DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02/05/2022				6	ARK.			
				JOB NO.		101111	1	64
				(2)	HWY. 148 - SO. OF HWY. 61 (S)			

"A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 148 - SO. OF HWY. 61 (S)

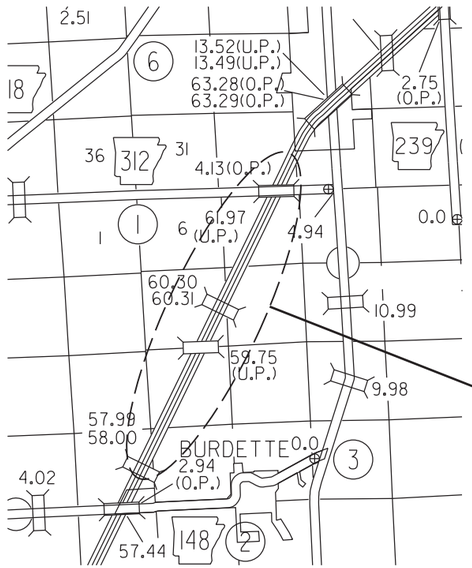
MISSISSIPPI COUNTY

ROUTE 55 SECTION 12

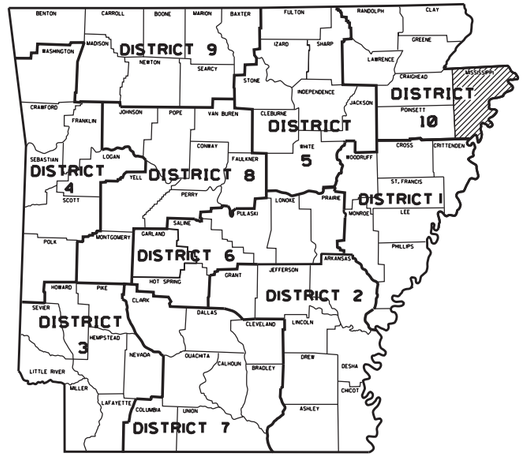
JOB 101111

FED. AID PROJ. NHPP-55-1(148)

NOT TO SCALE



VICINITY MAP



ARK. HWY. DIST. NO. 10

BRIDGE DATA

① STA. 296+32.42 BR. END
120'-0" BRIDGE NO. A3284
40.0' CLEAR ROADWAY
STA. 297+52.42 BR. END
REHABILITATION BRIDGE DECK-HYDRODEMOLITION

② STA. 296+77.58 BR. END
120'-0" BRIDGE NO. B3284
40.0' CLEAR ROADWAY
STA. 287+97.58 BR. END
REHABILITATION BRIDGE DECK-HYDRODEMOLITION

③ STA. 378+99.00
GRADE SEPARATION
255'-0" BRIDGE NO. 03285
24.0' CLEAR ROADWAY
RAISE SUPERSTRUCTURE

④ STA. 408+52.48 BR. END
90'-0" BRIDGE NO. A3286
40.0' CLEAR ROADWAY
STA. 409+42.48 BR. END
REHABILITATION BRIDGE DECK-HYDRODEMOLITION

⑤ STA. 408+97.52 BR. END
90'-0" BRIDGE NO. B3286
40.0' CLEAR ROADWAY
STA. 409+87.52 BR. END
REHABILITATION BRIDGE DECK - HYDRODEMOLITION

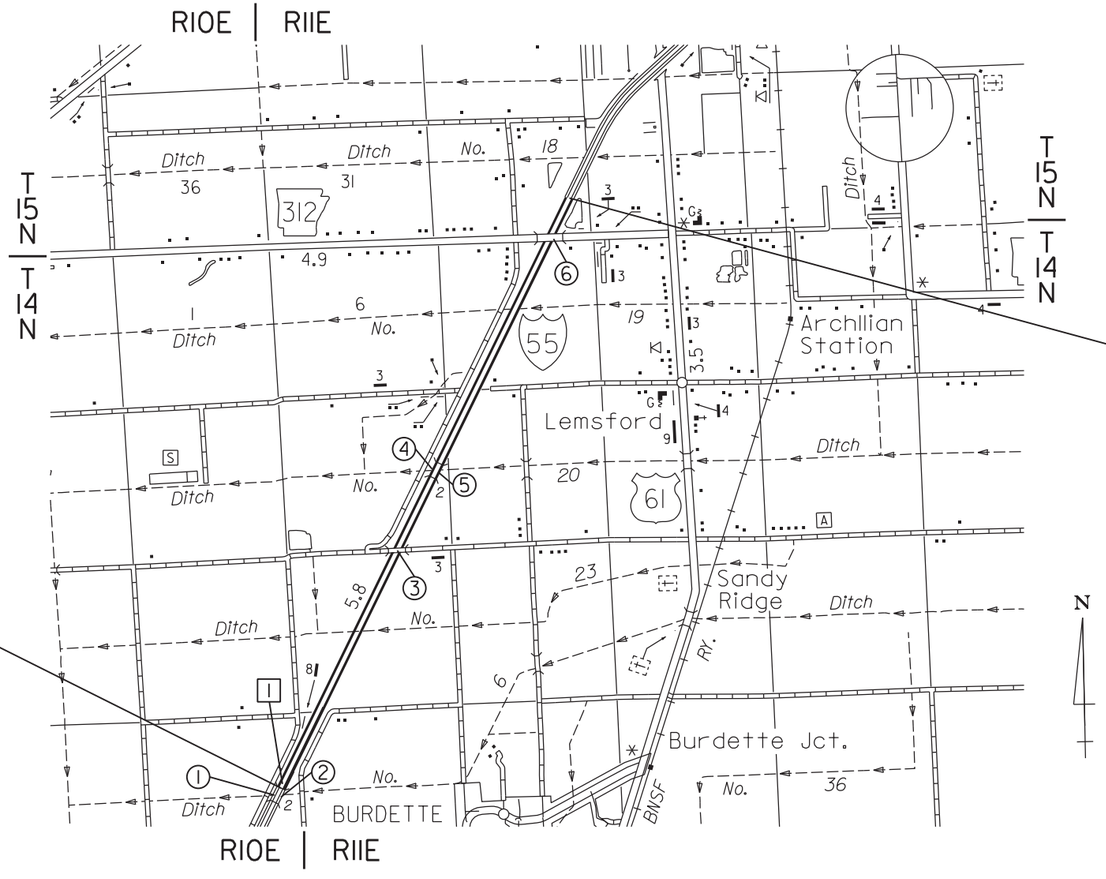
⑥ STA. 496+39.50
GRADE SEPARATION
255'-0" BRIDGE NO. 03287
26.0' CLEAR ROADWAY
RAISE SUPERSTRUCTURE

EQUATIONS

[1] STA. 297+93.70 BK. TO STA. 287+93.70 AHD.

DESIGN TRAFFIC DATA

DESIGN YEAR	2042
2022 ADT	23,000
2042 ADT	25,000
2042 DHV	2,750
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	46%
DESIGN SPEED	70 MPH



STA. 288+15.00
BEGIN JOB 101111
L.M. 58.031

STA. 514+00.00
END JOB 101111

N

PROJECT COORDINATES

	BEGIN	MID-POINT	END
LATITUDE	N 35°49'17"	N 35°50'55"	N 35°52'32"
LONGITUDE	W 89°57'58"	W 89°56'52"	W 89°55'45"
STATION	288+15.00	401+07.50	514+00.00

PROJECT LENGTH CALCULATED ALONG C.L. MEDIAN

GROSS LENGTH OF	PROJECT	22585.00	FEET OR	4.277	MILES
NET	ROADWAY	22375.00		4.237	
NET	BRIDGES	210.00		0.040	
NET	PROJECT	22585.00		4.277	

PICKERING FIRM, INC. No. 1329 ARKANSAS CERTIFICATE OF AUTHORIZATION

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 9402 MICHAEL L. FOSTER

Digitally signed by Michael L. Foster
Date: 2022.02.05 10:38:33 -06'00'

DATE & TIME: 2/5/2022 10:25:27 AM
FILE: J:\25846.02\101111-Title.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	2	64

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:23:50 -06'00'

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
1	TITLE SHEET		
2	INDEX OF SHEETS AND STANDARD DRAWINGS		
3	GOVERNING SPECIFCATIONS AND GENERAL NOTES		
4 - 7	TYPICAL SECTIONS OF IMPROVEMENT		
8 - 12	SPECIAL DETAILS		
13 - 17	TEMPORARY EROSION CONTROL DETAILS		
18 - 30	MAINTENANCE OF TRAFFIC DETAILS		
31 - 35	QUANTITIES		
36	SCHEDULE OF BRIDGE QUANTITIES	A3284, B3284, 03285, A3286, B3286, 03287	64495
37	SUMMARY OF QUANTITIES AND REVISIONS		
38 - 43	PLAN AND PROFILE SHEETS		
44	BRIDGES OVER DRAINAGE DITCH NO. 6 AT STA. 297+15.00 GENERAL PLAN AND ELEVATION (FOR INFORMATION ONLY)	A & B3284	10358
45	BRIDGES OVER DRAINAGE DITCH NO. 6 AT STA. 297+15.00 SLAB DETAILS - MAIN ROADWAY BRIDGES (FOR INFORMATION ONLY)	A & B3284	10362
46	MODIFICATION DETAILS FOR BRIDGE NO. 03285 SHEET 1 OF 3	03285	64496
47	MODIFICATION DETAILS FOR BRIDGE NO. 03285 SHEET 2 OF 3	03285	64497
48	MODIFICATION DETAILS FOR BRIDGE NO. 03285 SHEET 3 OF 3	03285	64498
49	NORTH BURDETTE GRADE SEPERATION AT STA. 378+99.00 GENERAL PLAN AND ELEVATION (FOR INFORMATION ONLY)	03285	10365
50	NORTH BURDETTE GRADE SEPERATION AT STA. 378+99.00 ABUTMENTS 1 AND 5 (FOR INFORMATION ONLY)	03285	10367
51	NORTH BURDETTE GRADE SEPERATION AT STA. 378+99.00 BENTS 2, 3 AND 4 (FOR INFORMATION ONLY)	03285	10368
52	NORTH BURDETTE GRADE SEPERATION AT STA. 378+99.00 HANDRAIL, SHOES AND ANCHOR BOLT PLAN EXISTING BRIDGE DETAILS (FOR INFORMATION ONLY)	03285	10372
53	BRIDGES OVER DRAINAGE DITCH NO. 20 AT STA. 409+20.00 GENERAL PLAN AND ELEVATION (FOR INFORMATION ONLY)	A & B3286	10374
54	BRIDGES OVER DRAINAGE DITCH NO. 20 AT STA. 409+20.00 SLAB DETAILS - MAIN ROADWAY BRIDGES (FOR INFORMATION ONLY)	A & B3286	10378
55	LAYOUT OF BRIDGES OVER DRAINAGE DITCH NO. 6 AT STA. 297+15 AND DITCH NO. 20 STA. 409+20.00 (FOR INFORMATION ONLY)	A & B3284, A & B 3286	23909
56	DETAILS OF CONCRETE PARAPET RAILING (FOR INFORMATION ONLY)	A & B3284, A & B 3286	23911
57	DETAILS OF CONCRETE PARAPET RAILING (FOR INFORMATION ONLY)	A & B3284, A & B 3286	23912
58	MODIFICATION DETAILS FOR BRIDGE NO. 03287 SHEET 1 OF 3	03287	64499
59	MODIFICATION DETAILS FOR BRIDGE NO. 03287 SHEET 2 OF 3	03287	64500
60	MODIFICATION DETAILS FOR BRIDGE NO. 03287 SHEET 3 OF 3	03287	64501
61	LEMSFORD GRADE SEPERATION AT STA. 496+39.50 GENERAL PLAN AND ELEVATION (FOR INFORMATION ONLY)	03287	10384
62	LEMSFORD GRADE SEPERATION AT STA. 496+39.50 ABUTMENTS 1 AND 5 (FOR INFORMATION ONLY)	03287	10386
63	LEMSFORD GRADE SEPERATION AT STA. 496+39.50 BENTS 2, 3 AND 4 (FOR INFORMATION ONLY)	03287	10387
64	LEMSFORD GRADE SEPERATION AT STA. 496+39.50 HANDRAIL, SHOES AND ANCHOR BOLT PLAN (FOR INFORMATION ONLY)	03287	10391

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55035	STANDARD DETAILS FOR TYPE "PT" APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)	11-07-19
55038	STANDARD DETAILS FOR TYPE 'AT2' APPROACH GUTTERS (BRIDGES WITH CURBS & TYPE A, B, C, D, OR E RAILING)	11-07-19
55040C2	STANDARD DETAILS FOR TYPE C2 APPROACH SLAB	02-27-14
55062	STANDARD DETAILS FOR HYDRODEMOLITION AND LMC OVERLAY REINFORCED CONCRETE SLAB STRUCTURES	06-25-20
55064	STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATION	11-07-19

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
FPC-9N	DETAILS OF DROP INLETS AND SPILLWAY OUTLET	07-02-98
GR-6	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
GRT-1	GUARDRAIL DETAILS	11-07-19
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	05-14-20
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	05-20-21
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	08-12-21
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	11-07-19
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-4	TEMPORARY EROSION CONTROL DEVICES	07-26-12

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02/05/2022				6	ARK.			
				JOB NO.		101111	3	64

(2) GOVERNING SPECIFICATIONS AND GENERAL NOTES

GOVERNING SPECIFICATIONS

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

NUMBER **TITLE**

ERRATA_____ ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__ REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__ SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__ SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__ SUPPLEMENT - TRAINING PROGRAM - JOB 101111
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
800-1_____ STRUCTURES
802-3_____ CONCRETE FOR STRUCTURES
802-4_____ CEMENT
804-2_____ REINFORCING STEEL FOR STRUCTURES
807-2_____ STEEL STRUCTURES
JOB 101111__ BIDDING REQUIREMENTS AND CONDITIONS
JOB 101111__ BORROW
JOB 101111__ BRIDGE DECK REPAIR FOR LATEX MODIFICATION CONCRETE OVERLAYS
JOB 101111__ BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 101111__ BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 101111__ CARGO PREFERENCE ACT REQUIREMENTS
JOB 101111__ COLD MILLING - COUNTY PROPERTY
JOB 101111__ CONCRETE DITCH PAVING
JOB 101111__ CONSTRUCTION PROJECT INFORMATION SIGN
JOB 101111__ DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIEILITIES
JOB 101111__ ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 101111__ FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB 101111__ FURNISH AND OPERATION OF MOBILE SPEED NOTIFICATION SYSTEM
JOB 101111__ GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 101111__ HYDRODEMOLITION - CLASS I
JOB 101111__ JOINT REHABILITATION FOR BRIDGE DECKS
JOB 101111__ LATEX MODIFIED CONCRETE OVERLAYS
JOB 101111__ LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB 101111__ LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 101111 MAINTENANCE OF TRAFFIC
JOB 101111__ MANDATORY ELECTRONIC CONTRACT
JOB 101111__ MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 101111__ MODIFICATION OF EXISTING BRIDGE STRUCTURE
JOB 101111__ MOTORIST ASSISTANCE PATROL
JOB 101111__ NESTING SITES OF MIGRATORY BIRDS
JOB 101111__ PARTNERING REQUIREMENTS
JOB 101111__ PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB 101111__ PIPE CULVERT CLEANOUT
JOB 101111__ PORTABLE CONSTRUCTION LIGHTING
JOB 101111__ PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 101111__ PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB 101111__ RAISING EXISTING STRUCTURE
JOB 101111__ REACTIVE AGGREGATE TESTING
JOB 101111__ RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 101111__ SITE USE (A+C METHOD) – CALENDAR DAY CONTRACT
JOB 101111__ SOIL STABILIZATION
JOB 101111__ STORM WATER POLLUTION PREVENTION PLAN
JOB 101111__ SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 101111__ TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 101111__ TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB 101111__ TRIANGULAR SILT DIKE
JOB 101111__ UNDERDRAIN INSPECTION, FLUSHING, AND REHABILITATION
JOB 101111__ UTILITY ADJUSTMENTS
JOB 101111__ VALUE ENGINEERING
JOB 101111__ WARM MIX ASPHALT
JOB 101111__ WELLHEAD PROTECTION
JOB 101111__ WIRE ROPE SAFETY FENCE (WRSF) - REMOVE AND RECONSTRUCT
JOB 101111__ WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB 101111__ WIRE ROPE SAFETY FENCE (POST REPAIR)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.02.05 14:08:06 -06'00'

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 TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

4. 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.

5. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.

6. 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.

