DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	1	186
		HWY. 181 - HWY. 158 (S)				

" A FULLY CONTROLLED ACCESS FACILITY "

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS

HWY. 181 - HWY. 158 (S)

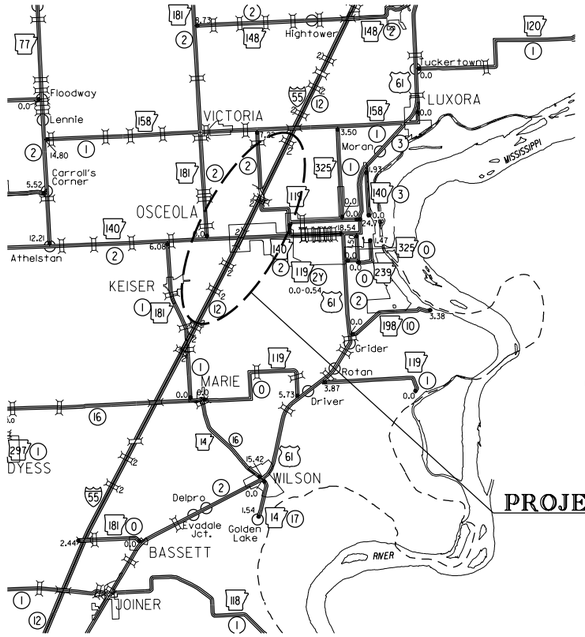
MISSISSIPPI COUNTY

ROUTE I-55 SECTION 12

JOB 101076

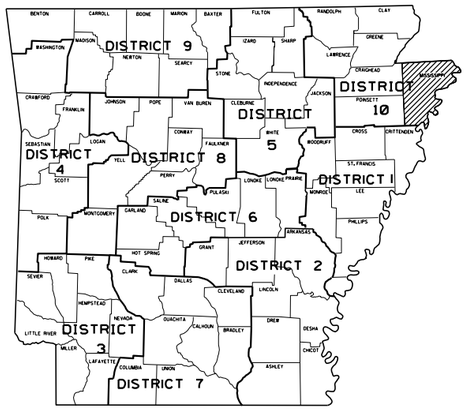
FED. AID PROJ. ACNHPP-55-1(151)

NOT TO SCALE



VICINITY MAP

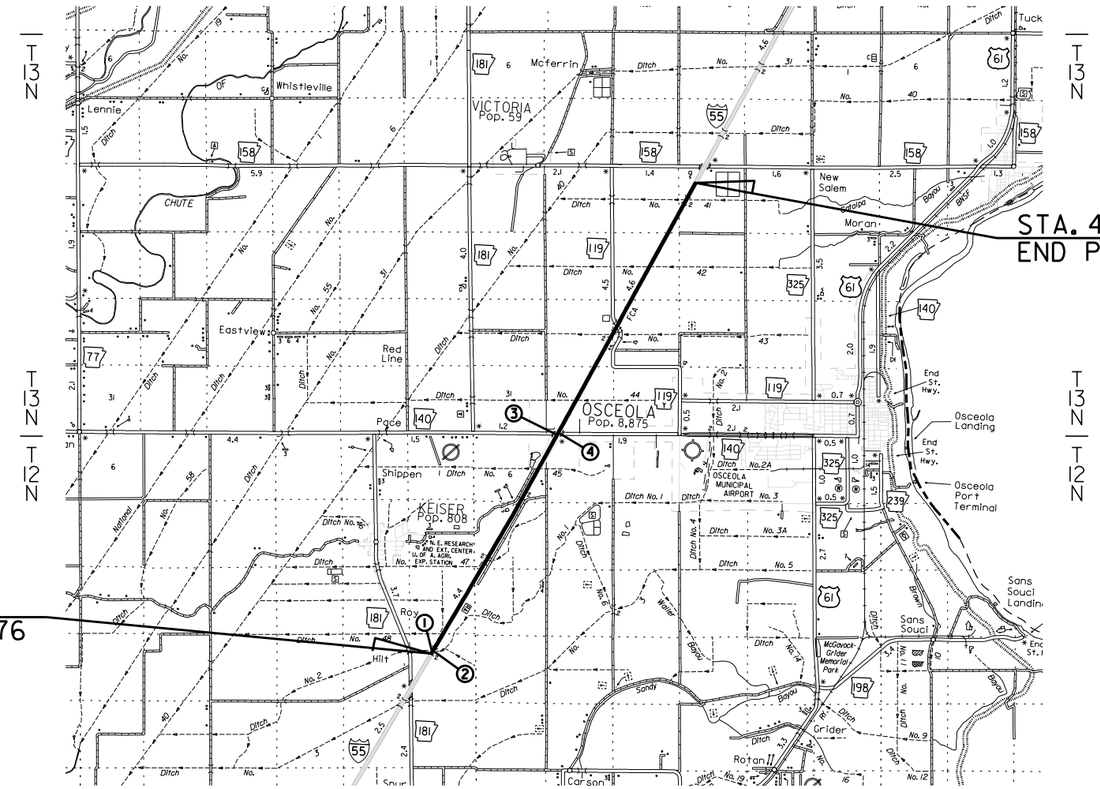
PROJECT LOCATION



ARKANSAS HIGHWAY DISTRICT 10

R-8-E | R-9-E | R-9-E | R-10-E | R-10-E | R-11-E

T 13 N / T 12 N



R-8-E | R-9-E | R-9-E | R-10-E | R-10-E | R-11-E

EXISTING BRIDGE DATA

① STA. 61+17.48 BR. END
BR. NO. A3288
40'-0" CLEAR ROADWAY
120'-0" BRIDGE LENGTH
STA. 62+37.48 BR. END
RETAIN & POLYMER OVERLAY

② STA. 61+62.52 BR. END
BR. NO. B3288
40'-0" CLEAR ROADWAY
120'-0" BRIDGE LENGTH
STA. 62+82.52 BR. END
RETAIN & POLYMER OVERLAY

③ STA. 258+70.95 BR. END
BR. NO. A3289
40'-0" CLEAR ROADWAY
186'-11⅞" BRIDGE LENGTH
STA. 260+57.93 BR. END
RETAIN & POLYMER OVERLAY

④ STA. 259+17.33 BR. END
BR. NO. B3289
40'-0" CLEAR ROADWAY
186'-11⅞" BRIDGE LENGTH
STA. 261+04.32 BR. END
RETAIN & POLYMER OVERLAY

EXISTING STRUCTURE OVER 20'-0" SPAN

⚠1 STA. 350+00.00 IN PLACE
DBL. 12'x8'x189' R.C. BOX CULVERT
60°SKEW
BR.NO. M3053
RETAIN

⚠2 STA. 471+20.00 IN PLACE
DBL. 10'x10'x187' R.C. BOX CULVERT
30°SKEW
BR.NO. M3054
RETAIN

. DESIGN TRAFFIC DATA .

DESIGN YEAR	2043
2023 ADT	23,000
2043 ADT	27,000
2043 DHV	2,970
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	60%
DESIGN SPEED	70 MPH

	BEGIN OF PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35°39'03"	N 35°42'02"	N 35°45'00"
LONGITUDE	W 90°05'00"	W 90°02'57"	W 90°00'53"

LENGTH COMPUTED ALONG I-55 C.L. OF MEDIAN				
GROSS LENGTH OF PROJECT	41460.00	FEET	7.852	MILES
NET LENGTH OF ROADWAY	41153.01	FEET	7.794	MILES
NET LENGTH OF BRIDGES	306.99	FEET	0.058	MILES
NET LENGTH OF PROJECT	41460.00	FEET	7.852	MILES

CERTIFICATE OF AUTHORIZATION
MICHAEL BAKER INTERNATIONAL INC
No. 1126
ARKANSAS - ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER

12-06-2022

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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
12-30-2022		6	ARK.	101076	2	186
		INDEX OF SHEETS AND STANDARD DRAWINGS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
01-04-2023

INDEX OF SHEETS

SHEET NO.	TITLE	DRWG.NO.
1	TITLE SHEET	
2	INDEX OF SHEETS AND STANDARD DRAWINGS	
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES	
4 - 11	TYPICAL SECTIONS OF IMPROVEMENT	
12 - 19	SPECIAL DETAILS	
20 - 83	TEMPORARY EROSION CONTROL DETAILS	
84 - 160	MAINTENANCE OF TRAFFIC DETAILS	
161	PERMANENT PAVEMENT MARKING DETAILS	
162 - 166	QUANTITIES	
167	SCHEDULE OF BRIDGE QUANTITIES	65898
168	SUMMARY OF QUANTITIES AND REVISIONS	
169 - 184	PLAN SHEETS	
185	BRIDGE PRESERVATION DATA TABLE - DISTRICT 10	65899
186	CONCRETE REPAIR DETAILS	65900

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55040C2	STANDARD DETAILS FOR TYPE C2 APPROACH SLAB	02-27-14
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	05-19-22
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
GR-13	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	11-07-19
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PCP-3	PLASTIC PIPE CULVERT (POLYPROPYLENE)	02-27-20
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
SES-1	SAFETY END SECTION FOR CIRCULAR AND ARCH PIPES	10-18-96
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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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
12-30-2022		6	ARK.	101076	3	186
		GOVERNING SPECIFICATIONS & 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 101076
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
105-4	MAINTENANCE DURING CONSTRUCTION
107-2	RESTRAINING CONDITIONS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
210-1	UNCLASSIFIED EXCAVATION
303-1	AGGREGATE BASE COURSE
306-1	QUALITY CONTROL AND ACCEPTANCE
307-1	CEMENT
308-1	CEMENT
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
410-4	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
501-2	CEMENT
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
802-4	CEMENT
804-2	REINFORCING STEEL FOR STRUCTURES
JOB 101076	ASSESSMENT OF WORKING DAYS – MAINTENANCE OF TRAFFIC
JOB 101076	BIDDING REQUIREMENTS AND CONDITIONS
JOB 101076	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB 101076	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 101076	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 101076	BUY AMERICA - CONSTRUCTION MATERIALS
JOB 101076	CARGO PREFERENCE ACT REQUIREMENTS
JOB 101076	CONCRETE DITCH PAVING
JOB 101076	CONCRETE REPAIRS
JOB 101076	CONSTRUCTION PROJECT INFORMATION SIGN
JOB 101076	COORDINATION OF WORK
JOB 101076	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 101076	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 101076	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 101076	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 101076	JOINT REHABILITATION FOR BRIDGE DECKS
JOB 101076	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 101076	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 101076	MAINTENANCE OF TRAFFIC
JOB 101076	MANDATORY ELECTRONIC CONTRACT
JOB 101076	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 101076	MOBILE SPEED NOTIFICATION SYSTEM
JOB 101076	MODULAR GLARE SHIELD
JOB 101076	MOTORIST ASSISTANCE PATROL
JOB 101076	PARTNERING REQUIREMENTS
JOB 101076	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 101076	POLYMER OVERLAY
JOB 101076	PORTABLE CONSTRUCTION LIGHTING
JOB 101076	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 101076	PRICE ADJUSTMENT FOR FUEL
JOB 101076	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 101076	ROADWAY CONSTRUCTION CONTROL
JOB 101076	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 101076	SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB 101076	SOIL STABILIZATION
JOB 101076	STORM WATER POLLUTION PREVENTION PLAN
JOB 101076	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 101076	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 101076	UTILITY ADJUSTMENTS
JOB 101076	VALUE ENGINEERING
JOB 101076	WARM MIX ASPHALT
JOB 101076	WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB 101076	WIRE ROPE SAFETY FENCE (WRSF) - REMOVE AND RECONSTRUCT

STATE OF ARKANSAS
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No.18633
LANDON K. MILLER

01-04-2023

GENERAL NOTES

1. 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.
2. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
3. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
4. 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.
5. THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING ANY BUILD UP OF DIRT OR DEBRIS ON SHOULDER PRIOR TO PLACEMENT OF AGGREGATE BASE COURSE CLASS 7 OR ACHM.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING ANY GRASS ON THE SHOULDER PRIOR TO PLACEMENT OF ACHM.
7. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.
8. WHEN EXISTING DROP INLETS ARE ENCOUNTERED ON THE APPROACH GUTTERS, THE CONTRACTOR SHALL REMOVE DEBRIS FROM THE GRATE AND DROP INLET IF AND WHERE DIRECTED BY THE ENGINEER TO ESTABLISH POSITIVE DRAINAGE. THERE SHALL BE NO DIRECT PAYMENT FOR FULFILLING THIS REQUIREMENT, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

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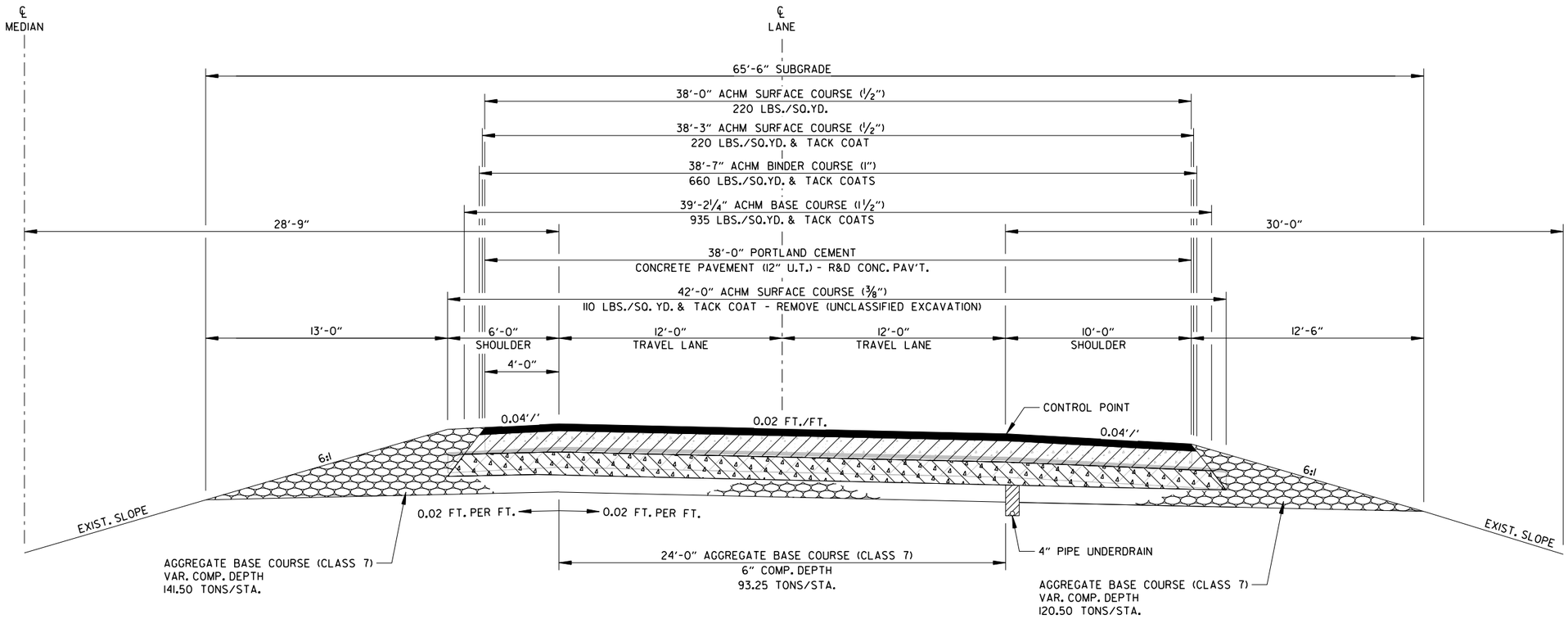
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
12-15-2022		6	ARK.	101076	4	186
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER

12-16-2022



FULL DEPTH CONSTRUCTION - TANGENT SECTION
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES

STA. 62+73.98 TO STA. 68+73.98
STA. 252+34.45 TO STA. 258+34.45
STA. 260+94.43 TO STA. 266+94.43
STA. 458+25.00 TO STA. 470+25.00

RIGHT MAIN LANES

STA. 63+19.02 TO STA. 69+19.02
STA. 252+80.83 TO STA. 258+80.83
STA. 261+40.82 TO STA. 267+40.82
STA. 464+00.00 TO STA. 476+00.00

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 (CLASS 7) 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.

TYPICAL SECTIONS OF IMPROVEMENT

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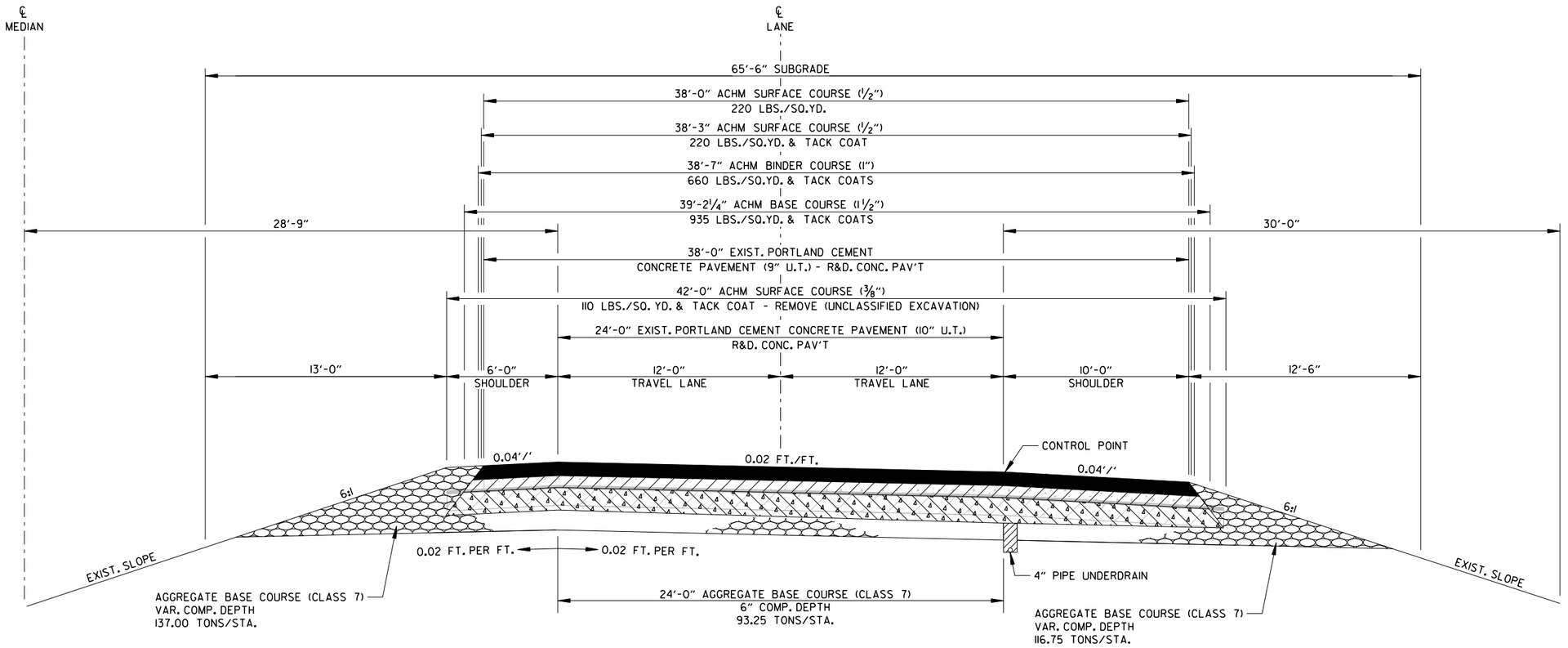
12-15-2022		6	ARK.	101076	5	186
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-16-2022



FULL DEPTH CONSTRUCTION - TANGENT SECTION
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES	RIGHT MAIN LANES
STA. 68+73.98 TO STA. 76+73.98	STA. 69+19.02 TO STA. 77+19.02
STA. 244+34.45 TO STA. 252+34.45	STA. 244+80.83 TO STA. 252+80.83
STA. 266+94.43 TO STA. 274+94.43	STA. 267+40.82 TO STA. 274+00.11
STA. 352+00.00 TO STA. 363+00.00	STA. 352+00.00 TO STA. 363+00.00
STA. 456+25.00 TO STA. 458+25.00	STA. 462+00.00 TO STEA. 464+00.00

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 (CLASS 7) 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.

TYPICAL SECTIONS OF IMPROVEMENT

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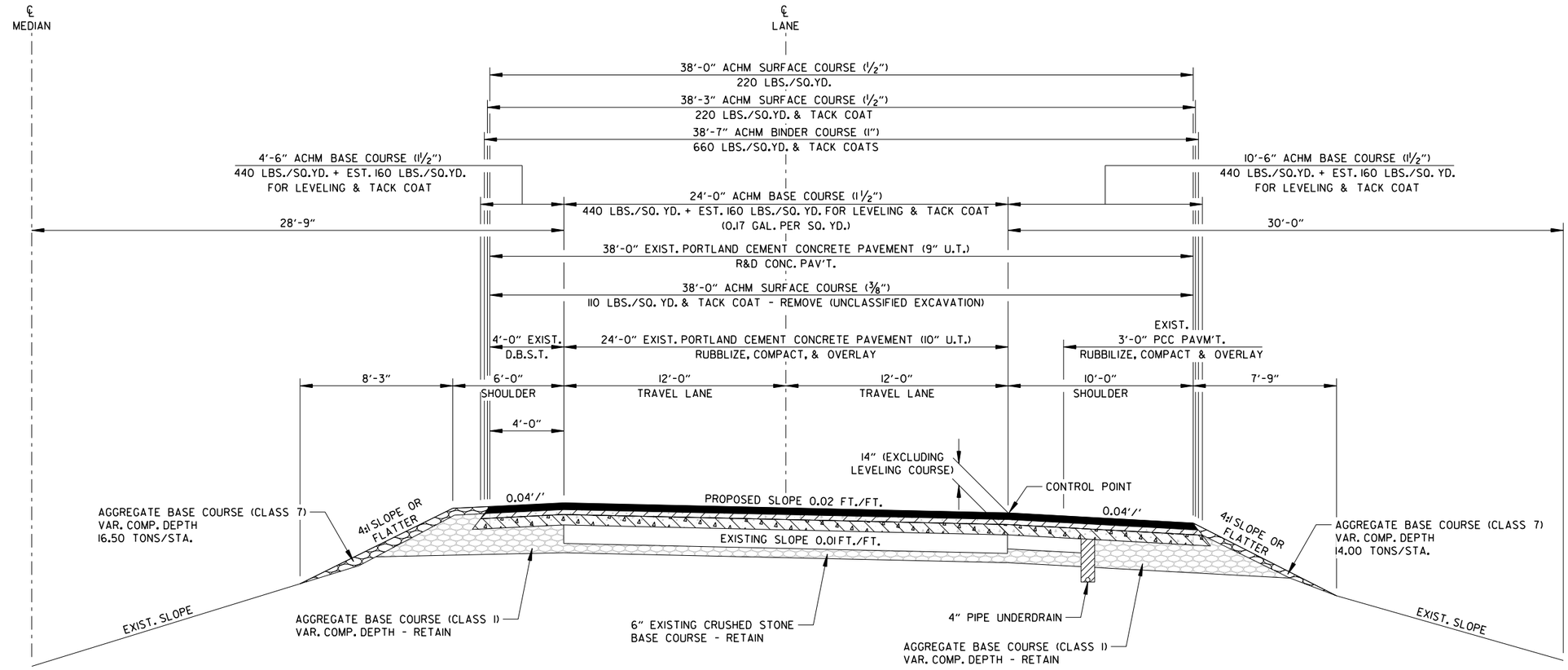
12-15-2022		6	ARK.	101076	6	186
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-16-2022



RUBBLIZE & OVERLAY - TANGENT SECTION
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES	RIGHT MAIN LANES
STA. 76+73.98 TO STA. 231+76.15	STA. 77+19.02 TO STA. 110+90.44
STA. 241+76.15 TO STA. 244+34.45	STA. 120+90.44 TO STA. 244+80.83
STA. 274+94.43 TO STA. 352+00.00	STA. 284+00.11 TO STA. 352+00.00
STA. 363+00.00 TO STA. 456+25.00	STA. 363+00.00 TO STA. 462+00.00

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. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE OVERLAY. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENTS WILL BE CONSIDERED INCLUDED IN THE VARIOUS ITEMS.

TYPICAL SECTIONS OF IMPROVEMENT

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12-15-2022		6	ARK.	101076	7	186
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
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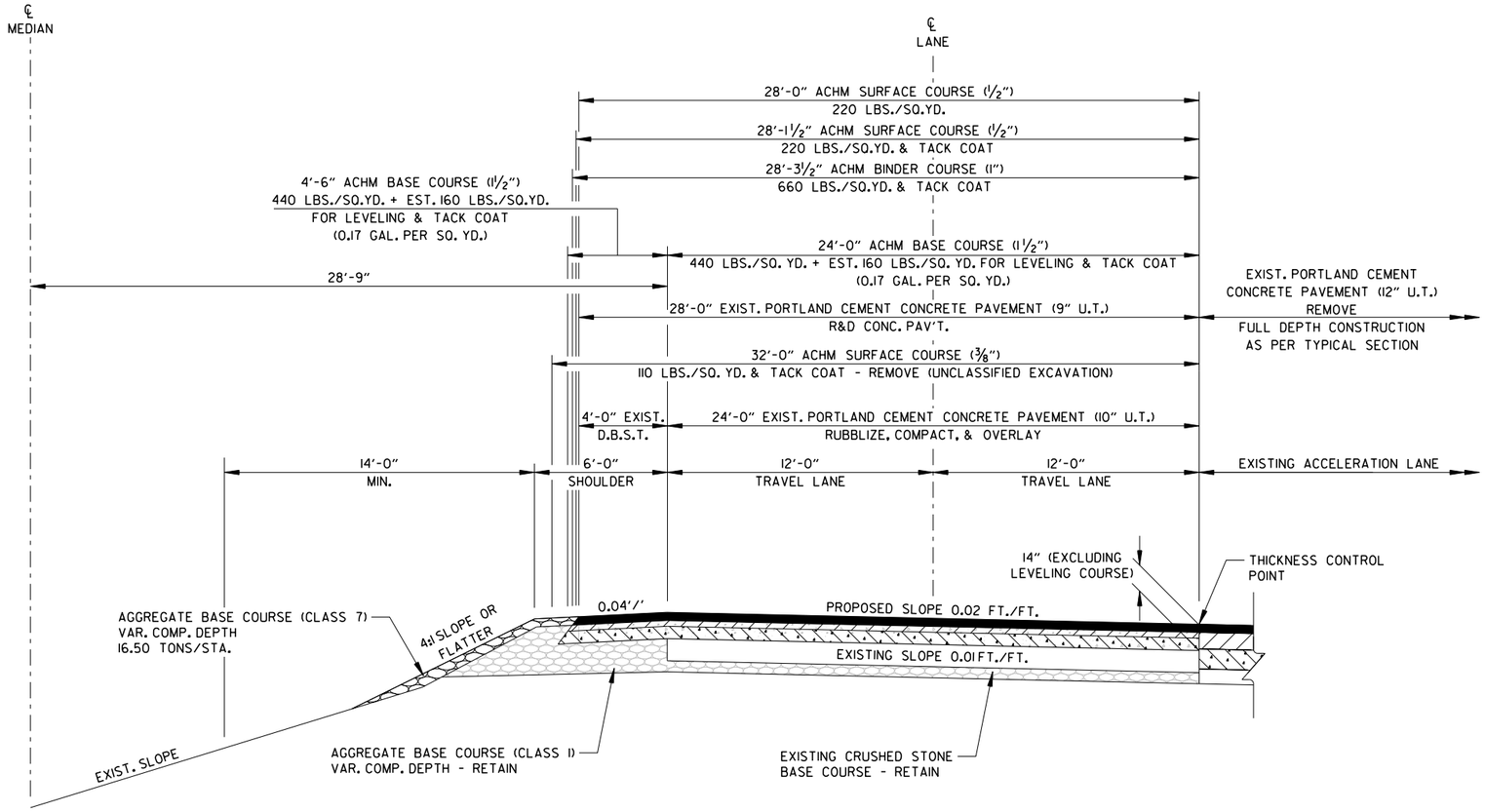
12-16-2022



RUBBLIZE & OVERLAY - TANGENT SECTION
(SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES	RIGHT MAIN LANES
STA. 231+76.15 TO STA. 241+76.15	STA. 274+00.11 TO STA. 284+00.11

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. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE OVERLAY. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENTS WILL BE CONSIDERED INCLUDED IN THE VARIOUS ITEMS.

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
12-15-2022		6	ARK.	101076	8	186
		TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
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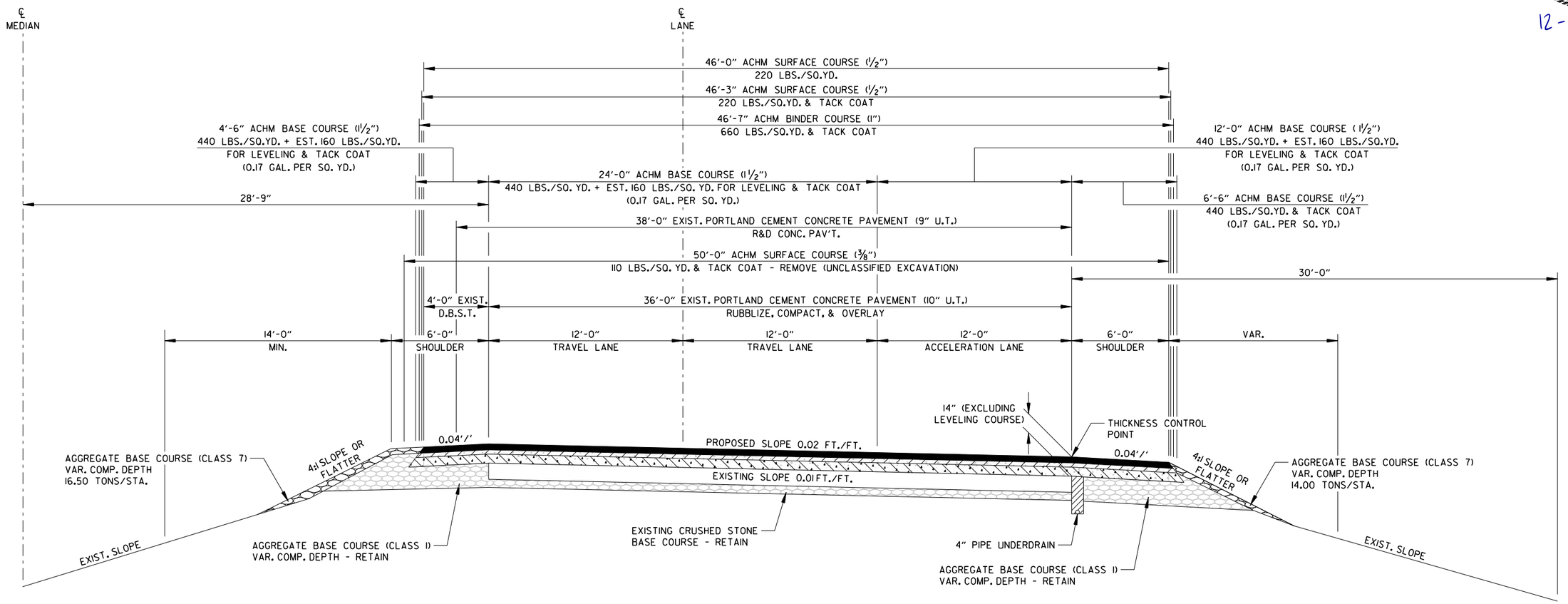
12-16-2022



RUBBLIZE & OVERLAY WITH ACCELERATION LANE - TANGENT SECTION (SHOWN IN DIRECTION OF TRAFFIC)

RIGHT MAIN LANES

STA. 110+90.44 TO STA. 120+90.44

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 (25mm) OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
3. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

TYPICAL SECTIONS OF IMPROVEMENT

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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
12-15-2022		6	ARK.	101076	9	186
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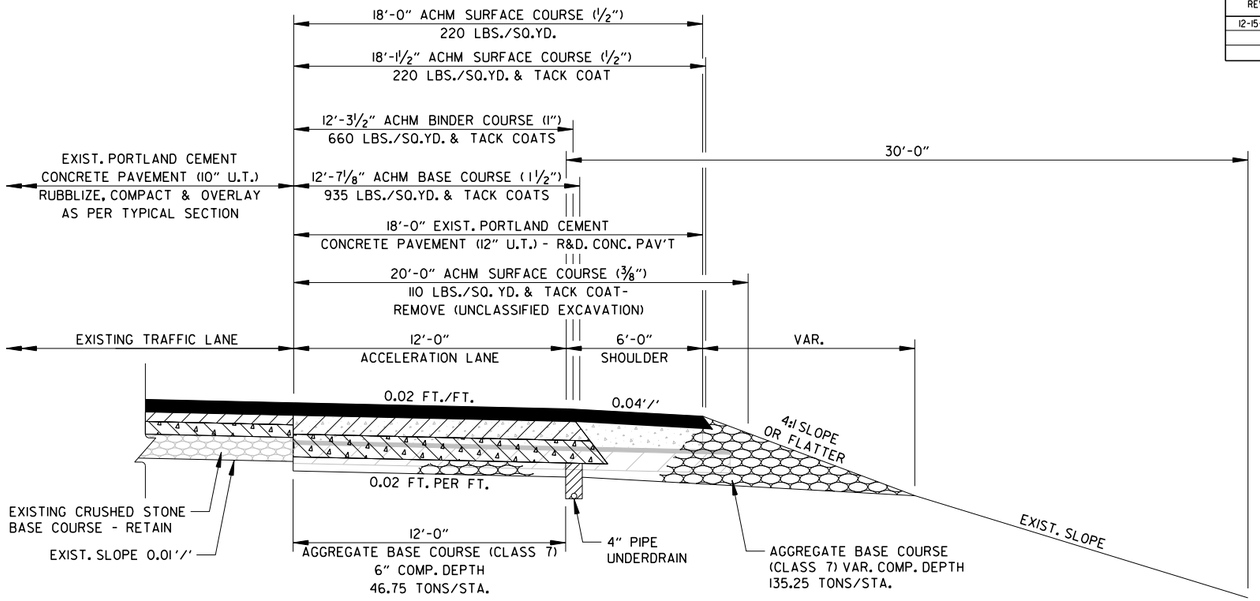
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-16-2022



ACCELERATION LANE - FULL DEPTH CONSTRUCTION (SHOWN IN DIRECTION OF TRAFFIC)

MAIN LANES

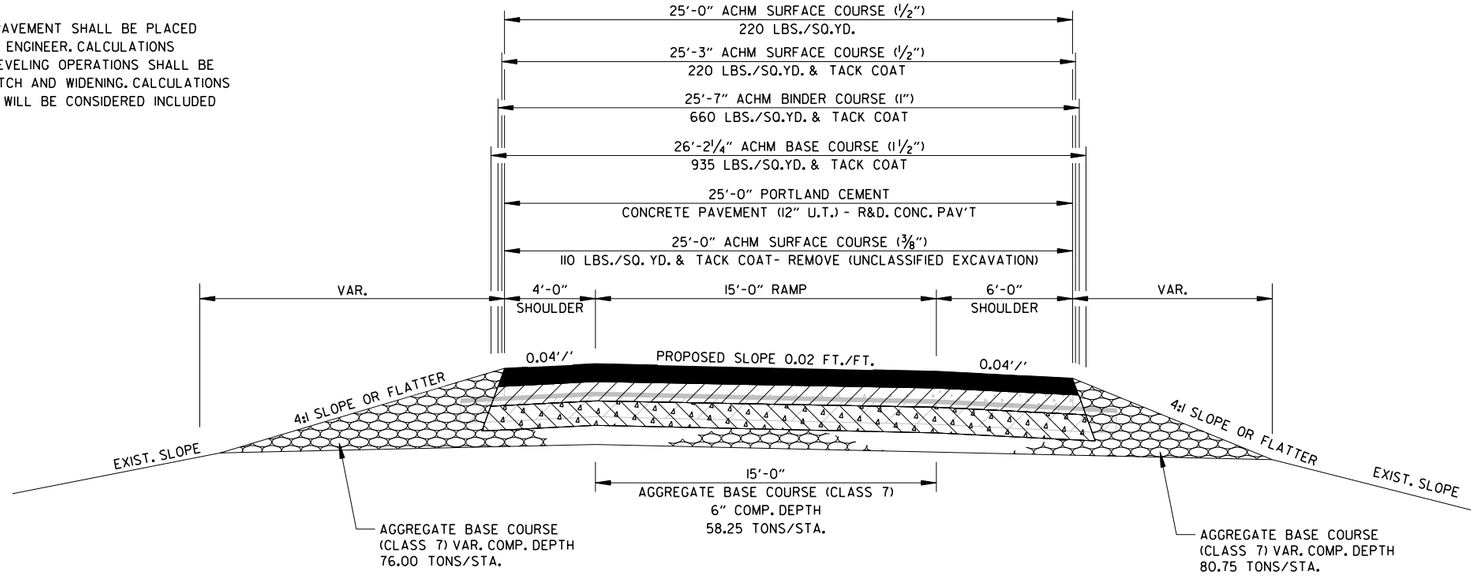
STA. 231+76.15 TO STA. 241+76.15
STA. 274+00.11 TO STA. 284+00.11

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 (25mm) OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

3. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTING NOTCH AND WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.



INTERCHANGE RAMPS (SHOWN IN DIRECTION OF TRAFFIC)

RAMP RA1:	STA. 97+83.61 TO STA. 100+83.61
RAMP RA2:	STA. 109+19.01 TO STA. 112+19.01
HWY. 141 RAMP 4:	STA. 241+75.94 TO STA. 244+75.94
HWY. 141 RAMP 1:	STA. 245+15.98 TO STA. 247+65.98
HWY. 141 RAMP 3:	STA. 269+45.71 TO STA. 272+45.71
HWY. 141 RAMP 2:	STA. 271+10.35 TO STA. 274+10.35

TYPICAL SECTIONS OF IMPROVEMENT

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		6	ARK.	101076	10	186
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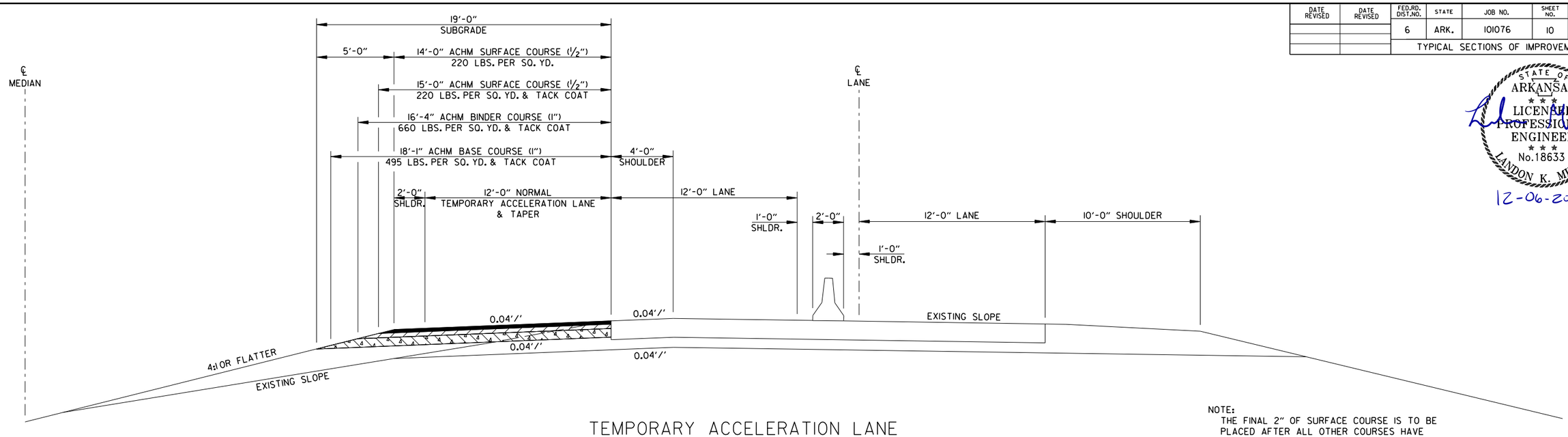
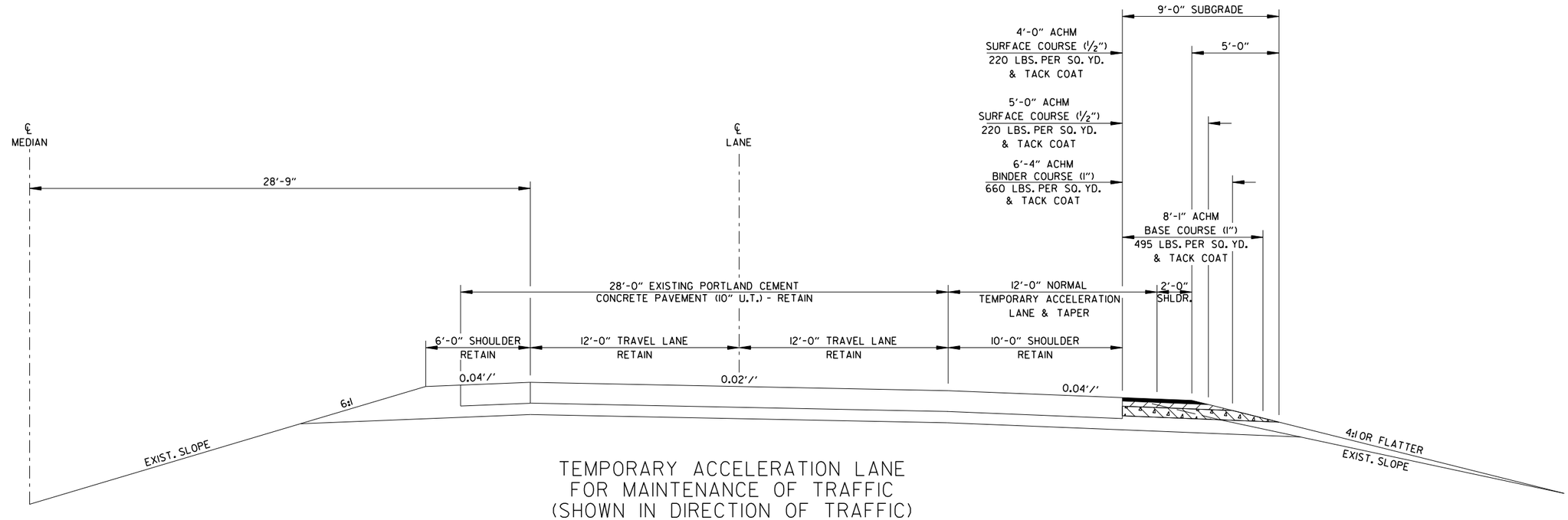
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



TEMPORARY ACCELERATION LANE
FOR MAINTENANCE OF TRAFFIC
(SHOWN IN DIRECTION OF TRAFFIC)

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



TEMPORARY ACCELERATION LANE
FOR MAINTENANCE OF TRAFFIC
(SHOWN IN DIRECTION OF TRAFFIC)

RIGHT MAIN LANES

STA. 33+52.80 TO STA. 43+52.80

TYPICAL SECTIONS OF IMPROVEMENT

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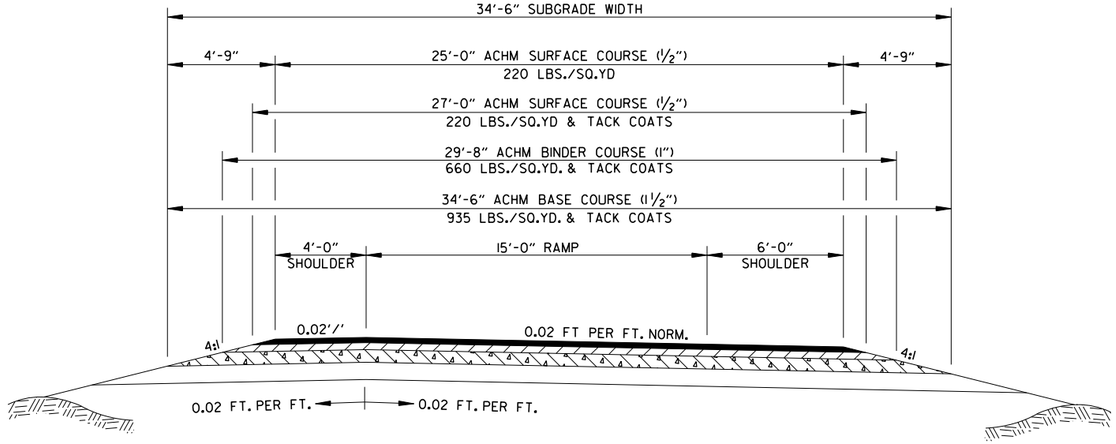
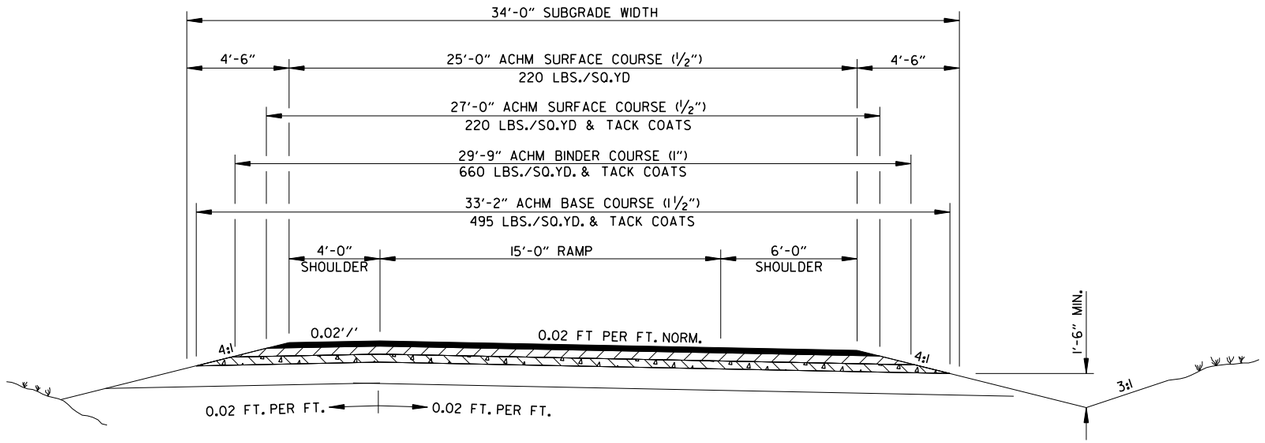
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



MAIN LANE CROSSOVER
FOR
MAINTENANCE OF TRAFFIC
(SHOWN IN DIRECTION OF TRAFFIC)

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



TEMPORARY INTERCHANGE RAMPS
FOR
MAINTENANCE OF TRAFFIC
(SHOWN IN DIRECTION OF TRAFFIC)

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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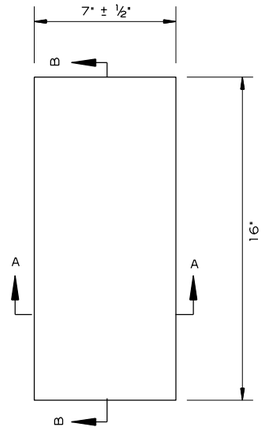
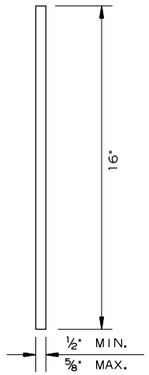
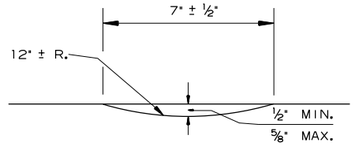


PLAN

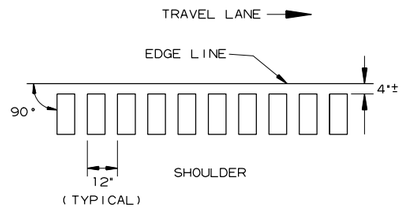


SECTION B-B



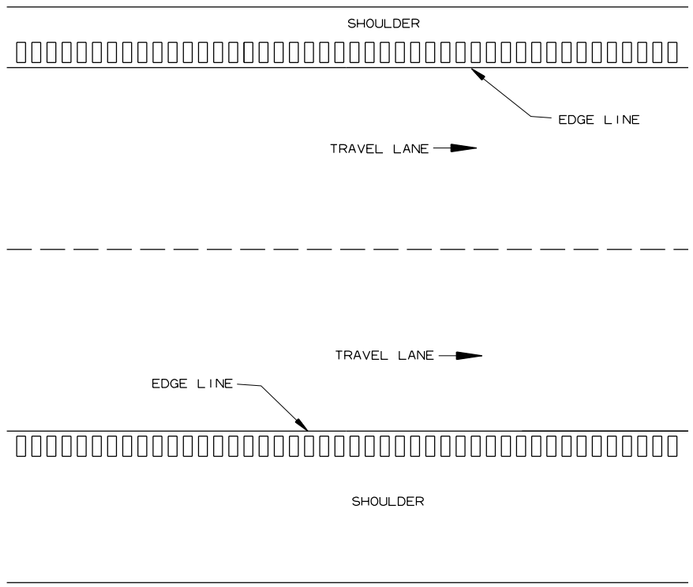
SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



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.

SPECIAL DETAILS

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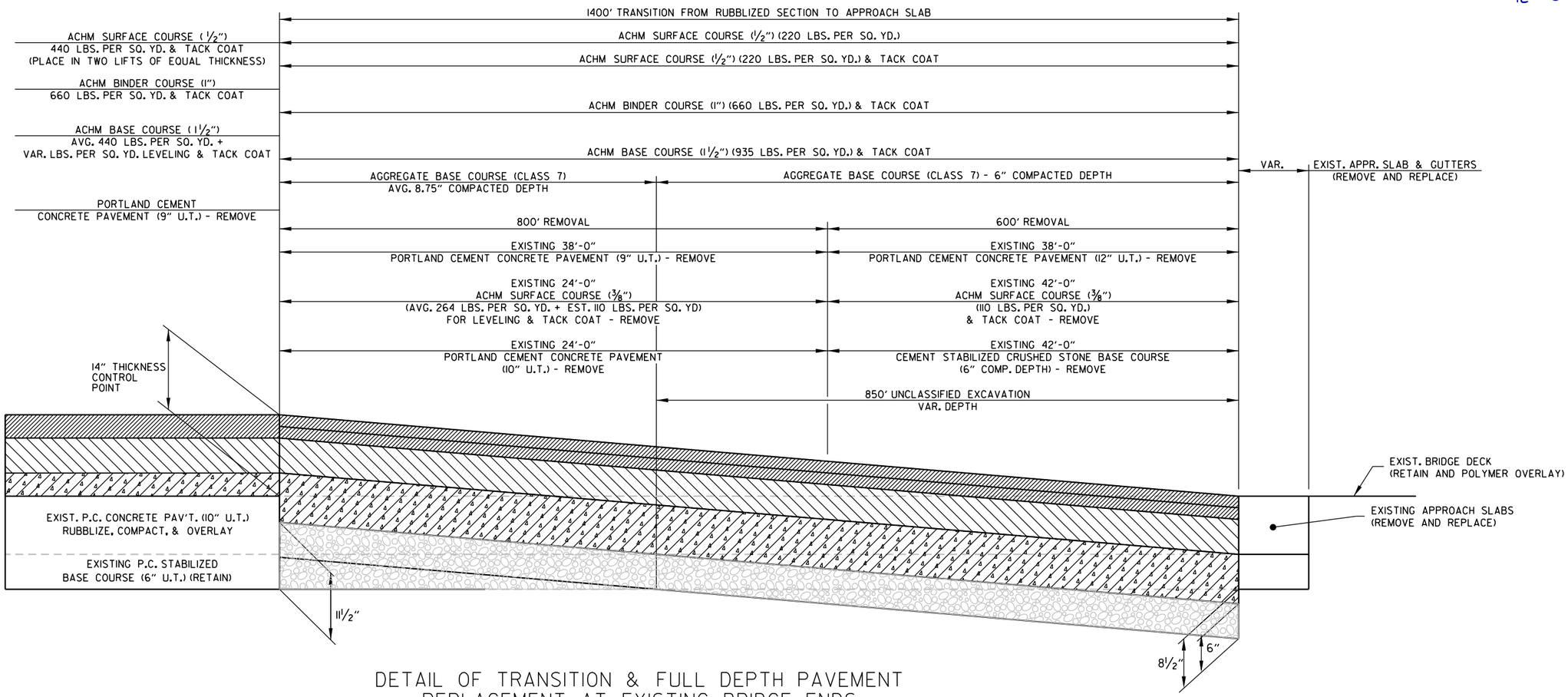
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



DETAIL OF TRANSITION & FULL DEPTH PAVEMENT REPLACEMENT AT EXISTING BRIDGE ENDS

LEFT MAIN LANES	RIGHT MAIN LANES
STA. 62+73.98 TO STA. 76+73.98	STA. 63+19.02 TO STA. 77+19.02
STA. 244+34.45 TO STA. 258+34.45	STA. 244+80.83 TO STA. 258+80.83
STA. 260+94.43 TO STA. 274+94.43	STA. 261+40.82 TO STA. 275+40.82

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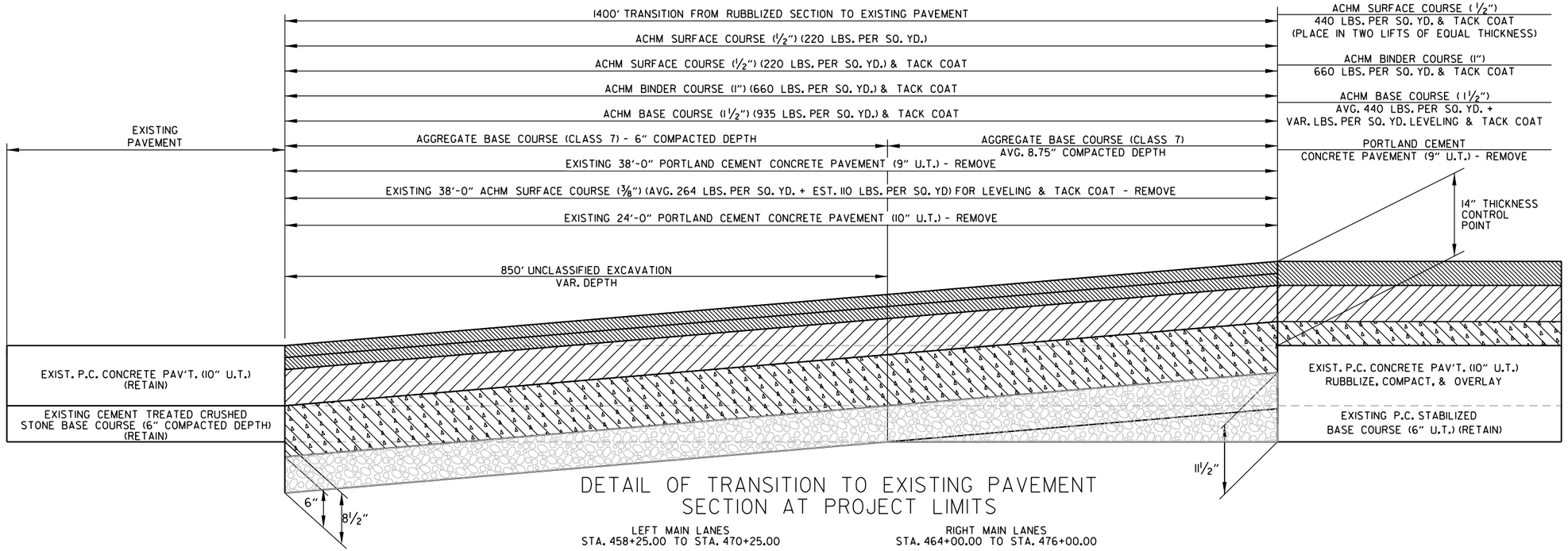
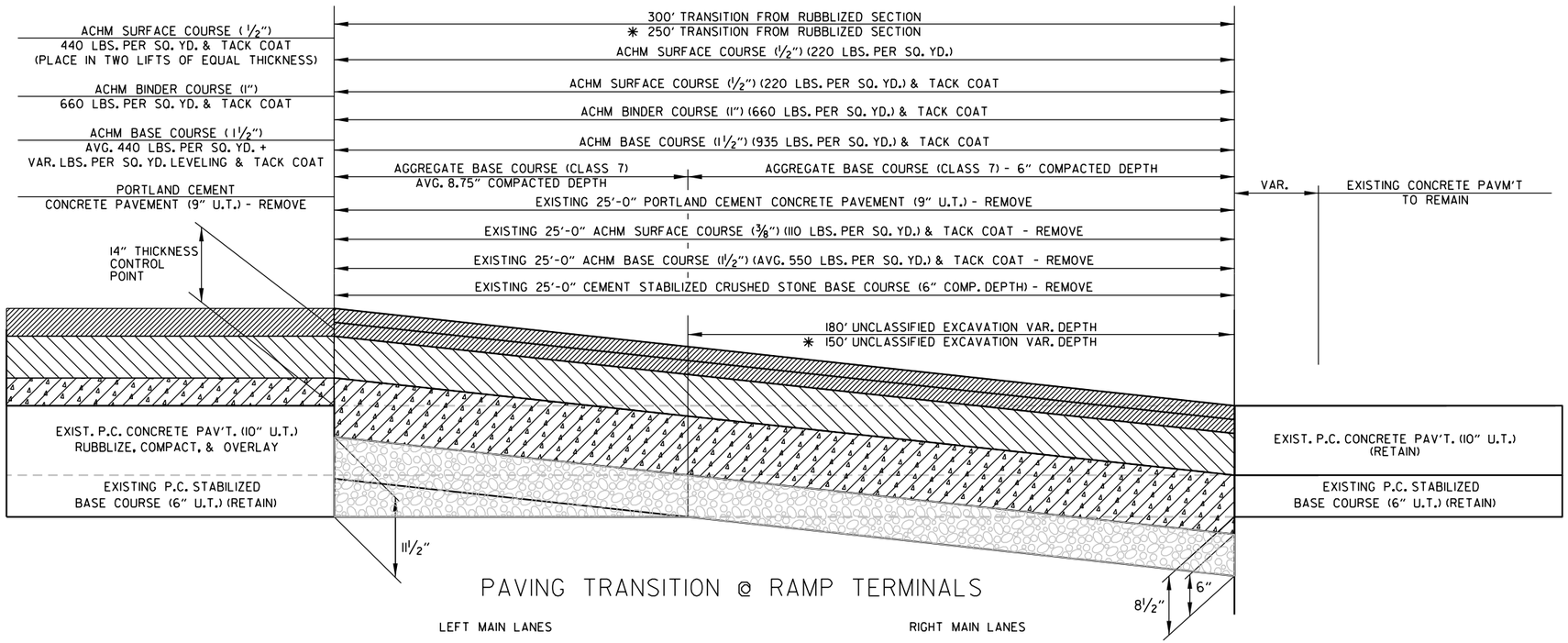
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022



DETAIL OF TRANSITION TO EXISTING PAVEMENT SECTION AT PROJECT LIMITS

LEFT MAIN LANES
STA. 458+25.00 TO STA. 470+25.00

RIGHT MAIN LANES
STA. 464+00.00 TO STA. 476+00.00



PAVING TRANSITION @ RAMP TERMINALS

LEFT MAIN LANES

HWY. 140 RAMP 3	STA. 269+45.71	TO	STA. 272+45.71
HWY. 140 RAMP 4	STA. 241+75.94	TO	STA. 244+75.94

RIGHT MAIN LANES

I-55 RAMP RA1	STA. 97+83.61	TO	STA. 100+83.61
I-55 RAMP RA2	STA. 109+19.01	TO	STA. 112+19.01
* HWY. 140 RAMP 1	STA. 245+15.98	TO	STA. 247+65.98
HWY. 140 RAMP 2	STA. 271+10.35	TO	STA. 274+10.35

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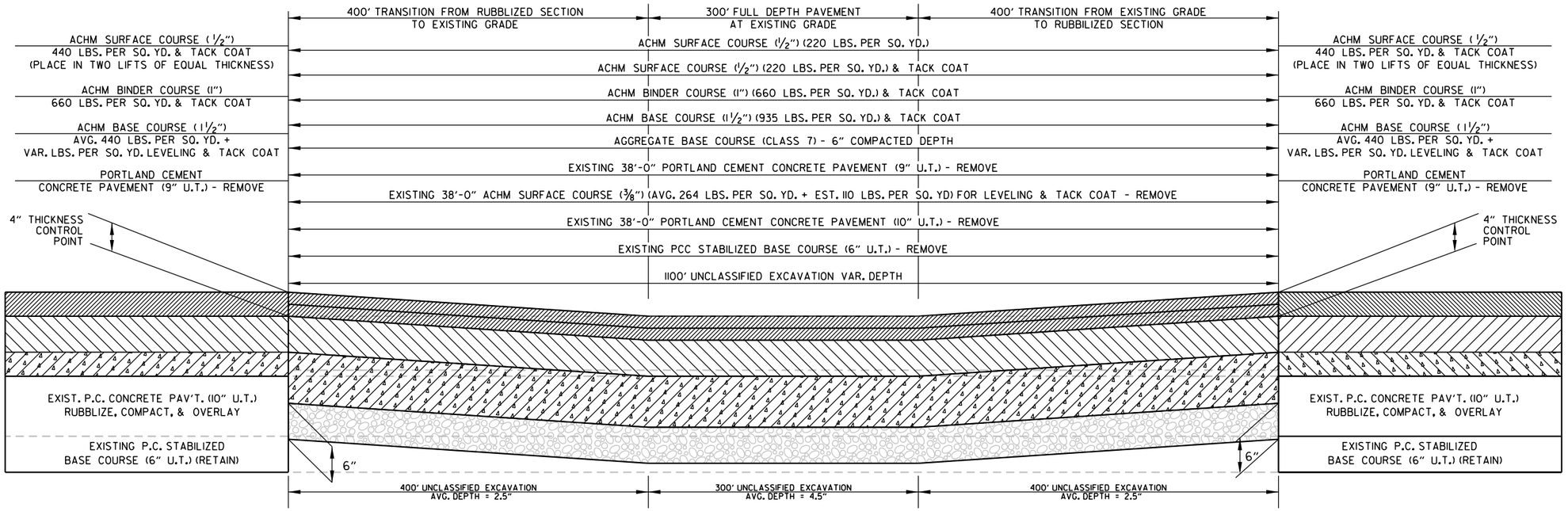
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
01-04-2023



PAVING TRANSTION AT HWY. 119 BRIDGE CROSSING

LEFT MAIN LANES
STA. 352+00.00 TO STA. 363+00.00

RIGHT MAIN LANES
STA. 352+00.00 TO STA. 363+00.00

NOTE:

1. FOR FULL DEPTH VERTICAL TRANSITION UNDER BRIDGE 03290 AT HWY. 119 OVER I-55, REESTABLISH PAVEMENT UNDER THE BRIDGE AT OR BELOW EXISTING GRADE. MINIMUM VERTICAL CLEARANCE = 16'-6" OVER FULL PAVED SECTION UNDER THE BRIDGE.

Archlie.Williams 1/4/2023 10:47:18 AM
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REVISED DATE: $$REVDATE$$

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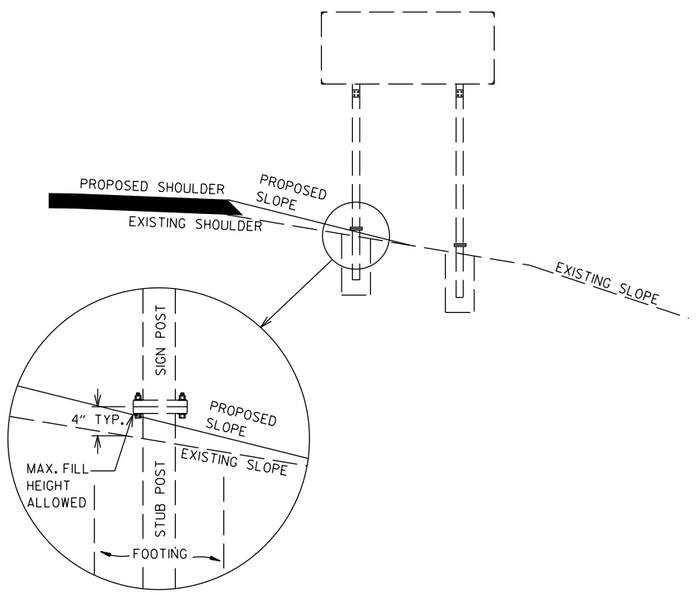
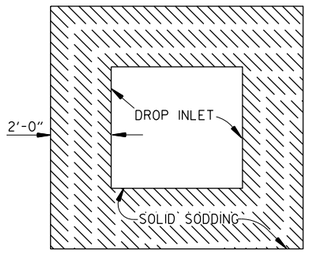
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



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

DETAIL FOR THE MAINTENANCE OF
EXISTING BREAKAWAY SIGN STRUCTURES



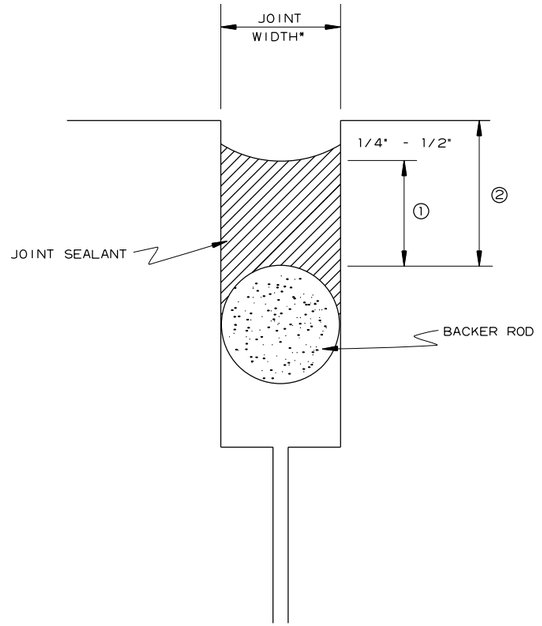
PLAN

DETAIL OF SOLID SODDING
AROUND DROP INLET

JOINT CONFIGURATION FOR
TYPE 3 & 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
	INCHES		
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2
5/8	5/16	3/4	9/16
3/4	3/8	7/8	7/8
4/8	7/16	1	11/16
1	1/2	1 1/4	3/4
1 TO 1 1/2	1/2	1 1/4 *	3/4

NOTE: JOINTS GREATER THAN 1 1/2" IN WIDTH SHALL BE SEALED WITH TYPE 5 JOINT SEALANT.



DETAILS OF TYPE A OR TYPE B
JOINT REHABILITATION

* CONTRACTION JOINTS SHALL BE SAWED TO MIN. WIDTH OF 3/8". WARPING & LONGITUDINAL JOINTS SHALL BE SAWED TO MIN. WIDTH OF EXISTING WIDTH +1/8" (1/16" ON EACH SIDE).

LondonMiller 12/6/2022 12:04:23 PM
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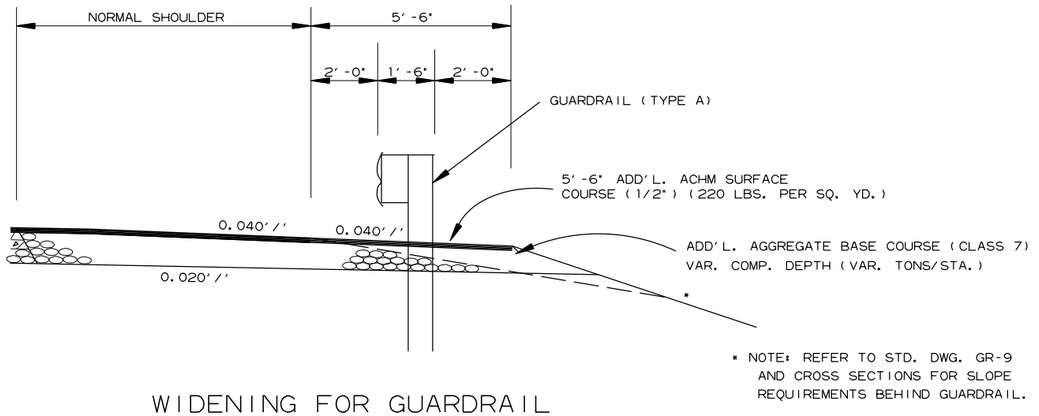
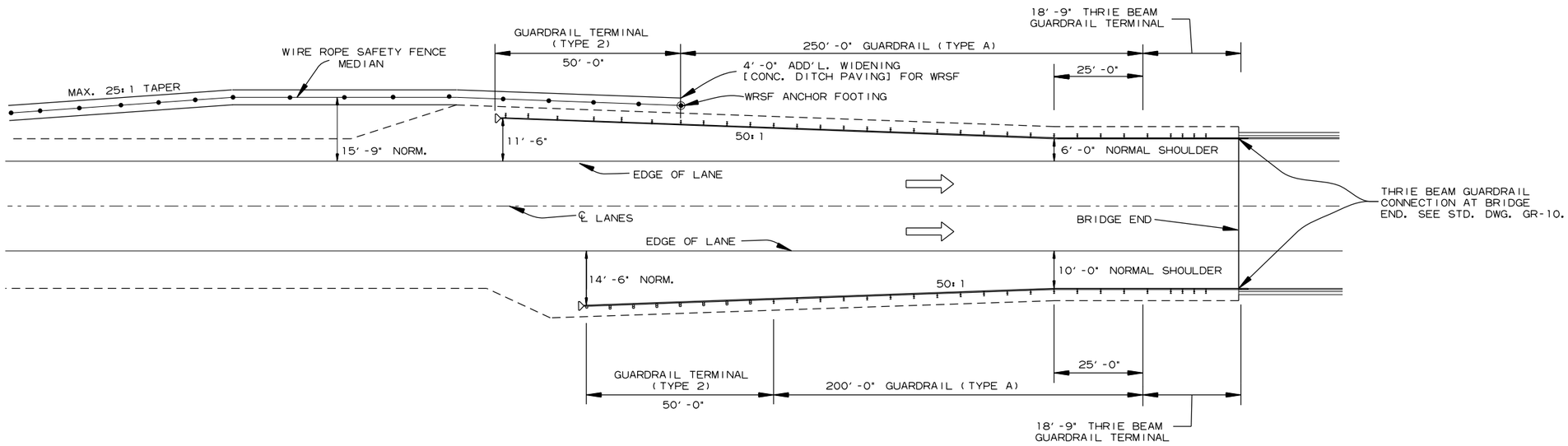
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



WIDENING FOR GUARDRAIL



TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
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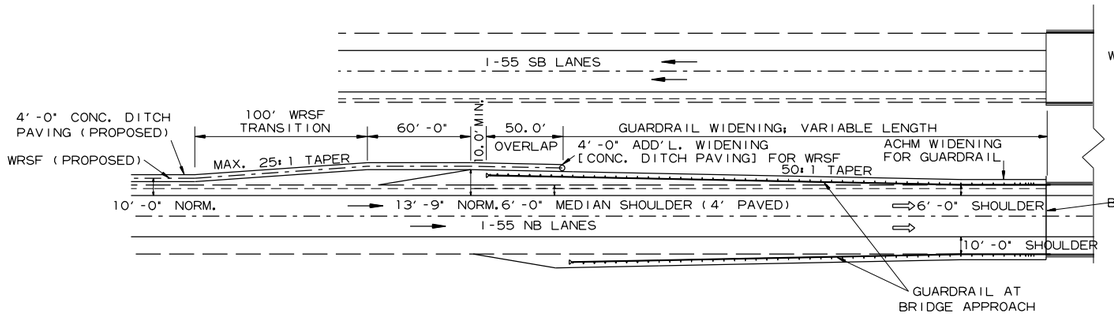
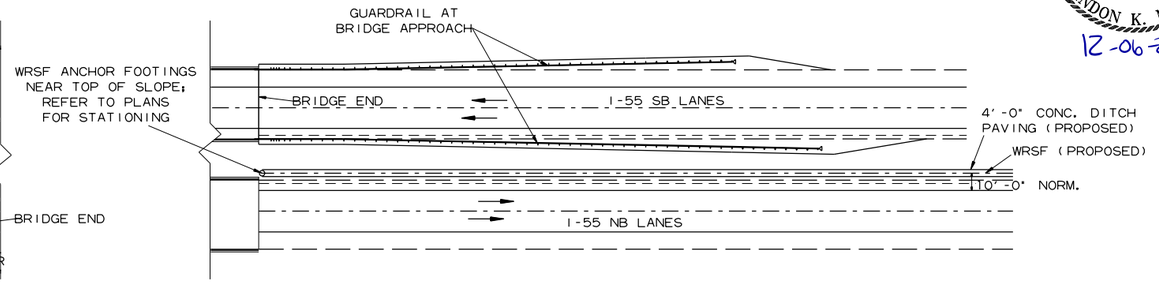
12-06-2022



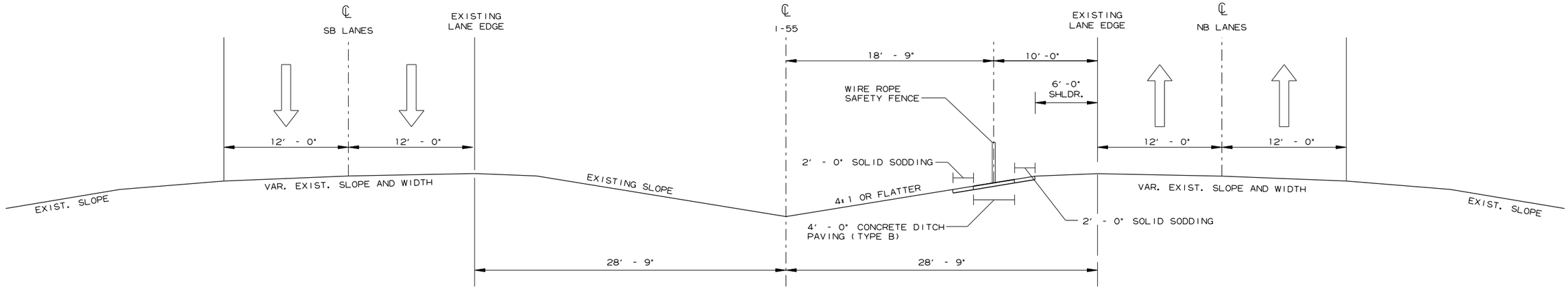
WRSF AND GUARDRAIL
ON SAME SIDE OF MEDIAN



WRSF AND GUARDRAIL
ON OPPOSITE SIDES OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

REFER TO PLANS FOR RELATIVE PLACEMENT
OF GUARDRAIL AND WIRE ROPE SAFETY FENCE
AT EACH BRIDGE END



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

LandonMiller 12/6/2022 12:04:23 PM
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REVISED DATE: $$REVDATE$$

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		6	ARK.	101076	19	186
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STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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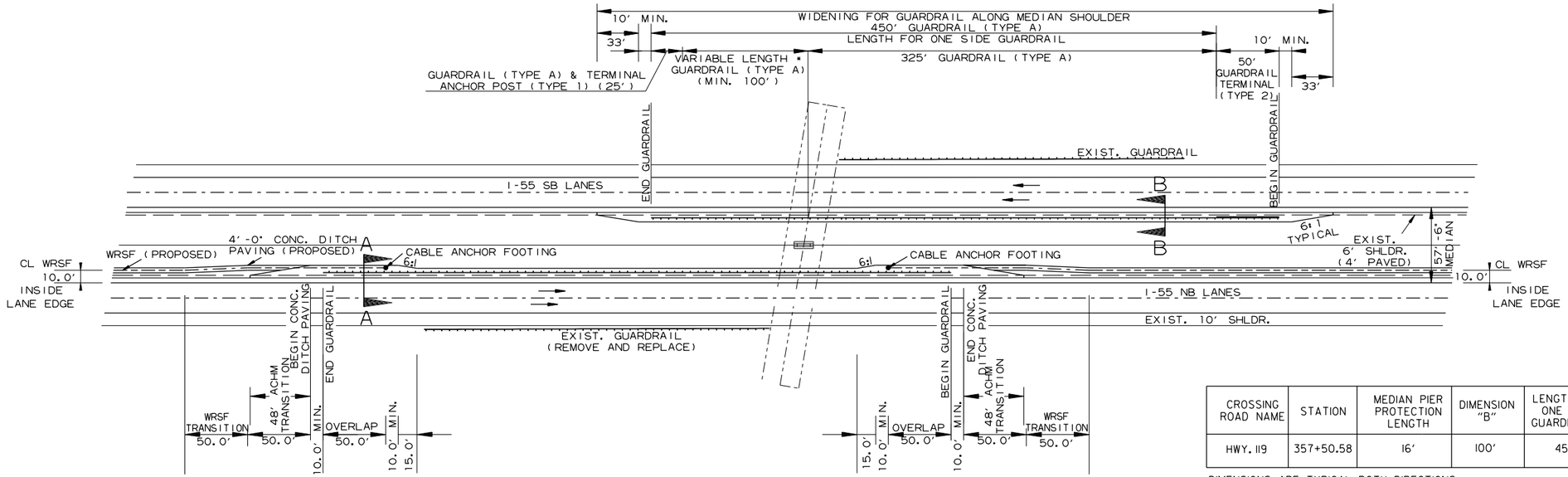
LANDON K. MILLER
12-06-2022



CROSSING ROAD NAME	STATION	MEDIAN PIER PROTECTION LENGTH	DIMENSION "B"	LENGTH FOR ONE SIDE GUARDRAIL *
HWY. 119	357+50.58	16'	100'	450'

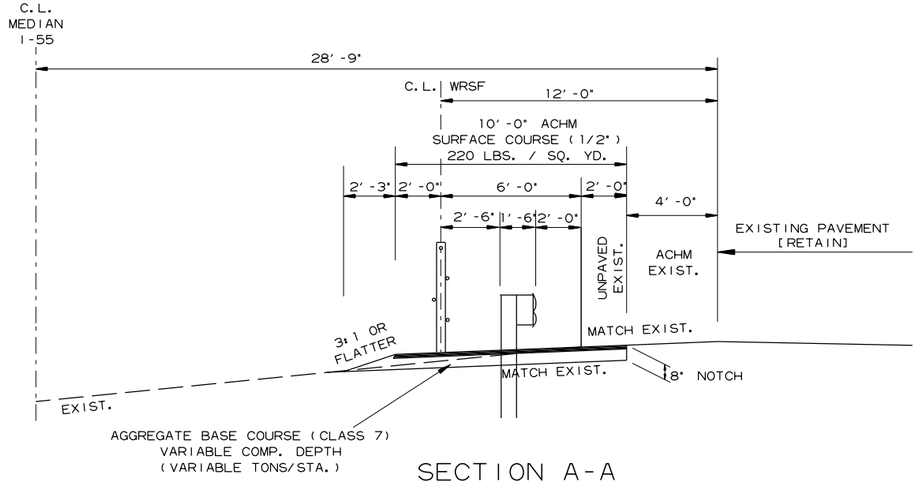
DIMENSIONS ARE TYPICAL BOTH DIRECTIONS

NOTE: REFER TO PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON EASTBOUND OR WESTBOUND FORESLOPES.

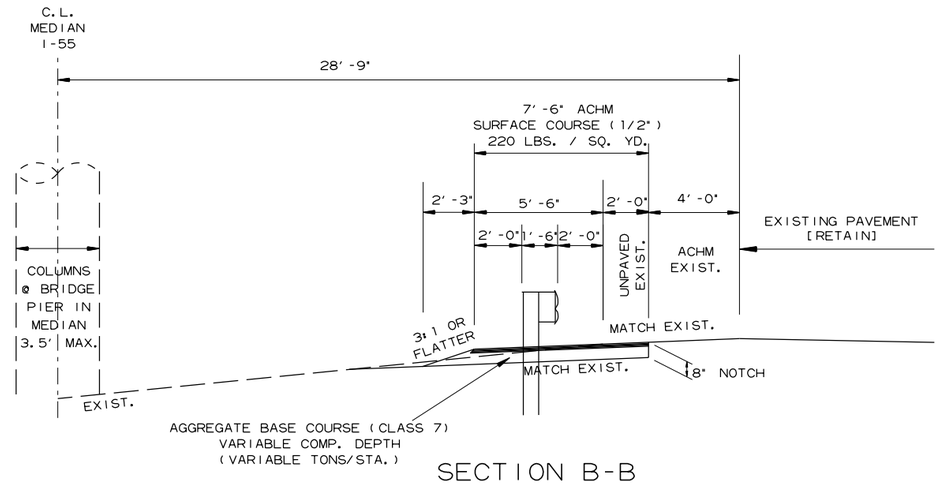
DETAIL AT OVERPASSES

HWY. 119 (BR. NO. 3290)

END WRSF: STA. 353+97.33
BEGIN WRSF: STA. 358+08.45



SECTION A-A



SECTION B-B

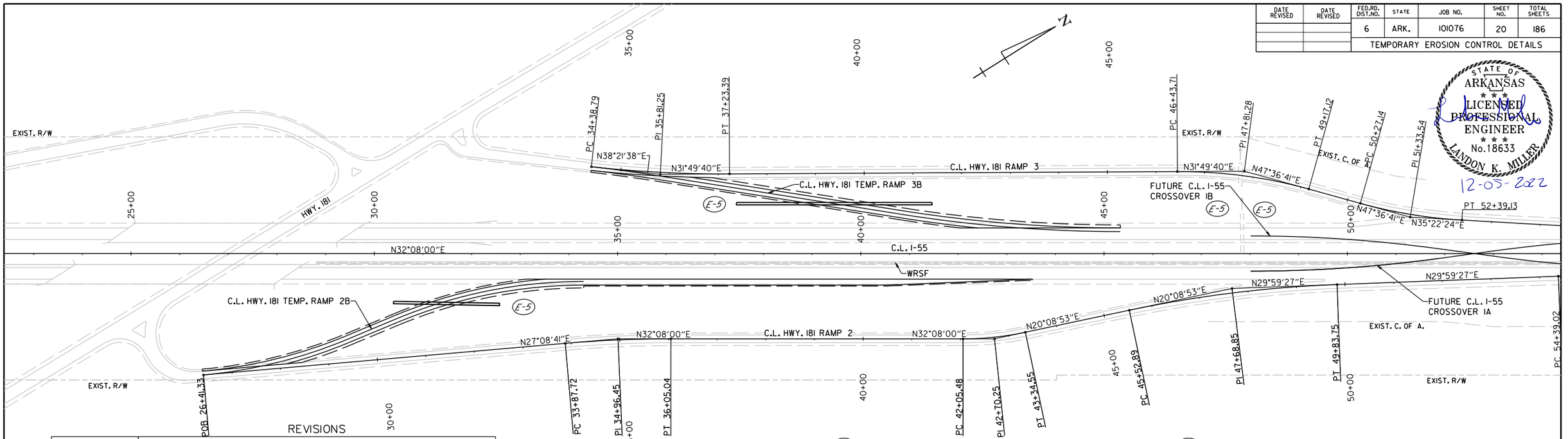
DETAILS OF SHOULDER WIDENING FOR GUARDRAIL AND OVERLAPS WITH ENDS OF WIRE ROPE SAFETY FENCE

LondonMiller 12/6/2022 12:04:24 PM
WORKSPACE: ARDOT
COLLECTION: J:\PROJ\vmlpw\6\d0100437\RI0\I0076.05_SD.002.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	20	186

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



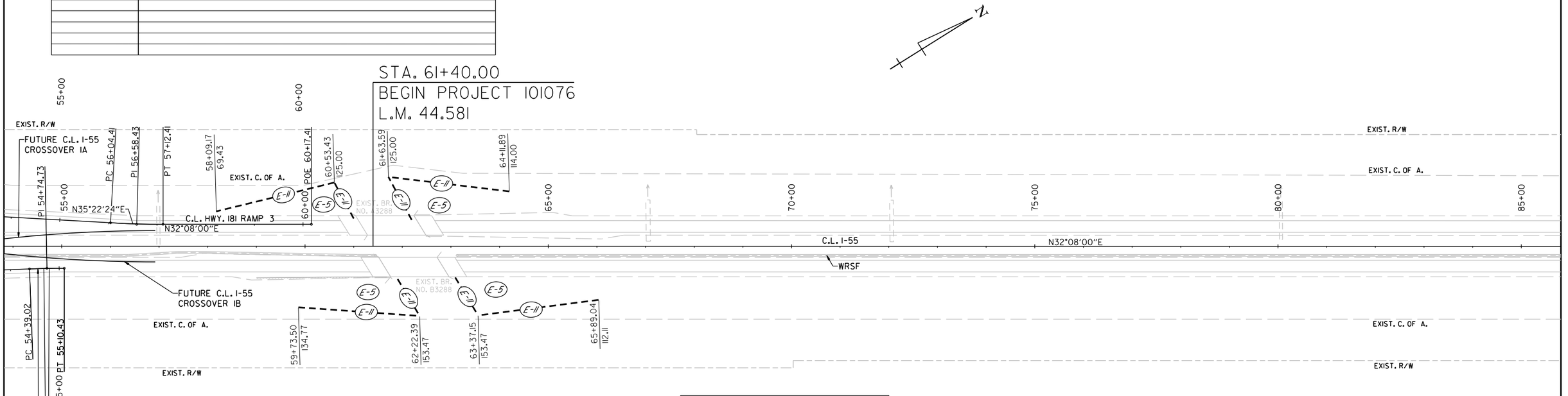
REVISIONS

DATE OF REVISION	REVISION

SAND BAG DITCH CHECKS	(E-5)	INSTALLATION
STA. 33+07	RT.	1
STA. 37+00	LT.	1
STA. 47+33 TO STA. 48+30	LT.	2
STA. 60+39 TO STA. 62+70	LT.	2
STA. 61+29 TO STA. 63+90	RT.	2

SILT FENCE	(E-11)	LIN. FT.
STA. 58+09 TO STA. 61+00	LT.	334
STA. 59+73 TO STA. 62+22	RT.	339
STA. 61+63 TO STA. 64+12	LT.	350
STA. 63+08 TO STA. 65+89	LT.	341

STA. 61+40.00
BEGIN PROJECT 101076
L.M. 44.581



LEGEND

- (E-5) SAND BAG DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-11) SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE 1-A

LandonMiller 12/5/2022 5:48:25 PM
WORKSPACE: ARDOT
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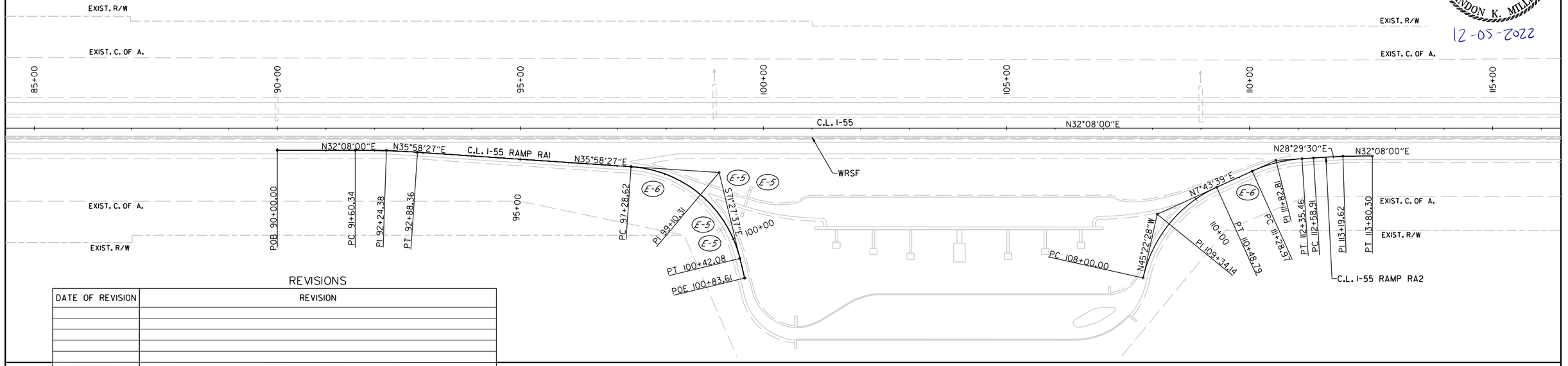
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	21	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

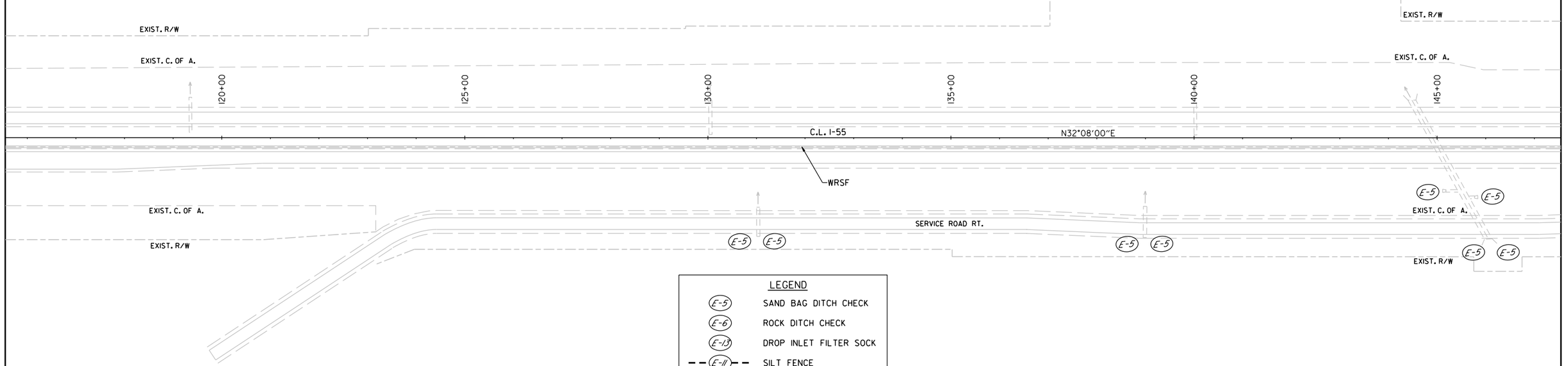
SAND BAG DITCH CHECKS	(E-5)	INSTALLATION
STA. 99+00 TO STA. 99+95	RT.	4
STA. 130+66 TO STA. 131+38	RT.	2
STA. 137+65 TO STA. 138+35	RT.	2
STA. 144+80 TO STA. 146+45	RT.	4



REVISIONS

DATE OF REVISION	REVISION

ROCK DITCH CHECKS	(E-6)	INSTALLATION
STA. 97+83	RT.	1
STA. 110+00	RT.	1



LEGEND

- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-13) DROP INLET FILTER SOCK
- (E-11) SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

LandonMiller 12/5/2022 5:48:27 PM
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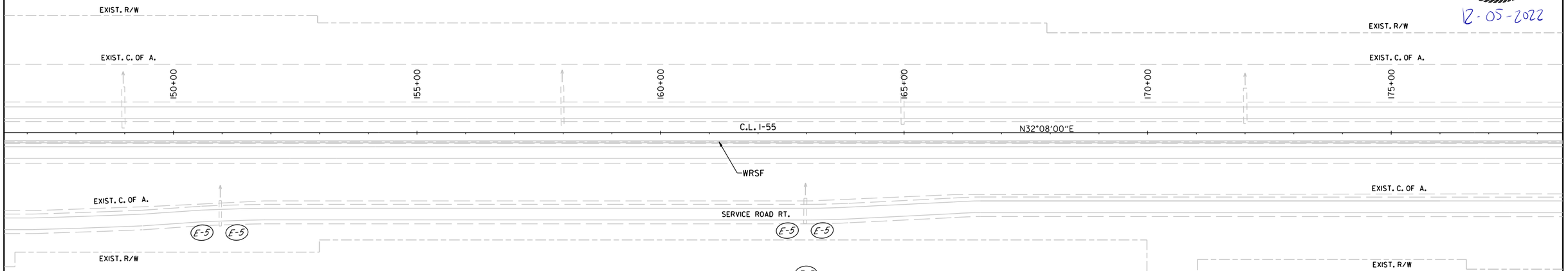
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	22	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

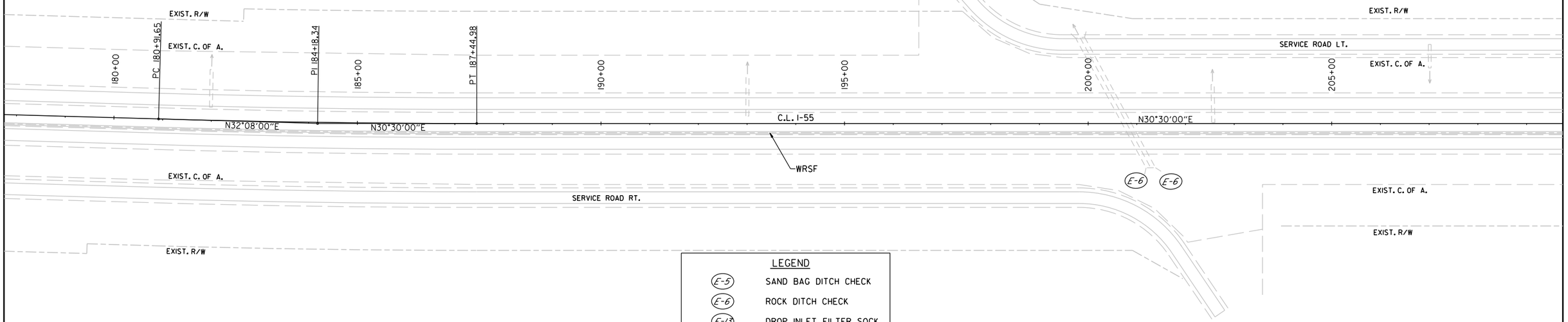


REVISIONS

DATE OF REVISION	REVISION

SAND BAG DITCH CHECKS	E-5	INSTALLATION
STA. 150+60 TO STA. 151+32	RT.	2
STA. 162+62 TO STA. 163+33	RT.	2
STA. 200+98 TO STA. 201+73	RT.	2

ROCK DITCH CHECKS	E-6	INSTALLATION
STA. 200+98 TO STA. 201+73	RT.	2



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-13 DROP INLET FILTER SOCK
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

LandonMiller 12/5/2022 5:48:29 PM
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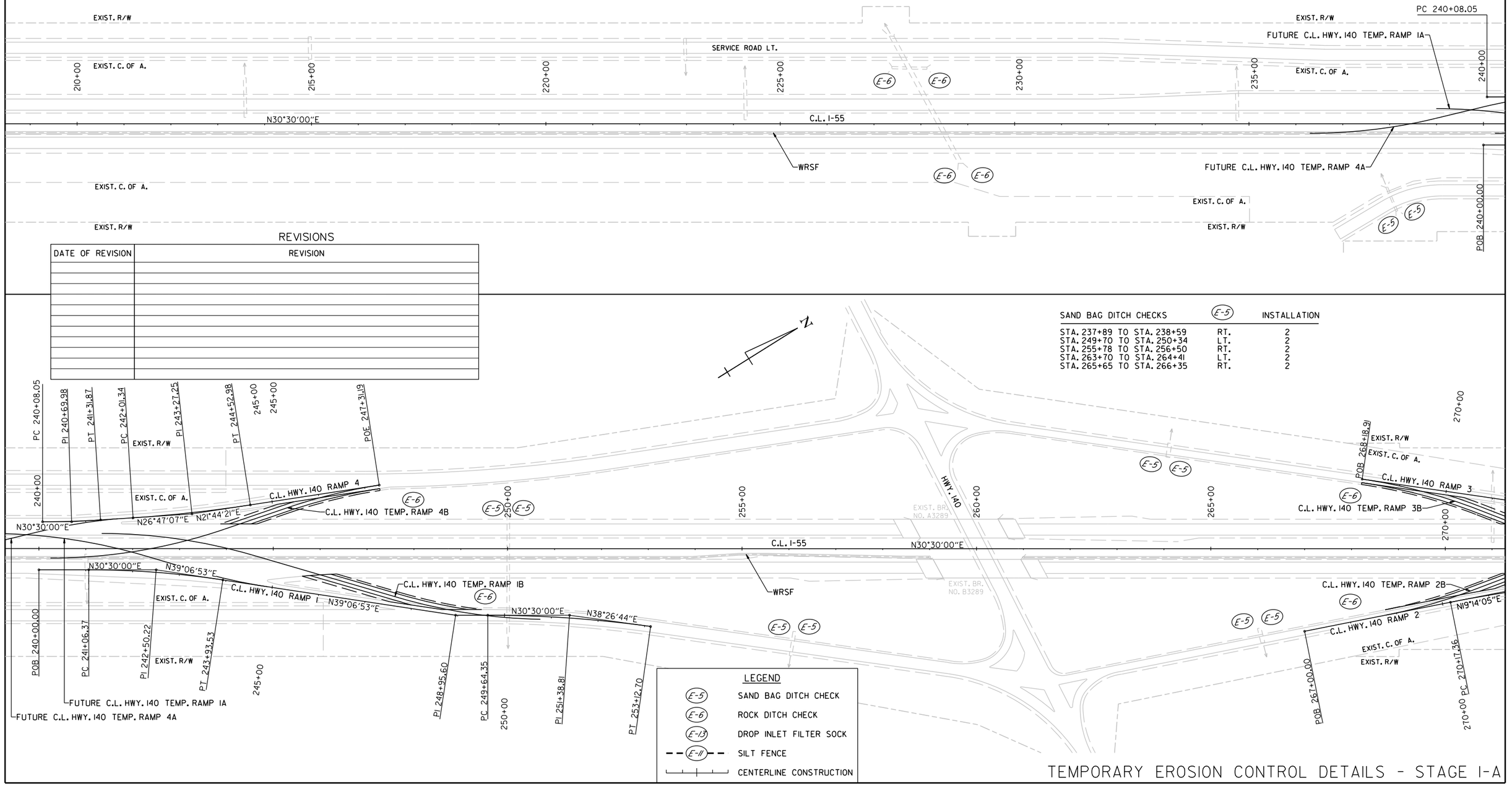
COLLECTION: J:\DIV\mbjow\k6\d0100437\R101076.06.EC.STAGE I.dgn
REVISED DATE: $$PREVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	23	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER

12-05-2022

ROCK DITCH CHECKS	(E-5) INSTALLATION	
STA. 227+23 TO STA. 228+41	LT.	2
STA. 228+50 TO STA. 229+34	RT.	2
STA. 248+00	LT.	1
STA. 249+50	RT.	1
STA. 268+00	LT.	1
STA. 268+00	RT.	1



REVISIONS

DATE OF REVISION	REVISION

SAND BAG DITCH CHECKS	(E-5)	INSTALLATION
STA. 237+89 TO STA. 238+59	RT.	2
STA. 249+70 TO STA. 250+34	LT.	2
STA. 255+78 TO STA. 256+50	RT.	2
STA. 263+70 TO STA. 264+41	LT.	2
STA. 265+65 TO STA. 266+35	RT.	2

LEGEND

- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-13) DROP INLET FILTER SOCK
- (E-11) SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE 1-A

London.Miller
WORKSPACE: ARDOT_1
CURRENT USER: LONDON.Miller
REVISED DATE: $$REVDATE$$
12/5/2022 5:48:31 PM
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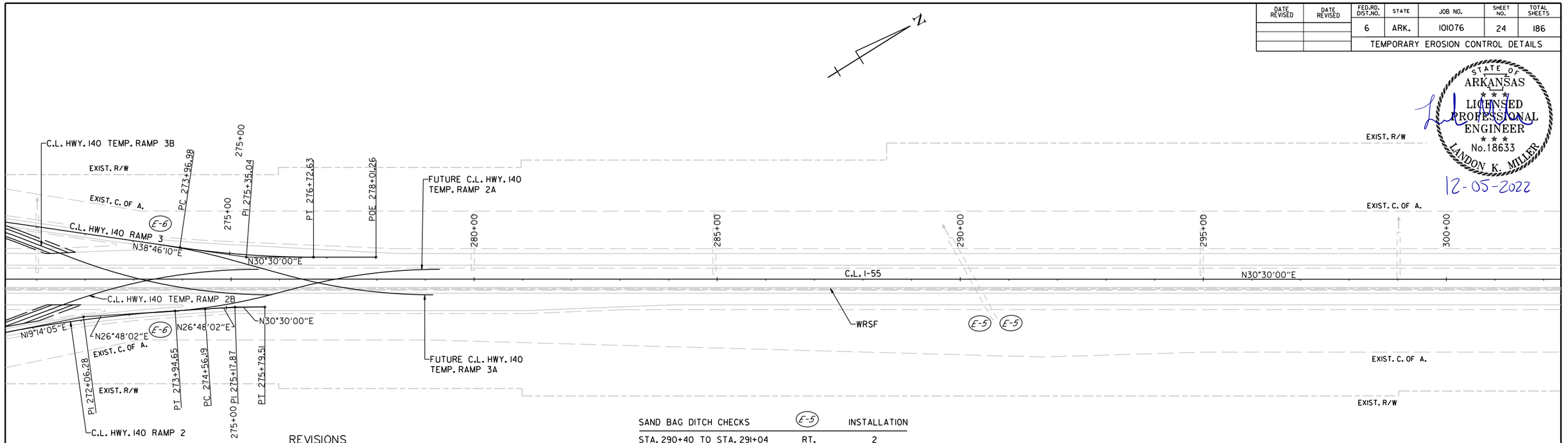
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	24	186
		TEMPORARY EROSION CONTROL DETAILS				

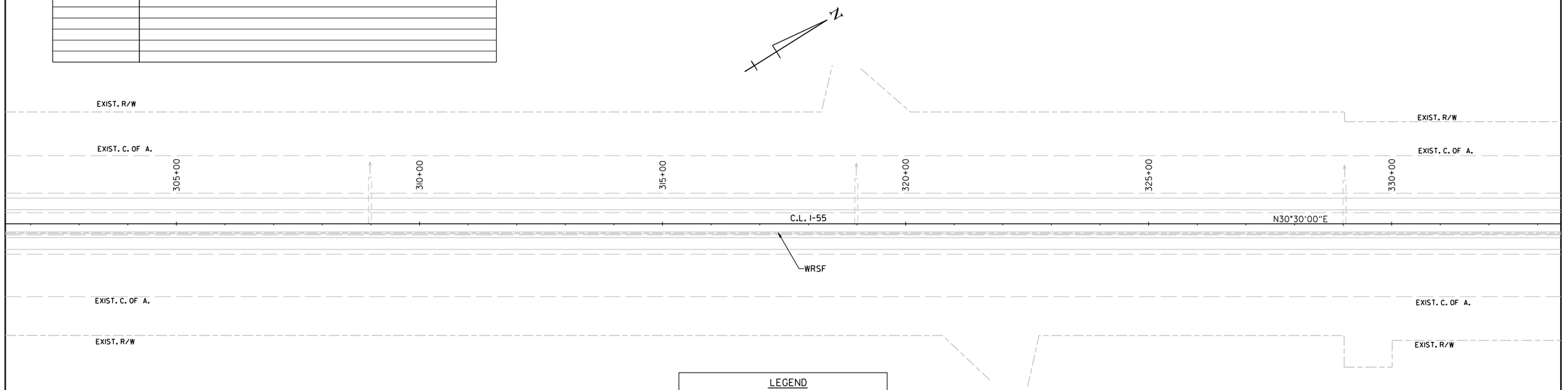
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

SAND BAG DITCH CHECKS	E-5	INSTALLATION
STA. 290+40 TO STA. 291+04	RT.	2
ROCK DITCH CHECKS	**E-6**	**INSTALLATION**
STA. 273+50	RT.	1
STA. 273+50	LT.	1



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-13 DROP INLET FILTER SOCK
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE 1-A

LondonMiller 12/5/2022 5:48:33 PM
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CURSHEET: D:\DICVmbjqw\x6\d0100437\R100076.06_EC_STAGE 1.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	25	186

TEMPORARY EROSION CONTROL DETAILS

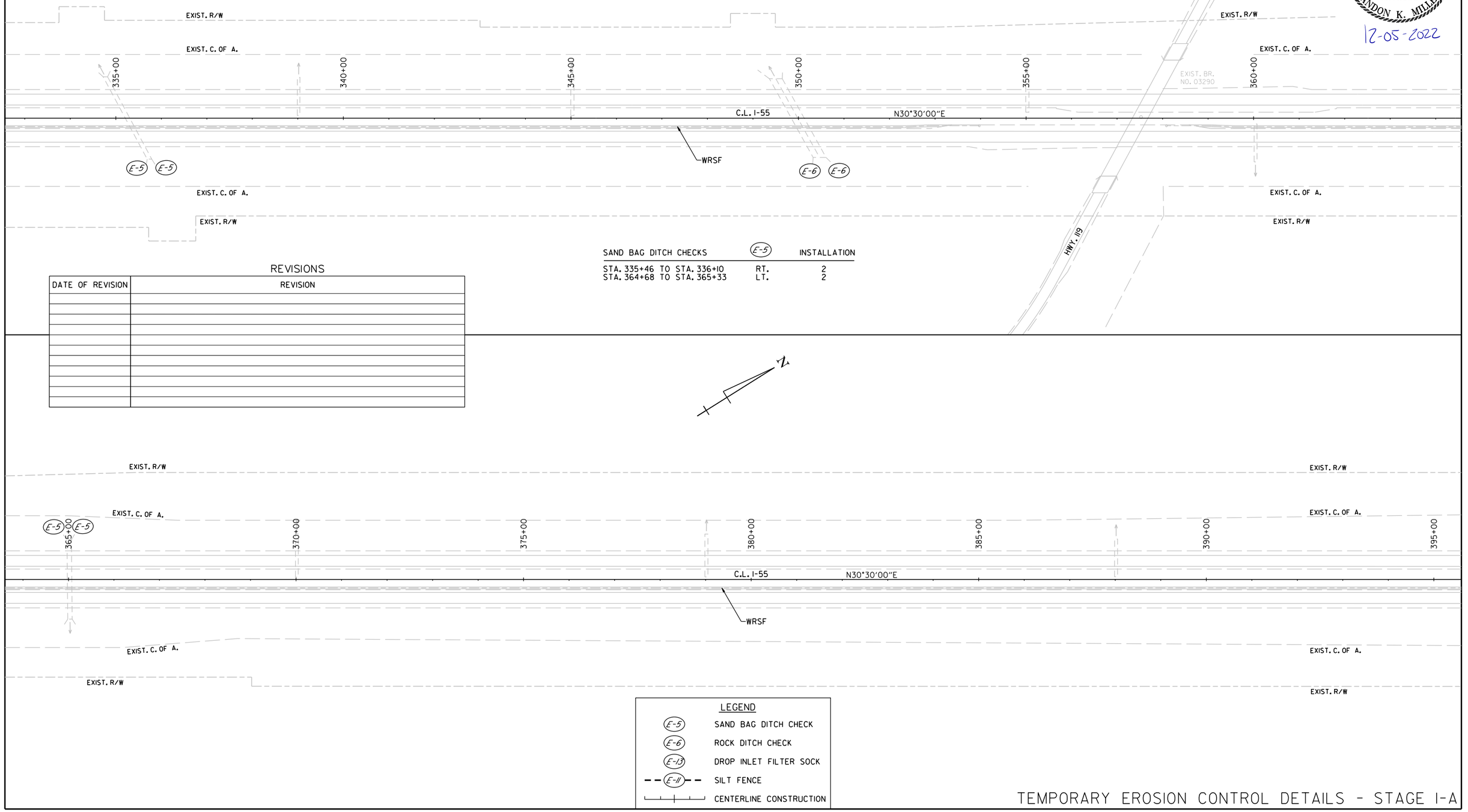
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

ROCK DITCH CHECKS (E-6) INSTALLATION

STA. 350+24 TO STA. 350+88	RT.	2

SAND BAG DITCH CHECKS (E-5) INSTALLATION

STA. 335+46 TO STA. 336+10	RT.	2
STA. 364+68 TO STA. 365+33	LT.	2



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-13) DROP INLET FILTER SOCK
- (E-11) SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

LondonMiller 12/5/2022 5:48:35 PM
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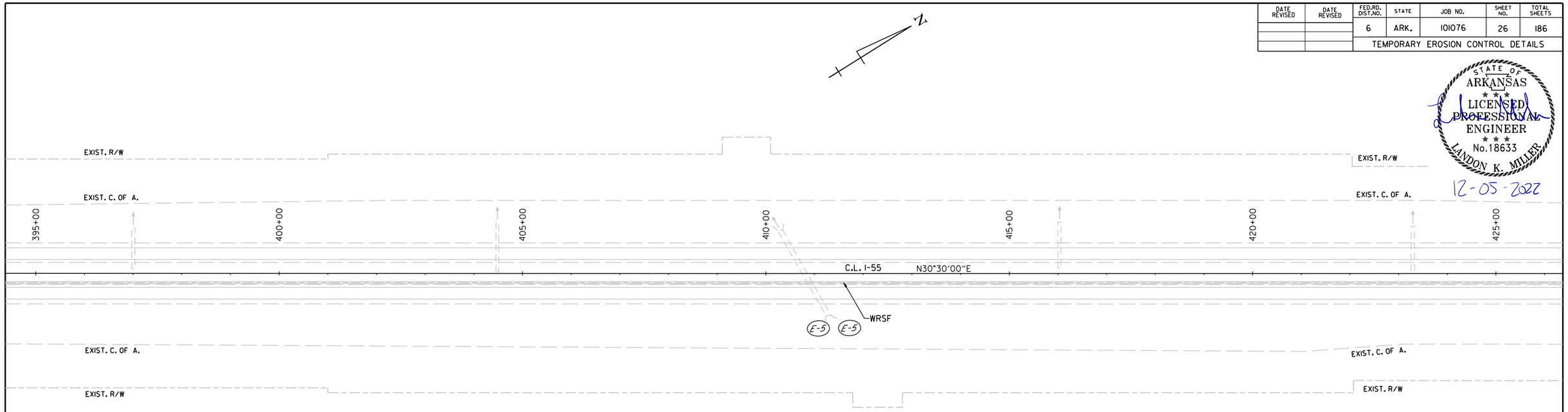
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	26	186
		TEMPORARY EROSION CONTROL DETAILS				

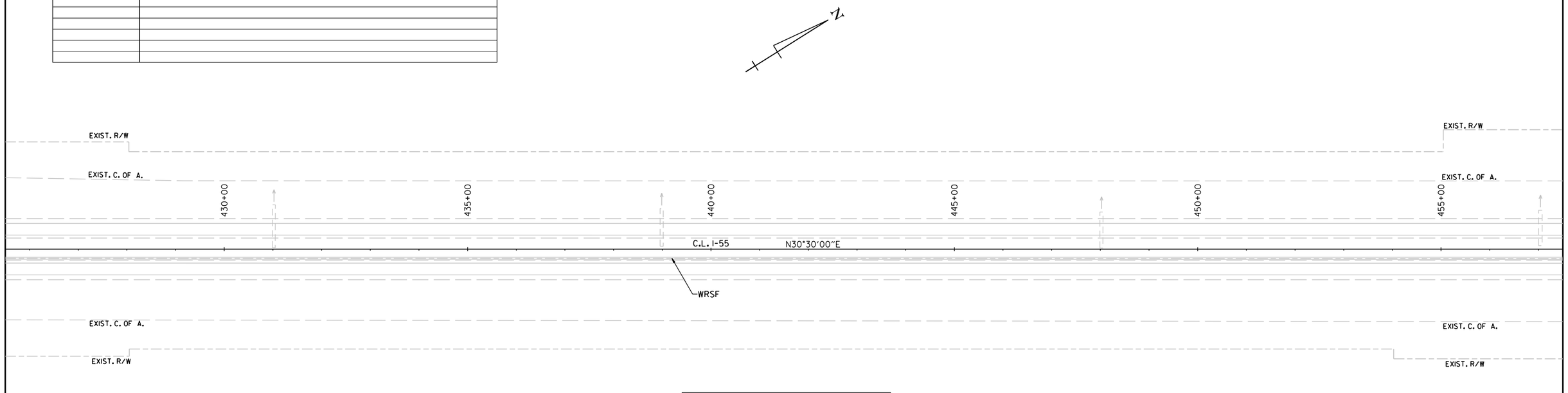
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

SAND BAG DITCH CHECKS	E-5	INSTALLATION
STA. 411+07 TO STA. 411+72	RT.	2



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

LondonMiller 12/5/2022 5:48:37 PM
WORKSPACE: ARDOT_K
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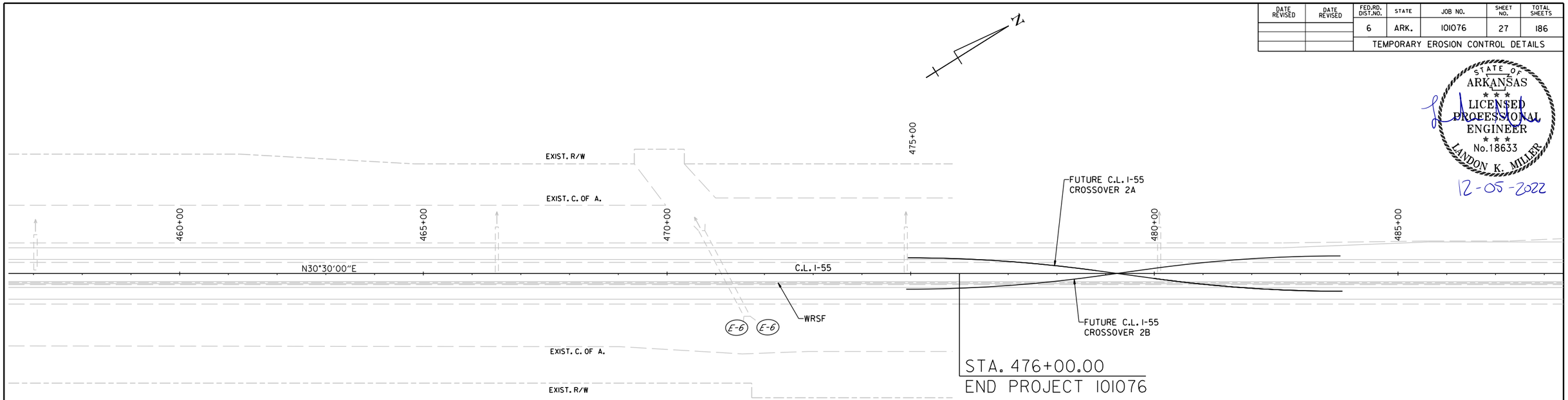
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	27	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER

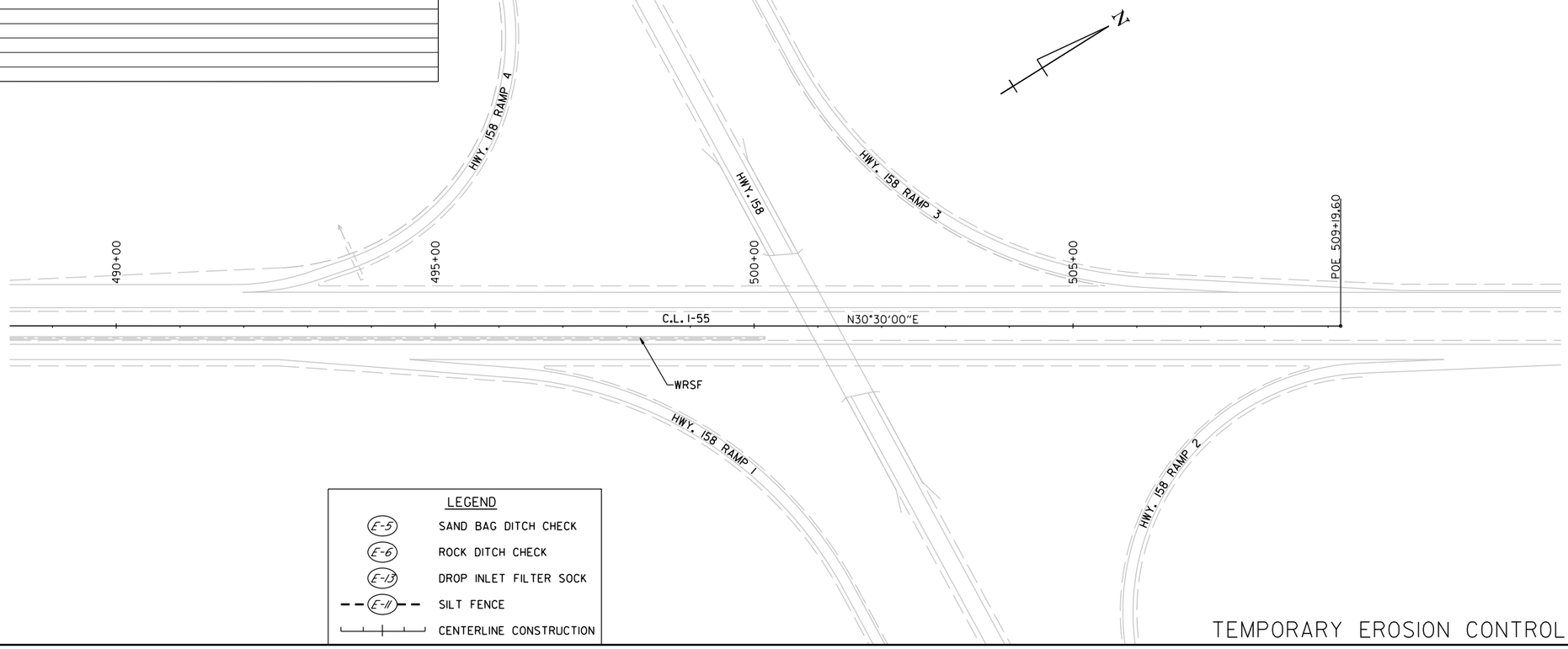
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

