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.		101035	1	73
				(2)	HWY. 49 - HWY. 91 (JONESBORO) (S)			

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

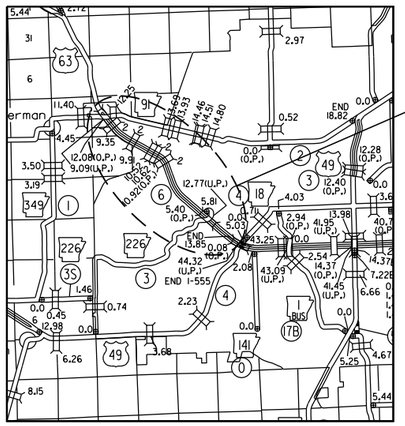
HWY. 49 - HWY. 91 (JONESBORO) (S)

CRAIGHEAD COUNTY
ROUTE 555 SECTION 3

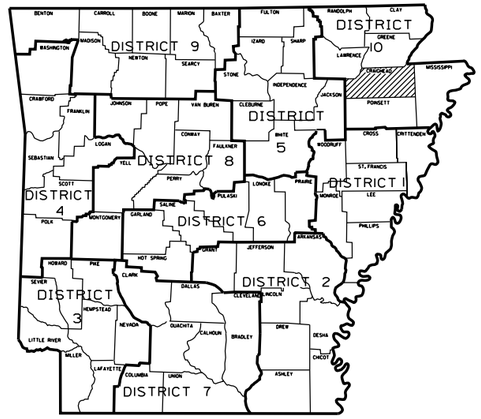
JOB 101035

FED. AID PROJ. NO. ACNHPP-9227(86)

NOT TO SCALE



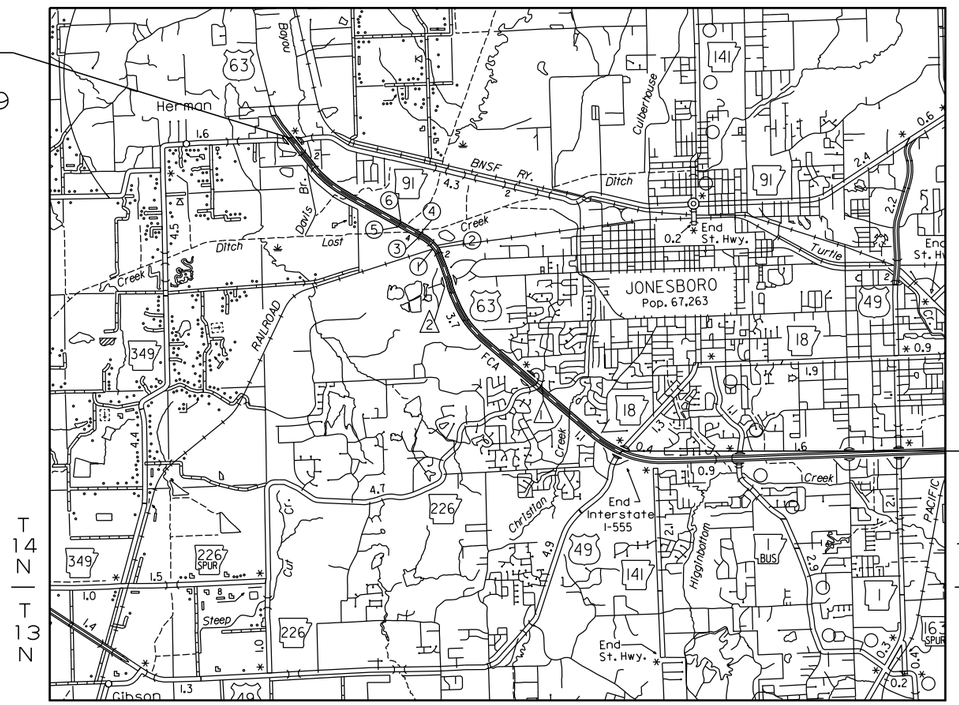
VICINITY MAP



ARK. HWY. DIST. NO. 10

STA. 566+90.00
END JOB 101035
LOG MILE 49.849

R3E | R4E



R3E | R4E

STA. 320+00.00
BEGIN JOB 101035
LOG MILE 44.983

BRIDGE DATA

(1) STA. 469+47.95 BR. END
274.24' BRIDGE NO. A5204
39'-0" CLEAR ROADWAY
STA. 472+17.32 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

(2) STA. 469+47.95 BR. END
251.56' BRIDGE NO. B5204
47'-6" CLEAR ROADWAY
STA. 471+99.51 BR. END
RETAIN

(3) STA. 486+16.44 BR. END
207.64' BRIDGE NO. A5205
39'-0" CLEAR ROADWAY
STA. 488+24.08 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

(4) STA. 485+19.32 BR. END
207.64' BRIDGE NO. B5205
39'-0" CLEAR ROADWAY
STA. 487+26.96 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

(5) STA. 492+38.21 BR. END
161.54' BRIDGE NO. A5206
39'-0" CLEAR ROADWAY
STA. 493+99.75 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

(6) STA. 491+90.60 BR. END
161.54' BRIDGE NO. B5206
39'-0" CLEAR ROADWAY
STA. 493+52.14 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

BRIDGE DATA (OVERPASSES)

(1) STA. 32+86.23 BR. END
723.37' BRIDGE NO. 06581
40'-0" CLEAR ROADWAY
STA. 40+09.60 BR. END
POLYMER OVERLAY

(2) STA. 20+02.13 BR. END
275.00' BRIDGE NO. 07028
40'-0" CLEAR ROADWAY
STA. 22+77.13 BR. END
POLYMER OVERLAY

DESIGN TRAFFIC DATA

DESIGN YEAR	2041
2021 ADT	24,000
2041 ADT	30,000
2041 DHV	3,300
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	11%
DESIGN SPEED	55 MPH

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

MID-POINT OF PROJECT
LAT. = N 35°50'09"
LONG. = W 90°45'01"

END OF PROJECT
LAT. = N 35°51'26"
LONG. = W 90°46'39"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT	24690.00	FEET	OR	4.676	MILES
NET " " ROADWAY	24046.58	"	"	4.554	"
NET " " BRIDGES	643.42	"	"	0.122	"
NET " " PROJECT	24690.00	"	"	4.676	"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8/5/2021

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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.		101035	2	73

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW L. ROWE
8-5-2021

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
1	TITLE SHEET		
2	INDEX OF SHEETS AND STANDARD DRAWINGS		
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
4 - 5	TYPICAL SECTIONS OF IMPROVEMENT		
6 - 11	SPECIAL DETAILS		
12 - 20	TEMPORARY EROSION CONTROL DETAILS		
21 - 47	MAINTENANCE OF TRAFFIC DETAILS		
48 - 55	QUANTITIES		
56	SCHEDULE OF BRIDGE QUANTITIES	A5204, A5205, B5205, A5206, B5206, 06581, 07028	64443
57	SUMMARY OF QUANTITIES & REVISIONS		
58 - 68	PLAN AND PROFILE SHEETS		
69	DETAILS OF BACKWALL REPLACEMENT (SHEET 1 OF 2)	A5204	64444
70	DETAILS OF BACKWALL REPLACEMENT (SHEET 2 OF 2)	A5204	64445
71	DETAILS OF BRIDGE RAIL AND DECK OVERHANG (SHEET 1 OF 2)	A5204	64446
72	DETAILS OF BRIDGE RAIL AND DECK OVERHANG (SHEET 2 OF 2)	A5204	64447
73	STANDARD DETAILS FOR BENT CAP 4 REPAIRS	A5204	64448

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55040C	STANDARD DETAILS FOR TYPE C2 APPROACH SLAB	02-27-14
55061	STANDARD DETAILS FOR HYDRODEMOLITION AND LMC OVERLAY SLAB ON BEAM/GIRDER BRIDGES	06-25-20
55064	STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATION	11-07-19
55065	STANDARD DETAILS FOR BACKWALL REPAIRS	11-07-19

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
GR-6	GUARDRAIL DETAILS	11-07-19
GR-7	GUARDRAIL DETAILS	11-07-19
GR-8	GUARDRAIL DETAILS	11-07-19
GR-9	GUARDRAIL DETAILS	11-07-19
GR-10	GUARDRAIL DETAILS	11-07-19
GR-11	GUARDRAIL DETAILS	11-07-19
GR-12	GUARDRAIL DETAILS	05-14-20
GRT-1	GUARDRAIL DETAILS	11-07-19
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-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
09-03-21				6	ARK.			
				JOB NO.		101035	3	73
				(2)	GOVERNING SPECIFICATIONS AND GENERAL NOTES			

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__	SUPPLEMENT - TRAINING PROGRAM - JOB 101035
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
210-1_____	UNCLASSIFIED EXCAVATION
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
400-7_____	TRACKLESS TACK
404-3_____	DESIGN OF ASPHALT MIXTURES
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
603-1_____	LANE CLOSURE NOTIFICATION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3_____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
605-1_____	CONCRETE DITCH PAVING
617-1_____	GUARDRAIL TERMINAL (TYPE 2)
620-1_____	MULCH COVER
621-1_____	FILTER SOCKS
800-1_____	STRUCTURES
804-2_____	REINFORCING STEEL FOR STRUCTURES
JOB 101035__	AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB 101035__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 101035__	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS
JOB 101035__	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB 101035__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 101035__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 101035__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 101035__	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 101035__	CONSTRUCTION PROJECT INFORMATION SIGN
JOB 101035__	COORDINATION OF WORK
JOB 101035__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 101035__	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 101035__	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 101035__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 101035__	HYDRODEMOLITION - CLASS 1
JOB 101035__	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 101035__	LATEX MODIFIED CONCRETE OVERLAY
JOB 101035__	MANAGEMENT OF HYDRODEMOLITION WASTEWATER
JOB 101035__	MANDATORY ELECTRONIC CONTRACT
JOB 101035__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 101035__	MOTORIST ASSISTANCE PATROL
JOB 101035__	NESTING SITES OF MIGRATORY BIRDS
JOB 101035__	PERCENT WITHIN LIMITS
JOB 101035__	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 101035__	PLASTIC PIPE
JOB 101035__	RESTRAINING CONDITIONS
JOB 101035__	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 101035__	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 101035__	SHORING FOR CULVERTS
JOB 101035__	SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB 101035__	SOIL STABILIZATION
JOB 101035__	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB 101035__	STORM WATER POLLUTION PREVENTION PLAN
JOB 101035__	TEXTURED COATING FINISH
JOB 101035__	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE
JOB 101035__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES LEFT IN PLACE
JOB 101035__	UNPAINTED WEATHERING STRUCTURAL STEEL
JOB 101035__	UTILITY ADJUSTMENTS
JOB 101035__	VALUE ENGINEERING
JOB 101035__	WHEELCHAIR RAMPS-ALTERATIONS
JOB 101035__	WATER POLLUTION CONTROL
JOB 101035__	WELLHEAD PROTECTION
JOB 101035__	WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB 101035__	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB 101035__	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB 101035__	WRSF TRAINING WORKSHOP

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW J. ROWE

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

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 AND GENERAL NOTES

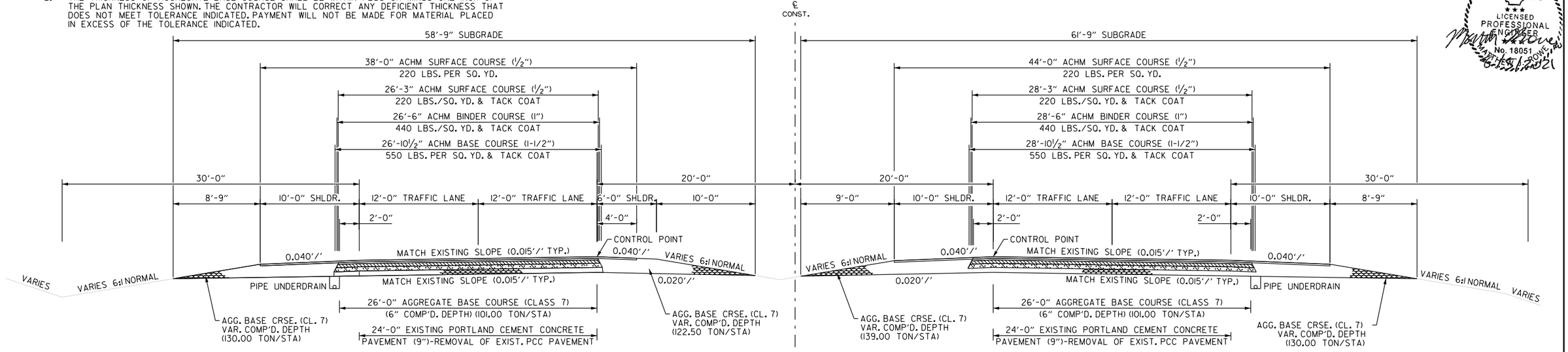
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				6	ARK.			
				JOB NO.		101035	4	73
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

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.

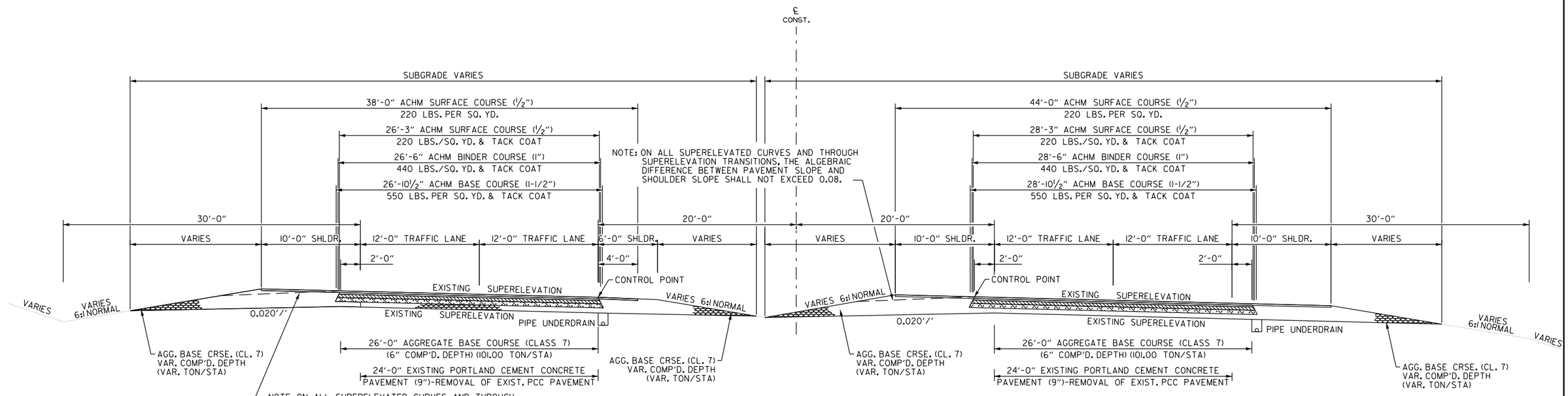
2. THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
MARTIN A. BOWLES
No. 18051
8-5-2021



FULL-DEPTH RECONSTRUCTION - TANGENT SECTION

STA. 320+00.00 - STA. 469+47.95
STA. 472+16.21 - STA. 485+67.88
STA. 487+75.52 - STA. 492+14.41
STA. 493+75.95 - STA. 566+90.00



FULL-DEPTH RECONSTRUCTION - SUPERELEVATED SECTION

TYPICAL SECTIONS OF IMPROVEMENT

8/5/2021
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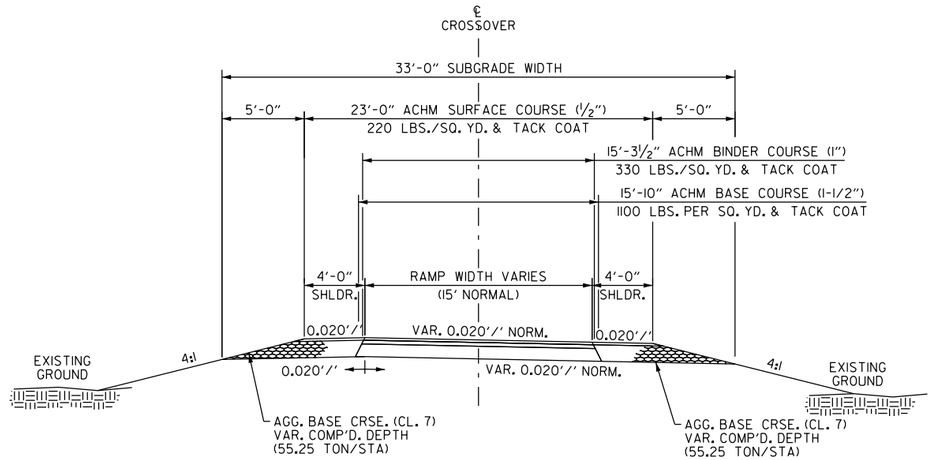
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				6	ARK.			
				JOB NO.		101035	5	73
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

TYPICAL SECTION NOTES:

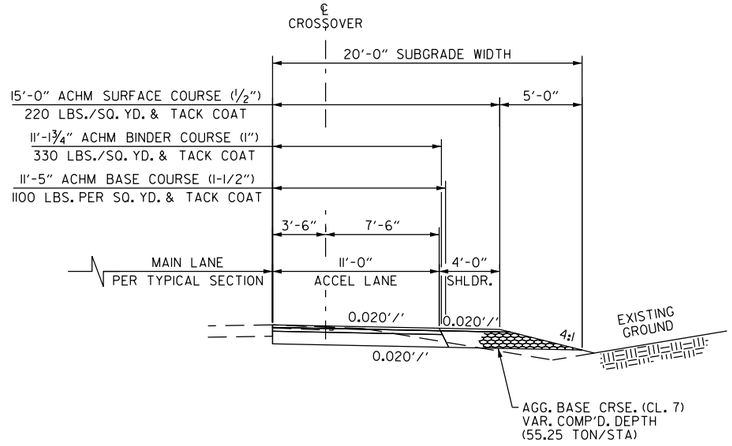
1. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

2. 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.

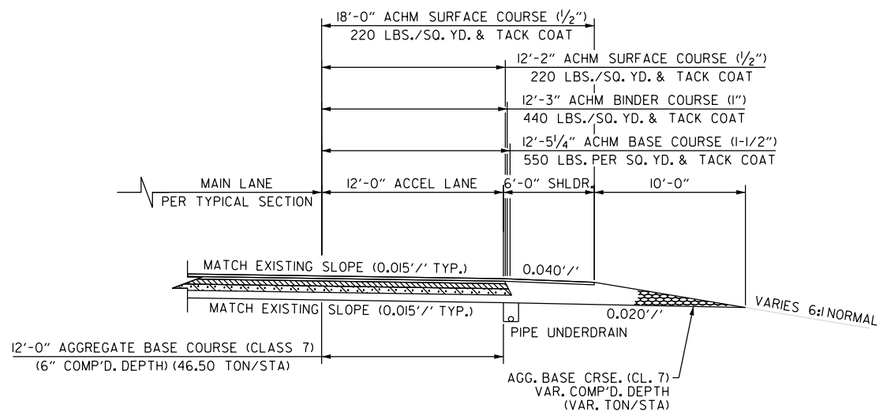
STATE OF ARKANSAS
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TEMPORARY MAIN LANE CROSSOVERS & RAMPS FOR MAINTENANCE OF TRAFFIC
(SHOWN IN DIRECTION OF TRAFFIC)



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

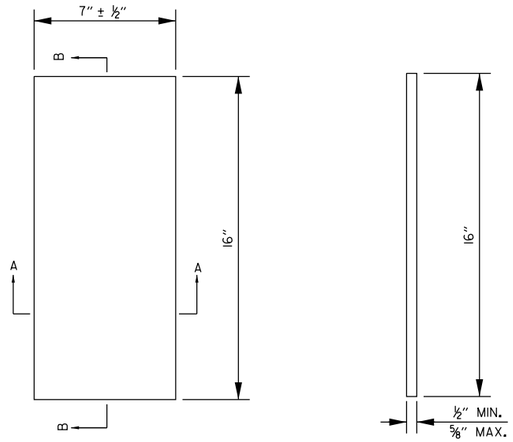


HWY. 63 - FULL-DEPTH RECONSTRUCTION W/AUXILIARY LANE

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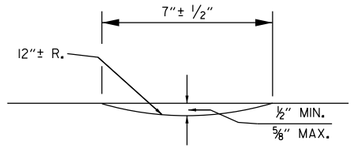
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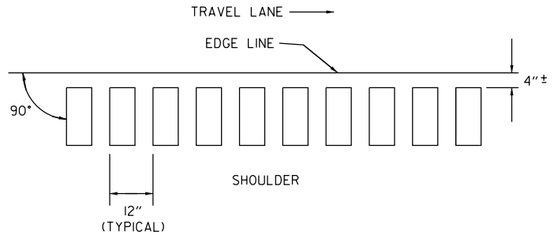
PLAN

SECTION B-B

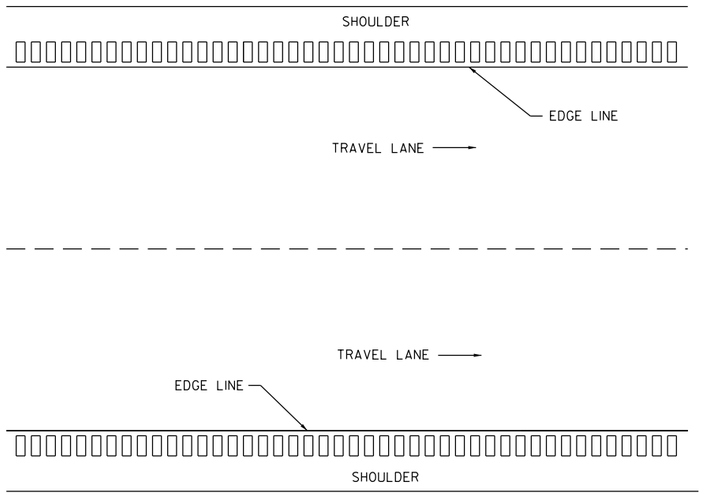
DETAILS OF RUMBLE STRIPS



SECTION A-A



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



PLAN VIEW

NOTES:

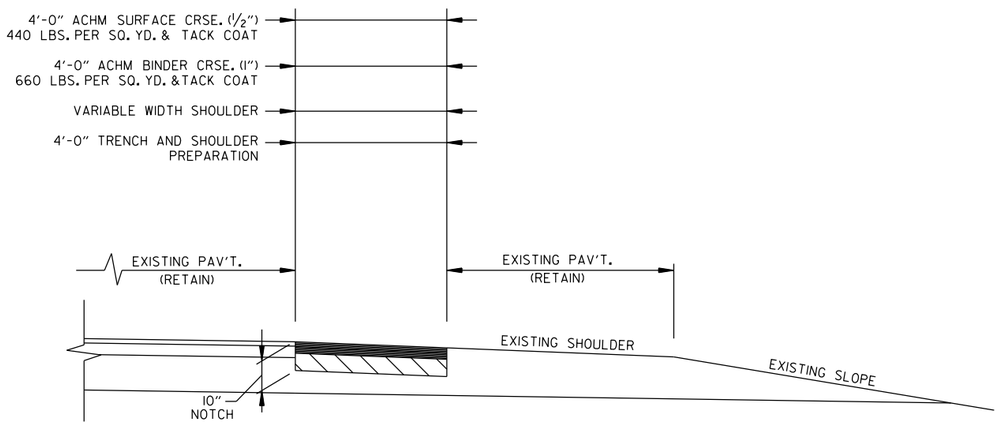
1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
2. THE ½" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS 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
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SPECIAL DETAILS

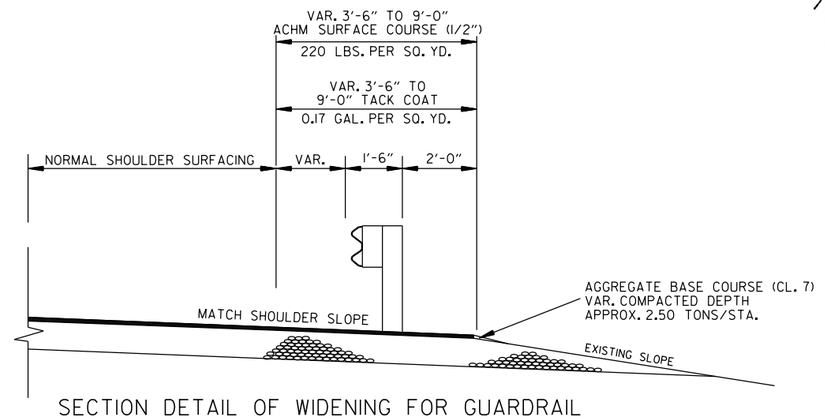
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				6	ARK.			
				JOB NO.		101035	7	73
				(2)	SPECIAL DETAILS			



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

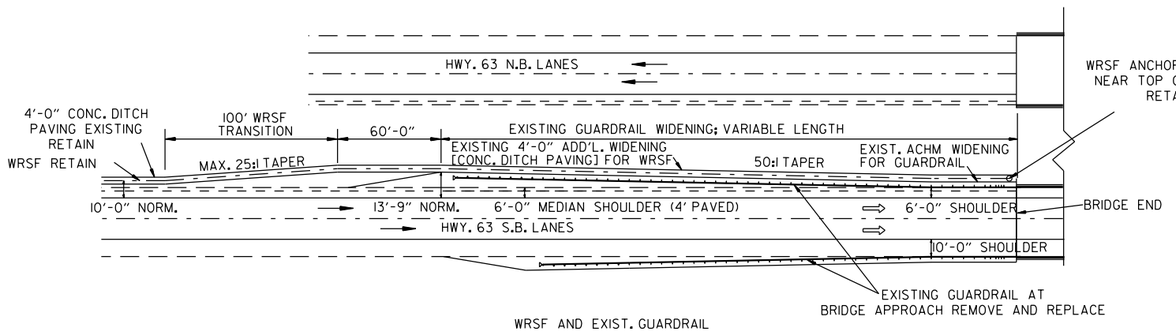
NOT TO SCALE

N.B. OUTSIDE SHOULDER
STA. 316+14.49 TO STA. 323+23.43
STA. 323+18.63 TO STA. 367+13.74
STA. 370+87.00 TO STA. 387+48.19
STA. 387+92.59 TO STA. 434+77.14
STA. 435+83.77 TO STA. 463+90.67
STA. 464+92.13 TO STA. 470+04.48
STA. 472+37.63 TO STA. 484+63.16
STA. 487+38.89 TO STA. 491+43.83
STA. 493+72.29 TO STA. 554+56.21
STA. 555+64.61 TO STA. 589+37.77

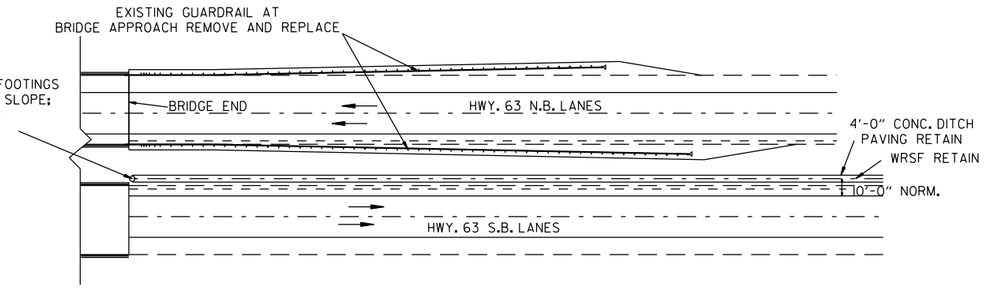


SECTION DETAIL OF WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWINGS, GR-6, GR-7, GR-8, GR-9, GR-10, GR-11, GR-12, GR-13, GRT-1 FOR ADDITIONAL INFORMATION.



WRSF AND EXIST. GUARDRAIL
ON SAME SIDE OF MEDIAN



WRSF AND EXIST. GUARDRAIL
ON OPPOSITE SIDES OF MEDIAN

DETAIL OF EXISTING WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

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

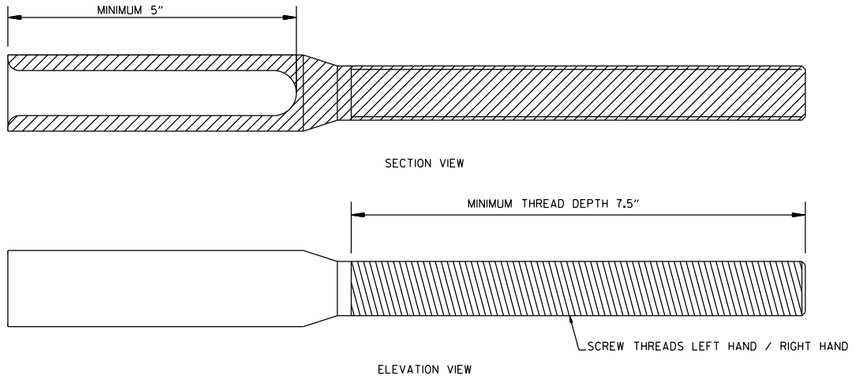
STATE OF ARKANSAS
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No. 18051
8-5-2021

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SPECIAL DETAILS

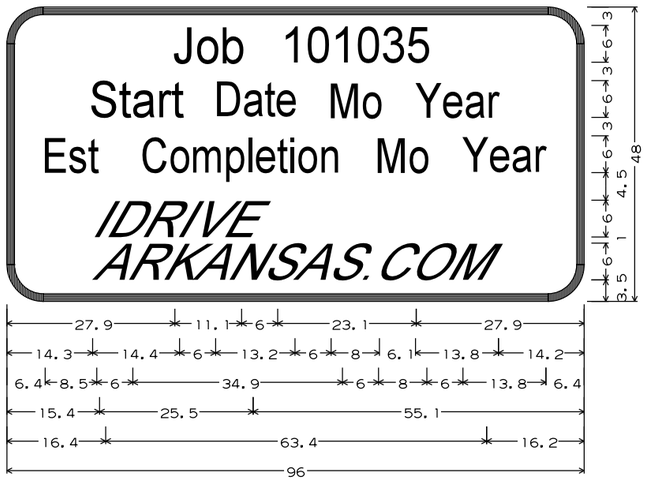
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101035	8	73
				(2)	SPECIAL DETAILS			



NOTE:

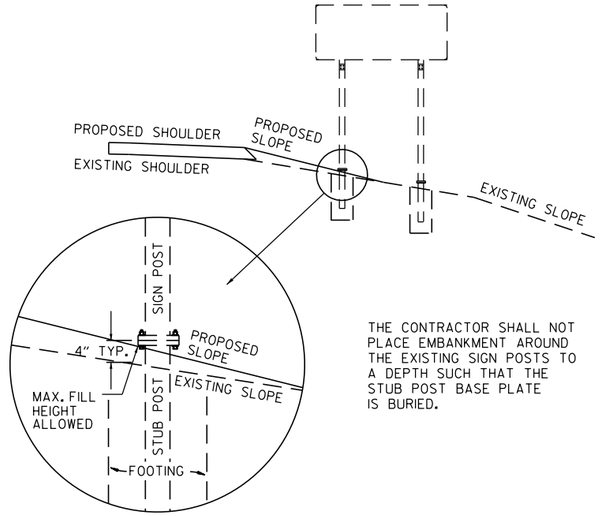
REFER TO "WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS" SPECIAL PROVISION FOR ADDITIONAL REQUIREMENTS.

THREADED TERMINAL DETAIL



6.0" Radius, 1.3" Border, Black on Orange;
"Job 101035" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE" Arial;
"ARKANSAS.COM" Arial;

CONSTRUCTION PROJECT INFORMATION SIGN



DETAIL FOR THE MAINTENANCE OF
EXISTING BREAKAWAY SIGN STRUCTURES
NOT TO SCALE

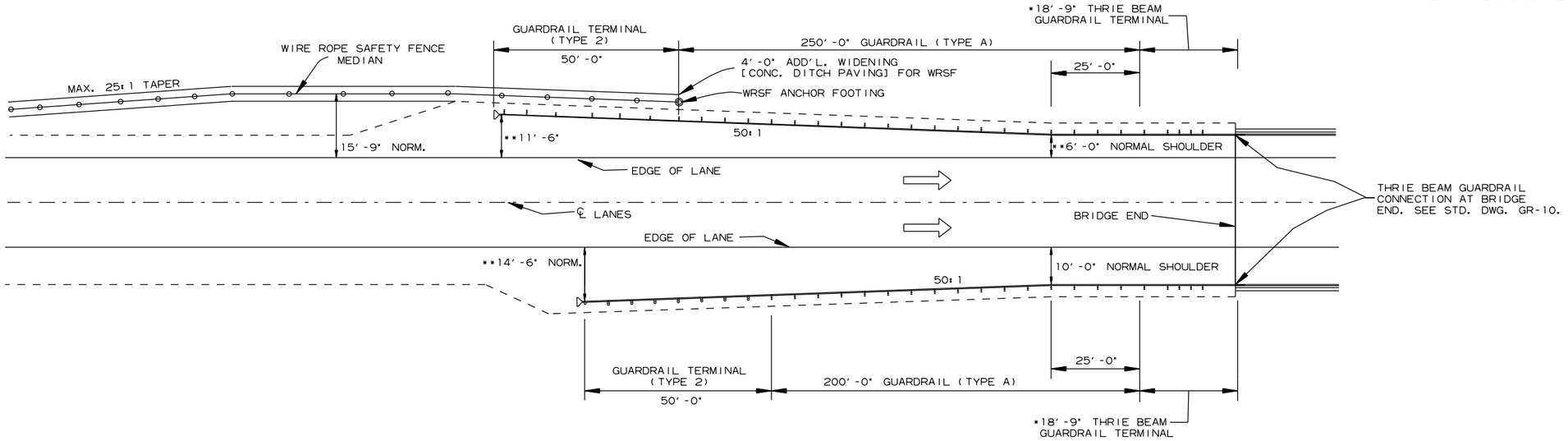
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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* THE CONTRACTOR SHALL DRILL 1" DIA. HOLES FOR THE NEW THRIE BEAM CONNECTION 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.

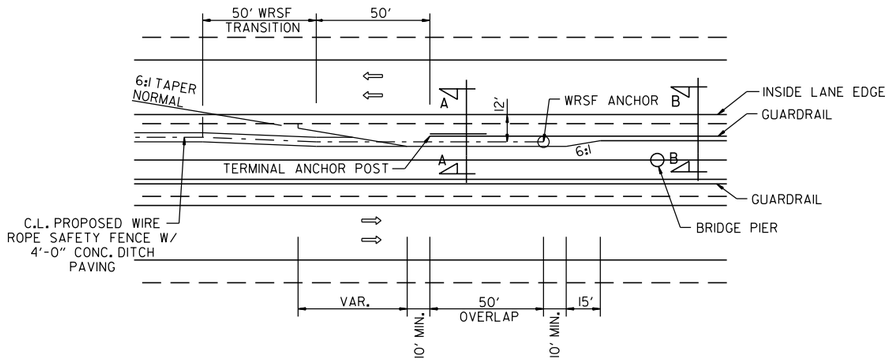
** THE NORTHBOUND DIMENSION FOR THE SHOULDER IS 10'-0" WITH THE DEMINSION FROM THE EDGE OF LANE TO FACE OF THE GAURDRAIL BEING 14'-6"



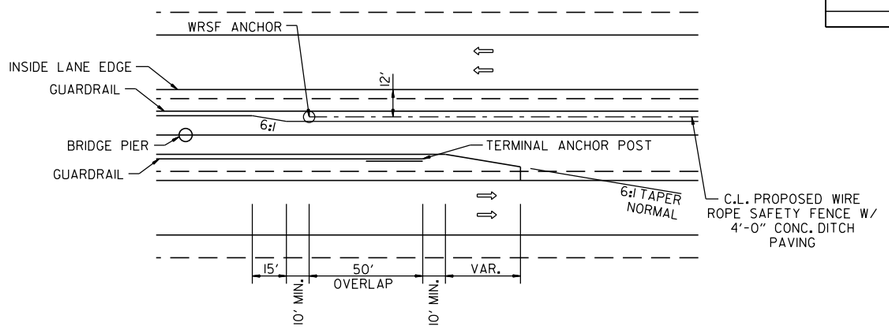
TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

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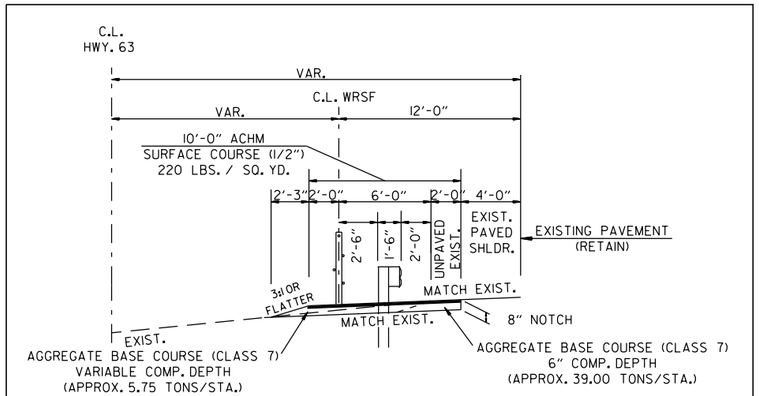
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101035	10	73
				(2)	SPECIAL DETAILS			



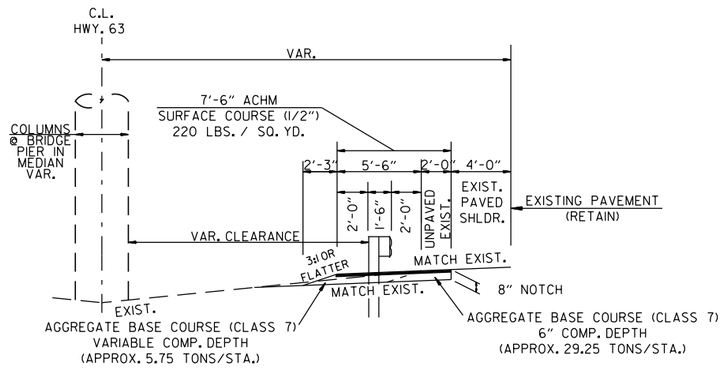
WRSF AND GUARDRAIL TERMINAL SAME SIDE OF C.L. CONST.



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

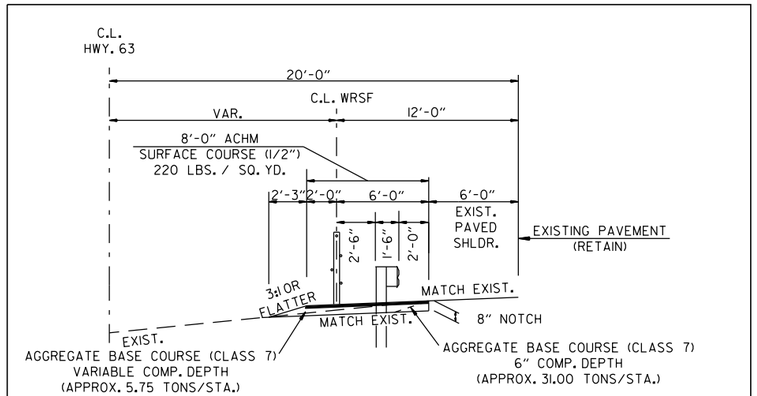


SECTION A-A

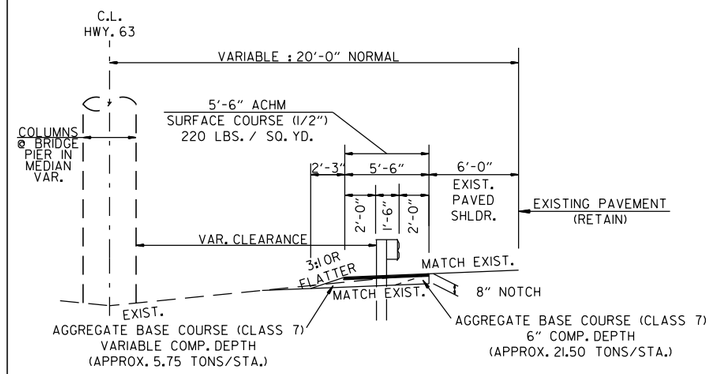


SECTION B-B

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

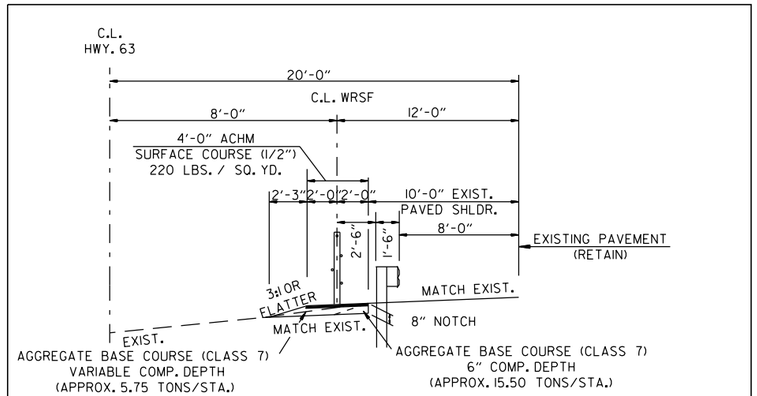


SECTION A-A

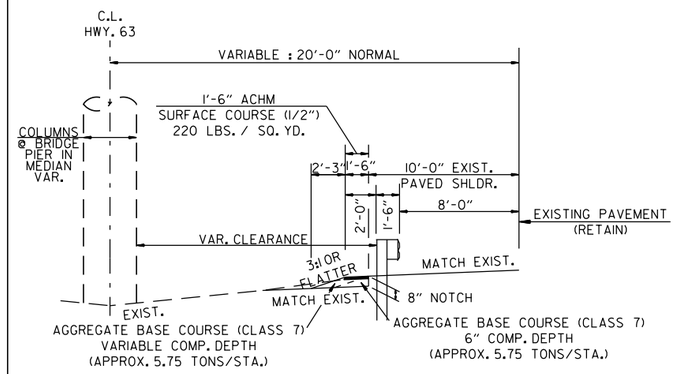


SECTION B-B

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)

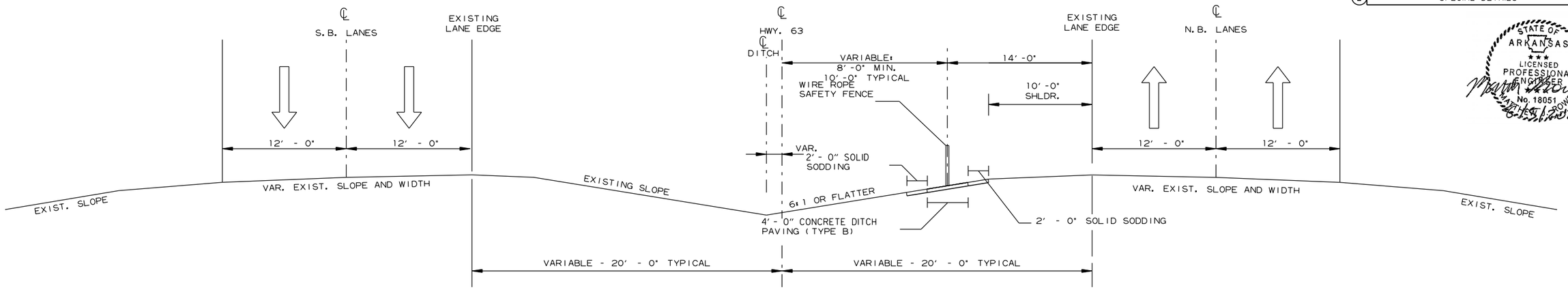
STATE OF ARKANSAS
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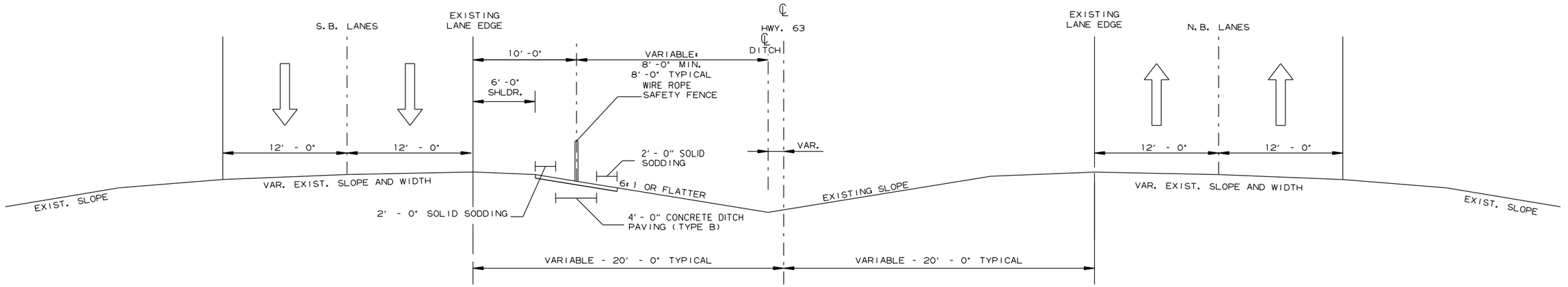
SPECIAL DETAILS

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.		101035	11	73
				(2)	SPECIAL DETAILS			



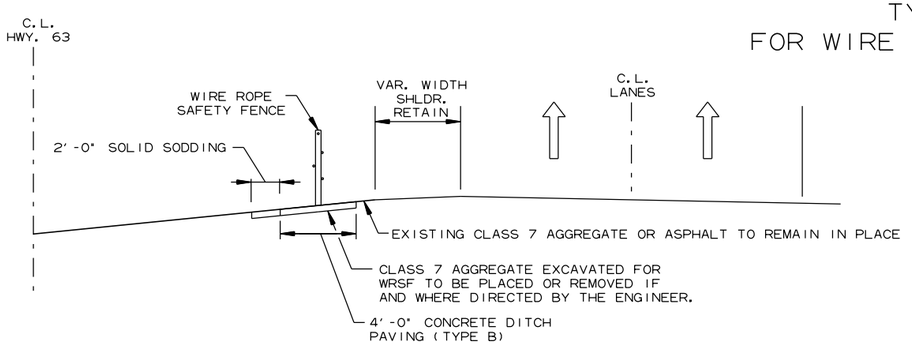
TYPICAL SECTION OF IMPROVEMENT
FOR WIRE ROPE SAFETY FENCE RIGHT OF CENTERLINE

STA. 320+00.00 TO STA. 372+64.00
STA. 376+40.00 TO STA. 448+74.00
STA. 495+81.06 TO STA. 565+83.00



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

STA. 454+95.00 TO STA. 467+95.90
STA. 474+65.30 TO STA. 483+68.48



SOLID SODDING DETAIL

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SPECIAL DETAILS

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				6	ARK.			
				JOB NO.		101035	12	73
				(2)	TEMPORARY EROSION CONTROL DETAILS			

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STA. 320+00.00
BEGIN JOB 101035
LOG MILE 44.983

320 325 330 335 340 345

N29°32'13"W
P.T. 328+18.34
P.I. 326+53.17
RAMP 3
P.C. 330+48.41
P.T. 332+98.41
N44°29'13"W
P.I. 331+73.49
N49°29'13"W
P.I. 322+80.27
N58°44'43"W
P.I. 326+23.22
N54°05'12"W
S80°00'48"W
P.T. 323+73.14
P.C.C. 321+82.72
RAMP 2
P.C. 323+80.60
P.T. 328+39.60
RT. FRONTAGE RD.
P.I. 318+59.53
N09°59'12"W
P.I. 320+79.10
N87°23'53"W
S09°59'12"E
RAMP 1
SILT FENCE=273 L.F.
SILT FENCE=317 L.F.
N47°28'45"W
PT335+00.33

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

TEMP. PAVEMENT

LEGEND

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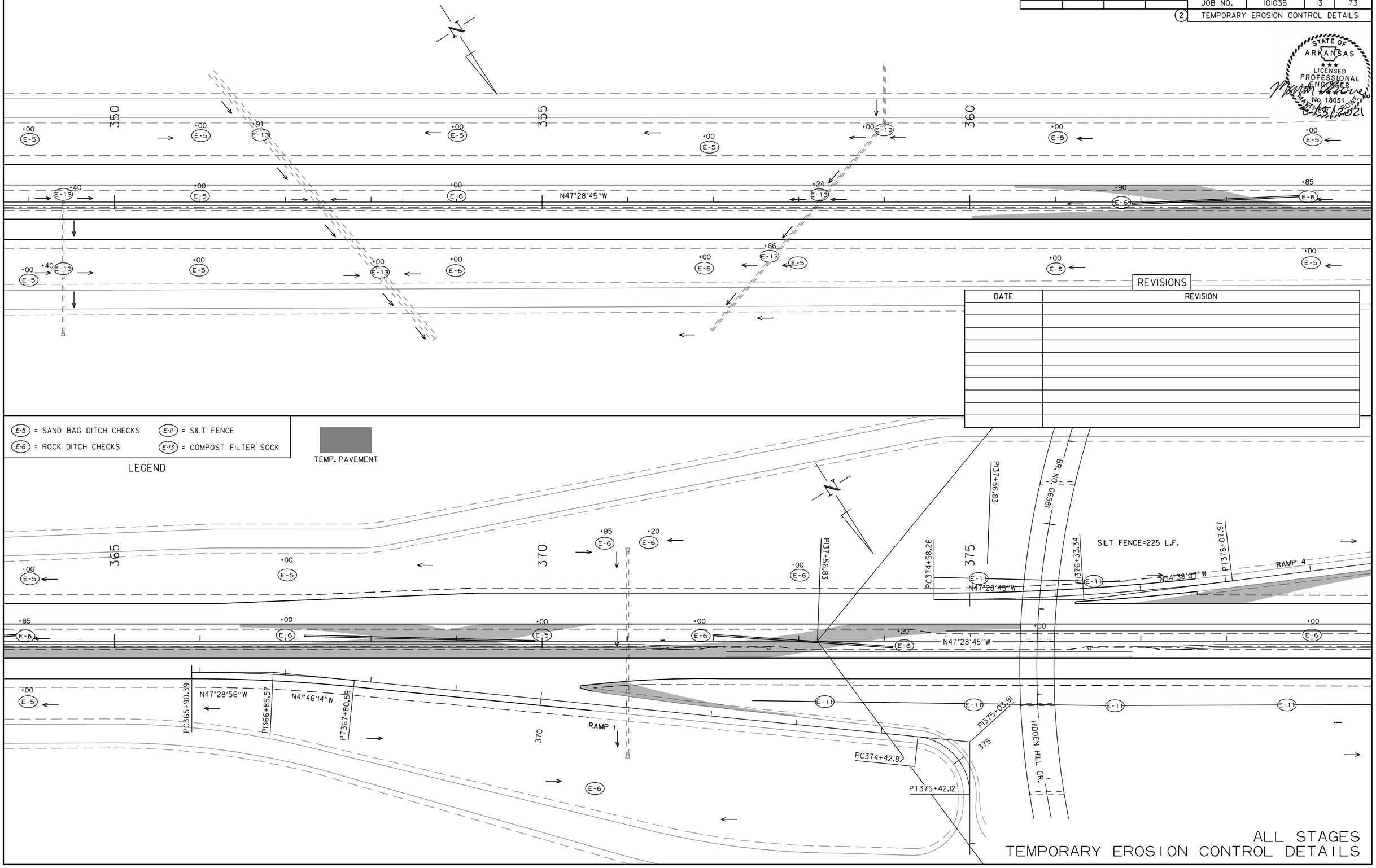
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ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

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.		101035	13	73

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
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MATTHEW T. BOWLES
8-5-2021



REVISIONS

DATE	REVISION

ALL STAGES
TEMPORARY EROSION CONTROL 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.		101035	14	73
				(2)	TEMPORARY EROSION CONTROL DETAILS			

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380 PT382+08.23 S42°31'15"W PC381+10.63 N54°38'07"W PI381+70.19 MP 4 +00 E-13 +00 E-6

385 N42°31'20"E PC387+00.71 PI387+61.80 PT388+00.01 +00 E-5 390 RAMP 3 +00 E-5 +00 E-5 PC394+62. N41°46'15"W

+00 E-6 +00 E-5 E-6 E-6 +73 +03 +88 E-13 N47°28'45"W +60 E-5 +94 E-13 +00 E-6 +50 E-5

E-11 E-11 E-11 PI382+90.11 PT383+28.07 N55°11'39"W PC385+90.24 RAMP 2 E-11 PI387+63.1 E-11 E-11 N47°28'45"W PT389+35.57 SILT FENCE=237L.F. +00 E-5 +00 E-5 +00 E-6

PC382+31.14 S42°31'18"W

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

LEGEND

TEMP. PAVEMENT

REVISIONS

DATE	REVISION

395 PC394+62.16 N41°46'15"W PI395+57.38 N47°28'46"W PT396+52.45 400 405 +88 E-13 +00 E-5

+00 E-6 +00 E-6 +00 E-6 +10 +88 E-13 +50 E-6 N47°28'45"W +00 E-6 +00 E-5

+00 E-6 +00 E-5 +00 E-6 +00 E-5 +00 E-6 +00 E-6 +00 E-6 +00 E-5

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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.		101035	15	73

(2) TEMPORARY EROSION CONTROL DETAILS

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410 415 420 425 430 435

+00 (E-6) +00 (E-6) +00 (E-6) +00 (E-11) (E-11) (E-11) (E-11) (E-11) +00 (E-6)

+00 (E-6) N47°28'45"W +00 (E-6) +00 (E-5) +00 (E-6) +00 (E-6) +00 (E-6)

PC414+17.42

+00 (E-6) +00 (E-6) (E-5) +33 (E-6) +63 (E-6) +00 (E-6) +00 (E-6)

SILT FENCE=555 L.F.

