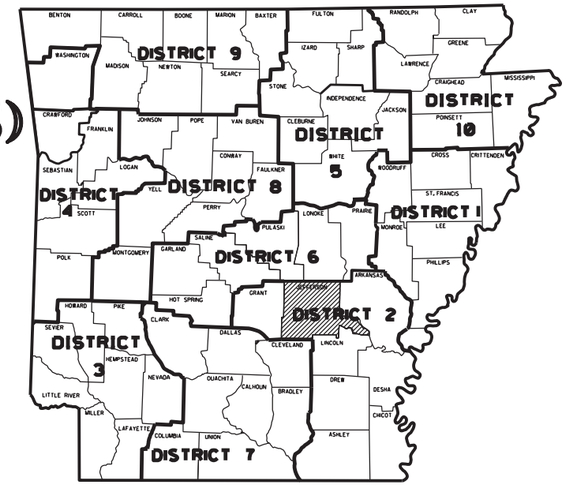
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	1	23
				①	DISTRICT 2 BRIDGE PAINTING (2022) (S)			

ARKANSAS DEPARTMENT OF TRANSPORTATION
MAINTENANCE PLANS

DISTRICT 2 BRIDGE PAINTING (2022) (S)

JEFFERSON COUNTY
VARIOUS ROUTES
JOB 020789
FEDERAL AID PROJ. NHPP-0035(67)



ARKANSAS HIGHWAY DIST. 2

N

BRIDGE DATA:

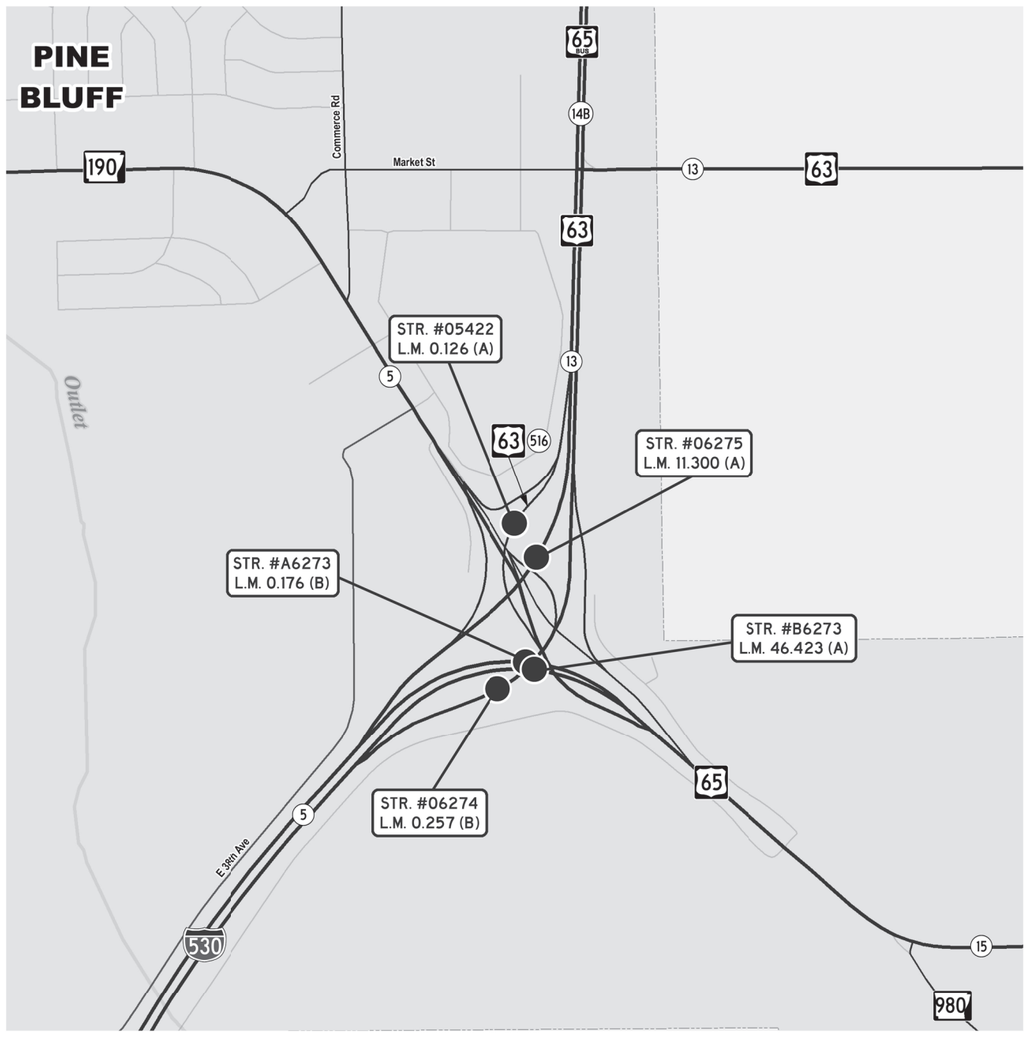
1 BRIDGE NO. 05422
US 63, SEC. 516, LM 0.126
533' PLATE GIRDER SPANS
WITH 25' CLEAR ROADWAY.
LAT. 34.20468 LONG. -91.96749

2 BRIDGE NO. 06274
US 63, SEC. 13, LM 0.257
830' PLATE GIRDER SPANS
WITH 25' CLEAR ROADWAY.
LAT. 34.20254 LONG. -91.96627

3 BRIDGE NO. 06275
US 63, SEC. 13, LM 11.3
542' PLATE GIRDER SPANS
WITH 25' CLEAR ROADWAY.
LAT. 34.20390 LONG. -91.96686

4 BRIDGE NO. A6273
ROUTE 530, SEC. 5, LM 0.176
316' PLATE GIRDER SPANS
WITH 40' CLEAR ROADWAY.
LAT. 34.20145 LONG. -91.96719

5 BRIDGE NO. B6273
ROUTE 530 , SEC. 5, LM 46.423
334' PLATE GIRDER SPANS
WITH 40' CLEAR ROADWAY.
LAT. 34.20127 LONG. -91.96694



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARTINI
MAR 1 2022 12:55PM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.ROAD DIST.NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/30/22				6	ARK.			
				JOB NO.		020789	2	23
				IND. OF SHTS., STD. DWGS., & GOV. SPECS.				

INDEX OF SHEETS

SHEET NO. **TITLE**

ROADWAY STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
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

GOVERNING SPECIFICATIONS

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

NUMBER **TITLE**

ERRATA____ ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273_ REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273_ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273_ SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273_ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273_ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273_ SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273_ SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____ CONTRACTOR'S LICENSE
100-4_____ DEPARTMENT NAME CHANGE
102-2_____ ISSUANCE OF PROPOSALS
105-4_____ MAINTENANCE DURING CONSTRUCTION
107-2_____ RESTRAINING CONDITIONS
108-1_____ LIQUIDATED DAMAGES
108-2_____ WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
306-1_____ QUALITY CONTROL AND ACCEPTANCE
603-1_____ LANE CLOSURE NOTIFICATION
JOB 020789_ BIDDING REQUIREMENTS AND CONDITIONS
JOB 020789_ CARGO PREFERENCE ACT REQUIREMENTS
JOB 020789_ CONTAINMENT SYSTEM
JOB 020789_ CONTRACTOR CERTIFICATION
JOB 020789_ COORDINATION OF WORK △1
JOB 020789_ DOCUMENTATION OF PAYMENTS MADE TO DISADVANTAGED BUSINESS ENTERPRISES
JOB 020789_ ESTABLISHING CONTRACT TIME - WORKING DAY CONTRACT
JOB 020789_ INSPECTOR'S PERSONAL PROTECTION CLOTHING
JOB 020789_ LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 020789_ MANDATORY ELECTRONIC CONTRACT
JOB 020789_ MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 020789_ NESTING SITES OF MIGRATORY BIRDS
JOB 020789_ PAINT CONTRACTOR LABEL
JOB 020789_ PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 020789_ SPECIAL MAINTENANCE OF TRAFFIC REQUIREMENTS

△1 INSERTED COORDINATION OF WORK SPECIAL PROVISION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARTINI
Mar 30 2022 2:04 PM

INDEX OF SHEETS, STANDARD DRAWINGS, AND GOVERNING SPECIFICATIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	3	23
				QUANTITIES & GENERAL NOTES				

CLEANING AND PAINTING EXISTING STRUCTURAL STEEL (TYPE II)

DESCRIPTION	QUANTITY	UNIT
05422	153	TON
06274	483	TON
06275	288	TON
A6273	231	TON
B6273	243	TON
TOTAL:	1398	TON

**DISPOSAL OF HAZARDOUS WASTE

DESCRIPTION	QUANTITY	UNIT
BRIDGE NO. 05422	1.00	LUMP SUM
BRIDGE NO. 06274	1.00	LUMP SUM
BRIDGE NO. 06275	1.00	LUMP SUM
BRIDGE NO. A6273	1.00	LUMP SUM
BRIDGE NO. B6273	1.00	LUMP SUM

** POTENTIAL HAZARDOUS WASTE IN THE FORM OF LEAD PAINT DEBRIS WILL BE REMOVED FROM THIS STRUCTURE AND SENT TO AN APPROPRIATE TREATMENT FACILITY AS PER CODE OF FEDERAL REGULATIONS 40 CFR PART 260.

GENERAL NOTES

1. PAINT SYSTEM: SEE SECTION 807 AND 820 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
   PRIME COAT: ONE COAT OF INORGANIC ZINC, 3 MIL DFT MINIMUM UNLESS NOTED.
   INTERMEDIATE EPOXY TIE COAT: 2 MIL DFT MINIMUM
   FINISH COAT: ONE COAT URETHANE, 3 MIL DFT MINIMUM, GRAY - FEDERAL STANDARD 595B COLOR CHIP 26270
   MAXIMUM DFT FOR EACH COAT AS RECOMMENDED BY COATING MANUFACTURER.
2. ALL SURFACES TO BE PAINTED SHALL BE CLEAN AND FREE OF DUST OR OTHER OBJECTIONABLE MATTER.
3. CONTRACTOR IS RESPONSIBLE FOR BEING FAMILIAR WITH THE LOCATION OF ALL UTILITIES ON THE BRIDGES BEFORE BIDDING.
4. UTILITIES ON BRIDGES SHOULD BE PROTECTED DURING THE CLEANING AND PAINTING OPERATION.
5. CONTAINMENT REQUIRED :

BRIDGE NUMBER	CLASS OF CONTAINMENT	MIGRATORY BIRDS
05422	4	YES
06274	4	YES
06275	4	YES
A6273	4	YES
B6273	4	YES

MOBILIZATION

DESCRIPTION	QUANTITY	UNIT
ENTIRE PROJECT	1.00	LUMP SUM
TOTAL:	1.00	LUMP SUM

***MAINTENANCE OF TRAFFIC

DESCRIPTION	QUANTITY	UNIT
ENTIRE PROJECT	1.00	LUMP SUM
TOTAL:	1.00	LUMP SUM

*** ALL TRAFFIC CONTROL DEVICES AND/OR PAVEMENT MARKINGS WILL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER. ALL ITEMS NECESSARY FOR TRAFFIC CONTROL IS SUBSIDIARY TO THE ITEM OF "MAINTENANCE OF TRAFFIC".

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARTINI

Oct 1, 2022 12:56 PM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/30/22				6	ARK.			
				JOB NO.		020789	4	23

SUMMARY OF QUANTITIES & REVISIONS

SUMMARY OF QUANTITIES

LOCATION			BRIDGE DATA		ITEM NO.	SP & 820	601	SP, SS, & 603	820
BRIDGE NUMBER	RT/SEC/ LOG MILE	COUNTY	ROADWAY WIDTH (FT)	ROADWAY LENGTH (FT)	BRIDGE NAME / PAY ITEM / UNIT	CLEANING AND PAINTING EXISTING STRUCTURAL STEEL (TYPE II)	MOBILIZATION	MAINTENANCE OF TRAFFIC	DISPOSAL OF HAZARDOUS WASTE (SITE NO.)
					UNIT	TON	LUMP SUM	LUMP SUM	LUMP SUM
05422	63/13/11.29	Jefferson	25	533	US 63 (Ramp 9)	153			1.00 (SITE NO. 1)
06274	63/13/11.41	Jefferson	25	830	US 63 Ramp 1 (NB)	483			1.00 (SITE NO. 2)
06275	63/13/11.31	Jefferson	25	542	US 63 Ramp 2	288			1.00 (SITE NO. 3)
A6273	530/05/46.45	Jefferson	40	316	I-530 NB LM 46.45	231			1.00 (SITE NO. 4)
B6273	530/05/46.45	Jefferson	40	333	I-530 SB LM 46.45	243			1.00 (SITE NO. 5)
					TOTAL JOB NO. 020789	1398	1.00	1.00	

REVISIONS

DATE	REVISION	SHEET NO.
3/30/22	ADDED COORDINATION OF WORK SP.	2&4

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARTIN
3/30/2022 8:17 AM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	5	23
				BRIDGE PICTURES				

SITE NO. 1 - BRIDGE NO. 05422

SITE NO. 2 - BRIDGE NO. 06274

SITE NO. 3 - BRIDGE NO. 06275

SITE NO. 4 - BRIDGE NO. A6273

SITE NO. 5 - BRIDGE NO. B6273

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 7527
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12/22 12:57 PM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	6	23

(1) SITE NO. 1 - FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ.	*TOTAL SHTS	SHEET NO.	TOTAL SHEETS
				6	ARK.	F-025-2(28)		17	92
				JOB NO.		2762			

(1) 5422 Layout 17485

RIGHT-OF-WAY DATA
See Roadway Plans

℄ BRIDGE CURVE DATA
P.I. = Sta. 45+56.3
Δ = 26° 00'
D = 7° 56' 20"
T = 721.697'
L = 1133.64'
R = 721.697'
P.C. = Sta. 38+40.10 ℄ Br.
P.T. = Sta. 49+73.74 ℄ Br.
= Sta. 49+65.10 on ℄ Rdwy. Constr.

Note: For Bridge Approach Slab and Gutters and Guard Fence, See Roadway Plans.

SPECIAL NOTE
The Girders and concrete deck with curbs and rails shall be built parallel to the 7° 56 20" curve of ℄ Bridge. Horizontal distances, stations and elevations are shown on the ℄ bridge unless otherwise noted. The ℄ bridge is 3'-6" outside the ℄ roadway construction and 8'-6" outside the roadway profile line.

PLAN

Total Length of Bridge = 532'-8⅝"

214'-8⅝" Continuous Plate Girder Unit (66'-5½", 82'-6", 65'-9")

315'-5½" Continuous Plate Girder Unit (5'-0", 82'-3", 82'-3", 82'-3", 63'-8½")

Begin Bridge Sta. 43+72.34 Elev. 225.71 ℄ Joint

℄ Bent No. 2 Sta. 45+40.00 Elev. 227.86

℄ Bent No. 3 Sta. 44+22.50 Elev. 223.17

℄ Bent No. 4 Sta. 44+93.25 Elev. 230.17

℄ Bent No. 5 Sta. 45+75.50 Elev. 231.21

℄ Bent No. 6 Sta. 46+57.75 Elev. 230.87

℄ Bent No. 7 Sta. 47+40.00 Elev. 228.14

End Bridge Sta. 48+03.06 Elev. 228.30

Type "A" Metal (Aluminum & Steel) Bridge Railing

New Grade Line

Original Ground Line

Test Hole #1 El. = 207.4

Test Hole #2 El. = 208.7

Test Hole #3 El. = 203.6

Test Hole #4 El. = 204.5

Future Pavement

Concrete Riprap

35' Piles

40' Piles

45' Piles

Ftg. Elev. 202.12

Ftg. Elev. 201.82

Ftg. Elev. 202.43

Ftg. Elev. 200.01

Ftg. Elev. 196.29

Ftg. Elev. 196.86

BENT NO. 1 2 3 4 5 6 7 8

BORING LEGEND
1. Brown Sandy Clay
2. Brown Sandy Clay Mostly Sand
3. Fine Brown Sand
4. Fine Brown Sand "Very Wet"
5. Fine Brown Sand Water Bearing (Med.)
6. Firm Fine Brown Water Bearing Sand
7. Med. Comp. Fine Gray Water Bearing Sand
8. Comp. Coarse Gray Water Bearing Sand & Small Gravel
9. Brown Sandy Clay Mostly Sand-Wet
10. Med. Firm Brown Sandy Clay
11. Med. Firm Fine Brown Silty Sand Water Bearing
12. Comp. Coarse Gray Water Bearing Sand & Gravel
13. Fine Brown Silty Sand "Very Wet"
14. Brown Sandy Clay "Very Wet"

4.0' to 5.5' N=7
9.0' to 10.5' N=9
14.0' to 15.5' N=6

4.0' to 5.5' N=9
9.0' to 10.5' N=9
14.0' to 15.5' N=5

4.0' to 5.5' N=7
9.0' to 10.5' N=7

4.0' to 5.5' N=7
9.0' to 10.5' N=7

4.0' to 5.5' N=8

ELEVATION

GENERAL NOTES

BENCH MARK - R.R. SPIKE IN POWER POLE 61' RT. OF STA. 45+20 (EXIST. HWY. 65) ELEV. 204.66.

IN GENERAL, ALL CONSTRUCTION JOINTS IN BENTS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1 1/2" HIGH COVERING THE MIDDLE THIRD OF BOTH DIMENSIONS.

ALL PILING SHALL BE 16" OCTAGONAL PRECAST CONCRETE OR CONCRETE FILLED METAL SHELL AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 44 TONS PER PILE, AND TO A MINIMUM PENETRATION OF 20 FEET BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 40' TEST PILE IN BENT NO. 2, ONE 50' TEST PILE IN BENT NO. 6 AND ONE 45' TEST PILE IN BENT NO. 8. PILES IN END BENTS TO BE DRIVEN AFTER EMBANKMENT TO SUBGRADE IS IN PLACE.

REMOVAL OR ADJUSTMENT OF PUBLIC UTILITIES WHERE NECESSARY SHALL NOT BE AT THE CONTRACTOR'S EXPENSE.

FOR FIELD LAYOUT OF BRIDGE, SEE DWG. NO. 17486.
FOR DETAILS OF END BENT NO. 1, SEE DWG. NO. 17487.
FOR DETAILS OF INTERMEDIATE BENTS, SEE DWG. NOS. 17488, 17489 & 17490.
FOR DETAILS OF END BENT NO. 8, SEE DWG. NO. 17491.
FOR DETAILS COMMON TO SUPERSTRUCTURE, SEE DWG. NOS. 17492, 17493, 17494, 17495, 17496 & 17497.
FOR DETAILS OF 214'-8 1/2" CONTINUOUS PLATE GIRDER UNIT NO. 1, SEE DWG. NOS. 17498 & 17499.
FOR DETAILS OF 315'-5 1/2" CONTINUOUS PLATE GIRDER UNIT NO. 2, SEE DWG. NOS. 17500, 17501 & 17502.
FOR DETAILS OF METAL BRIDGE RAILING, SEE DWG. NO. 14992A.
FOR DETAILS OF CONCRETE RIPRAP, SEE DWG. NO. 1891D.
FOR DETAILS OF PRECAST CONCRETE PILING, SEE DWG. NO. 2382.
FOR DETAILS OF CONCRETE FILLED METAL SHELL PILING, SEE DWG. NO. 2381A.
SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, THE 1966 SUPPLEMENTAL SPECIFICATIONS, AND APPLICABLE SPECIAL PROVISIONS.
DESIGN SPECIFICATIONS: AASHO 1969
LIVE LOADING: HS20
UNIT STRESSES:
CLASS S OR (AE) CONCRETE (N=10) 1,200 PSI
REINFORCING STEEL 20,000 PSI
STRUCTURAL STEEL A36 20,000 PSI
STRUCTURAL STEEL (A572 GRADE 50) 27,000 PSI

Vural Finkerton
BRIDGE ENGINEER

LAYOUT OF L.M.L. RAMP BRIDGE
HWY. 65 INTERCHANGE
MICHIGAN STREET-SOUTHEAST (PINE BLUFF)
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG & LDF DATE: 4-16-71
TRACED BY: LDF DATE: 4-28-71
CHECKED BY: DHS DATE: 7-9-71
SCALE: 1"=20'

BRIDGE NO. 5422 DRAWING NO. 17485

FOR INFORMATION ONLY

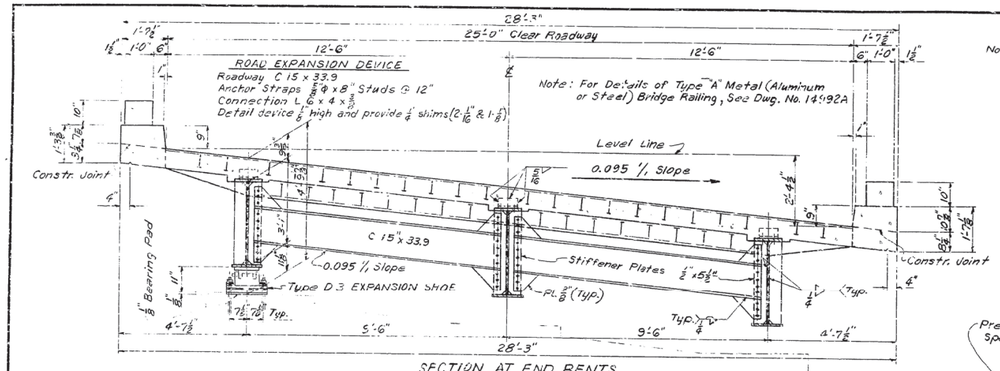
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	7	23

