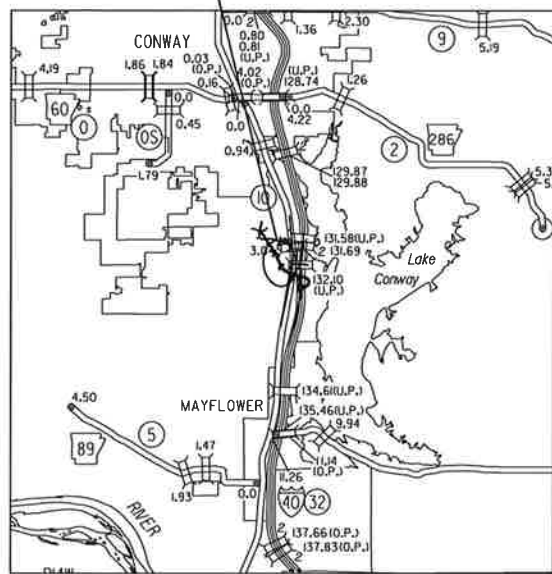


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080430	1	63
				② HWY. 365 - STURGIS RD. (GR. & STRS.) (S)				

**PROJECT LOCATION**

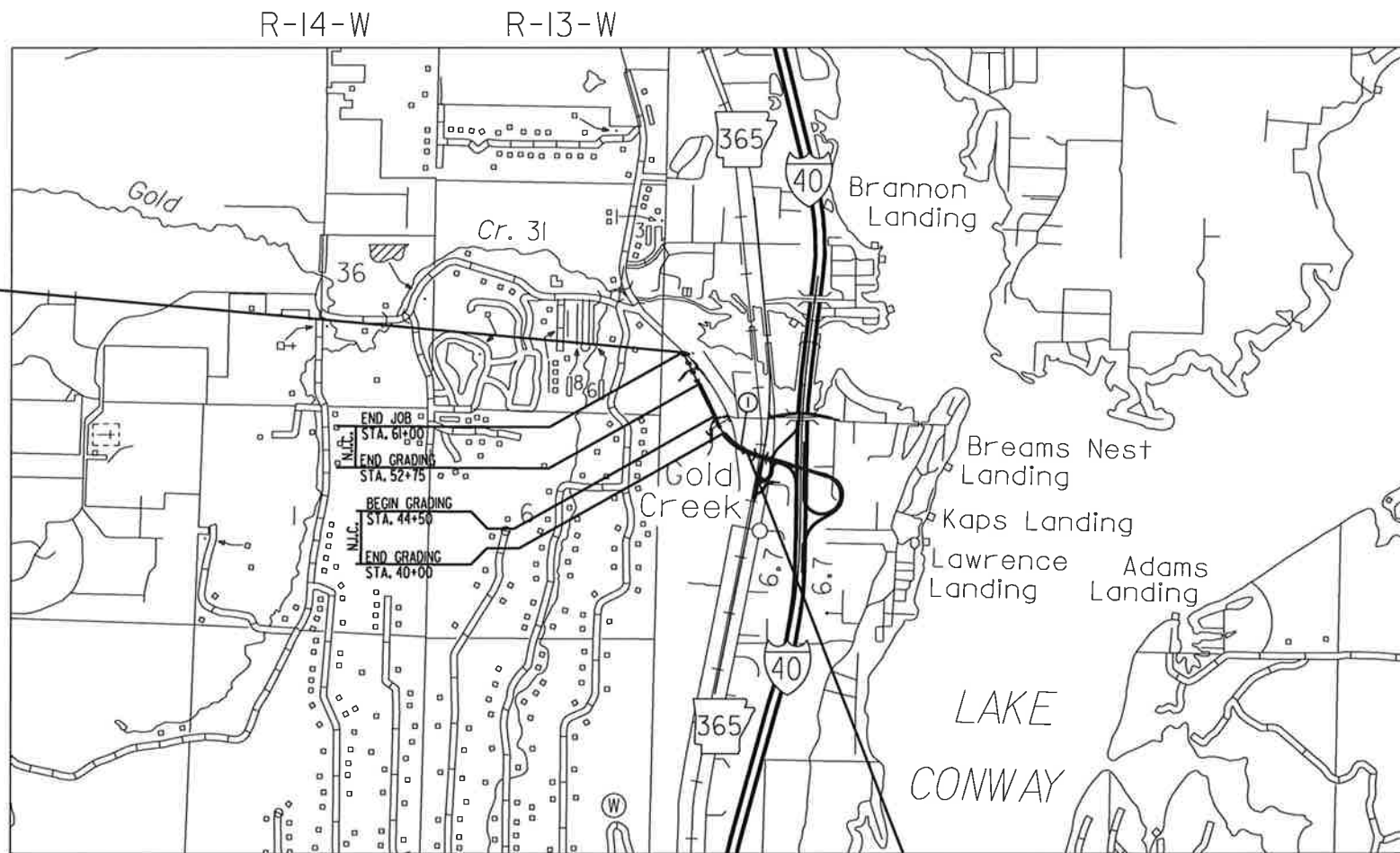


**VICINITY MAP**

END JOB 080430  
STA. 61+00

**BRIDGE CONSTRUCTION DATA**

- ① STA. 33+69.72 BRIDGE END  
BRIDGE NO. 07628 OVER STURGIS RD.  
195'-0" CONT. COMP. W-BEAM UNIT  
64'-0" CLEAR ROADWAY  
36°38'54" RT. FORWARD SKEW  
197'-8 1/4" BRIDGE LENGTH  
STA. 35+67.41 BRIDGE END



NOT TO SCALE

BEGIN JOB 080430  
STA. 33+00

CITY OF CONWAY  
CONSTRUCTION PLANS  
**HWY. 365 - STURGIS RD.  
(GR. & STRS.) (S)**  
FAULKNER COUNTY  
CONWAY LOOP  
JOB 080430



**ARKANSAS HIGHWAY DISTRICT 8**

**DESIGN TRAFFIC DATA - CONWAY LOOP**

DESIGN YEAR-----	2035
2015 ADT-----	8,660
2035 ADT-----	24,020
2035 DHV-----	2,130
DIRECTIONAL DISTRIBUTION-----	52%
TRUCKS-----	8%
DESIGN SPEED-----	45 MPH

9/20/2013 2:17:54 PM  
 saroberson  
 WORKSPACE: AHTD  
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 REVISION DATE:

**PROJECT COORDINATES**

	BEGIN	MID-POINT	END
LATITUDE	N 35°00'59"	N 35°01'09"	N 35°01'21"
LONGITUDE	W 92°24'51"	W 92°25'02"	W 92°25'09"
STATION	33+00	47+00	61+00

**LENGTH COMPUTED ALONG C.L. CONWAY LOOP**

GROSS LENGTH OF PROJECT	2800.00 FEET OR 0.530 MILES
NET LENGTH OF ROADWAY	1327.31 FEET OR 0.251 MILES
NET LENGTH OF BRIDGES	197.69 FEET OR 0.037 MILES
NET LENGTH OF PROJECT	1525.00 FEET OR 0.289 MILES



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4/23/2014					6	ARK.		
						080430	2	63

2 INDEX OF SHEETS AND GENERAL NOTES



4-24-14

### INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRAWING NO.	DATE
1	TITLE SHEET			
2	INDEX OF SHEETS AND GENERAL NOTES			
3-5	TYPICAL SECTIONS OF IMPROVEMENT			
6	SPECIAL DETAILS			
7-10	TEMPORARY EROSION CONTROL DETAILS			
11	MAINTENANCE OF TRAFFIC			
12	SOIL BORING LOGS			
13-14	SURVEY CONTROL DETAILS			
15-16	PLAN AND PROFILE - CONWAY LOOP			
100	SCHEDULE OF BRIDGE QUANTITIES	07268	53261	
101	LAYOUT OF BRIDGE, CONWAY LOOP OVER STURGIS ROAD (SHEET 1 OF 2)	07268	53262	
102	LAYOUT OF BRIDGE, CONWAY LOOP OVER STURGIS ROAD (SHEET 2 OF 2)	07268	53263	
103	DETAILS OF END BENTS (SHEET 1 OF 5)	07268	53264	
104	DETAILS OF END BENTS (SHEET 2 OF 5)	07268	53265	
105	DETAILS OF END BENTS (SHEET 3 OF 5)	07268	53266	
106	DETAILS OF END BENTS (SHEET 4 OF 5)	07268	53267	
107	DETAILS OF END BENTS (SHEET 5 OF 5)	07268	53268	
108	DETAILS OF INTERMEDIATE BENTS (SHEET 1 OF 3)	07268	53269	
109	DETAILS OF INTERMEDIATE BENTS (SHEET 2 OF 3)	07268	53270	
110	DETAILS OF INTERMEDIATE BENTS (SHEET 3 OF 3)	07268	53271	
111	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 1 OF 9)	07268	53272	
112	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 2 OF 9)	07268	53273	
113	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 3 OF 9)	07268	53274	
114	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 4 OF 9)	07268	53275	
115	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 5 OF 9)	07268	53276	
116	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 6 OF 9)	07268	53277	
117	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 7 OF 9)	07268	53278	
118	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 8 OF 9)	07268	53279	
119	DETAILS OF 195'-0" COMPOSITE W-BEAM UNIT (SHEET 9 OF 9)	07268	53280	
120	DETAILS OF ELASTOMERIC BEARINGS	07268	53281	
500-507	CROSS SECTIONS			

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

### ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT STANDARD DRAWINGS

400	EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS	1888A	4/10/2003
401	COMPUTING EXCAVATION FOR STRUCTURES	1891F	4/10/2003
402	DETAILS OF STANDARD TYPE C APPROACH GUTTERS	2016C	7/14/2010
403	DETAILS OF STANDARD TYPE C BRIDGE NAME PLATES	2389A	10/15/2009
404	FOR STEEL AND CONC. GIRDER SPANS	14991	4/10/2003
405	DETAILS OF CONCRETE RIPRAP & MISC. DETAILS FOR STEEL PILING	14995A	4/10/2003
406	CONCRETE DITCH PAVING	CDP-1	11/17/2010
407	FLARED END SECTION	FES-1	10/18/1996
408	FLARED END SECTION	FES-2	10/18/1996
409	GUARD RAIL DETAILS	GR-9	4/17/2008
410	GUARD RAIL DETAILS	GR-9A	4/17/2008
411	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	PCC-1	12/15/2011
412	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	12/15/2011
413	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	9/12/2013
414	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	10/15/2009
415	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER	TC-4	10/15/2009
416	TEMPORARY EROSION CONTROL DEVICES	TEC-1	12/15/2011
417	TEMPORARY EROSION CONTROL DEVICES	TEC-2	6/2/1994
418	TEMPORARY EROSION CONTROL DEVICES	TEC-3	11/3/1994

### GENERAL NOTES

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
- CAUTION: UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY. ARKANSAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ARKANSAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-482-8998. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM. THE LOCATIONS OF THE EXISTING UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE, AND ARE THE LOCATIONS AT THE TIME OF DESIGN SURVEYS. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN SURVEYS AND/OR THE CONTRACTOR'S NOTICE TO PROCEED.
- REFERENCES TO MEASUREMENT AND PAYMENT FOR ITEMS OF WORK ON AHTD STANDARD DRAWINGS MAY NOT APPLY. SEE JOB SPECIFICATIONS FOR MEASUREMENT AND PAYMENT OF ALL ITEMS.
- ALL REINFORCED CONCRETE PIPE CULVERTS SHALL BE CLASS 3 PIPE.
- STRUCTURAL BEDDING FOR PIPE CULVERTS BENEATH TRAVEL LANES SHALL BE INSTALLATION TYPE 1 AS SHOWN ON STANDARD DRAWING PCC-1. ALL OTHER PIPE CULVERTS SHALL BE INSTALLATION TYPE 3.

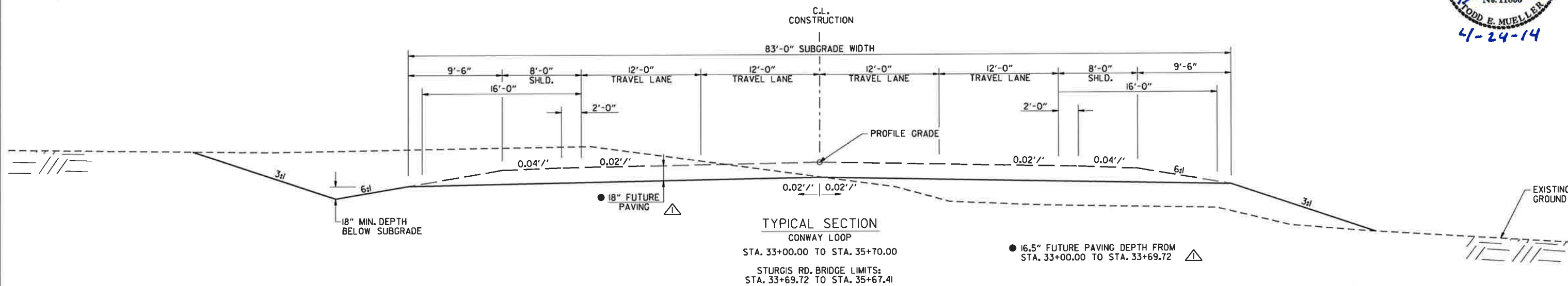
### REVISIONS

DATE	REVISION	SHEET NUMBER
4/23/2014	ADDED REVISION BOX	2
4/23/2014	ADDED NOTE FOR STATION RANGE OF 16.5" FUTURE PAVING	3
4/23/2014	TYP. ANCHOR BOLT DETAIL ADDED AND REVISED TABLE OF VARIABLES	105

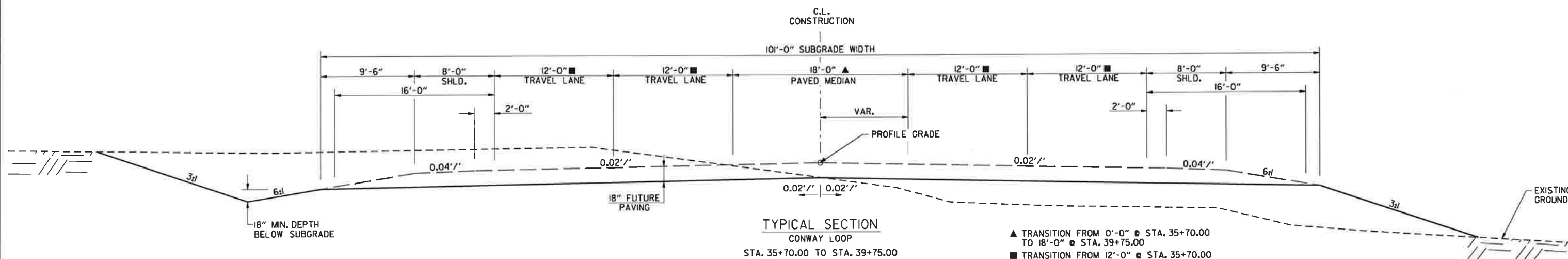
INDEX OF SHEETS AND GENERAL NOTES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4/23/2014				6	ARK.			
						JOB NO. 080430	3	63

2 TYPICAL SECTIONS OF IMPROVEMENT



▲ ADDED NOTE FOR STATION RANGE OF 16.5" FUTURE PAVING

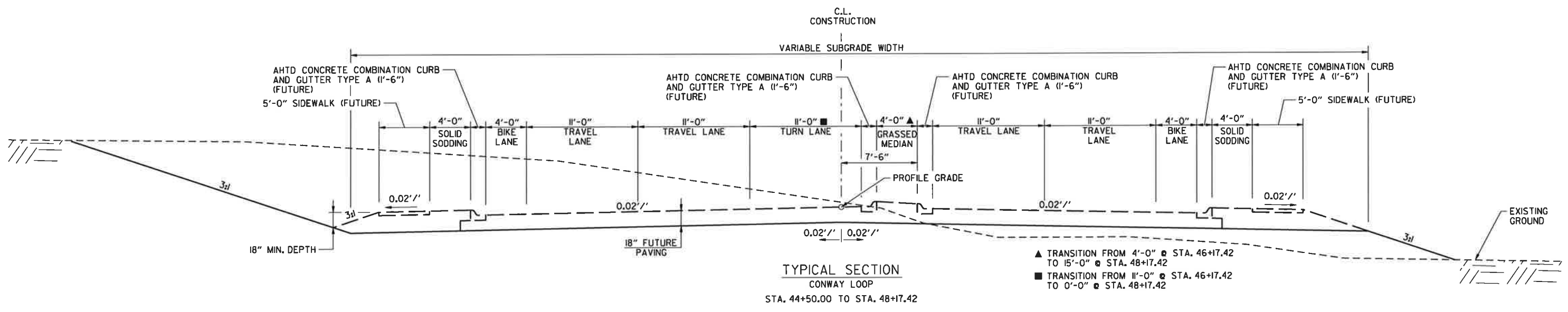
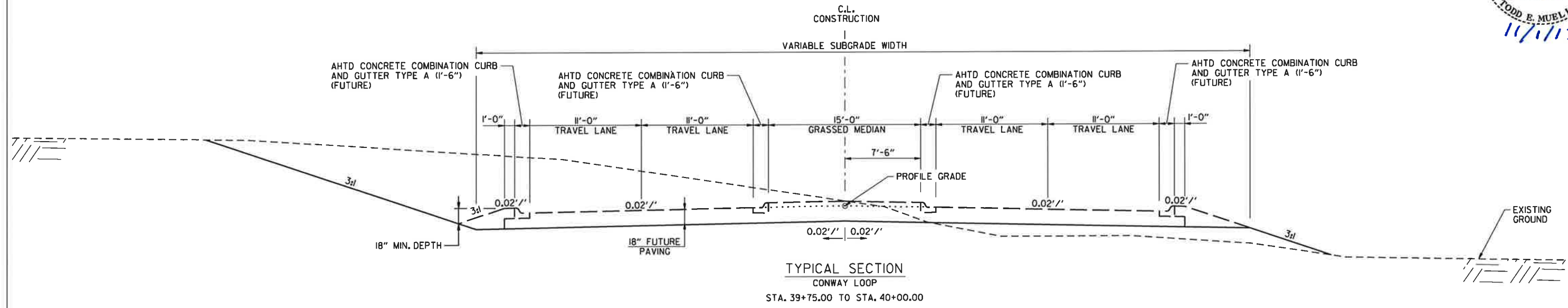


TYPICAL SECTIONS OF IMPROVEMENT

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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							TOTAL SHEETS	63

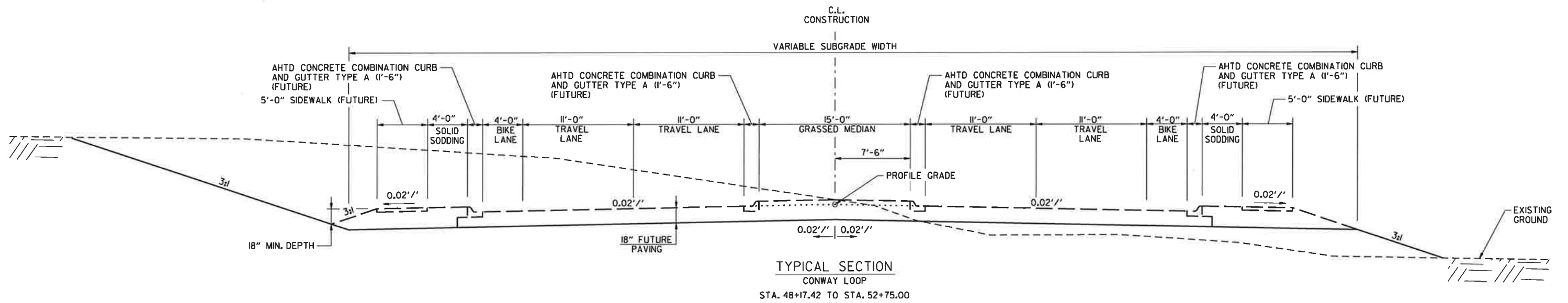
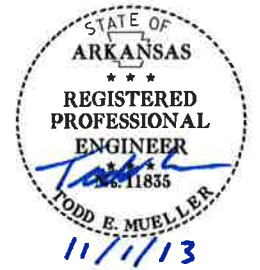
2 TYPICAL SECTIONS OF IMPROVEMENT



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						TYPICAL SECTIONS OF IMPROVEMENT		

2 TYPICAL SECTIONS OF IMPROVEMENT

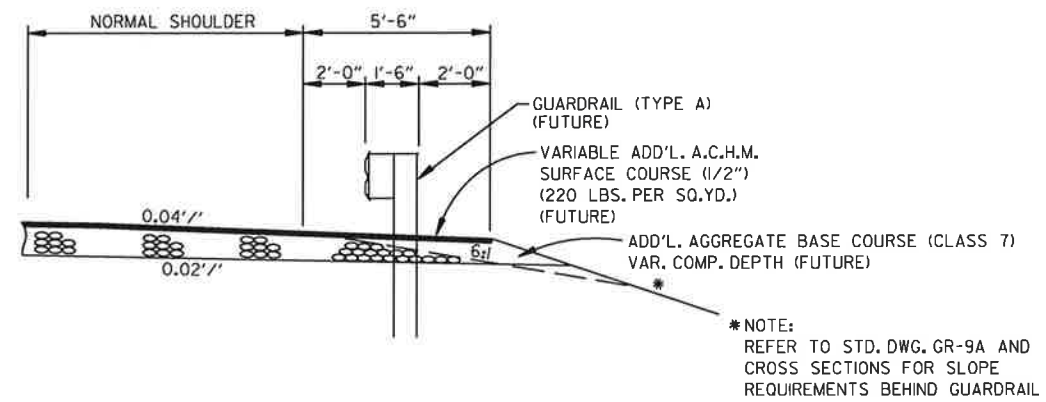


TYPICAL SECTION  
CONWAY LOOP  
STA. 48+17.42 TO STA. 52+75.00

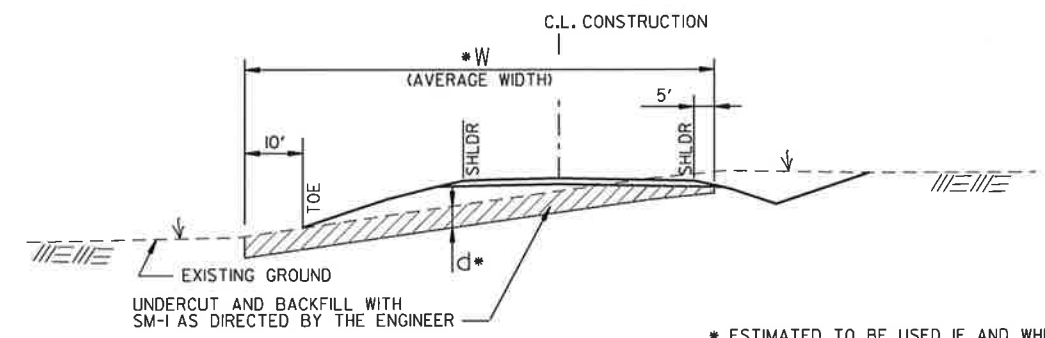
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				6	ARK.			
						JOB NO. 080430	6	63

2 SPECIAL DETAILS

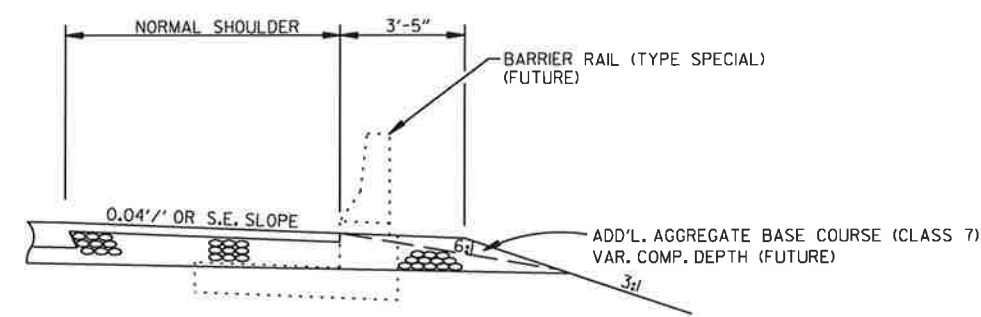


WIDENING FOR GUARDRAIL



DETAIL OF UNDERCUT  
CONWAY LOOP STA. 33+00 TO STA. 61+00 d = 2' W = 165'

\* ESTIMATED TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



WIDENING FOR BARRIER RAIL (TYPE SPECIAL)

SPECIAL DETAILS

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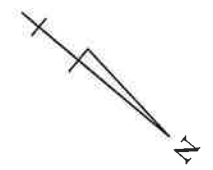
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				6	ARK.			
				JOB NO.		080430	7	63

**LEGEND**

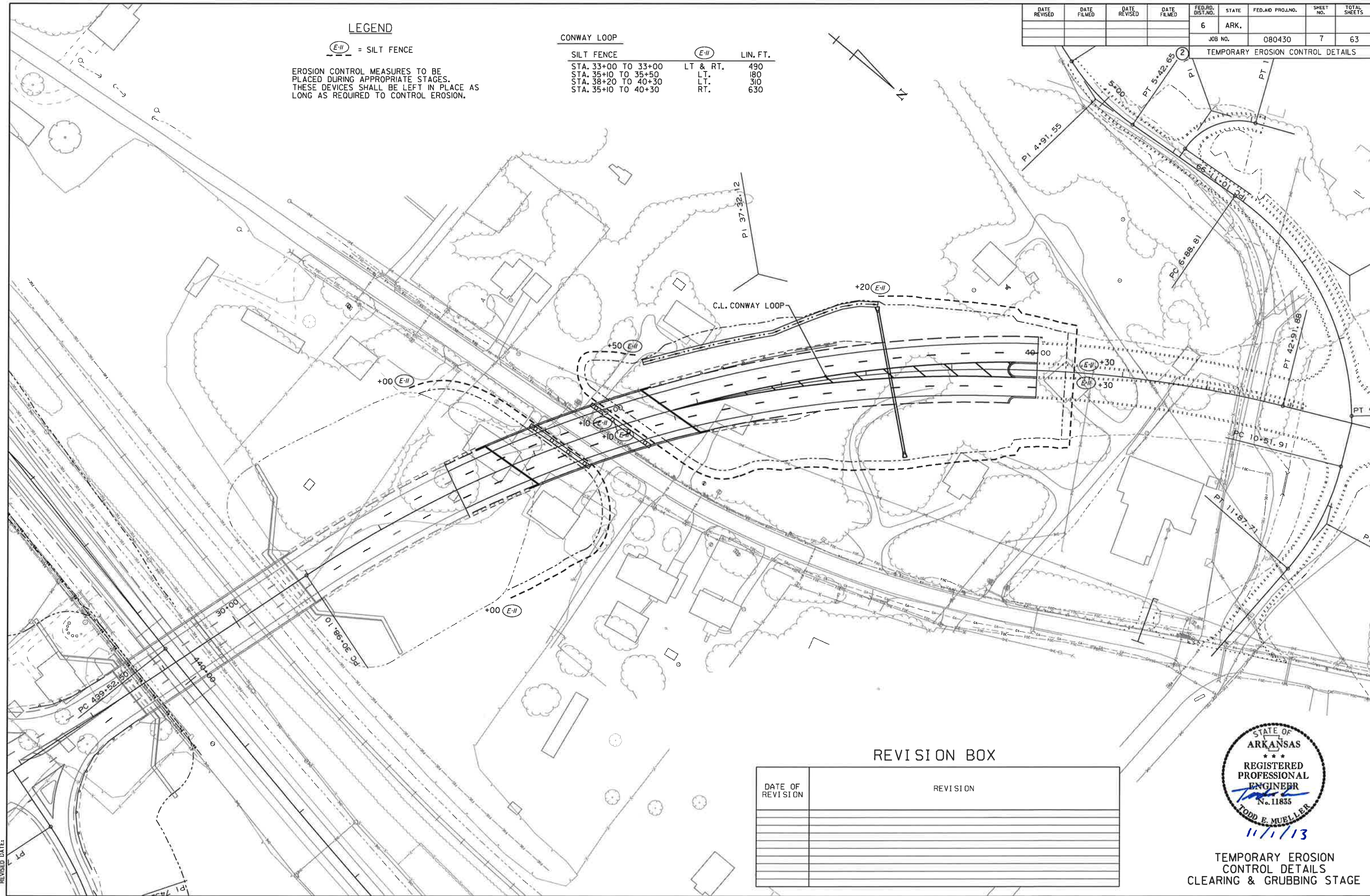
(E-II) = SILT FENCE  
 EROSION CONTROL MEASURES TO BE PLACED DURING APPROPRIATE STAGES. THESE DEVICES SHALL BE LEFT IN PLACE AS LONG AS REQUIRED TO CONTROL EROSION.

**CONWAY LOOP**

SILT FENCE	(E-II)	LT & RT.	LIN. FT.
STA. 33+00 TO 33+00			490
STA. 35+10 TO 35+50		LT.	180
STA. 38+20 TO 40+30		LT.	310
STA. 35+10 TO 40+30		RT.	630



**TEMPORARY EROSION CONTROL DETAILS**



**REVISION BOX**

DATE OF REVISION	REVISION



11/1/13

TEMPORARY EROSION CONTROL DETAILS  
 CLEARING & GRUBBING STAGE

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						080430	8	63

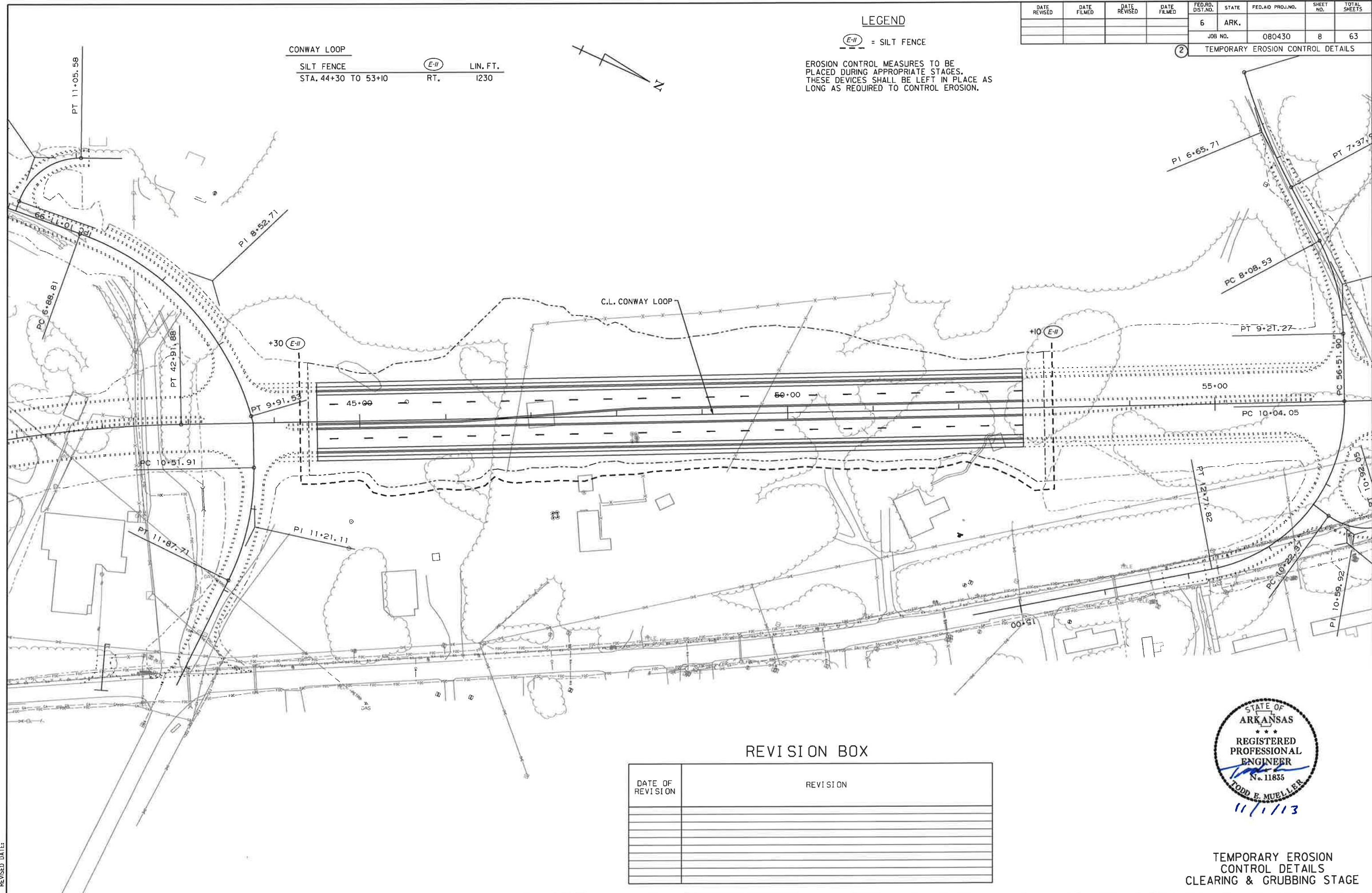
2 TEMPORARY EROSION CONTROL DETAILS

LEGEND

(E-II) = SILT FENCE

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

CONWAY LOOP  
 SILT FENCE STA. 44+30 TO 53+10 RT. LIN. FT. 1230



REVISION BOX

DATE OF REVISION	REVISION



11/1/13

TEMPORARY EROSION CONTROL DETAILS  
 CLEARING & GRUBBING STAGE



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 REVISION DATE:

CONWAY LOOP

SILT FENCE	(E-11)	LIN. FT.
STA. 33+00 TO 33+00	LT & RT.	RETAIN
STA. 35+10 TO 35+50	LT.	RETAIN
STA. 38+20 TO 40+30	LT.	RETAIN
STA. 35+10 TO 40+30	RT.	RETAIN