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

PI430+56.38

+00 (E-6) +00 (E-11) (E-11) (E-11) (E-11) (E-11) (E-5) (E-11) (E-11) +00 (E-6)

+00 (E-6) +00 (E-5) +00 (E-13) +35 (E-6) +85 (E-6) +25 (E-6) +40 (E-6) +78 (E-6) N29°08'19"W

N29°08'19"W +00 (E-6) PC432+75.47 +00 (E-5) (E-11) (E-11) +48 (E-6) (E-11)

+00 (E-6)

SILT FENCE=460 L.F.

PC437+38.94 (E-11) N24°36'45"W

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

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RAMP 4
N48°31'07"W
PI441+43.26
N24°36'45"W
N29°08'19"W
PI440+10.02
N12°56'10"E
RAMP 1
SILT FENCE=255 L.F.
PT446+10.09
N15°33'09"W
N16°04'28"W
BR. END STA. 20+02.13
PC451+35.11
PT452+39.52
BR. NO. 07028
N17°57'19"E
BR. END STA. 22+77.13
PI451+87.31
W WASHINGTON AVE.

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

PI460+76.99
RAMP 2
N16°02'43"W
PT464+82.43
SILT FENCE=540 L.F.
SILT FENCE=964 L.F.
PI461+10.07
RAMP 3
N16°02'42"W
PT464+72.93
PC465+13.30
BR. END STA. 469+41.95

ALL STAGES
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				6	ARK.			
				JOB NO.		101035	17	73
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UNION PACIFIC RAILROAD

MAHON ST.

BR. END STA. 469+47.95

BR. END STA. 472+32.91

PI 471+64.28

PI 479+44.27

SILT FENCE=1,363 L.F.

SILT FENCE=1,328 L.F.

N59°01'23"W

LOST CREEK

BIG CREEK

50' VEGETATIVE BUFFER

BR. END STA. 485+19.32

BR. END STA. 486+16.44

BR. END STA. 487+26.96

BR. END STA. 488+24.08

SILT FENCE=410 L.F.

SILT FENCE=496 L.F.

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

LEGEND

TEMP. PAVEMENT

REVISIONS

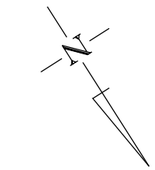
DATE	REVISION

8/5/2021

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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.		101035	18	73
				(2)	TEMPORARY EROSION CONTROL DETAILS			





SILT FENCE=1,578 L.F.

500 505 510 515

N59°01'23"W

SILT FENCE=2,424 L.F.

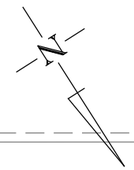
REVISIONS

DATE	REVISION

LEGEND

TEMP. PAVEMENT

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



515 520 525 530

N59°01'23"W

PC529+21.63

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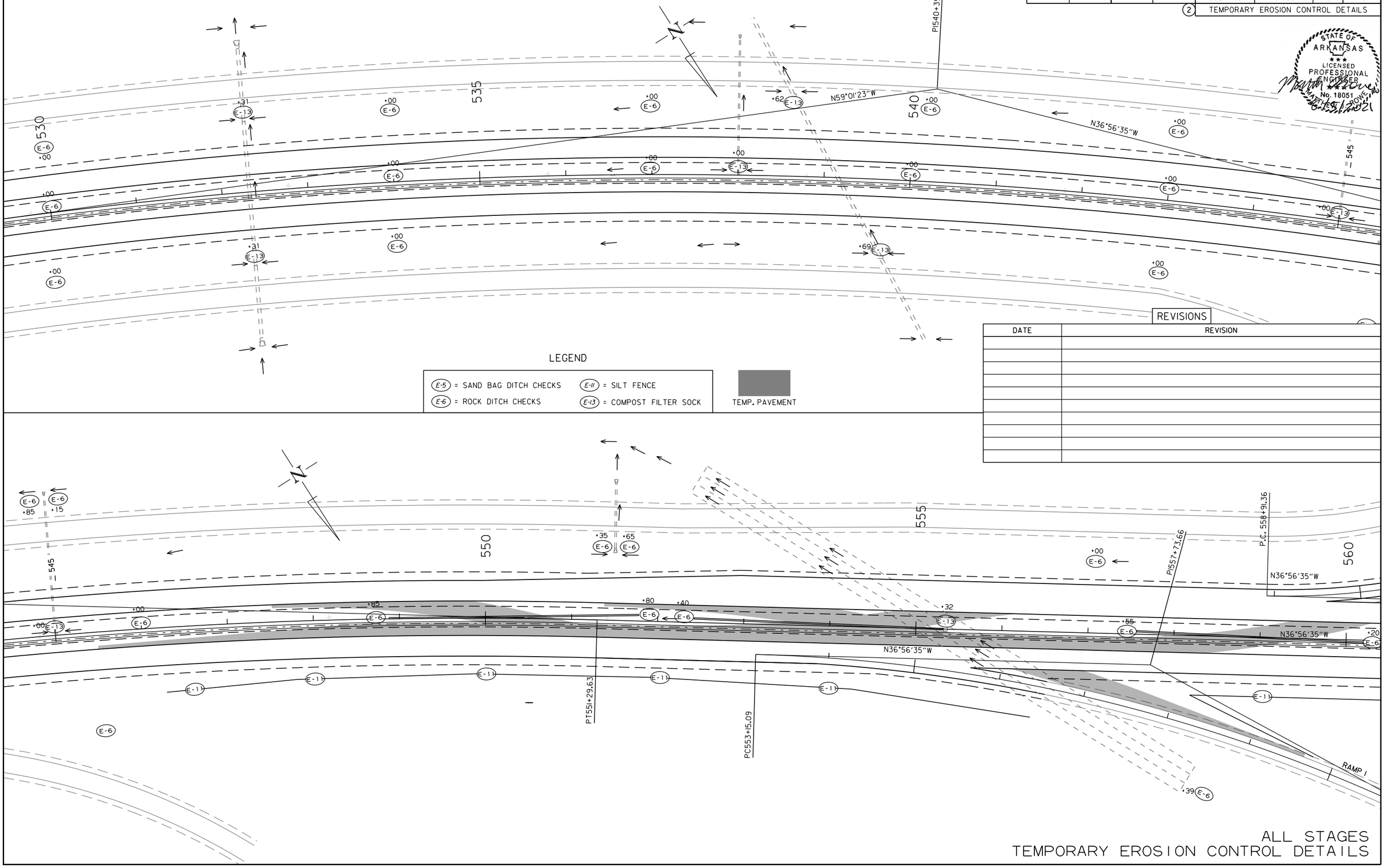
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ALL STAGES
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101035	19	73

(2) TEMPORARY EROSION CONTROL DETAILS

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REVISIONS

DATE	REVISION

8/5/2021

R101035.dgn

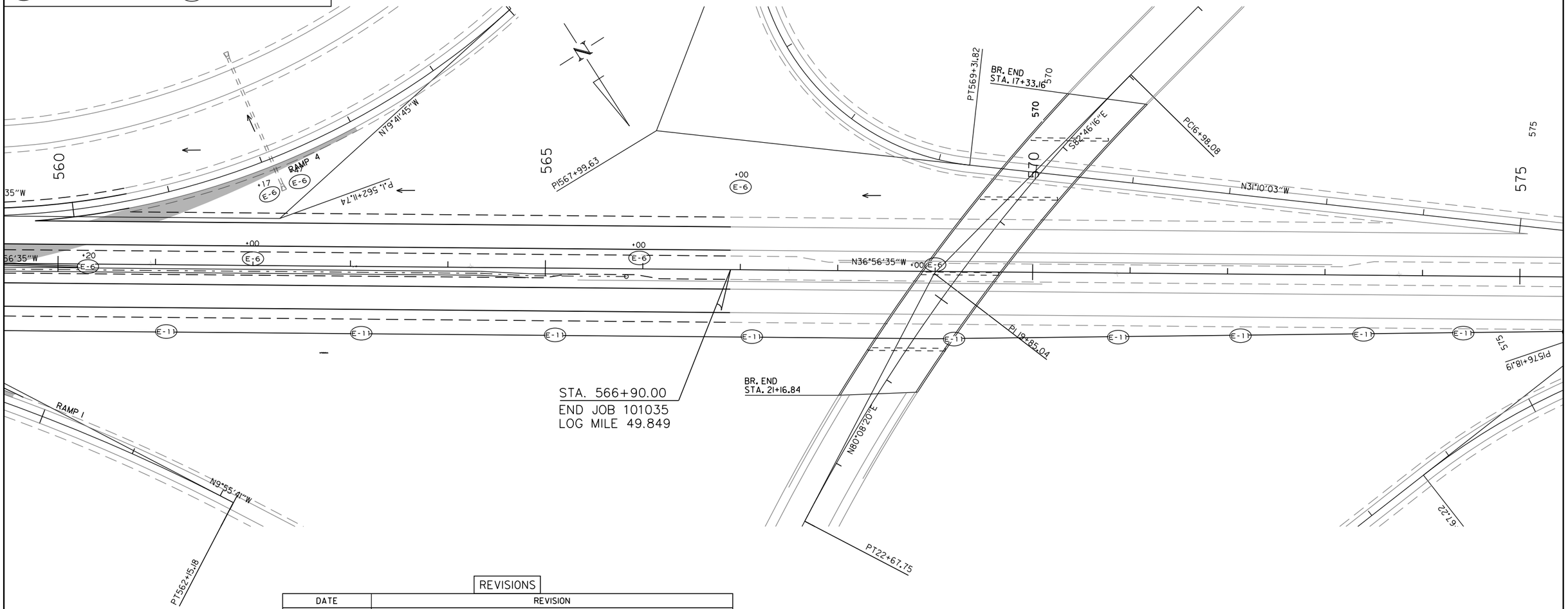
ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

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.		101035	20	73
				(2)	TEMPORARY EROSION CONTROL DETAILS			

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No. 18051
8-5-2021

LEGEND

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



REVISIONS

DATE	REVISION

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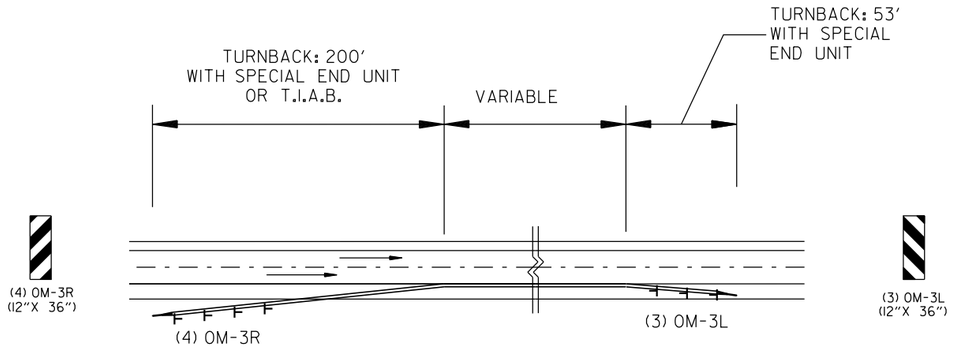
ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

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.		101035	21	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

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.

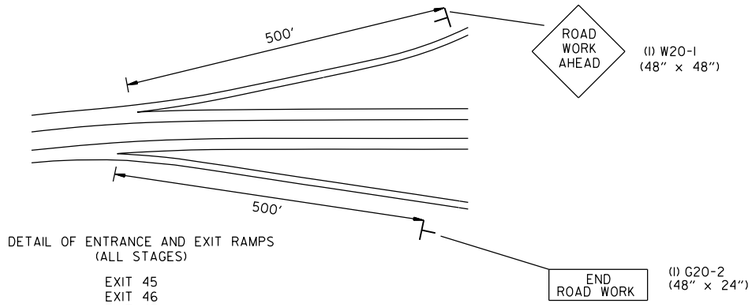
TRAFFIC CONTROL FOR CONSTRUCTION AT OVERPASSES IS INDEPENDENT FROM HWY. 63 MAIN LANE TRAFFIC CONTROL & MAY BE PERFORMED PRIOR TO OR AFTER MAINLINE CONSTRUCTION.



REFER ALSO TO STANDARD DRAWING TC-5 FOR DETAILS OF PLACEMENT OF PCCB TURNBACKS.

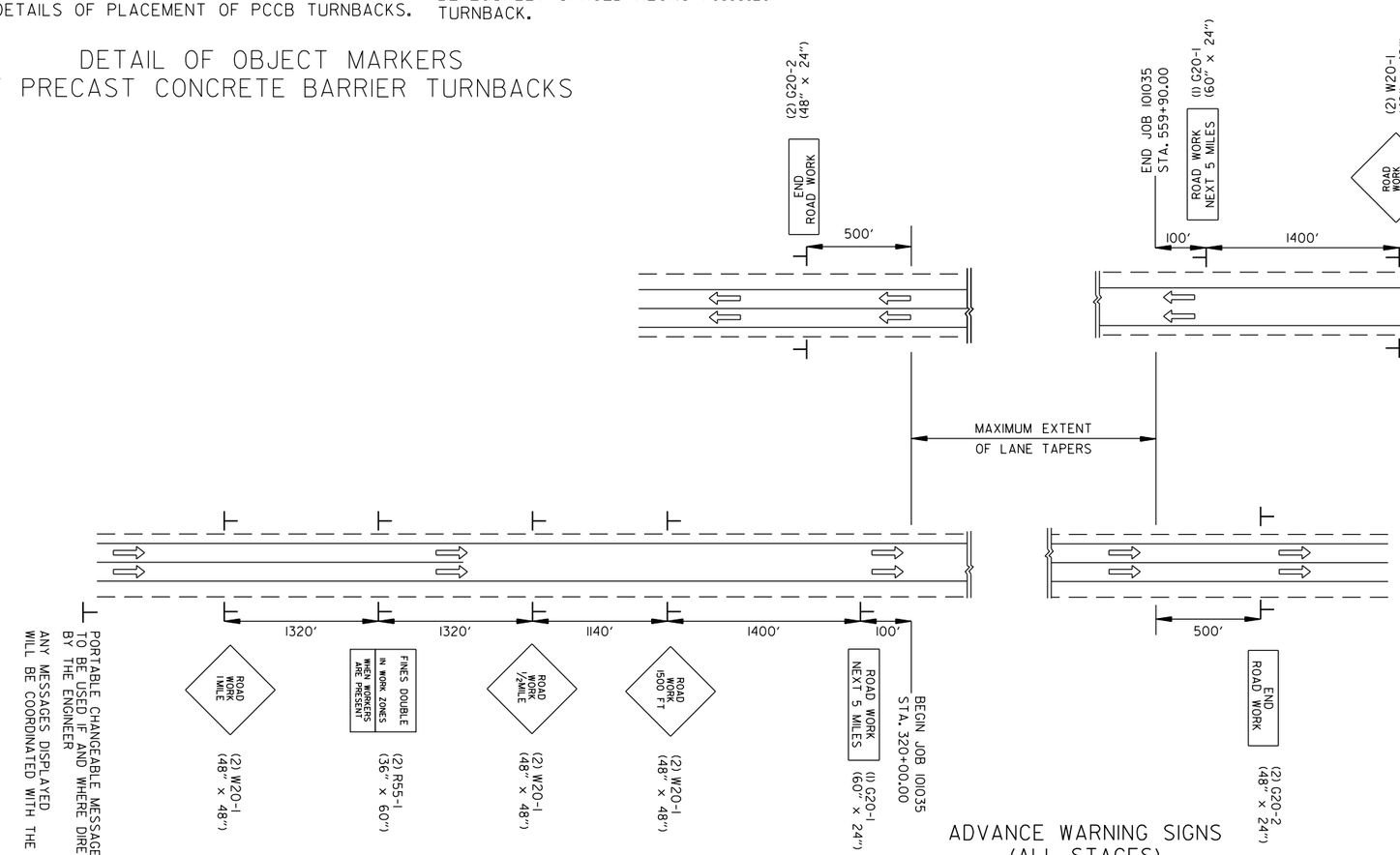
NOTE: OM-3L & OM-3R SIGNS SHALL BE EQUALLY SPACED ALONG P.C.C.B. TURNBACK.

DETAIL OF OBJECT MARKERS AT PRECAST CONCRETE BARRIER TURNBACKS



DETAIL OF ENTRANCE AND EXIT RAMPS
(ALL STAGES)

EXIT 45
EXIT 46
EXIT 47
EXIT 49



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

ANY MESSAGES DISPLAYED WILL BE COORDINATED WITH THE DISTRICT

ADVANCE WARNING SIGNS
(ALL STAGES)

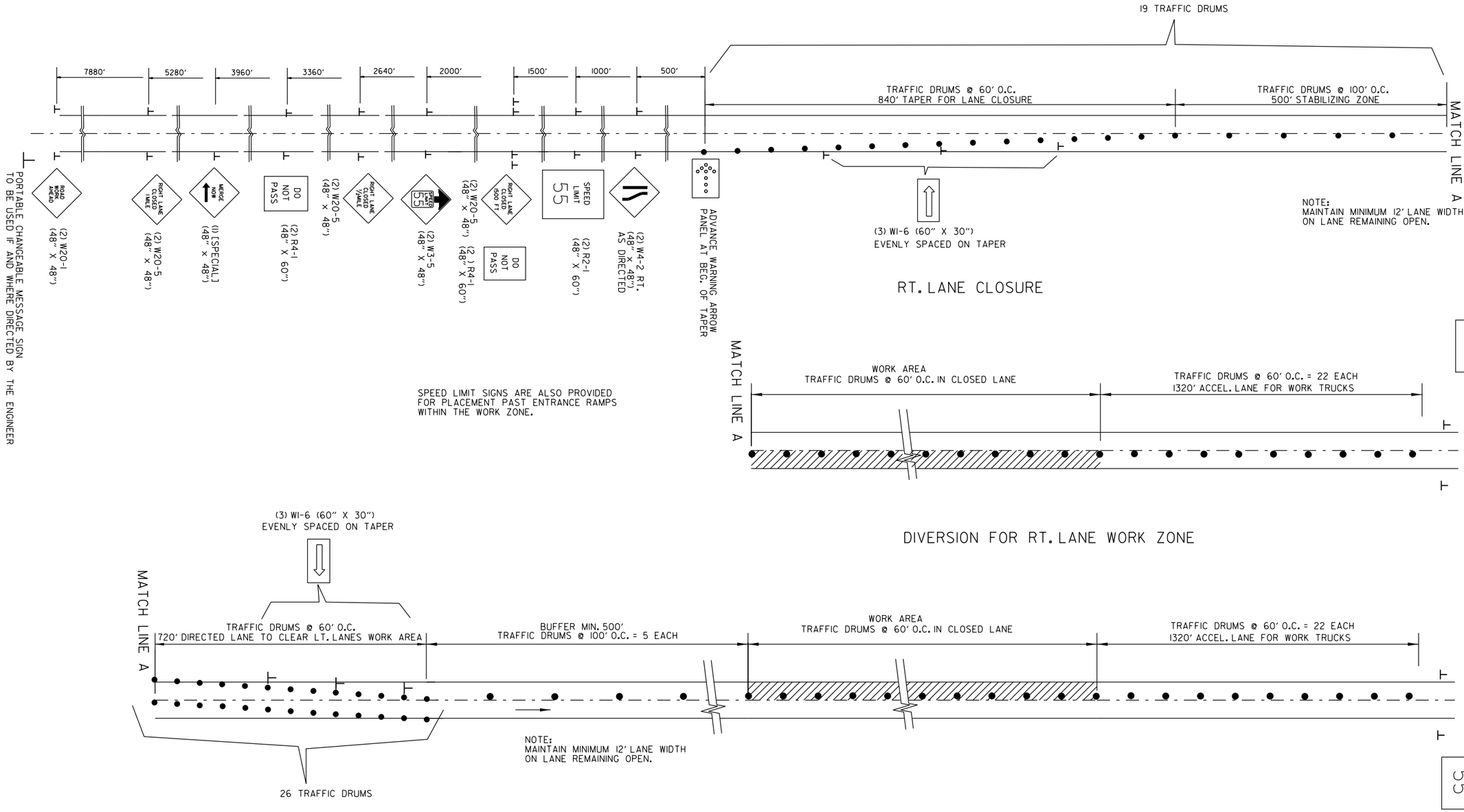
ADVANCE WARNING MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		101035	22	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

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RT. LANE CLOSURE

DIVERSION FOR RT. LANE WORK ZONE

DIVERSION FOR LT. LANE WORK ZONE

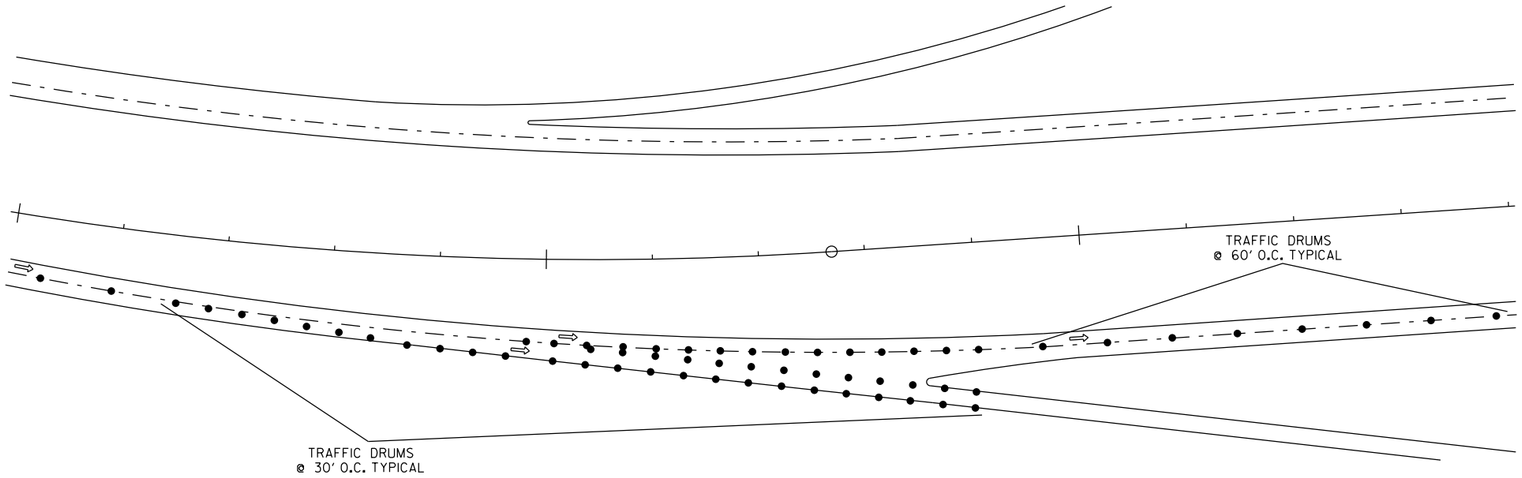
HWY. 63
WORK ZONE - LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

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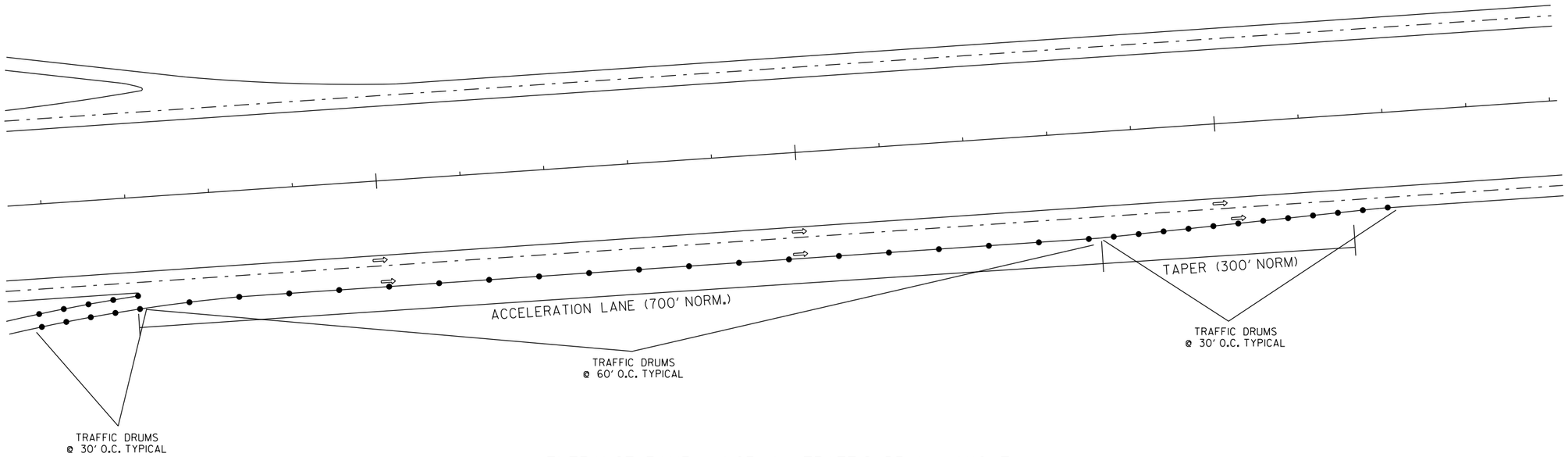
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101035	23	73

(2) MAINTENANCE OF TRAFFIC DETAILS

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EXIT RAMP - NORMAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - NORMAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE

EXIT 45:
NORTHBOUND EXIT = 24 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 49 TRAFFIC DRUMS

SOUTH BOUND EXIT = 24 TRAFFIC DRUMS

EXIT 46:
NORTHBOUND EXIT = 24 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 37 TRAFFIC DRUMS

SOUTHBOUND EXIT = 24 TRAFFIC DRUMS
SOUTHBOUND ENTRANCE = 32 TRAFFIC DRUMS

EXIT 47:
NORTHBOUND EXIT = 24 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 32 TRAFFIC DRUMS

SOUTHBOUND EXIT = 24 TRAFFIC DRUMS
SOUTHBOUND ENTRANCE = 37 TRAFFIC DRUMS

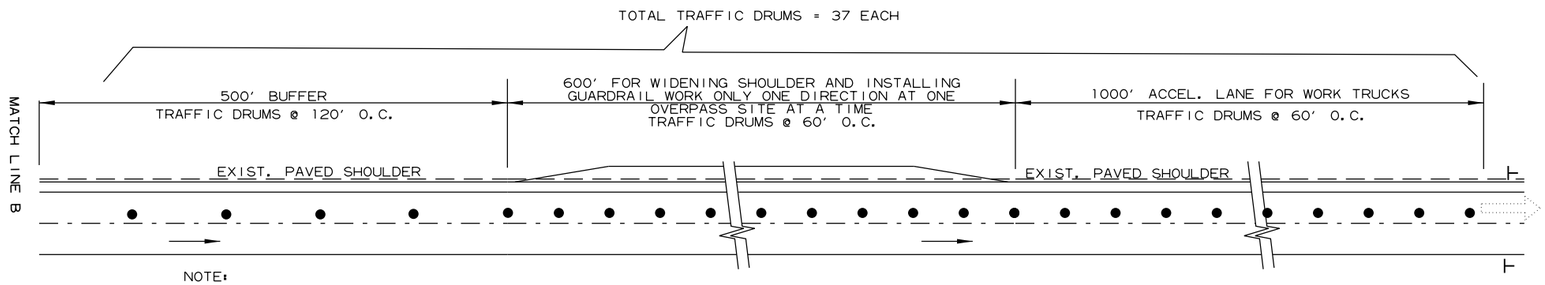
EXIT 49:
NORTHBOUND EXIT = 24 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 32 TRAFFIC DRUMS

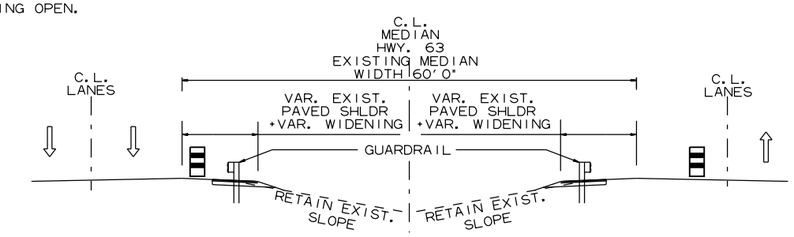
SOUTHBOUND ENTRANCE = 32 TRAFFIC DRUMS

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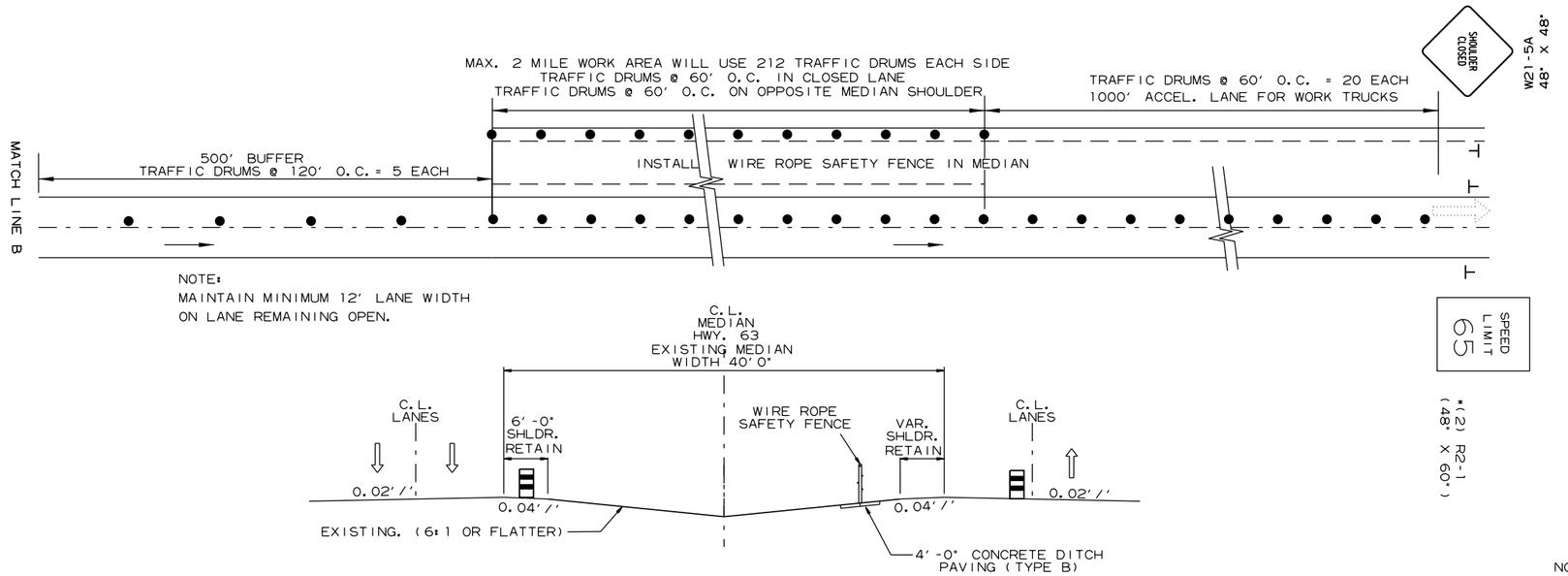
DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		101035	24	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

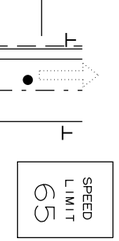




MOVABLE WORK ZONE FOR GUARDRAIL INSTALLATION



MOVABLE WORK ZONE FOR WRSF INSTALLATION





WORK VEHICLE ENTRY LOCATION



WORK VEHICLE EXIT LOCATION

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.

*SPEED LIMIT SIGNS SHALL MATCH PERMANENT SPEED LIMIT.

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

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MAINTENANCE OF TRAFFIC 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.		101035	25	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

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SEQUENCE OF CONSTRUCTION - MAIN LANES

STAGE 1
INSTALL ADVANCE WARNING DEVICES.
CONSTRUCT SHOULDER TRENCHING & PREPARATION ON N.B. OUTSIDE SHOULDER.
REMOVE CABLE MEDIAN BARRIER.
CONSTRUCT TEMPORARY MEDIAN CROSSOVERS FOR S.B. MAIN LANE & RAMPS.
REFER TO LANE CLOSURE DETAIL.

STAGE 2A
INSTALL P.C.C.B. ON N.B.
ROUTE S.B. TRAFFIC ONTO N.B. USING TEMPORARY MEDIAN CROSSOVERS & CLOSE S.B.
RECONSTRUCT S.B. PAVEMENT AT LOCATIONS NOT UTILIZED FOR RAMP TRAFFIC.
DO NOT INSTALL FINAL LIFT OF ASPHALT.
CONSTRUCT LATEX MODIFIED CONCRETE OVERLAY ON BRIDGES A5204, A5205 & A5206.

STAGE 2B
ROUTE S.B. RAMP TRAFFIC ONTO TEMPORARY MEDIAN CROSSOVERS CONSTRUCTED IN STAGE 2A.
RECONSTRUCT THE REMAINDER OF S.B. PAVEMENT. DO NOT INSTALL FINAL LIFT OF ASPHALT.

STAGE 2C
ROUTE TRAFFIC TO OUTSIDE LANES AS SHOWN IN DETAILS. CONSTRUCT N.B. MAIN LANE CROSSOVER AT BEGINNING OF THE JOB. REMOVE STAGE 2A MAIN LANE CROSSOVER.

STAGE 3A
ROUTE S.B. TRAFFIC ONTO 1 LANE OF S.B.
RELOCATE & INSTALL P.C.C.B. ON S.B.
ROUTE N.B. TRAFFIC ONTO RIGHT SIDE USING TEMPORARY MEDIAN CROSSOVERS & CLOSE N.B.
RECONSTRUCT N.B. PAVEMENT AT LOCATIONS NOT UTILIZED FOR RAMP TRAFFIC.
CONSTRUCT LATEX MODIFIED CONCRETE OVERLAY ON BRIDGES B5205 & B5206.

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

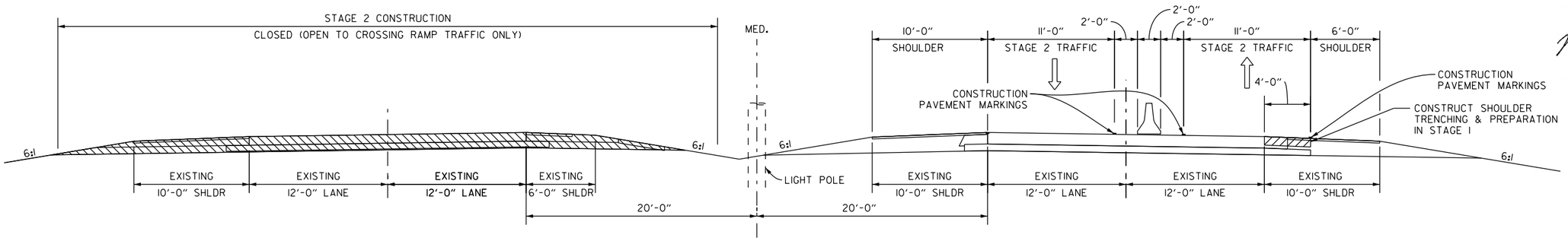
STAGE 4
ROUTE N.B. TRAFFIC BACK ONTO N.B.
REMOVE TEMPORARY PAVEMENT AT MEDIAN CROSSOVERS.
INSTALL CABLE MEDIAN BARRIER & GUARDRAIL.

STAGE 5
INSTALL FINAL LIFT OF ACHM SURFACE COURSE ON S.B. LANE AND INSTALL PAVEMENT MARKINGS.

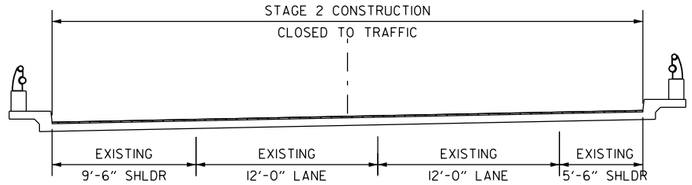
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101035	26	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

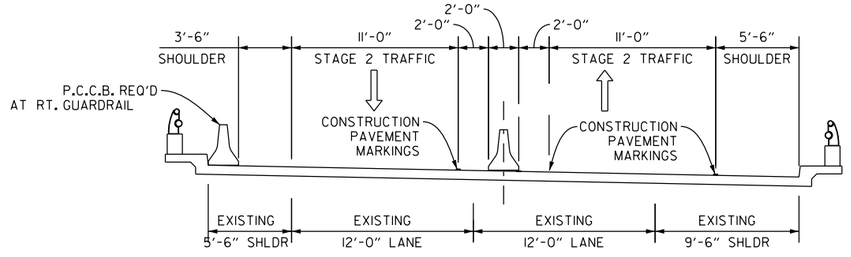
STATE OF ARKANSAS
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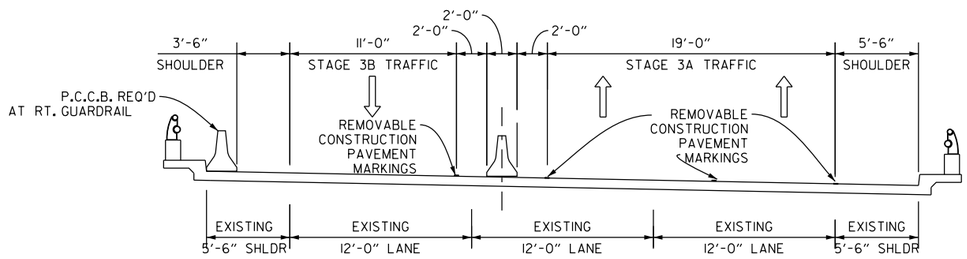
HWY. 63 MAINTENANCE OF TRAFFIC
STAGE 2 - LOOKING DOWN STATION



S.B. BRIDGE NO. A5204 & A5205 & A5206



N.B. BRIDGE NO. B5204 & B5205 & B5206



N.B. BRIDGE NO. B5204

PRECAST CONCRETE BARRIER RAIL

BEGIN STATION	END STATION	LOCATION	LIN. FT.*
STAGE 2			
317+70.68	320+10.24	LT. OF N.B.	266
375+58.43	377+77.44	LT. OF N.B.	246
451+58.98	453+77.86	LT. OF N.B.	246
469+19.00	474+33.79	LT. OF N.B.	546
484+98.54	495+77.85	LT. OF N.B.	1106
568+70.03	571+89.14	LT. OF N.B.	346
STAGE 2A			
329+83.64	334+77.51	LT. OF RAMP CROSSOVER	526
372+66.38	379+45.71	LT. OF RAMP CROSSOVER	706
391+62.40	395+65.96	LT. OF RAMP CROSSOVER	426
437+48.83	441+23.61	LT. OF RAMP CROSSOVER	406
462+71.01	464+23.34	LT. OF RAMP CROSSOVER	173
556+94.18	559+77.23	LT. OF RAMP CROSSOVER	586
STAGE 2B			
329+74.91	332+26.90	RT. OF RAMP CROSSOVER	286
374+67.60	379+36.78	RT. OF RAMP CROSSOVER	506
391+75.30	395+65.96	RT. OF RAMP CROSSOVER	426
437+54.86	441+08.73	RT. OF RAMP CROSSOVER	406
463+27.81	465+66.15	RT. OF RAMP CROSSOVER	266
559+77.23	562+43.17	RT. OF RAMP CROSSOVER	326

*LENGTHS INCLUDE SPECIAL END UNITS

HWY. 63 STAGE 2A

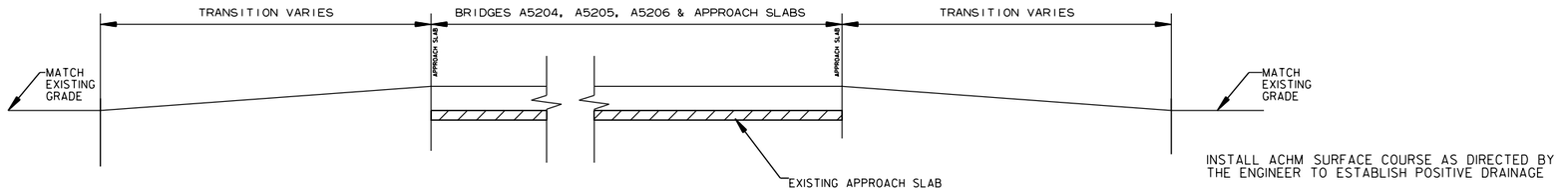
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 28,950 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 83,460 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 11,240 LIN. FT.
TRAFFIC DRUMS = 465 EACH
P.C.C.B. = 33,925 LIN. FT.

HWY. 63 STAGE 2B

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 1,350 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1,740 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7,780 LIN. FT.
TRAFFIC DRUMS = 210 EACH
INSTALL P.C.C.B. = 2,216 LIN. FT.

HWY. 63 STAGE 2C

CONSTRUCTION PAVEMENT MARKINGS = 98,760 LIN. FT.
TRAFFIC DRUMS = 1,094 EACH



STAGE 2 - DETAILS FOR GRADE TRANSITIONS - BRIDGES A5204, A5205, A5206

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MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

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(I) WI-4aR (48" X 48")
(I) WI3-1 (18" X 18")

C.L. N.B. CROSSOVER STAGE 2
P.I. = 308+95.77
Δ = 13°44'02" RT.
D = 3°00'00"
T = 230.00'
L = 457.79'
P.C. = 306+65.77
P.R.C. = 311+23.56
NO SUPERELEVATION

C.L. N.B. CROSSOVER STAGE 2
P.I. = 312+38.57
Δ = 6°53'31" LT.
D = 3°00'00"
T = 115.01'
L = 229.73'
P.R.C. = 311+23.56
P.T. = 313+53.29
NO SUPERELEVATION

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

STA. 309+00 INSTALL TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE

FURNISH AND INSTALL 28346' TEMP. PRECAST CONCRETE BARRIER WALL INCLUDES (2) END UNITS

STA. 320+00.00
BEGIN JOB 101035
LOG MILE 44.983

HWY. 63 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

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

TRAFFIC DRUMS @ 40 O.C.

C.L. RAMP 3 CROSSOVER STAGE 2A
P.I. = 335+01.42
Δ = 13°16'33" RT.
D = 3°00'00"
T = 222.25'
L = 442.52'
P.C. = 332+79.17
P.R.C.= 337+21.69
NO SUPERELEVATION

P.T. 328+18.34
P.C. 330+48.41
P.T. 332+98.41
P.I. 331+73.49
P.I. 335+01.42
P.R.C. 337+21.69
P.T. 328+39.60
P.I. 339+10.09
P.T. 340+97.28
PT335+00.33

RAMP 3
330
335
340
15'
N49°29'13"W
N44°29'13"W
N36°12'40"W
N47°28'45"W
CONSTRUCTION PAVEMENT MARKING
2' SHLDR
11' LANE
12'
1210' ACCEL. LANE
300' TAPER

C.L. RAMP 3 CROSSOVER STAGE 2A
P.I. = 339+10.09
Δ = 11°16'05" LT.
D = 3°00'00"
T = 188.40'
L = 375.59'
P.R.C. = 337+21.69
P.T. = 340+97.28
NO SUPERELEVATION

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

C.L. RAMP 4 CROSSOVER STAGE 2A
P.I. = 371+50.44
Δ = 10°44'35" RT.
D = 3°30'00"
T = 153.92'
L = 306.94'
P.C. = 369+96.52
P.T. = 373+03.46
NO SUPERELEVATION

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

FURNISH AND INSTALL
246' TEMP. PRECAST
CONCRETE BARRIER WALL
UNDER BRIDGE 06581
INCLUDES (2) END UNITS

BR. NO. 06581

TRAFFIC DRUMS @ 40 O.C.
CONSTRUCTION PAVEMENT MARKING
P.C. 366+22.71
P.T. 369+80.81
P.I. 371+50.44
P.T. 373+03.46
365
370
375
PI373+56.83
PC374+58.26
PI376+33.34
N58°13'20"W
N47°28'45"W
2' SHLDR
11' LANE
6' SHLDR
300' TAPER
320' TEMP. ACCEL. LANE
PC365+90.39
N47°28'56"W
PI366+85.57
N41°46'14"W
PT367+80.59
P.I. 368+02.28
P.C. 369+96.52
RAMP 1
370
FURNISH AND INSTALL
706' TEMP. PRECAST
CONCRETE BARRIER WALL
INCLUDES (2) END UNITS
PI375+03.91
C.L. MED. HWY. 63 STA. 375+78.83
C.L. HIDDEN HILL CR. STA. 36+37.90
q=90°00'00"
PC374+42.82
PT375+42.12
HIDDEN HILL CR.

C.L. RAMP 4 CROSSOVER STAGE 2A
P.I. = 368+02.28
Δ = 10°44'35" LT.
D = 3°00'00"
T = 179.78'
L = 358.49'
P.C. = 366+22.71
P.T. = 369+81.20
NO SUPERELEVATION

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HWY. 63 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		101035	29	73

(2) MAINTENANCE OF TRAFFIC DETAILS

C.L. RAMP 3 CROSSOVER STAGE 2A
P.I. = 398+16.81
Δ = 10°30'13" RT.
D = 3°00'00"
T = 175.56'
L = 350.13'
P.C. = 396+41.25
P.R.C. = 399+91.38
NO SUPERELEVATION

C.L. RAMP 3 CROSSOVER STAGE 2A
P.I. = 401+66.93
Δ = 10°30'13" LT.
D = 3°00'00"
T = 175.55'
L = 350.12'
P.R.C. = 399+91.38
P.T. = 403+41.50
NO SUPERELEVATION

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TRAFFIC DRUMS @ 40 O.C.

P394+62.16 | 395 | P395+57.38 | P.C. 396+41.25 | P396+52.45 | P.I. 398+16.81 | 400 | P.R.C. 399+91.38 | P.T. 403+41.50 | 405

N41°28'45"W | N47°28'46"W | N47°28'45"W | 15' | N47°28'45"W | N36°58'32"W | N47°28'45"W

2' SHLDR | 11' | 2' SHLDR | 12' | 6' SHLDR

1000' ACCEL. LANE | 300' TAPER

CONSTRUCTION PAVEMENT MARKING

P.I. 401+66.93

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

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

2-8' BARR. TYP. III RT.

C.L. RAMP4 CROSSOVER STAGE 2A
P.I. = 432+18.09
Δ = 6°01'46" LT.
D = 3°00'00"
T = 100.58'
L = 200.97'
P.C. 431+17.51
P.T. 433+18.48
NO SUPERELEVATION

P1430+56.38 | 430 | P.C. 431+17.51 | P.I. 432+18.09 | PC432+75.47 | P.C. 433+51.23 | P.T. 433+18.48 | 435 | P.I. 435+68.51 | PC437+38.94 | P.T. 437+78.08 | 440 | P1440+10.02

CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS @ 40 O.C.

425 | 300' TAPER | 470' TEMP. ACCEL. LANE

N31°47'22"W | N37°49'08"W | N29°08'19"W | N24°36'45"W | N25°11'37"W | N29°08'19"W

2' SHLDR | 11' | 2' SHLDR | 12' | 6' SHLDR

(1) WI-4aL (48" X 48")
(1) WI3-1 (18" X 18")

FURNISH AND INSTALL 406' TEMP. PRECAST CONCRETE BARRIER WALL INCLUDES (2) END UNITS

C.L. RAMP4 CROSSOVER STAGE 2A
P.I. = 435+68.51
Δ = 12°37'31" RT.
D = 3°00'00"
T = 211.28'
L = 420.85'
P.C. = 433+57.23
P.T. = 437+78.08
NO SUPERELEVATION

HWY. 63 STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

8/5/2021

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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.		101035	30	73

(2) MAINTENANCE OF TRAFFIC DETAILS

FURNISH AND INSTALL
246' TEMP. PRECAST
CONCRETE BARRIER WALL
UNDER BRIDGE 07028
INCLUDES (2) END UNITS

C.L. RAMP 3 CROSSOVER STAGE 2A
P.I. = 462+55.88
Δ = 5°20'21" RT.
D = 5°00'00"
T = 53.43'
L = 106.78'
P.C. = 462+02.45
P.R.C. = 463+09.23
NO SUPERELEVATION

C.L. RAMP 3 CROSSOVER STAGE 2A
P.I. = 466+20.34
Δ = 30°22'42" LT.
D = 5°00'00"
T = 311.11'
L = 607.57'
P.R.C. = 463+09.23
NO SUPERELEVATION

STATE OF ARKANSAS
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No. 18051
MATTHEW E. BOWLES
8-5-2021

455 460 465 470

P.C. 462+02.45
P.I. 462+55.88
P.R.C. 463+09.23
PI 461+10.07
PT 464+72.93
PC 465+13.30
BR. END STA. 469+47.95
N3°08'40"W
RAMP 3
N16°04'28"W
N16°02'42"W
N2°11'40"E
N28°11'02"W
2' SHLDR
11'
2' SHLDR
11'
2' SHLDR
6' SHLDR
PI 460+76.99
RAMP 2
N16°02'43"W
PT 464+82.43
P.I. 466+20.34
700' ACCEL. LANE
P.I. 469+16.80
BR. END STA. 469+47.95
300' TAPER

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

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

2-8' BARR. TYP. IIIRT.

C.L. RAMP4 CROSSOVER STAGE 2A
P.I. = 556+98.80
Δ = 10°35'54" RT.
D = 3°00'00"
T = 177.14'
L = 353.28'
P.R.C. = 555+21.66
P.T. = 558+74.94
NO SUPERELEVATION

(1) W1-4aL (48" X 48")
55 MPH
(1) W13-1 (18" X 18")

545 550 555 560

P.C. 551+68.38
PT 551+29.63
PC 553+15.09
P.I. 553+45.53
P.R.C. 555+21.66
P.I. 556+98.80
P1 557+73.66
P.T. 558+74.94
P.C. 558+91.36
320' TEMP. ACCEL. LANE
300' TAPER
N36°56'35"W
N47°32'29"W
15'
11'
2' SHLDR
2' SHLDR
6' SHLDR
CONSTRUCTION PAVEMENT MARKING
RAMP 1

C.L. RAMP4 CROSSOVER STAGE 2A
P.I. = 553+45.53
Δ = 10°35'54" LT.
D = 3°00'00"
T = 177.15'
L = 353.28'
P.C. = 551+68.38
P.R.C. = 555+21.66
NO SUPERELEVATION

8/5/2021
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HWY. 63 STAGE 2A
MAINTENANCE OF TRAFFIC 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.		101035	31	73

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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FURNISH AND INSTALL
346' TEMP. PRECAST
CONCRETE BARRIER WALL
UNDER BRIDGE 06858
INCLUDES (2) END UNITS

BR. END
STA. 17+33.16

PT566+31.82

PC6+98.08

S8°46'16"E

N31°10'03"W

STA. 566+90.00
END JOB 101035
LOG MILE 49.849

ROAD CLOSED

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

2-8' BARR.
TYP. III LT.

PC575+54.84

PI576+50.06

PT577+45.12

N36°52'33"W

N36°56'35"W

PI19+85.04

BR. END
STA. 21+16.84

N80°08'20"E

PI576+18.19

PT578+50.00

570 575 580

LEGEND

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

PI585+44.91

HAPPY LN.

585 590 594

P.C. 588+14.35

P.R.C. 590+37.31

P.I. 591+48.92

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

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

N12°18'33"W

N18°59'54"W

PT588+14.35

P.I. 589+25.96

P.T. 592+60.28

PC582+61.74

S8°25'

C.L. N.B. CROSSOVER STAGE 2
P.I. = 589+25.96
Δ = 6°41'21" LT.
D = 3°00'00"
T = 111.61'
L = 222.96'
P.C. = 588+14.35
P.R.C. = 590+37.31
NO SUPERELEVATION

C.L. N.B. CROSSOVER STAGE 2
P.I. = 591+48.92
Δ = 6°41'21" RT.
D = 3°00'00"
T = 111.61'
L = 222.97'
P.R.C. = 590+37.31
P.T. = 592+60.28
NO SUPERELEVATION

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HWY. 63 STAGE 2A
MAINTENANCE OF TRAFFIC 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.		101035	32	73

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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REMOVABLE CONSTRUCTION PAVEMENT MARKING

C.L. RAMP 3 CROSSOVER STAGE 2B
P.I. = 328+76.36
Δ = 11°33'43" RT.
D = 5°00'00"
T = 116.01'
L = 231.24'
P.C. = 327+60.35
P.R.C. = 329+91.59
NO SUPERELEVATION

P.C. 327+60.35
P.T. 328+18.34
P.I. 328+76.36
P.R.C. 329+91.59
P.C. 330+48.41
P.I. 331+74.85
P.T. 332+98.41
P.T. 333+55.03
RAMP 3
330
335
340
N42°19'25"W
N49°23'13"W
N30°45'42"W
P.I. 331+73.49
15°
N48°56'01"W
SHLDR 2'
11'
12'
SHLDR 2'
SHLDR 2'
1210' ACCEL. LANE
P.T. 328+39.60
PT333+00.33
300' TAPER

C.L. RAMP 3 CROSSOVER STAGE 2B
P.I. = 331+74.85
Δ = 18°10'19" LT.
D = 5°00'00"
T = 183.26'
L = 363.44'
P.R.C. = 329+91.59
P.T. = 333+55.03
NO SUPERELEVATION

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

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

2-8' BARR. TYP. III LT.