ROCK DITCH CHECKS	E-6	INSTALLATION
STA. 471+42 TO STA. 472+12	RT.	2



TEMPORARY EROSION CONTROL DETAILS - STAGE 1-A

LondonMiller 12/5/2022 5:48:39 PM
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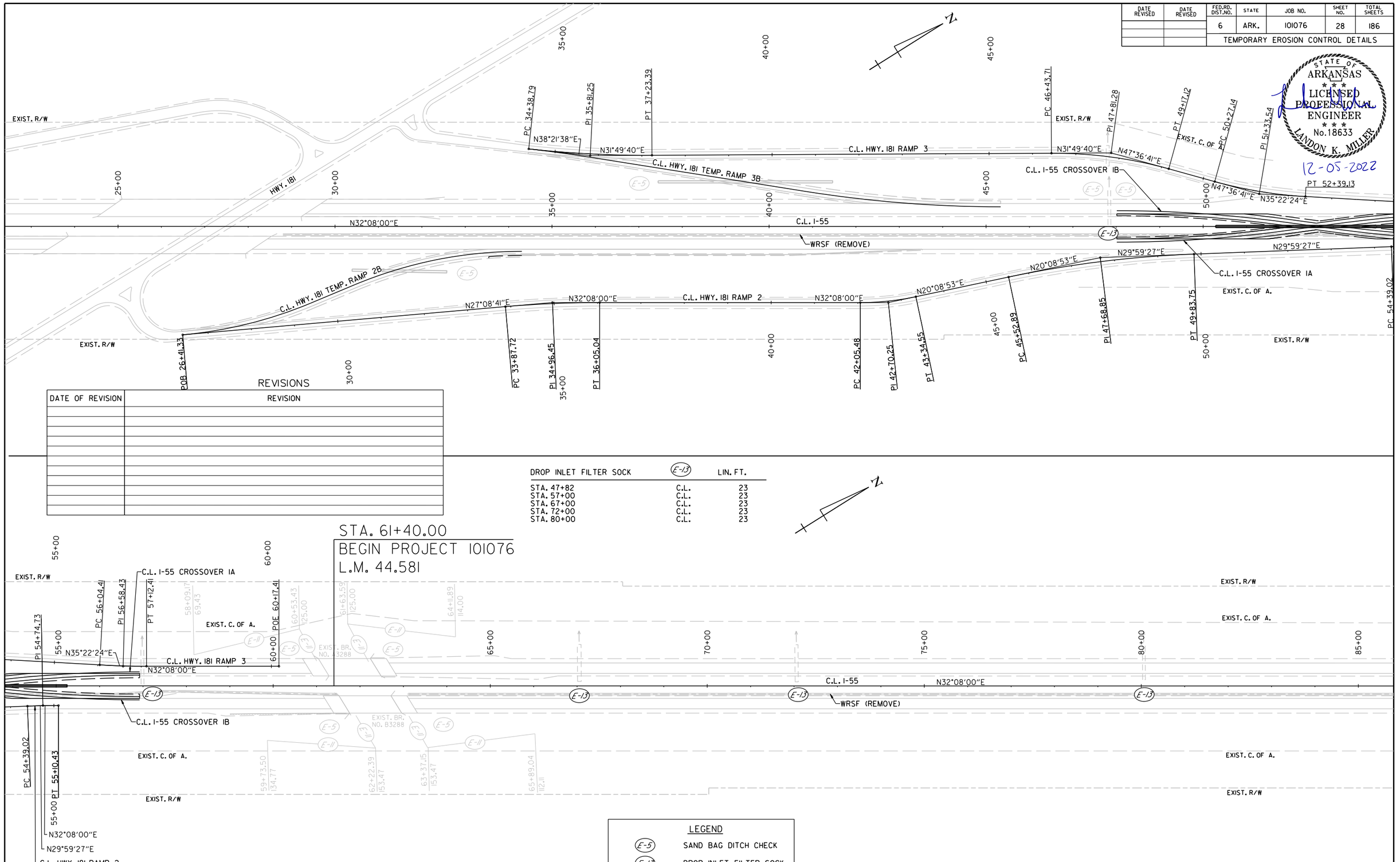
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	28	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

DROP INLET FILTER SOCK	(E-13)	LIN. FT.
STA. 47+82	C.L.	23
STA. 57+00	C.L.	23
STA. 67+00	C.L.	23
STA. 72+00	C.L.	23
STA. 80+00	C.L.	23

STA. 61+40.00
BEGIN PROJECT 101076
L.M. 44.581

LEGEND	
(E-5)	SAND BAG DITCH CHECK
(E-13)	DROP INLET FILTER SOCK
(E-11)	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE 1-B

LandonMiller
WORKSPACE: ARDOT
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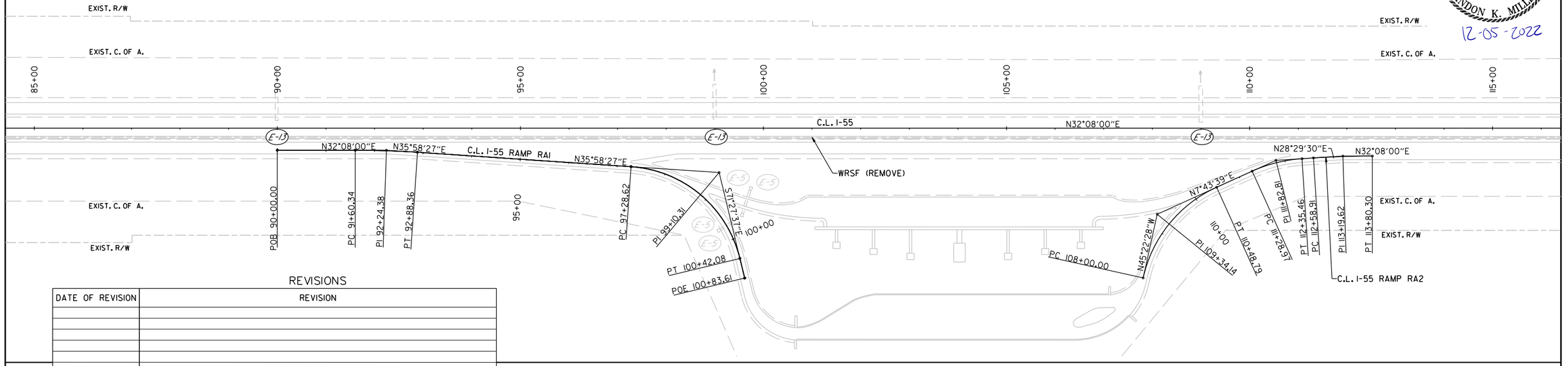
REVISED DATE: $$REVDATE$$ 12/5/2022 5:48:41PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	29	186
		TEMPORARY EROSION CONTROL DETAILS				

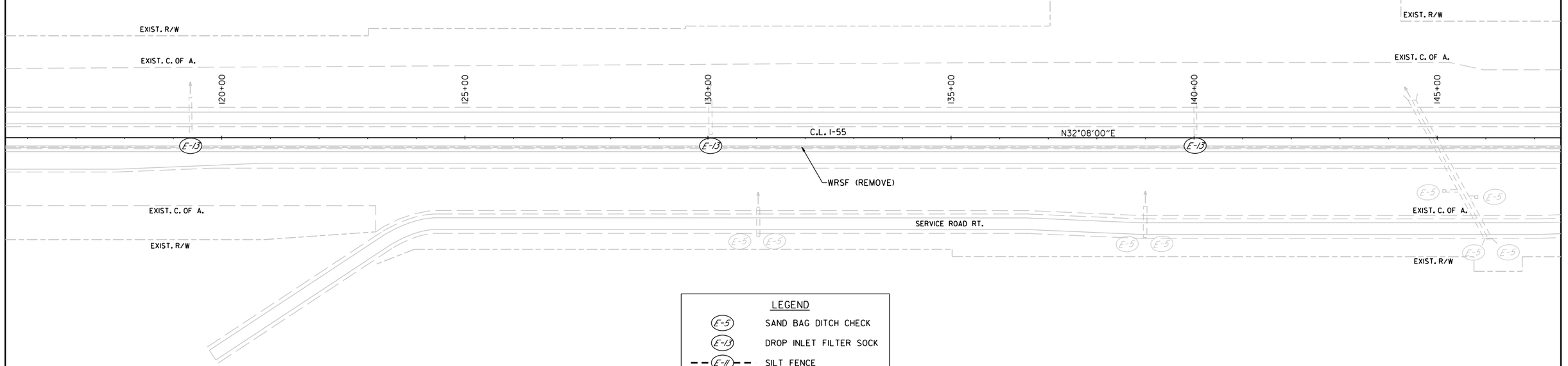
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

DROP INLET FILTER SOCK	E-13	LIN. FT.
STA. 90+00	C.L.	23
STA. 99+00	C.L.	23
STA. 109+00	C.L.	23
STA. 119+33	C.L.	23
STA. 130+05	C.L.	23
STA. 140+00	C.L.	23



TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

LandonMiller 12/5/2022 5:48:43 PM
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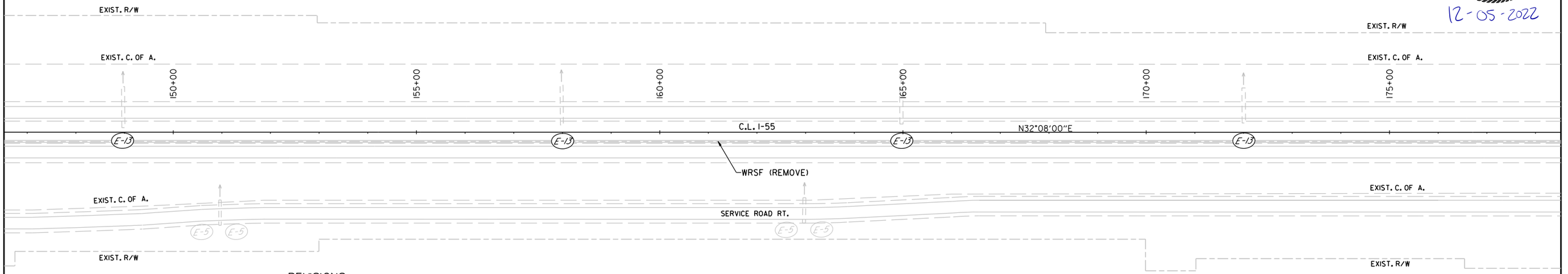
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	30	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

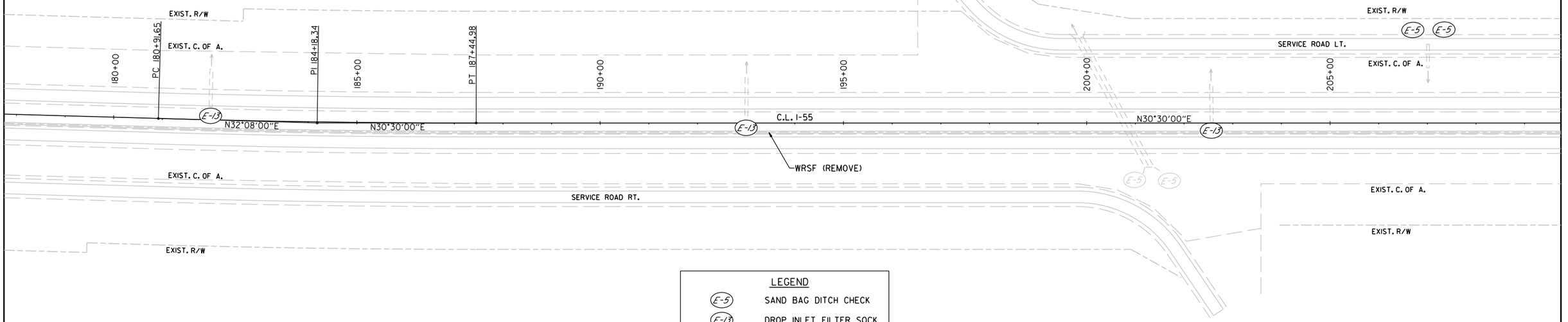


REVISIONS

DATE OF REVISION	REVISION

DROP INLET FILTER SOCK	E-13	LIN. FT.
STA. 149+00	C.L.	23
STA. 158+00	C.L.	23
STA. 165+00	C.L.	23
STA. 172+00	C.L.	23
STA. 182+00	C.L.	23
STA. 193+00	C.L.	23
STA. 202+55	C.L.	23

SAND BAG DITCH CHECKS	E-5	INSTALLATION
STA. 206+71 TO STA. 207+35	LT.	2



LEGEND

- E-5 — SAND BAG DITCH CHECK
- E-13 — DROP INLET FILTER SOCK
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

LondonMiller 12/5/2022 5:48:45 PM
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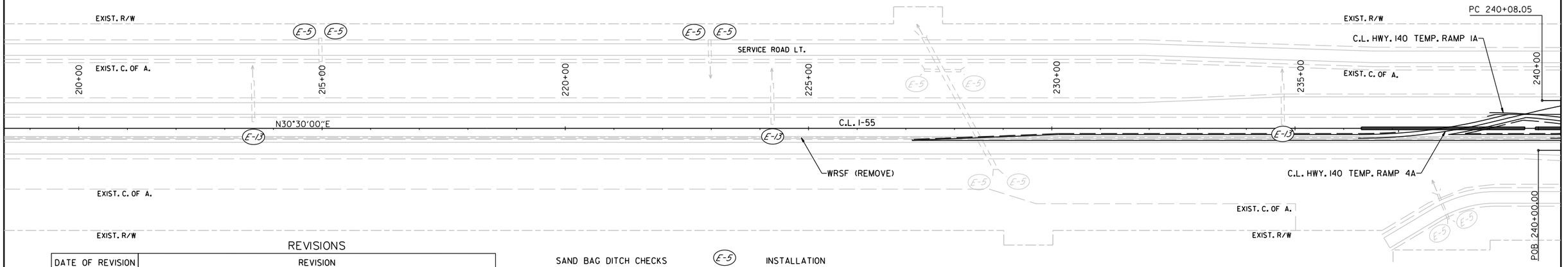
COLLECTION: C:\Users\londonmiller\Desktop\Work\RI0076.06_EC_STAGE I.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	31	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

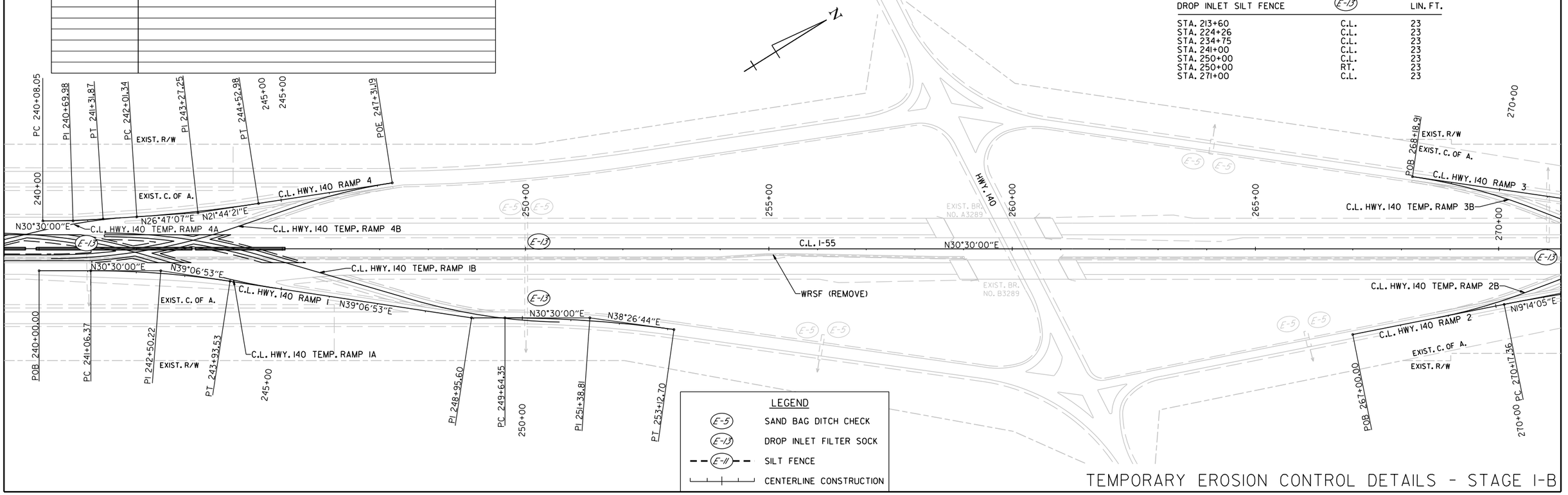


REVISIONS

DATE OF REVISION	REVISION

SAND BAG DITCH CHECKS	E-5	INSTALLATION
STA. 214+61 TO STA. 215+28	LT.	2
STA. 222+64 TO STA. 223+28	LT.	2

DROP INLET SILT FENCE	E-13	LIN. FT.
STA. 213+60	C.L.	23
STA. 224+26	C.L.	23
STA. 234+75	C.L.	23
STA. 241+00	C.L.	23
STA. 250+00	C.L.	23
STA. 250+00	RT.	23
STA. 271+00	C.L.	23



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-13 DROP INLET FILTER SOCK
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE 1-B

LondonMiller 12/5/2022 5:48:47 PM
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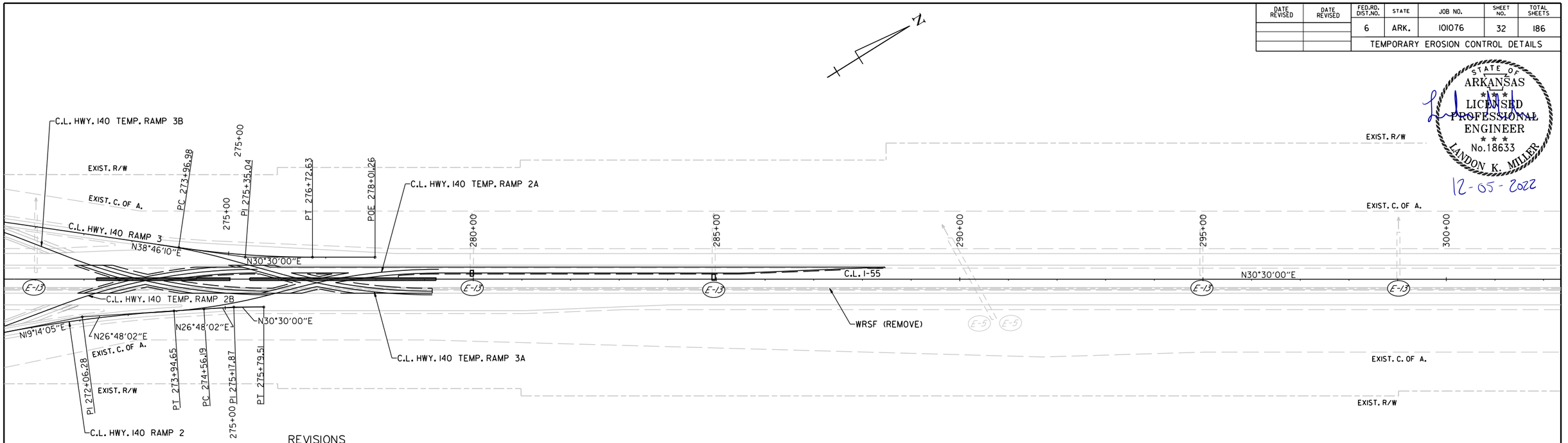
CONFIGS: C:\DOT\CVmbjpw\&V\d0100437\R100076.06.EC.STAGE 1.dgn
REVISED DATE: $$REVDATE$$

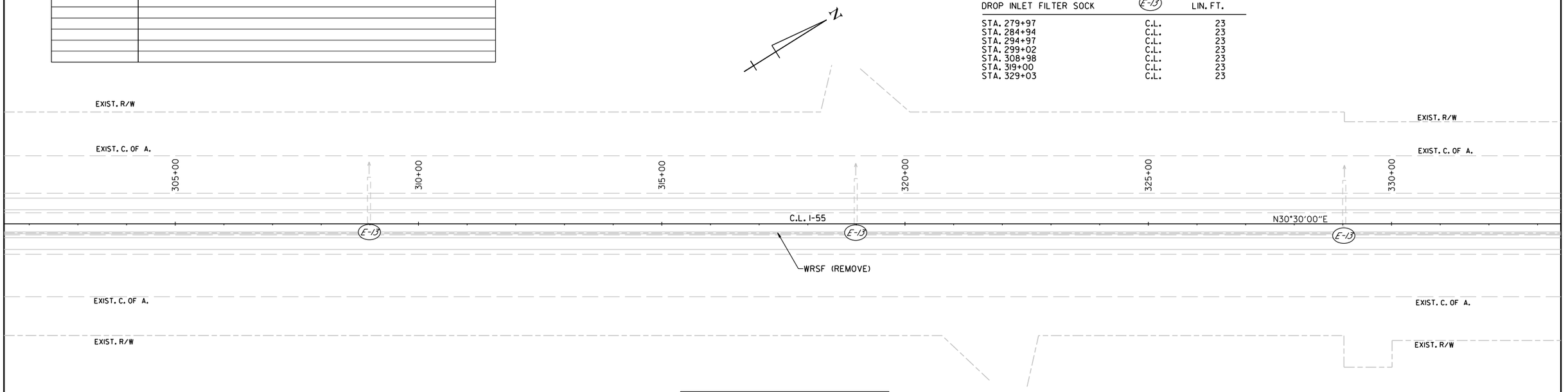
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	32	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



DROP INLET FILTER SOCK	E-13	LIN. FT.
STA. 279+97	C.L.	23
STA. 284+94	C.L.	23
STA. 294+97	C.L.	23
STA. 299+02	C.L.	23
STA. 308+98	C.L.	23
STA. 319+00	C.L.	23
STA. 329+03	C.L.	23

LEGEND

- E-5 — SAND BAG DITCH CHECK
- E-13 — DROP INLET FILTER SOCK
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

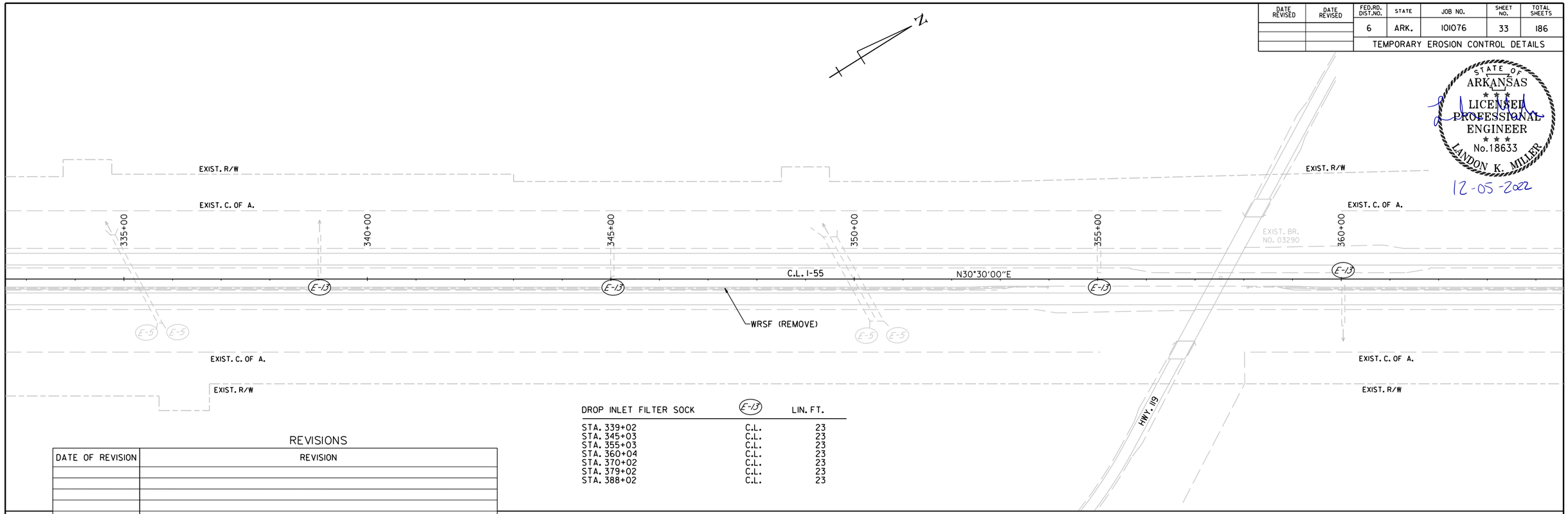
TEMPORARY EROSION CONTROL DETAILS - STAGE 1-B

LondonMiller 12/5/2022 5:48:49 PM
WORKSPACE: ARDOT_V8
CONFIGURATION: J:\DNCV\mbjqw\k6\d0100437\RI0I076.06_EC_STAGE 1.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	33	186

TEMPORARY EROSION CONTROL DETAILS

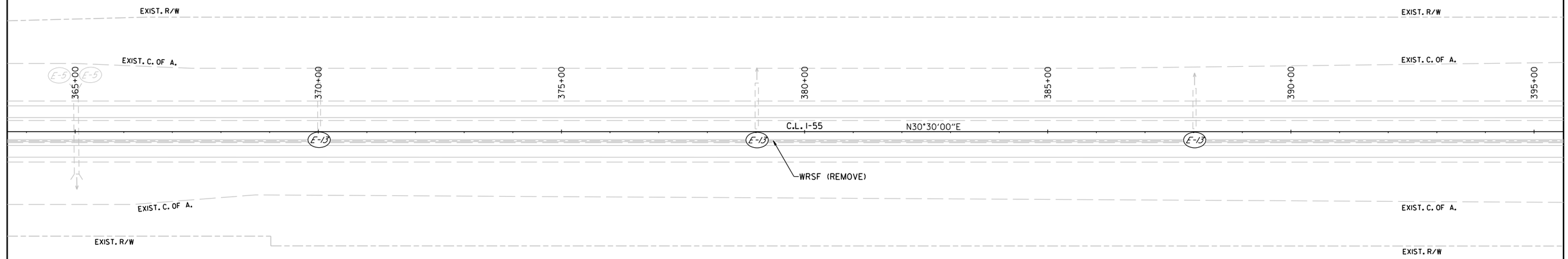
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



DROP INLET FILTER SOCK	E-13	LIN. FT.
STA. 339+02	C.L.	23
STA. 345+03	C.L.	23
STA. 355+03	C.L.	23
STA. 360+04	C.L.	23
STA. 370+02	C.L.	23
STA. 379+02	C.L.	23
STA. 388+02	C.L.	23

REVISIONS

DATE OF REVISION	REVISION



LEGEND

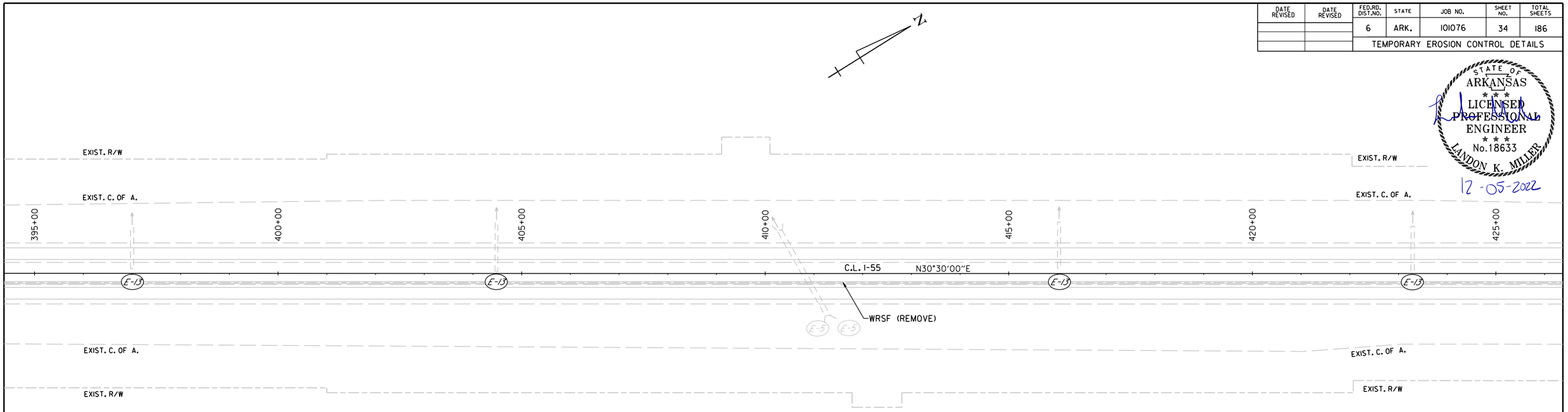
- E-5 SAND BAG DITCH CHECK
- E-13 DROP INLET FILTER SOCK
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

LondonMiller 12/5/2022 5:48:51 PM
WORKSPACE: ARDOT_K
CONFIGS: ...\DGN\mbjqw\k6\d0100437\RI0I076.06.EC.STAGE I.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	34	186
		TEMPORARY EROSION CONTROL DETAILS				

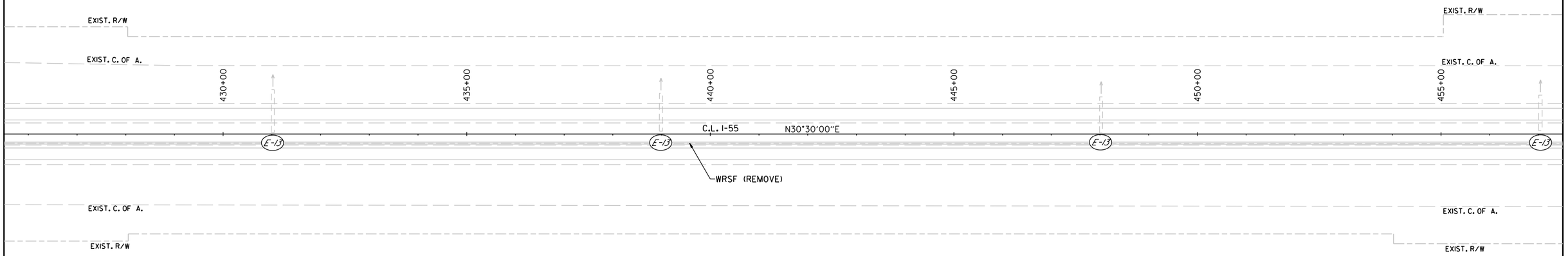
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

DROP INLET FILTER SOCK (E-13)		LIN. FT.
STA. 397+00	C.L.	23
STA. 404+50	C.L.	23
STA. 416+03	C.L.	23
STA. 423+29	C.L.	23
STA. 431+02	C.L.	23
STA. 438+99	C.L.	23
STA. 448+02	C.L.	23



LEGEND

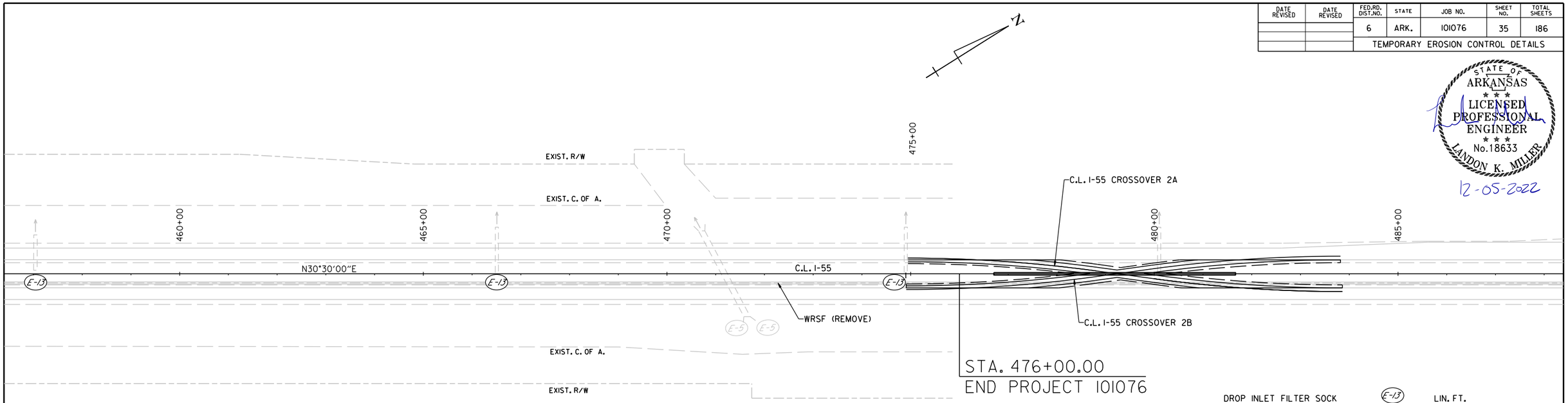
- (E-5) SAND BAG DITCH CHECK
- (E-13) DROP INLET FILTER SOCK
- (E-11) SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

LondonMiller
WORKSPACE: ARDOT
COLLECTION: Projects\2021\101076
REVISED DATE: $$REVDATE$$
12/5/2022 5:48:53 PM
J:\Projects\2021\101076\Design\Roadway\101076_06_EC_STAGE I.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	35	186
		TEMPORARY EROSION CONTROL DETAILS				

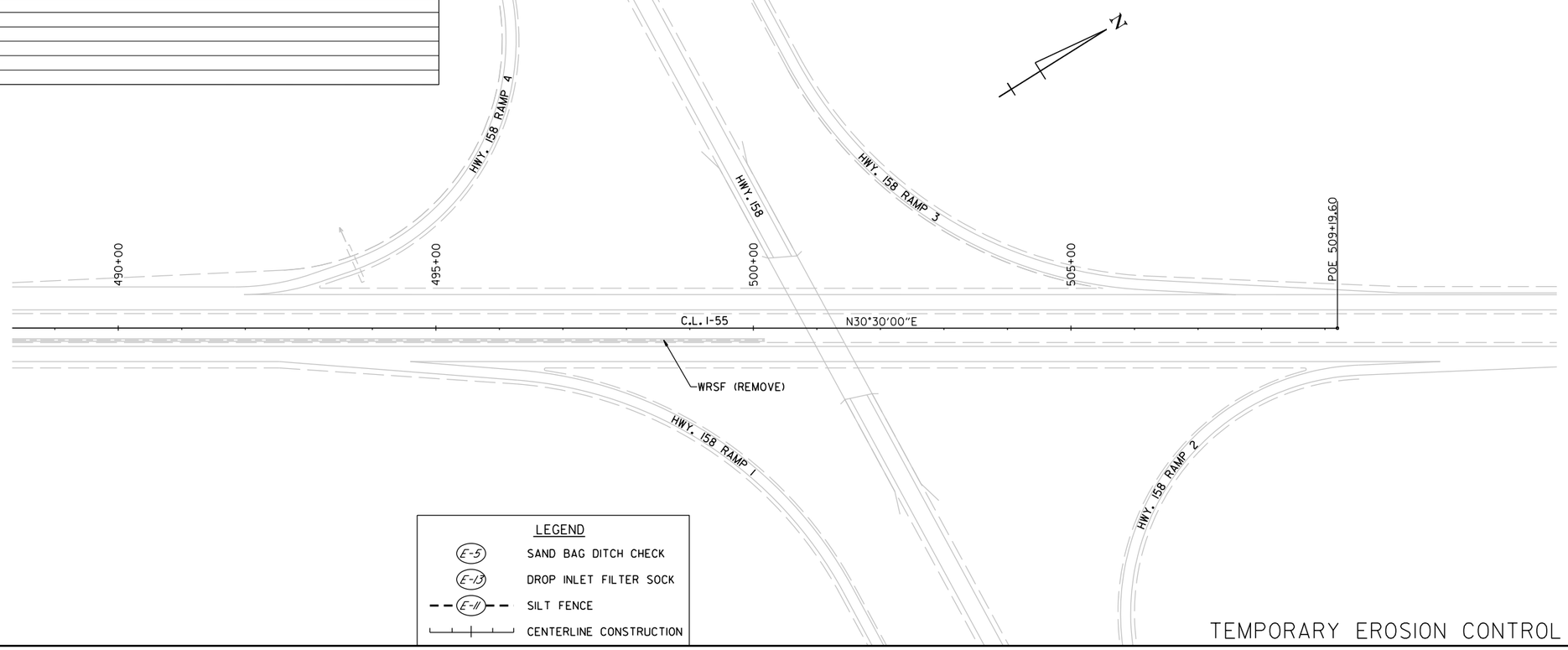
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



DROP INLET FILTER SOCK	E-13	LIN. FT.
STA. 457+04	C.L.	23
STA. 466+50	C.L.	23
STA. 474+90	C.L.	23

REVISIONS

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

LondonMiller 12/5/2022 5:48:55 PM
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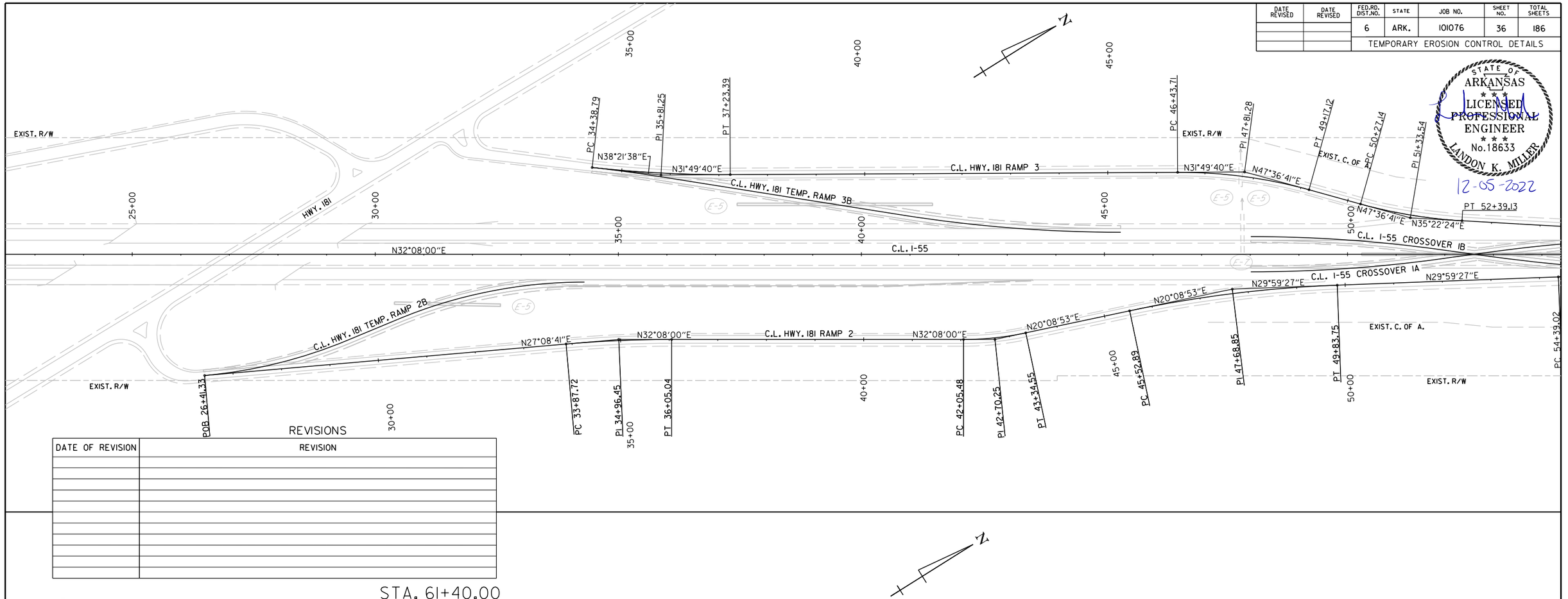
CELLPATH: J:\DIV\mbjpw\6\d0100437\R101076.06_EC_STAGE 1.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	36	186

TEMPORARY EROSION CONTROL DETAILS

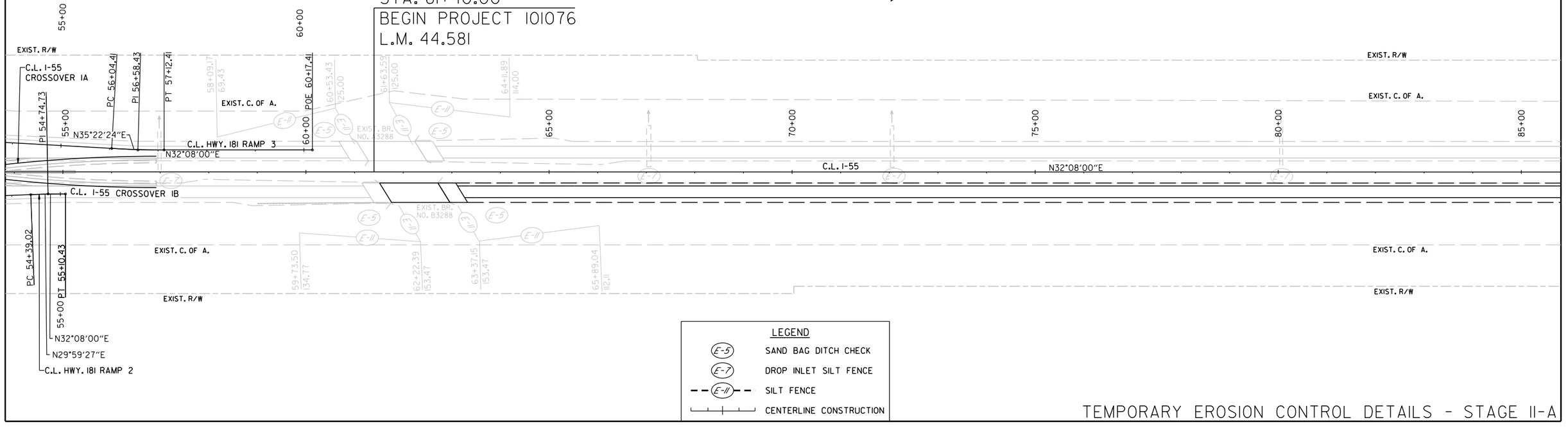
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

STA. 61+40.00
BEGIN PROJECT 101076
L.M. 44.581



LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

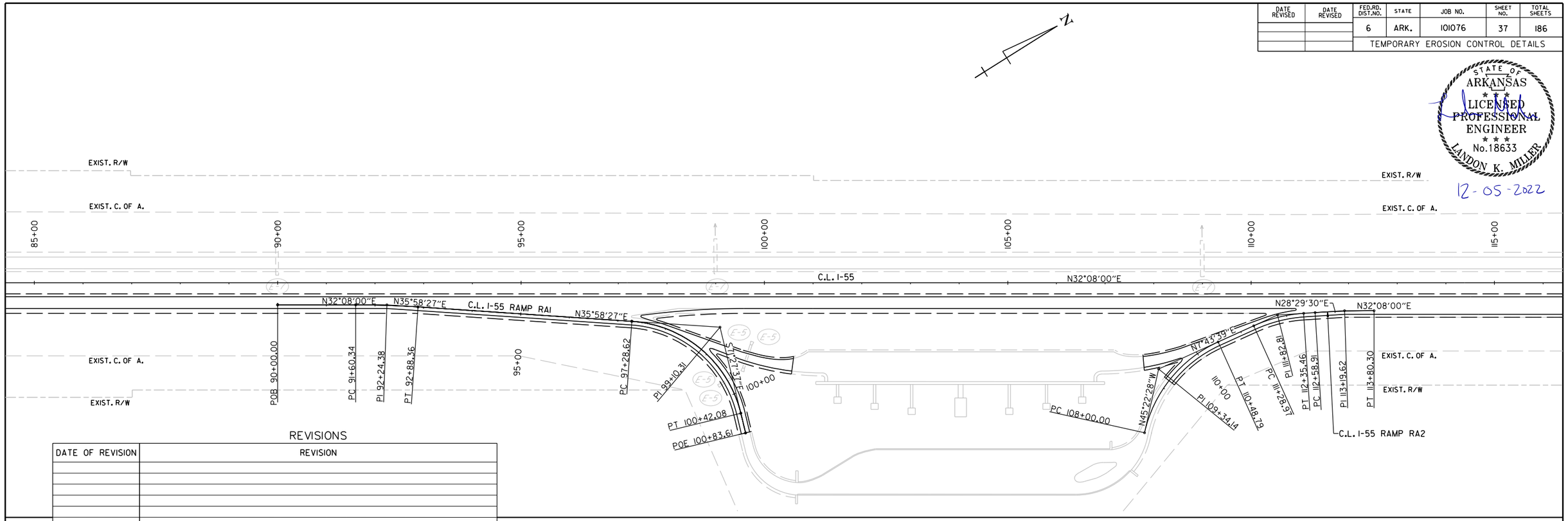
TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

LandonMiller
WORKSPACE: ARDOT
CURRENT USER: LMiller
REVISED DATE: $$REVDATE$$
12/5/2022 5:49:10 PM
J:\Projects\101076\Roadway\Design\Civil\000437\RI01076_06_EC_STAGE II.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	37	186
		TEMPORARY EROSION CONTROL DETAILS				

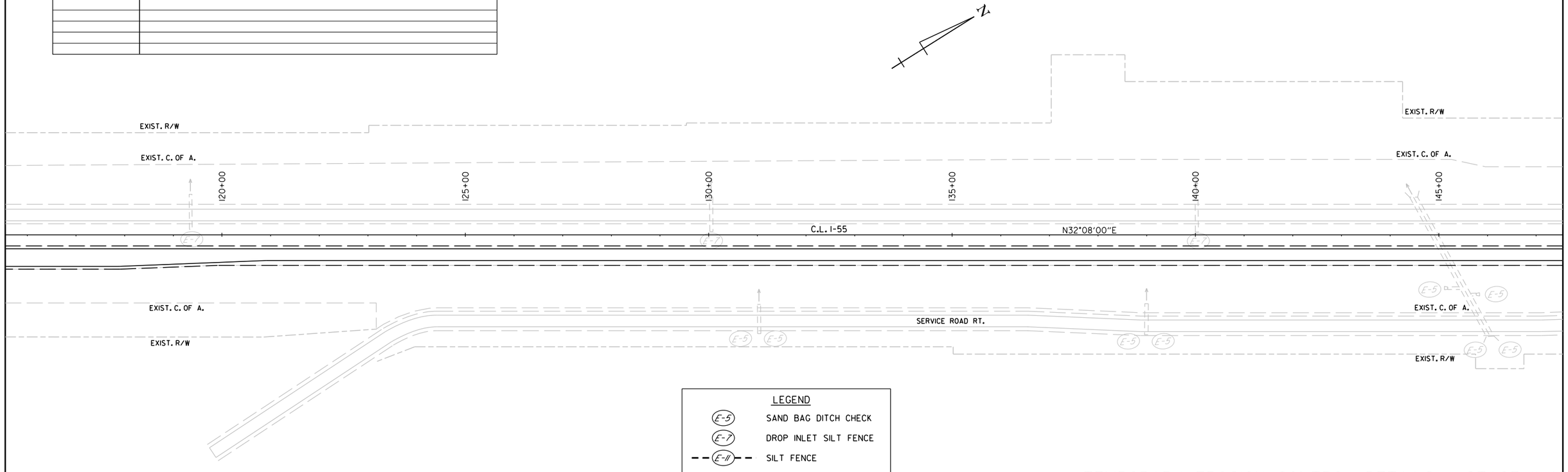
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER

12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

London.Miller 12/5/2022 5:49:12 PM
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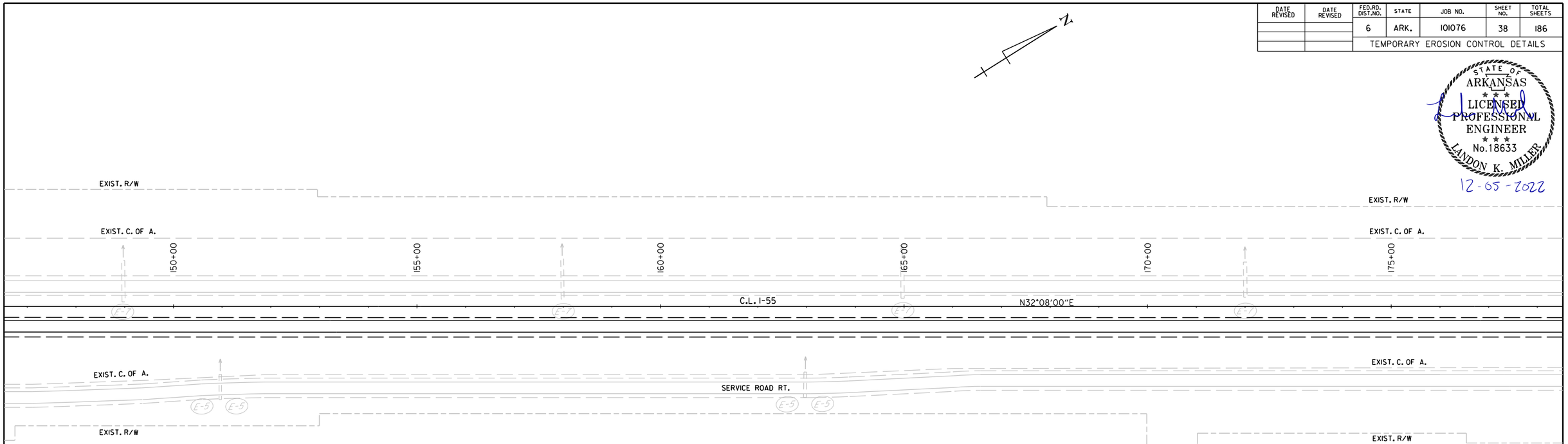
USER: C:\Users\lmiller\Onedrive - AHTD\Documents\Projects\0000437\R101076_06_EC_STAGE II.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	38	186
		TEMPORARY EROSION CONTROL DETAILS				

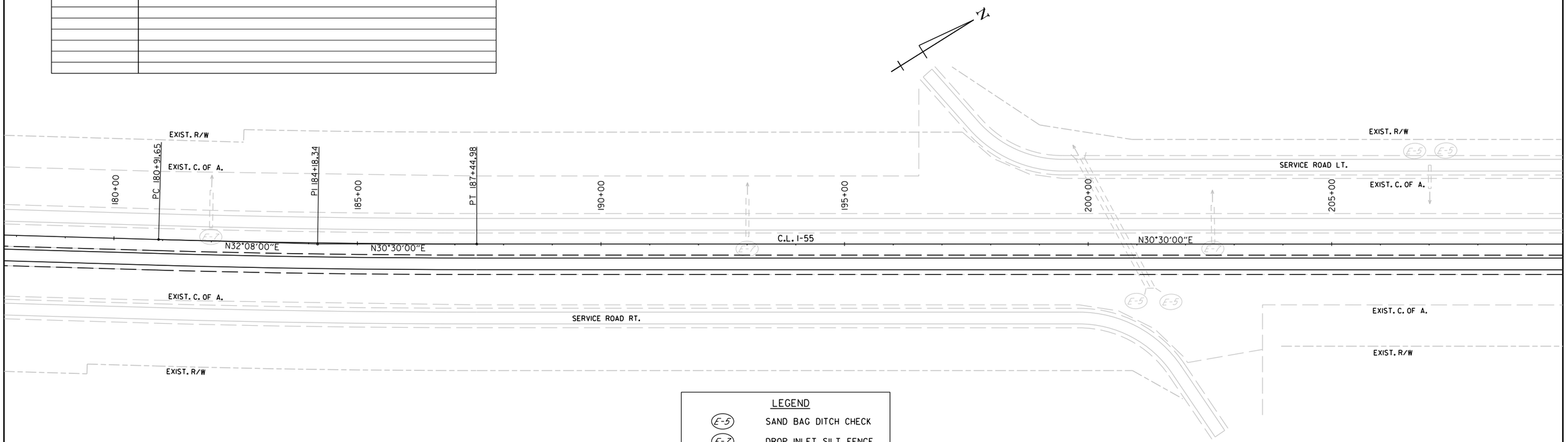
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER

12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

London.Miller 12/5/2022 5:49:15 PM
WORKSPACE: ARDOT_K
CURRENT DWG: C:\Users\lmiller\DocsOnline\D0100437\R101076.06.EC.STAGE II.dgn
REVISED DATE: $$REVDATE$$

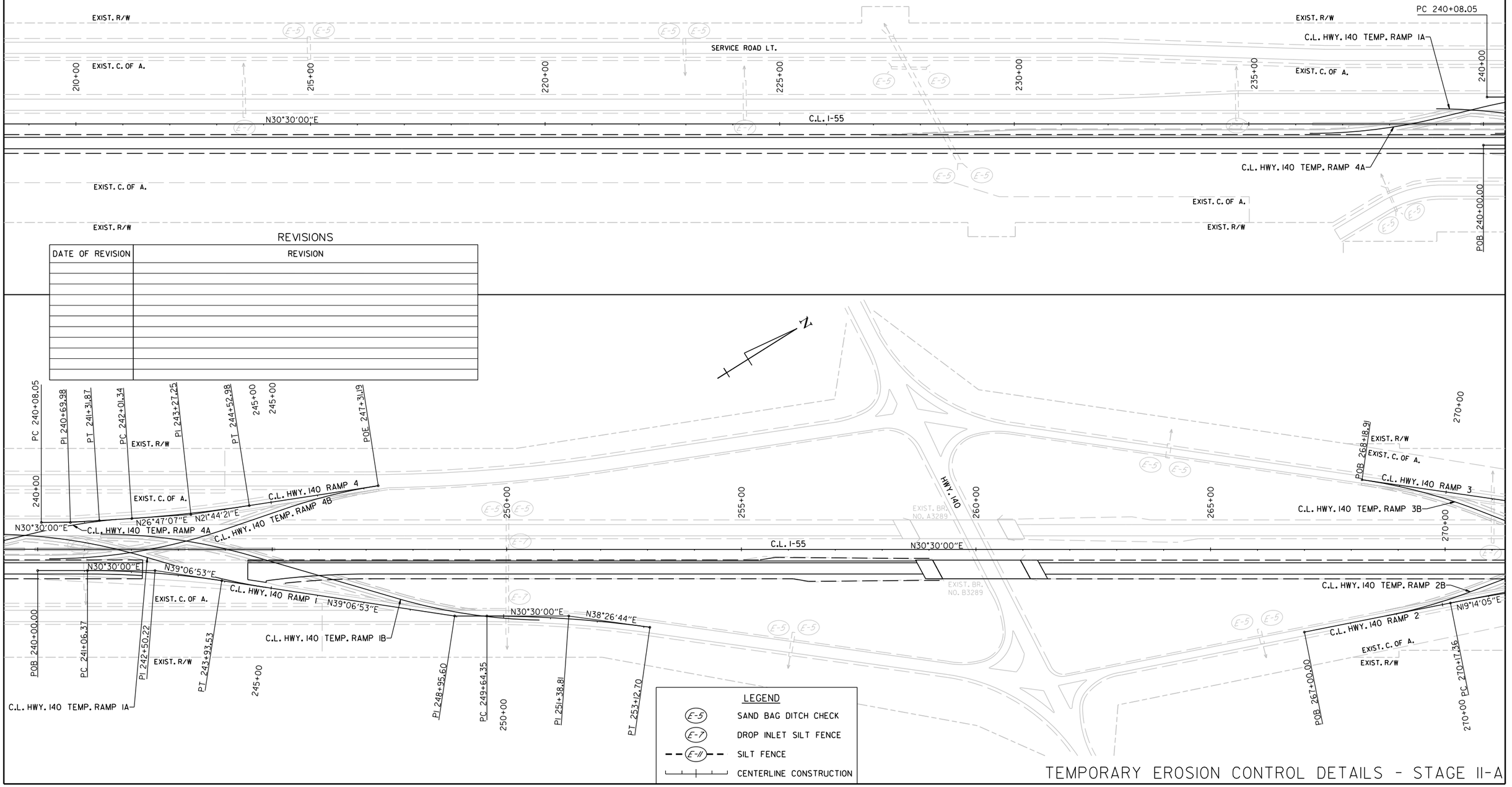
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	39	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER

12-05-2022

REVISIONS

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

LondonMiller 12/5/2022 5:49:17 PM
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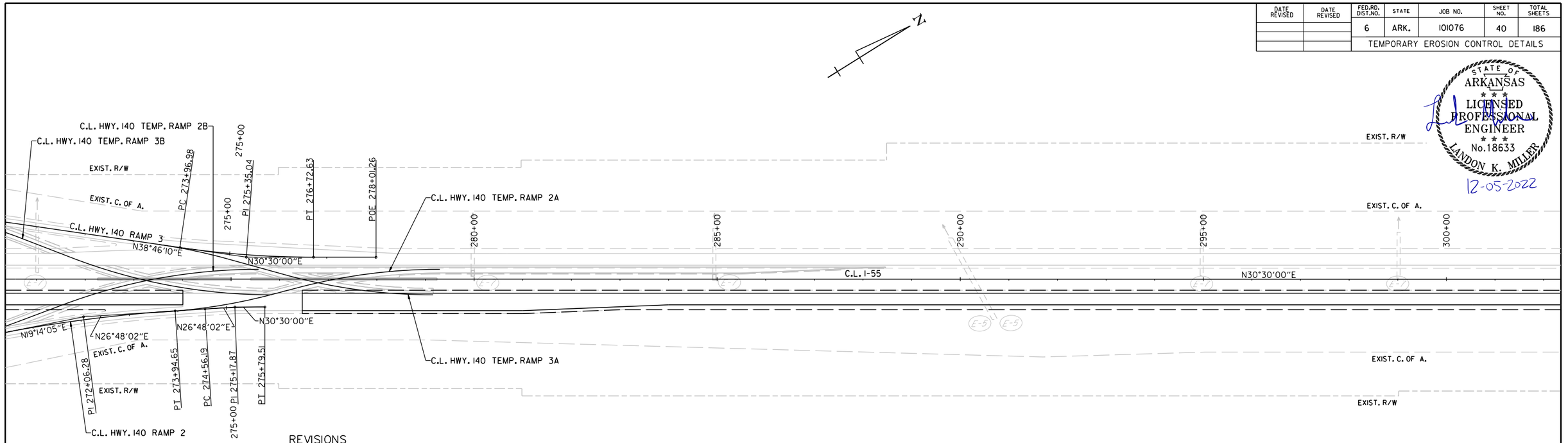
REVISED DATE: $$REVDATE$$

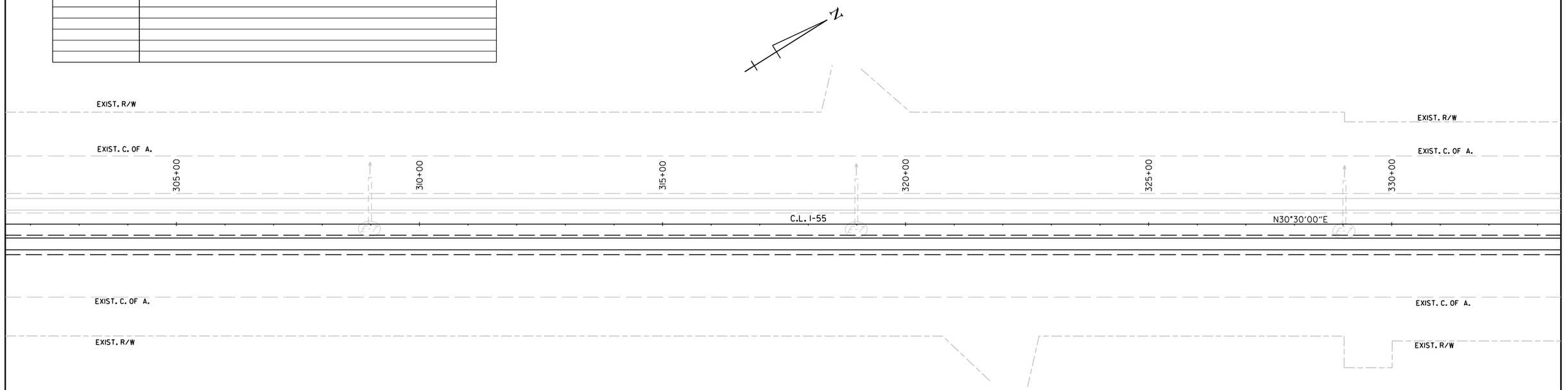
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	40	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

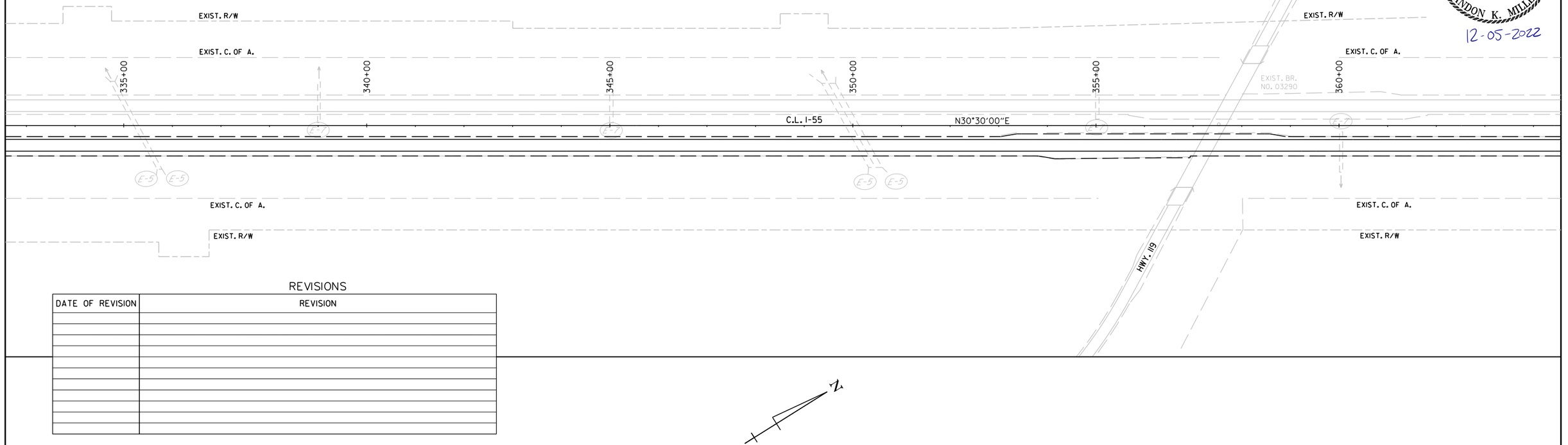
TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

LondonMiller 12/5/2022 5:49:20 PM
WORKSPACE: ARDOT_LRD
CURRENT SOURCE: C:\Users\lmiller\Desktop\DJV\mbjqw\6\d0100437\R101076.06_EC_STAGE II.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	41	186

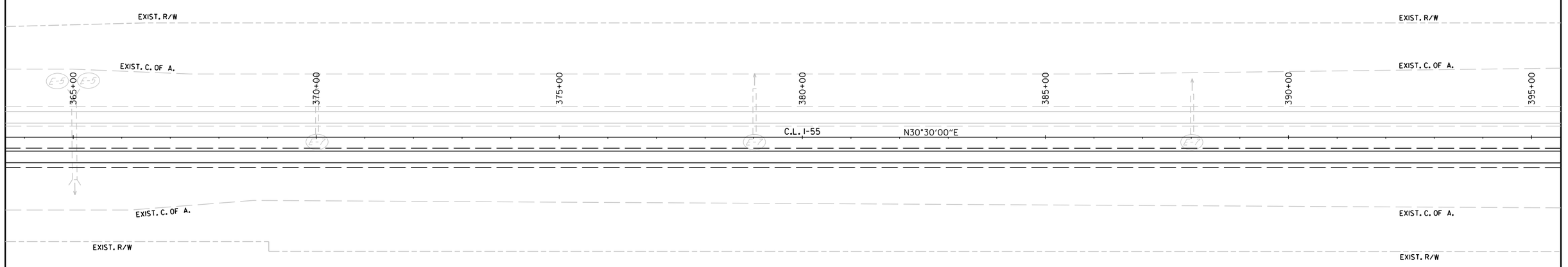
TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

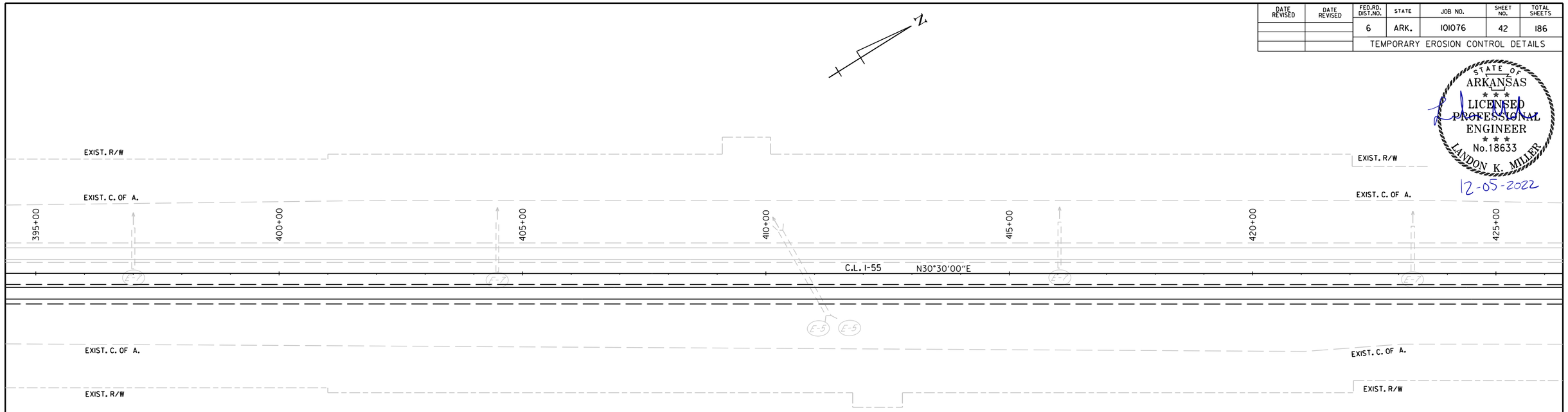
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

LondonMiller 12/5/2022 5:49:22 PM
WORKSPACE: ARDOT_K
CELLPATH: J:\DNC\mbjqw\k6\d0100437\R101076.06.EC.STAGE II.dgn
REVISED DATE: $$REVDATE$$

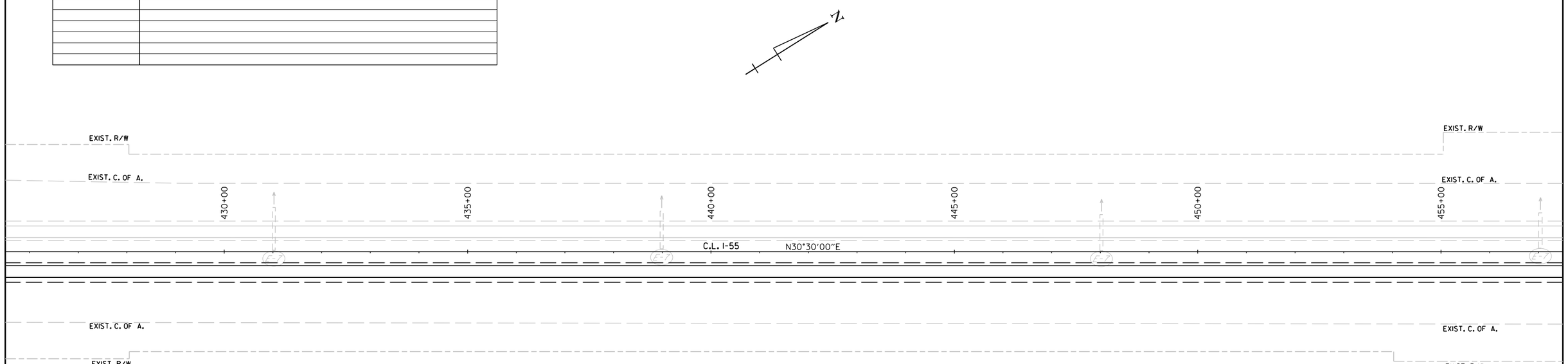
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	42	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

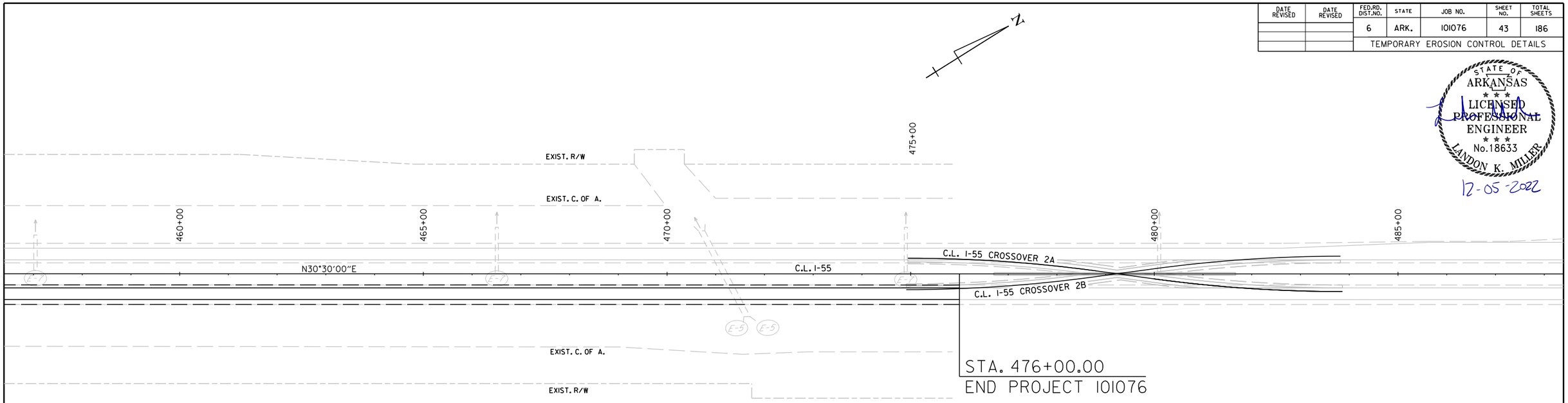
- E-5 — SAND BAG DITCH CHECK
- E-7 — DROP INLET SILT FENCE
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

LandonMiller 12/5/2022 5:49:24 PM
WORKSPACE: ARDOT_K
CONFIGS: $(ONEDRIVE)\Desktop\x64\d0100437\R101076.06.EC.STAGE II.dgn
REVISED DATE: $$REVDATE$$

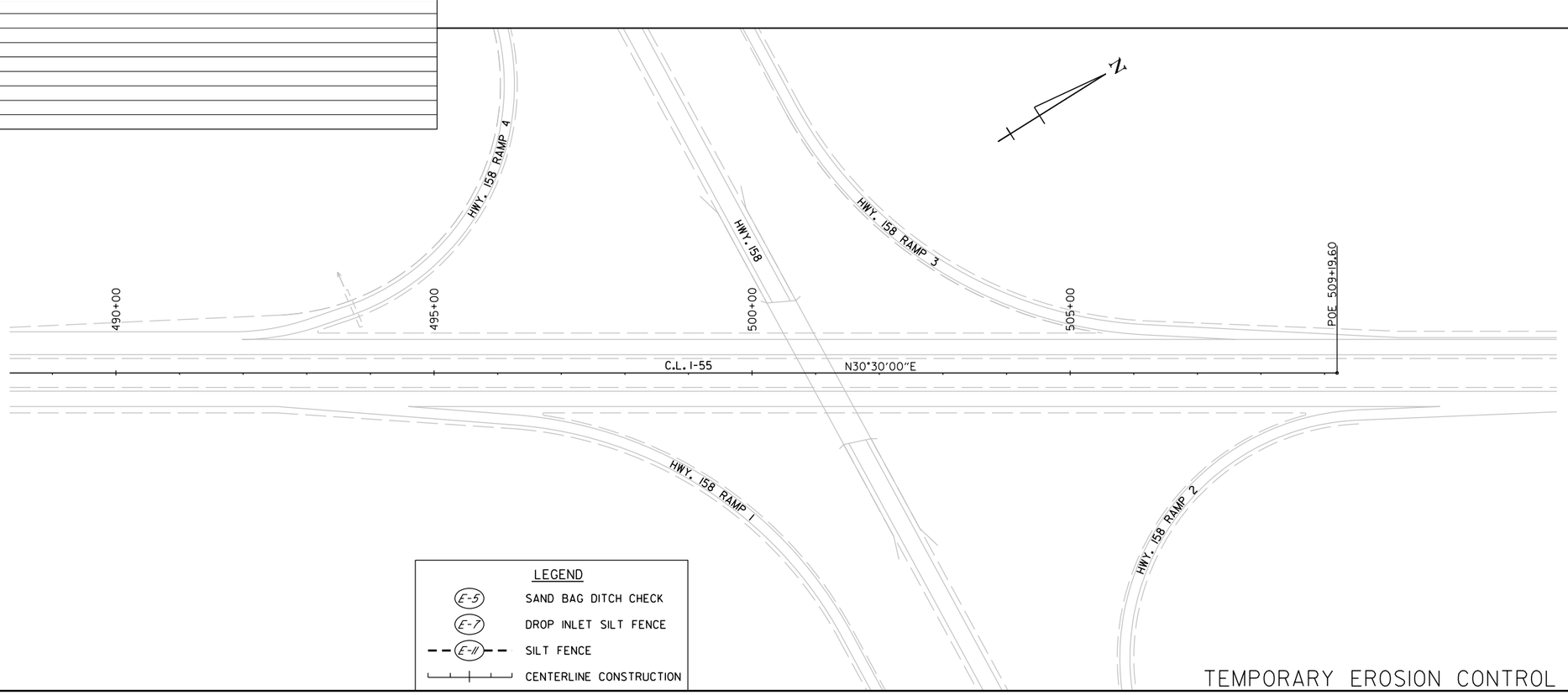
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	43	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

LondonMiller 12/5/2022 5:49:27 PM
WORKSPACE: ARDOT_PW
CWLAREA: C:\Users\londonm\Desktop\working\R101076.06_EC_STAGE II.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	44	186

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

N

EXIST. R/W
HWY. 181
25+00
30+00
35+00
40+00
45+00
50+00
N32°08'00"E
C.L. I-55
C.L. HWY. 181 TEMP. RAMP 3B
C.L. HWY. 181 TEMP. RAMP 2B
C.L. HWY. 181 RAMP 3
C.L. HWY. 181 RAMP 2
C.L. I-55 CROSSOVER IB
C.L. I-55 CROSSOVER IA
EXIST. C. OF A.
N38°21'38"E
N31°49'40"E
N47°36'41"E
N35°22'24"E
N29°59'27"E
N27°08'41"E
N20°08'53"E
POB 26+41.33
PC 33+87.72
PI 34+96.45
PT 36+05.04
PC 42+05.48
PI 42+70.25
PT 43+34.55
PC 45+52.89
PI 47+68.85
PT 49+83.75
PC 54+39.02
PC 34+38.79
PI 35+81.25
PT 37+23.39
PC 46+43.71
PI 47+81.28
PT 49+17.12
PC 50+27.14
PI 51+33.54
PT 52+39.13

REVISIONS	
DATE OF REVISION	REVISION

STA. 61+40.00
BEGIN PROJECT 101076
L.M. 44.581

55+00
60+00
65+00
70+00
75+00
80+00
85+00
EXIST. BR. NO. B3288
PC 54+39.02
PT 55+10.43
PI 54+74.73
PC 56+04.41
PI 56+58.43
PT 57+12.41
POE 60+17.41
58+09.17 69.43
60+53.43 125.00
61+63.59 125.00
64+11.89 114.00
59+73.50 134.77
62+22.39 153.47
63+37.15 153.47
65+89.04 112.11
N32°08'00"E
N29°59'27"E
C.L. HWY. 181 RAMP 2

LEGEND

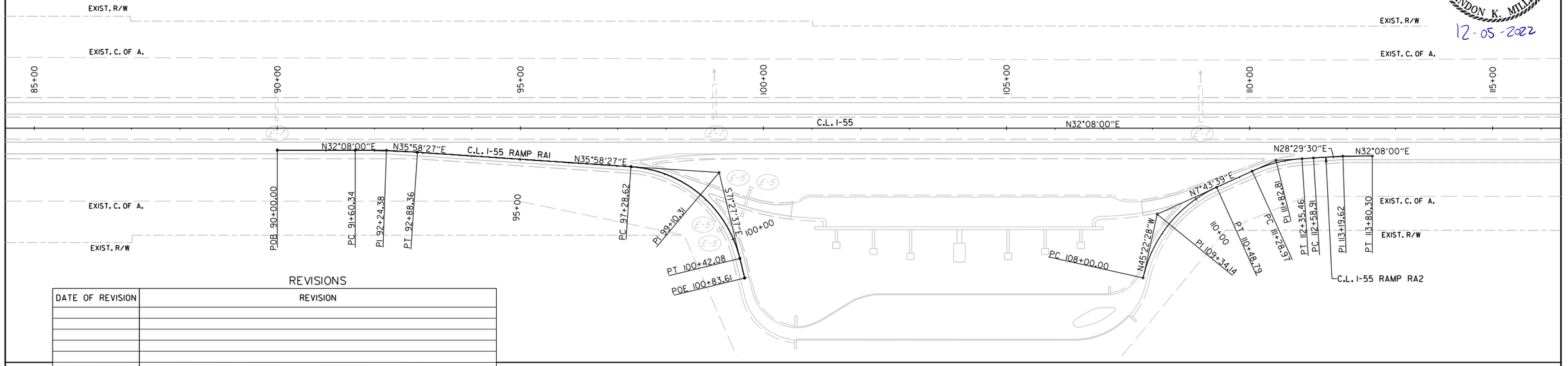
E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

LandonMiller
WORKSPACE: ARDOT
COLLECTION: Default\mbplow\16\d0000437\R101076_06_EC_STAGE II.dgn
12/5/2022 5:49:29 PM
REVISED DATE: $$REVDATE$$

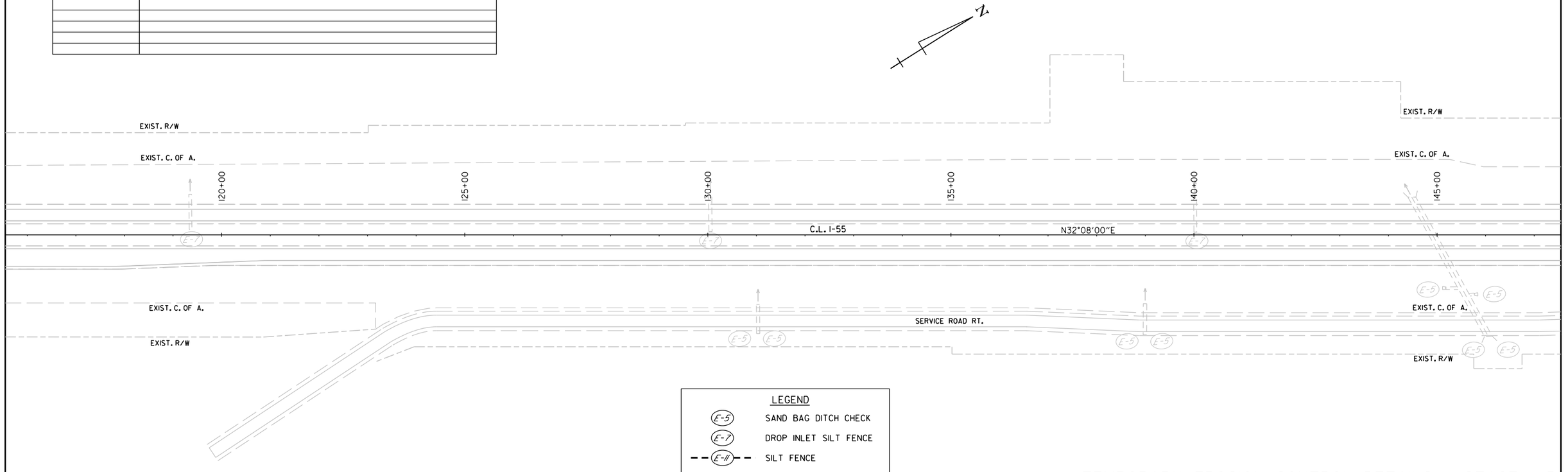
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	45	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

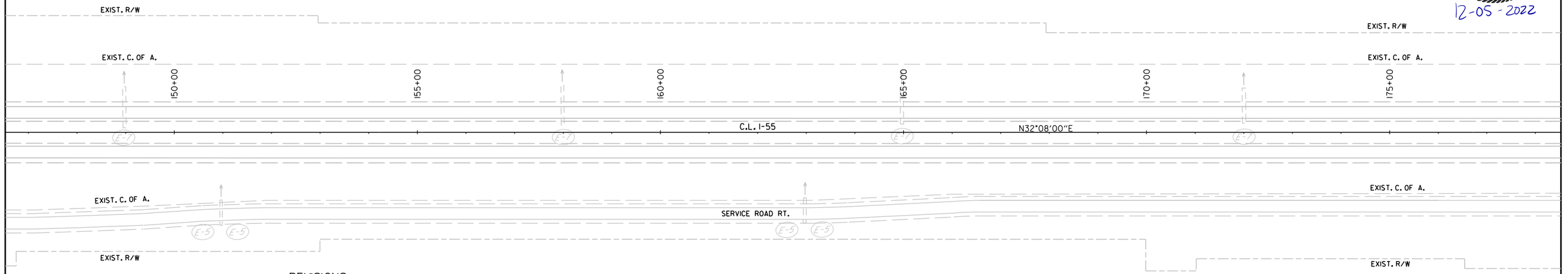
E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

London.Miller 12/5/2022 5:49:32 PM
WORKSPACE: ARDOT
USER: C:\Users\lmiller\Documents\Projects\Vmbl\pw\16\d0100437\R101076_06_EC_STAGE II.dgn
REVISED DATE: $$REVDATE$$

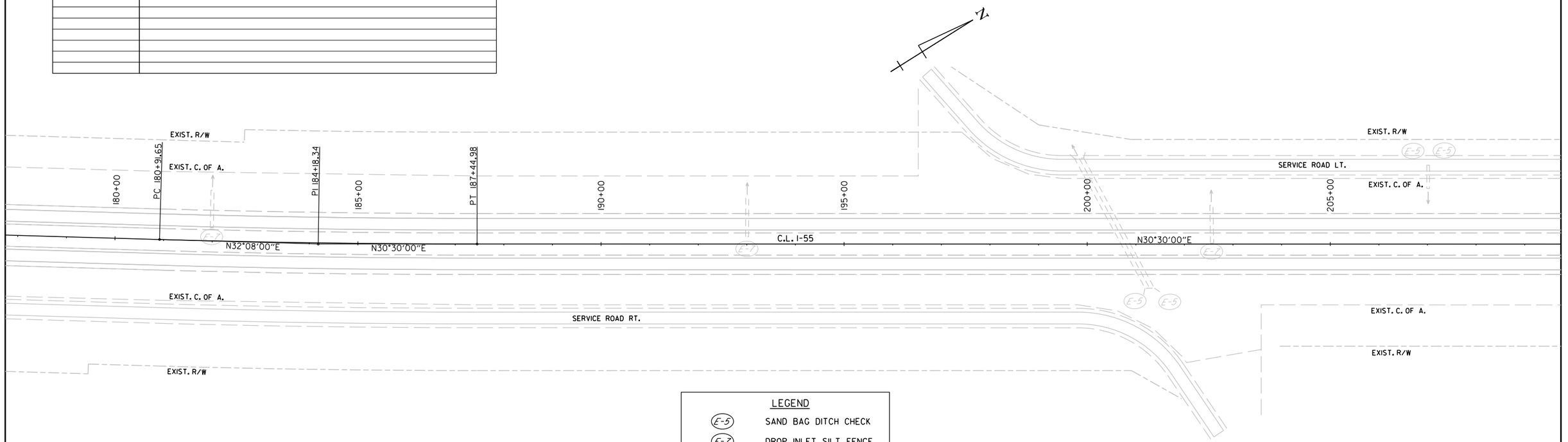
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	46	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

LondonMiller 12/5/2022 5:49:34 PM
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REVISED DATE: $$REVDATE$$

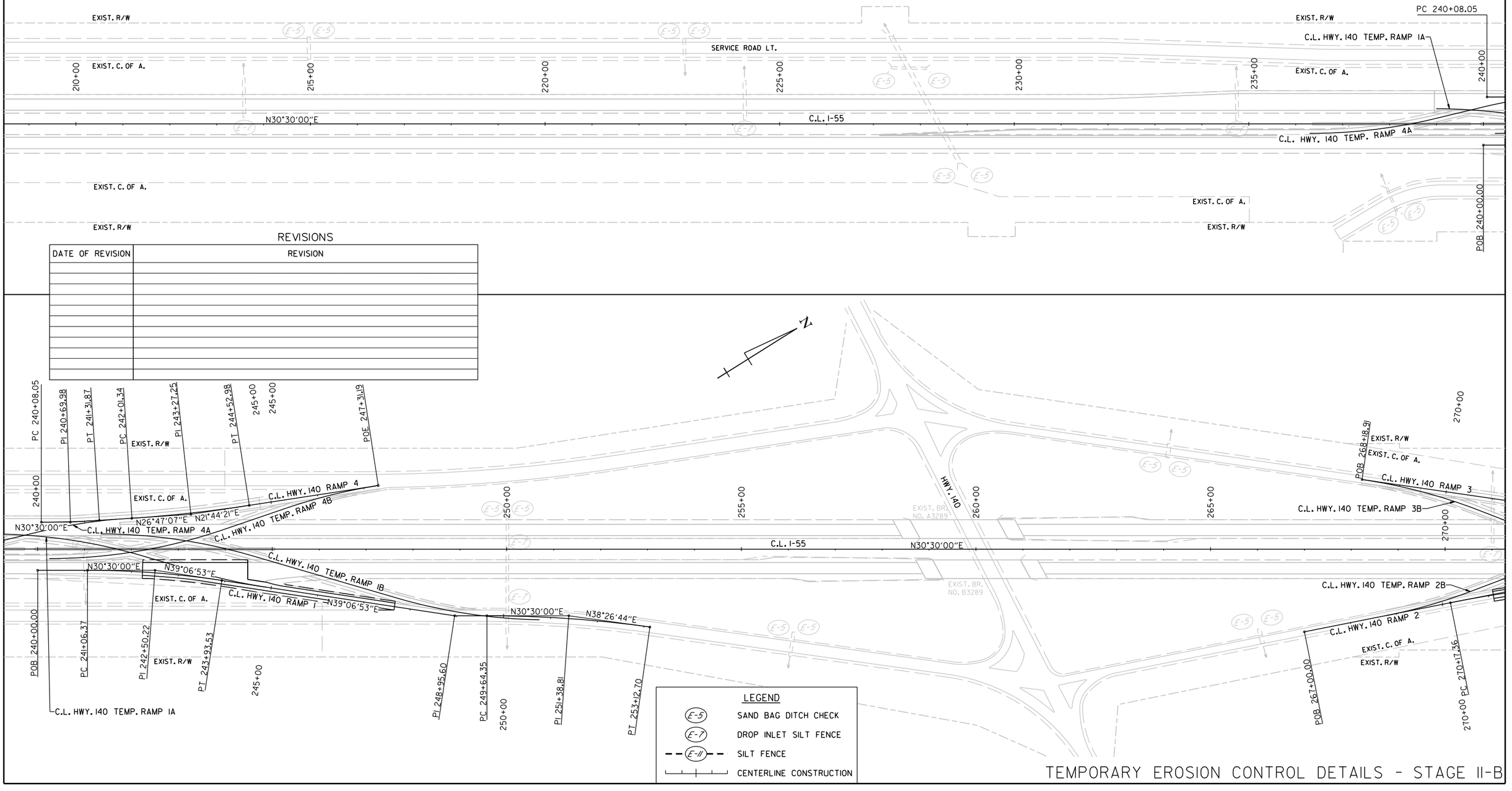
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	47	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER

12-05-2022

REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

LondonMiller 12/5/2022 5:49:36 PM
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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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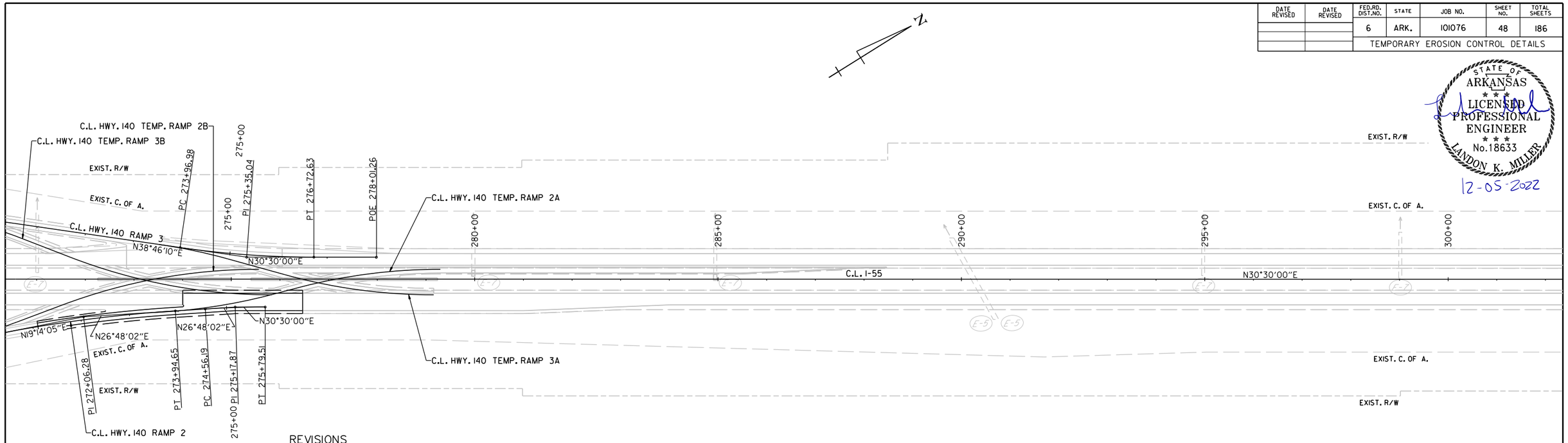
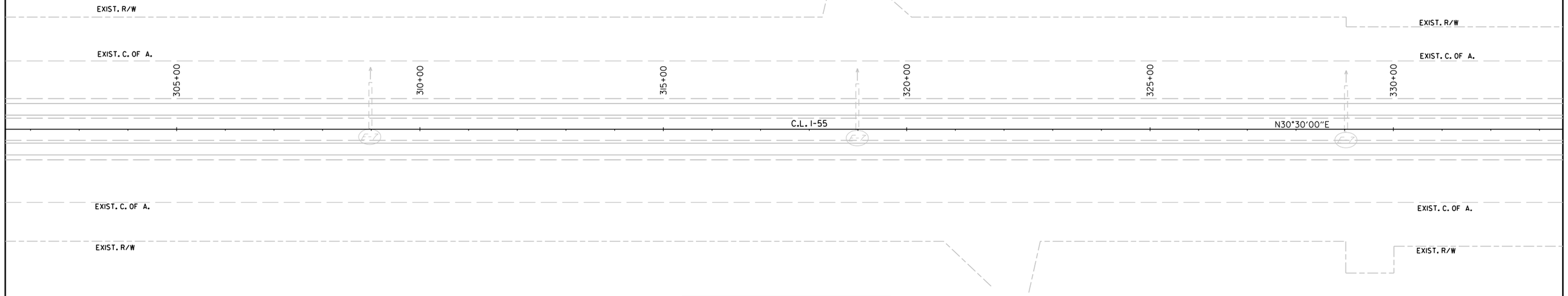
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 — SAND BAG DITCH CHECK
- E-7 — DROP INLET SILT FENCE
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

LandonMiller 12/5/2022 5:49:39 PM
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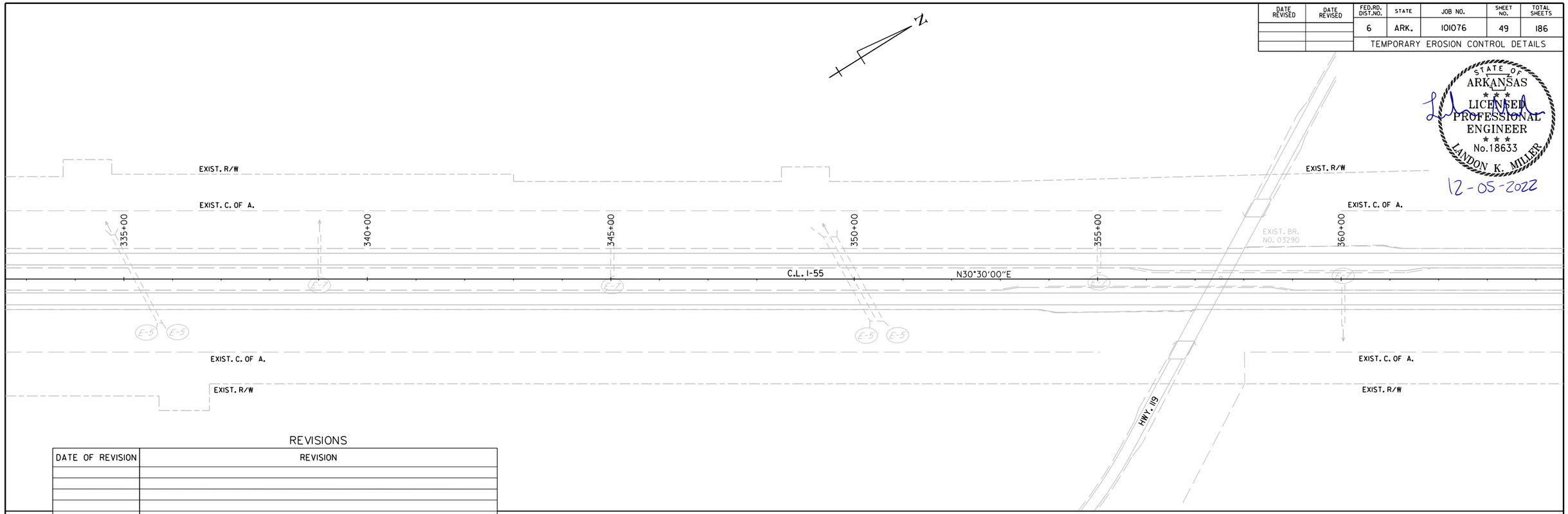
CLIENT: $$DNCV\mbjqw\&v$d0100437\R100076.06_EC_STAGE II.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	49	186

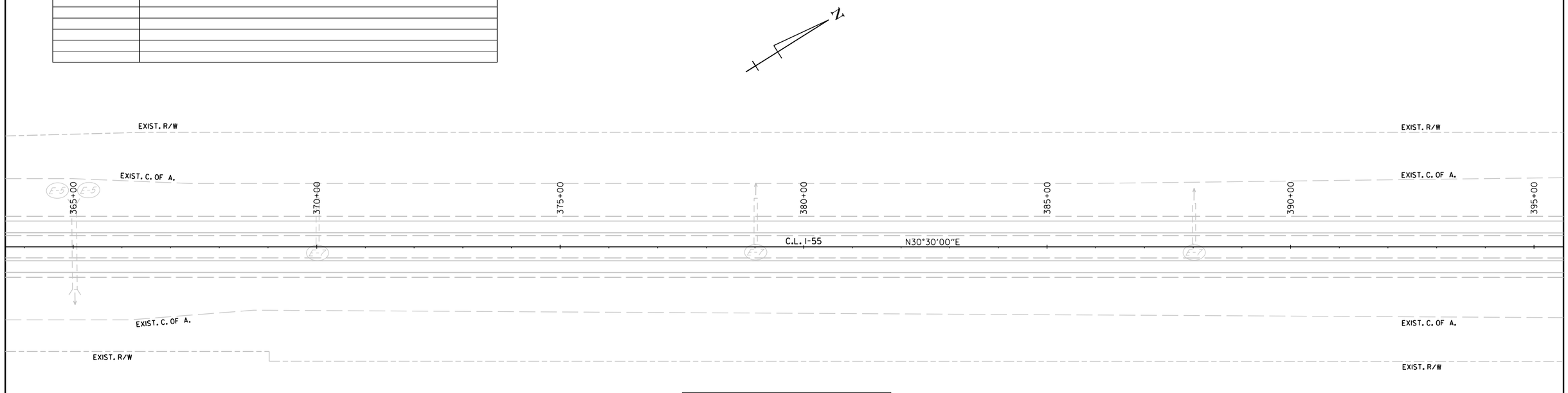
TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

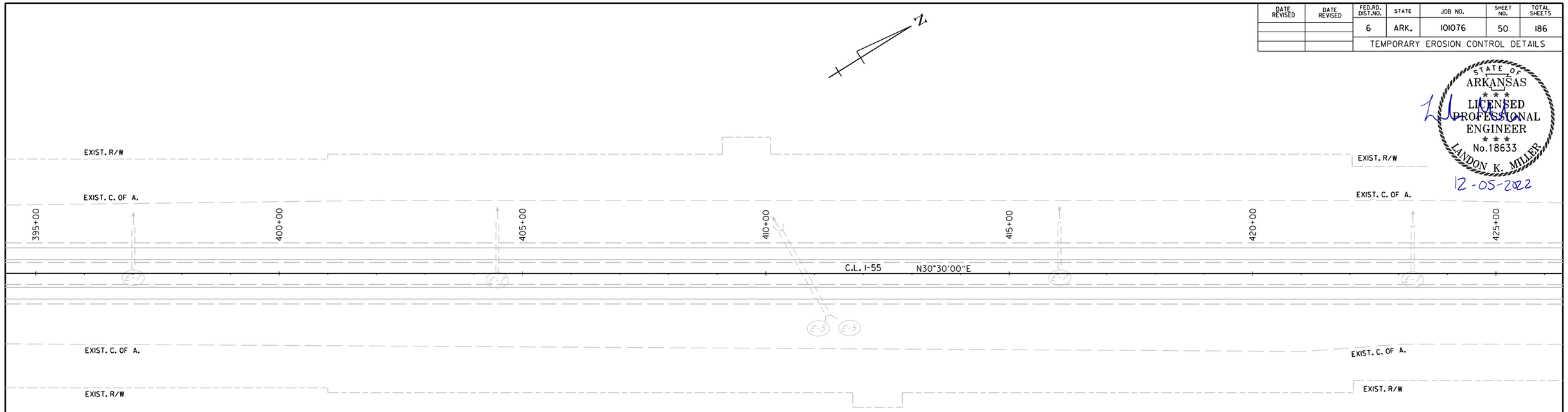
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

London.Miller 12/5/2022 5:49:41 PM
WORKSPACE: ARDOT_LR
CLIENT: $$DIV\mbjpw\6\d0100437\RI0I076.06.EC.STAGE II.dgn
REVISED DATE: $$REVDATE$$

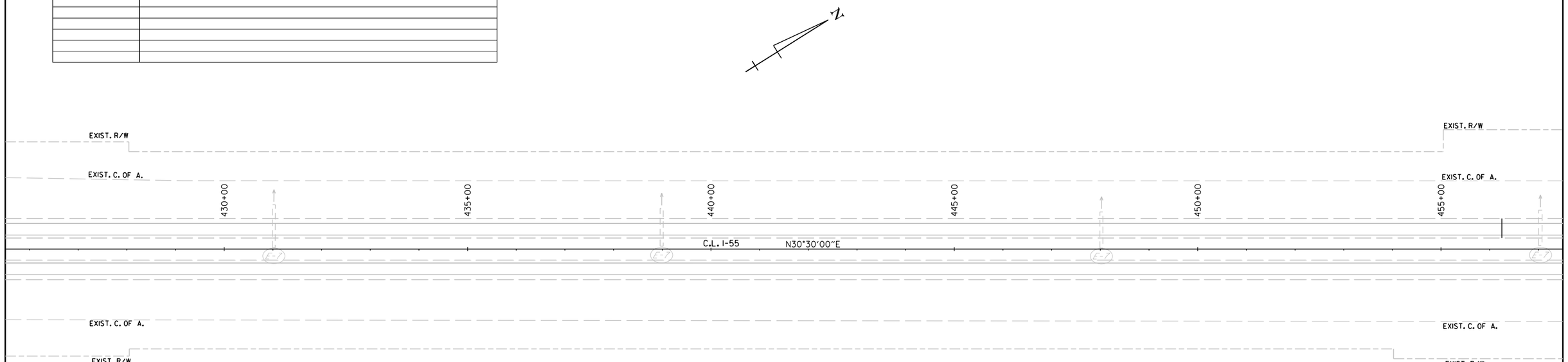
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	50	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 — SAND BAG DITCH CHECK
- E-7 — DROP INLET SILT FENCE
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

LondonMiller 12/5/2022 5:49:44 PM
WORKSPACE: ARDOT_K
COLLECTION: C:\Users\londonm\DOCUMENTS\DOCUMENTS\Projects\101076\06_EC_STAGE II.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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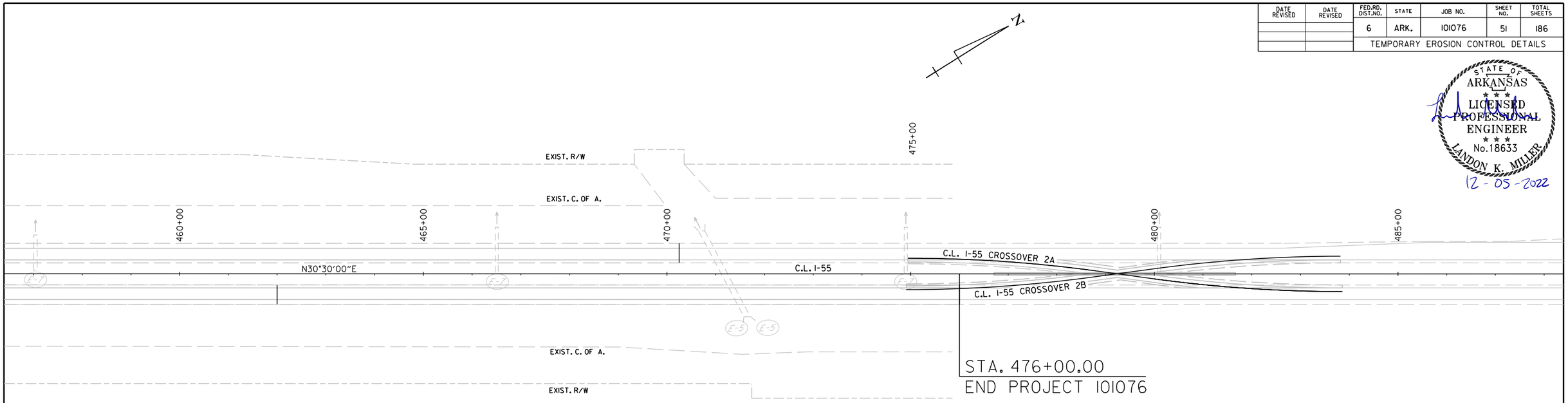
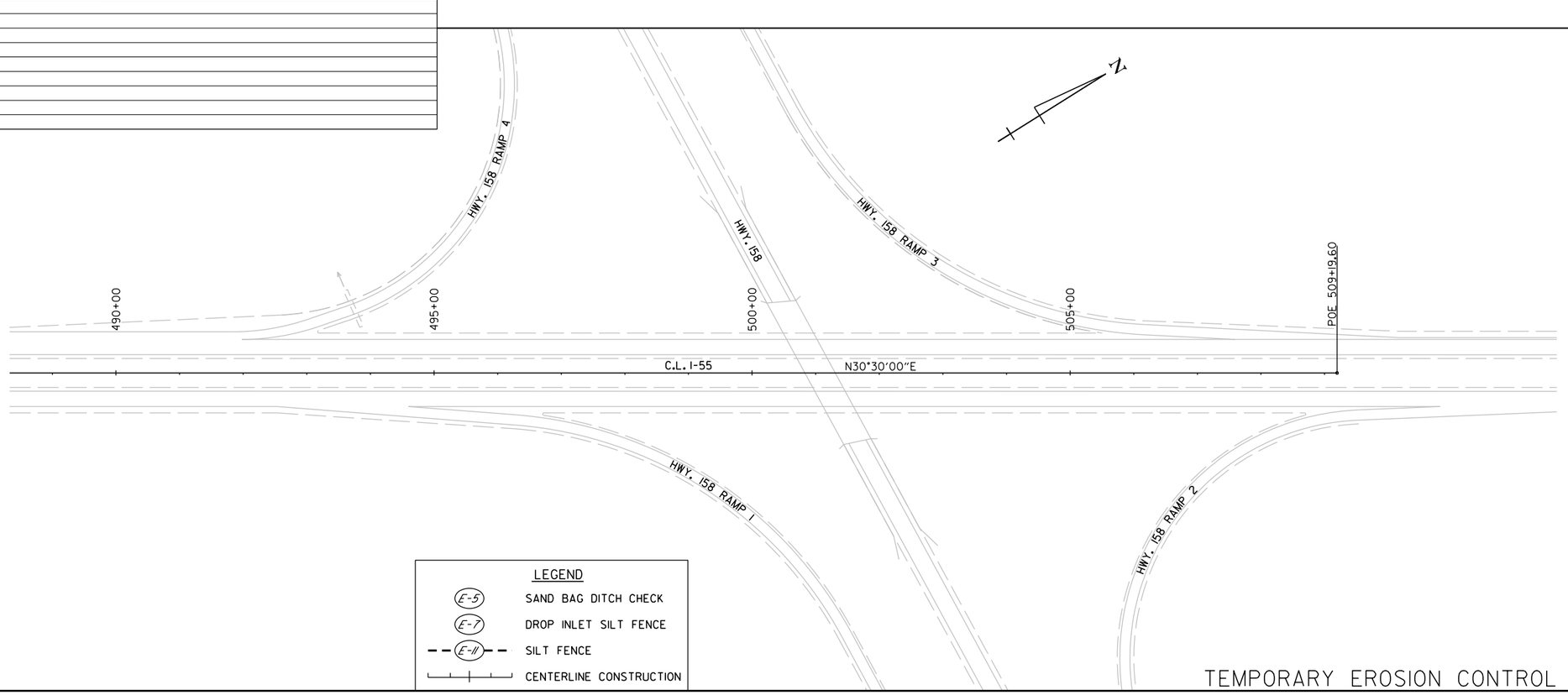
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

LondonMiller 12/5/2022 5:49:46 PM
WORKSPACE: ARDOT_K
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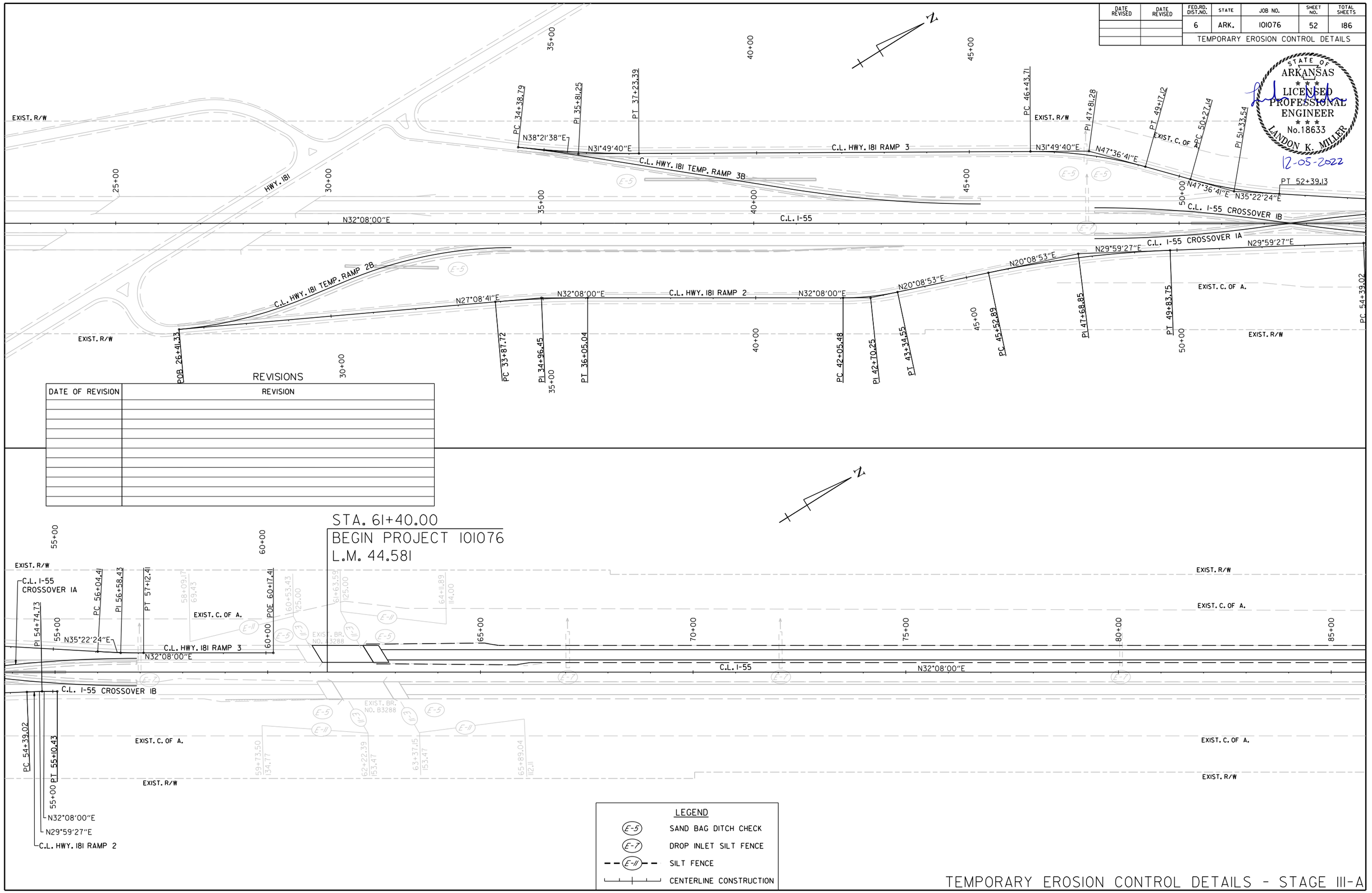
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	52	186

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

STA. 61+40.00
BEGIN PROJECT 101076
L.M. 44.581

LEGEND

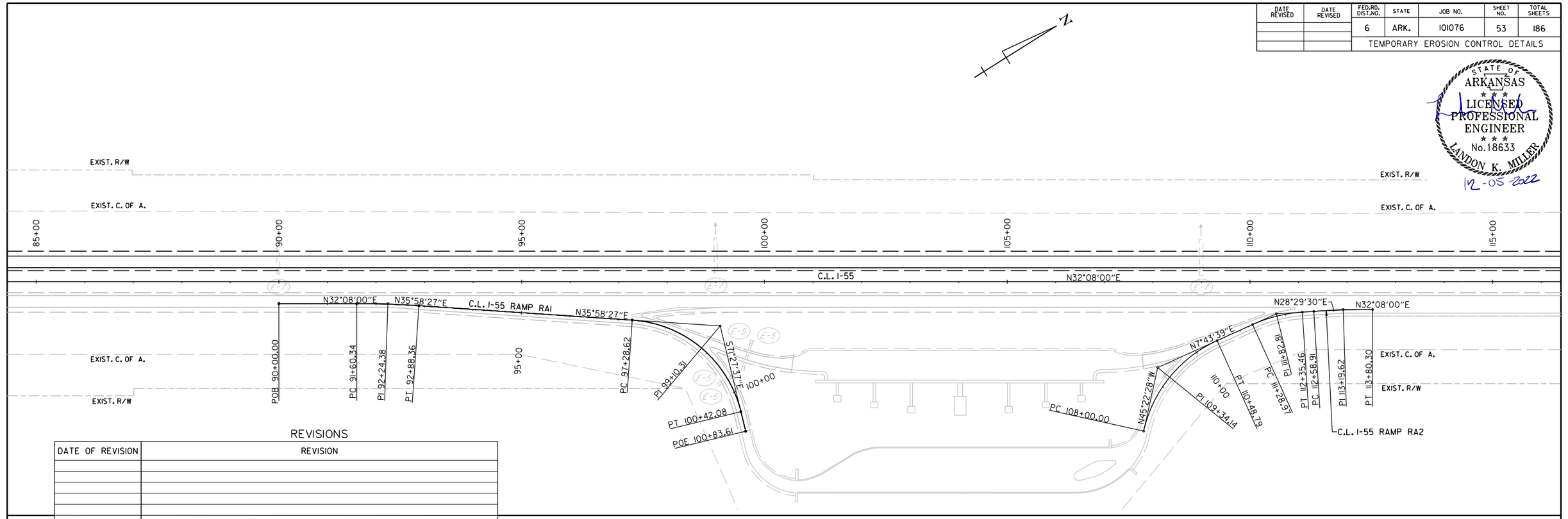
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

LandonMiller
WORKSPACE: ARDOT
COLLECTION: Projects\vdot\00437\R101076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$
12/5/2022 5:49:59 PM

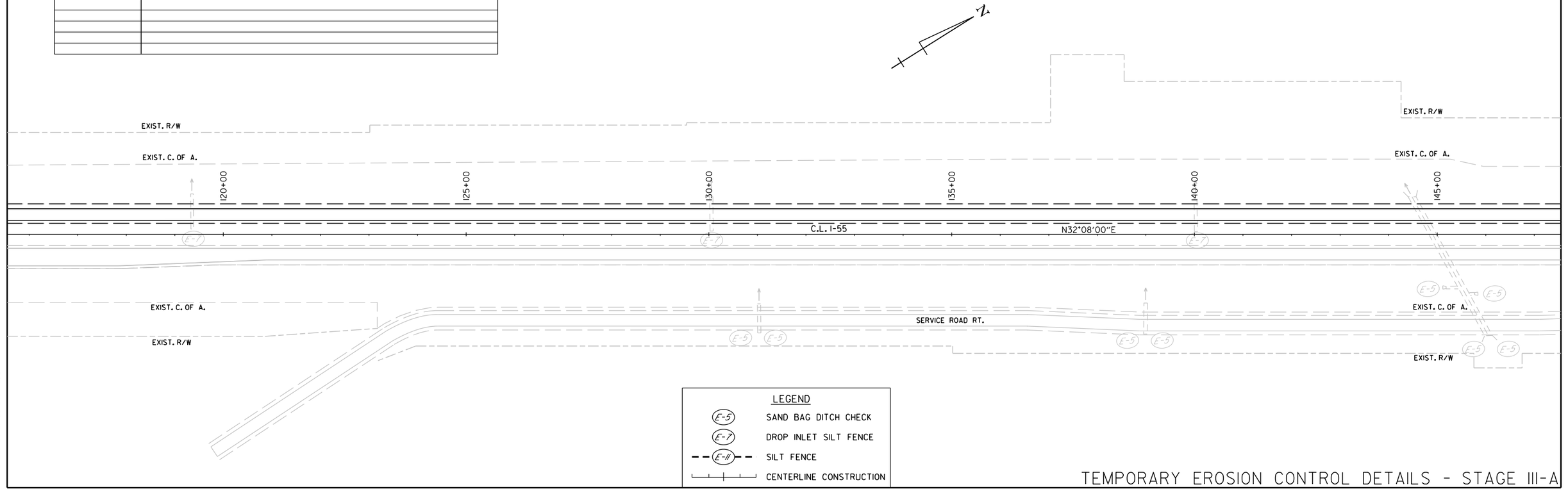
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	53	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

