34.0-35.0	N=50
44.0-45.0	N=14	39.0-40.0	N=20
49.0-50.0	N=25	44.0-45.0	N=39
54.0-55.0	N=50/1"	49.0-50.0	N=50/1"
FB-79 - Sta. 257+63.07, 40.49' Left of CL I-49			
2.5-3.5	N=7		
4.5-5.5	N=10		
6.5-7.5	N=6		
9.0-10.0	N=6		
14.0-15.0	N=16		
19.0-20.0	N=8		
24.0-25.0	N=25		
29.0-30.0	N=8		
34.0-35.0	N=28		
39.0-40.0	N=28		
44.0-45.0	N=19		
48.5-48.5	no blows		
FB-80 - Sta. 258+92.92, 46.53' Left of CL I-49			
0.5-1.5	N=5		
2.5-3.5	N=7		
9.0-10.0	N=7		
14.0-15.0	N=10		
19.0-20.0	N=15		
24.0-25.0	N=9		
29.0-30.0	N=37		
34.0-35.0	N=9		
39.0-40.0	N=14		
44.0-45.0	N=31		
48.5-49.5	N=50/4"		
FB-81 - Sta. 258+92.96, 45.16' Right of CL I-49			
0.5-1.5	N=5		
4.5-5.5	N=9		
6.5-7.5	N=10		
9.0-10.0	N=5		
19.0-20.0	N=10		
24.0-25.0	N=8		
29.0-30.0	N=5		
34.0-35.0	N=7		
39.0-40.0	N=31		
44.0-45.0	N=35		
48.5-49.5	N=50/3"		

Note:
Bore stick FB-81 is shown
40' to the right of actual
stationing for clarity.



SITE PLAN
No Scale

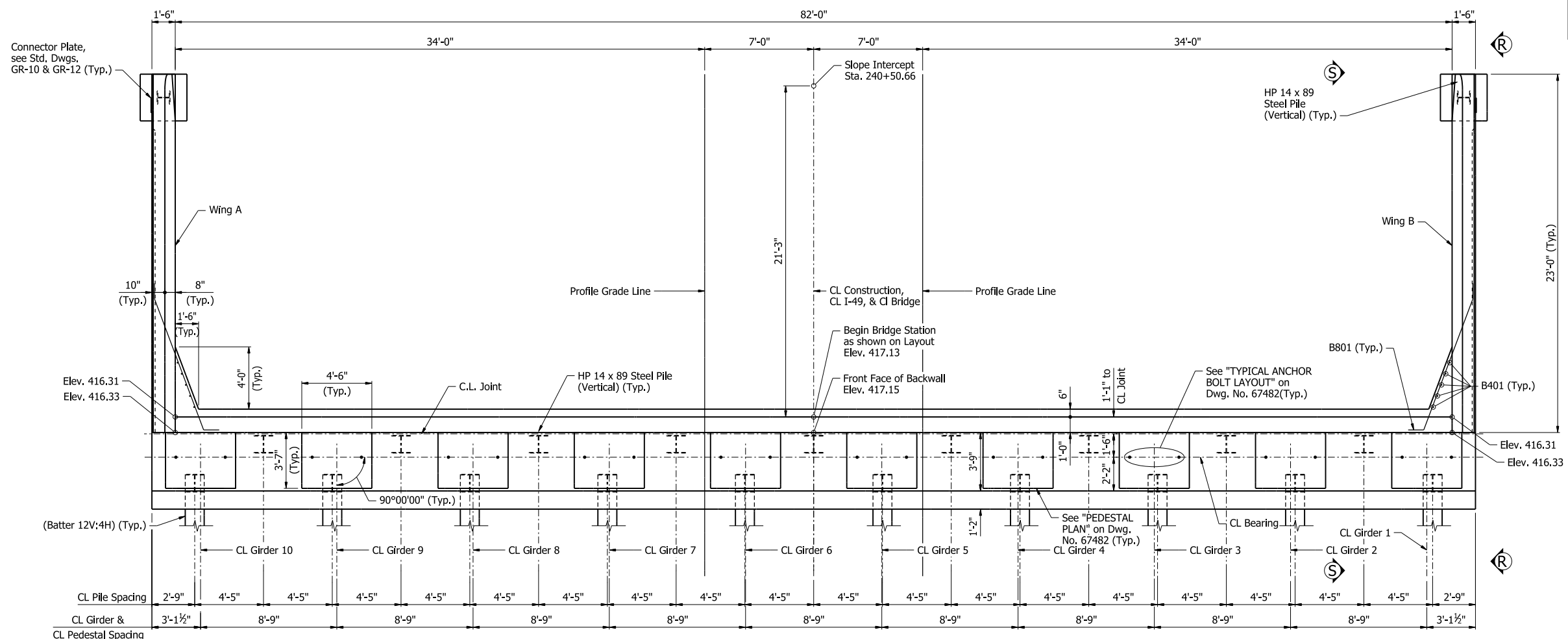
ALTERNATE NO. 1 & ALTERNATE NO. 2
SHEET 4 OF 4
ELEVATION OF SOIL BORINGS
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY



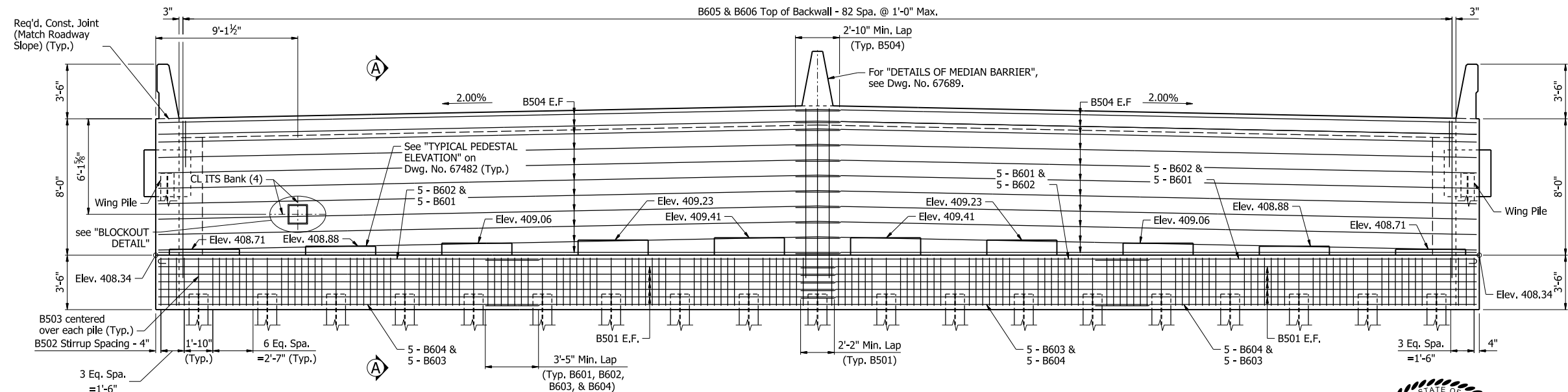
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNG DATE: 8/22/23 FILENAME: b040901116_J9.dgn
 CHECKED BY: MJLD DATE: 1/10/24 SCALE: 1" = 30'
 DESIGNED BY: MJLD DATE: 8/15/23
 BRIDGE NO. 07685 DRAWING NO. 67480

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	421	809
07685 - END BENTS - 67481						

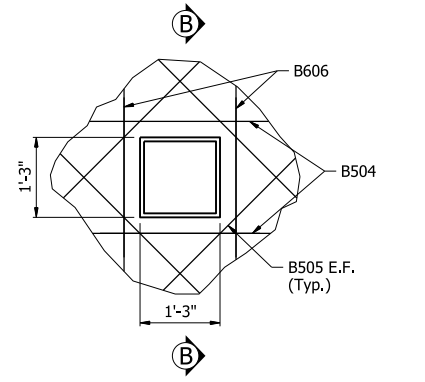


PLAN - BENT NO. 1



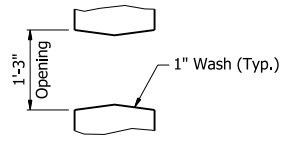
ELEVATION - BENT NO. 1
Looking Back

NOTES:
 For general notes, see Dwg. No. 67372.
 For details of steel piling, see Std. Dwg. No. 55020.
 For "Section A-A", "VIEW R-R" & "VIEW S-S", see Dwg. No. 67482.
 Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.
 All exposed corners shall be chamfered 3/4" UNO.



BLOCKOUT DETAIL
No Scale

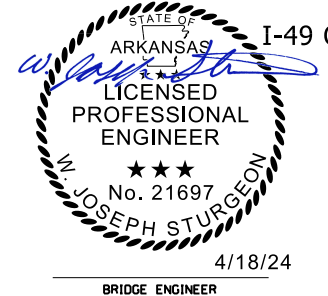
Contractor shall adjust B606 and B504 Bars to accommodate blockout.
 For Blockout Details and Construction Sequencing Notes, see Dwg. No. 67672.



SECTION B-B
No Scale

ALTERNATE NO. 1
 SHEET 1 OF 3
 DETAILS OF END BENT NO. 1
 I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD COUNTY

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.



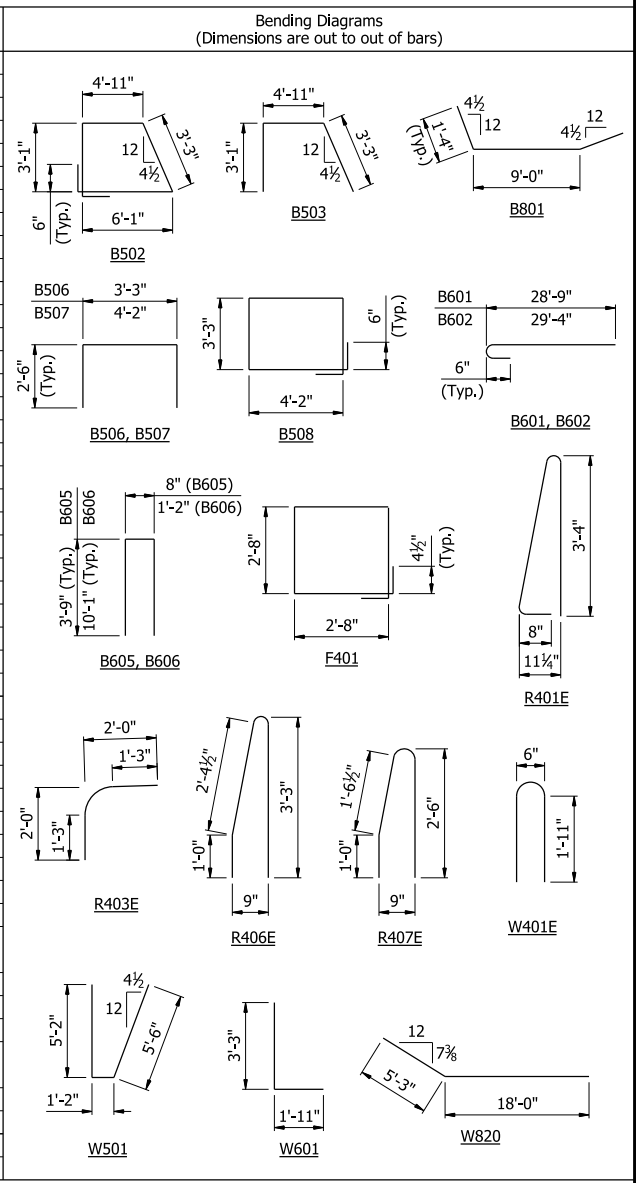
DRAWN BY: MJ DATE: 11/08/23 FILENAME: b040901116_b11.dgn
 CHECKED BY: AT DATE: 11/17/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: JRR DATE: 9/18/23
 BRIDGE NO. 07685 DRAWING NO. 67481

PRINT DATE: 4/12/2024

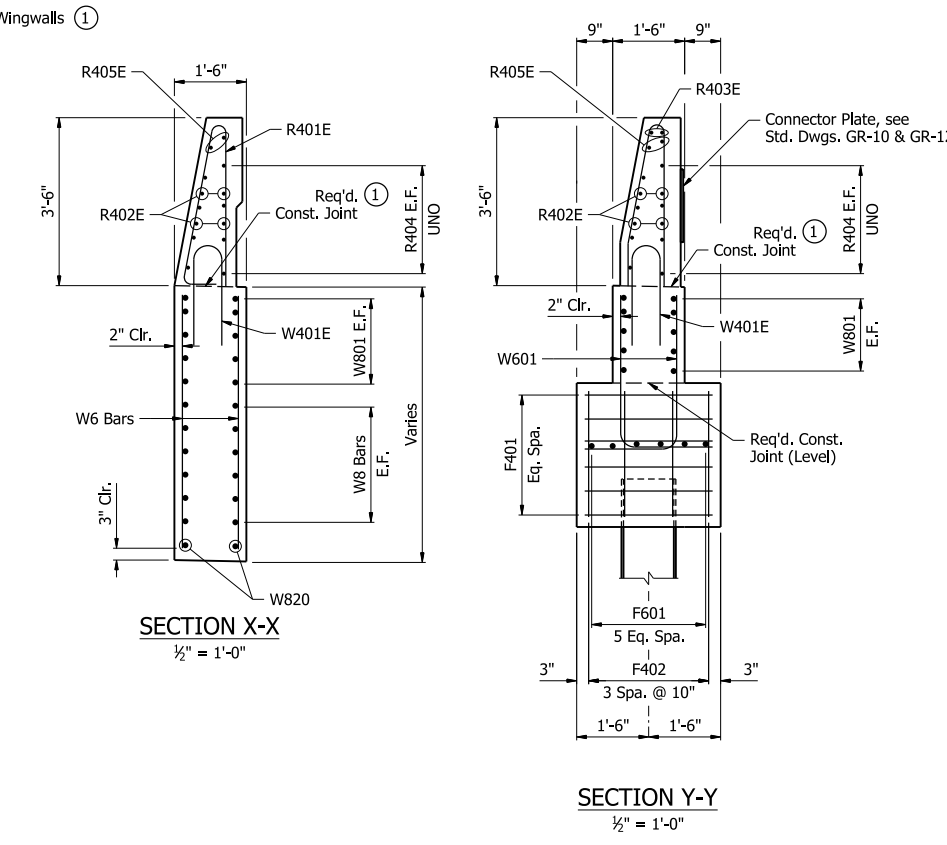
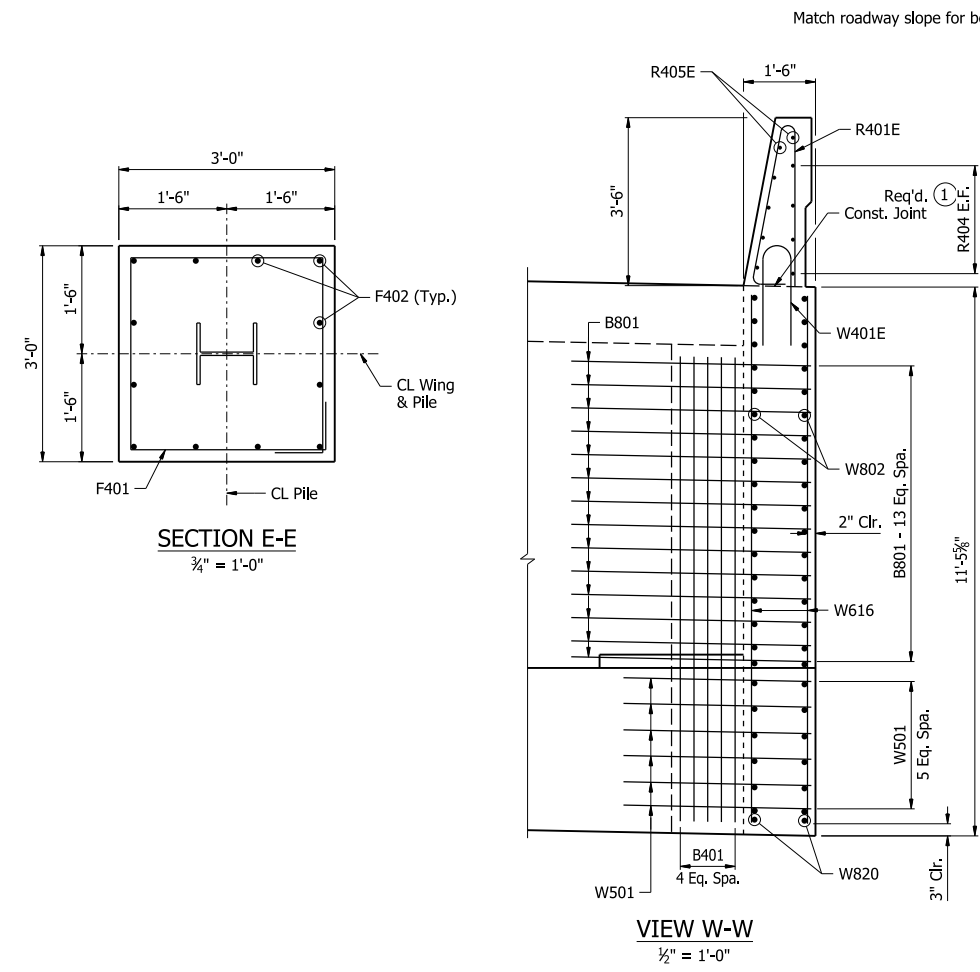
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	423	809
07685 - END BENTS - 67483						

BAR LIST - PER BENT

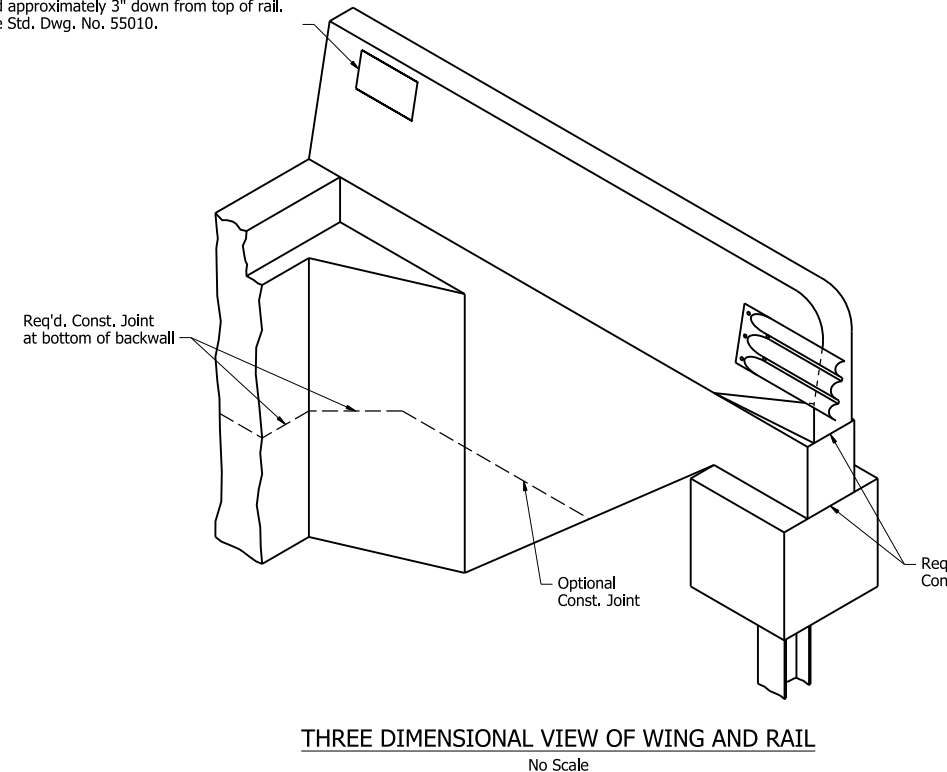
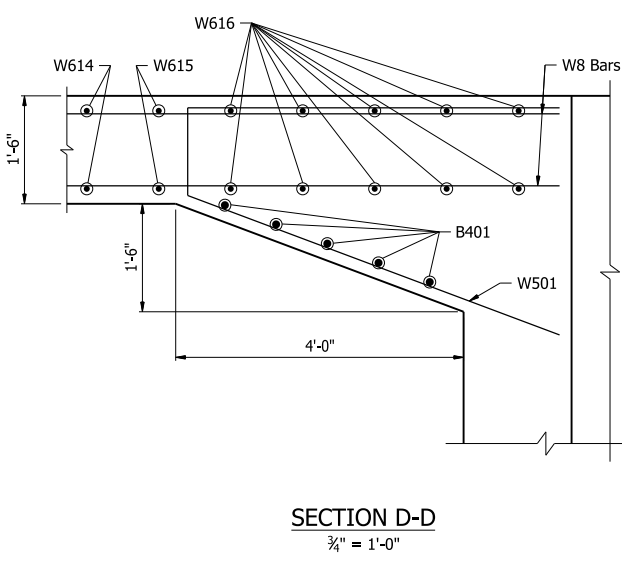
Mark	Number Required	Length	Pin Dia.
B401	10	9'-11"	Str.
B501	20	43'-5"	Str.
B502	134	18'-0"	2½"
B503	19	11'-1"	2½"
B504	44	43'-9"	Str.
B505	8	2'-0"	Str.
B506	70	8'-1"	2½"
B507	80	9'-0"	2½"
B508	12	15'-4"	2½"
B601	10	29'-5"	4½"
B602	10	60'-0"	4½"
B603	10	28'-1"	Str.
B604	10	60'-0"	Str.
B605	83	7'-10"	4½"
B606	83	21'-0"	4½"
B801	28	11'-7"	6"
F401	12	11'-0"	2"
F402	24	2'-7"	Str.
F601	12	2'-8"	Str.
R401E	88	7'-6"	3"
R402E	8	5'-6"	Str.
R403E	4	3'-8"	8½"
R404E	16	22'-8"	Str.
R405E	4	22'-6"	Str.
R406E	2	6'-8"	3"
R407E	2	5'-1"	3"
W401E	92	4'-7"	3"
W501	12	11'-7"	3¾"
W601	24	5'-0"	4½"
W602 To W615	4 Each	2'-3" To 10'-6"	Str.
W616	24	11'-2"	Str.
W801	20	22'-8"	Str.
W802 To W819	4 Each	5'-11" To 19'-1"	Str.
W820	4	23'-1"	6"



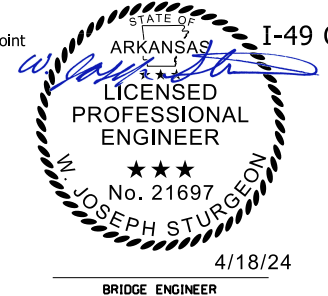
All bars designated with an "E" suffix are to be epoxy coated.