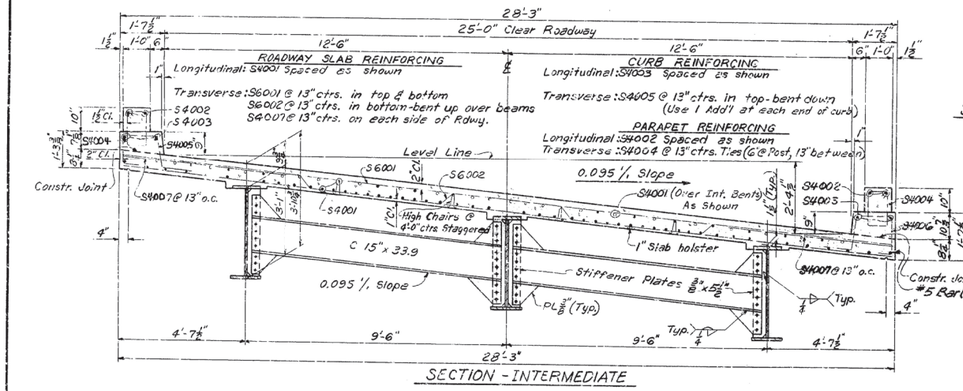
(1) SITE NO. 1 - FOR INFORMATION ONLY

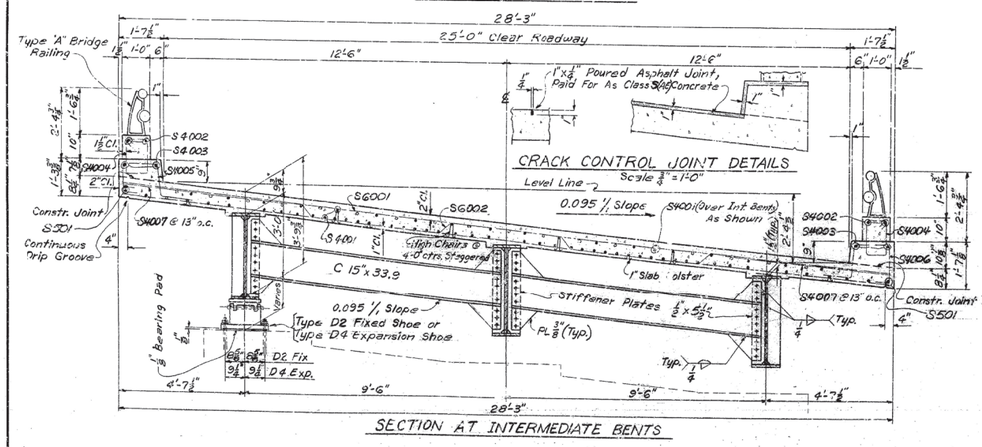
99

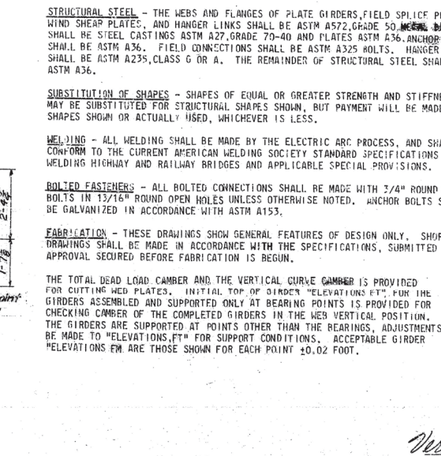
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				6	ARK.	F-065-2 (25)			
				JOB NO.		2762		4	99

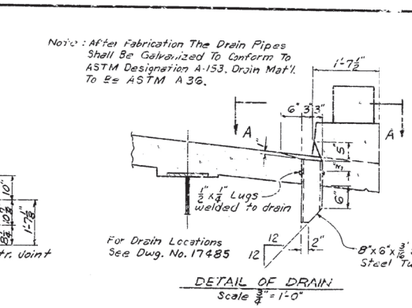
(1) 5422 Det Cam to Superstr 17492

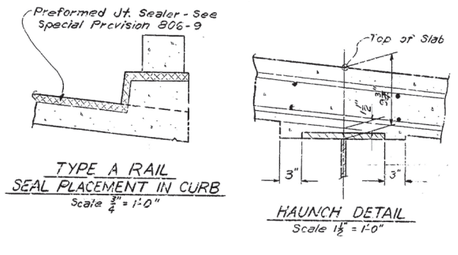












GENERAL NOTES

CONCRETE - ALL CONCRETE IN THE SUPERSTRUCTURE SHALL BE CLASS S(AE). ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE REQUIRED TO POUR THE DECK SLAB OF EACH CONTINUOUS UNIT AS ONE CONTINUOUS POUR, USING A RETARDING AGENT TO RETARD THE SET UNTIL THE POUR IS COMPLETE. THE 214'-8 1/2" CONTINUOUS UNIT DECK SLAB SHALL BE POURED FIRST, TO BE FOLLOWED BY THE 315'-8 1/2" CONTINUOUS UNIT. NOT LESS THAN 72 HOURS SHALL ELAPSE BETWEEN POURING OF SLAB AND CURB SECTIONS.

REINFORCING STEEL - REINFORCING STEEL SHALL BE ASTM A615 GRADE 40. REINFORCING BARS SHALL BE ACCURATELY LOCATED IN THE FORMS AND FIRMLY HELD IN PLACE BY MEANS OF STEEL WIRE SUPPORTS, SUFFICIENT IN SIZE AND NUMBER TO PREVENT DISPLACEMENT DURING THE COURSE OF CONSTRUCTION. THE WIRE SUPPORTS WILL BE CONSIDERED SUBSIDIARY TO THE ITEM OF REINFORCING STEEL. SHOP LISTS AND BENDING DIAGRAMS OF REINFORCING STEEL, INCLUDING WIRE SUPPORTS, SHALL BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

STRUCTURAL STEEL - THE WEBS AND FLANGES OF PLATE GIRDERS, FIELD SPLICE PLATES, WIND SHEAR PLATES, AND HANGER LINKS SHALL BE ASTM A572, GRADE 50. METAL BEARINGS SHALL BE STEEL CASTINGS ASTM A27, GRADE 70-40 AND PLATES ASTM A36. ANCHOR BOLTS SHALL BE ASTM A36. FIELD CONNECTIONS SHALL BE ASTM A325 BOLTS. HANGER PINS SHALL BE ASTM A235, CLASS G OR A. THE REMAINDER OF STRUCTURAL STEEL SHALL BE ASTM A36.

SUBSTITUTION OF SHAPES - SHAPES OF EQUAL OR GREATER STRENGTH AND STIFFNESS MAY BE SUBSTITUTED FOR STRUCTURAL SHAPES SHOWN, BUT PAYMENT WILL BE MADE ON SHAPES SHOWN OR ACTUALLY USED, WHICHEVER IS LESS.

WELDING - ALL WELDING SHALL BE MADE BY THE ELECTRIC ARC PROCESS, AND SHALL CONFORM TO THE CURRENT AMERICAN WELDING SOCIETY STANDARD SPECIFICATIONS FOR WELDING HIGHWAY AND RAILWAY BRIDGES AND APPLICABLE SPECIAL PROVISIONS.

BOLTED FASTENERS - ALL BOLTED CONNECTIONS SHALL BE MADE WITH 3/4" ROUND H.S. BOLTS IN 13/16" ROUND OPEN HOLES UNLESS OTHERWISE NOTED. ANCHOR BOLTS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153.

FABRICATION - THESE DRAWINGS SHOW GENERAL FEATURES OF DESIGN ONLY. SHOP DRAWINGS SHALL BE MADE IN ACCORDANCE WITH THE SPECIFICATIONS, SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

THE TOTAL DEAD LOAD CAMBER AND THE VERTICAL CURVE CAMBER IS PROVIDED FOR CUTTING WEB PLATES. INITIAL TOP OF GIRDER "ELEVATIONS FT", FOR THE GIRDERS ASSEMBLED AND SUPPORTED ONLY AT BEARING POINTS IS PROVIDED FOR CHECKING CAMBER OF THE COMPLETED GIRDERS IN THE WEB VERTICAL POSITION. IF THE GIRDERS ARE SUPPORTED AT POINTS OTHER THAN THE BEARINGS, ADJUSTMENTS MUST BE MADE TO "ELEVATIONS, FT" FOR SUPPORT CONDITIONS. ACCEPTABLE GIRDER "ELEVATIONS FM ARE THOSE SHOWN FOR EACH POINT ±0.02 FOOT.

SHOP PAINT - ALL STRUCTURAL STEEL EXCEPT SURFACES IN CONTACT WITH CONCRETE AND SURFACES OF BOLTED CONNECTIONS WITHIN 3 INCHES OF HOLES SHALL BE GIVEN ONE PRIME COAT AS SPECIFIED IN SPECIAL PROVISION 806-18, "PAINTING OF STEEL STRUCTURES."

DECK GRADES - WITH ERECTION OF BOTH CONTINUOUS UNITS COMPLETE, THE RESIDENT ENGINEER SHALL MEASURE TOP OF GIRDER ELEV. FM, AND CALCULATE THE REQUIRED CONCRETE DIMENSIONS AT EACH POINT AS INDICATED ON THE PLANS. FINISHED DECK ELEVATIONS MAY BE CONTROLLED BY ADJUSTING HAUNCH HEIGHTS WITH THE LIMITATIONS SHOWN ON THE PLANS. PAYMENT FOR ADDITIONAL CONCRETE TO INCREASE HAUNCHES WILL BE LIMITED TO 1/4" OVER THE THEORETICAL DIMENSION SHOWN ON THE PLANS.

FIELD PAINT - AFTER ERECTION ALL EXPOSED STEEL SURFACES WHICH DID NOT RECEIVE A COAT OF SHOP PAINT EXCEPT SURFACES IN CONTACT WITH CONCRETE SHALL BE GIVEN ONE COAT OF SHOP PAINT IN ACCORDANCE WITH SP806-18. TWO COATS OF FIELD PAINT SHALL BE APPLIED TO ALL EXPOSED STEEL SURFACES. FIRST COAT - RED LEAD TINTED WITH LAMP BLACK; SECOND COAT-ALUMINUM PAINT. FIELD PAINT SHALL BE AS SPECIFIED IN SP806-18.

PAYMENT FOR STRUCTURAL STEEL - THE WEBS AND FLANGES OF GIRDERS, WIND SHEAR PLATES, FIELD SPLICE PLATES, HANGER LINKS, HANGER PINS AND BOLTS IN GIRDER FIELD SPLICES SHALL BE PAID FOR AT THE PRICE PER POUND BID FOR "STRUCTURAL STEEL IN PLATE GIRDERS SPANS (A572 -GRADE 50)." STIFFENERS, DIAPHRAGM, BOLTS IN DIAPHRAGM, METAL BEARING AND ROADWAYS EXPANSION DEVICES AND SHEAR CONNECTORS SHALL BE PAID FOR AT THE PRICE PER POUND BID FOR "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A36)."

CONSTRUCTION SPECIFICATIONS - ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, THE 1966 SUPPLEMENTAL SPECIFICATIONS, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS - AASHO 1969, INTERIM SPECIFICATIONS 1970 AND 1971 AND AMERICAN WELDING SOCIETY SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES, CURRENT EDITION.

UNIT STRESSES -

CLASS S(AE) CONCRETE (N= 10)	1,200 PSI
REINFORCING STEEL	20,000 PSI
STRUCTURAL STEEL (A36)	20,000 PSI
STRUCTURAL STEEL (A572-GRADE 50)	27,000 PSI

DESIGN LOADINGS

BEAM LOCATION	NONCOMPOSITE DEAD LOAD STEEL ONLY (#/LIN.FT.)	NONCOMPOSITE DEAD LOAD DECK SLAB (#/LIN.FT.)	COMPOSITE DEAD LOAD (#/LIN.FT.	COMPOSITE LIVE LOAD (#/LIN.FT.
OUTSIDE	190	1053	363	1,579 WHEELS
CENTER	183	1098	396	1,727 WHEELS
INSIDE	181	1053	363	1,579 WHEELS

SHEET 1 OF 6
DETAILS COMMON TO SUPERSTRUCTURE
MICHIGAN STREET-SOUTHEAST (PINE BLUFF)
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LDF DATE: 5-21-71
TRACED BY: LDF DATE: 7-2-71
CHECKED BY: JEM DATE: 7-16-71
SCALE: 1" = 1'-0" except as noted

Neal Pinkerton
BRIDGE ENGINEER

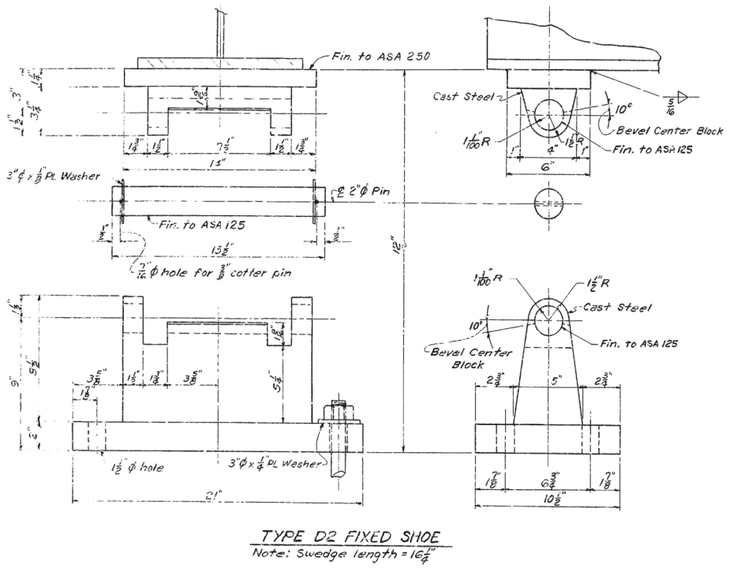
BRIDGE NO. 5422 **DRAWING NO. 17492**

FOR INFORMATION ONLY

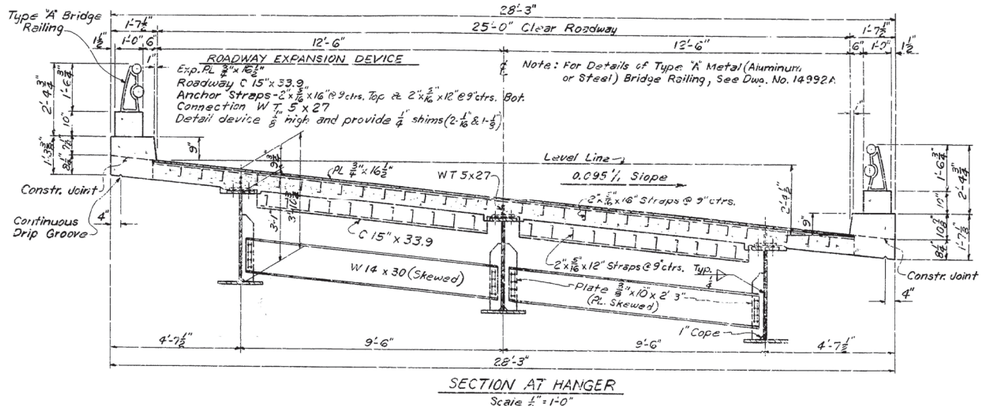
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	8	23
				①	SITE NO. 1 - FOR INFORMATION ONLY			

100

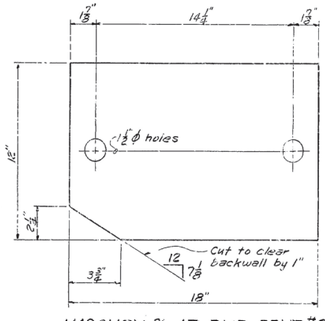
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				6	ARK.	F-025-2(25)			
				JOB NO.		2762		25 (2)	
				①	5422 Def Com to Superstr 17493				



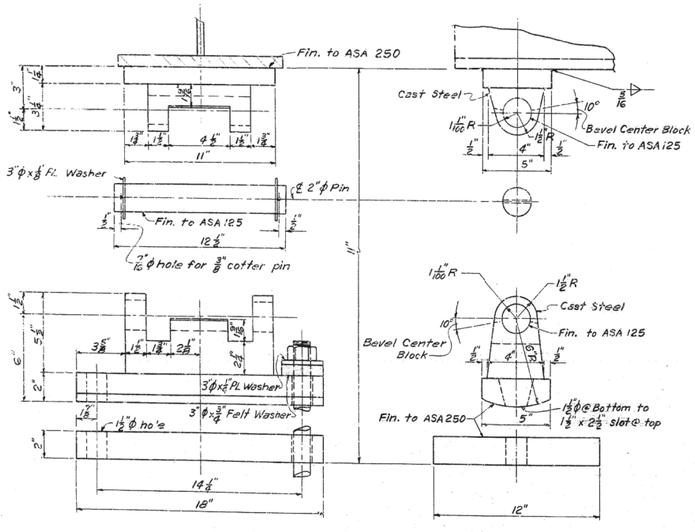
TYPE D2 FIXED SHOE
Note: Swedge length = 16¼"



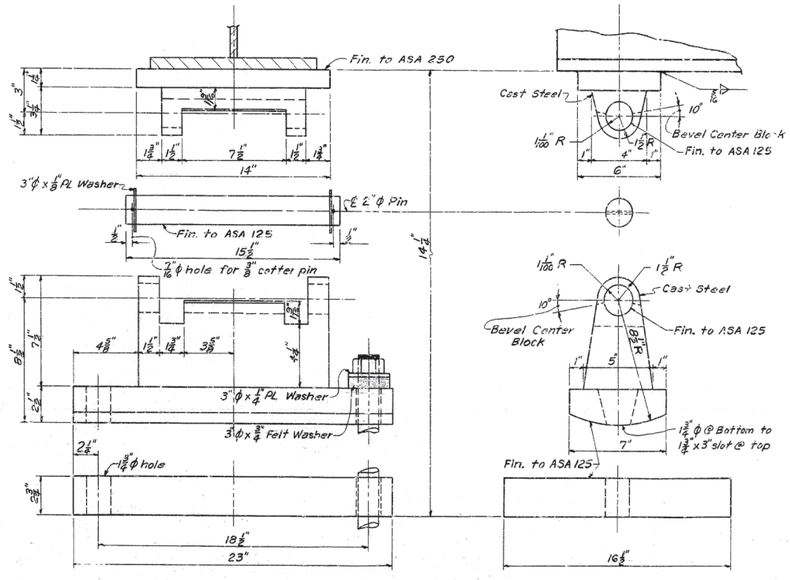
SECTION AT HANGER
Scale ½" = 1'-0"



MASONRY PL. AT END BENT #8
FOR TYPE D3 EXPANSION SHOE



TYPE D3 EXPANSION SHOE
Note: Swedge length = 19"



TYPE D4 EXPANSION SHOE
Note: Swedge length = 23⅜"

SHEET 2 OF 6
DETAILS COMMON TO SUPERSTRUCTURE
MICHIGAN STREET - SOUTHEAST (PINE BLUFF)
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LDF DATE: 5-29-71
TRACED BY: LDF DATE: 6-1-71
CHECKED BY: [illegible] DATE: 7-14-71
SCALE: ½" = 1" except as noted

Vernon Brewster
BRIDGE ENGINEER

BRIDGE NO. 5422 DRAWING NO. 17493

FOR INFORMATION ONLY

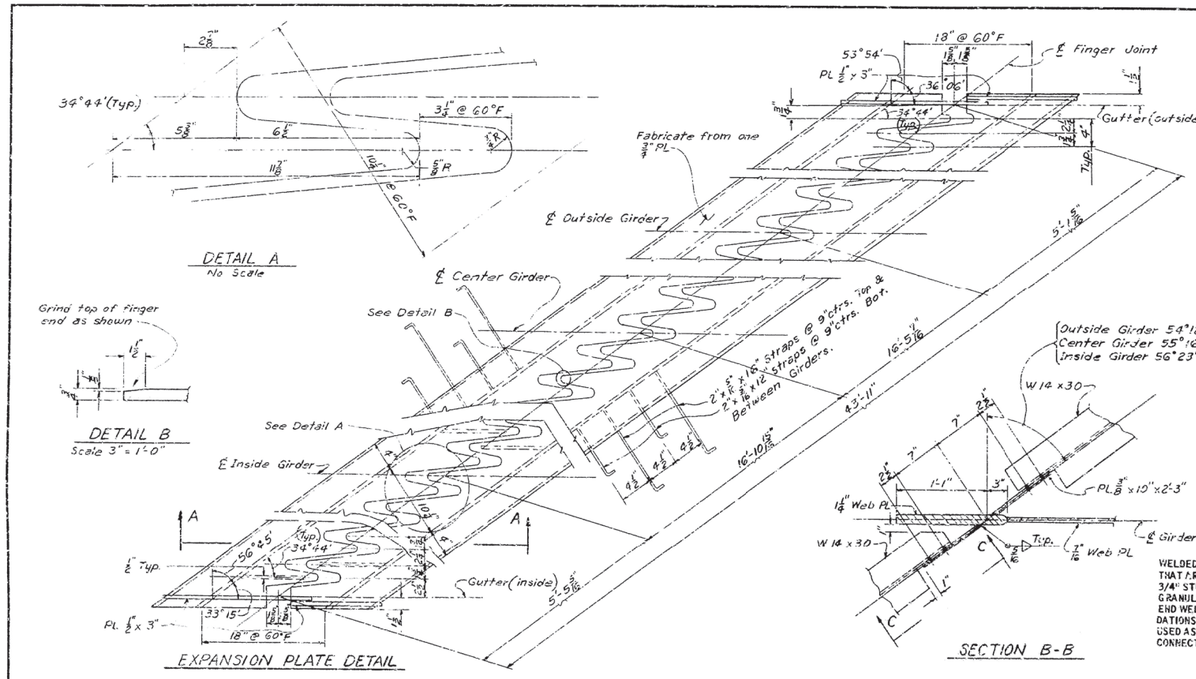
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	9	23

SITE NO. 1 - FOR INFORMATION ONLY

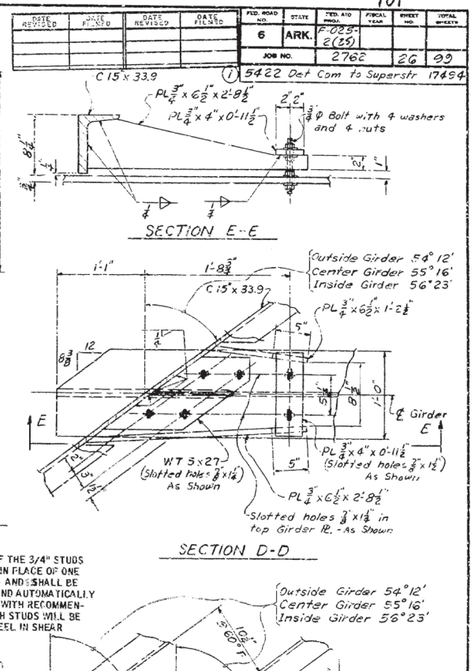
101

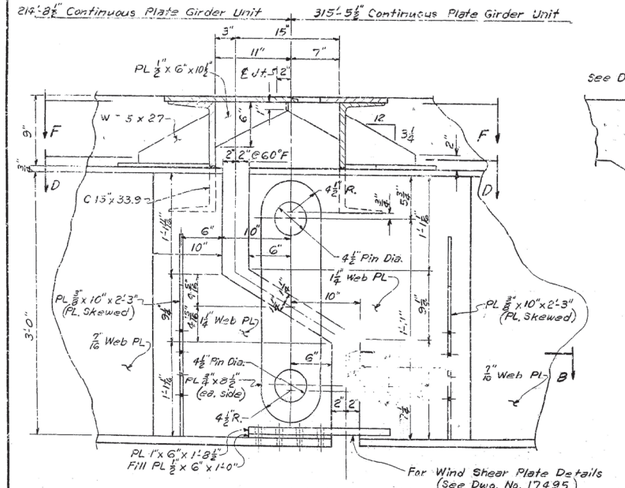
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				6	ARK.	F-028-2(35)			
				JOB NO.		2762		26	99

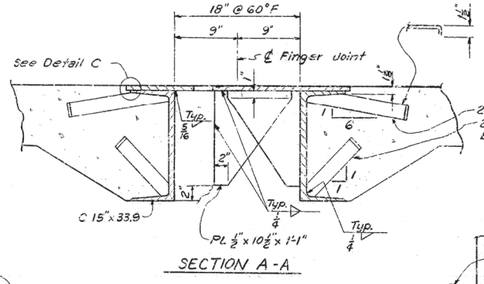
1 5422 Def Com to Superstr. 17494

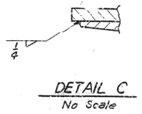


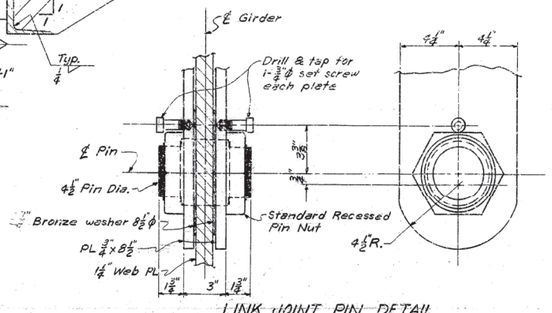
WELDED STUDS: 7/8" STUDS MAY BE USED IN PLACE OF THE 3/4" STUDS THAT ARE SHOWN, AT THE RATIO OF 0.735-7/8" STUD IN PLACE OF ONE 3/4" STUD. THE STUD CONNECTORS SHALL BE 5" LONG AND SHALL BE GRANULAR FLUX FILLED, SOLID FLUXED, OR EQUAL, AND AUTOMATICALLY END WELDED TO THE GIRDER FLANGES IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. THREE QUARTER INCH STUDS WILL BE USED AS BASIS FOR MEASUREMENT OF STRUCTURAL STEEL IN SHEAR CONNECTORS.











