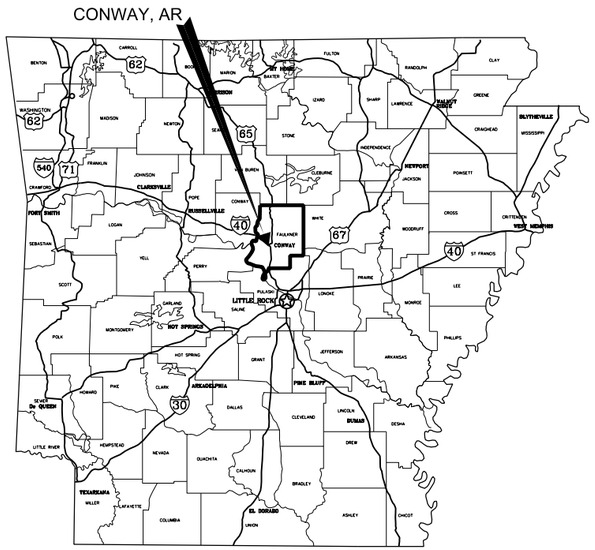
DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)
F.A.P. RTP-1302(265)
ARDOT JOB 080522



LOCATION MAP

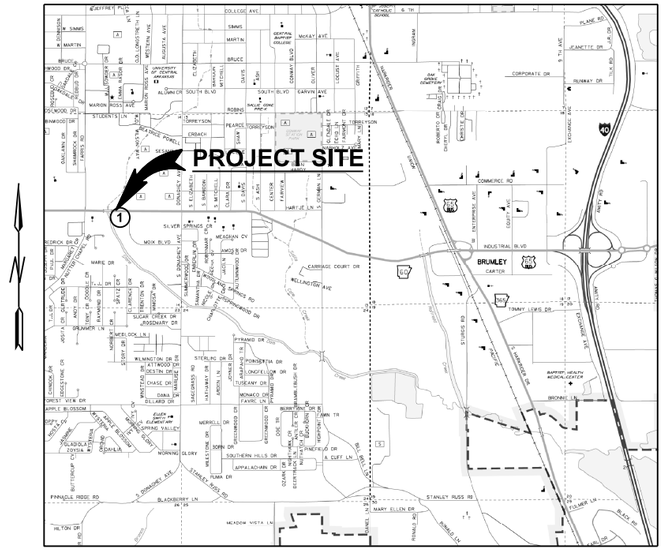
CITY OF CONWAY JOB 14-118

SEAL OF THE CITY OF CONWAY
CITY OF COLLEGES
OCTOBER 6, 1875
ARKANSAS

GARVER PROJECT NO. 15017432
NOVEMBER 2017

GARVER

831 Parkway
Suite C
Conway, AR 72034
(501) 537-3293



VICINITY MAP
NO SCALE

BRIDGE DATA

(1) STA. 17+98.94 BRIDGE END
300'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS
AND 100'-0" PREFABRICATED STEEL TRUSS SPAN
14'-0" CLEAR WIDTH
402.13' BRIDGE LENGTH
STA. 22+01.06 BRIDGE END

GARVER LLC No. 766 CERTIFICATE OF AUTHORIZATION ARKANSAS ENGINEER

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

Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY CITY OF COLLEGES OCTOBER 6, 1875 ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

COVER SHEET

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-001

SHEET NUMBER **1**

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WORKSPACE:Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-G001-CO.dgn
REVISED DATE:

INDEX OF SHEETS

SHEET NO.	TITLE	DRAWING NO.	DATE
1	COVER SHEET	G-001	
2	INDEX OF SHEETS, GENERAL NOTES AND LEGEND	G-002	
3-4	TYPICAL SECTIONS	C-101 TO C-102	
5-7	MISCELLANEOUS DETAILS	C-201 TO C-203	
8-9	TEMPORARY EROSION CONTROL PLAN	C-301 TO C-302	
10	MAINTENANCE OF TRAFFIC PLAN	C-401	
11	SURVEY CONTROL DETAILS	C-501	
12-14	PLAN AND PROFILE - STONE DAM CREEK TRAIL	C-601 TO C-603	
15	PAVEMENT MARKING PLAN	C-701	
16	BRIDGE QUANTITIES	S-001	
17	BRIDGE GENERAL NOTES	S-101	
18	LAYOUT OF BRIDGE OVER DAVE WARD DRIVE	S-102	
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23-25	END BENT DETAILS	S-201 TO S-203	
26-27	INTERMEDIATE BENT NOS. 2 & 5 DETAILS	S-204 TO S-205	
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35-38	150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 2	S-305 TO S-308	
39-42	150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT COMMON DETAILS	S-309 TO S-312	
43	100'-0" PREFABRICATED TRUSS SPAN	S-401	
44	POURED SILICONE JOINT DETAILS	S-501	
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46-49	RETAINING WALL DETAILS	S-701 TO S-704	
50	ELECTRICAL LEGEND	E-001	
51-53	LIGHTING INSTALLATION PLAN	E-201 TO E-203	
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58	STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES	55001	2/27/14
59	STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS	55005	3/24/16
60	STANDARD DETAILS FOR TYPE C BRIDGE NAME PLATES	55011	2/27/14
61	STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS	55020	3/24/16
62	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	PCC-1	2/27/14
63	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-1	4/13/17
64	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-2	9/2/15
65	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	TC-3	9/2/15
66	TEMPORARY EROSION CONTROL DEVICES	TEC-1	12/15/11
67	TEMPORARY EROSION CONTROL DEVICES	TEC-3	11/3/94
CX1-CX12	CROSS SECTIONS	CX-01 TO CX-12	

GENERAL NOTES:

1. 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. SOME UTILITIES MAY HAVE BEEN RELOCATED SINCE THE TIME OF DESIGN AND THE CONTRACTOR'S NOTICE TO PROCEED. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN 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 LOCATION OF THE EXISTING UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE, AND ARE THE LOCATIONS AT THE TIME OF DESIGN.
2. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
3. ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
4. 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.
5. 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.
6. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
7. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
8. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. ALL ASPHALTIC PAVEMENT REMOVED SHALL BE PAID FOR UNDER SECTION E2 - EXCAVATION AND EMBANKMENT, UNLESS OTHERWISE NOTED.
10. THE CONTRACTOR SHALL PRE AND POST CONSTRUCTION INSPECT, IN COORDINATION WITH CONWAY CORPORATION, THE WASTE WATER COLLECTION MAIN AND IMMEDIATELY REPAIR ALL DAMAGE ASSOCIATED WITH CONSTRUCTION ACTIVITY WITHIN THE LIMITS OF CONSTRUCTION.

LEGEND

- BOREHOLE
- CONTROL POINTS
- SIGN
- GAS METER
- SANITARY MANHOLE
- WATER VALVE
- WATER METER
- STORM DRAIN MANHOLE
- TELEPHONE RISER
- ELECTRIC JUNCTION BOX
- FIBER OPTIC MANHOLE
- UTILITY POLE
- GUY ANCHOR
- LIGHT POLE

- EXISTING CENTERLINE
- EXISTING MAJOR CONTOUR (290)
- EXISTING MINOR CONTOUR (289)
- EXISTING STRUCTURE
- EXISTING FENCE
- EXISTING STORM DRAIN
- EXISTING TREE LINE
- EXISTING PROPERTY LINE (PL / F)
- EXISTING RIGHT-OF-WAY (R / W)
- EXISTING EASEMENT
- EXISTING GAS UTILITY (G)
- EXISTING SANITARY UTILITY (SS)
- EXISTING WATER UTILITY (W)
- EXISTING UNDERGROUND TELEPHONE UTILITY (UGT)
- EXISTING OVERHEAD ELECTRIC UTILITY (OHE)
- PROPOSED TEMP. CONST. EASEMENT
- PROPOSED PERMANENT EASEMENT
- PROPOSED CENTERLINE
- PROPOSED STORM DRAIN
- PROPOSED TOP-OF-BANK (TOB)
- PROPOSED TOE-OF-SLOPE (TOS)
- PROPOSED SPECIAL DITCH

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
Dustin L. Tackett
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF ARKANSAS
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

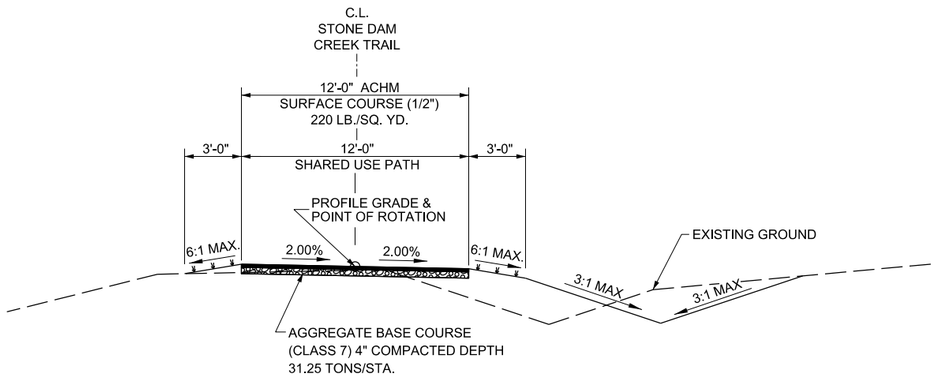
INDEX OF SHEETS, GENERAL NOTES AND LEGEND

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-002

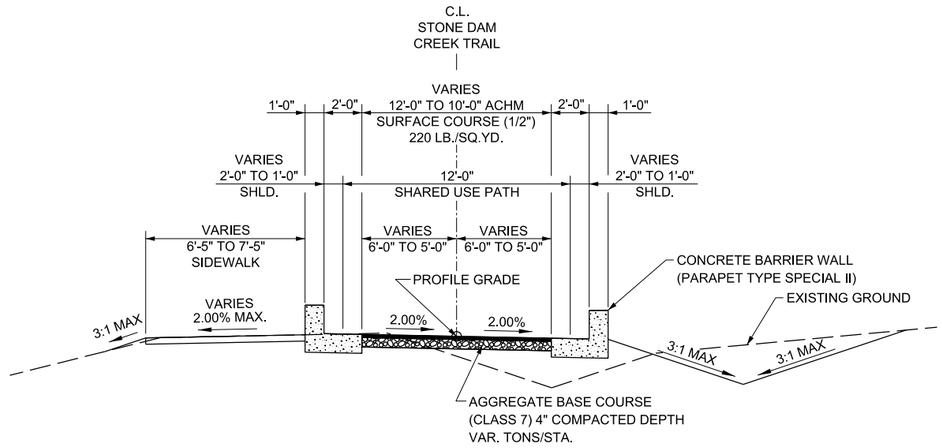
SHEET NUMBER **2**



STONE DAM CREEK TRAIL

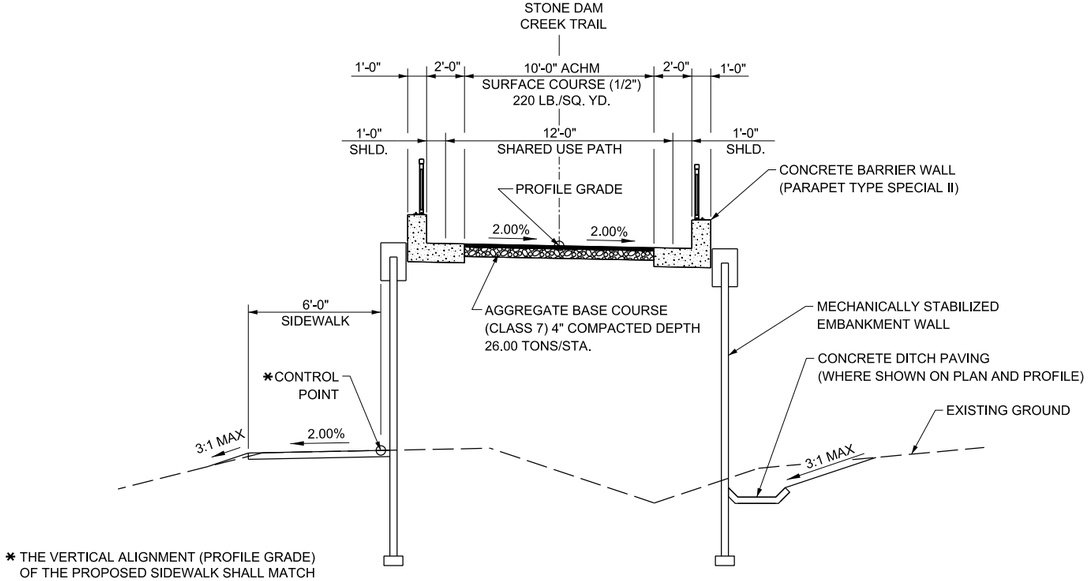
STA. 13+32.04 TO STA. 14+65.00

NOTE: FROM STA. 13+32.04 TO STA. 14+07.04
A 75' LINEAR TRANSITION SHALL BE USED,
ROTATED ABOUT PROFILE GRADE (C.L.).



STONE DAM CREEK TRAIL

STA. 14+65.00 TO STA. 14+80.00



* THE VERTICAL ALIGNMENT (PROFILE GRADE) OF THE PROPOSED SIDEWALK SHALL MATCH THE EXISTING TRAIL ELEVATION AT THE CONTROL POINT LOCATION.

STONE DAM CREEK TRAIL

STA. 14+80.00 TO STA. 17+98.94

TYPICAL SECTION GENERAL NOTES

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

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

3. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

4. THE TRAIL PAVEMENT SECTION SHALL CONSIST OF A MINIMUM 2" ACHM SURFACE COURSE (1/2") (PG 64-22, NMAX=115) ON 4" CLASS 7 AGGREGATE BASE COURSE PER THE CITY OF CONWAY STANDARD DETAILS, SHEET TR-1, ASPHALT TRAIL DETAIL.

5. FOUR INCHES OF TOPSOIL AND SOLID SODDING SHALL BE PLACED ON FINISHED SLOPES FOR ALL DISTURBED AREAS WITHIN THE LIMITS OF THE EXISTING RIGHT OF WAY, EXISTING EASEMENT, PROPOSED EASEMENT, AND/OR PROPOSED TEMPORARY CONSTRUCTION EASEMENT AS DIRECTED BY THE ENGINEER.

6. TRAIL SECTIONS OUTSIDE THE LIMITS OF THE PROPOSED MECHANICALLY STABILIZED EMBANKMENT WALLS AND EXISTING TRAIL SHALL BE UNDERCUT A MINIMUM OF 2'-0" AS DIRECTED BY THE ENGINEER. TRAIL UNDERCUT AND BACKFILL SHALL BE PAID FOR UNDER THE ITEM "UNDERCUT EXCAVATION AND BACKFILL". SEE TECHNICAL SPECIFICATION "SECTION E-2 - EXCAVATION AND EMBANKMENT" FOR DETAILS.

GARVER LLC
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER
No. 766

STATE OF ARKANSAS
Dustin L. Tackett
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

TYPICAL SECTIONS
(SHEET 1 OF 2)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
C-101

SHEET NUMBER **3**

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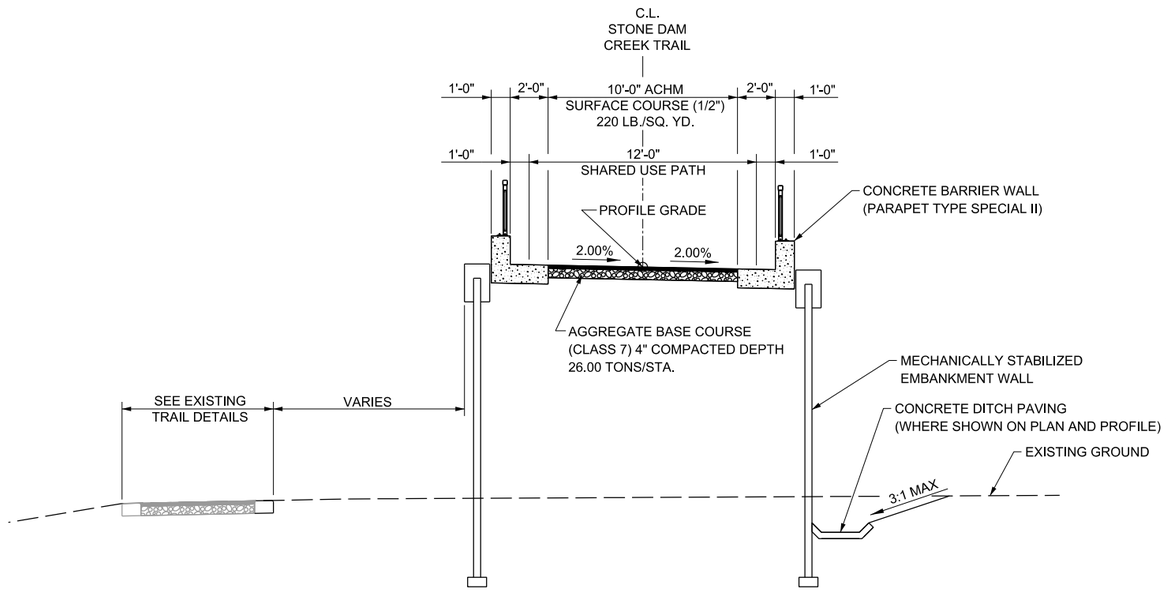
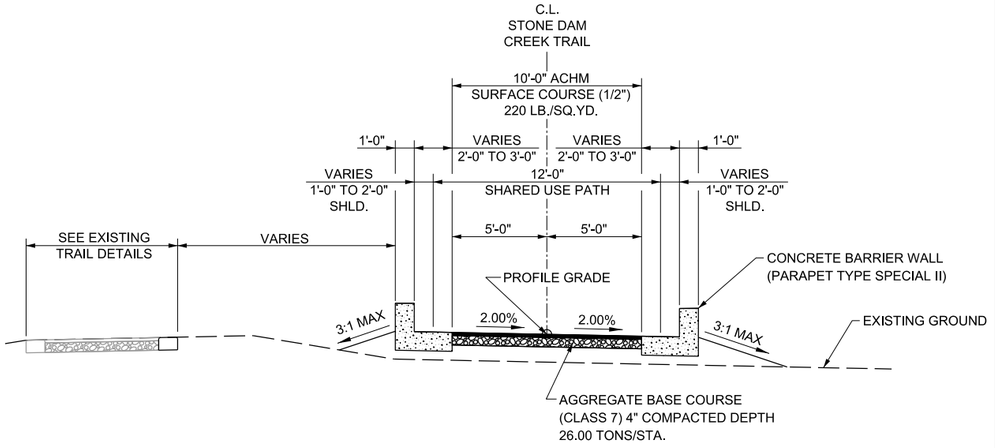


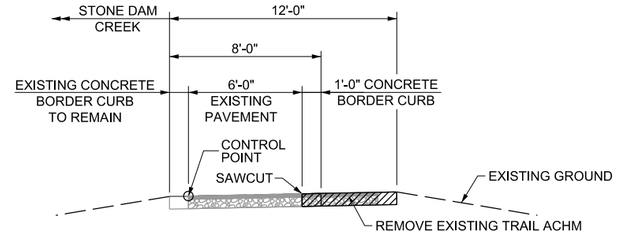
STONE DAM CREEK TRAIL

STA. 22+01.06 TO STA. 24+70.00



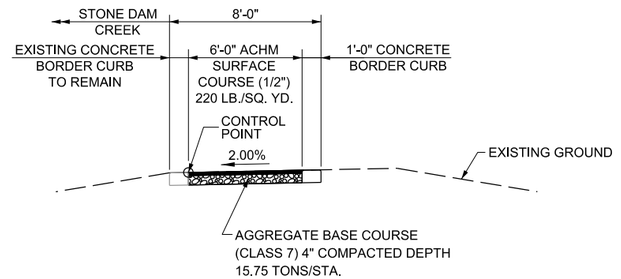
STONE DAM CREEK TRAIL

STA. 24+70.00 TO STA. 24+85.00



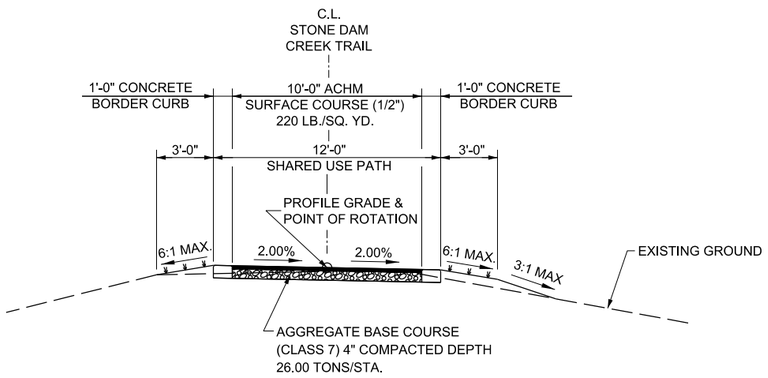
EXISTING TRAIL NARROWING DETAIL

STA. 20+41.15 TO STA. 25+05.00



EXISTING TRAIL REPLACEMENT DETAIL

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



STONE DAM CREEK TRAIL

STA. 24+85.00 TO STA. 25+89.05

NOTE: FROM STA. 25+14.05 TO STA. 25+89.05
A 75' LINEAR TRANSITION SHALL BE USED,
ROTATED ABOUT PROFILE GRADE (C.L.).

TYPICAL SECTION GENERAL NOTES

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REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY CREATED 1875 CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

TYPICAL SECTIONS
(SHEET 2 OF 2)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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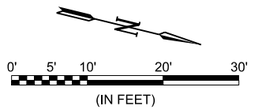
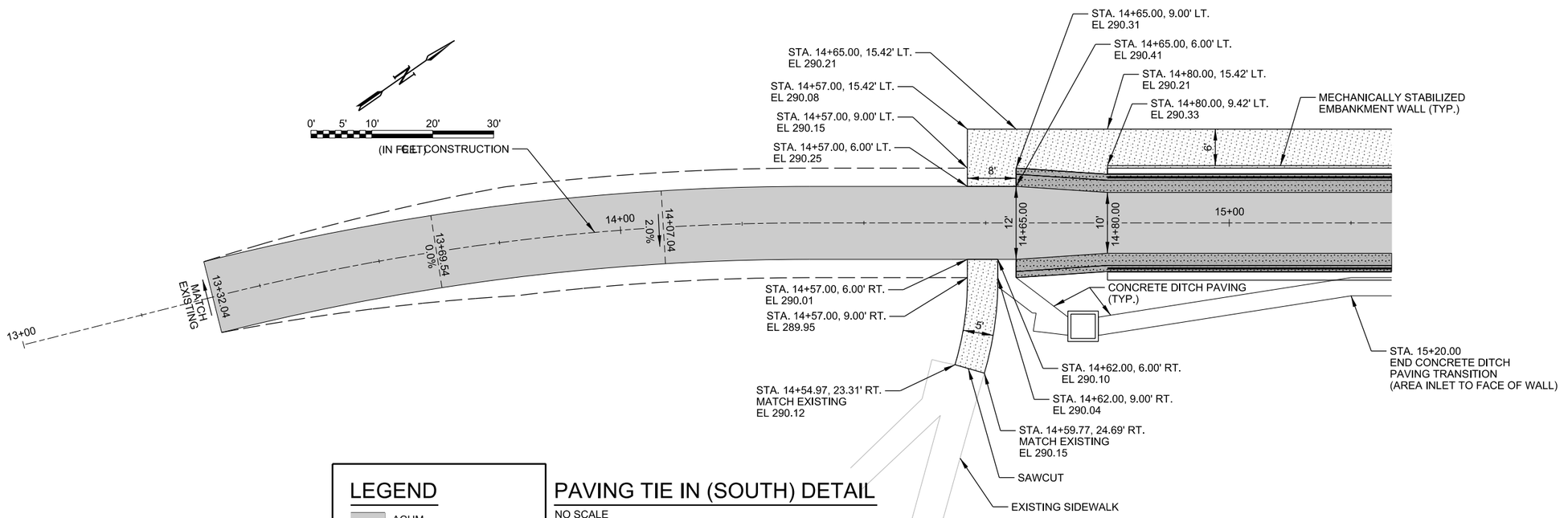
DRAWING NUMBER
C-102

SHEET NUMBER **4**



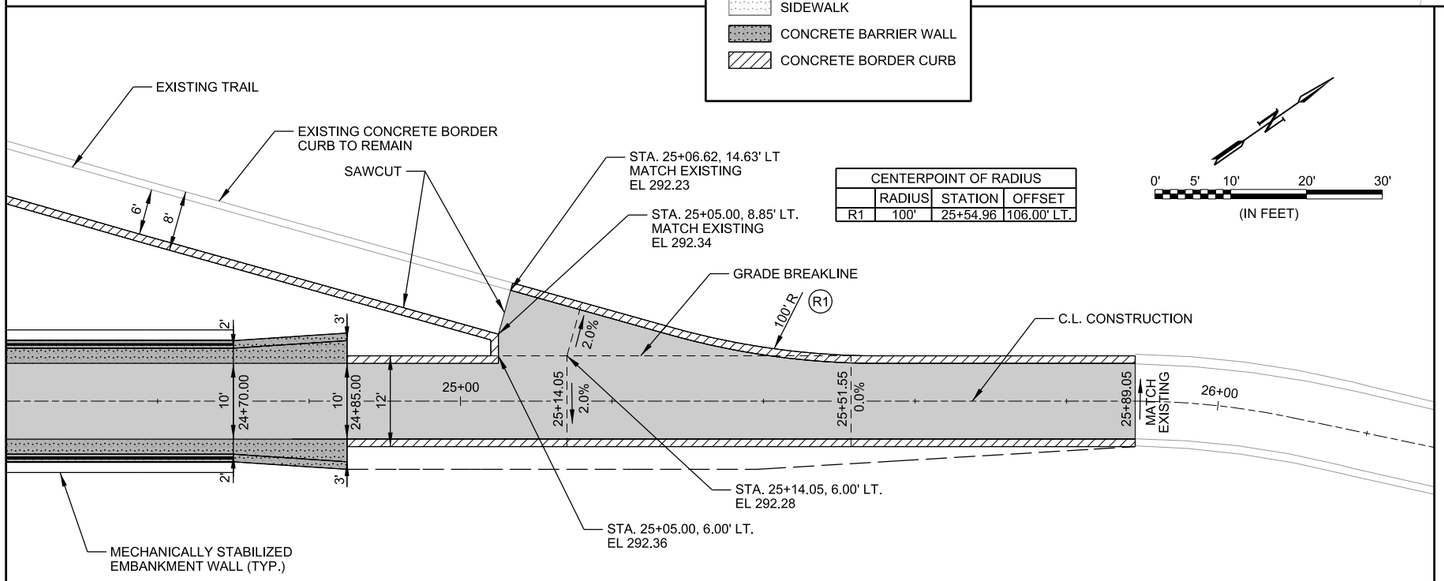


LEGEND

- ACHM
- SIDEWALK
- CONCRETE BARRIER WALL
- CONCRETE BORDER CURB

PAVING TIE IN (SOUTH) DETAIL

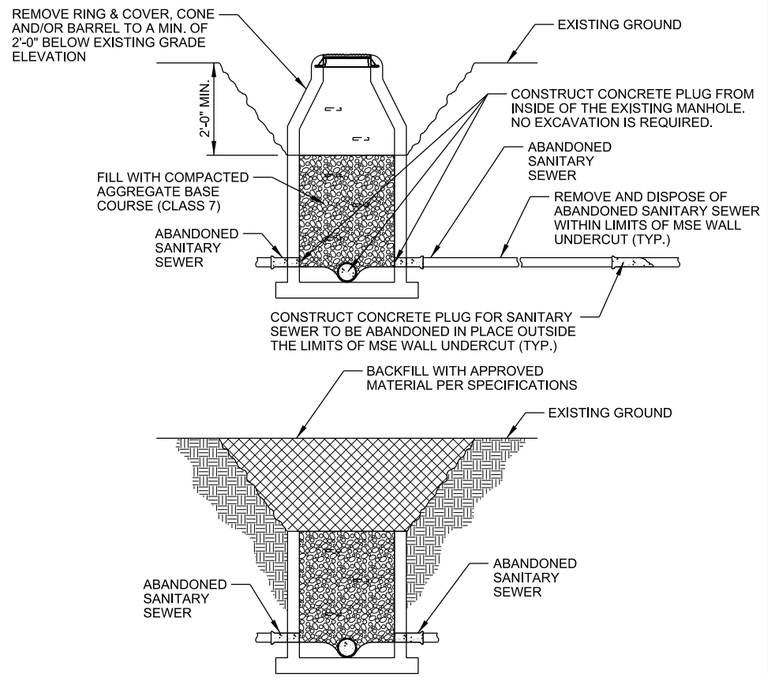
NO SCALE



CENTERPOINT OF RADIUS			
	RADIUS	STATION	OFFSET
R1	100'	25+54.96	106.00' LT.

PAVING TIE IN (NORTH) DETAIL

NO SCALE



MANHOLE ABANDONMENT DETAIL

NO SCALE

GARVER LLC
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER
No. 766

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

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SEAL OF THE CITY OF CONWAY COLLEGE CITY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

MISCELLANEOUS
DETAILS
(SHEET 1 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
C-201

SHEET NUMBER **5**

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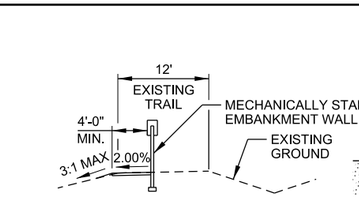
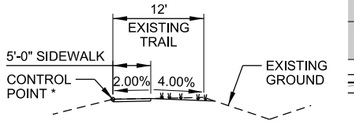
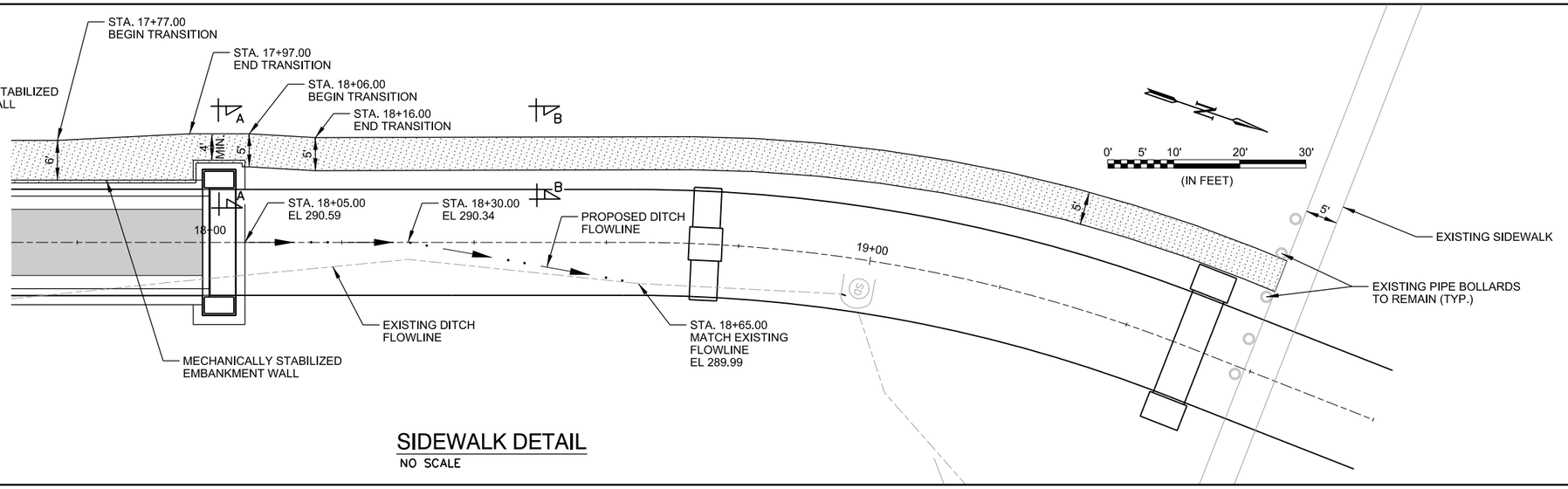


SECTION A-A



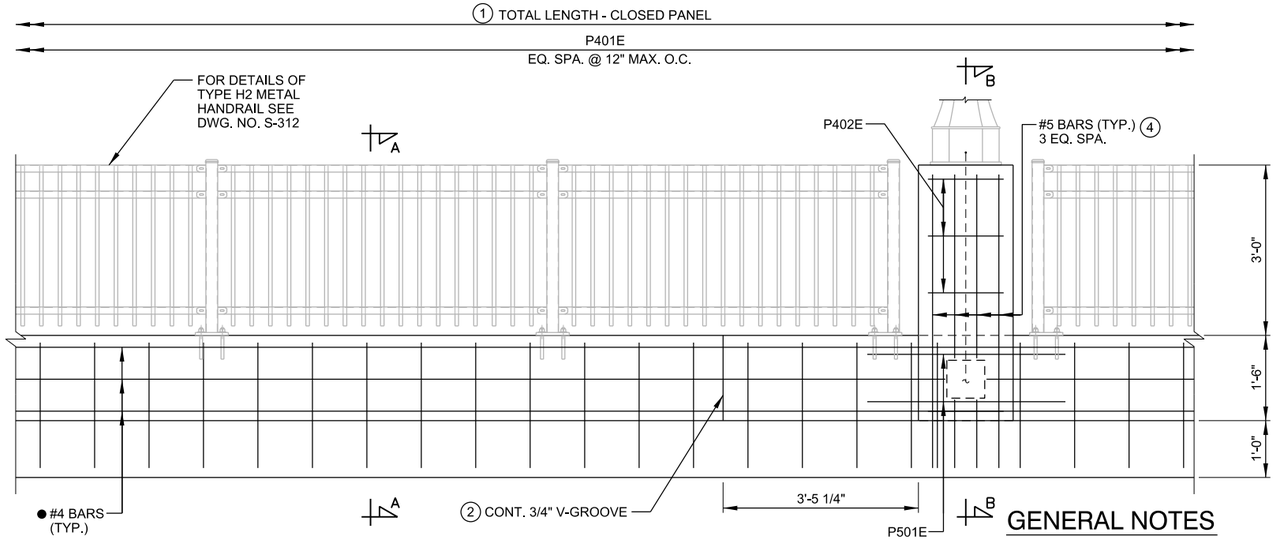
SECTION B-B

* THE HORIZONTAL AND VERTICAL ALIGNMENT OF THE PROPOSED SIDEWALK SHALL MATCH THE EXISTING TRAIL EDGE AND FINISHED GRADE ELEVATION AT THE CONTROL POINT LOCATION.



SIDEWALK DETAIL

NO SCALE

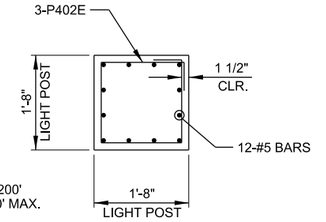


1 WHERE TOTAL LENGTH EXCEEDS 200' PROVIDE EXPANSION JOINT AT 200' MAX.

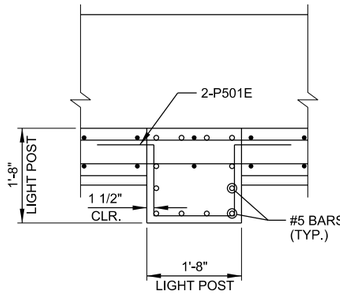
2 3/4" V-GROOVE SHALL BE CONTINUOUS ON INSIDE FACE, TOP, & OUTSIDE FACE OF PARAPET. ONE V-GROOVE JOINT SHALL BE PLACED AT EACH LIGHT POLE.

3 ANCHOR BOLTS FOR LIGHT POLES SHALL BE HOOKED 90° UTILIZING A THREADING PROJECTION TO INSTALL ON A 9" TO 11" BOLT CIRCLE PER LIGHT POLE MANUFACTURER.

4 FIELD TRIM AS NEEDED.

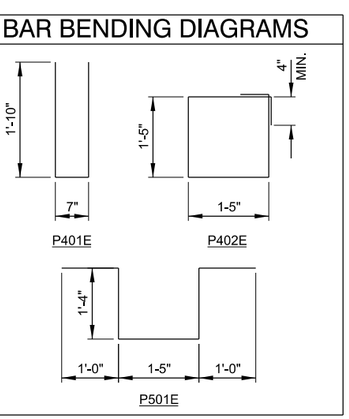


SECTION C-C

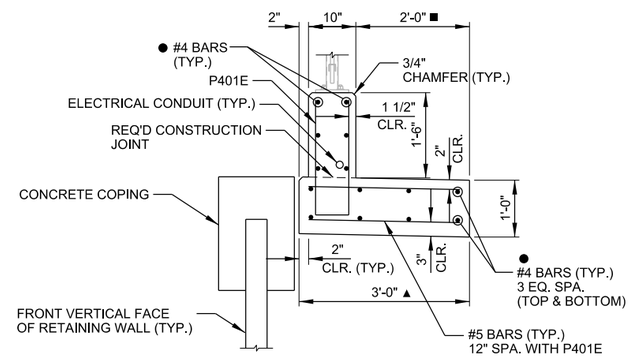


SECTION D-D

BAR BENDING DIAGRAMS



NOTES:
1. DIMENSION OF BARS ARE OUT-TO-OUT.
2. BAR DESIGNATIONS ENDING WITH "E" INDICATES EPOXY COATED BARS.



SECTION A-A

■ VARIES 2'-0" TO 3'-0" STA. 24+70.00 TO 24+85.00

▲ VARIES 3'-0" TO 4'-0" STA. 24+70.00 TO 24+85.00

● PROVIDE 2'-6" LAP SPLICES AS REQUIRED

GENERAL NOTES

ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFERS.

CONCRETE USED FOR PARAPET CONSTRUCTION OF MOMENT SLAB (FOOTING) SHALL BE CLASS S(AE).

ALL REINFORCING STEEL SHALL BE AASHTO M31 OR M322, TYPE A (GRADE 60) AND SHALL BE EPOXY COATED.

ALL COST ASSOCIATED WITH THE CONSTRUCTION OF THE PARAPET AND MOMENT SLAB (FOOTING) INCLUDING CONCRETE, REINFORCING STEEL & JOINT MATERIAL SHALL BE INCLUDED IN THE LINEAR FOOT COST OF CONCRETE BARRIER WALL (PARAPET TYPE SPECIAL II).

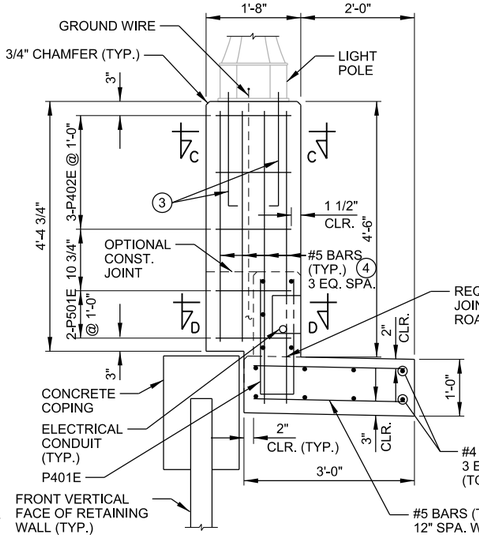
ALL COST ASSOCIATED WITH METAL HANDRAIL SHALL BE INCLUDED IN THE LINEAR FOOT COST OF METAL HANDRAIL (TYPE H2).

FOR CONCRETE LIGHT POST LOCATIONS, SEE ELECTRICAL PLANS.

ALL LIGHT POLES SHALL BE PLACED VERTICAL & PLUMB. CONTRACTOR SHALL PROVIDE A DOUBLE NUT ASSEMBLY AT EACH ANCHOR BOLT AFTER LIGHT POLE ERECTION. THE UNDERSIDE SHALL BE PACKED WITH NON-SHRINK GROUT.

PARAPETS CONTAIN ELECTRICAL CONDUIT, GROUND WIRES AND JUNCTION BOXES. FOR DETAILS SEE ELECTRICAL PLANS.

CLASS 3 TEXTURED COATING FINISH SHALL BE APPLIED IN ACCORDANCE WITH SPECIAL PROVISION "TEXTURED COATING FINISH" AND IN ACCORDANCE WITH SUBSECTION 802.19.



SECTION B-B

CONCRETE BARRIER WALL (PARAPET TYPE SPECIAL II) DETAIL

NO SCALE

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
Dustin L. Tackett
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

MISCELLANEOUS DETAILS (SHEET 2 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

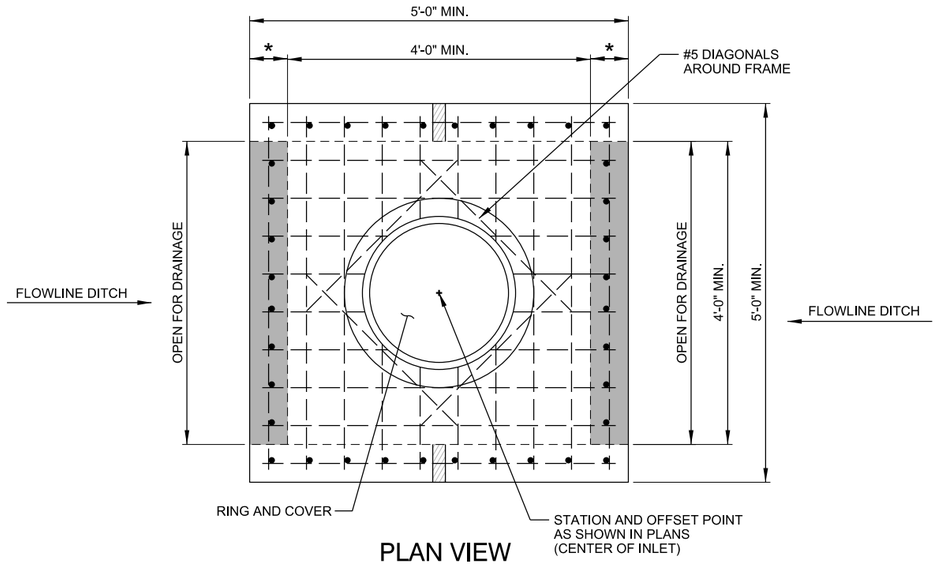
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-202

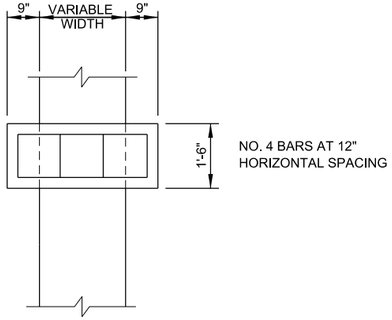
SHEET NUMBER **6**

DLTackett 11/20/2017 8:34:40 AM
WORKSPACE\Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-C202-MD.dgn

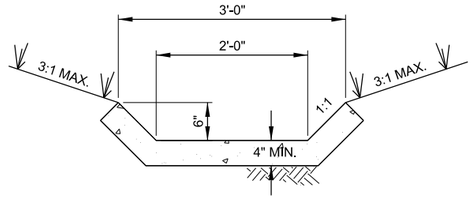
INSIDE DIMENSION	MIN. WALL THICKNESS	TOP CONCRETE SLAB REINFORCING
4'	6"	# 5'S @ 8" O.C. E.W.
5'	8"	# 5'S @ 7" O.C. E.W.



PLAN VIEW



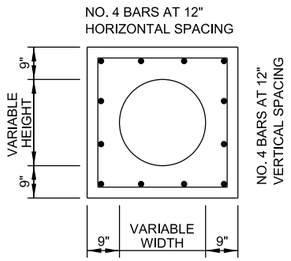
TOP VIEW



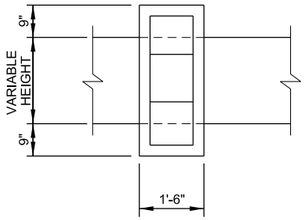
NOTES:
1. THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.
2. SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.
3. 1/2" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT MAX. 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

CONCRETE DITCH PAVING
NO SCALE

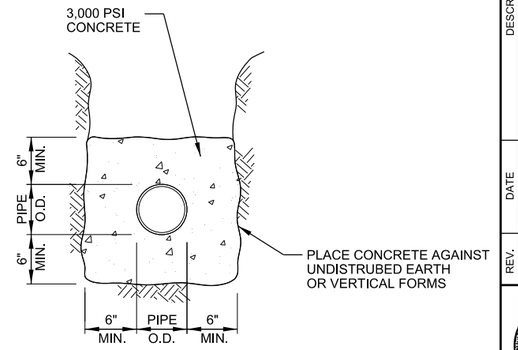
MIN 3" COVER



FRONT VIEW

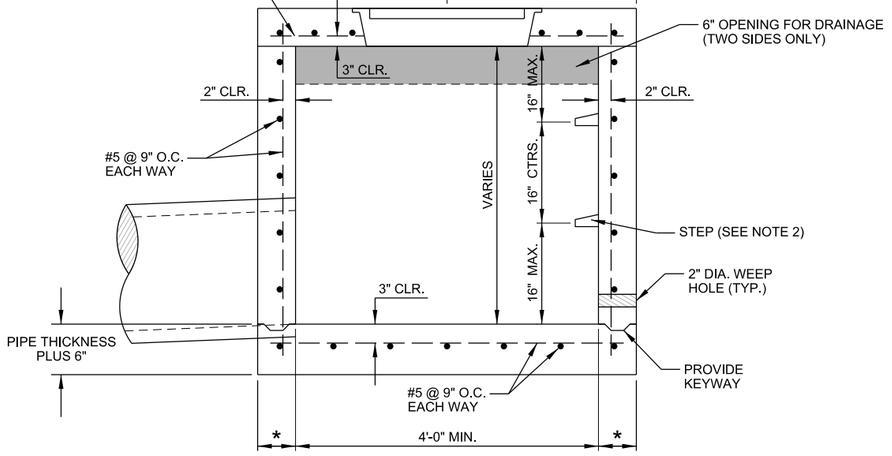


SIDE VIEW



LENGTH OF ENCASEMENT SHALL EXTEND A MINIMUM OF 5'-0" BEYOND THE FRONT FACE OF RETAINING WALL

CONCRETE ENCASEMENT
NO SCALE



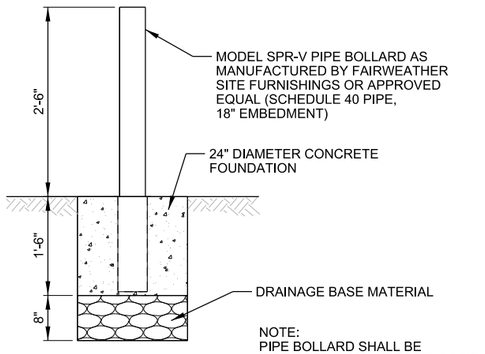
* REFER TO TABLE FOR WALL THICKNESS

ELEVATION

AREA INLET DETAIL
NO SCALE

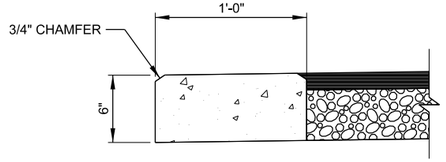
NOTES:
1. ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 2" COVER UNLESS OTHERWISE NOTED.
4. ALL WORK SHALL COMPLY WITH SECTION 609 OF THE ARDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.
5. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
6. PIPES MAY ENTER INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APROVED BY THE ENGINEER.
7. STANDARD DUTY ("NON-TRAFFIC" RATED) RING AND COVER TO BE EAST JORDAN V-1865 MANHOLE ASSEMBLY OR APPROVED EQUAL.
8. DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET.

PIPE EXTENSION REINFORCED CONCRETE COLLAR DETAIL
NO SCALE



NOTE:
PIPE BOLLARD SHALL BE INSTALLED BY MANUFACTURER'S RECOMMENDATIONS.

PIPE BOLLARD DETAIL
NO SCALE



CONCRETE BORDER CURB DETAIL
NO SCALE

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

MISCELLANEOUS DETAILS (SHEET 3 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-203

SHEET NUMBER **7**

DLTackett 11/20/2017 8:35:11 AM
WORKSPACE:Garver_2012
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EROSION CONTROL NOTES

1. THE SYMBOLS SHOWN IN THE SHEET REPRESENT EROSION CONTROL DEVICES AS DETAILED IN THE ARDOT STANDARD ROADWAY DRAWINGS. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED. NO WORK OR EROSION CONTROL DEVICES SHALL BE PLACED OUTSIDE THE PERMANENT OR TEMPORARY CONSTRUCTION EASEMENTS.
2. ALL DISTURBED AREAS CONTAINING EXPOSED SOIL SHALL RECEIVE TEMPORARY EROSION AND SEDIMENT CONTROL APPLICATIONS. CONTRACTOR MAY CHOOSE TO UTILIZE ALTERNATIVE EROSION CONTROL PRODUCTS SUCH AS WATTLES AS APPROVED BY THE ENGINEER.
3. SILT FENCE SHALL BE PLACED PRIOR TO THE CLEARING AND GRUBBING OPERATIONS.
4. SEE ARDOT STANDARD DRAWINGS TEC-1 AND TEC-3 FOR TEMPORARY EROSION CONTROL DEVICES.
5. POST-GRADING SLOPES WILL NOT BE SIGNIFICANTLY STEEPER THAN EXISTING GRADES.
6. LOCATION OF OFFSITE STORAGE OF MATERIALS IS TO BE DETERMINED BY THE CONTRACTOR. THE SWPPP WILL BE UPDATED ACCORDINGLY.
7. PAVED CONSTRUCTION ENTRANCES/EXITS EXIST ALONG THE PROPOSED ROUTE.

SEQUENCE OF CONSTRUCTION OF E & SC FEATURES

1. INSTALL SILT FENCE / WATTLES.
2. CLEAR / GRUB ACTIVITIES.
3. INSTALL DITCH CHECKS.

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

LEGEND

285	EXISTING CONTOUR
	DRAINAGE FLOW DIRECTION
SILT	SILT FENCE
	DISTURBED AREA BOUNDARY
TOB	TOP OF BANK
TOS	TOE OF SLOPE
E-6	ROCK DITCH CHECK
E-7	DROP INLET SILT FENCE

DISTURBED AREA = 1.37 ACRES

REVISION BOX

DATE OF REVISION	REVISION

DLTackett 11/20/2017 8:35:23 AM
\\WORKSPACE\Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-C301-EC.dgn

CERTIFICATE OF AUTHORIZATION — GARVER LLC — No. 766 — ARKANSAS ENGINEER

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

Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY, ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

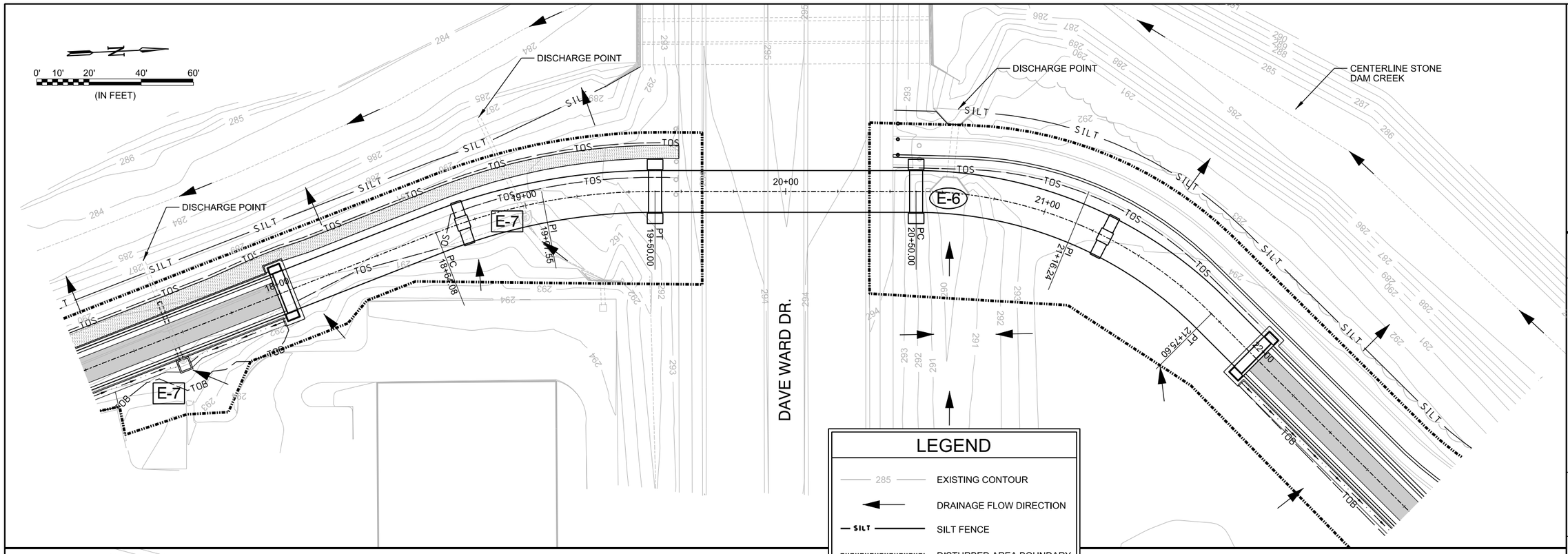
TEMPORARY EROSION CONTROL PLAN (SHEET 1 OF 2)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-301

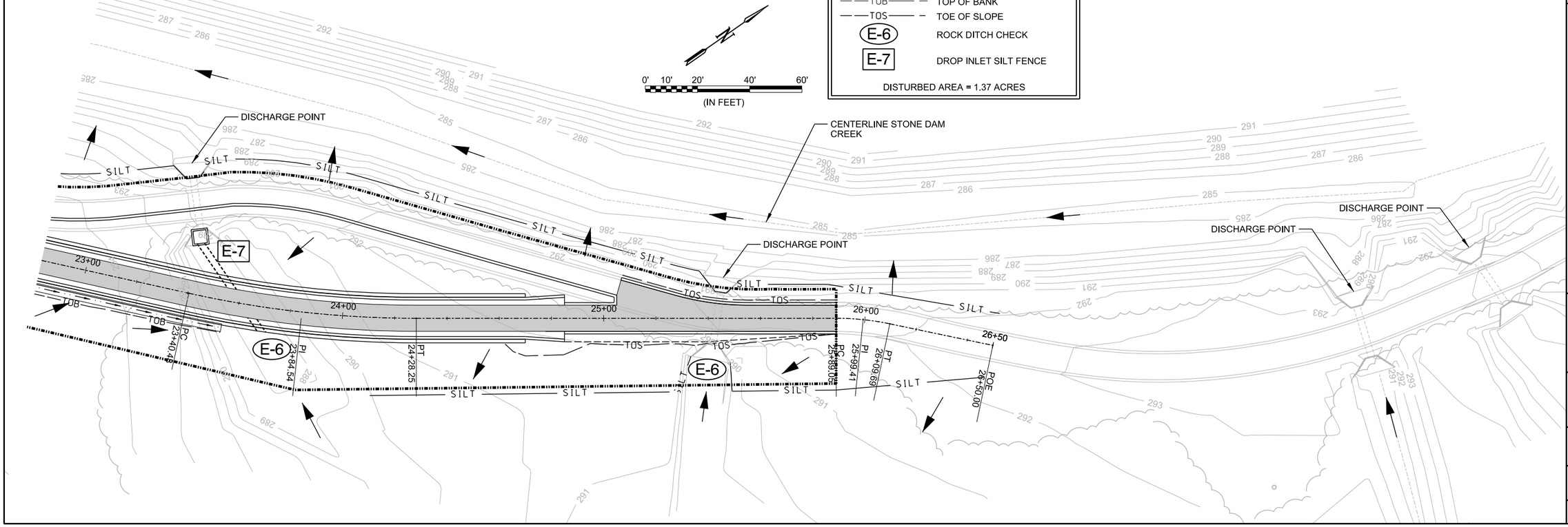
SHEET NUMBER **8**



LEGEND

285	EXISTING CONTOUR
	DRAINAGE FLOW DIRECTION
SILT	SILT FENCE
	DISTURBED AREA BOUNDARY
TOB	TOP OF BANK
TOS	TOE OF SLOPE
E-6	ROCK DITCH CHECK
E-7	DROP INLET SILT FENCE

DISTURBED AREA = 1.37 ACRES



GARVER LLC
No. 766
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER

STATE OF ARKANSAS
Dustin L. Tackett
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

TEMPORARY EROSION CONTROL PLAN
(SHEET 2 OF 2)

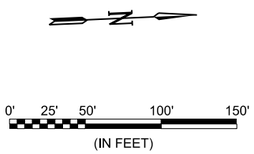
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-302

SHEET NUMBER **9**

$$USER$$
W:\WORKSPACES\$$WORKSPACE$$\
$$FILES$$
$$DATE$$ $$TIME$$



GENERAL NOTES:

1. THE MAINTENANCE OF TRAFFIC AS SHOWN IN THE PLANS IS PROVIDED TO THE CONTRACTOR AS MINIMUM CONTROLS AND AS GUIDANCE. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER AND OWNER FOR APPROVAL A DETAILED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO START OF CONSTRUCTION.
2. ALL EXISTING SIGNS NEEDED TO MAINTAIN TRAFFIC SHALL REMAIN IN PLACE AND IN CLEAR SIGHT UNLESS OTHERWISE NOTED.
3. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
4. CONTRACTOR SHALL MAINTAIN ALL ACCESS TO ALL LOCAL BUSINESSES AND RESIDENTS.
5. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO AND BE PLACED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
6. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DRAINAGE AS REQUIRED.

ADVANCED WARNING SIGN NOTES:

ADVANCE WARNING SIGNS SHOWN ON THIS SHEET SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO THE START OF ANY CONSTRUCTION.

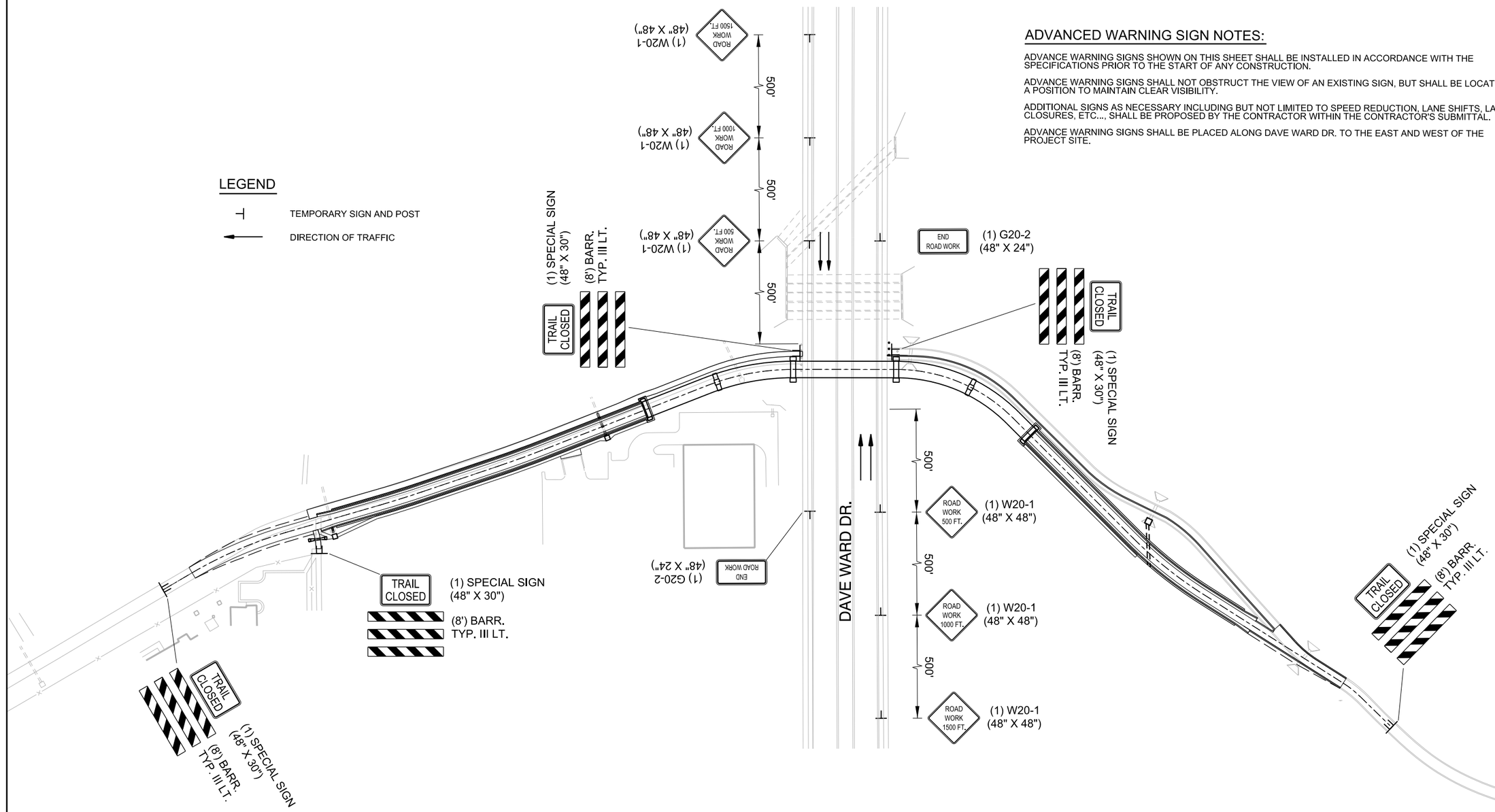
ADVANCE WARNING SIGNS SHALL NOT OBSTRUCT THE VIEW OF AN EXISTING SIGN, BUT SHALL BE LOCATED IN A POSITION TO MAINTAIN CLEAR VISIBILITY.

ADDITIONAL SIGNS AS NECESSARY INCLUDING BUT NOT LIMITED TO SPEED REDUCTION, LANE SHIFTS, LANE CLOSURES, ETC..., SHALL BE PROPOSED BY THE CONTRACTOR WITHIN THE CONTRACTOR'S SUBMITTAL.

ADVANCE WARNING SIGNS SHALL BE PLACED ALONG DAVE WARD DR. TO THE EAST AND WEST OF THE PROJECT SITE.

LEGEND

- TEMPORARY SIGN AND POST
- DIRECTION OF TRAFFIC



GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

MAINTENANCE OF TRAFFIC PLAN

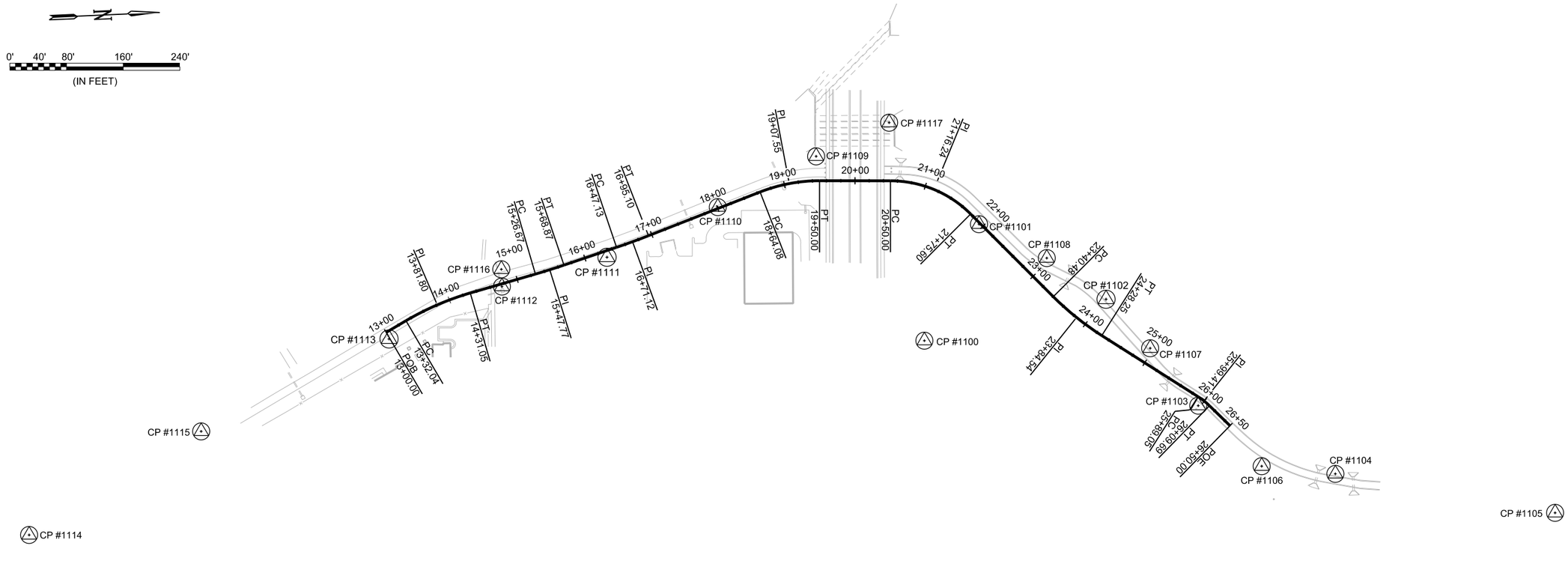
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-401

SHEET NUMBER **10**

DLTackett 11/20/2017 8:35:34 AM
WORKSPACE:Garner_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-C401-MOT.dgn



COORDINATE SYSTEM: ARKANSAS STATE PLANE - NORTH ZONE BASED ON GPS CONTROL, PROJECTED TO GROUND.
UNITS: U.S. SURVEY FOOT

SURVEY CONTROL POINTS						
POINT No.	NORTHING	EASTING	STATION	OFFSET	ELEVATION	DESCRIPTION
1100	268650.4944	1174652.4435	22+55.71	172.43' RT.	295.060	ALUM MON
1101	268734.7591	1174491.8445	21+94.13	1.84' RT.	294.378	ALUM MON
1102	268909.0261	1174605.4384	24+02.95	45.70' LT.	291.522	60D NAIL
1103	269032.2916	1174761.0591	25+96.85	10.22' RT.	292.062	60D NAIL
1104	269221.2482	1174865.7802	N/A	N/A	293.503	60D NAIL
1105	269528.3674	1174934.3988	N/A	N/A	294.039	60D NAIL
1106	269117.9184	1174850.3436	N/A	N/A	293.172	60D NAIL
1107	268968.1439	1174677.2595	24+95.46	21.43' LT.	292.039	60D NAIL
1108	268828.1386	1174543.7949	22+95.50	31.96' LT.	293.810	60D NAIL
1109	268509.5281	1174386.0648	19+45.80	34.45' LT.	290.416	60D NAIL
1110	268367.8278	1174451.4389	18+00.86	1.84' LT.	290.765	60D NAIL
1111	268208.5777	1174515.1093	16+29.97	8.96' RT.	290.734	60D NAIL
1112	268058.6733	1174549.7847	14+76.43	3.72' RT.	289.412	60D NAIL
1113	267896.3548	1174616.4953	N/A	N/A	288.668	60D NAIL
1114	267376.9694	1174870.0414	N/A	N/A	289.012	60D NAIL
1115	267625.8914	1174734.9656	N/A	N/A	287.724	60D NAIL
1116	268058.9108	1174525.4551	14+82.41	19.86' LT.	289.747	60D NAIL
1117	268614.5120	1174343.2134	20+48.14	81.90' LT.	292.941	60D NAIL

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.
GRID COORDINATES ARE STORED UNDER FILE NAME.080522GI.CTL

HORIZONTAL DATUM: NAD 83 (1997)
VERTICAL DATUM: NAVD 88 POSITIONAL ACCURACY THIRD ORDER, UNLESS SPECIFIED OTHERWISE AT A SPECIFIC POINT

BASIS OF BEARING:
ARKANSAS STATE PLANE GRID BEARINGS - 0301-NORTH ZONE
DETERMINED FROM GPS CONTROL POINTS: 230020 - 230026
CONVERGENCE ANGLE: 00 14 33 LEFT AT LT:35.032908792 LG:92.250007992
GRID AZIMUTH = ASTRONOMICAL AZIMUTH - CONVERGENCE ANGLE.