DIVERSION DITCH	(E-8)	LIN. FT.
STA. 33+00 TO 33+40	LT.	40
STA. 33+00 TO 33+80	RT.	80
STA. 37+70 TO 39+00	RT.	130

DUMPED RIPRAP	(E-9)	CU. YD.
STA. 33+00	LT.	2
STA. 33+00	RT.	2
STA. 39+00	RT.	2

SLOPE DRAIN	(E-12)	LIN. FT.
STA. 33+00	LT.	86
STA. 33+00	RT.	98
STA. 39+00	RT.	62

SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 35+50 TO 38+20	LT.	3

ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 35+50 TO 38+20	LT.	2

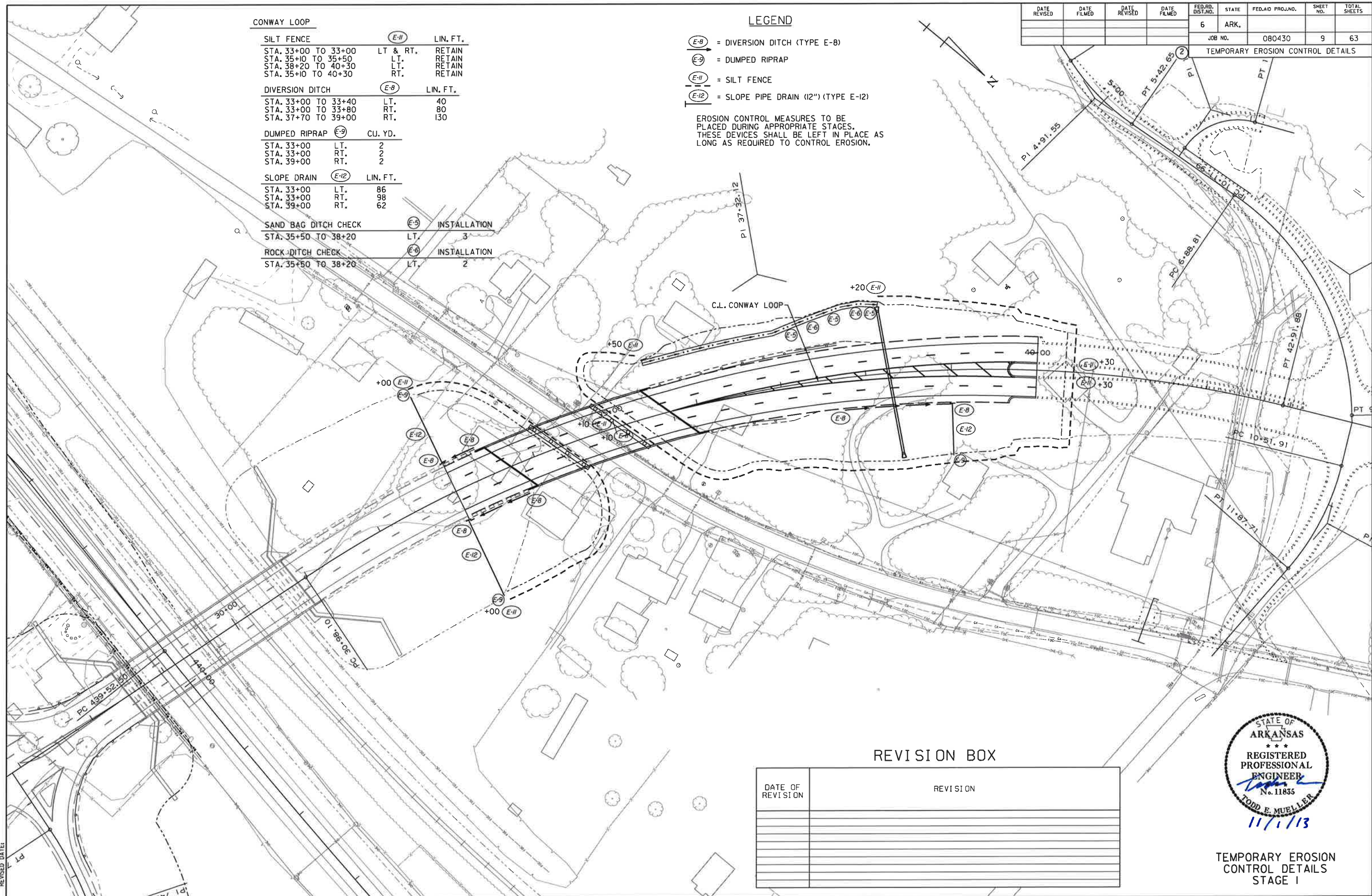
LEGEND

- (E-8) = DIVERSION DITCH (TYPE E-8)
- (E-9) = DUMPED RIPRAP
- (E-11) = SILT FENCE
- (E-12) = SLOPE PIPE DRAIN (12") (TYPE E-12)

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

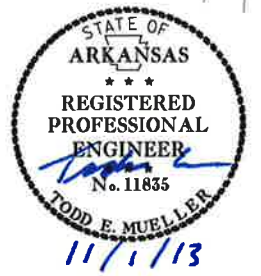
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				6	ARK.			
				JOB NO.	080430	9	63	

TEMPORARY EROSION CONTROL DETAILS



REVISION BOX

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS  
 STAGE I

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080430		10	63

2 TEMPORARY EROSION CONTROL DETAILS

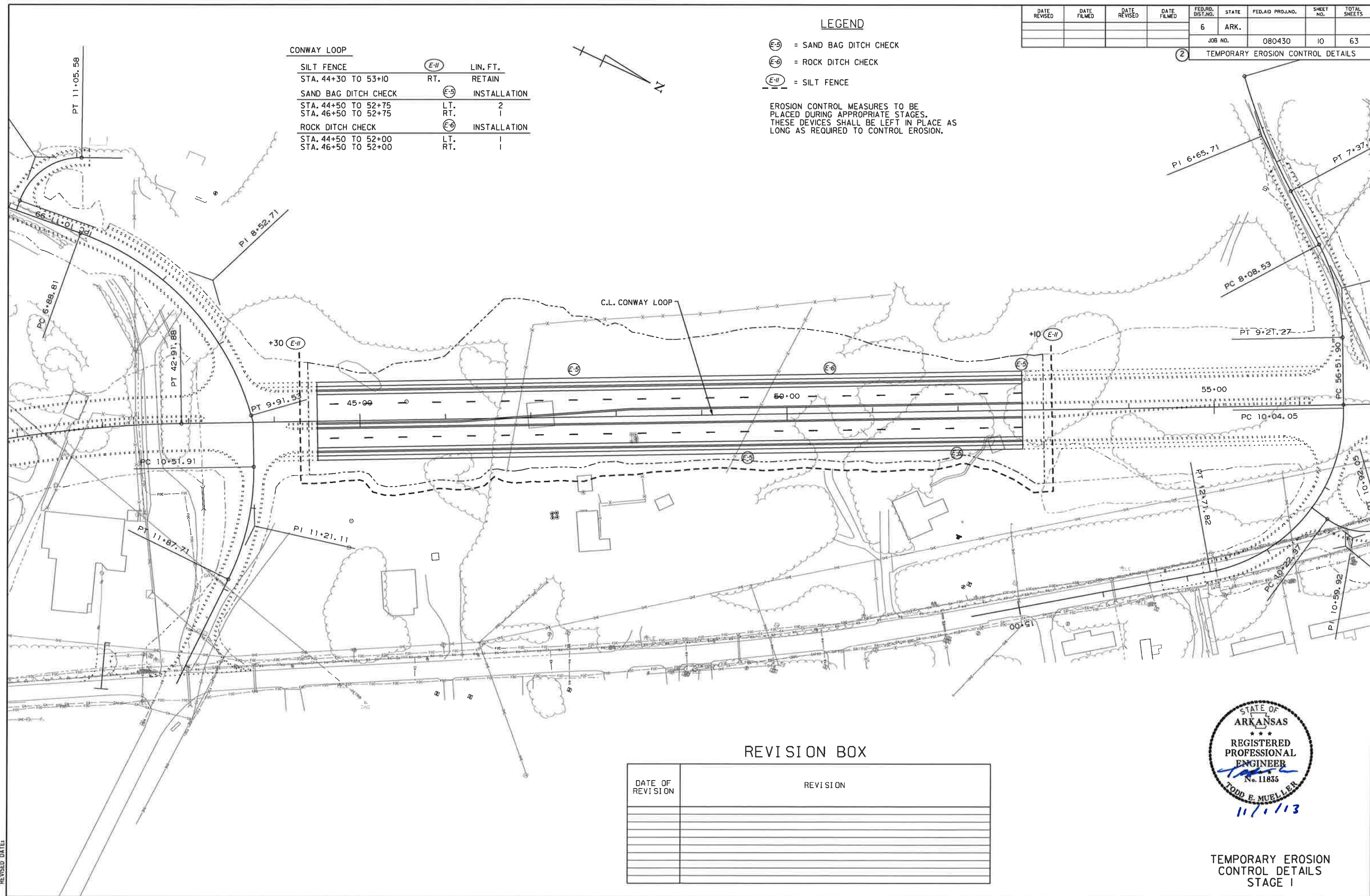
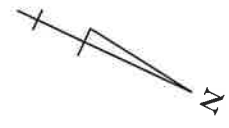
**LEGEND**

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-11) = SILT FENCE

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

**CONWAY LOOP**

SILT FENCE	(E-11)	LIN. FT.
STA. 44+30 TO 53+10	RT.	RETAIN
SAND BAG DITCH CHECK	(E-5)	INSTALLATION
STA. 44+50 TO 52+75	LT.	2
STA. 46+50 TO 52+75	RT.	1
ROCK DITCH CHECK	(E-6)	INSTALLATION
STA. 44+50 TO 52+00	LT.	1
STA. 46+50 TO 52+00	RT.	1



**REVISION BOX**

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS  
STAGE I

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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080430	II	63	

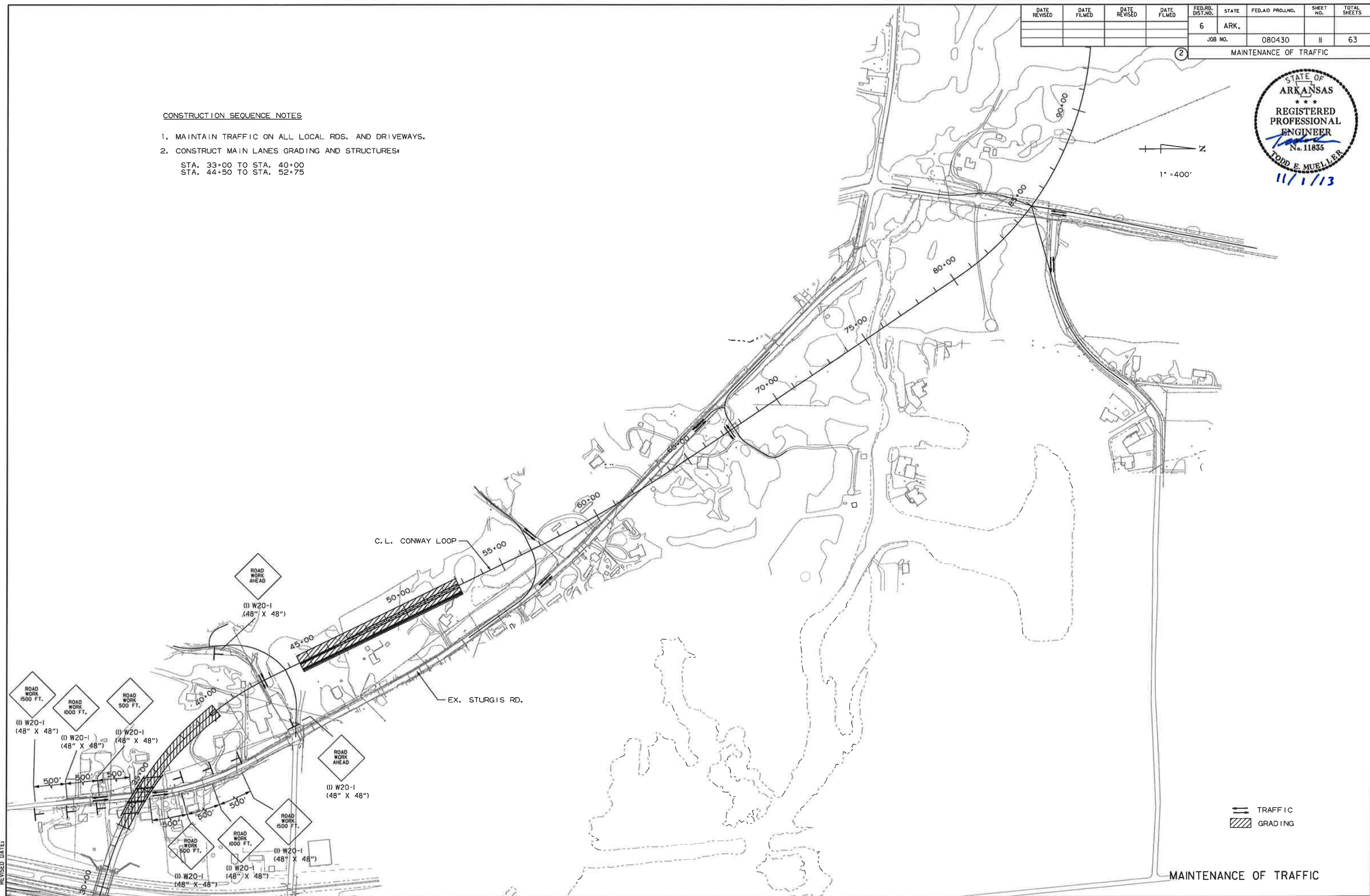
MAINTENANCE OF TRAFFIC



1" = 400'

**CONSTRUCTION SEQUENCE NOTES**

1. MAINTAIN TRAFFIC ON ALL LOCAL RDS. AND DRIVEWAYS.
2. CONSTRUCT MAIN LANES GRADING AND STRUCTURES:  
 STA. 33+00 TO STA. 40+00  
 STA. 44+50 TO STA. 52+75



MAINTENANCE OF TRAFFIC

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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 080430	12	63

2 SOIL BORING LOGS



BORING NO.	APPROX. STATION	SAMPLE DEPTH (ft)	WATER CONTENT (%)	ATTERBERG LIMITS			PERCENT PASSING #200	UNIFIED CLASS.	AASHTO CLASS.
				Liquid Limit	Plastic Limit	Plasticity Index			
3	41+00, 25 L	0.5-1.5	12	32	18	14	54	CL	A-6
4	50+40, 30 R	0.5-1.5	28	81	31	50	90	CH	A-7-5
5	62+00, 20 L	1-2	23	49	24	25	70	CL	A-7-6
6	67+10, 20 L	2.5-3.5	8	24	18	6	24	GM-GC	A-1-b
7	81+25, 25 R	0.5-1.5	12	29	18	11	56	CL	A-6
7	81+25, 25 R	2.5-3.5	9	26	20	6	27	GM-GC	A-2-4
7	81+25, 25 R	1-4 Composite	8	28	20	8	44	SC	A-4
8	85+80, CL	0.5-1.5	15	27	18	9	78	CL	A-4
8	85+80, CL	2.5-3.5	14	35	23	12	45	GC	A-6
9	9+80, CL	2.5-3.5	15	29	21	8	46	SC	A-4
10	16+00, CL	1-2	14	26	19	7	74	CL-ML	A-4
10	16+00, CL	2.5-3.5	12	22	19	3	54	ML	A-4
11	331+25, CL	2.5-3.5	8	25	17	8	16	GC	A-2-4
11	331+25, CL	6.5-7.5	10	28	18	10	25	GC	A-2-4
12	13+10, CL	0.5-1	8	31	18	13	22	GC	A-2-6
12	13+10, CL	4.5-5.5	24	56	24	32	89	CH	A-7-6
13	6+00	0.5-1.5	10	41	25	16	---	Shale	
21	14+00, CL	1-2	18	42	27	15	----	Shale	
21	14+00, CL	6.5-7.5	11	39	23	16	----	Shale	
26	44+00, CL	0.5-1.5	10	41	24	17	----	Shale	
26	44+00, CL	2.5-3	11	39	23	16	----	Shale	
R4	50+40, 30 R	0.5-1.5	28	81	31	50	90	CH	A-7-6
R27	50+40, 40 L	2.5-3.5	19	55	27	28	45	GC	A-7-6
R27	50+40, 40 L	4.5-5.5	12	41	24	17	----	Shale	
R28	56+00, 45 L	2.5-3.5	11	---Non Plastic---			31	SM	A-2-6
R28	56+00, 45 L	6.5-7.5	26	60	25	35	---	Shale	
R28	56+00, 45 L	7-13	14	44	20	24	64	CL	A-7-6
R28&29	---	1-4	12	27	18	9	39	SM	A-4
R29	64+00, 40 L	13.5-14	16	40	26	14	---	Shale	

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 WORKSPACE: AHTD  
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 REVISION DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	O80430		13	63

2 SURVEY CONTROL DETAILS



**SURVEY CONTROL COORDINATES**

Project Name: S080395  
 Date: 12/20/2011  
 Coordinate System: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.  
 Units: U.S. SURVEY FOOT

Point Name	Northing	Easting	Elev	Feature	Description
1	253171.2514	1185460.3027	283.66	CTL	5/8" REBAR*
2	252377.2672	1185289.3187	276.96	CTL	5/8" REBAR
3	252252.1476	1185673.1350	271.39	CTL	5/8" REBAR
4	251357.5368	1186594.5081	306.05	CTL	5/8" REBAR
5	250815.2395	1187174.2119	289.96	CTL	5/8" REBAR
6	250293.1565	1187513.6796	291.90	CTL	5/8" REBAR
7	249681.7101	1187886.6548	297.30	CTL	5/8" REBAR
8	249063.7573	1188150.2719	303.11	CTL	5/8" REBAR
20	250309.8267	1188812.8706	275.04	CTL	5/8" REBAR W/2" ALM MON*
21	249515.4918	1188763.6507	286.38	CTL	5/8" REBAR W/2" ALM MON
22	248729.1419	1188648.3083	286.89	CTL	5/8" REBAR W/2" ALM MON
23	247947.7436	1188491.0067	288.44	CTL	5/8" REBAR W/2" ALM MON
24	247164.0934	1188332.8996	292.24	CTL	5/8" REBAR W/2" ALM MON
25	246382.1928	1188176.1933	296.04	CTL	5/8" REBAR W/2" ALM MON
80	250709.5000	1189639.6517	277.28	CTL	5/8" REBAR W/2" CAP*
81	249762.4949	1189602.1942	276.74	CTL	5/8" REBAR W/2" CAP
82	249714.8894	1188949.2681	285.07	CTL	5/8" REBAR W/2" CAP
83	249688.8389	1189997.4522	284.21	CTL	5/8" REBAR W/2" CAP
84	248814.2643	1189536.3863	280.25	CTL	5/8" REBAR W/2" CAP
85	247990.0360	1189524.7909	295.32	CTL	5/8" REBAR W/2" CAP
86	247184.9563	1189514.5176	297.54	CTL	5/8" REBAR W/2" CAP
87	246347.6324	1189539.2146	294.89	CTL	5/8" REBAR W/2" CAP
954	250380.5061	1189630.5089	274.07	TBM	CHL SQ IN D1 IN MEDIAN
956	249659.4137	1189473.3265	298.66	TBM	CHL SQ IN SW CORN OF BR*3786
958	249380.2732	1189567.5770	274.07	TBM	CHL SQ IN D1 IN MEDIAN
959	248280.4852	1189545.5165	288.03	TBM	CHL SQ IN D1 IN MEDIAN
990	285016.9076	1178342.9846	401.140	BM	NGS MARK E 291
991	282193.5202	1179189.7671	351.690	BM	NGS MARK D 291

\*Note - 5/8" REBAR - Standard = 5/8" Rebar without Cap  
 5/8" REBAR W/2" ALM MON - Standard = 5/8" Rebar with 2" Aluminum Cap stamped  
 GARVER CONTROL POINT, PN =  
 5/8" REBAR W/2" CAP - Standard = 5/8" Rebar with 2" Aluminum Cap stamped  
 AHTD, JOB# 080388, PN =

ALL DISTANCES ARE GROUND.  
 USE CAF = 1.0 FOR STAKEOUT FOR THIS PROJECT.  
 A PROJECT CAF OF 0.9999676209 HAS BEEN USED TO COMPUTE THE ABOVE GROUND COORDINATES.  
 THIS CAF IS INTENDED FOR USE WITHIN THE PROJECT LIMITS.  
 GRID DISTANCE = GROUND DISTANCE X CAF.  
 HORIZONTAL DATUM: NAD 83 (1997)  
 VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE  
 AT A SPECIFIC POINT.  
 BASED ON NGS PTS. D 291 & E 291

BASIS OF BEARING:  
 ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE  
 BASED ON GPS PTS.  
 230026 - 230020  
 230028 - 230028A  
 230027 - 230027A  
 DETERMINED FROM GPS CONTROL POINT# 62  
 AHTD JOB #080388  
 NORTHING 264067.0068, EASTING 1187664.3294  
 CONVERGENCE ANGLE: 0-14-33 LEFT  
 GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

**ALIGNMENT NAME: CONWAY LOOP**

POINT	STATION	TYPE	NORTHING	EASTING
8028	13+52.70	POB	248286.4762	1190169.4385
8029	30+98.10	PC	248776.2619	1188494.1738
8030	37+32.12	PI	248954.1784	1187885.8278
8031	42+91.88	PT	249524.2686	1187608.1709
8032	56+51.90	PC	250747.1454	1187013.0070
8033	60+48.55	PI	251103.7998	1188839.4266
8034	64+43.94	PT	251433.1327	1188618.3562
8035	80+09.78	PC	252733.2281	1185745.6452
8036	87+99.39	PI	253388.8289	1185305.5634
8037	94+53.07	PT	253386.7284	1184516.2642
8038	123+22.20	POE	253286.4312	1181648.2557

**ALIGNMENT NAME: STURGIS CONNECTOR 2**

POINT	STATION	TYPE	NORTHING	EASTING
8089	5+52.80	POB	251861.6219	1188087.7714
8090	8+14.80	PC	251679.5180	1186276.1387
8091	8+96.06	PI	251623.0390	1186334.5803
8092	9+51.47	PT	251668.3278	1186402.0280
8093	10+00.00	POE	251695.3754	1186442.3214

**ALIGNMENT NAME: BRANNON**

POINT	STATION	TYPE	NORTHING	EASTING
8094	10+00.00	POB	253086.0504	1185408.7576
8095	14+43.28	PC	253208.4326	1185834.8082
8096	16+61.03	PI	253288.5494	1186044.0934
8097	18+62.89	PT	253444.2454	1186172.7218

**ALIGNMENT NAME: GOLD CREST**

POINT	STATION	TYPE	NORTHING	EASTING
8140	4+00.00	POB	249038.1070	1187448.5094
8069	4+39.07	PC	249075.3967	1187480.1569
8070	4+91.55	PI	249125.4958	1187475.8054
8071	5+42.65	PT	249177.7450	1187470.8275
8072	6+88.81	PC	249323.2406	1187456.9858
8073	8+52.71	PI	249486.4089	1187441.4204
8074	9+91.53	PT	249593.8374	1187565.2131
8075	10+00.00	POE	249599.3885	1187571.8098

**ALIGNMENT NAME: SCENIC HILL**

POINT	STATION	TYPE	NORTHING	EASTING
8100	331+25.00	PC	252653.8370	1185353.5325
8101	331+90.59	PI	252718.7295	1185363.0660
8102	332+55.22	PRC	252783.5859	1185353.2906
8103	333+73.83	PI	252900.8718	1185335.8130
8104	334+86.95	PT	253011.1884	1185379.1875
8094	335+67.44	POE	253086.0504	1185408.7576

**ALIGNMENT NAME: SIDEBOTTOM**

POINT	STATION	TYPE	NORTHING	EASTING
8075	10+00.00	POB	249599.3885	1187571.8098
8076	10+51.91	PC	249622.1030	1187618.2811
8077	11+21.11	PI	249652.3881	1187680.5076
8078	11+87.71	PT	249650.9268	1187749.6972
8079	13+23.33	POE	249648.0633	1187885.2835

**ALIGNMENT NAME: STURGIS**

POINT	STATION	TYPE	NORTHING	EASTING
8094	10+00.00	POB	253086.0504	1185408.7576
8105	10+42.12	PC	253127.7026	1185414.9968
8106	11+89.26	PI	253273.2176	1185436.7939
8107	13+36.33	PT	253417.4219	1185466.0311
8108	16+59.22	PC	253733.8748	1185530.1914
8109	17+02.38	PI	253776.1769	1185538.7681
8110	17+45.54	PT	253818.6034	1185546.7065
8111	20+75.22	POE	254142.6519	1185607.3390

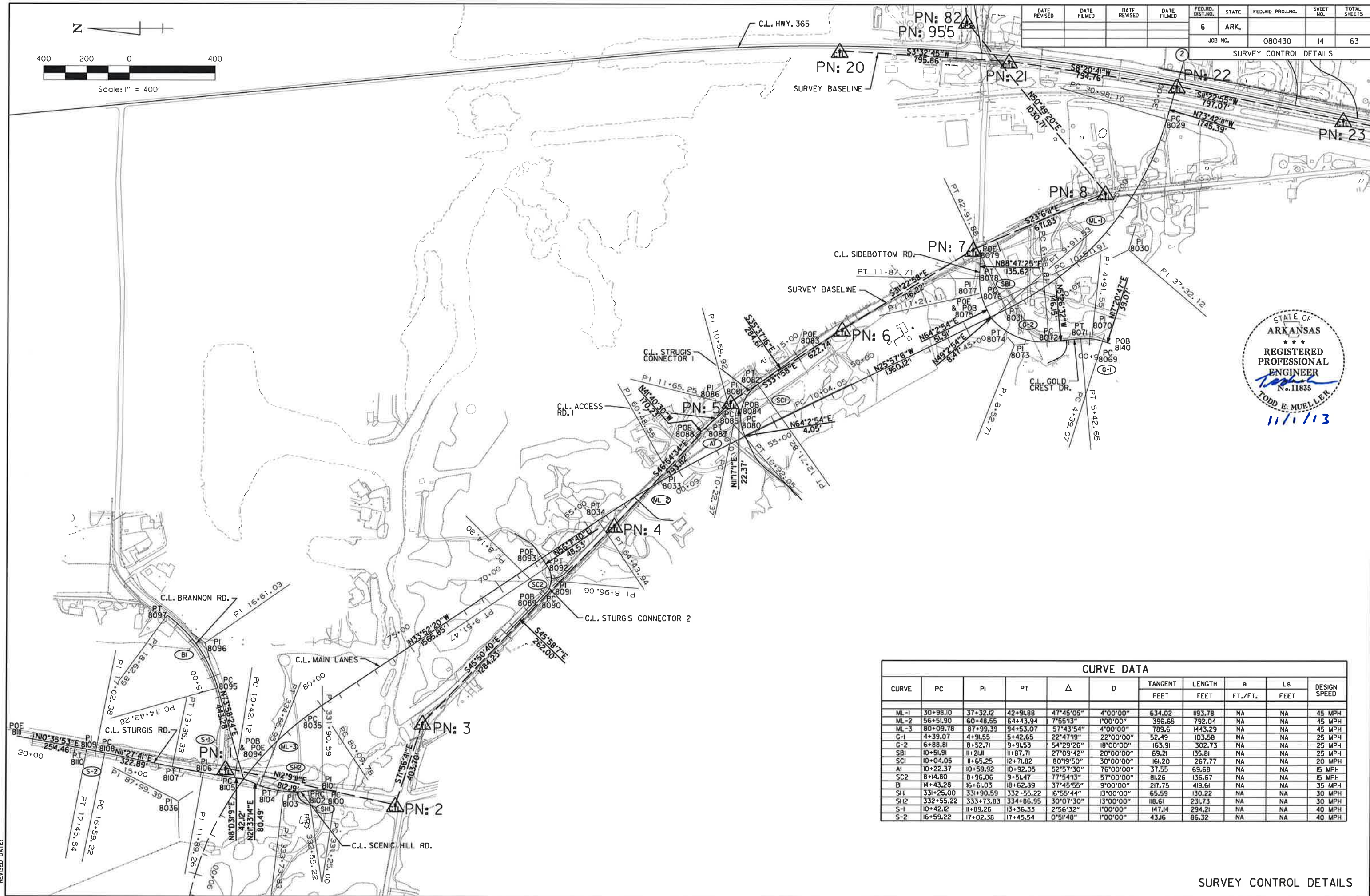
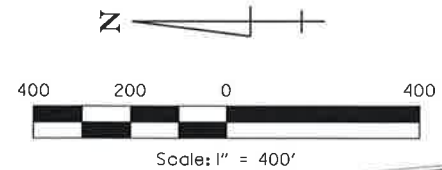
**ALIGNMENT NAME: STURGIS CONNECTOR 1**

POINT	STATION	TYPE	NORTHING	EASTING
8032	10+00.00	POB	250747.1454	1187013.0070
8080	10+04.05	PC	250748.9173	1187016.6476
8081	11+65.25	PI	250819.4595	1187161.5902
8082	12+71.82	PT	250888.4247	1187255.4753
8083	15+58.43	POE	250457.0890	1187421.2395

**ALIGNMENT NAME: ACCESS ROAD 1**

POINT	STATION	TYPE	NORTHING	EASTING
8084	10+00.00	POB	250764.4842	1187137.5948
8085	10+22.37	PC	250786.4223	1187141.9719
8086	10+59.92	PI	250823.2499	1187149.3197
8087	10+92.05	PT	250851.2997	1187124.3503
8088	12+62.28	POE	250978.4489	1187011.1644

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		14	63
				JOB NO. 080430				
				SURVEY CONTROL DETAILS				



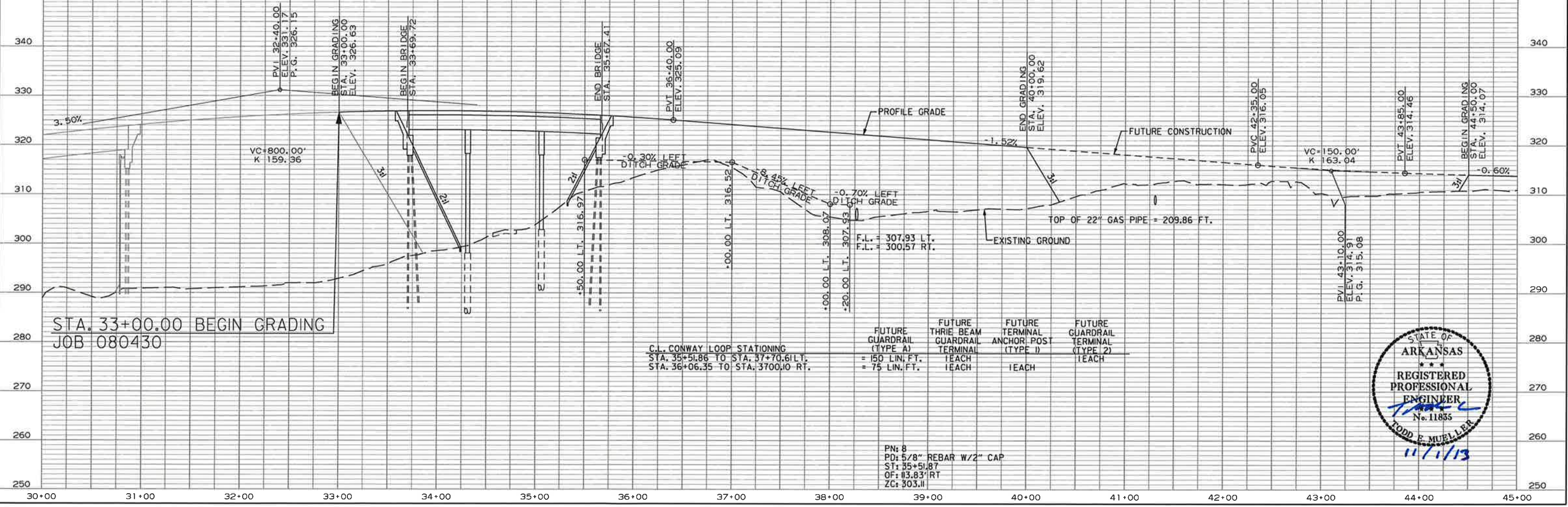
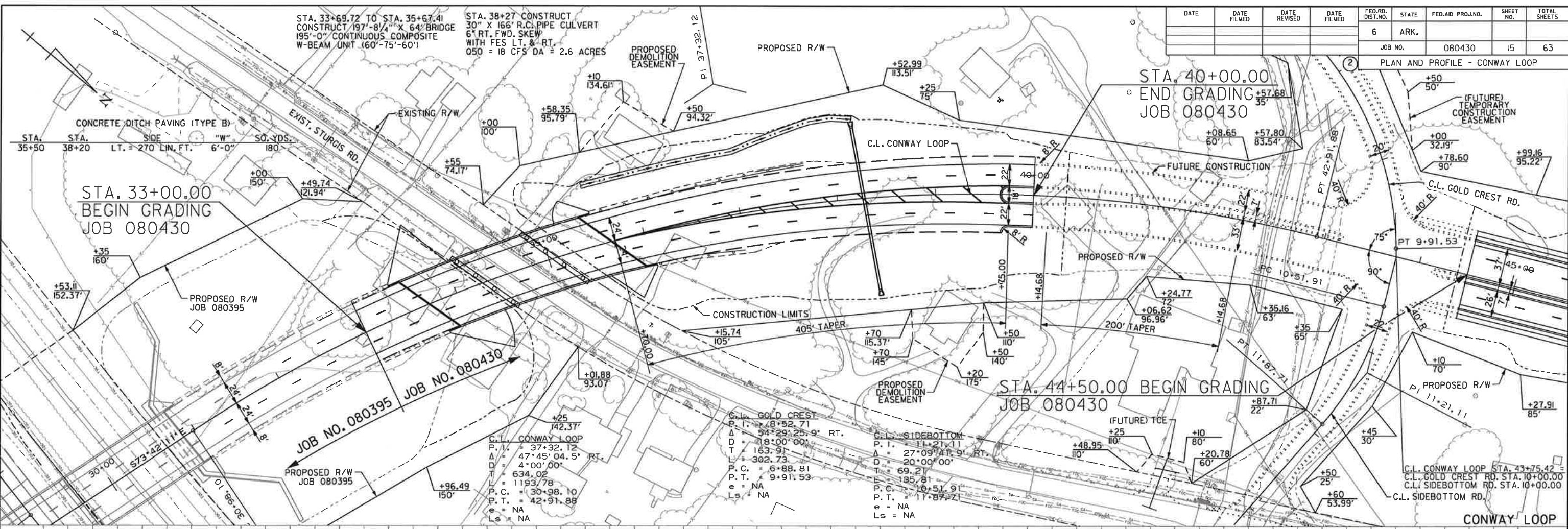
CURVE	PC	PI	PT	Δ	D	TANGENT	LENGTH	e	Ls	DESIGN
						FEET	FEET	FT./FT.	FEET	SPEED
ML-1	30+98.10	37+32.12	42+91.88	47°45'05"	4°00'00"	634.02	1193.78	NA	NA	45 MPH
ML-2	56+51.90	60+48.55	64+43.94	7°55'13"	1°00'00"	396.65	792.04	NA	NA	45 MPH
ML-3	80+09.78	87+99.39	94+53.07	57°43'54"	4°00'00"	789.61	1443.29	NA	NA	45 MPH
G-1	4+39.07	4+91.55	5+42.65	22°47'19"	22°00'00"	52.49	103.58	NA	NA	25 MPH
G-2	6+88.81	8+52.71	9+91.53	54°29'26"	18°00'00"	163.91	302.73	NA	NA	25 MPH
SBI	10+51.91	11+21.11	11+87.71	27°09'42"	20°00'00"	69.21	135.81	NA	NA	25 MPH
SCI	10+04.05	11+65.25	12+71.82	80°19'50"	30°00'00"	161.20	267.77	NA	NA	20 MPH
AI	10+22.37	10+59.92	10+92.05	52°57'30"	76°00'00"	37.55	69.68	NA	NA	15 MPH
SC2	8+14.80	8+96.06	9+51.47	77°54'13"	57°00'00"	81.26	136.67	NA	NA	15 MPH
BI	14+43.28	16+61.03	18+62.89	37°45'55"	9°00'00"	217.75	419.61	NA	NA	35 MPH
SH1	331+25.00	331+90.59	332+55.22	16°55'44"	13°00'00"	65.59	130.22	NA	NA	30 MPH
SH2	332+55.22	333+73.83	334+86.95	30°07'30"	13°00'00"	118.61	231.73	NA	NA	30 MPH
S-1	10+42.12	11+89.26	13+36.33	2°56'32"	1°00'00"	147.14	294.21	NA	NA	40 MPH
S-2	16+59.22	17+02.38	17+45.54	0°51'48"	1°00'00"	43.16	86.32	NA	NA	40 MPH

SURVEY CONTROL DETAILS

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DATE	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080430	15	63