SHEET 3 OF 6
DETAILS COMMON TO SUPERSTRUCTURE
MICHIGAN STREET-SOUTHEAST (PINE BLUFF)
JEFFERSON COUNTY
ROUTE 65 **SEC.** 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: L DF DATE: 6-23-71
TRACED BY: LDF DATE: 6-25-71
CHECKED BY: GVAI DATE: 7-22-71
SCALE: 1½"=1'-0" except as noted

Verdel Pinkerton
BRIDGE ENGINEER

BRIDGE NO. 5422 **DRAWING NO.** 17494

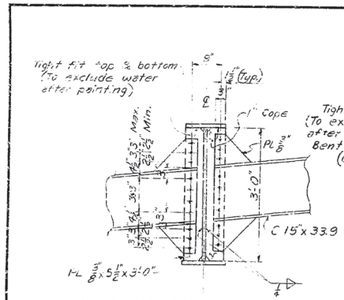
FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	10	23

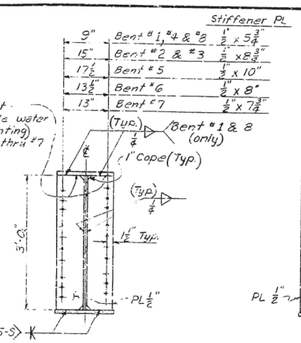
(1) SITE NO. 1 - FOR INFORMATION ONLY

102

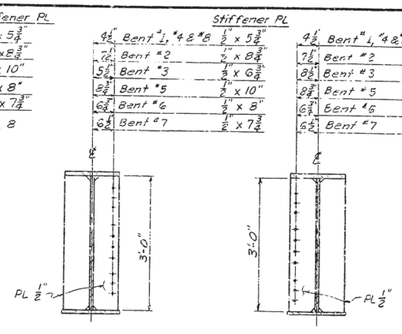
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				6	ARK.	F-025-2(25)			
				JOB NO.		2762	27	99	
				(1)		5422 Det Com to Superstr 17495			



INTERMEDIATE STIFFENER



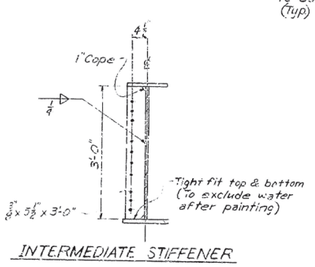
CENTER GIRDER



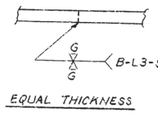
INSIDE GIRDER

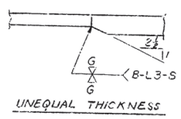
OUTSIDE GIRDER

BEARING STIFFENERS

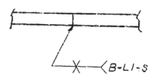


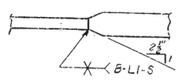
INTERMEDIATE STIFFENER





FLANGE SPLICES

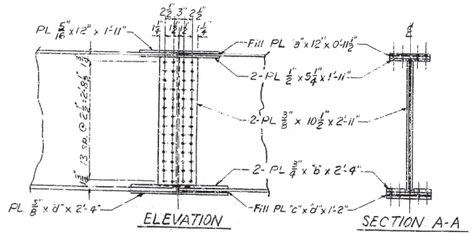




WEB SPLICES

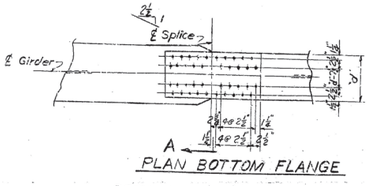
SHOP WELD DETAILS
No Scale

PLAN TOP FLANGE



ELEVATION

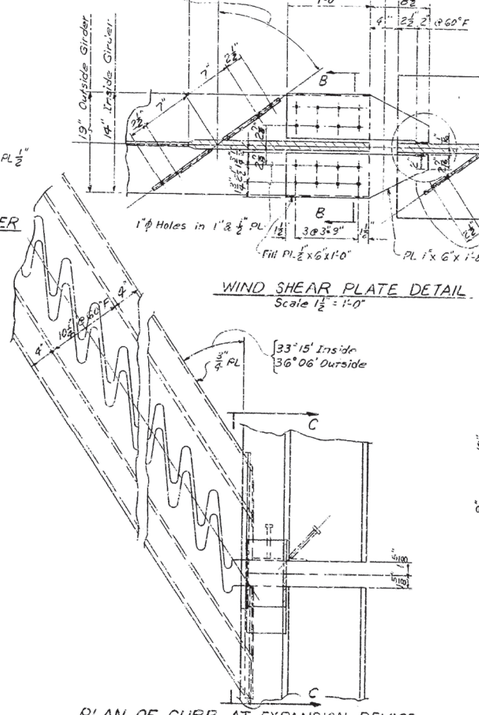
SECTION A-A



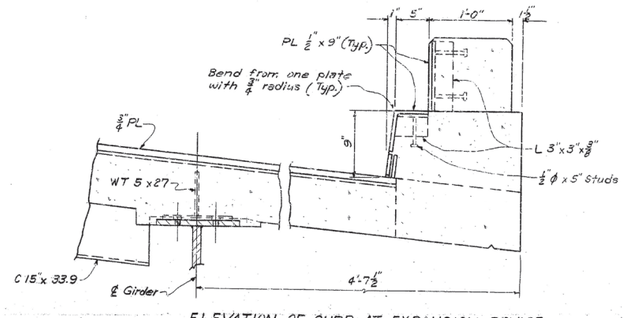
PLAN BOTTOM FLANGE

DETAILS OF FIELD SPLICE

SPLICE PLATE SCHEDULE				
F.S.	"a"	"b"	"c"	"d"
1-1	0⅞"	5⅜"	0"	13"
1-2	0⅞"	6⅜"	0"	15"
1-3	0⅞"	6⅜"	0"	14"
1-4	0⅞"	8⅜"	0⅞"	19"
1-5	0⅞"	6⅜"	0"	15"
1-6	0⅞"	6⅜"	0"	14"
2-1	0⅞"	9"	0⅞"	19½"
2-2	0⅞"	6⅜"	0"	15"
2-3	0⅞"	7"	0"	15½"

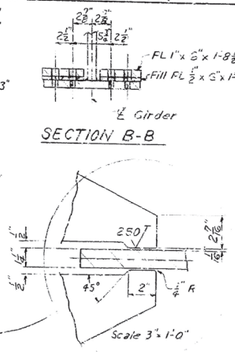


PLAN OF CURB AT EXPANSION DEVICE
Scale 1½" = 1'-0"

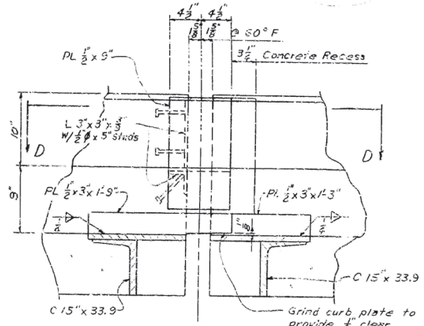


ELEVATION OF CURB AT EXPANSION DEVICE
Scale 1½" = 1'-0"

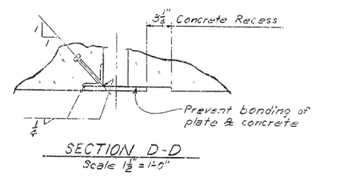
WIND SHEAR PLATE DETAIL
Scale 1½" = 1'-0"



SECTION B-B



SECTION C-C
Scale 1½" = 1'-0"



SECTION D-D
Scale 1½" = 1'-0"

SHEET 4 OF 6
DETAILS COMMON TO SUPERSTRUCTURE
MICHIGAN STREET-SOUTHEAST (PINE BLUFF)
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LDF DATE: 7-6-71
TRACED BY: LDF DATE: 7-14-71
CHECKED BY: DATE: 7-15-71
SCALE: 1" = 1'-0" except as noted

Verl Pinkerton
BRIDGE ENGINEER

BRIDGE NO. 5422 DRAWING NO. 17495

FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	020789		II	23

① SITE NO. 2 - FOR INFORMATION ONLY

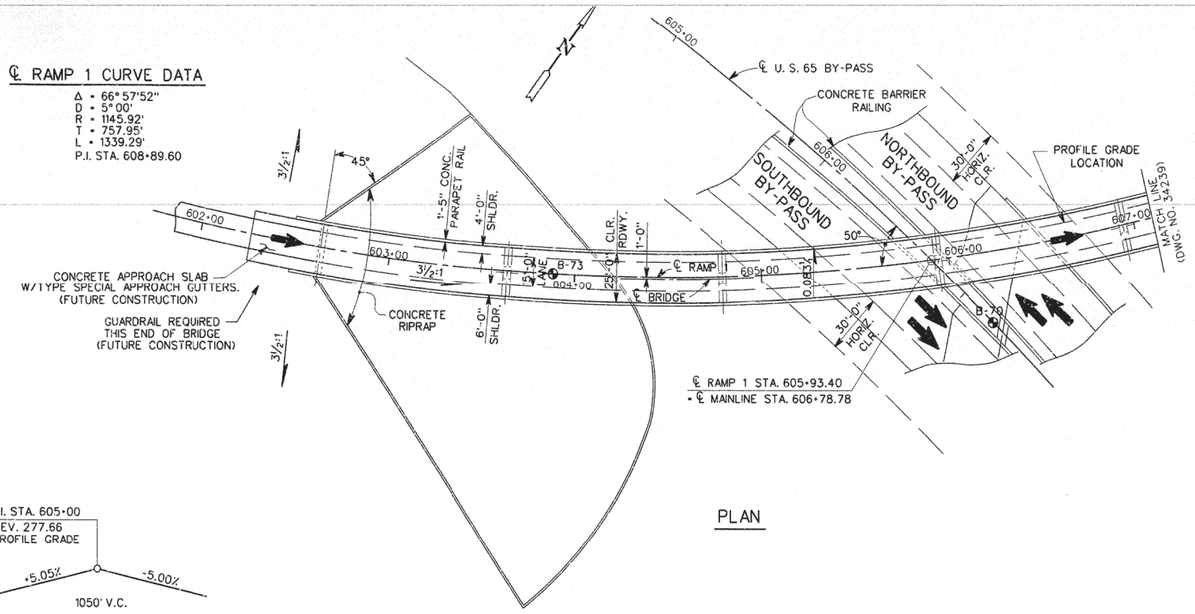
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
1-9-97	1-10-97		

①

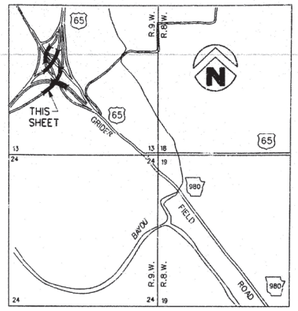
FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	ARK	RFEGC-025-2(59)	83	183
JOB NO.		R20146		
BRIDGE NO.		TITLE	DWG. NO.	
6274		LAYOUT	34238	

℄ RAMP 1 CURVE DATA

Δ = 66°57'52"
D = 5°00'
R = 1145.92'
T = 757.95'
L = 1339.29'
P.I. STA. 608+89.60

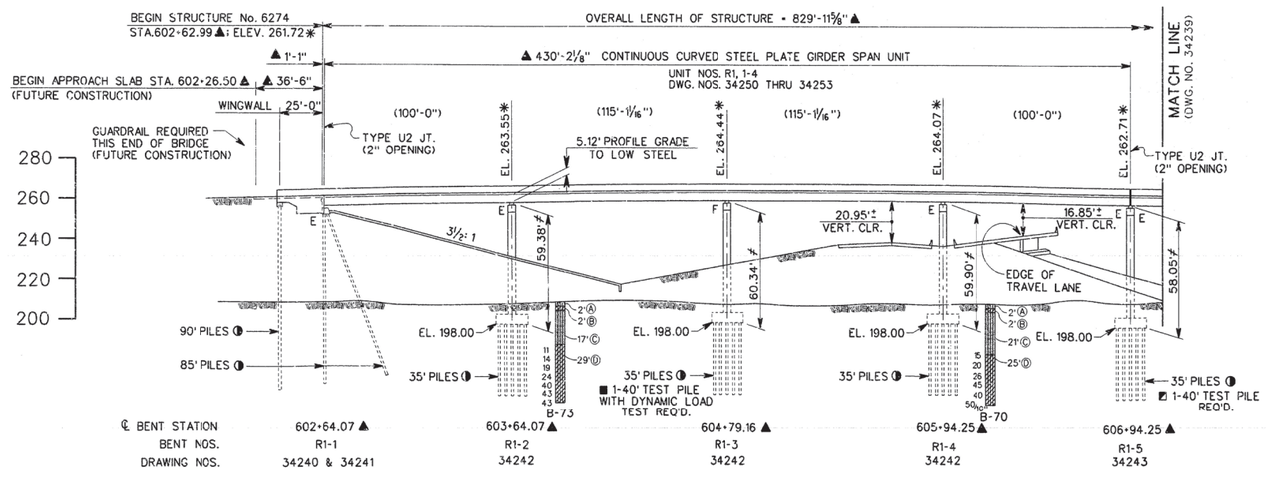


PLAN



SITE PLAN

P.V.I. STA. 605+00
ELEV. 277.66
℄ PROFILE GRADE
+5.05%
-5.00%
1050' V.C.



ELEVATION

≠ DIMENSIONS SHOWN ARE MEASURED FROM THE TOP OF THE LOW END OF CAP TO THE BOTTOM OF FOOTING.

✱ ELEVATIONS SHOWN ARE TOP OF DECK ELEVATIONS ALONG PROFILE GRADE OF RAMP 1 AT ℄ BENT STATIONS.

◑ LENGTHS OF PILE SHOWN ARE BASED ON A DESIGN LOAD OF 60 TONS AND 14" SQ. P.P.C. PILES.

▲ DIMENSIONS AND STATIONS ARE ALONG CENTERLINE OF RAMP 1.

⚠2 For additional soil borings, see dwg. 34212B.

LEGEND

- BORING LOCATION
- Ⓐ BROWN AND TAN SANDY SILT WITH SOME SILTY CLAY
- Ⓑ STIFF BROWN SILTY CLAY
- Ⓒ LOOSE TO MEDIUM DENSE BROWN AND TAN SANDY SILT
- Ⓓ MEDIUM DENSE TO DENSE TAN AND GRAY SILTY FINE TO MEDIUM SAND

⚠1 Revised for 1996 Specs. MJT; 8-29-96
⚠2 Revised: added note. LM., 1-9-97

PB / CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE
A JOINT VENTURE | ROGERS ARKANSAS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 5011 DANIEL E. KOONCE

SHEET 1 OF 2

RAMP 1 BRIDGE LAYOUT
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS. XPH. II)(F) ⚠1
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: D.K.M. DATE: Nov. '95
SCALE: 1"=30'

BRIDGE NO. 6274 DRAWING NO. 34238

\ETERM\ARKGL01

FOR INFORMATION ONLY

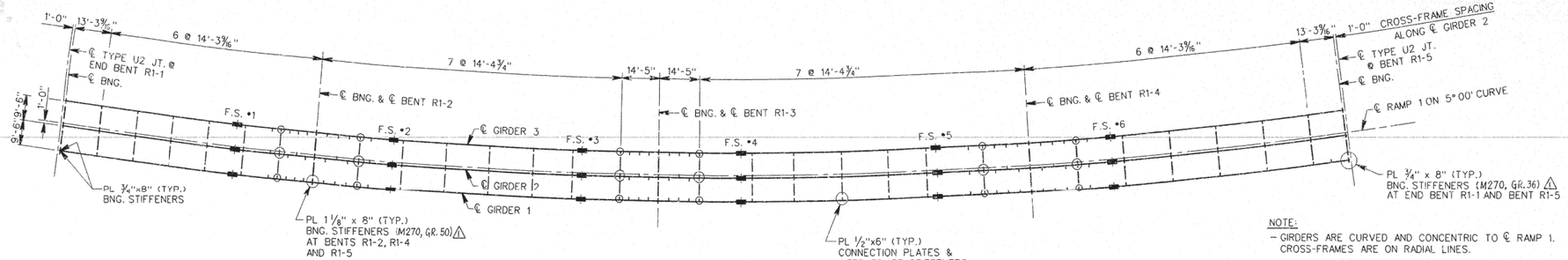
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	12	23

① SITE NO. 2 - FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
22 Oct 96	10-23-96		
11-21-96	11-25-96		

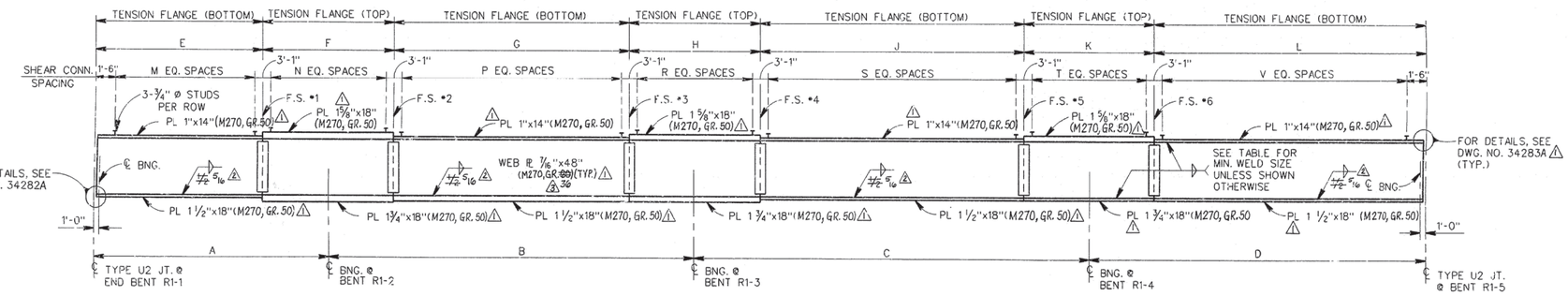
FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	ARK.	RFEGC-025-2(59)	95	183
	JOB NO.	R20168		
	BRIDGE NO.	TITLE		DWG. NO.
①	6274	GIRDER DETAILS		34250

NOTE: CROSS-FRAME CONNECTIONS SHOWN IN CIRCLES ARE SERVING AS INTERMEDIATE STIFFENERS.



FRAMING PLAN
N.T.S.

NOTE:
- GIRDERS ARE CURVED AND CONCENTRIC TO ℄ RAMP 1. CROSS-FRAMES ARE ON RADIAL LINES.
- BOLTED FIELD SPLICES SHOWN MAY BE ELIMINATED OR SHOP WELDED. SPLICES MAY BE SUBSTITUTED WITH APPROVAL OF THE BRIDGE ENGINEER. PAYMENT WILL BE MADE ON THE BASIS OF THE PLAN QUANTITIES.

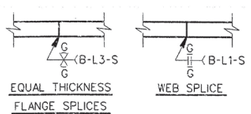


GIRDER ELEVATION (TYP.)
N.T.S.