Place Type D Bridge Name Plate on front face of wing rail approximately 1'-0" from end of rail on right side of beginning of bridge only, and approximately 3" down from top of rail. See Std. Dwg. No. 55010.

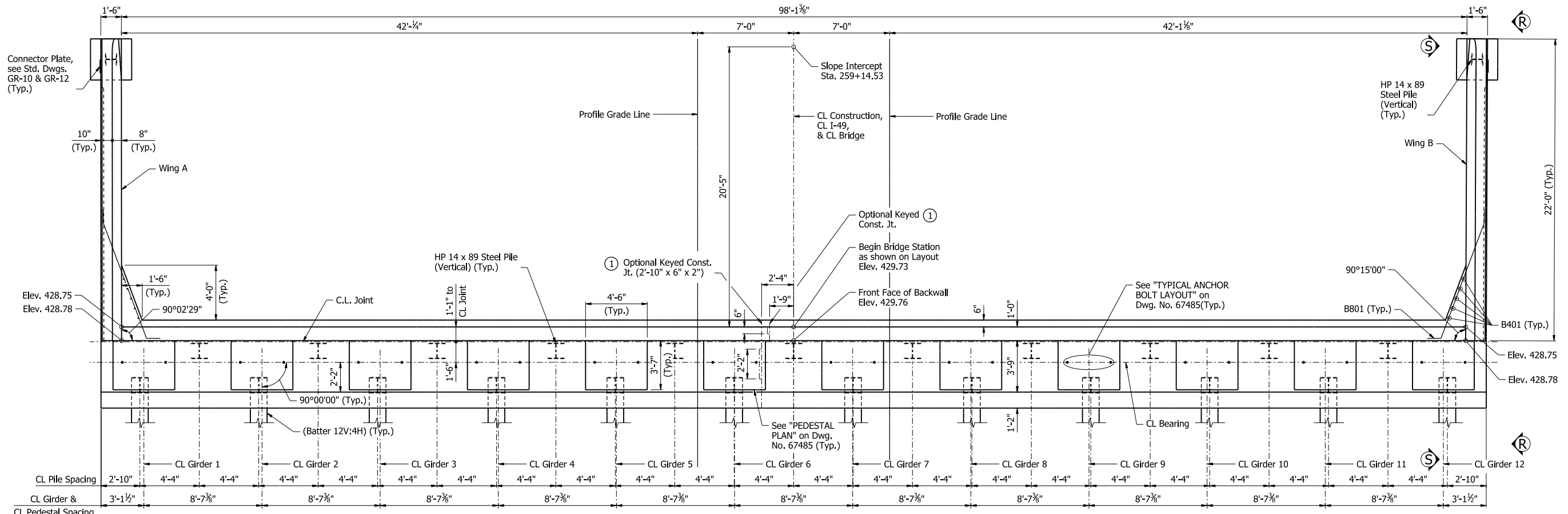


THREE DIMENSIONAL VIEW OF WING AND RAIL
No Scale

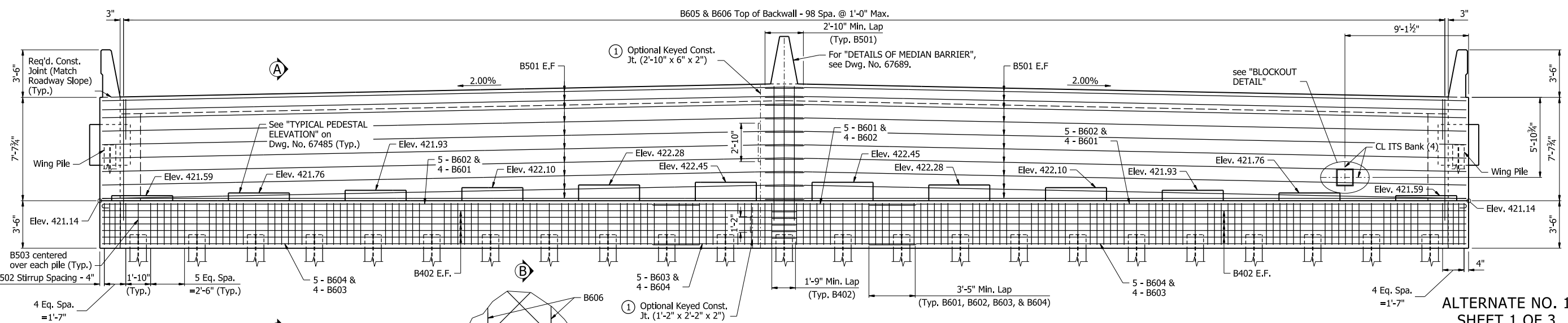


ALTERNATE NO. 1
SHEET 3 OF 3
DETAILS OF END BENT NO. 1
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: MJ DATE: 11/08/23 FILENAME: b040901116_b13.dgn
CHECKED BY: AT DATE: 11/17/23 SCALE: AS NOTED
DESIGNED BY: JRR DATE: 9/18/23
BRIDGE NO. 07685 DRAWING NO. 67483

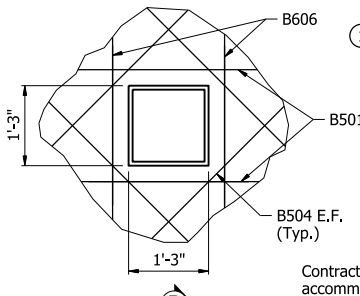
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	424	809
07685 - END BENTS - 67484						



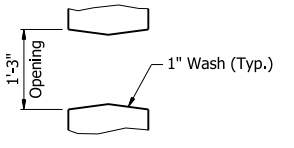
PLAN - BENT NO. 16



ELEVATION - BENT NO. 16
Looking Back



BLOCKOUT DETAIL
No Scale



SECTION B-B
No Scale

NOTES:
For general notes, see Dwg. No. 67372.
For details of steel piling, see Std. Dwg. No. 55020.
For "Section A-A", "VIEW R-R" & "VIEW S-S", see Dwg. No. 67485
Class 2 Protective Surface Treatment shall be applied to the roadway face and top of the wing rails, and the top of the backwall.
All exposed corners shall be chamfered 3/4" UNO.

① Membrane Waterproofing, Type C, or approved equal shall encompass the optional construction joint on both fill face and front face of backwall and capbeam. Membrane shall extend a minimum of 9" each side of joint. Quantity and payment is considered subsidiary to backwall construction.

Contractor shall adjust B606 and B501 Bars to accommodate blockout.
For Blockout Details and Construction Sequencing Notes, see Dwg. No. 67672.

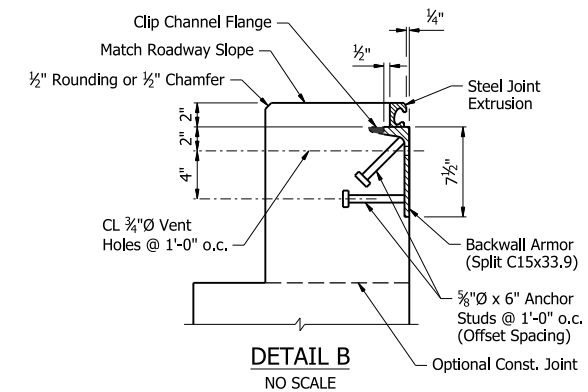


ALTERNATE NO. 1
SHEET 1 OF 3
DETAILS OF END BENT NO. 16
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: JVS DATE: 10/16/23 FILENAME: b040901116_b161.dgn
CHECKED BY: AT DATE: 11/20/23 SCALE: 1/4" = 1'-0"
DESIGNED BY: AT DATE: 09/20/23
BRIDGE NO. 07685 DRAWING NO. 67484

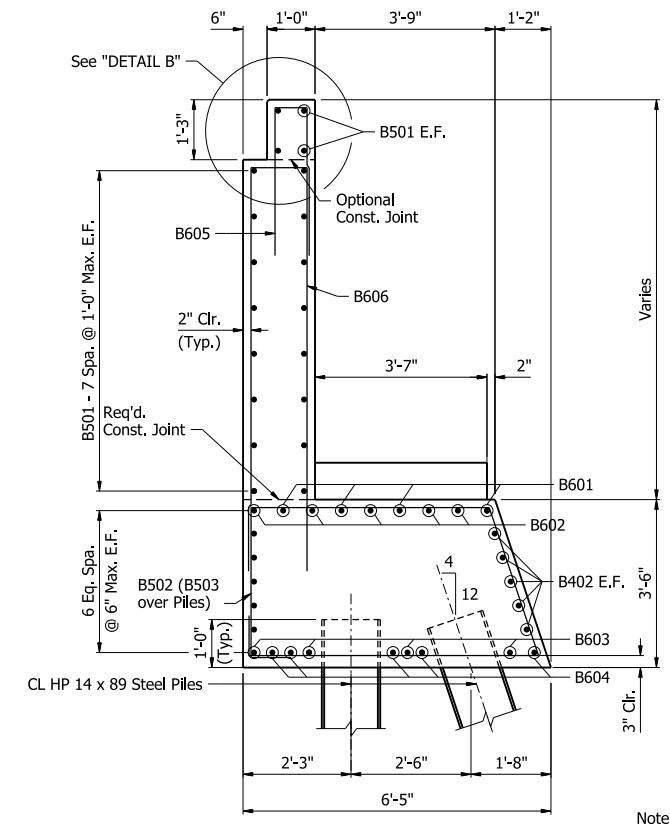
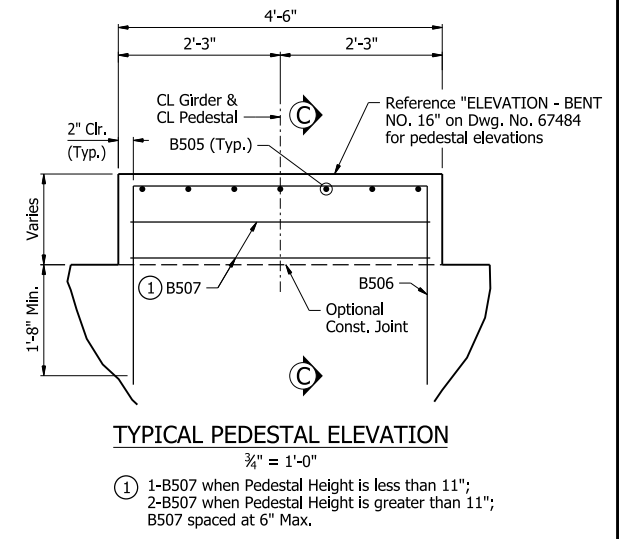
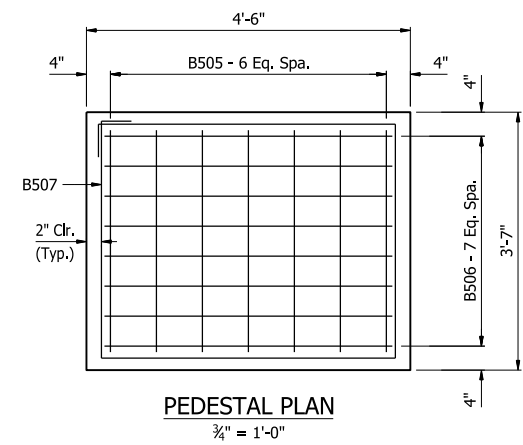
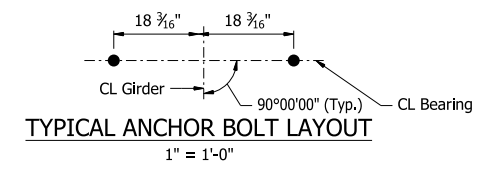
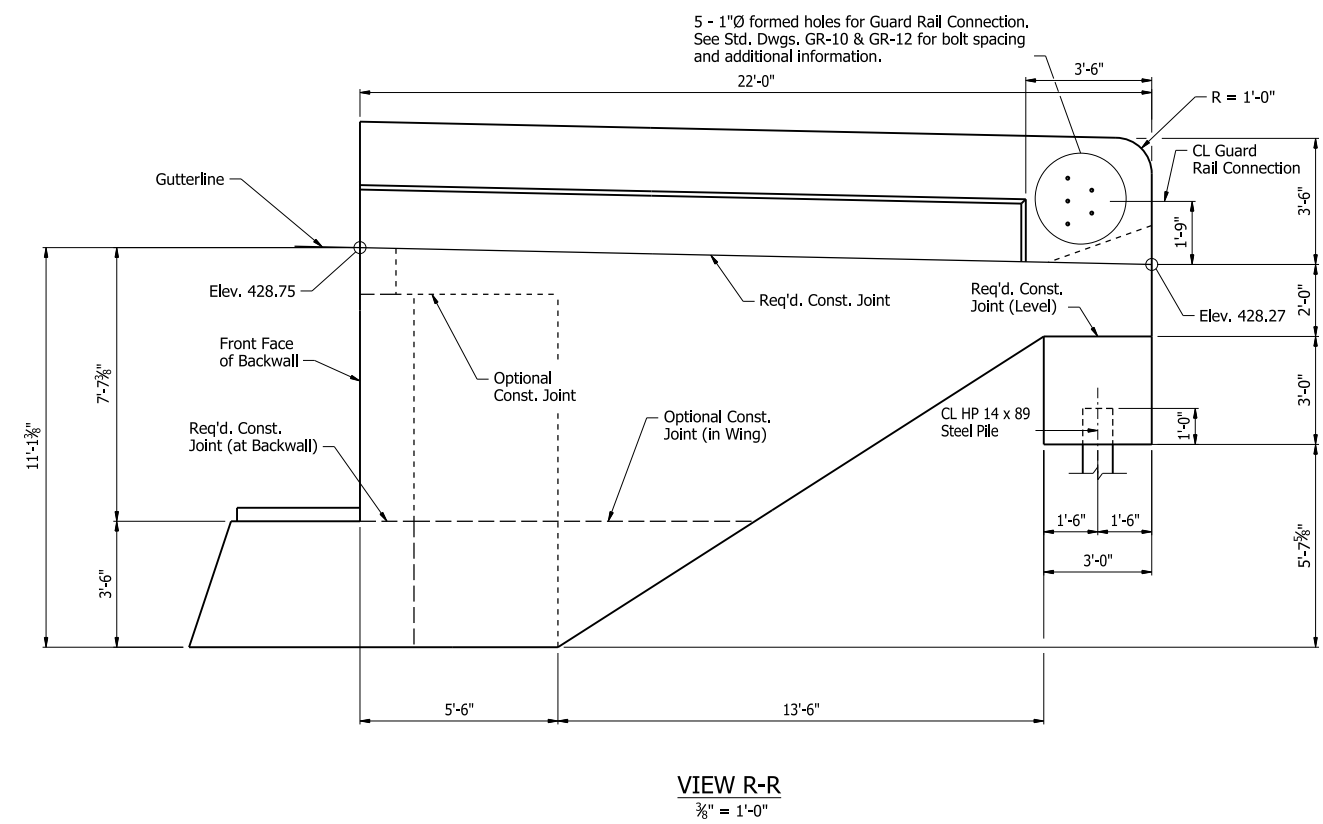
PRINT DATE: 4/8/2024

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	425	809
07685 - END BENTS - 67485						

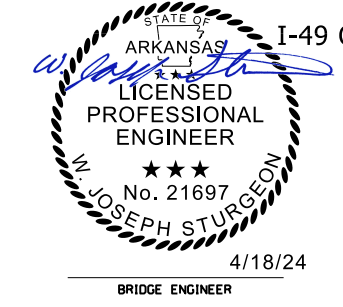
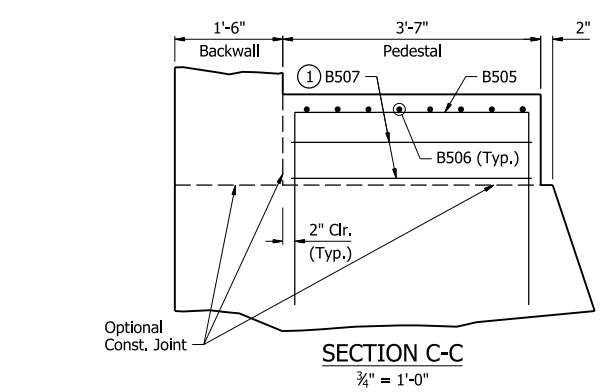
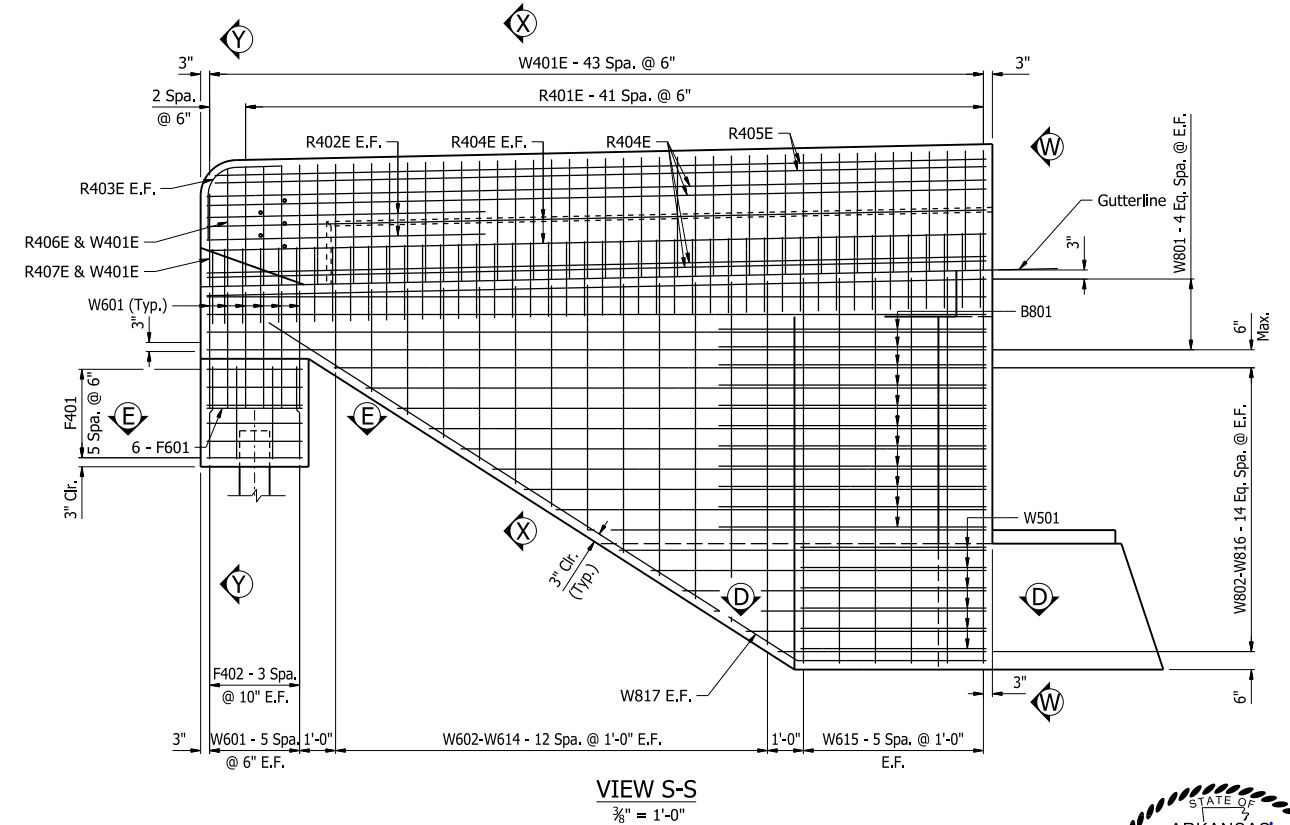
Notes:
 For "VIEW W-W", "SECTION X-X" & "SECTION Y-Y", see Dwg. No. 67486.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



For additional joint details, see Std. Dwg. No. 55009.
 Concrete shall be hand-packed under the joint armor in the backwall.
 Transverse spacing between top anchor studs and vent holes shall be 6".



Note:
 Contractor shall adjust B601 & B602 bar spacing to accommodate anchor bolts or sheet metal sleeves. Contractor shall maintain a minimum spacing of 3" and a maximum spacing of 8".