RELOCATE AND INSTALL 506' TEMP. PRECAST CONCRETE BARRIER WALL INCLUDES (2) END UNITS

365
370
375
380
P.C. 371+22.18
P.I. 372+32.38
P.R.C. 373+41.90
P.I. 374+52.10
PC374+58.26
P.R.C. 375+61.62
BR. NO. 06581
P.I. 379+60.38
P.T. 380+76.37
PC381+
PT378+07.97
P.R.C. 378+44.10
P.I. 377+03.58
PI376+33.34
PI374+56.83
PC374+42.82
PT375+42.12
PI375+03.91
HIDDEN HILL CR.
RAMP 4
RAMP 1
300' TAPER
470' TEMP. ACCEL. LANE
N58°27'54"W
N47°28'45"W
N61°36'12"W
N54°38'07"W
N47°28'56"W
N41°46'14"W
PC365+90.39
P366+85.57
PT367+80.59
6' SHLDR
2' SHLDR
11'
2' SHLDR

(I) WI-4aL (48" X 48")
55 MPH
(I) WI3-1 (18" X 18")

C.L. RAMP4 CROSSOVER STAGE 2B
P.I. = 372+32.38
Δ = 10°59'09" LT.
D = 5°00'00"
T = 110.20'
L = 219.72'
P.C. = 371+22.18
P.R.C. = 373+41.90
NO SUPERELEVATION

C.L. RAMP4 CROSSOVER STAGE 2B
P.I. = 374+52.10
Δ = 10°59'09" RT.
D = 5°00'00"
T = 110.20'
L = 219.72'
P.R.C. = 373+41.90
P.R.C. = 375+61.62
NO SUPERELEVATION

C.L. RAMP4 CROSSOVER STAGE 2B
P.I. = 377+03.58
Δ = 14°07'27" LT.
D = 5°00'00"
T = 141.96'
L = 282.48'
P.R.C. = 375+61.62
P.R.C. = 378+44.10
NO SUPERELEVATION

C.L. MED. HWY. 63 STA. 375+78.83
C.L. HIDDEN HILL CR. STA 36+37.90
α=90°00'00"

C.L. RAMP4 CROSSOVER STAGE 2B
P.I. = 379+60.38
Δ = 6°58'05" RT.
D = 3°00'00"
T = 116.28'
L = 232.27'
P.R.C. = 378+44.10
P.T. = 380+76.37
NO SUPERELEVATION

HWY. 63 STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
				JOB NO.		101035	33	73

(2) MAINTENANCE OF TRAFFIC DETAILS

C.L. RAMP 3 CROSSOVER STAGE 2B
P.I. = 391+01.45
Δ = 13°25'30" RT.
D = 5°00'00"
T = 134.87'
L = 268.50'
P.C. = 389+66.58
P.R.C. = 392+35.08
NO SUPERELEVATION

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

REMOVABLE CONSTRUCTION PAVEMENT MARKING

2-8' BARR. TYP. III LT.

C.L. RAMP 3 CROSSOVER STAGE 2B
P.I. = 394+28.21
Δ = 19°08'00" LT.
D = 5°00'00"
T = 193.13'
L = 382.67'
P.R.C. = 392+35.08
P.T. = 396+17.75
NO SUPERELEVATION

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N42°31'20"E
PC387+00.71
PT388+00.01
PI387+61.80
385
390
395
RAMP 3
N41°46'45"W
P.C. 389+66.58
P.I. 391+01.45
P.R.C. 392+35.08
PC394+62.16
PI395+57.38
PT396+52.45
N47°28'45"W
N28°20'45"W
2' SHLDR
11' LANE
2' SHLDR
6' SHLDR
RAMP 2
N55°11'39"W
PT383+28.07
PC385+90.24
PI387+63.37
PT389+35.5
P.I. 394+28.21
980' ACCEL LANE
300' TAPER

C.L. RAMP 4 CROSSOVER STAGE 2B
P.I. = 437+78.14
Δ = 17°09'57" LT.
D = 4°30'00"
T = 192.17'
L = 381.46'
P.C. = 435+85.97
P.R.C. = 439+67.43
NO SUPERELEVATION

RELOCATE AND INSTALL 406' TEMP. PRECAST CONCRETE BARRIER WALL INCLUDES (2) END UNITS

C.L. RAMP 4 CROSSOVER STAGE 2B
P.I. = 440+40.46
Δ = 7°17'34" RT.
D = 5°00'00"
T = 73.03'
L = 145.86'
P.R.C. = 439+67.43
P.T. = 441+13.29
NO SUPERELEVATION

PI430+56.38
430
435
440
P.C. 435+85.97
PC437+38.94
P.R.C. 439+67.43
P.I. 440+40.46
P.T. 441+13.29
RAMP 4
300' TAPER
470' TEMP. ACCEL. LANE
N24°36'45"W
N35°40'00"W
N48°31'07"W
PI441+43.26
(I) WI-4aL (48" X 48")
55 (I) WI3-1 (18" X 18")
N29°08'19"W
N25°47'37"W
N42°57'34"W
PC432+75.41
P.I. 437+78.14
440
PI440+10.02
N12°56'10"E
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

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HWY. 63 STAGE 2B
MAINTENANCE OF TRAFFIC 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.		101035	34	73

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8/5/2021

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

2-8' BARR. TYP. III LT.

C.L. RAMP 3 CROSSOVER STAGE 2B
P.I. = 463+74.68
Δ = 35°36'51" LT.
D = 5°00'00"
T = 368.07'
L = 712.29'
P.C. = 460+06.60
P.T. = 467+18.89
NO SUPERELEVATION

N13°22'09"E
P.O.B. 458+63.35
P.C. 460+06.60
P.I. 461+10.07
RAMP 3
N16°02'42"W
PT464+72.93
PC465+13.30
P.T. 467+18.89
BR. END STA. 469+47.95
N16°04'28"W
2' SHLDR
11'
12'
6' SHLDR
CONSTRUCTION PAVEMENT MARKING
P.I. 460+76.50
RAMP 2
N16°02'43"W
PT464+82.48
P.I. 463+74.68
N22°14'42"W
300' TAPER
700' ACCEL. LANE
455
460
465
470

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

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

(I) WI-4aL (48" X 48")
(I) WI3-1 (18" X 18")

2-8' BARR. TYP. III RT.

P.C. 558+91.36
P.C.C. 561+92.81
P.I. 563+30.05
P.T. 563+69.46
P.I. 562+11.74
P557+73.66
P.C. 557+00.22
N36°56'35"W
560
555
550
N79°41'45"W
N65°41'22"W
RAMP 4
N61°34'21"W
300' TAPER
320' TEMP. ACCEL. LANE
2' SHLDR
11'
12'
6' SHLDR
PT551+29.63
PC553+15.09
N36°56'34"W
P.I. 559+50.38
RAMP 1
CONSTRUCTION PAVEMENT MARKING

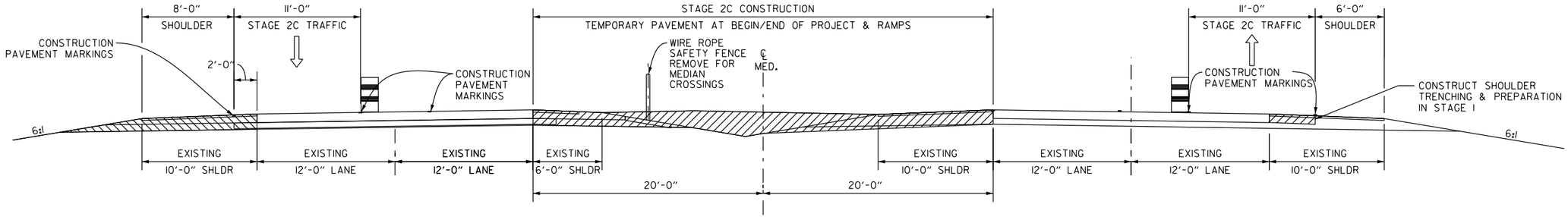
C.L. RAMP 4 CROSSOVER STAGE 2B
P.I. = 559+97.97
Δ = 28°44'48" LT.
D = 5°00'00"(1) D = 3°00'00"(2)
T = 297.75'(1) T = 344.91'(2)
L = 492.59'(1) L = 137.23'(2)
P.C. = 557+00.22
P.C.C. = 561+92.81
P.T. = 563+30.05
NO SUPERELEVATION

HWY. 63 STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

8/5/2021
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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.		101035	35	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

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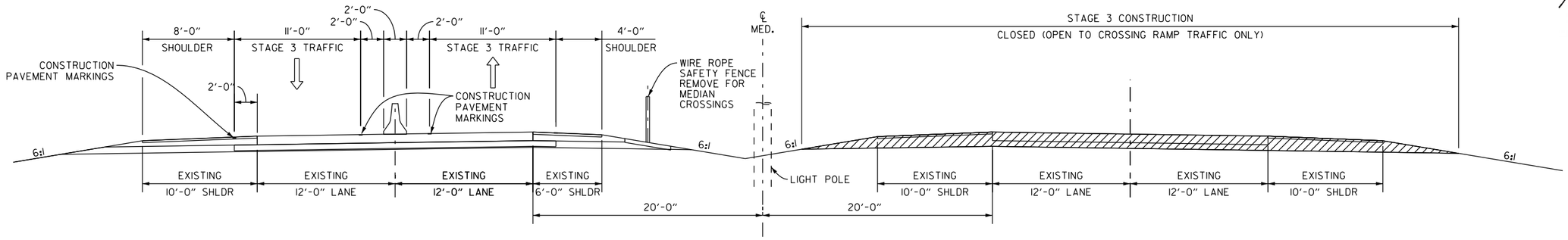
HWY. 63 MAINTENANCE OF TRAFFIC
STAGE 2C - LOOKING DOWN STATION

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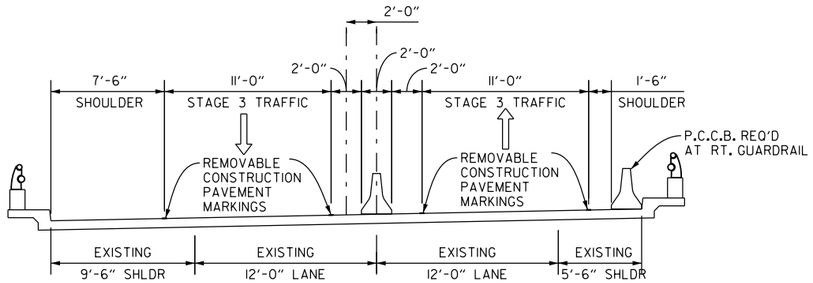
HWY. 63 STAGE 2C
MAINTENANCE OF TRAFFIC DETAILS

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.		101035	36	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

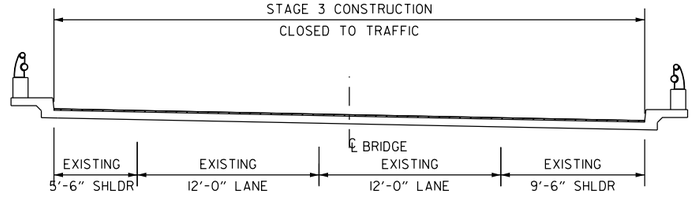
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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8-5-2021



HWY. 63 MAINTENANCE OF TRAFFIC
STAGE 3 - LOOKING DOWN STATION



S.B. BRIDGE NO. A5204 & A5205 & A5206



N.B. BRIDGE NO. B5205 & B5206

PRECAST CONCRETE BARRIER RAIL

BEGIN STATION	END STATION	LOCATION	LIN. FT.*
STAGE 3			
316+24.55	318+63.46	RT OF S.B.	266
373+80.62	375+99.53	RT OF S.B.	246
449+79.96	451+98.83	RT OF S.B.	246
468+15.55	472+98.10	RT OF S.B.	506
483+79.52	494+18.51	RT OF S.B.	1066
STAGE 3A			
321+55.80	323+54.01	LT. OF RAMP CROSSOVER	226
367+05.01	370+80.45	LT. OF RAMP CROSSOVER	406
384+56.87	388+36.19	LT. OF RAMP CROSSOVER	406
431+81.70	437+41.50	LT. OF RAMP CROSSOVER	586
461+32.85	475+68.35	LT. OF RAMP CROSSOVER	1486
552+47.80	556+83.39	LT. OF RAMP CROSSOVER	466
STAGE 3B			
322+08.44	324+60.91	RT. OF RAMP CROSSOVER	293
366+63.86	370+72.28	RT. OF RAMP CROSSOVER	446
385+07.05	388+47.78	RT. OF RAMP CROSSOVER	386
461+05.81	476+52.04	RT. OF RAMP CROSSOVER	1606
467+72.70	472+48.12	LT. OF RAMP CROSSOVER	506
552+60.85	556+55.45	RT. OF RAMP CROSSOVER	426

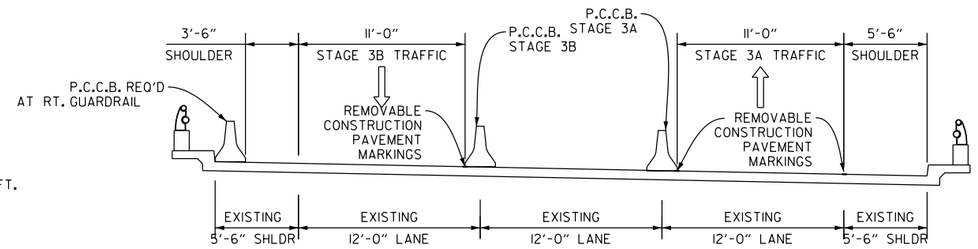
*LENGTHS INCLUDE SPECIAL END UNITS

HWY. 63 STAGE 3A

CONSTRUCTION PAVEMENT MARKINGS = 9,230 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 13,140 LIN. FT.
TRAFFIC DRUMS = 472 EACH
P.C.C.B. = 34,192 LIN. FT.

HWY. 63 STAGE 3B

CONSTRUCTION PAVEMENT MARKINGS = 1,770 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 8,080 LIN. FT.
TRAFFIC DRUMS = 240 EACH
P.C.C.B. = 3,763 LIN. FT.



N.B. BRIDGE NO. B5204

8/5/2021

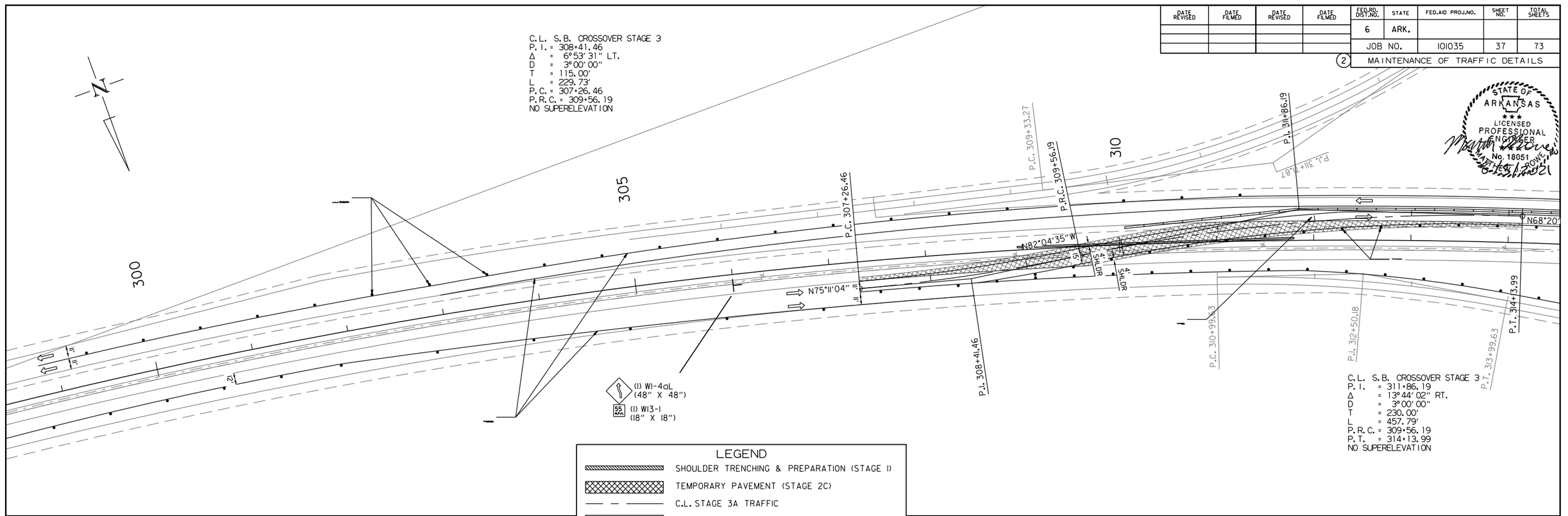
R101035.dgn

MAINTENANCE OF TRAFFIC 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.		101035	37	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

C.L. S.B. CROSSOVER STAGE 3
P.I. = 308+41.46
Δ = 6°53'31" LT.
D = 3°00'00"
T = 115.00'
L = 229.73'
P.C. = 307+26.46
P.R.C. = 309+56.19
NO SUPERELEVATION

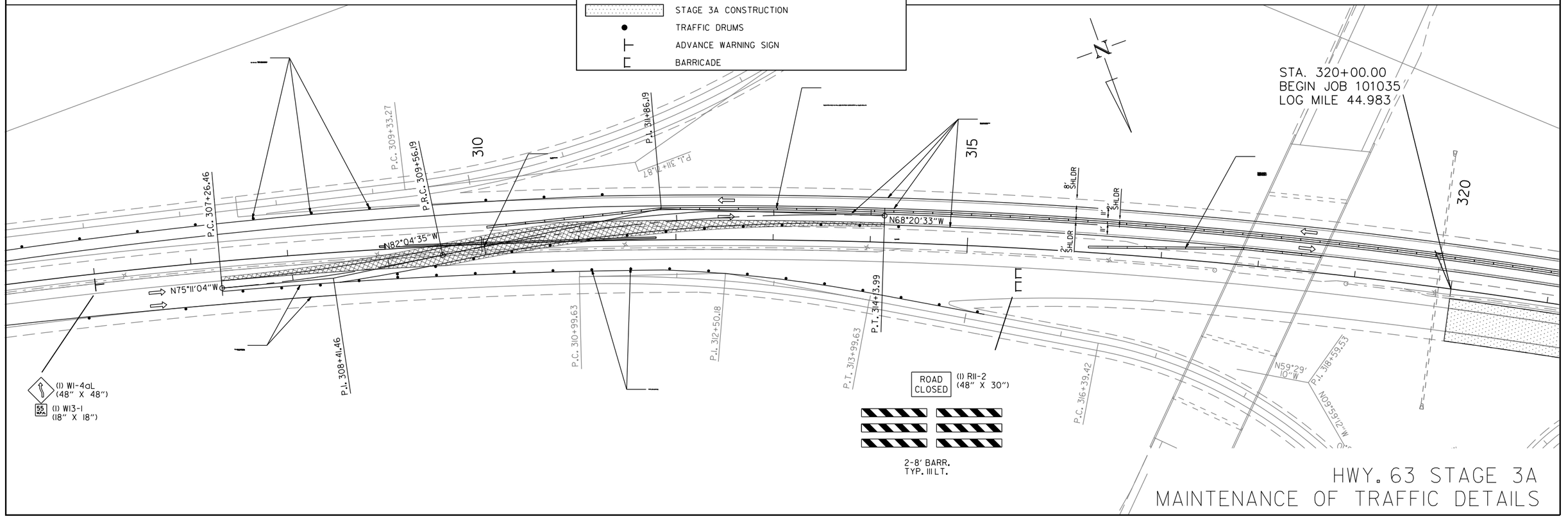
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021



C.L. S.B. CROSSOVER STAGE 3
P.I. = 311+86.19
Δ = 13°44'02" RT.
D = 3°00'00"
T = 230.00'
L = 457.79'
P.R.C. = 309+56.19
P.T. = 314+13.99
NO SUPERELEVATION

LEGEND

- SHOULDER TRENCHING & PREPARATION (STAGE 1)
- TEMPORARY PAVEMENT (STAGE 2C)
- C.L. STAGE 3A TRAFFIC
- STAGE 3A CONSTRUCTION
- TRAFFIC DRUMS
- ADVANCE WARNING SIGN
- BARRICADE



STA. 320+00.00
BEGIN JOB 101035
LOG MILE 44.983

HWY. 63 STAGE 3A MAINTENANCE OF TRAFFIC DETAILS

R101035.dgn 8/5/2021

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.		101035	38	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

C.L. RAMP2 CROSSOVER STAGE 3A
P.I. = 328+74.12
Δ = 5°59'58" LT.
D = 3°00'00"
T = 100.08'
L = 199.98'
P.C. = 327+74.04
P.T. = 329+74.02
NO SUPERELEVATION

C.L. RAMP2 CROSSOVER STAGE 3A
P.I. = 333+17.02
Δ = 12°36'7"
D = 3°0'0"
T = 210.88
L = 420.07
P.C. = 331+06.14
P.T. = 335+26.21
NO SUPERELEVATION

P.C. 324+86.11
P.T. 328+18.34
P.C. 330+48.41
P.T. 324+98.41
P.I. 333+17.02
P.I. 326+53.17
N29°32'13"W
RAMP 3
N44°29'13"W
N49°29'13"W
N47°28'45"W
325
330
335
CONSTRUCTION PAVEMENT MARKINGS
8' SHLDR
2' SHLDR
11' TL
12' TL
2' SHLDR
4' SHLDR
15'
4' SHLDR
4' SHLDR
N60°04'52"W
N54°04'54"W
N58°04'43"W
P.I. 323+73.74
P.I. 326+23.22
N54°05'12"W
S80°00'48"W
P.C. 327+74.04
P.I. 328+74.12
P.T. 329+74.02
P.C. 331+06.14
P.T. 328+39.60
(I) WI-4aL (48" X 48")
55 MPH
(I) WI3-1 (18" X 18")
ROAD CLOSED
(I) RII-2 (48" X 30")
2-8' BARR. TYP. III RT.
PT335+00.33
P.T. 335+26.21
170' TEMP. ACCEL. LANE
300' TAPER

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. SB RAMP CROSSOVER STAGE 3A

C.L. RAMP1 CROSSOVER STAGE 3A
P.I. = 364+60.36
Δ = 13°34'29" LT.
D = 5°00'00"
T = 136.39'
L = 271.50'
P.R.C. = 363+23.97
P.T. = 365+95.47
NO SUPERELEVATION

P.I. 361+88.89
360
365
370
375
8' SHLDR
2' SHLDR
11' TL
12' TL
2' SHLDR
4' SHLDR
15'
4' SHLDR
N47°28'45"W
CONSTRUCTION PAVEMENT MARKINGS
300' TAPER
700' ACCEL.
PI375+56.83
PC374+58.26
N33°54'27"W
N47°28'56"W
P.C. 360+52.54
P.R.C. 363+23.97
P.I. 364+60.36
P.I. 365+95.47
PC365+90.39
P366+85.51
N41°46'14"W
PT367+80.59
RELOCATE AND INSTALL 406' TEMP. PRECAST CONCRETE BARRIER WALL INCLUDES (2) END UNITS
RAMP 1
RELOCATE AND INSTALL 160' TEMP. PRECAST CONCRETE BARRIER WALL UNDER BRIDGE 06581 INCLUDES (2) END UNITS
PC374+42.82
PI375+03.91
PT375+42.12

C.L. RAMP1 CROSSOVER STAGE 3A
P.I. = 361+88.89
Δ = 13°34'18" RT.
D = 5°00'00"
T = 136.35'
L = 271.43'
P.C. = 360+52.54
P.R.C. = 363+23.97
NO SUPERELEVATION

8/5/2021
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HWY. 63 STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

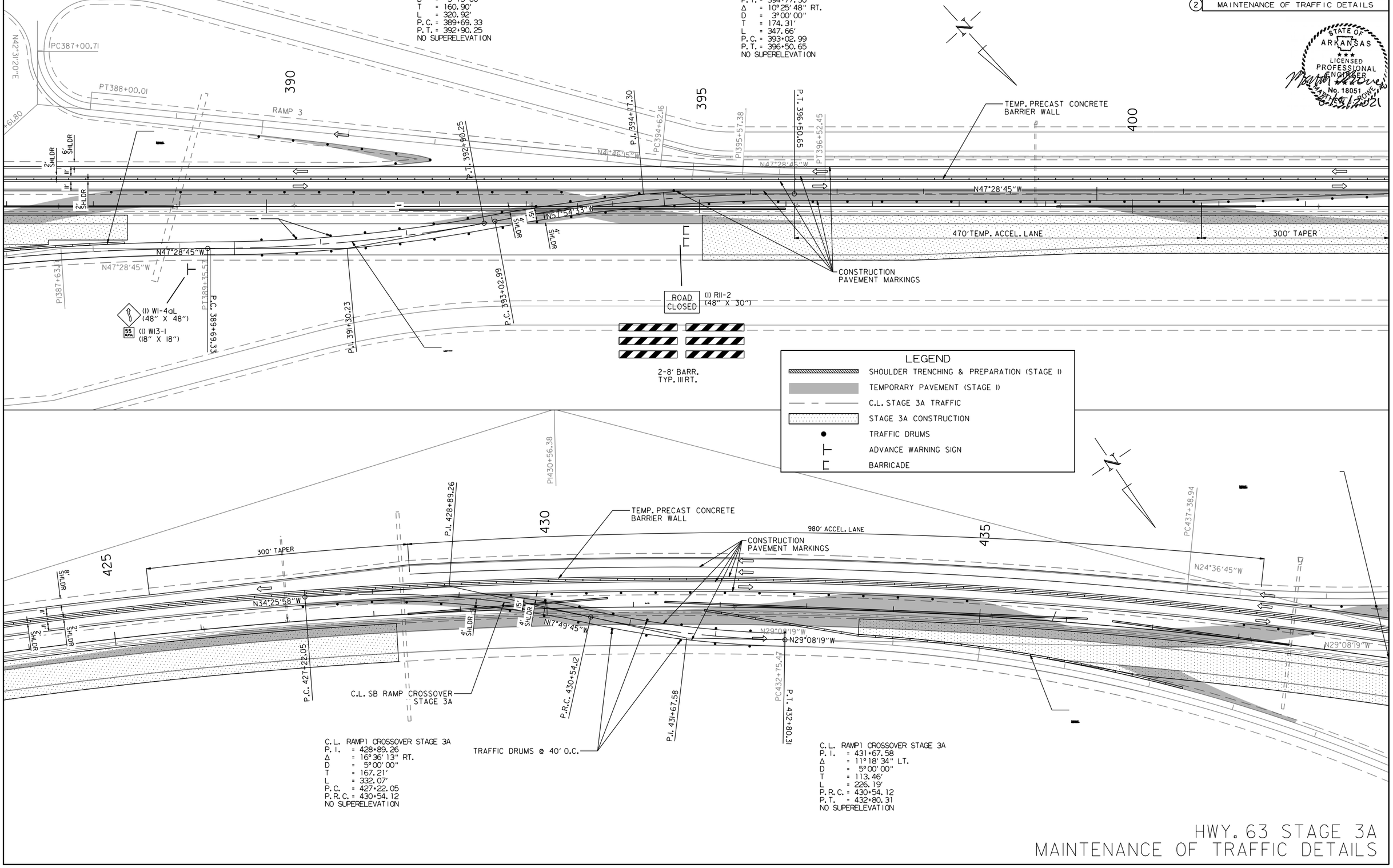
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101035	39	73

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

C.L. RAMP2 CROSSOVER STAGE 3A
P.I. = 391+30.23
Δ = 10°25'48" LT.
D = 3°15'00"
T = 160.90'
L = 320.92'
P.C. = 389+69.33
P.T. = 392+90.25
NO SUPERELEVATION

C.L. RAMP2 CROSSOVER STAGE 3A
P.I. = 394+77.30
Δ = 10°25'48" RT.
D = 3°00'00"
T = 174.31'
L = 347.66'
P.C. = 393+02.99
P.T. = 396+50.65
NO SUPERELEVATION



LEGEND

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

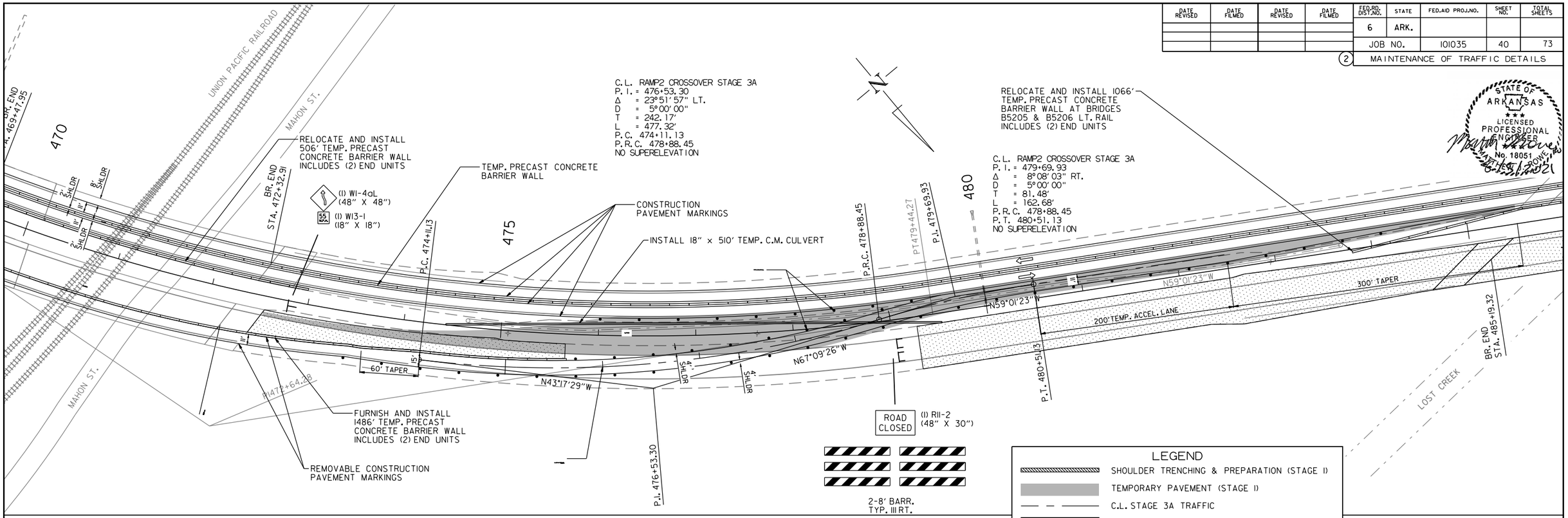
C.L. RAMP1 CROSSOVER STAGE 3A
P.I. = 428+89.26
Δ = 16°36'13" RT.
D = 5°00'00"
T = 167.21'
L = 332.07'
P.C. = 427+22.05
P.R.C. = 430+54.12
NO SUPERELEVATION

C.L. RAMP1 CROSSOVER STAGE 3A
P.I. = 431+67.58
Δ = 11°18'34" LT.
D = 5°00'00"
T = 113.46'
L = 226.19'
P.R.C. = 430+54.12
P.T. = 432+80.31
NO SUPERELEVATION

HWY. 63 STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

R101035.dgn 8/5/2021

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.		101035	40	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			



STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

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HWY. 63 STAGE 3A
MAINTENANCE OF TRAFFIC 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.		101035	41	73
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
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STA. 566+90.00
END JOB 101035
LOG MILE 49.849

BR. END
STA. 17+33.57

PT569+31.82

PC6+98.08

N58°46'16"E

570

575

PC575+54.84

PI576+50.06

PT577+45.12

580

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N36°52'33"W

8' SHLDR

2' SHLDR

11'

11'

2' SHLDR

N36°56'35"W

PI19+85.04

RELOCATE AND INSTALL
260' TEMP. PRECAST
CONCRETE BARRIER WALL
UNDER BRIDGE 06858
INCLUDES (2) END UNITS

BR. END
STA. 21+16.84

N80°08'20"E

PI576+18.19

TRAFFIC DRUMS @ 60' O.C.

PT578+50.00

LEGEND

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

585

PI585+44.91

HAPPY LN.

(I) W1-4aR
(48" X 48")

55 MPH

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

P.C. 588+14.35

P.I. 589+25.96

590

C.L. S.B. CROSSOVER STAGE 3
P.I. = 591+48.92
Δ = 6°41'20" LT.
D = 3°00'00"
T = 111.61'
L = 222.97'
P.R.C. = 590+37.31
P.T. = 592+60.28
NO SUPERELEVATION

P.T. 592+60.28

594

8' SHLDR

2' SHLDR

11'

11'

4' SHLDR

N12°18'33"W

N5°37'13"W

N12°18'33"W

N12°18'33"W

PT588+14.35

C.L. S.B. CROSSOVER STAGE 3
P.I. = 589+25.96
Δ = 6°41'20" RT.
D = 3°00'00"
T = 111.61'
L = 222.96'
P.C. = 588+14.35
P.R.C. = 590+37.31
NO SUPERELEVATION

P.R.C. 590+37.31

P.I. 591+48.92

PC582+61.74

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HWY. 63 STAGE 3A
MAINTENANCE OF TRAFFIC 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.		101035	42	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW B. BOWLES
8-5-2021

C.L. RAMP2 CROSSOVER STAGE 3B
P.I. = 323+14.56
Δ = 45°13'23" RT.
D = 15°00'00"
T = 159.09'
L = 301.49'
P.C. = 321+55.47
P.T. = 324+56.96
NO SUPERELEVATION

STA. 320+00.00
BEGIN JOB 101035
LOG MILE 44.983

C.L. SB RAMP CROSSOVER STAGE 3B

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

(I) WI-4aL (48" X 48")
(I) WI3-I (18" X 18")

RAMP 2 · RAMP 3 · RAMP 1 · RT. FRONTAGE RD.

470' ACCEL. LANE · 300' TAPER

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. RAMP1 CROSSOVER STAGE 3B
P.I. = 371+73.28
Δ = 13°43'43" LT.
D = 5°00'00"
T = 137.95'
L = 274.58'
P.R.C. = 370+35.33
P.T. = 373+09.91
NO SUPERELEVATION

300' TAPER · 700' ACCEL. LANE

C.L. RAMP1 CROSSOVER STAGE 3B
P.I. = 368+42.85
Δ = 19°26'14" RT.
D = 5°00'00"
T = 196.26'
L = 388.74'
P.C. = 366+46.59
P.R.C. = 370+35.33
NO SUPERELEVATION

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

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

2-8' BARR. TYP. IIILT.

C.L. MED. HWY. 63 STA. 375+78.83
C.L. HIDDEN HILL CR. STA 36+37.90
Δ=90°00'00"

BR. NO. 06581

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HWY. 63 STAGE 3B
MAINTENANCE OF TRAFFIC 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.		101035	43	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
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C.L. RAMP2 CROSSOVER STAGE 3B
P.I. = 384+98.75
Δ = 12°41' 11" LT.
D = 6°00' 00"
T = 106.16'
L = 211.44'
P.C. 383+92.59
P.R.C. 386+04.03
NO SUPERELEVATION

C.L. RAMP2 CROSSOVER STAGE 3B
P.I. = 387+75.87
Δ = 20°24' 05" RT.
D = 6°00' 00"
T = 171.84'
L = 340.03'
P.R.C. 386+04.03
P.T. 389+44.06
NO SUPERELEVATION

385 390 395

PC387+00.71 PT388+00.01 P.I. 387+75.87 P387+61.80 N42°31'20"E RAMP 3 N41°46'15"W PC394+62.16 P395+57.38 N47°28'46"W P396+52.45

2' SHLDR 7' SHLDR 11' 11' 2' SHLDR N47°28'45"W N47°28'45"W

P.C. 383+92.59 REMOVABLE CONSTRUCTION PAVEMENT MARKINGS N67°52'50"W 15' N55°11'39"W N55°11'39"W PT388+28.07 P.I. 384+98.75 PC385+90.24 P.R.C. 386+04.03 RAMP 2 P387+63.51 N47°28'45"W PT389+35.57 P.T. 389+44.06 470' TEMP. ACCEL. LANE 300' TAPER

(I) WI-4aL (48" X 48")
55 (I) WI3-1 (18" X 18")

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. RAMP1 CROSSOVER STAGE 3B
P.I. = 435+05.79
Δ = 24°53' 08" RT.
D = 5°00' 00"
T = 252.85'
L = 497.72'
P.C. 432+52.94
P.R.C. 437+50.66
NO SUPERELEVATION

P1430+56.38 430 P.C. 432+52.94 980' ACCEL. LANE 300' TAPER N29°07'26"W 2' SHLDR 7' SHLDR N29°08'19"W PC432+75.41

435 P.I. 435+05.79 PC437+38.94 ROAD CLOSED (I) RII-2 (48" X 30") 2-8' BARR. TYP. III LT. N24°36'45"W 440 N24°36'45"W N29°08'19"W N4°14'18"W

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS 15' N11°10'49"W

C.L. RAMP1 CROSSOVER STAGE 3B
P.I. = 438+20.16
Δ = 6°56' 31" LT.
D = 5°00' 00"
T = 69.51'
L = 138.84'
P.R.C. = 437+50.66
P.T. = 438+89.50
NO SUPERELEVATION

P.R.C. 437+50.66 P.I. 438+20.16 P.T. 438+89.50 440 P1440+10.02 N2°56'10"E RAMP

8/5/2021
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HWY. 63 STAGE 3B
MAINTENANCE OF TRAFFIC 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.		101035	44	73
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

C.L. RAMP2 CROSSOVER STAGE 3B
P.I. = 463+32.34
Δ = 19°25'38" RT.
D = 5°00'00"
T = 196.15'
L = 388.54'
P.C. = 461+36.19
P.T. = 465+24.73
NO SUPERELEVATION

C.L. RAMP2 CROSSOVER STAGE 3B
P.I. = 474+17.44
Δ = 20°20'24" LT.
D = 6°00'00"
T = 171.30'
L = 339.00'
P.C. 472+46.14
P.R.C. 475+85.14
NO SUPERELEVATION

C.L. RAMP2 CROSSOVER STAGE 3B
P.I. = 476+49.64
Δ = 6°26'35" RT.
D = 5°00'00"
T = 64.50'
L = 128.86'
P.R.C. 475+85.14
P.T. 477+14.00
NO SUPERELEVATION

CONSTRUCTION PAVEMENT MARKINGS

TEMP. PRECAST CONCRETE BARRIER WALL

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

C.L. SB RAMP CROSSOVER STAGE 3B

FURNISH AND INSTALL 506' TEMP. PRECAST CONCRETE BARRIER WALL INCLUDES (2) END UNITS

BR. END STA. 469+47.95

90' TAPER

80' TAPER

300' TAPER

200' TEMP ACCEL. LANE

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

RAMP 2

RAMP 3

MAHON ST.

UNION PACIFIC RAILROAD

LEGEND

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

8/5/2021

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HWY. 63 STAGE 3B
MAINTENANCE OF TRAFFIC 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.		101035	45	73

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

C.L. RAMP I CROSSOVER STAGE 3B
P.I. = 554+65.83
Δ = 19°30'12" RT.
D = 3°00'00"
T = 328.23'
L = 650.11'
P.C. = 551+37.60
P.T. = 557+87.71
NO SUPERELEVATION

TEMP. PRECAST CONCRETE BARRIER WALL

CONSTRUCTION PAVEMENT MARKINGS

ROAD CLOSED

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

2-8' BARR. TYP. MILT.

C.L. SB RAMP CROSSOVER STAGE 3B

550

555

560

8' SHLDR

2' SHLDR

11'

11'

2' SHLDR

N36°56'35"W

P.I. 554+65.83

P.I. 557+73.66

P.I. 558+91.36

P.T. 551+29.63

P.C. 551+37.60

PC553+15.09

P.T. 557+87.71

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

N17°26'23"W

RAMP I

N3°55'25"

LEGEND

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

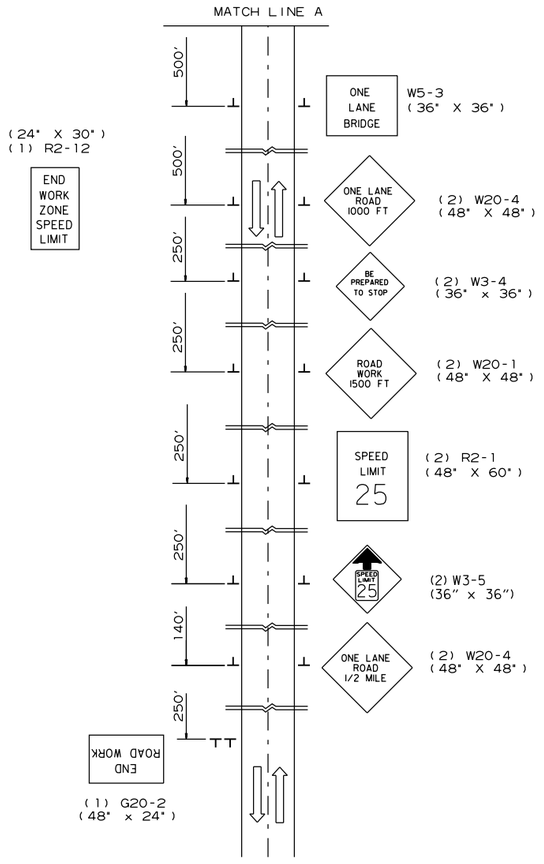
R101035.dgn 8/5/2021

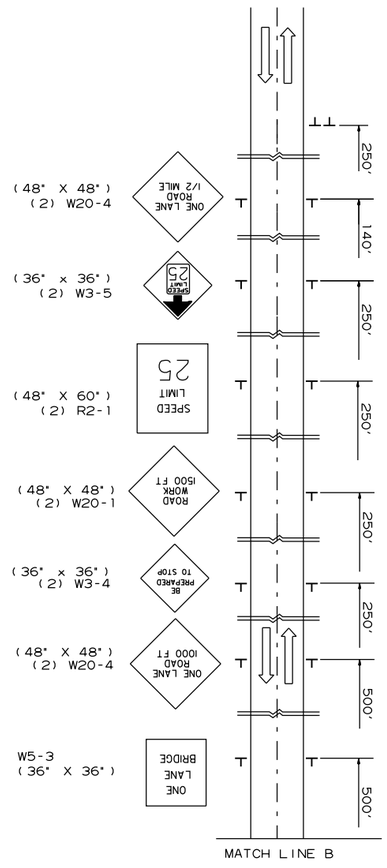
HWY. 63 STAGE 3B
MAINTENANCE OF TRAFFIC DETAILS

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.		101035	46	73

(2) MAINTENANCE OF TRAFFIC DETAILS

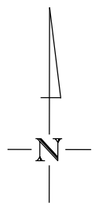
NOTE: STAGING ON OVERPASSES IS NOT DIRECTLY RELATED TO THE STAGING ON HWY. 63 MAIN LANES. WORK ON THE OVERPASSES CAN BE COMPLETED ANY TIME DURING HWY. 63 WORK.

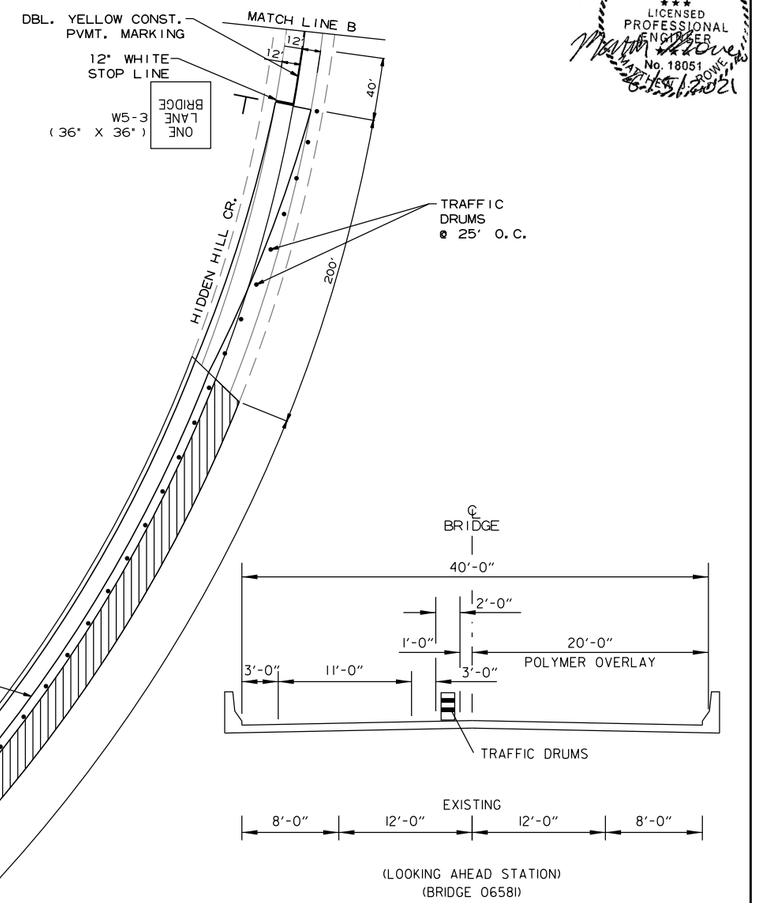




(48" x 24")
(1) G20-2
END ROAD WORK

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





(LOOKING AHEAD STATION)
(BRIDGE 06581)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

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 06581.

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

BRIDGE DECK POLYMER OVERLAYS ON OVERPASSES SHALL UTILIZE FLAGGERS AND SPOTTERS IN ACCORDANCE WITH STANDARD DRAWING TC-2 TO COMPLETE DECK WORK.

BRIDGE 06581

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 3000 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1450 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 400 LIN. FT.
TRAFFIC DRUMS = 78 EACH

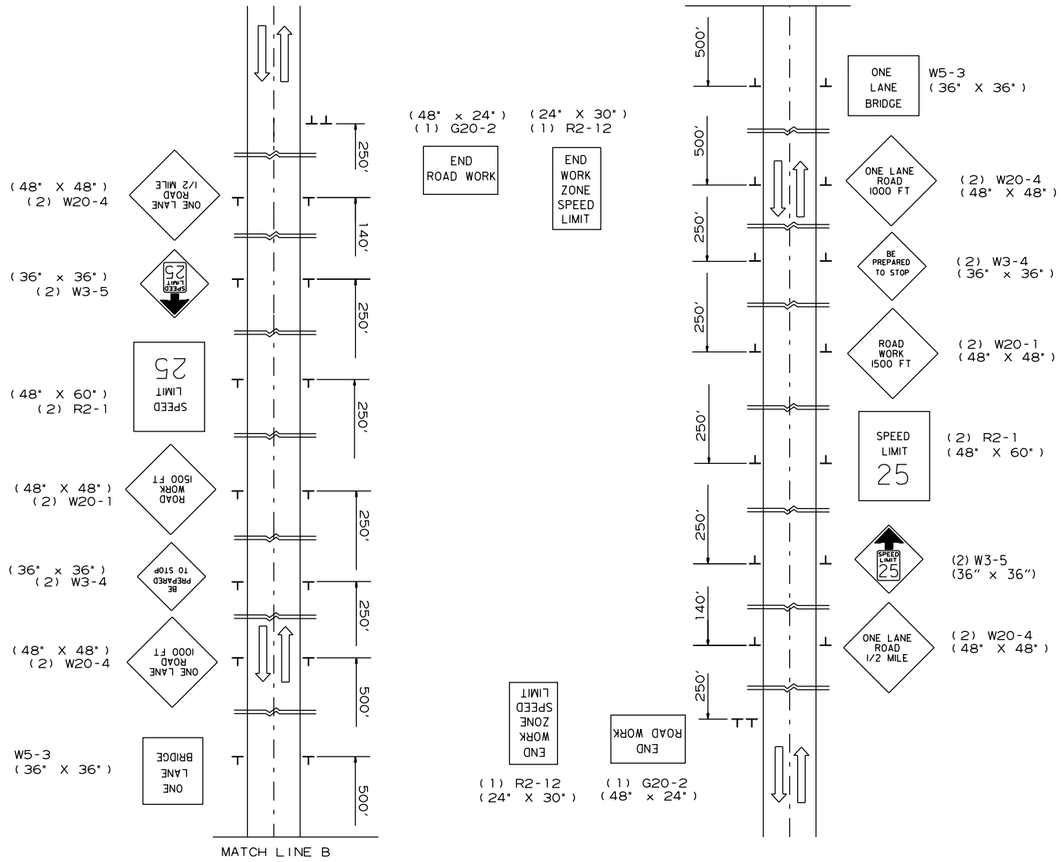
STAGE 2
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 1850 LIN. FT.
TRAFFIC DRUMS = 78 EACH

STAGE 1 & 2
BRIDGE NO. 06581
MAINTENANCE OF TRAFFIC DETAILS

8/5/2021
R101035.dgn

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.		101035	47	73
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

NOTE: STAGING ON OVERPASSES IS NOT DIRECTLY RELATED TO THE STAGING ON HWY. 63 MAIN LANES. WORK ON THE OVERPASSES CAN BE COMPLETED ANY TIME DURING HWY. 63 WORK.



STAGE 1

1) INSTALL ADVANCE WARNING SIGNS.

2) REPAIR BRIDGE DECK - WESTBOUND (SOUTH 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 - EASTBOUND (NORTH SIDE).

NOTE:

SETUP IS SHOWN FOR STAGE 1 AT BRIDGE 07028.

CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC (MINIMUM WIDTH AS SHOWN) AT ALL TIMES. SHOWN FOR WESTBOUND (SOUTH SIDE) REPAIR. MIRROR FOR EASTBOUND (NORTH SIDE) REPAIR.

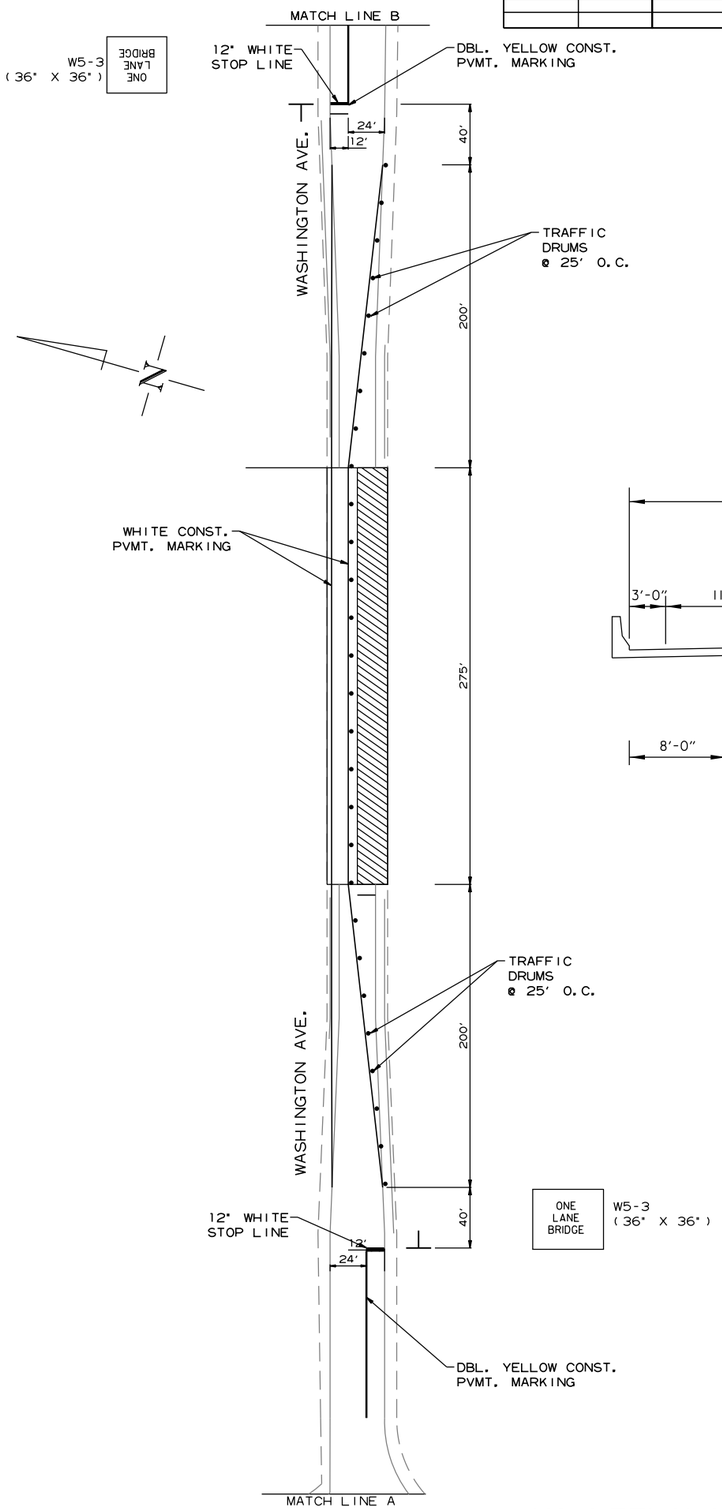
BRIDGE DECK POLYMER OVERLAYS ON OVERPASSES SHALL UTILIZE FLAGGERS AND SPOTTERS IN ACCORDANCE WITH STANDARD DRAWING TC-2 TO COMPLETE DECK WORK.