STONE DAM CREEK TRAIL COORDINATES			
STATION	TYPE	NORTHING	EASTING
13+00.00	POB	267893.0396	1174606.8990
13+32.04	PC	267921.3670	1174591.9243
13+81.80	PI	267965.3583	1174568.6691
14+31.05	PT	268013.7065	1174556.9009
15+26.67	PC	268106.6090	1174534.2880
15+47.77	PI	268127.1149	1174529.2968
15+68.87	PT	268147.3920	1174523.4448
16+47.13	PC	268222.5868	1174501.7437
16+71.12	PI	268245.6349	1174495.0921
16+95.10	PT	268268.3375	1174487.3429
18+64.08	PC	268428.2589	1174432.7565
19+07.55	PI	268469.3929	1174418.7161
19+50.00	PT	268512.8139	1174420.6545
20+50.00	PC	268612.7150	1174425.1142
21+16.24	PI	268678.8858	1174428.0682
21+75.60	PT	268723.6064	1174476.9289
23+40.48	PC	268834.9298	1174598.5583
23+84.54	PI	268864.6771	1174631.0595
24+28.25	PT	268900.7853	1174656.3068
25+89.05	PC	269032.5667	1174748.4501
25+99.41	PI	269041.0565	1174754.3863
26+09.69	PT	269048.1492	1174761.9367
26+50.00	POE	269075.7462	1174791.3146

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

SURVEY CONTROL DETAILS

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-501

SHEET NUMBER 11

CALL BEFORE YOU DIG! ARKANSAS ONE CALL 1-800-482-8998 OR 811

SEE GENERAL NOTE 1, DRAWING G-002 OF THESE PLANS.

0' 10' 20' 40' 60'
(IN FEET)

CONCRETE DITCH PAVING

STA.	STA.	SIDE
14+62	18+00	RT.

LIMIT OF FLOODWAY

STONE DAM CREEK

CONSTRUCTION LIMITS

CURVE NO. 1

BEGIN METAL HANDRAIL (TYPE H2) STA. 14+80 LT. & RT.

STA. 15+22 CONSTRUCT CONCRETE ENCASEMENT ALONG EXISTING 6" SANITARY SEWER LINE

REMOVE AND DISPOSE OF ABANDONED 21" SANITARY SEWER LINE WITHIN LIMITS OF MSE WALL UNDERCUT OR AS DIRECTED BY THE ENGINEER

CURVE NO. 2

SIDEWALK

CURVE NO. 3

MATCH LINE STA. 17+20

EXIST. STONE DAM CREEK TRAIL

STA. 13+00.00
N = 267893.0396
E = 1174606.8990

13+00 N27°51'44"W 32.04'

POB 13+00.00

EX. 12'

PC 13+32.04

PI 13+81.80

EXISTING EASEMENT

+02.00 20.93' RT.

PT 14+31.05

+45.00 25.00' RT.

+60.45 23.00' RT.

+65.00 30.00' RT.

+58.79 29.00' RT.

+80.00 22.00' RT.

PROPOSED EASEMENT

+20.00 14.58' RT.

PC 15+26.67

PI 15+47.77

PT 15+68.87

CONSTRUCTION LIMITS

C.L. CONSTRUCTION

ABANDON EXISTING MANHOLE

EXISTING EASEMENT

PROPOSED T.C.E.

PC 16+47.13

PI 16+71.12

POB 16+95.10

+05.00 24.73' RT.

+07.00 14.69' RT.

CONSTRUCT CONCRETE SLOPE PAVING WITHIN LIMITS OF DUMSTER PAD (2:1 MAXIMUM SLOPE)

LIMIT OF SPECIAL FLOOD HAZARD AREA

LIMIT OF FLOODWAY

STA. 14+59 IN PLACE
15" x 17' R.C. PIPE SIDE DRAIN
REMOVE AND INSTALL SIDE DRAIN
18" R.C. PIPE (CLASS III) (TYPE 3 BEDDING) = 6 LIN. FT.
18" F.E.S. = 2

STA. 14+76 IN PLACE
AREA INLET 10' RT. WITH 18" x 41' R.C. PIPE
REMOVE AREA INLET AND EXTEND R.C. PIPE
8' RT. TO NEW AREA INLET AT STA. 14+76, 17' RT.
18" R.C. PIPE (CLASS III) (TYPE 3 BEDDING) = 12 LIN. FT.

STA. 14+76 CONSTRUCT
AREA INLET 17' RT.
(4' x 4' x H=2'8")

CURVE NO. 1	CURVE NO. 2	CURVE NO. 3
PI STA. 13+81.80	PI STA. 15+47.77	PI STA. 16+71.12
R = 400.00'	R = 1000.00'	R = 1000.00'
Dc = 14°19'26.20"	Dc = 5°43'46.48"	Dc = 5°43'46.48"
L = 99.01'	L =42.20'	L = 47.97'
Delta = 14°10'56.22" RT.	Delta = 2°25'05.00" Left	Delta = 2°44'54.15" LT.
T = 49.76'	T = 21.10'	T = 23.99'

60.00' VC
G1 = 1.06%
G2 = 0.24%
K = 73.17
e=-0.06'

60.00' VC
G1 = 0.24%
G2 = 5.00%
K = 12.61
e=0.36'

PVI 13+32.04 ELEV. 289.41
PVC 13+40.00 ELEV.289.49
PVI 13+70.00 ELEV. 289.81
PVT 14+00.00 ELEV.289.88
PVC 14+40.00 ELEV.289.98
PVI 14+70.00 ELEV. 290.05
PVT 15+00.00 ELEV.291.55

1.06%
0.24%
-1.15%
1.50%
-0.55%
-1.20%
5.00%

PROFILE GRADE
EXISTING GRADE AT C.L. CONSTRUCTION

+70.00 RT. 288.84
RIGHT DITCH GRADE
F.L. IN = 287.92
F.L. OUT = 287.81
+50.00 RT. 287.92
+68.00 RT. 287.81
+73.00 RT. 287.78
+79.00 RT. 287.78
TOP = 288.78
F.L. = 286.12
RIGHT DITCH GRADE
+35.00 RT. 290.12
+90.00 RT. 289.82

	EXISTING	PROPOSED
	EL.289.09	
	EL.289.86	EL.289.88
	EL.289.91	EL.291.55
	EL.291.10	EL.296.55
	EL.290.85	EL.301.55

13+00 14+00 15+00 16+00 17+00

315 310 305 300 295 290 285 280 275

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

BY	DESCRIPTION	DATE	REV.

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

PLAN AND PROFILE - STONE DAM CREEK TRAIL (SHEET 1 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-601

SHEET NUMBER 12

DLTackett 11/20/2017 8:35:50 AM
WORKSPACE\Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-C601-PP.dgn

CALL BEFORE YOU DIG! ARKANSAS ONE CALL 1-800-482-8998 OR 811

SEE GENERAL NOTE 1, DRAWING G-002 OF THESE PLANS.

0' 10' 20' 40' 60'
(IN FEET)

EXISTING R/W

CONSTRUCTION LIMITS

SIDEWALK

REMOVE AND DISPOSE OF ABANDONED 21" SANITARY SEWER LINE WITHIN LIMITS OF MSE WALL UNDERCUT OR AS DIRECTED BY THE ENGINEER

CURVE NO. 4

MATCH LINE STA. 17+20

N18°50'47"W 168.98'

BEGIN BRIDGE STA. 17+98.94

+27.00 17.80' RT.

+25.00 28.63' RT.

+50.00 30.00' RT.

+65.00 35.00' RT.

+80.00 20.00' RT.

+20.00 20.00' RT.

+30.00 14.55' RT.

+50.00 14.52' RT.

PROPOSED T.C.E.

EXISTING EASEMENT

EXISTING R/W

STA. 18+99 IN PLACE AREA INLET 4' RT. WITH 18" x 41' R.C. PIPE RETAIN

+36.02 35.00' RT.

CONCRETE DITCH PAVING

STA.	STA.	SIDE
14+62	18+00	RT.
22+00	23+55	RT.

STA. 17+56 IN PLACE
AREA INLET 10' RT. WITH 18" x 39' R.C. PIPE
REMOVE AREA INLET AND 22' OF 18" R.C. PIPE AND EXTEND R.C. PIPE 24' RT.
TO NEW AREA INLET AT STA. 17+56, 12' RT.
18" R.C. PIPE (CLASS IV) (TYPE 3 BEDDING) = 28 LIN. FT.

STA. 17+56 CONSTRUCT AREA INLET 12' RT. (4' x 4' x H=2'8")

CURVE NO. 4
PI STA. 19+07.55
R = 230.00'
Dc = 24°54'40.35"
L = 85.92'
Delta = 21°24'09.14" RT.
T = 43.46'

CURVE NO. 5
PI STA. 21+16.24
R = 160.00'
Dc = 35°48'35.50"
L = 125.60'
Delta = 44°58'37.47" RT.
T = 66.24'

INSTALL PIPE BOLLARDS
STA. 20+43, 14' LT.
STA. 20+43, 20' LT.
STA. 20+43, 26' LT.

RETAIN EXISTING PIPE BOLLARDS STA. 19+58 (TYP.)

REMOVE EXISTING PIPE BOLLARDS STA. 20+51

STA. 20+63 LT. IN PLACE 30" x 21' C.P. PIPE WITH HDWLS. LT. & RT. RETAIN

+76.78 50.00' LT.

+00.00 45.00' LT.

+40.00 40.00' LT.

EXISTING R/W

CURVE NO. 5

PROPOSED EASEMENT

C.L. CONSTRUCTION

STONE DAM CREEK

EXIST. STONE DAM CREEK TRAIL

DAVE WARD DR. E.B. LANES

DAVE WARD DR. W.B. LANES

20+00 N02°33'22"E 100.00'

PT 19+50.00

PC 20+50.00

PI 21+16.24

PT 21+75.60

+72.36 45.00' RT.

+25.00 35.00' RT.

LIMIT OF FLOODWAY

+90.00 30.00' RT.

N47°31'59"E 164.88'

END BRIDGE STA. 22+01.06

MATCH LINE STA. 22+80

PROPOSED EASEMENT

CONSTRUCTION LIMITS

240.00' VC
G1 = 5.00%
G2 = -5.00%
K = 24.00
e=-3.00'

PVC 18+80.00 ELEV.310.55

PVI 20+00.00 ELEV. 316.55

PVT 21+20.00 ELEV.310.55

HI 20+00.00 Elev 313.55

PROFILE GRADE

5.00%

-5.00%

-0.50%

-1.20%

-5.40%

+53.00 RT. 289.06

+59.00 RT. 289.06

+00.00 RT. 291.28

+00.00 RT. 294.06

EXISTING GRADE AT C.L. CONSTRUCTION

RIGHT DITCH GRADE

TOP = 290.06
F.L. = 287.40

EL.290.82 **EL.306.55**

EL.290.62 **EL.311.47**

EL.295.08 **EL.313.55**

EL.293.47 **EL.311.47**

EL.294.36 **EL.306.55**

EXISTING **PROPOSED**

18+00 19+00 20+00 21+00 22+00

325 320 315 310 305 300 295 290 285

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
Dustin L. Tackett
LICENSED PROFESSIONAL ENGINEER
No.14994
DUSTIN L. TACKETT
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

PLAN AND PROFILE - STONE DAM CREEK TRAIL (SHEET 2 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-602

SHEET NUMBER **13**

CMCullen 11/21/2017 10:21:48 AM
WORKSPACE:Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-C602-PP.dgn

CONCRETE DITCH PAVING

STA.	STA.	SIDE
22+00	23+55	RT.

CALL BEFORE YOU DIG! ARKANSAS ONE CALL 1-800-482-8998 OR 811

SEE GENERAL NOTE 1, DRAWING G-002 OF THESE PLANS.

0' 10' 20' 40' 60'
(IN FEET)

MATCH LINE STA. 22+80

STA. 23+36 LT. IN PLACE
30" x 21' C.P. PIPE WITH HDWLS. LT. & RT.
REMOVE HDWL. RT. AND EXTEND R.C. PIPE
TO NEW AREA INLET AT STA. 23+40, 22' LT.
30" R.C. PIPE (CLASS III) (TYPE 3 BEDDING) = 4 LIN. FT.

STA. 23+40 CONSTRUCT
AREA INLET 22' LT.
(5' x 5' x H = 4'0")

+65.00
60.00' LT.

+85.00
35.00' LT.

PROPOSED EASEMENT

END METAL HANDRAIL (TYPE H2)
STA. 24+70 LT. & RT.

STA. 25+43 IN PLACE
30" x 21' C.P. PIPE
WITH HDWLS. LT. & RT.
RETAIN

STONE DAM CREEK

EXIST. STONE DAM CREEK TRAIL

8' EX. 12'

8' EX. 12'

+55.00
15.00' LT.

+89.05
15.00' LT.

+50.00
15.00' LT.

CURVE NO. 6

CURVE NO. 7

23+00

N47°31'59"E
164.88'

24+00

25+00

N34°57'42"E
160.80'

26+00

N46°47'26"E
40.31'

26+50

14'

12'

EX. 12'

TOS

TOS

TOS

TOS

PC 23+40.49

PI 23+84.54

PT 24+28.25

PCL 25+89.05

PI 25+99.41

PT 26+09.69

PCL 26+50.00

CONSTRUCTION LIMITS

C.L. CONSTRUCTION

LIMIT OF FLOODWAY

STA. 26+50.00
N = 269075.7462
E = 1174791.3146

STA. 23+61 CONSTRUCT
30" x 43' R.C. PIPE CULVERT
46° RT. FWD. SKEW
CONNECT TO AREA INLET ON LT.
30" R.C. PIPE (CLASS III) (TYPE 3 BEDDING) = 43 LIN. FT.

+85
35.00' RT.

PROPOSED EASEMENT

+89.05
30.00' RT.

PROPOSED T.C.E.

+50.00
15.00' RT.

LIMIT OF SPECIAL
FLOOD HAZARD
AREA

CURVE NO. 6
PI STA. 23+84.54
R = 400.00'
Dc = 14°19'26.20"
L = 87.76'
Delta = 12°34'17.06" LT.
T = 44.06'

CURVE NO. 7
PI STA. 25+99.41
R = 100.00'
Dc = 57°17'44.81"
L = 20.64'
Delta = 11°49'43.28" RT.
T = 10.36'

60.00' VC
G1 = -5.00%
G2 = -0.48%
K = 13.27
e=0.34'

-5.00%

PROFILE GRADE

EXISTING GRADE AT C.L.
CONSTRUCTION

-4.00%

-33.33%

-0.48%

PVC 24+55.00
ELEV.293.80

PVT 25+15.00
ELEV.292.16

PVI 25+89.05
ELEV. 291.80

PVI 24+85.00
ELEV. 292.30

+10.00 RT. 293.51

+42.00 RT. 292.23

+55.00 RT. 287.90

F.L. = 287.90

RIGHT DITCH GRADE

TOP = 291.77
F.L. = 287.77

EL.294.32	**EL.301.55**	EL.290.57	**EL.296.55**	EL.292.31	**EL.292.31**	EL.291.81	EXISTING	**PROPOSED**

315 310 305 300 295 290 285 280 275

23+00 24+00 25+00 26+00 27+00

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

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

Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

PLAN AND PROFILE -
STONE DAM CREEK
TRAIL (SHEET 3 OF 3)

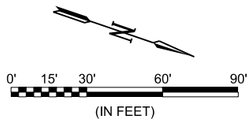
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

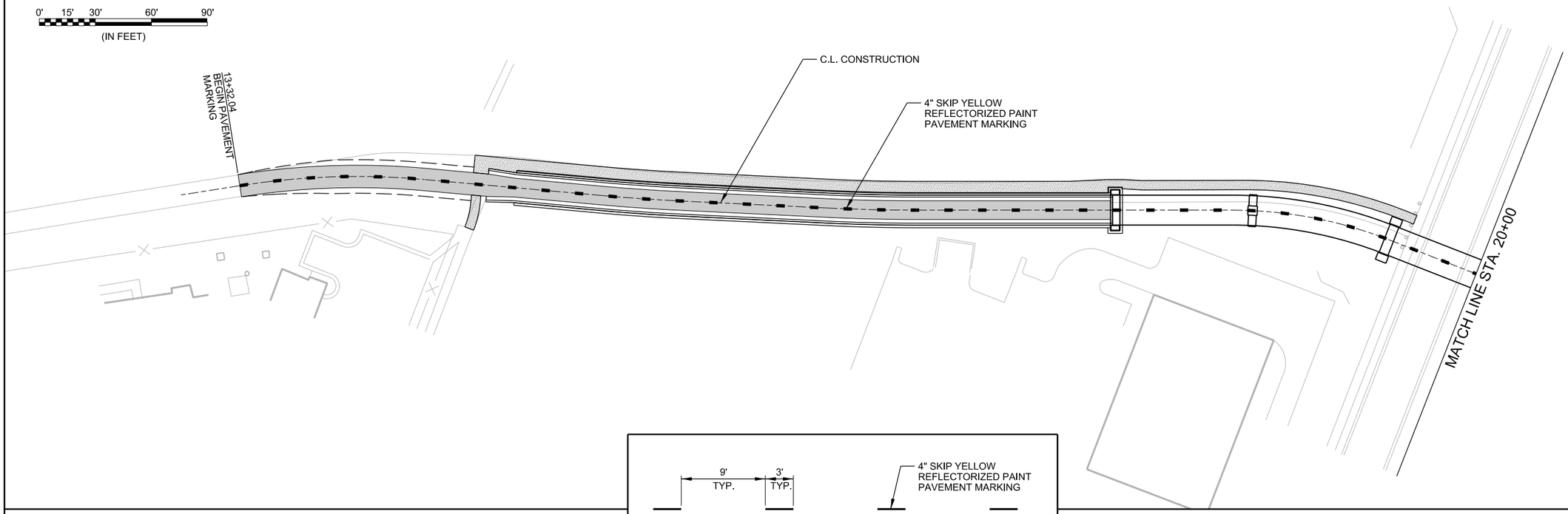
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-603

SHEET NUMBER **14**

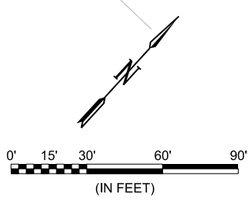
DLTackett 11/20/2017 8:36:05 AM
WORKSPACE:Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-C603-PP.dgn

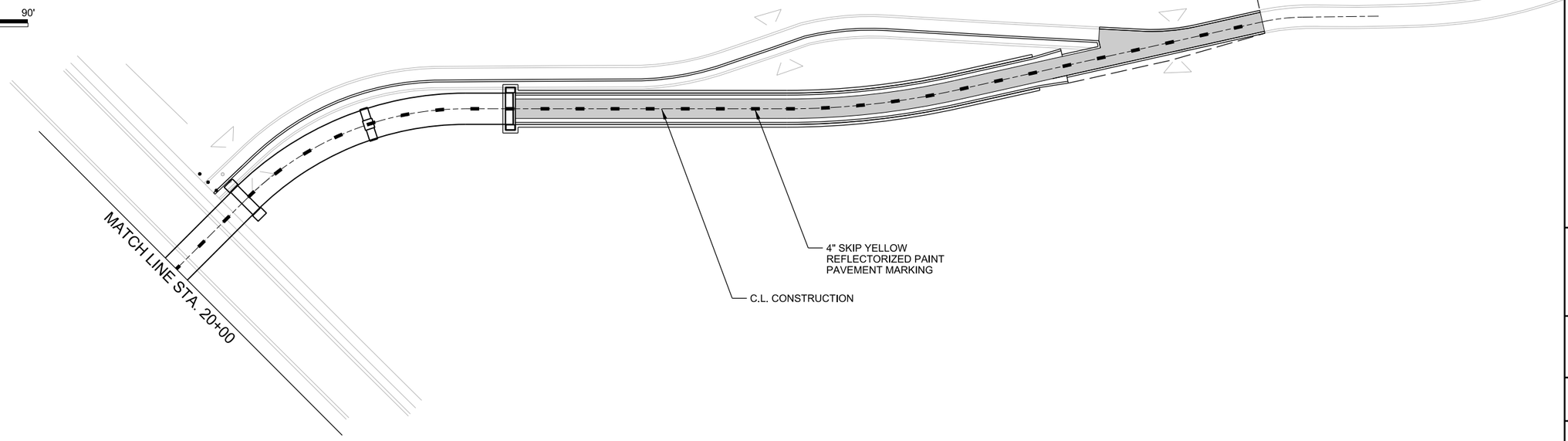




TYPICAL SKIP YELLOW STRIPING

NO SCALE





GARVER LLC
No. 766
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER

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

Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

PAVEMENT MARKING PLAN

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-701

SHEET NUMBER **15**

DLTackett 11/20/2017 8:36:09 AM
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L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-C701-PM.dgn

SCHEDULE OF BRIDGE QUANTITIES

NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	SP2-4.2	SP2-4.3	SP2-4.4	SP2-4.5	SP2-4.6	SP2-4.7	SP2-4.8	SP2-4.9	SP2-4.10	SP3-4.1	SP3-4.2	SP4-8.1	SP5-2.1
		ITEM	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	CLASS S CONCRETE - BRIDGE	CLASS S(AE) CONCRETE - BRIDGE	REINFORCING STEEL-BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR. 50)	ELASTOMERIC BEARINGS	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE C)	STEEL PILING (HP12X53) (2)	PREBORING	METAL HANDRAIL (TYPE H2)	PAINTING STRUCTURAL STEEL (1)
		UNIT	CUBIC YARD	CUBIC YARD	CUBIC YARD	POUND	POUND	POUND	CUBIC INCH	LINEAR FOOT	EACH	LINEAR FOOT	LINEAR FOOT	LINEAR FOOT	TON
STONE DAM CREEK TRAIL	BENT NO. 1			24.57		2,407			1424.0	16	1	100			
	BENT NO. 2		45	40.76		5,093			1540.0			84	78		
	BENT NO. 3			50.72		9,284			1424.0						
	BENT NO. 4			53.81		9,833			1424.0						
	BENT NO. 5		46	37.54		4,631			1540.0			90	84		
	BENT NO. 6			24.58		2,407			1424.0	16	1	108	20		
	150'-0" CONT. COMP. PLATE GIRDER UNIT (UNIT 1)				72.75		16,390	69,442		16				295	34.7
	100'-0" PREFABRICATED SIMPLE TRUSS SPAN														
	150'-0" CONT. COMP. PLATE GIRDER UNIT (UNIT 2)				72.62		16,472	77,830		16				293	38.9
	TOTALS FOR BRIDGE		91	231.98	145.37	33,655	32,862	147,272	8,776.0	64	2	382	182	588 (3)	73.6

(1) PAINT SHALL CONFORM TO FEDERAL STANDARD 595B, COLOR CHIP NO. 27038, BLACK.

(2) STEEL PILES ARE REQUIRED TO BE GRADE 50 AND HAVE SPECIAL POINTS WHICH WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "STEEL PILING (HP12x53)".

(3) PROJECT TOTAL = 1,764 LINEAR FT. (INCLUDES 1,176 LINEAR FT. MOUNTED ON THE CONCRETE BARRIER WALLS, SEE ROADWAY PLANS FOR DETAILS)

(4) PROJECT TOTAL = 2,922.32 SQUARE YARD (INCLUDES 531.80 SQUARE YARDS FOR CONCRETE BARRIER WALLS AND 1,444.77 SQUARE YARDS FOR RETAINING WALLS)

SCHEDULE OF BRIDGE QUANTITIES

NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	SP6-5.1	SP6-5.2	SP7-4.1	SP7-4.2	SP8-13.1	SP10-3.1	SP11-3.2
		ITEM	DRILLED SHAFT (60" DIAMETER)	PERMANENT STEEL CASING (66" DIAMETER)	CROSSHOLE SONIC LOGGING (60" DIAMETER)	CORING DRILLED SHAFT	100' STEEL TRUSS	TEXTURED COATING FINISH	ARCHITECTURAL FINISH
		UNIT	LINEAR FOOT	LINEAR FOOT	EACH	LINEAR FOOT	EACH	SQUARE YARD	SQUARE YARD
STONE DAM CREEK TRAIL	BENT NO. 1							45.54	28.9
	BENT NO. 2							47.21	32.3
	BENT NO. 3		48	33	2	20		124.02	95.3
	BENT NO. 4		42	27	2	20		127.67	103.6
	BENT NO. 5							40.99	24.1
	BENT NO. 6							42.54	28.9
	150'-0" CONT. COMP. PLATE GIRDER UNIT (UNIT 1)							260.39	
	100'-0" PREFABRICATED SIMPLE TRUSS SPAN						1		
	150'-0" CONT. COMP. PLATE GIRDER UNIT (UNIT 2)							260.39	
	TOTALS FOR BRIDGE		90	60	4	40	1	945.75 (4)	313.1

GARVER LLC
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER
No. 766

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

BRIDGE QUANTITIES

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-001

SHEET NUMBER **16**

GENERAL NOTES:

BENCH MARK: VERTICAL CONTROL DATA ARE SHOWN ON SURVEY CONTROL DETAILS

CONSTRUCTION SPECIFICATIONS: ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 7TH EDITION (2014) WITH CURRENT INTERIM REVISIONS AND AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES (2ND EDITION)

LIVE LOADING: PEDESTRIAN LOAD = 90 PSF
VEHICLE LOAD = H-10 TRUCK

METHOD OF DESIGN: LOAD AND RESISTANCE FACTOR DESIGN

SEISMIC ZONE: 1 SD1 = 0.092, SITE CLASS = B

OPERATIONAL IMPORTANCE CATEGORY: OTHER

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 M 31 OR M 53, GR. 60)	FY = 60,000 PSI
STRUCTURAL STEEL (AASHTO M 270, GR. 50)	FY = 50,000 PSI
STRUCTURAL STEEL (AASHTO M 270, GR. 36)	FY = 36,000 PSI

CAUTION: THERE IS A POSSIBILITY THAT UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. ALL EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS, AND THE LOCATION OF THE UTILITIES SHOWN MAY VARY FROM THE LOCATION SHOWN ON THE PLANS. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN 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 AN 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 SYSTEM.

BORING LOGS: SEE DWG. NOS. S-103 THROUGH S-106.

BRIDGE DECK: THE CONCRETE BRIDGE DECK SHALL BE GIVEN A BROOM FINISH AS SPECIFIED FOR FINAL FINISHING IN SUBSECTION 802.19 FOR CLASS 6 BROOMED FINISH.

MAINTENANCE OF TRAFFIC: SEE ROADWAY PLANS

PAINT: ALL STRUCTURAL STEEL EXCEPT GALVANIZED MEMBERS, SOME SURFACES IN CONTACT WITH CONCRETE, AND AS OTHERWISE NOTED, SHALL BE PAINTED AS SPECIFIED IN SUBSECTION 807.75. THE COLOR OF THE PAINT SHALL BE BLACK AND SHALL MATCH FEDERAL STANDARD 595B, COLOR CHIP NO. 27038.

PILE FOOTING: THE TOP OF FOOTINGS SHALL BE SET A MINIMUM OF 2'-0" BELOW FINISHED GROUND. FOUNDATIONS FOR FOOTINGS SHALL BE PREPARED IN ACCORDANCE WITH SECTION 801.04 AND BACKFILLED IN ACCORDANCE WITH SECTION 801.08 OF THE STANDARD SPECIFICATIONS.

DRILLED SHAFTS: ALL DRILLED SHAFTS SHALL BE FOUNDED A MINIMUM OF 11'-0" INTO MODERATELY HARD TO HARD DARK GRAY SLIGHTLY WEATHERED SHALE AND SHALE AS 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 SPECIAL PROVISION "DRILLED SHAFT FOUNDATIONS".

GENERAL NOTES (CONTINUED):

STEEL PILING: PILING AT BENT NOS. 1, 2, 5, AND 6 SHALL BE HP12X53 (GRADE 50) AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM OR DIESEL HAMMER TO A MINIMUM SAFE BEARING RESISTANCE OF 97 TONS. ALL PILING SHALL BE DRIVEN INTO THE MATERIAL DESIGNATED AS MODERATELY HARD TO HARD MODERATELY WEATHERED SHALE OR MODERATELY HARD TO HARD SLIGHTLY WEATHERED SHALE ON THE BORING LEGEND UNLESS BEARING IS ACHIEVED AT A HIGHER ELEVATION. DRIVE ALL PILES IN BENT NOS. 1 AND 6 TO A MINIMUM PENETRATION OF 10' BELOW BOTTOM OF LEVELING PAD AND ALL PILES IN BENT NOS. 2 AND 5 TO A MINIMUM PENETRATION OF 10' BELOW BOTTOM OF FOOTING. LENGTHS SHOWN ARE FOR ESTIMATING QUANTITIES AND FOR USE IN DETERMINING PAYMENT FOR CUT-OFF AND BUILD-UP IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. PILES WILL BE MEASURED AND PAID FOR AS THE ACTUAL LINEAR FOOT OF ACCEPTED PILE LEFT IN PLACE. THE CONTRACTOR SHALL USE APPROVED STEEL H-PILE DRIVING POINTS ON ALL PILES.

THE CONTRACTOR MAY DRIVE THE PILING IN BENT NO. 1 IN ONE OF THE FOLLOWING SEQUENCES:

1) PILING MAY BE DRIVEN AFTER EXCAVATION TO BOTTOM OF LEVELING PAD OR ANY UNDERCUT IS COMPLETE AND PRIOR TO BACKFILLING.

2) PILING MAY BE DRIVEN AFTER EMBANKMENT CONSTRUCTION. PILE CASINGS SHALL BE USED FOR ALL PILING AND SHALL BE INSTALLED PRIOR TO OR DURING EMBANKMENT CONSTRUCTION EXTENDING FROM BOTTOM OF LEVELING PAD OR ANY UNDERCUT TO BOTTOM OF CAP. PILE CASING MATERIAL SHALL HAVE SUFFICIENT STRENGTH TO RETAIN ITS ORIGINAL FORM FREE FROM HARMFUL DISTORTIONS AFTER COMPACTION OF THE FILL MATERIAL SURROUNDING IT. THE MINIMUM INSIDE DIAMETER OF THE CASING SHALL BE 18". PILES SHALL BE DRIVEN THROUGH THE OPEN CASINGS AFTER EMBANKMENT TO BOTTOM OF CAP IS IN PLACE. AFTER DRIVING IS COMPLETED, THE PILE CASING SHALL BE BACKFILLED WITH PORTLAND CEMENT, APPROVED NON-SHRINK GROUT, OR OTHER APPROVED MATERIAL IN A SINGLE CONTINUOUS OPERATION TO COMPLETELY FILL VOIDS. PILE CASINGS AND BACKFILL WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "STEEL PILING (HP12X53)".

THE CONTRACTOR SHALL DRIVE THE PILING IN BENT NO. 6 AFTER EXCAVATION TO BOTTOM OF ANY UNDERCUT IS COMPLETE, AFTER ANY REQUIRED PREBORING AND PRIOR TO BACKFILLING.

PREBORING: PREBORING IS REQUIRED FOR ALL PILING AT BENT NOS. 2 AND 5 TO A DEPTH OF 3' INTO THE MATERIAL SPECIFIED ABOVE OR TO MEET THE REQUIRED PENETRATION STATED ABOVE, WHICHEVER IS GREATER. PREBORING IS REQUIRED FOR ALL PILING AT BENT NO. 6 TO A DEPTH OF 5' INTO THE MATERIAL SPECIFIED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE PREBORED HOLES FREE FROM DEBRIS PRIOR TO BACKFILLING WHICH MAY REQUIRE THE USE OF TEMPORARY CASINGS OR OTHER METHODS. AFTER DRIVING IS COMPLETED, THE PREBORED HOLES AT BENT NOS. 2 AND 5 SHALL BE BACKFILLED WITH AN APPROVED NON-SHRINK GROUT, OR OTHER APPROVED MATERIAL TO COMPLETELY FILL VOIDS. AFTER DRIVING IS COMPLETED, THE PREBORED HOLES AT BENT NO. 6 SHALL BE BACKFILLED WITH CLASS S CONCRETE TO COMPLETELY FILL VOIDS. THE COST OF PREBORING CASINGS AND BACKFILL MATERIAL WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "PREBORING". QUANTITIES OF PREBORING SHOWN ARE FOR BIDDING PURPOSES ONLY. THE ACTUAL SIZE AND DEPTHS OF PREBORING ARE TO BE DETERMINED BY THE ENGINEER. PREBORING WILL BE PAID FOR IN ACCORDANCE WITH THE SPECIAL PROVISION "PILING".

SPECIAL SAFETY REQUIREMENTS: THE BRIDGE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS OF SPECIAL PROVISION "SPECIAL SAFETY REQUIREMENTS". THE PREFABRICATED TRUSS SHALL BE DESIGNED TO SUPPORT THE SAFETY PLATFORMS AS REQUIRED BY THIS SPECIAL PROVISION.

TEXTURED COATING FINISH: CLASS 3 TEXTURED COATING FINISH SHALL BE APPLIED TO ALL AREAS AS SPECIFIED IN SPECIAL PROVISION "TEXTURED COATING FINISH" AND IN ACCORDANCE WITH SUBSECTION 802.19(B)(3).

DETAIL DRAWINGS:	DRAWING NO:
END BENTS	S-201 THRU S-203
INTERMEDIATE BENTS	S-204 THRU S-208
150' CONT. COMP. PLATE GIRDER UNIT	S-301 THRU S-312
100' PREFABRICATED TRUSS SPAN	S-401
ELASTOMERIC BEARINGS	S-501
POURED SILICONE JOINT	S-601
TYPE C NAME PLATE	55011
STEEL PILING	55020

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

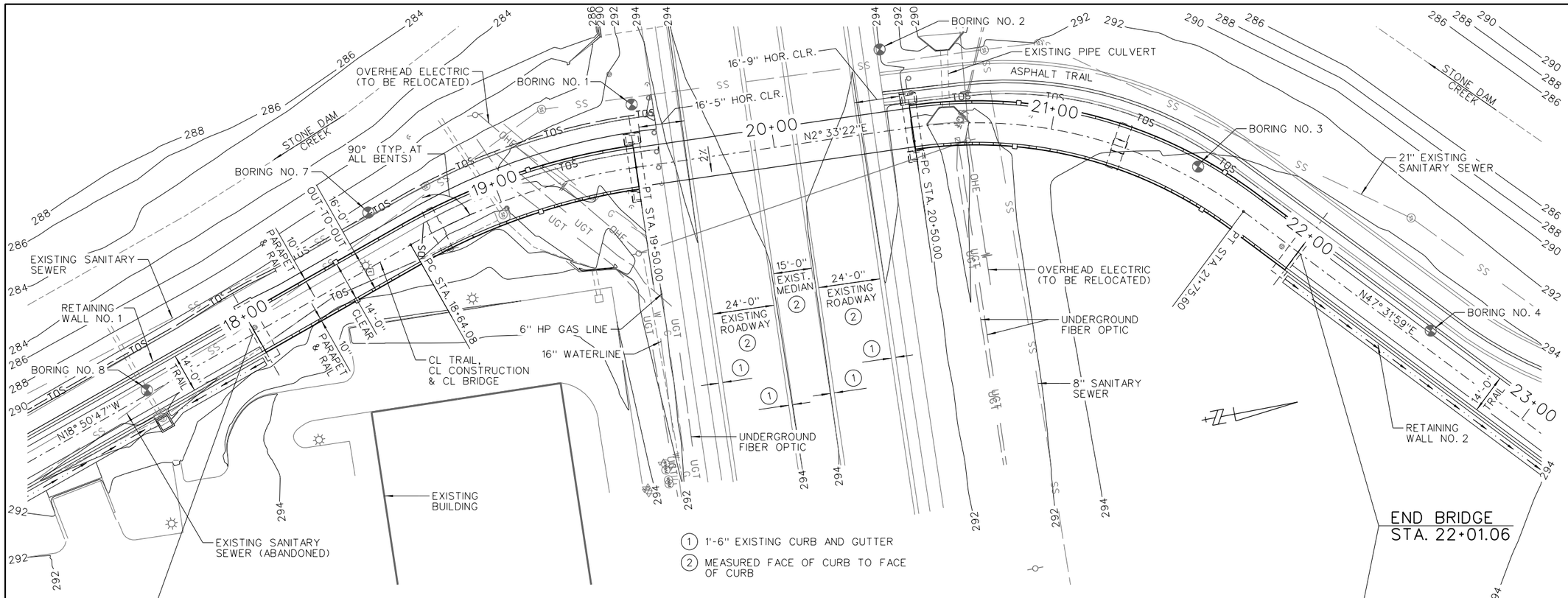
BRIDGE GENERAL NOTES

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-101

SHEET NUMBER **17**



BEGIN BRIDGE
STA. 17+98.94

END BRIDGE
STA. 22+01.06

HORIZONTAL CURVE DATA

STONE DAM CREEK TRAIL
PI = 19+07.55
Δ = 21° 24' 09" RT.
D = 24° 54' 40"
T = 43.46'
L = 85.92'
e = 0.02 FT./FT.
R = 230.00'

PLAN

SCALE: 1" = 20'-0"

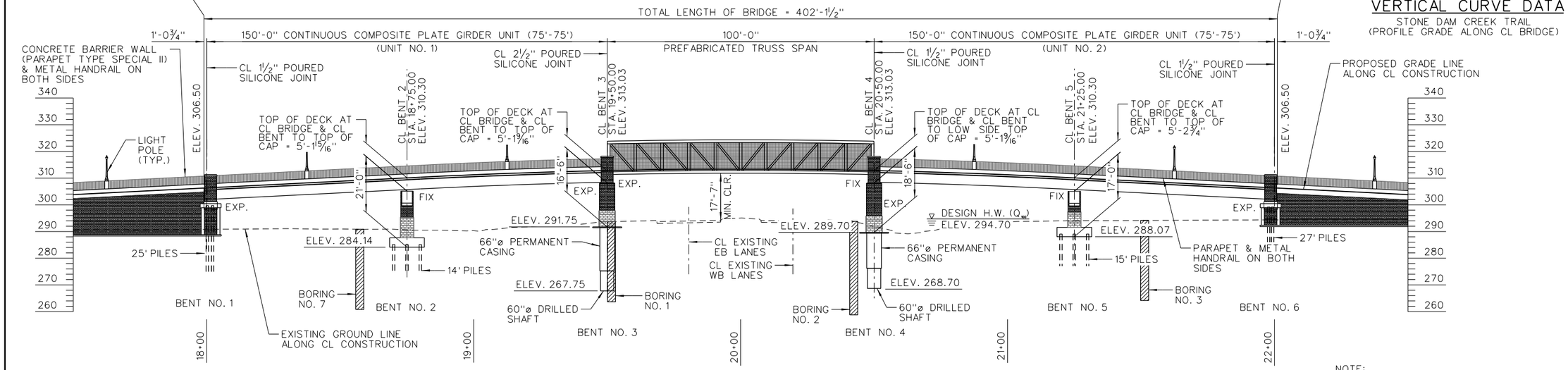
HORIZONTAL CURVE DATA

STONE DAM CREEK TRAIL
PI = 21+16.24
Δ = 44° 58' 37" RT.
D = 35° 48' 36"
T = 66.24'
L = 125.60'
e = 0.02 FT./FT.
R = 160.00'

PVI STA. 20+00
ELEV. 316.55
V.C. = 240'
5.00%
-5.00%

VERTICAL CURVE DATA

STONE DAM CREEK TRAIL
(PROFILE GRADE ALONG CL BRIDGE)



ELEVATION

SCALE: 1" = 20'-0"

FOR R/W DATA, SEE ROADWAY PLANS

NOTE:
STATIONS AND ELEVATIONS SHOWN ARE ALONG CL BRIDGE.

GARVER LLC
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REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

LAYOUT OF BRIDGE OVER DAVE WARD DRIVE

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-102

SHEET NUMBER **18**

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WORKSPACE\Garver_2012
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16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 1

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger to 15 ft /Wash — LOCATION: Approx Sta 19+55, 33 ft Lt

SURF. EL: 293±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	COHESION, TON/SQ FT (PLASTIC LIMIT / WATER CONTENT / LIQUID LIMIT)	- No. 200 %	% Recovery	% ROD
	Stiff brown, tan and reddish tan silty clay w/shale and sandstone fragments, and occasional ferrous stains and nodules, and organics (fill)	14			43		
		10					
5		15					
	Stiff grayish brown, gray and reddish tan silty clay, sandy w/shale fragments - with shale seams and layers below 8 ft	11			53		
10		13					
	Low hardness brownish gray and gray highly weathered shale w/silty clay seams and layers	15					
15							
	Moderately hard dark gray moderately weathered shale w/occasional silty clay partings	50/1"					
20							
	Moderately hard to hard dark gray shale, flat bedded	25/0"		q_u = 2870 psi, TUW = 156 pcf	100	65	
25				q_u = 2950 psi, TUW = 152 pcf			
30							

COMPLETION DEPTH: 30.0 ft — DEPTH TO WATER IN BORING: 9 ft — DATE: 11-17-16 — DATE: 11/17/2016

BEDROCK0002 16-158.GPJ 2-24-17

PLATE 3

16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 2

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger to 15 ft /Wash — LOCATION: Approx Sta 20+36, 46 ft Lt

SURF. EL: 294±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	COHESION, TON/SQ FT (PLASTIC LIMIT / WATER CONTENT / LIQUID LIMIT)	- No. 200 %	% Recovery	% ROD
	Stiff brown and tan silty clay w/some shale and sandstone fragments and trace rootlets, dry (fill) - moist, brown, tan and reddish tan below 2 ft	23			57		
		15					
5	- firm below 4 ft	8			49		
	Firm brown, gray and reddish tan silty clay, slightly sandy w/occasional ferrous stains	7					
10	- stiff and sandy below 8 ft	12			72		
	Moderately hard gray and tan moderately weathered shale w/trace silty clay partings and seams	50/1"					
15							
	- less weathered and moderately hard to hard below 17 ft	25/0"					
20	Moderately hard to hard dark gray shale, flat bedded						
		25/0'					
25				q_u = 3090 psi, TUW = 159 pcf			
				q_u = 3250 psi, TUW = 155 pcf	100	87	
30	- weathered seam from 30.2 - 30.3 ft - weathered seam from 31 - 31.2 ft			q_u = 2980 psi, TUW = 158 pcf	100	100	
35							

COMPLETION DEPTH: 35.0 ft — DEPTH TO WATER IN BORING: 6 ft — DATE: 11-16-16 — DATE: 11/16/2016

BEDROCK0002 16-158.GPJ 2-24-17

PLATE 4

16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 3

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger — LOCATION: Approx Sta 21+46, 24 ft Lt

SURF. EL: 294±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	COHESION, TON/SQ FT (PLASTIC LIMIT / WATER CONTENT / LIQUID LIMIT)	- No. 200 %
	Stiff brown, tan and reddish tan silty clay w/shale and sandstone fragments and occasional ferrous stains and nodules, and trace rootlets (fill)	17			
		12			55
5	Soft to firm brown and gray silty clay, slightly sandy w/organic stains, moist	6			85
	Stiff brown, tan and reddish tan fine sandy clay, silty w/occasional ferrous stains	12			66
10	Low hardness dark gray, reddish tan and tan highly weathered shale w/silty clay seams and partings	30			
	Moderately hard dark gray moderately weathered shale w/occasional silty clay seams and partings	50/1"			
15					
		50/1"			
20					
	Moderately hard to hard dark gray shale	25/0"			
25					
		25/0"			
30	NOTE: Water at 7 ft after 24 hours.				

COMPLETION DEPTH: 30.0 ft — DEPTH TO WATER IN BORING: Dry — DATE: 11-16-16 — DATE: 11/16/2016

LGBNEW 16-158.GPJ 2-24-17

PLATE 5

GARVER LLC
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER
No. 766

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

BY	DESCRIPTION	DATE	REV.

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

BORING LOGS
(SHEET 1 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-103

SHEET NUMBER **19**

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16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 4

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger — LOCATION: Approx Sta 22+40, 6 ft Lt

SURF. EL: 294±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	COHESION, TON/SQ FT (PLASTIC LIMIT / WATER CONTENT / LIQUID LIMIT)	- No. 200 %
	Stiff brown, tan and reddish tan silty clay w/shale fragments and occasional ferrous stains and nodules and trace rootlets (fill)	16			
	- firm with trace Portland cement concrete debris below 2 ft	7			
5	Very soft to soft brown, tan, reddish tan and light gray fine sandy clay, silty w/occasional ferrous stains, moist	4			57
	- stiff from 6 to 8 ft	16			
	- soft to firm with occasional shale fragments below 8 ft	6			59
10					
	Low hardness to moderately hard tan, reddish tan and gray highly weathered shale w/silty clay seams and layers	50/11"			
15					
	Moderately hard dark gray moderately weathered shale w/occasional silty clay partings and seams	50/2"			
20					
	- less weathered and moderately hard to hard below 23 ft	25/0"			
25	Moderately hard to hard dark gray shale				
		25/0"			
30	NOTE: Water at 8 ft after 24 hours.				

COMPLETION DEPTH: 30.0 ft
DATE: 11-15-16

DEPTH TO WATER IN BORING: 8.2 ft

DATE: 11/15/2016

LGBNEW 16-158.GPJ 2-24-17

PLATE 6

16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 5

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger — LOCATION: Approx Sta 23+35, 42 ft Lt

SURF. EL: 291±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	COHESION, TON/SQ FT (PLASTIC LIMIT / WATER CONTENT / LIQUID LIMIT)	- No. 200 %
	Stiff brown, tan and reddish tan silty clay w/shale fragments and numerous organics (fill)	20			
	Firm brown and reddish tan silty clay, sandy	7			73
5	- brown and tan with occasional ferrous stains and trace organics below 4 ft	12			
	Very stiff brown, tan, reddish tan and dark gray silty clay w/weathered shale seams and layers	28			
10	Low hardness tan, reddish tan and gray highly weathered shale w/silty clay seams and layers	32			
15	Moderately hard tan and gray highly weathered shale w/occasional silty clay seams and layers	50/9"			
	Moderately hard dark gray moderately weathered shale w/occasional silty clay partings and seams	50/1"			
20					
25	Moderately hard to hard dark gray shale	25/0"			
30	NOTE: Water at 6.6 ft after 24 hours.	25/0"			

COMPLETION DEPTH: 30.0 ft
DATE: 11-15-16

DEPTH TO WATER IN BORING: 11 ft

DATE: 11/15/2016

LGBNEW 16-158.GPJ 2-24-17

PLATE 7

16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 6

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger — LOCATION: Approx Sta 24+48, 18 ft Lt

SURF. EL: 292±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	COHESION, TON/SQ FT (PLASTIC LIMIT / WATER CONTENT / LIQUID LIMIT)	- No. 200 %
	Stiff brown, tan and reddish tan silty clay w/shale fragments, dry (fill)	23			59
	Medium dense tan fine sandy silt w/occasional ferrous nodules	20		-NON-PLASTIC-	78
5	- with trace clay below 4 ft	21			
	Very stiff tan, reddish tan, light gray and dark gray silty clay w/weathered shale seams and layers	28			59
10	Moderately hard tan and gray moderately weathered shale w/trace silty clay partings	50/9"			
	- less weathered and moderately hard to hard below 12 ft	25/0"			
15					
20		25/0"			
25	Moderately hard to hard dark gray slightly weathered shale w/trace fractures and ferrous stains	25/0"			
	Moderately hard to hard dark gray shale	25/0"			
30	NOTE: Water at 8 ft after 24 hours.				

COMPLETION DEPTH: 30.0 ft
DATE: 11-15-16

DEPTH TO WATER IN BORING: Dry

DATE: 11/15/2016

LGBNEW 16-158.GPJ 2-24-17

PLATE 8

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER

Digitally Signed 11/22/2017

BY	DESCRIPTION	DATE	REV.

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

BORING LOGS
(SHEET 2 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-104

SHEET NUMBER **20**

DLTackett 11/20/2017 9:15:21 AM
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16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 7

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger — LOCATION: Approx Sta 18+58, 22 ft Lt

SURF. EL: 290±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	- No. 200 %
	Stiff brown, tan and reddish tan silty clay w/shale and sandstone fragments, numerous ferrous stains and organics (fill)	15		
	Firm brown silty clay, slightly sandy w/occasional ferrous stains and nodules	8		83
5	- soft to firm with more sand and ferrous stains below 4 ft	6		
	Firm tan, gray and reddish tan fine sandy clay w/occasional ferrous stains and nodules	8		54
10	Low hardness tan, reddish tan and gray highly weathered shale w/occasional silty clay seams and layers	44		
	Moderately hard gray and tan moderately weathered shale w/occasional silty clay partings and seams	50/1"		
15				
	- less weathered and moderately hard to hard below 18 ft	25/0"		
20				
	Moderately hard to hard dark gray shale	25/0"		
25				
		25/0"		
30				

COHESION, TON/SQ FT: 0.2 0.4 0.6 0.8 1.0 1.2 1.4
PLASTIC LIMIT — WATER CONTENT — LIQUID LIMIT
10 20 30 40 50 60 70

COMPLETION DEPTH: 30.0 ft
DATE: 11-17-16
DEPTH TO WATER IN BORING: Dry
DATE: 11/17/2016

LGBNEW 16-158.GPJ 2-24-17

PLATE 9

16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 8

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger — LOCATION: Approx Sta 17+58, 4 ft Lt

SURF. EL: 291±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	- No. 200 %
	Stiff brown, tan and reddish tan silty clay w/shale and sandstone fragments and occasional organics (fill)	11		68
	Firm brown and tan silty clay, sandy w/trace organics, moist	7		
5	Stiff brown and reddish tan fine sandy clay, silty w/shale fragments and seams and occasional ferrous stains and nodules	11		35
	Moderately hard tan and gray moderately weathered shale w/occasional silty clay seams and layers	50/7"		
10		50/2"		
	- less weathered with trace silty clay partings below 13 ft	50/1"		
15				
	Moderately hard to hard dark gray slightly weathered shale w/trace fractures and ferrous staining	25/0"		
20				
	Moderately hard to hard dark gray shale	25/0"		
25				
	NOTE: Water at 6 ft after 24 hours.	25/0"		
30				

COHESION, TON/SQ FT: 0.2 0.4 0.6 0.8 1.0 1.2 1.4
PLASTIC LIMIT — WATER CONTENT — LIQUID LIMIT
10 20 30 40 50 60 70

COMPLETION DEPTH: 30.0 ft
DATE: 11-16-16
DEPTH TO WATER IN BORING: Dry
DATE: 11/16/2016

LGBNEW 16-158.GPJ 2-24-17

PLATE 10

16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 9

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger — LOCATION: Approx Sta 16+58, 4 ft Lt

SURF. EL: 291±

DEPTH, FT	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	- No. 200 %
	Firm to stiff brown, tan and dark gray silty clay, sandy w/trace shale fragments	10		
	- soft, moist with ferrous nodules from 2 to 4 ft	5		74
5	- stiff, brown, gray, reddish tan and tan with more shale fragments and ferrous stains below 4 ft	11		
	Low hardness reddish tan and gray highly weathered shale w/silty clay seams and layers	20		
10		26		
	Moderately hard gray and tan moderately weathered shale w/trace silty clay partings	50/3"		
15				
	Moderately hard dark gray slightly weathered shale	50/1"		
20				
	Moderately hard to hard dark gray shale	25/0"		
25				
	NOTE: Water at 6 ft after 24 hours.	25/0"		
30				

COHESION, TON/SQ FT: 0.2 0.4 0.6 0.8 1.0 1.2 1.4
PLASTIC LIMIT — WATER CONTENT — LIQUID LIMIT
10 20 30 40 50 60 70

COMPLETION DEPTH: 30.0 ft
DATE: 11-16-16
DEPTH TO WATER IN BORING: Dry
DATE: 11/16/2016

LGBNEW 16-158.GPJ 2-24-17

PLATE 11

CERTIFICATE OF AUTHORIZATION — GARVER LLC — No. 766 — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16458 — JOEL E. SKINNER

Digitally Signed 11/22/2017

BY	DESCRIPTION	DATE	REV.

SEAL OF THE CITY OF CONWAY, ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

BORING LOGS
(SHEET 3 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-105

SHEET NUMBER **21**

DLTackett 11/20/2017 9:15:48 AM
WORKSPACE\Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-S105-BO.dgn

16-158

Grubbs, Hoskyn, Barton & Wyatt, Inc.
Consulting Engineers

LOG OF BORING NO. 10

080522: Dave Ward Pedestrian Bridge
Conway, Arkansas

TYPE: Auger

LOCATION: Approx Sta 15+55, 21 ft Lt

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WT LB/CU FT	COHESION, TON/SQ FT (0.2 0.4 0.6 0.8 1.0 1.2 1.4) / PLASTIC LIMIT / WATER CONTENT / LIQUID LIMIT (10 20 30 40 50 60 70)	- No. 200 %
			SURF. EL: 290±				
			Stiff tan and brown clayey silt w/shale and sandstone fragments w/trace organics, dry (fill)	18			
			Stiff tan and reddish tan fine sandy clay w/occasional ferrous stains and nodules	11			
5			- with numerous ferrous stains and nodules below 4 ft	22			53
			Low hardness reddish tan and gray highly weathered shale w/silty clay seams and layers and occasional ferrous stains	39			
10			Moderately hard tan and gray moderately weathered shale w/trace silty clay partings and ferrous stains	50/4"			
15				50/2"			
			Moderately hard to hard dark gray shale	25/0"			
20							
				25/0"			
25							
				25/0"			
30			NOTE: Water at 6.6 ft after 24 hours.				

LGBNEW 16-158.GPJ 2-24-17

COMPLETION DEPTH: 30.0 ft
DATE: 11-16-16

DEPTH TO WATER IN BORING: Dry

DATE: 11/16/2016

PLATE 12

GARVER LLC
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER
No. 766

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER

Digitally Signed 11/22/2017

BY	DESCRIPTION	DATE	REV.

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

BORING LOGS
(SHEET 4 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-106

SHEET NUMBER **22**

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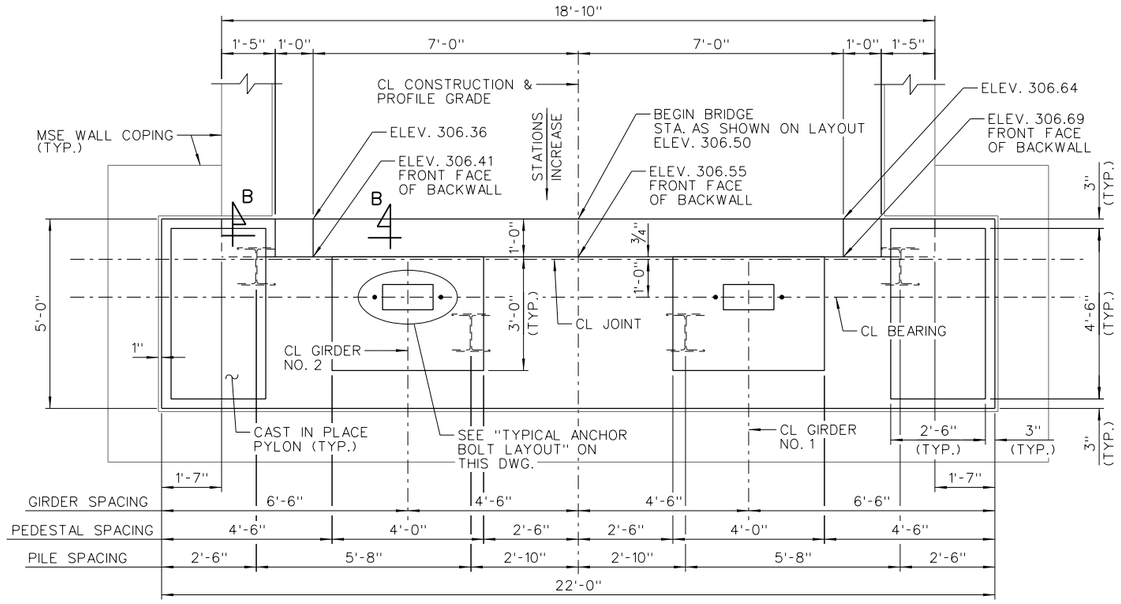
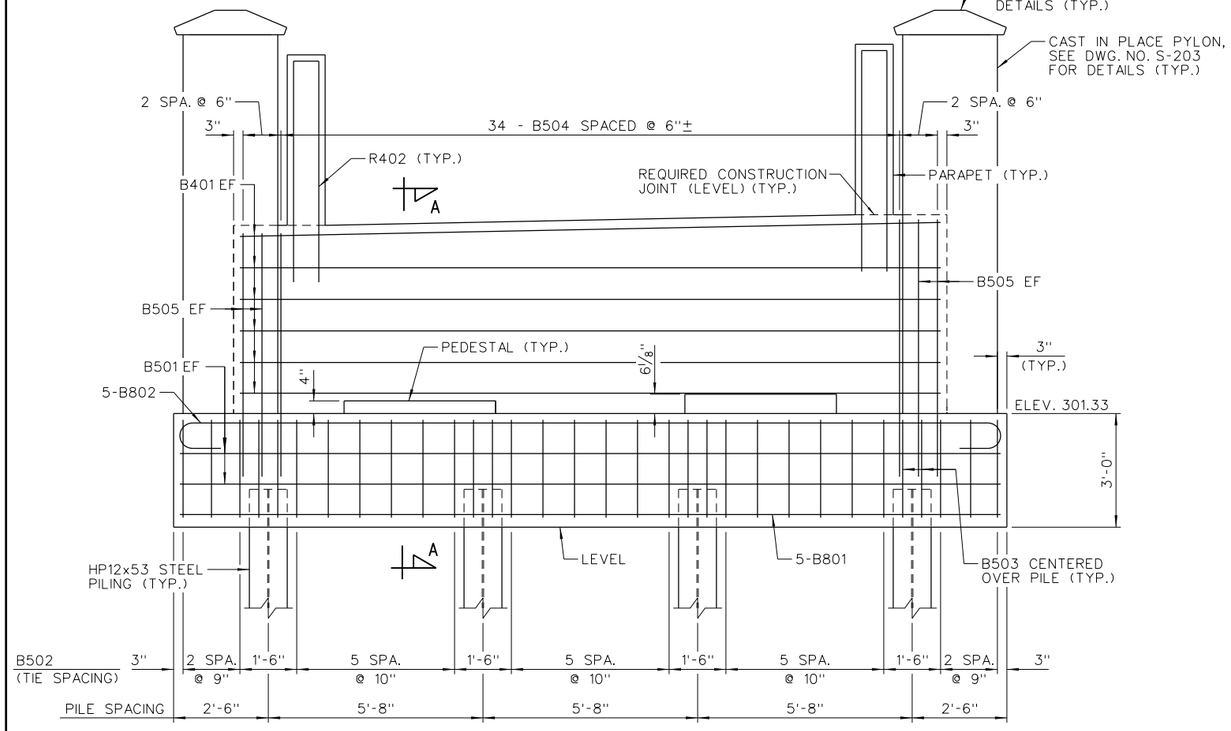


PLAN - END BENT NO. 1

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

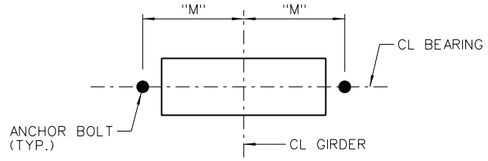


ELEVATION - END BENT NO. 1

(LOOKING BACK)
(CAST IN PLACE PYLON REINFORCEMENT NOT SHOWN FOR CLARITY)
SCALE: 1/2" = 1'-0"

LEGEND

EF = EACH FACE



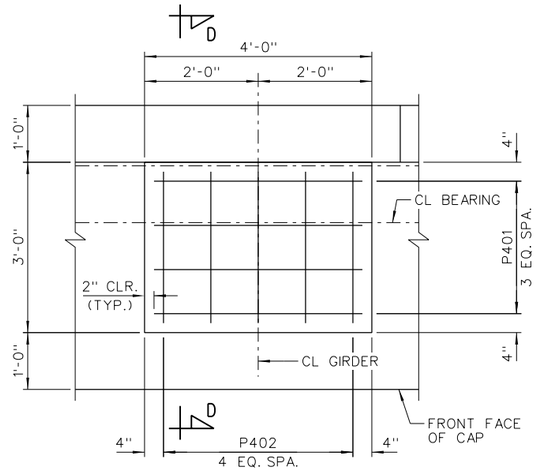
TYPICAL ANCHOR BOLT LAYOUT

SCALE: 1" = 1'-0"

NOTE:
FOR ANCHOR BOLT SIZE AND "M" DIMENSION AT END BENTS, SEE ELASTOMERIC BEARING DETAILS ON DWG. NO. S-601.

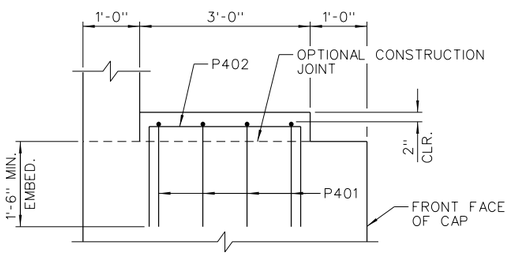
NOTES:
FOR "SECTION A-A" & "SECTION B-B", SEE DWG NO. S-202.

FOR "GENERAL NOTES", "BAR LIST", "BAR BENDING DIAGRAMS", & ARCHITECTURAL DETAILS, SEE DWG. NO. S-203.



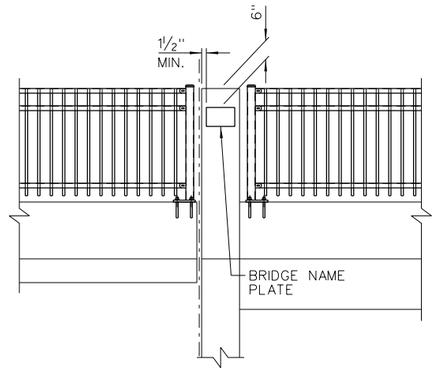
PEDESTAL DETAIL - PLAN VIEW

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



SECTION D-D

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



BRIDGE NAME PLATE LOCATION DETAIL

(TYP. RIGHT PARAPET AT END BENT NO. 1 AND LEFT PARAPET AT END BENT NO. 2)
NO SCALE

GARVER LLC
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER
No. 766

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

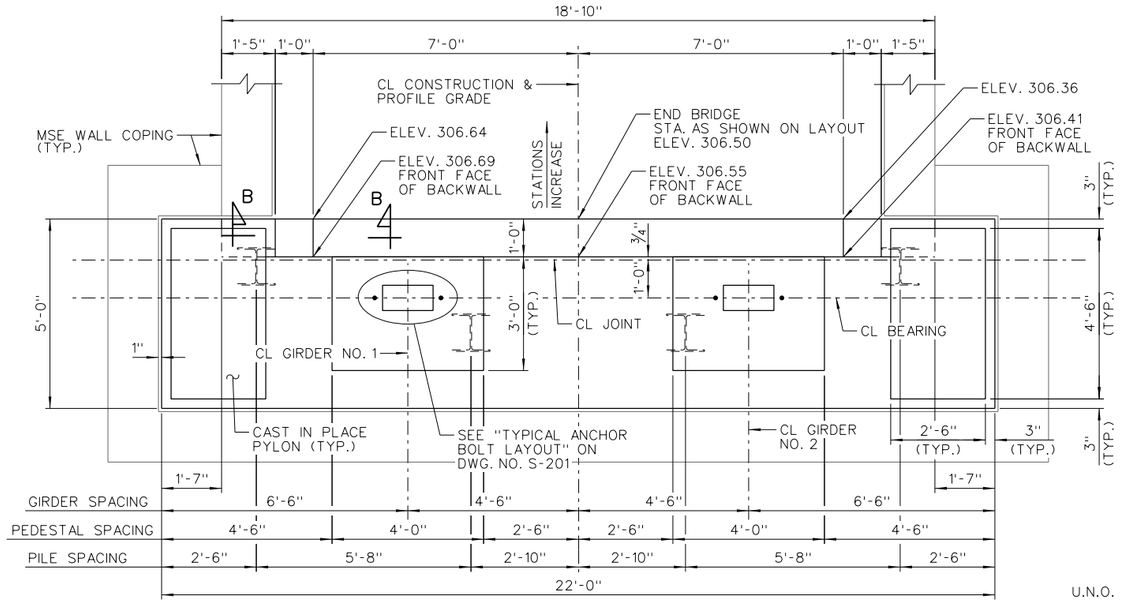
END BENT DETAILS
(SHEET 1 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: KMVH
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-201

SHEET NUMBER **23**

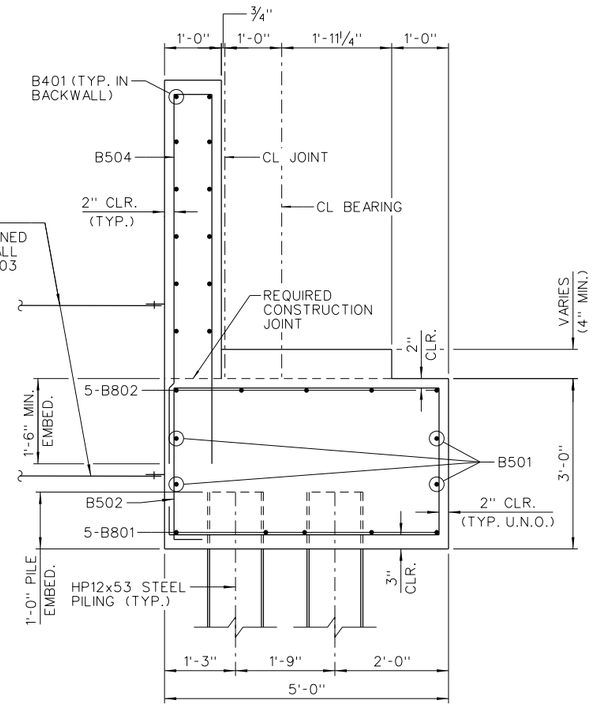


PLAN - END BENT NO. 6

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

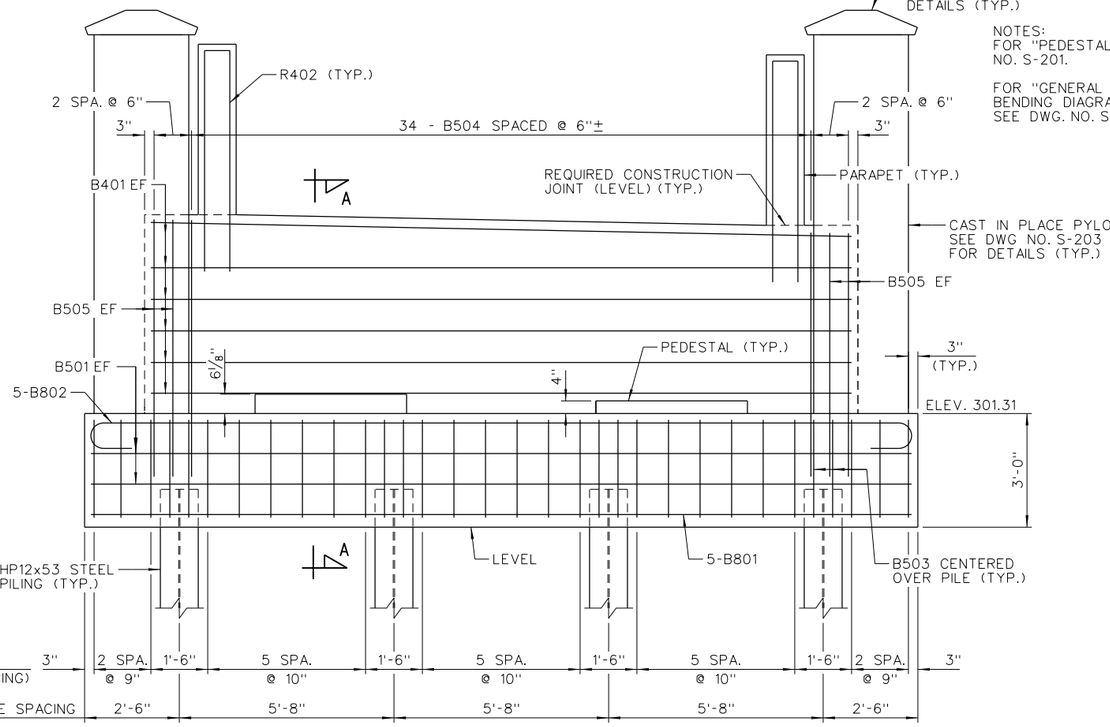
LEGEND

EF = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE



SECTION A-A

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

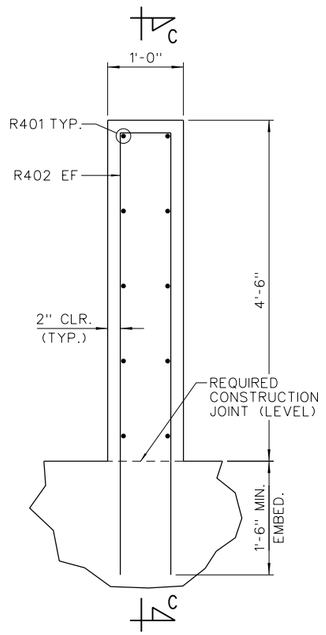


NOTES:
FOR "PEDESTAL DETAIL - PLAN VIEW", SEE DWG NO. S-201.