ALTERNATE NO. 1
 SHEET 2 OF 3
 DETAILS OF END BENT NO. 16
 I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD COUNTY

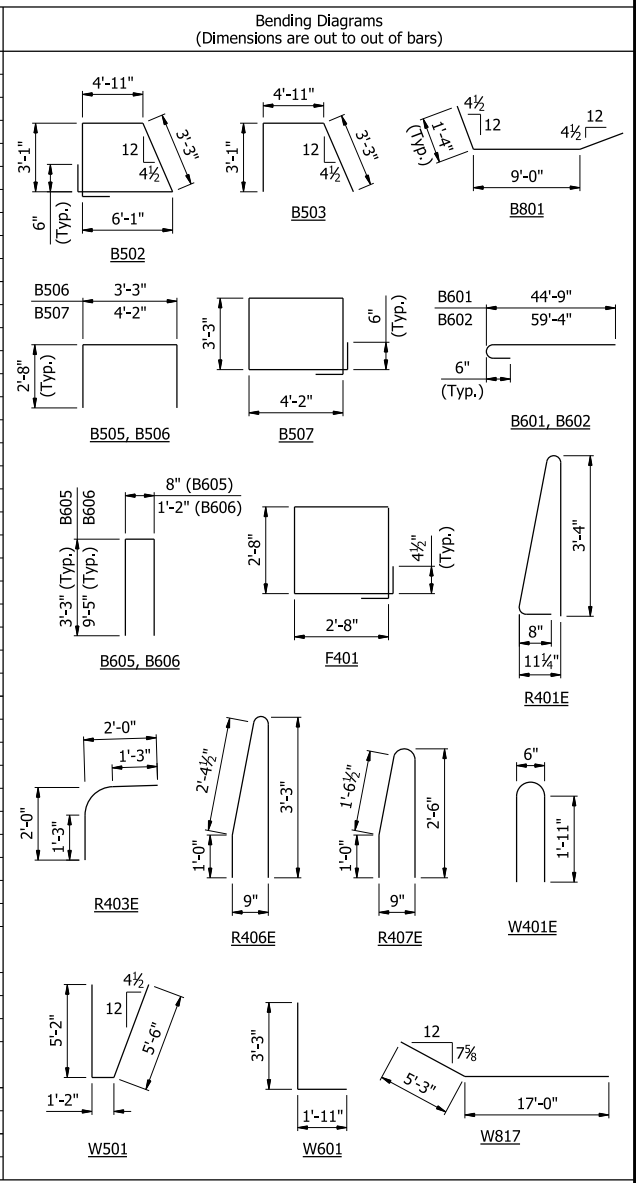
ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: JVS DATE: 10/16/23 FILENAME: b040901116_b162.dgn
 CHECKED BY: AT DATE: 11/20/23 SCALE: AS NOTED
 DESIGNED BY: AT DATE: 9/20/23
 BRIDGE NO. 07685 DRAWING NO. 67485

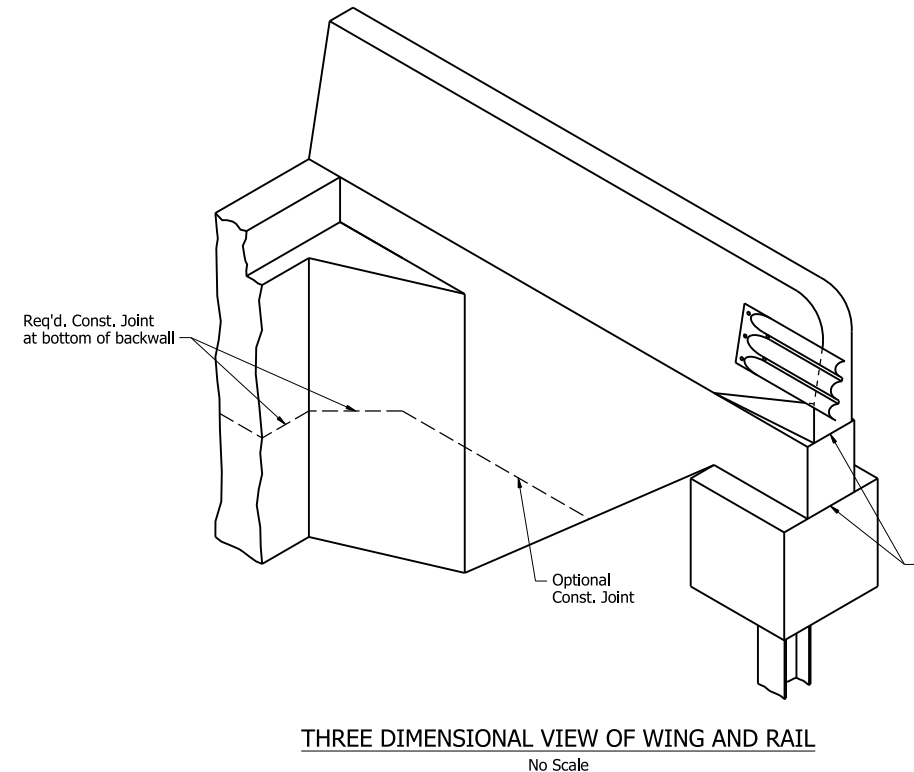
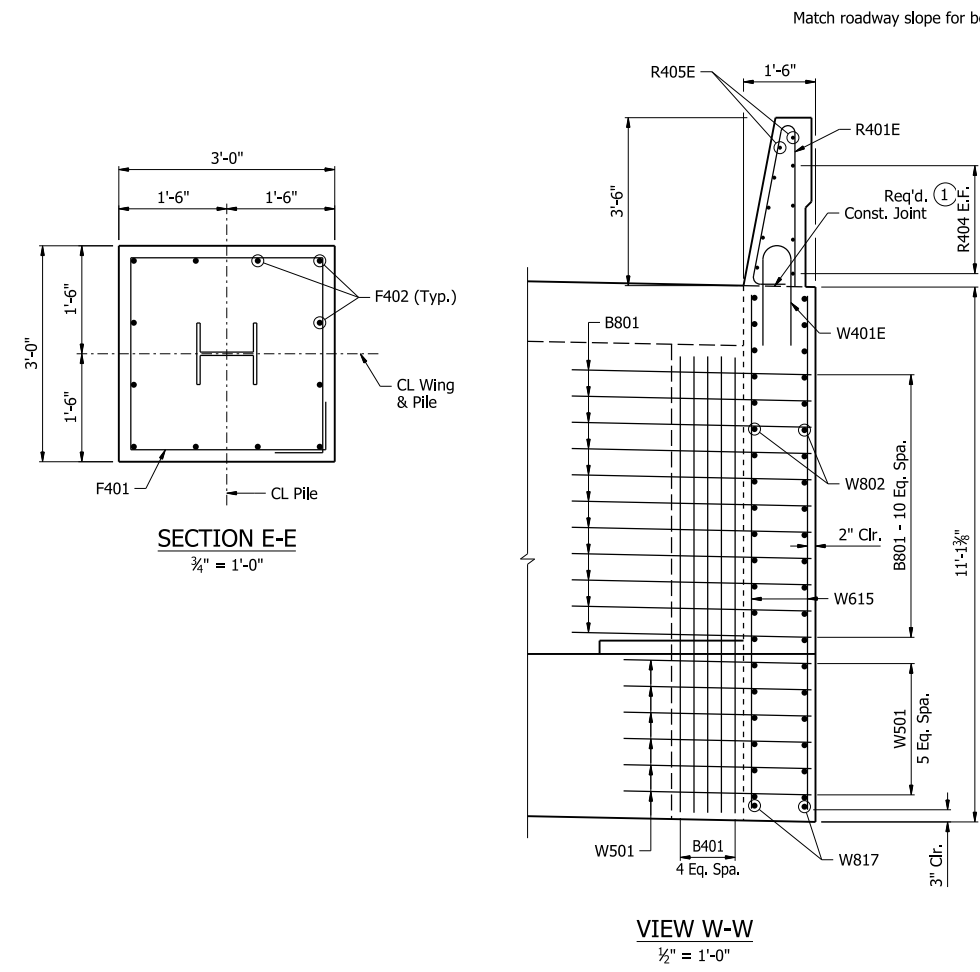
DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	426	809
07685 - END BENTS - 67486						

BAR LIST - PER BENT

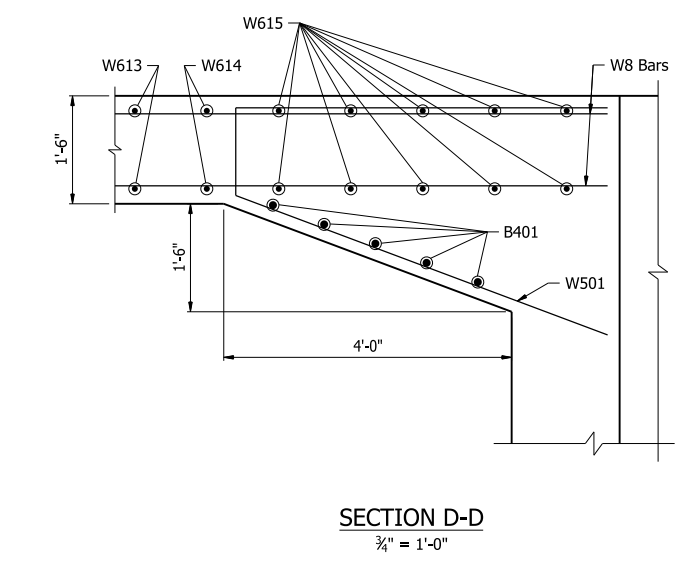
Mark	Number Required	Length	Pin Dia.
B401	10	9'-7"	Str.
B402	20	51'-3"	Str.
B501	40	51'-9"	Str.
B502	142	18'-0"	2½"
B503	23	11'-1"	2½"
B504	8	2'-0"	Str.
B505	84	8'-5"	2½"
B506	96	9'-4"	2½"
B507	18	15'-4"	2½"
B601	9	45'-5"	4½"
B602	9	60'-0"	4½"
B603	9	44'-1"	Str.
B604	9	60'-0"	Str.
B605	99	6'-10"	4½"
B606	99	19'-8"	4½"
B801	22	11'-7"	6"
F401	12	11'-0"	2"
F402	24	2'-7"	Str.
F601	12	2'-8"	Str.
R401E	84	7'-6"	3"
R402E	8	5'-6"	Str.
R403E	4	3'-8"	8½"
R404E	16	21'-8"	Str.
R405E	4	21'-6"	Str.
R406E	2	6'-8"	3"
R407E	2	5'-1"	3"
W401E	88	4'-7"	3"
W501	12	11'-7"	3¾"
W601	24	5'-0"	4½"
W602 To W614	4 Each	2'-2" To 10'-7"	Str.
W615	24	10'-10"	Str.
W801	20	21'-8"	Str.
W802 To W816	4 Each	5'-11" To 18'-1"	Str.
W817	4	22'-1"	6"



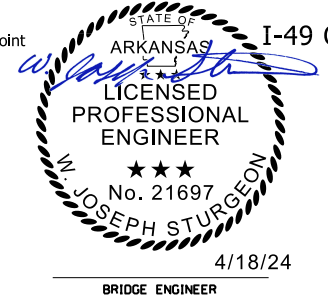
All bars designated with an "E" suffix are to be epoxy coated.



THREE DIMENSIONAL VIEW OF WING AND RAIL
No Scale



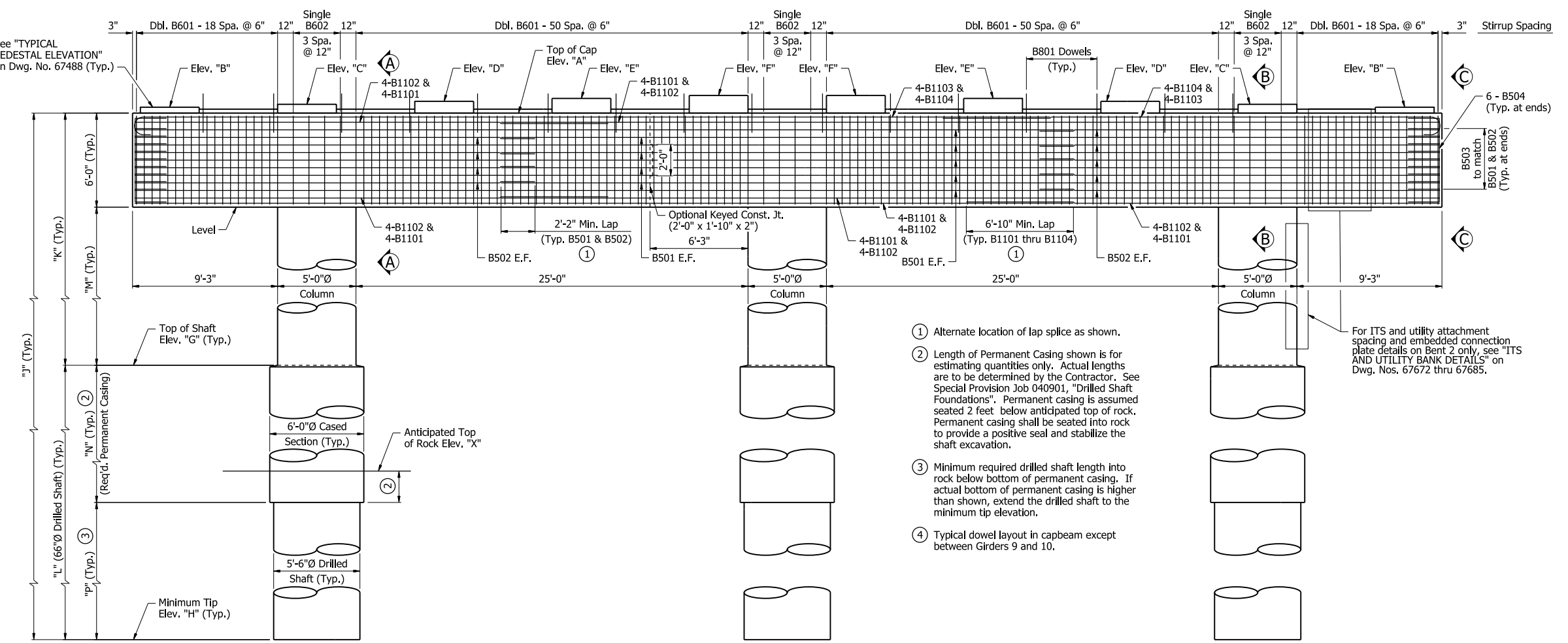
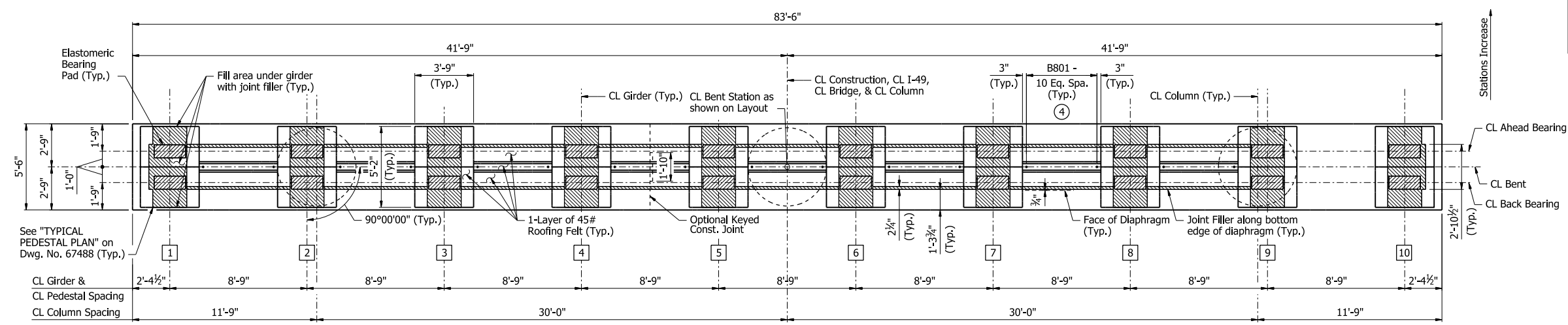
SECTION D-D
¾" = 1'-0"



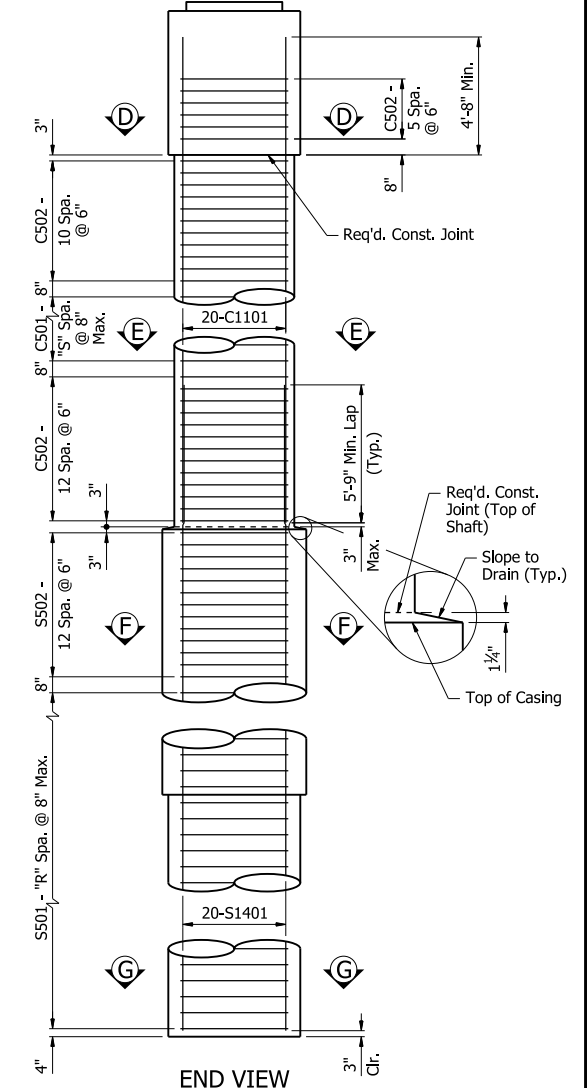
ALTERNATE NO. 1
SHEET 3 OF 3
DETAILS OF END BENT NO. 16
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: JVS DATE: 10/16/23 FILENAME: b040901116_b163.dgn
CHECKED BY: AT DATE: 11/20/23 SCALE: AS NOTED
DESIGNED BY: AT DATE: 9/20/23
BRIDGE NO. 07685 DRAWING NO. 67486

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	427	809
07685 - INT. BENTS - 67487						

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67488.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 2 1/4" x 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



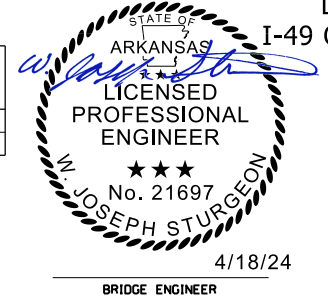
- Alternate location of lap splice as shown.
- Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.
- Typical dowel layout in capbeam except between Girders 9 and 10.



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing of ties in the regions identified above.

TABLE OF VARIABLES

Bent No.	"A"	"B"		"C"		"D"		"E"		"F"		"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"X"	
		Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing												
2	412.37	412.75	412.87	412.92	412.05	413.10	413.22	413.27	413.40	413.57	413.45	413.57	387.00	322.00	90'-4 1/2"	25'-4 1/2"	65'-0"	19'-4 1/2"	39'-0"	26'-0"	87	10	350.00
3	416.34	416.71	416.76	416.89	416.94	417.06	417.11	417.24	417.29	417.41	417.46	389.00	321.00	95'-4 1/2"	27'-4 1/2"	68'-0"	21'-4 1/2"	44'-0"	24'-0"	92	13	347.00	



ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NOS. 2 & 3
 I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD COUNTY

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 10/19/23 FILENAME: b040901116_b21.dgn
 CHECKED BY: WJS DATE: 11/20/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: CZ DATE: 7/26/23
 BRIDGE NO. 07685 DRAWING NO. 67487

PRINT DATE: 4/8/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	428	809
07685 - INT. BENTS - 67488						

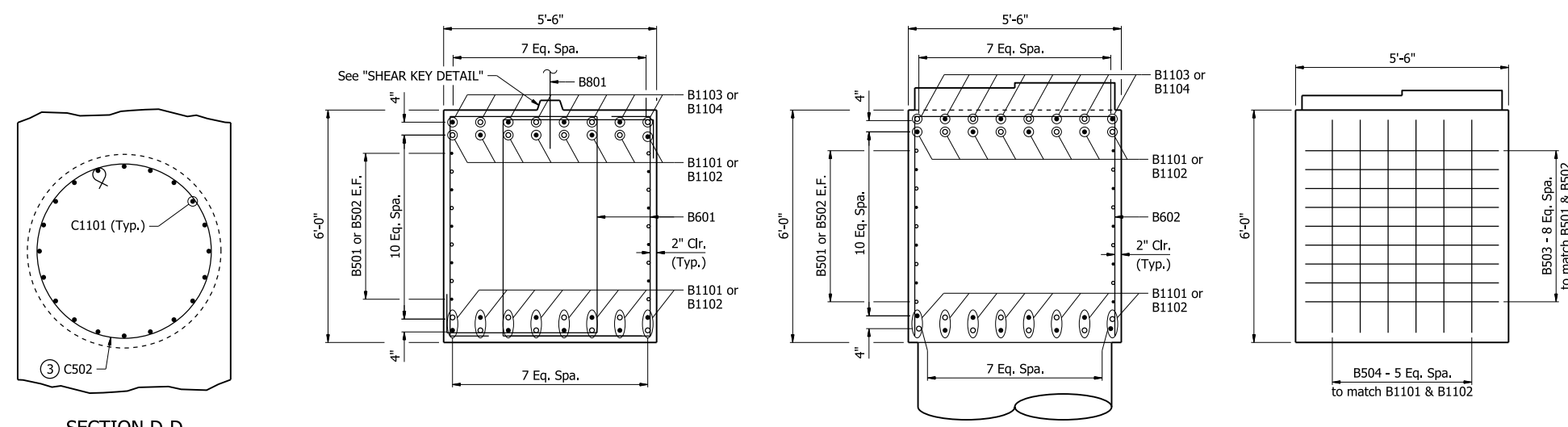
BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)	
B501	18	60'-0"	Str.		
B502	18	25'-4"	Str.		
B503	18	9'-2"	2 1/2"		
B504	12	9'-8"	2 1/2"		
B505	80	8'-3"	2 1/2"		
B506	60	9'-8"	2 1/2"		
B507	12	17'-0"	2 1/2"		
B601	280	20'-2"	4 1/2"		
B602	12	16'-2"	4 1/2"		
B801	90	2'-6"	Str.		
B1101	24	60'-0"	Str.		
B1102	24	30'-0"	Str.		
B1103	8	60'-0"	11 1/4"		
B1104	8	33'-0"	11 1/4"		
C501	"CN"	16'-10"	-		
C502	87	15'-4"	2 1/2"		
C1101	60	"CL"	Str.		
S501	"SN"	16'-10"	-		
S502	39	15'-4"	2 1/2"		
S1401	60	"SL"	Str.		

All bars designated with an "E" suffix are to be epoxy coated.

③ S1401 longitudinal reinforcement and S501 & S502 tie reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (66" DIA.)". Individual lengths shall be determined by the Contractor.

Notes:
For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67487.