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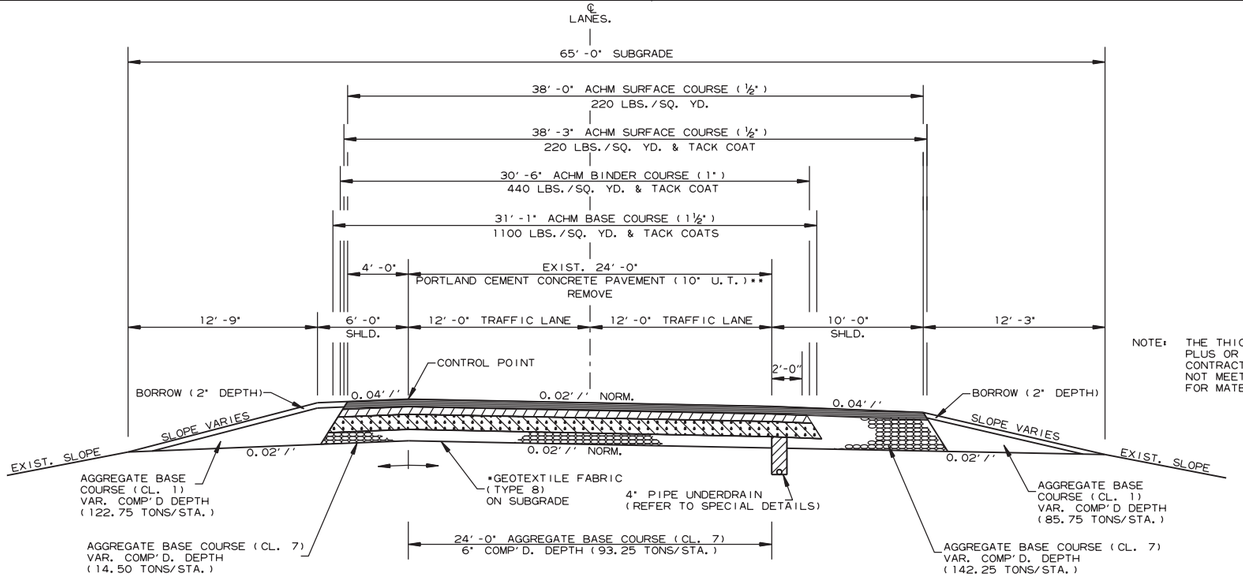
				6	ARK.			
				JOB NO.		101111	4	64

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:25:52 -06'00'



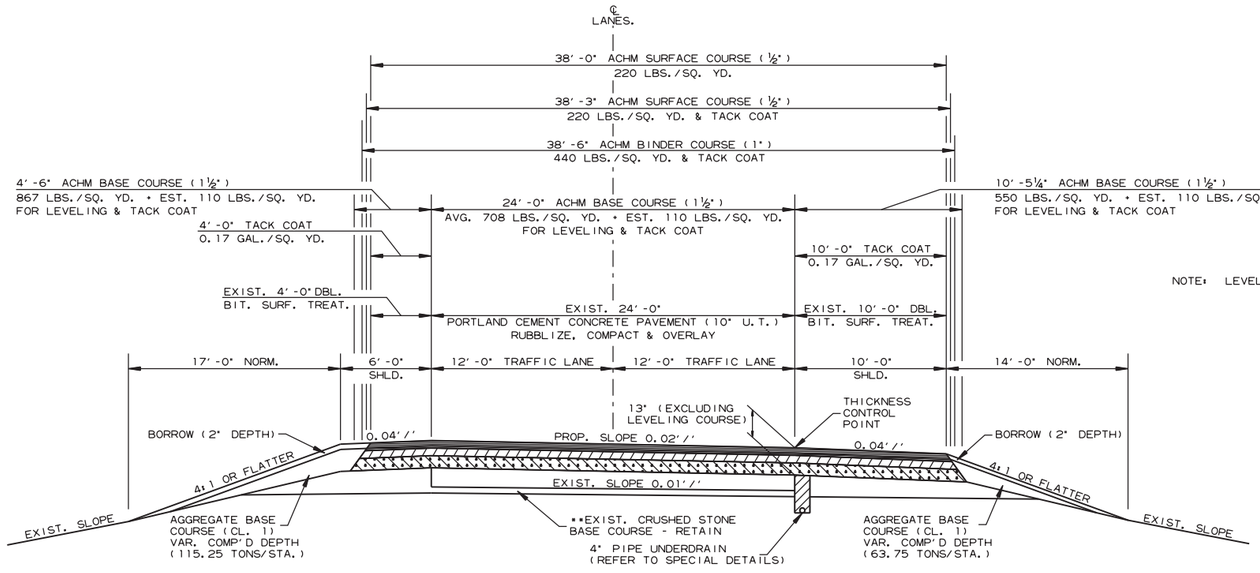
NOTE: THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

*GEOTEXTILE FABRIC (TYPE 8) TO BE PLACED UNDER AGGREGATE BASE COURSE (CL. 7).

**EXISTING BASE BENEATH EXISTING PCCP CONSISTS OF 5" CRUSHED STONE BASE COURSE AND 5" SELECT MATERIAL.

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

LT. MAIN LANES	RT. MAIN LANES
STA. 287+95.85 - STA. 301+95.00	STA. 288+41.01 - STA. 301+95.00
STA. 365+00.00 - STA. 408+09.05	STA. 365+00.00 - STA. 408+54.09
STA. 409+85.91 - STA. 423+85.00	STA. 410+30.95 - STA. 423+85.00
STA. 482+45.00 - STA. 514+00.00	STA. 482+45.00 - STA. 514+00.00



NOTE: AGGREGATE BASE COURSE (CL. 1) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.

NOTE: LEVELING IS TO BE USED ONLY WHERE DIRECTED BY THE ENGINEER

**EXISTING BASE BENEATH EXISTING PCCP CONSISTS OF 5" CRUSHED STONE BASE COURSE AND 5" SELECT MATERIAL.

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

LT. MAIN LANES	RT. MAIN LANES
STA. 301+95.00 - STA. 365+00.00	STA. 301+95.00 - STA. 365+00.00
STA. 423+85.00 - STA. 482+45.00	STA. 423+85.00 - STA. 482+45.00

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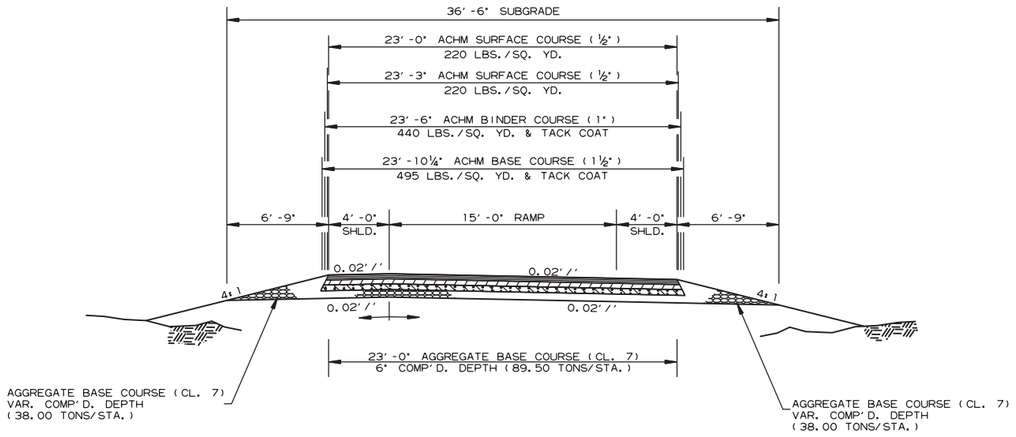
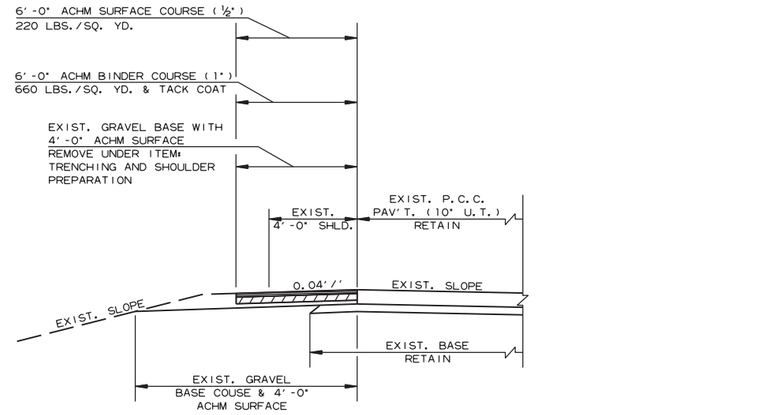
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	5	64

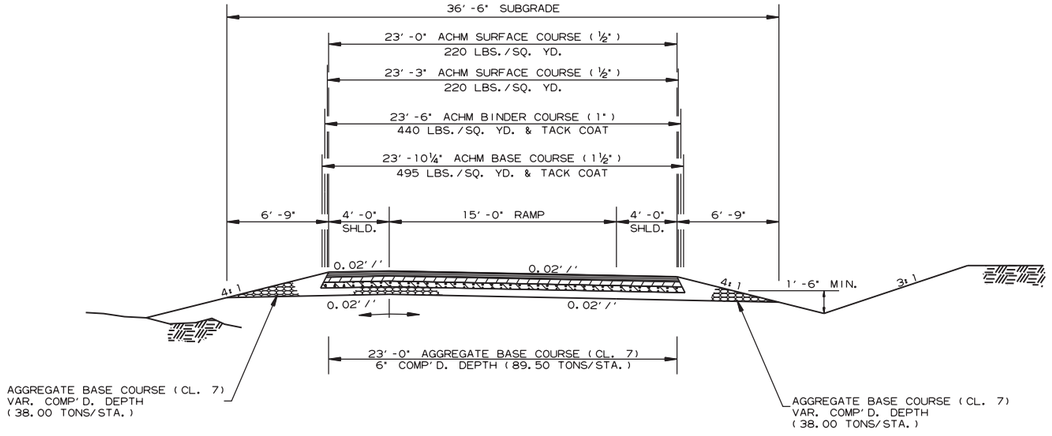
(2) TYPICAL SECTIONS OF IMPROVEMENT



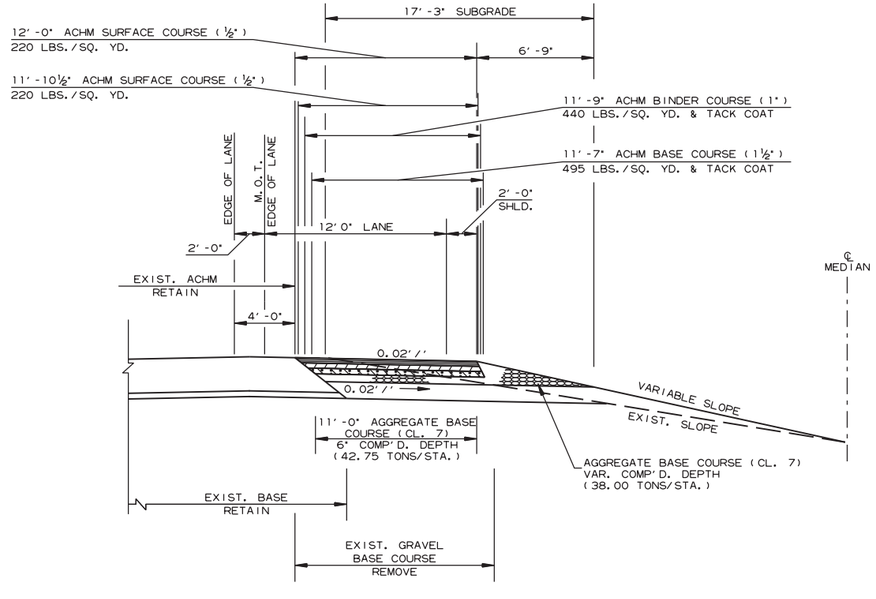
TEMPORARY MEDIAN CROSSOVER FOR MAINTENANCE OF TRAFFIC



TYPICAL SECTION OF INSIDE SHOULDER RECONSTRUCTION
FOR MAINTENANCE OF TRAFFIC
STA. 288+30.65 - STA. 408+50.60 RT. MAIN LANES.
STA. 410+20.59 - STA. 517+36.85 RT. MAIN LANES.



TEMPORARY INTERCHANGE RAMPS FOR MAINTENANCE OF TRAFFIC



TEMPORARY ACCELERATION LANE
FOR MAINTENANCE OF TRAFFIC

TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:26:23 -06'00'

DATE & TIME: 1/13/2022 12:07:58 PM
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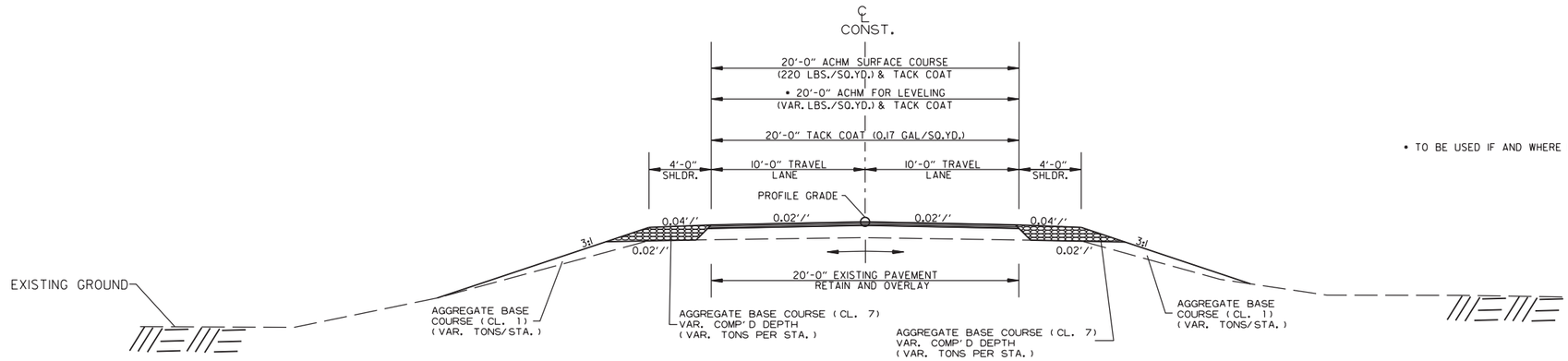

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

HWY. 312 - OVERPASS WITH
BRIDGE JACKING AND OVERLAY
STA. 1+72.50 - STA. 10+72.50
STA. 12+27.50 - STA. 22+27.50

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

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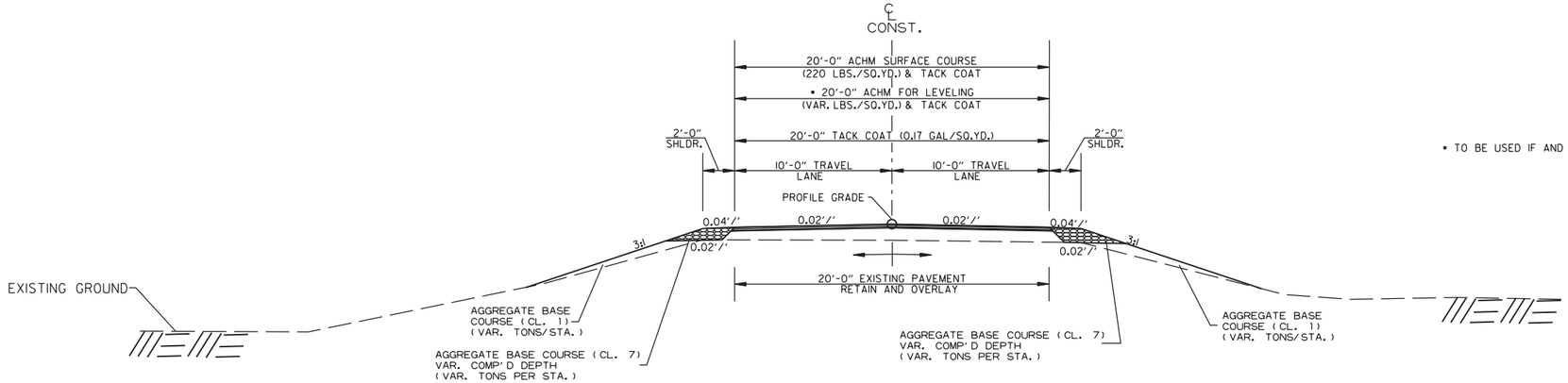

• TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

COUNTY ROAD 378 - OVERPASS WITH
BRIDGE JACKING AND OVERLAY
STA. 1+72.50 - STA. 10+72.50
STA. 13+27.50 - STA. 22+27.50

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				6	ARK.			
				JOB NO.		101111	7	64
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

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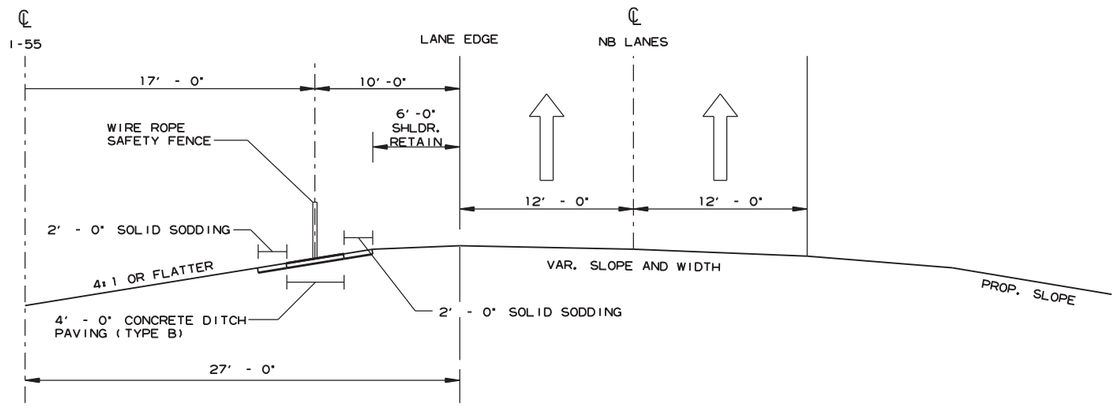

TYPICAL SECTION OF IMPROVEMENT FOR WIRE ROPE SAFETY FENCE
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 382+23 - STA. 408+56
STA. 425+01 - STA. 495+64