PLAN AND PROFILE - CONWAY LOOP



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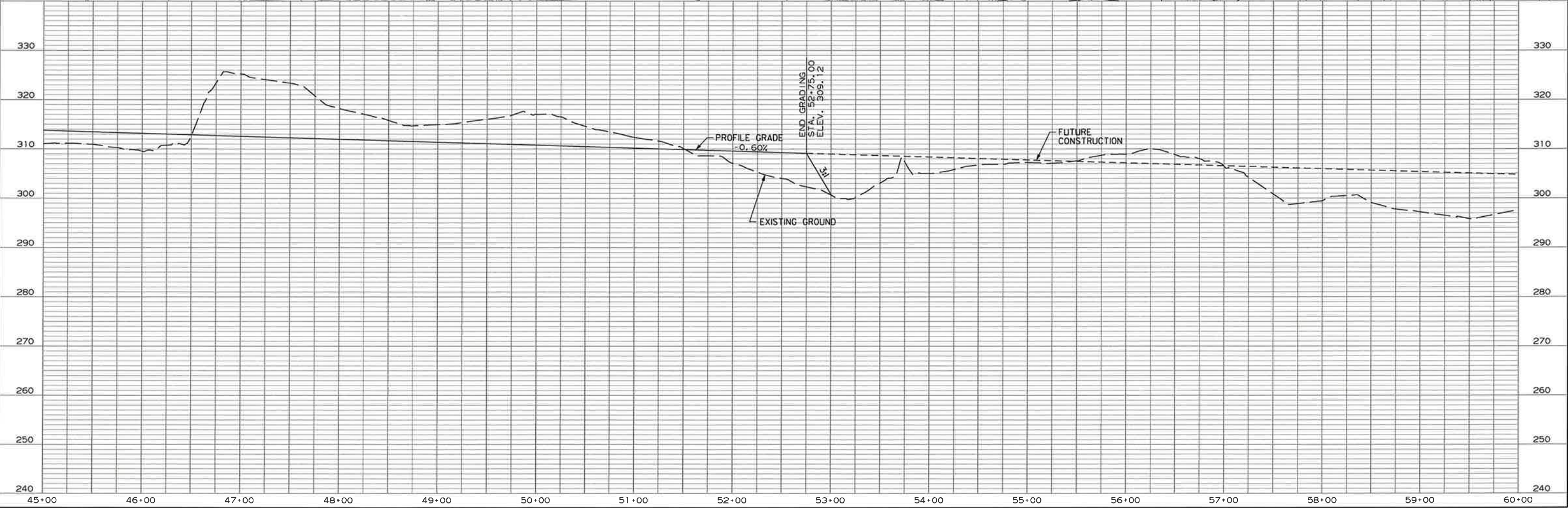
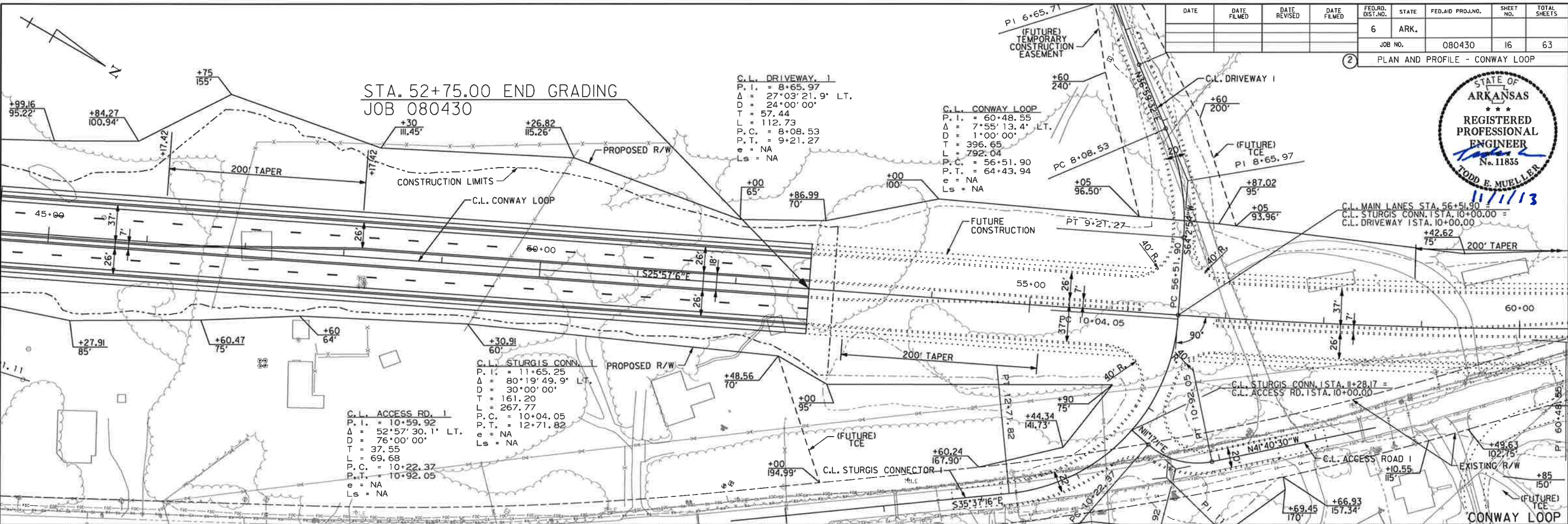
PN: 8  
 PD: 5/8" REBAR W/2" CAP  
 ST: 35+51.87  
 OF: 13.83' RT  
 ZC: 303.11

DATE	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	080430	16	63

PLAN AND PROFILE - CONWAY LOOP



STA. 52+75.00 END GRADING  
JOB 080430



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 REVISION DATE:



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.		080430	100	63
				① 07268		QUANTITIES		53261

① SCHEDULE OF BRIDGE QUANTITIES FOR JOB 080430

BRIDGE NO. CODE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	802	802	803	SS & 804	SS & 804	807	808	812	816	SP-3	SP-7	SP-8	SP-9
			ITEM	CLASS S CONCRETE - BRIDGE	CLASS (SAE) CONCRETE - BRIDGE	CLASS I PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	STRUCTURAL STEEL IN BEAM SPANS (M270-GR. 50)	ELASTOMERIC BEARINGS	BRIDGE NAME PLATE (TYPE C)	CONCRETE RIPRAP	TEXTURED COATING FINISH	ARCHITECTURAL FINISH	* PAINTING STRUCTURAL STEEL	SILICONE JOINT SEALANT
			UNIT	CUBIC YARD	CUBIC YARD	GALLON	POUND	POUND	POUND	CUBIC INCH	EACH	CUBIC YARD	SQUARE YARD	SQUARE FOOT	TON	LINEAR FOOT
07268 X971	STURGIS ROAD	BENT NO. 1		76.30		0.2	8,308		1,532	4,080.0		119	75.8	54.0	0.8	79
		BENT NO. 2		81.40			18,307			4,032.0			200.4			
		BENT NO. 3		75.86			16,927			4,032.0			185.8			
		BENT NO. 4		93.64		0.2	9,848		1,701	4,080.0		60	84.9	51.8	0.9	87
		195'-0" CONT. COMP. W-BEAM UNIT			369.30	27.6		101,150	331,437				409.8	879.0	165.3	
		TOTALS FOR BRIDGE NO. 07268		327.20	369.30	28.0	53,390	101,150	334,670	16,224.0	1	179	956.7	984.8	167.0	166
TOTALS FOR JOB 080430				327.20	369.30	28.0	53,390	101,150	334,670	16,224.0	1	179	956.7	984.8	167.0	166

\* Paint shall conform to Federal Standard 595B, Color Chip No. 27038, Black, unless noted otherwise.

① The Summary of Estimated Bridge Quantities is provided for informational purposes only. This Summary is to be used only as a comparison to the Contractor's independent material take-off. The Contractor may not rely upon or make any claim against the Owner or the Engineer with respect to the accuracy of the estimated Bridge Quantities. The Contractor will remain solely responsible for the estimation of the materials necessary to complete the project.

SCHEDULE OF BRIDGE QUANTITIES FOR JOB 080430

BRIDGE NO. CODE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	SP-4	SP-5
			ITEM	STEEL PILING (HP12X53) **	DRILLED SHAFT FOUNDATIONS
			UNIT	LINEAR FOOT	LINEAR FOOT
07268 X971	STURGIS ROAD	BENT NO. 1		600	
		BENT NO. 2			72
		BENT NO. 3			60
		BENT NO. 4		500	
		195'-0" CONT. COMP. W-BEAM UNIT			
		TOTALS FOR BRIDGE NO. 07268		1,100	132
TOTALS FOR JOB 080430				1,100	132

\*\* Steel piling are required to be Grade 50 and have driving points which will not be paid for directly, but shall be considered subsidiary to item "STEEL PILING (HP12x53)."

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 WORKSPACE: AHTD Bridge  
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 REVISED DATE:



SCHEDULE OF BRIDGE QUANTITIES  
 HWY. 365-STURGIS RD. (GR. & STRS.) (S)  
 FAULKNER COUNTY  
 ROUTE SEC.  
 ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.

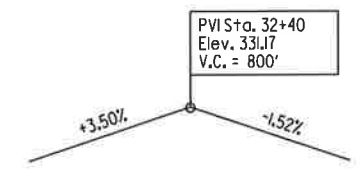
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 080430	101	63
				07268		LAYOUT		53262

**FOR R/W DATA,  
SEE ROADWAY PLANS**

NOTE:  
Use Type C Approach Gutters (W = 8'-0")  
at each end of bridge.

For "GENERAL NOTES", "BORING LEGEND" & "N VALUES",  
see Dwg. No. 53263.



**VERTICAL CURVE DATA**

Conway Loop  
(Profile Grade Along CL Bridge)

NOTE:  
Stations and Elevations shown are  
along CL Bridge. Elevations shown  
are at Working Point.

CL Bridge is on a 4' Curve Rt.  
Longitudinal Lines shall be constructed  
on curves concentric with CL Bridge.

**HORIZONTAL CURVE DATA**

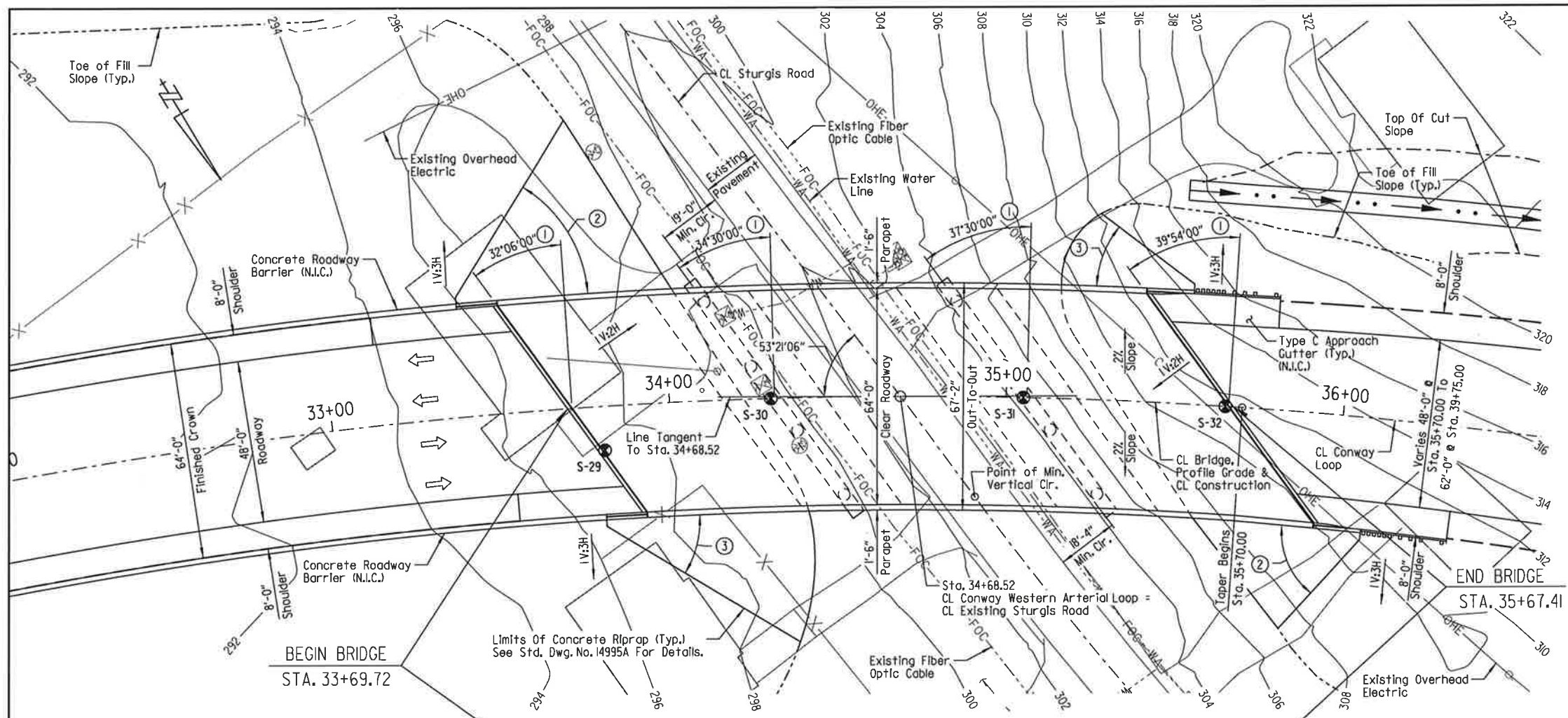
Conway Loop  
PI = 37+32.12  
Δ = 47°45'04.5" Rt.  
D = 4°00'00"  
T = 634.02'  
L = 1193.78'  
e = NA  
R = 1432.39'

**LEGEND**

N.I.C. = Not In Contract  
FOC = Fiber Optic Cable  
OHE = Overhead Electric  
WA = Water Line

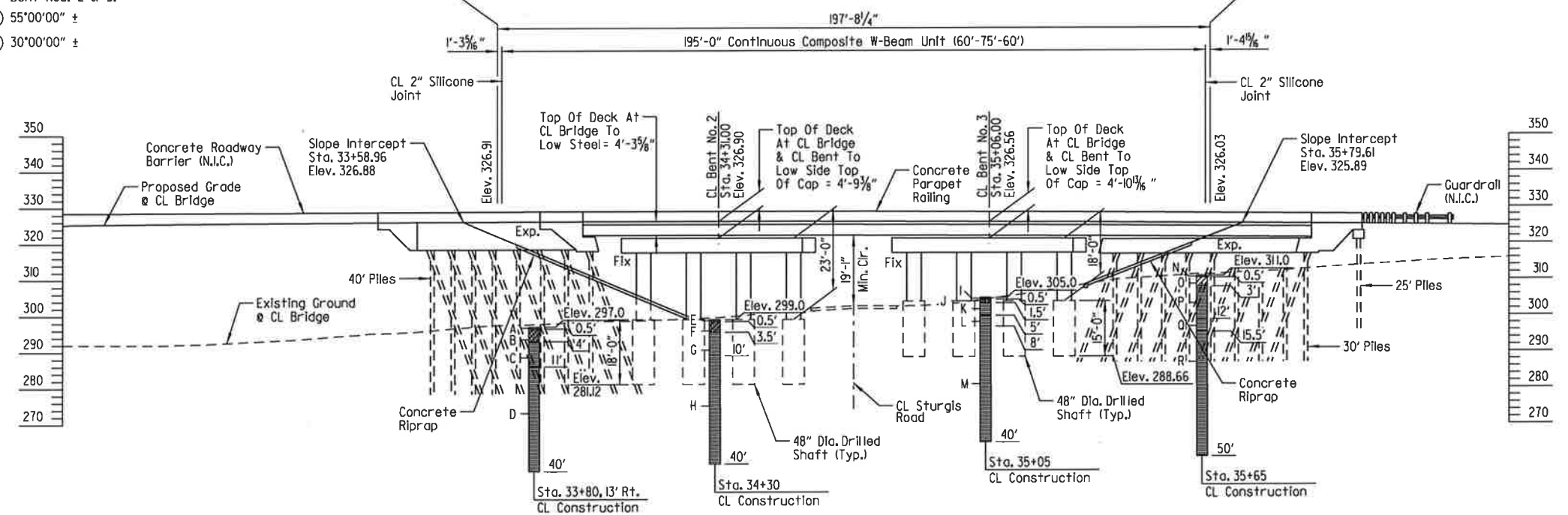
**SHEET 1 OF 2  
LAYOUT OF BRIDGE  
CONWAY LOOP OVER STURGIS ROAD  
HWY. 365-STURGIS RD. (GR. & STRS.) (S)  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.**

DRAWN BY: SRY DATE: JUNE 2011 FILENAME: B080430.LLDGN  
CHECKED BY: JHR DATE: AUG. 2012 SCALE: 1"=20'  
DESIGNED BY: SRY DATE: JUNE 2011  
BRIDGE NO. 07268 DRAWING NO. 53262



**PLAN**

- ① Measured from radial line at CL joint  
Bent Nos. 1 & 4 and at CL bearing  
Bent Nos. 2 & 3.
- ② 55°00'00" ±
- ③ 30°00'00" ±



**ELEVATION**

10/25/2013 9:22:06 AM  
 WORKSPACE: AHTD Bridge  
 L:\2009\0907230 - Conway Western Arterial Loop\Bridges\Drawings\Phase I\NCAL over Sturgis\302 Plans\CWAL over Sturgis LO for 2.dgn  
 REVISED DATE:

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.		080430	102	63
				07268	LAYOUT			53263

### GENERAL NOTES

BENCH MARK: PN: 8, PD: 5/8" Rebar, ST: 35+51.87  
 OF: 113.83' RT.  
 ZC: 303.11

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications For Highway Construction (2003 Edition) with Applicable Supplemental Specifications And Special Provisions. Unless otherwise noted in the plans, section and subsection refer to The Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications 5th Edition (2010) with Current Interim Revisions

LIVE LOADING: HL93

SEISMIC PERFORMANCE ZONE: I  $S_D = 0.092$  SITE CLASS: B

OPERATIONAL IMPORTANCE CATEGORY: TYPICAL

MATERIALS AND STRENGTHS:  
 Class S(AE) - Bridge Concrete (Superstructure)  $f'_c = 4,000$  psi  
 Class S - Bridge Concrete (Substructure)  $f'_c = 3,500$  psi  
 Reinforcing Steel (AASHTO M31 Or M322, Type A, GR. 60)  $f_y = 60,000$  psi  
 Structural Steel (AASHTO M270, GR. 50)  $F_y = 50,000$  psi  
 Structural Steel (AASHTO M270, GR. 36)  $F_y = 36,000$  psi

STEEL PILING: Piling at Bents 1 & 4 shall be HPI2 x 53 (Grade 50) and shall be driven with an approved air, steam or diesel hammer to a minimum safe bearing capacity of 97 tons. All piling shall be driven into the material designated as medium soft to medium hard dark gray shale on the boring legend. Lengths shown are for estimating quantities and for use in determining payment for cut-off and build-up in accordance with Section 805. Actual lengths are to be determined in the field. Piles are to be driven after embankment to bottom of cap is in place. On all piles the Contractor shall use approved steel H-Pile driving points.

PREBORING: Preboring may be required to obtain the minimum pile penetration requirements. If required, preboring at Bents 1 & 4 shall take place after embankment to the bottom of the cap is in place and shall be to a minimum depth of 3' into material designated as dark gray shale on the boring legend. The size and depth of preboring will be determined in the field by the Engineer. The Contractor shall be responsible for keeping the pre bored holes free from debris prior to backfilling which may require the use of temporary casings or other methods. After driving is completed, the prebored hole shall be backfilled with Class S Concrete to the top of rock and the remaining length of prebored holes shall be backfilled with an approved non-shrink grout or other approved material to completely fill voids. The cost of preboring, temporary casings and backfill will not be paid for directly but will be considered subsidiary to the item SP-4 "STEEL PILING (HPI2x53)".

DRILLED SHAFTS: All drilled shafts shall be founded a minimum of 8'-0" into medium soft to medium hard dark gray shale as shown in the boring legend. No adjustment in plan tip elevation shall be made without prior approval from the Engineer. Methods of construction of the drilled shafts shall be in accordance with SP-5 "DRILLED SHAFT FOUNDATIONS".

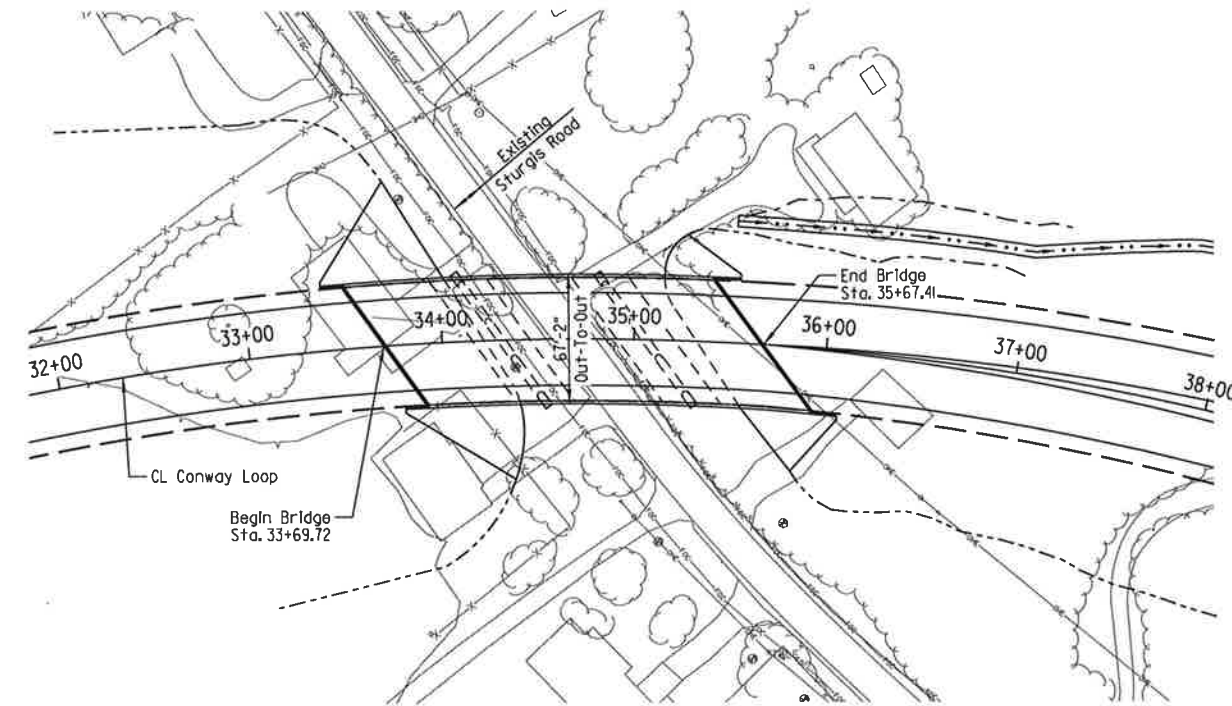
BRIDGE DECK: The concrete bridge deck shall be given a fine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

CLASS 1 PROTECTIVE SURFACE TREATMENT: Class 1 Protective Surface Treatment shall be applied to the roadway surface.

TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to all areas as specified in SP-3 "TEXTURED COATING FINISH". Texture Coating Finish shall not be applied on surfaces where Class 1 Protective Surface Treatment is applied.

PAINT: All Structural Steel except galvanized members, some surfaces in contact with concrete, and as otherwise noted, shall be painted as specified in SP-8 "PAINTING STRUCTURAL STEEL". The color of the paint shall be Black and shall match Federal Standard 595B, Color Chip No. 27038.

DETAIL DRAWINGS:	DRAWING NO:
End Bents	53264-53268
Intermediate Bents	53269-53271
195' Cont. Comp. W-Beam Unit	53272-53280
Elastomeric Bearings	53281
Steel Piling	14995A
Concrete Riprap	14995A



LOCATION SKETCH

### BORING LEGEND

- A - Firm Tan and Gray Silty Clay w/Organics (Fill)
- B - Firm Tan and Reddish Tan Silty Clay w/Ferrous Nodules and Stains
- C - Soft Tan, Gray and Reddish Tan Weathered Shale w/Ferrous Stains
- D - Medium Soft to Medium Hard Dark Gray Shale
- E - Loose Brown Silt w/Organics
- F - Firm Reddish Tan Silty Clay w/Shale Fragments
- G - Soft Tan and Dark Gray Weathered Shale w/Ferrous Stains
- H - Medium Soft to Medium Hard Dark Gray Shale
- I - 3 Inches: Asphalt  
2 Inches: Aggregate Base Concrete
- J - Stiff Tan and Gray Silty Clay w/Shale and Sandstone Fragments
- K - Very Soft Tan and Dark Gray Highly Weathered Shale w/Ferrous Stains
- L - Soft Tan and Dark Gray Weathered Shale
- M - Medium Soft to Medium Hard Dark Gray Shale
- N - Loose Brown Silt w/Organics
- O - Stiff Tan and Reddish Tan Clay
- P - Soft Gray, Tan and Dark Gray Highly Weathered Shale w/Ferrous Stains
- Q - Soft Tan and Dark Gray Weathered Shale w/Ferrous Stains
- R - Medium Soft Dark Gray Shale

### N VALUES

Sta. 33+80.13' Rt.	Sta. 34+30 @ CL Construction	Sta. 35+05 @ CL Construction	Sta. 35+65 @ CL Construction
0.5-1.5, N=8	0.5-1.5, N=7	1.0-2.0, N=32	0.5-1.5, N=15
2.5-3.5, N=27	2.5-3.5, N=42	2.5-3.5, N=36	2.5-3.5, N=36
4.0-5.0, N=50/10"	4.0-5.0, N=50/9"	4.0-5.0, N=50/9"	4.5-5.0, N=50/4"
6.0-6.5, N=50/4"	6.0-6.5, N=50/4"	6.0-7.5, N=50/1"	6.5-7.0, N=50/3"
8.5-9.0, N=50/5"	8.5-8.75, N=50/2"	9.0-10.0, N=30/0"	8.5-8.75, N=50/2"
13.5-15.0, N=30/0"	13.5-15.0, N=30/0"	13.5-15.0, N=30/0"	13.5-15.0, N=50/1"
18.5-20.0, N=30/0"	18.5-20.0, N=30/0"	18.5-20.0, N=30/0"	18.5-20.0, N=30/0"
23.5-25.0, N=30/0"	23.5-25.0, N=30/0"	23.5-25.0, N=30/0"	33.5-35.0, N=30/0"
28.5-30.0, N=30/0"	28.5-30.0, N=30/0"	28.5-30.0, N=30/0"	38.5-40.0, N=30/0"
33.5-35.0, N=30/0"	33.5-35.0, N=30/0"	33.5-35.0, N=30/0"	43.5-45.0, N=30/0"
38.5-40.0, N=30/0"	38.5-40.0, N=30/0"	38.5-40.0, N=30/0"	48.5-50.0, N=30/0"

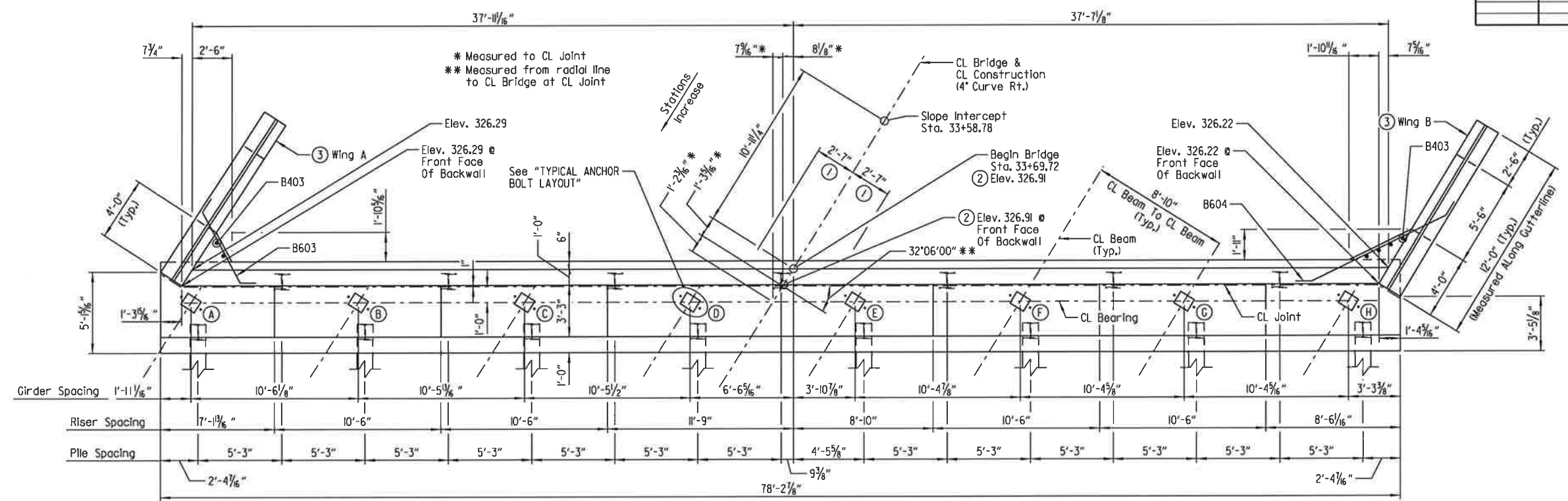


SHEET 2 OF 2  
 LAYOUT OF BRIDGE  
 CONWAY LOOP OVER STURGIS ROAD  
 HWY. 365-STURGIS RD. (GR. & STRS.) (S)  
 FAULKNER COUNTY  
 ROUTE SEC.  
 ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.

DRAWN BY: SRY DATE: JUNE 2011 FILENAME: BOB0430\_L2.DGN  
 CHECKED BY: JHR DATE: AUG. 2012 SCALE: 1"=50'  
 DESIGNED BY: SRY DATE: JUNE 2011  
 BRIDGE NO. 07268 DRAWING NO. 53263

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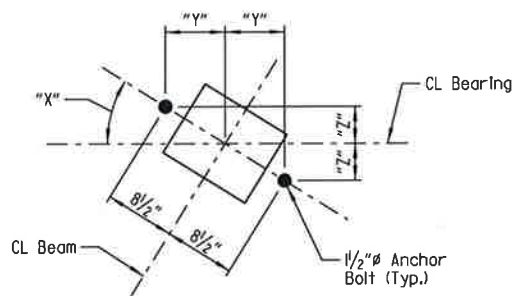
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				JOB NO.	080430	103	63	
				07268	END BENT DETAILS	53264		



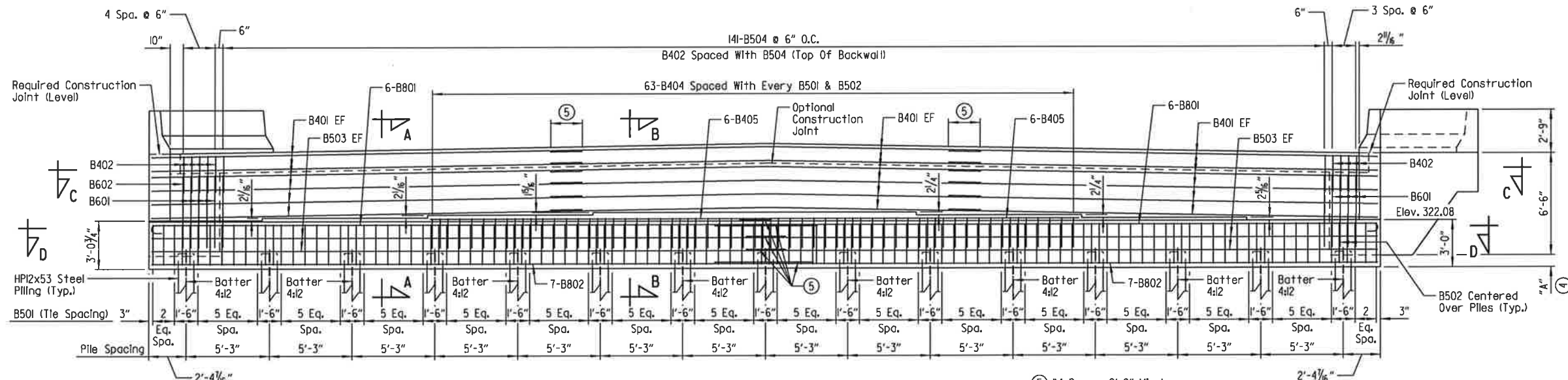
- ① See "ROUNDING DETAIL" on Dwg. No. 53272.
- ② Measured to Working Point - see "ROUNDING DETAIL" on Dwg. No. 53272.
- ③ Wingwalls and rails shall be constructed on arcs concentric to CL Bridge.
- ④ See "TABLE OF VARIABLES" on Dwg. No. 53268.

**PLAN - END BENT NO. 1**  
Scale: 1/4" = 1'-0"

**LEGEND**  
EF = Each Face



**TYPICAL ANCHOR BOLT LAYOUT**  
Scale: 1" = 1'-0"



**ELEVATION - END BENT NO. 1**  
(Looking Back)  
Scale: 1/4" = 1'-0"

- ⑤ #4 Bars - 2'-0" Min. Lap
- #5 Bars - 2'-6" Min. Lap
- #8 Bars - 6'-6" Min. Lap

BEARING	"X"	"Y"	"Z"
A	32'56"42"	7 1/8"	4 5/8"
B	32'42"46"	7 1/8"	4 5/8"
C	32'29"03"	7 3/8"	4 5/8"
D	32'15"31"	7 3/8"	4 5/8"
E	32'02"12"	7 3/8"	4 1/2"
F	31'49"04"	7 1/4"	4 1/2"
G	31'36"08"	7 1/4"	4 1/8"
H	31'23"23"	7 1/4"	4 1/8"

NOTE:  
For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. No. 53281.

**GENERAL NOTES**

All concrete shall be Class "S" and be poured in the dry. All exposed corners to be chamfered 3/4" unless otherwise noted.

All reinforcing steel shall conform to AASHTO M31 or M322, Type A, Gr. 60.

All piles shall be HPI2x53 (AASHTO M270, Gr. 50).

No portion of the backwall shall be poured until the beams are in place.

Finish top of backwall to match the bridge deck.

If anchor bolts are drilled into cap, top reinforcing bars shall be properly placed to avoid damage.

For additional information, see "LAYOUT OF BRIDGE".

Structural steel in end bents shall be AASHTO M270, Gr. 50 and shall be included in the lump sum price for "BRIDGE CONSTRUCTION". Structural steel shall be cleaned and painted in accordance with Section 638. Painting will not be paid for directly but will be considered subsidiary to "BRIDGE CONSTRUCTION."

Class I Protective Surface Treatment shall be applied to the top of backwall. Class 3 Textured Coating shall be applied in accordance with SP-3 "TEXTURED COATING FINISH" and in accordance with Subsection 802.19. Texture Coating Finish shall not be applied on surfaces where Class I Protective Surface Treatment is applied.

NOTE:  
For "SECTION A-A", "SECTION B-B", "SECTION C-C", "SECTION D-D", "BAR LIST" & "BAR BENDING DIAGRAM", see Dwg. No. 53265.