LandonMiller 12/5/2022 5:50:02 PM
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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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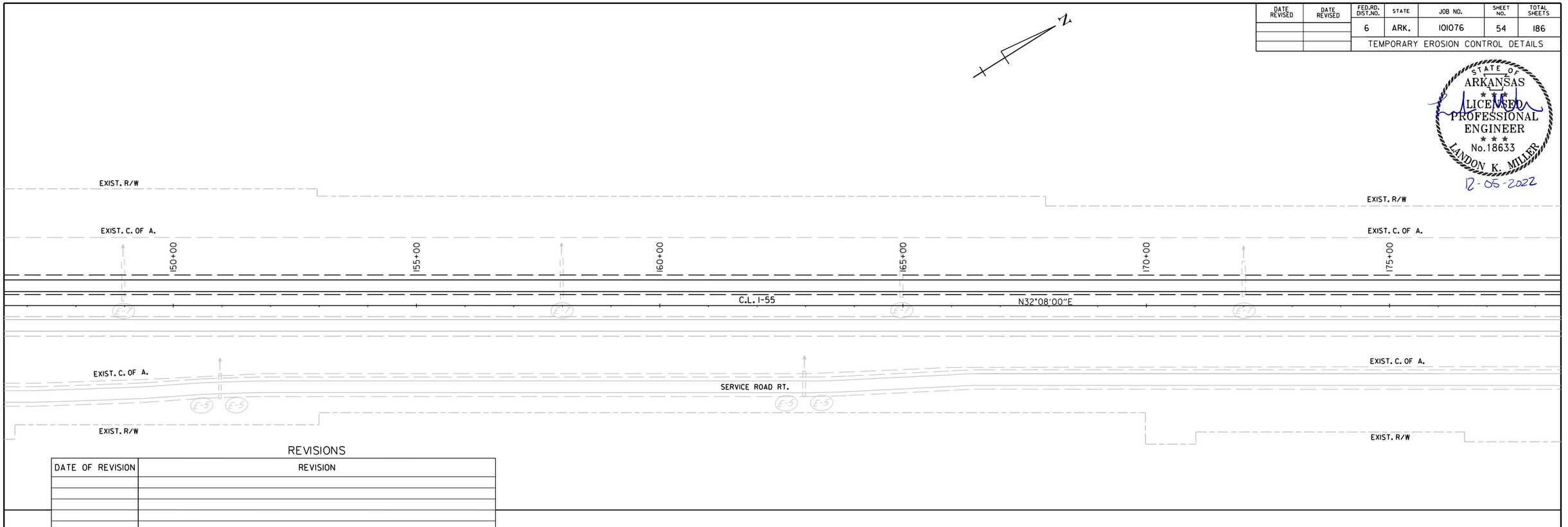
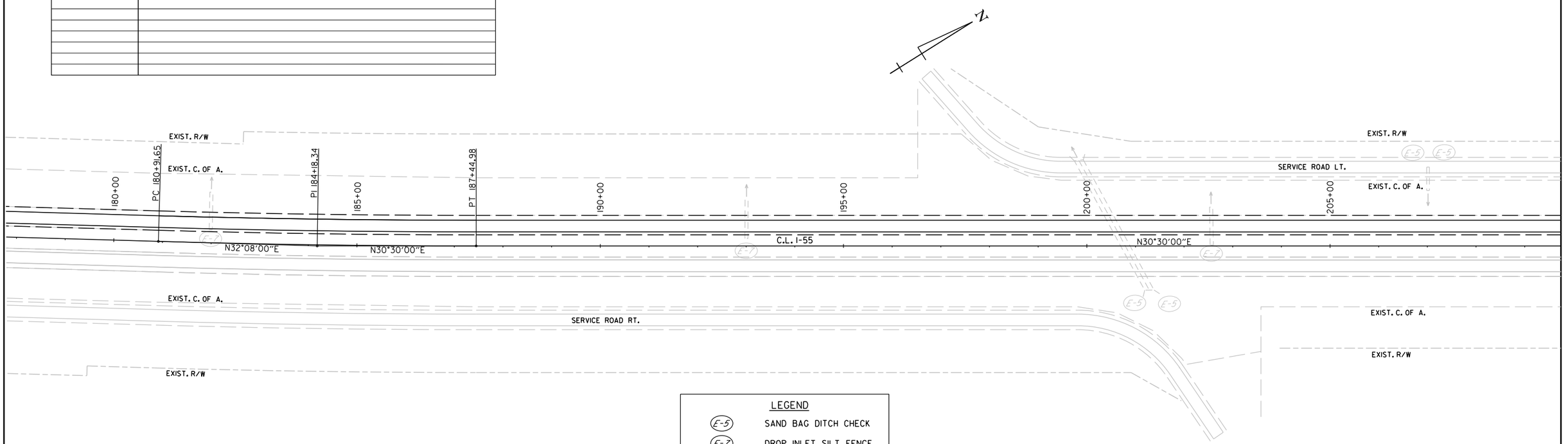
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 — SAND BAG DITCH CHECK
- E-7 — DROP INLET SILT FENCE
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

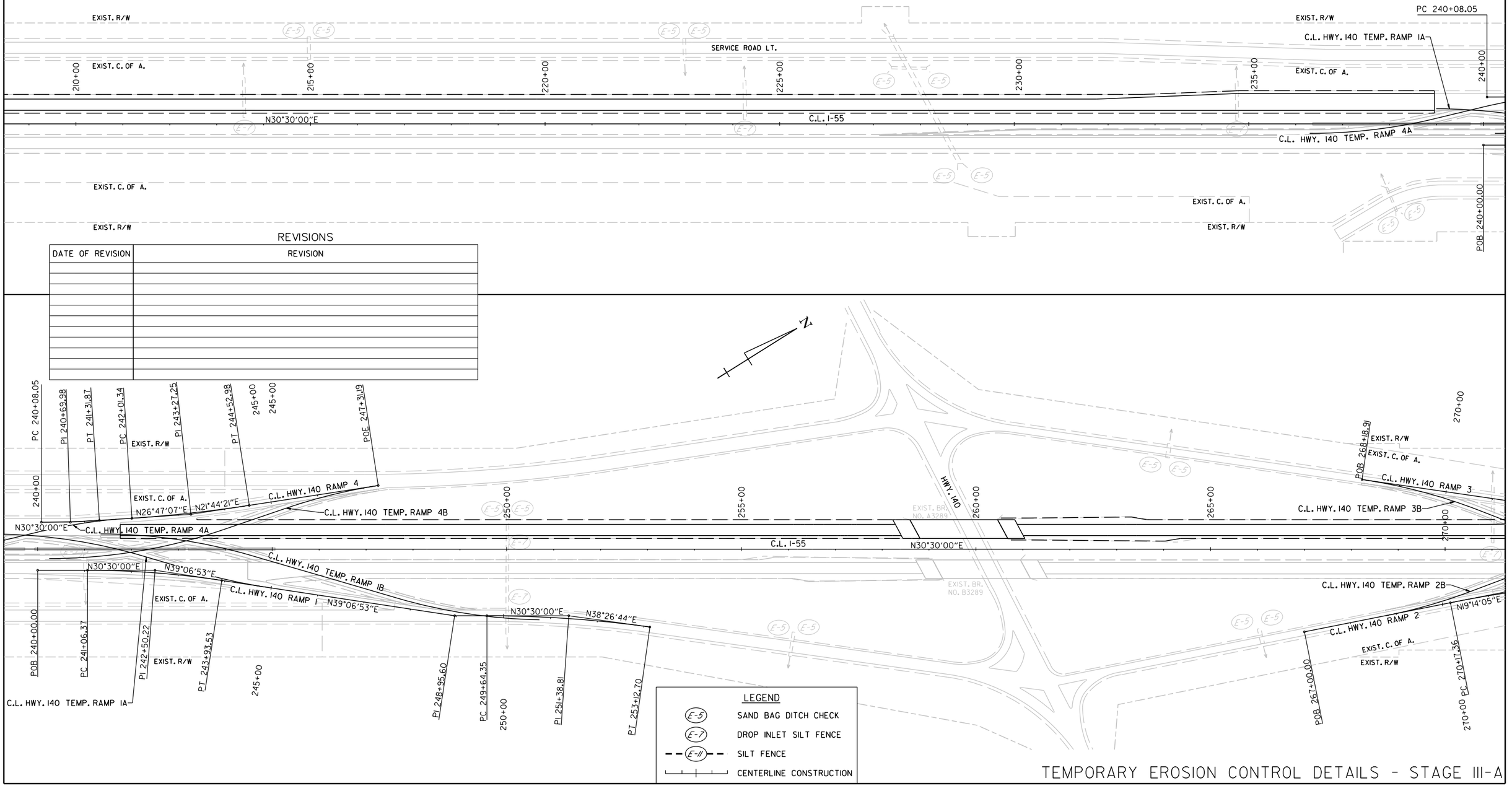
London.Miller 12/5/2022 5:50:04 PM
WORKSPACE: ARDOT_K
CONFIGS: \\ONDWP\projw\6\d0100437\R101076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	55	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

REVISIONS

DATE OF REVISION	REVISION



LEGEND

- (E-5) SAND BAG DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-11) SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

LondonMiller 12/5/2022 5:50:07 PM
WORKSPACE: ARDOT
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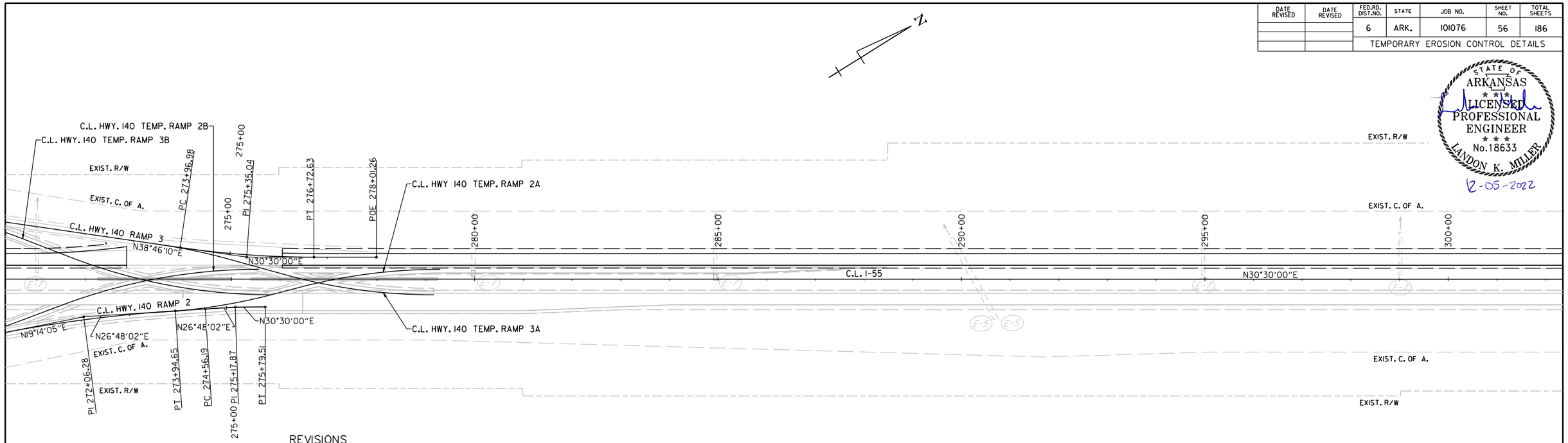
REVISED DATE: $$REVDATE$$

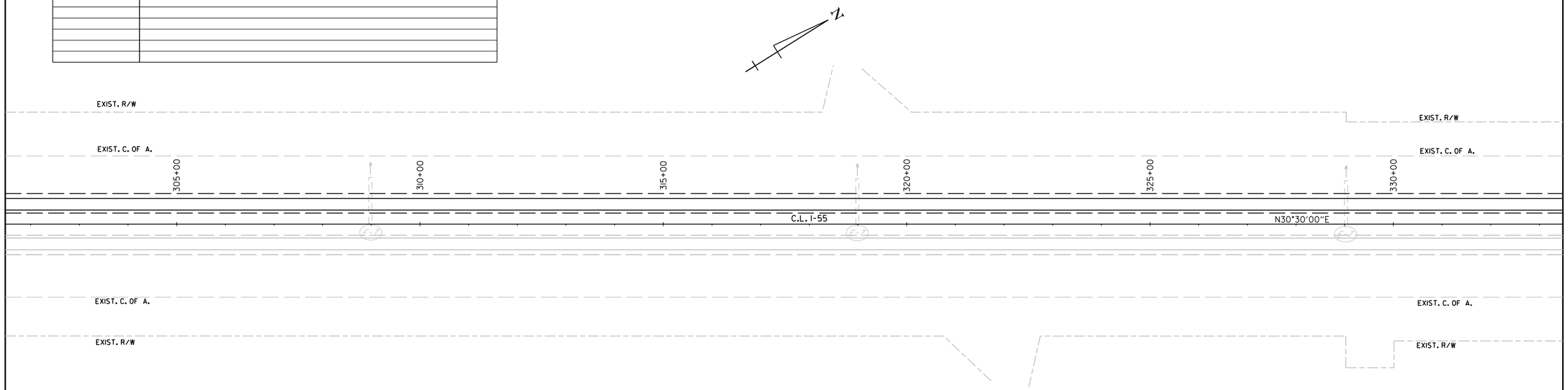
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	56	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

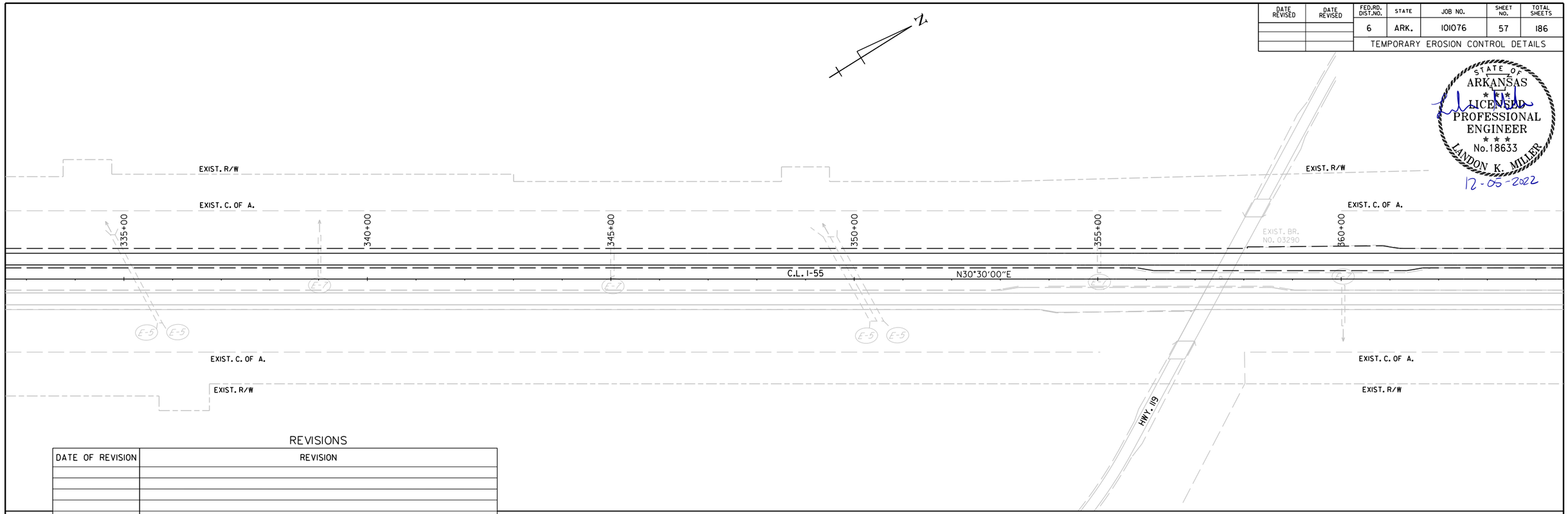
TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

LondonMiller 12/5/2022 5:50:09 PM
WORKSPACE: ARDOT_E
CURSER: C:\Users\londonmiller\Desktop\101076 Working Files\101076.06_EC_STAGE III.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	57	186

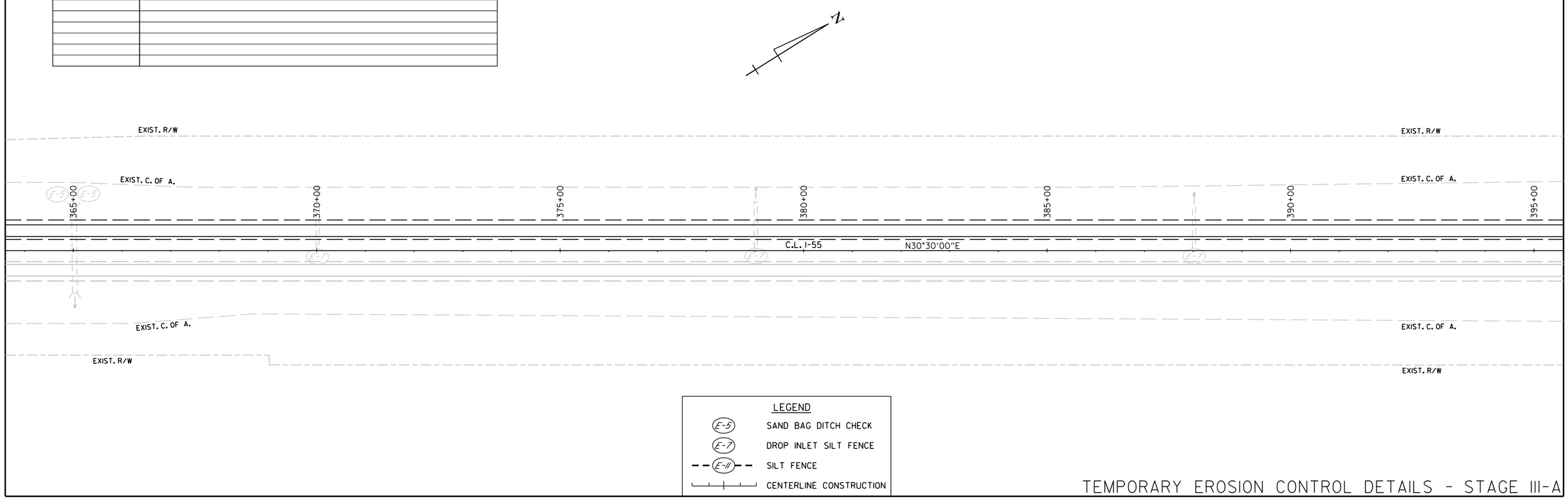
TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

LondonMiller 12/5/2022 5:50:11 PM
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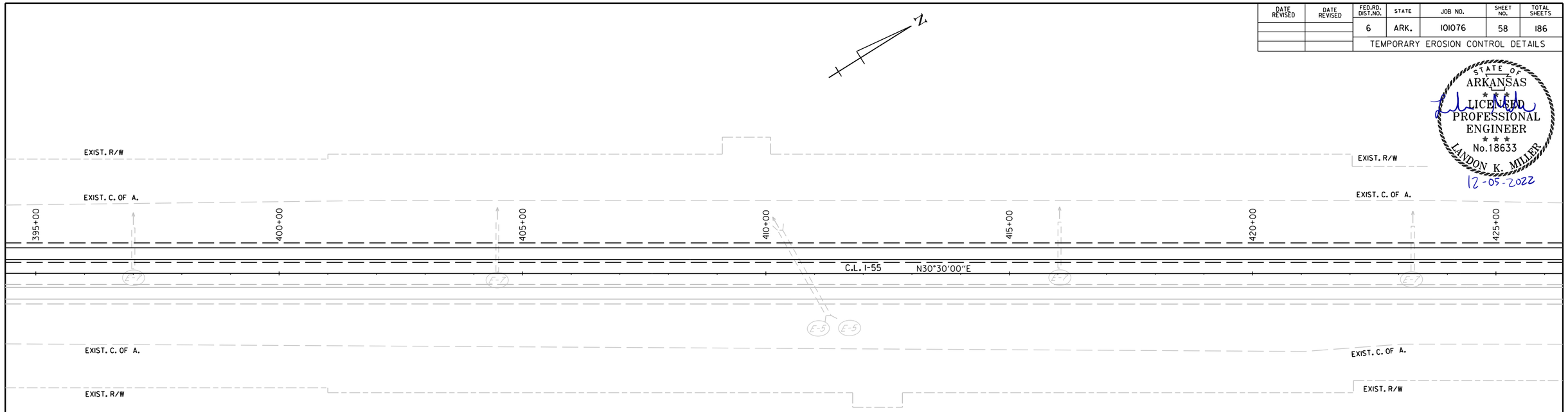
CONFIGS: $(ONEDOT)mbipw\6\d0100437\R101076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$

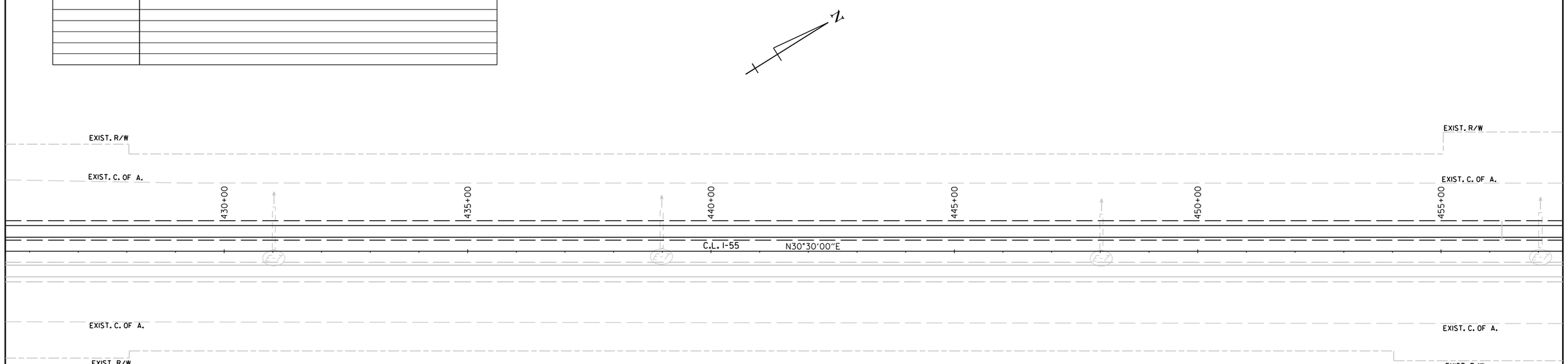
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	58	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

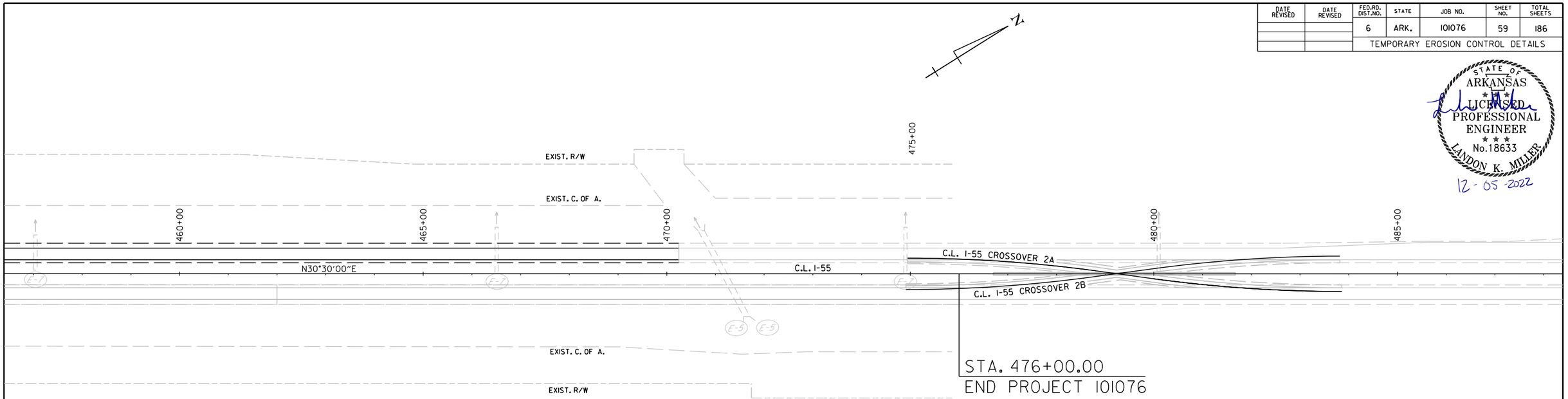
- E-5 — SAND BAG DITCH CHECK
- E-7 — DROP INLET SILT FENCE
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

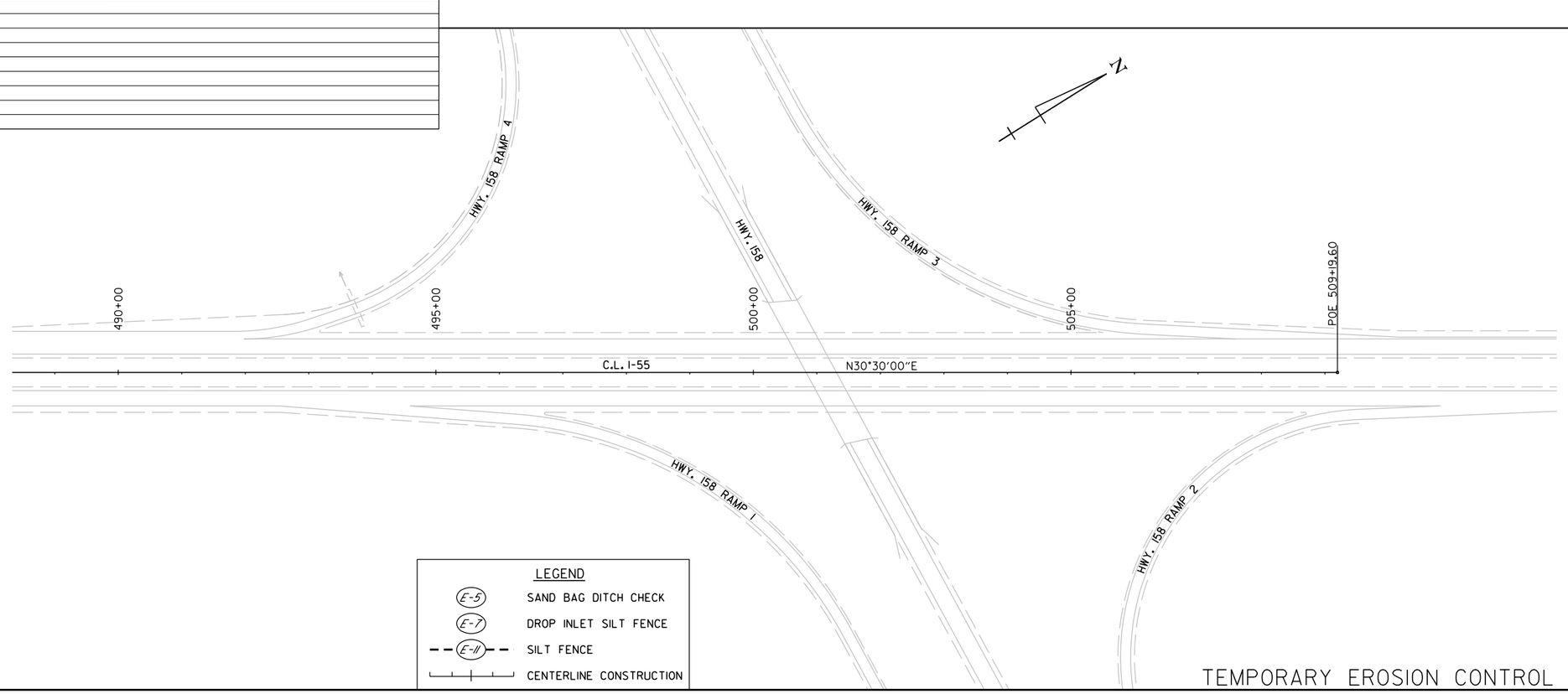
LondonMiller
12/5/2022 5:50:14 PM
WORKSPACE: ARDOT
COLLECTION: C:\DOT\mbjpw\x64\d0100437\R101076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	59	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

LondonMiller 12/5/2022 5:50:16 PM
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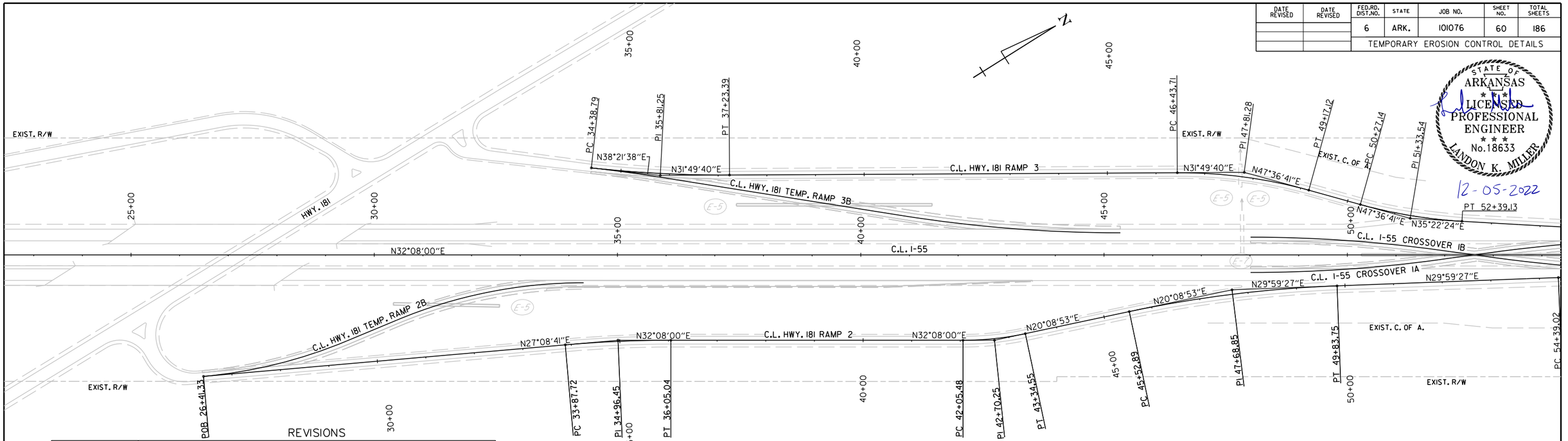
REVISED DATE: $$REVDATE$$
C:\USERS\LONDONMILLER\DOCUMENTS\101076_06_EC_STAGE III.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	60	186

TEMPORARY EROSION CONTROL DETAILS

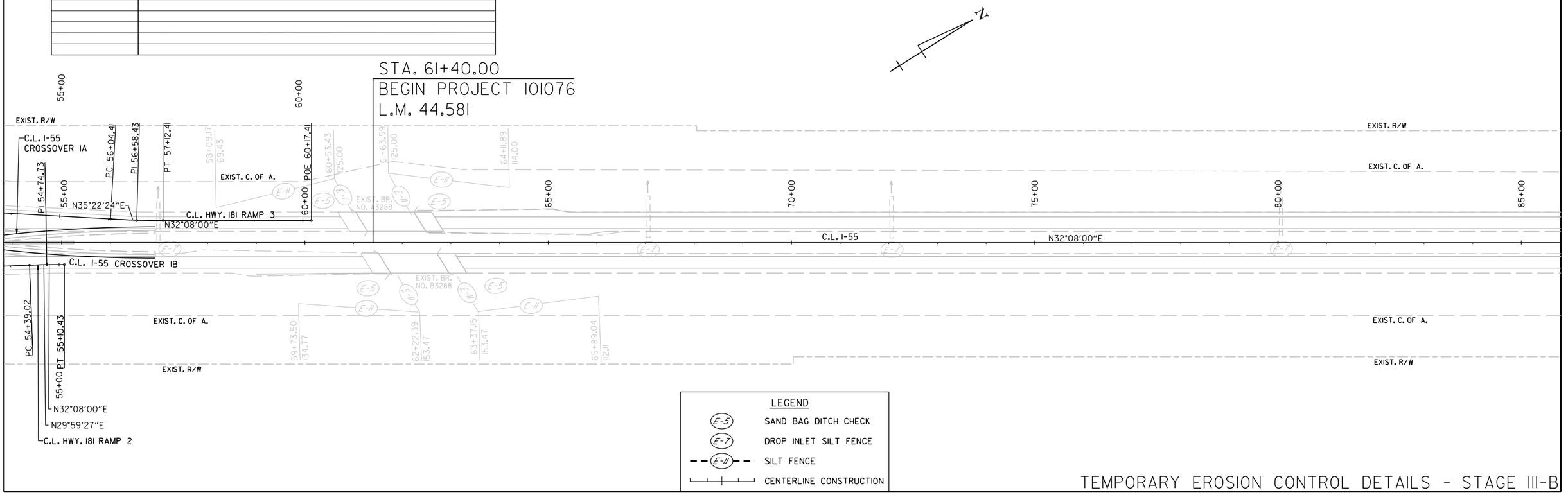
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

STA. 61+40.00
BEGIN PROJECT 101076
L.M. 44.581



LEGEND

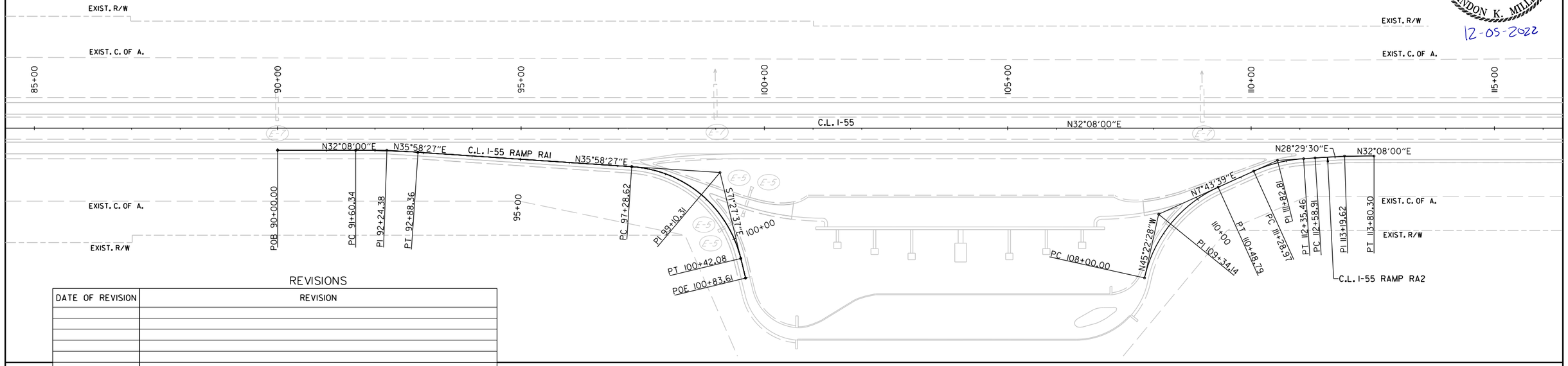
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

London.Miller
WORKSPACE: ARDOT_V8
CELLPATH: C:\DOT\mbjqw\k6\d0100437\R101076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$
12/5/2022 5:50:18 PM

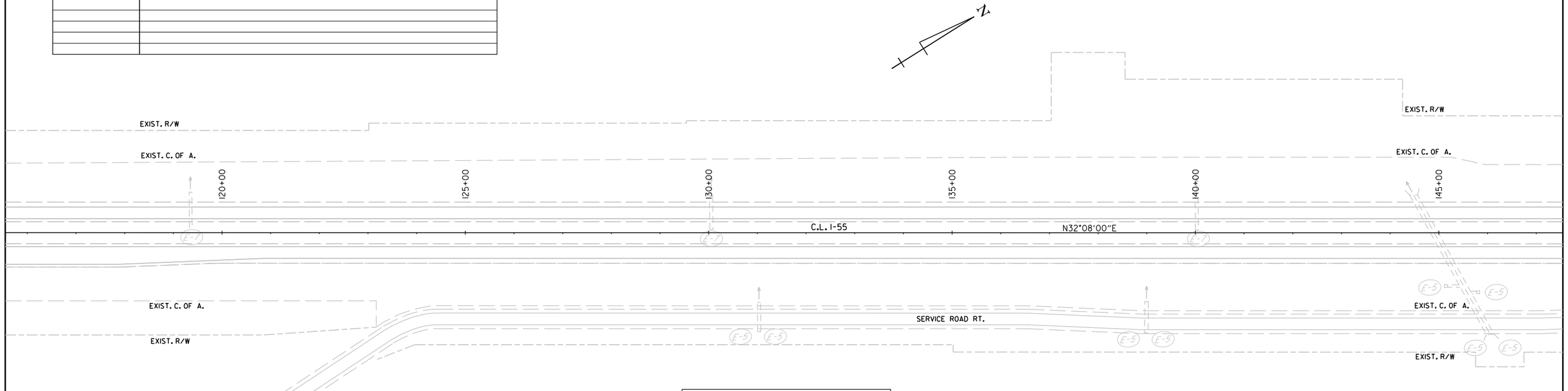
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	61	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

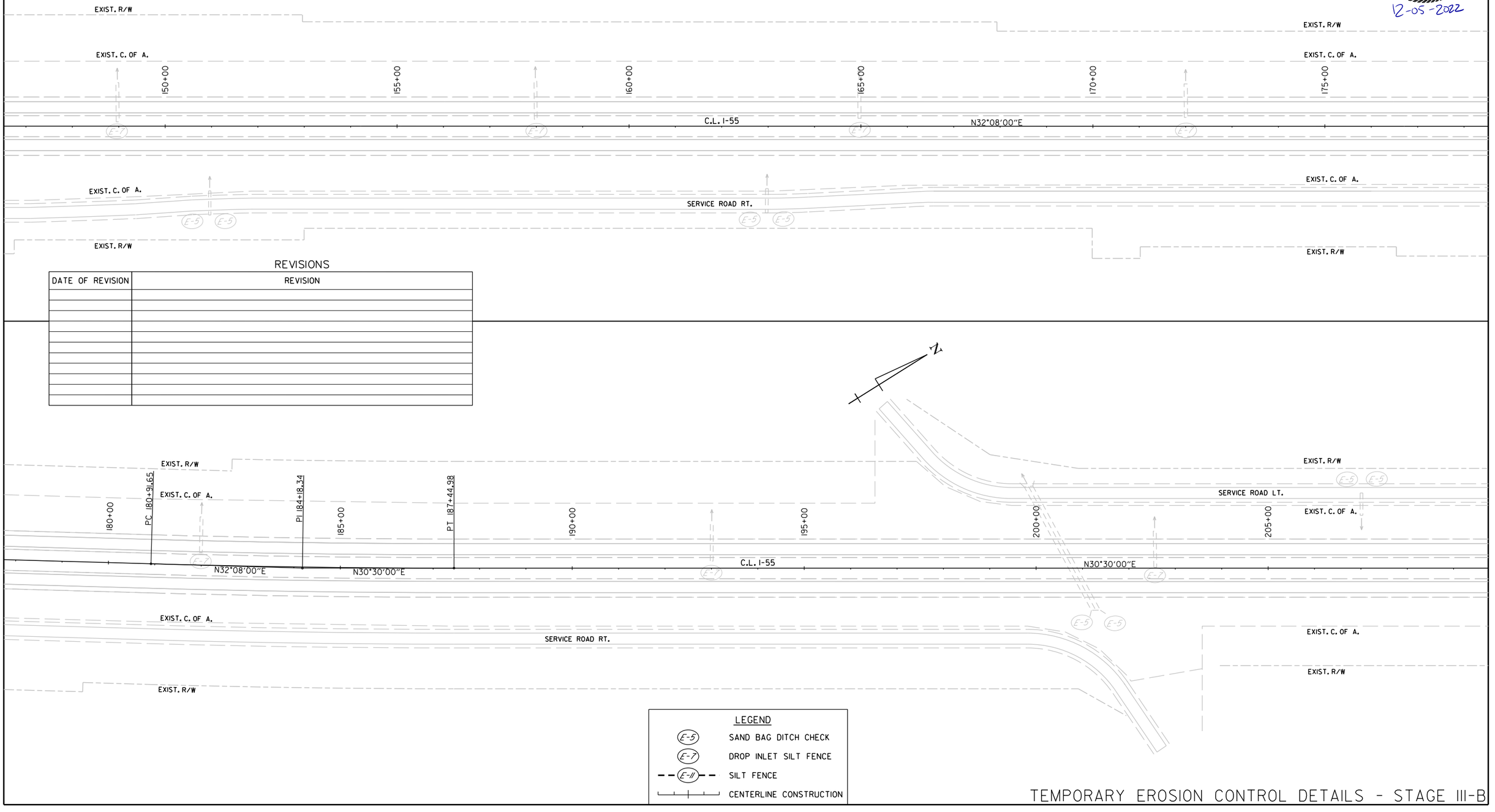
E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

LandonMiller 12/5/2022 5:50:21 PM
WORKSPACE: ARDOT
USER-PROFILE: J:\Vmbjpw\16\d0100437\R101076_06_EC_STAGE III.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	62	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

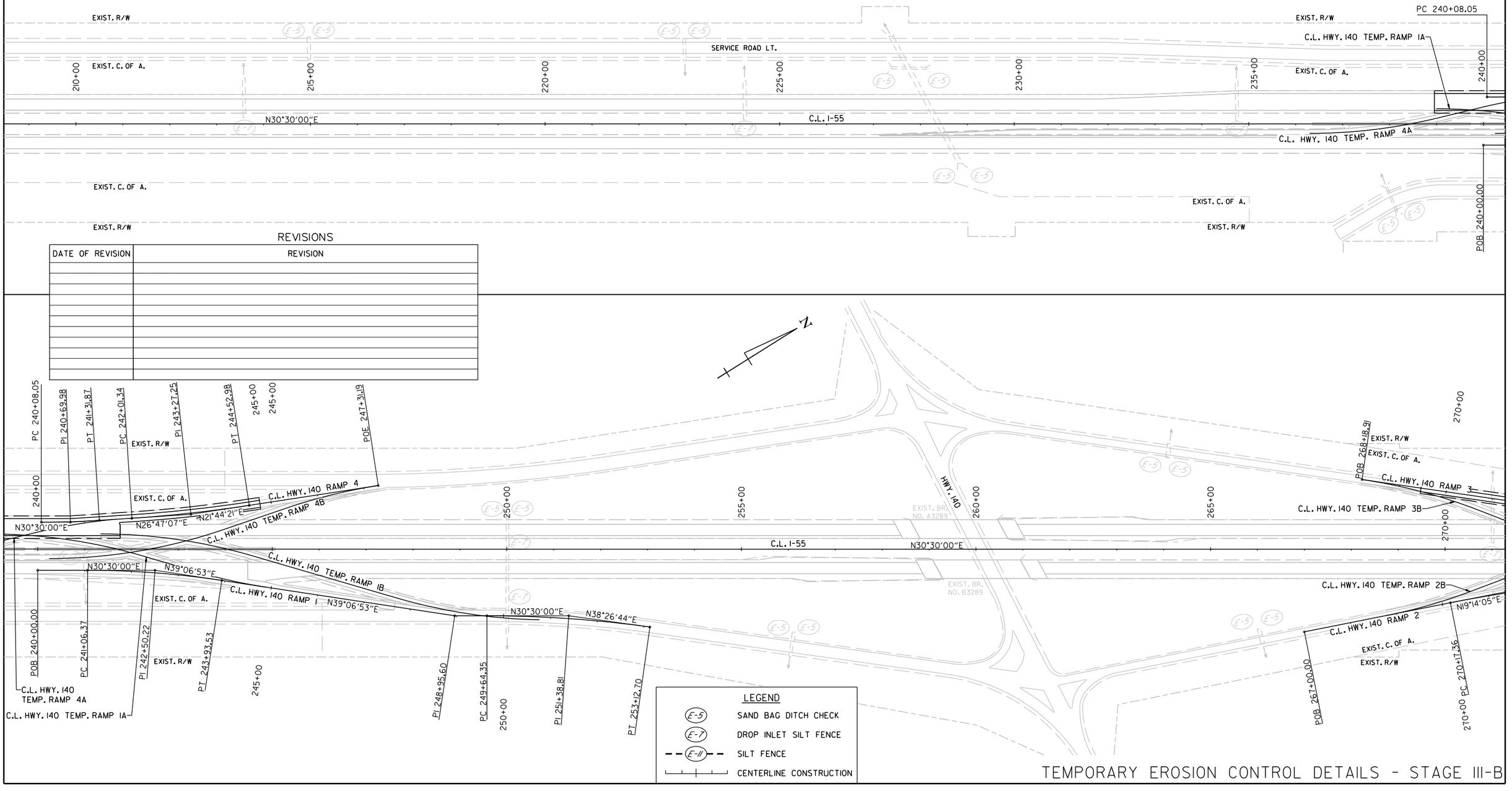
LondonMiller 12/5/2022 5:50:23 PM
WORKSPACE: ARDOT
CONFIGS: $(ONLYmbjpw\x6\d0100437\R100076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	63	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

REVISIONS

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

LondonMiller 12/5/2022 5:50:25 PM
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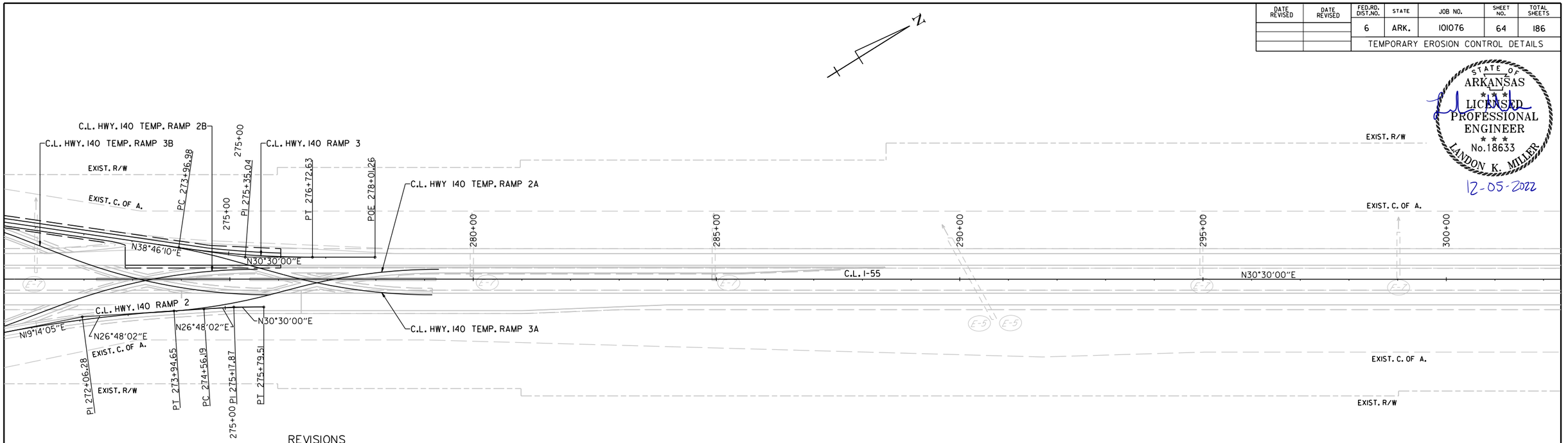
COLLECTION: C:\Users\LondonMiller\Desktop\K&V\D100437\RI00076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$

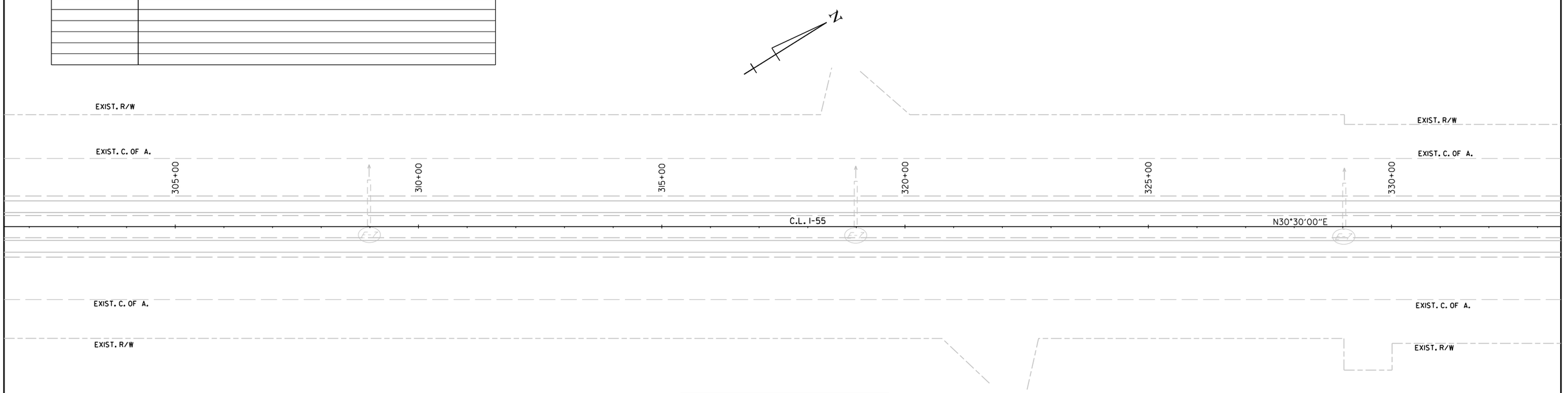
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	64	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 — SAND BAG DITCH CHECK
- E-7 — DROP INLET SILT FENCE
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

LandonMiller 12/5/2022 5:50:27 PM
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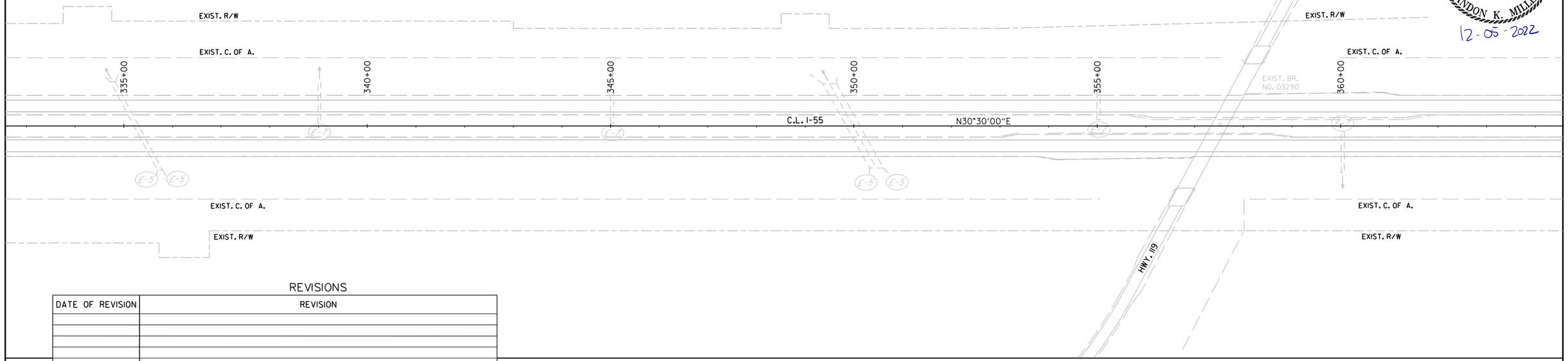
CELLPATH: J:\DNCV\mbjqw\x6\v8\D100437\R101076.06_EC_STAGE III.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	65	186

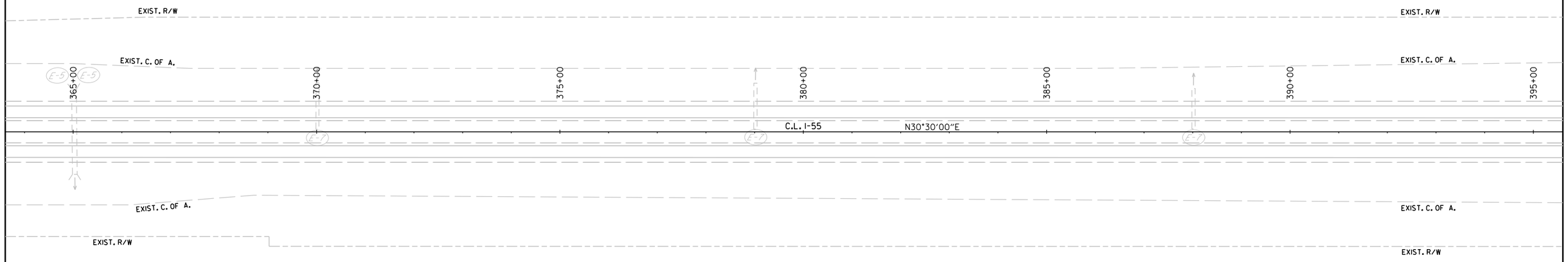
TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

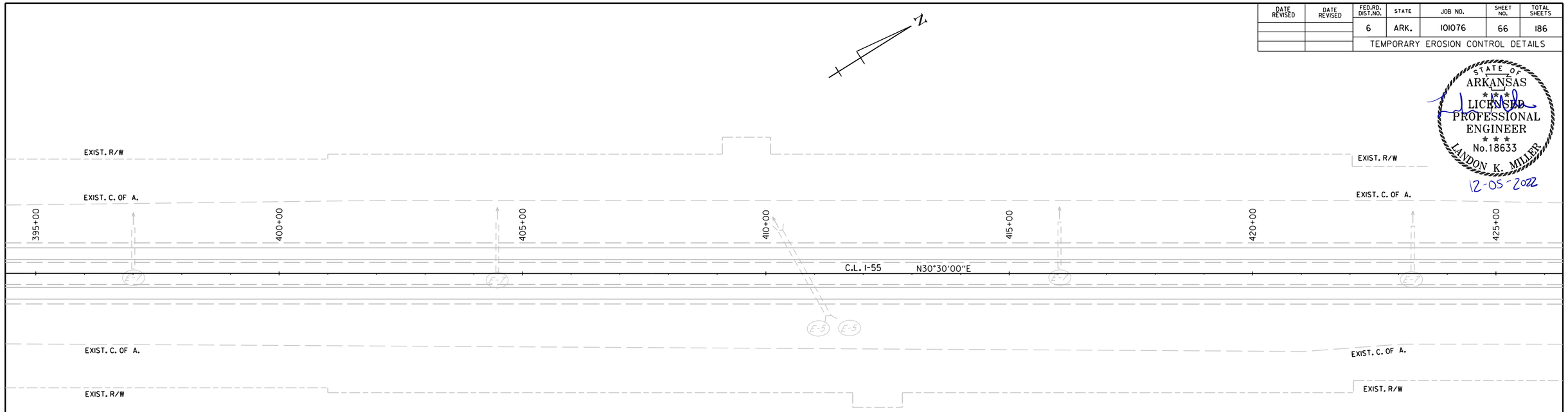
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

LondonMiller 12/5/2022 5:50:29 PM
WORKSPACE: ARDOT_K
CONFIGS: $(ONEVmbipw\6\d0100437\R101076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$

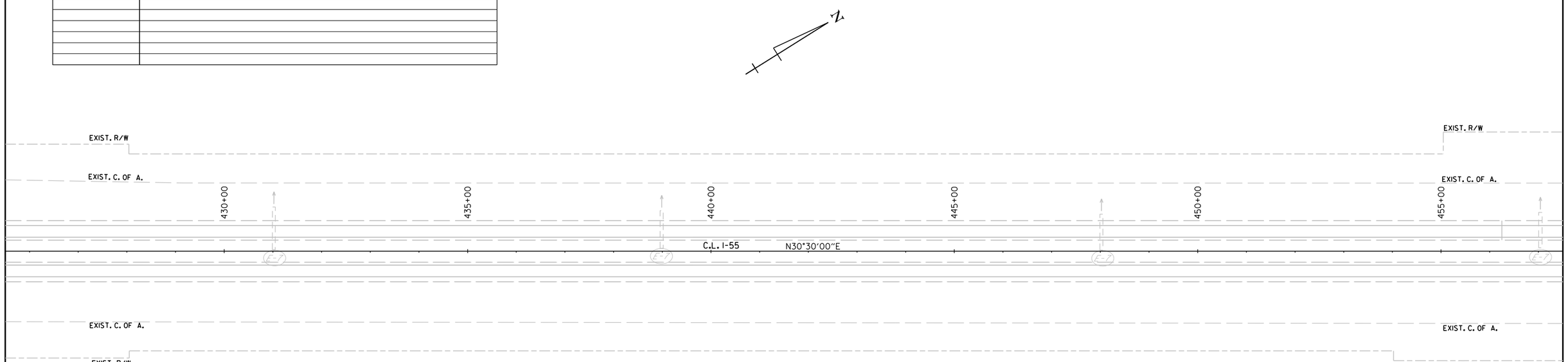
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	66	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

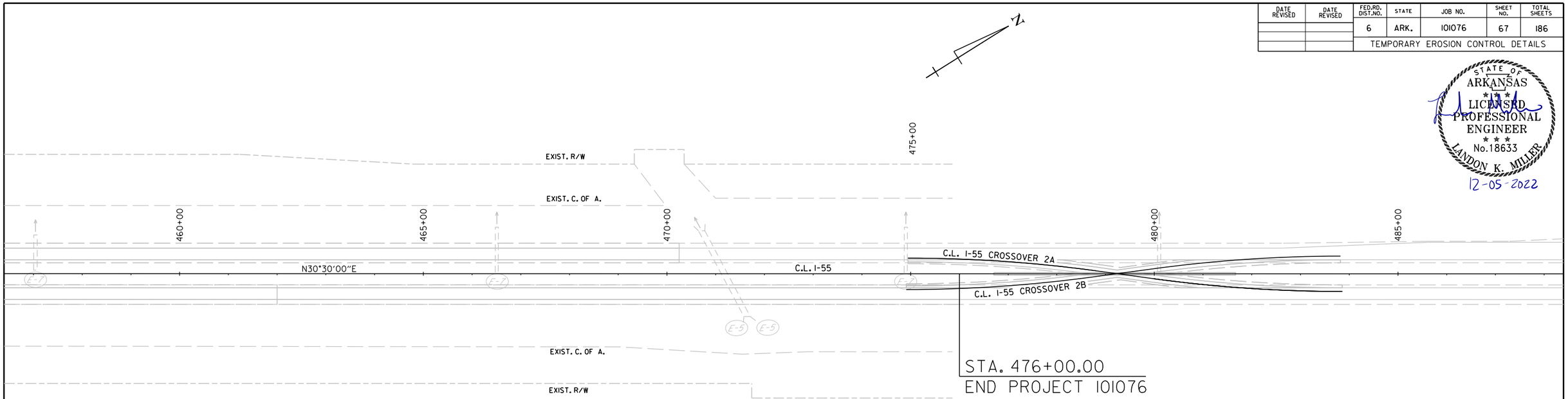
- E-5 — SAND BAG DITCH CHECK
- E-7 — DROP INLET SILT FENCE
- E-11 — SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

LandonMiller 12/5/2022 5:50:31 PM
WORKSPACE: ARDOT
CONFIGS: $$DNCV\mbjpw\6\d0100437\RI0076.06.EC.STAGE III.dgn
REVISED DATE: $$REVDATE$$

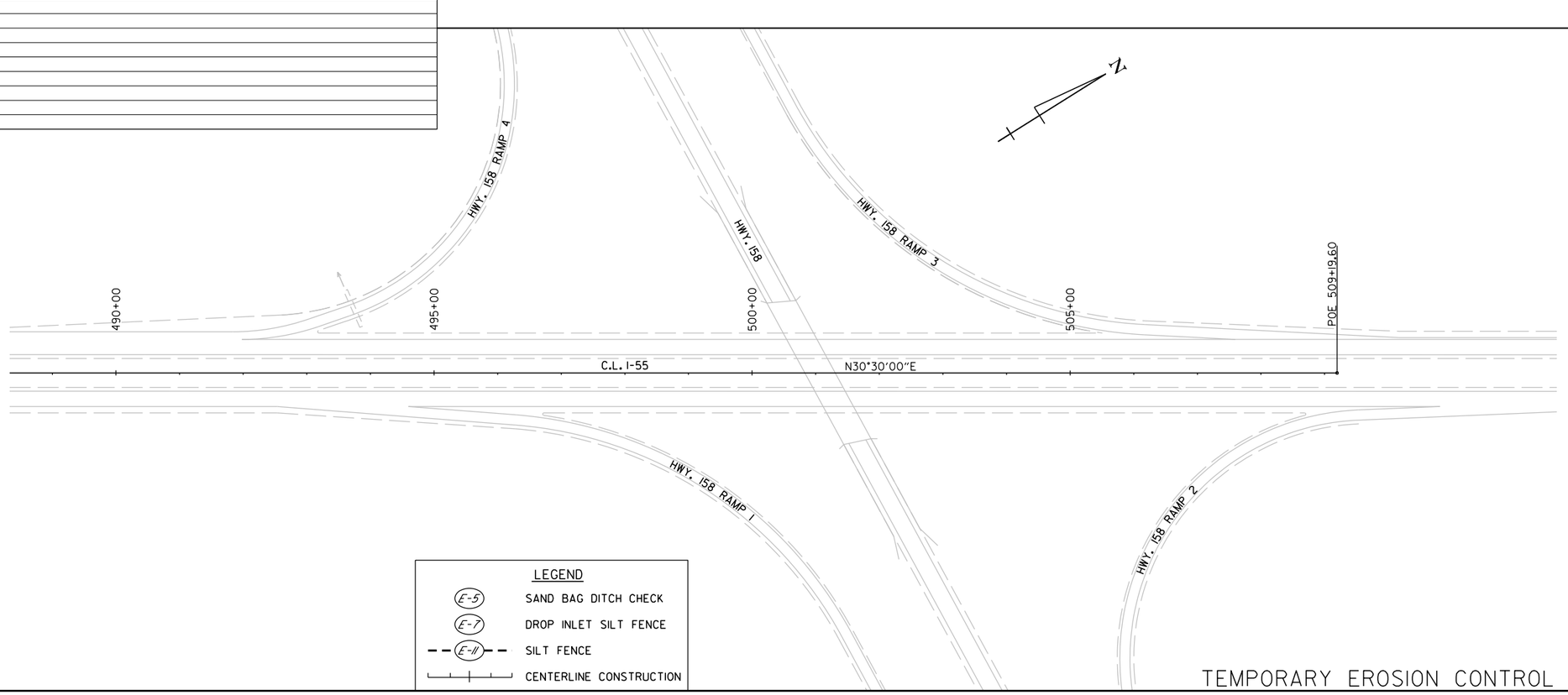
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	67	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

LondonMiller 12/5/2022 5:50:34 PM
WORKSPACE: ARDOT_PW
CYLIB#: $(NDCWmbjpw)\6\d0100437\RI0I076_06_EC_STAGE III.dgn
REVISED DATE: $$REVDATE$$

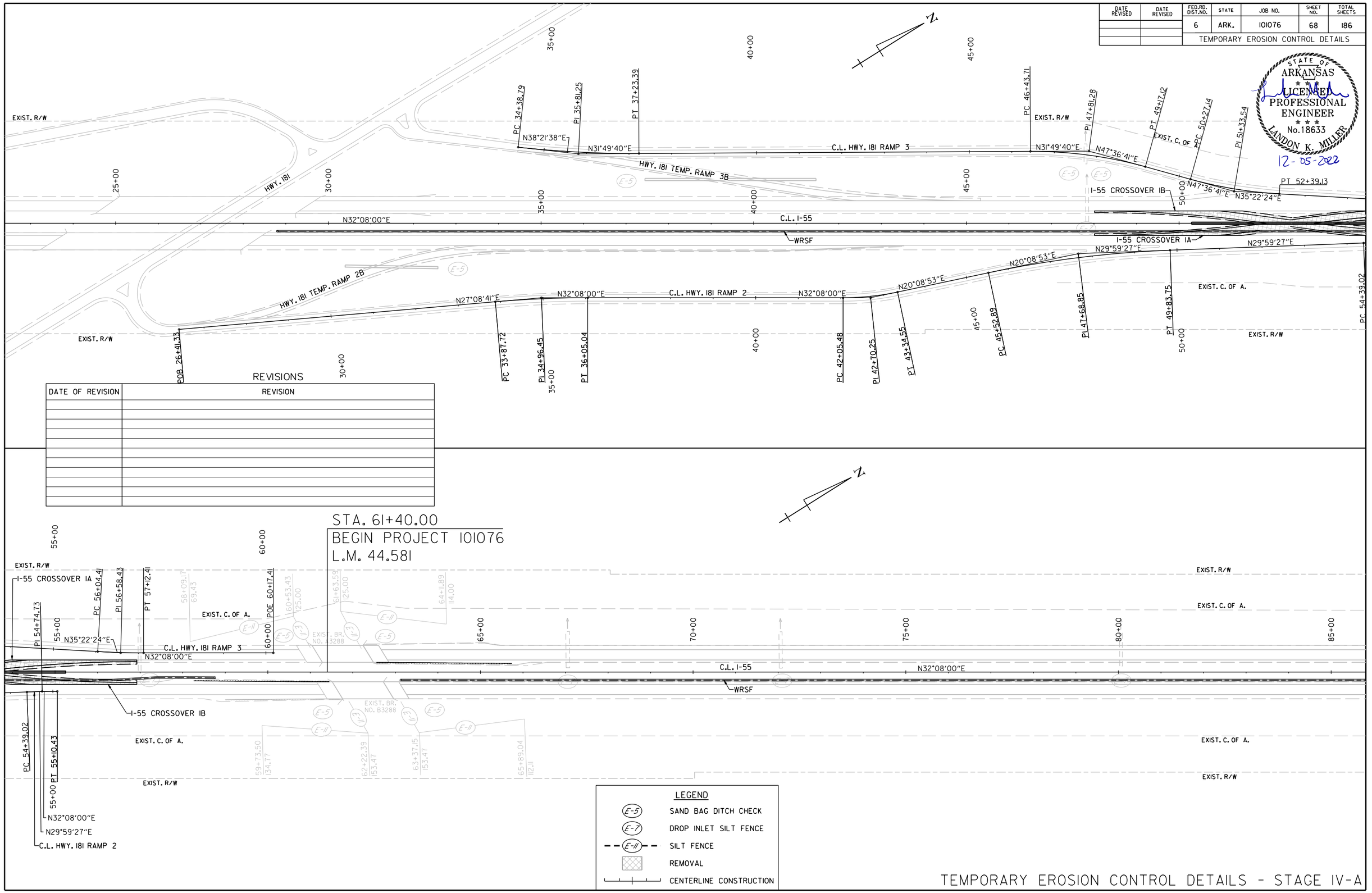
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	68	186

TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022

REVISIONS

DATE OF REVISION	REVISION



LEGEND

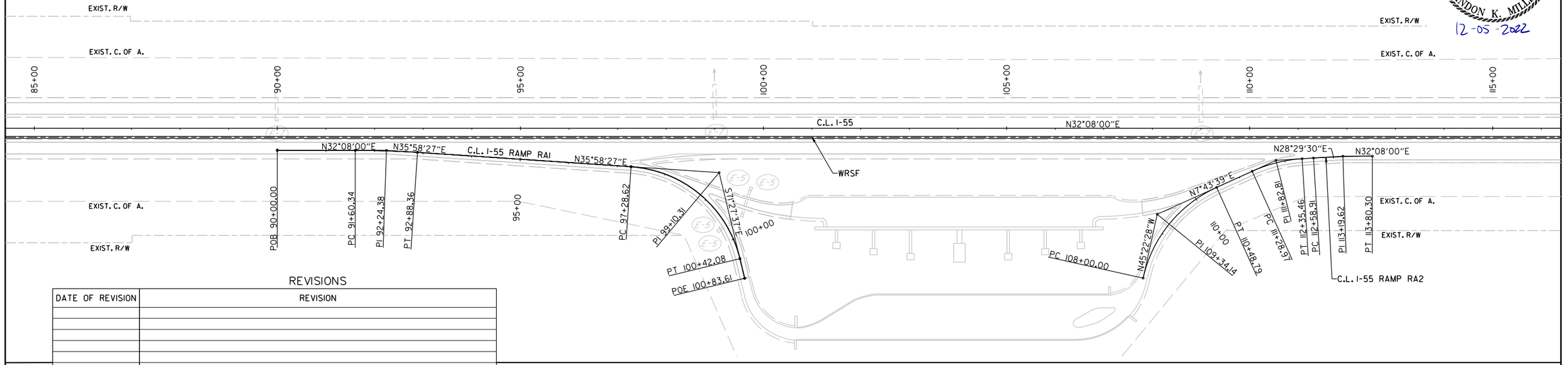
- SAND BAG DITCH CHECK (E-5)
- DROP INLET SILT FENCE (E-7)
- SILT FENCE (E-11)
- REMOVAL
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

LandonMiller 12/5/2022 5:50:45 PM
WORKSPACE: I:\ARDOT\Projects\101076\Design\Roadway\Erosion Control\Stage IV\101076_06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

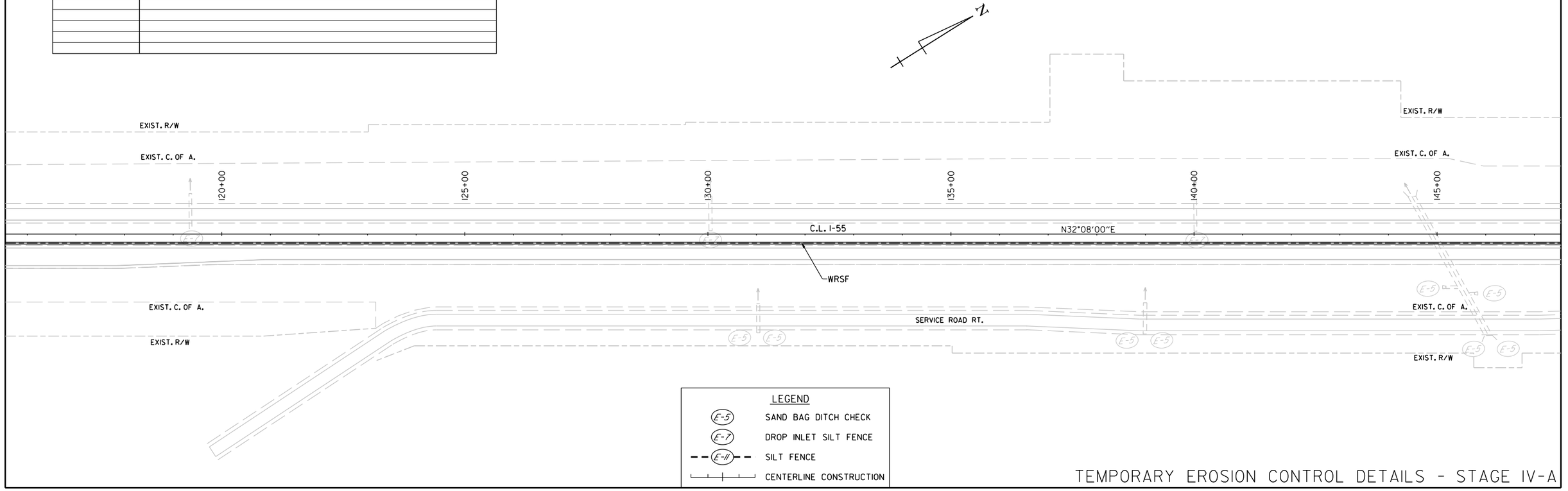
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	69	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

LandonMiller 12/5/2022 5:50:48 PM
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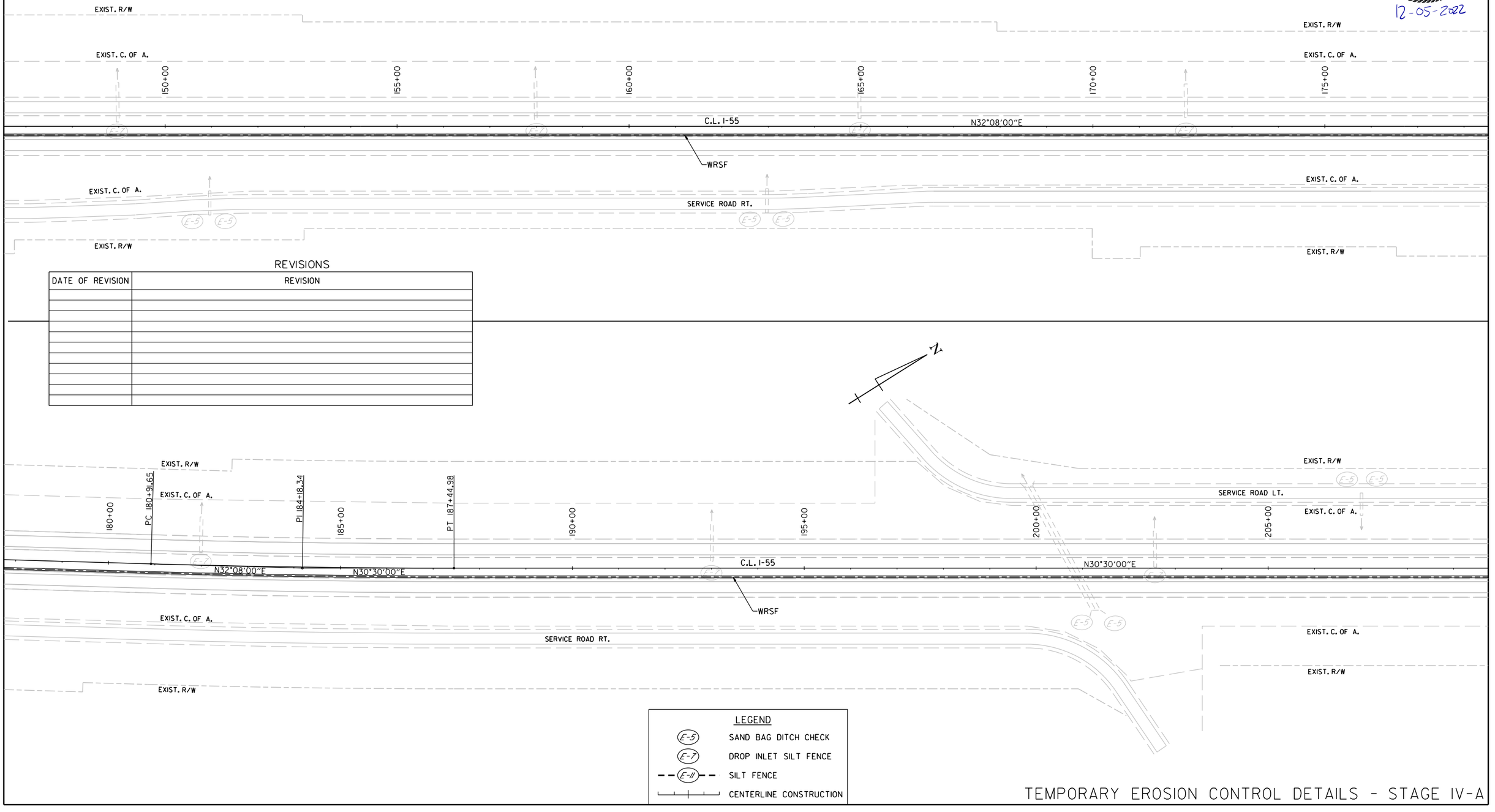
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	70	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

LondonMiller 12/5/2022 5:50:50 PM
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CONFIGS: \\DNCVmbjqw\x6\d0100437\R100076.06.EC.STAGE IV.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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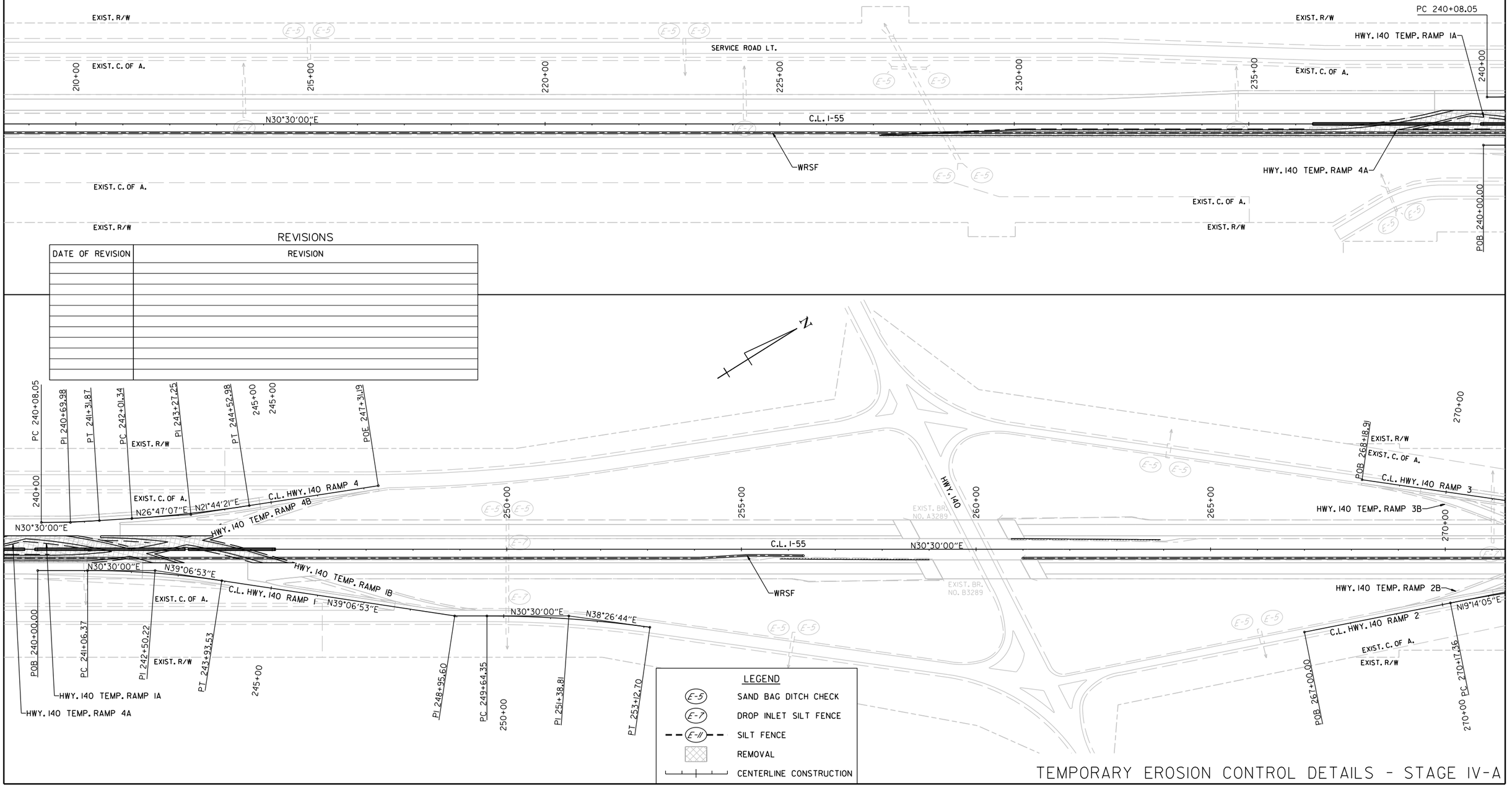
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) SAND BAG DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-11) SILT FENCE
- REMOVAL
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

LandonMiller 12/5/2022 5:50:52 PM
WORKSPACE: ARDOT
COLLIERS: J:\DWG\mbjqw\x6\d0100437\RI00076.06.EC.STAGE IV.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
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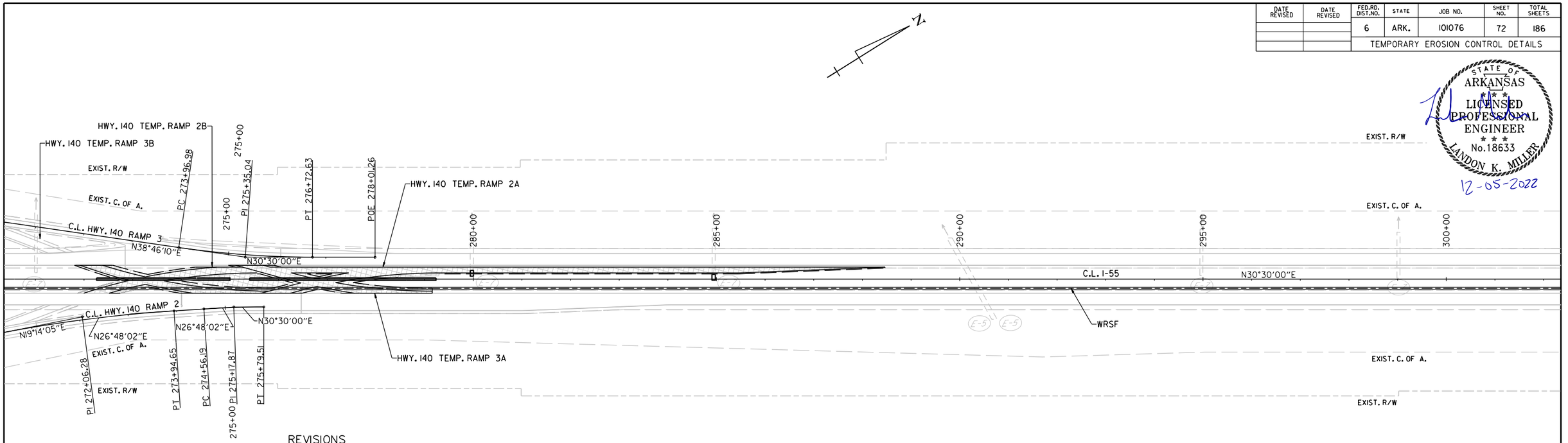
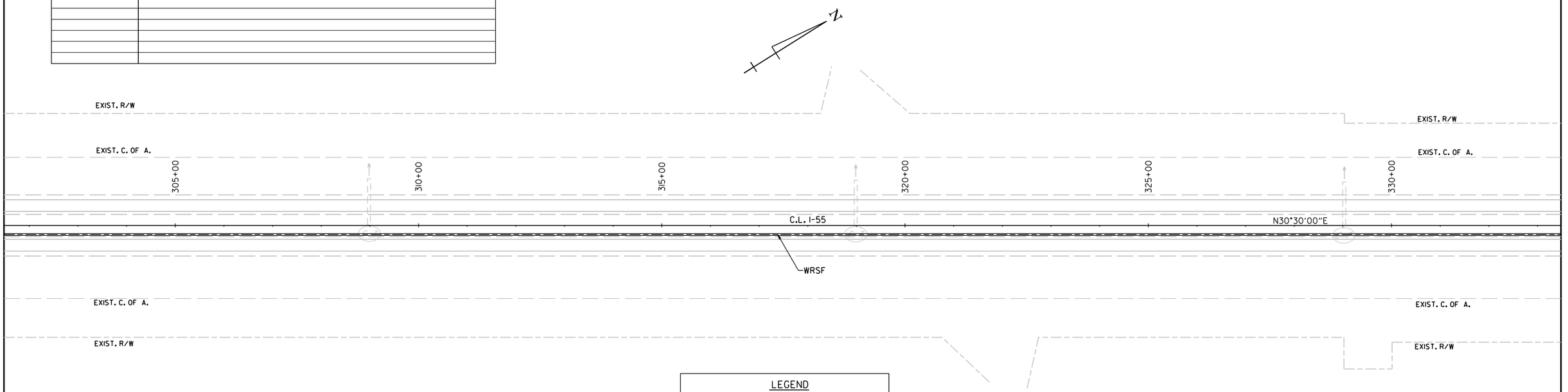
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

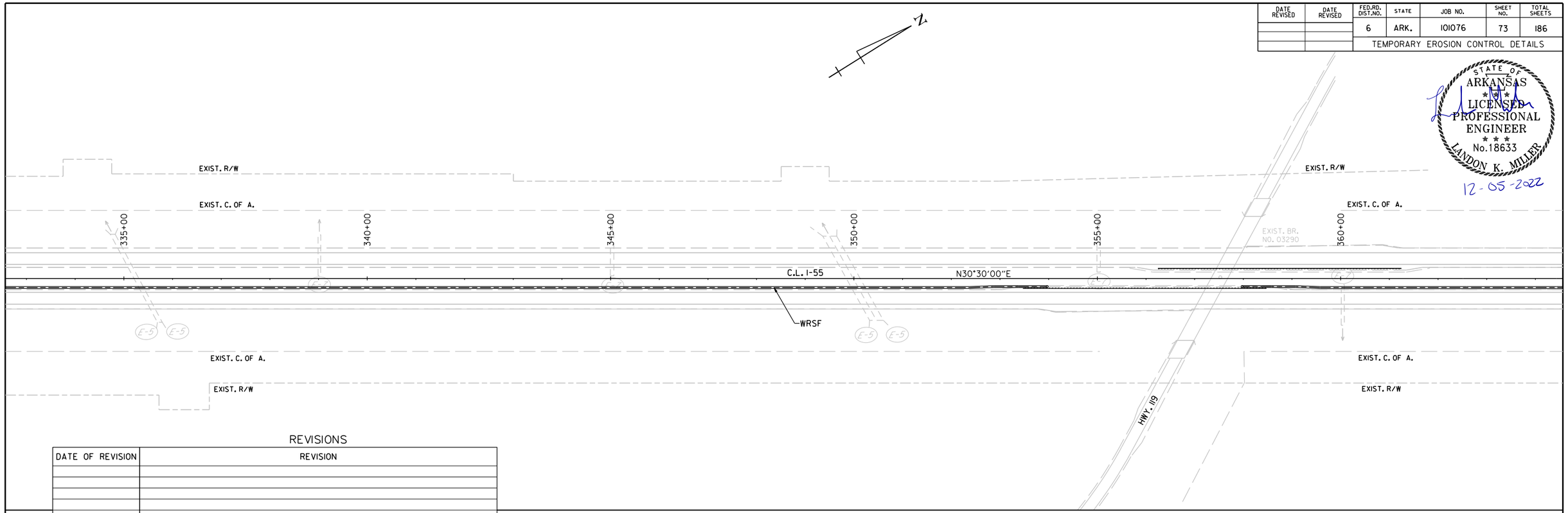
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- REMOVAL
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

LondonMiller 12/5/2022 5:50:54 PM
WORKSPACE: ARDOT
CULVERTS: J:\DNC\mbjqw\k6\d0100437\R100076.06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

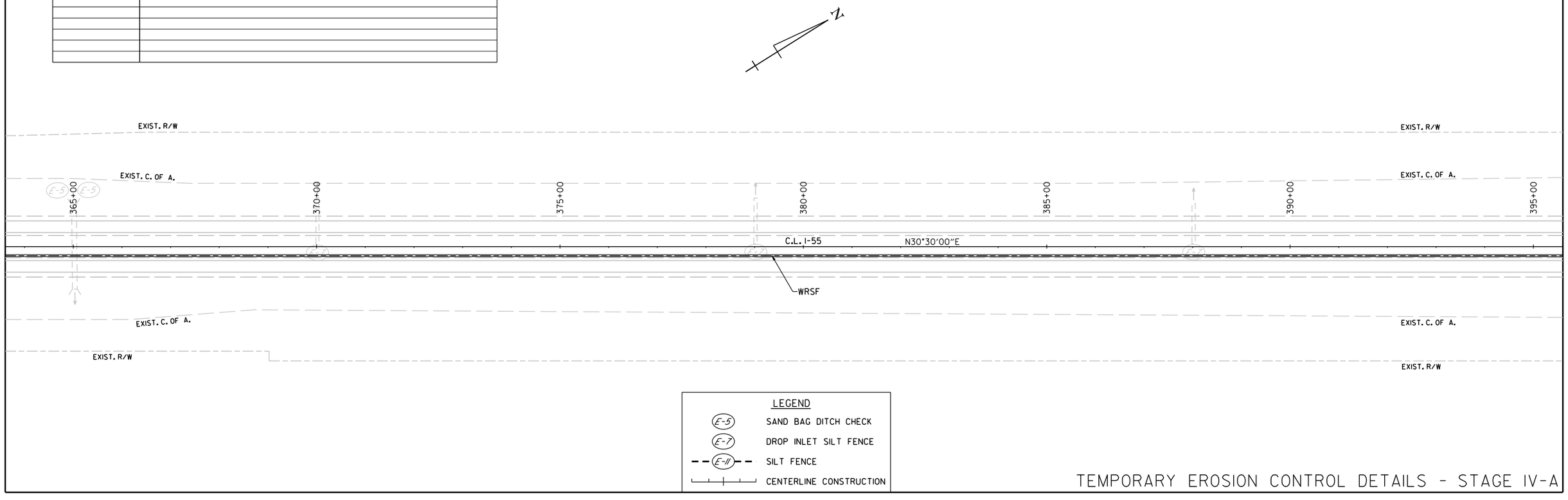
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	73	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

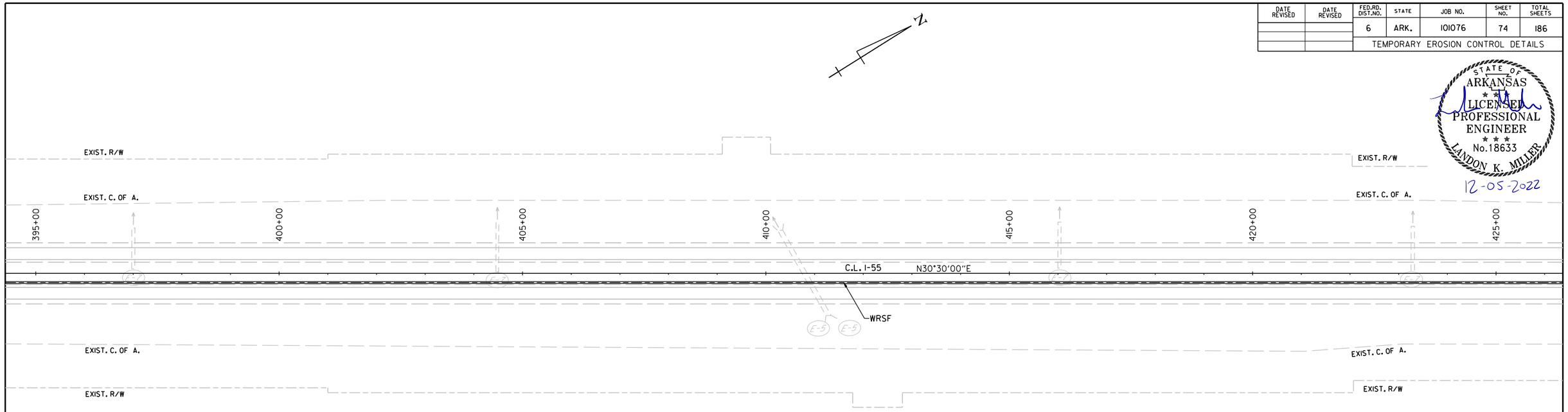
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

LondonMiller
WORKSPACE: ARDOT_K
CLASS: $$DNCVmbjqw\6\d0100437\R101076.06.EC.STAGE IV.dgn
REVISED DATE: $$REVDATE$$
12/5/2022 5:50:56 PM

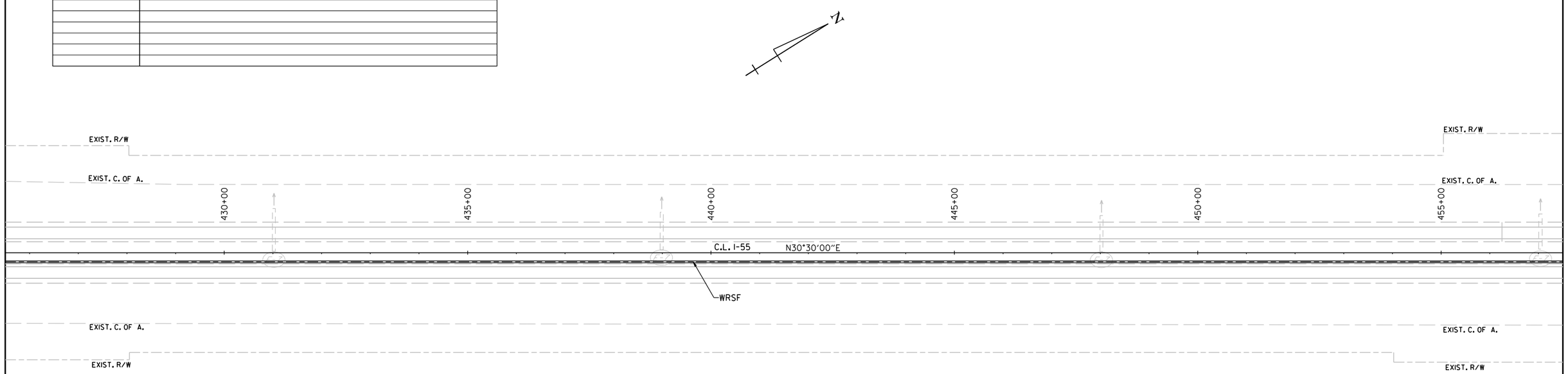
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	74	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

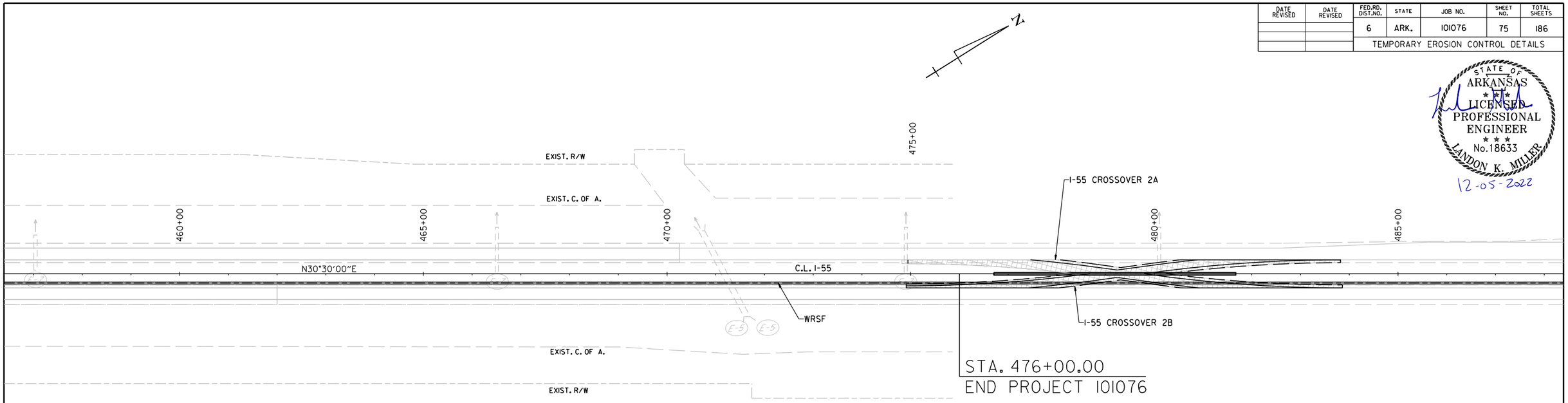
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

LondonMiller 12/5/2022 5:50:58 PM
WORKSPACE: ARDOT_K
COLLECTION: C:\Users\londonmiller\Desktop\Work\101076.06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

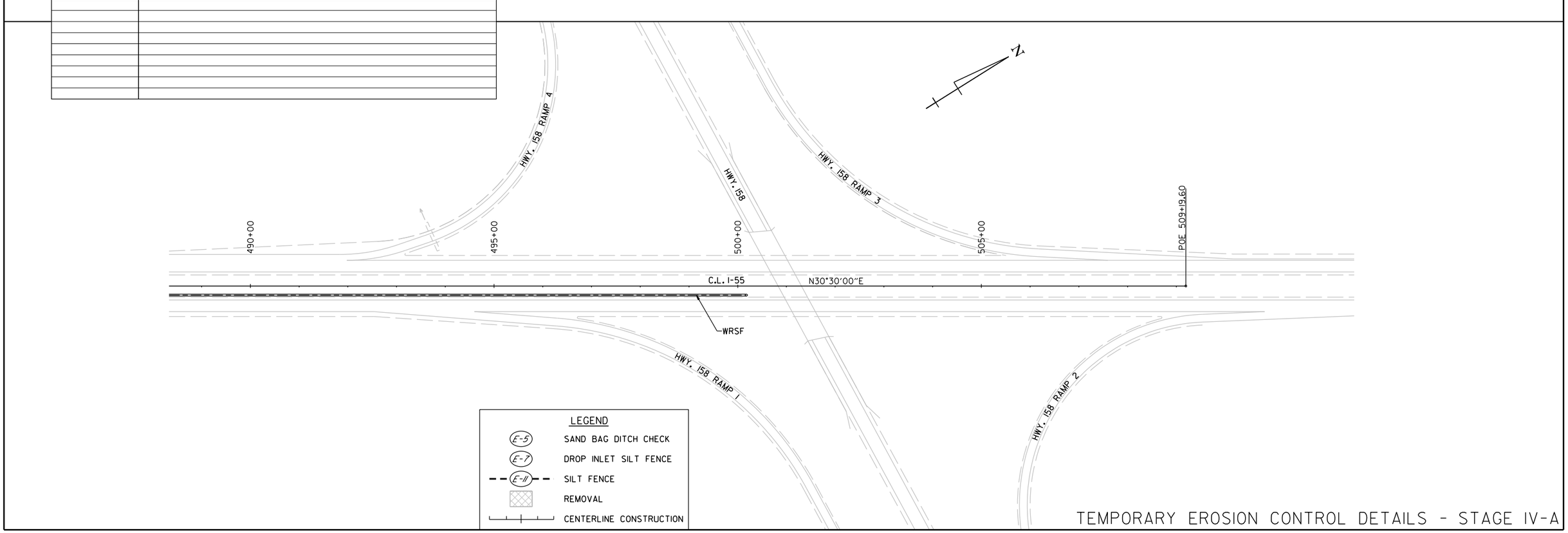
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	75	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



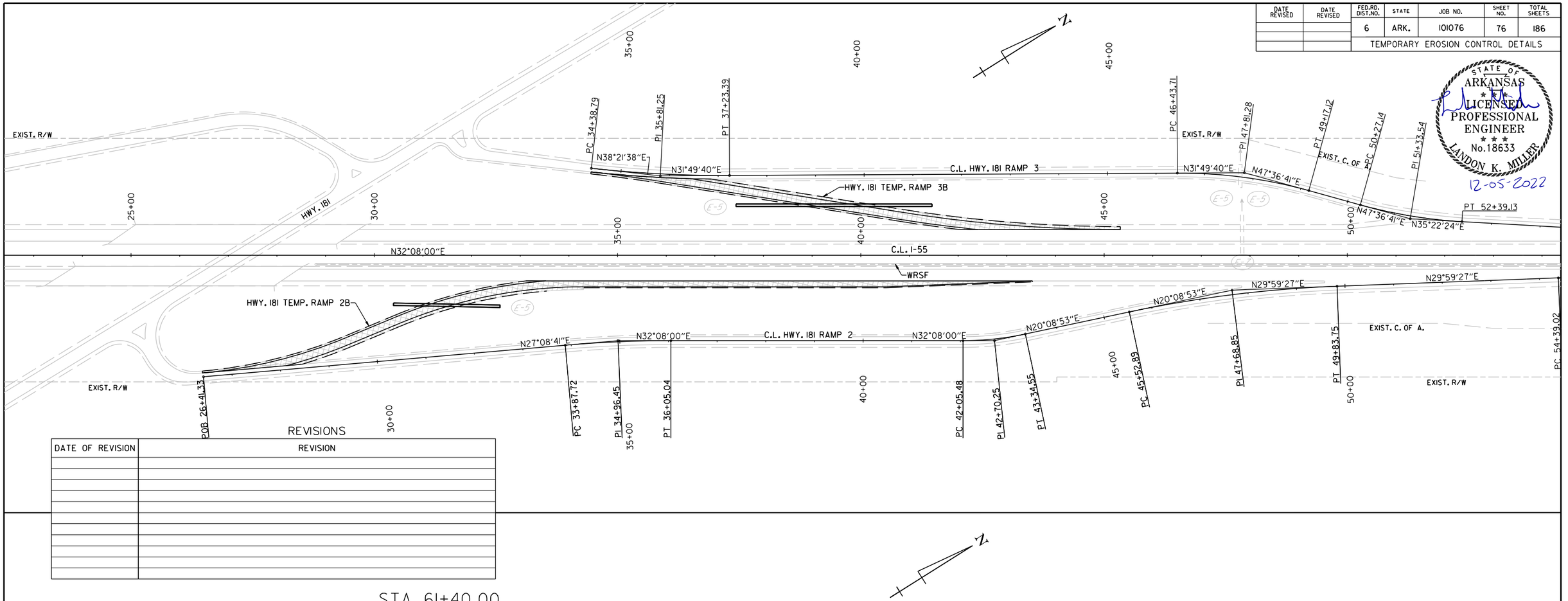
TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

LondonMiller 12/5/2022 5:15:00 PM
WORKSPACE: ARDOT_PW
CURRENT DGN: C:\Users\lmiller\Desktop\working\101076.06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	76	186

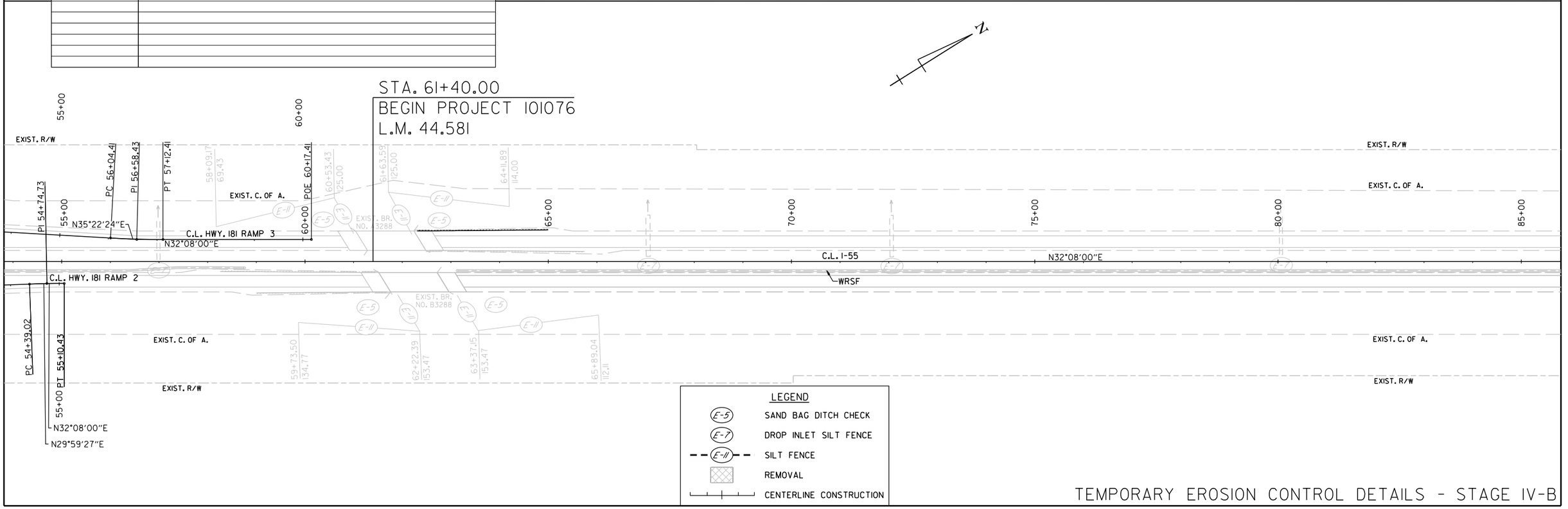
TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

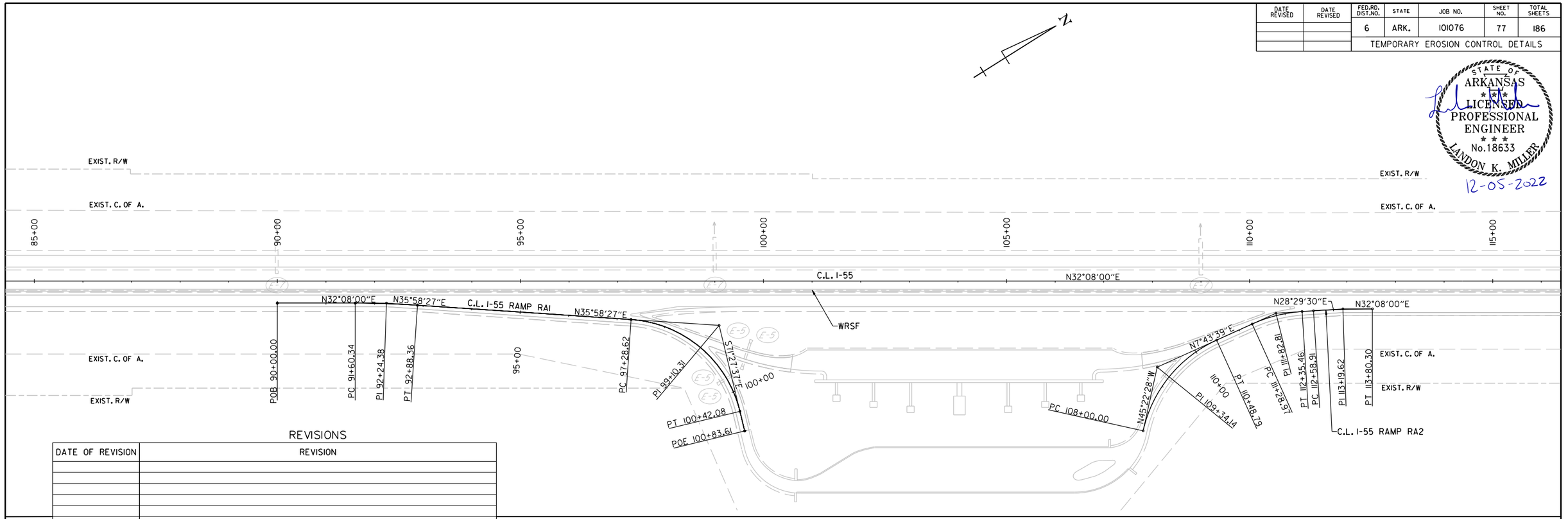
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- REMOVAL
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

LandonMiller
WORKSPACE: ARDOT
COLLECTION: Dropbox\Gvid00437\RI0I076_06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$
12/5/2022 5:5I:02 PM

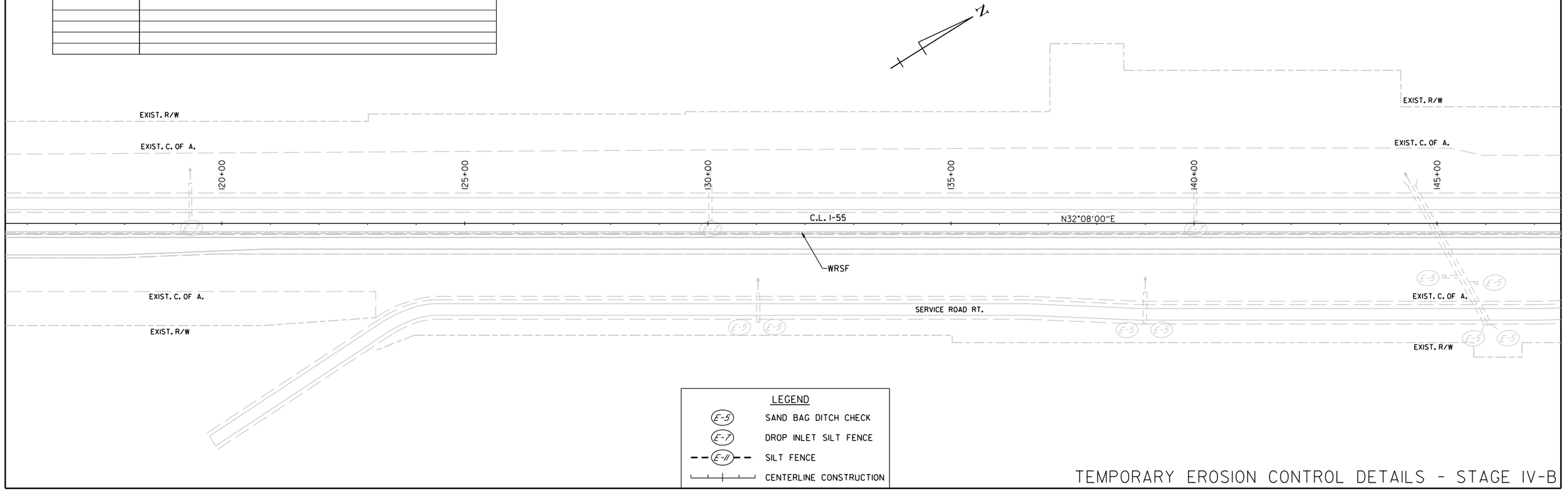
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	77	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

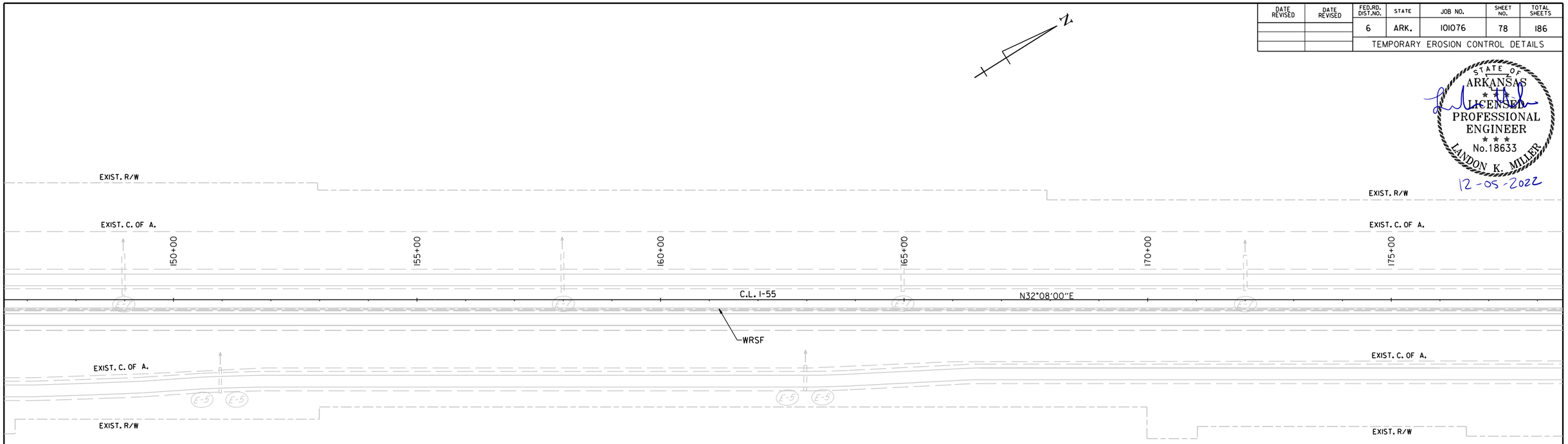
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

LandonMiller 12/5/2022 5:15:04 PM
WORKSPACE: ARP01
C:\USERS\LANDON.MILLER\DESKTOP\6\d0100437\RI0076_06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

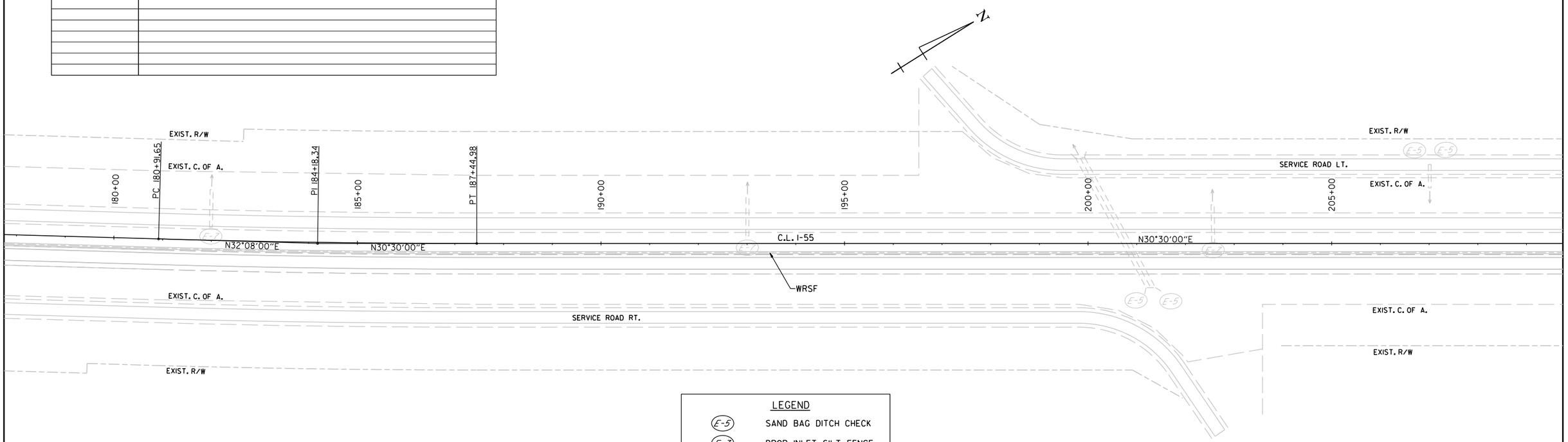
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	78	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

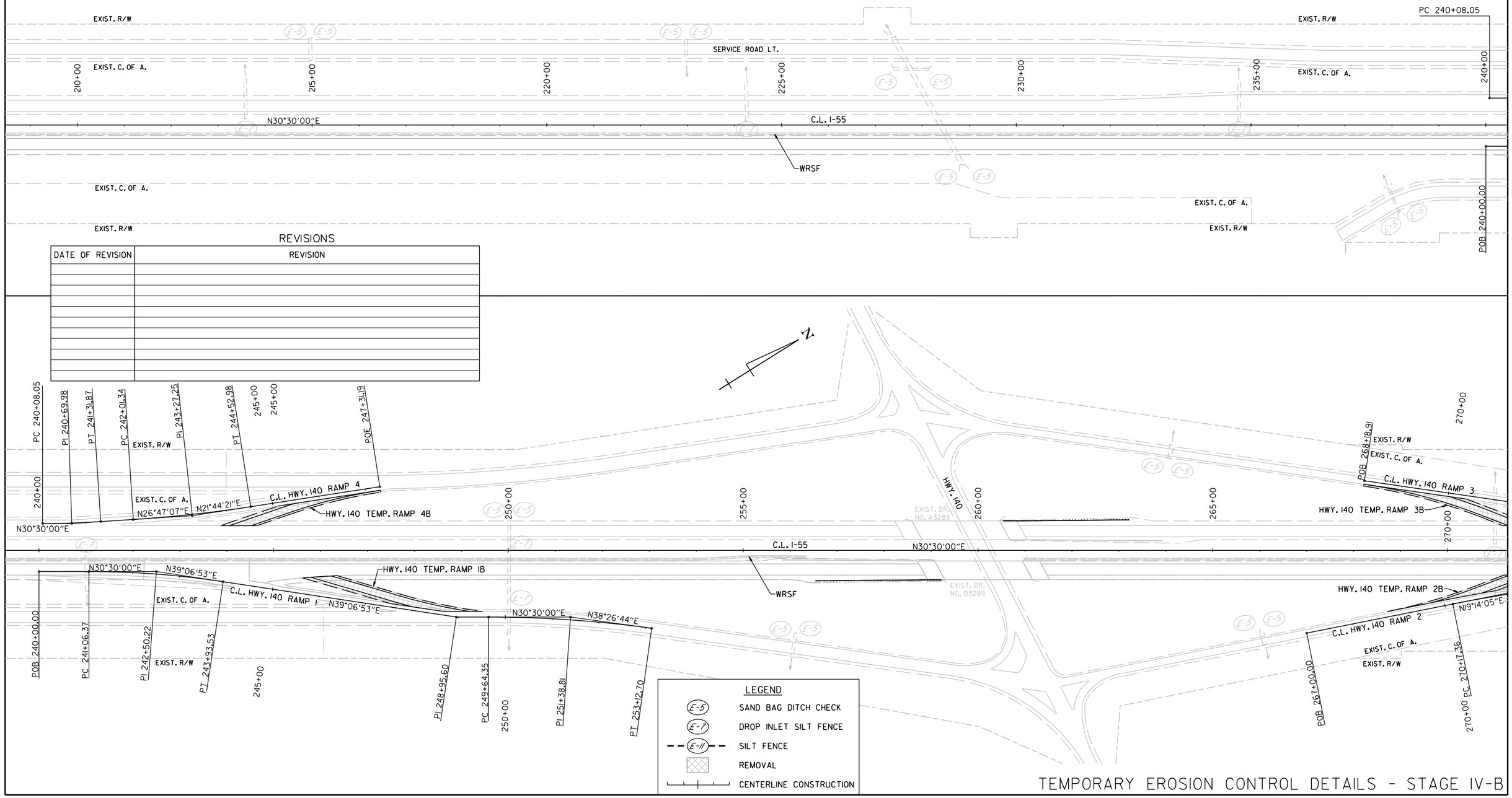
E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

LondonMiller 12/5/2022 5:15:06 PM
WORKSPACE: ARDOT_K
CURSER: C:\Users\londonmiller\Documents\projects\101076\101076.06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	79	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION

LEGEND

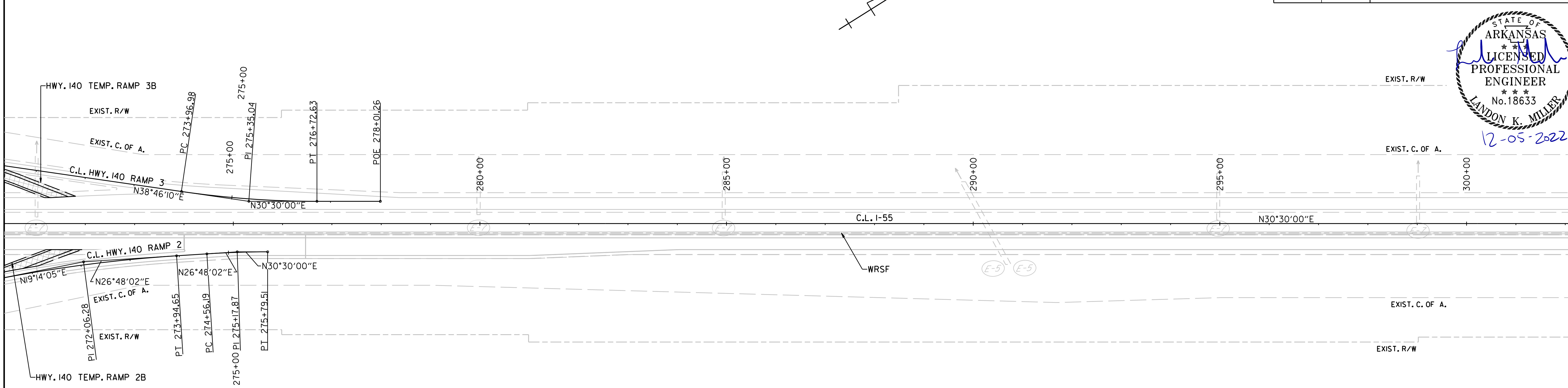
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- REMOVAL
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