⚠ NOTES:
1. FOR GENERAL NOTES, SEE DWG. NO. 34212A
2. FOR FIELD SPLICE DETAILS, SEE DWG. NO. 34251
3. FOR CROSS-FRAME DETAILS, SEE DWG. NO. 34251
4. FOR BEARING PAD DETAILS, SEE DWG. NOS. 34281A & 34282A
5. FOR SHEAR CONNECTOR DETAILS, SEE DWG. NO. 34251
6. FOR TYPE U2 JOINT DETAILS, SEE DWG. NO. 34283A

TABLE OF VARIABLES

VARIABLE	GIRDER *1	GIRDER *2	GIRDER *3
A	100'-11"	100'-1 1/16"	99'-3 1/8"
B	116'-1 11/16"	115'-2 1/4"	114'-2 13/16"
C	116'-1 11/16"	115'-2 1/4"	114'-2 13/16"
D	100'-11"	100'-1 1/16"	99'-3 1/8"
E	74'-1 1/8"	73'-5 13/16"	72'-10 1/2"
F	53'-10 1/16"	53'-4 3/4"	52'-11 7/8"
G	62'-1 1/8"	61'-8 5/16"	61'-0 7/8"
H	54'-0 5/8"	53'-7 1/2"	53'-2 7/8"
J	62'-1 1/8"	61'-8 5/16"	61'-0 7/8"
K	53'-10 1/16"	53'-4 3/4"	52'-11 1/16"
L	74'-1 1/8"	73'-5 5/8"	72'-10 1/2"
M	120	120	120
N	34	34	34
P	99	99	99
R	34	34	34
S	99	99	99
T	34	34	34
V	120	120	120



DETAILS OF WELDED SHOP SPLICES

⚠ Revised for 1996 Specs. MJT; 8-29-96
⚠ Revised Weld Size KDH 22 Oct 96
⚠ Revised web grade. LM, 11-21-96

LOAD DISTRIBUTION TO:	INTERIOR GIRDER	EXTERIOR GIRDER
* DEAD LOAD (NON-COMPOSITE)	1.293 K/FT	1.258 K/FT
DEAD LOAD (COMPOSITE)	0.473 K/FT	0.438 K/FT
LIVE LOAD TO COMPOSITE BEAM	1.727 WHEELS + IMPACT	1.580 WHEELS + IMPACT

* NON-COMPOSITE DEAD LOAD INCLUDES APPROXIMATELY 0.285 K/FT STEEL WEIGHT.

TABLE FOR WELD

MATERIAL THICKNESS OF THICKER PART JOINED (INCHES)	MINIMUM SIZE OF FILLET WELD (INCHES)	SINGLE PASS WELD
INCLUSIVE TO 3/4"	1/4"	MUST BE USED
OVER 3/4"	5/16"	

NOTE: WHEN A FILLET WELD SIZE, AS SHOWN ON THE PLANS, IS LARGER THAN THE MINIMUM, THE FIRST PASS SHALL BE THAT SPECIFIED FOR MINIMUM SIZE OF FILLET WELD.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 6611 DALE K. McDANIEL

PB/CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE
A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 1 OF 2

UNIT R1: 1-4 CONT. ℄ GIRDER DETAILS
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)F
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: A.B. DATE: Nov. '95
SCALE: AS SHOWN

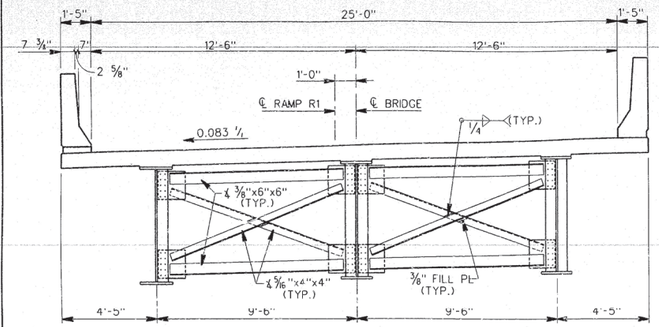
BRIDGE NO. 6274 DRAWING NO. 34250

\E`ERM\ARKFP48

FOR INFORMATION ONLY

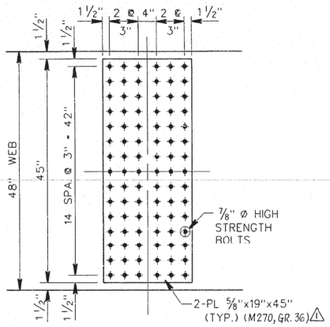
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	13	23
				①	SITE NO. 2 - FOR INFORMATION ONLY			

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK	RFEGC-025-2(59)	96	183
				JOB NO.		R20146		
				①				
				SPECIAL NO.		TITLE		DWG. NO.
				6274		GIRDER DETAILS		34251



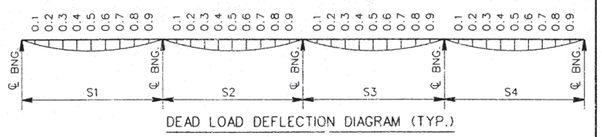
ROADWAY SECTION

SCALE: 3/8" = 1'-0"
(LOOKING AHEAD)



WEB SPLICE (TYP.)

SCALE: 1" = 1'-0"



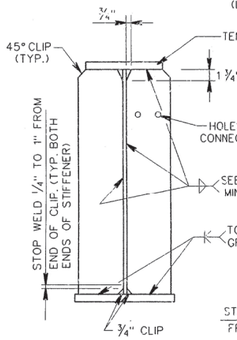
DEAD LOAD DEFLECTION DIAGRAM (TYP.)

NOTE:
SIGN CONVENTION FOR DEFLECTION IS AS FOLLOWS:
(+) IS UPWARD
(-) IS DOWNWARD

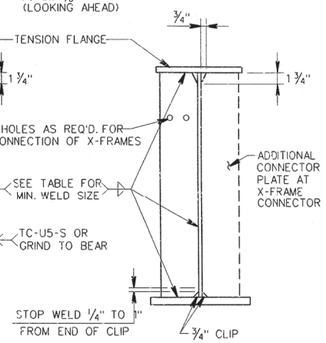
⚠NOTE: CAMBER FOR DEAD LOAD DEFLECTION PLUS VERTICAL CURVE ± 1/2" TOLERANCE. DEFLECTIONS SHOWN ARE ALONG THE ℄ OF BEAM FROM THE PLANE PERPENDICULAR TO THE WEB EXTENDING FROM ℄ BEARING TO ℄ BEARING.

TABLE OF DEFLECTIONS (IN.)

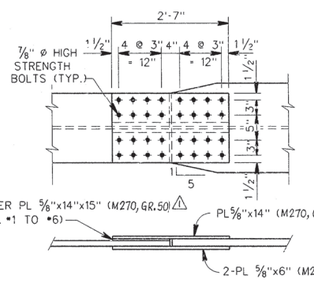
	POINT OF DEFLEC.	WEIGHT OF STRUCTURAL STEEL			WEIGHT OF STRUCTURAL STEEL & SLAB			WEIGHT OF STRUCTURAL STEEL, SLAB & CONC. PARAPET RAIL		
		GIR. 1	GIR. 2	GIR. 3	GIR. 1	GIR. 2	GIR. 3	GIR. 1	GIR. 2	GIR. 3
SPAN 1	0	0	0	0	0	0	0	0	0	0
	0.1	-0.10	-0.09	-0.09	-0.49	-0.44	-0.40	-0.71	-0.64	-0.58
	0.2	-0.19	-0.17	-0.15	-0.89	-0.81	-0.72	-1.30	-1.06	-1.05
	0.3	-0.25	-0.23	-0.21	-1.19	-1.08	-0.96	-1.74	-1.56	-1.41
	0.4	-0.27	-0.25	-0.22	-1.31	-1.19	-1.06	-1.91	-1.72	-1.55
	0.5	-0.25	-0.23	-.021	-1.25	-1.13	-1.01	-1.82	-1.63	-1.48
	0.6	-0.21	-0.19	-0.17	-1.08	-0.98	-0.87	-1.56	-1.40	-1.27
	0.7	-0.14	-0.13	-0.12	-0.79	-0.72	-0.64	-1.14	-1.02	-0.93
	0.8	-0.07	-0.07	-0.06	-0.47	-0.42	-0.38	-0.67	-0.60	-0.54
	0.9	-0.03	-0.03	-0.02	-0.20	-0.18	-0.16	-0.28	-0.25	-0.23
SPAN 2	0	0	0	0	0	0	0	0	0	0
	0.1	-0.05	-0.04	-0.04	-0.05	-0.06	-0.06	-0.12	-0.11	-0.12
	0.2	-0.12	-0.12	-0.11	-0.22	-0.22	-0.21	-0.41	-0.39	-0.38
	0.3	-0.20	-0.19	-0.17	-0.43	-0.42	-0.40	-0.76	-0.71	-0.68
	0.4	-0.26	-0.25	-0.23	-0.61	-0.59	-0.56	-1.05	-0.98	-0.93
	0.5	-0.29	-0.27	-0.25	-0.71	-0.68	-0.64	-1.20	-1.11	-1.06
	0.6	-0.26	-0.24	-0.22	-0.66	-0.63	-0.59	-1.10	-1.02	-0.97
	0.7	-0.20	-0.18	-0.17	-0.51	-0.49	-0.45	-0.85	-0.78	-0.74
	0.8	-0.12	-0.11	-0.10	-0.31	-0.29	-0.27	-0.51	-0.47	-0.45
	0.9	-0.04	-0.04	-0.04	-0.11	-0.11	-0.10	-0.19	-0.18	-0.17
SPAN 3	0	0	0	0	0	0	0	0	0	0
	0.1	-0.04	-0.04	-0.04	-0.11	-0.11	-0.10	-0.18	-0.17	-0.16
	0.2	-0.11	-0.11	-0.10	-0.30	-0.29	-0.27	-0.50	-0.46	-0.44
	0.3	-0.19	-0.18	-0.16	-0.50	-0.48	-0.45	-0.83	-0.77	-0.73
	0.4	-0.25	-0.24	-0.22	-0.65	-0.62	-0.58	-1.08	-1.00	-0.95
	0.5	-0.28	-0.26	-0.24	-0.70	-0.67	-0.63	-1.17	-1.09	-1.04
	0.6	-0.26	-0.24	-0.22	-0.60	-0.58	-0.55	-1.02	-0.96	-0.92
	0.7	-0.20	-0.18	-0.17	-0.42	-0.41	-0.39	-0.74	-0.69	-0.67
	0.8	-0.12	-0.11	-0.10	-0.21	-0.21	--0.21	-0.40	-0.38	-0.37
	0.9	-0.05	-0.04	-0.04	-0.04	-0.05	-0.05	-0.06	-0.11	-0.11	-0.12
SPAN 4	0	0	0	0	0	0	0	0	0	0
	0.1	-0.03	-0.03	-0.02	-0.20	-0.18	-0.16	-0.28	-0.25	-0.23
	0.2	-0.08	-0.07	-0.07	-0.47	-0.42	-0.38	-0.67	-0.60	-0.54
	0.3	-0.14	-0.13	-0.12	-0.79	-0.72	-0.64	-1.14	-1.02	-0.93
	0.4	-0.21	-0.19	-0.18	-1.08	-0.98	-0.87	-1.56	-1.40	-1.27
	0.5	-0.25	-0.23	-0.21	-1.25	-1.13	-1.01	-1.82	-1.63	-1.48
	0.6	-0.27	-0.25	-0.22	-1.31	-1.19	-1.06	-1.91	-1.72	-1.55
	0.7	-0.25	-0.23	-0.21	-1.19	-1.08	-0.96	-1.74	-1.56	-1.41
	0.8	-0.19	-0.17	-0.16	-0.89	-0.80	-0.72	-1.30	-1.16	-1.05
	0.9	-0.10	-0.10	-0.09	-0.49	-0.44	-0.39	-0.71	-0.64	-0.58
	0	0	0	0	0	0	0	0	0	0



BEARING STIFFENERS

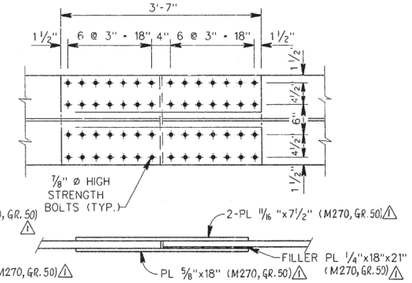


INTERMEDIATE STIFFENERS AND CONNECTION PLATES



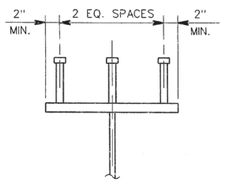
TYPICAL TOP FLANGE SPLICE PLATE

(F.S. *1 TO *6)
SCALE: 1" = 1'-0"



TYPICAL BOTTOM FLANGE SPLICE PLATE

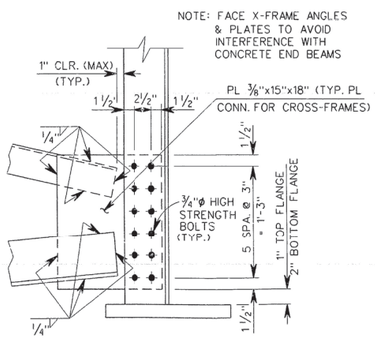
(F.S. *1 TO *6)
SCALE: 1" = 1'-0"



SHEAR CONNECTOR DETAIL

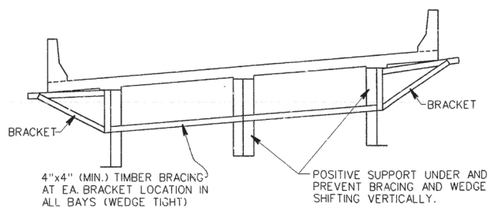
N.T.S.

STUD SHEAR CONNECTORS SHOWN SHALL BE 3/4" Ø x 5" LONG GRANULAR FLUX FILLED, SOLID FLUXED OR EQUAL AND AUTOMATICALLY END WELDED TO GIRDER FLANGE IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. THE 3/4" Ø STUDS ARE ESTIMATED AT 61.5 lb. per 100 AS THE BASIS OF PAYMENT. THE 7/8" Ø STUDS MAY BE SUBSTITUTED FOR THE 3/4" Ø STUDS SHOWN AT THE RATIO OF 0.73-7/8" STUDS IN PLACE OF 1-3/4" STUD.



CONNECTION DETAIL (TYP.)

SCALE: 1 1/2" = 1'-0"



NOTE: IF A TRANSVERSE FINISHING MACHINE IS USED, THE RAIL SHALL BE SUPPORTED DIRECTLY OVER THE EXTERIOR BEAMS, OR AS AN ALTERNATE, THE RAIL MAY BE SUPPORTED BY THE OVERHANG BRACKETS IF THE ABOVE STRUTTING SYSTEM IS USED. THE STRUTTING SYSTEM MAY BE OMITTED IF 1/2"x6" WEB STIFFENERS ARE WELDED TO THE INSIDES OF THE EXTERIOR GIRDERS AT THE LOCATION OF EACH BRACKET. THE STIFFENERS SHALL CONFORM TO THE DETAILS FOR INTERMEDIATE CONNECTION PLATES SHOWN ONTHIS DRAWING. NO DIRECT PAYMENT WILL BE MADE FOR BRACKETS, TIMBER BRACING, SUPPORTS OR WELDED STIFFENERS. PAYMENT SHALL BE SUBSIDIARY TO "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270, GR.50)⚠

SCREED RAIL SUPPORT

N.T.S.

⚠Revised for 1996 Specs. MJT; 8-29-96

PB/CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE

A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 2 OF 2

UNIT R1: 1-4 CONT. ℄ GIRDER DETAILS
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)F
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: A.B. DATE: Nov. '95
SCALE: AS SHOWN

BRIDGE NO. 6274 DRAWING NO. 34251

\ETERM\ARKFP48

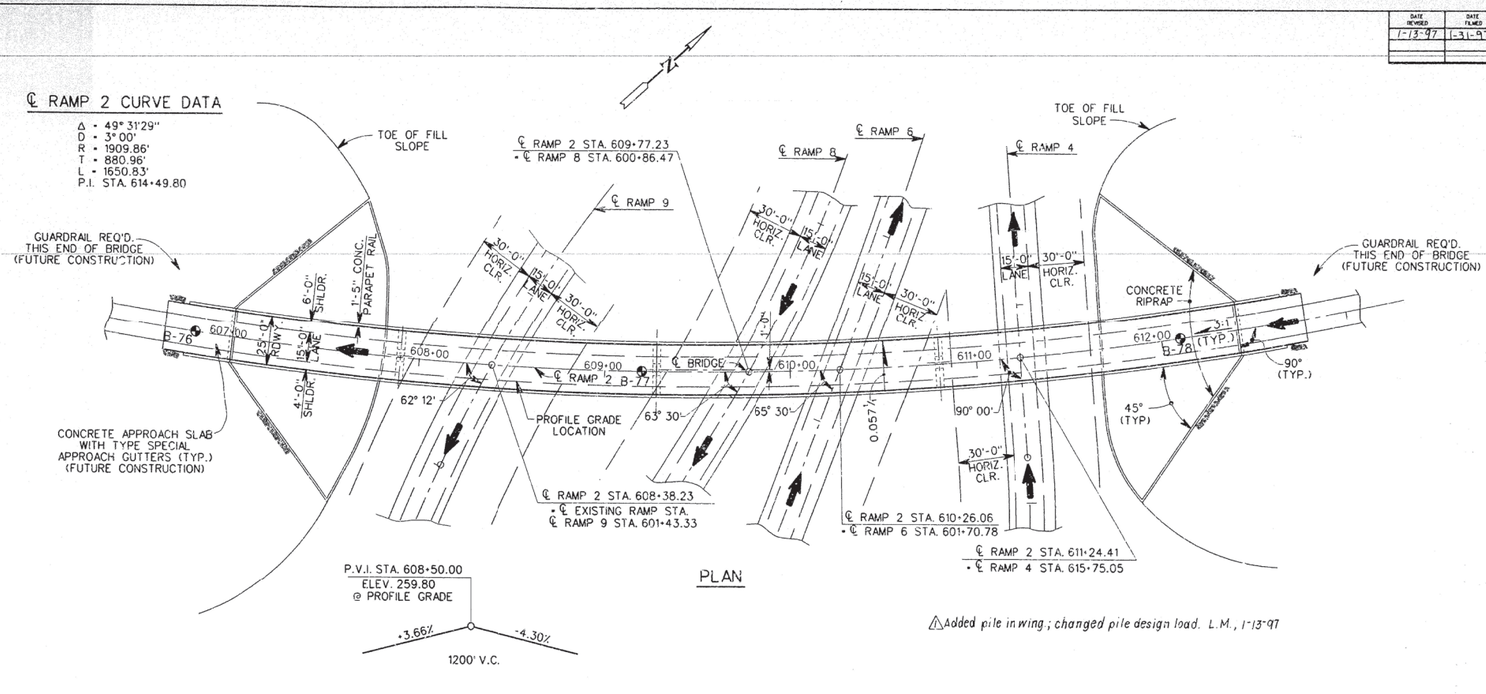
FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020789	14	23	
				①	SITE NO. 3 - FOR INFORMATION ONLY			

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1-13-97	1-31-97				ARK	IRFEGC-025-2(59)	43	115
				①	JOB NO.	R20064		
					BRIDGE NO.	TITLE	DWG. NO.	
					6275	LAYOUT	34266	

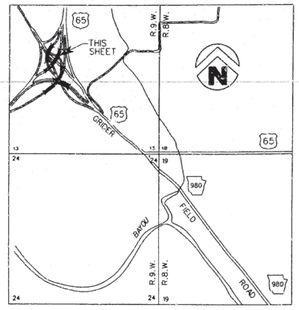
℄ RAMP 2 CURVE DATA

Δ = 49° 31'29"
D = 3° 00'
R = 1909.86'
T = 880.96'
L = 1650.83'
P.I. STA. 614+49.80



PLAN

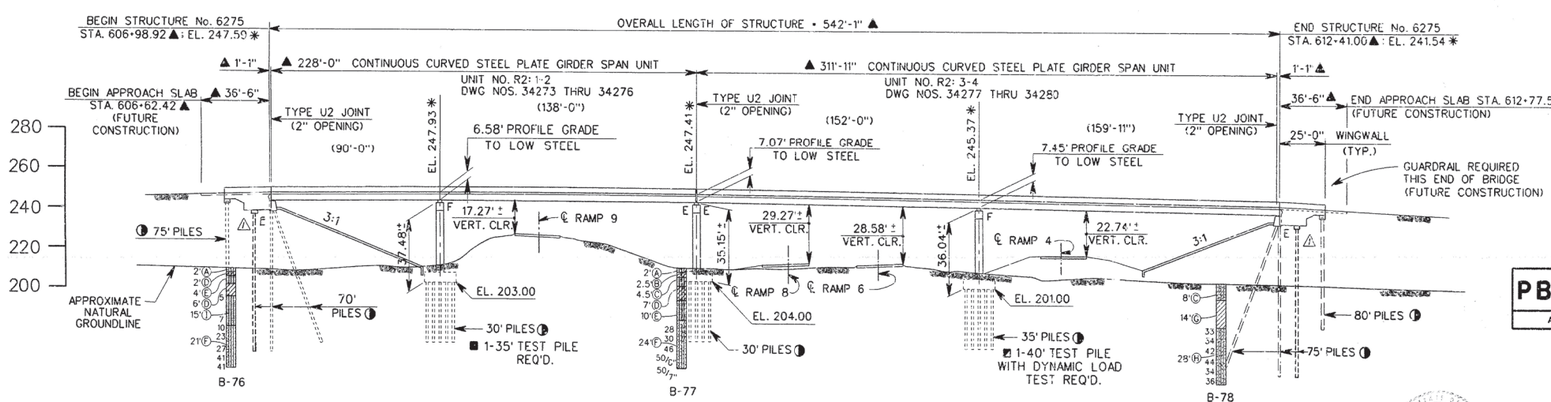
△Added pile in wing; changed pile design load. L.M., 1-13-97



SITE PLAN

LEGEND

- BORING LOCATION
- (A) MEDIUM DENSE TAN SILTY FINE SAND
- (B) FIRM BROWN SILTY CLAY
- (C) MEDIUM DENSE BROWN FINE SANDY SILT
- (D) STIFF BROWN SILTY CLAY
- (E) MEDIUM DENSE TAN FINE SANDY SILT
- (F) MEDIUM DENSE TO DENSE TAN SILTY FINE TO MEDIUM SAND
- (G) FIRM GRAY CLAY
- (H) DENSE GRAY SILTY FINE TO MEDIUM SAND
- (I) LOOSE TAN FINE SANDY SILT



ELEVATION

≠ DIMENSIONS SHOWN ARE MEASURED FROM THE TOP OF THE LOW END OF CAP TO THE BOTTOM OF FOOTING.

