DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	1	93
				(2)	HWY. 63B - HWY. 18 (S)			

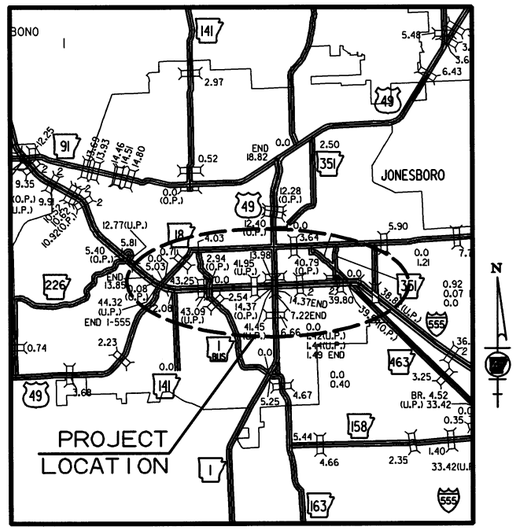
"A FULLY CONTROLLED ACCESS FACILITY"
ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 63B - HWY. 18 (S)

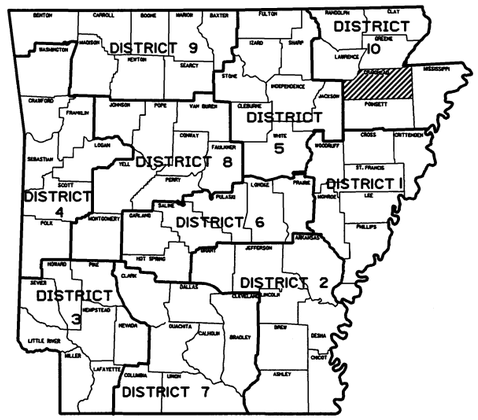
CRAIGHEAD COUNTY
ROUTE 555 SECTION 3

JOB 100959

FED. AID PROJ. NO. NHPP-555-3(1)40



VICINITY MAP



ARK. HWY. DIST. NO. 10

BRIDGE DATA

① STA. 78+93.36 BR. END
132.24' BRIDGE NO. A5202
39'-0" CLEAR ROADWAY
STA. 80+25.60 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

② STA. 79+74.40 BR. END
132.24' BRIDGE NO. B5202
39'-0" CLEAR ROADWAY
STA. 81+06.64 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

③ STA. 131+83.71 BR. END
233.56' BRIDGE NO. A5203
39'-0" CLEAR ROADWAY
STA. 134+17.27 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

④ STA. 131+38.13 BR. END
233.56' BRIDGE NO. B5203
39'-0" CLEAR ROADWAY
STA. 133+71.69 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

BRIDGE DATA (OVERPASSES)

Ⓐ STA. 23+67.64 BR. END
364.36' BRIDGE NO. 06351
38'-0" CLEAR ROADWAY
STA. 27+62.00 BR. END
POLYMER OVERLAY

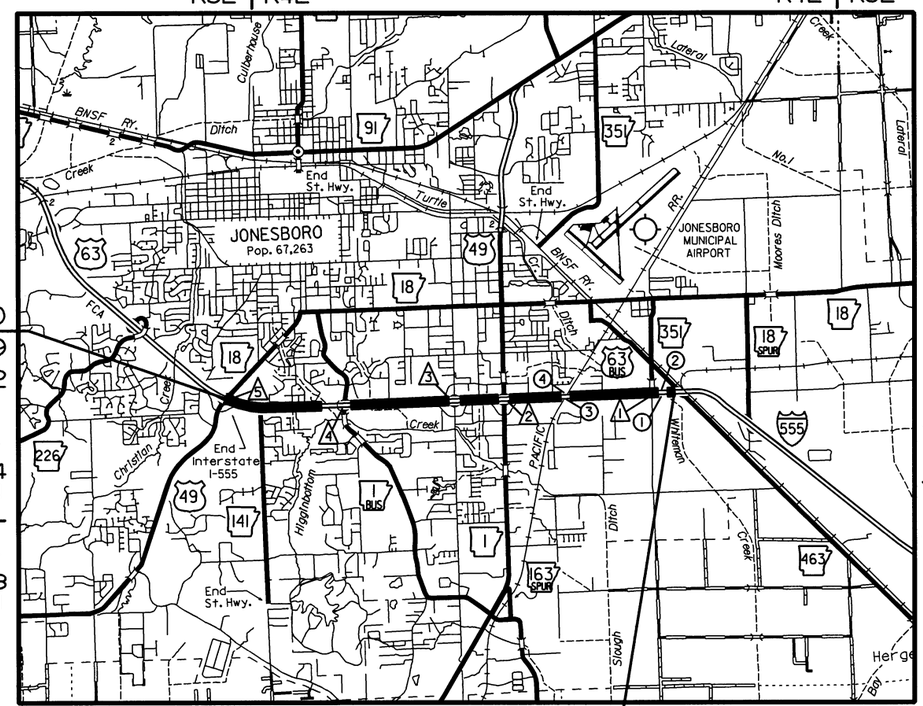
Ⓑ STA. 18+14.88 BR. END
370.25' BRIDGE NO. 06352
76'-0" CLEAR ROADWAY
STA. 21+85.13 BR. END
POLYMER OVERLAY

Ⓒ STA. 8+18.90 BR. END
355.20' BRIDGE NO. 06315
76'-0" CLEAR ROADWAY
STA. 11+74.10 BR. END
POLYMER OVERLAY

Ⓓ STA. 18+76.43 BR. END
254.20' BRIDGE NO. 06279
76'-0" CLEAR ROADWAY
STA. 21+30.63 BR. END
POLYMER OVERLAY

Ⓔ STA. 20+40.12 BR. END
346.87' BRIDGE NO. 06412
76'-0" CLEAR ROADWAY
STA. 23+86.99 BR. END
POLYMER OVERLAY

R3E | R4E NOT TO SCALE R4E | R5E



STA. 320+00.00
END JOB 100959
LOG MILE 44.32

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

DESIGN TRAFFIC DATA

DESIGN YEAR	2039
2019 ADT	33,000
2039 ADT	45,000
2039 DHV	4,950
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	15%
DESIGN SPEED	55 MPH

BEGINNING OF PROJECT
LAT. = N 35°48'25"
LONG. = W 90°38'14"

MID-POINT OF PROJECT
LAT. = N 35°48'26"
LONG. = W 90°40'46"

END OF PROJECT
LAT. = N 35°48'34"
LONG. = W 90°43'17"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH	OF	PROJECT	24,902.10	FEET	OR	4.716	MILES
NET	"	" ROADWAY	24,536.30	"	"	4.647	"
NET	"	" BRIDGES	365.80	"	"	0.069	"
NET	"	" PROJECT	24,902.10	"	"	4.716	"

CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS ENGINEER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

P.E. JOB 100959

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10/10/19				6	ARK.			
				JOB NO.		100959	2	93

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-10-19
HUBERT BURKS

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SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
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2	INDEX OF SHEETS AND STANDARD DRAWINGS		
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
4 - 8	TYPICAL SECTIONS OF IMPROVEMENT		
9 - 15	SPECIAL DETAILS		
16 - 24	TEMPORARY EROSION CONTROL DETAILS		
25 - 53	MAINTENANCE OF TRAFFIC DETAILS		
54 - 63	QUANTITIES		
64	SCHEDULE OF BRIDGE QUANTITIES (VOID)	A5202, B5202, A5203, B5203, 06279, 06315, 06351, 06352, 06412	60326
64A	SCHEDULE OF BRIDGE QUANTITIES	A5202, B5202, A5203, B5203, 06279, 06315, 06351, 06352, 06412	60326A
65	SUMMARY OF QUANTITIES AND REVISIONS		
66 - 78	PLAN SHEETS		
79	DETAILS OF LATEX MODIFIED CONCRETE OVERLAY (SHEET 1 OF 2) (VOID)	A5202, B5202, A5203, B5203	60327
79A	DETAILS OF LATEX MODIFIED CONCRETE OVERLAY	A5202, A5203	60327A
79B	DETAILS OF LATEX MODIFIED CONCRETE OVERLAY WITH GRADE RAISE	B5202, B5203	60327B
80	DETAILS OF LATEX MODIFIED CONCRETE OVERLAY (SHEET 2 OF 2) (VOID)	A5202, B5202, A5203, B5203	60328
80A	ADDITIONAL DETAILS OF LATEX MODIFIED CONCRETE OVERLAY	A5202, B5202, A5203, B5203	60328A
81	DETAILS OF STANDARD APPROACH SLABS & GUTTERS -FOR INFORMATION ONLY	A5202, B5202, A5203, B5203	1898F(REV)
82	DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS -FOR INFORMATION ONLY	A5202, B5202, A5203, B5203	14990D
83	NOT USED		
84	NOT USED		
85	NOT USED		
86	NOT USED		
87	NOT USED		
88	LAYOUT OF BRIDGES OVER WHITEMAN DITCH HWY. 63 BYPASS CRAIGHEAD COUNTY ADD'L LANES -FOR INFORMATION ONLY	A5202, B5202	19724
89	DETAILS OF SPANS FOR BRIDGES OVER WHITEMAN DITCH HWY. 63 BYPASS CRAIGHEAD COUNTY ADD'L LANES -FOR INFORMATION ONLY	A5202	19727
90	DETAILS OF STANDARD 35'-90' COMPOSITE I-BEAM SPANS 39'-0" CLEAR RDWY. 0'-6" CURBS 2 1/2" PARABOLIC CROWN -FOR INFORMATION ONLY	A5202, A5203	19728
91	DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS 24, 26, 28, 39 ROADWAYS -FOR INFORMATION ONLY	A5202	19729
92	LAYOUT OF OVERPASSES OVER MISSOURI PACIFIC RAILROAD HWY. 63 BYPASS CRAIGHEAD COUNTY ADD'L LANES (EXHIBIT A) -FOR INFORMATION ONLY	A5203, B5203	19730
93	DETAILS OF SPANS FOR OVERPASSES OVER MISSOURI PACIFIC RAILROAD HWY. 63 BYPASS CRAIGHEAD COUNTY ADD'L LANES -FOR INFORMATION ONL	A5203	19733

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55036	STANDARD DETAILS FOR TYPE "AT" APPROACH GUTTERS (BRIDGES WITH 6" CURB WIDTH & TYPE A RAILING)	09-02-15

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	05-25-06
GR-8	GUARD RAIL DETAILS	11-16-17
GR-8A	GUARD RAIL DETAILS	11-16-17
GR-9	GUARD RAIL DETAILS	04-17-08
GR-9A	GUARD RAIL DETAILS	04-17-08
GR-10	GUARD RAIL DETAILS	11-16-17
GR-11	GUARD RAIL DETAILS	11-16-17
GR-12	GUARD RAIL DETAILS	11-16-17
GR-13	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	11-16-17
GRT-1	GUARD RAIL DETAILS	11-16-17
IB-1	IMPACT ATTENUATION BARRIER	10-15-09
PM-1	PAVEMENT MARKING DETAILS	06-01-17
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	12-08-16
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	07-25-19
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	02-27-14
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	10-15-09
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)	08-22-02

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INDEX OF SHEETS AND STANDARD DRAWINGS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/10/19				6	ARK.			
10/28/19				JOB NO.		100959	3	93

(2) GOVERNING SPECIFICATIONS AND GENERAL NOTES

GENERAL NOTES

1. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
2. 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.
3. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
4. 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.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
6. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
7. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
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.

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__	SUPPLEMENT - TRAINING PROGRAM - JOB 100959
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
303-1_____	AGGREGATE BASE COURSE
306-1_____	QUALITY CONTROL AND ACCEPTANCE
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
600-2_____	INCIDENTAL CONSTRUCTION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
605-1_____	CONCRETE DITCH PAVING
617-1_____	GUARDRAIL TERMINAL (TYPE 2)
620-1_____	MULCH COVER
621-1_____	FILTER SOCKS
800-1_____	STRUCTURES
804-2_____	REINFORCING STEEL FOR STRUCTURES
JOB 100959__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 100959__	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS
JOB 100959__	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB 100959__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 100959__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 100959__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 100959__	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 100959__	CONSTRUCTION PROJECT INFORMATION SIGN
JOB 100959__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 100959__	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 100959__	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 100959__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 100959__	HYDRODEMOLITION
JOB 100959__	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY
JOB 100959__	LATEX MODIFIED CONCRETE OVERLAY
JOB 100959__	MAINTENANCE OF TRAFFIC
JOB 100959__	MANAGEMENT OF HYDRODEMOLITION WASTEWATER
JOB 100959__	MANDATORY ELECTRONIC CONTRACT
JOB 100959__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 100959__	MOTORIST ASSISTANCE PATROL
JOB 100959__	NESTING SITES OF MIGRATORY BIRDS
JOB 100959__	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
JOB 100959__	PARTNERING REQUIREMENTS
JOB 100959__	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 100959__	POLYMER OVERLAY
JOB 100959__	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 100959__	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB 100959__	RESTRAINING CONDITIONS
JOB 100959__	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 100959__	ROADWAY CONSTRUCTION CONTROL
JOB 100959__	SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT
JOB 100959__	SOIL STABILIZATION
JOB 100959__	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB 100959__	STORM WATER POLLUTION PREVENTION PLAN
JOB 100959__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 100959__	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE
JOB 100959__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 100959__	TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB 100959__	UTILITY ADJUSTMENTS
JOB 100959__	VALUE ENGINEERING
JOB 100959__	WARM MIX ASPHALT
JOB 100959__	WELLHEAD PROTECTION
JOB 100959__	WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB 100959__	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB 100959__	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB 100959__	WRSF TRANING WORKSHOP

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-30-19
HUBERT BURNS

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GOVERNING SPECIFICATIONS AND GENERAL NOTES

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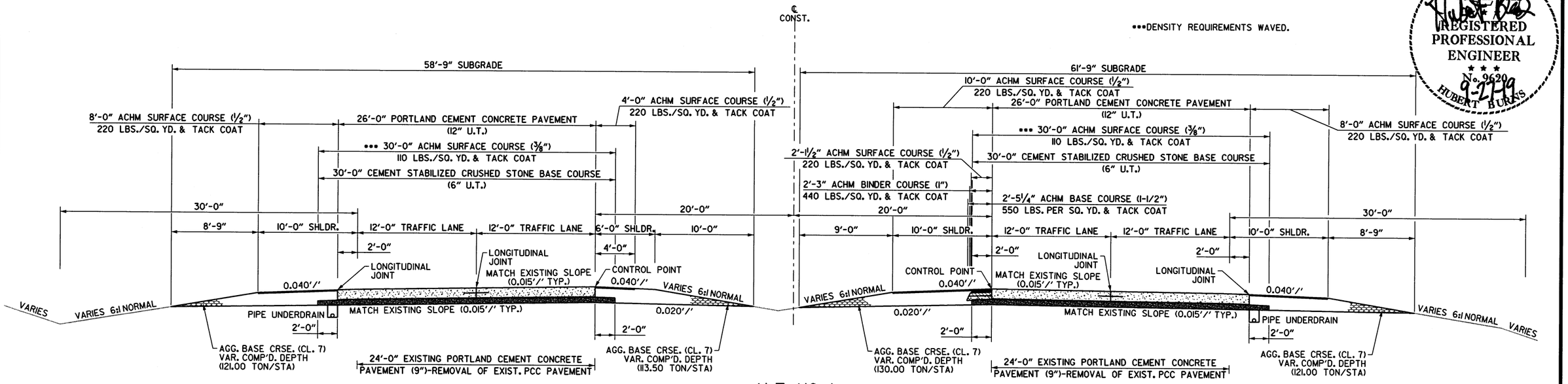
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	4	93

(2) TYPICAL SECTIONS OF IMPROVEMENT

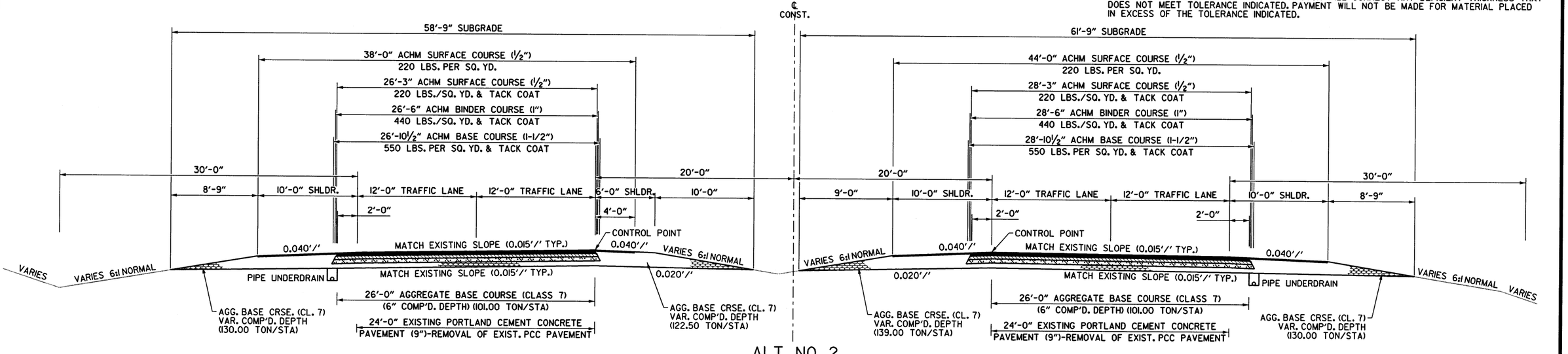
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS



ALT. NO. 1
FULL-DEPTH RECONSTRUCTION - TANGENT SECTION

TYPICAL SECTION NOTES:

1. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
2. AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTIONS 303 ARE WAIVED.
3. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



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FULL-DEPTH RECONSTRUCTION - TANGENT SECTION

TYPICAL SECTIONS OF IMPROVEMENT

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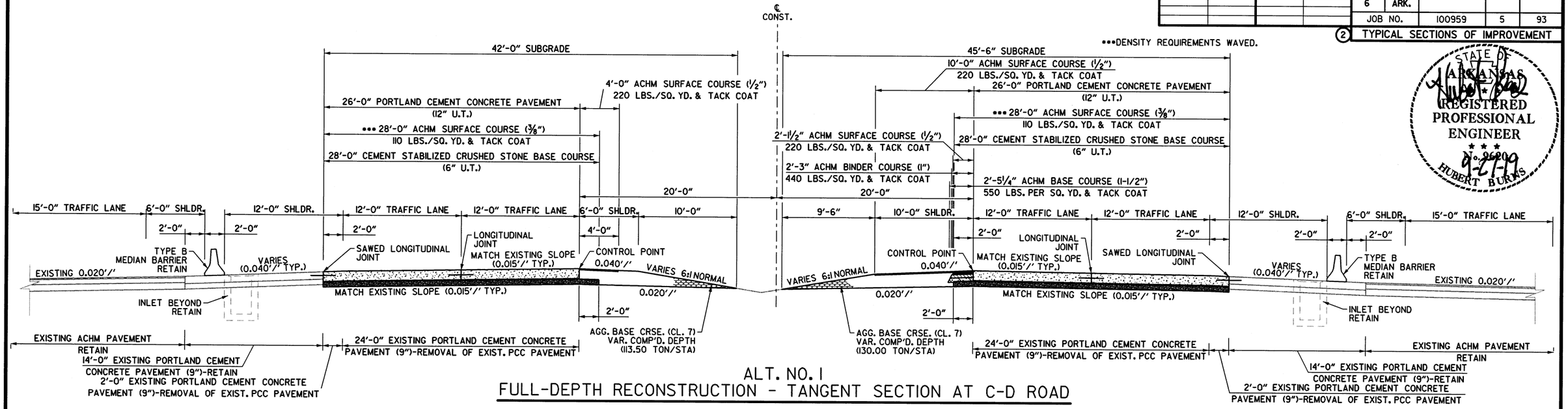
6	ARK.			
JOB NO.		100959	5	93

(2) TYPICAL SECTIONS OF IMPROVEMENT

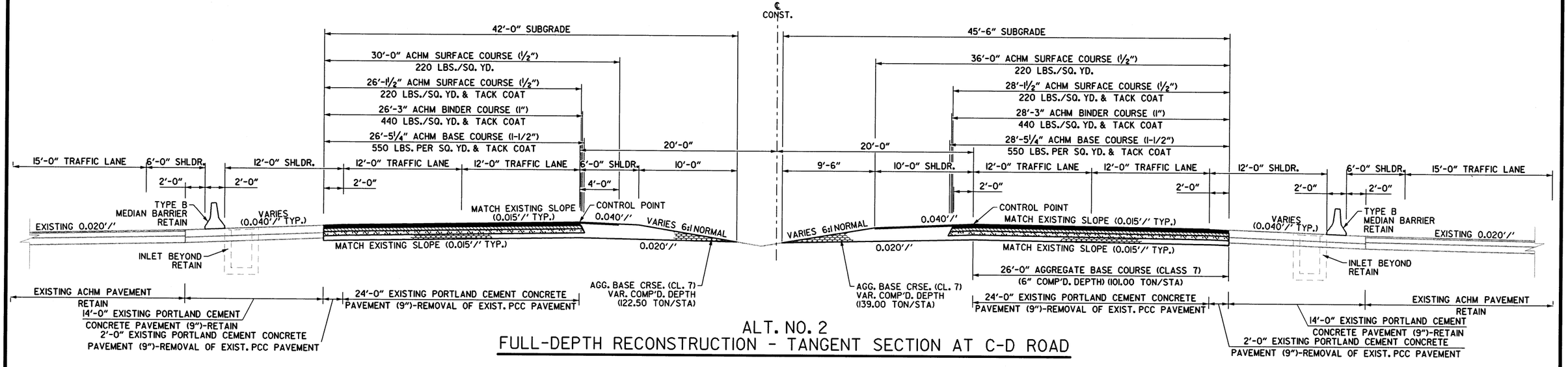
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9209
9-27-19
HUBERT BURNS



ALT. NO. 1
FULL-DEPTH RECONSTRUCTION - TANGENT SECTION AT C-D ROAD

TYPICAL SECTION NOTES:

1. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
2. AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTIONS 303 ARE WAIVED.
3. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



ALT. NO. 2
FULL-DEPTH RECONSTRUCTION - TANGENT SECTION AT C-D ROAD

TYPICAL SECTIONS OF IMPROVEMENT

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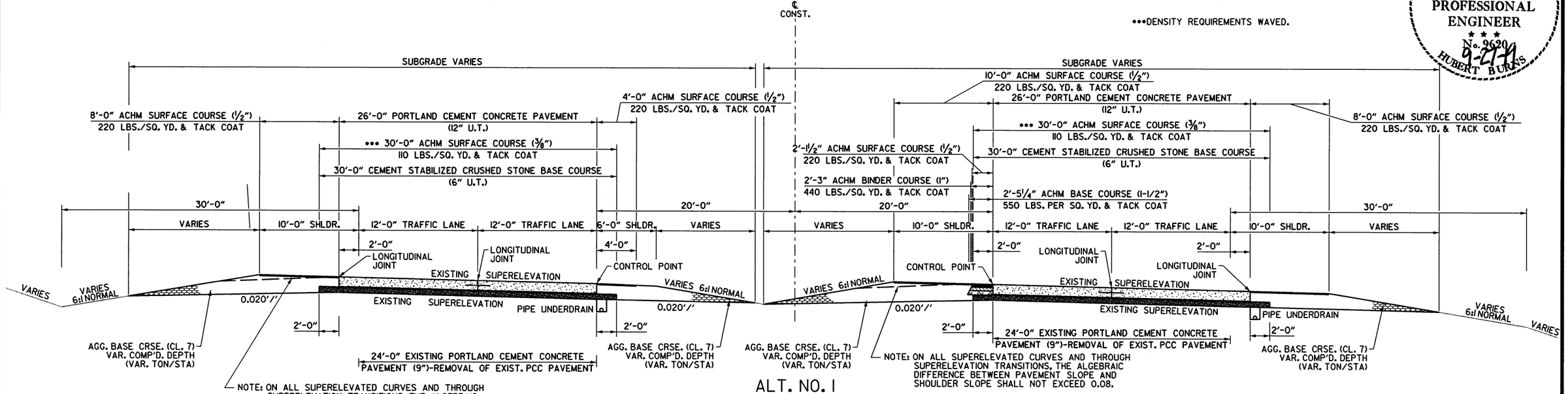
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	6	93

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

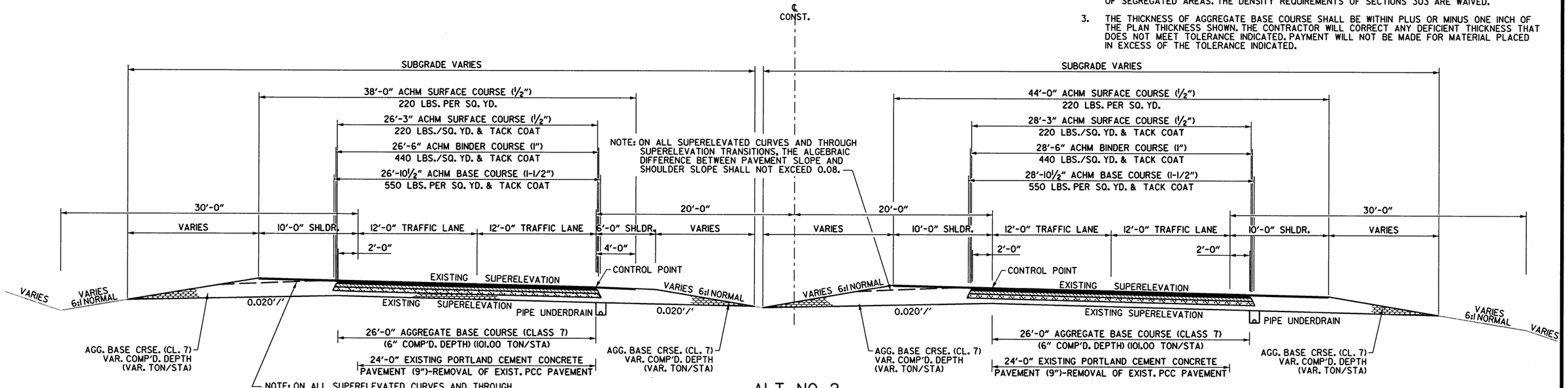
•••DENSITY REQUIREMENTS WAVED.



ALT. NO. 1
FULL-DEPTH RECONSTRUCTION - SUPERELEVATED SECTION

TYPICAL SECTION NOTES:

1. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
2. AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTIONS 303 ARE WAIVED.
3. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



ALT. NO. 2
FULL-DEPTH RECONSTRUCTION - SUPERELEVATED SECTION

TYPICAL SECTIONS OF IMPROVEMENT

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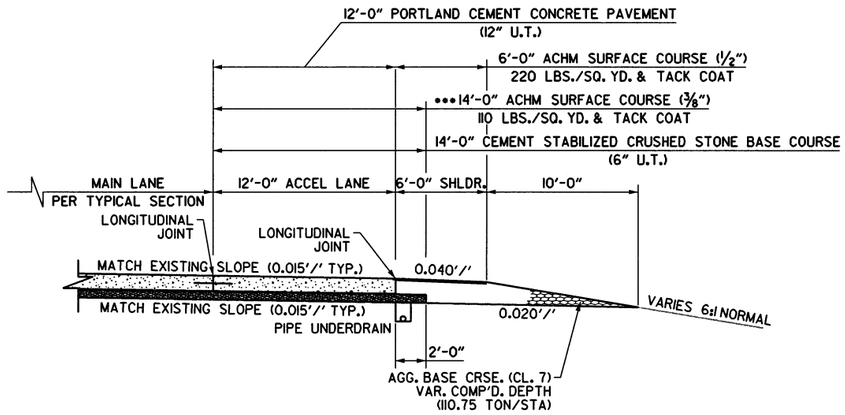
				6	ARK.			
				JOB NO.		100959	7	93

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
HUBERT BURNS
REGISTERED PROFESSIONAL ENGINEER
No. 9520
9-27-19

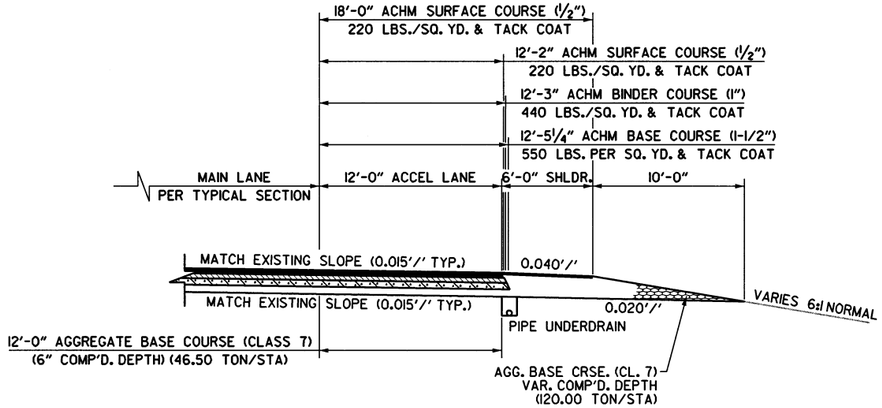
•••DENSITY REQUIREMENTS WAVED.



ALT. NO. 1
INTERSTATE 40 - FULL-DEPTH RECONSTRUCTION W/AUXILIARY LANE

TYPICAL SECTION NOTES:

1. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
2. AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTIONS 303 ARE WAIVED.
3. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



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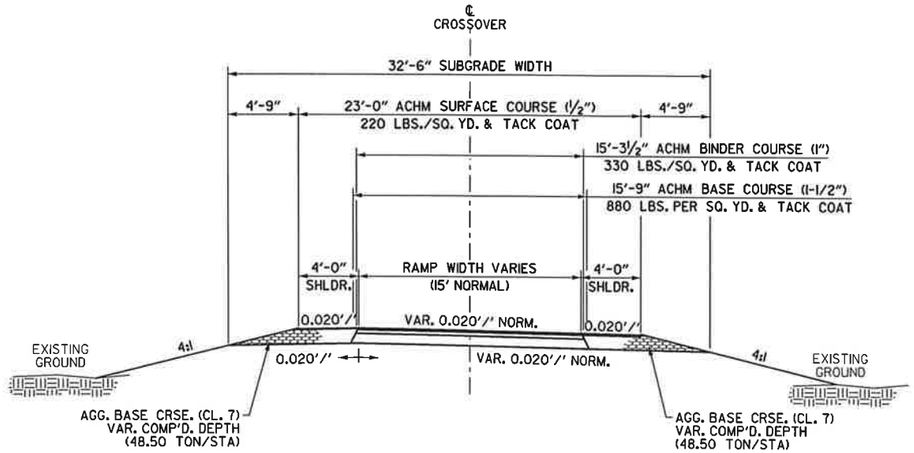
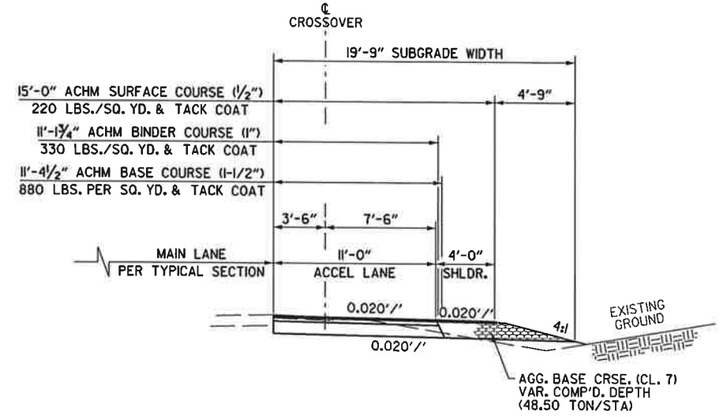
10/28/19				6	ARK.			
				JOB NO.		100959	8	93

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURKE
10-30-19



TEMPORARY MAINLINE CROSSOVERS & RAMPS FOR MAINTENANCE OF TRAFFIC
(SHOWN IN DIRECTION OF TRAFFIC)



TEMPORARY ACCEL LANE MAINTENANCE OF TRAFFIC
(SHOWN IN DIRECTION OF TRAFFIC)

TYPICAL SECTION NOTES:

1. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
2. AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTIONS 303 ARE WAIVED.
3. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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				JOB NO.		100959	9	93
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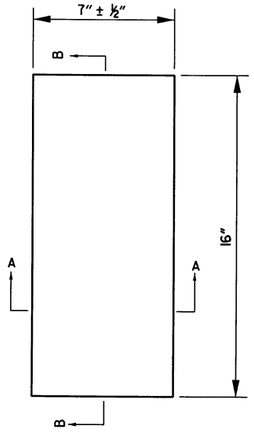
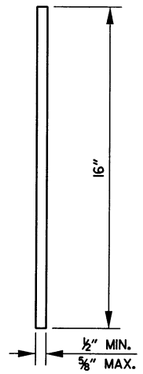
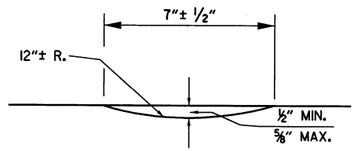


PLAN

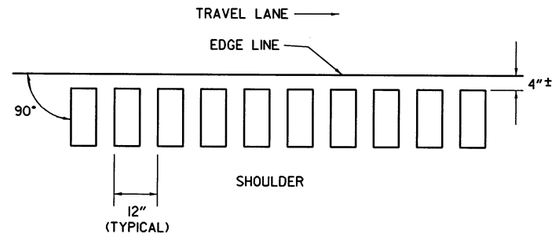


SECTION B-B

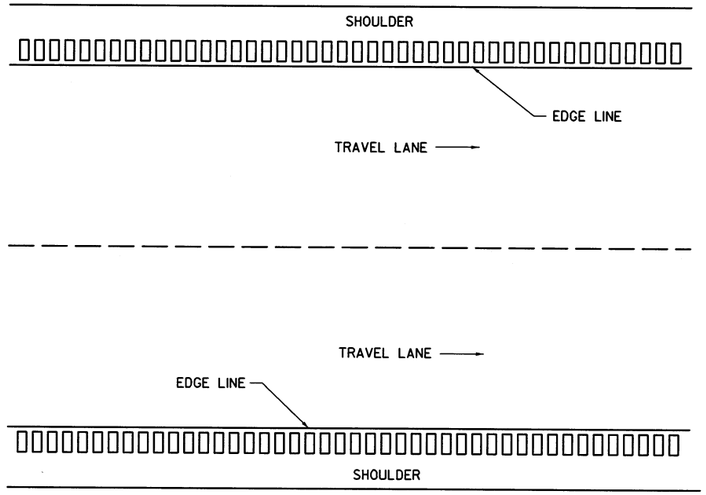
DETAILS OF RUMBLE STRIPS



SECTION A-A



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



PLAN VIEW

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.

2. THE ½" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.

3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 2620
9-27-19
HUBERT BURNS

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				6	ARK.			
				JOB NO.		100959	10	93
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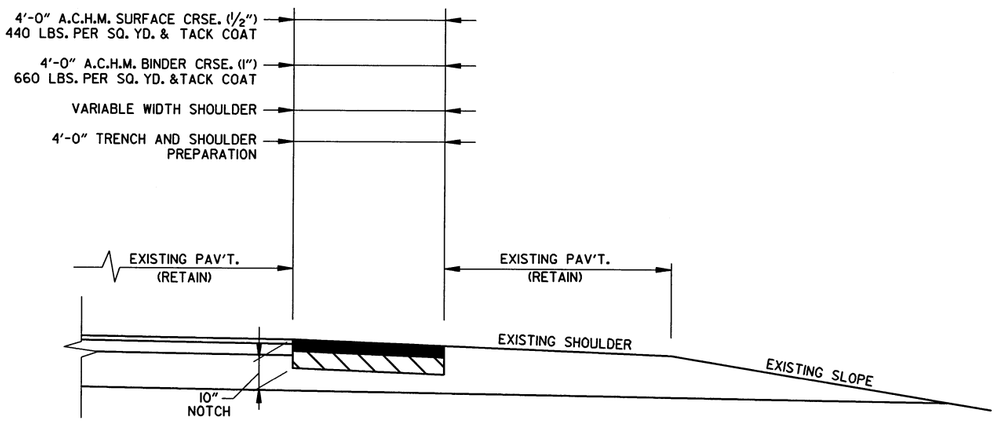
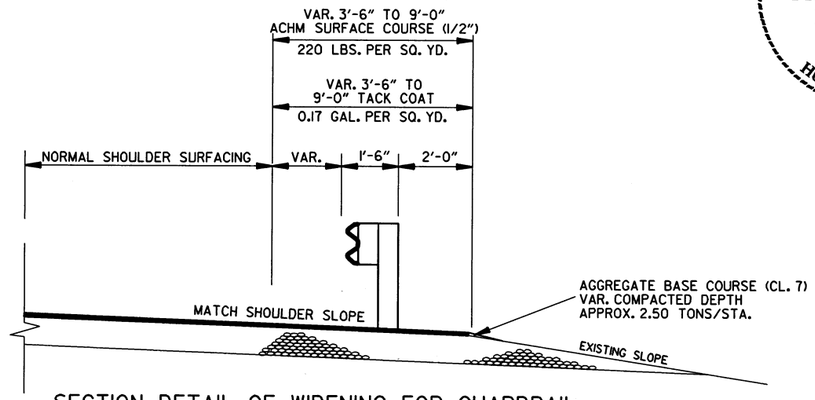
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS



SHOULDER TRENCHING AND PREPARATION OUTSIDE SHOULDER (SHOWN IN DIRECTION OF TRAFFIC)

NOT TO SCALE

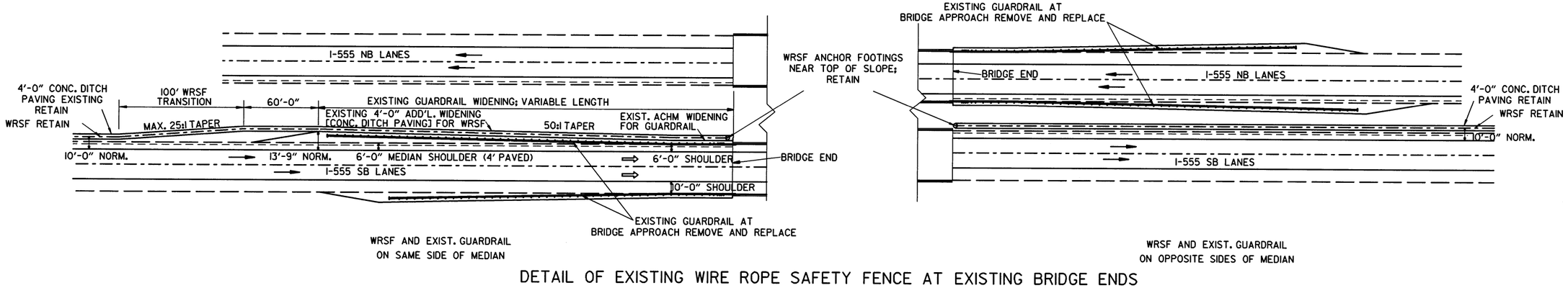
L.M.L. OUTSIDE SHOULDER
STA. 1245+95.17 TO STA. 1247+26.64
STA. 63+11.75 TO STA. 65+04.27
STA. 71+80.63 TO STA. 78+45.44
STA. 80+49.68 TO STA. 85+79.56
STA. 87+83.54 TO STA. 131+54.41
STA. 134+59.97 TO STA. 142+60.00
STA. 214+83.67 TO STA. 237+30.00
STA. 245+07.47 TO STA. 263+47.55
STA. 268+43.54 TO STA. 300+50.00
STA. 308+14.11 TO STA. 328+20.00



SECTION DETAIL OF WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-8A, GR-9, GR-9A, GR-10, GR-11, GR-12, GR-13, GRT-1 FOR ADDITIONAL INFORMATION.

NOTE:
AGGREGATE BASE COURSE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.



DETAIL OF EXISTING WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

REFER TO PLANS FOR RELATIVE PLACEMENT OF GUARDRAIL AT EACH BRIDGE END

SPECIAL DETAILS

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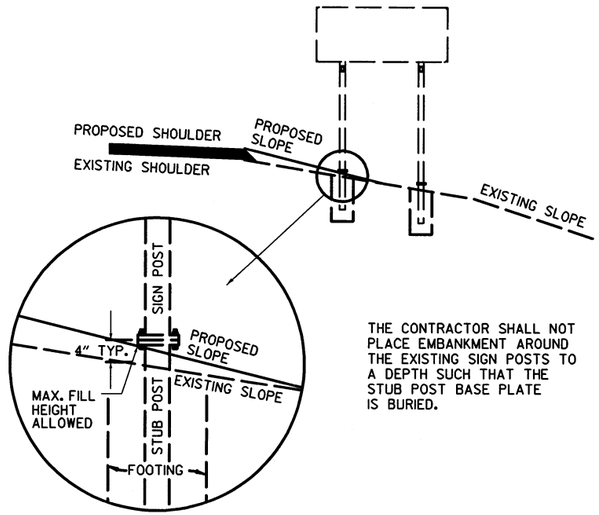
				JOB NO.		100959	11	93

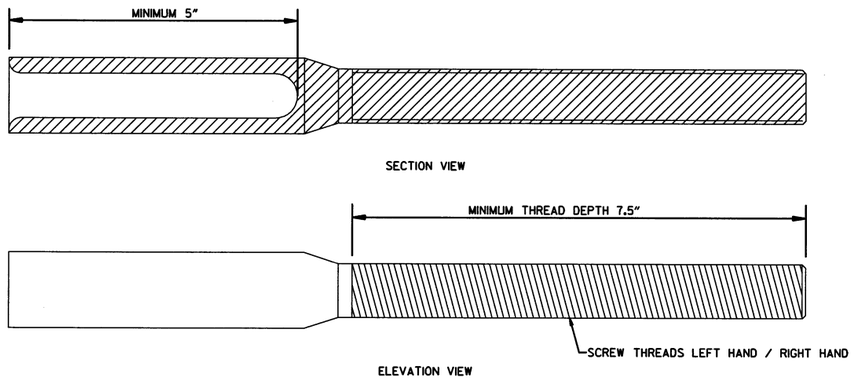
(2) SPECIAL DETAILS



THE CONTRACTOR SHALL NOT PLACE EMBANKMENT AROUND THE EXISTING SIGN POSTS TO A DEPTH SUCH THAT THE STUB POST BASE PLATE IS BURIED.

DETAIL FOR THE MAINTENANCE OF EXISTING BREAKAWAY SIGN STRUCTURES

NOT TO SCALE

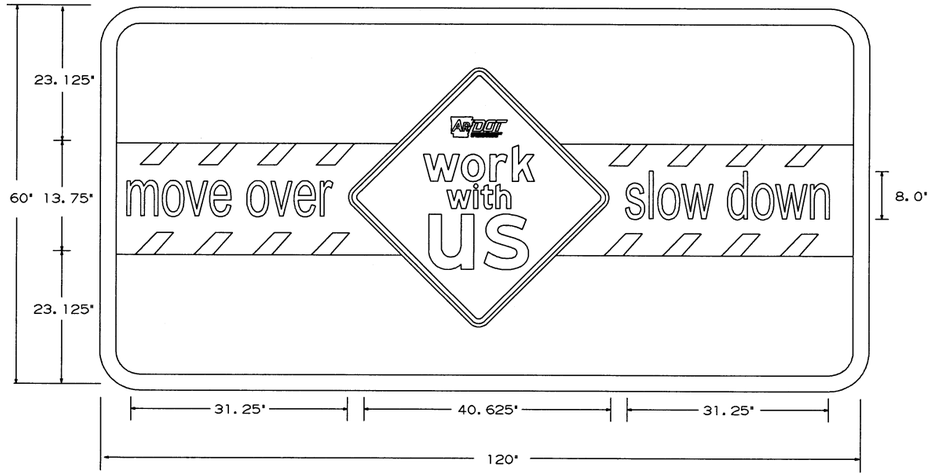


NOTE:

REFER TO "WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS" SPECIAL PROVISION FOR ADDITIONAL REQUIREMENTS.

THREADED TERMINAL DETAIL

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS



2" WHITE BORDER, 2" RADII, GREEN BACKGROUND
'move over/slow down' 5.31" NIVEAU GROTESK, REGULAR FONT x 1.5Y
'work with us' FRUTIGER LT 75 BLACK FONT

NOTE: DIGITAL ART WORK FILE AVAILABLE FROM ARDOT MAINTENANCE DIVISION SIGN SHOP 501-569-2665.
THIS SIGN SHALL BE PLACED 2640' PRECEDING THE FIRST ADVANCE WARNING SIGN, IN THE DIRECTION OF TRAFFIC.

WORK WITH US SIGN

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

CONSTRUCTION PROJECT INFORMATION SIGN

SPECIAL DETAILS

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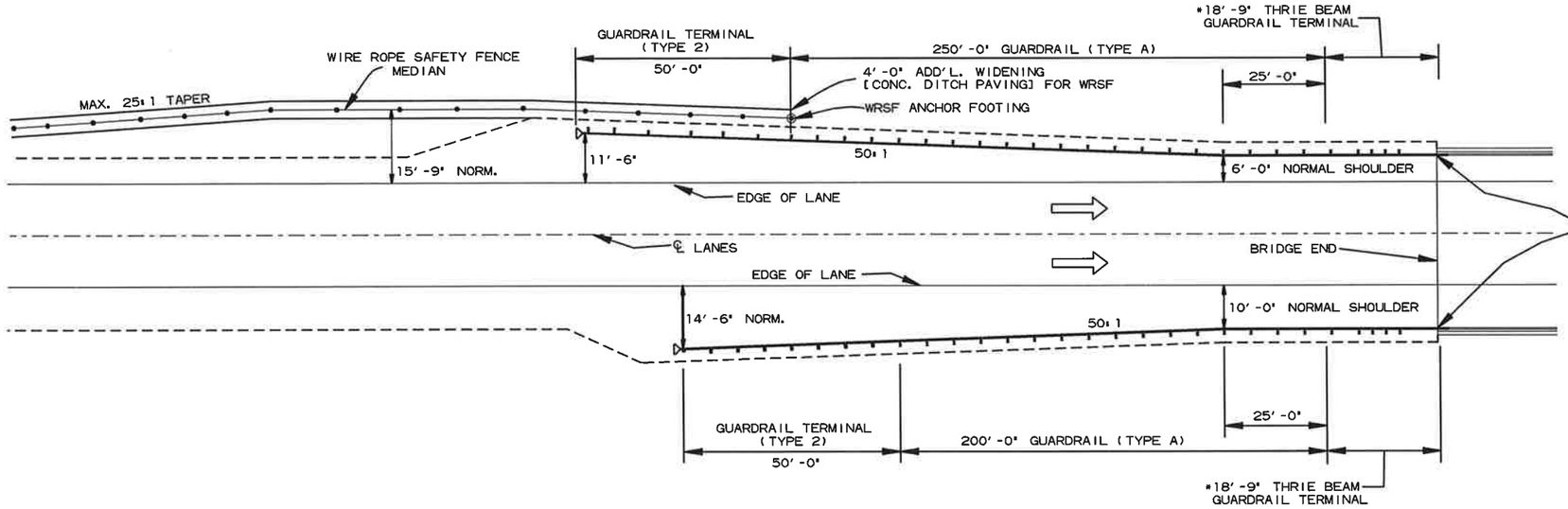
				JOB NO.		100959	12	93

(2) SPECIAL DETAILS

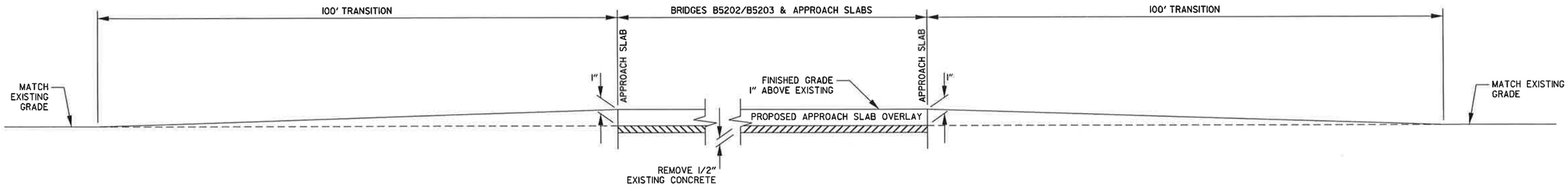
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-10-19
HUBERT BURNS



THRIE BEAM GUARDRAIL CONNECTION AT BRIDGE END. SEE STD. DWG. GR-10.

* THE CONTRACTOR SHALL DRILL 1" DIA. HOLES FOR THE NEW THRIE BEAM CONNECTION BOLTS IN THE EXISTING TRANSITION RAIL. CARE SHALL BE EXERCISED TO AVOID THE EXISTING REINFORCING STEEL IN THE RAIL. THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS CONTRACT ITEMS. SEE STANDARD DRAWING GR-10 FOR ADDITIONAL DETAILS.

TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS



DETAIL FOR GRADE TRANSITIONS - BRIDGES B5202 & B5203

SPECIAL DETAILS

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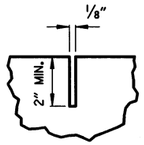
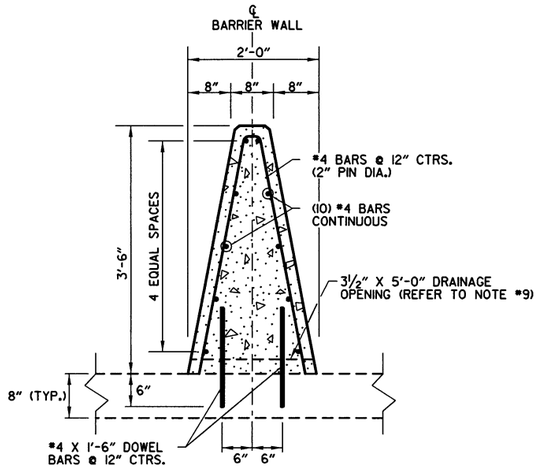


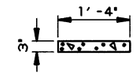
CONTRACTION
JOINT DETAIL

GENERAL NOTES FOR CONCRETE BARRIER WALLS

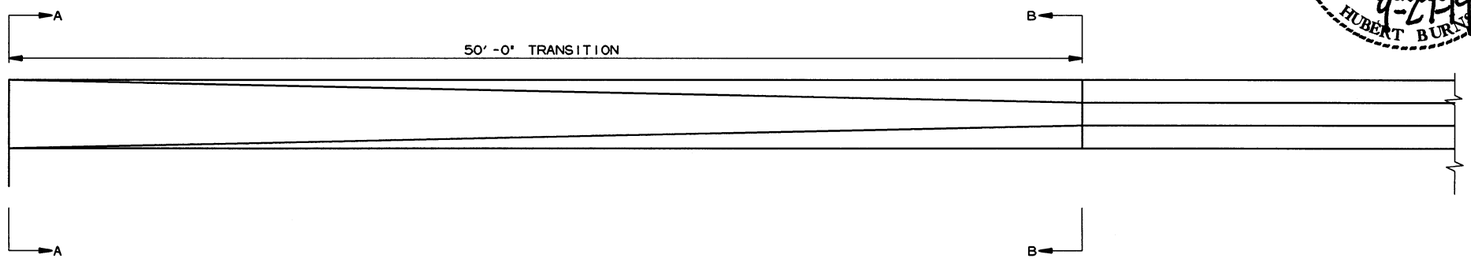
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION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



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

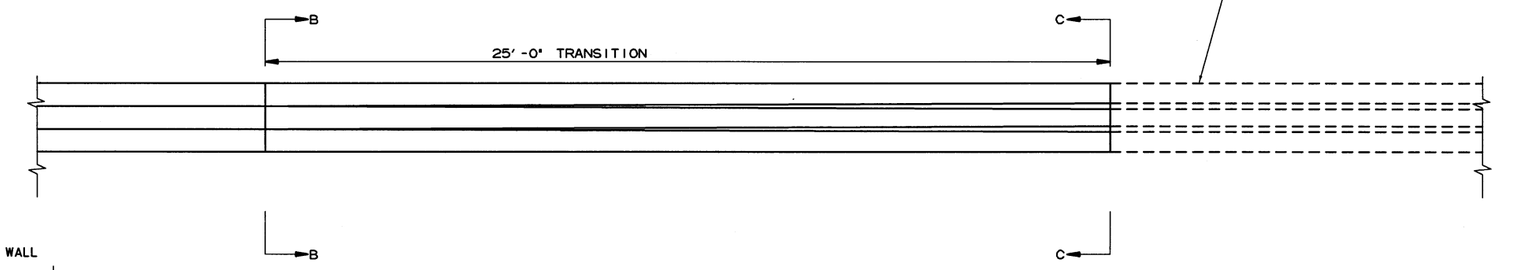


CONCRETE BARRIER WALL
(SIDE TYPE A)
(SECTION A-A)



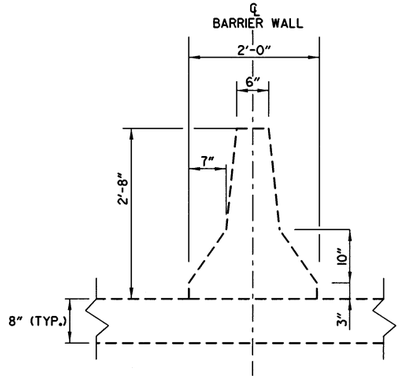
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A-1) TRANSITION

NOTE: TRANSITION TO BE CONSTRUCTED AT BEGINNING AND END OF BARRIER WALL.



PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A-1) TRANSITION

NOTE: TRANSITION FROM CONCRETE BARRIER WALL (MEDIAN TYPE A-1) TO CONCRETE BARRIER WALL (EXISTING)



CONCRETE BARRIER WALL
(EXISTING)
(SECTION C-C)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9680
9-27-19
HUBERT BURNS

SPECIAL DETAILS

USER: fs513
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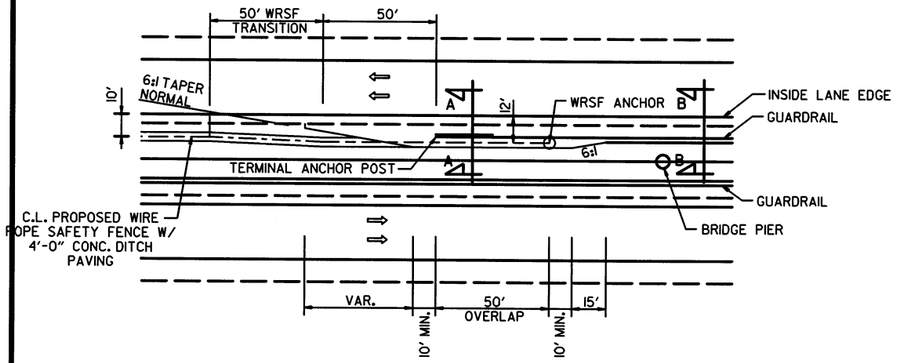
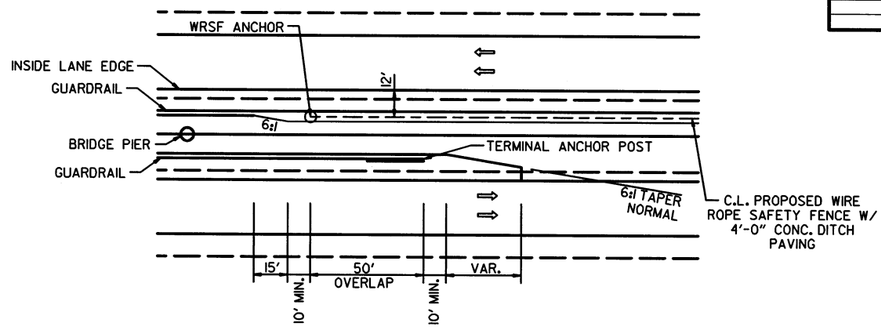
6	ARK.			
JOB NO.		100959	14	93

(2) SPECIAL DETAILS

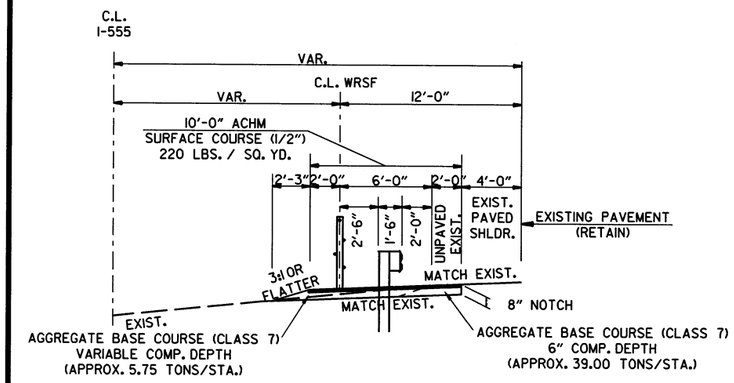
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS



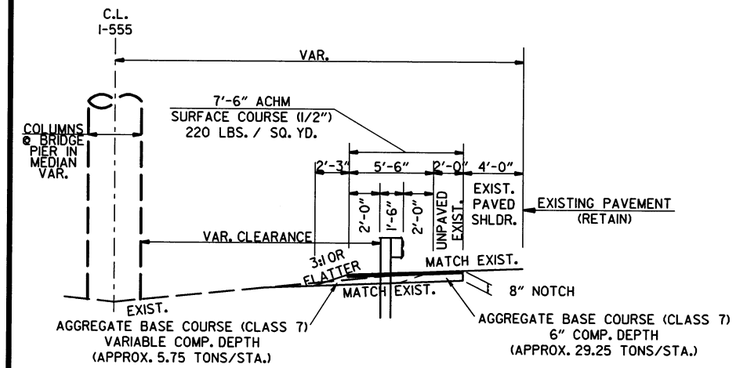
WRSF AND GUARDRAIL TERMINAL SAME SIDE OF C.L. CONST.



WRSF AND GUARDRAIL TERMINAL OPPOSITE SIDE OF C.L. CONST.

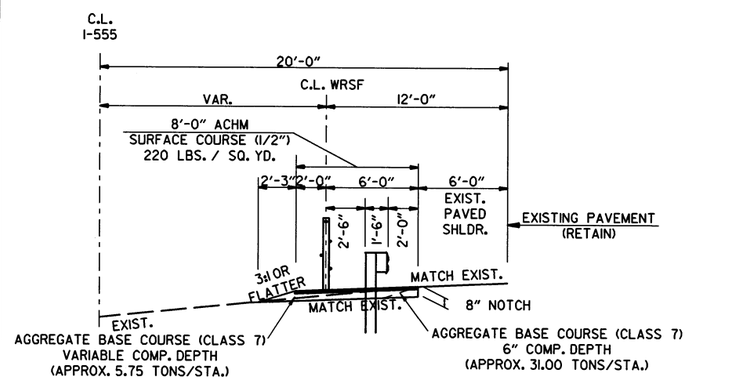


SECTION A-A

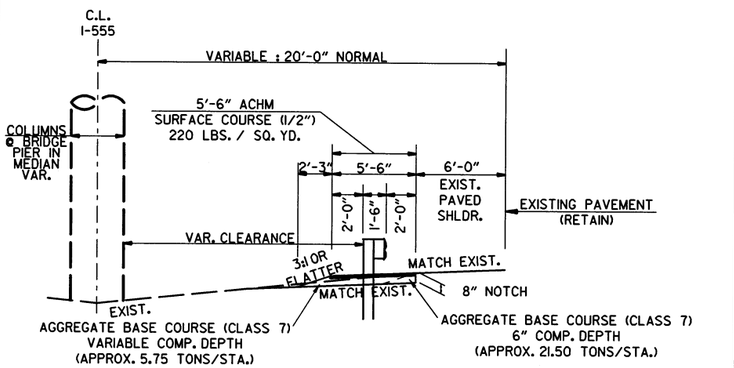


SECTION B-B

DETAILS OF SHOULDER WIDENING FOR GUARDRAIL AND OVERLAPS WITH ENDS OF WIRE ROPE SAFETY FENCE (EXISTING 4' PAVED SHOULDER)

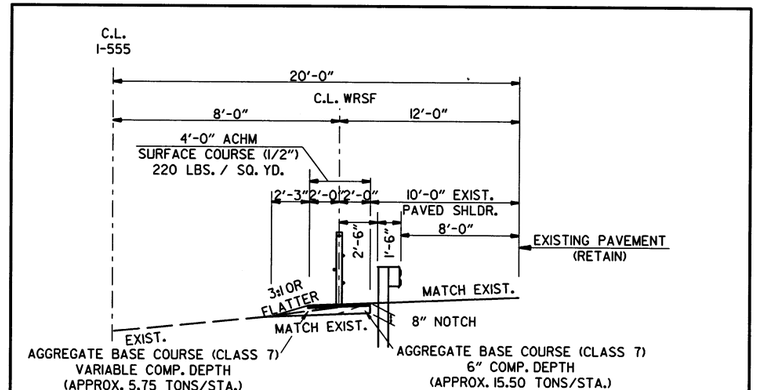


SECTION A-A

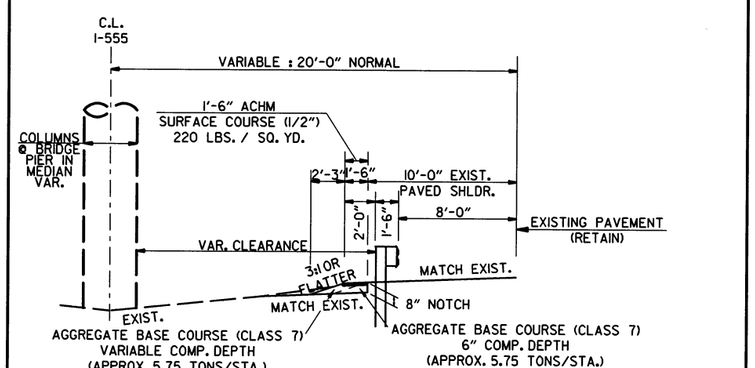


SECTION B-B

DETAILS OF SHOULDER WIDENING FOR GUARDRAIL AND OVERLAPS WITH ENDS OF WIRE ROPE SAFETY FENCE (EXISTING 6' PAVED SHOULDER)



SECTION A-A



SECTION B-B

DETAILS OF SHOULDER WIDENING FOR GUARDRAIL AND OVERLAPS WITH ENDS OF WIRE ROPE SAFETY FENCE (EXISTING 10' PAVED SHOULDER)

SPECIAL DETAILS

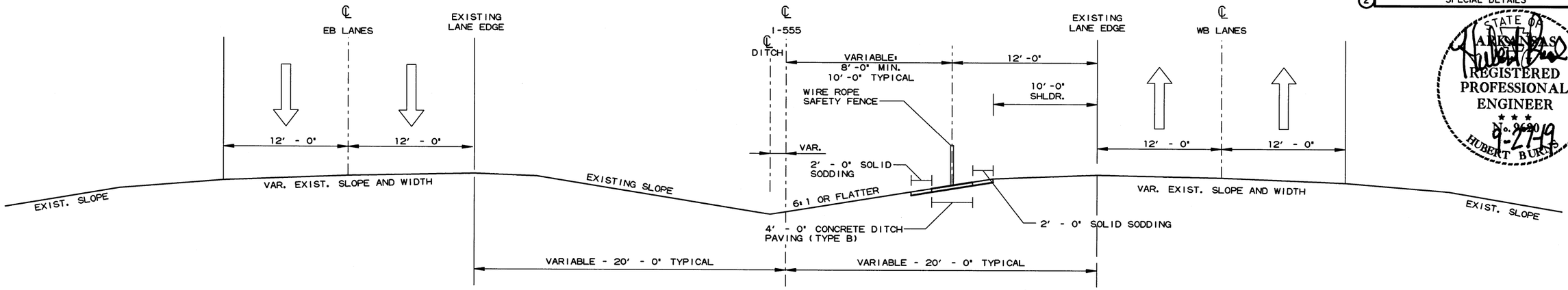
USER: fe513
DESIGN FILE: G:\18ii040l_Jobl00959\TRANSP\dgn\special_details\rl00959 sd.dgn
PLOTTED: 9/27/2019 14:00
MODEL: WRSF SPECIAL DETAILS
SCALE: NO

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	15	93

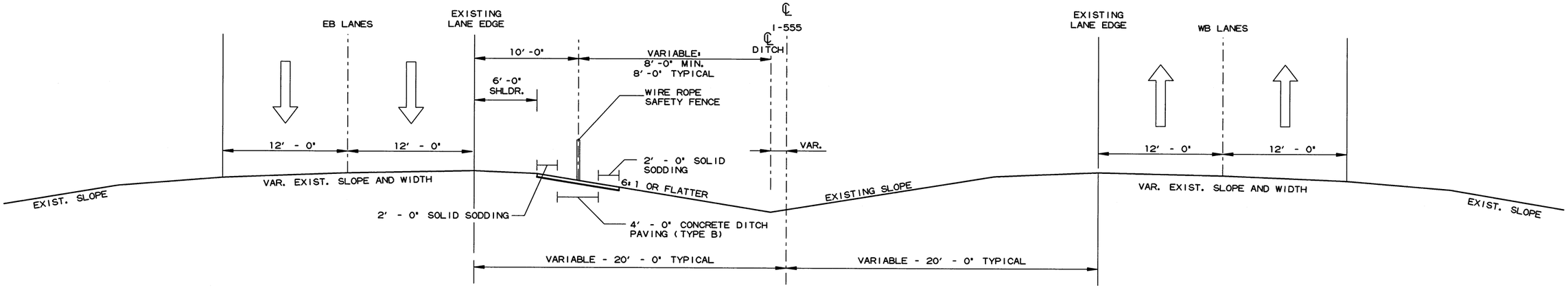
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURKS



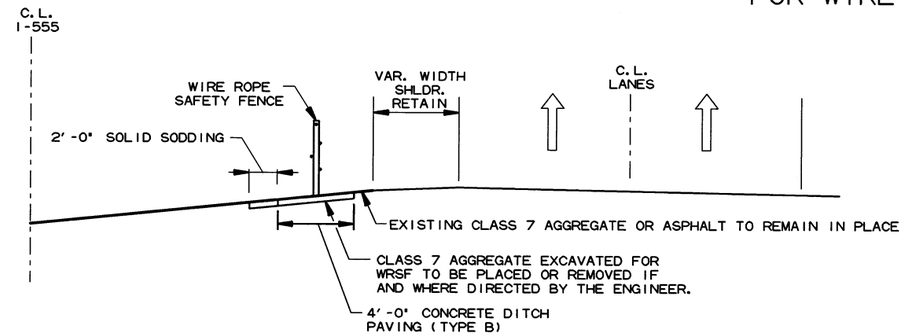
TYPICAL SECTION OF IMPROVEMENT FOR WIRE ROPE SAFETY FENCE RIGHT OF CENTERLINE

STA. 253+86.00 TO STA. 317+56.00
STA. 318+92.00 TO STA. 325+50.00



TYPICAL SECTION OF IMPROVEMENT FOR WIRE ROPE SAFETY FENCE LEFT OF CENTERLINE

STA. 1244+00.00 TO STA. 65+49.00
STA. 73+16.66 TO STA. 79+22.00
STA. 83+16.98 TO STA. 112+27.00
STA. 113+43.00 TO STA. 131+68.00
STA. 136+72.34 TO STA. 165+70.00
STA. 167+04.00 TO STA. 192+23.00
STA. 193+57.00 TO STA. 252+44.00



SOLID SODDING DETAIL

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\special_details\r100959 sd.dgn
PLOTTED: 9/27/2019 14:00
MODEL: WRSF SPECIAL DETAILS
SCALE: 1:10
G:\18110401_Job100959\TRANSP\dgn\special_details\r100959 sd.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	16	93

(2) TEMPORAY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
* * *
No. 9620
9-27-19
HUBERT BURNS

50 25 0 25 50 100

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

RAMP 3 S46°12'15"W
RAMP 4 N46°12'15"E
RAMP 4
RAMP 3
RAMP 1
RAMP 2
65 70 75 80 85 90 95
BR. END STA. 70+26.00
P.C. 71+00.00
P.C.C. 72+40.00
S72°04'15"W
S89°34'15"W
P.I. 71+70.55
P.I. 72+00.00
P.T. 72+95.06
N84°43'15"W
P.C. 76+37.34
P.I. 77+13.02
P.C. 78+08.46
N50°42'45"W
BR. END STA. 78+93.36
WHITEMAN CREEK
P.I. 80+27.48
BR. END STA. 80+25.60
P.T. 82+33.56
P.C. 86+46.16
P.T. 88+36.44
P.I. 87+41.38
P.I. 84+25.92
P.T. 87+69.01
BR. END STA. 79+74.40
BR. END STA. 8H+06.64
C.L. I-555

SILT FENCE = 66 LIN. FT.
SILT FENCE = 28 LIN. FT.
SILT FENCE = 370 LIN. FT.
SILT FENCE = 28 LIN. FT.
SILT FENCE = 244 LIN. FT.
SILT FENCE = 140 LIN. FT.

REVISIONS

DATE	REVISION

(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
(E-11) = SILT FENCE
(E-13) = COMPOST FILTER SOCK

LEGEND

TEMP. PAVEMENT

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

SCALE: 1:100
MODEL: EC ALL STAGES DETAILS
PLOTTED: 9/27/2019 14:00
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn
USER: fs513

G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	17	93

(2) TEMPORAY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURKS
9-27-19

N

50 25 0 25 50 100

100 105 LT. FRONTAGE ROAD 110

+85 E-6 +15 E-5

E-5 +00 E-6 +00 E-5 +00 S89°34'15"W E-13 +00 E-6 +00 E-5 +00 E-6 +00 E-5 +00

C. L. I-555

RT. FRONTAGE ROAD

REVISIONS

DATE	REVISION

E-5 = SAND BAG DITCH CHECKS
E-6 = ROCK DITCH CHECKS
E-13 = COMPOST FILTER SOCK

LEGEND

TEMP. PAVEMENT

BR. END STA. 23+67.64

BR. NO. 06351

WILLOW RD.

N01°16'15"E

115 LT. FRONTAGE ROAD 120 125

25

+85 E-6 +15 E-5

C. L. I-555

E-5 +00 E-6 +00 E-13 +00 S89°34'15"W E-5 +00 E-6 +00 E-13 +00 E-5 +00

RT. FRONTAGE ROAD

C.L. MED. I-555 STA. 112+83.40 =
STA. 25+52.80 WILLOW ROAD
Δ = 88°18'00"

BR. END STA. 27+62.00

N

SCALE: 1:100

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn
PLOTTED: 9/27/2019 14:00
MODEL: EC ALL STAGES DETAILS

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	18	93
				(2)	TEMPORAY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-27-19

50 25 0 25 50 100

N

130

SILT FENCE = 75 LIN. FT.

BR. END STA. 131+83.71

MISSOURI PACIFIC RAILROAD

135

BR. END STA. 134+17.27

SILT FENCE = 302 LIN. FT.

140

BR. NO. A5203

C. L. I-555

S89°34'15"W

BR. NO. B5203

SILT FENCE = 215 LIN. FT.

BR. END STA. 131+38.13

SILT FENCE = 83 LIN. FT.

BR. END STA. 133+71.69

REVISIONS

DATE	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
(E-11) = SILT FENCE
(E-13) = COMPOST FILTER SOCK

TEMP. PAVEMENT

N

145

150

P.C. 149+49.65

P.I. 152+16.32

155

P.C. 156+08.65

P.C. 156+08.65

P.T. 158+75.32

RAMP 4

P.I. 157+42.00

S87°34'15"W

C-D ROAD

S89°34'15"W

P.I. 150+83.00

C. L. I-555

P.I. 148+98.58

N84°43'15"W

EXIST. BARRIER RAIL

RAMP 1

P.C. 148+03.36

P.T. 149+93.64

P.C. 151+55.09

P.I. 152+50.30

P.T. 153+45.36

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn
PLOTTED: 9/27/2019 14:00
MODEL: EC ALL STAGES DETAILS
SCALE: 1=100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	19	93

TEMPORAY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURKS

50 25 0 25 50 100

N

STADIUM BLVD.

BR. END STA. 18+14.88

BR. NO. 06352

N00°32'15"E

C.L. MED. I-555 STA. 166+37.25 =
STA. 20+00.00 HWY. I (STADIUM BLVD.)
Δ = 89°02'00"

160 165 170

EXIST. BARRIER RAIL

C-D ROAD

C.L. I-555

EXIST. BARRIER RAIL

C-D ROAD

P.T. 161+32.40

S46°20'15"W

RAMP 4

P.T. 158+75.32

P.I. 158+82.86

S88°34'15"W

S89°34'15"W

S89°34'15"W

P.I. 172+36.70

S31°47'15"W

RAMP 2

REVISIONS

DATE	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECKS (E-13) = COMPOST FILTER SOCK
(E-6) = ROCK DITCH CHECKS

TEMP. PAVEMENT

175 180 185

RAMP 3

N46°27'45"W

P.I. 174+26.73

P.T. 176+87.19

S89°34'15"W

C-D ROAD

EXIST. BARRIER RAIL

C.L. I-555

S89°34'15"W

EXIST. BARRIER RAIL

S89°34'15"W

C-D ROAD

N89°59'48"W

P.C. 184+25.00

P.I. 186+53.34

N38°52'48"W

RAMP 2

P.T. 174+23.59

RAMP 1

ALL STAGES TEMPORARY EROSION CONTROL DETAILS

SCALE: 1:100

MODEL: EC ALL STAGES DETAILS

PLOTTED: 9/27/2019 14:00

DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn

USER: fs513

G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	20	93

TEMPORAY EROSION CONTROL DETAILS

50 25 0 25 50 100

N

BR. END STA. 8+18.90

BR. NO. 06315

CARAWAY ROAD

190

195

195

200

200

205

205

210

210

215

P.C. 194+80.63

P.C.C. 196+65.89

P.C. 200+09.79

P.I. 195+74.54

P.I. 199+15.56

P.I. 202+47.12

P.T. 200+92.84

P.C. 201+00.00

P.I. 202+33.35

P.T. 202+96.57

P.C. 207+59.01

P.T. 204+59.79

P.C. 210+04.78

P.I. 210+99.99

P.I. 211+95.05

P.C. 213+56.50

P.T. 215+46.78

P.I. 214+51.72

P.I. 208+92.36

P.T. 210+25.67

P.I. 202+33.35

RAMP 4

RAMP 3

RAMP 2

C-D ROAD

C. L. I-555

EXIST. BARRIER RAIL

BARRIER RAIL

C.L. MED. I-555 STA. 192+90.00 = STA. 10+00.00 CARAWAY ROAD
Δ = 89°02'00"

S66°24'48"W

S89°34'15"W

N38°52'48"W

S35°32'15"W

N45°25'45"W

N84°43'15"W

S87°34'15"W

REVISIONS C-D ROAD

DATE	REVISION

(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
(E-13) = COMPOST FILTER SOCK

LEGEND

TEMP. PAVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

SCALE: 1:100
MODEL: EC ALL STAGES DETAILS
PLOTTED: 9/27/2019 14:00
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn
USER: fs513

G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	21	93

(2) TEMPORAY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-27-19

50 25 0 25 50 100

N

220 225 230

C. L. I-555

S89°34'15"W

REVISIONS

DATE	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
(E-11) = SILT FENCE
(E-13) = COMPOST FILTER SOCK

TEMP. PAVEMENT

SILT FENCE = 1122 LIN. FT.