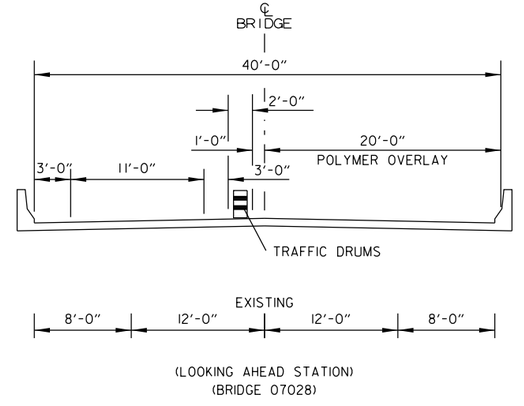
BRIDGE 07028

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 1200 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 600 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 400 LIN. FT.
TRAFFIC DRUMS = 28 EACH

STAGE 2

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 1000 LIN. FT.
TRAFFIC DRUMS = 28 EACH





(LOOKING AHEAD STATION)
(BRIDGE 07028)

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8/5/2021

STAGE 1 & 2
BRIDGE NO. 07028
MAINTENANCE OF TRAFFIC DETAILS

8/5/2021

R01035.dgn

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.		101035	48	73
				(2)	QUANTITIES			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW L. BOWLES
8-5-2021

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 3A	STAGE 3B	STAGE 4	STAGE 1 OVERPASSES	STAGE 2 OVERPASSES	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	EACH	RIGHT	LEFT	LIN. FT.		EACH		DAY	WEEK
G20-1	ROAD WORK NEXT 5 MILES	60"x24"	2	2	2	2	2	2	2			2	2	20.0										
G20-2	END ROAD WORK	48"x24"	10	10	10	10	10	10	10	2	2	14	14	112.0										
OM-3R	OBJECT MARKER	12"x36"		48	48		48	48				48	48	144.0										
R11-2	ROAD CLOSED	48"x30"		3	4		4	5				5	5	50.0										
R2-1	SPEED LIMIT (25)	48"x60"								4	4	8	8	160.0										
R2-1	SPEED LIMIT (55)	48"x60"	4	4	4	4	4	4	4			4	4	80.0										
R2-1	SPEED LIMIT (60)	48"x60"	2	2	2	2	2	2	2			2	2	40.0										
R2-1	SPEED LIMIT (70)	48"x60"	2	2	2	2	2	2	2			2	2	40.0										
R2-12	END ROAD WORK SPEED LIMIT	24"x30"								2	2	4	4	20.0										
R4-1	DO NOT PASS	24"x30"	8	8	8	8	8	8	8			8	8	40.0										
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	4	4	4	4	4			4	4	60.0										
W13-1	SPEED LIMIT (ADVISORY)	24"x24"		5	5		5	6				6	6	24.0										
W1-4	REVERSE CURVE	48"x48"		5	5		5	6				6	6	96.0										
W1-6	LARGE ARROW	48"x24"	12	9	9	12	9	9	12			12	12	96.0										
W3-4	BE PREPARED TO STOP	36"x36"								4	4	8	8	72.0										
W3-5	REDUCED SPEED AHEAD (25)	36"x36"								4	4	8	8	72.0										
W3-5	REDUCED SPEED AHEAD (55)	48"x48"	4	4	4	4	4	4	4			4	4	64.0										
W4-2R	RIGHT LANE ENDS	48"x48"	4	4	4	4	4	4	4			4	4	64.0										
W5-3	ONE LANE BRIDGE	36"x36"								2	2	4	4	36.0										
W20-1	ROAD WORK 1 MILE	48"x48"	4	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	4	64.0										
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	4	4	4	4			4	4	64.0										
W20-1	ROAD WORK AHEAD	48"x48"	10	10	10	10	10	10	10			10	10	160.0										
W20-4	ONE LANE ROAD 1/2 MILE	48"x48"								4	4	8	8	128.0										
W20-4	ONE LANE ROAD 1000 FT.	48"x48"								4	4	8	8	128.0										
W20-4	ONE LANE ROAD 1500 FT.	48"x48"								4	4	8	8	128.0										
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	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	4	64.0										
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	4	4	4	4	4			4	4	64.0										
W21-5A	SHOULDER CLOSED	48"x48"							2			2	2	32.0										
SPECIAL	MERGE NOW (LEFT)	48"x48"	2	2	2	2	2	2	2			2	2	32.0										
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	96"x48"	2	2	2	2	2	2	2			2	2	64.0										
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE														10									
	TRAFFIC DRUMS		1561	465	210	1094	472	240	1620	106	106	1832				1832								
	TYPE III BARRICADE-RT. (8')			4	2		6	2				6					48							
	TYPE III BARRICADE-LT. (8')			2	6		2	8				8						64						
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER			33925			267					34192							34192					
	RELOCATING PRECAST CONCRETE BARRIER				2216		33925	3763				33925								33925				
	TEMPORARY IMPACT ATTENUATION BARRIER			2				2				2									2			
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)			2				2				2										2		
	ADVANCE WARNING ARROW PANEL		2	2	2	2	2	2	2	2	2	6											160	
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2	2	2	2	2	2	2	2	6												104
TOTALS:													2346		10	1832	48	64	34192	33925	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.

R101035.dgn 8/5/2021

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.		101035	49	73
				(2)	QUANTITIES			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
REGISTERED
8-5-2021

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 1 OVERPASSES	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 2 OVERPASSES	STAGE 3A	STAGE 3B	STAGE 4	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			THERMOPLASTIC PAINT PAVEMENT MARKING	
														TYPE II	TYPE II	6"		12"	6"	
	LIN. FT. - EACH										LIN. FT.		LIN. FT.	(WHITE/RED) EACH	(YELLOW/YELLOW) EACH	WHITE LIN. FT.	YELLOW LIN. FT.	WHITE	WHITE LIN. FT.	YELLOW LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS		4200	28950	1350							34500									
CONSTRUCTION PAVEMENT MARKINGS		2050	83460	1740	98760		9230	1770				197010								
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		800	11240	7780		2850	13140	8080	98760				142650							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)										2160				2160						
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)										14					14					
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")										72210						72210				
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")										58750							58750			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")										7050								7050		
THERMOPLASTIC PAINT PAVEMENT MARKING WHITE (6")										2000									2000	
THERMOPLASTIC PAINT PAVEMENT MARKING YELLOW (6")										2000										2000
TOTALS:											**34500**	**197010**	**142650**	**2160**	**14**	**72210**	**58750**	**7050**	**2000**	**2000**

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	0.50	1.00	0.50	51.0	0.50	2.40	2.40	49.0	1276	456	19292	946	715
ENTIRE	PROJECT	STAGE 2C						0.20	0.20	4.1					
ENTIRE	PROJECT	STAGE 5-MEDIAN CROSSOVER DEMO	6.01	12.02	6.01	613.0	6.01								
ENTIRE	PROJECT	STAGE 5-WRSF WIDENING	2.00	4.00	2.00	204.0	2.00								
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			2.00	4.00	2.00	204.0	2.00	0.65	0.65	13.3	319	114	4823	237	179
TOTALS:			**10.51**	**21.02**	**10.51**	**1072.0**	**10.51**	**3.25**	**3.25**	**66.4**	**1595**	**570**	**24115**	**1183**	**894**

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

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.

8/5/2021

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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.		101035	50	73
				(2)		QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CONCRETE DITCH PAVING	WIRE ROPE SAFETY FENCE	GUARDRAIL	LUMINAIRE POLE AND FOUNDATION	WIRE ROPE SAFETY FENCE TERMINAL
			SQ. YD.	LIN. FT.	LIN. FT.	EACH	EACH
309+00	317+56	LT. OF N.B. HWY. 63	327	856			1
318+92	372+64	LT. OF N.B. HWY. 63	2334	5372			2
376+40	448+74	LT. OF N.B. HWY. 63	3162	7234			2
454+95	469+47	RT. OF S.B. HWY. 63	592	1452			2
474+65	483+69	RT. OF S.B. HWY. 63	348	904			2
495+81	565+83	LT. OF N.B. HWY. 63	3059	7002			2
474+72	480+00	HWY. 63 IN MEDIAN	235				
311+47		HWY. 63 IN MEDIAN				1	
332+58		HWY. 63 IN MEDIAN				1	
337+57		HWY. 63 IN MEDIAN				1	
387+60		HWY. 63 IN MEDIAN				1	
393+07		HWY. 63 IN MEDIAN				1	
462+16		HWY. 63 IN MEDIAN				1	
635+14		HWY. 63 IN MEDIAN				1	
438+14		HWY. 63 IN MEDIAN				1	
646+90		HWY. 63 IN MEDIAN				1	
475+08		HWY. 63 IN MEDIAN				1	
477+63		HWY. 63 IN MEDIAN				1	
551+41		HWY. 63 IN MEDIAN				1	
557+90		HWY. 63 IN MEDIAN				1	
314+42	319+42	LT. OF N.B.			500		
317+06	322+06	RT. OF S.B.			500		
372+14	376+90	LT. OF N.B.			475		
374+90	379+54	RT. OF S.B.			480		
448+23	452+67	LT. OF N.B.			450		
450+90	455+40	RT. OF S.B.			450		
467+16	469+41	RT. OF N.B.			225		
467+17	469+42	LT. OF N.B.			225		
472+76	475+01	RT. OF S.B.			225		
472+46	472+71	LT. OF L.B.			225		
467+43	485+39	RT. OF N.B.			445		
467+43	485+19	RT. OF N.B.			225		
482+30	484+55	RT. OF N.B.			225		
482+30	484+55	LT. OF N.B.			225		
484+56	486+06	LT. OF S.B.			150		
487+31	491+41	RT. OF N.B.			410		
487+92	491+72	LT. OF N.B.			380		
488+25	491+90	RT. OF S.B.			365		
488+79	491+19	LT. OF S.B.			340		
493+65	495+05	LT. OF N.B.			150		
493+82	496+07	LT. OF S.B.			225		
494+10	496+35	RT. OF S.B.			225		
17+76	19+96	RT. OF WASHINGTON AVE.			225		
19+20	19+96	LT. OF WASHINGTON AVE.			75		
22+84	23+77	RT. OF WASHINGTON AVE.			75		
22+84	25+02	LT. OF WASHINGTON AVE.			225		
30+90	32+90	RT. OF HIDDEN HILL CR.			200		
31+97	32+72	LT. OF HIDDEN HILL CR.			75		
40+07	40+82	RT. OF HIDDEN HILL CR.			75		
40+23	42+23	LT. OF HIDDEN HILL CR.			200		
TOTALS:			**10057**	**22820**	**8270**	**13**	**11**

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.

REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT

STATION	STATION	LOCATION	CONCRETE PAVEMENT
			SQ. YD.
320+00	350+00	HWY. 63 MAIN LANES	19684
350+00	380+00	HWY. 63 MAIN LANES	18641
380+00	410+00	HWY. 63 MAIN LANES	18272
410+00	440+00	HWY. 63 MAIN LANES	17747
440+00	470+00	HWY. 63 MAIN LANES	16614
470+00	500+00	HWY. 63 MAIN LANES	11923
500+00	530+00	HWY. 63 MAIN LANES	16000
530+00	560+00	HWY. 63 MAIN LANES	17368
560+00	566+90	HWY. 63 MAIN LANES	3680
TOTAL:			**139929**

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.
309+00.00	316+96.00	LT. OF N.B. HWY. 63	796.00	4.00	353.78	353.78	4.46
319+52.00	372+04.00	LT. OF N.B. HWY. 63	5252.00	4.00	2334.22	2334.22	29.41
377+00.00	448+14.00	LT. OF N.B. HWY. 63	7114.00	4.00	3161.78	3161.78	39.84
455+55.00	468+87.00	RT. OF S.B. HWY. 63	1332.00	4.00	592.00	592.00	7.46
475+25.00	483+09.00	RT. OF S.B. HWY. 63	784.00	4.00	348.44	348.44	4.39
496+41.00	565+23.00	LT. OF N.B. HWY. 63	6882.00	4.00	3058.67	3058.67	38.54
474+72.00	480+00.00	HWY. 63 IN MEDIAN	528.00	4.00	234.67	234.67	2.96
TOTALS:					**10083.56**	**10083.56**	**127.06**

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

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	*WRSF ANCHOR	WRSF MAINTENANCE MATERIALS	**WRSF (POST REPAIR)	TEMPORARY TERMINAL ANCHOR FOR
			LIN. FT.	EACH	LUMP SUM	EACH	EACH
309+00	317+56	LT. OF N.B. HWY. 63	856	1			1
318+92	372+64	LT. OF N.B. HWY. 63	5372	2			
376+40	448+74	LT. OF N.B. HWY. 63	7234	2			
454+95	469+47	RT. OF S.B. HWY. 63	1452	2			
474+65	483+69	RT. OF S.B. HWY. 63	904	2			
495+81	565+83	LT. OF N.B. HWY. 63	7002	2			
ENTIRE	PROJECT				1.00	50	
TOTALS:			**22820**	**11**	**1.00**	**50**	**1**

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

8/5/2021
RI01035.dgn

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.		101035	51	73
				(2)	QUANTITIES			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
314+42.00	319+42.00	LT. SIDE OF N.B. HWY. 63	450		1	1
317+06.00	322+06.00	RT. SIDE OF S.B. HWY. 63	450		1	1
372+14.00	376+90.00	LT. SIDE OF N.B. HWY. 63	375		1	1
374+90.00	379+54.00	RT. SIDE OF S.B. HWY. 63	380		1	1
448+23.00	452+67.00	LT. SIDE OF N.B. HWY. 63	400		1	1
450+90.00	455+40.00	RT. SIDE OF S.B. HWY. 63	400		1	1
467+97.00	470+07.00	LT. SIDE OF N.B. HWY. 63	250	1	1	
467+95.00	470+08.00	RT. SIDE OF N.B. HWY. 63	200	1	1	
472+63.95	474+89.84	RT. SIDE OF S.B. HWY. 63	200	1	1	
472+45.86	475+15.67	LT. SIDE OF S.B. HWY. 63	250	1	1	
483+18.37	485+87.22	LT. SIDE OF S.B. HWY. 63	250	1	1	
482+74.19	485+42.78	LT. SIDE OF N.B. HWY. 63	250	1	1	
482+70.73	484+89.48	RT. SIDE OF N.B. HWY. 63	200	1	1	
488+45.36	492+47.09	RT. SIDE OF S.B. HWY. 63	402	2		
487+92.81	482+22.22	LT. SIDE OF S.B. HWY. 63	429	2		
487+49.17	4921+68.00	LT. SIDE OF N.B. HWY. 63	453	2		
486+95.88	491+76.36	RT. SIDE OF N.B. HWY. 63	474	2		
494+09.41	496+27.63	RT. SIDE OF S.B. HWY. 63	200	1	1	
493+82.46	496+51.33	LT. SIDE OF S.B. HWY. 63	250	1	1	
493+60.46	496+31.18	LT. SIDE OF N.B. HWY. 63	250	1	1	
30+90.00	33+08.00	RT. OF HIDDEN HILL CR.	150	1	1	
32+02.00	31+95.00	LT. OF HIDDEN HILL CR.	25	1	1	
40+12.00	41+07.00	LT. OF HIDDEN HILL CR.	25	1	1	
40+29.00	42+48.00	RT. OF HIDDEN HILL CR.	150	1	1	
17+84.00	19+96.00	RT. OF WASHINGTON AVE.	150	1	1	
32+02.00	19+96.00	LT. OF WASHINGTON AVE.	25	1	1	
22+84.00	23+71.00	LT. OF WASHINGTON AVE.	25	1	1	
22+84.00	24+96.00	RT. OF WASHINGTON AVE.	150	1	1	
TOTALS:			**7213**	**26**	**24**	**6**

STRUCTURES

STATION	DESCRIPTION	TEMPORARY CULVERTS
		18"
		LIN. FT.
310+37	HWY. 63 MED. - TEMP CROSSOVER	285
323+69	HWY. 63 MED. - TEMP CROSSOVER	135
331+88	HWY. 63 MED. - TEMP CROSSOVER	255
337+81	HWY. 63 MED. - TEMP CROSSOVER	240
362+88	HWY. 63 MED. - TEMP CROSSOVER	195
368+57	HWY. 63 MED. - TEMP CROSSOVER	270
373+05	HWY. 63 MED. - TEMP CROSSOVER	210
387+80	HWY. 63 MED. - TEMP CROSSOVER	225
393+76	HWY. 63 MED. - TEMP CROSSOVER	450
400+28	HWY. 63 MED. - TEMP CROSSOVER	225
429+55	HWY. 63 MED. - TEMP CROSSOVER	225
433+80	HWY. 63 MED. - TEMP CROSSOVER	480
437+56	HWY. 63 MED. - TEMP CROSSOVER	210
465+08	HWY. 63 MED. - TEMP CROSSOVER	420
476+98	HWY. 63 MED. - TEMP CROSSOVER	510
550+33	HWY. 63 MED. - TEMP CROSSOVER	285
553+87	HWY. 63 MED. - TEMP CROSSOVER	285
558+88	HWY. 63 MED. - TEMP CROSSOVER	270
TOTAL:		**5175**

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
320+00	469+48	S.B. OF HWY. 63	14948	61
320+00	469+48	N.B. OF HWY. 63	14948	61
472+17	486+17	S.B. OF HWY. 63	1400	7
472+00	485+19	N.B. OF HWY. 63	1319	7
488+24	492+38	S.B. OF HWY. 63	414	3
487+27	491+91	N.B. OF HWY. 63	464	3
494+00	566+90	S.B. OF HWY. 63	7290	31
493+52	566+90	N.B. OF HWY. 63	7338	31
* ENTIRE PROJECT TO BE USED IF AND			2000	10
WHERE DIRECTED BY THE ENGINEER				
TOTALS:			**50121**	**214**

* 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.

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

ACHM PATCHING OF EXISTING ROADWAY

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

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

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
320+00	469+18	HWY. 63 N.B. LANES	29836
472+35	484+85	HWY. 63 N.B. LANES	2500
487+62	491+56	HWY. 63 N.B. LANES	788
493+87	566+90	HWY. 63 N.B. LANES	14606
320+00	469+13	HWY. 63 S.B. LANES	29826
472+52	485+82	HWY. 63 S.B. LANES	2660
488+59	492+03	HWY. 63 S.B. LANES	688
494+35	566+90	HWY. 63 S.B. LANES	14510
TOTAL:			**95414**

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

R101035.dgn 8/5/2021

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-17-21				6	ARK.			
				JOB NO.		101035	52	73
				(2)	QUANTITIES			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW T. POWELL

AUTOMATED WORK ZONE INFORMATION SYSTEM

	LOCATION	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	FURNISH AND INSTALL VARIABLE MESSAGE SIGN	FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM	*AWIS OPERATION	AWIS MOBILIZATION	*DEVICE RELOCATION
		EACH	EACH	EACH	MONTHS	LUMP SUM	EACH
	1/2 MILE SPACING FOR 6 MILES IN ADVANCE OF PROJECT	6					
	1 MILE SPACING WITHIN THE WORK ZONE	20					
	IN ADVANCE OF EXISTS 45, 46, 47, AND 49		4				
	AS DIRECTED BY THE ENGINEER			1	20	1.00	
*	ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER						4
	TOTALS:	**26**	**4**	**1**	**20**	**1.00**	**4**

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

APPROACH SLABS

STATION	STATION	LOCATION	APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)
			CU.YD.	POUND	TON
469+11.45	469+47.95	HWY. 63-SB BRIDGE A5204	49.15	5980	19.91
472+32.91	472+80.16	HWY. 63-SB BRIDGE A5204	56.75	5732	21.05
485+67.69	486+16.44	HWY. 63-SB BRIDGE A5205	59.25	6283	22.80
486+24.08	486+72.83	HWY. 63-SB BRIDGE A5205	59.25	6283	22.80
484+70.57	485+19.32	HWY. 63-NB BRIDGE B5205	59.25	6283	22.80
187+26.96	187+75.71	HWY. 63-NB BRIDGE B5205	59.25	6283	22.80
491+89.46	492+38.21	HWY. 63-SB BRIDGE A5206	59.25	6283	22.80
493+99.75	494+48.50	HWY. 63-SB BRIDGE A5206	59.25	6283	22.80
491+41.85	491+90.60	HWY. 63-NB BRIDGE B5206	59.25	6283	22.80
493+52.14	494+00.89	HWY. 63-NB BRIDGE B5206	59.25	6283	22.80
TOTALS:			**579.90**	**61976**	**223.36**

NOTE: USE T =19" FOR ' SHOULDER.
THE REMOVAL OF THE EXISTING APPROACH SLABS SHALL BE SUBSIDIARY TO THIS PAY ITEM.

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
			CU. YD.		TON
ENTIRE	PROJECT	STAGE 1-TEMP. WIDENING & CROSSOVERS		24000	
ENTIRE	PROJECT	STAGE 4-WIDENING FOR WRSF	3400		
ENTIRE	PROJECT	STAGE 2-SB EXCAVATION TO SUBGRADE	59250		
ENTIRE	PROJECT	STAGE 3-NB EXCAVATION TO SUBGRADE	55100		
ENTIRE	PROJECT	STAGE 4-REMOVAL TEMP. WIDENING & CROSSOVERS	28000		
ENTIRE	PROJECT	ALL STAGES WIDENING FOR GUARDRAIL		1000	
ENTIRE	PROJECT	TO BE USED IF AND WHERE	5000	5000	4000
		DIRECTED BY THE ENGINEER			
TOTALS:			**150750**	**30000**	**4000**

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

NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY.

TRENCHING AND SHOULDER PREPARATION

STATION	STATION	LOCATION	LENGTH	TRENCHING AND SHOULDER PREPARATION	TACK COAT (0.05 GAL. PER SQ. YD.)			ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
					TOTAL WID.	SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET	STATION	FEET			FEET			TON	FEET			TON
M.O.T. STAGE 1															
316+14.00	323+23.00	HWY. 63 N.B. OUTSIDE SHOULDER	709.00	7.09	12.00	945.33	47.27	4.00	315.11	660.00	103.99	4.00	315.11	440.00	69.32
323+18.00	367+14.00	HWY. 63 N.B. OUTSIDE SHOULDER	4396.00	43.96	12.00	5861.33	293.07	4.00	1953.78	660.00	644.75	4.00	1953.78	440.00	429.83
370+87.00	387+49.00	HWY. 63 N.B. OUTSIDE SHOULDER	1662.00	16.62	12.00	2216.00	110.80	4.00	738.67	660.00	243.76	4.00	738.67	440.00	162.51
387+92.00	434+16.00	HWY. 63 N.B. OUTSIDE SHOULDER	4624.00	46.24	12.00	6165.33	308.27	4.00	2055.11	660.00	678.19	4.00	2055.11	440.00	452.12
435+83.00	463+90.00	HWY. 63 N.B. OUTSIDE SHOULDER	2807.00	28.07	12.00	3742.67	187.13	4.00	1247.56	660.00	411.69	4.00	1247.56	440.00	274.46
464+64.00	470+08.00	HWY. 63 N.B. OUTSIDE SHOULDER	544.00	5.44	12.00	725.33	36.27	4.00	241.78	660.00	79.79	4.00	241.78	440.00	53.19
474+98.00	484+99.00	HWY. 63 N.B. OUTSIDE SHOULDER	1001.00	10.01	12.00	1334.67	66.73	4.00	444.89	660.00	146.81	4.00	444.89	440.00	97.88
487+02.00	491+80.00	HWY. 63 N.B. OUTSIDE SHOULDER	478.00	4.78	12.00	637.33	31.87	4.00	212.44	660.00	70.11	4.00	212.44	440.00	46.74
493+38.00	554+56.00	HWY. 63 N.B. OUTSIDE SHOULDER	6118.00	61.18	12.00	8157.33	407.87	4.00	2719.11	660.00	897.31	4.00	2719.11	440.00	598.20
555+64.00	557+83.00	HWY. 63 N.B. OUTSIDE SHOULDER	219.00	2.19	12.00	292.00	14.60	4.00	97.33	660.00	32.12	4.00	97.33	440.00	21.41
557+83.00	589+37.77	HWY. 63 N.B. OUTSIDE SHOULDER	3154.77	31.55	12.00	4206.36	210.32	4.00	1402.12	660.00	462.70	4.00	1402.12	440.00	308.47
TOTALS:				**257.13**		**34283.68**	**1714.20**		**11427.90**		**3771.22**		**11427.90**		**2514.13**

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.

9/17/2021
R101035.dgn

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.		101035	53	73
				(2)	QUANTITIES			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8/5/2021

BASE AND SURFACING - MAIN LANES

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	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																								
320+00.00	323+23.43	HWY. 63 N.B. LANES	323.43	101.00	326.66	85.63	3077.26	153.86	28.88	1037.85	550.00	285.41	28.50	1024.20	440.00	225.32	28.25	1015.21	220.00	111.67	24.00	862.48	220.00	94.87	206.54
323+23.43	340+32.33	HWY. 63 N.B. LANES W/ ACCEL. LANE	1708.90	143.73	2456.20	115.56	21942.28	1097.11	38.88	7382.45	550.00	2030.17	38.38	7287.51	440.00	1603.25	38.30	7272.32	220.00	799.96	36.00	6835.60	220.00	751.92	1551.88
340+32.33	343+32.33	HWY. 63 N.B. LANES W/ ACCEL. LANE TAPER	300.00	122.37	367.11	100.60	3353.33	167.67	33.88	1129.33	550.00	310.57	33.44	1114.67	440.00	245.23	33.28	1109.33	220.00	122.03	30.00	1000.00	220.00	110.00	232.03
343+32.33	365+90.39	HWY. 63 N.B. LANES	2258.06	101.00	2280.64	85.63	21484.19	1074.21	28.88	7245.86	550.00	1992.61	28.50	7150.52	440.00	1573.11	28.25	7087.80	220.00	779.66	24.00	6021.49	220.00	662.36	1442.02
365+90.39	370+44.35	HWY. 63 N.B. LANES W/ DECEL. LANE	453.96	163.15	740.64	133.56	6736.77	336.84	44.88	2263.75	550.00	622.53	44.38	2238.53	440.00	492.48	44.30	2234.49	220.00	245.79	44.00	2219.36	220.00	244.13	489.92
370+44.35	372+09.40	HWY. 63 N.B. LANES	165.05	115.56	190.73	99.88	1831.69	91.58	33.63	616.74	550.00	169.60	33.25	609.77	440.00	134.15	33.00	605.18	220.00	66.57	30.75	563.92	220.00	62.03	128.60
372+09.40	387+49.77	HWY. 63 N.B. LANES	1540.37	101.00	1555.77	85.63	14655.76	732.79	28.88	4942.88	550.00	1359.29	28.50	4877.84	440.00	1073.12	28.25	4835.05	220.00	531.86	24.00	4107.65	220.00	451.84	983.70
387+49.77	397+45.51	HWY. 63 N.B. LANES W/ ACCEL. LANE	995.74	143.73	1431.18	115.56	12785.30	639.27	38.88	4301.60	550.00	1182.94	38.38	4246.28	440.00	934.18	38.30	4237.43	220.00	466.12	36.00	3982.96	220.00	438.13	904.25
397+45.51	400+45.51	HWY. 63 N.B. LANES W/ ACCEL. LANE TAPER	300.00	122.37	367.11	99.60	3320.00	166.00	33.88	1129.33	550.00	310.57	33.44	1114.67	440.00	245.23	32.28	1076.00	220.00	118.36	30.00	1000.00	220.00	110.00	228.36
400+45.51	432+75.47	HWY. 63 N.B. LANES	3229.96	101.00	3262.26	85.63	30731.27	1536.56	28.88	10364.58	550.00	2850.26	28.50	10228.21	440.00	2250.21	28.25	10138.49	220.00	1115.23	24.00	8613.23	220.00	947.46	2062.69
432+75.47	435+83.77	HWY. 63 N.B. LANES W/ DECEL. LANE	308.30	126.00	388.46	102.01	3494.41	174.72	34.38	1177.71	550.00	323.87	33.88	1160.58	440.00	255.33	33.75	1156.13	220.00	127.17	33.80	1157.84	220.00	127.36	254.53
435+83.77	463+90.67	HWY. 63 N.B. LANES	2806.90	101.00	2834.97	85.63	26706.09	1335.30	28.88	9007.03	550.00	2476.93	28.50	8888.52	440.00	1955.47	28.25	8810.55	220.00	969.16	24.00	7485.07	220.00	823.36	1792.52
463+90.67	469+47.95	HWY. 63 N.B. LANES W/ ACCEL. LANE	557.28	143.73	800.98	115.56	7155.48	357.77	38.88	2407.45	550.00	662.05	38.38	2376.49	440.00	522.83	38.30	2371.54	220.00	260.87	36.00	2229.12	220.00	245.20	506.07
471+99.51	473+45.95	HWY. 63 N.B. LANES	146.44	101.00	147.90	85.63	1393.30	69.67	28.88	469.91	550.00	129.23	28.50	463.73	440.00	102.02	28.25	459.66	220.00	50.56	24.00	390.51	220.00	42.96	93.52
473+45.95	485+19.32	HWY. 63 N.B. LANES	1173.37	101.00	1185.10	85.63	11163.96	558.20	28.88	3765.21	550.00	1035.43	28.50	3715.67	440.00	817.45	28.25	3683.08	220.00	405.14	24.00	3128.99	220.00	344.19	749.33
487+26.96	491+90.60	HWY. 63 N.B. LANES	463.64	101.00	468.28	85.63	4411.28	220.56	28.88	1487.77	550.00	409.14	28.50	1468.19	440.00	323.00	28.25	1455.31	220.00	160.08	24.00	1236.37	220.00	136.00	296.08
493+52.14	553+15.09	HWY. 63 N.B. LANES	5962.95	101.00	6022.58	85.63	56734.16	2836.71	28.88	19134.44	550.00	5261.97	28.50	18882.68	440.00	4154.19	28.25	18717.04	220.00	2058.87	24.00	15901.20	220.00	1749.13	3808.00
553+15.09	555+64.64	HWY. 63 N.B. LANES W/ DECEL. LANE	249.55	126.00	314.43	102.01	2828.51	141.43	34.38	953.28	550.00	262.15	33.88	939.42	440.00	206.67	33.75	935.81	220.00	102.94	33.80	937.20	220.00	103.09	206.03
555+64.64	566+90.00	HWY. 63 N.B. LANES	1125.36	101.00	1136.61	85.63	10707.18	535.36	28.88	3611.16	550.00	993.07	28.50	3563.64	440.00	784.00	28.25	3532.38	220.00	388.56	24.00	3000.96	220.00	330.11	718.67
320+00.00	327+95.44	HWY. 63 S.B. LANES	795.44	101.00	803.39	79.63	7037.88	351.89	26.88	2375.71	550.00	653.32	26.50	2342.13	440.00	515.27	26.25	2320.03	220.00	255.20	24.00	2121.17	220.00	233.33	488.53
327+95.44	330+13.00	HWY. 63 S.B. LANES	217.56	124.31	270.45	103.63	2505.08	125.25	34.88	843.17	550.00	231.87	34.50	833.98	440.00	183.48	34.25	827.94	220.00	91.07	34.00	821.89	220.00	90.41	181.48
330+13.00	336+11.01	HWY. 63 S.B. LANES W/ DECEL. LANE	598.01	159.26	952.39	127.56	8475.80	423.79	42.88	2849.19	550.00	783.53	42.38	2815.96	440.00	619.51	42.30	2810.65	220.00	309.17	43.00	2857.16	220.00	314.29	623.46
336+11.01	337+11.01	HWY. 63 S.B. LANES W/ DECEL. LANE TAPER	100.00	122.37	122.37	96.10	1067.78	53.39	32.38	359.78	550.00	98.94	31.94	354.89	440.00	78.08	31.78	353.11	220.00	38.84	30.00	333.33	220.00	36.67	75.51
337+11.01	366+24.19	HWY. 63 S.B. LANES	2913.18	101.00	2942.31	79.63	25775.17	1288.76	26.88	8700.70	550.00	2392.69	26.50	8577.70	440.00	1887.09	26.25	8496.78	220.00	934.65	24.00	7768.48	220.00	854.53	1789.18
366+24.19	369+24.19	HWY. 63 S.B. LANES W/ ACCEL LANE TAPER	300.00	122.37	367.11	96.10	3203.33	160.17	32.38	1079.33	550.00	296.82	31.94	1064.67	440.00	234.23	31.78	1059.33	220.00	116.53	30.00	1000.00	220.00	110.00	226.53
369+24.19	376+24.19	HWY. 63 S.B. LANES W/ ACCEL LANE	700.00	143.73	1006.11	112.56	8754.67	437.73	37.88	2946.22	550.00	810.21	37.38	2907.33	440.00	639.61	37.30	2901.11	220.00	319.12	36.00	2800.00	220.00	308.00	627.12
376+24.19	390+25.34	HWY. 63 S.B. LANES	1401.15	101.00	1415.16	79.63	12397.06	619.85	26.88	4184.77	550.00	1150.81	26.50	4125.61	440.00	907.63	26.25	4086.69	220.00	449.54	24.00	3736.40	220.00	411.00	860.54
390+25.34	391+90.39	HWY. 63 S.B. LANES	165.05	111.82	184.56	93.94	1722.76	86.14	31.66	580.61	550.00	159.67	31.28	573.64	440.00	126.20	31.00	568.51	220.00	62.54	30.79	564.65	220.00	62.11	124.65
391+90.39	396+25.45	HWY. 63 S.B. LANES	435.06	163.15	709.80	130.63	6314.65	315.73	43.88	2121.16	550.00	583.32	43.50	2102.79	440.00	462.61	43.25	2090.71	220.00	229.98	44.00	2126.96	220.00	233.97	463.95
396+25.45	425+45.25	HWY. 63 S.B. LANES	2919.80	101.00	2949.00	79.63	25833.74	1291.69	26.88	8720.47	550.00	2398.13	26.50	8597.19	440.00	1891.38	26.25	8516.08	220.00	936.77	24.00	7786.13	220.00	856.47	1793.24
425+45.25	428+45.25	HWY. 63 S.B. LANES W/ ACCEL LANE TAPER	300.00	122.37	367.11	96.10	3203.33	160.17	32.38	1079.33	550.00	296.82	31.94	1064.67	440.00	234.23	31.78	1059.33	220.00	116.53	30.00	1000.00	220.00	110.00	226.53
428+45.25	438+45.25	HWY. 63 S.B. LANES W/ ACCEL LANE	1000.00	143.73	1437.30	112.56	12506.67	625.33	37.88	4208.89	550.00	1157.44	37.38	4153.33	440.00	913.73	37.30	4144.44	220.00	455.89	36.00	4000.00	220.00	440.00	895.89
438+45.25	462+88.44	HWY. 63 S.B. LANES	2443.19	101.00	2467.62	79.63	21616.80	1080.84	26.88	7296.99	550.00	2006.67	26.50	7193.84	440.00	1582.64	26.25	7125.97	220.00	783.86	24.00	6515.17	220.00	716.67	1500.53
462+88.44	464+72.93	HWY. 63 S.B. LANES	184.49	124.31	229.34	103.63	2124.30	106.22	34.88	715.00	550.00	196.63	34.50	707.21	440.00	155.59	34.25	702.09	220.00	77.23	34.00	696.96	220.00	76.67	153.90
464+72.93	466+97.93	HWY. 63 S.B. LANES W/ DECEL. LANE	225.00	124.31	279.70	112.56	2814.00	140.70	37.88	947.00	550.00	260.43	37.38	934.50	440.00	205.59	37.30	932.50	220.00	102.58	36.00	900.00	220.00	99.00	201.58
466+97.93	468+77.93	HWY. 63 S.B. LANES W/ DECEL. LANE TAPER	180.00	124.31	223.76	96.10	1922.00	96.10	32.38	647.60	550.00	178.09	31.94	638.80	440.00	140.54	31.78	635.60	220.00	69.92	30.00	600.00	220.00	66.00	135.92
464+72.93	469+47.95	HWY. 63 S.B. LANES	475.02	101.00	479.77	79.63	4202.87	210.14	26.88	1418.73	550.00	390.15	26.50	1398.67	440.00	307.71	26.25	1385.48	220.00	152.40	24.00	1266.72	220.00	139.34	291.74
472+32.91	486+16.44	HWY. 63 S.B. LANES	1383.53	101.00	1397.37	79.63	12241.17	612.06	26.88	4132.14	550.00	1136.34	26.50	4073.73	440.00	896.22	26.25	4035.30	220.00	443.88	24.00	3689.41	220.00	405.84	849.72
488+24.08	492+38.21	HWY. 63 S.B. LANES	414.13	101.00	418.27	79.63	3664.13	183.21	26.88	1236.87	550.00	340.14	26.50	1219.38	440.00	268.26	26.25	1207.88	220.00	132.87	24.00	1104.35	220.00	121.48	254.35
493+99.75	549+96.00	HWY. 63 S.B. LANES	5596.25	101.00	5652.21	79.63	49514.38	2475.72	26.88	16714.13	550.00	4596.39	26.50	16477.85	440.00	3625.13	26.25	16322.40	220.00	1795.46	24.00	14923.33	220.00	1641.57	3437.03
549+96.00	552+96.00	HWY. 63 S.B. LANES W/ ACCEL LANE TAPER	300.00	122.37	367.11	96.10	3203.33	160.17	32.38	1079.33	550.00	296.82	31.94	1064.67	440.00	234.23	31.78	1059.33	220.00	116.53	30.00	1000.00	220.00	110.00	226.53
552+96.00	559+96.00	HWY. 63 S.B. LANES W/ ACCEL LANE	700.00	143.73	1006.11	112.56	8754.67	437.73	37.88	2946.22	550.00	810.21	37.38	2907.33	440.00	639.61	37.30	2901.11	220.00	319.12	36.00	2800.00	220.00	308.00	627.12
559+96.00	566+90.00	HWY. 63 S.B. LANES	694.00	101.00	700.94	79.63	6140.36	307.02	26.88	2072.75	550.00	570.01	26.50	2043.44	440.00	449.56	26.25	2024.17	220.00	222.66	24.00	1850.67	220.00	203.57	426.23
322+54.26	323+23.43	SOUTHWEST DR. RAMP 2	69.17	58.13	40.21	46.71	358.99	17.95	15.88	122.05	550.00	33.56	15.50	119.13	440.00	26.21	15.33	117.82	220.00	12.96	15.00	115.28	220.00	12.68	25.64
329+76.85	330+12.99	SOUTHWEST DR. RAMP 3	36.14	58.13	21.01	46.71	187.57	9.38	15.88	63.77	550.00	17.54	15.50	62.24	440.00	13.69	15.33	61.56	220.00	6.77	15.00	60.23	220.00	6.63	13.40
											550.00														
370+44.35	370+60.62	HIDDEN HILL CR. RAMP 1	16.27	58.13	9.46	46.71	84.44	4.22	15.88	28.71	550.00	7.90	15.50	28.02	440.00	6.16	15.33	27.71	220.00	3.05	15.00	27.12	220.00	2.98	6.03
386+36.32	387+48.41	HIDDEN HILL CR. RAMP 2	112.09	58.13	65.16	46.71	581.75	29.09	15.88	197.78	550.00	54.39	15.50	193.04	440.00	42.47	15.33	190.93	220.00	21.00	15.00	186.82	220.00	20.55	41.55
391+74.32	391+90.39	HIDDEN HILL CR. RAMP 3	16.07	58.13	9.34	46.71	83.40	4.17	15.88	28.35	550.00	7.80	15.50	27.68	440.00	6.09	15.33	27.37	220.00	3.01	15.00	26.78	220.00	2.95	5.96
376+23.19	377+66.12	HIDDEN HILL CR. RAMP 4	142.93	58.13	83.09	46.71	741.81	37.09	15.88	252.19	550.00	69.35	15.50	246.16	440.00	54.16	15.33	243.46	220.00	26.78	15.00	238.22	220.00	26.20	52.98
435+83.77	436+99.25	WASHINGTON AVE. RAMP 1	115.48	58.13	67.13	46.71	599.34	29.97	15.88	203.76	550.00	56.03	15.50	198.88	440.00	43.75	15.33	196.70	220.00	21.64	15.00	192.47	220.00	21.17	42.81
462+72.10	463+90.67	WASHINGTON AVE. RAMP 2	118.57	58.13	68.92	46.71	615.38	30.77	15.88	209.21	550.00	57.53	15.50	204.20	440.00	44.92	15.33	201.96	220.00	22.22	15.00	197.62	220.00	21.74	43.96
462+70.88	463+79.02	WASHINGTON AVE. RAMP 3	108.14	58.13	62.86	46.71	561.25	28.06	15.88	190.81	550.00	52.47	15.50	186.24	440.00	40.97	15.33	184.20	220.00	20.26	15.00	180.23	220.00	19.83	40.09
438+20.15	439+46.90	WASHINGTON AVE. RAMP 4	126.75	58.13	73.68	46.71	657.83	32.89	15.88	223.64	550.00	61.50	15.50	218.29	440.00	48.02	15.33	215.90	220.00	23.75	15.00	211.25	220.00	23.24	46.99
555+64.61	556+54.89	DAN AVE. RAMP 1	90.28	58.13	52.48	46.71	468.55	23.43	15.88	159.29	550.00	43.80	15.50	155.48	440.00	34.21	15.33	153.78	220.00	16.92	15.00	150.47	220.00	16.55	33.47
559+76.06	560+73.42	DAN AVE. RAMP 4	97.36	58.13	56.60	46.71	505.30	25.27	15.88	171.79	550.00	47.24	15.50	167.68	440.00	36.89	15.33	165.84	220.00	18.24	15.00	162.27	220.00	17.85	36.09
TOTALS:					**53636.81**		**484953.80**	**24247.70**		**163535.80**		**44972.35**		**161331.50**		**35492.91**		**160086.60**		**17609.54**		**144685.50**		**15915.43**	**33524.97**

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.

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.		101035	54	73
				(2)	QUANTITIES			

BASE AND SURFACING - SHOULDERS

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT (0.17 GAL. PER SQ. YD.)			ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET			FEET			FEET			TON
MAIN LANES												
320+00.00	322+54.26	HWY. 63 N.B. SHOULDERS	254.26	269.00	683.96	20.00	565.02	96.05	20.00	565.02	220.00	62.15
322+61.38	342+32.27	HWY. 63 N.B. SHOULDER W/ RAMP SHOULDER	1970.89	259.00	5104.61	16.00	3503.80	595.65	16.00	3503.80	220.00	385.42
342+32.27	365+90.51	HWY. 63 N.B. SHOULDERS	2358.24	269.00	6343.67	20.00	5240.53	890.89	20.00	5240.53	220.00	576.46
365+90.51	370+57.16	HWY. 63 N.B. SHOULDER W/ RAMP SHOULDER	466.65	264.00	1231.96	16.00	829.60	141.03	16.00	829.60	220.00	91.26
370+60.42	386+36.32	HWY. 63 N.B. SHOULDERS	1575.90	269.00	4239.17	20.00	3502.00	595.34	20.00	3502.00	220.00	385.22
386+39.32	399+45.57	HWY. 63 N.B. SHOULDER W/ RAMP SHOULDER	1306.25	259.00	3383.19	16.00	2322.22	394.78	16.00	2322.22	220.00	255.44
399+45.57	432+87.77	HWY. 63 N.B. SHOULDERS	3342.20	269.00	8990.52	20.00	7427.11	1262.61	20.00	7427.11	220.00	816.98
432+87.77	436+95.12	HWY. 63 N.B. SHOULDER W/ RAMP SHOULDER	407.35	264.00	1075.40	16.00	724.18	123.11	16.00	724.18	220.00	79.66
436+99.25	462+72.10	HWY. 63 N.B. SHOULDERS	2572.85	269.00	6920.97	20.00	5717.44	971.96	20.00	5717.44	220.00	628.92
462+76.22	469+51.30	HWY. 63 N.B. SHOULDER W/ RAMP SHOULDER	675.08	259.00	1748.46	16.00	1200.14	204.02	16.00	1200.14	220.00	132.02
472+35.14	473+46.35	HWY. 63 N.B. SHOULDER W/ RAMP SHOULDER	111.21	259.00	288.03	16.00	197.71	33.61	16.00	197.71	220.00	21.75
473+46.35	484+84.47	HWY. 63 N.B. SHOULDERS	1138.12	269.00	3061.54	20.00	2529.16	429.96	20.00	2529.16	220.00	278.21
487+61.60	491+55.47	HWY. 63 N.B. SHOULDERS	393.87	269.00	1059.51	20.00	875.27	148.80	20.00	875.27	220.00	96.28
493+84.63	554+57.08	HWY. 63 N.B. SHOULDERS	6072.45	269.00	16334.89	20.00	13494.33	2294.04	20.00	13494.33	220.00	1484.38
554+57.08	556+50.47	HWY. 63 N.B. SHOULDER W/ RAMP SHOULDER	193.39	264.00	510.55	16.00	343.80	58.45	16.00	343.80	220.00	37.82
556+54.89	566+90.00	HWY. 63 N.B. SHOULDERS	1035.11	269.00	2784.45	20.00	2300.24	391.04	20.00	2300.24	220.00	253.03
320+00.00	329+76.85	HWY. 63 S.B. SHOULDERS	976.85	252.50	2466.55	16.00	1736.62	295.23	16.00	1736.62	220.00	191.03
329+80.37	336+78.04	HWY. 63 S.B. SHOULDER W/ RAMP SHOULDER	697.67	247.50	1726.73	12.00	930.23	158.14	12.00	930.23	220.00	102.33
336+78.04	367+23.28	HWY. 63 S.B. SHOULDERS	3045.24	252.50	7689.23	16.00	5413.76	920.34	16.00	5413.76	220.00	595.51
367+23.28	377+63.38	HWY. 63 S.B. SHOULDER W/ RAMP SHOULDER	1040.10	242.50	2522.24	12.00	1386.80	235.76	12.00	1386.80	220.00	152.55
377+66.12	391+74.32	HWY. 63 S.B. SHOULDERS	1408.20	252.50	3555.71	16.00	2503.47	425.59	16.00	2503.47	220.00	275.38
391+77.56	395+24.02	HWY. 63 S.B. SHOULDER W/ RAMP SHOULDER	346.46	247.50	857.49	12.00	461.95	78.53	12.00	461.95	220.00	50.81
395+24.02	426+93.45	HWY. 63 S.B. SHOULDERS	3169.43	252.50	8002.81	16.00	5634.54	957.87	16.00	5634.54	220.00	619.80
426+93.45	439+43.13	HWY. 63 S.B. SHOULDER W/ RAMP SHOULDER	1249.68	242.50	3030.47	12.00	1666.24	283.26	12.00	1666.24	220.00	183.29
439+46.90	462+70.88	HWY. 63 S.B. SHOULDERS	2323.98	252.50	5868.05	16.00	4131.52	702.36	16.00	4131.52	220.00	454.47
462+75.25	468+46.01	HWY. 63 S.B. SHOULDER W/ RAMP SHOULDER	570.76	247.50	1412.63	12.00	761.01	129.37	12.00	761.01	220.00	83.71
468+46.01	469+74.95	HWY. 63 S.B. SHOULDERS	128.94	252.50	325.57	16.00	229.23	38.97	16.00	229.23	220.00	25.22
472+90.28	485+80.73	HWY. 63 S.B. SHOULDERS	1290.45	252.50	3258.39	16.00	2294.13	390.00	16.00	2294.13	220.00	252.35
488+52.80	492+02.44	HWY. 63 S.B. SHOULDERS	349.64	252.50	882.84	16.00	621.58	105.67	16.00	621.58	220.00	68.37
494+30.12	551+17.49	HWY. 63 S.B. SHOULDERS	5687.37	252.50	14360.61	16.00	10110.88	1718.85	16.00	10110.88	220.00	1112.20
551+17.49	560+68.40	HWY. 63 S.B. SHOULDER W/ RAMP SHOULDER	950.91	242.50	2305.96	12.00	1267.88	215.54	12.00	1267.88	220.00	139.47
560+73.42	566+90.00	HWY. 63 S.B. SHOULDERS	616.58	252.50	1556.86	16.00	1096.14	186.34	16.00	1096.14	220.00	120.58
322+54.26	323+23.43	SOUTHWEST DR. RAMP 2	69.17	120.00	83.00	6.00	46.11	7.84	6.00	46.11	220.00	5.07
329+76.85	330+12.99	SOUTHWEST DR. RAMP 3	36.14	125.00	45.18	6.00	24.09	4.10	6.00	24.09	220.00	2.65
370+44.35	370+60.62	HIDDEN HILL CR. RAMP 1	16.27	125.00	20.34	6.00	10.85	1.84	6.00	10.85	220.00	1.19
386+36.32	387+48.41	HIDDEN HILL CR. RAMP 2	112.09	120.00	134.51	6.00	74.73	12.70	6.00	74.73	220.00	8.22
391+74.32	391+90.39	HIDDEN HILL CR. RAMP 3	16.07	125.00	20.09	6.00	10.71	1.82	6.00	10.71	220.00	1.18
376+23.19	377+66.12	HIDDEN HILL CR. RAMP 4	142.93	120.00	171.52	6.00	95.29	16.20	6.00	95.29	220.00	10.48
435+83.77	436+99.25	WASHINGTON AVE. RAMP 1	115.48	125.00	144.35	6.00	76.99	13.09	6.00	76.99	220.00	8.47
462+72.10	463+90.67	WASHINGTON AVE. RAMP 2	118.57	120.00	142.28	6.00	79.05	13.44	6.00	79.05	220.00	8.70
462+70.88	463+79.02	WASHINGTON AVE. RAMP 3	108.14	125.00	135.18	6.00	72.09	12.26	6.00	72.09	220.00	7.93
438+20.15	439+46.90	WASHINGTON AVE. RAMP 4	126.75	120.00	152.10	6.00	84.50	14.37	6.00	84.50	220.00	9.30
555+64.61	556+54.89	DAN AVE. RAMP 1	90.28	125.00	112.85	6.00	60.19	10.23	6.00	60.19	220.00	6.62
559+76.06	560+73.42	DAN AVE. RAMP 4	97.36	120.00	116.83	6.00	64.91	11.03	6.00	64.91	220.00	7.14
ADDITIONAL FOR SUPERELEVATION												
320+00.00	334+25.47	HWY. 63 N.B. SHOULDERS	1425.47	79.35	1131.11							
334+25.47	337+25.47	HWY. 63 N.B. SHOULDERS	300.00	39.68	119.04							
320+00.00	334+25.47	HWY. 63 S.B. SHOULDERS	1425.47	75.30	1073.38							
334+25.47	337+25.47	HWY. 63 S.B. SHOULDERS	300.00	37.65	112.95							
411+92.24	414+92.24	HWY. 63 N.B. SHOULDERS	300.00	39.68	119.04							
414+92.24	445+35.09	HWY. 63 N.B. SHOULDERS	3042.85	79.35	2414.50							
445+35.09	448+35.09	HWY. 63 N.B. SHOULDERS	300.00	39.68	119.04							
411+92.24	414+92.24	HWY. 63 S.B. SHOULDERS	300.00	37.65	112.95							
414+92.24	445+35.09	HWY. 63 S.B. SHOULDERS	3042.85	75.30	2291.27							
445+35.09	448+35.09	HWY. 63 S.B. SHOULDERS	300.00	37.65	112.95							
461+38.30	466+38.30	HWY. 63 N.B. SHOULDERS	500.00	69.63	348.15							
466+38.30	478+69.27	HWY. 63 N.B. SHOULDERS	1230.97	139.25	1714.13							
478+69.27	481+69.27	HWY. 63 N.B. SHOULDERS	300.00	69.63	208.89							
462+88.30	465+88.30	HWY. 63 S.B. SHOULDERS	300.00	39.50	118.50							
465+88.30	478+69.27	HWY. 63 S.B. SHOULDERS	1280.97	79.00	1011.97							
478+69.27	481+69.27	HWY. 63 S.B. SHOULDERS	300.00	39.50	118.50							
526+96.63	529+96.63	HWY. 63 N.B. SHOULDERS	300.00	39.68	119.04							
529+96.63	550+54.63	HWY. 63 N.B. SHOULDERS	2058.00	79.35	1633.02							
550+54.63	553+54.63	HWY. 63 N.B. SHOULDERS	300.00	39.68	119.04							
526+96.63	529+96.63	HWY. 63 S.B. SHOULDERS	300.00	37.65	112.95							
529+96.63	550+54.63	HWY. 63 S.B. SHOULDERS	2058.00	75.30	1549.67							
550+54.63	553+54.63	HWY. 63 S.B. SHOULDERS	300.00	37.65	112.95							
TOTALS:					**139634.30**		**91718.04**	**15592.08**		**91718.04**		**10089.02**

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
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

8/5/2021
R010035.dgn

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.		101035	55	73
				(2)	QUANTITIES			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