*ELEVATIONS SHOWN ARE TOP OF DECK ELEVATIONS ALONG PROFILE GRADE OF RAMP 2 AT ℄ BENT STATIONS.

◑ LENGTHS OF PILE SHOWN ARE BASED ON A DESIGN LOAD OF 60 TONS AND 14" SQ. P.P.C. PILES. △50

▲ DIMENSIONS AND STATIONS ARE ALONG CENTERLINE OF RAMP 2.

ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 8911 JAMES E. MEDLIN

PB / CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE

A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 1 of 1

RAMP 2 BRIDGE LAYOUT
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)F
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.M. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: D.K.M. DATE: Nov. '95
SCALE: 1"=30'

BRIDGE NO. 6275 DRAWING NO. 34266

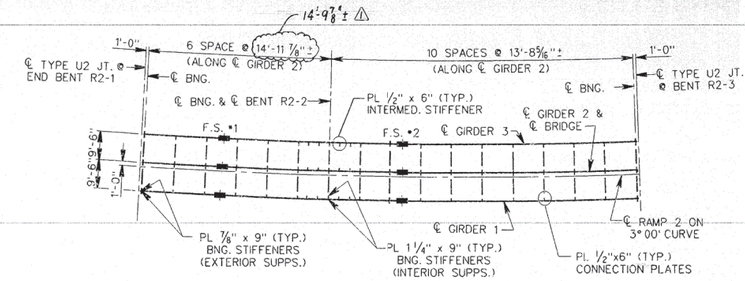
C:\ETERM\ARKGL03

FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020789	15	23	
				①	SITE NO. 3 - FOR INFORMATION ONLY			

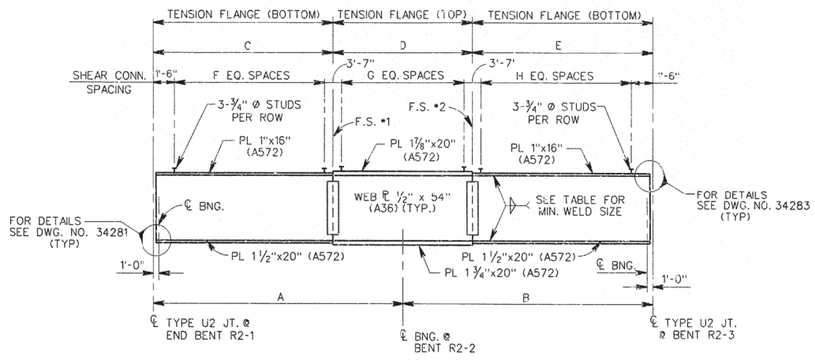
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
⚠ 4-22-96	5-7-96				ARK.	RFEGC-025-2(59)	50	1151
				JOB NO.		R20054		
				BRIDGE NO.		TITLE		DWG. NO.
				6275		GIRDER DETAILS		34273

① ⚠ Revised C & E dimensions & Span R2-1 Cross Frame spacing. DKM 4-22-96



FRAMING PLAN
N.T.S.

NOTE:
GIRDERS ARE CURVED AND CONCENTRIC TO ℄ RAMP 2.
CROSS-FRAMES ARE ON RADIAL LINES.



GIRDER ELEVATION (TYP.)
N.T.S.

NOTE: BOLTED FIELD SPLICES MAY BE ELIMINATED OR SHOP WELDED SPLICES MAY BE SUBSTITUTED WITH APPROVAL OF THE BRIDGE ENGINEER. PAYMENT WILL BE MADE ON THE BASIS OF PLAN QUANTITIES.

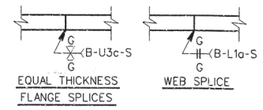
NOTES:
1. FOR GENERAL NOTES, SEE DWG. NO. 34212.
2. FOR FIELD SPLICE DETAILS, SEE DWG. NO. 34274.
3. FOR CROSS-FRAME DETAILS, SEE DWG. NO. 34274.
4. FOR BEARING PAD DETAILS, SEE DWG. NO. 34281.
5. FOR SHEAR CONNECTOR DETAILS, SEE DWG. NO. 34274.
6. FOR TYPE U2 JOINT DETAILS, SEE DWG. NO. 34283.

42'-9 13/16" ~ 42'-7 7/16" ~ 42'-4 11/16" ⚠

TABLE OF VARIABLES

VARIABLE	GIRDER #1	GIRDER #2	GIRDER #3
A	90'-4 13/16"	89'-11 7/16"	89'-6 1/16"
B	138'-7 3/8"	137'-11 1/8"	137'-2 7/8"
C	(41'-9 3/4")	41'-7 1/4"	41'-4 3/4")
D	77'-11 1/4"	77'-7 1/8"	77'-2 1/2"
E	(107'-2 5/16"	106'-8 3/16"	106'-1 13/16")
F	39	39	39
G	37	37	37
H	74	74	74

108'-2 5/8" ~ 107'-8 3/16" ~ 107'-1 3/4" ⚠



DETAILS OF WELDED SHOP SPLICES

LOAD DISTRIBUTION TO:	INTERIOR GIRDER	EXTERIOR GIRDER
* DEAD LOAD (NON-COMPOSITE)	1.338 K/FT	1.303 K/FT
DEAD LOAD (COMPOSITE)	0.473 K/FT	0.438 K/FT
LIVE LOAD TO COMPOSITE BEAM	1.727 WHEELS + IMPACT	1.580 WHEELS + IMPACT

* NON-COMPOSITE DEAD LOAD INCLUDES APPROXIMATELY 0.330 K/FT STEEL WEIGHT.

TABLE FOR WELD

MATERIAL THICKNESS OF THICKER PART JOINED (INCHES)	MINIMUM SIZE OF FILLET WELD (INCHES)	SINGLE PASS WELD MUST BE USED
INCLUSIVE TO 3/4"	1/4"	
OVER 3/4"	5/16"	

NOTE: WHEN A FILLET WELD SIZE, AS SHOWN ON THE PLANS, IS LARGER THAN THE MINIMUM, THE FIRST PASS SHALL BE THAT SPECIFIED FOR MINIMUM SIZE OF FILLET WELD.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 8611 DALE K. McDANIEL

PB / CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE
A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 1 OF 2

UNIT R2:1-2 CONT. ℄ GIRDER DETAILS
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)F
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: A.B. DATE: Nov. '95
SCALE: AS SHOWN

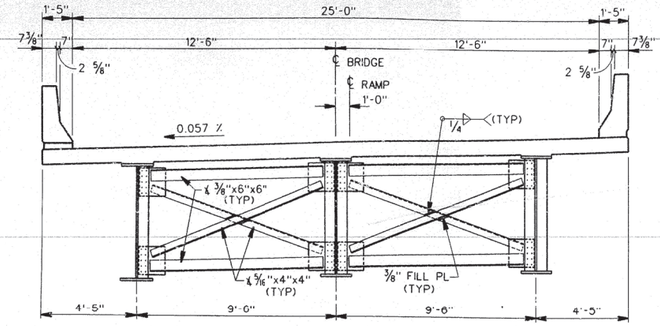
BRIDGE NO. 6275 DRAWING NO. 34273

\ETERM\ARKFP47

FOR INFORMATION ONLY

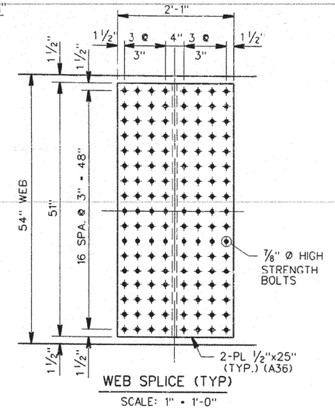
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020789		16	23
				①	SITE NO. 3 - FOR INFORMATION ONLY			

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK	BRFEGC-025-2(59)	51	115
				JOB NO.		R20054		
				① BRIDGE NO.		TITLE		DWG. NO.
				6275		GIRDER DETAILS		34274



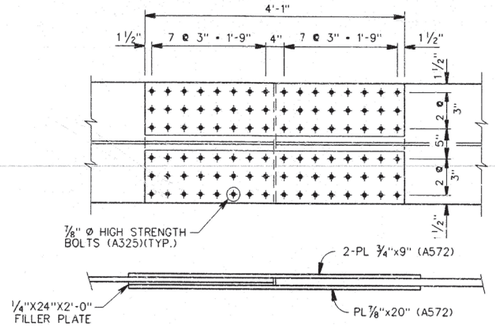
ROADWAY SECTION

SCALE: 3/8" = 1'-0"
(LOOKING AHEAD)



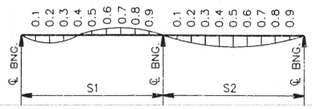
WEB SPLICE (TYP)

SCALE: 1" = 1'-0"



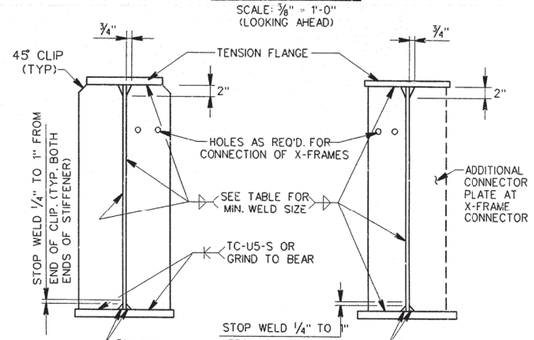
BOTTOM FLANGE SPLICE PLATE (TYP.)

SCALE: 1" = 1'-0"



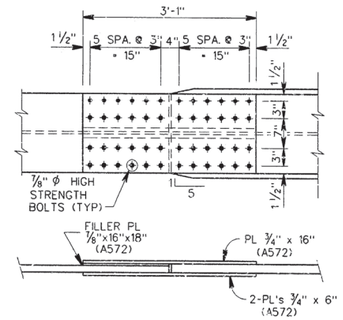
DEAD LOAD DEFLECTION DIAGRAM (TYP.)

N.T.S.



BEARING STIFFENERS

INTERMEDIATE STIFFENERS AND CONNECTION PLATES

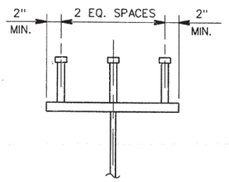


TYPICAL TOP FLANGE SPLICE PLATE

SCALE: 1" = 1'-0"

TABLE OF DEFLECTIONS (IN.)	POINT OF DEFLEC.	WEIGHT OF STRUCTURAL STEEL			WEIGHT OF STRUCTURAL STEEL & SLAB			WEIGHT OF STRUCTURAL STEEL, SLAB & CONC. PARAPET RAIL.		
		GIR. 1	GIR. 2	GIR. 3	GIR. 1	GIR. 2	GIR. 3	GIR. 1	GIR. 2	GIR. 3
SPAN 1	0	0	0	0	0	0	0	0	0	0
	0.1	0	-0.01	-0.01	+0.03	0	-0.02	+0.03	+0.01	-0.03
	0.2	+0.01	-0.01	-0.02	+0.08	+0.02	-0.02	+0.09	+0.03	-0.04
	0.3	+0.02	0	-0.01	+0.15	+0.07	0	+0.17	+0.09	-0.01
	0.4	+0.04	+0.02	0	+0.25	+0.15	+0.07	+0.29	+0.19	+0.07
	0.5	+0.06	+0.04	+0.02	+0.36	+0.25	+0.15	+0.41	+0.31	+0.17
	0.6	+0.08	+0.06	+0.04	+0.44	+0.33	+0.24	+0.52	+0.41	+0.28
	0.7	+0.09	+0.07	+0.05	+0.48	+0.39	+0.29	+0.58	+0.47	+0.35
	0.8	+0.09	+0.08	+0.06	+0.46	+0.38	+0.31	+0.55	+0.46	+0.37
	0.9	+0.05	+0.05	+0.04	+0.27	+0.22	+0.18	+0.32	+0.27	+0.22
SPAN 2	0									
	0.1	-0.20	-0.18	-0.16	-0.91	-0.81	-0.71	-1.11	-0.99	-0.87
	0.2	-0.47	-1.42	-0.37	-2.10	-1.88	-1.67	-2.56	-2.29	-2.04
	0.3	-0.74	-0.67	-0.59	-3.34	-3.00	-2.66	-4.07	-3.64	-3.24
	0.4	-0.97	-0.88	-0.78	-4.37	-3.93	-3.48	-5.31	-4.76	-4.24
	0.5	-1.11	-1.00	-0.89	-4.98	-4.48	-3.97	-6.04	-5.42	-4.82
	0.6	-1.12	-1.01	-0.90	-5.04	-4.53	-4.02	-6.11	-5.48	-4.88
	0.7	-1.00	-0.90	-0.80	-4.50	-4.05	-3.59	-5.45	-4.88	-4.35
	0.8	-0.75	-0.68	-0.60	-3.39	-3.05	-2.70	-4.10	-3.68	-3.27
	0.9	-0.41	-0.37	-0.32	-1.82	-1.64	-1.45	-2.20	-1.98	-1.76
	0	0	0	0	0	0	0	0	0	0

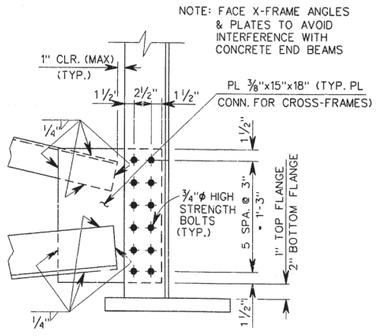
NOTE:
SIGN CONVENTION FOR DEFLECTIONS IS AS FOLLOWS:
(-) IS UPWARD
(-) IN DOWNWARD



SHEAR CONNECTOR DETAIL

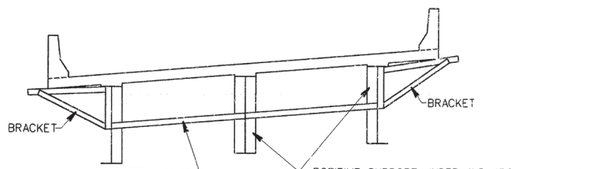
N.T.S.

STUD SHEAR CONNECTORS SHOWN SHALL BE ¾"ϕ x 5" LONG GRANULAR FLUX FILLED, SOLID FLUXED OR EQUAL AND AUTOMATICALLY END WELDED TO GIRDER FLANGE IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. THE ¾"ϕ STUDS ARE ESTIMATED AT 61.5 lb. per 100 AS THE BASIS OF PAYMENT. THE ⅞"ϕ STUDS MAY BE SUBSTITUTED FOR THE ¾"ϕ STUDS SHOWN



CONNECTION DETAIL (TYP.)

SCALE: 1½" = 1'-0"



NOTE: IF A TRANSVERSE FINISHING MACHINE IS USED, THE RAIL SHALL BE SUPPORTED DIRECTLY OVER THE EXTERIOR BEAMS, OR AS AN ALTERNATE, THE RAIL MAY BE SUPPORTED BY THE OVERHANG BRACKETS IF THE ABOVE STRUTTING SYSTEM IS USED. THE STRUTTING SYSTEM MAY BE OMITTED IF 1½"x6" WEB STIFFENERS ARE WELDED TO THE INSIDES OF THE EXTERIOR GIRDERS AT THE LOCATION OF EACH BRACKET. THE STIFFENERS SHALL CONFORM TO THE DETAILS FOR INTERMEDIATE CONNECTION PLATES SHOWN ON THIS DRAWING. NO DIRECT PAYMENT WILL BE MADE FOR BRACKETS, TIMBER BRACING, SUPPORTS OR WELDED STIFFENERS. PAYMENT SHALL BE SUBSIDIARY TO "STRUCTURAL STEEL IN PLATE GIRDER SPANS (A572)".

SCREED RAIL SUPPORT

N.T.S.

STATE OF ARKANSAS
DALE K. McDANIEL
REGISTERED PROFESSIONAL ENGINEER
No. 6671
12-15-95

PB/CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE

A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 2 OF 2

UNIT R2 : 1-2 CONT. ℄ GIRDER DETAILS
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)F
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: A.B. DATE: Nov. '95
SCALE: AS SHOWN

BRIDGE NO. 6275 DRAWING NO. 34274

\ETERM\ARKFP47

FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	020789	17	23	

① SITE NO. 4 - FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
1-9-97	1-16-97		
2-12-97	2-18-97		

FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	ARK.	RFEGC-025-2(59)	58	183
JOB NO.		R20146		
BRIDGE NO.		TITLE		DWG. NO.
6273A		LAYOUT		34213

① (12) CURVE DATA
(ALONG ℄ U.S. 65 BY-PASS)
Δ = 89°14'01"
D = 4°00'
R = 1432.39'
T = 1413.36'
L = 2230.84'

(12A) CURVE DATA
(ALONG ℄ NORTHBOUND RDWY. LANES)
Δ = 89°14'01"
D = 3°58'04"
R = 1443.99'
T = 1424.80'
L = 2248.89'

PLAN

NOTES:

≠ DIMENSION SHOWN IS MEASURED FROM THE TOP OF THE LOW END OF CAP TO THE BOTTOM OF FOOTING.

◑ LENGTHS OF PILES SHOWN ARE BASED ON 60 TON DESIGN LOAD AND 14" SQ. P.P.C. PILES

▲ DIMENSIONS ARE ALONG ℄ OF BRIDGE A STATIONING IS ALONG ℄ OF PROJECT

✱ ELEVATIONS SHOWN ARE TOP OF DECK ELEVATIONS ALONG PROFILE GRADE OF BRIDGE A

LEGEND:

- BORING LOCATION
- (A) BROWN AND TAN SANDY SILT WITH SOME SILTY CLAY
- (B) STIFF BROWN SILTY CLAY
- (C) LOOSE TO MEDIUM DENSE BROWN AND TAN SANDY SILT
- (D) MEDIUM DENSE TO DENSE TAN AND GRAY SILTY FINE TO MEDIUM SAND

P.V.I. STA. 606+50.00
EL. 250.75 @ PROFILE GRADE
-2.41 % / -2.90 %
1700' V.C.

NORTHBOUND RDWY.

△ Revised for 1996 Specs. MJT: 8-29-96
△ Revised: added note. L.M. 1-9-97
△ Revised Stations KDH 12 Feb 97

SITE PLAN

ELEVATION

BENT NOS.	A1	A2	A3	A4
DRAWING NOS.	34214 & 34215	34216	34217	34218 THRU 34221

△ For additional soil borings, see dwg. 342128

PB/CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE
A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 1 OF 1

MAINLINE BRIDGE A LAYOUT
EAST TERMINAL INTERCHANGE △
HWY. 65 SOUTHWEST (GR. & STRS.)(PH. II)(F)
JEFFERSON COUNTY
ROUTE 65 SEC. 15
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: DATE: Nov. '95
DESIGNED BY: D.K.M. DATE: Nov. '95
SCALE: 1"=20'

BRIDGE NO. 6273A DRAWING NO. 34213

ETERM\ARKGL04

FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	18	23

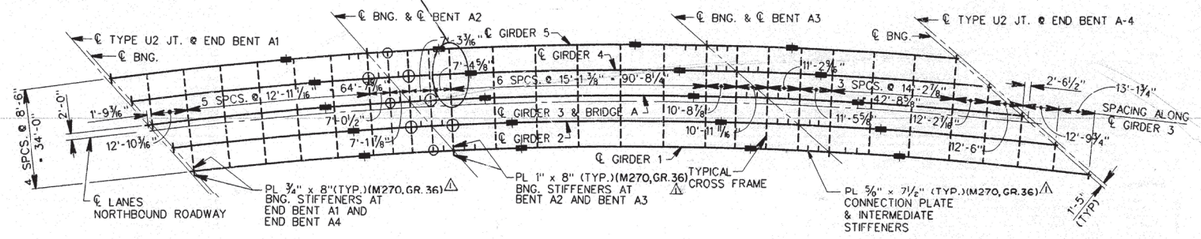
① SITE NO. 4 - FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
4-15-97	5-2-97		
10-21-97	10-29-97		

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	ARK.	BRFEGC-025-2(59)	67	183
JOB NO.		R.201.48		
BRIDGE NO.		TITLE		DWG. NO.
6273A		GIRDER DETAILS		34222

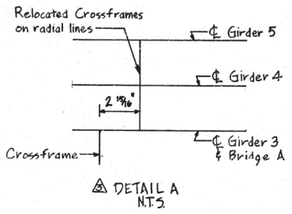
① Relocated Crossframes See Detail A

NOTE: CROSS-FRAME CONNECTIONS SHOWN IN CIRCLES ARE SERVING AS INTERMEDIATE STIFFENERS.

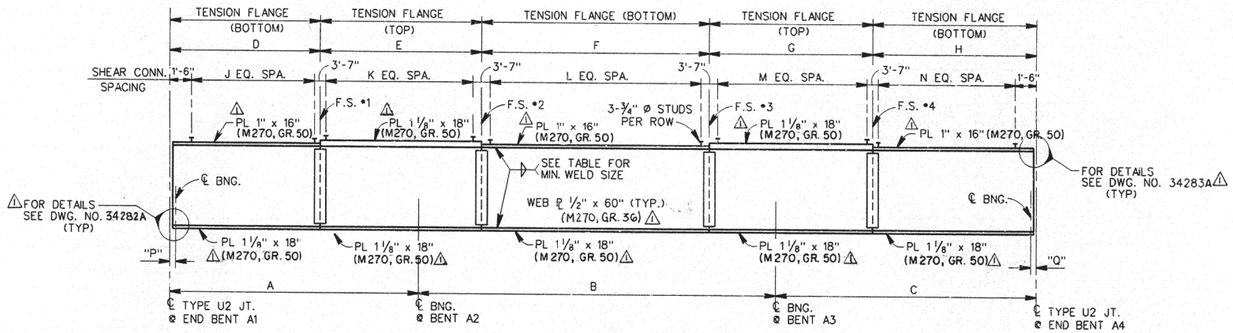


FRAMING PLAN
N.T.S.

NOTE: GIRDERS ARE CURVED AND CONCENTRIC TO ℄ LANES NORTHBOUND ROADWAY.
CROSS-FRAMES ARE ON RADIAL LINES.



△ DETAIL A
N.T.S.

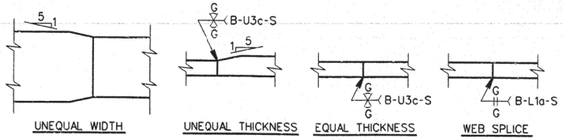


GIRDER ELEVATION (TYP)
N.T.S.