SECTION D-D
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)

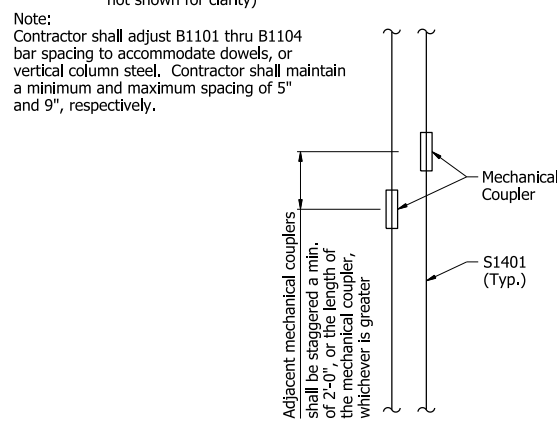
SECTION A-A
1/2" = 1'-0"

SECTION B-B
1/2" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)

VIEW C-C
1/2" = 1'-0"

TABLE OF VARIABLES

Bent No.	"CN"	"CL"	"SN"	"SL"
2	33	23'-10"	264	70'-9"
3	42	26'-1"	279	73'-9"

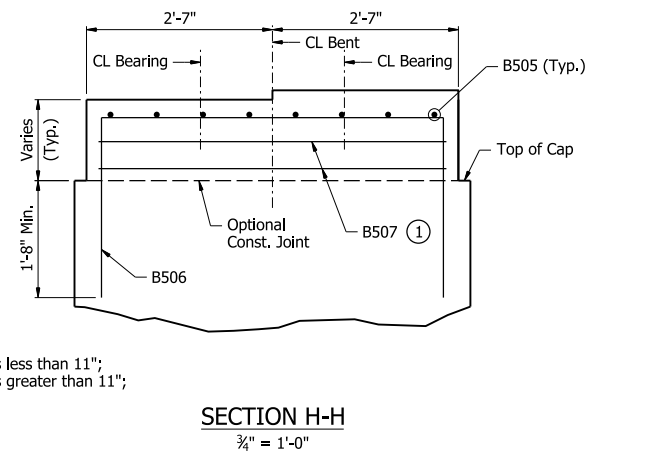
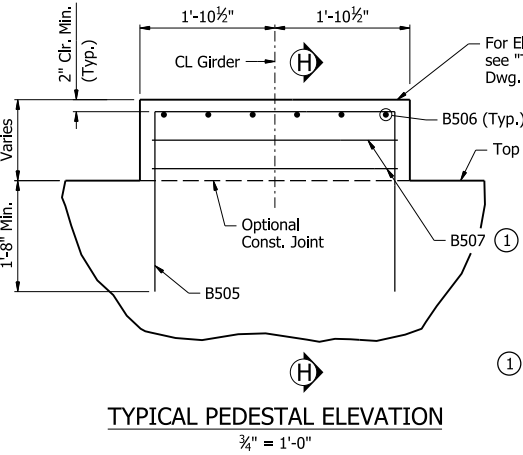
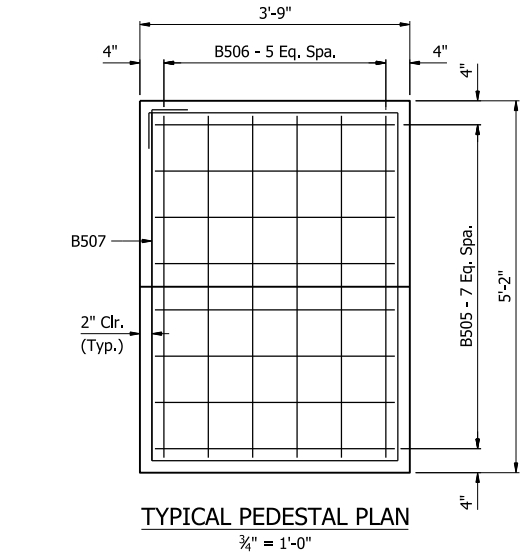
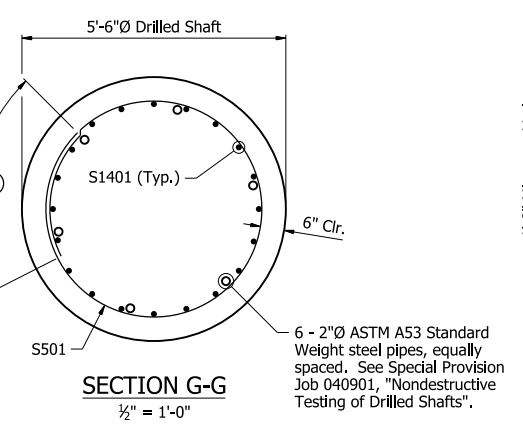
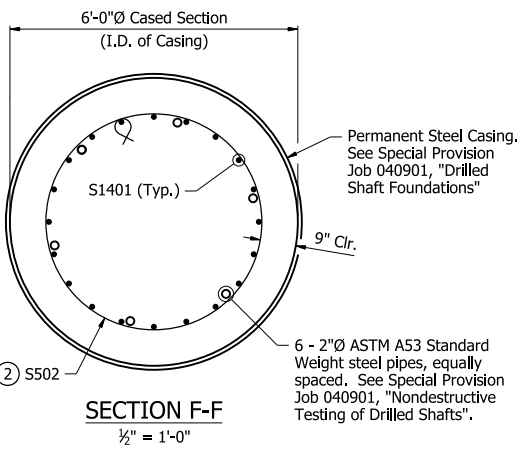
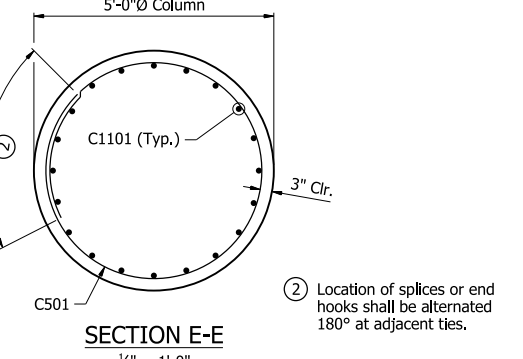


MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 6'-0" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

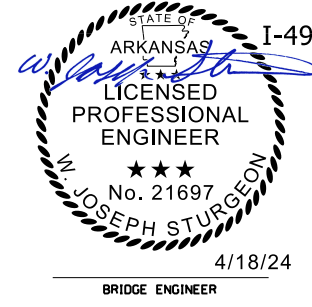
Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NOS. 2 & 3
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

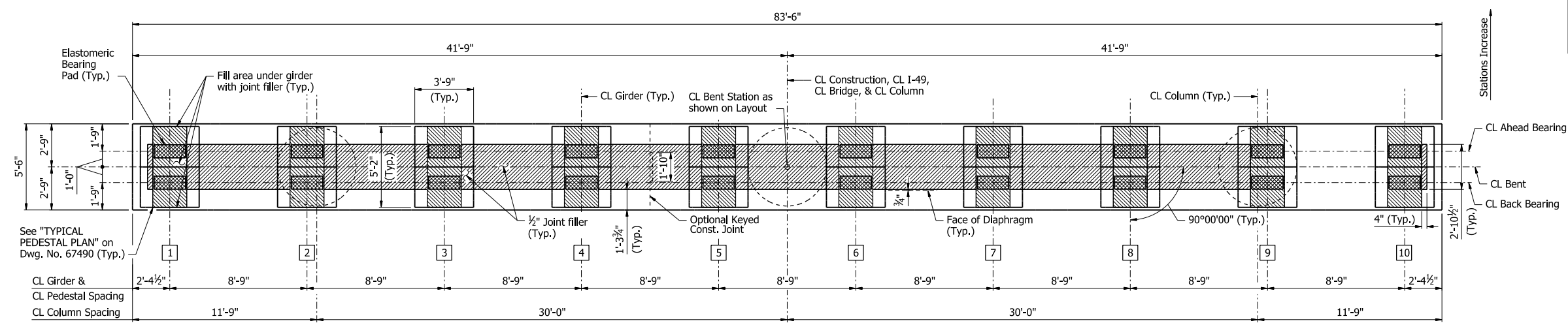
DRAWN BY: CEM DATE: 10/19/23 FILENAME: b040901116_b22.dgn
CHECKED BY: WJS DATE: 11/20/23 SCALE: AS NOTED
DESIGNED BY: CZ DATE: 7/26/23
BRIDGE NO. 07685 DRAWING NO. 67488



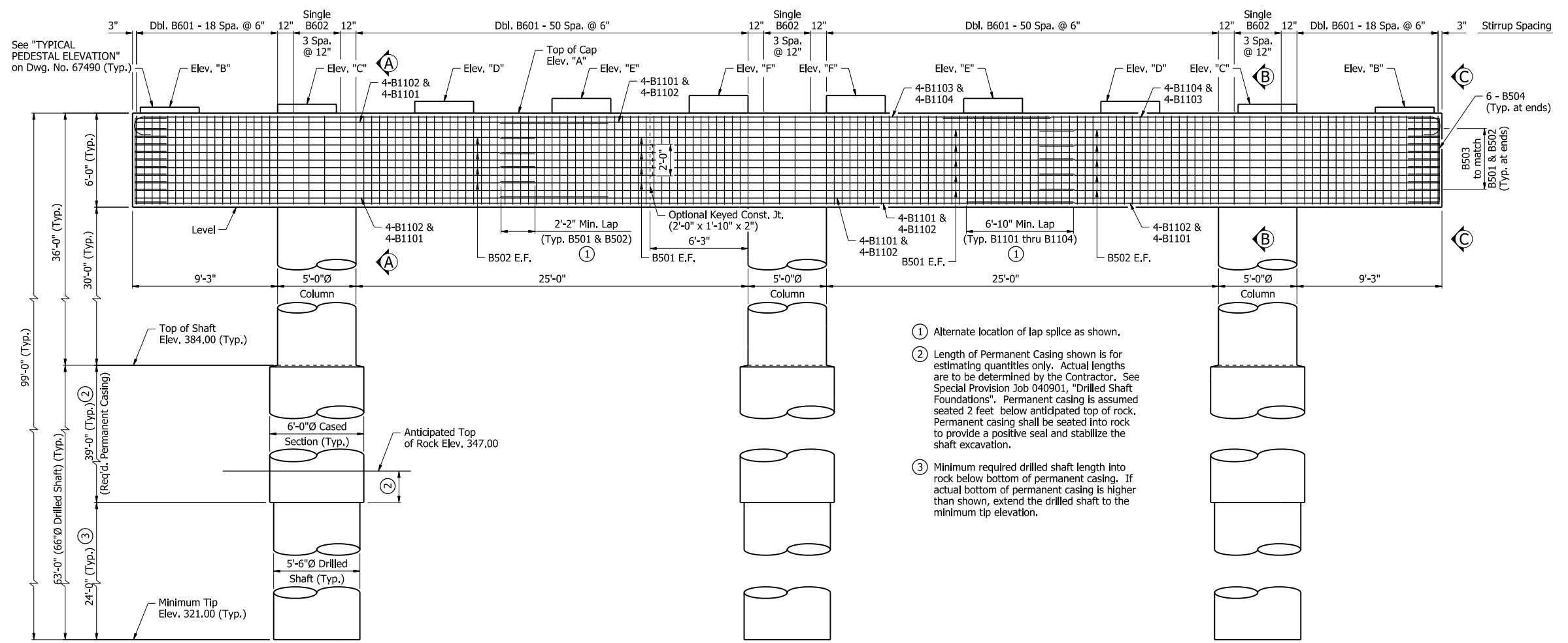
PRINT DATE: 4/8/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	429	809
07685 - INT. BENTS - 67489						

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67490.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



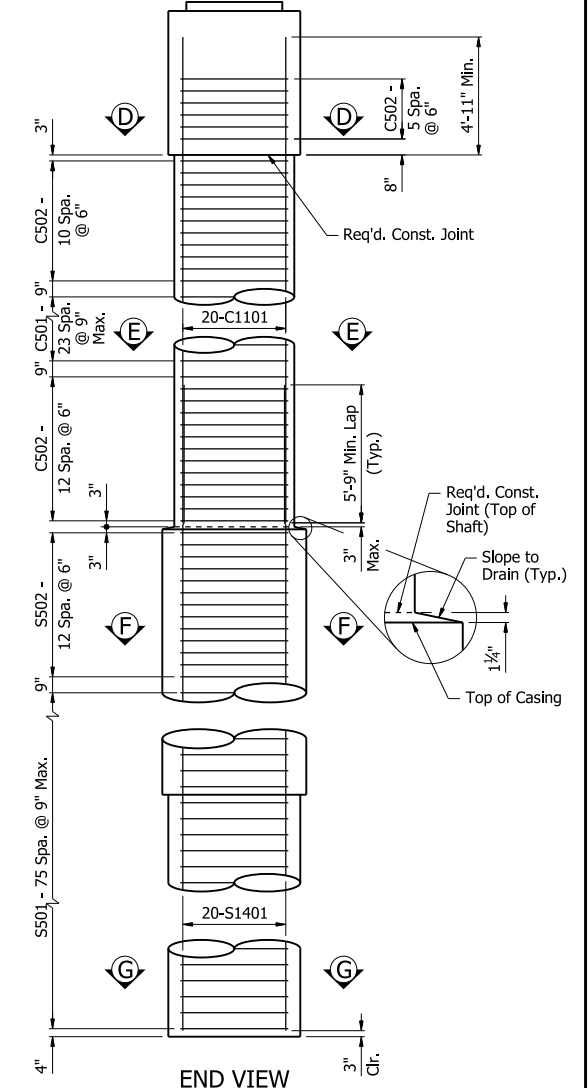
PLAN



ELEVATION
(Looking Upstation)

TABLE OF VARIABLES

"A"	"B"		"C"		"D"		"E"		"F"	
	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing
420.00	420.38	420.44	420.56	420.62	420.73	420.79	420.91	421.97	421.08	421.14

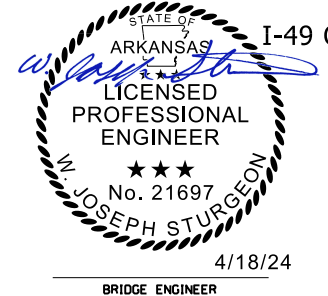


END VIEW

Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing of ties in the regions identified above.

ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NO. 4
 I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD COUNTY

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.



DRAWN BY: MGG DATE: 11/13/23 FILENAME: b040901116_b41.dgn
 CHECKED BY: QL DATE: 11/22/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: PEG DATE: 7/25/23
 BRIDGE NO. 07685 DRAWING NO. 67489

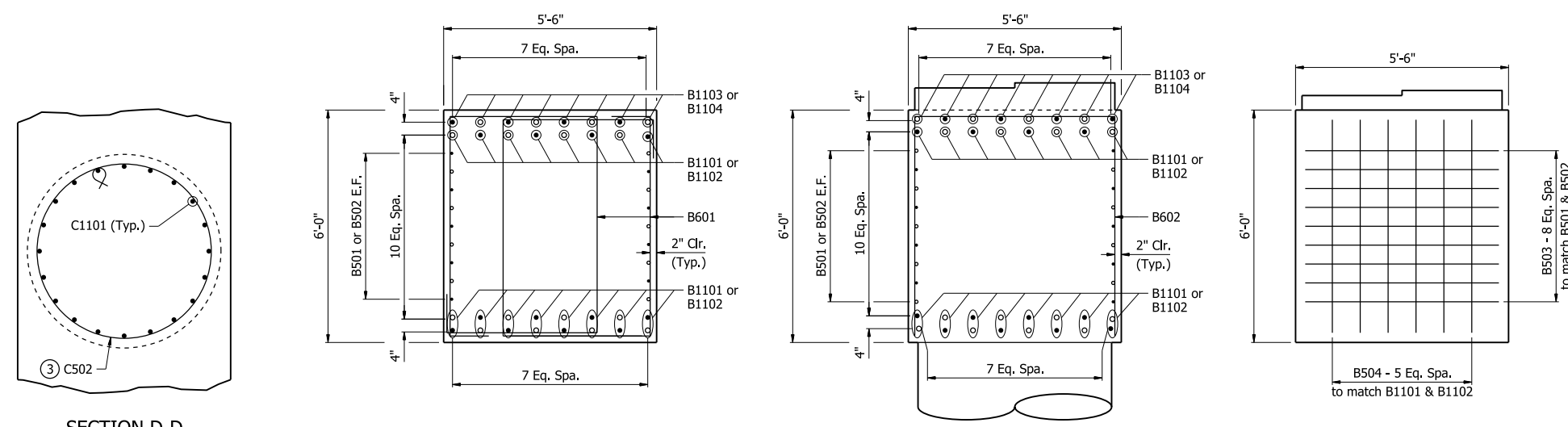
BAR LIST - PER BENT

Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)	
B501	18	60'-0"	Str.		
B502	18	25'-4"	Str.		
B503	18	9'-2"	2 1/2"		
B504	12	9'-8"	2 1/2"		
B505	80	8'-3"	2 1/2"		
B506	60	9'-8"	2 1/2"		
B507	12	17'-0"	2 1/2"		
B601	280	20'-2"	4 1/2"		
B602	12	16'-2"	4 1/2"		
B1101	24	60'-0"	Str.		
B1102	24	30'-0"	Str.		
B1103	8	60'-0"	1 1/4"		
B1104	8	33'-0"	1 1/4"		
C501	72	16'-10"	-		
C502	90	15'-4"	2 1/2"		
C1101	60	34'-11"	Str.		
S501	228	16'-10"	-		
S502	39	15'-4"	2 1/2"		
S1401	60	68'-9"	Str.		

All bars designated with an "E" suffix are to be epoxy coated.

④ S1401 longitudinal reinforcement and S501 & S502 tie reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (66" DIA.)". Individual lengths shall be determined by the Contractor.

Notes:
For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67489.



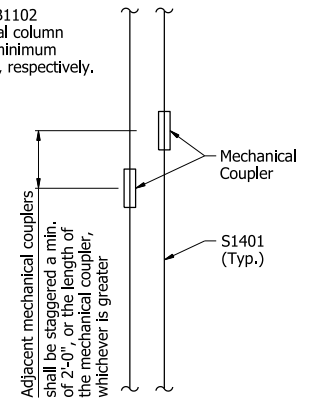
SECTION D-D
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)

SECTION A-A
1/2" = 1'-0"

SECTION B-B
1/2" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)

VIEW C-C
1/2" = 1'-0"

Note:
Contractor shall adjust B1101 and B1102 bar spacing to accommodate vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and 9", respectively.



DRILLED SHAFT BAR SPLICE DETAIL

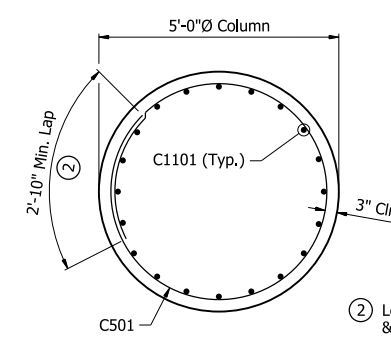
No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 6'-0" from top of shaft.

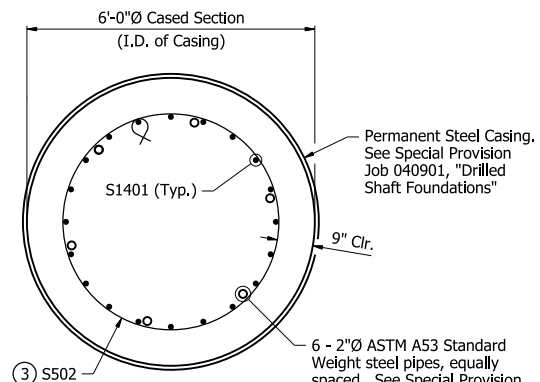
The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.

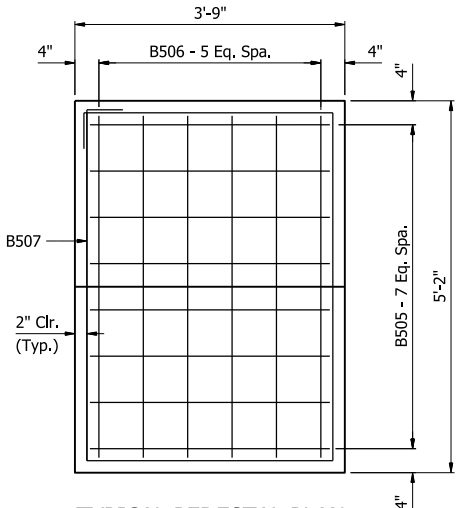


SECTION E-E
1/2" = 1'-0"

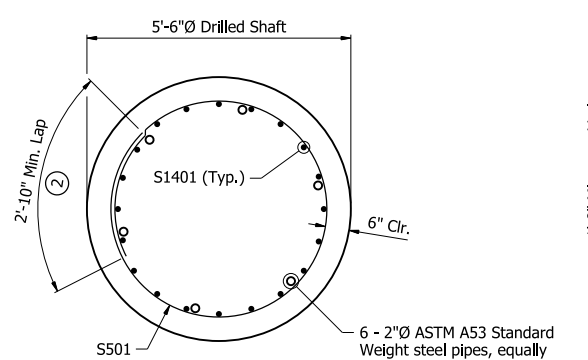
- ② Location of lap splices in C501 & S501 ties shall be alternated 180° at adjacent ties.
- ③ Location of end hooks in C502 & S502 ties shall be alternated 180° at adjacent ties.



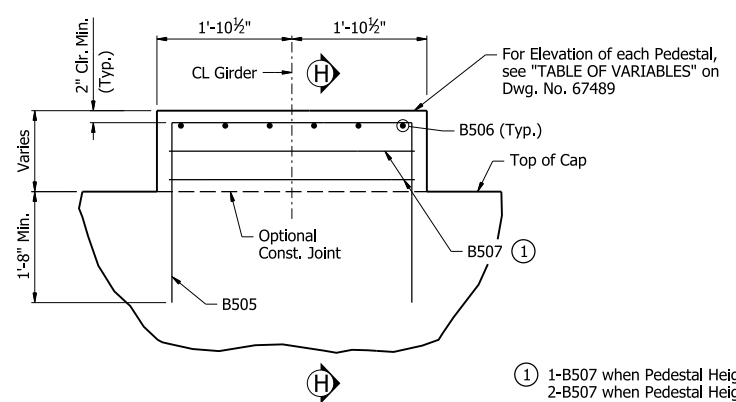
SECTION F-F
1/2" = 1'-0"



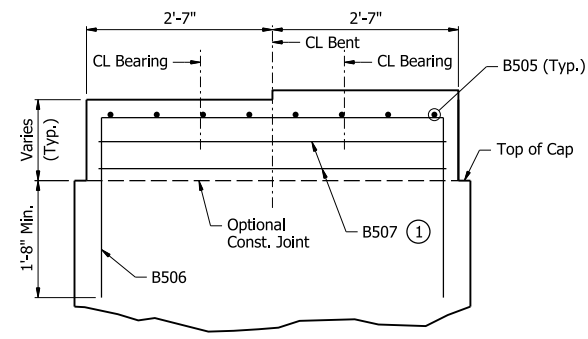
TYPICAL PEDESTAL PLAN
3/4" = 1'-0"



SECTION G-G
1/2" = 1'-0"

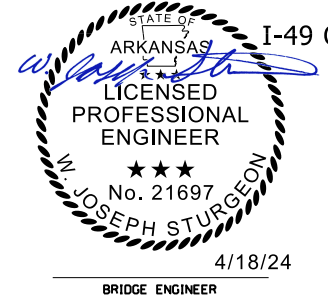


TYPICAL PEDESTAL ELEVATION
3/4" = 1'-0"



SECTION H-H
3/4" = 1'-0"

- ① 1-B507 when Pedestal Height is less than 11";
- 2-B507 when Pedestal Height is greater than 11";
- B507 spaced at 6" Max.