235 240 245

P.C. 244+17.52
RAMP 4
P.I. 246+98.52
S89°34'15"W

P.I. 237+99.86
P.C. 237+04.64
P.I. 238+94.92
N84°43'15"W
P.C. 242+64.70
P.I. 244+61.30
N54°01'15"W
RAMP 1

ALL STAGES TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn
PLOTTED: 9/27/2019 14:00
MODEL: EC ALL STAGES DETAILS
SCALE: 1:100

G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	22	93

TEMPORAY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9690
HUBERT BURKS
9-27-19

P.T. 249+40.02
S37°19'15"W
RAMP 4
250
P.I. 246+98.52
+85 E-6
+15 E-5
1B
HARRISBURG RD.
BR. END STA. 18+76.43
BR. NO. 06279
N00°05'45"W
N08°49'15"E
P.I. 18+91.30
255
C.L. I-555
E-13
E-6
E-5
S89°34'15"W
C.L. MED. I-555 STA. 253+13.21 =
STA. 19+99.53 HWY. 1B (HARRISBURG RD.)
Δ = 83°50'47"
N51°08'15"W
RAMP 3
P.C. 259+31.78
260
P.I. 261+47.90
+45 E-6
+10 E-5
P.I. 260+78.31
S44°34'13"W
RAMP 2
+50 E-6

REVISIONS

DATE	REVISION

E-5 = SAND BAG DITCH CHECKS
E-13 = COMPOST FILTER SOCK
E-6 = ROCK DITCH CHECKS

LEGEND

TEMP. PAVEMENT

P.T. 263+51.57
265
P.C. 267+14.94
RAMP 3
N84°43'15"W
P.I. 268+10.16
P.T. 269+05.22
270
+85 E-6
+15 E-5
C.L. I-555
S89°34'15"W
275
RAMP 2
P.T. 262+90.99

SCALE: 1"=100
MODEL: EC ALL STAGES DETAILS
PLOTTED: 9/27/2019 14:00
DESIGN FILE: G:\181104O1_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn
USER: fs513

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	23	93

(2) TEMPORAY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9630
9-27-19
HUBERT BURNS

N

50 25 0 25 50 100

280 285 290

P.C. 292+05.19

C.L. I-555

S89°34'15"W

P.O.B. 305+04.59

N76°53'54"W

SILT FENCE = 906 LIN. FT.

REVISIONS

DATE	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECKS
(E-6) = ROCK DITCH CHECKS
(E-11) = SILT FENCE
(E-13) = COMPOST FILTER SOCK

TEMP. PAVEMENT

295 300 305

SILT FENCE = 496 LIN. FT.

SILT FENCE = 340 LIN. FT.

ALL STAGES TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn
PLOTTED: 9/27/2019 14:00
MODEL: EC ALL STAGES DETAILS
SCALE: 1:100

G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	24	93

TEMPORAY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

N

50 25 0 25 50 100

310

310

RAMP 4

P.C. 309+33.27

P.I. 311+71.87

P.T. 314+00.89

S15°02'42"W

N76°53'54"W

315

315

C.L. MED. I-555 STA. 318+17.58 =
STA. 21+76.53 HWY. 49B
Δ = 70°52'47"

C.L. I-555

E-5 E-6 E-5 E-6 E-5

N71°29'10"W

P.C. 310+99.63

P.I. 312+50.18

P.T. 313+99.63

N59°29'10"W

RAMP 1

P.C. 316+39.42

BR. END STA. 23+86.99

BR. NO. 06412

BR. END STA. 20+40.12

N44°48'48"E

P.T. 19+05.96

49

320

320

STA. 320+00.00
END JOB 100959
LOG MILE 44.32

C.L. HWY. 63

N59°29'10"W

P.I. 318+59.53

N09°59'12"W

P.I. 320+79.10

N87°23'53"W

RAMP 2

P.C.C. 321+82.72

REVISIONS

DATE	REVISION

LEGEND

E-5 = SAND BAG DITCH CHECKS
E-13 = COMPOST FILTER SOCK
E-6 = ROCK DITCH CHECKS

330

TEMP. PAVEMENT

325

N29°32'13"W

P.I. 326+53.17

P.T. 328+18.34

330

RAMP 3

N44°29'13"W

P.C. 330+48.41

P.T. 332+98.41

N49°29'13"W

P.I. 331+73.49

335

P.T. 335+00.41

N

C.L. HWY. 63

E-13 E-5 E-6 E-5 E-6

P.I. 322+80.27

N58°44'43"W

P.T. 323+73.74

325

P.I. 326+23.22

N54°05'12"W

S80°00'48"W

P.T. 328+39.60

RAMP 2

P.C.C. 321+82.72

RT. FRONTAGE RD.

N47°28'45"W

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: fs53
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn
PLOTTED: 9/27/2019 14:00
SCALE: 1:100
MODEL: EC ALL STAGES DETAILS

G:\18110401_Job100959\TRANSP\dgn\erosion\r100959_EC.dgn 9/27/2019 14:00

CONSTRUCTION SEQUENCE:

REMOVAL & DISPOSAL OF EXISTING GUARDRAIL AND INSTALLATION OF NEW GUARDRAIL SHALL UTILIZE LANE CLOSURES. ALL GUARDRAIL WORK SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.

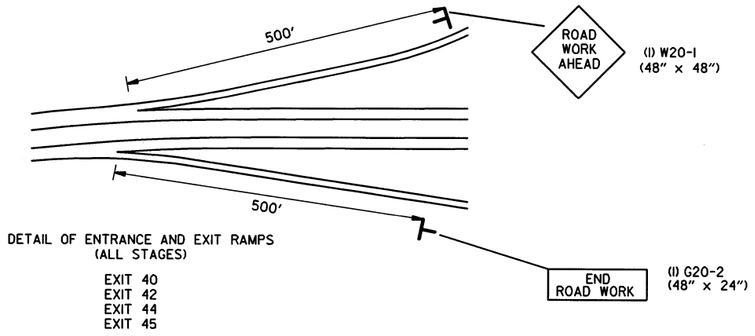
TRAFFIC CONTROL FOR CONSTRUCTION AT OVERPASSES IS INDEPENDENT FROM I-555 MAINLINE TRAFFIC CONTROL & MAY BE PERFORMED PRIOR TO OR AFTER MAINLINE CONSTRUCTION.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	25	93

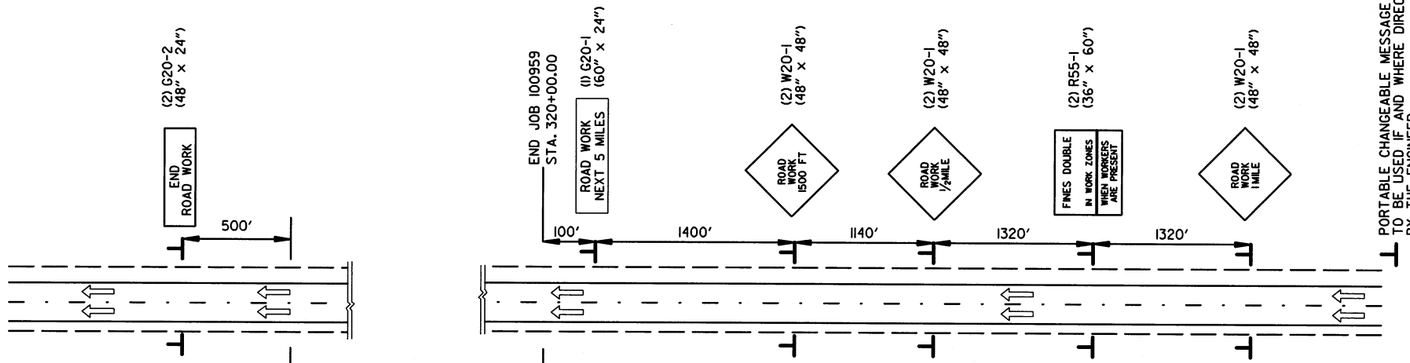
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS



DETAIL OF ENTRANCE AND EXIT RAMPS (ALL STAGES)

EXIT 40
EXIT 42
EXIT 44
EXIT 45



ADVANCE WARNING SIGNS (ALL STAGES)

ADVANCE WARNING MAINTENANCE OF TRAFFIC DETAILS

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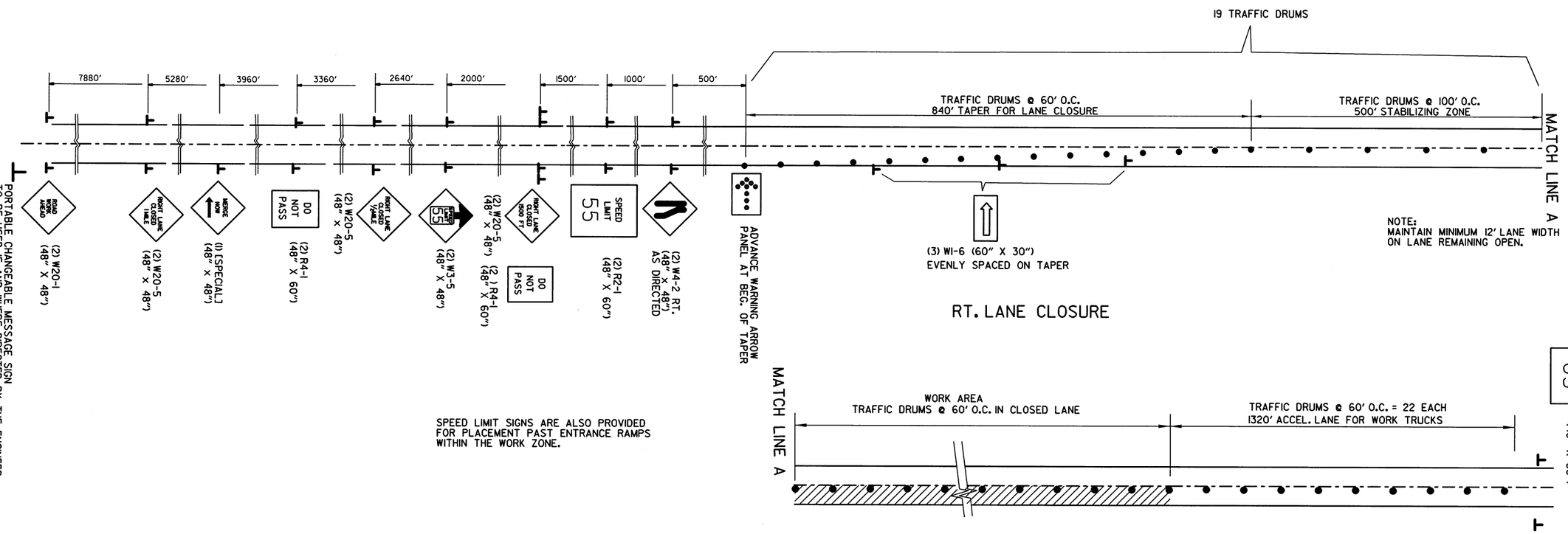
PLOTTED: 9/27/2019 14:00
MODEL: MOT ALL STAGES DETAILS
SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	26	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9630
HUBERT BURNS
9-27-19

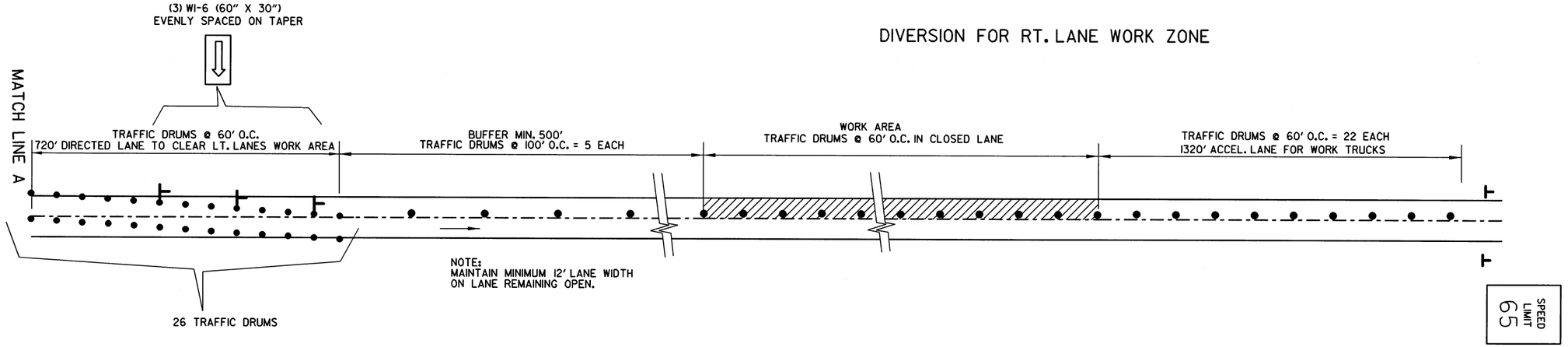


RT. LANE CLOSURE

SPEED LIMIT 55 ASSUMED

SPEED LIMIT 65

DIVERSION FOR RT. LANE WORK ZONE



DIVERSION FOR LT. LANE WORK ZONE

I-40
WORK ZONE - LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

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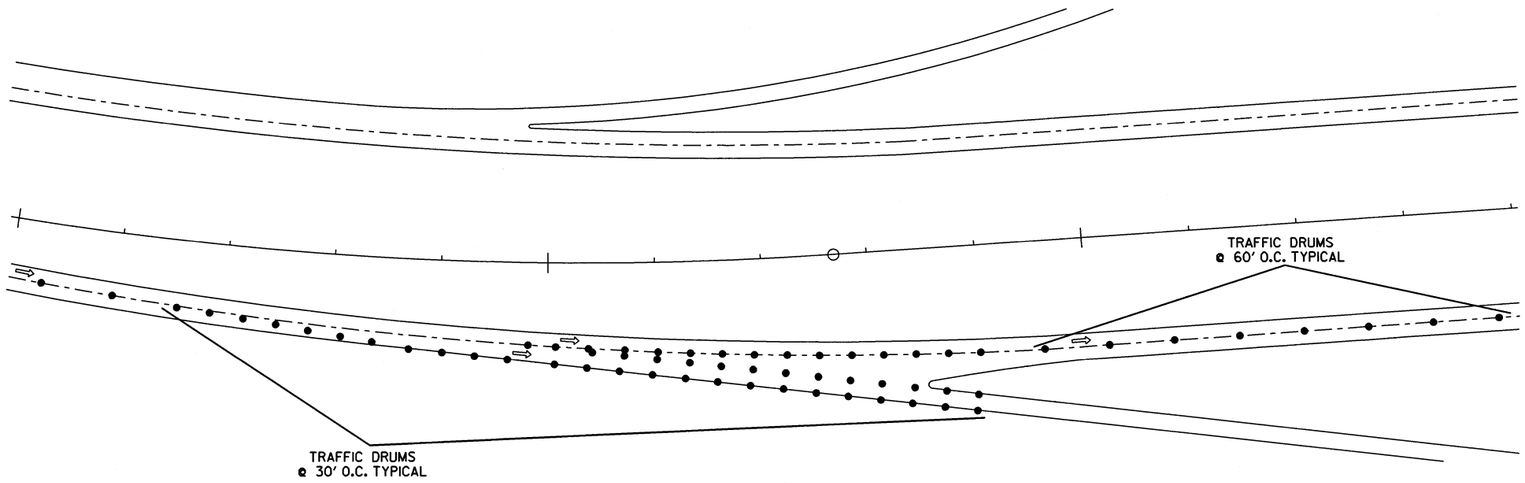
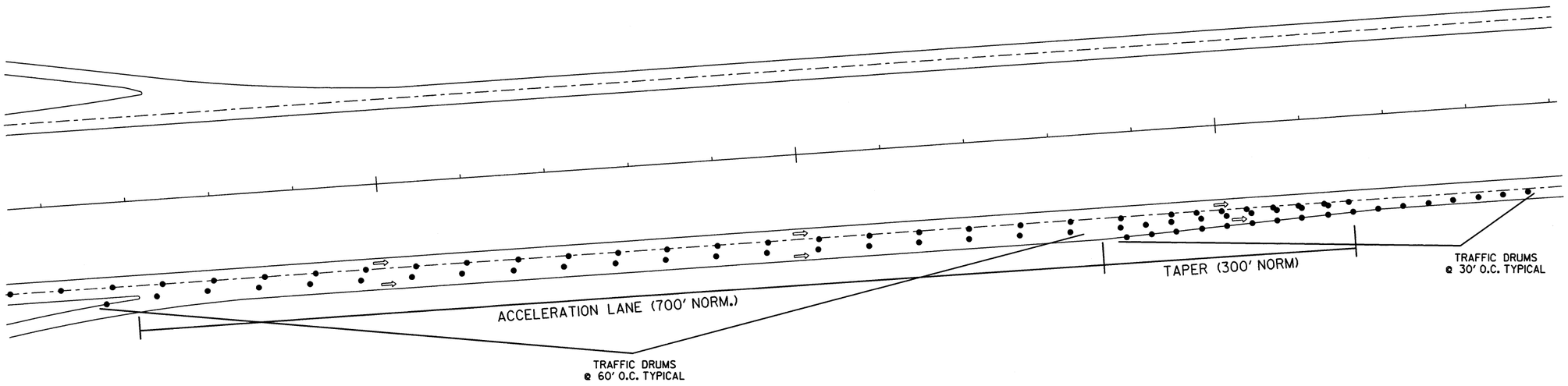
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	27	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS



EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE

EXIT 40:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EXIT 42:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EXIT 44:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EXIT 45:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS

DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\I81I0401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
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SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	28	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
4-27-19
HUBERT BURNS

SEQUENCE OF CONSTRUCTION - MAIN LANES

STAGE 1
INSTALL ADVANCE WARNING DEVICES.
CONSTRUCT SHOULDER TRENCHING & PREPARATION ON L.M.L. OUTSIDE SHOULDER.
REMOVE CABLE MEDIAN BARRIER.
CONSTRUCT TEMPORARY MEDIAN CROSSOVERS FOR MAIN LINE & RAMPS.

STAGE 2A
INSTALL P.C.C.B. ON L.M.L.
ROUTE R.M.L. TRAFFIC ONTO LEFT SIDE USING TEMPORARY MEDIAN CROSSOVERS & CLOSE R.M.L.
RECONSTRUCT R.M.L. PAVEMENT AT LOCATIONS NOT UTILIZED FOR RAMP TRAFFIC.
CONSTRUCT LATEX MODIFIED CONCRETE OVERLAY ON BRIDGES B5202 & B5203.

STAGE 2B
ROUTE R.M.L. RAMP TRAFFIC ONTO TEMPORARY MEDIAN CROSSOVERS CONSTRUCTED IN STAGE 2A.
RECONSTRUCT THE REMAINDER OF R.M.L. PAVEMENT.

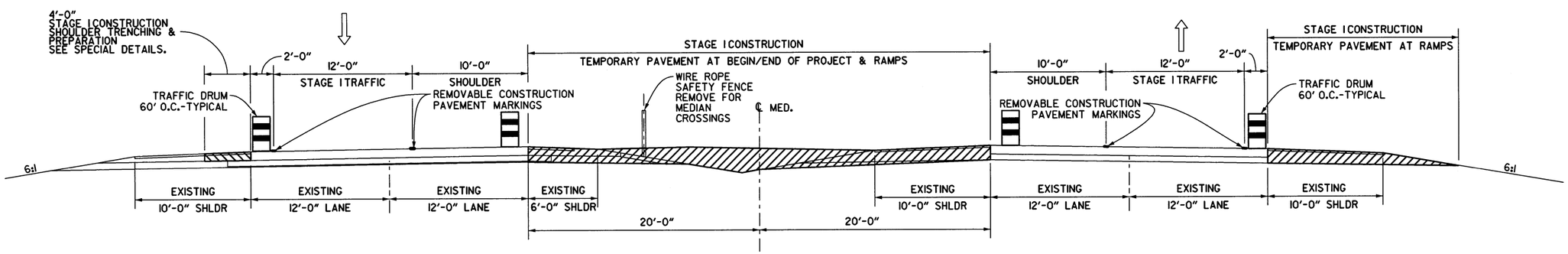
STAGE 3A
ROUTE WESTBOUND TRAFFIC ONTO 1 LANE OF R.M.L.
RELOCATE & INSTALL P.C.C.B. ON R.M.L.
ROUTE L.M.L. TRAFFIC ONTO RIGHT SIDE USING TEMPORARY MEDIAN CROSSOVERS & CLOSE L.M.L.
RECONSTRUCT L.M.L. PAVEMENT AT LOCATIONS NOT UTILIZED FOR RAMP TRAFFIC.
CONSTRUCT LATEX MODIFIED CONCRETE OVERLAY ON BRIDGES A5202 & A5203.

STAGE 3B
ROUTE L.M.L. RAMP TRAFFIC ONTO TEMPORARY MEDIAN CROSSOVERS CONSTRUCTED IN STAGE 3A.
RECONSTRUCT THE REMAINDER OF L.M.L. PAVEMENT.

STAGE 4
ROUTE EASTBOUND TRAFFIC BACK ONTO L.M.L.
REMOVE TEMPORARY PAVEMENT AT MEDIAN CROSSOVERS.
INSTALL CABLE MEDIAN BARRIER & GUARDRAIL.

I-555 STAGE 1

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 28040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 99608 LIN. FT.



I-555 MAINTENANCE OF TRAFFIC
STAGE I - LOOKING DOWN STATION

MAINTENANCE OF TRAFFIC DETAILS

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PLOTTED: 9/27/2019 14:00 MODEL: MOT ALL STAGES DETAILS
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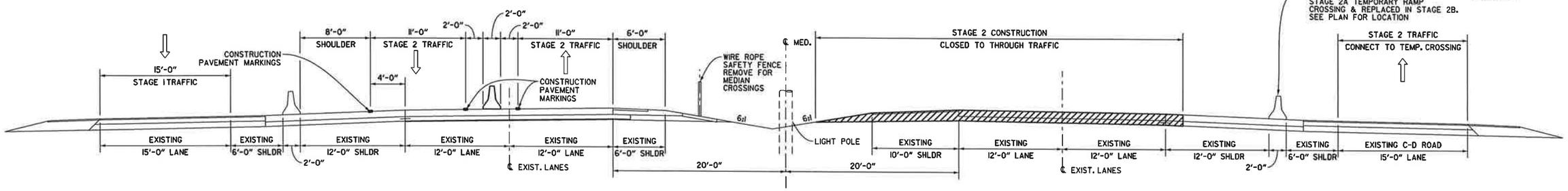
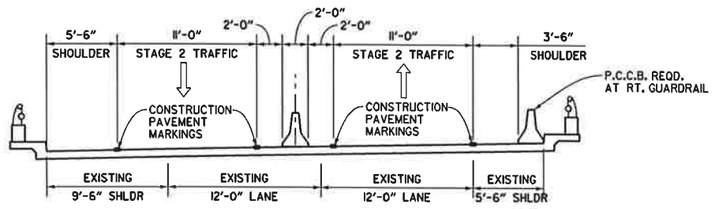
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RO. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/28/19				6	ARK.			
				JOB NO.		100959	29	93

(2) MAINTENANCE OF TRAFFIC DETAILS

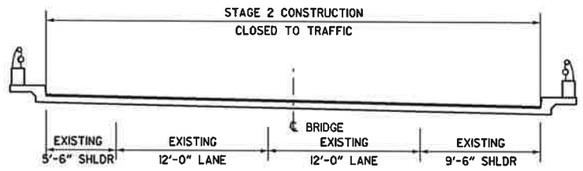
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10/28/19
HUBERT BURNS



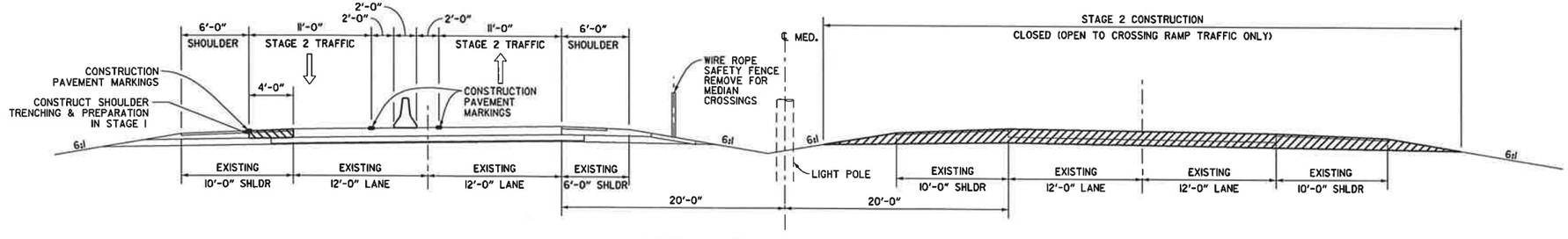
I-555 WITH ADJACENT FRONTAGE ROAD
MAINTENANCE OF TRAFFIC
STAGE 2 - LOOKING DOWN STATION



L.M.L. BRIDGE NO. A5202 & A5203



R.M.L. BRIDGE NO. B5202 & B5203



I-555 MAINTENANCE OF TRAFFIC
STAGE 2 - LOOKING DOWN STATION

MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\1811040I_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
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10/28/19				6	ARK.			
				JOB NO.	100959		30	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
10/28/19

N

STA. 1244+00 INSTALL TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

TRAFFIC DRUMS @ 60' O.C. SEE WORK ZONE - LANE CLOSURE DETAILS

C.L. I-555 RML CROSSOVER
STAGE 2
PI = 1245+07.44
Δ = 22°27'08" LT.
D = 05°00'00"
T = 227.44'
L = 449.04'
PC = 1242+80.00
PRC = 1247+29.04
NO SUPER

INSTALL 18" X 380' TEMP. C.M. PIPE CULVERT

C.L. I-555 RML CROSSOVER
STAGE 2
PI = 1248+23.95
Δ = 09°28'08" RT.
D = 05°00'00"
T = 94.91'
L = 189.38'
PRC = 1247+29.04
PT = 1249+18.42
NO SUPER

FURNISH AND INSTALL 26506' TEMP. PRECAST CONCRETE BARRIER WALL INCLUDES (2) END UNITS

FURNISH AND INSTALL 906' TEMP. PRECAST CONCRETE BARRIER WALL AT BRIDGE A6192 RT. RAIL INCLUDES (2) END UNITS

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

CONSTRUCTION PAVEMENT MARKINGS

P.C. 1242+80.00

P.R.C. 1247+29.04 BACK
STA. 1247+26.64 AHEAD
STA. 63+11.75

P.I. 1248+23.95

BR. END STA. 65+23.04

BR. END STA. 70+26.00

BR. NO. A6192

BR. NO. B6192

C.L. I-555

N77°26'45"W

S89°34'15"W

S80°06'07"W

12'
11'
11'
15'

P.I. 1240+81.05

(1) W13-1 (18" X 18")
(1) W1-4aR (48" X 48")

℄ RML MEDIAN CROSSING STAGE 2

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

P.I. 1245+07.44

REMOVE LIGHT POLE

P.T. 63+11.99

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

P.T. 1249+18.42

BR. END STA. 65+94.84

C.L. MED. I-555 STA. 68+50.12 =
STA. 65+25.18 HWY. 463
Δ = 46°38'00"

N43°47'45"W

E NETTLETON AVE

463

BR. END STA. 70+97.80

P.C. 71+00.00

P.C. 71+04.78

RAMP

RAMP 4

TRAFFIC DRUMS @ 60' O.C. SEE WORK ZONE - LANE CLOSURE DETAILS

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2A TRAFFIC
- STAGE 2A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN

C.L. I-555 RML CROSSOVER
STAGE 2
PI = 325+49.61
Δ = 14°52'35" RT.
D = 05°00'00"
T = 149.61'
L = 297.53'
PC = 324+00.00
PRC = 326+97.53
NO SUPER

TEMP. PRECAST CONCRETE BARRIER WALL

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

INSTALL 18" X 270' TEMP. C.M. PIPE CULVERT CONNECT TO INLET.

C.L. I-555 RML CROSSOVER
STAGE 2
PI = 327+97.27
Δ = 09°56'55" LT.
D = 05°00'00"
T = 99.74'
L = 198.97'
PRC = 326+97.53
PT = 328+96.50
NO SUPER

P.C. 324+00.00

P.I. 325+49.61

N58°28'59"W

N29°32'13"W

+80

240' TAPER

+20

P.R.C. 326+97.53

P.I. 328+96.50

RAMP 3

N44°23'13"W

P.C. 330+48.41

P.T. 332+98.41

N49°29'13"W

P.I. 335+00.47

P.I. 322+80.27

N58°44'43"W

(1) W13-1 (18" X 18")
(1) W1-4aR (48" X 48")

℄ RML MEDIAN CROSSING STAGE 2

P.I. 326+23.22

N54°05'12"W

S80°00'48"W

N43°36'24"W

N53°33'19"W

P.I. 327+97.27

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 328+50 INSTALL TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

P.C. 323+80.60

P.I. 321+65.05

N87°23'53"W

RAMP 2

RT. FRONTAGE RD.

STA. 320+00.00
END JOB 100959
LOG MILE 44.32

I-555 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

USER: fs53
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
10/28/19			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	31	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-28-19
HUBERT BURKS

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

BR. END STA. 70+26.00

BR. NO. A6192

BR. NO. B6192

RAMP 4

RAMP 3

RAMP 1

2-8' BARR. TYP. III LT.

ROAD CLOSED

(1) RII-2 (48" X 30")

FURNISH AND INSTALL 586' TEMP. PRECAST CONCRETE BARRIER WALL AT BRIDGE A5202 RT. RAIL INCLUDES (2) END UNITS
FURNISH AND INSTALL 706' TEMP. PRECAST CONCRETE BARRIER WALL AT BRIDGE A5203 RT. RAIL INCLUDES (2) END UNITS

TEMP. PRECAST CONCRETE BARRIER WALL

CONSTRUCTION PAVEMENT MARKINGS

WHITEMAN CREEK

BR. END STA. 78+93.36

BR. END STA. 80+25.60

BR. NO. A5202

BR. NO. B5202

C. L. I-555

S89°34'15"W

E NETTLETON AVE

BR. END STA. 70+97.80

BR. END STA. 79+74.40

BR. END STA. 81+06.64

TRAFFIC DRUMS @ 40' O.C.

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2A TRAFFIC
- STAGE 2A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

TEMP. PRECAST CONCRETE BARRIER WALL

CONSTRUCTION PAVEMENT MARKINGS

INSTALL 18" X 218' TEMP. C.M. PIPE CULVERT

320' TEMP. ACCEL LANE

300' TAPER

C.L. I-555

S89°34'15"W

S71°58'39"W

TRAFFIC DRUMS @ 40' O.C.

℄ RAMP 2 STAGE 2A

(1) WI-3L (18" X 18")

(1) WI-4aL (48" X 48")

INSTALL 18" X 250' TEMP. C.M. PIPE CULVERT

2-8' BARR. TYP. III RT.

ROAD CLOSED

(1) RII-2 (48" X 30")

C.L. RAMP 2 STAGE 2A
PI = 95+72.40
Δ = 17°35'36" RT.
D = 08°00'00"
T = 110.83'
L = 219.92'
PRC = 94+61.57
PT = 96+81.48
NO SUPER

C.L. RAMP 2 STAGE 2A
PI = 85+21.23
Δ = 06°36'00" RT.
D = 08°46'20"
T = 37.66'
L = 75.24'
PC = 84+83.57
PT = 85+58.80
NO SUPER

100 TAPER

CONSTRUCTION PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

C.L. RAMP 2 STAGE 2A
PI = 86+78.04
Δ = 10°08'26" RT.
D = 06°00'45"
T = 84.55'
L = 168.65'
PC = 85+93.49
PT = 87+62.14
NO SUPER

C.L. RAMP 2 STAGE 2A
PI = 93+52.48
Δ = 17°35'36" LT.
D = 08°00'00"
T = 110.83'
L = 219.92'
PC = 92+41.65
PRC = 94+61.57
NO SUPER

P.O.E. 99+25.50

I-555 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

USER: tsis
DESIGN FILE: G:\18il040l_Job100959\TRANSP\dgn\maint_of_traffic\ri00959 mot.dgn
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	32	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

N

CONSTRUCTION PAVEMENT MARKINGS

2-8' BARR. TYP. III LT.

ROAD CLOSED

(1) RII-2 (48" X 30")

TEMP. PRECAST CONCRETE BARRIER WALL

145 150 155

P.C. 149+49.65

P.C. 150+90.00

P.I. 152+24.08

P.R.C. 153+55.08

P.C. 156+08.65

P.I. 157+42.00

P.T. 158+75.32

4' SHLDR

S87°34'15"W

C-D ROAD

S89°34'15"W

8' SHLDR

2' SHLDR

C.L. I-555

P.I. 148+98.58

N64°43'15"W

N69°13'21"W

TRAFFIC DRUMS @ 40' O.C.

INSTALL 18" X 194' TEMP. C.M. PIPE CULVERT

INSTALL 18" X 228' TEMP. C.M. PIPE CULVERT

P.C. 148+03.36

P.T. 149+93.64

P.C. 151+55.09

P.I. 152+50.30

P.T. 153+45.36

P.I. 154+89.16

P.T. 156+20.17

P.C. 158+93.04

15'

S89°34'15"W RAMP 1

TEMPORARY IMPACT ATTENUATION BARRIER

C.L. RAMP I STAGE 2A
PI = 152+24.08
Δ = 21°12'24" RT.
D = 08°00'00"
T = 134.08'
L = 265.08'
PC = 150+90.00
PRC = 153+55.08
NO SUPER

℄ EXIT 42 RAMP I STAGE 2A

REMOVE 260 LIN. FT. CONCRETE BARRIER RAIL & IMPACT ATTENUATOR

CONSTRUCTION PAVEMENT MARKINGS

C.L. RAMP I STAGE 2A
PI = 154+89.16
Δ = 21°12'24" LT.
D = 08°00'00"
T = 134.08'
L = 265.08'
PRC = 153+55.08
PT = 156+20.17
NO SUPER

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2A TRAFFIC
- STAGE 2A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

N

CONSTRUCTION PAVEMENT MARKINGS

INSTALL 18" X 176' TEMP. C.M. PIPE CULVERT

2-8' BARR. TYP. III RT.

ROAD CLOSED

(1) RII-2 (48" X 30")

200 205 210 215

P.C. 200+09.79

RAMP 3

N45°25'45"W

P.T. 204+59.79

P.C. 210+04.78

P.I. 210+99.99

P.I. 211+38.07

P.T. 211+95.05

P.C. 213+56.50

P.T. 215+46.78

320' TEMP. ACCEL LANE

300' TAPER

P.I. 202+47.12

TEMP. PRECAST CONCRETE BARRIER WALL

INSTALL 18" X 158' TEMP. C.M. PIPE CULVERT

S89°34'15"W

N84°43'15"W

8' SHLDR

2' SHLDR

11'

2' SHLDR

C.L. I-555

P.I. 208+92.36

S71°53'01"W

15'

4' SHLDR

4' SHLDR

TRAFFIC DRUMS @ 40' O.C.

C-D ROAD

S87°34'15"W

S88°06'42"W

P.C. 200+92.84

P.C. 201+00.00

P.I. 202+33.35

P.I. 203+66.97

P.C. 207+59.01

P.C. 208+23.79

P.I. 209+25.89

P.T. 210+25.67

P.R.C. 210+26.63

P.T. 212+47.72

P.O.E. 214+91.74

C.L. RAMP 2 STAGE 2A
PI = 209+25.89
Δ = 16°13'40" LT.
D = 08°00'00"
T = 102.11'
L = 202.85'
PC = 208+23.79
PRC = 210+26.63
NO SUPER

℄ CARAWAY RD RAMP 2 STAGE 2A

C.L. RAMP 2 STAGE 2A
PI = 211+38.07
Δ = 17°41'14" RT.
D = 08°00'00"
T = 111.43'
L = 221.09'
PRC = 210+26.63
PT = 212+47.72
NO SUPER

I-555 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 9/27/2019 14:00
MODEL: MOT Stage 2A Details
SCALE: 1:100

G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	33	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-27-19

C.L. RAMP I STAGE 2A
PI = 236+44.33
Δ = 18°55'08" RT.
D = 08°00'00"
T = 119.33'
L = 236.49'
PC = 235+25.00
PRC = 237+61.49
NO SUPER

C.L. RAMP I STAGE 2A
PI = 238+44.42
Δ = 13°12'38" LT.
D = 08°00'00"
T = 82.93'
L = 165.13'
PRC = 237+61.49
PT = 239+26.62
NO SUPER

INSTALL 18" X 224' TEMP. C.M. PIPE CULVERT

2-8' BARR. TYP. III LT.

ROAD CLOSED

(1) RII-2 (48" X 30")

CONSTRUCTION PAVEMENT MARKINGS

TEMP. PRECAST CONCRETE BARRIER WALL

RAMP 4

RAMP 1

RAMP 3

RAMP 2

C.L. I-555

320' TEMP. ACCEL LANE

300' TAPER

80 TAPER

15' TAPER

TRAFFIC DRUMS @ 40' O.C.

℄ HWY. IB RAMP I STAGE 2A

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

℄ HWY. IB RAMP 2 STAGE 2A

INSTALL 18" X 190' TEMP. C.M. PIPE CULVERT

INSTALL 18" X 230' TEMP. C.M. PIPE CULVERT

(1) WI-4QL (48" X 48")

(1) WI3-1 (18" X 18")

C.L. RAMP 2 STAGE 2A
PI = 259+90.33
Δ = 07°59'59" RT.
D = 13°40'50"
T = 29.29'
L = 58.48'
PC = 259+61.04
PT = 260+19.52
NO SUPER

C.L. RAMP 2 STAGE 2A
PI = 261+64.45
Δ = 24°23'07" RT.
D = 10°01'34"
T = 123.48'
L = 243.21'
PC = 260+40.97
PT = 262+84.19
NO SUPER

C.L. RAMP 2 STAGE 2A
PI = 264+94.70
Δ = 17°31'38" LT.
D = 08°00'00"
T = 110.41'
L = 219.09'
PC = 263+84.29
PRC = 266+03.38
NO SUPER

C.L. RAMP 2 STAGE 2A
PI = 267+13.79
Δ = 17°31'38" RT.
D = 08°00'00"
T = 110.41'
L = 219.09'
PRC = 266+03.38
PT = 268+22.47
NO SUPER

2-8' BARR. TYP. III RT.

ROAD CLOSED

(1) RII-2 (48" X 30")

CONSTRUCTION PAVEMENT MARKINGS

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2A TRAFFIC
- STAGE 2A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

I-555 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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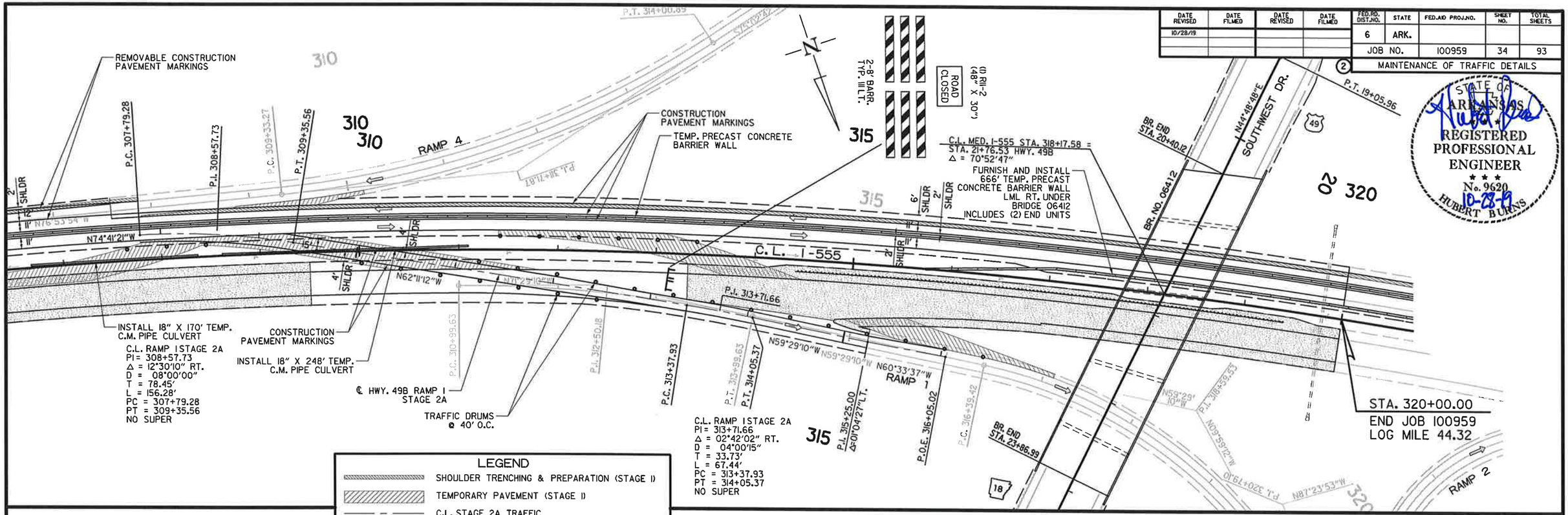
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
10/28/19			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	100959		34	93

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-23-19
HUBERT BURNS



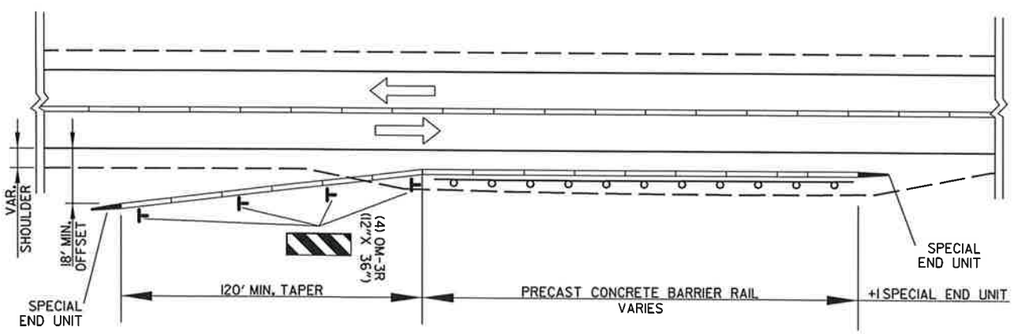
LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2A TRAFFIC
- STAGE 2A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

PRECAST CONCRETE BARRIER RAIL

BEGIN STATION	END STATION	LOCATION	LIN. FT.*
110+44	116+70	LML RT	646
163+87	170+33	LML RT	646
190+40	196+86	LML RT	646
250+61	257+07	LML RT	646
315+73	322+38	LML RT	666

*LENGTHS INCLUDE 2 SPECIAL END UNITS.



MAINTENANCE OF TRAFFIC AT OVERPASS LOCATIONS
STAGE 2
(SHOWN IN DIRECTION OF TRAFFIC)

I-555 STAGE 2A

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 25000 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 94385 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26380 LIN. FT.
TRAFFIC DRUMS = 378 EACH
FURNISH & INSTALL P.C.C.B. = 31,954 LIN. FT.

I-555 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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10/28/19				6	ARK.			
				JOB NO.	100959		35	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
10-28-19

1240

C.L. I-555 RML CROSSOVER
STAGE 2
PI = 1245+07.44
Δ = 22°27'08" LT.
D = 05°00'00"
T = 227.44'
L = 449.04'
PC = 1242+80.00
PRC = 1247+29.04
NO SUPER

1245
1245

C.L. I-555 RML CROSSOVER
STAGE 2
PI = 1248+23.95
Δ = 09°28'08" RT.
D = 05°00'00"
T = 94.91'
L = 189.38'
PRC = 1247+29.04
PT = 1249+18.42
NO SUPER

TRAFFIC DRUMS @ 60' O.C.
SEE WORK ZONE - LANE CLOSURE DETAILS

P.C. 1242+80.00

P.R.C. 1247+29.04 BACKSTA.
AHEADSTA. 63+11.75

P.I. 1248+23.95

FURNISH AND INSTALL
26506' TEMP. PRECAST
CONCRETE BARRIER WALL
INCLUDES (2) END UNITS

REMOVABLE CONSTRUCTION
PAVEMENT MARKINGS

FURNISH AND INSTALL
906' TEMP. PRECAST
CONCRETE BARRIER WALL
AT BRIDGE A6192 RT. RAIL
INCLUDES (2) END UNITS

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

65
BR. END
STA. 65+23.04

70
70
BR. END
STA. 70+26.00

P.C. 71+00.12
Δ=01°08'45"RT.

N77°26'45"W
S89°34'15"W
S80°06'07"W
S88°25'30"W

BR. NO. A6192
C.L. I-555
BR. NO. B6192

P.I. 1240+81.05

(1) W13-1 (18" X 18")
(1) W1-4dL (48" X 48")

℄ RML MEDIAN CROSSING
STAGE 2

TRAFFIC DRUMS @ 60' O.C.
SEE WORK ZONE - LANE CLOSURE DETAILS

P.I. 1245+07.44

REMOVE LIGHT POLE

P.T. 63+11.99
P.O.B. 63+11.99

REMOVABLE CONSTRUCTION
PAVEMENT MARKINGS

P.T. 1249+18.42
P.I. 65+00.00
Δ=01°08'45"LT.

BR. END
STA. 65+94.84

C.L. MED. I-555 STA. 68+50.12 =
STA. 65+25.18 HWY. 463
Δ = 46°38'00"

463

N43°47'45"W

E NETTLETON AVE

BR. END
STA. 70+97.80

P.C. 71+04.76

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2B TRAFFIC
- STAGE 2B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN

02 320

C.L. I-555 RML CROSSOVER
STAGE 2
PI = 325+49.61
Δ = 14°52'35" RT.
D = 05°00'00"
T = 149.61'
L = 297.53'
PC = 324+00.00
PRC = 326+97.53
NO SUPER

TEMP. PRECAST CONCRETE
BARRIER WALL

REMOVABLE CONSTRUCTION
PAVEMENT MARKINGS

P.C. 324+00.00

325

P.I. 325+49.61

N29°32'13"W

N58°28'59"W

+80

240' TAPER

P.R.C. 326+97.53

C.L. I-555 RML CROSSOVER
STAGE 2
PI = 327+97.27
Δ = 09°56'55" LT.
D = 05°00'00"
T = 99.74'
L = 198.97'
PRC = 326+97.53
PT = 328+96.50
NO SUPER

P.T. 328+96.34

325

+20

P.T. 328+96.50

RAMP 3

330

TRAFFIC DRUMS @ 60' O.C.
SEE WORK ZONE - LANE CLOSURE DETAILS

P.C. 330+46.41

N44°11'13"W

P.I. 322+80.27

N58°44'43"W

(1) W1-4aR (48" X 48")
(1) W3-1 (18" X 18")

℄ RML MEDIAN CROSSING
STAGE 2

12'

N43°36'24"W

C.L. I-555

12'

N53°33'19"W

N49°29'13"W

P.T. 332+98.41

REMOVABLE CONSTRUCTION
PAVEMENT MARKINGS

P.T. 335+00.47

RAMP 2

P.C. 321+82.72

P.T. 323+73.74

325

P.I. 326+23.22

N54°05'12"W

S80°00'48"W

P.I. 327+97.27

REMOVABLE CONSTRUCTION
PAVEMENT MARKINGS

N87°23'53"W

320

S09°56'55"E

320

STA. 320+00.00
END JOB 100959
LOG MILE 44.32

RT. FRONTAGE RD.

P.C. 323+80.60

P.T. 328+35

I-555 STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

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PLOTTED: 10/24/2019 15:58
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10/28/19				6	ARK.			
				JOB NO.	100959		36	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
10-28-19

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

BR. END STA. 70+26.00

BR. NO. A6192

BR. NO. B6192

2-8' BARR. TYP. III RT.

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

2-8' BARR. TYP. III LT.

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

P.C. 71+00.00

P.T. 71+00.12

P.C.C. 72+40.00

P.I. 73+69.89

FURNISH AND INSTALL 586' TEMP. PRECAST CONCRETE BARRIER WALL AT BRIDGE A5202 RT. RAIL INCLUDES (2) END UNITS
FURNISH AND INSTALL 706' TEMP. PRECAST CONCRETE BARRIER WALL AT BRIDGE A5203 RT. RAIL INCLUDES (2) END UNITS

TEMP. PRECAST CONCRETE BARRIER WALL

CONSTRUCTION PAVEMENT MARKINGS

WAITEMAN CREEK

6' SHLDR 2' SHLDR

BR. END STA. 78+93.36

BR. END STA. 80+25.60

BR. NO. A5202

BR. NO. B5202

C.L. I-555

S89°34'15"W

N84°43'15"W

TRAFFIC DRUMS @ 40' O.C.

CONSTRUCTION PAVEMENT MARKINGS

N77°16'40"W

P.I. 77+13.02

P.C.C. 77+87.34

P.C. 76+87.34

P.O.E. 77+02.16

BR. END STA. 79+74.40

BR. END STA. 81+06.64

P.I.

S45°12'15"W

E NETTLETON AVE

N43°47'45"W

463

BR. END STA. 70+97.80

P.C. 71+04.78

P.C. 72+87.33

P.T. 72+95.06

℄ HWY. 463 RAMP 1 STAGE 2B

P.T. 74+51.73

RAMP 1

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

C.L. RAMP 1 STAGE 2B
PI = 73+69.89
Δ = 13°09'05" RT.
D = 08°00'00"
T = 82.56'
L = 164.39'
PC = 72+87.33
PT = 74+51.73
NO SUPER

RAMP 4

RAMP 3

P.T. 80+83.47

P.C. 78+08.46

P.I. 80+27.48

P.T. 82+33.56

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2B TRAFFIC
- STAGE 2B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

P.O.E. 96+34.71

320' TEMP. ACCEL LANE

300' TAPER

P.R.C. 92+15.79

P.I. 93+03.68

4' SHLDR

S75°34'44"W

CONSTRUCTION PAVEMENT MARKINGS

P.T. 93+90.69

C.L. RAMP 2 STAGE 2B
PI = 93+03.68
Δ = 13°59'31" RT.
D = 08°00'00"
T = 87.89'
L = 174.90'
PRC = 92+15.79
PT = 93+90.69
NO SUPER

RAMP 3

P.C. 86+46.16

P.T. 88+36.44

TEMP. PRECAST CONCRETE BARRIER WALL

P.I. 86+71.62

S70°25'49"W

P.O.B. 84+42.00

RAMP 2

P.C. 85+50.87

P.T. 87+90.13

P.T. 87+69.01

C.L. RAMP 2 STAGE 2B
PI = 86+71.62
Δ = 19°08'26" RT.
D = 08°00'00"
T = 120.75'
L = 239.26'
PC = 85+50.87
PT = 87+90.13
NO SUPER

CONSTRUCTION PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

TRAFFIC DRUMS @ 40' O.C.

(1) W1-4DL (48" X 48")

(1) W1-3 (18" X 18")

P.C. 90+40.89

℄ HWY. 463 RAMP 2 STAGE 2B

P.I. 91+28.78

C.L. RAMP 2 STAGE 2B
PI = 91+28.78
Δ = 13°59'31" LT.
D = 08°00'00"
T = 87.89'
L = 174.90'
PC = 90+40.89
PRC = 92+15.79
NO SUPER

2-8' BARR. TYP. III RT.

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

I-555 STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	37	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9630
9-27-19
HUBERT BURNS

N

C.L. RAMP I STAGE 2B
PI = 148+53.78
Δ = 20°32'32" RT.
D = 08°00'00"
T = 129.78'
L = 256.78'
PC = 147+24.00
PRC = 149+80.78
NO SUPER

CONSTRUCTION PAVEMENT MARKINGS
TRAFFIC DRUMS @ 40' O.C.
TEMP. PRECAST CONCRETE BARRIER WALL
2-8' BARR. TYP. III LT.
ROAD CLOSED
(1) RII-2 (48" X 30")

P.C. 147+24.00 | P.C. 149+49.65 | P.I. 148+53.78 | P.T. 152+16.32 | P.C. 156+08.65 | P.C. 156+08.65 | P.T. 158+75.32
P.I. 157+42.00
P.C. 148+03.36 | P.R.C. 149+80.78 | P.T. 149+93.64 | P.I. 150+74.01 | P.C. 151+55.09 | P.T. 151+66.20 | P.I. 152+50.30 | P.T. 153+45.36 | P.C. 158+93.04

145 | 150 | 155 | 160

S89°34'15"W | S87°34'15"W | N84°43'15"W | N68°53'13"W

C-D ROAD | C.L. I-555 | RAMP 1

4' SHLDR | 8' SHLDR | 2' SHLDR | 11' | 15'

℄ EXIT 42 RAMP I STAGE 2B

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
RECONSTRUCT CONCRETE BARRIER RAIL & IMPACT ATTENUATOR
TRAFFIC DRUMS @ 40' O.C.
TEMPORARY IMPACT ATTENUATION BARRIER

C.L. RAMP I STAGE 2B
PI = 150+74.01
Δ = 14°50'02" LT.
D = 08°00'00"
T = 93.23'
L = 185.42'
PRC = 149+80.78
PT = 151+66.20
NO SUPER

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2B TRAFFIC
- STAGE 2B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

C.L. RAMP 2 STAGE 2B
PI = 206+52.76
Δ = 19°53'18" RT.
D = 08°00'00"
T = 125.57'
L = 248.61'
PRC = 205+27.20
PT = 207+75.80
NO SUPER

2-8' BARR. TYP. III RT.
2 LOCATIONS
ROAD CLOSED
(1) RII-2 (48" X 30")

320' TEMP. ACCEL LANE | 300' TAPER

CONSTRUCTION PAVEMENT MARKINGS
TEMP. PRECAST CONCRETE BARRIER WALL

P.C. 200+09.79 | P.T. 204+59.79 | P.I. 206+52.76 | P.C. 210+04.78 | P.I. 210+99.99 | P.T. 211+95.05 | P.C. 213+56.50 | P.T. 215+46.78
P.I. 202+47.12 | P.I. 208+92.39

200 | 205 | 210 | 215

RAMP 3 | N45°25'45"W | N83°43'15"W | S89°34'15"W | S87°34'15"W | S88°00'38"W | S89°40'57"W

C.L. I-555 | C-D ROAD

4' SHLDR | 8' SHLDR | 2' SHLDR | 11' | 15'

TRAFFIC DRUMS @ 40' O.C.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

C.L. RAMP 2 STAGE 2B
PI = 204+13.63
Δ = 18°19'41" LT.
D = 08°00'00"
T = 115.54'
L = 229.10'
PC = 202+98.10
PRC = 205+27.20
NO SUPER

(1) WM 13-1 (18" X 18")
(1) WI-4-1dL (48" X 48")

P.T. 200+92.84 | P.C. 201+00.00 | P.I. 202+33.35 | P.C. 202+98.10 | P.I. 203+66.67 | P.I. 204+13.63 | P.R.C. 205+27.20 | P.C. 207+59.01 | P.T. 207+75.80 | P.T. 210+25.67 | P.O.E. 210+19.82

℄ CARAWAY RD RAMP 2 STAGE 2B

I-555 STAGE 2B MAINTENANCE OF TRAFFIC DETAILS

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SCALE: 1:100

G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	38	93

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
HUBERT BURNS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19

C.L. RAMP 2 STAGE 2B
PI = 238+92.64
Δ = 14°56'04" RT.
D = 08°00'00"
T = 93.87'
L = 186.68'
PC = 237+98.77
PT = 239+85.45
NO SUPER

2-8' BARR. TYP. III LT.

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

N

235 240 245

TEMP. PRECAST CONCRETE BARRIER WALL

P.C. 237+98.77

P.I. 238+92.64

CONSTRUCTION PAVEMENT MARKINGS

P.C. 244+17.52

RAMP 4

P.I. 246+98.52

S89°34'15"W

2' SHLDR 2' SHLDR 6' SHLDR

C.L. I-555

P.T. 239+85.45

P.I. 237+99.85

4' SHLDR

15'

N75°39'41"W

N84°43'15"W

℄ HWY. IB RAMP 1 STAGE 2B

TRAFFIC DRUMS @ 40' O.C.

P.C. 237+04.64

P.T. 238+54.92

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

P.C. 242+64.70

P.O.E. 243+91.71

P.I. 244+61.30

N54°01'15"W

RAMP 1

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2B TRAFFIC
- STAGE 2B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

RAMP 3

P.C. 25

320' TEMP. ACCEL LANE

300' TAPER

260 265 270

P.T. 263+51.57

P.I. 261+47.90

P.T. 264+65.32

P.O.E. 267+09.34

P.C. 267+14.94

P.T. 269+05.22

CONSTRUCTION PAVEMENT MARKINGS

P.I. 263+15.26

RAMP 3

N84°43'15"W

S89°34'15"W

C.L. I-555

℄ HWY. IB RAMP 2 STAGE 2B

P.I. 260+78.31

S44°34'13"W

S65°11'08"W

RAMP 2

P.C. 261+60.51

P.O.B. 260+34.02

P.T. 262+90.99

2-8' BARR. TYP. III RT.

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

C.L. RAMP 2 STAGE 2B
PI = 263+15.26
Δ = 24°23'07" RT.
D = 08°00'00"
T = 154.75'
L = 304.82'
PC = 261+60.51
PT = 264+65.32
NO SUPER

TEMP. PRECAST CONCRETE BARRIER WALL

I-555 STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

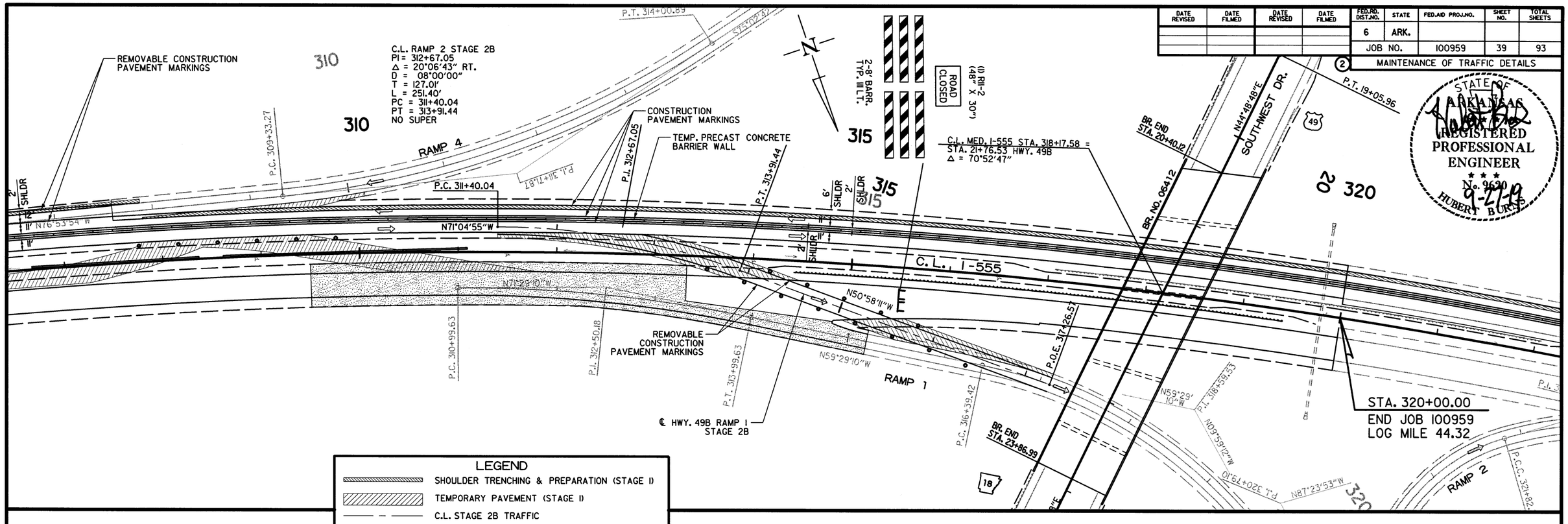
USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 9/21/2019 14:00
MODEL: MOT Stage 2B Details
SCALE: 1:100

G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	39	93

MAINTENANCE OF TRAFFIC DETAILS



STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 9620 HUBERT BURKS 9-27-19

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 2B TRAFFIC
- STAGE 2B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

I-555 STAGE 2B

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 845 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 6415 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 6045 LIN. FT.
TRAFFIC DRUMS = 393 EACH

I-555 STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

USER: fs913
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 9/21/2019 14:00
MODEL: MOT Stage 2B Details
SCALE: 1:100

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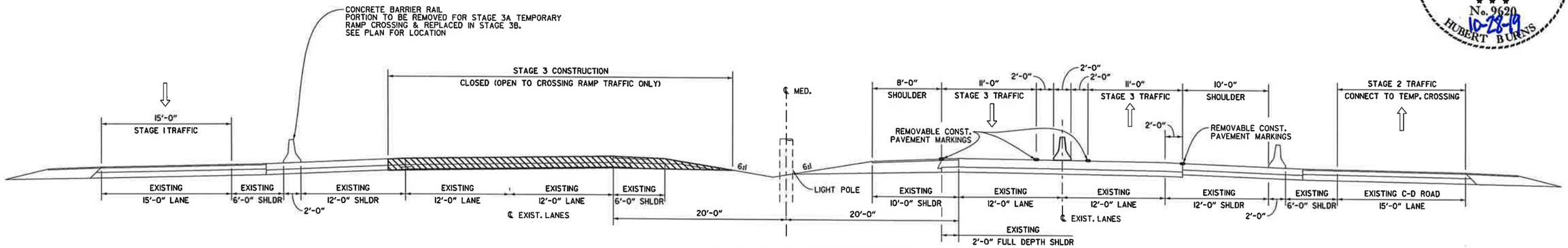
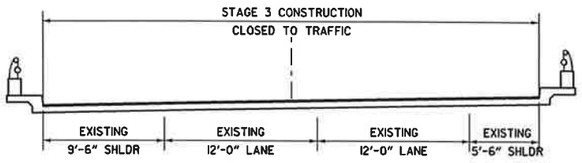
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/28/19				6	ARK.			
				JOB NO.	100959		40	93
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

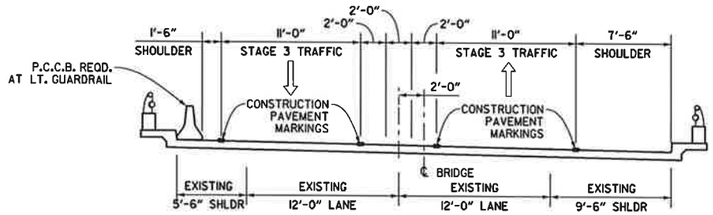
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-28-19
HUBERT BURNS



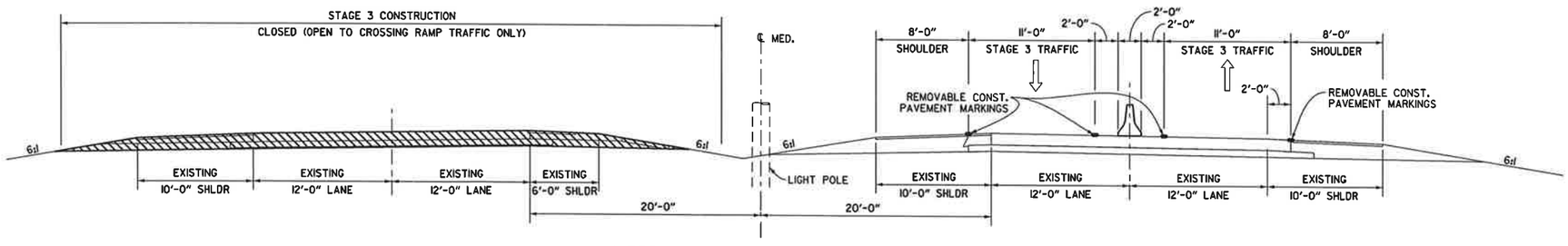
I-555 WITH ADJACENT FRONTAGE ROAD
MAINTENANCE OF TRAFFIC
STAGE 3 - LOOKING DOWN STATION



L.M.L. BRIDGE NO. A5202 & A5203



R.M.L. BRIDGE NO. B5202 & B5203



I-555 MAINTENANCE OF TRAFFIC
STAGE 3 - LOOKING DOWN STATION

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 10/24/2019 15:59
MODEL: MOT ALL STAGES DETAILS
SCALE: 1:20

MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
10/28/19			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	100959		41	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 9620 HUBERT BURNS 10-28-19

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

C.L. I-555 LML CROSSOVER
STAGE 3
PI = 1243+84.37
Δ = 03°45'19" RT.
D = 05°00'00"
T = 37.57'
L = 75.10'
PC = 1243+46.80
PRC = 1244+21.90
NO SUPER

C.L. I-555 LML CROSSOVER
STAGE 3
PI = 1246+95.41
Δ = 15°59'37" LT.
D = 02°56'34"
T = 273.51'
L = 543.46'
PRC = 1244+21.90
PT = 1249+65.37
NO SUPER

1240
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
TRAFFIC DRUMS @ 60' O.C. SEE WORK ZONE - LANE CLOSURE DETAILS
P.I. 1240+81.05
N78°35'30"W
12'
12'
15'
N74°50'12"W
P.C. 1243+46.80
P.I. 1243+84.37
P.R.C. 1244+21.90
1245
1245
TRAFFIC DRUMS @ 50' O.C.
CONSTRUCTION PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
℄ LML MEDIAN CROSSING STAGE 3
P.I. 1246+95.41
BACK STA. 1247+26.64
AHEAD STA. 63+11.75
P.T. 63+11.99
REMOVE LIGHT POLE STAGE 1
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
26346' RELOCATION PRECAST CONCRETE BARRIER WALL INCLUDES (2) END UNITS
BR. END STA. 65+23.04
P.T. 1249+65.37
(1) W1-4dR (48" X 48")
(1) W13-1 (18" X 18")
BR. END STA. 65+94.84
C.L. I-555
11' S89°10'11"W
2' SHLDR
11'
11'
11'
BR. NO. A6192
BR. NO. B6192
C.L. MED. I-555 STA. 68+50.12 = STA. 65+25.18 HWY. 463
Δ = 46°38'00"
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
N43°41'45"W
463
E NETTLETON AVE
BR. END STA. 70+97.80
P.C. 71+04.78
RAMP 1
RAMP 4
S87°29'18"W
S89°34'
65
70
70
℄ RAMP 4 STAGE 3B
BR. END STA. 70+26.00
P.I. 70+60.18
Δ=02°04'57"RT.
P.C. 71+00.00
P.O.B. 69+50.11

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3A TRAFFIC
- STAGE 3A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN

STA. 320+00.00
END JOB 100959
LOG MILE 44.32

320
686' RELOCATE TEMP. PRECAST CONCRETE BARRIER WALL RML LT. UNDER BRIDGE 06412 INCLUDES (2) END UNITS
2' SHLDR
8' SHLDR
TEMP. PRECAST CONCRETE BARRIER WALL
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
RAMP 2
N87°23'53"W
S09°56'05"E
320
320

C.L. I-555 LML CROSSOVER
STAGE 3
PI = 324+97.77
Δ = 09°45'11" LT.
D = 05°00'00"
T = 97.77'
L = 195.06'
PC = 324+00.00
PRC = 325+95.06
NO SUPER

C.L. I-555 LML CROSSOVER
STAGE 3
PI = 327+41.69
Δ = 14°35'02" RT.
D = 05°00'00"
T = 146.63'
L = 291.68'
PRC = 325+95.06
PT = 328+86.74
NO SUPER

325
℄ LML MEDIAN CROSSING STAGE 3
P.C. 324+00.00
P.R.C. 325+95.06
N29°32'13"W
P.I. 325+53.47
4' SHLDR
N58°28'59"W
N68°14'09"W
15'
P.I. 324+97.77
11'
4' SHLDR
120' TAPER
+00
+20
P.I. 326+23.22
N54°05'12"W
S80°00'48"W
P.C.C. 326+82.72
P.I. 323+73.74
RT. FRONTAGE RD.
P.I. 328+39.
TRAFFIC DRUMS @ 60' O.C. SEE WORK ZONE - LANE CLOSURE DETAILS
325
P.I. 327+41.69
P.T. 328+18.34
TRAFFIC DRUMS @ 50' O.C.
P.T. 328+86.74
N29°29'13"W
RAMP 3
330
(1) W1-4dL (48" X 48")
(1) W13-1 (18" X 18")
P.C. 330+48.41
TRAFFIC DRUMS @ 60' O.C. SEE WORK ZONE - LANE CLOSURE DETAILS
N53°39'07"W
C.L. I-555
12'
12'
12'
12'
12'
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
P.I. 332+98.41
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
P.I. 335+00.47

I-555 STAGE 3A MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\IBII040L_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 10/24/2019 15:59
MODEL: MOT Stage 3A Details
SCALE: 1:100

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
10/28/19			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	42	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-28-19
HUBERT BURNS

N

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

C.L. RAMP 4 STAGE 3A
PI = 71+88.07
Δ = 17°30'00" LT.
D = 16°52'30"
T = 52.26'
L = 103.70'
PC = 71+35.81
PT = 72+39.51
NO SUPER

806' RELOCATION TEMP. PRECAST CONCRETE BARRIER WALL AT BRIDGE B5202 LT. RAIL INCLUDES (2) END UNITS
806' RELOCATION TEMP. PRECAST CONCRETE BARRIER WALL AT BRIDGE B5203 LT. RAIL INCLUDES (2) END UNITS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

RAMP 4 · RAMP 3 · RAMP 1 · RAMP 2

P.O.B. 69+50.11 · P.I. 70+60.18 Δ=02°04'57"RT. · P.C. 71+35.81 · P.T. 72+39.51 · P.C. 71+00.00 · P.T. 81+83.47 · P.C. 76+05.46

BR. END STA. 70+26.00 · BR. END STA. 70+97.80 · BR. END STA. 78+93.36 · BR. END STA. 80+25.60 · BR. END STA. 79+74.40 · BR. END STA. 84+06.64

P.O.B. 82+72.37 · P.I. 83+52.38 · P.I. 80+27.48 · P.T. 82+33.56

WHITEMAN CREEK

TRAFFIC DRUMS @ 50' O.C.
BR. NO. A6192 · BR. NO. B6192

℄ RAMP 4 STAGE 3B

246' RELOCATE TEMP. PRECAST CONCRETE BARRIER WALL AT BRIDGE B6192 LT. RAIL INCLUDES (2) END UNITS

TEMP. PRECAST CONCRETE BARRIER WALL

℄ I-555

P.I. 77+13.02 · P.C.C. 77+87.34 · P.T. 72+95.06 · P.C. 76+37.34

E NETTLETON AVE · 463

S87°29'18"W · S89°34'15"W · S72°04'15"W · N84°43'15"W · N43°47'45"W · N85°47'42"W · S46°12'15"W

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3A TRAFFIC
- STAGE 3A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

C.L. RAMP 3 STAGE 3A
PI = 87+03.47
Δ = 05°42'30" LT.
D = 08°00'00"
T = 35.71'
L = 71.35'
PC = 86+67.76
PT = 87+39.12
NO SUPER

80' TAPER N85°47'42"W · 15' · 12'

℄ RAMP 3 STAGE 3A

TRAFFIC DRUMS @ 40' O.C.

CONSTRUCTION PAVEMENT MARKINGS

C.L. RAMP 3 STAGE 3A
PI = 95+92.13
Δ = 17°23'38" LT.
D = 08°00'00"
T = 109.55'
L = 217.42'
PRC = 94+82.58
PT = 97+00.00
NO SUPER

P.C. 92+65.15 · P.I. 93+74.71 · P.R.C. 94+82.58 · P.I. 95+92.13 · P.T. 87+39.12 · P.C. 86+67.76 · P.C. 86+46.16 · P.T. 86+36.44 · P.T. 87+69.01 · P.I. 84+25.92

C.L. RAMP 3 STAGE 3A
PI = 93+74.71
Δ = 17°23'38" RT.
D = 08°00'00"
T = 109.55'
L = 217.42'
PC = 92+65.15
PRC = 94+82.58
NO SUPER

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

2-8' BARR. TYP. III RT.