LondonMiller 12/5/2022 5:55:08 PM
WORKSPACE: ARDOT
CURRENT DWG: J:\DIV\mplow\EV\01100437\RIO\076.06.EC.STAGE IV.dgn
REVISED DATE: $$REVDATE$$

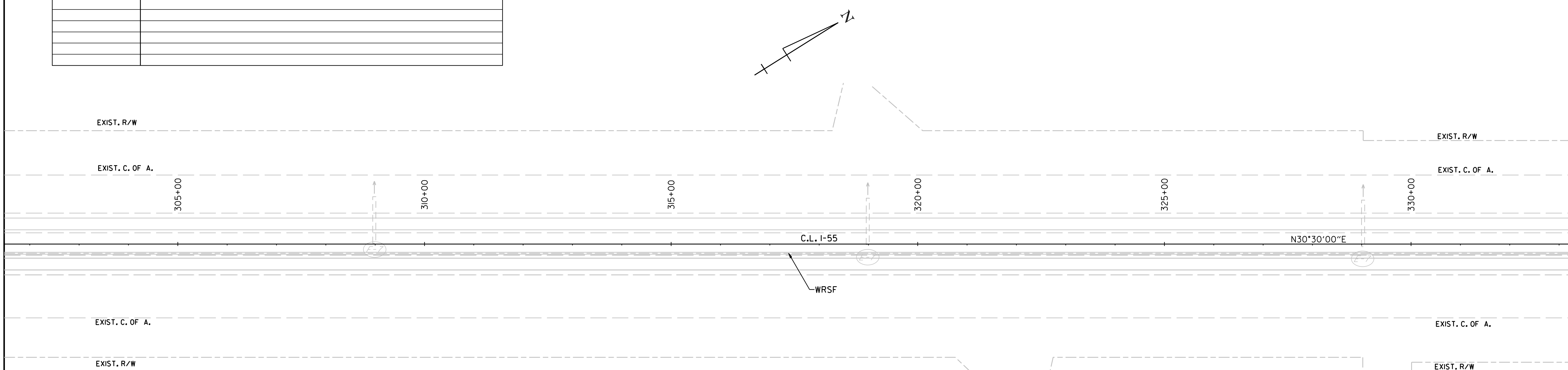
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	80	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

E-5	SAND BAG DITCH CHECK
E-7	DROP INLET SILT FENCE
E-11	SILT FENCE
	REMOVAL
	CENTERLINE CONSTRUCTION

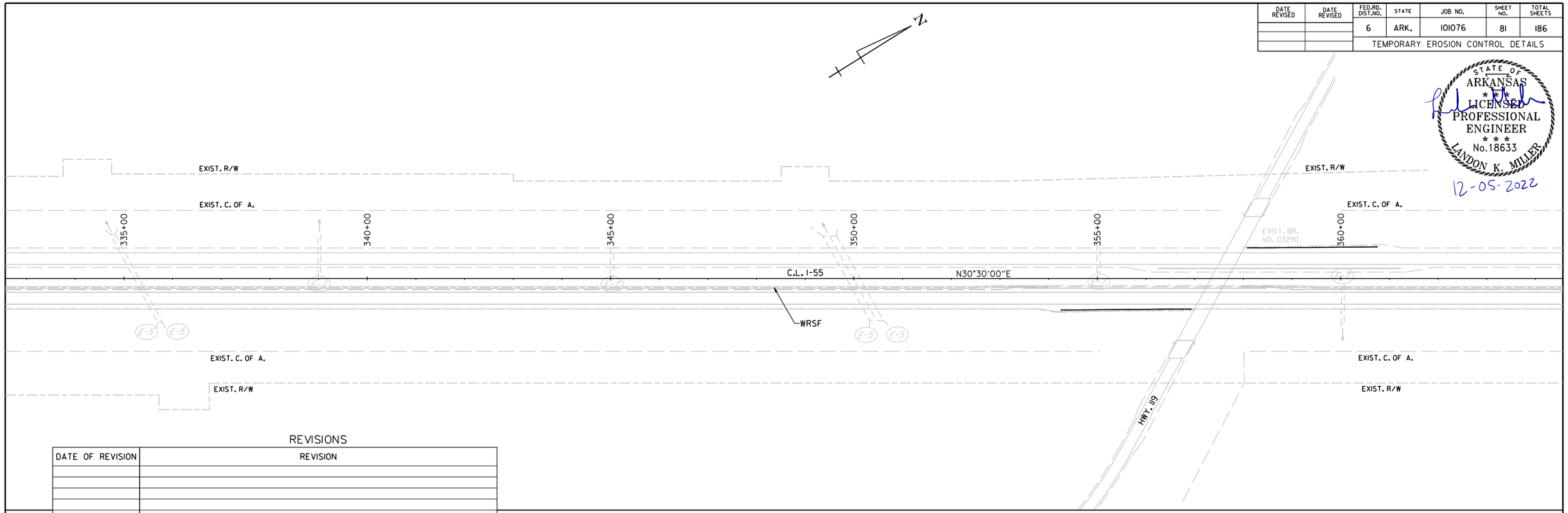
TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

Landon.Miller 12/5/2022 5:51:11 PM
WORKSPACE: ARDOT
c:\users\public\mbipw\6\d0100437\R101076_06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	81	186

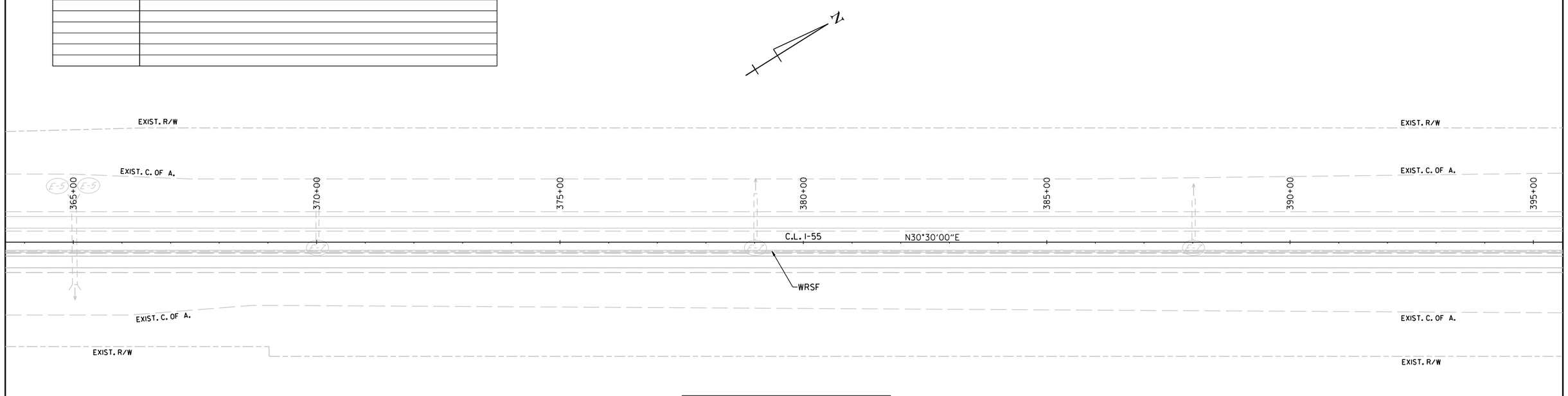
TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

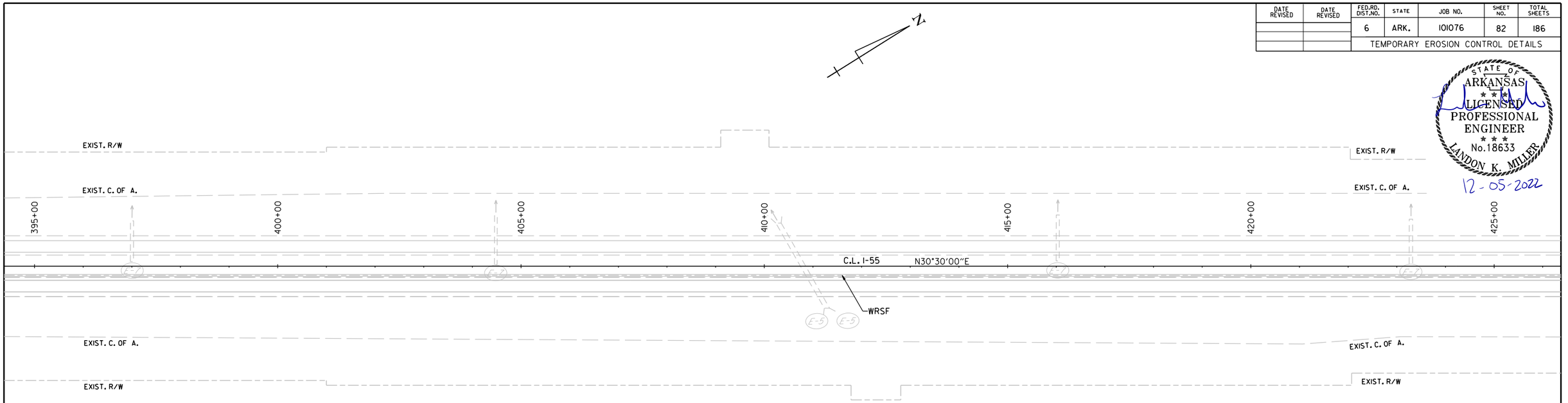
- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

LondonMiller 12/5/2022 5:15:13 PM
WORKSPACE: ARDOT
CYCLE#: $$DNCYcle
DGN: C:\Users\lmiller\Desktop\Projects\101076\Roadway\Erosion Control\101076_06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

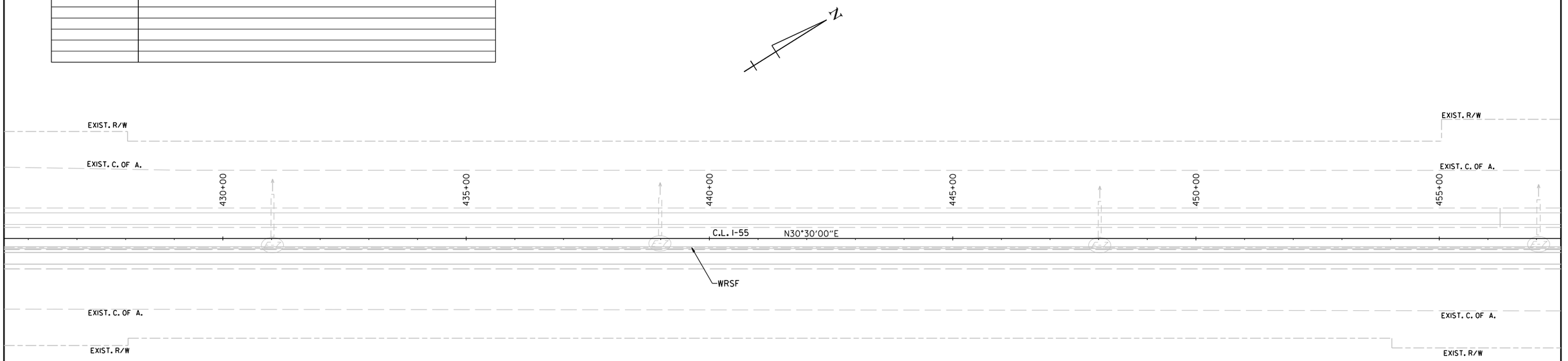
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	82	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 SAND BAG DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-11 SILT FENCE
- CENTERLINE CONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

LondonMiller 12/5/2022 5:15:15 PM
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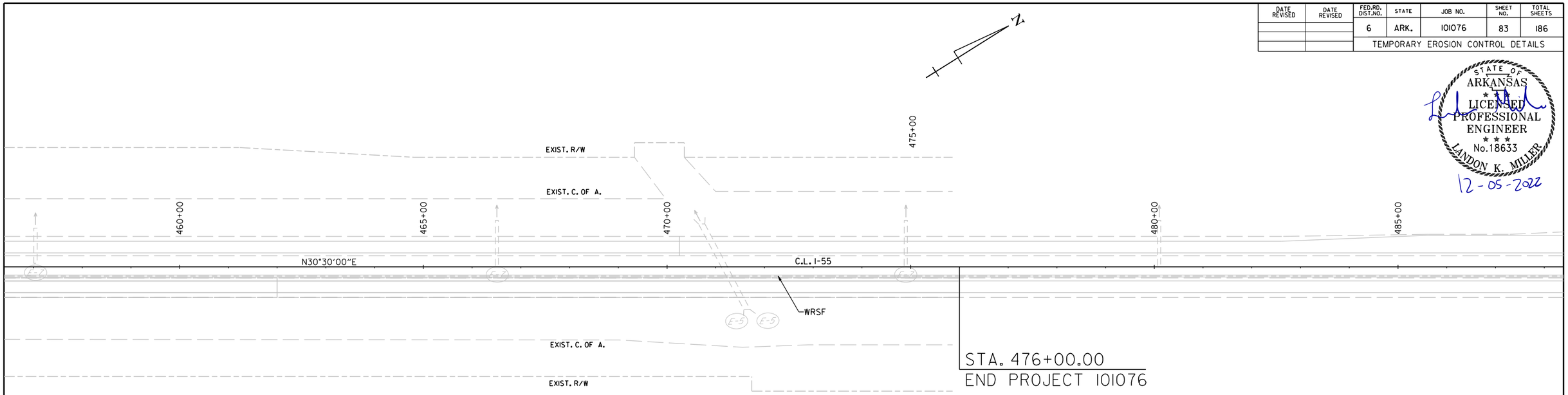
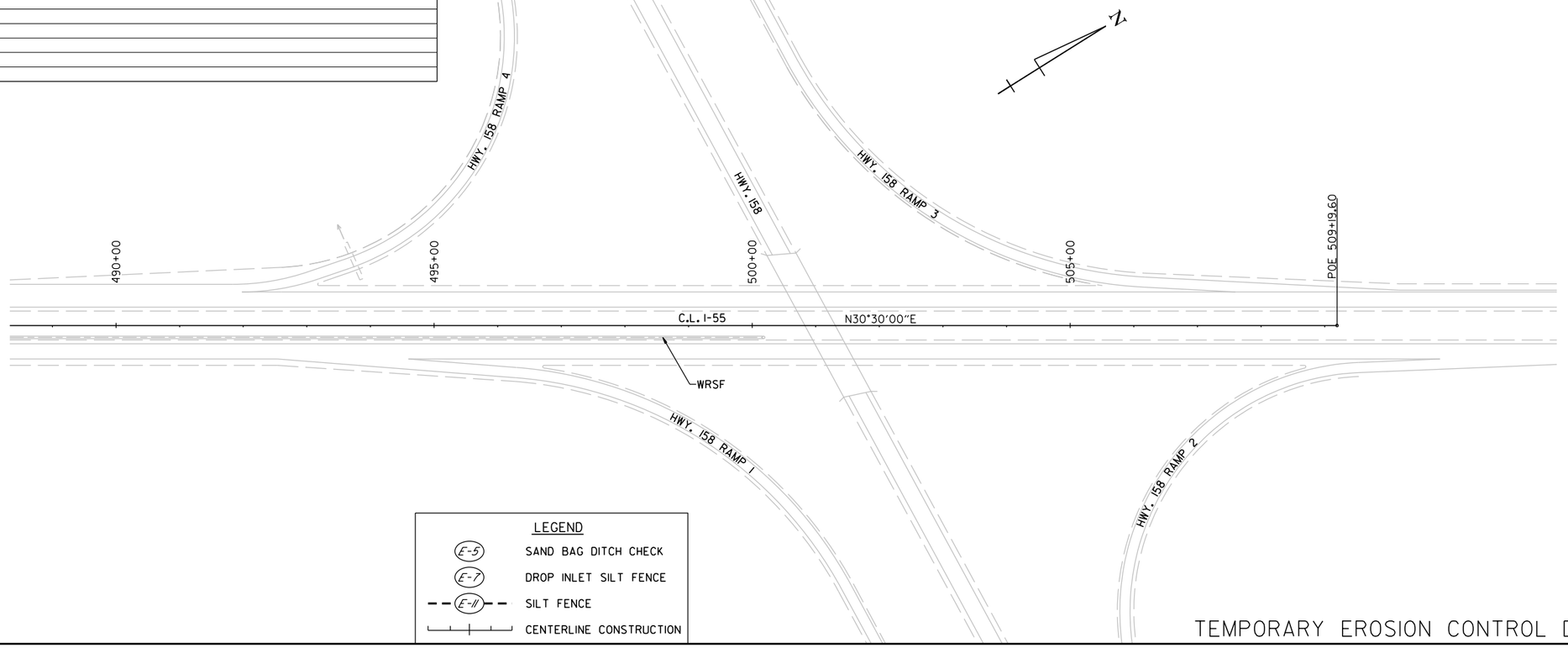
COLLECTION: C:\DOT\mbjpw\x64\d0100437\R101076.06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	83	186
		TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-05-2022



DATE OF REVISION	REVISION

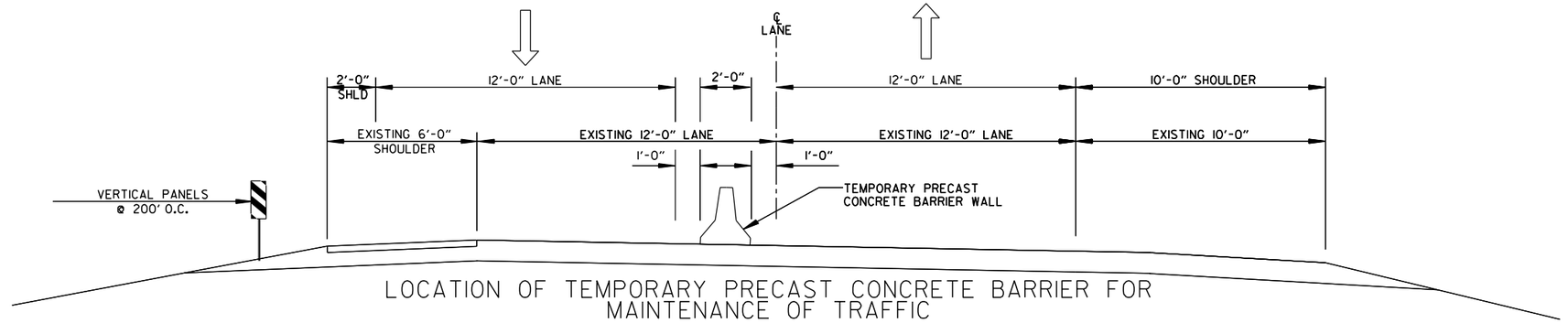


TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

LondonMiller 12/5/2022 5:51:17 PM
WORKSPACE: ARDOT_T
COLLECTION: \\DNCVmbjpw\x6v0l00437\R101076.06_EC_STAGE IV.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	84	186
		MAINTENANCE OF TRAFFIC DETAILS				

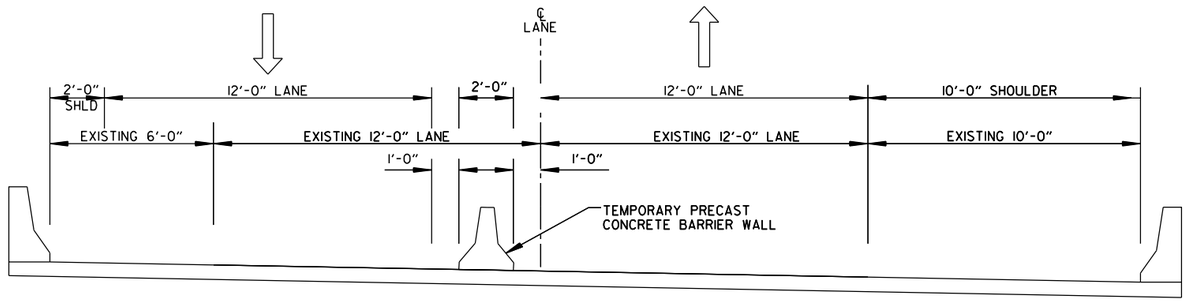
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC

STAGE II-A
STAGE II-B
STAGE III-A
STAGE III-B

STA. 54+01.00 TO STA. 479+42.00 R.M.L.
STA. 52+62.00 TO STA. 477+76.00 L.M.L



LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC

STAGE II-A
STAGE II-B
STAGE III-A
STAGE III-B

BRIDGE SECTIONS

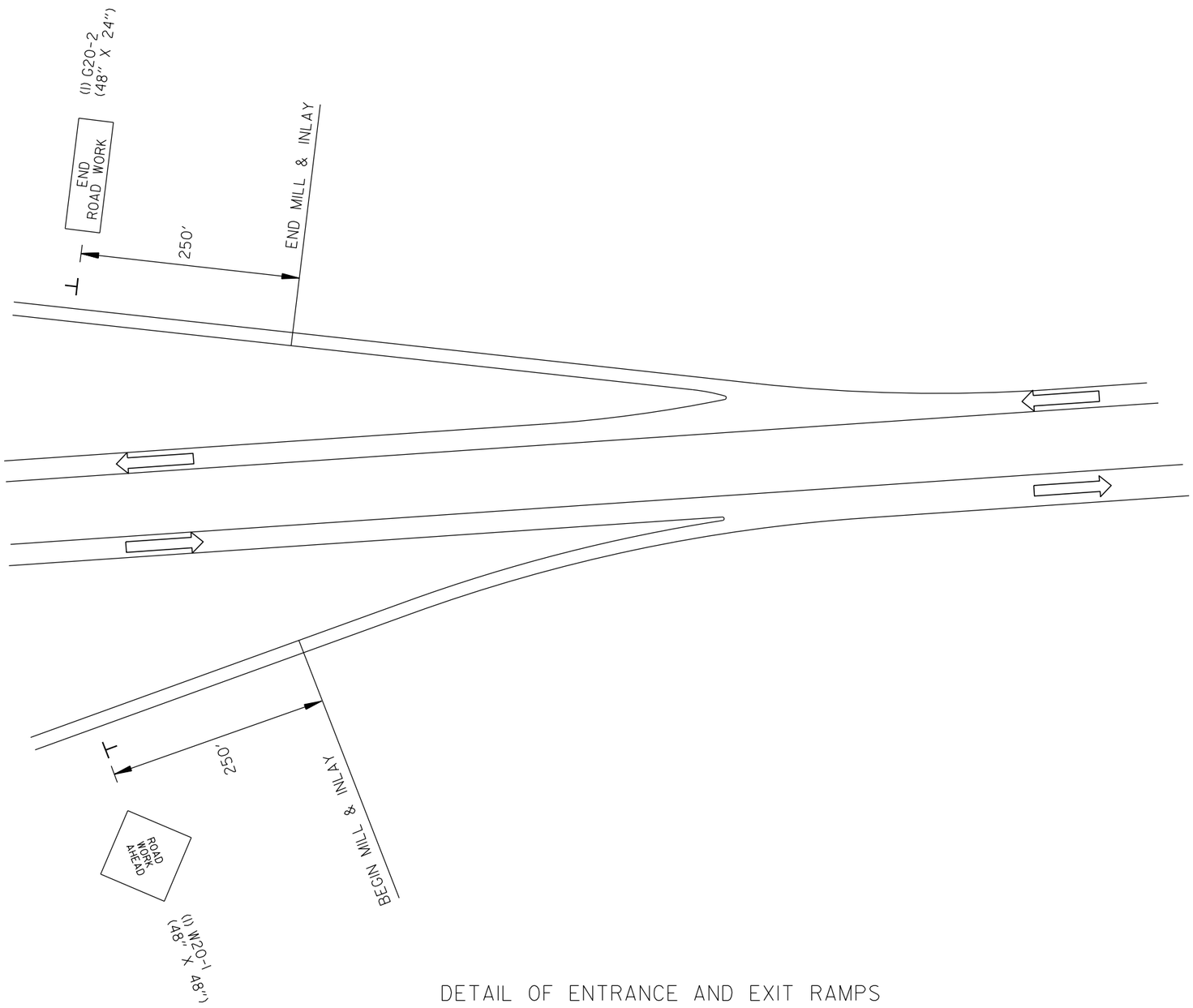
STA. 258+80.83 TO STA. 261+40.82 R.M.L.
STA. 258+34.45 TO STA. 260+94.43 L.M.L

MAINTENANCE OF TRAFFIC DETAILS

LandonMiller
WORKSPACE: ARDOT
USER: $USERNAME$
REVISED DATE: $$REVDATE$$
12/6/2022 11:59:30 AM
C:\Users\LandonMiller\Desktop\Vault\101076\R101076_06_MOT_001.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	85	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



DETAIL OF ENTRANCE AND EXIT RAMPS

DETAIL OF RAMPS
MAINTENANCE OF TRAFFIC DETAILS

Landon.Miller 12/5/2022 5:15:38 PM
WORKSPACE: ARDOT_ARD01
C:\Users\landon.miller\ARDOT\Projects\0100437\Roll0076_06_MOT_001.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
1-3-2023		6	ARK.	101076	86	186
		MAINTENANCE OF TRAFFIC DETAILS				

TABLE OF VARIABLES

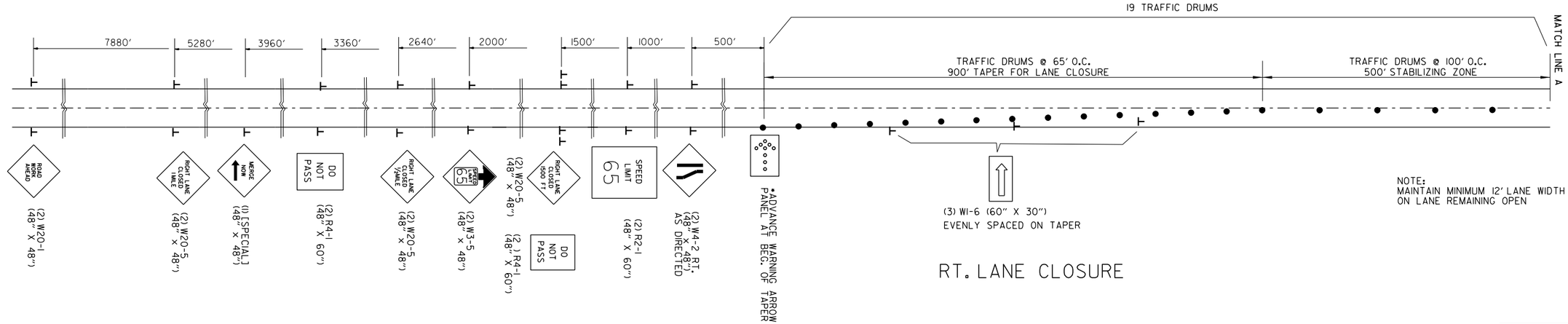
DESIGN SPEED "A"	B	C	D	E
60	50	720	1100	600
65	55	780	1210	660
70	60	840	1320	720
75	65	900	1430	780

(1) W8-8 (48" X 48") **

(1) W8-15P (36" X 30") **

**IF AND WHERE DIRECTED BY THE ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
01-04-2023

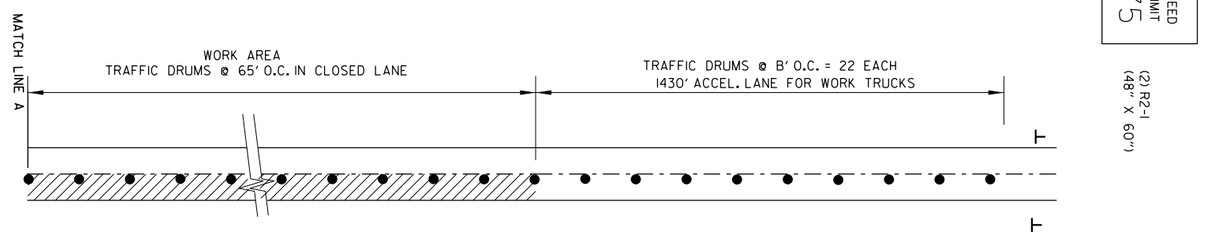


RT. LANE CLOSURE

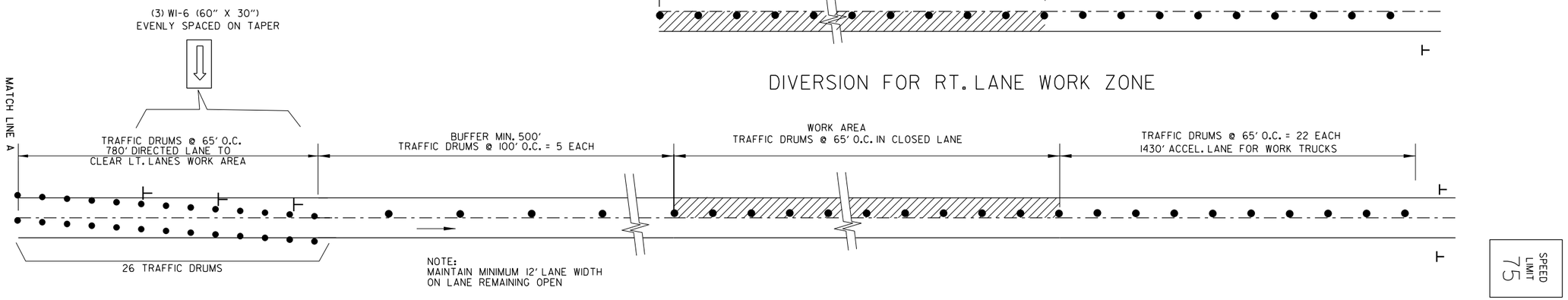
•PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

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

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



DIVERSION FOR RT. LANE WORK ZONE



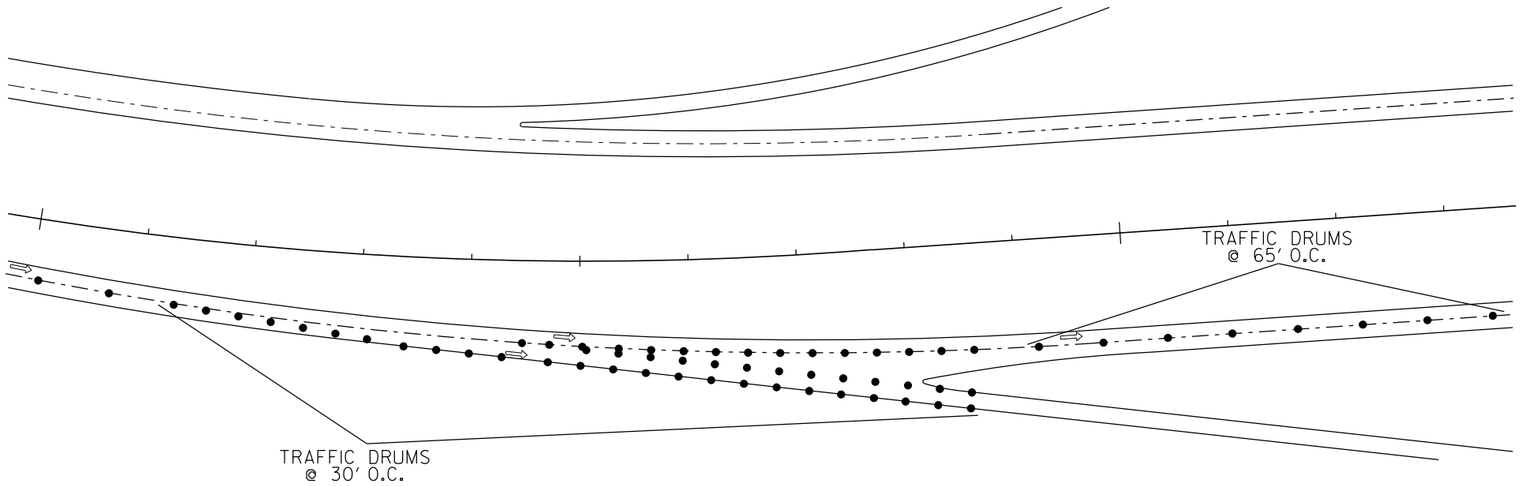
DIVERSION FOR LT. LANE WORK ZONE

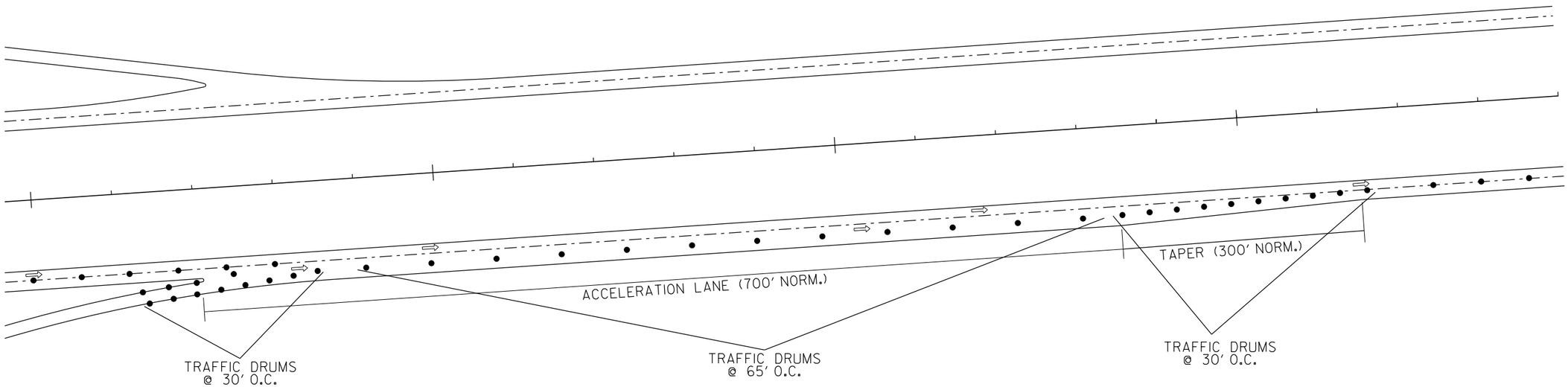
LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

Archie.Williams 1/4/2023 10:47:40 AM
WORKSPACE: Archie.Williams
COMPUTER: C:\Users\Archie.Williams\ARDOT\D00437\R101076.06_MOT_001.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	87	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





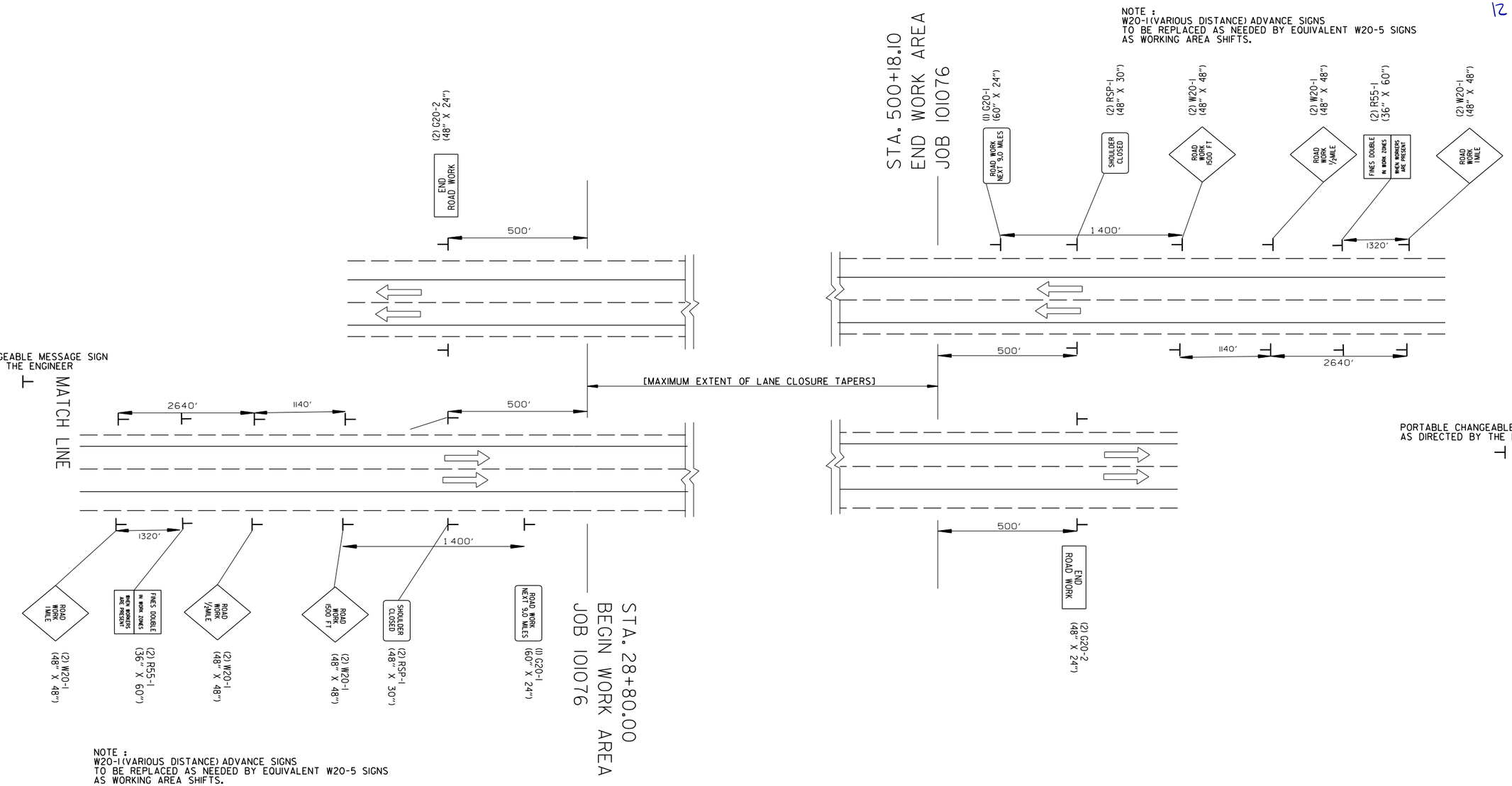
DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

LondonMiller 12/5/2022 5:15:38 PM
WORKSPACE: ARDOT
USER#: JohnVmblow
C:\USERS\JOHNVMBLOW\D0\D00437\R\D0TG.06_MOT_001.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	88	186
		MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

NOTE :
W20-1(VARIOUS DISTANCE) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.

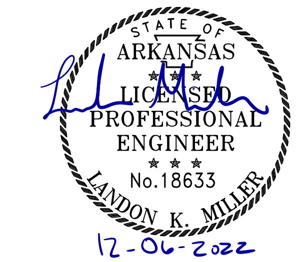


NOTE :
W20-1(VARIOUS DISTANCE) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.

MAINTENANCE OF TRAFFIC
SPECIAL DETAILS

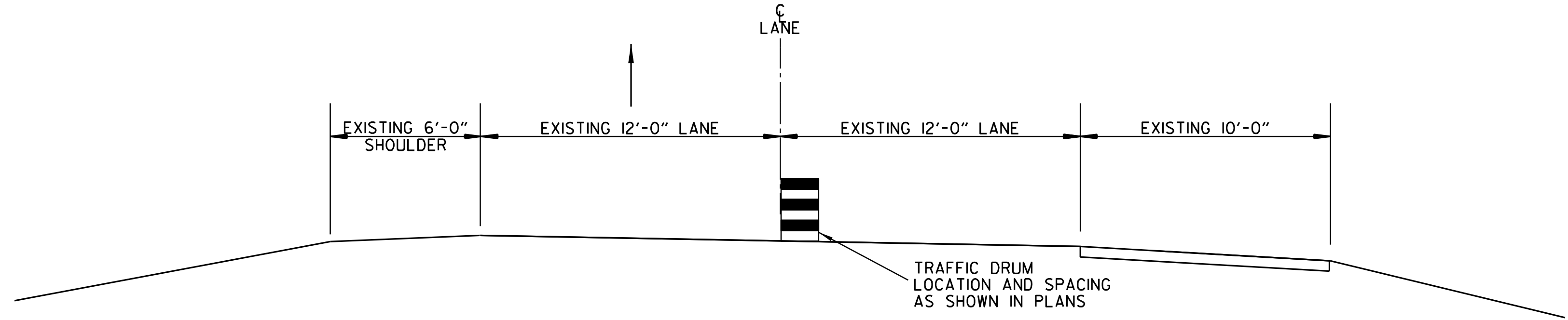
LondonMiller
WORKSPACE: ARDOT
CLASSIFICATION: C:\Users\lmiller\AppData\Local\Temp\acl\d0100437\R101076_06_MOT_001.dgn
REVISED DATE: $$REVDATE$$
12/5/2022 5:15:39 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	89	186
		MAINTENANCE OF TRAFFIC DETAILS				



LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN

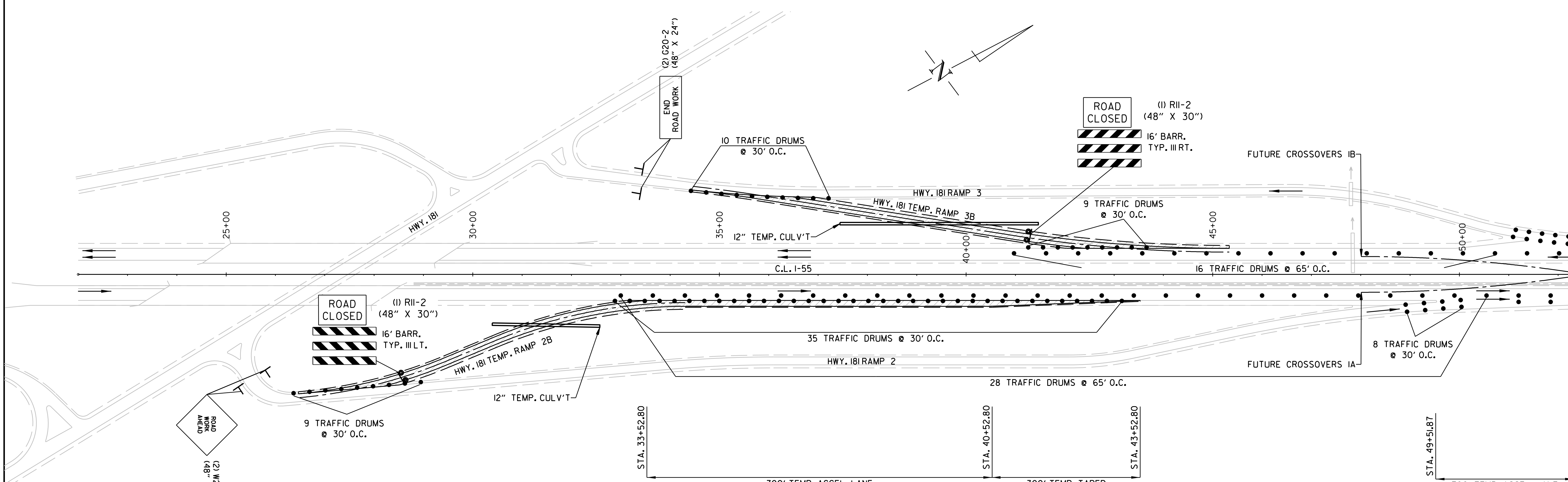


LOCATION OF TRAFFIC DRUMS FOR RIGHT LANE CLOSURE
(SHOWN IN DIRECTION OF TRAFFIC)

I-55 - STAGE IA - QUANTITIES (STA. 22+00.00 - STA. 51+00.00)	
TRAFFIC DRUMS	115 EACH

STAGE I-A OPERATIONS:

-CLOSE OUTSIDE LANES & SHOULDERS IN BOTH DIRECTIONS.
-CONSTRUCT INTERCHANGE TEMPORARY RAMPS CONNECTING TO OUTSIDE SHOULDERS OF I-55 LANES.



Landon.Miller 12/5/2022 5:51:48 PM
WORKSPACE: ARDOT
c:\users\public\mbipw\6\d0100437\R101076_06_MOT_002.dgn
REVISED DATE: $$REVDATE$$

MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	90	186
		MAINTENANCE OF TRAFFIC DETAILS				

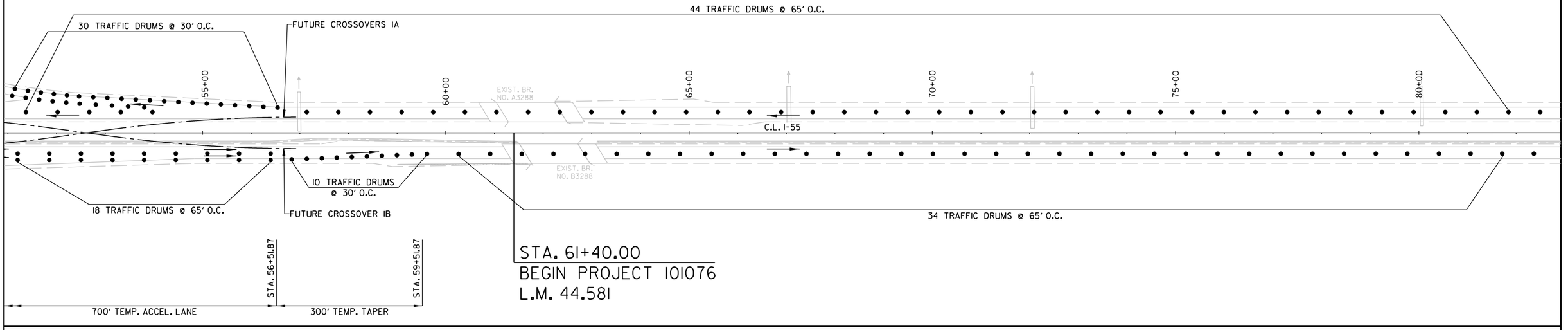
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

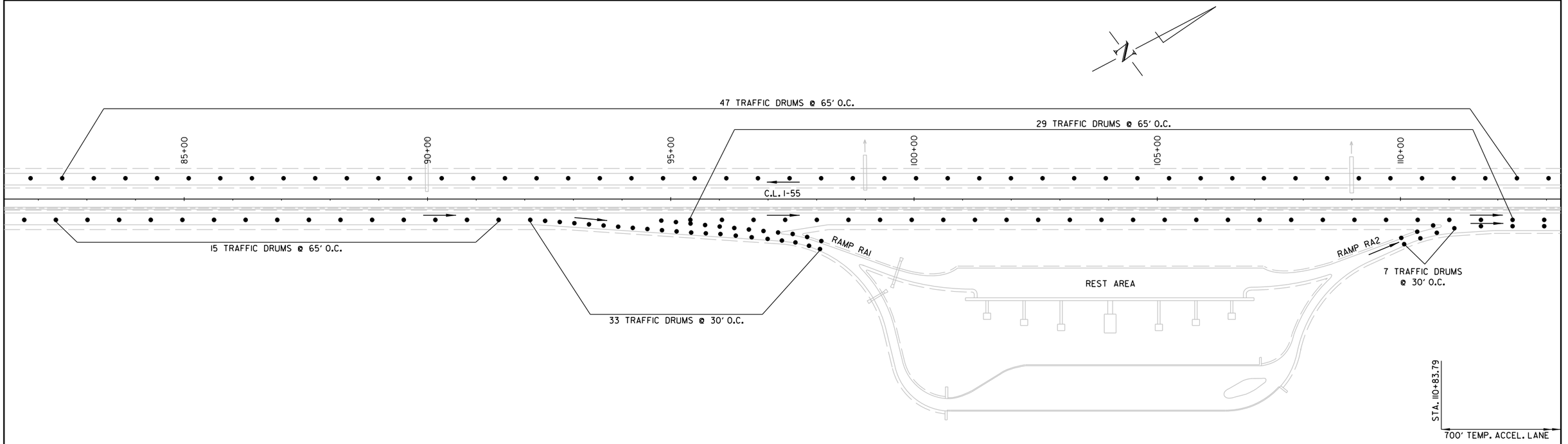
LEGEND

- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IA - QUANTITIES (STA. 51+00.00 - STA. 112+50.00)

TRAFFIC DRUMS 267 EACH





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

LandonMiller 12/5/2022 5:54:49 PM
WORKSPACE: ARD01
USER: C:\Users\lmiller\OneDrive - Arkansas State Government\Desktop\d0100437\R101076_06_MOT_002.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	91	186
		MAINTENANCE OF TRAFFIC DETAILS				

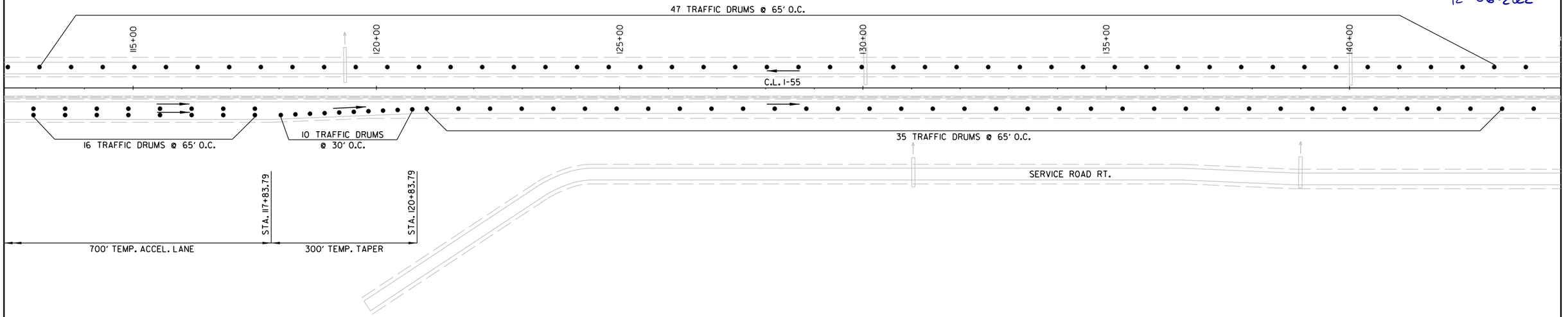
LEGEND

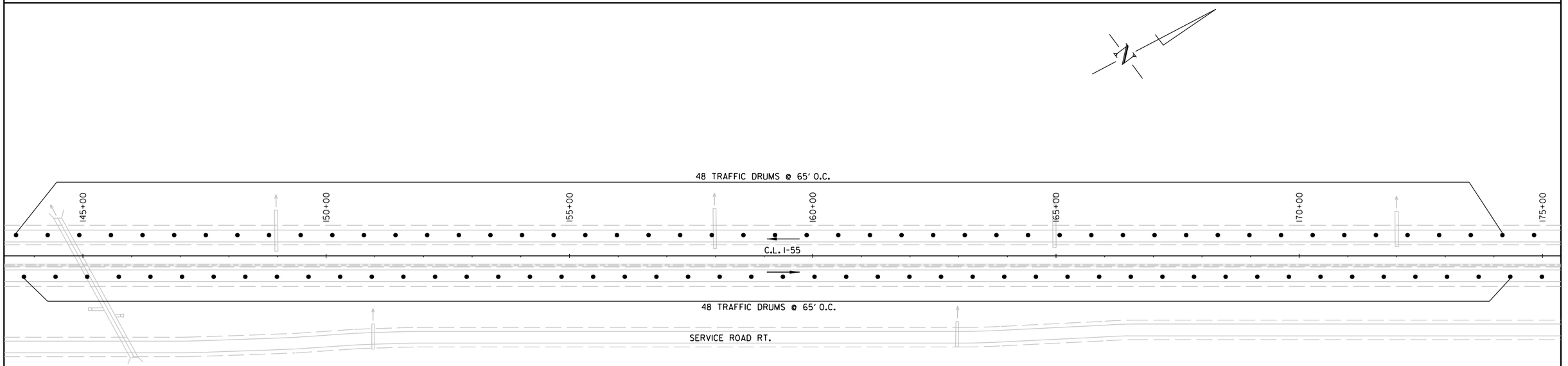
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IA - QUANTITIES (STA. 112+50.00 - STA. 174+50.00)

TRAFFIC DRUMS	204 EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





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REVISED DATE: $$REVDATE$$

MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

LEGEND

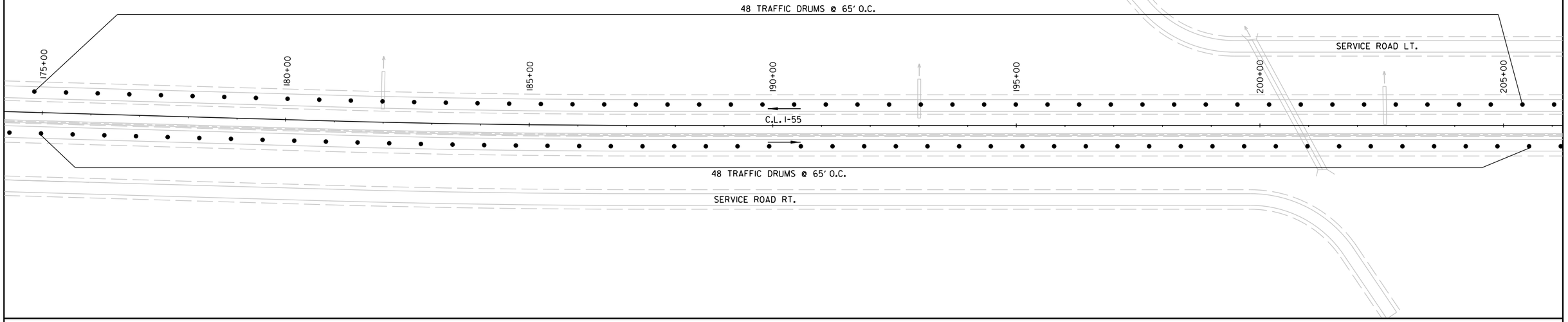
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

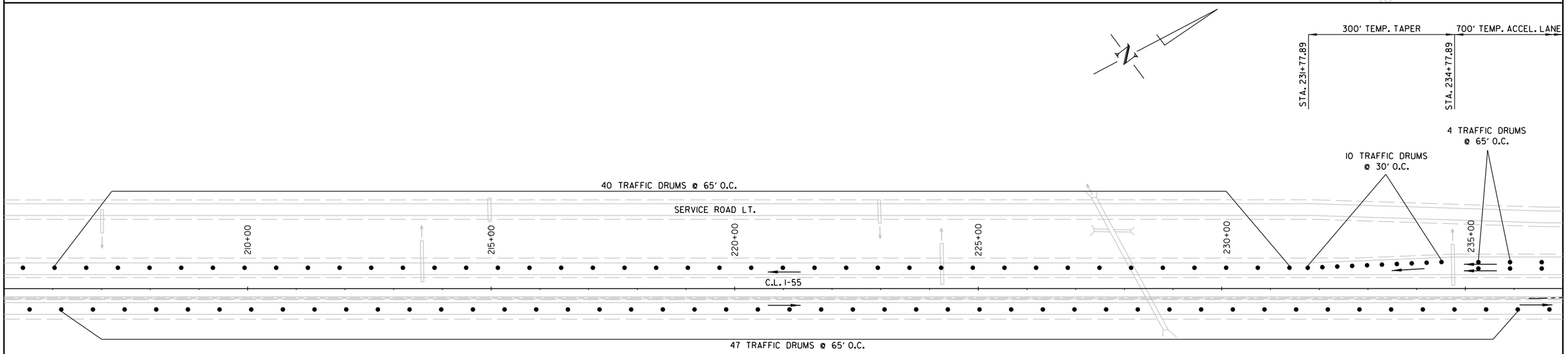
I-55 - STAGE IA - QUANTITIES (STA. 174+50.00 - STA. 236+50.00)

TRAFFIC DRUMS	197 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	92	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	93	186
		MAINTENANCE OF TRAFFIC DETAILS				

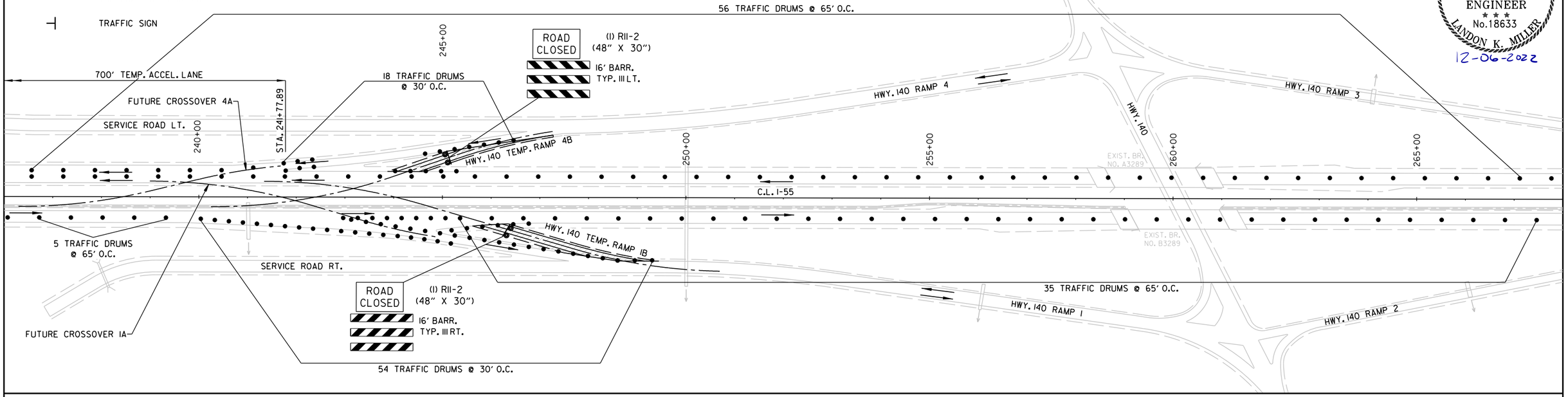
LEGEND

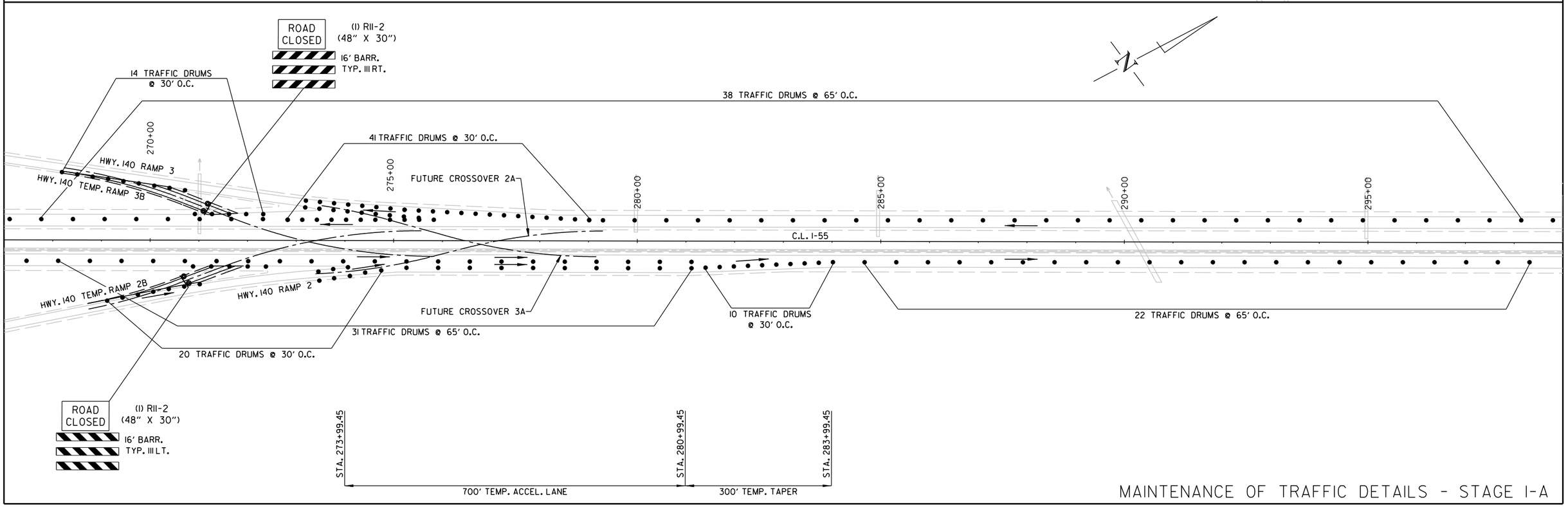
- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TRAFFIC SIGN

I-55 - STAGE IA - QUANTITIES (STA. 236+50.00 - STA. 298+50.00)

TRAFFIC DRUMS	344 EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

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REVISED DATE: $$REVDATE$$

LEGEND

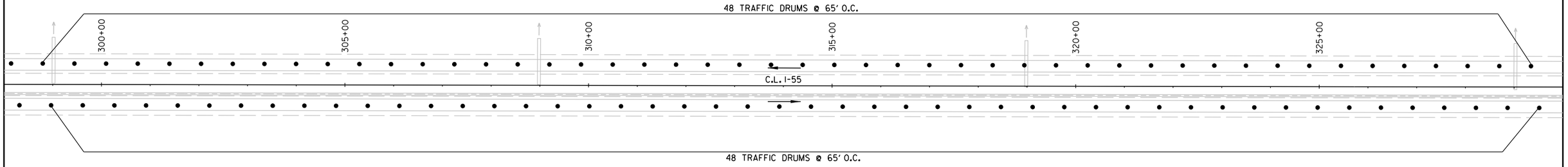
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

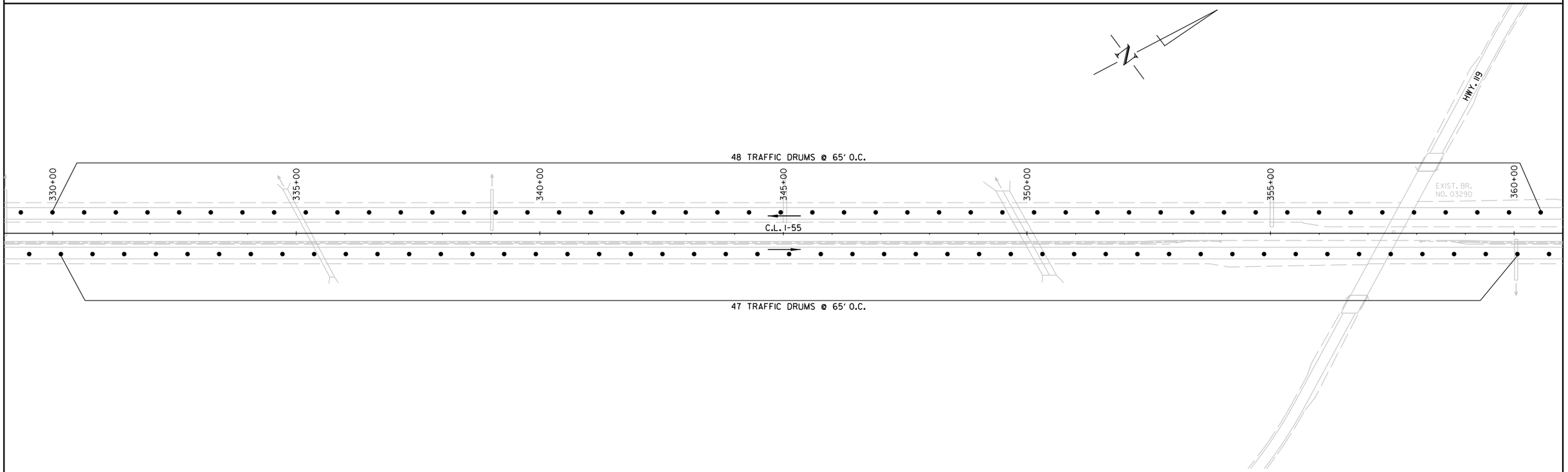
I-55 - STAGE IA - QUANTITIES (STA. 298+50.00 - STA. 360+50.00)

TRAFFIC DRUMS	191 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	94	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

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DESIGN FILE: J:\PROJECTS\101076\Highway\16\d0100437\R101076_06_MOT_002.dgn
REVISED DATE: $$REVDATE$$

LEGEND

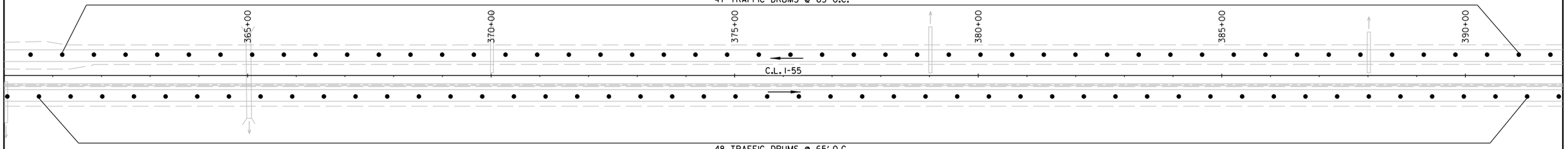
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

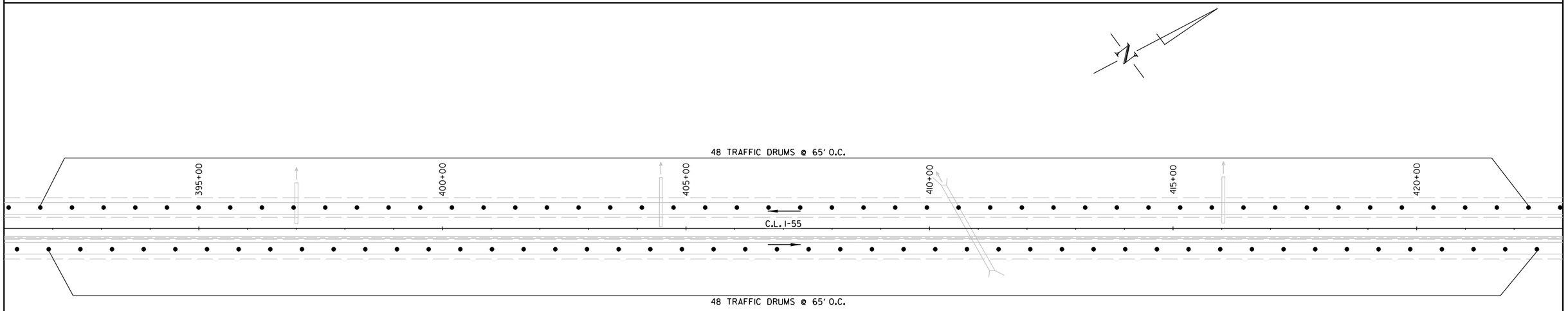
I-55 - STAGE IA - QUANTITIES (STA. 360+50.00 - STA. 422+50.00)

TRAFFIC DRUMS	191 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	95	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

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REVISED DATE: $$REVDATE$$

LEGEND

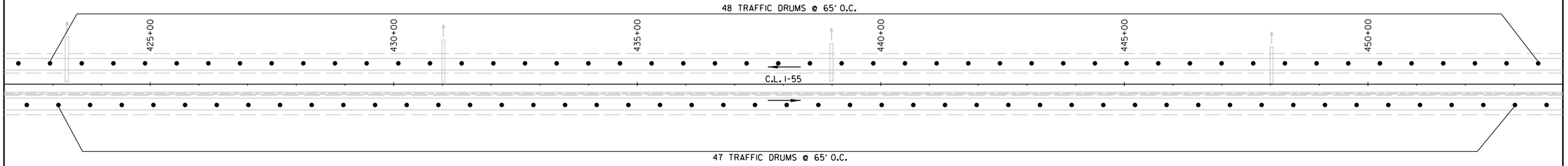
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

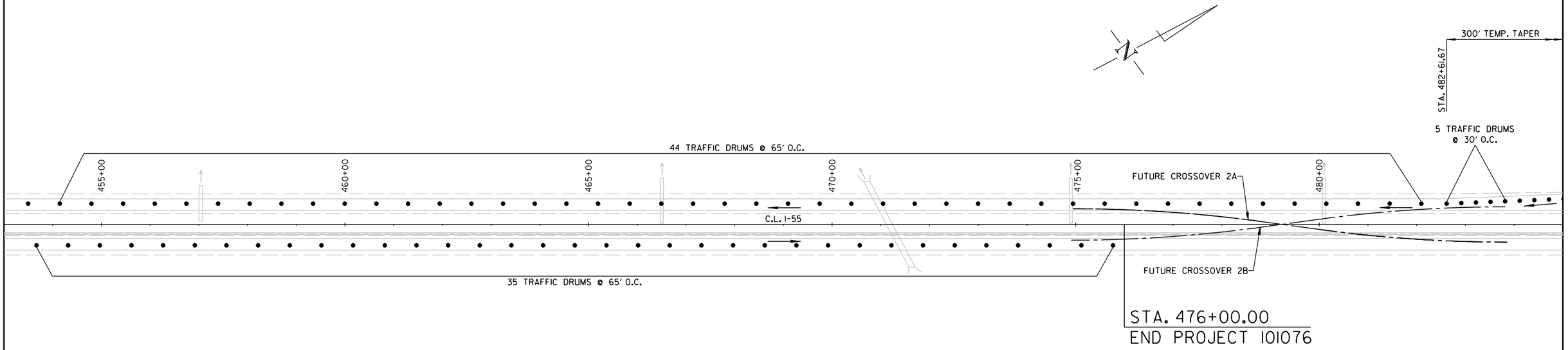
I-55 - STAGE IA - QUANTITIES (STA. 422+50.00 - STA. 484+00.00)

TRAFFIC DRUMS	179 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	96	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





NOTE: REMOVE S.E.S AND COVER INLET AS APPROVED BY ENGINEER PRIOR TO CROSSOVER CONSTRUCTION. COVER TO BE REMOVED WHEN CROSSOVER IS REMOVED.

MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

LandonMiller 12/5/2022 5:51:54 PM
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REVISED DATE: $$REVDATE$$

LEGEND

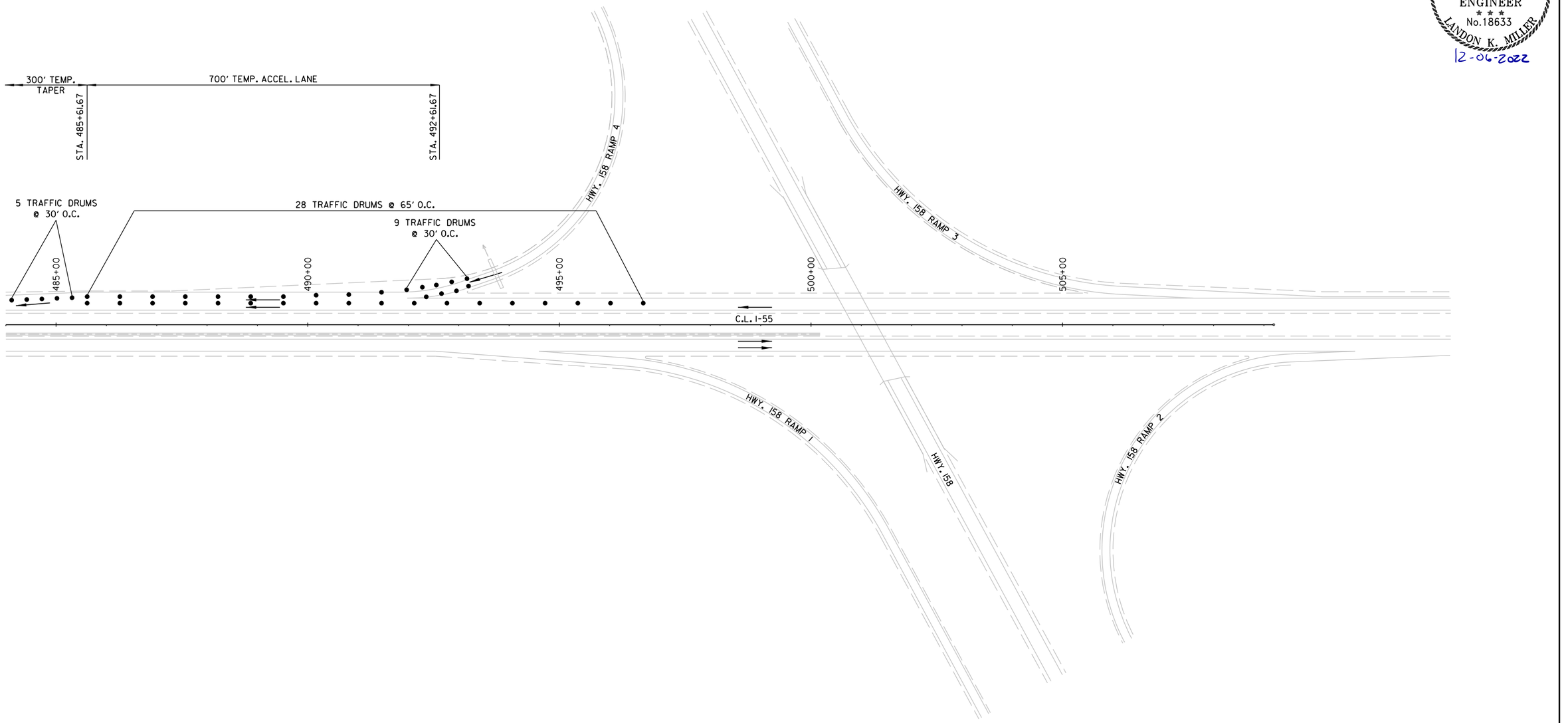
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IA - QUANTITIES (STA. 484+00.00 - STA. 497+00.00)

TRAFFIC DRUMS	42 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	97	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



MAINTENANCE OF TRAFFIC DETAILS - STAGE I-A

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REVISED DATE: $$REVDATE$$
12/5/2022 5:54:55 PM
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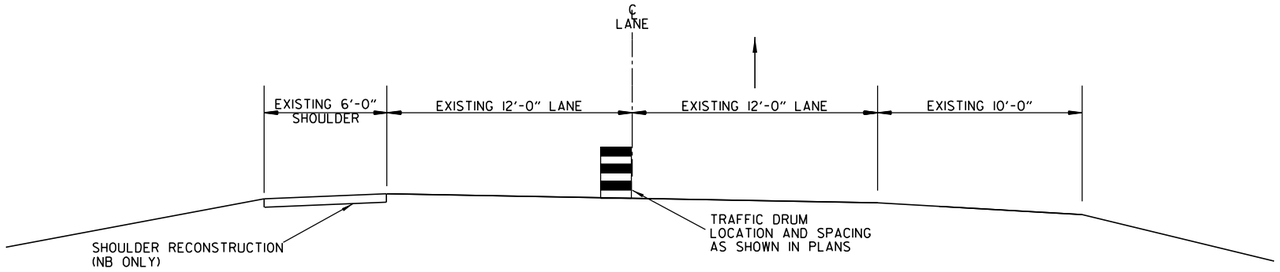
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	98	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



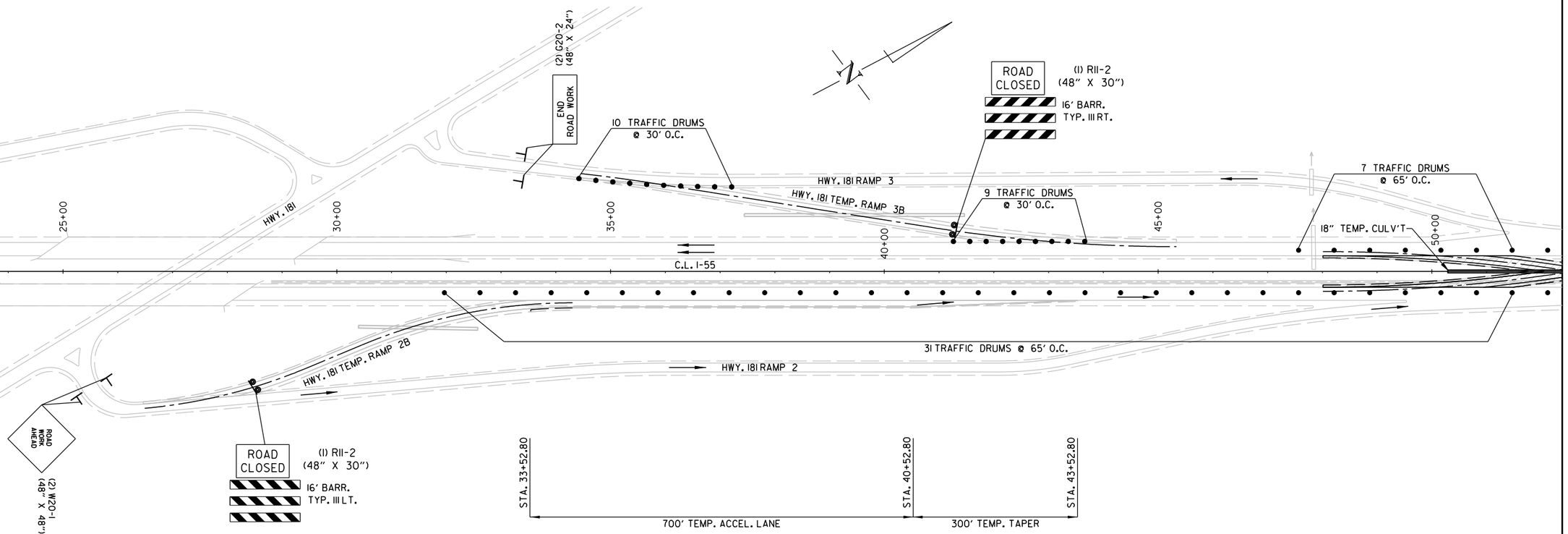
LOCATION OF TRAFFIC DRUMS FOR LEFT LANE CLOSURE
(SHOWN IN DIRECTION OF TRAFFIC)

STAGE I-B OPERATIONS:

-CLOSE INSIDE LANES & SHOULDERS IN BOTH DIRECTIONS.
-PATCH INSIDE NB LANE
-CONSTRUCT CROSSOVER RAMPS.

I-55 - STAGE IB - QUANTITIES (STA. 22+00.00 - STA. 52+00.00)

TRAFFIC DRUMS	57 EACH



MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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REVISED DATE: $$REVDATE$$

LEGEND

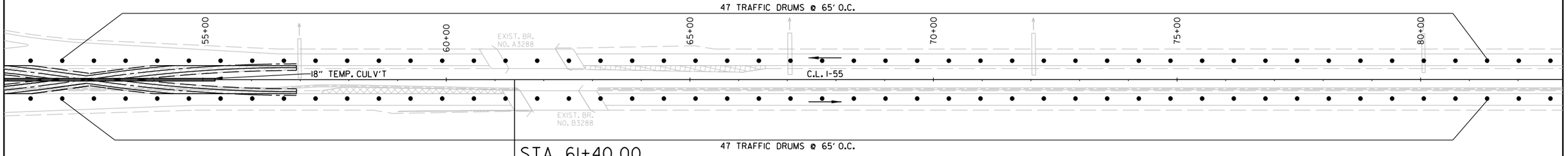
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- REMOVAL OF GUARDRAIL

I-55 - STAGE IB - QUANTITIES (STA. 52+00.00 - STA. 113+00.00)

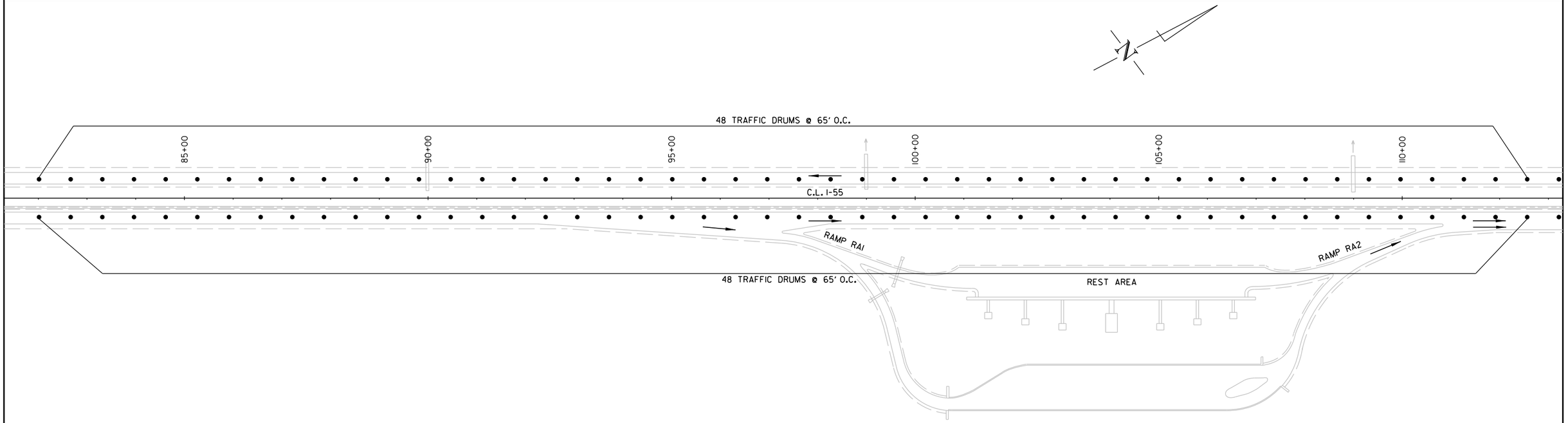
TRAFFIC DRUMS	190 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	99	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



STA. 61+40.00
BEGIN PROJECT 101076
L.M. 44.581



MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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REVISED DATE: $$REVDATE$$

LEGEND

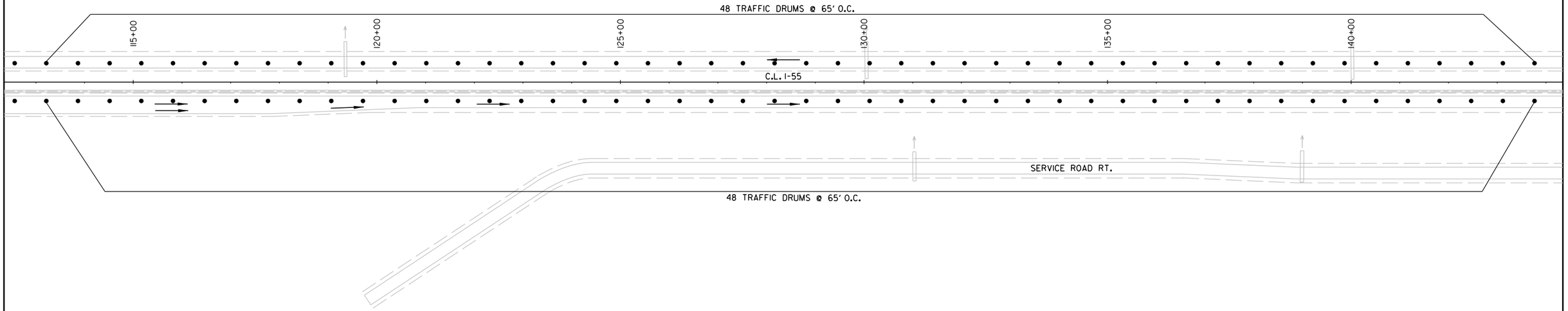
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

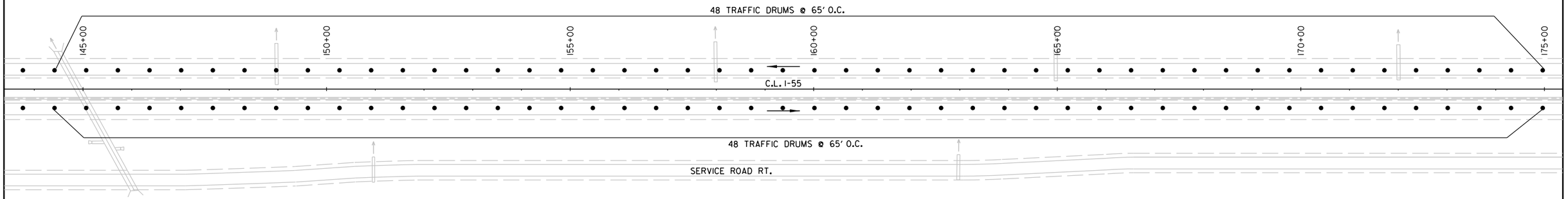
I-55 - STAGE IB - QUANTITIES (STA. 113+00.00 - STA. 175+00.00)

TRAFFIC DRUMS	192 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	100	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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REVISED DATE: $$REVDATE$$

LEGEND

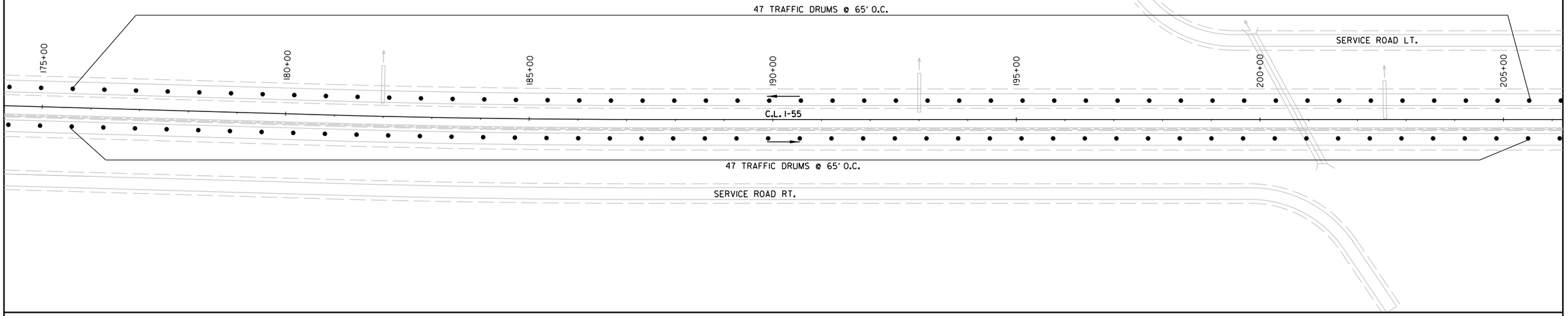
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS

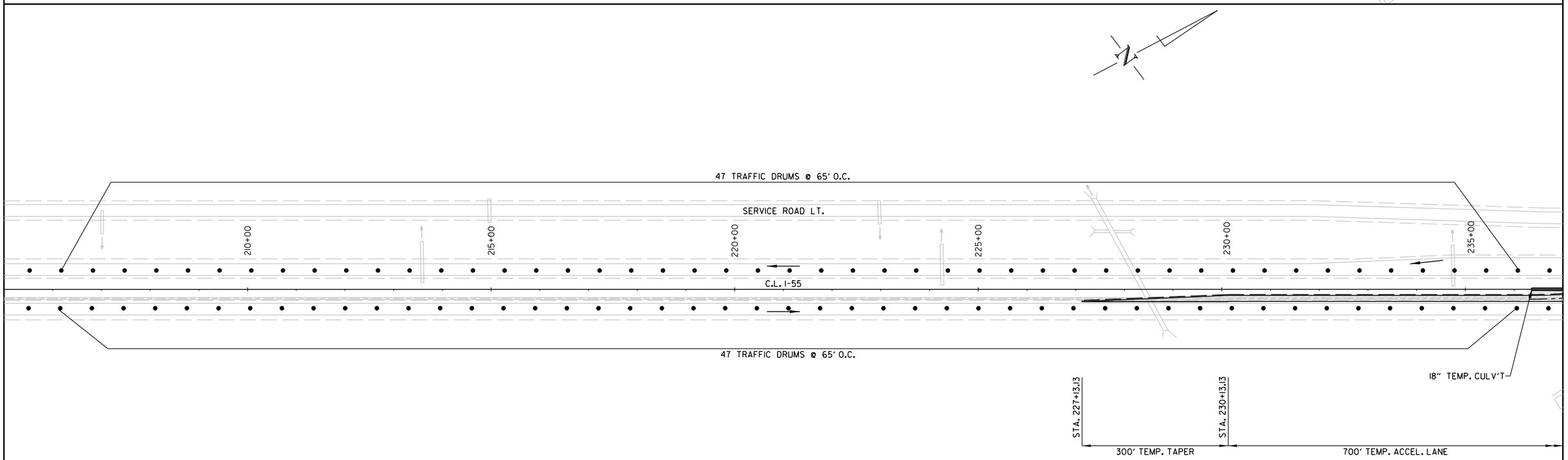
I-55 - STAGE IB - QUANTITIES (STA. 175+00.00 - STA. 236+50.00)

TRAFFIC DRUMS	188 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	101	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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		6	ARK.	101076	102	186
		MAINTENANCE OF TRAFFIC DETAILS				

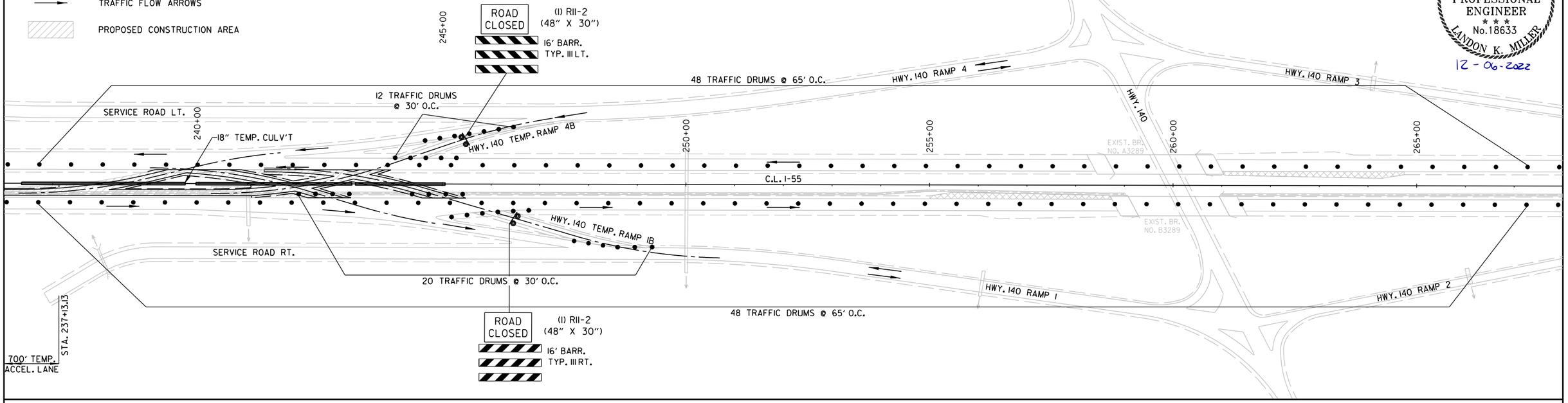
LEGEND

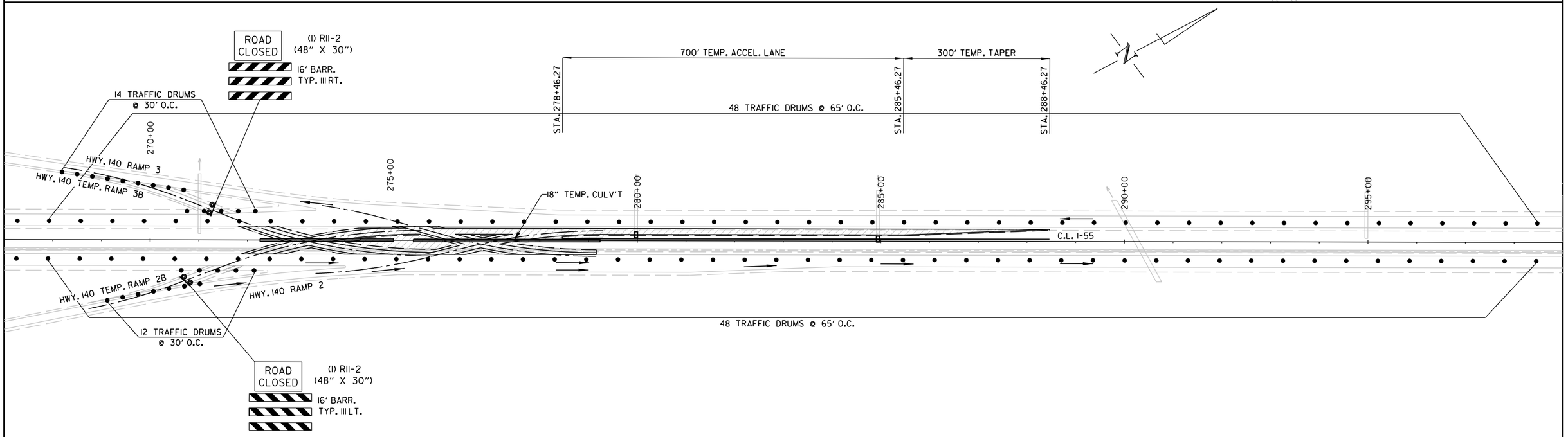
- TYPE III BARRICADE
- TRAFFIC DRUM
- REMOVAL OF GUARDRAIL
- TRAFFIC FLOW ARROWS
- PROPOSED CONSTRUCTION AREA

I-55 - STAGE IB- QUANTITIES (STA. 236+50.00 - STA. 298+50.00)

TRAFFIC DRUMS	250 EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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REVISED DATE: $$REVDATE$$

LEGEND

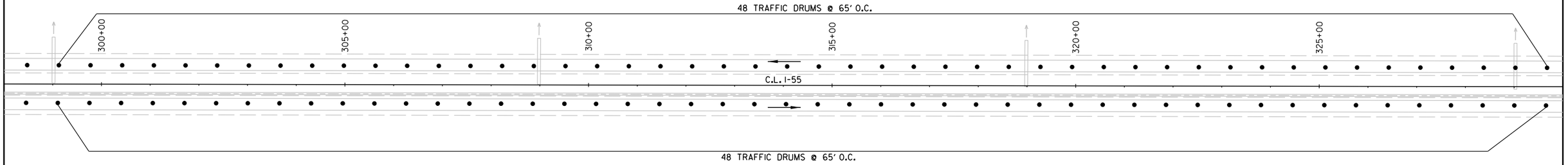
- TRAFFIC DRUM
- REMOVAL OF GUARDRAIL
- TRAFFIC FLOW ARROWS

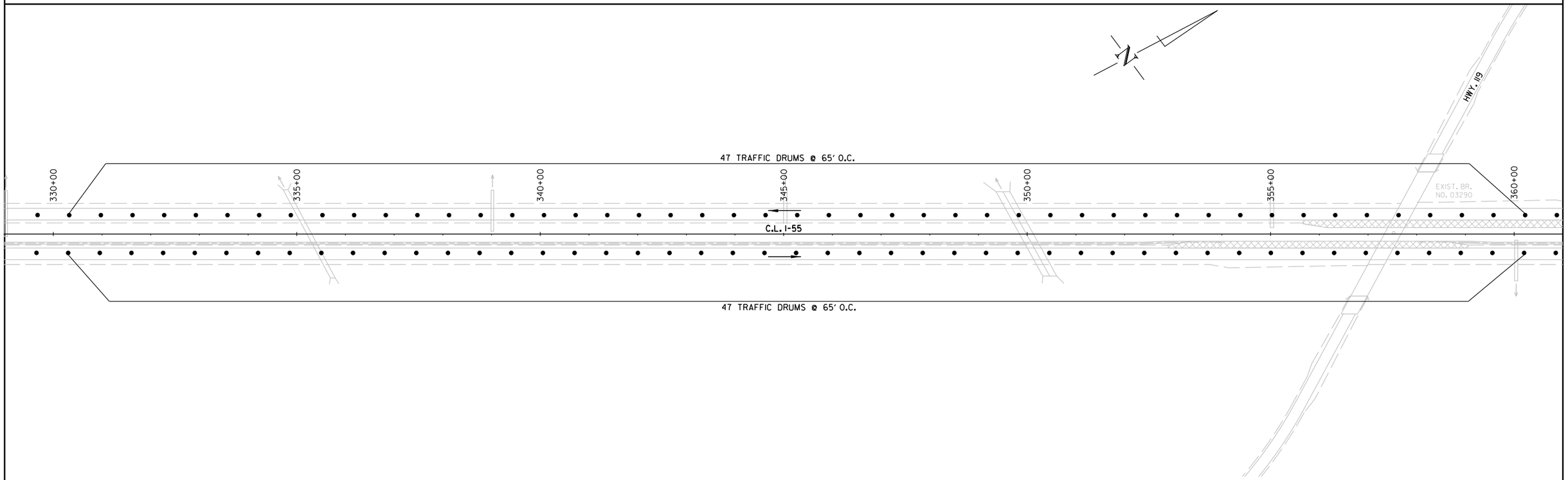
I-55 - STAGE IB - QUANTITIES (STA. 298+50.00 - STA. 360+50.00)

TRAFFIC DRUMS	190 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	103	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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REVISED DATE: $$REVDATE$$

LEGEND

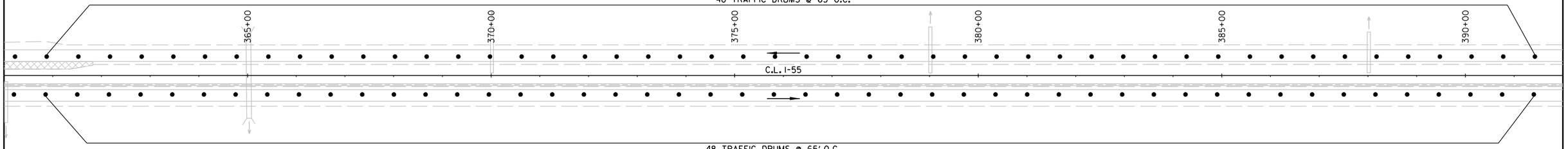
- TRAFFIC DRUM
- REMOVAL OF GUARDRAIL
- TRAFFIC FLOW ARROWS

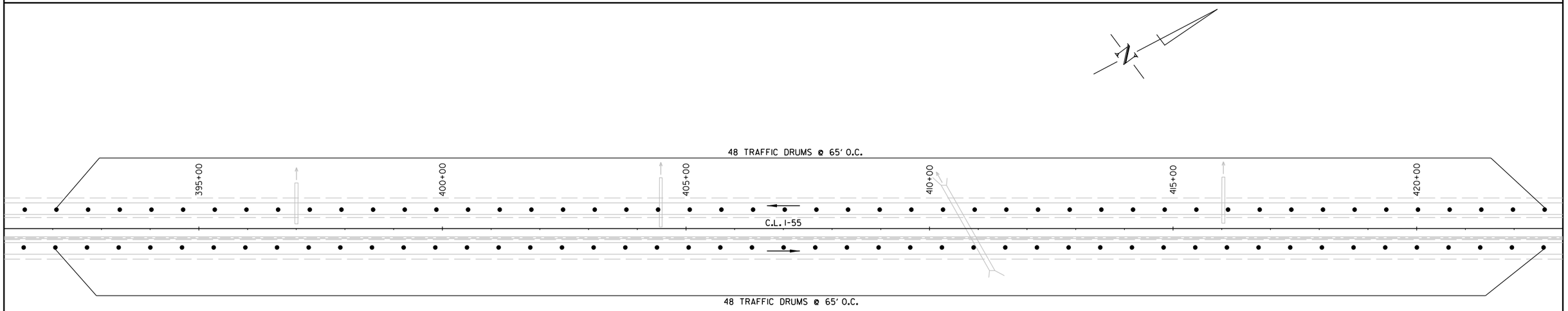
I-55 - STAGE IB - QUANTITIES (STA. 360+50.00 - STA. 422+50.00)

TRAFFIC DRUMS	192 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	104	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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REVISED DATE: $$REVDATE$$

LEGEND

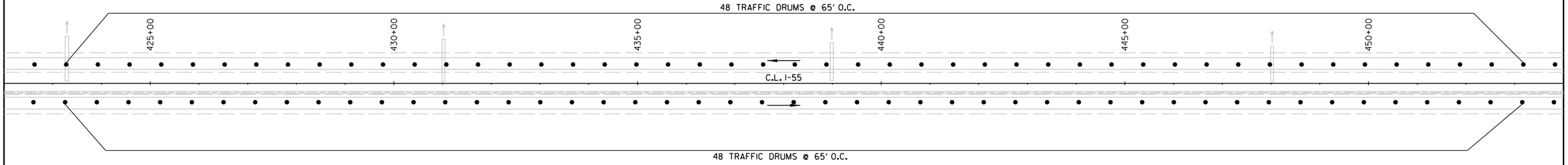
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS

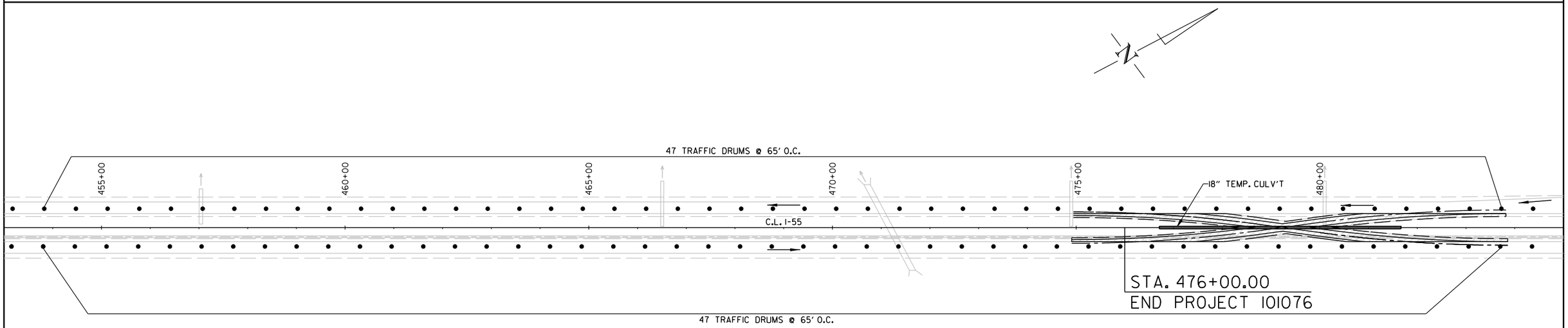
I-55 - STAGE IB - QUANTITIES (STA. 422+50.00 - STA. 484+00.00)

TRAFFIC DRUMS	190 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	105	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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USER: Landon Miller
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REVISED DATE: $$REVDATE$$

LEGEND

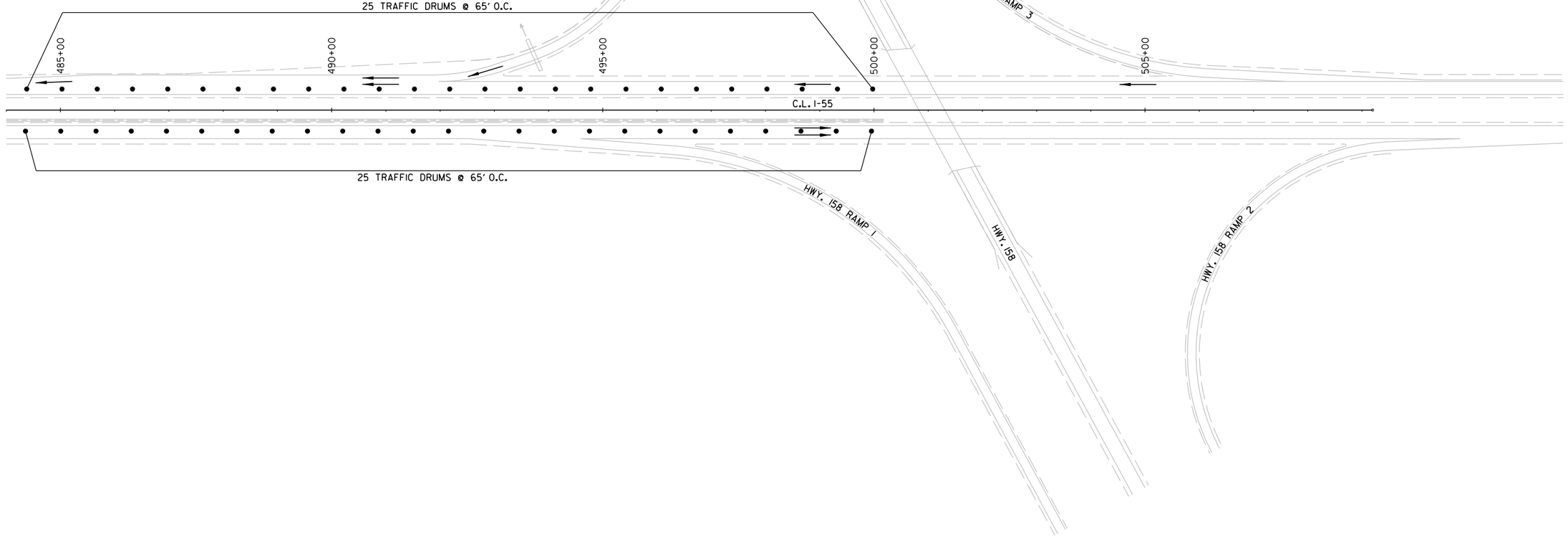
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IB - QUANTITIES (STA. 484+00.00 - STA. 500+00.00)

TRAFFIC DRUMS	50 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	106	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



MAINTENANCE OF TRAFFIC DETAILS - STAGE I-B

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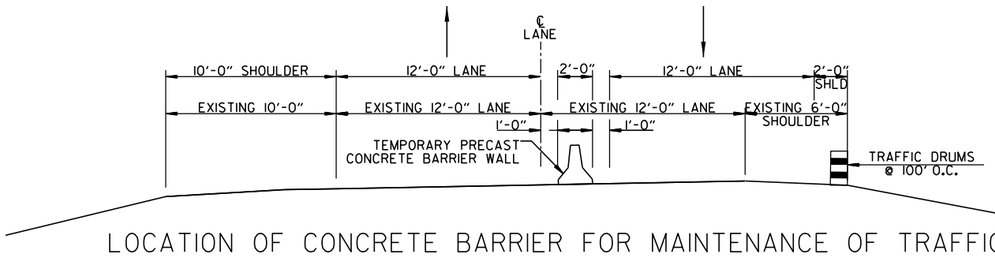
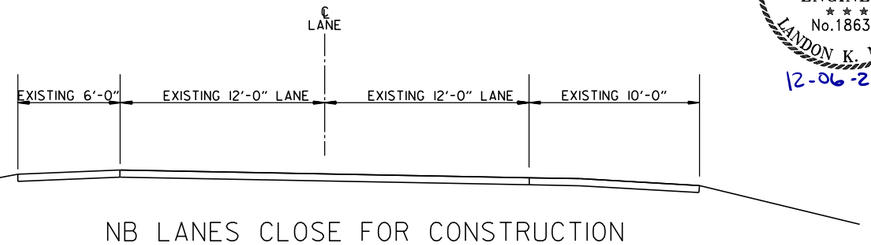
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	107	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN



LOCATION OF CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC SB LANES



NB LANES CLOSE FOR CONSTRUCTION

I-55 - STAGE IIA - QUANTITIES (STA. 22+00.00 - STA. 52+00.00)

TRAFFIC DRUMS	100 EACH

CONSTRUCTION PAVEMENT MARKINGS

STA. 26+50.00 - STA. 52+00.00	YELLOW EDGE LN.	1135 L.F.
STA. 28+50.00 - STA. 52+00.00	WHITE EDGE LN.	1667 L.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 33+11.70 - STA. 43+52.80	WHITE EDGE LN.	1041 L.F.
STA. 48+01.00 - STA. 51+48.05	YELLOW EDGE LN.	347 L.F.

TRAFFIC @ 100' O.C. FOR THIS STAGE:

NB MAIN LANE

STA. 56+92.24 TO STA. 238+95.19	182
STA. 243+82.20 TO STA. 271+82.94	28
STA. 279+57.22 TO STA. 476+00.00	196

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

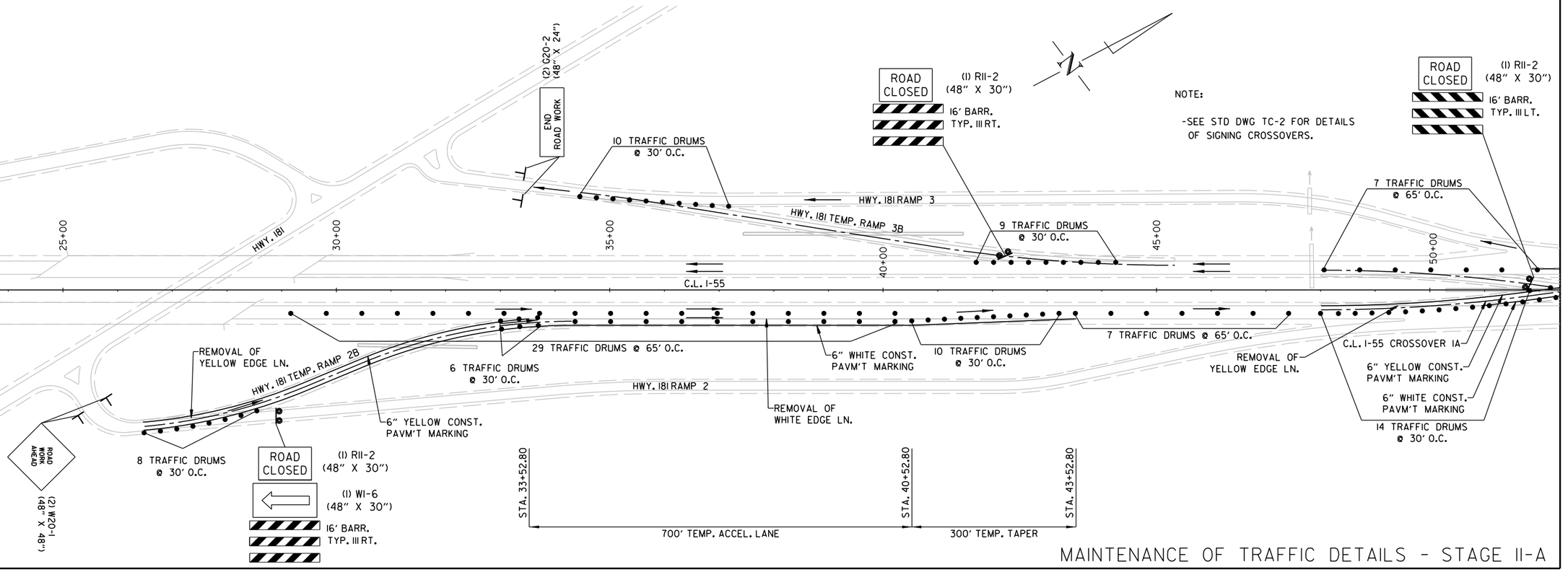
STA. 26+50 - STA. 28+50	WHITE EDGE LN.	174 L.F.

STAGE II-A OPERATIONS:

-RELOCATE TEMPORARY PRECAST CONCRETE BARRIER WALL ON SB LANES & PLACE CONST. PAVM'T MARKINGS.
-REROUTE NB TRAFFIC THROUGH CROSSOVER TO SB LANES.
-CONST. NB LANES, ACCELERATION LANE, TEMPORARY RAMPS, APPROACH SLABS & GUTTERS, WIDENING FOR GUARDRAILS AND GUARDRAILS WHERE APPLICABLE.
-PLACE PAVM'T MARKINGS ON NB LANES.
-CONST. THE REMAIN PORTION OF HWY 119 BRIDGE @ I-55 NB
-CONST. PAVM'T TRANSITION @ RAMP RA1 & RA2.
-PERFORM HYDRODEMOLITION OPERATIONS.

NOTE:

-SEE STD DWG TC-2 FOR DETAILS OF SIGNING CROSSOVERS.



MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

LandonMiller
WORKSPACE: ARDOT
USER: C:\Users\LMiller\Documents\KEVIN\101076_06_MOT_003.dgn
REVISED DATE: $$REVDATE$$
12/5/2022 5:52:13 PM

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIA - QUANTITIES (STA. 52+00.00 - STA. 113+00.00)

TRAFFIC DRUMS	9	EACH
TEMPORARY IMPACT ATTENUATION BARRIER	2	EACH
PRECAST CONCRETE BARRIER	6213	L.F.

CONSTRUCTION PAVEMENT MARKINGS

STA. 52+00.00 - STA. 113+00.00	YELLOW EDGE LN.	11756 L.F.
STA. 52+00.00 - STA. 113+00.00	WHITE EDGE LN.	5909 L.F.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

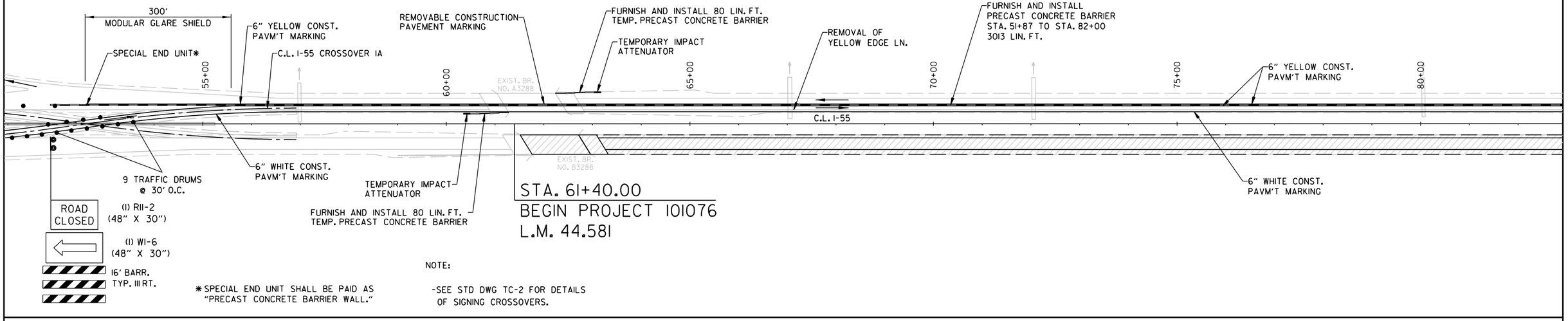
STA. 60+82.21 - STA. 62+75.21	YELLOW EDGE LN.	386 L.F.
STA. 60+90.81 - STA. 62+83.81	WHITE EDGE LN.	193 L.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 53+98.87 - STA. 113+00.00	YELLOW EDGE LN.	5901 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	108	186
		MAINTENANCE OF TRAFFIC DETAILS				

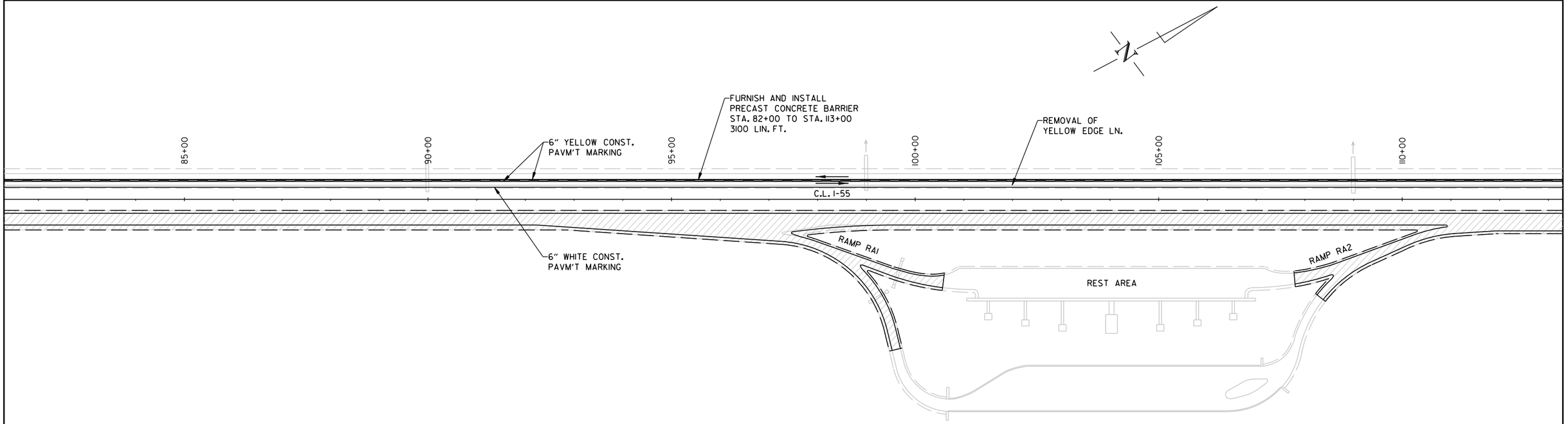
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022



* SPECIAL END UNIT SHALL BE PAID AS "PRECAST CONCRETE BARRIER WALL."

NOTE:

-SEE STD DWG TC-2 FOR DETAILS OF SIGNING CROSSOVERS.



MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

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REVISED DATE: $$REVDATE$$

LEGEND

PROPOSED CONSTRUCTION AREA

TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

I-55 - STAGE IIA - QUANTITIES (STA. 113+00.00 - STA. 175+00.00)

PRECAST CONCRETE BARRIER	6200 L.F.

CONSTRUCTION PAVEMENT MARKINGS

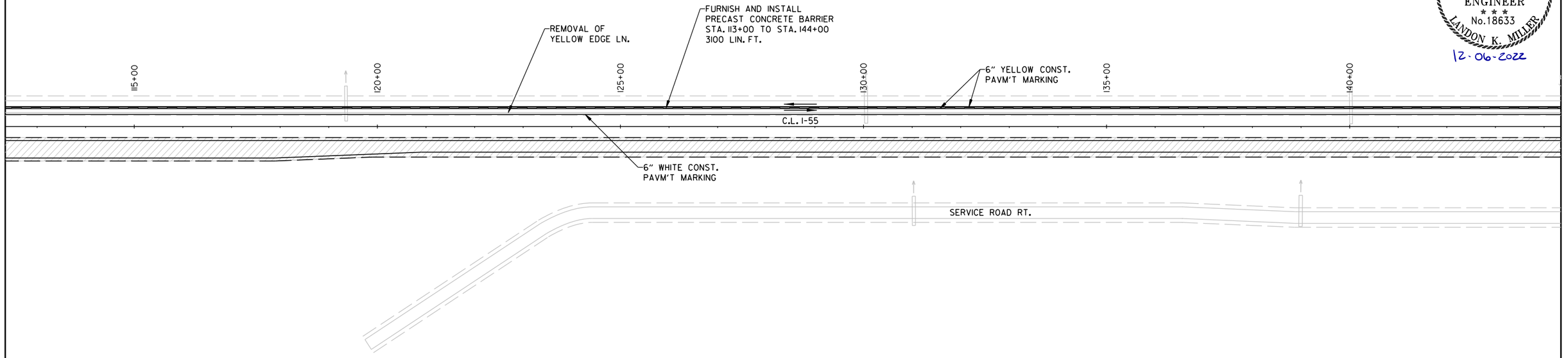
STA. 113+00.00 - STA. 175+00.00	YELLOW EDGE LN.	12400 L.F.
STA. 113+00.00 - STA. 175+00.00	WHITE EDGE LN.	6200 L.F.