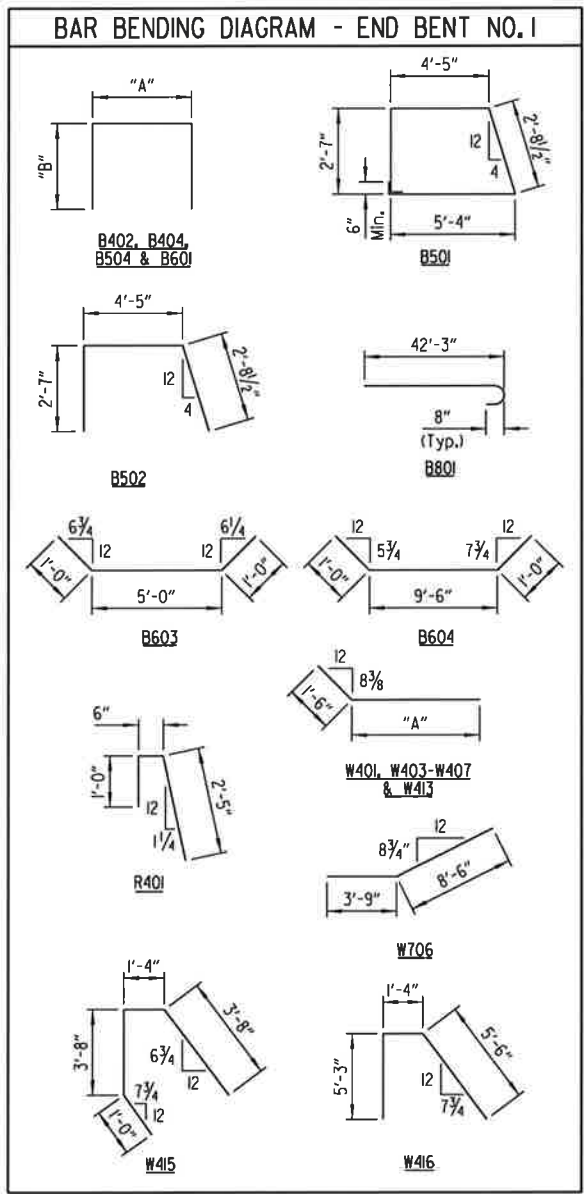
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DETAILS OF END BENTS  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

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DESIGNED BY: PCC DATE: JUNE 2012  
BRIDGE NO. 07268 DRAWING NO. 53264

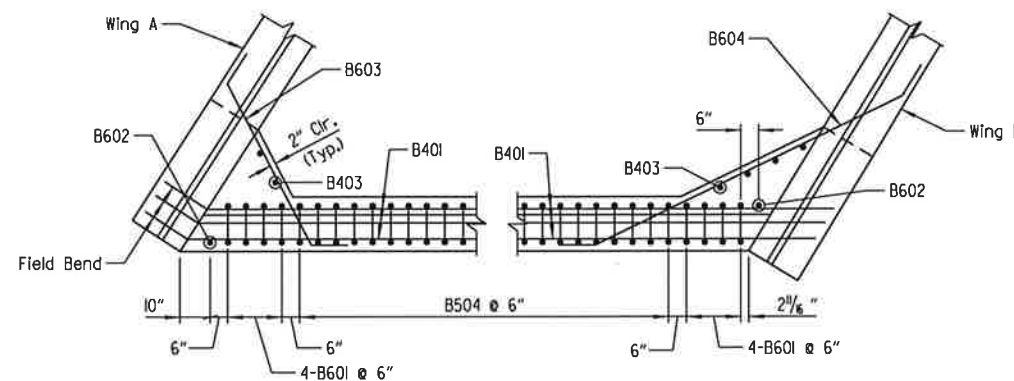
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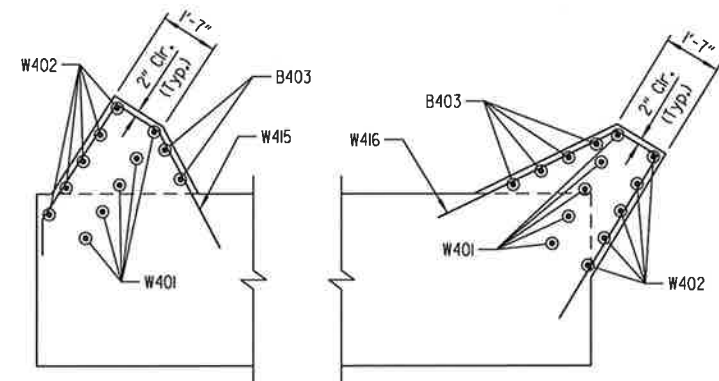
BAR LIST - END BENT NO. 1					
MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B401	36	30'-1"			Str.
B402	150	5'-2"	8"	2'-4"	2"
B403	6	4'-11"			Str.
B404	63	8'-1"	4'-5"	1'-11"	2"
B405	12	2'-8"			Str.
B501	90	15'-6 1/2"			2 1/2"
B502	30	9'-6"			2 1/2"
B503	8	44'-4"			Str.
B504	141	10'-5 1/2"	1'-2"	4'-9"	2 1/2"
B601	8	10'-4"	1'-2"	4'-9"	4 1/2"
B602	2	4'-9"			Str.
B603	4	7'-0"			4 1/2"
B604	4	11'-6"			4 1/2"
B801	6	43'-2"			6"
B802	7	42'-3"			Str.
R401	26	3'-9"			2"
R402	12	11'-8"			Str.
W401	10	8'-1"	6'-7"		2"
W402	10	8'-11"			Str.
W403 To W407	2 Ea.	4'-7" To 7'-6"	3'-1" To 6'-0"		2"
W408 To W412	2 Ea.	5'-5" To 8'-4"			Str.
W413	6	4'-1"	2'-7"		2"
W414	6	4'-11"			Str.
W415	3	9'-7"			2"
W416	3	12'-0"			2"
W701	16	11'-8"			Str.
W702	4	8'-5"			Str.
W703	4	7'-4"			Str.
W704	4	6'-2"			Str.
W705	4	5'-0"			Str.
W706	4	12'-3"			5 1/4"



NOTE:  
Dimensions of bars are out-to-out.



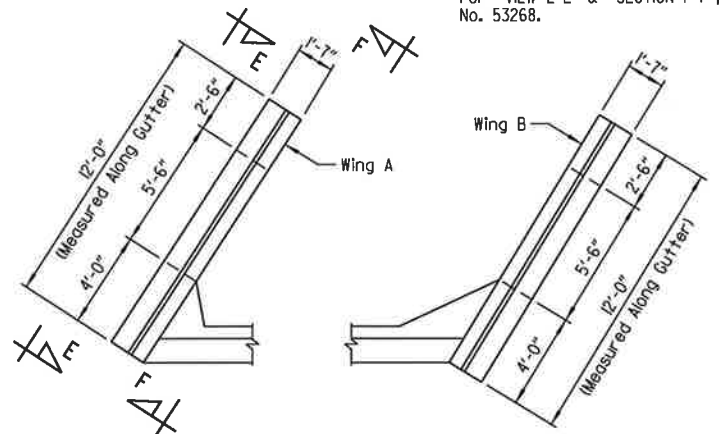
SECTION C-C  
Scale: 3/8" = 1'-0"



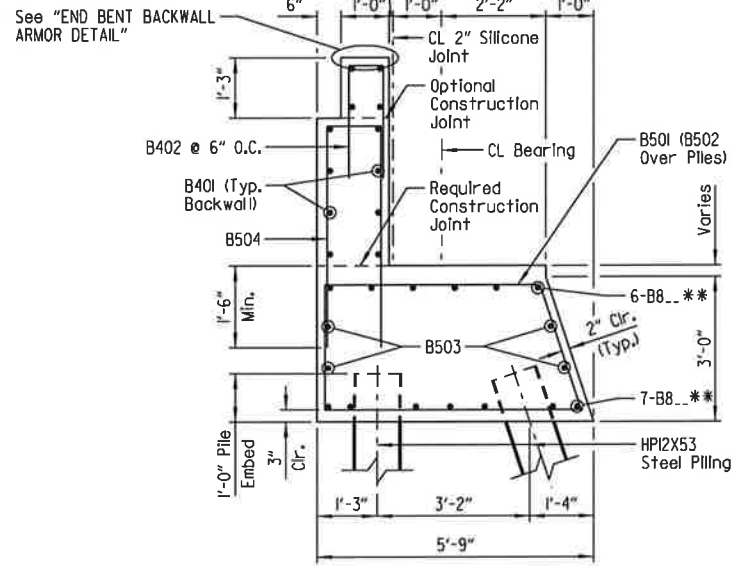
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(End Bent No. 1)  
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SECTION D-D (WING B)  
(End Bent No. 1)  
Scale: 3/8" = 1'-0"

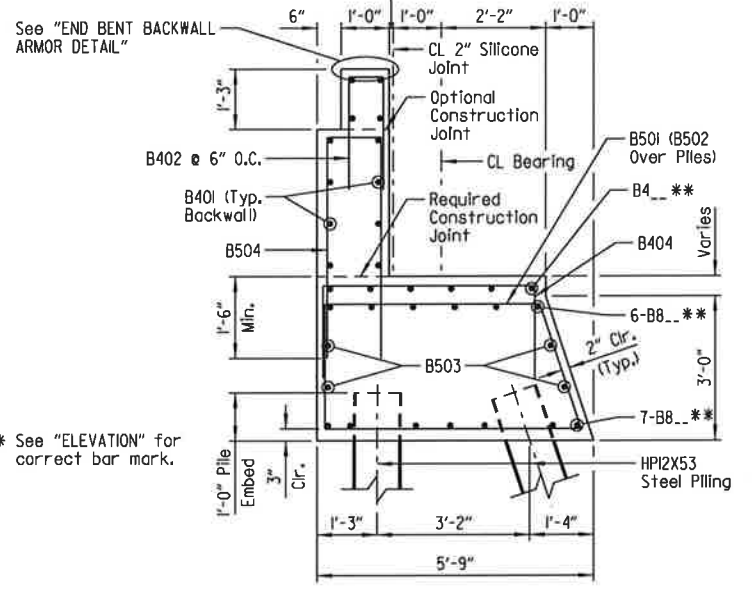
NOTES:  
For "GENERAL NOTES", see Dwg. No. 53264.  
For "VIEW E-E" & "SECTION F-F", see Dwg. No. 53268.



PLAN OF RAIL - END BENT NO. 1  
Scale: 1/4" = 1'-0"



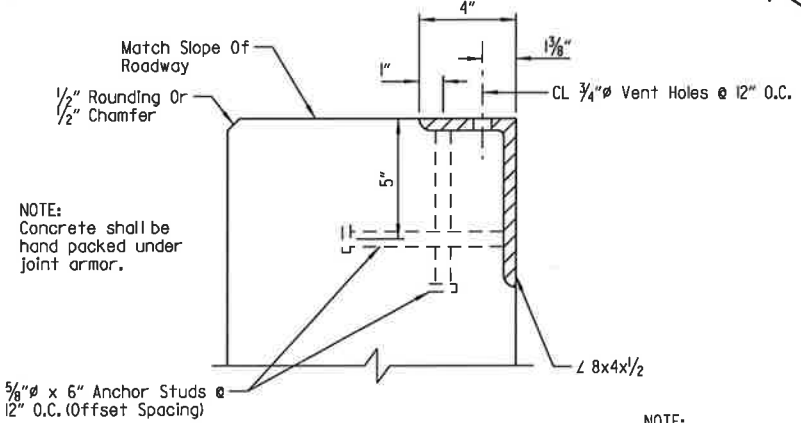
SECTION A-A  
Scale: 1/2" = 1'-0"



SECTION B-B  
Scale: 1/2" = 1'-0"

\*\* See "ELEVATION" for correct bar mark.

Note:  
The Backwall Above The Required Construction Joint Shall Not Be Paired Until The Beams Are In Place. Backwall May Be Placed Prior To Placing The Adjacent Concrete Deck Only If The Optional Backwall Construction Joint Is Used. See "DETAILS FOR BLOCKING EXPANSION JOINT DEVICE" On Dwg. No. 53278 For Additional Information.



END BENT BACKWALL ARMOR DETAIL  
Scale: NTS

NOTE:  
Transverse spacing between vertical anchor studs and vent holes shall be 6".

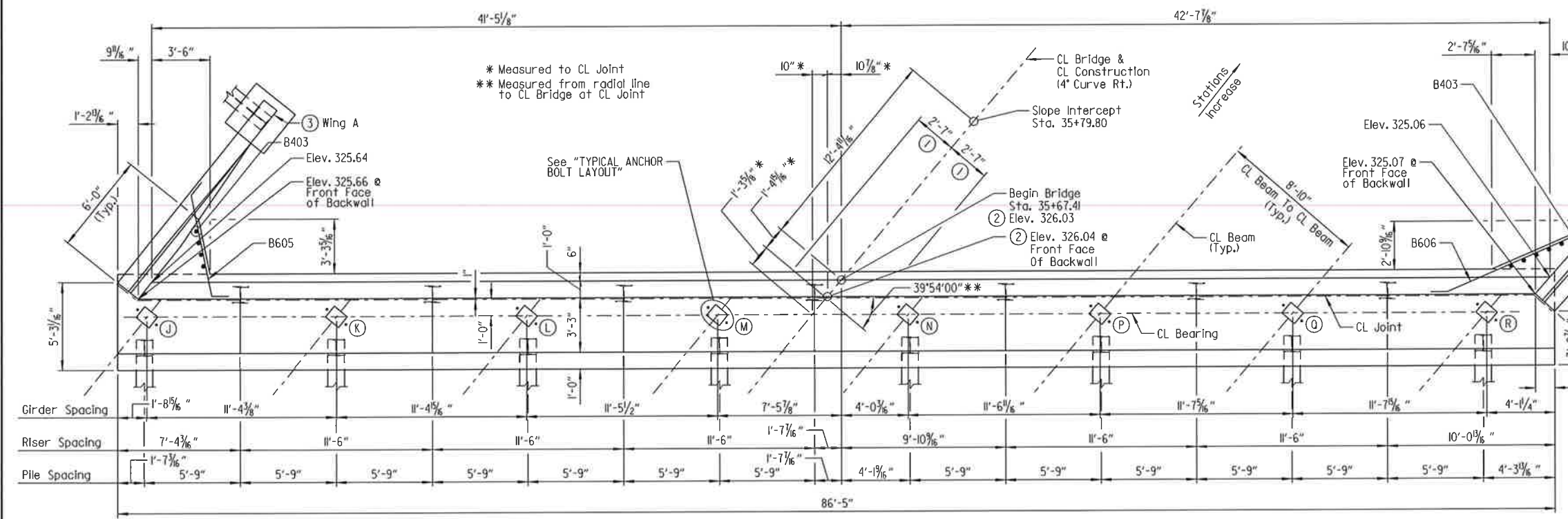


SHEET 2 OF 5  
DETAILS OF END BENTS  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: PCC DATE: JUNE 2012 FILENAME: B080430\_B2.DGN  
CHECKED BY: SRY DATE: AUG. 2012 SCALE: AS SHOWN  
DESIGNED BY: PCC DATE: JUNE 2012  
BRIDGE NO. 07268 DRAWING NO. 53265

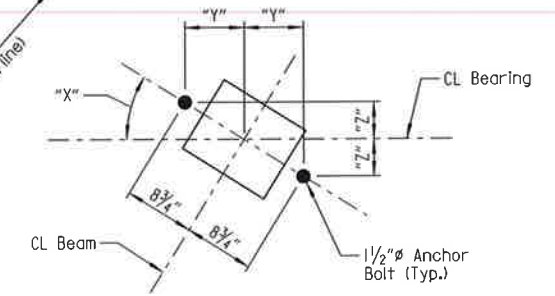
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4-23-14				6	ARK.			
				JOB NO.	080430	105	63	
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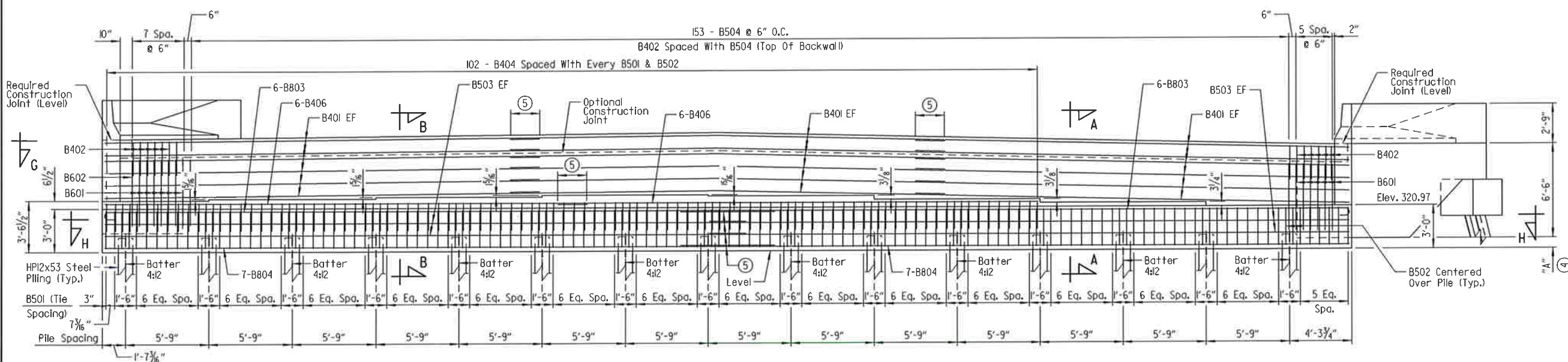
- ① See "ROUNDING DETAIL" on Dwg. No. 53272.
- ② Measured to Working Point - see "ROUNDING DETAIL" on Dwg. No. 53272.
- ③ Wingwalls and rails shall be constructed on arcs concentric to CL Bridge.
- ④ See "TABLE OF VARIABLES" on Dwg. No. 53268.

① "TYPICAL ANCHOR BOLT LAYOUT" Detail Added And Revised Table Of Variables.



BEARING	"X"	"Y"	"Z"
J	38°50'41"	6 1/8"	5 1/2"
K	39°07'32"	6 1/8"	5 1/2"
L	39°24'40"	6 3/4"	5 1/8"
M	39°42'04"	6 3/4"	5 1/8"
N	39°59'45"	6 1/8"	5 1/8"
P	40°17'45"	6 1/8"	5 1/8"
Q	40°36'03"	6 5/8"	5 1/8"
R	40°54'40"	6 5/8"	5 3/4"

NOTE: For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. No. 53281.



- ⑤ #4 Bars - 2'-0" Min. Lap
- #5 Bars - 2'-6" Min. Lap
- #8 Bars - 6'-6" Min. Lap

NOTES:  
For "GENERAL NOTES", see Dwg. No. 53264.  
For "SECTION A-A" & "SECTION B-B", see Dwg. No. 53265.  
For "SECTION G-G", "SECTION H-H", "BAR LIST" & "BAR BENDING DIAGRAM", see Dwg. No. 53268.



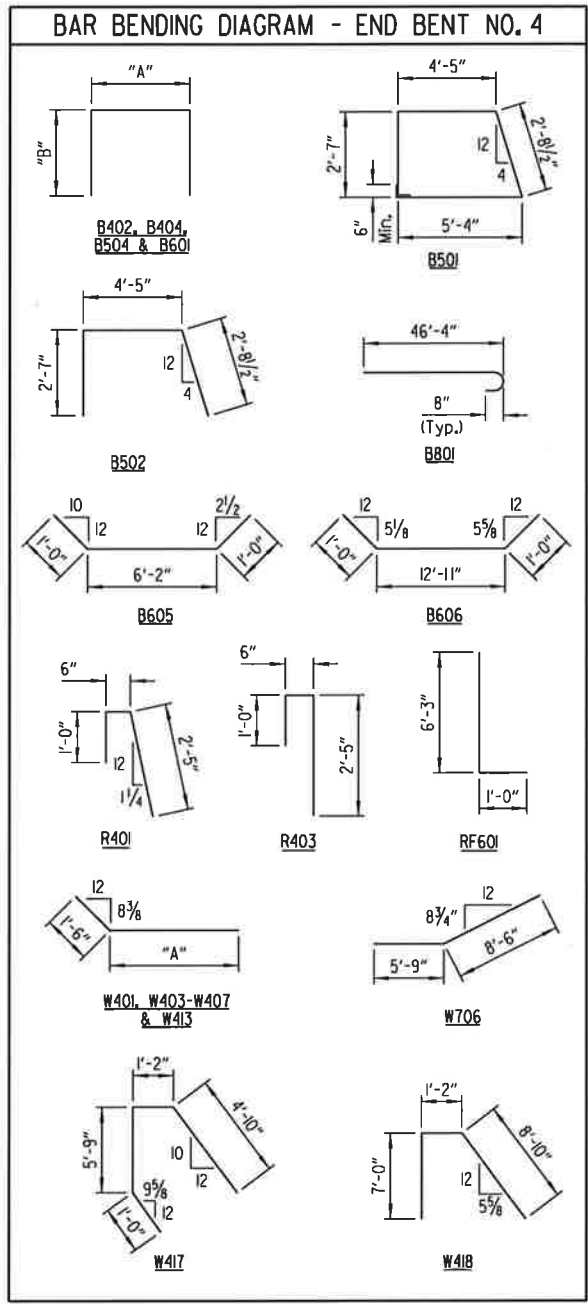
SHEET 3 OF 5  
DETAILS OF END BENTS  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: JULY 2012 FILENAME: B080430\_B3.DGN  
CHECKED BY: SRY DATE: AUG. 2012 SCALE: AS SHOWN  
DESIGNED BY: PCC DATE: JULY 2012  
BRIDGE NO. 07268 DRAWING NO. 53268

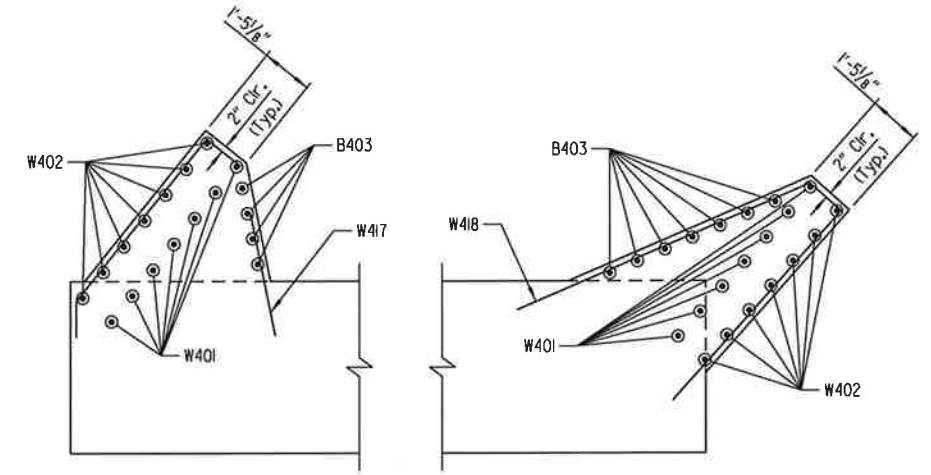
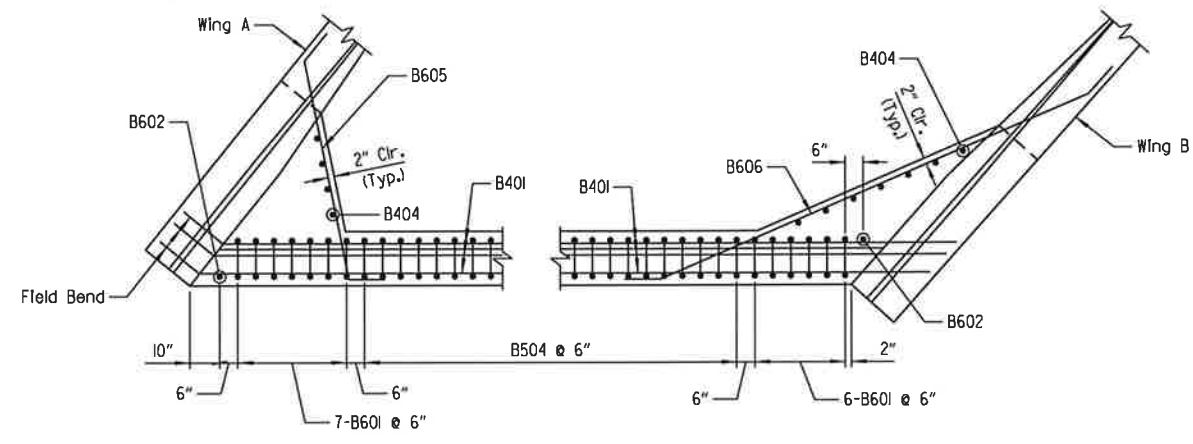
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 REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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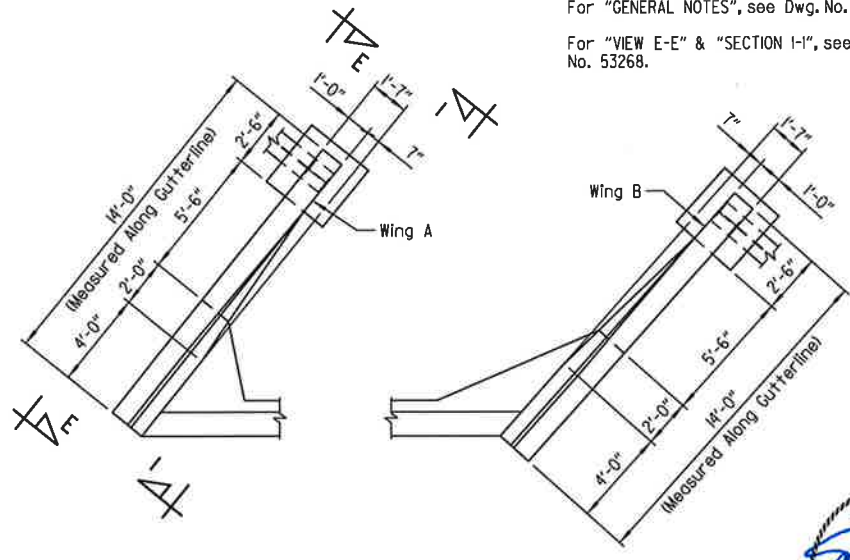
BAR LIST - END BENT NO. 4					
MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B401	36	30'-1"			Str.
B402	167	5'-2"	8"	2'-4"	2"
B403	11	4'-11"			Str.
B404	102	8'-1"	4'-5"	1'-11"	2"
B406	12	33'-3"			Str.
B501	106	15'-6 1/2"			2 1/2"
B502	30	9'-6"			2 1/2"
B503	8	44'-4"			Str.
B504	153	10'-5 1/2"	1'-2"	4'-9"	2 1/2"
B601	11	10'-4"	1'-2"	4'-9"	4 1/2"
B602	2	4'-9"			Str.
B605	4	8'-2"			4 1/2"
B606	4	14'-11"			4 1/2"
B803	6	47'-3"			6"
B804	7	46'-4"			Str.
FG01	28	2'-8"			Str.
R401	14	3'-9"			2"
R403	10	3'-9"			2"
R404	12	13'-8"			Str.
R601	6	5'-0"			Str.
RF601	20	7'-1"			4 1/2"
W401	14	8'-1"	6'-7"		2"
W402	14	8'-11"			Str.
W403 To W407	2 Ea.	4'-7" To 7'-6"	3'-1" To 6'-0"		2"
W408 To W412	2 Ea.	5'-5" To 8'-4"			Str.
W417	3	12'-8"			2"
W418	3	17'-0"			2"
W707	16	13'-8"			Str.
W708	4	10'-5"			Str.
W709	4	9'-4"			Str.
W710	4	8'-2"			Str.
W711	4	7'-0"			Str.
W712	4	14'-3"			5 1/4"



NOTE:  
Dimensions of bars are out-to-out.



NOTES:  
For "GENERAL NOTES", see Dwg. No. 53264.  
For "VIEW E-E" & "SECTION I-I", see Dwg. No. 53268.

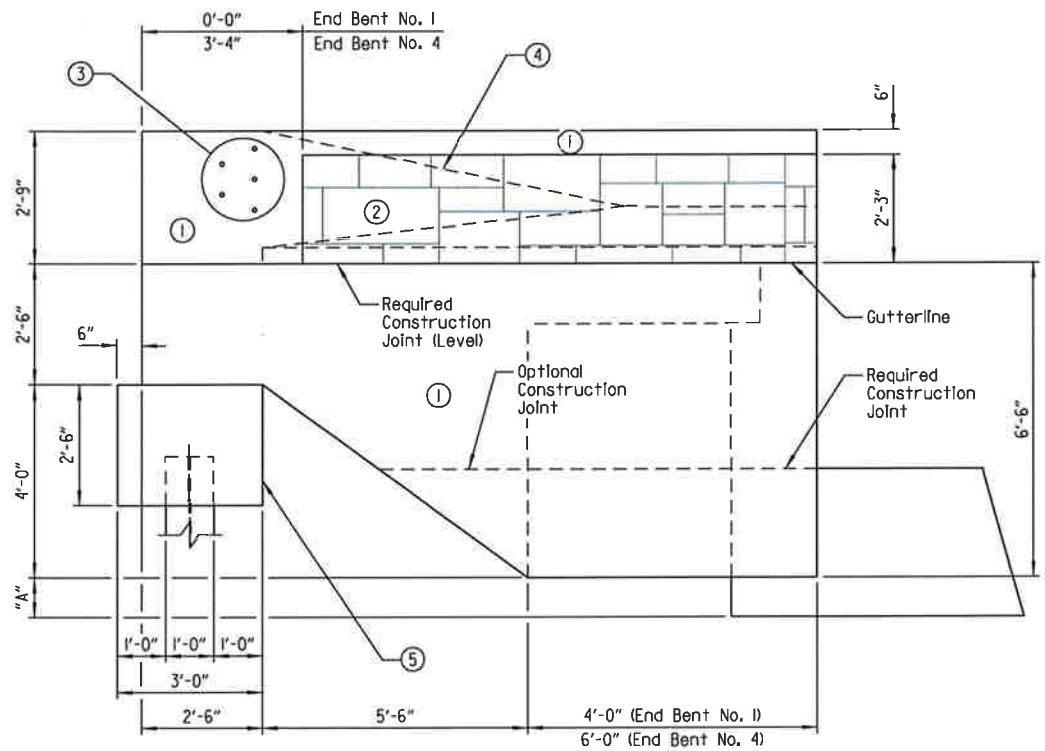


SHEET 4 OF 5  
DETAILS OF END BENTS  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

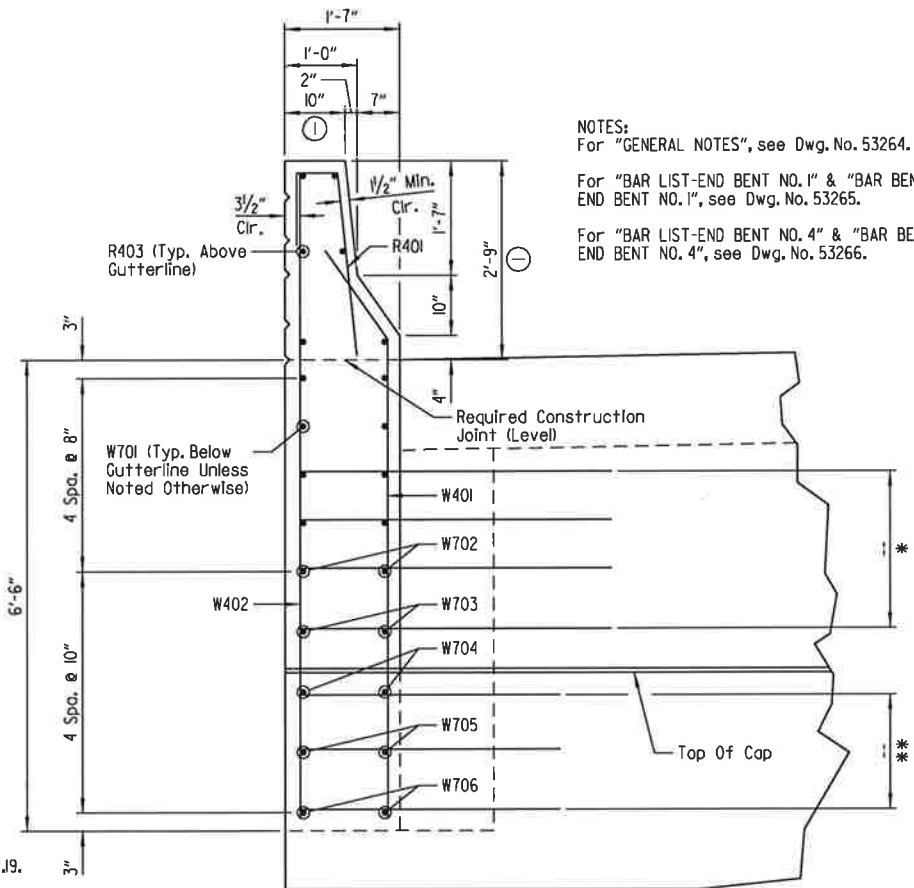
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CHECKED BY: SRY DATE: AUG. 2012 SCALE: AS SHOWN  
DESIGNED BY: PCC DATE: JUNE 2012  
BRIDGE NO. 07268 DRAWING NO. 53267

10/25/2013 9:22:10 AM  
 SRYancey  
 WORKSPACE: AHTD Bridge  
 L:\2009\0907230 - Conway Western Arterial Loop Bridge\Drawings\Phase II\CWAL over Sturgis\02 Plans\CWAL over Sturgis End Bent 4 of 5.dgn  
 REVISED DATE:

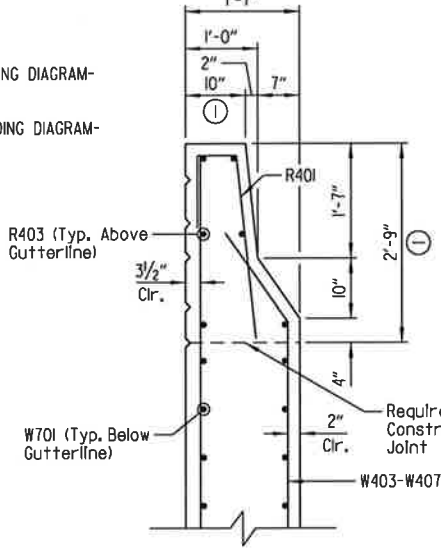
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				JOB NO.	080430	107	63	
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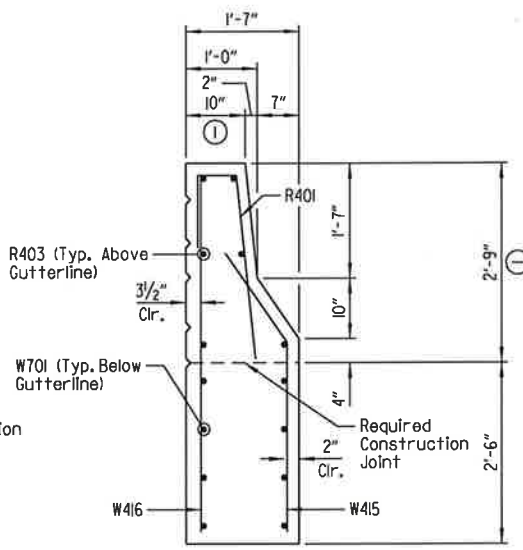
**VIEW E-E**  
(End Bent No. 4 Shown, End Bent No. 1 Similar)  
Scale: 1/2" = 1'-0"



**SECTION W-W**  
(End Bent No. 1 Shown, End Bent No. 4 Similar)  
Scale: 3/4" = 1'-0"



**SECTION X-X**  
Scale: 3/4" = 1'-0"



**SECTION Y-Y**  
Scale: 3/4" = 1'-0"

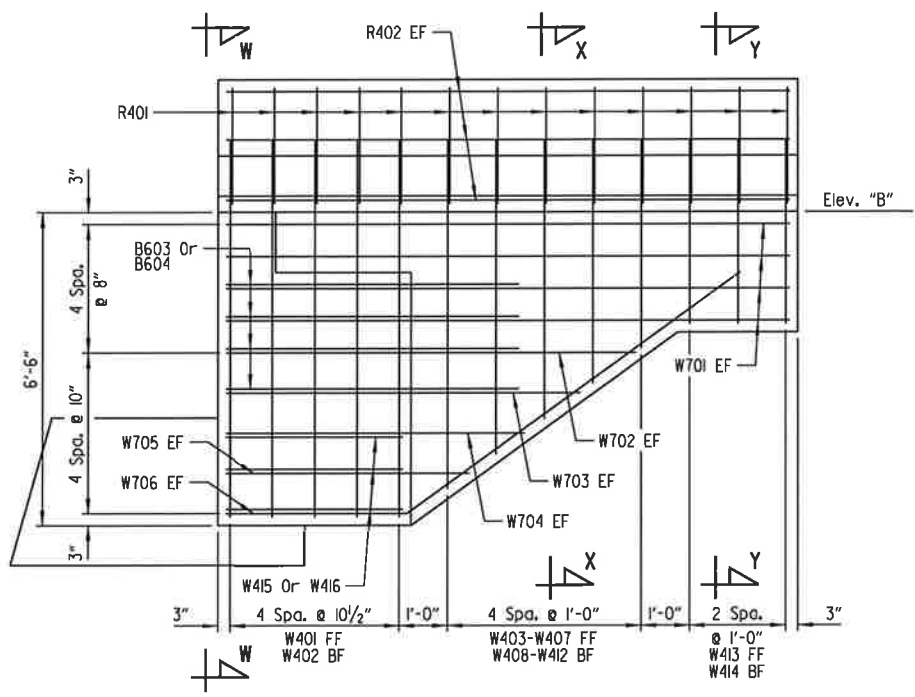
- ① Class 3 Textured Coating Finish (Color = Brown, Color Chip No. 33522)
- ② "Ashlar Stone" Form Liner & Class 3 Textured Coating Finish (Color = Brown, Color Chip No. 30219)
- ③ Omit Guardrail Connection At End Bent No. 1.
- ④ Omit Parapet Transition At End Bent No. 1.
- ⑤ Omit Wingwall Pile & Cap At End Bent No. 1.