BASE AND SURFACING M.O.T. AND GUARDRAIL WIDENING

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	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
			FEET			FEET			FEET			TON	FEET			TON	FEET			TON
M.O.T. 1 CROSS OVERS																				
306+65.77	313+53.29	HWY. 63 MEDIAN CROSSOVER	687.52	97.00	666.89	VAR	3855.16	192.76	VAR	963.79	880.00	424.07	VAR	963.79	330.00	159.03	VAR	963.79	220.00	106.02
322+31.80	341+11.26	HWY. 63 MEDIAN CROSSOVER	1879.46	VAR	1512.68	VAR	16265.82	813.29	VAR	3944.50	880.00	1735.58	VAR	3920.84	330.00	646.94	VAR	4455.98	220.00	490.16
360+02.57	375+59.48	HWY. 63 MEDIAN CROSSOVER	1556.91	VAR	1127.05	VAR	13207.93	660.40	VAR	3193.65	880.00	1405.21	VAR	3169.47	330.00	522.96	VAR	3651.16	220.00	401.63
386+90.01	403+78.32	HWY. 63 MEDIAN CROSSOVER	1688.31	VAR	1181.76	VAR	15607.86	780.39	VAR	3757.92	880.00	1653.48	VAR	3727.34	330.00	615.01	VAR	4364.68	220.00	480.11
423+47.59	438+59.63	HWY. 63 MEDIAN CROSSOVER	1512.04	VAR	1214.48	VAR	13949.12	697.46	VAR	3376.63	880.00	1485.72	VAR	3356.03	330.00	553.74	VAR	3839.83	220.00	422.38
462+87.59	469+16.75	HWY. 63 MEDIAN CROSSOVER	629.16	97.00	610.29	VAR	5538.88	276.94	VAR	1384.72	880.00	609.28	VAR	1384.72	330.00	228.48	VAR	1384.72	220.00	152.32
472+56.44	485+51.25	HWY. 63 MEDIAN CROSSOVER	1294.81	VAR	1061.97	VAR	11207.40	560.37	VAR	2717.92	880.00	1195.88	VAR	2702.22	330.00	445.87	VAR	3069.34	220.00	337.63
545+48.40	559+87.11	HWY. 63 MEDIAN CROSSOVER	1438.71	VAR	1085.15	VAR	13300.73	665.04	VAR	3212.48	880.00	1413.49	VAR	3189.92	330.00	526.34	VAR	3685.85	220.00	405.44
321+38.41	322+31.80	SOUTHWEST DR. RAMP 2	93.39	97.00	90.59	VAR	754.00	37.70	VAR	188.50	880.00	82.94	VAR	188.50	330.00	31.10	VAR	188.50	220.00	20.74
327+79.62	329+69.09	SOUTHWEST DR. RAMP 3	189.47	97.00	183.79	VAR	1079.20	53.96	VAR	269.80	880.00	118.71	VAR	269.80	330.00	44.52	VAR	269.80	220.00	29.68
370+64.70	372+96.41	HIDDEN HILL CR. RAMP 1	231.71	97.00	224.76	VAR	836.92	41.85	VAR	209.23	880.00	92.06	VAR	209.23	330.00	34.52	VAR	209.23	220.00	23.02
384+04.94	386+04.33	HIDDEN HILL CR. RAMP 2	199.39	97.00	193.41	VAR	1129.00	56.45	VAR	282.25	880.00	124.19	VAR	282.25	330.00	46.57	VAR	282.25	220.00	31.05
389+79.40	391+89.05	HIDDEN HILL CR. RAMP 3	209.65	97.00	203.36	VAR	491.16	24.56	VAR	122.79	880.00	54.03	VAR	122.79	330.00	20.26	VAR	122.79	220.00	13.51
377+64.01	380+67.63	HIDDEN HILL CR. RAMP 4	303.62	97.00	294.51	VAR	1663.56	83.18	VAR	415.89	880.00	182.99	VAR	415.89	330.00	68.62	VAR	415.89	220.00	45.75
436+99.28	438+78.37	WASHINGTON AVE. RAMP 1	179.09	97.00	173.72	VAR	933.92	46.70	VAR	233.48	880.00	102.73	VAR	233.48	330.00	38.52	VAR	233.48	220.00	25.68
460+51.45	463+19.14	WASHINGTON AVE. RAMP 2	267.69	97.00	259.66	VAR	1228.56	61.43	VAR	307.14	880.00	135.14	VAR	307.14	330.00	50.68	VAR	307.14	220.00	33.79
459+04.57	462+12.75	WASHINGTON AVE. RAMP 3	308.18	97.00	298.93	VAR	2269.04	113.45	VAR	567.26	880.00	249.59	VAR	567.26	330.00	93.60	VAR	567.26	220.00	62.40
439+35.55	440+98.43	WASHINGTON AVE. RAMP 4	162.88	97.00	157.99	VAR	817.16	40.86	VAR	204.29	880.00	89.89	VAR	204.29	330.00	33.71	VAR	204.29	220.00	22.47
556+55.54	559+54.69	DAN AVE. RAMP 1	299.15	97.00	290.18	VAR	1663.36	83.17	VAR	415.84	880.00	182.97	VAR	415.84	330.00	68.61	VAR	415.84	220.00	45.74
560+65.78	563+05.87	DAN AVE. RAMP 4	240.09	97.00	232.89	VAR	1280.76	64.04	VAR	320.19	880.00	140.88	VAR	320.19	330.00	52.83	VAR	320.19	220.00	35.22
M.O.T. 2C CROSS OVERS																				
307+26.46	314+13.99		687.53	97.00	666.90	VAR	3855.20	192.76	VAR	963.80	880.00	424.07	VAR	963.80	330.00	159.03	VAR	963.80	220.00	106.02
ADDITIONAL FOR GUARDRAIL WIDENING																				
371+80.76	372+98.49	HWY. 63 N.B. INSIDE SHOULDER	117.73	2.50	2.94	VAR.	41.49	2.07									VAR.	41.49	220.00	4.56
376+16.08	377+24.06	HWY. 63 N.B. INSIDE SHOULDER	107.98	2.50	2.70	VAR.	37.32	1.87									VAR.	37.32	220.00	4.11
374+28.98	379+96.17	HWY. 63 S.B. INSIDE SHOULDER	567.19	2.50	14.18	VAR.	326.44	16.32									VAR.	326.44	220.00	35.91
447+90.19	449+08.19	HWY. 63 N.B. INSIDE SHOULDER	118.00	2.50	2.95	VAR.	40.78	2.04									VAR.	40.78	220.00	4.49
450+47.13	456+03.67	HWY. 63 S.B. INSIDE SHOULDER	556.54	2.50	13.91	VAR.	328.44	16.42									VAR.	328.44	220.00	36.13
467+85.48	469+47.95	HWY. 63 N.B. INSIDE SHOULDER	162.47	2.50	4.06	VAR.	71.86	3.59									VAR.	71.86	220.00	7.90
467+25.02	469+47.95	HWY. 63 N.B. OUTSIDE SHOULDER	222.93	2.50	5.57	VAR.	45.19	2.26									VAR.	45.19	220.00	4.97
472+99.64	475+17.63	HWY. 63 S.B. OUTSIDE SHOULDER	217.99	2.50	5.45	VAR.	25.89	1.29									VAR.	25.89	220.00	2.85
472+81.11	475+48.84	HWY. 63 S.B. INSIDE SHOULDER	267.73	2.50	6.69	VAR.	57.22	2.86									VAR.	57.22	220.00	6.29
482+25.08	484+55.05	HWY. 63 N.B. OUTSIDE SHOULDER	229.97	2.50	5.75	VAR.	57.78	2.89									VAR.	57.78	220.00	6.36
482+53.80	485+08.44	HWY. 63 N.B. INSIDE SHOULDER	254.64	2.50	6.37	VAR.	81.67	4.08									VAR.	81.67	220.00	8.98
482+66.04	485+53.51	HWY. 63 S.B. INSIDE SHOULDER	287.47	2.50	7.19	VAR.	87.89	4.39									VAR.	87.89	220.00	9.67
494+30.12	496+72.12	HWY. 63 S.B. OUTSIDE SHOULDER	242.00	2.50	6.05	VAR.	57.00	2.85									VAR.	57.00	220.00	6.27
494+43.78	497+00.81	HWY. 63 S.B. INSIDE SHOULDER	257.03	2.50	6.43	VAR.	87.89	4.39									VAR.	87.89	220.00	9.67
493+98.51	496+54.63	HWY. 63 N.B. INSIDE SHOULDER	256.12	2.50	6.40	VAR.	81.22	4.06									VAR.	81.22	220.00	8.93
564+99.17	566+17.17	HWY. 63 N.B. INSIDE SHOULDER	118.00	2.50	2.95	VAR.	41.78	2.09									VAR.	41.78	220.00	4.60
TOTALS:					**11830.55**		**112404.60**	**5620.23**		**27052.07**		**11902.90**		**26914.79**		**4440.94**		**31385.67**		**3452.45**

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.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-20-21				6	ARK.			
				JOB NO.		101035	56	73

(2) A524, A5205, B5205, A5206, B5206, 06581, 07028

SCHEDLUE OF BRIDGE QUANTITIES - 64443

STATE OF ARKANSAS 16731 REGISTERED PROFESSIONAL ENGINEER 9/20/21 ANDREW PHILLIP MAYBEE

BRIDGE PRESERVATION DATA TABLE
(DISTRICT 10)

	CURRENT CONST. CONTRACT SITE NO.	BRIDGE NO.	ORIGINAL CONTRACT NO.	COUNTY	ROUTE	SECTION	SUPERSTRUCTURE TYPE	DECK TREATMENT TYPE	DECK TREATMENT STD. DRAWINGS	THRIE-BEAM GUARDRAIL CONNECTION PRESENT	GRADE RAISE NEEDED FOR LMC OVERLAY	APP. GUTTER TYPE/STD. DRAWING	BRIDGE JOINT TREATMENT STD DRAWING	BRIDGE JOINT TREATMENT LOCATION
BRIDGE SITES	1	A5204	10895	CRAIGHEAD	555	3	STEEL I-BEAM	HYDRODEMOLITION	55061	YES	YES	NONE	55064	BENT 1-6
	3	A5205	10895	CRAIGHEAD	555	3	STEEL I-BEAM	HYDRODEMOLITION	55061	YES	YES	NONE	55064	BENT 1-4
	4	B5205	10895	CRAIGHEAD	555	3	STEEL I-BEAM	HYDRODEMOLITION	55061	YES	YES	NONE	55064	BENT 1-4
	5	A5206	10895	CRAIGHEAD	555	3	STEEL I-BEAM	HYDRODEMOLITION	55061	YES	YES	NONE	55064	BENT 1-4
	6	B5206	10895	CRAIGHEAD	555	3	STEEL I-BEAM	HYDRODEMOLITION	55061	YES	YES	NONE	55064	BENT 1-4
OVERPASSES	1	06581		CRAIGHEAD	555	3	STEEL I-BEAM	POLYMER OVERLAY		YES	NO	NONE		NONE
	2	07028		CRAIGHEAD	555	3	STEEL I-BEAM	POLYMER OVERLAY		YES	NO	NONE		NONE

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 101035

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SS & 802	803	803	SS & 804	SS & 804	SS & 809	821	SP JOB 101035	SP JOB 101035	SP JOB 101035	SP JOB 101035	SP JOB 101035	SP JOB 101035
		ITEM	GROOVING	CLASS 1 PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL – BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL – BRIDGE (GRADE 60)	SILICONE JOINT SEALANT	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO.___)	HYDRODEMOLITION CLASS 1	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	LATEX MODIFIED CONCRETE OVERLAY (1 ½" THICK)	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY	SPALL REPAIR
		UNIT	SQ. YD.	GAL.	LIN. FT.	LBS.	LBS.	LIN. FT.	LUMP SUM	SQ. YD.	SQ. FT.	SQ. YD.	SQ. FT.	SQ. YD.	SQ. FT.
10.9	BRIDGE NO. A5204 (4)		1244.0	27.0	588	980	-	257	1 (3)(5)(10)	1343	1176	1343	-	-	63.0
10.6	BRIDGE NO. A5205 (6)		880.0	18.7	408	680	-	279	1 (3)	939	800	953	-	-	-
10.6	BRIDGE NO. B5205 (4)		880.0	18.7	408	680	-	279	1 (3)	939	800	953	-	-	-
10.5	BRIDGE NO. A5206 (6)		690.0	14.4	318	530	-	196	1 (3)	744	620	744	-	-	-
10.5	BRIDGE NO. B5206 (4)		690.0	14.4	318	530	-	196	1 (3)	744	620	744	-	-	-
2.58	BRIDGE NO. 06581 (9)(6)		-	-	-	-	1230	-	1 (8)	-	-	-	1447	3215	-
5.34	BRIDGE NO. 07028 (6)		-	-	-	-	468	-	-	-	-	-	550	1222	-
	TOTALS FOR JOB NO. 101035		4384.0 (2)	93.2 (2)	2040 (2)	3400 (1)	1698 (1)	1207 (7)		4709 (2)	4016 (1)	4737 (2)	1997 (1)	4437	63.0

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

(2) QUANTITY INCLUDES APPROACH GUTTERS.

(3) MODIFICATION OF EXISTING BRIDGE STRUCTURE INCLUDES MODIFICATION OF BACKWALLS TO MATCH GRADE INCREASE OF LMC OVERLAY. SEE STD. DRAWING NO. 55065.

(4) EXISTING BRIDGE DECK HAS APPROXIMATELY 2" OF ASPHALT OVERLAY.

(5) BACKWALL REPAIR SHOWN ON DRAWING NO. 64444 & 64445 SHALL BE SUBSIDIARY TO THIS PAY ITEM.

(6) EXISTING BRIDGE HAS NO ASPHALT OVERLAY.

(7) SEE DETAILS FOR "JOINT MODIFICATION WITH GRADE RAISE" ON STD. DRAWING NO. 55064.

(8) REMOVE AND REPLACE APPROXIMATELY 90 L.F. OF NEOPRENE STRIP SEAL JOINT MATERIAL. SEE DETAILS FOR "STRIP SEAL JOINT DETAILS" ON STD. DRAWING NO. 55064.

(9) DRILL HOLES IN TRANSITION RAIL AT ALL FOUR BRIDGE CORNERS TO RECEIVE THRIE BEAM ATTACHMENT. ANY EXISTING GUARDRAIL ATTACHMENT RECESSES SHALL BE FILLED IN WITH A MATERIAL AND BY METHODS APPROVED BY THE ENGINEER. SEE ROADWAY PLANS FOR ADDITIONAL INFORMATION.

(10) SAW CUT AND REMOVE BACK APPROACH GUTTER TO FACILITATE BACKWALL REPLACEMENT. LEAVE A LAP LENGTH OF STEEL INTACT TO LAP ONTO BEFORE CONSTRUCTION.

BRIDGE NO.	EXISTING DWG. NO(S).	APPLICABLE STD. DWG. NO(S).
BRIDGE NO. A5204	19729, 19734 - 19744	55061, 55064, 55065
BRIDGE NO. A5205	19729, 19745 - 19748	55061, 55064, 55065
BRIDGE NO. B5205	19729, 19745 - 19748	55061, 55064, 55065
BRIDGE NO. A5206	19729, 19749 - 19752	55061, 55064, 55065
BRIDGE NO. B5206	19729, 19749 - 19752	55061, 55064, 55065
BRIDGE NO. 06581	35341 - 35372	
BRIDGE NO. 07028	47410 - 47423	

SCHEDULE OF BRIDGE QUANTITIES
HWY. 49 - HWY. 91 (JONESBORO) (S)
CRAIGHEAD COUNTY
ROUTE 555 SEC. 3
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: MNS DATE: 04/28/2021 FILENAME: r101035.dgn
CHECKED BY: APM DATE: 6/9/2021 SCALE: N.T.S.
DESIGNED BY: APM DATE: 6/9/2021
DESIGNED BY: A5204, A5205, B5205, A5206, B5206, 06581, 07028

DRAWING NO. 64443

R101035.dgn 9/20/2021

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT	139929	SQ. YD.
202	REMOVAL AND DISPOSAL OF DITCH PAVING	10057	SQ. YD.
SP	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE	22820	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	8270	LIN. FT.
202	REMOVAL AND DISPOSAL OF LUMINAIRE POLE AND FOUNDATION	13	EACH
202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE END TERMINAL	11	EACH
SS & 210	UNCLASSIFIED EXCAVATION	150750	CU. YD.
210	COMPACTED EMBANKMENT	30000	CU. YD.
SP & 210	SOIL STABILIZATION	4000	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION	257	STATION
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	205325	TON
SS & 401	TACK COAT	47422	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	54600	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")	2275	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	41782	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	1923	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	46854	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	2727	TON
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	125	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	500	TON
504	APPROACH SLABS	579.90	CU. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
603	TRAFFIC CONTROL SUPERVISOR	1.00	LUMP SUM
603	18" TEMPORARY CULVERT	5175	LIN. FT.
SS & 604	SIGNS	2346	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	10	EACH
SS & 604	BARRICADES	112	LIN. FT.
SS & 604	TRAFFIC DRUMS	1832	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	34192	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	33925	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	197010	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	142650	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	34500	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	160	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	104	WEEK
SP	MOTORIST ASSISTANCE PATROL	1.00	LUMP SUM
SP	AWIS MOBILIZATION	1.00	LUMP SUM
SP	AWIS OPERATION	20	MONTH
SP	DEVICE RELOCATION	4	EACH
SP	FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM	1	EACH
SP	FURNISH AND INSTALL VARIABLE MESSAGE SIGN	4	EACH
SP	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	26	EACH
SS & 605	CONCRETE DITCH PAVING (TYPE B)	10084	SQ. YD.
SS & 611	4" PIPE UNDERDRAINS	50121	LIN. FT.
SS & 611	UNDERDRAIN OUTLET PROTECTORS	214	EACH
SS & 617	GUARDRAIL (TYPE A)	7213	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	6	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	24	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL	26	EACH
SP	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE	1	EACH
SP	WIRE ROPE SAFETY FENCE	22820	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	LUMP SUM
SP	WIRE ROPE SAFETY FENCE (POST REPAIR)	50	EACH
620	LIME	21	TON
620	SEEDING	10.51	ACRE
SS & 620	MULCH COVER	13.76	ACRE
620	WATER	1265.5	M. GAL.
621	TEMPORARY SEEDING	3.25	ACRE
621	SILT FENCE	24115	LIN. FT.
621	SAND BAG DITCH CHECKS	1595	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	894	CU. YD.
621	ROCK DITCH CHECKS	570	CU. YD.
SS & 621	FILTER SOCK (18")	1183	LIN. FT.
623	SECOND SEEDING APPLICATION	10.51	ACRE
624	SOLID SODDING	10084	SQ. YD.
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	95414	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	2000	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	2000	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	72210	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	7050	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	58750	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	2174	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	2	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	2	EACH
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	61976	POUND
	STRUCTURES OVER 20' SPAN		
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
SS & 802	GROOVING	4384.0	SQ. YD.
SP	SPALL REPAIR	63.0	SQ. FT.
803	CLASS 1 PROTECTIVE SURFACE TREATMENT	93.2	GAL.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT	2040	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	3400	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	1698	POUND
SS & 809	SILICONE JOINT SEALANT	1207	LIN. FT.
SP	HYDRODEMOLITION - CLASS 1	4709	SQ. YD.
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A5204)	1	LIUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A5205)	1	LIUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5205)	1	LIUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A5206)	1	LIUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5206)	1	LIUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 06581)	1	LIUMP SUM
SP	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	4016	SQ. FT.
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	1997	SQ. FT.
SP	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	4737	SQ. YD.
SP	POLYMER OVERLAY	4437	SQ. YD.

REVISIONS

DATE	REVISION	SHEET NUMBER
09-03-21	ADDED "FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT" SP.	3 & 57
09-17-21	REMOVED "FURNISH AND INSTALL PUBLIC NOTIFICATION SYSTEM" QUANTITY ITEM. REVISED AUTOMATED WORK ZONE INFORMATION SYSTEM SPECIAL PROVISION.	52 & 57
09-20-21	REMOVED BACKWALL REPAIR PAY ITEM NOTE ON BRIDGE NO. 07028 AND REVISED POLYMER OVERLAY QUANTITY ON BRIDGE NO. 07028.	56 & 57

SUMMARY OF QUANTITIES & REVISIONS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
9-20-2021

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
09-03-21			
09-17-21			
09-20-21			

(2)

SUMMARY OF QUANTITIES & REVISIONS

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		57	73
JOB NO.		R101035		

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.		101035	58	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW E. BOWLES
8-5-2021

STA. 309+00 TO STA. 317+56 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

STA. 322+48.79 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 322+42 - IN PLACE
TY-RM-DIIN MED. H=3'-0"
24"X56' R.C. PIPE CULVERT IN MED.
TO STA. 322+98
RETAIN

C.L. RAMP 3
P.I. = 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
MATCH EXISTING
SUPERELEVATION

C.L. RAMP 3
P.I. = 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
MATCH EXISTING
SUPERELEVATION

STA. 319+86 - IN PLACE
24"X231' R.C. PIPE CULVERT
RETAIN

STA. 320+00.00
BEGIN JOB 101035
LOG MILE 44.983

C.L. MED. HWY. 63
P.I. = 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. 325+10- IN PLACE
4'x4'X340' R.C. BOX CULVERT
RETAIN

STA. 322+98- IN PLACE
TY-RM-DIIN MED.(4.5' LT.) H=6'-6"
24"XI90' R.C. PIPE CULVERT

N29°32'13"W
N47°28'45"W
N44°29'13"W
N49°29'13"W
P.I. 326+53.17
P.T. 328+18.34
P.C. 330+48.41
P.T. 332+98.41
P.I. 331+73.49

STA. 318+98
BEGIN WRSF

P.I. 322+80.27
N58°44'43"W

C.L. RAMP 1
P.I. = 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
MATCH EXISTING
SUPERELEVATION

C.L. RAMP 2
P.I. = 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
MATCH EXISTING
SUPERELEVATION

P.I. 326+23.22
N54°05'12"W
S80°00'48"W
P.T. 328+39.60

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

C.L. RT. FRONTAGE RD.
P.I. = 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
e = 0.078'/'
LS = 200'

P.I. 318+59.53
N09°59'12"W
N87°23'53"W
P.I. 320+79.10
S09°59'12"E
RAMP 1
RAMP 2
P.C.C. 321+82.72
P.T. 323+73.74
P.C. 323+80.60
RT. FRONTAGE RD.

STA. 318+92 TO STA. 374+10 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

C.L. RAMP 2
P.I. = 320+79.10
Δ = 102°35'19" RT.
D = 30°00'00"
T = 238.34'
L = 341.96'
PC = 318+40.76
PCC = 321+82.72
MATCH EXISTING
SUPERELEVATION

STA. 325+02.57 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 327+55.59 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 330+04.79 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 332+57.60 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

320
325
330

C.L. MED. HWY. 63
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. 337+57.05 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 340+08.43 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 342+67.05 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 346+41 - IN PLACE
24"X322' R.C. PIPE CULVERT
45°LT FWD SKEW
TY-R-DIIN MED. H=5'-3"
TY-RM-DII08 L.F. RT. H=3'-6"
TY-RM-DII30 L.F. LT. H=3'-6"
RETAIN

STA. 338+96 - IN PLACE
TY-R-DIIN MED. H=3'-0"
24"XI74' R.C. PIPE CULVERT ON LT.
RETAIN

STA. 342+70 - IN PLACE
TY-R-DIIN MED. H=3'-0"
24"XI54' R.C. PIPE CULVERT ON LT.
TY-RM-DR 82 L.F. LT. H=3'-6"
RETAIN

335
340
345

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

N47°28'45"W

PT 335+00.33

STA. 345+25.42 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 347+91.80 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
314+42	319+42	LT. OF NB	500
317+06	322+06	RT. OF SB	500

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
314+42.00	319+42.00	LT. OF RML	450 LIN.FT.	I EACH	I EACH
317+06.00	322+06.00	RT. OF LML	450 LIN.FT.	I EACH	I EACH

STA. 335+09.48 - IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

8/5/2021
RI01035.dgn

HWY. 63

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.		101035	59	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

STA. 350+46.81 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 352+32 – IN PLACE
8'x7'x402' R.C. BOX CULVERT
TY-T-DI IN MED. H=4'-0"
TY-TM-DI H=4'-9" 101 L.F. RT.
TY-TM-DI H=6'-0" 110 L.F. LT.
RETAIN

STA. 358+10 – IN PLACE
5'x4'x314' R.C. BOX CULVERT
45°LT FWD SKEW
TY-T-DI IN MED. H=5'0"
TY-TM-DI H=4'-6" 93 L.F. RT.
TY-TM-DI H=3'-9" 116 L.F. LT.
5'x4'x72' R.C. BOX CULVERT LT.
RETAIN

350 355 360

N47°28'45"W

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

STA. 349+35 – IN PLACE
TY-R-DI IN MED. H=8'-0"
24"X154' R.C. PIPE CULVERT ON RT.
TY-RM-DI 83 L.F. RT. H=2'-8"
RETAIN

STA. 353+36.58 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 356+28.38 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 359+17.37 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 362+08.63 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

R101035.dgn 8/5/2021

HWY. 63

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.		101035	60	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
372+15	376+90	LT. OF NB	475
374+72	379+47	RT. OF SB	475

STA. 372+12.86 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 374+60.35 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 32+86.23 BR. END
723.37' BRIDGE NO. 06581
40'-0" CLEAR ROADWAY
STA. 40+09.60 BR. END
POLYMER OVERLAY

BR. END
STA. 32+86.23

STA. 376+50 TO STA. 451+20 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

STA. 369+63.03 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 367+13.31 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 370+90 – IN PLACE
30"x176' R.C. PIPE CULVERT
RETAIN

RAMP 4
P. I. = 376+33.34
Δ = 7°09' 22" LT.
D = 2°02' 47"
T = 175.08'
L = 349.71'
PC = 374+58.26
PT = 378+07.97

RAMP 4
P. I. = 381+70.19
Δ = 82°50' 38" LT.
D = 84°52' 58"
T = 59.56'
L = 97.60'
PC = 381+10.63
PT = 382+08.23

365 370 375

PI37+56.83 BR. NO. 06581

PC374+58.26 PI376+33.34 PT378+01.97

N47°28'45"W N54°38'07"W RAMP 4

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

STA. 372+64
END WRSF

STA. 376+40
BEGIN WRSF

N47°28'45"W

PC365+90.39 PI366+85.57 PT367+80.59

N47°28'56"W N41°46'14"W RAMP 1

370

RAMP 1
P. I. = 375+03.91
Δ = 84°17' 37" RT.
D = 84°52' 58"
T = 61.09'
L = 99.30'
PC = 374+42.82
PT = 375+42.12

PC374+42.82 PI375+03.91 PT375+42.12

375

HIDDEN HILL CR.

STA. 377+30.90 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. MED. HWY. 63 STA. 375+78.83
C.L. HIDDEN HILL CR. STA 36+37.90
α=90°00'00"

HIDDEN HILL CR.
P. I. = 37+56.83
Δ = 76°00' 00" LT.
D = 6°00' 00"
T = 746.07'
L = 1266.67'
PC = 30+10.75
PT = 42+77.42
MATCH EXISTING
SUPERELEVATION

STA. 364+60.15 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

RAMP 1
P. I. = 366+85.57
Δ = 5°42' 42" RT.
D = 3°00' 00"
T = 95.18'
L = 190.20'
PC = 365+90.39
PT = 367+80.59
MATCH EXISTING
SUPERELEVATION

BR. END
STA. 40+09.60

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL (TYPE 1)
372+14	376+90	LT. OF NB	375 LIN.FT.		1 EACH	1 EACH
374+90	379+54	RT. OF SB.	380 LIN.FT.		1 EACH	1 EACH

HWY. 63

8/5/2021
R101035.dgn

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.		101035	61	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

RAMP 4
P. I. = 381+70.19
Δ = 82°50' 38" LT.
D = 84°52' 58"
T = 59.56'
L = 97.60'
PC = 381+10.63
PT = 382+08.23

PT382+08.23
PC381+10.63
PI381+70.19
N54°38'07"W
S42°31'15"W
380

STA. 382+31.51 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 383+88 – IN PLACE
18"x71' R.C. PIPE CULVERT
TY-R-DI IN MED.
RETAIN

385

STA. 384+83.54 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

N42°31'20"E

RAMP 3
P. I. = 387+61.80
Δ = 84°17' 35" LT.
D = 84°52' 58"
T = 61.09'
L = 99.30'
PC = 387+00.71
PT = 388+00.01

PC387+00.71
PI387+61.80
PT388+00.01

STA. 388+83 – IN PLACE
7'x5'x225' R.C. BOX CULVERT
TY-T-DI IN MED.
RETAIN

390

RAMP 3
N47°46'15"W
PC394+62.16

N47°28'45"W

STA. 382+00 – IN PLACE
42"x205' R.C. PIPE CULVERT
TY-J-JCT 93 L.F. LT. H=11'-0"
RETAIN

PI382+90.11

STA. 379+80.75 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

PT383+28.07
N55°11'39"W
PC385+90.24
PI387+63.17
PT389+35.57
RAMP 2
N47°28'45"W

RAMP 2
P. I. = 382+90.11
Δ = 82°17' 03" RT.
D = 84°52' 57"
T = 58.97'
L = 96.93'
PC = 382+31.14
PT = 383+28.07

PC382+31.14
S42°31'18"W

STA. 387+60.02 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

RAMP 2
P. I. = 387+63.17
Δ = 7°42' 56" RT.
D = 2°14' 03"
T = 172.93'
L = 345.33'
PC = 385+90.24
PT = 389+35.57

WIRE ROPE SAFETY FENCE
12' LT. OF N.B. PAVEMENT EDGE

STA. 390+32.08 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 393+06.61 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

RAMP 3
P. I. = 395+57.38
Δ = 5°42' 31" LT.
D = 3°00' 00"
T = 95.22'
L = 190.29'
PC = 394+62.16
PT = 396+52.45

395
PC394+62.16
PI395+57.38
PT396+52.45
N47°46'15"W
N47°28'46"W

STA. 398+88 – IN PLACE
TY-R-DI 2' LT IN MED. H=2'10"
18"x97' R.C. BOX CULVERT
TO TY-MO-DI
RETAIN

400

405

STA. 406+88 – IN PLACE
TY-R-DI 2' LT IN MED. H=2'10"
18"x65' R.C. BOX CULVERT
TO TY-MO-DI
RETAIN

STA. 408+15.65 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

N47°28'45"W

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

STA. 396+12.97 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 399+17.01 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 402+15.19 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 405+15. – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 409+22 – IN PLACE
30"x424' R.C. PIPE CULVERT
RETAIN

8/5/2021
RI01035.dgn

HWY. 63

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.		101035	62	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8/5/2021

C.L. MED. HWY. 63
P.I. = 430+56.38
Δ = 31°55'36" RT.
D = 1°00'00"
T = 1639.14'
L = 3192.85'
PC = 414+17.24
PT = 446+10.09
MATCH EXISTING SUPEREVELEVATION

STA. 409+22 – IN PLACE
30"x424' R.C. PIPE CULVERT
RETAIN

410

415

420

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

N47°28'45"W

PC414+17.42

STA. 421+25 – IN PLACE
36"x314' R.C. PIPE CULVERT
RETAIN

STA. 411+14.17 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 414+06.73 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 417+07.13 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 420+04.67 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 423+03.16 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 427+00 – IN PLACE
TY-R-DI 2' LT IN MED.
18"x96' R.C. PIPE CULVERT
RETAIN

N47°28'45"W

PI430+56.38

425

430

435

C.L. MED. HWY. 63
P.I. = 430+56.38
Δ = 31°55'36" RT.
D = 1°00'00"
T = 1639.14'
L = 3192.85'
PC = 414+17.24
PT = 446+10.09
MATCH EXISTING SUPEREVELEVATION

N15°33'09"W

RAMP 4
P.I. = 441+43.26
Δ = 23°54'22" LT.
D = 3°00'00"
T = 404.32'
L = 796.87'
PC = 437+38.94
PT = 445+35.81
MATCH EXISTING SUPEREVELEVATION

PC437+38.94

N29°08'19"W

PC432+75.47

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

STA. 428+34 – IN PLACE
42"x242' R.C. PIPE CULVERT
RETAIN

STA. 426+02.94 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 429+12.37 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 432+16.39 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 435+13.85 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

RAMP 1
P.I. = 440+10.02
Δ = 42°04'29" RT.
D = 3°00'00"
T = 734.55'
L = 1402.49'
PC = 432+75.47
PT = 446+77.96
MATCH EXISTING SUPEREVELEVATION

STA. 438+14.39 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

8/5/2021

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HWY. 63

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.		101035	63	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
Martin Bowers
No. 18051
8-5-2021

RAMP 4
P. I. = 441+43.26
Δ = 23°54'22" LT.
D = 3°00'00"
T = 404.32'
L = 796.87'
PC = 437+38.94
PT = 445+35.81
MATCH EXISTING SUPERELEVELEVATION

STA. 452+40 TO STA. 469+48 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

STA. 20+02.13 BR. END
275.00' BRIDGE NO. 07028
40'-0" CLEAR ROADWAY
STA. 22+77.13 BR. END
POLYMER OVERLAY

STA. 446+00 – IN PLACE
TY-R-DI 2' LT. IN MED. H=5'-5"
36"x159' R.C. PIPE CULVERT
RETAIN

STA. 450+11.80 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

BR. END STA. 20+02.13

N73°57'19"E

BR. NO. 07028

PC451+35.11

PT452+39.52

440

445

450

N48°31'07"W

N24°36'45"W

PI441+43.26

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

N29°08'19"W

N15°33'09"W

N16°04'28"W

STA. 441+12.55 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

PT446+10.09

STA. 448+74
END WRSF

C.L. HWY. 63 STA 451+78.86
C.L. WASHINGTON AVE. 21+40.07
α=89°43'35"
BR. END STA. 22+77.13

PI451+87.31

W. WASHINGTON AVE.

STA. 452+78.99 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. MED. HWY. 63
P. I. = 451+87.31
Δ = 0°31'19" LT.
D = 0°30'00"
T = 52.21'
L = 104.40'
PC = 451+35.11
PT = 452+39.52
NO SUPERELEVELEVATION

440

PI440+10.02

N12°56'10"E

RAMP 1
P. I. = 440+10.02
Δ = 42°04'29" RT.
D = 3°00'00"
T = 734.55'
L = 1402.49'
PC = 432+75.47
PT = 446+77.96
MATCH EXISTING SUPERELEVELEVATION

STA. 444+12.80 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 447+12.88 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
448+23	452+67	LT. OF NB	450
450+90	455+40	RT. OF SB	450
467+16	469+41	RT. OF NB	225
467+17	469+42	LT. OF NB	225
472+76	475+01	RT. OF SB	225
472+46	472+71	LT. OF SB	225

STA. 450+90 – IN PLACE
36"x142' R.C. PIPE CULVERT
RETAIN

445

460

RAMP 3
P. I. = 461+10.07
Δ = 37°42'34" LT.
D = 5°00'00"
T = 391.32'
L = 754.19'
PC = 457+18.74
PT = 464+72.93
MATCH EXISTING SUPERELEVELEVATION

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL (TYPE 1)
448+23	452+67	LT. OF NB	400 LIN.FT.		1 EACH	1 EACH
450+90	455+40	RT. OF SB	400 LIN.FT.		1 EACH	1 EACH
467+97	470+07	LT. OF NB	250 LIN.FT.	1 EACH	1 EACH	
467+95	470+08	RT. OF NB	200 LIN.FT.	1 EACH	1 EACH	

STA. 376+50 TO STA. 451+20 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

STA. 454+94 – IN PLACE
TY-R-DI 2' LT. IN MED. H=2'10"
18"x92' R.C. PIPE CULVERT
RETAIN

STA. 459+05.24 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 462+95.81 – IN PLACE
TY-R-DI 2' LT. IN MED. H=6'-00"
18"x114' R.C. PIPE CULVERT
RETAIN

455

465

PI461+10.07

PT464+72.93

PC465+13.30

RAMP 3

N16°02'42"W

STA. 454+95
BEGIN WRSF

WIRE ROPE SAFETY FENCE
10' LT. OF S.B. PAVEMENT EDGE

N16°04'28"W

STA. 469+47
END WRSF

BR. END STA. 469+47.95

N16°04'28"W

STA. 460+50 – IN PLACE
TY-RM-DI IN MED. H=3'-00"
24"x246' R.C. PIPE CULVERT
TO STA. 462+95.81
RETAIN

PI460+79.99

N16°02'43"W

RAMP 2

PT464+82.43

STA. 455+36.81 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 467+18.36 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

RAMP 2
P. I. = 460+76.99
Δ = 37°56'22.4" RT.
D = 4°30'00.0"
T = 437.66'
L = 843.10'
PC = 456+39.33
PT = 464+82.43
MATCH EXISTING SUPERELEVELEVATION

STA. 462+78.02 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 464+90.66 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 469+15 – IN PLACE
TY-R-DI 2' LT. IN MED. H=4'5"
18"x92' R.C. PIPE CULVERT
RETAIN

8/5/2021

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HWY. 63

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.		101035	64	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW T. ROWE
8-5-2021

STA. 469+47.95 BR. END
274.24' BRIDGE NO. A5204
39'-0" CLEAR ROADWAY
STA. 472+17.32 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

STA. 469+15 – IN PLACE
TY-R-DI 2' LT. IN MED. H=4'5"
18"x92' R.C. PIPE CULVERT
RETAIN

STA. 469+36.24 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

UNION PACIFIC RAILROAD

MAHON ST.

C.L. MED. HWY. 63
P.I. = 472+64.28
Δ = 42°56'55" LT.
D = 3°00'00"
T = 750.98'
L = 1430.97'
PC = 465+13.30
PT = 479+44.27
MATCH EXISTING
SUPERELEVATION

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
472+63.98	474+89.84	RT. OF SB	200 LIN.FT.	1 EACH	1 EACH
472+45.86	475+15.67	LT. OF SB	250 LIN.FT.	1 EACH	1 EACH
483+18.37	485+87.22	LT. OF SB	250 LIN.FT.	1 EACH	1 EACH
482+74.19	485+42.78	LT. OF NB	250 LIN.FT.	1 EACH	1 EACH
482+70.73	484+89.48	RT. OF NB	200 LIN.FT.	1 EACH	1 EACH
488+45.36	492+47.09	RT. OF SB	402 LIN.FT.	2 EACH	
487+92.81	492+22.22	LT. OF SB	429 LIN.FT.	2 EACH	
487+49.17	492+01.68	LT. OF NB	453 LIN.FT.	2 EACH	
486+95.88	491+76.36	RT. OF NB	474 LIN.FT.	2 EACH	
494+09.41	496+27.63	RT. OF SB	200 LIN.FT.	1 EACH	1 EACH
493+82.46	496+51.33	LT. OF SB	250 LIN.FT.	1 EACH	1 EACH
493+60.46	496+31.18	LT. OF NB	250 LIN.FT.	1 EACH	1 EACH

BR. END STA. 469+47.95

470

BR. END STA. 472+32.91

475

STA. 474+65
BEGIN WRSF

STA. 475+07.28 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 477+62.92 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

PT 479+44.27

480

STA. 480+00 – IN PLACE
TY-R-DI IN MED. 2' LT. H=4"-5"
19"x92' R.C. PIPE CULVERT
RETAIN

STA. 483+69
END WRSF

N59°01'23"W

BR. END STA. 469+47.95

STA. 469+47.95 BR. END
251.56' BRIDGE NO. B5204
47'-6" CLEAR ROADWAY
STA. 471+99.51 BR. END
RETAIN

MAHON ST.

N16°04'28"W

PI 472+64.28

N59°01'23"W

STA. 472+33 TO STA. 482+80 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

WIRE ROPE SAFETY FENCE
10' LT. OF S.B. PAVEMENT EDGE

STA. 480+30.90 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 482+95.11 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

LOST CREEK

STA. 492+38.21 BR. END
161.54' BRIDGE NO. A5206
39'-0" CLEAR ROADWAY
STA. 493+99.75 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

BIG CREEK

STA. 494+00 TO STA. 568+60 - IN PLACE
WIRE ROPE SAFETY FENCE
REMOVE

STA. 496+98.81 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 486+16.44 BR. END
207.64' BRIDGE NO. A5205
39'-0" CLEAR ROADWAY
STA. 488+24.08 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

BR. END STA. 486+16.44

485

BR. END STA. 488+24.08

490

495

N59°01'23"W

STA. 495+81
BEGIN WRSF

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

BR. END STA. 485+19.32

BR. END STA. 487+26.96

LOST CREEK

STA. 485+19.32 BR. END
207.64' BRIDGE NO. B5205
39'-0" CLEAR ROADWAY
STA. 487+26.96 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

STA. 488+38.66 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 491+90.60 BR. END
161.54' BRIDGE NO. B5206
39'-0" CLEAR ROADWAY
STA. 493+52.14 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

BIG CREEK

STA. 494+04.97 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
467+43	485+39	RT. OF NB	445
467+43	485+19	RT. OF NB	225
482+30	484+55	RT. OF NB	225
482+30	484+55	LT. OF NB	225
484+56	486+06	LT. OF SB	150
487+31	491+41	RT. OF NB	410
487+92	491+72	LT. OF NB	380
488+25	491+90	RT. OF SB	365
488+79	491+19	LT. OF SB	340
493+65	495+05	LT. OF NB	150
493+82	496+07	LT. OF SB	225
494+10	496+35	RT. OF SB	225

HWY. 63

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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.		101035	65	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW STONE, JR.
8-5-2021

STA. 504+00 – IN PLACE
TY-R-DI 2' LT. IN MED. H=3'-0"
18"x81' R.C. PIPE CULVERT
RETAIN

LT. FRONTAGE ROAD
STA. 514+00 – IN PLACE
24"x63' R.C. PIPE CULVERT
RETAIN

STA. 514+00 – IN PLACE
TY-R-DI 2' LT. IN MED. H=2'-0"
18"x75' R.C. PIPE CULVERT
RETAIN

500 505 510 515

N59°01'23"W

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

STA. 500+05.24 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 503+03.27 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 509+03.75 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 512+02.16 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 520+78.99 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 523+74.20 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

C.L. MED. HWY. 63
P.I. = 540+39.50
Δ = 22°04'48" RT.
D = 1°00'00"
T = 1117.87'
L = 2208.00'
PC = 529+21.63
PT = 551+29.63
MATCH EXISTING
SUPERELEVATION

515 520 525 530

STA. 528+00 – IN PLACE
18"X160' R.C. PIPE CULVERT
TY-R-DI IN MED. 2' LT. H=7'-0"
RETAIN

N59°01'23"W

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

PC529+21.63

STA. 515+03.06 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 517+79.02 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

RT. FRONTAGE ROAD
STA. 523+00 – IN PLACE
24"X70' R.C. PIPE CULVERT
TY-RM-DI 35 L.F. LT. H=4'-0"
RETAIN

STA. 525+79 – IN PLACE
7'X4'X462' R.C. BOX CULVERT
45°LT. FWD SKEW
TY-TM-DI IN MED. H=1'-3"
RETAIN

STA. 526+78.33 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

RT. FRONTAGE ROAD
STA. 528+00 – IN PLACE
24"X66' R.C. PIPE CULVERT
RETAIN

8/5/2021
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HWY. 63

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.		101035	66	73
				(2)	PLAN SHEETS			

STA. 529+76.70 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 532+77.55 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 535+79.34 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 539+16 – IN PLACE
42"X323' R.C. PIPE CULVERT
45°RT. FWD SKEW
TY-RM-DI 83 L.F. RT. H=4'-3"
TY-RM-DI 85 L.F. LT. H=4'-6"
RETAIN

PI 540+39.50

C.L. MED. HWY. 63
P.I. = 540+39.50
Δ = 22°04'48" RT.
D = 1°00'00"
T = 1117.87'
L = 2208.00'
PC = 529+21.63
PT = 551+29.63
MATCH EXISTING
SUPERELEVATION

530 535 540 545

N59°01'23"W

N36°56'35"W

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

STA. 544+82.67 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 532+31 – IN PLACE
42"X337' R.C. PIPE CULVERT
TY-RM-DI 84 L.F. RT. H=4'-3"
TY-RM-DI 86 L.F. LT. H=7'-0"
RETAIN

STA. 538+00 – IN PLACE
24"X156' R.C. PIPE CULVERT
TY-R-DI IN MED. 2' LT. H=2'-10"
RETAIN

STA. 538+79.61 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 541+81.23 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
8-5-2021

RAMP 4
P.I. = 562+11.74
Δ = 42°45'10" LT.
D = 7°00'00"
T = 320.38'
L = 610.74'
PC = 558+91.36
PT = 565+02.10
MATCH EXISTING
SUPERELEVATION

STA. 545+00 – IN PLACE
18"X160' R.C. PIPE CULVERT
TY-RM-DI 2' IN MED. LT. H=2'-10"
RETAIN

LT. FRONTAGE ROAD
STA. 551+50 – IN PLACE
24"X74' R.C. PIPE CULVERT
RETAIN

STA. 551+41.41 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

STA. 555+32 – IN PLACE
12'X10'X665' TRI R.C. BOX CULVERT
60°RT FWD SKEW
RETAIN

STA. 557+90.00 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

P.C. 558+91.36

PI 557+73.66

545 550 555 560

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

N36°56'35"W

N36°56'35"W

N36°56'35"W

N36°56'35"W

PT 551+29.63

PC 553+15.09

C.L. MED. HWY. 63
P.I. = 540+39.50
Δ = 22°04'48" RT.
D = 1°00'00"
T = 1117.87'
L = 2208.00'
PC = 529+21.63
PT = 551+29.63
MATCH EXISTING
SUPERELEVATION

STA. 548+18.44 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

N9°55'41"W

RAMP 1

RAMP 1
P.I. = 557+73.66
Δ = 27°00'54" RT.
D = 3°00'05"
T = 458.57'
L = 900.09'
PC = 553+15.09
PT = 562+15.18
MATCH EXISTING
SUPERELEVATION

HWY. 63

8/5/2021

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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.		101035	67	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18051
MATTHEW B. BOWLES
8-5-2021

N

P.I. 564+90.74

N78°51'50"W

RAMP 3
P. I. = 567+99.63
Δ = 104°47' 20" LT.
D = 23°00' 00"
T = 323.41'
L = 455.60'
PC = 564+76.22
PT = 569+31.82

LT. FRONTAGE ROAD
STA. 562+50 - IN PLACE
44"X27"X140' R.C. PIPE CULVERT
RETAIN

STA. 561+95.59 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

560

N79°41'45"W

RAMP 4

RAMP 4
P. I. = 562+11.74
Δ = 42°45' 10" LT.
D = 7°00' 00"
T = 320.38'
L = 610.74'
PC = 558+91.36
PT = 565+02.10
MATCH EXISTING
SUPERELEVATION

565

PI567+99.63

P.I. 562+11.74

35"W

N38°00'58"W

PT569+31.82

BR. END
STA. 17+33.16

570

570

S82°46'16"E

PC16+98.08

STA. 567+49.97 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

575

575

N31°40'03"W

STA. 565+83
END WRSF

56'35"W

N36°56'35"W

WIRE ROPE SAFETY FENCE
14' LT. OF N.B. PAVEMENT EDGE

PI 19+85.04

575

P1576+18.19

RAMP 1
P. I. = 557+73.66
Δ = 27°00' 54" RT.
D = 3°00' 05"
T = 458.57'
L = 900.09'
PC = 553+15.09
PT = 562+15.18
MATCH EXISTING
SUPERELEVATION

STA. 564+23.33 – IN PLACE
LIGHT POLE IN MEDIAN
RETAIN

HWY 63B
P. I. = 19+85.04
Δ = 17°05' 24.0" LT.
D = 3°00' 00.0"
T = 286.96'
L = 569.67'
PC = 16+98.08
PT = 22+67.75
MATCH EXISTING
SUPERELEVATION

BR. END
STA. 21+16.84

STA. 566+90.00
END JOB 101035
LOG MILE 49.849

N80°08'20"E

RAMP 1

N82°55'41"W

PT562+15.18

PT22+67.75

1.22

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HWY. 63

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.		101035	68	73
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
MATTHEW A. BOWLES
No. 18051
8-5-2021

N81°54'03"E

PC30+10.75

STA. 32+86.23 BR. END
723.37' BRIDGE NO. 06581
40'-0" CLEAR ROADWAY
STA. 40+09.60 BR. END
POLYMER OVERLAY

P1378+07.97

N54°38'07"W

C.L. MED. HWY. 63 STA. 375+78.83
C.L. HIDDEN HILL CR. STA 36+37.90
q=90°00'00"

P1376+33.34

BR. NO. 06581

HIDDEN HILL CR.

BR. END
STA. 32+86.23

P137+56.83

375

N47°28'45"W

P1375+03.91

375

P1375+42.12

BR. END
STA. 40+09.60

P142+77.42

N5°54'03"E

HIDDEN HILL CR.
P.I. = 37+56.83
Δ = 76°00'00" LT.
D = 6°00'00"
T = 746.07'
L = 1266.67'
PC = 30+10.75
PT = 42+77.42
MATCH EXISTING
SUPERELEVATION

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
30+90	32+90	RT. OF HIDDEN HILL CR.	200
31+97	32+72	LT. OF HIDDEN HILL CR.	75
40+07	40+82	RT. OF HIDDEN HILL CR.	75
40+23	42+23	LT. OF HIDDEN HILL CR.	200

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
30+90	33+08	RT. OF HIDDEN HILL CR.	150 LIN.FT.	1 EACH	1 EACH
32+02	31+95	LT. OF HIDDEN HILL CR.	25 LIN.FT.	1 EACH	1 EACH
40+12	41+07	LT. OF HIDDEN HILL CR.	25 LIN.FT.	1 EACH	1 EACH
40+29	42+48	RT. OF HIDDEN HILL CR.	150 LIN.FT.	1 EACH	1 EACH

P1374+58.26

N47°28'45"W

P1375+42.82

RAMP 3
P.I. = 453+38.44
Δ = 22°42'31" RT.
D = 10°00'00"
T = 115.05'
L = 227.09'
PC = 452+32.38
PT = 454+50.47

PC452+23.38

N11°02'38"W

C.L. WASHINGTON AVE. 15+51.66
C.L. RAMP 3 450+38.36
q=74°59'57"

450

P1452+39.52

N73°57'19"E

BR. NO. 07028

453

N16°02'40"W

C.L. WASHINGTON AVE. 15+31.60
C.L. RAMP 4 453+25.05
q=75°00'00"

P1451+86.39

RAMP 4
P.I. = 450+13.02
Δ = 17°28'27" RT.
D = 5°00'00"
T = 176.11'
L = 349.48'
PC = 448+36.91
PT = 451+86.39

BR. END
STA. 20+02.13

PC451+35.11

C.L. HWY. 63 STA 451+78.86
C.L. WASHINGTON AVE. 21+40.07
q=89°43'35"

450

BR. END
STA. 22+77.13

P1451+87.31

W WASHINGTON AVE.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
17+76	19+96	RT. OF WASHINGTON AVE.	225
19+20	19+96	LT. OF WASHINGTON AVE.	75
22+84	23+77	RT. OF WASHINGTON AVE.	75
22+84	25+02	LT. OF WASHINGTON AVE.	225

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
17+84	19+96	RT. OF WASHINGTON AVE.	150 LIN.FT.	1 EACH	1 EACH
32+02	19+96	LT. OF WASHINGTON AVE.	25 LIN.FT.	1 EACH	1 EACH
22+84	23+71	LT. OF WASHINGTON AVE.	25 LIN.FT.	1 EACH	1 EACH
22+84	24+96	RT. OF WASHINGTON AVE.	150 LIN.FT.	1 EACH	1 EACH

N16°04'28"W

STA. 20+02.13 BR. END
275.00' BRIDGE NO. 07028
40'-0" CLEAR ROADWAY
STA. 22+77.13 BR. END
POLYMER OVERLAY

RAMP 2
P.I. = 452+87.38
Δ = 22°56'21" LT.
D = 15°00'00"
T = 77.50'
L = 152.93'
PC = 452+09.88
PT = 453+62.81

PC452+09.88

C.L. WASHINGTON AVE. 27+39.50
C.L. RAMP 2 450+37.25
q=74°59'57"

N11°02'43"W

PC28+46.92

452

450

C.L. WASHINGTON AVE. 27+30.00
C.L. RAMP 1 452+53.82
q=75°01'09"

N14°03'50"W

P1451+60.72

RAMP 1
P.I. = 450+21.42
Δ = 14°00'00" LT.
D = 5°00'00"
T = 140.70'
L = 280.00'
PC = 448+80.72
PT = 451+60.72

450

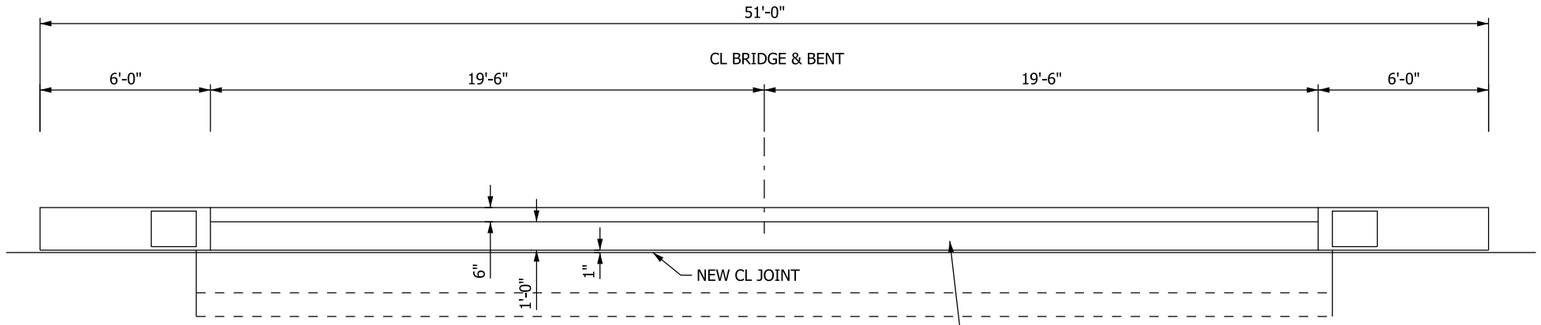
P1450+21.42

W WASHINGTON AVE.