8' SHLDR · 2' SHLDR · 6' SHLDR · 4' SHLDR · 10' · 12' · 11'

I-555 STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\1811040I_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 10/24/2019 15:59
MODEL: MOT Stage 3A Details
SCALE: 1:100

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	43	93

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
9-27-19
HUBERT BURNS

N

145 150 155 158 160

P.C. 149+49.65
℄ HWY. I RAMP 4 STAGE 3A
P.T. 151+16.32
2-8' BARR. TYP. MIN. T.
C.L. RAMP 4 STAGE 3A
PI = 152+66.92
Δ = 13°59'54" LT.
D = 08°00'00"
T = 87.93'
L = 174.98'
PC = 151+79.00
PT = 153+53.97
NO SUPER
P.C. 156+08.65
P.T. 153+53.97
P.C. 156+57.66
P.I. 157+42.00
P.T. 157+43.34
P.C. 156+39.83
P.I. 156+75.42
P.T. 157+10.96
P.T. 158+75.32
YIELD
(1) RII-2 (48" X 60")
RAMP 4
S81°15'46"W
S88°34'15"W
S89°13'03"W ⇦ C-D ROAD
C-D ROAD
S87°34'15"W
S89°34'15"W
P.I. 150+83.00
4' SHLDR
15'
S75°34'21"W
TRAFFIC DRUMS @ 40' O.C.
P.T. 158+28.22
C.L. I-555
S89°34'15"W
P.I. 149+98.59
N84°43'15"W
P.C. 151+79.00
2' SHLDR
11'
11'
2' SHLDR
10' SHLDR
S89°34'15"W
15'
RAMP 1
P.C. 148+03.36
P.O.B. 149+34.98
P.T. 149+93.64
P.C. 151+55.09
P.I. 152+66.92
P.I. 152+50.30
P.T. 153+45.36
P.C. 158+93.04
TEMP. PRECAST CONCRETE BARRIER WALL
300' TAPER
320' TEMP. ACCEL LANE
CONSTRUCTION PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

C.L. RAMP 4 STAGE 3A
PI = 156+75.42
Δ = 05°41'25" RT.
D = 08°00'00"
T = 35.59'
L = 71.13'
PC = 156+39.83
PT = 157+10.96
NO SUPER

C.L. C-D ROAD STAGE 3A
PI = 157+43.34
Δ = 13°38'42" RT.
D = 08°00'00"
T = 85.69'
L = 170.56'
PC = 156+57.66
PT = 158+28.22
NO SUPER

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3A TRAFFIC
- STAGE 3A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

N

200 205 210 215

P.C. 200+09.79
RAMP 3
N45°25'45"W
P.T. 204+59.79
(1) RII-2 (48" X 30") ROAD CLOSED
2-8' BARR. TYP. MIN. T.
C.L. C-D ROAD/RAMP 3 STAGE 3A
PI = 208+92.64
Δ = 20°59'04" RT.
D = 08°00'00"
T = 132.64'
L = 262.31'
PC = 207+60.00
PRC = 210+22.31
NO SUPER
P.C. 207+60.00
P.I. 208+92.64
REMOVE 240 LIN. FT. CONCRETE BARRIER RAIL & IMPACT ATTENUATOR
P.C. 210+04.78
P.I. 210+99.99
CONSTRUCTION PAVEMENT MARKINGS
C.L. C-D ROAD/RAMP 3 STAGE 3A
PI = 211+54.94
Δ = 20°59'04" LT.
D = 08°00'00"
T = 132.64'
L = 262.31'
PRC = 210+22.31
PT = 212+84.61
NO SUPER
P.T. 211+95.05
P.C. 213+56.50
P.T. 215+46.78
C-D ROAD
P.I. 202+47.12
S89°34'15"W
TRAFFIC DRUMS @ 40' O.C.
TEMPORARY IMPACT ATTENUATION BARRIER
℄ C-D ROAD/RAMP 3 STAGE 3A
N69°26'41"W
4' SHLDR
C.L. I-555
S89°34'15"W
8' SHLDR
5' SHLDR
2' SHLDR
11'
11'
P.I. 208+92.36
15'
6' SHLDR
P.R.C. 210+22.31
P.I. 211+54.94
P.T. 212+84.61
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
TEMP. PRECAST CONCRETE BARRIER WALL
P.T. 200+92.84
P.C. 201+00.00
P.I. 202+33.35
P.I. 203+66.61
P.C. 207+59.01
P.T. 210+25.67

I-555 STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 9/27/2019 14:00
MODEL: MOT Stage 3A Details
SCALE: 1"=100'

G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn 9/27/2019 14:00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	44	93

(2) MAINTENANCE OF TRAFFIC DETAILS

C.L. RAMP 4 STAGE 3A
PI = 236+62.93
Δ = 17°31'38" LT.
D = 08°00'00"
T = 110.41'
L = 219.09'
PC = 235+52.53
PRC = 237+71.62
NO SUPER

C.L. RAMP 4 STAGE 3A
PI = 238+82.02
Δ = 17°31'38" RT.
D = 08°00'00"
T = 110.41'
L = 219.09'
PRC = 237+71.62
PT = 239+90.71
NO SUPER

C.L. RAMP 4 STAGE 3A
PI = 244+89.58
Δ = 07°05'29" LT.
D = 15°00'00"
T = 23.67'
L = 47.28'
PC = 244+65.91
PCC = 245+13.19
NO SUPER

C.L. RAMP 4 STAGE
PI = 245+59.56
Δ = 11°05'36" LT.
D = 12°00'00"
T = 46.37'
L = 92.45'
PCC = 245+13.19
PT = 246+05.64
NO SUPER

TRAFFIC DRUMS @ 40' O.C.
(1) RII-2 (48" X 30") ROAD CLOSED
2-8' BARR. TYP. III LT.
(1) WI-4DL (48" X 48")
(1) WI3-1 (18" X 18")
CONSTRUCTION PAVEMENT MARKINGS
℄ HWY. IB RAMP 4 STAGE 3A
TEMP. PRECAST CONCRETE BARRIER WALL
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
RAMP 4
RAMP 1
C.L. I-555
300' TAPER
320' TEMP. ACCEL LANE

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3A TRAFFIC
- STAGE 3A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

C.L. RAMP 3 STAGE 3A
PI = 262+90.20
Δ = 06°25'34" LT.
D = 12°00'00"
T = 26.80'
L = 53.55'
PC = 262+63.40
PT = 263+16.95
NO SUPER

C.L. RAMP 3 STAGE 3A
PI = 267+54.72
Δ = 13°17'46" RT.
D = 08°00'00"
T = 83.48'
L = 166.20'
PC = 266+71.24
PRC = 268+37.44
NO SUPER

C.L. RAMP 3 STAGE 3A
PI = 269+57.32
Δ = 19°00'16" LT.
D = 08°00'00"
T = 119.88'
L = 237.56'
PRC = 268+37.44
PT = 270+75.00
NO SUPER

CONSTRUCTION PAVEMENT MARKINGS
℄ HWY. IB RAMP 3 STAGE 3A
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
TRAFFIC DRUMS @ 40' O.C.
TEMP. PRECAST CONCRETE BARRIER WALL
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
(1) RII-2 (48" X 30") ROAD CLOSED
2-8' BARR. TYP. III RT.
RAMP 3
RAMP 2
C.L. I-555

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURST
9-27-19

I-555 STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 9/27/2019 14:00
MODEL: MOT Stage 3A Details
SCALE: 1:100

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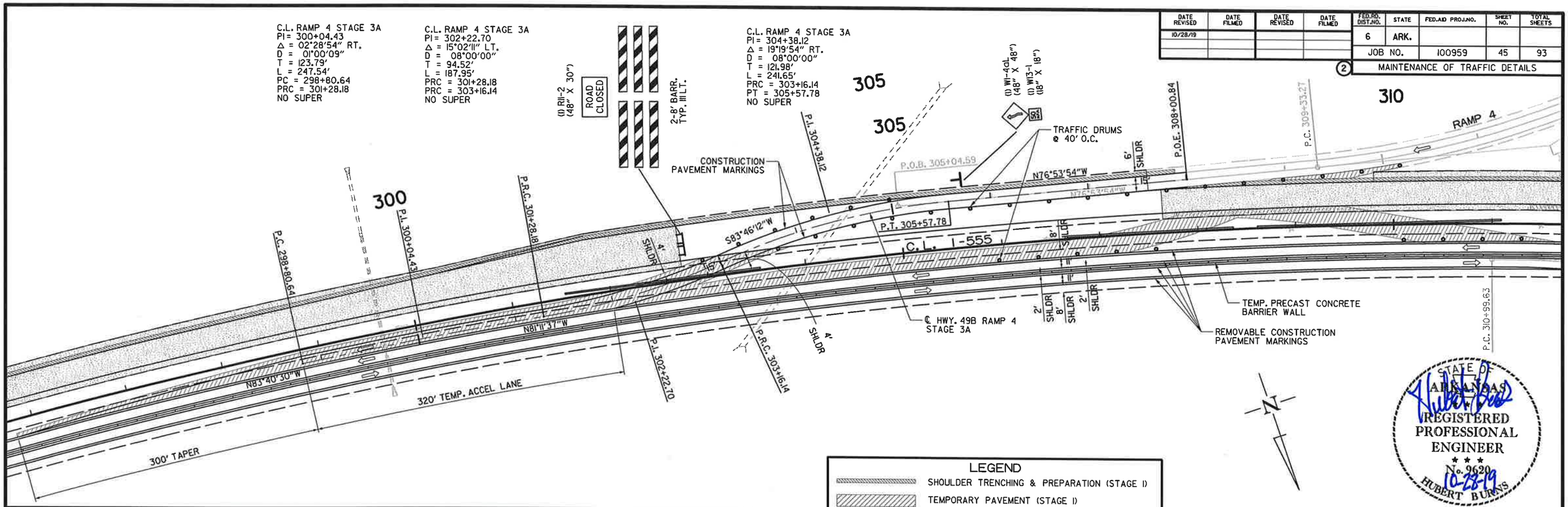
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/28/19				6	ARK.			
				JOB NO.	100959		45	93

(2) MAINTENANCE OF TRAFFIC DETAILS



LEGEND

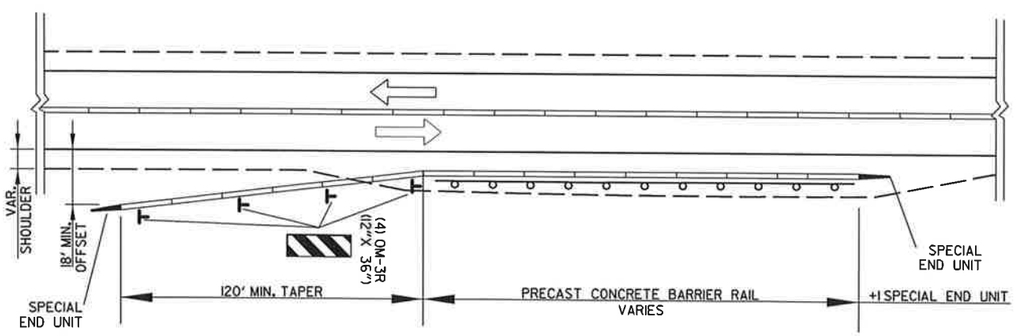
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3A TRAFFIC
- STAGE 3A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
10-28-19

PRECAST CONCRETE BARRIER RAIL

BEGIN STATION	END STATION	LOCATION	LIN. FT.*
108+80	115+26	RML LT	646
162+41	168+87	RML LT	646
188+94	195+40	RML LT	646
249+23	255+69	RML LT	646
317+07	320+95	RML LT	686

*LENGTHS INCLUDE 2 SPECIAL END UNITS.



MAINTENANCE OF TRAFFIC AT OVERPASS LOCATIONS
STAGE 3
(SHOWN IN DIRECTION OF TRAFFIC)

I-555 STAGE 3A

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2640 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 10705 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 11110 LIN. FT.
TRAFFIC DRUMS = 380 EACH
RELOCATE P.C.C.B. = 31,474 LIN. FT.

I-555 STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 10/24/2019 15:59
MODEL: MOT Stage 3A Details
SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	46	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-27-19

C.L. I-555 LML CROSSOVER
STAGE 3
PI = 1243+84.37
Δ = 03°45'19" RT.
D = 05°00'00"
T = 37.57'
L = 75.10'
PC = 1243+46.80
PRC = 1244+21.90
NO SUPER

C.L. I-555 LML CROSSOVER
STAGE 3
PI = 1246+95.41
Δ = 15°59'37" LT.
D = 02°56'34"
T = 273.51'
L = 543.46'
PRC = 1244+21.90
PT = 1249+65.37
NO SUPER

C.L. RAMP 4 STAGE 3B
PI = 63+66.39
Δ = 04°44'07" LT.
D = 08°00'00"
T = 29.61'
L = 59.19'
PC = 63+36.78
PT = 63+95.97
NO SUPER

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

1240 1245 1245 65 65 70 70

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

TRAFFIC DRUMS @ 60' O.C.
SEE WORK ZONE - LANE CLOSURE DETAILS

P.C. 1243+46.80
P.I. 1243+84.37
P.R.C. 1244+21.90
P.I. 1240+81.05
P.O.B. 61+62.63
BACKSTA. 1247+26.64
AHEADSTA. 63+11.75
P.C. 63+36.78
P.T. 63+95.97
P.T. 1249+65.37
P.I. 1246+95.41
P.T. 63+11.99
P.I. 63+66.39
P.C. 71+00.00
P.C. 71+04.78

TRAFFIC DRUMS @ 50' O.C.
CONSTRUCTION PAVEMENT MARKINGS
TEMP. PRECAST CONCRETE BARRIER WALL
(1) W1-4aR (48" X 48")
(1) W13-1 (18" X 18")
BR. END STA. 65+23.04
BR. END STA. 70+26.00
BR. NO. A6192
℄ RAMP 4 STAGE 3B
℄ LML MEDIAN CROSSING STAGE 3
REMOVE LIGHT POLE STAGE 1
C.L. I-555
RAMP 4
E NETTLETON AVE
463
C.L. MED. I-555 STA. 68+50.12
STA. 65+25.18 HWY. 463
ΔR 78.00°
BR. END STA. 65+94.84
BR. END STA. 70+97.80
BR. NO. B6192

N78°35'30"W N74°50'12"W N85°41'38"W S89°34'15"W S46°12'15"E N46°12'15"W N43°47'45"W

12' 12' 15' 15' 11' 11' 11' 11' 2' SHLDR

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3B TRAFFIC
- STAGE 3B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN

STA. 320+00.00
END JOB 100959
LOG MILE 44.32

320 325 325 330

C.L. I-555 LML CROSSOVER
STAGE 3
PI = 324+97.77
Δ = 09°45'11" LT.
D = 05°00'00"
T = 97.77'
L = 195.06'
PC = 324+00.00
PRC = 325+95.06
NO SUPER

C.L. I-555 LML CROSSOVER
STAGE 3
PI = 327+41.69
Δ = 14°35'02" RT.
D = 05°00'00"
T = 146.63'
L = 291.68'
PRC = 325+95.06
PT = 328+86.74
NO SUPER

℄ LML MEDIAN CROSSING STAGE 3
P.C. 324+00.00
P.R.C. 325+95.06
P.I. 326+53.17
P.I. 327+41.69
P.T. 328+18.34
P.T. 328+86.74
P.C. 330+48.41
P.T. 332+98.41
P.T. 335+00.47
P.C.C. 321+82.72
P.T. 323+73.74
P.I. 324+97.77
P.I. 326+23.22
P.I. 329+32.13
P.T. 328+39

TRAFFIC DRUMS @ 50' O.C.
TRAFFIC DRUMS @ 60' O.C.
SEE WORK ZONE - LANE CLOSURE DETAILS
(1) W1-4aL (48" X 48")
(1) W13-1 (18" X 18")
TEMP. PRECAST CONCRETE BARRIER WALL
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
RAMP 2
RAMP 3
C.L. I-555
RT. FRONTAGE RD.

N58°28'59"W N68°14'09"W N53°39'07"W N29°32'13"W N54°05'12"W S80°00'48"W N87°23'53"W S09°59'12"E N43°29'13"W

12' 12' 12' 12' 12' 11' 10' 4' SHLDR 2' SHLDR 8' SHLDR 12' SHLDR 120' TAPER +00 +20

I-555 STAGE 3B
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\1811040I_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
10/28/19			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	100959		47	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9630
HUBERT BURNS
10-28-19

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

(1) RII-2 (48" X 30")
ROAD CLOSED
2-8' BARR. TYP. IIIRT.

C.L. RAMP 4 STAGE 3B
PI = 71+77.97
Δ = 32°30'00" LT.
D = 25°00'00"
T = 66.80'
L = 130.00'
PC = 71+11.17
PT = 72+41.17
NO SUPER

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
TRAFFIC DRUMS @ 50' O.C.
BR. END STA. 70+26.00
BR. NO. A6192
BR. NO. B6192
℄ RAMP 4 STAGE 3B
TEMP. PRECAST CONCRETE BARRIER WALL
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
BR. END STA. 70+97.80
E NETTLETON AVE
RAMP 1
WHITEMAN CREEK
BR. END STA. 78+93.36
BR. END STA. 80+25.60
℄ RAMP 3 STAGE 3B
TEMP. PRECAST CONCRETE BARRIER WALL
BR. END STA. 79+74.40
BR. END STA. 81+06.64
C. L. I-555

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3B TRAFFIC
- STAGE 3B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

C.L. RAMP 3 STAGE 3B
PI = 85+04.21
Δ = 12°15'59" LT.
D = 08°00'00"
T = 76.96'
L = 153.33'
PC = 84+27.25
PT = 85+80.58
NO SUPER

RAMP 3
135' TAPER
(1) RII-2 (48" X 30")
ROAD CLOSED
2-8' BARR. TYP. IIIRT.
RAMP 2

C.L. RAMP 3 STAGE 3B
PI = 91+45.18
Δ = 14°57'09" RT.
D = 08°00'00"
T = 93.99'
L = 186.90'
PC = 90+51.19
PRC = 92+38.10
NO SUPER

TRAFFIC DRUMS @ 40' O.C.
℄ RAMP 3 STAGE 3B
TEMP. PRECAST CONCRETE BARRIER WALL
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

C.L. RAMP 3 STAGE 3B
PI = 93+32.08
Δ = 14°57'09" LT.
D = 08°00'00"
T = 93.99'
L = 186.90'
PRC = 92+38.10
NO SUPER

CONSTRUCTION PAVEMENT MARKINGS

C. L. I-555

I-555 STAGE 3B
MAINTENANCE OF TRAFFIC DETAILS

USER: fs913
DESIGN FILE: G:\IBII040I_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
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SCALE: 1:100

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	48	93

2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

C.L. C-DROAD/RAMP 4 STAGE 3B
PI = 148+60.80
Δ = 18°07'03" LT.
D = 08°00'00"
T = 114.19'
L = 226.47'
PC = 147+46.62
PRC = 149+73.08
NO SUPER

C.L. C-DROAD/RAMP 4 STAGE 3B
PI = 150+74.49
Δ = 16°07'02" RT.
D = 08°00'00"
T = 101.40'
L = 201.47'
PRC = 149+73.08
PT = 151+74.55
NO SUPER

(1) RII-2 (48" X 30") ROAD CLOSED
2-8' BARR. TYP. III LT.
(1) WI-4dL (48" X 48")
(1) WI3-1 (18" X 18")
TRAFFIC DRUMS @ 40' O.C.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
CONSTRUCTION PAVEMENT MARKINGS
℄ C-D ROAD/HWY. I RAMP 4 STAGE 3B
TEMP. PRECAST CONCRETE BARRIER WALL
300' TAPER
320' TEMP. ACCEL LANE
RAMP 4
RAMP 1
C-D ROAD
C.L. I-555

P.O.B. 145+02.60
P.C. 147+46.62
P.C. 148+03.36
P.I. 148+60.80
P.T. 149+93.64
P.R.C. 149+73.08
P.C. 149+49.65
P.I. 150+74.49
P.T. 151+74.55
P.C. 151+55.09
P.I. 152+50.30
P.T. 152+46.32
P.T. 153+45.36
P.C. 156+08.65
P.I. 157+42.00
P.T. 158+75.32
P.C. 158+93.04

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3B TRAFFIC
- STAGE 3B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

(1) RII-2 (48" X 30") ROAD CLOSED
2-8' BARR. TYP. III RT.
C.L. C-D ROAD/RAMP 3 STAGE 3B
PI = 214+27.16
Δ = 12°39'55" RT.
D = 08°00'00"
T = 79.48'
L = 158.32'
PC = 213+47.68
PRC = 215+06.00
NO SUPER

C.L. C-D ROAD/RAMP 3 STAGE 3B
PI = 216+21.83
Δ = 18°22'25" LT.
D = 08°00'00"
T = 115.83'
L = 229.67'
PRC = 215+06.00
PT = 217+35.67
NO SUPER

RECONSTRUCT CONCRETE BARRIER RAIL & IMPACT ATTENUATOR
TRAFFIC DRUMS @ 40' O.C.
CONSTRUCTION PAVEMENT MARKINGS
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
TEMP. PRECAST CONCRETE BARRIER WALL
℄ CARAWAY RD RAMP 3 STAGE 3B
RAMP 3
C-D ROAD
C.L. I-555

P.T. 204+59.79
P.C. 207+59.01
P.T. 203+66.67
P.C. 210+04.78
P.I. 210+99.99
P.T. 210+25.67
P.I. 211+95.05
P.C. 213+56.50
P.C. 213+47.68
P.I. 214+27.16
P.R.C. 215+06.00
P.T. 215+46.78
P.I. 216+21.83
P.T. 217+35.67
P.I. 208+92.36

I-555 STAGE 3B
MAINTENANCE OF TRAFFIC DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	49	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-27-19

C.L. RAMP 4 STAGE 3B
PI = 239+28.62
Δ = 14°14'17" LT.
D = 08°00'00"
T = 89.45'
L = 177.98'
PC = 238+39.17
PRC = 240+17.15
NO SUPER

C.L. RAMP 4 STAGE 3B
PI = 241+06.60
Δ = 14°14'17" RT.
D = 08°00'00"
T = 89.45'
L = 177.98'
PRC = 240+17.15
PT = 241+95.13
NO SUPER

C.L. RAMP 4 STAGE 3B
PI = 245+79.57
Δ = 35°18'58" LT.
D = 13°15'00"
T = 137.65'
L = 266.54'
PC = 244+41.91
PT = 247+08.45
NO SUPER

C.L. RAMP 3 STAGE 3B
PI = 267+86.02
Δ = 14°18'40" LT.
D = 08°00'00"
T = 89.91'
L = 178.89'
PC = 266+96.11
PT = 268+75.00
NO SUPER

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

2-8' BARR. TYP. III LT.

2-8' BARR. TYP. III RT.

(1) WI-4dL (48" X 48")

(1) W13-1 (18" X 18")

235 240 245 260 265 270

N

CONSTRUCTION PAVEMENT MARKINGS

TRAFFIC DRUMS @ 40' O.C.

℄ HWY. IB RAMP 4 STAGE 3B

TRAFFIC DRUMS @ 40' O.C. S89°34'15"W

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

℄ HWY. IB RAMP 3 STAGE 3B

TRAFFIC DRUMS @ 40' O.C.

CONSTRUCTION PAVEMENT MARKINGS

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

TEMP. PRECAST CONCRETE BARRIER WALL

TRAFFIC DRUMS @ 40' O.C.

TEMP. PRECAST CONCRETE BARRIER WALL

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

P.O.B. 235+95.16
P.C. 237+04.64
P.C. 238+39.17
P.I. 239+28.62
P.I. 239+54.92
P.R.C. 240+17.15
P.I. 241+06.60
P.T. 241+95.13
P.C. 242+64.70
P.I. 244+61.30
P.C. 244+17.52
P.C. 244+41.91
P.I. 245+79.57
P.T. 247+08.45
P.O.E. 247+82.59
P.I. 246+98.52
P.O.B. 262+83.22
P.T. 263+51.57
P.C. 262+90.99
P.I. 261+47.90
P.I. 260+78.31
P.C. 267+14.94
P.I. 268+10.6
P.I. 267+86.02
P.T. 268+75.00
P.T. 269+05.22

S89°34'15"W P.I. 237+99.86
S76°19'58"W
N84°43'15"W
N54°01'15"W
S89°34'15"W
S44°34'13"W
N76°07'04"W
S89°34'15"W

300' TAPER
320' TEMP. ACCEL LANE

RAMP 1
RAMP 2
RAMP 3
RAMP 4

C.L. I-555

4' SHLDR
8' SHLDR
2' SHLDR
15'
10'

LEGEND
- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3B TRAFFIC
- STAGE 3B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

I-555 STAGE 3B
MAINTENANCE OF TRAFFIC DETAILS

SCALE: 1:100
MODEL: MOT Stage 3B Details
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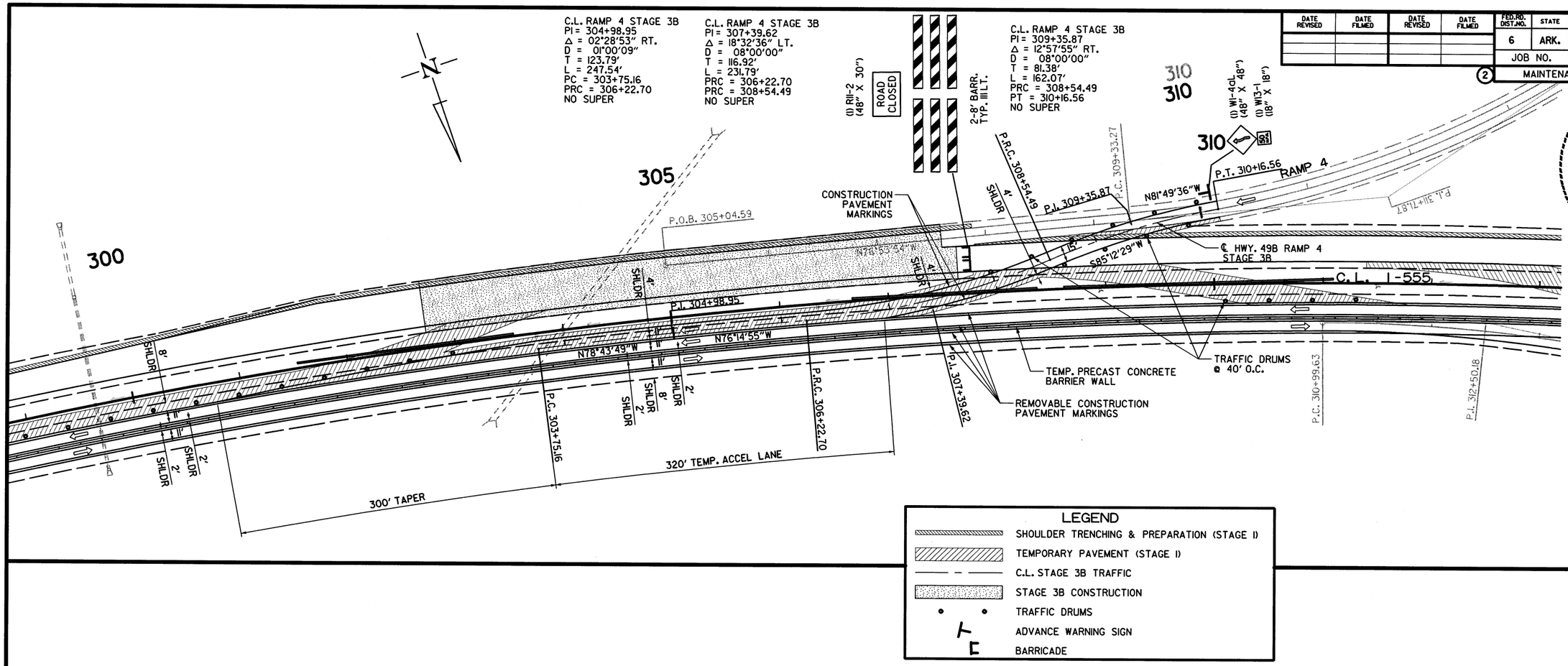
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	50	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
HUBERT BURNS
No. 9629
REGISTERED PROFESSIONAL ENGINEER
9-27-19



LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE I)
- TEMPORARY PAVEMENT (STAGE I)
- C.L. STAGE 3B TRAFFIC
- STAGE 3B CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE

I-555 STAGE 3B

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 1070 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 3140 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 11360 LIN. FT.
TRAFFIC DRUMS = 404 EACH

I-555 STAGE 3B
MAINTENANCE OF TRAFFIC DETAILS

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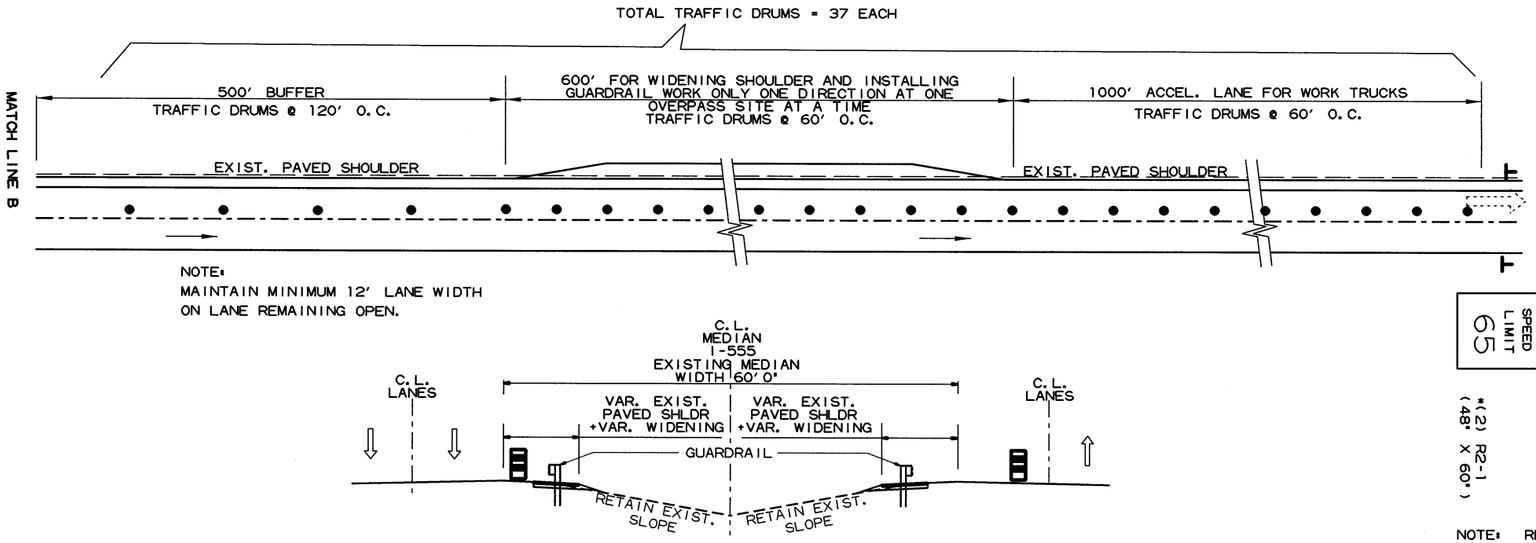
USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 9/27/2019 14:00 MODEL: MOT Stage 3B Details SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	51	93

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 26209
HUBERT BURNS
9-27-19



MOVABLE WORK ZONE FOR GUARDRAIL INSTALLATION

WORK VEHICLE ENTRY LOCATION

WORK VEHICLE EXIT LOCATION

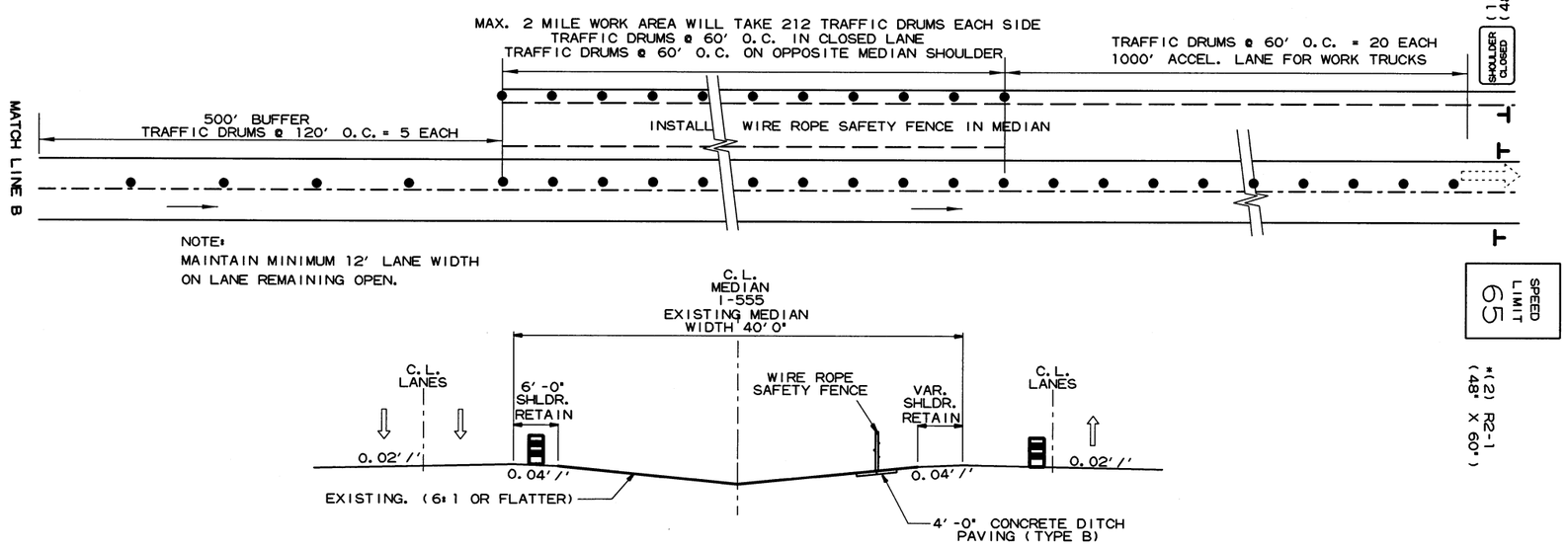
SPEED LIMIT 65

*(2) R2-1 (48" X 60")

NOTE: REFER TO SP-MAINTENANCE OF TRAFFIC FOR LANE CLOSURE LIMITATIONS AND RESTRICTIONS. QUANTITY OF TRAFFIC DRUMS PROVIDED IN THE CONTRACT IS THE MAXIMUM NUMBER REQUIRED FOR ONE LANE CLOSURE.

(1) RSP-1 (30" X 48") SHOULDER CLOSED

*SPEED LIMIT SIGNS SHALL MATCH PERMANENT SPEED LIMIT.



MOVABLE WORK ZONE FOR WRSF INSTALLATION

SPEED LIMIT 65

*(2) R2-1 (48" X 60")

NOTE: CONTRACTOR MUST UTILIZE ENTRY/EXIT LOCATION AS SHOWN ON THE PLANS.

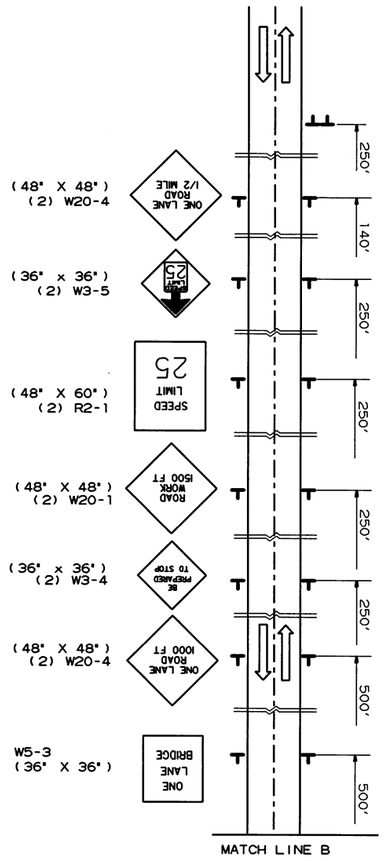
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\18ii040I_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 9/21/2019 14:00
MODEL: MOT ALL STAGES DETAILS
SCALE: 1:120

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	52	93

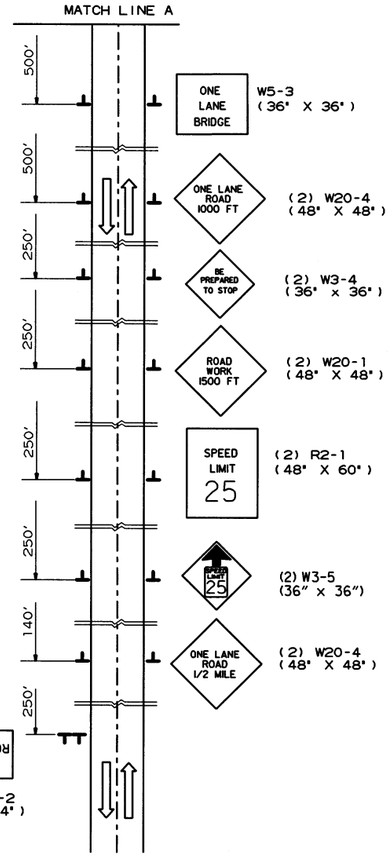
(2) MAINTENANCE OF TRAFFIC DETAILS

NOTE: STAGING ON OVERPASSES IS NOT DIRECTLY RELATED TO THE STAGING ON I-555 MAIN LANES. WORK ON THE OVERPASSES CAN BE COMPLETED ANY TIME DURING I-555 WORK.



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

(24" X 30")
(1) R2-12
END WORK ZONE SPEED LIMIT



STAGE 1

1) INSTALL ADVANCE WARNING SIGNS.

2) REPAIR BRIDGE DECK - NORTHBOUND (EAST SIDE).

STAGE 2

1) MAINTAIN ADVANCE WARNING SIGNS.

2) RELOCATE TRAFFIC DRUMS, REMOVE CONFLICTING PAVEMENT MARKINGS AND INSTALL STAGE 2 CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC TO EAST SIDE OF BRIDGE.

3) REPAIR BRIDGE DECK - SOUTHBOUND (WEST SIDE).

NOTE:

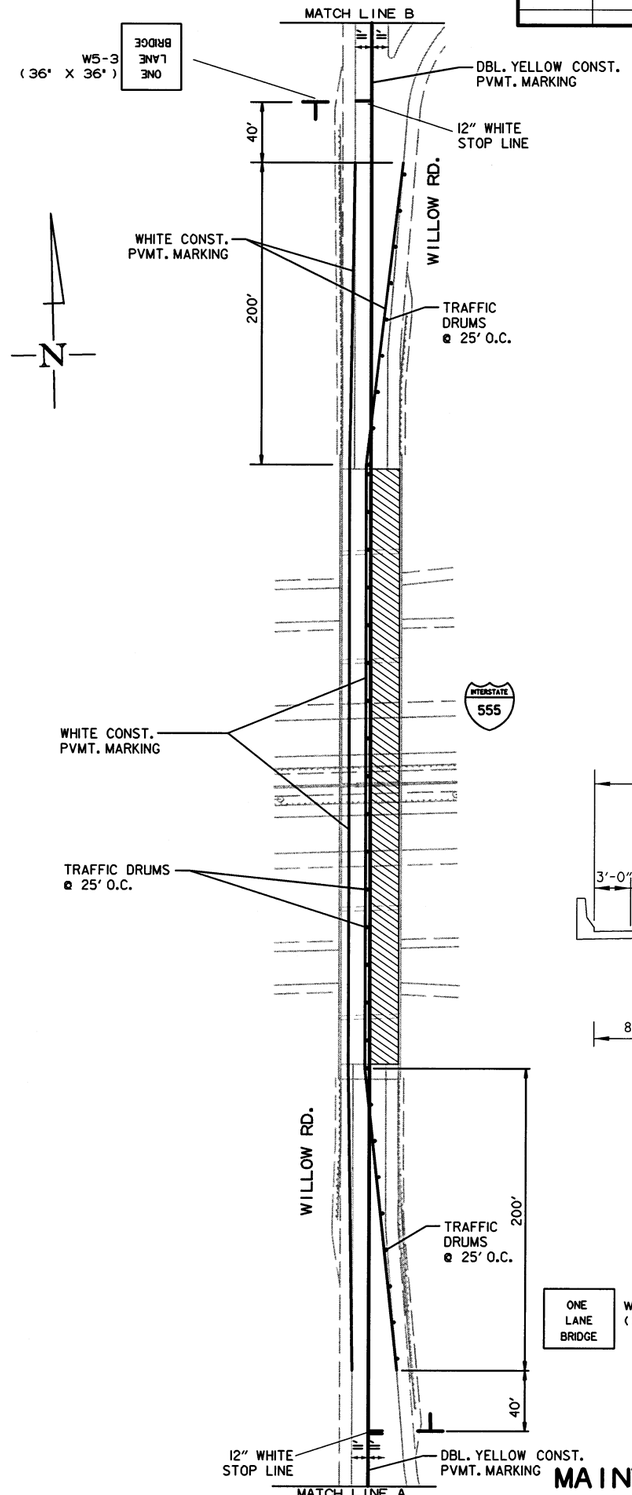
SETUP IS SHOWN FOR STAGE 1 AT BRIDGE 06351.

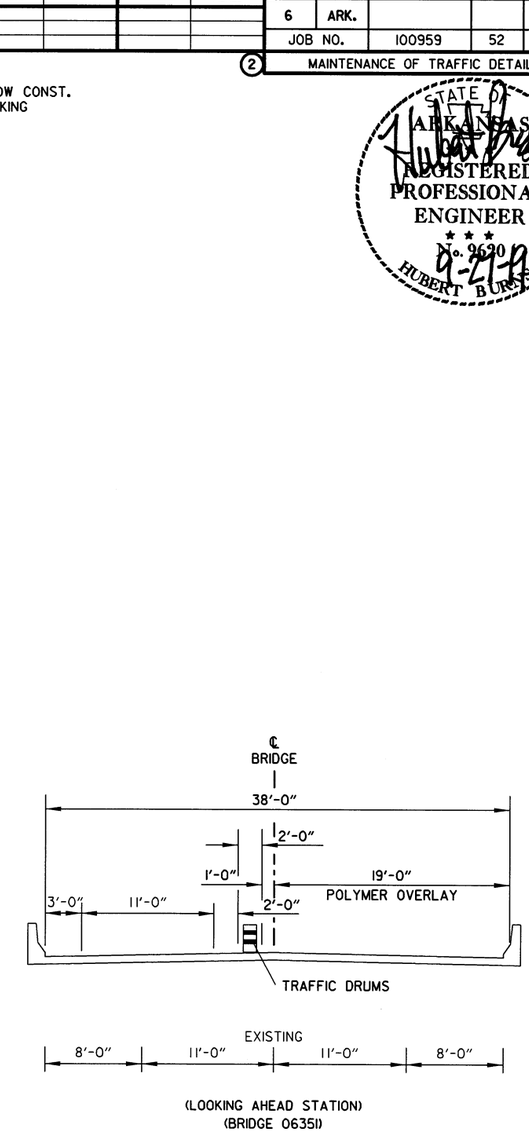
CONTRACTOR SHALL MAINTAIN 1 (ONE) LANE OF TRAFFIC (MINIMUM WIDTH AS SHOWN) AT ALL TIMES. SHOWN FOR NORTHBOUND (EAST SIDE) REPAIR. MIRROR FOR SOUTHBOUND (WEST SIDE) REPAIR.

BRIDGE 06351

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2200 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 800 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 400 LIN. FT.
TRAFFIC DRUMS = 34 EACH

STAGE 2
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 1200 LIN. FT.
TRAFFIC DRUMS = 34 EACH





(LOOKING AHEAD STATION)
(BRIDGE 06351)

STATE OF ARKANSAS
Hubert Burks
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURKS

STAGE 1 & 2
BRIDGE NO. 06351
MAINTENANCE OF TRAFFIC DETAILS

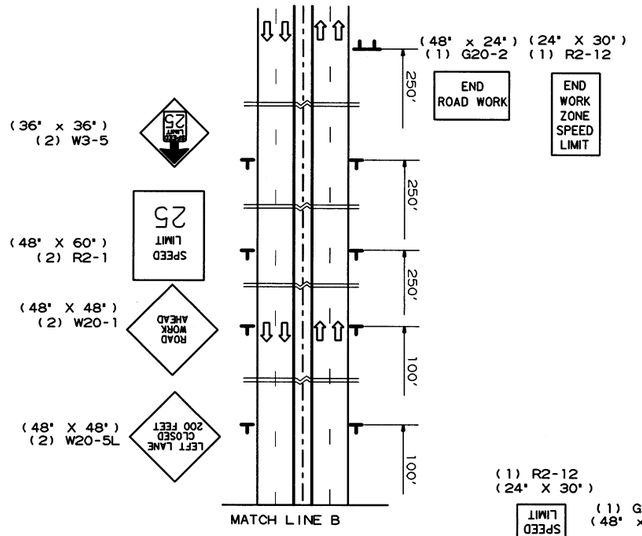
USER: fs513
DESIGN FILE: G:\181104O1_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn
PLOTTED: 9/27/2019 14:00
MODEL: MOT Overpass Willow Rd
SCALE: 1:100

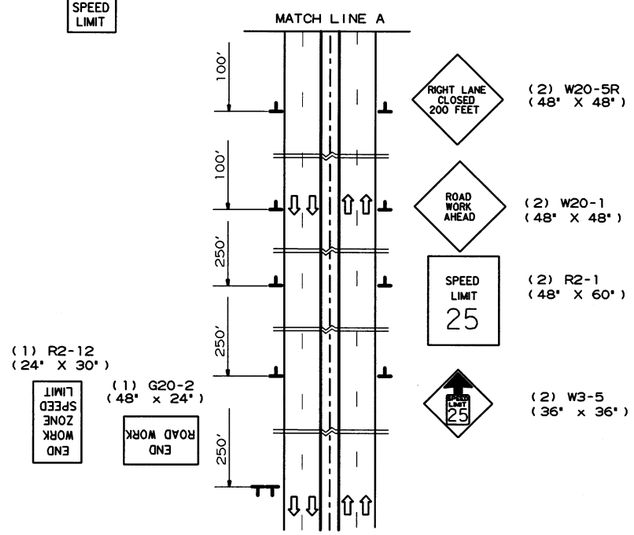
G:\181104O1_Job100959\TRANSP\dgn\maint_of_traffic\r100959 mot.dgn 9/27/2019 14:00

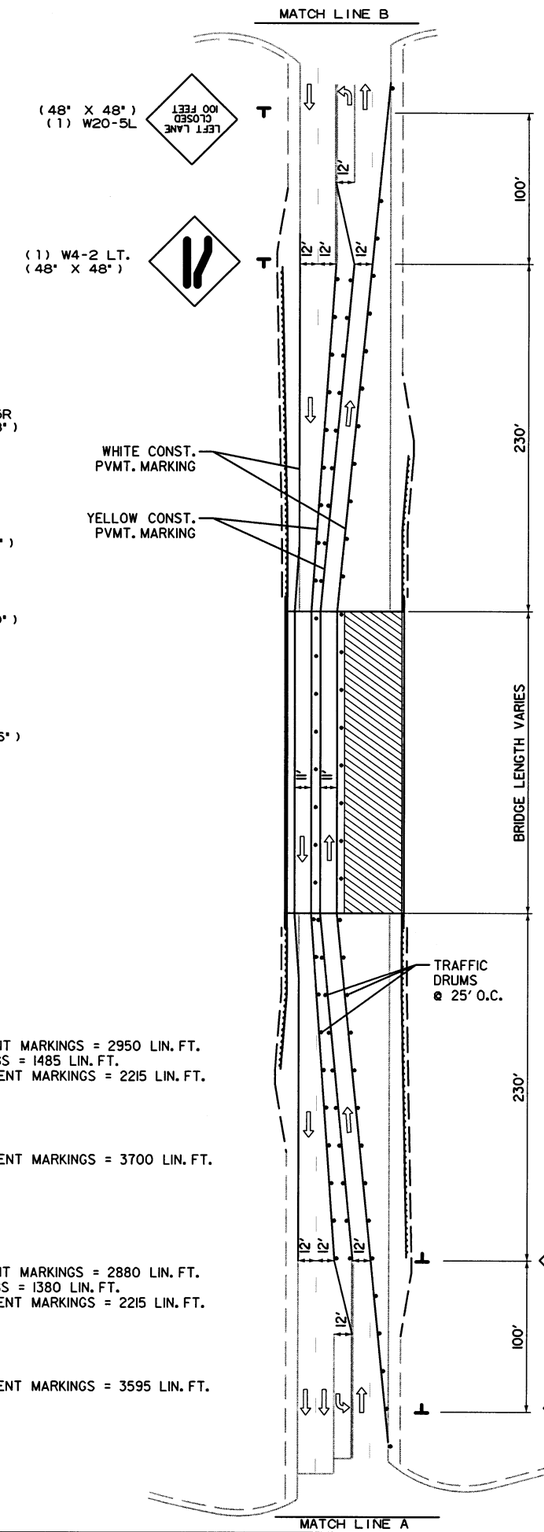
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	53	93

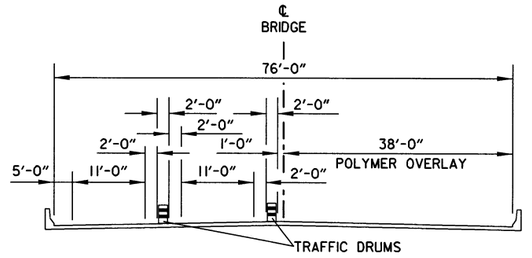
(2) MAINTENANCE OF TRAFFIC DETAILS

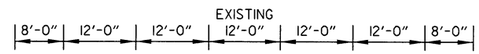
NOTE: STAGING ON OVERPASSES IS NOT DIRECTLY RELATED TO THE STAGING ON I-555 MAIN LANES. WORK ON THE OVERPASSES CAN BE COMPLETED ANY TIME DURING I-555 WORK.











STAGE 1
(LOOKING AHEAD STATION)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 06200
9-27-19
HUBERT BURKS

STAGE 1

1) INSTALL ADVANCE WARNING SIGNS.

2) REPAIR BRIDGE DECK - NORTHBOUND (EAST SIDE).

STAGE 2

1) MAINTAIN ADVANCE WARNING SIGNS.

2) RELOCATE TRAFFIC DRUMS, REMOVE CONFLICTING PAVEMENT MARKINGS AND INSTALL STAGE 2 CONSTRUCTION PAVEMENT MARKINGS. SHIFT TRAFFIC TO EAST SIDE OF BRIDGE.

3) REPAIR BRIDGE DECK - SOUTHBOUND (WEST SIDE).

NOTE:

SETUP IS SHOWN FOR STAGE 1 AT BRIDGE 06352.

CONTRACTOR SHALL MAINTAIN 1 (ONE) LANE OF TRAFFIC (MINIMUM WIDTH AS SHOWN) AT ALL TIMES. SHOWN FOR NORTHBOUND (EAST SIDE) REPAIR. MIRROR FOR SOUTHBOUND (WEST SIDE) REPAIR.

BRIDGE 06279

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2600 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1020 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 2215 LIN. FT.
TRAFFIC DRUMS = 90 EACH

STAGE 2
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 3235 LIN. FT.
TRAFFIC DRUMS = 90 EACH

BRIDGE 06315

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2900 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1420 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 2215 LIN. FT.
TRAFFIC DRUMS = 95 EACH

STAGE 2
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 3635 LIN. FT.
TRAFFIC DRUMS = 95 EACH

BRIDGE 06352

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2950 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1485 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 2215 LIN. FT.
TRAFFIC DRUMS = 96 EACH

STAGE 2
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 3700 LIN. FT.
TRAFFIC DRUMS = 96 EACH

BRIDGE 06412

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2880 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1380 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 2215 LIN. FT.
TRAFFIC DRUMS = 95 EACH

STAGE 2
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 3595 LIN. FT.
TRAFFIC DRUMS = 95 EACH

STAGE 1 & 2
BRIDGE NO. 06279, 06315, 06352, 06412
MAINTENANCE OF TRAFFIC DETAILS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\maint_of_traffic\ri00959 mot.dgn
PLOTTED: 9/27/2019 14:00
MODEL: MOT Overpass 5-LANE BRIDGE
SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/28/19				6	ARK.			
				JOB NO.		100959	54	93

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
10-28-19

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 1 OVERPASSES	STAGE 2A	STAGE 2B	STAGE 2 OVERPASSES	STAGE 3A	STAGE 3B	STAGE 4	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (REPAIR)	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN
			LIN. FT. - EACH									NO.	SQ. FT.	EACH		RIGHT	LEFT	LIN. FT.			EACH	DAY	WEEK
G20-2	END ROAD WORK	48"x24"	10	2	10	10	2	10	10	10	10	10	80.0										
G20-1	ROAD WORK NEXT xx MILES	60"x24"	2		2	2		2	2	2	2	2	20.0										
OM-3R	OBJECT MARKER	12"x36"			32	32		32	32		32	32	96.0										
R2-1	SPEED LIMIT (25)	48"x60"		4			4				4	4	80.0										
R2-1	SPEED LIMIT (55)	48"x60"	4		4	4		4	4	4	4	4	80.0										
R2-1	SPEED LIMIT (65)	48"x60"	4		4	4		4	4	4	4	4	80.0										
R2-12	END WORK ZONE SPEED LIMIT	24"x30"		2			2				2	2	10.0										
R4-1	DO NOT PASS	48"x60"	4		4	4		4	4	4	4	4	80.0										
R11-2	ROAD CLOSED	48"x30"			7	9		7	7		9	9	90.0										
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4		4	4		4	4	4	4	4	60.0										
W1-4AR	REVERSE CURVE RT.	48"x48"			1	1		1	1		1	1	16.0										
W1-4AL	REVERSE CURVE LT.	48"x48"			4	3		3	4		4	4	64.0										
W1-6	LARGE ARROW	60"x30"	6		6	6		6	6	6	6	6	75.0										
W3-4	BE PREPARED TO STOP	36"x36"		4			4				4	4	36.0										
W3-5	REDUCED SPEED AHEAD (25)	36"x36"		4			4				4	4	36.0										
W3-5	REDUCED SPEED AHEAD (55)	48"x48"	4		4	4		4	4	4	4	4	64.0										
W4-2L	LEFT LANE ENDS	48"x48"		1			1				1	1	16.0										
W4-2R	RIGHT LANE ENDS	48"x48"	4	1	4		1	4	4	4	4	4	64.0										
W5-3	ONE LANE BRIDGE	36"x36"		4			4				4	4	36.0										
W13-1	SPEED LIMIT (ADVISORY)	18"x18"			5	4		4	5		5	5	11.3										
W20-1	ROAD WORK 1 MILE	48"x48"	4		4	4		4	4	4	4	4	64.0										
W20-1	ROAD WORK 1/2 MILE	48"x48"	4		4	4		4	4	4	4	4	64.0										
W20-1	ROAD WORK 1500 FT.	48"x48"	4		4	4		4	4	4	4	4	64.0										
W20-1	ROAD WORK AHEAD	48"x48"	10	4	10	10	4	10	10	10	10	10	160.0										
W20-4	ONE LANE ROAD 1000 FT.	48"x48"		4			4				4	4	64.0										
W20-4	ONE LANE ROAD 1500 FT.	48"x48"		4			4				4	4	64.0										
W20-4	ONE LANE ROAD 1/2 MILE	48"x48"		4			4				4	4	64.0										
W20-5L	LEFT LANE CLOSED 200 FEET	48"x48"		2			2				2	2	32.0										
W20-5L	LEFT LANE CLOSED 100 FEET	48"x48"		1			1				1	1	16.0										
W20-5R	RIGHT LANE CLOSED 200 FEET	48"x48"		2			2				2	2	32.0										
W20-5R	RIGHT LANE CLOSED 100 FEET	48"x48"		1			1				1	1	16.0										
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4		4	4		4	4	4	4	4	64.0										
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4		4	4		4	4	4	4	4	64.0										
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4		4	4		4	4	4	4	4	64.0										
SPECIAL	MERGE NOW (LEFT)	48"x48"	2		2	2		2	2	2	2	2	32.0										
SPECIAL	WORK WITH US SIGN (MOVE OVER, SLOW DOWN)	120"x60"	2		2	2		2	2	2	2	2	100.0										
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	96"x48"	2		2	2		2	2	2	2	2	64.0										
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE													10									
	TRAFFIC DRUMS		1804	130	378	393	130	380	404	692	1804				1804								
	TYPE III BARRICADE-RT. (8')				6	10		6	8		10					80							
	TYPE III BARRICADE-LT. (8')				8	8		8	6		8						64						
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER				31954						31954							31954					
	RELOCATING PRECAST CONCRETE BARRIER							31474			31474								31474				
	TEMPORARY IMPACT ATTENUATION BARRIER				1			1			2									2			
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)				1			1			2										2		
	ADVANCE WARNING ARROW PANEL		2	2	2	2	2	2	2	2												160	
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2	2	2	2	2	2	2													104
TOTALS:												2133.1		10	1804	80	64	31954	31474	2	2	160	104

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

NOTE: THE QUANTITY OF TRAFFIC DRUMS PROVIDED IS FOR ONE SIDE OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

USER: fs513
DESIGN FILE: G:\18ll040l_Jobl00959\TRANSP\dgn\quantities\rl00959_Qty.dgn
PLOTTED: 10/24/2019 15:59
MODEL: PROPOSED DESIGN
SCALE: 1:1

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	55	93

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 1 OVERPASSES	STAGE 2A	STAGE 2B	STAGE 2 OVERPASSES	STAGE 3A	STAGE 3B	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			THERMOPLASTIC PAVEMENT MARKING				
												TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)	6" WHITE	6" YELLOW	8" WHITE	6" WHITE	6" YELLOW	12" WHITE	WORDS	ARROWS
	LIN. FT. - EACH								LIN. FT.		LIN. FT.	EACH		LIN. FT.						EACH	
REMOVAL OF PERMANENT PAVEMENT MARKINGS	28040	13530	25000	845		2640	1070		71125												
CONSTRUCTION PAVEMENT MARKINGS		6105	94385	6415		11270	1930			120105											
CONSTRUCTION PAVEMENT MARKINGS (WORDS)																					
CONSTRUCTION PAVEMENT MARKINGS (ARROWS)																					
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS																					
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	99608	9260	26380	6045	15365	110475	9655				276788										
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)								1682				1682									
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)								189					189								
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")								75312						75312							
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")								56357							56357						
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")								6132								6132					
THERMOPLASTIC PAVEMENT MARKING WHITE (6")								15253									15253				
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")								12467										12467			
THERMOPLASTIC PAVEMENT MARKING WHITE (12")								110											110		
THERMOPLASTIC PAVEMENT MARKING (WORDS)								7												7	
THERMOPLASTIC PAVEMENT MARKING (ARROWS)								11													11
TOTALS:									71125	120105	276788	1682	189	75312	56357	6132	15253	12467	110	7	11

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

NOTE: NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL							
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	SILT FENCE (E-11)	FILTER SOCK (18") (E-13)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	ALL STAGES	0.57	1.14	0.57	58.1	0.57				1892	261	3293	1728	359
ENTIRE	PROJECT	STAGE 1 - TEMP. MEDIAN CROSSOVER CONST.						2.12	2.12	43.2					
ENTIRE	PROJECT	STAGE 4 - TEMP. MEDIAN CROSSOVER DEMO	5.67	11.34	5.67	578.3	5.67								
ENTIRE	PROJECT	STAGE 4 - WRSF WIDENING	1.30	2.60	1.30	132.6	1.30								
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			2.00	4.00	2.00	204.0	2.00	2.00	2.00	40.8	220	30	500	360	52
TOTALS:			9.54	19.08	9.54	973.0	9.54	4.12	4.12	84.0	2112	291	3793	2088	411

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION
FILTER SOCK INLET PROTECTION.....36 LIN.FT./LOCATION

NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

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

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\quantities\r100959_Qty.dgn
PLOTTED: 9/27/2019 14:01
MODEL: PROPOSED DESIGN
SCALE: NI

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	56	93

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURKS

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CONCRETE DITCH PAVING	WIRE ROPE SAFETY FENCE	GUARDRAIL	CONCRETE MEDIAN BARRIER	IMPACT ATTENUATION BARRIER	LUMINAIRE POLE AND FOUNDATION	WIRE ROPE SAFETY FENCE TERMINAL
			SQ. YD.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH
1244+00	1247+27	I-555 LML RT.	145	327					
1247+07		I-555 CL MED.						1	
63+12	65+49	I-555 LML RT.		237					1
63+12	64+60	I-555 LML RT.	66						
70+03	72+03	I-555 LML LT.			200				
70+49	72+59	I-555 LML RT.			210				
72+03	79+22	I-555 LML RT.	319	719					2
77+51	79+51	I-555 RML LT.			200				
77+98	79+98	I-555 RML RT.			200				
79+99	81+99	I-555 LML LT.			200				
80+47	82+47	I-555 LML RT.			200				
80+57	112+27	I-555 LML RT.	1377	3170					2
80+83	82+83	I-555 RML LT.			200				
81+30	82+30	I-555 RML RT.			100				
109+18	113+93	I-555 RML LT.			475				
113+43	131+69	I-555 LML RT.	665	1826					2
111+77	116+52	I-555 LML RT.			475				
129+25	131+25	I-555 RML RT.			200				
129+51	131+51	I-555 RML LT.			200				
130+96	131+71	I-555 LML RT.			75				
131+22	131+97	I-555 LML LT.			75				
133+59	134+34	I-555 RML RT.			75				
133+85	135+85	I-555 RML LT.			200				
134+03	165+70	I-555 LML RT.	1376	3167					2
134+04	136+04	I-555 LML RT.			200				
134+30	136+30	I-555 LML LT.			200				
153+45	156+05	I-555 RML RT.				260	1		
162+54	167+54	I-555 RML LT.			500				
165+20	170+20	I-555 LML RT.			500				
167+04	192+23	I-555 LML RT.	937	2519					2
189+07	194+07	I-555 RML LT.			500				
191+73	196+73	I-555 LML RT.			500				
193+57	252+44	I-555 LML RT.	2434	5887					2
207+55	210+05	I-555 LML LT.				250	1		
249+36	254+36	I-555 RML LT.			500				
251+94	256+94	I-555 LML RT.			500				
253+86	317+56	I-555 RML LT.	2648	6370					2
314+42	319+42	I-555 RML LT.			500				
317+06	322+06	I-555 LML RT.			500				
318+92	328+50	I-555 RML LT.		958					1
319+52	320+00	I-555 RML LT.	16						
324+20	328+50	I-555 RML LT.	191						
21+60	23+60	WILLOW ROAD RT.			200				
22+85	23+60	WILLOW ROAD LT.			75				
27+70	29+70	WILLOW ROAD LT.			200				
27+70	28+45	WILLOW ROAD RT.			75				
16+07	18+07	HWY. 1 RT.			200				
17+32	18+07	HWY. 1 LT.			75				
21+93	23+93	HWY. 1 LT.			200				
21+93	22+68	HWY. 1 RT.			75				
6+11	8+11	CARAWAY ROAD RT.			200				
7+36	8+11	CARAWAY ROAD LT.			75				
11+82	13+82	CARAWAY ROAD LT.			200				
11+82	12+57	CARAWAY ROAD RT.			75				
16+71	18+71	HWY. 1B RT.			200				
17+90	18+65	HWY. 1B LT.			75				
21+35	23+35	HWY. 1B LT.			200				
21+45	22+20	HWY. 1B RT.			75				
18+45	20+45	HWY. 49B RT.			200				
19+44	20+19	HWY. 49B LT.			75				
23+95	24+70	HWY. 49B RT.			75				
23+95	25+95	HWY. 49B LT.			200				
TOTALS:			10174	25180	10435	510	2	1	16

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

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
70+02.88	72+21.60	I-555 LML LT.	150	1	1	
70+47.91	73+66.66	I-555 LML RT.	250	1	1	
76+33.01	79+51.76	I-555 RML LT.	250	1	1	
77+29.49	79+98.24	I-555 RML RT.	200	1	1	
80+01.76	82+70.51	I-555 LML LT.	200	1	1	
80+48.23	83+66.98	I-555 LML RT.	250	1	1	
80+83.40	83+02.15	I-555 RML LT.	200	1		1
81+29.88	82+48.63	I-555 RML RT.	100	1		1
109+18.00	113+93.00	I-555 RML LT.	425		1	1
111+77.00	116+52.00	I-555 LML RT.	425		1	1
129+31.91	131+25.66	I-555 RML RT.	125	1	1	
129+33.05	131+51.80	I-555 RML LT.	150	1	1	
130+77.49	131+71.24	I-555 LML RT.	75	1		1
131+03.63	131+97.38	I-555 LML LT.	75	1		1
133+58.62	134+52.37	I-555 RML RT.	75	1		1
133+84.76	136+03.51	I-555 RML LT.	200	1		1
134+03.59	137+22.34	I-555 LML RT.	250	1	1	
134+29.79	136+98.54	I-555 LML LT.	200	1	1	
162+54.00	167+54.00	I-555 RML LT.	450		1	1
165+20.00	170+20.00	I-555 LML RT.	450		1	1
189+07.00	194+07.00	I-555 RML LT.	450		1	1
191+73.00	196+73.00	I-555 LML RT.	450		1	1
249+36.00	254+36.00	I-555 RML LT.	450		1	1
251+94.00	256+94.00	I-555 LML RT.	450		1	1
314+42.00	319+42.00	I-555 RML LT.	450		1	1
317+06.00	322+06.00	I-555 LML RT.	450		1	1
21+39.49	23+58.24	WILLOW ROAD RT.	150	1	1	
22+64.49	23+58.24	WILLOW ROAD LT.	25	1	1	
27+71.40	28+65.15	WILLOW ROAD RT.	25	1	1	
27+71.40	29+90.15	WILLOW ROAD LT.	150	1	1	
15+86.73	18+05.48	HWY. 1 RT.	150	1	1	
17+11.73	18+05.48	HWY. 1 LT.	25	1	1	
21+94.53	22+88.28	HWY. 1 RT.	25	1	1	
21+94.53	24+13.28	HWY. 1 LT.	150	1	1	
5+90.75	8+09.50	CARAWAY ROAD RT.	150	1	1	
7+15.75	8+09.50	CARAWAY ROAD LT.	25	1	1	
11+83.50	12+77.25	CARAWAY ROAD RT.	25	1	1	
11+83.50	14+02.25	CARAWAY ROAD LT.	150	1	1	
16+51.30	18+70.05	HWY. 1B RT.	150	1	1	
17+70.31	18+64.06	HWY. 1B LT.	25	1	1	
21+34.80	23+53.55	HWY. 1B LT.	150	1	1	
21+45.35	22+39.10	HWY. 1B RT.	25	1	1	
18+25.15	20+43.90	HWY. 49B RT.	150	1	1	
19+23.80	20+17.55	HWY. 49B LT.	25	1	1	
23+96.39	24+90.14	HWY. 49B RT.	25	1	1	
23+96.39	26+15.14	HWY. 49B LT.	150	1	1	
TOTALS:			8950	36	40	16

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SCALE: NI

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/28/19				6	ARK.			
				JOB NO.	100959		57	93

(2) QUANTITIES

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER (TYPE A)	REINFORCING STEEL-RDWY. (GR. 60)
			CU.YD.	POUND
79+21.71	79+57.71	I-555 RML LT BRIDGE B5202	12.06	1091
79+50.32	79+86.32	I-555 RML RT BRIDGE B5202	18.78	1573
80+13.68	80+49.68	I-555 LML LT BRIDGE A5202	12.06	1091
80+42.28	80+78.28	I-555 LML RT BRIDGE A5202	18.78	1573
130+95.43	131+31.43	I-555 RML RT BRIDGE B5203	12.06	1091
131+11.51	131+47.51	I-555 RML LT BRIDGE B5203	18.78	1573
134+07.89	134+43.89	I-555 LML LT BRIDGE A5203	12.06	1091
134+23.97	134+59.97	I-555 LML RT BRIDGE A5203	18.78	1573
TOTALS:			123.36	10656

NOTE: USE T =19" FOR ' SHOULDER.

STRUCTURES

STATION	DESCRIPTION	TEMPORARY CULVERTS
		18"
		LIN. FT.
1246+43	I-555 MED. - TEMP CROSSOVER	380
92+42	I-555 MED. - TEMP CROSSOVER	250
95+44	I-555 MED. - TEMP CROSSOVER	218
148+83	I-555 MED. - TEMP CROSSOVER	194
152+82	I-555 MED. - TEMP CROSSOVER	228
206+18	I-555 MED. - TEMP CROSSOVER	158
211+04	I-555 MED. - TEMP CROSSOVER	176
215+69	I-555 MED. - TEMP CROSSOVER	200
236+83	I-555 MED. - TEMP CROSSOVER	224
263+26	I-555 MED. - TEMP CROSSOVER	190
266+66	I-555 MED. - TEMP CROSSOVER	230
269+07	I-555 MED. - TEMP CROSSOVER	190
302+54	I-555 MED. - TEMP CROSSOVER	200
307+52	I-555 MED. - TEMP CROSSOVER	170
309+85	I-555 MED. - TEMP CROSSOVER	248
326+53	I-555 MED. - TEMP CROSSOVER	270
TOTALS:		3526

REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT

STATION	STATION	LOCATION	CONCRETE PAVEMENT
			SQ. YD.
70+98	97+00	I-555 LANES	15861.66
97+00	127+00	I-555 LANES	16000.00
127+00	157+00	I-555 LANES	16617.00
157+00	187+00	I-555 LANES	17333.33
187+00	217+00	I-555 LANES	19038.75
217+00	247+00	I-555 LANES	17805.24
247+00	277+00	I-555 LANES	17815.78
277+00	307+00	I-555 LANES	16857.45
307+00	320+00	I-555 LANES	7757.57
TOTAL:			145087

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 9620 HUBERT BURNS 10-28-19

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	*WRSF ANCHOR	WRSF MAINTENANCE MATERIALS	**WRSF (POST REPAIR)	TEMPORARY TERMINAL ANCHOR FOR WRSF
			LIN. FT.	EACH	LUMP SUM	EACH	EACH
1244+00	1247+27	RT. OF LT. MAIN LANES	327	1			1
63+12	65+49	RT. OF LT. MAIN LANES	237	1			
73+17	79+22	RT. OF LT. MAIN LANES	605	2			
83+17	112+27	RT. OF LT. MAIN LANES	2910	2			
113+43	131+69	RT. OF LT. MAIN LANES	1826	2			
136+72	165+70	RT. OF LT. MAIN LANES	2898	2			
167+04	192+23	RT. OF LT. MAIN LANES	2519	2			
193+57	252+44	RT. OF LT. MAIN LANES	5887	2			
253+86	317+56	LT. OF RT. MAIN LANES	6370	2			
318+92	328+50	LT. OF RT. MAIN LANES	958	1			1
ENTIRE	PROJECT				1.00	50	
TOTALS:			24537	17	1.00	50	2

*SHOWN FOR INFORMATION ONLY.
**QUANTITY ESTIMATED
SEE SECTION 104.03 OF THE STD. SPECS.

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
1244+00.00	1247+07.31	I-555 LML RT.	307.31	4.00	136.58	136.58	1.72
63+11.75	65+49.31	I-555 LML RT.	237.56	4.00	105.58	105.58	1.33
73+16.66	79+21.96	I-555 LML RT.	605.30	4.00	269.02	269.02	3.39
83+16.98	111+55.00	I-555 LML RT.	2838.02	4.00	1261.34	1261.34	15.89
116+74.00	131+68.90	I-555 LML RT.	1494.90	4.00	664.40	664.40	8.37
136+72.34	164+98.00	I-555 LML RT.	2825.66	4.00	1255.85	1255.85	15.82
170+42.00	191+51.00	I-555 LML RT.	2109.00	4.00	937.33	937.33	11.81
196+95.00	251+72.00	I-555 LML RT.	5477.00	4.00	2434.22	2434.22	30.67
254+58.00	314+20.00	I-555 RML LT.	5962.00	4.00	2649.78	2649.78	33.39
319+64.09	320+00.00	I-555 RML LT.	35.91	4.00	15.96	15.96	0.20
324+20.00	328+50.00	I-555 RML LT.	430.00	4.00	191.11	191.11	2.41
TOTALS:					9921.17	9921.17	125.00

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	500
DIRECTED BY THE ENGINEER	
TOTAL:	250

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
70+09	78+81	I-55 LML	872	5
71+15	79+86	I-55 RML	871	5
80+14	131+90	I-55 LML	5176	22
81+19	131+31	I-55 RML	5012	22
133+65	153+18	I-55 RML	1953	9
134+24	150+55	I-55 LML	1631	8
206+92	320+00	I-55 RML	11308	47
210+05	320+00	I-55 LML	10995	45
ENTIRE PROJECT TO BE USED IF AND			2000	10
WHERE DIRECTED BY THE ENGINEER				
TOTALS:			39818	173

* NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

UNDERDRAINS SHALL BE STUBBED INTO THE PROPOSED
* DROP INLET IF AND WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR THIS TO BE INCLUDED IN THE UNIT PRICE BID FOR 4" PIPE UNDERDRAIN.