TABLE OF VARIABLES			
LOCATION	WING	"A"	Elev. "B"
End Bent No. 1	A	8 1/2"	326.28
	B	7 1/16"	326.19
End Bent No. 4	A	1'-2 1/16"	325.52
	B	7 1/16"	324.88

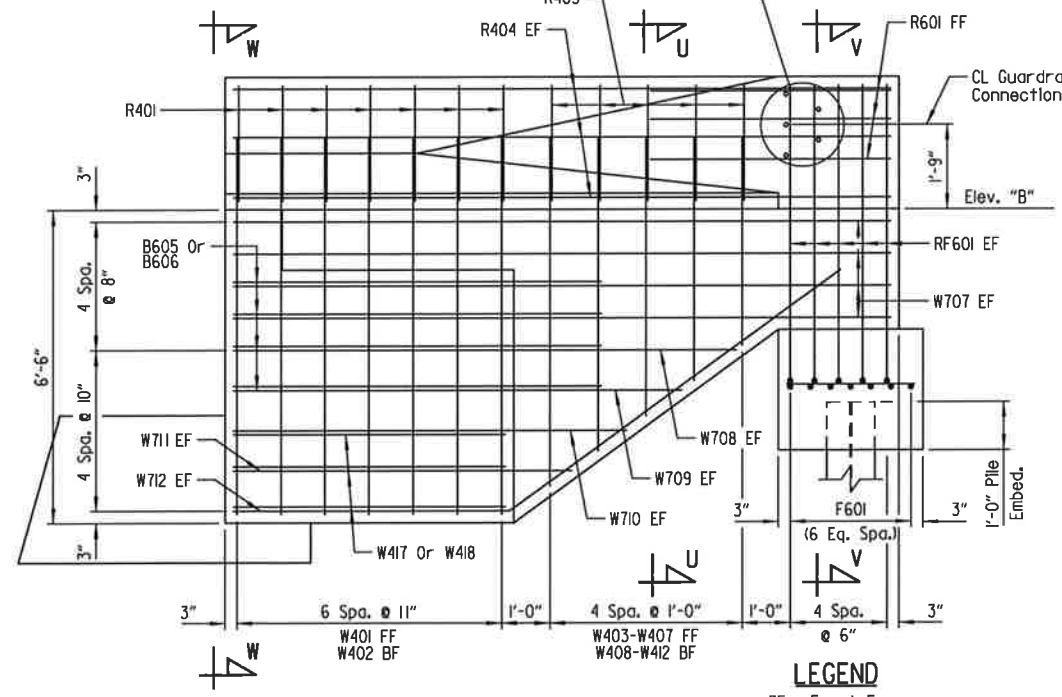
\* For End Bent No. 1, see "PLAN-END BENT NO. 1" on Dwg. No. 53264 or For End Bent No. 4, see "PLAN-END BENT NO. 4" on Dwg. No. 53266 for correct bar mark.

\*\* For End Bent No. 1, see "SECTION D-D" on Dwg. No. 53265 or For End Bent No. 4, see "SECTION H-H" on Dwg. No. 53267 for correct bar mark.

5 - 1" Formed Holes For Guard Rail Connection. See Std. Dwg. No. GR-10 For Bolt Spacing & Additional Connection Details.

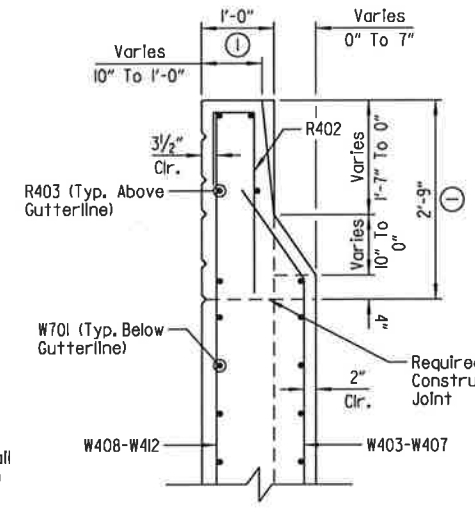


**SECTION F-F**  
Scale: 1/2" = 1'-0"

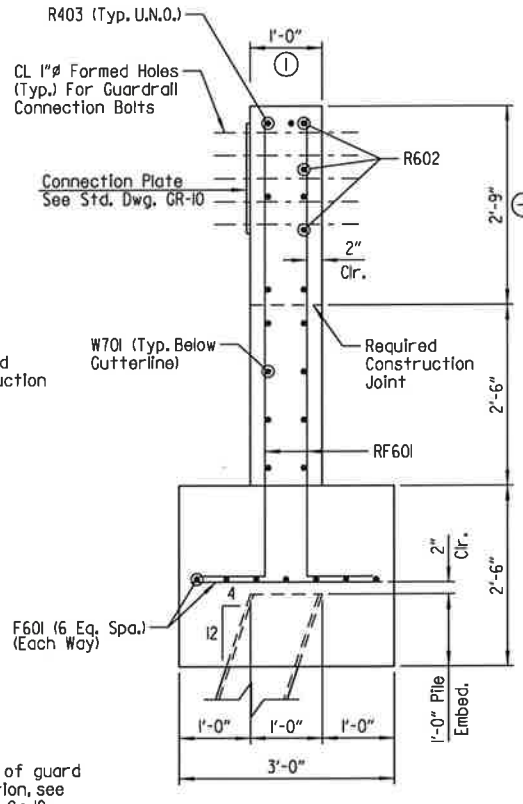


**SECTION I-I**  
Scale: 1/2" = 1'-0"

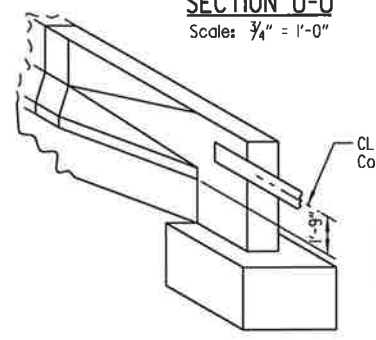
**LEGEND**  
FF = Front Face  
BF = Back Face  
EF = Each Face  
U.N.O. = Unless Noted Otherwise



**SECTION U-U**  
Scale: 3/4" = 1'-0"



**SECTION V-V**  
Scale: 3/4" = 1'-0"



**3-D VIEW OF RAIL TRANSITION**  
Scale: NTS

NOTE: For details of guard rail connection, see Std. Dwg. No. GR-10.



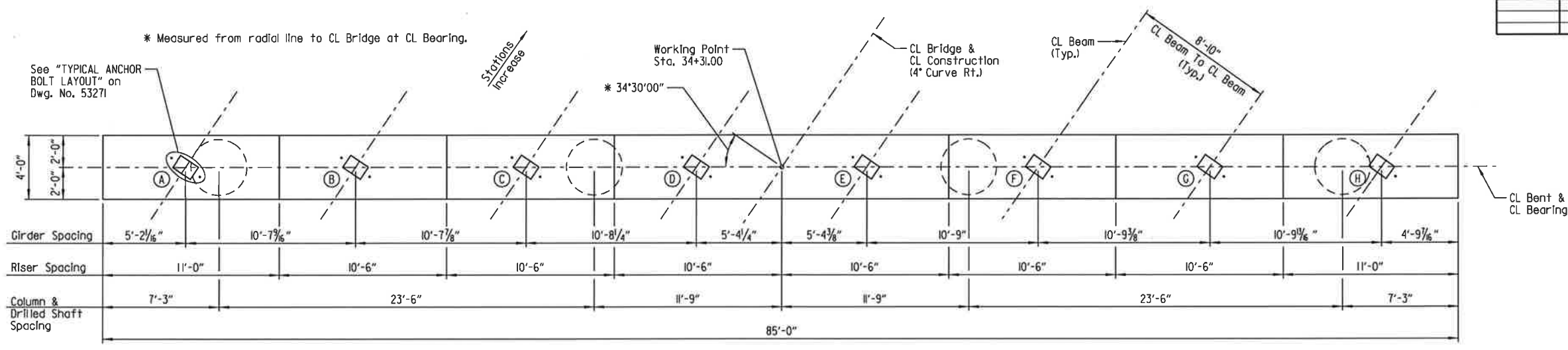
SHEET 5 OF 5  
DETAILS OF END BENTS  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: PCC DATE: JUNE 2012 FILENAME: B080430\_B5.DGN  
CHECKED BY: SRY DATE: AUG. 2012 SCALE: AS SHOWN  
DESIGNED BY: PCC DATE: JUNE 2012  
BRIDGE NO. 07268 DRAWING NO. 53268

SRY:conway 10/25/2013 9:22AM  
 WORKSPACE: AHTD Bridge  
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 REVISD DATE:

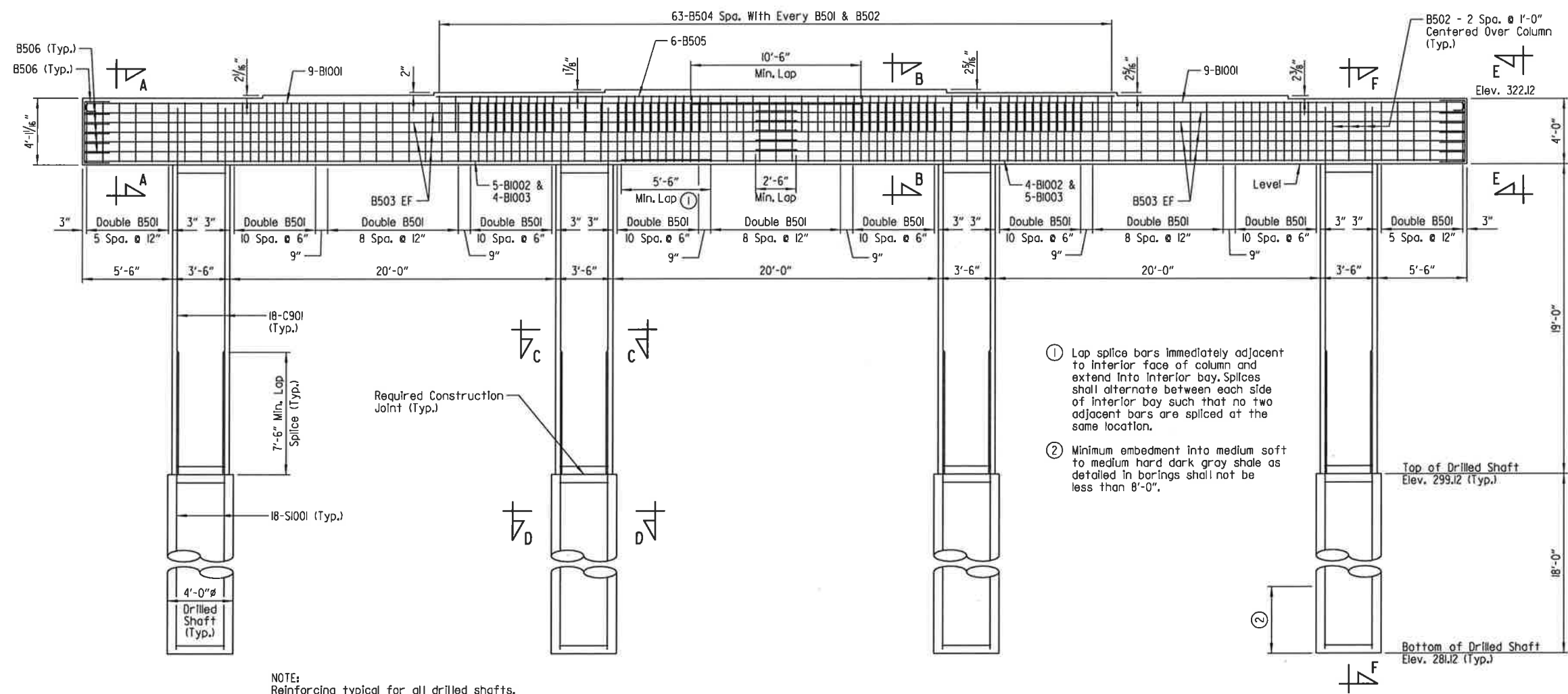


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				JOB NO.	080430		108	63
				07268	INT. BENT DETAILS		53269	

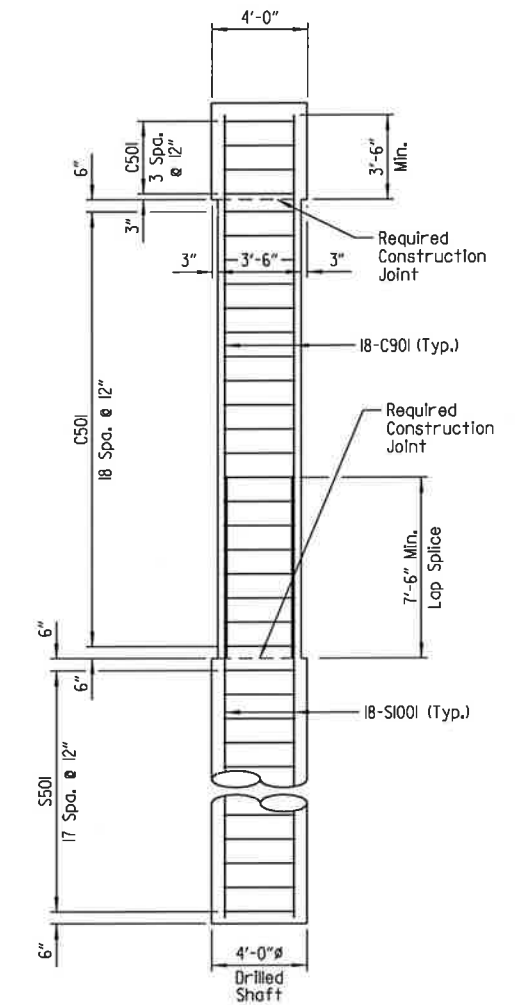


**PLAN - BENT NO. 2**  
Scale: 1/4" = 1'-0"

**LEGEND**  
EF = Each Face



**ELEVATION - BENT NO. 2**  
(Looking Forward)  
Scale: 1/4" = 1'-0"



**SECTION F-F**  
Scale: 1/4" = 1'-0"

- Lap splice bars immediately adjacent to interior face of column and extend into interior bay. Splices shall alternate between each side of interior bay such that no two adjacent bars are spliced at the same location.
- Minimum embedment into medium soft to medium hard dark gray shale as detailed in borings shall not be less than 8'-0".

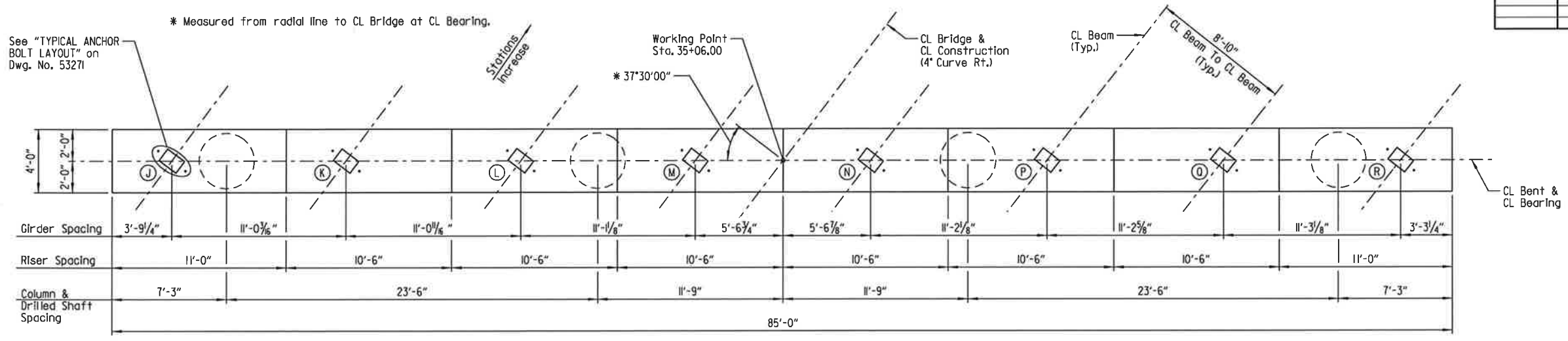


SHEET 1 OF 3  
DETAILS OF INTERMEDIATE BENTS  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

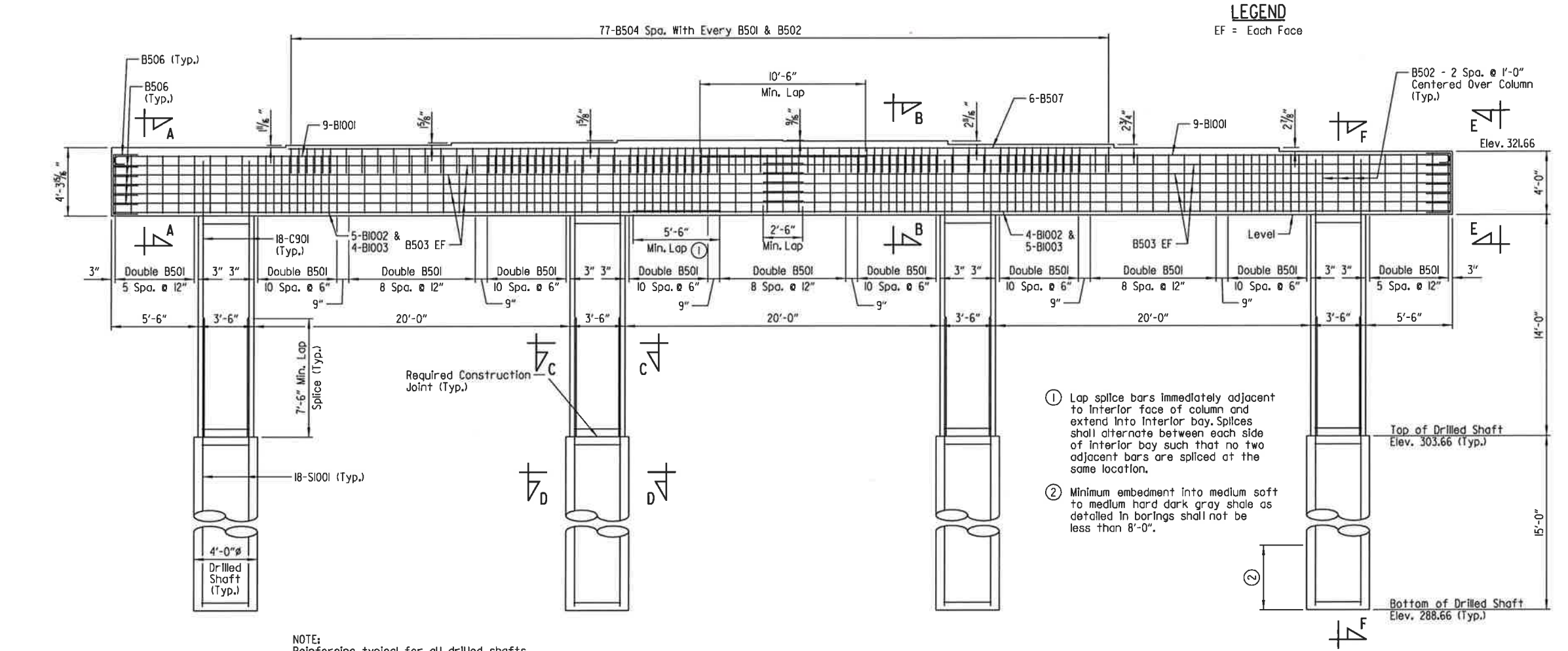
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DESIGNED BY: PCC DATE: JUNE 2012  
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 REVISION DATE:

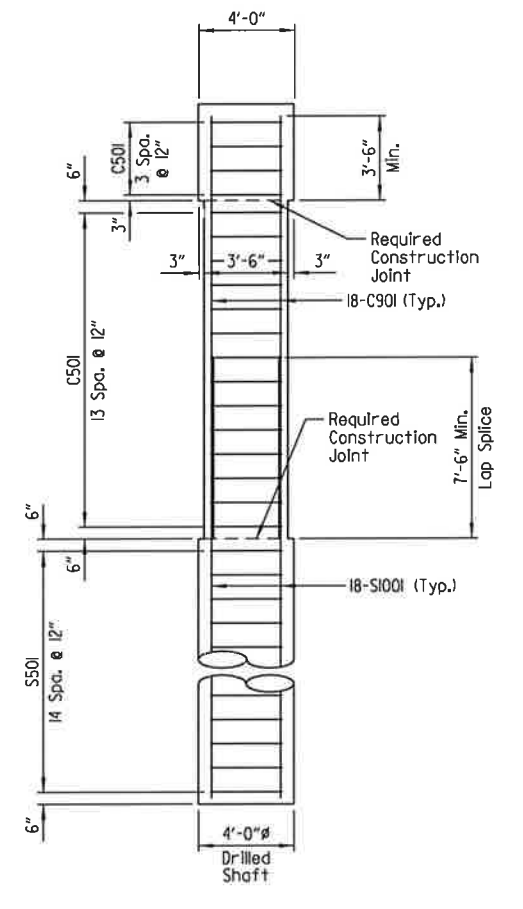
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				6	ARK.			
JOB NO. 080430							109	63
07268 INT. BENT DETAILS								53270



**PLAN - BENT NO. 3**  
Scale: 1/4" = 1'-0"



**ELEVATION - BENT NO. 3**  
(Looking Forward)  
Scale: 1/4" = 1'-0"



**SECTION F-F**  
Scale: 1/4" = 1'-0"

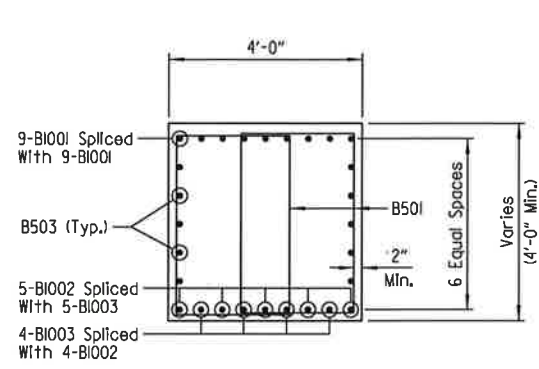
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 REVISED DATE:



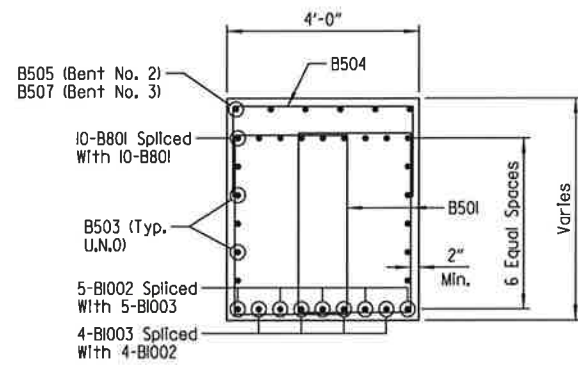
**SHEET 2 OF 3**  
**DETAILS OF INTERMEDIATE BENTS**  
**CONWAY LOOP OVER STURGIS ROAD**  
**FAULKNER COUNTY**  
**ROUTE SEC.**  
**ARKANSAS STATE HIGHWAY COMMISSION**  
**LITTLE ROCK, ARK.**

DRAWN BY: PCC DATE: JUNE 2012 FILENAME: B080430\_B7.DGN  
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 BRIDGE NO. 07268 DRAWING NO. 53270

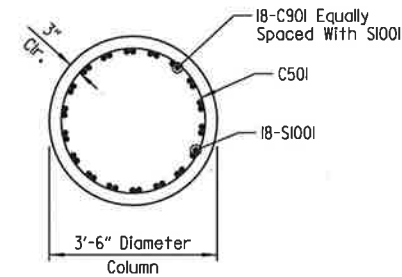
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				JOB NO.	080430	IIO	63	
				07268	INT. BENT DETAILS		53271	



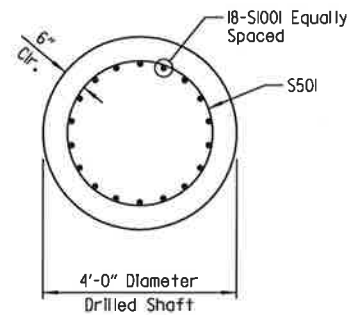
**SECTION A-A**  
Scale: 1/2" = 1'-0"



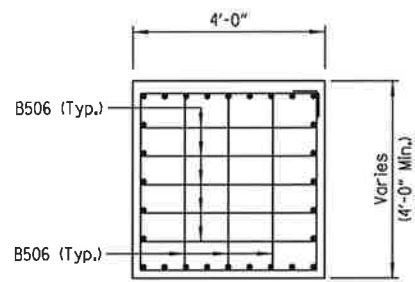
**SECTION B-B**  
Scale: 1/2" = 1'-0"



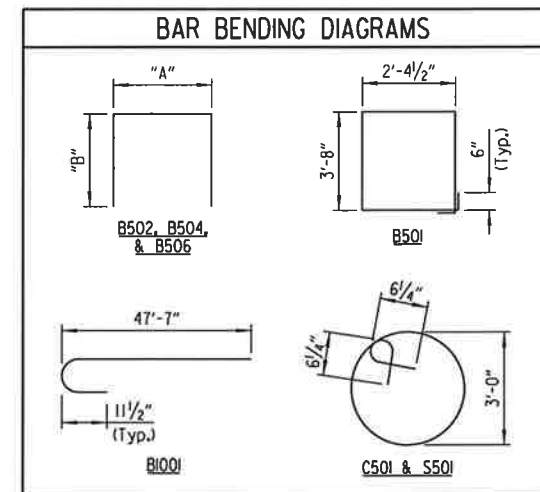
**SECTION C-C**  
Scale: 1/2" = 1'-0"



**SECTION D-D**  
Scale: 1/2" = 1'-0"



**VIEW E-E**  
Scale: 1/2" = 1'-0"



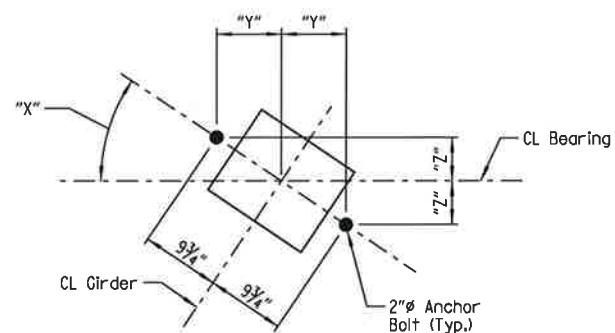
NOTE:  
Dimensions of bars are out-to-out.

BAR LIST					
MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B501	210	12'-7"			2 1/2"
B502	12	10'-9 1/2"	3'-8"	3'-8"	2 1/2"
B503	20	43'-7"			Str.
B506	16	6'-4"	3'-6 1/2"	1'-6"	2 1/2"
B1001	18	49'-0"			10"
B1002	9	38'-4"			Str.
B1003	9	51'-10"			Str.
B504	63	7'-5 1/2"	3'-8"	2'-0"	2 1/2"
B505	6	41'-8"			Str.
C501	76	10'-9 1/2"			3 3/4"
C901	72	22'-6"			Str.
S501	72	10'-9 1/2"			3 3/4"
S1001	72	25'-3"			Str.
B504	77	7'-5 1/2"	3'-8"	2'-0"	2 1/2"
B507	6	52'-2"			Str.
C501	56	10'-9 1/2"			3 3/4"
C901	72	17'-6"			Str.
S501	60	10'-9 1/2"			3 3/4"
S1001	72	22'-3"			Str.

NOTE:  
Number of common bars shown are for one bent only.

① Non-Pay Item - Subsidiary to SP-5 "DRILLED SHAFT FOUNDATIONS".

TABLE OF VARIABLES			
BEARING	"X"	"Y"	"Z"
A	33'40"20"	8 1/8"	5 3/8"
B	33'54"15"	8 1/16"	5 7/16"
C	34'08"23"	8 1/16"	5 1/2"
D	34'22"45"	8 1/16"	5 1/2"
E	34'37"19"	8"	5 5/8"
F	34'52"07"	8"	5 5/8"
G	35'07"08"	8"	5 5/8"
H	35'22"24"	7 5/8"	5 5/8"
J	36'34"36"	7 1/8"	5 1/8"
K	36'50"08"	7 1/8"	5 1/8"
L	37'05"53"	7 3/4"	5 1/8"
M	37'21"54"	7 3/4"	5 5/8"
N	37'38"10"	7 3/4"	5 5/8"
P	37'54"42"	7 1/8"	6"
Q	38'11"30"	7 1/8"	6"
R	38'28'35"	7 5/8"	6 1/16"



**TYPICAL ANCHOR BOLT LAYOUT**  
Scale: 1" = 1'-0"

NOTE:  
For "DETAILS OF ELASTOMERIC BEARINGS", see Dwg. No. 5328L.

**GENERAL NOTES**

All Concrete shall be Class 5 with a minimum 28-day compressive strength  $f'_c = 3500$  psi. Concrete shall be poured in the dry and all exposed corners to be chamfered 1/4" unless otherwise noted.

All reinforcing steel shall conform to AASHTO M31 or M322, Type A, Grade 60 (Yield Strength = 60,000 psi).

Reinforcing bars in top of cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

For additional information, see "LAYOUT OF BRIDGE".

Concrete and reinforcing steel in drilled shafts will not be paid for directly but will be included in the unit prices of the drilled shaft.

For construction methods, materials, measurement and payment of drilled shafts, see SP-5 "DRILLED SHAFT FOUNDATIONS".

A Class 3 Textured Coating Finish shall be applied to bridge surfaces as specified in SP-3 "TEXTURED COATING FINISH" and in accordance with Subsection 802.19.