8/5/2021

R101035.dgn

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.		101035	69	73
				(2) A5204 - BACKWALL REPAIR - 64444				

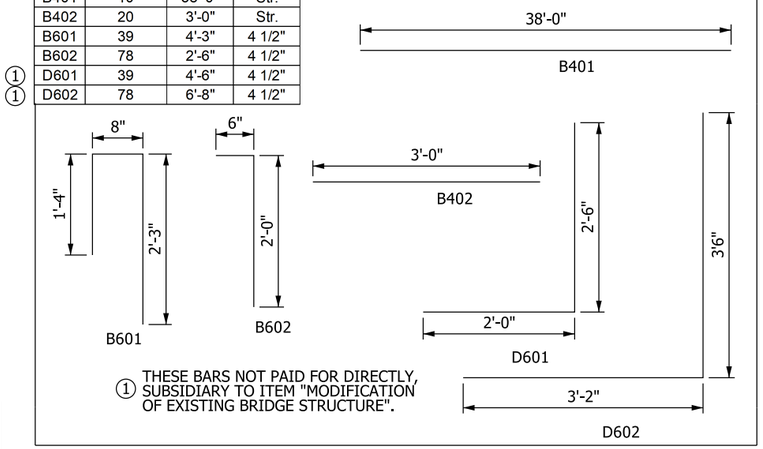


PLAN - END BENTS (ABUT.) 1, 6

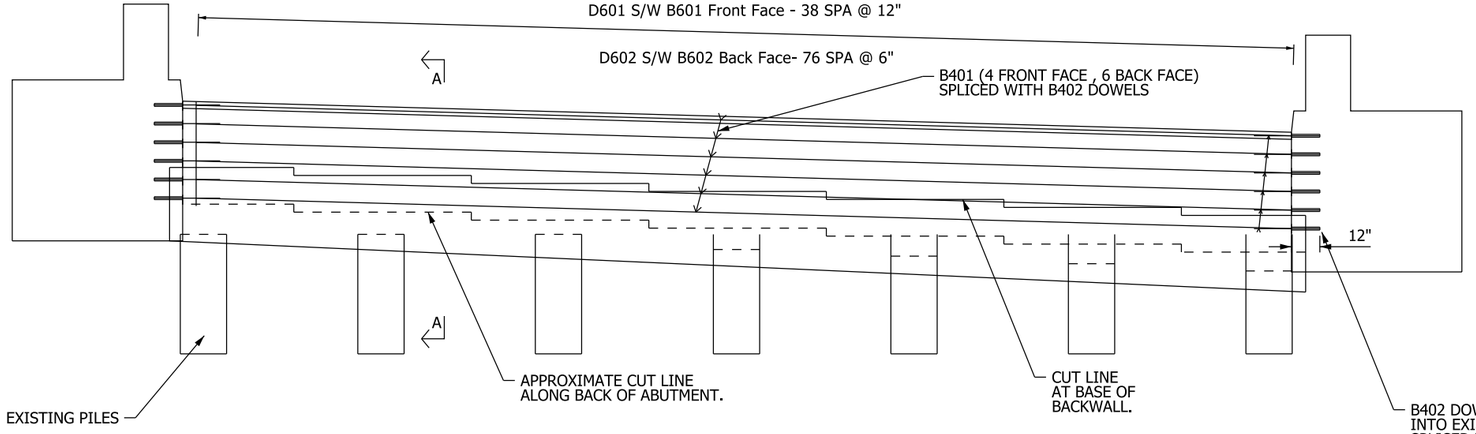
Scale 3/8" = 1'-0"

MARK	NO. REQ'D	LENGTH	P.D.
B401	10	38'-0"	Str.
B402	20	3'-0"	Str.
B601	39	4'-3"	4 1/2"
B602	78	2'-6"	4 1/2"
(1) D601	39	4'-6"	4 1/2"
(1) D602	78	6'-8"	4 1/2"

BENDING DIAGRAMS



(1) THESE BARS NOT PAID FOR DIRECTLY, SUBSIDIARY TO ITEM "MODIFICATION OF EXISTING BRIDGE STRUCTURE".



ELEVATION - END BENTS (ABUT.) 1, 6

Scale 3/8" = 1'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 16731
7/23/21
ANDREW PHILLIP MAYBEE

SHEET 1 OF 2
DETAILS OF BACKWALL REPLACEMENT

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

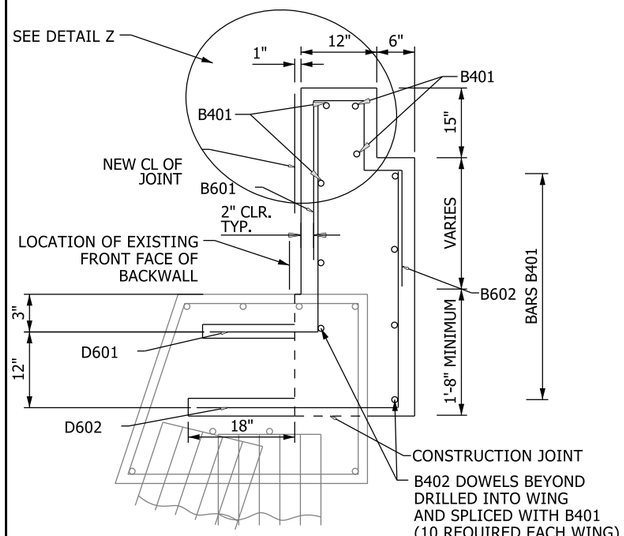
DRAWN BY: JJS DATE: 6/8/2021
CHECKED BY: APM DATE: 6/8/2021
DESIGNED BY: APM DATE: 6/8/2021
BRIDGE NO. A5204
FILENAME: r101035.dgn
SCALE: AS NOTED

DRAWING NO. 64444

R101035.dgn 7/23/2021

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.		101035	70	73
				(2)	A5204 - BACKWALL REPAIR - 64445			

Note: Contractor shall place D601, D602, and B402 dowel bars to maintain minimum clearances, a vertical backwall, and a proper joint opening. This may require a slight modification to the length of the horizontal leg of dowel bars. The minimum embedment shall remain as shown unless otherwise recommended by the grout/epoxy resin system manufacturer.

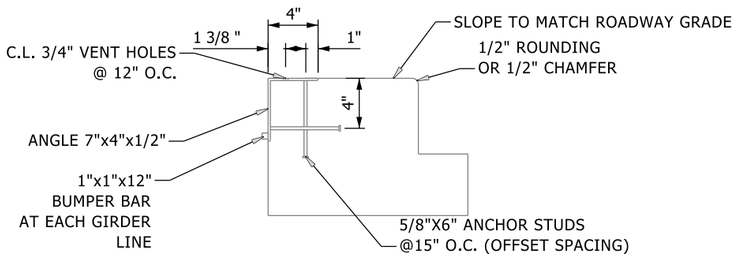


SECTION A-A

THROUGH EXISTING BENT BACKWALL

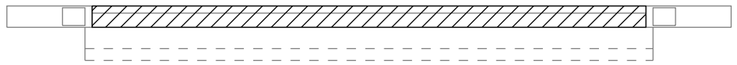
Note: D601, D602, and B402 dowel bars shall be drilled and grouted into the existing abutment cap using an approved epoxy grout listed on the QPL. Diameter of holes, minimum embedment, and installation procedure shall be as recommended by the grout manufacturer. D601 and D602 dowel bars, drilling, and grout shall not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structures (Bridge No. A5204)".

Contractor to set offset points for reference on top of abut prior to demo.



NOTE: CONCRETE SHALL BE PACKED UNDER THE JOINT ARMOR.

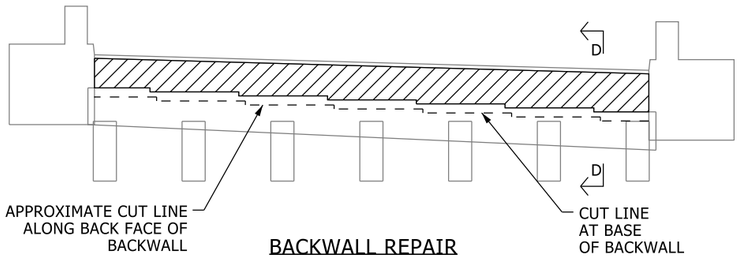
DETAIL Z



BACKWALL REPAIR
Plan View

BR. NO.	REINFORCING STEEL (LB.)	CONCRETE (CU. YD.)
A5204	1881	9.25

Quantities are shown for information only.



BACKWALL REPAIR
Elevation View

- INDICATES PORTION OF BACKWALL REMOVAL

GENERAL NOTES

CONCRETE:
Concrete shall be poured in the dry and all exposed corners to be chamfered ¾" unless otherwise noted. All concrete shall be Class S with a minimum 28 day compressive strength f'c = 3500 psi.

REINFORCING STEEL:
All reinforcing shall be Grade 60 conforming to AASHTO M31 or M322, Type A, with mil test reports. 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 "Reinforcing Steel-Bridge (Grade 60)".

All structural steel shall be AASHTO M270, Grade 50 unless otherwise noted and shall not be paid for directly, but shall be subsidiary to "Modification of Existing Bridge Structures (Bridge No. A5204)." All exposed surfaces should be cleaned in accordance with subsection 807.84, unless otherwise noted.

Drawings show general features of design only. Shop drawings shall be made in accordance with subsection 807.04, submitted and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. All welding that is to be done through fabrication of some structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If the Contractor or Erector should want to make additional welds, whether temporary or permanent, they shall submit detailed drawings with a formal request to the Engineer for approval. All welding shall conform to subsection 807.26.

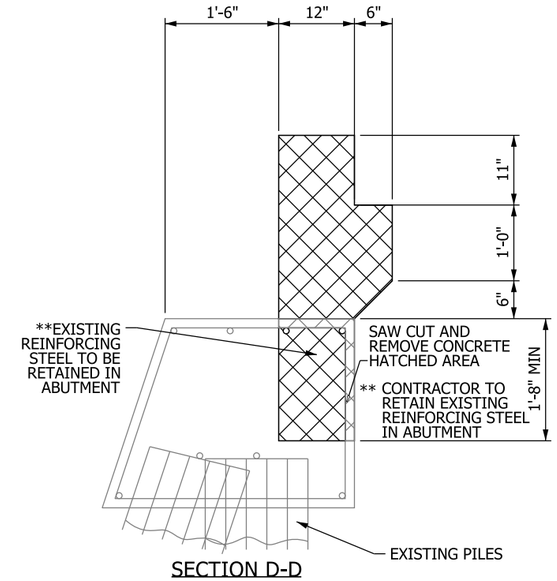
All stud shear connectors shall be granular flux filled, solid fluxed, or equal and shall be automatically end welded in accordance with recommendations of the manufacturer.

PAINTING STRUCTURAL STEEL:
All new structural steel surfaces except those in contact with Concrete shall be painted as specified in Section 807. The color of the paint shall be Aluminum and shall match existing, as near as practical, it shall be approved by the Engineer. Painting will not be paid for separately but will be considered subsidiary to the other pay items.

For additional information see layout.

Note: Removal and disposal of backwall shall conform to Section 821 and shall be paid for as"Modification of Existing Bridge Structures (Bridge No. A5204)."

Saw cut and remove necessary portions of existing approach gutter to transverse joint, retaining sufficient reinforcing steel to lap according to lap lengths shown, and then reconstruct portion of gutter in accordance with Std. Dwg. 55030C.



SECTION D-D

THROUGH EXISTING BENT BACKWALL

**Existing reinforcing steel to be retained shall be cleaned of all concrete and laitance. Care shall be exercised to prevent damage to the reinforcing during removal of existing concrete. Replacement of any damaged reinforcing steel shall be the responsibility of the Contractor.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 16731
ANDREW PHILLIP MAYBEE
7/23/21

SHEET 2 OF 2
DETAILS OF BACKWALL REPLACEMENT

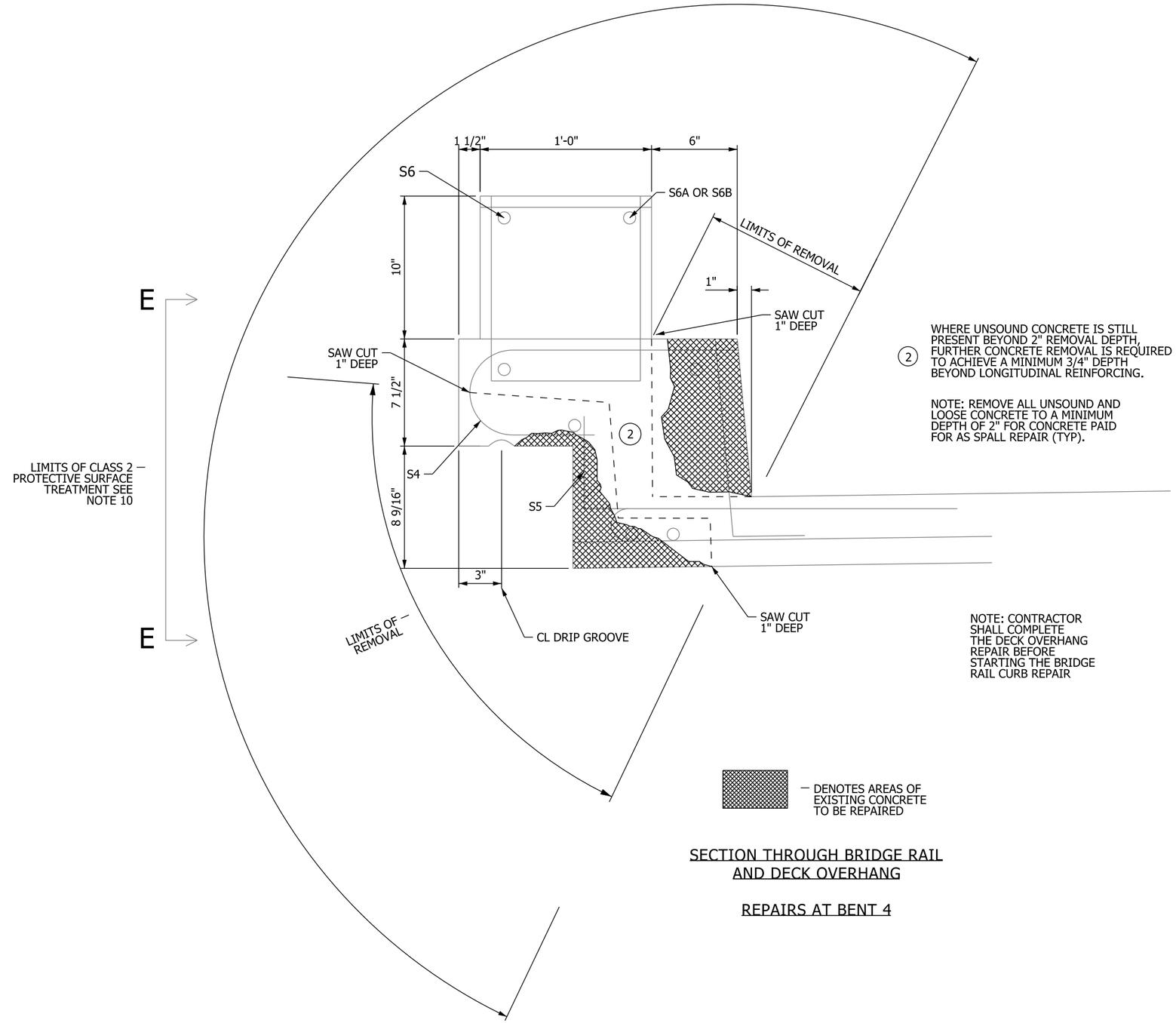
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JJS	DATE:	6/8/2021	FILENAME:	r101035.dgn
CHECKED BY:	APM	DATE:	6/8/2021	SCALE:	N.T.S.
DESIGNED BY:	APM	DATE:	6/8/2021		
BRIDGE NO.	A5204				

DRAWING NO. 64445

7/23/2021
R101035.dgn

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.		101035	71	73
				(2)	A5204 - Rail & Slab Repair - 64446			



SECTION THROUGH BRIDGE RAIL AND DECK OVERHANG

REPAIRS AT BENT 4

CONCRETE REPAIR NOTES

1. Concrete repairs at the bride rail and deck overhang shall be performed in accordance with Special Provision Job No. 101035 "CONCRETE REPAIRS".

2. Limits shown are not exact areas and locations but are representative of potential spall repair areas to be encountered. The final limits. and locations shall be determined by the Engineer after the concrete bent cap has been sounded.

3. Concrete repairs shall consist of removing all unsatisfactory concrete described as follows: any loose, delaminated, unsound, severely spalled or deteriorated concrete from the existing bent cap and replacing with an approved material suitable for the type of repair.

4. Saw cut around all damaged areas as shown on the "SAW CUT DETAIL" Exercise caution during the saw cutting operation. Any reinforcement damaged during saw cutting will be replaced at the contractor's expense.

5. Concrete repairs shall be paid for under the item "SURFACE PATCHING" when the depth of repair 1" or less.

6. Concrete repairs shall be paid for under the item SPALL REPAIR when the depth of repair exceeds 1". The minimum depth of spall repair shall extend to the face of transverse reinforcing steel in the cap or to sound concrete. The exposed reinforcing steel shall be blast cleaned prior to applying the concrete repair mortar.

7. The surface of the concrete for Surface Patching and Spall Repair shall be prepared in accordance with the repair mortar manufacturer's recommendations.

8. Areas to be repaired under the item SURFACE PATCHING shall utilize "Rapid Set Mortar Mix" manufactured by CTS Cement. The Contractor may submit on alternate product for review and approval.

9. Areas to be repaired under the item "SPALL REPAIR" shall utlize either "Rapid Set Mortar Mix" or "Rapid Set Concrete Mix" manufactured by CTS Cement. The appropriate product shall be determined by the actual depth of repair encountered. The Contractor may submit an alternate product for review and approval.

10. After all concrete repairs are completed the concrete surfaces shown on the bridge rail and deck overhang shall recieve a Class 2 Protective Surface Treatment. The cost of the Class 2 Treatment shall be included in the Item MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 5204A)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 16731
ANDREW PHILLIP MAYBERRY
7/23/21

SHEET 1 OF 2
DETAILS OF BRIDGE RAIL AND DECK OVERHANG

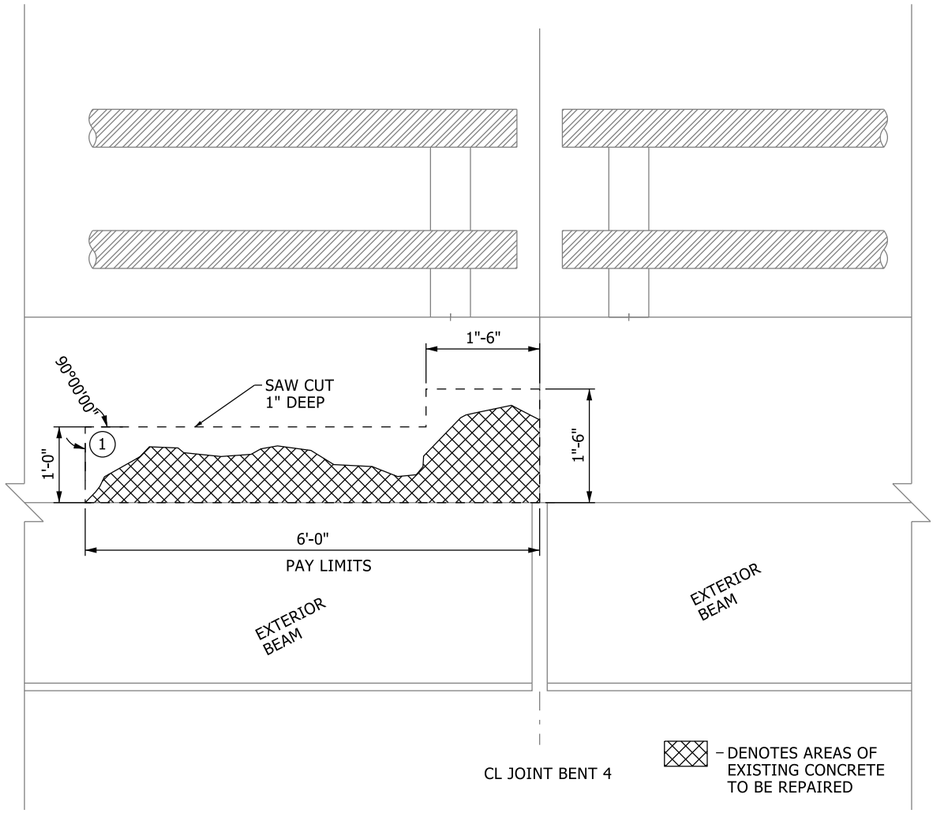
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	APM	DATE:	6/8/2021		
BRIDGE NO.	A5204				

DRAWING NO. 64446

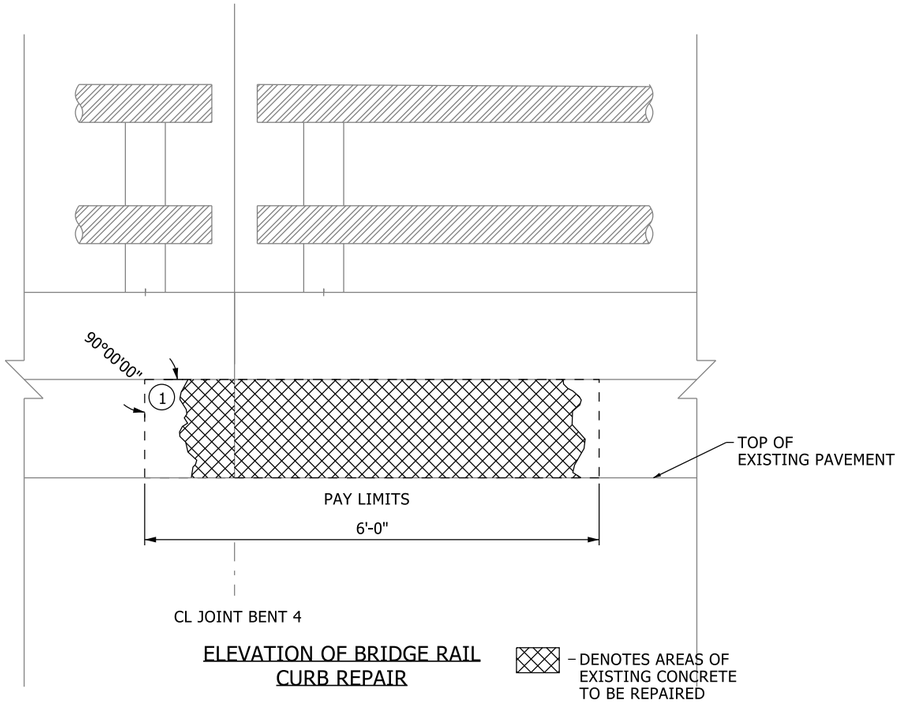
R101035.dgn 7/23/2021

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				6	ARK.			
				JOB NO.		101035	72	73
				(2)	A5204 - Rail & Slab Repair - 64447			



ELEVATION OF BRIDGE RAIL & DECK OVERHANG

ELEVATION E-E



ELEVATION OF BRIDGE RAIL CURB REPAIR

ELEVATION F-F

(1) SAW CUT EXISTING CONCRETE 1" DEEP SO AS TO OBTAIN A RECTANGULAR AREA

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 16731
ANDREW PHILLIP MAYBEE
7/23/21

SHEET 2 0F 2
DETAILS OF BRIDGE RAIL AND DECK OVERHANG

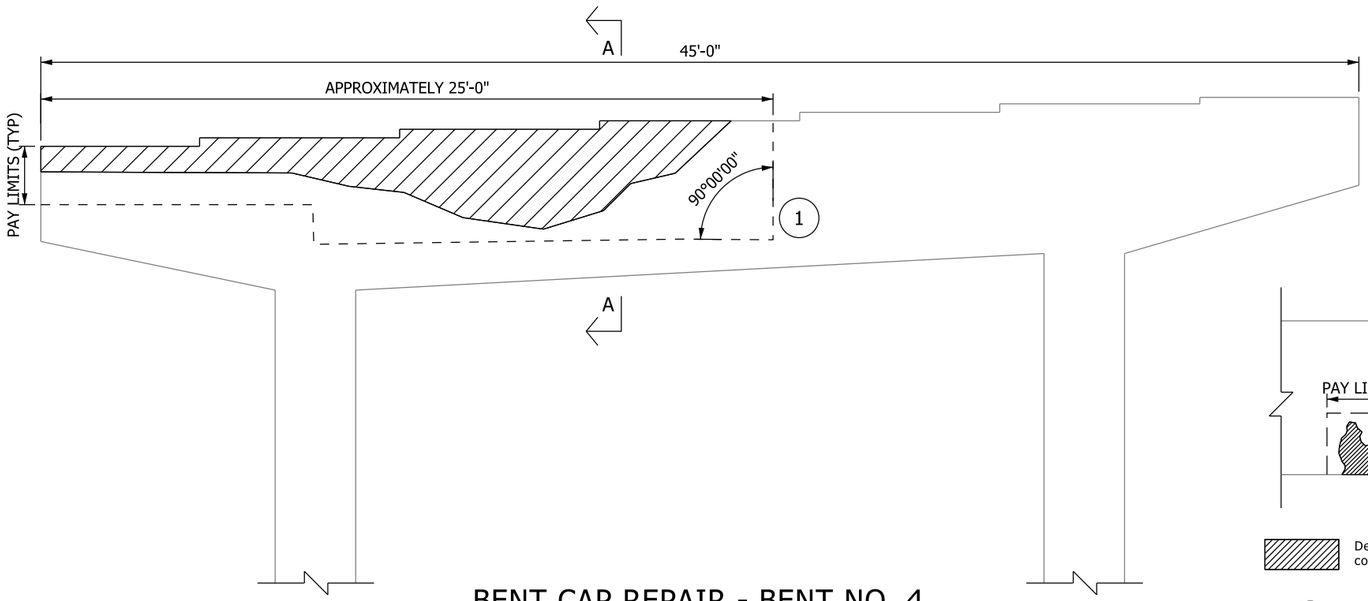
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JJS DATE: 6/8/2021
CHECKED BY: APM DATE: 6/8/2021
DESIGNED BY: APM DATE: 6/8/2021
BRIDGE NO. A5204
FILENAME: r101035.dgn
SCALE: N.T.S.

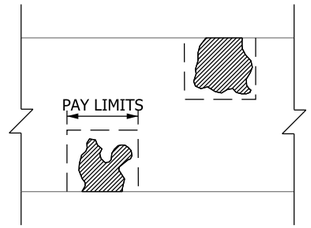
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R101035.dgn 7/23/2021

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.		101035	73	73
				(2)	A5204 - Rail & Slab Repair - 64448			



BENT CAP REPAIR - BENT NO. 4
Elevation View
Looking Forward



Denotes areas of existing concrete to be repaired.

(1) Saw cut existing concrete 1" deep so as to obtain a rectangular area.

SAW CUT DETAIL

CONCRETE REPAIR NOTES

1. Concrete repairs at Bent No. 4 shall be performed in accordance with Special Provision Job No. 101035 "CONCRETE REPAIRS.

2. Limits shown are not exact areas and locations but are representative of potential spall repair areas to be encountered. The final limits. and locations shall be determined by the Engineer after the concrete bent cap has been sounded.

3. Concrete repairs shall consist of removing all unsatisfactory concrete described as follows: any loose, delaminated, unsound, severely spalled or deteriorated concrete from the existing bent cap and replacing with an approved material suitable for the type of repair.

4. Saw cut around all damaged areas as shown on the "SAW CUT DETAIL" Exercise caution during the saw cutting operation. Any reinforcement damaged during saw cutting will be replaced at the Contractor's expense.

5. Concrete repairs shall be paid for under the item "SURFACE PATCHING" when the depth of repair 1" or less.

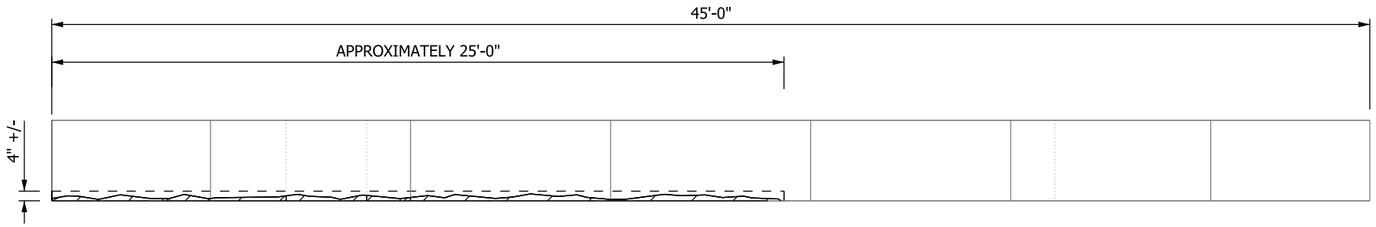
6. Concrete repairs shall be paid for under the item SPALL REPAIR when the depth of repair exceeds 1". The minimum depth of spall repair shall extend to the face of transverse reinforcing steel in the cap or to sound concrete. The exposed reinforcing steel shall be blast cleaned prior to applying the concrete repair mortar.

7. The surface of the concrete for Surface Patching and Spall Repair shall be prepared in accordance with the repair mortar manufacturer's recommendations.

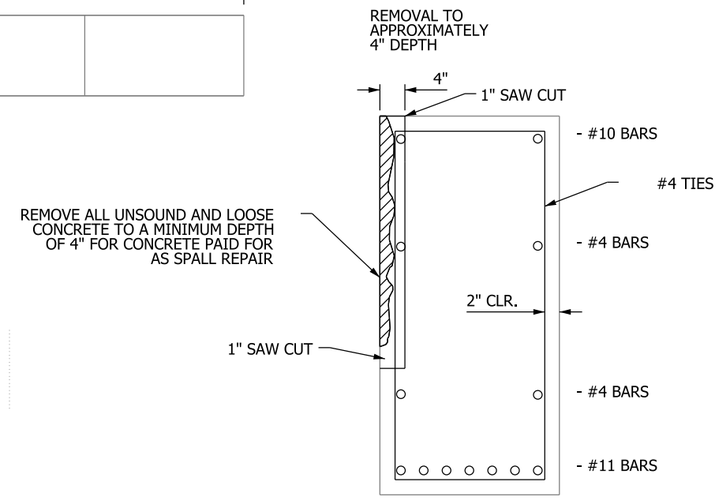
8. Areas to be repaired under the item SURFACE PATCHING shall utilize "Rapid Set Mortar Mix" manufactured by CTS Cement. The Contractor may submit on alternate product for review and approval.

9. Areas to be repaired under the item "SPALL REPAIR" shall utlize either "Rapid Set Mortar Mix" or "Rapid Set Concrete Mix" manufactured by CTS Cement. The appropriate product shall be determined by the actual depth of repair encountered. The Contractor may submit an alternate product for review and approval.

10. After all concrete repairs are completed the entire concrete cap surfaces of Bent No. 4 shall recieve a Class 2 Protective Surface Treatment. The cost of the Class 2 Treatment shall be included in the Item MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A5204)



BENT CAP REPAIR - BENT NO. 4
Plan View



SPALL REPAIR DETAIL
Section View A-A

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER NO. 16731 ANDREW PHILLIP MAYBEE 7/23/21

STANDARD DETAILS FOR
BENT CAP 4 REPAIRS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JJS DATE: 6/8/2021 FILENAME: r101035.dgn
CHECKED BY: APM DATE: 6/8/2021 SCALE: N.T.S.
DESIGNED BY: APM DATE: 6/8/2021
BRIDGE NO. A5204

DRAWING NO. 64448

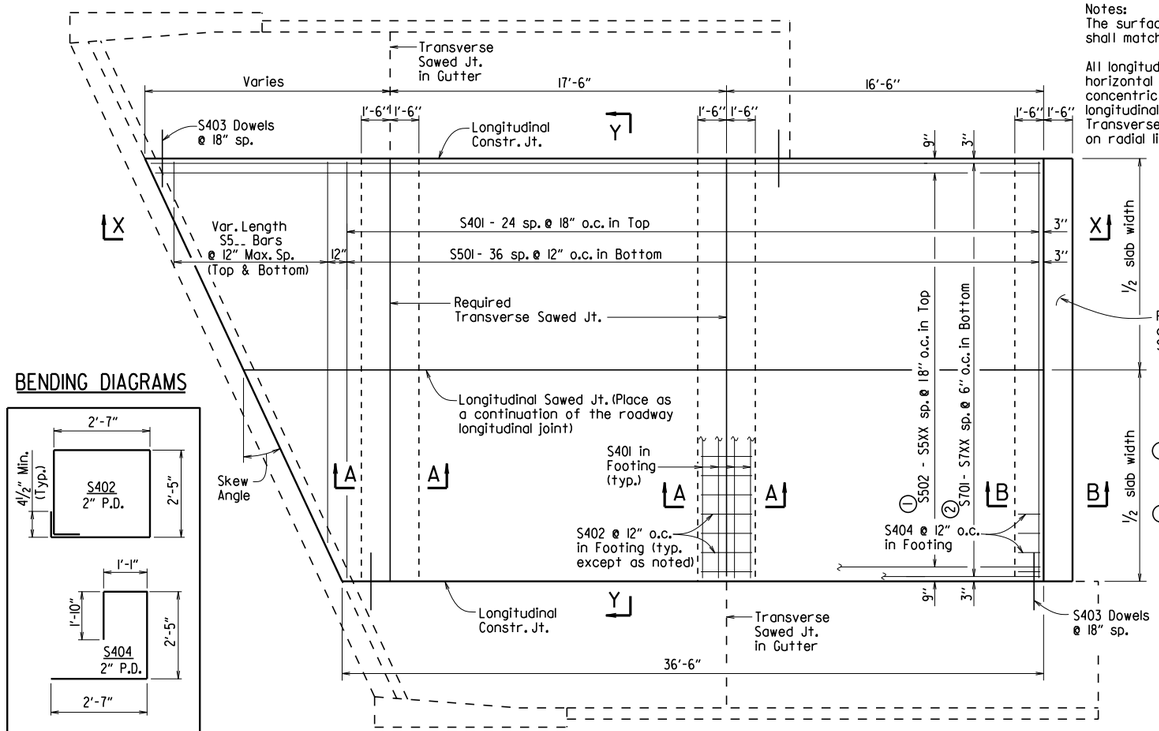
7/23/2021
R101035.dgn

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

TYPE C2 APPROACH SLAB 55040C2

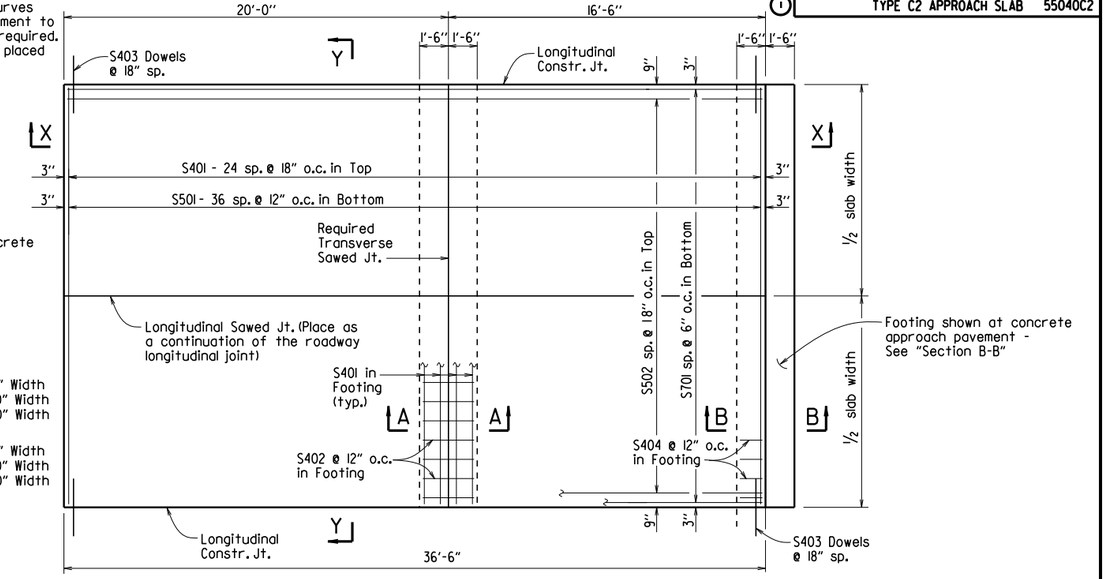
Notes:
The surface finish for Approach Slabs shall match that used on the bridge deck.

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.



① S5XX = S511 for 15'-0" Width
= S517 for 24'-0" Width
= S525 for 36'-0" Width

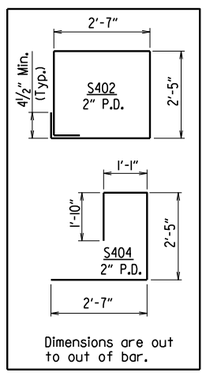
② S7XX = S730 for 15'-0" Width
= S748 for 24'-0" Width
= S772 for 36'-0" Width



PLAN - SQUARE APPROACH SLAB

1/4" = 1'-0"

BENDING DIAGRAMS



Dimensions are out to out of bar.

PLAN - SKEWED APPROACH SLAB WITH APPROACH GUTTERS

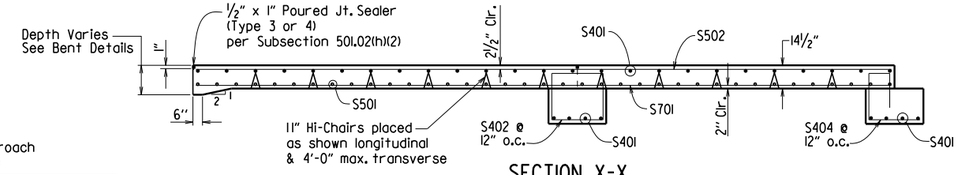
1/4" = 1'-0"

BAR LIST

(Square & Skewed Approach Slabs)

	Mark	Square No. Req'd.	Square Length	Skewed No. Req'd.	Skewed Length
15'-0" Slab Width	S401	33	14'-8"	37	14'-8"
	S402	15	10'-4"	30	10'-4"
	S403	50	3'-0"	*	3'-0"
	S404	15	7'-8"	15	7'-8"
	S501	37	14'-8"	37	14'-8"
	S502	10	36'-2"	—	—
	S502 - S511	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 14.25'(tan skew angle)
	S5__	—	—	2 Ea.	14.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	30	36'-2"	—	—
	S701 - S730	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 14.75'(tan skew angle)
24'-0" Slab Width	S401	33	23'-8"	37	23'-8"
	S402	24	10'-4"	48	10'-4"
	S403	50	3'-0"	*	3'-0"
	S404	24	7'-8"	24	7'-8"
	S501	37	23'-8"	37	23'-8"
	S502	16	36'-2"	—	—
	S502 - S517	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 23.25'(tan skew angle)
	S5__	—	—	2 Ea.	23.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	48	36'-2"	—	—
	S701 - S748	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 23.75'(tan skew angle)
36'-0" Slab Width	S401	33	35'-8"	37	35'-8"
	S402	36	10'-4"	72	10'-4"
	S403	50	3'-0"	*	3'-0"
	S404	36	7'-8"	36	7'-8"
	S501	37	35'-8"	37	35'-8"
	S502	24	36'-2"	—	—
	S502 - S525	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 35.25'(tan skew angle)
	S5__	—	—	2 Ea.	35.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	72	36'-2"	—	—
	S701 - S772	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 35.75'(tan skew angle)

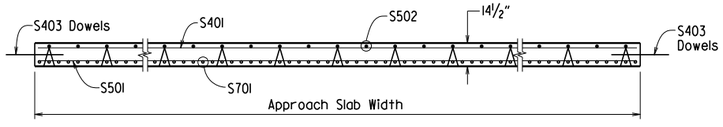
*Varies with skew angle



SECTION X-X

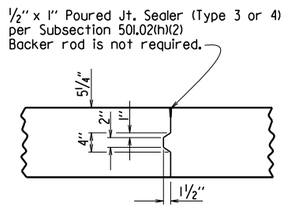
SQUARE APPROACH SLAB SHOWN

1/4" = 1'-0"



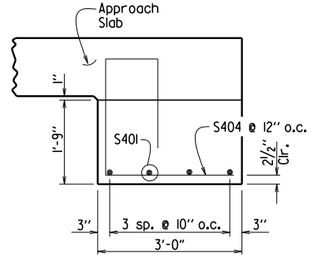
SECTION Y-Y

N.T.S.



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

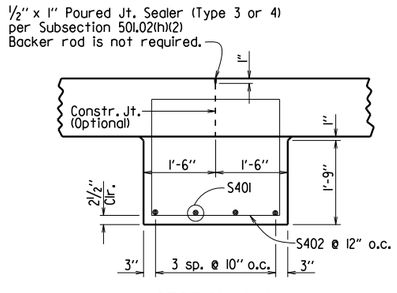
¾" = 1'-0"



SECTION B-B

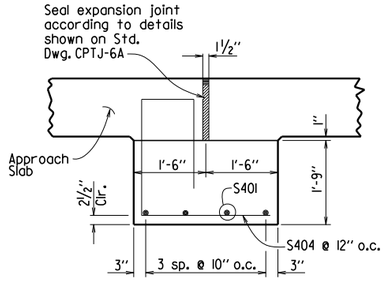
AT ASPHALT APPROACH PAVEMENT

N.T.S.



SECTION A-A

N.T.S.



SECTION B-B

AT CONCRETE APPROACH PAVEMENT

N.T.S.

TABLE OF QUANTITIES FOR ONE SQUARE APPROACH SLAB

(FOR INFORMATION ONLY)

Slab Width	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
15'-0"	3765	30.75
24'-0"	5980	49.15
36'-0"	8925	73.75

GENERAL NOTES

This drawing shall be used for Approach Slabs in Seismic Performance Zones 2, 3 & 4 and for the maximum skew angles shown below:

15'-0" Slab Width: Maximum Skew Angle = 50°
24'-0" Slab Width: Maximum Skew Angle = 40°
36'-0" Slab Width: Maximum Skew Angle = 30°

All concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi 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.

Approach Slabs will be measured and paid for in accordance with Section 504.

STANDARD DETAILS FOR TYPE C2 APPROACH SLAB

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55040c2.dgn
CHECKED BY: K.W.Y. DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: STD. DATE:

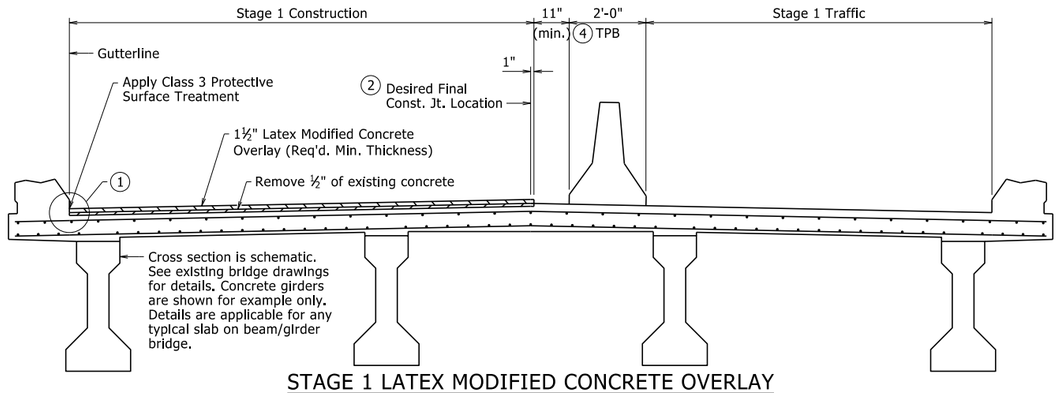
DRAWING NO. 55040C2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1/9/2020				6	ARK.			
6/25/2020				JOB NO.				
				①	HYDRO/LMC OVERLAY - 55061			

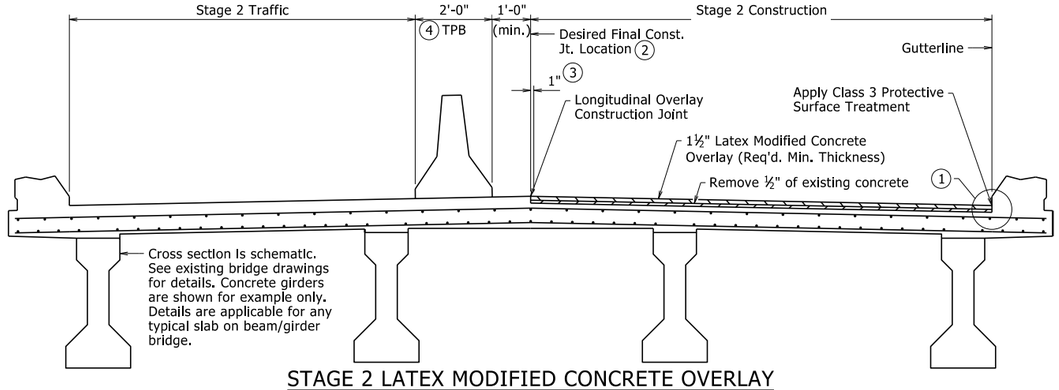
Stages of construction and traffic refer to Bridge Rehabilitation Work Zones as shown in Maintenance of Traffic Details. Numbering is shown for general purposes. See Roadway Plans for specific sequencing.

The minimum overlay placement length shall be a span length on simple span bridges and to an existing slab joint on continuous span bridges, unless otherwise approved by the Engineer. Refer to existing bridge drawings.

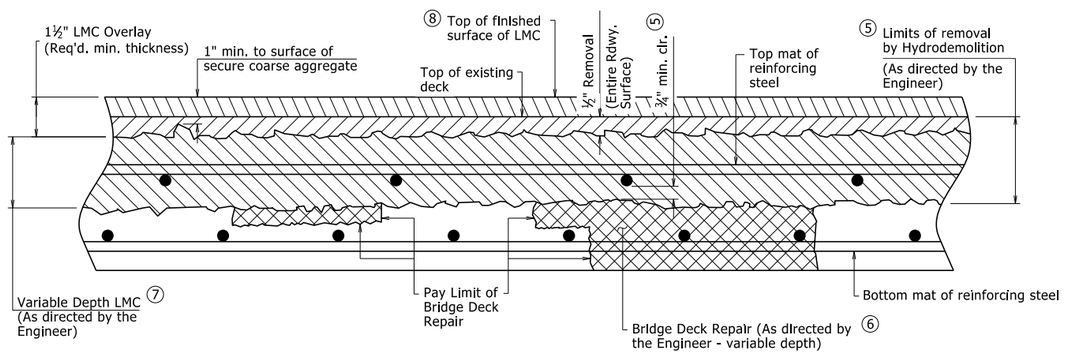
NOTE: Details shown are typical for staged construction. When full width rehabilitation of a bridge deck is possible, adjust hydrodemolition and latex modified concrete overlay operations and details accordingly.



STAGE 1 LATEX MODIFIED CONCRETE OVERLAY



STAGE 2 LATEX MODIFIED CONCRETE OVERLAY



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

⚠1 ⑤ 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 Job SP "Hydrodemolition - Class _".

⑥ Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the Job SP "Bridge Deck Repair for Latex Modified Concrete Overlays".

⑦ Depth varies to achieve minimum clearance below top mat of reinforcing steel, where required.

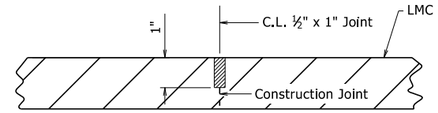
⑧ Finished surface of LMC Overlay shall be increased as required to maintain minimum required LMC Overlay thickness and a minimum of 1½" cover to reinforcing steel and shear connectors.

① Hand tools shall be used as required to remove concrete adjacent to curbs, rails, and armored expansion joints.

② For staged construction, the final construction joint location shall be established by the Engineer to satisfy MOT and construction requirements. The desired location is at the C.L. Bridge, C.L. Lane, or Edge of Lane, but in no case shall be positioned in the line of a wheel path.

③ For staged construction, saw cut and remove 1" of initial Latex Modified Concrete Overlay when preparing surface for adjacent overlay.

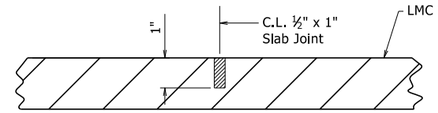
④ For staged construction, Temporary Precast Barrier (TPB) shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4 for additional details. Plastic drums shall be used in lieu of concrete barriers where shown in the Roadway Plans, see Std. Dwg. TC-3 for additional details.



Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod will not be required. Joint Sealer shall be measured and paid for as LMC Overlay. 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. Seal color shall be gray or other color similar to concrete.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

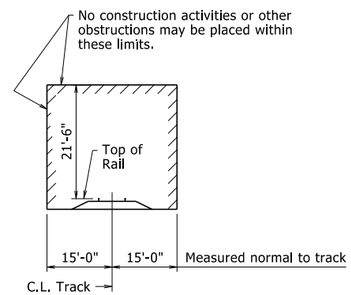
For Staged Construction



Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod will not be required. Joint Sealer shall be measured and paid for as LMC Overlay. Slab joints shall extend from gutterline to gutterline. Slab joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the overlay. Slab joints shall be placed at all pouring sequence construction joints and are required at existing slab joint locations. Pouring sequence construction joints shall align between stages of construction. The joint sealer shall extend across the deck from gutterline to gutterline. Seal color shall be gray or other color similar to concrete.

TRANSVERSE OVERLAY JOINT DETAIL

For Continuous Span Bridges



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

See Job SP "Insurance, Construction, and Flagging Requirements on Railroad Property" for additional railroad construction requirements.

⚠1 Modified Hydrodemolition SP reference to include "- Class _". By: KWY, Checked by: SWP; 1/9/2020.

⚠2 Modified Joint Rehabilitation to include unarmored joints. By: KWY, Checked by: SWP; 6/25/2020.

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on November 7, 2019. This copy is not a signed and sealed document.

GENERAL NOTES:

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

Details shown are schematic. 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 structure(s).

The operation or placement of vehicles, equipment, and/or materials on the subject bridge(s) 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.

Where applicable, construction activities for the existing bridge(s) over roadways and railroads shall be in accordance with the Job SP "Special Safety Requirements for Bridges" and as shown in "Minimum Construction Clearance Envelope".

⚠1 HYDRODEMOLITION: The entire roadway surface of the existing bridge deck and approach slabs and gutters, as applicable, shall receive hydrodemolition in accordance with the Job SP "Hydrodemolition - Class _" 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 and 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 Job SP "Hydrodemolition - Class _".

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 Job SP "Bridge Deck Repair for Latex Modified Concrete Overlays".

LATEX MODIFIED CONCRETE OVERLAY: The entire area of the hydrodemolition shall receive a Latex Modified Concrete (LMC) Overlay with a minimum thickness of 1½" in accordance with Job SP "Latex Modified Concrete Overlay". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item Job SP "Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than ½" 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 Job SP "Latex Modified Concrete Overlay".

GROOVED FINISH: The LMC Overlay surface of the bridge deck and approach slabs and gutters, as applicable, 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 Job SP "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 Job SP "Latex Modified Concrete Overlay". The roadway surface of the completed LMC Overlay shall be given a Class 1 Protective Surface Treatment as specified in Section 803.

⚠2 JOINT REHABILITATION: After the placement of the LMC Overlay and if shown in the plans, the existing armored joints shall be given a poured silicone joint sealant as specified in Section 809 and as shown in "Poured Silicone Joint Seal Details" on Standard Drawing No. 55064, and the existing unarmored joints shall be given a Type A Joint Rehabilitation as specified in Section 509 and Job SP "Joint Rehabilitation for Bridge Decks". Backwall repair, if shown in the plans or as directed by the Engineer, shall be completed prior to installation of the joint sealant.

If shown in the plans, the existing neoprene strip seal shall be removed and replaced. See "Strip Seal Joint Details" on Standard Drawing No. 55064.

NOTE: When "Very Early Strength Latex Modified Concrete Overlay (1½" Thick)" is shown in the plans for a particular bridge, all reference to "Latex Modified Concrete Overlay" and "LMC" on this sheet shall be considered synonymous with "Very Early Strength Latex Modified Concrete Overlay" and "VESLMC" for that bridge. See Job SP "Very Early Strength Latex Modified Concrete Overlay" for additional information.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

STANDARD DETAILS FOR HYDRODEMOLITION AND LMC OVERLAY SLAB ON BEAM/GIRDER BRIDGES WITH GRADE RAISE

ARKANSAS STATE HIGHWAY COMMISSION

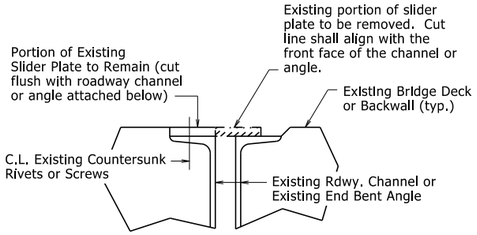
LITTLE ROCK, ARK.