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
			CU. YD.		TON
ENTIRE	PROJECT	STAGE 1 - TEMP. WIDENING & CROSSOVERS		15000	
ENTIRE	PROJECT	STAGE 4-WIDENING FOR WRSF	3100		
ENTIRE	PROJECT	STAGE 2 - RML EXCAVATION TO SUBGRADE	54350		
ENTIRE	PROJECT	STAGE 3 - LML EXCAVATION TO SUBGRADE	56400		
ENTIRE	PROJECT	STAGE 4 - REMOVAL TEMP. WIDENING & CROSSOVERS	22500		
ENTIRE	PROJECT	ALL STAGES - WIDENING FOR GUARDRAIL		1000	
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	5000	5000	500
		DIRECTED BY THE ENGINEER			
TOTALS:			141350	21000	500

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	125	250
DIRECTED BY THE ENGINEER		
TOTALS:	125	250

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	58	93

(2) QUANTITIES

STATE OF ARKANSAS
HUBERT BURKE
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURKE

TRENCHING AND SHOULDER PREPARATION

STATION	STATION	LOCATION	LENGTH	TRENCHING AND SHOULDER PREPARATION STATION	TACK COAT (0.05 GAL. PER SQ. YD.)				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
					TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET		FEET				FEET			TON	FEET			TON
M.O.T. STAGE 1																
1245+95.17	1247+26.64	I-555 LML OUTSIDE SHOULDER	131.47	1.31	12.00	175.29	8.76	8.76	4.00	58.43	660.00	19.28	4.00	58.43	440.00	12.85
63+11.75	65+04.27	I-555 LML OUTSIDE SHOULDER	192.52	1.93	12.00	256.69	12.83	12.83	4.00	85.56	660.00	28.23	4.00	85.56	440.00	18.82
70+45.11	71+77.36	I-555 LML ACCEL LANE OUTSIDE SHOULDER	132.25	1.32	12.00	176.33	8.82	8.82	4.00	58.78	660.00	19.40	4.00	58.78	440.00	12.93
71+77.36	78+45.44	I-555 LML OUTSIDE SHOULDER	668.08	6.68	12.00	890.77	44.54	44.54	4.00	296.92	660.00	97.98	4.00	296.92	440.00	65.32
80+49.68	83+03.48	I-555 LML OUTSIDE SHOULDER	253.80	2.54	12.00	338.40	16.92	16.92	4.00	112.80	660.00	37.22	4.00	112.80	440.00	24.82
87+58.01	131+54.41	I-555 LML OUTSIDE SHOULDER	4396.40	43.96	12.00	5861.87	293.09	293.09	4.00	1953.96	660.00	644.81	4.00	1953.96	440.00	429.87
134+59.97	142+60.00	I-555 LML OUTSIDE SHOULDER	800.03	8.00	12.00	1066.71	53.34	53.34	4.00	355.57	660.00	117.34	4.00	355.57	440.00	78.23
214+83.67	263+47.52	I-555 LML OUTSIDE SHOULDER	4863.85	48.64	12.00	6485.13	324.26	324.26	4.00	2161.71	660.00	713.36	4.00	2161.71	440.00	475.58
268+43.54	328+20.00	I-555 LML OUTSIDE SHOULDER	5976.46	59.76	12.00	7968.61	398.43	398.43	4.00	2656.20	660.00	876.55	4.00	2656.20	440.00	584.36
TOTALS:				174.14		23219.80	1160.99	1160.99		7739.93		2554.17		7739.93		1702.78

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

ALTERNATE 1
RUMBLE STRIPS IN ASPHALT & CONCRETE SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS	* RUMBLE STRIPS IN CONCRETE SHOULDERS
			LIN.FT.	LIN.FT.
70+45	78+45	ALT. 1 I-555 LML - LT		800
80+50	131+54	ALT. 1 I-555 LML - LT		5104
134+60	150+31	ALT. 1 I-555 LML - LT		1571
210+05	320+00	ALT. 1 I-555 LML - LT		10995
70+79	78+74	ALT. 1 I-555 LML - RT	795	
80+78	131+38	ALT. 1 I-555 LML - RT	5060	
134+44	320+00	ALT. 1 I-555 LML - RT	18556	
71+17	79+22	ALT. 1 I-555 RML - LT	805	
81+26	131+12	ALT. 1 I-555 RML - LT	4986	
134+17	320+00	ALT. 1 I-555 RML - LT	18583	
71+51	79+50	ALT. 1 I-555 RML - RT		799
81+55	130+95	ALT. 1 I-555 RML - RT		4940
134+01	153+45	ALT. 1 I-555 RML - RT		1944
206+91	320+00	ALT. 1 I-555 RML - RT		11309
TOTAL:			48785	37462

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

ALTERNATE 2
RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
70+45	78+45	I-555 LML - LT	800
80+50	131+54	I-555 LML - LT	5104
134+60	150+31	I-555 LML - LT	1571
210+05	320+00	I-555 LML - LT	10995
70+79	78+74	I-555 LML - RT	795
80+78	131+38	I-555 LML - RT	5060
134+44	320+00	I-555 LML - RT	18556
71+17	79+22	I-555 RML - LT	805
81+26	131+12	I-555 RML - LT	4986
134+17	320+00	I-555 RML - LT	18583
71+51	79+50	I-555 RML - RT	799
81+55	130+95	I-555 RML - RT	4940
134+01	153+45	I-555 RML - RT	1944
206+91	320+00	I-555 RML - RT	11309
TOTAL:			86247

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

IMPACT ATTENUATION BARRER

STATION	LOCATION	TYPE B
		EACH
154+45	RT. OF C.L. HWY. 555	1
210+05	LT. OF C.L. HWY. 555	1
TOTAL:		2

CONCRETE BARRIER WALL

STATION	STATION	LOCATION	MEDIAN TYPE A-1; MASH TL-4
			LIN. FT.
154+45	156+05	RT. OF C.L. HWY. 555	160
207+55	210+05	LT. OF C.L. HWY. 555	250
TOTAL:			410

USER: fs53
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\quantities\ri00959_Qty.dgn
PLOTTED: 9/27/2019 14:02
MODEL: PROPOSED DESIGN
SCALE: 1:1

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
10/28/19			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	100959		59	93

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-30-19
HUBERT BURNS

BASE AND SURFACING ALTERNATES NOS. 1 & 2

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
						(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)															
			FEET	TON / STATION	TON	TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
TEMPORARY PAVEMENT -M.O.T. STAGE 1																								
1242+79.91	65+49.92	I-555 MEDIAN CROSSOVERS	684.90	97.00	664.35	VAR.	6879.11	343.96				343.96	VAR.	1278.23	880.00	562.42	VAR.	1243.83	330.00	205.23	VAR.	1800.59	220.00	198.06
90+44.36	102+25.64	I-555 MEDIAN CROSSOVERS	1181.28	97.00	1145.84	VAR.	11247.18	562.36				562.36	VAR.	2107.50	880.00	927.30	VAR.	2112.15	330.00	348.50	VAR.	2812.53	220.00	309.38
142+02.60	154+52.85	I-555 MEDIAN CROSSOVERS	1250.25	97.00	1212.74	VAR.	10928.80	546.44				546.44	VAR.	2065.51	880.00	908.82	VAR.	1997.83	330.00	329.64	VAR.	2734.44	220.00	300.79
205+15.14	217+91.89	I-555 MEDIAN CROSSOVERS	1276.75	97.00	1238.45	VAR.	11606.13	580.31				580.31	VAR.	2185.19	880.00	961.48	VAR.	2137.61	330.00	352.71	VAR.	2912.95	220.00	320.42
230+08.36	241+91.47	I-555 MEDIAN CROSSOVERS	1183.11	97.00	1147.62	VAR.	10584.14	529.21				529.21	VAR.	1993.16	880.00	876.99	VAR.	1953.40	330.00	322.31	VAR.	2651.26	220.00	291.64
262+02.86	273+66.49	I-555 MEDIAN CROSSOVERS	1163.63	97.00	1128.72	VAR.	10849.11	542.46				542.46	VAR.	2047.56	880.00	900.93	VAR.	2004.16	330.00	330.69	VAR.	2702.27	220.00	297.25
295+80.64	311+81.05	I-555 MEDIAN CROSSOVERS	1600.41	97.00	1552.40	VAR.	11198.23	559.91				559.91	VAR.	2106.69	880.00	926.94	VAR.	2026.06	330.00	334.30	VAR.	2852.10	220.00	313.73
311+40.04	314+48.57	I-555 MEDIAN CROSSOVERS	308.53	97.00	299.27	VAR.	1820.36	91.02				91.02	VAR.	334.50	880.00	147.18	VAR.	324.52	330.00	53.55	VAR.	492.34	220.00	54.16
324+00.00	328+92.80	I-555 MEDIAN CROSSOVERS	492.80	97.00	478.02	VAR.	5206.65	260.33				260.33	VAR.	981.86	880.00	432.02	VAR.	920.15	330.00	151.82	VAR.	1340.92	220.00	147.50
74+49.77	76+96.89	HWY. 63B INT RAMP 1 TEMP WIDENING	247.12	97.00	239.71	VAR.	1225.87	61.29				61.29	VAR.	225.45	880.00	99.20	VAR.	216.99	330.00	35.80	VAR.	332.53	220.00	36.58
85+03.32	86+53.88	HWY. 63B INT RAMP 2 TEMP WIDENING	150.56	48.50	73.02	VAR.	590.68	29.53				29.53	VAR.	113.94	880.00	50.13	VAR.	111.30	330.00	18.36	VAR.	137.56	220.00	15.13
81+51.59	84+00.17	HWY. 63B INT RAMP 3 TEMP WIDENING	248.58	97.00	241.12	VAR.	1120.24	56.01				56.01	VAR.	207.05	880.00	91.10	VAR.	199.57	330.00	32.93	VAR.	299.52	220.00	32.95
71+79.39	73+00.00	HWY. 63B INT RAMP 4 TEMP WIDENING	120.61	48.50	58.50	VAR.	336.03	16.80				16.80	VAR.	61.10	880.00	26.88	VAR.	58.65	330.00	9.68	VAR.	94.08	220.00	10.35
241+48.35	243+80.02	HWY. 1B INT RAMP 1 TEMP WIDENING	231.67	97.00	224.72	VAR.	989.47	49.47				49.47	VAR.	178.23	880.00	78.42	VAR.	171.98	330.00	28.38	VAR.	282.80	220.00	31.11
260+47.14	262+02.07	HWY. 1B INT RAMP 2 TEMP WIDENING	154.93	48.50	75.14	VAR.	470.93	23.55				23.55	VAR.	84.58	880.00	37.22	VAR.	81.12	330.00	13.38	VAR.	136.07	220.00	14.97
262+44.04	264+70.06	HWY. 1B INT RAMP 3 TEMP WIDENING	226.02	48.50	109.62	VAR.	930.55	46.53				46.53	VAR.	166.63	880.00	73.32	VAR.	160.75	330.00	26.52	VAR.	269.91	220.00	29.69
245+18.55	247+70.68	HWY. 1B INT RAMP 4 TEMP WIDENING	252.13	48.50	122.28	VAR.	1102.35	55.12				55.12	VAR.	204.32	880.00	89.90	VAR.	198.31	330.00	32.72	VAR.	291.08	220.00	32.02
314+89.25	317+10.38	HWY. 49B INT RAMP 1 TEMP WIDENING	221.13	97.00	214.50	VAR.	1045.92	52.30				52.30	VAR.	191.76	880.00	84.37	VAR.	185.07	330.00	30.54	VAR.	285.57	220.00	31.41
308+81.79	310+15.42	HWY. 49B INT RAMP 4 TEMP WIDENING	133.63	48.50	64.81	VAR.	220.24	11.01				11.01	VAR.	39.13	880.00	17.22	VAR.	37.20	330.00	6.14	VAR.	65.65	220.00	7.22
ADDITIONAL FOR GUARDRAIL WIDENING																								
70+45.11	72+58.94	I-555 LML LT. SHOULDER	213.83	2.50	5.35				VAR.	104.54	17.77	17.77									VAR.	104.54	220.00	11.50
70+78.89	74+30.66	I-555 LML RT. SHOULDER	351.77	2.50	8.79				VAR.	311.16	52.90	52.90									VAR.	311.16	220.00	34.23
75+93.01	79+21.71	I-555 RML LT. SHOULDER	328.70	2.50	8.22				VAR.	94.10	16.00	16.00									VAR.	94.10	220.00	10.35
76+74.50	79+50.26	I-555 RML RT. SHOULDER	275.76	2.50	6.89				VAR.	156.93	26.68	26.68									VAR.	156.93	220.00	17.26
80+49.68	83+28.51	I-555 LML LT. SHOULDER	278.83	2.50	6.97				VAR.	172.36	29.30	29.30									VAR.	172.36	220.00	18.96
80+78.28	84+27.98	I-555 LML RT. SHOULDER	349.70	2.50	8.74				VAR.	291.50	49.56	49.56									VAR.	291.50	220.00	32.07
81+45.83	83+26.26	I-555 RML LT. SHOULDER	180.43	2.50	4.51				VAR.	58.16	9.89	9.89									VAR.	58.16	220.00	6.40
81+54.56	82+72.79	I-555 RML RT. SHOULDER	118.23	2.50	2.96				VAR.	53.77	9.14	9.14									VAR.	53.77	220.00	5.91
108+99.00	114+12.00	I-555 RML LT. SHOULDER	513.00	2.50	12.83				VAR.	84.00	14.28	14.28									VAR.	84.00	220.00	9.24
111+19.00	117+10.00	I-555 LML RT. SHOULDER	591.00	2.50	14.78				VAR.	614.00	104.38	104.38									VAR.	614.00	220.00	67.54
128+88.91	130+95.43	I-555 RML RT. SHOULDER	206.52	2.50	5.16				VAR.	102.01	17.34	17.34									VAR.	102.01	220.00	11.22
129+14.05	130+76.83	I-555 RML LT. SHOULDER	162.78	2.50	4.07				VAR.	18.57	3.16	3.16									VAR.	18.57	220.00	2.04
130+56.24	131+38.33	I-555 LML RT. SHOULDER	82.09	2.50	2.05				VAR.	49.00	8.33	8.33									VAR.	49.00	220.00	5.39
134+00.99	134+76.62	I-555 RML RT. SHOULDER	75.63	2.50	1.89				VAR.	27.30	4.64	4.64									VAR.	27.30	220.00	3.00
134+43.89	137+83.34	I-555 LML RT. SHOULDER	339.45	2.50	8.49				VAR.	31.66	5.38	5.38									VAR.	31.66	220.00	3.48
134+47.19	135+27.76	I-555 RML LT. SHOULDER	80.57	2.50	2.01				VAR.	285.81	48.59	48.59									VAR.	285.81	220.00	31.44
134+59.97	137+56.49	I-555 LML LT. SHOULDER	296.52	2.50	7.41				VAR.	58.24	9.90	9.90									VAR.	58.24	220.00	6.41
162+35.00	167+73.34	I-555 RML LT. SHOULDER	538.34	2.50	13.46				VAR.	179.26	30.47	30.47									VAR.	179.26	220.00	19.72
164+62.00	170+78.00	I-555 LML RT. SHOULDER	616.00	2.50	15.40				VAR.	88.20	14.99	14.99									VAR.	88.20	220.00	9.70
188+88.00	194+26.00	I-555 RML LT. SHOULDER	538.00	2.50	13.45				VAR.	614.28	104.43	104.43									VAR.	614.28	220.00	67.57
191+15.00	197+31.00	I-555 LML RT. SHOULDER	616.00	2.50	15.40				VAR.	88.17	14.99	14.99									VAR.	88.17	220.00	9.70
249+17.00	254+70.00	I-555 RML LT. SHOULDER	553.00	2.50	13.83				VAR.	612.61	104.14	104.14									VAR.	612.61	220.00	67.39
251+36.00	257+37.00	I-555 LML RT. SHOULDER	601.00	2.50	15.03				VAR.	114.28	19.43	19.43									VAR.	114.28	220.00	12.57
314+08.00	319+76.19	I-555 RML LT. SHOULDER	568.19	2.50	14.20				VAR.	504.28	85.73	85.73									VAR.	504.28	220.00	55.47
316+63.00	322+49.00	I-555 LML RT. SHOULDER	586.00	2.50	14.65				VAR.	213.31	36.26	36.26									VAR.	213.31	220.00	23.46
21+07.14	23+57.64	WILLOW RD. RT. SHOULDER	250.50	2.50	6.26				VAR.	469.30	79.78	79.78									VAR.	469.30	220.00	51.62
22+21.48	23+57.64	WILLOW RD. LT. SHOULDER	136.16	2.50	3.40				VAR.	117.47	19.97	19.97									VAR.	117.47	220.00	12.92
27+72.00	28+94.25	WILLOW RD. RT. SHOULDER	122.25	2.50	3.06				VAR.	58.01	9.86	9.86									VAR.	58.01	220.00	6.38
27+72.00	30+33.15	WILLOW RD. LT. SHOULDER	261.15	2.50	6.53				VAR.	55.31	9.40	9.40									VAR.	55.31	220.00	6.08
15+43.73	18+04.88	HWY. 1 RT. SHOULDER	261.15	2.50	6.53				VAR.	120.48	20.48	20.48									VAR.	120.48	220.00	13.25
16+68.72	18+04.88	HWY. 1 LT. SHOULDER	136.16	2.50	3.40				VAR.	120.48	20.48	20.48									VAR.	120.48	220.00	13.25
21+95.13	23+31.29	HWY. 1 RT. SHOULDER	136.16	2.50	3.40				VAR.	58.01	9.86	9.86									VAR.	58.01	220.00	6.38
21+95.13	24+56.28	HWY. 1 LT. SHOULDER	261.15	2.50	6.53				VAR.	58.01	9.86	9.86									VAR.	58.01	220.00	6.38
5+47.75	8+08.90	CARAWAY RD. RT. SHOULDER	261.15	2.50	6.53				VAR.	120.48	20.48	20.48									VAR.	120.48	220.00	13.25
6+72.74	8+08.90	CARAWAY RD. LT. SHOULDER	136.16	2.50	3.40				VAR.	125.27	21.30	21.30									VAR.	125.27	220.00	13.78
11+84.10	13+20.26	CARAWAY RD. RT. SHOULDER	136.16	2.50	3.40				VAR.	58.01	9.86	9.86									VAR.	58.01	220.00	6.38
11+84.10	14+45.25	CARAWAY RD. LT. SHOULDER	261.15	2.50	6.53				VAR.	58.01	9.86	9.86									VAR.	58.01	220.00	6.38
16+08.30	18+69.44	HWY. 1B RT. SHOULDER	261.14	2.50	6.53				VAR.	120.48	20.48	20.48									VAR.	120.48	220.00	13.25
17+27.31	18+63.47	HWY. 1B LT. SHOULDER	136.16	2.50	3.40				VAR.	130.02	22.10	22.10									VAR.	130.02	220.00	14.30
21+45.96	22+83.25	HWY. 1B RT. SHOULDER	137.29	2.50	3.43				VAR.	58.14	9.88	9.88									VAR.	58.14	220.00	6.40
21+35.39	23+97.70	HWY. 1B LT. SHOULDER	262.31	2.50	6.56				VAR.	57.81	9.83	9.83									VAR.	57.81	220.00	6.36
17+82.15	20+43.30	HWY. 49/HWY. 18 RT. SHOULDER	261.15	2.50	6.53				VAR.	119.89	20.38	20.38									VAR.	119.89	220.00	13.19
18+80.80	20+16.95	HWY. 49/HWY. 18 LT. SHOULDER	136.15	2.50	3.40				VAR.	118.79	20.19	20.19									VAR.	118.79	220.00	13.07
23+96.99	25+33.14	HWY. 49/HWY. 18 RT. SHOULDER	136.15	2.50	3.40				VAR.	57.99	9.86	9.86									VAR.	57.99	220.00	6.38
23+96.99	26+56.41	HWY. 49/HWY. 18 LT. SHOULDER	259.42	2.50	6.49				VAR.	58.00	9.86	9.86									VAR.	58.00	220.00	6.38
									VAR.	120.37	20.46	20.46									VAR.	120.37	220.00	13.24
TOTALS:					10617.88		88351.99	4417.61		7187.83	1221.91	5639.52		16572.39		7291.84		16140.65		2663.20		29682.00		3265.00

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

USER: fsSJ3
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\quantities\r100959_Qty.dgn
PLOTTED: 10/29/2019 16:42
MODEL: PROPOSED DESIGN
SCALE: NI

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	60	93

(2) QUANTITIES

STATE OF ARKANSAS — REGISTERED PROFESSIONAL ENGINEER — No. 9620 — 9-27-19 — HUBERT BURNS

BASE AND SURFACING - LANES ALTERNATE NO. 1

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)				TACK COAT (0.05 GAL. PER SQ. YD.)				ACHM SURFACE COURSE (3/8")					PORTLAND CEMENT PAVEMENT (12" UNIFORM THICKNESS)	
				AVG. WIDTH	PROCESSING	CEMENT	AGGREGATE	TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	TOTAL PG 64-22	AVG. WID.	SQ.YD.
			FEET					FEET				FEET			TON	TON	FEET	
MAIN LANES																		
70+62.00	71+00.00	I-555 LML WITH ACCEL LANE	38.00	40.00	168.89	3.55	55.56	40.00	168.89	8.44	8.44	40.00	168.89	110.00	9.29	9.29	36.00	152.00
71+00.00	71+80.63	I-555 LML	80.63	26.00	232.93	4.89	76.63	26.00	232.93	11.65	11.65	26.00	232.93	110.00	12.81	12.81	24.00	215.01
71+80.63	78+59.74	I-555 LML	679.11	30.00	2263.70	47.54	744.76	30.00	2263.70	113.19	113.19	30.00	2263.70	110.00	124.50	124.50	26.00	1961.87
80+63.98	82+94.84	I-555 LML	230.86	30.00	769.53	16.16	253.18	30.00	769.53	38.48	38.48	30.00	769.53	110.00	42.32	42.32	26.00	666.93
82+94.84	88+45.22	I-555 LML	550.38	26.00	1589.99	33.39	523.11	26.00	1589.99	79.50	79.50	26.00	1589.99	110.00	87.45	87.45	24.00	1467.68
88+45.22	131+46.37	I-555 LML	4301.15	30.00	14337.17	301.08	4716.93	30.00	14337.17	716.86	716.86	30.00	14337.17	110.00	788.54	788.54	26.00	12425.54
134+51.93	141+54.54	I-555 LML	702.61	30.00	2342.03	49.18	770.53	30.00	2342.03	117.10	117.10	30.00	2342.03	110.00	128.81	128.81	26.00	2029.76
141+54.54	144+54.54	I-555 LML WITH ACCEL LANE TAPER	300.00	35.00	1166.67	24.50	383.83	35.00	1166.67	58.33	58.33	35.00	1166.67	110.00	64.17	64.17	31.00	1033.33
144+54.54	148+16.65	I-555 LML WITH ACCEL LANE	362.11	40.00	1609.38	33.80	529.49	40.00	1609.38	80.47	80.47	40.00	1609.38	110.00	88.52	88.52	36.00	1448.44
148+16.65	150+55.09	I-555 LML	238.44	26.00	688.83	14.47	226.62	26.00	688.83	34.44	34.44	26.00	688.83	110.00	37.89	37.89	24.00	635.84
150+55.09	212+59.59	I-555 LML	6204.50	28.00	19302.89	405.36	6350.65	28.00	19302.89	965.14	965.14	28.00	19302.89	110.00	1061.66	1061.66	26.00	17924.11
212+59.59	215+45.36	I-555 LML	285.77	26.00	825.56	17.34	271.61	26.00	825.56	41.28	41.28	26.00	825.56	110.00	45.41	45.41	24.00	762.05
215+45.36	236+07.39	I-555 LML	2062.03	30.00	6873.43	144.34	2261.36	30.00	6873.43	343.67	343.67	30.00	6873.43	110.00	378.04	378.04	26.00	5956.98
236+07.39	239+07.39	I-555 LML WITH ACCEL LANE TAPER	300.00	35.00	1166.67	24.50	383.83	35.00	1166.67	58.33	58.33	35.00	1166.67	110.00	64.17	64.17	31.00	1033.33
239+07.39	244+17.52	I-555 LML WITH ACCEL LANE	510.13	40.00	2267.24	47.61	745.92	40.00	2267.24	113.36	113.36	40.00	2267.24	110.00	124.70	124.70	36.00	2040.52
244+17.52	245+07.39	I-555 LML	89.87	26.00	259.62	5.45	85.42	26.00	259.62	12.98	12.98	26.00	259.62	110.00	14.28	14.28	24.00	239.65
245+07.39	263+07.38	I-555 LML	1799.99	30.00	5999.97	126.00	1973.99	30.00	5999.97	300.00	300.00	30.00	5999.97	110.00	330.00	330.00	26.00	5199.97
263+07.38	269+05.22	I-555 LML	597.84	26.00	1727.09	36.27	568.21	26.00	1727.09	86.35	86.35	26.00	1727.09	110.00	94.99	94.99	24.00	1594.24
269+05.22	298+81.70	I-555 LML	2976.48	30.00	9921.60	208.35	3264.21	30.00	9921.60	496.08	496.08	30.00	9921.60	110.00	545.69	545.69	26.00	8598.72
298+81.70	301+81.70	I-555 LML WITH ACCEL LANE TAPER	300.00	35.00	1166.67	24.50	383.83	35.00	1166.67	58.33	58.33	35.00	1166.67	110.00	64.17	64.17	31.00	1033.33
301+81.70	304+99.63	I-555 LML WITH ACCEL LANE	317.93	40.00	1413.02	29.67	464.88	40.00	1413.02	70.65	70.65	40.00	1413.02	110.00	77.72	77.72	36.00	1271.72
304+99.63	307+81.70	I-555 LML	282.07	26.00	814.87	17.11	268.09	26.00	814.87	40.74	40.74	26.00	814.87	110.00	44.82	44.82	24.00	752.19
307+81.70	320+00.00	I-555 LML	1218.30	30.00	4061.00	85.28	1336.07	30.00	4061.00	203.05	203.05	30.00	4061.00	110.00	223.36	223.36	26.00	3519.53
71+28.17	76+58.07	I-555 RML	529.90	26.00	1530.82	32.15	503.64	26.00	1530.82	76.54	76.54	26.00	1530.82	110.00	84.20	84.20	24.00	1413.07
76+58.07	79+36.02	I-555 RML	277.95	30.00	926.50	19.46	304.82	30.00	926.50	46.33	46.33	30.00	926.50	110.00	50.96	50.96	26.00	802.97
81+40.26	86+53.13	I-555 RML	512.87	30.00	1709.57	35.90	562.45	30.00	1709.57	85.48	85.48	30.00	1709.57	110.00	94.03	94.03	26.00	1481.62
86+53.13	87+69.02	I-555 RML	115.89	26.00	334.79	7.03	110.15	26.00	334.79	16.74	16.74	26.00	334.79	110.00	18.41	18.41	24.00	309.04
87+69.02	93+53.13	I-555 RML WITH ACCEL LANE	584.11	40.00	2596.04	54.52	854.10	40.00	2596.04	129.80	129.80	40.00	2596.04	110.00	142.78	142.78	36.00	2336.44
93+53.13	96+53.13	I-555 RML WITH ACCEL LANE TAPER	300.00	35.00	1166.67	24.50	383.83	35.00	1166.67	58.33	58.33	35.00	1166.67	110.00	64.17	64.17	31.00	1033.33
96+53.13	131+03.47	I-555 RML	3450.34	30.00	11501.13	241.52	3783.87	30.00	11501.13	575.06	575.06	30.00	11501.13	110.00	632.56	632.56	26.00	9967.65
134+09.03	148+04.78	I-555 RML	1395.75	30.00	4652.50	97.70	1530.67	30.00	4652.50	232.63	232.63	30.00	4652.50	110.00	255.89	255.89	26.00	4032.17
148+04.78	150+90.55	I-555 RML	285.77	26.00	825.56	17.34	271.61	26.00	825.56	41.28	41.28	26.00	825.56	110.00	45.41	45.41	24.00	762.05
150+90.55	206+91.40	I-555 RML	5600.85	28.00	17424.87	365.92	5732.78	28.00	17424.87	871.24	871.24	28.00	17424.87	110.00	958.37	958.37	26.00	16180.23
206+91.40	210+25.33	I-555 RML	333.93	26.00	964.69	20.26	317.38	26.00	964.69	48.23	48.23	26.00	964.69	110.00	53.06	53.06	24.00	890.48
210+25.33	212+91.40	I-555 RML WITH ACCEL LANE	266.07	40.00	1182.53	24.83	389.05	40.00	1182.53	59.13	59.13	40.00	1182.53	110.00	65.04	65.04	36.00	1064.28
212+91.40	215+91.40	I-555 RML WITH ACCEL LANE TAPER	300.00	35.00	1166.67	24.50	383.83	35.00	1166.67	58.33	58.33	35.00	1166.67	110.00	64.17	64.17	31.00	1033.33
215+91.40	237+04.64	I-555 RML	2113.24	30.00	7044.13	147.93	2317.52	30.00	7044.13	352.21	352.21	30.00	7044.13	110.00	387.43	387.43	26.00	6104.92
237+04.64	243+02.86	I-555 RML	598.22	26.00	1728.19	36.29	568.57	26.00	1728.19	86.41	86.41	26.00	1728.19	110.00	95.05	95.05	24.00	1595.25
243+02.86	262+01.11	I-555 RML	1898.25	30.00	6327.50	132.88	2081.75	30.00	6327.50	316.38	316.38	30.00	6327.50	110.00	348.01	348.01	26.00	5483.83
262+01.11	262+90.99	I-555 RML	89.88	26.00	259.65	5.45	85.43	26.00	259.65	12.98	12.98	26.00	259.65	110.00	14.28	14.28	24.00	239.68
262+90.99	268+01.11	I-555 RML WITH ACCEL LANE	510.12	40.00	2267.20	47.61	745.91	40.00	2267.20	113.36	113.36	40.00	2267.20	110.00	124.70	124.70	36.00	2040.48
268+01.11	271+01.11	I-555 RML WITH ACCEL LANE TAPER	300.00	35.00	1166.67	24.50	383.83	35.00	1166.67	58.33	58.33	35.00	1166.67	110.00	64.17	64.17	31.00	1033.33
271+01.11	310+99.63	I-555 RML	3998.52	30.00	13328.40	279.90	4385.04	30.00	13328.40	666.42	666.42	30.00	13328.40	110.00	733.06	733.06	26.00	11551.28
310+99.63	316+95.73	I-555 RML	596.10	26.00	1722.07	36.16	566.56	26.00	1722.07	86.10	86.10	26.00	1722.07	110.00	94.71	94.71	24.00	1589.60
316+95.73	320+00.00	I-555 RML	304.27	30.00	1014.23	21.30	333.68	30.00	1014.23	50.71	50.71	30.00	1014.23	110.00	55.78	55.78	26.00	879.00
71+45.35	74+76.51	HWY. 463 RAMP 1	331.16	VAR.	1048.40	22.02	344.92	VAR.	1048.40	52.42	52.42	VAR.	1048.40	110.00	57.66	57.66	VAR.	924.19
86+53.88	87+69.01	HWY. 463 RAMP 2	115.13	VAR.	208.50	4.38	68.60	VAR.	208.50	10.43	10.43	VAR.	208.50	110.00	11.47	11.47	VAR.	183.16
83+63.82	88+36.44	HWY. 463 RAMP 3	472.62	VAR.	940.43	19.75	309.40	VAR.	940.43	47.02	47.02	VAR.	940.43	110.00	51.72	51.72	VAR.	801.27
71+00.00	71+79.39	HWY. 463 RAMP 4	79.39	VAR.	143.65	3.02	47.26	VAR.	143.65	7.18	7.18	VAR.	143.65	110.00	7.90	7.90	VAR.	126.33
148+03.36	153+17.80	HWY. 1 RAMP 1/C-D ROAD	514.44	VAR.	1051.75	22.09	346.03	VAR.	1051.75	52.59	52.59	VAR.	1051.75	110.00	57.85	57.85	VAR.	937.45
149+49.65	150+55.09	HWY. 1 RAMP 4/C-D ROAD	105.44	VAR.	403.27	8.47	132.68	VAR.	403.27	20.16	20.16	VAR.	403.27	110.00	22.18	22.18	VAR.	350.39
206+92.55	210+25.67	CARAWAY RD. RAMP 2/C-D ROAD	333.12	VAR.	609.04	12.79	200.37	VAR.	609.04	30.45	30.45	VAR.	609.04	110.00	33.50	33.50	VAR.	535.10
210+04.78	215+46.78	CARAWAY RD. RAMP 3/C-D ROAD	542.00	VAR.	1813.75	38.09	596.72	VAR.	1813.75	90.69	90.69	VAR.	1813.75	110.00	99.76	99.76	VAR.	937.43
237+04.64	241+67.48	HWY. 1B RAMP 1	462.84	VAR.	941.93	19.78	309.89	VAR.	941.93	47.10	47.10	VAR.	941.93	110.00	51.81	51.81	VAR.	796.55
262+02.07	262+90.99	HWY. 1B RAMP 2	88.92	VAR.	160.95	3.38	52.95	VAR.	160.95	8.05	8.05	VAR.	160.95	110.00	8.85	8.85	VAR.	141.48
264+42.76	269+05.22	HWY. 1B RAMP 3	462.46	VAR.	940.07	19.74	309.28	VAR.	940.07	47.00	47.00	VAR.	940.07	110.00	51.70	51.70	VAR.	794.77
244+17.52	245+06.51	HWY. 1B RAMP 4	88.99	VAR.	148.22	3.11	48.76	VAR.	148.22	7.41	7.41	VAR.	148.22	110.00	8.15	8.15	VAR.	128.68
310+99.63	315+18.80	HWY. 49/18 RAMP 1	419.17	VAR.	941.93	19.78	309.89	VAR.	941.93	47.10	47.10	VAR.	941.93	110.00	51.81	51.81	VAR.	741.57
305+04.59	307+59.12	HWY. 49/18 RAMP 4	254.53	VAR.	411.88	8.65	135.51	VAR.	411.88	20.59	20.59	VAR.	411.88	110.00	22.65	22.65	VAR.	355.32
TOTALS:					**171572.90**	**3603.04**	**56447.44**		**171572.90**	**8578.63**	**8578.63**		**171572.90**		**9436.56**	**9436.56**		**151540.46**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

USER: fs53
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\quantities\r100959_0ty.dgn
PLOTTED: 9/27/2019 14:03
MODEL: PROPOSED DESIGN
SCALE: NI

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	61	93

(2) QUANTITIES

BASE AND SURFACING - SHOULDERS ALTERNATE NO. 1

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	TOTAL PG 76-22
			FEET			TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	FEET			TON	FEET			TON
MAIN LANES																												
70+62.00	71+00.00	I-555 LML WITH ACCEL LANE	38.00	231.75	88.07				10.00	42.22	7.18	7.18													10.00	42.22	220.00	4.64	4.64
71+00.00	71+80.63	I-555 LML	80.63	113.50	91.52				4.00	35.84	6.09	6.09													4.00	35.84	220.00	3.94	3.94
71+80.63	78+59.74	I-555 LML	679.11	234.50	1592.51				12.00	905.48	153.93	153.93													12.00	905.48	220.00	99.60	99.60
80+63.98	82+94.84	I-555 LML	230.86	234.50	541.37				12.00	307.81	52.33	52.33													12.00	307.81	220.00	33.86	33.86
82+94.84	88+45.22	I-555 LML	550.38	113.50	624.68				4.00	244.61	41.58	41.58													4.00	244.61	220.00	26.91	26.91
88+45.22	131+46.37	I-555 LML	4301.15	234.50	10086.20				12.00	5734.87	974.93	974.93													12.00	5734.87	220.00	630.84	630.84
134+51.93	141+54.54	I-555 LML	702.61	234.50	1647.62				12.00	936.81	159.26	159.26													12.00	936.81	220.00	103.05	103.05
141+54.54	144+54.54	I-555 LML WITH ACCEL LANE TAPER	300.00	233.13	699.39				11.00	366.67	62.33	62.33													11.00	366.67	220.00	40.33	40.33
144+54.54	148+16.65	I-555 LML WITH ACCEL LANE	362.11	231.75	839.19				10.00	402.34	68.40	68.40													10.00	402.34	220.00	44.26	44.26
148+16.65	150+55.09	I-555 LML	238.44	113.50	270.63				4.00	105.97	18.01	18.01													4.00	105.97	220.00	11.66	11.66
150+55.09	212+59.59	I-555 LML	6204.50	113.50	7042.11				4.00	2757.56	468.79	468.79													4.00	2757.56	220.00	303.33	303.33
212+59.59	215+45.36	I-555 LML	285.77	113.50	324.35				4.00	127.01	21.59	21.59													4.00	127.01	220.00	13.97	13.97
215+45.36	236+07.39	I-555 LML	2062.03	234.50	4835.46				12.00	2749.37	467.39	467.39													12.00	2749.37	220.00	302.43	302.43
236+07.39	239+07.39	I-555 LML WITH ACCEL LANE TAPER	300.00	233.13	699.39				11.00	366.67	62.33	62.33													11.00	366.67	220.00	40.33	40.33
239+07.39	244+17.52	I-555 LML WITH ACCEL LANE	510.13	231.75	1182.23				10.00	566.81	96.36	96.36													10.00	566.81	220.00	62.35	62.35
244+17.52	245+07.39	I-555 LML	89.87	113.50	102.00				4.00	39.94	6.79	6.79													4.00	39.94	220.00	4.39	4.39
245+07.39	263+07.38	I-555 LML	1799.99	234.50	4220.98				12.00	2399.99	408.00	408.00													12.00	2399.99	220.00	264.00	264.00
263+07.38	269+05.22	I-555 LML	597.84	113.50	678.55				4.00	265.71	45.17	45.17													4.00	265.71	220.00	29.23	29.23
269+05.22	298+81.70	I-555 LML	2976.48	234.50	6979.85				12.00	3968.64	674.67	674.67													12.00	3968.64	220.00	436.55	436.55
298+81.70	301+81.70	I-555 LML WITH ACCEL LANE TAPER	300.00	233.13	699.39				11.00	366.67	62.33	62.33													11.00	366.67	220.00	40.33	40.33
301+81.70	304+99.63	I-555 LML WITH ACCEL LANE	317.93	231.75	736.80				10.00	353.26	60.05	60.05													10.00	353.26	220.00	38.86	38.86
304+99.63	307+81.70	I-555 LML	282.07	113.50	320.15				4.00	125.36	21.31	21.31													4.00	125.36	220.00	13.79	13.79
307+81.70	320+00.00	I-555 LML	1218.30	234.50	2856.91				12.00	1624.40	276.15	276.15													12.00	1624.40	220.00	178.68	178.68
71+28.17	76+58.07	I-555 RML	529.90	130.00	688.87	9.26	545.21	27.26	10.00	588.78	100.09	127.35	2.44	143.66	550.00	39.51	2.25	132.48	440.00	29.15	2.13	125.41	220.00	13.80	10.00	588.78	220.00	64.77	78.57
76+58.07	79+36.02	I-555 RML	277.95	251.00	697.65	9.26	285.98	14.30	18.00	555.90	94.50	108.80	2.44	75.36	550.00	20.72	2.25	69.49	440.00	15.29	2.13	65.78	220.00	7.24	18.00	555.90	220.00	61.15	68.39
81+40.26	86+53.13	I-555 RML	512.87	251.00	1287.30	9.26	527.69	26.38	18.00	1025.74	174.38	200.76	2.44	139.04	550.00	38.24	2.25	128.22	440.00	28.21	2.13	121.38	220.00	13.35	18.00	1025.74	220.00	112.83	126.18
86+53.13	87+69.02	I-555 RML	115.89	130.00	150.66	9.26	119.24	5.96	10.00	128.77	21.89	27.85	2.44	31.42	550.00	8.64	2.25	28.97	440.00	6.37	2.13	27.43	220.00	3.02	10.00	128.77	220.00	14.16	17.18
87+69.02	93+53.13	I-555 RML WITH ACCEL LANE	584.11	240.75	1406.24	9.26	600.98	30.05	16.00	1038.42	176.53	206.58	2.44	158.36	550.00	43.55	2.25	146.03	440.00	32.13	2.13	138.24	220.00	15.21	16.00	1038.42	220.00	114.23	129.44
93+53.13	96+53.13	I-555 RML WITH ACCEL LANE TAPER	300.00	245.88	737.64	9.26	308.67	15.43	17.00	566.67	96.33	111.76	2.44	81.33	550.00	22.37	2.25	75.00	440.00	16.50	2.13	71.00	220.00	7.81	17.00	566.67	220.00	62.33	70.14
96+53.13	131+03.47	I-555 RML	3450.34	251.00	8660.35	9.26	3550.02	177.50	18.00	6900.68	1173.12	1350.62	2.44	935.43	550.00	257.24	2.25	862.59	440.00	189.77	2.13	816.58	220.00	89.82	18.00	6900.68	220.00	759.07	848.89
134+09.03	148+04.78	I-555 RML	1395.75	251.00	3503.33	9.26	1436.07	71.80	18.00	2791.50	474.56	546.36	2.44	378.40	550.00	104.06	2.25	348.94	440.00	76.77	2.13	330.33	220.00	36.34	18.00	2791.50	220.00	307.07	343.41
148+04.78	150+90.55	I-555 RML	285.77	130.00	371.50	9.26	294.03	14.70	10.00	317.52	53.98	68.68	2.44	77.48	550.00	21.31	2.25	71.44	440.00	15.72	2.13	67.63	220.00	7.44	10.00	317.52	220.00	34.93	42.37
150+90.55	206+91.40	I-555 RML	5600.85	130.00	7281.11	9.26	5762.65	288.13	10.00	6223.17	1057.94	1346.07	2.44	1518.45	550.00	417.57	2.25	1400.21	440.00	308.05	2.13	1325.53	220.00	145.81	10.00	6223.17	220.00	684.55	830.36
206+91.40	210+25.33	I-555 RML	333.93	130.00	434.11	9.26	343.58	17.18	10.00	371.03	63.08	80.26	2.44	90.53	550.00	24.90	2.25	83.48	440.00	18.37	2.13	79.03	220.00	8.69	10.00	371.03	220.00	40.81	49.50
210+25.33	212+91.40	I-555 RML WITH ACCEL LANE	266.07	251.00	667.84	9.26	273.76	13.69	16.00	473.01	80.41	94.10	2.44	72.13	550.00	19.84	2.25	66.52	440.00	14.63	2.13	62.97	220.00	6.93	16.00	473.01	220.00	52.03	58.96
212+91.40	215+91.40	I-555 RML WITH ACCEL LANE TAPER	300.00	245.88	737.64	9.26	308.67	15.43	17.00	566.67	96.33	111.76	2.44	81.33	550.00	22.37	2.25	75.00	440.00	16.50	2.13	71.00	220.00	7.81	17.00	566.67	220.00	62.33	70.14
215+91.40	237+04.64	I-555 RML	2113.24	251.00	5304.23	9.26	2174.29	108.71	18.00	4226.48	718.50	827.21	2.44	572.92	550.00	157.55	2.25	528.31	440.00	116.23	2.13	500.13	220.00	55.01	18.00	4226.48	220.00	464.91	519.92
237+04.64	243+02.86	I-555 RML	598.22	130.00	777.69	9.26	615.50	30.78	10.00	664.69	113.00	143.78	2.44	162.18	550.00	44.60	2.25	149.56	440.00	32.90	2.13	141.58	220.00	15.57	10.00	664.69	220.00	73.12	88.69
243+02.86	262+01.11	I-555 RML	1898.25	251.00	4764.61	9.26	1953.09	97.65	18.00	3796.50	645.41	743.06	2.44	514.64	550.00	141.53	2.25	474.56	440.00	104.40	2.13	449.25	220.00	49.42	18.00	3796.50	220.00	417.62	467.04
262+01.11	262+90.99	I-555 RML	89.88	130.00	116.84	9.26	92.48	4.62	10.00	99.87	16.98	21.60	2.44	24.37	550.00	6.70	2.25	22.47	440.00	4.94	2.13	21.27	220.00	2.34	10.00	99.87	220.00	10.99	13.33
262+90.99	268+01.11	I-555 RML WITH ACCEL LANE	510.12	240.75	1228.11	9.26	524.86	26.24	16.00	906.88	154.17	180.41	2.44	138.30	550.00	38.03	2.25	127.53	440.00	28.06	2.13	120.73	220.00	13.28	16.00	906.88	220.00	99.76	113.04
268+01.11	271+01.11	I-555 RML WITH ACCEL LANE TAPER	300.00	245.88	737.64	9.26	308.67	15.43	17.00	566.67	96.33	111.76	2.44	81.33	550.00	22.37	2.25	75.00	440.00	16.50	2.13	71.00	220.00	7.81	17.00	566.67	220.00	62.33	70.14
271+01.11	310+99.63	I-555 RML	3998.52	251.00	10036.29	9.26	4114.03	205.70	18.00	7997.04	1359.50	1565.20	2.44	1084.04	550.00	298.11	2.25	999.63	440.00	219.92	2.13	946.32	220.00	104.10	18.00	7997.04	220.00	879.67	983.77
310+99.63	316+95.73	I-555 RML	596.10	130.00	774.93	9.26	613.32	30.67	10.00	662.33	112.60	143.27	2.44	161.61	550.00	44.44	2.25	149.03	440.00	32.79	2.13	141.08	220.00	15.52	10.00	662.33	220.00	72.86	88.38
316+95.73	320+00.00	I-555 RML	304.27	251.00	763.72	9.26	313.06	15.65	18.00	608.54	103.45	119.10	2.44	82.49	550.00	22.68	2.25	76.07	440.00	16.74	2.13	72.01	220.00	7.92	18.00	608.54	220.00	66.94	74.86
71+45.35	74+76.51	HWY. 463 RAMP 1	331.16	231.75	767.46				VAR.	414.53	70.47	70.47													VAR.	414.53	220.00	45.60	45.60
86+53.88	87+69.01	HWY. 463 RAMP 2	115.13	231.75	266.81				6.00	76.75	13.05	13.05													6.00	76.75	220.00	8.44	8.44
83+63.82	88+36.44	HWY. 463 RAMP 3	472.62	231.75	1095.30				VAR.	453.76	77.14	77.14													VAR.	453.76	220.00	49.91	49.91
71+00.00	71+79.39	HWY. 463 RAMP 4	79.39	231.75	183.99				6.00	52.93	9.00	9.00													6.00	52.93	220.00	5.82	5.82
148+03.36	153+17.80	HWY. 1 RAMP 1/C-D ROAD	514.44	110.75	569.74				VAR.	379.34	64.49	64.49													VAR.	379.34	220.00	41.73	41.73
149+49.65	150+55.09	HWY. 1 RAMP 4/C-D ROAD	105.44	110.75	116.77				6.00	70.29	11.95	11.95													6.00	70.29	220.00	7.73	7.73
206+92.55	210+25.67	CARAWAY RD. RAMP 2/C-D ROAD	333.12	110.75	368.93				6.00	222.08	37.75	37.75													6.00	222.08	220.00	24.43	24.43
210+04.78	215+46.78	CARAWAY RD. RAMP 3/C-D ROAD	542.00	110.75	600.27				VAR.	379.30	64.48	64.48													VAR.	379.30	220.00	41.72	41.72
237+04.64	241+67.48	HWY. 1B RAMP 1	462.84	231.75	1072.63				VAR.	467.95	79.55	79.55													VAR.	467.95	220.00	51.47	51.47
262+02.07	262+90.99	HWY. 1B RAMP 2	88.92	231.75	206.07				6.00	59.28	10.08	10.08													6.00	59.28	220.00	6.52	6.52
264+42.76	269+05.22	HWY. 1B RAMP 3	462.46	231.75	1071.75				VAR.	453.76	77.14	77.14													VAR.	471.71	220.00	51.89	51.89
244+17.52	245+06.51	HWY. 1B RAMP 4	88.99	231.75	206.23				6.00	59.33	10.09	10.09													6.00	59.33	220.00	6.53	6.53
310+99.63	315+18.80	HWY. 49/18 RAMP 1	419.17	231.75	971.43				VAR.	517.28	87.94	87.94													VAR.	517.28	220.00	56.90	56.90
305+04.59	307+59.12	HWY. 49/18 RAMP 4	254.53	231.75	589.87				6.00	169.69	28.85	28.85													6.00	169.69	220.00	18.67	18.67
ADDITIONAL FOR SUPERELEVATION																												
289+91.19	292+91.19	I-555 LML	300.00	37.65	112.95																							
292+91.19	320+00.00	I-555 LML	2708.81	75.30	2039.73																							
289+91.19	292+91.19	I-555 RML	300.00	39.68	119.04																							
292+91.19	320+00.00	I-555 RML	2708.81	79.35	2149.44																							
TOTALS:					110796.06		25065.85	1253.26		69647.14	11840.03	13093.29		6604.80		1816.33		6090.53		1339.94		5765.68		634.24		69665.09		7663.15	8297.39

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 26209
9-27-19
HUBERT BURNS

QUANTITIES

USER: fs513
DESIGN FILE: G:\1811040I_Job100959\TRANSP\dgn\quantities\r100959_Qty.dgn
PLOTTED: 9/27/2019 14:03
MODEL: PROPOSED DESIGN
SCALE: 1:1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	62	93

(2) QUANTITIES

BASE AND SURFACING - LANES ALTERNATE NO. 2

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.05 GAL. PER SQ. YD.)				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
MAIN LANES																										
70+62.00	71+00.00	I-555 LML WITH ACCEL LANE	38.00	147.50	56.05	182.51	770.60	38.53	38.53	36.88	155.72	550.00	42.82	36.50	154.11	440.00	33.90	36.25	153.06	220.00	16.84	36.00	152.00	220.00	16.72	33.56
71+00.00	71+80.63	I-555 LML	80.63	93.50	75.39	121.26	1086.35	54.32	54.32	24.44	218.96	550.00	60.21	24.25	217.25	440.00	47.80	24.13	216.18	220.00	23.78	24.00	215.01	220.00	23.65	47.43
71+80.63	78+59.74	I-555 LML	679.11	101.00	685.90	132.51	9998.76	499.94	499.94	26.88	2028.28	550.00	557.78	26.50	1999.60	440.00	439.91	26.25	1980.74	220.00	217.88	26.00	1961.87	220.00	215.81	433.69
80+63.98	82+94.84	I-555 LML	230.86	101.00	233.17	132.51	3399.03	169.95	169.95	26.88	689.50	550.00	189.61	26.50	679.75	440.00	149.55	26.25	673.34	220.00	74.07	26.00	666.93	220.00	73.36	147.43
82+94.84	88+45.22	I-555 LML	550.38	93.50	514.61	121.26	7415.45	370.77	370.77	24.44	1494.59	550.00	411.01	24.25	1482.97	440.00	326.25	24.13	1475.63	220.00	162.32	24.00	1467.68	220.00	161.44	323.76
88+45.22	131+46.37	I-555 LML	4301.15	101.00	4344.16	132.51	63327.27	3166.36	3166.36	26.88	12846.10	550.00	3532.68	26.50	12664.50	440.00	2786.19	26.25	12545.02	220.00	1379.95	26.00	12425.54	220.00	1366.81	2746.76
134+51.93	141+54.54	I-555 LML	702.61	101.00	709.64	132.51	10344.76	517.24	517.24	26.88	2098.46	550.00	577.08	26.50	2068.80	440.00	455.14	26.25	2049.28	220.00	225.42	26.00	2029.76	220.00	223.27	448.69
141+54.54	144+54.54	I-555 LML WITH ACCEL LANE TAPER	300.00	124.25	372.75	157.51	5250.33	262.52	262.52	31.88	1062.67	550.00	292.23	31.50	1050.00	440.00	231.00	31.25	1041.67	220.00	114.58	31.00	1033.33	220.00	113.67	228.25
144+54.54	148+16.65	I-555 LML WITH ACCEL LANE	362.11	147.50	534.11	182.51	7343.19	367.16	367.16	36.88	1483.85	550.00	408.06	36.50	1468.56	440.00	323.08	36.25	1458.50	220.00	160.44	36.00	1448.44	220.00	159.33	319.77
148+16.65	150+55.09	I-555 LML	238.44	93.50	222.94	121.26	3212.58	160.63	160.63	24.44	647.50	550.00	178.06	24.25	642.46	440.00	141.34	24.13	639.28	220.00	70.32	24.00	635.84	220.00	69.94	140.26
150+55.09	212+59.59	I-555 LML	6204.50	101.00	6266.55	131.26	90489.19	4524.46	4524.46	26.44	18227.44	550.00	5012.55	26.25	18096.46	440.00	3981.22	26.13	18013.73	220.00	1981.51	26.00	17924.11	220.00	1971.65	3953.16
212+59.59	215+45.36	I-555 LML	285.77	93.50	267.19	121.26	3850.27	192.51	192.51	24.44	776.02	550.00	213.41	24.25	769.99	440.00	169.40	24.13	766.18	220.00	84.28	24.00	762.05	220.00	83.83	168.11
215+45.36	236+07.39	I-555 LML	2062.03	101.00	2082.65	132.51	30359.96	1518.00	1518.00	26.88	6158.60	550.00	1693.62	26.50	6071.53	440.00	1335.74	26.25	6014.25	220.00	661.57	26.00	5956.98	220.00	655.27	1316.84
236+07.39	239+07.39	I-555 LML WITH ACCEL LANE TAPER	300.00	124.25	372.75	157.51	5250.33	262.52	262.52	31.88	1062.67	550.00	292.23	31.50	1050.00	440.00	231.00	31.25	1041.67	220.00	114.58	31.00	1033.33	220.00	113.67	228.25
239+07.39	244+17.52	I-555 LML WITH ACCEL LANE	510.13	147.50	752.44	182.51	10344.87	517.24	517.24	36.88	2090.40	550.00	574.86	36.50	2068.86	440.00	455.15	36.25	2054.69	220.00	226.02	36.00	2040.52	220.00	224.46	450.48
244+17.52	245+07.39	I-555 LML	89.87	93.50	84.03	121.26	1210.85	60.54	60.54	24.44	244.05	550.00	67.11	24.25	242.15	440.00	53.27	24.13	240.95	220.00	26.50	24.00	239.65	220.00	26.36	52.86
245+07.39	263+07.38	I-555 LML	1799.99	101.00	1817.99	132.51	26501.85	1325.09	1325.09	26.88	5375.97	550.00	1478.39	26.50	5299.97	440.00	1165.99	26.25	5249.97	220.00	577.50	26.00	5199.97	220.00	572.00	1149.50
263+07.38	269+05.22	I-555 LML	597.84	93.50	558.98	121.26	8054.90	402.75	402.75	24.44	1623.47	550.00	446.45	24.25	1610.85	440.00	354.39	24.13	1602.88	220.00	176.32	24.00	1594.24	220.00	175.37	351.69
269+05.22	298+81.70	I-555 LML	2976.48	101.00	3006.24	132.51	43823.71	2191.19	2191.19	26.88	8889.75	550.00	2444.68	26.50	8764.08	440.00	1928.10	26.25	8681.40	220.00	954.95	26.00	8598.72	220.00	945.86	1900.81
298+81.70	301+81.70	I-555 LML WITH ACCEL LANE TAPER	300.00	124.25	372.75	157.51	5250.33	262.52	262.52	31.88	1062.67	550.00	292.23	31.50	1050.00	440.00	231.00	31.25	1041.67	220.00	114.58	31.00	1033.33	220.00	113.67	228.25
301+81.70	304+99.63	I-555 LML WITH ACCEL LANE	317.93	147.50	468.95	182.51	6447.27	322.36	322.36	36.88	1302.81	550.00	358.27	36.50	1289.38	440.00	283.66	36.25	1280.55	220.00	140.86	36.00	1271.72	220.00	139.89	280.75
304+99.63	307+81.70	I-555 LML	282.07	93.50	263.74	121.26	3800.42	190.02	190.02	24.44	765.98	550.00	210.64	24.25	760.02	440.00	167.20	24.13	756.26	220.00	83.19	24.00	752.19	220.00	82.74	165.93
307+81.70	320+00.00	I-555 LML	1218.30	101.00	1230.48	132.51	17937.44	896.87	896.87	26.88	3638.66	550.00	1000.63	26.50	3587.22	440.00	789.19	26.25	3553.38	220.00	390.87	26.00	3519.53	220.00	387.15	778.02
71+28.17	76+58.07	I-555 RML	529.90	93.50	495.46	121.26	7139.52	356.98	356.98	24.44	1438.97	550.00	395.72	24.25	1427.79	440.00	314.11	24.13	1420.72	220.00	156.28	24.00	1413.07	220.00	155.44	311.72
76+58.07	79+36.02	I-555 RML	277.95	101.00	280.73	132.51	4092.35	204.62	204.62	26.88	830.14	550.00	228.29	26.50	818.41	440.00	180.05	26.25	810.69	220.00	89.18	26.00	802.97	220.00	88.33	177.51
81+40.26	86+53.13	I-555 RML	512.87	101.00	518.00	132.51	7551.16	377.56	377.56	26.88	1531.77	550.00	421.24	26.50	1510.12	440.00	332.23	26.25	1495.87	220.00	164.55	26.00	1481.62	220.00	162.98	327.53
86+53.13	87+69.02	I-555 RML	115.89	93.50	108.36	121.26	1561.42	78.07	78.07	24.44	314.71	550.00	86.55	24.25	312.26	440.00	68.70	24.13	310.71	220.00	34.18	24.00	309.04	220.00	33.99	68.17
87+69.02	93+53.13	I-555 RML WITH ACCEL LANE	584.11	147.50	861.56	182.51	11845.10	592.26	592.26	36.88	2393.55	550.00	658.23	36.50	2368.89	440.00	521.16	36.25	2352.67	220.00	258.79	36.00	2336.44	220.00	257.01	515.80
93+53.13	96+53.13	I-555 RML WITH ACCEL LANE TAPER	300.00	124.25	372.75	157.51	5250.33	262.52	262.52	31.88	1062.67	550.00	292.23	31.50	1050.00	440.00	231.00	31.25	1041.67	220.00	114.58	31.00	1033.33	220.00	113.67	228.25
96+53.13	131+03.47	I-555 RML	3450.34	101.00	3484.84	132.51	50800.51	2540.03	2540.03	26.88	10305.02	550.00	2833.88	26.50	10159.33	440.00	2235.05	26.25	10063.49	220.00	1106.98	26.00	9967.65	220.00	1096.44	2203.42
134+09.03	148+04.78	I-555 RML	1395.75	101.00	1409.71	132.51	20550.09	1027.50	1027.50	26.88	4168.64	550.00	1146.38	26.50	4109.71	440.00	904.14	26.25	4070.94	220.00	447.80	26.00	4032.17	220.00	443.54	891.34
148+04.78	150+90.55	I-555 RML	285.77	93.50	267.19	121.26	3850.27	192.51	192.51	24.44	776.02	550.00	213.41	24.25	769.99	440.00	169.40	24.13	766.18	220.00	84.28	24.00	762.05	220.00	83.83	168.11
150+90.55	206+91.40	I-555 RML	5600.85	101.00	5656.86	131.26	81685.29	4084.26	4084.26	26.44	16454.05	550.00	4524.86	26.25	16335.81	440.00	3593.88	26.13	16261.13	220.00	1788.72	26.00	16180.23	220.00	1779.83	3568.55
206+91.40	210+25.33	I-555 RML	333.93	93.50	312.22	121.26	4499.15	224.96	224.96	24.44	906.81	550.00	249.37	24.25	899.76	440.00	197.95	24.13	895.30	220.00	98.48	24.00	890.48	220.00	97.95	196.43
210+25.33	212+91.40	I-555 RML WITH ACCEL LANE	266.07	147.50	392.45	182.51	5395.60	269.78	269.78	36.88	1090.30	550.00	299.83	36.50	1079.06	440.00	237.39	36.25	1071.67	220.00	117.88	36.00	1064.28	220.00	117.07	234.95
212+91.40	215+91.40	I-555 RML WITH ACCEL LANE TAPER	300.00	124.25	372.75	157.51	5250.33	262.52	262.52	31.88	1062.67	550.00	292.23	31.50	1050.00	440.00	231.00	31.25	1041.67	220.00	114.58	31.00	1033.33	220.00	113.67	228.25
215+91.40	237+04.64	I-555 RML	2113.24	101.00	2134.37	132.51	31113.94	1555.70	1555.70	26.88	6311.54	550.00	1735.67	26.50	6222.32	440.00	1368.91	26.25	6163.62	220.00	678.00	26.00	6104.92	220.00	671.54	1349.54
237+04.64	243+02.86	I-555 RML	598.22	93.50	559.34	121.26	8060.02	403.00	403.00	24.44	1624.50	550.00	446.74	24.25	1611.87	440.00	354.61	24.13	1603.89	220.00	176.43	24.00	1595.25	220.00	175.48	351.91
243+02.86	262+01.11	I-555 RML	1898.25	101.00	1917.23	132.51	27948.57	1397.43	1397.43	26.88	5669.44	550.00	1559.10	26.50	5589.29	440.00	1229.64	26.25	5536.56	220.00	609.02	26.00	5483.83	220.00	603.22	1212.24
262+01.11	262+90.99	I-555 RML	89.88	93.50	84.04	121.26	1210.98	60.55	60.55	24.44	244.07	550.00	67.12	24.25	242.18	440.00	53.28	24.13	240.98	220.00	26.51	24.00	239.68	220.00	26.36	52.87
262+90.99	268+01.11	I-555 RML WITH ACCEL LANE	510.12	147.50	752.43	182.51	10344.67	517.23	517.23	36.88	2090.36	550.00	574.85	36.50	2068.82	440.00	455.14	36.25	2054.65	220.00	226.01	36.00	2040.48	220.00	224.45	450.46
268+01.11	271+01.11	I-555 RML WITH ACCEL LANE TAPER	300.00	124.25	372.75	157.51	5250.33	262.52	262.52	31.88	1062.67	550.00	292.23	31.50	1050.00	440.00	231.00	31.25	1041.67	220.00	114.58	31.00	1033.33	220.00	113.67	228.25
271+01.11	310+99.63	I-555 RML	3998.52	101.00	4038.51	132.51	58871.54	2943.58	2943.58	26.88	11942.25	550.00	3284.12	26.50	11773.42	440.00	2590.15	26.25	11662.35	220.00	1282.86	26.00	11551.28	220.00	1270.64	2553.50
310+99.63	316+95.73	I-555 RML	596.10	93.50	557.35	121.26	8031.45	401.57	401.57	24.44	1618.74	550.00	445.15	24.25	1606.16	440.00	353.36	24.13	1598.21	220.00	175.80	24.00	1589.60	220.00	174.86	350.66
316+95.73	320+00.00	I-555 RML	304.27	101.00	307.31	132.51	4479.87	223.99	223.99	26.88	908.75	550.00	249.91	26.50	895.91	440.00	197.10	26.25	887.45	220.00	97.62	26.00	879.00	220.00	96.69	194.31
71+45.35	74+76.51	HWY. 463 RAMP 1	331.16	VAR.	323.47					VAR.	952.61	550.00	261.97	VAR.	940.44	440.00	206.90	VAR.	932.32	220.00	102.56	VAR.	924.19	220.00	101.66	204.22
86+53.88	87+69.01	HWY. 463 RAMP 2	115.13	VAR.	64.11					VAR.	188.71	550.00	51.90	VAR.	186.33	440.00	40.99	VAR.	184.74	220.00	20.32	VAR.	183.16	220.00	20.15	40.47
83+63.82	88+36.44	HWY. 463 RAMP 3	472.62	VAR.	280.45					VAR.	831.84	550.00	228.76	VAR.	818.75	440.00	180.13	VAR.	810.02	220.00	89.10	VAR.	801.27	220.00	88.14	177.24
71+00.00	71+79.39	HWY. 463 RAMP 4	79.39	VAR.	44.22					VAR.	130.12	550.00	35.78	VAR.	128.50	440.00	28.27	VAR.	127.41	220.00	14.02	VAR.	126.33	220.00	13.90	27.92
148+03.36	153+17.80	HWY. 1 RAMP 1/C-D ROAD	514.44	VAR.	328.11					VAR.	962.45	550.00	264.67	VAR.	947.77	440.00	208.51	VAR.	943.02	220.00	103.73	VAR.	937.45	220.00	103.12	206.85
149+49.65	150+55.09	HWY. 1 RAMP 4/C-D ROAD	105.44	VAR.	122.64					VAR.	361.93	550.00	99.53	VAR.	356.99	440.00	78.54	VAR.	353.69	220.00	38.91	VAR.	350.39	220.00	38.54	77.45
206+92.55	210+25.67	CARAWAY RD. RAMP 2/C-D ROAD	333.12	VAR.	187.28					VAR.	551.28	550.00	151.60	VAR.	544.35	440.00	119.76	VAR.	539.72	220.00	59.37	VAR.	535.10	220.00	58.86	118.23
210+04.78	215+46.78	CARAWAY RD. RAMP 3/C-D ROAD	542.00	VAR.	328.10					VAR.	962.43	550.00	264.67	VAR.	951.71	440.00	209.38	VAR.	944.57	220.00	103.90	VAR.	937.43	220.00	103.12	207.02
237+04.64	241+67.48	HWY. 1B RAMP 1	462.84	VAR.	139.40					VAR.	828.49	550.00	227.83	VAR.	814.81	440.00	179.26	VAR.	805.68	220.00	88.62	VAR.	796.55	220.00	87.62	176.24
262+02.07	262+90.99	HWY. 1B RAMP 2	88.92	VAR.	49.52					VAR.	145.75	550.00	40.08	VAR.	143.92	440.00	31.66	VAR.	142.70	220.00	15.70	VAR.	141.48	220.00	15.56	31.26
264+42.76	269+05.22	HWY. 1B RAMP 3	462.46	VAR.	278.17					VAR.	841.22	550.00	231.34	VAR.	827.55	440.00	182.06	VAR.	818.42	220.00	90.03	VAR.	794.77	220.00	87.42	177.45
244+17.52	245+06.51	HWY. 1B RAMP 4	88.99	VAR.	45.04					VAR.	132.94	550.00	36.56	VAR.	131.11	440.00	28.84	VAR.	129.90	220.00	14.29	VAR.	128.68	220.00	14.15	28.44
310+99.63	315+18.80	HWY. 49/18 RAMP 1	419.17	VAR.	259.55					VAR.	774.03	550.00	212.86	VAR.	760.13	440.00	167.23	VAR.	750.85	220.00	82.59	VAR.	741.57	220.00	81.57	164.16
305+04.59	307+59.12	HWY. 49/18 RAMP 4	254.53	VAR.	124.36					VAR.	367.69	550.00	101.11	VAR.	362.39	440.00	79.73	VAR.	358.85	220.00	39.47	VAR.	355.32	220.00	39.09	78.56
TOTALS:					53124.09		730252.20	36512.63	36512.63		155783.25		42840.38		153954.36		33869.98		152764.26		16804.05		151540.46		16669.48	33473.53

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 25220
9-27-19
HUBERT L. BURNS

USER: fs513
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\quantities\r100959_Qty.dgn
PLOTTED: 9/27/2019 14:04
MODEL: PROPOSED DESIGN
SCALE: NI

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	63	93

(2) QUANTITIES

BASE AND SURFACING - SHOULDERS ALTERNATE NO. 2

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
MAIN LANES																												
70+62.00	71+00.00	I-555 LML WITH ACCEL LANE	38.00	242.50	92.15				10.00	42.22	7.18	7.18													10.00	42.22	220.00	4.64	4.64
71+00.00	71+80.63	I-555 LML	80.63	122.50	98.77				4.00	35.84	6.09	6.09													4.00	35.84	220.00	3.94	3.94
71+80.63	78+59.74	I-555 LML	679.11	252.50	1714.75				12.00	905.48	153.93	153.93													12.00	905.48	220.00	99.60	99.60
80+63.98	82+94.84	I-555 LML	230.86	252.50	582.92				12.00	307.81	52.33	52.33													12.00	307.81	220.00	33.86	33.86
82+94.84	88+45.22	I-555 LML	550.38	122.50	674.22				4.00	244.61	41.58	41.58													4.00	244.61	220.00	26.91	26.91
88+45.22	131+46.37	I-555 LML	4301.15	252.50	10860.40				12.00	5734.87	974.93	974.93													12.00	5734.87	220.00	630.84	630.84
134+51.93	141+54.54	I-555 LML	702.61	252.50	1774.09				12.00	936.81	159.26	159.26													12.00	936.81	220.00	103.05	103.05
141+54.54	144+54.54	I-555 LML WITH ACCEL LANE TAPER	300.00	247.50	742.50				11.00	366.67	62.33	62.33													11.00	366.67	220.00	40.33	40.33
144+54.54	148+16.65	I-555 LML WITH ACCEL LANE	362.11	242.50	878.12				10.00	402.34	68.40	68.40													10.00	402.34	220.00	44.26	44.26
148+16.65	150+55.09	I-555 LML	238.44	122.50	292.09				4.00	105.97	18.01	18.01													4.00	105.97	220.00	11.66	11.66
150+55.09	212+59.59	I-555 LML	6204.50	122.50	7600.51				4.00	2757.56	468.79	468.79													4.00	2757.56	220.00	303.33	303.33
212+59.59	215+45.36	I-555 LML	285.77	122.50	350.07				4.00	127.01	21.59	21.59													4.00	127.01	220.00	13.97	13.97
215+45.36	236+07.39	I-555 LML	2062.03	252.50	5206.63				12.00	2749.37	467.39	467.39													12.00	2749.37	220.00	302.43	302.43
236+07.39	239+07.39	I-555 LML WITH ACCEL LANE TAPER	300.00	247.50	742.50				11.00	366.67	62.33	62.33													11.00	366.67	220.00	40.33	40.33
239+07.39	244+17.52	I-555 LML WITH ACCEL LANE	510.13	242.50	1237.07				10.00	566.81	96.36	96.36													10.00	566.81	220.00	62.35	62.35
244+17.52	245+07.39	I-555 LML	89.87	122.50	110.09				4.00	39.94	6.79	6.79													4.00	39.94	220.00	4.39	4.39
245+07.39	263+07.38	I-555 LML	1799.99	252.50	4544.97				12.00	2399.99	408.00	408.00													12.00	2399.99	220.00	264.00	264.00
263+07.38	269+05.22	I-555 LML	597.84	122.50	732.35				4.00	265.71	45.17	45.17													4.00	265.71	220.00	29.23	29.23
269+05.22	298+81.70	I-555 LML	2976.48	252.50	7515.61				12.00	3968.64	674.67	674.67													12.00	3968.64	220.00	436.55	436.55
298+81.70	301+81.70	I-555 LML WITH ACCEL LANE TAPER	300.00	247.50	742.50				11.00	366.67	62.33	62.33													11.00	366.67	220.00	40.33	40.33
301+81.70	304+99.63	I-555 LML WITH ACCEL LANE	317.93	242.50	770.98				10.00	353.26	60.05	60.05													10.00	353.26	220.00	38.86	38.86
304+99.63	307+81.70	I-555 LML	282.07	122.50	345.54				4.00	125.36	21.31	21.31													4.00	125.36	220.00	13.79	13.79
307+81.70	320+00.00	I-555 LML	1218.30	252.50	3076.21				12.00	1624.40	276.15	276.15													12.00	1624.40	220.00	178.68	178.68
71+28.17	76+58.07	I-555 RML	529.90	139.00	736.56	8.00	471.02	23.55	10.00	588.78	100.09	123.64	2.00	117.76	550.00	32.38	2.00	117.76	440.00	25.91	2.00	117.76	220.00	12.95	10.00	588.78	220.00	64.77	77.72
76+58.07	79+36.02	I-555 RML	277.95	269.00	747.69	8.00	247.07	12.35	18.00	555.90	94.50	106.85	2.00	61.77	550.00	16.99	2.00	61.77	440.00	13.59	2.00	61.77	220.00	6.79	18.00	555.90	220.00	61.15	67.94
81+40.26	86+53.13	I-555 RML	512.87	269.00	1379.62	8.00	455.88	22.79	18.00	1025.74	174.38	197.17	2.00	113.97	550.00	31.34	2.00	113.97	440.00	25.07	2.00	113.97	220.00	12.54	18.00	1025.74	220.00	112.83	125.37
86+53.13	87+69.02	I-555 RML	115.89	139.00	161.09	8.00	103.01	5.15	10.00	128.77	21.89	27.04	2.00	25.75	550.00	7.08	2.00	25.75	440.00	5.67	2.00	25.75	220.00	2.83	10.00	128.77	220.00	14.16	16.99
87+69.02	93+53.13	I-555 RML WITH ACCEL LANE	584.11	259.00	1512.84	8.00	519.21	25.96	16.00	1038.42	176.53	202.49	2.00	129.80	550.00	35.70	2.00	129.80	440.00	28.56	2.00	129.80	220.00	14.28	16.00	1038.42	220.00	114.23	128.51
93+53.13	96+53.13	I-555 RML WITH ACCEL LANE TAPER	300.00	264.00	792.00	8.00	266.67	13.33	17.00	566.67	96.33	109.66	2.00	66.67	550.00	18.33	2.00	66.67	440.00	14.67	2.00	66.67	220.00	7.33	17.00	566.67	220.00	62.33	69.66
96+53.13	131+03.47	I-555 RML	3450.34	269.00	9281.41	8.00	3066.97	153.35	18.00	6900.68	1173.12	1326.47	2.00	766.74	550.00	210.85	2.00	766.74	440.00	168.68	2.00	766.74	220.00	84.34	18.00	6900.68	220.00	759.07	843.41
134+09.03	148+04.78	I-555 RML	1395.75	269.00	3754.57	8.00	1240.67	62.03	18.00	2791.50	474.56	536.59	2.00	310.17	550.00	85.30	2.00	310.17	440.00	68.24	2.00	310.17	220.00	34.12	18.00	2791.50	220.00	307.07	341.19
148+04.78	150+90.55	I-555 RML	285.77	139.00	397.22	8.00	254.02	12.70	10.00	317.52	53.98	66.68	2.00	63.50	550.00	17.46	2.00	63.50	440.00	13.97	2.00	63.50	220.00	6.99	10.00	317.52	220.00	34.93	41.92
150+90.55	206+91.40	I-555 RML	5600.85	139.00	7785.18	8.00	4978.53	248.93	10.00	6223.17	1057.94	1306.87	2.00	1244.63	550.00	342.27	2.00	1244.63	440.00	273.82	2.00	1244.63	220.00	136.91	10.00	6223.17	220.00	684.55	821.46
206+91.40	210+25.33	I-555 RML	333.93	130.00	434.11	8.00	296.83	14.84	10.00	371.03	63.08	77.92	2.00	74.21	550.00	20.41	2.00	74.21	440.00	16.33	2.00	74.21	220.00	8.16	10.00	371.03	220.00	40.81	48.97
210+25.33	212+91.40	I-555 RML WITH ACCEL LANE	266.07	259.00	689.12	8.00	236.51	11.83	16.00	473.01	80.41	92.24	2.00	59.13	550.00	16.26	2.00	59.13	440.00	13.01	2.00	59.13	220.00	6.50	16.00	473.01	220.00	52.03	58.53
212+91.40	215+91.40	I-555 RML WITH ACCEL LANE TAPER	300.00	264.00	792.00	8.00	266.67	13.33	17.00	566.67	96.33	109.66	2.00	66.67	550.00	18.33	2.00	66.67	440.00	14.67	2.00	66.67	220.00	7.33	17.00	566.67	220.00	62.33	69.66
215+91.40	237+04.64	I-555 RML	2113.24	269.00	5684.62	8.00	1878.44	93.92	18.00	4226.48	718.50	812.42	2.00	469.61	550.00	129.14	2.00	469.61	440.00	103.31	2.00	469.61	220.00	51.66	18.00	4226.48	220.00	464.91	516.57
237+04.64	243+02.86	I-555 RML	598.22	139.00	831.53	8.00	531.75	26.59	10.00	664.69	113.00	139.59	2.00	132.94	550.00	36.56	2.00	132.94	440.00	29.25	2.00	132.94	220.00	14.62	10.00	664.69	220.00	73.12	87.74
243+02.86	262+01.11	I-555 RML	1898.25	269.00	5106.29	8.00	1687.33	84.37	18.00	3796.50	645.41	729.78	2.00	421.83	550.00	116.00	2.00	421.83	440.00	92.80	2.00	421.83	220.00	46.40	18.00	3796.50	220.00	417.62	464.02
262+01.11	262+90.99	I-555 RML	89.88	139.00	124.93	8.00	79.89	3.99	10.00	99.87	16.98	20.97	2.00	19.97	550.00	5.49	2.00	19.97	440.00	4.39	2.00	19.97	220.00	2.20	10.00	99.87	220.00	10.99	13.19
262+90.99	268+01.11	I-555 RML WITH ACCEL LANE	510.12	259.00	1321.21	8.00	453.44	22.67	16.00	906.88	154.17	176.84	2.00	113.36	550.00	31.17	2.00	113.36	440.00	24.94	2.00	113.36	220.00	12.47	16.00	906.88	220.00	99.76	112.23
268+01.11	271+01.11	I-555 RML WITH ACCEL LANE TAPER	300.00	264.00	792.00	8.00	266.67	13.33	17.00	566.67	96.33	109.66	2.00	66.67	550.00	18.33	2.00	66.67	440.00	14.67	2.00	66.67	220.00	7.33	17.00	566.67	220.00	62.33	69.66
271+01.11	310+99.63	I-555 RML	3998.52	269.00	10756.02	8.00	3554.24	177.71	18.00	7997.04	1359.50	1537.21	2.00	888.56	550.00	244.35	2.00	888.56	440.00	195.48	2.00	888.56	220.00	97.74	18.00	7997.04	220.00	879.67	977.41
310+99.63	316+95.73	I-555 RML	596.10	139.00	828.58	8.00	529.87	26.49	10.00	662.33	112.60	139.09	2.00	132.47	550.00	36.43	2.00	132.47	440.00	29.14	2.00	132.47	220.00	14.57	10.00	662.33	220.00	72.86	87.43
316+95.73	320+00.00	I-555 RML	304.27	269.00	818.49	8.00	270.46	13.52	18.00	608.54	103.45	116.97	2.00	67.62	550.00	18.60	2.00	67.62	440.00	14.88	2.00	67.62	220.00	7.44	18.00	608.54	220.00	66.94	74.38
71+45.35	74+76.51	HWY. 463 RAMP 1	331.16	125.00	413.95				VAR.	414.53	70.47	70.47													VAR.	414.53	220.00	45.60	45.60
86+53.88	87+69.01	HWY. 463 RAMP 2	115.13	120.00	138.16				6.00	76.75	13.05	13.05													6.00	76.75	220.00	8.44	8.44
83+63.82	88+36.44	HWY. 463 RAMP 3	472.62	125.00	590.78				VAR.	453.76	77.14	77.14													VAR.	453.76	220.00	49.91	49.91
71+00.00	71+79.39	HWY. 463 RAMP 4	79.39	120.00	95.27				6.00	52.93	9.00	9.00													6.00	52.93	220.00	5.82	5.82
148+03.36	153+17.80	HWY. 1 RAMP 1/C-D ROAD	514.44	120.00	617.33				VAR.	379.34	64.49	64.49													VAR.	379.34	220.00	41.73	41.73
149+49.65	150+55.09	HWY. 1 RAMP 4/C-D ROAD	105.44	120.00	126.53				6.00	70.29	11.95	11.95													6.00	70.29	220.00	7.73	7.73
206+92.55	210+25.67	CARAWAY RD. RAMP 2/C-D ROAD	333.12	120.00	399.74				6.00	222.08	37.75	37.75													6.00	222.08	220.00	24.43	24.43
210+04.78	215+46.78	CARAWAY RD. RAMP 3/C-D ROAD	542.00	120.00	650.40				VAR.	379.30	64.48	64.48													VAR.	379.30	220.00	41.72	41.72
237+04.64	241+67.48	HWY. 1B RAMP 1	462.84	125.00	578.55				VAR.	467.95	79.55	79.55													VAR.	467.95	220.00	51.47	51.47
262+02.07	262+90.99	HWY. 1B RAMP 2	88.92	120.00	106.70				6.00	59.28	10.08	10.08													6.00	59.28	220.00	6.52	6.52
264+42.76	269+05.22	HWY. 1B RAMP 3	462.46	125.00	578.08				VAR.	453.76	77.14	77.14													VAR.	471.71	220.00	51.89	51.89
244+17.52	245+06.51	HWY. 1B RAMP 4	88.99	120.00	106.79				6.00	59.33	10.09	10.09													6.00	59.33	220.00	6.53	6.53
310+99.63	315+18.80	HWY. 49/18 RAMP 1	419.17	125.00	523.96				VAR.	517.28	87.94	87.94													VAR.	517.28	220.00	56.90	56.90
305+04.59	307+59.12	HWY. 49/18 RAMP 4	254.53	120.00	305.44				6.00	169.69	28.85	28.85													6.00	169.69	220.00	18.67	18.67
ADDITIONAL FOR SUPERELEVATION																												
289+91.19	292+91.19	I-555 LML	300.00	37.65	112.95																							
292+91.19	320+00.00	I-555 LML	2708.81	75.30	2039.73																							
289+91.19	292+91.19	I-555 RML	300.00	39.68	119.04																							
292+91.19	320+00.00	I-555 RML	2708.81	79.35	2149.44																							
TOTALS:					**115064.96**		**21655.15**	**1082.73**		**69647.14**	**11840.03**	**12922.76**		**5413.80**		**1488.77**		**5413.80**		**1191.05**		**5413.80**		**595.50**		**69665.09**		**7663.15**	**8258.65**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.5% MIN. AGGR.....5.5% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9609
9-27-19
HUBERT BURNS

QUANTITIES

USER: fs513
DESIGN FILE: G:\1811040I_Job100959\TRANSP\dgn\quantities\r100959_Qty.dgn
PLOTTED: 9/27/2019 14:04
MODEL: PROPOSED DESIGN
SCALE: 1:1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
10/10/19			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	64	93

(1) A5202, B5202, A5203, B5203, 06279, 06315, 06351, 06352, 06412 — BRIDGE QUANTITIES — 60326

SCHEDULE OF BRIDGE QUANTITIES - JOB 100959

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SS & 802	803	803	SS & 804	SP JOB 100959	SP JOB 100959	SP JOB 100959	SP JOB 100959	SP JOB 100959
		ITEM	GROOVING	CLASS I PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	HYDRODEMOLITION	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	LATEX MODIFIED CONCRETE OVERLAY (1½" THICK)	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY
		UNIT	SQ. YD.	GAL.	LIN. FT.	LBS.	SQ. YD.	SQ. FT.	SQ. YD.	SQ. FT.	SQ. YD.
39.54	EXISTING BRIDGE NO. A5202		749.3 (2)	16.1 (2)	258	642	804 (2)	755	805 (2)		
39.54	EXISTING BRIDGE NO. B5202		749.3 (2)	16.1 (2)	258	642	804 (2)	755	805 (2)		
40.79	EXISTING BRIDGE NO. A5203		1157.7 (2)	24.9 (2)	462	1148	1246 (2)	1351	1247 (2)		
40.79	EXISTING BRIDGE NO. B5203		1157.7 (2)	24.9 (2)	462	1148	1246 (2)	1351	1247 (2)		
43.09	EXISTING BRIDGE NO. 06279					814				958	2128
41.95	EXISTING BRIDGE NO. 06315					1140				1341	2981
39.80	EXISTING BRIDGE NO. 06351					497				585	1300
41.45	EXISTING BRIDGE NO. 06352					1191				1398	3108
44.32	EXISTING BRIDGE NO. 06412					788				927	2060
	TOTALS FOR JOB NO. 100959		3,814.0	82.0	1,440	8,010 (1)	4,100	4,212 (1)	4,104	5,209 (1)	11,577.3

(1) QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.