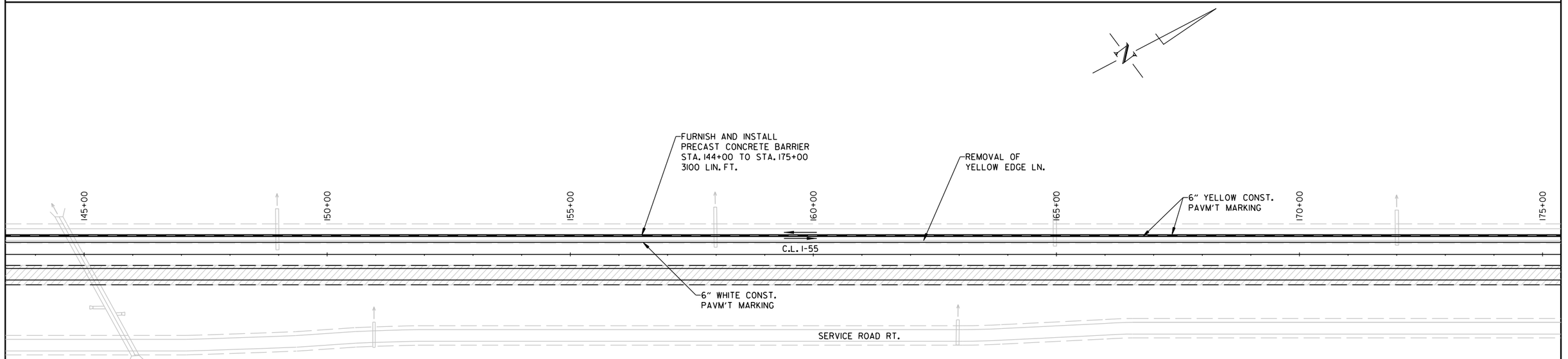
REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 113+00.00 - STA. 175+00.00 YELLOW EDGE LN. 6200 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	109	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	110	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIA - QUANTITIES (STA. 175+00.00 - STA. 237+00.00)

PRECAST CONCRETE BARRIER	6200 L.F.

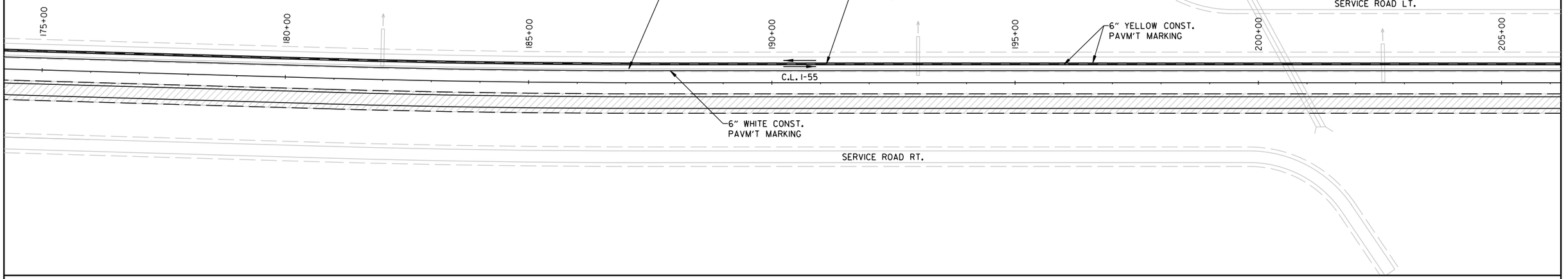
CONSTRUCTION PAVEMENT MARKINGS

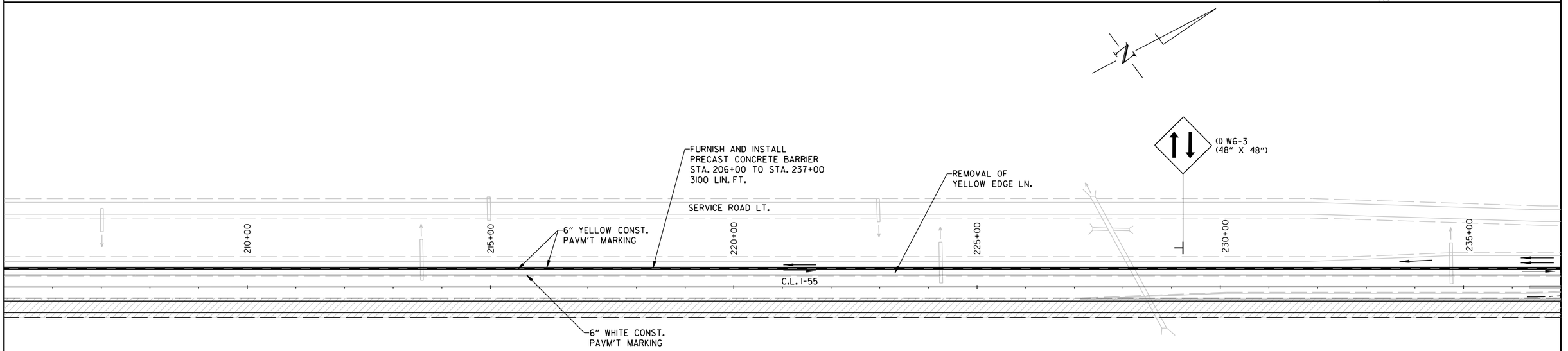
STA. 175+00.00 - STA. 237+00.00	YELLOW EDGE LN.	12400 L.F.
STA. 175+00.00 - STA. 237+00.00	WHITE EDGE LN.	6200 L.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 175+00.00 - STA. 237+00.00	YELLOW EDGE LN.	6200 L.F.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	III	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIA - QUANTITIES (STA. 237+00.00 - STA. 299+00.00)

TRAFFIC DRUMS	108	EACH
TEMPORARY IMPACT ATTENUATION BARRIER	2	EACH
PRECAST CONCRETE BARRIER	6360	L.F.

CONSTRUCTION PAVEMENT MARKINGS

STA. 237+00.00 - STA. 299+00.00	YELLOW EDGE LN.	12838	L.F.
STA. 237+00.00 - STA. 299+00.00	WHITE EDGE LN.	6806	L.F.

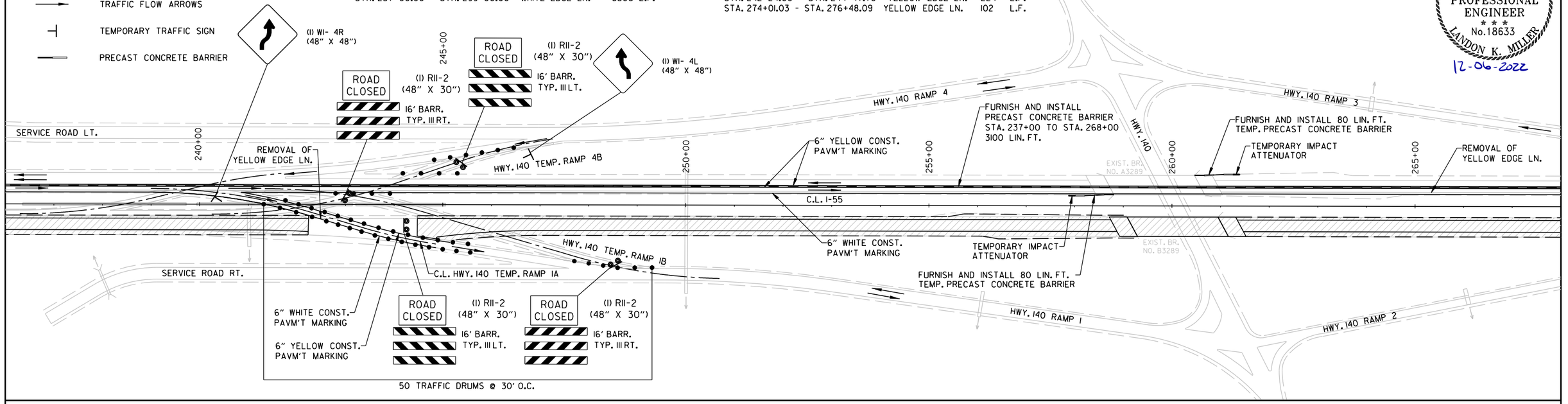
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

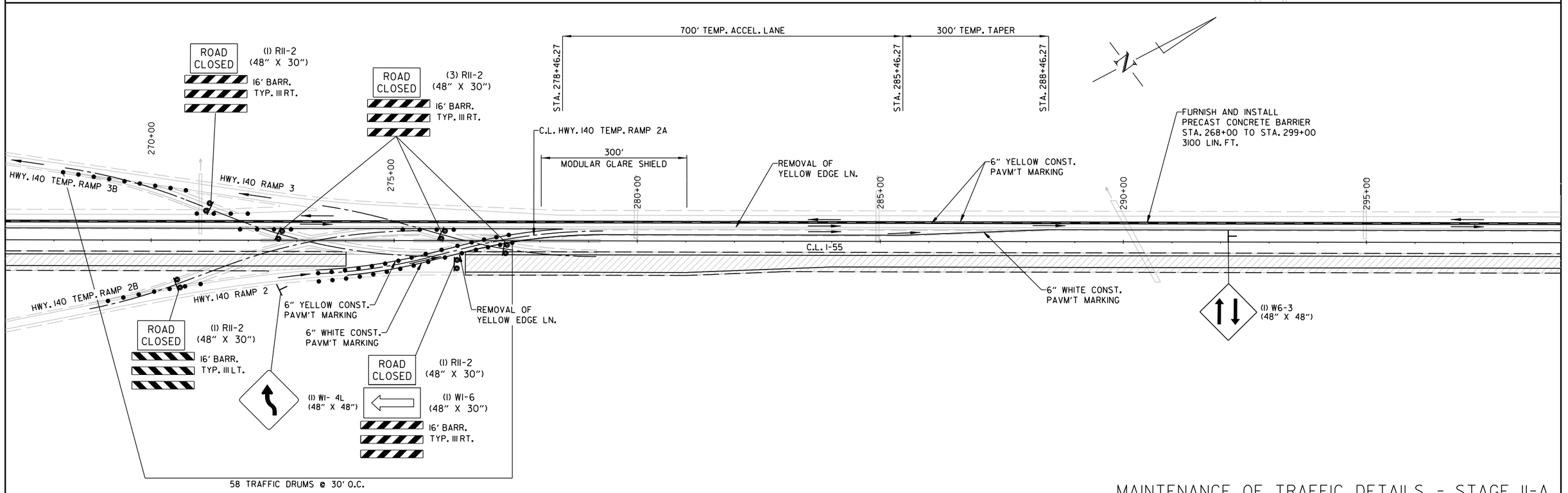
STA. 258+35.53 - STA. 260+95.51	YELLOW EDGE LN.	520	L.F.
STA. 258+43.04 - STA. 261+03.02	WHITE EDGE LN.	260	L.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 237+00.00 - STA. 299+00.00	YELLOW EDGE LN.	6200	L.F.
STA. 242+24.00 - STA. 244+47.70	YELLOW EDGE LN.	224	L.F.
STA. 274+01.03 - STA. 276+48.09	YELLOW EDGE LN.	102	L.F.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

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REVISED DATE: $$REVDATE$$

LEGEND

- TYPE III BARRICADE
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIA - QUANTITIES (STA. 299+00.00 - STA. 361+00.00)

TEMPORARY IMPACT ATTENUATION BARRIER	2	EACH
PRECAST CONCRETE BARRIER	6560	L.F.

CONSTRUCTION PAVEMENT MARKINGS

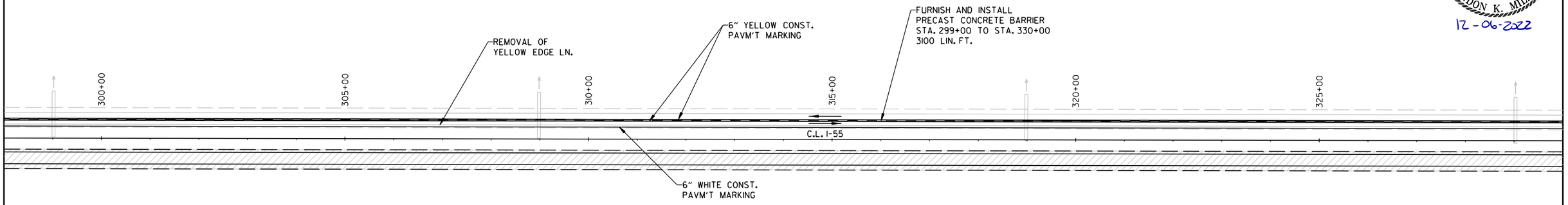
STA. 299+00.00 - STA. 361+00.00	YELLOW EDGE LN.	12400 L.F.
STA. 299+00.00 - STA. 361+00.00	WHITE EDGE LN.	6200 L.F.

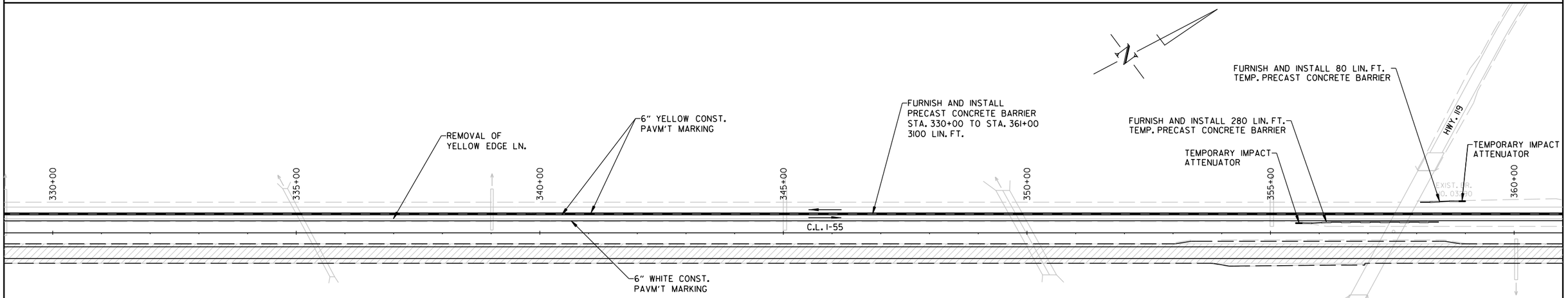
REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 299+00.00 - STA. 361+00.00	YELLOW EDGE LN.	6200 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	112	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

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REVISED DATE: $$REVDATE$$

LEGEND

PROPOSED CONSTRUCTION AREA

TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

I-55 - STAGE IIA - QUANTITIES (STA. 361+00.00 - STA. 423+00.00)

PRECAST CONCRETE BARRIER 6200 L.F.

CONSTRUCTION PAVEMENT MARKINGS

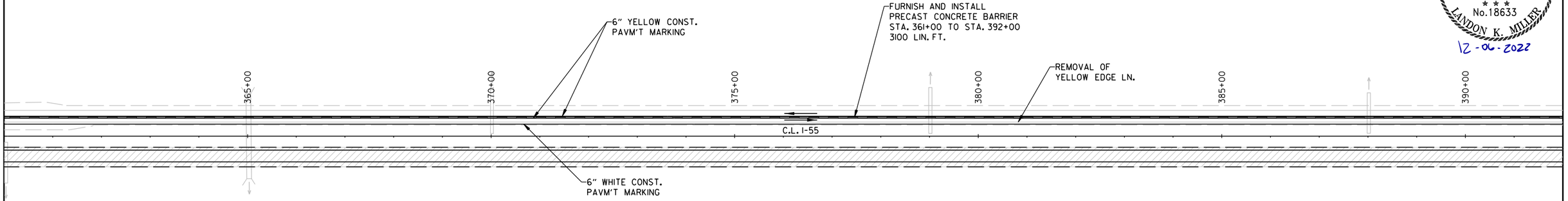
STA. 361+00.00 - STA. 423+00.00 YELLOW EDGE LN. 12400 L.F.
STA. 361+00.00 - STA. 423+00.00 WHITE EDGE LN. 6200 L.F.

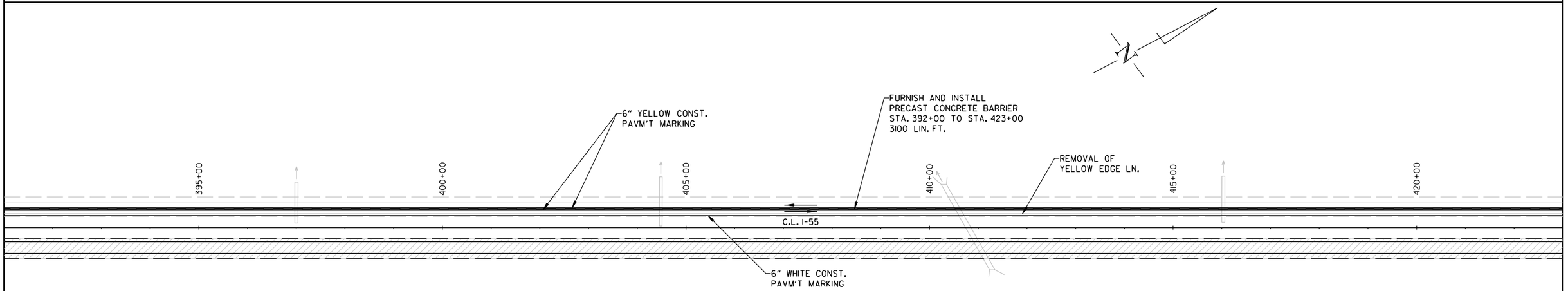
REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 361+00.00 - STA. 423+00.00 YELLOW EDGE LN. 6200 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	113	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	114	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIA - QUANTITIES (STA. 423+00.00 - STA. 485+00.00)

TRAFFIC DRUMS	31	EACH
PRECAST CONCRETE BARRIER	5473	L.F.

CONSTRUCTION PAVEMENT MARKINGS

STA. 423+00.00 - STA. 483+85.74	YELLOW EDGE LN.	1430 L.F.
STA. 423+00.00 - STA. 483+85.74	WHITE EDGE LN.	6089 L.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 423+00.00 - STA. 478+06.86	YELLOW EDGE LN.	5507 L.F.
STA. 480+55.68 - STA. 483+85.73	YELLOW EDGE LN.	330 L.F.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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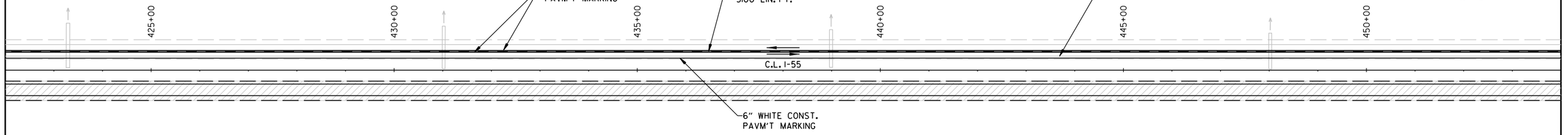

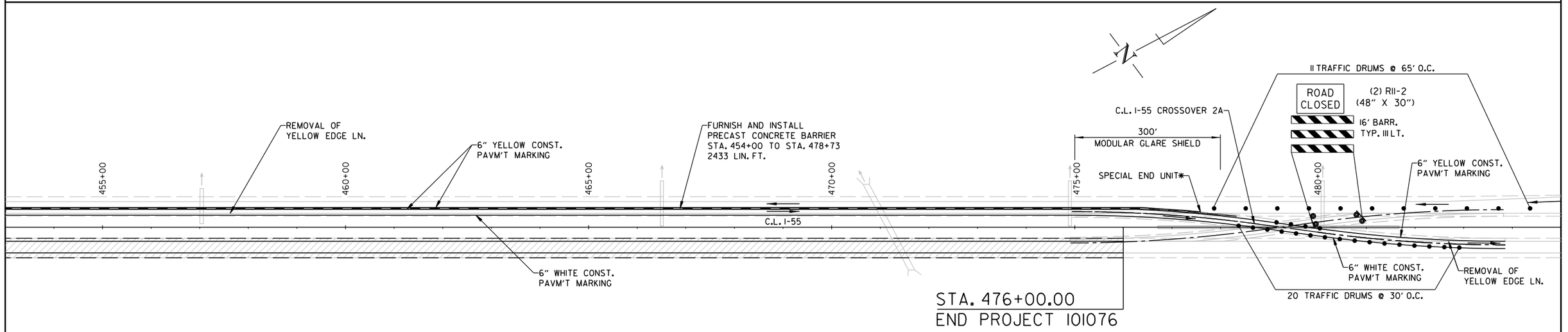

* SPECIAL END UNIT SHALL BE PAID AS "PRECAST CONCRETE BARRIER WALL."

NOTE:

-SEE STD DWG TC-2 FOR DETAILS OF SIGNING CROSSOVERS.

MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

LandonMiller 12/5/2022 5:52:23 PM
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REVISED DATE: $$REVDATE$$

LEGEND

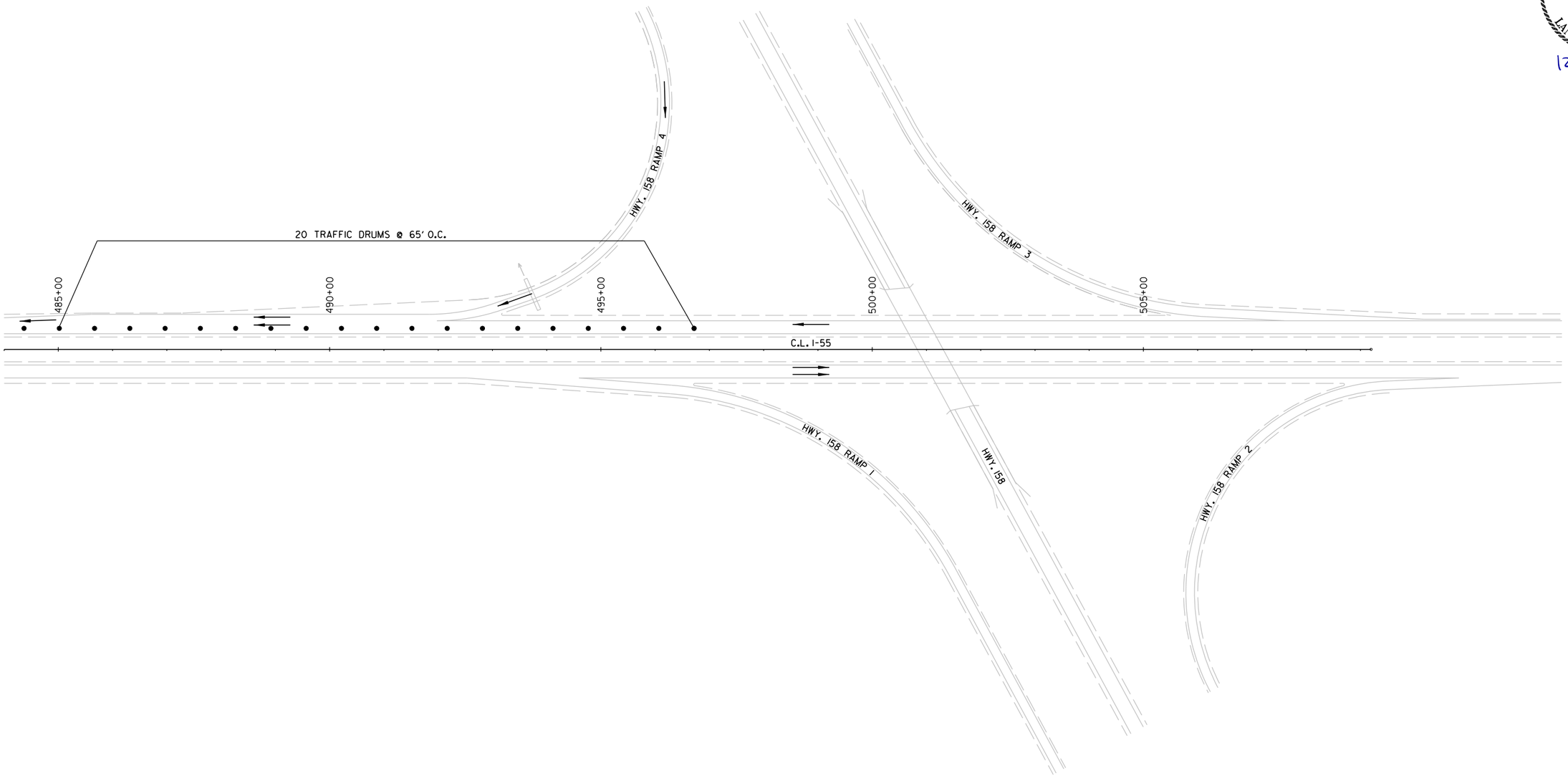
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IIA - QUANTITIES (STA. 485+00.00 - STA. 497+00.00)

TRAFFIC DRUMS	20 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	115	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



MAINTENANCE OF TRAFFIC DETAILS - STAGE II-A

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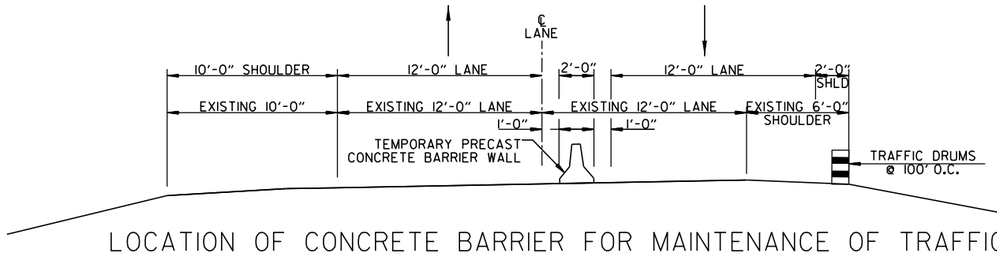
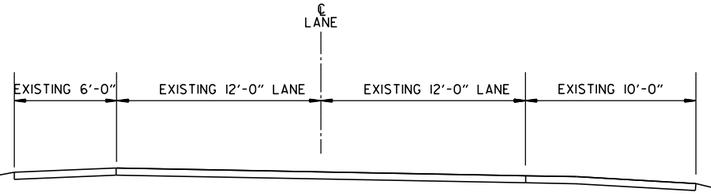
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	116	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN



LOCATION OF CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC SB LANES



NB LANES CLOSE FOR CONSTRUCTION

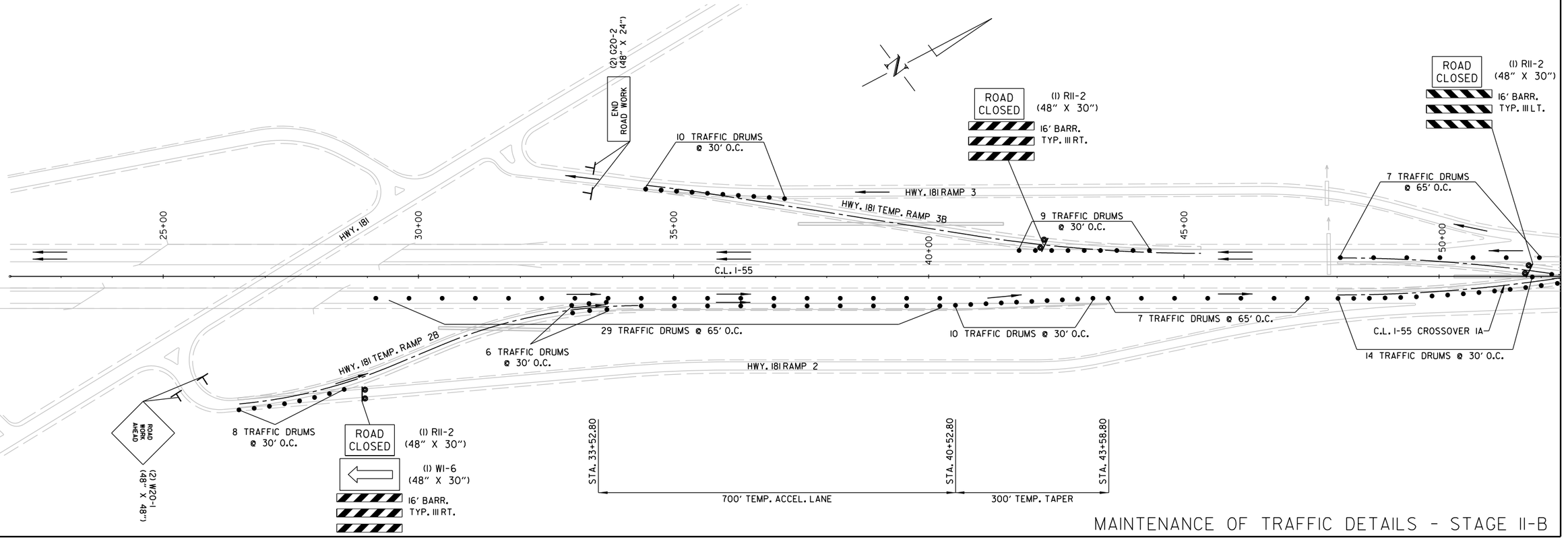
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

I-55 - STAGE IIB - QUANTITIES (STA. 22+00.00 - STA. 52+00.00)

TRAFFIC DRUMS	100 EACH

STAGE II-B OPERATIONS:

-RETAIN TEMPORARY PRECAST CONCRETE BARRIER WALL CL ON SB LANES.
-RETAIN NB TRAFFIC THROUGH CROSSOVER TO SB LANES.
-SHIFT TRAFFIC FROM HWY. 140 RAMP 1& 2 TO RAMP 1B & 2B RESPECTIVELY.
-REBUILT NB LANE GAPS AT HWY. 140 RAMP 1 & 2 TERMINALS.
-CONSTRUCT PAVM'T TRANSITION AT RAMP HWY. 140 RAMP 1 & 2 TERMINALS.
-CONSTRUCT FINAL LIFT OF SURFACE, WRSF, GUARDRAILS & PERMANENT PAV'T MARKING DETAILS ON NB LANES.



MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

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CLIENT: ARDOT
USER: LondonMiller
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LEGEND

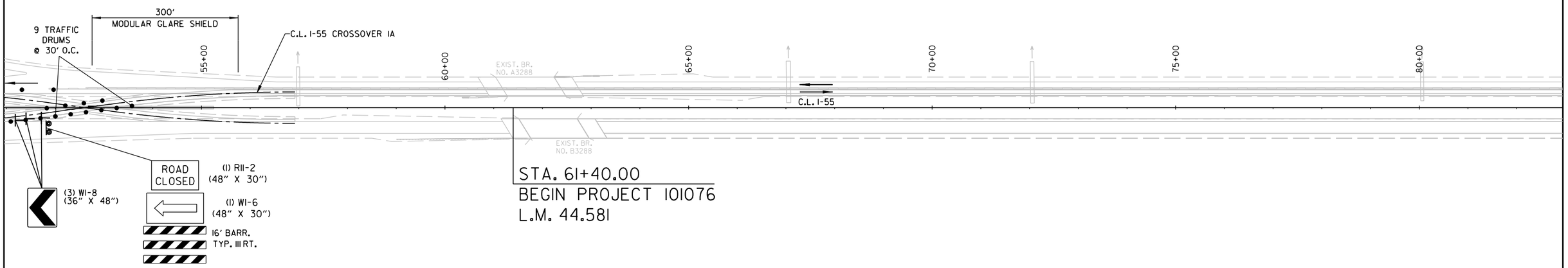
- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

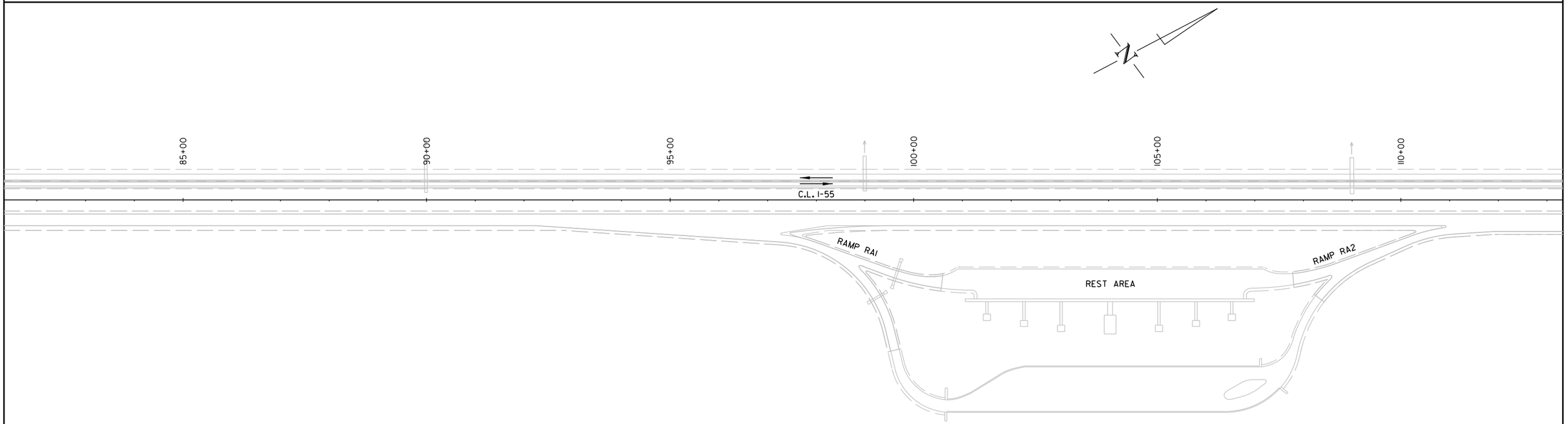
I-55 - STAGE IIB - QUANTITIES (STA. 52+00.00 - STA. 113+00.00)

TRAFFIC DRUMS	9 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	117	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

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REVISED DATE: $$REVDATE$$

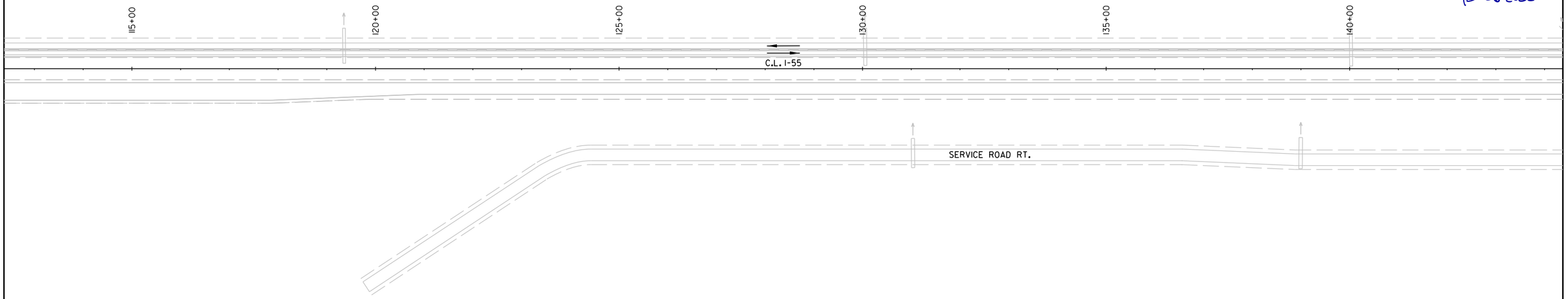
LEGEND

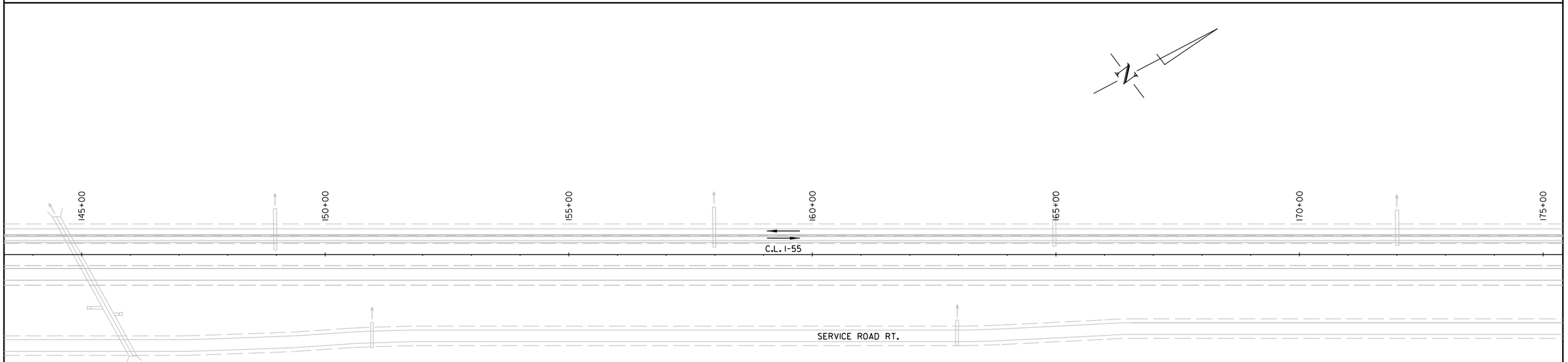
TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	118	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

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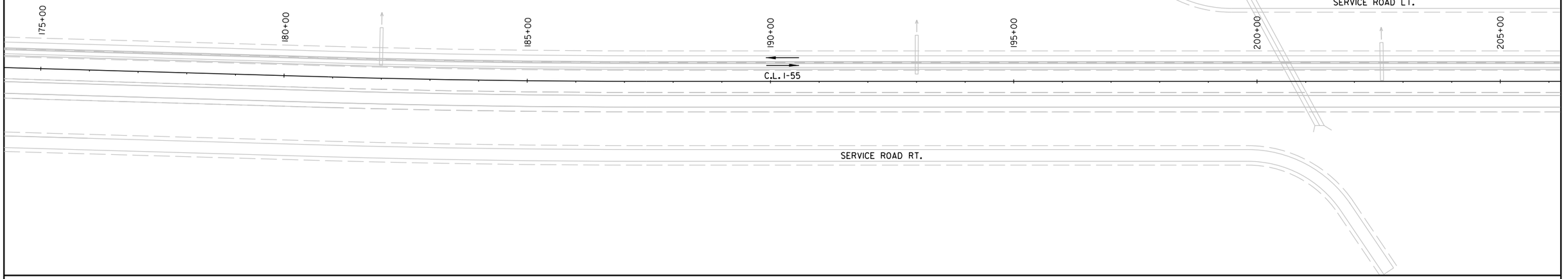
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	119	186
		MAINTENANCE OF TRAFFIC DETAILS				

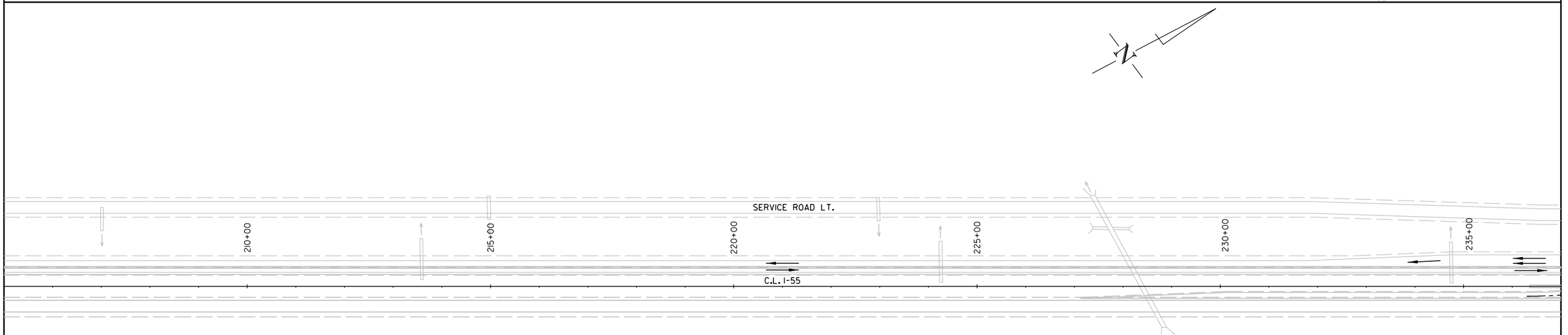
LEGEND

TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

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		6	ARK.	101076	120	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIB - QUANTITIES (STA. 237+00.00 - STA. 299+00.00)

TRAFFIC DRUMS	98 EACH

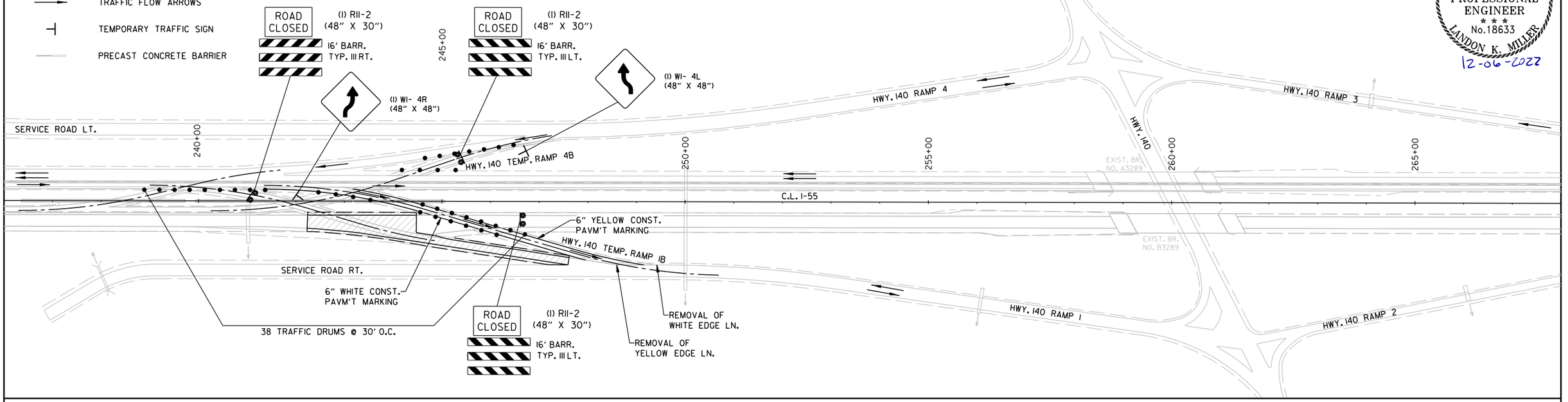
REMOVAL OF PERMANENT PAVEMENT MARKINGS

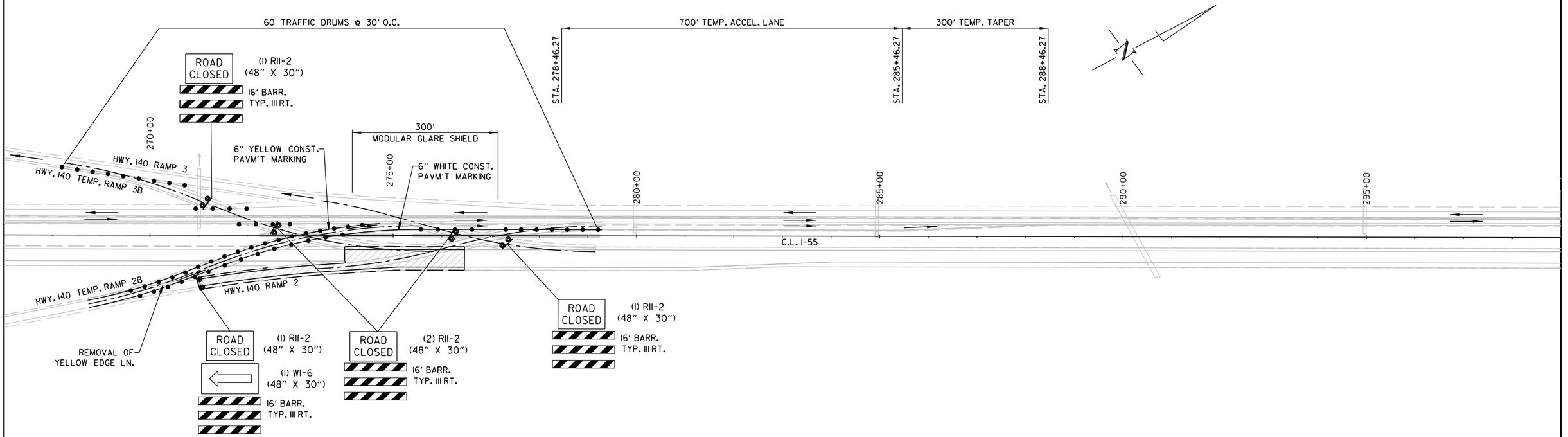
STA. 247+48.16 - STA. 248+59.71	YELLOW EDGE LN.	113 L.F.
STA. 248+59.71 - STA. 249+44.38	WHITE EDGE LN.	84 L.F.
STA. 268+72.51 - STA. 270+84.71	YELLOW EDGE LN.	217 L.F.

CONSTRUCTION PAVEMENT MARKINGS

STA. 241+38.84 - STA. 247+95.78	WHITE EDGE LN.	677 L.F.
STA. 243+19.53 - STA. 249+18.54	YELLOW EDGE LN.	619 L.F.
STA. 268+72.50 - STA. 274+72.64	YELLOW EDGE LN.	624 L.F.
STA. 270+52.42 - STA. 277+44.00	WHITE EDGE LN.	710 L.F.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

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REVISED DATE: $$REVDATE$$

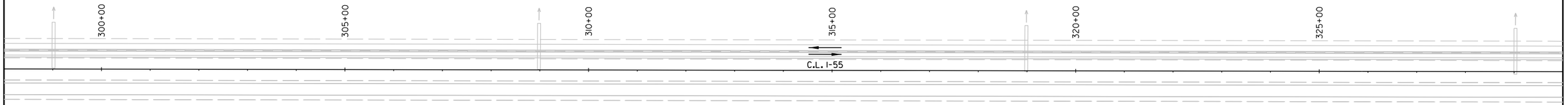
LEGEND

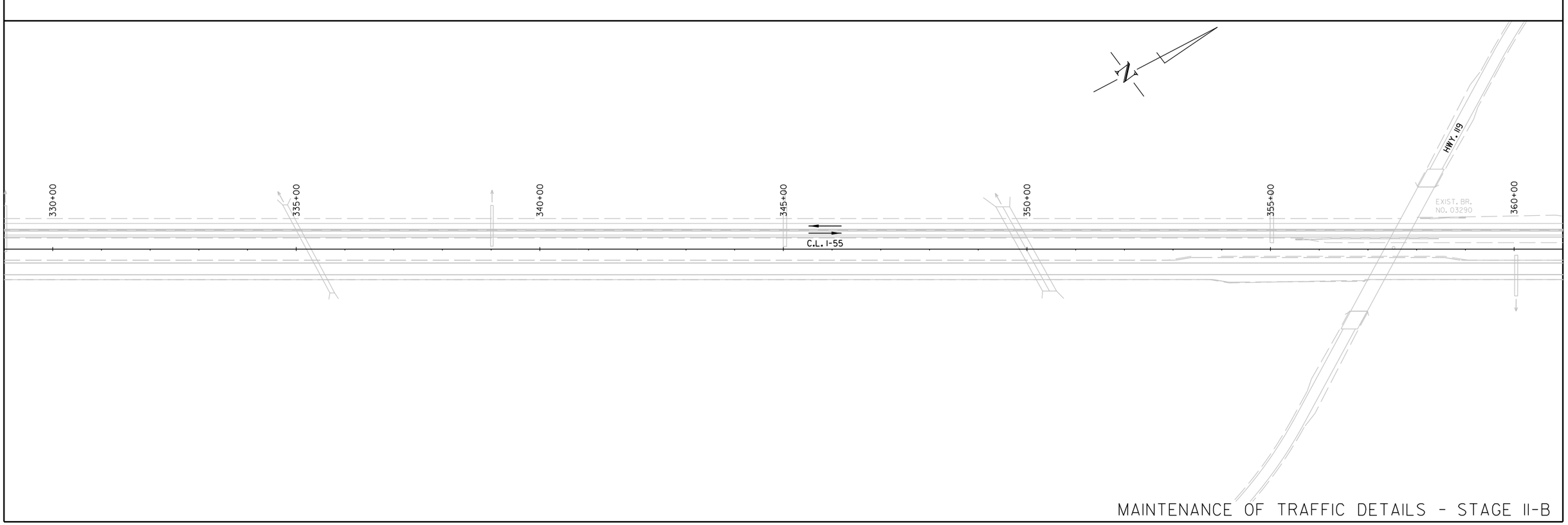
TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	121	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

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REVISED DATE: $$REVDATE$$

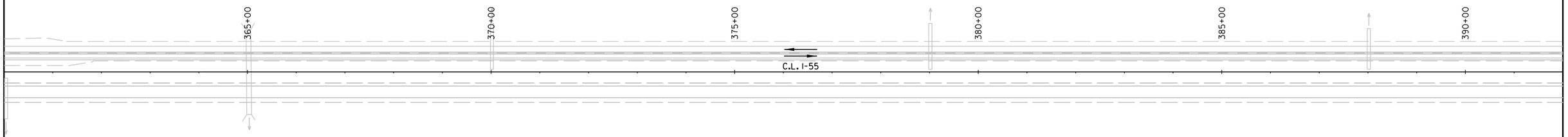
LEGEND

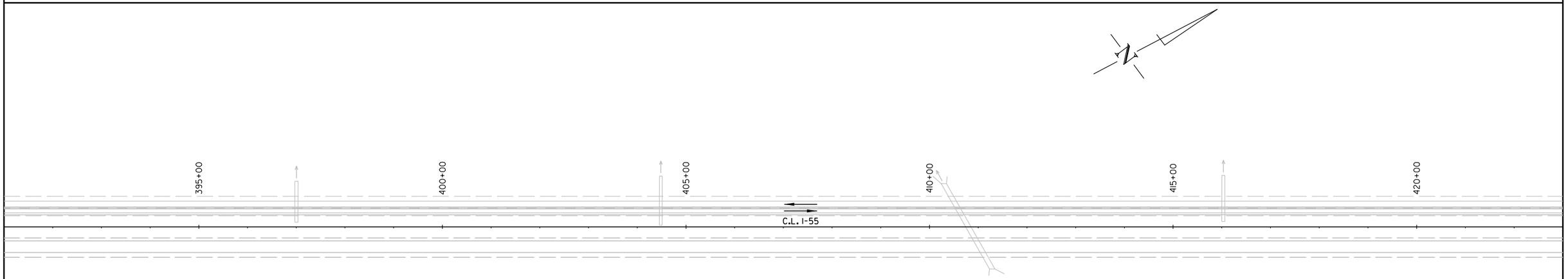
TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	122	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

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REVISED DATE: $$REVDATE$$

LEGEND

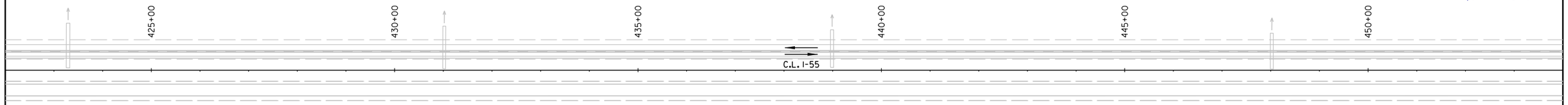
- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

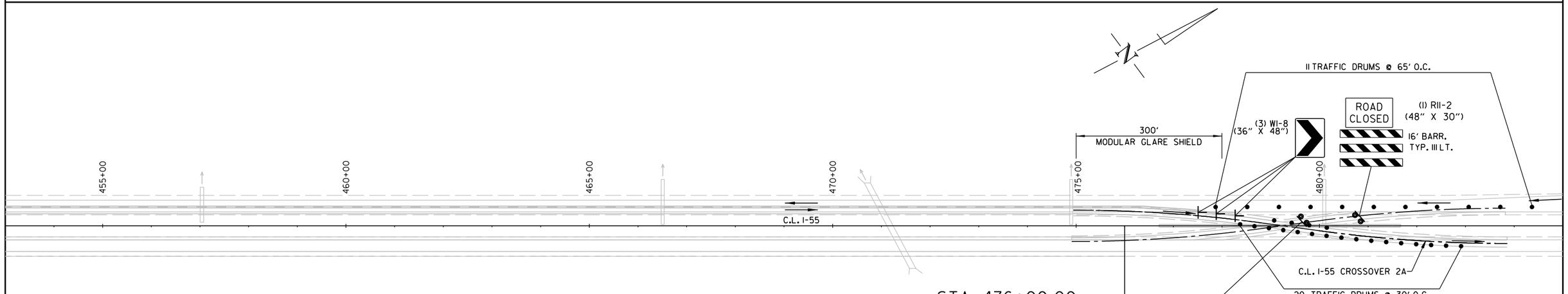
I-55 - STAGE IIB - QUANTITIES (STA. 423+00.00 - STA. 485+00.00)

TRAFFIC DRUMS	31 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	123	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





STA. 476+00.00
END PROJECT 101076

NOTE:

-SEE STD DWG TC-2 FOR DETAILS OF SIGNING CROSSOVERS.

MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

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REVISED DATE: $$REVDATE$$

LEGEND

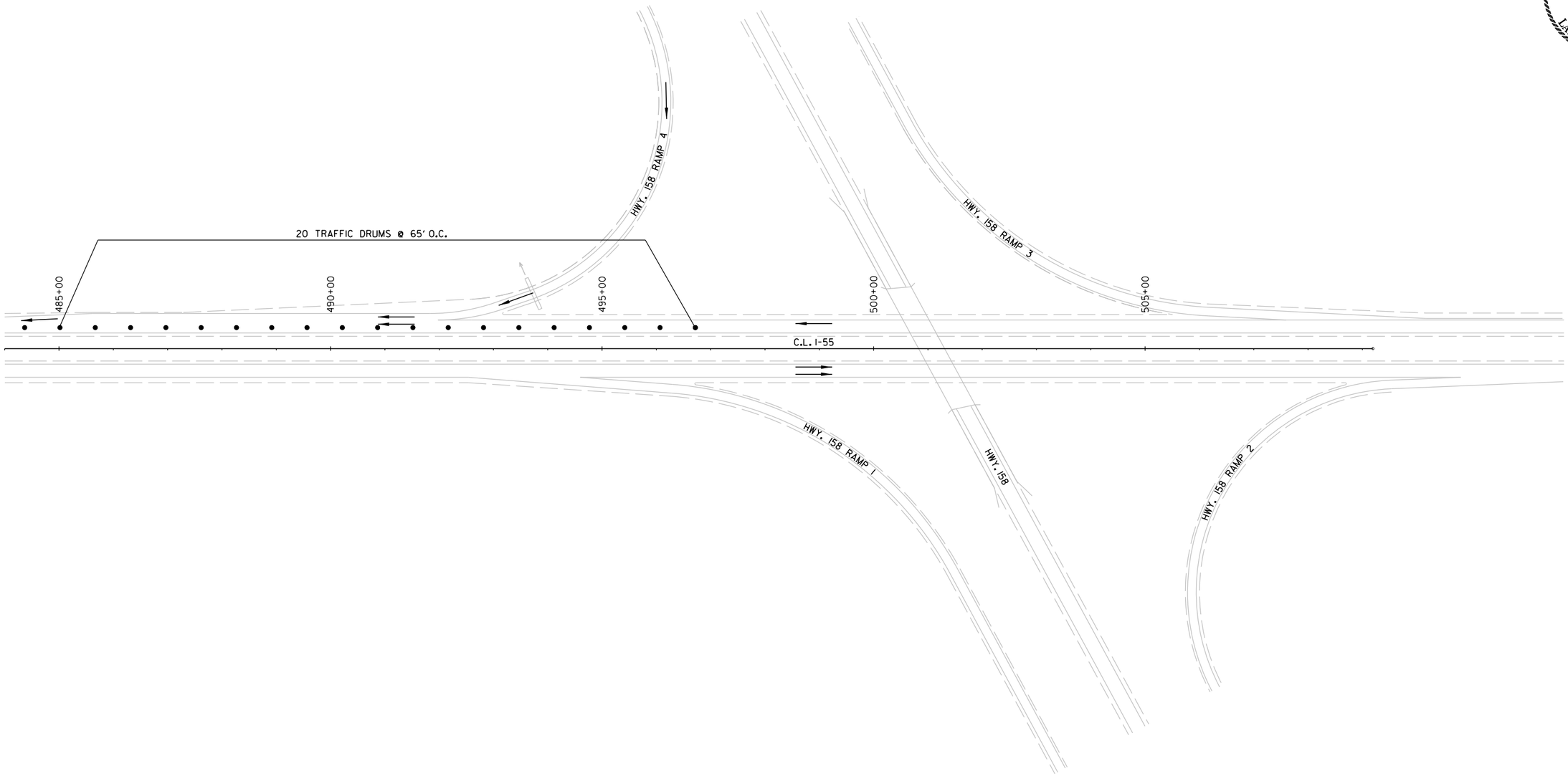
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IIB - QUANTITIES (STA. 485+00.00 - STA. 497+00.00)

TRAFFIC DRUMS	20 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	124	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



MAINTENANCE OF TRAFFIC DETAILS - STAGE II-B

LondonMiller
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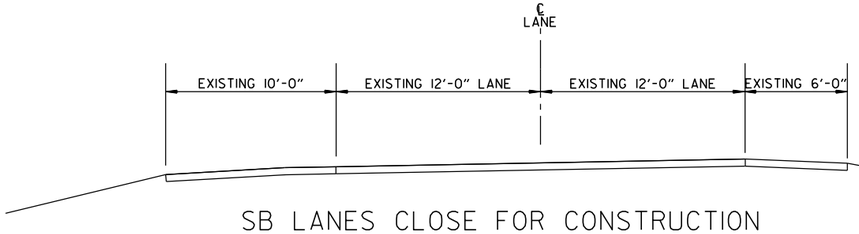
		6	ARK.	101076	125	186
		MAINTENANCE OF TRAFFIC DETAILS				

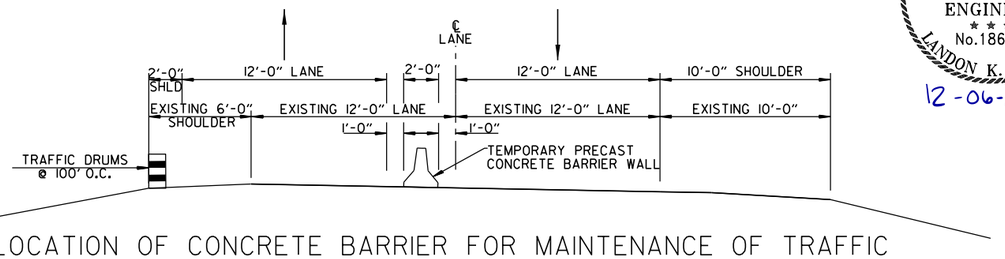
LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



SB LANES CLOSE FOR CONSTRUCTION



LOCATION OF CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC NB LANES

I-55 - STAGE IIIA - QUANTITIES (STA. 22+00.00 - STA. 52+00.00)

TRAFFIC DRUMS	59 EACH

CONSTRUCTION PAVEMENT MARKINGS

STA. 34+45.41 - STA. 42+40.31	YELLOW EDGE LN.	804 L.F.
STA. 34+47.05 - STA. 45+33.47	WHITE EDGE LN.	1096 L.F.
STA. 48+01.00 - STA. 52+00.00	YELLOW EDGE LN.	400 L.F.
STA. 50+97.16 - STA. 52+00.00	WHITE EDGE LN.	107 L.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 34+45.41 - STA. 36+92.65	YELLOW EDGE LN.	248 L.F.
STA. 42+03.41 - STA. 45+33.47	WHITE EDGE LN.	330 L.F.
STA. 48+01.00 - STA. 51+48.05	YELLOW EDGE LN.	347 L.F.

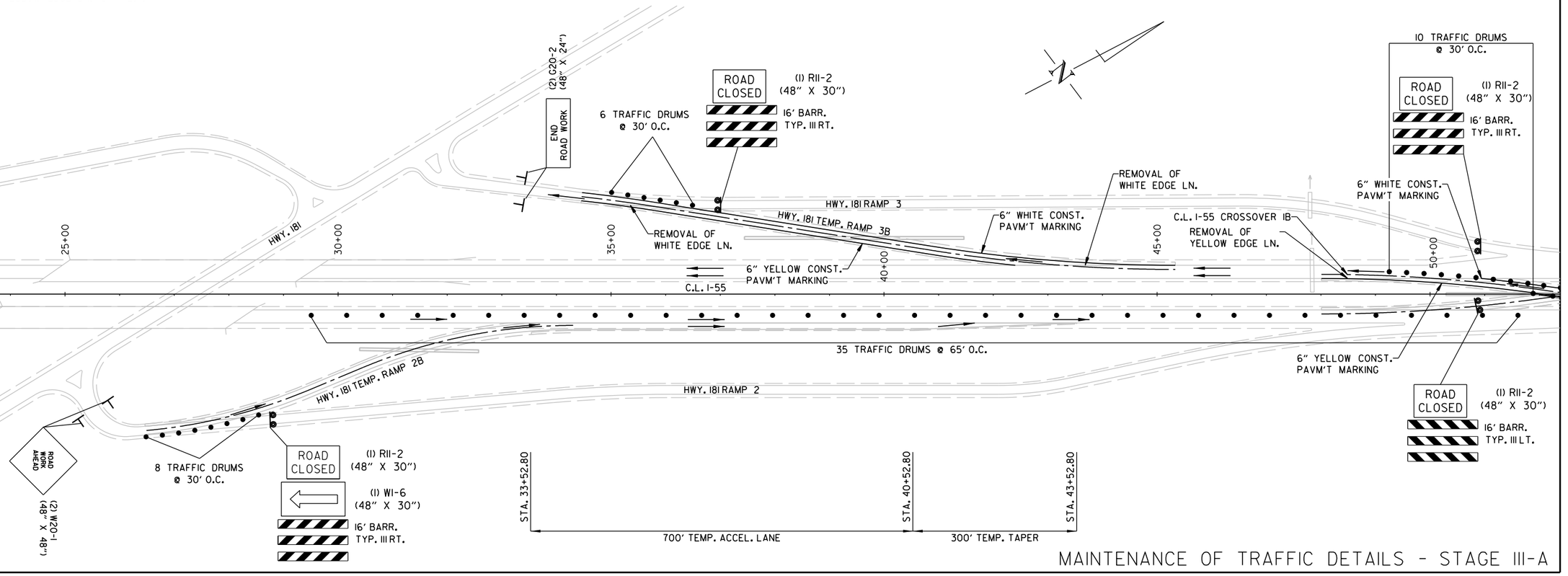
VERTICAL PANELS @ 200' FOR THIS STAGE:

NB MAIN LANE

STA. 56+92.23 TO STA. 236+30.00	89
STA. 245+35.76 TO STA. 272+01.10	13
STA. 279+29.41 TO STA. 476+00.00	98

STAGE III-A OPERATIONS:

-FURNISH & INSTALL TEMPORARY PRECAST CONCRETE BARRIER WALL & PLACE CONST. PAVM'T MARKINGS ON NB LANES.
-REROUTE SB TRAFFIC THROUGH CROSSOVER TO NB LANES.
-CONST. SB LANES, ACCELERATION LANE, TEMP. RAMPS, APPROACH SLAB & GUTTERS, WIDENING FOR GUARDRAIL, GUARDRAIL ON OUTSIDE WHERE APPLICABLE.
-PERFORM HYDRODEMOLITION OPERATIONS.



MAINTENANCE OF TRAFFIC DETAILS - STAGE III-A

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	126	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIIA - QUANTITIES (STA. 52+00.00 - STA. 113+00.00)

TRAFFIC DRUMS	13	EACH
TEMPORARY IMPACT ATTENUATION BARRIER	1	EACH
PRECAST CONCRETE BARRIER	6193	L.F.

CONSTRUCTION PAVEMENT MARKINGS

STA. 52+00.00 - STA. 113+00.00	YELLOW EDGE LN.	11617	L.F.
STA. 52+00.00 - STA. 113+00.00	WHITE EDGE LN.	5909	L.F.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 61+26.02 - STA. 63+19.02	YELLOW EDGE LN.	386	L.F.
STA. 61+16.18 - STA. 63+09.19	WHITE EDGE LN.	193	L.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 53+98.87 - STA. 61+18.65	YELLOW EDGE LN.	720	L.F.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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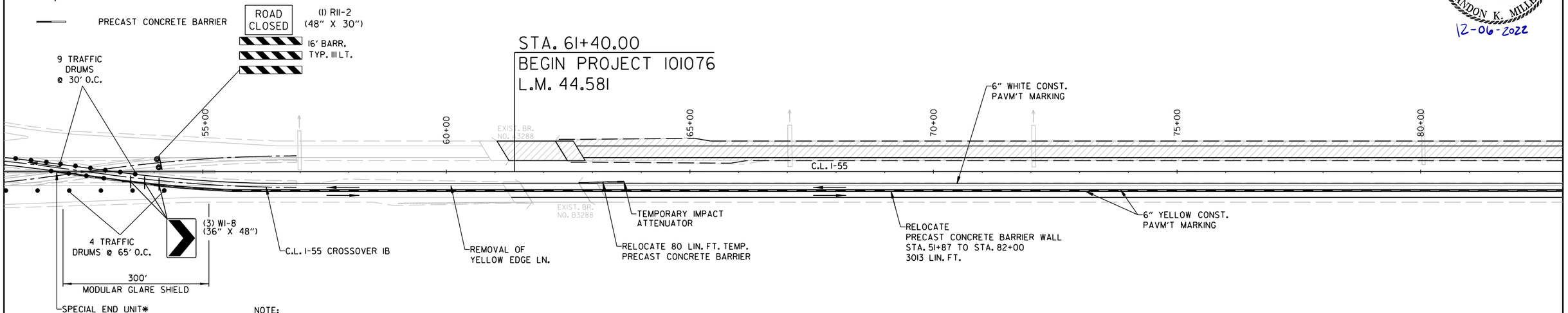
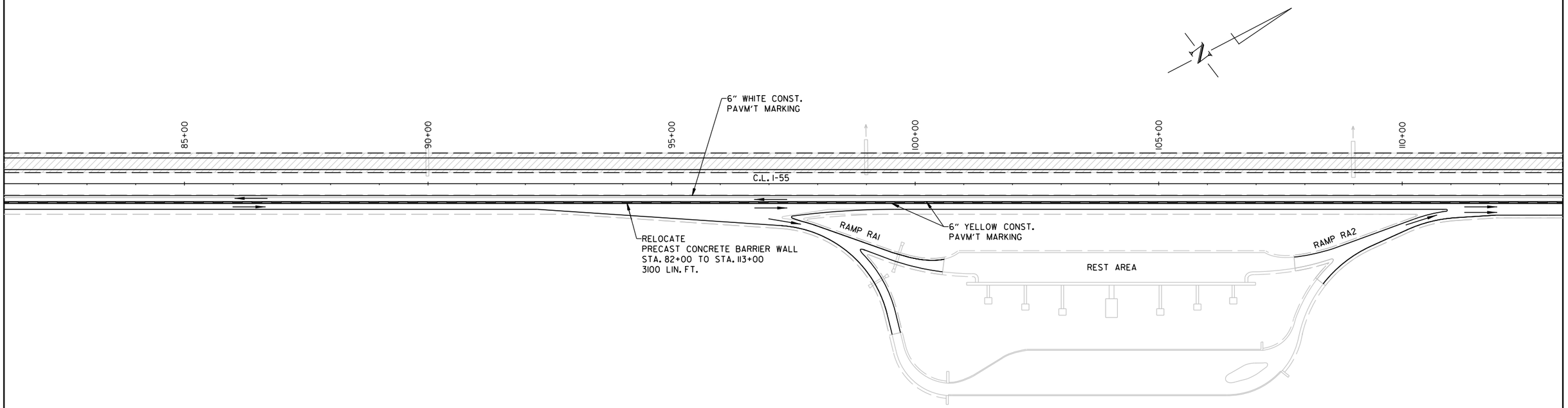
LANDON K. MILLER
12-06-2022



* SPECIAL END UNIT SHALL BE PAID AS "PRECAST CONCRETE BARRIER WALL."

NOTE:

-SEE STD DWG TC-2 FOR DETAILS OF SIGNING CROSSOVERS.



MAINTENANCE OF TRAFFIC DETAILS - STAGE III-A

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REVISED DATE: $$REVDATE$$

LEGEND

PROPOSED CONSTRUCTION AREA

TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

I-55 - STAGE IIIA - QUANTITIES (STA. 113+00.00 - STA. 175+00.00)

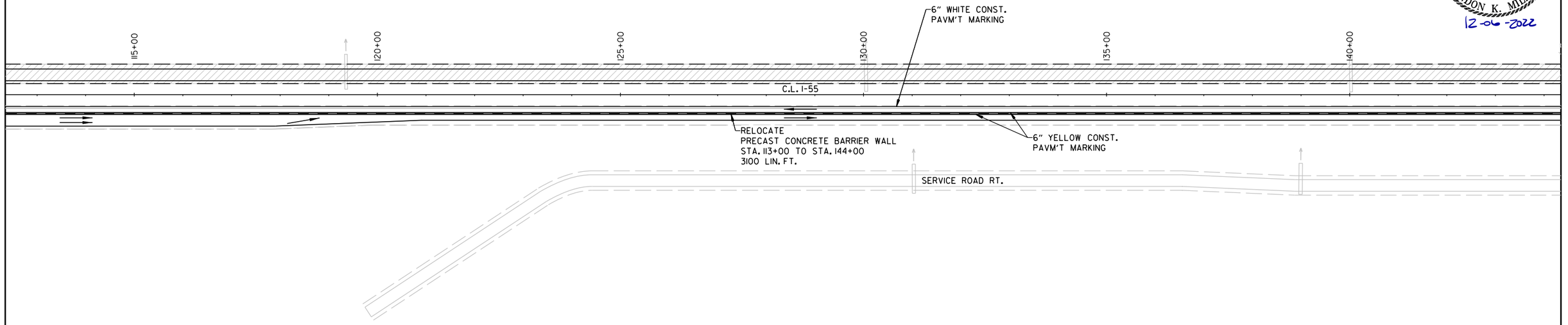
PRECAST CONCRETE BARRIER	6200 L.F.

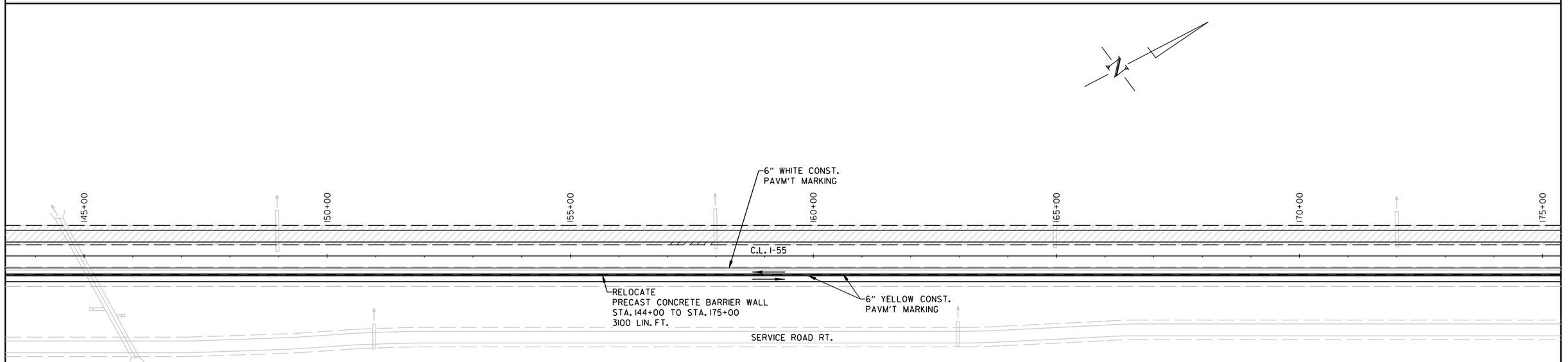
CONSTRUCTION PAVEMENT MARKINGS

STA. 113+00.00 - STA. 175+00.00	YELLOW EDGE LN.	12400 L.F.
STA. 113+00.00 - STA. 175+00.00	WHITE EDGE LN.	6200 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	127	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE III-A

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REVISED DATE: $$REVDATE$$

LEGEND

- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIIA - QUANTITIES (STA. 175+00.00 - STA. 237+00.00)

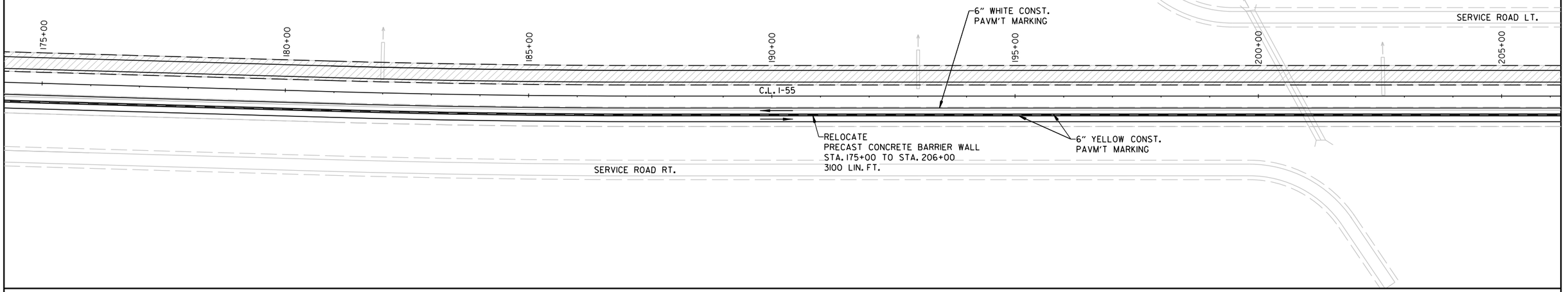
PRECAST CONCRETE BARRIER	6200 L.F.

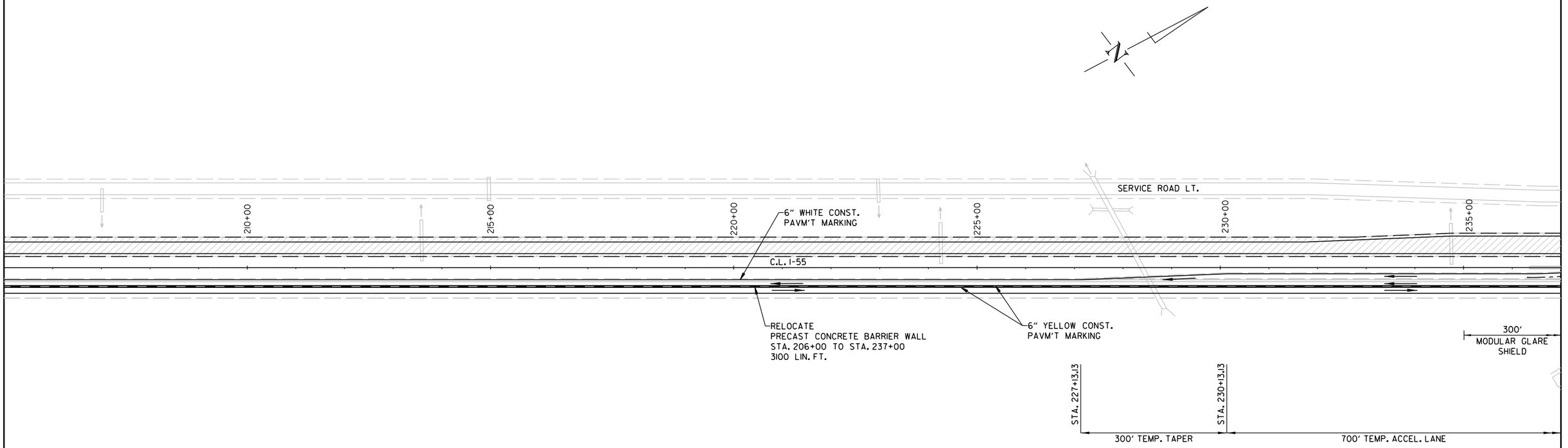
CONSTRUCTION PAVEMENT MARKINGS

STA. 175+00.00 - STA. 237+00.00	YELLOW EDGE LN.	12400 L.F.
STA. 175+00.00 - STA. 237+00.00	WHITE EDGE LN.	6200 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	128	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE III-A

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	129	186
		MAINTENANCE OF TRAFFIC DETAILS				

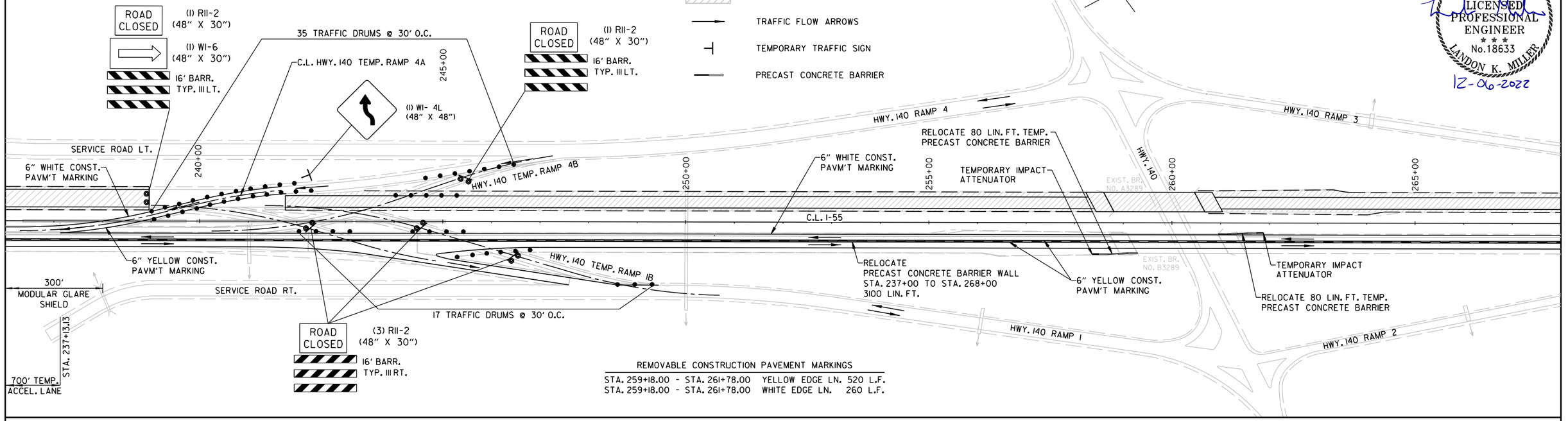
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

I-55 - STAGE IIIA - QUANTITIES (STA. 237+00.00 - STA. 299+00.00)

TRAFFIC DRUMS	110	EACH
TEMPORARY IMPACT ATTENUATION BARRIER	2	EACH
PRECAST CONCRETE BARRIER	6360	L.F.

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

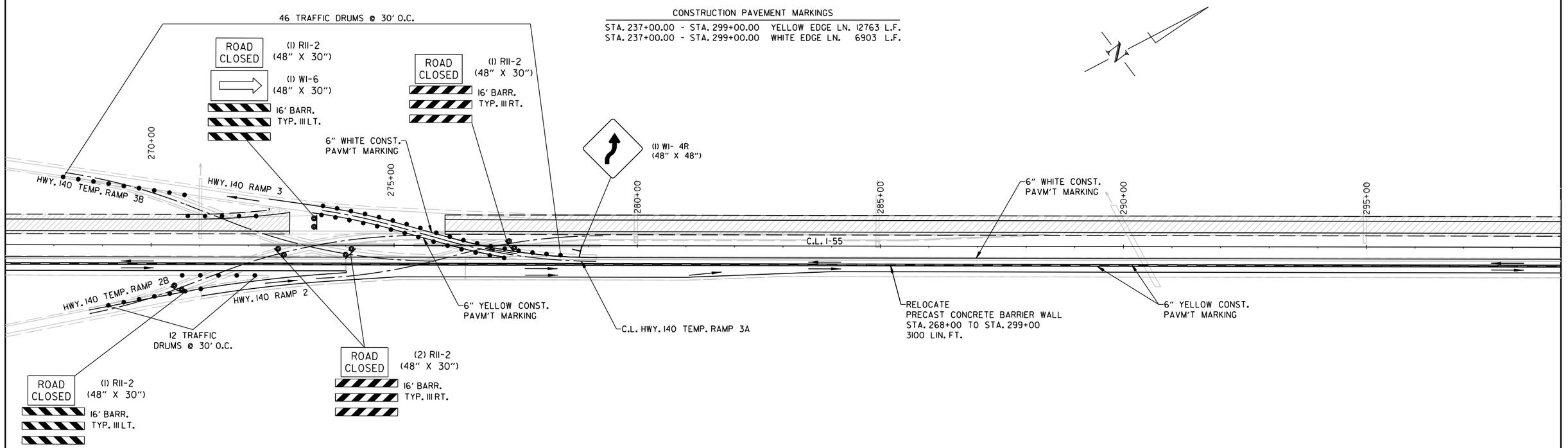


REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 259+18.00 - STA. 261+78.00	YELLOW EDGE LN.	520 L.F.
STA. 259+18.00 - STA. 261+78.00	WHITE EDGE LN.	260 L.F.

CONSTRUCTION PAVEMENT MARKINGS

STA. 237+00.00 - STA. 299+00.00	YELLOW EDGE LN.	12763 L.F.
STA. 237+00.00 - STA. 299+00.00	WHITE EDGE LN.	6903 L.F.



MAINTENANCE OF TRAFFIC DETAILS - STAGE III-A

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REVISED DATE: $$REVDATE$$

LEGEND

- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIIA - QUANTITIES (STA. 299+00.00 - STA. 361+00.00)

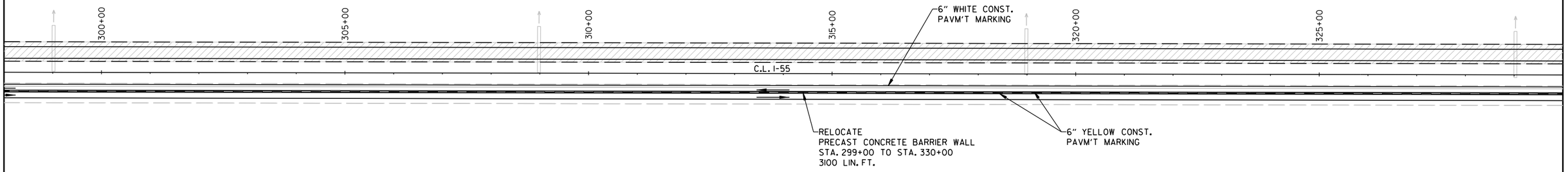
TEMPORARY IMPACT ATTENUATION BARRIER	2	EACH
PRECAST CONCRETE BARRIER	6560	L.F.

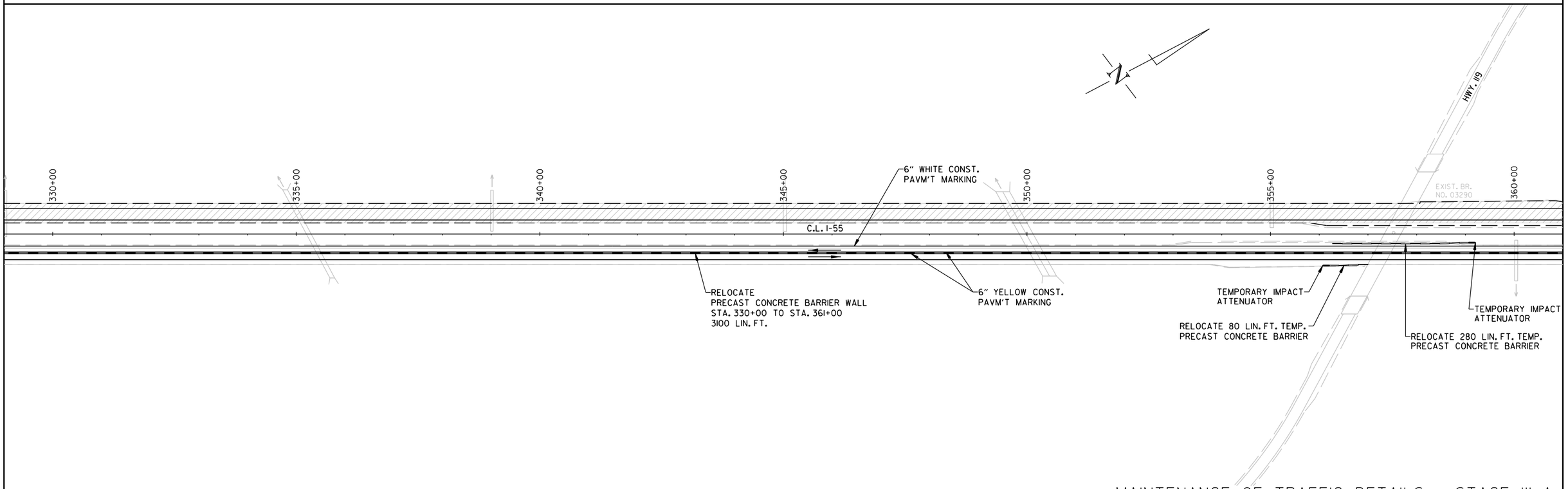
CONSTRUCTION PAVEMENT MARKINGS

STA. 299+00.00 - STA. 361+00.00	YELLOW EDGE LN.	12400 L.F.
STA. 299+00.00 - STA. 361+00.00	WHITE EDGE LN.	6200 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	130	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE III-A

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REVISED DATE: $$REVDATE$$

LEGEND

- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIIA - QUANTITIES (STA. 361+00.00 - STA. 423+00.00)

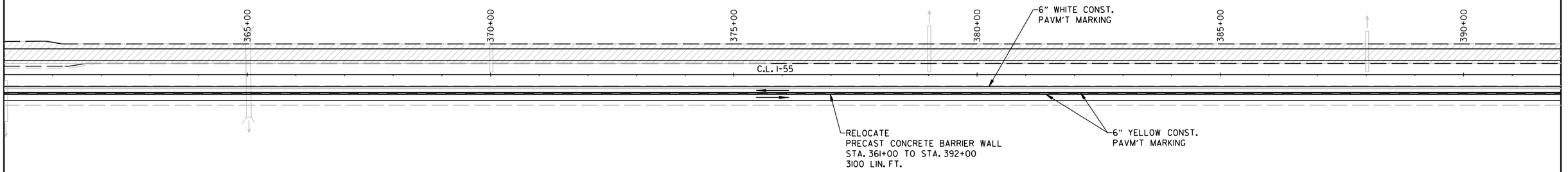
PRECAST CONCRETE BARRIER	6200 L.F.

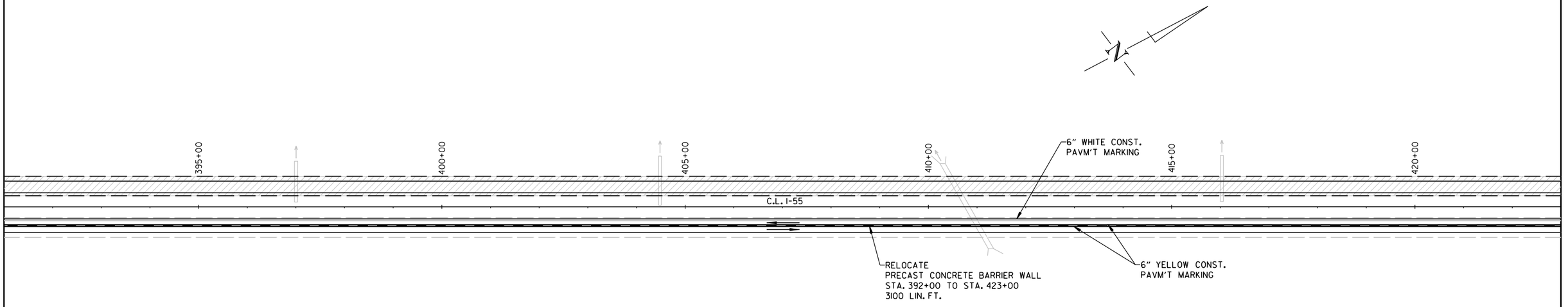
CONSTRUCTION PAVEMENT MARKINGS

STA. 361+00.00 - STA. 423+00.00	YELLOW EDGE LN.	12400 L.F.
STA. 361+00.00 - STA. 423+00.00	WHITE EDGE LN.	6200 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	131	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE III-A

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	132	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIIA - QUANTITIES (STA. 423+00.00 - STA. 484+50.00)

TRAFFIC DRUMS	35	EACH
PRECAST CONCRETE BARRIER	5613	L.F.

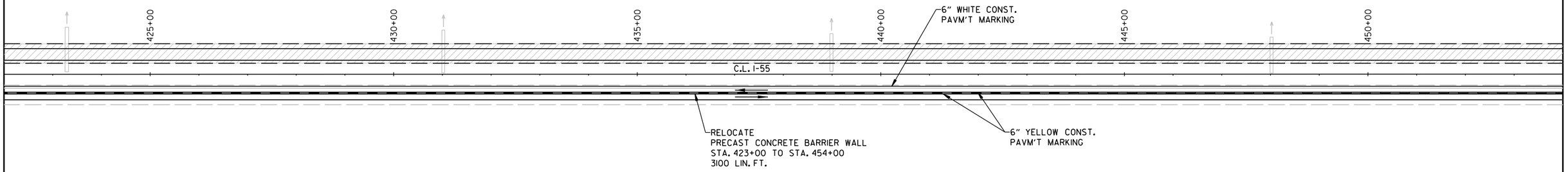
CONSTRUCTION PAVEMENT MARKINGS

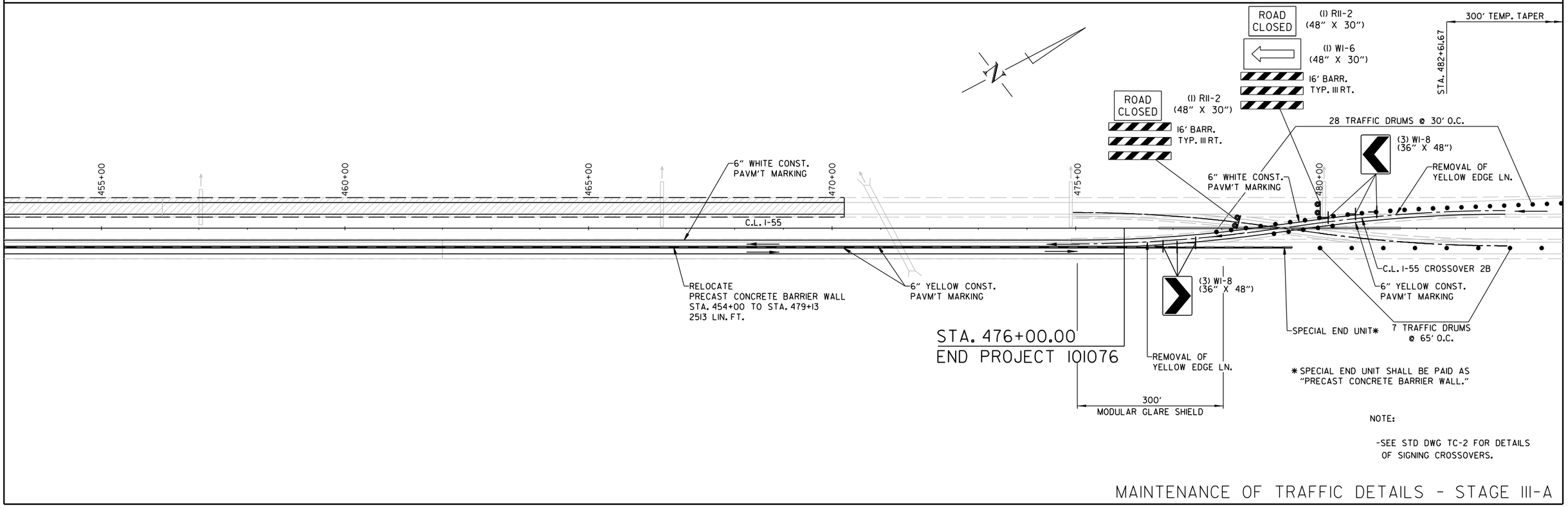
STA. 423+00.00 - STA. 483+82.07	YELLOW EDGE LN.	11890 L.F.
STA. 423+00.00 - STA. 480+88.90	WHITE EDGE LN.	5952 L.F.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 476+00.00 - STA. 478+03.20	YELLOW EDGE LN.	203 L.F.
STA. 480+52.01 - STA. 482+06.07	YELLOW EDGE LN.	330 L.F.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





*SPECIAL END UNIT SHALL BE PAID AS "PRECAST CONCRETE BARRIER WALL."

NOTE:

-SEE STD DWG TC-2 FOR DETAILS OF SIGNING CROSSOVERS.

MAINTENANCE OF TRAFFIC DETAILS - STAGE III-A

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REVISED DATE: $$REVDATE$$

LEGEND

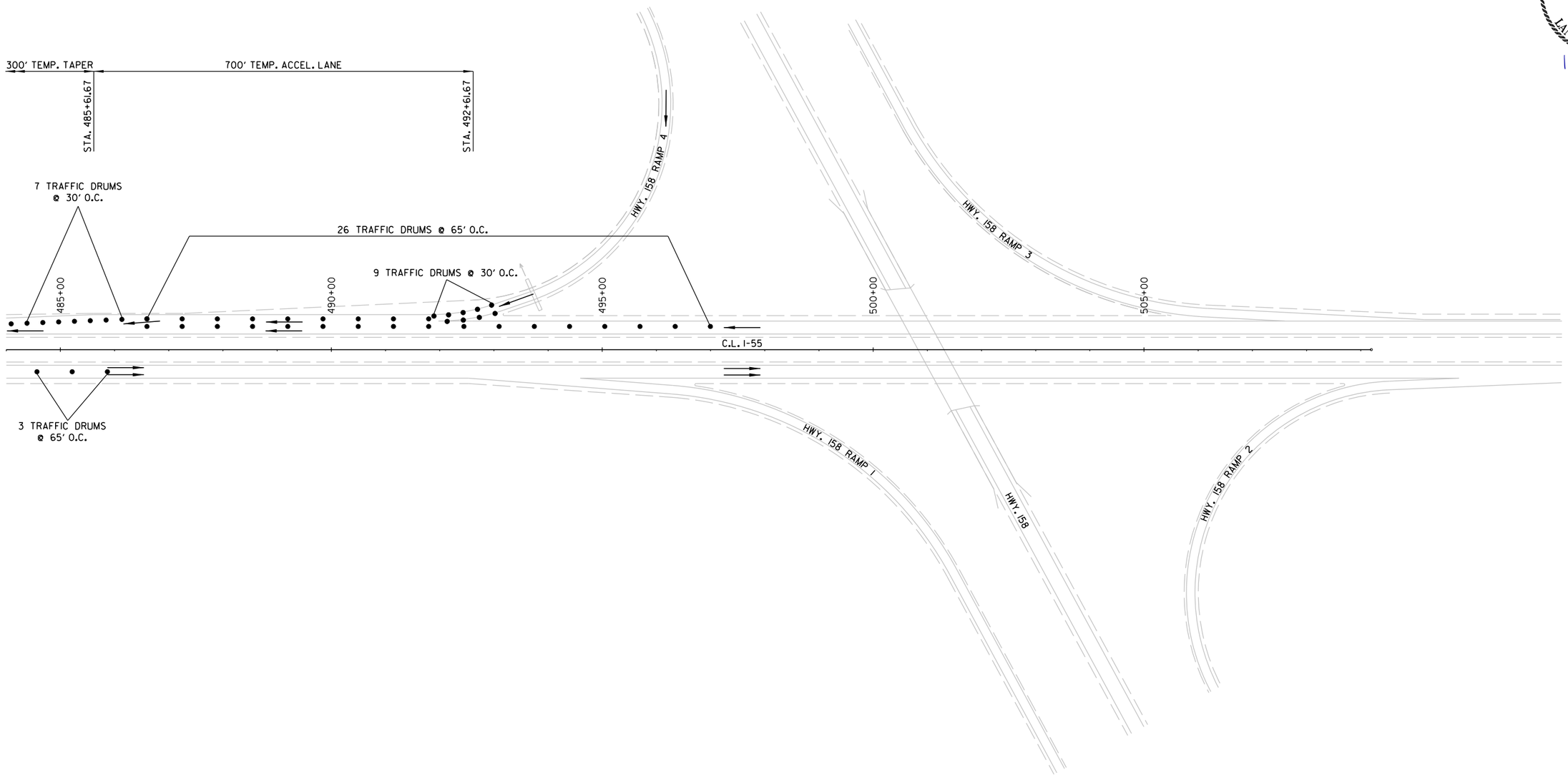
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IIIA - QUANTITIES (STA. 484+50.00 - STA. 497+00.00)

TRAFFIC DRUMS	45 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	133	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



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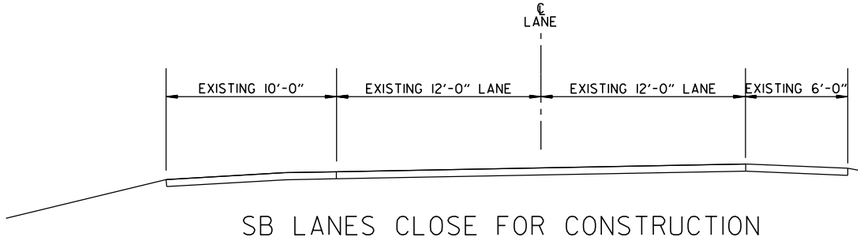
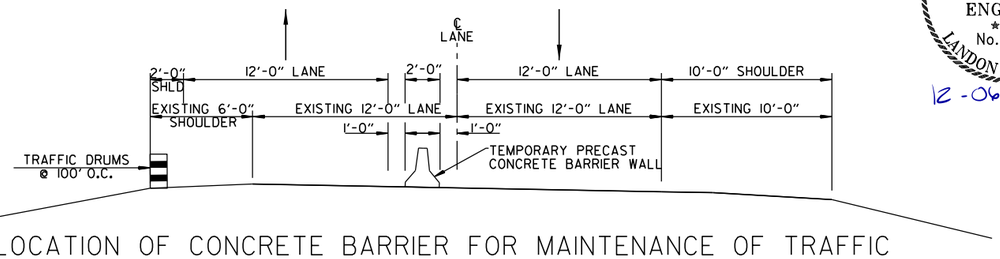
		6	ARK.	101076	134	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN



SB LANES CLOSE FOR CONSTRUCTION



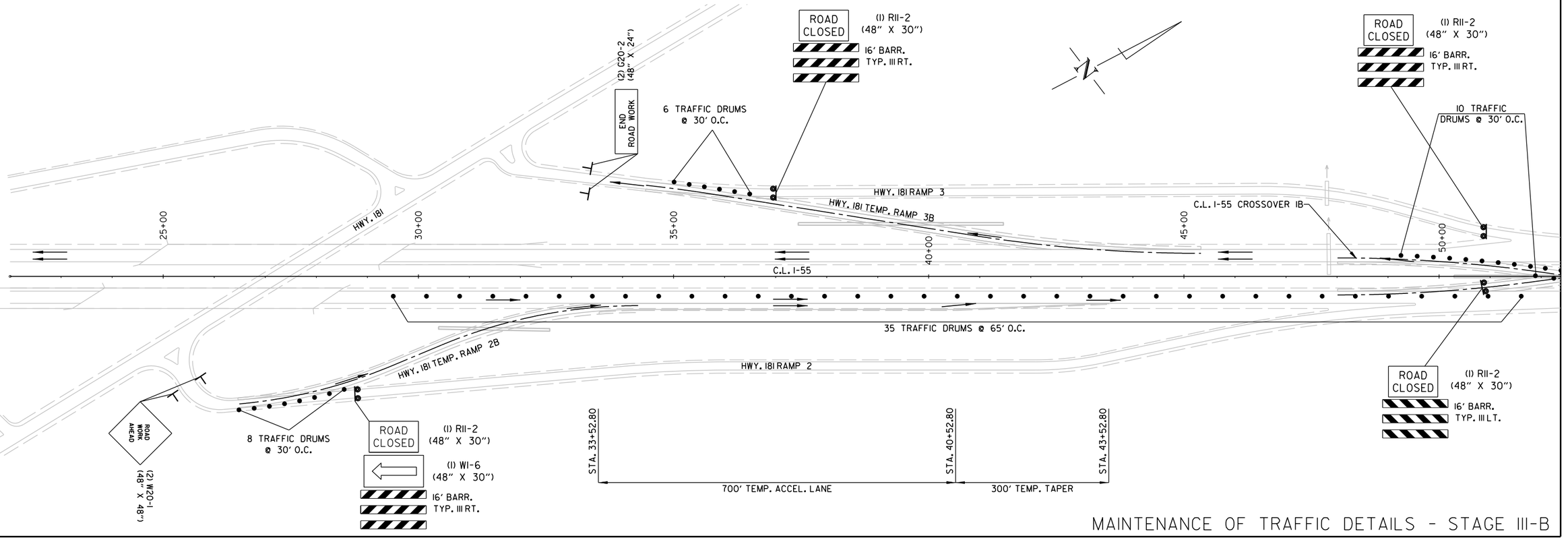
LOCATION OF CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC NB LANES

I-55 - STAGE IIIB - QUANTITIES (STA. 22+00.00 - STA. 52+00.00)

TRAFFIC DRUMS	59 EACH

STAGE III-B OPERATIONS:

-RETAIN TEMPORARY PRECAST CONCRETE BARRIER WALL CL ON NB LANES.
-RETAIN SB TRAFFIC THROUGH CROSSOVER TO NB LANES.
-SHIFT TRAFFIC FROM HWY. 140 RAMP 4 & 3 TO HWY. 140 RAMP 4B & 3B RESPECTIVELY.
-REBUILT SB LANE GAPS @ HWY. 140 RAMP 4 & 3 TERMINALS.
-CONST. PAVM'T TRANSITION @ HWY. 140 RAMP 4 & 3 TERMINALS.
-CLOSE HWY 119 IN BOTH DIRECTIONS.
-CONST. PORTION OF HWY 119 BRIDGE NO. 3290 AT SB I-55.



MAINTENANCE OF TRAFFIC DETAILS - STAGE III-B

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

LandonMiller 12/5/2022 5:53:25 PM
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CLASSIFICATION: Employee
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REVISED DATE: $$REVDATE$$

LEGEND

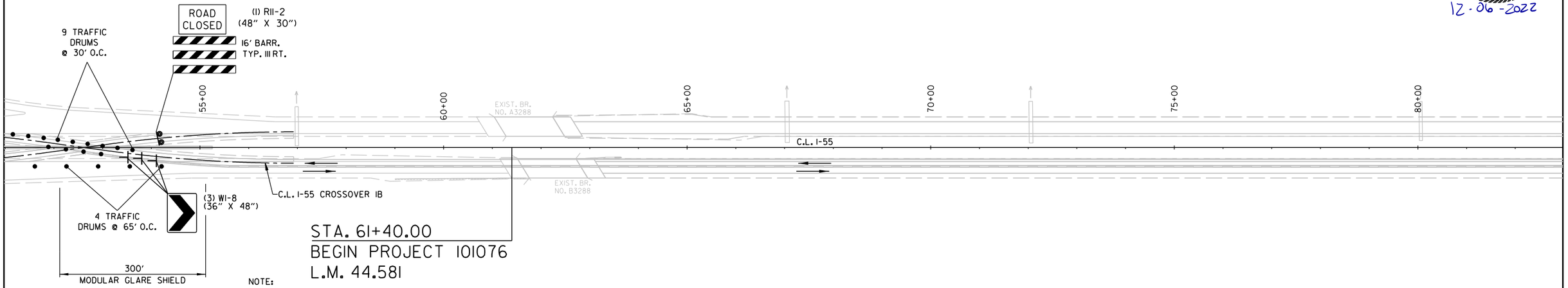
- TYPE III BARRICADE
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIIB - QUANTITIES (STA. 52+00.00 - STA. 113+00.00)

TRAFFIC DRUMS	13 EACH

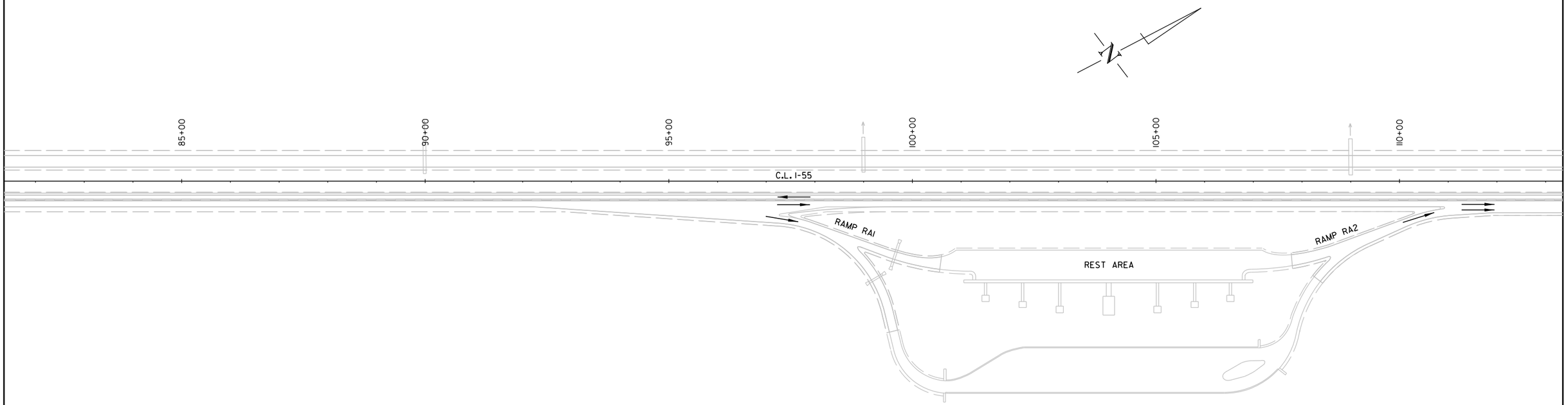
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	135	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



NOTE:

-SEE STD DWG TC-2 FOR DETAILS OF SIGNING CROSSOVERS.



MAINTENANCE OF TRAFFIC DETAILS - STAGE III-B

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REVISED DATE: $$REVDATE$$

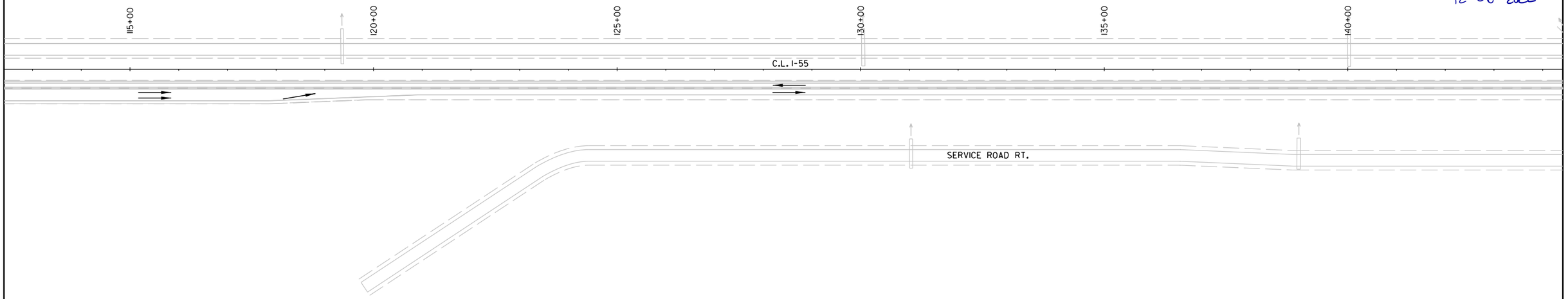
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	136	186
		MAINTENANCE OF TRAFFIC DETAILS				

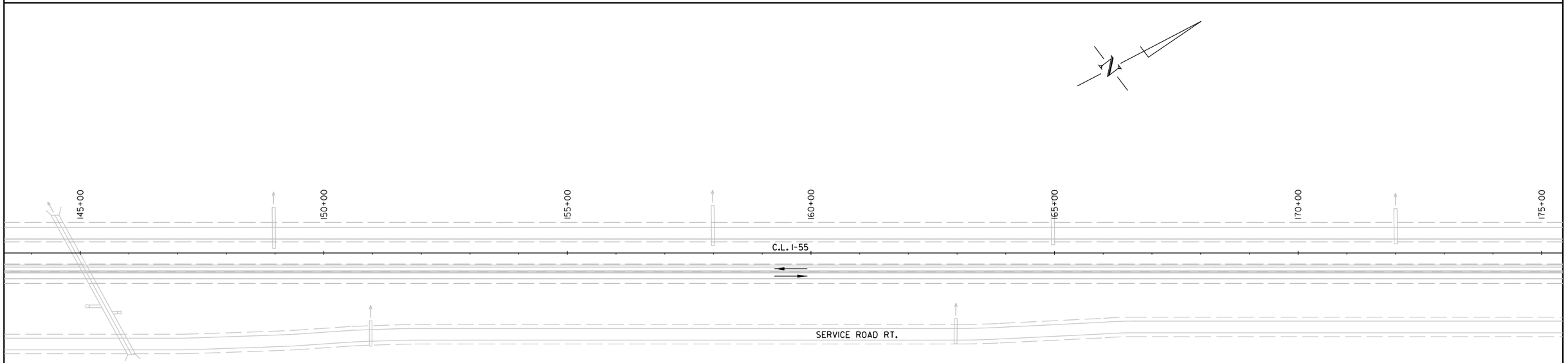
LEGEND

TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE III-B

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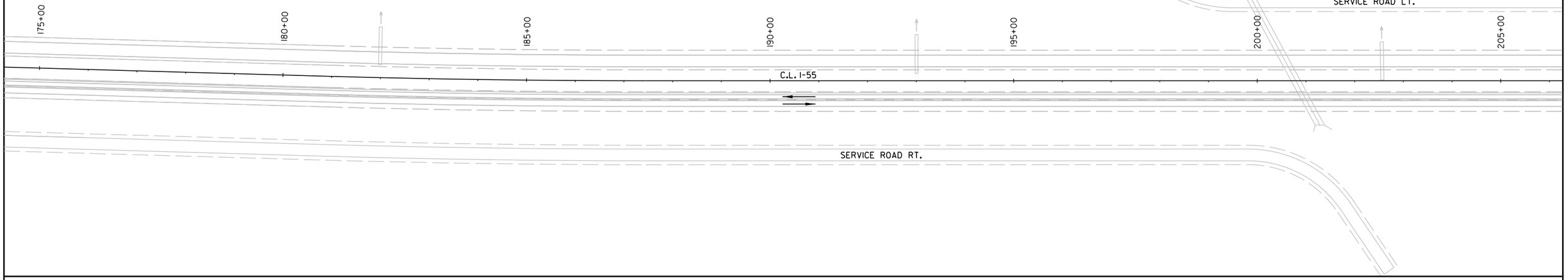
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	137	186
		MAINTENANCE OF TRAFFIC DETAILS				

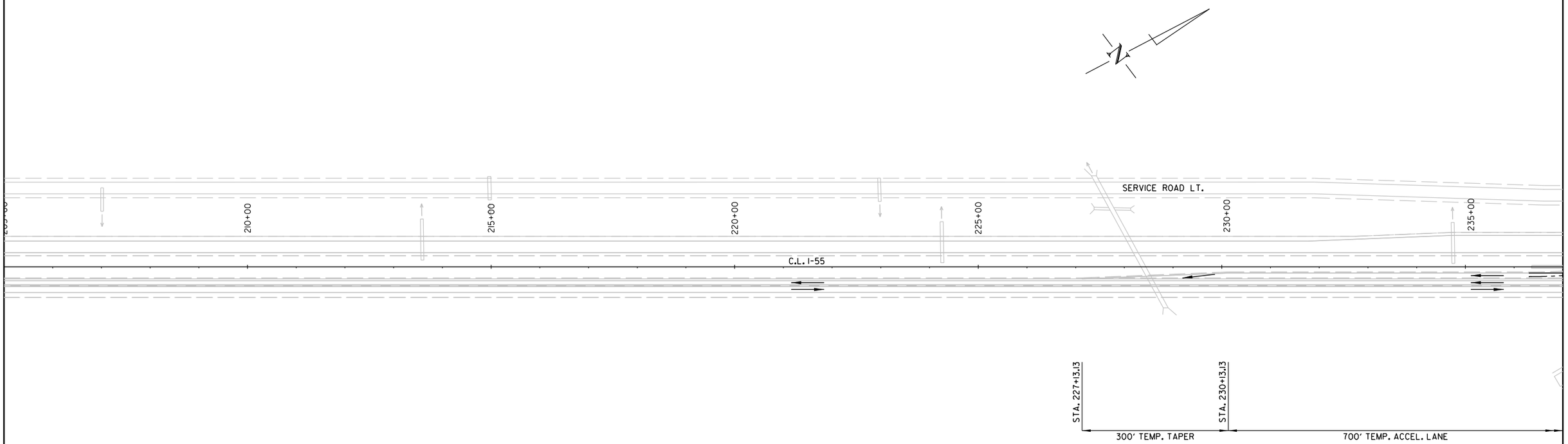
LEGEND

TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE III-B

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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	138	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- PROPOSED CONSTRUCTION AREA
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

I-55 - STAGE IIIB - QUANTITIES (STA. 237+00.00 - STA. 299+00.00)

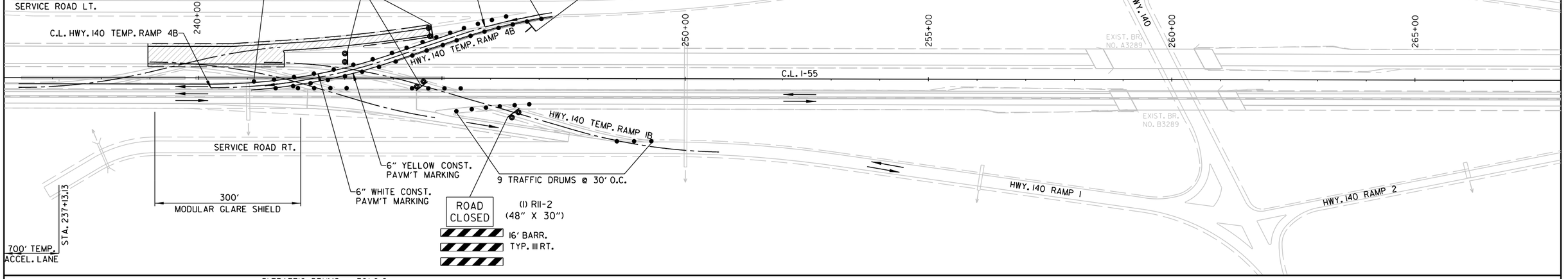
TRAFFIC DRUMS 114 EACH

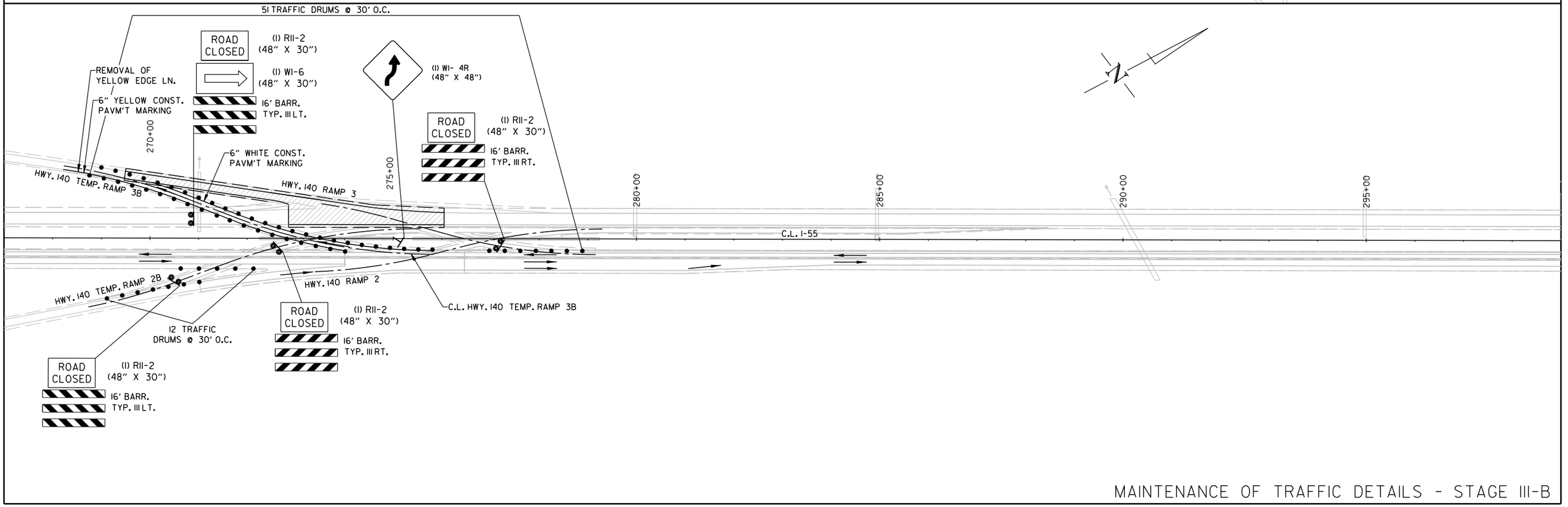
REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 245+09.33 - STA. 247+27.06	YELLOW EDGE LN.	220 L.F.
STA. 268+21.79 - STA. 270+39.18	YELLOW EDGE LN.	220 L.F.