RT. MAIN LANES
STA. 267+76 - STA. 296+62
STA. 288+00 - STA. 375+85
STA. 409+80 - STA. 425+01
STA. 497+25 - STA. 526+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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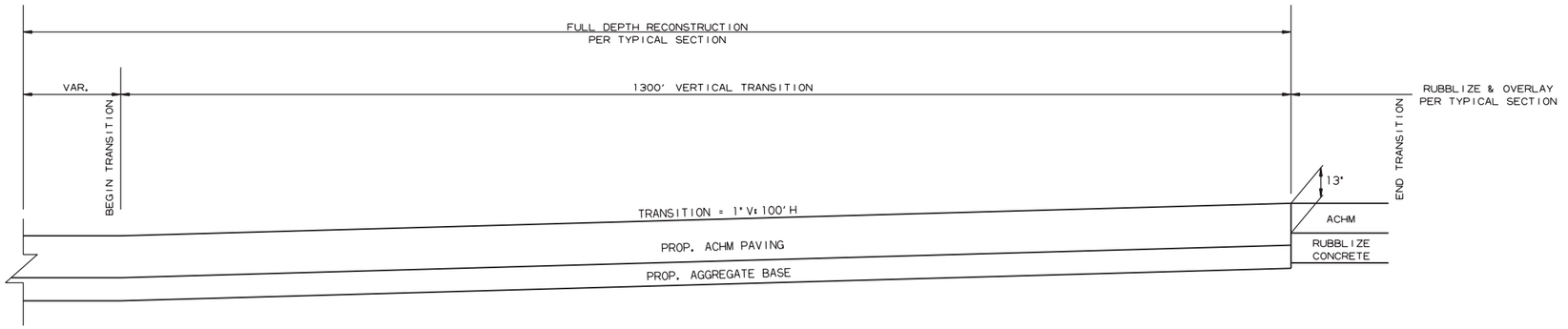
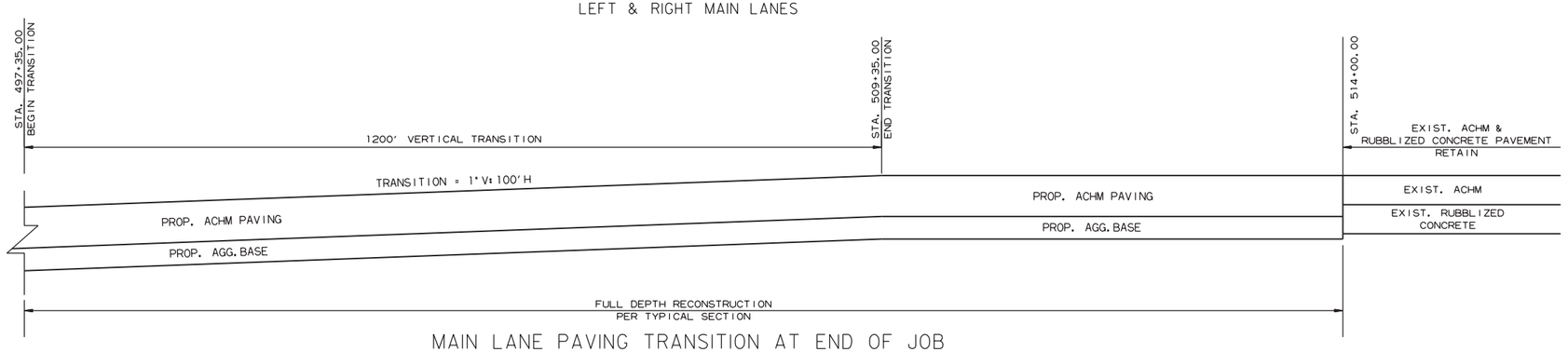
(2) SPECIAL DETAILS



MAIN LANE PAVING TYPICAL VERTICAL TRANSITION

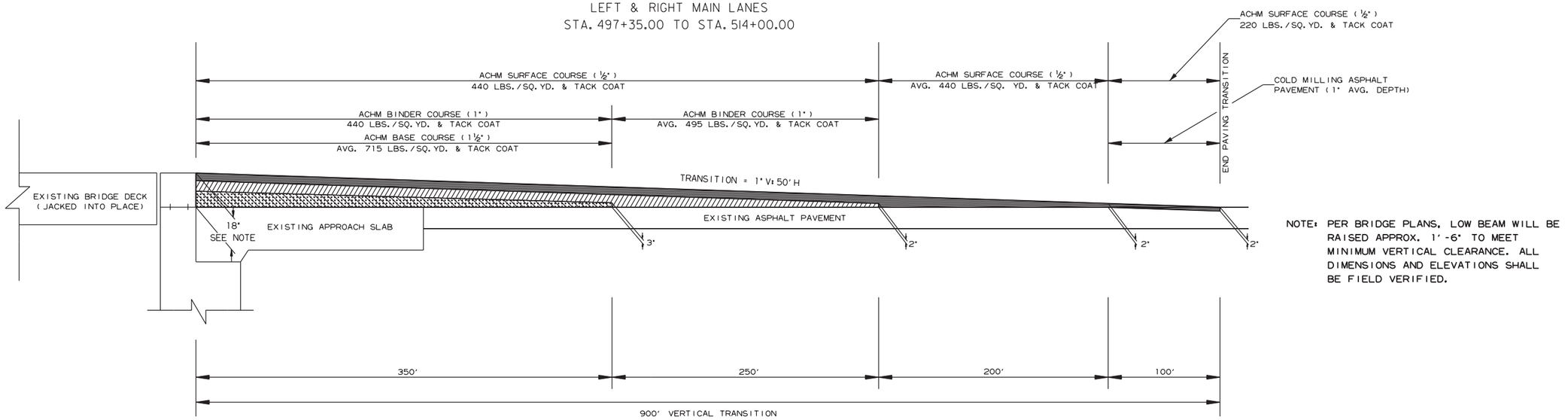
LEFT & RIGHT MAIN LANES



MAIN LANE PAVING TRANSITION AT END OF JOB

LEFT & RIGHT MAIN LANES

STA. 497+35.00 TO STA. 514+00.00



NOTE: PER BRIDGE PLANS, LOW BEAM WILL BE RAISED APPROX. 1'-6" TO MEET MINIMUM VERTICAL CLEARANCE. ALL DIMENSIONS AND ELEVATIONS SHALL BE FIELD VERIFIED.

TYPICAL PAVING TRANSITION AT OVERPASS BRIDGE APPROACHES TO BE JACKED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

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DATE & TIME: 1/13/2022 12:07:59 PM
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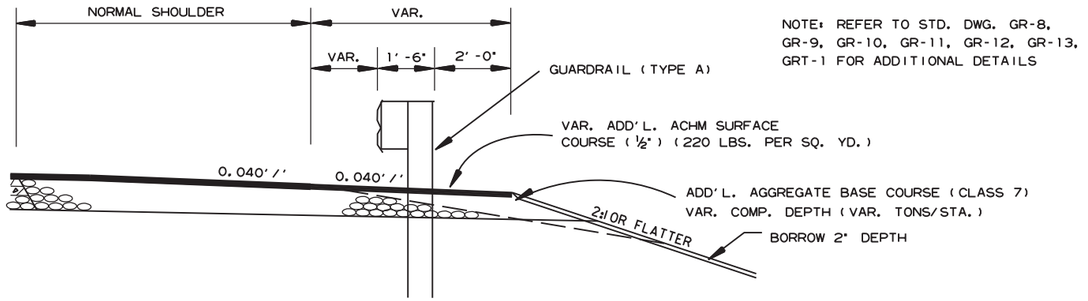
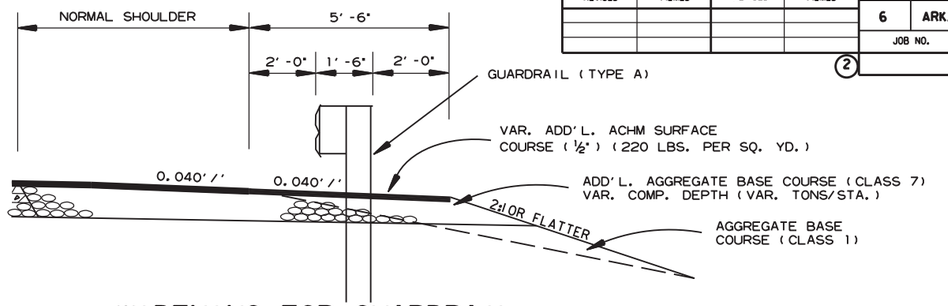
(2) SPECIAL DETAILS



NOTE: REFER TO STD. DWG. GR-8, GR-9, GR-10, GR-11, GR-12, GR-13, GRT-1 FOR ADDITIONAL DETAILS

WIDENING FOR GUARDRAIL
I-55 MAIN LANES



WIDENING FOR GUARDRAIL
OVERPASS LOCATIONS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

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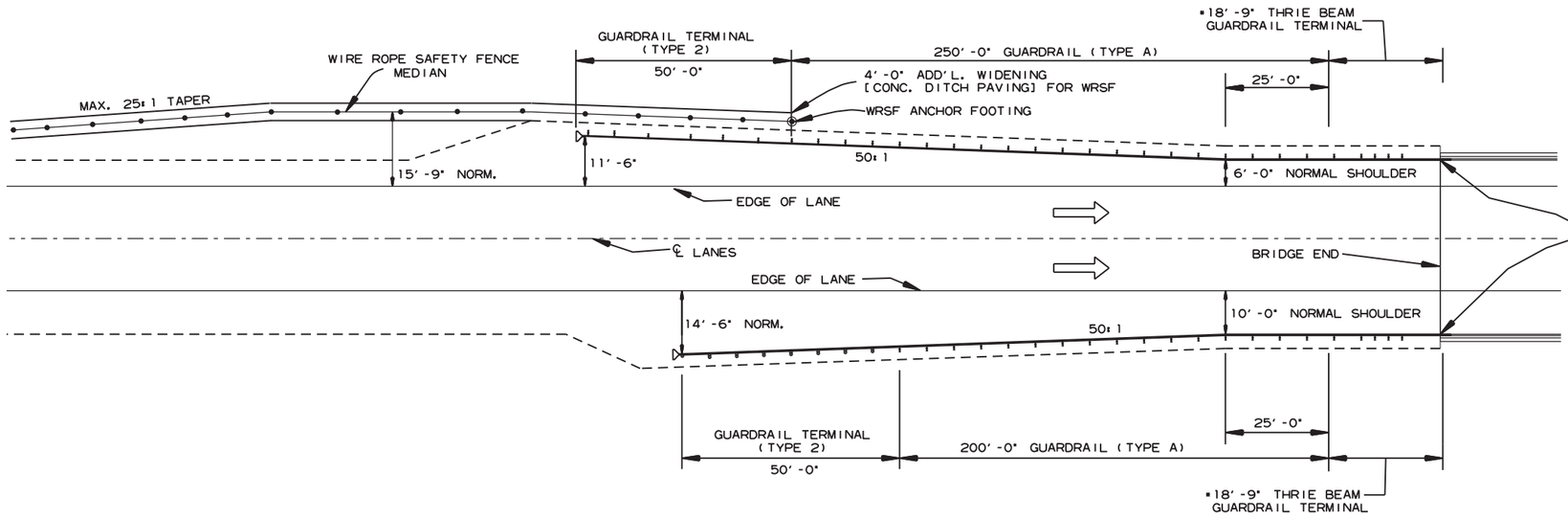
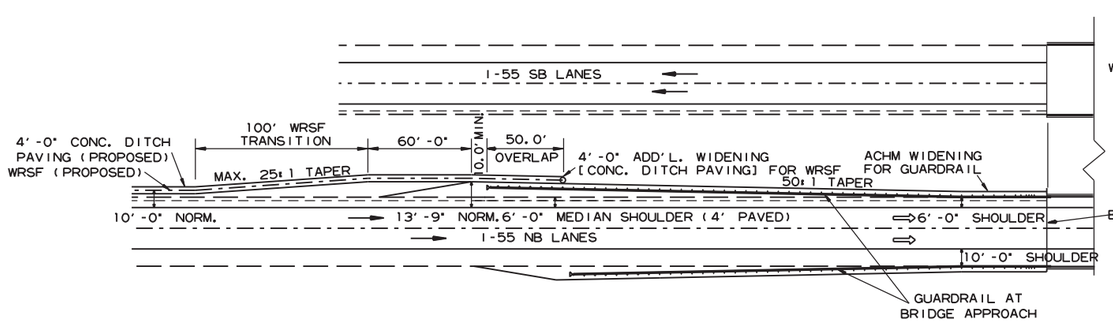
Date: 2022.01.13 12:37:46 -06'00'



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

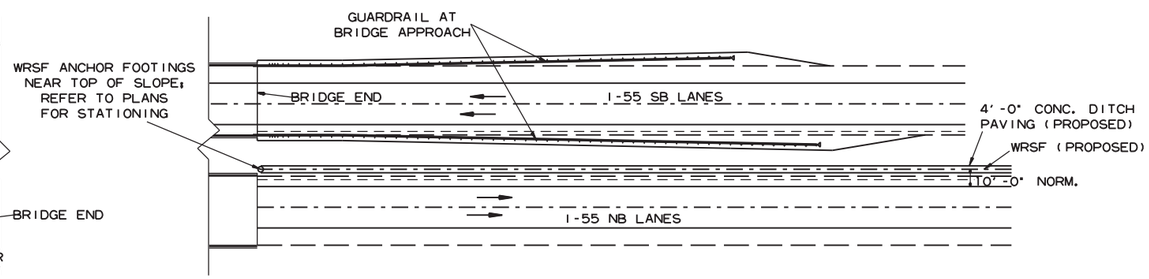
NOTE: LAYOUT OF GUARDRAIL AT CONCRETE PIER PROTECTION SHALL BE AS SHOWN FOR RIGHT SIDE OF BRIDGE

TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS
I-55 MAIN LANES ONLY



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

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

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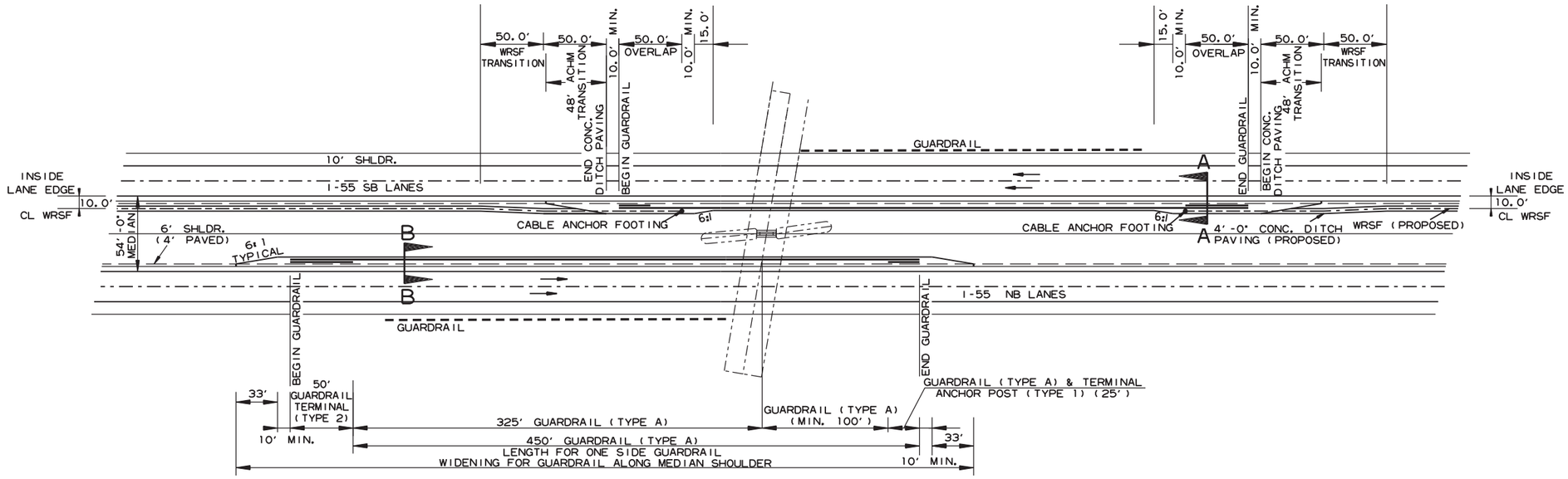
				JOB NO.		101111	10	64
				(2)		SPECIAL DETAILS		

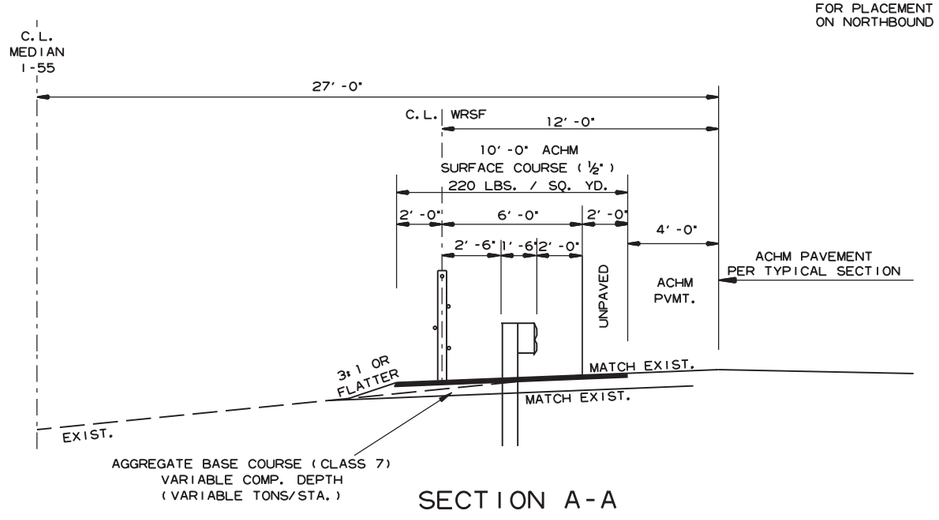
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:38:09 -06'00'