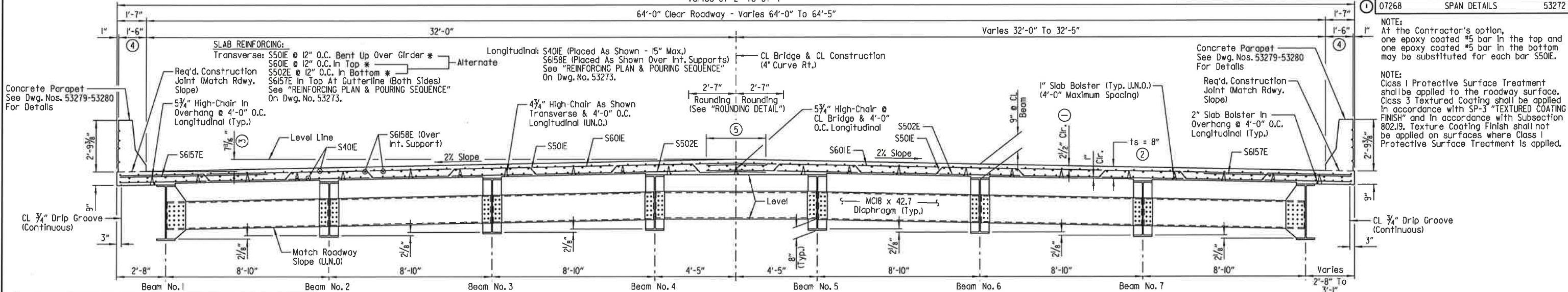
SHEET 3 OF 3  
DETAILS OF INTERMEDIATE BENTS  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: PCC DATE: MAY 2012 FILENAME: B080430\_B8.DGN  
CHECKED BY: SRY DATE: AUG. 2012 SCALE: AS SHOWN  
DESIGNED BY: PCC DATE: MAY 2012  
BRIDGE NO. 07268 DRAWING NO. 53271

10/25/2013 9:22:43 AM  
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 REVISION DATE:

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.	080430		III	63

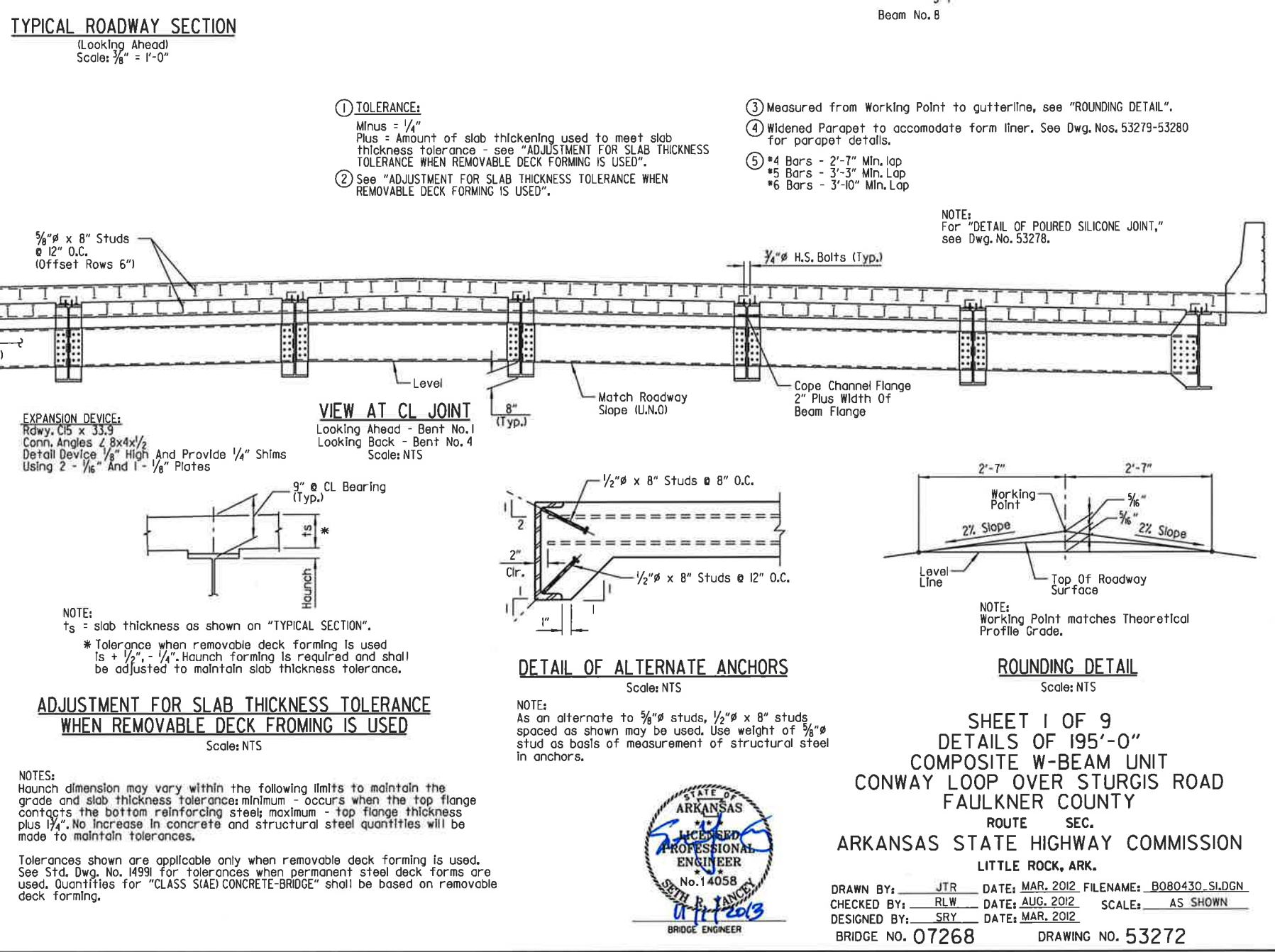
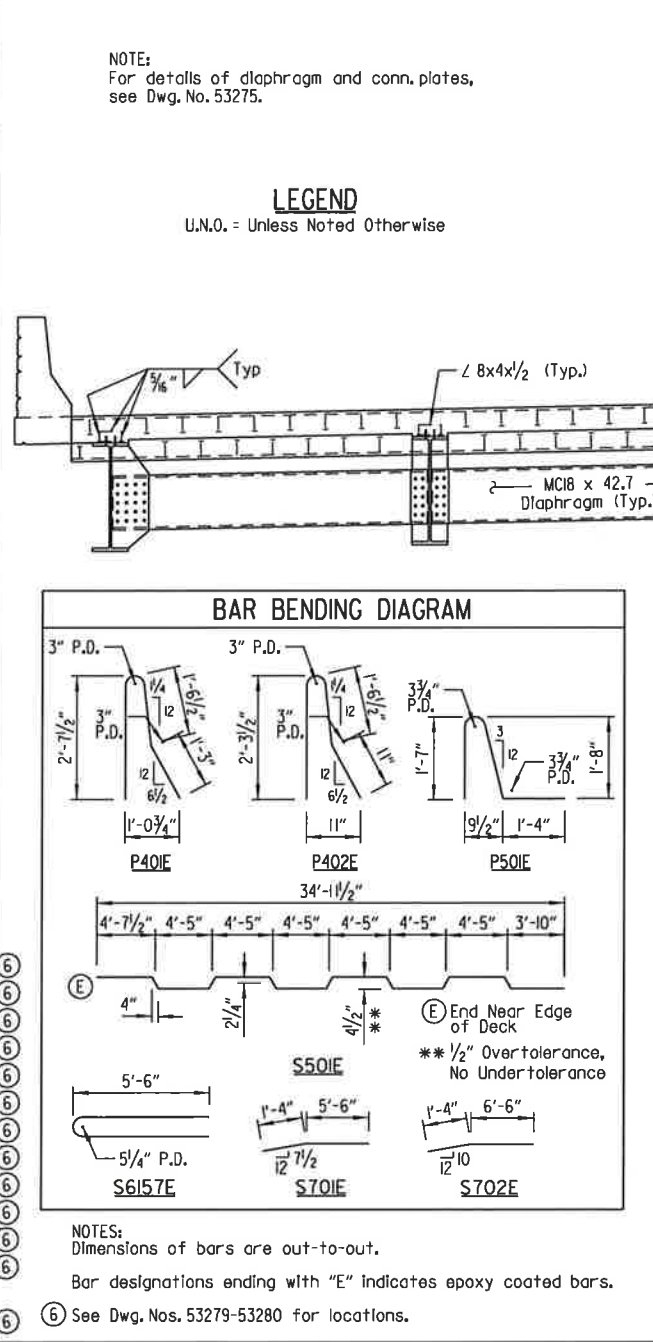
\* S501E, S502E & S601E Spacing Is Along Right Edge Of Slab. Bars Shall Be Placed Radially.



NOTE:  
At the Contractor's option, one epoxy coated #5 bar in the top and one epoxy coated #5 bar in the bottom may be substituted for each bar S501E.

NOTE:  
Class I Protective Surface Treatment shall be applied to the roadway surface. Class 3 Textured Coating shall be applied in accordance with SP-3 "TEXTURED COATING FINISH" and in accordance with Subsection 802.9. Texture Coating Finish shall not be applied on surfaces where Class I Protective Surface Treatment is applied.

Mark	No. Req'd.	Length	Pin. Dia.
S401E	1062	35'-1"	STR.
S501E	288	35'-8 1/2"	3"
S502E	320	35'-1"	STR.
S503E	1 Each	59'-3"	STR.
S568E	1 Each	6'-3"	STR.
S569E	1 Each	59'-9"	STR.
S519E	1 Each	28'-6"	STR.
S5120E	1 Each	27'-11"	STR.
S5157E	4	6'-5"	STR.
S5158E	4	39'-6"	STR.
S5159E	4	43'-8"	STR.
S601E	320	35'-4"	STR.
S602E	1 Each	59'-3"	STR.
S667E	1 Each	6'-3"	STR.
S668E	1 Each	59'-9"	STR.
S618E	1 Each	28'-6"	STR.
S619E	1 Each	27'-11"	STR.
S6156E	374	11'-3"	5 1/4"
S6158E	136	40'-0"	STR.
S701E	18	6'-10"	5 1/4"
S702E	26	7'-10"	5 1/4"
P401E	745	5'-6"	3"
P402E	48	4'-10"	3"
P403E	32	32'-0"	STR.
P404E	8	38'-7"	STR.
P405E	9	14'-5"	STR.
P406E	24	14'-8"	STR.
P407E	12	10'-8"	STR.
P408E	9	14'-4"	STR.
P409E	8	39'-5"	STR.
P410E	9	15'-1"	STR.
P411E	12	11'-2"	STR.
P412E	9	14'-10"	STR.
P501E	745	4'-9"	3 3/4"



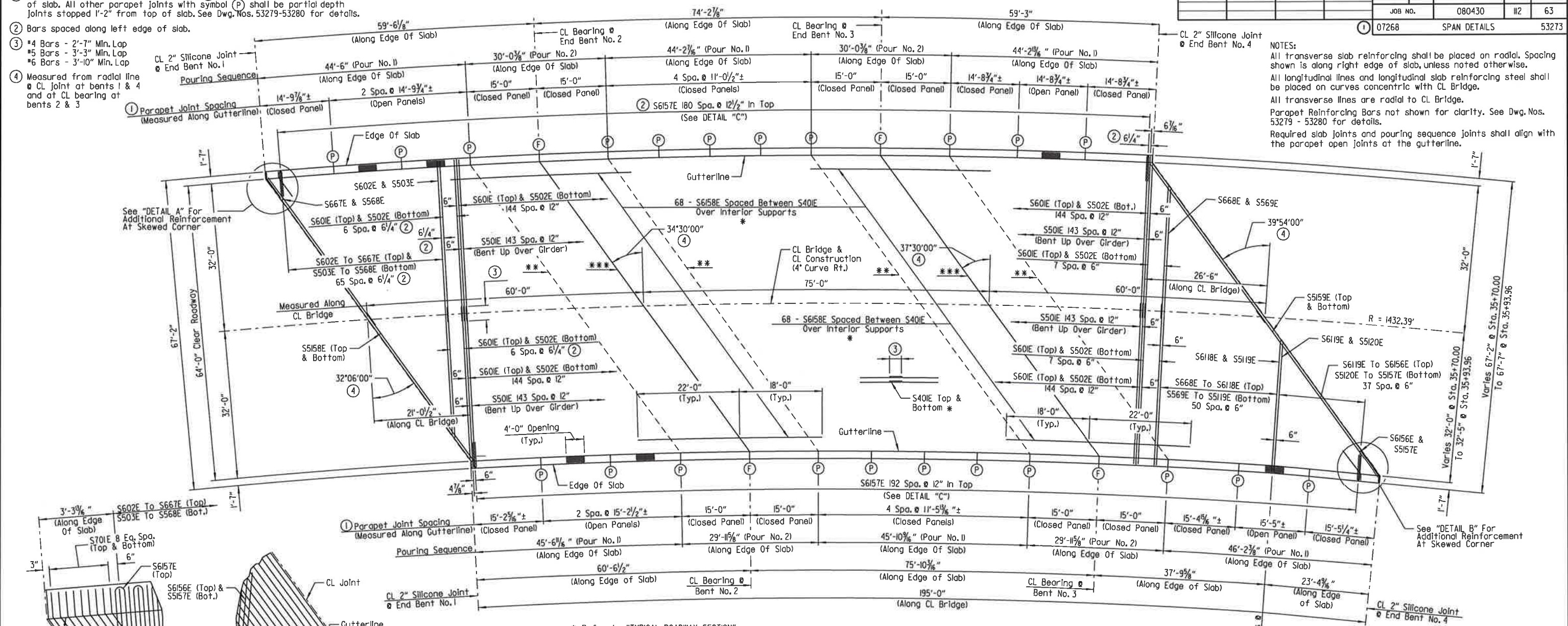
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 REVISED DATE:

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.		080430	#2	63
				07268	SPAN DETAILS			53273

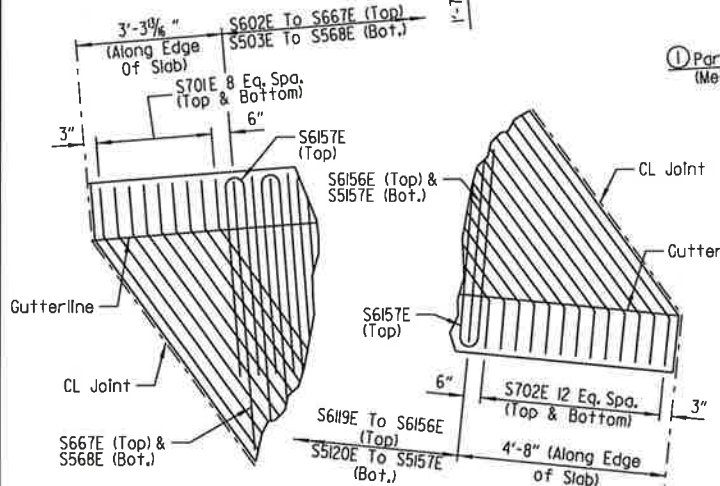
- Parapet joints designated with symbol (F) shall be stopped 4" from top of slab. All other parapet joints with symbol (P) shall be partial depth joints stopped 1'-2" from top of slab. See Dwg. Nos. 53279-53280 for details.
- Bars spaced along left edge of slab.
- #4 Bars - 2'-7" Min. Lap  
#5 Bars - 3'-3" Min. Lap  
#6 Bars - 3'-10" Min. Lap
- Measured from radial line @ CL joint at bents 1 & 4 and at CL bearing at bents 2 & 3

① Parapet Joint Spacing (Measured Along Gutterline)

NOTES:  
 All transverse slab reinforcing shall be placed on radial. Spacing shown is along right edge of slab, unless noted otherwise.  
 All longitudinal lines and longitudinal slab reinforcing steel shall be placed on curves concentric with CL Bridge.  
 All transverse lines are radial to CL Bridge.  
 Parapet Reinforcing Bars not shown for clarity. See Dwg. Nos. 53279 - 53280 for details.  
 Required slab joints and pouring sequence joints shall align with the parapet open joints at the gutterline.



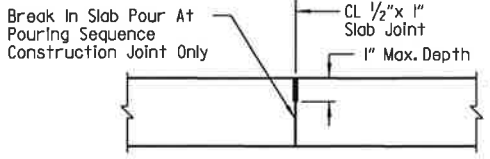
**REINFORCING PLAN & POURING SEQUENCE**  
 Scale: 1/2" = 1'-0"



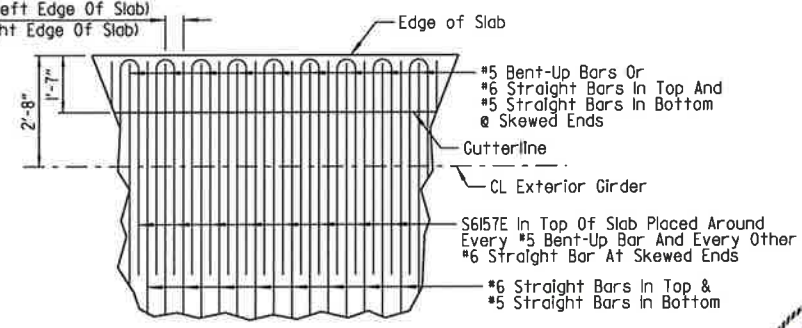
**DETAIL A**  
Scale: NTS

**DETAIL B**  
Scale: NTS

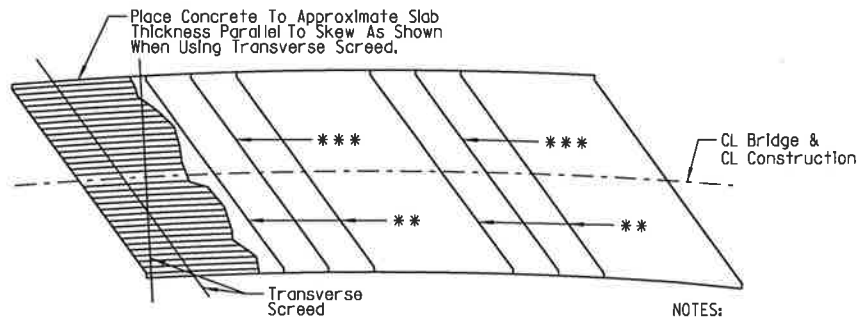
\* Refer to "TYPICAL ROADWAY SECTION" on Dwg. No. 53272 for Placement  
 \*\* Pouring Sequence Construction Joint  
 \*\*\* Required Slab Joint



**SLAB JOINT DETAIL**  
Scale: NTS



**DETAIL C**  
Scale: NTS



**CONCRETE PLACEMENT PROCEDURE**  
Scale: NTS

- NOTES:  
 1. A Longitudinal Screed will not be allowed.  
 2. At the Contractor's option, the transverse screed may be placed parallel to the skew or radial to CL Bridge.

NOTES:  
 Pours with the same number may be placed simultaneously or separately. All Pours (1) must be placed before Pours (2) can be placed. 48 hours shall elapse before the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of an adjacent pour. 72 hours shall elapse between the completion of the entire deck and the pouring of the parapet. Any ralling pours made before the entire slab unit has been placed must be approved by the Engineer.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

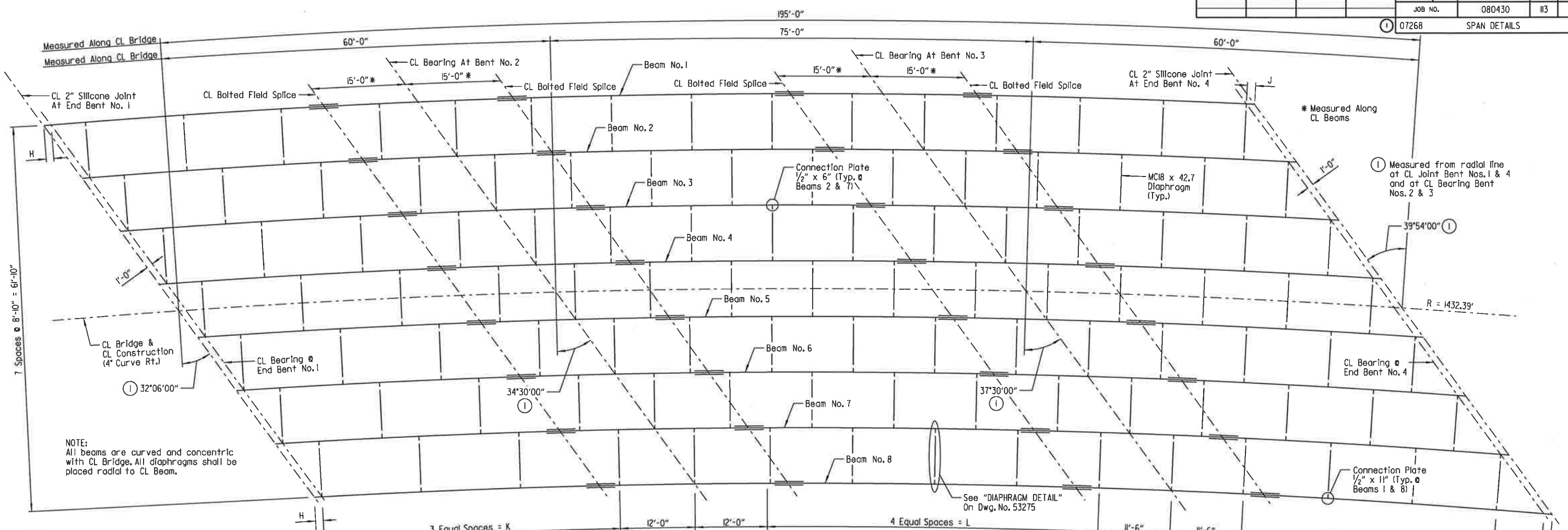


**SHEET 2 OF 9**  
**DETAILS OF 195'-0"**  
**COMPOSITE W-BEAM UNIT**  
**CONWAY LOOP OVER STURGIS ROAD**  
**FAULKNER COUNTY**  
**ROUTE SEC.**  
**ARKANSAS STATE HIGHWAY COMMISSION**  
**LITTLE ROCK, ARK.**

DRAWN BY: S.J.L. DATE: MAR. 2012 FILENAME: B080430\_S2.DGN  
 CHECKED BY: RLW DATE: AUG. 2012 SCALE: AS SHOWN  
 DESIGNED BY: SRY DATE: MAR. 2012  
 BRIDGE NO. 07268 DRAWING NO. 53273

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 REVISION DATE:

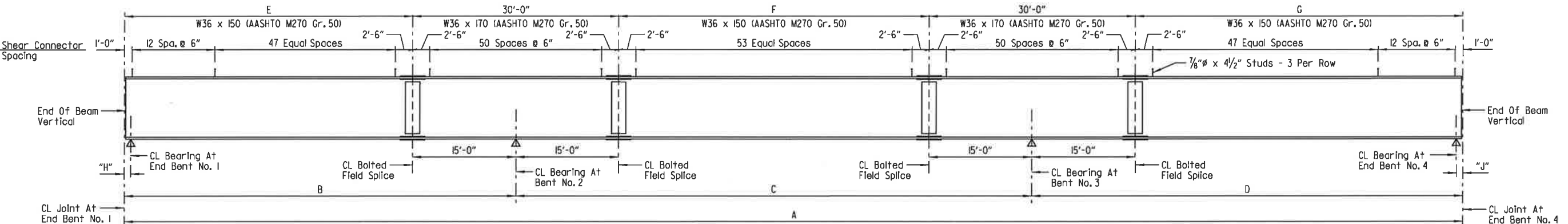
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080430		113	63
				07268	SPAN DETAILS			53274



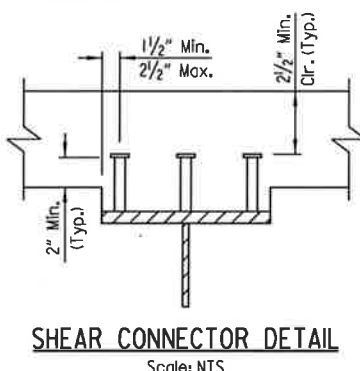
**FRAMING PLAN**  
Scale: 1/8" = 1'-0"

NOTE:  
Bolted field splices may be eliminated or shop welds substituted with the approval of the Engineer. Payment will be made on the basis of plan quantities.

NOTE:  
Diaphragms are on radial lines.



**TYPICAL BEAM ELEVATION**  
Scale: NTS



**SHEAR CONNECTOR DETAIL**  
Scale: NTS

BEAM	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"L"	"M"	"N"
1	192'-10 5/8"	59'-5 3/8"	74'-2 3/8"	59'-2 1/2"	44'-5 1/8"	44'-2 3/8"	44'-2 1/2"	1'-2 1/8"	1'-3 1/8"	-	-	-	-
2	193'-5 3/8"	59'-7 3/8"	74'-4 3/8"	59'-5 1/8"	44'-7 3/8"	44'-4 3/8"	44'-5 1/8"	1'-2 1/8"	1'-3 1/2"	46'-5 5/8"	50'-10 7/8"	39'-6 1/8"	7'-1 3/8"
3	194'-0 1/8"	59'-9 3/8"	74'-7 1/8"	59'-7 3/8"	44'-9 3/8"	44'-7 1/8"	44'-7 3/8"	1'-2 1/8"	1'-3 3/8"	46'-7 1/8"	51'-1 1/8"	39'-7 7/8"	7'-2 3/8"
4	194'-8 3/8"	59'-11 1/8"	74'-10 3/8"	59'-10 3/8"	44'-11 1/8"	44'-10 3/8"	44'-10 3/8"	1'-2 1/8"	1'-3 5/8"	46'-8 5/8"	51'-4 3/8"	39'-9 5/8"	7'-3 3/8"
5	195'-3 3/8"	60'-0 3/8"	75'-1 1/2"	60'-1 1/8"	45'-0 3/8"	45'-1 1/2"	45'-1 1/8"	1'-2 3/8"	1'-3 1/4"	46'-10 3/4"	51'-7 1/2"	39'-11 3/8"	7'-4 3/8"
6	195'-11 1/8"	60'-2 3/8"	75'-4 1/2"	60'-4 3/8"	45'-2 3/8"	45'-4 1/2"	45'-4 3/8"	1'-2 1/4"	1'-3 3/4"	47'-0 1/4"	51'-10 1/2"	40'-1 1/2"	7'-5 1/8"
7	196'-8"	60'-4 3/8"	75'-7 3/8"	60'-7 1/8"	45'-4 3/8"	45'-7 3/8"	45'-7 1/8"	1'-2 1/4"	1'-3 3/8"	47'-2 1/8"	52'-1 5/8"	40'-3 3/8"	7'-6 1/8"
8	197'-4 3/8"	60'-7 1/8"	75'-10 3/8"	60'-10 1/2"	45'-7 1/8"	45'-10 3/8"	45'-10 1/2"	1'-2 3/8"	1'-3 3/8"	47'-4 3/4"	52'-4 1/8"	40'-5 3/8"	7'-7 1/8"

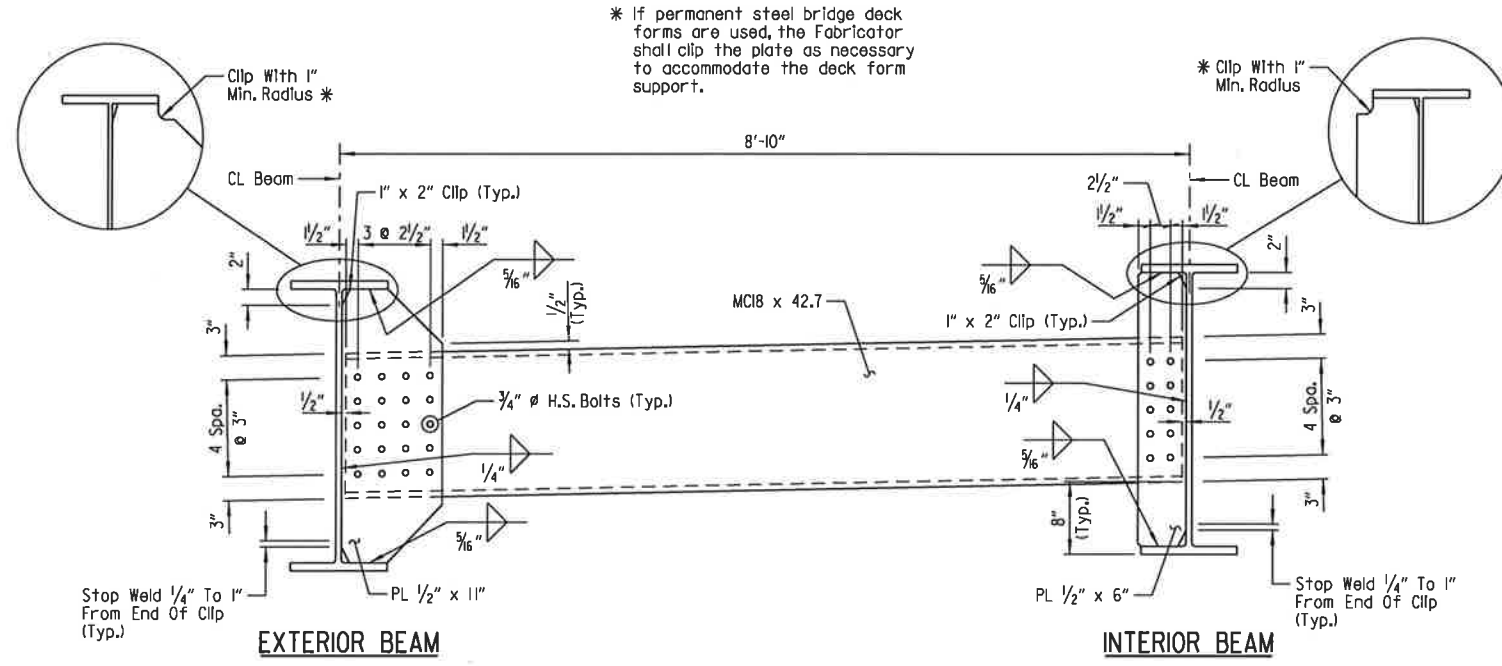


SHEET 3 OF 9  
 DETAILS OF 195'-0"  
 COMPOSITE W-BEAM UNIT  
 CONWAY LOOP OVER STURGIS ROAD  
 FAULKNER COUNTY  
 ROUTE SEC.  
 ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: MAR. 2012 FILENAME: B080430\_S3.DGN  
 CHECKED BY: RLW DATE: AUG. 2012 SCALE: AS SHOWN  
 DESIGNED BY: SRY DATE: MAR. 2012  
 BRIDGE NO. 07268 DRAWING NO. 53274

10/25/2013 9:22:16 AM  
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 WORKSPACE: AHTD Bridge  
 L:\2009\09017230 - Conway Western Arterial Loop Bridge\Drawings\Phase I\NCWAL over Sturgis Rd. PC Unit 3 of 9.dgn  
 REVISED DATE:

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.	080430	114	63	
				07268	SPAN DETAILS		53275	



\* If permanent steel bridge deck forms are used, the Fabricator shall clip the plate as necessary to accommodate the deck form support.

Stop Weld 1/4" To 1" From End Of Clip (Typ.)

Stop Weld 1/4" To 1" From End Of Clip (Typ.)

**EXTERIOR BEAM**

**INTERIOR BEAM**

**DIAPHRAGM DETAIL**  
Scale: 1" = 1'-0"

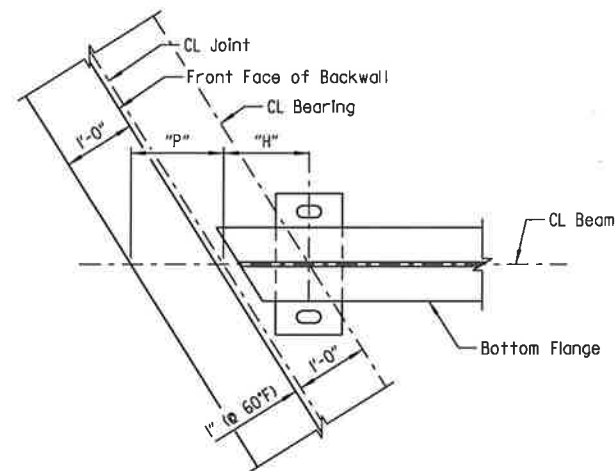
NOTE: Connection plates are to be placed along radial lines.

NOTE: Bolts in diaphragm connections shall be properly installed and tightened in accordance with Subsection 807.7L.

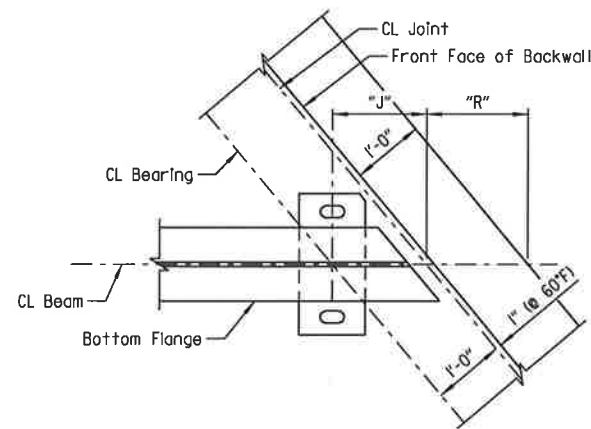
- NOTES:
- For "GENERAL NOTES", see Dwg. No. 53277.
  - All structural steel including girders, cross-frames, bearing stiffeners, web stiffeners and connection plates, shall be AASHTO M270 Gr. 50.
  - For "ELASTOMERIC BEARING DETAILS", see Dwg. No. 53281.

Material Thickness Of Thicker Part Joined (Inches)	Minimum Size Of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To 3/4" Inclusive	1/4"	
Over 3/4"	5/16"	

NOTE: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.



**BEARING PLAN - END BENT 1**  
Scale: 3/4" = 1'-0"



**BEARING PLAN - END BENT 4**  
Scale: 3/4" = 1'-0"

BEAM	"H"	"J"	"P"	"R"
1	1'-2 1/16"	1'-3 3/16"	1'-3 3/16"	1'-4 1/8"
2	1'-2 1/16"	1'-3 1/2"	1'-3 1/4"	1'-4 3/4"
3	1'-2 1/8"	1'-3 3/8"	1'-3 3/8"	1'-4 7/8"
4	1'-2 1/8"	1'-3 5/8"	1'-3 3/8"	1'-4 7/8"
5	1'-2 3/8"	1'-3 1/2"	1'-3 3/8"	1'-5"
6	1'-2 1/4"	1'-3 3/4"	1'-3 3/8"	1'-5 1/16"
7	1'-2 1/4"	1'-3 3/4"	1'-3 1/16"	1'-5 1/8"
8	1'-2 3/8"	1'-3 7/8"	1'-3 1/2"	1'-5 1/4"

NOTE: Dimensions shown are along CL Beam.

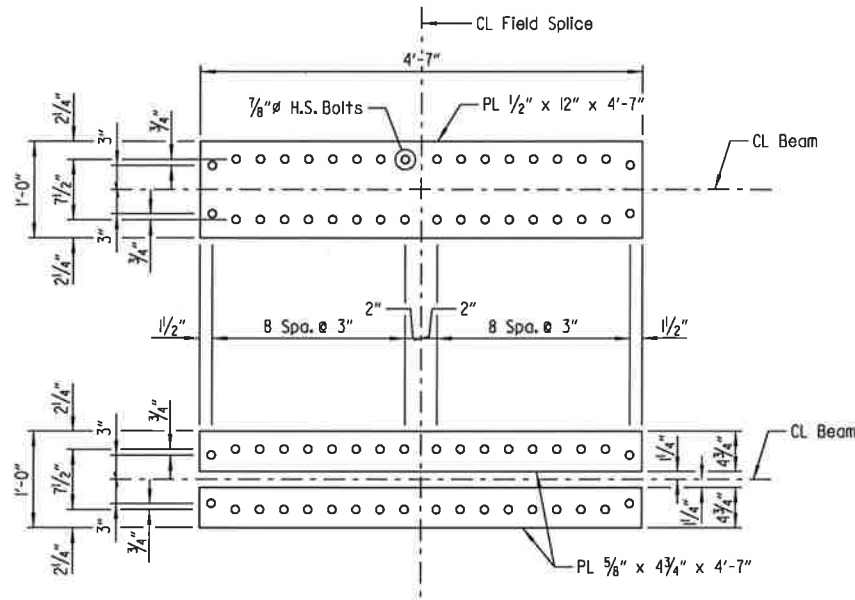


SHEET 4 OF 9  
DETAILS OF 195'-0"  
COMPOSITE W-BEAM UNIT  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

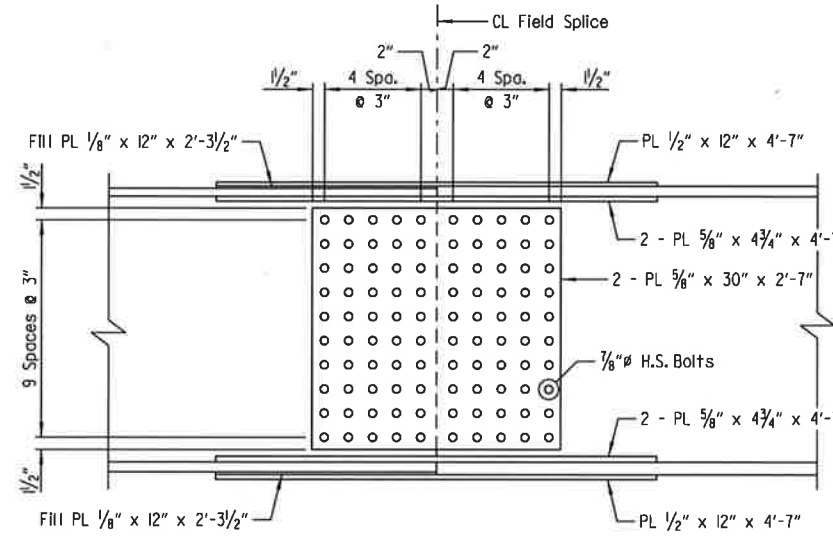
DRAWN BY: CWT DATE: MAR. 2012 FILENAME: B080430\_S4.DGN  
CHECKED BY: RLW DATE: SEPT. 2012 SCALE: AS SHOWN  
DESIGNED BY: SRY DATE: MAR. 2012  
BRIDGE NO. 07268 DRAWING NO. 53275

10/25/2013 9:22:16 AM  
 WORKSPACE: AHTD Bridge  
 L:\2009\0901230 - Conway Western Arterial Loop\Bridges\Drawings\Phase II\CWAL over Sturgis Rd. PC Unit 4 of 9.dgn  
 REVISION DATE:

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.	080430	115	63	
				07268	SPAN DETAILS		53276	

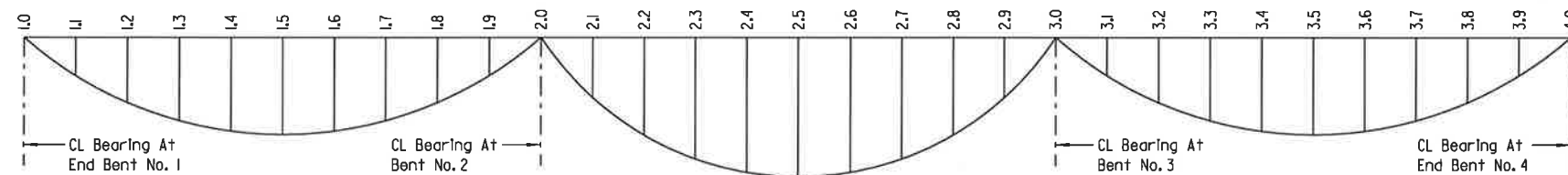


**FLANGE SPLICE DETAILS**  
Scale: 1" = 1'-0"



**DETAILS OF FIELD SPLICE**  
Scale: 1" = 1'-0"

**NOTE:**  
All field splice bolts shall be 7/8" H.S. bolts.  
All holes for splice bolts shall be 15/16" Ø.  
All field splice plates shall be AASHTO M270, Gr. 50 steel.  
Bolted field splices shown may be eliminated or shop welded splices may be substituted with the approval of the Engineer. Payment will be made on the basis of the plan quantities.