NOTE: BOLTED FIELD SPLICES SHOWN MAY BE ELIMINATED OR SHOP WELDED SPLICES MAY BE SUBSTITUTED WITH APPROVAL OF THE BRIDGE ENGINEER. PAYMENT WILL BE MADE ON THE BASIS OF PLAN QUANTITIES.

TABLE OF VARIABLES

VARIABLE	GIRDER •1	GIRDER •2	GIRDER •3	GIRDER •4	GIRDER •5
A	94'-1 11/16"	93'-9 5/16"	93'-5 1/16"	93'-1"	92'-9"
B	133'-5 5/16"	△130'-3 5/16" 2 7/8" 2 1/16"	127'-0 5/8"	123'-11 7/16"	120'-11 3/16"
C	94'-10 5/8"	93'-8 1/16"	92'-7 11/16"	91'-7 1/4"	90'-7 3/8"
D	63'-0 1/16"	64'-7 1/8"	63'-8 3/4"	65'-8 7/16"	63'-7 1/8"
E	56'-5 7/16"	55'-1 3/16"	55'-11 5/16"	53'-9 1/8"	56'-2 3/4"
F	78'-4 5/8"	△ 78'-3 7/16" 2 5/8"	76'-8 5/16"	74'-10 3/16"	△ 71'-8 1/16" 7 3/16"
G	54'-11 7/16"	54'-4 1/8"	53'-11 3/8"	52'-10 3/4"	53'-0 1/2"
H	69'-8 1/16"	65'-5 1/16"	62'-9"	61'-5 7/16"	59'-9 7/16"
J	87	69	83	114	80
K	30	32	36	32	28
L	75	73	75	73	75
M	34	38	36	34	27
N	139	179	94	110	72
P	1'-9 5/16"	1'-9 1/4"	1'-9 3/16"	1'-9 1/8"	△ 1'-9 1/16" 9 1/16"
Q	2'-7 3/16"	2'-6 5/16"	2'-6 1/2"	2'-6 1/8"	2'-5 3/4"



DETAILS OF WELDED SPLICES

LOAD DISTRIBUTION TO:	INTERIOR GIRDER	EXTERIOR GIRDER
* DEAD LOAD (NON-COMPOSITE)	1.173 K/LF	1.190 K/LF
DEAD LOAD (COMPOSITE)	0.33 K/LF	0.32 K/LF
LIVE LOAD TO COMPOSITE BEAM	1.545 WHEELS + IMPACT	1.529 WHEELS + IMPACT

*NON COMPOSITE DEAD LOAD INCLUDES APPROXIMATELY .295 K/LF STEEL WEIGHT.

TABLE FOR WELD

MATERIAL THICKNESS OF THICKER PART JOINED (INCHES)	MINIMUM SIZE OF FILLET WELD (INCHES)	SINGLE PASS WELD MUST BE USED
INCLUSIVE TO 3/4"	1/4"	
OVER 3/4"	5/16"	

NOTE: WHEN A FILLET WELD SIZE, AS SHOWN ON THE PLANS, IS LARGER THAN THE MINIMUM, THE FIRST PASS SHALL BE THAT SPECIFIED FOR MINIMUM SIZE OF FILLET WELD.

△ Revised for 1996 Specs. MJT: 8-29-96
△ Revised Dimension KDH 15 Apr 97
△ Relocated Crossframes JCB 21 Oct 97

△ NOTES:
1. FOR GENERAL NOTES, SEE DWG. NO. 34212A
2. FOR FIELD SPLICE DETAILS, SEE DWG. NO. 34223
3. FOR CROSS-FRAME DETAILS, SEE DWG. NO. 34223
4. FOR BEARING PAD DETAILS, SEE DWG. NOS. 34281A & 34282A
5. FOR SHEAR CONNECTOR DETAILS, SEE DWG. NO. 34223
6. FOR TYPE U2 JOINT DETAILS, SEE DWG. NO. 34283A

ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 9011 JAMES C. MONTGOMERY

PB / CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE
A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 1 OF 2

UNIT A1-3 CONTINUOUS ℙ GIRDER DETAILS
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)F
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: A.B. DATE: Nov. '95
SCALE: AS SHOWN

BRIDGE NO. 6273A DRAWING NO. 34222

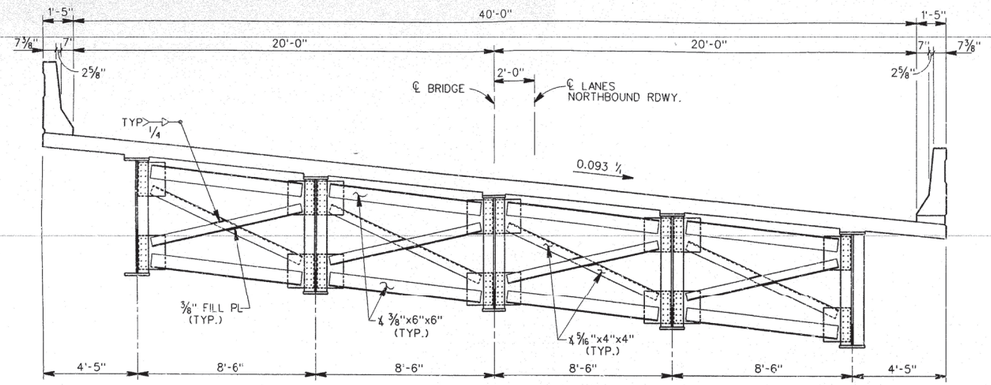
UNCONTROLLED OCT 0 1 1996

\ETERM\ARKFP50

FOR INFORMATION ONLY

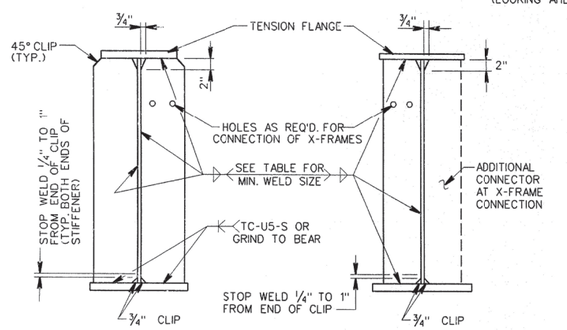
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020789		19	23
				①	SITE NO. 4 - FOR INFORMATION ONLY			

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK	RFEGC-025-2(59)	68	183
				JOB NO.		R20146		
				① BRIDGE NO.		TITLE		DWG. NO.
				6273A		GIRDER DETAILS		34223

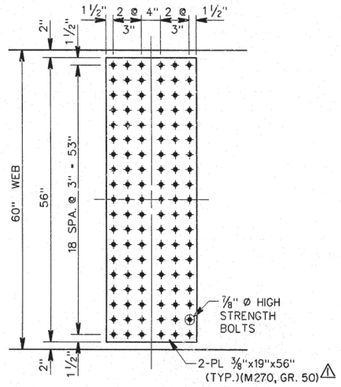


ROADWAY SECTION

SCALE: ⅜" = 1'-0"
(LOOKING AHEAD)

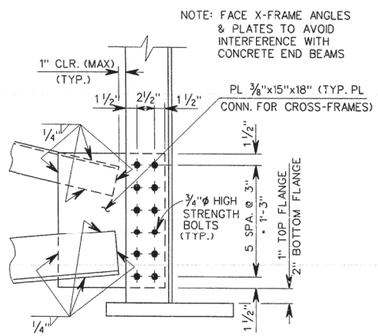


BEARING STIFFENERS

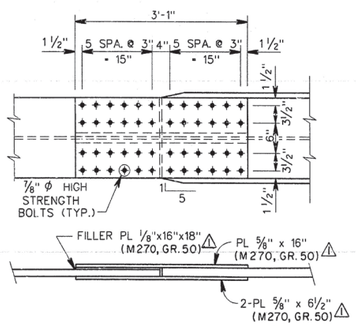


INTERMEDIATE STIFFENERS AND CONNECTION PLATES

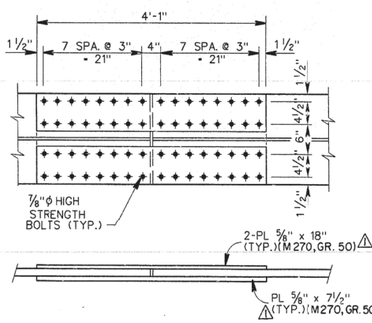
WEB SPLICE (TYP.)
SCALE: 1" = 1'-0"



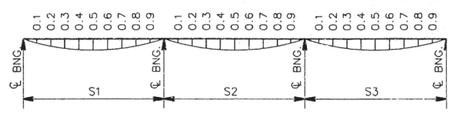
CONNECTION DETAIL (TYP.)
SCALE: 1½" = 1'-0"



TYPICAL TOP FLANGE SPLICE PLATE
SCALE: 1" = 1'-0"



TYPICAL BOTTOM FLANGE SPLICE PLATE
SCALE: 1" = 1'-0"



DEAD LOAD DEFLECTION DIAGRAM (TYP.)

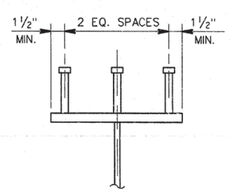
TABLE OF DEFLECTIONS (IN.)

	POINT OF DEFLEC.	WEIGHT OF STRUCTURAL STEEL					WEIGHT OF STRUCTURAL STEEL & SLAB					WEIGHT OF STRUCTURAL STEEL, SLAB & CONC. PARAPET RAIL				
		CIR. 1	CIR. 2	CIR. 3	CIR. 4	CIR. 5	CIR. 1	CIR. 2	CIR. 3	CIR. 4	CIR. 5	CIR. 1	CIR. 2	CIR. 3	CIR. 4	CIR. 5
SPAN 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.1	-0.046	-0.045	-0.048	-0.499	-0.056	-0.206	-0.200	-0.212	-0.022	-0.249	-0.238	-0.231	-0.244	-0.255	-0.286
	0.2	-0.080	-0.083	-0.084	-0.091	-0.098	-0.357	-0.365	-0.370	-0.405	-0.437	-0.412	-0.423	-0.428	-0.468	-0.504
	0.3	-0.098	-0.101	-0.104	-0.113	-0.123	-0.433	-0.447	-0.457	-0.500	-0.547	-0.501	-0.519	-0.530	-0.578	-0.631
	0.4	-0.096	-0.099	-0.108	-0.112	-0.128	-0.426	-0.435	-0.466	-0.496	-0.569	-0.495	-0.506	-0.542	-0.575	-0.658
	0.5	-0.077	-0.081	-0.089	-0.095	-0.110	-0.340	-0.353	-0.388	-0.418	-0.485	-0.397	-0.413	-0.453	-0.486	-0.563
	0.6	-0.044	-0.052	-0.057	-0.065	-0.075	-0.192	-0.225	-0.248	-0.285	-0.330	-0.226	-0.265	-0.292	-0.334	-0.385
	0.7	-0.012	-0.018	-0.025	-0.029	-0.038	-0.047	-0.077	-0.109	-0.125	-0.167	-0.056	-0.091	-0.128	-0.147	-0.195
	0.8	-.002	-0.007	-0.013	-0.017	-0.024	-0.005	-0.028	-0.054	-0.060	-0.103	-0.006	-0.033	-0.063	-0.077	-0.121
	0.9	+0.008	+0.005	-0.002	-0.005	-0.010	+0.037	+0.021	+0.002	-0.005	-0.040	+0.044	+0.026	+0.002	-0.008	-0.047
SPAN 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.1	-0.086	-0.076	-0.064	-0.058	-0.053	-0.385	-0.341	-0.285	-0.263	-0.240	-0.459	-0.407	-0.342	-0.316	-0.288
	0.2	-0.208	-0.178	-0.161	-0.149	-0.142	-0.936	-0.795	-0.722	-0.669	-0.640	-1.109	-0.944	-0.860	-0.796	-0.764
	0.3	-0.315	-0.271	-0.250	-0.233	-0.228	-1.417	-1.215	-1.119	-1.044	-1.025	-1.670	-1.436	-1.324	-1.237	-1.214
	0.4	-0.378	-0.325	-0.301	-0.287	-0.282	-1.666	-1.459	-1.348	-1.284	-1.266	-1.960	-1.720	-1.591	-1.515	-1.493
	0.5	-0.359	-0.324	-0.302	-0.293	-0.290	-1.614	-1.454	-1.352	-1.313	-1.298	-1.901	-1.715	-1.595	-1.548	-1.530
	0.6	-0.286	-0.268	-0.263	-0.249	-0.248	-1.283	-1.203	-1.130	-1.116	-1.111	-1.523	-1.422	-1.336	-1.317	-1.311
	0.7	-0.174	-0.174	-0.167	-0.164	-0.168	-0.783	-0.779	-0.747	-0.734	-0.753	-0.934	-0.926	-0.886	-0.870	-0.892
	0.8	-0.120	-0.122	-0.119	-0.118	-0.121	-0.538	-0.547	-0.531	-0.525	-0.542	-0.643	-0.651	-0.631	-0.623	-0.643
	0.9	-0.065	-0.070	-0.070	-0.071	-0.074	-0.294	-0.315	-0.315	-0.316	-0.331	-0.353	-0.377	-0.376	-0.376	-0.394
SPAN 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.1	-0.012	+0.000	+0.006	+0.008	+0.013	-0.053	+0.003	+0.025	+0.037	+0.056	-0.062	+0.004	+0.029	+0.043	+0.065
	0.2	-0.041	-0.023	-0.012	-0.006	+0.001	-0.182	-0.103	-0.052	-0.027	+0.003	-0.211	-0.122	-0.064	-0.034	-0.000
	0.3	-0.079	-0.052	-0.038	-0.030	-0.023	-0.351	-0.233	-0.169	-0.134	-0.106	-0.408	-0.273	-0.200	-0.161	-0.129
	0.4	-0.113	-0.082	-0.063	-0.053	-0.049	-0.507	-0.366	-0.280	-0.235	-0.222	-0.586	-0.427	-0.329	-0.277	-0.263
	0.5	-0.129	-0.097	-0.080	-0.070	-0.067	-0.578	-0.433	-0.359	-0.313	-0.303	-0.667	-0.504	-0.420	-0.367	-0.355
	0.6	-0.123	-0.096	-0.079	-0.071	-0.075	-0.555	-0.432	-0.353	-0.318	-0.341	-0.639	-0.500	-0.411	-0.371	-0.397
	0.7	-0.098	-0.078	-0.066	-0.057	-0.059	-0.439	-0.349	-0.293	-0.257	-0.369	-0.505	-0.404	-0.340	-0.300	-0.312
	0.8	-0.076	-0.061	-0.052	-0.046	-0.046	-0.343	-0.275	-0.231	-0.205	-0.210	-0.394	-0.317	-0.268	-0.238	-0.244
	0.9	-0.055	-0.045	-0.038	-0.034	-0.033	-0.247	-0.200	-0.168	-0.152	-0.152	-0.284	-0.230	-0.195	-0.177	-0.186
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

⚠NOTE CAMBER FOR DEAD LOAD DEFLECTION PLUS VERTICAL CURVE ± ¼" TOLERANCE. DEFLECTIONS SHOWN ARE ALONG THE ℄ OF BEAM FROM THE PLANE PERPENDICULAR TO THE WEB EXTENDING FROM ℄ BEARING TO ℄ BEARING.

NOTE: SIGN CONVENTION FOR DEFLECTIONS IS AS FOLLOWS:
(+) IS UPWARD
(-) IN DOWNWARD

⚠ Revised for 1996 Specs. MJT; 8-29-96



SHEAR CONNECTOR DETAIL
N.T.S.

STUD SHEAR CONNECTORS SHOWN SHALL BE ¾"ø x 5" LONG GRANULAR FLUX FILLED, SOLID FLUXED OR EQUAL AND AUTOMATICALLY END WELDED TO GIRDER FLANGE IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. THE ¾"ø STUDS ARE ESTIMATED AT 61.5 lb. per 100 AS THE BASIS OF PAYMENT. THE ⅞"ø STUDS MAY BE SUBSTITUTED FOR THE ¾"ø STUDS SHOWN AT THE RATIO OF 0.73-⅞" STUDS IN PLACE OF 1-¾" STUD.

PB/CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE
A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 2 OF 2

UNIT A1-3 CONTINUOUS ℄ GIRDER DETAILS
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)F
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: A.B. DATE: Nov. '95
SCALE: AS SHOWN

BRIDGE NO. 6273A DRAWING NO. 34223

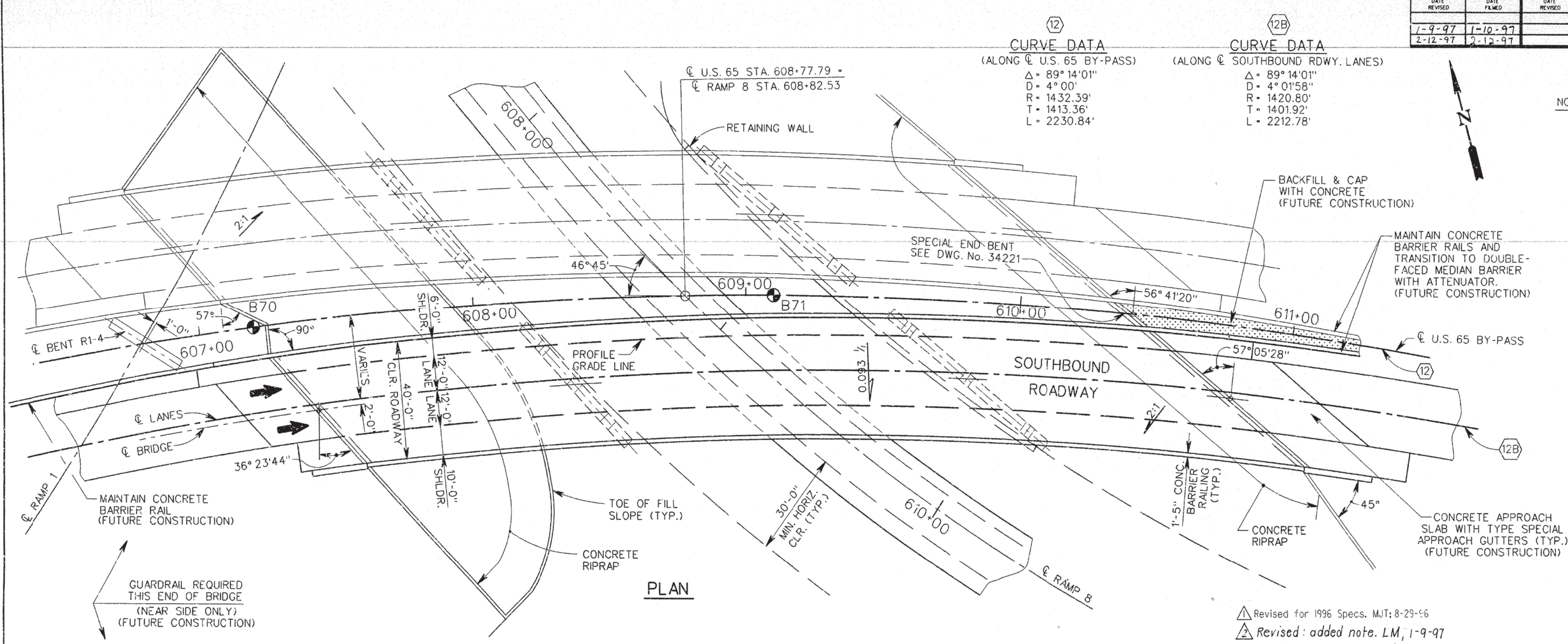
\ETERM\ARKFP50

FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	20	23

SITE NO. 5 - FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1-9-97	1-10-97				ARK	IRFEGC-025-2(59)	71	183
2-12-97	2-12-97			JOB NO.		R20146		
				BRIDGE NO.		TITLE		DWG. NO.
				62738		LAYOUT		34226



NOTES:

\# DIMENSION SHOWN IS MEASURED FROM THE TOP OF THE LOW END OF CAP TO THE BOTTOM OF FOOTING.

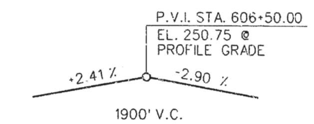
◑ LENGTH OF PILE SHOWN IS BASED ON 60 TON DESIGN LOAD AND 14" SQ. P.P.C. PILES

▲ DIMENSIONS ARE ALONG ℄ OF BRIDGE B STATIONING IS ALONG ℄ OF PROJECT

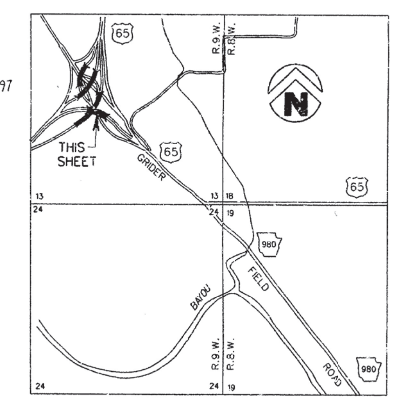
* ELEVATIONS SHOWN ARE TOP OF DECK ELEVATIONS ALONG PROFILE GRADE OF BRIDGE B

LEGEND:

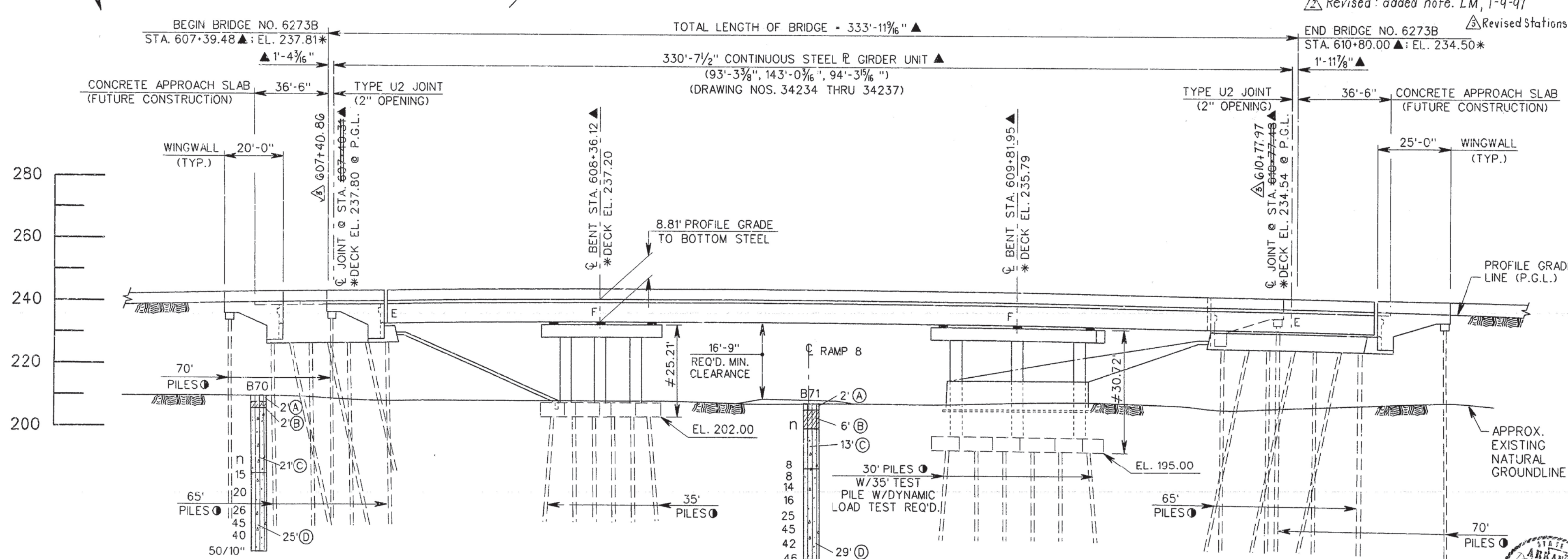
- BORING LOCATION
- (A) BROWN AND TAN SANDY SILT WITH SOME SILTY CLAY
- (B) STIFF BROWN SILTY CLAY
- (C) LOOSE TO MEDIUM DENSE BROWN AND TAN SANDY SILT
- (D) MEDIUM DENSE TO DENSE TAN AND GRAY SILTY FINE TO MEDIUM SAND



SOUTHBOUND RDWY.