FOR "GENERAL NOTES", "BAR LIST", "BAR BENDING DIAGRAMS", & ARCHITECTURAL DETAILS, SEE DWG. NO. S-203.

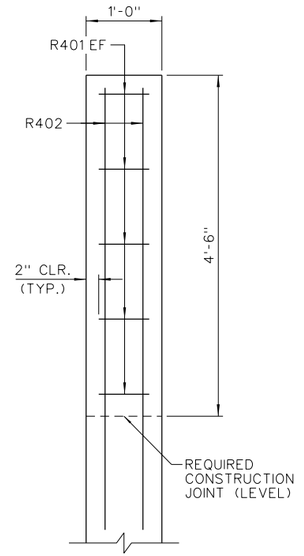
ELEVATION - END BENT NO. 6

(LOOKING AHEAD)
(CAST IN PLACE PYLON REINFORCEMENT NOT SHOWN FOR CLARITY)
SCALE: 1/2" = 1'-0"



SECTION B-B

SCALE: 1" = 1'-0"



SECTION C-C

SCALE: 1" = 1'-0"

GARVER LLC
No. 766
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

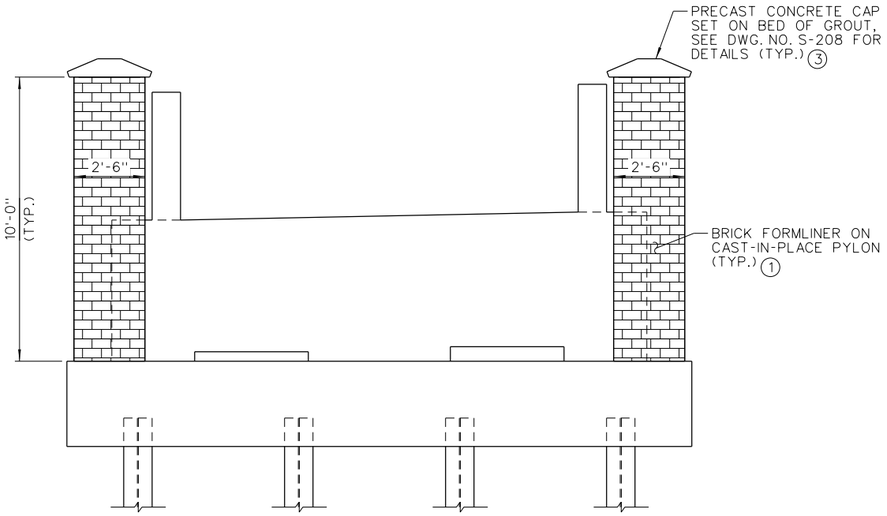
END BENT DETAILS (SHEET 2 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: KMVH
DRAWN BY: CWT

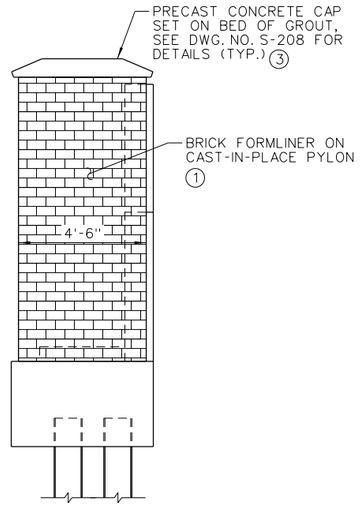
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-202

SHEET NUMBER **24**



ELEVATION
(SHOWING ARCHITECTURAL FINISH)
SCALE: 3/8" = 1'-0"



END ELEVATION
(SHOWING ARCHITECTURAL FINISH)
SCALE: 3/8" = 1'-0"

1. CLASS 3 TEXTURED COATING FINISH COLOR CHIP NO. 20109.
2. FORM LINER SHALL BE A MAXIMUM DEPTH OF 1/2" TO PROVIDE A MINIMUM CLEARANCE OF 2"
3. CLASS 3 TEXTURED COATING FINISH COLOR CHIP NO. 36650.

BAR LIST

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
B401	12	18'-6"			STR.
B501	4	21'-8"			STR.
B502	24	15'-0"	2'-7"	4'-8"	2 1/2"
B503	8	9'-7 1/2"	2'-7"	4'-8"	2 1/2"
B504	34	13'-11 1/2"	6'-9"	8"	2 1/2"
B505	8	6'-9"			STR.
B801	5	21'-8"			STR.
B802	5	23'-6"			6"
C401	28	11'-4"			STR.
C402	44	7'-7"	2'-10"	2'-1"	2"
P401	8	7'-4"	1'-11"	3'-8"	2"
P402	10	6'-4"	1'-11"	2'-8"	2"
R401	20	8"			STR.
R402	4	12'-2"	5'-10"	8"	2"

BAR BENDING DIAGRAMS

B502

B503, B504, C402, P401, P402 & R402

B802

NOTE:
NUMBER OF BARS SHOWN IS FOR ONE END BENT ONLY. TWO END BENTS REQUIRED.

NOTE:
DIMENSIONS OF BARS ARE OUT-TO-OUT.

GENERAL NOTES

ALL CONCRETE SHALL BE CLASS "S" CONCRETE WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C = 3,500 PSI. CONCRETE SHALL BE POURED IN THE DRY, AND 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 HP12X53 (M270, GR. 50).

IF ANCHOR BOLTS ARE DRILLED INTO CAP, TOP REINFORCING BARS SHALL BE PROPERLY PLACED TO AVOID INTERFERENCE WITH ANCHOR BOLTS OR SHEET METAL SLEEVES.

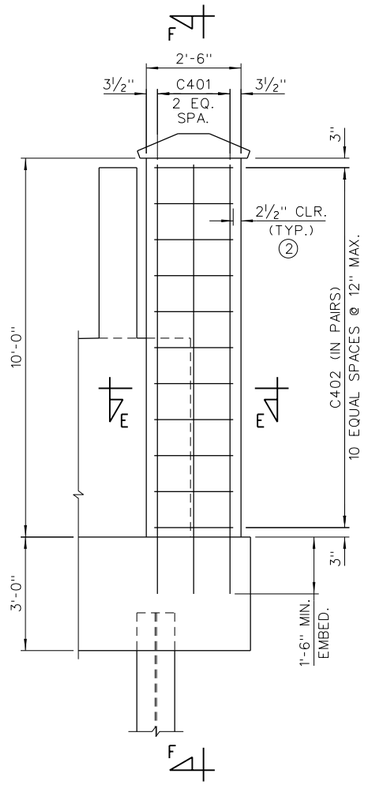
FOR ADDITIONAL INFORMATION, SEE LAYOUT.

THE BACKWALL SHALL NOT BE POURED UNTIL THE ADJACENT CONCRETE DECK IS POURED. SEE "DETAILS FOR BLOCKING EXPANSION JOINT DEVICE" ON DWG. NO. S-501 FOR ADDITIONAL INFORMATION.

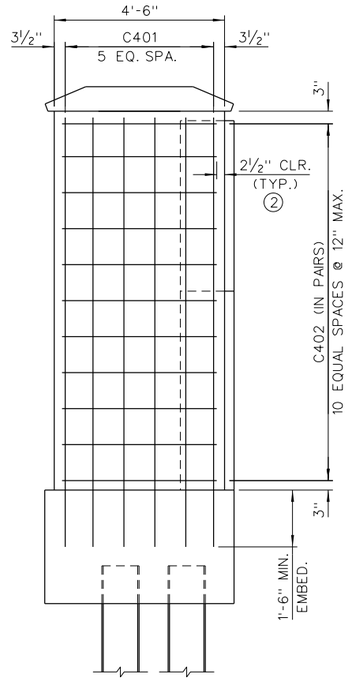
FINISH TOP OF BACKWALL TO MATCH THE BRIDGE DECK.

CLASS 3 TEXTURED COATING FINISH SHALL BE APPLIED IN ACCORDANCE WITH SPECIAL PROVISION "TEXTURED COATING FINISH" AND IN ACCORDANCE WITH SUBSECTION 802.19.

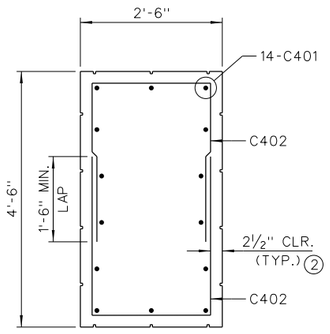
MATERIALS, LABOR AND ALL COSTS TO INSTALL THE PRECAST CONCRETE CAP WILL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE UNIT PRICE "CLASS S CONCRETE - BRIDGE."



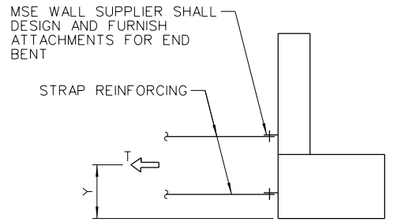
CAST IN PLACE PYLON - ELEVATION
(BACKWALL REINFORCEMENT NOT SHOWN FOR CLARITY)
SCALE: 1/2" = 1'-0"



SECTION F-F
(BACKWALL REINFORCEMENT NOT SHOWN FOR CLARITY)
SCALE: 1/2" = 1'-0"



SECTION E-E
SCALE: 3/4" = 1'-0"



END BENT STRAP DETAIL
NO SCALE

T = RESULTANT FORCE REQUIRED TO BE RESISTED BY STRAP REINFORCING.

Y = CENTROID OF STRAP REINFORCING.

LIMIT STATE	T	Y
	KIPS/FT	FT
SERVICE	2.2	3.25'
STRENGTH	3.4	

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

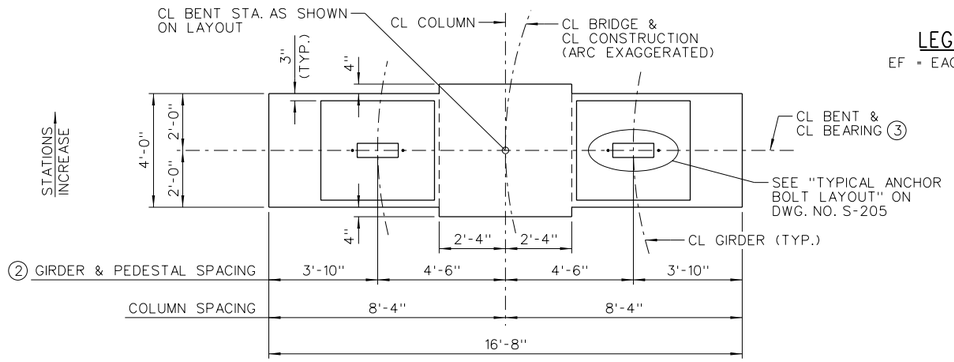
END BENT DETAILS
(SHEET 3 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: KMVH
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

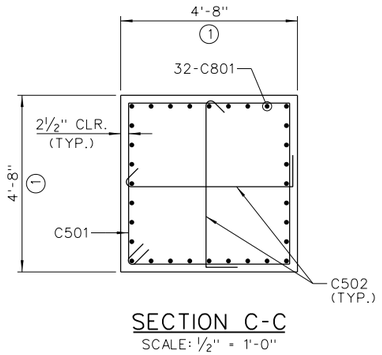
DRAWING NUMBER
S-203

SHEET NUMBER **25**



PLAN
SCALE: ⅜" = 1'-0"

LEGEND
EF = EACH FACE



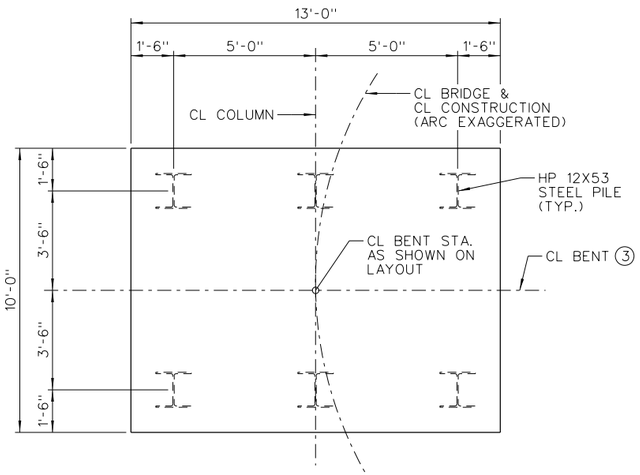
SECTION C-C
SCALE: ½" = 1'-0"

(2) PEDESTAL SPACING MEASURED TO CL PEDESTAL. SEE "PEDESTAL DETAIL" ON DWG. NO. S-205.

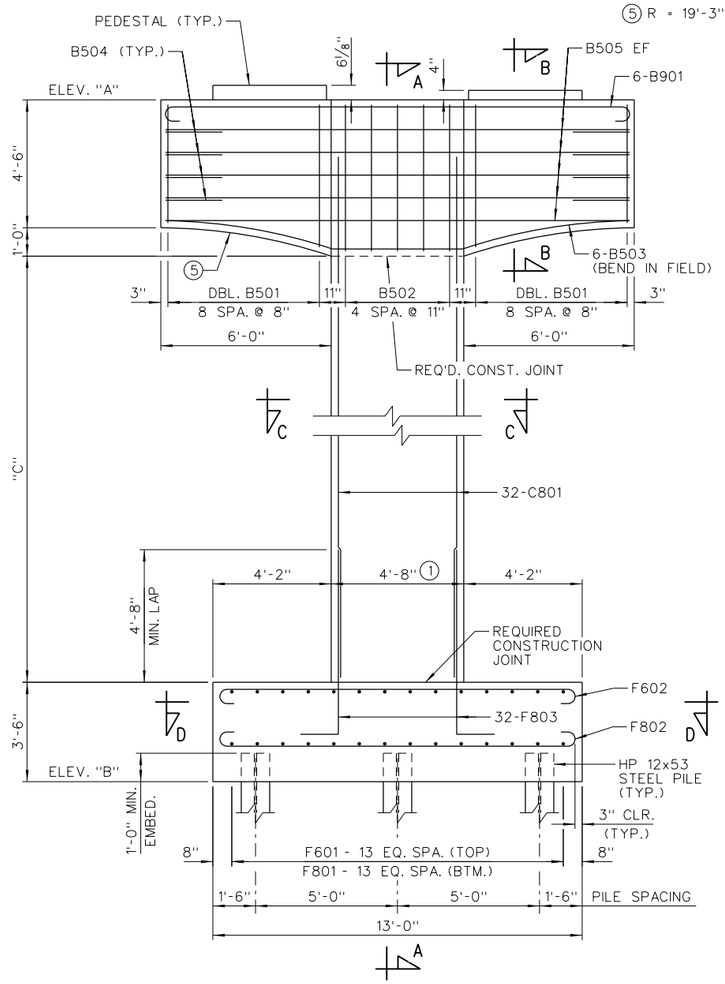
(3) RADIAL TO CL BRIDGE & CL CONSTRUCTION

(4) C501 & 2-C502 - 2 SPACES @ 12"

(5) R = 19'-3" (TYP.)

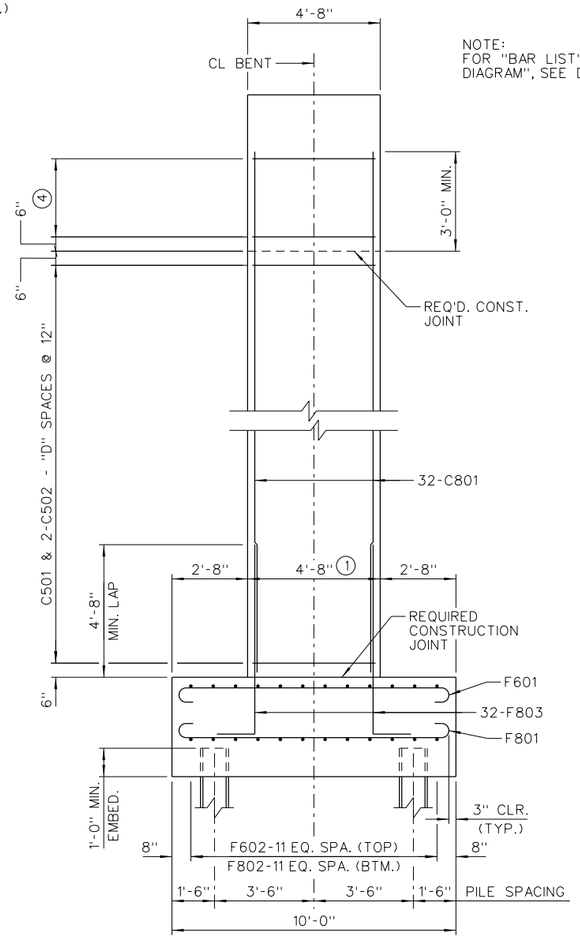


SECTION D-D
SCALE: ⅜" = 1'-0"



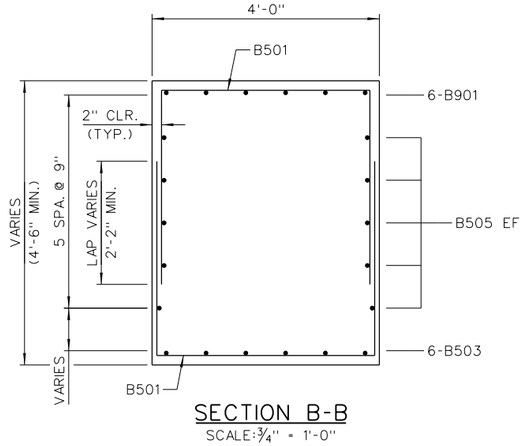
ELEVATION
(LOOKING AHEAD)
SCALE: ⅜" = 1'-0"

(1) NOMINAL DIMENSION OF COLUMN SHOWN. COLUMN SIZE VARIES NEAR BOTTOM OF COLUMN. SEE ARCHITECTURAL FINISH DETAILS ON DWG. NO. S-205.



SECTION A-A
SCALE: ⅜" = 1'-0"

NOTE:
FOR "BAR LIST" & "BAR BENDING DIAGRAM", SEE DWG. NO. S-205.



SECTION B-B
SCALE: ¾" = 1'-0"

TABLE OF VARIABLES				
BENT	ELEV. "A"	ELEV. "B"	"C"	"D"
2	305.14	284.14	12'-0"	11
5	305.07	288.07	8'-0"	7

GENERAL NOTES

ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH F'C = 3500 PSI. ALL CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED ¾" UNLESS OTHERWISE NOTED.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M322, TYPE A, GR. 60 (YIELD STRENGTH = 60,000 PSI) EXCEPT AS NOTED OTHERWISE.

FOR ADDITIONAL INFORMATION, SEE LAYOUT.

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

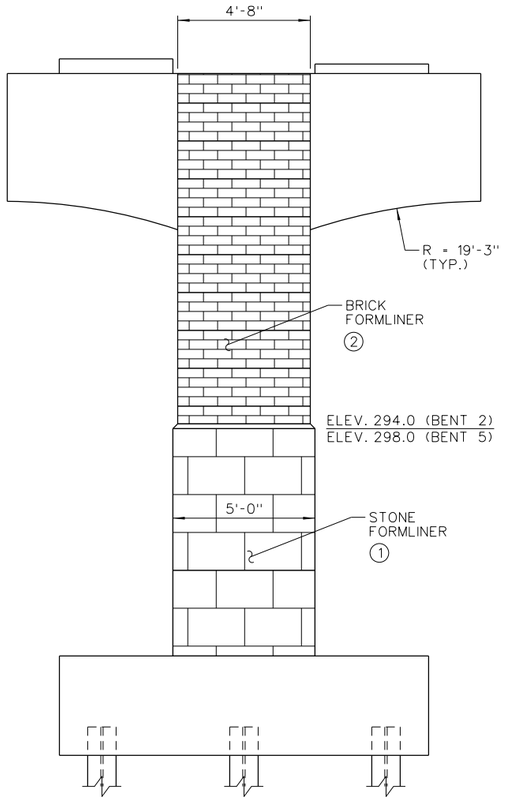
INTERMEDIATE BENT NOS. 2 & 5 DETAILS (SHEET 1 OF 2)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: WMM
DRAWN BY: CWT

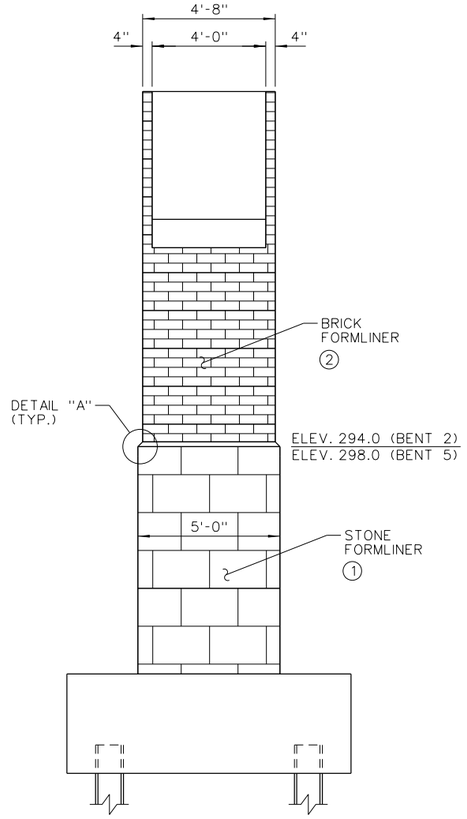
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-204

SHEET NUMBER **26**



ELEVATION
(SHOWING ARCHITECTURAL FINISH)
SCALE: 3/8" = 1'-0"

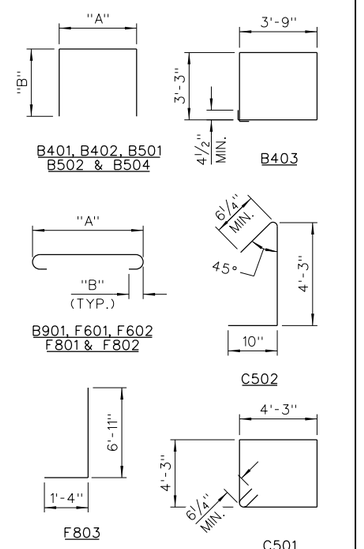


END ELEVATION
(SHOWING ARCHITECTURAL FINISH)
SCALE: 3/8" = 1'-0"

	MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
COMMON BARS	B401	10	6'-0"	3'-2"	1'-6"	2"
	B402	12	6'-6"	3'-8"	1'-6"	2"
	B403	2	14'-4"			2"
	B501	36	10'-10"	3'-8"	3'-8"	2½"
	B502	5	13'-9½"	3'-8"	5'-2"	2½"
	B503	6	16'-6½"			STR.
	B504	8	7'-4"	3'-6½"	2'-0"	2½"
	B505	10	16'-4"			STR.
	B901	6	18'-10"	16'-4"	10"	9"
	F601	14	10'-10"	9'-6"	6"	4½"
	F602	12	13'-10"	12'-6"	6"	4½"
	F801	14	11'-4"	9'-6"	8"	6"
	F802	12	14'-4"	12'-6"	8"	6"
	F803	32	8'-1"			6"
BENT 2	C501	15	17'-10"	4'-3"	4'-3"	3¾"
	C502	30	5'-6"			3¾"
	C801	32	15'-0"			STR.
BENT 5	C501	11	17'-10"	4'-3"	4'-3"	3¾"
	C502	22	5'-6"			3¾"
	C801	32	11'-0"			STR.

BAR LIST

BAR BENDING DIAGRAM

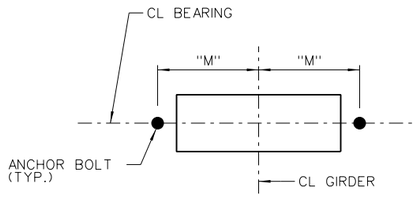


NOTE:
DIMENSIONS OF BARS ARE OUT-TO-OUT.

NUMBER OF COMMON BARS SHOWN IS FOR ONE BENT.

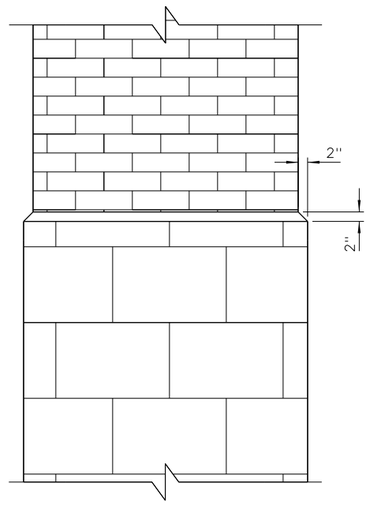
1. CLASS 3 TEXTURED COATING FINISH
COLOR CHIP NO. 36650

2. CLASS 3 TEXTURED COATING FINISH
COLOR CHIP NO. 20109

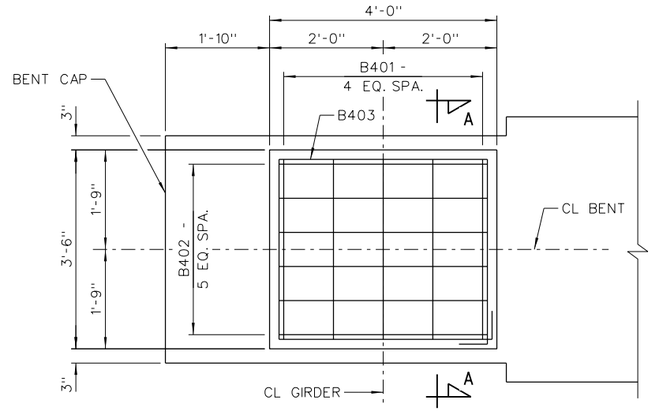


TYPICAL ANCHOR BOLT LAYOUT
SCALE: 1" = 1'-0"

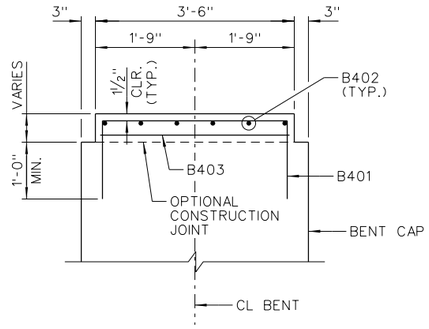
NOTE:
FOR ANCHOR BOLT SIZE AND "M" DIMENSION AT BENT NOS. 2 & 5, SEE ELASTOMERIC BEARING DETAILS ON DWG. NO. S-601.



DETAIL "A"



PLAN VIEW



SECTION A-A

PEDESTAL DETAIL
SCALE: 3/4" = 1'-0"

GARVER LLC
No. 766
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

INTERMEDIATE BENT NOS. 2 & 5 DETAILS (SHEET 2 OF 2)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: WMM
DRAWN BY: CWT

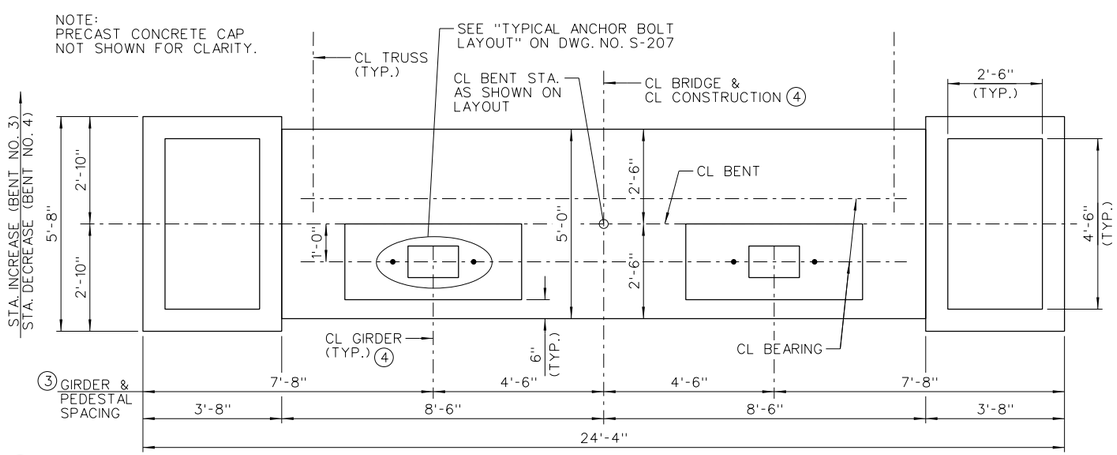
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-205

SHEET NUMBER **27**

DLTackett 11/20/2017 9:16:46 AM
WORKSPACE\Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-S205-BE.dgn

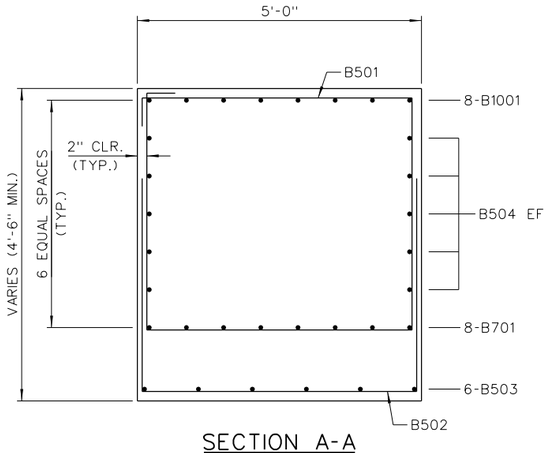
NOTE:
PRECAST CONCRETE CAP NOT SHOWN FOR CLARITY.



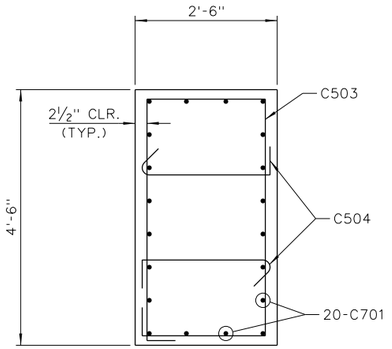
PLAN
SCALE: ½" = 1'-0"

(3) PEDESTAL SPACING MEASURED TO CL PEDESTAL. SEE "PEDESTAL DETAIL" ON DWG. NO. S-207.

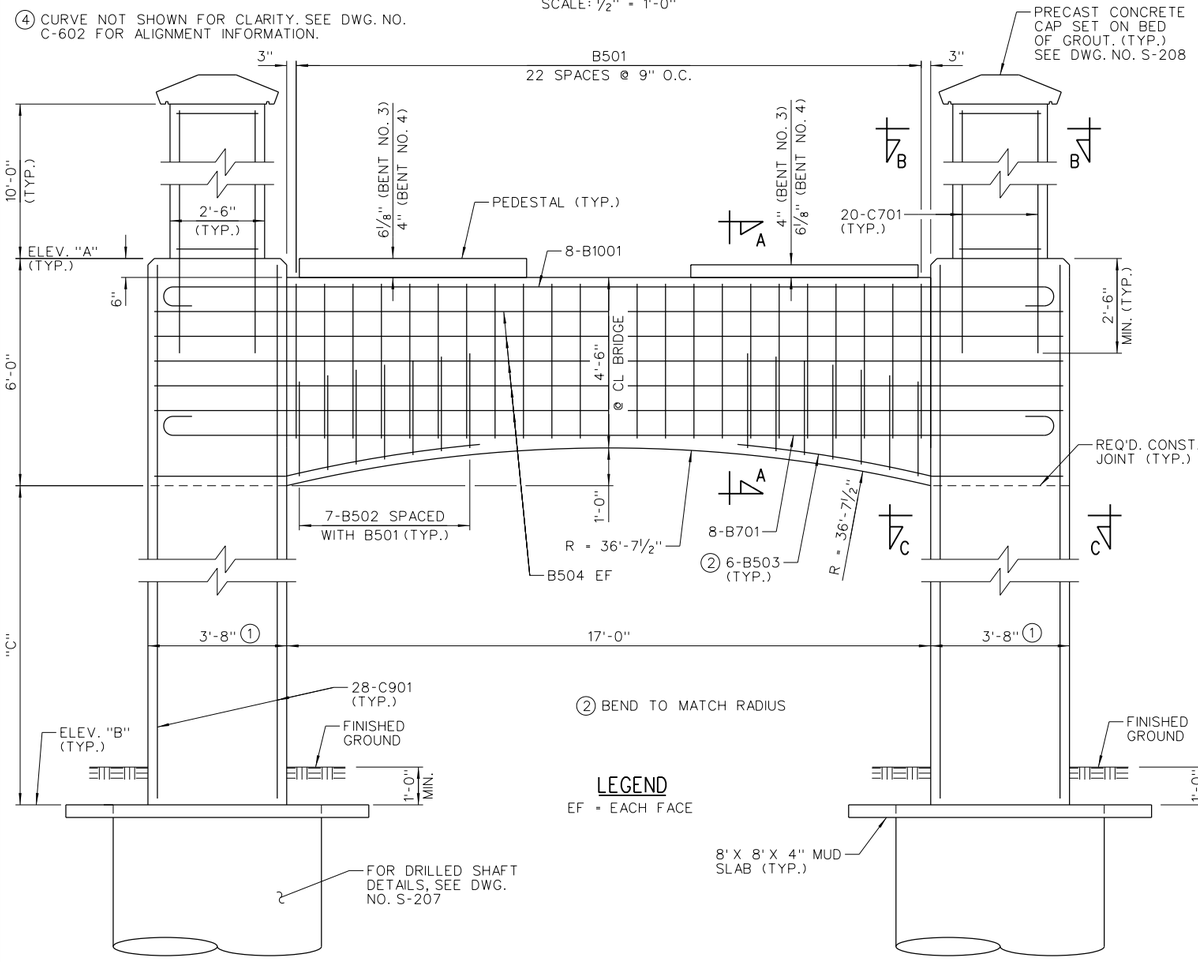
(4) CURVE NOT SHOWN FOR CLARITY. SEE DWG. NO. C-602 FOR ALIGNMENT INFORMATION.



SECTION A-A
SCALE: ¾" = 1'-0"

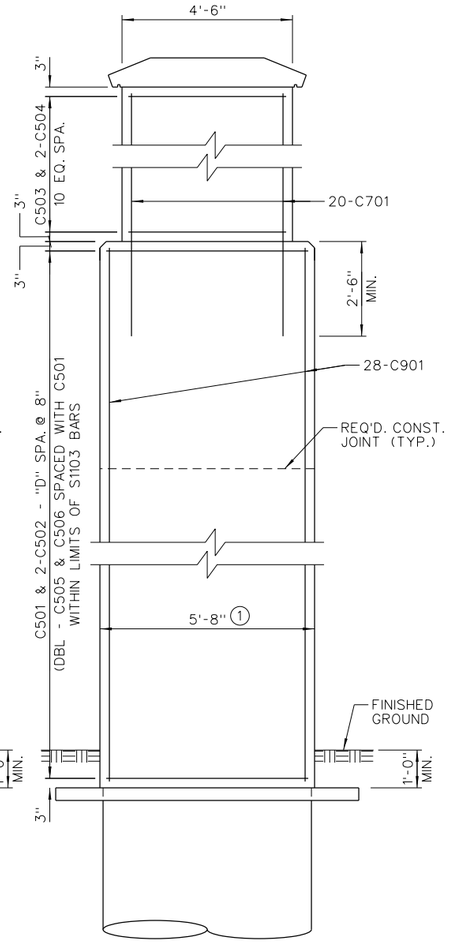


SECTION B-B
SCALE: ¾" = 1'-0"

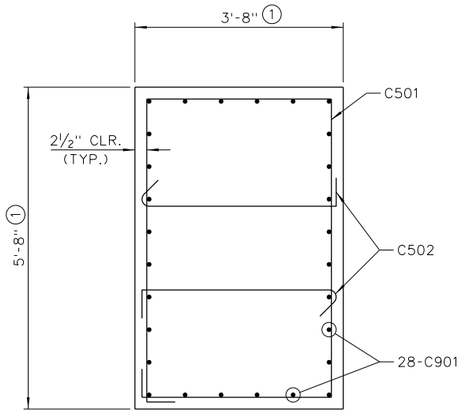


LEGEND
EF = EACH FACE

ELEVATION
(LOOKING AHEAD AT BENT NO. 3, LOOKING BACK AT BENT NO. 4)
SCALE: ½" = 1'-0"



END ELEVATION
(SHOWING COLUMN REINFORCEMENT)
SCALE: ½" = 1'-0"



SECTION C-C
SCALE: ¾" = 1'-0"

TABLE OF VARIABLES				
BENT	ELEV. "A"	ELEV. "B"	"C"	"D"
3	308.25	291.75	10'-6"	24
4	308.20	289.70	12'-6"	27

(1) NOMINAL DIMENSION OF COLUMN SHOWN. COLUMN SIZE VARIES NEAR BOTTOM OF COLUMN. SEE ARCHITECTURAL FINISH DETAILS ON DWG. NO. S-208.

GENERAL NOTES

ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH F'C = 3500 PSI. ALL CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED ¾" UNLESS OTHERWISE NOTED.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M322, TYPE A, GR. 60 (YIELD STRENGTH = 60,000 PSI) EXCEPT AS NOTED OTHERWISE.

FOR ADDITIONAL INFORMATION, SEE LAYOUT.

CONCRETE AND REINFORCING STEEL IN DRILLED SHAFTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE UNIT PRICE OF "DRILLED SHAFT (60" DIA.)."

MATERIALS, LABOR AND ALL COSTS TO CONSTRUCT THE MUD SLAB WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE UNIT PRICE "DRILLED SHAFT (60" DIA.)".

MATERIALS, LABOR AND ALL COSTS TO INSTALL THE PRECAST CONCRETE CAP WILL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE UNIT PRICE "CLASS S CONCRETE - BRIDGE."

CERTIFICATE OF AUTHORIZATION — GARVER LLC — No. 766 — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.8658 — WILLIAM M. McENTIRE — Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

INTERMEDIATE BENT NOS. 3 & 4 DETAILS (SHEET 1 OF 3)

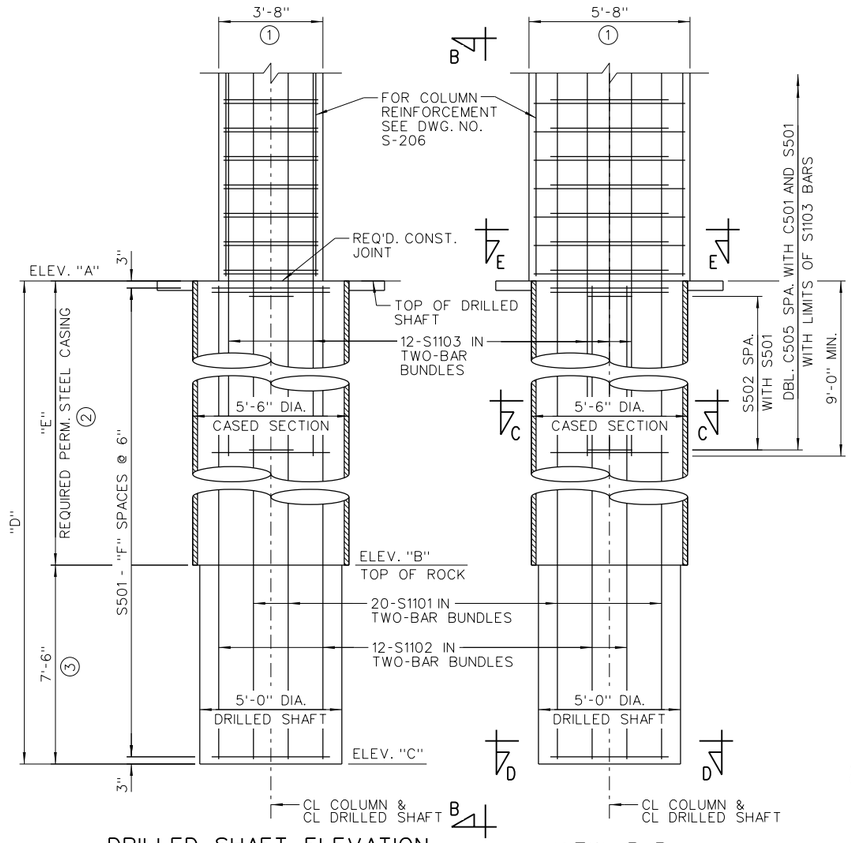
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: WMM
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-206

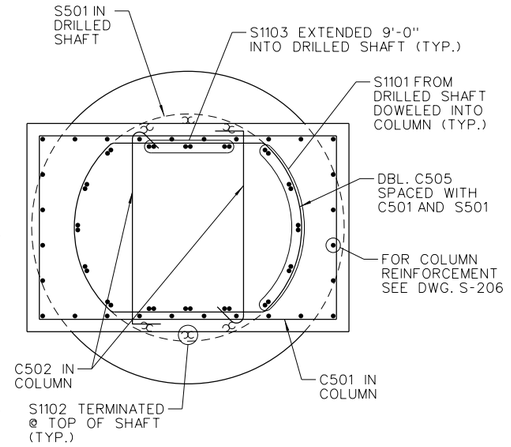
SHEET NUMBER 28

D.Tackett 11/20/2017 9:16:56 AM
WORKSPACE:Garver 2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-S206-BE.dgn



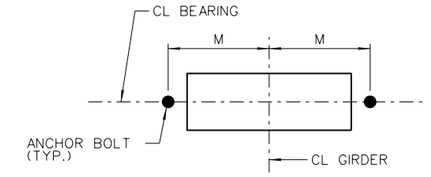
DRILLED SHAFT ELEVATION

(LOOKING AHEAD)
SCALE: ⅜" = 1'-0"



SECTION E-E

SCALE: ¾" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT

SCALE: 1" = 1'-0"

VIEW B-B

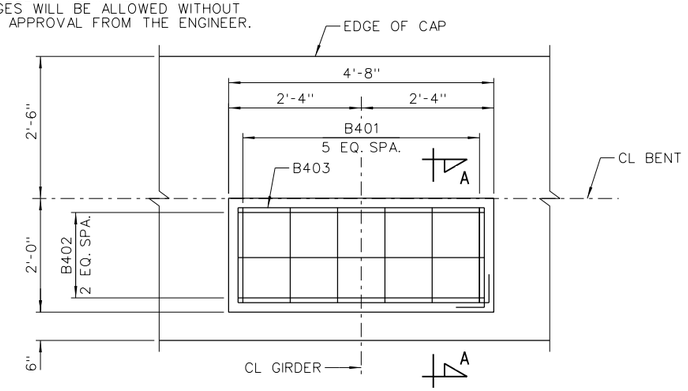
SCALE: ⅜" = 1'-0"

(1) NOMINAL DIMENSION OF COLUMN SHOWN. COLUMN SIZE VARIES NEAR BOTTOM OF COLUMN. SEE ARCHITECTURAL FINISH DETAILS ON DWG. NO. S-208.

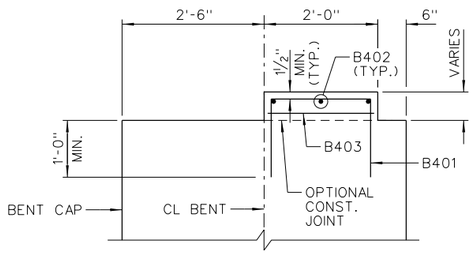
(2) LENGTH OF PERMANENT STEEL CASING SHOWN IS FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGHTS ARE TO BE DETERMINED IN THE FIELD. SEE SPECIAL PROVISION "DRILLED SHAFT FOUDNATIONS".

(3) MINIMUM PENETRATION INTO COMPETENT ROCK BELOW PERMANENT CASING. NO CHANGES WILL BE ALLOWED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

TABLE OF VARIABLES						
BENT	ELEV. "A"	ELEV. "B"	ELEV. "C"	"D"	"E"	"F"
3	291.75	275.25	267.75	24'-0"	16'-6"	47
4	289.70	276.20	268.70	21'-0"	13'-6"	41



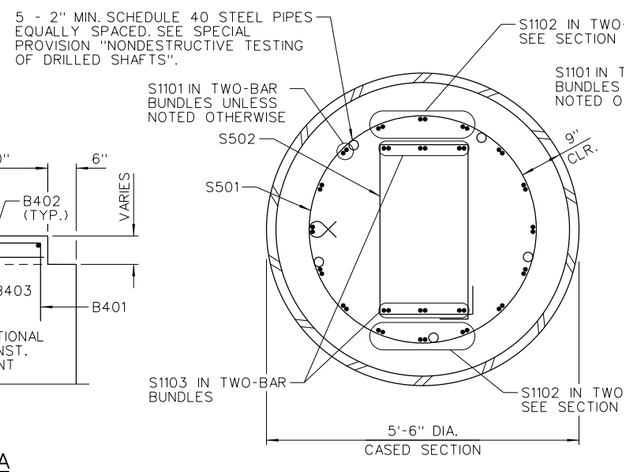
PLAN VIEW



SECTION A-A

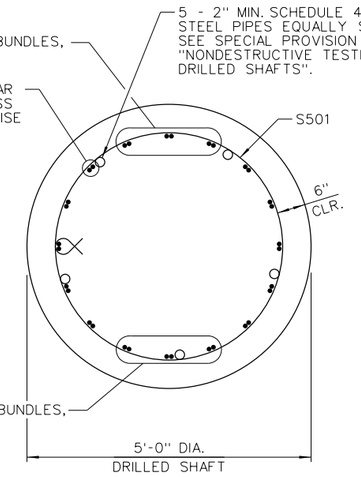
PEDESTAL DETAIL

SCALE: ¾" = 1'-0"



SECTION C-C

SCALE: ¾" = 1'-0"



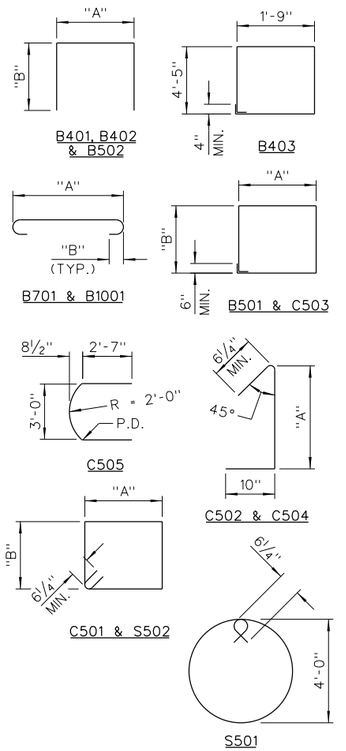
SECTION D-D

SCALE: ¾" = 1'-0"

BAR LIST

	MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
COMMON BARS	B401	12	4'-6"	1'-8"	1'-6"	2"
	B402	6	7'-2"	4'-4"	1'-6"	2"
	B403	2	12'-8"			2"
	B501	23	18'-2"	4'-8"	4'-2"	2½"
	B502	14	10'-5½"	4'-8"	3'-0"	2½"
	B503	12	8'-8"			STR.
	B504	10	23'-6"			STR.
	B701	8	25'-8"	23'-6"	7"	5¼"
	B1001	8	26'-10"	23'-6"	11½"	10"
	C503	22	12'-10"	2'-1"	4'-1"	2½"
	C504	44	3'-5"	2'-1"		3¾"
	C505	108	8'-5"			2½"
	C701	40	12'-4"			STR.
	S502	20	9'-8"	2'-11"	1'-7"	3¾"
	S1103	24	18'-0"			STR.
BENT NO. 3	C501	50	17'-8"	3'-3"	5'-3"	3¾"
	C502	100	4'-7"	3'-3"		3¾"
	C901	56	16'-4"			STR.
	S501	96	13'-11"			3¾"
	S1101	40	33'-0"			STR.
	S1102	24	23'-8"			STR.
BENT NO. 4	C501	56	17'-8"	3'-3"	5'-3"	3¾"
	C502	112	4'-7"	3'-3"		3¾"
	C901	56	18'-4"			STR.
	S501	84	13'-11"			3¾"
	S1101	40	30'-0"			STR.
	S1102	24	20'-8"			STR.

BAR BENDING DIAGRAM



NOTE:
DIMENSIONS OF BARS ARE OUT-TO-OUT.

NUMBER OF COMMON BARS SHOWN IS FOR ONE BENT.

REINFORCING STEEL IN DRILLED SHAFTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN IN THE UNIT PRICE OF "DRILLED SHAFT (60" DIA.)".

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.8658
WILLIAM M. McENTIRE
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

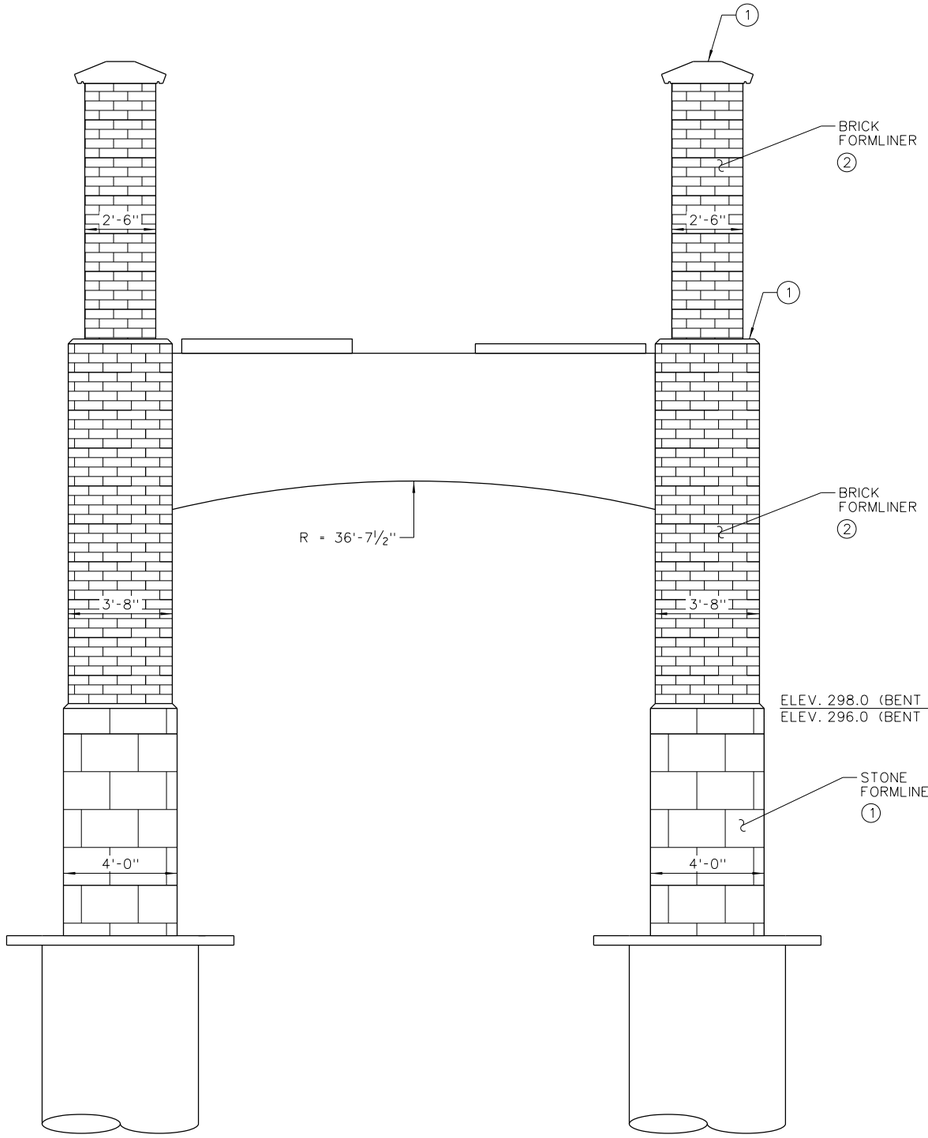
INTERMEDIATE BENT NOS. 3 & 4 DETAILS (SHEET 2 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: WMM
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-207

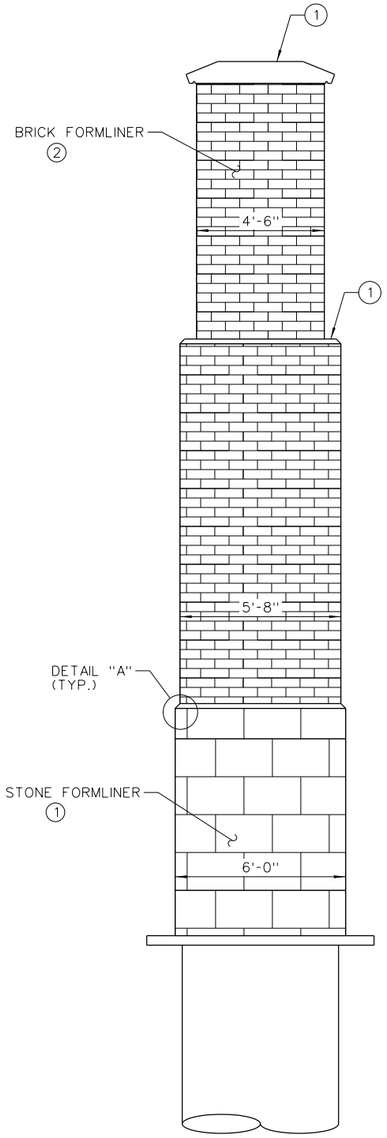
SHEET NUMBER **29**



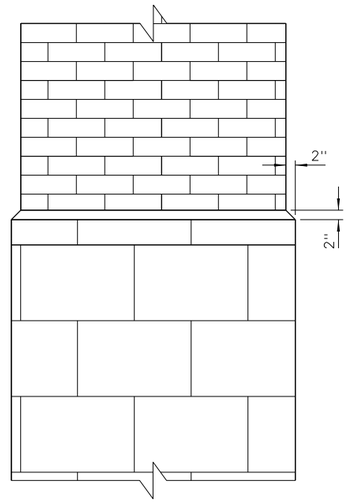
ELEVATION
(SHOWING ARCHITECTURAL FINISH)
SCALE: ⅜" = 1'-0"

① CLASS 3 TEXTURED COATING FINISH
COLOR CHIP NO. 36650

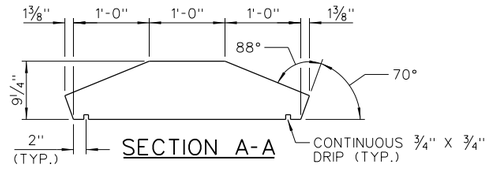
② CLASS 3 TEXTURED COATING FINISH
COLOR CHIP NO. 20109



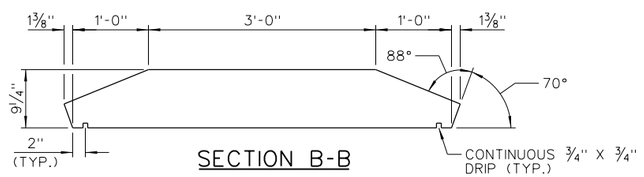
END ELEVATION
(SHOWING ARCHITECTURAL FINISH)
SCALE: ⅜" = 1'-0"



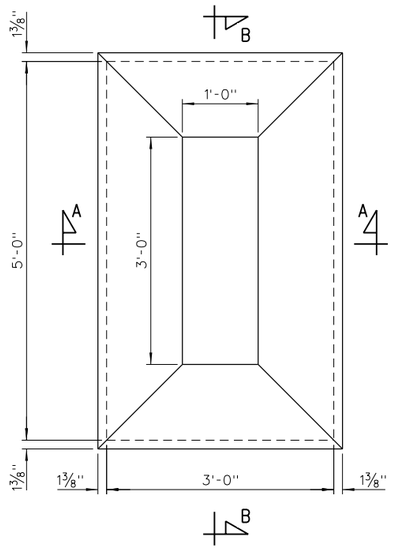
DETAIL "A"



SECTION A-A



SECTION B-B



CONCRETE CAP DETAIL
SCALE: 1" = 1'-0"

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
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REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

INTERMEDIATE BENT
NOS. 3 & 4 DETAILS
(SHEET 3 OF 3)

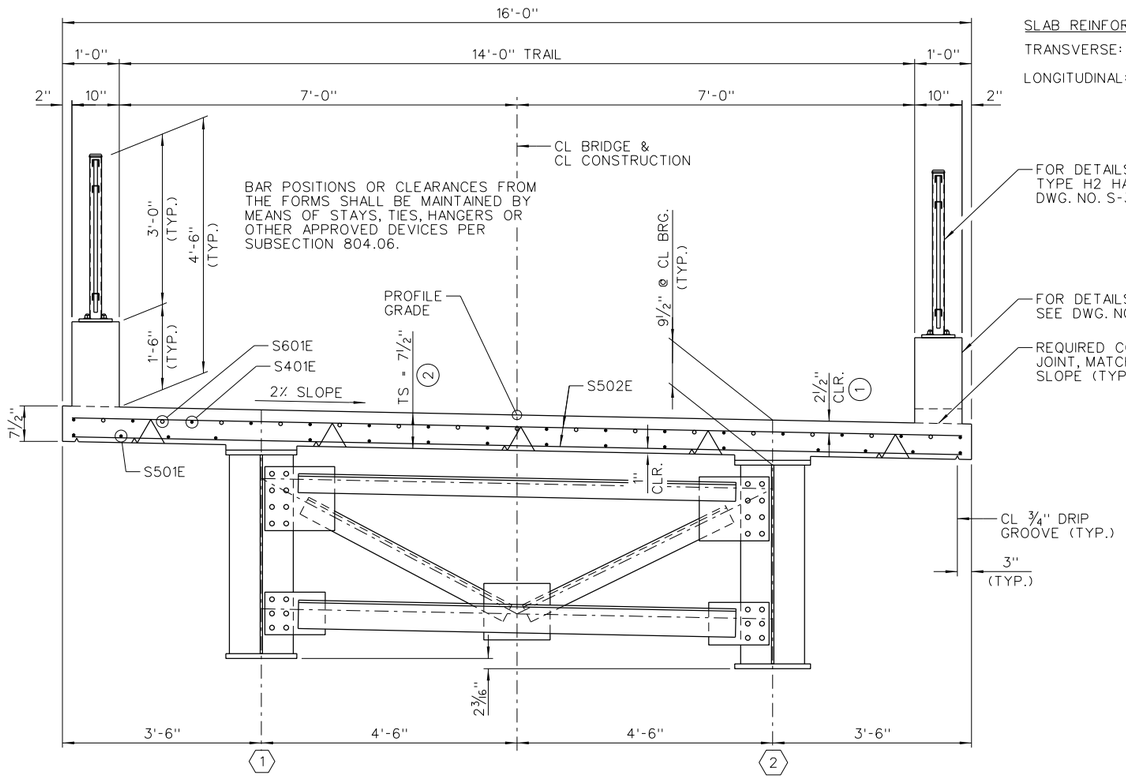
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: WMM
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-208

SHEET NUMBER **30**

DLTackett 11/20/2017 9:17:05 AM
WORKSPACE\Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-S208-BE.dgn



FOR DETAILS OF METAL TYPE H2 HANDRAIL, SEE DWG. NO. S-312 (TYP.)

FOR DETAILS OF PARAPET, SEE DWG. NO. S-311 (TYP.)

REQUIRED CONSTRUCTION JOINT, MATCH ROADWAY SLOPE (TYP.)

SLAB REINFORCING:

TRANSVERSE: S502E @ 8" O.C. (TOP & BOTTOM)

LONGITUDINAL: S401E (TOP) 15 SPACES PLACED AS SHOWN
S501E (BOTTOM) PLACED AS SHOWN
S601E (OVER INT. SUPPORTS) 14 SPACES PLACED AS SHOWN

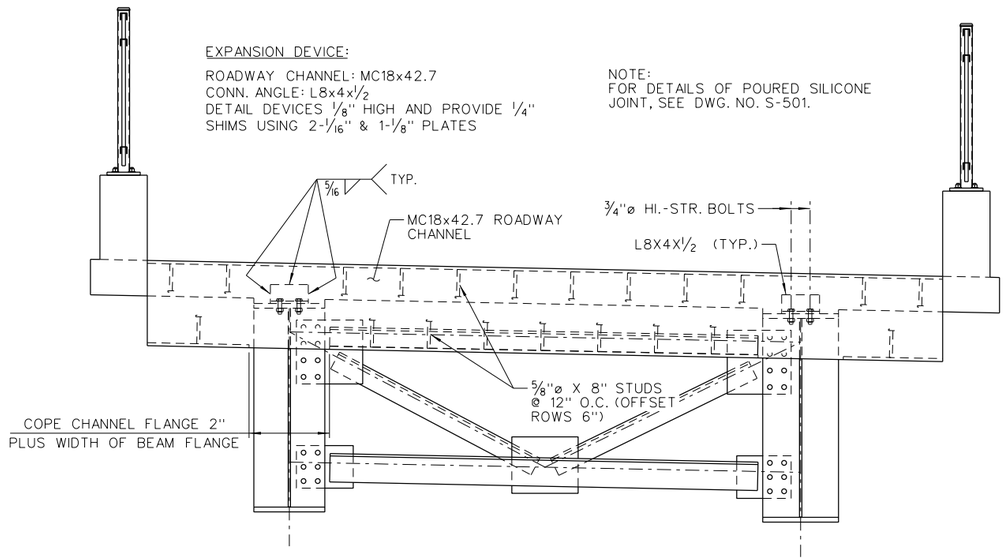
(1) TOLERANCE:

MINUS = ¼"
PLUS = AMOUNT OF SLAB THICKENING USED TO MEET SLAB THICKNESS TOLERANCE - SEE "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED" ON DWG. NO. S-310.

(2) SEE "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED" ON DWG. NO. S-310.

TYPICAL SECTION - PLATE GIRDER SPANS

(LOOKING FORWARD)
SCALE: ¾" = 1'-0"



TYPICAL SECTION THRU JOINT

(LOOKING FORWARD)
NO SCALE

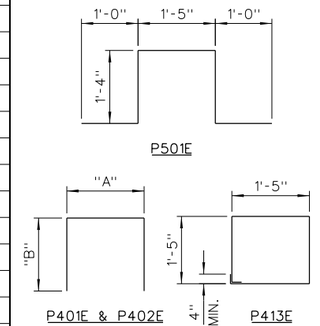
BAR LIST

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
S401E	80	32'-10"			STR.
S501E	48	53'-5"			STR.
S502E	450	15'-8"			STR.
S601E	45	32'-8"			STR.
P401E	316	4'-2"	7"	1'-10½"	2"
P402E	42	2'-4"	7"	11½"	2"
P404E	18	9'-6"			STR.
P406E	42	10'-0"			STR.
P407E	6	10'-2"			STR.
P409E	102	10'-8"			STR.
P413E	6	6'-0"			2"
P501E	8	5'-9"			2½"
P502E	40	4'-9"			STR.
P503E	8	2'-8"			STR.

NOTES:
DIMENSIONS OF BARS ARE OUT-TO-OUT.

BAR DESIGNATIONS ENDING WITH "E" INDICATE EPOXY COATED BARS.

BAR BENDING DIAGRAMS



CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

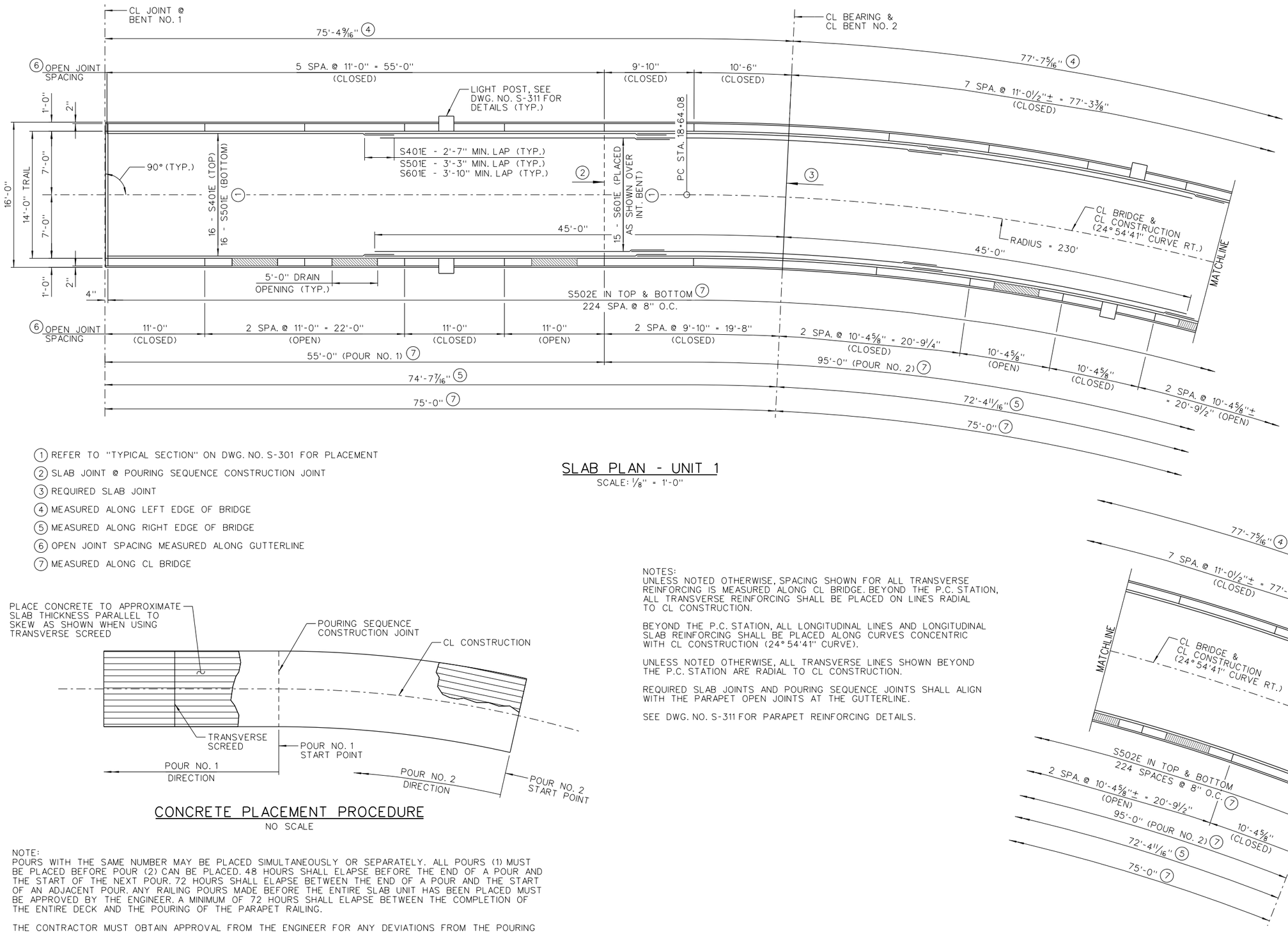
150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 1 (SHEET 1 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-301

SHEET NUMBER **31**



(1) REFER TO "TYPICAL SECTION" ON DWG. NO. S-301 FOR PLACEMENT
(2) SLAB JOINT @ POURING SEQUENCE CONSTRUCTION JOINT
(3) REQUIRED SLAB JOINT
(4) MEASURED ALONG LEFT EDGE OF BRIDGE
(5) MEASURED ALONG RIGHT EDGE OF BRIDGE
(6) OPEN JOINT SPACING MEASURED ALONG GUTTERLINE
(7) MEASURED ALONG CL BRIDGE

SLAB PLAN - UNIT 1

SCALE: 1/8" = 1'-0"

CONCRETE PLACEMENT PROCEDURE

NO SCALE

NOTE:
POURS WITH THE SAME NUMBER MAY BE PLACED SIMULTANEOUSLY OR SEPARATELY. ALL POURS (1) MUST BE PLACED BEFORE POUR (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. ANY RAILING POURS MADE BEFORE THE ENTIRE SLAB UNIT HAS BEEN PLACED MUST BE APPROVED BY THE ENGINEER. A MINIMUM OF 72 HOURS SHALL ELAPSE BETWEEN THE COMPLETION OF THE ENTIRE DECK AND THE POURING OF THE PARAPET RAILING.

THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE ENGINEER FOR ANY DEVIATIONS FROM THE POURING SEQUENCE SHOWN.

CONCRETE IN BRIDGE SUPERSTRUCTURE SHALL BE CONSOLIDATED FOR THE ENTIRE POUR BEFORE ANY CONCRETE HAS TAKEN ITS INITIAL SET. THIS MAY REQUIRE THE USE OF A RETARDING AGENT.

NOTES:
UNLESS NOTED OTHERWISE, SPACING SHOWN FOR ALL TRANSVERSE REINFORCING IS MEASURED ALONG CL BRIDGE. BEYOND THE P.C. STATION, ALL TRANSVERSE REINFORCING SHALL BE PLACED ON LINES RADIAL TO CL CONSTRUCTION.

BEYOND THE P.C. STATION, ALL LONGITUDINAL LINES AND LONGITUDINAL SLAB REINFORCING SHALL BE PLACED ALONG CURVES CONCENTRIC WITH CL CONSTRUCTION (24° 54'41" CURVE).

UNLESS NOTED OTHERWISE, ALL TRANSVERSE LINES SHOWN BEYOND THE P.C. STATION ARE RADIAL TO CL CONSTRUCTION.

REQUIRED SLAB JOINTS AND POURING SEQUENCE JOINTS SHALL ALIGN WITH THE PARAPET OPEN JOINTS AT THE GUTTERLINE.

SEE DWG. NO. S-311 FOR PARAPET REINFORCING DETAILS.

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

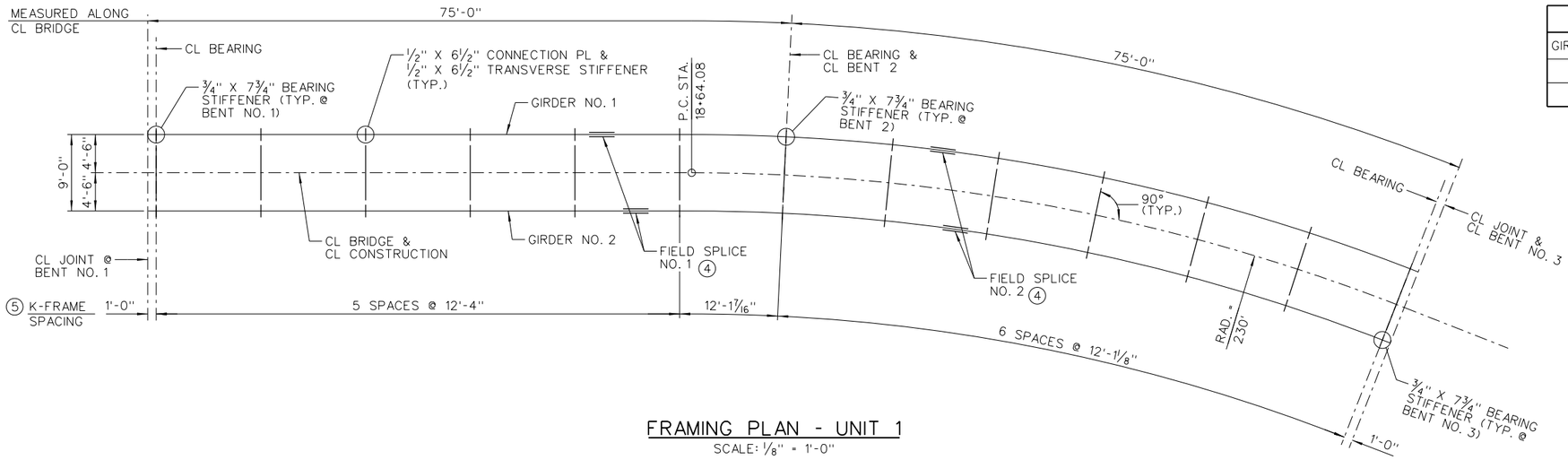
150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 1 (SHEET 2 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-302

SHEET NUMBER **32**



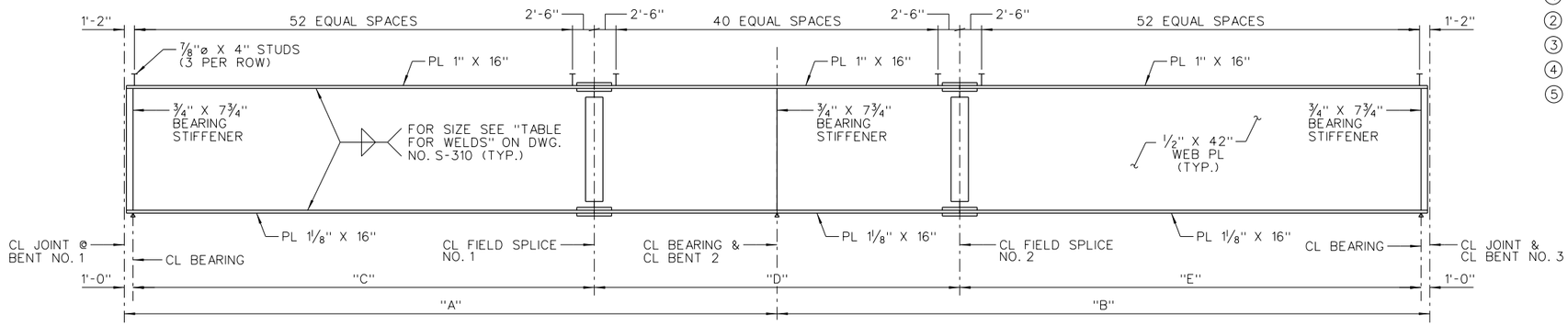
FRAMING PLAN - UNIT 1

SCALE: 1/8" = 1'-0"

TABLE OF VARIABLES					
GIRDER NO.	"A"	"B"	"C"	"D"	"E"
1	75'-2 9/16"	76'-5 5/8"	52'-6"	40'-3"	56'-11 3/16"
2	74'-9 7/16"	73'-6 3/8"	56'-6"	37'-9"	52'-0 13/16"

NOTES:
BEYOND THE P.C. STATION, ALL GIRDERS ARE ORIENTED ALONG CURVES CONCENTRIC WITH CL CONSTRUCTION.

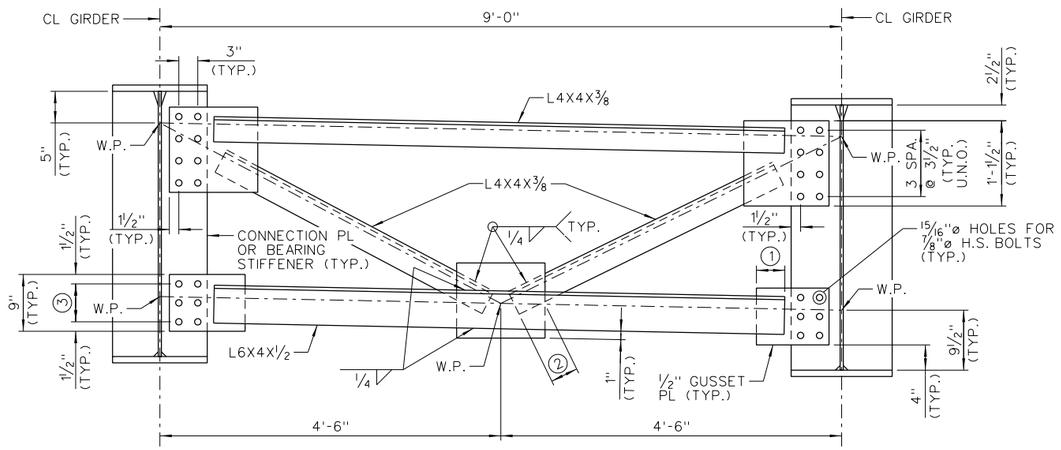
BEYOND THE P.C. STATION, ALL K-FRAMES ARE ORIENTED ALONG LINES RADIAL TO CL CONSTRUCTION.



GIRDER ELEVATION - UNIT 1

(DIMENSIONS MEASURED ALONG CL GIRDER)
NO SCALE

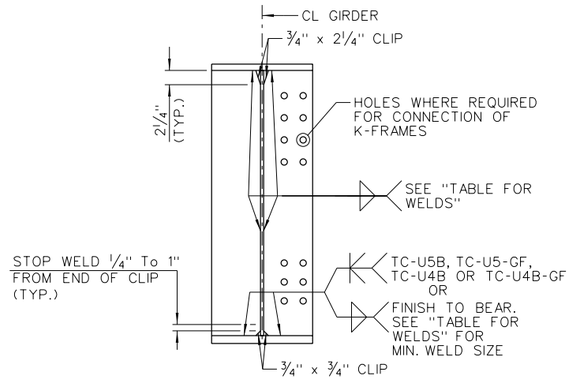
1. 4" MINIMUM WELD LENGTH (TYP. - TOP AND BOTTOM MEMBERS)
2. 4" MINIMUM WELD LENGTH (TYP. - DIAGONAL MEMBERS)
3. 2 SPACES @ 3" (TYP. - BOTTOM GUSSET PLATES)
4. SEE "GIRDER ELEVATION" & "TABLE OF VARIABLES" FOR LOCATIONS.
5. MEASURED ALONG GIRDER NO. 2



K-FRAME DETAIL

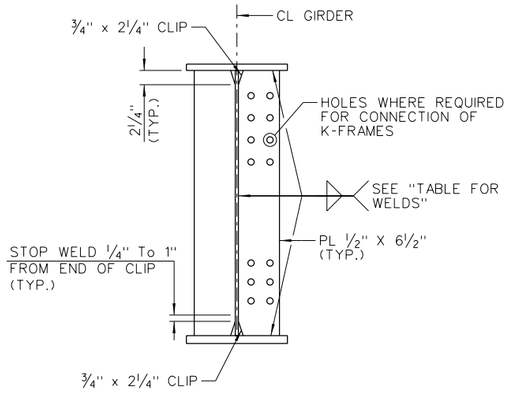
NO SCALE

NOTE:
BEARING STIFFENERS TO BE FABRICATED SO AS TO BE VERTICAL IN THEIR FINAL POSITION.



BEARING STIFFENER DETAIL

SCALE: 1" = 1'-0"



CONNECTION PLATE DETAIL

SCALE: 1" = 1'-0"

GARVER LLC
No. 766
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 1 (SHEET 3 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

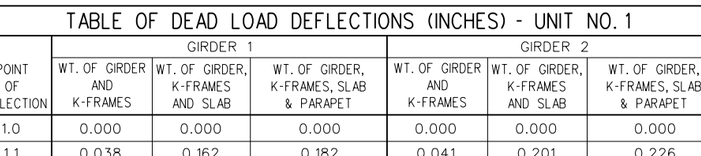
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-303

SHEET NUMBER **33**

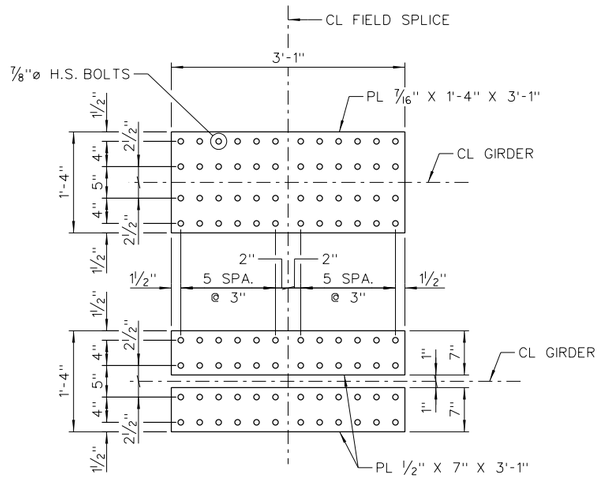
TABLE OF DEAD LOAD DEFLECTIONS (INCHES) - UNIT NO. 1

POINT OF DEFLECTION	GIRDER 1			GIRDER 2		
	WT. OF GIRDER AND K-FRAMES	WT. OF GIRDER, K-FRAMES AND SLAB	WT. OF GIRDER, K-FRAMES, SLAB & PARAPET	WT. OF GIRDER AND K-FRAMES	WT. OF GIRDER, K-FRAMES AND SLAB	WT. OF GIRDER, K-FRAMES, SLAB & PARAPET
1.0	0.000	0.000	0.000	0.000	0.000	0.000
1.1	0.038	0.162	0.182	0.041	0.201	0.226
1.2	0.070	0.295	0.331	0.076	0.371	0.416
1.3	0.091	0.379	0.426	0.101	0.491	0.551
1.4	0.098	0.406	0.457	0.112	0.548	0.615
1.5	0.089	0.370	0.417	0.109	0.534	0.599
1.6	0.068	0.281	0.319	0.093	0.459	0.515
1.7	0.039	0.161	0.185	0.068	0.337	0.378
1.8	0.009	0.036	0.047	0.038	0.191	0.215
1.9	-0.015	-0.063	-0.063	0.009	0.047	0.055
2.0	0.000	0.000	0.000	0.000	0.000	0.000
2.1	0.043	0.181	0.195	0.009	0.039	0.042
2.2	0.118	0.494	0.531	0.038	0.172	0.186
2.3	0.198	0.822	0.885	0.070	0.320	0.347
2.4	0.271	1.118	1.204	0.100	0.457	0.496
2.5	0.311	1.270	1.369	0.115	0.530	0.577
2.6	0.326	1.314	1.416	0.119	0.552	0.601
2.7	0.281	1.137	1.228	0.105	0.487	0.532
2.8	0.209	0.849	0.918	0.080	0.369	0.403
2.9	0.115	0.471	0.508	0.044	0.205	0.224
3.0	0.000	0.000	0.000	0.000	0.000	0.000

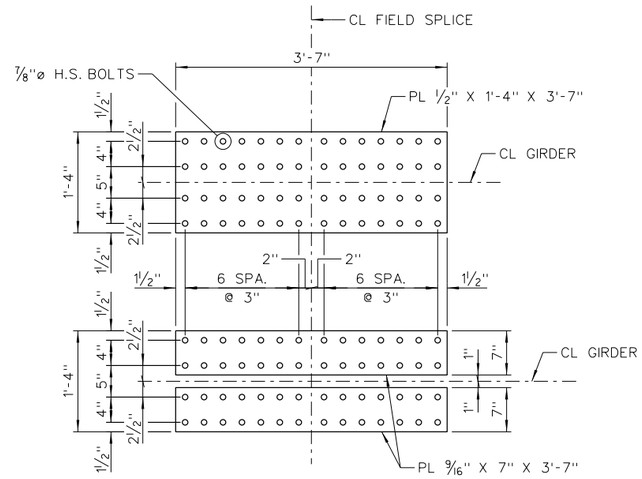


DEAD LOAD DEFLECTION
NO SCALE

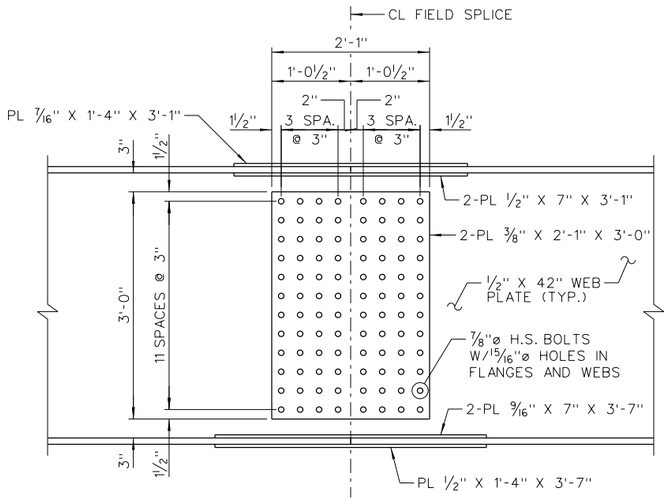
NOTE:
CAMBER FOR DEAD LOAD DEFLECTION PLUS VERTICAL CURVE +/- 1/4" TOLERANCE. DEFLECTIONS SHOWN ARE FROM A CHORD FROM CENTERLINE BEARING TO CENTERLINE BEARING. VERTICAL CURVE CORRECTIONS ARE NOT INCLUDED. NEGATIVE SIGN (-) INDICATES POINT ABOVE CHORD.



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



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



ELEVATION OF FIELD SPLICE
SCALE: 1" = 1'-0"

NOTES:

ALL FIELD SPLICE BOLTS SHALL BE 7/8"ø 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 APPROVAL OF THE ENGINEER. PAYMENT WILL BE MADE ON THE BASIS OF THE PLAN QUANTITIES.

GARVER LLC
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER
No. 766

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

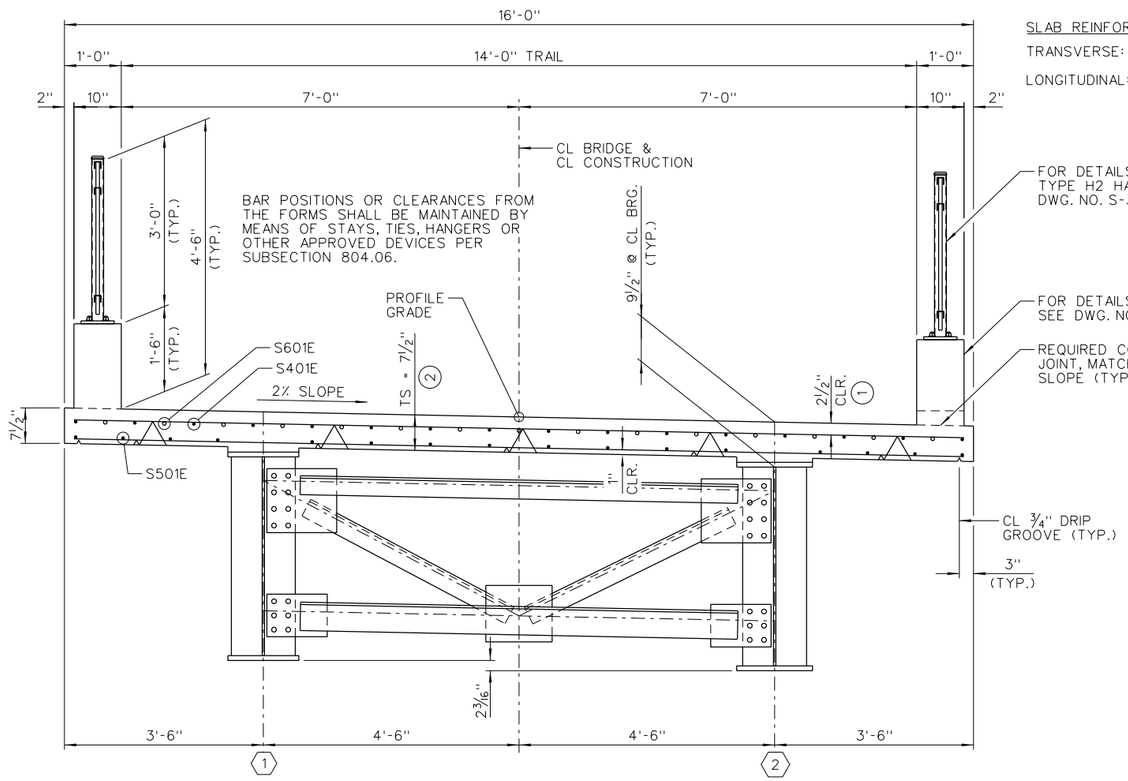
150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 1 (SHEET 4 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-304

SHEET NUMBER **34**



TYPICAL SECTION - PLATE GIRDER SPANS

(LOOKING FORWARD)
SCALE: ¾" = 1'-0"

SLAB REINFORCING:

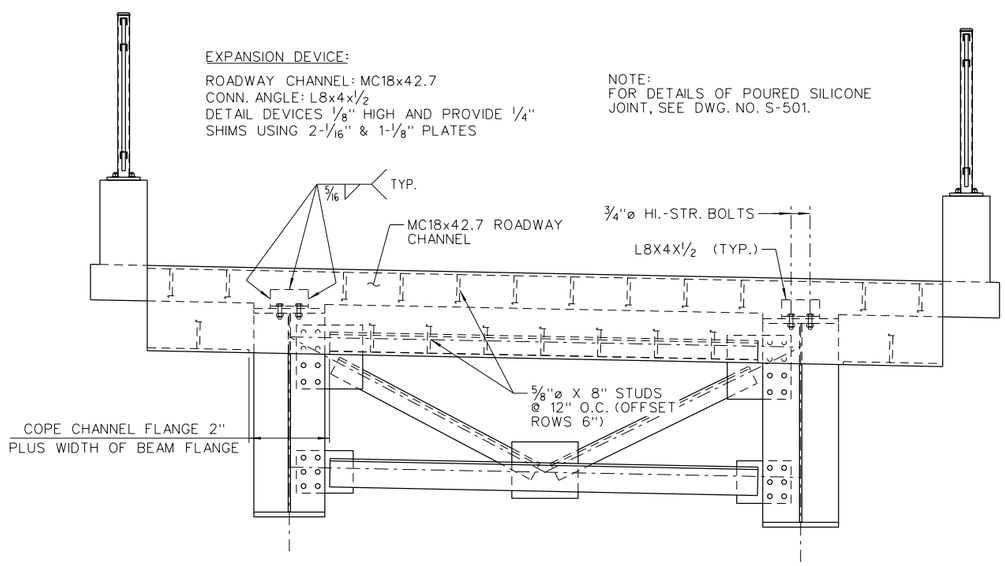
TRANSVERSE: S502E @ 8" O.C. (TOP & BOTTOM)

LONGITUDINAL: S401E (TOP) 15 SPACES PLACED AS SHOWN
S501E (BOTTOM) PLACED AS SHOWN
S601E (OVER INT. SUPPORTS) 14 SPACES PLACED AS SHOWN

① TOLERANCE:

MINUS = ¼"
PLUS = AMOUNT OF SLAB THICKENING USED TO MEET SLAB THICKNESS TOLERANCE - SEE "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED" ON DWG. NO. S-310.

② SEE "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED" ON DWG. NO. S-310.



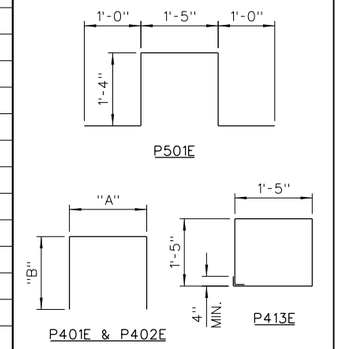
TYPICAL SECTION THRU JOINT

(LOOKING FORWARD)
NO SCALE

BAR LIST

MARK	NO. REQ'D	LENGTH	"A"	"B"	P.D.
S401E	80	33'-6"			STR.
S501E	48	54'-5"			STR.
S502E	450	15'-8"			STR.
S601E	45	32'-8"			STR.
P401E	316	4'-2"	7"	1'-10½"	2"
P402E	42	2'-4"	7"	11½"	2"
P405E	84	9'-10"			STR.
P408E	6	10'-7"			STR.
P410E	60	10'-10"			STR.
P411E	12	10'-10½"			STR.
P412E	6	10'-11"			STR.
P413E	6	6'-0"			2"
P501E	8	5'-9"			2½"
P502E	40	4'-9"			STR.
P503E	8	2'-8"			STR.

BAR BENDING DIAGRAMS



NOTES:
DIMENSIONS OF BARS ARE OUT-TO-OUT.

BAR DESIGNATIONS ENDING WITH "E" INDICATE EPOXY COATED BARS.

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 2 (SHEET 1 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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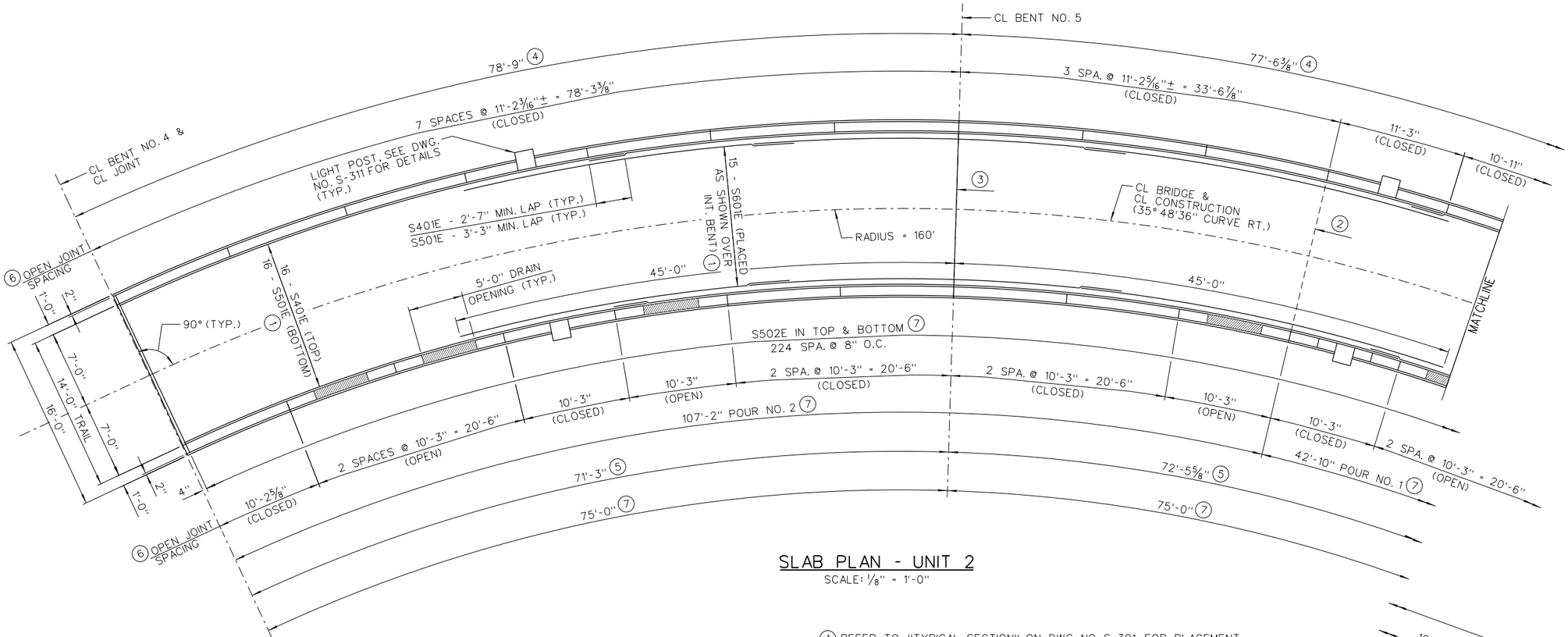
DRAWING NUMBER
S-305

SHEET NUMBER **35**



SLAB PLAN - UNIT 2

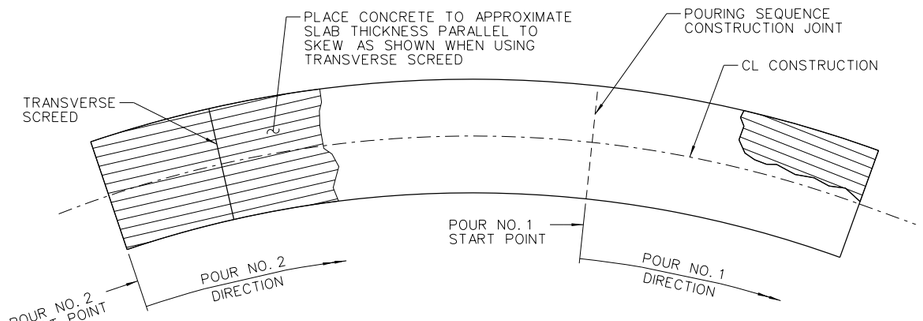
SCALE: 1/8" = 1'-0"

(1) REFER TO "TYPICAL SECTION" ON DWG. NO. S-301 FOR PLACEMENT
(2) SLAB JOINT @ POURING SEQUENCE CONSTRUCTION JOINT
(3) REQUIRED SLAB JOINT
(4) MEASURED ALONG LEFT EDGE OF BRIDGE
(5) MEASURED ALONG RIGHT EDGE OF BRIDGE
(6) JOINT SPACING MEASURED ALONG GUTTERLINE
(7) MEASURED ALONG CL BRIDGE

NOTE:
POURS WITH THE SAME NUMBER MAY BE PLACED SIMULTANEOUSLY OR SEPARATELY. ALL POURS (1) MUST BE PLACED BEFORE POUR (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. ANY RAILING POURS MADE BEFORE THE ENTIRE SLAB UNIT HAS BEEN PLACED MUST BE APPROVED BY THE ENGINEER. A MINIMUM OF 72 HOURS SHALL ELAPSE BETWEEN THE COMPLETION OF THE ENTIRE DECK AND THE POURING OF THE PARAPET RAILING.

THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE ENGINEER FOR ANY DEVIATIONS FROM THE POURING SEQUENCE SHOWN.

CONCRETE IN BRIDGE SUPERSTRUCTURE SHALL BE CONSOLIDATED FOR THE ENTIRE POUR BEFORE ANY CONCRETE HAS TAKEN ITS INITIAL SET. THIS MAY REQUIRE THE USE OF A RETARDING AGENT.



CONCRETE PLACEMENT PROCEDURE

NO SCALE

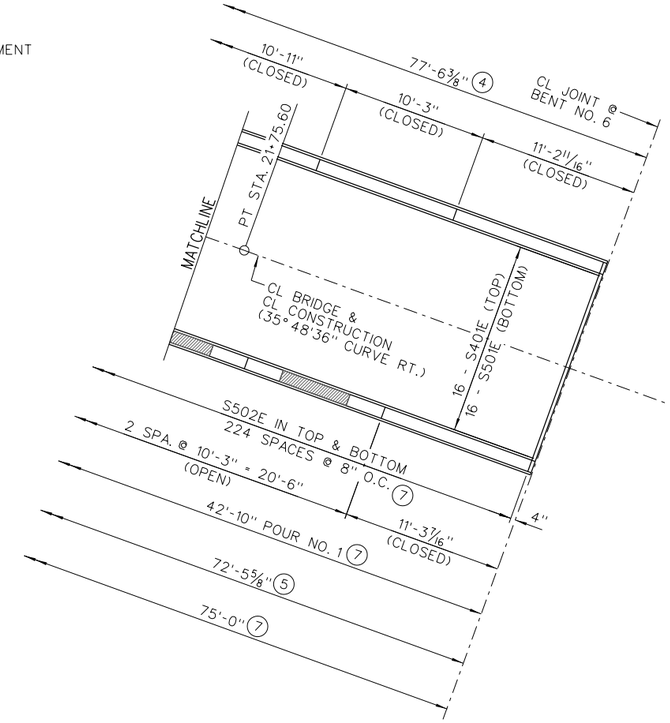
NOTES:
UNLESS NOTED OTHERWISE, SPACING SHOWN FOR ALL TRANSVERSE REINFORCING IS MEASURED ALONG CL BRIDGE. BEFORE THE P.T. STATION, ALL TRANSVERSE REINFORCING SHALL BE PLACED ON LINES RADIAL TO CL CONSTRUCTION.

BEFORE THE P.T. STATION, ALL LONGITUDINAL LINES AND LONGITUDINAL SLAB REINFORCING SHALL BE PLACED ALONG CURVES CONCENTRIC WITH CL CONSTRUCTION (35°48'36" CURVE).

UNLESS NOTED OTHERWISE, ALL TRANSVERSE LINES SHOWN BEFORE THE P.T. STATION ARE RADIAL TO CL CONSTRUCTION.

REQUIRED SLAB JOINTS AND POURING SEQUENCE JOINTS SHALL ALIGN WITH THE PARAPET OPEN JOINTS AT THE GUTTERLINE.

SEE DWG. NO. S-311 FOR PARAPET REINFORCING DETAILS.



GARVER LLC
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REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 2 (SHEET 2 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

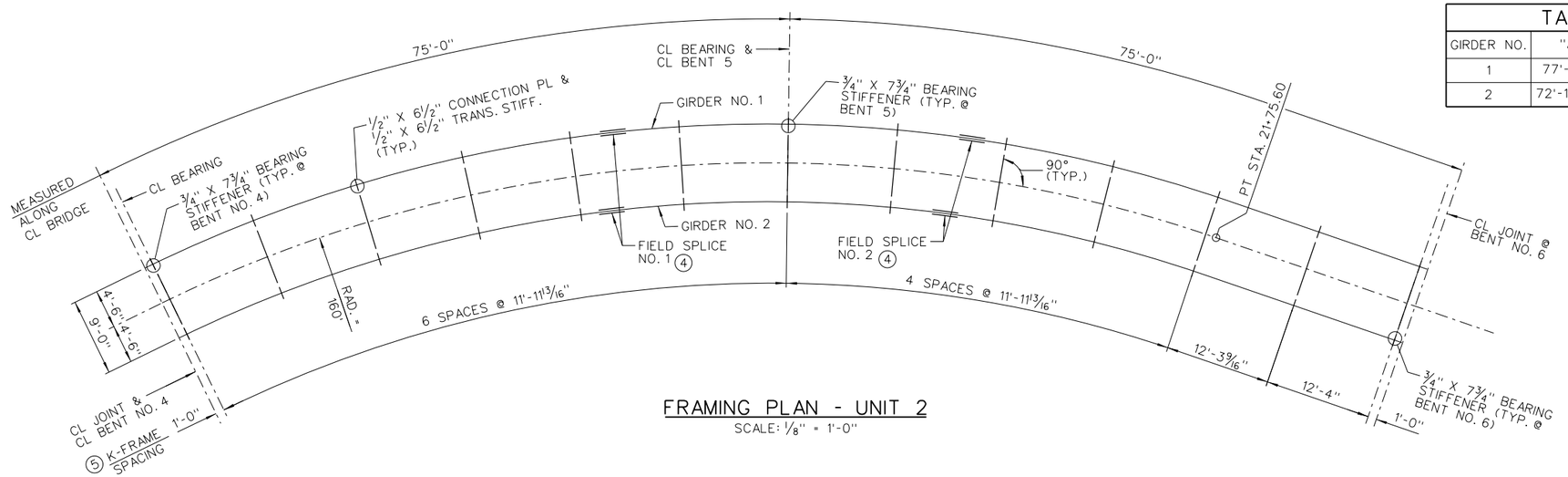
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-306

SHEET NUMBER **36**

DLTackett 11/20/2017 9:17:33 AM
WORKSPACE:Garver 2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-S306-SB.dgn

TABLE OF VARIABLES					
GIRDER NO.	"A"	"B"	"C"	"D"	"E"
1	77'-1 5/16"	76'-5 1/16"	55'-9"	41'-9"	54'-0 3/8"
2	72'-10 11/16"	73'-6 15/16"	51'-6"	38'-9"	54'-2 5/8"

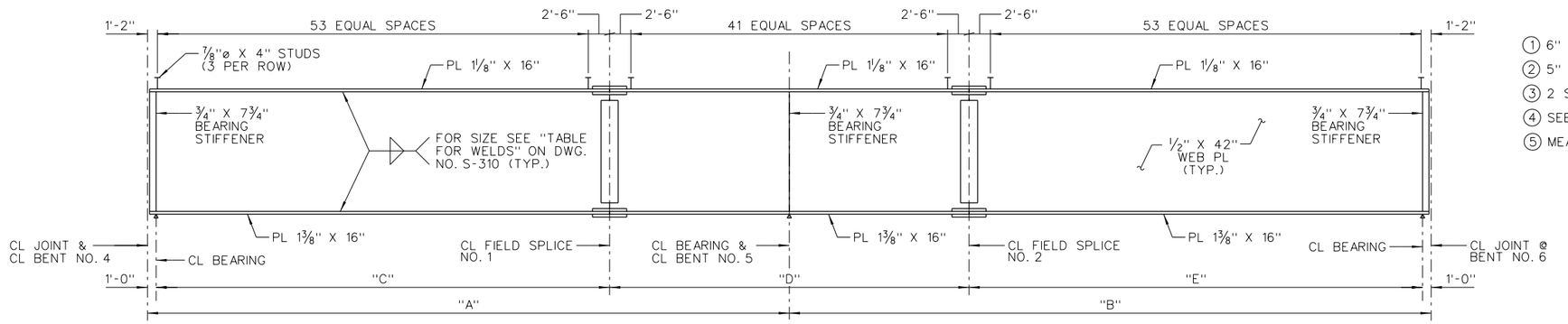


FRAMING PLAN - UNIT 2

SCALE: 1/8" = 1'-0"

NOTES:
PRIOR TO THE P.T. STATION, ALL GIRDERS ARE ORIENTED ALONG CURVES CONCENTRIC WITH CL CONSTRUCTION.

PRIOR TO THE P.T. STATION, ALL K-FRAMES ARE ORIENTED ALONG LINES RADIAL TO CL CONSTRUCTION.

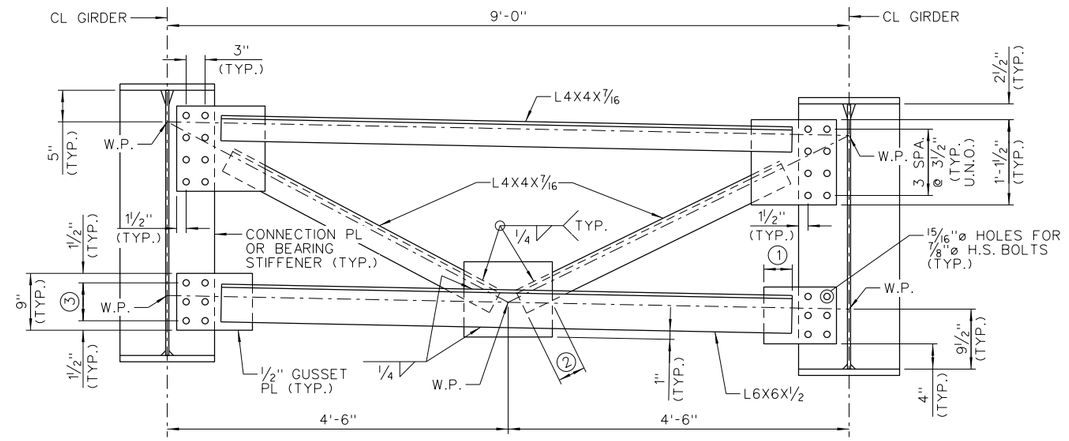


GIRDER ELEVATION - UNIT 2

(DIMENSIONS MEASURED ALONG CL GIRDER)
NO SCALE

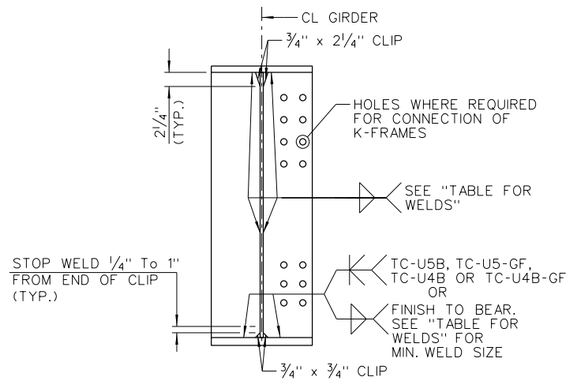
NOTE:
BEARING STIFFENERS TO BE FABRICATED SO AS TO BE VERTICAL IN THEIR FINAL POSITION.

1. 6" MINIMUM WELD LENGTH (TYP. - TOP AND BOTTOM MEMBERS)
2. 5" MINIMUM WELD LENGTH (TYP. - DIAGONAL MEMBERS)
3. 2 SPACES @ 3" (TYP. - BOTTOM GUSSET PLATES)
4. SEE "GIRDER ELEVATION" & "TABLE OF VARIABLES" FOR LOCATIONS.
5. MEASURED ALONG GIRDER NO. 2



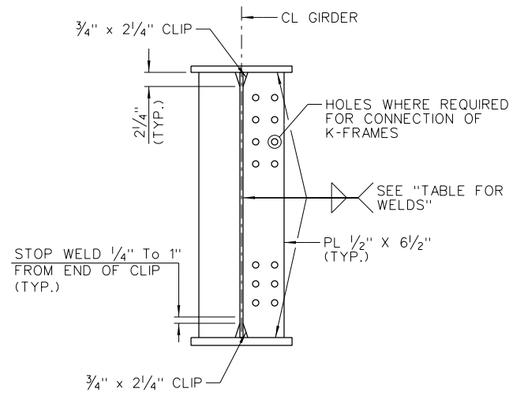
K-FRAME DETAIL

NO SCALE



BEARING STIFFENER DETAIL

SCALE: 1" = 1'-0"



CONNECTION PLATE DETAIL

SCALE: 1" = 1'-0"

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 2 (SHEET 3 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-307

SHEET NUMBER **37**

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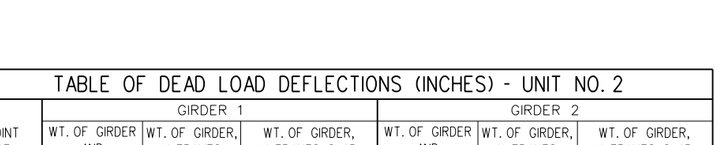
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-S307-SF.dgn

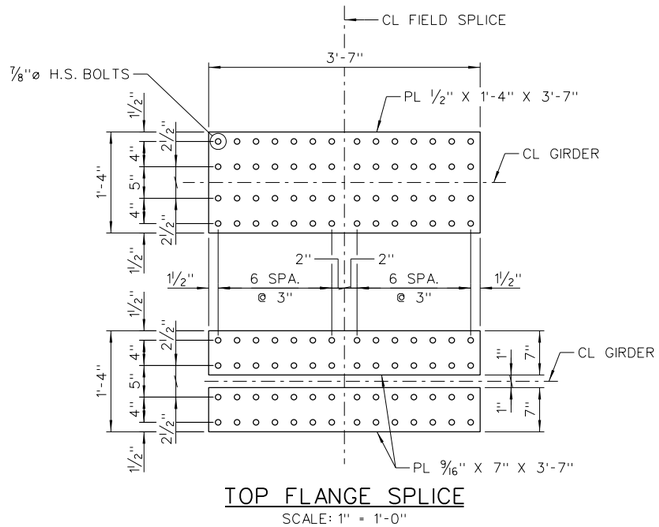
TABLE OF DEAD LOAD DEFLECTIONS (INCHES) - UNIT NO. 2

POINT OF DEFLECTION	GIRDER 1			GIRDER 2		
	WT. OF GIRDER AND K-FRAMES	WT. OF GIRDER, K-FRAMES AND SLAB	WT. OF GIRDER, K-FRAMES, SLAB & PARAPET	WT. OF GIRDER AND K-FRAMES	WT. OF GIRDER, K-FRAMES AND SLAB	WT. OF GIRDER, K-FRAMES, SLAB & PARAPET
1.0	0.000	0.000	0.000	0.000	0.000	0.000
1.1	0.126	0.499	0.538	0.048	0.206	0.223
1.2	0.224	0.885	0.957	0.086	0.368	0.400
1.3	0.301	1.186	1.281	0.114	0.491	0.533
1.4	0.350	1.377	1.483	0.131	0.566	0.613
1.5	0.333	1.312	1.415	0.126	0.543	0.589
1.6	0.289	1.139	1.226	0.109	0.470	0.509
1.7	0.206	0.816	0.880	0.079	0.339	0.367
1.8	0.115	0.457	0.494	0.043	0.185	0.201
1.9	0.028	0.113	0.125	0.008	0.035	0.040
2.0	0.000	0.000	0.000	0.000	0.000	0.000
2.1	0.005	0.016	0.020	0.008	0.035	0.039
2.2	0.062	0.234	0.253	0.039	0.171	0.186
2.3	0.128	0.490	0.529	0.073	0.318	0.345
2.4	0.195	0.746	0.804	0.104	0.454	0.492
2.5	0.229	0.877	0.948	0.119	0.518	0.563
2.6	0.242	0.927	1.001	0.122	0.535	0.581
2.7	0.205	0.790	0.857	0.104	0.455	0.496
2.8	0.149	0.576	0.626	0.076	0.332	0.363
2.9	0.077	0.298	0.325	0.040	0.175	0.192
3.0	0.000	0.000	0.000	0.000	0.000	0.000

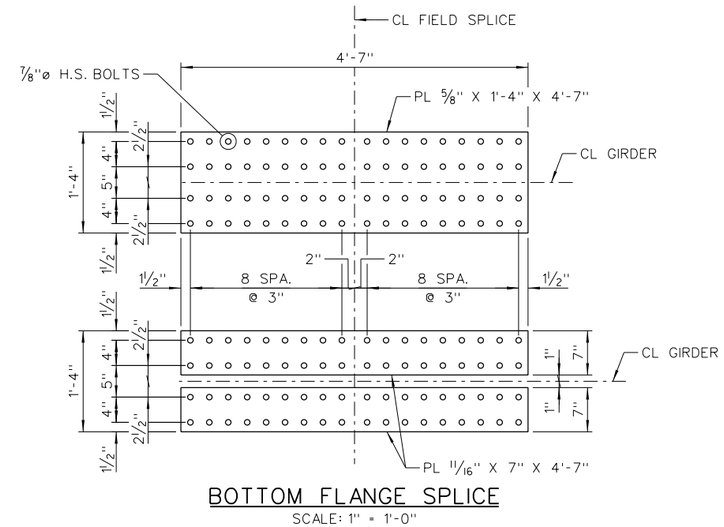


DEAD LOAD DEFLECTION
NO SCALE

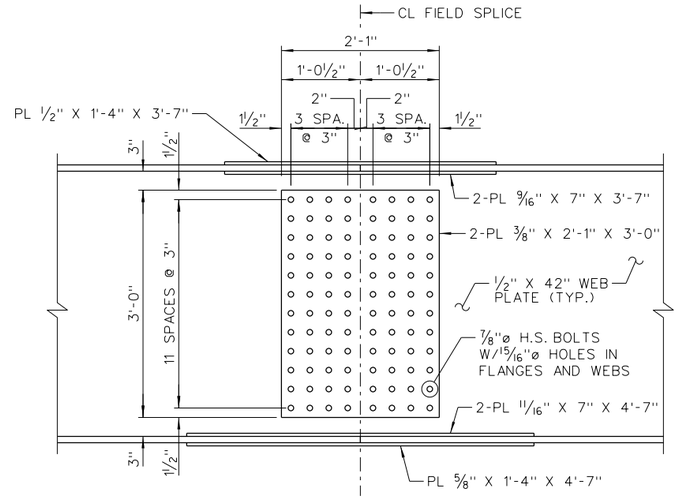
NOTE:
CAMBER FOR DEAD LOAD DEFLECTION PLUS VERTICAL CURVE +/- 1/4" TOLERANCE. DEFLECTIONS SHOWN ARE FROM A CHORD FROM CENTERLINE BEARING TO CENTERLINE BEARING. VERTICAL CURVE CORRECTIONS ARE NOT INCLUDED. NEGATIVE SIGN (-) INDICATES POINT ABOVE CHORD.



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



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



ELEVATION OF FIELD SPLICE
SCALE: 1" = 1'-0"

NOTES:

ALL FIELD SPLICE BOLTS SHALL BE 7/8"ø 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 APPROVAL OF THE ENGINEER. PAYMENT WILL BE MADE ON THE BASIS OF THE PLAN QUANTITIES.

BY | DESCRIPTION | DATE | REV.

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT NO. 2
(SHEET 4 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-308

SHEET NUMBER **38**

GENERAL NOTES:

CONCRETE:

ALL CONCRETE IN THE BRIDGE DECK SLABS SHALL BE CLASS S(AE) WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C = 4,000 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

THE SUPERSTRUCTURE DETAILS ARE SHOWN FOR USE WHEN REMOVABLE DECK FORMING IS USED AND ARE THE BASIS OF MEASUREMENT OF CLASS S(AE) CONCRETE. SEE STANDARD DRAWING NO. 55005 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 DECK SHALL BE GIVEN A BROOMED FINISH IN ACCORDANCE WITH SUBSECTION 802.19 FOR CLASS 6 BROOMED FINSH. 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 GIRDER. A MINIMUM OF 72 HOURS SHALL ELAPSE BETWEEN COMPLETION OF THE SLAB AND THE POURING OF THE PARAPET RAILING.

USE OF A LONGITUDINAL SCREED SHALL NOT BE PERMITTED.

REINFORCING STEEL:

ALL REINFORCING STEEL SHALL BE GRADE 60 (FIELD STRENGTH = 60,000 PSI) CONFORMING TO AASHTO M31 OR M322, TYPE A, WITH MILL TEST REPORTS AND SHALL BE EPOXY COATED. 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 "EPOXY COATED REINFORCEMENT STEEL (GRADE 60)".

STRUCTURAL STEEL:

ALL STRUCTURAL STEEL SHALL BE AASHTO M270, GR. 50 UNLESS NOTED OTHERWISE. ALL EXPOSED SURFACES SHALL BE CLEANED IN ACCORDANCE WITH SUBSECTION 807.84 UNLESS NOTED OTHERWISE. STRUCTURAL STEEL COMPLETELY EMBEDDED IN CONCRETE MAY BE AASHTO M270 GR. 36, GR. 50 OR GR 50W UNLESS NOTED OTHERWISE. SEE DRAWING NO. S-601 FOR CLEANING REQUIREMENTS OF EXTERNAL LOAD PLATES ON ELASTOMERIC BEARINGS.

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 SUBSECTION 807.04, 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.

GIRDER WEBS MAY BE MADE BY SHOP SPLICING WITH A MINIMUM LENGTH OF 25'-0" FOR SECTIONS. FLANGE PLATES LONGER THAN 50'-0" MAY BE MADE BY SHOP SPLICING WITH A MINIMUM LENGTH OF 25'-0" FOR SECTIONS. MATERIAL SPECIFICATIONS AND LOCATIONS OF SHOP-WELDED SPLICES, IF ANY, SHALL BE SHOWN ON THE SHOP DRAWINGS. NO ADDITIONAL PAYMENT FOR THESE WELDED SPLICES WILL BE MADE.

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 GIRDERS SHALL BE ASSEMBLED IN THE SHOP AS SPECIFIED IN SUBSECTION 807.54 (B)(2) AND BLOCKED IN THEIR TRUE POSITIONS WITH WEBS HORIZONTAL. THE CAMBER, LENGTH OF SECTIONS, DISTANCE BETWEEN BEARINGS AND OPENINGS OF JOINTS SHALL BE MEASURED WITH THE GIRDERS IN THEIR TRUE POSITIONS, 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.

GROOVE WELDS IN FLANGE AND WEB PLATES SHALL BE QUALITY CONTROL (Q.C.) TESTED BY NONDESTRUCTIVE TESTING, AS REQUIRED IN SUBSECTION 807.23(B). FILLET WELDS AT FLANGE TO WEB PLATE CONNECTIONS SHALL BE QUALITY CONTROL (Q.C.) TESTED BY THE MAGNETIC PARTICLE METHOD. ALL QUALITY CONTROL (Q.C.) TESTING SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270, GR. 50)".

UNLESS NOTED OTHERWISE, ALL CONNECTION PLATES AND TRANSVERSE STIFFENERS SHALL BE FABRICATED NORMAL TO THE TOP FLANGE AND ON THE SIDE OF THE GIRDER WEB AS INDICATED ON THE FRAMING PLAN. ALL BEARING STIFFENERS SHALL BE FABRICATED TO BE PLUMB IN THEIR FINAL POSITIONS.

STRUCTURAL STEEL (CONTINUED):

CROSS-FRAMES SHALL BE INSTALLED AS GIRDERS ARE ERECTED. UNLESS NOTED OTHERWISE, 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 7/8" BOLTS CONFORMING TO AASHTO M164 UNLESS OTHERWISE NOTED. OPEN HOLES SHALL BE 15/16" 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.

ALL CONTACT SURFACES BETWEEN PLATES AT FIELD SPLICES SHALL BE FREE OF 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.

ANCHOR BOLTS SHALL BE AASHTO DESIGNATION M314 GR. 55, INCLUDING SUPPLEMENTAL REQUIREMENT S1, AND SHALL BE GALVANIZED TO CONFORM TO AASHTO M232, CLASS C OR ASTM B695 CLASS 50. ANCHOR BOLTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270, GR. 50)".

ALL STRUCTURAL STEEL EXCEPT GALVANIZED STEEL AND STEEL COMPLETELY ENCASED IN CONCRETE SHALL BE PAINTED IN ACCORDANCE WITH SUBSECTION 807.75 AND SPECIAL PROVISION "PAINTING STRUCTURAL STEEL". THE COLOR OF PAINT SHALL BE BLACK, FEDERAL STANDARD 595B, COLOR CHIP 27038.

ALL GIRDER WEB AND FLANGE PLATES, ALL FIELD SPLICE PLATES, AND ALL CROSS-FRAMES AND CONNECTION PLATES 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 SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270, GR. 50)".

STEEL PLATES FOR MAIN LOAD CARRYING MEMBERS (FLANGE AND WEB) AND FLANGE 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 GIRDER DIMENSIONS ARE BASED ON A TEMPERATURE OF 60 DEGREES F. A TOLERANCE OF 1/4" +/- IS ALLOWED FOR CAMBER.

ERECTION OF STRUCTURAL STEEL:

THE ERECTION OF THE STRUCTURAL STEEL SHALL BE PERFORMED ACCORDING TO A PLAN PERMITTING THE STEEL TO BE ERECTED PLUMB WITH BOLTS TIGHTENED WHILE THE STEEL IS AS CLOSE AS POSSIBLE TO THE NO-LOAD CONDITION, SO THAT THE BOLT HOLES CAN BE ALIGNED. THIS REQUIREMENT MAY NECESSITATE THE USE OF LARGE CAPACITY CRANES, TEMPORARY SHORING OR JACKING FRAMES.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR INFORMATIONAL AND RECORD PURPOSES DETAILS OF FALSEWORK CONSTRUCTION IN ACCORDANCE WITH SUBSECTION 807.64.

THE CONTRACTOR SHALL ENSURE THAT GIRDERS ARE STABLE THROUGHOUT THE ERECTION PROCESS. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING TEMPORARY BRACING OR STIFFENING DEVICES TO ACCOMMODATE HANDLING STRESSES IN INDIVIDUAL MEMBERS OR SEGMENTS OF THE STRUCTURE DURING ERECTION.

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT COMMON DETAILS (SHEET 1 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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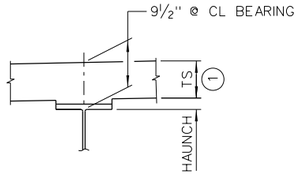
DRAWING NUMBER
S-309

SHEET NUMBER **39**

NOTE:
TS = SLAB THICKNESS AS SHOWN ON "TYPICAL SECTION" ON DWG. NO. S-301 OR S-305.



(1) TOLERANCE WHEN REMOVABLE DECK FORMING IS USED IS +½", -¼". HAUNCH FORMING IS REQUIRED AND SHALL BE ADJUSTED TO MAINTAIN SLAB THICKNESS TOLERANCE.

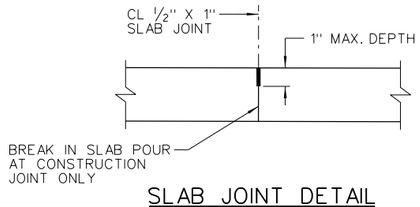
ADJUSTMENT FOR SLAB THICKNESS TOLERANCE WHEN REMOVABLE DECK FORMING IS USED

NO SCALE

HAUNCH DIMENSION MAY VARY WITHIN THE FOLLOWING LIMITS TO MAINTAIN THE GRADE AND SLAB THICKNESS TOLERANCE: MINIMUM - OCCURS WHEN THE TOP FLANGE CONTACTS THE BOTTOM REINFORCING STEEL; MAXIMUM - TOP FLANGE THICKNESS PLUS 1¼". NO INCREASE IN CONCRETE AND STRUCTURAL STEEL QUANTITIES WILL BE MADE TO MAINTAIN TOLERANCES.

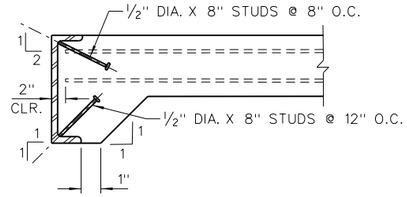
TOLERANCES SHOWN ARE APPLICABLE ONLY WHEN REMOVABLE DECK FORMING IS USED. SEE STD. DWG. NO. 55005 FOR TOLERANCES WHEN PERMANENT STEEL DECK FORMS ARE USED. PAYMENT FOR CONCRETE SHALL BE BASED ON REMOVABLE DECK FORMING.

NOTE:
THE ½" X 1" POURED JOINT SEALER (TYPE 3 OR 4) IN SLAB SHALL CONFORM TO SUBSECTIONS 501.02 (H) AND 501.05 (J). BACKER ROD FILLER WILL NOT BE REQUIRED. JOINT SEALER SHALL BE INCLUDED IN THE ITEM "BRIDGE CONSTRUCTION". SLAB JOINTS SHALL EXTEND TO THE OUTSIDE EDGE OF THE DECK SLAB. SLAB JOINTS SHALL BE INSTALLED BEFORE THE SIDEWALK IS POURED. SLAB JOINTS IN THE SIDEWALK SHALL EXTEND TO THE OUTSIDE OF THE SIDEWALK AND SHALL BE INSTALLED BEFORE THE PARAPET RAILING IS POURED. IF SLAB JOINTS ARE TO BE SAWED, THEY SHALL BE SAWED AS SOON AS THE CONCRETE HAS SUFFICIENTLY SET TO ALLOW SAWING OF THE JOINT WITHOUT DAMAGE TO THE SLAB. SLAB JOINTS SHALL BE PLACED AT ALL POURING SEQUENCE CONSTRUCTION JOINTS AND REQUIRED SLAB JOINT LOCATIONS. THE JOINT SEALER SHALL EXTEND ACROSS THE DECK SLAB. NO JOINT SEALER SHALL BE PLACED ON THE DECK SLAB UNDER PARAPET RAIL. SLAB JOINTS AND POURING SEQUENCE JOINTS SHALL ALIGN WITH PARAPET OPEN JOINTS.



SLAB JOINT DETAIL

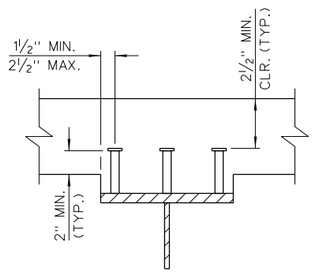
NO SCALE



DETAIL OF ALTERNATE ANCHORS

NO SCALE

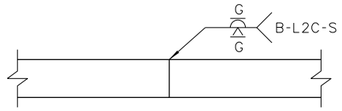
NOTE:
AS AN ALTERNATE TO ⅝"ø STUDS, ½"ø X 8" STUDS SPACED AS SHOWN MAY BE USED. USE WEIGHT OF ⅝"ø STUD AS BASIS OF MEASUREMENT OF STRUCTURAL STEEL IN ANCHORS



SHEAR CONNECTOR DETAIL

NO SCALE

STUD SHEAR CONNECTORS SHOWN SHALL BE ⅞"ø X 4" LONG, GRANULAR FLUX FILLED, SOLID FLUXED OR EQUAL, AND AUTOMATICALLY END WELDED TO THE FLANGE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER. ¾"ø STUDS MAY BE USED IN PLACE OF THE ⅞"ø STUDS SHOWN, AT THE RATIO OF 1.361 - ¾"ø STUDS IN PLACE OF ONE ⅞"ø STUD. ⅞"ø STUDS WILL BE USED AS BASIS FOR MEASUREMENT OF STRUCTURAL STEEL IN SHEAR CONNECTORS.



EQUAL THICKNESS (FLANGE AND WEB)

DETAILS OF WELDED SPLICES

NO SCALE

TABLE FOR WELDS		
MATERIAL THICKNESS OF THICKER PART JOINED (INCHES)	MINIMUM SIZE OF FILLET WELD (INCHES)	SINGLE PASS WELD MUST BE USED
TO ¾" INCLUSIVE	¼"	
OVER ¾"	⅝"	

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

GARVER LLC No. 766 — CERTIFICATE OF AUTHORIZATION — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16458 — JOEL E. SKINNER

Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT COMMON DETAILS (SHEET 2 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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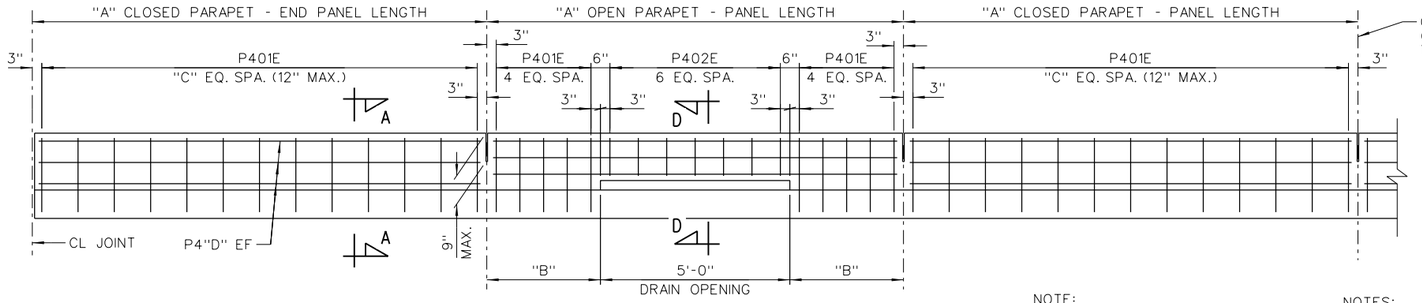
DRAWING NUMBER
S-310

SHEET NUMBER **40**



PARAPET RAIL ELEVATION

(HANDRAIL NOT SHOWN FOR CLARITY)
SCALE: 1/2" = 1'-0"

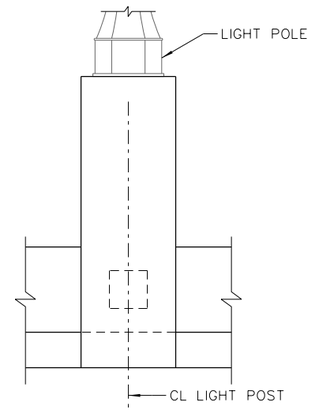
NOTE:
DIMENSIONS ARE MEASURED ALONG GUTTERLINE.

NOTES:
FOR CONCRETE LIGHT POST LOCATIONS, SEE DWG. NOS. S-302 & S-306.

ALL LIGHT POLES SHALL BE PLACED VERTICAL & PLUMB. CONTRACTOR SHALL PROVIDE A DOUBLE NUT ASSEMBLY AT EACH ANCHOR BOLT AFTER LIGHT POLE ERECTION, THE UNDERSIDE SHALL BE PACKED WITH NON-SHRINK GROUT. A WEEPHOLE EXITING THE EXTERIOR SIDE OF THE POLE SHALL BE PROVIDED.

NOTES:
FOR LENGTH & LOCATION OF PARAPET PANELS, SEE SLAB PLANS ON DWG. NOS. S-302 & S-306.

PARAPETS CONTAIN ELECTRICAL CONDUIT, GROUND WIRES AND JUNCTION BOXES. FOR DETAILS SEE ELECTRICAL PLANS.



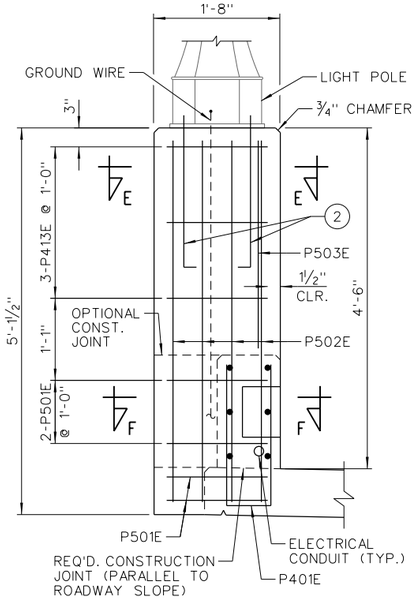
LEGEND

U.N.O. = UNLESS NOTED OTHERWISE
EF = EACH FACE
FF = FRONT FACE
BF = BACK FACE

TABLE OF PARAPET VARIABLES			
"A"	"B"	"C"	"D"
9'-10"	-	10	04E
10'-2 5/8"	-	10	05E
10'-3"	2'-7 1/2"	10	05E
10'-4 5/8"	2'-8 5/16"	10	06E
10'-6"	-	10	07E
10'-11"	-	11	08E
11'-0"	3'-0"	11	09E
11'-0 1/2"	-	11	09E
11'-2 3/16"	-	11	10E
11'-2 5/16"	-	11	10E
11'-2 11/16"	-	11	11E
11'-3"	-	11	11E
11'-3 7/16"	-	11	12E

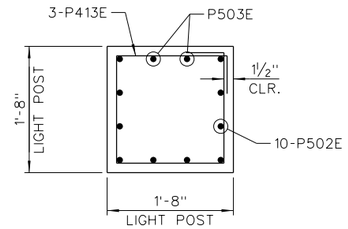
(1) 3/4" V-GROOVE SHALL BE CONTINUOUS ON INSIDE FACE, TOP AND OUTSIDE FACE OF PARAPET.

(2) ANCHOR BOLTS FOR LIGHT POLES SHALL BE HOOKED 90° UTILIZING A THREADING PROJECTION TO INSTALL ON A 9" TO 11" BOLT CIRCLE PER LIGHT POLE MANUFACTURER.



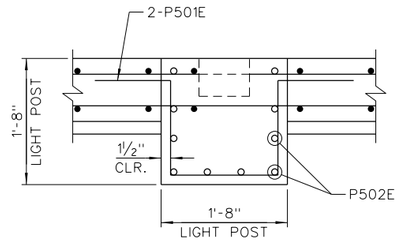
SECTION C-C

SCALE: 1" = 1'-0"



SECTION E-E

SCALE: 1" = 1'-0"

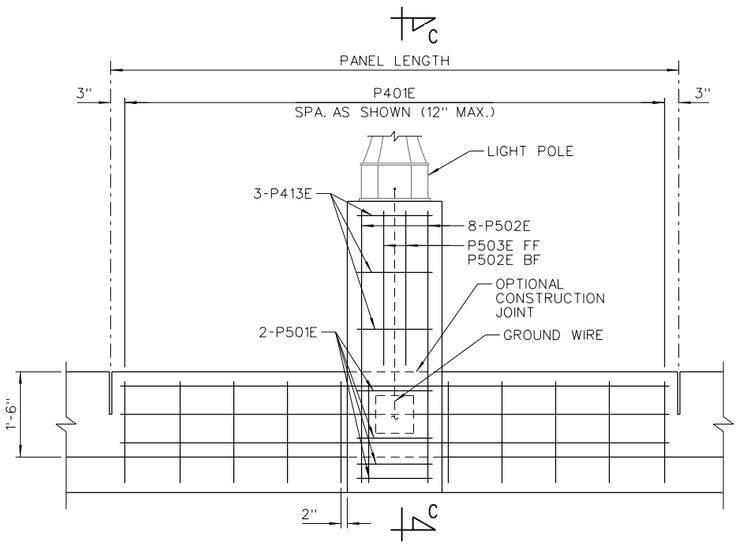


SECTION F-F

SCALE: 1" = 1'-0"

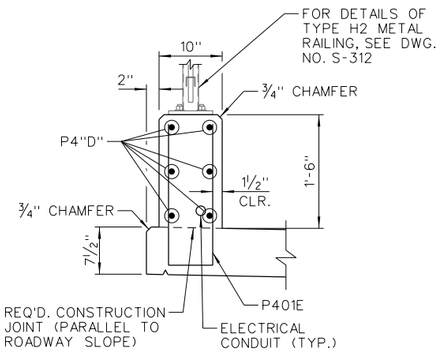
LIGHT POLE JUNCTION BOX DETAILS

(HANDRAIL NOT SHOWN FOR CLARITY)
SCALE: 1/2" = 1'-0"



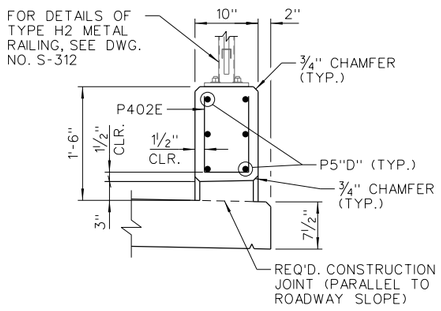
LIGHT POST DETAILS

(HANDRAIL NOT SHOWN FOR CLARITY)
SCALE: 1/2" = 1'-0"



SECTION A-A

SCALE: 1" = 1'-0"



SECTION D-D

SCALE: 1" = 1'-0"

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

BY	DESCRIPTION	DATE	REV.