**DEAD LOAD DEFLECTION DIAGRAM**  
Scale: NTS

**NOTE:**  
Camber is for dead load deflection plus vertical curve +/- 1/4" tolerance. Deflections shown are along the CL Beam from the plane perpendicular to the web extending from CL Bearing to CL Bearing. Vertical curve corrections are not included. Negative sign (-) indicates point above chord.

**TABLE OF DEAD LOAD DEFLECTIONS (Inch)**

Point Of Deflection	Structural Steel	Structural Steel And Slab	Structural Steel Slab And Parapet
1.0	0.00	0.00	0.00
1.1	0.03	0.15	0.16
1.2	0.05	0.28	0.29
1.3	0.06	0.36	0.38
1.4	0.07	0.40	0.42
1.5	0.07	0.38	0.40
1.6	0.05	0.31	0.33
1.7	0.04	0.22	0.23
1.8	0.02	0.11	0.12
1.9	0.00	0.03	0.03
2.0	0.00	0.00	0.00
2.1	0.02	0.08	0.08
2.2	0.04	0.24	0.25
2.3	0.07	0.40	0.42
2.4	0.10	0.53	0.56
2.5	0.11	0.57	0.60
2.6	0.10	0.53	0.56
2.7	0.08	0.41	0.43
2.8	0.05	0.25	0.26
2.9	0.02	0.09	0.09
3.0	0.00	0.00	0.00
3.1	0.00	0.02	0.02
3.2	0.02	0.10	0.11
3.3	0.04	0.21	0.22
3.4	0.05	0.30	0.32
3.5	0.07	0.37	0.39
3.6	0.07	0.39	0.41
3.7	0.06	0.36	0.38
3.8	0.05	0.28	0.29
3.9	0.03	0.15	0.16
4.0	0.00	0.00	0.00



SHEET 5 OF 9  
DETAILS OF 195'-0"  
COMPOSITE W-BEAM UNIT  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: MAR. 2012 FILENAME: B080430\_SS.DGN  
CHECKED BY: RLW DATE: SEPT. 2012 SCALE: AS SHOWN  
DESIGNED BY: SRY DATE: MAR. 2012  
BRIDGE NO. 07268 DRAWING NO. 53276



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.		080430	116	63
				07268		SPAN DETAILS		53277

## GENERAL NOTES

### CONCRETE:

Concrete shall be poured in the dry and all exposed corners shall be chamfered  $\frac{3}{4}$ " unless otherwise noted. All concrete shall be Class S(AE) with a minimum 28 day compressive strength  $f'_c = 4,000$  psi.

The superstructure details shown are for use when removable deck forming is used and are the basis for measurements of Class S(AE) Concrete. See Standard Drawing No. 14991 for allowable modifications and for tolerances when permanent steel deck forms are used.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The concrete deck shall be given a fine finish in accordance with Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Movement of the finishing machine across new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of the strike-off to fully load the beam. A minimum of 72 hours shall elapse between completion of the slab and the pouring of the parapet railing.

### REINFORCING STEEL:

All reinforcing steel shall conform to AASHTO M31 or M322, Type A, Grade 60. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. The wire supports will not be paid for directly, but will be considered subsidiary to the item "BRIDGE CONSTRUCTION".

### STRUCTURAL STEEL:

All structural steel shall be AASHTO M270, Gr. 50 and shall be included in the lump sum price for "BRIDGE CONSTRUCTION". All structural steel shall be cleaned in accordance with Subsection 807.84 unless noted otherwise. Structural steel completely embedded in concrete may be AASHTO M270 Gr. 36 unless noted otherwise. See Drawing No. 53261 for cleaning requirements of external load plates on elastomeric bearings.

All structural steel, except galvanized members or steel which is completely encased in concrete shall be painted in accordance with Subsection 807.75. The color of paint shall conform to Federal Standard 595B, Color Chp No. 27038, Black.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

Drawings show general features of design only. Shop drawings shall be prepared in accordance with the specifications, submitted and approved before fabrication is begun.

Bolted field splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of plan quantities.

Beams, field splice plates, connection plates and diaphragms are considered main load carrying members and shall meet the Longitudinal Charpy V-Notch Test specified in Subsection 807.05. This work and material will not be paid for directly but are considered as subsidiary to the item "BRIDGE CONSTRUCTION".

Flange field splice plates shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. However, additional welds used for attaching falsework support devices or screed rail supports to the structural steel that do not exceed the limitations of Subsection 802.13 will not require approval prior to construction. All welding shall conform to Subsection 807.26.

All beams shall be blocked in their true position with webs horizontal in the shop. The camber, length of sections, distance between bearings and opening of joints shall be measured with the beams in their true position and this information shall become a part of the permanent records of this job. The component parts shall be match marked in this assembly and these marks shall be shown on the erection diagram. All beam dimensions are based on a temperature of 60°F. A tolerance of  $\pm \frac{1}{4}$ " is allowed for camber.

All Quality Control (Q. C.) testing is at the Contractor's expense.

All connection plates shall be fabricated normal to the top flange and on the side of the beam web as indicated on the framing plans. All bearing stiffeners shall be fabricated to be plumb in their final position.

Diaphragms shall be installed as beams are erected. All bolts in diaphragms and field splices shall be installed and tightened in accordance with Subsection 807.71 prior to pouring of the concrete deck.

Field connections shall be bolted with high-strength bolts and shall be  $\frac{3}{4}$ " bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of the exterior girder webs and on the bottom of the girder flanges. Holes for  $\frac{3}{4}$ " high-strength bolts may be  $\frac{5}{16}$ " if a washer is supplied for use under both the nut and head of the bolt.

All contact surfaces between plates at field splices shall be free of paint, oil, rust or scale before assembly.

All stud shear connectors shall be granular flux filled, solid fluxed or equal and shall be automatically end welded in accordance with recommendations of the manufacturer.

Bearings shall be firmly seated in accordance with Subsection 808.08. This work is to be considered subsidiary to the item "BRIDGE CONSTRUCTION" and will not be paid for directly.

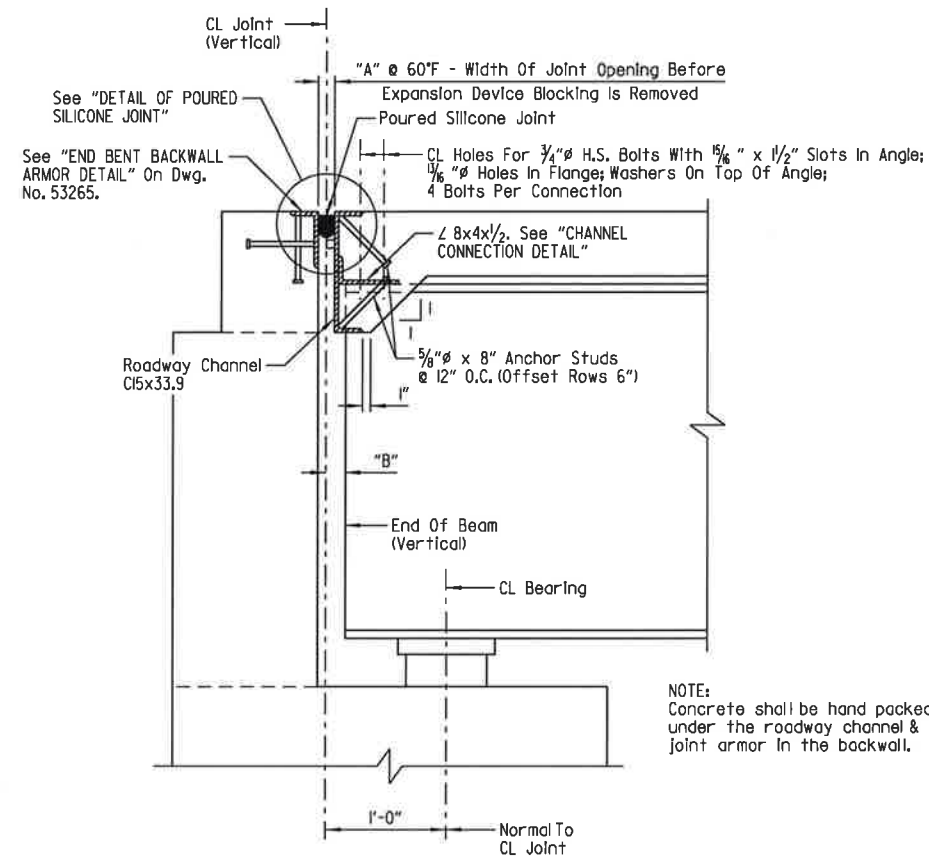
Anchor bolts shall be AASHTO designation M314 Gr. 55, including supplemental requirement S1, and shall be galvanized to conform to AASHTO M 232, Class C or AASHTO M298 Class 50. Anchor bolts shall be included in the lump sum price for "BRIDGE CONSTRUCTION".

SHEET 6 OF 9  
 DETAILS OF 195'-0"  
 COMPOSITE W-BEAM UNIT  
 CONWAY LOOP OVER STURGIS ROAD  
 FAULKNER COUNTY  
 ROUTE 1 SEC  
 ARKANSAS STATE HIGHWAY COMMISSION  
 LITTLE ROCK, ARK.



DRAWN BY: SRY DATE: MAR. 2012 FILENAME: B080430\_S6.DGN  
 CHECKED BY: RLW DATE: AUG. 2012 SCALE: AS SHOWN  
 DESIGNED BY: SRY DATE: MAR. 2012  
 BRIDGE NO. 07268 DRAWING NO. 53277

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.	080430		117	63
				07268	SPAN DETAILS			53278



**SECTION THRU SILICONE JOINT**

Note: Section Taken Normal To CL Joint  
Scale: NTS

SILICONE JOINT DATA					
* "A" Width Perpendicular To Joint At 24 Hour Average Temperature Of:			"B" Perpendicular To Joint At 60°F	"D"	Bumper Plate Size
40°F	60°F	80°F			
2 3/8"	2"	1 9/16"	2 1/4" ±	4 1/2"	1" x 1" x 12"

\* The temperature used to set the joint opening shall be the approximate average air temperature during the 24 hour period immediately before the bolts are tightened. The Engineer shall establish the temperature. Interpolation of the table may be necessary.

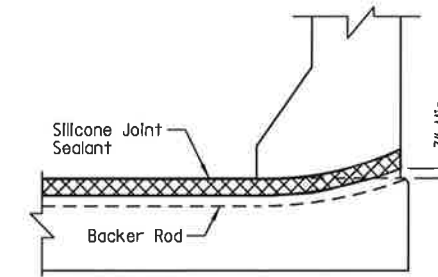
NOTES:  
The temperature limitations recommended by the sealant Manufacturer shall be observed.

The sealant shall be installed in joints only when the average 24 hour air temperature is between 40° and 80°.

\*\* BACKER ROD NOTE:  
Use an appropriately sized backer rod at the depth shown in the Manufacturer's literature based on the joint width at the time of sealing.

Except as noted, do not install more backer rod that can be sealed in the same day.

The Contractor shall verify separation of the backer rod from the joint material after the joint material has set.

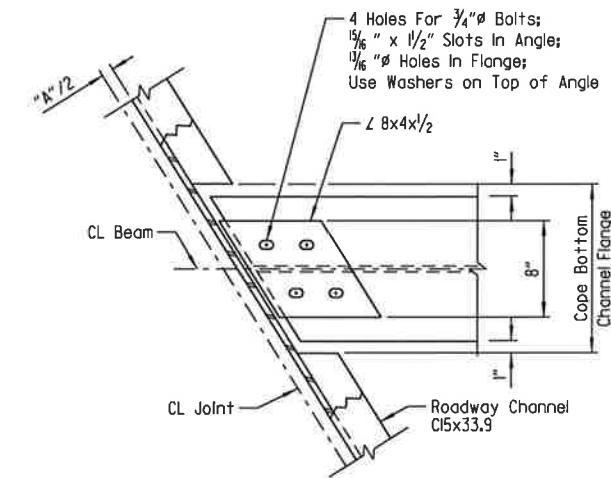


**JOINT SEAL PLACEMENT AT CURB**

Scale: NTS

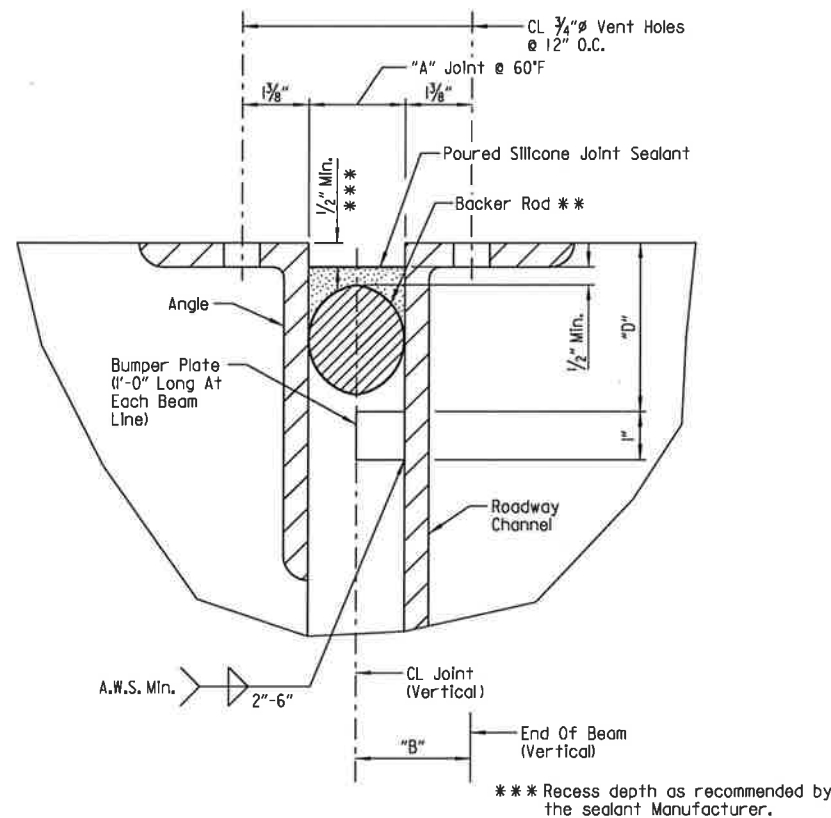
NOTE:  
The poured silicone joint seal and backer rod shall conform to the requirements of and shall be paid for in accordance with SP-9 "SILICONE JOINT SEALANT".

NOTE:  
Roadway channel structural steel shall be AASHTO M270, Gr. 50 and shall be included in the lump sum price for "BRIDGE CONSTRUCTION". Roadway channel shall be cleaned and painted in accordance with Section 638. Painting will not be paid for directly but will be considered subsidiary to "BRIDGE CONSTRUCTION."



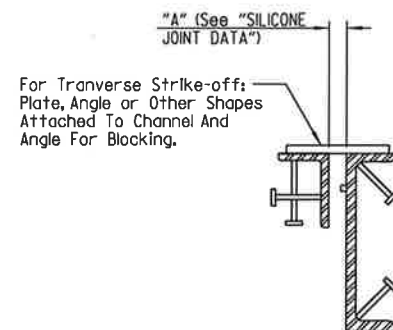
**CHANNEL CONNECTION DETAIL**

Scale: NTS



**DETAIL OF POURED SILICONE JOINT**

Scale: NTS



**DETAILS FOR BLOCKING EXPANSION JOINT DEVICE**

Scale: NTS

**EXPANSION DEVICE INSTALLATION AT END BENTS:**

The Contractor may elect to install the expansion device using one of the following two alternatives.

- 1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the beams erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the backwall concrete, the blocking shall be removed, the opening adjusted for temperature, and the backwall constructed.
- 2) The backwall shall be poured to the optional construction joint after beams are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature. Backfill shall not be placed behind the backwall until the deck concrete on the adjacent span has been placed.

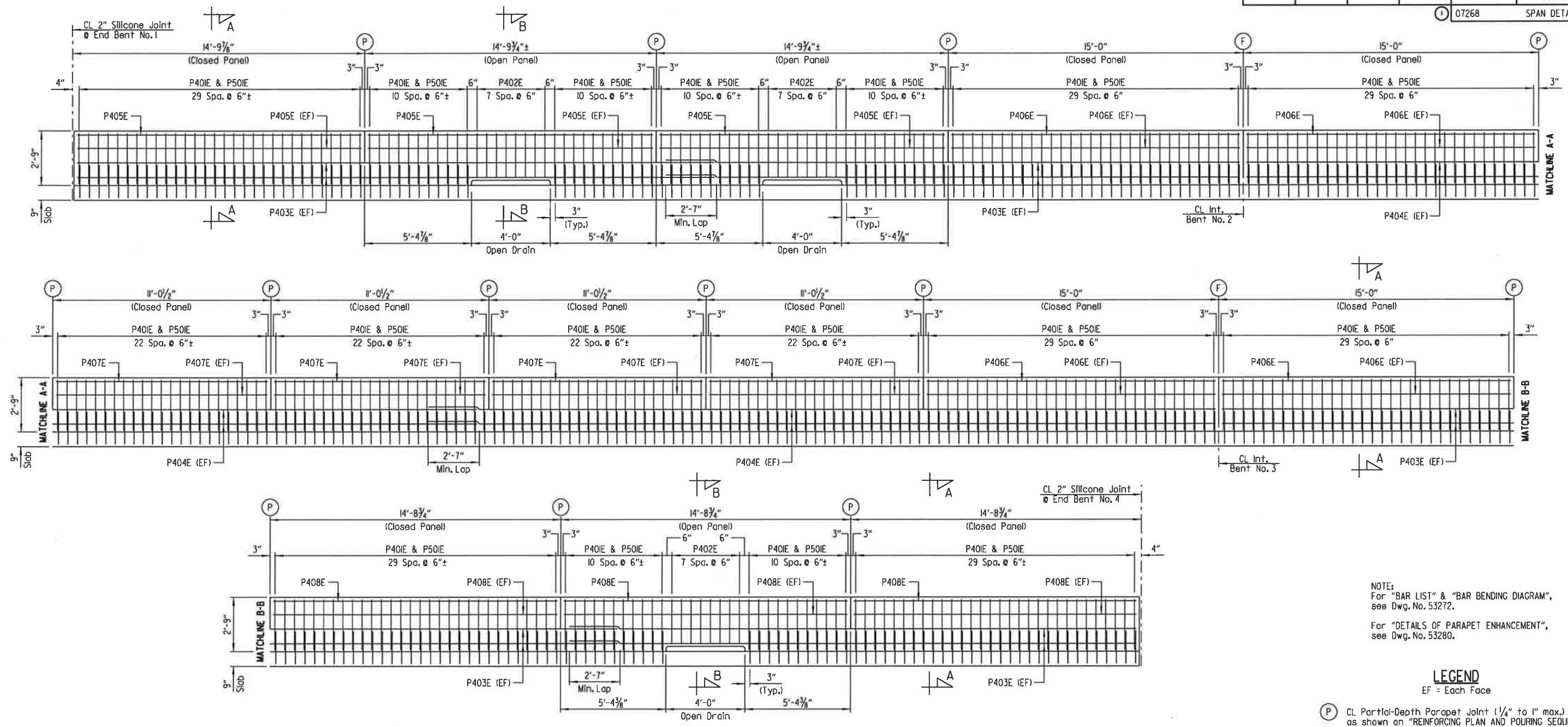
NOTE:  
Each expansion joint device shall be blocked in the shop by the fabricator to the dimension "A" shown for 60°F and the blocking details shall be shown on the shop drawings. Blocking shall be placed within 2' of each end of the device and with a maximum spacing of 8'.



SHEET 7 OF 9  
DETAILS OF 195'-0"  
COMPOSITE W-BEAM UNIT  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

DRAWN BY: HEW DATE: AUG. 2012 FILENAME: B080430\_S7.DGN  
CHECKED BY: RLW DATE: AUG. 2012 SCALE: AS SHOWN  
DESIGNED BY: SRY DATE: AUG. 2012  
BRIDGE NO. 07268 DRAWING NO. 53278

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.	080430	IB	63	
				07268	SPAN DETAILS		53279	

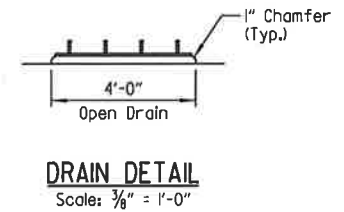
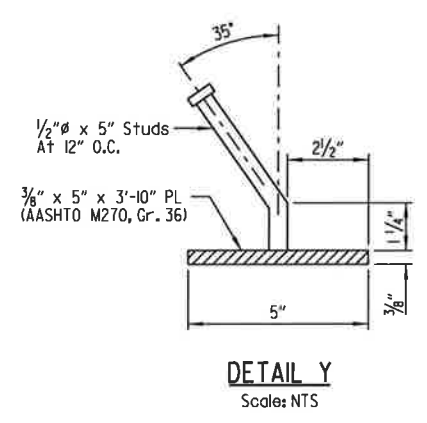
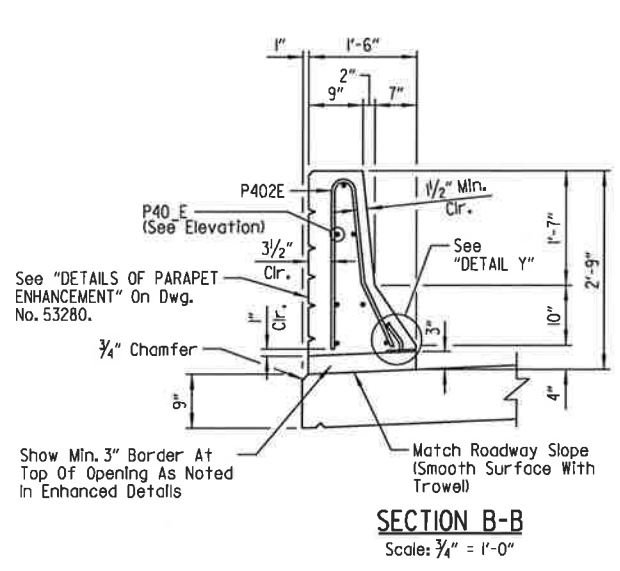
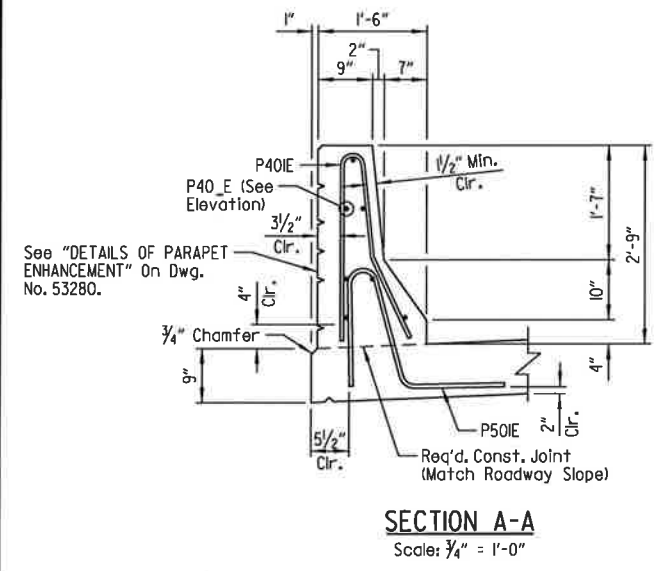


NOTE:  
 For "BAR LIST" & "BAR BENDING DIAGRAM",  
 see Dwg. No. 53272.  
 For "DETAILS OF PARAPET ENHANCEMENT",  
 see Dwg. No. 53280.

**LEGEND**  
 EF = Each Face

- (P) CL Partial-Depth Parapet Joint (1/4" to 1" max.) as shown on "REINFORCING PLAN AND POURING SEQUENCE" on Dwg. No. 53273. Stop 1'-2" from top of slab.
- (F) CL Full-Depth Parapet Joint (1/4" to 1" max.) as shown on "REINFORCING PLAN AND POURING SEQUENCE" on Dwg. No. 53273. Stop 4" from top of slab.

**LEFT PARAPET - ELEVATION**  
 (Looking At Inside Face Of Parapet)  
 Scale: 3/8" = 1'-0"

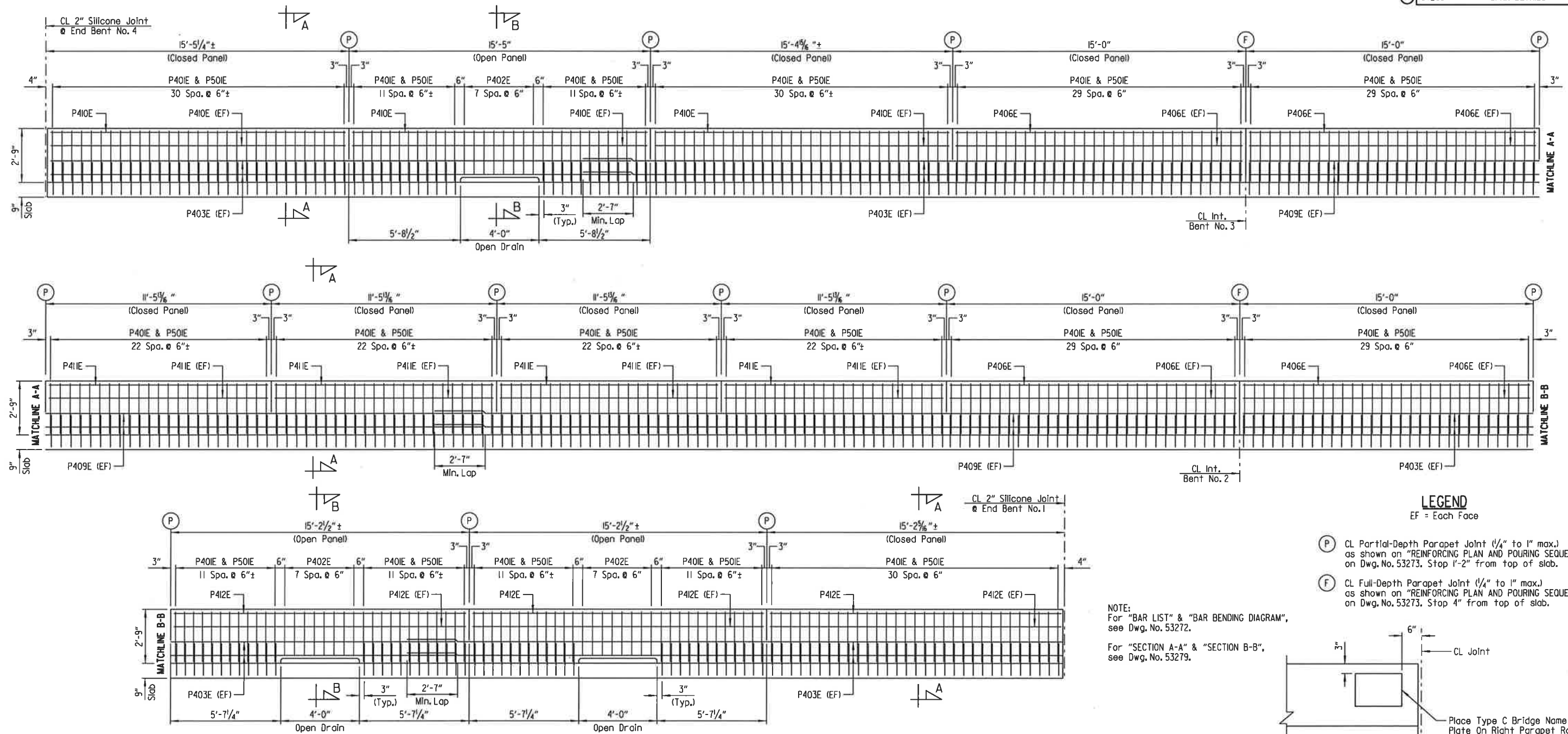


**SHEET 8 OF 9**  
**DETAILS OF 195'-0"**  
**COMPOSITE W-BEAM UNIT**  
**CONWAY LOOP OVER STURGIS ROAD**  
**FAULKNER COUNTY**  
 ROUTE SEC.  
**ARKANSAS STATE HIGHWAY COMMISSION**  
 LITTLE ROCK, ARK.

DRAWN BY: JGS DATE: MAR. 2012 FILENAME: B080430\_SB.DGN  
 CHECKED BY: RLW DATE: AUG. 2012 SCALE: AS SHOWN  
 DESIGNED BY: SRY DATE: MAR. 2012  
 BRIDGE NO. 07268 DRAWING NO. 53279

10/25/2013 9:22:18 AM  
 WORKSPACE: AHTD Bridge  
 L:\2009\0507230 - Conway Western Arterial Loop Bridge Drawings\Phase II\CWAL over Sturgis Rd. PC Unit 8 of 9.dgn  
 REVISION DATE:

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.	080430		119	63
				07268	SPAN DETAILS			53280

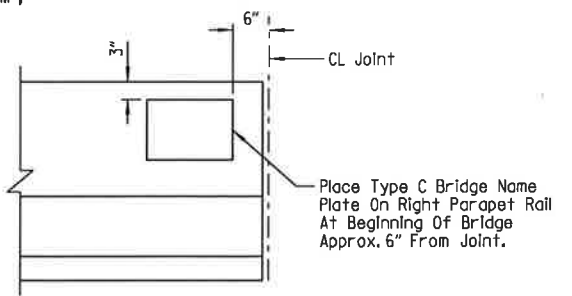


**LEGEND**

EF = Each Face

- (P) CL Partial-Depth Parapet Joint (1/4" to 1" max.) as shown on "REINFORCING PLAN AND POURING SEQUENCE" on Dwg. No. 53273. Stop 1'-2" from top of slab.
- (F) CL Full-Depth Parapet Joint (1/4" to 1" max.) as shown on "REINFORCING PLAN AND POURING SEQUENCE" on Dwg. No. 53273. Stop 4" from top of slab.

NOTE:  
For "BAR LIST" & "BAR BENDING DIAGRAM", see Dwg. No. 53272.  
For "SECTION A-A" & "SECTION B-B", see Dwg. No. 53279.

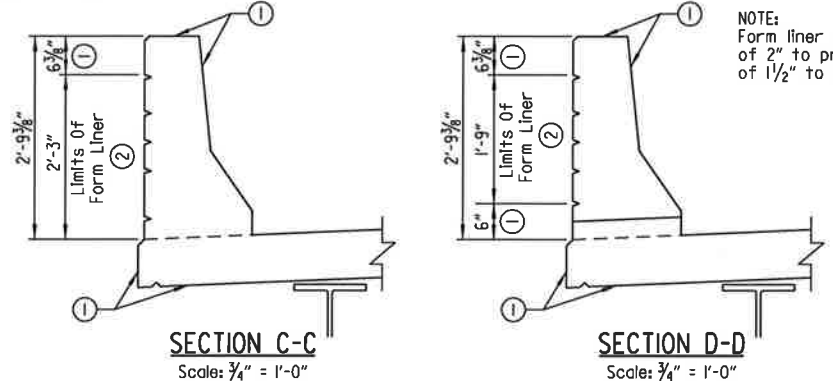


**VIEW SHOWING LOCATION OF NAME PLATE**

(Showing Inside Face Of Parapet)  
Scale: 3/4" = 1'-0"

**RIGHT PARAPET - ELEVATION**

(Looking At Inside Face Of Parapet)  
Scale: 3/8" = 1'-0"



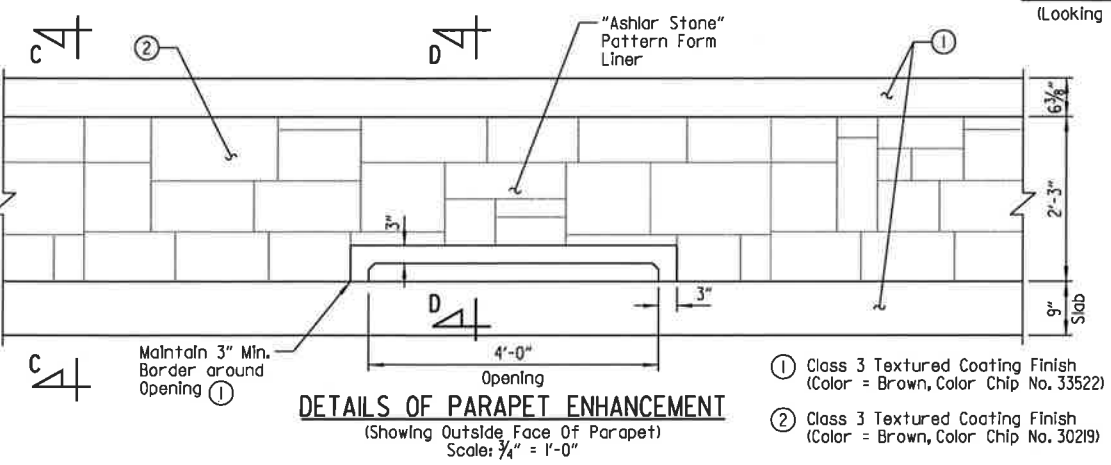
NOTE:  
Form liner shall be a max. depth of 2" to provide a min. clearance of 1/2" to parapet reinforcing.