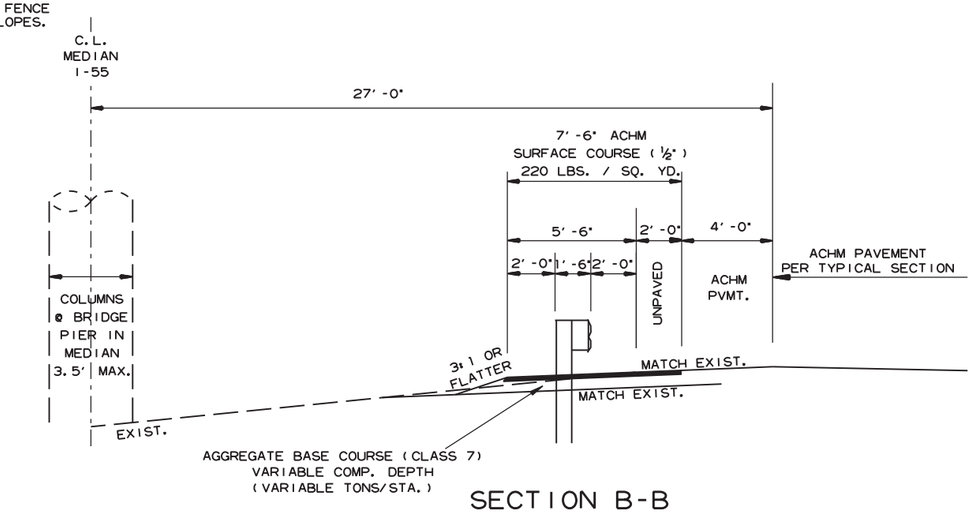


DETAIL AT OVERPASSES

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



SECTION A-A



SECTION B-B

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

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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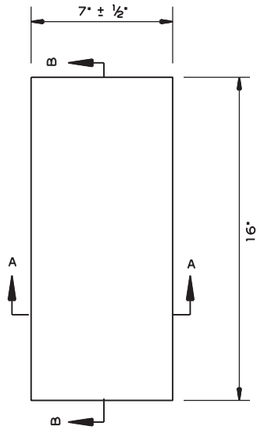
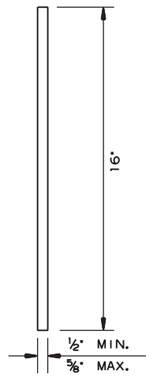
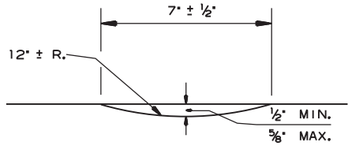
				(2)	SPECIAL DETAILS			



PLAN

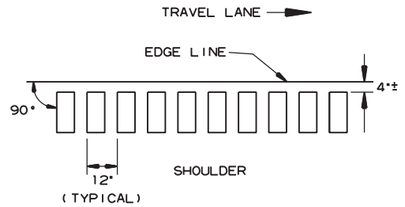


SECTION B-B



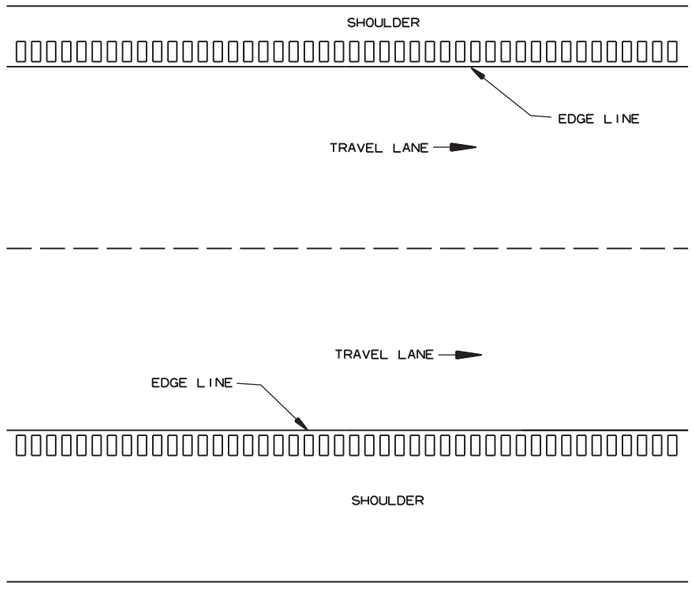
SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS

LEFT OR RIGHT SHOULDER



PLAN VIEW

NOTES:

1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
2. THE ½" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.
3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.

STATE OF ARKANSAS
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No. 19605
THOMAS N. TAEGTMEYER

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DATE & TIME: 1/13/2022 12:08:00 PM
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				JOB NO.		101111	12	64
				(2)		SPECIAL DETAILS		

STATE OF ARKANSAS
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No. 19605
THOMAS N. TAEGTMEYER

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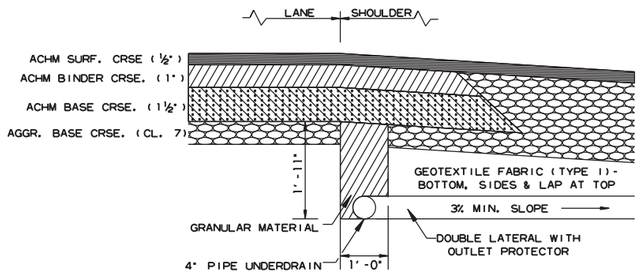
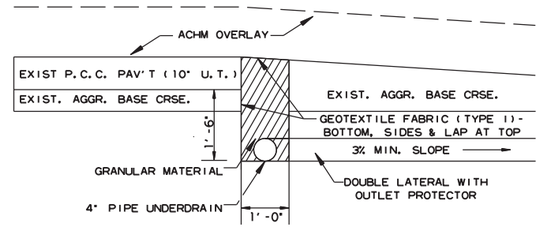
Date: 2022.01.13 12:40:58 -06'00'



FULL-DEPTH RECONSTRUCTION SECTION

RT. MAIN LANES
STA. 288+41 - STA. 301+95
STA. 365+00 - STA. 408+54
STA. 409+86 - STA. 423+85
STA. 482+45 - STA. 514+00

LT. MAIN LANES
STA. 287+96 - STA. 301+95
STA. 365+00 - STA. 408+09
STA. 410+31 - STA. 423+85
STA. 482+45 - STA. 514+00



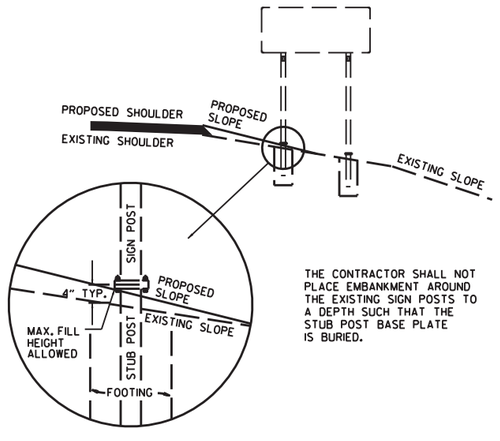
RUBBLIZE AND OVERLAY SECTION

RT. MAIN LANES
STA. 301+95 - STA. 365+00
STA. 423+85 - STA. 482+45

LT. MAIN LANES
STA. 301+95 - STA. 365+00
STA. 423+85 - STA. 482+45

PIPE UNDERDRAIN DETAILS

NOT TO SCALE



DETAIL FOR THE MAINTENANCE OF EXISTING BREAKAWAY SIGN STRUCTURES

NOT TO SCALE

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

CONSTRUCTION PROJECT INFORMATION SIGN

DATE & TIME: 1/13/2022 12:08:00 PM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		101111	13	64

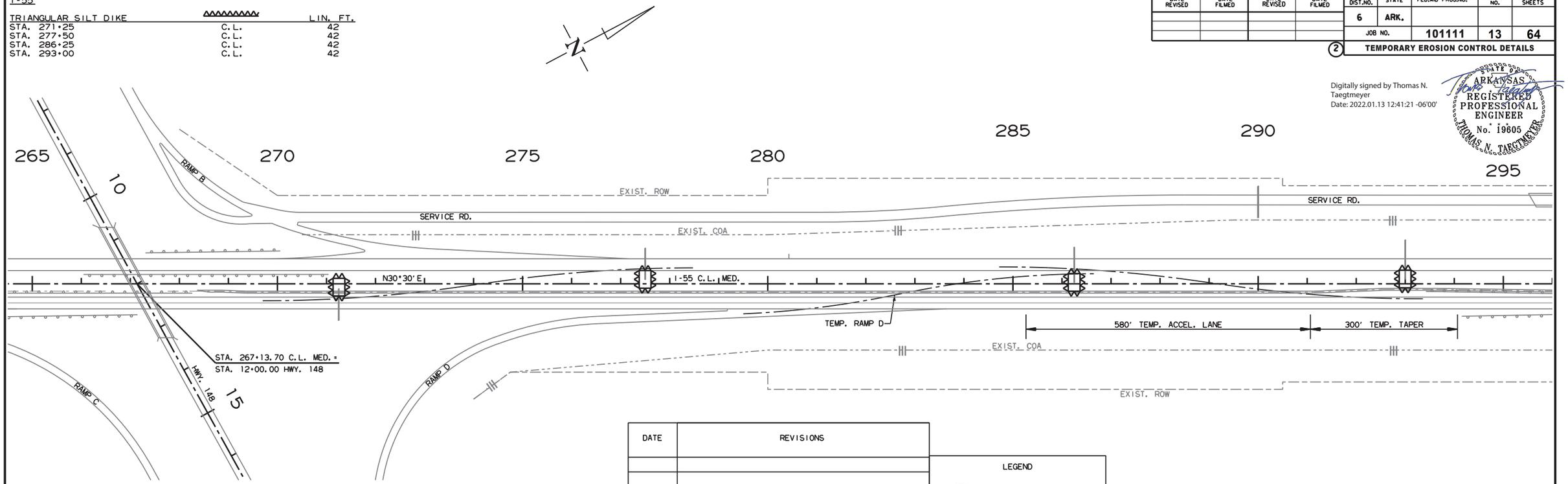
(2) TEMPORARY EROSION CONTROL DETAILS

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:41:21 -06'00'

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 271+25	C.L.	42
STA. 277+50	C.L.	42
STA. 286+25	C.L.	42
STA. 293+00	C.L.	42



DATE	REVISIONS

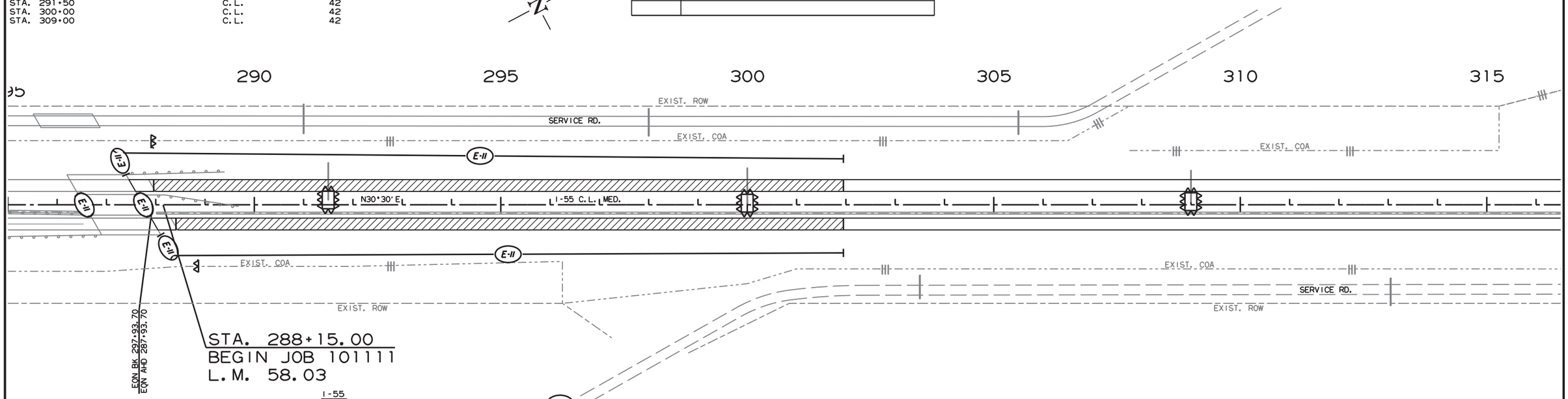
LEGEND

E-II SILT FENCE

TRIANGULAR SILT DIKE

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 297+90 BK	LT.	21
STA. 288+87 AHD	RT.	21
STA. 291+50	C.L.	42
STA. 300+00	C.L.	42
STA. 309+00	C.L.	42



FULL DEPTH RECONSTRUCTION

I-55

SILT FENCE			LIN. FT.
STA. 296+43 BK TO STA. 296+67 BK	LT. TO RT.		49
STA. 297+21 BK TO STA. 301+95 AHD	LT.		1523
STA. 297+63 BK TO STA. 297+87 BK	LT. TO RT.		49
STA. 288+10 AHD TO STA. 301+95 AHD	RT.		1409

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

DATE & TIME: 1/13/2022 12:08:02 PM
FILE: J:\25846.02\101111-Erosion Control.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		101111	14	64

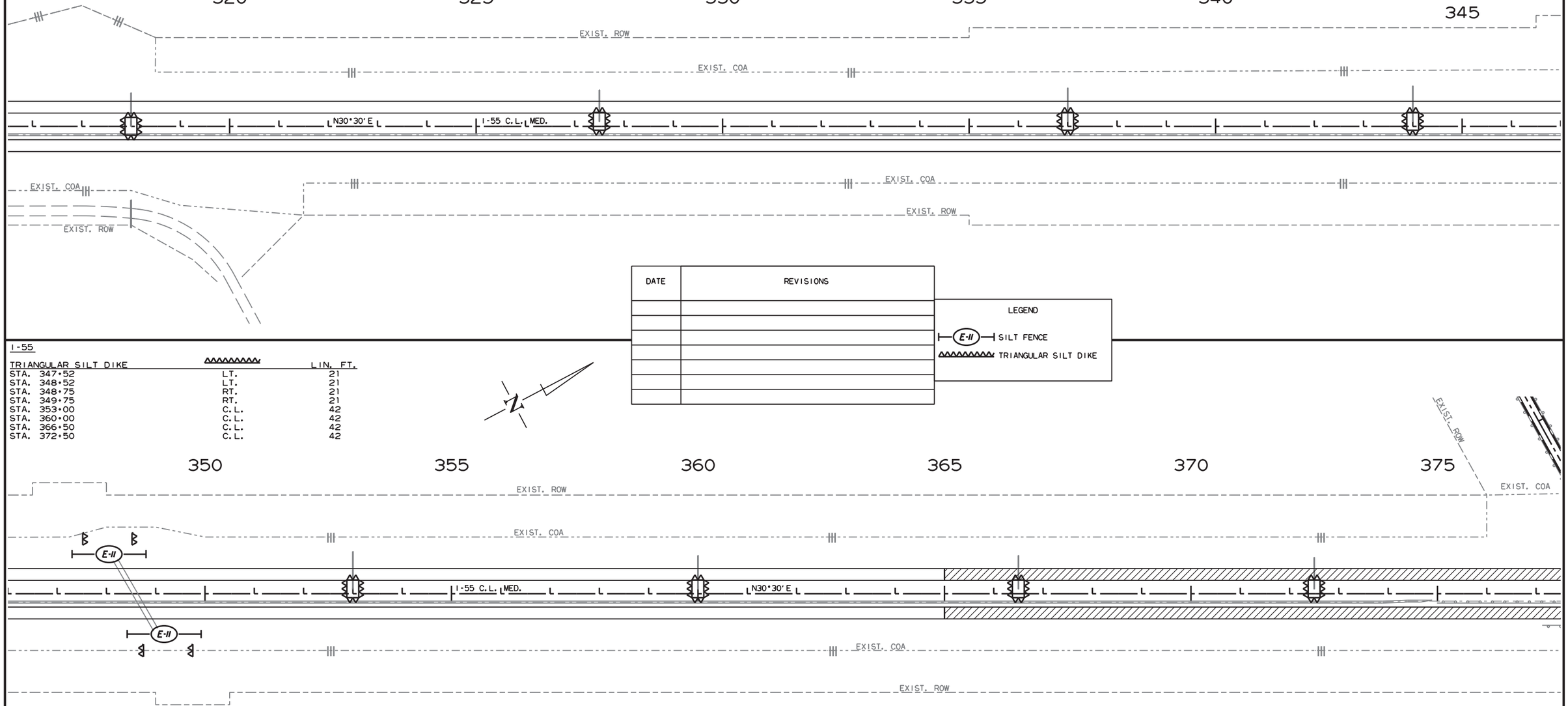
(2) TEMPORARY EROSION CONTROL DETAILS

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:41:50 -06'00'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 318+00	C.L.	42
STA. 327+50	C.L.	42
STA. 337+00	C.L.	42
STA. 344+00	C.L.	42