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT COMMON DETAILS (SHEET 3 OF 4)

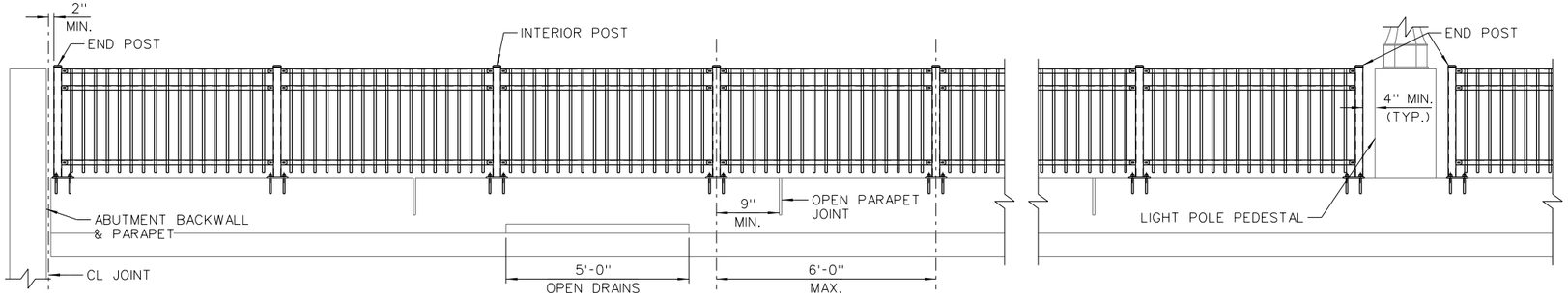
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-311

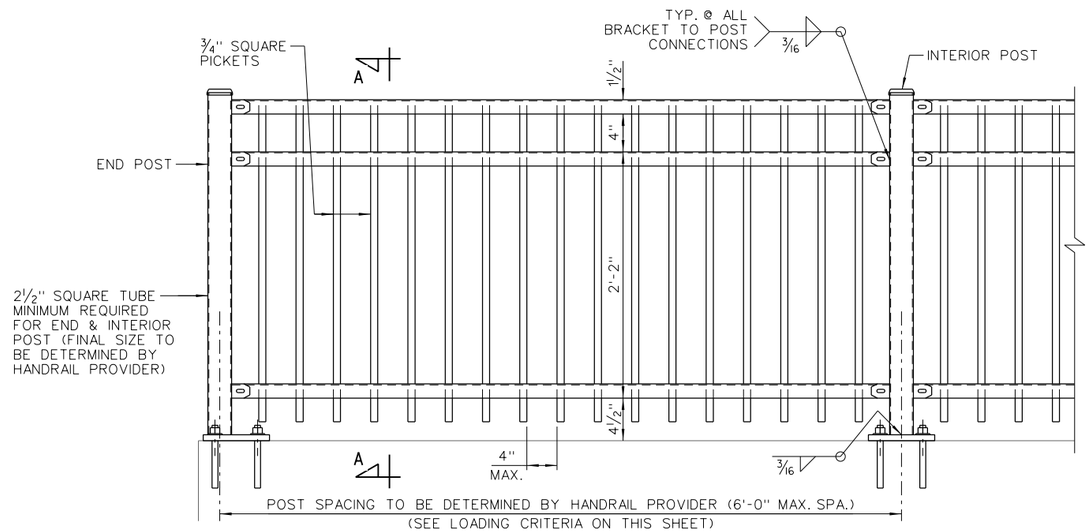
SHEET NUMBER **41**

D.Tackett 11/20/2017 9:17:51 AM
WORKSPACE\Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWP\S-S311-PT.dgn



METAL TYPE H2 HANDRAIL ELEVATION

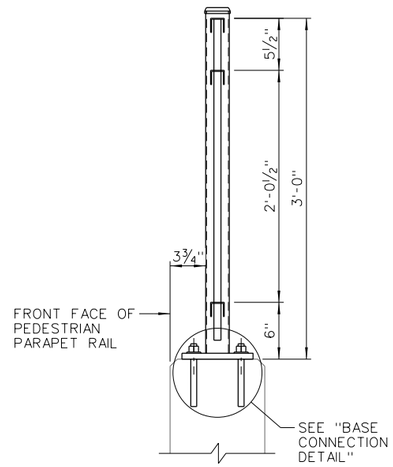
Scale: 1/2" = 1'-0"



TYPICAL PANELS

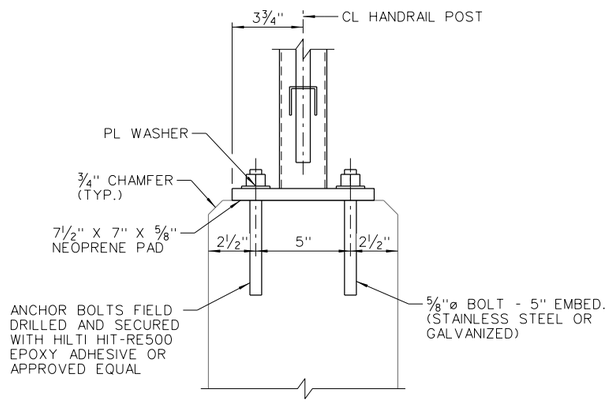
Scale: 1 1/2" = 1'-0"

NOTE:
ALL POSTS SHALL BE SET PERPENDICULAR TO TOP OF PARAPET.



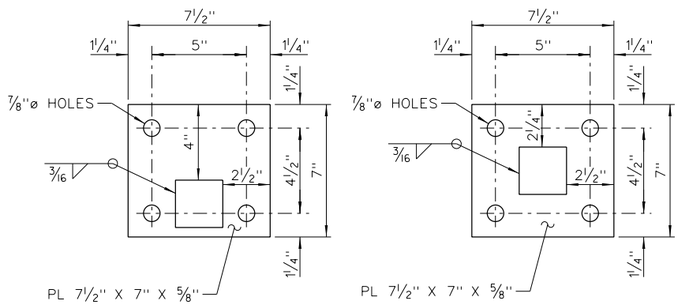
SECTION A-A

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



BASE CONNECTION DETAIL

Scale: 3" = 1'-0"



BASE PLATE DETAIL

Scale: 3" = 1'-0"

NOTES FOR METAL HANDRAIL

THE METAL HANDRAIL SHALL BE DESIGNED, FABRICATED, AND PAINTED IN ACCORDANCE WITH SPECIAL PROVISION "METAL HANDRAIL (TYPE H2)".

THE INTERIOR PANELS AND POSTS SHALL BE MONTAGE PLUS MAJESTIC SERIES MANUFACTURED BY AMERISTAR FENCE PRODUCTS, INC., TULSA, OKLAHOMA OR APPROVED EQUAL.

HANDRAIL LAYOUT SHALL CONFORM TO VERTICAL AND HORIZONTAL ALIGNMENT OF BRIDGE. ALL POSTS SHALL BE NORMAL TO GRADE.

MAXIMUM POST SPACING = 6'-0"

BASE PLATES SHALL NOT BE PLACED UPON AREAS THAT ARE IMPROPERLY FINISHED, DEFORMED OR IRREGULAR.

SHOP DRAWINGS SHOWING DETAILS OF THE METAL HANDRAIL, INCLUDING DESIGN CALCULATIONS AND A DETAILED POST SPACING LAYOUT IN RELATION TO THE PARAPET JOINTS AND OPENINGS, SHALL BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION BEGINS.

MATERIALS:

TUBING, POSTS, AND ACCESSORIES: AASHTO M270, GR. 36 OR ASTM A500-GRADE B.

RAILING END CAPS SHALL CONFORM TO AASHTO M270, GRADE 36 GALVANIZED.

STEEL RAIL MEMBERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111 AFTER FABRICATION AND SHALL RECEIVE A POWDER COATING PROCESS AFTER GALVANIZING. GALVANIZING SHALL NOT INTERFERE WITH THE POWDER COATING PROCESS. GALVANIZED SURFACES SHALL BE PREPARED IN ACCORDANCE WITH SUBSECTION 807.87 AND THE POWDER COATING MANUFACTURER'S RECOMMENDATIONS BEFORE APPLICATION OF THE POWDER COATING PROCESS. THE POWDER COATING PROCESS SHALL BE A TWO COAT SYSTEM APPLIED USING ELECTROSTATIC SPRAY. THE BASE COAT SHALL BE A THERMOSETTING EPOXY POWDER WITH A MINIMUM THICKNESS OF 2-4 MILS. THE TOP COAT SHALL BE A TOUGH POLYESTER POWDER COAT WITH A MINIMUM THICKNESS OF 2-4 MILS. COLOR SHALL BE BLACK EQUAL TO OR CLOSE TO FEDERAL STD. 595B, COLOR CHIP 27038. COATED GALVANIZED FRAMEWORK SHALL HAVE A SALT SPRAY RESISTANCE OF 3,000 HOURS USING ASTM B117 WITHOUT LOSS OF ADHESION. THE POWDER COATING PROCESS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTOR SHALL SUBMIT A PAINT COLOR SAMPLE PRIOR TO FABRICATION FOR OWNER'S APPROVAL.

CAST IN PLACE ANCHOR BOLTS SHALL BE OF STAINLESS STEEL OR HIGH STRENGTH STEEL. STAINLESS STEEL ANCHOR BOLTS SHALL CONFORM TO ASTM A193 OR A320- GRADE B8 WITH A MINIMUM YIELD STRENGTH OF 80,000 PSI. HIGH STRENGTH STEEL ANCHOR BOLTS SHALL CONFORM TO AASHTO M164 OR A354-GRADE BC GALVANIZED IN ACCORDANCE WITH AASHTO M232 OR CLASS C OR ASTM B695 CLASS 50.

NUTS SHALL CONFORM TO AASHTO M292, GR.8A (STAINLESS STEEL) OR GALVANIZED IN ACCORDANCE WITH AASHTO M232 OR ASTM B695 CLASS 50.

THREADS ON BOLTS, SCREWS AND NUTS SHALL CONFORM TO AMERICAN STANDARD COARSE SERIES, CLASS 2 FIT, ASA SPECIFICATION B1.1.

WASHERS SHALL BE STAINLESS STEEL AND CONFORM TO THE REQUIREMENTS OF ASTM A276 OR A167-TYPE 302 WITH DIMENSIONS MEETING ASTM F436, OR HIGH STRENGTH STEEL CONFORMING TO AASHTO M293 AND GALVANIZED IN ACCORDANCE WITH AASHTO M232 OR CLASS C OR ASTM B695 CLASS 50.

PLATE WASHERS SHALL BE STAINLESS STEEL AND CONFORM TO THE REQUIREMENTS OF ASTM A167-TYPE 302 OR AASHTO M270, GR.36, GALVANIZED IN ACCORDANCE WITH AASHTO M232 OR CLASS C OR ASTM B695 CLASS 50. PLATE WASHERS SHALL HAVE DIMENSIONS MEETING THE REQUIREMENTS OF ANSI/ASME B18.22.1, TYPE A PLAIN WASHER (WIDE SERIES).

MIXING OF STAINLESS STEEL AND GALVANIZED FASTENERS WILL NOT BE PERMITTED.

METAL HANDRAIL, INCLUDING POSTS, FASTENERS, BASE PLATES, TEMPLATE PLATES, BALUSTERS, ANCHOR BOLTS, NEOPRENE PAD, GALVANIZING AND POWDER COATINGS; FABRICATION AND ERECTION; AND ALL INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE PAID AT THE CONTRACT UNIT PRICE PER LINEAR FOOT BID FOR "METAL HANDRAIL (TYPE H2)".

LOADING CRITERIA

1. ALL HORIZONTAL MEMBERS SHALL BE DESIGNED FOR A UNIFORM LOADING OF 50 POUNDS PER FOOT APPLIED VERTICALLY AND HORIZONTALLY PLUS A CONCENTRATED LOAD OF 200 POUNDS APPLIED IN ANY DIRECTION AT THE TOP OF THE HORIZONTAL MEMBER. ALL LOADINGS SHALL BE APPLIED SIMULTANEOUSLY.
2. ALL RAIL POSTS SHALL BE DESIGNED FOR A TRANSVERSE LOAD (IN KIPS) EQUAL TO 0.20 + 0.050L WHERE L IS EQUAL TO THE POST SPACING (IN FEET).

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ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY • ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15)(S)

150'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT COMMON DETAILS
(SHEET 4 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-312

SHEET NUMBER 42

DLTackett 11/20/2017 9:17:54 AM
WORKSPACE\Garver_2012
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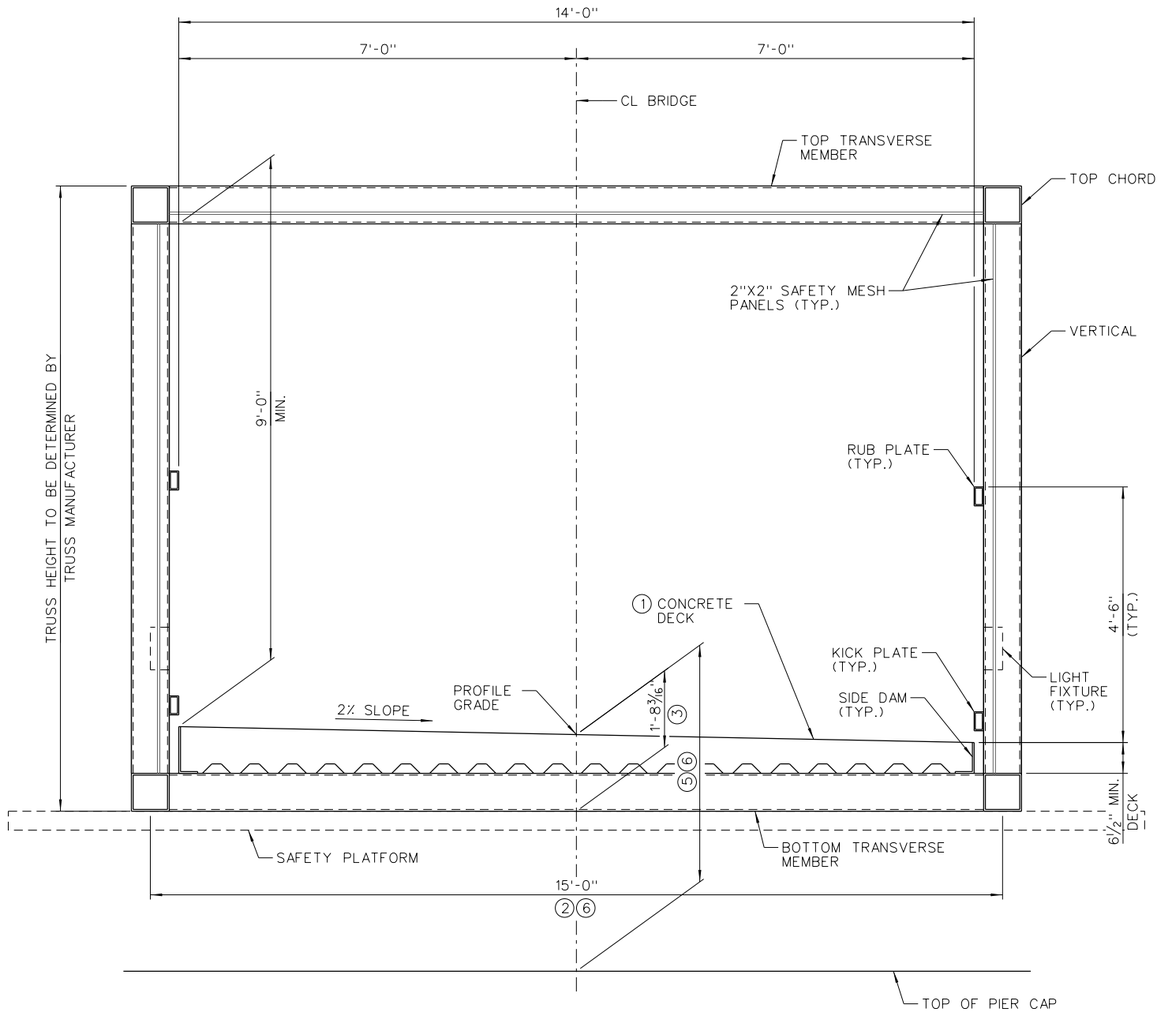
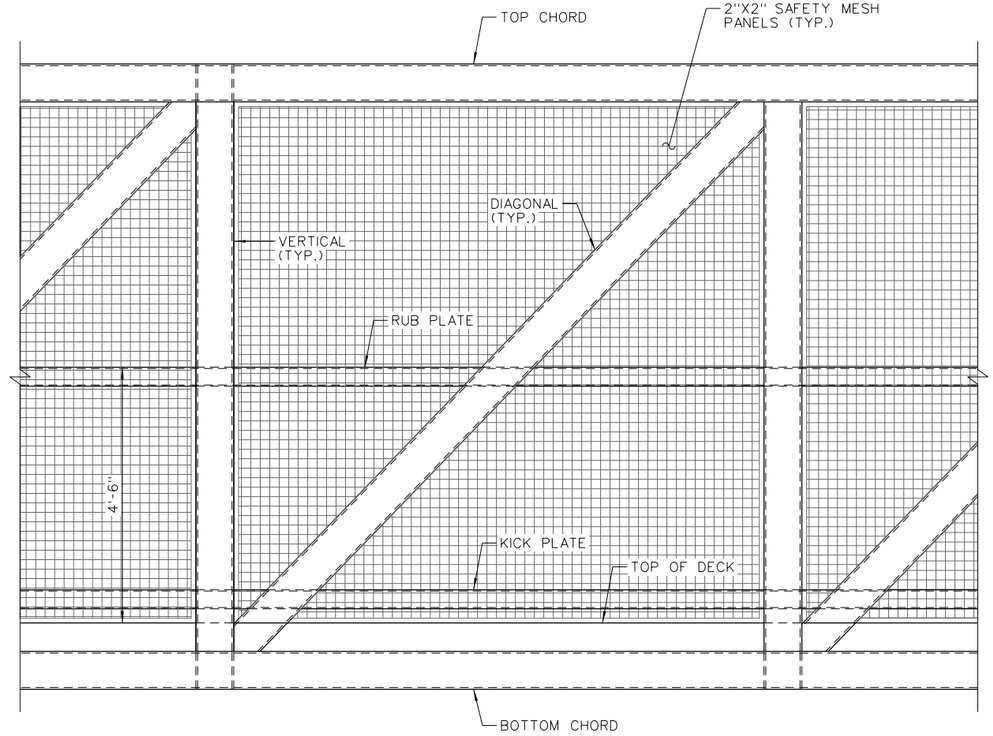


TYPICAL SECTION - TRUSS SPAN

(LOOKING FORWARD)
SCALE: " = 1'-0"



SIDE ELEVATION

SCALE: " = 1'-0"

NOTE:
FOR DETAILS AND REQUIREMENTS OF ELECTRICAL LIGHTING ON TRUSS, SEE ELECTRICAL PLANS AND SPECIAL PROVISION "PREFABRICATED STEEL TRUSS".

THE TRUSS MANUFACTURER SHALL DESIGN THE RAILING PLATES AND THE SAFETY MESH TO ACCOMMODATE THE LOADINGS SHOWN ON THIS SHEET.

ANY REQUIRED JOINTS IN THE RAILING PLATES SHALL BE MADE AT A TRUSS VERTICAL. THE HORIZONTAL RAIL MEMBERS SHALL BE FABRICATED TO ATTACH TO A MINIMUM OF THREE TRUSS VERTICALS.

FOR DECK JOINT DETAILS, SEE DWG NO. S-501.

(1) CONCRETE DECK TO BE DESIGNED BY TRUSS SUPPLIER. COST OF DECK SHALL BE CONSIDERED SUBSIDIARY TO THE TRUSS SPAN.

(2) APPROXIMATE DIMENSIONS. FINAL DIMENSIONS TO BE DETERMINED BY BRIDGE SUPPLIER.

(3) VERTICAL CLEARANCE OVER DAVE WARD DRIVE HAS BEEN ESTABLISHED USING DIMENSION SHOWN. NO ADJUSTMENT IS ALLOWED WITHOUT APPROVAL FROM ENGINEER.

(4) THE PREFABRICATED TRUSS SHALL BE CONFIGURED TO ACCOMMODATE THE SAFETY PLATFORMS OVER THE TRAVEL LANES OF DAVE WARD DRIVE.

(5) 5'-3 3/8" @ BENT NO. 3
5'-3 15/16" @ BENT NO. 4

(6) IF ANY OF THESE DIMENSIONS VARY IN THE FINISHED TRUSS UNIT AND REQUIRE ADJUSTMENTS TO THE TOP OF CAP ELEVATIONS, THE CONTRACTOR SHALL SUBMIT INFORMATION SHOWING THE PROPOSED CHANGES TO THE BENT CAP.

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL SHOP DRAWINGS SHOWING COORDINATION OF BENT CONSTRUCTION AND THE TRUSS DETAILS.

LOADING CRITERIA

ALL HORIZONTAL MEMBERS SHALL BE DESIGNED FOR A UNIFORM LOADING OF 50 POUNDS PER FOOT APPLIED VERTICALLY AND HORIZONTALLY. THE VERTICAL AND HORIZONTAL LOADINGS SHALL BE APPLIED SIMULTANEOUSLY.

IN ADDITION, EACH LONGITUDINAL ELEMENT SHALL BE DESIGNED FOR A CONCENTRATED LOAD OF 200 POUNDS APPLIED AT ANY POINT ALONG THE TRUSS.

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JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

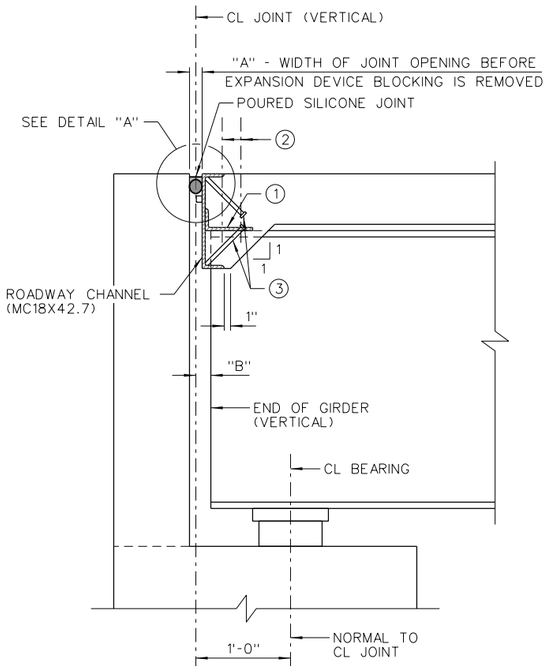
100'-0"
PREFABRICATED
TRUSS SPAN

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

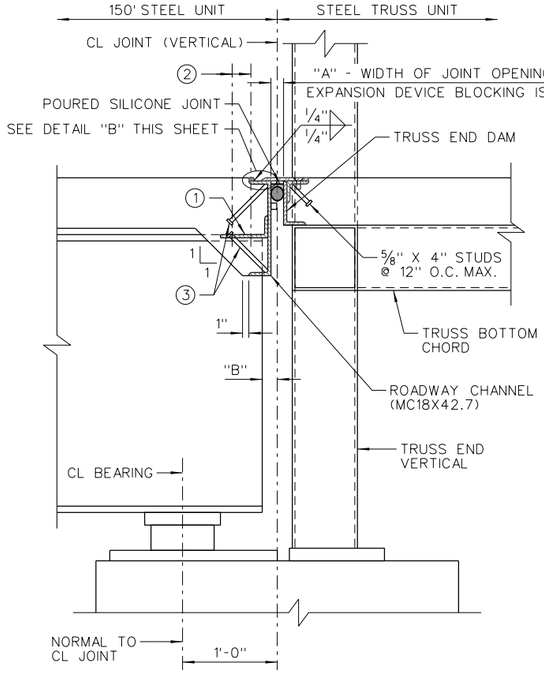
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-401

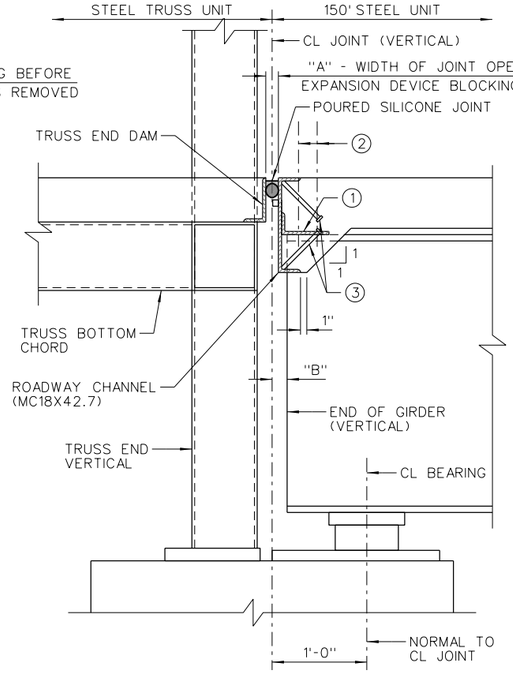
SHEET NUMBER **43**



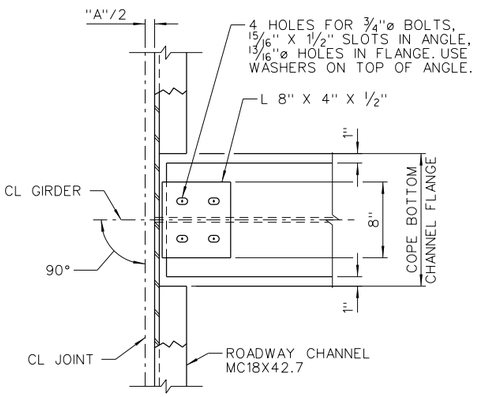
END BENT



INTERMEDIATE BENT
(EXP.-EXP.)



INTERMEDIATE BENT
(FIX-EXP.)

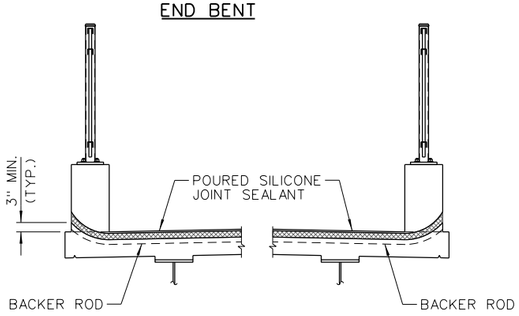


CHANNEL CONNECTION DETAIL
NO SCALE

(1) CONN. ANGLE L 8" X 4" X 1/2". SEE "CHANNEL CONNECTION DETAIL" ON THIS SHEET.

(2) CL HOLES FOR 3/4"ø H.S. BOLTS

(3) 5/8"ø X 8" ANCHOR STUDS @ 12" O.C. (OFFSET SPACING)



JOINT SEAL PLACEMENT AT PARAPET
NO SCALE

SECTION THRU SILICONE JOINT
(SECTION TAKEN NORMAL TO CL JOINT)
NO SCALE

NOTE:
CONCRETE SHALL BE HAND PACKED UNDER THE ROADWAY CHANNEL.

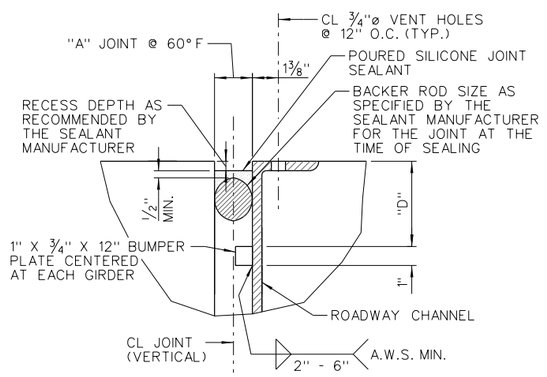
BENT NO.	SILICONE JOINT DATA					
	"A" WIDTH PERPENDICULAR TO JOINT AT 24 HOUR AVERAGE TEMPERATURE (4) OF:			"B" PERPENDICULAR TO JOINT AT 60°F	"D"	BUMPER PLATE SIZE
	40°F	60°F	80°F			
1, 4 & 6	1 5/8"	1 1/2"	1 3/8"	2"±	4"	1" x 3/4" x 12"
3	2 3/4"	2 1/2"	2 1/4"	2 1/2"±	5"	1" x 1 1/4" x 12"

(4) 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.

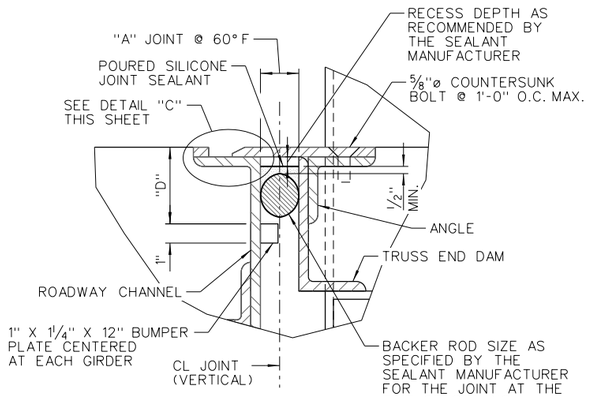
NOTES:
THE TEMPERATURE LIMITATIONS RECOMMENDED BY THE SEALANT MANUFACTURER SHALL BE OBSERVED.

BACKER ROD:
USE AN APPROPRIATELY SIZED BACKER ROD AT THE DEPTH SHOWN IN THE MANUFACTURER'S LITERATURE BASED ON THE JOINT WIDTH AT THE TIME OF SEALING. EXCEPT AS NOTED, DO NOT INSTALL MORE BACKER ROD THAN CAN BE SEALED IN THE SAME DAY. THE CONTRACTOR SHALL VERIFY SEPARATION OF THE BACKER ROD FROM THE JOINT MATERIAL AFTER THE JOINT MATERIAL HAS SET.

NOTE:
EACH EXPANSION JOINT DEVICE SHALL BE BLOCKED IN THE SHOP BY THE FABRICATOR TO THE DIMENSION 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'.



DETAIL "A"
(SHOWN FOR END BENT, INTERMEDIATE BENTS SIMILAR)
NO SCALE



DETAIL "B"
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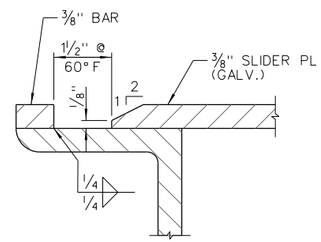

DETAIL "C"
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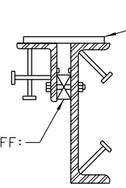

DETAILS FOR BLOCKING EXPANSION JOINT DEVICE
NO SCALE

EXPANSION DEVICE INSTALLATION AT ABUTMENTS:

THE CONCRETE SPAN POUR ADJACENT TO JOINT SHALL BE PLACED BEFORE THE ABUTMENT BACKWALL IS PLACED. AFTER THE ABUTMENT 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 ABUTMENT. IMMEDIATELY PRIOR TO POURING THE BACKWALL CONCRETE, THE BLOCKING SHALL BE REMOVED, THE OPENING ADJUSTED FOR TEMPERATURE, AND THE BACKWALL CONSTRUCTED.

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JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

SEAL OF THE CITY OF CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

POURED SILICONE JOINT DETAILS

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-501

SHEET NUMBER 44

DLTackett 11/20/2017 9:18:03 AM
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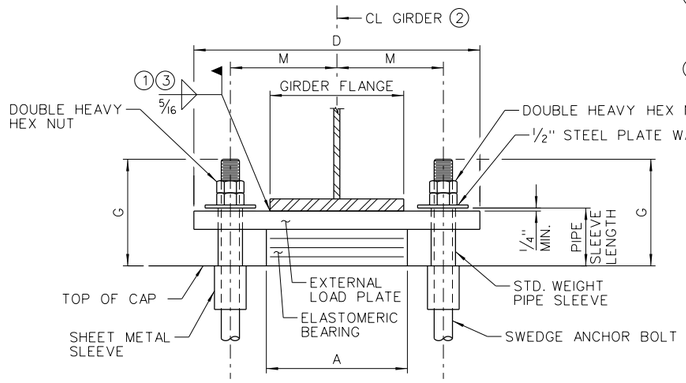
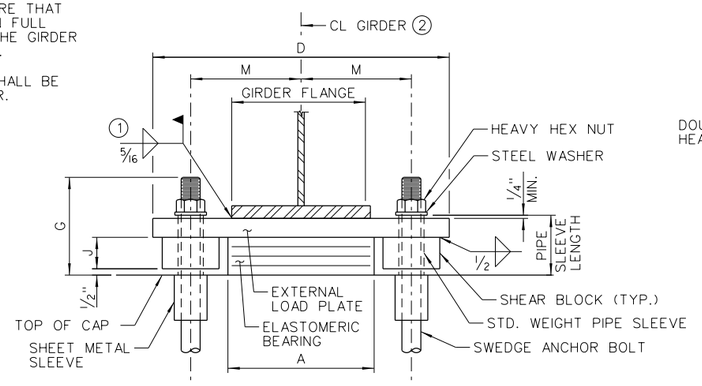


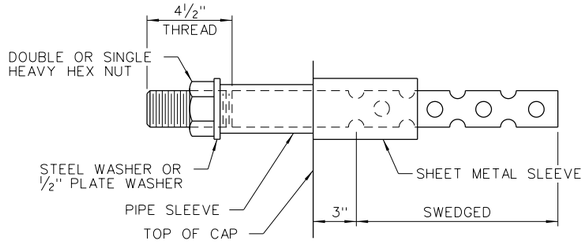
FRONT VIEW -
AT BENT NOS. 1, 3 (BACK), 4 (AHEAD) & 6

① CARE SHALL BE TAKEN TO ENSURE THAT THE EXTERNAL LOAD PLATE IS IN FULL AND COMPLETE CONTACT WITH THE GIRDER FLANGE BEFORE WELDING BEGINS.

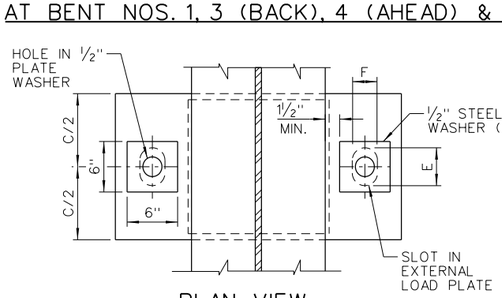
② CENTERLINE ELASTOMERIC PAD SHALL BE ALIGNED WITH CENTERLINE GIRDER.



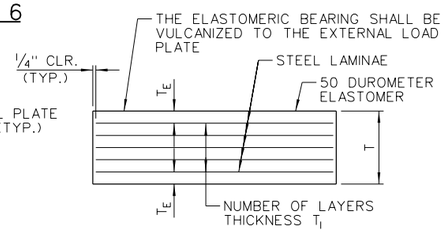
FRONT VIEW - AT BENT NOS. 2 & 5



ANCHOR BOLT DETAIL

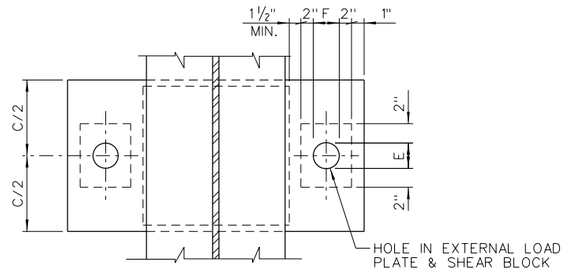


PLAN VIEW -
AT BENT NOS. 1, 3 (BACK), 4 (AHEAD) & 6



T_E = THICKNESS OF ELASTOMER COVER ON TOP AND BOTTOM OF PAD
T_I = THICKNESS OF ELASTOMER BETWEEN STEEL LAMINAE
N = NUMBER OF ELASTOMER LAYERS OF THICKNESS T_I

ELASTOMERIC BEARING



PLAN VIEW - AT BENT NOS. 2 & 5

NOTE:
ANCHOR BOLTS MAY BE CAST IN PLACE OR DRILLED AND GROUTED INTO PLACE. IF ANCHOR BOLTS ARE TO BE CAST IN PLACE, THE GALVANIZED SHEET METAL SLEEVES WILL NOT BE REQUIRED.

IF ANCHOR BOLTS ARE TO BE DRILLED AND GROUTED IN PLACE, THE GALVANIZED SHEET METAL SLEEVES SHALL BE CAST IN PLACE AS SHOWN. SLEEVES SHALL BE DRY PACKED WITH STYROFOAM, URETHANE FOAM OR APPROVED EQUAL PRIOR TO POURING OF CONCRETE. AFTER POURING OF THE CAP AND PRIOR TO ERECTION OF STRUCTURAL STEEL, THE DRY PACK SHALL BE REMOVED AND HOLES FOR THE ANCHOR BOLTS SHALL BE ACCURATELY DRILLED INTO THE MASONRY. BOLTS PLACED IN DRILLED HOLES SHALL BE ACCURATELY SET AND FIXED USING A QPL APPROVED EPOXY OR NON-SHRINK GROUT THAT COMPLETELY FILLS THE HOLES. GALVANIZED SHEET METAL SLEEVES WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270, GR. 50)".

GENERAL NOTES

ELASTOMERIC BEARINGS SHALL CONFORM TO SECTION 808 AND SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "ELASTOMERIC BEARINGS".

EXTERNAL LOAD PLATES AND SHEAR BLOCKS 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 ASTM B695, CLASS 50.

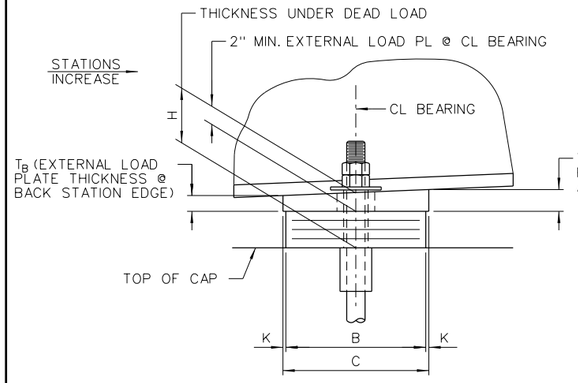
EXTERNAL LOAD PLATES AND SHEAR BLOCKS SHALL BE COMPLETELY FABRICATED (INCLUDING BEVEL, BOLT HOLES AND ALL SHOP WELDING) AND SHALL BE CLEANED BEFORE VULCANIZING TO THE ELASTOMERIC BEARING. THE SURFACE IN CONTACT WITH THE ELASTOMERIC BEARING SHALL BE CLEANED IN ACCORDANCE WITH SUBSECTION 808.03. OTHER SURFACES SHALL BE BLAST CLEANED IN ACCORDANCE WITH SUBSECTION 807.84(B) FOR PAINTED STEEL.

ANCHOR BOLTS, WASHERS AND NUTS SHALL CONFORM TO SUBSECTION 807.07. THE ANCHOR BOLT GRADE OF STEEL SHALL BE AS SPECIFIED IN THE "TABLE OF FABRICATOR VARIABLES". INDENTATIONS SHALL BE CIRCULAR WITH ROUNDED BOTTOMS AND STAGGERED AS SHOWN IN THE DETAILS.

PIPE SLEEVES, ANCHOR BOLTS, WASHERS AND NUTS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL STEEL IN THE PLATE GIRDER SPANS (M270, GR. 50)".

EXTERNAL LOAD PLATES AND SHEAR BLOCKS WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR "ELASTOMERIC BEARINGS".

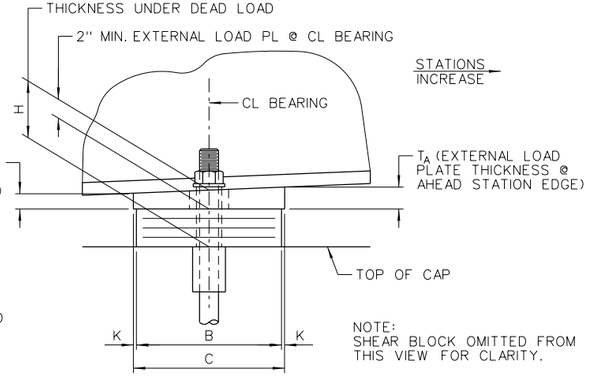
BEARINGS SHALL BE SEATED IN ACCORDANCE WITH SUBSECTION 808.08. THIS WORK AND MATERIALS ARE CONSIDERED SUBSIDIARY TO THE ITEM "ELASTOMERIC BEARINGS" AND WILL NOT BE PAID FOR DIRECTLY.



NOTE:
THE DIRECTION OF THE BEVEL OF THE EXTERNAL LOAD PLATE MAY NOT BE ACCURATELY DEPICTED WITH RESPECT TO T_A AND T_B VALUES SHOWN IN "TABLE OF FABRICATOR VARIABLES".

③ 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 -
AT BENT NOS. 1, 3 (BACK), 4 (AHEAD) & 6



NOTE:
SHEAR BLOCK OMITTED FROM THIS VIEW FOR CLARITY.

SIDE VIEW - AT BENT NOS. 2 & 5

TABLE OF FABRICATOR VARIABLES

LOCATION		BEARING TYPE	NO. OF BEARINGS EACH BENT	④ MAXIMUM DESIGN LOAD (KIPS)	ELASTOMERIC PAD								EXTERNAL LOAD PLATE									ANCHOR BOLT				
BENT NO(S).	GIRDER NO.				G	H	A	B	N	T_I	T_E	NO. & THICKNESS OF STEEL LAMINATE	T	C	D	E	F	J	K	M	T_A	T_B	ANCHOR BOLT (DIA. X L)	GRADE	PIPE SLEEVE SIZE (DIA. X L)	SHEET METAL SLEEVE SIZE (DIA. X L)	STEEL WASHER SIZE (O.D.)
BENT NO. 1	ALL	EXP.	2	70	9 5/16"	5 5/16"	16"	8"	5	1/2"	1/4"	6 @ 12 GA.	3 5/8"	9"	33 1/2"	3 1/2"	2 1/4"	-	1/2"	12 5/8"	2.23"	1.78"	1 1/2" x 40"	55	1 1/2" x 5 13/16"	3" x 13"	⑤
BENT NO. 2	ALL	FIX.	2	215	7 1/8"	4 3/8"	16"	11"	3	1/2"	1/4"	4 @ 12 GA.	2 7/16"	12"	33 1/2"	2 1/4"	2 1/4"	1 7/8"	1/2"	12 5/8"	2.30"	1.70"	1 1/2" x 26"	55	1 1/2" x 4 5/8"	3" x 13"	3"
BENT NO. 3 - BACK	ALL	EXP.	2	78	9 5/16"	5 5/16"	16"	8"	5	1/2"	1/4"	6 @ 12 GA.	3 5/8"	9"	33 1/2"	3 1/2"	2 1/4"	-	1/2"	12 5/8"	2.10"	1.90"	1 1/2" x 40"	55	1 1/2" x 5 13/16"	3" x 13"	⑤
BENT NO. 4 - AHEAD	ALL	EXP.	2	83	9 5/16"	5 5/16"	16"	8"	5	1/2"	1/4"	6 @ 12 GA.	3 5/8"	9"	33 1/2"	3 1/2"	2 1/4"	-	1/2"	12 5/8"	1.90"	2.10"	1 1/2" x 40"	55	1 1/2" x 5 13/16"	3" x 13"	⑤
BENT NO. 5	ALL	FIX.	2	204	7 1/8"	4 3/8"	16"	11"	3	1/2"	1/4"	4 @ 12 GA.	2 7/16"	12"	33 1/2"	2 1/4"	2 1/4"	1 7/8"	1/2"	12 5/8"	1.70"	2.30"	1 1/2" x 26"	55	1 1/2" x 4 5/8"	3" x 13"	3"
BENT NO. 6	ALL	EXP.	2	74	9 5/16"	5 5/16"	16"	8"	5	1/2"	1/4"	6 @ 12 GA.	3 5/8"	9"	33 1/2"	3 1/2"	2 1/4"	-	1/2"	12 5/8"	1.78"	2.23"	1 1/2" x 40"	55	1 1/2" x 5 13/16"	3" x 13"	⑤

④ MAXIMUM DESIGN LOAD = SERVICE I LIMIT STATE

⑤ 6" x 6" x 1/2" STEEL PLATE WASHER

GARVER LLC
No. 766
ARKANSAS ENGINEER
CERTIFICATE OF AUTHORIZATION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

BY	DESCRIPTION	DATE	REV.

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

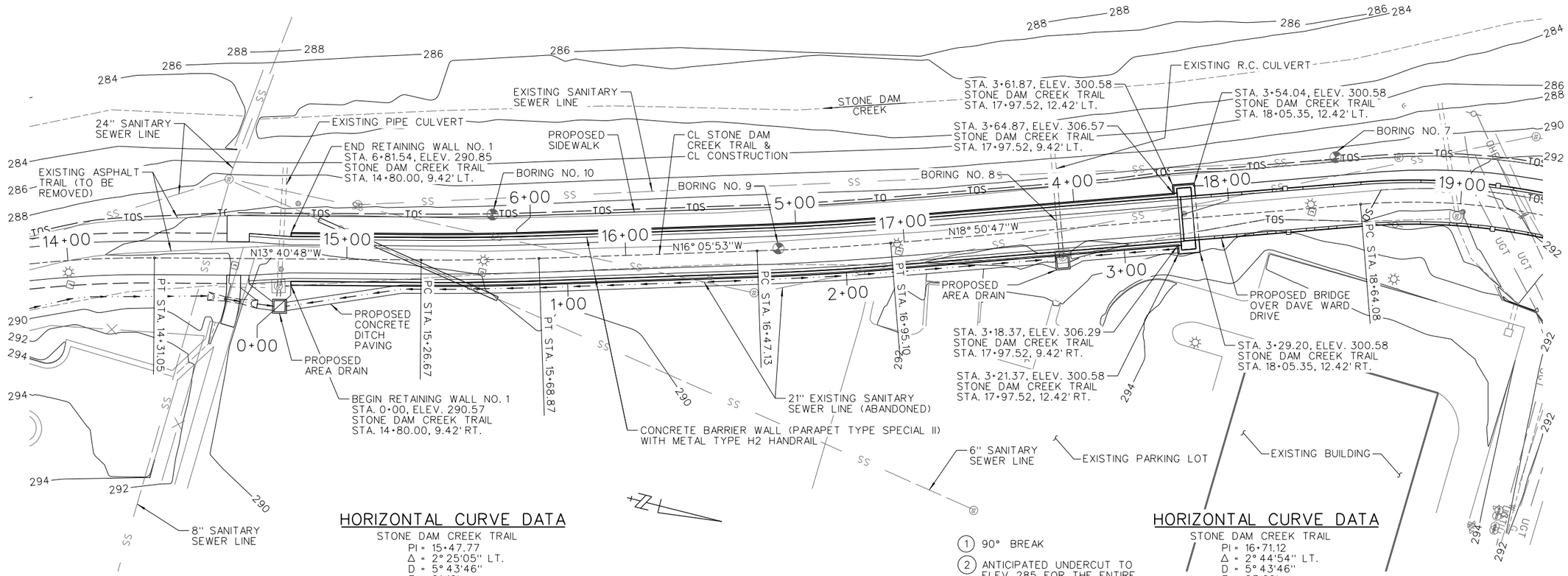
ELASTOMERIC BEARING DETAILS

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-601

SHEET NUMBER 45



HORIZONTAL CURVE DATA

STONE DAM CREEK TRAIL
PI = 15+47.77
Δ = 2°25'05" LT.
D = 5°43'46"
T = 21.10'
L = 42.20'
e = 0.02 FT./FT.
R = 1000.00'

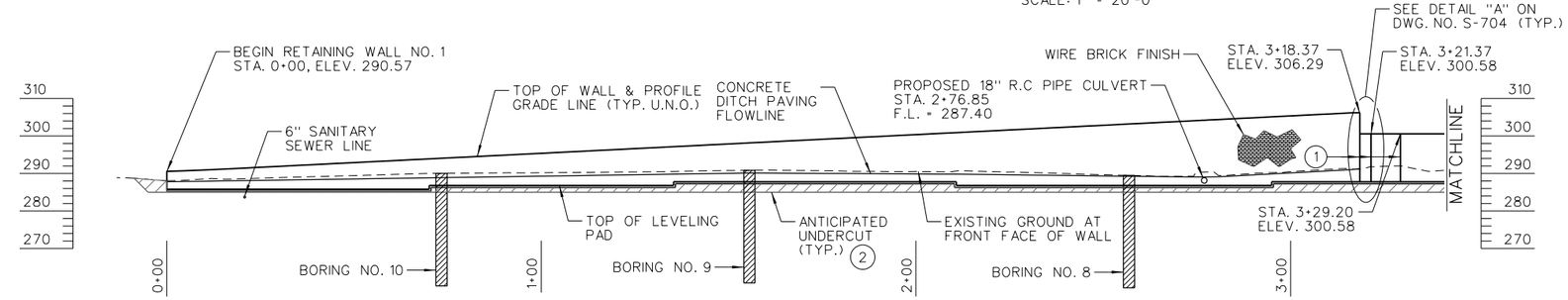
HORIZONTAL CURVE DATA

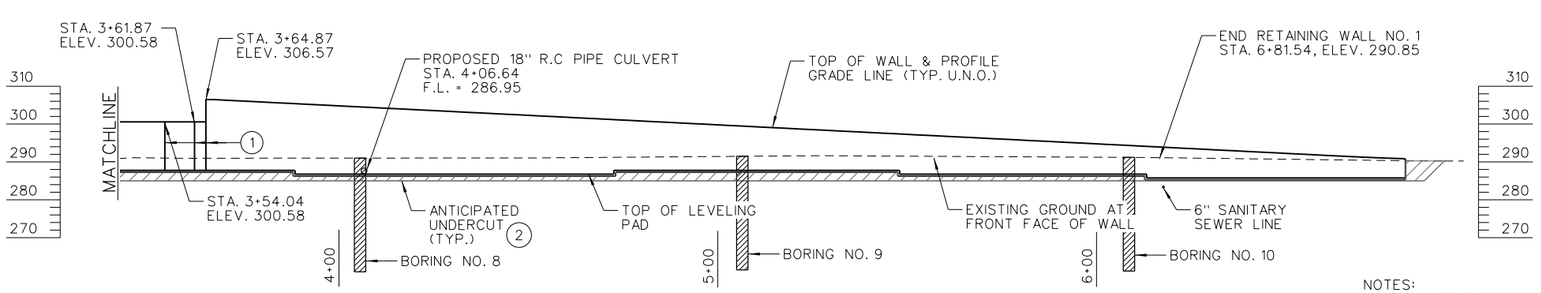
STONE DAM CREEK TRAIL
PI = 16+71.12
Δ = 2°44'54" LT.
D = 5°43'46"
T = 23.99'
L = 47.97'
e = 0.02 FT./FT.
R = 1000.00'

PLAN - RETAINING WALL NO. 1

SCALE: 1" = 20'-0"

1. 90° BREAK
2. ANTICIPATED UNDERCUT TO ELEV. 285 FOR THE ENTIRE LIMITS OF THE WALL





ELEVATION - RETAINING WALL NO. 1

SCALE: 1" = 20'-0"

FOR R/W DATA, SEE ROADWAY PLANS

RETAINING WALL NO. 1 ELEVATIONS

STATION ALONG WALL	PROFILE GRADE ELEV.	EXIST. GROUND AT FRONT FACE OF WALL	FLOWLINE ELEV. OF CONCRETE SWALE
0+00	290.57	-	287.80
0+40	292.41	-	288.40
0+80	294.39	-	289.00
1+20	296.39	-	289.60
1+60	298.39	-	290.09
2+00	300.37	-	289.87
2+40	302.37	-	289.46
2+80	304.37	-	289.10
3+20	300.58	-	291.28
3+60	300.58	290.95	-
4+00	304.81	291.00	-
4+40	302.81	291.03	-
4+80	300.80	291.27	-
5+20	298.79	291.59	-
5+60	296.79	291.46	-
6+00	294.78	291.24	-
6+40	292.77	290.84	-
6+81.54	290.85	290.33	-

NOTES:
FOR "RETAINING WALL GENERAL NOTES", SEE DWG. NO. S-703.

ELEVATIONS SHOWN ARE AT THE RETAINING WALL PROFILE GRADE LINE.

OFFSET DIMENSIONS ARE MEASURED FROM CL STONE DAM CREEK TRAIL TO PROFILE GRADE OF MSE RETAINING WALL.

FOR "BORING LOGS", SEE DWG. NOS. S-103 THROUGH S-106.

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

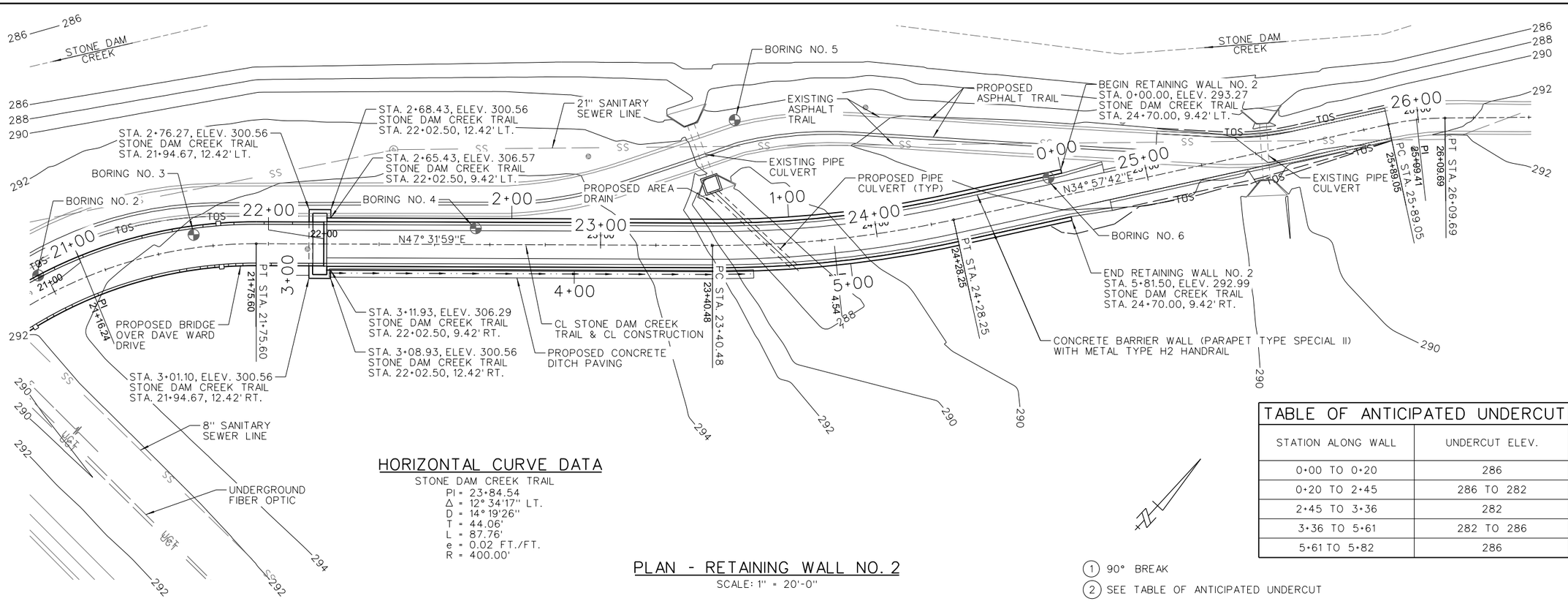
RETAINING WALL DETAILS
(SHEET 1 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-701

SHEET NUMBER **46**



HORIZONTAL CURVE DATA

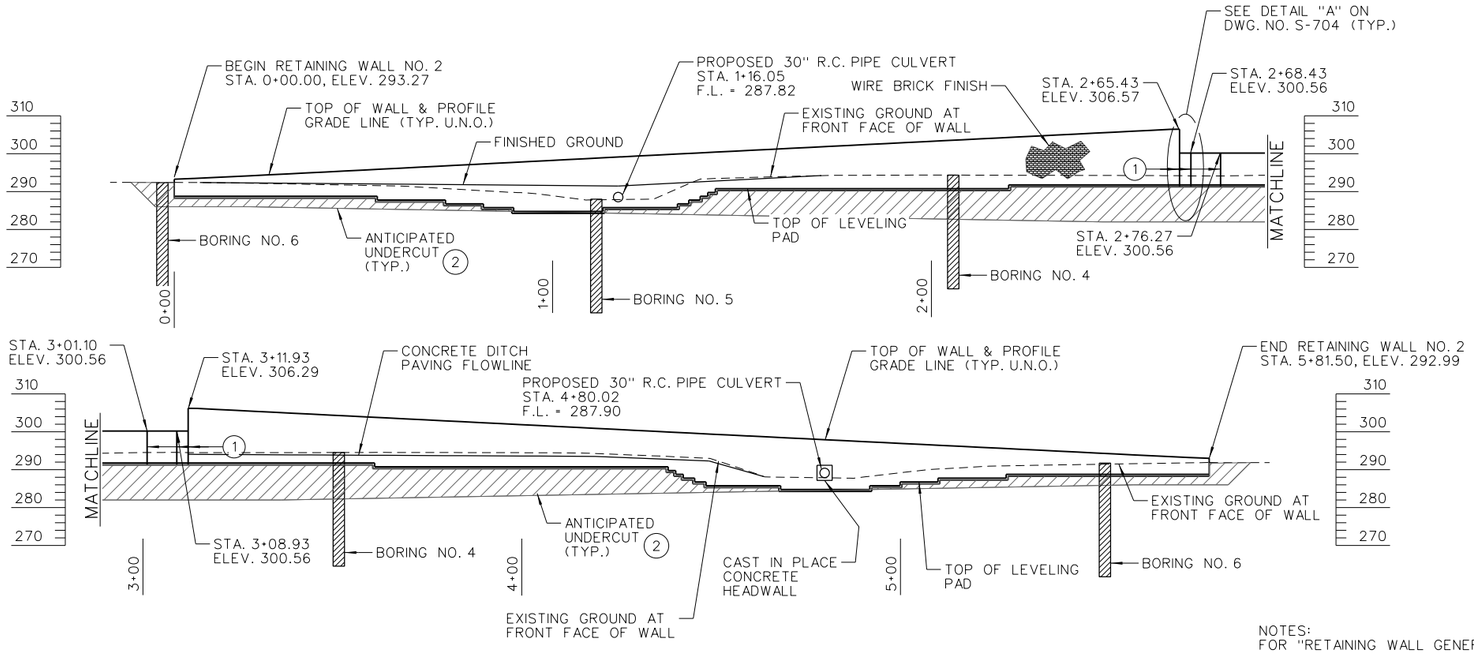
STONE DAM CREEK TRAIL
PI = 23+84.54
Δ = 12° 34'17" LT.
D = 14° 19'26"
T = 44.06'
L = 87.76'
e = 0.02 FT./FT.
R = 400.00'

PLAN - RETAINING WALL NO. 2

SCALE: 1" = 20'-0"

TABLE OF ANTICIPATED UNDERCUT	
STATION ALONG WALL	UNDERCUT ELEV.
0+00 TO 0+20	286
0+20 TO 2+45	286 TO 282
2+45 TO 3+36	282
3+36 TO 5+61	282 TO 286
5+61 TO 5+82	286

(1) 90° BREAK
(2) SEE TABLE OF ANTICIPATED UNDERCUT



ELEVATION - RETAINING WALL NO. 2

SCALE: 1" = 20'-0"

RETAINING WALL NO. 2 ELEVATIONS			
STATION ALONG WALL	PROFILE GRADE ELEV.	EXIST. GROUND AT FRONT FACE OF WALL	FLOWLINE ELEV. OF CONCRETE DITCH PAVING
0+00	293.27	292.48	-
0+40	295.19	291.85	-
0+80	297.24	290.33	-
1+20	299.28	287.95	-
1+60	301.29	293.96	-
2+00	303.29	294.37	-
2+40	305.29	294.24	-
2+80	300.56	294.20	-
3+20	305.88	-	294.05
3+60	303.88	-	293.81
4+00	301.88	-	293.61
4+40	299.88	-	292.69
4+80	297.92	287.87	-
5+20	295.96	290.70	-
5+60	293.98	291.45	-
5+81.50	292.99	291.79	-

NOTES:
FOR "RETAINING WALL GENERAL NOTES", SEE DWG. NO. S-703.

ELEVATIONS SHOWN ARE AT THE RETAINING WALL PROFILE GRADE LINE.

OFFSET DIMENSIONS ARE MEASURED FROM CL STONE DAM CREEK TRAIL TO PROFILE GRADE OF MSE RETAINING WALL.

FOR "BORING LOGS", SEE DWG. NOS. S-103 THROUGH S-106.

FOR R/W DATA, SEE ROADWAY PLANS

GARVER LLC
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JOEL E. SKINNER
Digitally Signed 11/22/2017

BY	DESCRIPTION	DATE	REV.

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

RETAINING WALL DETAILS
(SHEET 2 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

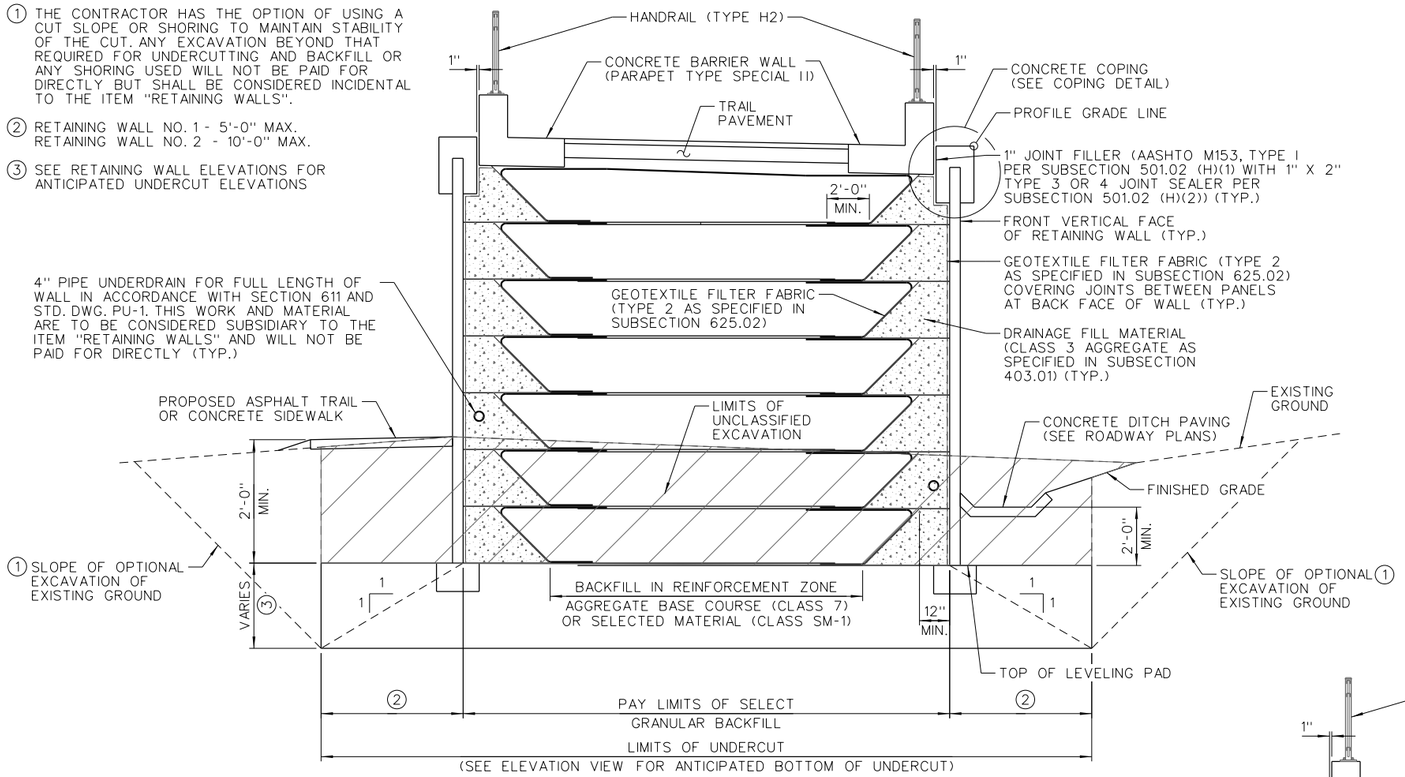
DRAWING NUMBER
S-702

SHEET NUMBER 47

1. THE CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE OR SHORING TO MAINTAIN STABILITY OF THE CUT. ANY EXCAVATION BEYOND THAT REQUIRED FOR UNDERCUTTING AND BACKFILL OR ANY SHORING USED WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM "RETAINING WALLS".

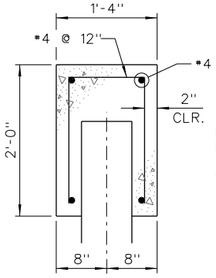
2. RETAINING WALL NO. 1 - 5'-0" MAX.
RETAINING WALL NO. 2 - 10'-0" MAX.

3. SEE RETAINING WALL ELEVATIONS FOR ANTICIPATED UNDERCUT ELEVATIONS



MSE RETAINING WALL SECTION (BACKFILL METHOD A)

NO SCALE



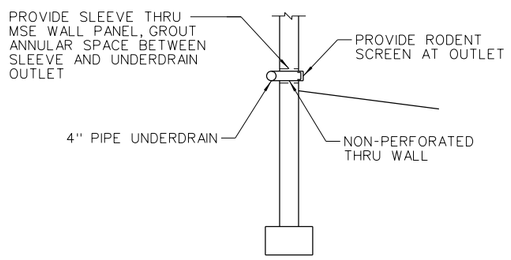
NOTE:
PRECAST CONCRETE COPING MAY BE SUBSTITUTED FOR CAST IN PLACE COPING SHOWN.

NOTE:
REINFORCING STEEL AND CONCRETE FOR CONCRETE COPING SHALL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "RETAINING WALLS".

COPING DETAIL

NO SCALE

FOUNDATION BEARING RESISTANCE	
LOCATION	FACTORED BEARING RESISTANCE (PSF)
RETAINING WALL NO. 1	4,600
RETAINING WALL NO. 2	7,600



OUTLET DETAIL

NO SCALE

NOTE:
ALL BACKFILL AND DRAINAGE FILL MATERIAL WITHIN THE REINFORCEMENT ZONE SHALL BE INCLUDED IN THE PRICE BID FOR "SELECT GRANULAR BACKFILL".

RETAINING WALL GENERAL NOTES:

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 7TH EDITION (2014) WITH 2015 & 2016 INTERIMS.

LIVE LOADING: PEDESTRIAN LOAD = 90 PSF
VEHICLE LOAD = H-10 TRUCK

SEISMIC ZONE: 1 SD1 = 0.092, SITE CLASS B

BORING LOGS: SEE DWG. NOS. S-103 THROUGH S-106.

ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.

JOINT FILLER, JOINT SEALER, POLYSTYRENE FROM BOARD AND RODENT SCREEN WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM "RETAINING WALLS".

TEXTURED COATING FINISH: CLASS 3 TEXTURED COATING FINISH SHALL BE APPLIED TO ALL AREAS AS SPECIFIED IN SPECIAL PROVISION "TEXTURED COATING FINISH" AND IN ACCORDANCE WITH SUBSECTION 802.19.

WIRE BRICK FINISH: THE EXPOSED FRONT FACE OF ALL RETAINING WALLS SHALL HAVE A WIRE BRICK FINISH.