CONSTRUCTION PAVEMENT MARKINGS

STA. 240+25.02 - STA. 245+43.82	WHITE EDGE LN.	534 L.F.
STA. 241+08.20 - STA. 247+27.07	YELLOW EDGE LN.	639 L.F.
STA. 268+21.79 - STA. 273+97.93	YELLOW EDGE LN.	601 L.F.
STA. 270+05.32 - STA. 275+80.69	WHITE EDGE LN.	596 L.F.





MAINTENANCE OF TRAFFIC DETAILS - STAGE III-B

London.Miller
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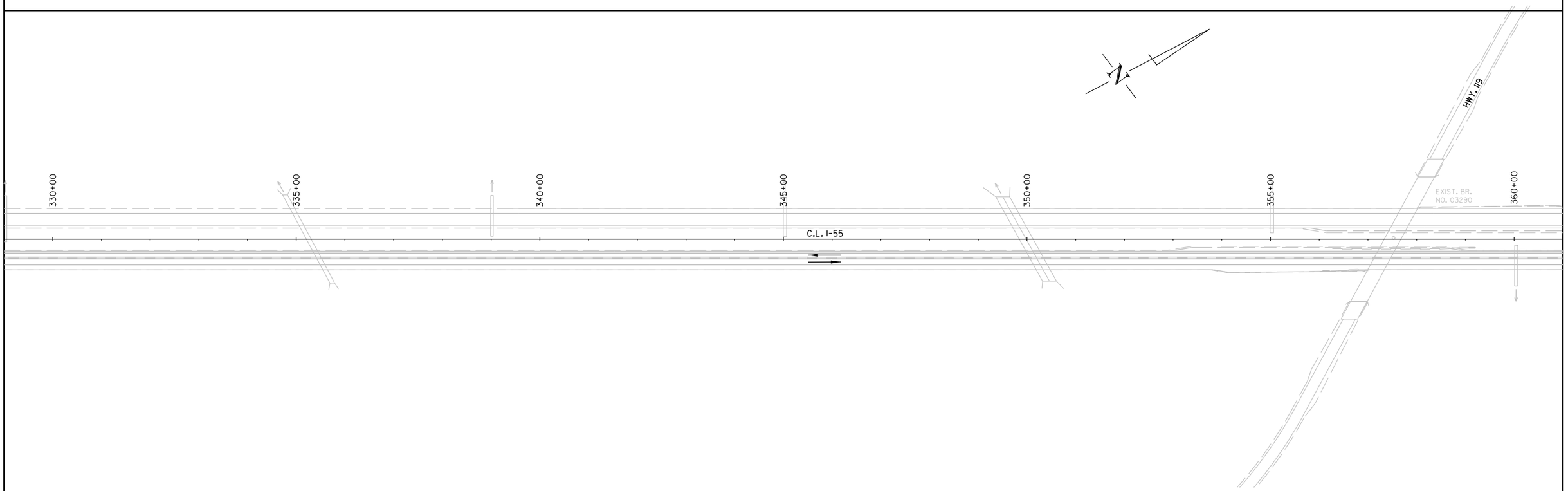
LEGEND

TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	139	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



MAINTENANCE OF TRAFFIC DETAILS - STAGE III-B

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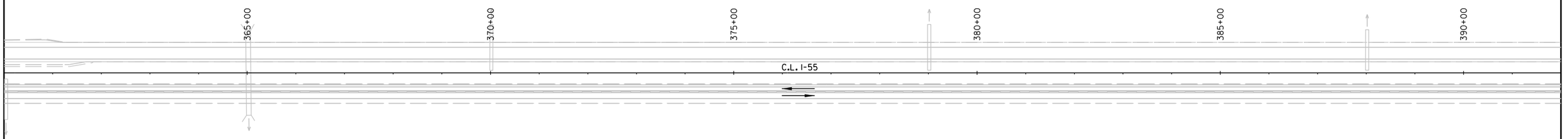
LEGEND

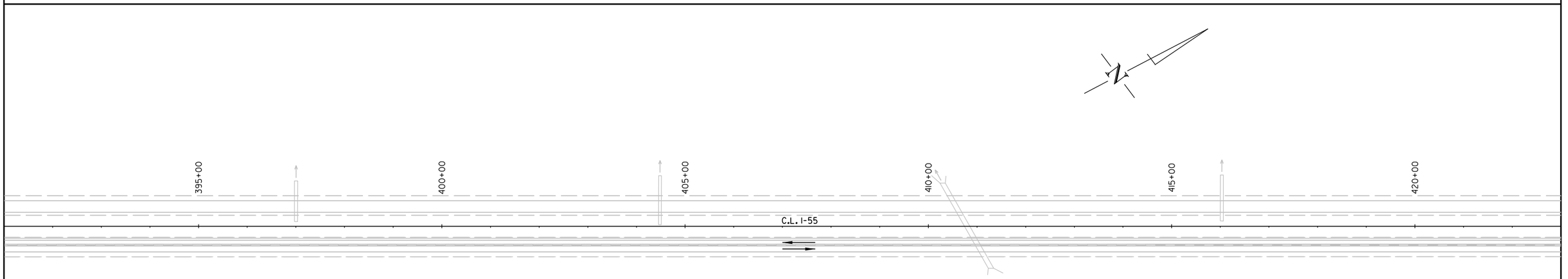
TRAFFIC FLOW ARROWS

PRECAST CONCRETE BARRIER

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	140	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE III-B

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REVISED DATE: $$REVDATE$$

LEGEND

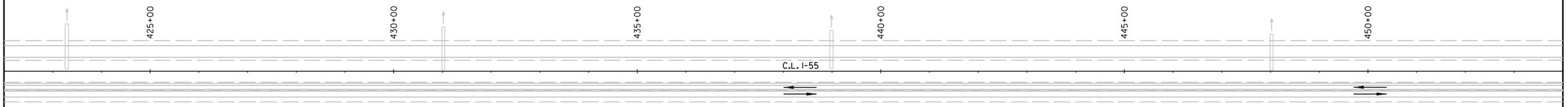
- TYPE III BARRICADE
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN
- PRECAST CONCRETE BARRIER

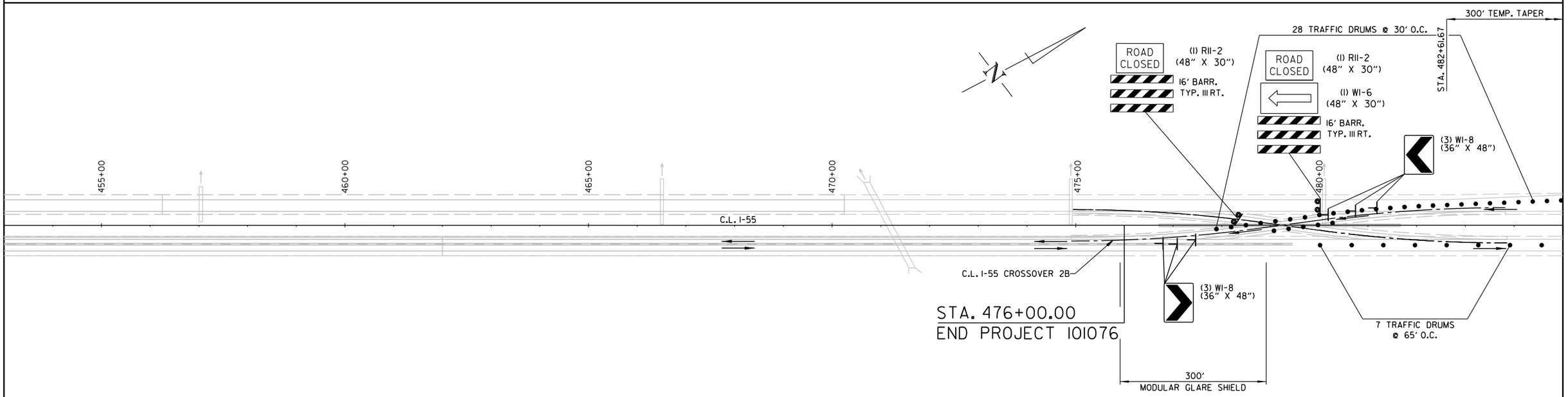
I-55 - STAGE IIIB - QUANTITIES (STA. 423+00.00 - STA. 484+50.00)

TRAFFIC DRUMS	35 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	141	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





NOTE:

-SEE STD DWG TC-2 FOR DETAILS OF SIGNING CROSSOVERS.

MAINTENANCE OF TRAFFIC DETAILS - STAGE III-B

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REVISED DATE: $$REVDATE$$

LEGEND

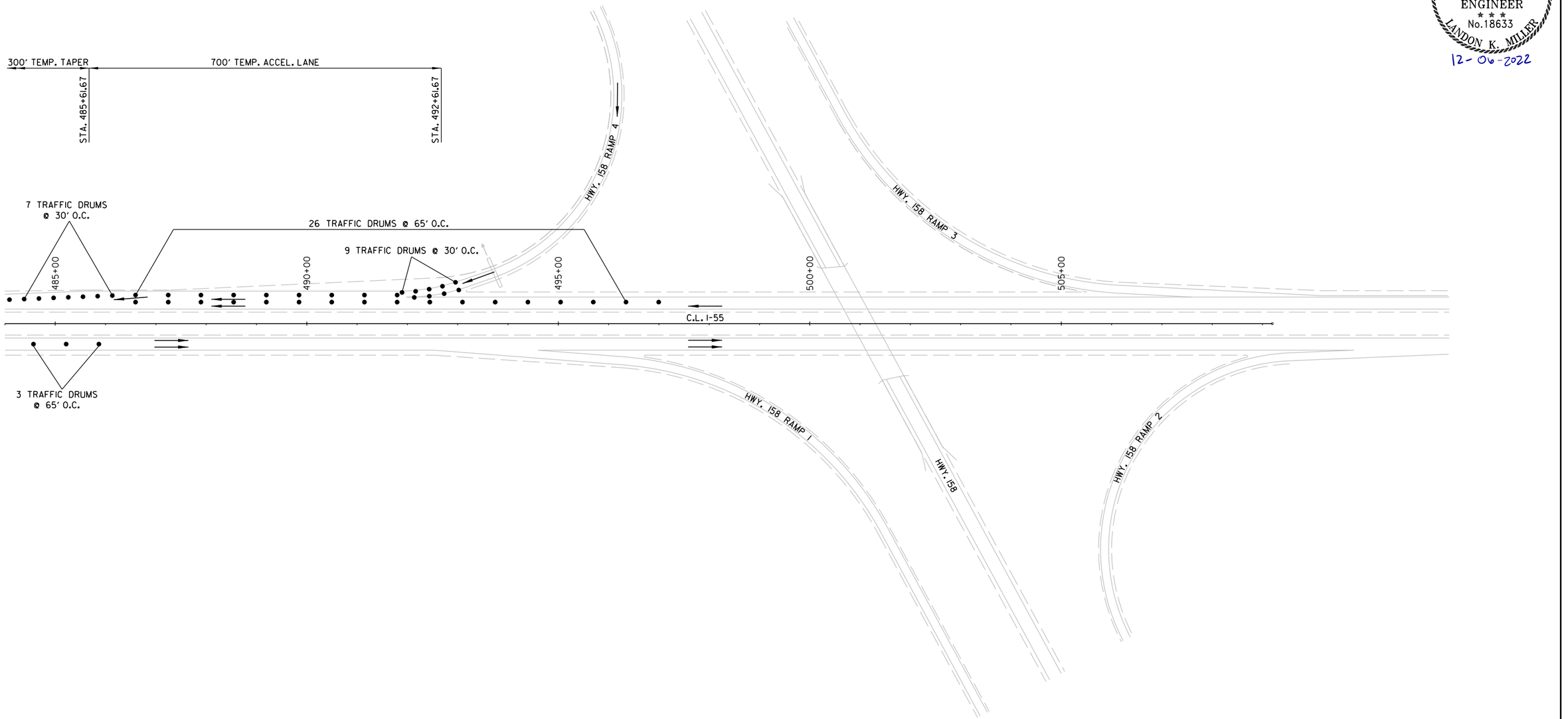
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IIIB - QUANTITIES (STA. 484+50.00 - STA. 497+00.00)

TRAFFIC DRUMS	45 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	142	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



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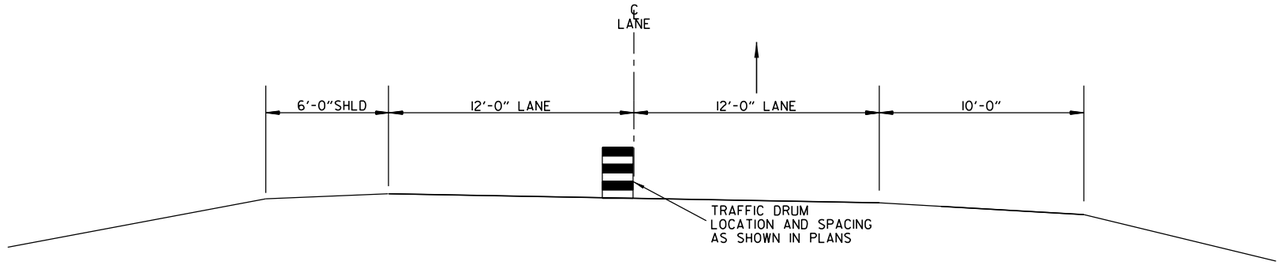
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	143	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- REMOVAL
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN



LOCATION OF TRAFFIC DRUMS FOR LEFT LANE CLOSURE
(SHOWN IN DIRECTION OF TRAFFIC)

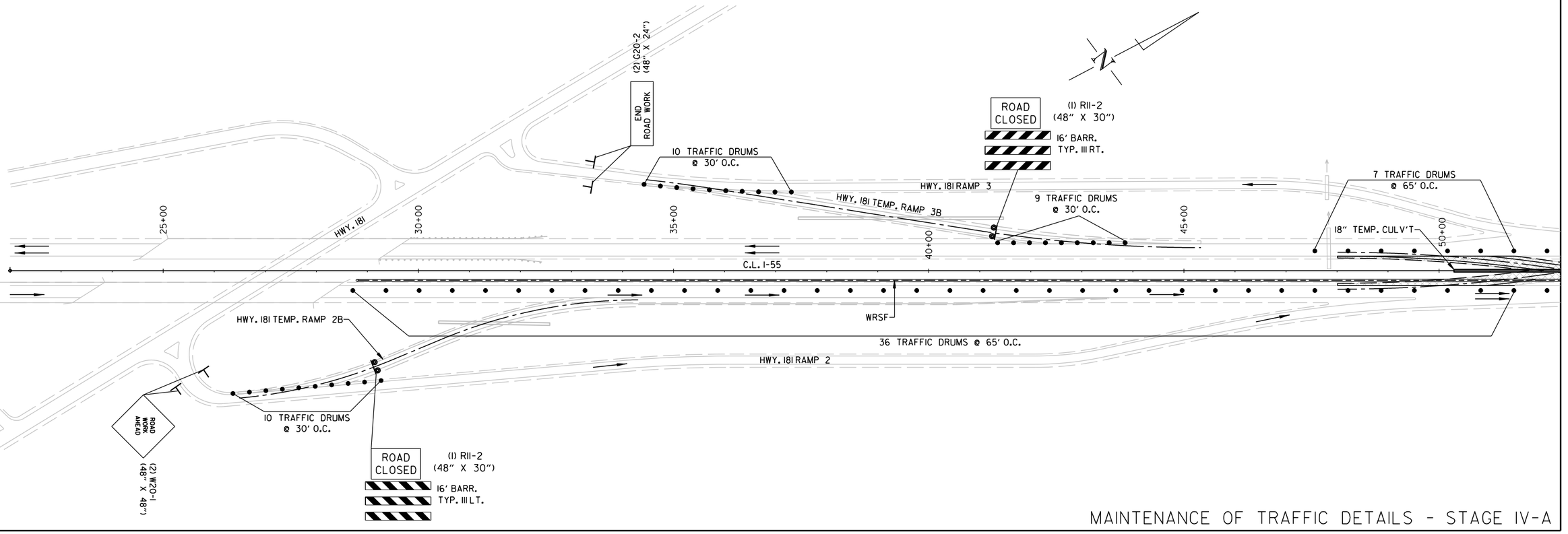
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

I-55 - STAGE IVA - QUANTITIES (STA. 22+00.00 - STA. 52+00.00)

TRAFFIC DRUMS	72 EACH

STAGE IV-A OPERATIONS:

-REROUTE NB TRAFFIC TO OUTSIDE LANE OF RT. MAIN LANES & SB TRAFFIC TO OUTSIDE LANE OF LT. MAIN LANES
-REMOVE PRECAST CONCRETE BARRIER.
-CLOSE INSIDE LANES & SHOULDERS IN BOTH DIRECTIONS.
-REMOVE TEMPORARY CROSSOVERS & INSIDE INTERCHANGE RAMPS.
-CONST. FINAL LIFT OF SURFACE ON SB INSIDE LANE.



MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

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REVISED DATE: $$REVDATE$$

LEGEND

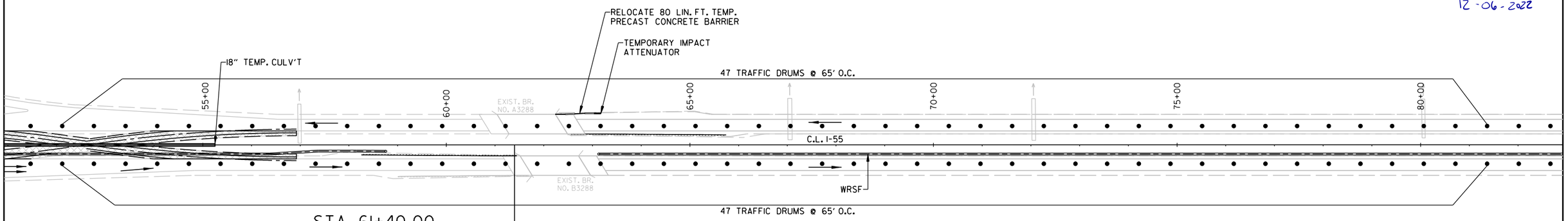
- TRAFFIC DRUM
- REMOVAL
- TRAFFIC FLOW ARROWS

I-55 - STAGE IVA - QUANTITIES (STA. 52+00.00 - STA. 113+00.00)

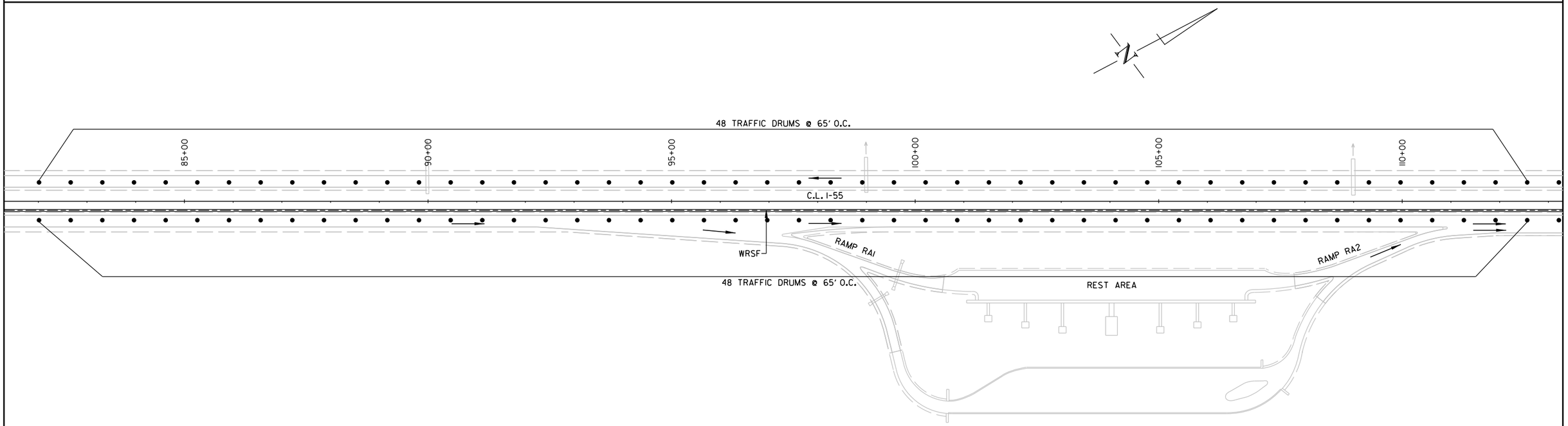
TRAFFIC DRUMS	190 EACH
TEMPORARY IMPACT ATTENUATION BARRIER	1 EACH
PRECAST CONCRETE BARRIER	80 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	144	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



STA. 61+40.00
BEGIN PROJECT 101076
L.M. 44.581



MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

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REVISED DATE: $$REVDATE$$

LEGEND

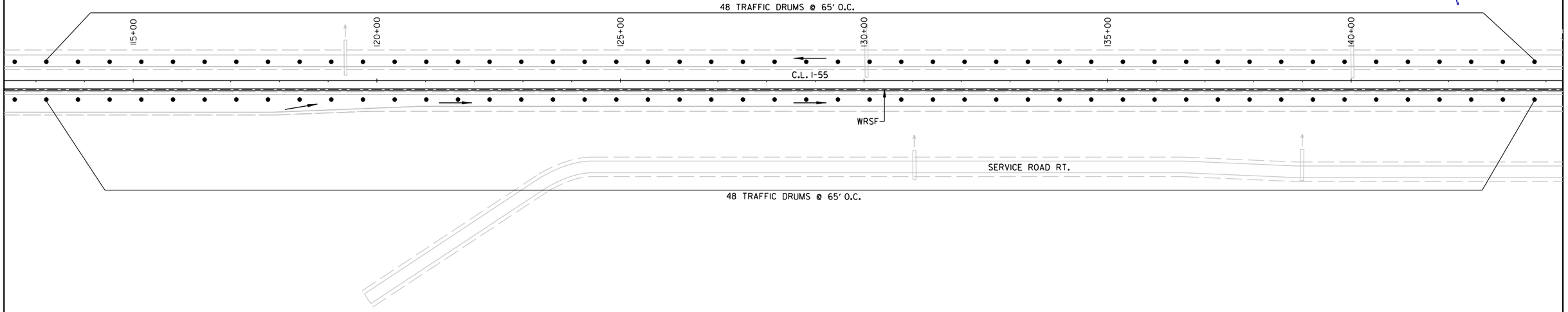
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

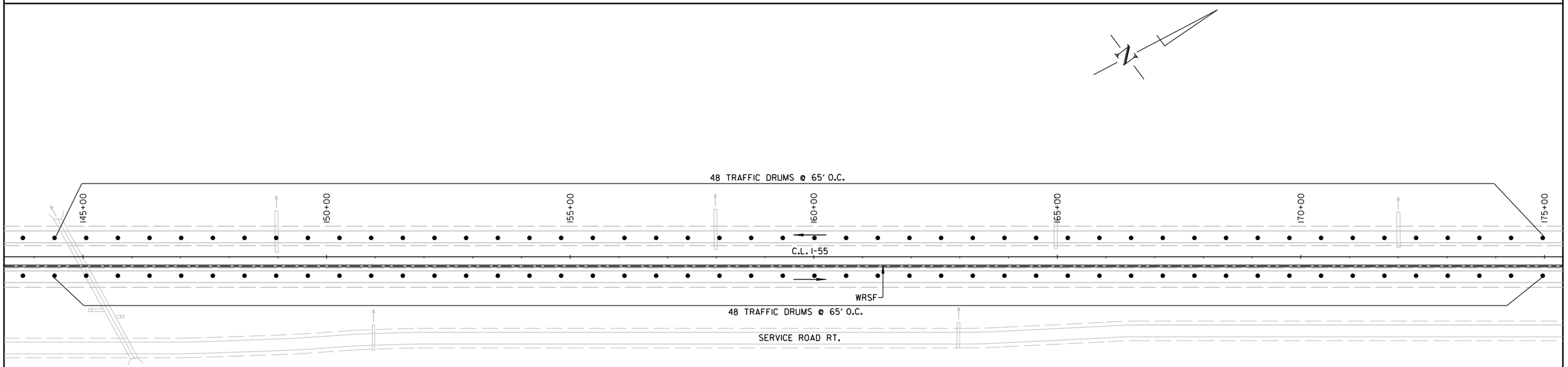
I-55 - STAGE IVA - QUANTITIES (STA. 113+00.00 - STA. 175+00.00)

TRAFFIC DRUMS	192 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	145	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

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REVISED DATE: $$REVDATE$$

LEGEND

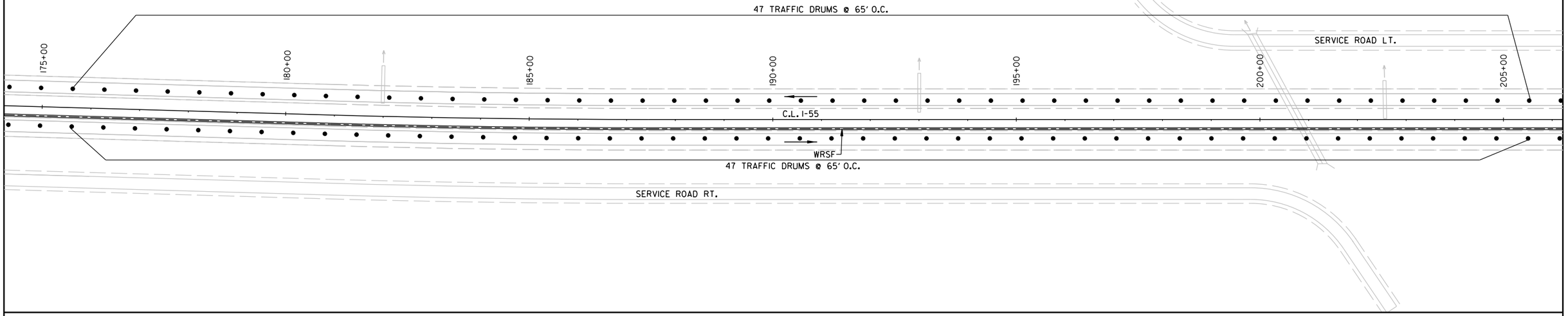
- TRAFFIC DRUM
- REMOVAL
- TRAFFIC FLOW ARROWS

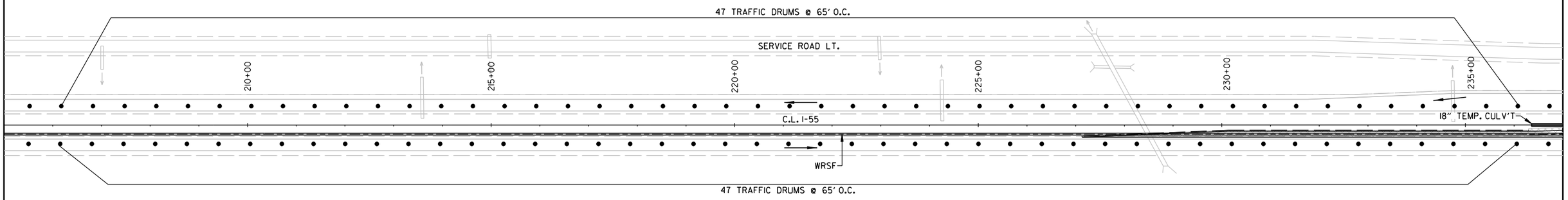
I-55 - STAGE IVA - QUANTITIES (STA. 175+00.00 - STA. 236+50.00)

TRAFFIC DRUMS	188 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	146	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	147	186
		MAINTENANCE OF TRAFFIC DETAILS				

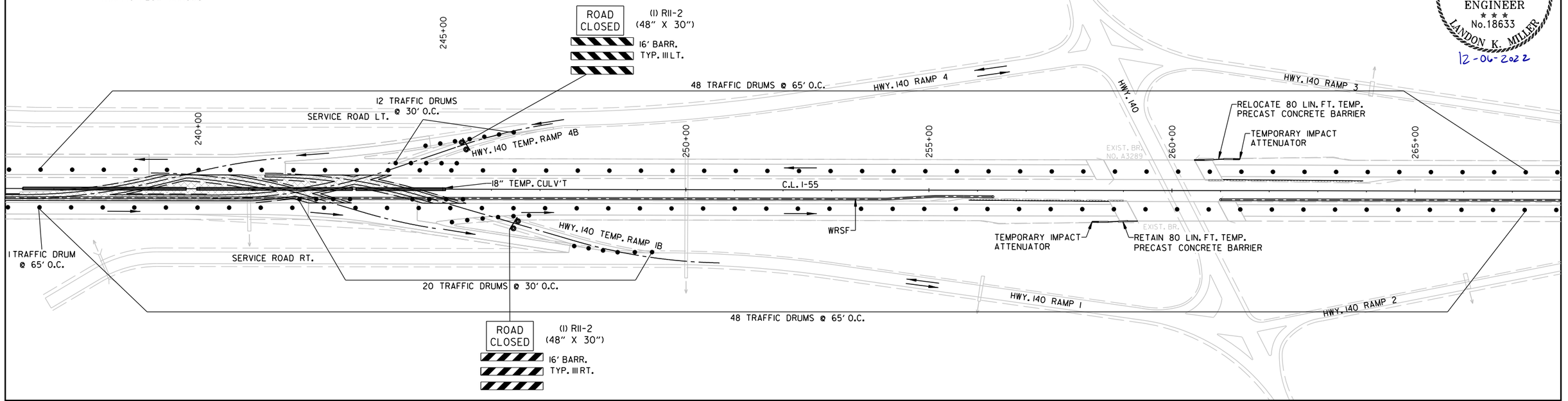
LEGEND

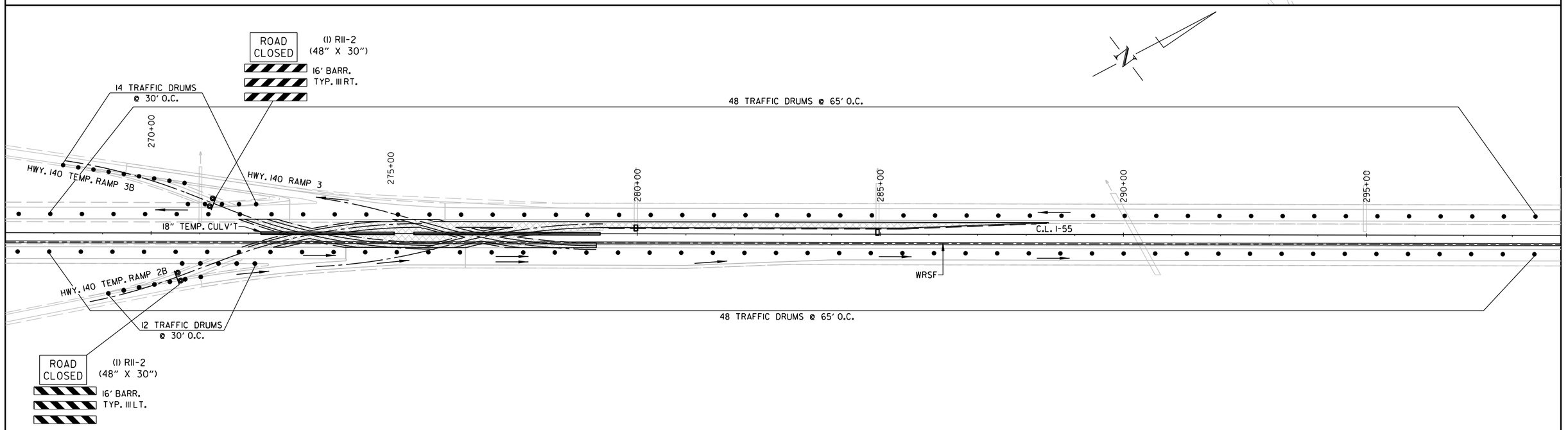
- TYPE III BARRICADE
- TRAFFIC DRUM
- REMOVAL
- TRAFFIC FLOW ARROWS

I-55 - STAGE IVA - QUANTITIES (STA. 236+50.00 - STA. 298+50.00)

TRAFFIC DRUMS	250 EACH
TEMPORARY IMPACT ATTENUATION BARRIER	2 EACH
PRECAST CONCRETE BARRIER	160 L.F.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

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12/5/2022 5:53:51 PM
REVISED DATE: $$REVDATE$$

LEGEND

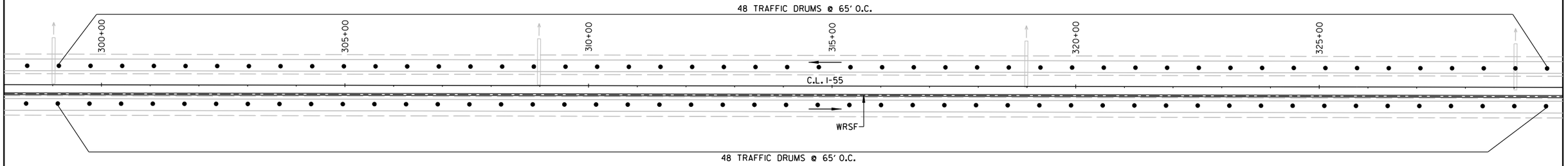
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

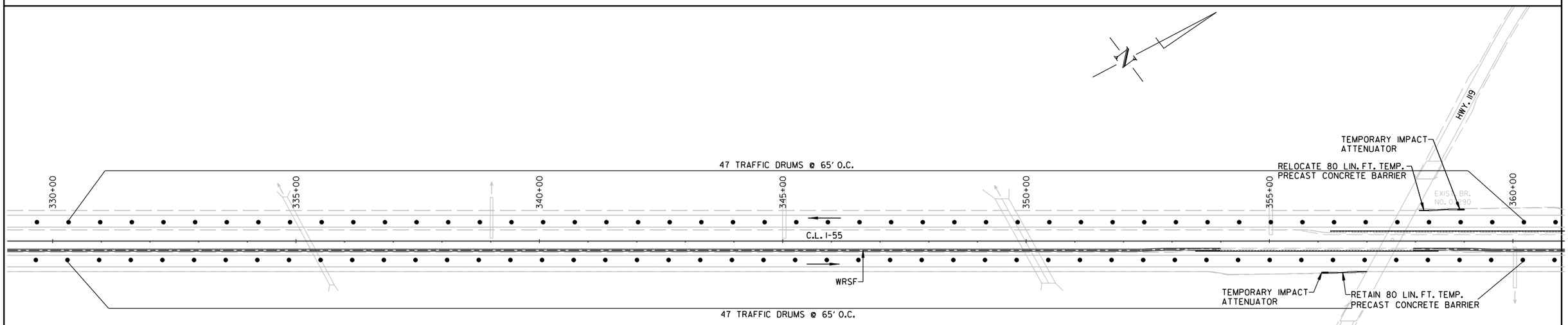
I-55 - STAGE IVA - QUANTITIES (STA. 298+50.00 - STA. 360+50.00)

TRAFFIC DRUMS	190 EACH
TEMPORARY IMPACT ATTENUATION BARRIER	2 EACH
PRECAST CONCRETE BARRIER	160 L.F.

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	148	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL
ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

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REVISED DATE: $$REVDATE$$

LEGEND

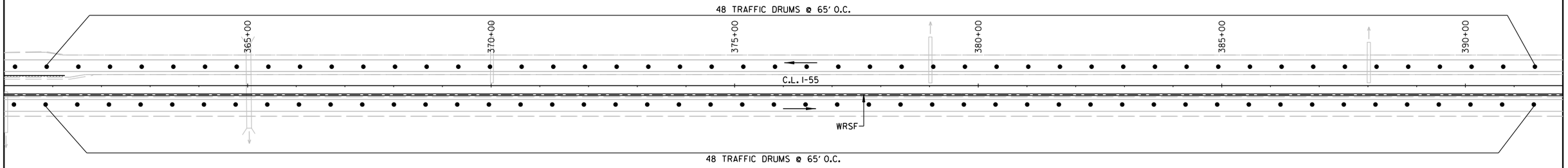
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

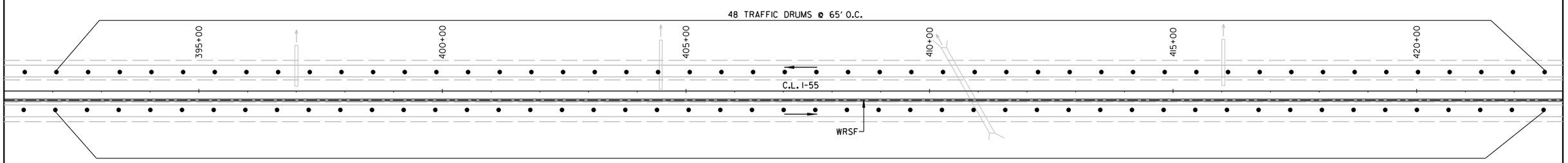
I-55 - STAGE IVA - QUANTITIES (STA. 360+50.00 - STA. 423+00.00)

TRAFFIC DRUMS	192 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	149	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

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REVISED DATE: $$REVDATE$$

LEGEND

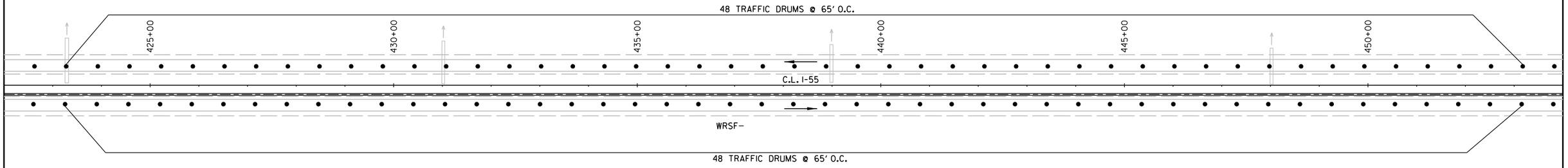
- TRAFFIC DRUM
- REMOVAL
- TRAFFIC FLOW ARROWS

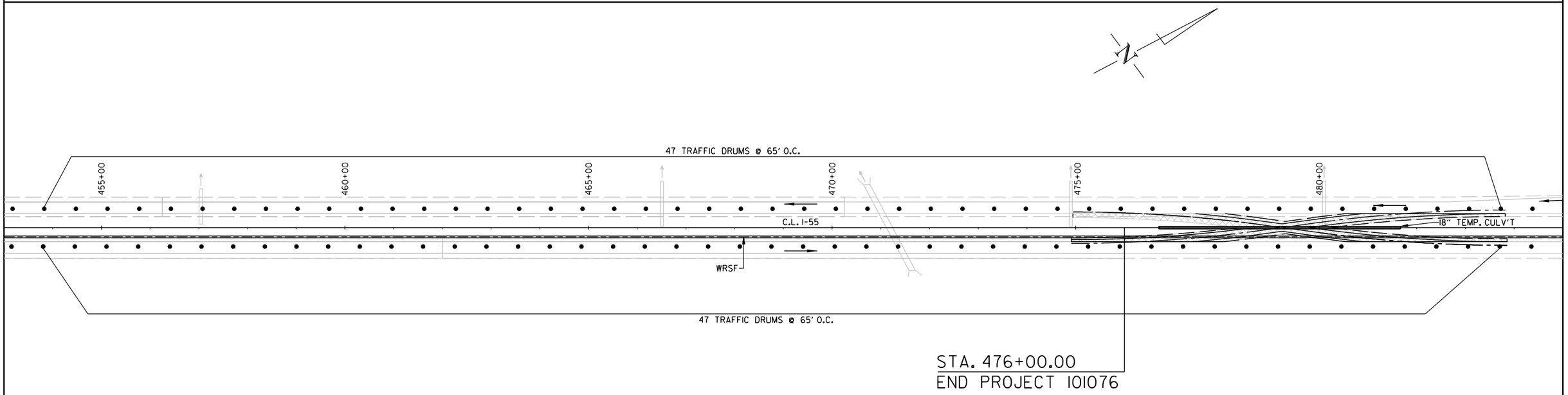
I-55 - STAGE IVA - QUANTITIES (STA. 423+00.00 - STA. 484+00.00)

TRAFFIC DRUMS	190 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	150	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





STA. 476+00.00
END PROJECT 101076

MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

LandonMiller 12/5/2022 5:53:55 PM
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REVISED DATE: $$REVDATE$$

LEGEND

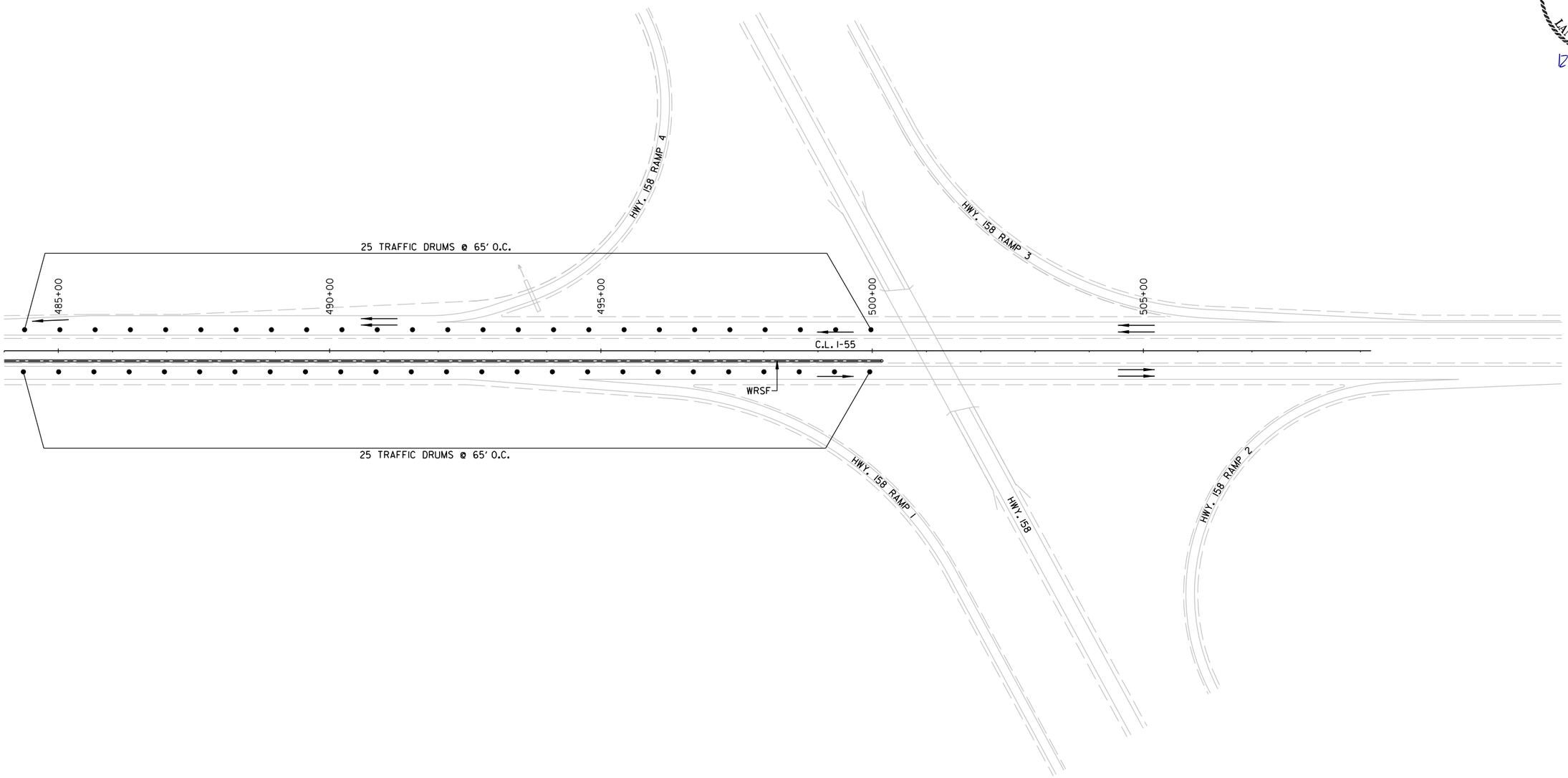
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IVA - QUANTITIES (STA. 484+00.00 - STA. 497+00.00)

TRAFFIC DRUMS 50 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	151	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-A

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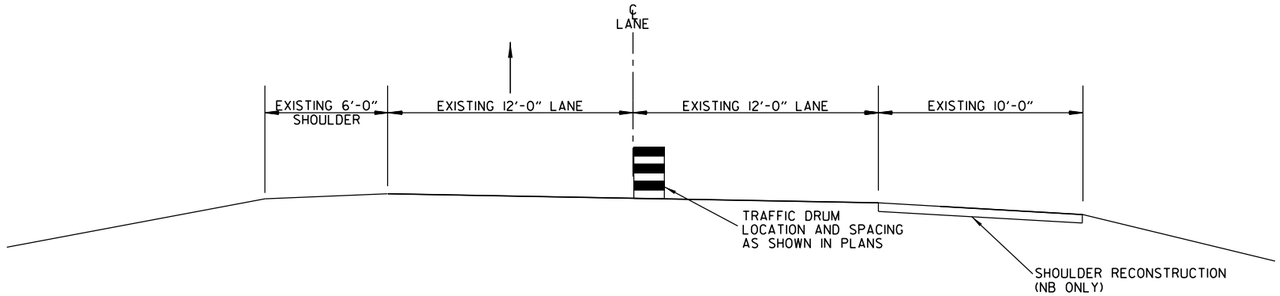
REVISED DATE: $$REVDATE$$
12/5/2022 5:53:56 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	152	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TYPE III BARRICADE
- TRAFFIC DRUM
- REMOVAL
- TRAFFIC FLOW ARROWS
- TEMPORARY TRAFFIC SIGN



LOCATION OF TRAFFIC DRUMS FOR RIGHT LANE CLOSURE
(SHOWN IN DIRECTION OF TRAFFIC)

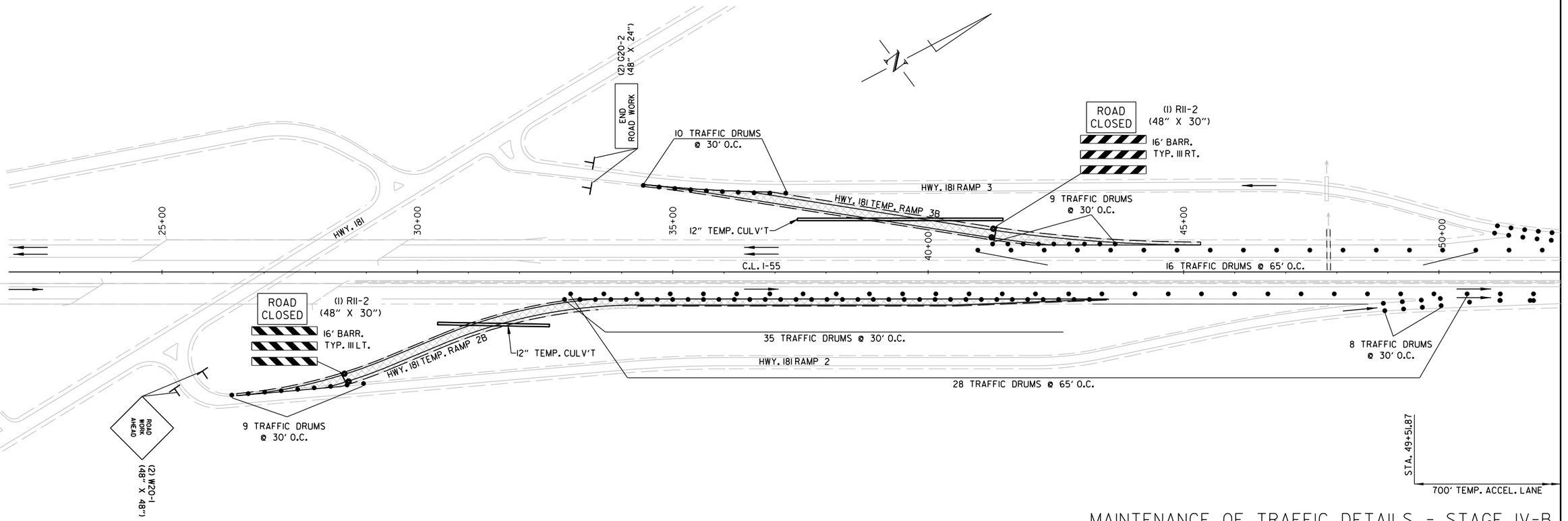
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

I-55 - STAGE IVB - QUANTITIES (STA. 22+00.00 - STA. 51+00.00)

TRAFFIC DRUMS	115 EACH

STAGE IV-B OPERATIONS:

-CLOSE OUTSIDE LANES & SHOULDER IN BOTH DIRECTIONS.
-REMOVE TEMPORARY INTERCHANGE RAMPS OF OUTSIDE LANES.
-CONST. FINAL LIFT OF SURFACE ON SB OUTSIDE LANES.
-PLACE PERMANENT PAVM'T MARKINGS ON SB LANES
(SEE PERMANENT PAVM'T MARKING DETAILS).



MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

LondonMiller 12/5/2022 5:53:58 PM
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REVISED DATE: $$REVDATE$$

LEGEND

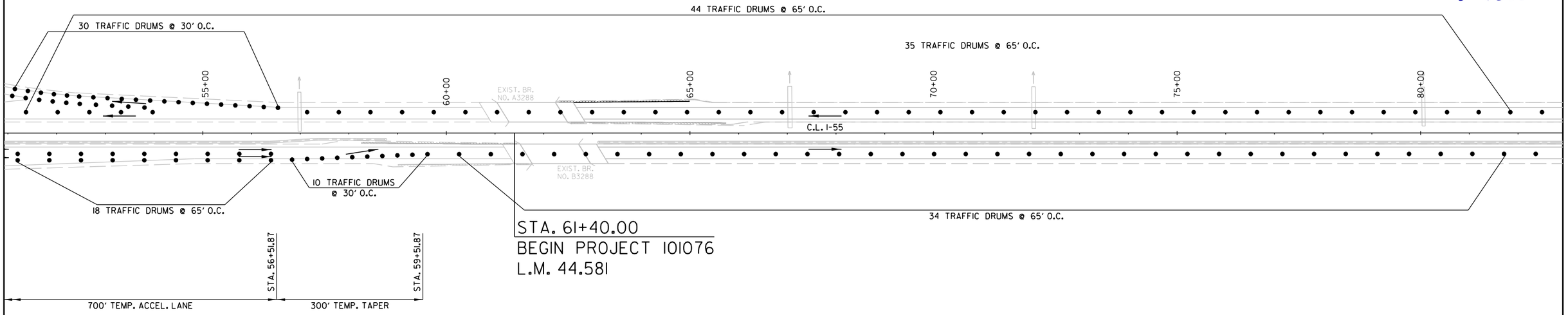
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

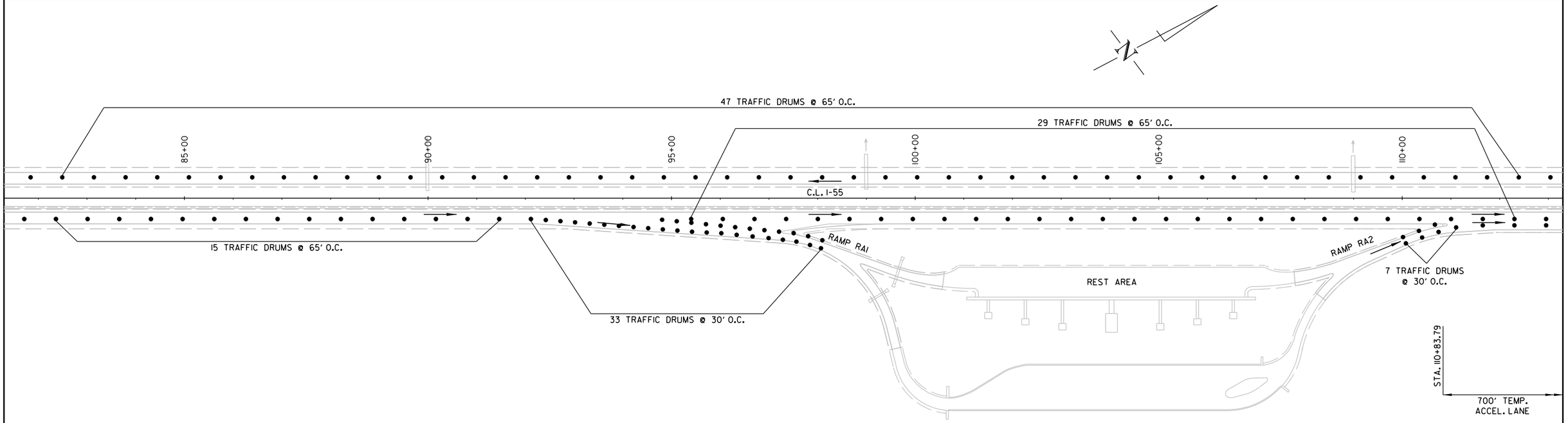
I-55 - STAGE IVB - QUANTITIES (STA. 51+00.00 - STA. 112+50.00)

TRAFFIC DRUMS	267 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	153	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

LandonMiller 12/5/2022 5:53:59 PM
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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	154	186
		MAINTENANCE OF TRAFFIC DETAILS				

LEGEND

- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IVB - QUANTITIES (STA. 112+50.00 - STA. 174+50.00)

TRAFFIC DRUMS	204 EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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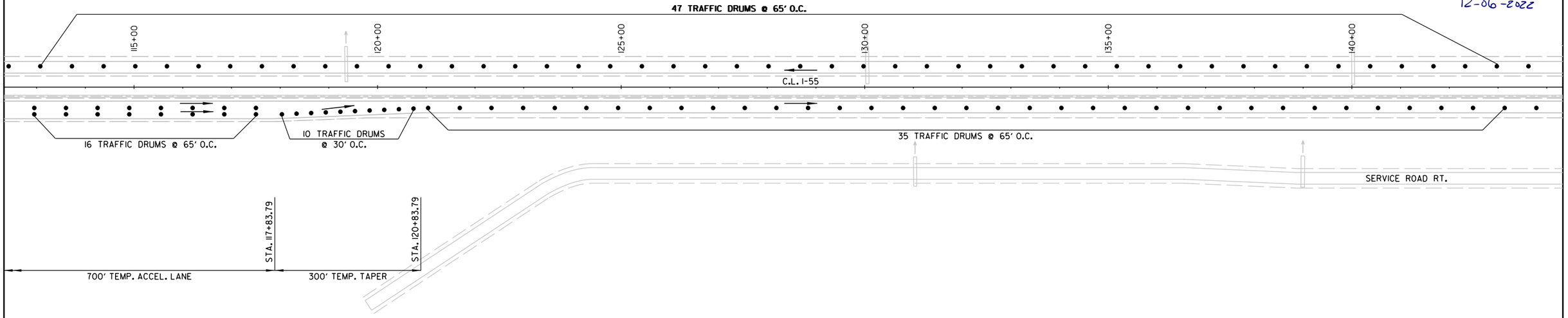
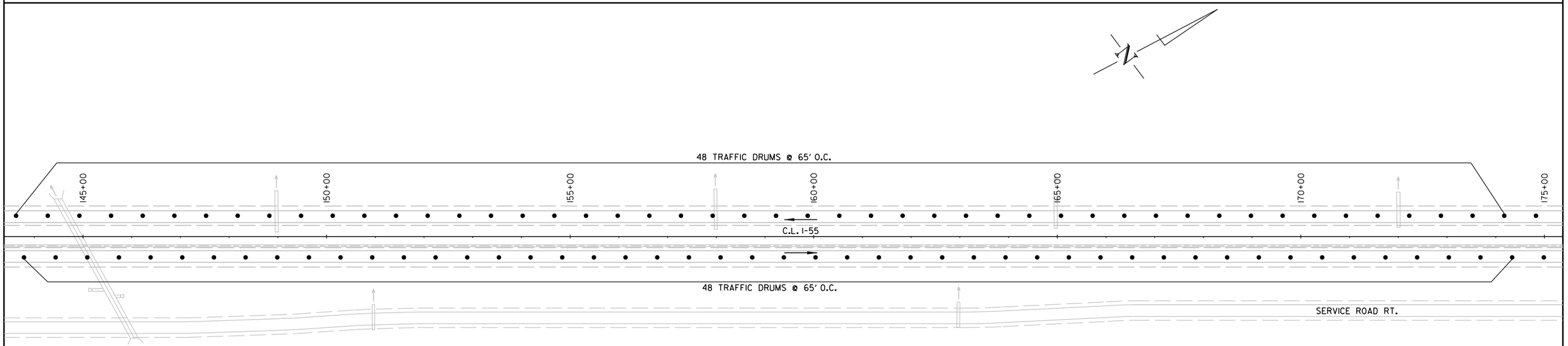
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

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REVISED DATE: $$REVDATE$$

LEGEND

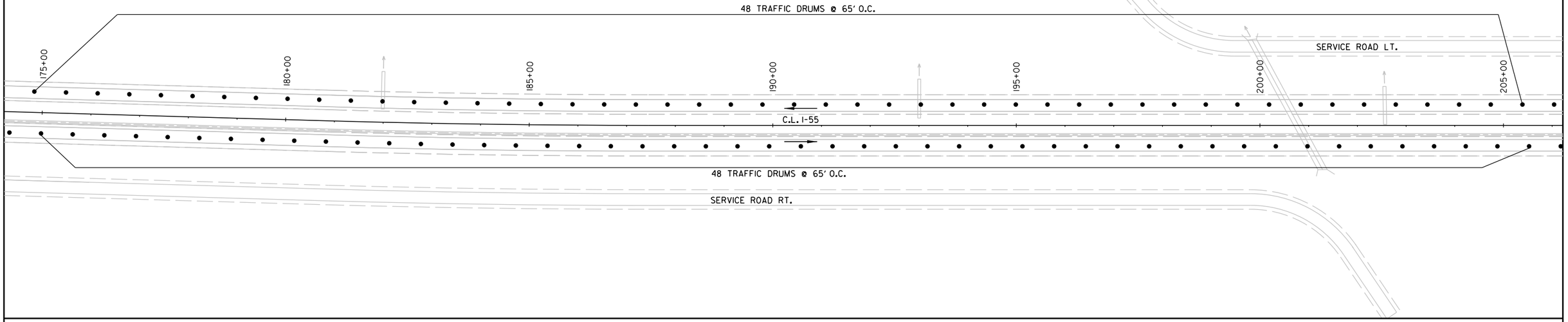
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

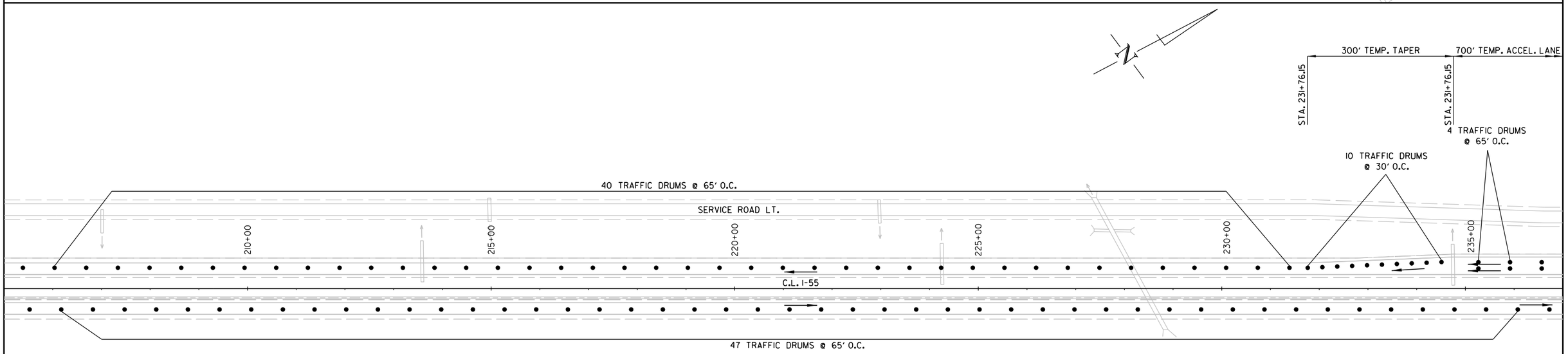
I-55 - STAGE IVB - QUANTITIES (STA. 174+50.00 - STA. 236+50.00)

TRAFFIC DRUMS	197 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	155	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	156	186
		MAINTENANCE OF TRAFFIC DETAILS				

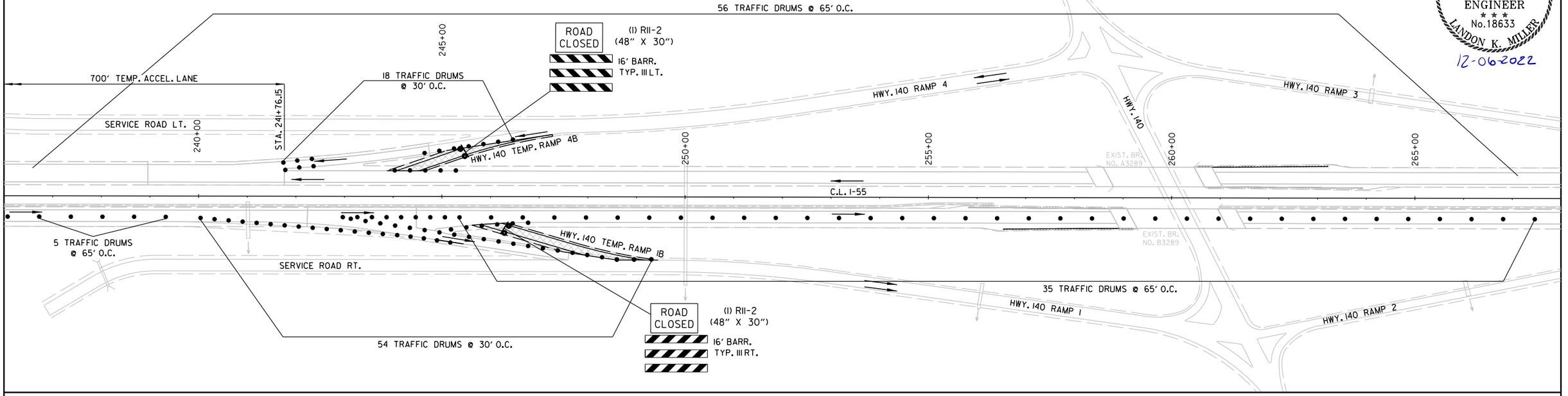
LEGEND

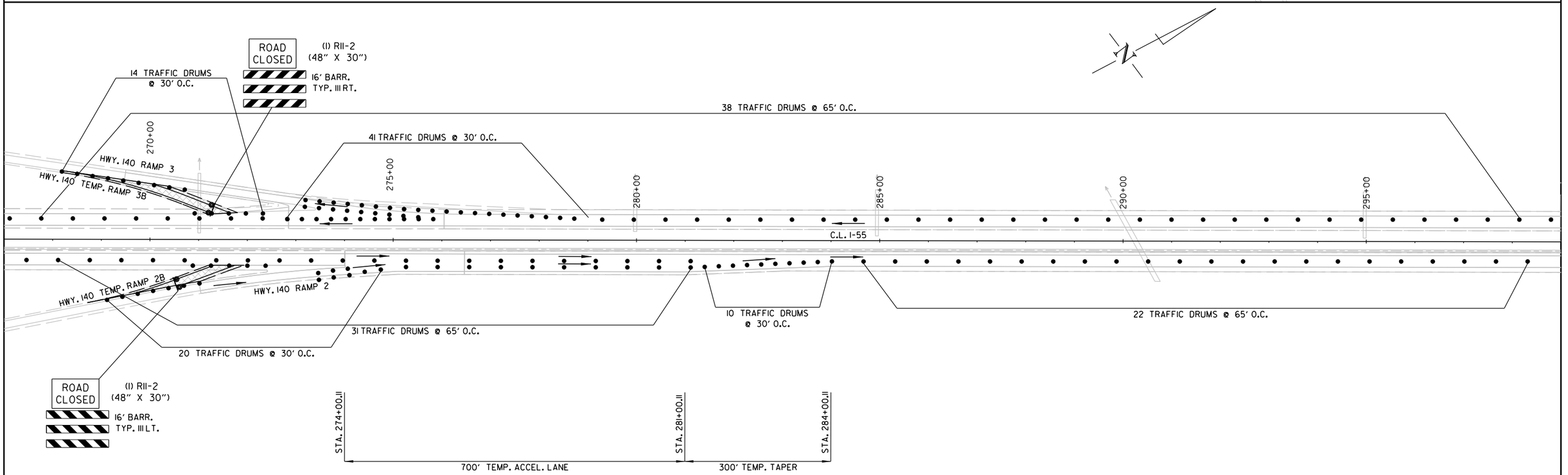
- TYPE III BARRICADE
- TRAFFIC DRUM
- REMOVAL
- TRAFFIC FLOW ARROWS

I-55 - STAGE IVB - QUANTITIES (STA. 236+50.00 - STA. 298+50.00)

TRAFFIC DRUMS	344 EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

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REVISED DATE: $$REVDATE$$

LEGEND

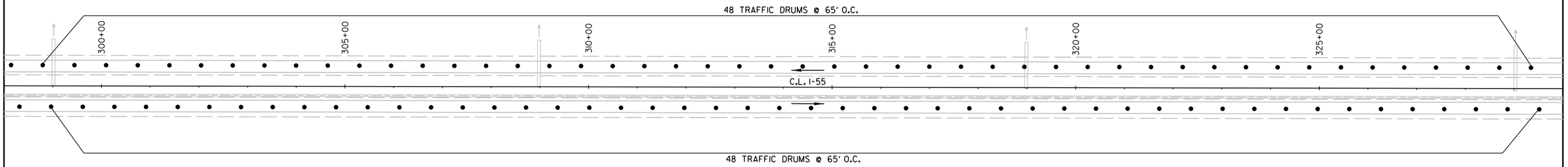
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

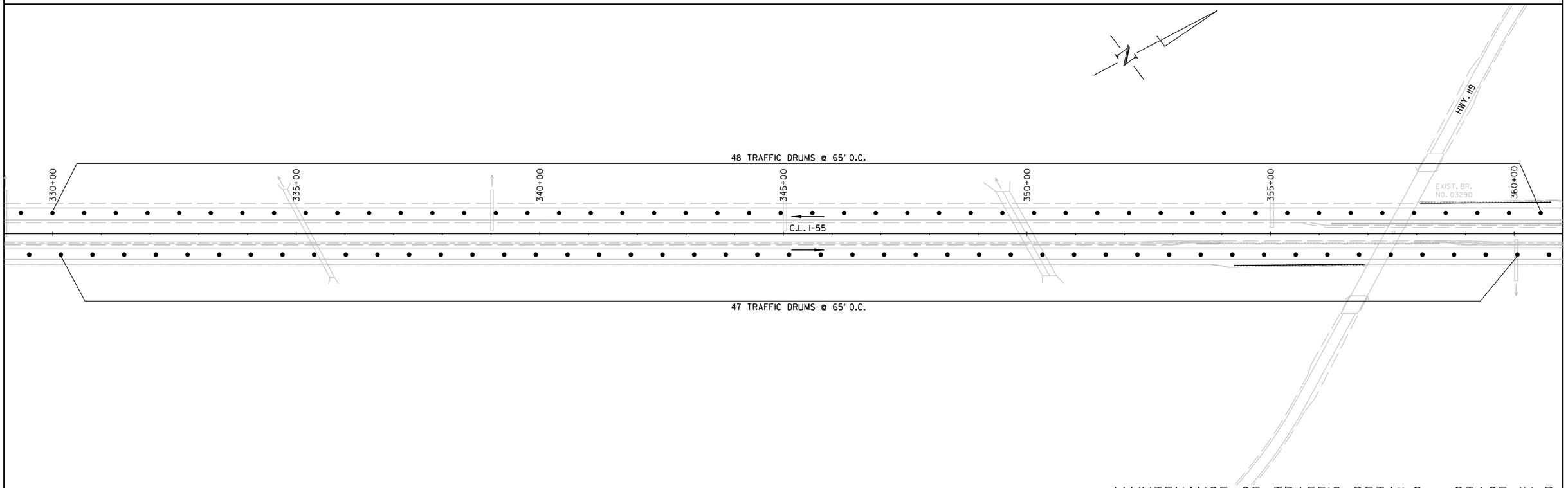
I-55 - STAGE IVB - QUANTITIES (STA. 298+50.00 - STA. 360+50.00)

TRAFFIC DRUMS	191 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	157	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

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REVISED DATE: $$REVDATE$$

LEGEND

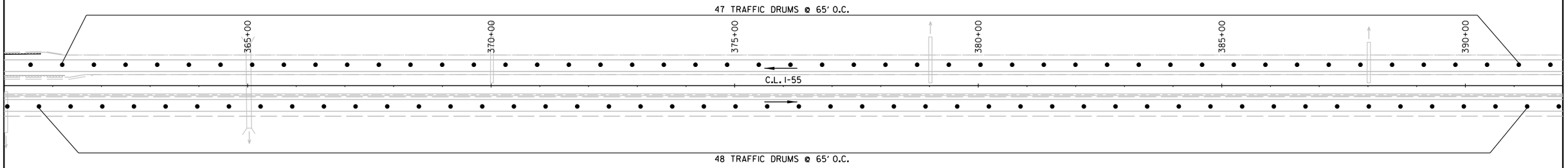
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

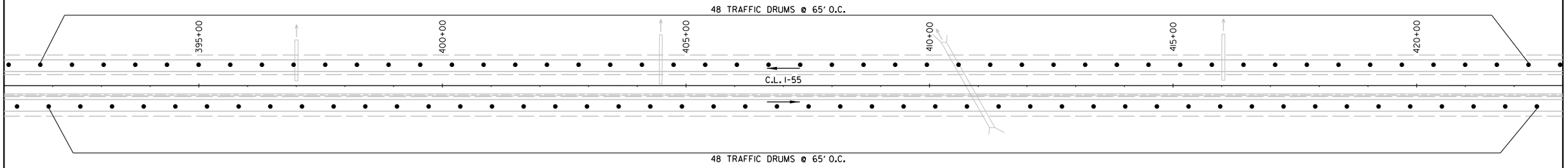
I-55 - STAGE IVB - QUANTITIES (STA. 360+50.00 - STA. 422+50.00)

TRAFFIC DRUMS	191 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	158	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

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REVISED DATE: $$REVDATE$$

LEGEND

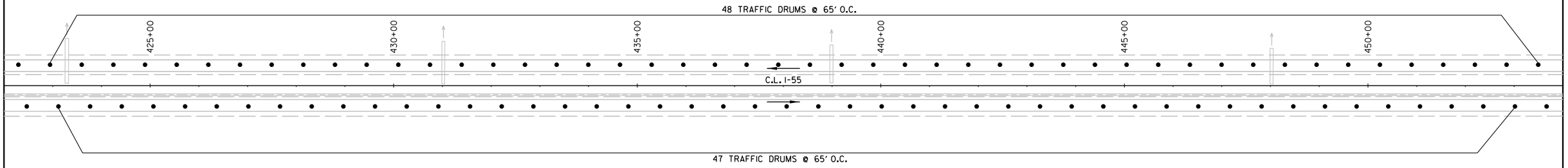
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

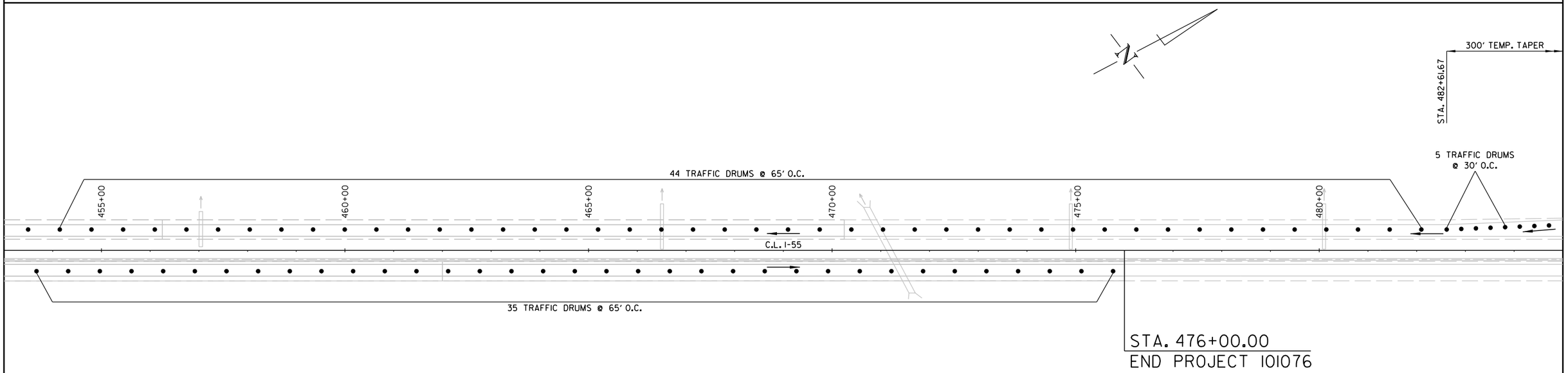
I-55 - STAGE IVB - QUANTITIES (STA. 422+50.00 - STA. 484+00.00)

TRAFFIC DRUMS	179 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	159	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022





MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

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REVISED DATE: $$REVDATE$$

LEGEND

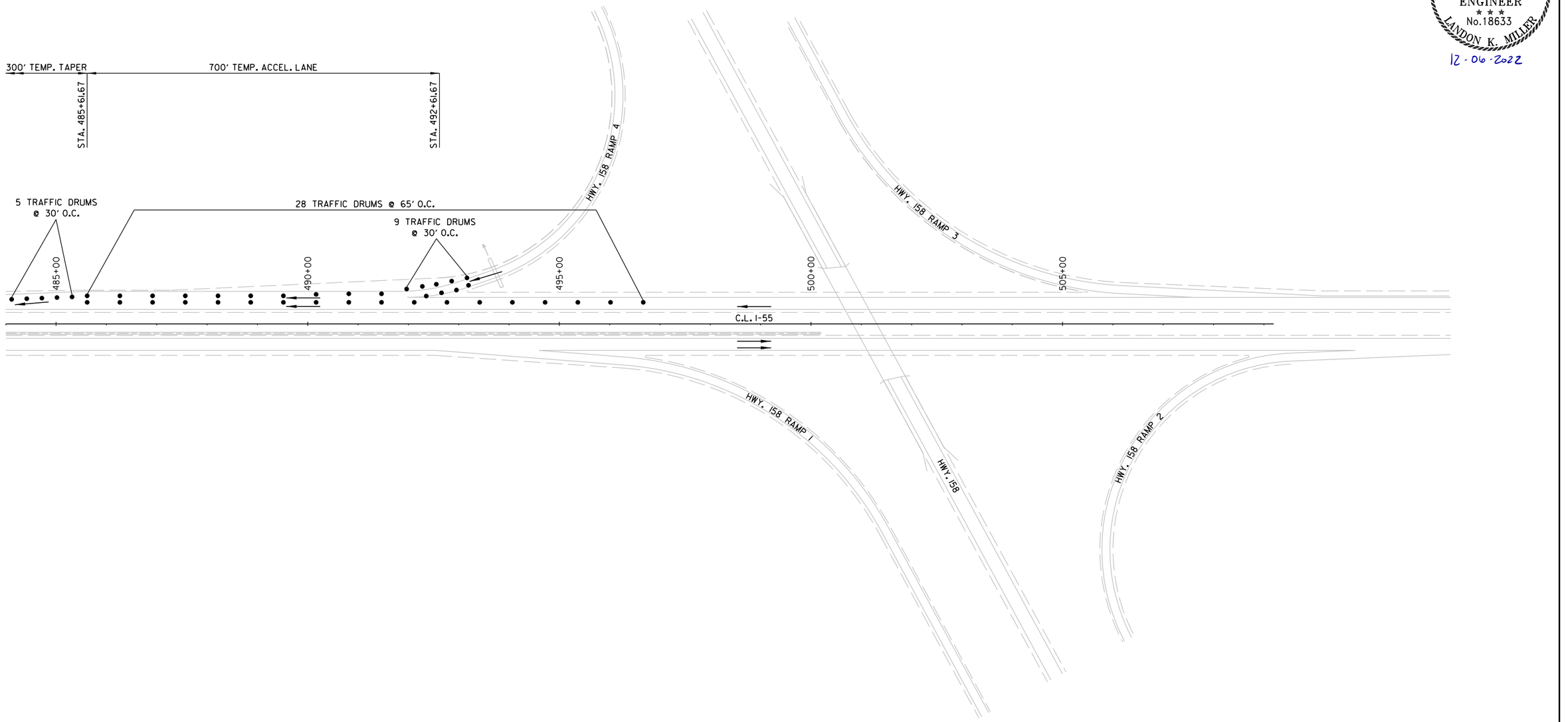
- TRAFFIC DRUM
- TRAFFIC FLOW ARROWS

I-55 - STAGE IVB - QUANTITIES (STA. 484+00.00 - STA. 497+00.00)

TRAFFIC DRUMS 42 EACH

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	160	186
		MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



MAINTENANCE OF TRAFFIC DETAILS - STAGE IV-B

LandonMiller 12/5/2022 5:54:09 PM
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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	161	186
		PERMANENT PAVEMENT MARKINGS DETAILS				

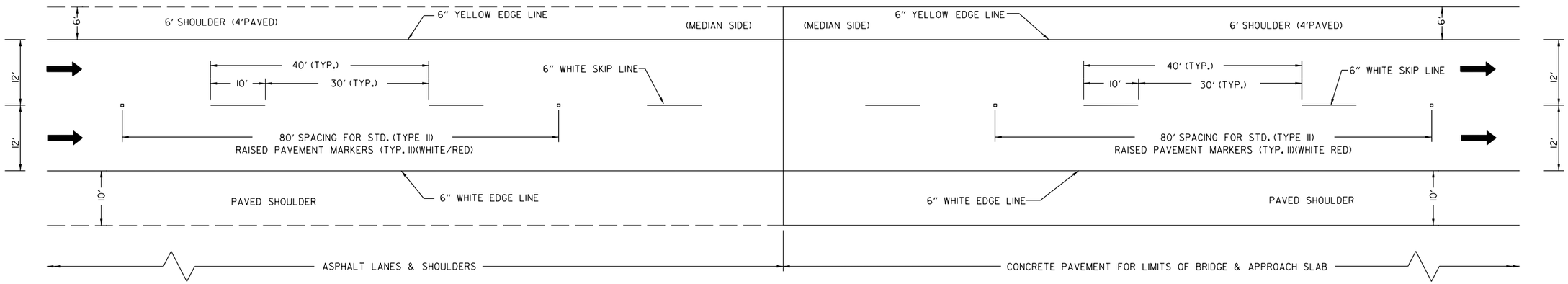
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

ASPHALT ROADWAY

SKIP LINE - ENHANCED THERMOPLASTIC PAVEMENT MARKING
EDGE LINES - ENHANCED THERMOPLASTIC PAVEMENT MARKING
REFER TO SPECIAL PROVISION - ENHANCED THERMOPLASTIC PAVEMENT MARKING

CONCRETE BRIDGE

SKIP LINE - ENHANCED THERMOPLASTIC PAVEMENT MARKING
EDGE LINES - ENHANCED THERMOPLASTIC PAVEMENT MARKING
REFER TO SPECIAL PROVISION - ENHANCED THERMOPLASTIC PAVEMENT MARKING



PERMANENT PAVEMENT MARKING DETAILS

SEE STANDARD DRAWINGS PM-1 AND PM-2
FOR ADDITIONAL INFORMATION

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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
1-3-2023		6	ARK.	101076	162	186
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
01-04-2023

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1A	STAGE 1B	STAGE 2A	STAGE 2B	STAGE 3A	STAGE 3B	STAGE 4A	STAGE 4B	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	MODULAR GLARE SHIELD	MOBILE SPEED NOTIFICATION SYSTEM	PORTABLE CONSTRUCTION LIGHTING
			LIN. FT. - EACH									NO.	SQ. FT.			RIGHT	LEFT						WEEK	LIN. FT.	LIN. FT.	LIN. FT.
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	6	6	6	6	6	6	6	6	6	6	96.0													
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	6	6	6	6	6	6	6	6	6	6	96.0													
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	6	6	6	6	6	6	6	6	6	6	96.0													
W20-1	ROAD WORK AHEAD	48"x48"	9	9	9	9	9	9	9	9	9	9	144.0													
G20-2	END ROAD WORK	48"x24"	9	9	9	9	9	9	9	9	9	9	72.0													
G20-1	ROAD WORK NEXT XX MILES	60"x24"	2	2	2	2	2	2	2	2	2	2	20.0													
W1-4AR	REVERSE CURVE RT.	48"x48"			2	2	2	2			2	2	32.0													
W1-4AL	REVERSE CURVE LT.	48"x48"			3	4	3	3			4	4	64.0													
R2-1	SPEED LIMIT XX MPH	48"x60"	8	8	8	8	8	8	8	8	8	8	160.0													
R11-2	ROAD CLOSED	48"x30"	6	6	16	13	16	15	6	6	16	16	160.0													
W1-6	LARGE ARROW	60"x30"	6	12	12	12	12	12	12	6	12	12	150.0													
W1-8	CHEVRONS	36"x48"			12	12	12	12			12	12	144.0													
R4-1	DO NOT PASS	48"x60"	8	8	12	12	12	12	8	8	12	12	240.0													
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	4	4	4	4	4	4	4	4	60.0													
R4-7	KEEP RIGHT	36"x48"			1	1	1	1			1	1	12.0													
R5-1	DO NOT ENTER	36"x36"			2	2	2	2			2	2	18.0													
W3-5	SPEED REDUCTION	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0													
W4-2RT	RIGHT LANE ENDS	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0													
W6-3	TWO WAY TRAFFIC	48"x48"			6	6	7	7			7	7	112.0													
W21-5a	RIGHT SHOULDER CLOSED	48"x30"	4	4	4	4	4	4	4	4	4	4	40.0													
W8-8	ROUGH ROAD	48"x48"			5	5	5	5			5	5	80.0													
W8-15P	MOTORCYCLE (PLAQUE)	36"x30"			5	5	5	5			5	5	37.5													
SPECIAL	MERGE NOW + ARROW	48"x48"	2	2	2	2	2	2	2	2	2	2	32.0													
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	48"x96"	2	2	2	2	2	2	2	2	2	2	64.0													
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE													10.0												
	TRAFFIC DRUMS		1812	1643	787	777	778	782	1658	1812	1812				1812											
	TYPE III BARRICADE-RT. (16')		3	3	11	9	13	13	3	3	13					208										
	TYPE III BARRICADE-LT. (16')		3	3	7	6	5	4	3	3	7						112									
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER				43326						43326							43326								
	RELOCATING PRECAST CONCRETE BARRIER						43326		400		43326								43326							
	TEMPORARY IMPACT ATTENUATION BARRIER				6		5		5		16									16						
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)				6		5		5		16										16					
	ADVANCE WARNING ARROW PANEL		84	84	910	84	910	84	84	84	2324											2324				
	PORTABLE CHANGEABLE MESSAGE SIGN		12	12	130	12	130	12	12	12	332												332			
	MODULAR GLARE SHIELD				900	900	900	900			900													900		
	MOBILE SPEED NOTIFICATION SYSTEM		2	2	2	2	2	2	2	2	2														2	
	PORTABLE CONSTRUCTION LIGHTING				910		910				1820															1820
TOTALS:												2057.5	10	1812	208	112	43326	43326	16	16	2324	332	900	2	1820	

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.

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1A	STAGE 1B	STAGE 2A	STAGE 2B	STAGE 3A	STAGE 3B	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING		THERMOPLASTIC PAVEMENT MARKING
												TYPE II	6"		12"
												(WHITE/RED)	WHITE	YELLOW	WHITE
	LIN. FT. - EACH							LIN. FT.		LIN. FT.		EACH	LIN. FT.		
REMOVAL OF PERMANENT PAVEMENT MARKINGS			44453	430	2179	440		47502							
CONSTRUCTION PAVEMENT MARKINGS			132146	2837	175115	2765			312863						
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS				640	789	1045				2474					
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS			1533	189	1564						3286				
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)							1409					1409			
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)															
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")							106593						106593		
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")							91626							91626	
THERMOPLASTIC PAVEMENT MARKING WHITE (12")							3555								3555
TOTALS:								**47502**	**312863**	**2474**	**3286**	**1409**	**106593**	**91626**	**3555**

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.

ArchieWilliams 1/4/2023 10:47:50 AM
WORKSPACE: Archie.Williams
COMPUTER: CTXDOT0437\RIO076_08B_QTY_001.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
12-15-2022		6	ARK.	101076	163	186
1-3-2023				QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER

01 - 04 - 2023

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL						TEMPORARY EROSION CONTROL							
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	SOLID SODDING	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	SILT FENCE (E-11)	DROP INLET FILTER SOCK (12") (E-13)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	SQ.YD.	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	STAGE 1										1100	48	140	1127	71
ENTIRE	PROJECT	STAGE 2	25.00	50.00	25.00	2550.0	25.00									
ENTIRE	PROJECT	STAGE 3	25.00	50.00	25.00	2550.0	25.00									
ENTIRE	PROJECT	STAGE 4						275								
									8.00	8.00	163.2					
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			8.00	16.00	8.00	816.0	8.00					220	30	200	230	27
TOTALS:			**58.00**	**116.00**	**58.00**	**5916.0**	**58.00**	**275**	**8.00**	**8.00**	**163.2**	**1320**	**78**	**340**	**1357**	**98**

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
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
DROP INLET FILTER SOCK.....23 LIN. FT./LOCATION
NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

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

APPROACH SLABS

STATION	STATION	LOCATION	APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)
			CU.YD.	POUND	TON
62+37.48	62+73.98	C.L. I-55 L.M.L.	61.35	7345	34.00
62+82.52	63+19.02	C.L. I-55 R.M.L.	61.35	7345	34.00
258+34.45	258+70.95	C.L. I-55 L.M.L.	60.90	7295	34.00
258+80.84	259+17.34	C.L. I-55 R.M.L.	60.90	7295	34.00
260+57.93	260+94.43	C.L. I-55 L.M.L.	60.90	7295	34.00
261+04.32	261+40.82	C.L. I-55 R.M.L.	60.90	7295	34.00
TOTALS:			**366.30**	**43870**	**204.00**

NOTE: REFER TO BRIDGE DRAWING NO. 65899 FOR ADDITIONAL INFORMATION.

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

STATION	STATION	LOCATION	LENGTH	AVG. WIDTH	SQ. YD.
			FEET		
62+73.98	258+34.45	C.L. I-55 L.M.L	19561.00	38.00	82588.65
260+94.43	470+25.00	C.L. I-55 L.M.L	20930.57	38.00	88373.52
63+19.02	258+80.83	C.L. I-55 R.M.L.	19562.00	38.00	82594.31
261+40.82	476+00.00	C.L. I-55 R.M.L.	21459.00	38.00	90605.43
110+90.44	117+90.44	RAMP RA2 ACCEL. LANE	700.00	8.50	661.11
117+90.44	119+90.44	RAMP RA2 TAPER	200.00	4.00	88.89
234+76.15	241+76.15	HWY. 140 RAMP 4 ACCEL. LANE	700.00	8.50	661.11
232+76.15	234+76.15	HWY. 140 RAMP 4 TAPER	200.00	4.00	88.89
274+00.11	281+00.11	HWY. 140 RAMP 2 ACCEL. LANE	700.00	8.50	661.11
281+00.11	283+00.11	HWY. 140 RAMP 2 TAPER	200.00	4.00	88.89
92+84.48	100+83.61	RAMP RA1	799.13	27.35	2428.47
109+19.01	113+80.30	RAMP RA2	461.29	24.00	1230.11
241+75.94	244+75.94	HWY. 140 RAMP 4	300.00	25.00	833.33
245+15.98	247+65.98	HWY. 140 RAMP 1	250.00	25.00	694.44
269+45.71	272+45.71	HWY. 140 RAMP 3	300.00	25.00	833.33
271+10.35	274+10.35	HWY. 140 RAMP 2	300.00	25.00	833.33
TOTAL:					**353264.92**

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
58+25.81	61+44.56	C.L. I-55 LT. OF R.M.L.	250	1	1	
62+30.86	64+99.61	C.L. I-55 LT. OF L.M.L.	200	1	1	
62+55.44	65+74.19	C.L. I-55 RT. OF L.M.L.	250	1	1	
255+82.02	259+00.77	C.L. I-55 LT. OF R.M.L.	250	1	1	
256+53.50	259+22.25	C.L. I-55 RT. OF R.M.L.	200	1	1	
260+53.02	263+21.77	C.L. I-55 LT. OF L.M.L.	200	1	1	
260+74.49	263+93.24	C.L. I-55 RT. OF L.M.L.	250	1	1	
353+47.33	358+47.33	C.L. I-55 LT. OF R.M.L.	450		1	1
354+24.93	356+93.68	C.L. I-55 RT. OF R.M.L.	200	1	1	
356+24.64	361+24.64	C.L. I-55 RT. OF L.M.L.	450		1	1
358+07.09	360+75.84	C.L. I-55 LT. OF L.M.L.	200	1	1	
TOTALS:			**2900**	**9**	**11**	**2**

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE - REMOVE AND RECONSTRUCT	DITCH PAVING					* WRSF (POST REPAIR)
				LENGTH	WIDTH	CONCRETE DITCH PAVING (TYPE B)	SOLID SODDING	WATER	
			LIN. FT.	LIN. FT.		SQ. YD.		M. GAL.	
28+80.00	58+75.81	C.L. I-55 LT. OF R.M.L.	2996	2996	4	1332	1332	16.8	
63+12.63	256+32.02	C.L. I-55 LT. OF R.M.L.	19319	19319	4	8586	8586	108.2	
261+00.00	353+97.33	C.L. I-55 LT. OF R.M.L.	9297	9297	4	4132	4132	52.1	
357+97.33	500+18.10	C.L. I-55 LT. OF R.M.L.	14221	14221	4	6320	6320	79.6	
ENTIRE PROJECT									10
TOTALS:			**45833**			**20370**	**20370**	**256.7**	**10**

*NOTE: THIS ITEM SHOWN FOR INFORMATION ONLY

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	APPROACH SLABS	GUARDRAIL	WIRE ROPE SAFETY FENCE	SAFETY END SECTIONS
			EACH	LIN. FT.	LIN. FT.	EACH
241+00.00		C.L. I-55 R.M.L.				1
279+97.00		C.L. I-55 L.M.L.				1
284+94.00		C.L. I-55 L.M.L.				1
480+10.00		C.L. I-55 L.M.L.				1
58+76	61+45	C.L. I-55 LT. OF R.M.L.			270	
256+32	259+00	C.L. I-55 LT. OF R.M.L.			268	
62+37	62+74	C.L. I-55 LT. OF L.M.L.	1			
62+83	63+19	C.L. I-55 LT. OF R.M.L.	1			
258+34	258+71	C.L. I-55 LT. OF L.M.L.	1			
258+81	259+17	C.L. I-55 LT. OF R.M.L.	1			
260+58	260+94	C.L. I-55 LT. OF L.M.L.	1			
261+04	261+41	C.L. I-55 LT. OF R.M.L.	1			
58+25.81	61+44.56	C.L. I-55 LT. OF R.M.L.		250		
62+30.86	64+99.61	C.L. I-55 LT. OF L.M.L.		200		
62+55.44	65+74.19	C.L. I-55 RT. OF L.M.L.		250		
255+82.02	259+00.77	C.L. I-55 LT. OF R.M.L.		250		
256+53.50	259+22.25	C.L. I-55 RT. OF R.M.L.		200		
260+53.02	263+21.77	C.L. I-55 LT. OF L.M.L.		200		
260+74.49	263+93.24	C.L. I-55 RT. OF L.M.L.		250		
353+47.33	358+47.33	C.L. I-55 LT. OF R.M.L.		450		
354+24.93	356+93.68	C.L. I-55 RT. OF R.M.L.		200		
356+24.64	361+24.64	C.L. I-55 RT. OF L.M.L.		450		
358+07.09	360+75.84	C.L. I-55 LT. OF L.M.L.		200		
TOTALS:			**6**	**2900**	**538**	**4**

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.

RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT

STATION	STATION	LOCATION	LENGTH	AVG. WIDTH	SQ. YD.
			FEET		
76+73.98	231+76.15	C.L. I-55 L.ML.	15502.17	24.00	41339.12
77+19.02	110+90.44	C.L. I-55 R.M.L	3371.42	24.00	8990.45
110+90.44	120+90.44	C.L. I-55 R.M.L	1000.00	36.00	4000.00
120+90.44	244+80.83	C.L. I-55 R.M.L	12390.39	24.00	33041.04
231+76.15	241+76.15	C.L. I-55 L.ML.	1000.00	24.00	2666.67
241+76.15	244+34.45	C.L. I-55 L.ML.	258.30	24.00	688.80
274+94.43	352+00.00	C.L. I-55 L.ML.	7705.57	24.00	20548.19
363+00.00	456+25.00	C.L. I-55 L.ML.	9325.00	24.00	24866.67
274+00.11	284+00.11	C.L. I-55 R.M.L	1000.00	24.00	2666.67
284+00.11	352+00.00	C.L. I-55 R.M.L	6799.89	24.00	18133.04
363+00.00	462+00.00	C.L. I-55 R.M.L	9900.00	24.00	26400.00
TOTAL:					**183340.65**

Archis.Williams 1/4/2023 10:47:51 AM
WORKSPACE:J:\Archis.Williams\D100437\R100076.08B.OTY_001.dgn
CONFIGURATION:Default
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	164	186
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

STRUCTURES

STATION	STATION	DESCRIPTION	REINFORCED CONCRETE PIPE (CLASS III)	SAFETY END SECTIONS FOR R.C. PIPE	TEMPORARY CULVERTS		SOLID SODDING	WATER
			18"	18"	12"	18"		
			LIN. FT.	EACH	LIN. FT.		SQ.YD.	M.GAL.
30+40.00	32+58.00	C.L. I-55 RT. OF R.M.L. - HWY. 181 TEMP. RAMP 2B			218			
37+44.00	41+46.00	C.L. I-55 LT. OF L.M.L. - HWY. 181 TEMP. RAMP 3B			402			
50+29.00	55+25.00	C.L. I-55 MEDIAN CROSSOVER				496		
236+36.00	239+72.00	C.L. I-55 MEDIAN CROSSOVER - TEMP RAMP 4A				336		
239+94.00	243+14.00	C.L. I-55 MEDIAN CROSSOVER - TEMP RAMP 1A & 4B				320		
241+00.00		C.L. I-55 R.M.L.	4	1			12	0.15
243+21.50	245+05.50	C.L. I-55 MEDIAN CROSSOVER - TEMP RAMP 1B				184		
272+24.00	275+00.00	C.L. I-55 MEDIAN CROSSOVER- TEMP RAMP 2B & 3B				276		
275+40.00	279+24.00	C.L. I-55 MEDIAN CROSSOVER - TEMP RAMP 2A & 3A				384		
279+97.00		C.L. I-55 R.M.L.	4	1			12	0.15
284+94.00		C.L. I-55 R.M.L.	4	1			12	0.15
476+71.00	481+67.00	C.L. I-55 MEDIAN CROSSOVER				496		
480+10.00		C.L. I-55 L.M.L.	4	1			12	0.15
TOTALS:			**16**	**4**	**620**	**2492**	**48**	**0.60**

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

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
62+73.98	258+34.45	C.L. I-55 LT. OF L.M.L.	24300	80
260+94.43	470+25.00	C.L. I-55 LT. OF L.M.L.	25971	85
63+19.02	258+80.83	C.L. I-55 RT. OF R.M.L.	24302	80
261+40.82	476+00.00	C.L. I-55 RT. OF R.M.L.	26619	87
TOTALS:			**101192**	**332**

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
62+73.98	258+34.45	C.L. I-55 L.M.L. RT. SHLD.	19560.47
62+73.98	258+34.45	C.L. I-55 L.M.L. LT. SHLD.	19560.47
63+19.02	258+80.83	C.L. I-55 R.M.L. RT. SHLD.	19561.81
63+19.02	258+80.83	C.L. I-55 R.M.L. LT. SHLD.	19561.81
260+94.43	470+25.00	C.L. I-55 L.M.L. RT. SHLD.	20930.57
260+94.43	470+25.00	C.L. I-55 L.M.L. LT. SHLD.	20930.57
261+40.82	476+00.00	C.L. I-55 R.M.L. RT. SHLD.	21459.18
261+40.82	476+00.00	C.L. I-55 R.M.L. LT. SHLD.	21459.18
TOTAL:			**163024.06**

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

SOIL STABILIZATION

STATION	STATION	LOCATION / DESCRIPTION	SOIL STABILIZATION
			TON
ENTIRE	PROJECT	TO BE USED IF AND WHERE	1000
		DIRECTED BY THE ENGINEER	
TOTAL:			**1000**

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

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
ENTIRE	PROJECT	STAGE 1A-CROSSOVER CONSTRUCTION	580	14630
ENTIRE	PROJECT	STAGE 1B-CROSSOVER CONSTRUCTION	2220	4635
ENTIRE	PROJECT	STAGE 4A-CROSSOVER REMOVAL	11955	2220
ENTIRE	PROJECT	STAGE 4B-CROSSOVER REMOVAL	17715	580
352+00	363+00	STAGE 2A - HWY. 119 TRANSITION	400	
352+00	363+00	STAGE 3A - HWY. 119 TRANSITION	400	
ENTIRE	PROJECT	RAMP TRANSITIONS	2053	
ENTIRE	PROJECT	BRIDGE TRANSITIONS	8376	
TOTALS:			**43699**	**22065**

NOTE: EARTHWORK QUANTITIES SHALL BE PAID AS PLAN QUANTITY.

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	196	392
DIRECTED BY THE ENGINEER		
TOTALS:	**196**	**392**

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

BASE AND SURFACING - GUARDRAIL

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")				
				TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			FEET			TON	TON
MAIN LANES										
57+82.81	58+15.81	C.L. I-55 LT. OF R.M.L.	33.00	37.25	12.29	4.75	17.42	220.00	1.92	1.92
58+15.81	58+25.81	C.L. I-55 LT. OF R.M.L.	10.00	47.00	4.70	7.50	8.33	220.00	0.92	0.92
58+25.81	61+00.81	C.L. I-55 LT. OF R.M.L.	275.00	43.25	118.94	6.50	198.61	220.00	21.85	21.85
61+00.81	61+44.56	C.L. I-55 LT. OF R.M.L.	43.75	40.00	17.50	5.50	26.74	220.00	2.94	2.94
62+30.86	62+74.61	C.L. I-55 LT. OF L.M.L.	43.75	32.50	14.22	3.50	17.01	220.00	1.87	1.87
62+74.61	64+99.61	C.L. I-55 LT. OF L.M.L.	225.00	36.00	81.00	4.50	112.50	220.00	12.38	12.38
64+99.61	65+09.61	C.L. I-55 LT. OF L.M.L.	10.00	40.00	4.00	5.50	6.11	220.00	0.67	0.67
65+09.61	65+42.61	C.L. I-55 LT. OF L.M.L.	33.00	29.50	9.74	2.75	10.08	220.00	1.11	1.11
62+55.44	62+99.19	C.L. I-55 RT. OF L.M.L.	43.75	40.00	17.50	5.50	26.74	220.00	2.94	2.94
62+99.19	65+74.19	C.L. I-55 RT. OF L.M.L.	275.00	43.25	118.94	6.50	198.61	220.00	21.85	21.85
65+74.19	65+84.19	C.L. I-55 RT. OF L.M.L.	10.00	47.00	4.70	7.50	8.33	220.00	0.92	0.92
65+84.19	66+17.19	C.L. I-55 RT. OF L.M.L.	33.00	37.25	12.29	4.75	17.42	220.00	1.92	1.92
255+39.02	255+72.02	C.L. I-55 LT. OF R.M.L.	33.00	37.25	12.29	4.75	17.42	220.00	1.92	1.92
255+72.02	255+82.02	C.L. I-55 LT. OF R.M.L.	10.00	47.00	4.70	7.50	8.33	220.00	0.92	0.92
255+82.02	258+57.02	C.L. I-55 LT. OF R.M.L.	275.00	43.25	118.94	6.50	198.61	220.00	21.85	21.85
258+57.02	259+00.77	C.L. I-55 LT. OF R.M.L.	43.75	40.00	17.50	5.50	26.74	220.00	2.94	2.94
256+10.50	256+43.50	C.L. I-55 RT. OF R.M.L.	33.00	29.50	9.74	2.75	10.08	220.00	1.11	1.11
256+43.50	256+53.50	C.L. I-55 RT. OF R.M.L.	10.00	40.00	4.00	5.50	6.11	220.00	0.67	0.67
256+53.50	258+78.50	C.L. I-55 RT. OF R.M.L.	225.00	36.00	81.00	4.50	112.50	220.00	12.38	12.38
258+78.50	259+22.25	C.L. I-55 RT. OF R.M.L.	43.75	32.50	14.22	3.50	17.01	220.00	1.87	1.87
260+53.02	260+96.77	C.L. I-55 LT. OF L.M.L	43.75	32.50	14.22	3.50	17.01	220.00	1.87	1.87
260+96.77	263+21.77	C.L. I-55 LT. OF L.M.L	225.00	36.00	81.00	4.50	112.50	220.00	12.38	12.38
263+21.77	263+31.77	C.L. I-55 LT. OF L.M.L	10.00	40.00	4.00	5.50	6.11	220.00	0.67	0.67
263+31.77	263+64.77	C.L. I-55 LT. OF L.M.L	33.00	29.50	9.74	2.75	10.08	220.00	1.11	1.11
260+74.49	261+18.24	C.L. I-55 RT. OF L.M.L.	43.75	40.00	17.50	5.50	26.74	220.00	2.94	2.94
261+18.24	263+93.24	C.L. I-55 RT. OF L.M.L.	275.00	43.25	118.94	6.50	198.61	220.00	21.85	21.85
263+93.24	264+03.24	C.L. I-55 RT. OF L.M.L.	10.00	47.00	4.70	7.50	8.33	220.00	0.92	0.92
264+03.24	264+36.24	C.L. I-55 RT. OF L.M.L.	33.00	37.25	12.29	4.75	17.42	220.00	1.92	1.92
352+89.33	353+37.33	C.L. I-55 LT. OF R.M.L.	48.00	34.25	16.44	6.00	32.00	220.00	3.52	3.52
353+37.33	354+07.33	C.L. I-55 LT. OF R.M.L.	70.00	48.75	34.13	10.00	77.78	220.00	8.56	8.56
354+07.33	354+22.33	C.L. I-55 LT. OF R.M.L.	15.00	44.50	6.68	8.75	14.58	220.00	1.60	1.60
354+22.33	357+72.33	C.L. I-55 LT. OF R.M.L.	350.00	40.25	140.88	7.50	291.67	220.00	32.08	32.08
357+72.33	357+87.33	C.L. I-55 LT. OF R.M.L.	15.00	44.50	6.68	8.75	14.58	220.00	1.60	1.60
357+87.33	358+57.33	C.L. I-55 LT. OF R.M.L.	70.00	48.75	34.13	10.00	77.78	220.00	8.56	8.56
358+57.33	359+05.33	C.L. I-55 LT. OF R.M.L.	48.00	34.25	16.44	6.00	32.00	220.00	3.52	3.52
353+81.93	354+14.93	C.L. I-55 RT. OF R.M.L.	33.00	21.25	7.01	2.75	10.08	220.00	1.11	1.11
354+14.93	354+24.93	C.L. I-55 RT. OF R.M.L.	10.00	32.25	3.23	5.50	6.11	220.00	0.67	0.67
354+24.93	356+49.93	C.L. I-55 RT. OF R.M.L.	225.00	28.00	63.00	4.50	112.50	220.00	12.38	12.38
356+49.93	356+93.68	C.L. I-55 RT. OF R.M.L.	43.75	24.50	10.72	3.50	17.01	220.00	1.87	1.87
355+81.64	356+14.64	C.L. I-55 RT. OF L.M.L.	33.00	29.25	9.65	4.75	17.42	220.00	1.92	1.92
356+14.64	361+34.64	C.L. I-55 RT. OF L.M.L.	520.00	40.25	209.30	7.50	433.33	220.00	47.67	47.67
361+34.64	361+67.64	C.L. I-55 RT. OF L.M.L.	33.00	29.25	9.65	4.75	17.42	220.00	1.92	1.92
358+07.09	358+50.84	C.L. I-55 LT. OF L.M.L.	43.75	24.50	10.72	3.50	17.01	220.00	1.87	1.87
358+50.84	360+75.84	C.L. I-55 LT. OF L.M.L.	225.00	28.00	63.00	4.50	112.50	220.00	12.38	12.38
360+75.84	360+85.84	C.L. I-55 LT. OF L.M.L.	10.00	32.25	3.23	5.50	6.11	220.00	0.67	0.67
360+85.84	361+18.84	C.L. I-55 LT. OF L.M.L.	33.00	21.25	7.01	2.75	10.08	220.00	1.11	1.11
TOTALS:					**1592.50**		**2741.46**		**301.62**	**301.62**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% 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.

LandonMiller 12/6/2022 12:29:55 PM
WORKSPACE: ARDOT
CONNECTION: JMC:\mblow\&\d0100437\R0076_08B_QTY_001.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	165	186
		QUANTITIES				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

BASE AND SURFACING (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			TOTAL WID FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
MAIN LANES																													
62+73.98	76+73.98	C.L. I-55 L.M.L. - FULL DEPTH TRANSITION	1400.00	355.25	4973.50	116.02	18047.56	902.38				902.38	39.19	6096.22	935.00	2849.98	38.58	6001.33	660.00	1980.44	38.25	5950.00	220.00	654.50	38.00	5911.11	220.00	650.22	1304.72
76+73.98	231+76.15	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY	15502.17	30.50	4728.16	76.83	132336.86	6616.84	39.00	67176.07	11419.93	18036.77	39.00	67176.07	440.00	14778.74	38.58	66452.64	660.00	21929.37	38.25	65884.22	220.00	7247.26	38.00	65453.61	220.00	7199.90	14447.16
231+76.15	241+76.15	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY W/ FULL DEPTH ACCEL. LANE	1000.00	16.50	165.00	56.83	6314.44	315.72	29.00	3222.22	547.78	863.50	29.00	3222.22	440.00	708.89	28.58	3175.56	660.00	1047.93	28.25	3138.89	220.00	345.28	28.00	3111.11	220.00	342.22	687.50
241+76.15	244+34.45	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY	258.30	30.50	78.78	76.83	2205.02	110.25	39.00	1119.30	190.28	300.53	39.00	1119.30	440.00	246.25	38.58	1107.25	660.00	365.39	38.25	1097.78	220.00	120.76	38.00	1090.60	220.00	119.97	240.73
244+34.45	258+34.45	C.L. I-55 L.M.L. - FULL DEPTH TRANSITION	1400.00	355.25	4973.50	116.02	18047.56	902.38				902.38	39.19	6096.22	935.00	2849.98	38.58	6001.33	660.00	1980.44	38.25	5950.00	220.00	654.50	38.00	5911.11	220.00	650.22	1304.72
260+94.43	352+00.00	C.L. I-55 L.M.L. - FULL DEPTH TRANSITION	9105.57	355.25	32347.54	116.02	117380.91	5869.05				5869.05	39.19	39649.70	935.00	18536.23	38.58	39032.54	660.00	12880.74	38.25	38698.67	220.00	4256.85	38.00	38445.74	220.00	4229.03	8485.88
352+00.00	363+00.00	C.L. I-55 R.M.L. - FULL DEPTH	1100.00	355.25	3907.75	116.02	14180.22	709.01				709.01	39.19	4789.89	935.00	2239.27	38.58	4715.33	660.00	1556.06	38.25	4675.00	220.00	514.25	38.00	4644.44	220.00	510.89	1025.14
363+00.00	458+25.00	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY	9525.00	30.50	2905.13	76.83	81311.75	4065.59	39.00	41275.00	7016.75	11082.34	39.00	41275.00	440.00	9080.50	38.58	40830.50	660.00	13474.07	38.25	40481.25	220.00	4452.94	38.00	40216.67	220.00	4423.83	8876.77
458+25.00	470+25.00	C.L. I-55 L.M.L. - FULL DEPTH TRANSITION	1200.00	355.25	4263.00	116.02	15469.33	773.47				773.47	39.19	5225.33	935.00	2442.84	38.58	5144.00	660.00	1697.52	38.25	5100.00	220.00	561.00	38.00	5066.67	220.00	557.33	1118.33
63+19.02	77+19.02	C.L. I-55 R.M.L. - FULL DEPTH TRANSITION	1400.00	355.25	4973.50	116.02	18047.56	902.38				902.38	39.19	6096.22	935.00	2849.98	38.58	6001.33	660.00	1980.44	38.25	5950.00	220.00	654.50	38.00	5911.11	220.00	650.22	1304.72
77+19.02	110+90.44	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	3371.42	30.50	1028.28	76.83	28780.69	1439.03	39.00	14609.49	2483.61	3922.64	39.00	14609.49	440.00	3214.09	38.58	14452.15	660.00	4769.21	38.25	14328.54	220.00	1576.14	38.00	14234.88	220.00	1565.84	3141.98
110+90.44	120+90.44	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY W/ ACCEL. LANE	1000.00	30.50	305.00	92.83	10314.44	515.72	47.00	5222.22	887.78	1403.50	47.00	5222.22	440.00	1148.89	46.58	5175.56	660.00	1707.93	46.25	5138.89	220.00	565.28	46.00	5111.11	220.00	562.22	1127.50
120+90.44	244+80.83	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	12390.39	30.50	3779.07	76.83	105772.63	5288.63	39.00	53691.69	9127.59	14416.22	39.00	53691.69	440.00	11812.17	38.58	53113.47	660.00	17527.45	38.25	52659.16	220.00	5792.51	38.00	52314.98	220.00	5754.65	11547.16
244+80.83	258+80.83	C.L. I-55 R.M.L. - FULL DEPTH TRANSITION	1400.00	355.25	4973.50	116.02	18047.56	902.38				902.38	39.19	6096.22	935.00	2849.98	38.58	6001.33	660.00	1980.44	38.25	5950.00	220.00	654.50	38.00	5911.11	220.00	650.22	1304.72
261+40.82	274+00.11	C.L. I-55 R.M.L. - FULL DEPTH TRANSITION	1259.29	355.25	4473.63	116.02	16233.65	811.68				811.68	39.19	5483.51	935.00	2563.54	38.58	5398.16	660.00	1781.39	38.25	5351.98	220.00	588.72	38.00	5317.00	220.00	584.87	1173.59
274+00.11	284+00.11	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY W/ FULL DEPTH ACCEL. LANE	1000.00	16.50	165.00	56.83	6314.44	315.72	29.00	3222.22	547.78	863.50	29.00	3222.22	440.00	708.89	28.58	3175.56	660.00	1047.93	28.25	3138.89	220.00	345.28	28.00	3111.11	220.00	342.22	687.50
284+00.11	352+00.00	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	6799.89	30.50	2073.97	76.83	58048.39	2902.42	39.00	29466.19	5009.25	7911.67	39.00	29466.19	440.00	6482.56	38.58	29148.86	660.00	9619.12	38.25	28899.53	220.00	3178.95	38.00	28710.65	220.00	3158.17	6337.12
352+00.00	363+00.00	C.L. I-55 R.M.L. - FULL DEPTH	1100.00	355.25	3907.75	116.02	14180.22	709.01				709.01	39.19	4789.89	935.00	2239.27	38.58	4715.33	660.00	1556.06	38.25	4675.00	220.00	514.25	38.00	4644.44	220.00	510.89	1025.14
363+00.00	476+00.00	C.L. I-55 R.M.L. - FULL DEPTH TRANSITION	11300.00	355.25	40143.25	116.02	145669.56	7283.48				7283.48	39.19	49205.22	935.00	23003.44	38.58	48439.33	660.00	15984.98	38.25	48025.00	220.00	5282.75	38.00	47711.11	220.00	5248.22	10530.97
ACCELERATION LANES, TAPERS & TRANSITIONS																													
92+83.51	99+58.00	C.L. I-55 - RAMP RA1 TAPER - OVERLAY	674.49			VAR.	3061.47	153.07				153.07	VAR.	1030.38	440.00	226.68	VAR.	1019.45	660.00	336.42	VAR.	1011.64	220.00	111.28	VAR.	1002.27	220.00	110.25	221.53
231+76.15	234+76.15	C.L. I-55 - HWY. 141 RAMP 4 TAPER - FULL DEPTH	300.00	158.00	474.00	VAR.	866.67	43.33				43.33	VAR.	219.33	935.00	102.54	VAR.	209.67	660.00	69.19	VAR.	437.67	220.00	48.14	VAR.	433.33	220.00	47.67	95.81
234+76.15	241+76.15	C.L. I-55 - HWY. 141 RAMP 4 ACCEL. LANE - FULL DEPTH	700.00	182.00	1274.00	44.02	3423.78	171.19				171.19	13.19	1025.89	935.00	479.60	12.58	978.44	660.00	322.89	18.25	1419.44	220.00	156.14	18.00	1400.00	220.00	154.00	310.14
270+73.10	276+04.67	C.L. I-55 - HWY. 141 RAMP 3 TAPER - OVERLAY	531.57			VAR.	1971.03	98.55				98.55	VAR.	664.80	440.00	146.26	VAR.	656.19	660.00	216.54	VAR.	650.04	220.00	71.50	VAR.	642.65	220.00	70.69	142.19
242+37.41	246+97.44	C.L. I-55 - HWY. 141 RAMP 1 TAPER - OVERLAY	460.03			VAR.	1706.16	85.31				85.31	VAR.	575.46	440.00	126.60	VAR.	568.01	660.00	187.44	VAR.	562.69	220.00	61.90	VAR.	556.30	220.00	61.19	123.09
274+00.11	281+00.11	C.L. I-55 - HWY. 141 RAMP 2 ACCEL. LANE - FULL DEPTH	700.00	182.00	1274.00	43.90	3414.44	170.72				170.72	13.19	1025.89	935.00	479.60	12.58	978.44	660.00	322.89	18.13	1410.11	220.00	155.11	18.00	1400.00	220.00	154.00	309.11
281+00.11	284+00.11	C.L. I-55 - HWY. 141 RAMP 2 TAPER - FULL DEPTH	300.00	158.00	474.00	VAR.	866.67	43.33				43.33	VAR.	219.33	935.00	102.54	VAR.	209.67	660.00	69.19	VAR.	437.67	220.00	48.14	VAR.	433.33	220.00	47.67	95.81
ADDITIONAL FOR LEVELING																													
76+73.98	231+76.15	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY	15502.17						39.00	67176.07	11419.93	11419.93	39.00	67176.07	160.00	5374.09													
231+76.15	241+76.15	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY	1000.00						28.50	3166.67	538.33	538.33	28.50	3166.67	160.00	253.33													
241+76.15	244+34.45	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY	258.30						39.00	1119.30	190.28	190.28	39.00	1119.30	160.00	89.54													
271+94.43	352+00.00	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY	8005.57						39.00	34690.80	5897.44	5897.44	39.00	34690.80	160.00	2775.26													
363+00.00	456+25.00	C.L. I-55 L.M.L. - RUBBLIZE & OVERLAY	9325.00						39.00	40408.33	6869.42	6869.42	39.00	40408.33	160.00	3232.67													
77+19.02	110+90.44	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	3371.42						39.00	14609.49	2483.61	2483.61	39.00	14609.49	160.00	1168.76													
110+90.44	120+90.44	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	1000.00						47.00	5222.22	887.78	887.78	47.00	5222.22	160.00	417.78													
120+90.44	244+80.83	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	12390.39						39.00	53691.69	9127.59	9127.59	39.00	53691.69	160.00	4295.34													
274+00.11	284+00.11	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	1000.00						28.50	3166.67	538.33	538.33	28.50	3166.67	160.00	253.33													
284+00.11	352+00.00	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	6799.89						39.00	29466.19	5009.25	5009.25	39.00	29466.19	160.00	2357.30													
363+00.00	462+00.00	C.L. I-55 R.M.L. - RUBBLIZE & OVERLAY	9900.00						39.00	42900.00	7293.00	7293.00	39.00	42900.00	160.00	3432.00													
92+24.12	99+58.00	C.L. I-55 R.M.L. - EXIT LANE TAPER & RETURN - OVERLAY	733.88						VAR.	1002.24	170.38	170.38	VAR.	1002.24	160.00	80.18													
241+14.06	246+98.66	C.L. I-55 R.M.L. - EXIT LANE TAPER & RETURN - OVERLAY	584.60						VAR.	556.30	94.57	94.57	VAR.	556.30	160.00	44.50													
270+73.10	276+61.57	C.L. I-55 L.M.L. - EXIT LANE TAPER & RETURN - OVERLAY	588.47						VAR.	642.72	109.26	109.26	VAR.	642.72	160.00	51.42													
RAMP TRANSITIONS																													
97+83.61	100+83.61	C.L. RAMP RA1 RAMP TRANSITION	300.00	292.75	878.25	VAR.	4566.66	228.33				228.33	VAR.	1538.89	935.00	719.43	VAR.	1519.44	660.00	501.42	VAR.	1508.33	220.00	165.92	VAR.	1500.00	220.00	165.00	330.92
109+19.01	112+19.01	C.L. RAMP RA2 RAMP TRANSITION	300.00	261.75	785.25	VAR.	3766.67	188.33				188.33	VAR.	1272.22	935.00	594.76	VAR.	1252.78	660.00	413.42	VAR.	1241.67	220.00	136.58	VAR.	1233.33	220.00	135.67	272.25
241+75.94	244+75.94	C.L. HWY. 140 RAMP 4 RAMP TRANSITION	300.00	215.00	645.00	VAR.	2349.66	117.48				117.48	VAR.	799.89	935.00	373.95	VAR.	780.44	660.00	257.55	VAR.	769.33	220.00	84.63	VAR.	761.00	220.00	83.71	168.34
245+15.98	247+65.98	C.L. HWY. 140 RAMP 1 RAMP TRANSITION	250.00	215.00	537.50	77.02	2139.44	106.97				106.97	26.19	727.50	935.00	340.11	25.58	710.56	660.00	234.48	25.25	701.39	220.00	77.15	25.00	694.44	220.00	76.39	153.54
269+45.71	272+45.71	C.L. HWY. 140 RAMP 3 RAMP TRANSITION	300.00	215.00	645.00	77.02	2567.33	128.37				128.37	26.19	873.00	935.00	408.13	25.58	852.67	660.00	281.38	25.25	841.67	220.00	92.58	25.00	833.33	220.00	91.67	184.25
271+10.35	274+10.35	C.L. HWY. 140 RAMP 2 RAMP TRANSITION	300.00	215.00	645.00	VAR.	2357.67	117.88				117.88	VAR.	802.56	935.00	375.20	VAR.	783.11	660.00	258.43	VAR.	772.00	220.00	84.92	VAR.	763.67	220.00	84.00	168.92
SUBTOTALS (BOX 1 OF 2):					**131797.31**		**859760.44**	**42988.00**		**516823.09**	**87859.92**	**130847.92**		**661126.65**		**138906.39**		**358600.43**		**118338.15**		**356856.45**		**39254.21**		**354482.21**		**38993.04**	**78247.25**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% 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.