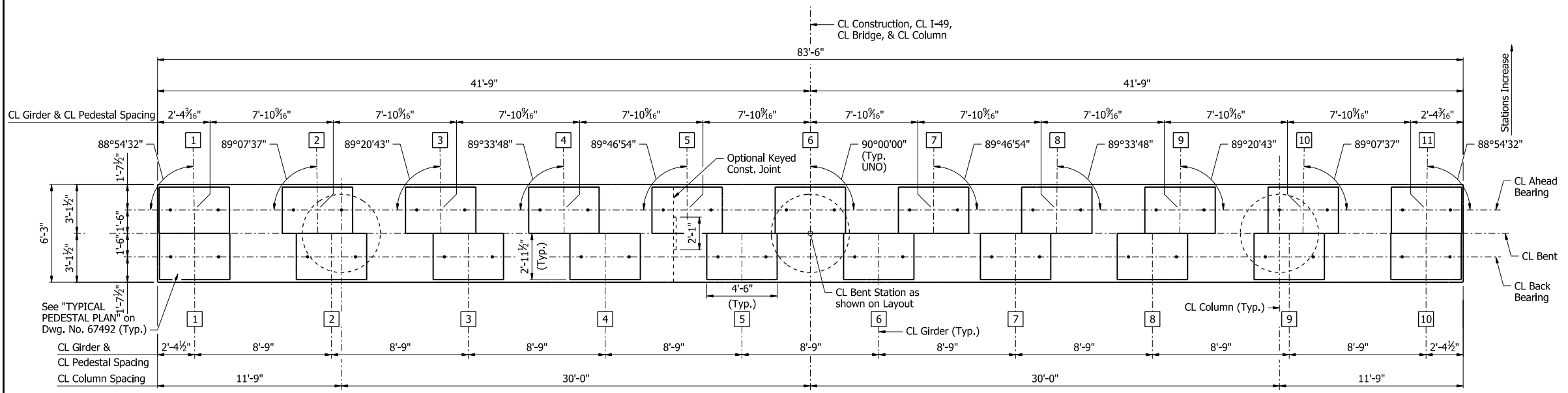


ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NO. 4
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

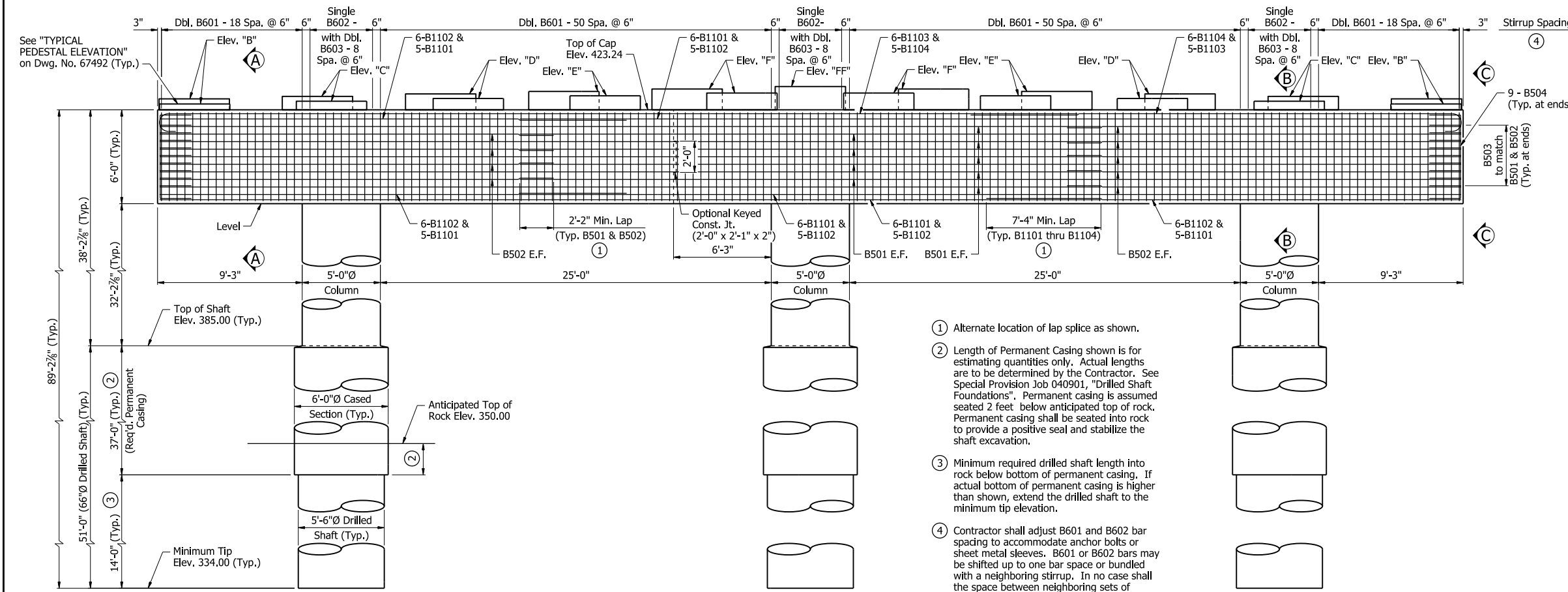
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEM DATE: 10/19/23 FILENAME: b040901116_b42.dgn
CHECKED BY: QL DATE: 11/22/23 SCALE: AS NOTED
DESIGNED BY: PEG DATE: 7/25/23
BRIDGE NO. 07685 DRAWING NO. 67490

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	431	809
07685 - INT. BENTS - 67491						



PLAN

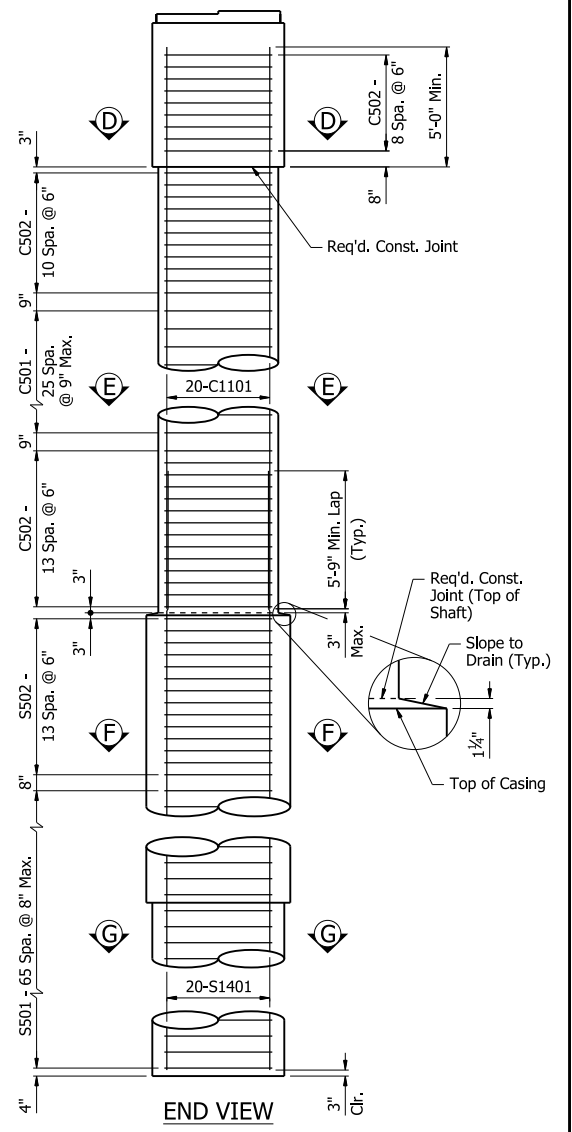


ELEVATION
(Looking Upstation)

TABLE OF VARIABLES

"B"		"C"		"D"		"E"		"F"		"FF"	
Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing
423.62	423.95	423.79	424.10	423.97	424.26	424.14	424.42	424.32	424.58	-	424.73

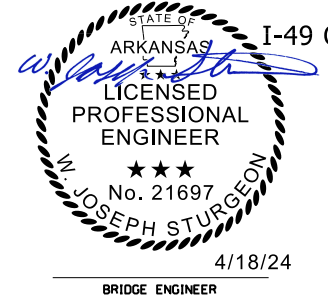
Notes:
For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67492.
For "GENERAL NOTES", see Dwg. No. 67372.



Notes:
Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.

If column, cased section, or drilled shaft length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing of ties in the regions identified above.

- 1 Alternate location of lap splice as shown.
- 2 Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet below anticipated top of rock to provide a positive seal and stabilize the shaft excavation.
- 3 Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.
- 4 Contractor shall adjust B601 and B602 bar spacing to accommodate anchor bolts or sheet metal sleeves. B601 or B602 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

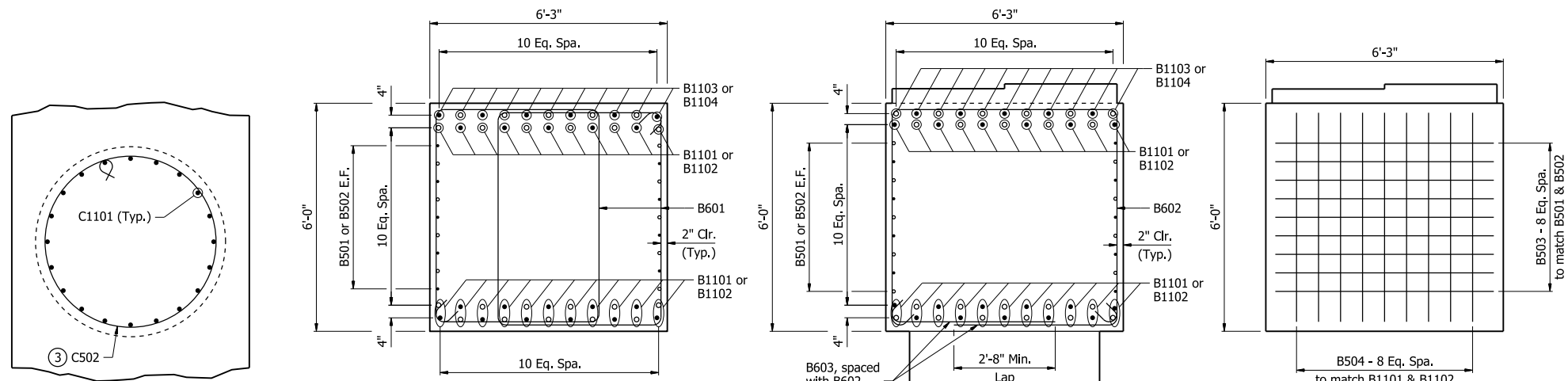


ALTERNATE NO. 1
SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENT NO. 5
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: MGG DATE: 11/19/23 FILENAME: b040901116_b51.dgn
CHECKED BY: QL DATE: 11/28/23 SCALE: 1/4" = 1'-0"
DESIGNED BY: PEG DATE: 8/10/23
BRIDGE NO. 07685 DRAWING NO. 67491

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	432	809
07685 - INT. BENTS - 67492						

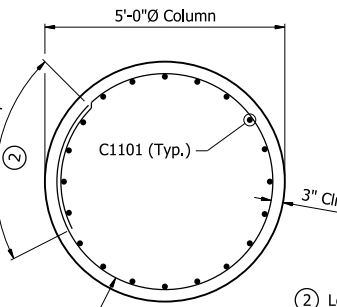


SECTION D-D
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)

SECTION A-A
1/2" = 1'-0"

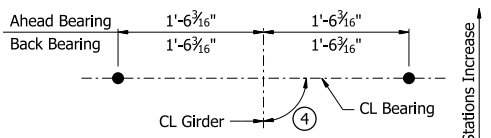
SECTION B-B
1/2" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)

VIEW C-C
1/2" = 1'-0"

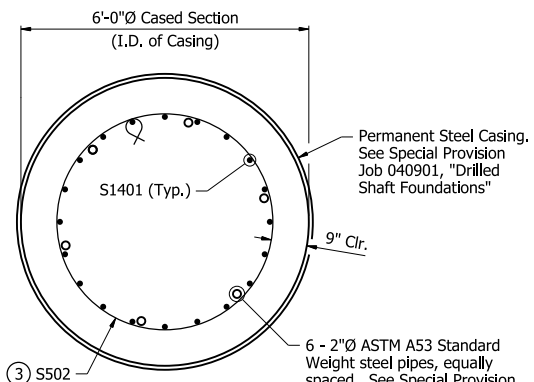


SECTION E-E
1/2" = 1'-0"

- ② Location of lap splices in C501 & S501 ties shall be alternated 180° at adjacent ties.
- ③ Location of end hooks in C502 & S502 ties shall be alternated 180° at adjacent ties.

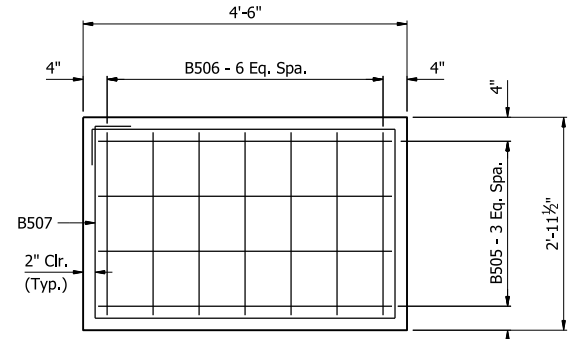


TYPICAL ANCHOR BOLT LAYOUT
1" = 1'-0"
④ Angle between CL Girder and CL Bearing varies by bearing location, as shown in Plan view on Dwg. No. 67491. Position anchor bolts parallel to the CL Bearing and CL Bent.

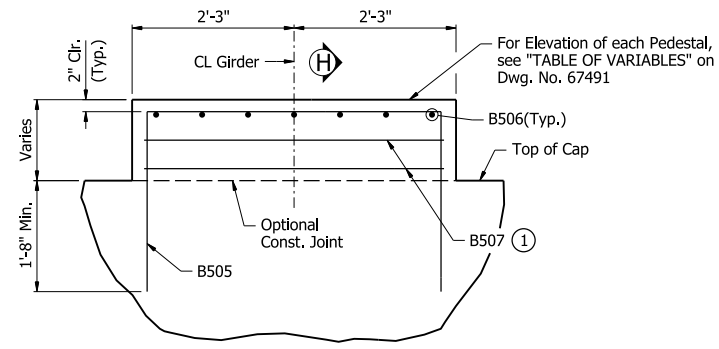


SECTION F-F
1/2" = 1'-0"

6 - 2"Ø ASTM A53 Standard Weight steel pipes, equally spaced. See Special Provision Job 040901, "Nondestructive Testing of Drilled Shafts".

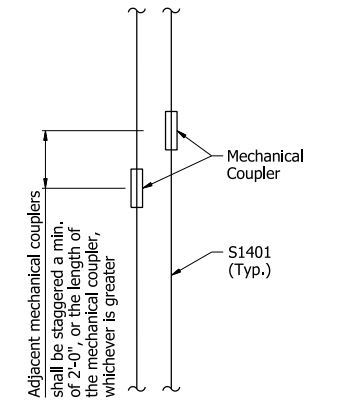


TYPICAL PEDESTAL PLAN
3/4" = 1'-0"



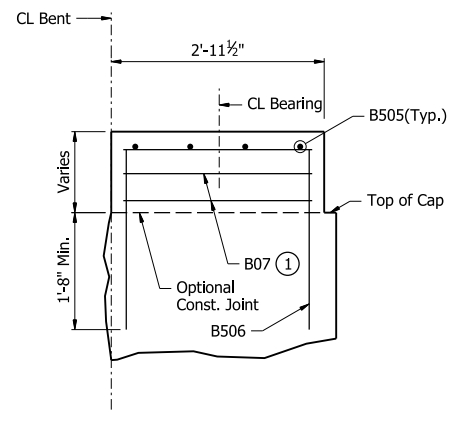
TYPICAL PEDESTAL ELEVATION
3/4" = 1'-0"

- ① 1-B507 when Pedestal Height is less than 11"; 2-B507 when Pedestal Height is greater than 11"; B507 spaced at 6" Max.



DRILLED SHAFT BAR SPLICE DETAIL
No Scale

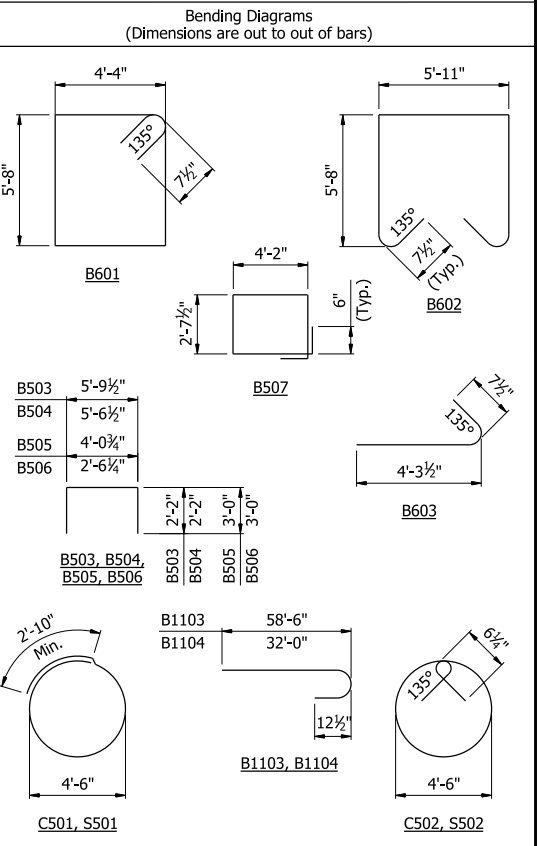
MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 6'-0" from top of shaft.
The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.
Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



SECTION H-H
3/4" = 1'-0"

BAR LIST

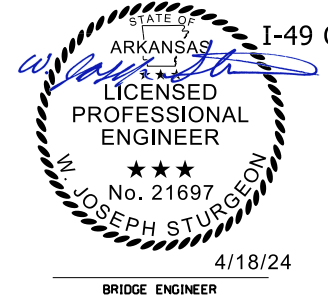
Mark	Number Required	Length	Pin Dia.
B501	18	60'-0"	Str.
B502	18	25'-4"	Str.
B503	18	9'-11"	2 1/2"
B504	18	9'-8"	2 1/2"
B505	84	9'-10"	2 1/2"
B506	147	8'-4"	2 1/2"
B507	30	14'-1"	2 1/2"
B601	280	20'-10"	4 1/2"
B602	27	18'-3"	4 1/2"
B603	54	4'-11"	4 1/2"
B1101	33	60'-0"	Str.
B1102	33	30'-6"	Str.
B1103	11	60'-0"	1 1/4"
B1104	11	33'-6"	1 1/4"
C501	78	16'-10"	-
C502	102	15'-4"	2 1/2"
C1101	60	37'-0"	Str.
S501	198	16'-10"	-
S502	42	15'-4"	2 1/2"
S1401	60	56'-9"	Str.



- ⑤ S501
- ⑤ S502
- ⑤ S1401

All bars designated with an "E" suffix are to be epoxy coated.
⑤ S1401 longitudinal reinforcement and S501 & S502 tie reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (66" DIA.)". Individual lengths shall be determined by the Contractor.

Notes:
For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67491.
For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NO. 5
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: MGG DATE: 11/19/23 FILENAME: b040901116_b52.dgn
CHECKED BY: QL DATE: 11/28/23 SCALE: AS NOTED
DESIGNED BY: PEG DATE: 8/10/23
BRIDGE NO. 07685 DRAWING NO. 67492

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	433	809
07685 - INT. BENTS - 67493						

Notes:
 For "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67494.
 For "GENERAL NOTES", see Dwg. No. 67372.
 Use 2 1/4" x 1/2" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.