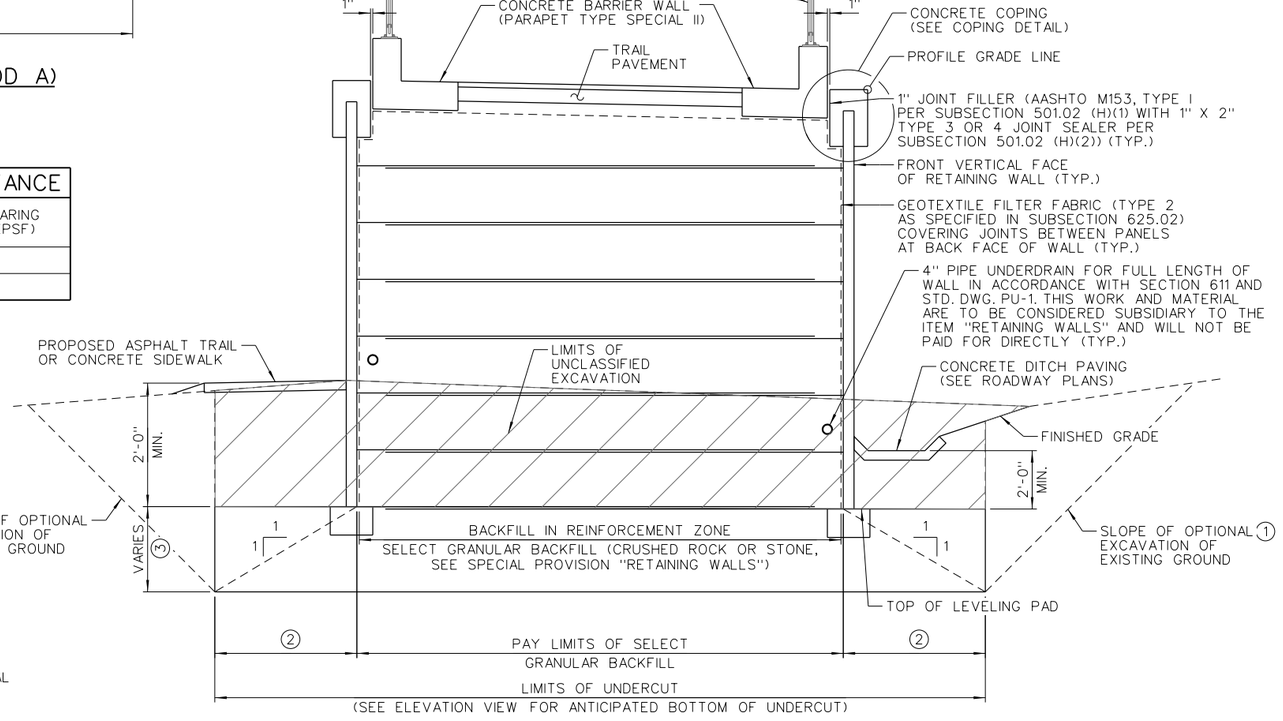
PIPE UNDERDRAIN: 4" PIPE UNDERDRAIN SHALL MAINTAIN A MINIMUM SLOPE OF 1/8" PER FOOT TOWARD NEAREST OUTLET.

REINFORCING STRAPS: PLACEMENT OF REINFORCING STRAPS FOR RETAINING WALLS MAY BE AFFECTED BY PROPOSED PILE LOCATIONS. SEE END BENT DETAILS FOR PILE LOCATIONS AND WINGWALL DETAILS.

UNDERCUT BACKFILL: FOR MSE WALL NO. 1, SM-1 OR AGGREGATE BASE COURSE (CLASS 7) SHALL BE PLACED AS UNDERCUT BACKFILL. FOR MSE WALL NO. 2, AGGREGATE BASE COURSE (CLASS 7) SHALL BE PLACED AS UNDERCUT BACKFILL. EXCAVATION AND BACKFILL MATERIAL FOR THE UNDERCUT AREA SHALL BE PAID FOR UNDER THE ITEM "MSE WALL UNDERCUT AND BACKFILL".

UNDERCUT STONE BACKFILL: WHEN DIRECTED BY THE ENGINEER, STONE BACKFILL SHALL BE PLACED AS UNDERCUT BACKFILL. EXCAVATION AND STONE BACKFILL MATERIAL FOR THE UNDERCUT AREA THAT REQUIRE STONE BACKFILL SHALL BE PAID FOR UNDER THE ITEM "MSE WALL UNDERCUT AND STONE BACKFILL".

SEE SPECIAL PROVISION "RETAINING WALLS" FOR ADDITIONAL INFORMATION.



MSE RETAINING WALL SECTION (BACKFILL METHOD B)

NO SCALE

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

RETAINING WALL DETAILS
(SHEET 3 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-703

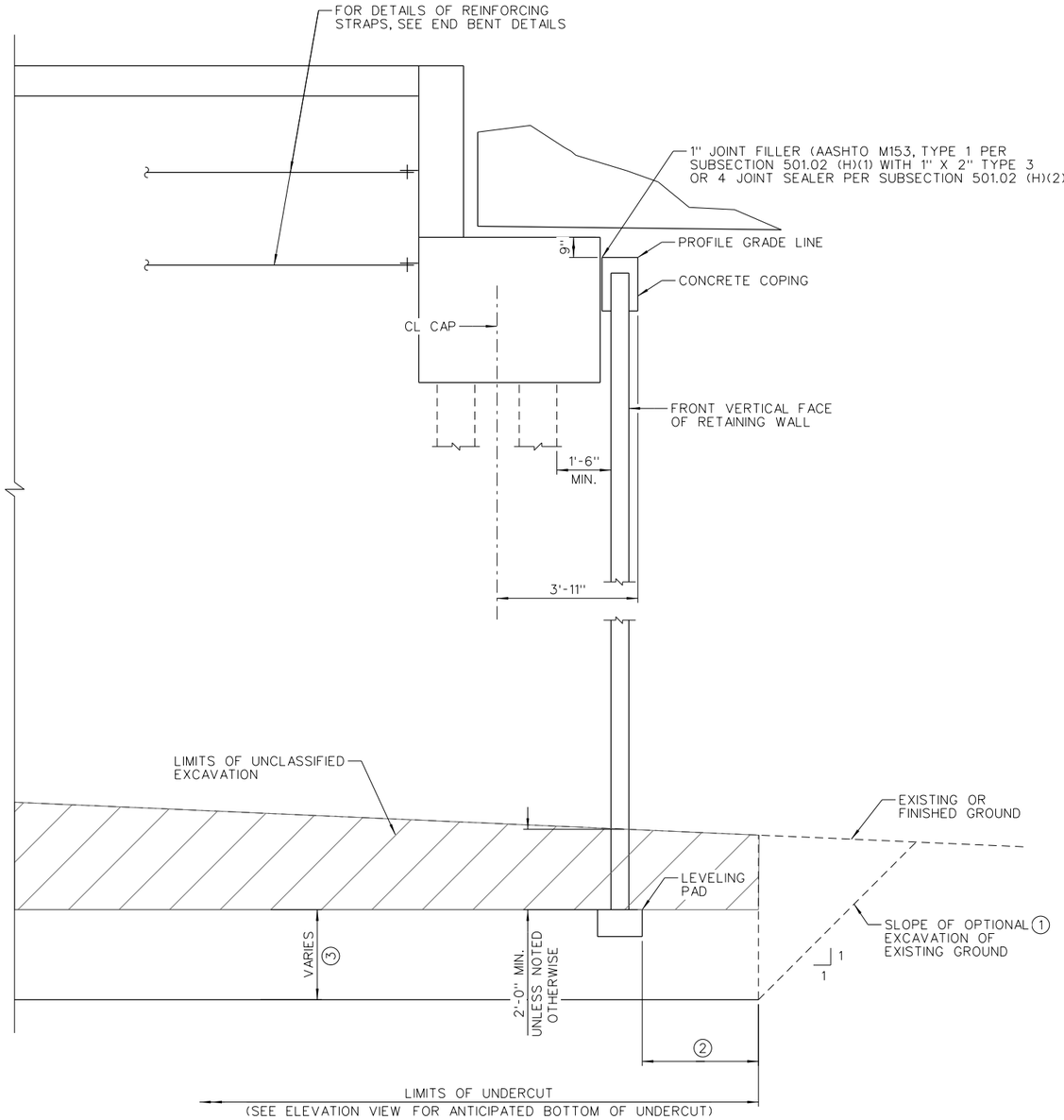
SHEET NUMBER 48

DLTackett 11/20/2017 9:18:35 AM
W:\WORKSPACE\Garver_2012
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-S703-TS.dgn

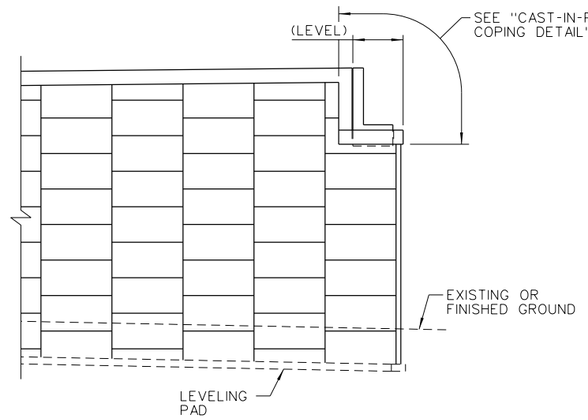
1. THE CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE OR SHORING TO MAINTAIN STABILITY OF THE CUT. ANY EXCAVATION BEYOND THAT REQUIRED FOR UNDERCUTTING AND BACKFILL OR ANY SHORING USED WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM "RETAINING WALLS".

2. RETAINING WALL NO. 1 - 5'-0" MAX.
RETAINING WALL NO. 2 - 10'-0" MAX.

3. SEE RETAINING WALL ELEVATIONS ON DWG. NOS. S-701 & S-702 FOR ANTICIPATED UNDERCUT ELEVATIONS



DETAIL D
NO SCALE



DETAIL A
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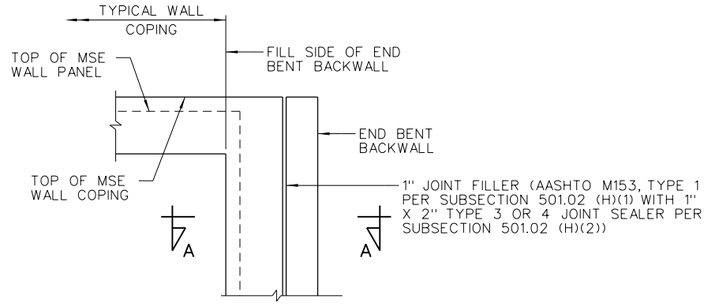
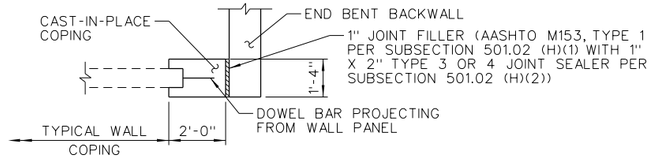


CAST-IN-PLACE COPING DETAIL



SECTION A-A
NO SCALE

GARVER LLC
CERTIFICATE OF AUTHORIZATION
ARKANSAS ENGINEER
No. 766

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16458
JOEL E. SKINNER
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

RETAINING WALL DETAILS
(SHEET 4 OF 4)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: JES
DRAWN BY: CWT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
S-704

SHEET NUMBER **49**

ELECTRICAL SYMBOLS LEGEND

A B	NEW ACORN STYLE DECORATIVE LIGHT FIXTURE, SEE NOTES, PLANS AND SCHEDULES FOR MORE INFORMATION.
PB	PULLBOX, SIZE AS NOTED IN PLANS AND DETAILS.
	CONDUIT & WIRE AS NOTED IN NOTES AND IN SCHEDULES.
	3/4" x 10' COPPER CLAD GROUND ROD.
PEC	WATERPROOF PHOTOELECTRIC CONTROL
M	METER SOCKET, METER TO BE PROVIDED BY CONWAY CORPORATION
	LIGHTING CONTACTOR
SPD	SURGE PROTECTIVE DEVICE WITH INDICATING LIGHTS
20A/1P	CIRCUIT BREAKER, TRIP RATING AND POLE NUMBER SHOWN

1

GENERAL NOTES:

1. SOME SYMBOLS OR ABBREVIATIONS MAY APPEAR ON THIS SHEET BUT NOT BE UTILIZED ON THE PROJECT.
2. LIGHTING LEGEND SHOWS EXAMPLE IDENTIFIERS, REFER TO LIGHT FIXTURE SCHEDULE FOR SPECIFIC REQUIREMENTS.
3. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARDS AND DETAILS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.
4. CONDUIT INSTALLED UNDER ROADWAY SECTIONS SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINEES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD MAY BE USED.
5. CONTRACTOR MAY USE HDPE OR PVC FOR BORING. SECTIONAL PVC SHALL BE UL LISTED AND MARKED FOR USE IN DIRECTIONAL BORING.

ABBREVIATIONS

A	AMP
ABC	ABOVE COUNTER
ACS	ACCESS CONTROL SYSTEM
ACU	AIR CONDITIONING UNIT
AHU	AIR HANDLING UNIT
AIC	AMPS INTERRUPTING CAPACITY
AM	AMP-METER
ANN	ANNUNCIATOR
AP	AERIAL PRIMARY
AS	AERIAL SECONDARY
ATS	AUTOMATIC TRANSFER SWITCH
AUX	AUXILIARY
BFI	BLOWN FUSE INDICATOR
BI	BYPASS ISOLATION
BKR	BREAKER
C	CONDUIT
CB	CIRCUIT BREAKER
CCTV	CLOSED CIRCUIT TELEVISION
CGRS	PVC COATED GALVANIZED RIGID STEEL
CKT	CIRCUIT
COM	COMMON
CONT	CONTINUOUS
CP	CONTROL PANEL
CPT	CONTROL POWER TRANSFORMER
CR	CONTROL RELAY
CRI	COLOR RENDERING INDEX
CS	CORD SET
CU	COEFFICIENT OF UTILIZATION
DEB	DIRECT EARTH BURIED
EC	EMPTY OR EMBEDDED CONDUIT
EF	EXHAUST FAN
EG	EQUIPMENT GROUND
EL	ELEVATION
EMT	ELECTRICAL METALLIC TUBING
ETM	ELASPED TIME METER
FC	FAN COIL
FDS	FUSED DISCONNECT SWITCH
FOC	FIBER OPTIC CABLE
FVNR	FULL VOLTAGE NON-REVERSING STARTER
FVR	FULL VOLTAGE REVERSING STARTER
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GND	GROUND
GRS	GALVANIZED RIGID STEEL
HID	HIGH INTENSITY DISCHARGE
HOA	HAND-OFF-AUTO
HP	HORSEPOWER OR HEAT PUMP
IDS	INTRUSION DETECTION SYSTEM
HR	HOUR
IG	ISOLATED GROUND
ISP	INDIVIDUALLY SHIELDED PAIR
JB	JUNCTION BOX
kVA	KILOVOLT-AMPERE
kVAR	KILOVOLT-AMPERE, REACTIVE
kW	KILOWATT
LA	LIGHTNING ARRESTER
LC	LIGHTING CONTACTOR
LLF	LIGHT LOSS FACTOR
LO	LUGS ONLY
LOR	LOCAL-OFF-REMOTE
LSI	LONG, SHORT, INSTANTANEOUS
LSIG	LONG, SHORT, INSTANTANEOUS, GROUND
LV	LOW VOLTAGE
MCB	MAIN CIRCUIT BREAKER
MCC	MOTOR CONTROL CENTER
MCP	MOTOR CIRCUIT PROTECTOR
MFR	MANUFACTURER
MIN	MINIMUM
MLO	MAIN LUGS ONLY
MN	MASS NOTIFICATION
MON	MONACO
MS	MOTOR STARTER
MTS	MANUAL TRANSFER SWITCH
N	NEUTRAL
NFDS	NON-FUSED DISCONNECT SWITCH
NL	NIGHT LIGHT
OH	OVERHEAD
OHP	OVERHEAD PRIMARY
OHS	OVERHEAD SECONDARY
OL	OVERLOAD
PB	PUSH BUTTON
PEC	PHOTO ELECTRIC CELL
PF	POWER FACTOR
PFCC	POWER FACTOR CORRECTION CAPACITOR
PL	PILOT LIGHT
PMR	PHASE MONITOR RELAY
PNL	PANEL
PTT	PUSH-TO-TEST
PTZ	PAN-TILT-ZOOM
PVC	SCHEDULE 40 POLYVINYL CONDUIT
RECPT	RECEPTACLE
RVAT	REDUCED VOLTAGE AUTO-TRANSFORMER STARTER
SA	SURGE ARRESTER
SDBC	SOFT DRAWN BARE COPPER
SE	SERVICE ENTRANCE
SN	SOLID NEUTRAL
SPD	SURGE PROTECTIVE DEVICE
SS	STAINLESS STEEL
STA	STATION
SW	SWITCH
TC	TIME CLOCK
TD	TIME DELAY
TDD	TIME DELAY ON DE-ENERGIZATION
TDE	TIME DELAY ON ENERGIZATION
TEL	TELEPHONE
THD	TOTAL HARMONIC DISTORTION
TMGB	TELECOMMUNICATIONS MAIN GROUND BAR
TGB	TELECOMMUNICATIONS GROUND BAR
TR	TAMPER RESISTANT
UG	UNDERGROUND
UGE	UNDERGROUND ELECTRIC
UGP	UNDERGROUND PRIMARY
UGS	UNDERGROUND SECONDARY
UH	UNIT HEATER
UON	UNLESS OTHERWISE NOTED
UTP	UNSHIELDED TWISTED PAIR
V	VOLT
VA	VOLT-AMP
VFD	VARIABLE FREQUENCY DRIVE
VM	VOLT-METER
W	WATT OR WIRE
WAP	WIRELESS ACCESS POINT
WH	WEATHER HEAD
WM	WATT METER
WP	WEATHERPROOF
XFMR	TRANSFORMER

2 SETS [(1#4 + 1#4N + 1#4EGC) 1-1/2" PVC]

- PVC — CONDUIT TYPE (SEE ABBREVIATIONS) REFER TO SPECIFICATIONS IF NOT SHOWN
- 1-1/2" — CONDUIT SIZE
- 1#4EGC — GROUNDING (GROUND) CONDUCTOR, NUMBER AND SIZE
- 1#4N — GROUNDED (NEUTRAL) CONDUCTOR, NUMBER AND SIZE
- 1#4 — PHASE (HOT) CONDUCTOR, NUMBER AND SIZE
- 2 SETS — NUMBER OF SETS

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16153
NICHOLAS A. HOLLAND
Digitally Signed 02/09/2018

REV.	DATE	DESCRIPTION	BY
1	02-09-2018	ADDENDUM #2	NAH

SEAL OF THE CITY OF CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

ELECTRICAL LEGEND

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: NAH
DRAWN BY: CJH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-001

SHEET NUMBER **50**

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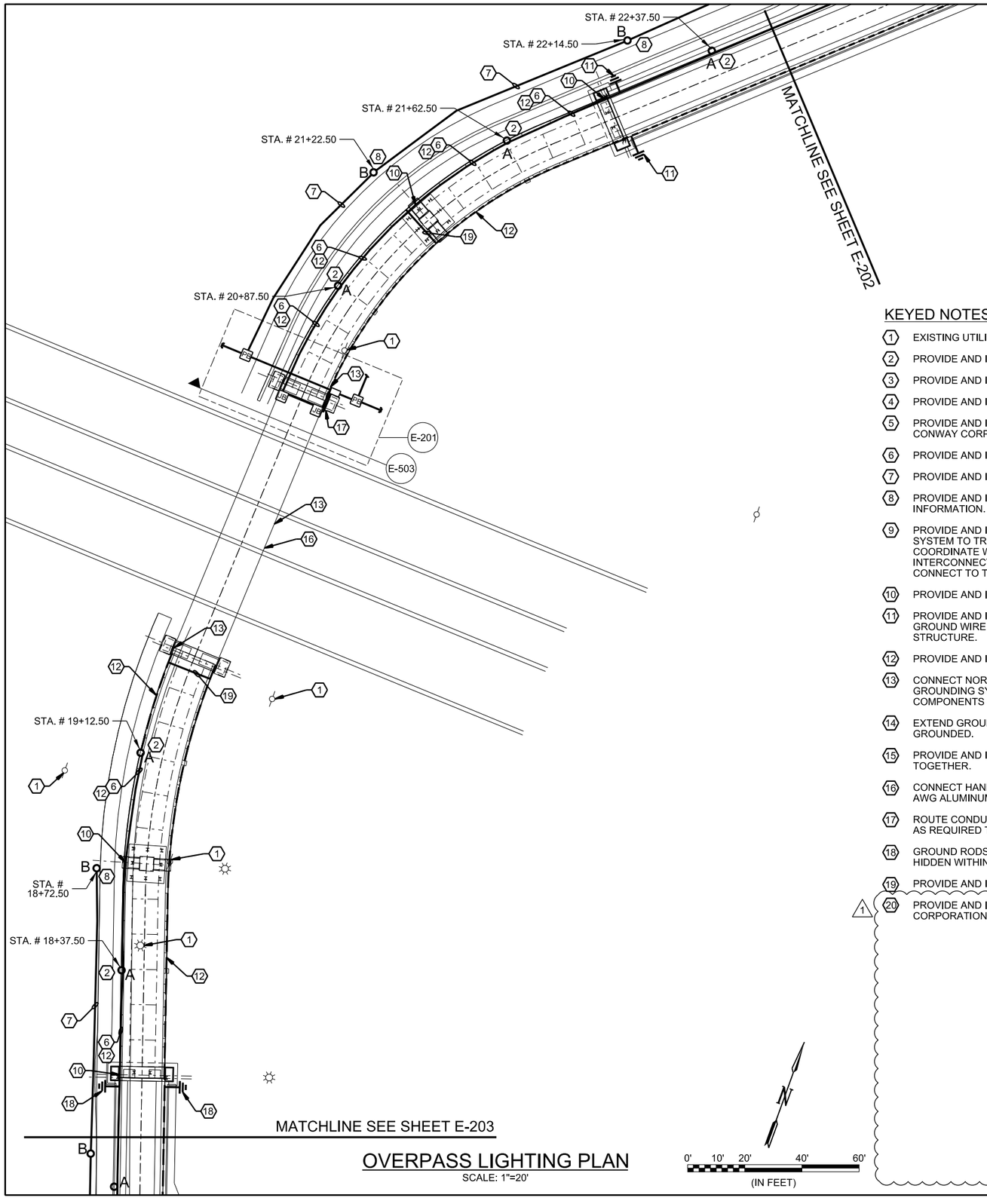


OVERPASS LIGHTING PLAN

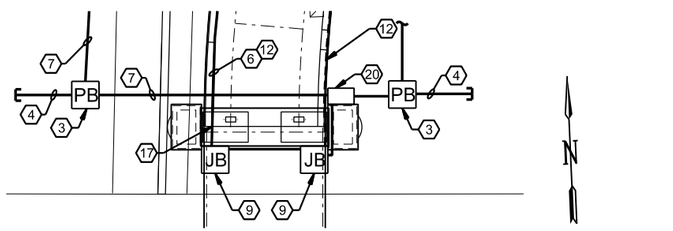
SCALE: 1"=20'

GENERAL NOTES

1. BRIDGE LIGHTING IS DESIGNED AROUND STERNBERG MODEL#PT-A850SRLED-991T-6ARC45T3R-MDL03-P-CDR-BKT. FIXTURE MODEL IS REQUIRED FOR MAINTENANCE AND AESTHETIC REASONS.
2. FIXTURES SHALL BE POLE MOUNTED WITH VIBRATION DAMPENER INSTALLED INTEGRAL TO THE POLE.
3. (1) BRIDGE AND WALKWAY LIGHTING SHALL BE CONNECTED TO CONWAY CORPORATION EXISTING LIGHTING PEDESTAL FOR SOUTH LIGHTING CIRCUIT AND NEW SERVICE POINT FOR NORTH LIGHTING CIRCUIT. CONTRACTOR SHALL COORDINATE WORK WITH CONWAY CORPORATION TO ENSURE PROPER OPERATION OF LIGHTING ON BRIDGE ONCE CONNECTED WITH CONWAY CORPORATION POWER SYSTEM.
4. COORDINATE ALL ELECTRICAL WORK WITH THE BRIDGE LAYOUT. CONTRACTOR SHALL COORDINATE LOCATION AND ROUTING OF CONDUIT WITH BRIDGE ENGINEER SUCH THAT THERE ARE MINIMUM PENETRATIONS TO THE BRIDGE STRUCTURE.
5. EXPOSED CONDUIT SHALL BE COATED GALVANIZED RIGID STEEL. CONDUIT EMBEDDED IN THE PARAPET WALL SHALL BE GALVANIZED RIGID STEEL. CONDUIT BURIED IN EARTH SHALL BE SCHEDULE 40 PVC. CONDUIT BURIED BELOW ROADWAY SHALL BE SCHEDULE 80 PVC.
6. LABEL CABLES IN ALL HANDHOLES, JUNCTION BOXES, AND PULLBOXES. (TYPICAL)
7. CONTRACTOR SHALL INSTALL ONE (1) 1-1/2" GRSC IN PARAPET WALLS FOR POWER TO LIGHTING.
8. LIGHT FIXTURE AND POLE COLORS SHALL BE COORDINATED AND SELECTED BY THE CITY OF CONWAY AND ENGINEER DURING SHOP DRAWING REVIEW. ALL FIXTURES SHALL BE WET LOCATION RATED.

KEYED NOTES:

1. EXISTING UTILITY POLE TO BE REMOVED OR RELOCATED BY CONWAY CORPORATION, COORDINATE WORK WITH CONWAY CORPORATION.
2. PROVIDE AND INSTALL NEW DECORATIVE ACORN LED FIXTURE AND POLE, SEE SCHEDULE AND DETAILS FOR MORE INFORMATION.
3. PROVIDE AND INSTALL NEW PULLBOX, SEE DETAILS FOR MORE INFORMATION.
4. PROVIDE AND INSTALL WATERTIGHT CAPPED 1-1/2" STUBOUT AS INDICATED.
5. PROVIDE AND INSTALL NEW WATERTIGHT CAPPED 1-1/2" STUBOUT AS INDICATED. COORDINATE FINAL CONNECTION TO SERVICE POINT AND CONTROLS WITH CONWAY CORPORATION. EXTEND LIGHTING CIRCUITS TO SERVICE POINT LOCATION AS REQUIRED.
6. PROVIDE AND INSTALL NEW ALUMINUM CONDUCTORS (1#4 + 1#4N + 1#4EGC) 1-1/2"GRSC. (TYPICAL)
7. PROVIDE AND INSTALL NEW ALUMINUM CONDUCTORS (1#6 + 1#6N + 1#6EGC) 1-1/2"PVC. (TYPICAL)
8. PROVIDE AND INSTALL NEW DECORATIVE ACORN LED FIXTURE AND POLE ON INDEPENDENT POLE BASE FOUNDATION, SEE SCHEDULE AND DETAILS FOR MORE INFORMATION.
9. PROVIDE AND INSTALL NEW JUNCTION BOX MOUNTED TO UNDERSIDE OF BRIDGE, FOR CONNECTION TO TRUSS LIGHTING AND EXTENSION OF GROUNDING SYSTEM TO TRUSS. EMBEDDED TRUSS LIGHTING IS DESIGNED AND INSTALLED BY TRUSS MAUFACTURER / CONTRACTOR. ELECTRICAL CONTRACTOR SHALL COORDINATE WITH TRUSS MANUFACTURER / CONTRACTOR AND PROJECT ENGINEER TO DETERMINE OPTIMUM PLACEMENT FOR JUNCTION BOXES TO INTERCONNECT EMBEDDED TRUSS LIGHTING WITH BRIDGE LIGHTING SYSTEM. CONTRACTOR SHALL ALSO INTERCONNECT HANDRAIL GROUNDING SYSTEM TO CONNECT TO TRUSS MEMBERS AND WIRE MESH PANELS AS NEEDED TO PROPERLY GROUND ALL COMPONENTS FOR SAFETY.
10. PROVIDE AND INSTALL NEW EXPANSION JOINT FOR CONDUIT. COORDINATE LOCATION WITH BRIDGE PLANS. (TYPICAL FOR ALL EXPANSION JOINT LOCATIONS)
11. PROVIDE AND INSTALL NEW GROUND RODS AT LOCATIONS INDICATED. ROUTE #1/0 AWG BARE COPPER WITHIN BRIDGE STRUCTURE, EXOTHERMIC WELD TO GROUND WIRE EMBEDDED WITHIN PARAPET WALL, COORDINATE WITH BRIDGE STRUCTURE ERECTION SO THAT GROUNDING SYSTEM IS HIDDEN WITHIN STRUCTURE.
12. PROVIDE AND INSTALL NEW EMBEDDED #4/0 AWG COPPER GROUND WIRE FOR HANDRAIL GROUNDING SYSTEM, BOTH SIDES. REFER TO DETAILS.
13. CONNECT NORTH AND SOUTH HANDRAIL GROUNDING #4/0 AWG TRUNK LINES TOGETHER UNDER TRUSS BRIDGE TO PROVIDE OVERALL INTERCONNECTED GROUNDING SYSTEM. COORDINATE WITH CONWAY CORPORATION AND ENGINEER FOR VANDALISM PROTECTION METHODS VIA PVC COATING ALL EXPOSED COMPONENTS OR SIMILAR APPROVED METHODS.
14. EXTEND GROUNDING SYSTEM FOR HANDRAILS AS NEEDED BEYOND THE END OF RETAINING WALL SO THAT ALL SECTIONS OF HANDRAIL ARE PROPERLY GROUNDED.
15. PROVIDE AND INSTALL #1/0 AWG BARE COPPER ROUTED BENEATH PAVEMENT SECTIONS TO CONNECT SEPARATE SIDES OF HANDRAIL GROUNDING SYSTEM TOGETHER.
16. CONNECT HANDRAIL GROUNDING SYSTEM TO TRUSS COMPONENTS INCLUDING WIRE FABRIC MESH PANELS, HANDRAILS, AND TRUSS MEMBERS. UTILIZE #6 AWG ALUMINUM JUMPERS AND PROTECT FROM VANDALISM VIA PVC COATING ON ALL EXPOSED COMPONENTS OR SIMILAR APPROVED METHODS.
17. ROUTE CONDUIT OUT THROUGH BOTTOM OF BRIDGE/PARAPET WALL TO JUNCTION BOX ON BENT FACE. UTILIZE FLEXIBLE METAL CONDUIT FOR CONNECTIONS AS REQUIRED TO ALLOW FOR BRIDGE AND TRUSS MOVEMENT.
18. GROUND RODS TO BE INSTALLED AT EXISTING GRADE, ROUTE GROUNDING CABLING UP TO GROUND TRUNK LINE ON BRIDGE LEVEL. CONDUCTORS SHALL BE HIDDEN WITHIN MSE WALL INTERIOR FILL. COORDINATE WORK WITH GENERAL CONTRACTOR AND ENGINEER ON SITE.
19. PROVIDE AND INSTALL #1/0 AWG BARE COPPER EMBEDDED IN BRIDGE DECK TO CONNECT SEPARATE SIDES OF HANDRAIL GROUNDING SYSTEM TOGETHER.
20. (1) PROVIDE AND INSTALL NEW WATERTIGHT CAPPED 1-1/2" STUBOUT AS INDICATED. COORDINATE FINAL CONNECTION TO PRIMARY WITH CONWAY CORPORATION.



OVERPASS LIGHTING PLAN

SCALE: 1"=10'

0' 5' 10' 20' 30'
(IN FEET)

GARVER LLC No. 766 — CERTIFICATE OF AUTHORIZATION — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16153 — NICHOLAS A. HOLLAND

Digitally Signed 02/09/2018

REV.	DATE	DESCRIPTION	BY
1	02-09-2018	ADDENDUM #2	NAH

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

LIGHTING INSTALLATION PLAN (SHEET 1 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: NAH
DRAWN BY: CJH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-201

SHEET NUMBER **51**

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KEYED NOTES:

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6. PROVIDE AND INSTALL NEW ALUMINUM CONDUCTORS (1#4 + 1#4N + 1#4EGC) 1-1/2"GRSC. (TYPICAL)
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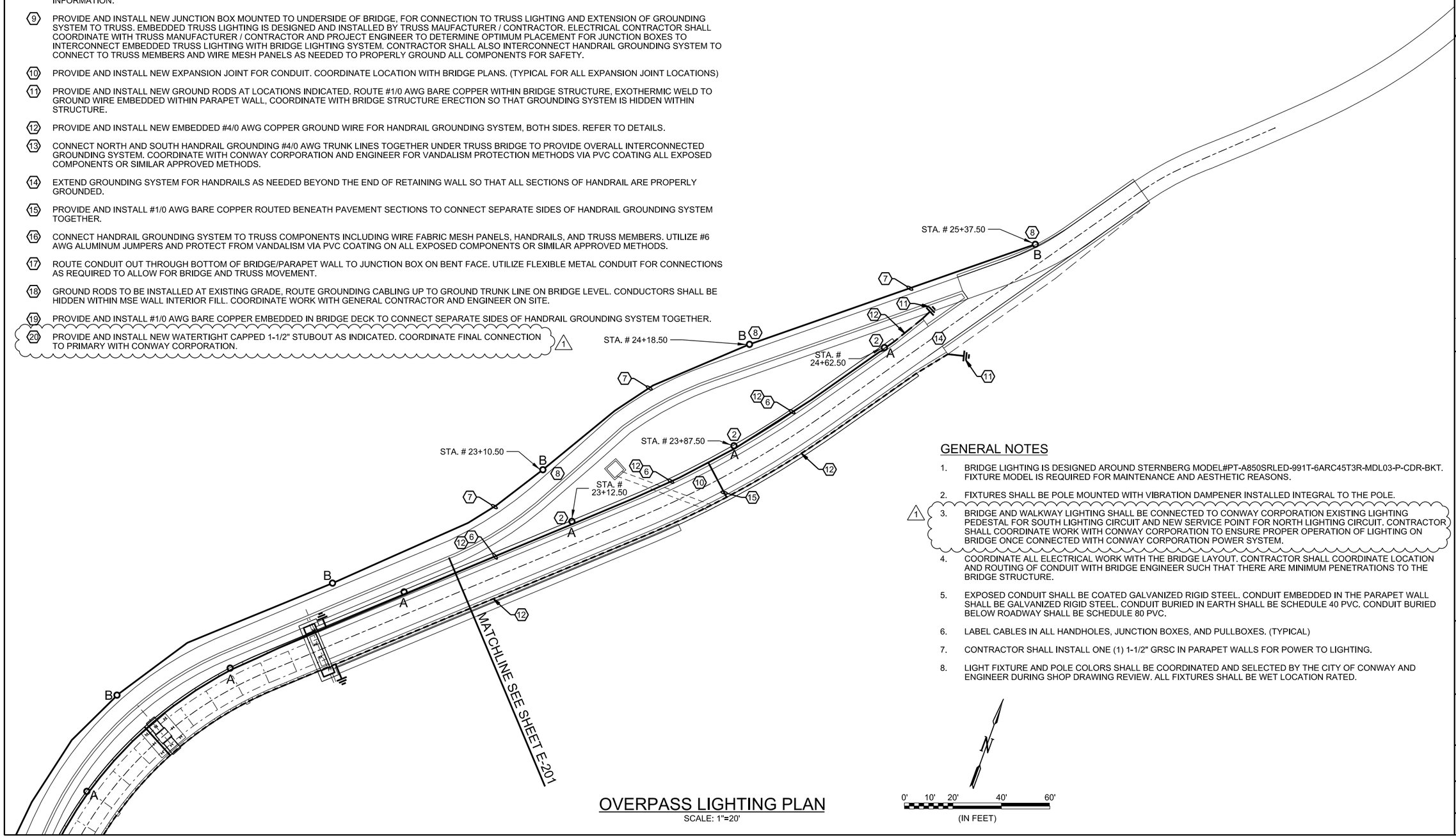

OVERPASS LIGHTING PLAN
SCALE: 1"=20'

GENERAL NOTES

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GARVER LLC No. 766 — CERTIFICATE OF AUTHORIZATION — ARKANSAS ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16153 — NICHOLAS A. HOLLAND

Digitally Signed 02/09/2018

REV.	DATE	DESCRIPTION	BY
1	02-09-2018	ADDENDUM #2	NAH

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

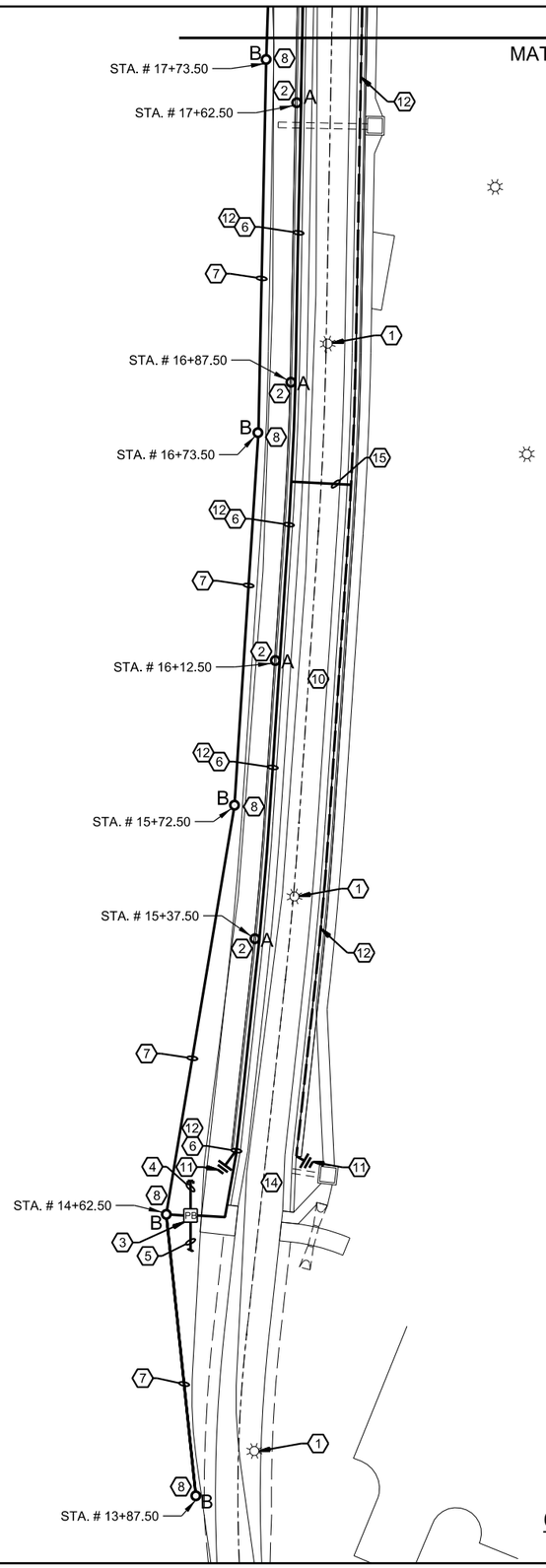
LIGHTING INSTALLATION PLAN (SHEET 2 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: NAH
DRAWN BY: CJH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-202

SHEET NUMBER **52**

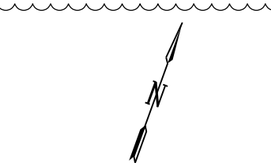


GENERAL NOTES

1. BRIDGE LIGHTING IS DESIGNED AROUND STERNBERG MODEL#PT-A850SRLED-991T-6ARC45T3R-MDL03-P-CDR-BKT. FIXTURE MODEL IS REQUIRED FOR MAINTENANCE AND AESTHETIC REASONS.
2. FIXTURES SHALL BE POLE MOUNTED WITH VIBRATION DAMPENER INSTALLED INTEGRAL TO THE POLE.
1 3. BRIDGE AND WALKWAY LIGHTING SHALL BE CONNECTED TO CONWAY CORPORATION EXISTING LIGHTING PEDESTAL FOR SOUTH LIGHTING CIRCUIT AND NEW SERVICE POINT FOR NORTH LIGHTING CIRCUIT. CONTRACTOR SHALL COORDINATE WORK WITH CONWAY CORPORATION TO ENSURE PROPER OPERATION OF LIGHTING ON BRIDGE ONCE CONNECTED WITH CONWAY CORPORATION POWER SYSTEM.
4. COORDINATE ALL ELECTRICAL WORK WITH THE BRIDGE LAYOUT. CONTRACTOR SHALL COORDINATE LOCATION AND ROUTING OF CONDUIT WITH BRIDGE ENGINEER SUCH THAT THERE ARE MINIMUM PENETRATIONS TO THE BRIDGE STRUCTURE.
5. EXPOSED CONDUIT SHALL BE COATED GALVANIZED RIGID STEEL. CONDUIT EMBEDDED IN THE PARAPET WALL SHALL BE GALVANIZED RIGID STEEL. CONDUIT BURIED IN EARTH SHALL BE SCHEDULE 40 PVC. CONDUIT BURIED BELOW ROADWAY SHALL BE SCHEDULE 80 PVC.
6. LABEL CABLES IN ALL HANDHOLES, JUNCTION BOXES, AND PULLBOXES. (TYPICAL)
7. CONTRACTOR SHALL INSTALL ONE (1) 1-1/2" GRSC IN PARAPET WALLS FOR POWER TO LIGHTING.
8. LIGHT FIXTURE AND POLE COLORS SHALL BE COORDINATED AND SELECTED BY THE CITY OF CONWAY AND ENGINEER DURING SHOP DRAWING REVIEW. ALL FIXTURES SHALL BE WET LOCATION RATED.

KEYED NOTES:

1. EXISTING UTILITY POLE TO BE REMOVED OR RELOCATED BY CONWAY CORPORATION, COORDINATE WORK WITH CONWAY CORPORATION.
2. PROVIDE AND INSTALL NEW DECORATIVE ACORN LED FIXTURE AND POLE, SEE SCHEDULE AND DETAILS FOR MORE INFORMATION.
3. PROVIDE AND INSTALL NEW PULLBOX, SEE DETAILS FOR MORE INFORMATION.
4. PROVIDE AND INSTALL WATERTIGHT CAPPED 1-1/2" STUBOUT AS INDICATED.
5. PROVIDE AND INSTALL NEW WATERTIGHT CAPPED 1-1/2" STUBOUT AS INDICATED. COORDINATE FINAL CONNECTION TO SERVICE POINT AND CONTROLS WITH CONWAY CORPORATION. EXTEND LIGHTING CIRCUITS TO SERVICE POINT LOCATION AS REQUIRED.
6. PROVIDE AND INSTALL NEW ALUMINUM CONDUCTORS (1#4 + 1#4N + 1#4EGC) 1-1/2"GRSC. (TYPICAL)
7. PROVIDE AND INSTALL NEW ALUMINUM CONDUCTORS (1#6 + 1#6N + 1#6EGC) 1-1/2"PVC. (TYPICAL)
8. PROVIDE AND INSTALL NEW DECORATIVE ACORN LED FIXTURE AND POLE ON INDEPENDENT POLE BASE FOUNDATION, SEE SCHEDULE AND DETAILS FOR MORE INFORMATION.
9. PROVIDE AND INSTALL NEW JUNCTION BOX MOUNTED TO UNDERSIDE OF BRIDGE, FOR CONNECTION TO TRUSS LIGHTING AND EXTENSION OF GROUNDING SYSTEM TO TRUSS. EMBEDDED TRUSS LIGHTING IS DESIGNED AND INSTALLED BY TRUSS MAUFACTURER / CONTRACTOR. ELECTRICAL CONTRACTOR SHALL COORDINATE WITH TRUSS MANUFACTURER / CONTRACTOR AND PROJECT ENGINEER TO DETERMINE OPTIMUM PLACEMENT FOR JUNCTION BOXES TO INTERCONNECT EMBEDDED TRUSS LIGHTING WITH BRIDGE LIGHTING SYSTEM. CONTRACTOR SHALL ALSO INTERCONNECT HANDRAIL GROUNDING SYSTEM TO CONNECT TO TRUSS MEMBERS AND WIRE MESH PANELS AS NEEDED TO PROPERLY GROUND ALL COMPONENTS FOR SAFETY.
10. PROVIDE AND INSTALL NEW EXPANSION JOINT FOR CONDUIT. COORDINATE LOCATION WITH BRIDGE PLANS. (TYPICAL FOR ALL EXPANSION JOINT LOCATIONS)
11. PROVIDE AND INSTALL NEW GROUND RODS AT LOCATIONS INDICATED. ROUTE #1/0 AWG BARE COPPER WITHIN BRIDGE STRUCTURE, EXOTHERMIC WELD TO GROUND WIRE EMBEDDED WITHIN PARAPET WALL, COORDINATE WITH BRIDGE STRUCTURE ERECTION SO THAT GROUNDING SYSTEM IS HIDDEN WITHIN STRUCTURE.
12. PROVIDE AND INSTALL NEW EMBEDDED #4/0 AWG COPPER GROUND WIRE FOR HANDRAIL GROUNDING SYSTEM, BOTH SIDES. REFER TO DETAILS.
13. CONNECT NORTH AND SOUTH HANDRAIL GROUNDING #4/0 AWG TRUNK LINES TOGETHER UNDER TRUSS BRIDGE TO PROVIDE OVERALL INTERCONNECTED GROUNDING SYSTEM. COORDINATE WITH CONWAY CORPORATION AND ENGINEER FOR VANDALISM PROTECTION METHODS VIA PVC COATING ALL EXPOSED COMPONENTS OR SIMILAR APPROVED METHODS.
14. EXTEND GROUNDING SYSTEM FOR HANDRAILS AS NEEDED BEYOND THE END OF RETAINING WALL SO THAT ALL SECTIONS OF HANDRAIL ARE PROPERLY GROUNDED.
15. PROVIDE AND INSTALL #1/0 AWG BARE COPPER ROUTED BENEATH PAVEMENT SECTIONS TO CONNECT SEPARATE SIDES OF HANDRAIL GROUNDING SYSTEM TOGETHER.
16. CONNECT HANDRAIL GROUNDING SYSTEM TO TRUSS COMPONENTS INCLUDING WIRE FABRIC MESH PANELS, HANDRAILS, AND TRUSS MEMBERS. UTILIZE #6 AWG ALUMINUM JUMPERS AND PROTECT FROM VANDALISM VIA PVC COATING ON ALL EXPOSED COMPONENTS OR SIMILAR APPROVED METHODS.
17. ROUTE CONDUIT OUT THROUGH BOTTOM OF BRIDGE/PARAPET WALL TO JUNCTION BOX ON BENT FACE. UTILIZE FLEXIBLE METAL CONDUIT FOR CONNECTIONS AS REQUIRED TO ALLOW FOR BRIDGE AND TRUSS MOVEMENT.
18. GROUND RODS TO BE INSTALLED AT EXISTING GRADE, ROUTE GROUNDING CABLING UP TO GROUND TRUNK LINE ON BRIDGE LEVEL. CONDUCTORS SHALL BE HIDDEN WITHIN MSE WALL INTERIOR FILL. COORDINATE WORK WITH GENERAL CONTRACTOR AND ENGINEER ON SITE.
19. PROVIDE AND INSTALL #1/0 AWG BARE COPPER EMBEDDED IN BRIDGE DECK TO CONNECT SEPARATE SIDES OF HANDRAIL GROUNDING SYSTEM TOGETHER.
1 20. PROVIDE AND INSTALL NEW WATERTIGHT CAPPED 1-1/2" STUBOUT AS INDICATED. COORDINATE FINAL CONNECTION TO PRIMARY WITH CONWAY CORPORATION.



0' 10' 20' 40' 60'
(IN FEET)

OVERPASS LIGHTING PLAN
SCALE: 1"=20'

GARVER LLC No. 766 — CERTIFICATE OF AUTHORIZATION — ARKANSAS–ENGINEER

STATE OF ARKANSAS — LICENSED PROFESSIONAL ENGINEER — No.16153 — NICHOLAS A. HOLLAND

Digitally Signed 02/09/2018

REV.	DATE	DESCRIPTION	BY
1	02-09-2018	ADDENDUM #2	NAH

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

LIGHTING INSTALLATION PLAN (SHEET 3 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: NAH
DRAWN BY: CJH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-203

SHEET NUMBER **53**

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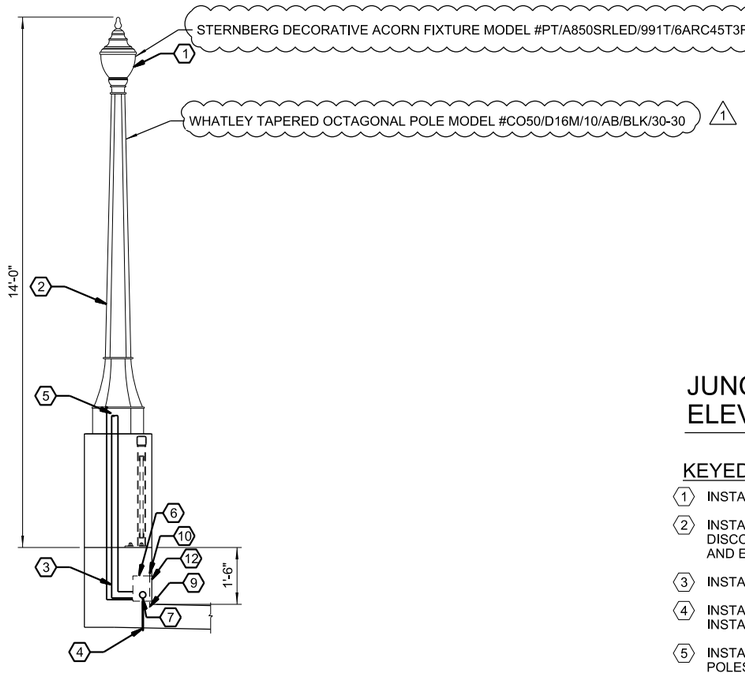
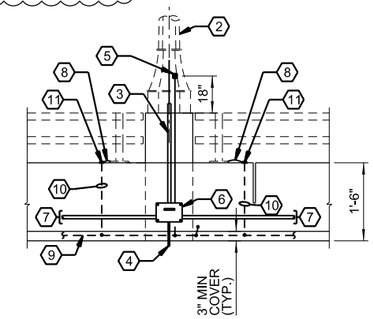
L:\2015\15017432 - Dave Ward Drive Pedestrian Overpass\Drawings\DWPO-E203-LLP.dgn



JUNCTION BOX AND CONDUIT DETAIL - TYPICAL SECTION VIEW

SCALE: NONE

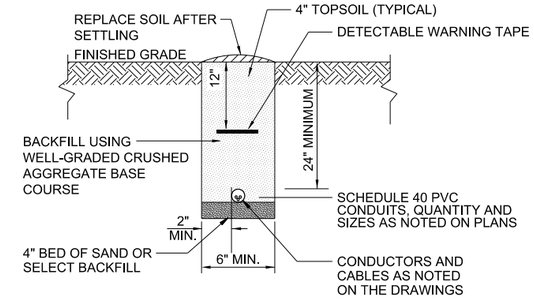


JUNCTION BOX AND CONDUIT DETAIL - ELEVATION VIEW

SCALE: NONE

KEYED NOTES:

1. INSTALL NEW LIGHT FIXTURE ON POLE. SEE FIXTURE SCHEDULE AND LAYOUT PLANS FOR MORE INFORMATION.
2. INSTALL NEW POLE WITH HANDHOLE FACING WALKWAY. INSTALL NEW IN-LINE WATERPROOF QUICK DISCONNECT STYLE FUSE HOLDERS WITH FUSES AND GROUNDING LUG, FUSE SIZE SHALL BE 2A, NEUTRAL AND EGC SHALL NOT BE FUSED. EQUIPMENT SHALL BE FULLY ACCESSIBLE VIA HANDHOLE.
3. INSTALL NEW 1" GRSC AND CONDUCTORS FROM POLE BASE TO ADJACENT JUNCTION BOX.
4. INSTALL NEW 1/2" GRSC FROM JUNCTION BOX TO UNDERSIDE OF BRIDGE, EXTEND 3" BELOW BRIDGE AND INSTALL DRAIN / BREATHER AT END.
5. INSTALL NEW INSULATED GROUNDING BUSHING, BOND DEDICATED #6 AWG ALUMINUM GROUND WIRE TO POLES, TO BUSHING AND TO JUNCTION BOXES.
6. INSTALL NEW NEMA 4X STAINLESS STEEL JUNCTION BOX RECESSED IN THE PARAPET WALL WITH THE FOLLOWING ITEMS. SEE DETAIL:
   A. 8"H x 8"W x 6"D MINIMUM SIZE. BOTTOM OF BOX SHALL BE A MINIMUM OF 3" ABOVE ROADWAY SURFACE.
   B. CAPTIVE TYPE TAMPER RESISTANT, FLUSH HEAD SS SCREWS FOR GASKETED COVER.
   C. MOUNTING BACK PANEL WITH JUNCTION BOX, FULL SIZED.
   D. 2"x4"x1/4" GROUND BAR WITH MINIMUM OF 10 LUGS.
   E. EXTERNAL GROUND LUG, BOND TO GROUND CONDUCTOR USING #6 AWG COPPER.
7. BOND GROUND CONDUCTORS TO JUNCTION BOX, GROUND BAR AND ALL OTHER GROUND CONDUCTORS. LABEL USING CABLE MARKERS AND COLOR CODE TAPE ALL CONDUCTORS WITHIN EACH JUNCTION BOX. INSTALL NEW 1-1/2" GRS ELECTRICAL CONDUIT DUCT SYSTEM ALONG ENTIRE STRUCTURE:
   A. LIGHTING CIRCUITS, 120V IN 1-1/2" GRSC.
   SECURE ELECTRICAL CONDUIT DUCT SYSTEM AND INSTALL GROUNDING AND BONDING TYPE BUSHINGS WITHIN ALL JUNCTION BOXES, BONDED TO GROUND. INSTALL NEW EXPANSION GRSC CONDUIT FITTINGS AT ALL EXPANSION JOINTS, SEE DETAIL.
8. INSTALL NEW GROUNDING COMPRESSION TERMINAL AND CONNECT TO EMBEDDED 4 LUG GROUNDING PLATE VIA #6 AWG ALUMINUM GROUND WIRE. TYPICAL FOR EACH SECTION OF HAND RAIL ALONG ENTIRE STRUCTURE, COORDINATE INSTALLATION METHODS WITH OWNER AND ENGINEER TO PREVENT VANDALISM.
9. INSTALL NEW DEDICATED #4/0 BARE AWG COPPER GROUND WIRE ALONG ENTIRE STRUCTURE, EMBEDDED IN BRIDGE WALL, ON BOTH SIDES OF BRIDGE. BOND POLE TO GROUND WIRE AND BOND JUNCTION BOX TO GROUND WIRE USING #6 AWG COPPER AND EXOTHERMIC WELDS ONLY.
10. INSTALL #2 AWG BARE COPPER GROUND WIRE AND BOND EACH BIMETALLIC GROUNDING PLATE PER HAND RAIL SECTION TO GROUND WIRE SYSTEM. UTILIZE APPROVED INSTALLATION METHODS TO PREVENT VANDALISM.
11. INSTALL NEW EMBEDDED 4 LUG BIMETALLIC GROUNDING PLATE. CONNECT #2 GROUND WIRE USING GROUNDING COMPRESSION TERMINAL (TYPICAL).
12. ALL JUNCTION BOXES SHALL BE FLUSH WITH CONCRETE SURFACE.



NON-ENCASED ELECTRICAL DUCT DETAILS

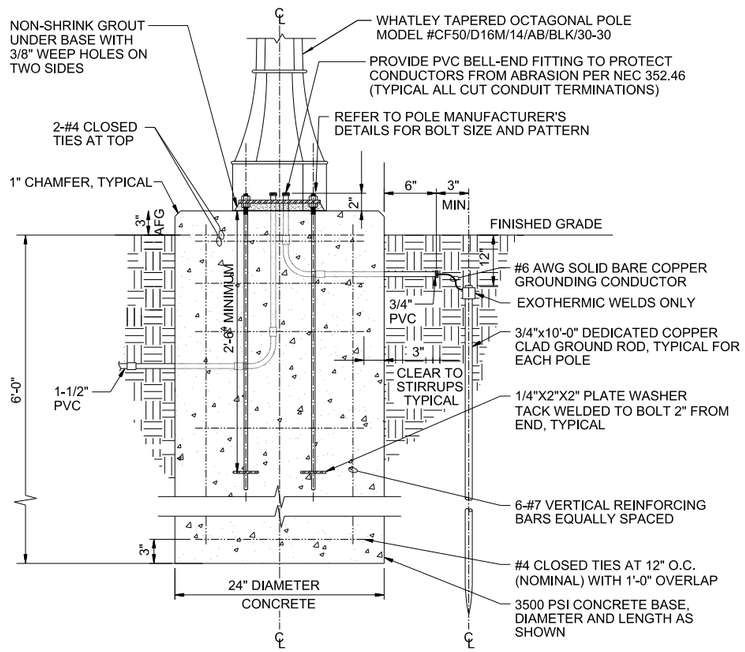
SCALE: NONE

GENERAL NOTES:

1. POWER MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH RED BACKGROUND AND BLACK LETTERING.
2. COMMUNICATION MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH ORANGE BACKGROUND AND BLACK LETTERING, "TELEPHONE LINE" OR "FIBER OPTIC LINE" RESPECTIVELY.
3. TAPE SHALL BE DETECTABLE, DURABLE, HIGHLY VISIBLE, RESISTANT TO ELEMENTS, MEETING AND / OR EXCEEDING ALL INDUSTRY STANDARDS.

UNDERGROUND DETECTABLE WARNING TAPE

SCALE: NONE

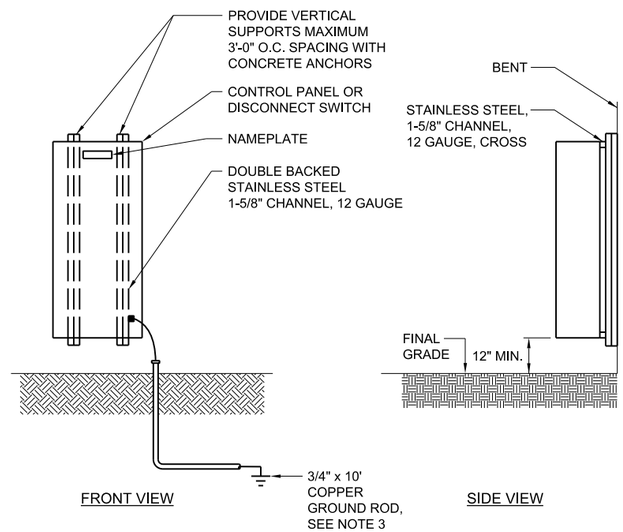


INDEPENDENT LIGHT POLE BASE DETAIL - TYPICAL SECTION VIEW

SCALE: NONE

NOTES:

1. ALL HARDWARE SHALL BE CORROSION RESISTANT, GALVANIZED RIGID STEEL.
2. CONSTRUCT FOUNDATION IN ACCORDANCE WITH POLE MANUFACTURER'S GUIDELINES, INSTALLING BOLT TEMPLATE LEVELING UNIT, ANCHOR BOLTS, FULL BASE-PLATE BOLT COVER, AND ACCESSORIES FOR A COMPLETE INSTALLATION.
3. REFER TO POLE SCHEDULE FOR CONDUIT AND CONDUCTOR SIZES. USE LONG SWEEP 90 DEGREE ELBOWS ON ALL CONDUIT BENDS.
4. TIE POLE, EQUIPMENT GROUND AND ALL OTHER METAL EQUIPMENT AND GROUNDING LUGS TOGETHER USING #6 AWG SOLID BARE COPPER AND APPROVED GROUNDING CLAMPS AND CONNECT TO GROUND ROD SYSTEM.
5. MINIMUM 2'-0" CLEAR FROM EDGE OF TRAIL OR SIDEWALK TO CLOSEST EDGE OF ROADLIGHTING LIGHT POLE BASE.
6. WHERE POLE FOUNDATION IS ON A SLOPED SURFACE PROVIDE 1' FLAT GRADE EARTH BEFORE RETURNING TO SLOPE. COORDINATE WITH BRIDGE PLANS.



GENERAL NOTES:

1. ALL BOLTS, NUTS, WASHERS, ANCHORS, PLATES, AND OTHER MOUNTING STEMS SHALL BE CORRISION RESISTANT, STAINLESS STEEL.
2. UTILIZE 5/16" STAINLESS STEEL WEDGE ANCHORS AS REQUIRED.
3. BOND ELECTRICAL EQUIPMENT INCLUDING SUPPORT FRAME TO GROUND ROD USING (1#2) 3/4" CGRS CONDUIT AND EXOTHERMIC WELDS.

TYPICAL EQUIPMENT RACK DETAIL

SCALE: NONE

GARVER LLC No. 766 CERTIFICATE OF AUTHORIZATION ARKANSAS ENGINEER

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER NICHOLAS A. HOLLAND No.16153

Digitally Signed 02/09/2018

REV.	DESCRIPTION	DATE	BY
1	ADDENDUM #2	02-09-2018	NAH

SEAL OF THE CITY OF CONWAY ARKANSAS

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

ELECTRICAL DETAILS (SHEET 1 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: NAH
DRAWN BY: CJH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
E-501

SHEET NUMBER **54**

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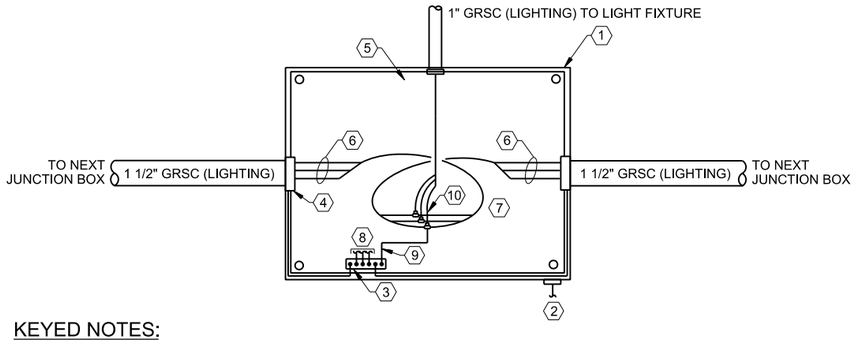
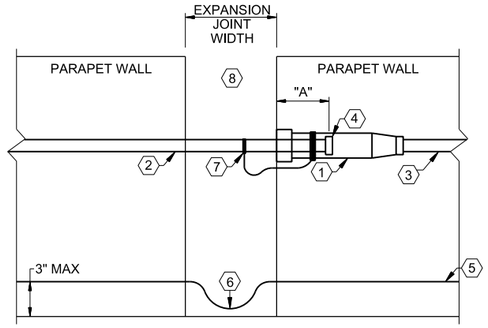


KEYED NOTES:

1. INSTALL NEW NEMA 4X STAINLESS STEEL JUNCTION BOX RECESSED IN PARAPET WALL WITH TAMPER RESISTANT CAPTIVE HARDWARE. BOTTOM OF BOX SHALL BE A MINIMUM OF 3" ABOVE FINISHED BRIDGE SURFACE.
2. BOND EXTERNAL GROUND LUG USING #6 AWG COPPER TO #4/0 AWG GROUNDING CONDUCTOR SYSTEM.
3. INSTALL NEW GROUND BAR AND CONNECT ALL GROUND CONDUCTORS. PROVIDE BIMETALLIC CONNECTIONS AS REQUIRED.
4. INSTALL NEW GROUNDING AND BONDING TYPE INSULATED BUSHINGS ON ALL CONDUITS AND BOND TO GROUND BAR (TYPICAL)
5. INSTALL NEW FULL-SIZE BACK PANEL FOR MOUNTING EQUIPMENT.
6. LOOP THE NEW LIGHTING CIRCUITS WITHIN EACH JUNCTION BOX, SLACK WIRE EQUAL TO ONE COMPLETE LOOP FOR FUTURE USE. NEATLY TRAIN AND LACE BRANCH CIRCUIT BUNDLES TOGETHER WITHIN THE BOX SECURED TO THE BACK PANEL WITH A SEPARATE BUNDLE FOR EACH BRANCH CIRCUIT.
7. ALL CABLES, SPLICES, TERMINATIONS, ETC. SHALL BE RATED 600 VOLTS, WATERPROOF METHOD.
8. BOND ALL BRANCH CIRCUIT GROUND WIRES TO GROUND BAR WITHIN EACH BOX (TYPICAL).
9. BOND LIGHT POLE GROUND TO GROUND BAR WITHIN EACH BOX (TYPICAL).
10. ALL CONDUCTORS SHALL BE CONTINUOUS FROM ORIGIN TO EQUIPMENT TERMINATION WITHOUT SPLICES. WHERE LIGHT FIXTURE TAPS ARE REQUIRED, TAPS SHALL BE MADE USING A SEALED, INSULATED PRESSURE CONNECTOR PROVIDING BOTH INSULATION AND JACKET EQUAL TO THE CABLE. CONNECTORS SHALL BE 600V RATED, 150 DEGREE C TEMPERATURE RATED, AND UL LISTED.

INTERIOR JUNCTION BOX VIEW

SCALE: NONE

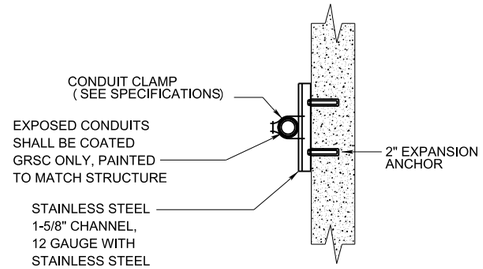


KEYED NOTES:

1. INSTALL NEW EXPANSION JOINT FITTING COUPLING FOR 1 1/2" GRSC FLUSH WITH PARAPET WALL. PAINT COUPLING WITH PVC COATING FOR CORROSION PROTECTION PRIOR TO CONCRETE WORK, INSTALL AT ALL EXPANSION JOINTS.
2. INSTALL NEW 1 1/2" GRSC RECESSED 3-1/2" IN EXPANSION COUPLING. EXPANSION COUPLING SHALL ALLOW FOR 4" OF CONDUIT MOVEMENT, PROVIDE O-Z/GEDNEY TYPE AX OR APPROVED EQUAL. PAINT ALL EXPOSED CONDUIT WITH PVC COATING AT EXPOSED AREAS AND 12" INTO PARAPET WALL FOR CORROSION PROTECTION PRIOR TO CONCRETE WORK.
3. INSTALL NEW 1 1/2" GRSC AND SECURE TO EXPANSION COUPLING. PAINT WITH PVC COATING 12" INTO PARAPET WALL FOR CORROSION PROTECTION PRIOR TO CONCRETE WORK.
4. INSTALL NEW BUSHING INSULATOR (TYPICAL).
5. INSTALL NEW DEDICATED #4/0 AWG COPPER GROUND WIRE, BOND TO ALL POLES AND JUNCTION BOXES.
6. INSTALL SLACK IN GROUND WIRE, COAT WITH PVC COATING AT EXPOSED AREA AND 12" INTO PARAPET WALL BOTH SIDES.
7. INSTALL NEW GROUNDING AND BONDING JUMPERS WITH SLACK ON EACH EXPANSION JOINT FITTING. PAINT WITH PVC COATING.
8. REFER TO BRIDGE AND ROADWAY DRAWINGS FOR EXPANSION JOINT LOCATIONS AND SIZES.

EXPANSION JOINT COUPLING DETAIL (TYPICAL)

SCALE: NONE

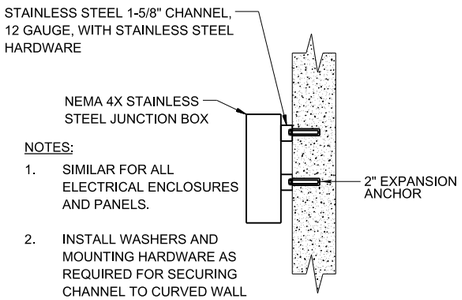


NOTES:

1. SINGLE CONDUIT SHOWN, SIMILAR FOR MULTIPLE CONDUITS.
2. INSTALL WASHERS AND MOUNTING HARDWARE AS REQUIRED FOR SECURING CHANNEL TO CURVED WALL SURFACES, NO MOVEMENT ALLOWED.