LandonMiller 12/6/2022 12:29:57 PM
WORKSPACE1.ARD01
C:\USERS\LMILLER\ONEDRIVE - ARKANSAS DEPARTMENT OF TRANSPORTATION\DESKTOP\WORK\0437\R000076_088_QTY_001.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	166	186
		QUANTITIES				

STATE OF ARKANSAS
LICENSED
PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

BASE AND SURFACING (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			TOTAL WID FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
TEMPORARY CROSSOVERS AND RAMPS																												
10+00.00	12+20.99	C.L. HWY. 181 TEMP. RAMP 2B - STAGE 1A CONSTRUCTION	220.99			39.71	975.06	48.75				48.75	16.46	404.17	495.00	100.03	12.96	318.23	660.00	105.02	10.29	203.56	220.00	22.39	8.29	203.56	220.00	22.39	44.78
12+20.99	16+26.57	C.L. HWY. 181 TEMP. RAMP 2B - STAGE 1A CONSTRUCTION	405.58			89.84	4048.59	202.43				202.43	33.17	1494.79	495.00	369.96	29.67	1337.06	660.00	441.23	27.00	1126.61	220.00	123.93	25.00	1126.61	220.00	123.93	247.86
16+26.57	17+32.99	C.L. HWY. 181 TEMP. RAMP 2B - STAGE 1A CONSTRUCTION	106.42			65.63	776.04	38.80				38.80	25.10	296.79	495.00	73.46	21.60	255.41	660.00	84.29	18.93	276.64	220.00	30.43	16.93	200.19	220.00	22.02	52.45
33+52.80	41+52.83	C.L. I-55 TEMP. RAMP 2B - STAGE 1A CONSTRUCTION	800.03			19.41	1725.40	86.27				86.27	8.08	718.25	495.00	177.77	6.33	562.69	660.00	185.69	5.00	298.68	220.00	32.85	4.00	355.57	220.00	39.11	71.96
10+00.00	12+73.24	C.L. HWY. 181 TEMP. RAMP 3B - STAGE 1A CONSTRUCTION	273.24			41.54	1261.15	63.06				63.06	17.07	518.25	495.00	128.27	13.57	411.99	660.00	135.96	10.90	270.20	220.00	29.72	8.90	270.20	220.00	29.72	59.44
12+73.24	16+89.44	C.L. HWY. 181 TEMP. RAMP 3B - STAGE 1A CONSTRUCTION	416.20			89.84	4154.60	207.73				207.73	33.17	1533.93	495.00	379.65	29.67	1372.07	660.00	452.78	27.00	1156.11	220.00	127.17	25.00	1156.11	220.00	127.17	254.34
16+89.44	19+44.82	C.L. HWY. 181 TEMP. RAMP 3B - STAGE 1A CONSTRUCTION	255.38			46.49	1319.18	65.96				65.96	18.72	531.19	495.00	131.47	15.22	431.88	660.00	142.52	12.55	299.36	220.00	32.93	10.55	299.36	220.00	32.93	65.86
20+00.00	23+77.86	C.L. I-55 CROSSOVER 1A - STAGE 1B CONSTRUCTION	377.86			41.07	1724.30	86.22				86.22	17.80	747.32	935.00	349.37	12.97	544.54	660.00	179.70	10.30	389.72	220.00	42.87	8.30	348.47	220.00	38.33	81.20
23+77.86	25+48.30	C.L. I-55 CROSSOVER 1A - STAGE 1B CONSTRUCTION	170.44			91.17	1726.56	86.33				86.33	34.50	653.35	935.00	305.44	29.67	561.88	660.00	185.42	27.00	432.17	220.00	47.54	25.00	473.44	220.00	52.08	99.62
25+48.30	28+94.70	C.L. I-55 CROSSOVER 1A - STAGE 1B CONSTRUCTION	346.40			54.90	2113.04	105.65				105.65	22.41	862.54	935.00	403.24	17.58	676.63	660.00	223.29	14.91	496.89	220.00	54.66	12.91	496.89	220.00	54.66	109.32
20+00.00	24+67.79	C.L. I-55 CROSSOVER 1B - STAGE 1B CONSTRUCTION	467.79			43.47	2259.43	112.97				112.97	18.60	966.77	935.00	451.96	13.77	715.72	660.00	236.19	11.10	473.21	220.00	52.05	9.10	472.99	220.00	52.03	104.08
24+71.40	28+94.70	C.L. I-55 CROSSOVER 1B - STAGE 1B CONSTRUCTION	423.30			53.40	2511.58	125.58				125.58	21.91	1030.50	935.00	481.76	17.08	803.33	660.00	265.10	14.41	584.05	220.00	64.25	12.41	583.68	220.00	64.20	128.45
227+13.13	237+13.13	C.L. I-55 TEMP. RAMP 4A - STAGE 1B CONSTRUCTION	1000.00			49.41	5490.00	274.50				274.50	18.08	2008.89	495.00	497.20	16.33	1814.44	660.00	598.77	15.00	1400.00	220.00	154.00	14.00	1555.56	220.00	171.11	325.11
30+82.66	33+74.92	C.L. HWY. 140 TEMP. RAMP 4A - STAGE 1B CONSTRUCTION	292.26			75.32	2445.89	122.29				122.29	28.33	919.97	495.00	227.69	24.83	806.31	660.00	266.08	22.16	110.12	220.00	12.11	20.16	654.66	220.00	72.01	84.12
237+57.09	241+08.30	C.L. I-55 TEMP. RAMP 4B - STAGE 1B CONSTRUCTION	351.21			51.44	2007.36	100.37				100.37	20.37	794.91	495.00	196.74	16.87	658.32	660.00	217.25	14.20	512.77	220.00	56.40	12.20	476.08	220.00	52.37	108.77
40+82.81	41+26.09	C.L. HWY. 140 TEMP. RAMP 4B - STAGE 1B CONSTRUCTION	43.28			83.33	400.72	20.04				20.04	31.00	149.08	495.00	36.90	27.50	132.24	660.00	43.64	24.83	109.77	220.00	12.07	22.83	109.79	220.00	12.08	24.15
41+26.09	42+70.91	C.L. HWY. 140 TEMP. RAMP 4B - STAGE 1B CONSTRUCTION	144.82			89.84	1445.63	72.28				72.28	33.17	533.74	495.00	132.10	29.67	477.42	660.00	157.55	27.00	402.28	220.00	44.25	25.00	402.28	220.00	44.25	88.50
42+70.91	43+59.52	C.L. HWY. 140 TEMP. RAMP 4B - STAGE 1B CONSTRUCTION	88.61			54.44	535.99	26.80				26.80	21.37	210.40	495.00	52.07	17.87	175.94	660.00	58.06	15.20	129.96	220.00	14.30	13.20	129.96	220.00	14.30	28.60
44+04.09	47+21.43	C.L. HWY. 140 TEMP. RAMP 4B - STAGE 1A CONSTRUCTION	317.34			43.37	1529.23	76.46				76.46	17.68	623.40	495.00	154.29	14.18	499.99	660.00	165.00	11.51	335.32	220.00	36.89	9.51	335.32	220.00	36.89	73.78
30+69.91	32+94.16	C.L. HWY. 140 TEMP. RAMP 1A - STAGE 1B CONSTRUCTION	224.25			58.82	1465.60	73.28				73.28	22.83	568.85	495.00	140.79	19.33	481.64	660.00	158.94	16.66	365.28	220.00	40.18	14.66	365.28	220.00	40.18	80.36
32+99.31	34+03.83	C.L. HWY. 140 TEMP. RAMP 1A - STAGE 1B CONSTRUCTION	104.52			39.98	464.30	23.22				23.22	16.55	192.20	495.00	47.57	13.05	151.55	660.00	50.01	10.38	97.32	220.00	10.71	8.38	97.32	220.00	10.71	21.42
40+00.00	41+56.24	C.L. HWY. 140 TEMP. RAMP 1B - STAGE 1B CONSTRUCTION	156.24			35.81	621.66	31.08				31.08	15.16	263.18	495.00	65.14	11.66	202.42	660.00	66.80	8.99	121.35	220.00	13.35	6.99	121.35	220.00	13.35	26.70
41+81.52	44+04.57	C.L. HWY. 140 TEMP. RAMP 1B - STAGE 1B CONSTRUCTION	223.05			66.41	1645.86	82.29				82.29	25.36	628.51	495.00	155.56	21.86	541.76	660.00	178.78	19.19	426.03	220.00	46.86	17.19	426.03	220.00	46.86	93.72
44+68.71	48+01.38	C.L. HWY. 140 TEMP. RAMP 1B - STAGE 1A CONSTRUCTION	332.67			60.59	2239.61	111.98				111.98	23.42	865.68	495.00	214.26	19.92	736.31	660.00	242.98	17.25	563.69	220.00	62.01	15.25	563.69	220.00	62.01	124.02
50+00.00	53+44.57	C.L. HWY. 140 TEMP. RAMP 3B - STAGE 1A CONSTRUCTION	344.57			50.04	1915.81	95.79				95.79	19.46	745.04	495.00	184.40	17.29	661.96	660.00	218.45	13.29	432.24	220.00	47.55	11.29	432.24	220.00	47.55	95.10
53+89.88	55+28.66	C.L. HWY. 140 TEMP. RAMP 3B - STAGE 1B CONSTRUCTION	138.78			57.09	880.33	44.02				44.02	21.81	336.31	495.00	83.24	19.64	302.85	660.00	99.94	15.64	210.33	220.00	23.14	13.64	210.33	220.00	23.14	46.28
55+34.00	57+86.10	C.L. HWY. 140 TEMP. RAMP 3B - STAGE 1B CONSTRUCTION	252.10			47.77	1338.09	66.90				66.90	19.37	542.58	495.00	134.29	15.20	425.77	660.00	140.50	13.20	313.82	220.00	34.52	11.20	313.72	220.00	34.51	69.03
50+00.00	53+01.38	C.L. HWY. 140 TEMP. RAMP 2B - STAGE 1A CONSTRUCTION	301.38			41.44	1387.69	69.38				69.38	17.26	577.98	495.00	143.05	13.09	438.34	660.00	144.65	11.09	304.39	220.00	33.48	9.09	304.39	220.00	33.48	66.96
53+45.41	54+34.02	C.L. HWY. 140 TEMP. RAMP 2B - STAGE 1B CONSTRUCTION	88.61			53.77	529.40	26.47				26.47	21.37	210.40	495.00	52.07	17.20	169.34	660.00	55.88	15.20	129.96	220.00	14.30	13.20	129.96	220.00	14.30	28.60
54+34.02	55+78.84	C.L. HWY. 140 TEMP. RAMP 2B - STAGE 1B CONSTRUCTION	144.82			91.17	1467.03	73.35				73.35	33.17	533.74	495.00	132.10	31.00	498.82	660.00	164.61	27.00	402.28	220.00	44.25	25.00	402.28	220.00	44.25	88.50
55+78.84	56+22.27	C.L. HWY. 140 TEMP. RAMP 2B - STAGE 1B CONSTRUCTION	43.43			70.03	337.93	16.90				16.90	26.79	129.28	495.00	32.00	22.62	109.15	660.00	36.02	20.62	110.12	220.00	12.11	18.62	89.85	220.00	9.88	21.99
274+72.78	278+02.30	C.L. I-55 TEMP. RAMP 2B - STAGE 1B CONSTRUCTION	329.52			50.80	1859.96	93.00				93.00	20.38	746.18	495.00	184.68	16.21	593.50	660.00	195.86	14.21	478.90	220.00	52.68	12.21	447.05	220.00	49.18	101.86
62+18.67	63+38.42	C.L. HWY. 140 TEMP. RAMP 3A - STAGE 1B CONSTRUCTION	119.75			43.42	577.73	28.89				28.89	17.92	238.44	495.00	59.01	13.75	182.95	660.00	60.37	11.75	133.45	220.00	14.68	9.75	129.73	220.00	14.27	28.95
63+43.76	65+75.20	C.L. HWY. 140 TEMP. RAMP 3A - STAGE 1B CONSTRUCTION	231.44			44.74	1150.51	57.53				57.53	18.36	472.14	495.00	116.85	14.19	364.90	660.00	120.42	12.19	262.04	220.00	28.82	10.19	262.04	220.00	28.82	57.64
62+29.57	63+27.29	C.L. HWY. 140 TEMP. RAMP 2A - STAGE 1B CONSTRUCTION	97.72			51.91	563.63	28.18				28.18	20.75	225.30	495.00	55.76	16.58	180.02	660.00	59.41	14.58	136.59	220.00	15.02	12.58	136.59	220.00	15.02	30.04
63+27.29	64+72.11	C.L. HWY. 140 TEMP. RAMP 2A - STAGE 1B CONSTRUCTION	144.82			91.17	1467.03	73.35				73.35	33.17	533.74	495.00	132.10	31.00	498.82	660.00	164.61	27.00	402.25	220.00	44.25	25.00	402.28	220.00	44.25	88.50
64+72.11	65+15.53	C.L. HWY. 140 TEMP. RAMP 2A - STAGE 1B CONSTRUCTION	43.42			81.49	393.14	19.66				19.66	30.61	147.68	495.00	36.55	26.44	127.56	660.00	42.09	24.44	110.12	220.00	12.11	22.44	108.26	220.00	11.91	24.02
278+46.27	288+46.27	C.L. I-55 TEMP. RAMP 2A - STAGE 1B CONSTRUCTION	1000.00			49.41	5490.00	274.50				274.50	18.08	2008.89	495.00	497.20	16.33	1814.44	660.00	598.77	15.00	1400.00	220.00	154.00	14.00	1555.56	220.00	171.11	325.11
70+00.00	73+46.26	C.L. CROSSOVER 2A - STAGE 1B CONSTRUCTION	346.26			46.74	1798.24	89.91				89.91	20.47	787.55	935.00	368.18	13.30	511.70	660.00	168.86	12.97	422.05	220.00	46.43	10.97	422.05	220.00	46.43	92.86
73+46.26	75+32.16	C.L. CROSSOVER 2A - STAGE 1B CONSTRUCTION	185.90			88.83	1834.83	91.74				91.74	34.50	712.62	935.00	333.15	27.33	564.52	660.00	186.29	27.00	516.39	220.00	56.80	25.00	516.39	220.00	56.80	113.60
75+32.16	78+94.70	C.L. CROSSOVER 2A - STAGE 1B CONSTRUCTION	362.54			42.69	1719.65	85.98				85.98	19.12	770.20	935.00	360.07	11.95	481.37	660.00	158.85	11.62	387.51	220.00	42.63	9.62	387.51	220.00	42.63	85.26
70+00.00	74+40.02	C.L. CROSSOVER 2B - STAGE 1B CONSTRUCTION	440.02			47.97	2345.31	117.27				117.27	20.88	1020.85	935.00	477.25	13.71	670.30	660.00	221.20	13.38	546.37	220.00	60.10	11.38	556.38	220.00	61.20	121.30
74+43.43	78+94.70	C.L. CROSSOVER 2B - STAGE 1B CONSTRUCTION	451.27			44.28	2220.25	111.01				111.01	19.65	985.27	935.00	460.61	12.48	625.76	660.00	206.50	12.15	519.18	220.00	57.11	10.15	508.93	220.00	55.98	113.09
ADDITIONAL FOR LEVELING																												
227+13.13	249+44.00	C.L. I-55 - HWY. 140 TEMP. RAMP 1 & TEMP. RAMP 4	VAR.			VAR.	4572.73	228.64				228.64									VAR.	4572.73	440.00	1006.00					1006.00
268+22.00	288+46.27	C.L. I-55 - HWY. 140 TEMP. RAMP 2 & TEMP. RAMP 3	VAR.			VAR.	4827.27	241.36				241.36									VAR.	4827.27	440.00	1062.00					1062.00
SUBTOTALS (BOX 1 OF 2):					**131797,31**		**859760,44**	**42988,00**			**516823,09**	**87859,92**	**130847,92**		**661126,65**		**138906,39**		**358600,43**		**118338,15**		**356856,45**		**39254,21**		**354482,21**		**38993,04**	**78247,25**
SUBTOTALS (BOX 2 OF 2):							**83563,34**	**4178,17**					**4178,17**		**29240,85**		**9115,25**		**23891,84**		**7884,33**		**27199,08**		**4025,90**		**18539,93**		**2039,40**	**6065,30**
TOTALS:					**131797,31**		**943323,78**	**47166,17**			**516823,09**	**87859,92**	**135026,09**		**690367,50**		**148021,64**		**382492,27**		**126222,48**		**384055,53**		**43280,11**		**373022,14**		**41032,44**	**84312,55**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.8% MIN. AGGR.....4.2% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% 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.

LandonMiller 12/6/2022 12:29:59 PM
WORKSPACE: ARD01
C:\USERS\DJW\pw\16\d0000437\R0I0076_08B_QTY_001.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
1/3/2023		6	ARK.	101076	167	186
		DISTRICT 10 BRIDGES - QUANTITIES - 65898				

SCHEDULE OF BRIDGE QUANTITIES - JOB. NO. 101076

DISTRICT	SITE NO.	COUNTY	ROUTE	SECTION	BEGIN STATION	END STATION	BRIDGE NO.	SP & 509 JOINT REHABILITATION (TYPE A)	SS & 804 REINFORCING STEEL-BRIDGE (GRADE 60)	SS & 804 EPOXY COATED REINFORCING STEEL (GRADE 60)	SS & 809 SILICONE JOINT SEALANT	SP JOB 101076 BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	SP JOB 101076 POLYMER OVERLAY	SP JOB 101076 SPALL REPAIR	SP JOB 101076 SURFACE PATCHING
								LIN. FT.	POUND	POUND	LIN. FT.	SQ. FT.	SQ. YD.	SQ. FT.	SQ. FT.
10	1	MISSISSIPPI	I-55	12	61+17.48	62+37.48	A3288 ①②	231	210			240.0	533.4	25	10
	2	MISSISSIPPI	I-55	12	61+62.52	62+82.52	B3288 ①②	231	210			240.0	533.4	25	10
	3	MISSISSIPPI	I-55	12	258+70.95	260+57.93	A3289 ①③⑥			320	196 ⑤	369.3	820.5	65	35
	4	MISSISSIPPI	I-55	12	259+17.33	261+04.32	B3289 ①③			320	196 ⑤	369.3	820.5	20	10
TOTALS FOR JOB 101076								462	420 ④	640 ④	392	1,218.6 ④	2,707.8	135 ④	65 ④

REFERENCE TABLE

BRIDGE NO.	EXISTING DWG. NO(S).
A3288	10415, 2018, & 2091
B3288	10415, 2018, & 2091
A3289	28102, 2018, 53769, & 53770
B3289	28102, 2018, 53769, & 53770

①EXISTING BRIDGE DECK HAS NO ASPHALT OVERLAY.

②EXISTING APPROACH SLAB AT NORTH END OF BRIDGE SHALL BE REMOVED, DISPOSED OF, AND REPLACED. APPROACH GUTTERS SHALL BE RETAINED. SEE DWG. NO. 65899 AND ROADWAY PLANS FOR ADDITIONAL INFORMATION.

③EXISTING APPROACH SLABS AT BOTH BRIDGE ENDS SHALL BE REMOVED, DISPOSED OF, AND REPLACED. APPROACH GUTTERS SHALL BE RETAINED. SEE DWG. NO. 65899 AND ROADWAY PLANS FOR ADDITIONAL INFORMATION.

④QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.

⑤EXISTING BRIDGE HAS FILLED JOINTS TO BE REMOVED AND REPLACED WITH POURED SILICONE JOINTS.

⚠1 ⑥REPAIR APPROXIMATELY 4' OF MISSING JOINT ARMOR AT BENT 3. USE DETAILS SHOWN ON STD. DWG. NO. 55065. JOINT ARMOR REPAIR WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "BRIDGE DECK REPAIR FOR POLYMER OVERLAYS".

⚠1 ADDED NOTE 6 FOR JOINT ARMOR REPAIR AT BRIDGE A3289.
REVISED BY: ERBB DATE: 1/3/2023
CHECKED BY: MKL DATE: 1/3/2023

STATE OF ARKANSAS LICENSED PROFESSIONAL ENGINEER No.20113 ETHAN R. B. BAKER
1-4-23
BRIDGE ENGINEER
PRINT DATE: 1/4/2023

SCHEDULE OF BRIDGE QUANTITIES
HWY. 181 - HWY. 158 (S)
ROUTE I-55 SECTION 12
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: MKL DATE: 07/2022 FILENAME: B101076_Q1.DGN
CHECKED BY: ERBB DATE: 08/2022 SCALE: NONE
DESIGNED BY: MKL DATE: 07/2022

BRIDGE NO. DISTRICT 10 BRIDGES DRAWING NO. 65898

Ethan.Baker 1/4/2023 2:56:06 PM
WORKSPACE: Ethan.Baker
c:\users\ethan.baker\appdata\local\bentley\projectwise\workingdir\mb-us-pw.bentley.com_mb-us-pw-06\ethan.baker@mbakerintl.com\d0100428\B101076_Q1.dgn
REVISED DATE:

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF SAFETY END SECTIONS	4	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT	353265	SQ. YD.
202	REMOVAL AND DISPOSAL OF APPROACH SLABS	6	EACH
SP & 202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE	538	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	2900	LIN. FT.
SP, SS, & 210	UNCLASSIFIED EXCAVATION	43699	CU. YD.
SP & 210	COMPACTED EMBANKMENT	22065	CU. YD.
SP & 210	SOIL STABILIZATION	1000	TON
SP, SS, & 303	AGGREGATE BASE COURSE (CLASS 7)	133594	TON
SS & 401	TACK COAT	135418	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (11/2")	142397	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (11/2")	5625	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	120922	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	5301	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	80214	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	4400	TON
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	196	TON
SP, SS, & 504	APPROACH SLABS	366.30	CU. YD.
513	RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	183341	SQ. 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	12" TEMPORARY CULVERT	620	LIN. FT.
603	18" TEMPORARY CULVERT	2492	LIN. FT.
SS & 604	SIGNS	2058	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	10	EACH
SS & 604	BARRICADES	320	LIN. FT.
SS & 604	TRAFFIC DRUMS	1812	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	43326	LIN. FT.
SP	MOBILE SPEED NOTIFICATION SYSTEM	2	EACH
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	43326	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	312863	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	3286	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	2474	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	47502	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	2324	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	332	WEEK
SP	MODULAR GLARE SHIELD	900	LIN. FT.
SP	MOTORIST ASSISTANCE PATROL	1	LUMP SUM
SP	PORTABLE CONSTRUCTION LIGHTING	1820	DAY
SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)	20370	SQ. YD.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	16	LIN. FT.
SS & 606	18" SAFETY END SECTIONS FOR CROSS DRAIN PIPE CULVERTS (CLASS 1)	4	EACH
SS & 611	4" PIPE UNDERDRAINS	101192	LIN. FT.
SS & 611	UNDERDRAIN OUTLET PROTECTORS	332	EACH
SS & 617	GUARDRAIL (TYPE A)	2900	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	2	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	11	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL	9	EACH
SP	WIRE ROPE SAFETY FENCE - REMOVE AND RECONSTRUCT	45833	LIN. FT.
SP	WIRE ROPE SAFETY FENCE (POST REPAIR)	10	EACH
620	LIME	116	TON
620	SEEDING	58	ACRE
SS & 620	MULCH COVER	66.00	ACRE
620	WATER	6336.5	M. GAL.
621	TEMPORARY SEEDING	8	ACRE
621	SILT FENCE	340	LIN. FT.
621	SAND BAG DITCH CHECKS	1320	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	98	CU. YD.
621	ROCK DITCH CHECKS	78	CU. YD.
SS & 621	FILTER SOCK (12")	1357	LIN. FT.
623	SECOND SEEDING APPLICATION	58	ACRE
624	SOLID SODDING	20693	SQ. YD.
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	163024	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3555	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	106593	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	91626	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1409	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER	16	EACH
SS & 731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	16	EACH
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	43870	POUND
	STRUCTURES OVER 20' SPAN		
SP & 509	JOINT REHABILITATION (TYPE A)	462	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	420	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	640	POUND
SS & 809	SILICONE JOINT SEALANT	392	LIN. FT.
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	1218.6	SQ. FT.
SP	POLYMER OVERLAY	2707.8	SQ. YD.
SP	SPALL REPAIR	135	SQ. FT.
SP	SURFACE PATCHING	65	SQ. FT.

REVISIONS

DATE	REVISION	SHEET NUMBER
12/15/2022	REARRANGED COUNTY AND ROUTE TEXT, EDITED FEDERAL AID PROJECT NUMBER.	1
12/15/2022	ADDED IN EXIST. PAVEMENT SECTION TO CURRENT TYPICAL SECTIONS. CHANGED EXIST. PORTLAND CEMENT CONCRETE PAVEMENT (10" U.T.) ON THE FULL DEPTH CONSTRUCTION TYPICAL SECTION FROM RUBBLIZE, COMPACT, & OVERLAY TO R&D CONC. PAVEMENT. CHANGED THE WORDING FOR THE REMOVAL OF EXIST. PAVEMENT TO MATCH ALL OTHER TYPICAL SECTIONS.	4, 5, 6, 7, 8, & 9
12/15/2022	REMOVED WIRE ROPE SAFETY FENCE END TERMINAL QUANTITY.	163 & 168
12/30/2022	ADDED "STANDARD DETAILS FOR BACKWALL REPAIRS" TO BRIDGE STANDARD DRAWINGS.	2
12/30/2022	ADDED "MOTORIST ASSISTANCE PATROL" SPECIAL PROVISION. REMOVED "PROSECUTION AND PROGRESS WITH BID SCHEDULE" SPECIAL PROVISION.	3
12/30/2022	ADDED MINIMUM VERTICAL CLEARANCE NOTE TO THE PAVING TRANSITION AT HWY. 119 BRIDGE CROSSING SPECIAL DETAIL.	15
1/3/2023	ADDED W8-8 "ROUGH ROAD" AND W8-15P "MOTORCYCLE PLAQUE" QUANTITIES IF AND WHERE DIRECTED BY THE ENGINEER.	86 & 162
1/3/2023	REMOVED "REMOVAL OF RUMBLESTRIPS IN CONCRETE PAVEMENT".	163 & 168
1/3/2023	ADDED NOTE FOR JOINT ARMOR REPAIR AT BRIDGE A3289.	167
1/3/2023	ADDED "MOTOROIST ASSISTANCE PATROL" AND UPDATED "SIGNS" QUANTITY.	168
1/3/2023	REVISED BRIDGE JOINT TREATMENT STANDARD DRAWING DATA FOR BRIDGE A3289	185

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
12-15-2022		6	ARK.	101076	168	186
12-30-2023		SUMMARY OF QUANTITIES AND REVISIONS				
1-3-2023						

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
01-04-2023

LandonMiller 1/4/2023 3:26:23 PM
WORKSPACE: ARDOT
CONNECTION: JMConnection
REVISED DATE: $$REVDATE$$
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	169	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

C.L. HWY. 181 RAMP 3
P.I. = 35+81.25
Δ = 6°31'59" LT.
D = 2°17'44"
T = 142.46'
L = 284.60'
P.C. = 34+38.79
P.T. = 37+23.39

C.L. HWY. 181 TEMP. RAMP 3B
P.I. = 10+67.91
Δ = 2°42'57" RT.
D = 2°00'00"
T = 67.91'
L = 135.79'
P.C. = 10+00.00
P.T. = 11+35.79

C.L. HWY. 181 TEMP. RAMP 3B
P.I. = 18+72.06
Δ = 9°00'00" LT.
D = 2°00'00"
T = 225.47'
L = 450.00'
P.C. = 16+46.59
P.T. = 20+96.59

C.L. I-55 CROSSOVER 1B
P.I. = 21+94.34
Δ = 7°45'42" RT.
D = 2°00'00"
T = 194.34'
L = 388.09'
P.C. = 20+00.00
P.T. = 23+88.09

C.L. HWY. 181 RAMP 3
P.I. = 47+81.28
Δ = 15°47'01" RT.
D = 5°46'22"
T = 137.57'
L = 273.41'
P.C. = 46+43.71
P.T. = 49+17.12

C.L. HWY. 181 RAMP 3
P.I. = 51+33.54
Δ = 12°14'17" LT.
D = 5°46'22"
T = 106.40'
L = 211.99'
P.C. = 50+27.14
P.T. = 52+39.13

TEMP. RAMP 3B
STA. 37+44.00 TO 41+46.00 INSTALL
12" X 402' TEMPORARY PIPE CULVERT

STA. 47+82
18"x72' R.C. PIPE CULVERT
RETAIN

C.L. HWY. 181 RAMP 3 STA. 34+38.79 =
C.L. HWY. 181 TEMP. RAMP 3B STA. 10+00.00

C.L. I-55 STA. 45+33.47, 45.25' LT. =
C.L. HWY. 181 TEMP. RAMP 3B STA. 20+96.59

C.L. I-55 STA. 48+01.00, 36.25' LT. =
C.L. I-55 CROSSOVER 1B STA. 20+00.00

C.L. I-55 CROSSOVER 1B

EXIST. R/W

PC 34+38.79 PC 10+00.00 PI 10+67.91 PI 35+81.25 PT 37+23.39 PC 16+46.59 PI 18+72.06 PT 20+96.59 PC 46+43.71 PI 47+81.28 PT 49+17.12 PI 21+94.34 PC 50+27.14 PI 51+33.54 PT 23+88.09 PT 52+39.13 PC 25+06.61

N38°21'38"E N38°25'03"E N41°08'00"E N31°49'40"E N41°08'00"E N32°08'00"E N31°49'40"E N47°36'41"E N47°36'41"E N35°22'24"E N32°08'00"E N39°53'42"E N24°22'18"E

C.L. HWY. 181 RAMP 3 C.L. HWY. 181 TEMP. RAMP 3B C.L. I-55

HWY. 181

25+00 30+00 35+00 40+00 45+00 50+00 PC 20+00.00

STA. 28+80.00 BEGIN
WRSF NB FORESLOPE
(L.M. 43.96)

N32°08'00"E 57.5' 24'

N32°08'00"E N9°30'45"E N29°59'27"E N24°22'18"E N39°53'42"E N20°08'53"E

C.L. I-55 STA. 34+30.49, 57.25' RT. =
C.L. HWY. 181 TEMP. RAMP 2B STA. 18+10.18

C.L. HWY. 181 TEMP. RAMP 2B

PI 16+15.38 PT 18+10.18

N9°30'45"E N27°08'41"E N32°08'00"E C.L. HWY. 181 RAMP 2 N32°08'00"E N20°08'53"E

EXIST. R/W

POB 26+41.33 PC 10+00.00 PI 11+53.44 PT 13+04.51 PC 14+15.37 PI 16+15.38 PT 18+10.18 PC 33+87.72 PI 34+96.45 PT 36+05.04 PC 42+05.48 PI 42+70.25 PT 43+34.55 PC 45+52.89 PI 47+68.85 PC 20+00.00 PT 49+83.75 PI 21+94.34 PC 50+27.14 PI 51+33.54 PT 23+88.08 PC 25+06.61 PC 54+39.02

15+00 30+00 35+00 40+00 45+00 50+00 25+00

TEMP. RAMP 2B
STA. 30+40.00 TO 32+58.00 INSTALL
12" X 218' TEMPORARY PIPE CULVERT

C.L. HWY. 181 RAMP 2 STA. 26+41.33 =
C.L. HWY. 181 TEMP. RAMP 2B STA. 10+00.00

STA. 33+52.80 STA. 40+52.80 STA. 43+52.80

700' TEMP. ACCELERATION LANE 300' TAPER

WIRE ROPE SAFTY FENCE
10' LT OF I-55 R.M.L. (P.G.)
WITH CONCRETE DITCH PAVING
TYPE B (4'-0")

EXIST. C. OF A.

EXIST. R/W

STA. 50+29.00 TO 53+50.00 INSTALL
18" X 321' TEMPORARY PIPE CULVERT IN MEDIAN

C.L. I-55 CROSSOVER 1A

C.L. I-55 STA. 48+01.00, 36.25' RT. =
C.L. I-55 CROSSOVER 1A STA. 20+00.00

C.L. HWY. 181 TEMP. RAMP 2B
P.I. = 11+53.44
Δ = 17°26'50" LT.
D = 5°43'46"
T = 153.44'
L = 304.51'
P.C. = 10+00.00
P.T. = 13+04.51

C.L. HWY. 181 TEMP. RAMP 2B
P.I. = 16+15.38
Δ = 22°37'15" RT.
D = 5°43'46"
T = 200.01'
L = 394.81'
P.C. = 14+15.37
P.T. = 18+10.18

C.L. HWY. 181 RAMP 2
P.I. = 34+96.45
Δ = 4°59'19" RT.
D = 2°17'44"
T = 108.73'
L = 217.32'
P.C. = 33+87.72
P.T. = 36+05.04

C.L. HWY. 181 RAMP 2
P.I. = 42+70.25
Δ = 11°59'07" LT.
D = 9°17'10"
T = 64.77'
L = 129.07'
P.C. = 42+05.48
P.T. = 43+34.55

C.L. HWY. 181 RAMP 2
P.I. = 47+68.85
Δ = 9°50'35" RT.
D = 2°17'04"
T = 215.96'
L = 430.86'
P.C. = 45+52.89
P.T. = 49+83.75

C.L. I-55 CROSSOVER 1A
P.I. = 21+94.34
Δ = 7°45'42" LT.
D = 2°00'00"
T = 194.34'
L = 388.08'
P.C. = 20+00.00
P.T. = 23+88.08

PLAN SHEETS

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WORKSPACE: ARDOT
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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	170	186
		PLAN SHEETS				

LEGEND

= FULL DEPTH PAVEMENT TRANSITION

= REMOVE & RECONSTRUCT APPR. SLAB

= POLYMER OVERLAY

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

C.L. HWY. 181 RAMP 3
P.I. = 56+58.43
Δ = 3°14'24" LT.
D = 3°00'00"
T = 54.02'
L = 108.00'
P.C. = 56+04.41
P.T. = 57+12.41

C.L. I-55 CROSSOVER IA
P.I. = 27+00.95
Δ = 7°45'42" RT.
D = 2°00'00"
T = 194.34'
L = 388.09'
P.C. = 25+06.61
P.T. = 28+94.70

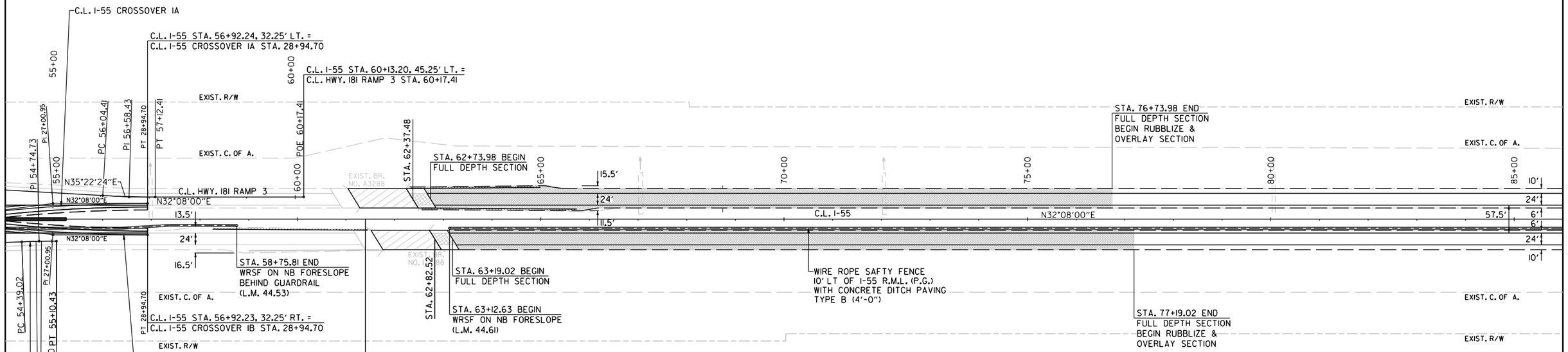
REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 62+73.98 TO STA. 85+50.00 L.M.L.= 9609.9 S.Y.
STA. 63+19.02 TO STA. 85+50.00 R.M.L.= 9419.7 S.Y.

STA. 57+00 IN PLACE ON LT.
18"x64' R.C. PIPE CULVERT
RETAIN

STA. 67+00 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN

STA. 72+00 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN

STA. 80+00 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN



STA. 61+40.00
BEGIN JOB 101076
L.M. 44.581

GUARDRAIL (TYPE A) - RETAIN
STA. 59+00.39 TO STA. 61+69.14 RT. OF R.M.L.= 200 LIN. FT.

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 58+25.81 TO STA. 61+44.56 LT. OF R.M.L. = 250 LIN. FT.
STA. 62+30.86 TO STA. 64+99.61 LT. OF L.M.L. = 200 LIN. FT.
STA. 62+55.44 TO STA. 65+74.19 RT. OF L.M.L. = 250 LIN. FT.

GUARDRAIL (TYPE A)	LOCATION	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 58+25.81 TO STA. 61+44.56	(LT. OF R.M.L.) = 250 LIN. FT.	1 EACH	1 EACH
STA. 62+30.86 TO STA. 64+99.61	(LT. OF L.M.L.) = 200 LIN. FT.	1 EACH	1 EACH
STA. 62+55.44 TO STA. 65+74.19	(RT. OF L.M.L.) = 250 LIN. FT.	1 EACH	1 EACH

C.L. HWY. 181 RAMP 2
P.I. = 54+74.73
Δ = 2°08'33" RT.
D = 3°00'00"
T = 35.71'
L = 71.41'
P.C. = 54+39.02
P.T. =55+10.43

C.L. I-55 CROSSOVER IB
P.I. = 27+00.95
Δ = 7°45'42" LT.
D = 2°00'00"
T = 194.34'
L = 388.09'
P.C. = 25+06.61
P.T. = 28+94.70

LandonMiller
WORKSPACE: ARDOT
CONNECTION: DJMicrobow\6\d0100437\R101076.i2.PP_002.dgn
REVISED DATE: $$REVDATE$$
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	171	186
		PLAN SHEETS				

LEGEND

= RAMP TRANSITION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022

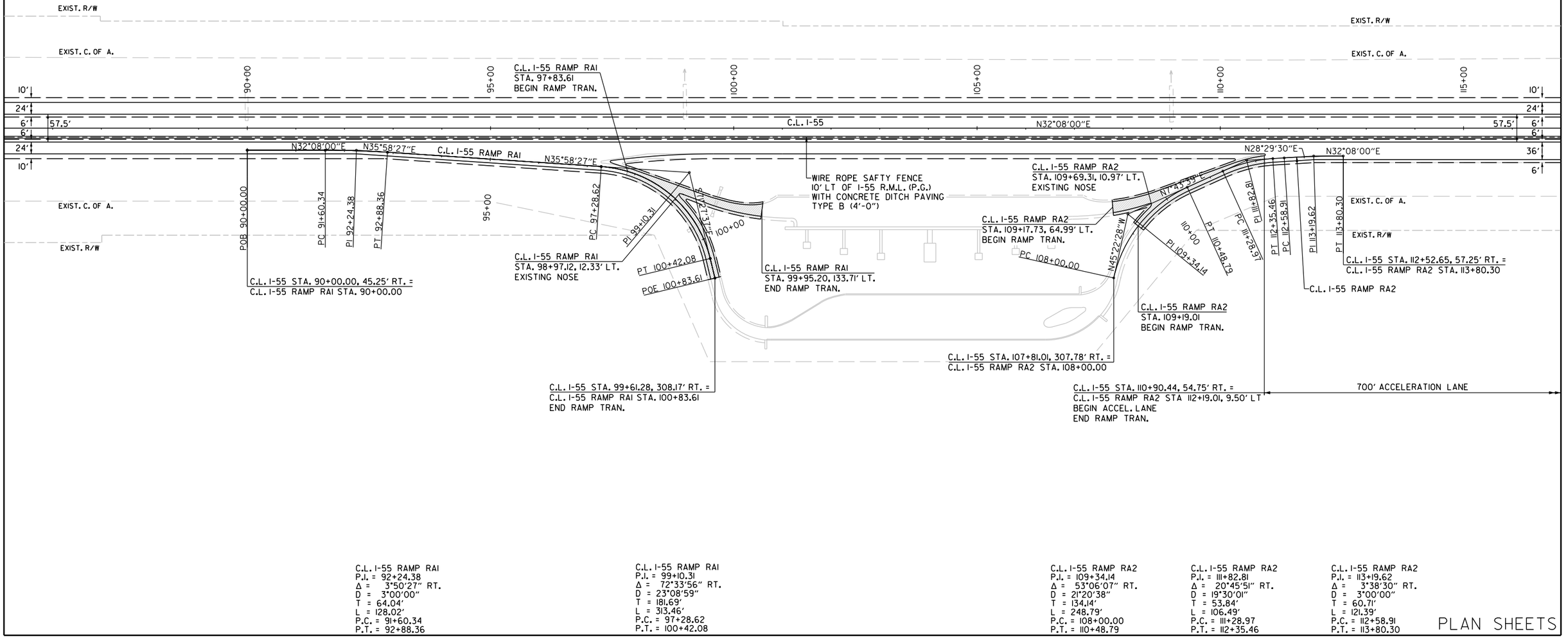
REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

STA. 85+50.00	TO STA. 116+50.00	L.M.L.	= 13089.0 S.Y.
STA. 85+50.00	TO STA. 116+50.00	R.M.L.	= 13089.0 S.Y.
STA. 110+90.44	TO STA. 116+50.00	RAMP RA2 ACCEL. LANE	= 528.5 S.Y.
STA. 92+84.48	TO STA. 100+83.61	RAMP RA1	= 2428.5 S.Y.
STA. 109+19.01	TO STA. 112+19.01	RAMP RA2	= 1230.1 S.Y.

STA. 90+00 IN PLACE ON LT.
18"x72' R.C. PIPE CULVERT
RETAIN

STA. 99+00 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN

STA. 109+00 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN



C.L. I-55 RAMP RA1
P.I. = 92+24.38
Δ = 3°50'27" RT.
D = 3°00'00"
T = 64.04'
L = 128.02'
P.C. = 91+60.34
P.T. = 92+88.36

C.L. I-55 RAMP RA1
P.I. = 99+10.31
Δ = 72°33'56" RT.
D = 23°08'59"
T = 181.69'
L = 313.46'
P.C. = 97+28.62
P.T. = 100+42.08

C.L. I-55 RAMP RA2
P.I. = 109+34.14
Δ = 53°06'07" RT.
D = 21°20'38"
T = 134.14'
L = 248.79'
P.C. = 108+00.00
P.T. = 110+48.79

C.L. I-55 RAMP RA2
P.I. = 111+82.81
Δ = 20°45'51" RT.
D = 19°30'01"
T = 53.84'
L = 106.49'
P.C. = 111+28.97
P.T. = 112+35.46

C.L. I-55 RAMP RA2
P.I. = 113+19.62
Δ = 3°38'30" RT.
D = 3°00'00"
T = 60.71'
L = 121.39'
P.C. = 112+58.91
P.T. = 113+80.30

PLAN SHEETS

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WORKSPACE: ARDOT
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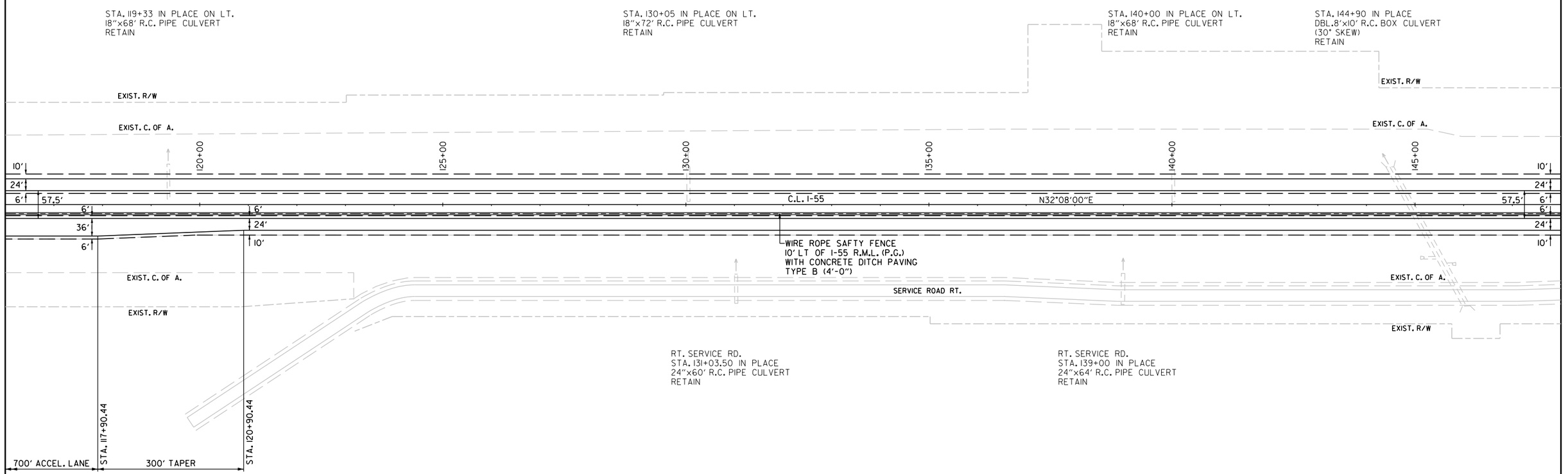
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	172	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

STA. 116+50.00	TO STA. 147+50.00	L.M.L.	= 13089.0 S.Y.
STA. 116+50.00	TO STA. 147+50.00	R.M.L.	= 13089.0 S.Y.
STA. 116+50.00	TO STA. 117+90.44	RAMP RA2 ACCEL. LANE	= 132.6 S.Y.
STA. 117+90.44	TO STA. 120+90.44	RAMP RA2 TAPER	= 88.9 S.Y.



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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	173	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

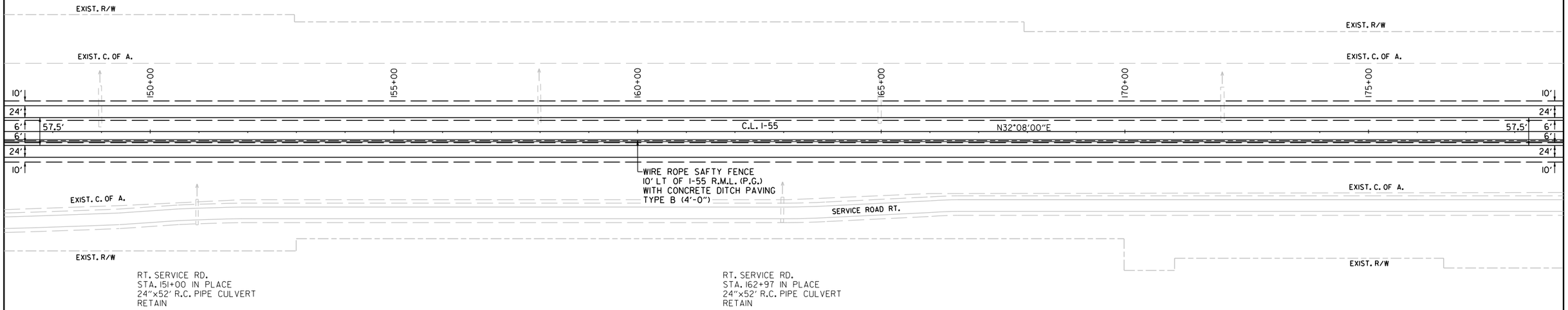
REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 147+50.00 TO STA. 178+50.00 L.M.L. = 13089.0 S.Y.
STA. 147+50.00 TO STA. 178+50.00 R.M.L. = 13089.0 S.Y.

STA. 149+00 IN PLACE ON LT.
18"x72' R.C. PIPE CULVERT
RETAIN

STA. 158+00 IN PLACE ON LT.
18"x72' R.C. PIPE CULVERT
RETAIN

STA. 165+00 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN

STA. 172+00 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN



RT. SERVICE RD.
STA. 151+00 IN PLACE
24"x52' R.C. PIPE CULVERT
RETAIN

RT. SERVICE RD.
STA. 162+97 IN PLACE
24"x52' R.C. PIPE CULVERT
RETAIN

LandonMiller 12/6/2022 11:04:14 PM
WORKSPACE: ARDOT
USER-PROFILE: C:\Users\landon\6\d0100437\RI01076_I2_PP_005.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	174	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

C.L. I-55
P.I. = 184+18.34
Δ = 1°38'00" LT.
D = 0°15'00"
T = 326.69'
L = 653.33'
P.C. = 180+91.65
P.T. = 187+44.98

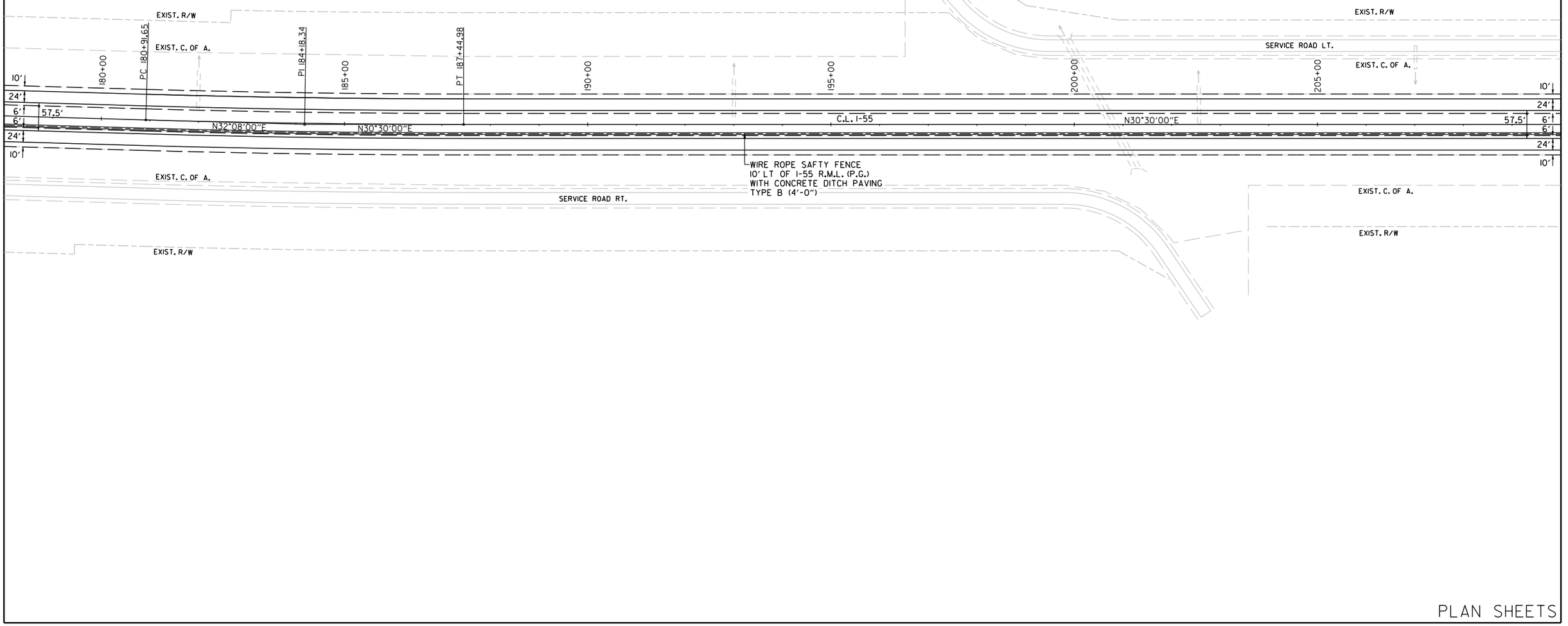
REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 178+50.00 TO STA. 209+50.00 L.M.L. = 13089.0 S.Y.
STA. 178+50.00 TO STA. 209+50.00 R.M.L. = 13089.0 S.Y.

STA. 182+00 IN PLACE ON LT.
18"x72' R.C. PIPE CULVERT
RETAIN

STA. 193+00 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

STA. 202+55 IN PLACE ON LT.
18"x64' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA. 207+00 IN PLACE
24"x48' R.C. PIPE CULVERT
RETAIN



PLAN SHEETS

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WORKSPACE: ARDOT
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REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	175	186
		PLAN SHEETS				

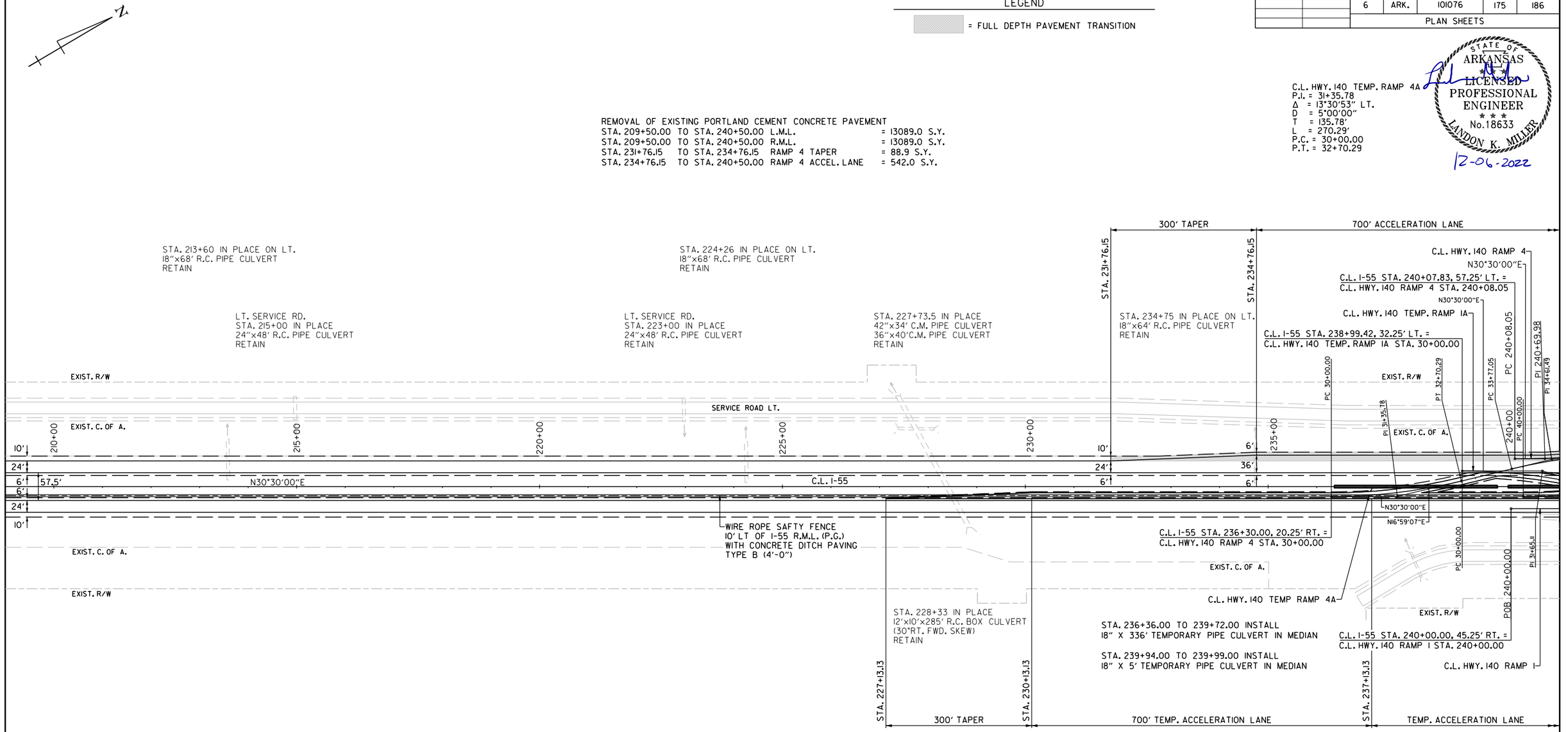
LEGEND

= FULL DEPTH PAVEMENT TRANSITION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

C.L. HWY. 140 TEMP. RAMP 4A
P.I. = 31+35.78
Δ = 13°30'53" LT.
D = 5°00'00"
T = 135.78'
L = 270.29'
P.C. = 30+00.00
P.T. = 32+70.29

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 209+50.00 TO STA. 240+50.00 L.M.L. = 13089.0 S.Y.
STA. 209+50.00 TO STA. 240+50.00 R.M.L. = 13089.0 S.Y.
STA. 231+76.15 TO STA. 234+76.15 RAMP 4 TAPER = 88.9 S.Y.
STA. 234+76.15 TO STA. 240+50.00 RAMP 4 ACCEL. LANE = 542.0 S.Y.



PLAN SHEETS

LandonMiller 12/6/2022 11:10:28 PM
WORKSPACE: ARDOT
CONNECTION: DUMC:mblow\6:d0100437\R101076.12_PP_007.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	176	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022

C.L. HWY. 140 RAMP 4
P.I. = 240+69.98
Δ = 3°42'53" LT.
D = 3°00'00"
T = 61.93'
L = 123.82'
P.C. = 240+08.05
P.T. = 241+31.87

C.L. HWY. 140 RAMP 4
P.I. = 243+27.25
Δ = 5°02'46" LT.
D = 2°00'19"
T = 125.91'
L = 251.64'
P.C. = 242+01.34
P.T. = 244+52.98

C.L. HWY. 140 TEMP. RAMP 4A
P.I. = 34+61.49
Δ = 8°25'46" RT.
D = 5°00'00"
T = 84.44'
L = 168.59'
P.C. = 33+77.05
P.T. = 35+45.64

C.L. HWY. 140 TEMP. RAMP 4B
P.I. = 41+90.59
Δ = 18°53'11" LT.
D = 5°00'00"
T = 190.59'
L = 377.73'
P.C. = 40+00.00
P.T. = 43+77.73

C.L. HWY. 140 TEMP. RAMP 4B
P.I. = 46+20.44
Δ = 10°07'33" RT.
D = 5°00'00"
T = 101.52'
L = 202.51'
P.C. = 45+18.92
P.T. = 47+21.43

LEGEND
= FULL DEPTH PAVEMENT TRANSITION
= RAMP TRANSITION
= REMOVE & RECONSTRUCT APPR. SLAB
= POLYMER OVERLAY

HWY. 140 RAMP 3
STA. 264+10.26 IN PLACE
24"x38' R.C. PIPE CULVERT
RETAIN

C.L. HWY. 140 TEMP. RAMP 3B
P.I. = 51+29.20
Δ = 12°51'57" RT.
D = 5°00'00"
T = 129.20'
L = 257.32'
P.C. = 50+00.00
P.T. = 52+57.32

STA. 271+00 IN PLACE ON LT.
18"x122' R.C. PIPE CULVERT
RETAIN

700' ACCEL. LANE

C.L. I-55 STA. 241+76.15, 54.75' LT. =
C.L. HWY. 140 RAMP 4 STA. 241+75.94, 9.50' RT.
END ACCEL. LANE
BEGIN RAMP TRAN.

C.L. HWY. 140 TEMP. RAMP 4A

C.L. I-55 STA. 241+34.06, 32.25' LT. =
C.L. HWY. 140 TEMP. RAMP 1B STA. 40+00.00

C.L. HWY. 140 RAMP 4 STA. 241+66.61 =
C.L. HWY. 140 TEMP. RAMP 4A STA. 35+45.64

C.L. HWY. 140 RAMP 4 STA. 244+75.94
END RAMP TRAN.

C.L. HWY. 140 RAMP 4

C.L. HWY. 140 RAMP 4 STA. 247+31.19 =
C.L. HWY. 140 TEMP. RAMP 4B STA. 47+21.43

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

STA. 240+50.00	TO STA. 258+34.45	L.M.L.	= 7534.3 S.Y.
STA. 260+94.43	TO STA. 271+50.00	L.M.L.	= 4456.9 S.Y.
STA. 240+50.00	TO STA. 241+76.15	RAMP 4 ACCEL. LANE	= 119.1 S.Y.
STA. 240+50.00	TO STA. 258+80.83	R.M.L.	= 7730.2 S.Y.
STA. 261+40.82	TO STA. 271+50.00	R.M.L.	= 4261.0 S.Y.
STA. 241+75.94	TO STA. 244+75.94	RAMP 4	= 833.3 S.Y.
STA. 245+15.98	TO STA. 247+65.98	RAMP 1	= 694.4 S.Y.
STA. 269+45.71	TO STA. 272+45.71	RAMP 3	= 833.3 S.Y.
STA. 271+10.35	TO STA. 274+10.35	RAMP 2	= 833.3 S.Y.

WIRE ROPE SAFTY FENCE
10' LT OF I-55 R.M.L. (P.G.)
WITH CONCRETE DITCH PAVING
TYPE B (4'-0")

C.L. HWY. 140 RAMP 3
STA. 269+45.71
BEGIN RAMP TRAN.

C.L. HWY. 140 RAMP 3 STA. 268+18.91 =
C.L. HWY. 140 TEMP. RAMP 3B STA. 50+00.00

C.L. HWY. 140 RAMP 3

STA. 244+34.45 BEGIN
FULL DEPTH SECTION
END RUBBLIZE &
OVERLAY SECTION

STA. 258+34.45 END
FULL DEPTH SECTION

STA. 260+94.43 BEGIN
FULL DEPTH SECTION

FULL DEPTH RECONSTRUCTION MAIN LANES
STA. 260+94.43 TO STA. 274+94.43

EXIST. R/W
EXIST. C. OF A.

C.L. HWY. 140 TEMP. RAMP 4B
C.L. HWY. 140 TEMP. RAMP 1B
C.L. I-55
C.L. HWY. 140 TEMP. RAMP 3B

EXIST. BR. NO. B3289

STA. 244+80.83 BEGIN FULL DEPTH SECTION
END RUBBLIZE & OVERLAY SECTION

STA. 258+80.83 END
FULL DEPTH SECTION

STA. 256+32.02 END
WRSF ON NB FORESLOPE
BEHIND GUARDRAIL
(L.M. 48.27)

STA. 261+00.00 BEGIN
WRSF ON NB FORESLOPE
(L.M. 47.36)

STA. 261+40.82 BEGIN
FULL DEPTH SECTION

C.L. HWY. 140 TEMP. RAMP 2B
FULL DEPTH RECONSTRUCTION MAIN LANES
STA. 261+40.82 TO STA. 274+00.11

C.L. HWY. 140 RAMP 1
STA. 247+65.98
END RAMP TRAN.

C.L. HWY. 140 RAMP 1

C.L. HWY. 140 RAMP 1
STA. 245+15.98
BEGIN RAMP TRAN.

C.L. HWY. 140 RAMP 1 STA. 244+89.53 =
C.L. HWY. 140 TEMP. RAMP 1A STA. 36+00.99

C.L. HWY. 140 RAMP 1 STA. 250+76.76, 6.00' RT. =
C.L. HWY. 140 TEMP. RAMP 1B STA. 49+57.38

C.L. HWY. 140 RAMP 2
STA. 271+10.35
BEGIN RAMP TRAN.

C.L. HWY. 140 RAMP 2 STA. 268+77.39 =
C.L. HWY. 140 TEMP. RAMP 2B STA. 50+00.00

C.L. I-55 STA. 240+25.02, 20.25' RT. =
C.L. HWY. 140 TEMP. RAMP 4B STA. 40+00.00

STA. 241+08.30

TEMP. ACCEL. LANE

STA. 239+99.00 TO 243+14.00 INSTALL
18" X 315' TEMPORARY PIPE CULVERT IN MEDIAN

STA. 243+21.50 TO 245+05.50 INSTALL
18" X 184' TEMPORARY PIPE CULVERT IN MEDIAN

NOTE:
STA. 241+00.00 REMOVE SAFTY END SECTION IN MEDIAN & COVER INLET IF & WHERE DIRECTED BY THE ENGINEER PRIOR TO CROSSOVER CONSTRUCTION. COVER TO BE REMOVED WHEN CROSSOVER IS REMOVED. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCLUDED IN PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA. 241+00 IN PLACE ON RT.
18"x64' R.C. PIPE CULVERT
RETAIN

STA. 250+00 IN PLACE
30"x244' R.C. PIPE CULVERT
RETAIN

RT SERVICE RD.
STA. 256+08 IN PLACE
24"x48' R.C. PIPE CULVERT
RETAIN

REMOVAL & DISPOSAL OF GUARDRAIL

STA. 255+82.02 TO STA. 259+00.77	LT. OF R.M.L.	= 250 LIN. FT.	
STA. 256+53.50 TO STA. 259+22.25	RT. OF R.M.L.	= 200 LIN. FT.	
STA. 260+53.02 TO STA. 263+21.77	LT. OF L.M.L.	= 200 LIN. FT.	
STA. 260+74.49 TO STA. 263+93.24	RT. OF L.M.L.	= 250 LIN. FT.	

HWY. 140 RAMP 2
STA. 266+07.36 IN PLACE
24"x32' R.C. PIPE CULVERT
RETAIN

C.L. HWY. 140 RAMP 1
P.I. = 242+50.22
Δ = 8°36'53" RT.
D = 3°00'00"
T = 143.85'
L = 287.16'
P.C. = 241+06.37
P.T. = 243+93.53

C.L. HWY. 140 RAMP 1
P.I. = 251+38.81
Δ = 7°56'44" RT.
D = 2°16'51"
T = 174.46'
L = 348.35'
P.C. = 249+64.35
P.T. = 253+12.70

C.L. HWY. 140 TEMP. RAMP 1A
P.I. = 31+65.11
Δ = 16°23'53" RT.
D = 5°00'00"
T = 165.11'
L = 327.96'
P.C. = 30+00.00
P.T. = 33+27.96

C.L. HWY. 140 TEMP. RAMP 1A
P.I. = 35+23.27
Δ = 7°47'00" LT.
D = 5°00'00"
T = 77.95'
L = 155.67'
P.C. = 34+45.32
P.T. = 36+00.99

C.L. HWY. 140 TEMP. RAMP 1B
P.I. = 41+63.56
Δ = 16°14'46" RT.
D = 5°00'00"
T = 163.56'
L = 324.92'
P.C. = 40+00.00
P.T. = 43+24.92

C.L. HWY. 140 TEMP. RAMP 1B
P.I. = 48+05.66
Δ = 15°15'47" LT.
D = 5°00'00"
T = 153.54'
L = 305.26'
P.C. = 46+52.12
P.T. = 49+57.38

GUARDRAIL (TYPE A)		LOCATION	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 255+82.02	TO STA. 259+00.77	(LT. OF R.M.L.) = 250 LIN. FT.	1EACH	1EACH
STA. 256+53.50	TO STA. 259+22.25	(RT. OF R.M.L.) = 200 LIN. FT.	1EACH	1EACH
STA. 260+53.02	TO STA. 263+21.77	(LT. OF L.M.L.) = 200 LIN. FT.	1EACH	1EACH
STA. 260+74.49	TO STA. 263+93.24	(RT. OF L.M.L.) = 250 LIN. FT.	1EACH	1EACH

C.L. HWY. 140 TEMP. RAMP 2B
P.I. = 50+93.82
Δ = 9°21'39" LT.
D = 5°00'00"
T = 93.82'
L = 187.22'
P.C. = 50+00.00
P.T. = 51+87.22

PLAN SHEETS

London.Miller
WORKSPACE\\ARDOT_ARD01\Projects\dlmblpw\$(ldl00437)\RI0I076_I2_PP_008.dgn
REVISED DATE: $$REVDATE$$
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DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	177	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

LEGEND

= FULL DEPTH PAVEMENT TRANSITION

= RAMP TRANSITION

C.L. HWY. 140 RAMP 3
P.I. = 275+35.04
Δ = 8°16'10" LT.
D = 3°00'00"
T = 138.06'
L = 275.65'
P.C. = 273+96.98
P.T. = 276+72.63

C.L. HWY. 140 TEMP. RAMP 3A
P.I. = 60+72.06
Δ = 7°11'46" RT.
D = 5°00'00"
T = 72.06'
L = 143.92'
P.C. = 60+00.00
P.T. = 61+43.92

C.L. HWY. 140 TEMP. RAMP 3A
P.I. = 64+21.49
Δ = 15°27'57" LT.
D = 5°00'00"
T = 155.61'
L = 309.32'
P.C. = 62+65.88
P.T. = 65+75.20

C.L. HWY. 140 TEMP. RAMP 3B
P.I. = 55+77.17
Δ = 21°08'08" LT.
D = 5°00'00"
T = 213.78'
L = 422.71'
P.C. = 53+63.39
P.T. = 57+86.10

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

STA. 271+50.00	TO STA. 302+50.00	L.M.L.	= 13089.0 S.Y.
STA. 271+50.00	TO STA. 302+50.00	R.M.L.	= 13089.0 S.Y.
STA. 274+00.11	TO STA. 281+00.11	RAMP 2 ACCEL. LANE	= 661.1 S.Y.
STA. 281+00.11	TO STA. 284+00.11	RAMP 2 TAPER	= 88.9 S.Y.

700' TEMP. ACCEL. LANE | 300' TAPER

STA. 278+46.27 | STA. 285+46.27 | STA. 288+46.27

C.L. HWY. 140 TEMP. RAMP 3B

C.L. I-55 STA. 272+45.24
C.L. HWY. 140 RAMP 3 STA. 272+45.71
END RAMP TRANSITION

C.L. HWY. 140 RAMP 3 STA. 273+53.61, =
C.L. HWY. 140 TEMP. RAMP 3A STA. 60+00.00

C.L. I-55 STA. 275+55.92, 20.25' LT =
C.L. HWY. 140 TEMP. RAMP 2B STA. 57+04.94

STA. 274+94.43 END FULL DEPTH SECTION
BEGIN RUBBLIZE & OVERLAY SECTION

C.L. I-55 STA. 277+98.26, 45.25' LT =
C.L. HWY. 140 RAMP 3 STA. 278+01.26

STA. 279+97 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN

STA. 284+94 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN

STA. 294+97 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN

STA. 299+02 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

WIRE ROPE SAFTY FENCE
10' LT OF I-55 R.M.L. (P.G.)
WITH CONCRETE DITCH PAVING
TYPE B (4'-0")

EXIST. R/W

EXIST. C. OF A.

EXIST. R/W

C.L. HWY. 140 RAMP 3
C.L. HWY. 140 TEMP. RAMP 2A

C.L. I-55 STA. 279+29.41, 20.25' LT =
C.L. HWY. 140 TEMP. RAMP 2A STA. 65+98.20

C.L. I-55 STA. 279+15.89, 32.25' RT =
C.L. HWY. 140 TEMP. RAMP 3A STA. 65+75.20

C.L. HWY. 140 TEMP. RAMP 3A

C.L. I-55 STA. 275+83.36, 32.25' RT =
C.L. HWY. 140 TEMP. RAMP 3B STA. 57+86.10

C.L. HWY. 140 RAMP 2

C.L. I-55 STA. 275+69.69, 57.25' RT =
C.L. HWY. 140 RAMP 2 STA. 275+79.51

C.L. HWY. 140 TEMP. RAMP 2B

C.L. HWY. 140 RAMP 2 STA. 273+48.98, =
C.L. HWY. 140 TEMP. RAMP 2A STA. 60+00.00

STA. 290+24.97 IN PLACE
10'x10'x188' R.C. BOX CULVERT
(30° SKEW)
RETAIN

STA. 274+00.11 | STA. 281+00.11 | STA. 284+00.11

C.L. I-55 STA. 274+00.11, 54.75' RT
C.L. HWY. 140 RAMP 2 STA. 274+10.35, 9.50' LT.
BEGIN ACCEL. LANE
END RAMP TRAN.

700' ACCEL. LANE | 300' TAPER

STA. 274+00.11 END FULL DEPTH SECTION
BEGIN RUBBLIZE & OVERLAY SECTION

STA. 279+97.00 LT. M.L. IN PLACE
18" SAFETY END SECTION ON RT.
REMOVE AND INSTALL 18" X 12' TEMP. PIPE CULVERT IN MEDIAN

STA. 284+94.00 LT. M.L. IN PLACE
18" SAFETY END SECTION ON RT.
REMOVE AND INSTALL 18" X 12' TEMP. PIPE CULVERT IN MEDIAN

STA. 272+24.00 TO 275+00.00 INSTALL
18" X 276' TEMPORARY PIPE CULVERT IN MEDIAN

STA. 275+40.00 TO 279+24.00 INSTALL
18" X 384' TEMPORARY PIPE CULVERT IN MEDIAN

C.L. HWY. 140 RAMP 2
STA 271+10.35
BEGIN RAMP TRANS.

C.L. HWY. 140 RAMP 2
P.I. = 272+06.28
Δ = 7°33'56" RT.
D = 2°00'19"
T = 188.92'
L = 377.29'
P.C. = 270+17.36
P.T. = 273+94.65

C.L. HWY. 140 RAMP 2
P.I. = 275+17.87
Δ = 3°41'58" RT.
D = 3°00'00"
T = 61.68'
L = 123.32'
P.C. = 274+56.19
P.T. = 275+79.51

C.L. HWY. 140 TEMP. RAMP 2A
P.I. = 61+20.74
Δ = 12°01'45" LT.
D = 5°00'00"
T = 120.74'
L = 240.59'
P.C. = 60+00.00
P.T. = 62+40.59

C.L. HWY. 140 TEMP. RAMP 2A
P.I. = 64+54.17
Δ = 14°28'50" RT.
D = 5°00'00"
T = 145.58'
L = 289.61'
P.C. = 63+08.59
P.T. = 65+98.20

C.L. HWY. 140 TEMP. RAMP 2B
P.I. = 55+00.94
Δ = 20°37'34" RT.
D = 5°00'00"
T = 208.52'
L = 412.52'
P.C. = 52+92.42
P.T. = 57+04.94

LandonMiller
WORKSPACE: ARDOT
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REVISED DATE: $$REVDATE$$
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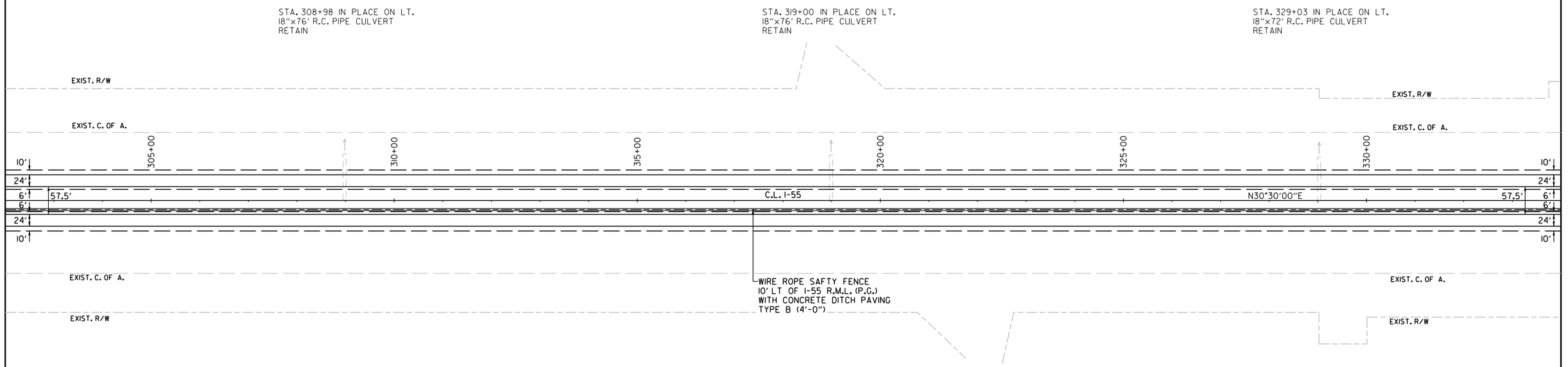
DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	178	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 302+50.00 TO STA. 333+50.00 L.M.L. = 13089.0 S.Y.
STA. 302+50.00 TO STA. 333+50.00 R.M.L. = 13089.0 S.Y.



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WORKSPACE: ARDOT
USER: C:\Users\landonm\OneDrive\Documents\Projects\101076\Roadway\101076_I2_PP_010.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	179	186
		PLAN SHEETS				

LEGEND

▨ = FULL DEPTH PAVEMENT TRANSITION

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 353+47.33 TO STA. 358+47.33 LT. OF R.M.L. = 450 LIN. FT.
STA. 354+24.93 TO STA. 356+93.68 RT. OF R.M.L. = 200 LIN. FT.
STA. 356+24.64 TO STA. 361+24.64 RT. OF L.M.L. = 450 LIN. FT.
STA. 358+07.09 TO STA. 360+75.84 LT. OF L.M.L. = 200 LIN. FT.

GUARDRAIL (TYPE A)	LOCATION	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 354+24.93 TO STA. 356+93.68	(RT. OF R.M.L.) = 200 LIN. FT.	1 EACH	1 EACH
STA. 358+07.09 TO STA. 360+75.84	(LT. OF L.M.L.) = 200 LIN. FT.	1 EACH	1 EACH

GUARDRAIL (TYPE A)	LOCATION	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 353+47.33 TO STA. 358+47.33	(LT. OF R.M.L.) = 450 LIN. FT.	1 EACH	1 EACH
STA. 356+24.64 TO STA. 361+24.64	(RT. OF L.M.L.) = 450 LIN. FT.	1 EACH	1 EACH

FULL DEPTH VERTICAL TRANSITION
UNDER BRIDGE 03290 AT HWY. 119 OVER I-55
SEE PAVING TRANSITION DETAIL
MINIMUM VERTICAL CLEARANCE = 16'-6"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 18633
LANDON K. MILLER
12-06-2022

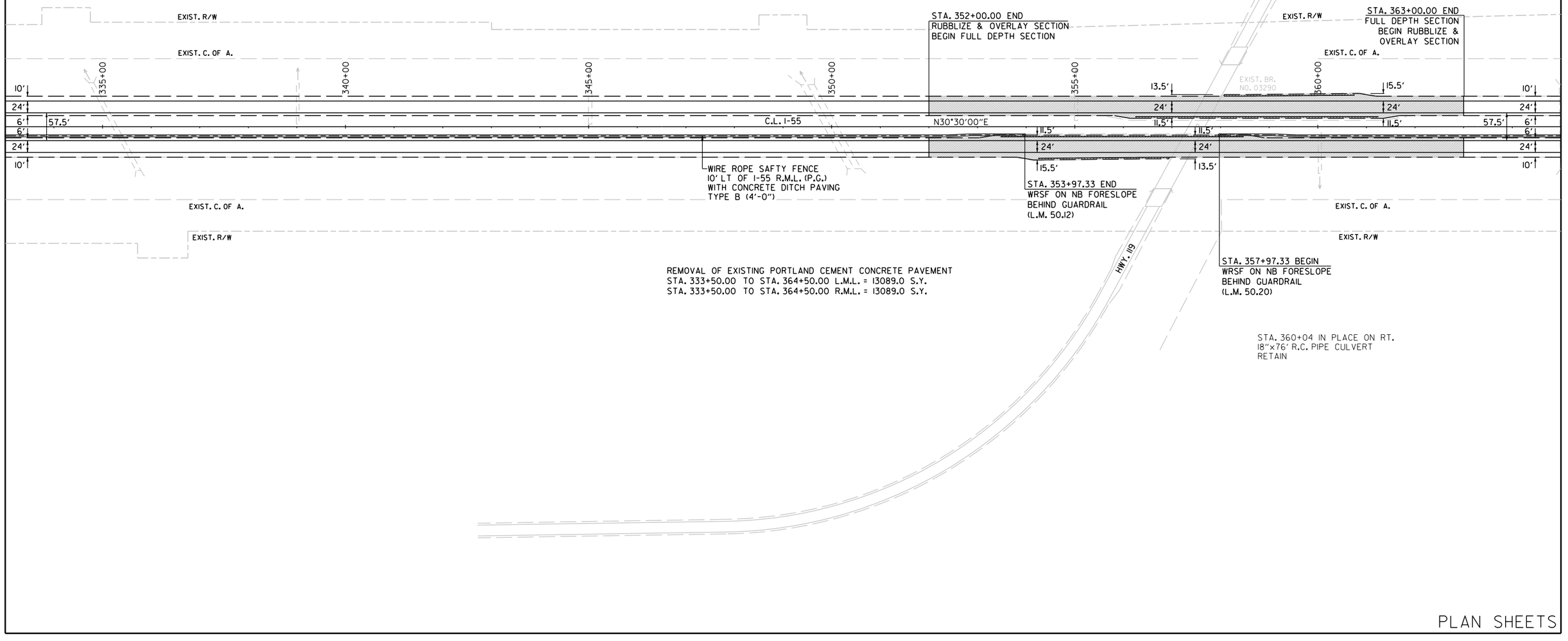
STA. 335+26 IN PLACE
36"x196' R.C. BOX CULVERT
(30° SKEW)
RETAIN

STA. 339+02 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN

STA. 345+03 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN

STA. 350+00 IN PLACE
12'x8'x189' R.C. BOX CULVERT
(60° SKEW)
BRIDGE NO. M3053
RETAIN

STA. 355+03 IN PLACE ON LT.
18"x64' R.C. PIPE CULVERT
RETAIN



REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 333+50.00 TO STA. 364+50.00 L.M.L. = 13089.0 S.Y.
STA. 333+50.00 TO STA. 364+50.00 R.M.L. = 13089.0 S.Y.

STA. 360+04 IN PLACE ON RT.
18"x76' R.C. PIPE CULVERT
RETAIN

LandonMiller 12/6/2022 11:05:57 PM
WORKSPACE: ARD01
ON: ARDOT-JMC\mblow\6\d0100437\R\0076_12_PP_011.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	180	186
		PLAN SHEETS				

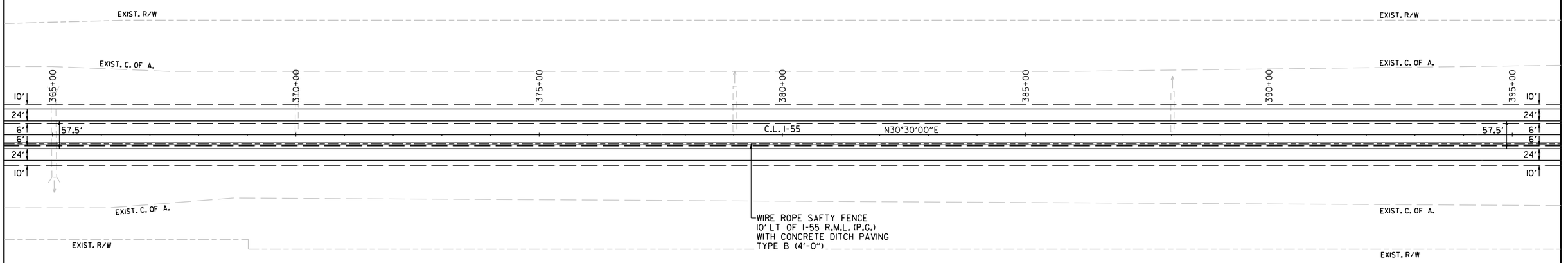
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 364+50.00 TO STA. 395+50.00 L.M.L. = 13089.0 S.Y.
STA. 364+50.00 TO STA. 395+50.00 R.M.L. = 13089.0 S.Y.

STA. 370+02 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN

STA. 379+02 IN PLACE ON LT.
18"x72' R.C. PIPE CULVERT
RETAIN

STA. 388+02 IN PLACE ON LT.
18"x72' R.C. PIPE CULVERT
RETAIN



STA. 365+03 IN PLACE
4'x4'x162' R.C. BOX CULVERT
RETAIN

LandonMiller
WORKSPACE: ARDOT
USER-PROFILE: C:\Users\lmiller\Documents\Projects\d0100437\RI0I076_I2_PP_012.dgn
REVISED DATE: $$REVDATE$$
12/6/2022 11:04 PM

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	181	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

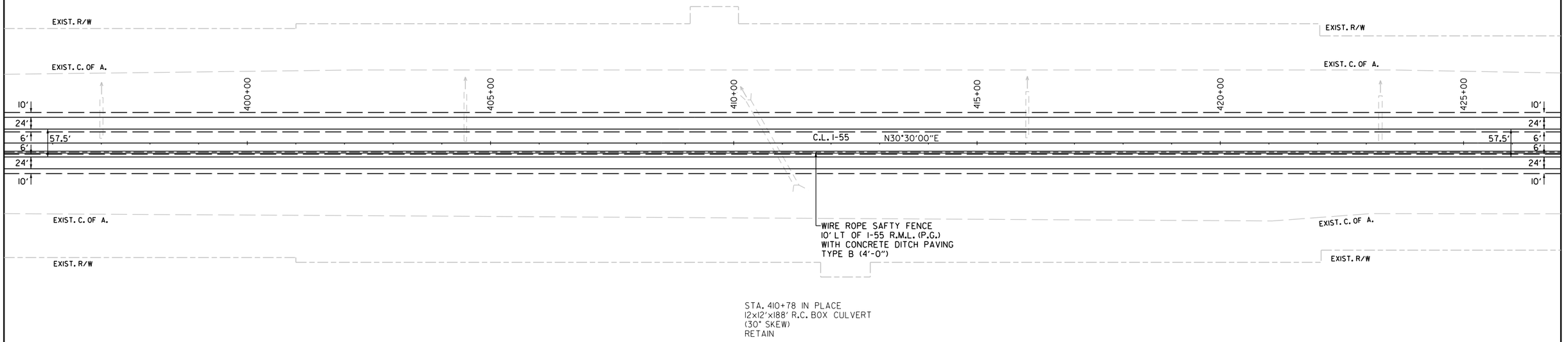
REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 395+50.00 TO STA. 426+50.00 L.M.L. = 13089.0 S.Y.
STA. 395+50.00 TO STA. 426+50.00 R.M.L. = 13089.0 S.Y.

STA. 397+00 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

STA. 404+50 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN

STA. 416+03 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN

STA. 423+29 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN



STA. 410+78 IN PLACE
12x12'x188' R.C. BOX CULVERT
(30° SKEW)
RETAIN

LandonMiller 12/6/2022 lillal PM
WORKSPACE: ARDOT
USER PROFILE: C:\Users\lmiller\OneDrive\Documents\ARDOT\CADD\Workspace\d0100437\RI0I076_I2_PP_013.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	182	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 426+50.00 TO STA. 457+50.00 L.M.L. = 13089.0 S.Y.
STA. 426+50.00 TO STA. 457+50.00 R.M.L. = 13089.0 S.Y.

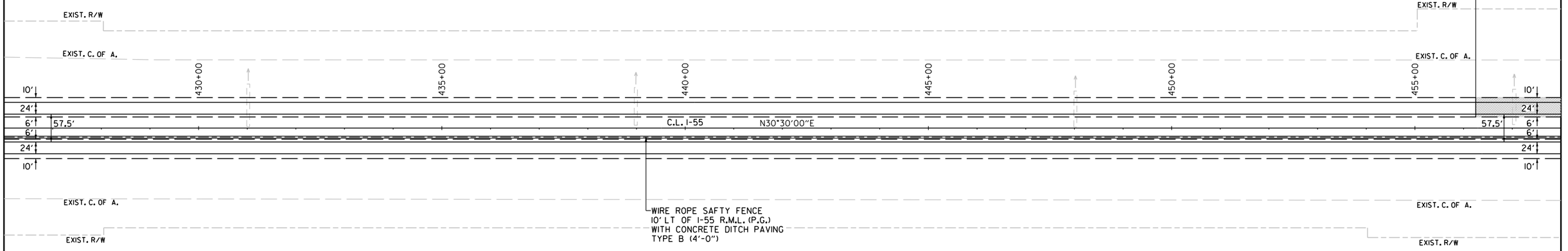
STA. 431+02 IN PLACE ON LT.
18"x72' R.C. PIPE CULVERT
RETAIN

STA. 438+99 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN

STA. 448+02 IN PLACE ON LT.
18"x64' R.C. PIPE CULVERT
RETAIN

STA. 457+04 IN PLACE ON LT.
18"x68' R.C. PIPE CULVERT
RETAIN

STA. 456+25.00 END
RUBBILIZE & OVERLAY
SECTION BEGIN
FULL DEPTH TRANSITION



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DGN: c:\projects\0100437\R101076_I2_PP_014.dgn
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	183	186
		PLAN SHEETS				

LEGEND

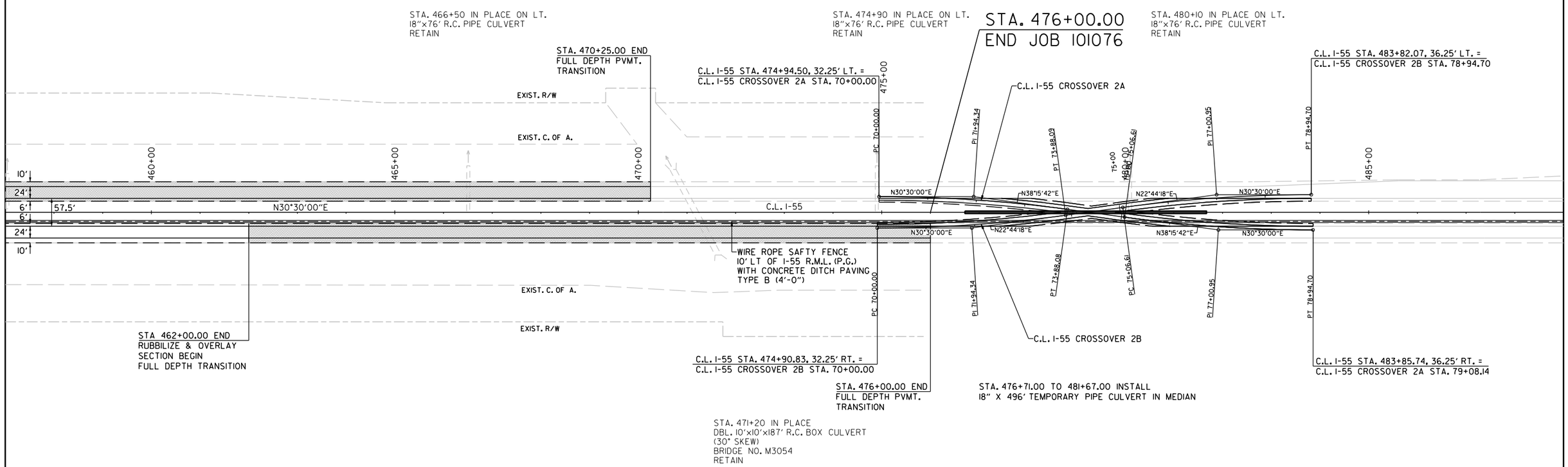
▨ = FULL DEPTH PAVEMENT TRANSITION

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022

C.L. I-55 CROSSOVER 2A
P.I. = 71+94.34
Δ = 7°45'42" RT.
D = 2°00'00"
T = 194.34'
L = 388.09'
P.C. = 70+00.00
P.T. = 73+88.09

C.L. I-55 CROSSOVER 2A
P.I. = 77+00.95
Δ = 7°45'42" LT.
D = 2°00'00"
T = 194.34'
L = 388.09'
P.C. = 75+06.61
P.T. = 78+94.70

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
STA. 457+50.00 TO STA. 470+25.00 L.M.L. = 5383.3 S.Y.
STA. 457+50.00 TO STA. 476+00.00 R.M.L. = 7811.1 S.Y.



NOTE:
STA. 480+10.00 REMOVE SAFTY END SECTION IN MEDIAN & COVER INLET IF & WHERE DIRECTED BY THE ENGINEER PRIOR TO CROSSOVER CONSTRUCTION. COVER TO BE REMOVED WHEN CROSSOVER IS REMOVED. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCLUDED IN PRICE BID FOR VARIOUS CONTRACT ITEMS.

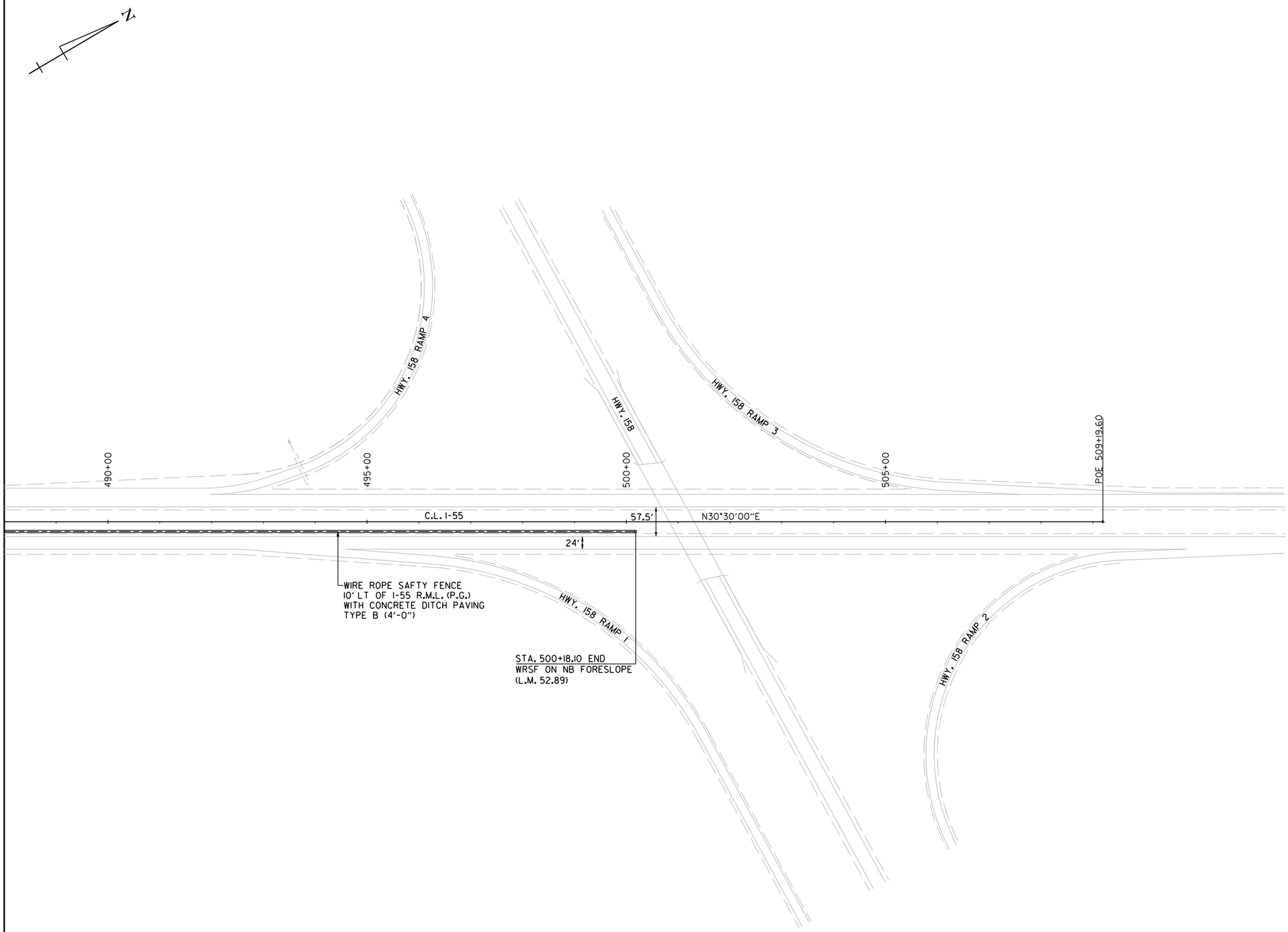
C.L. I-55 CROSSOVER 2B
P.I. = 71+94.34
Δ = 7°45'42" LT.
D = 2°00'00"
T = 194.34'
L = 388.09'
P.C. = 70+00.00
P.T. = 73+88.09

C.L. I-55 CROSSOVER 2B
P.I. = 77+00.95
Δ = 7°45'42" RT.
D = 2°00'00"
T = 194.34'
L = 388.09'
P.C. = 75+06.61
P.T. = 78+94.70

LandonMiller 12/6/2022 1:11:25 PM
WORKSPACE: ARDOT
CONNECTION: Bluebeam Revu 21 for Windows - Version 21.0.0 (64-bit)
REVISED DATE: $$REVDATE$$

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	184	186
		PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.18633
LANDON K. MILLER
12-06-2022



Landon.Miller
12/6/2022 11:32 PM
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CONNECTION: DynamicGrid
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DRAWN BY: $$USERNAME$$
CHECKED BY: $$USERNAME$$
DETAILED BY: $$USERNAME$$
REVISED DATE: $$REVDATE$$
J:\101076\Roadway\Design\Drawings\Interchange\101076_I2_PP_016.dgn

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
1/3/2023		6	ARK.	101076	185	186
		DISTRICT 10 BRIDGES - BRIDGE DATA - 65899				

BRIDGE PRESERVATION DATA TABLE
(DISTRICT 10)

CURRENT CONST. CONTRACT SITE NO.	BRIDGE NO.	ORIGINAL CONTRACT NO.	COUNTY	ROUTE	SECTION	DECK TREATMENT TYPE	THRIE-BEAM GUARDRAIL CONNECTION PRESENT?	NEW APPROACH SLAB TYPE/ STD. DRAWING	BRIDGE JOINT TREATMENT STD. DRAWING	BRIDGE JOINT TREATMENT LOCATION
1	A3288	10608	MISSISSIPPI	I-55	12	POLYMER OVERLAY	YES	C2 / 55040C2 AT NORTH END OF BRIDGE	NO STD. DWG. - USE TYPE A JOINT REHAB AND SP. SEE ROADWAY SPECIAL DETAILS.	BENTS 1 - 5
2	B3288	10608	MISSISSIPPI	I-55	12	POLYMER OVERLAY	YES	C2 / 55040C2 AT NORTH END OF BRIDGE	NO STD. DWG. - USE TYPE A JOINT REHAB AND SP. SEE ROADWAY SPECIAL DETAILS.	BENTS 1 - 5
3	A3289	R00010	MISSISSIPPI	I-55	12	POLYMER OVERLAY	YES	C2 / 55040C2 AT BOTH BRIDGE ENDS	55064 AND SEE 55065 FOR JOINT ARMOR REPAIR AT BENT 3. ⚠1	BENTS 1 - 4
4	B3289	R00010	MISSISSIPPI	I-55	12	POLYMER OVERLAY	YES	C2 / 55040C2 AT BOTH BRIDGE ENDS	55064	BENTS 1 - 4

⚠1 REVISED BRIDGE JOINT TREATMENT STD. DRAWING DATA FOR BRIDGE A3289.
REVISED BY: ERBB DATE: 1/3/2023
CHECKED BY: MKL DATE: 1/3/2023

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.20113
ETHAN R. B. BAKER
1/4/23

BRIDGE ENGINEER
PRINT DATE: 1/4/2023

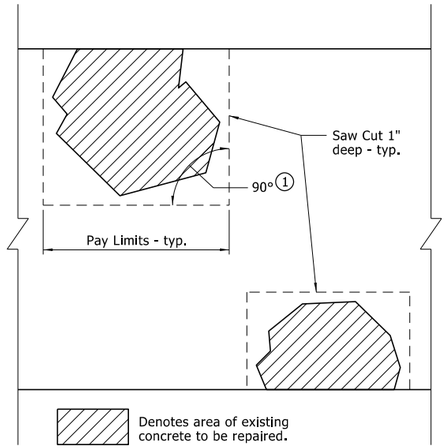
BRIDGE PRESERVATION DATA TABLE
DISTRICT 10
ROUTE I-55 SECTION 12
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: MKL DATE: 07/2022 FILENAME: B101076_DT10.DGN
CHECKED BY: ERBB DATE: 08/2022 SCALE: NONE
DESIGNED BY: MKL DATE: 07/2022

BRIDGE NO. DISTRICT 10 BRIDGES DRAWING NO. 65899

Ethan.Baker 1/4/2023 2:56:14 PM
WORKSPACE: Ethan.Baker
c:\users\ethan.baker\appdata\local\bentley\projectwise\workingdir\mb-us-pw.bentley.com.mb-us-pw-06\ethan.baker@bakerintl.com\
REVISED DATE:

DATE REVISED	DATE REVISED	FED.RD. DIST.NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101076	186	186
		DISTRICT 10 BRIDGES - CONC. REPAIR - 65900				

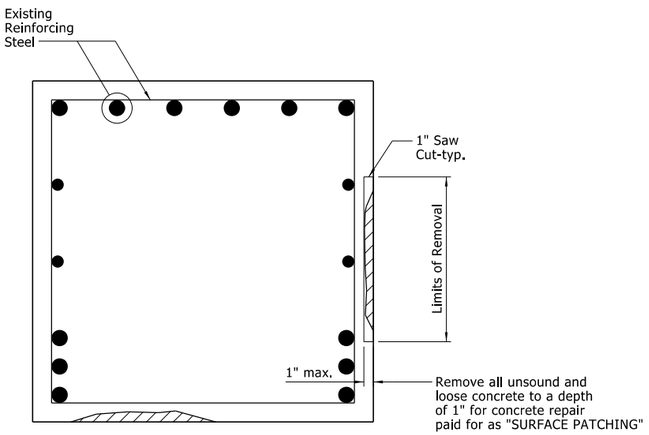


(1) Saw cut existing concrete 1" deep to neat lines to obtain a rectangular area.

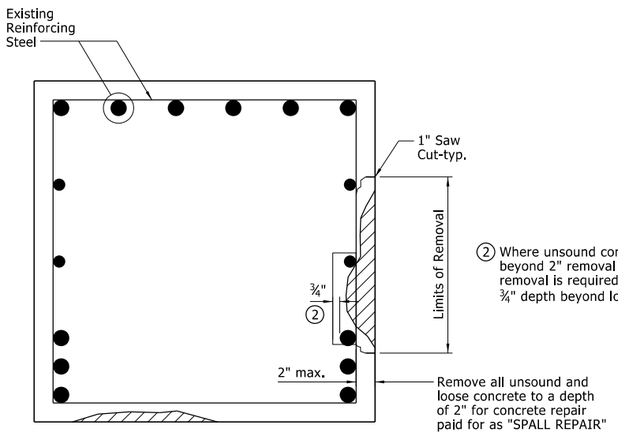
SAW CUT DETAIL

CONCRETE REPAIR NOTES

1. Concrete repairs shall be performed in accordance with Special Provision Job. No. 101076 "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.
3. Concrete repairs shall consist of removing all unsatisfactory concrete described as follows: any loose, delaminated, unsound, severely spalled or deteriorated concrete and replacing with an approved material listed in Special Provision Job. No. 101076 "CONCRETE REPAIRS".
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 the 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 is 1" or less.
6. Concrete repairs shall be paid for under the item "SPALL REPAIR" when the depth of the repair exceeds 1". The minimum depth of spall repair shall extend to the face of transverse reinforcing steel or to sound concrete. The exposed reinforcing steel shall be blast cleaned prior to applying the concrete mortar.
7. The surface of the concrete to be repaired under the items "SURFACE PATCHING" or "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 an alternate product for review and approval.
9. Areas to be repaired under the item "SPALL REPAIR" shall utilize 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 approval.
10. After all concrete repairs are completed, the repaired concrete surfaces shall receive a Class 2 Protective Surface Treatment. The Class 2 Treatment shall not be paid for directly but shall be considered subsidiary to the items "SURFACE PATCHING" or "SPALL REPAIR".



SURFACE PATCH DETAIL



(2) Where unsound concrete is still present beyond 2" removal depth, further concrete removal is required to achieve a minimum ¾" depth beyond longitudinal reinforcing.

SPALL REPAIR DETAIL

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.20113
ETHAN R. B. BAKER

BRIDGE ENGINEER
PRINT DATE: 12/6/2022

CONCRETE REPAIR DETAILS

ROUTE I-55 SECTION 12

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: MKL DATE: 07/2022 FILENAME: B101076_SPALL.DGN
CHECKED BY: ERBB DATE: 08/2022 SCALE: NONE
DESIGNED BY: MKL DATE: 07/2022

BRIDGE NO. DISTRICT 10 BRIDGES DRAWING NO. 65900

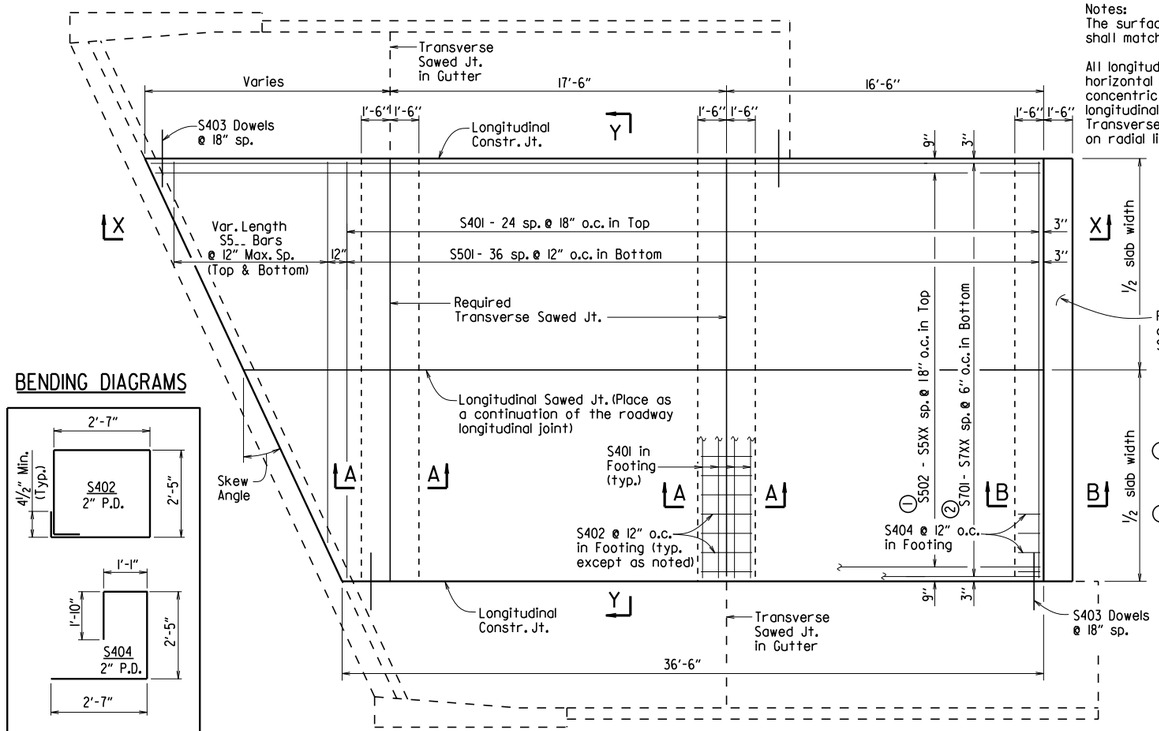
London.Miller 12/6/2022 1:13:54 PM
WORKSPACE: ARDOT
c:\users\public\mbpw\6\d0100428\B101076_SPALL.dgn
REVISED DATE:

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

1 TYPE C2 APPROACH SLAB 55040C2

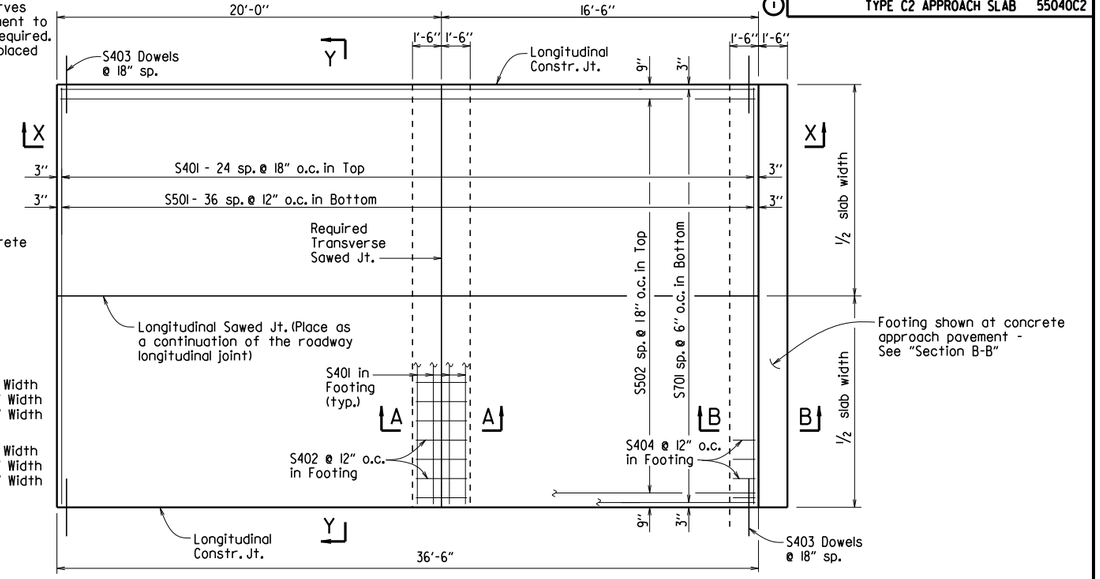
Notes:
The surface finish for Approach Slabs shall match that used on the bridge deck.

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

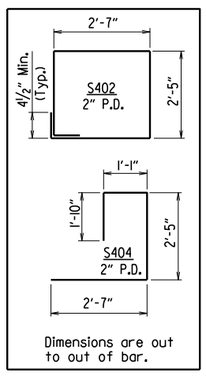
② S7XX = S730 for 15'-0" Width
= S748 for 24'-0" Width
= S772 for 36'-0" Width



PLAN - SQUARE APPROACH SLAB

1/4" = 1'-0"

BENDING DIAGRAMS



Dimensions are out to out of bar.

BAR LIST

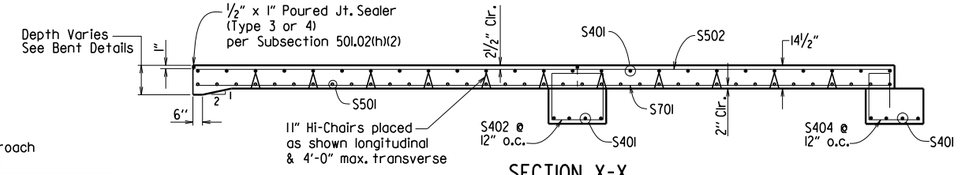
(Square & Skewed Approach Slabs)

	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

PLAN - SKEWED APPROACH SLAB WITH APPROACH GUTTERS

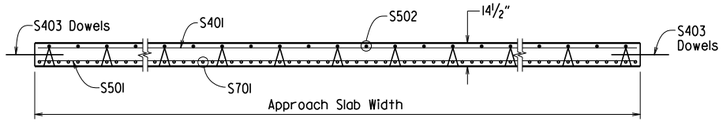
1/4" = 1'-0"



SECTION X-X

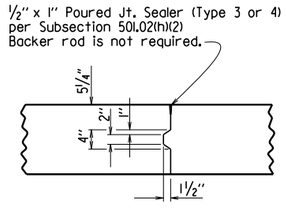
SQUARE APPROACH SLAB SHOWN

1/4" = 1'-0"



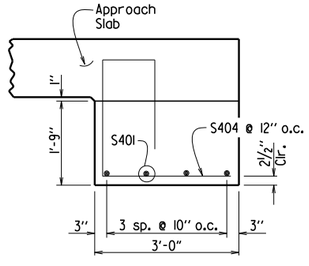
SECTION Y-Y

N.T.S.



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

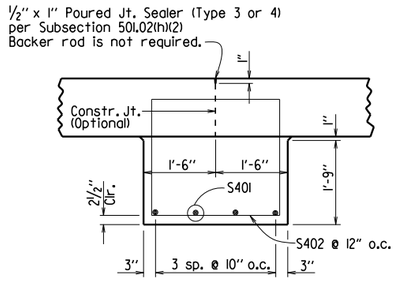
¾" = 1'-0"



SECTION B-B

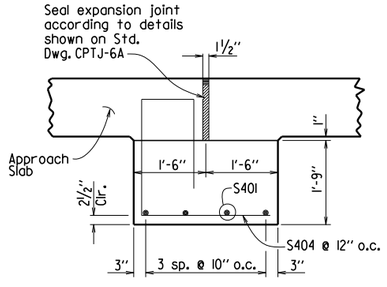
AT ASPHALT APPROACH PAVEMENT

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

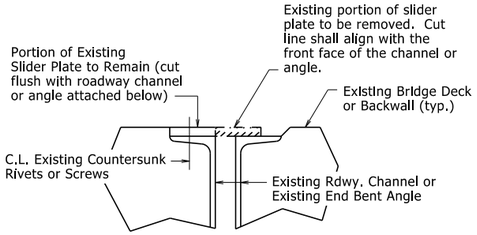
ARKANSAS STATE HIGHWAY COMMISSION

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:

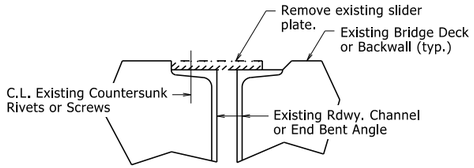
DRAWING NO. 55040C2

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



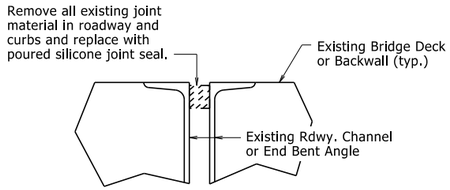
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS

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.



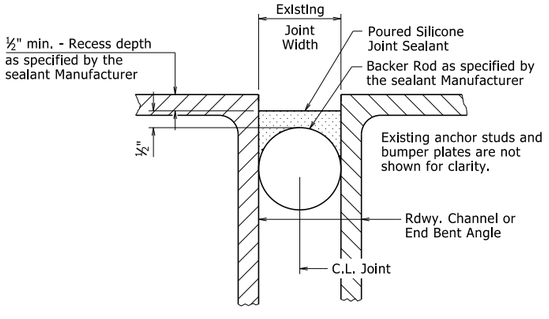
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS WITH GRADE RAISE

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".



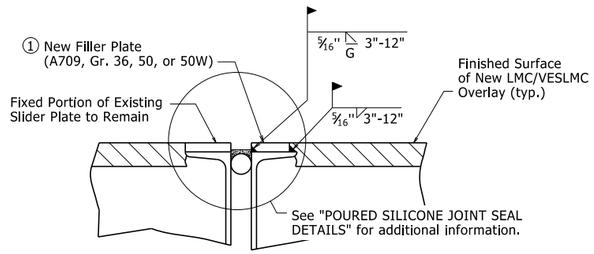
POURED SILICONE JOINT SEAL DETAILS

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".

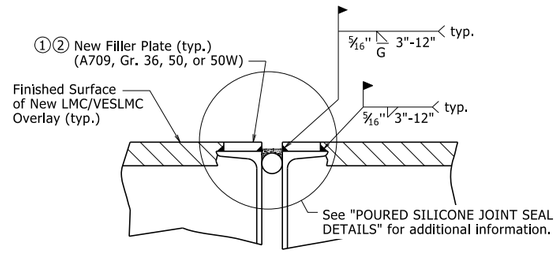
Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer's recommendations shall be followed to prevent sealant leakage during repair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

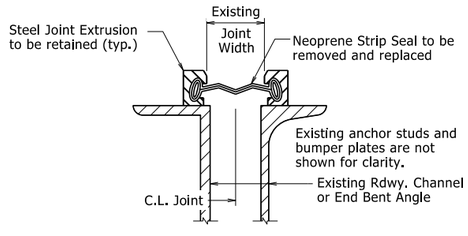


JOINT MODIFICATION WITH GRADE RAISE

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.