SITE PLAN



BENT NOS.	B1	B2	B3	B4
DRAWING NOS.	34227 & 34228	34229	34230	34231 THRU 34233

△ For additional soil borings, see dwg. 34212B

△ Revised for 1996 Specs. MJT: 8-29-96
△ Revised: added note. LM, 1-9-97
△ Revised Stations KDH 12 Feb97

ETERM\ARKGL05

PB/CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE
A JOINT VENTURE — ROGERS — ARKANSAS

SHEET 1 OF 1

MAINLINE BRIDGE B LAYOUT
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)(PH. II)(F)
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: D.K.M. DATE: Nov. '95
SCALE: 1" = 20'

BRIDGE NO. 6273B — DRAWING NO. 34226

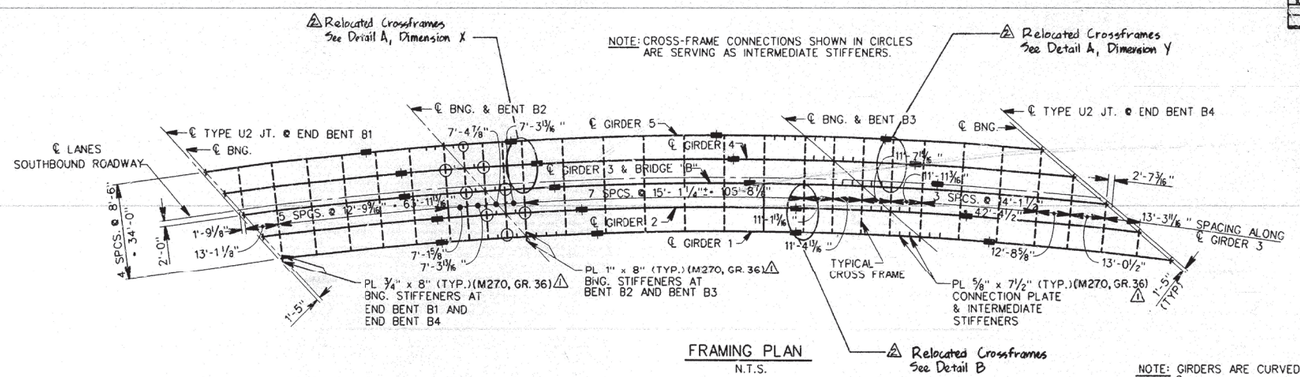
FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	020789		21	23

① SITE NO. 5 - FOR INFORMATION ONLY

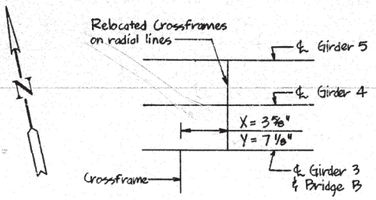
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-21-97	10-28-97				ARK	RFEGC-025-2(39)	79	182
				JOB NO.		R20146		
				BRIDGE NO.		TITLE		DWG. NO.
				6273B		GIRDER DETAILS		34234

① Corrected



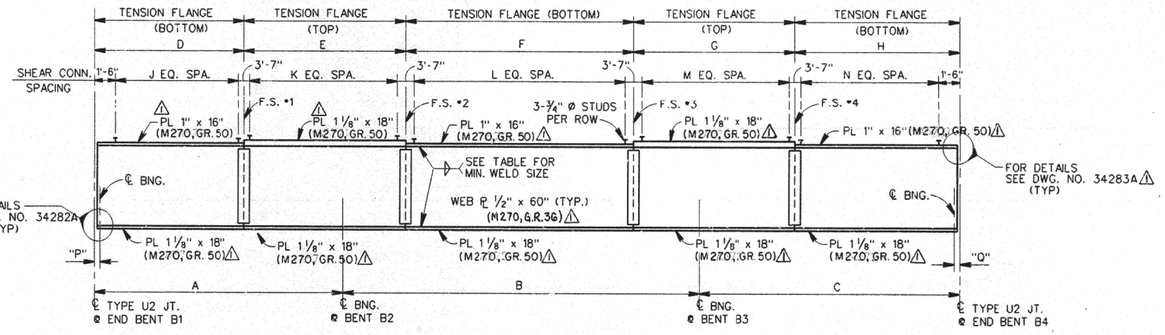
FRAMING PLAN
N.T.S.

⚠ Relocated Crossframes See Detail B

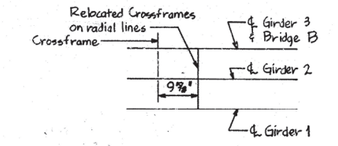


⚠ DETAIL A
N.T.S.

NOTE: GIRDERS ARE CURVED AND CONCENTRIC TO ℄ LANES SOUTHBOUND ROADWAY.
CROSS-FRAMES ARE ON RADIAL LINES.



GIRDER ELEVATION (TYP.)
N.T.S.

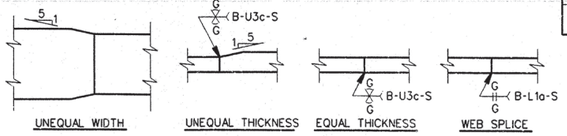


⚠ DETAIL B
N.T.S.

NOTE: BOLTED FIELD SPLICES SHOWN MAY BE ELIMINATED OR SHOP WELDED SPLICES MAY BE SUBSTITUTED WITH APPROVAL OF THE BRIDGE ENGINEER. PAYMENT WILL BE MADE ON THE BASIS OF PLAN QUANTITIES.

TABLE OF VARIABLES

VARIABLE	GIRDER *1	GIRDER *2	GIRDER *3	GIRDER *4	GIRDER *5
A	94'-0 1/16"	93'-7 11/16"	93'-3⅜"	92'-11¼"	92'-7¼"
B	149'-10⅛"	146'-4⅜"	143'-0⅞"	139'-8⅝"	136'-6⅝"
C	96'-9⅞"	95'-6⅝"	94'-3⅝"	93'-2⅝"	92'-1⅞"
D	62'-4½"	64'-0⅝"	63'-5⅛"	65'-4½"	65'-7⅛"
E	56'-11 1/16"	55'-10⅛"	55'-11⅞"	53'-11"	53'-11 11/16"
F	76'-11⅜"	78'-9⅛"	76'-3⅜"	75'-2⅜"	71'-10¼"
G	72'-9 1/16"	69'-10⅞"	70'-8⅜"	68'-7"	69'-10 1/16"
H	70'-7½"	66'-11 1/16"	64'-3⅞"	62'-9¾"	59'-11⅞"
J	88	69	84	114	83
K	29	33	35	32	29
L	73	73	74	73	73
M	35	41	47	44	36
N	140	181	93	108	70
P	1'-9⅝"	1'-9⅞"	1'-9⅛"	1'-9 1/16"	1'-9"
Q	2'-8⅛"	2'-7⅝"	2'-7⅜"	2'-6¾"	2'-6⅜"



DETAILS OF WELDED SPLICES

⚠ Revised for 1996 Specs. MJT: 8-29-96

⚠ Relocated Crossframes JCB 21 Oct 97

LOAD DISTRIBUTION TO:	INTERIOR GIRDER	EXTERIOR GIRDER
* DEAD LOAD (NON-COMPOSITE)	1.171 K/LF	1.188 K/LF
DEAD LOAD (COMPOSITE)	0.340 K/LF	0.315 K/LF
LIVE LOAD TO COMPOSITE BEAM	1.545 WHEELS + IMPACT	1.529 WHEELS + IMPACT

*NON COMPOSITE DEAD LOAD INCLUDES APPROXIMATELY .293 K/LF STEEL WEIGHT.

TABLE FOR WELD

MATERIAL THICKNESS OF THICKER PART JOINED (INCHES)	MINIMUM SIZE OF FILLET WELD (INCHES)
INCLUSIVE TO ¾"	¼"
OVER ¾"	5/16"

SINGLE PASS WELD MUST BE USED

NOTE: WHEN A FILLET WELD SIZE, AS SHOWN ON THE PLANS, IS LARGER THAN THE MINIMUM, THE FIRST PASS SHALL BE THAT SPECIFIED FOR MINIMUM SIZE OF FILLET WELD.

⚠NOTES:

1. FOR GENERAL NOTES, SEE DWG. NO. 34212A
2. FOR FIELD SPLICE DETAILS, SEE DWG. NO. 34235
3. FOR CROSS-FRAME DETAILS, SEE DWG. NO. 34235
4. FOR BEARING PAD DETAILS, SEE DWG. NOS. 34281A & 34282A
5. FOR SHEAR CONNECTOR DETAILS, SEE DWG. NO. 34235
6. FOR TYPE U2 JOINT DETAILS, SEE DWG. NO. 34283A

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 8001 CHARLES A. MEDLOCK

PB / CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE
A JOINT VENTURE | ROGERS | ARKANSAS

SHEET 1 OF 2

UNIT B1-3 CONTINUOUS ℙ GIRDER DETAILS
EAST TERMINAL INTERCHANGE
HWY. 65 SOUTHWEST (GR. & STRS.)F
JEFFERSON COUNTY
ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: A.B. DATE: Nov. '95
SCALE: AS SHOWN

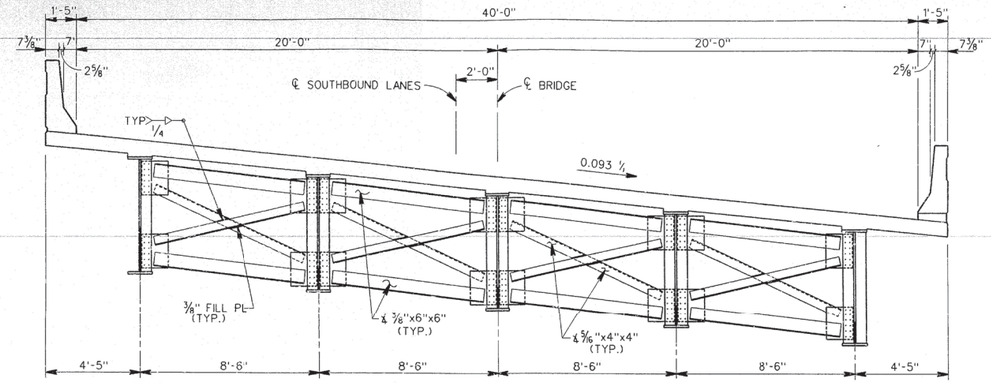
BRIDGE NO. 6273B DRAWING NO. 34234

MICROFILMED OCT 04 1996

\ETERM\ARKFP51

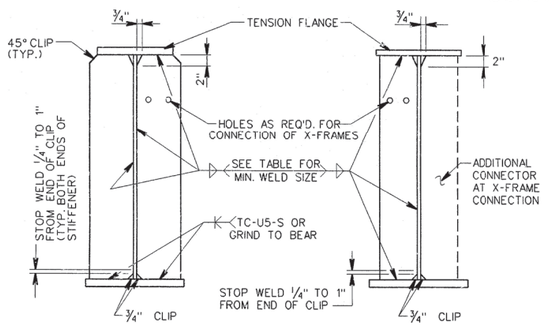
FOR INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020789	22	23
				①		SITE NO. 5 - FOR INFORMATION ONLY		



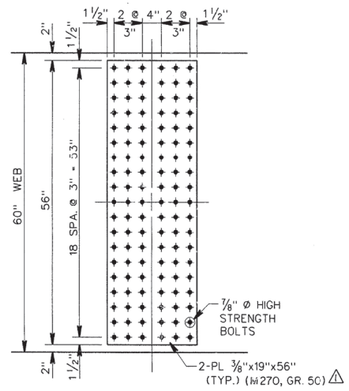
ROADWAY SECTION

SCALE: ⅜" = 1'-0" (LOOKING AHEAD)



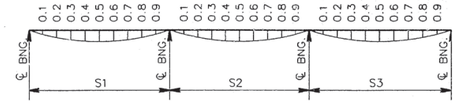
BEARING STIFFENERS

INTERMEDIATE STIFFENERS AND CONNECTION PLATES



WEB SPLICE (TYP.)

SCALE: 1" = 1'-0"



DEAD LOAD DEFLECTION DIAGRAM (TYP.)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK	BRFEGC-025-2(59)	80	183
				JOB NO.		R20140		
				① BRIDGE NO.		TITLE	CMC. NO.	
				6273B		GIRDER DETAILS	34235	

TABLE OF DEFLECTIONS (IN.)

	POINT OF DEFLEC.	WEIGHT OF STRUCTURAL STEEL					WEIGHT OF STRUCTURAL STEEL & SLAB					WEIGHT OF STRUCTURAL STEEL, SLAB & CONC. PARAPET RAIL				
		GIR. 1	GIR. 2	GIR. 3	GIR. 4	GIR. 5	GIR. 1	GIR. 2	GIR. 3	GIR. 4	GIR. 5	GIR. 1	GIR. 2	GIR. 3	GIR. 4	GIR. 5
SPAN 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.1	-0.045	-0.044	-0.046	-0.049	-0.055	-0.200	-0.195	-0.207	-0.217	-0.245	-0.231	-0.225	-0.239	-0.250	-0.282
	0.2	-0.078	-0.080	-0.082	-0.090	-0.097	-0.345	-0.355	-0.361	-0.397	-0.430	-0.398	-0.411	-0.418	-0.459	-0.496
	0.3	-0.094	-0.098	-0.101	-0.111	-0.121	-0.417	-0.434	-0.446	-0.490	-0.537	-0.483	-0.503	-0.517	-0.566	-0.620
	0.4	-0.093	-0.095	-0.103	-0.110	-0.126	-0.408	-0.420	-0.452	-0.484	-0.557	-0.474	-0.489	-0.526	-0.562	-0.645
	0.5	-0.073	-0.077	-0.086	-0.092	-0.108	-0.322	-0.339	-0.374	-0.406	-0.475	-0.376	-0.397	-0.438	-0.473	-0.551
	0.6	-0.041	-0.049	-0.054	-0.063	-0.073	-0.175	-0.213	-0.236	-0.275	-0.321	-0.207	-0.251	-0.278	-0.322	-0.374
	0.7	-0.009	-0.017	-0.023	-0.027	-0.037	-0.034	-0.070	-0.099	-0.117	-0.160	-0.041	-0.084	-0.117	-0.138	-0.187
	0.8	+0.000	-0.007	-0.011	-0.016	-0.023	+0.005	-0.026	-0.046	-0.066	-0.098	+0.005	-0.031	-0.055	-0.078	-0.115
	0.9	-0.009	+0.004	+0.001	-0.004	-0.009	+0.044	+0.019	+0.007	-0.015	-0.037	+0.052	+0.023	+0.008	-0.017	-0.043
SPAN 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.1	-0.090	-0.078	-0.066	-0.060	-0.054	-0.403	-0.351	-0.297	-0.271	-0.245	-0.481	-0.419	-0.356	-0.325	-0.295
	0.2	-0.217	-0.182	-0.167	-0.152	-0.145	-0.976	-0.817	-0.747	-0.685	-0.653	-1.157	-0.970	-0.888	-0.816	-0.779
	0.3	-0.327	-0.278	-0.257	-0.238	-0.232	-1.472	-1.249	-1.150	-1.067	-1.043	-1.735	-1.476	-1.361	-1.264	-1.234
	0.4	-0.383	-0.334	-0.309	-0.292	-0.286	-1.725	-1.500	-1.384	-1.309	-1.285	-2.029	-1.768	-1.632	-1.545	-1.516
	0.5	-0.370	-0.333	-0.309	-0.298	-0.293	-1.664	-1.495	-1.384	-1.335	-1.316	-1.961	-1.763	-1.633	-1.574	-1.550
	0.6	-0.292	-0.275	-0.257	-0.254	-0.251	-1.314	-1.236	-1.153	-1.135	-1.125	-1.555	-1.461	-1.363	-1.340	-1.327
	0.7	-0.176	-0.178	-0.169	-0.167	-0.170	-0.791	-0.800	-0.759	-0.745	-0.761	-0.945	-0.951	-0.900	-0.884	-0.901
	0.8	-0.120	-0.125	-0.120	-0.119	-0.122	-0.541	-0.561	-0.538	-0.532	-0.548	-0.648	-0.668	-0.640	-0.632	-0.649
	0.9	-0.065	-0.072	-0.071	-0.071	-0.075	-0.291	-0.323	-0.318	-0.319	-0.334	-0.350	-0.386	-0.379	-0.380	-0.398
SPAN 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.1	-0.015	-0.001	-0.004	+0.007	+0.012	-0.067	-0.003	+0.019	+0.033	+0.053	-0.078	-0.004	+0.022	+0.038	+0.061
	0.2	-0.048	-0.027	-0.015	-0.009	-0.001	-0.215	-0.121	-0.068	-0.040	-0.008	-0.250	-0.142	-0.082	-0.049	-0.013
	0.3	-0.090	-0.059	-0.044	-0.035	-0.028	-0.402	-0.264	-0.194	-0.156	-0.127	-0.467	-0.309	-0.230	-0.186	-0.153
	0.4	-0.128	-0.091	-0.070	-0.059	-0.055	-0.573	-0.408	-0.314	-0.265	-0.252	-0.663	-0.475	-0.369	-0.312	-0.298
	0.5	-0.144	-0.108	-0.089	-0.077	-0.074	-0.647	-0.483	-0.399	-0.348	-0.339	-0.746	-0.561	-0.465	-0.407	-0.397
	0.6	-0.037	-0.107	-0.087	-0.078	-0.083	-0.616	-0.479	-0.390	-0.351	-0.376	-0.708	-0.554	-0.453	-0.409	-0.437
	0.7	-0.108	-0.087	-0.007	-0.063	-0.066	-0.482	-0.390	-0.321	-0.283	-0.300	-0.554	-0.450	-0.373	-0.329	-0.348
	0.8	-0.084	-0.069	-0.056	-0.050	-0.052	-0.374	-0.310	-0.252	-0.224	-0.237	-0.430	-0.358	-0.293	-0.260	-0.275
	0.9	-0.060	-0.051	-0.041	-0.037	-0.038	-0.267	-0.231	-0.184	-0.166	-0.174	-0.307	-0.266	-0.213	-0.192	-0.202
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

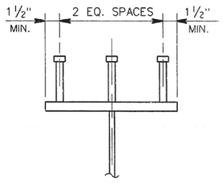
⚠NOTE

CAMBER FOR DEAD LOAD DEFLECTION PLUS VERTICAL CURVE ±¼" TOLERANCE. DEFLECTIONS SHOWN ARE ALONG THE ℄ OF BEAMS FROM THE PLANE PERPENDICULAR TO THE WEB EXTENDING FROM ℄ BEARING TO ℄ BEARING.

NOTE:

SIGN CONVENTION FOR DEFLECTIONS IS AS FOLLOWS:
(+) IS UPWARD
(-) IN DOWNWARD

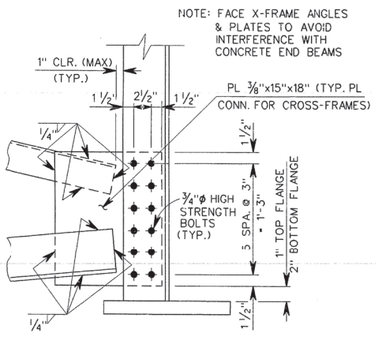
⚠Revised for 1996 Specs. MJT; 8-29-96



SHEAR CONNECTOR DETAIL

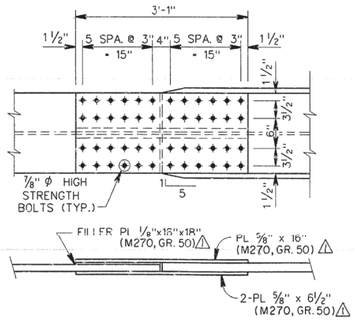
N.T.S.

STUD SHEAR CONNECTORS SHOWN SHALL BE ¾"ϕ x 5" LONG GRANULAR FLUX FILLED, SOLID FLUXED OR EQUAL AND AUTOMATICALLY END WELDED TO GIRDER FLANGE IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. THE ¾"ϕ STUDS ARE ESTIMATED AT 61.5 lb. per 100 AS THE BASIS OF PAYMENT. THE ⅞"ϕ STUDS MAY BE SUBSTITUTED FOR THE ¾"ϕ STUDS SHOWN AT THE RATIO OF 0.73-⅞" STUDS IN PLACE OF 1-¾" STUD.