DATE	REVISIONS

LEGEND

E-11 SILT FENCE

TRIANGULAR SILT DIKE

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 347+52	LT.	21
STA. 348+52	LT.	21
STA. 348+75	RT.	21
STA. 349+75	RT.	21
STA. 353+00	C.L.	42
STA. 360+00	C.L.	42
STA. 366+50	C.L.	42
STA. 372+50	C.L.	42

FULL DEPTH RECONSTRUCTION

I-55

SILT FENCE (E-11)		LIN. FT.
STA. 347+30 TO STA. 348+80	LT.	150
STA. 348+42 TO STA. 349+92	RT.	150

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

DATE & TIME: 1/13/2022 12:08:02 PM
FILE: J:\25846.02\101111-Erosion Control.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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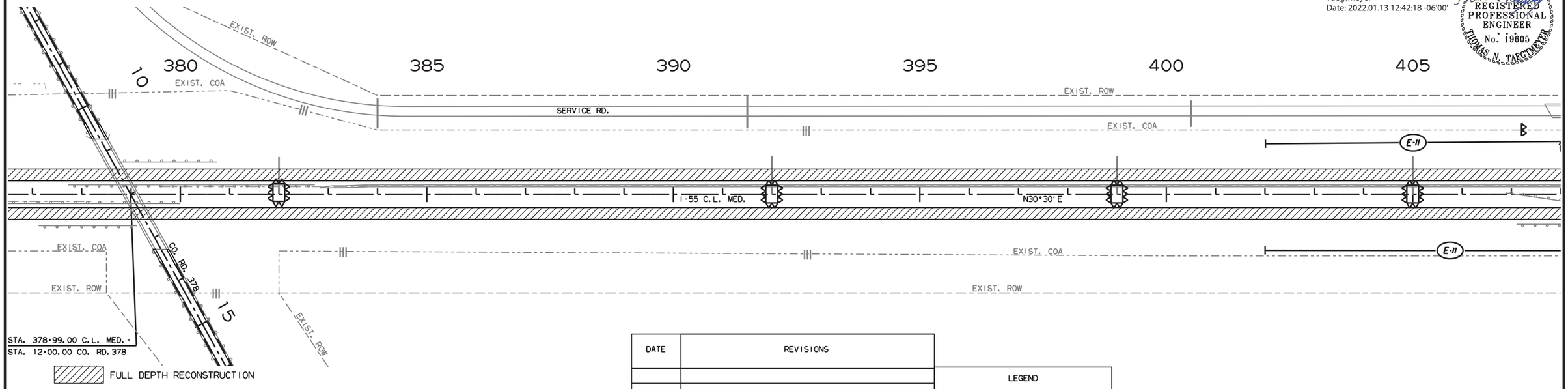
(2) TEMPORARY EROSION CONTROL DETAILS

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:42:18 -06'00'

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 382+00	C.L.	42
STA. 392+00	C.L.	42
STA. 399+00	C.L.	42
STA. 405+00	C.L.	42



DATE	REVISIONS

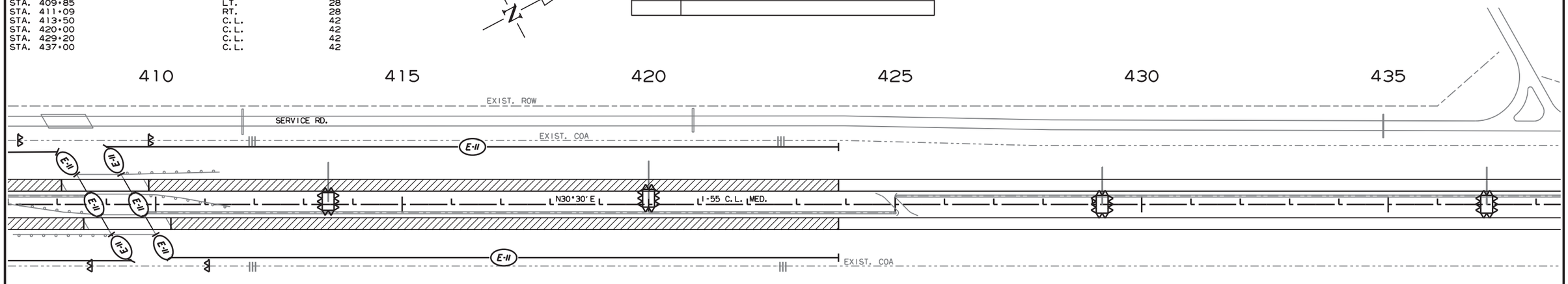
LEGEND

E-II SILT FENCE

TRIANGULAR SILT DIKE

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 407+20	LT.	28
STA. 408+71	RT.	28
STA. 409+85	LT.	28
STA. 411+09	RT.	28
STA. 413+50	C.L.	42
STA. 420+00	C.L.	42
STA. 429+20	C.L.	42
STA. 437+00	C.L.	42



FULL DEPTH RECONSTRUCTION

I-55

SILT FENCE	E-II	LIN. FT.
STA. 402+00 TO STA. 408+40	LT.	661
STA. 402+00 TO STA. 409+51	RT.	818
STA. 408+63 TO STA. 408+87	LT. TO RT.	50
STA. 409+00 TO STA. 423+85	LT.	1549
STA. 409+53 TO STA. 409+77	LT. TO RT.	50
STA. 410+00 TO STA. 423+85	RT.	1412

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

DATE & TIME: 1/13/2022 12:08:03 PM
FILE: J:\25846.02\101111-Erosion Control.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	16	64

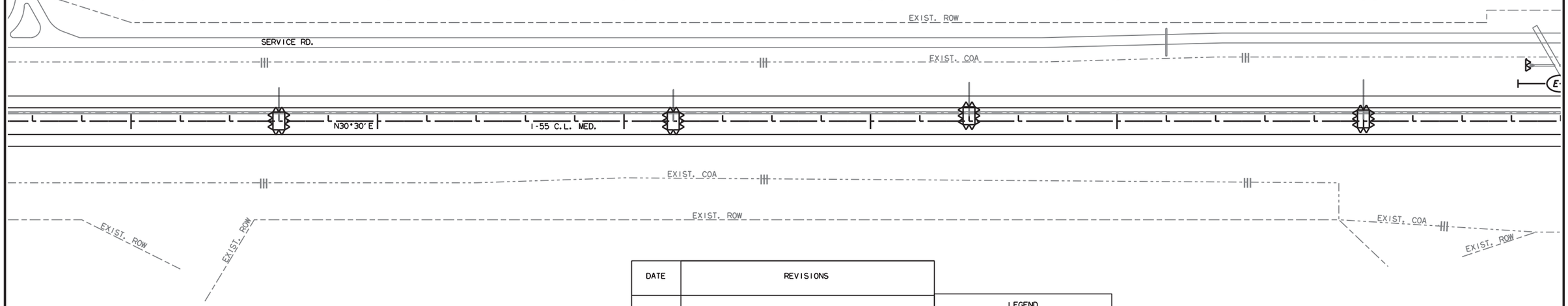
(2) TEMPORARY EROSION CONTROL DETAILS

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:42:51 -06'00'

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 443+00	C.L.	42
STA. 451+00	C.L.	42
STA. 457+00	C.L.	42
STA. 465+00	C.L.	42



DATE	REVISIONS

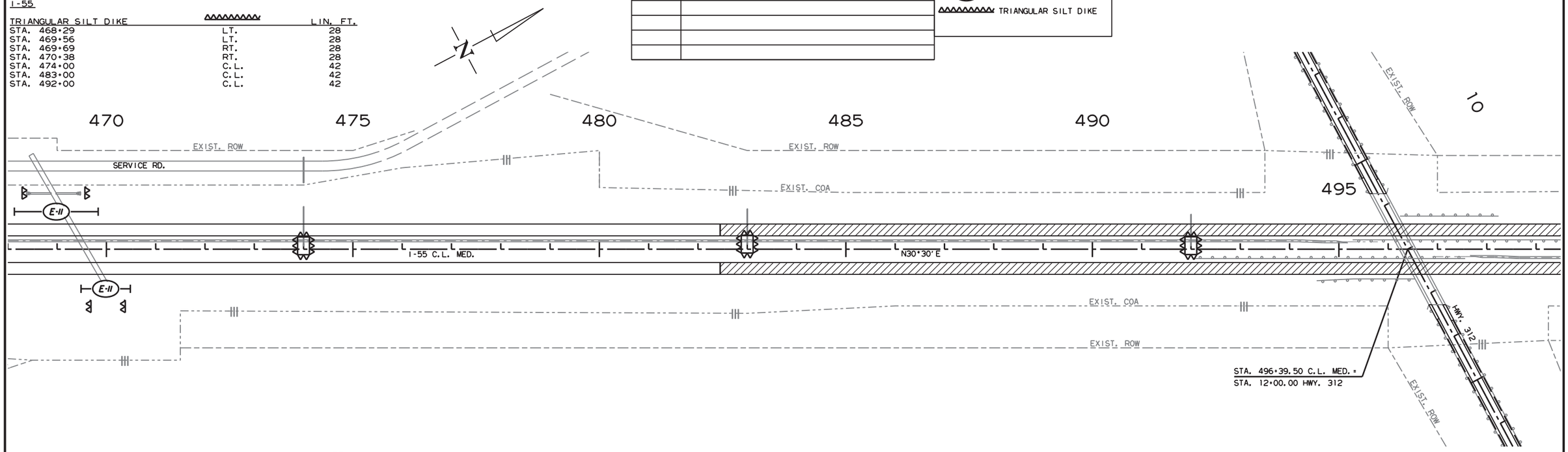
LEGEND

E-II SILT FENCE

TRIANGULAR SILT DIKE

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 468+29	LT.	28
STA. 469+56	LT.	28
STA. 469+69	RT.	28
STA. 470+38	RT.	28
STA. 474+00	C.L.	42
STA. 483+00	C.L.	42
STA. 492+00	C.L.	42



FULL DEPTH RECONSTRUCTION

I-55

SILT FENCE	E-II	LIN. FT.
STA. 468+13 TO STA. 469+83	LT.	170
STA. 469+49 TO STA. 470+49	RT.	100

DATE & TIME: 1/13/2022 12:08:04 PM
FILE: J:\25846.02\101111-Erosion Control.dgn

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

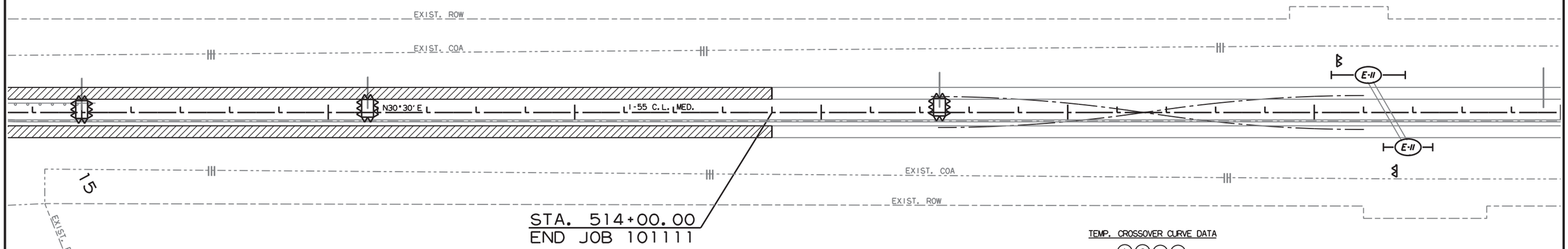
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	17	64
				(2)	TEMPORARY EROSION CONTROL DETAILS			

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:43:28 -06'00'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

I-55

TRIANGULAR SILT DIKE		LIN. FT.
STA. 500+00	C.L.	42
STA. 505+80	C.L.	42
STA. 517+40	C.L.	42
STA. 525+46	LT.	21
STA. 526+68	RT.	21



FULL DEPTH RECONSTRUCTION

I-55

SILT FENCE		LIN. FT.
STA. 525+35 TO STA. 526+85	LT.	150
STA. 526+40 TO STA. 527+40	RT.	100

TEMP. CROSSOVER CURVE DATA

(1) (2) (3) (4)

Δ = 08°00'00"
D = 02°00'00.0"
T = 200.33'
L = 400.00'

DATE	REVISIONS

LEGEND

E-11 SILT FENCE

TRIANGULAR SILT DIKE

DATE & TIME: 1/3/2022 12:08:04 PM
FILE: J:\25846.02\101111-Erosion Control.dgn

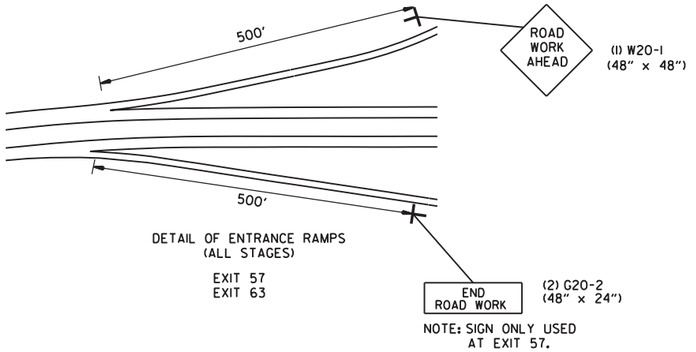
ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	18	64

(2) MAINTENANCE OF TRAFFIC DETAILS

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:43:52 -06'00'

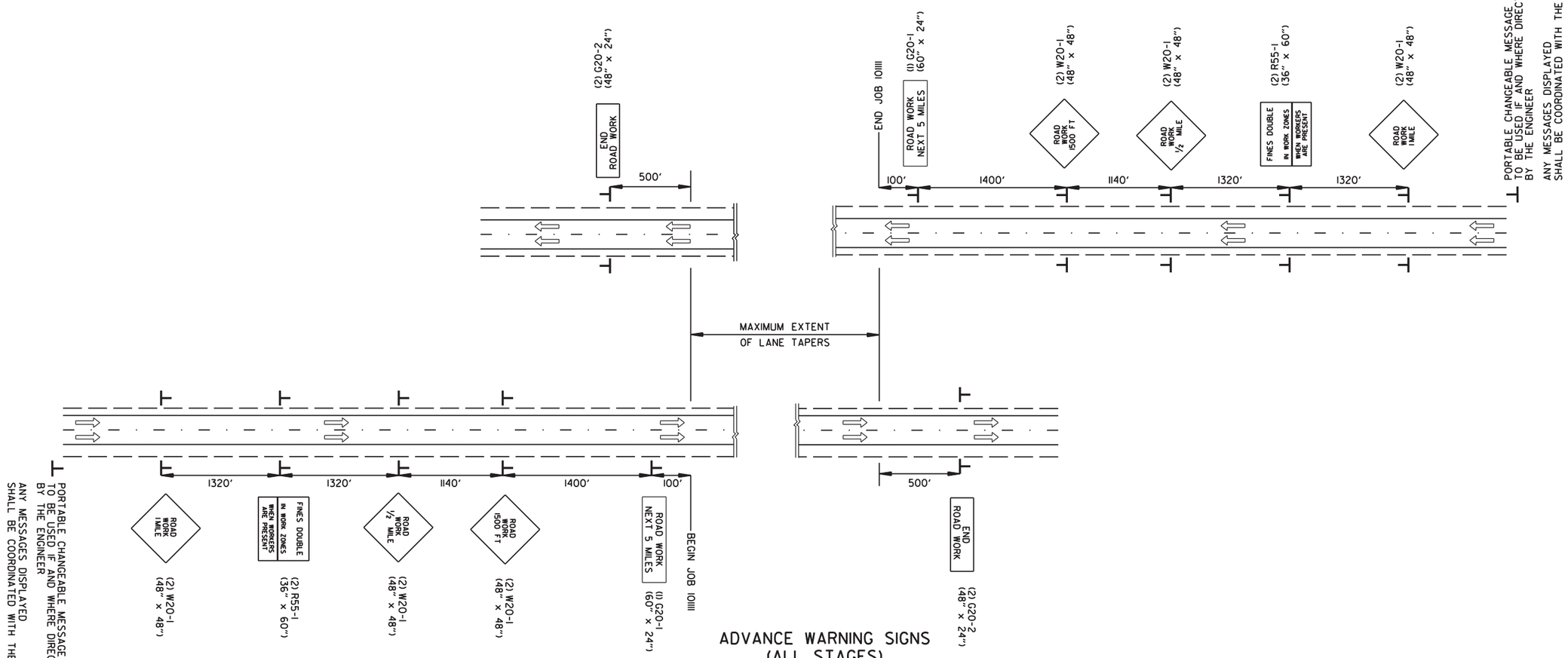
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER



DETAIL OF ENTRANCE RAMPS
(ALL STAGES)

EXIT 57
EXIT 63

NOTE: SIGN ONLY USED AT EXIT 57.