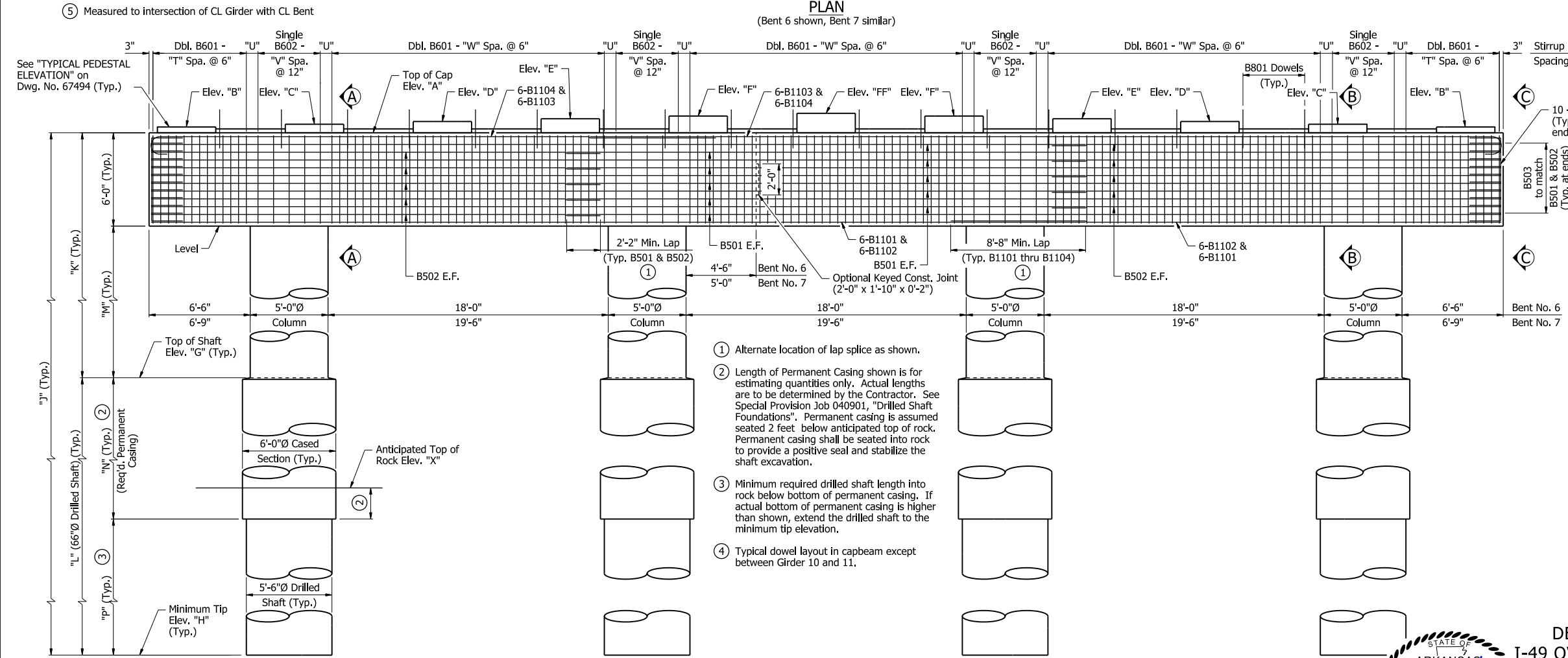
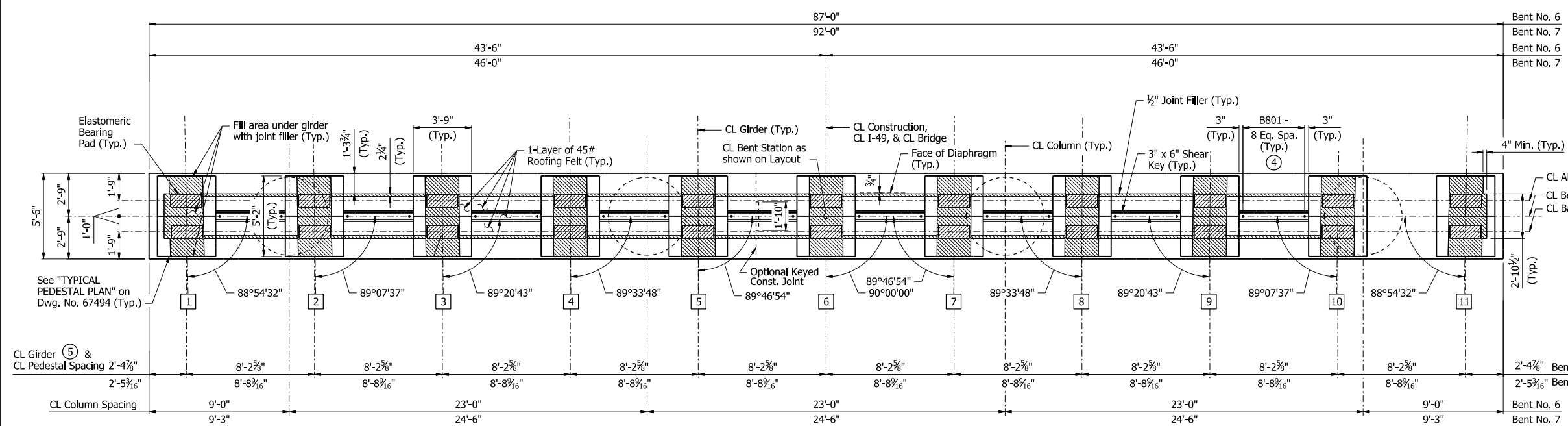
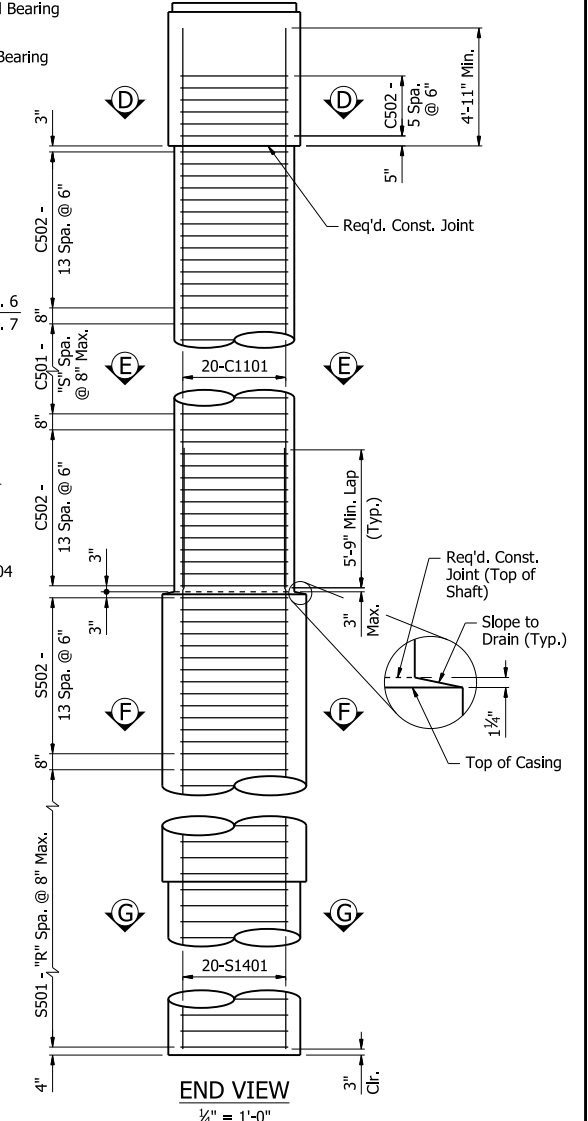


TABLE OF VARIABLES

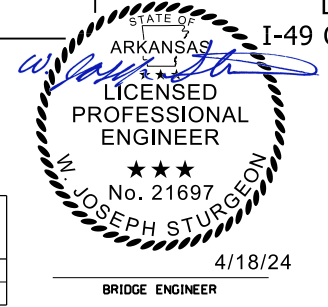
Bent No.	"A"	"B"	"C"	"D"	"E"	"F"	"FF"	"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"R"	"S"	"T"	"U"	"V"	"W"	"X"						
6	425.80	426.18	426.18	426.34	426.34	426.51	426.51	426.67	426.67	426.83	426.83	427.00	427.00	385.00	331.00	94'-9 3/8"	40'-9 3/8"	54'-0"	34'-9 3/8"	39'-0"	15'-0"	70	30	12	9"	4	35	348.00
7	428.06	428.44	428.44	428.61	428.61	428.79	428.79	428.96	428.96	429.14	429.14	429.31	429.31	386.00	331.00	97'-0 3/4"	42'-0 3/4"	55'-0"	36'-0 3/4"	40'-0"	15'-0"	71	32	13	12"	3	39	348.00



Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing of ties in the regions identified above.

ALTERNATE NO. 1
 SHEET 1 OF 2
 DETAILS OF INTERMEDIATE BENT NOS. 6 & 7
 I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD COUNTY

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.



DRAWN BY: MGG DATE: 11/11/23 FILENAME: b040901116_b61.dgn
 CHECKED BY: DJB DATE: 11/20/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: CZ DATE: 9/8/23
 BRIDGE NO. 07685 DRAWING NO. 67493

PRINT DATE: 4/8/2024

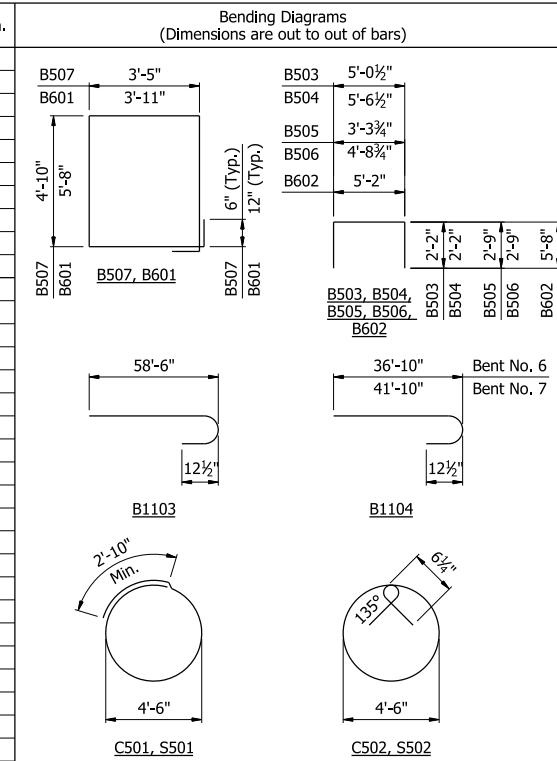
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	434	809
07685 - INT. BENTS - 67494						

TABLE OF VARIABLES

Bent No.	"BN1"	"BN2"	"BL1"	"BL2"	"BL3"	"CN"	"CL"	"SN"	"SL"
6	268	20	28'-10"	35'-4"	38'-4"	124	39'-6"	284	59'-9"
7	296	16	33'-10"	40'-4"	43'-4"	132	40'-9"	288	60'-9"

BAR LIST - PER BENT

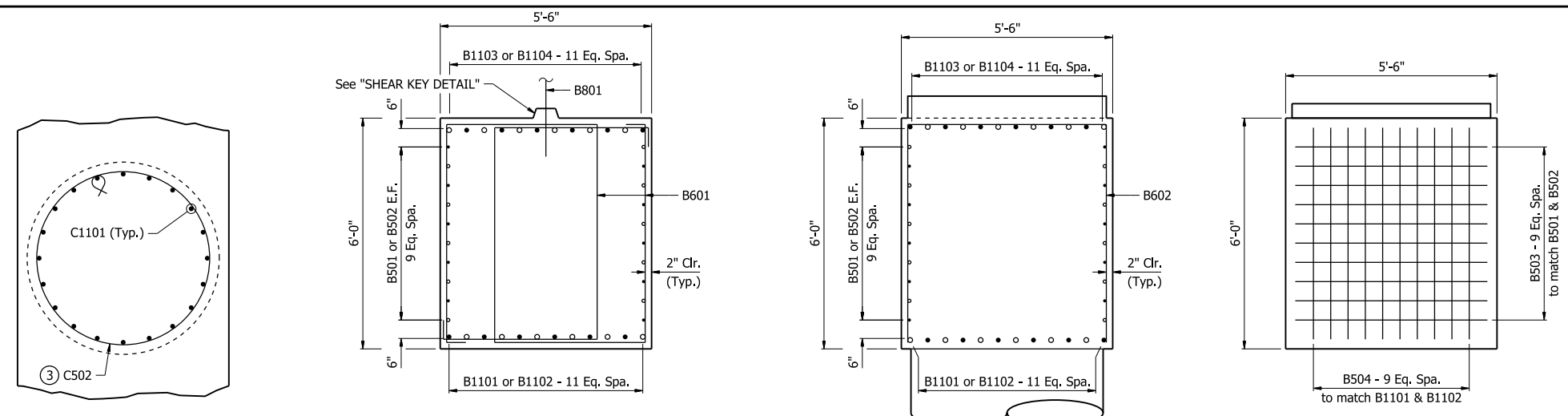
Mark	Number Required	Length	Pin Dia.
B501	20	60'-0"	Str.
B502	20	"BL1"	Str.
B503	20	9'-2"	2½"
B504	20	9'-8"	2½"
B505	88	8'-7"	2½"
B506	66	10'-0"	2½"
B507	14	17'-0"	2½"
B601	"BN1"	20'-4"	4½"
B602	"BN2"	16'-2"	4½"
B801	81	2'-6"	Str.
B1101	12	60'-0"	Str.
B1102	12	"BL2"	Str.
B1103	12	60'-0"	11¼"
B1104	12	"BL3"	11¼"
C501	"CN"	16'-10"	-
C502	136	15'-4"	2½"
C1101	80	"CL"	Str.
S501	"SN"	16'-10"	-
S502	56	15'-4"	2½"
S1401	80	"SL"	Str.



All bars designated with an "E" suffix are to be epoxy coated.

④ S1401 longitudinal reinforcement and S501 & S502 tie reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (66" DIA.)". Individual lengths shall be determined by the Contractor.

Notes:
For locations of "SECTION A-A", "SECTION B-B", "VIEW C-C", "SECTION D-D" thru "SECTION G-G", see Dwg. No. 67493.



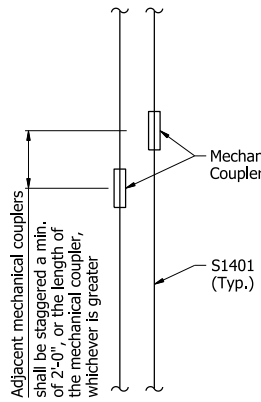
SECTION D-D
½" = 1'-0"
(Cap reinforcing not shown for clarity)

SECTION A-A
½" = 1'-0"

SECTION B-B
½" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)

VIEW C-C
½" = 1'-0"

Note:
Contractor shall adjust B1101 thru B1104 bar spacing to accommodate dowels or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and 8", respectively. B1101 thru B1104 bars may be bundled as required to maintain the minimum spacing so long as the maximum spacing is not exceeded.



DRILLED SHAFT BAR SPLICE DETAIL

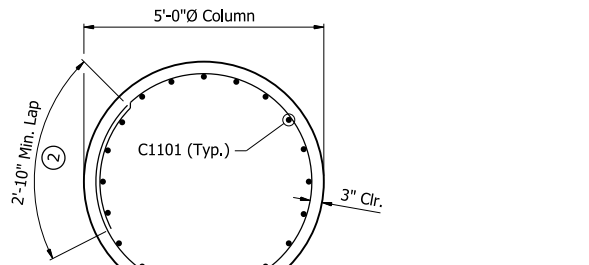
No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 6'-0" from top of shaft.

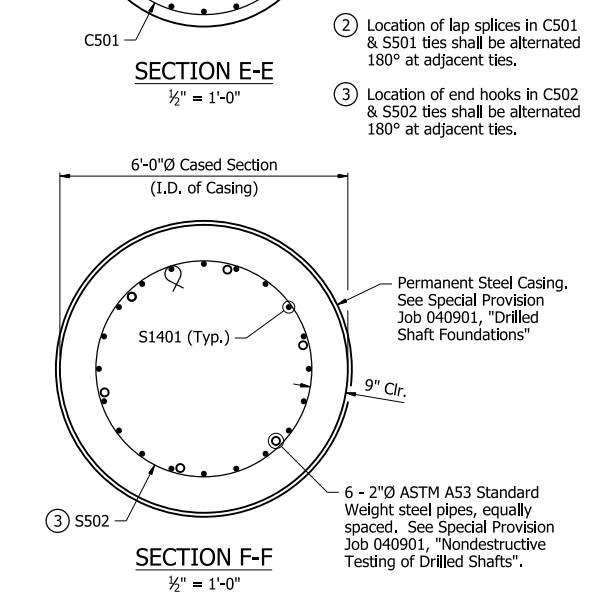
The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.

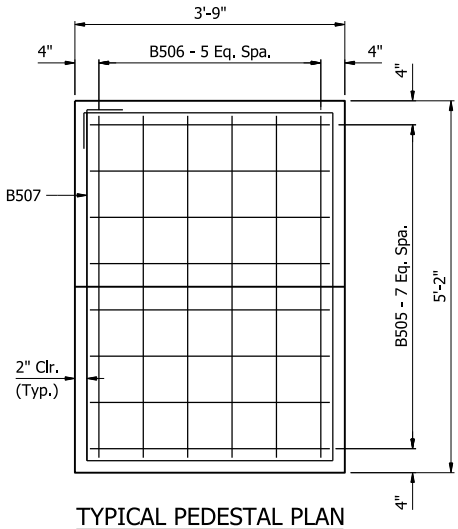


② Location of lap splices in C501 & S501 ties shall be alternated 180° at adjacent ties.

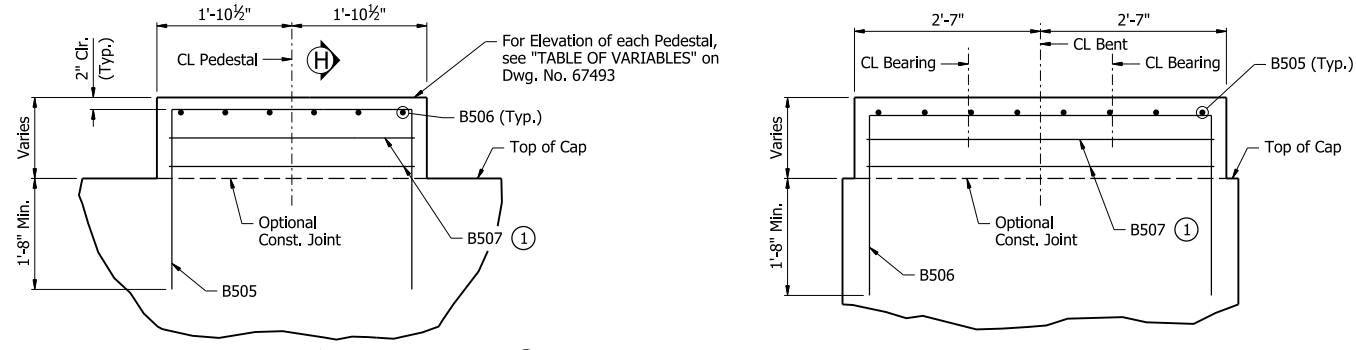
③ Location of end hooks in C502 & S502 ties shall be alternated 180° at adjacent ties.



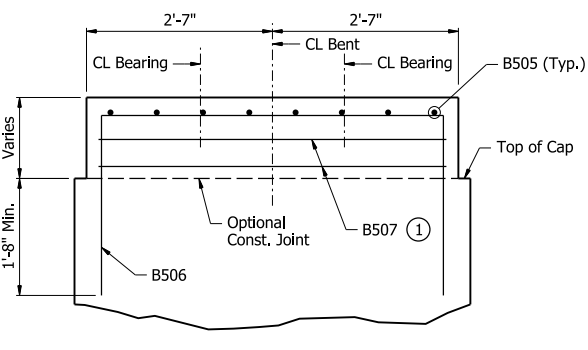
SECTION F-F
½" = 1'-0"



TYPICAL PEDESTAL PLAN
¾" = 1'-0"

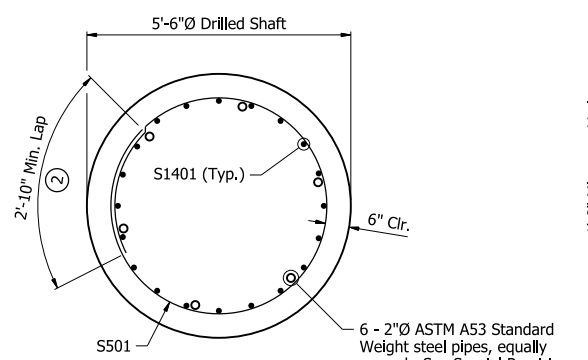


TYPICAL PEDESTAL ELEVATION
¾" = 1'-0"

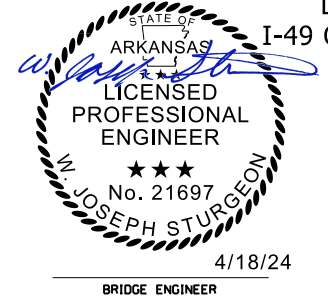


SECTION H-H
¾" = 1'-0"

① 1-B507 when Pedestal Height is less than 11";
2-B507 when Pedestal Height is greater than 11";
B507 spaced at 6" Max.