DRAWN BY:	KWY	DATE:	11/7/2019	FILENAME:	b55061.dgn
CHECKED BY:	SWP	DATE:	11/7/2019	SCALE:	None
DESIGNED BY:	STD.	DATE:	-------		

DRAWING NO. 55061

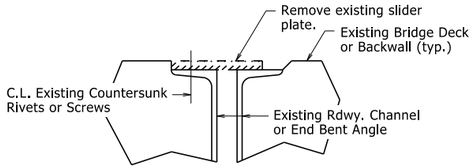
PRINT DATE: 11/4/2020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				(1)	JOINT REPAIR - 55064			



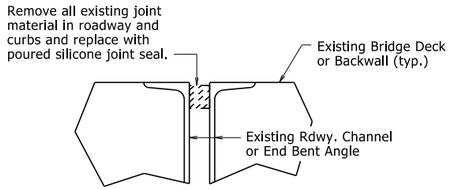
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS

At the direction of the Engineer, the portion of existing slider plate shown shall be removed and replaced with a new plate as shown in "SLIDER PLATE JOINT MODIFICATION". The portion of existing slider plate shall be removed and disposed of in accordance with Section 821. The cut face shall be ground square and flush with the face of the existing angle or channel. Removal and disposal of existing slider plate material will not be paid for directly, but shall be considered subsidiary to the item "Silicone Joint Sealant". Properly functioning slider plates need not be modified.



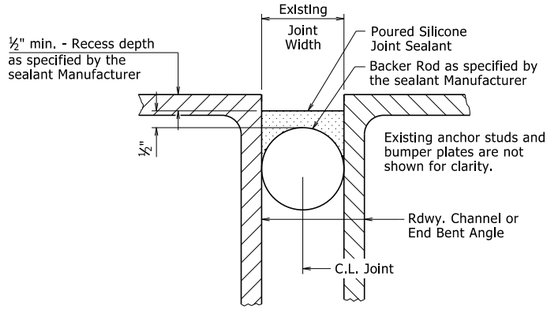
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS WITH GRADE RAISE

The existing slider plate shown shall be removed and replaced with new plates as shown in "JOINT MODIFICATION WITH GRADE RAISE". The existing slider plate shall be removed and disposed of in accordance with Section 821. Removal and disposal of existing slider plate material will not be paid for directly, but shall be considered subsidiary to the item "Silicone Joint Sealant".



REMOVAL DETAILS AT EXISTING FILLED JOINTS

The existing joint material shall be removed and disposed of in accordance with Section 821. Removal and disposal of existing joint material will not be paid for directly, but shall be considered subsidiary to the Item "Silicone Joint Sealant".



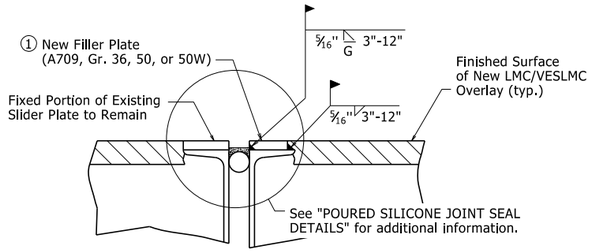
POURED SILICONE JOINT SEAL DETAILS

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, Section 809, and the Manufacturer's recommendations. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

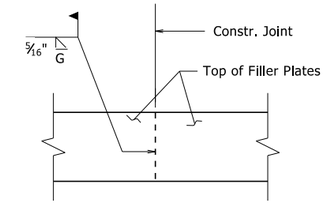
Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer's recommendations shall be followed to prevent sealant leakage during repair work.

Backer rods 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.

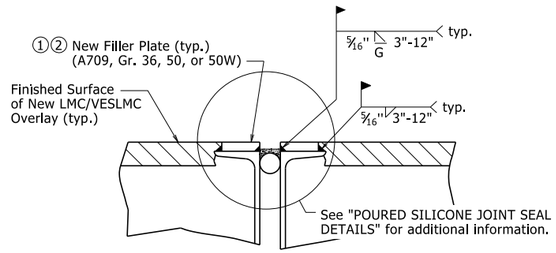
Backer rod shall be notched or otherwise fit around any existing seal supports or bumper plates to maintain its proper depth as defined above.



SLIDER PLATE JOINT MODIFICATION



PLAN VIEW OF FILLER PLATE

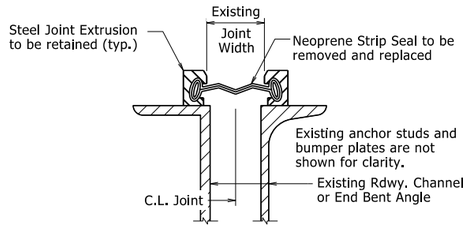


JOINT MODIFICATION WITH GRADE RAISE

① New field attached plates atop existing roadway channels or angles are required. The plate thickness shall be adjusted as necessary to match surface of finished surface of LMC/VESLMC Overlay and the width shall be ⅜" less than the existing channel flange or angle width to allow for fillet weld as shown.

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 of paint is required and shall be applied in the fabricator's shop. Grade 50W steel shall not be painted, but shall be cleaned in accordance with Subsection 807.84(e). Structural Steel and Painting will not be paid for directly, but shall be subsidiary to the item "Silicone Joint Sealant".

② Details shown are for an expansion joint where two bridge units meet. Eliminate filler plate on backwall and proceed with backwall repair in accordance with "BACKWALL REPAIR REMOVAL DETAIL" and "BACKWALL REPAIR INSTALLATION DETAIL" at end bents for bridge decks with grade raise, see Standard Drawing Number 55065.



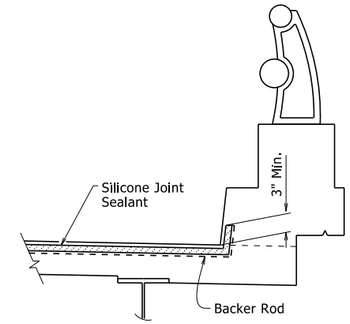
STRIP SEAL JOINT DETAILS

Existing neoprene strip seal joint material shall be completely removed and new neoprene strip seal joint material shall be installed across the entire width of the steel extrusions in accordance with these details, Section 809, and the Manufacturer's recommendations. Prior to installing the new joint material, the Contractor shall clean the steel extrusion at the Engineer's direction and in accordance with the new strip seal joint material Manufacturer's recommendations.

Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be reinstalled after installation of the new neoprene strip seal joint material.

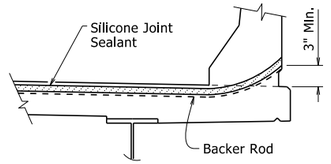
The new neoprene strip seal joint material shall provide a movement rating of four inches. The repaired expansion joint shall be capable of sealing the deck surface and parapet area to prevent moisture and other contaminants from descending through the joint.

All work and material associated with removing the existing joint material, cleaning the extrusions, removal and reinstallation of parapet slider plates, and installation of new joint material shall be paid for under the item "Modification of Existing Bridge Structure (Bridge No. _)".

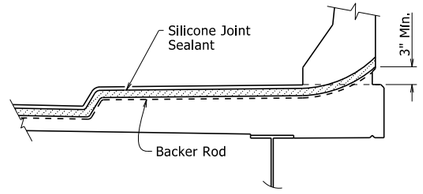


SILICONE JOINT SEAL PLACEMENT AT CURB

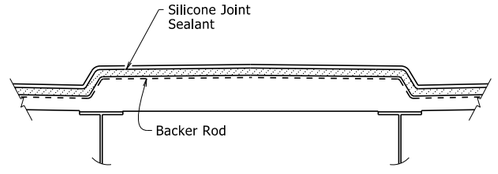
Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



SILICONE JOINT SEAL PLACEMENT AT RAIL



SILICONE JOINT SEAL PLACEMENT AT SIDEWALK



SILICONE JOINT SEAL PLACEMENT AT MEDIAN

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

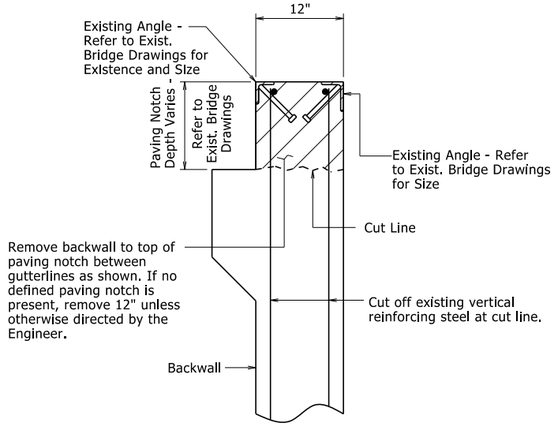
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CHECKED BY: SWP DATE: 11/7/2019 SCALE: None
DESIGNED BY: STD. DATE: -------

DRAWING NO. 55064

PRINT DATE: 11/4/2020

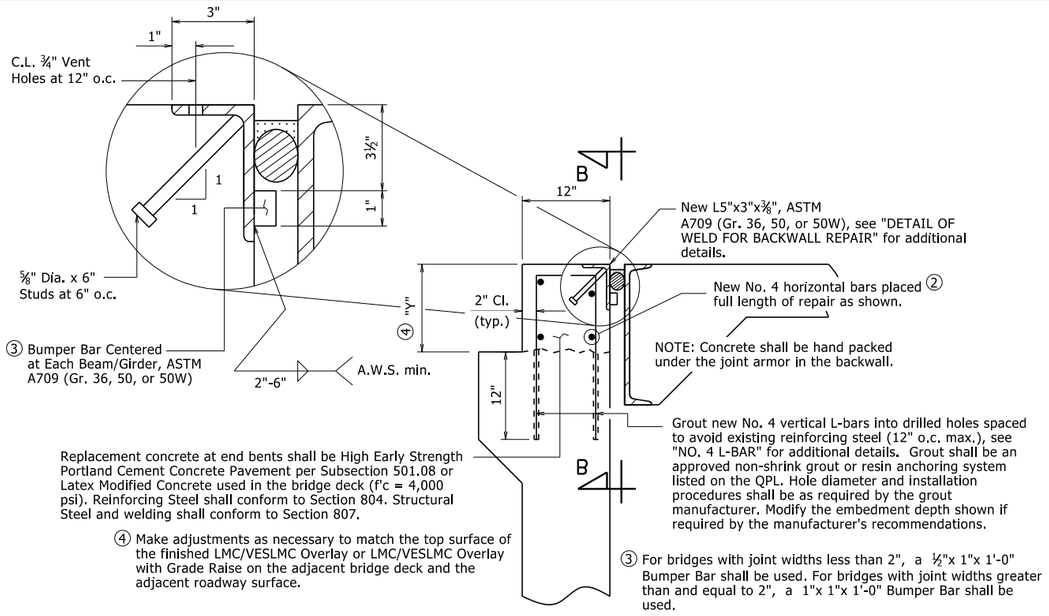
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

1 BACKWALL REPAIR - 55065



BACKWALL REPAIR REMOVAL DETAIL

The portion of the backwall above the paving bracket as shown shall be removed and disposed of in accordance with Section 821. Payment for all materials, labor, tools, and equipment required for this work will be inclusive to the item "Modification of Existing Bridge Structure (Bridge No. _)".



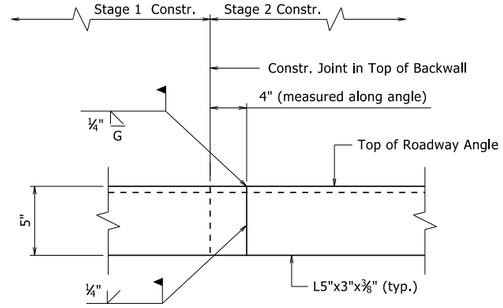
Replacement concrete at end bents shall be High Early Strength Portland Cement Concrete Pavement per Subsection 501.08 or Latex Modified Concrete used in the bridge deck (f'c = 4,000 psi). Reinforcing Steel shall conform to Section 804. Structural Steel and welding shall conform to Section 807.

④ Make adjustments as necessary to match the top surface of the finished LMC/VESLMC Overlay or LMC/VESLMC Overlay with Grade Raise on the adjacent bridge deck and the adjacent roadway surface.

③ For bridges with joint widths less than 2", a ½"x 1"x 1'-0" Bumper Bar shall be used. For bridges with joint widths greater than and equal to 2", a 1"x 1"x 1'-0" Bumper Bar shall be used.

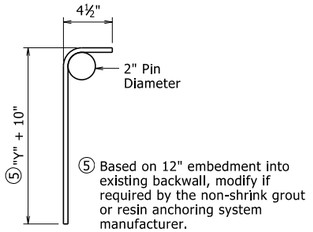
BACKWALL REPAIR INSTALLATION DETAIL

The portion of the backwall above the paving bracket shall be reconstructed as shown. Payment for all materials, labor, tools, and equipment required for this work will be inclusive to the item "Modification of Existing Bridge Structure (Bridge No. _)". Details shown for LMC/VESLMC Overlay without grade raise; details similar for LMC/VESLMC Overlay with grade raise.

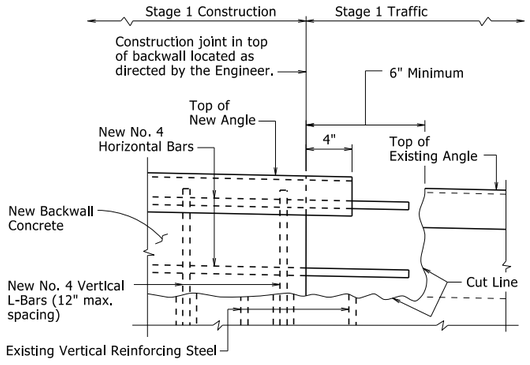


NOTE: All welding shall be done after the Stage 1 concrete pour and prior to the Stage 2 concrete pour.

① DETAIL OF WELD FOR BACKWALL REPAIR

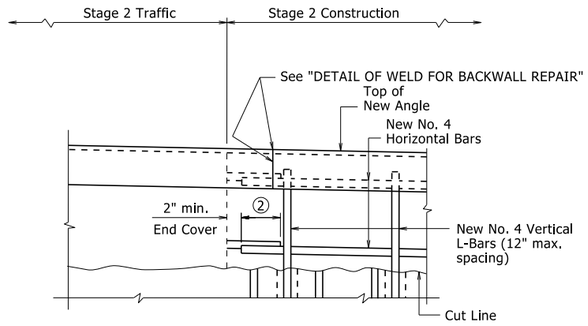


NO. 4 L-BAR



① VIEW B-B, STAGE 1

Details shown for LMC/VESLMC Overlay with grade raise; details similar for LMC /VESLMC Overlay without grade raise.



① VIEW B-B, STAGE 2

① Details shown are typical for staged construction. When full width rehabilitation of a bridge deck is possible, eliminate construction joint shown and perform the backwall repair in one operation for full repair width.

② The 32 bar diameter minimum lap per Subsection 804.07 may be waived if this requirement cannot be met due to construction conditions. In this situation, the lap length shall be maximized as much as practical.

PRINT DATE: 11/4/2020

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

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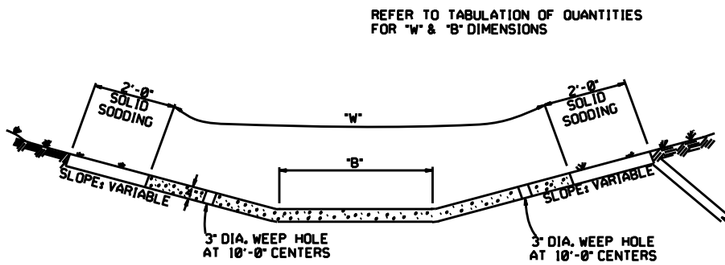
STANDARD DETAILS FOR BACKWALL REPAIRS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

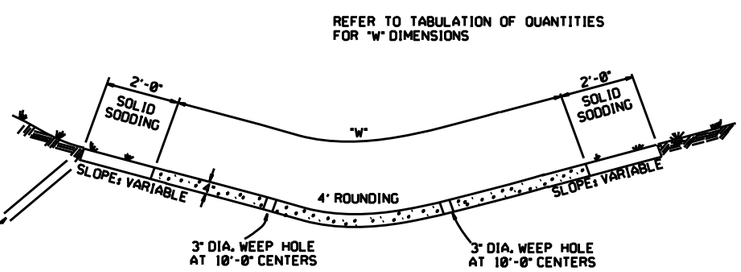
DRAWN BY:	KWY	DATE:	11/7/2019	FILENAME:	b55065.dgn
CHECKED BY:	SWP	DATE:	11/7/2019	SCALE:	None
DESIGNED BY:	STD.	DATE:	-------		

DRAWING NO. 55065



TYPE A

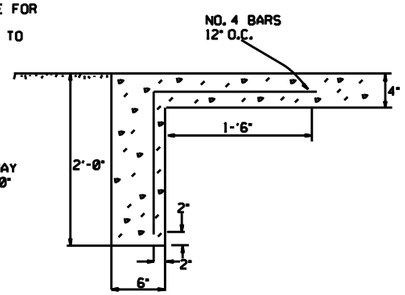
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



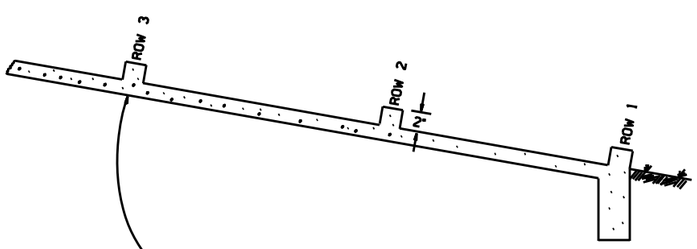
TYPE B

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'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

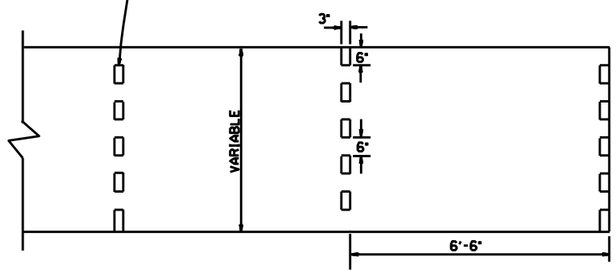


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

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.



ENERGY DISSIPATORS
(NO SCALE)

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.

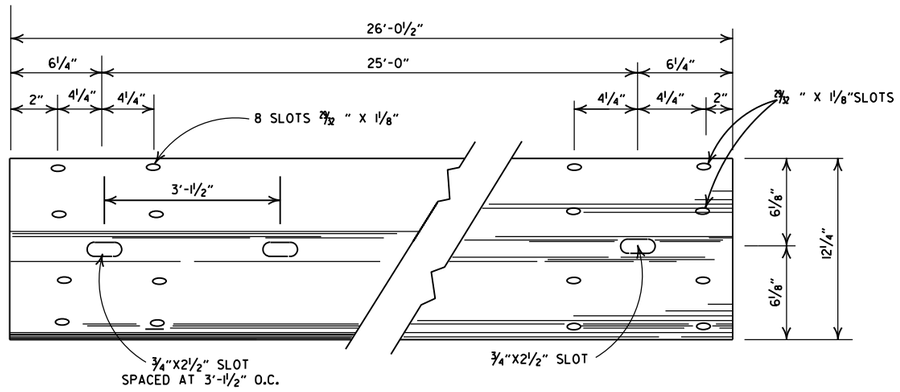
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

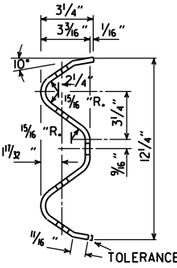
DATE	REVISION	DATE FILM'D
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
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

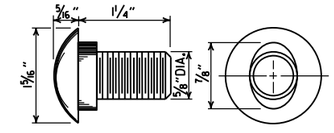
STANDARD DRAWING CDP-1



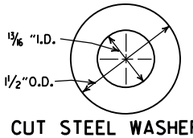


DETAILS OF W-BEAM GUARDRAIL

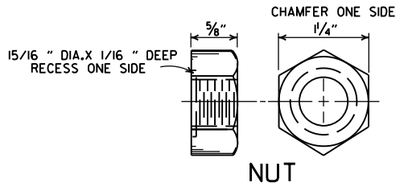
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



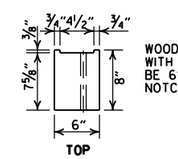
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



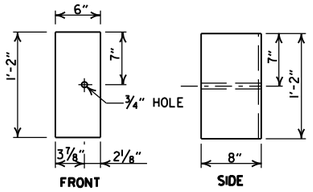
CUT STEEL WASHER



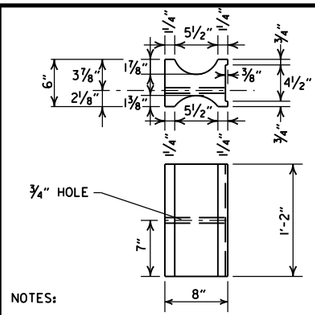
NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"xl'-2" WITH NO NOTCH REQUIRED.



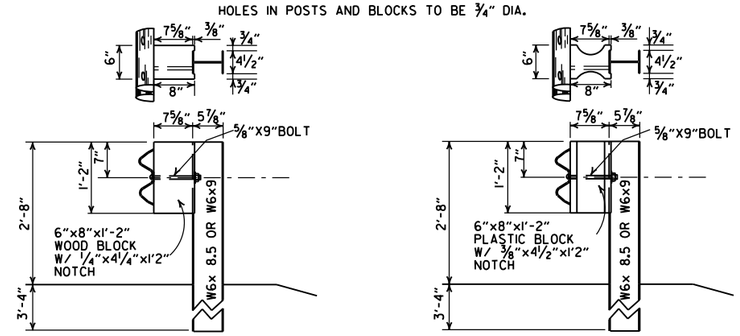
WOOD BLOCKOUT (W-BEAM)



NOTES:

1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

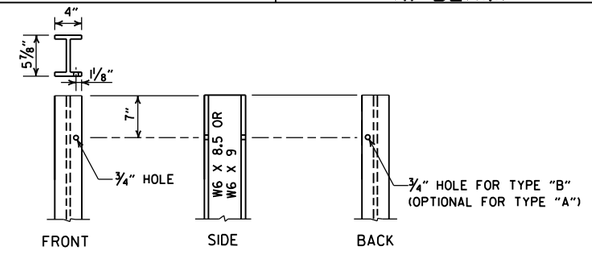
PLASTIC BLOCKOUT (W-BEAM)



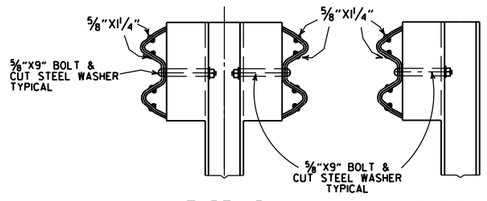
WOOD BLOCKOUT CONNECTIONS

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 GUARDRAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARDRAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

USE W-BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARDRAIL, W-BEAM GUARDRAIL 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 GUARDRAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARDRAIL.

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

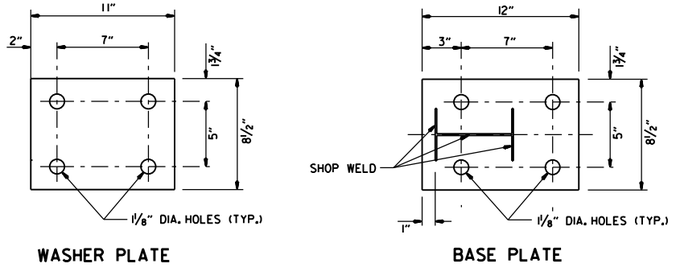
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	FILMED
11-07-19	RENUMBERED AND RENAMED	
11-16-17	REVISED GENERAL NOTES AND RAISED GUARDRAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARDRAIL 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 GUARDRAIL 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 GUARDRAIL 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

GUARDRAIL DETAILS

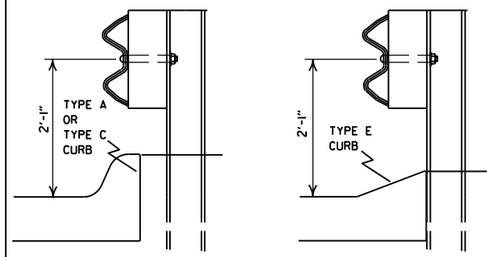
STANDARD DRAWING GR-6



WASHER PLATE

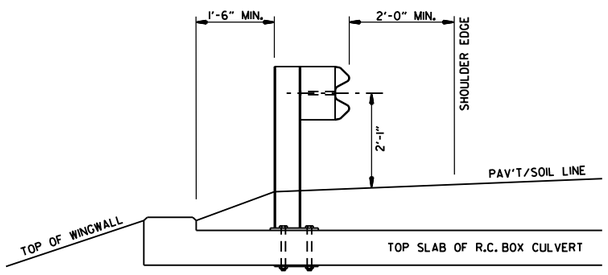
BASE PLATE

Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.

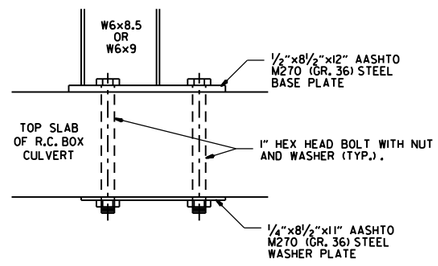


DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB (W-BEAM)

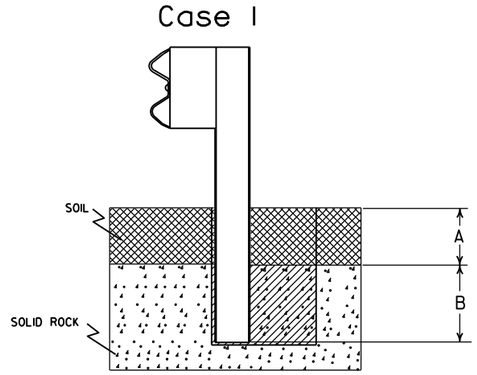
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.



SECTION A-A

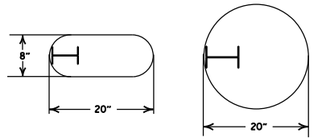


DETAIL OF CONNECTION



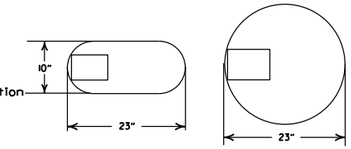
Plan View Steel Posts

Either hole configuration acceptable



Plan View Wood Posts

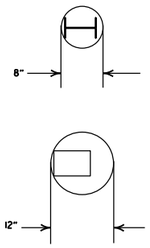
Either hole configuration acceptable



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).

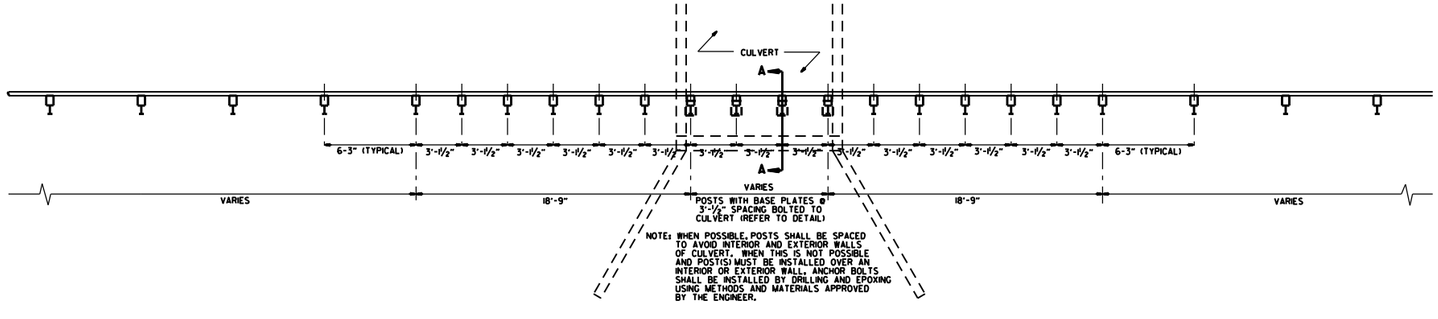
Zone B:
Backfill hole in 6" lifts with material meeting the requirements of Section 802.02(c) - Alternate gradation. Compact to 95% maximum dry density per ASTM D-698.



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 GUARDRAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARDRAIL POSTS AS SHOWN ON STD. DWG. GR-6.

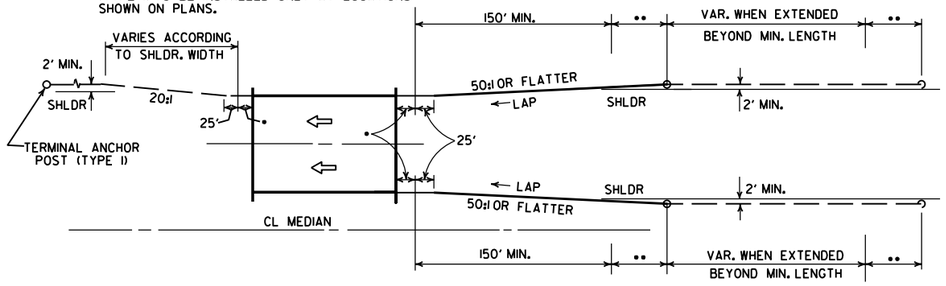
DATE	REVISION	FILMED
11-07-19	RENUMBERED, RENAMED, REVISED REFERENCE	
11-16-17	REVISED GUARDRAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
04-12-07	REVISED DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARDRAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARDRAIL 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 GUARDRAIL CONNECTION TO R.C. BOX CULV'T., DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARDRAIL PLACE. BEHIND CURB & DET. OF POSTPLACE. IN SOLID ROCK	
04-03-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	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

GUARDRAIL DETAILS

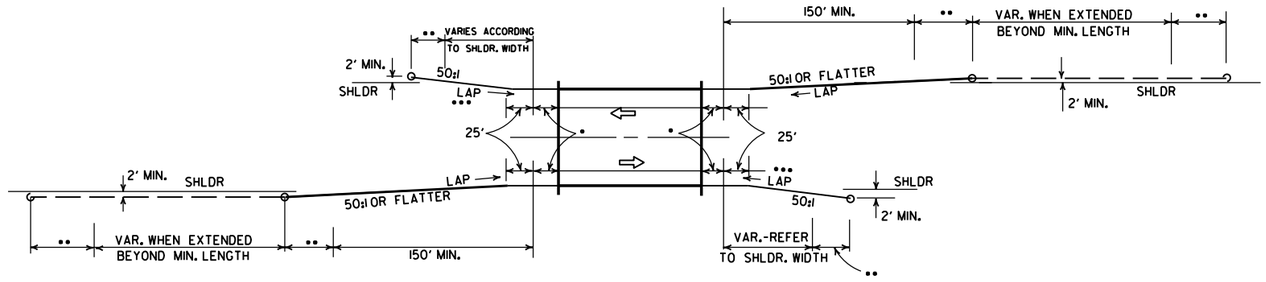
STANDARD DRAWING GR-7

NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

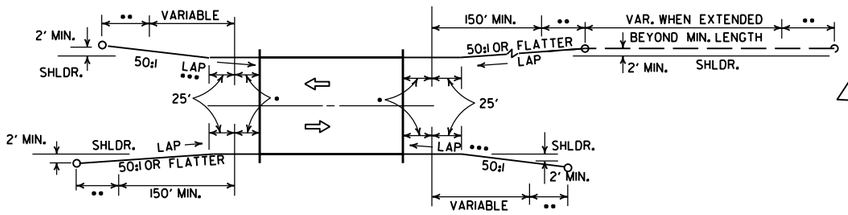
••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

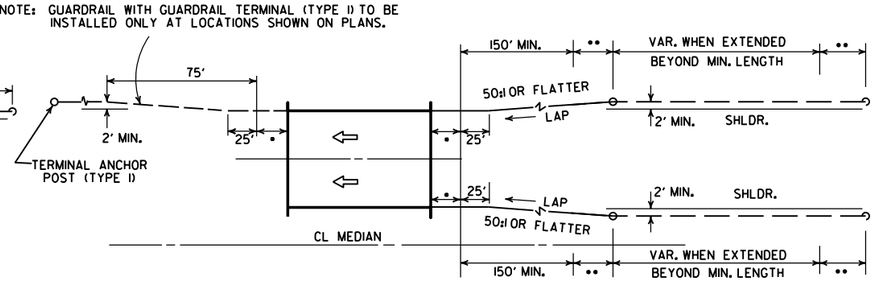
METHODS OF INSTALLATION OF GUARDRAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

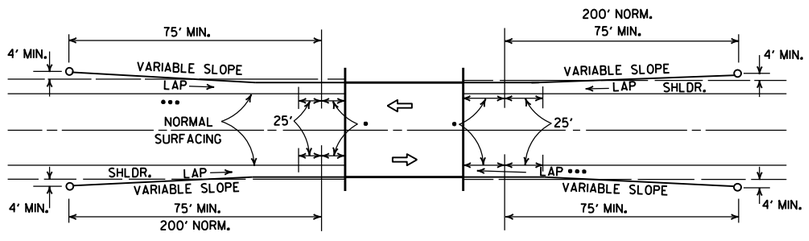
NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

METHOD OF INSTALLATION OF GUARDRAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERMINAL (TYPE 1) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

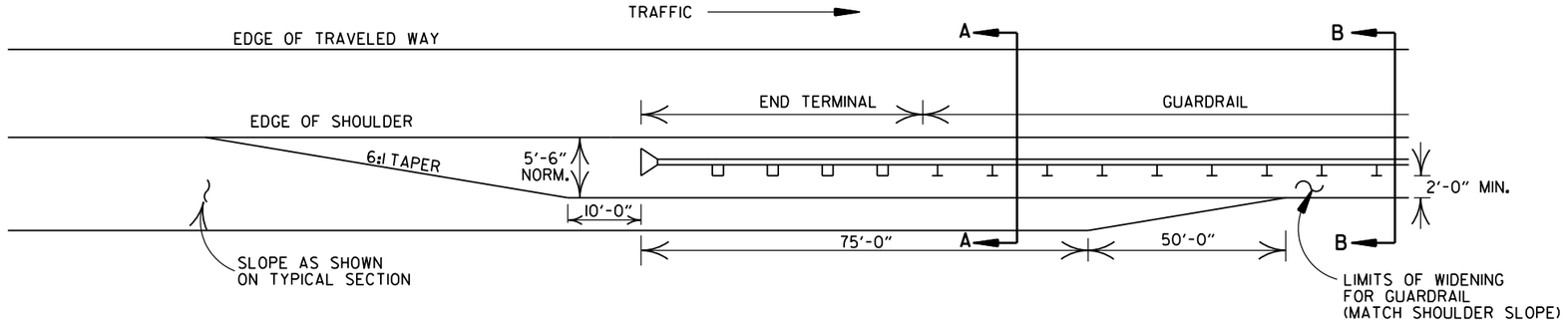
- • THRIE BEAM GUARDRAIL TERMINAL
- •• GUARDRAIL TERMINAL (TYPE 2)

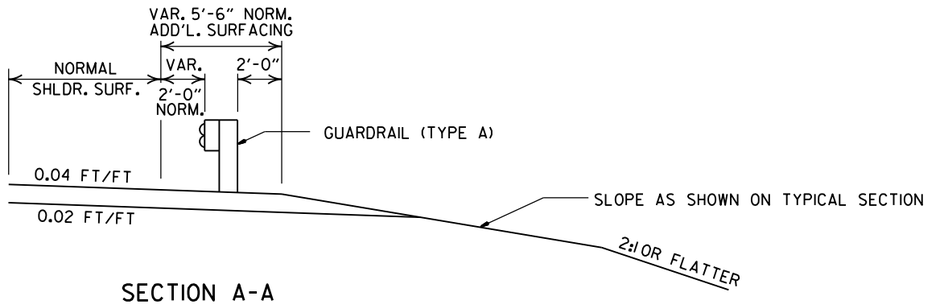
DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARDRAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERM. (TY. 1)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

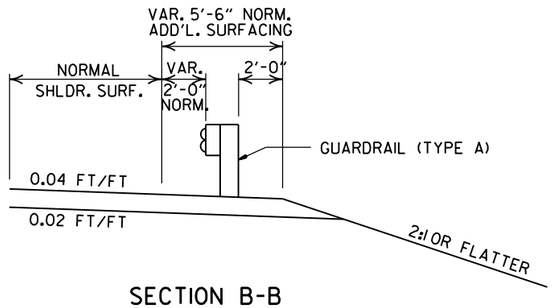
GUARDRAIL DETAILS

STANDARD DRAWING GR-8



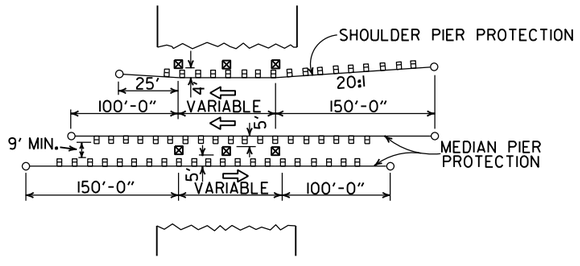


SECTION A-A



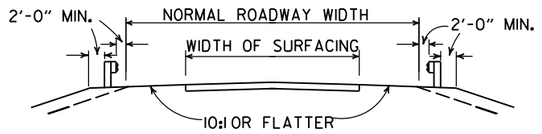
SECTION B-B

DETAILS OF WIDENING FOR GUARDRAIL

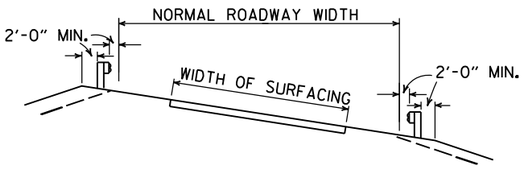


METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARDRAIL.



SECTION ON TANGENT



SECTION ON CURVE

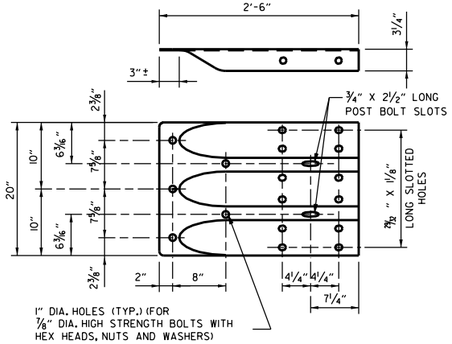
DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY

DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

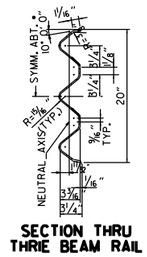
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

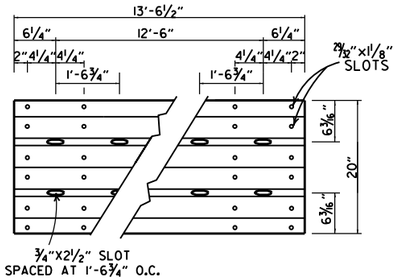
STANDARD DRAWING GR-9



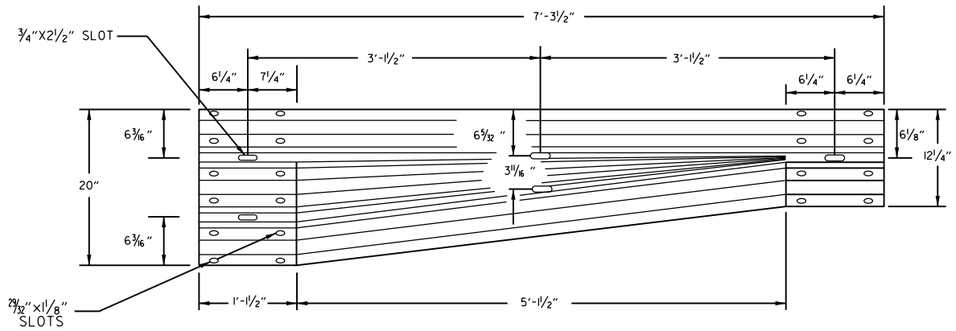
SPECIAL END SHOE



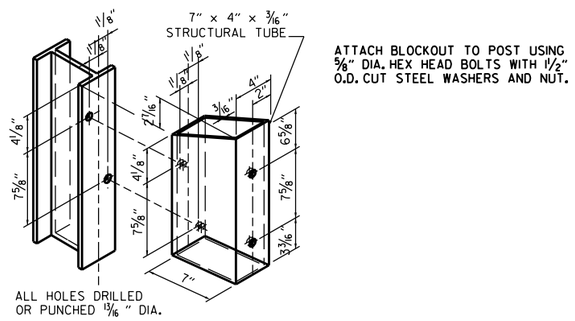
SECTION THRU THRIE BEAM RAIL



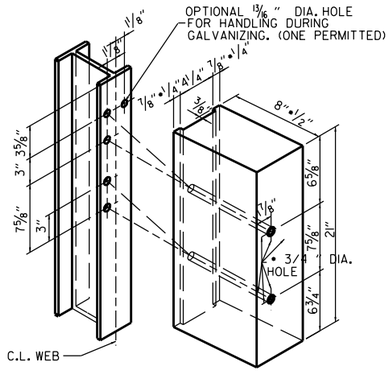
THRIE BEAM RAIL



TRANSITION SECTION



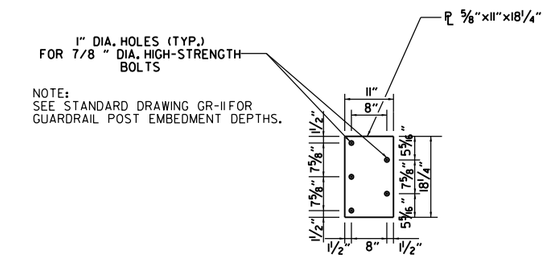
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

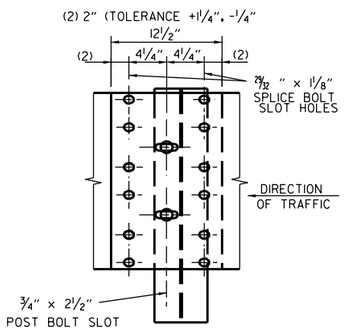
HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



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.



THRIE BEAM RAIL SPLICE AT POST

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 1.

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-8 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

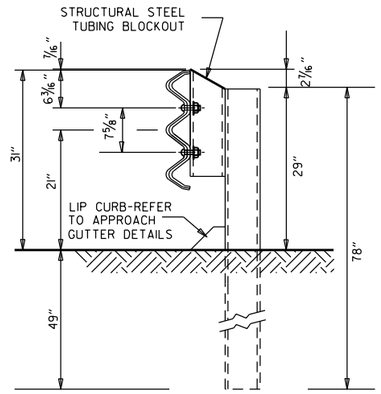
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-07-19	RENAMED AND REVISED REFERENCES	
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	

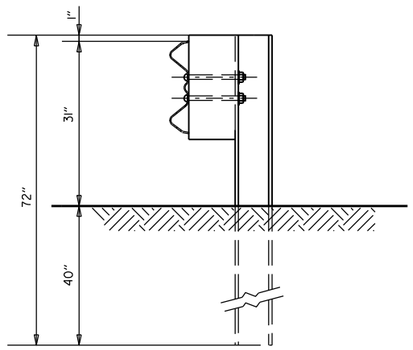
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

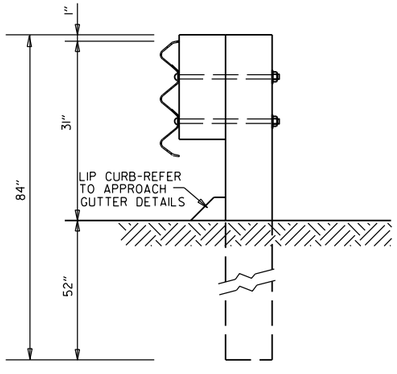
STANDARD DRAWING GR-10



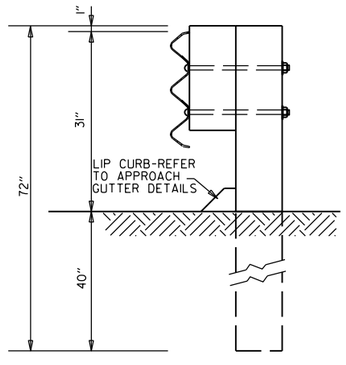
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



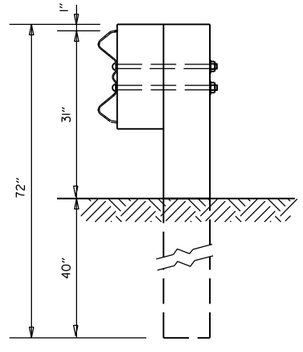
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



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.

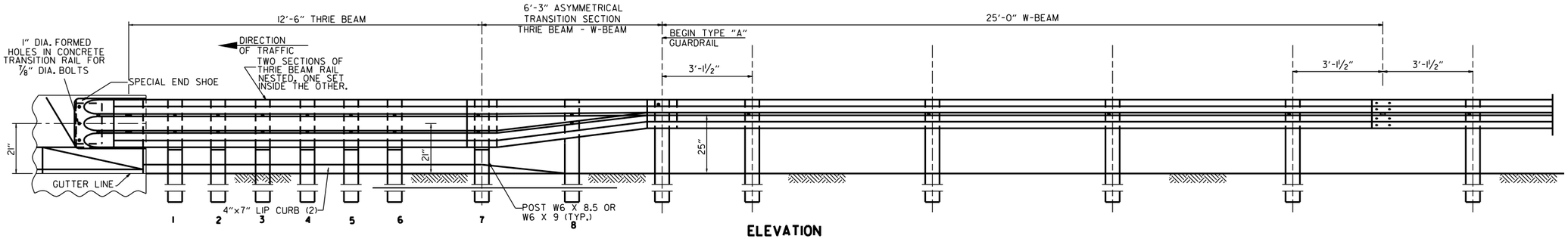
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO.1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-07-19	RENAMED	
11-16-17	REVISED GUARDRAIL 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	

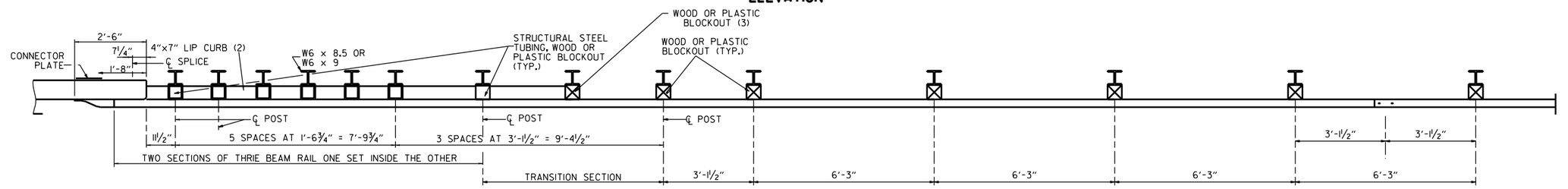
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

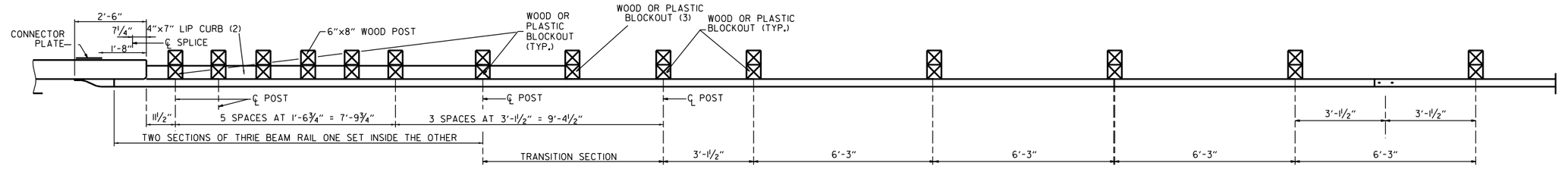
STANDARD DRAWING GR-11



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 GUARDRAIL 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-8 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

POSTS SHALL NOT BE PLACED AT SPLICE LOCATIONS ALONG W-BEAM RAILS.

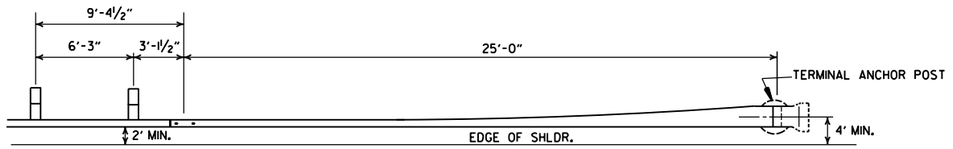
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
05-14-20	REVISED NOTES	
11-07-19	RENAMED & REVISED REFERENCES	
11-16-17	RE-DRAWN FROM STD. DWG. GR-10 & ISSUED	

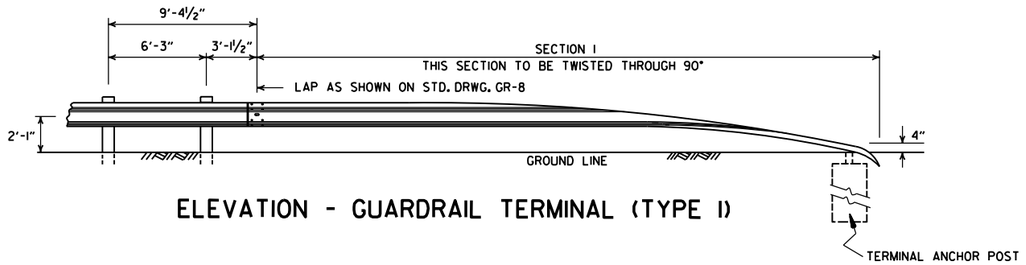
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

STANDARD DRAWING GR-12

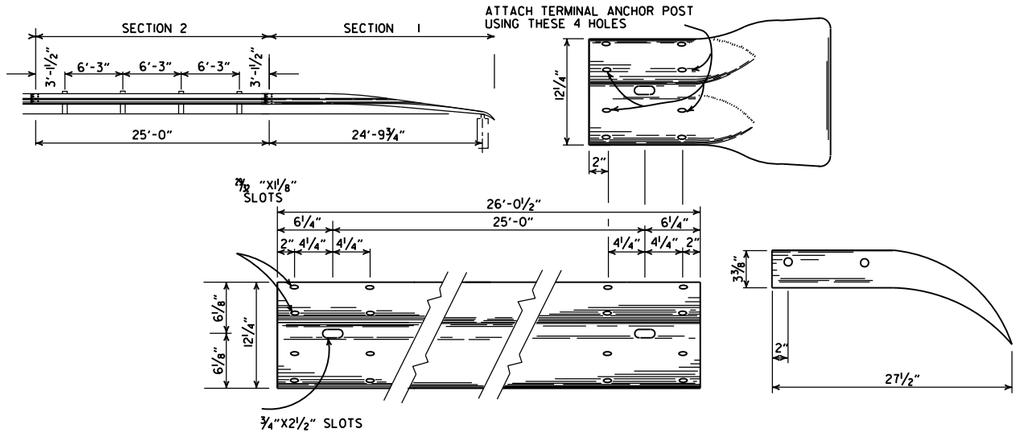


PLAN - GUARDRAIL TERMINAL (TYPE I)



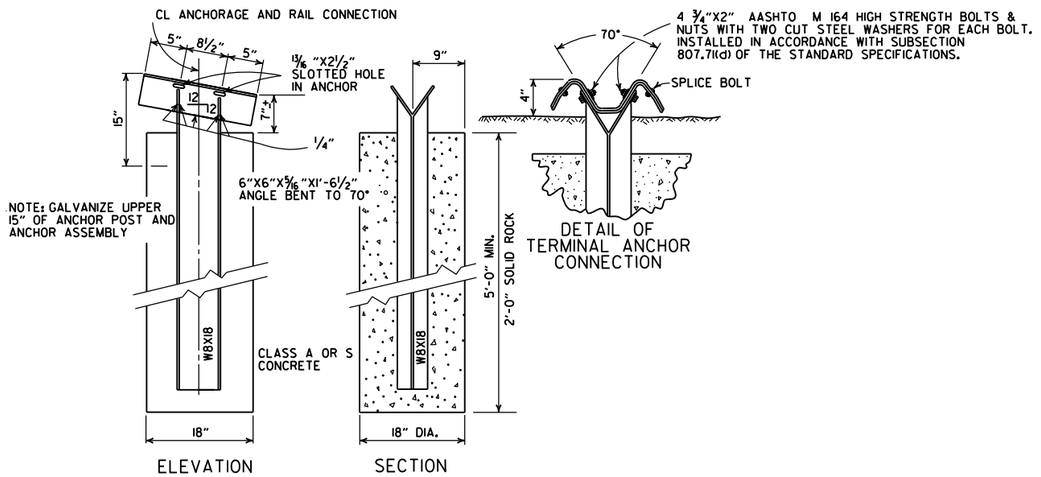
ELEVATION - GUARDRAIL TERMINAL (TYPE I)

NOTE:
SECTIONS I AND 2 OF GUARDRAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARDRAIL 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.