ADVANCE WARNING SIGNS
(ALL STAGES)

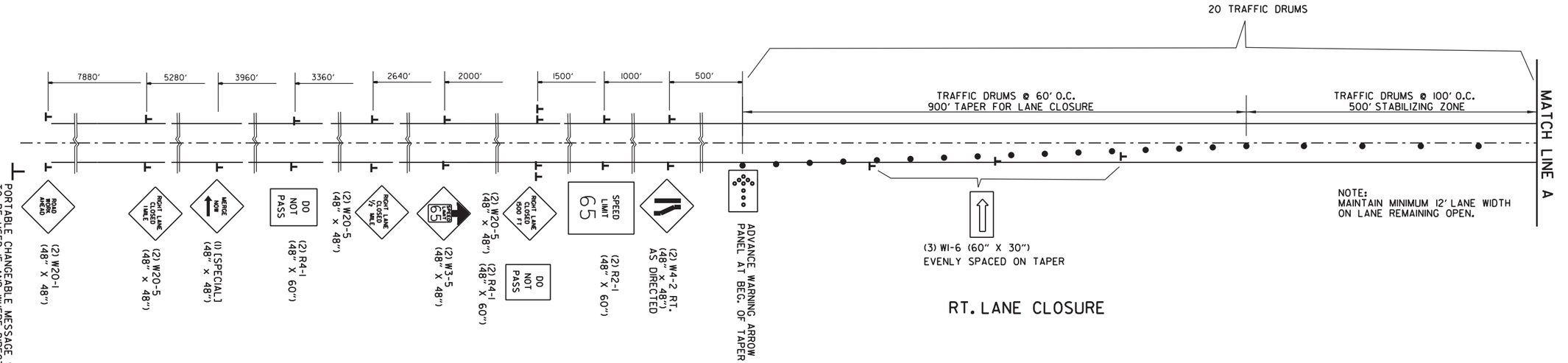
ADVANCE WARNING
MAINTENANCE OF TRAFFIC DETAILS

DATE & TIME: 1/13/2022 12:36:05 PM
FILE: J:\25846.02\101111-Traffic Control\General.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	19	64

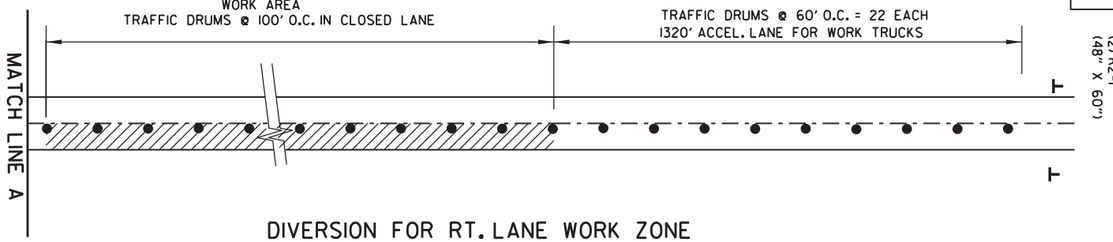
(2) MAINTENANCE OF TRAFFIC DETAILS

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:44:15 -06'00'

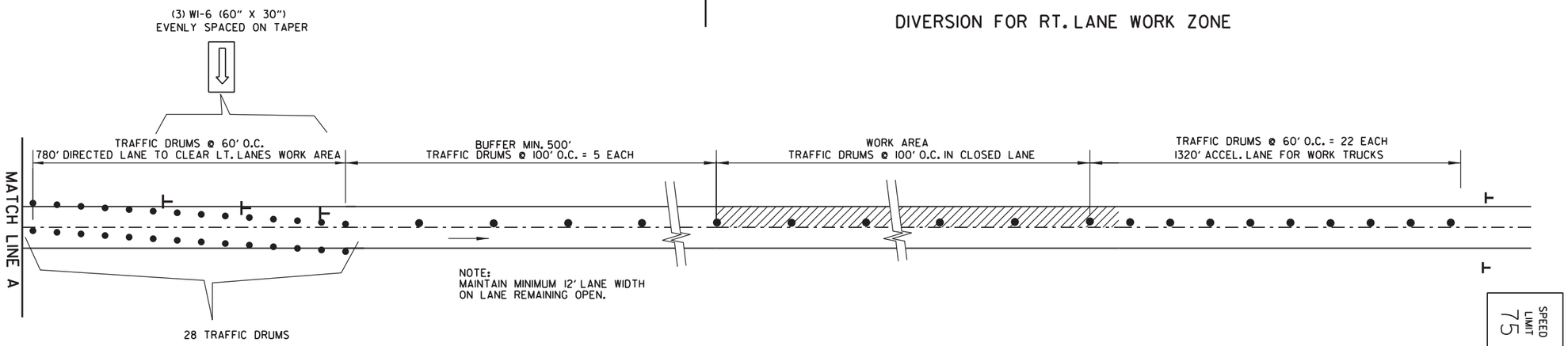


RT. LANE CLOSURE

SPEED LIMIT REDUCTION 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

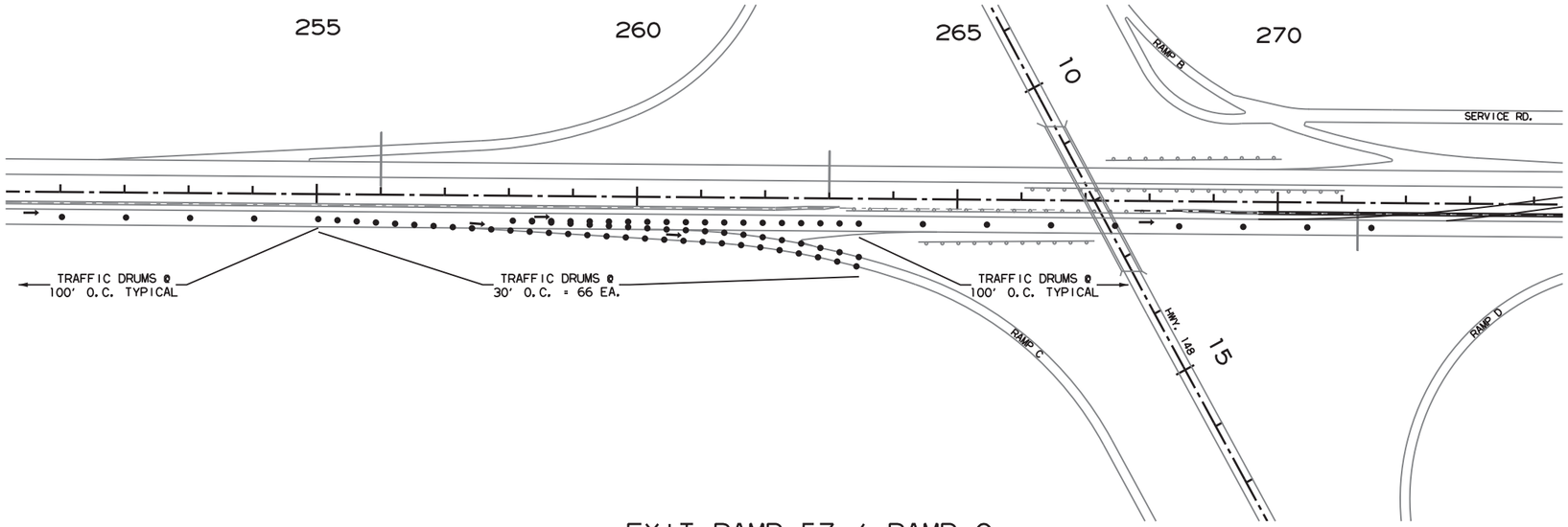
DATE & TIME: 1/13/2022 12:08:05 PM
FILE: J:\25846.02\101111-Traffic Control General.dgn

WORK ZONE - LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

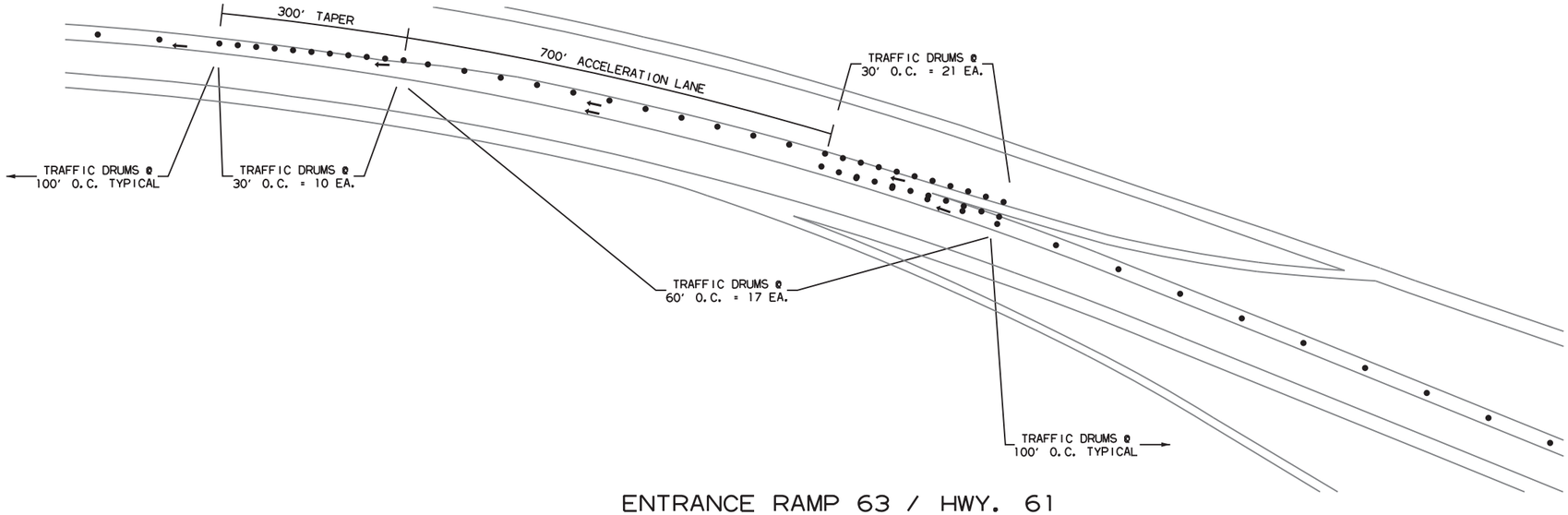
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	20	64
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:44:37 -06'00'



EXIT RAMP 57 / RAMP C
TRAFFIC DRUM LAYOUT OUTSIDE LANE CLOSURE



ENTRANCE RAMP 63 / HWY. 61
TRAFFIC DRUM LAYOUT OUTSIDE LANE CLOSURE

DATE & TIME: 1/13/2022 12:08:05 PM
FILE: J:\25846.02\101111-Traffic Control General.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	21	64
				(2) MAINTENANCE OF TRAFFIC DETAILS				

SEQUENCE OF CONSTRUCTION - MAIN LANES

STAGE 1:
MAINTAIN NORTHBOUND AND SOUTHBOUND TRAFFIC ON EXISTING OUTSIDE LANES.
REMOVE WIRE ROPE SAFETY FENCE AND INSTALL TEMPORARY ANCHORS.
CONSTRUCT INSIDE SHOULDER RECONSTRUCTION FOR M.O.T. ON NORTHBOUND LANES.
INSTALL TEMPORARY PIPE CULVERTS.
CONSTRUCT TEMPORARY MEDIAN CROSSOVERS, TEMPORARY INTERCHANGE RAMP,
AND TEMPORARY ACCELERATION LANE.

STAGE 2:
INSTALL P.C.C.B. WALL ON NORTHBOUND LANES.
REMOVE CONFLICTING PERMANENT PAVEMENT MARKING.
INSTALL CONSTRUCTION PAVEMENT MARKINGS ON MAIN LANES AND CROSSOVERS.
SHIFT SOUTHBOUND TRAFFIC ONTO THE NORTHBOUND MAIN LANES UTILIZING TEMPORARY
MEDIAN CROSSOVERS TO MAINTAIN TRAFFIC HEAD-TO-HEAD.
RECONSTRUCT SOUTHBOUND LANES.
HYDRODEMOLITION AND CONCRETE OVERLAY APPLICABLE BRIDGES IN THE SOUTHBOUND LANES.

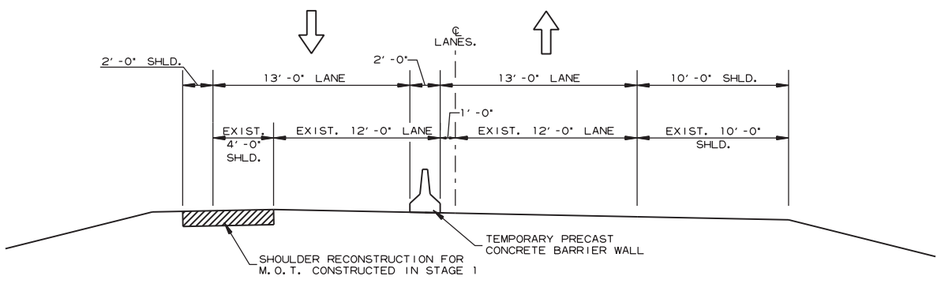
STAGE 3:
MAINTAIN NORTHBOUND AND SOUTHBOUND TRAFFIC ON EXISTING OUTSIDE LANES.
RELOCATE AND INSTALL P.C.C.B. WALL ON SOUTHBOUND LANES.
REMOVE CONFLICTING PERMANENT PAVEMENT MARKINGS.
INSTALL CONSTRUCTION PAVEMENT MARKINGS ON MAIN LANES, CROSSOVERS,
TEMPORARY ACCELERATION LANES, AND TEMPORARY RAMPS.
SHIFT NORTHBOUND TRAFFIC ONTO THE SOUTHBOUND MAIN LANES UTILIZING
TEMPORARY MEDIAN CROSSOVERS AND TEMPORARY RAMPS TO MAINTAIN TRAFFIC
HEAD-TO-HEAD.
RECONSTRUCT NORTHBOUND LANES.
HYDRODEMOLITION AND CONCRETE OVERLAY APPLICABLE BRIDGES IN THE NORTHBOUND LANES.
CONSTRUCT FINAL LIFT OF SURFACE ON NORTHBOUND LANES.
INSTALL TYPICAL CONSTRUCTION PAVEMENT MARKINGS ON NORHTBOUND LANES.

STAGE 4A:
MAINTAIN NORTHBOUND AND SOUTHBOUND TRAFFIC ON OUTSIDE LANES.
REMOVE P.C.C.B. WALL.
REMOVE TEMPORARY MEDIAN CROSSOVERS, TEMPORARY INTERCHANGE RAMPS,
AND TEMPORARY ACCELERATION LANES.
REMOVE CONFLICTING CONSTRUCTION PAVEMENT MARKINGS.
INSTALL WIRE ROPE SAFETY FENCE.
INSTALL FINAL LIFT OF SURFACE ON INSIDE SOUTHBOUND LANES.

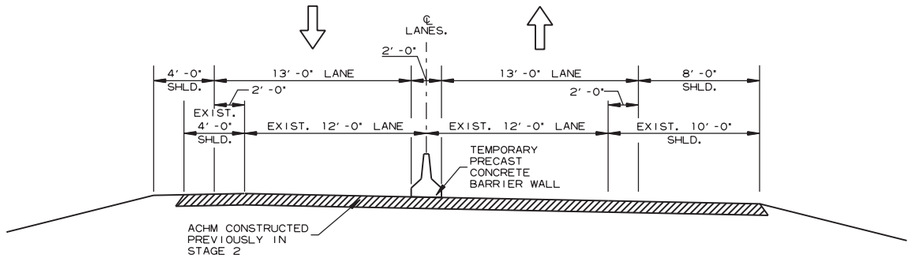
STAGE 4B:
MAINTAIN SOUTHBOUND TRAFFIC ON INSIDE LANE
INSTALL FINAL LIFT OF SURFACE ON OUTSIDE SOUTHBOUND LANE.
INSTALL RUMBLE STRIPS FOR ENTIRE PROJECT.
INSTALL PERMANENT PAVEMENT MARKING FOR ENTIRE PROJECT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

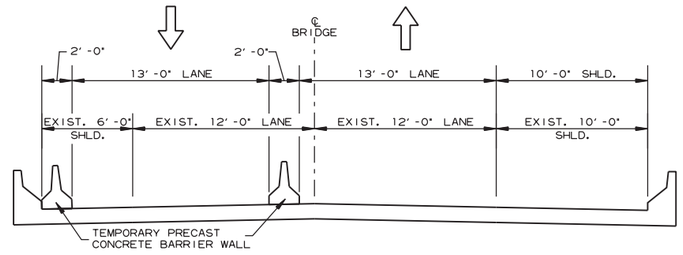
Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:45:25 -06'00'



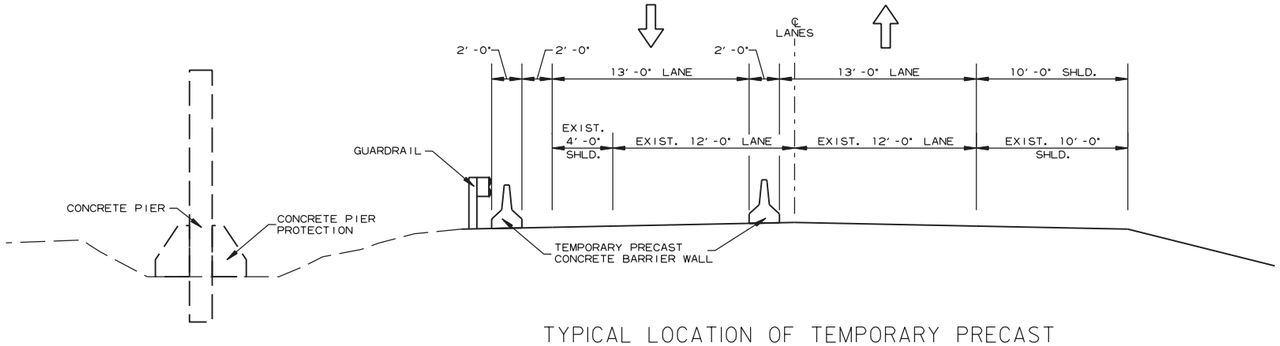
LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WALL
FOR MAINTENANCE OF TRAFFIC - NORTHBOUND MAIN LANES - STAGE 2
(SHOWN IN DIRECTION OF TRAFFIC)



LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WALL
FOR MAINTENANCE OF TRAFFIC - SOUTHBOUND MAIN LANES -STAGE 3
(SHOWN IN DIRECTION OF TRAFFIC)



TYPICAL LOCATION OF TEMPORARY PRECAST
CONCRETE BARRIER WALL FOR BRIDGE RAIL
(SHOWN IN DIRECTION OF TRAFFIC)



TYPICAL LOCATION OF TEMPORARY PRECAST
CONCRETE BARRIER WALL FOR OVERPASS PIER PROTECTION
(SHOWN IN DIRECTION OF TRAFFIC)

DATE & TIME: 1/3/2022 12:08:06 PM
FILE: J:\25846.02\101111-Traffic Control General.dgn

MAINTENANCE OF TRAFFIC DETAILS

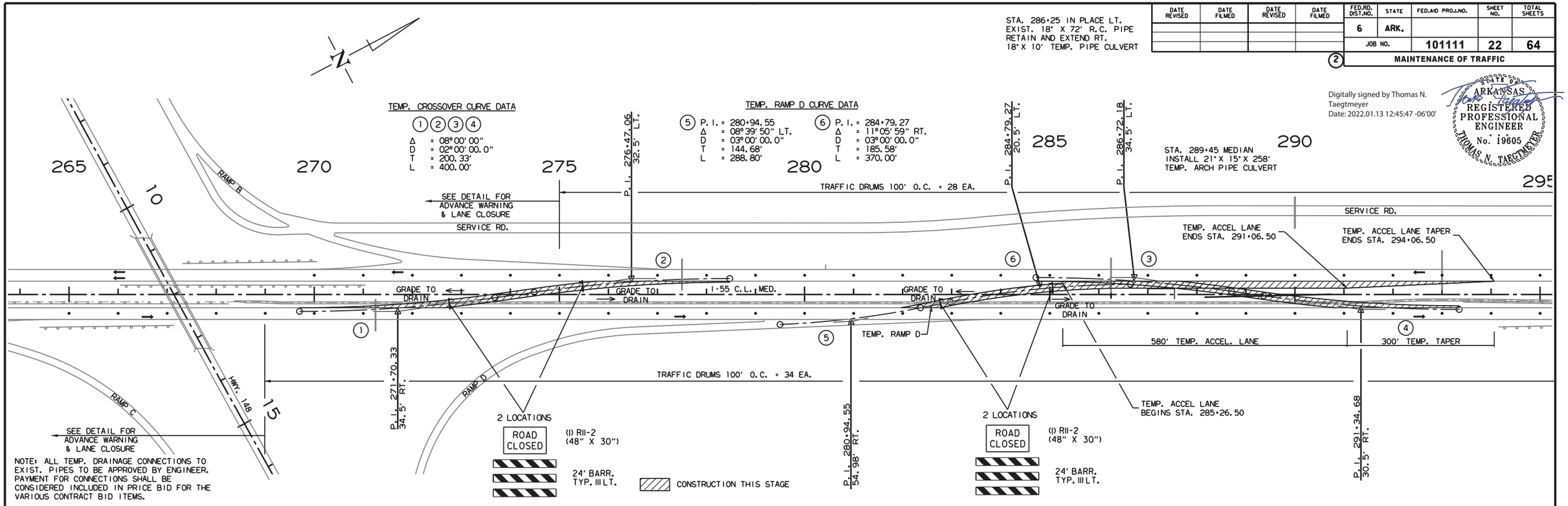
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	22	64

(2) MAINTENANCE OF TRAFFIC

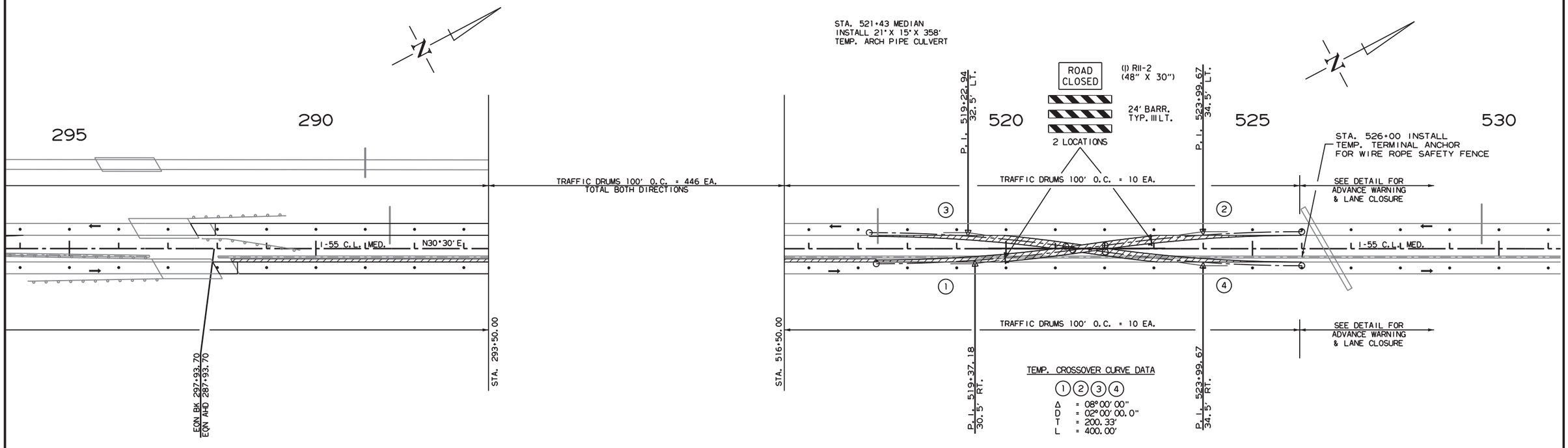
STA. 286+25 IN PLACE LT.
EXIST. 18" X 72' R.C. PIPE
RETAIN AND EXTEND RT.
18" X 10' TEMP. PIPE CULVERT

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:45:47 -06'00'

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER



NOTE: ALL TEMP. DRAINAGE CONNECTIONS TO EXIST. PIPES TO BE APPROVED BY ENGINEER. PAYMENT FOR CONNECTIONS SHALL BE CONSIDERED INCLUDED IN PRICE BID FOR THE VARIOUS CONTRACT BID ITEMS.



DATE & TIME: 1/13/2022 12:08:06 PM
FILE: J:\25846.02\101111-Traffic Control\STAGE 1.dgn

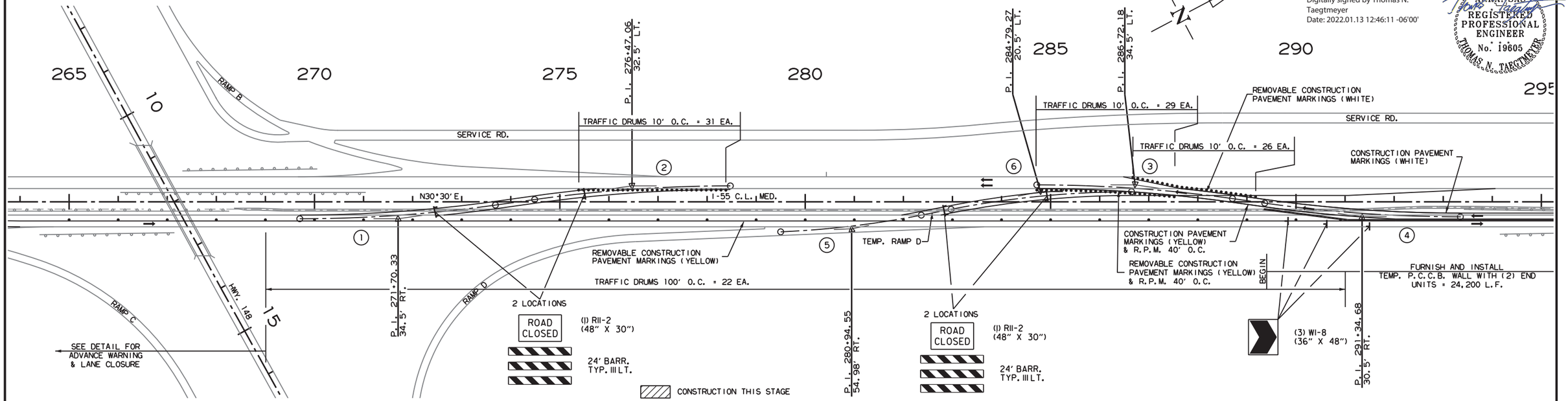
STAGE 1
MAINTENANCE OF TRAFFIC DETAILS

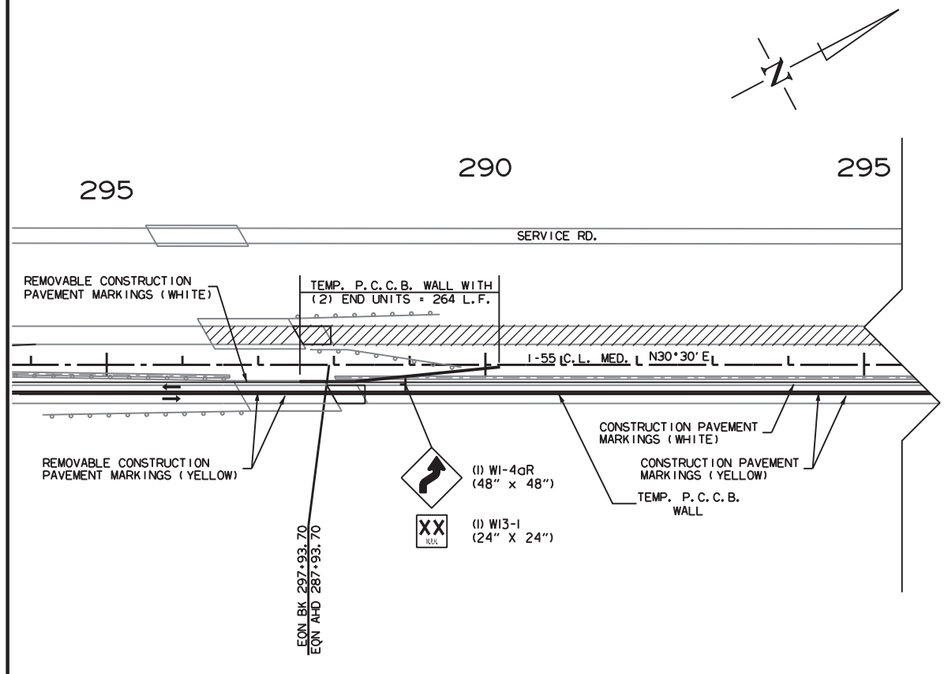
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	23	64

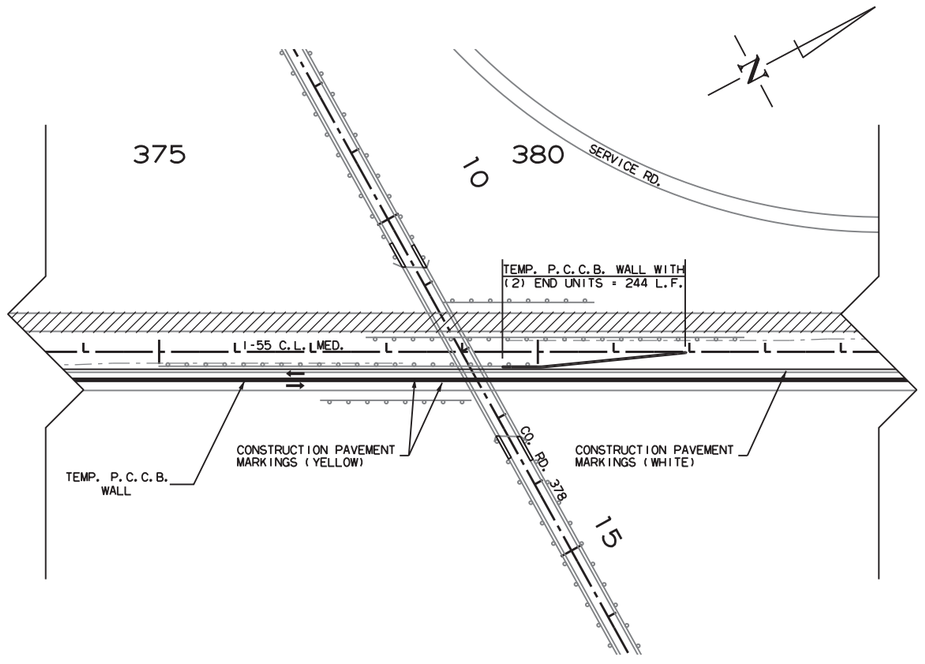
2 MAINTENANCE OF TRAFFIC

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:46:11 -06'00'

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER







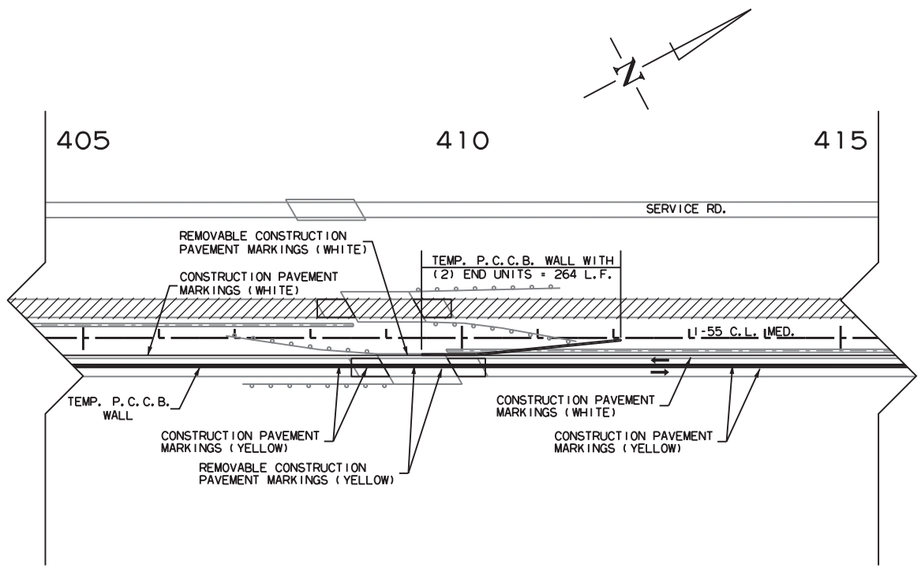
CONSTRUCTION THIS STAGE

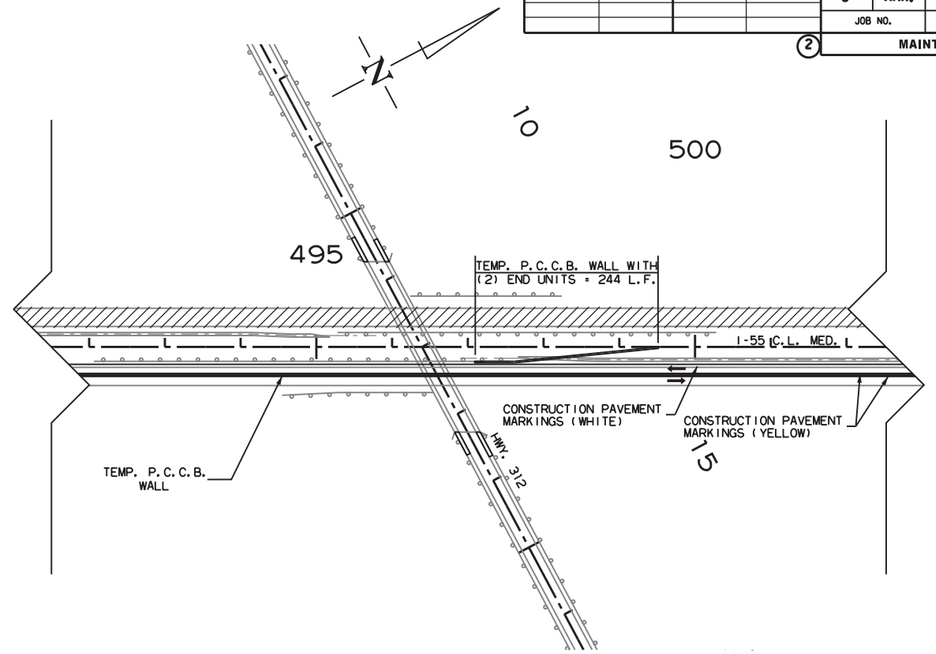
STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

DATE & TIME: 1/13/2022 12:08:07 PM
FILE: J:\25846.02\101111-Traffic Control\STAGE 2.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	24	64