(2) QUANTITY INCLUDES ENTRANCE APPROACH SLABS AND EXIT APPROACH SLABS AND GUTTERS. SEE DWG. NO. 60328.

THIS DRAWING IS SUPERSEDED BY DRAWING NO. 60326A FOR CHANGES IN SCOPE OF WORK DUE TO REBAR CLEARANCE ISSUES ON BRIDGE NOS. B5202 AND B5203.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
10/10/19

SCHEDULE OF BRIDGE QUANTITIES
HWY. 63B - HWY. 18 (S)
CRAIGHEAD COUNTY
ROUTE 555 SEC. 3
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BWC DATE: 10-03-18 FILENAME: bl00959_ql(VOID).dgn
CHECKED BY: CAW DATE: 06-05-19 SCALE: NO SCALE
DESIGNED BY: KRM DATE: 12-06-18

BRIDGE NOS. A5202, B5202, A5203, B5203, 06279, 06315, 06351, 06352, 06412

DRAWING NO. 60326

USER: lg5169
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\bridge\bl00959_ql(VOID).dgn
PLOTTED: 10/10/2019 09:32 SCALE: 1:2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/10/19				6	ARK.			
				JOB NO.		100959	64A	93
				(1) A5202, B5202, A5203, B5203, 06279, 06315, 06351, 06352, 06412		BRIDGE QUANTITIES		60326A

THIS DRAWING SUPERSEDES DRAWING NO. 60326A FOR CHANGES IN SCOPE OF WORK DUE TO REBAR CLEARANCE ISSUES ON BRIDGE NOS. B5202 AND B5203.

SCHEDULE OF BRIDGE QUANTITIES - JOB 100959

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SS & 802	803	803	SS & 804	SS & 809	821	SP JOB 100959	SP JOB 100959	SP JOB 100959	SP JOB 100959	SP JOB 100959
		ITEM	GROOVING	CLASS I PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	SILICONE JOINT SEALANT	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO.) (3)	HYDRODEMOLITION	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	LATEX MODIFIED CONCRETE OVERLAY (1½" THICK)	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY
		UNIT	SQ. YD.	GAL.	LIN. FT.	LBS.	LIN. FT.	LUMP SUM	SQ. YD.	SQ. FT.	SQ. YD.	SQ. FT.	SQ. YD.
39.54	EXISTING BRIDGE NO. A5202		749.3 (2)	16.1 (2)	258	642	245		804 (2)	755	805 (2)		
39.54	EXISTING BRIDGE NO. B5202		749.3 (2)	16.1 (2)	258	642	245	1	804 (2)	755	805 (2)		
40.79	EXISTING BRIDGE NO. A5203		1157.7 (2)	24.9 (2)	462	1148	190		1246 (2)	1351	1247 (2)		
40.79	EXISTING BRIDGE NO. B5203		1157.7 (2)	24.9 (2)	462	1148	190	1	1246 (2)	1351	1247 (2)		
43.09	EXISTING BRIDGE NO. 06279					814						958	2128
41.95	EXISTING BRIDGE NO. 06315					1140						1341	2981
39.80	EXISTING BRIDGE NO. 06351					497						585	1300
41.45	EXISTING BRIDGE NO. 06352					1191						1398	3108
44.32	EXISTING BRIDGE NO. 06412					788						927	2060
	TOTALS FOR JOB NO. 100959		3,814.0	82.0	1,440	8,010 (1)	870		4,100	4,212 (1)	4,104	5,209 (1)	11,577.3

(1) QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.

(2) QUANTITY INCLUDES ENTRANCE APPROACH SLABS AND EXIT APPROACH SLABS AND GUTTERS. SEE DWG. NO. 60328.

(3) MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO.) FOR B5202 & B5203 INCLUDES MODIFICATION OF BACKWALLS TO MATCH GRADE INCREASE. SEE DWG. NO. 60328.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
10/10/19

SCHEDULE OF BRIDGE QUANTITIES
HWY. 63B - HWY. 18 (S)
CRAIGHEAD COUNTY
ROUTE 555 SEC. 3
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BWC DATE: 10-03-18
CHECKED BY: CAW DATE: 06-06-19
DESIGNED BY: KRM DATE: 12-06-18
FILENAME: bl00959_ql.dgn
SCALE: NO SCALE

BRIDGE NOS. A5202, B5202, A5203, B5203, 06279, 06315, 06351, 06352, 06412

DRAWING NO. 60326A

USER: lg5169
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\bridge\bl00959_ql.dgn
PLOTTED: 10/10/2019 09:20
SCALE: 1:2

USER: fe513
DESIGN FILE: G:\18ii040l_Job\00959\TRANSP\dgn\quantities\r100959_Qty.dgn
PLOTTED: 10/31/2019 09:21 MODEL: PROPOSED DESIGN SCALE: 1:1

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	CONCRETE QUANTITIES ALTERNATE 1	ASPHALT QUANTITIES ALTERNATE 2	UNIT
202	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT	145087	145087	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	10174	10174	SQ. YD.
SP & 202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE	25180	25180	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	10435	10435	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER	510	510	LIN. FT.
202	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER	2	2	EACH
202	REMOVAL AND DISPOSAL OF LUMINAIRE POLE AND FOUNDATION	1	1	EACH
202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE END TERMINAL	16	16	EACH
210	UNCLASSIFIED EXCAVATION	141350	141350	CU. YD.
210	COMPACTED EMBANKMENT	21000	21000	CU. YD.
SP & 210	SOIL STABILIZATION	500	500	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION	174	174	STATION
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	121414	178807	TON
308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	56447		TON
308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	3603		TON
308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE	171573		SQ. YD.
SS & 401	TACK COAT	28722	56486	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	8744	49556	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")	364	2065	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	6268	38507	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	289	1772	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (3/8")	8918		TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	12535	44131	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (3/8")	519		TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	730	2569	TON
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	125	125	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	250	250	TON
SP & 501	PORTLAND CEMENT CONCRETE PAVEMENT (12" UNIFORM THICKNESS)	151540.46		SQ. YD.
504	APPROACH GUTTERS	123.36	123.36	CU. YD.
601	MOBILIZATION	1.00	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	1	EACH
603	TRAFFIC CONTROL SUPERVISOR	1.00	1.00	LUMP SUM
SP & 603	MAINTENANCE OF TRAFFIC	1.00	1.00	LUMP SUM
603	18" TEMPORARY CULVERT	3526	3526	LIN. FT.
SS & 604	SIGNS	2133	2133	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	10	10	EACH
SS & 604	BARRICADES	144	144	LIN. FT.
SS & 604	TRAFFIC DRUMS	1804	1804	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	31954	31954	LIN. FT.
604	RELOCATING PRECAST CONCRETE BARRIER	31474	31474	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	120105	120105	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	276788	276788	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	71125	71125	LIN. FT.
604	ADVANCE WARNING ARROW PANEL	160	160	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	104	104	WEEK
SP	MOTORIST ASSISTANCE PATROL	1.00	1.00	LUMP SUM
SS & 605	CONCRETE DITCH PAVING (TYPE B)	9921	9921	SQ. YD.
SS & 611	4" PIPE UNDERDRAINS	39818	39818	LIN. FT.
SS & 611	UNDERDRAIN OUTLET PROTECTORS	173	173	EACH
SS & 617	GUARDRAIL (TYPE A)	8950	8950	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	16	16	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	40	40	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL	36	36	EACH
SP	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE	2	2	EACH
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	1.00	LUMP SUM
SP	WIRE ROPE SAFETY FENCE (POST REPAIR)	50	50	EACH
SP	WIRE ROPE SAFETY FENCE	24537	24537	LIN. FT.
620	LIME	19	19	TON
620	SEEDING	9.54	9.54	ACRE
SS & 620	MULCH COVER	13.66	13.66	ACRE
620	WATER	1182.0	1182.0	M. GAL.
621	TEMPORARY SEEDING	4.12	4.12	ACRE
621	SILT FENCE	3793	3793	LIN. FT.
621	SAND BAG DITCH CHECKS	2112	2112	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	411	411	CU. YD.
621	ROCK DITCH CHECKS	291	291	CU. YD.
SS & 621	FILTER SOCK (18")	2088	2088	LIN. FT.
623	SECOND SEEDING APPLICATION	9.54	9.54	ACRE
624	SOLID SODDING	9921	9921	SQ. YD.
631	CONCRETE BARRIER WALL (MEDIAN TYPE A-1; MASH TL-4)	410	410	LIN. FT.
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	48785	86247	LIN. FT.
642	RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS	37462		LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	15253	15253	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	110	110	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	12467	12467	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	7	7	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	11	11	EACH
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	75312	75312	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")	6132	6132	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	56357	56357	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1871	1871	EACH
731	IMPACT ATTENUATION BARRIER (TYPE B)	2	2	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER	2	2	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	2	2	EACH
804	REINFORCING STEEL-ROADWAY (GRADE 60)	10656	10656	POUND
	STRUCTURES OVER 20' SPAN			
636	BRIDGE CONSTRUCTION CONTROL	1.00	1.00	LUMP SUM
SS & 802	GROOVING	3814.0	3814.0	SQ. YD.
803	CLASS 1 PROTECTIVE SURFACE TREATMENT	82.0	82.0	GAL.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT	1440	1440	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	8010	8010	POUND
SS & 809	SILICONE JOINT SEALANT	870	870	LIN. FT.
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5202)	1.00	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5203)	1.00	1.00	LUMP SUM
SP	HYDRODEMOLITION	4100	4100	SQ. YD.
SP	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	4212	4212	SQ. FT.
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	5209	5209	SQ. FT.
SP	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	4104	4104	SQ. YD.
SP	POLYMER OVERLAY	11577.3	11577.3	SQ. YD.

REVISIONS

DATE	REVISION	SHEET NUMBER
10/10/2019	REVISED INDEX OF SHEETS AND GOV. SPECS. ADDED SPECIAL DETAIL. REVISED BRIDGE DRAWINGS FOR LATEX MODIFIED CONCRETE OVERLAY. REMOVED SHEETS 83-87. REVISED "BRIDGE DECK REPAIR FOR POLYMER OVERLAYS", "HYDRODEMOLITION", "SPECIAL SAFETY REQUIREMENTS FOR BRIDGES" AND "POLYMER OVERLAY" SPECIAL PROVISIONS. REPLACED SHEETS 81, 82, AND 88-93. ADDED QUANTITIES "MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5202)" AND "MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5203)"	2, 3, 12, 64, 64A, 65, 79, 79A, 79B, 80, 80A, 81-93.
10/28/2019	REVISED "PROSECUTION AND PROGRESS WITH BID SCHEDULE" & "MAINTENANCE OF TRAFFIC" SPECIAL PROVISIONS, REVISED TEMP. CROSSOVERS/RAMP TYP. SECTIONS, REVISED FURN. & INSTALLING PCCB, REVISED RELOC. PCCB, REVISED 4" PIPE UNDERDRAIN QTY., REVISED UNDERDRAIN OUTLET PROTECTOR QTY., REVISED UNCLASS. EXC. QTY., REVISED AGG. BASE CRSE. (CLASS 7) QTY., REVISED TACK COAT QTY., REVISED ACHM BASE COURSE (1 1/2") QTY., REVISED SIGNS QTY.	3,8,29-31,34-36,40-42,45,47,54, 57,59,65

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
ROBERT BURNS
10-31-19

DATE REVISED	DATE PLANS	DATE REVISED	DATE PLANS
10/10/19			
10/28/19			

(2) SUMMARY OF QUANTITIES AND REVISIONS

FEDERAL DIST. NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		65	93
JOB NO.		100959		

SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	66	93
(2) PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

50 25 0 25 50 100

C.L. MED. I-555
PI = 1240+81.05
Δ = 40°31'42" LT.
D = 3°00'00"
T = 705.12'
L = 1350.95'
PC = 1233+75.93
PT = 63+11.99

N

60

65

P.C. 68+86.46

RAMP 3
S46°12'15"W

RAMP 4
N46°12'15"E

P.I. 81+83.47

STA. 1244+00
BEGIN WRSF

1245

BACK STA. 1247+26.64
AHEAD STA. 63+11.75

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

BR. END
STA. 65+23.04

STA. 65+49
END WRSF

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

70

65

BR. END
STA. 70+26.00

BR. NO. A6192

P.C. 71+00.00

P.C.C. 72+40.00

S89°34'15"W

P.I. 71+70.55

S89°34'15"W

BR. NO. B6192

P.I. 72+00

S89°34'15"W

P.T. 63+11.99

BR. END
STA. 65+94.84

C.L. MED. I-555 STA. 68+50.12 =
STA. 65+25.18 HWY. 463
Δ = 46°38'00"

463

N43°47'45"W

E NETTLETON AVE

BR. END
STA. 70+97.80

P.C. 71+04.78

STA. 1244+00 TO STA. 65+49 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

I-555

SCALE: 1"=100

MODEL: PROPOSED DESIGN

PLOTTED: 9/27/2019 14:05

DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\p&p\r100959 ppl555.dgn

USER: fe513

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	67	93

(2) PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9690
9-27-19
HUBERT BURNS

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
70+03	72+03	LT. OF LML	200
70+49	72+59	RT. OF LML	210
77+51	79+51	LT. OF RML	200
77+98	79+98	RT. OF RML	200
79+99	81+99	LT. OF LML	200
80+47	82+47	RT. OF LML	200
80+83	82+83	LT. OF RML	200
81+30	82+30	RT. OF RML	100

ALL LIGHT POLE LOCATIONS SHOWN ARE APPROXIMATE.

50 25 0 25 50 100

RAMP 3 S46°12'15"W
RAMP 4 N46°12'15"E
P.T. 81+83.47
STA. 65+23.04 BR. END
502.96' BRIDGE NO. A6192
48'-0" CLEAR ROADWAY
STA. 70+26.00 BR. END
RETAIN

STA. 70+97.90
BEGIN JOB 100959
LOG MILE 39.60

C.L. RAMP 4
PI = 135+91.06
Δ = 175°52'00" LT.
D = 25°00'00"
T = 6351.06'
L = 703.47'
PCC = 72+40.00
PCC = 79+43.47
MATCH EXISTING SUPERELEVATION

STA. 73+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 77+00 - IN PLACE
DROP INLET IN MEDIAN W/
18"X78' R.C. PIPE CULVERT ON LT.
RETAIN

STA. 78+93.36 BR. END
132.24' BRIDGE NO. A5202
39'-0" CLEAR ROADWAY
STA. 80+25.60 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

STA. 76+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. RAMP 3
PI = 80+27.48
Δ = 34°00'30" LT.
D = 08°00'00"
T = 219.02'
L = 425.10'
PC = 78+08.46
PT = 82+33.56
MATCH EXISTING SUPERELEVATION

P.C. 78+08.46
N50°42'45"W
P.T. 82+33.56
N84°43'15"W
P.I. 80+27.48

C.L. RAMP 4
PI = 71+70.55
Δ = 17°30'00" LT.
D = 12°30'00"
T = 70.55'
L = 140.00'
PC = 71+00.00
PCC = 72+40.00
MATCH EXISTING SUPERELEVATION

P.C. 71+00.00
P.C.C. 72+40.00
S72°04'15"W
S89°34'15"W
P.I. 71+70.55

NOTE: LIGHT POLE LOCATIONS SHOWN ARE APPROXIMATE.

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

BR. END STA. 70+26.00
BR. NO. A6192
BR. END STA. 78+93.36
BR. END STA. 80+25.60
BR. NO. A5202
WHITEMAN CREEK
C. L. I-555
S89°34'15"W

BR. NO. B6192
BR. NO. B5202
P.I. 72+00.00
S89°34'15"W
N84°43'15"W
P.T. 72+95.06
STA. 73+17
BEGIN WRSF
RAMP 1
P.C. 76+37.34
P.I. 77+13.02
STA. 79+22
END WRSF
P.C.C. 77+87.34
N65°58'15"W

C.L. MED. I-555 STA. 68+50.12 =
STA. 65+25.18 HWY. 463
Δ = 46°38'00"
STA. 65+94.84 BR. END
502.96' BRIDGE NO. B6192
48'-0" CLEAR ROADWAY
STA. 70+97.80 BR. END
RETAIN

N43°47'45"W
E NETTLETON AVE
463

BR. END STA. 70+97.80
P.C. 71+04.78

C.L. RAMP 1
PI = 72+00.00
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
PC = 71+04.78
PT = 72+95.06
NO SUPER

STA. 70+53 TO STA. 79+22 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

C.L. RAMP 1
PI = 77+13.02
Δ = 18°45'00" RT.
D = 12°30'00"
T = 75.68'
L = 150.00'
PC = 76+37.34
PCC = 77+87.34
MATCH EXISTING SUPERELEVATION

BR. END STA. 79+74.40
BR. END STA. 81+06.64

STA. 79+74.40 BR. END
132.24' BRIDGE NO. B5202
39'-0" CLEAR ROADWAY
STA. 81+06.64 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

STA. 82+15 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 85+15 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 88+10 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 90+95 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 93+90 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 96+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

N

P.T. 82+33.56
STA. 83+17
BEGIN WRSF
RAMP 3
N84°43'15"W

C.L. RAMP 3
PI = 87+41.38
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
PC = 86+46.16
PT = 88+36.44
NO SUPER

P.C. 86+46.16
P.T. 88+36.44
P.I. 87+41.38
S89°34'15"W

STA. 91+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 2'-10" WITH
18"X69' R.C. PIPE CULVERT ON LT.
RETAIN

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

STA. 80+57 TO STA. 112+27 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

C. L. I-555
S89°34'15"W

S89°34'15"W
S46°12'15"W
P.I. 84+25.92
RAMP 2

C.L. RAMP 2
PI = 84+25.92
Δ = 43°22'00" RT.
D = 06°00'00"
T = 379.69'
L = 722.78'
PC = 80+46.23
PT = 87+69.01
MATCH EXISTING SUPERELEVATION

P.T. 87+69.01

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
70+02.88	72+21.60	LT. OF LML	150 LIN.FT.	1 EACH	1 EACH	
70+47.91	73+66.66	RT. OF LML	250 LIN.FT.	1 EACH	1 EACH	
76+33.01	79+51.76	LT. OF RML	250 LIN.FT.	1 EACH	1 EACH	
77+29.49	79+98.24	RT. OF RML	200 LIN.FT.	1 EACH	1 EACH	
80+01.76	82+70.51	LT. OF LML	200 LIN.FT.	1 EACH	1 EACH	
80+48.23	83+66.98	RT. OF LML	250 LIN.FT.	1 EACH	1 EACH	
80+83.40	83+02.15	LT. OF RML	200 LIN.FT.	1 EACH		1 EACH
81+29.88	82+48.63	RT. OF RML	100 LIN.FT.	1 EACH		1 EACH

I-555

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	68	93

PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURKS

STA. 99+75 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 102+65 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 105+55 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
109+18.00	113+93.00	LT. OF RML	425 LIN.FT.	1 EACH	1 EACH
111+77.00	116+52.00	RT. OF LML	425 LIN.FT.	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
109+18	113+93	LT. OF RML	475
111+77	116+52	RT. OF LML	475

50 25 0 25 50 100

STA. 108+45 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 111+40 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 107+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 2'-10" WITH
18"X67' R.C. PIPE CULVERT ON LT.
RETAIN

N

100 105 LT. FRONTAGE ROAD 110

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

STA. 112+27
END WRSF

C. L. I-555

S89°34'15"W

RT. FRONTAGE ROAD

BR. END
STA. 23+67.64

BR. NO. 06351

WILLOW RD.

N01°16'15"E

STA. 114+30 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 117+15 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 118+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H = 2'-10" WITH
18"X73' R.C. PIPE CULVERT ON LT.
RETAIN

STA. 120+00 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 122+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 125+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 5'-0" WITH
18"X163' R.C. PIPE CULVERT ON LT.
RETAIN

STA. 125+65 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

N

115 LT. FRONTAGE ROAD 120 125

STA. 113+43
BEGIN WRSF

25

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

C. L. I-555

S89°34'15"W

RT. FRONTAGE ROAD

C.L. MED. I-555 STA. 112+83.40 =
STA. 25+52.80 WILLOW ROAD
Δ = 88°18'00"

BR. END
STA. 27+62.00

STA. 23+67.64 BR. END
364.36' BRIDGE NO. 06351
38'-0" CLEAR ROADWAY
STA. 27+62.00 BR. END
POLYMER OVERLAY

STA. 113+43 TO STA. 131+68 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

I-555

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	69	93
PLAN SHEETS				

STATE OF ARKANSAS
HUBERT BURKS
No. 9620
REGISTERED PROFESSIONAL ENGINEER
9-27-19

STA. 128+40 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 131+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
129+25	131+25	RT. OF RML	200
129+51	131+51	LT. OF RML	200
130+96	131+71	RT. OF LML	75
131+22	131+97	LT. OF LML	75
133+59	134+34	RT. OF RML	75
133+85	135+85	LT. OF RML	200
134+04	136+04	RT. OF LML	200
134+30	136+30	LT. OF LML	200

50 25 0 25 50 100

STA. 136+70 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 139+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
129+31.91	131+25.66	RT. OF RML	125 LIN.FT.	1 EACH	1 EACH	
129+33.05	131+51.80	RT. OF LML	150 LIN.FT.	1 EACH	1 EACH	
130+77.49	131+71.24	RT. OF LML	75 LIN.FT.	1 EACH		1 EACH
131+03.63	131+97.38	LT. OF LML	75 LIN.FT.	1 EACH		1 EACH
133+58.62	134+52.37	RT. OF RML	75 LIN.FT.	1 EACH		1 EACH
133+84.76	136+03.51	LT. OF RML	200 LIN.FT.	1 EACH		1 EACH
134+03.59	137+22.34	RT. OF LML	250 LIN.FT.	1 EACH	1 EACH	
134+29.79	136+98.54	LT. OF LML	200 LIN.FT.	1 EACH	1 EACH	

STA. 131+83.71 BR. END
233.56' BRIDGE NO. A5203
39'-0" CLEAR ROADWAY
STA. 134+17.27 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

130 135 140

MISSOURI PACIFIC RAILROAD

STA. 131+68
END WRSF

BR. END STA. 131+83.71

BR. END STA. 134+17.27

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

BR. NO. A5203

C. L. I-555

S89°34'15"W

BR. NO. B5203

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

STA. 136+72
BEGIN WRSF

BR. END STA. 131+38.13

BR. END STA. 133+71.69

STA. 131+38.13 BR. END
233.56' BRIDGE NO. B5203
39'-0" CLEAR ROADWAY
STA. 133+71.69 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

STA. 134+03 TO STA. 165+70 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

STA. 142+00 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 144+65 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 147+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 149+75 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 152+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 154+75 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

145 150 155

P.C. 149+49.65

C.L. C-D ROAD
PI = 150+83.00
Δ = 2°00'00" LT.
D = 0°45'00"
T = 133.35'
L = 266.67'
PC = 149+49.65
PT = 152+16.32
NO SUPER

P.T. 152+16.32

STA. 153+45 TO STA. 201+00 - IN PLACE
REINF. CONCRETE BARRIER RAIL
RT. OF RML
RETAIN

IMPACT ATTENUATION BARRIERS (TYPE B)
STA. 154+45 RT. OF R.M.L. = 1 EACH

CONCRETE BARRIER WALL

STA.	STA.	MEDIAN TYPE
154+45	156+05 RT.	A-1; MASH TL-4

P.C. 156+08.65

C.L. C-D ROAD
PI = 157+42.00
Δ = 2°00'00" RT.
D = 0°45'00"
T = 133.35'
L = 266.67'
PC = 156+08.65
PT = 158+75.32
NO SUPER

P.T. 158+75.32

RAMP 4

P.I. 157+42.00

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

S89°34'15"W

S87°34'15"W

C-D ROAD

P.I. 150+83.00

C. L. I-555

S89°34'15"W

S89°34'15"W

P.I. 148+98.58

N84°43'15"W

EXIST. BARRIER RAIL

S89°34'15"W

RAMP 1

P.C. 148+03.36

C.L. RAMP 1
PI = 148+98.58
Δ = 05°42'30" RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 148+03.36
PT = 149+93.64
NO SUPER

P.T. 149+93.64

P.C. 151+55.09

P.I. 152+50.30

P.T. 153+45.36

STA. 145+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 4'-0" WITH
24"X16\' R.C. PIPE CULVERT
RETAIN

STA. 153+45.4 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 5'-6" WITH
18"X40' R.C. PIPE CULVERT TO RT.
RETAIN

C.L. RAMP 1
PI = 152+50.30
Δ = 05°42'30" LT.
D = 3°00'00"
T = 95.21'
L = 190.27'
PC = 151+55.09
PT = 153+45.36
NO SUPER

STA. 155+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 4'-0" WITH
18"X10\' R.C. PIPE CULVERT TO
TYPE R DROP INLET ON LT.
RETAIN

I-555

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	70	93
				PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

STA. 157+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 157+50 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 5'-0" WITH
18"X64' R.C. PIPE CULVERT TO LT.
RETAIN

C.L. RAMP 4
PI = 158+82.86
Δ = 41°54'00" LT.
D = 8°00'00"
T = 274.21'
L = 523.75'
PC = 156+08.65
PT = 161+32.40

P.T. 158+75.32

P.I. 158+82.86

P.I. 161+32.40

S46°40'15"W

RAMP 4

S88°34'15"W

160

STA. 159+75 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 162+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 161+50 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 6'-9" WITH
18"X50' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 164+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 164+25 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 4'-6" ON R.C. BOX CULVERT
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
162+54	167+54	LT. OF RML	500
165+20	170+20	RT. OF LML	500

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
162+54.00	167+54.00	LT. OF RML	450 LIN.FT.	1 EACH	1 EACH
165+20.00	170+20.00	RT. OF LML	450 LIN.FT.	1 EACH	1 EACH

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

EXIST. BARRIER RAIL

C-D ROAD

C. L. I-555

EXIST. BARRIER RAIL

S89°34'15"W

160

165

BR. END
STA. 18+14.88

STA. 165+70
END WRSF

BR. NO. 06352

N00°32'15"E

STADIUM BLVD.

1

N

60 25 0 25 50 100

STA. 167+30 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 168+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 6'-0" WITH
18"X50' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 169+85 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 171+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 5'-3" WITH
18"X46' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 157+42 TO STA. 210+05 - IN PLACE
REINF. CONCRETE BARRIER RAIL
LT. OF LML
RETAIN

C.L. MED. I-555 STA. 166+37.25 =
STA. 20+00.00 HWY. I (STADIUM BLVD.)
Δ = 89°02'00"

STA. 167+04
BEGIN WRSF

170

2

S89°34'15"W

STA. 157+50 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 5'-6" WITH
18"X42' R.C. PIPE CULVERT TO RT.
RETAIN

P.C. 158+93.04

C.L. RAMP 13
PI = 161+71.95
Δ = 60°35'00" RT.
D = 12°00'00"
T = 278.91'
L = 504.86'
PC = 158+93.04
PT = 163+97.90

P.I. 161+71.95

N29°59'45"W

RAMP 1

STA. 161+50 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 3'-3" WITH
18"X34' R.C. PIPE CULVERT TO RT.
RETAIN

STA. 164+53 - IN PLACE
7'X4'X229' R.C. BOX CULVERT
30° RT. FWD. SKEW
RETAIN

C-D ROAD

BR. END
STA. 21+85.13

STA. 165+00 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 4'-3" ON R.C. BOX CULVERT
RETAIN

STA. 18+14.88 BR. END
370.25' BRIDGE NO. 06352
76'-0" CLEAR ROADWAY
STA. 21+85.13 BR. END
POLYMER OVERLAY

STA. 171+00 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 7'-0" WITH
18"X48' R.C. PIPE CULVERT TO RT.
RETAIN

STA. 168+00 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 5'-6" WITH
18"X50' R.C. PIPE CULVERT TO RT.
RETAIN

C.L. RAMP 2
PI = 172+36.70
Δ = 57°47'00" RT.
D = 14°00'00"
T = 225.84'
L = 412.74'
PC = 170+10.85
PT = 174+23.59

P.I. 172+36.70

S89°34'15"W

S31°47'15"W

RAMP 2

170

STA. 172+30 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 174+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. RAMP 3
PI = 174+26.73
Δ = 43°58'00" LT.
D = 8°00'00"
T = 289.12'
L = 549.58'
PC = 171+37.61
PT = 176+87.19

175

RAMP 3

N46°27'45"W

P.I. 174+26.73

P.T. 176+87.19

S89°34'15"W

STA. 177+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 179+65 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 179+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 3'-0" WITH
18"X32' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 181+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 2'-10" WITH
18"X89' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 182+30 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 183+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 3'-0" WITH
18"X32' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 184+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 167+04 TO STA. 192+23 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

C-D ROAD

C. L. I-555

EXIST. BARRIER RAIL

S89°34'15"W

180

185

N

EXIST. BARRIER RAIL

S89°34'15"W

C.L. RAMP 2
PI = 172+36.70
Δ = 57°47'00" RT.
D = 14°00'00"
T = 225.84'
L = 412.74'
PC = 170+10.85
PT = 174+23.59

P.T. 174+23.59

RAMP 2

STA. 175+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 2'-10" WITH
18"X49' R.C. PIPE CULVERT TO
TYPE R DROP INLET ON LT.
RETAIN

STA. 179+00 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 4'-6" WITH
18"X44' R.C. PIPE CULVERT TO RT.
RETAIN

C-D ROAD

STA. 183+00 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 4'-6" WITH
18"X40' R.C. PIPE CULVERT TO RT.
RETAIN

C.L. RAMP 11
PI = 186+53.34
Δ = 51°07'00" RT.
D = 12°00'00"
T = 228.34'
L = 425.97'
PC = 184+25.00
PT = 188+50.97

P.C. 184+25.00

N89°59'48"W

P.I. 186+53.34

N38°52'48"W

RAMP 1

185

I-555

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	71	93

PLAN SHEETS

STA. 187+30 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 189+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 192+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 187+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 3'-6" WITH
18"X36' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 8+18.90 BR. END
355.20' BRIDGE NO. 06315
76'-0" CLEAR ROADWAY
STA. 11+74.10 BR. END
POLYMER OVERLAY

STA. 191+35 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 6'-3" ON R.C. BOX CULVERT
RETAIN

BR. END
STA. 8+18.90

CARAWAY ROAD

BR. NO. 06315

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
189+07	194+07	LT. OF RML	500
191+73	196+73	RT. OF LML	500

190

STA. 191+00 - IN PLACE
30"X236' R.C. PIPE CULVERT
30° LT. FWD SKEW
RETAIN

STA. 192+23
END WRSF

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

STA. 194+75 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 195+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 5'-6" WITH
18"X54' R.C. PIPE CULVERT TO LT.
RETAIN

C.L. RAMP 41
PI = 195+74.54
Δ = 23°09'27" LT.
D = 12°30'00"
T = 93.91'
L = 185.26'
PC = 194+80.63
PCC = 196+65.89

195

P.C. 194+80.63

P.C.C. 196+65.89

STA. 193+57
BEGIN WRSF

S66°24'48"W

S89°34'15"W

P.I. 195+74.54

EXIST. BARRIER RAIL

STA. 197+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

RAMP 4

STA. 198+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 3'-0" WITH
18"X32' R.C. PIPE CULVERT TO LT.
RETAIN

C.L. RAMP 4
PI = 201+89.45
Δ = 132°43'06" LT.
D = 25°00'00"
T = 523.56'
L = 530.87'
PCC = 196+65.89
PCC = 201+96.76

C-D ROAD

C. L. I-555

S89°34'15"W

BARRIER RAIL

STA. 199+70 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

P.C. 200+09.79

RAMP 3

N45°25'45"W

STA. 200+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 2'-10" WITH
18"X90' R.C. PIPE CULVERT TO LT.
RETAIN

200

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

P.I. 202+47.12

C-D ROAD

N38°52'48"W

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
189+07.00	194+07.00	LT. OF RML	450 LIN.FT.	1 EACH	1 EACH
191+73.00	196+73.00	RT. OF LML	450 LIN.FT.	1 EACH	1 EACH

BR. END
STA. 11+74.10

N00°32'15"E

C.L. MED. I-555 STA. 192+90.00 =
STA. 10+00.00 CARAWAY ROAD
Δ = 89°02'00"

C.L. RAMP 2
PI = 199+15.56
Δ = 54°02'00" RT.
D = 14°00'00"
T = 208.68'
L = 385.95'
PC = 197+06.89
PT = 200+92.84

P.I. 199+15.56

S35°32'15"W

S89°34'15"W

RAMP 2

200

P.T. 200+92.84

P.C. 201+00.00

P.I. 202+33.35

STA. 187+00 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 4'-0" WITH
18"X38' R.C. PIPE CULVERT TO RT.
RETAIN

STA. 190+70 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 6'-4" ON R.C. BOX CULVERT
RETAIN

STA. 195+00 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 5'-0" WITH
18"X40' R.C. PIPE CULVERT TO RT.
RETAIN

STA. 198+00 - IN PLACE
TYPE A DROP INLET 56' RT. OF MED.
H = 4'-9" WITH
18"X40' R.C. PIPE CULVERT TO RT.
RETAIN

STA. 202+15 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. RAMP 3
PI = 202+47.12
Δ = 45°00'00" LT.
D = 10°00'00"
T = 237.33'
L = 450.00'
PC = 200+09.79
PT = 204+59.79

STA. 202+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 3'-0" WITH
18"X34' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 204+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

P.T. 204+59.79

RAMP 3

205

STA. 206+00 - IN PLACE
TYPE A DROP INLET 56' LT. OF MED.
H = 3'-0" WITH
18"X30' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 210+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 3'-0" WITH
18"X140' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 207+10 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

IMPACT ATTENUATION BARRIERS (TYPE B)
STA. 210+05 LT. OF L.M.L. = 1 EACH

CONCRETE BARRIER WALL

STA.	STA.	MEDIAN TYPE
207+55	210+05 LT.	A-1; MASH TL-4

210

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

P.C. 210+04.78

STA. 209+50 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. RAMP 3
PI = 210+99.99
Δ = 5°42'30" RT.
D = 3°00'00"
T = 95.21'
L = 190.27'
PC = 210+04.78
PT = 211+95.05
NO SUPER

P.I. 210+99.99

P.T. 211+95.05

STA. 212+00 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. RAMP 3
PI = 214+51.72
Δ = 5°42'30" LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 213+56.50
PT = 215+46.78
NO SUPER

P.C. 213+56.50

N84°43'15"W

P.I. 214+51.72

S89°34'15"W

STA. 214+45 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

215

P.T. 215+46.78

EXIST. BARRIER RAIL

C. L. I-555

S89°34'15"W

P.I. 208+92.36

S89°34'15"W

C-D ROAD

S87°34'15"W

S89°34'15"W

P.I. 202+33.35

C.L. C-D ROAD
PI = 202+33.35
Δ = 2°00'00" LT.
D = 0°45'00"
T = 133.35'
L = 266.67'
PC = 201+00.00
PT = 203+66.67
NO SUPER

P.T. 203+66.67

205

P.C. 207+59.01

C.L. C-D ROAD
PI = 208+92.36
Δ = 2°00'00" RT.
D = 0°45'00"
T = 133.35'
L = 266.66'
PC = 207+59.01
PT = 210+25.67
NO SUPER

P.T. 210+25.67

210

STA. 193+57 TO STA. 252+44 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9690
9-27-19
HUBERT BURKS

1-555

SCALE: 1:100

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USER: fs513

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		100959	72	93
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
HUBERT BURNS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19

STA. 217+55 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 220+60 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 223+70 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

50 25 0 25 50 100

STA. 224+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 5'-6" WITH
DBL. 36"X190' R.C. PIPE CULVERT
RETAIN

STA. 226+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 227+00 - IN PLACE
DBL. 5'X4'X195' R.C. BOX CULVERT
RETAIN

STA. 229+90 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

220

225

230

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

C.L. I-555

S89°34'15"W

STA. 234+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 3'-0" WITH
18"X67'. R.C. PIPE CULVERT TO LT.
RETAIN

STA. 238+47 - IN PLACE
DBL. 5'X4'X236' R.C. BOX CULVERT AND
DBL. 4'X4'X236' R.C. BOX CULVERT
15° RT. FWD. SKEW
RETAIN

STA. 241+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 3'-0" WITH
18"X67' R.C. PIPE CULVERT TO LT.
RETAIN

STA. 244+05 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 246+90 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

235

240

245

C.L. RAMP 4
PI = 246+98.52
Δ = 52°15'00" LT.
D = 10°00'00"
T = 281.00'
L = 522.50'
PC = 244+17.52
PT = 249+40.02
MATCH EXISTING
SUPERELEVATION

P.C. 244+17.52

WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE

RAMP 4

P.I. 246+98.52

S89°34'15"W

C.L. I-555

S89°34'15"W

P.I. 237+99.86

P.C. 237+04.64

C.L. RAMP 1
PI = 237+99.86
Δ = 5°42'30" RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 237+04.64
PT = 238+94.92

P.T. 238+94.92

N84°43'15"W

P.C. 242+64.70

P.I. 244+61.30

N54°01'15"W

RAMP 1

C.L. RAMP 1
PI = 244+61.30
Δ = 30°42'00" RT.
D = 8°00'00"
T = 196.60'
L = 383.75'
PC = 242+64.70
PT = 246+48.45

STA. 233+00 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 236+10 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 239+20 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 241+70 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

I-555

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				6	ARK.			
				JOB NO.		100959	73	93
				PLAN SHEETS				

P.T. 249+40.02
S37°19'15"W
RAMP 4
STA. 249+35 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
STA. 251+75 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
STA. 254+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
C.L. HWY. 18 (HARRISBURG RD.)
PI = 18+91.30
Δ = 8°55'00" RT.
D = 1°15'00"
T = 357.39'
L = 713.33'
PC = 15+33.91
PT = 22+47.24
18
HARRISBURG RD.
STA. 248+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN W/
18"X75' R.C. PIPE CULVERT TO LT.
RETAIN
STA. 18+76.43 BR. END
254.20' BRIDGE NO. 06279
76'-0" CLEAR ROADWAY
STA. 21+30.63 BR. END
POLYMER OVERLAY
STA. 257+25 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
N51°08'15"W
RAMP 3
P.C. 259+31.78
STA. 259+80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
STA. 261+47 - IN PLACE
DROP INLET IN MEDIAN W/
TRI. 9'X6'X210' R.C. BOX CULVERT
40° RT. FWD. SKEW
RETAIN
250
255
260
BR. END
STA. 18+76.43
N00°05'45"W
BR. NO. 06279
N08°49'15"E
P.I. 18+91.30
P.I. 246+98.52
WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE
STA. 252+44
END WRSF
C.L. I-555
S89°34'15"W
P.I. 261+47.90
WIRE ROPE SAFETY FENCE
10' RT. OF EB PAVEMENT EDGE
STA. 253+86
BEGIN WRSF
BR. END
STA. 21+30.63
C.L. MED. I-555 STA. 253+13.21 =
STA. 19+99.53 HWY. 18 (HARRISBURG RD.)
Δ = 83°50'47"
WIRE ROPE SAFETY FENCE
10' LT. OF WB PAVEMENT EDGE
P.I.
260+78.31
S44°34'15"W
RAMP 2
S89°34'15"W
18
STA. 253+86 TO STA. 317+56 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
249+36	254+36	LT. OF RML	500
251+94	256+94	RT. OF LML	500

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
249+36.00	254+36.00	LT. OF RML	450 LIN.FT.	1 EACH	1 EACH
251+94.00	256+94.00	RT. OF LML	450 LIN.FT.	1 EACH	1 EACH

C.L. RAMP 2
PI = 260+78.31
Δ = 45°00'02" RT.
D = 10°00'00"
T = 237.33'
L = 450.01'
PC = 258+40.98
PT = 262+90.99

C.L. RAMP 3
PI = 261+47.90
Δ = 33°35'00" LT.
D = 8°00'00"
T = 216.12'
L = 419.79'
PC = 259+31.78
PT = 263+51.57
P.T. 263+51.57
265
RAMP 3
N84°43'15"W
P.C. 267+14.94
C.L. RAMP 3
PI = 268+10.16
Δ = 5°42'30" LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 267+14.94
PT = 269+05.22
P.I. 268+10.16
P.T. 269+05.22
270
STA. 271+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 2'-10" WITH
18"X68' R.C. PIPE CULVERT TO LT.
RETAIN
275
STA. 276+35 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
C.L. I-555
S89°34'15"W
WIRE ROPE SAFETY FENCE
10' LT. OF WB PAVEMENT EDGE
RAMP 2
P.T. 262+90.99
STA. 262+30 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
STA. 264+85 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
STA. 267+35 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
STA. 270+35 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN
STA. 273+40 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURKS
9-27-19

I-555

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				6	ARK.			
				JOB NO.		100959	74	93
				②	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

STA. 279+40 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 282+50 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 285+55 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 282+65 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 6'-0" WITH
24"X159' R.C. PIPE CULVERT
RETAIN

STA. 284+96 - IN PLACE
DBL. 5'X3'X180' R.C. BOX CULVERT
30° RT. FWD. SKEW
RETAIN

STA. 288+60 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

50 25 0 25 50 100

280 285 290

P.C. 292+05.19

C.L. I-555

S89°34'15"W

WIRE ROPE SAFETY FENCE
10' LT. OF WB PAVEMENT EDGE

STA. 292+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN (2' LT.)
H = 3'-0" WITH
18"X69' R.C. PIPE CULVERT
PLUGGED AND COVERED

STA. 291+75 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 294+85 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 298+00 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 299+65 - IN PLACE
TYPE C DROP INLET IN MEDIAN W/
30"X222' R.C. PIPE CULVERT
TO TYPE RM DROP INLET ON LT.
RETAIN

STA. 301+00 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 303+75 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 306+35 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

295 300 305

P.C. 292+05.19

C.L. I-555

P.O.B. 305+04.59

N76°53'54"W

WIRE ROPE SAFETY FENCE
10' LT. OF WB PAVEMENT EDGE

C.L. MED. I-555
PI = 314+59.39
Δ = 42°57'00" RT.
D = 1°00'00"
T = 2254.20'
L = 4295.28'
PC = 292+05.19
PT = 335+00.47
MATCH EXISTING
SUPERELEVATION

STA. 295+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
H = 3'-0" WITH
24" X 180' R.C. PIPE CULVERT
TO TYPE RM DROP INLET ON LT.
30° LT. FWD. SKEW
RETAIN

STA. 304+00 - IN PLACE
TYPE T DROP INLET IN MEDIAN W/
5'X4'X335' R.C. BOX CULVERT
45° LT. FWD. SKEW
RETAIN

I-555

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				6	ARK.			
				JOB NO.		100959	75	93

PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-22-19
HUBERT BURNS

STA. 308+95 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 311+50 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

P.T. 314+00.89

S75°02'42"W

STA. 314+00 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. RAMP 4
PI = 311+71.87
Δ = 28°03'24" LT.
D = 6°00'00"
T = 238.60'
L = 467.62'
PC = 309+33.27
PT = 314+00.89

310

310

P.C. 309+33.27

RAMP 4

P.I. 311+71.87

N76°53'54"W

C.L. MED. I-555
PI = 314+59.39
Δ = 42°57'00" RT.
D = 1°00'00"
T = 2254.20'
L = 4295.28'
PC = 292+05.19
PT = 335+00.47
MATCH EXISTING
SUPERELEVATION

315

315

C.L. I-555

STA. 316+50 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. MED. I-555 STA. 318+17.58 =
STA. 21+76.53 HWY. 49B
Δ = 70°52'47"

STA. 317+56
END WRSF

BR. END
STA. 20+40.12

BR. NO. 06412

N44°48'48"E

P.T. 19+05.96

STA. 319+85 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

320

STA. 320+00.00
END JOB 100959

N71°29'10"W

P.C. 310+99.63

P.I. 312+50.18

P.T. 313+99.63

N59°29'10"W

RAMP 1

WIRE ROPE SAFETY FENCE
10' LT. OF WB PAVEMENT EDGE

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
314+42	319+42	LT. OF RML	500
317+06	322+06	RT. OF LML	500

C.L. RAMP 1
PI = 312+50.18
Δ = 12°00'00" RT.
D = 04°00'00"
T = 150.55'
L = 300.00'
PC = 310+99.63
PT = 313+99.63

C.L. RAMP 1
PI = 318+59.53
Δ = 49°29'58" RT.
D = 12°00'00"
T = 220.11'
L = 412.49'
PC = 316+39.42
PT = 320+51.91

P.C. 316+39.42

BR. END
STA. 23+86.99

P.I. 318+59.53

N59°29'10"W

STA. 318+92
BEGIN WRSF

C.L. HWY. 63

WIRE ROPE SAFETY FENCE
10' LT. OF WB PAVEMENT EDGE

P.I.

STA. 20+40.12 BR. END
346.87' BRIDGE NO. 06412
76'-0" CLEAR ROADWAY
STA. 23+86.99 BR. END
POLYMER OVERLAY

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
314+42.00	319+42.00	LT. OF RML	450 LIN.FT.	1 EACH	1 EACH
317+06.00	322+06.00	RT. OF LML	450 LIN.FT.	1 EACH	1 EACH

STA. 318+92 TO STA. 325+50 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

N59°29'10"W

P.I. 318+59.53

N09°59'12"W

P.I. 320+19.10

N87°23'53"W

320

S09°59'12"E

320

RAMP 2

P.C.C. 321+82.72

18

N44°48'48"E

STA. 319+80 - IN PLACE
24"X189' R.C. PIPE CULVERT
RETAIN

C.L. RAMP 3
PI = 326+53.17
Δ = 14°57'00" LT.
D = 4°30'00"
T = 167.06'
L = 332.22'
PC = 324+86.11
PT = 328+18.34

STA. 323+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
H = 6'-6" WITH
24"X190' R.C. PIPE CULVERT
RETAIN

STA. 322+42 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
H = 3'-0" WITH
24"X56' R.C. PIPE CULVERT
RETAIN

325

STA. 322+50 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

WIRE ROPE SAFETY FENCE
10' LT. OF WB PAVEMENT EDGE

STA. 325+50
END WRSF

P.I. 326+53.17

N29°32'13"W

STA. 325+10 - IN PLACE
4'X4'X51' R.C. BOX CULVERT
25° LT. FWD. SKEW
RETAIN

P.T. 328+18.34

STA. 327+55 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

330

RAMP 3

N44°29'13"W

STA. 330+05 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

P.C. 330+48.41

C.L. RAMP 3
PI = 331+73.49
Δ = 5°00'00" LT.
D = 2°00'00"
T = 125.08'
L = 250.00'
PC = 330+48.41
PT = 332+98.41

STA. 332+55 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

P.T. 332+98.41

335

STA. 335+05 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

P.T. 335+00.47

C.L. HWY. 63

P.I. 331+73.49

N49°29'13"W

N47°28'45"W

P.I. 322+80.27

N58°44'43"W

P.T. 323+73.74

325

P.I. 326+23.22

N54°05'12"W

S80°00'48"W

C.L. RAMP 2
PI = 322+80.27
Δ = 28°39'10" RT.
D = 15°00'00"
T = 97.55'
L = 191.02'
PCC = 321+82.72
PT = 323+73.74

RAMP 2

P.C.C. 321+82.72

P.C. 323+80.60

RT. FRONTAGE RD.

C.L. RT. FRONTAGE RD.
PI = 326+23.22
Δ = 45°54'00" RT.
D = 10°00'00"
T = 242.62'
L = 459.00'
PC = 323+80.60
PT = 328+39.60

P.T. 328+39.60

STA. 325+05 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 326+96 - IN PLACE
20"X125' R.C. PIPE CULVERT
ABANDONED

STA. 329+94 - IN PLACE
24"X125' R.C. PIPE CULVERT
ABANDONED

C.L. MED. I-555
PI = 314+59.39
Δ = 42°57'00" RT.
D = 1°00'00"
T = 2254.20'
L = 4295.28'
PC = 292+05.19
PT = 335+00.47
MATCH EXISTING
SUPERELEVATION

I-555

SCALE: 1:100
MODEL: PROPOSED DESIGN
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	76	93
PLAN SHEETS				

(2)

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
21+39.49	23+58.24	WILLOW RD. RT.	150 LIN.FT.	1 EACH	1 EACH
22+64.49	23+58.24	WILLOW RD. LT.	25 LIN.FT.	1 EACH	1 EACH
27+71.40	28+65.15	WILLOW RD. RT.	25 LIN.FT.	1 EACH	1 EACH
27+71.40	29+90.15	WILLOW RD. LT.	150 LIN.FT.	1 EACH	1 EACH

20

25

30

LT. FRONTAGE ROAD 115

RT. FRONTAGE ROAD

S89°34'15"W

C.L. MED. I-555 STA. 112+83.40 =
STA. 25+52.80 WILLOW ROAD
Δ = 88°18'00"

WILLOW RD.

BR. NO. 06351

N01°16'15"E

BR. END STA. 23+67.64

BR. END STA. 27+62.00

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN.FT.
21+60	23+60	WILLOW RD. RT.	200
22+85	23+60	WILLOW RD. LT.	75
27+70	29+70	WILLOW RD. LT.	200
27+70	28+45	WILLOW RD. RT.	75

WILLOW ROAD

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
15+86.73	18+05.48	HWY. 1 RT.	150 LIN.FT.	1 EACH	1 EACH
17+11.73	18+05.48	HWY. 1 LT.	25 LIN.FT.	1 EACH	1 EACH
21+94.53	22+88.28	HWY. 1 RT.	25 LIN.FT.	1 EACH	1 EACH
21+94.53	24+13.28	HWY. 1 LT.	150 LIN.FT.	1 EACH	1 EACH

C.L. RAMP 3
PI = 167+14.41
Δ = 38°00'00" RT.
D = 10°00'00"
T = 197.29'
L = 380.00'
PC = 165+17.12
PT = 168+97.12

15

RAMP 3

P.C. 165+17.12

165

STADIUM BLVD.

N00°32'15"E

C.L. MED. I-555 STA. 166+37.25 =
STA. 20+00.00 HWY. 1 (STADIUM BLVD.)
Δ = 89°02'00"

C-D ROAD

S89°34'15"W

BR. NO. 06352

BR. END STA. 18+14.88

BR. END STA. 21+85.13

C.L. RAMP 4
PI = 165+04.66
Δ = 28°52'00" RT.
D = 10°00'00"
T = 147.47'
L = 288.67'
PC = 163+57.20
PT = 166+45.87

S75°32'15"W

RAMP 4

P.T. 166+45.87

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN.FT.
16+07	18+07	HWY. 1 RT.	200
17+32	18+07	HWY. 1 LT.	75
21+93	23+93	HWY. 1 LT.	200
21+93	22+68	HWY. 1 RT.	75

165

C-D ROAD

25

S75°32'15"W

RAMP 2

P.C. 165+73.98

165

C.L. RAMP 2
PI = 167+27.34
Δ = 43°45'00" LT.
D = 15°00'00"
T = 153.36'
L = 291.67'
PC = 165+73.98
PT = 168+65.65

N74°27'45"W

P.T. 167+48.47

P.C. 165+70.00

RAMP 1

P.I. 166+64.03

165

C.L. RAMP 1
PI = 166+64.03
Δ = 44°37'00" LT.
D = 25°00'00"
T = 94.03'
L = 178.47'
PC = 165+70.00
PT = 167+48.47

HWY. 1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-27-19
HUBERT BURNS

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				6	ARK.			
				JOB NO.		100959	77	93
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 8620
HUBERT BURNS
9-27-19

50 25 0 25 50 100

C.L. RAMP 3
PI = 195+05.41
Δ = 44°02'00" RT.
D = 11°39'39"
T = 198.69'
L = 377.62'
PC = 193+06.72
PT = 196+84.34

P.I. 202+90.68

C.L. RAMP 4
PI = 202+90.68
Δ = 23°09'27" LT.
D = 12°30'00"
T = 93.91'
L = 185.26'
PCC = 201+96.76
PT = 203+82.02

P.C. 193+06.72

P.T. 203+82.02

RAMP 3

N89°27'45"W

RAMP 4

S89°27'45"E

5

205

195

195

S89°34'15"W

P.C. 194+80.63

C-D ROAD

10

S89°34'15"W

C.L. MED. I-555 STA. 192+90.00 =
STA. 10+00.00 CARAWAY ROAD
Δ = 89°02'00"

C.L. RAMP 2
PI = 193+75.49
Δ = 40°00'00" LT.
D = 15°00'00"
T = 139.03'
L = 266.67'
PC = 192+36.47
PT = 195+03.13

P.C. 192+36.47

15

S75°32'15"W

RAMP 2

CARAWAY ROAD

CARAWAY ROAD

BR. NO. 06315

N00°32'15"E

BR. END STA. 8+18.90

BR. END STA. 11+74.10

C-D ROAD

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
5+90.75	8+09.50	CARAWAY RD. RT.	150 LIN.FT.	1 EACH	1 EACH
7+15.75	8+09.50	CARAWAY RD. LT.	25 LIN.FT.	1 EACH	1 EACH
11+83.50	12+77.25	CARAWAY RD. RT.	25 LIN.FT.	1 EACH	1 EACH
11+83.50	14+02.25	CARAWAY RD. LT.	150 LIN.FT.	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
6+11	8+11	CARAWAY RD. RT.	200
7+36	8+11	CARAWAY RD. LT.	75
11+82	13+82	CARAWAY RD. LT.	200
11+82	12+52	CARAWAY RD. RT.	75

C.L. RAMP 1
PI = 192+05.71
Δ = 35°09'00" LT.
D = 15°00'00"
T = 120.99'
L = 234.33'
PC = 190+84.73
PT = 193+19.06

P.T. 193+19.06

RAMP 1

N74°01'48"W

CARAWAY ROAD

P.I. 253+68.16

C.L. RAMP 3
PI = 254+96.99
Δ = 23°50'00" RT.
D = 8°00'00"
T = 151.14'
L = 297.92'
PC = 253+45.85
PT = 256+43.76

P.C. 253+45.85

15

N74°58'15"W

P.C. 15+33.91

C.L. HWY. 1B (HARRISBURG RD.)
PI = 18+91.30
Δ = 8°55'00" RT.
D = 1°15'00"
T = 357.39'
L = 713.33'
PC = 15+33.91
PT = 22+47.24

255

S89°34'15"W

20

P.I. 18+91.30

C.L. MED. I-555 STA. 253+13.21 =
STA. 19+99.53 HWY. 1B (HARRISBURG RD.)
Δ = 83°50'47"

EQUATION
STA. 22+47.24 BACK =
P.T. STA. 22+48.39 AHEAD

C.L. RAMP 2
PI = 253+68.16
Δ = 39°20'00" LT.
D = 12°00'00"
T = 170.64'
L = 327.78'
PC = 251+97.52
PT = 255+25.29

25

P.C. 251+97.52

S83°54'13"W

N00°05'45"W

HARRISBURG RD.

1B

BR. NO. 06279

BR. END STA. 18+76.43

BR. END STA. 21+30.63

N08°49'15"E

255

S74°59'15"W

P.T. 253+86.63

C.L. RAMP 4
PI = 252+65.80
Δ = 37°40'00" RT.
D = 15°00'00"
T = 130.28'
L = 251.11'
PC = 251+35.52
PT = 253+86.63

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
16+51.30	18+70.05	HWY. 1B RT.	150 LIN.FT.	1 EACH	1 EACH
17+70.31	18+64.06	HWY. 1B LT.	25 LIN.FT.	1 EACH	1 EACH
21+34.80	23+53.55	HWY. 1B LT.	150 LIN.FT.	1 EACH	1 EACH
21+45.35	22+39.10	HWY. 1B RT.	25 LIN.FT.	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
16+71	18+71	HWY. 1B RT.	200
17+90	18+65	HWY. 1B LT.	75
21+35	23+35	HWY. 1B LT.	200
21+45	22+20	HWY. 1B RT.	75

P.T. 252+13.13

N66°06'15"W

HWY. 1B

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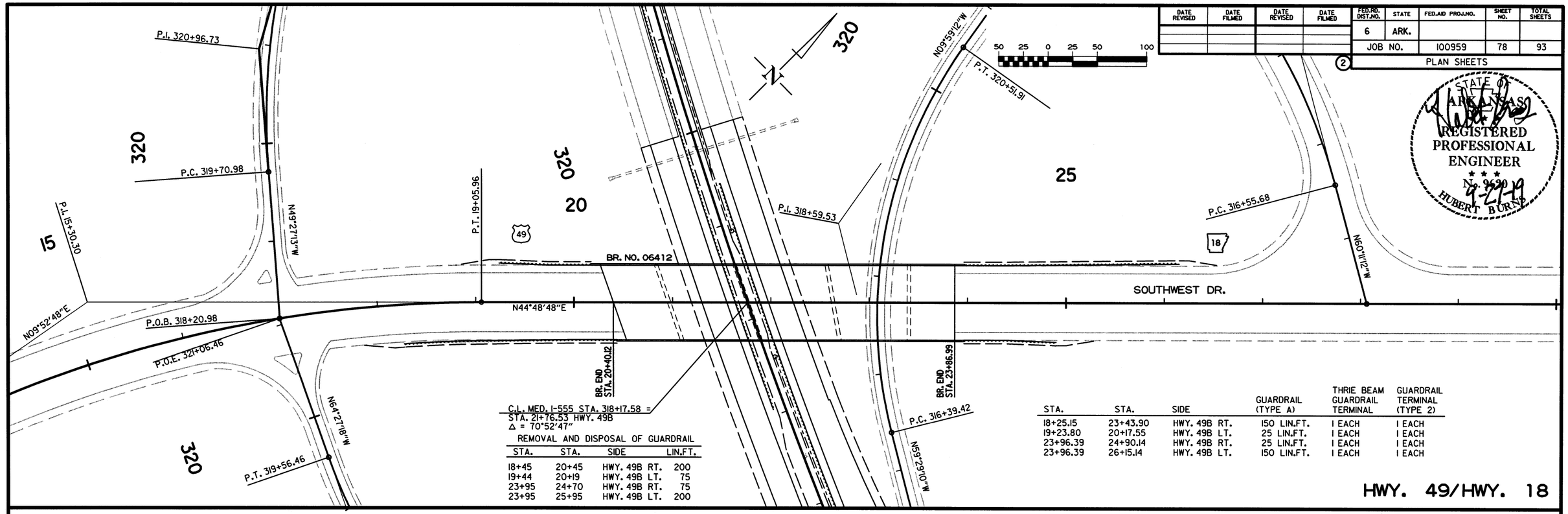
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		100959	78	93
(2)	PLAN SHEETS			



REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
18+45	20+45	HWY. 49B RT.	200
19+44	20+19	HWY. 49B LT.	75
23+95	24+70	HWY. 49B RT.	75
23+95	25+95	HWY. 49B LT.	200

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
18+25.15	23+43.90	HWY. 49B RT.	150 LIN.FT.	1 EACH	1 EACH
19+23.80	20+17.55	HWY. 49B LT.	25 LIN.FT.	1 EACH	1 EACH
23+96.39	24+90.14	HWY. 49B RT.	25 LIN.FT.	1 EACH	1 EACH
23+96.39	26+15.14	HWY. 49B LT.	150 LIN.FT.	1 EACH	1 EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9520
9-27-19
HUBERT BURNS

HWY. 49/HWY. 18

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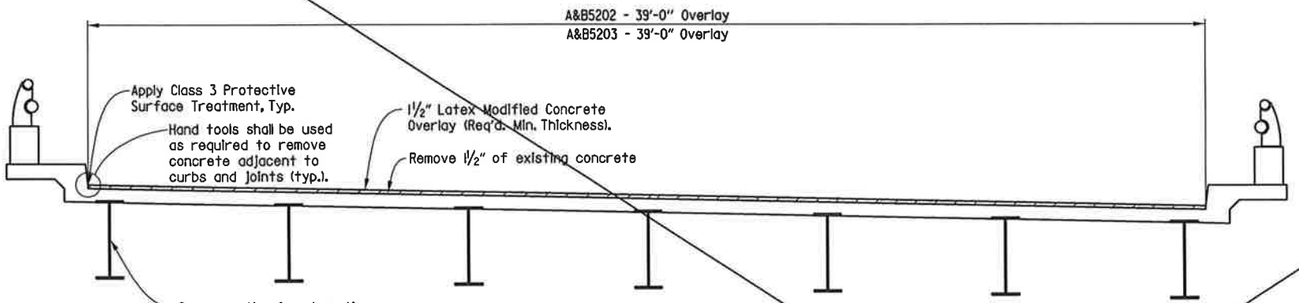
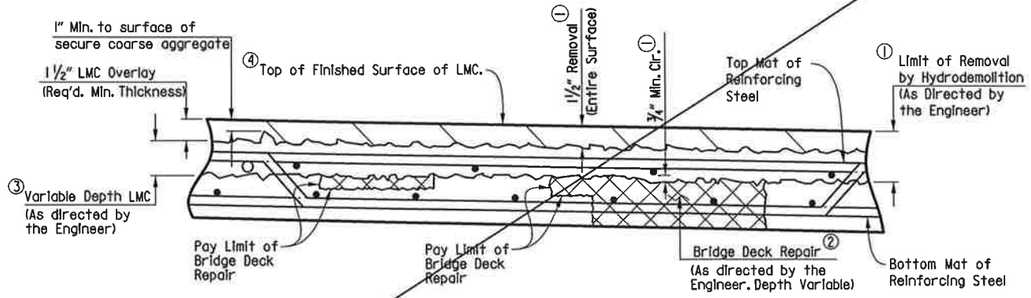
10/10/19				6	ARK.			
				JOB NO.		100959	79	93
				(1) A5202, B5202, A5203, B5203		LMC OVERLAY		60327

NOTE:
The minimum overlay placement length shall be from joint to joint. Refer to existing bridge drawings.

Note:
Refer to Bridge Rehabilitation work zones as shown in Maintenance of Traffic details. See Roadway Plans.



LATEX MODIFIED CONCRETE OVERLAY
(Looking in direction of traffic)
Scale: ⅜" = 1'-0"



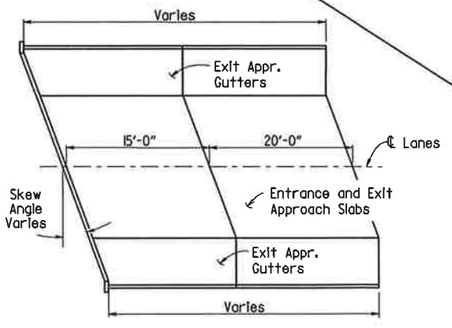
DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY
No Scale

① Removal of unsound concrete beyond 1½" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of ¾" clearance below the bar. This removal shall be subsidiary to the item SP Job 100959 "Hydrodemolition".

② Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the SP Job 100959 "Bridge Deck Repair".

③ Depth Varies to achieve minimum clearance below top mat of reinforcing steel, where required.

④ Finished Surface of LMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required LMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.



LATEX MODIFIED OVERLAY ON BRIDGE APPROACHES

The Contractor shall remove 1½" of existing concrete using hydrodemolition and construct a 1½" min. thickness LMC Overlay on the surface of the entrance and exit approach slabs and exit approach gutters to match LMC overlay grade on the bridge decks. All materials and methods shall conform to appropriate Job Special Provisions and the surface finish shall match that specified for the bridge deck. Joint treatments shall conform to the details on Dwg. No. 60328.

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, with applicable Special Provisions and Supplemental Specifications. Unless otherwise noted in the plans, Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structures.

The operation or placement of vehicles, equipment and, or materials on the subject bridges necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

HYDRODEMOLITION: The designated area of the existing bridge deck, approach slabs, and approach gutters shall receive hydrodemolition in accordance with the SP Job 100959 "Hydrodemolition" to a planned depth of 1½" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer up to the limits detailed. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job 100959 "Hydrodemolition". Prior to hydrodemolition, cold milling of the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with the existing reinforcing.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job 100959 "Bridge Deck Repair".

LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck, approach slabs, and approach gutters shall receive a Latex Modified Concrete (LMC) Overlay to a planned depth of 1½" below the existing bridge deck surface, in accordance with the SP Job 100959 "Latex Modified Concrete Overlay". This area shall be measured by the square yard and shall be paid for at the unit price bid for the item "Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1½" below the existing bridge deck surface shall be filled with LMC concurrent to the placement of the 1½" LMC Overlay. This area shall be measured and paid for in accordance with SP Job 100959 "Latex Modified Concrete Overlay".

SURFACE FINISH: The LMC Overlay surface of the bridge deck, approach slabs, and approach gutters shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with SP Job 100959 "Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the LMC Overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with SP Job 100959 "Latex Modified Concrete Overlay". Longitudinal and transverse construction joints separating adjacent overlay placements shall be prepared and sealed as shown.

The roadway surface of the LMC Overlay shall be given a Class 1 Protective Surface Treatment as specified in Section 803.

JOINT REHABILITATION: After the placement of the LMC Overlay, the existing joints shall be given a Type A Joint Rehabilitation as specified in Section 509 and SP Job 100959 "Joint Rehabilitation for Bridge Decks".

REFERENCE TABLE

BR. NO.	EXISTING DRAWING NUMBERS
A5202	1898F, 19724, 19727, 19728, 19729
B5202	1898F, 14990D, 15646, 15656, 15680
A5203	1898F, 14990D, 19730, 19733
B5203	1898F, 14990D, 15647, 15659, 15680

This drawing is superseded by drawing nos. 60327A and 60327B for changes in scope of work due to rebar clearance issues on Bridge Nos. B5202 and B5203.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
10/10/19

SHEET 1 OF 2

DETAILS OF LATEX MODIFIED CONCRETE OVERLAY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	LDG	DATE:	03-13-19	FILENAME:	bl00959_lmcl(VOID).dgn
CHECKED BY:	CAW	DATE:	06-05-19	SCALE:	SEE DETAILS
DESIGNED BY:	KRM	DATE:	12-06-18		

BRIDGE NOS. A5202, B5202, A5203, B5203 DRAWING NO. 60327

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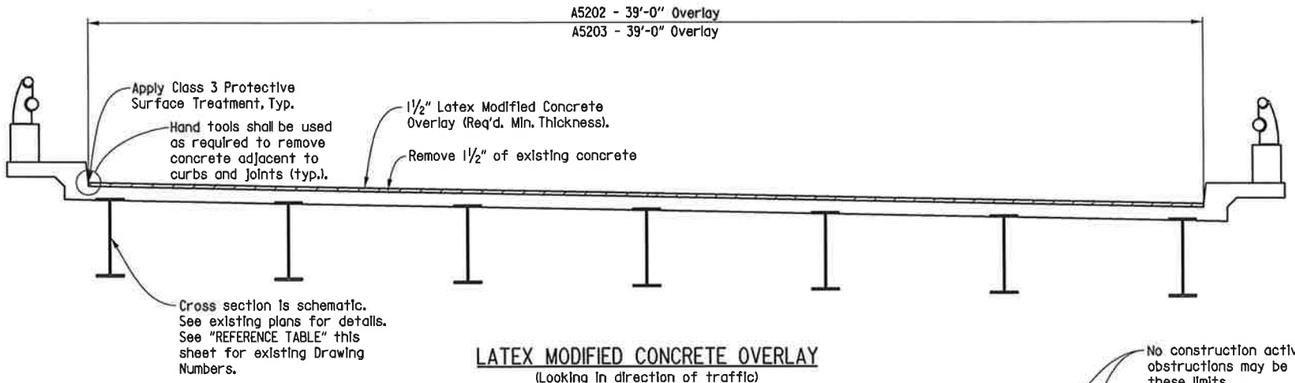
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/10/19				6	ARK.			
				JOB NO.		100959	79A	93
				(1) A5202, A5203		LMC OVERLAY		60327A

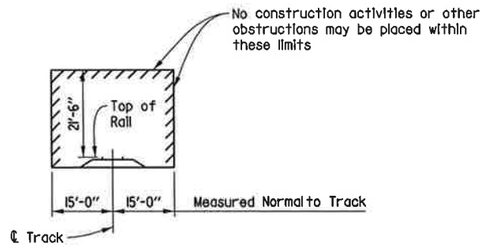
NOTE:
The minimum overlay placement length shall be from joint to joint. Refer to existing bridge drawings.