**SECTION C-C**

Scale: 3/4" = 1'-0"

**SECTION D-D**

Scale: 3/4" = 1'-0"



**DETAILS OF PARAPET ENHANCEMENT**

(Showing Outside Face Of Parapet)  
Scale: 3/4" = 1'-0"

- ① Class 3 Textured Coating Finish (Color = Brown, Color Chip No. 33522)
- ② Class 3 Textured Coating Finish (Color = Brown, Color Chip No. 30219)

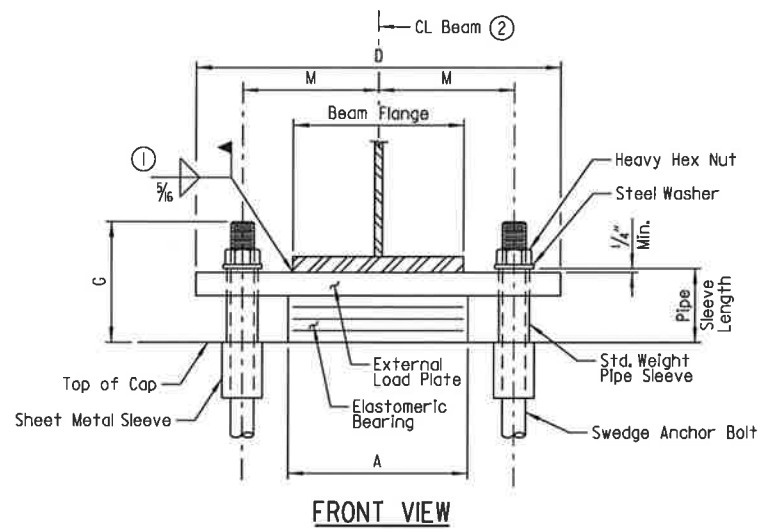


SHEET 9 OF 9  
DETAILS OF 195'-0"  
COMPOSITE W-BEAM UNIT  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

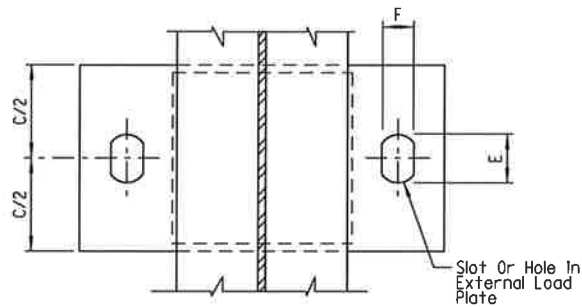
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BRIDGE NO. 07268 DRAWING NO. 53280

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 REVISION DATE:

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				JOB NO.	080430	120	63	
				07268	BEARING DETAILS		53281	

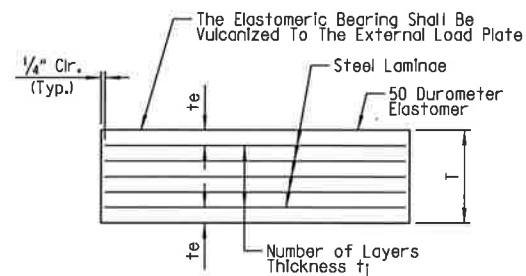


FRONT VIEW



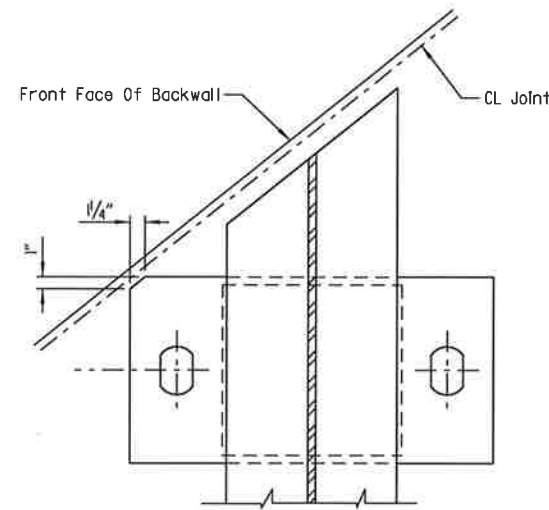
PLAN VIEW

- ① Care shall be taken to ensure that the external load plate is in full and complete contact with the beam flange before welding begins.
- ② Centerline elastomeric pad shall be aligned with centerline beam.

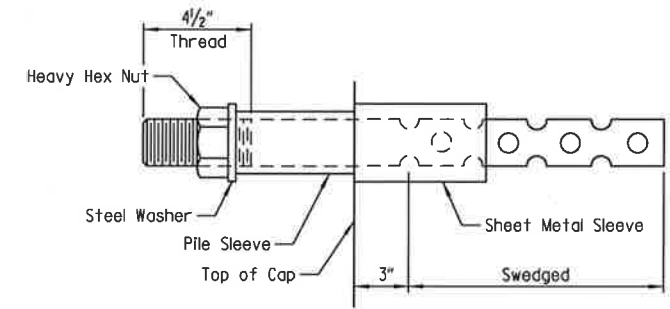


te = Thickness Of Elastomer Cover On Top And Bottom Of Pad  
t1 = Thickness Of Elastomer Between Steel Laminae  
N = Number Of Elastomer Layers Of Thickness t1

ELASTOMERIC BEARING



LOAD PLATE CLIP DETAIL



ANCHOR BOLT DETAIL

NOTE:  
Anchor bolts may be cast in place or drilled and grouted in place. If anchor bolts are to be cast in place, the galvanized sheet metal sleeves will not be required.

If anchor bolts are to be drilled and grouted in place, the galvanized sheet metal sleeves shall be cast in place as shown. Sleeves shall be dry packed with styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of structural steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set and fixed using a QPL approved epoxy or non-shrink grout that completely fills the holes.

GENERAL NOTES

Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "ELASTOMERIC BEARINGS."

External load plates shall conform to AASHTO M270, Grade 50. Pipe sleeves shall be ASTM A53, Grade B, and shall be galvanized to conform to AASHTO M232, Class C or AASHTO M298, Class 50.

External load plates shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Subsection 808. Other surfaces shall be blast cleaned in accordance with Subsection 807.84(b) for painted steel and painted in accordance with Section 807.75. Mask areas of field welding. The color of paint shall be Black and shall match Fed. Std. 595B, Color Chip No. 27038. Painting will not be paid for directly but will be considered subsidiary to item "BRIDGE CONSTRUCTION".

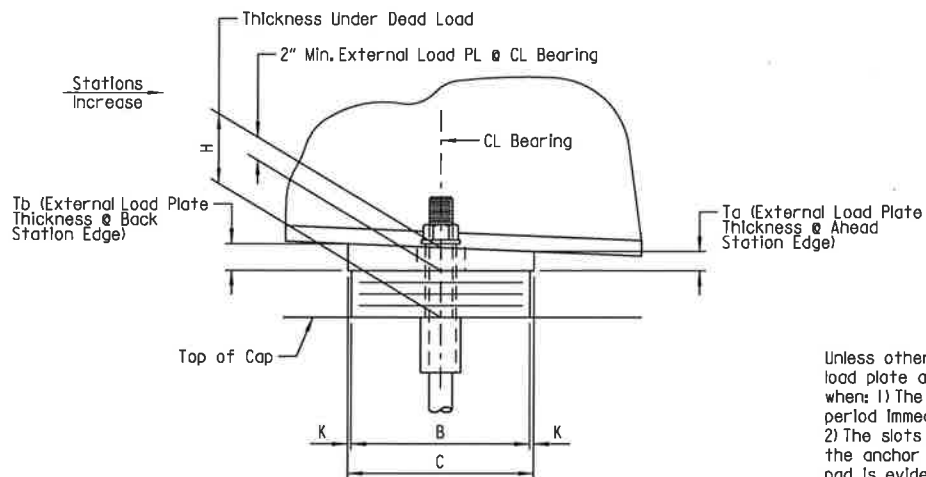
Anchor bolts, washers and nuts shall conform to Subsection 807.07 of the Standard Specifications. The anchor bolt grade of steel shall be as specified in the "TABLE OF FABRICATOR VARIABLES". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Bearings shall be seated in accordance with Subsection 808.08.

The cost of the entire bearing assembly shall be included in the lump sum price bid for "BRIDGE CONSTRUCTION".

NOTE:  
The direction of the bevel of the external load plate may not be accurately depicted with respect to Ta and Tb values shown in "TABLE OF FABRICATOR VARIABLES".

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when: 1) The approximate average air temperature during the 24 hour period immediately preceding welding is between 40°F and 80°F; and 2) The slots in the external load plate are positioned to center on the anchor bolts; and 3) No horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the Engineer will provide adjustment data.



SIDE VIEW

TABLE OF FABRICATOR VARIABLES

Bridge No.	Location		Bearing Type	No. Of Bearings Each Bent	* Maximum Design Load (Klps)	Elastomeric Pad										External Load Plate								Anchor Bolt			
	Bent No(s)	Beam No.				G	H	A	B	N	t1	te	No. & Thickness Of Steel Laminae	T	C	D	E	F	K	M	Ta	Tb	Anchor Bolt		Pipe Sleeve Size (Dia. x L)	Sheet Metal Sleeve Size (Dia. x L)	Steel Washer Size (O.D.)
																							(Dia. x L)	Grade			
07268	1	1-4	Exp.	8	106	7 5/8"	6 3/8"	12"	10"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	11"	22 1/2"	4"	2 1/4"	1/2"	8 1/2"	2.01"	1.99"	1/2" x 25"	55	1/2" x 6 3/8"	3" x 7"	3"
		5			106	8 1/8"	6 3/8"	12"	10"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	11"	22 1/2"	4"	2 1/4"	1/2"	8 1/2"	2.13"	2.12"	1/2" x 25"	55	1/2" x 6 3/8"	3" x 7"	3"
		6-8			106	7 5/8"	6 3/8"	12"	10"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	11"	22 1/2"	4"	2 1/4"	1/2"	8 1/2"	2.00"	2.00"	1/2" x 25"	55	1/2" x 6 3/8"	3" x 7"	3"
	2	1-3	Fix	8	234	8 3/8"	4 5/8"	14"	12"	4	1/2"	1/4"	5 @ 12 Ga.	3"	13"	26"	3 3/8"	3 3/8"	1/2"	9 3/4"	1.99"	2.01"	2" x 30"	55	2 1/2" x 5 3/8"	4" x 7"	3 3/4"
		4			234	8 3/8"	5 1/8"	14"	12"	4	1/2"	1/4"	5 @ 12 Ga.	3"	13"	26"	3 3/8"	3 3/8"	1/2"	9 3/4"	2.11"	2.14"	2" x 30"	55	2 1/2" x 5 3/8"	4" x 7"	3 3/4"
		5-8			234	8 3/8"	4 5/8"	14"	12"	4	1/2"	1/4"	5 @ 12 Ga.	3"	13"	26"	3 3/8"	3 3/8"	1/2"	9 3/4"	1.98"	2.02"	2" x 30"	55	2 1/2" x 5 3/8"	4" x 7"	3 3/4"
	3	All	Fix	8	234	8 3/8"	4 5/8"	14"	12"	4	1/2"	1/4"	5 @ 12 Ga.	3"	13"	26"	3 3/8"	3 3/8"	1/2"	9 3/4"	1.95"	2.05"	2" x 30"	55	2 1/2" x 5 3/8"	4" x 7"	3 3/4"
	4	All	Exp.	8	106	7 5/8"	6 3/8"	12"	10"	6	1/2"	1/4"	7 @ 12 Ga.	4 1/4"	11"	22 1/2"	4 1/4"	2 5/8"	1/2"	8 3/4"	1.94"	2.06"	1/2" x 25"	55	1/2" x 6 3/8"	3" x 7"	3"

\* Maximum Design Load = Service I Limit State

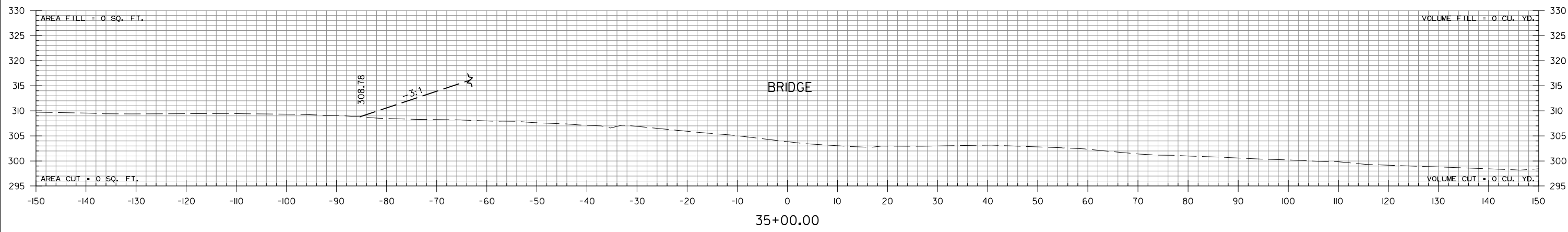


DETAILS OF ELASTOMERIC BEARINGS  
CONWAY LOOP OVER STURGIS ROAD  
FAULKNER COUNTY  
ROUTE SEC.  
ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

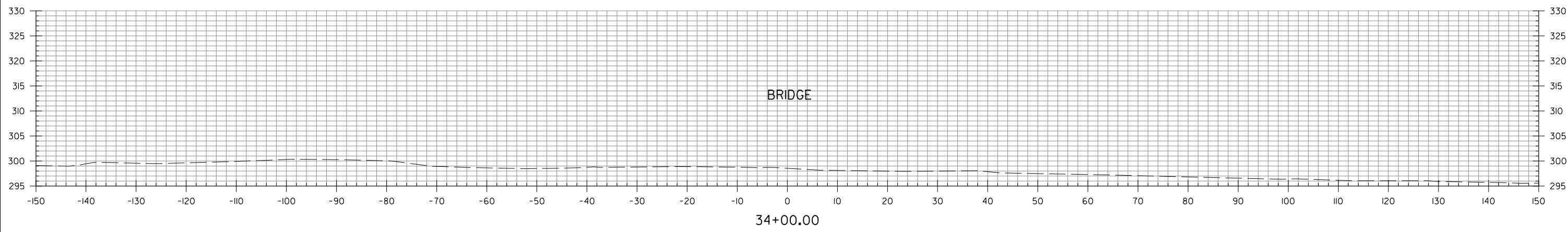
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BRIDGE NO. 07268 DRAWING NO. 53281

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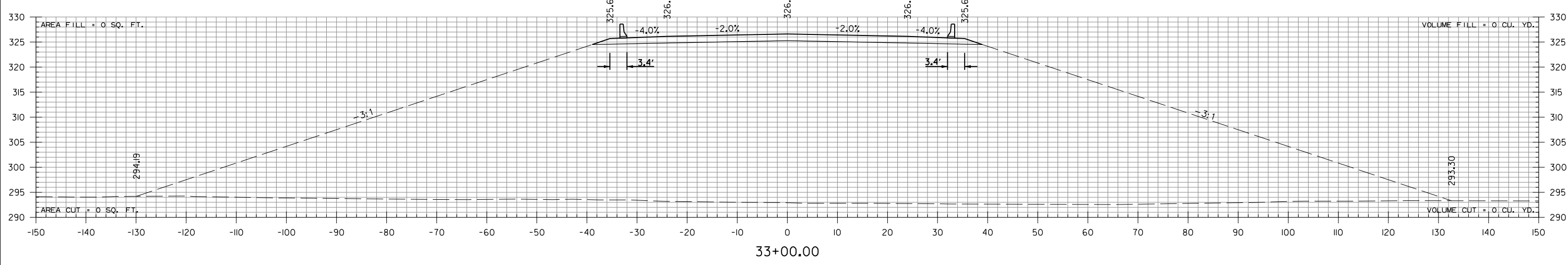
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STA. 34+22.08 BRIDGE TOE OF SLOPE



STA. 33+69.72 BEGIN BRIDGE



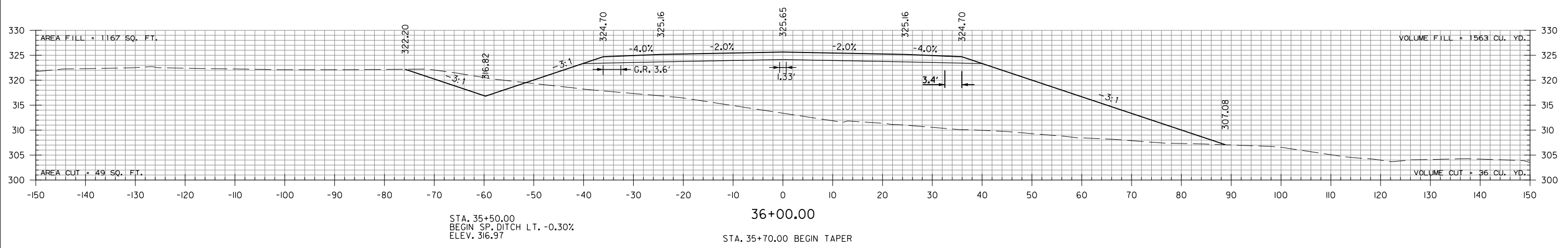
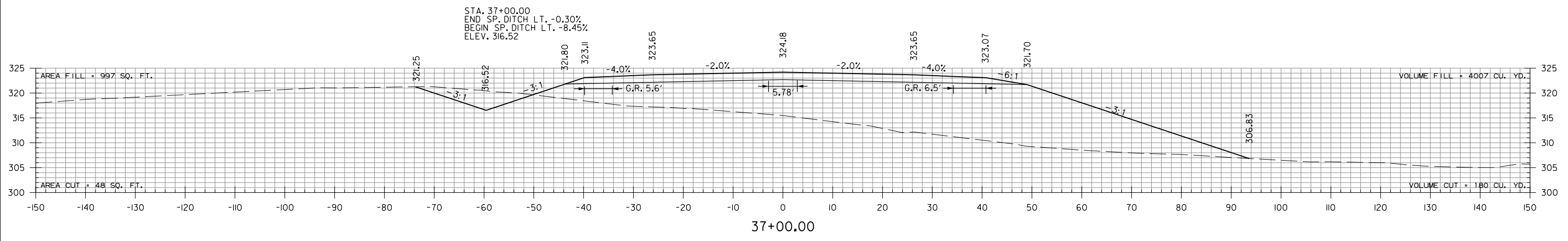
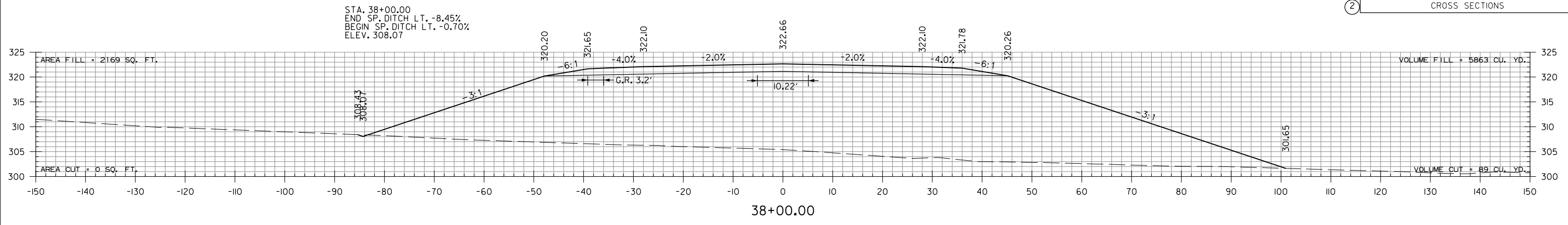
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CONWAY LOOP  
STA. 33+00 TO STA. 35+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 080430							501	63

2 CROSS SECTIONS



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 AREA CUT = 10 SQ. FT.  
 AREA FILL = 0 SQ. FT.  
 AREA CUT = 0 SQ. FT.

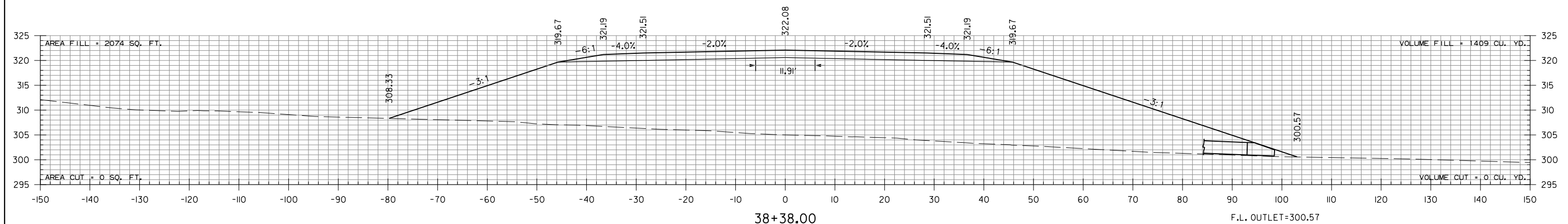
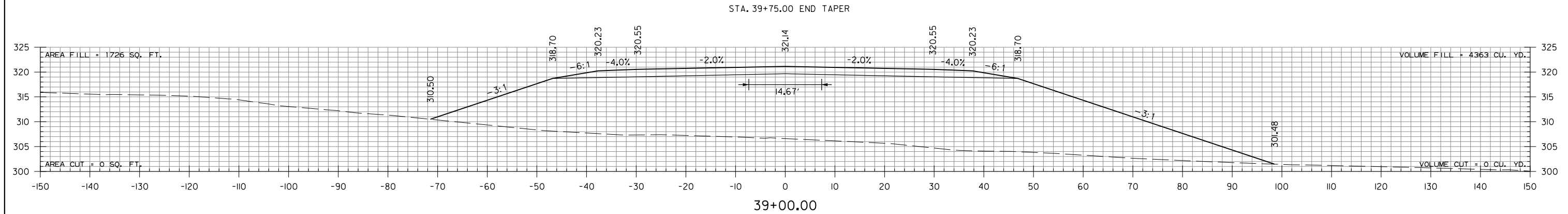
VOLUME FILL = 921 CU. YD.  
 VOLUME CUT = 6 CU. YD.  
 VOLUME FILL = 0 CU. YD.  
 VOLUME CUT = 0 CU. YD.

CONWAY LOOP  
 STA. 36+00 TO STA. 38+00

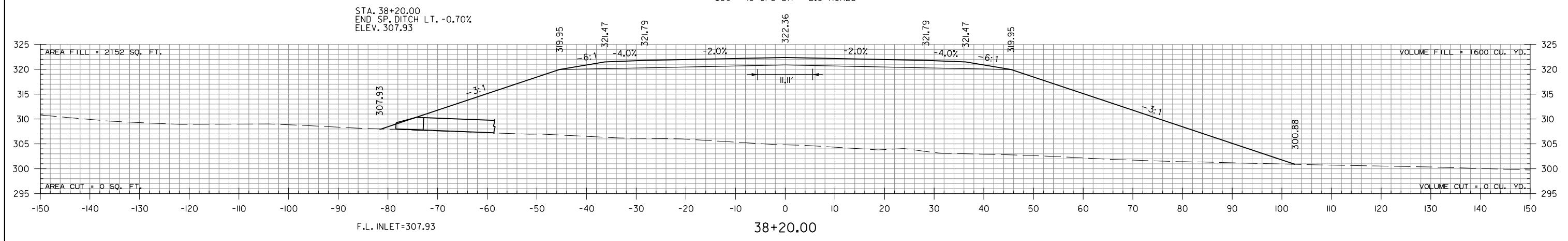
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. 080430							502	63

2 CROSS SECTIONS



STA. 38+27 CONSTRUCT  
 30" X 166' R.C. PIPE CULVERT  
 6" RT. FWD. SKEW  
 (CLASS III) (TYPE 3 BEDDING)  
 WITH FES LT. & RT.  
 Q50 = 18 CFS DA = 2.6 ACRES



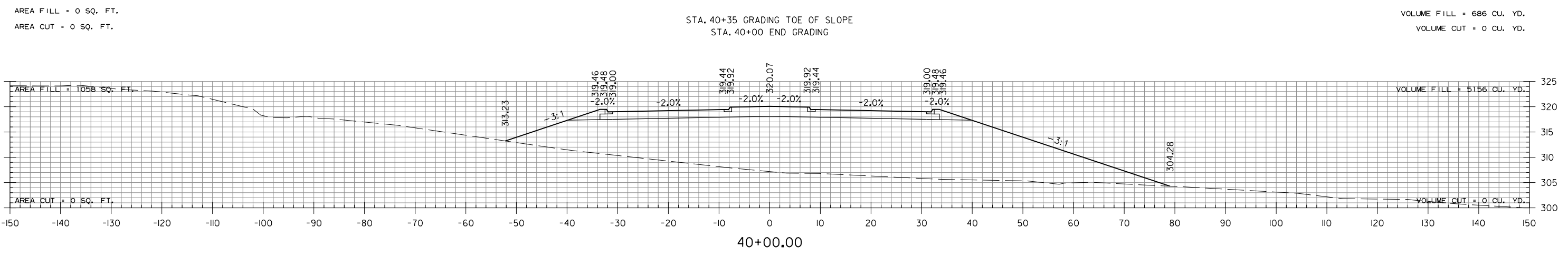
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 STA. 38+20 TO STA. 39+00

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2 CROSS SECTIONS



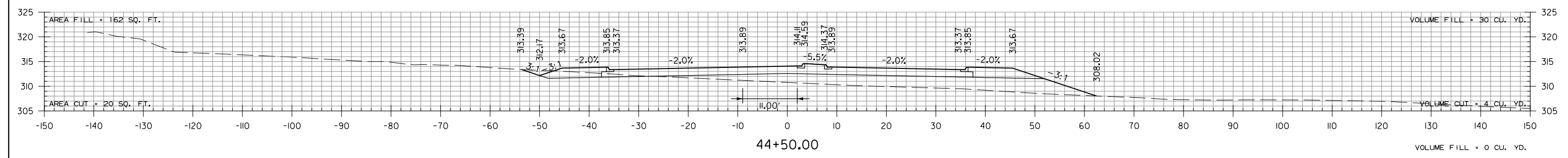
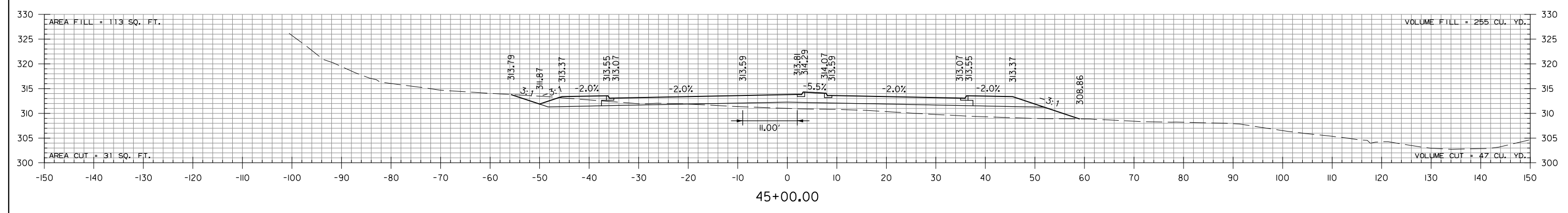
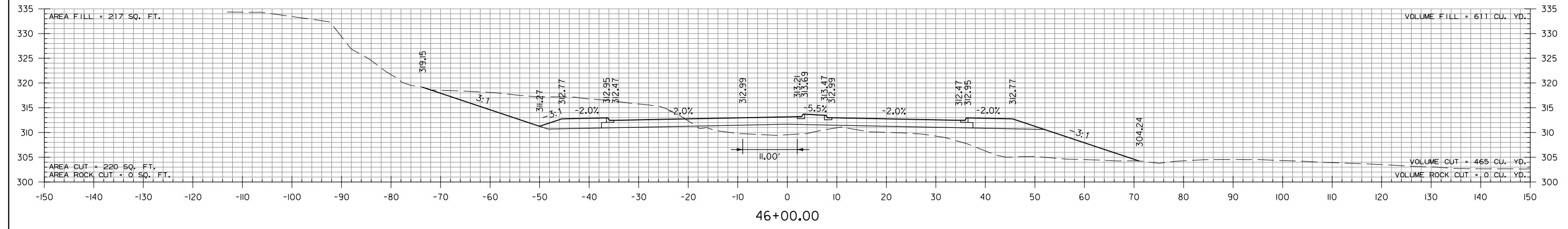
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STA. 40+00

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				JOB NO.		080430	504	63

2 CROSS SECTIONS

STA. 46+17.42 BEGIN TAPER



STA. 44+50 BEGIN GRADING  
 STA. 44+40 GRADING TOE OF SLOPE

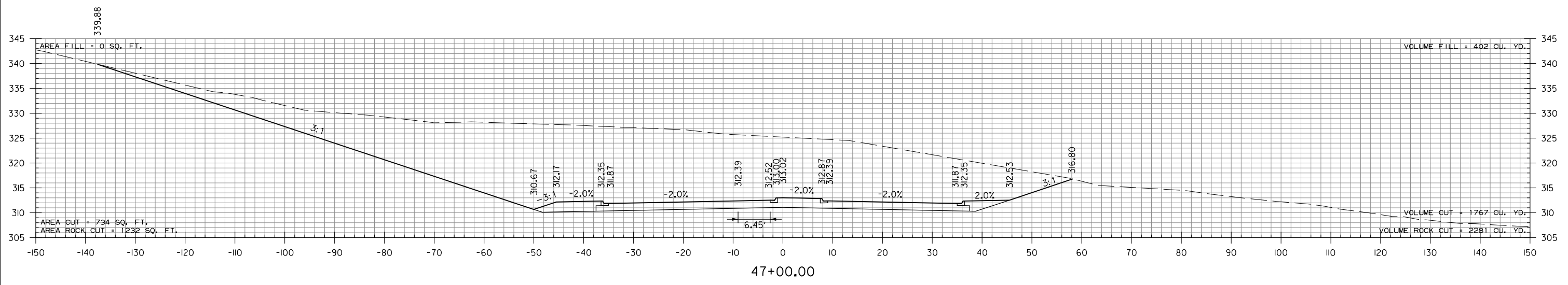
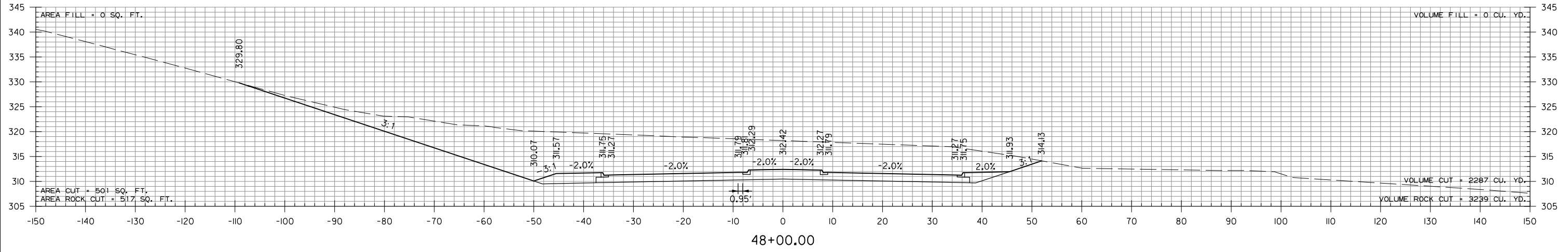
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 STA. 44+50 TO STA. 46+00

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2 CROSS SECTIONS

STA. 48+17.42 END TAPER

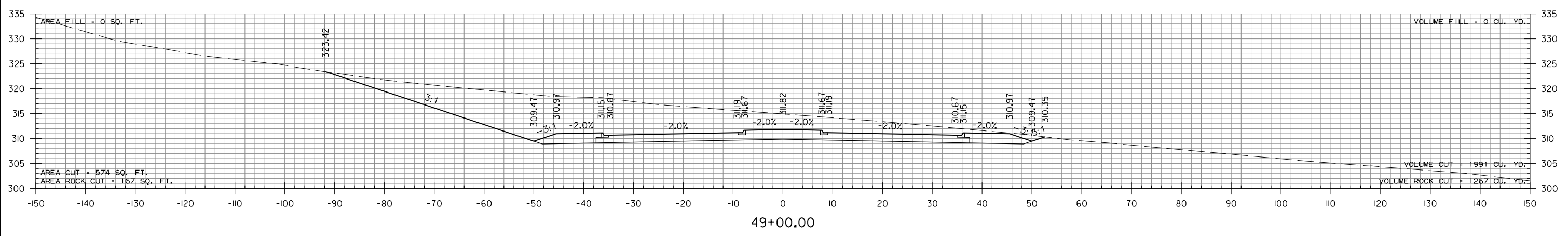
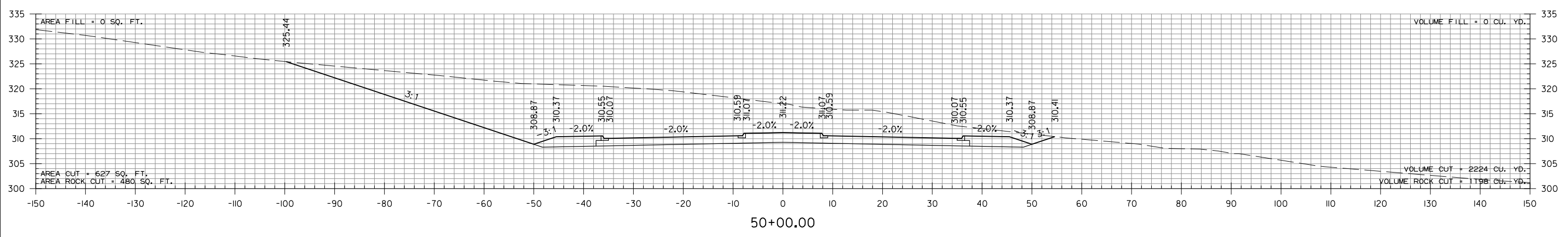
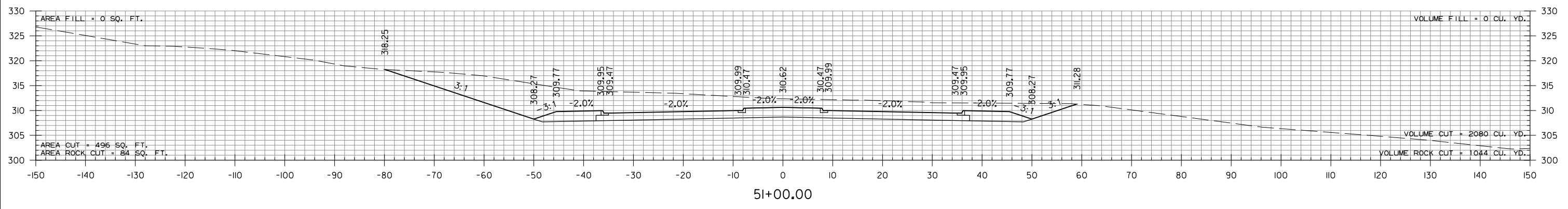


CONWAY LOOP  
 STA. 47+00 TO STA. 48+00

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JOB NO. 080430							506	63

2 CROSS SECTIONS



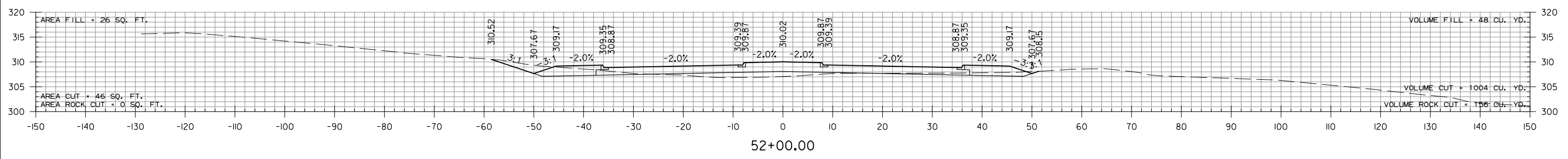
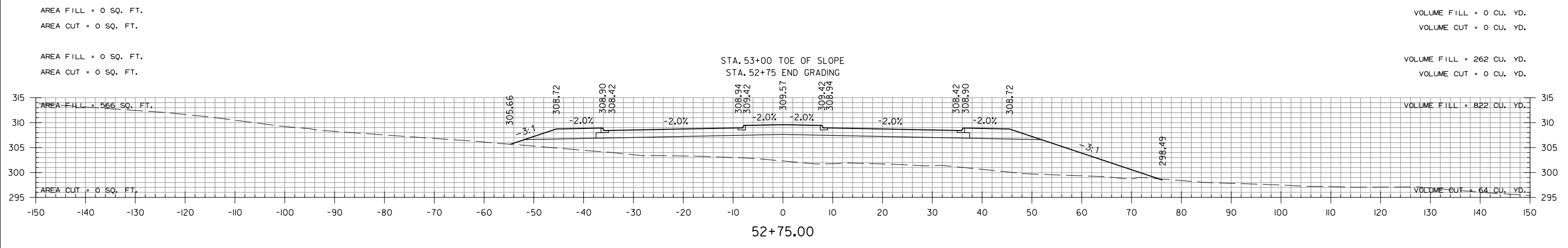
CONWAY LOOP  
 STA. 49+00 TO STA. 51+00

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JOB NO.							080430	507	63

2 CROSS SECTIONS

STA. 87+00.00 END JOB 080430



CONWAY LOOP  
STA. 52+00 TO STA. 52+75

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 WORKSPACE\A1TD  
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