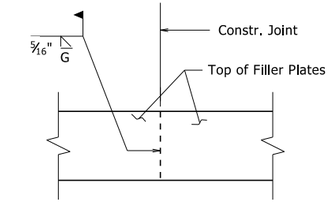
STRIP SEAL JOINT DETAILS

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.

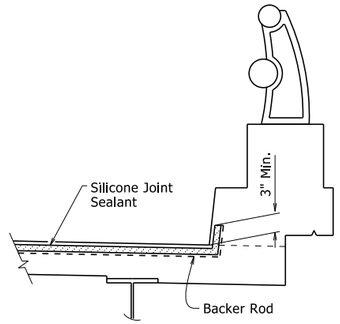
Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be reinstalled after installation of the new neoprene strip seal joint material.

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. _)".

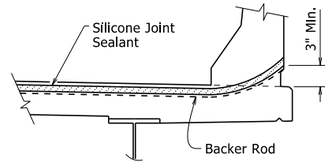


PLAN VIEW OF FILLER PLATE

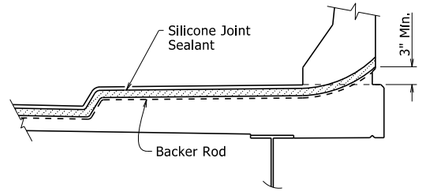


SILICONE JOINT SEAL PLACEMENT AT CURB

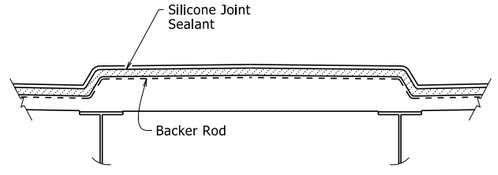
Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



SILICONE JOINT SEAL PLACEMENT AT RAIL



SILICONE JOINT SEAL PLACEMENT AT SIDEWALK



SILICONE JOINT SEAL PLACEMENT AT MEDIAN

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.

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.

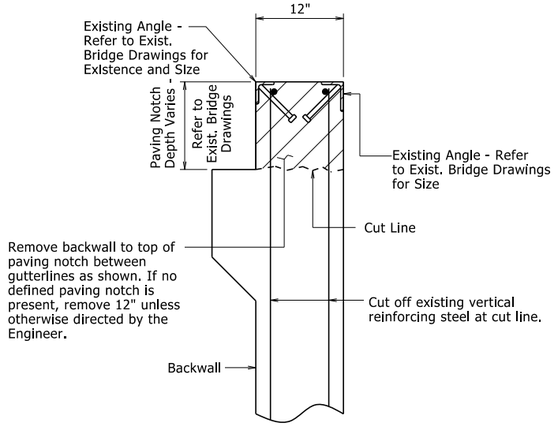
DRAWN BY: KWY DATE: 11/7/2019 FILENAME: b55064.dgn
CHECKED BY: SWP DATE: 11/7/2019 SCALE: None
DESIGNED BY: STD. DATE: -------

DRAWING NO. 55064

PRINT DATE: 11/4/2020

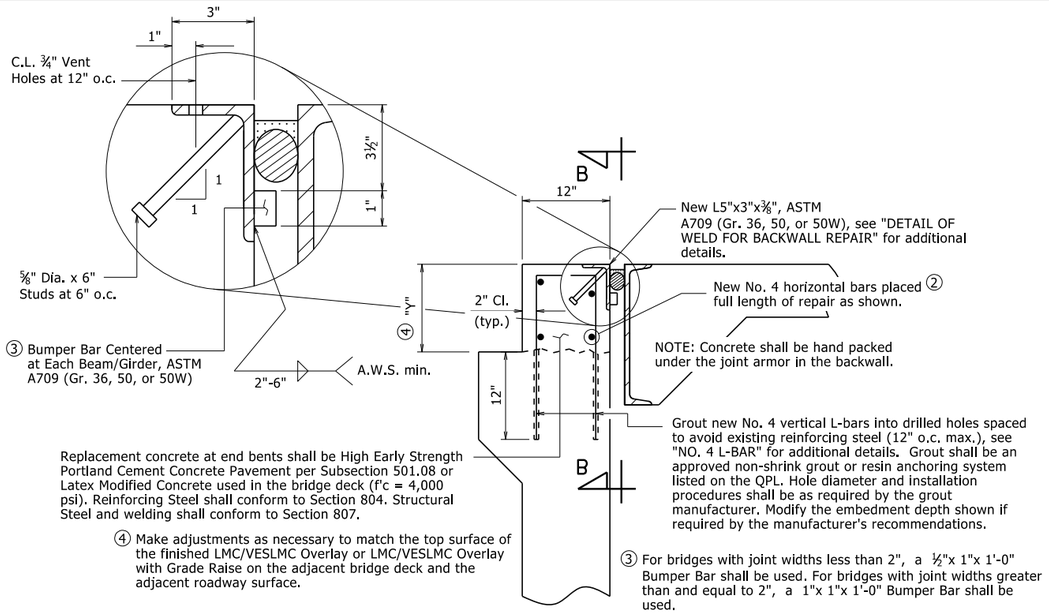
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

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. _)".



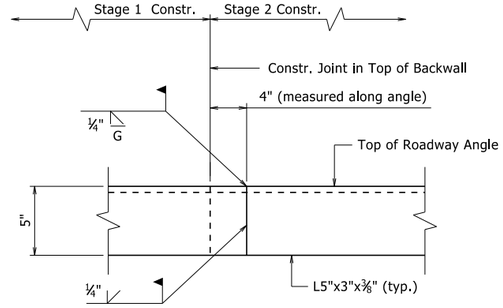
Replacement concrete at end bents shall be High Early Strength Portland Cement Concrete Pavement per Subsection 501.08 or Latex Modified Concrete used in the bridge deck (f'c = 4,000 psi). Reinforcing Steel shall conform to Section 804. Structural Steel and welding shall conform to Section 807.

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.

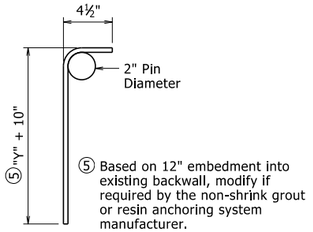
BACKWALL REPAIR INSTALLATION DETAIL

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.

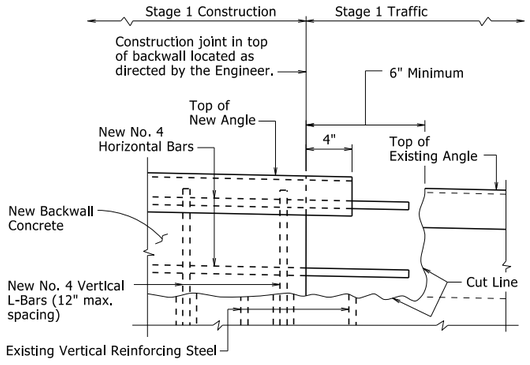


NOTE: All welding shall be done after the Stage 1 concrete pour and prior to the Stage 2 concrete pour.

① DETAIL OF WELD FOR BACKWALL REPAIR

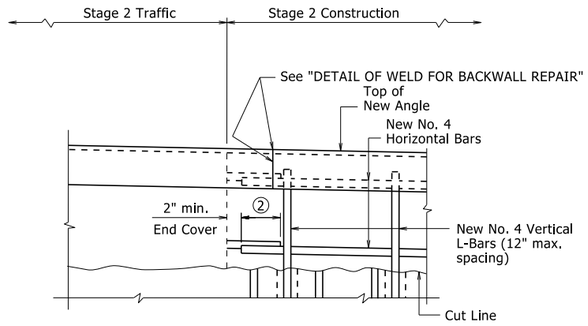


NO. 4 L-BAR



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.

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

BRIDGE ENGINEER

STANDARD DETAILS FOR BACKWALL REPAIRS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KWY DATE: 11/7/2019
CHECKED BY: SWP DATE: 11/7/2019
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SCALE: None

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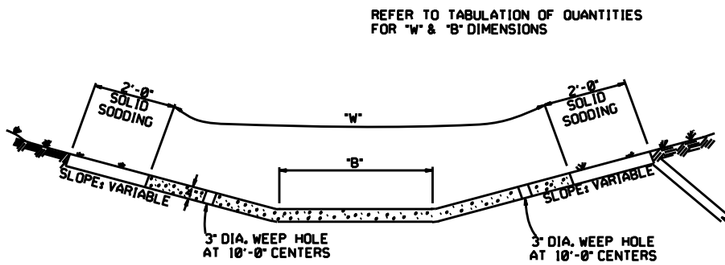
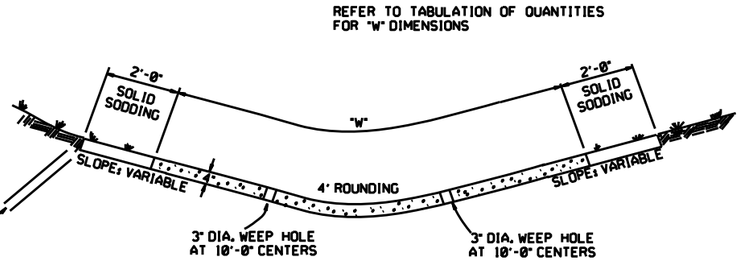


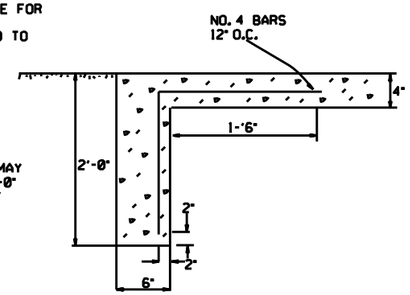
TYPE A

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



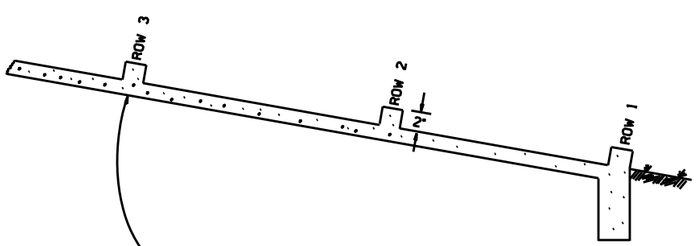
TYPE B

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."



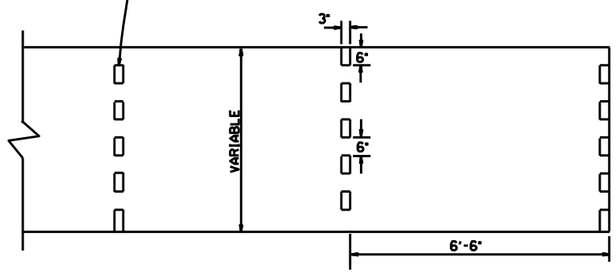
TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

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.

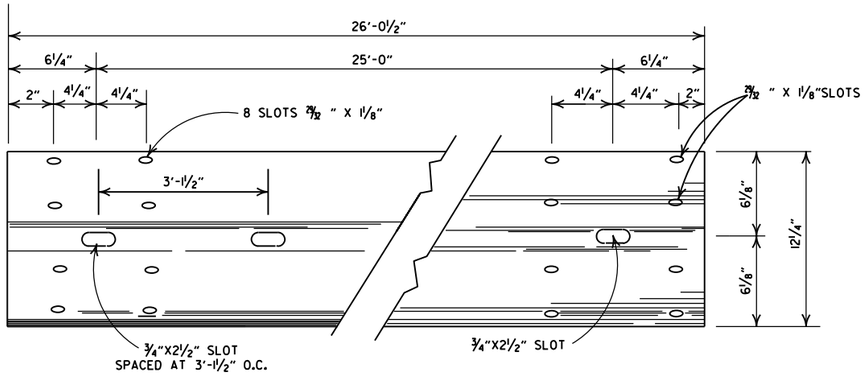
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

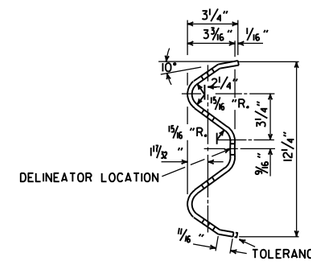
DATE	REVISION	DATE FILM'D
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87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

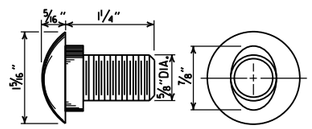
STANDARD DRAWING CDP-1



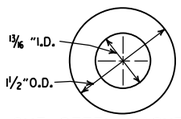


DETAILS OF W-BEAM GUARDRAIL

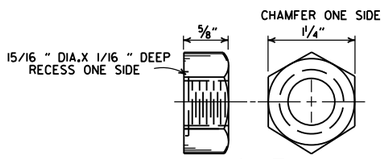
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



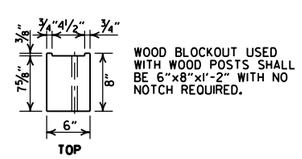
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

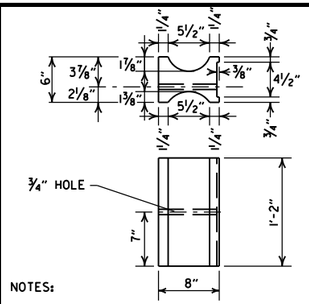


NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

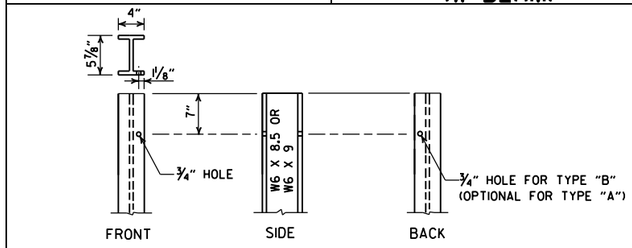
WOOD BLOCKOUT (W-BEAM)



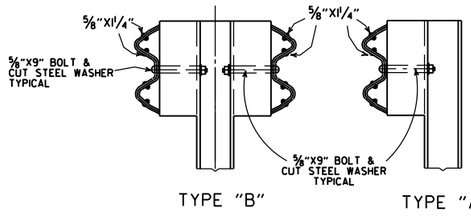
NOTES:

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)



STEEL POST



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.

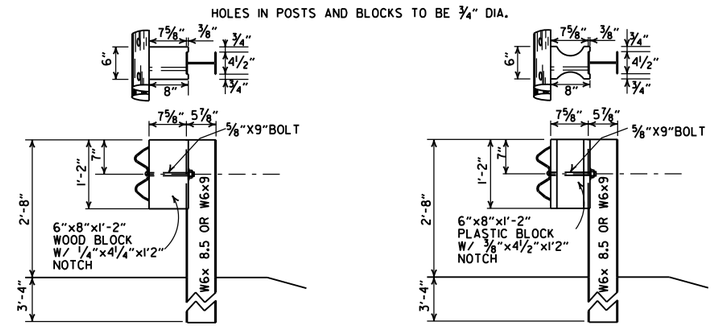
USE W-BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARDRAIL, W-BEAM GUARDRAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

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 9.7 f (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.

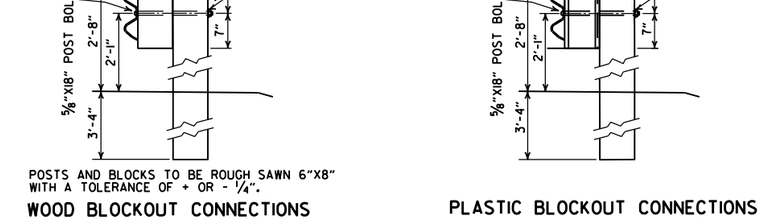
DELINEATORS SHALL BE MOUNTED AT 37.5' SPACING ON THE FRONT FACE OF THE GUARDRAIL. SPACING MAY BE REDUCED IN CURVES, AS DIRECTED BY THE ENGINEER. COLOR SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR DELINEATORS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR GUARDRAIL.



WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - ¼".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

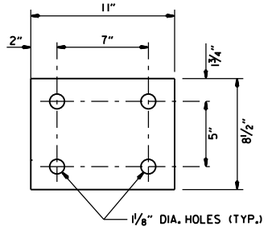
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	FILMED
05-19-22	REVISED GENERAL NOTES, ADDED DELINEATOR LOCATION.	
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

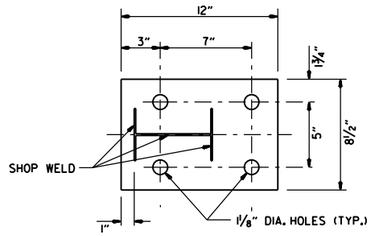
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

STANDARD DRAWING GR-6

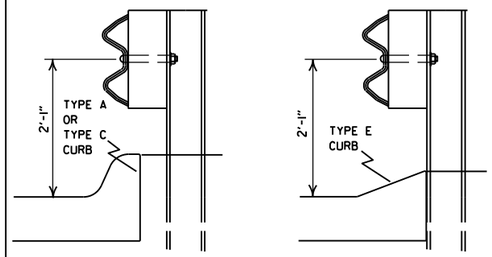


WASHER PLATE



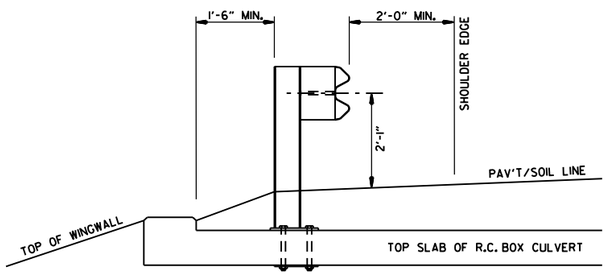
BASE PLATE

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

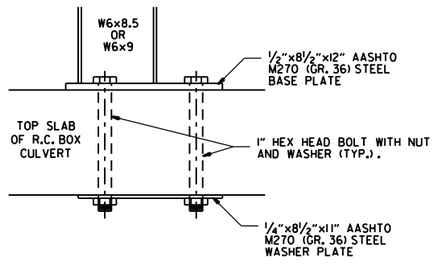


DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB (W-BEAM)

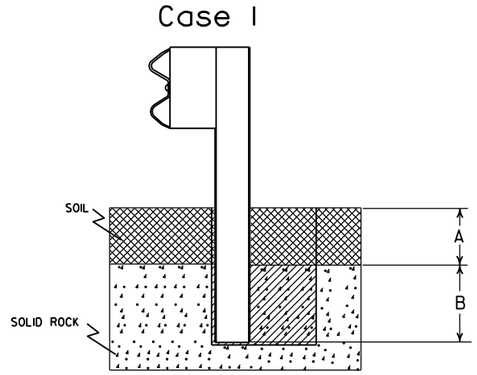
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.

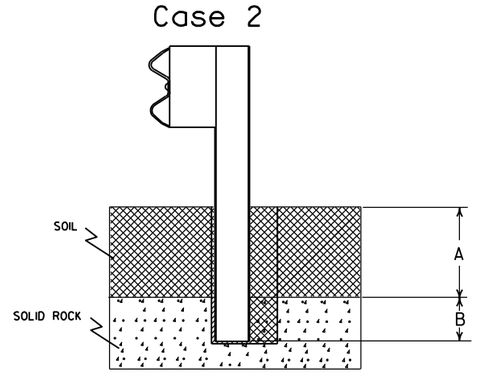


SECTION A-A



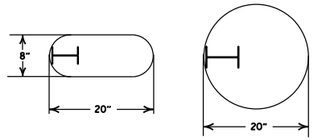
DETAIL OF CONNECTION

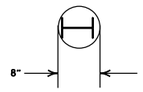




Plan View Steel Posts

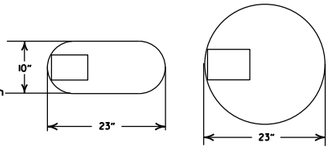
Either hole configuration acceptable

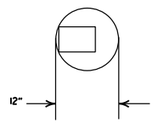




Plan View Wood Posts

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".

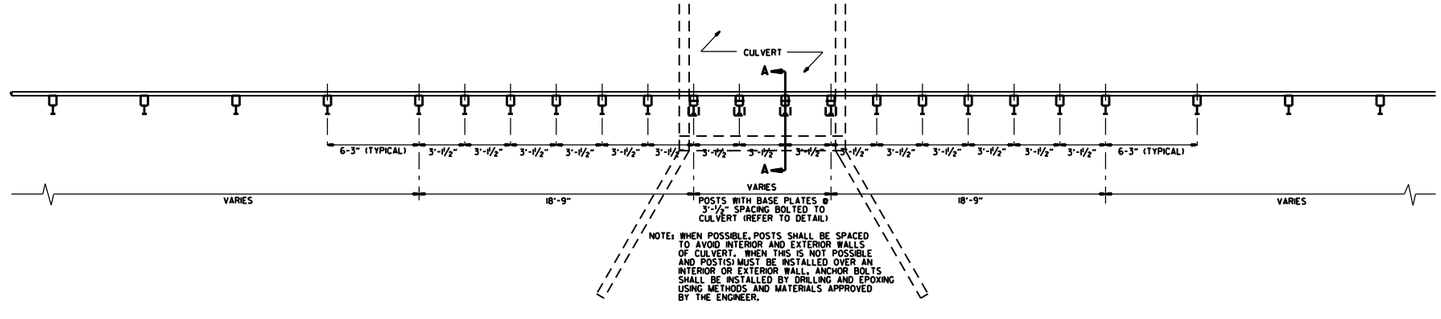
Zone A:
Backfill according to Section 617.03(a).

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.

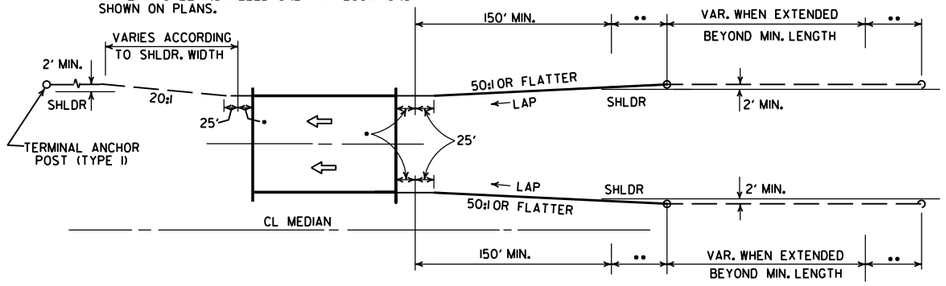
DATE	REVISION	FILMED
11-07-19	RENUMBERED, RENAMED, REVISED REFERENCE	
11-16-17	REVISED GUARDRAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
04-12-07	REVISED DETAIL OF GUARDRAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARDRAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST 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

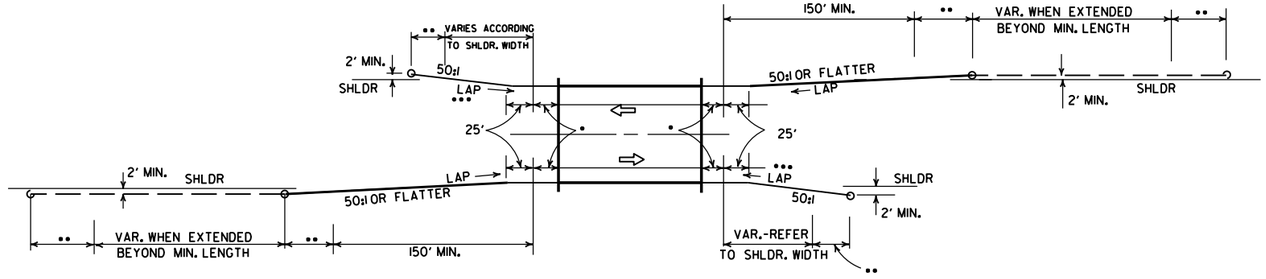
STANDARD DRAWING GR-7

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



ONE-WAY TRAFFIC

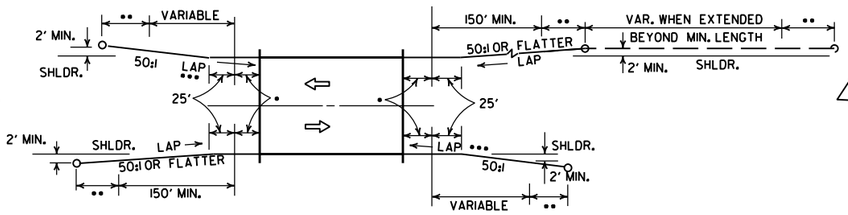
••• LAP OF GUARDRAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

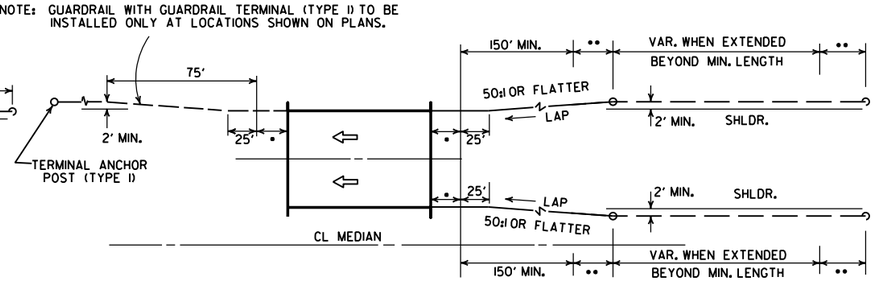
METHODS OF INSTALLATION OF GUARDRAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARDRAIL TERMINAL (TYPE 2)

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



TWO-WAY TRAFFIC

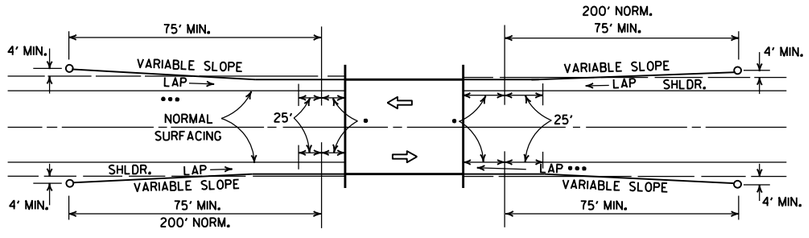
NOTE: GUARDRAIL WITH GUARDRAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



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

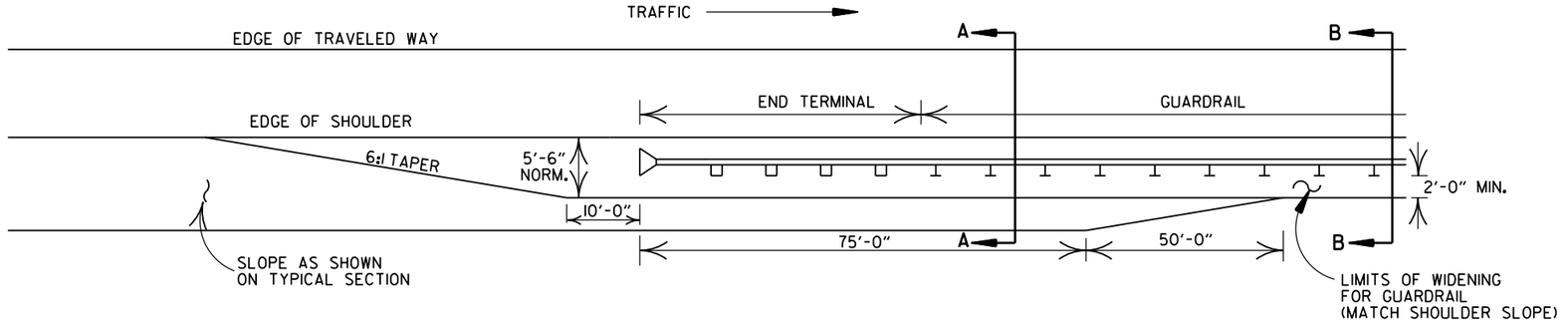
- • THRIE BEAM GUARDRAIL TERMINAL
- •• GUARDRAIL TERMINAL (TYPE 2)

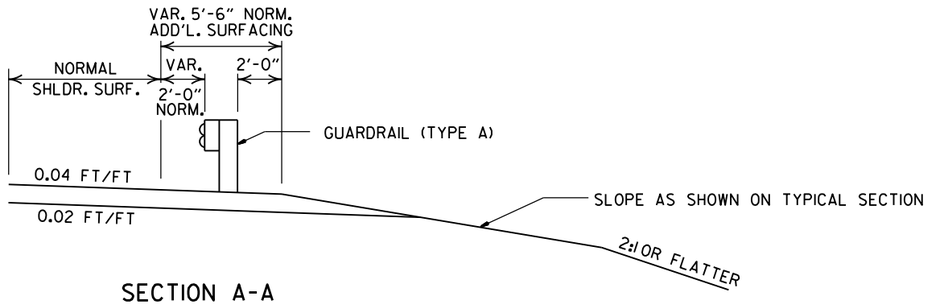
DATE	REVISION	DATE FILM
11-07-19	RENUMBERED AND RENAMED	
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARDRAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARDRAIL USING GUARDRAIL TERM. (TY. 1)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED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

ARKANSAS STATE HIGHWAY COMMISSION

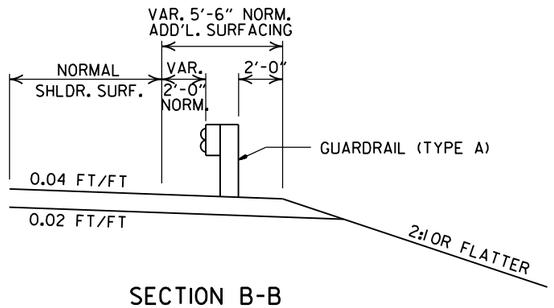
GUARDRAIL DETAILS

STANDARD DRAWING GR-8



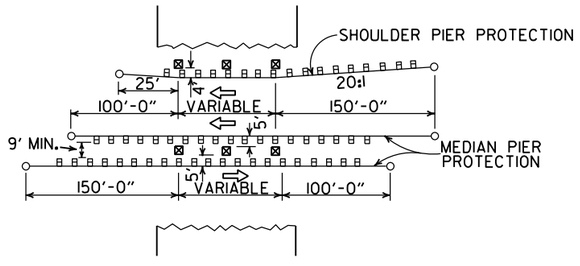


SECTION A-A



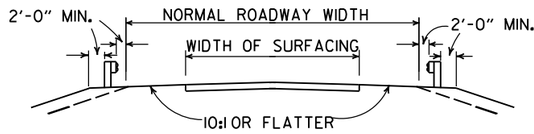
SECTION B-B

DETAILS OF WIDENING FOR GUARDRAIL

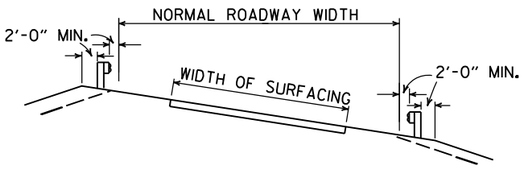


METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

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



SECTION ON TANGENT



SECTION ON CURVE

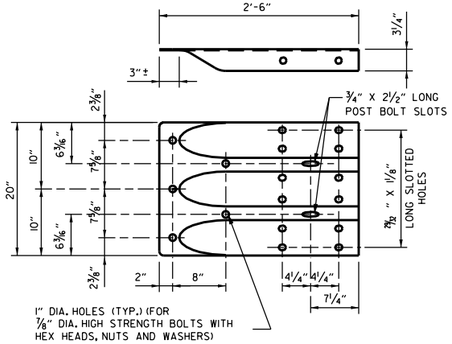
DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY

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

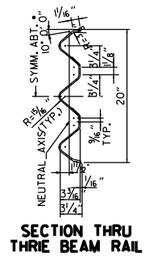
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

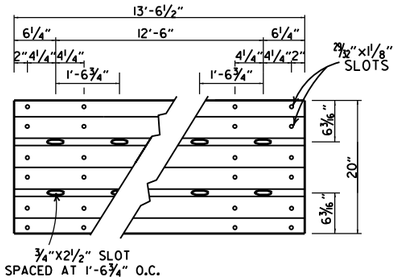
STANDARD DRAWING GR-9



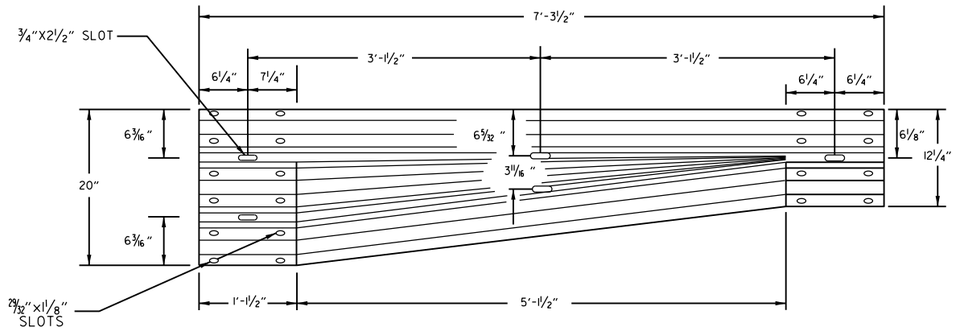
SPECIAL END SHOE



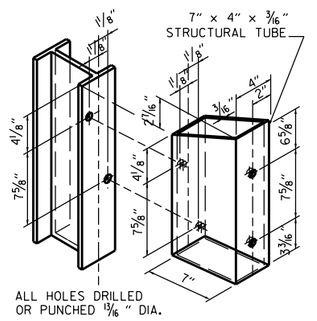
SECTION THRU THRIE BEAM RAIL



THRIE BEAM RAIL

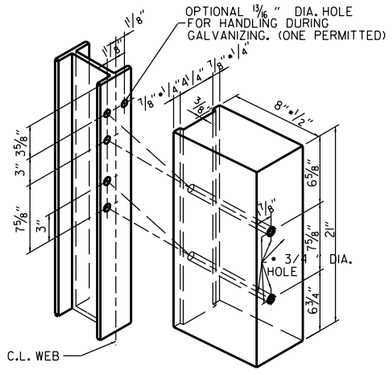


TRANSITION SECTION



ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.

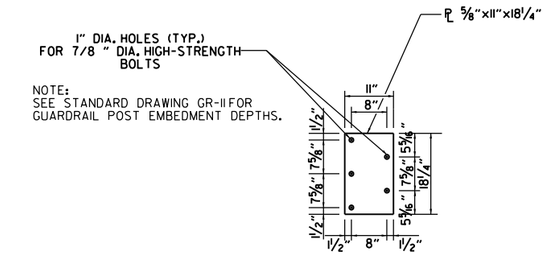
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

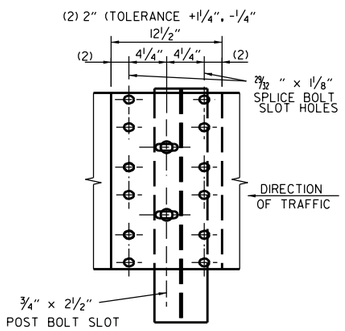
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



NOTE:
SEE STANDARD DRAWING GR-11 FOR GUARDRAIL POST EMBEDMENT DEPTHS.

CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



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.

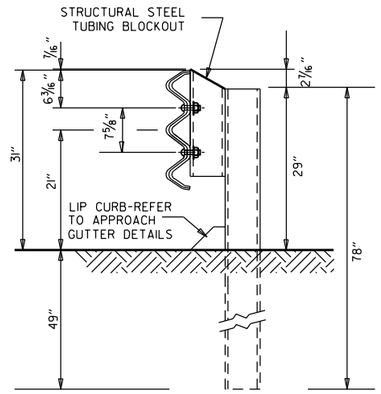
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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	

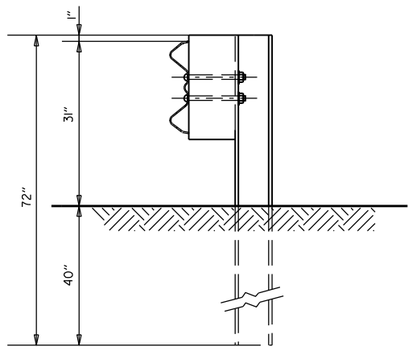
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

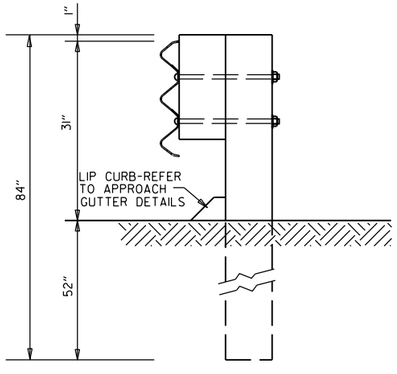
STANDARD DRAWING GR-10



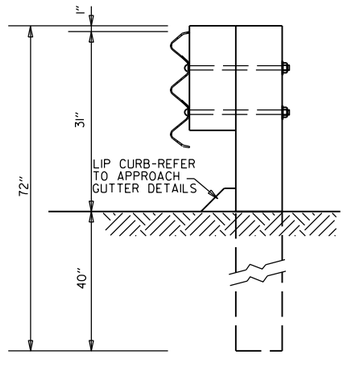
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



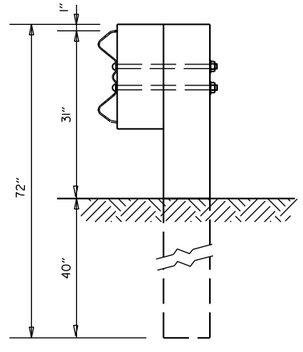
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



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.

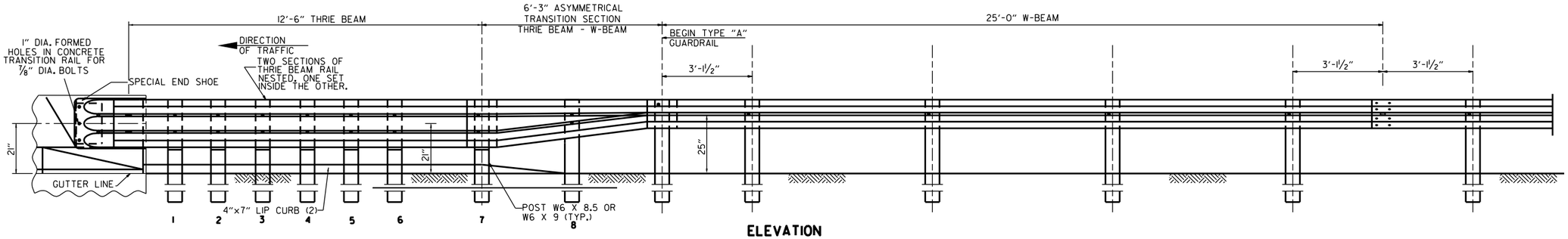
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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	

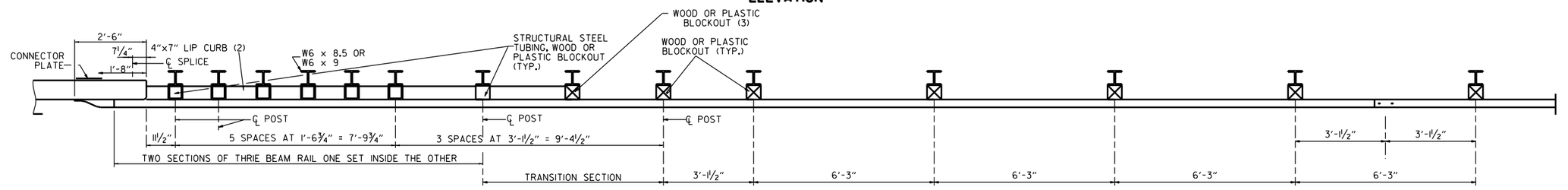
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

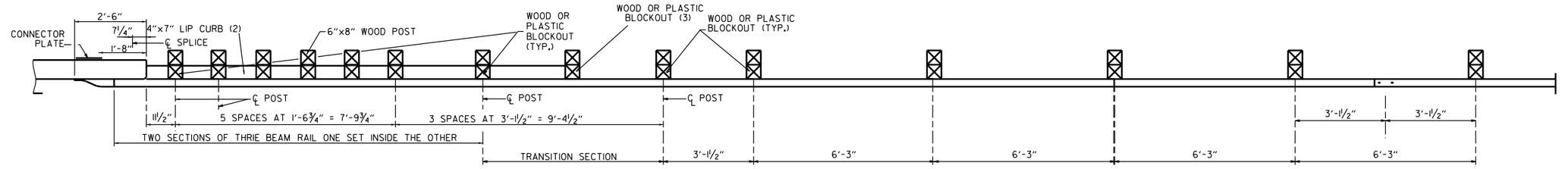
STANDARD DRAWING GR-11



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.

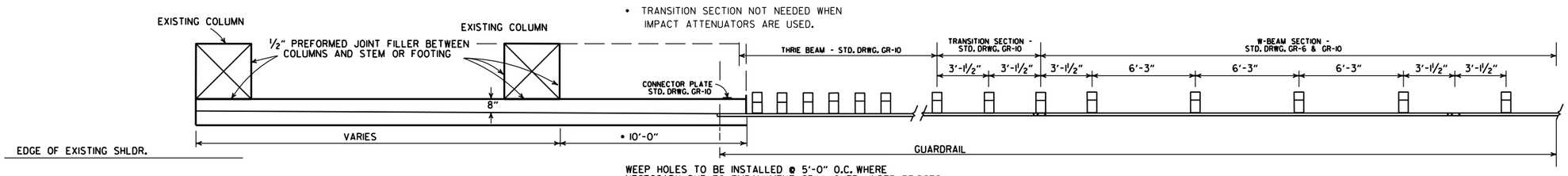
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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

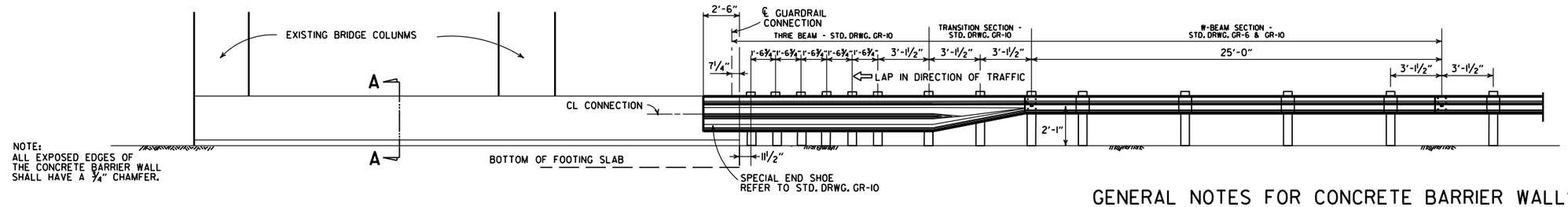
GUARDRAIL DETAILS

STANDARD DRAWING GR-12



AT LEAST ONE 1/2" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL



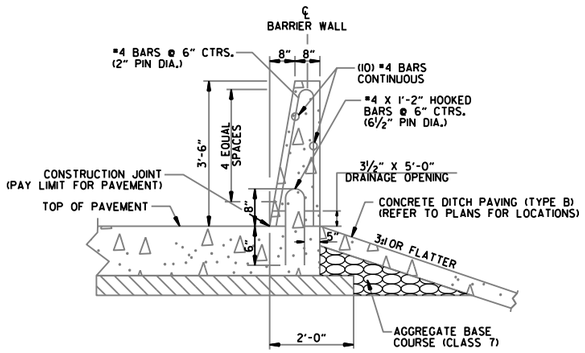
NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL

GENERAL NOTES FOR CONCRETE BARRIER WALLS

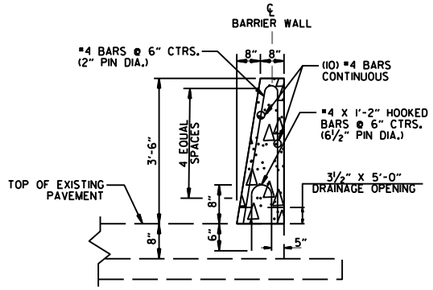
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION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

NOTE:
THE COST FOR THE MODIFICATION OF THE BARRIERS AND DROP INLETS ARE TO BE SUBSIDIARY TO CONCRETE BARRIER WALLS AND CURBS.



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

NOTE: SIDE TYPE A IS FOR USE WITH PROPOSED PAVEMENT.



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A-1)

NOTE: SIDE TYPE A-1 IS FOR USE WITH EXISTING PAVEMENT.

DATE	REVISION	FILMED
11-07-19	ADDED GENERAL NOTES.	
11-16-17	REVISED CONCRETE BARRIER WALL, RAISED GUARDRAIL HEIGHT 3" AND REVISED POST SPACING, CHANGED STD. DWG. NUMBER FROM GR-11 TO GR-13	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
08-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
06-29-00	MOVED DIMENSION LINE	
05-18-00	ADDED NOTE	
03-30-00	REVISED TO INCLUDE THRIE BEAM	
06-02-94	ADDED TRANSITION SECTION NOTE	
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
02-16-89	ADDED SKEWED DETAILS	594-2-16-89
07-14-88	CHANGED TITLE	
10-09-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-13

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	ARDOT NOMINAL	AASHTO M 206	ARDOT NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31⅜	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

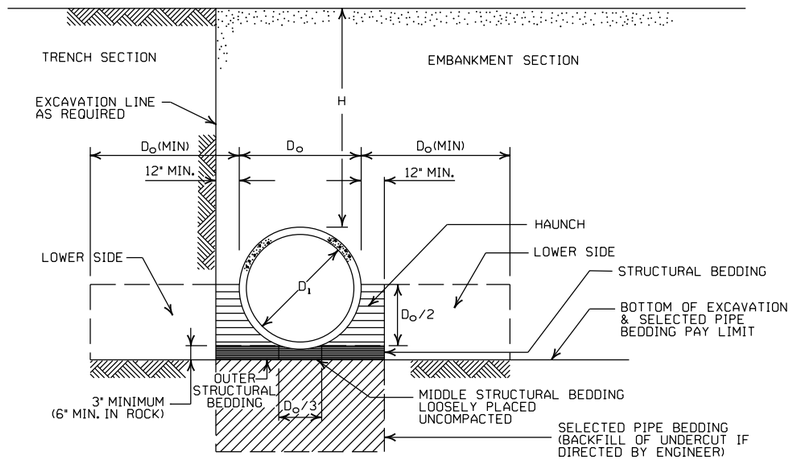
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_O = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
▨ = UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8

CORRUGATED METAL PIPE ARCHES

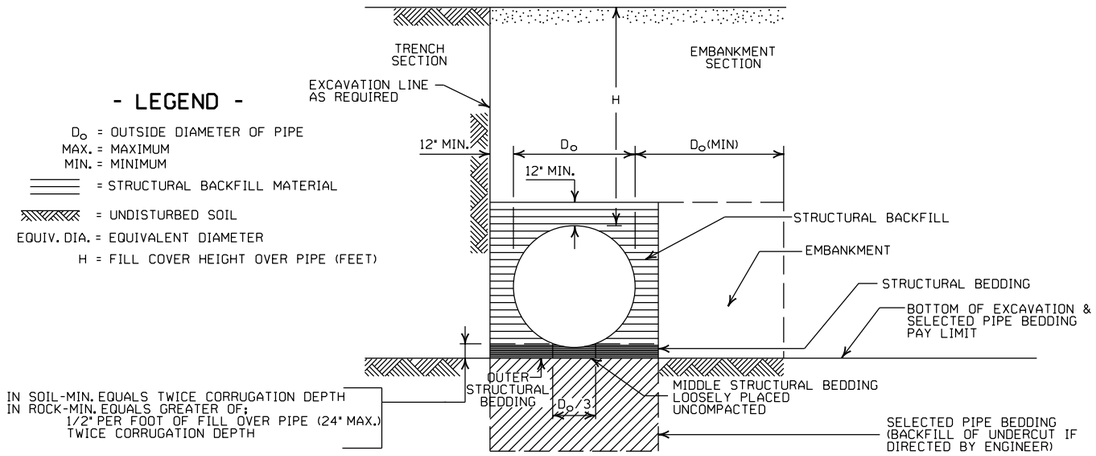
EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL			ALUMINUM		
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)	MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)
				INSTALLATION TYPE 1	INSTALLATION TYPE 1		INSTALLATION TYPE 1	INSTALLATION TYPE 1
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM		
15	17x13	3	0.064	2	15	0.060	2	15
18	21x15	3	0.064	2	15	0.060	2	15
21	24x18	3	0.064	2.25	15	0.060	2.25	15
24	28x20	3	0.064	2.5	15	0.075	2.5	15
30	35x24	3	0.079	3	12	0.075	3	12
36	42x29	3½	0.079	3	12	0.105	3	12
42	49x33	4	0.079	3	12	0.105	3	12
48	57x38	5	0.109	3	13	0.135	3	13
54	64x43	6	0.109	3	14	0.135	3	14
60	71x47	7	0.138	3	15	0.164	3	15
66	77x52	8	0.168	3	15			
72	83x57	9	0.168	3	15			
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM					
				INSTALLATION TYPE 2	INSTALLATION TYPE 1		INSTALLATION TYPE 2	INSTALLATION TYPE 1
36	40x31	5	0.079	3	2		12	15
42	46x36	6	0.079	3	2		13	15
48	53x41	7	0.079	3	2		13	15
54	60x46	8	0.079	3	2		13	15
60	66x51	9	0.079	3	2		13	15
66	73x55	12	0.079	3	2		15	15
72	81x59	14	0.079	3	2		15	15
78	87x63	14	0.079	3	2		15	15
84	95x67	16	0.109	3	2		15	15
90	103x71	16	0.109	3	2		15	15
96	112x75	18	0.109	3	2		15	15
102	117x79	18	0.109	3	2		15	15
108	128x83	18	0.138	3	2		15	15

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

- LEGEND -

D_o = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF HDPE PIPE.

MULTIPLE INSTALLATION OF HIGH DENSITY POLYETHYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

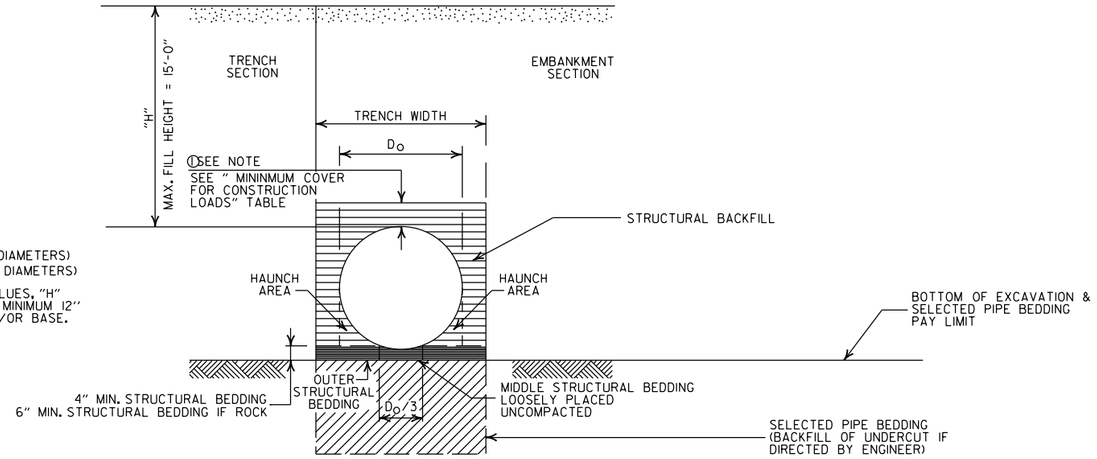
PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"

①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)
MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M294, TYPE S. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. HIGH DENSITY POLYETHYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR HDPE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED GENERAL NOTES & MINIMUM COVER NOTE	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PVC PIPE.

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"

MULTIPLE INSTALLATION OF PVC PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

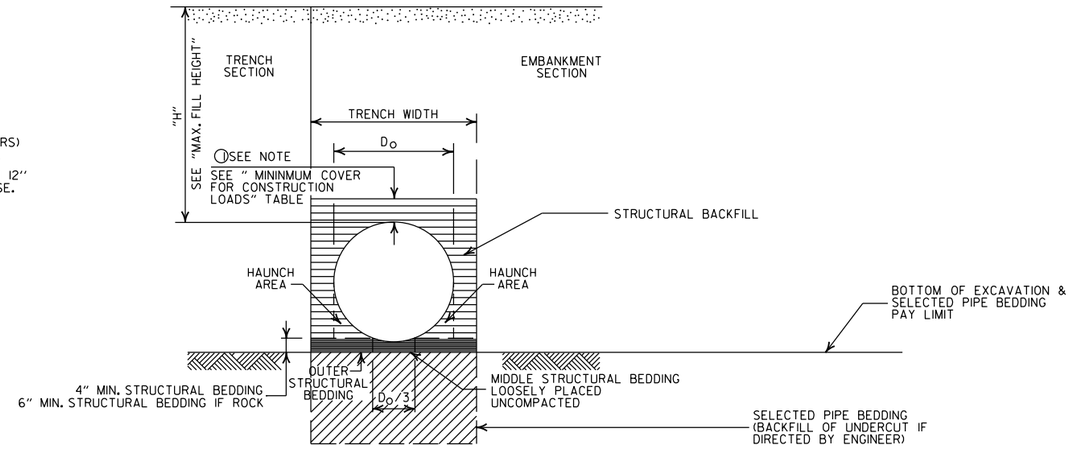
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

① NOTE:
12" MIN. (18" - 36" DIAMETERS)
MINIMUM COVER VALUE, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
18" THRU 36"	2'-0"	2'-6"	3'-0"	3'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO ASTM F949, CELL CLASS 12454. INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR PVC PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REV GENERAL NOTES & MINIMUM COVER NOTE; DELETED SM3 MATERIAL	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

INSTALLATION TYPE	**MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	*SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4) OR TYPE 1 INSTALLATION MATERIAL

*SM3 WILL NOT BE ALLOWED.

** STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF POLYPROPYLENE PIPE.

MULTIPLE INSTALLATION OF POLYPROPYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"
60"	5'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET)	
	"H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"
60"	10'-0"	15'-0"

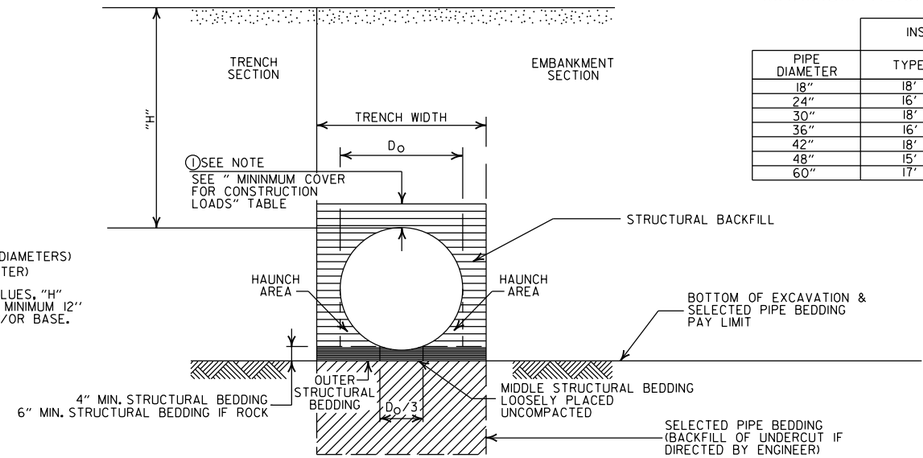
MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS			
	18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-150.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

①NOTE:
12" MIN. (18" - 42" DIAMETERS)
24" MIN. (60" DIAMETER)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.



MAXIMUM HEIGHT OF FILL "H"

PIPE DIAMETER	INSTALLATION TYPE	
	TYPE 1	TYPE 2
18"	18'	14'
24"	16'	12'
30"	18'	14'
36"	16'	12'
42"	18'	13'
48"	15'	11'
60"	17'	12'

EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M330, TYPE S, INSTALLATION SHALL CONFORM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION (2012) WITH 2013 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. POLYPROPYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR POLYPROPYLENE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN SECTION 26.4.2.4 AND 30.4.2 OF THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS 3RD EDITION (2010) WITH 2012 INTERIMS. JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

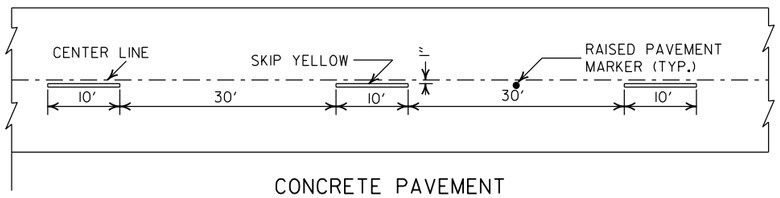
DATE	REVISION	DATE FILMED
02-27-20	REVISED	
11-07-19	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

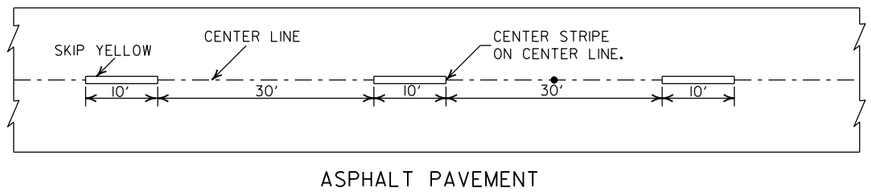
PLASTIC PIPE CULVERT (POLYPROPYLENE)

STANDARD DRAWING PCP-3

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

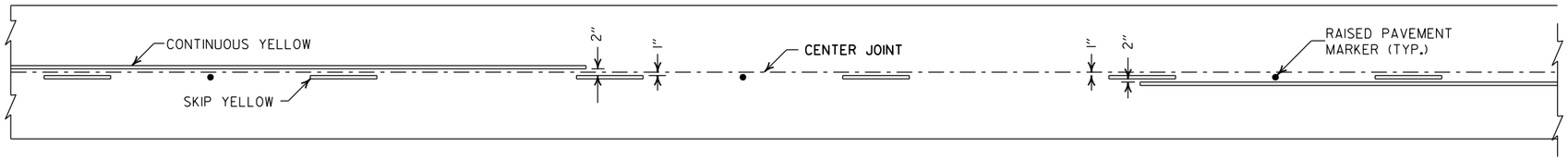


CONCRETE PAVEMENT

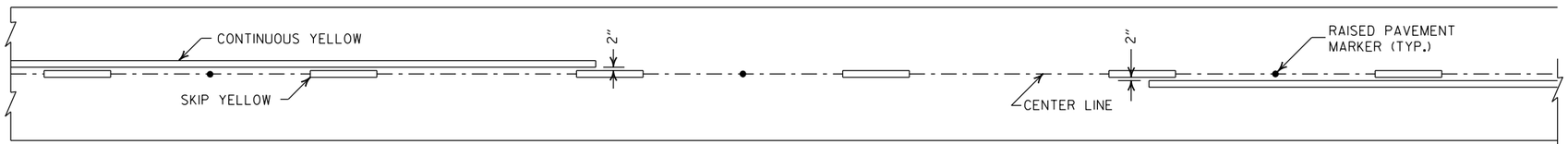


ASPHALT PAVEMENT

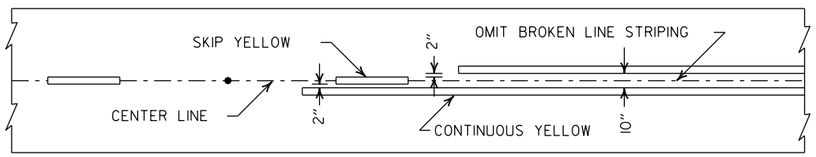
BROKEN LINE STRIPING



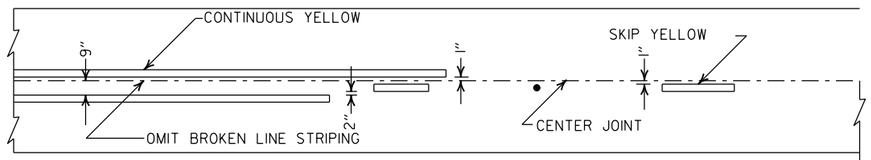
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

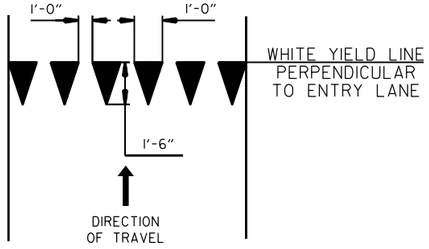


ASPHALT PAVEMENT

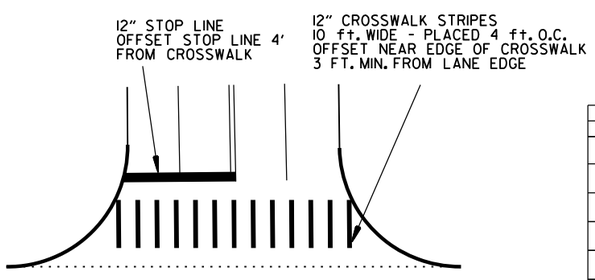


CONCRETE PAVEMENT

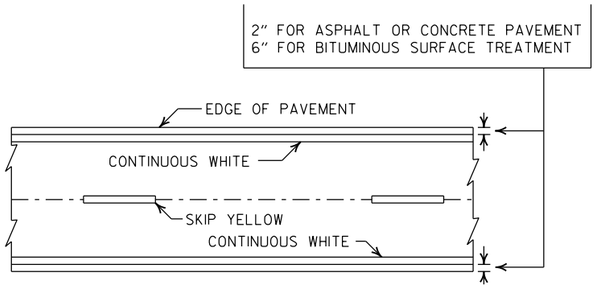
STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL



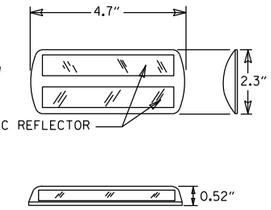
CROSSWALK AND STOP LINE DETAILS



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

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

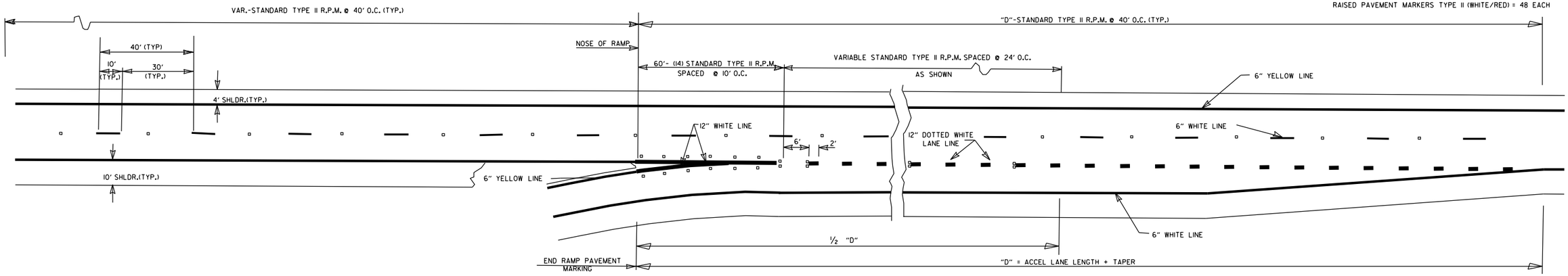
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

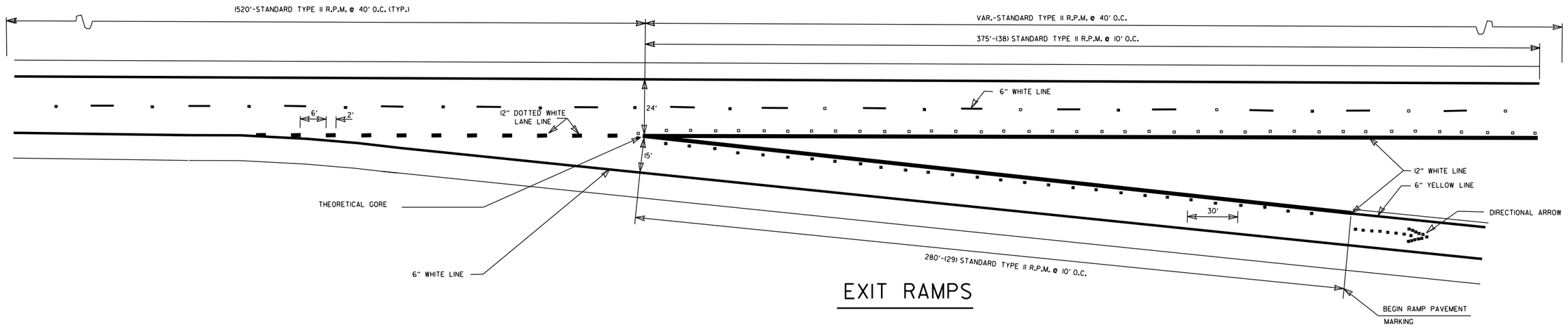
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

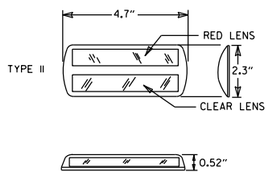
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

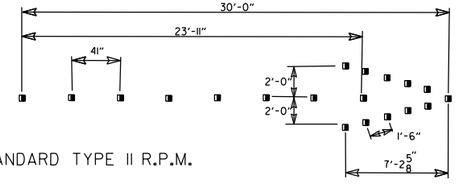


EXIT RAMPS



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

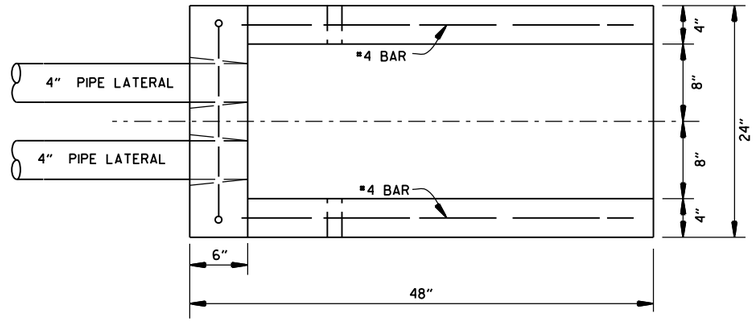
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

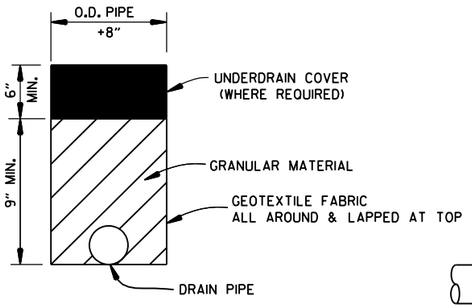
NOTE:

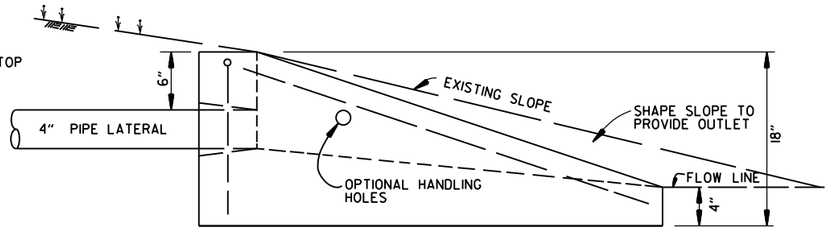
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

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

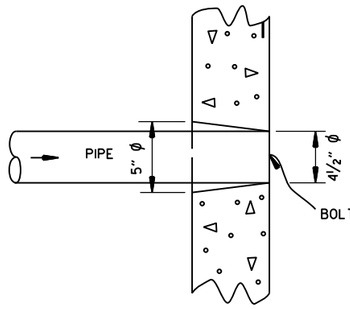


PLAN VIEW

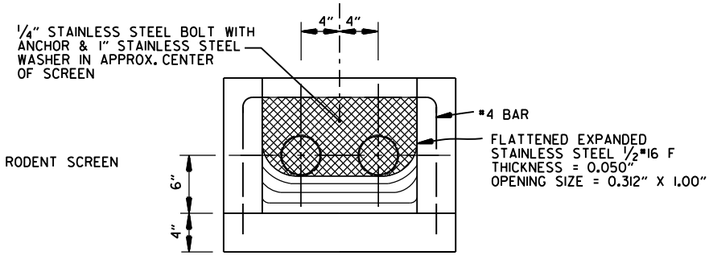




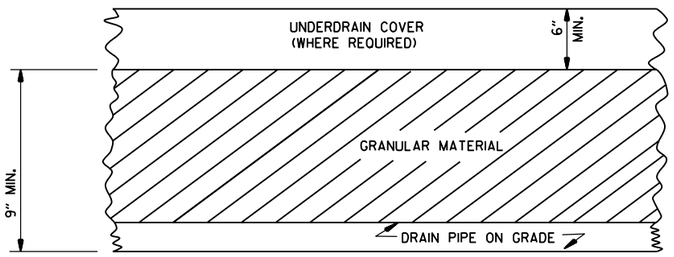
SIDE VIEW



DETAIL OF HOLE FOR 4" PIPE

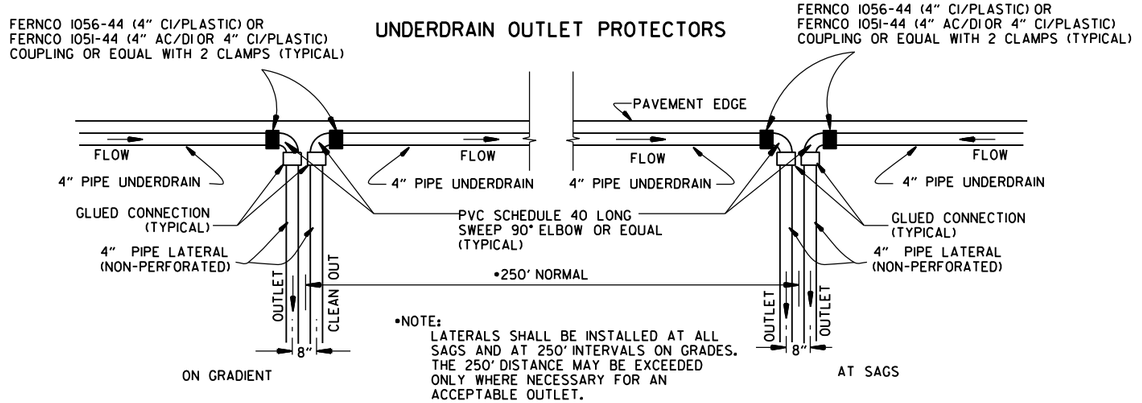


FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

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.

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

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

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

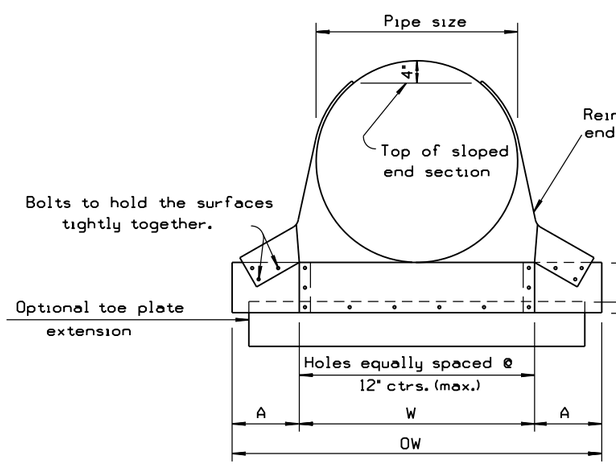
7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

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

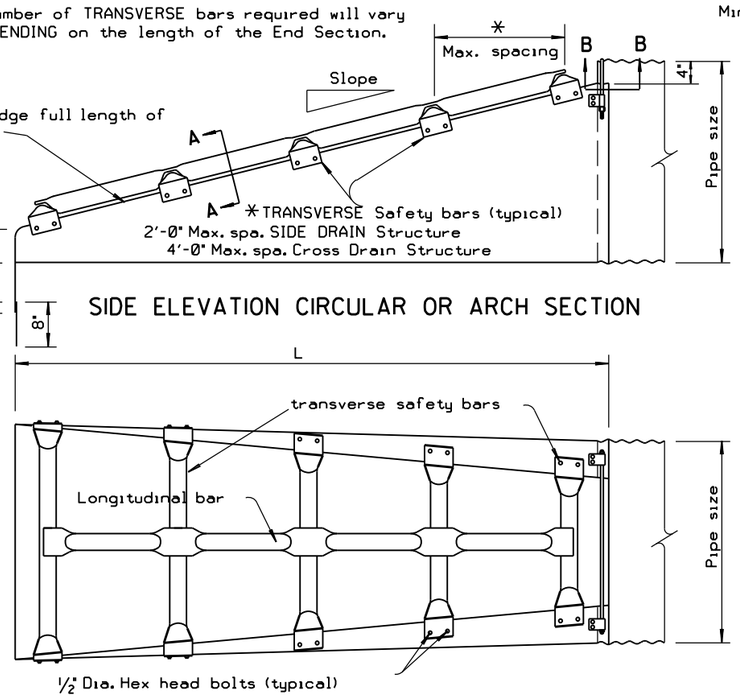
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

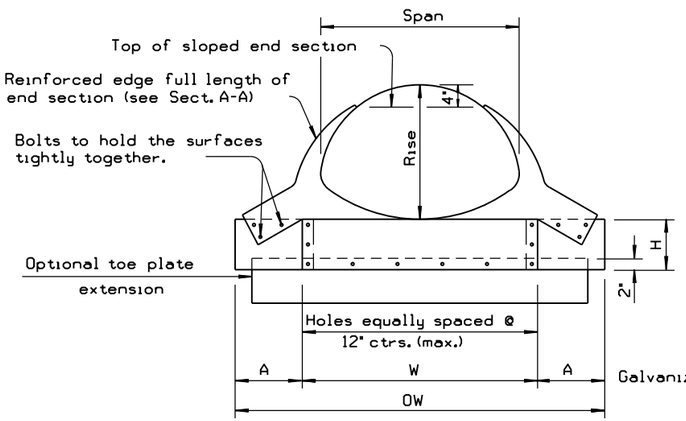


FRONT VIEW CIRCULAR PIPE

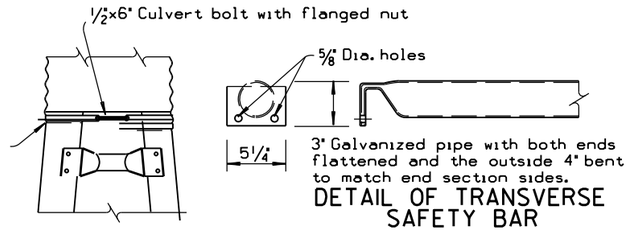


SIDE ELEVATION CIRCULAR OR ARCH SECTION

TOP VIEW CIRCULAR OR ARCH SECTION



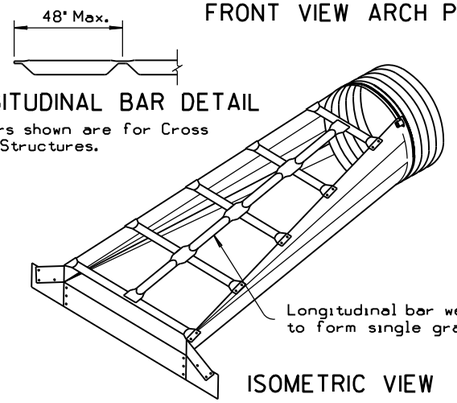
FRONT VIEW ARCH PIPE



DETAIL OF TRANSVERSE SAFETY BAR

TYPE #1 CONNECTOR DETAIL

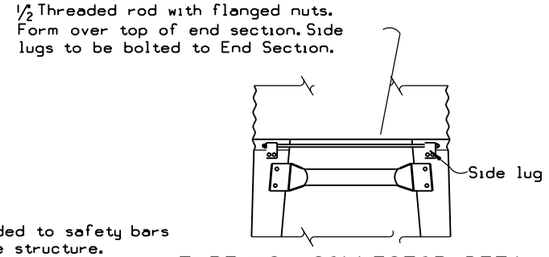
For 15" thru 24" pipe



LONGITUDINAL BAR DETAIL

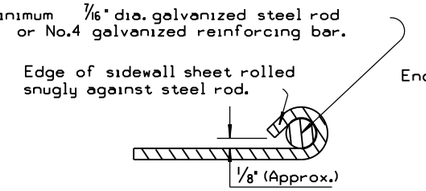
Note: Bars shown are for Cross Drain Structures.

ISOMETRIC VIEW

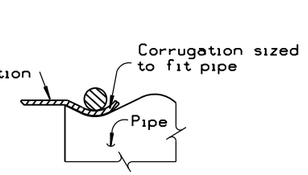


TYPE #2 CONNECTOR DETAIL

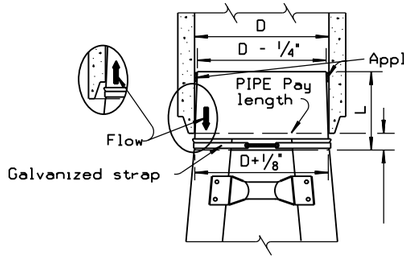
For 30" and larger round pipes & 21"x15" thru 64"x43" arch pipes



SECTION A-A



SECTION B-B



D - 12" to 24" L = 12"
D - 30" & Larger L = 16"

Note: Metal end section to be firmly wedged INTO PIPE END BEFORE BACKFILLING PIPE.

(Tapered sleeve to be 12 Ga. smooth galvanized steel in accordance with AASHTO M 218.)

STEEL END SECTION FOR CONCRETE PIPE
(Alternate for Concrete End Section)

GENERAL NOTES

End sections shall be fabricated from galvanzied steel meeting the requirements of SUBSECTION 606.02(c)(1) OF THE STANDARD SPECIFICATIONS.
When specified optional toe plate extension shall be punched and bolted to end section apron lip with ⅜" diameter galvanized bolts.
Steel for toe plate extension shall be same gauge as end section.
Dimensions shall be overall width less 6" by 8" high.
Attachment to circular pipes 15" through 24" diameter shall be made with Type #1 straps. All other sizes shall be attached with Type #2 rods and lugs.
Safety bars shall be fabricated from steel pipe meeting the requirements of ASTM A-53 Schedule 40 Specifications. Safety bars shall be hot dipped galvanized after fabrication.

All work and materials required for construction and installation of safety end section shall be included in the PRICE BID EACH FOR SAFETY END SECTIONS FOR PIPE CULVERTS.
Longitudinal and transverse bars will be required for cross drain structures when span is greater than 30". no safety bars will be REQUIRED FOR 30" SPAN OR LESS WHEN USED ON CROSS DRAIN STRUCTURES.
Transverse bars will be required for all sizes of side drain structures.
Class 1 safety end sections shall be end sections with a 4:1 slope.
Class 2 safety end sections shall be end sections with a 6:1 slope.

SAFETY END SECTIONS FOR ARCH PIPES

Equv. Dia.	Nom. W.W. Area Sq Ft	Pipe Arch Span (In.)	Pipe Arch Rise (In.)	Min. Gauge End Sect.	Dimensions in Inches A	H	W	OW	Slope	L (In)	Slope	L (In)
18"	1.6	21	15	16	8	6	27	43	4:1	20	6:1	30
21"	2.2	24	18	16	8	6	30	46	4:1	32	6:1	48
24"	2.9	28	20	16	8	6	34	50	4:1	40	6:1	60
30"	4.5	35	24	14	12	9	41	65	4:1	56	6:1	84
36"	6.5	42	29	12	12	9	48	72	4:1	76	6:1	114
42"	8.9	49	33	12	16	12	55	87	4:1	92	6:1	138
48"	11.6	57	38	12	16	12	63	95	4:1	112	6:1	168
54"	14.7	64	43	12	16	12	70	102	4:1	132	6:1	198
60"	18.1	71	47	12	16	12	77	109	4:1	148	6:1	222
72"	26.0	83	57	12	16	12	89	121	4:1	188	6:1	282

SAFETY END SECTIONS FOR CIRCULAR PIPES

Pipe Dia.	Min. Gauge Ends	Dimensions in Inches A 1"Tol	H 1"Tol	W 2"Tol	OW	L Dimensions in Inches Slope	L	Slope	L
15"	16	8	6	21	37	4:1	20	6:1	30
18"	16	8	6	24	40	4:1	32	6:1	48
21"	16	8	6	27	43	4:1	44	6:1	66
24"	16	8	6	30	46	4:1	56	6:1	84
30"	12	12	9	36	60	4:1	80	6:1	120
36"	12	12	9	42	66	4:1	104	6:1	156
42"	12	16	12	48	80	4:1	128	6:1	192
48"	12	16	12	54	86	4:1	152	6:1	228
54"	12	16	12	60	92	4:1	176	6:1	264
60"	12	16	12	66	98	4:1	200	6:1	300

DATE	REVISION	DATE FILMED
10-18-96	REVISED ASTM REF. TO AASHTO	
8-15-91	DRAWN & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

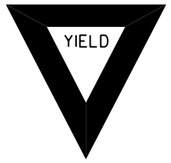
SAFETY END SECTION FOR CIRCULAR AND ARCH PIPES

STANDARD DRAWING SES-1

R1-1

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

R1-2



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

R2-1

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

W3-5

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

W3-5a

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

R4-1

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

R4-2

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

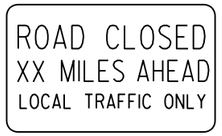
R5-1

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

RII-2

48"X30"

RII-3A



60"X30"

RII-4

60"X30"

W21-5a

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

WI-1

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

WI-2

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

WI-3

STD. 48"X48"

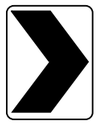
WI-4

STD. 48"X48"

WI-6

STD. 48"X24"
SPECIAL 60"X30"

WI-8



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

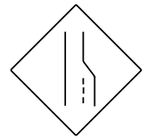
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



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

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

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

W9-2

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

WI3-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

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

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

WI-4b

STD. 48"X48"

R56-1

STD. 18"X18"

W8-11

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

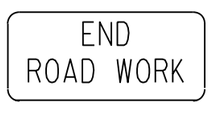
W8-9

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

G20-1

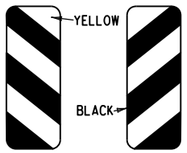
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

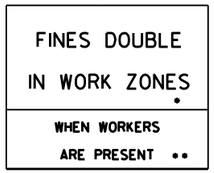
M4-9

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

M4-10

48"X18"

R55-1



36"X60"

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

ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

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

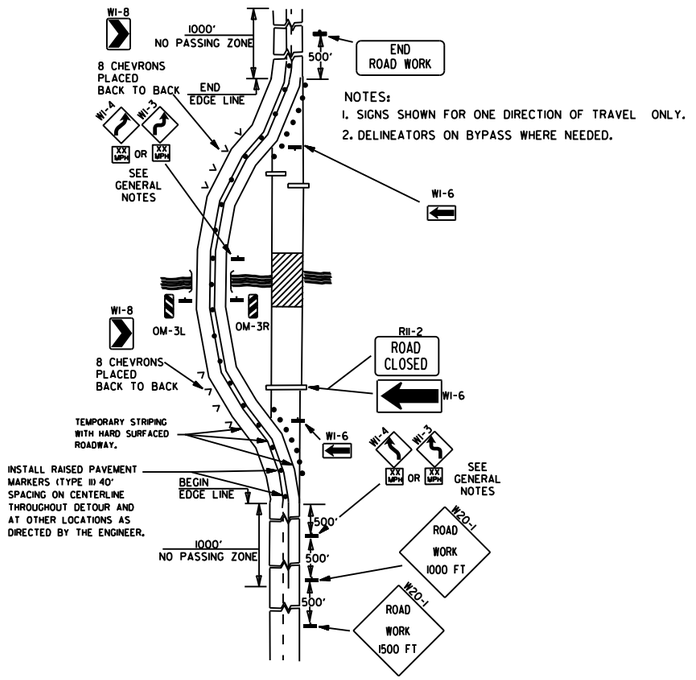
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

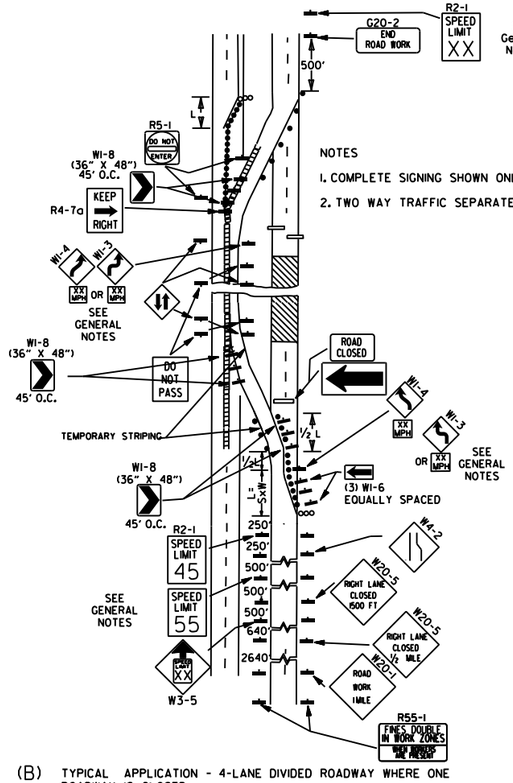
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



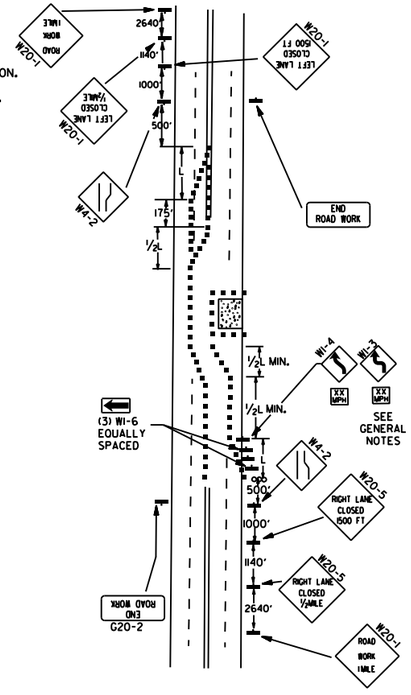
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

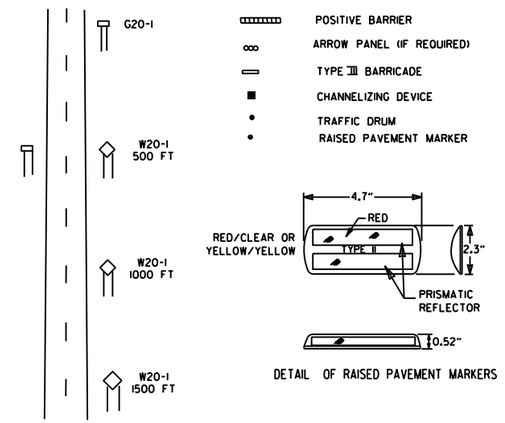


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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:

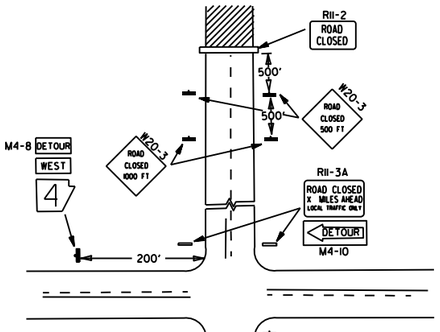
L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

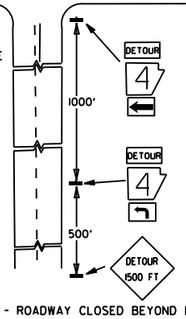
WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

GENERAL NOTES:

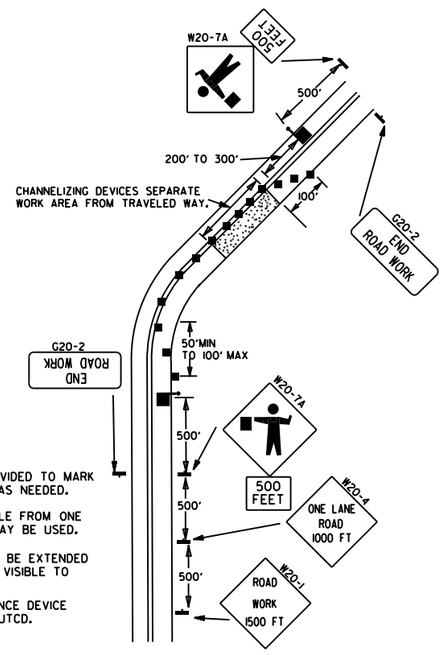
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 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. 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.

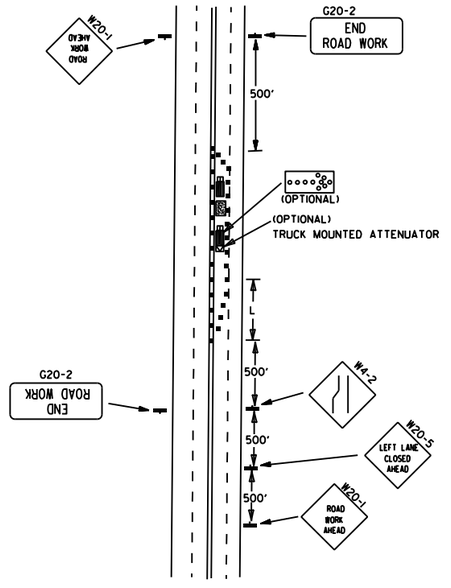


(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



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.



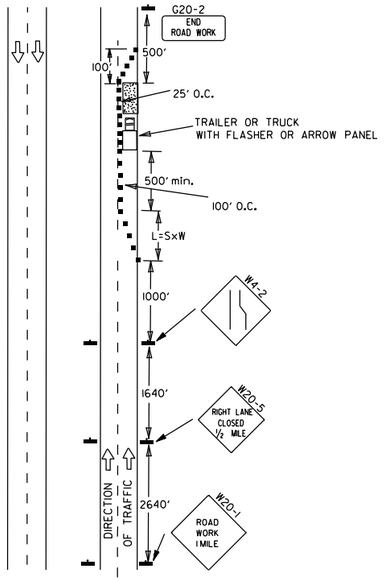
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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	

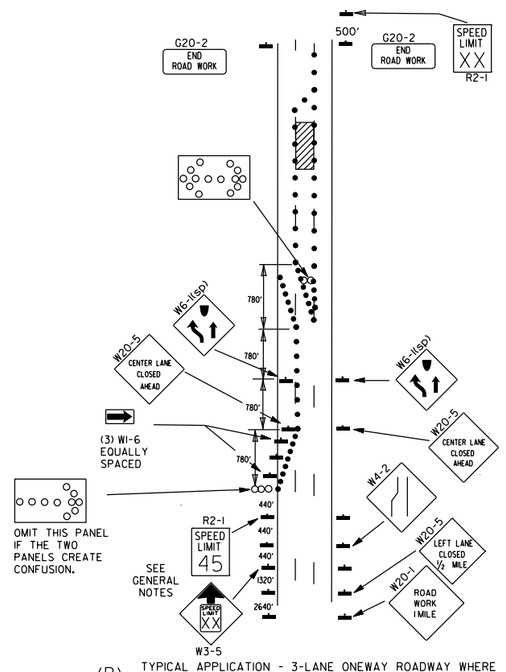
ARKANSAS STATE HIGHWAY COMMISSION

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.



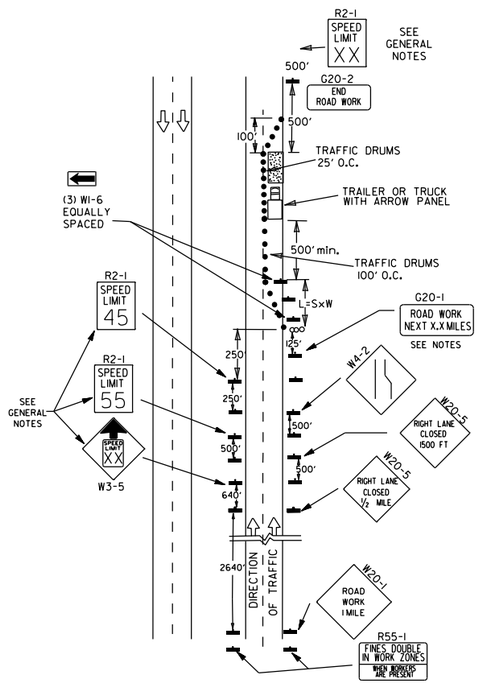
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

KEY:

- ARROW PANEL (IF REQUIRED)
- ■ CHANNELIZING DEVICE
- ● TRAFFIC DRUM

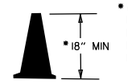
GENERAL NOTES:

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).



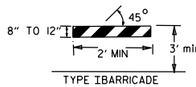
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

CHANNELIZING DEVICES



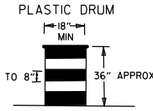
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

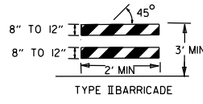
CONES



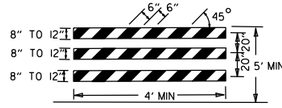
TYPE I BARRICADE

PLASTIC DRUM



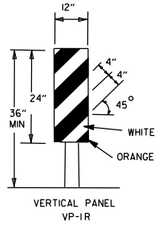


TYPE II BARRICADE



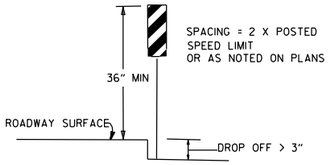
TYPE III BARRICADE

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

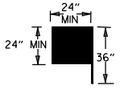


VERTICAL PANEL VP-1R

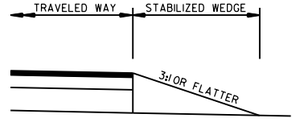
VERTICAL PANEL PLACEMENT



FLAG



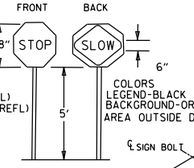
FLAG SHALL BE OF GOOD GRADE RED MATERIAL

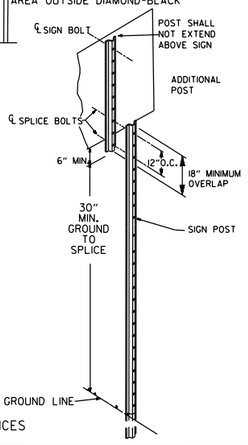


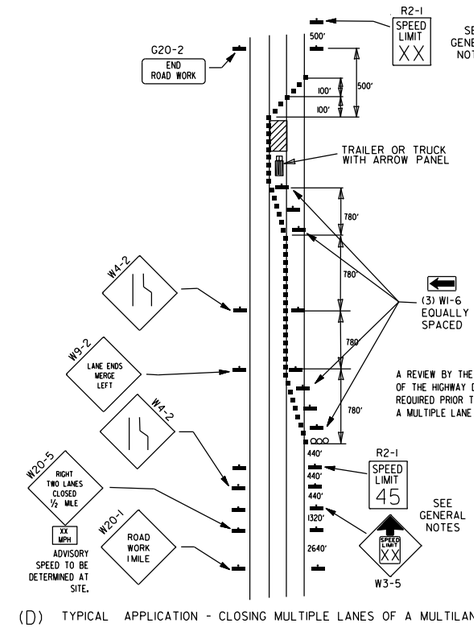
STABILIZED WEDGE

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

STOP SLOW PADDLE







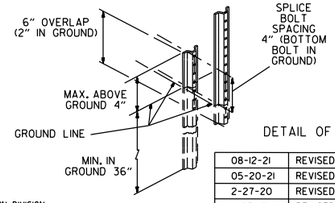
A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

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

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

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).

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	

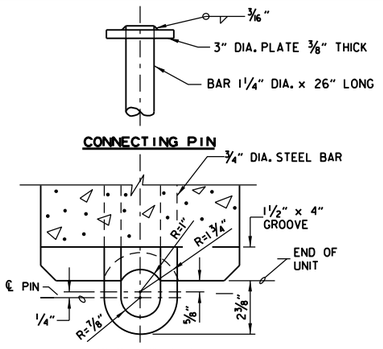
ARKANSAS STATE HIGHWAY COMMISSION

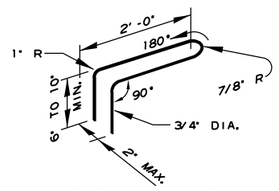
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

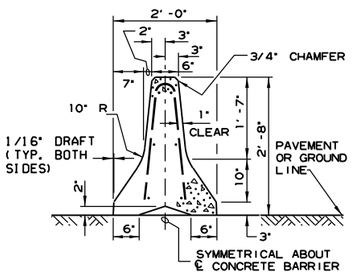
STANDARD DRAWING TC-3

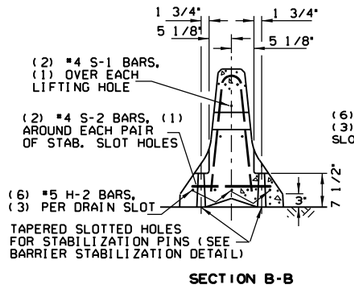
REINFORCING BAR TABLE PER BARRIER UNIT

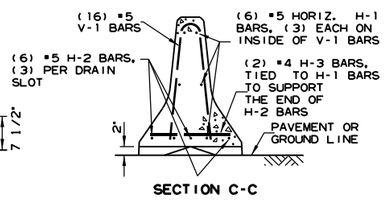
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. 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"

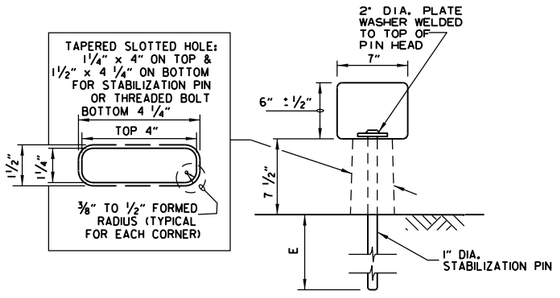




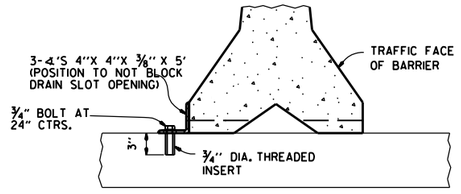






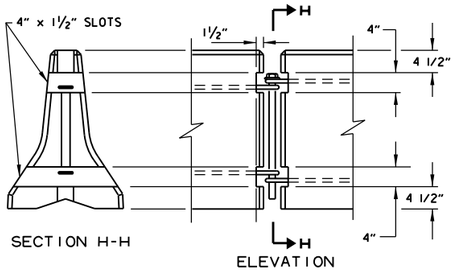


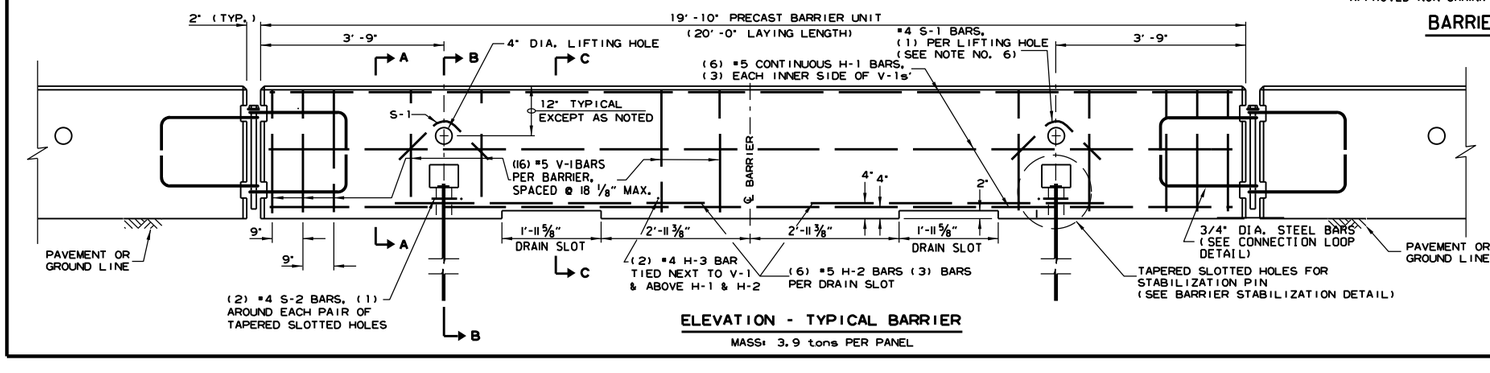
Ⓔ 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



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





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.

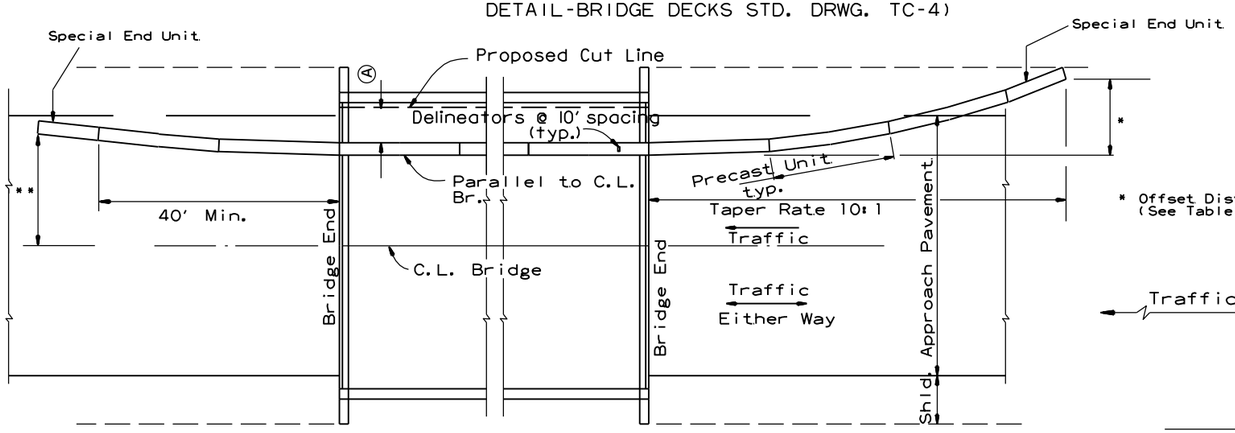
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED 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

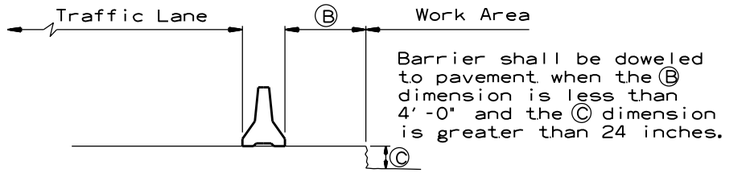
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

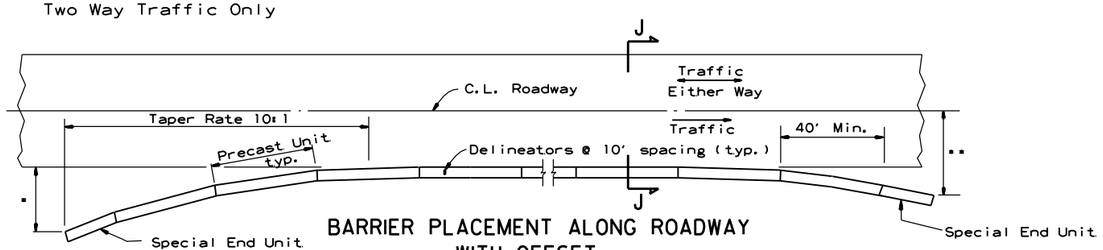
** Offset Distance for Two Way Traffic Only



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

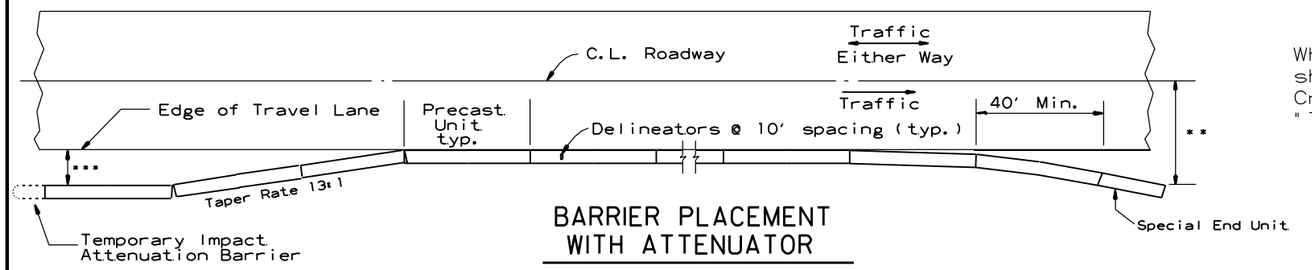
** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

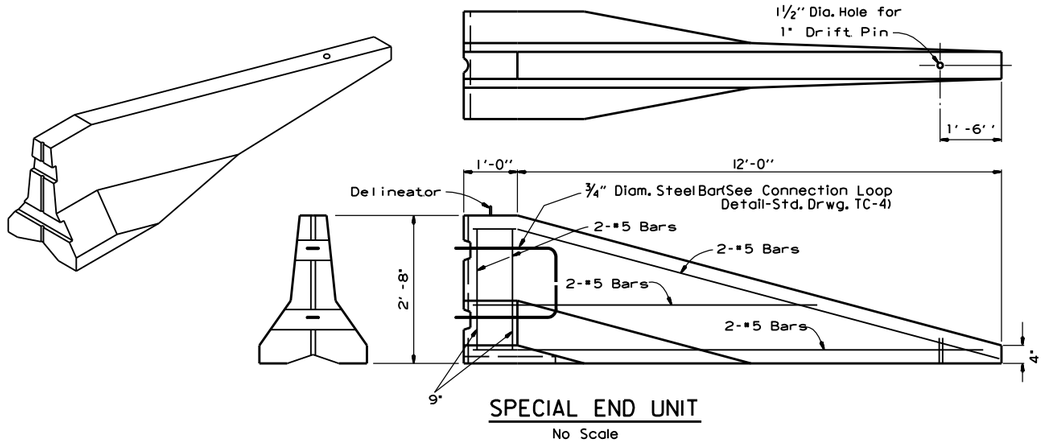


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

** Offset Distance For Two Way Traffic Only



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with 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	

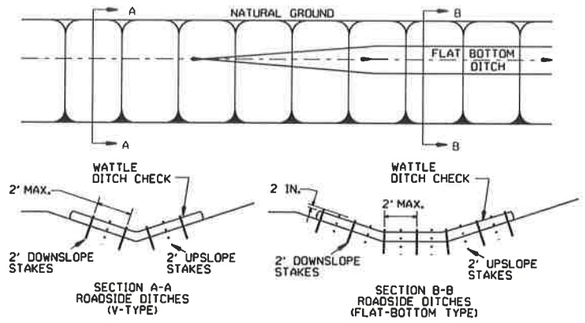
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

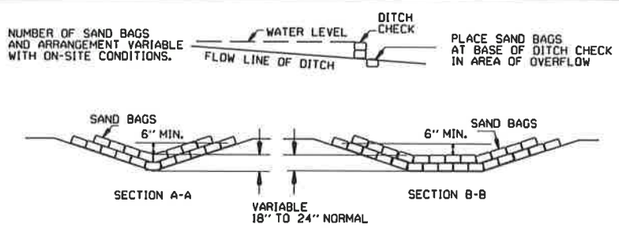
STANDARD DRAWING TC-5

GENERAL NOTES

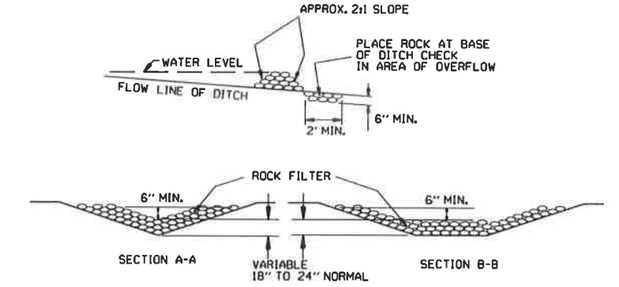
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

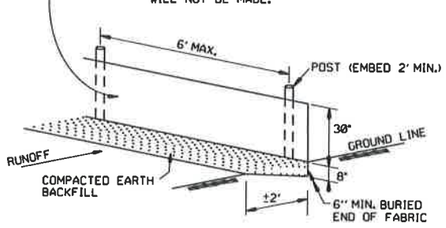


ROCK DITCH CHECK (E-6)

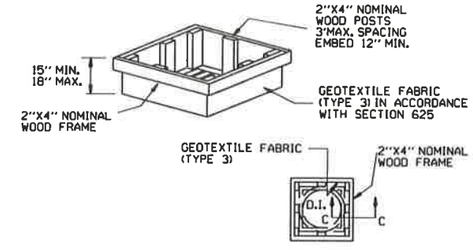
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

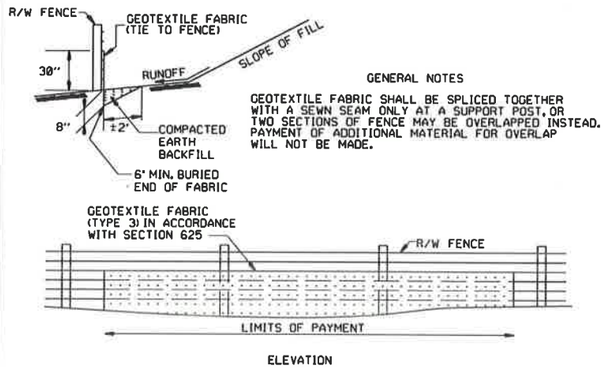
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



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.

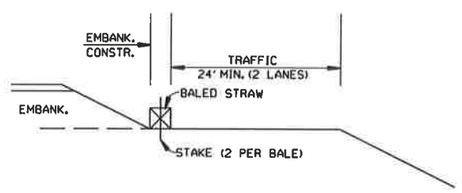
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

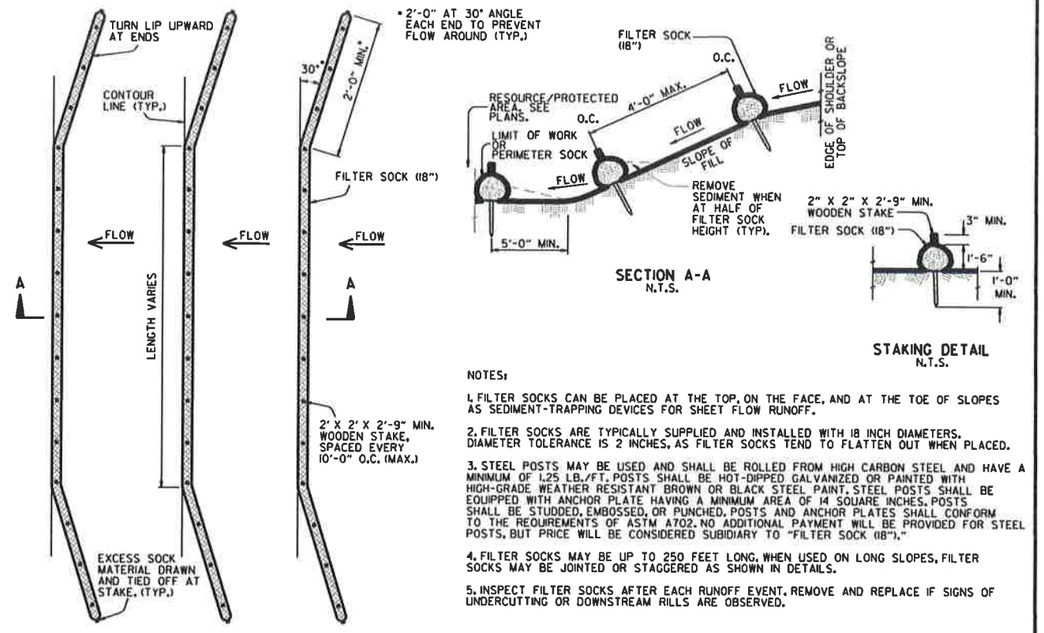
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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.

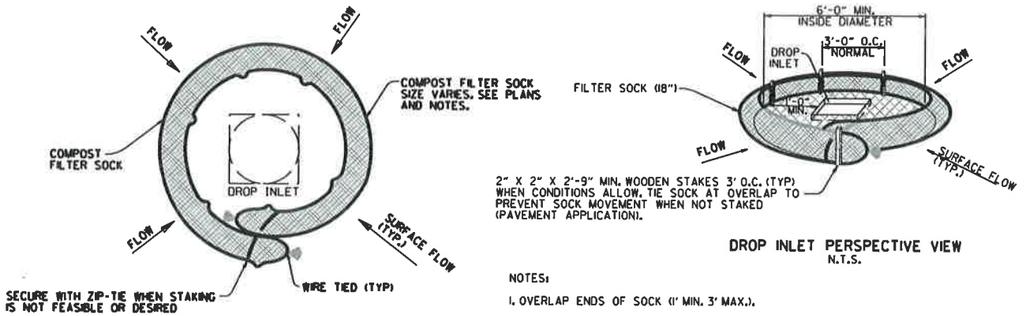
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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)



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

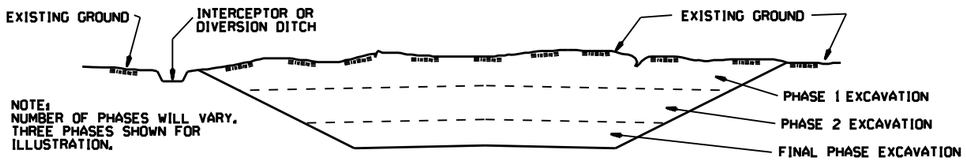
STANDARD DRAWING TEC-1

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



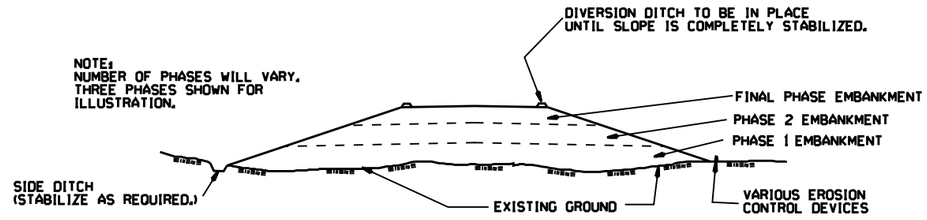
GENERAL NOTE

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

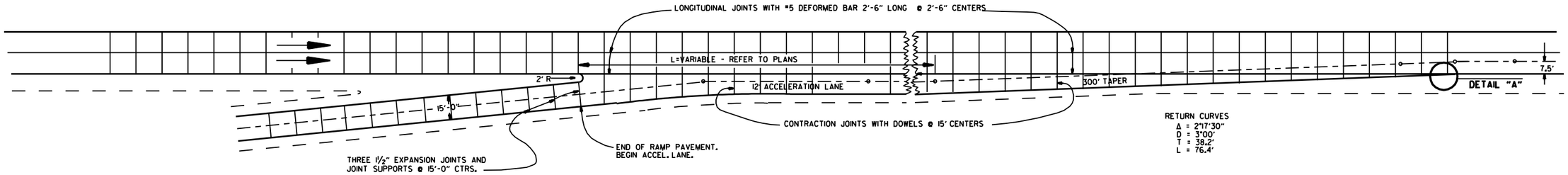
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD 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.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

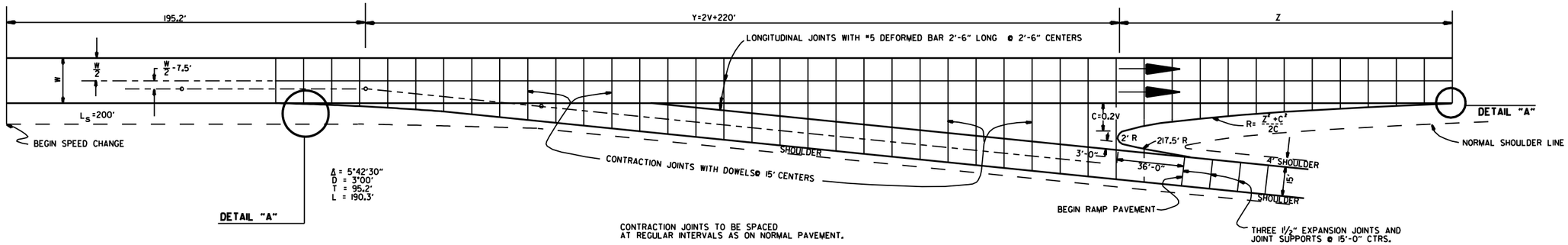
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3



ENTRANCE RAMP

NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.

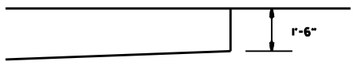


CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

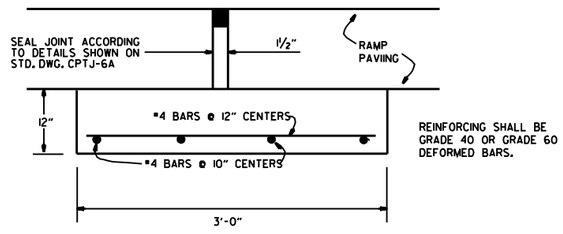
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.25
60	340.0	12.0	168.0	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