Note:
Refer to Bridge Rehabilitation work zones as shown in Maintenance of Traffic details. See Roadway Plans.



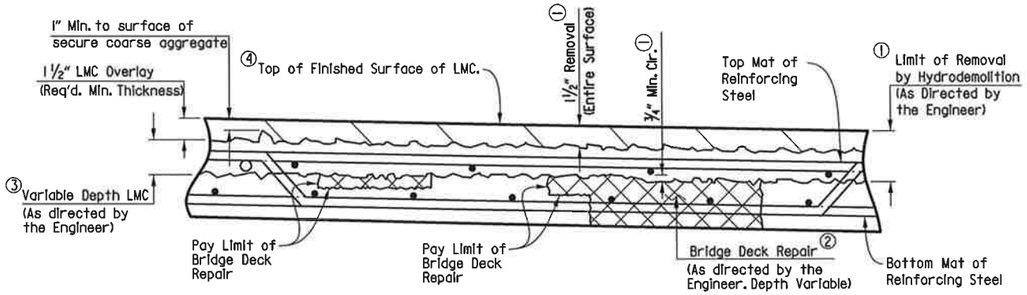
LATEX MODIFIED CONCRETE OVERLAY

(Looking in direction of traffic)
Scale: ⅜" = 1'-0"



MINIMUM CONSTRUCTION CLEARANCES

Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

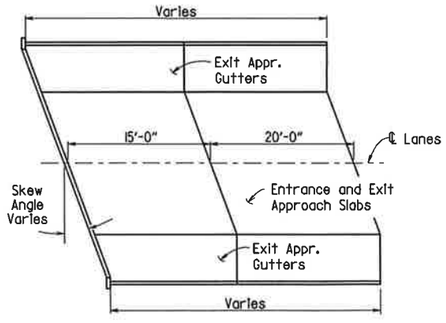
No Scale

① Removal of unsound concrete beyond 1½" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of ¾" clearance below the bar. This removal shall be subsidiary to the item SP Job 100959 "Hydrodemolition".

② Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the SP Job 100959 "Bridge Deck Repair for Latex Modified Concrete Overlays".

③ Depth Varies to achieve minimum clearance below top mat of reinforcing steel, where required.

④ Finished Surface of LMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required LMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.



LATEX MODIFIED OVERLAY ON BRIDGE APPROACHES

The Contractor shall remove 1½" of existing concrete using hydrodemolition and construct a 1½" min. thickness LMC Overlay on the surface of the entrance and exit approach slabs and exit approach gutters to match LMC overlay grade on the bridge decks. All materials and methods shall conform to appropriate Job Special Provisions and the surface finish shall match that specified for the bridge deck. Joint treatments shall conform to the details on Dwg. No. 60328.

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, with applicable Special Provisions and Supplemental Specifications. Unless otherwise noted in the plans, Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structures.

The operation or placement of vehicles, equipment and, or materials on the subject bridges necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

Construction activities over railroads shall be in accordance with SP 100959 "Special Safety Requirements for Bridges" and as shown in "Minimum Construction Clearances".

HYDRODEMOLITION: The designated area of the existing bridge deck, approach slabs, and approach gutters shall receive hydrodemolition in accordance with the SP Job 100959 "Hydrodemolition" to a planned depth of 1½" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer up to the limits detailed. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job 100959 "Hydrodemolition". Prior to hydrodemolition, cold milling of the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with the existing reinforcing.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job 100959 "Bridge Deck Repair for Latex Modified Concrete Overlays".

LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck, approach slabs, and approach gutters shall receive a Latex Modified Concrete (LMC) Overlay to a planned depth of 1½" below the existing bridge deck surface, in accordance with the SP Job 100959 "Latex Modified Concrete Overlay". This area shall be measured by the square yard and shall be paid for at the unit price bid for the item "Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1½" below the existing bridge deck surface shall be filled with LMC concurrent to the placement of the 1½" LMC Overlay. This area shall be measured and paid for in accordance with SP Job 100959 "Latex Modified Concrete Overlay".

SURFACE FINISH: The LMC Overlay surface of the bridge deck, approach slabs, and approach gutters shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with SP Job 100959 "Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the LMC Overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with SP Job 100959 "Latex Modified Concrete Overlay". Longitudinal and transverse construction joints separating adjacent overlay placements shall be prepared and sealed as shown.

The roadway surface of the LMC Overlay shall be given a Class 1 Protective Surface Treatment as specified in Section 803.

EXPANSION JOINT REHABILITATION: After the placement of the LMC Overlay, the existing expansion joints shall be given a poured silicone joint sealant as specified in Section 809 and as shown in "Poured Silicone Joint Seal Details" on Dwg. No. 60328. See Dwg. No. 60328 for additional details.

REFERENCE TABLE

BR. NO.	EXISTING DRAWING NUMBERS
A5202	1898F, 19724, 19727, 19728, 19729
A5203	1898F, 14990D, 19730, 19733

This drawing supersedes drawing no. 60327 for changes in scope of work due to rebar clearance issues on Bridge Nos. B5202 and B5203.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
10/10/19

DETAILS OF LATEX MODIFIED CONCRETE OVERLAY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

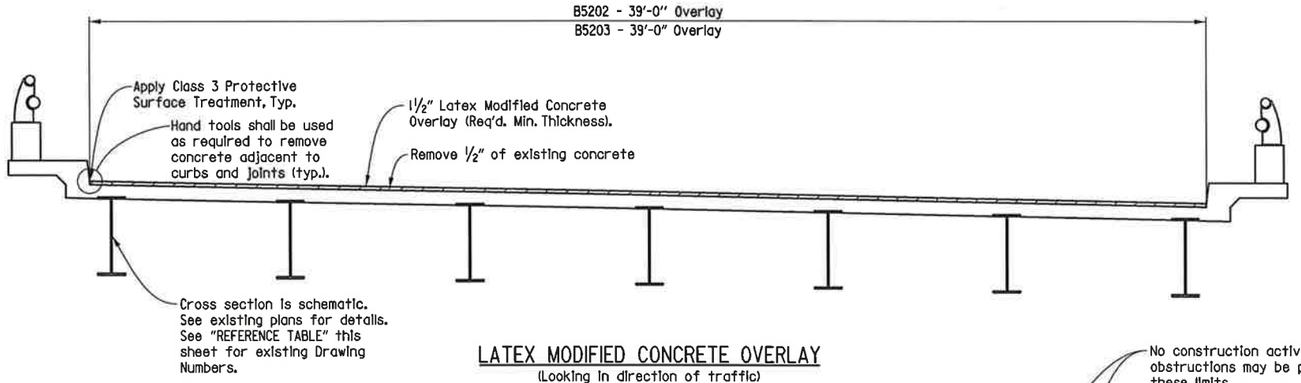
DRAWN BY: LDG DATE: 03-13-19 FILENAME: bl00959_lmcl.dgn
CHECKED BY: CAW DATE: 06-05-19 SCALE: SEE DETAILS
DESIGNED BY: KRM DATE: 12-06-18

BRIDGE NOS. A5202, A5203 DRAWING NO. 60327A

USER: lg5169
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\bridge\bl00959_lmcl.dgn SCALE: 1=5.3333
PLOTTED: 10/10/2019 09:20

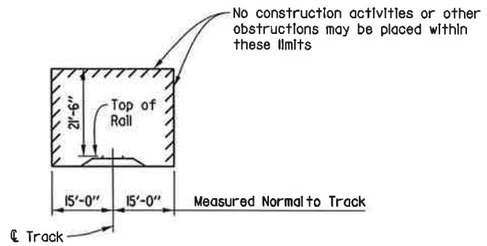
NOTE:
The minimum overlay placement length shall be from joint to joint. Refer to existing bridge drawings.

Note:
Refer to Bridge Rehabilitation work zones as shown in Maintenance of Traffic details. See Roadway Plans.



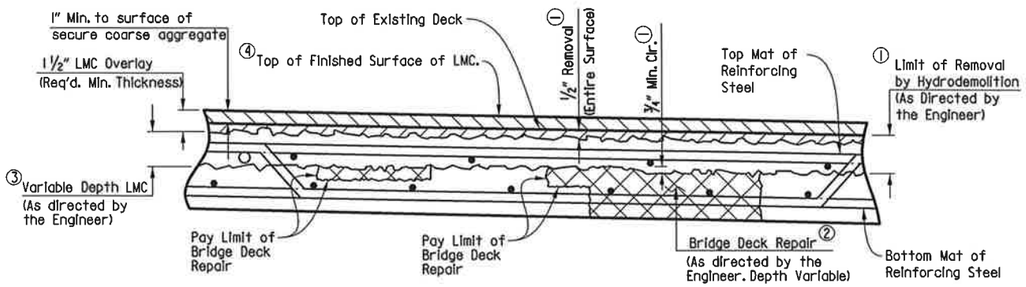
LATEX MODIFIED CONCRETE OVERLAY

(Looking in direction of traffic)
Scale: ⅜" = 1'-0"



MINIMUM CONSTRUCTION CLEARANCES

Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

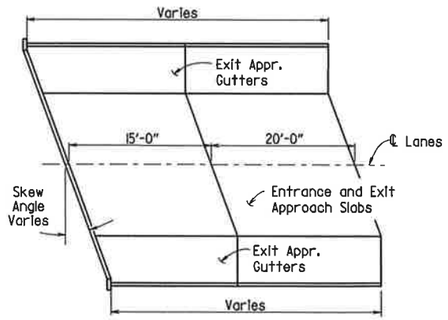
No Scale

① Removal of unsound concrete beyond ½" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of ¾" clearance below the bar. This removal shall be subsidiary to the item SP Job 100959 "Hydrodemolition".

② Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the SP Job 100959 "Bridge Deck Repair for Latex Modified Concrete Overlays".

③ Depth Varies to achieve minimum clearance below top mat of reinforcing steel, where required.

④ Finished Surface of LMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required LMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.



LATEX MODIFIED OVERLAY ON BRIDGE APPROACHES

The Contractor shall remove 1½" of existing concrete using hydrodemolition and construct a 1½" min. thickness LMC Overlay on the surface of the entrance and exit approach slabs and exit approach gutters to match LMC overlay grade on the bridge decks. All materials and methods shall conform to appropriate Job Special Provisions and the surface finish shall match that specified for the bridge deck. Joint treatments shall conform to the details on Dwg. No. 60328.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/10/19				6	ARK.			
				JOB NO.		100959	79B	93
				① B5202, B5203		LMC OVERLAY		60327B

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, with applicable Special Provisions and Supplemental Specifications. Unless otherwise noted in the plans, Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structures.

The operation or placement of vehicles, equipment and, or materials on the subject bridges necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

Construction activities over railroads shall be in accordance with SP 100959 "Special Safety Requirements for Bridges" and as shown in "Minimum Construction Clearances".

HYDRODEMOLITION: The designated area of the existing bridge deck, approach slabs, and approach gutters shall receive hydrodemolition in accordance with the SP Job 100959 "Hydrodemolition" to a planned depth of ½" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer up to the limits detailed. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job 100959 "Hydrodemolition". Prior to hydrodemolition, cold milling of the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with the existing reinforcing.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job 100959 "Bridge Deck Repair for Latex Modified Concrete Overlays".

LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck, approach slabs, and approach gutters shall receive a Latex Modified Concrete (LMC) Overlay to a planned depth of 1½" below the existing bridge deck surface, in accordance with the SP Job 100959 "Latex Modified Concrete Overlay". This area shall be measured by the square yard and shall be paid for at the unit price bid for the item "Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1½" below the existing bridge deck surface shall be filled with LMC concurrent to the placement of the 1½" LMC Overlay. This area shall be measured and paid for in accordance with SP Job 100959 "Latex Modified Concrete Overlay".

SURFACE FINISH: The LMC Overlay surface of the bridge deck, approach slabs, and approach gutters shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with SP Job 100959 "Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the LMC Overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with SP Job 100959 "Latex Modified Concrete Overlay". Longitudinal and transverse construction joints separating adjacent overlay placements shall be prepared and sealed as shown.

The roadway surface of the LMC Overlay shall be given a Class 1 Protective Surface Treatment as specified in Section 803.

EXPANSION JOINT REHABILITATION: After the placement of the LMC Overlay, the existing expansion joints shall be given a poured silicone joint sealant as specified in Section 809 and as shown in "Poured Silicone Joint Seal Details" on Dwg. No. 60328. See Dwg. No. 60328 for additional details.

REFERENCE TABLE

BR. NO.	EXISTING DRAWING NUMBERS
B5202	1898F, 14990D, 15646, 15656, 15680
B5203	1898F, 14990D, 15647, 15659, 15680

This drawing was added for changes in scope of work due to rebar clearance issues on Bridge Nos. B5202 and B5203.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
10/10/19

DETAILS OF LATEX MODIFIED CONCRETE OVERLAY WITH GRADE RAISE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

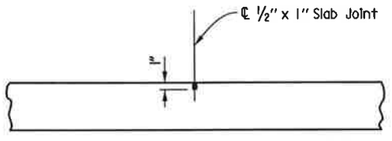
LITTLE ROCK, ARK.

DRAWN BY: LDC DATE: 03-13-19 FILENAME: bl00959_lmc2.dgn
CHECKED BY: CAW DATE: 06-05-19 SCALE: SEE DETAILS
DESIGNED BY: KRM DATE: 12-06-18

BRIDGE NOS. B5202, B5203 DRAWING NO. 60327B

USER: lg5169
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\bridge\bl00959_lmc2.dgn
PLOTTED: 10/10/2019 09:20 SCALE: 1=5.3333

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/10/19				6	ARK.			
				JOB NO.		100959	80	93
				(1) A5202, B5202, A5203, B5203		LMC OVERLAY		60328

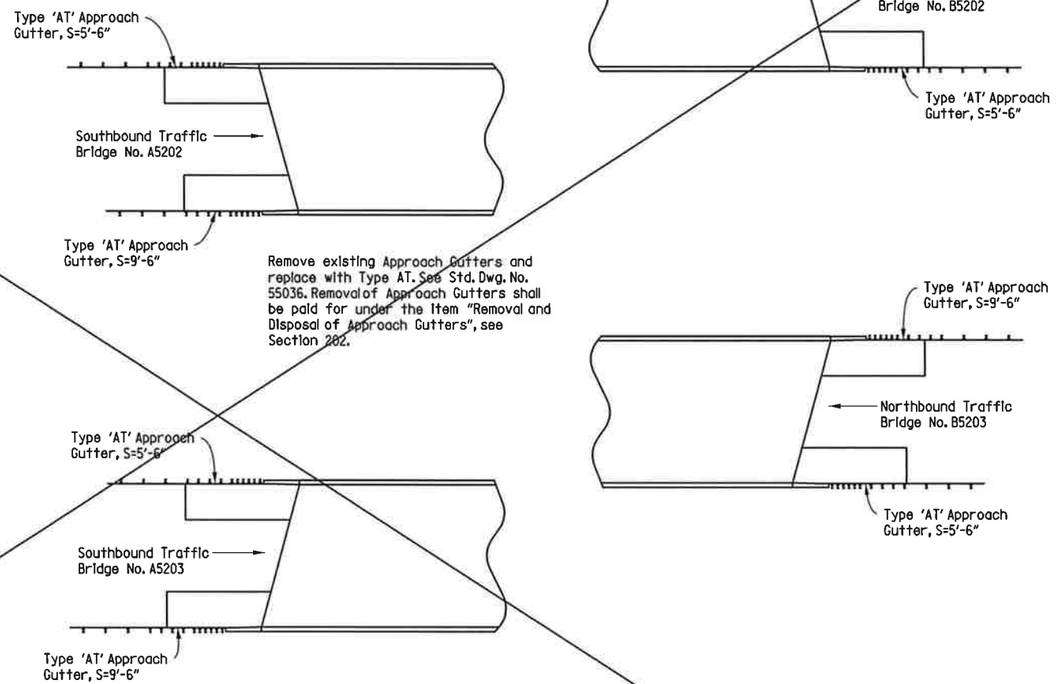


Use ½" X 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer rod shall not be installed. Joint Sealer shall be measured and paid for as LMC Overlay. Slab joints shall extend from gutterline to gutterline. Slab joints shall be placed at all pouring sequence construction joints and are required at existing slab joint locations. Sealant must be gray or other color similar to concrete.

TRANSVERSE OVERLAY JOINT DETAIL

No Scale

Slab joints and longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the Overlay.



Remove existing Approach Gutters and replace with Type AT. See Std. Dwg. No. 55036. Removal of Approach Gutters shall be paid for under the Item "Removal and Disposal of Approach Gutters", see Section 202.

LOCATION PLAN OF NEW APPROACH GUTTERS

No Scale

This drawing is superseded by drawing no. 60328A for changes in scope of work due to rebar clearance issues on Bridge Nos. B5202 and B5203.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
10/10/19

SHEET 2 OF 2

DETAILS OF LATEX MODIFIED CONCRETE OVERLAY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: LDG DATE: 03-13-19
CHECKED BY: CAW DATE: 06-05-19
DESIGNED BY: KRM DATE: 12-06-18
FILENAME: bl00959.lmc2 (VOID).dgn
SCALE: SEE DETAILS

BRIDGE NOS. A5202, B5202, A5203, B5203

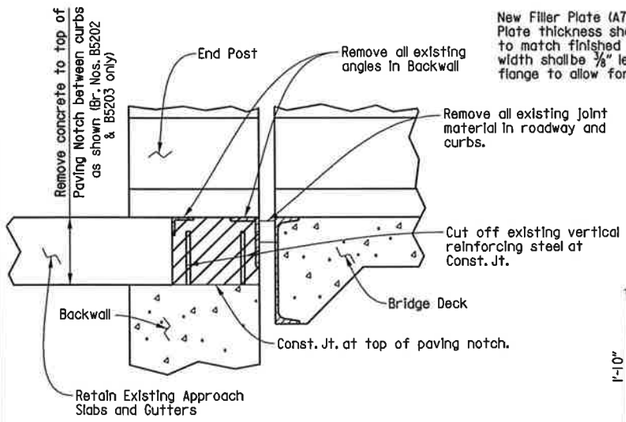
DRAWING NO. 60328

USER: lg5169
DESIGN FILE: G:\BII0401_Job100959\TRANSP\dgn\bridge\bl00959_lmc2 (VOID).dgn
PLOTTED: 10/10/2019 09:35 SCALE: 15.3333

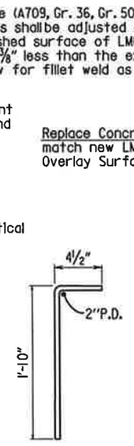
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10/10/19				6	ARK.			
				JOB NO.		100959	80A	93
				(1) A5202, B5202, A5203, B5203		LMC OVERLAY		60328A

JOINT REMOVAL DETAILS AT END BENTS

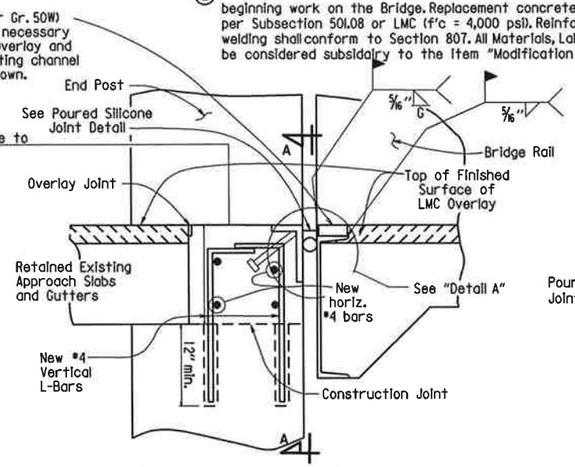
(Br. Nos. B5202 & B5203 only)
No Scale



Removal shall be in accordance with Section 821 and all removed portions of the existing backwall and joint materials shall become the property of the Contractor and shall be disposed of in accordance with Section 205.



#4 L-BAR
No Scale

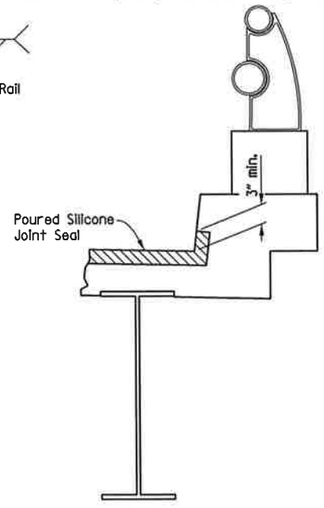


DETAILS OF BACKWALL MODIFICATION WITH GRADE RAISE

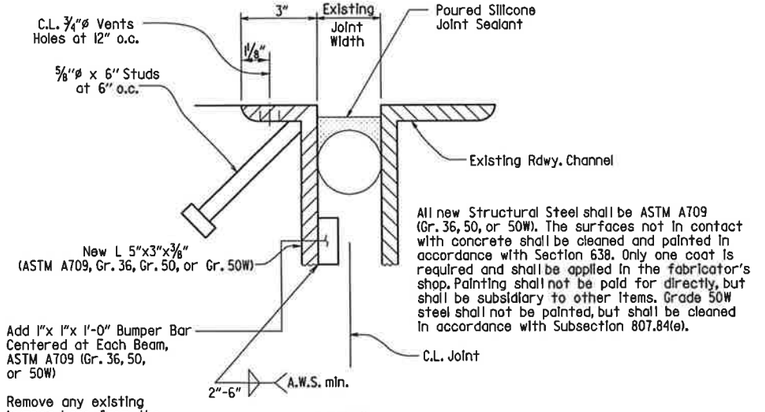
(Br. Nos. B5202 & B5203 only)
No Scale

(2) The Contractor shall make measurements at the locations designated by the Engineer for Backwall Repair prior to beginning work on the Bridge. Replacement concrete shall be high early strength Portland Cement Concrete Pavement per Subsection 501.08 or LMC (f'c = 4,000 psi). Reinforcing Steel shall conform to Section 804. Structural Steel and welding shall conform to Section 807. All Materials, Labor, Tools and Equipment shall not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure (Bridge No.)".

Grout new #4 L-bars into drilled holes spaced to avoid existing reinforcing steel (12" o.c. max.). Grout shall be an approved non-shrink or epoxy grout listed on the QPL. Hole diameter and installation procedure shall be as required by the grout manufacturer.



NOTE: Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



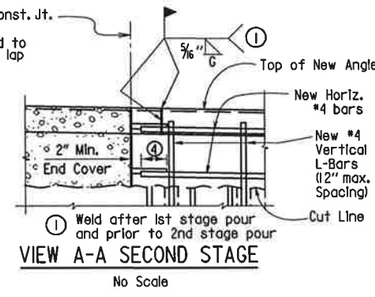
All new Structural Steel shall be ASTM A709 (Gr. 36, 50, or 50W). The surfaces not in contact with concrete shall be cleaned and painted in accordance with Section 638. Only one coat is required and shall be applied in the fabricator's shop. Painting shall not be paid for directly, but shall be subsidiary to other items. Grade 50W steel shall not be painted, but shall be cleaned in accordance with Subsection 807.84(e).

Remove any existing bumper bars from the existing roadway channel directly across from these locations.

DETAIL A

(Br. Nos. B5202 & B5203 only)
No Scale

(4) Mechanical couplers may be required if a 1'-9" minimum lap is not obtained between the two stages of construction. Mechanical couplers shall be a QPL approved type and shall maintain a minimum concrete cover of 2". Mechanical couplers, if used, shall be considered incidental to the item "Modification of Existing Bridge Structure (Bridge No.)".



VIEW A-A FIRST STAGE
No Scale

VIEW A-A SECOND STAGE
No Scale

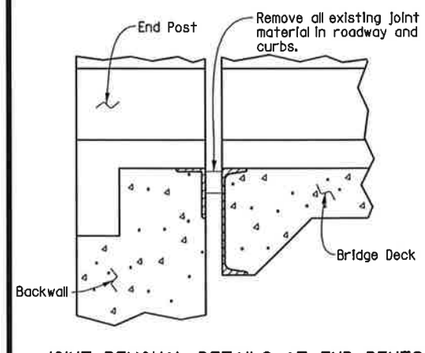
(3) Backer rod shall be appropriately sized and set to the depth shown in the manufacturer's literature based on the joint width at the time of sealing. Except as noted, do not install more backer rod than can be sealed in the same day. The Contractor shall verify separation of the backer rod from the joint material after joint material has set.

Backer rod shall be notched or otherwise fit around any existing seal supports or bumper plates to maintain its proper depth as defined above.

Br. No.	Structural Steel (lb.)	Reinforcing Steel (lb.)	Concrete (cu. yd.)
B5202	10	6	0.03
B5203	10	6	0.03

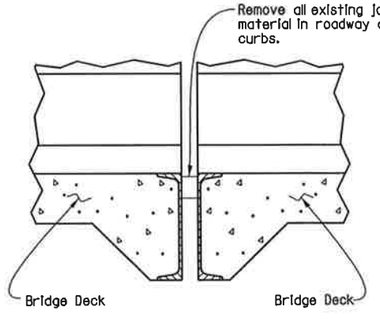
Quantities shown are per foot of repair and are for information only.

APPROXIMATE QUANTITIES FOR BACKWALL MODIFICATION (2)



JOINT REMOVAL DETAILS AT END BENTS

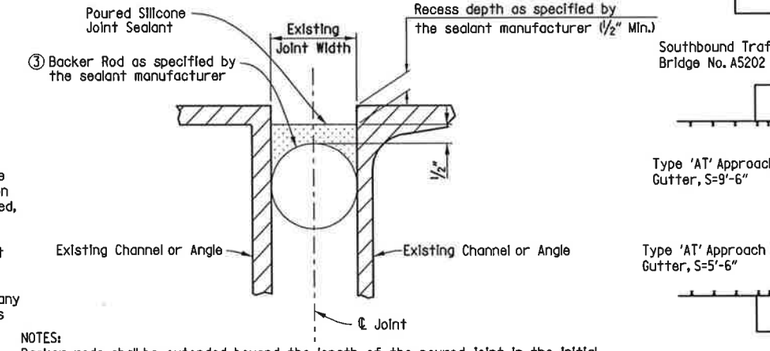
(Br. Nos. B5202 & A5203 only)
No Scale



JOINT REMOVAL DETAILS AT INTERMEDIATE BENTS

No Scale

Note: Slab joints and longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the Overlay.

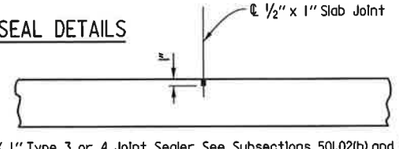


NOTES:
Backer rods shall be extended beyond the length of the poured joint in the initial joint rehabilitation area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint rehabilitaton. Manufacturer's recommendations shall be followed to prevent sealant leakage during rehabilitation work.

Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details and Manufacturer's instructions. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

POURED SILICONE JOINT SEAL DETAILS

No Scale



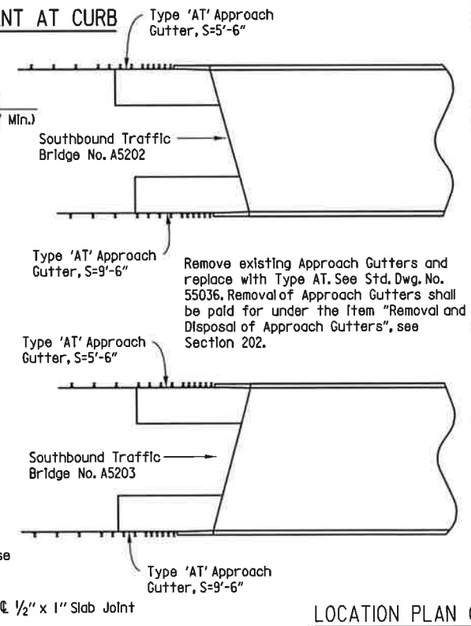
Use ½" X 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer rod shall not be installed. Joint Sealer shall be measured and paid for as LMC Overlay. Slab joints shall extend from gutterline to gutterline. Slab joints shall be placed at all pouring sequence construction joints and are required at existing slab joint locations. Sealant must be gray or other color similar to concrete.

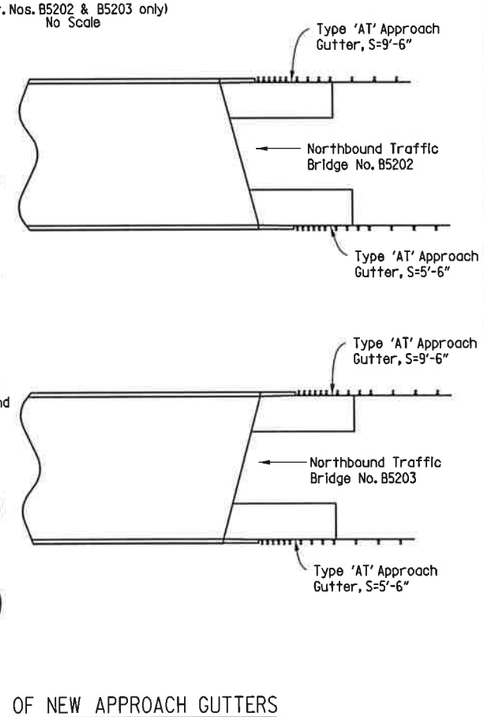
TRANSVERSE OVERLAY JOINT DETAIL

No Scale

JOINT SEAL PLACEMENT AT CURB

No Scale





LOCATION PLAN OF NEW APPROACH GUTTERS

No Scale

This drawing supersedes drawing no. 60328 for changes in scope of work due to rebar clearance issues on Bridge Nos. B5202 and B5203.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
10/10/19

ADDITIONAL DETAILS OF LATEX MODIFIED CONCRETE OVERLAY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	LDG	DATE:	03-13-19	FILENAME:	bl00959_lmc3.dgn
CHECKED BY:	CAW	DATE:	06-05-19	SCALE:	SEE DETAILS
DESIGNED BY:	KRM	DATE:	12-06-18		

BRIDGE NOS. A5202, B5202, A5203, B5203

DRAWING NO. 60328A

USER: lg569
DESIGN FILE: G:\18110401_Job100959\TRANSP\dgn\bridge\bl00959_lmc3.dgn
PLOTTED: 10/10/2019 11:10
SCALE: 1=5.3333

G:\18110401_Job100959\TRANSP\dgn\bridge\bl00959_lmc3.dgn 10/10/2019 11:10

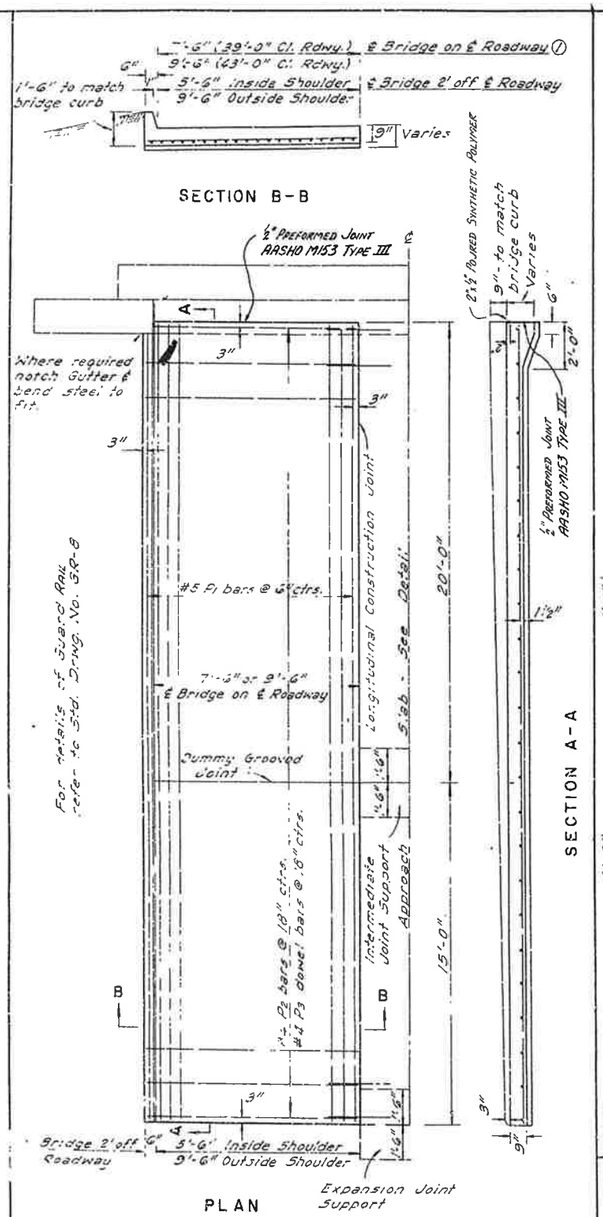
FOR INFORMATION ONLY

DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	81	93

37 232.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	NO. SHEET	TOTAL SHEETS
6	ARK.			20	196
JOB NO.		5635			

①



PLAN

℄ BRIDGE 2' OFF ℄ ROADWAY
BAR LIST (ONE GUTTER)

MARK	SIZE	NO.	LENGTH
P1	#5	12	34'-8" Inside
		20	34'-8" Outside
P2	#4	24	31'-8" Inside
		24	31'-8" Outside
P3	#4	24	3'-0"

℄ BRIDGE ON ℄ OF ROADWAY
BAR LIST (ONE GUTTER)

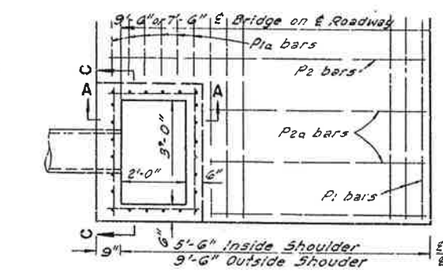
MARK	SIZE	NO.	LENGTH
P1	#5	40 (6 @ 7'-6", 20 @ 9'-6")	34'-8"
P2	#4	24	31'-8"
P3	#4	24	3'-0"

* When the bridge is skewed all P1 bars will vary in length

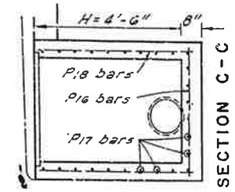
TYPE "X" BRIDGE APPROACH GUTTERS

SCALE: 1"=3'

NOTE: Joint Filler around Drop Inlet to be non-extruding pre-formed joint filler. A.A.S.H.O. M153 Type III.

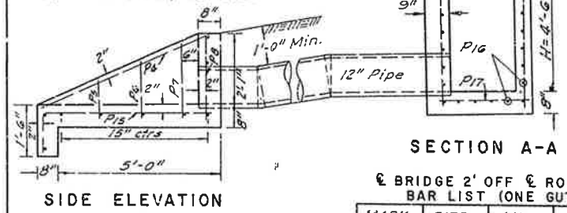


PART PLAN

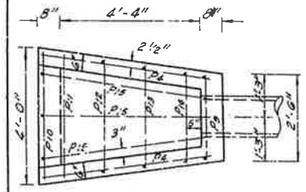


SECTION C-C

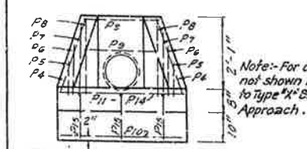
NOTE: Payment for Drop Inlet & Spillway Outlet to be included in unit price bid for "Type Y Approach Slab & Gutters."



SIDE ELEVATION
SPILLWAY OUTLET



PLAN



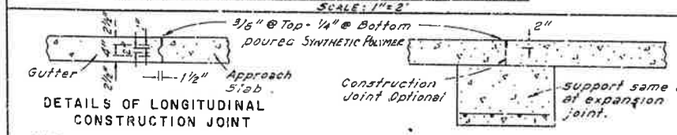
FRONT ELEVATION

℄ BRIDGE ON ℄ OF ROADWAY (See Note ①)

P1	#5	10	30'-0" Cl. Rdwy.	34'-8"
P1a	#5	14	33'-0" Cl. Rdwy.	
		6	39'-0" Cl. Rdwy.	30'-4"
P2	#4	6	43'-0" Cl. Rdwy.	
		21	39'-0" Cl. Rdwy.	7'-8"
P2a	#4	21	43'-0" Cl. Rdwy.	9'-6"
		3	39'-0" Cl. Rdwy.	4'-8"
		3	43'-0" Cl. Rdwy.	6'-5"
P3-P18	Same as above.			

TYPE "Y" BRIDGE APPROACH GUTTERS

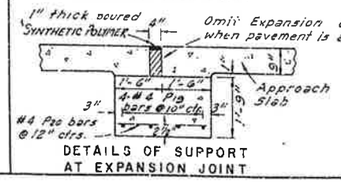
SCALE: 1"=2'



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

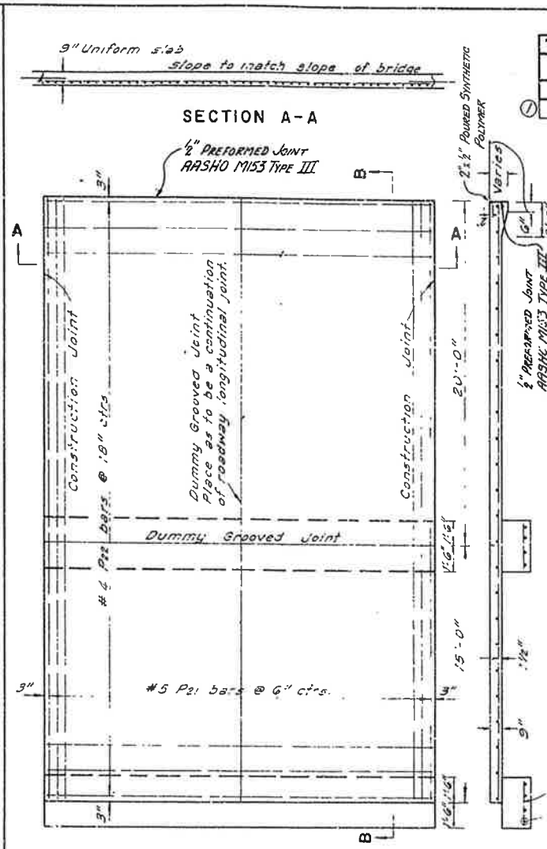
DETAILS OF DUMMY GROOVED JOINT

Omit support at longitudinal dummy grooved joint



DETAILS OF SUPPORT AT EXPANSION JOINT

NOTE: Joint Material: Completely fill joint to within 1" of pavement surface with hardwood sawdust saturated with an M.C-800 asphalt, A.A.S.H.O. M-82-70. Ratio: 1 Part Asphalt To 3 Parts Sawdust.



PLAN - APPROACH SLAB

SCALE: 1"=4'

BAR LISTS
SQUARE & SKEWED SLABS

MARK	SIZE	NO.	LENGTH
22'-0" SLAB WIDTH			
P1a	#4	8	23'-6" (Secant Skew ∡)
P2a	#4	24	21'-8"
P2	#5	42	32'-8"
P2a	#4	22	21'-8" (Secant Skew ∡)
24'-0" SLAB WIDTH			
P1	#4	8	23'-6" (Secant Skew ∡)
P1a	#4	48	21'-8"
P2	#5	46	34'-8"
P2a	#4	24	23'-6" (Secant Skew ∡)
36'-0" SLAB WIDTH			
P1	#4	8	35'-3" (Secant Skew ∡)
P1a	#4	72	21'-6"
P2	#5	72	34'-8"
P2a	#4	24	35'-0" (Secant Skew ∡)

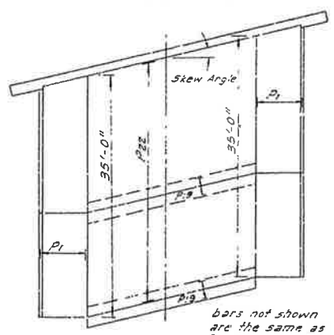
MARK	SIZE	NO.	LENGTH
48'-0" SLAB WIDTH			
P19	#4	8	47'-6" (Secant Skew ∡)
P20	#4	96	21'-8"
P21	#5	96	34'-8"
P22	#4	24	47'-8" (Secant Skew ∡)

SECTION B-B

TYPE "Z" BRIDGE APPROACH

Type "Z" Approach consists of one-half Type "Y" and one-half Type "X". Use whenever called for on the plans.

① For 63'-0" clear rdwy. use gutters shown for 39'-0" clear rdwy. For 67'-0" clear rdwy. use gutters for 43'-0" clear rdwy.



SKETCH SHOWING APPROACH FOR SKEWED BRIDGE

GENERAL NOTES

All concrete to be class A or S or pavement mixture. Exposed corners to be chamfered ¾" unless otherwise shown.

Reinforcing steel to be deformed bars of A.S.T.M. A615 Grade 40.

Approach slabs and gutters for structures shall be paid for at the contract unit price each bid for "Approach Gutters" or "Approach Slabs and Gutters", of the type designated, which price shall be full compensation for furnishing all materials, including reinforcing steel and joint materials; for forms, mixing, placing, and finishing, for excavation and backfill, and for all labor, tools, equipment and incidentals necessary to complete the work.

Payment for furnishing and installing corrugated metal pipe shall be made under the item of "Pipe Culverts And Storm Drains, Section 606.

603	5-24-73	P.I.'s Sidewall To 9", Add 48' Slab Width
603 (D.S.)	10-17-72	Updated For 1972 Spec.
603	2-24-71	Rev. Br. Designated on Type "Y" Gutter
DATE FILMED	DATE	REVISION
	9-18-67	Redrawn - Spillway replaced by drop inlet - Bar Lists revised.
	9-26-67	Type "Y" Bar List corrected
	11-20-67	Type "Y" P2 & P2a bar lengths rev.
624	8-25-69	Spillway Outlet Dimension Corrected
624-A, 652, 603	10-10-69	Drop Inlet Grate Revised
603	5-6-70	Type "Y" Appr. Slab Bar List Revised.
603-70	9-3-70	Revised Appr. Slab Slope

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD APPROACH SLABS & GUTTERS FULL SHOULDER WIDTH STRUCTURES

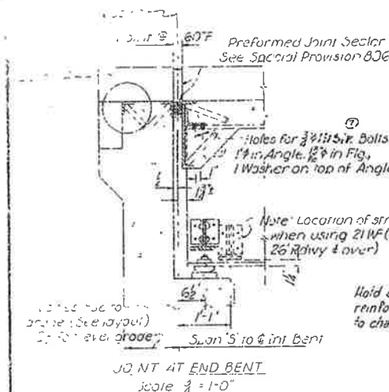
SCALE: as noted

DRAWING NO. 1898F (REV)

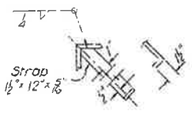
ORIG.

DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	82	93

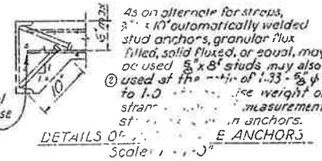
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YR.	SHEET NO.	TOTAL SHEETS
		2-10-69	2-11-69	G	ARK.				
		2-19-69	2-28-69	JOB NO.					
		12-4-69	12-5-69						



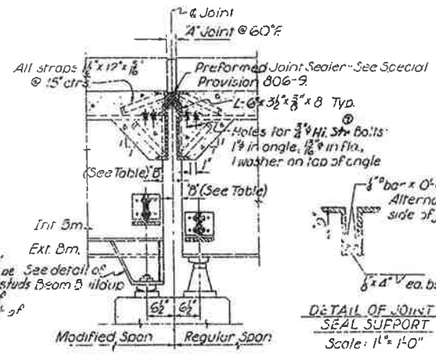
JOINT AT END BENT
Scale ¾" = 1'-0"



DETAIL 'A' (Typical)
Scale 1½" = 1'-0"

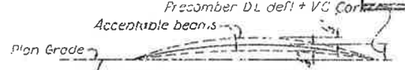


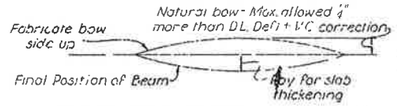
DETAILS OF STRAP ANCHORS
Scale 1" = 1'-0"



JOINT AT INT. BENT
Scale ¾" = 1'-0"

DETAIL OF JOINT SEAL SUPPORT
Scale 1½" = 1'-0"





CAMBER DIAGRAMS
No Scale

GENERAL NOTES

All concrete to be Class S. All exposed corners to be chamfered ¾" unless otherwise noted.

Rigid connections to be riveted or bolted with high strength bolts.

Rivets: ¾" ϕ, open holes 13/16" ϕ except where noted otherwise.

Structural shapes of equal or greater strength may be substituted for shapes shown, but payment will be made on the basis of shapes shown or those actually used, whichever is less.

All welded connections to be 5/16" fillet shop welds except as noted. All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, current edition.

All structural steel except surfaces in contact with concrete shall be given one shop coat and two field coats in accordance with Special Provision 806-18 "Painting of Steel Structures." (2)

All metal bearing and roadway expansion devices to be paid for as "Structural Steel in Beam Spans." Bearings shall be finally sealed in accordance with Sec. 806.54, including alternate, of the Standard Specifications. This work and material are to be considered as subsidiary to the item "Structural Steel in Beam Spans" and will not be paid for directly.

This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approval secured before fabrication is begun.

All steel shall be ASTM A-36 unless otherwise noted.

Anchor bolts shall be galvanized to conform to ASTM Specification, Designation A153

Reinforcing steel to be deformed bars of intermediate or hard grade. 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 of "Reinforcing Steel."

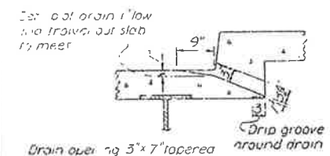
Shop lists and bending diagrams of reinforcing steel, including wire supports, shall be submitted and approval secured before fabrication is begun.

Slab Pouring Note:

Floor slabs may be poured in one continuous operation with a strikeoff extending over the whole span length, or may be poured in increments with the center one-third to one-half span length poured first. After the center section is poured, not less than 72 hours shall elapse before pouring the end sections. End sections may be poured simultaneously. If not poured simultaneously, 48 hours shall elapse between end section pours. A minimum of 72 hours shall elapse (1) between completion of the slab and the pouring of the curb section if poured separately, and (2) between the completion of the curb and the pouring of the type A rail parapet. Posts for type C rail may be poured 24 hours after completion of the curb.

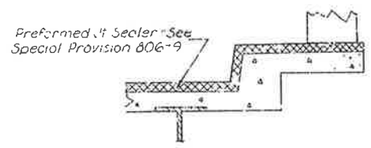
For details of Bridge Railing see Dwg. No. 14992 or A4993 as shown on Bridge Layout.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction Edition of 1959, the 1966 Supplemental Specifications thereto and applicable Special Provisions.

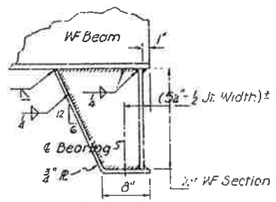


Drain overhang 3"x 7" tapered to 5½" x 7½". Place at approx. 20 ctrs on low side of sloped roadway & each side of crowned roadway. Omit drains on grade separation structures unless called for on the plans

SECTION THRU DRAIN
Scale ¾" = 1'-0"



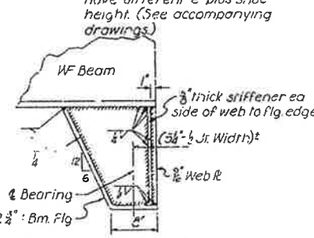
SEAL PLACEMENT IN CURB
Scale ¾" = 1'-0"



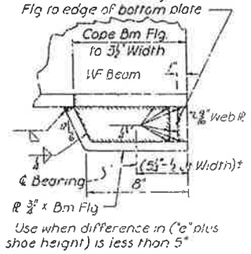
Flange Width & Thickness & Web Thickness to be equal to or greater than WF Beam Dim.

OPTIONAL BEAM BUILDUP
No Scale

Note: Beam buildups are required where modified spans are used, or adjacent regular spans have different 'e' plus shoe height. (See accompanying drawings)

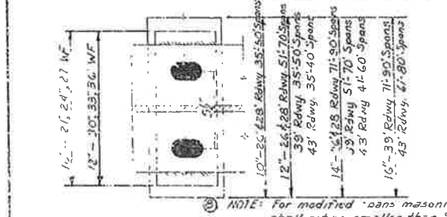


Use when difference in ('e' plus shoe height) is 5" or more

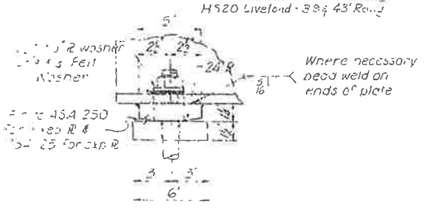


Use when difference in ('e' plus shoe height) is less than 5"

DETAILS OF BEAM BUILDUP
No Scale

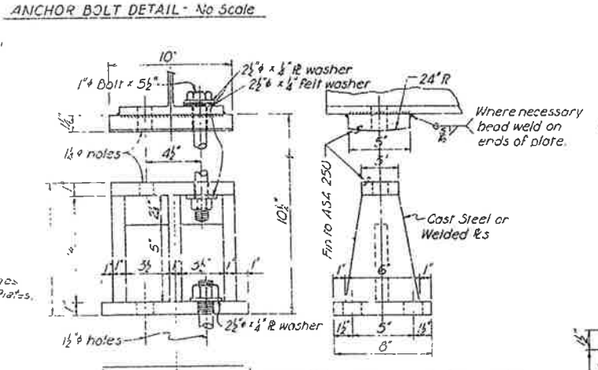


Note: H20 Liveload - 26 & 28 Rdwy.
H S20 Liveload - 38 & 43' Rdwy.



TYPE 'D' FIXED OR EXPANSION SHOE - Scale ½" = 1'

Use for end bents - all spans
Use for int bents - 35-50 spans, unless otherwise shown

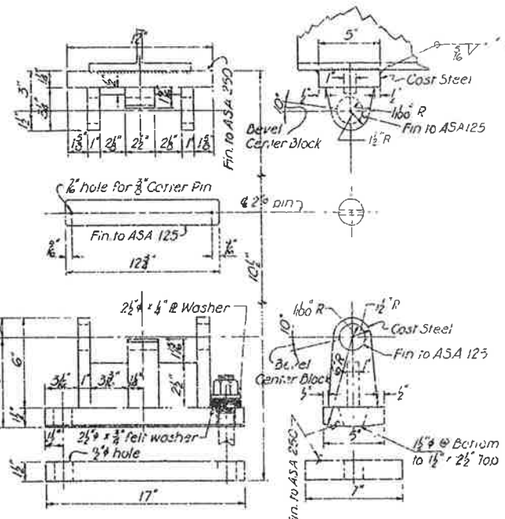


Note: If fixed shoe is made from welded plates all intersecting surfaces of 90° shall be joined by fillet welds, all others shall be joined by bead welds, with size welds according to A.W.S. Standard Specifications for Welded Highway & Railway Bridges, current edition.

Note: For shoe type, beam buildup, and for plate thickening, see sketch on Layout or Intermediate Bent Drawing.

TYPE 'A' FIXED SHOE
Scale ½" = 1"

ANCHOR BOLT DETAIL - No Scale

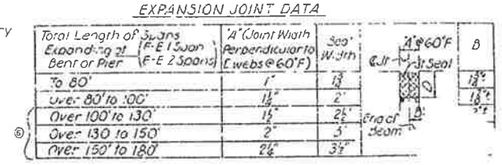


TYPE 'A' EXPANSION SHOE
Scale ½" = 1"

Note: This drawing adapted from dwg. 14990A.

EXPANSION JOINT DATA

Total Length of Spans Expanding at Bent or Pier (E-E 1 Span / E-E 2 Spans)	'A' (Joint Width Perpendicular to ℄ webs @ 60°F)	Seg. Width
To 80'	1"	1⅝"
Over 80' to 100'	1½"	2"
Over 100' to 130'	1½"	2½"
Over 130' to 150'	2"	3"
Over 150' to 180'	2½"	3½"



Note: All joints at Abutments and at Fix-Fix joints shall be 1". The Dimension 'B' shall conform to the recommendations of the seal manufacturer as approved by the Bridge Engineer. The depth of the seal shall be approximately equal to the uncompressed width of the seal.

(3) Joints shown are to be used at skew angles up to and including 15°. For joints to be used at skew angles greater than 15°, see supplemental details.

(1) Revised note, 10-25-67 FMH
(2) Added ⅝" x 5" Studs 1-11-68 FMH
(3) Added Note: 3-13-68 J.S.
(4) Removed Shoe dimensions 4-4-68 RWM
(5) Revised Exp. Jt. Table & Note 8-16-68 RWM
(6) Revised Shoe dimensions 9-26-68 FMH
(7) Revised Bolt callout 2-10-69
(8) Revised Type B Shoes 2-19-69 KWW
(9) Revised Paint Note 12-4-69 LL

Carlson
BRIDGE ENGINEER

FOR INFORMATION ONLY

DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS ALL ROADWAYS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY RWM DATE 1-4-67
TRACED BY DATE
CHECKED BY DFL DATE 1-5-67
SCALE As Shown

BRIDGE NO.

DRAWING NO. 14990D

DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	83	93

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DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	84	93

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DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	85	93

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DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	86	93

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DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	87	93

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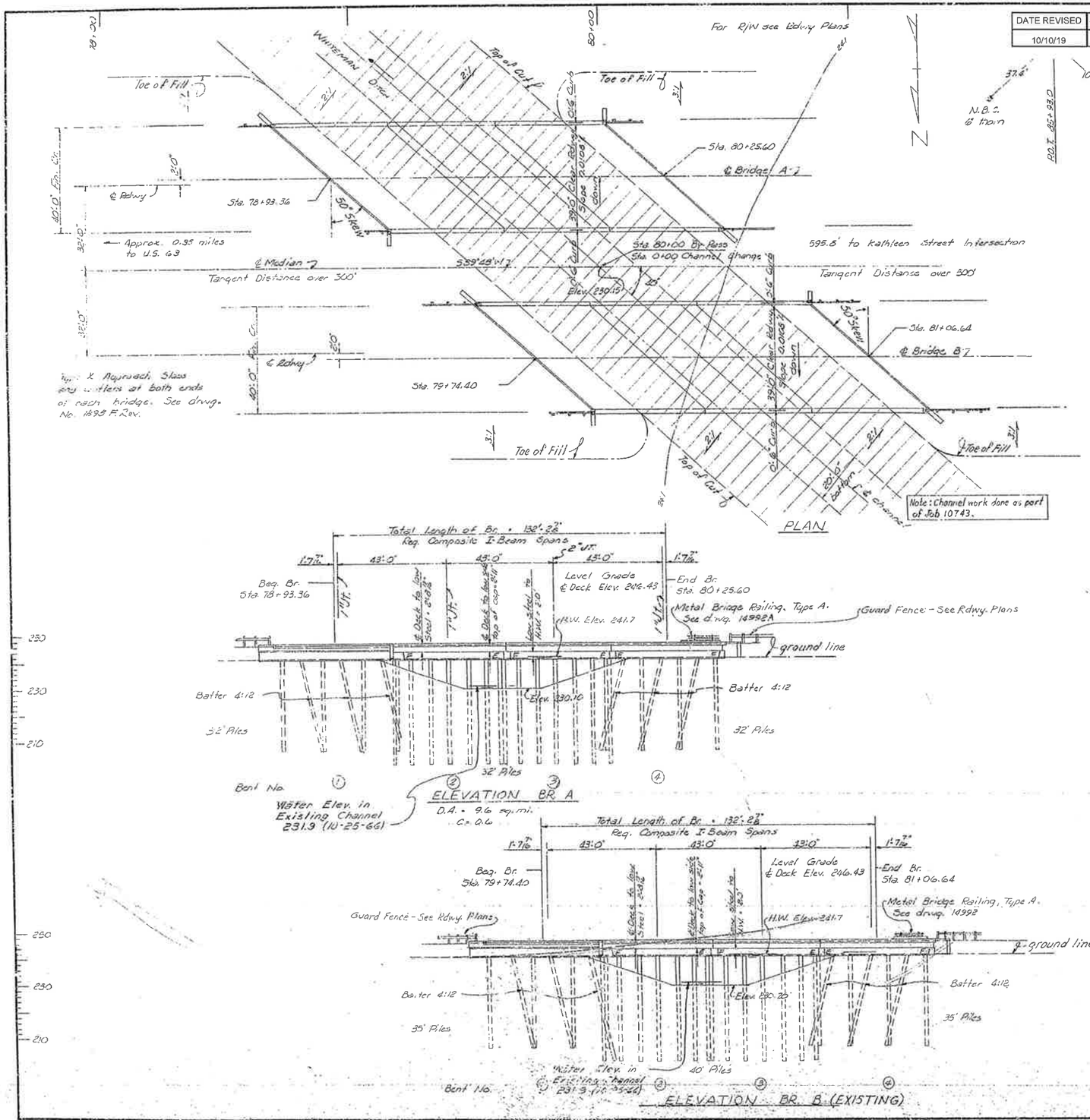
DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	88	93

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	U-033-1(26)		51	132
JOB NO.		10895		65	198

(1) 5202A LAYOUT 14724



GENERAL NOTES

Bench Mark - Square in top of abutment, Southeast Corner, 109' Rt. ℄ Station 85 + 84, Elevation 243.25.

All concrete to be poured in the dry.

All piling shall be 16" octagonal precast concrete and shall be driven with an approved air, steam, or diesel hammer to a minimum bearing capacity of 44 tons per pile, and to a minimum penetration of 20 feet below the ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 32' test pile in Bent No. 2, Bridge A, ~~and one 40' test pile in Bent No. 4, Bridge B.~~

Piles in end bents to be driven after embankment to subgrade is in place.

For Details of End Bents see Dwg. No. 19725.
For Details of Intermediate Bents see Dwg. No. 19726.
For Details of Composite I-Beam Spans see Dwg. Nos. 19729 and
For Details of Precast Concrete Piling see Dwg. No. 2383.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1972, and applicable Special Provisions.

DESIGN SPECIFICATIONS: AASHO 1965

Live Loading: HS20

Unit Stresses:		
	Class S Concrete	1,400 psi
	Reinforcing Steel	20,000 psi
	Structural Steel (A 36)	20,000 psi
	Class S(AE) Concrete	1,400 psi

Note: Existing Br. 5202B was constructed under Job 10743

Concrete: All concrete shall be class S or S(AE) with a minimum 28 day compressive strength f'c = 3500 p.s.i..

FOR INFORMATION ONLY

ADD'L LANES
LAYOUT OF BRIDGES
OVER WHITEMAN DITCH
HIGHWAY 63 BYPASS (JONESBORO)
CRAIGHEAD COUNTY
ROUTE 63 SEC. 7
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DFL DATE: 1-24-67
TRACED BY: DATE:
CHECKED BY: WAS DATE: 2-2-67
SCALE: 1" = 20'

Paul Pinkerton
BRIDGE ENGINEER

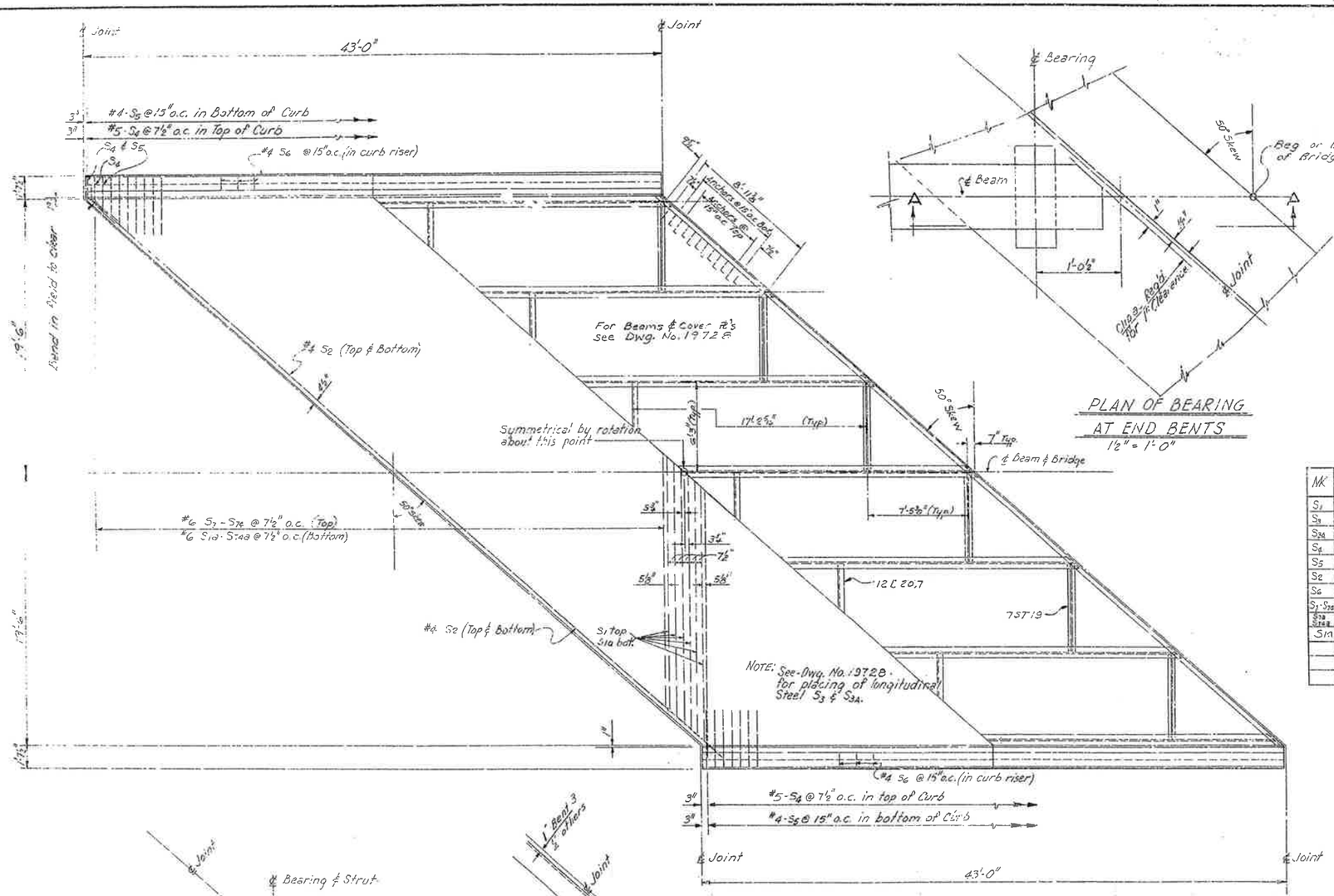
BRIDGE NO. 5202 A DRAWING NO. 19724

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	U-033-1(20)		54	132
JOB NO.		10875		68	198

(1) 5202A SPAN DETAILS 19727

DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	89	93

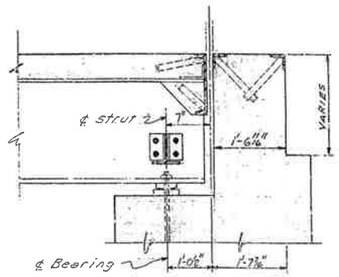


PLAN

¼" = 1'-0"

PLAN OF BEARING AT END BENTS

1½" = 1'-0"



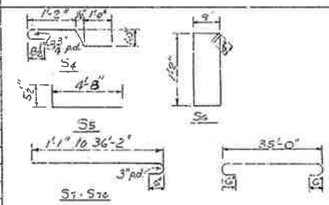
SECTION A-A

¾" = 1'-0"

BAR LIST FOR ONE SPAN

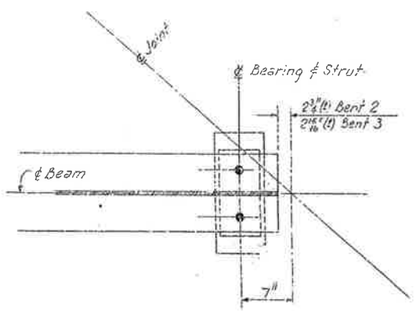
Mk	Size #	No. Reqd.	Length	Pin Dia.
S1	6	6	36'-5"	3"
S1a	4	204	22'-1"	Str.
S3A	4	12	13'-10"	Str.
S4	5	138	4'-1"	1½"
S5	4	70	5'-1"	1½"
S6	4	8	32'-0"	Str.
S7	4	70	4'-5"	1½"
S9 S10	6	2 ea.	36'-11⅞ to 1'-10"	3"
S11 S12	6	2 ea	36'-2" to 1'-1"	Str.
S13	6	6	35'-1"	Str.

BENDING DIAGRAM



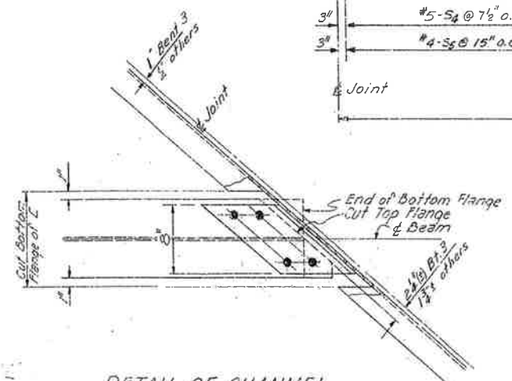
Dimensions are ctr. to ctr. of Bars.

For General Notes and Details not shown See - Dwg. No. 19729 & 19724.



PLAN OF BEARING AT INTERMEDIATE SUPPORTS

1½" = 1'-0"



DETAIL OF CHANNEL CONNECTION (TYPICAL)

1½" = 1'-0"

FOR INFORMATION ONLY

ADD'L LANES

DETAILS OF SPANS FOR BRIDGES

OVER WHITEMAN DITCH

HIGHWAY 63 BYPASS (JONESBORO)

CRAIGHEAD COUNTY

ROUTE 63 SEC. 7

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: J.S. DATE: 3-15-67

TRACED BY: DATE:

CHECKED BY: H.A.S. DATE: 4-12-67

SCALE: As Noted

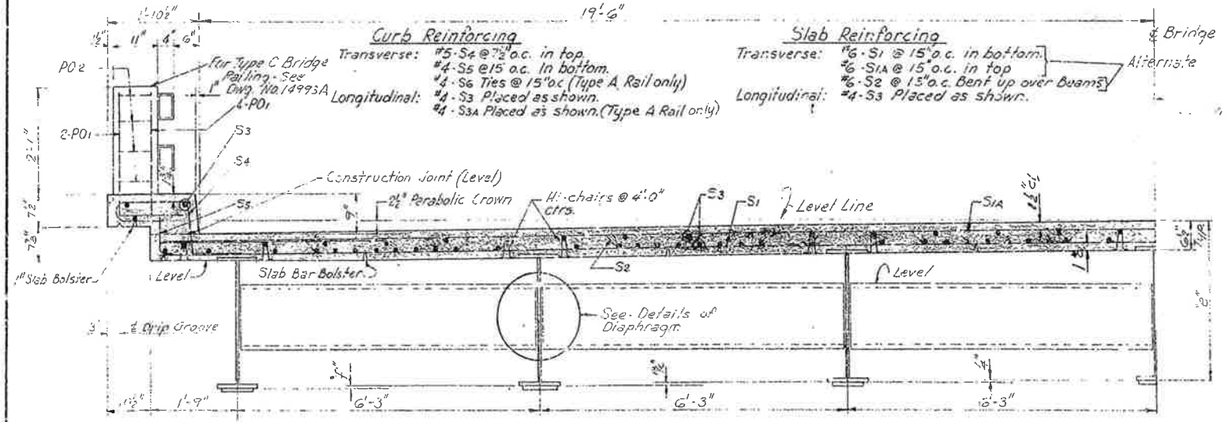
R. L. Patterson
BRIDGE ENGINEER

BRIDGE NO. 5202A DRAWING NO. 19727

DATE FILED	DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
	10/10/19	100959	90	93

FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK	I-040-3(126) REV. I-040-3(127)		55	132
				37	118
JOB NO.	10885			69	198

5202A-5207A-SPAN DETAILS 1972-8

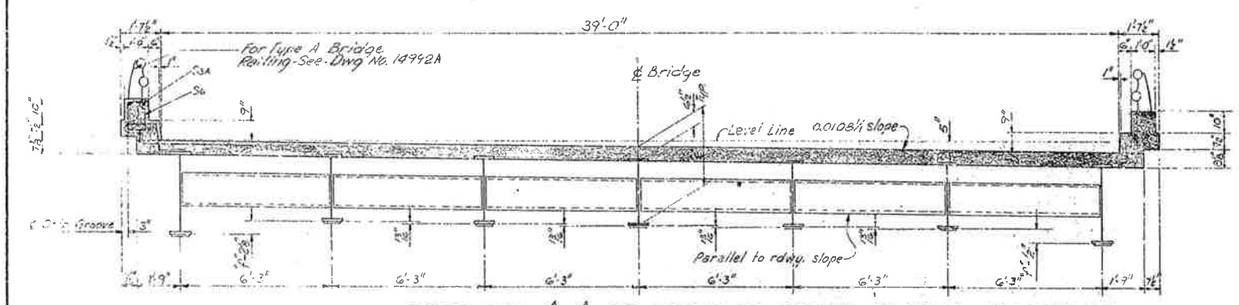


HALF SECTION A-A OF REGULAR SPAN — PARABOLIC CROWN

Regular Spans have all beams of equal depth.

"f" = 1⅝" for Regular Spans
"f" varies for Modified Spans - (See Table)

¾" = 1'-0"

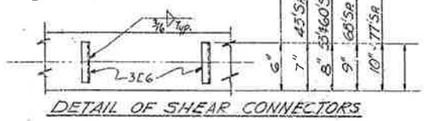


SECTION A-A OF MODIFIED SPAN — SLOPED ROADWAY

Interior beams are same as in regular spans. Exterior beams are the lightest section of the same nominal depth as beams for longest span shown on Bridge Layout.

⅜" = 1'-0"

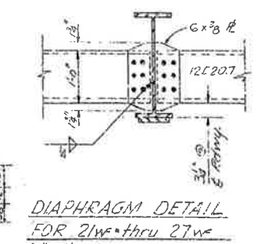
"f" = corresponding dimensions for parabolic crown Roadway



DETAIL OF SHEAR CONNECTORS

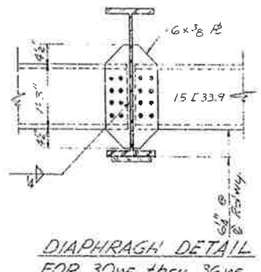
BRIDGE NO.	SPANS NO.	SPANS LENGTH	SPANS TYPE	INTERIOR BEAM BEAM SIZE	INTERIOR BEAM COVER PL SIZE	INTERIOR BEAM "e"	INTERIOR BEAM DEAD LOAD DEFLECTION	EXTERIOR BEAM BEAM SIZE	EXTERIOR BEAM COVER PL SIZE	EXTERIOR BEAM "e"	EXTERIOR BEAM DEAD LOAD DEFLECTION	DIAPHRAGM SPACING	POST SPACING a	POST SPACING b	POST SPACING c	"f"	VARIABLES OF SHEAR CONNECTOR SPACING g	h	i	j	k	l	m	n	p
5202A	1-3	43'	Reg.	24WF68	7"x1½"x29'	2'-5 11/16"	⅜"	24WF68	6"x1½"x25'	2'-5 11/16"	⅜"		8'-0"	8'-0"	3	1⅝"	8	7"	8	9"	6	11"	3	16"	4"
5203A	1-3	53'	Reg.	27WF84	8½"x1½"x37'	2'-8 5/8"	⅞"	27WF84	8"x1½"x33'	2'-8 5/8"	⅞"		7'-1"	7'-2"	5	1⅝"	8	9"	7	11"	6	13"	4	15"	7"
5207A	1-3	60'	Reg.	30WF99	9"x1¼"x41'	2'-11 7/16"	1⅛"	30WF99	8"x1½"x38'	2'-11 7/16"	1"		7'-0"	7'-2"	6	1⅝"	8	10"	7	13"	6	15"	4	20"	7"
5205A	1-3	68'	Reg.	33WF118	10"x⅞"x44'	3'-2 3/8"	1⅜"	33WF118	9"x⅞"x41'	3'-2 3/8"	1¼"		7'-5"	7'-2"	7	1⅝"	8	12"	7	15"	5	18"	4	24"	9"
5206A	1-3	77'	Reg.	36WF135	10½"x1¼"x50	3'-5 7/16"	1½"	36WF135	10½"x1½"x48	3'-5 7/16"	1⅝"		7'-0"	7'-0"	9	1⅝"	7	15"	6	18"	3	21"	7	24"	6"

Table Data by: RWM 10-16-67
Ck. by:



DIAPHRAGM DETAIL FOR 21WF thru 27WF

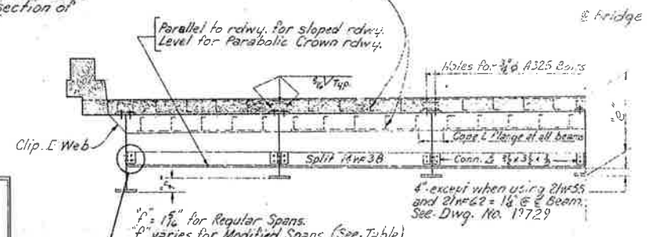
¾" = 1'-0"



DIAPHRAGM DETAIL FOR 30WF thru 36WF

¾" = 1'-0"

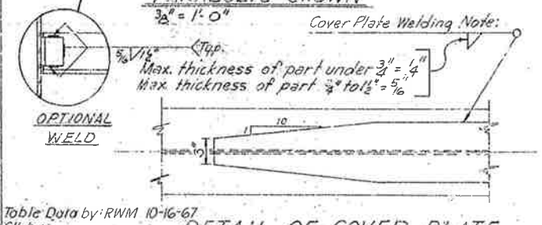
EXPANSION DEVICE
Roadway 15 L 33.9 x 37'-0"
Conn. B 6 x 3½ x ⅜ x 0' 8"
Preformed Joint Sealer
Detail device to high and provide ¼" shims.
Using 2-1⅛" R ℄ 1-8" ℄.
* 1½ x 5/16 x 1'-0" Straps @ 1'-0" oc (Top & Bottom)



"f" = 1⅝" for Regular Spans.
"f" varies for Modified Spans. (See Table)
* See Dwg. No. 19729 for Alternate Anchor Details.