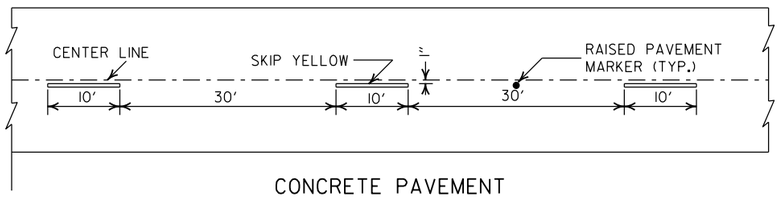
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

DATE	REVISION	FILMED
11-07-19	RENAMED & REVISED REFERENCE.	
11-16-17	REVISED GUARDRAIL HEIGHT AND LOCATION OF POSTS	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
06-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-03-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-01-92	DRAWN & ISSUED	10-1-92

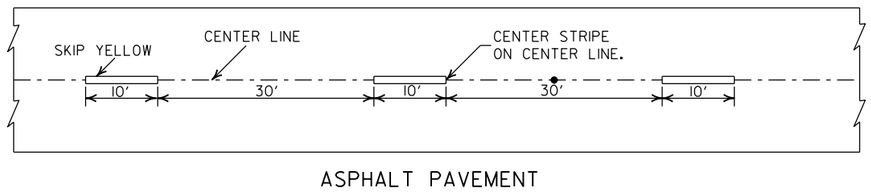
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

STANDARD DRAWING GRT-1

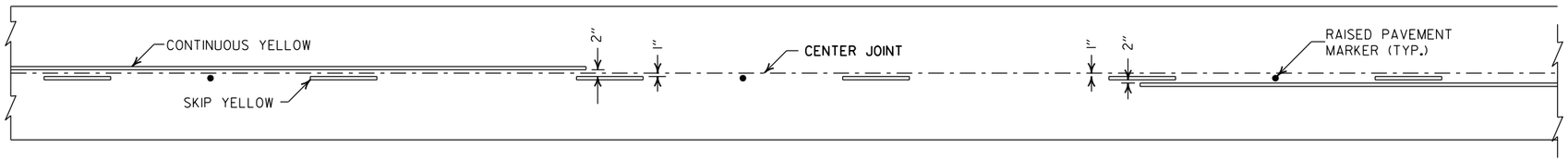


CONCRETE PAVEMENT

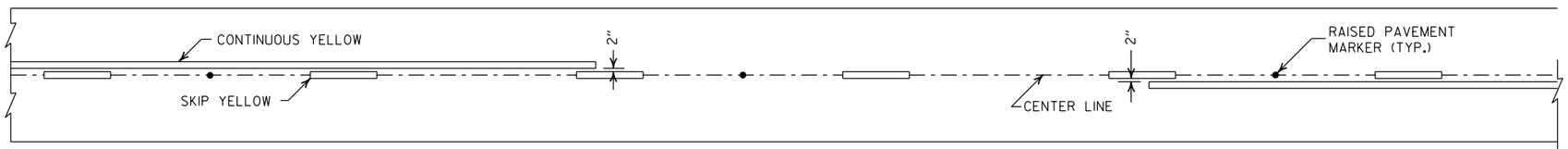


ASPHALT PAVEMENT

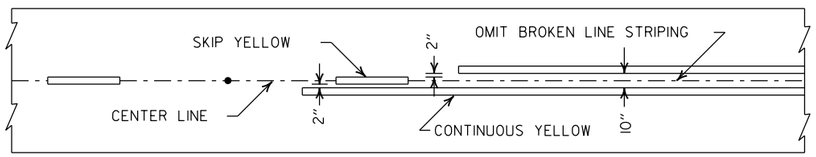
BROKEN LINE STRIPING



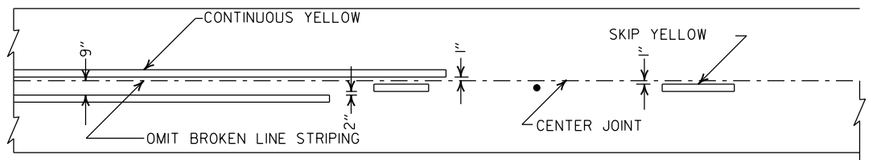
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

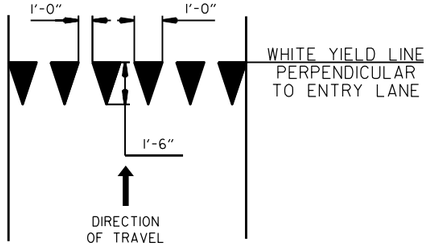


ASPHALT PAVEMENT

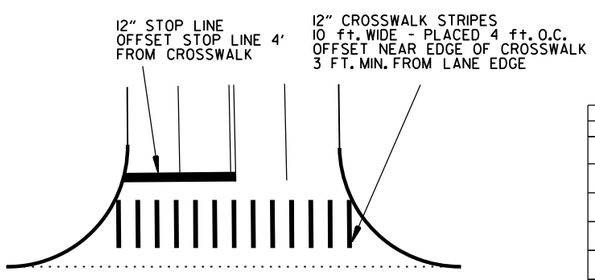


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

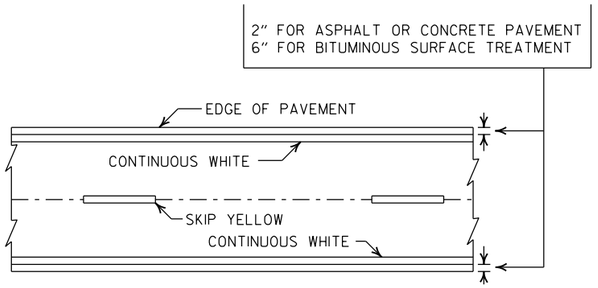


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

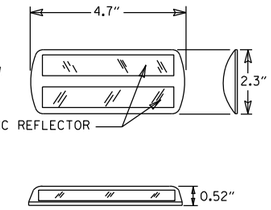
NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



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 ARDOT QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
2-27-20	REVISED STOP LINE DETAILS	
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

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PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

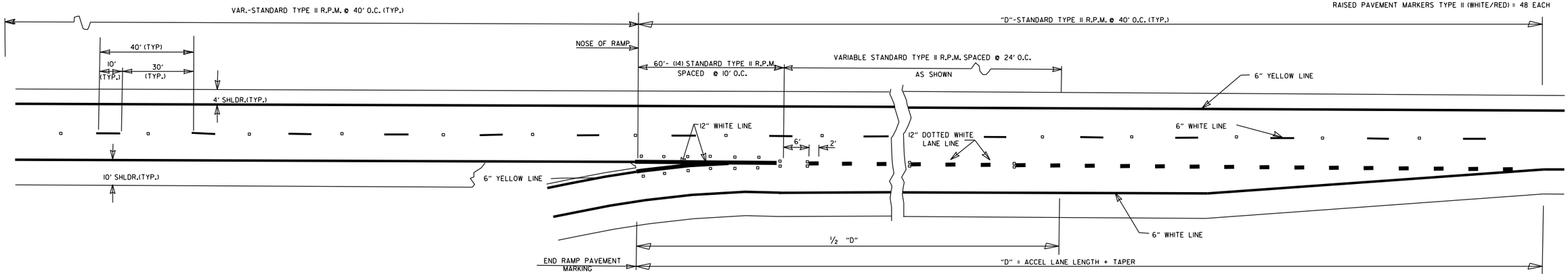
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

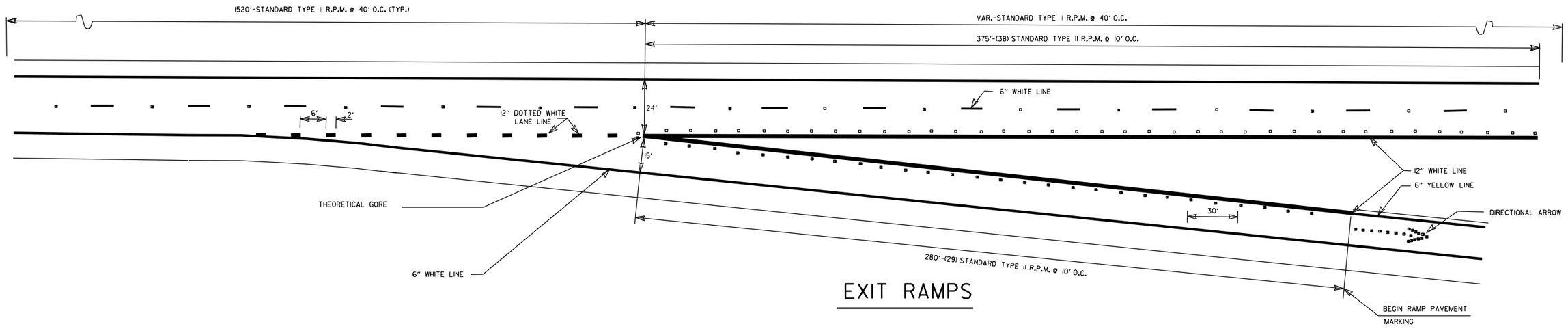
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

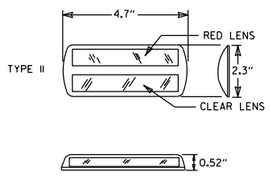
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

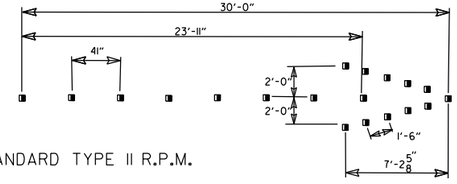


EXIT RAMPS



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 ARDOT QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
05-14-20	REMOVED CROSSHATCH MARKINGS ON EXIT RAMPS	
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMPS	
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

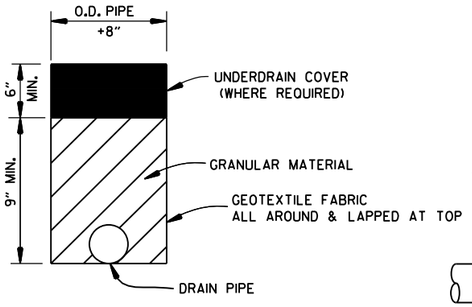
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

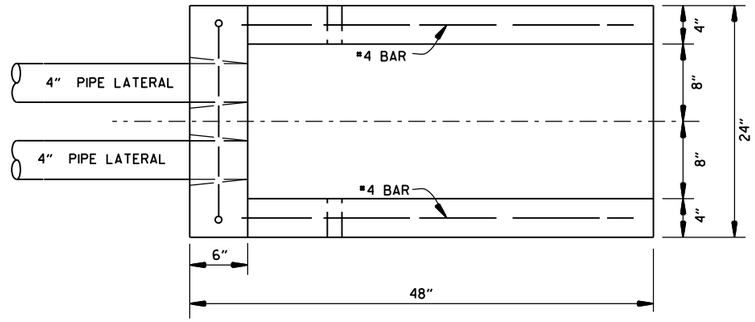
STANDARD DRAWING PM-2

NOTE:

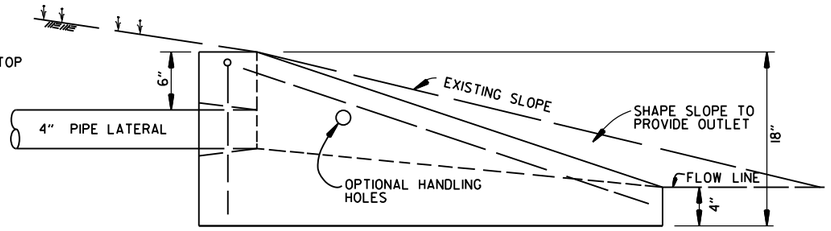
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

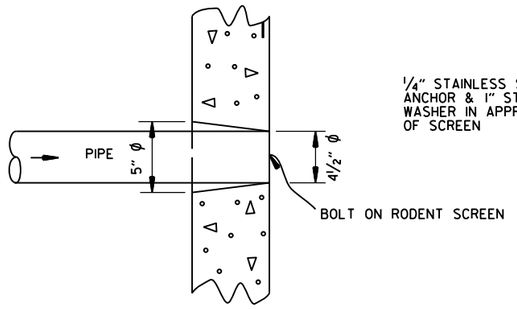




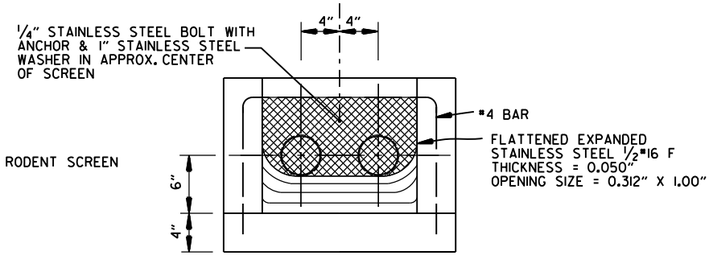
PLAN VIEW



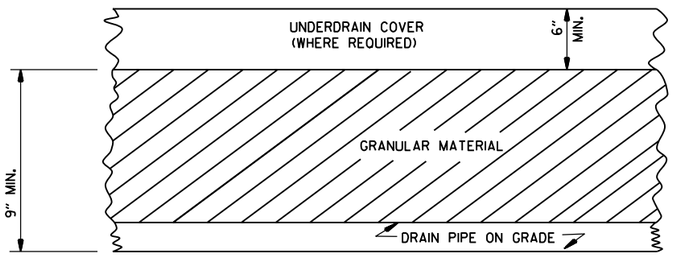
SIDE VIEW



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 1. 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."

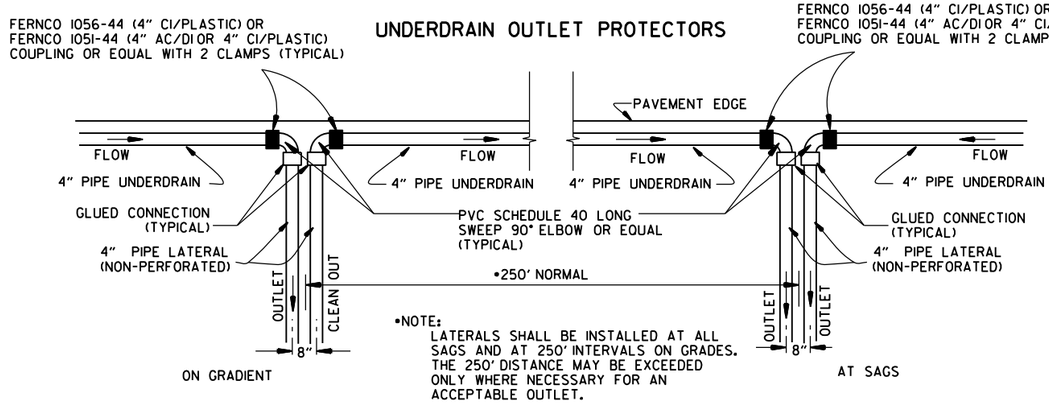
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

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.

UNDERDRAIN OUTLET PROTECTORS



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

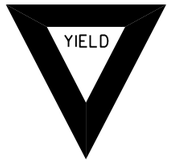
STANDARD DRAWING PU-1

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



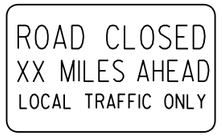
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2



48"X30"

R11-3A



60"X30"

R11-4



60"X30"

W21-5a



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

W1-1



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

W1-2



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

W1-3



STD. 48"X48"

W1-4



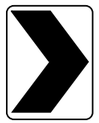
STD. 48"X48"

W1-6



STD. 48"X24"
SPECIAL 60"X30"

W1-8



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

W3-1



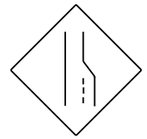
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



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

W5-1



STD. 36"X36"
SPECIAL 48"X48"

W6-3



EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7



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

W9-2



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

W13-1



STD. 24"X24"

W20-1



STD. 48"X48"

W20-2



STD. 48"X48"

W20-3



STD. 48"X48"

W20-4



STD. 48"X48"

W20-5



STD. 48"X48"

W20-7a



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

W21-2



STD. 30"X30"
SPECIAL 36"X36"

W21-5



STD. 30"X30"
SPECIAL 36"X36"

W24-1



STD. 36"X36"

W1-4b



STD. 48"X48"

R56-1



STD. 18"X18"

W8-11



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

W8-9



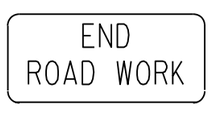
STD. 36"X36"
FWY. 48"X48"

G20-1



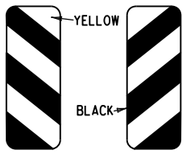
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

M4-9



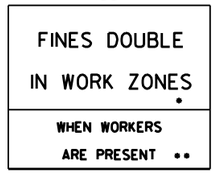
STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10



48"X18"

R55-1



36"X60"

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

ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

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

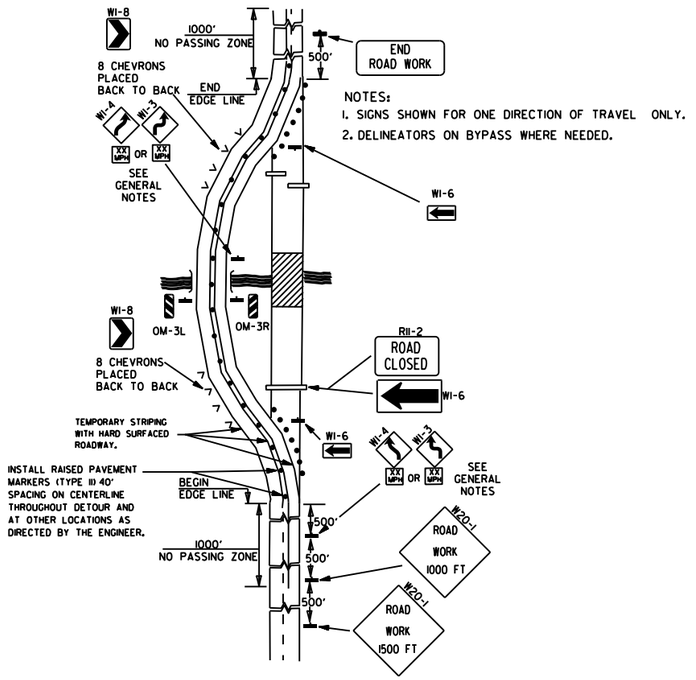
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

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

ARKANSAS STATE HIGHWAY COMMISSION

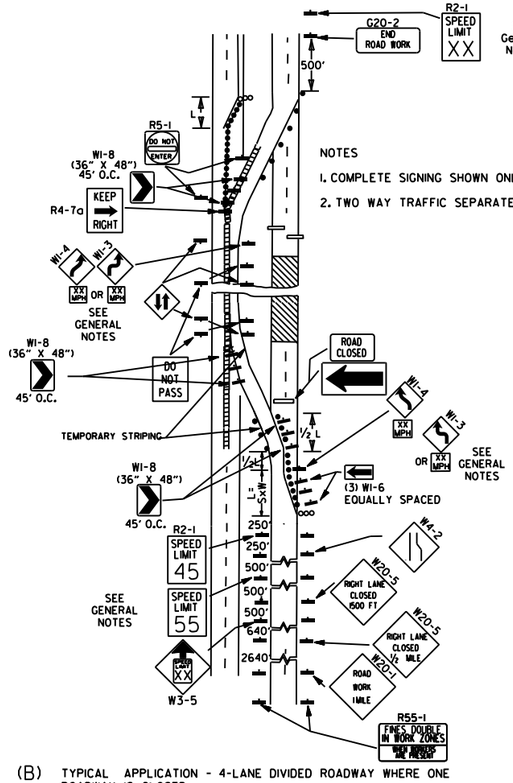
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



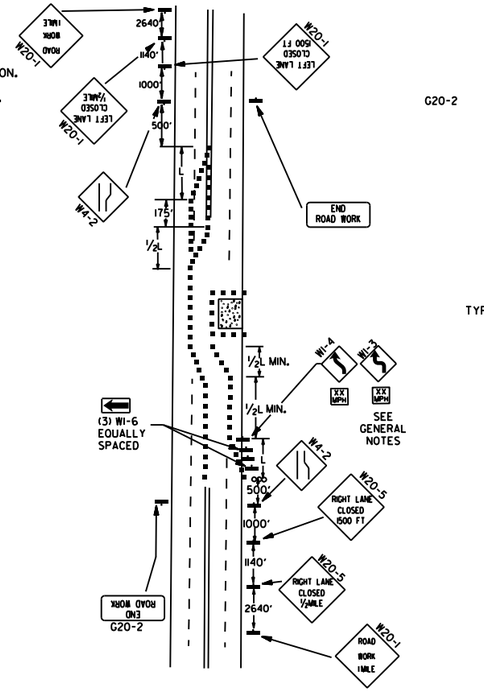
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

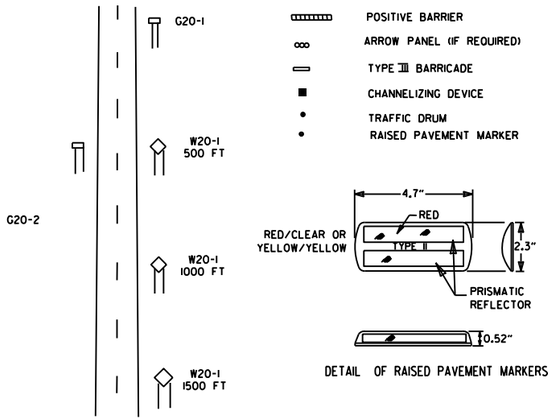


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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



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



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:

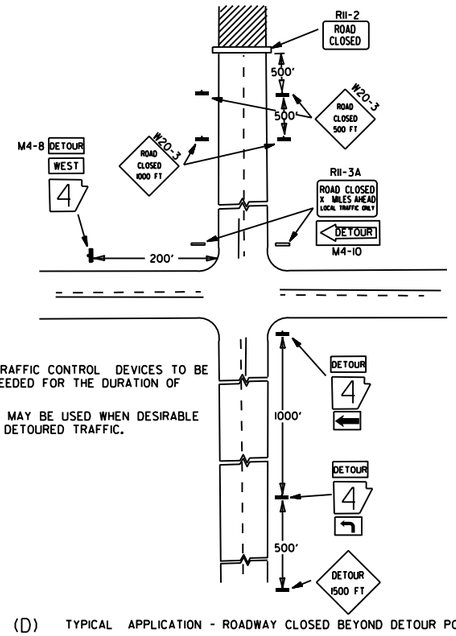
L= MINIMUM LENGTH OF TAPER.

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

W= WIDTH OF OFFSET.

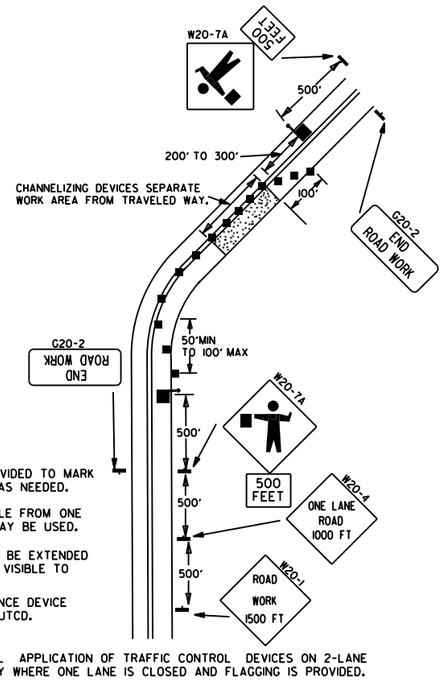
GENERAL NOTES:

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



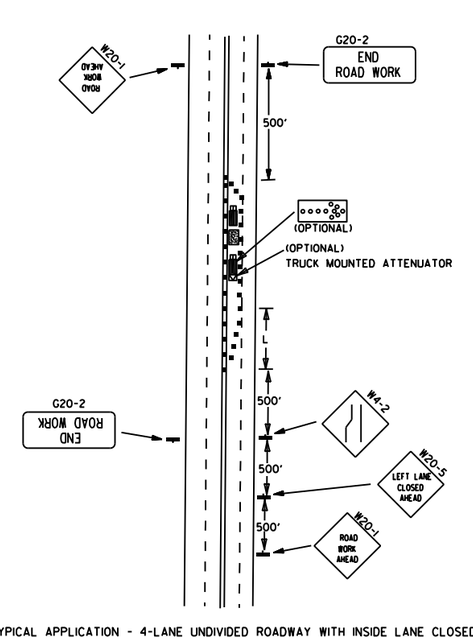
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



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

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



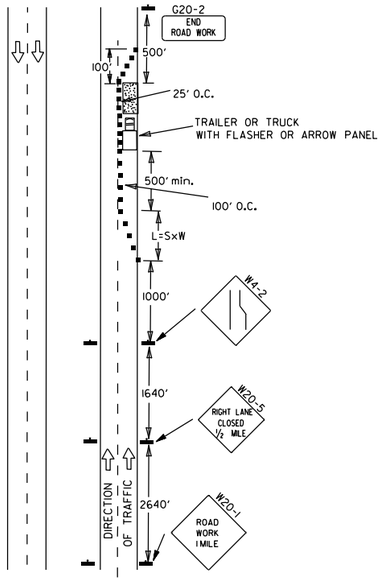
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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

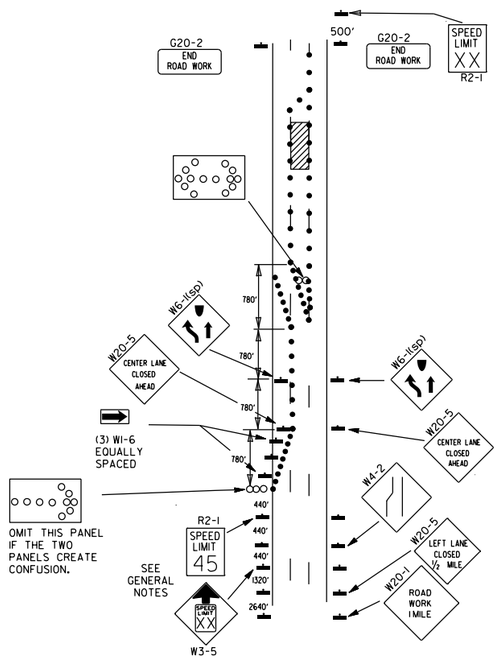
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2



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



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

KEY:

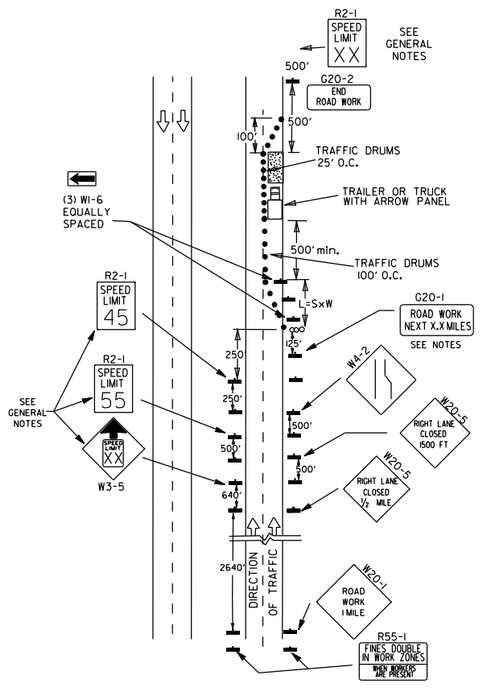
ARROW PANEL (IF REQUIRED)

■ CHANNELIZING DEVICE

● TRAFFIC DRUM

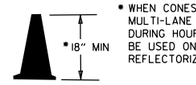
GENERAL NOTES:

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



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

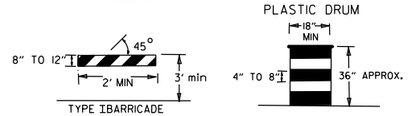
CHANNELIZING DEVICES



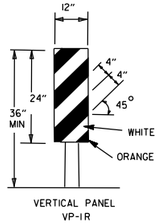
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

CONES

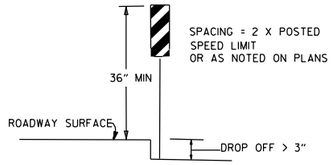
PLASTIC DRUM



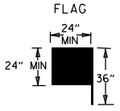
NOTE:
FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.



VERTICAL PANEL PLACEMENT



FLAG



FLAG SHALL BE OF GOOD GRADE RED MATERIAL

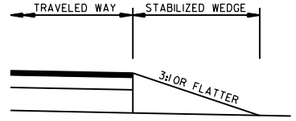
TRAFFIC CONTROL DEVICES			
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 1"	CENTERLINE	W8-11	W8-11
> 1" ≤ 3"	CENTERLINE	W8-11 AND CENTERLINE LANE STRIPING	W8-11 AND CENTERLINE LANE STRIPING
> 3"	CENTERLINE	STANDARD LANE CLOSURE[6]	STANDARD LANE CLOSURE[6]
≤ 3"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

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

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

GENERAL NOTES:

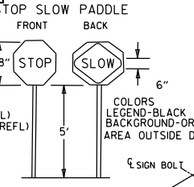
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL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

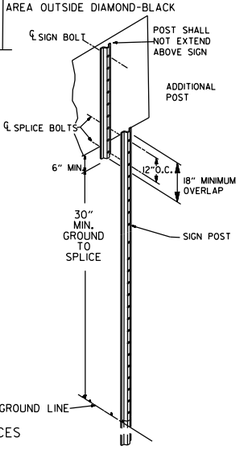


STABILIZED WEDGE

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

STOP SLOW PADDLE

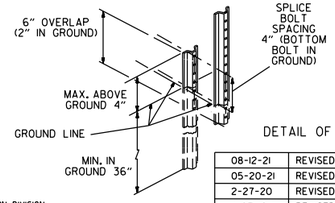




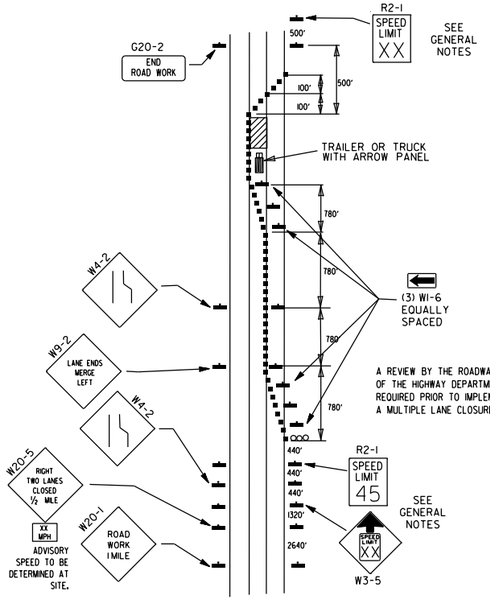
NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-21)

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

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



DETAIL OF SPLICES



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

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

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

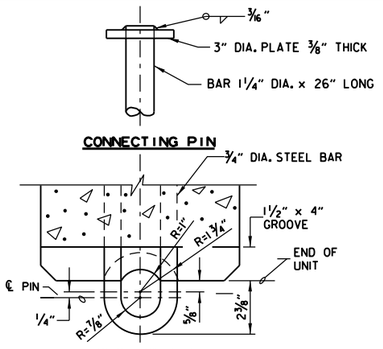
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

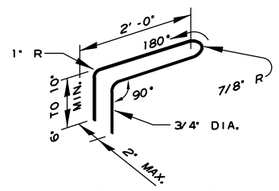
REINFORCING BAR TABLE PER BARRIER UNIT

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°; 1 1/2"; 9"; 2'-1 3/8"; 4 3/8"

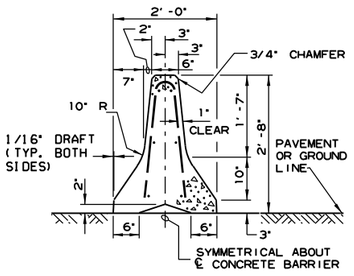


SECTION E-E

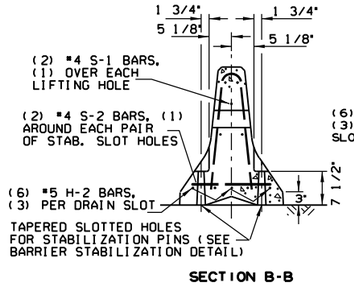
CONNECTION DETAILS



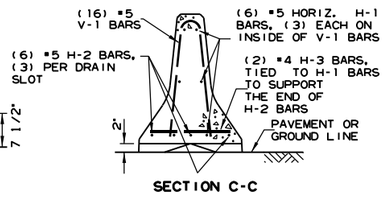
CONNECTION LOOP



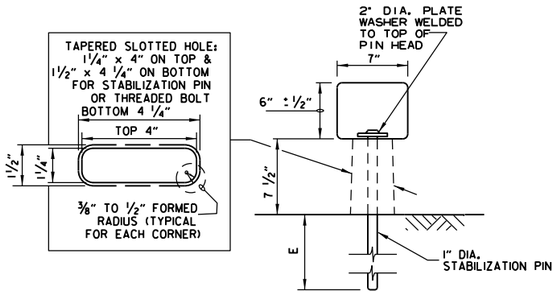
SECTION A-A



SECTION B-B



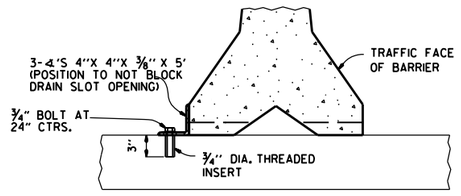
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

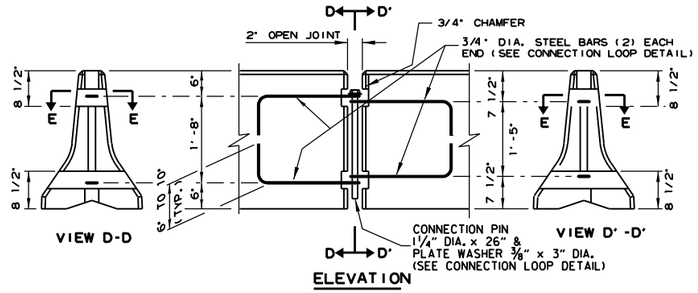
(E) 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



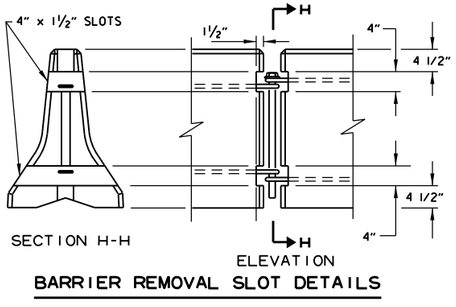
NOTE: " THREADED INSERTS SHALL BE CAST IN PLACE FOR ALL NEW BRIDGE DECKS AND DRILLED AND GROUTED FOR EXISTING BRIDGE DECKS. INSERTS SHALL HAVE A MINIMUM ULTIMATE LOAD CAPACITY OF 8000 LBS. IN TENSION. AFTER REMOVAL OF BARRIER, BOLTS, AND ANGLES, THE INSERTS SHALL BE FILLED WITH APPROVED NON-SHRINK EPOXY.

BARRIER STABILIZATION DETAIL

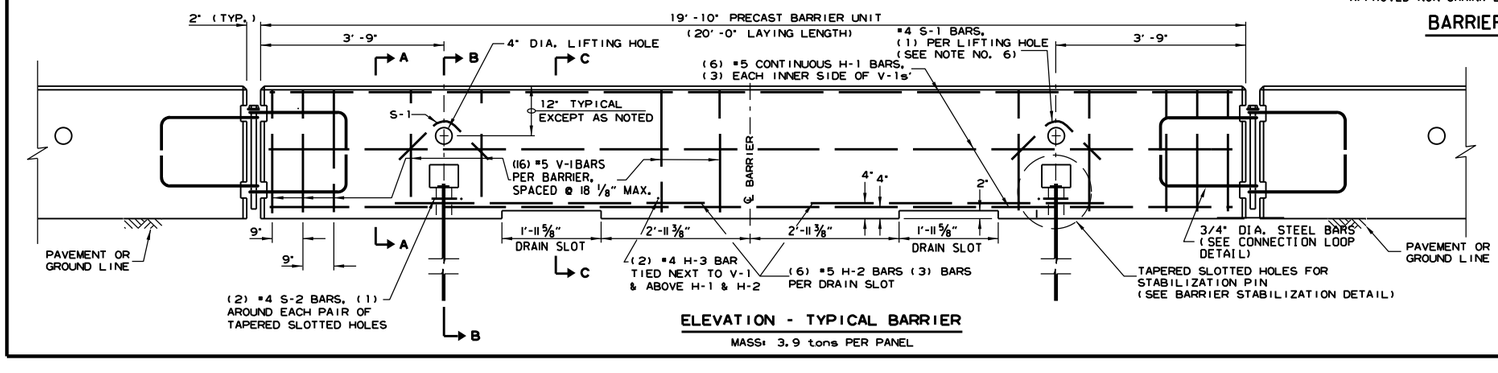
BRIDGE DECKS



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 WALL IS 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 ARDOT 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 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 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 MANUAL FOR ASSESSING SAFETY HARDWARE (MASH). 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.

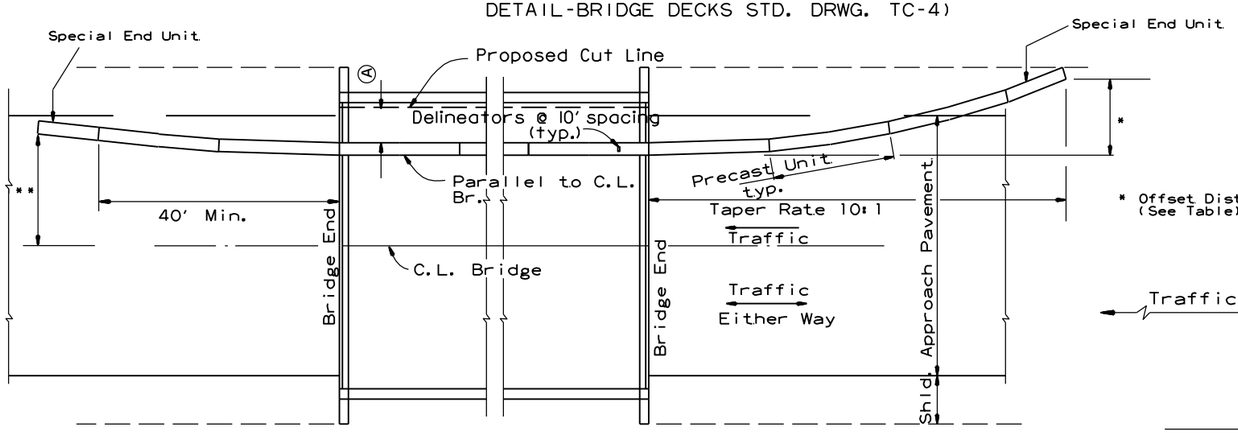
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED 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

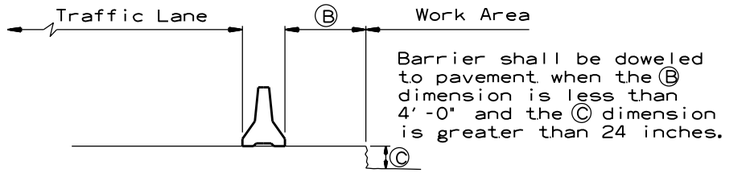
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

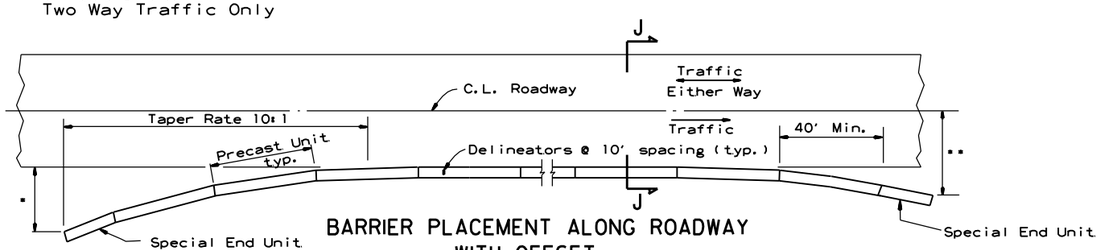


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

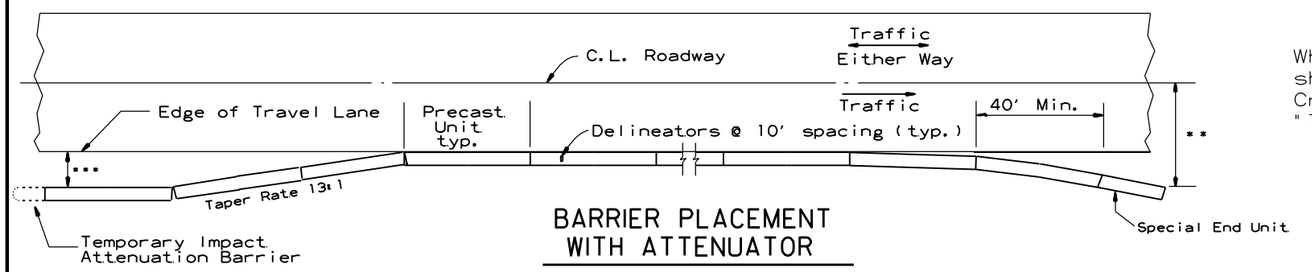
* Offset Distance (See Table)

** 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.

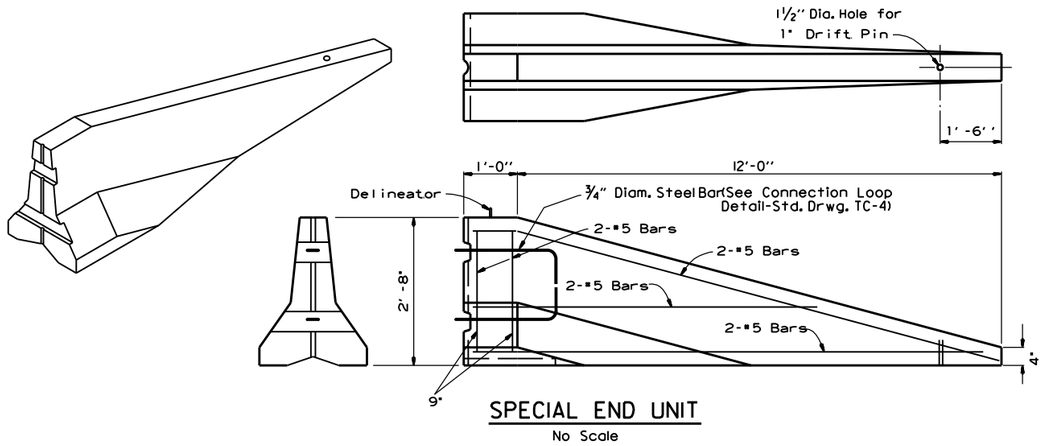


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with a 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
11-07-19	REVISED NOTE	
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

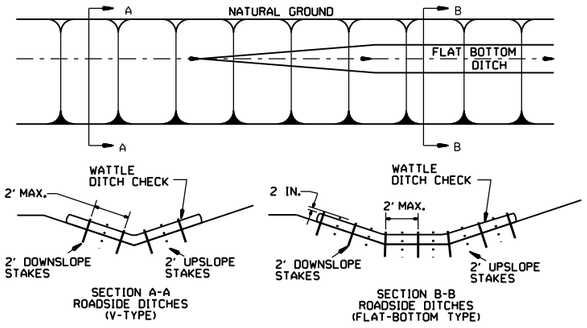
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

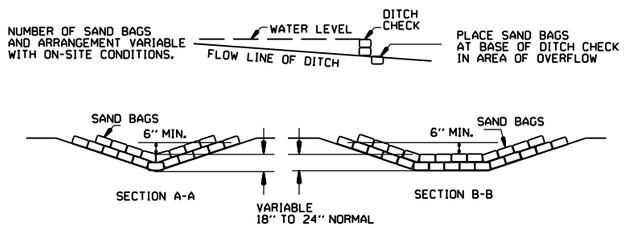
STANDARD DRAWING TC-5

GENERAL NOTES

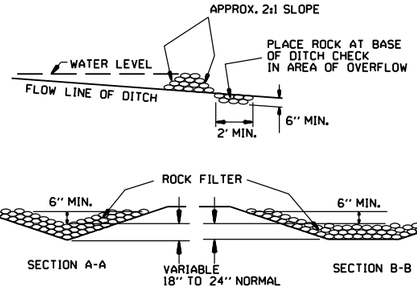
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

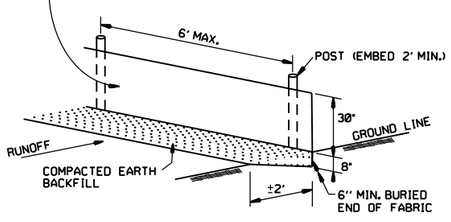


ROCK DITCH CHECK (E-6)

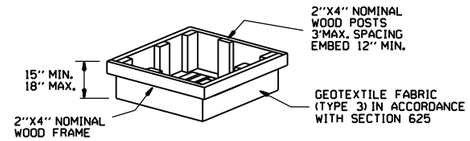
GENERAL NOTES

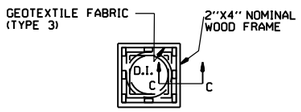
GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

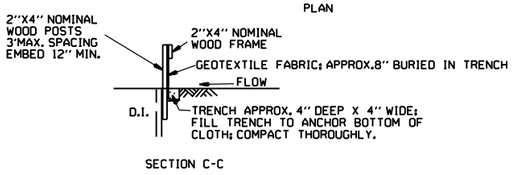
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



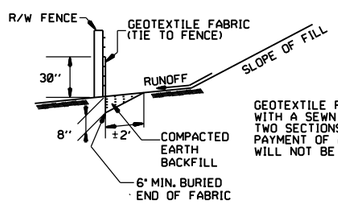
SILT FENCE (E-11)





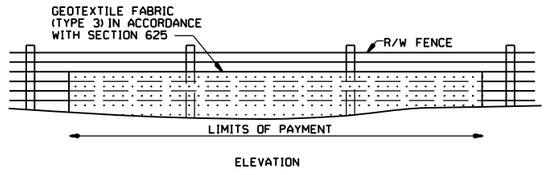


DROP INLET SILT FENCE (E-7)



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.



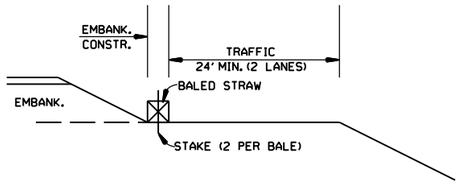
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

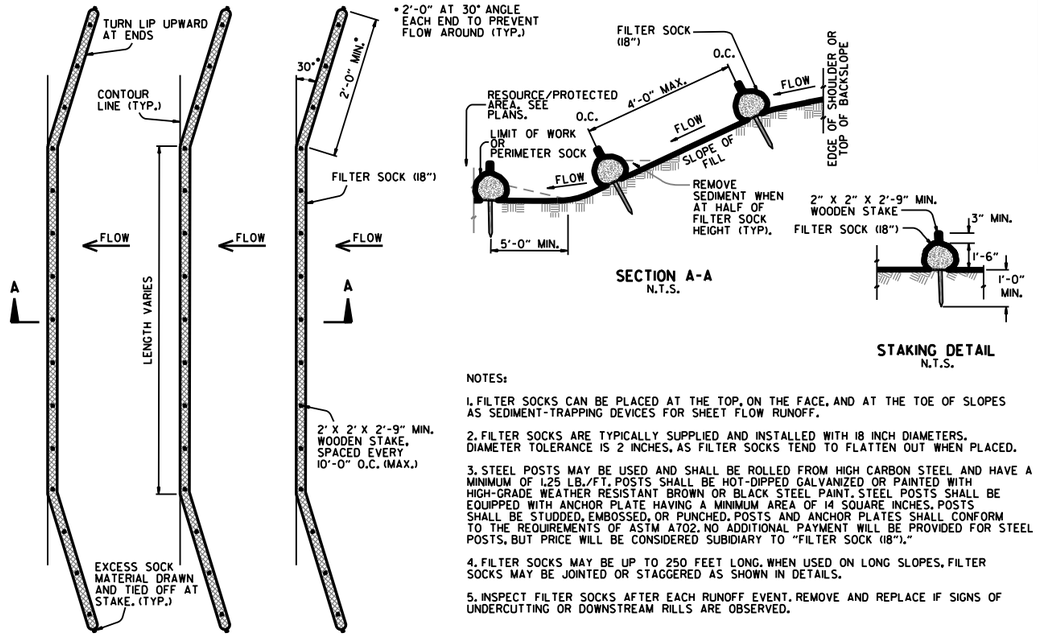
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



BALED STRAW FILTER BARRIER (E-2)



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.

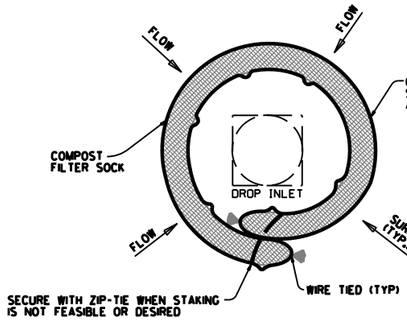
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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 SUBIDIARY TO "FILTER SOCK (18")."

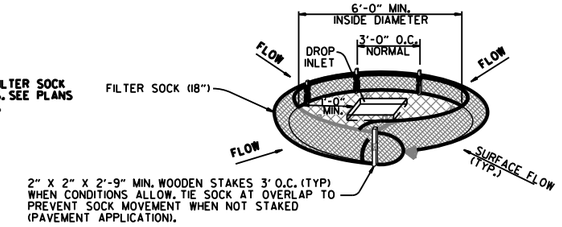
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

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.

COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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. 13" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 11; 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

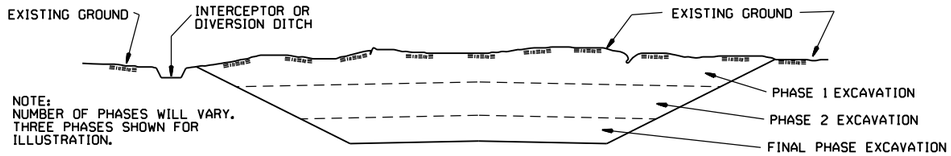
STANDARD DRAWING TEC-1

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



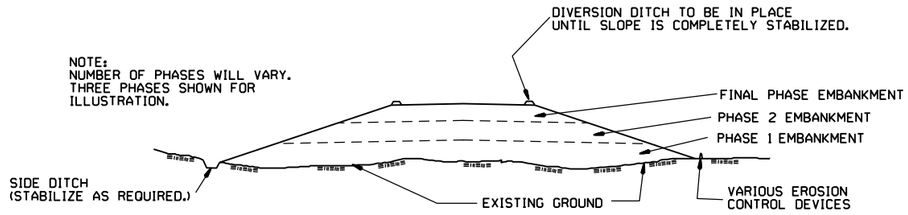
GENERAL NOTE

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

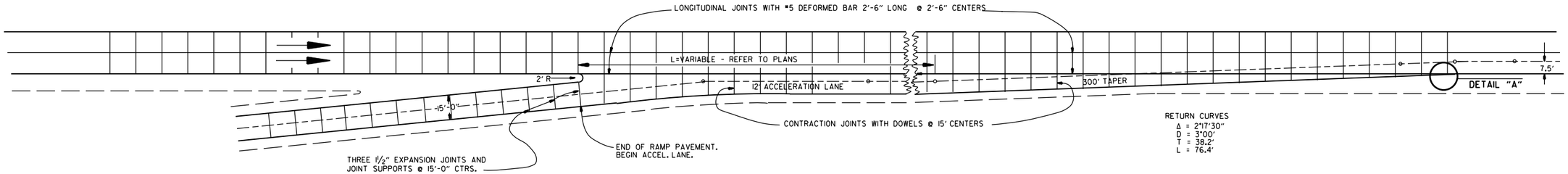
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD 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.

11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

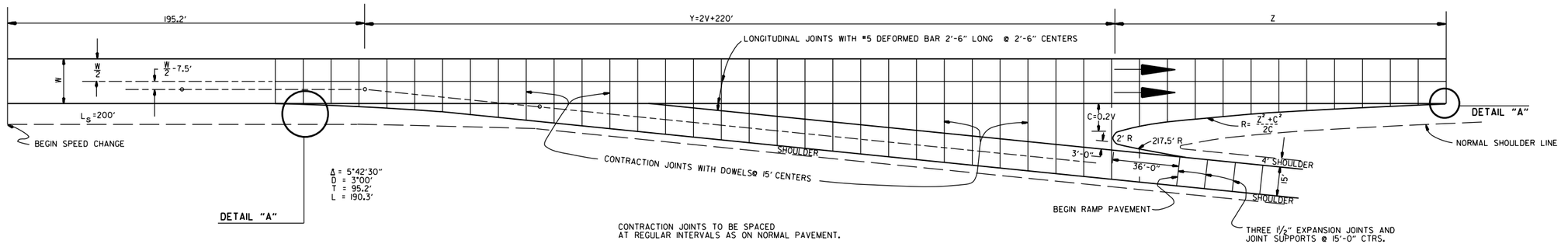
TEMPORARY EROSION CONTROL DEVICES

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.

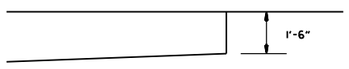


CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

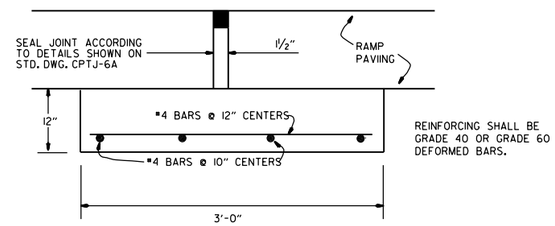
EXIT RAMP

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	687.29
60	340.0	12.0	168.0	1182.0	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	511-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A