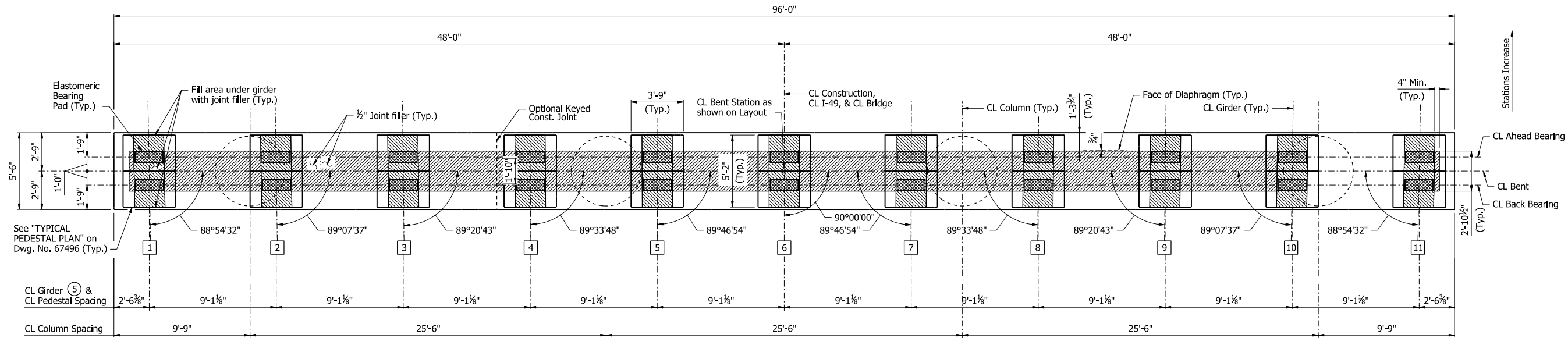
SECTION G-G
½" = 1'-0"



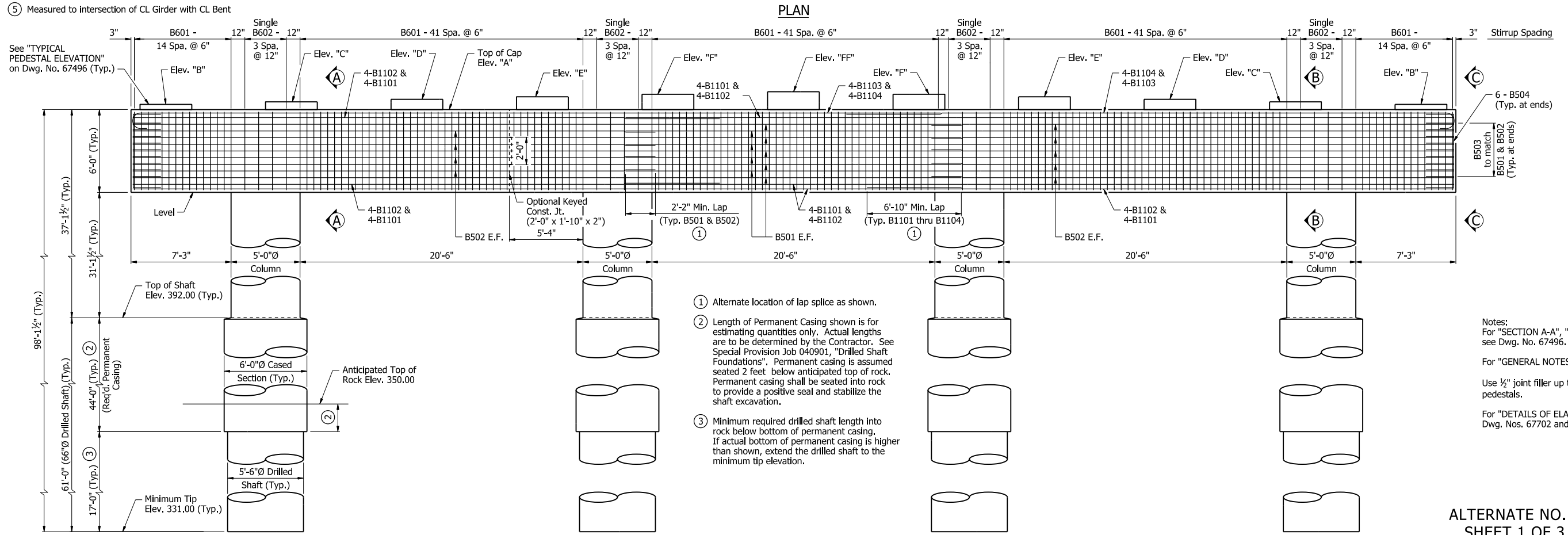
ALTERNATE NO. 1
SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT NOS. 6 & 7
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: MGG DATE: 11/11/23 FILENAME: b040901116_b62.dgn
CHECKED BY: DJB DATE: 11/20/23 SCALE: AS NOTED
DESIGNED BY: CZ DATE: 9/8/23
BRIDGE NO. 07685 DRAWING NO. 67494



PLAN

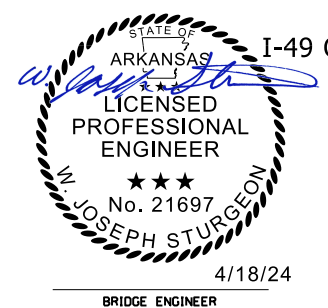


ELEVATION
(Looking Upstation)

TABLE OF VARIABLES

"A"	"B"		"C"		"D"		"E"		"F"		"FF"	
	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing
429.12	429.50	429.57	429.68	429.76	429.87	429.94	430.05	430.12	430.23	430.30	430.41	430.48

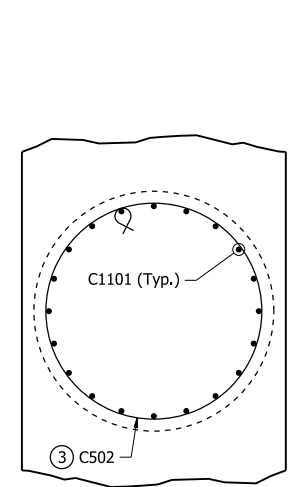
ALTERNATE NO. 1
SHEET 1 OF 3
DETAILS OF INTERMEDIATE BENT NO. 8
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY



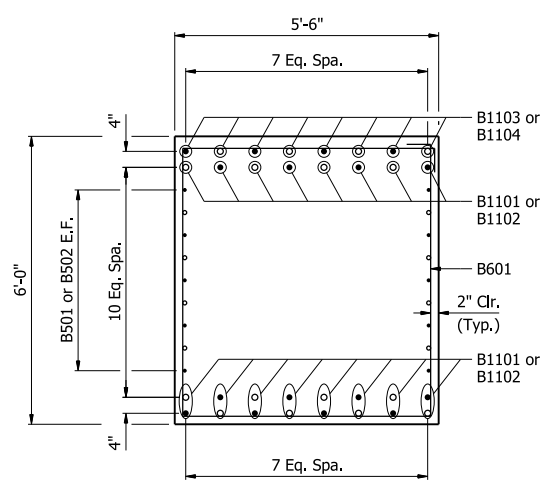
ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: MGG DATE: 11/14/23 FILENAME: b040901116_b81.dgn
CHECKED BY: QL DATE: 11/21/23 SCALE: 1/4" = 1'-0"
DESIGNED BY: MGG DATE: 8/22/23
BRIDGE NO. 07685 DRAWING NO. 67495

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	436	809
07685 - INT. BENTS - 67496						

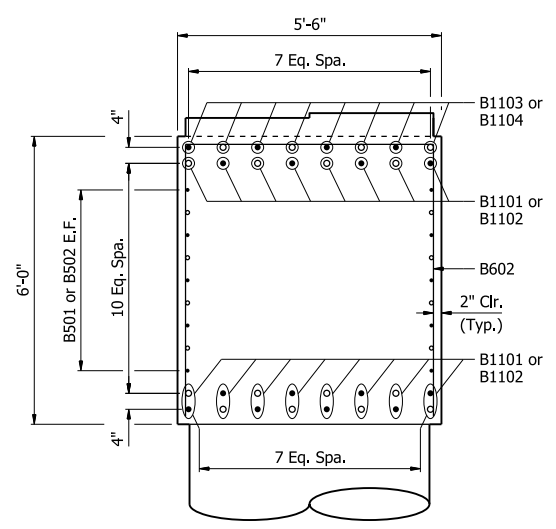
Notes:
For locations of "SECTION A-A", "SECTION B-B", & "VIEW C-C", see Dwg. No. 67495.



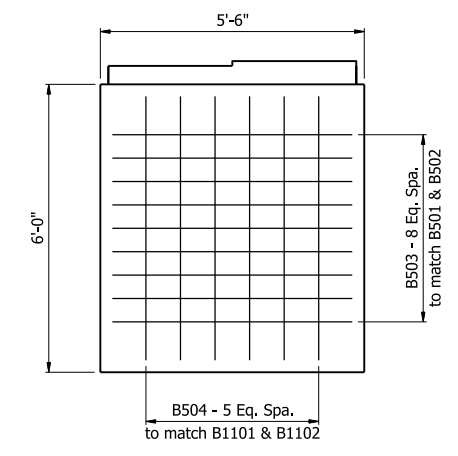
SECTION D-D
1/2" = 1'-0"
(Cap reinforcing not shown for clarity)



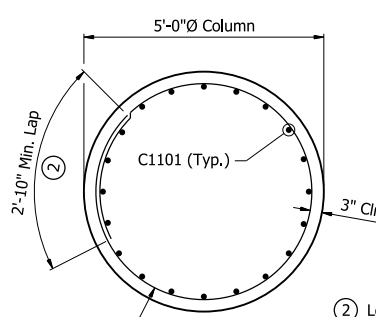
SECTION A-A
1/2" = 1'-0"



SECTION B-B
1/2" = 1'-0"
(Pedestal and column reinforcing not shown for clarity)

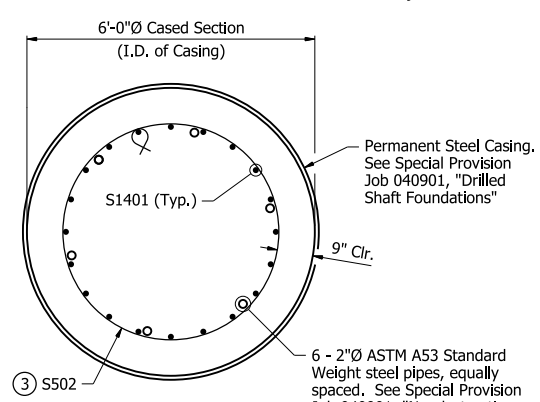


VIEW C-C
1/2" = 1'-0"

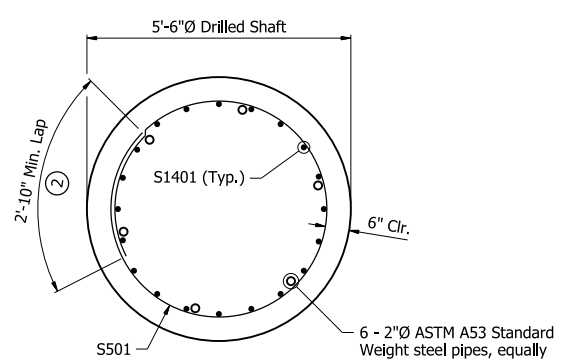


SECTION E-E
1/2" = 1'-0"

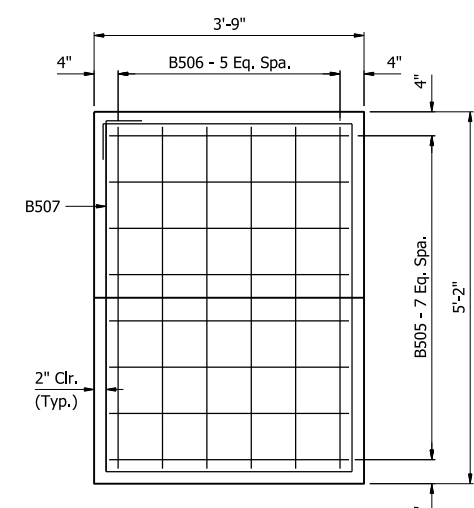
- ② Location of lap splices in C501 & S501 ties shall be alternated 180° at adjacent ties.
- ③ Location of end hooks in C502 & S502 ties shall be alternated 180° at adjacent ties.



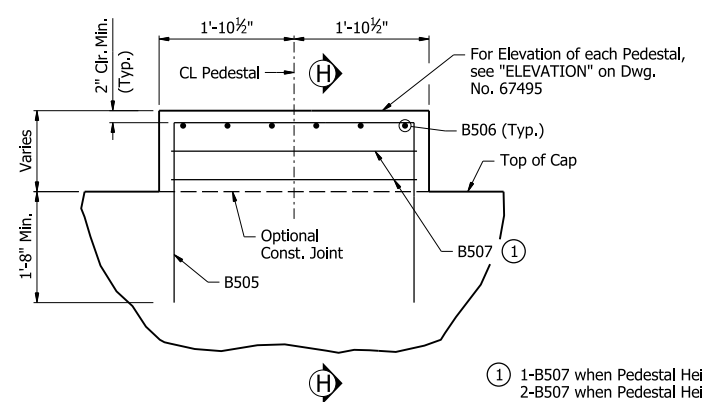
SECTION F-F
1/2" = 1'-0"



SECTION G-G
1/2" = 1'-0"

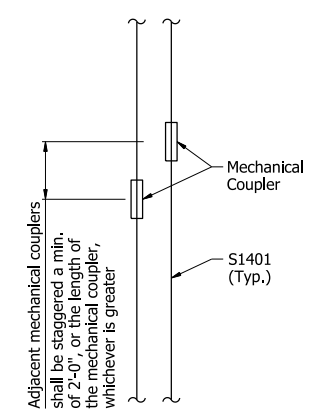


TYPICAL PEDESTAL PLAN
3/4" = 1'-0"



TYPICAL PEDESTAL ELEVATION
3/4" = 1'-0"

- ① 1-B507 when Pedestal Height is less than 11";
- 2-B507 when Pedestal Height is greater than 11";
- B507 spaced at 6" Max.



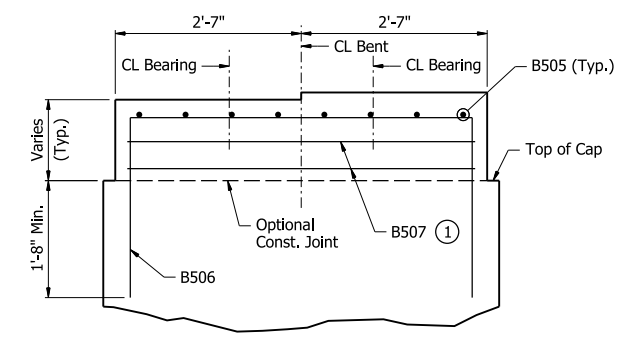
DRILLED SHAFT BAR SPLICE DETAIL
No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

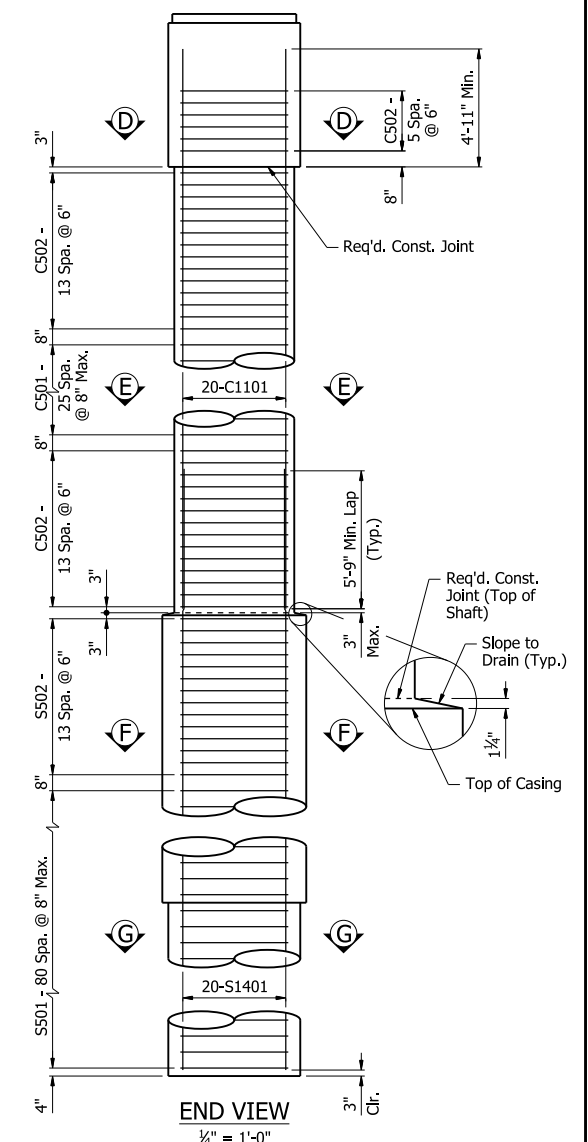
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 6'-2" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

Mechanical couplers shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



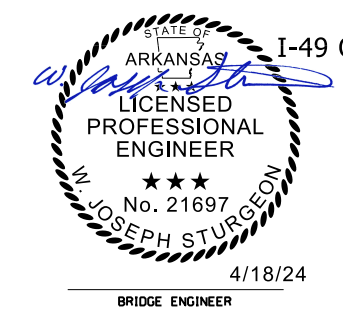
SECTION H-H
1/2" = 1'-0"



END VIEW
1/4" = 1'-0"

Notes:
Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.

If column, cased section, or drilled shaft length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing of ties in the regions identified above.



ALTERNATE NO. 1
SHEET 2 OF 3
DETAILS OF INTERMEDIATE BENT NO. 8
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: MGG DATE: 11/14/23 FILENAME: b040901116_b82.dgn
CHECKED BY: QL DATE: 11/21/23 SCALE: AS NOTED
DESIGNED BY: MGG DATE: 8/22/23
BRIDGE NO. 07685 DRAWING NO. 67496

PRINT DATE: 4/18/2024

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	437	809
07685 - INT. BENTS - 67497						

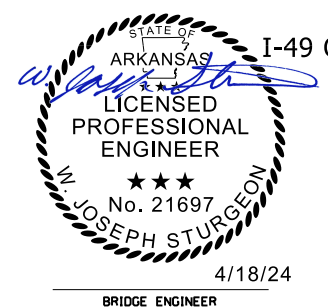
BAR LIST

Mark	Number Required	Length	Pin Dia.	Bending Diagrams (Dimensions are out to out of bars)
B501	18	60'-0"	Str.	
B502	18	37'-10"	Str.	
B503	18	9'-2"	2 1/2"	
B504	12	9'-8"	2 1/2"	
B505	88	8'-9"	2 1/2"	
B506	66	10'-2"	2 1/2"	
B507	16	17'-0"	2 1/2"	
B601	156	22'-10"	4 1/2"	
B602	16	16'-2"	4 1/2"	
B1101	24	60'-0"	Str.	
B1102	24	42'-6"	Str.	
B1103	8	60'-0"	1 1/4"	
B1104	8	45'-6"	1 1/4"	
C501	104	16'-10"	-	
C502	136	15'-4"	2 1/2"	
C1101	80	35'-10"	Str.	
S501	324	16'-10"	-	
S502	56	15'-4"	2 1/2"	
S1401	80	66'-9"	Str.	

All bars designated with an "E" suffix are to be epoxy coated.

① S1401 longitudinal reinforcement and S501 & S502 tie reinforcement are non-pay items which are subsidiary to item "DRILLED SHAFT (66" DIA.)". Individual lengths shall be determined by the Contractor.

PRINT DATE: 4/8/2024



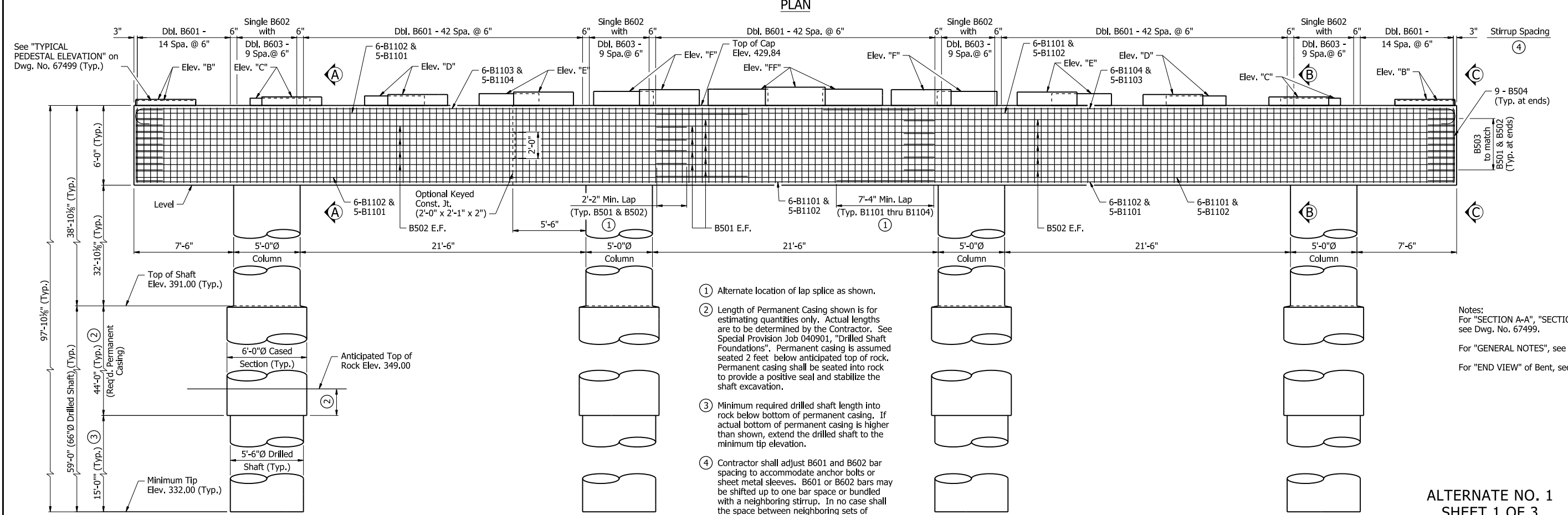
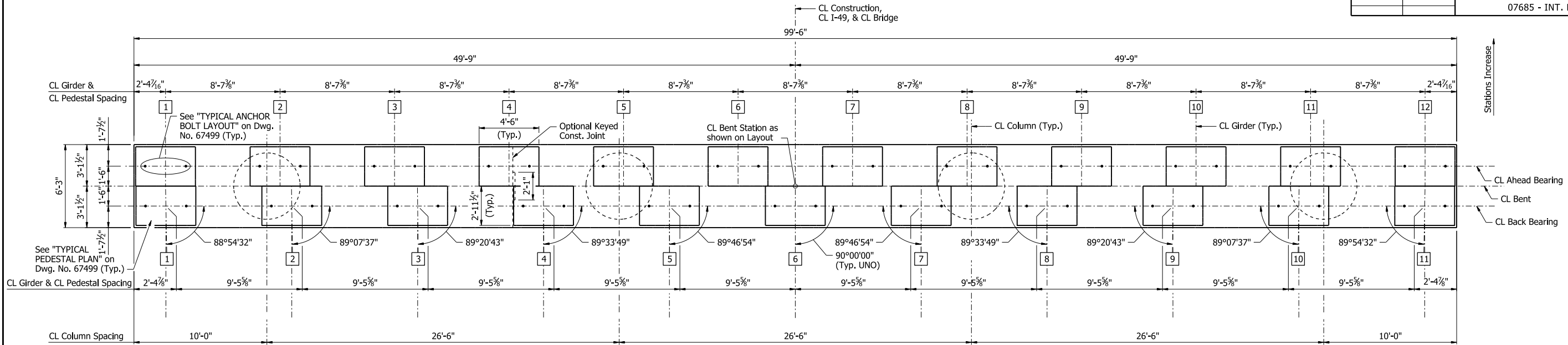
ALTERNATE NO. 1
SHEET 3 OF 3
DETAILS OF INTERMEDIATE BENT NO. 8
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: MGG DATE: 11/14/23 FILENAME: b040901116_b83.dgn
 CHECKED BY: QL DATE: 11/21/23 SCALE: NO SCALE
 DESIGNED BY: MGG DATE: 8/22/23

BRIDGE NO. 07685 DRAWING NO. 67497

DATE REVISED	DATE REVISED	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	438	809
07685 - INT. BENTS - 67498						



- ① Alternate location of lap splice as shown.
- ② Length of Permanent Casing shown is for estimating quantities only. Actual lengths are to be determined by the Contractor. See Special Provision Job 040901, "Drilled Shaft Foundations". Permanent casing is assumed seated 2 feet below anticipated top of rock. Permanent casing shall be seated into rock to provide a positive seal and stabilize the shaft excavation.
- ③ Minimum required drilled shaft length into rock below bottom of permanent casing. If actual bottom of permanent casing is higher than shown, extend the drilled shaft to the minimum tip elevation.
- ④ Contractor shall adjust B601 and B602 bar spacing to accommodate anchor bolts or sheet metal sleeves. B601 or B602 bars may be shifted up to one bar space or bundled with a neighboring stirrup. In no case shall the space between neighboring sets of stirrups exceed twice the detailed spacing.