EXPOSED CONDUIT SUPPORT DETAIL

SCALE: NONE

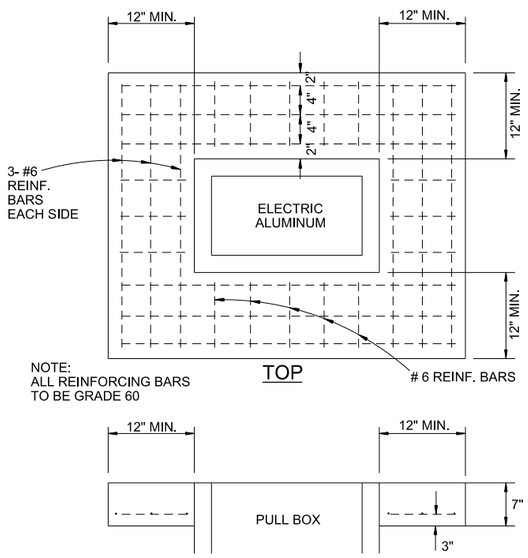


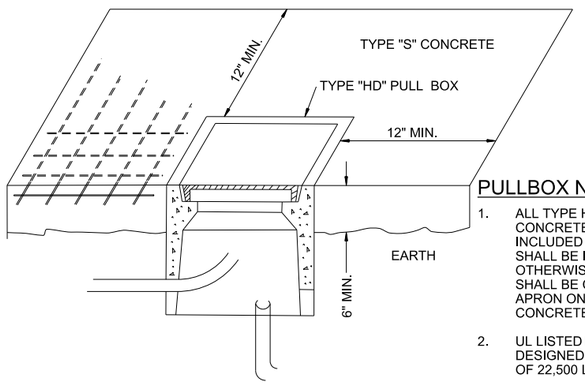
NOTES:

1. SIMILAR FOR ALL ELECTRICAL ENCLOSURES AND PANELS.
2. INSTALL WASHERS AND MOUNTING HARDWARE AS REQUIRED FOR SECURING CHANNEL TO CURVED WALL SURFACES, NO MOVEMENT ALLOWED.
3. SIMILAR FOR CEILING MOUNTING.

EXPOSED JUNCTION BOX SUPPORT DETAIL

SCALE: NONE



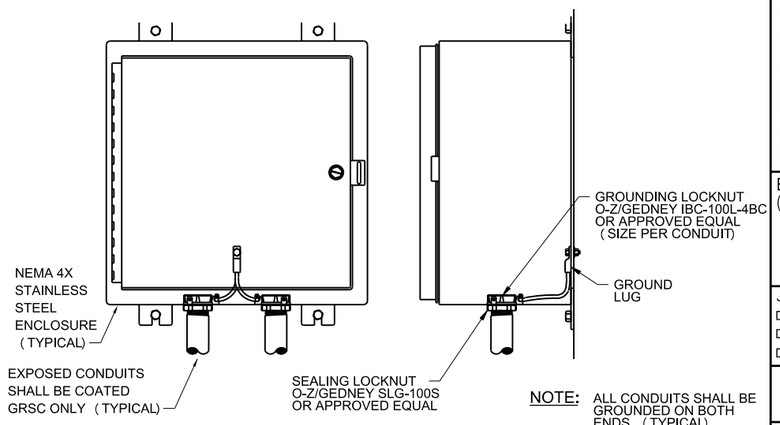


PULLBOX NOTES:

1. ALL TYPE HD PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 6" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD PULL BOX. PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S." THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE PULL BOX ARE REQUIRED IN CONCRETE.
2. UL LISTED PULLBOX AND EXTRA HEAVY-DUTY COVER SHALL BE DESIGNED FOR A TEST LOAD OF 33,750 LBS AND A DESIGN LOAD OF 22,500 LBS.
3. PULLBOX INTERIOR DIMENSIONS SHALL BE 18"L x 24"W x 18"D (OPEN BOTTOM).
4. PROVIDE MINIMUM 3' SLACK CABLE LOOP FOR EACH CABLE.
5. COLOR CODE, TAG AND IDENTIFY ALL CABLES IN UL LISTED PULLBOX.
6. EXACT LOCATION OF EACH UL LISTED PULLBOX SHALL BE APPROVED BY CONWAY CORPORATION AND ENGINEER PRIOR TO INSTALLATION.

CONCRETE PULL BOX (TYPE SPECIAL HD) DETAIL

SCALE: NONE



NOTE: ALL CONDUITS SHALL BE GROUNDED ON BOTH ENDS. (TYPICAL)

CONDUIT GROUNDING DETAIL

SCALE: NONE

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16153
NICHOLAS A. HOLLAND
Digitally Signed 11/22/2017

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

ELECTRICAL DETAILS (SHEET 2 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: NAH
DRAWN BY: CJH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-502

SHEET NUMBER **55**

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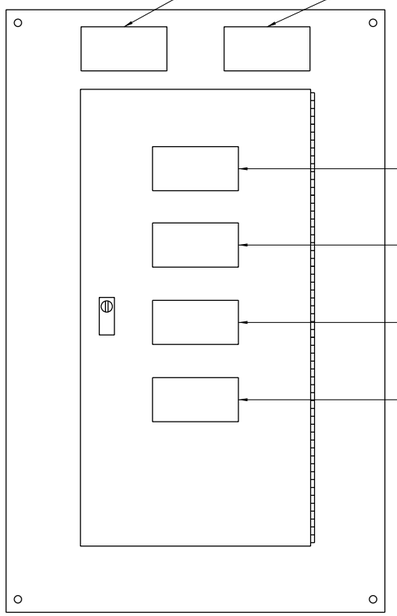
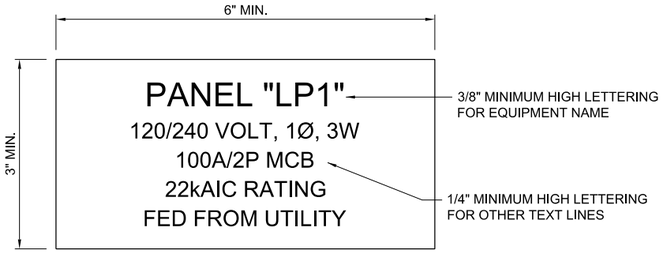


PANEL FRONT VIEW

GENERAL NOTES:

1. INSTALL ALL NAMEPLATES AND WARNING SIGNS IN ACCORDANCE WITH NEC AND NFPA 70E REQUIREMENTS.
2. INSTALL NAMEPLATES AND WARNING SIGNS ON ALL ELECTRICAL EQUIPMENT, INCLUDING BUT NOT LIMITED TO, SWITCHBOARDS, PANELBOARDS, TRANSFORMERS, SWITCHES, CONTROL PANELS, AND MOTOR CONTROL CENTERS.
3. EXTERIOR EQUIPMENT SHALL HAVE WEATHER-RESISTANT, NON-FADING NAMEPLATES AND SIGNAGE.
4. REFER TO SPECIFICATIONS FOR ADDITIONAL NAMEPLATE AND SIGNAGE REQUIREMENTS.

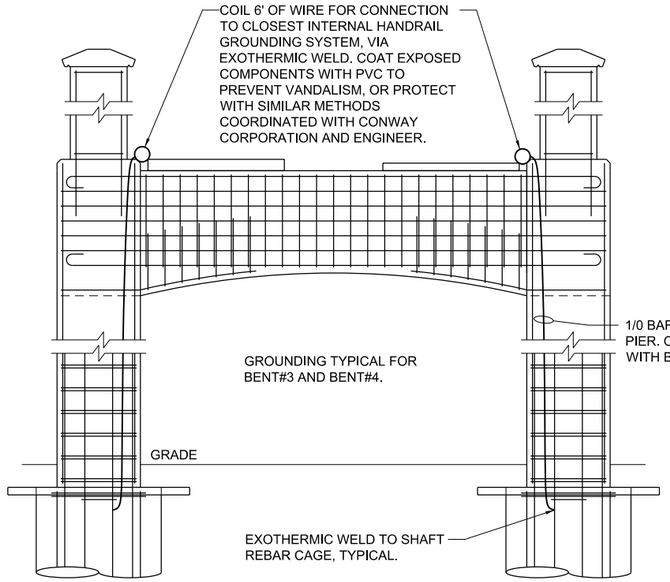


EQUIPMENT NAMEPLATE NOTES:

1. INSTALL 2-PLEX ACRYLIC, WHITE ON BLACK CORE, MULTIPLE LINES TEXT, CUSTOM ENGRAVED NAME PLATES.
2. MOUNT WITH STAINLESS STEEL SCREWS.
3. SEAL SCREW HOLES WITH SILICONE RUBBER.
4. NAMEPLATE INFORMATION SHALL INCLUDE:
   A. IDENTIFICATION NAME
   B. VOLTAGE SYSTEM
   C. AMPACITY RATING AND TYPE
   D. EQUIPMENT AIC RATING
   E. FEEDER DESCRIPTION

TYPICAL ENGRAVED NAMEPLATE AND SIGNAGE DETAIL

SCALE: NONE



BENT GROUNDING DETAIL

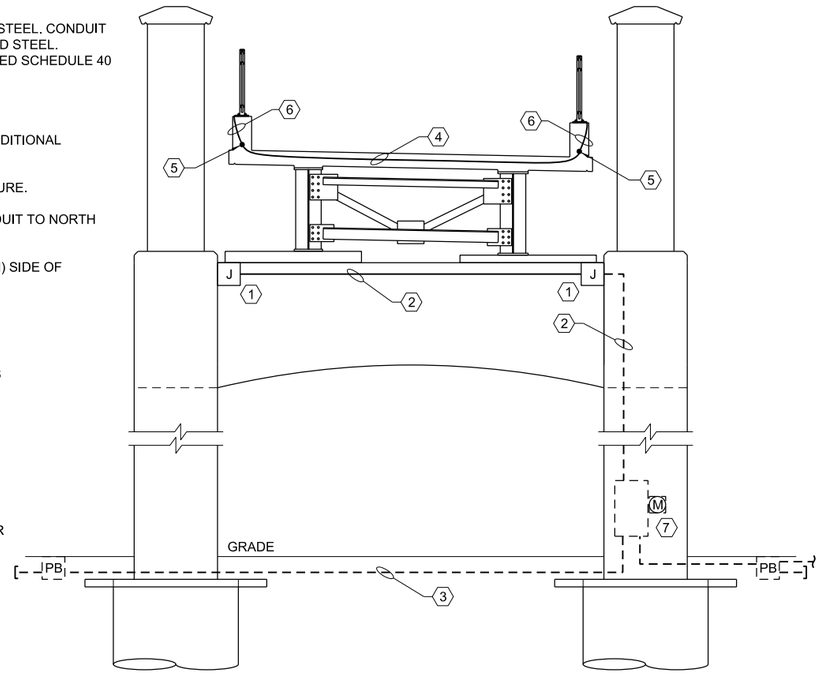
SCALE: NONE

GENERAL NOTES:

1. COORDINATE ALL ELECTRICAL WORK WITH THE BRIDGE LAYOUT. CONTRACTOR SHALL COORDINATE LOCATIONS AND ROUTING OF CONDUIT WITH BRIDGE ENGINEER SUCH THAT THERE ARE MINIMUM PENETRATIONS TO THE BRIDGE STRUCTURE.
2. EXPOSED CONDUIT SHALL BE COATED GALVANIZED RIGID STEEL. CONDUIT EMBEDDED WITHIN CONCRETE SHALL BE GALVANIZED RIGID STEEL. CONDUIT INSTALLED BELOW GRADE SHALL BE NON-ENCASED SCHEDULE 40 PVC, CONCRETE ENCASED UNDER PAVED SURFACE ONLY.
3. LABEL CABLES IN ALL HANDHOLES AND JUNCTION BOXES.
4. REFER TO DETAILS ON DRAWINGS E-501 AND E-502 FOR ADDITIONAL INFORMATION FOR THE ELECTRICAL INSTALLATION.
5. PAINT CONDUIT AND JUNCTION BOXES TO MATCH STRUCTURE.
6. MOUNT SERVICE ENCLOSURE JUNCTION BOXES AND CONDUIT TO NORTH SIDE OF BENT FACING AWAY FROM ROADWAY.
7. DASHED ITEMS INDICATE MOUNTING ON REVERSE (NORTH) SIDE OF COLUMNS.

KEYED NOTES:

1. INSTALL JUNCTION BOX, NEMA 4X RATED, 12" x 12" x 4" MINIMUM, SIZED PER NEC FOR ADDITIONAL CONDUITS AS REQUIRED, PADLOCKABLE, HINGED DOOR TYPE. SEE PLANS FOR APPROXIMATE LOCATION.
2. INSTALL (1#4 + 1#4N + 1#4EG) 1-1/2"C, FOR CONNECTION TO TYPE "A" FIXTURE AND TRUSS LIGHTING CIRCUIT.
3. INSTALL (1#6 + 1#6N + 1#6EG) 1-1/2"C, FOR CONNECTION TO TYPE "B" FIXTURE CIRCUIT.
4. INSTALL #1/0 AWG BARE COPPER, EMBEDDED IN BRIDGE DECK TO CONNECT SEPARATE SIDES OF HANDRAIL GROUNDING TOGETHER, REFER TO LAYOUT DRAWINGS FOR PLAN VIEW LOCATIONS. UTILIZE EXOTHERMIC WELDS ONLY FOR CONNECTION.
5. NEW #4/0 AWG BARE COPPER, FOR FULL LENGTH GROUNDING SYSTEM, BOTH SIDES, REFER TO DETAILS.
6. NEW #2 AWG BARE COPPER, REFER TO DETAILS.
7. NEW SERVICE ENCLOSURE WITH EXTERIOR VIEWABLE METER. COORDINATE PRIMARY CONNECTION AND METER WITH CONWAY CORPORATION.



ELECTRICAL ELEVATION DETAIL

SCALE: NONE

GARVER LLC No. 766 CERTIFICATE OF AUTHORIZATION ARKANSAS ENGINEER

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No.16153 NICHOLAS A. HOLLAND

Digitally Signed 02/09/2018

REV.	DESCRIPTION	DATE	BY
1	ADDENDUM #2	02-09-2018	NAH

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

ELECTRICAL DETAILS (SHEET 3 OF 3)

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: NAH
DRAWN BY: CJH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-503

SHEET NUMBER **56**

VOLTAGE DROP CALCULATIONS

Location Description	# of Sets	Wire Size	One-Way Length (ft)	Line Current (Amps)	Voltage (Line-to-Line)	Phase	Power Factor (100% or 85%)	Wire Type	Conduit Type	Impedance (Ω /1000 ft)	Voltage Drop (Volts)	%VD
North Circuit Type "A" Lights & Truss Lig	1	4	550	6.47	120	1	85%	Aluminum	PVC	**0.46**	**3.27382**	**2.73%**
North Circuit Type "B" Lights	1	6	530	4.00	120	1	85%	Aluminum	PVC	**0.71**	**3.0104**	**2.51%**
South Circuit Type "A" Lights	1	4	600	4.80	120	1	85%	Aluminum	PVC	**0.46**	**2.6496**	**2.21%**
South Circuit Type "B" Lights	1	6	555	4.80	120	1	85%	Aluminum	PVC	**0.71**	**3.78288**	**3.15%**

VOLTAGE DROP TABLE

LIGHT FIXTURE SCHEDULE

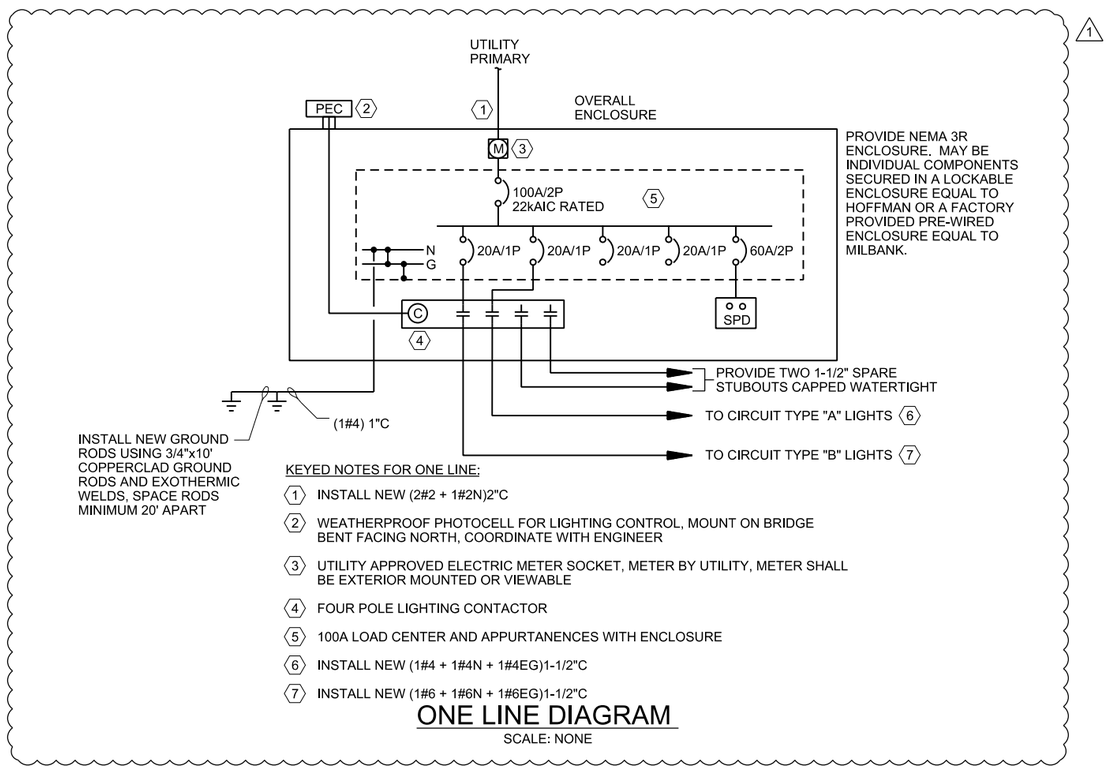
TYPE	DESCRIPTION	MANUFACTURER / CATALOG NUMBER	LAMPS WATTS	LAMPS TYPE	VOLTAGE
A	ACORN STYLE BRIDGE LIGHTING FIXTURE	STERNBERG PT/A850SRLED/991T/6ARC45T3R/MDL03/P/CDR/BKT	96W	LED	120V
	TAPERED OCTAGONAL POLE	WHATLEY CO50/D16M/10/AB/BLK/30-30			
B	ACORN STYLE BRIDGE LIGHTING FIXTURE	STERNBERG PT/A850SRLED/991T/6ARC45T3R/MDL03/P/CDR/BKT	96W	LED	120V
	TAPERED OCTAGONAL POLE	WHATLEY CO50/D16M/14/AB/BLK/30-30			

STATISTICS (BASED ON 0.85 LLF)

DESCRIPTION	AVG	MAX	MIN	MAX/MIN	AVG/MIN
PEDESTRIAN BRIDGE PATH	2.2 fc	3.4 fc	0.8 fc	4.3:1	2.8:1
PEDESTRIAN GROUND PATH	2.4 fc	5.0 fc	0.1 fc	5.0:0.1	2.4:0.1

ILLUMINATION DESIGN CRITERIA TABLE

DESCRIPTION	AVG	MIN	AVG/MIN
PEDESTRIAN BRIDGE PATH	1.5 fc	0.5 fc	3.0:1
PEDESTRIAN GROUND PATH	1.0 fc	0.5 fc	3.0:1



KEYED NOTES FOR ONE LINE:

1. INSTALL NEW (2#2 + 1#2N)2"C
2. WEATHERPROOF PHOTOCELL FOR LIGHTING CONTROL, MOUNT ON BRIDGE BENT FACING NORTH, COORDINATE WITH ENGINEER
3. UTILITY APPROVED ELECTRIC METER SOCKET, METER BY UTILITY, METER SHALL BE EXTERIOR MOUNTED OR VIEWABLE
4. FOUR POLE LIGHTING CONTACTOR
5. 100A LOAD CENTER AND APPURTANENCES WITH ENCLOSURE
6. INSTALL NEW (1#4 + 1#4N + 1#4EG)1-1/2"C
7. INSTALL NEW (1#6 + 1#6N + 1#6EG)1-1/2"C

ONE LINE DIAGRAM

SCALE: NONE

GENERAL NOTES

1. ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2014) NATIONAL ELECTRICAL CODE, NFPA 101 (2015) LIFE SAFETY CODE, STATE ELECTRICAL CODE, AND LOCAL ELECTRICAL CODE.
2. COORDINATE ELECTRICAL POWER SUPPLY WITH EQUIPMENT SUPPLIED.
3. COORDINATE ALL ELECTRICAL WORK AND POWER OUTAGES WITH CITY AND POWER UTILITY.
4. WIRING SHALL BE MINIMUM TYPE THHN/THWN-2, ALUMINUM, UNLESS OTHERWISE NOTED.
5. EQUIPMENT SHORT CIRCUIT CURRENT RATINGS AND AVAILABLE INTERRUPTING CURRENT RATINGS SHALL BE FULLY RATED TO INTERRUPT SYMMETRICAL SHORT CIRCUIT CURRENT AVAILABLE AT TERMINALS. SERIES RATED SYSTEMS SHALL NOT BE USED.
6. PHASE AND NEUTRAL BUSES SHALL BE COPPER 100% RATED UNLESS OTHERWISE NOTED.
7. GROUND BUSES SHALL BE COPPER UNLESS OTHERWISE NOTED.
8. INSTALL AN EQUIPMENT GROUNDING CONDUCTOR IN ALL FEEDER AND BRANCH CIRCUITS.
9. INSTALL ALL CONDUCTORS AND CABLES IN CONDUIT UNLESS OTHERWISE NOTED.
10. INSTALL LUGS AND JUNCTION BOXES AS REQUIRED TO FIT WIRING.
11. INSTALL NEW TYPED PANEL SCHEDULES IN ALL ELECTRICAL PANELS INDICATING WORK PERFORMED.
12. THE POWER UTILITY POINT OF CONTACT IS DALE GOTTSPONER, CONWAY CORPORATION, PHONE NUMBER 501-450-6049.
13. CONDUIT FILL IS PER NEC 2014 CHAPTER 9 CALCULATIONS AND TABLES.
14. PROVIDE UL LISTED BIMETALLIC MECHANICAL CONNECTORS WHEN TRANSITIONING BETWEEN ALUMINUM AND COPPER CONDUCTORS.
15. PROVIDE FIXTURES LISTED AND LABELED FOR WET LOCATION.
16. LIGHTING CALCULATIONS WERE PERFORMED USING LITHONIA LIGHTING VISUAL PROFESSIONAL EDITION VERSION 2016 SOFTWARE.
17. LIGHTING LEVELS ARE IN FOOTCANDLE UNTIS (fc).
18. DESIGN BASIS IS THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA, IESNA LIGHTING HANDBOOK 10TH EDITION AND AASHTO ROADWAY LIGHTING DESIGN GUIDE OCTOBER 2005 EDITION.
19. INSTALL NEW TAPERED, OCTAGONAL, FIBERGLASS COMPOSITE CORE, ELASTOMERIC CLAD URETHANE POLE SHAFT, ACCESSIBLE GROUNDING PROVISION, BASE COVER, VIBRATION DAMPER, ALL REQUIRED MOUNTING ACCESSORIES, SEE DETAILS FOR SIZE AND GAUGE REQUIREMENTS. INSTALL HANDHOLE WITH CAPTIVE TYPE TAMPER RESISTANT SCREWS FACING THE PEDESTRIAN WALKWAY. HANDHOLE COVER SHALL HAVE SAFETY CHAIN SECURED TO POLE INTERIOR. POLE SHALL BE DESIGNED FOR THE TOTAL EFFECTIVE PROJECTED AREA OF ALL LIGHT FIXTURES AT A 90 MPH BASIC WIND SPEED WITH 3 SECOND GUST. ALL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION.
20. LIGHT FIXTURE AND POLE COLORS SHALL BE COORDINATED AND SELECTED BY THE OWNER AND ENGINEER DURING SHOP DRAWING REVIEW. POLE SHALL INCLUDE PRE-TREATMENT PROCESSES AND POWDER COAT FINISH TO PREVENT CORROSION. ALL FIXTURES TO BE WET LOCATION RATED.
21. ACCEPTANCE CRITERIA SHALL CONSIST OF THE FOLLOWING:
    - A. SUBMIT COMPLETE SHOP DRAWING DATA FOR FIXTURE AND LAMP, INCLUDING IES FILE AND LLF CALCULATION.
    - B. SUBMIT COMPLETE POINT-BY-POINT PHOTOMETRIC LIGHTING ANALYSIS OF ALL GIVEN AREAS FOR BOTH INITIAL LUMEN AND LLF CALCULATIONS.
    - C. LLF DESIGN, LIGHTING ANALYSIS VALUES SHALL MEET OR EXCEED THE ILLUMINATION DESIGN CRITERIA TABLE REQUIREMENTS, NO EXCEPTION.
22. FINAL ACCEPTANCE TESTING PROCEDURE SHALL CONSIST OF THE FOLLOWING:
    - A. SUBMIT TEST PROCEDURE FOR REVIEW AND APPROVAL.
    - B. CONDUCT MINIMUM 14-DAY FINAL ACCEPTANCE TEST FOR THE COMPLETE LIGHTING SYSTEM. CORRECT MALFUNCTIONING EQUIPMENT AND RETEST, OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
    - C. REPLACE BURNED OUT AND NOTICEABLY DIM LAMPS AND RETEST.
    - D. DURING FINAL ACCEPTANCE TEST PERIOD, TAKE FIELD LIGHT LEVEL MEASUREMENTS (ILLUMINANCE) ALONG THE ENTIRE STRUCTURE, IN A 10' GRID PATTERN COVERING ALL PAVED AREAS. FIELD LEVEL MEASUREMENTS AND CALCULATIONS SHALL MEET OR EXCEED INITIAL LUMEN DESIGN CALCULATIONS. COORDINATE FIELD WORK WITH OWNER AND ENGINEER.

CERTIFICATE OF AUTHORIZATION
GARVER LLC
No. 766
ARKANSAS ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.16153
NICHOLAS A. HOLLAND
Digitally Signed 02/09/2018

REV.	DATE	DESCRIPTION	BY
1	02-09-2018	ADDENDUM #2	NAH

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS (CONWAY) (RTP-15) (S)

ELECTRICAL ONE-LINE DIAGRAM

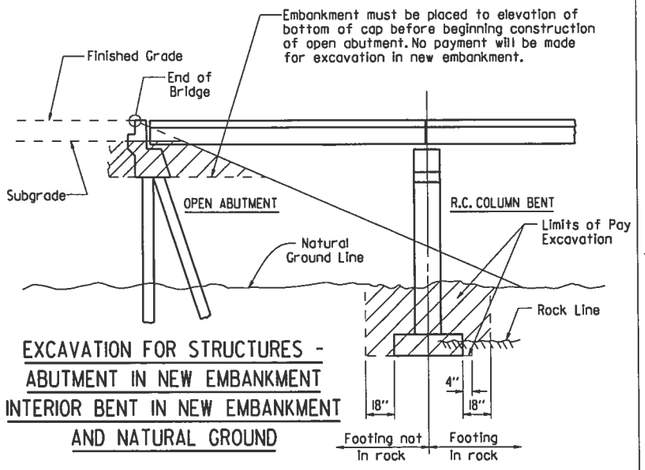
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: NAH
DRAWN BY: CJH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

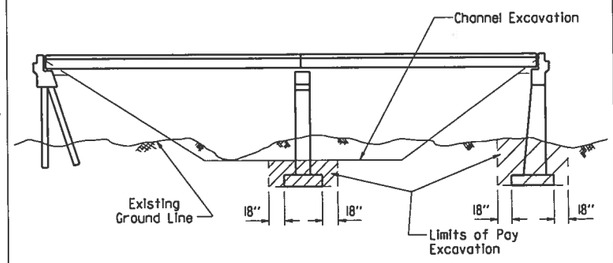
DRAWING NUMBER
E-601

SHEET NUMBER **57**

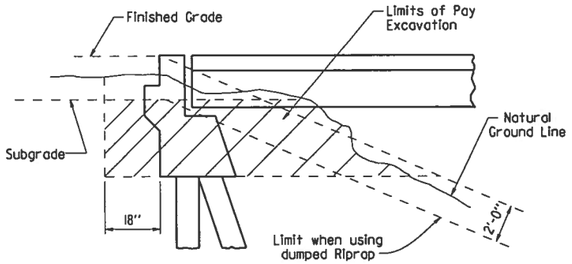
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		58	
				JOB NO.				
				①	RIPRAP & EXCAV. 55001			



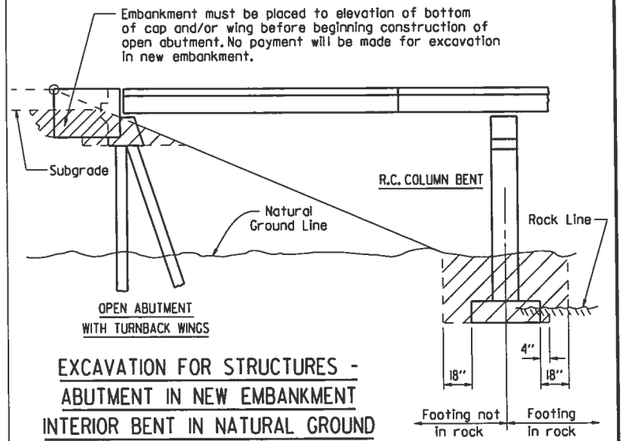
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NEW EMBANKMENT AND NATURAL GROUND



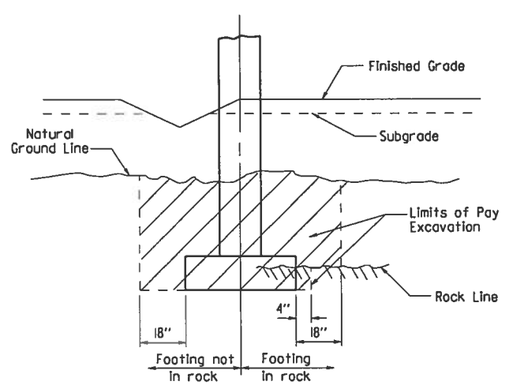
EXCAVATION FOR STRUCTURES - BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE



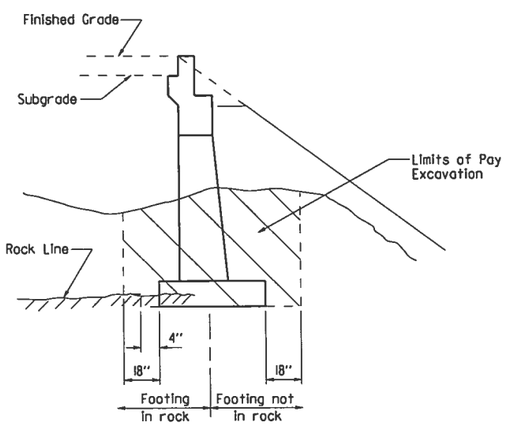
EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND



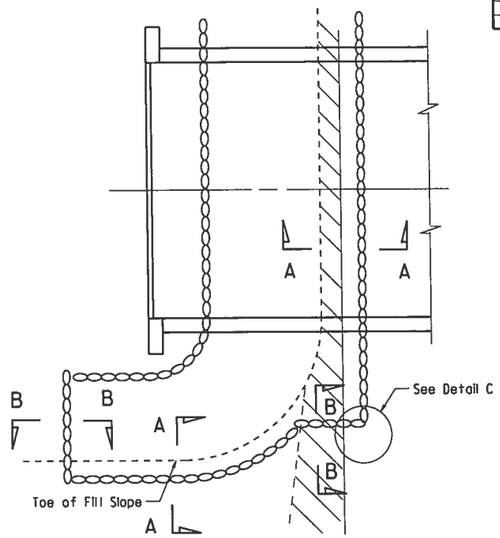
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NATURAL GROUND



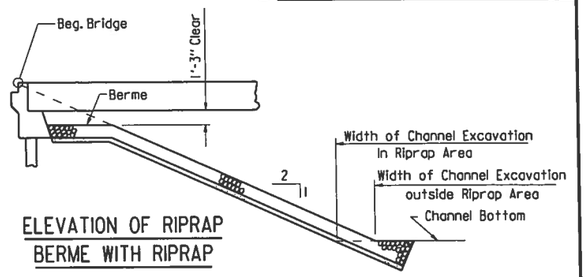
EXCAVATION FOR STRUCTURES - BENT IN ROADWAY FILL SECTION AND NATURAL GROUND



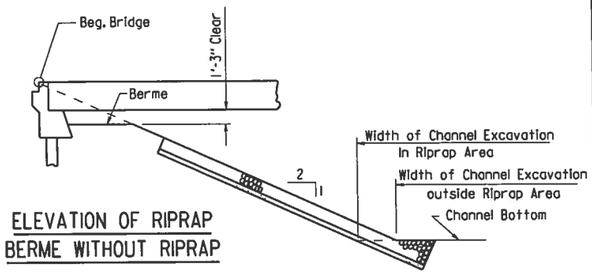
EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND AND NEW EMBANKMENT



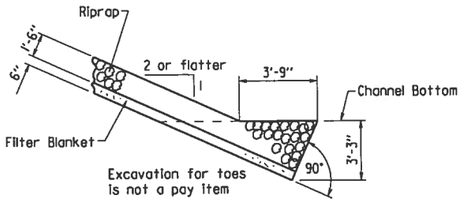
PLAN OF DUMPED RIPRAP



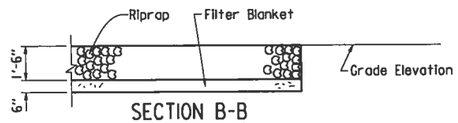
ELEVATION OF RIPRAP BERME WITH RIPRAP



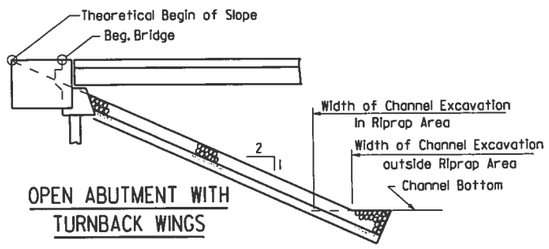
ELEVATION OF RIPRAP BERME WITHOUT RIPRAP



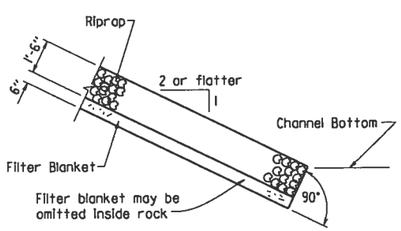
SECTION A-A
(Toe Excavation in Soil)



SECTION B-B



OPEN ABUTMENT WITH TURNBACK WINGS

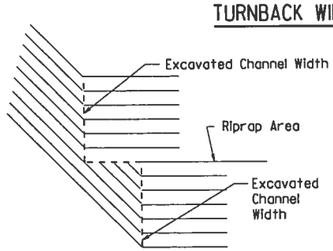


SECTION A-A
(Toe Excavation in Rock)

Note : Use this type of toe when rock is encountered which is in a stable condition.

Note : In lieu of an aggregate filter blanket, a synthetic fiber geotextile fabric complying with the requirements of Subsection 816.02(e) may be used.

Note : Details for computing excavation for structures are included for information as to how plan quantities were calculated and for use when adjusting quantities when changing footing elevation.



DETAIL C

STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES

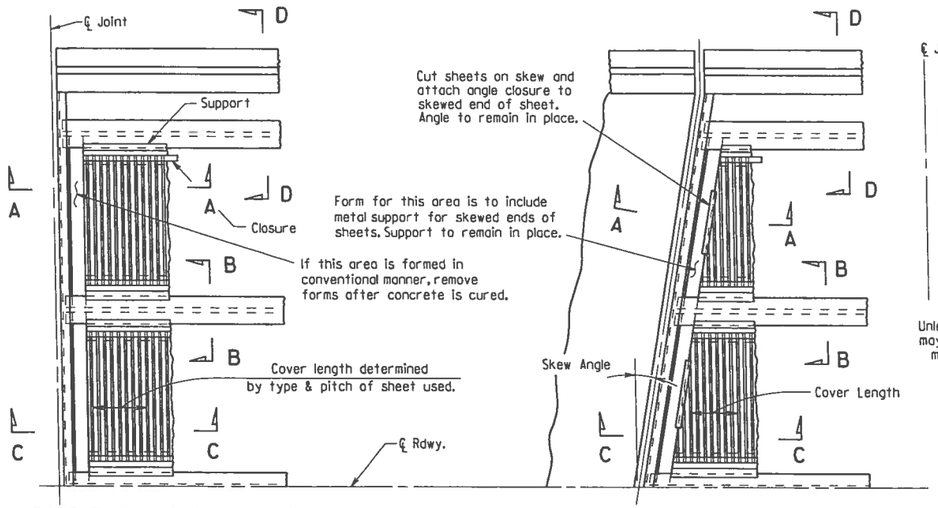
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55001.dgn
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE:

DRAWING NO. 55001

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.		59	
				JOB NO.				
				①	BRIDGE DECK FORMS		55005	

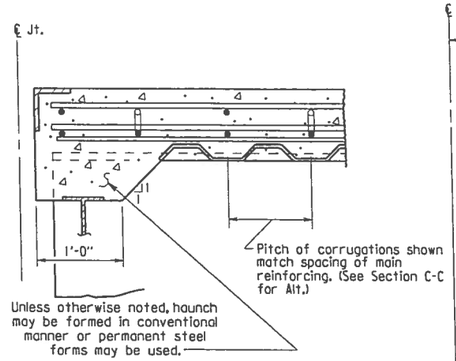


PART PLAN - SQUARE SPAN

3/8" = 1'-0"

PART PLAN - SKEWED SPAN

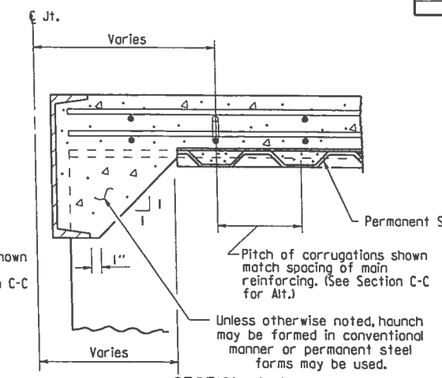
3/8" = 1'-0"



SECTION A-A

N.T.S.

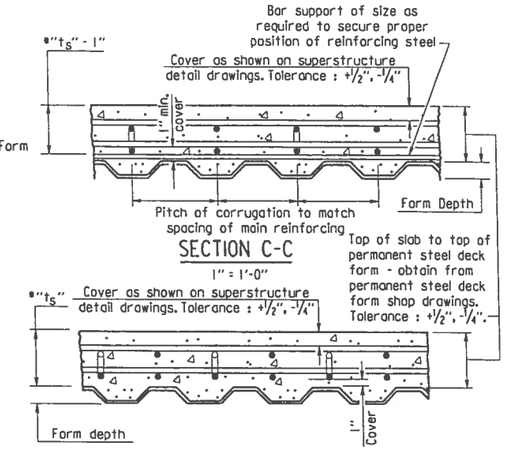
(Angle at end of span)



SECTION A-A

N.T.S.

(Channel at end of span)



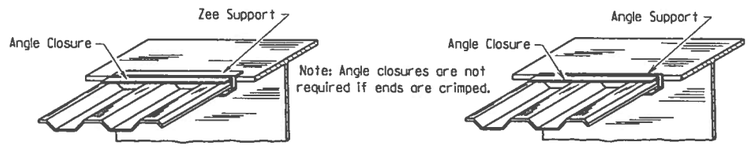
SECTION C-C

1" = 1'-0"

SECTION C-C - ALTERNATE

1" = 1'-0"

(Applicable when corrugations do not match spacing of main reinforcement)



SKETCH OF PERMISSIBLE SUPPORTS

N.T.S.

*t_s = slab thickness as shown on superstructure detail drawings.

GENERAL NOTES

Permanent steel deck forms may be used at the Contractor's option and shall be at no additional cost to the Department. Such use may result in changes to the dead load deflection of the girder. Any cost for adjustments due to a change in the dead load deflection will be borne by the Contractor. Payment for deck concrete and structural steel will not be increased due to use of permanent steel deck forms.

Permanent steel deck forms shall conform to Subsection 802.14(b). Detailed plans, including detailed calculations and manufacturer's technical brochure, shall be submitted to and approved by the Engineer before work of forming the bridge deck is started.

Welding of form supports to the tension flange of steel girders will be permitted only in areas where shear connectors are used. When welding is not allowed, the method of fastening Z or ∠ supports to the flange must be approved by the Engineer.

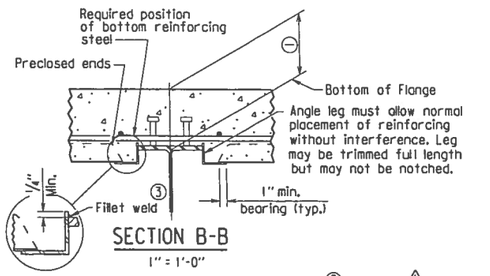
Form sheets shall be fastened to supporting members and to each other with galvanized metal screws sufficient in size and number to provide a secure attachment. Alternate methods of attachment must be approved by the Engineer.

When the pitch of form corrugations match the reinforcing spacing, transversely align form sheets across the bridge to maintain the correct orientation of continuous reinforcing bars in the corrugations.

Bar support rods, when used, shall be sized and spaced to adequately support the bottom reinforcing mat at the required position.

High chairs shall be sized to support the top mat of reinforcing at the proper position. High chairs shall be placed at locations shown on the detail drawings.

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition), with applicable Supplemental Specifications and Special Provisions.

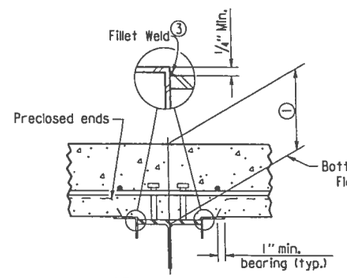


SECTION B-B

1" = 1'-0"

(Showing permissible support for tension flange where shear connectors are used, and for all compression flanges)

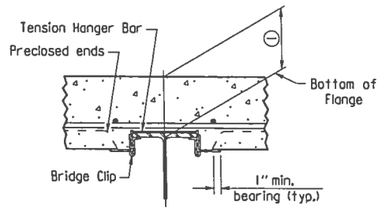
③ ⚠ Minimum weld: 1/8" x 1" @ 18". More weld may be required; maximum length per weld = 1 1/2" (typ.)



SECTION B-B

1" = 1'-0"

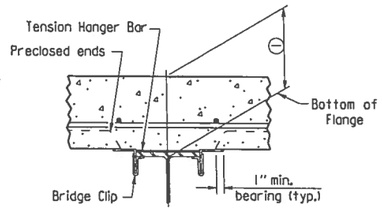
(Showing permissible support for tension flange where shear connectors are used and for all compression flanges)



SECTION B-B

1" = 1'-0"

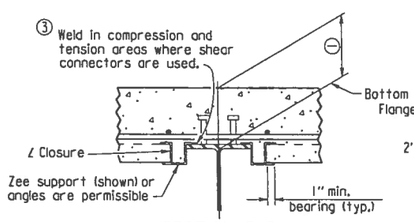
(Showing permissible support for tension flange where shear connectors are not used)



SECTION B-B

1" = 1'-0"

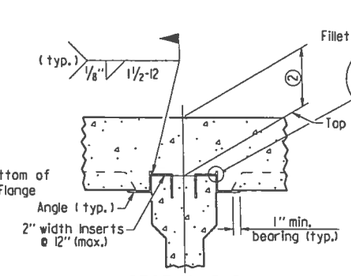
(Showing permissible support for tension flange where shear connectors are not used)



SECTION B-B

1" = 1'-0"

(Showing ∠ Closure)

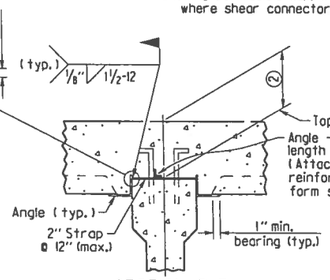


SECTION B-B

(FOR CONCRETE GIRDERS)

1" = 1'-0"

(Showing support by insert cast in girder)

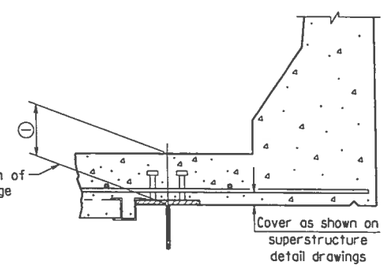


SECTION B-B

(FOR CONCRETE GIRDERS)

1" = 1'-0"

(Showing support by Strap)



SECTION D-D

1" = 1'-0"

Note: Only Bottom Reinforcing is shown.

① Distance from top of slab to bottom of top flange as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top flange or the support angle leg contacts the bottom reinforcing steel; Maximum = t_s + 1 3/4" + flange thickness. See Section C-C for slab thickness tolerance between adjacent girder flanges.

② Distance from top of slab to top of girder as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances : Minimum - occurs when either the top of girder or the support angle leg contacts the bottom reinforcing steel; Maximum - value shown on the superstructure detail drawings when removable forms are used. See Section C-C for slab thickness tolerance between adjacent girder flanges.

⚠ Revised weld dimension by KWY, Ck'd. by BEF, 3/24/16.

STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55005.dgn

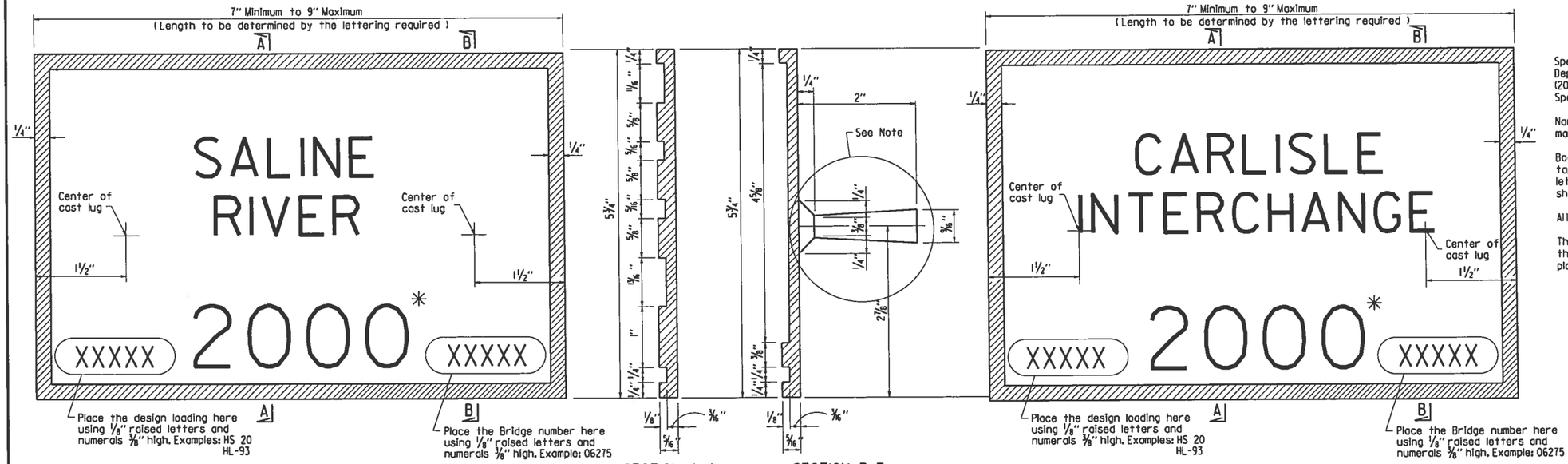
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NONE

DESIGNED BY: STD. DATE: —

DRAWING NO. 55005

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		60	
				JOB NO.				

1 TYPE C NAME PLATE 55011



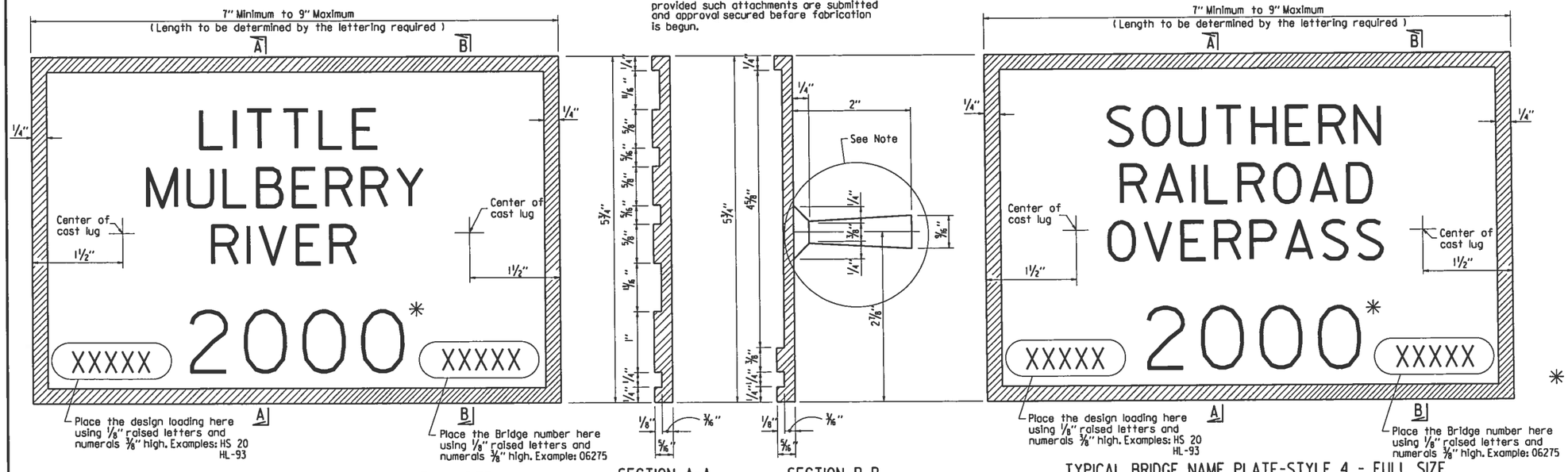
TYPICAL BRIDGE NAME PLATE-STYLE 1 - FULL SIZE
STREAM CROSSINGS

SECTION A-A

SECTION B-B

TYPICAL BRIDGE NAME PLATE-STYLE 3 - FULL SIZE
GRADE SEPARATION STRUCTURES

Note: Alternate attachments may be used provided such attachments are submitted and approval secured before fabrication is begun.



TYPICAL BRIDGE NAME PLATE-STYLE 2 - FULL SIZE
STREAM CROSSINGS

SECTION A-A

SECTION B-B

TYPICAL BRIDGE NAME PLATE-STYLE 4 - FULL SIZE
GRADE SEPARATION STRUCTURES

* Year in which contract is awarded.

GENERAL NOTES

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (2014 Edition) with applicable Supplemental Specifications and Special Provisions.

Name plates shall be cast bronze and shall meet the material requirements as specified in Section 812.

Body of plate shall be 3/16" thick and shall include two tapering cone lugs ⅜" to ⅝"x 2" long. The border and all lettering shall be raised ⅛" above the face of plate and shall be polished.

All lettering shall be plain gothic, square cut and not tapered.

The number of plates required and the location and name on the plate for each bridge shall be as designated on the plans.

STANDARD DETAILS FOR TYPE C BRIDGE NAME PLATES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b5501l.dgn
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

DRAWING NO. 55011

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.		61	
				JOB NO.				
						STEEL H-PILES		55020

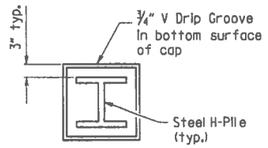
GENERAL NOTES FOR STEEL H-PILES:

Steel H-Piles shall conform to AASHTO M 270, Grade 36 or greater.

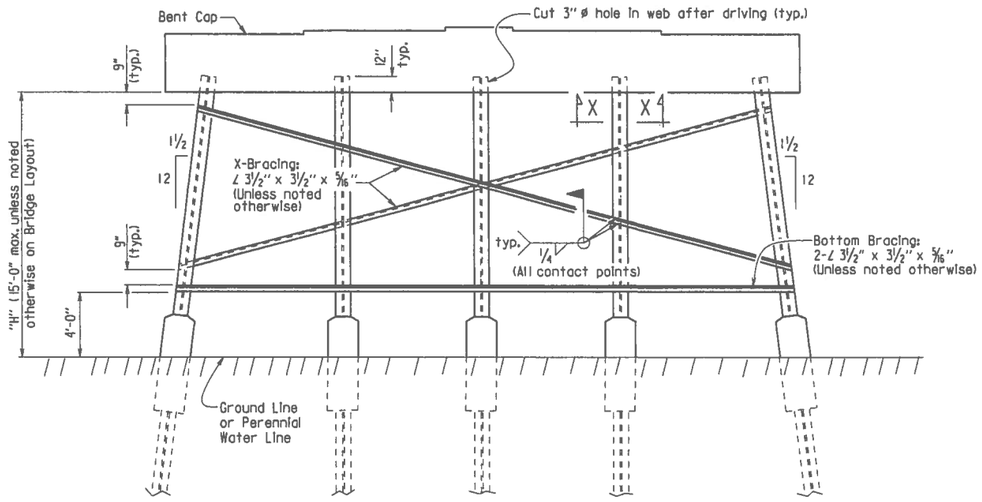
See Bridge Layout and Bent Details for pile size, estimated length, spacing, pile anchorage (if required) and for driving information.

Steel H-Piles that extend above the ground and are not protected by pile encasement shall be painted in accordance with Subsection 805.02.

Brackets, lugs, cap plates, pile tips, driving points, pile painting, splicing and welding shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



VIEW X-X



Notes:
All bracing shall be cut and welded in the field. Each brace shall be furnished in one piece. Payment shall be made under Item 807.

Unless noted otherwise, omit X-Bracing when "H" is less than 8 feet.

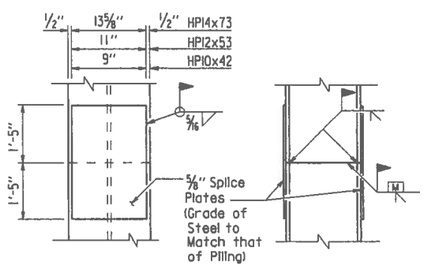
Omit X-Bracing and Bottom Bracing when "H" is 5 feet or less.

When required on the Bridge Layout sheet, pile encasements shall be constructed. See Notes and Details for H-Pile Encasements.

Omit all bracing (and V-groove in cap) when pile encasement is extended to bottom of bent cap.

TYPICAL DETAILS OF H-PILE TRESTLE INTERMEDIATE BENT

(Shown with Partial Height Encasement)



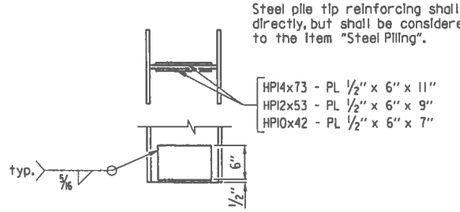
The Contractor may for his own convenience and at his own expense provide as many as three splices per pile. Minimum spacing between splices shall be 5 feet.

TYPICAL SPLICE DETAILS

⚠ H-pile splicers manufactured by Associated Pile and Fitting Corporation, LB Foster Piling, Skyline Steel or equivalent may be used in lieu of the "Typical Splice Details" shown. H-pile splicers shall match the same grade of steel specified for the piling and shall be welded to the pile with a 5/16" fillet weld around the entire perimeter of the splice. Flanges shall be welded with a complete penetration groove weld complying with AASHTO/AWS Joint Designation B-U4a or B-U4b. All welding shall conform to Subsection 807.26 of the AHTD Standard Specifcations for Highway Construction (2014 Edition).

Notes:
Steel pile tip reinforcing not required when approved H-Pile driving points are used.

Steel pile tip reinforcing shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



REINFORCING DETAIL FOR STEEL H-PILE TIP

GENERAL NOTES FOR H-PILE ENCASEMENTS:

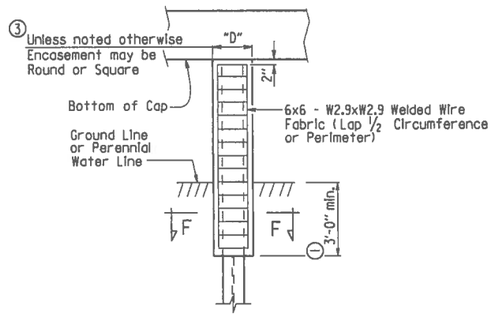
⚠ See Bridge Layout for additional notes, any pile encasement restrictions and required location of pile encasements.

All concrete shall be Class S with a minimum 28-day compressive strength, f'c = 3,500 psi. If concrete cannot be placed in the dry, Seal Concrete may be used from top to bottom of encasement.

Reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A.

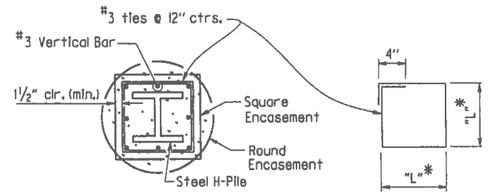
Welded Wire Fabric shall conform to AASHTO M 55 or M 221. Galvanized Corrugated Steel Pipe shall conform to AASHTO M 36 and M 218.

Concrete, welded wire fabric or reinforcing steel and galvanized pipe shall not be paid for directly, but shall be considered subsidiary to the Item "Pile Encasement".



PILE ENCASEMENT DETAIL FOR STEEL H-PILES

④ (Shown with Encasement to Bottom of Cap)

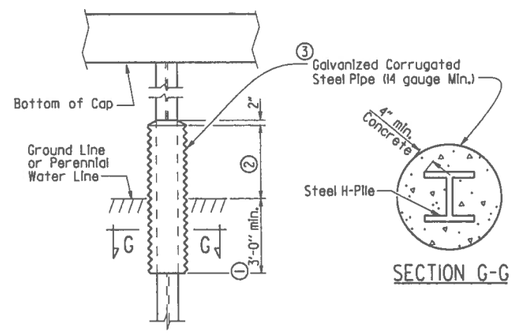


SECTION F-F

*Measured out-to-out of bar.

TABLE OF VARIABLES FOR PILE ENCASEMENT

Pile Size	"D" Square Encsmt.	"D" Round Encsmt.	"L"*
HP10x42	1'-7"	2'-0"	1'-4"
HP12x53	1'-8"	2'-2"	1'-5"
HP14x73	1'-11"	2'-6"	1'-8"



SECTION G-G

① Unless otherwise noted on Bridge Layout.

② 3'-0" minimum or as shown on Bridge Layout.

③ Encasement dimensions shall be sized to maintain a minimum concrete cover of 4" from the H-Pile. Reinforcement shall be sized to provide a minimum concrete cover of 1½" and a minimum clearance of 1¼" from the pile.

④ Alternate pile encasement, when not extended to bottom of cap, shall have 2" concrete taper for water runoff as shown in the Partial Height Encasement detail.

ALTERNATE PILE ENCASEMENT DETAIL FOR STEEL H-PILES

(Shown with Partial Height Encasement)

⚠ Added alternate method of splicing H-piles and revised pile encasement note.
3/24/2016 AMS

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on March 24, 2016. This copy is not a signed and sealed document.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55020.dgn
CHECKED BY: B.E.F. DATE: 2/27/2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

DRAWING NO. 55020

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31⅝	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

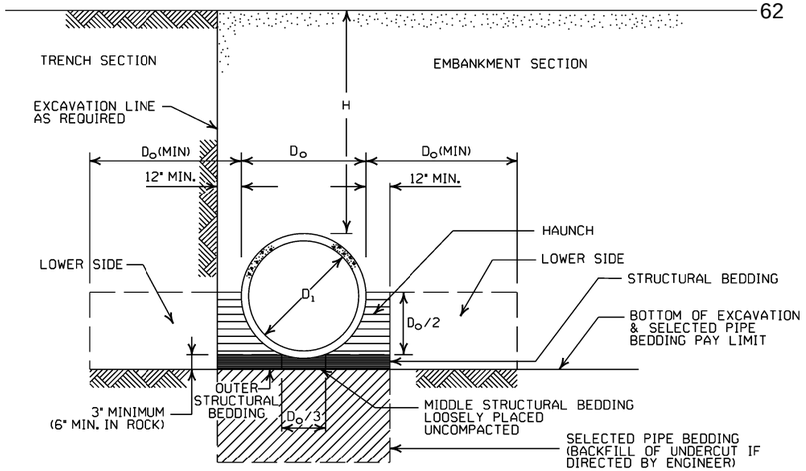
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_o = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
= UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

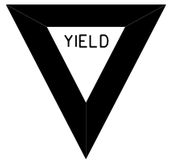
CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

R1-1

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

R1-2



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

R2-1

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

W3-5

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

W3-5a

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

R4-1

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

R4-2

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

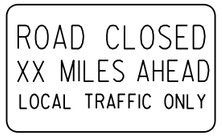
R5-1

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

RII-2

48"X30"

RII-3A



60"X30"

RII-4

60"X30"

W21-5a

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

WI-1

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

WI-2

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

WI-3

STD. 48"X48"

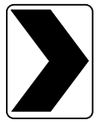
WI-4

STD. 48"X48"

WI-6

STD. 48"X24"
SPECIAL 60"X30"

WI-8



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

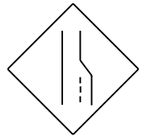
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



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

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

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

W9-2

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

WI3-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

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

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

WI-4b

STD. 48"X48"

R56-1

STD. 18"X18"

W8-11

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

W8-9

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

G20-1

60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

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

M4-10

48"X18"

R55-1

36"X60"

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

ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

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

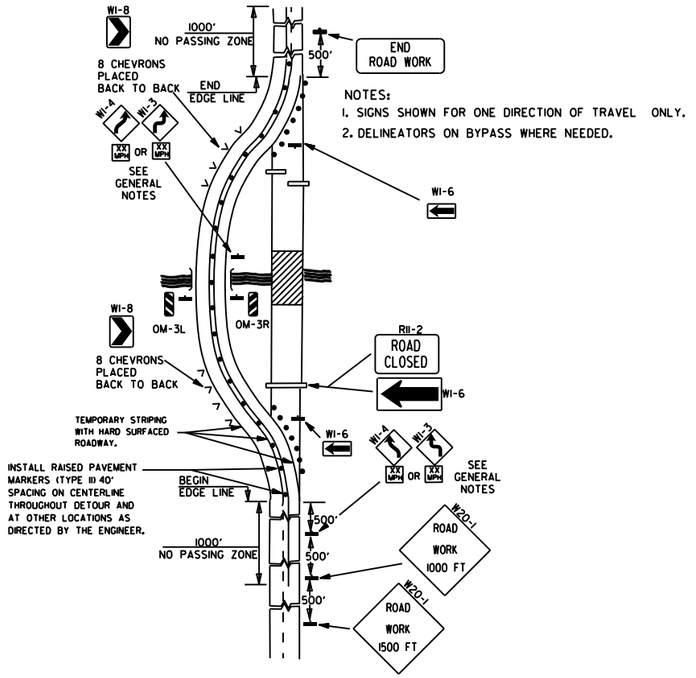
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

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

ARKANSAS STATE HIGHWAY COMMISSION

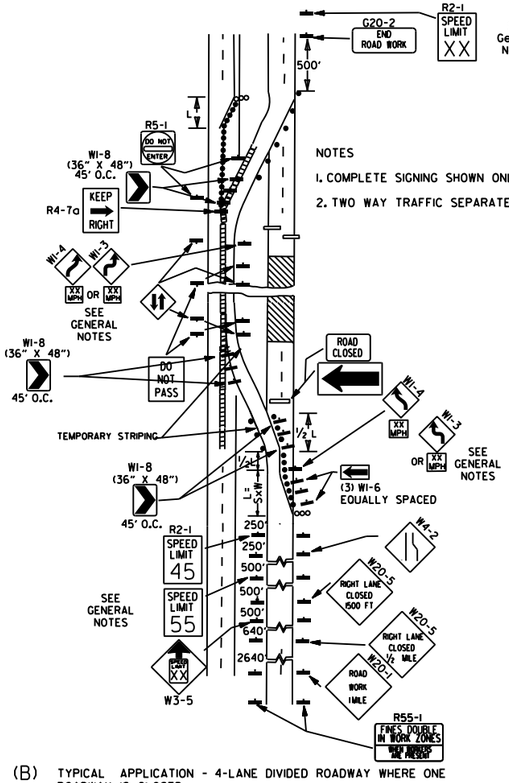
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



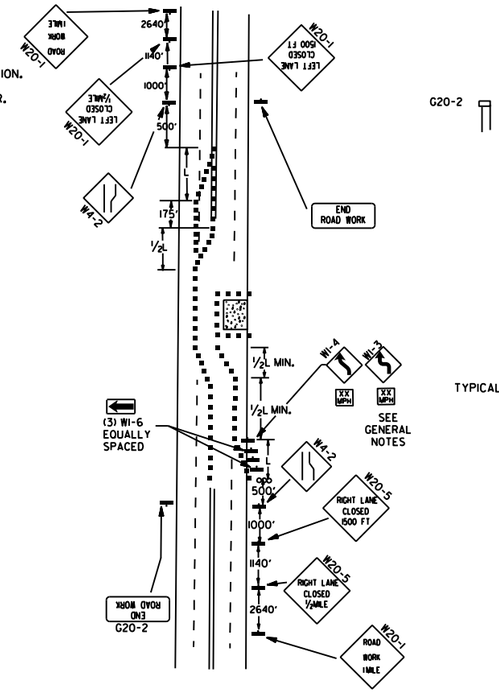
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

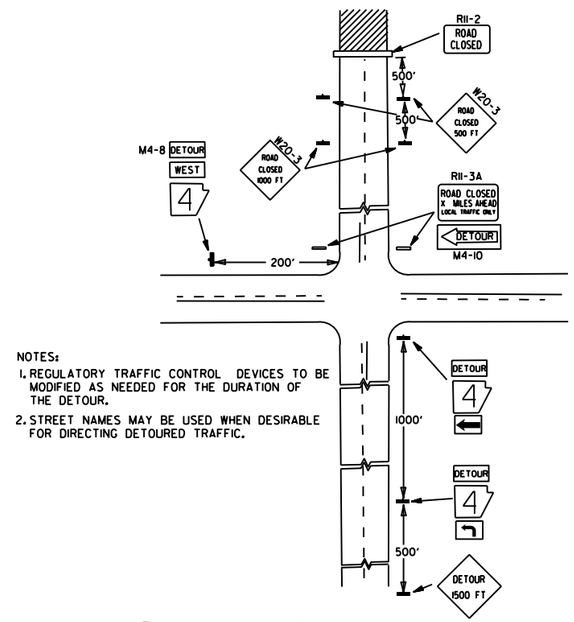


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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

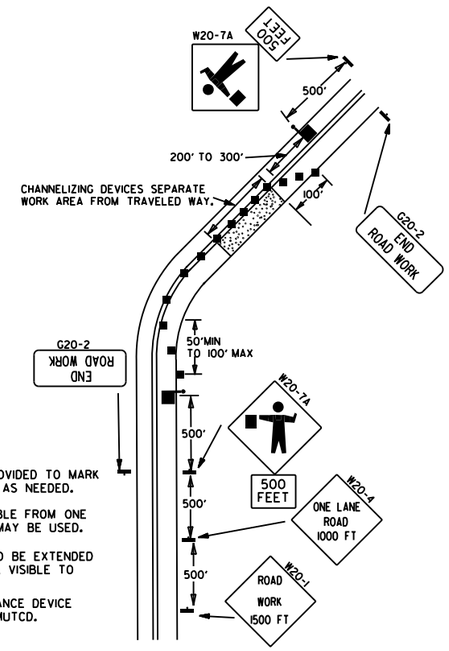


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



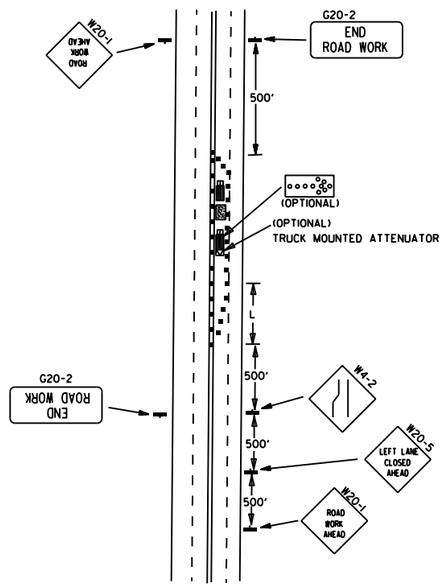
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



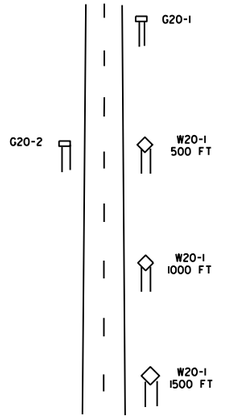
NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE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

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

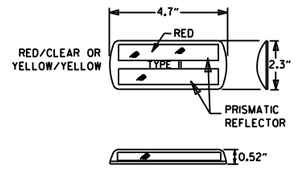


(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

KEY:
- FLAGGER
- POSITIVE BARRIER
- ARROW PANEL (IF REQUIRED)
- TYPE III BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC DRUM
- RAISED PAVEMENT MARKER



TYPICAL ADVANCE WARNING SIGN PLACEMENT



DETAIL OF RAISED PAVEMENT MARKERS

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

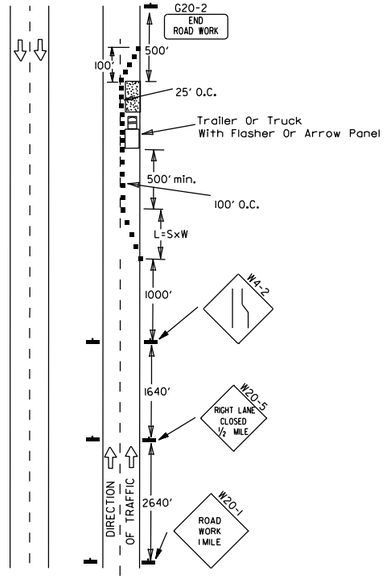
GENERAL NOTES:
1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

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

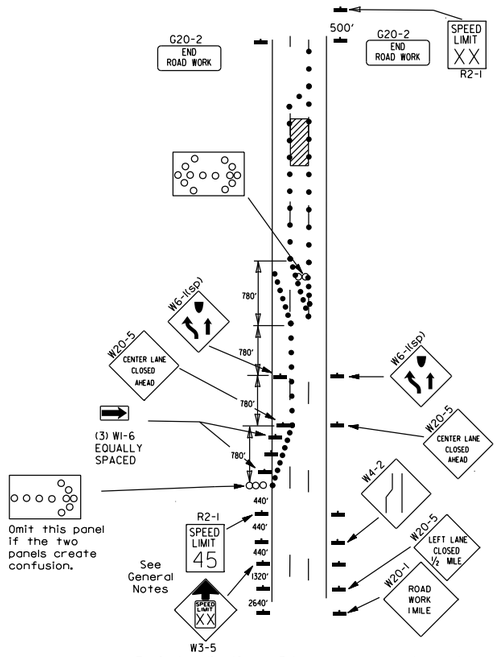
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

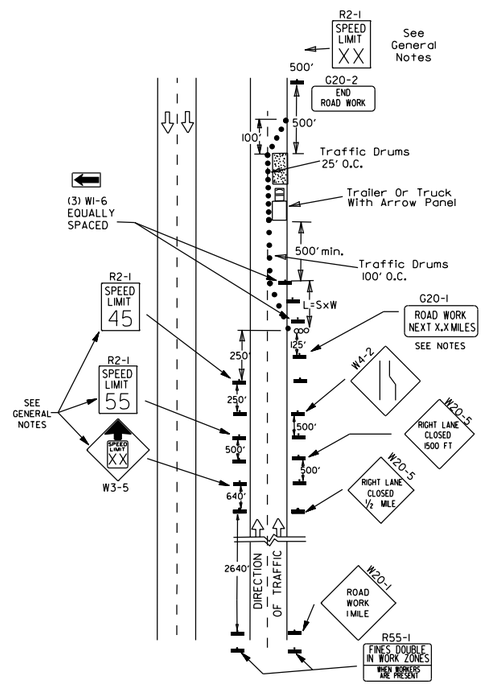
STANDARD DRAWING TC-2



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



(B) Typical application - 3-lane oneway roadway where center lane is closed.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

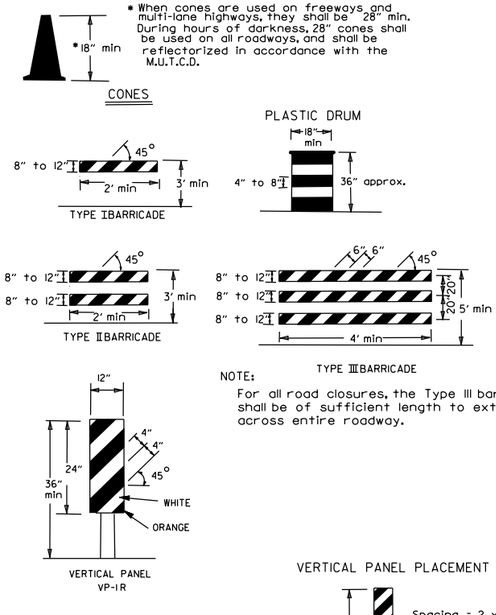
KEY:

- Arrow Panel (If Required)
- ■ Channelizing Device
- ● Traffic drum

GENERAL NOTES:

1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

Channelizing devices



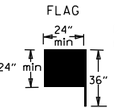
NOTE:
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.

TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

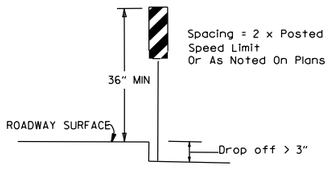
* When shown on the plans concrete barrier will be used.
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

FLAG

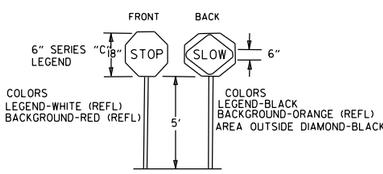


Flag shall be of good grade red material

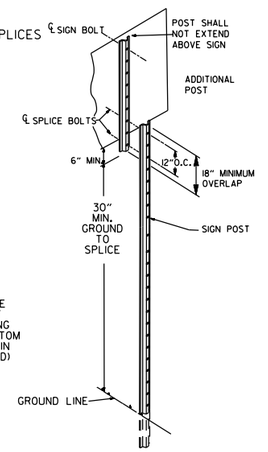
VERTICAL PANEL PLACEMENT



STOP SLOW PADDLE



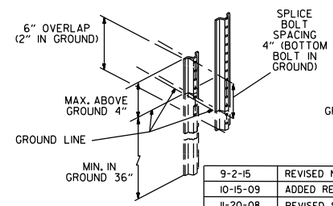
DETAIL OF SPLICES

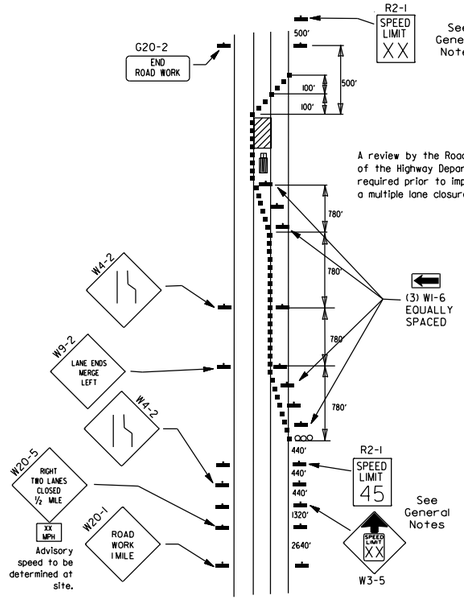


NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

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

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





(D) Typical application - closing multiple lanes of a multilane highway.

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

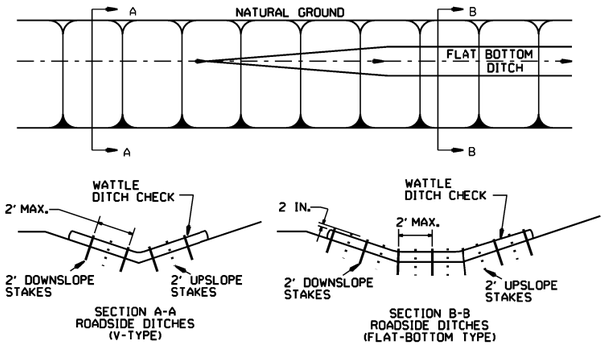
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

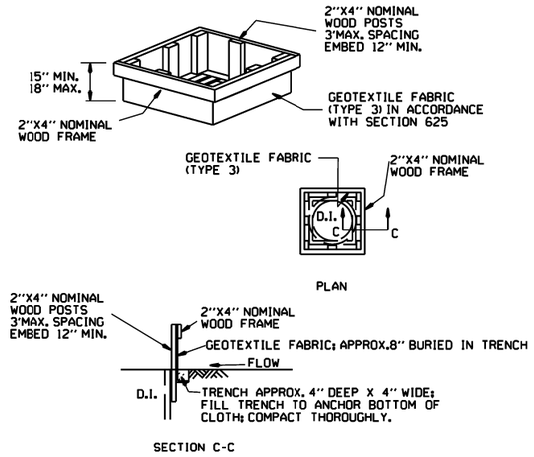
STANDARD DRAWING TC-3

GENERAL NOTES

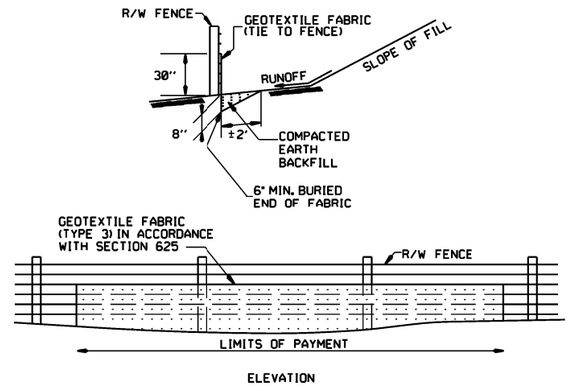
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)



SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

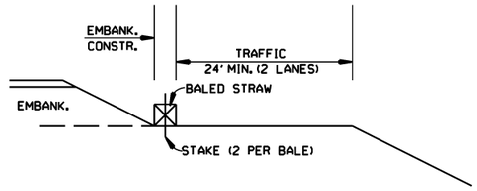
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

GENERAL NOTES

1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

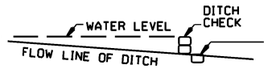
2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.

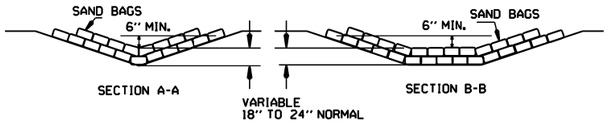


BALED STRAW FILTER BARRIER (E-2)

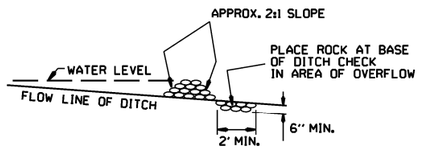
NUMBER OF SAND BAGS AND ARRANGEMENT VARIABLE WITH ON-SITE CONDITIONS.

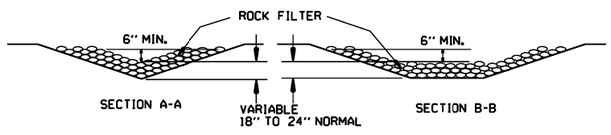


PLACE SAND BAGS AT BASE OF DITCH CHECK IN AREA OF OVERFLOW

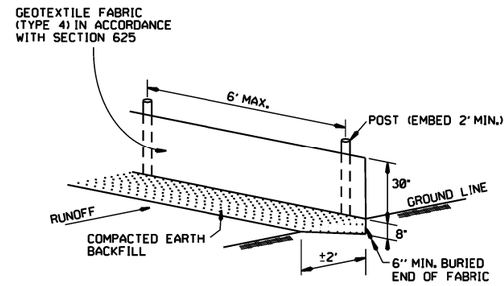


SAND BAG DITCH CHECK (E-5)





ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)

GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

DATE	REVISION	FILMED
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
6-2-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
4-1-93	REDRAWN	
10-1-92	REDRAWN	
8-2-76	ISSUED R.D.M.	298-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

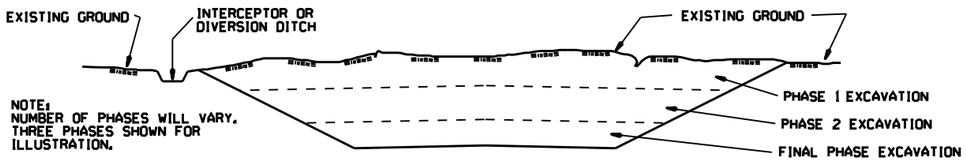
STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



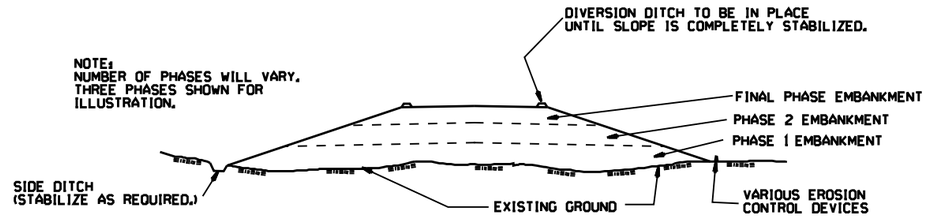
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

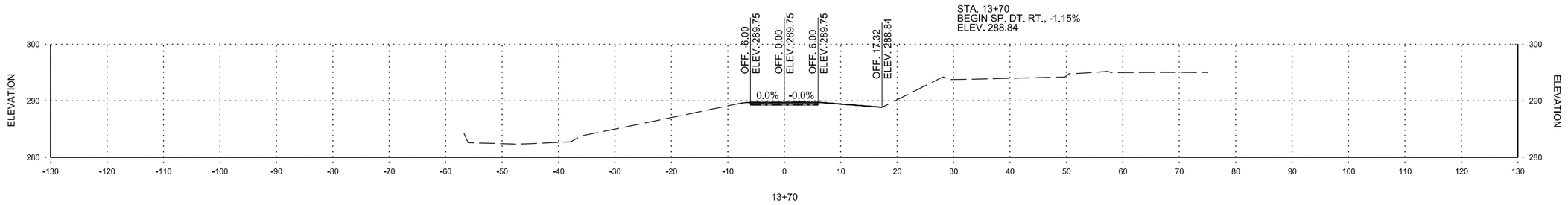
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

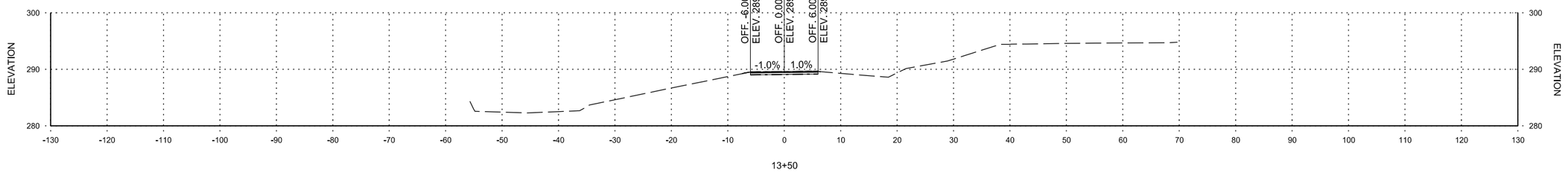
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

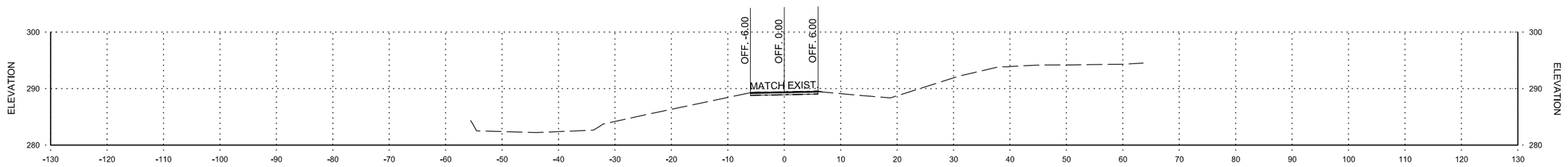
STANDARD DRAWING TEC-3



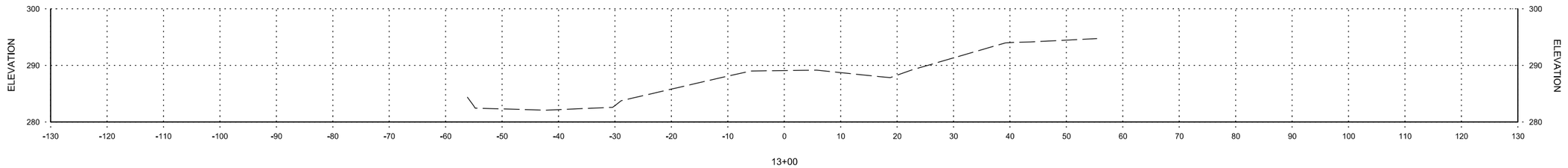
13+70



13+50



13+32



13+00

STA. 13+00 TO STA. 13+70

BY					
DESCRIPTION					
DATE					
REV.					

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

STONE DAM CREEK
TRAIL CROSS
SECTIONS

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET,
ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CX-01

SHEET
NUMBER **CX1**

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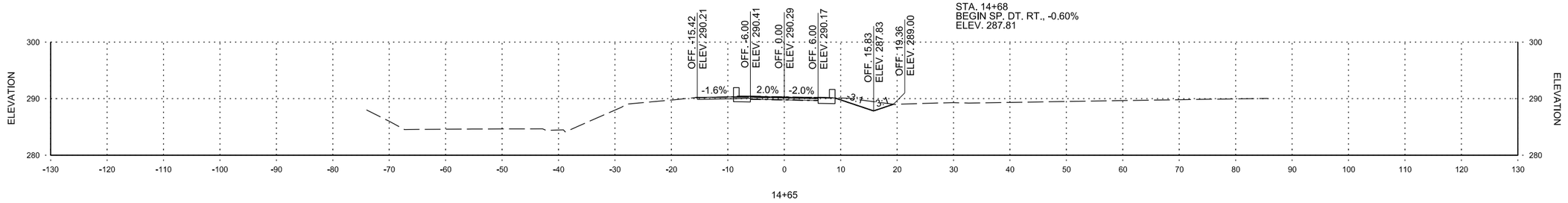
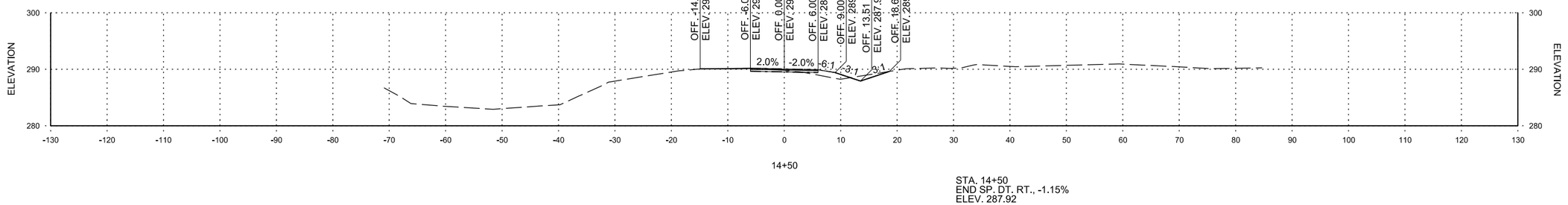
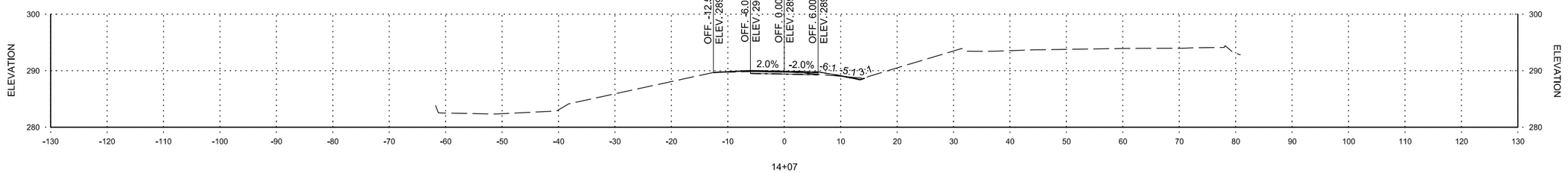
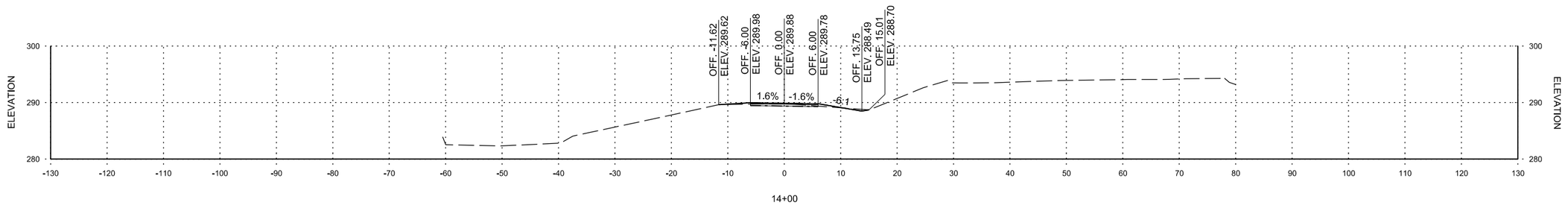








STA. 14+00 TO STA. 14+65

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

STONE DAM CREEK
TRAIL CROSS
SECTIONS

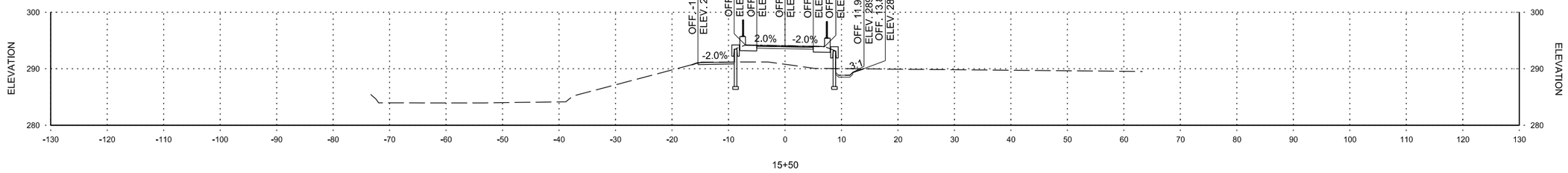
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

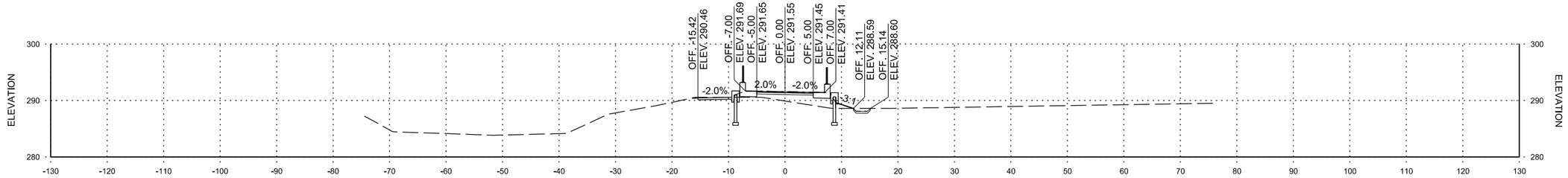
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

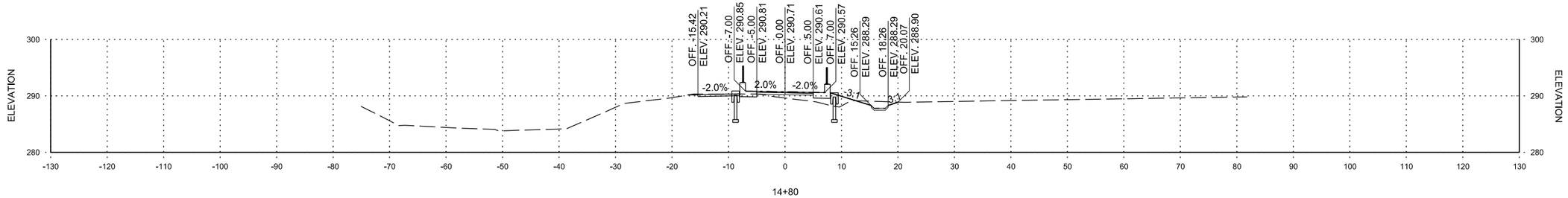
DRAWING NUMBER
CX-02

SHEET NUMBER **CX2**

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE$$WORKSPACE$$
$$FILE$$



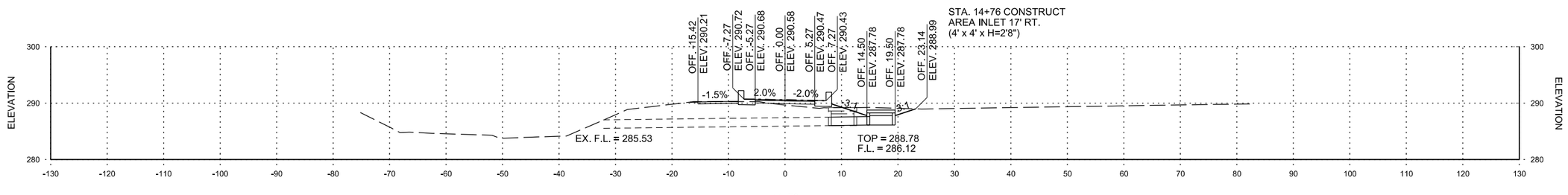




STA. 14+76 IN PLACE
AREA INLET 10' RT. WITH 18" x 41' R.C. PIPE
REMOVE AREA INLET AND EXTEND R.C. PIPE
8' RT. TO NEW AREA INLET AT STA. 14+76, 17' RT.
18" R.C. PIPE (CLASS III) (TYPE 3 BEDDING) = 8 LIN. FT.

STA. 14+76 CONSTRUCT
AREA INLET 17' RT.
(4' x 4' x H=2'8")

STA. 14+79
BEGIN SP. DT. RT., 1.50%
ELEV. 287.78



STA. 14+73
END SP. DT. RT., -0.60%
ELEV. 287.78

STA. 14+76 TO STA. 15+50

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

STONE DAM CREEK
TRAIL CROSS
SECTIONS

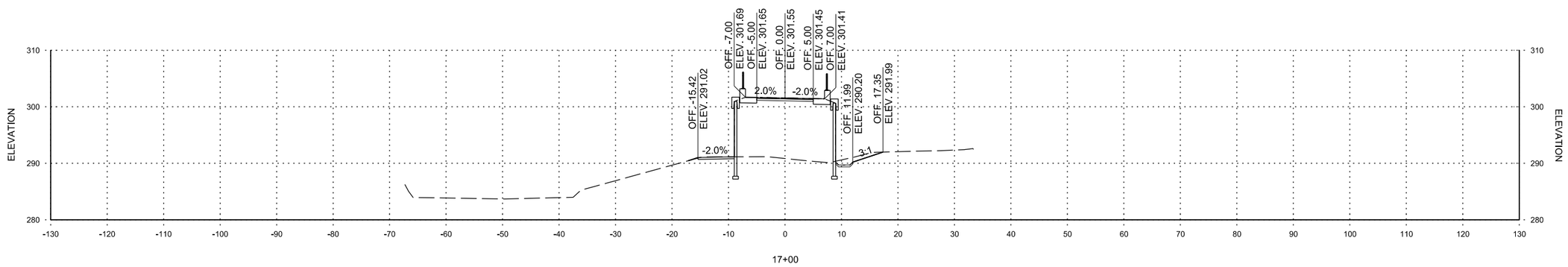
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

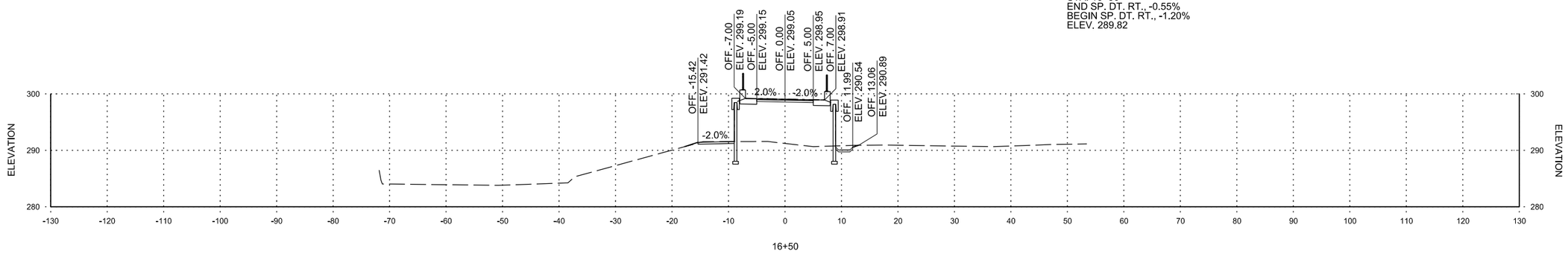
DRAWING NUMBER
CX-03

SHEET NUMBER **CX3**

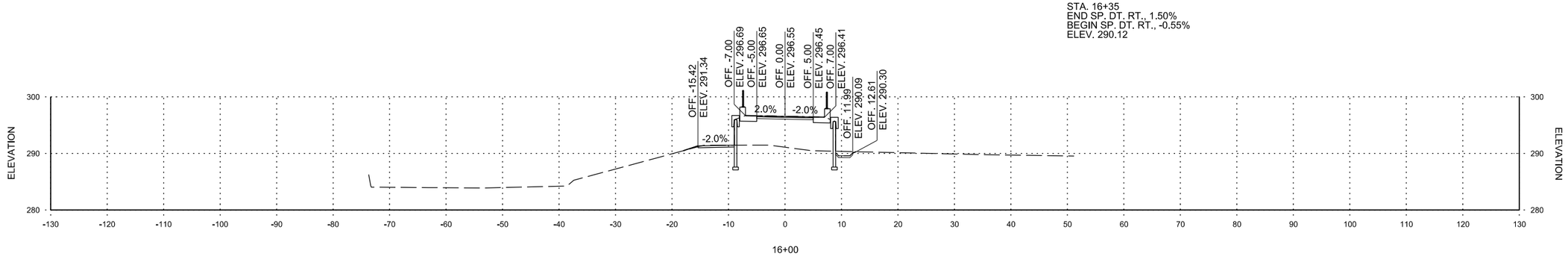
$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE$$WORKSPACE$$
$$FILE$$



STA. 16+90
END SP. DT. RT., -0.55%
BEGIN SP. DT. RT., -1.20%
ELEV. 289.82



STA. 16+35
END SP. DT. RT., 1.50%
BEGIN SP. DT. RT., -0.55%
ELEV. 290.12



STA. 16+00 TO STA. 17+00

$$USER$$
WORKSPACE=$$WORKSPACE$$
$$FILE$$

$$DATE$$ $$TIME$$

REV.	DESCRIPTION	DATE	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

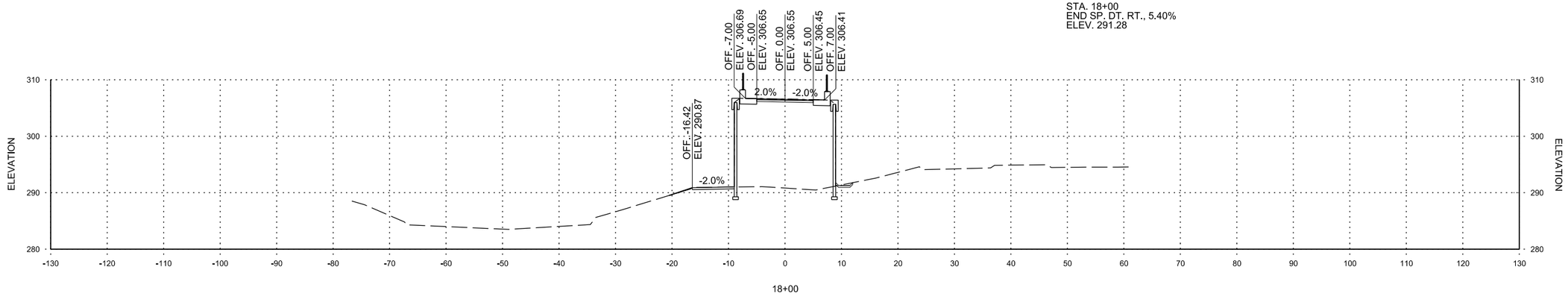
STONE DAM CREEK
TRAIL CROSS
SECTIONS

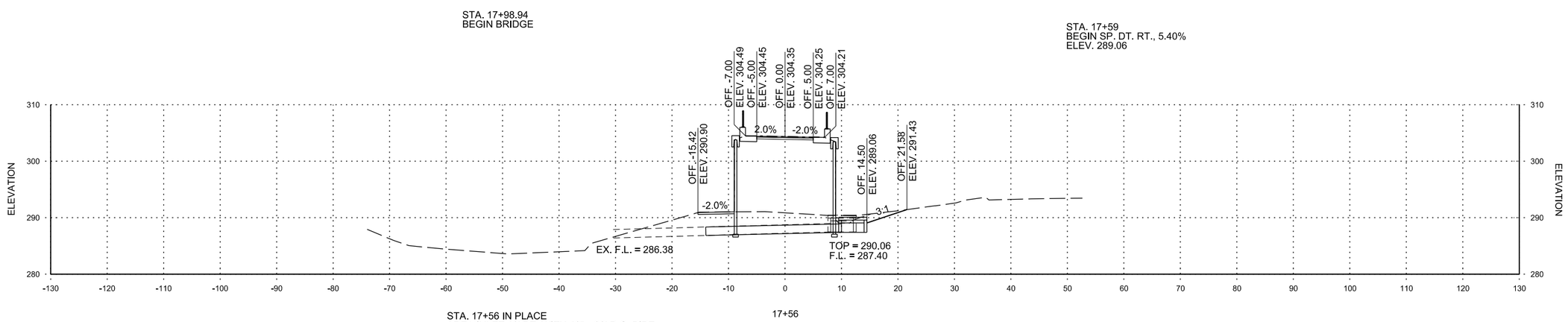
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CX-04

SHEET NUMBER **CX4**

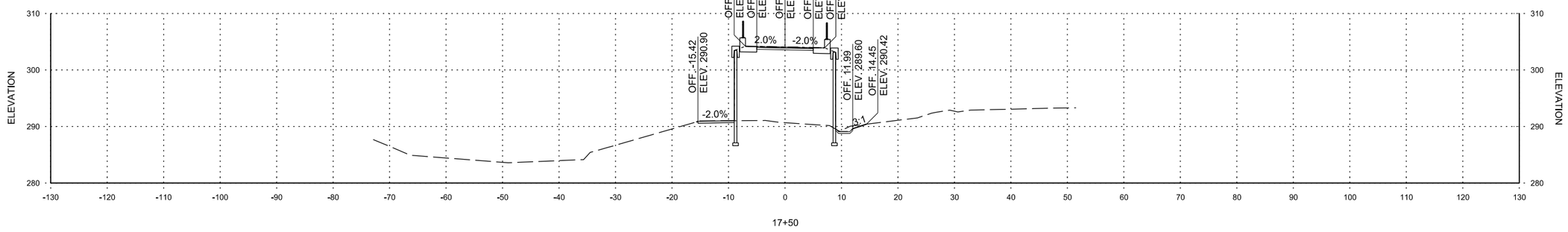




STA. 17+56 IN PLACE
AREA INLET 10' RT. WITH 18" x 39' R.C. PIPE
REMOVE AREA INLET AND 22' OF 18" R.C. PIPE
AND EXTEND R.C. PIPE 24' RT.
TO NEW AREA INLET AT STA. 17+56, 12' RT.
18" R.C. PIPE (CLASS IV) (TYPE 3 BEDDING) = 28 LIN. FT.

STA. 17+56 CONSTRUCT
AREA INLET 12' RT.
(4' x 4' x H=2'8")

STA. 17+53
END SP. DT. RT., -1.20%
ELEV. 289.06



STA. 17+50 TO STA. 18+00

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

STONE DAM CREEK
TRAIL CROSS
SECTIONS

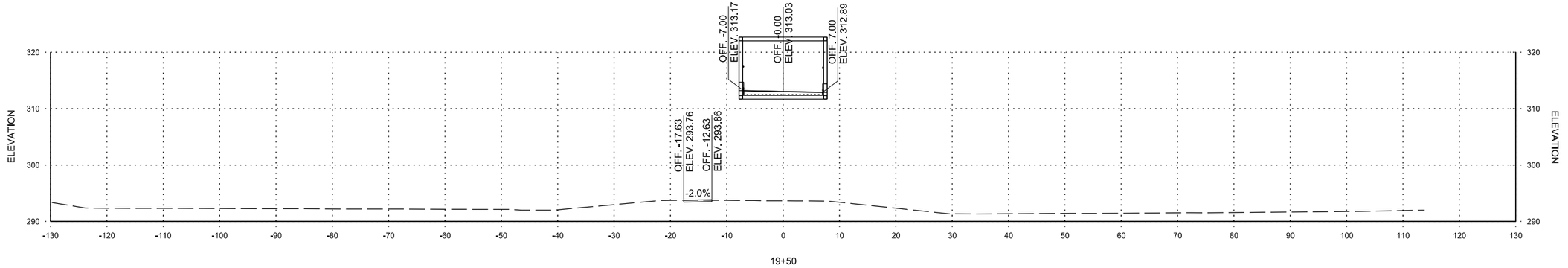
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

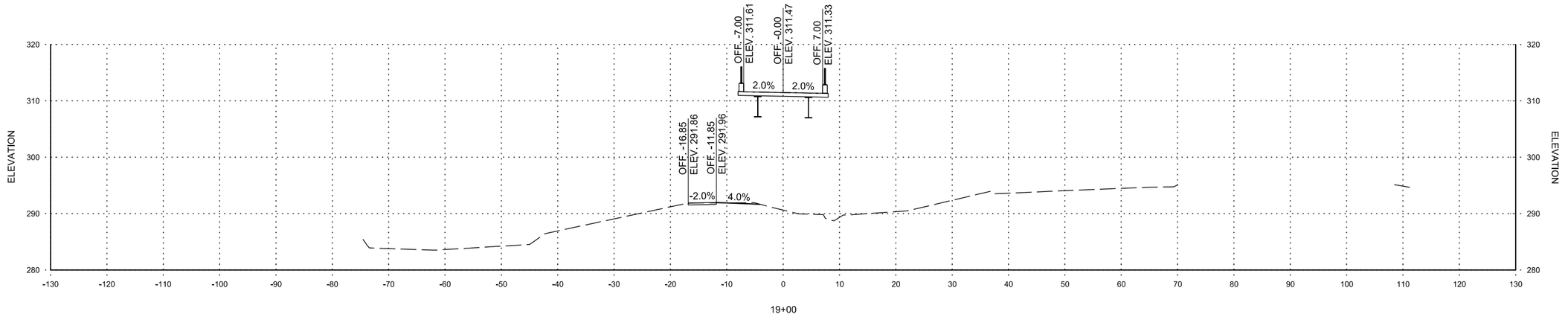
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

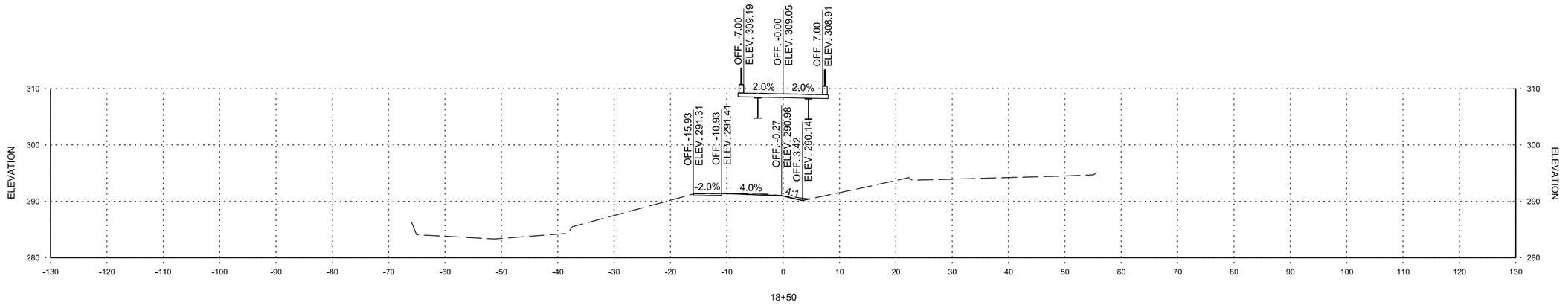
DRAWING NUMBER
CX-05

SHEET NUMBER **CX5**

$$USER$$
$$DATE$$ $$TIME$$
WORKSPACE$$WORKSPACE$$
$$FILE$$







STA. 18+50 TO STA. 19+50

$$USER$$
WORKSPACE=$$WORKSPACE$$
$$FILE$$

$$DATE$$ $$TIME$$

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

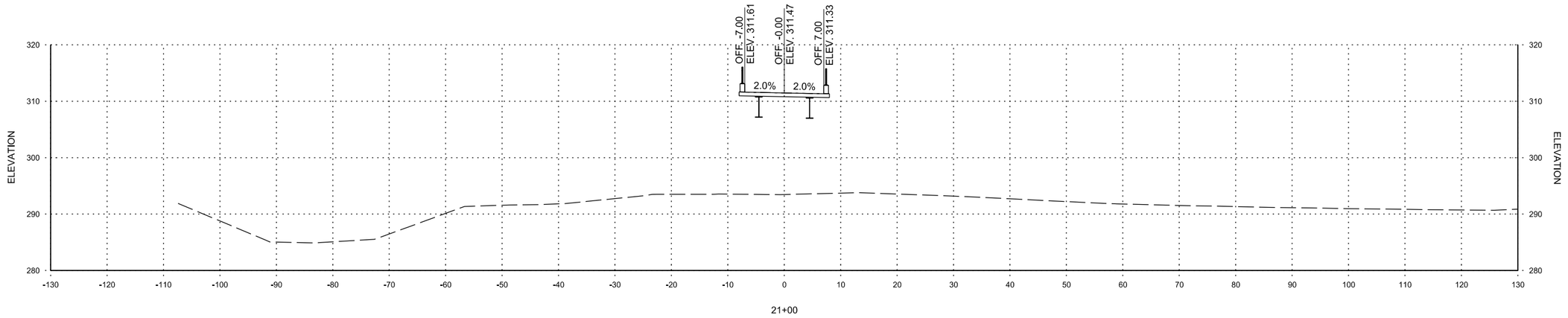
STONE DAM CREEK
TRAIL CROSS
SECTIONS

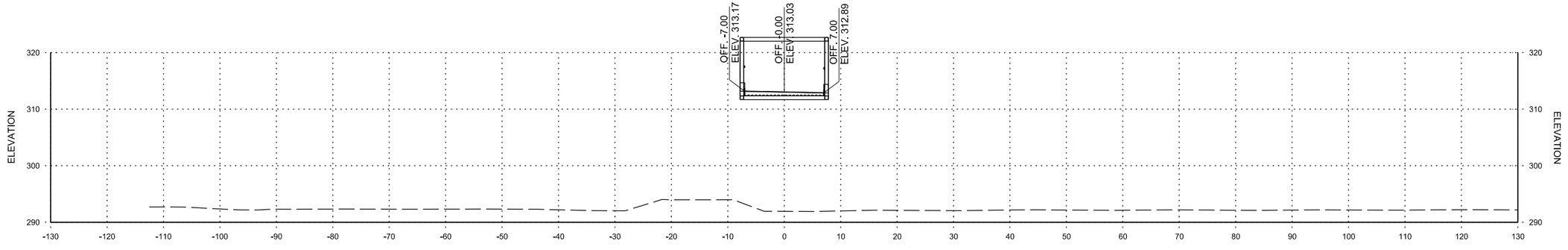
JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

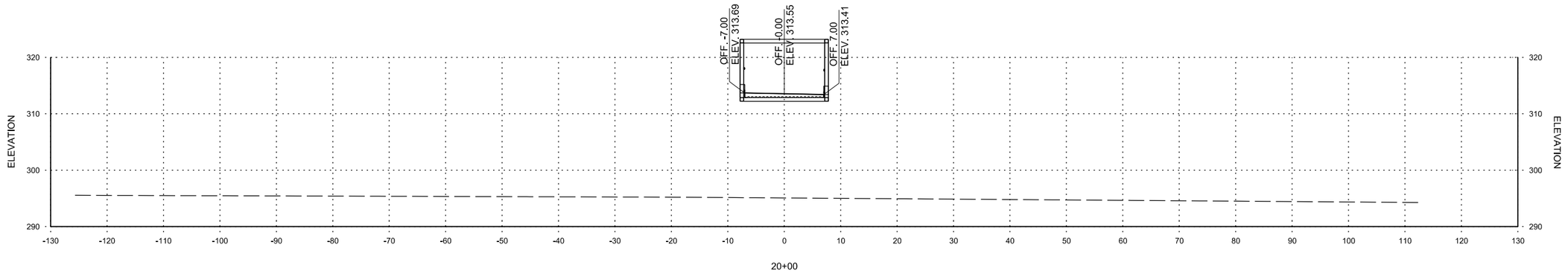
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CX-06

SHEET NUMBER **CX6**







STA. 20+00 TO STA. 21+00

$$USER$$
WORKSPACE=$$WORKSPACE$$
$$FILE$$

$$DATE$$ $$TIME$$

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

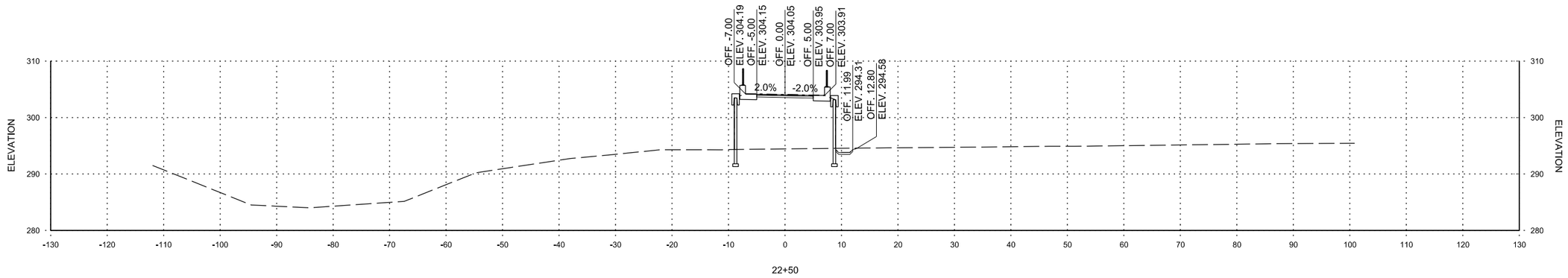
STONE DAM CREEK
TRAIL CROSS
SECTIONS

JOB NO.: 15017432
DATE: AUGUST 2017
DESIGNED BY: DLT
DRAWN BY: DLT

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CX-07

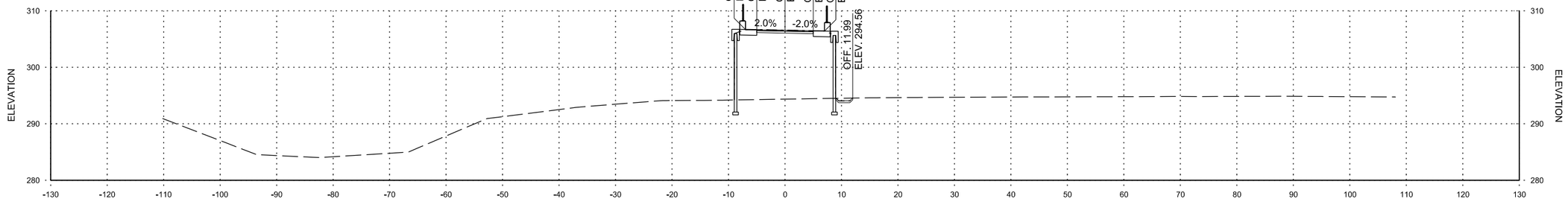
SHEET NUMBER **CX7**



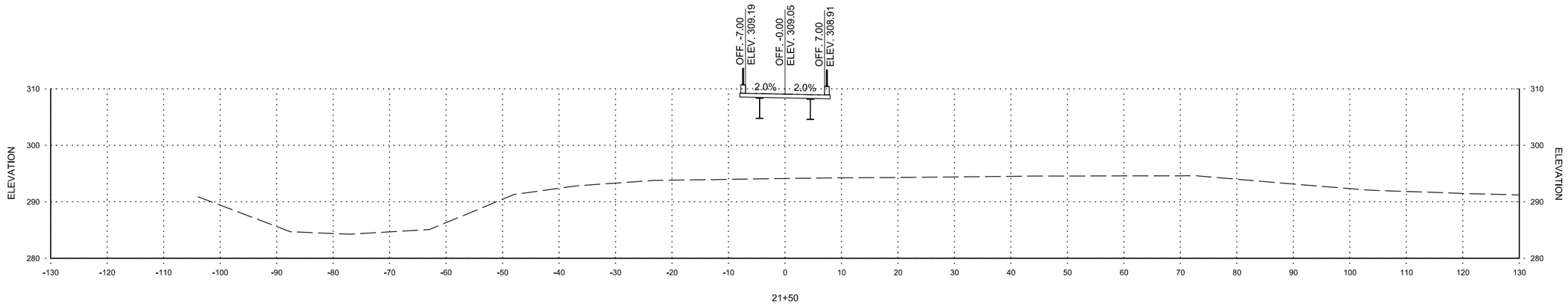
22+50

STA. 22+01.06
END BRIDGE

STA. 22+00
BEGIN SP. DT. RT., -0.50%
ELEV. 294.06



22+00



21+50

STA. 21+50 TO STA. 22+50

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE=$$WORKSPACE$$
$$FILE$$

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

STONE DAM CREEK
TRAIL CROSS
SECTIONS

JOB NO.: 15017432
DATE: AUGUST 2017
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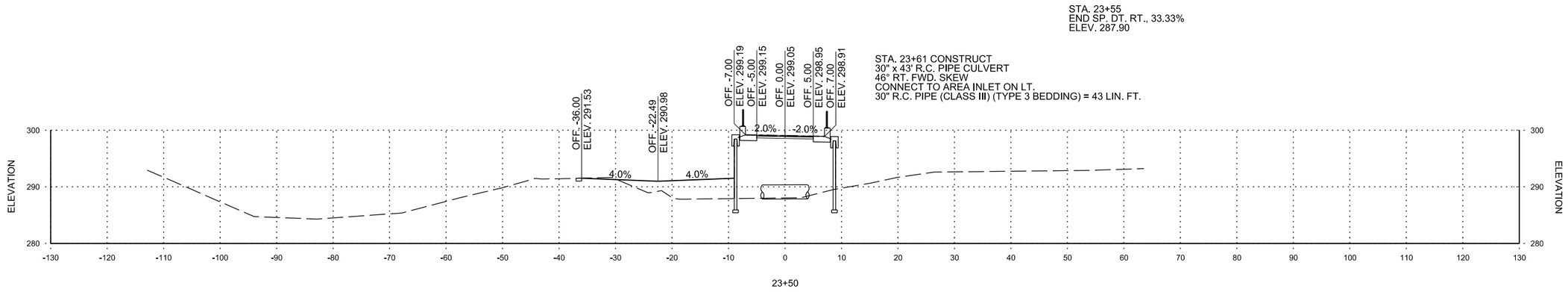
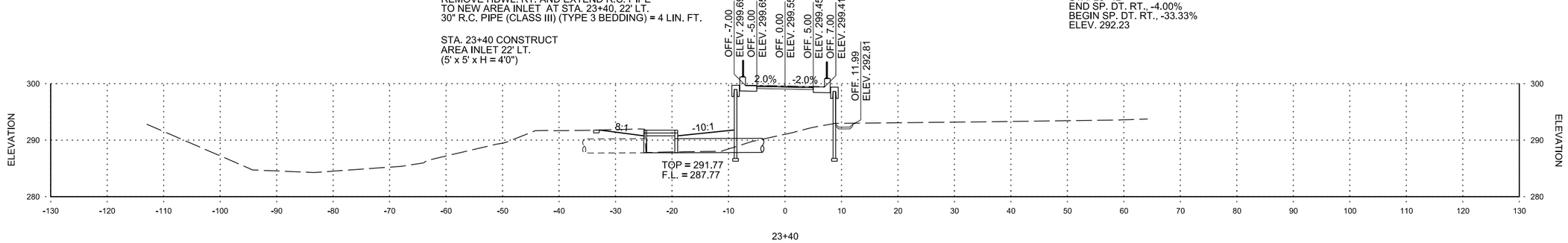
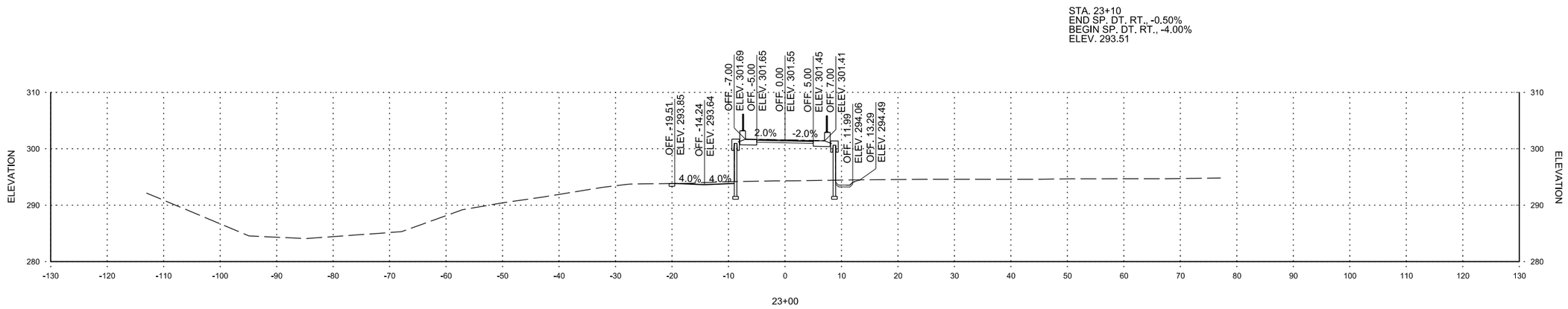
DRAWING NUMBER
CX-08

SHEET NUMBER **CX8**







STA. 23+00 TO STA. 23+50

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE$$WORKSPACE$$
$$FILE$$

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

STONE DAM CREEK
TRAIL CROSS
SECTIONS

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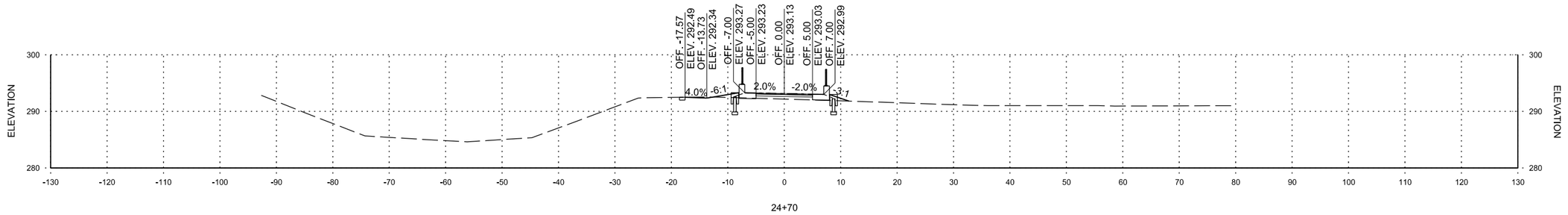
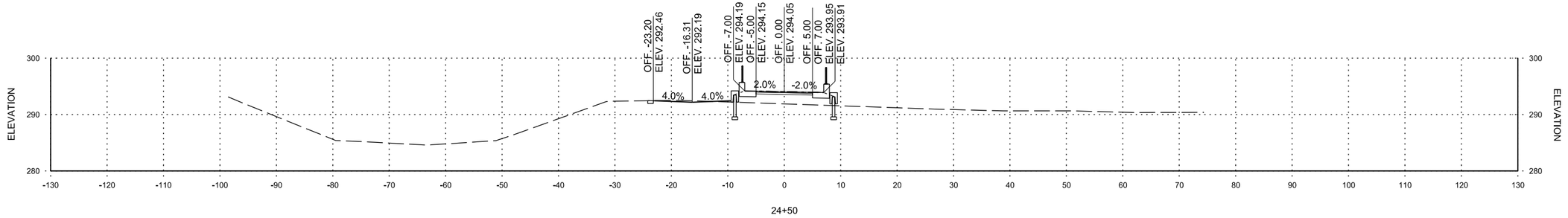
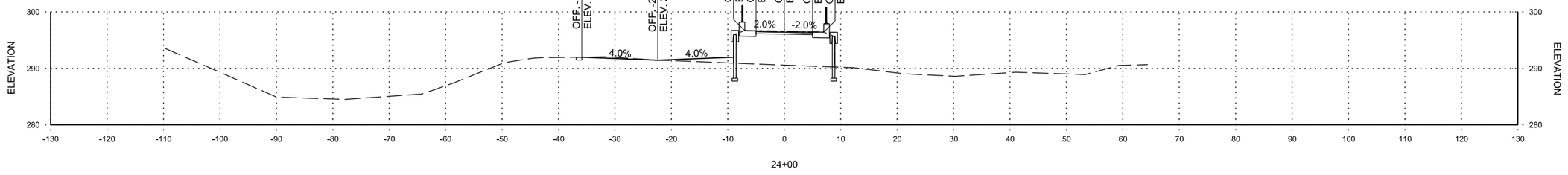
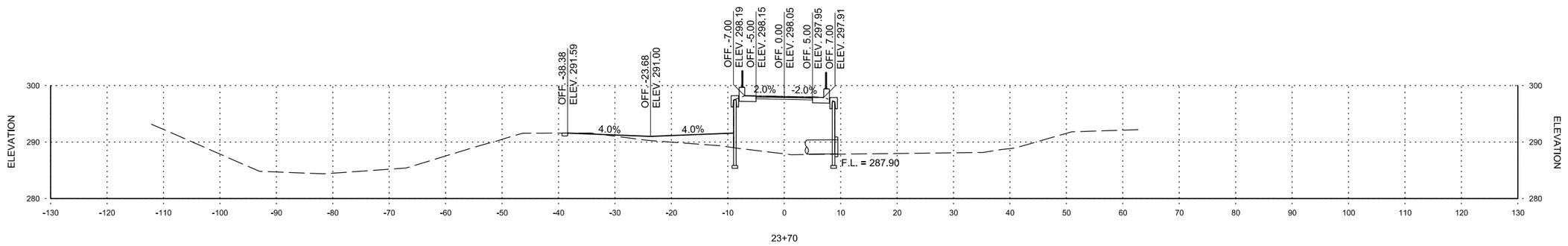
DRAWING NUMBER
CX-09

SHEET NUMBER **CX9**









STA. 23+70 TO STA. 24+70

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE=$$WORKSPACE$$
$$FILE$$

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

STONE DAM CREEK
TRAIL CROSS
SECTIONS

JOB NO.: 15017432
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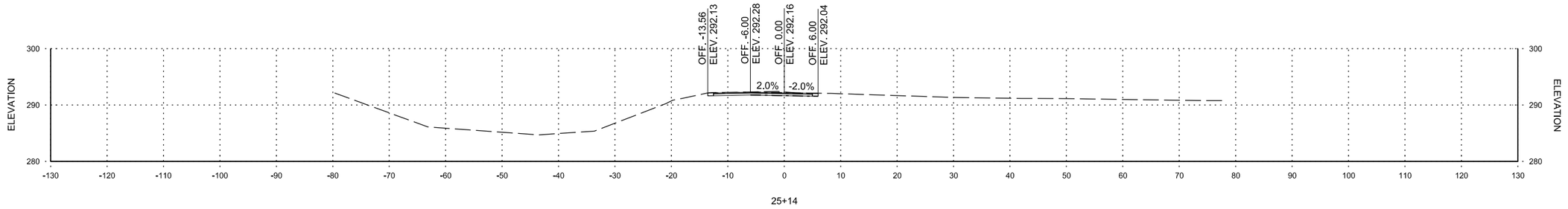
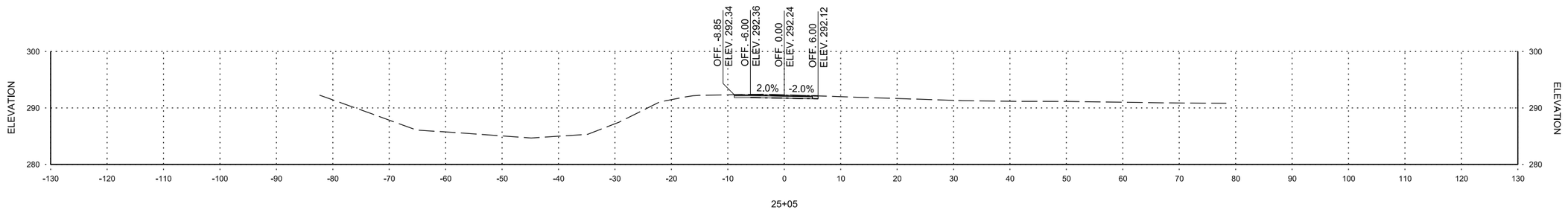
DRAWING NUMBER
CX-10

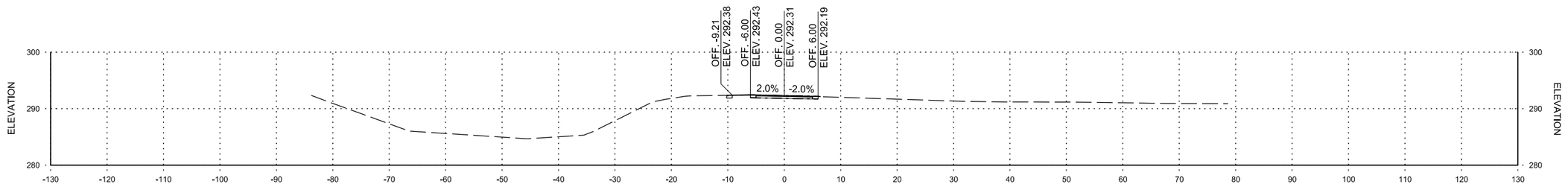
SHEET
NUMBER **CX10**



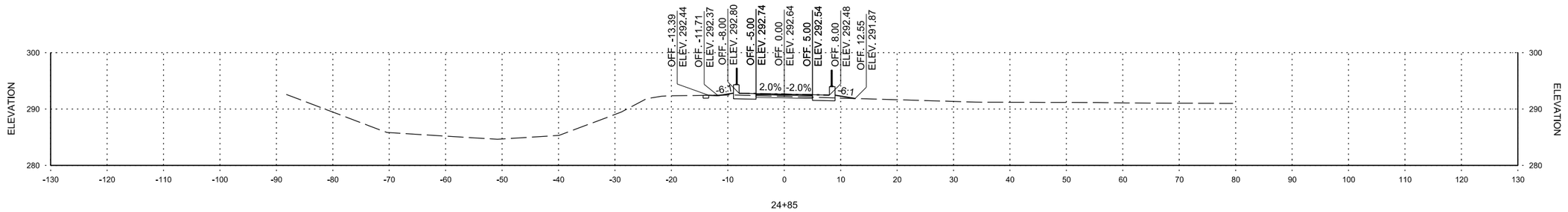
25+14



25+05



25+00



24+85

STA. 24+85 TO STA. 25+14

$$USER$$ $$DATE$$ $$TIME$$
WORKSPACE$$WORKSPACE$$
$$FILE$$

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
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(CONWAY) (RTP-15) (S)

STONE DAM CREEK
TRAIL CROSS
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JOB NO.: 15017432
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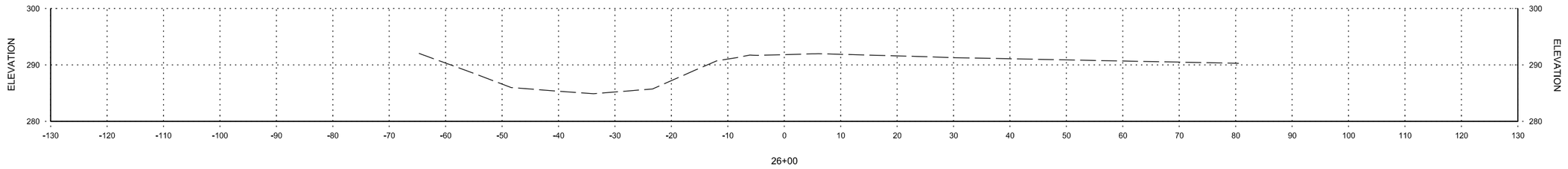
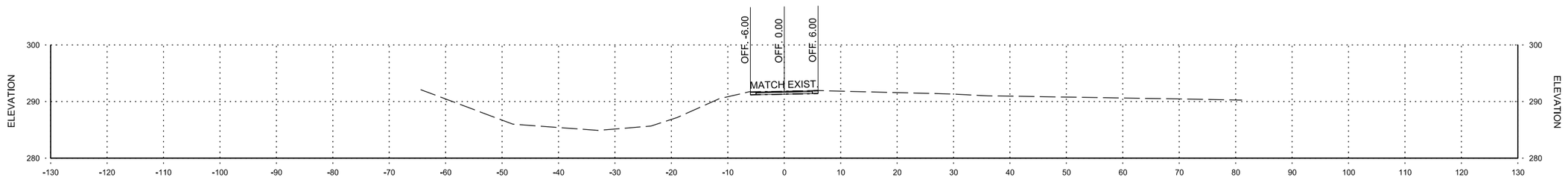
DRAWING NUMBER
CX-11

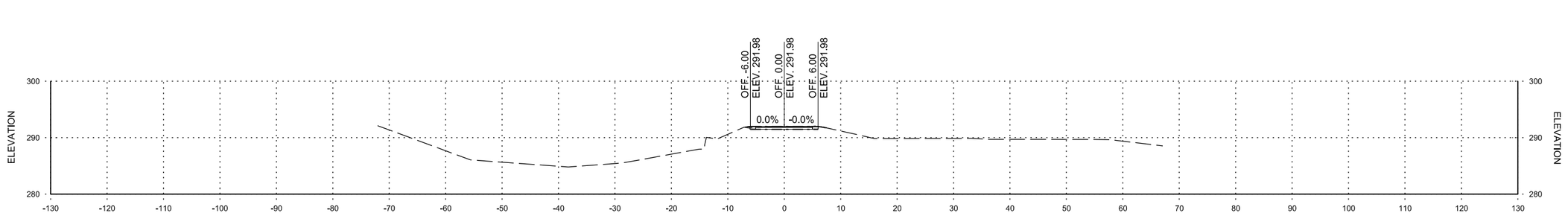
SHEET
NUMBER **CX11**



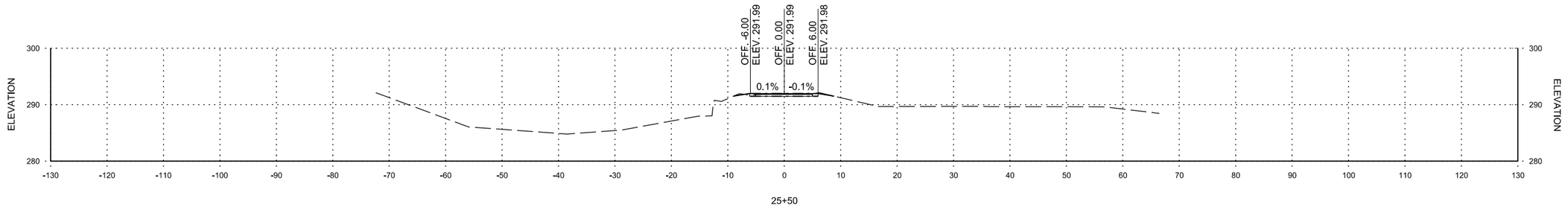
26+00



25+89



25+52



25+50

STA. 25+50 TO STA. 26+00

$$USER$$
WORKSPACE$$WORKSPACE$$
$$FILE$$

$$DATE$$ $$TIME$$

REV.	DATE	DESCRIPTION	BY

CITY OF CONWAY
CONWAY, ARKANSAS

DAVE WARD DR. PED. OVERPASS
(CONWAY) (RTP-15) (S)

STONE DAM CREEK
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DRAWING NUMBER
CX-12

SHEET NUMBER **CX12**