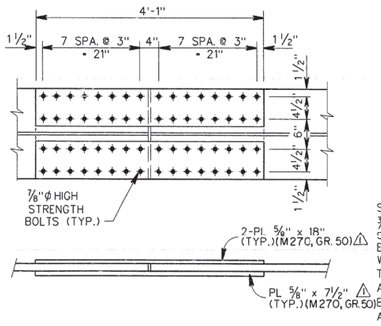
CONNECTION DETAIL (TYP.)

SCALE: 1½" = 1'-0"



TYPICAL TOP FLANGE SPLICE PLATE

SCALE: 1" = 1'-0"



TYPICAL BOTTOM FLANGE SPLICE PLATE

SCALE: 1" = 1'-0"

PB / CTSY PARSONS BRINCKERHOFF CRAFTON TULL SPANN & YOE

A JONT VENTURE | ROGERS | ARKANSAS

SHEET 2 OF 2

UNIT B1-3 CONTINUOUS ℝ GIRDER DETAILS

EAST TERMINAL INTERCHANGE

HWY. 65 SOUTHWEST (GR. & STRS.)F

JEFFERSON COUNTY

ROUTE 65 SEC. 15

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: C.G.H. DATE: Nov. '95
CHECKED BY: D.K.M. DATE: Nov. '95
DESIGNED BY: A.B. DATE: Nov. '95
SCALE: AS SHOWN

BRIDGE NO. 6273B DRAWING NO. 34235

C:\EAST\ARKFP51

FOR INFORMATION ONLY

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	020789	23	23
		SPECIAL DETAILS				

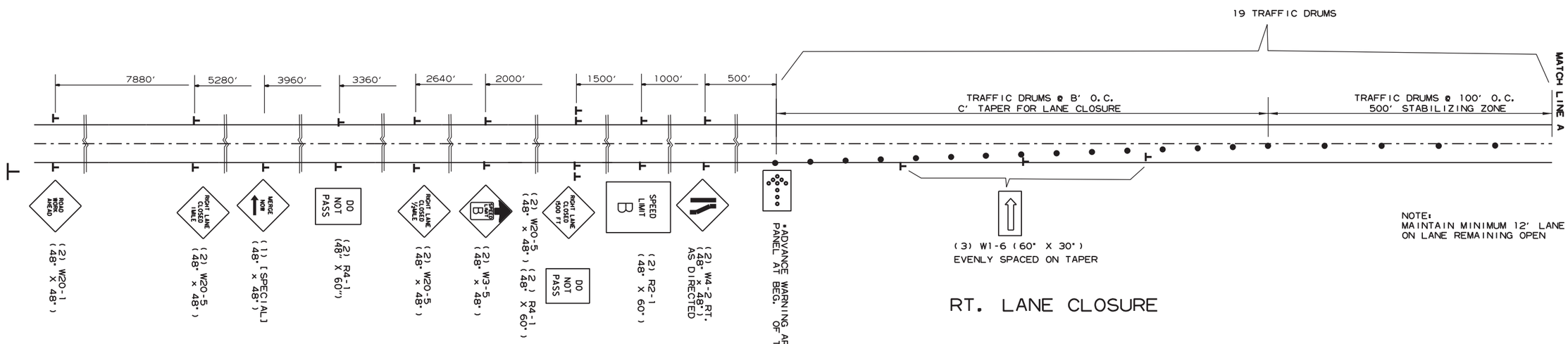
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

Mar 2 2022 1:35 PM

DocuSign

TABLE OF VARIABLES

DESIGN SPEED "A"	B	C	D	E
60	50	720	1100	600
65	55	780	1210	660
70	60	840	1320	720
75	65	900	1430	780

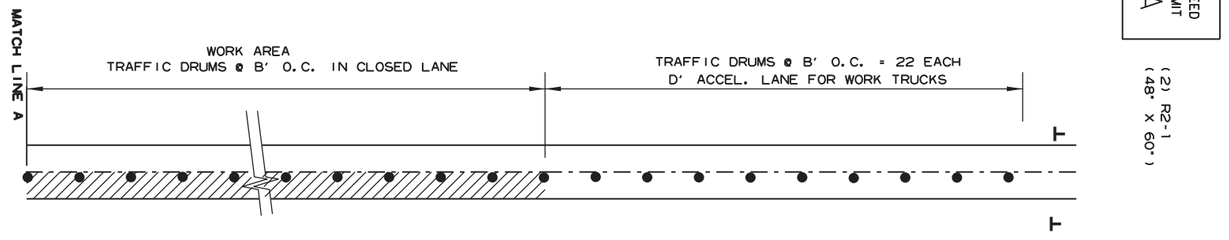


RT. LANE CLOSURE

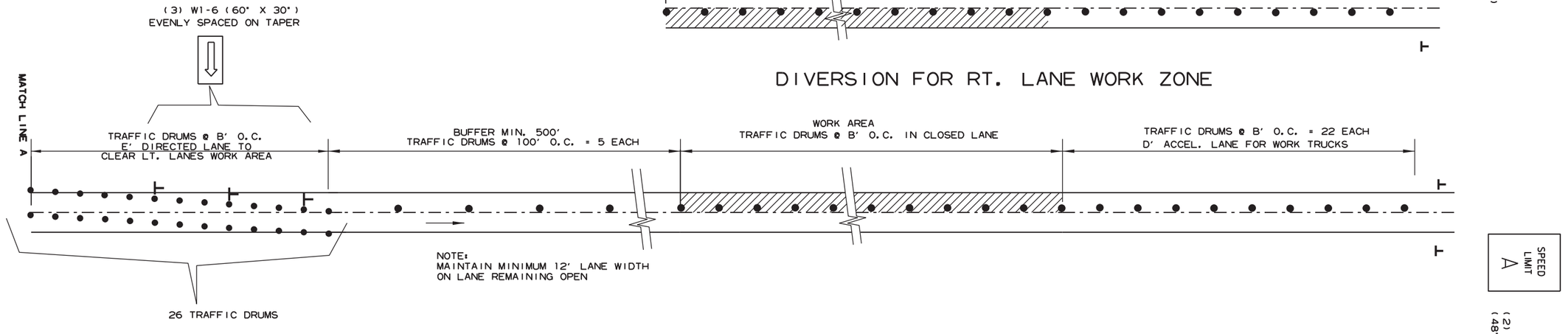
*PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

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

SPEED LIMIT SIGNS ARE ALSO PROVIDED FOR PLACEMENT PAST ENTRANCE RAMPS WITHIN THE WORK ZONE.



DIVERSION FOR RT. LANE WORK ZONE



DIVERSION FOR LT. LANE WORK ZONE

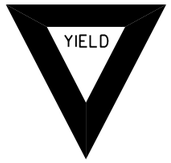
LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

sise641 3/1/2022
R020789.DGN

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

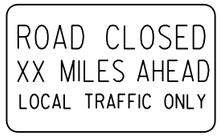
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2

48"X30"

R11-3A



60"X30"

R11-4

60"X30"

W21-5a

STD. 36"X36"
FWY. 48"X48"

W1-1

STD. 36"X36"
FWY. 48"X48"

W1-2

STD. 36"X36"
FWY. 48"X48"

W1-3

STD. 48"X48"

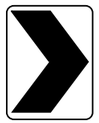
W1-4

STD. 48"X48"

W1-6

STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

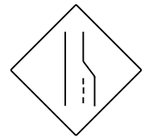
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2

STD. 36"X36"
FWY. 48"X48"

W13-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

STD. 36"X36"
FWY. 48"X48"

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

W1-4b

STD. 48"X48"

R56-1

STD. 18"X18"

W8-11

STD. 36"X36"
FWY. 48"X48"

W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1

60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1

36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

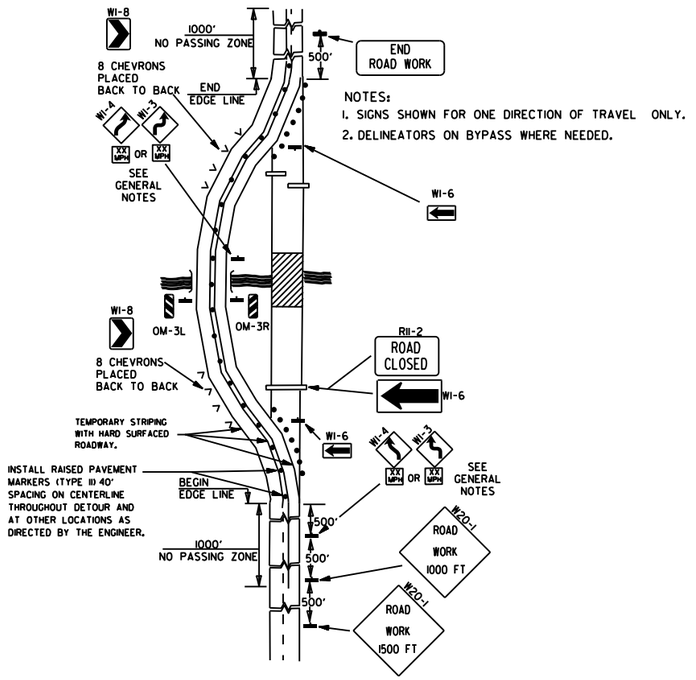
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

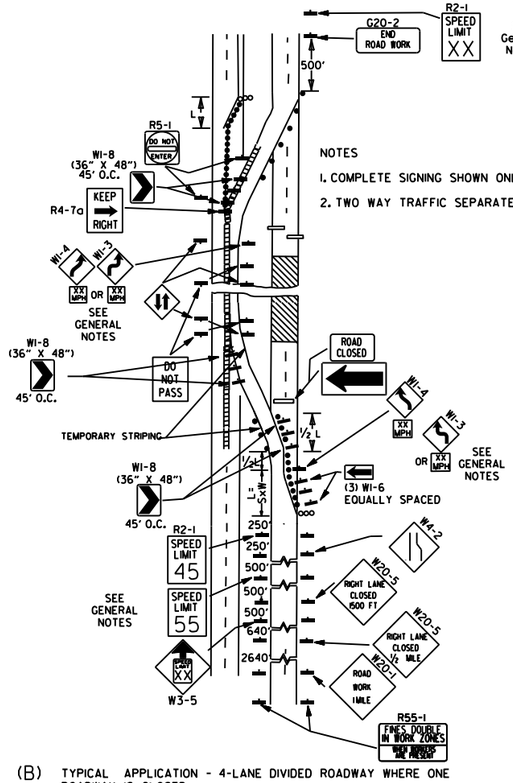
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



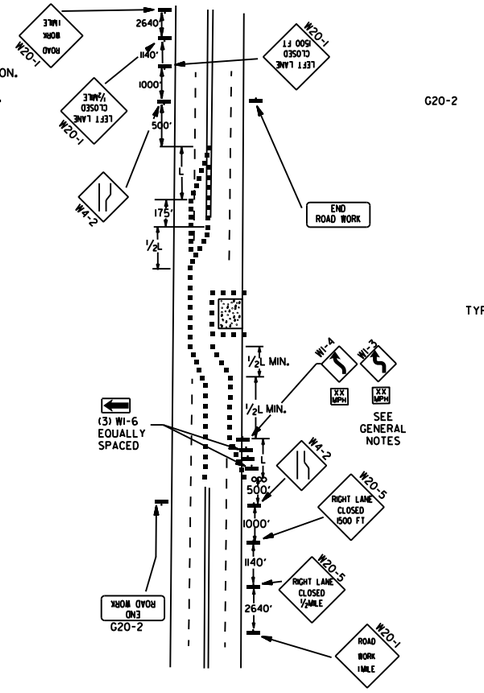
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

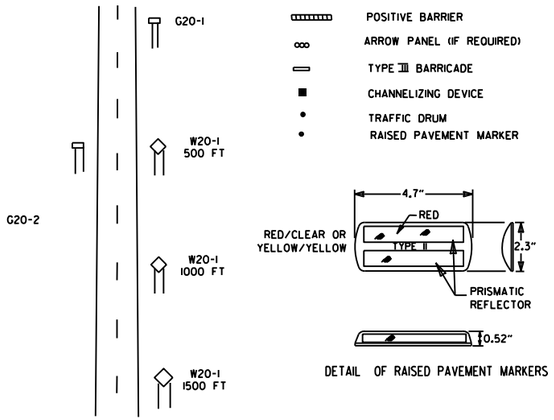


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:

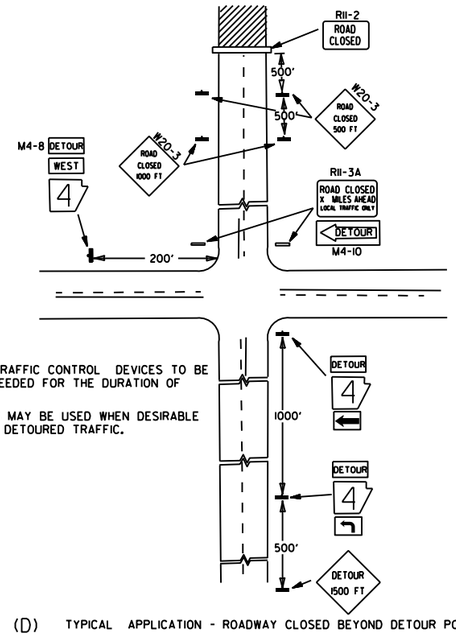
L= MINIMUM LENGTH OF TAPER.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W= WIDTH OF OFFSET.

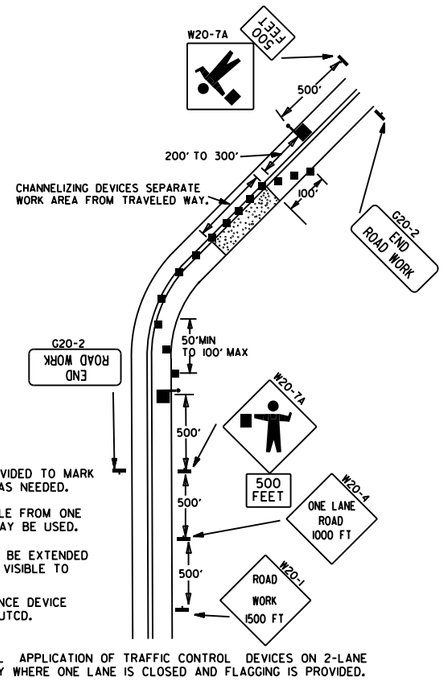
GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE ARDOT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



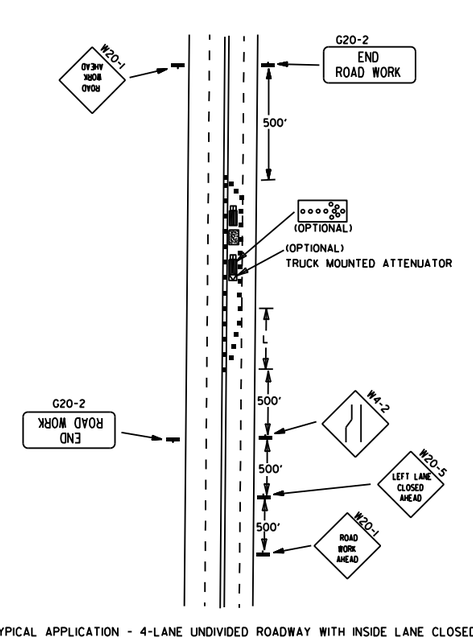
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



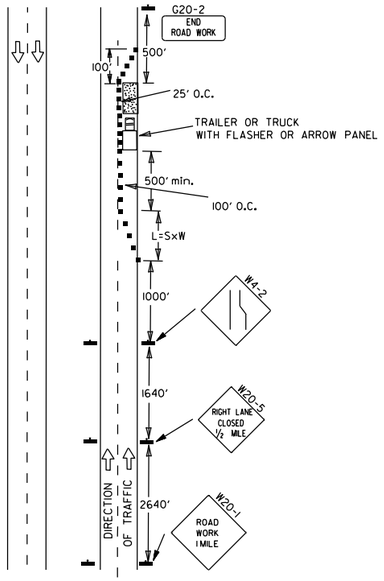
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
05-20-21	REVISED NOTE 7	
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

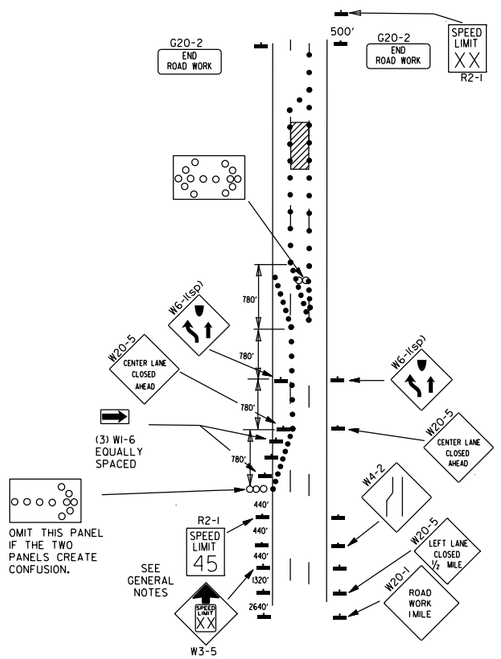
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2



(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

KEY:

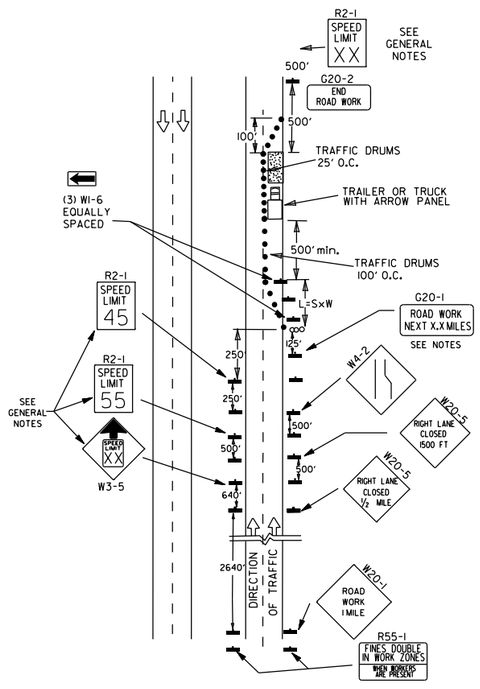
ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

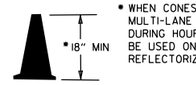
GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS, AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. THE G20-1 SIGN WILL BE REQUIRED ON JOBS OF OVER TWO MILES IN LENGTH. WHEN THE LANE CLOSURE IS NOT AT THE BEGINNING OF THE PROJECT, THE G20-1 SIGN SHALL BE ERECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1 (1 MILE) SIGNS ARE NOT REQUIRED IN ADVANCE OF LANE CLOSURES THAT BEGIN INSIDE THE PROJECT LIMITS.
8. FLAGGERS SHALL USE STOP/SLOW PADDLES FOR CONTROLLING TRAFFIC THROUGH WORK ZONES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. ALL PLASTIC DRUMS AND CONES SHALL MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
10. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE. PAYMENT FOR TRAFFIC DRUMS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS TRAILER MOUNTED DEVICES.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

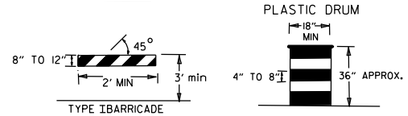
CHANNELIZING DEVICES



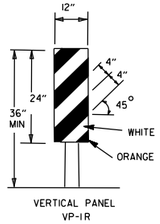
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES

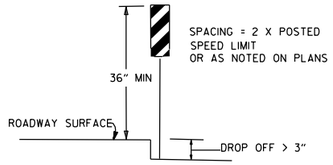
PLASTIC DRUM



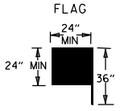
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

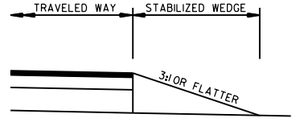
TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE[6]	STANDARD LANE CLOSURE[6]
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9 AND TRAFFIC DRUMS[1]	W8-9 AND TRAFFIC DRUMS[1]
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]
> 6" ≤ 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 18" ≤ 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING AND TRAFFIC DRUMS[3]
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER[4] & EDGE LINES	PRECAST CONCRETE BARRIER[4] & EDGE LINES

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 3"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

GENERAL NOTES:

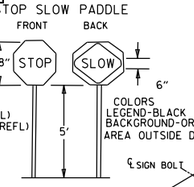
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
5. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
6. TIME LIMITATIONS MUST CONFORM TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).

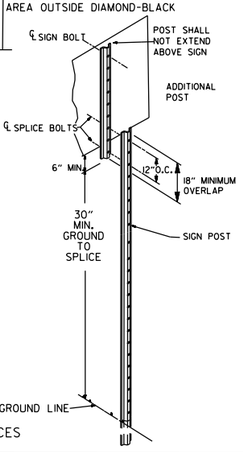


STABILIZED WEDGE

NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

STOP SLOW PADDLE

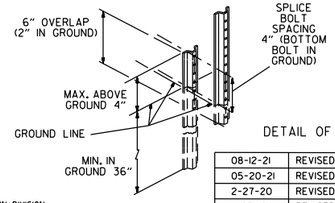




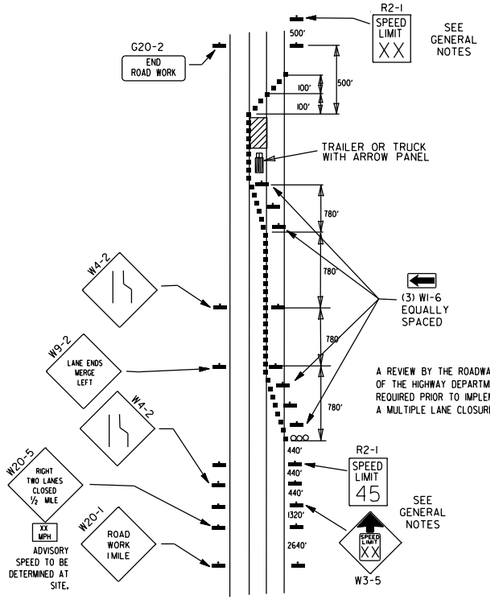
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



DETAIL OF SPLICES



A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

DATE	REVISION	FILMED
08-12-21	REVISED TRAFFIC CONTROL DEVICES AND NOTES	
05-20-21	REVISED NOTE 10	
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3