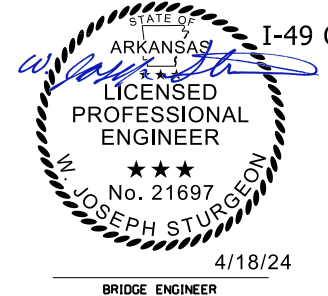
Notes:
 For "SECTION A-A", "SECTION B-B", & "VIEW C-C", see Dwg. No. 67499.
 For "GENERAL NOTES", see Dwg. No. 67372.
 For "END VIEW" of Bent, see Dwg. No. 67499.

ELEVATION
(Looking Upstation)

TABLE OF VARIABLES

"B"		"C"		"D"		"E"		"F"		"FF"	
Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing
430.27	430.22	430.46	430.39	430.65	430.56	430.84	430.73	431.03	430.91	431.22	431.08

ALTERNATE NO. 1
SHEET 1 OF 3
DETAILS OF INTERMEDIATE BENT NO. 9
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

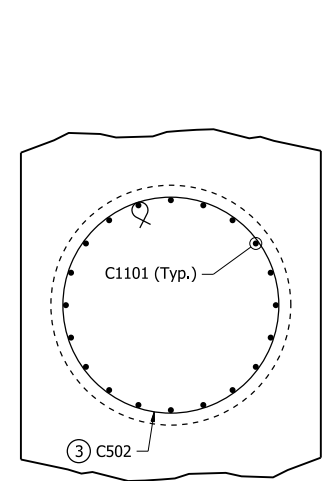


ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: MGG DATE: 11/15/23 FILENAME: b040901116_b91.dgn
 CHECKED BY: WJS DATE: 11/27/23 SCALE: 1/4" = 1'-0"
 DESIGNED BY: PEG DATE: 8/22/23
 BRIDGE NO. 07685 DRAWING NO. 67498

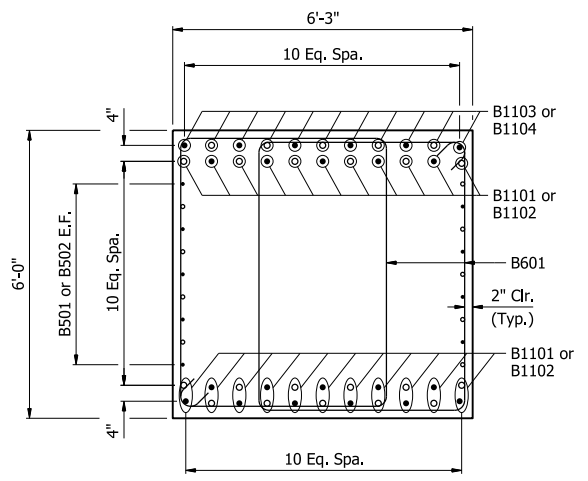
PRINT DATE: 4/8/2024

DATE REVISED	DATE REVISION	FED. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	040901	439	809
07685 - INT. BENTS - 67499						

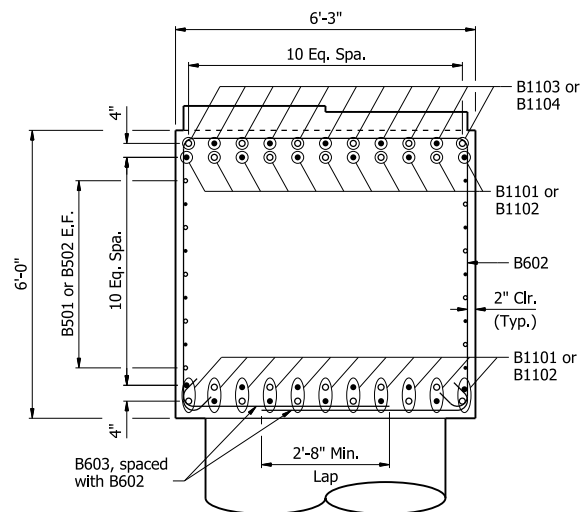
Notes:
 For locations of "SECTION A-A", "SECTION B-B", & "VIEW C-C", see Dwg. No. 67498.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.



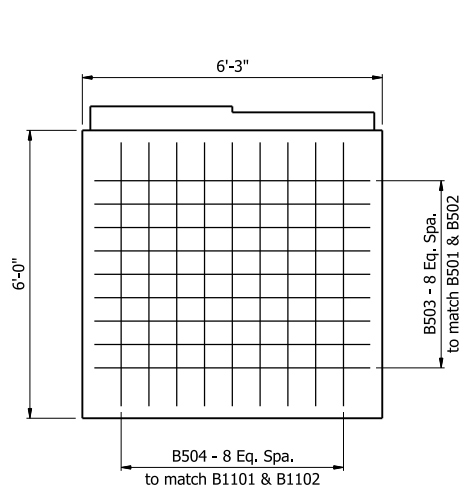
SECTION D-D
 $\frac{1}{2}'' = 1'-0''$
 (Cap reinforcing not shown for clarity)



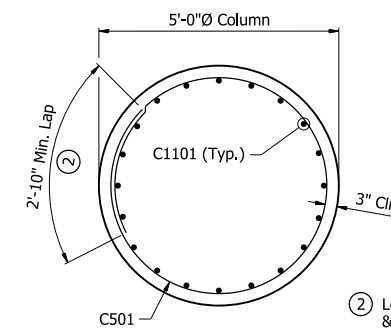
SECTION A-A
 $\frac{1}{2}'' = 1'-0''$



SECTION B-B
 $\frac{1}{2}'' = 1'-0''$
 (Pedestal and column reinforcing not shown for clarity)

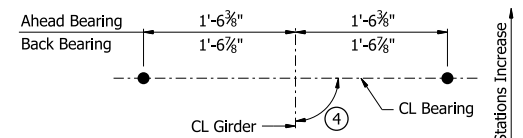


VIEW C-C
 $\frac{1}{2}'' = 1'-0''$



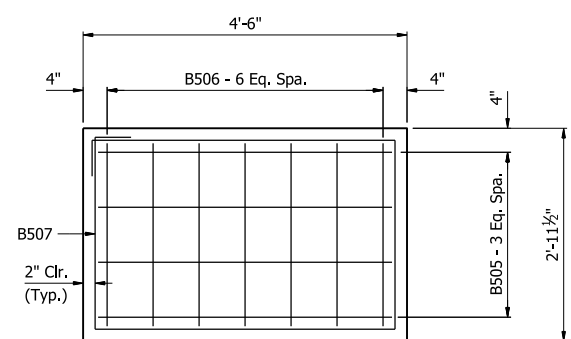
SECTION E-E
 $\frac{1}{2}'' = 1'-0''$

- ② Location of lap splices in C501 & S501 ties shall be alternated 180° at adjacent ties.
- ③ Location of end hooks in C502 & S502 ties shall be alternated 180° at adjacent ties.

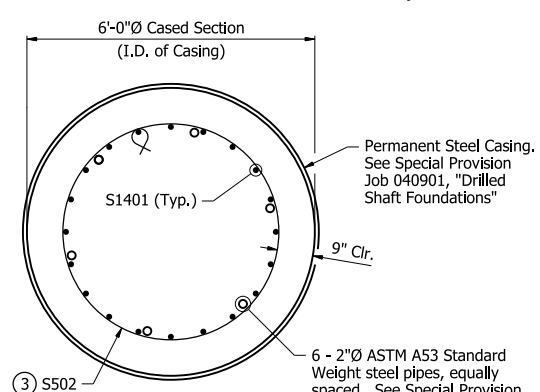


TYPICAL ANCHOR BOLT LAYOUT
 $1'' = 1'-0''$

- ④ Angle between CL Girder and CL Bearing varies by bearing location, as shown in Plan view on Dwg. No. 67498. Position anchor bolts parallel to the CL Bearing and CL Bent.

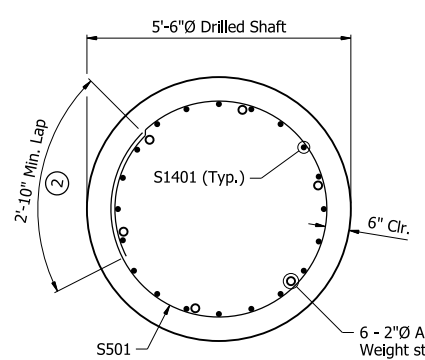


TYPICAL PEDESTAL PLAN
 $\frac{3}{4}'' = 1'-0''$



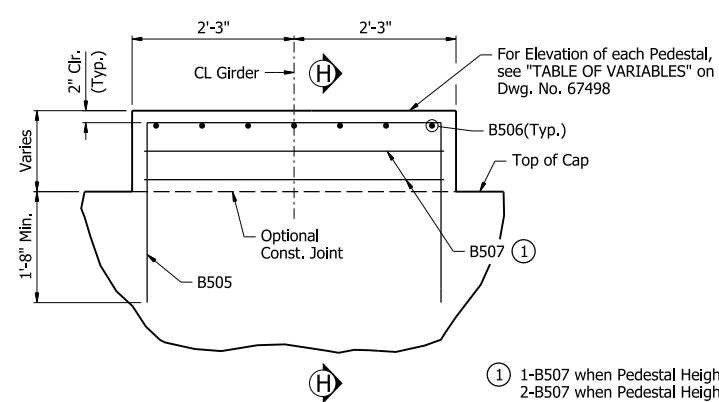
SECTION F-F
 $\frac{1}{2}'' = 1'-0''$

Permanent Steel Casing. See Special Provision Job 040901, "Drilled Shaft Foundations".



SECTION G-G
 $\frac{1}{2}'' = 1'-0''$

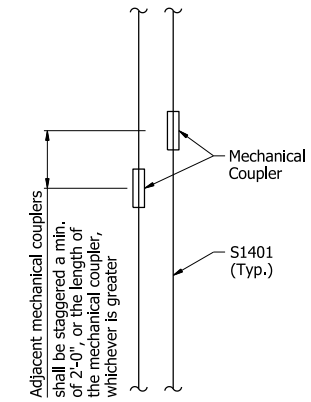
6 - 2"Ø ASTM A53 Standard Weight steel pipes, equally spaced. See Special Provision Job 040901, "Nondestructive Testing of Drilled Shafts".



TYPICAL PEDESTAL ELEVATION
 $\frac{3}{4}'' = 1'-0''$

- ① 1-B507 when Pedestal Height is less than 11";
- 2-B507 when Pedestal Height is greater than 11";
- B507 spaced at 6" Max.

Note:
 Contractor shall adjust B1101 thru B1104 bar spacing to accommodate anchor bolts, sheet metal sleeves, or vertical column steel. Contractor shall maintain a minimum and maximum spacing of 5" and 9", respectively.



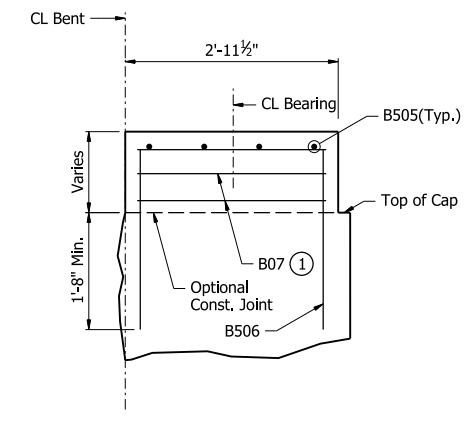
DRILLED SHAFT BAR SPLICE DETAIL
 No Scale

MECHANICAL COUPLER AND SPLICE NOTES:
 Contractor shall be required to use mechanical couplers to splice reinforcing bars whose lengths given in the Bar List exceed 60'-0". The bars shall be assembled as shown in "DRILLED SHAFT BAR SPLICE DETAIL".

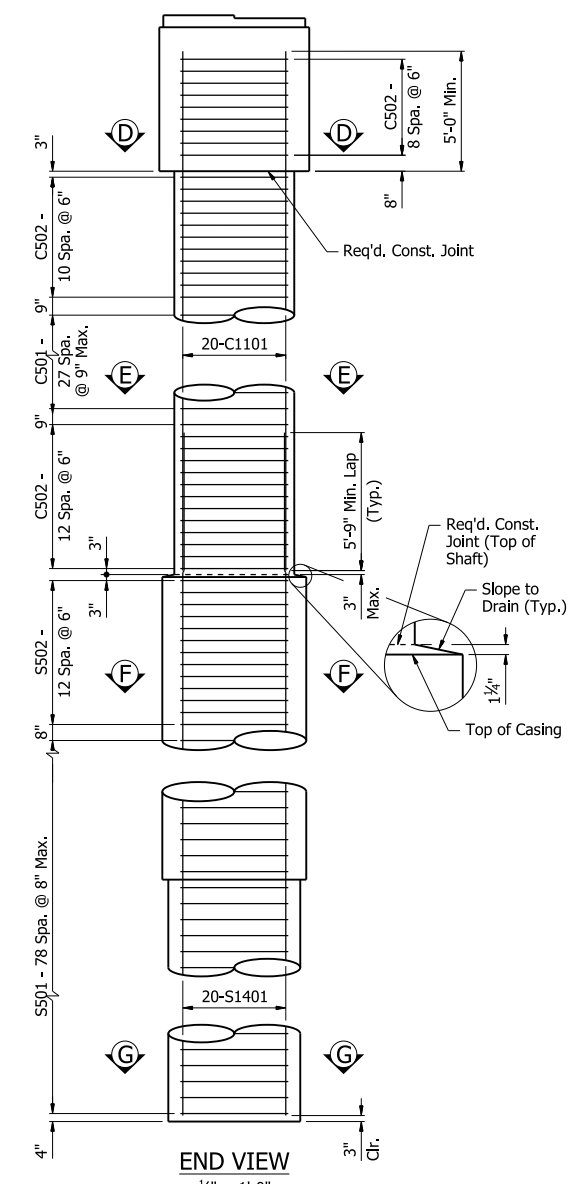
The Contractor may choose location of splices for convenience, so long as no bar to be spliced is less than 5'-0" in length and no closer than 6'-0" from top of shaft.

The Contractor may also elect to splice bars whose lengths are less than 60'-0" to provide ease of construction, so long as the previous mentioned requirements are met.

Mechanical coupler shall maintain the clearances shown in "DRILLED SHAFT BAR SPLICE DETAIL". Not more than alternate bars shall be spliced at a given location. Payment for mechanical couplers shall be subsidiary to the item "DRILLED SHAFT (66" DIA.)". The couplers shall develop at least 125% of the specified yield strength of the bar.



PART SECTION H-H
 $\frac{3}{4}'' = 1'-0''$

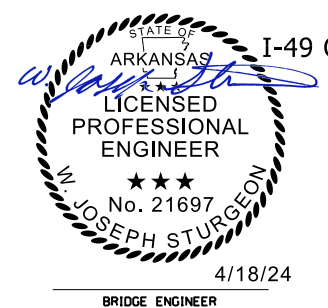


END VIEW
 $\frac{1}{4}'' = 1'-0''$

Notes:
 Dimensions, details, & reinforcing steel shown are typical for all columns and drilled shafts.
 If column, cased section, or drilled shaft length changes during construction, number of ties shall be adjusted accordingly to maintain the maximum spacing of ties in the regions identified above.

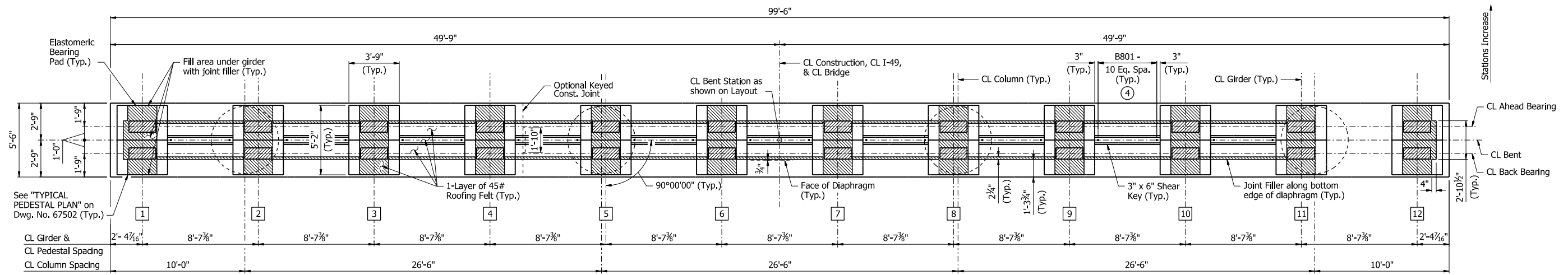
ALTERNATE NO. 1
SHEET 2 OF 3
DETAILS OF INTERMEDIATE BENT NO. 9
I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
HWY. 22 - GUN CLUB RD. (F)
CRAWFORD COUNTY

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

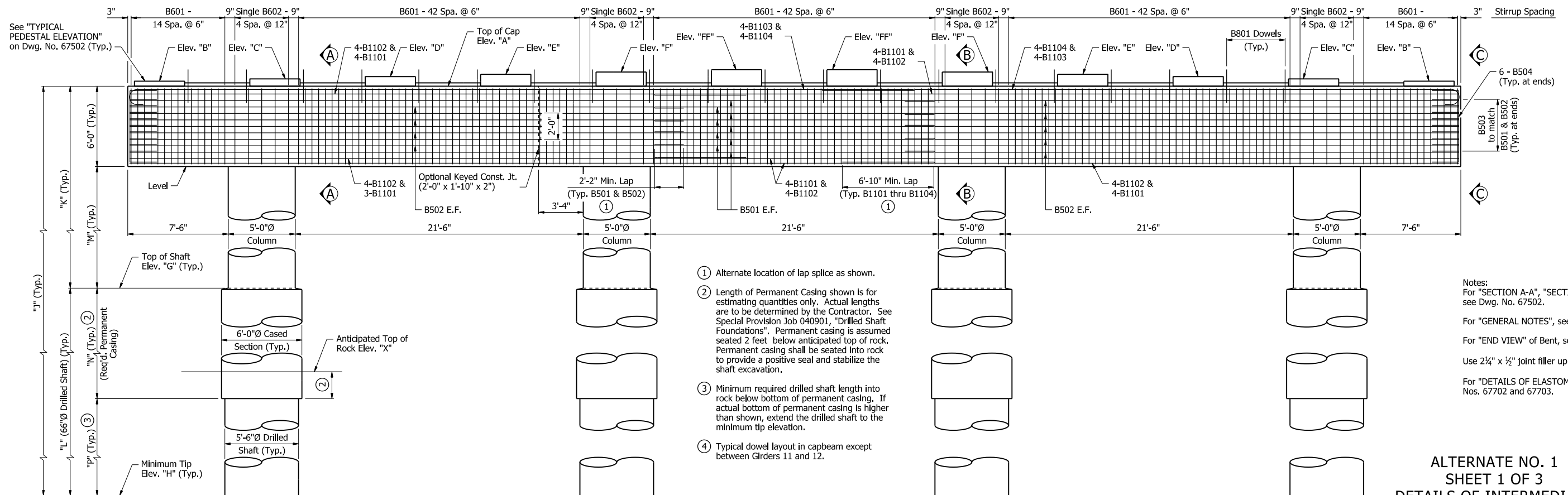


DRAWN BY: MGG DATE: 11/15/23 FILENAME: b040901116_b92.dgn
 CHECKED BY: WJS DATE: 11/27/23 SCALE: AS NOTED
 DESIGNED BY: PEG DATE: 8/22/23
 BRIDGE NO. 07685 DRAWING NO. 67499

PRINT DATE: 4/18/2024



PLAN



ELEVATION
(Looking Upstation)

TABLE OF VARIABLES

Bent No.	"A"	"B"		"C"		"D"		"E"		"F"		"FF"		"G"	"H"	"J"	"K"	"L"	"M"	"N"	"P"	"X"
		Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing	Back Bearing	Ahead Bearing									
10	430.92	431.30	431.30	431.48	431.48	431.65	431.65	431.82	431.82	431.99	431.99	432.16	432.16	389.00	332.00	98'-11"	41'-11"	57'-0"	35'-11"	42'-0"	15'-0"	349.00
11	430.88	431.26	431.26	431.43	431.43	431.60	431.60	431.77	431.77	431.95	431.95	432.12	432.12	388.00	330.00	100'-10½"	42'-10½"	58'-0"	36'-10½"	43'-0"	15'-0"	347.00

Notes:
 For "SECTION A-A", "SECTION B-B", & "VIEW C-C", see Dwg. No. 67502.
 For "GENERAL NOTES", see Dwg. No. 67372.
 For "END VIEW" of Bent, see Dwg. No. 67502.
 Use 2¼" x ½" joint filler up the vertical face of pedestals.
 For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. Nos. 67702 and 67703.

ALTERNATE NO. 1
 SHEET 1 OF 3
 DETAILS OF INTERMEDIATE
 BENT NOS. 10 & 11

I-49 OVER FLAT ROCK CREEK, LEVEE, & GUN CLUB RD.
 HWY. 22 - GUN CLUB RD. (F)
 CRAWFORD COUNTY

ROUTE 549 SEC. 6
 ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: MGG DATE: 11/11/23 FILENAME: b040901116_b101.dgn
 CHECKED BY: QL DATE: 11/29/23 SCALE: ¼" = 1'-0"
 DESIGNED BY: MGG DATE: 8/22/23

BRIDGE NO. 07685 DRAWING NO. 67501