HALF SECTION B-B MODIFIED OR REGULAR SPANS PARABOLIC CROWN

¾" = 1'-0"



DETAIL OF COVER PLATE

1½" = 1'-0"

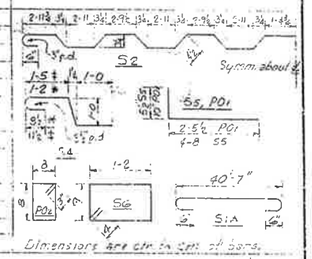
MK	SIZE	LENGTH	PIN DIA
S1	6	21'-8"	Str.
S1A	6	42'-0"	3"
S2	6	43'-0"	2½"
S3	4	5'-5"	Str.
S3	4	5'2+7"	Str.
S3	4	5'3+1'-0"	Str.
S4 ‡	5	4'-6"	1¾"
S5	4	5'-1"	1½"
S6 *	4	4'-5"	1½"
S3A *	4	5'-(1-2)	Str.
PO1 ‡	6	3'-3"	2½"
PO2 ‡	3	3'-1"	1¼"
S4 *	5	4'-1"	1½"

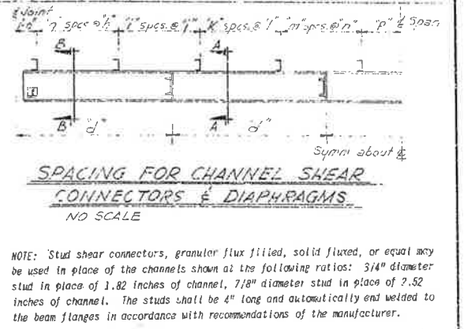
LENGTH OF SPAN — NUMBER REQUIRED EACH SPAN

See Supplementary Details for Number of Bars.

Non Pay Items
For Type C Bridge Rail Only.
For Type A Bridge Rail Only.
‡ *

BENDING DIAGRAM





SPACING FOR CHANNEL SHEAR CONNECTORS & DIAPHRAGMS

NO SCALE

NOTE: Stud shear connectors, granular flux filled, solid fluxed, or equal may be used in place of the channels shown at the following ratios: 3/4" diameter stud in place of 1.82 inches of channel, 7/8" diameter stud in place of 2.52 inches of channel. The studs shall be 4" long and automatically end welded to the beam flanges in accordance with recommendations of the manufacturer.

Channel sections will be used as basis for measurement of structural steel in shear connectors.

This drawing to be used with Drawing 19729.

DESIGN SPECIFICATIONS: AASHO 1965
Live Loading: H520 and Special Interstate Loading of 2-24,000# axles spaced @ 4'-0" centers.

	Interior Beam	Exterior Beam
1. Dead Load (Type A Rail)		
a. To WF Beam	508#/'+1.15(wt/ft of WF)	416#/'+1.15(wt/ft of WF)
b. To Composite Beam	140#/'	235#/'
1.A. Dead Load (Type C Rail)		
a. To WF Beam	508#/'+1.15(wt/ft of WF)	416#/'+1.15(wt/ft of WF)
b. To Composite Beam	120#/'	195#/'
2. Live Load		
a. To ea. Composite Beam	1.136 Wheels+Impact	1.123 Wheels+Impact

Unit Stresses:
Class S(AE) Concrete 1,400 psi
Structural Steel (A-36) 20,000 psi
Reinforcing Steel 20,000 psi

FOR INFORMATION ONLY

DETAILS OF STANDARD
35'-90' COMPOSITE I-BEAM SPANS
39'-0" CLEAR RDWY. 0'-6" CURBS
2½" PARABOLIC CROWN
OR 0.0108' SLOPE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.S. DATE 9-11-67
TRACED BY: DATE
CHECKED BY: DATE 9-13-67
SCALE: As Noted

BRIDGE NO. 5202A 5203A 5205A 5206A 5207A DRAWING NO. 19728

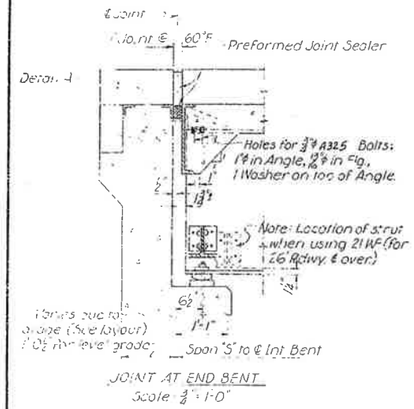
Brad Pinkerton
BRIDGE ENGINEER

DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	91	93

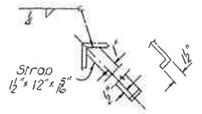
DATE	DATE	DATE

FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	(N.H.S.) (BRIDGE)		56	133
				28	116
JOB NO.	10895			7A	ALL

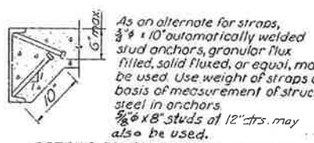
5202A-5207A SPAN DETAILS 19729



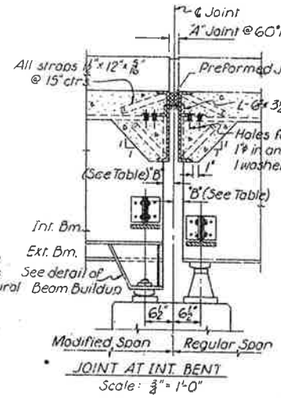
JOINT AT END BENT
Scale: ¾" = 1'-0"



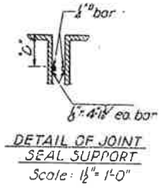
DETAIL 'A' (Typical)
Scale: 1½" = 1'-0"



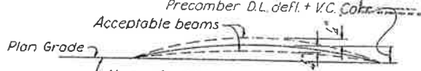
DETAILS OF ALTERNATE ANCHORS
Scale: 1" = 1'-0"

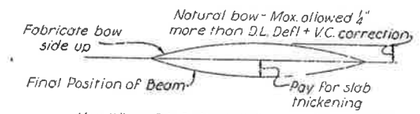


JOINT AT INT. BENT
Scale: ¾" = 1'-0"



DETAIL OF JOINT SEAL SUPPORT
Scale: 1½" = 1'-0"





CAMBER DIAGRAMS
No Scale

GENERAL NOTES

All concrete to be Class S(AE). All exposed corners to be chamfered 3/4" unless otherwise noted.

Field connections to be riveted or bolted with high strength bolts.

Rivets: 3/4" ϕ, open holes 13/16" ϕ except where noted otherwise.

Structural shapes of equal or greater strength may be substituted for shapes shown, but payment will be made on the basis of shapes shown or those actually used, whichever is less.

All welded connections to be 5/16" fillet shop welds except as noted. All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, current edition.

Shop Paint: All structural steel surfaces in contact with concrete shall be given one shop coat and two field coats in accordance with section 807.59 of the specifications.

All metal bearing and roadway expansion devices to be paid for as "Structural Steel in Beam Spans." Bearings shall be finally seated in accordance with Sec. 807.05(4) of the Standard Specifications. This work and material are to be considered as subsidiary to the item "Structural Steel in Beam Spans" and will not be paid for directly.

This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approval secured before fabrication is begun.

All steel shall be ASTM A-36 unless otherwise noted.

Anchor bolts shall be galvanized to conform to ASTM Specification, Designation A153.

Reinforcing steel to be deformed bars of intermediate or hard grade. 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 of "Reinforcing Steel."

Shop lists and bending diagrams of reinforcing steel, including wire supports, may be submitted and approval secured before fabrication is begun.

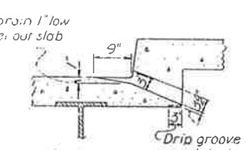
Slab Pouring Note:

Floor slabs may be poured in one continuous operation with a strikeoff extending over the whole span length, or may be poured in increments with the center one-third to one-half span length poured first. After the center section is poured, not less than 72 hours shall elapse before pouring the end sections. End sections may be poured simultaneously. If not poured simultaneously, 48 hours shall elapse between end section pours. A minimum of 72 hours shall elapse (1) between completion of the slab and the pouring of the curb section if poured separately, and (2) between the completion of the curb and the pouring of the type A rail parapet. Posts for Type B or C rail may be poured 24 hours after completion of the curb.

For details of Bridge Railing see Dwg. No. 14992A as shown on Bridge Layout.

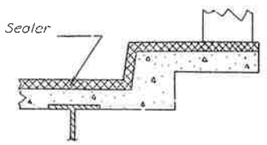
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction Edition of 1972, the applicable Special Provisions.

All castings for shoes shall be ASTM A27 Grade 70-40 or 70-36.

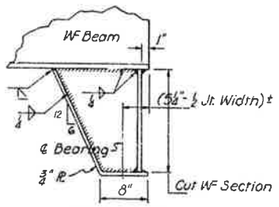


Drain opening 3" x 7" tapered to 5½ x 7½". Place at approx. 20' ctrs. on low side of sloped roadway & each side of crowned roadway. Omit drains on grade separation structures unless called for on the plans.

SECTION THRU DRAIN
Scale: ¾" = 1'-0"



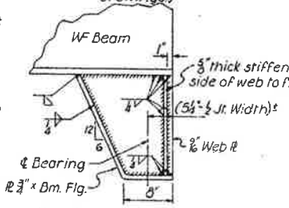
SEAL PLACEMENT IN CURB
Scale: ¾" = 1'-0"



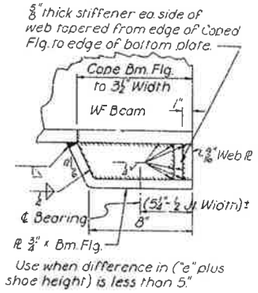
Flange Width & Thickness & Web Thickness to be equal to or greater than WF Beam Dim.

OPTIONAL BEAM BUILDUP
No Scale

Note: Beam buildups are required where modified spans are used, or adjacent regular spans have different "e" plus shoe height. (See accompanying drawings.)

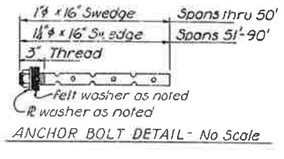


Use when difference in ("e" plus shoe height) is 5" or more.



Use when difference in ("e" plus shoe height) is less than 5".

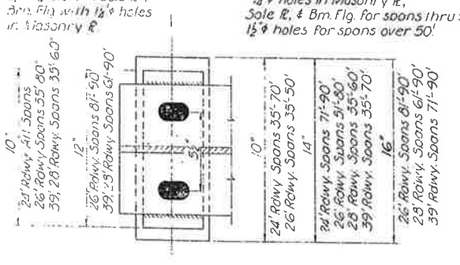
DETAILS OF BEAM BUILDUP
No Scale

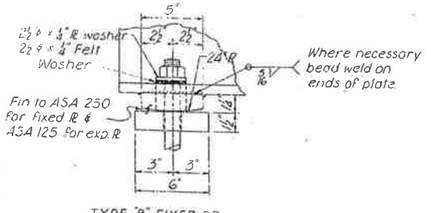


ANCHOR BOLT DETAIL - No Scale

Expansion Shoe: (All spans thru 50') 2½" x ⅛" slots in Sole R & Bm. Flg. with 1⅛"ϕ holes in Masonry R

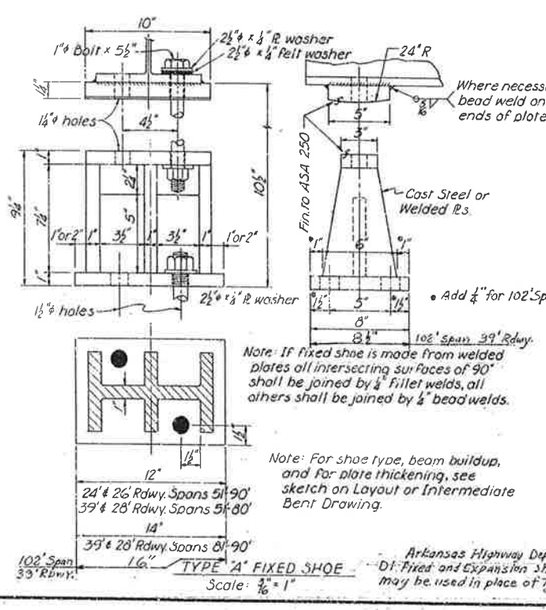
Fixed Shoe: 1⅛"ϕ Holes in Masonry R., Sole R. & Bm. Flg. for spans thru 50'. 1½"ϕ holes for spans over 50'





TYPE 'B' FIXED OR EXPANSION SHOE - Scale: ½" = 1"

Use for end bents - all spans
Use for int bents - 35'-50' spans, unless otherwise shown.

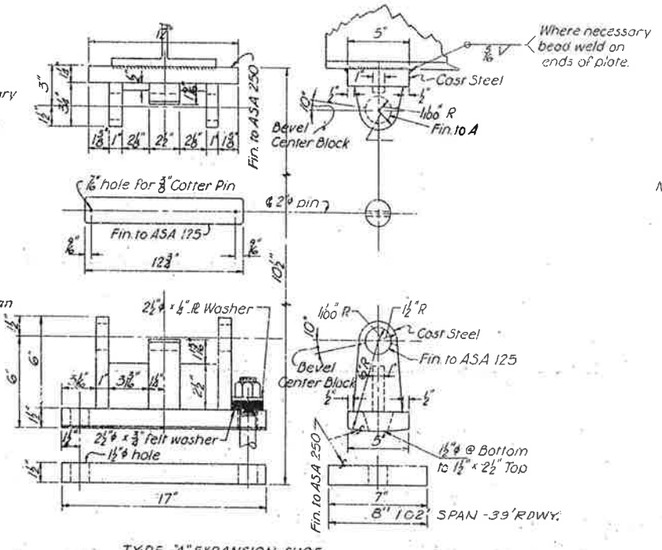


Note: If fixed shoe is made from welded plates all intersecting surfaces of 90° shall be joined by ¼" fillet welds, all others shall be joined by ¼" bead welds.

Note: For shoe type, beam buildup, and for plate thickening, see sketch on Layout or Intermediate Bent Drawing.

TYPE 'A' FIXED SHOE
Scale: ⅜" = 1"

Arkansas Highway Department Std. D1 Fixed and Expansion Shoes (Dwg 14990C) may be used in place of Type A Shoes shown.



TYPE 'A' EXPANSION SHOE
Scale: ⅜" = 1"

Note: This drawing adapted from drwg. 14990C.

EXPANSION JOINT DATA - SQUARE SPANS*

Total Length of Spans Expanding at Bent or Pier	'A' (Joint Width Perpendicular to ℄ webs @ 60°F)	Seal Width	B
To 80'	1"	1⅜"	13⅜"
Over 80' to 100'	1½"	2"	14"
Over 100' to 140'	1½"	2½"	2'-1"
Over 140' to 180'	2"	3"	24'-1"

'A' @ 60°F ℄ Jt. — Jt. Seal — End of Beam — B

* See Span Supplemental Details for spans on skew.

Note: All joints at Abutments and at Fix-Fix joints shall be 1". The Dimension 'D' shall conform to the recommendations of the seal manufacturer as approved by the Bridge Engineer. The depth of the seal shall be approximately equal to the uncompressed width of the seal.

FOR INFORMATION ONLY

DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS 24, 26, 28, 39 ROADWAYS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: RWM DATE: 1-4-67
TRACED BY: DATE:
CHECKED BY: DFL DATE: 1-5-67
SCALE: As Shown

L. Merlson
BRIDGE ENGINEER

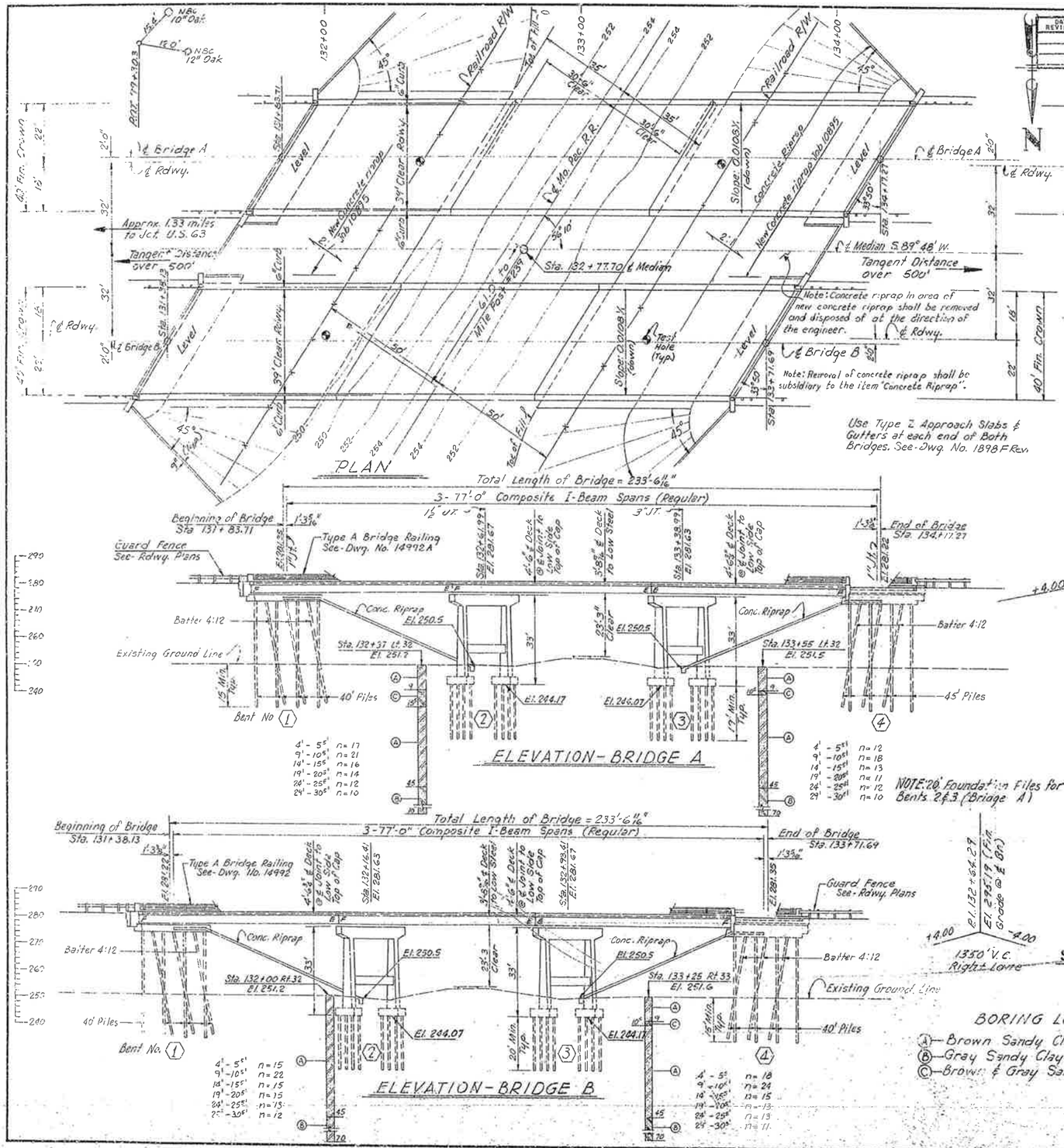
BRIDGE NO. 5202A-5207A DRAWING NO. 19729

DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	92	93

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

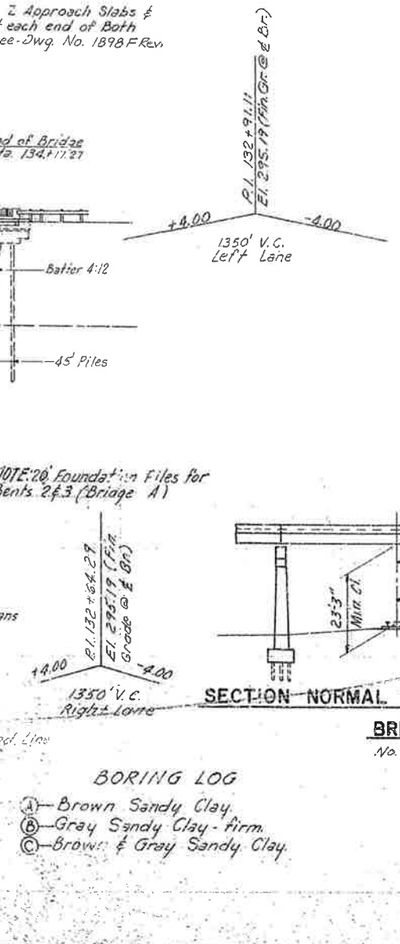
FED. ROAD DIST. NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	U-033-1(26)		57	192
JOB NO.		10895		71	198

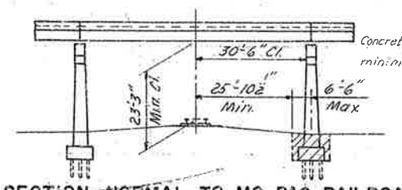
(1) 5203A LAYOUT 19730



Note: Existing Bridge No. 5203 B was constr. under Job. No. 10743.

Use Type 2 Approach Slabs & Gutters at each end of Both Bridges. See Dwg. No. 1898 F Rev.

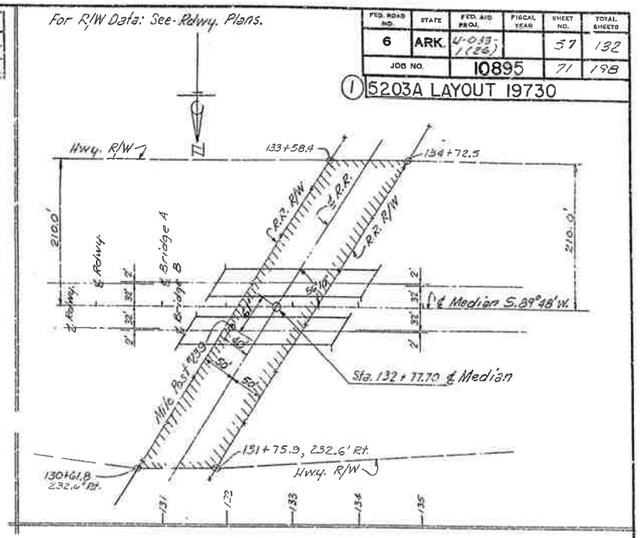




SECTION NORMAL TO MO-PAC RAILROAD

BRIDGE A
No. Scale

BORING LOG
(A) — Brown Sandy Clay
(B) — Gray Sandy Clay - firm.
(C) — Brown & Gray Sandy Clay.



LOCATION SKETCH
1" = 100'

GENERAL NOTES

Bench Mark - Nail in side telephone pole 145' Lt. Station 134 + 28. Elevation 252.34.

In order not to disturb the founding material, the final one foot of footing excavation shall be done carefully by hand methods to neat lines of footing.

All concrete to be poured in the dry.

All piling shall be 16" octagonal precast concrete and shall be driven with an approved air, steam, or diesel hammer to a minimum bearing capacity of 44 tons per pile, and to a minimum penetration as shown. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 28' test pile in Bent No. 3, Bridge A ~~and Bent No. 2, Bridge B. Drive one 45' test pile in Bent No. 4, Bridge B.~~

Piles in end bents to be driven after embankment to subgrade is in place.

For Details of End Bents see Dwg. No. 19731
For Details of Intermediate Bents see Dwg. No. 19732
For Details of Composite I-Beam Spans see Dwg. Nos. 19729.
For Details of Precast Concrete Piling see Dwg. No. 2383.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, the 1966 Supplemental Specifications, and applicable Special Provisions.

DESIGN SPECIFICATIONS: AASHO 1965

Live Loading: HS20

Unit Stresses:

Class AA Concrete	1,400 psi
Class S Concrete	1,400 psi
Reinforcing Steel	20,000 psi
Structural Steel (A 36)	20,000 psi

Concrete: All concrete shall be Class S or S(AE) with a minimum 28 day compressive strength f'c = 3500 psi.

FOR INFORMATION ONLY

ADD'L LANES
(EXHIBIT A)

LAYOUT OF OVERPASSES OVER MISSOURI PACIFIC RAILROAD HIGHWAY 63 BYPASS (JONESBORO) CRAIGHEAD COUNTY ROUTE 63 SEC. 7

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.S. DATE: 8-11-67
TRACED BY: DATE:
CHECKED BY: DEL DATE: 8/11/67
SCALE: 1" = 20'

Terral Pinkerton
BRIDGE ENGINEER

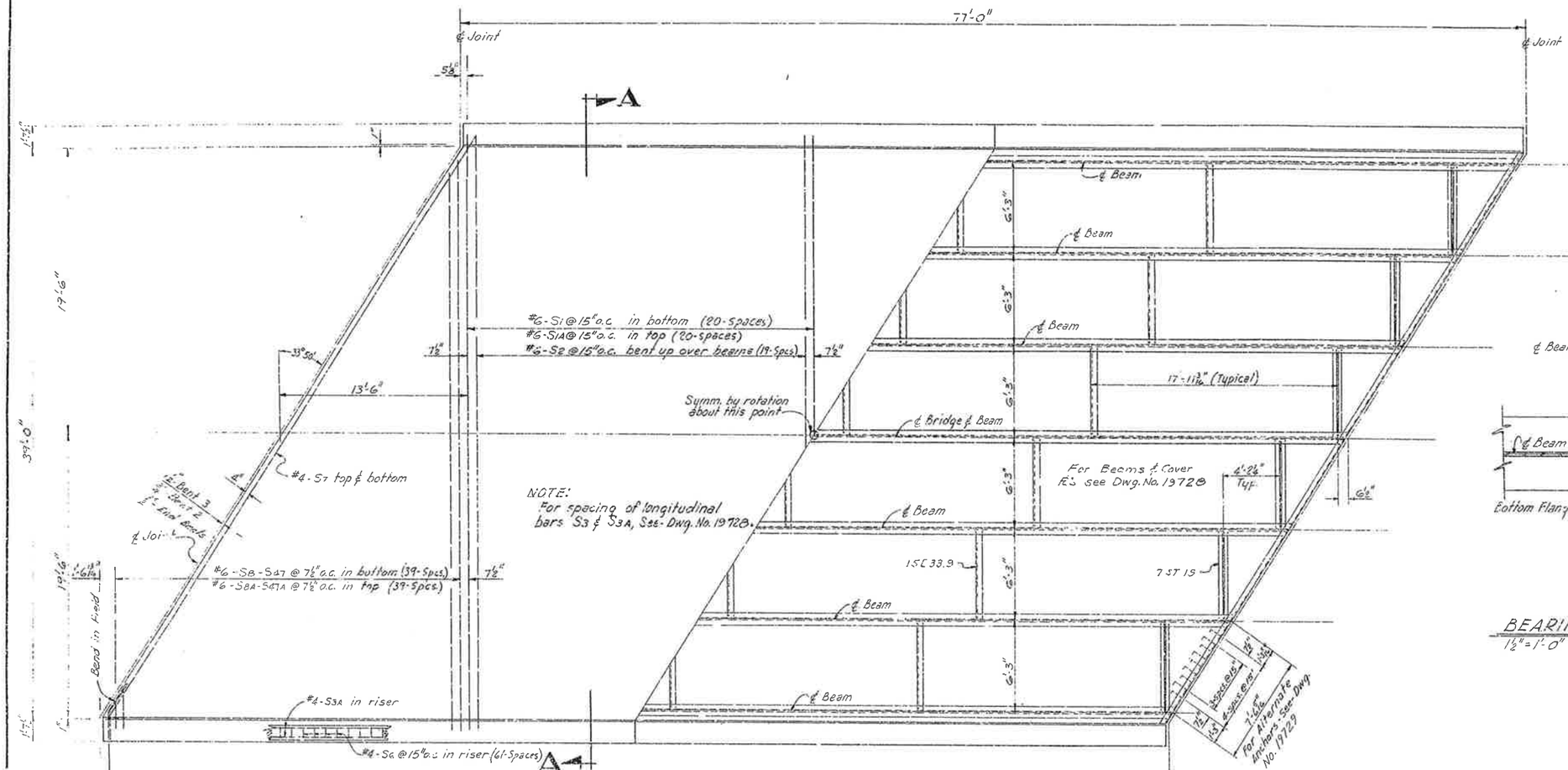
BRIDGE NO. 5203A DRAWING NO. 19730

FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	U-033-1(26)		60	132
JOB NO.		10895		74	148

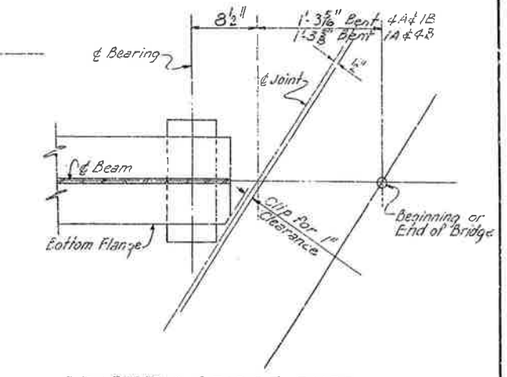
(1) 5203A SPANS 19733

NO. REVISED	DATE FILMED	DATE REVISED	DATE FILMED

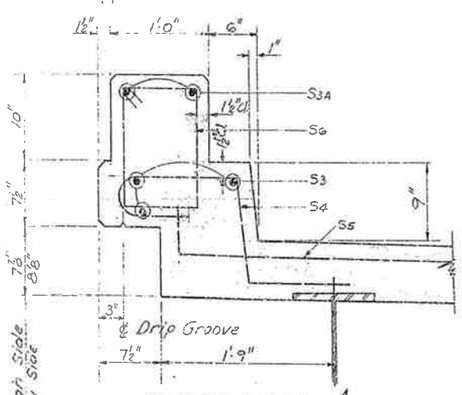
DATE REVISED	JOB NO.	SHEET NO.	TOTAL SHEETS
10/10/19	100959	93	93



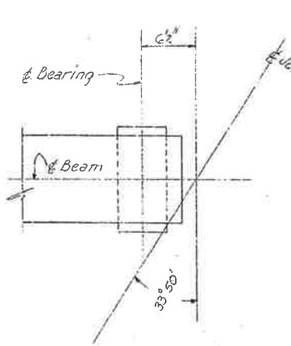
PLAN
¼" = 1'-0"



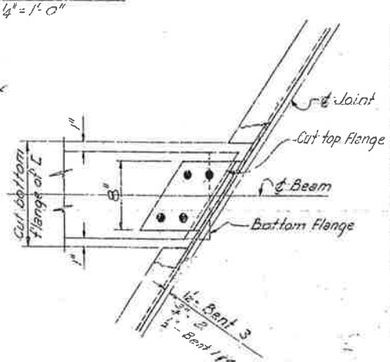
BEARING @ BRIDGE ENDS
1½" = 1'-0"



SECTION A
1½" = 1'-0"



BEARING @ INT. BENTS
1½" = 1'-0"



CHANNEL CONNECTION
(Typical)
1½" = 1'-0"

BAR LIST - PER SPAN

MK	SIZE	NO. REQ'D.	LENGTH	PIN DIA.	BENDING DIAGRAM
S1	6	42	40'-8"	Str.	
S1A	6	42	42'-0"	3"	
S2	6	40	43'-0"	2½"	
S3	4	306	26'-8"	Str.	
S3A	4	12	25'-2"	Str.	
S4	5	246	4'-1"	1¾"	
S5	4	124	5'-1"	1½"	
S6	4	124	4'-5"	1½"	
S7	4	8	24'-10"	Str.	
S8 thru S47	6	2 ea.	2'-6" to 38'-11"	Str.	
S8A thru S47A	6	2 ea.	3'-2" to 39'-7"	3"	

Dimensions are ctr. to ctr. of bars.

FOR INFORMATION ONLY

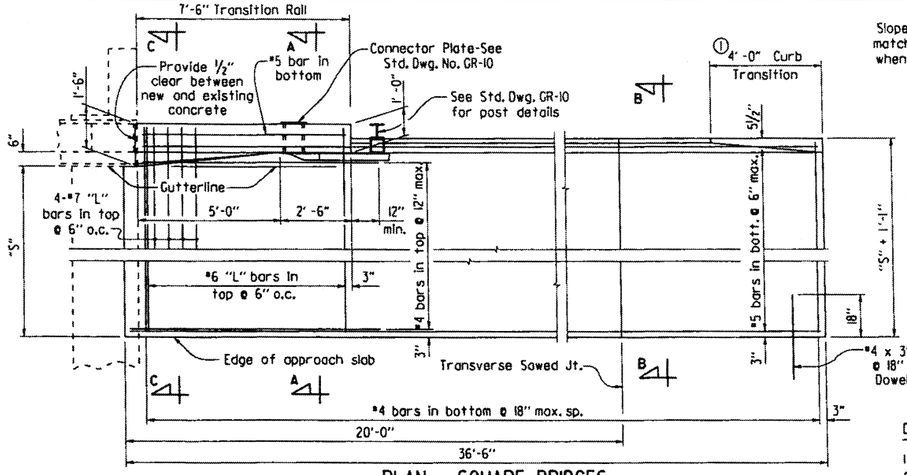
ADD'L LANES
DETAILS OF SPANS FOR OVERPASSES
OVER
MISSOURI PACIFIC RAILROAD
HIGHWAY 63 BYPASS (JONESBORO)
CRAIGHEAD COUNTY
ROUTE 63 SEC. 7
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.S. DATE: 9-7-67
TRACED BY: DATE: SCALE: As Noted
CHECKED BY: J.F.P. DATE: 10-9-67

Virgil Pinkerton
BRIDGE ENGINEER

BRIDGE NO. 5203A DRAWING NO. 19733

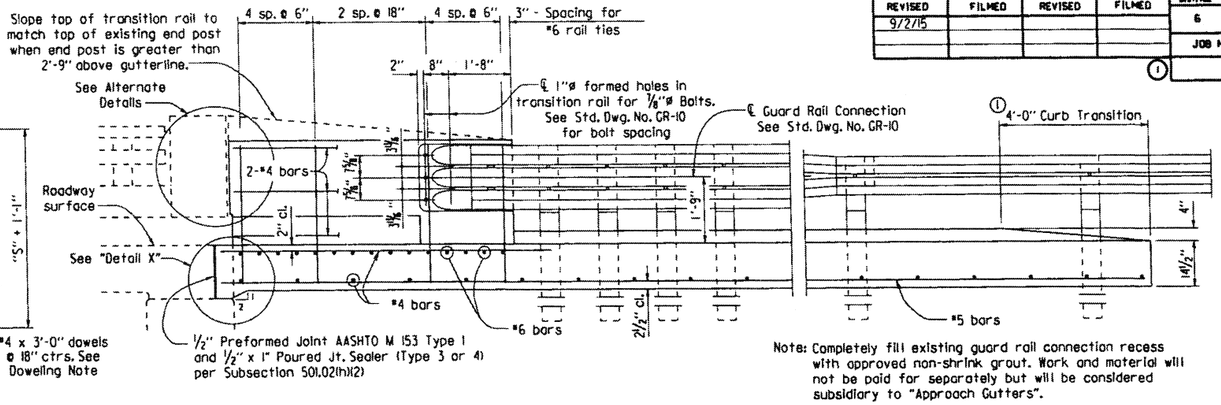
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/22/15				6	ARK.			
				JOB NO.				
				①	TYPE AT GUTTERS			55036



PLAN - SQUARE BRIDGES

3/8" = 1'-0"

"S" = Distance from gutterline to edge of approach slab.



Note: Completely fill existing guard rail connection recess with approved non-shrink grout. Work and material will not be paid for separately but will be considered subsidiary to "Approach Gutters".

① Construct curb with height-transition as shown if drop inlet is not used at end of gutter.

Construct curb full height (no height-transition) if drop inlet is used at end of gutter. Curb height transition placed on drop inlet. See drop inlet details.

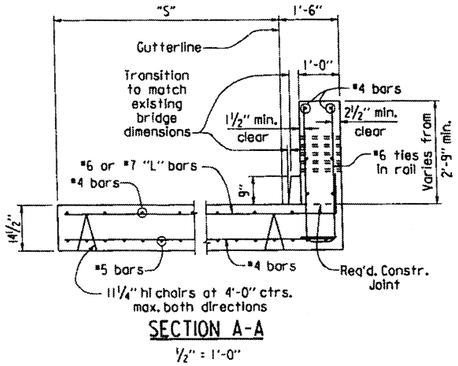
DOWELING NOTE

If new approach slab is used, place dowels into approach slab using 18" embedment.

If existing approach slab is retained, dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters".

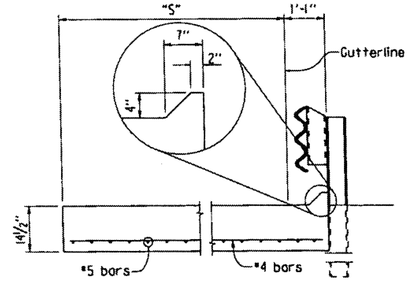
LONGITUDINAL SECTION THRU GUTTER

½" = 1'-0"



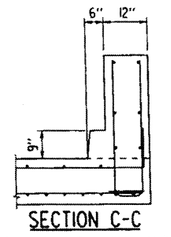
SECTION A-A

½" = 1'-0"



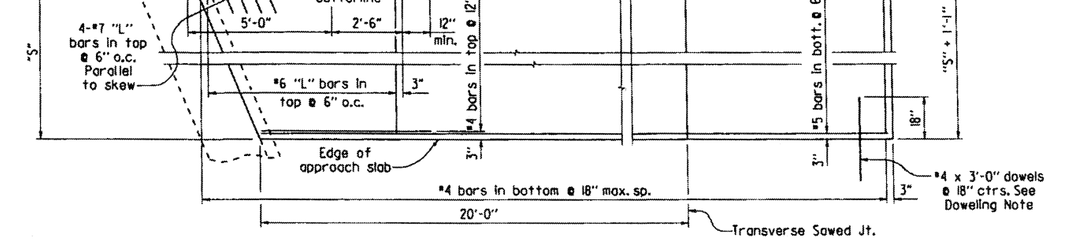
SECTION B-B

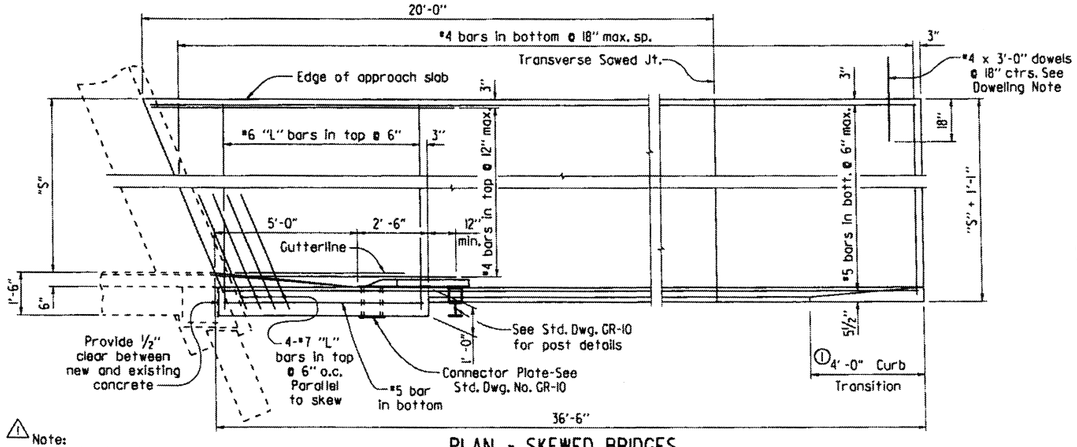
½" = 1'-0"



SECTION C-C

At end of Transition Rail
½" = 1'-0"

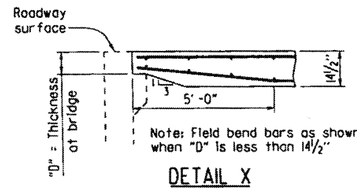




⚠ Note:
All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

PLAN - SKEWED BRIDGES

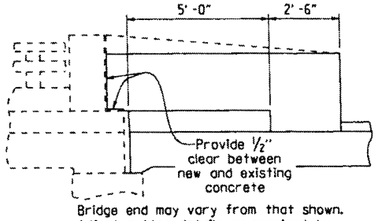
⅜" = 1'-0"



Note: Field bend bars as shown when "D" is less than 14½"

DETAIL X

⅜" = 1'-0"

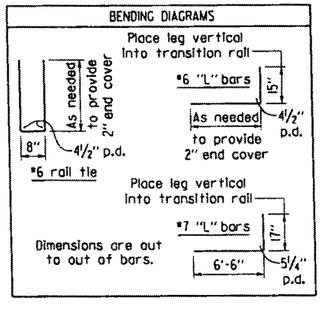


Bridge end may vary from that shown. Adjust gutter details as required to provide similar railing transition.

ALTERNATE DETAILS

N.T.S.

BENDING DIAGRAMS



QUANTITIES FOR ONE SQUARE APPROACH GUTTER

(FOR INFORMATION ONLY)

"S"	Concrete	Reinforcing Steel
5'-6"	12.06 cu.yd.	1091 lb.
9'-6"	18.78 cu.yd.	1573 lb.

GENERAL NOTES

All concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504.

⚠ Added note for gutters within the limits of horizontal curves. By: AMS
Checked By: KWY 9/2/15

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on September 2, 2015. This copy is not a signed and sealed document.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

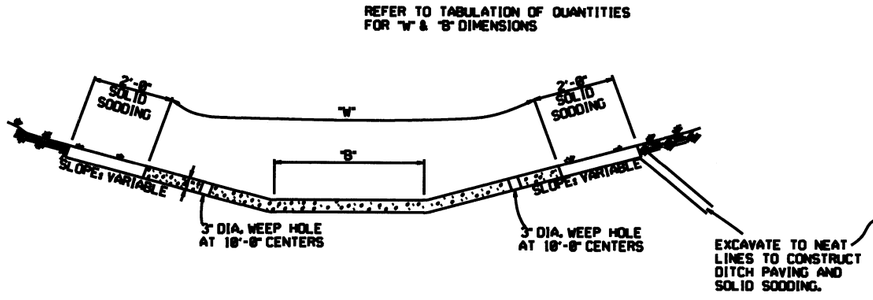
STANDARD DETAILS FOR TYPE 'AT' APPROACH GUTTERS (BRIDGES WITH 6" CURB WIDTH & TYPE A RAILING)

ARKANSAS STATE HIGHWAY COMMISSION

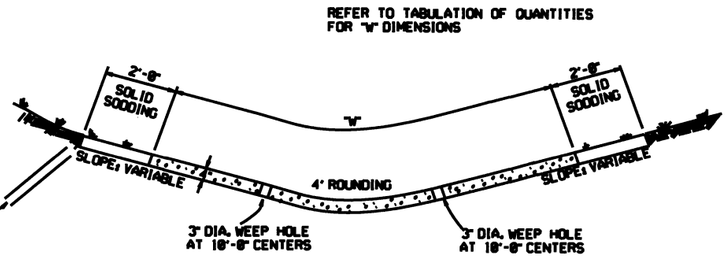
LITTLE ROCK, ARK.

DRAWN BY:	KDH	DATE:	2/27/2014	FILENAME:	b55036.dgn
CHECKED BY:	KWY	DATE:	2/27/2014	SCALE:	AS SHOWN
DESIGNED BY:	STD.	DATE:			

DRAWING NO. 55036

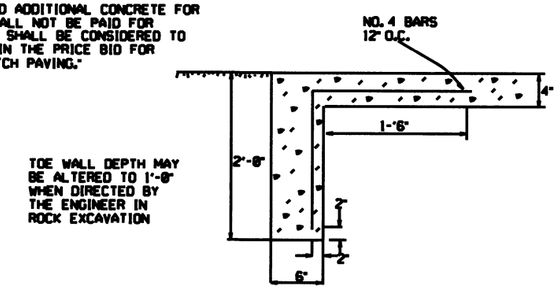


TYPE A



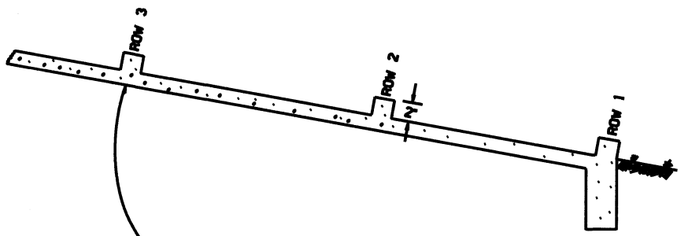
TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR "CONCRETE DITCH PAVING."



TOE WALL DEPTH MAY BE ALTERED TO 1'-6" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

TOE WALL DETAIL FOR CONCRETE DITCH PAVING



ENERGY DISSIPATORS
(NO SCALE)

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

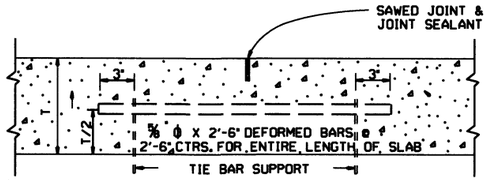
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-2-87	REVISED ENERGY DISSIPATOR	671-4-2-87
1-6-87	MODIFIED NOTE ON ENERGY DISS.	642-1-6-87
11-1-85	ADDED NOTE TO ENERGY DISS.	598-12-1-85
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

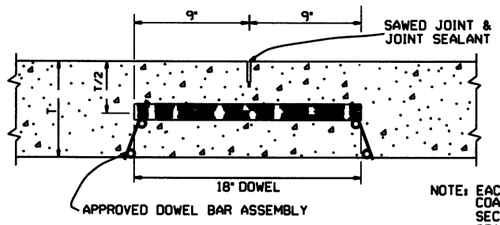
CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1



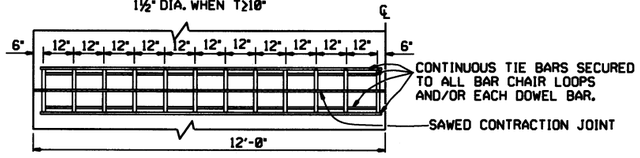
LONGITUDINAL JOINT

NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.
TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.



NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

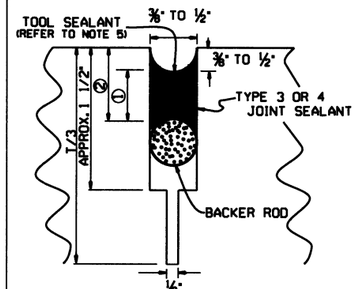
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



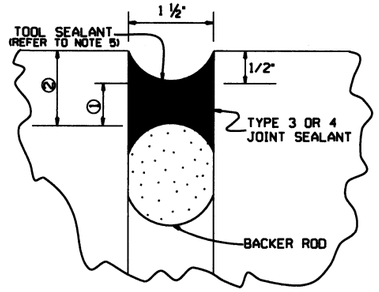
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



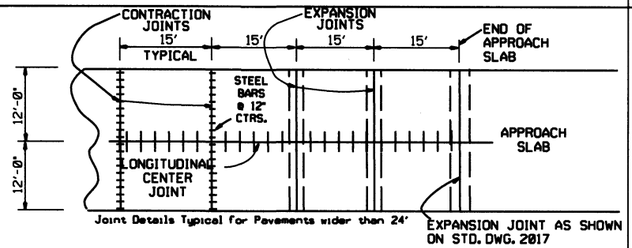
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

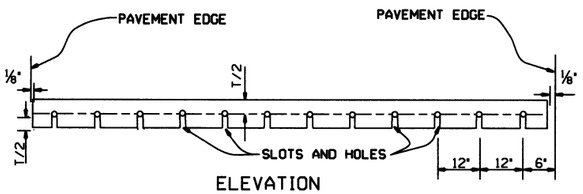
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	½	½
½	½	⅝	½
⅝	⅜	¾	⅝
¾	⅜	¾	¾
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	¾
⅜	⅜	½	1

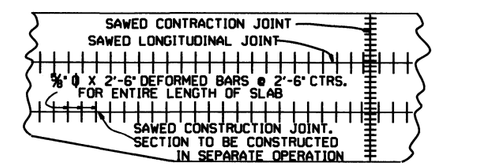


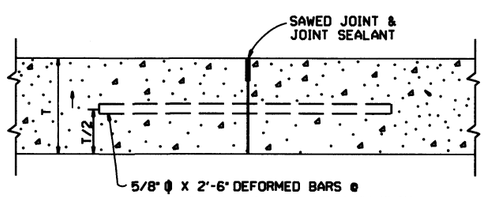
PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



ELEVATION

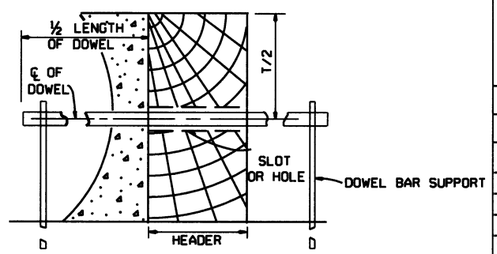
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.





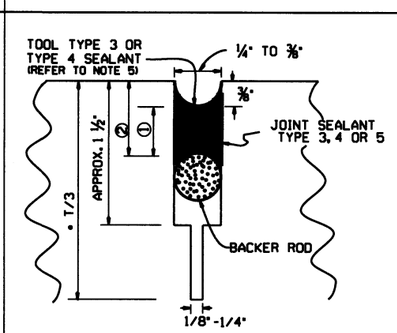
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

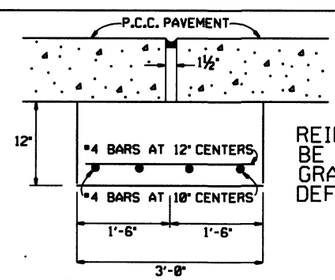
TRANSVERSE CONSTRUCTION JOINT



•NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

DATE	REVISION	DATE FILMED
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11- 3-94	ADDED NOTE RE: REINF. BARS	
4- 1-93	REVISED DOWEL BARS & GEN. NOTES	4- 1-93
10- 1-92	REVISED DOWEL SPACING	10- 1-92
8- 15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88



DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

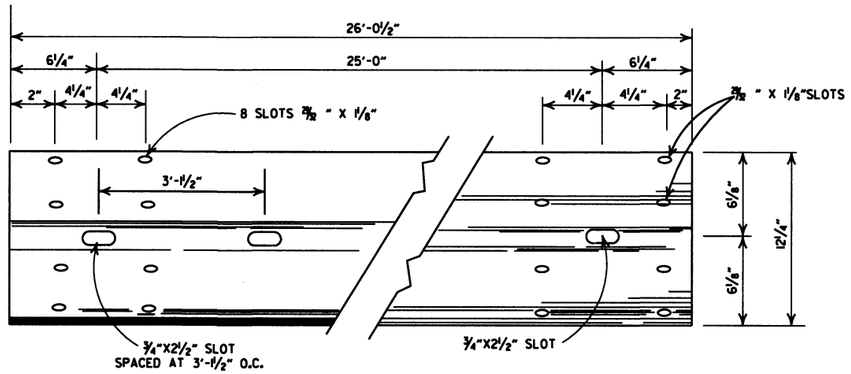
GENERAL NOTES

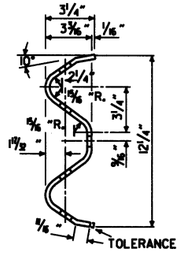
1. "T" DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2" GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
3. THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S" OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

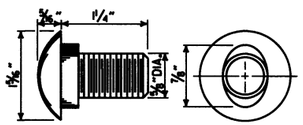
STANDARD DRAWING CPTJ - 6A



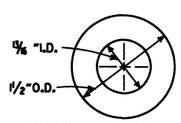


DETAILS OF W-BEAM GUARD RAIL

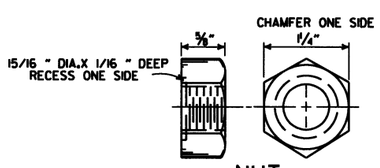
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



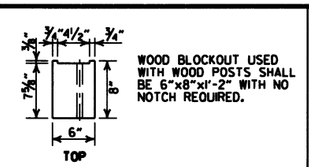
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



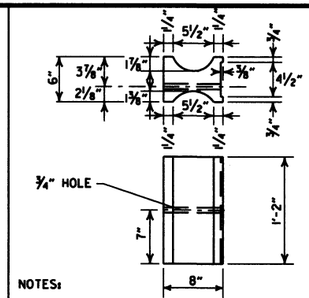
CUT STEEL WASHER



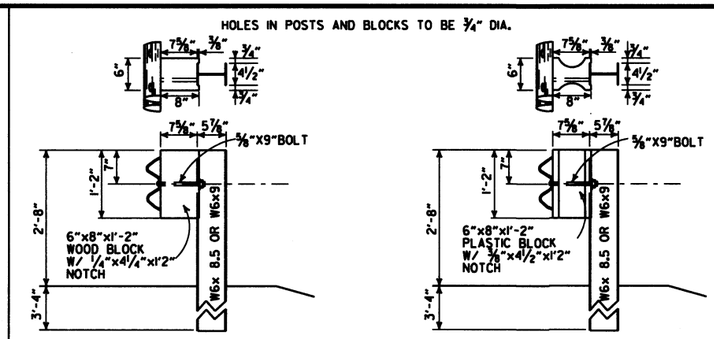
NUT



WOOD BLOCKOUT (W-BEAM)



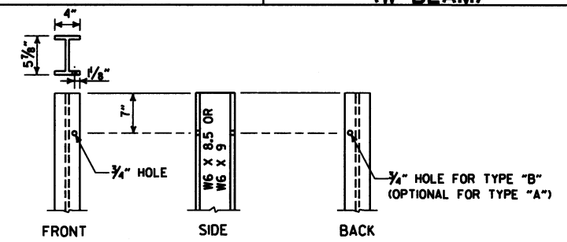
PLASTIC BLOCKOUT (W-BEAM)



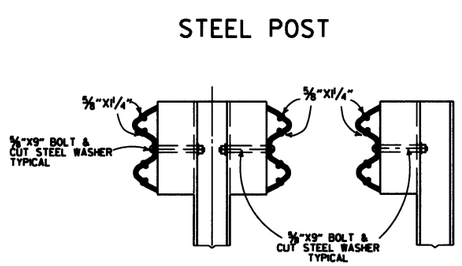
WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



STEEL POST



TYPE "B" TYPE "A"

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

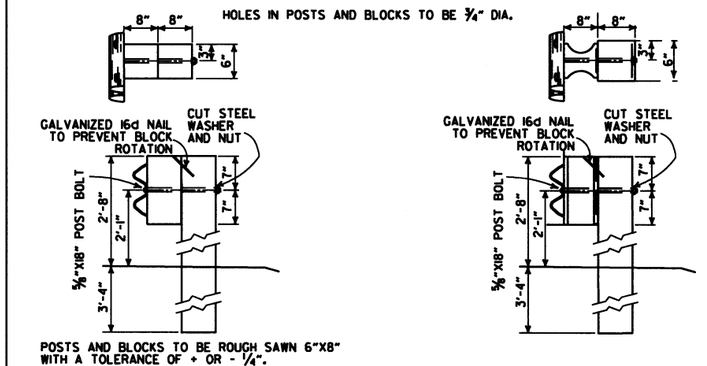
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.



WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

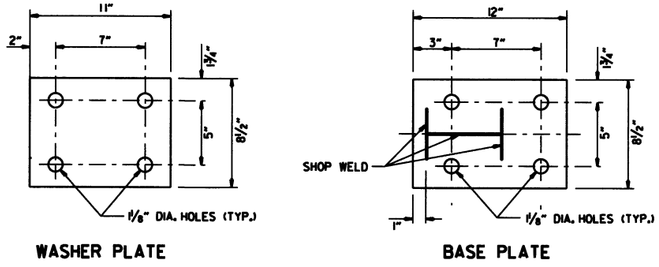
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	FILMED
11-16-17	REVISED GENERAL NOTES AND RAISED GUARD RAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
03-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
01-12-00	ADDED PLASTIC BLOCKOUT	
08-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE, BEHIND CURB & DET. OF POST PLACE IN SOLID ROCK & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
04-03-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
06-02-94	ADDED ALT. STEEL POST SIZE	
08-05-93	REVISED STEEL POST SIZE	8-5-93
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED WASHER NOTE	8-15-91
08-02-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
07-15-88	REVISED SECTION 3 & GENERAL NOTES	
03-04-88	REV. ANCHOR POST ,ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-09-87	REDRAWN & REVISED	802-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

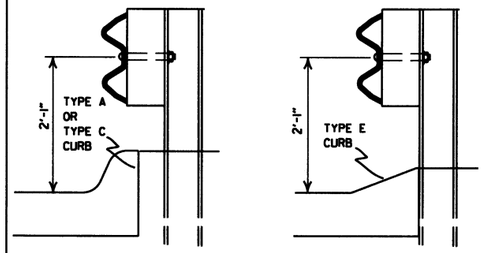
STANDARD DRAWING GR-8



WASHER PLATE

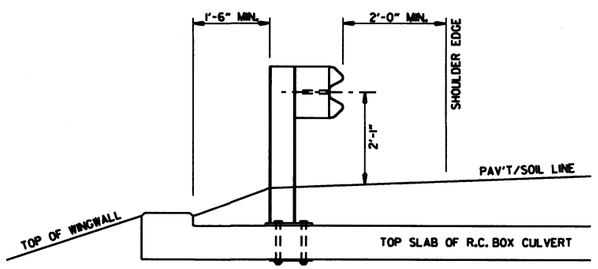
BASE PLATE

Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.

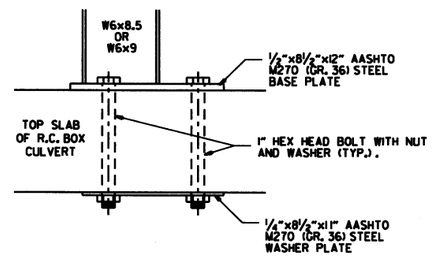


DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

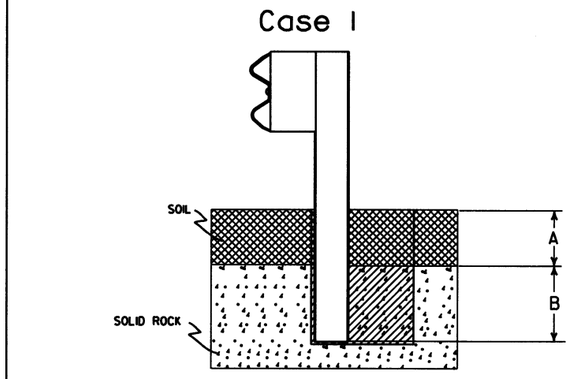
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CC-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.

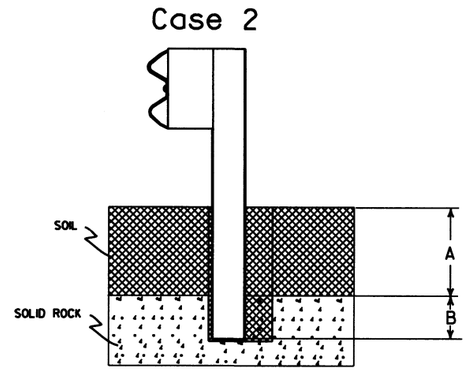


SECTION A-A



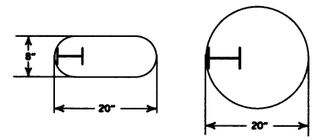
DETAIL OF CONNECTION

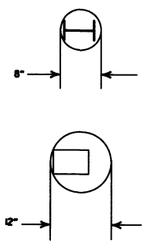




Plan View Steel Posts

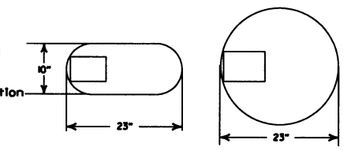
Either hole configuration acceptable





Plan View Wood Posts

Either hole configuration acceptable



Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

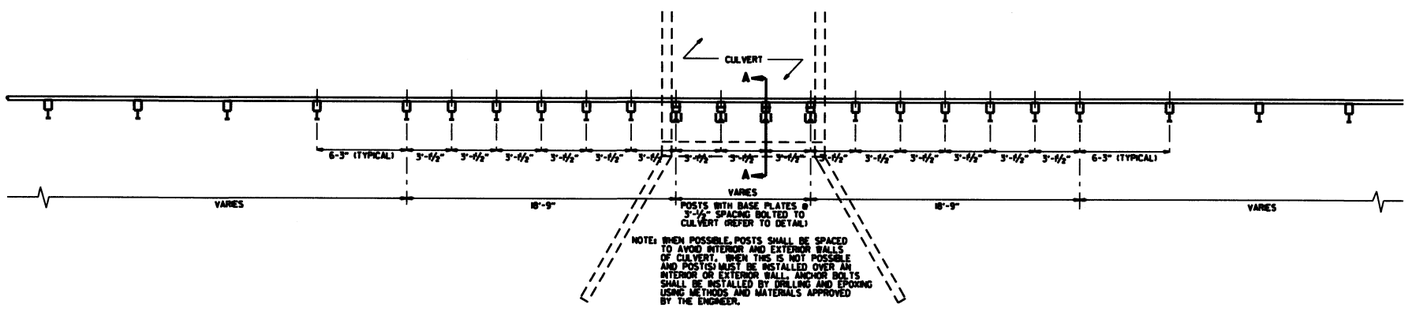
Zone A:
Backfill according to Section 617.03(a).

Zone B:
Backfill hole in 6" lifts with material meeting the requirements of Section 802.02(c) - Alternate gradation. Compact to 95% maximum dry density per ASTM D-698.

Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DWG. GR-8.

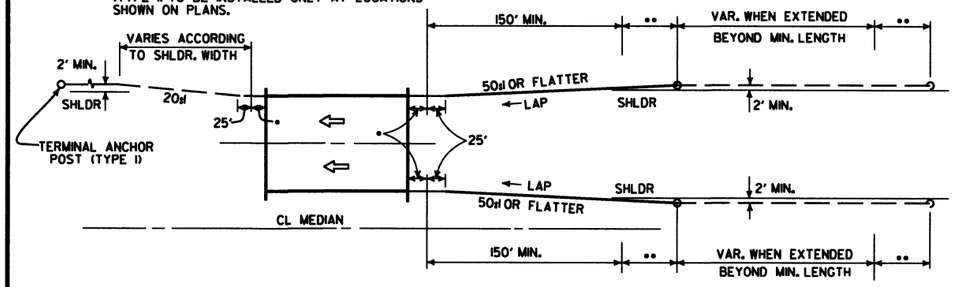
DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
04-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
03-30-00	REMOVED CONCRETE INSERT ANCHOR	
08-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADDED DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T., DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
04-03-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-95	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
06-02-94	REVISED ALTERNATE POST SIZE	
08-05-93	REVISED STEEL POST SIZE	
10-01-92	REDRAWN & REVISED	10-1-92
08-02-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
07-15-88	CONFORMED TO 1988 SPECS	
03-04-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-09-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

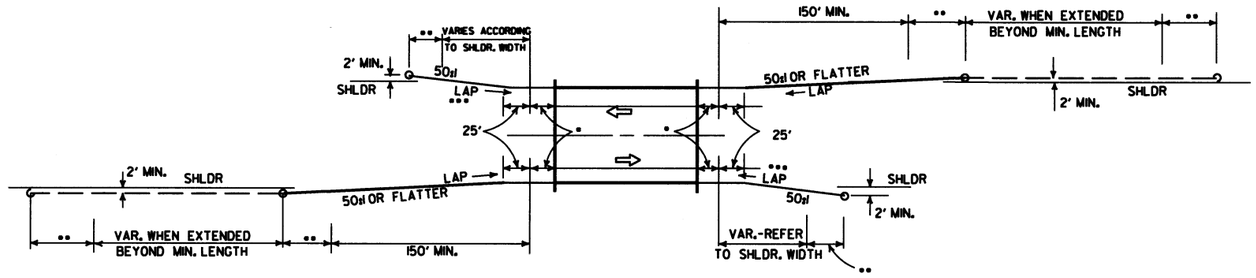
STANDARD DRAWING GR-8A

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

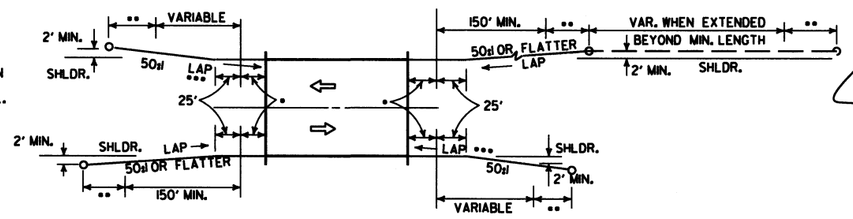
••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

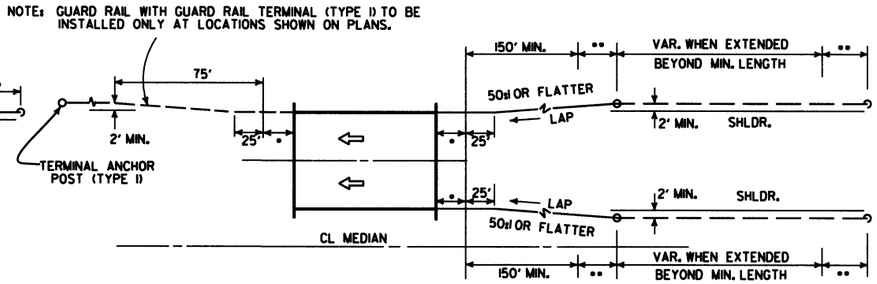
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

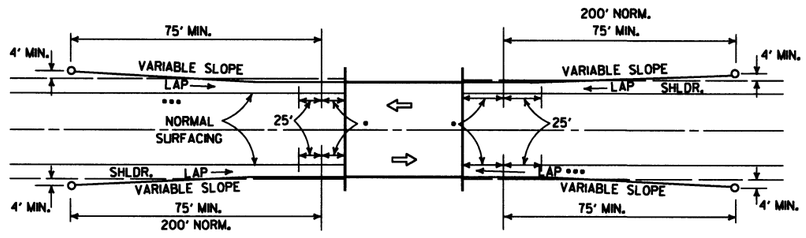
NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

METHOD OF INSTALLATION OF GUARD RAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

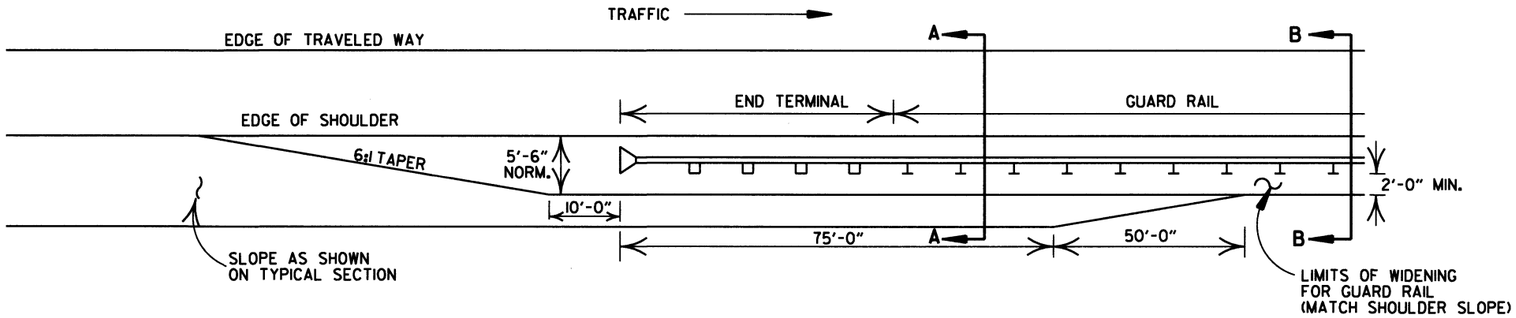
- • THRIE BEAM GUARD RAIL TERMINAL
- •• GUARD RAIL TERMINAL (TYPE 2)

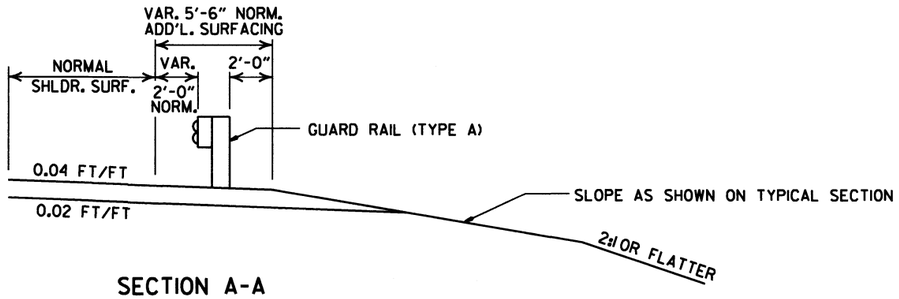
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

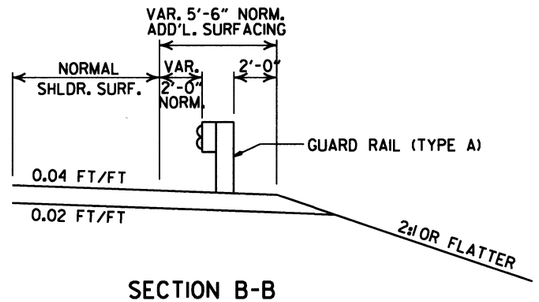
GUARD RAIL DETAILS

STANDARD DRAWING GR-9



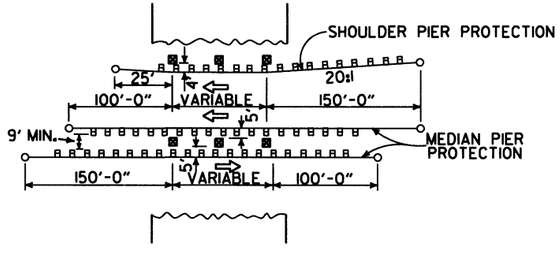


SECTION A-A



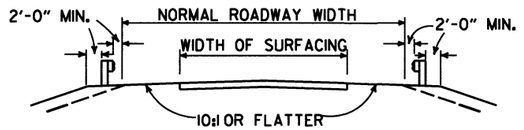
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

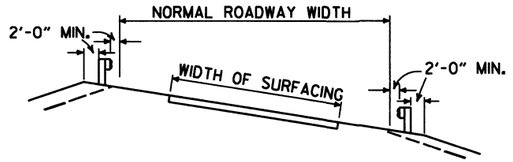


METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARD RAIL.



SECTION ON TANGENT



SECTION ON CURVE

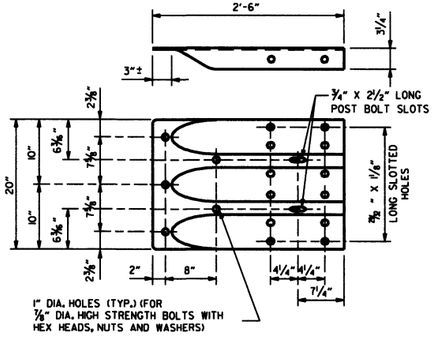
DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

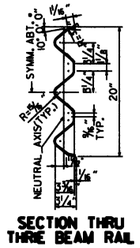
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

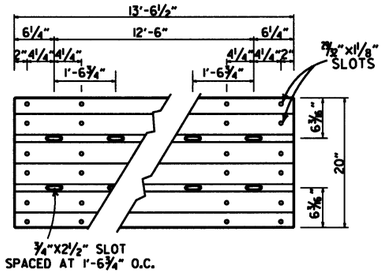
STANDARD DRAWING GR-9A



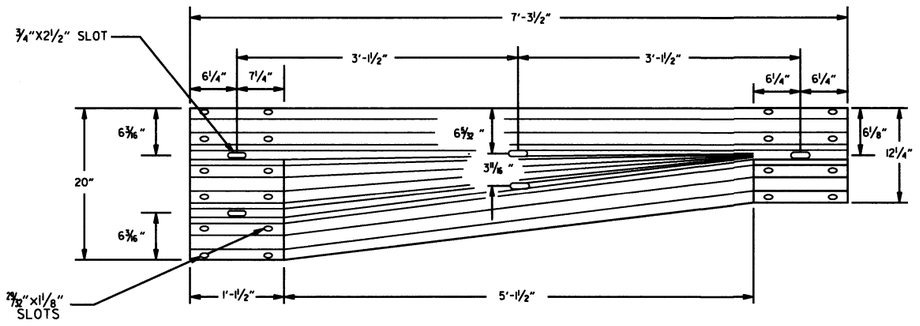
SPECIAL END SHOE



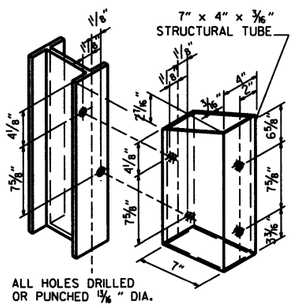
SECTION THRU THRIE BEAM RAIL



THRIE BEAM RAIL

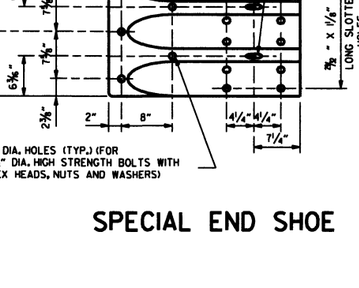


TRANSITION SECTION

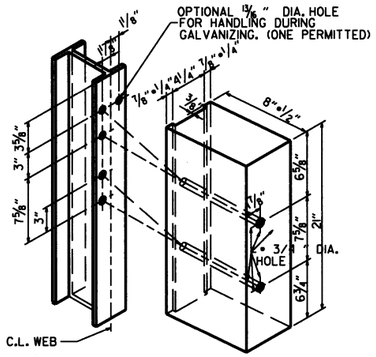


ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.

STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



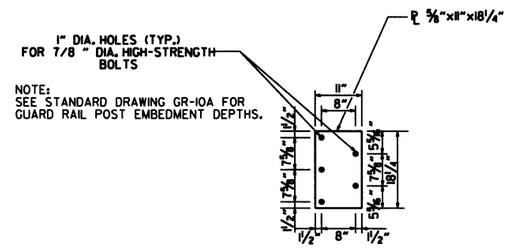
THRIE BEAM RAIL SPLICE AT POST



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



NOTE:
SEE STANDARD DRAWING GR-10A FOR GUARD RAIL POST EMBEDMENT DEPTHS.

CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3*4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

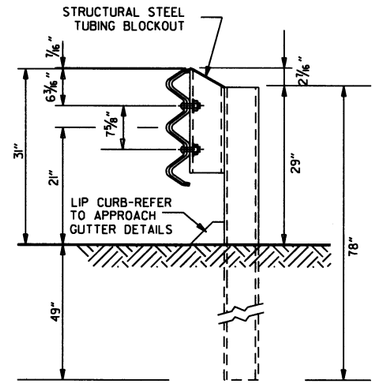
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7† (1400 f) OR NO. 1 1350 † SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	REVISED TRANSITION SECTION, GUARD RAIL HEIGHT, AND GENERAL NOTES; MOVED THRIE BEAM GUARD RAIL CONNECTIONS AT BRIDGES ENDS TO STD. DRWG. GR-12	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED NOTE (2)	
06-29-00	MOVED DIMENSION LINES	
05-18-00	ADDED NOTE	
03-30-00	DRAWN & ISSUED	

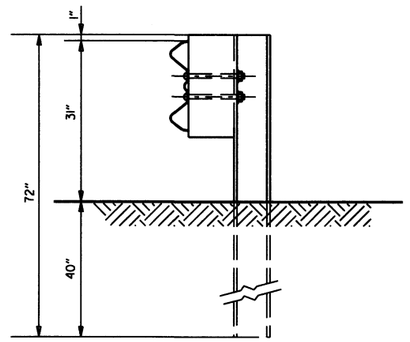
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

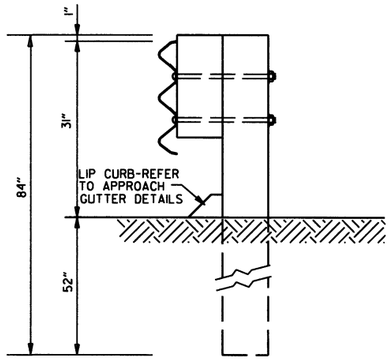
STANDARD DRAWING GR-10



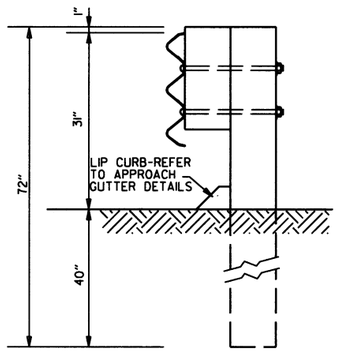
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



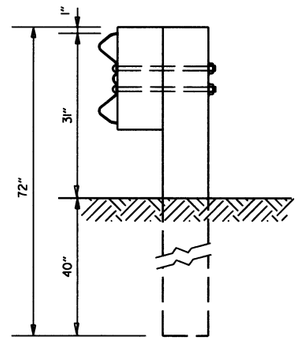
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



W-BEAM TO THRIE BEAM
TRANSITION RAIL WITH WOOD OR
PLASTIC BLOCKOUT & WOOD POST
POST 8

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

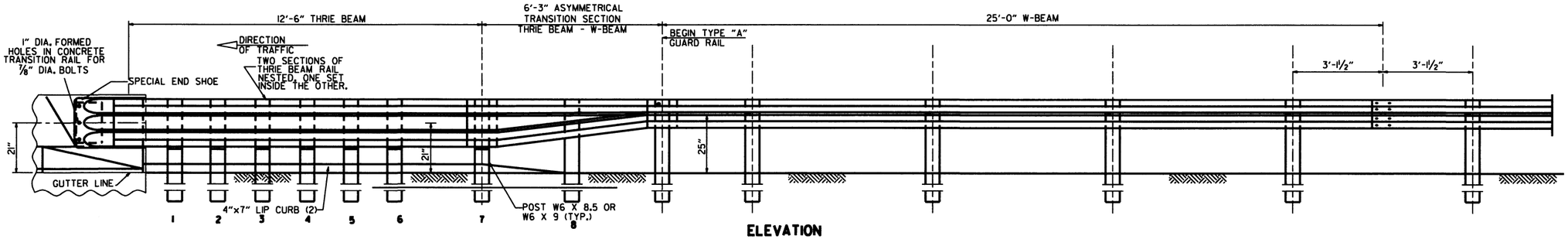
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT, CHANGED STD. DWG. NUMBER FROM GR-10A TO GR-11	
07-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
08-22-02	REVISED LIP CURB NOTE	
03-30-00	DRAWN & ISSUED	

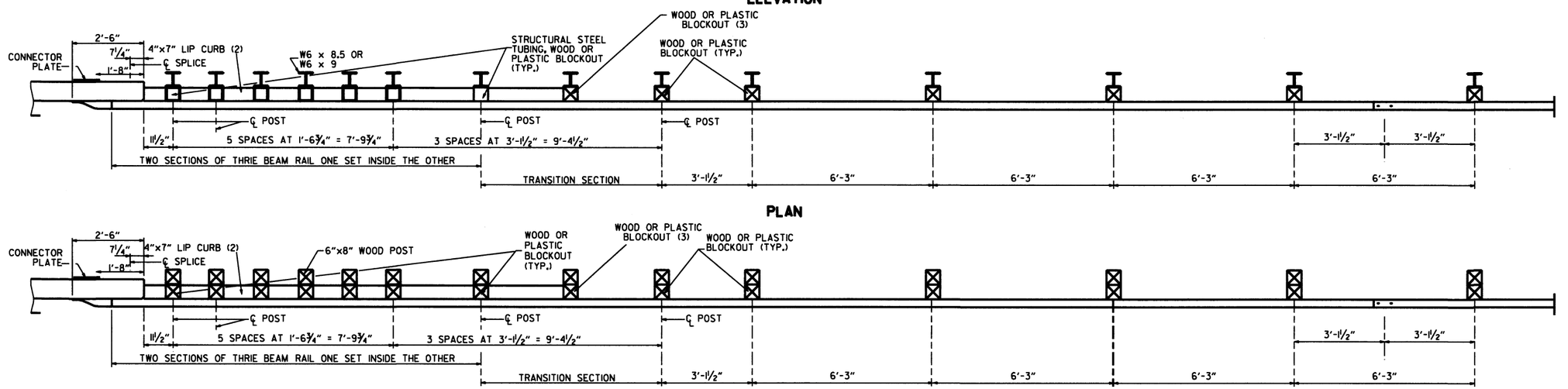
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-11



ELEVATION



PLAN

PLAN

(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3*4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

POSTS SHALL BE PLACED AT THE MID-SPAN OF THE W-BEAM.

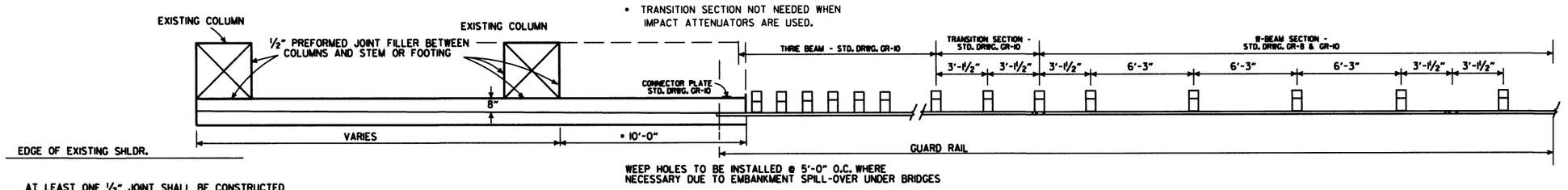
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	RE-DRAWN FROM STD. DWG. GR-10 & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

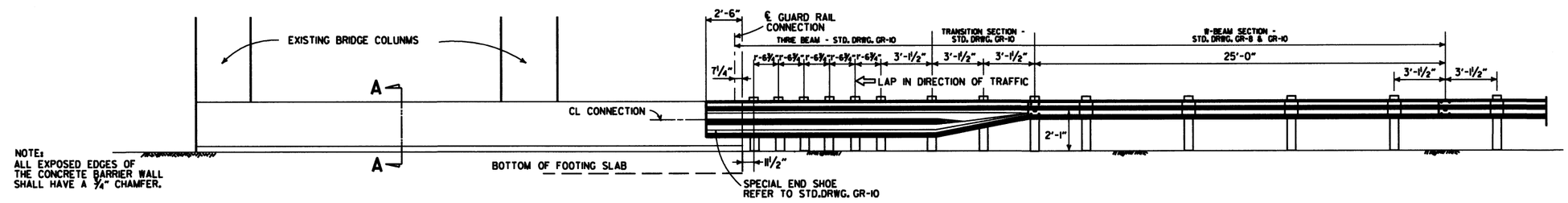
GUARD RAIL DETAILS

STANDARD DRAWING GR-12



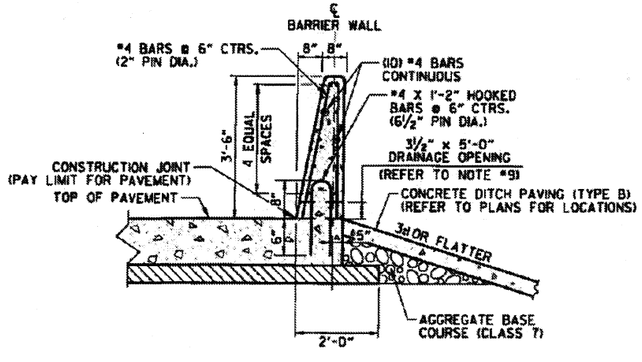
AT LEAST ONE ½" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL



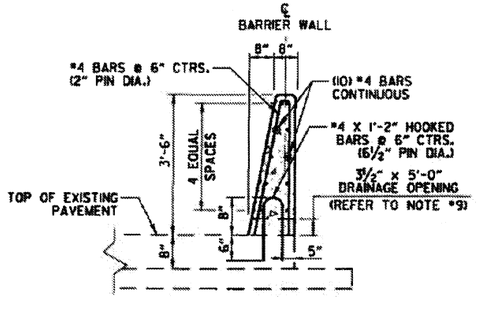
NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A)

NOTE: SIDE TYPE A IS FOR USE WITH PROPOSED PAVEMENT.



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A-1)

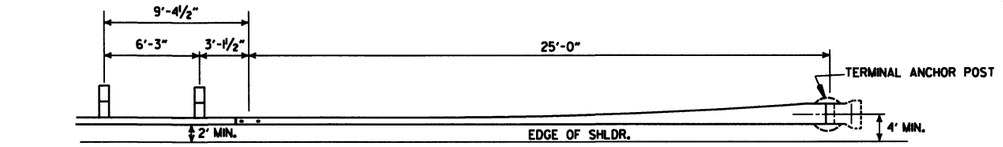
NOTE: SIDE TYPE A-1 IS FOR USE WITH EXISTING PAVEMENT.

DATE	REVISION	FILMED
11-16-17	REVISED CONCRETE BARRIER WALL, RAISED GUARDRAIL HEIGHT 3" AND REVISED POST SPACING, CHANGED STD. DWG. NUMBER FROM GR-11 TO GR-13	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
08-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
06-29-00	MOVED DIMENSION LINE	
05-18-00	ADDED NOTE	
03-30-00	REVISED TO INCLUDE THRIE BEAM	
06-02-94	ADDED TRANSITION SECTION NOTE	
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
02-16-89	ADDED SKEWED DETAILS	594-2-16-89
07-14-88	CHANGED TITLE	
10-09-87	REDRAWN & REVISED	

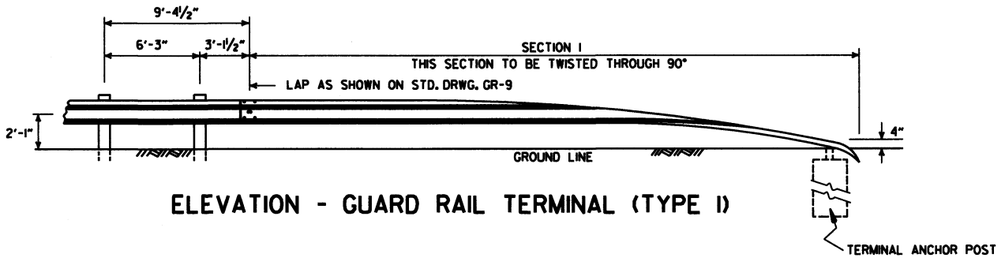
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-13

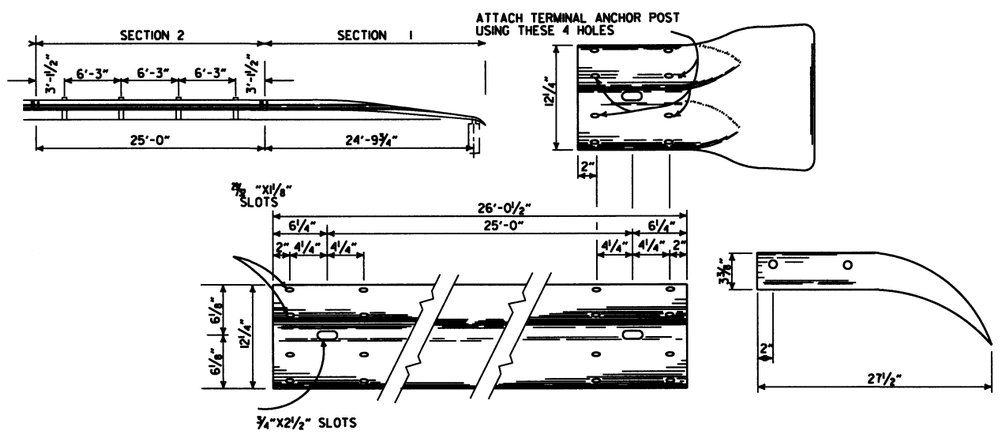


PLAN - GUARD RAIL TERMINAL (TYPE I)



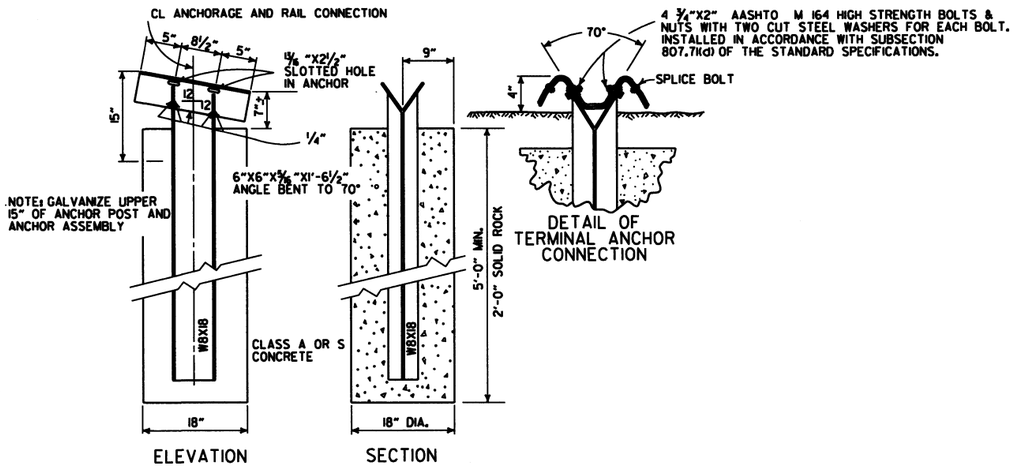
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE:
SECTIONS I AND 2 OF GUARD RAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARD RAIL SPECIFIED.



SECTION I

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

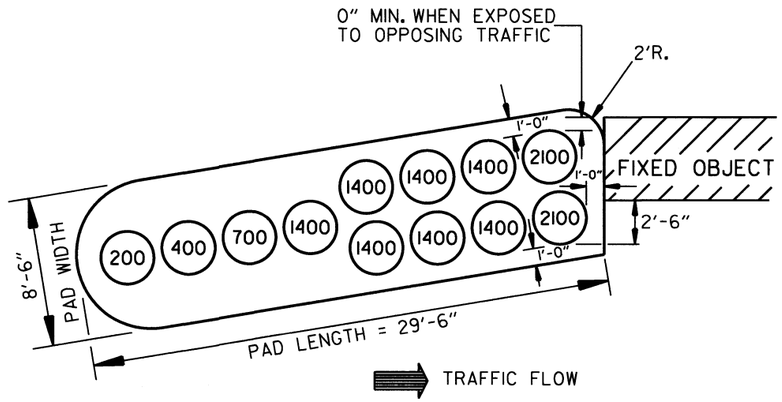
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT AND LOCATION OF POSTS	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
06-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-05-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-01-92	DRAWN & ISSUED	10-1-92

ARKANSAS STATE HIGHWAY COMMISSION

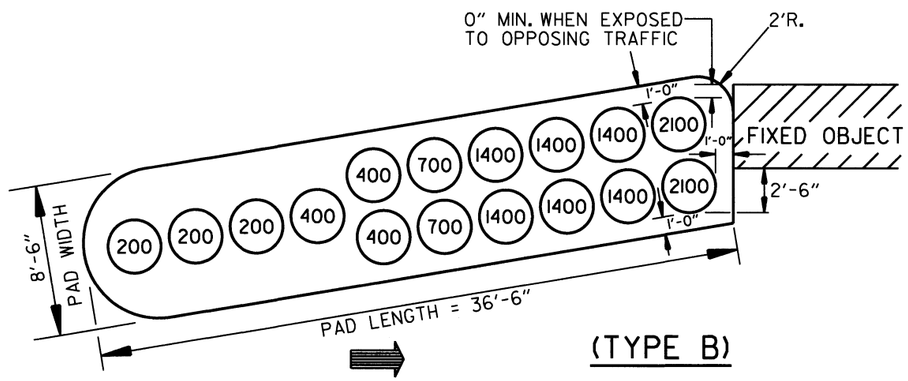
GUARD RAIL DETAILS

STANDARD DRAWING GRT-1



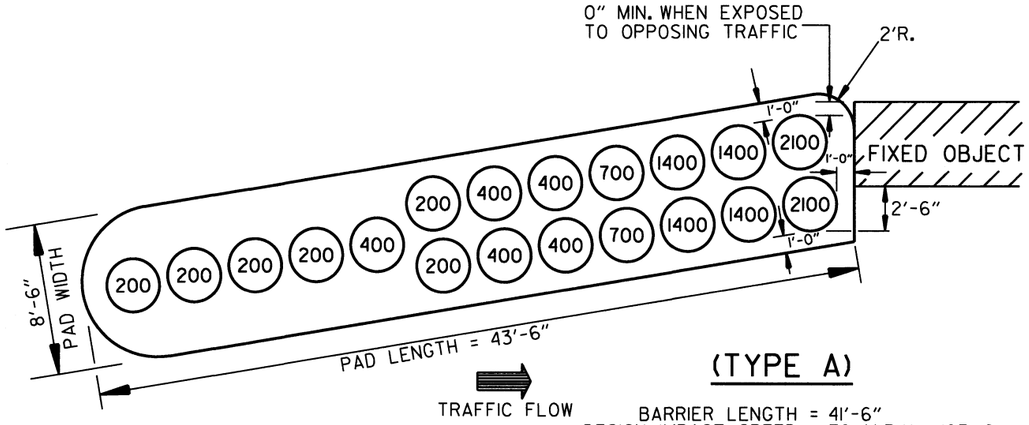
(TYPE C)

BARRIER LENGTH = 27'-6"
DESIGN IMPACT SPEED = 50 M.P.H.= 73.3 fps



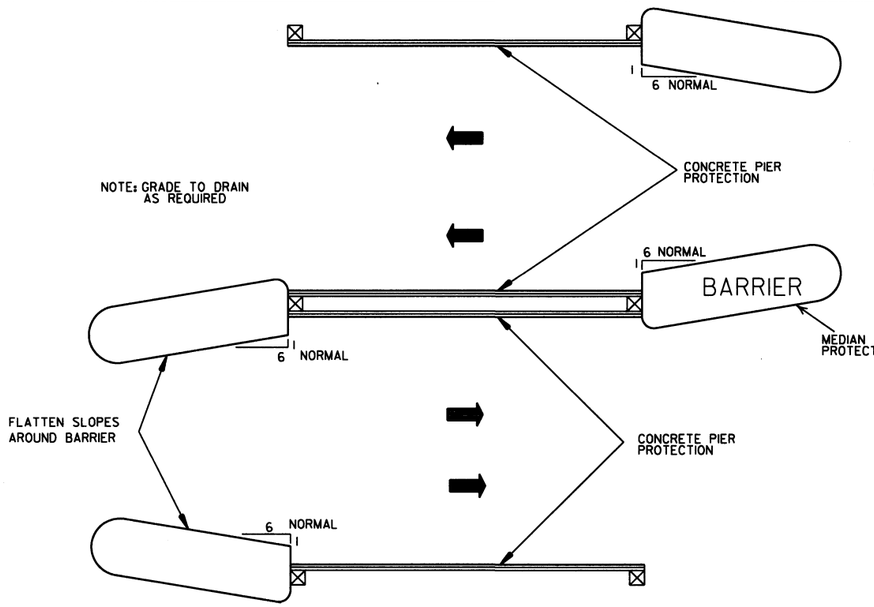
(TYPE B)

BARRIER LENGTH = 34'-6"
DESIGN IMPACT SPEED = 60 M.P.H.= 88 fps

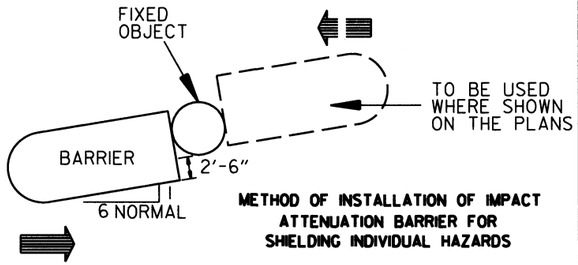


(TYPE A)

BARRIER LENGTH = 41'-6"
DESIGN IMPACT SPEED = 70 M.P.H.= 103 fps



METHOD OF INSTALLATION OF IMPACT ATTENUATION BARRIER FOR PIER PROTECTION



METHOD OF INSTALLATION OF IMPACT ATTENUATION BARRIER FOR SHIELDING INDIVIDUAL HAZARDS

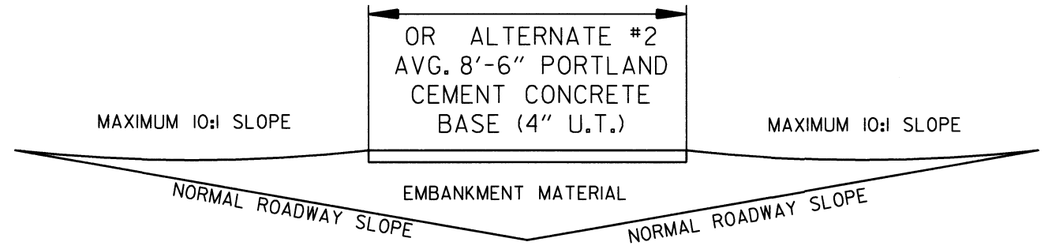
APPROXIMATE QUANTITIES PER PAD

TYPE	ALTERNATE #1		ALTERNATE #2
	AGGR. BASE COURSE	A.C.H.M. SURFACE COURSE	P.C.CONC. BASE (4"U.T.)
	TONS	TONS	SQ.YDS.
A	9.7	4.6	41.6
B	8.1	3.8	34.9
C	6.6	3.1	28.3

NOTE: APPROXIMATE QUANTITIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. PAYMENT TO BE INCLUDED IN UNIT PRICE BID FOR IMPACT ATTENUATION BARRIER.

GENERAL NOTES

1. DIMENSIONS SHOWN ARE TO TOP OF PLASTIC MODULES.
2. SPACING BETWEEN PLASTIC MODULES SHALL NOT EXCEED 6" AT THE TOP.
3. PLASTIC MODULES SHALL MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



DETAIL OF BARRIER PAD

NOTE: BARRIER PAD TO BE SKEWED TOWARD ONCOMING TRAFFIC A MAXIMUM OF 6:1 WITH 6:1 BEING NORMAL

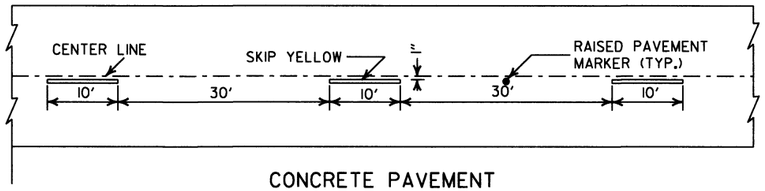
DATE	REVISION	DATE FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-29-07	REVISED TY. A & TY. C ARRAYS	
11-19-98	REVISED FIXED OBJECT	
11-18-98	REV. NOTES & TYPE A MOD. WTS.	
10-18-96	REDRAWN	
7-15-88	CONFORMED TO 1988 SPECS	
7-29-87	REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

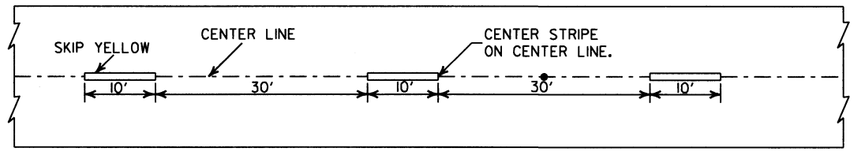
IMPACT ATTENUATION BARRIER

STANDARD DRAWING IB-1

NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

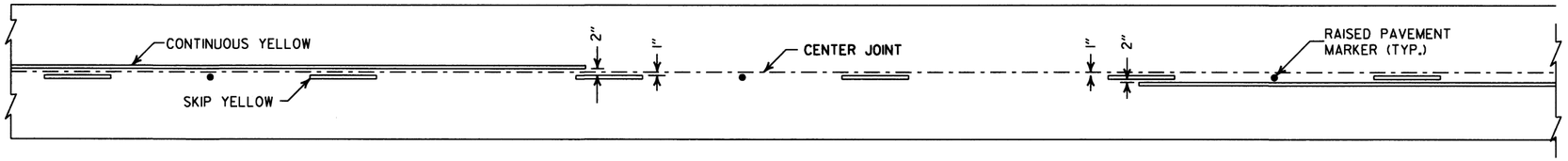


CONCRETE PAVEMENT

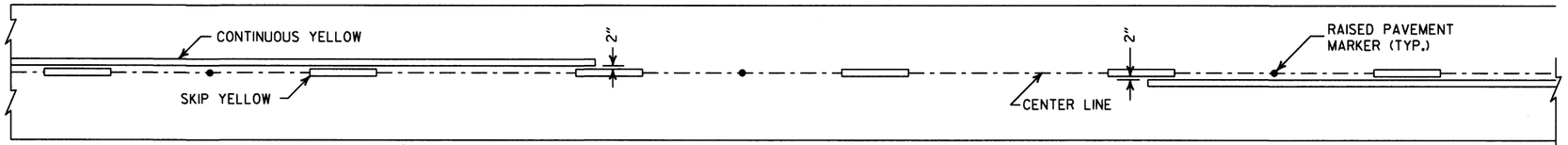


ASPHALT PAVEMENT

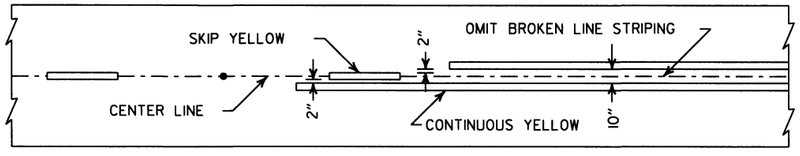
BROKEN LINE STRIPING



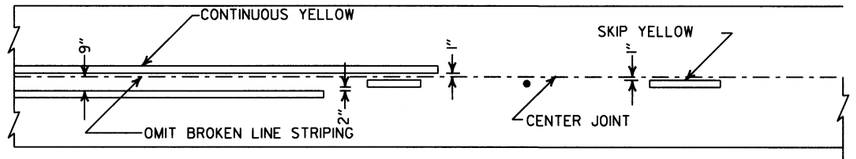
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

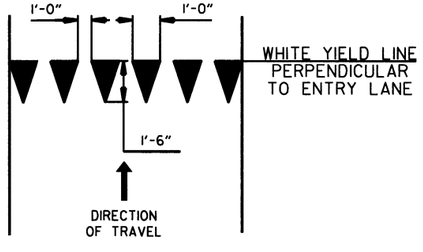


ASPHALT PAVEMENT

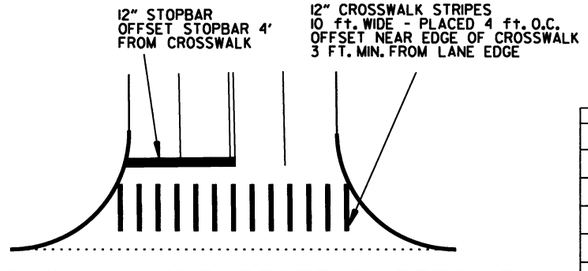


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

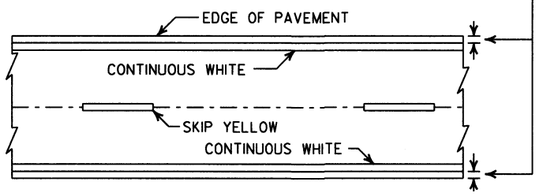


YIELD LINE DETAIL



CROSSWALK AND STOPBAR DETAILS

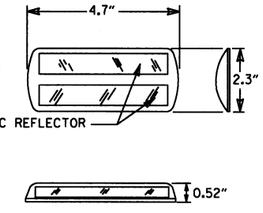
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

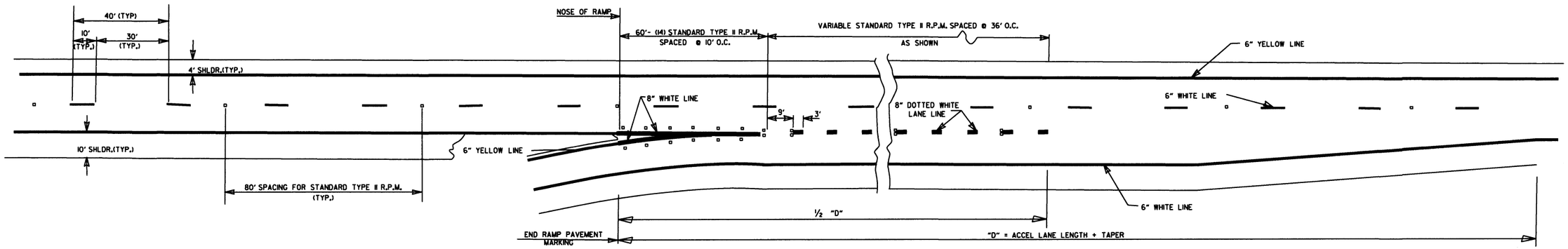
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

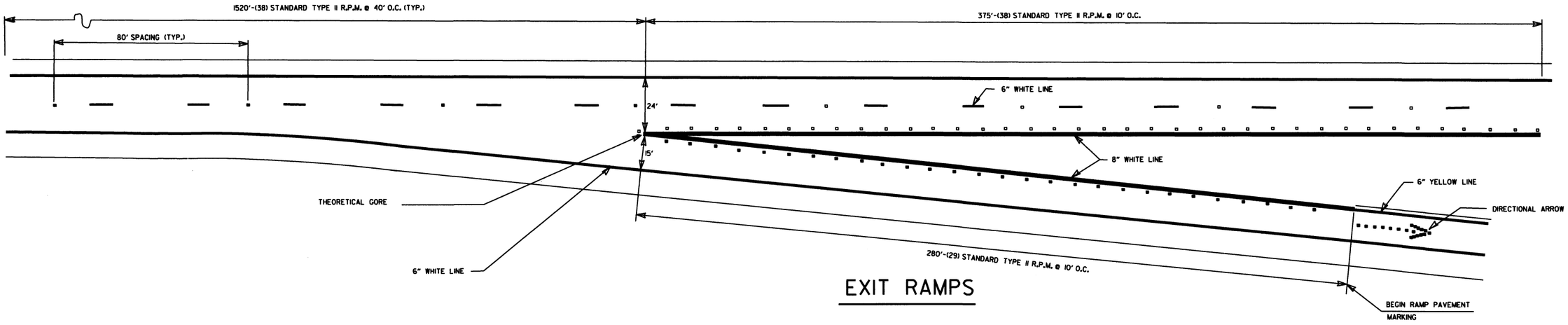
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

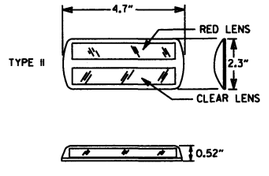
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

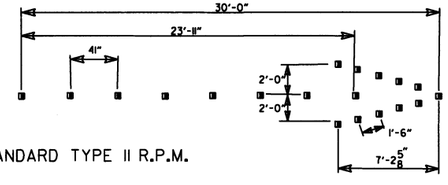


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

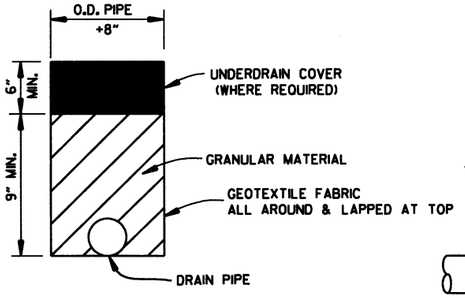
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

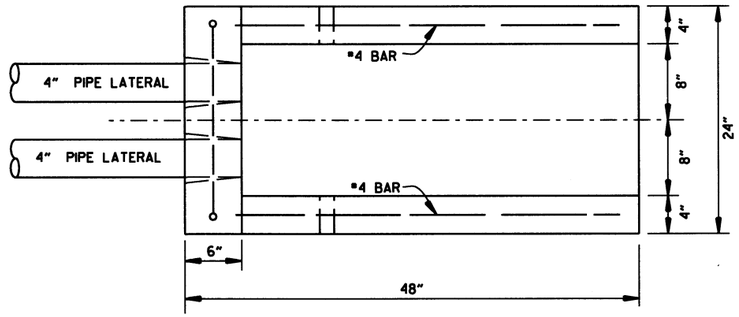
STANDARD DRAWING PM-2

NOTE:

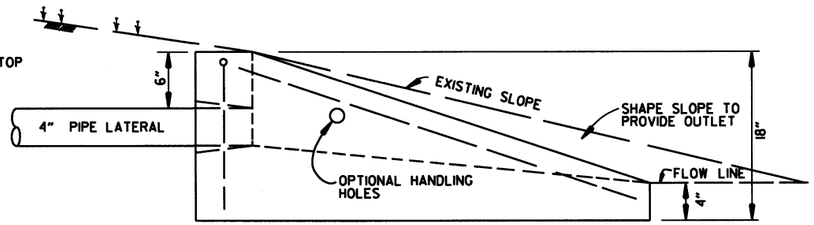
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

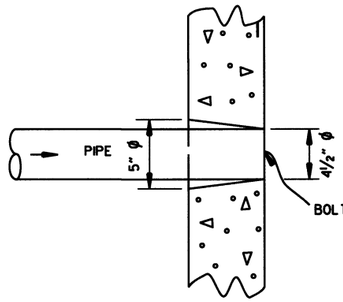




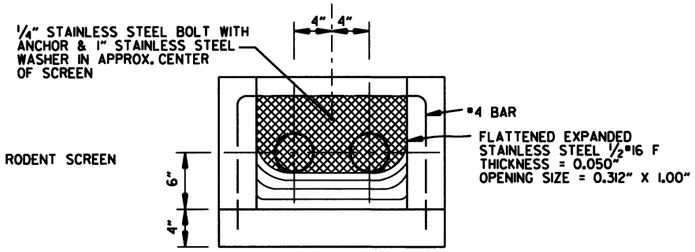
PLAN VIEW



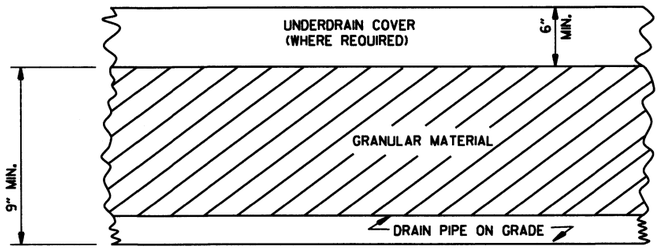
SIDE VIEW



DETAIL OF HOLE FOR 4" PIPE



FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

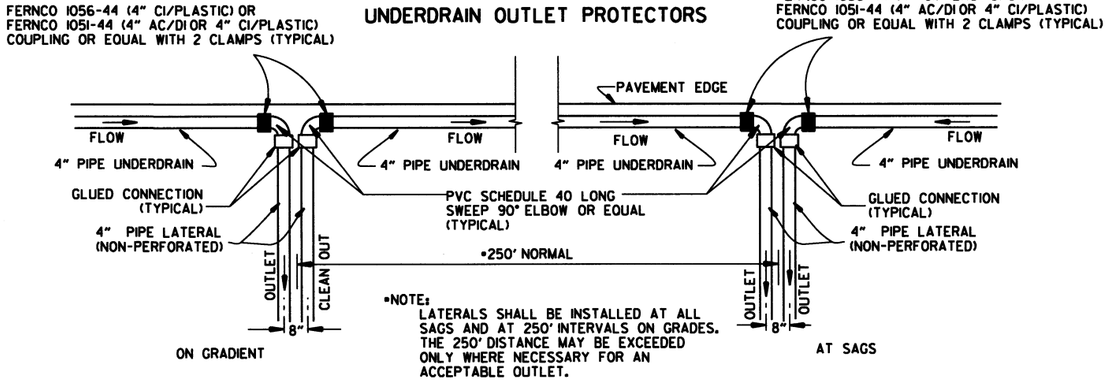
3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.



DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE: 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

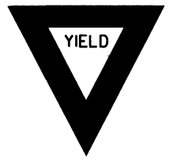
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

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"

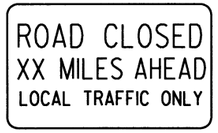
R5-1

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"

W1-1

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

W1-2

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

W1-3

STD. 48"X48"

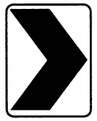
W1-4

STD. 48"X48"

W1-6

STD. 48"X24"
SPECIAL 60"X30"

W1-8



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

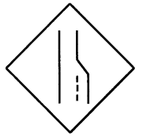
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



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

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

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

W9-2

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

W13-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

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

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

W1-4b

STD. 48"X48"

R56-1

STD. 18"X18"

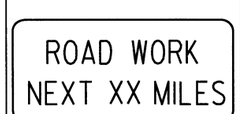
W8-11

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

W8-9

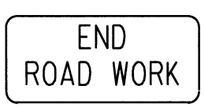
STD. 36"X36"
FWY. 48"X48"

G20-1



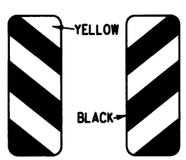
60"X24"

G20-2



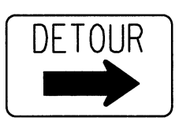
48"X24"

OM-3L OM-3R



12"X36"

M4-9

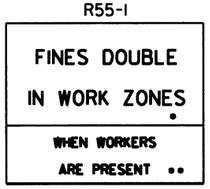


STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1



36"X60"

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

ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

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

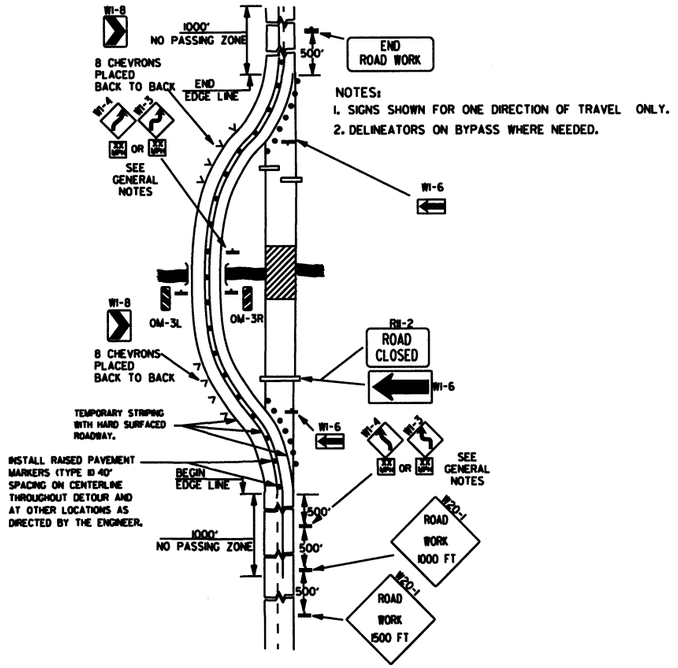
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
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

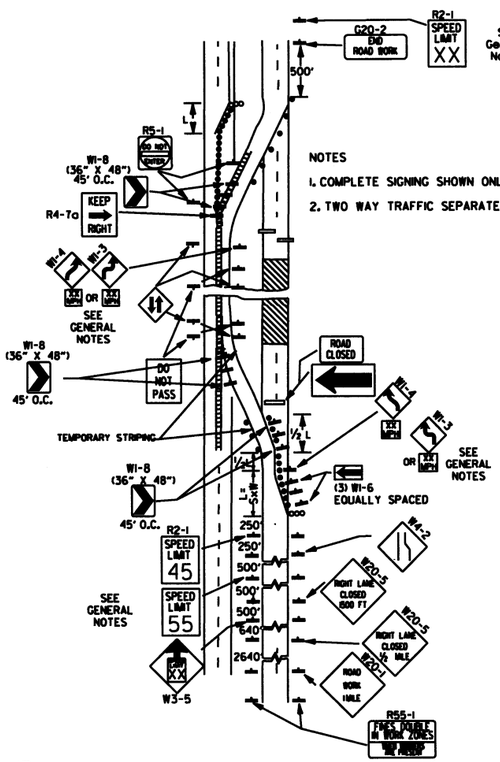
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



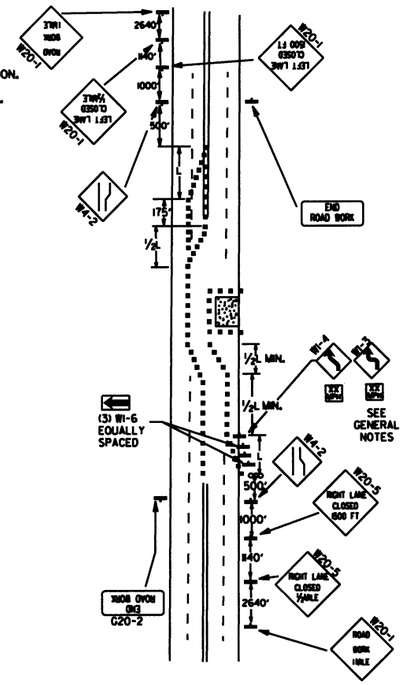
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

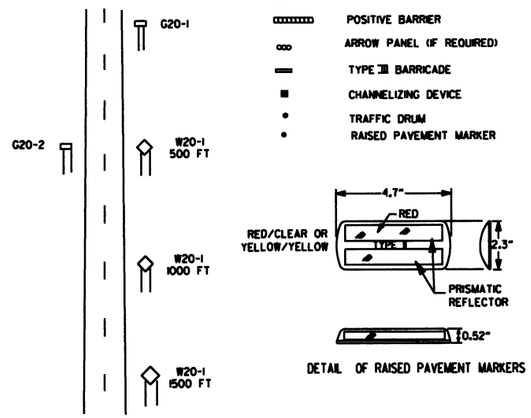


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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.



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

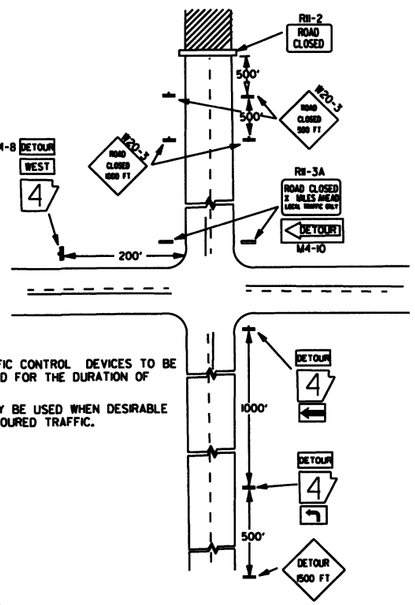
L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

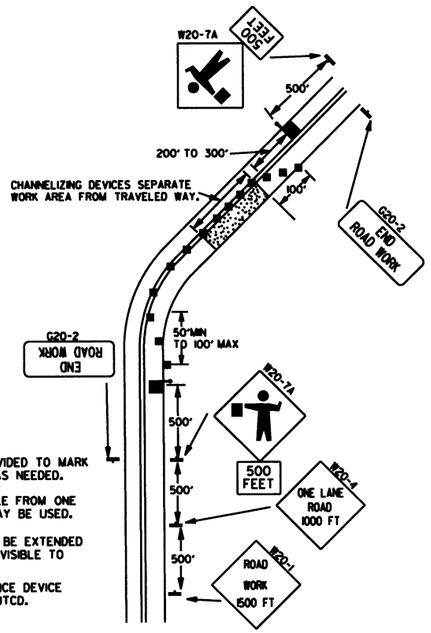
GENERAL NOTES:

1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-K55) 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-KXX) 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-K45) 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-KXX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.



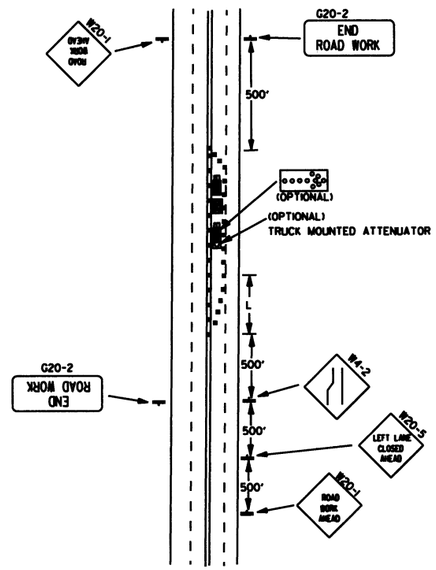
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



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

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



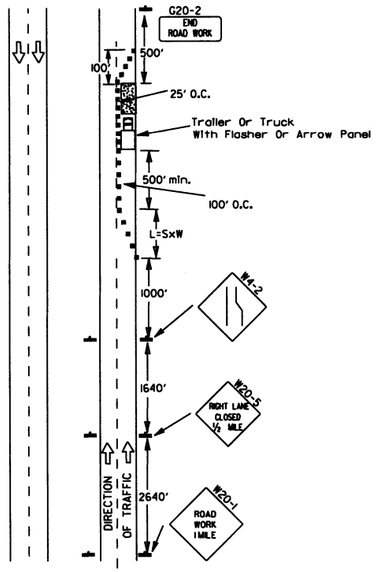
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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

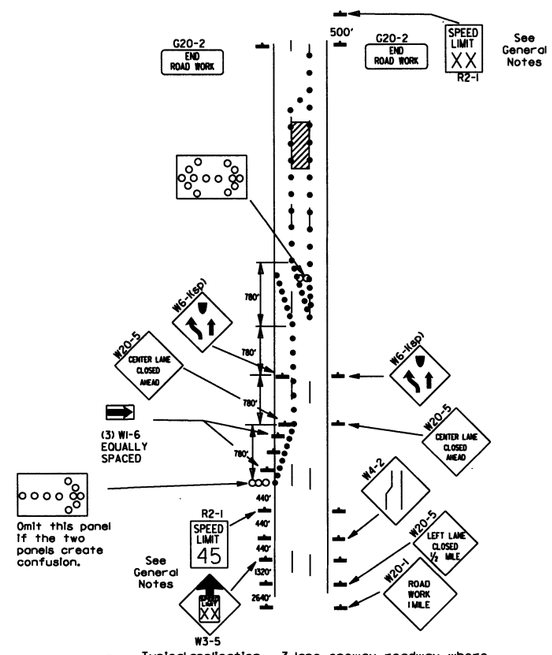
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

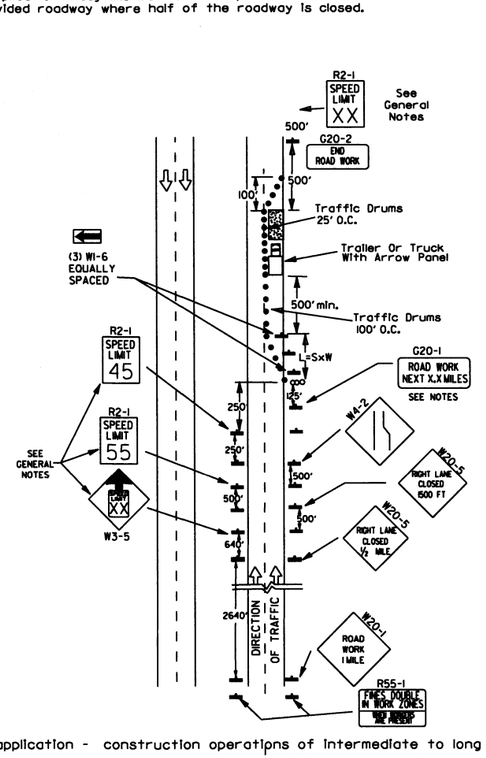
STANDARD DRAWING TC-2



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



(B) Typical application - 3-lane oneway roadway where center lane is closed.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

KEY:

ooo Arrow Panel (If Required)

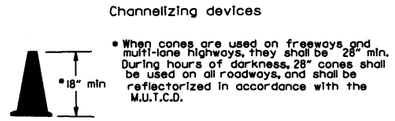
■ Channelizing Device

● Traffic drum

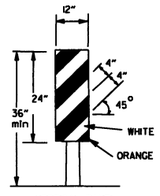
GENERAL NOTES:

1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1 mile 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 1 mile 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.

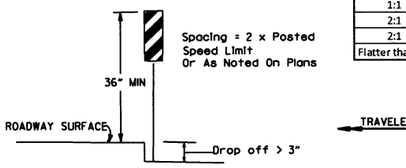
Channelizing devices

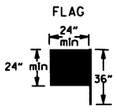


NOTE: For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.

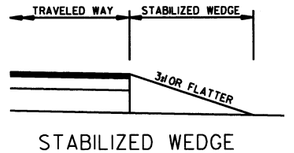


VERTICAL PANEL PLACEMENT



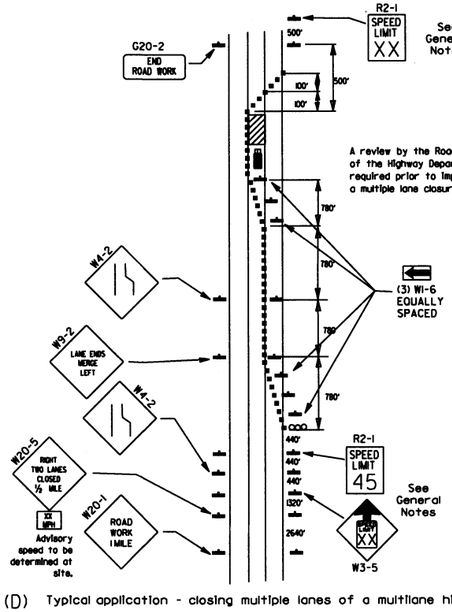


Flag shall be of good grade red material



STABILIZED WEDGE

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



(D) Typical application - closing multiple lanes of a multilane highway.

TRAFFIC CONTROL DEVICES

NON-INTERSTATE

VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
> 2"	CENTERLINE	STANDARD LANE CLOSURE	STANDARD LANE CLOSURE
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS
> 6" ≤ 12"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 12" ≤ 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	PRECAST CONCRETE BARRIER[3] & EDGE LINES
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER[3] & EDGE LINES	PRECAST CONCRETE BARRIER[3] & EDGE LINES

INTERSTATE

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

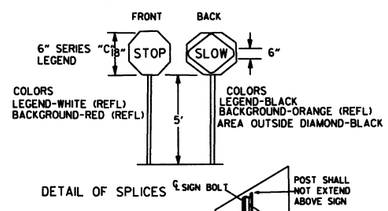
INTERSTATE AND NON-INTERSTATE

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

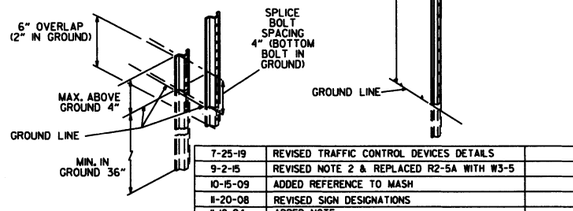
GENERAL NOTES:

1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
4. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.

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.

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

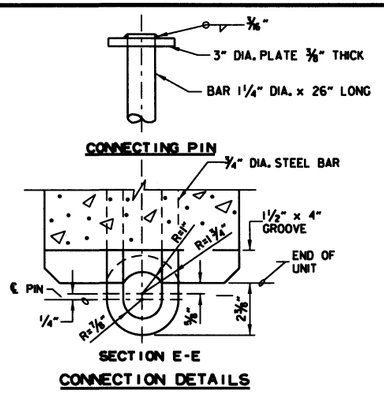
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

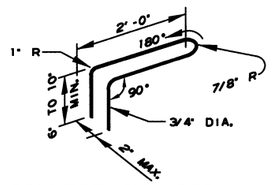
STANDARD DRAWING TC-3

REINFORCING BAR TABLE PER BARRIER UNIT

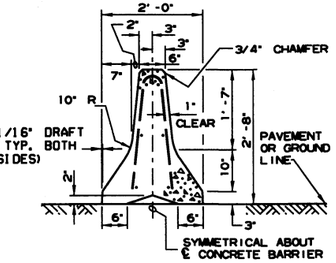
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER (3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 9 1/2", 2'-1 3/8", 4 3/8"



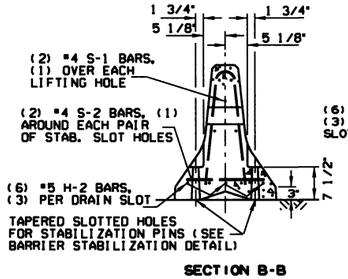
CONNECTION DETAILS



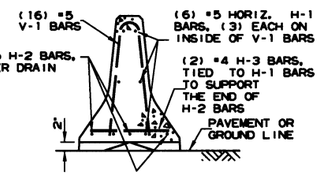
CONNECTION LOOP



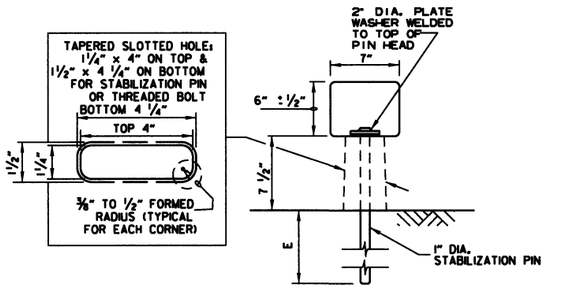
SECTION A-A



SECTION B-B



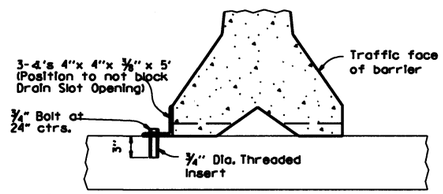
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

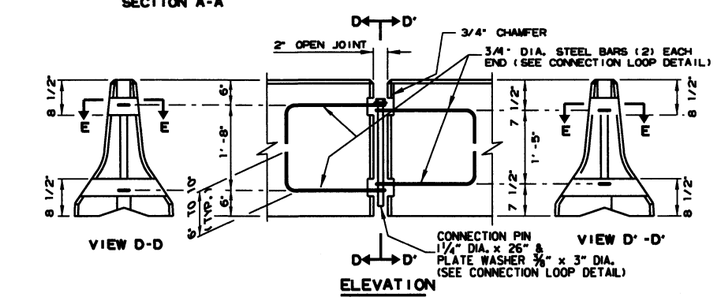
Ⓔ 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas



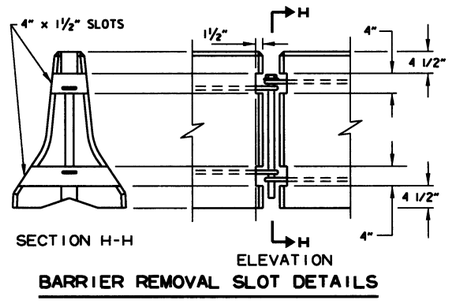
NOTE: 3/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL

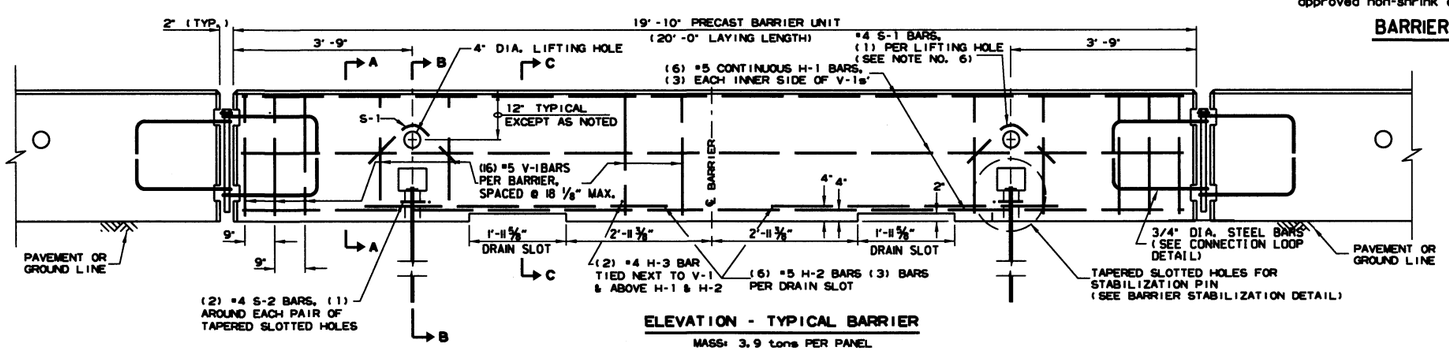
BRIDGE DECKS



ELEVATION



BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

General Notes

1. The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

2. Materials shall meet the following minimum requirements:
   Concrete: 2500 psi compressive strength at 28 days.
   Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
   Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
   Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

   In applications where barrier walls within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
   Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
   Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier".
   The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

3. Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

4. Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

5. Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

6. A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

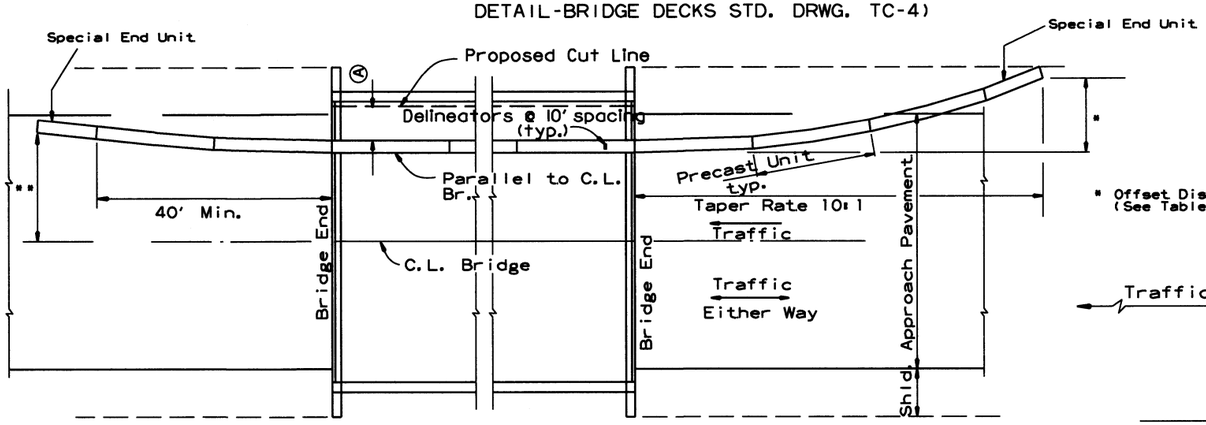
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)

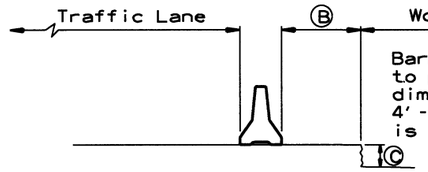


BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

** Offset Distance for Two Way Traffic Only

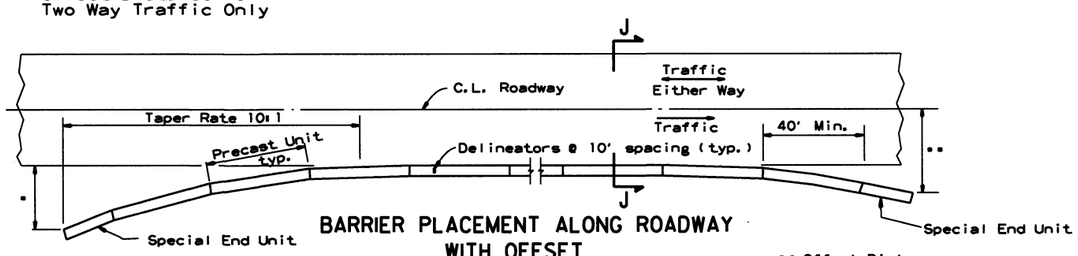
* Offset Distance (See Table)



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

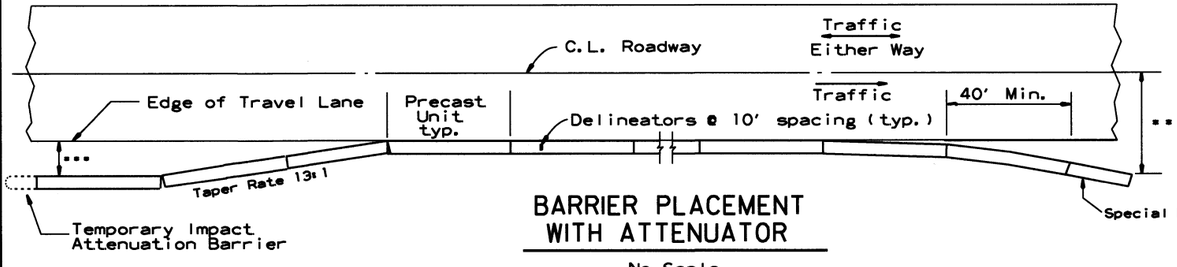
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

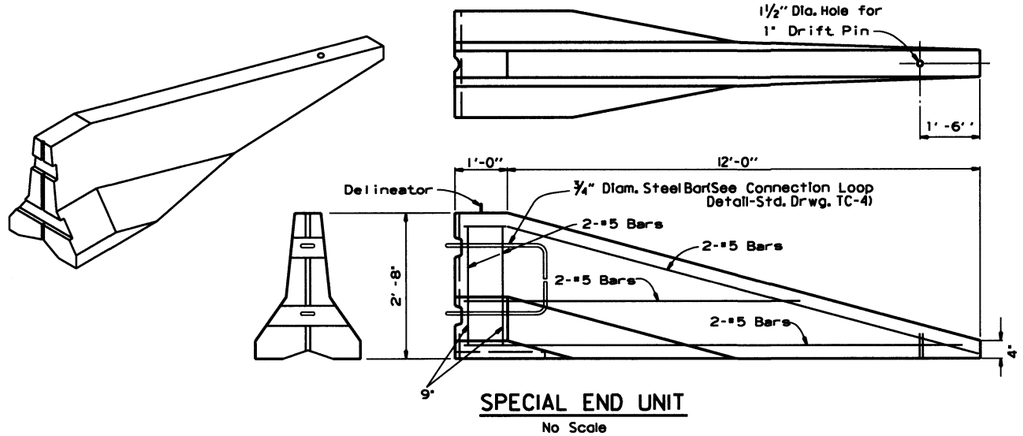


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

** Offset Distance For Two Way Traffic Only



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

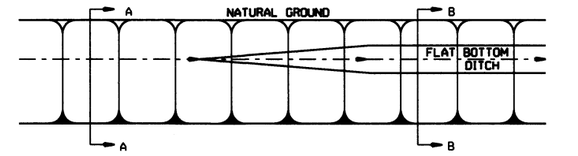
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

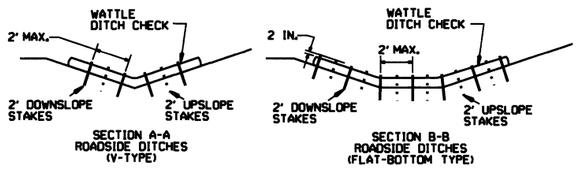
STANDARD DRAWING TC-5

WATTLE DITCH CHECK (E-1)

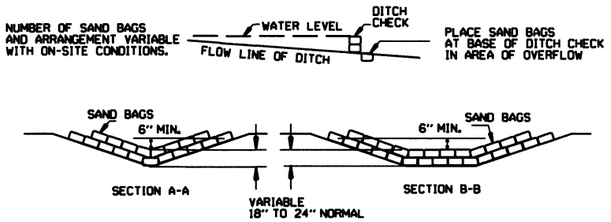
GENERAL NOTES

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

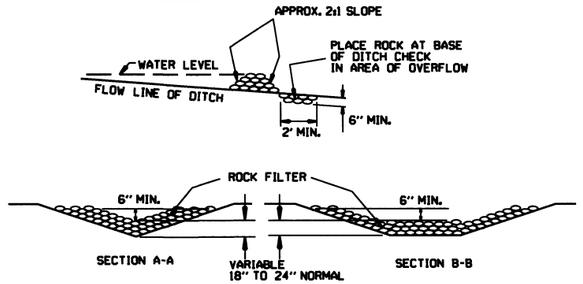




SAND BAG DITCH CHECK (E-5)



ROCK DITCH CHECK (E-6)

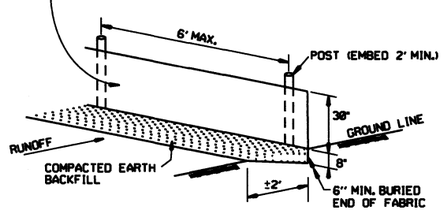


SILT FENCE (E-11)

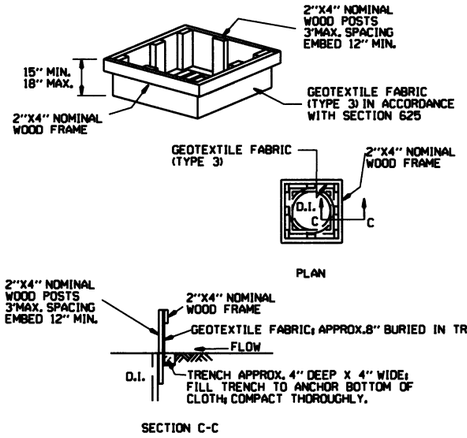
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

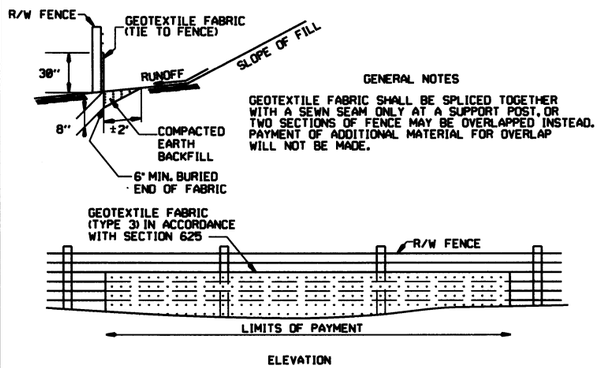
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



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.

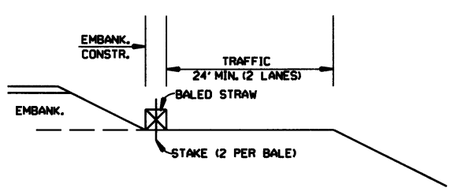
BALED STRAW FILTER BARRIER (E-2)

GENERAL NOTES

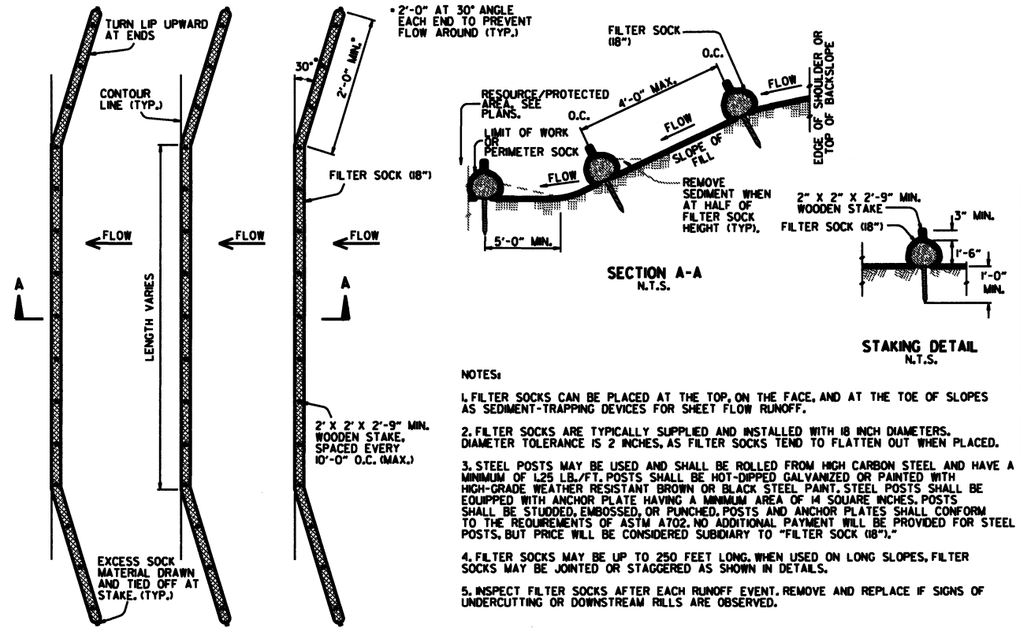
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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.



FILTER SOCK ALONG SLOPE (E-3)



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

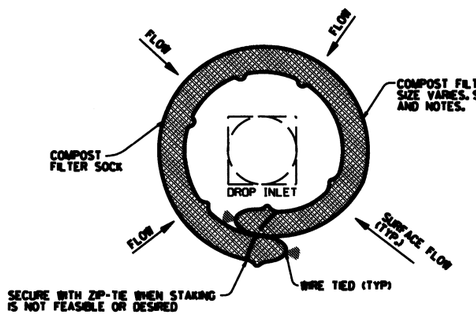
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

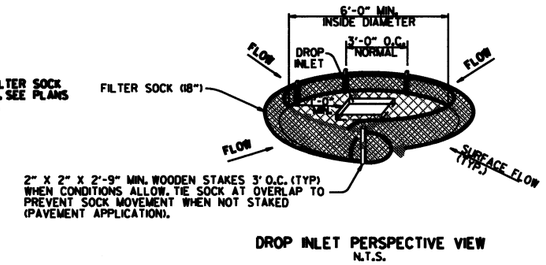
3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBSIDIARY TO "FILTER SOCK (18")."

4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)





NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 15" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 4; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

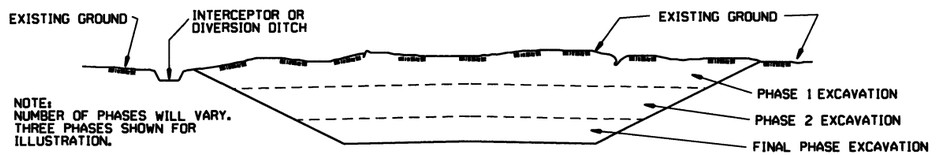
STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



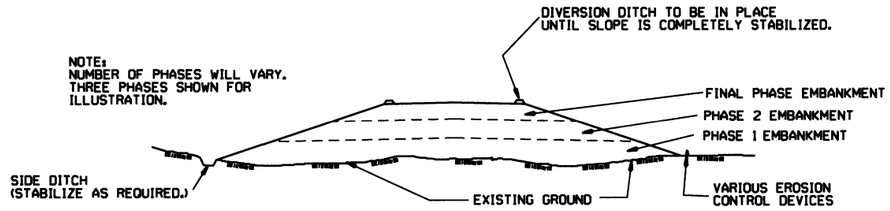
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

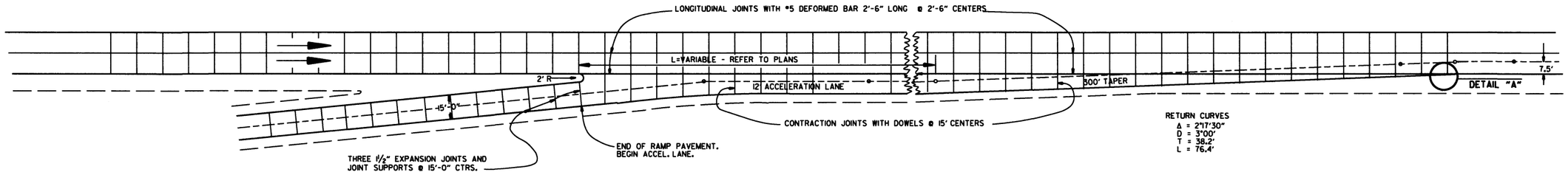
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

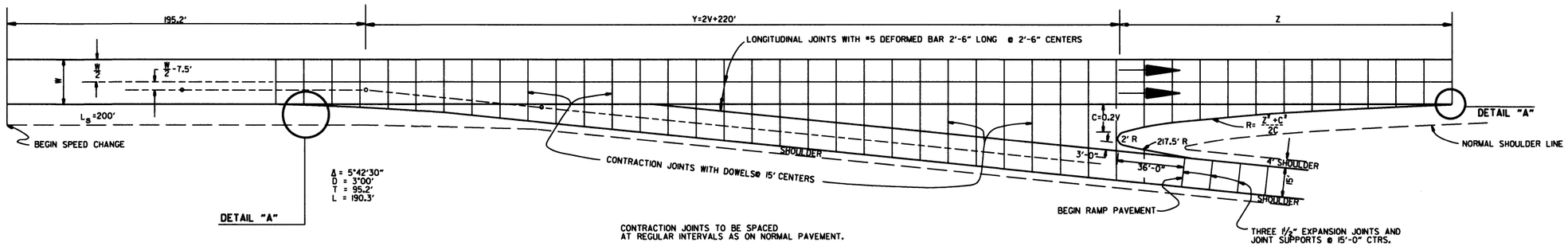
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3



ENTRANCE RAMP

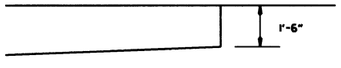
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



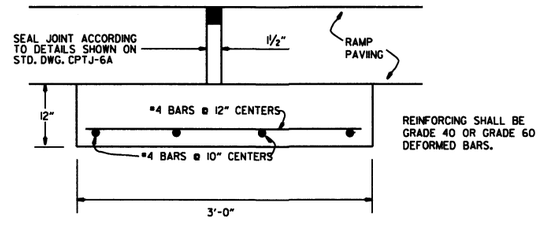
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	X Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.25
60	340.0	12.0	168.0	1162.0	790.55
70	360.0	14.0	210.0	1582.0	902.27



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED.
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

DATE	REVISION	DATE FILM'D
8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORM'D TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-18-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A