(2) MAINTENANCE OF TRAFFIC

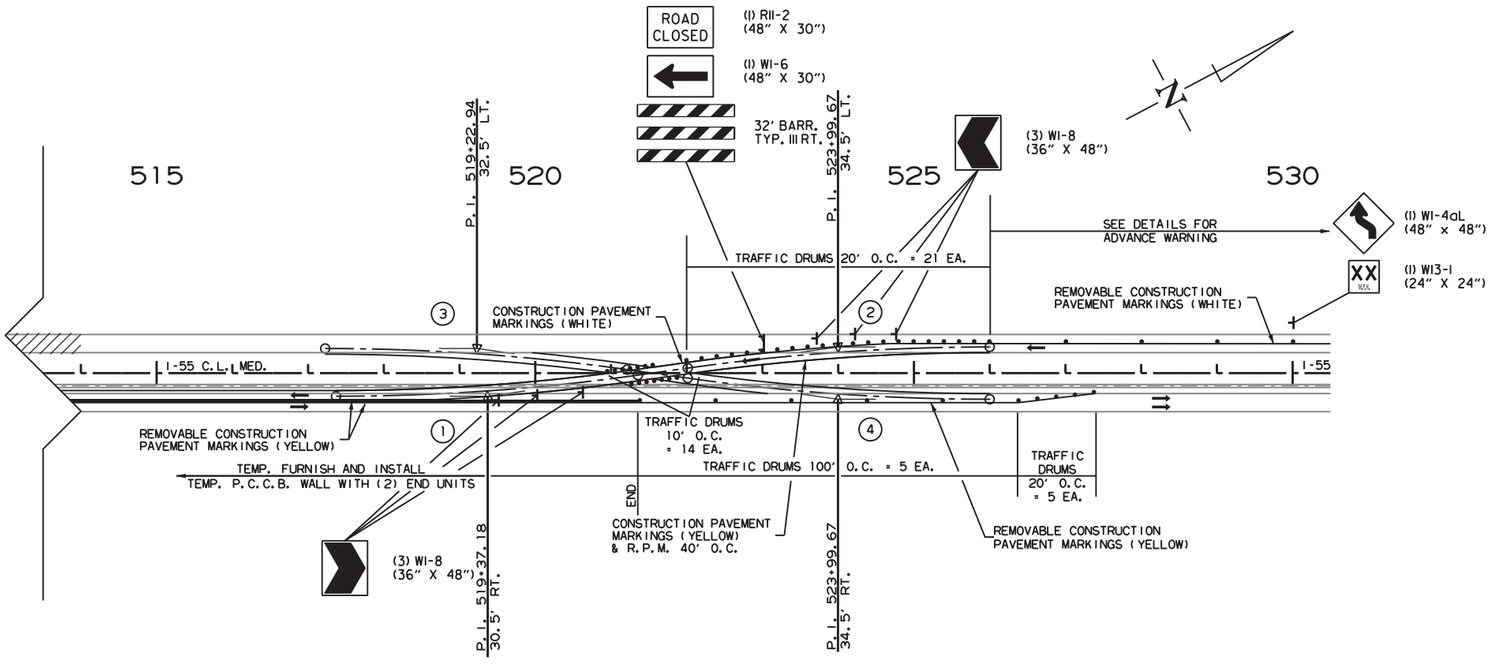




CONSTRUCTION THIS STAGE

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:46:38 -06'00'



CONSTRUCTION THIS STAGE

I-55

REMOVAL OF PERMANENT PAVEMENT MARKINGS
R.M.L. EXIST. CENTERLINE = 6007 LIN. FT.
R.M.L. EXIST. LT. EDGE LINE = 23956 LIN. FT.
L.M.L. EXIST. RT. EDGE LINE = 586 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
R.M.L. CENTERLINE = 7321 LIN. FT.
R.M.L. LT. EDGE LINE = 1000 LIN. FT.
R.M.L. RT. EDGE LINE = 2138 LIN. FT.
L.M.L. LT. EDGE LINE = 6171 LIN. FT.
L.M.L. RT. EDGE LINE = 767 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS
L.M.L. LT. EDGE LINE = 22402 LIN. FT.
L.M.L. DBL. CENTERLINE = 44787 LIN. FT.
SB. MEDIAN CROSSOVERS = 1671 LIN. FT.

TYPE II RAISED PAVEMENT MARKERS 40' O.C.
SB. MEDIAN CROSSOVERS YELLOW/YELLOW = 45 EA.

STAGE 2
MAINTENANCE OF TRAFFIC DETAILS

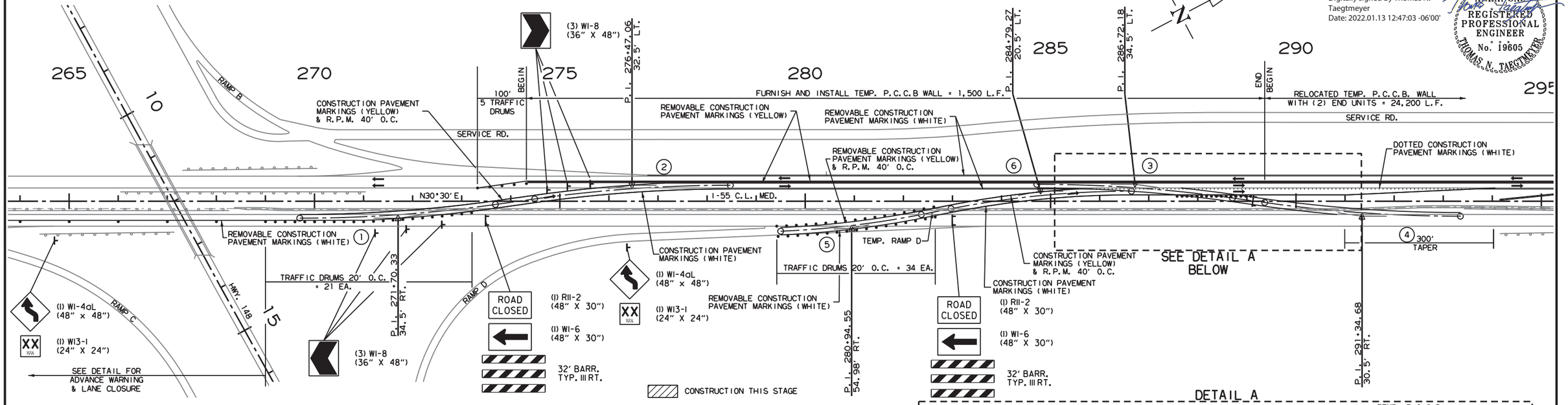
DATE & TIME: 1/13/2022 12:08:07 PM
FILE: J:\25846.02\101111-Traffic Control\STAGE 2.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	25	64

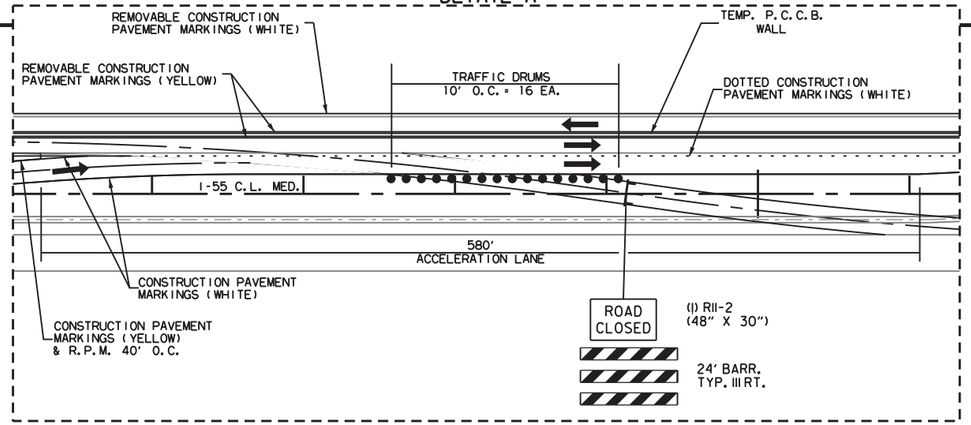
(2) MAINTENANCE OF TRAFFIC

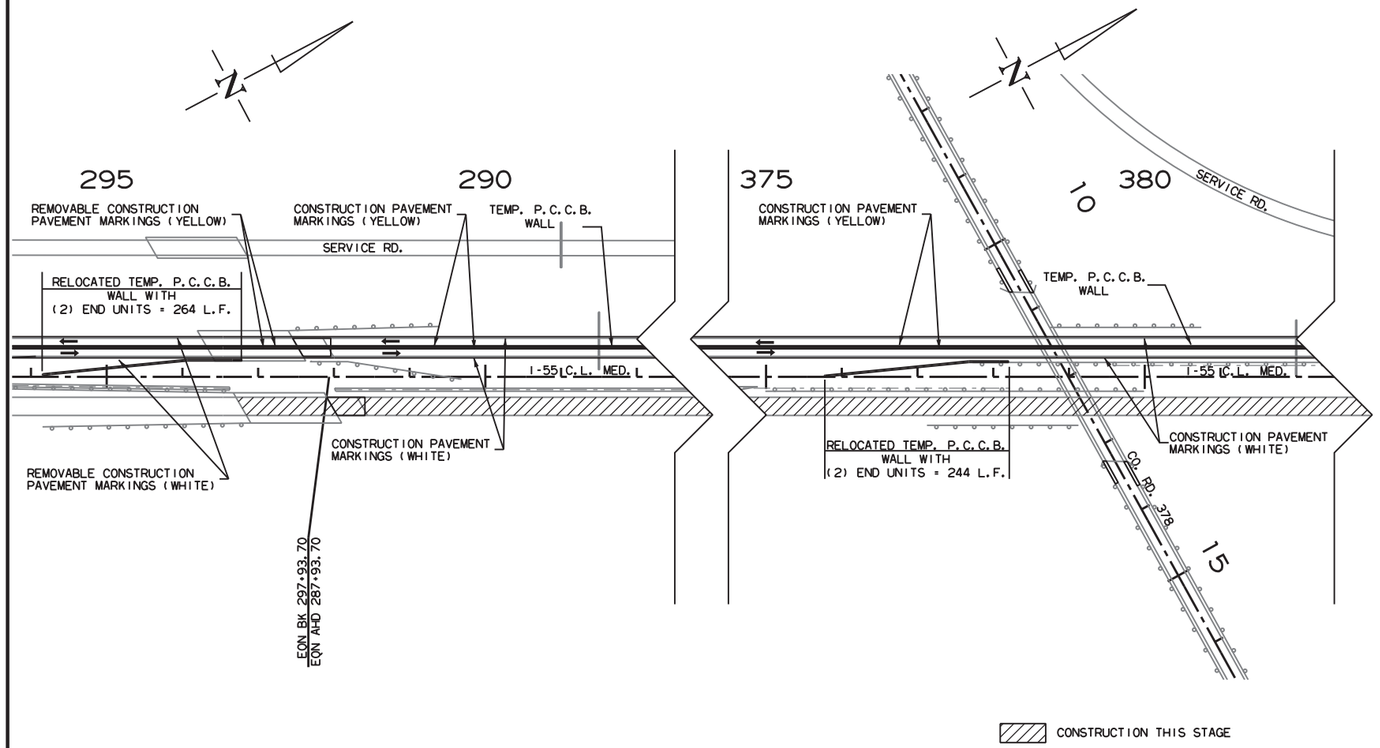
Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:47:03 -06'00'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER



DETAIL A

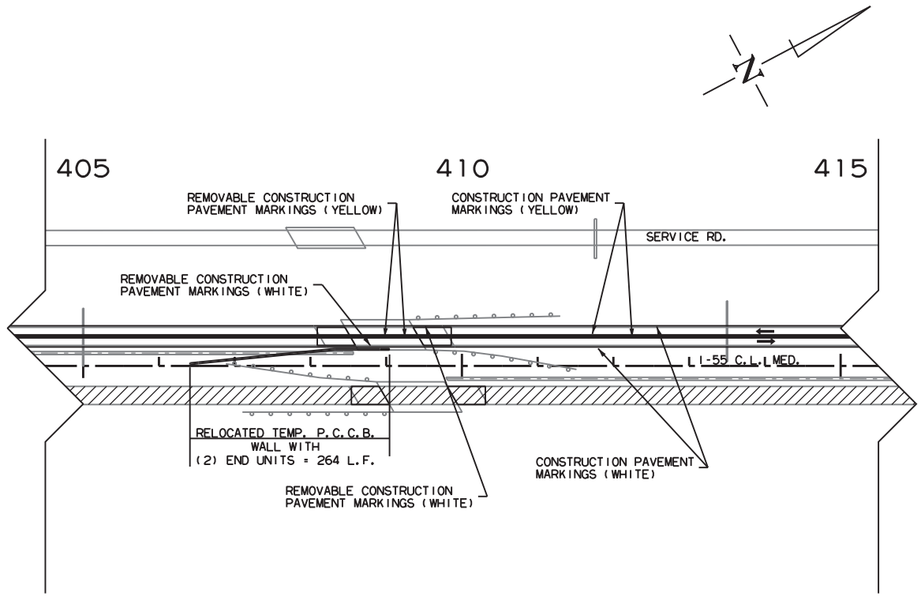


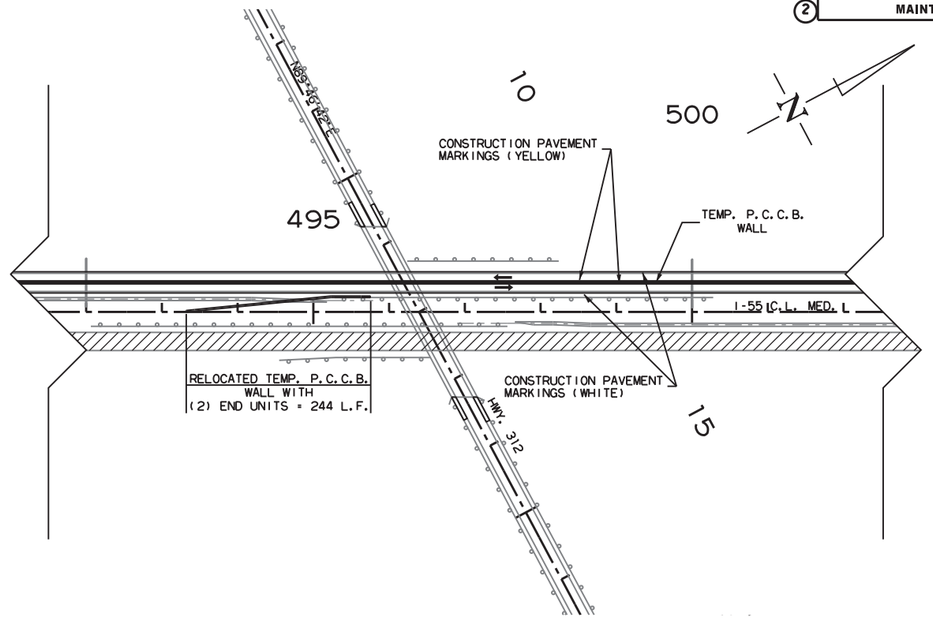


DATE & TIME: 1/3/2022 12:08:08 PM
FILE: J:\25846.02\101111-Traffic Control\STAGE 3.dgn

STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	26	64
				②	MAINTENANCE OF TRAFFIC			

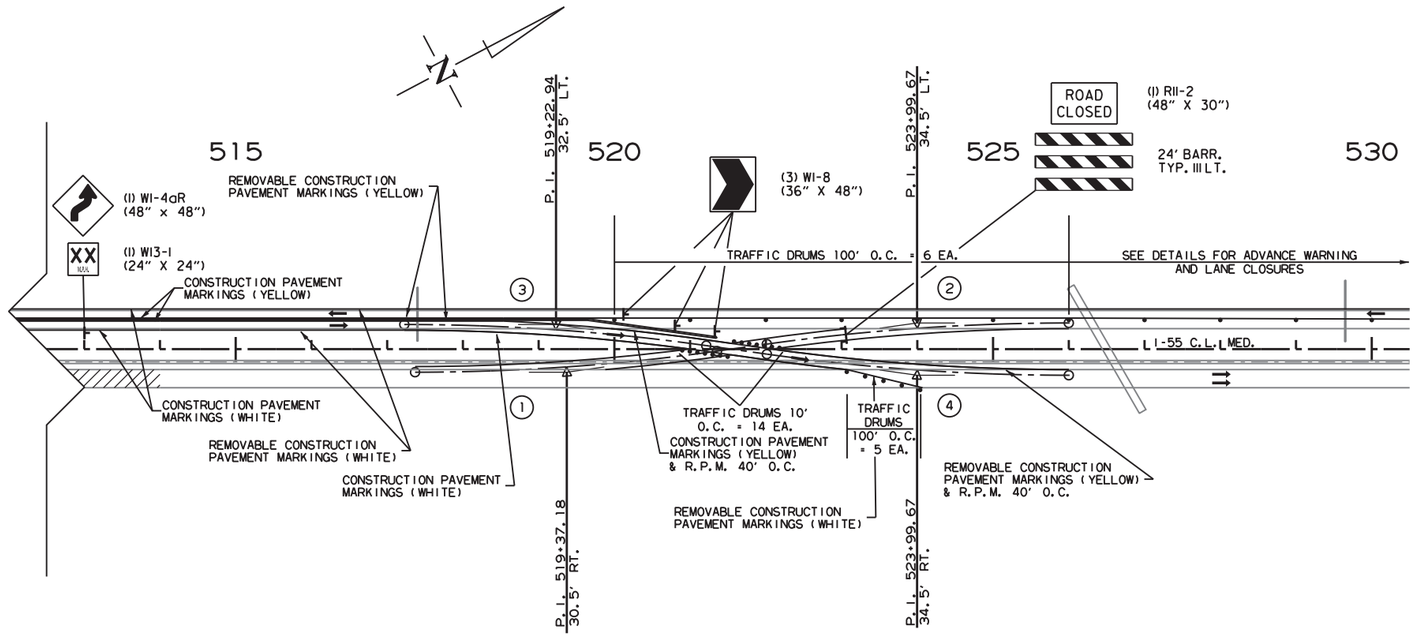




CONSTRUCTION THIS STAGE

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:47:39 -06'00'



CONSTRUCTION THIS STAGE

I-55

REMOVAL OF PERMANENT PAVEMENT MARKINGS
R.M.L. LT. EDGE LINE = 685 LIN. FT.
L.M.L. RT. EDGE LINE = 2522 LIN. FT.
L.M.L. LT. EDGE LINE = 3310 LIN. FT.
L.M.L. CENTERLINE = 60 LIN. FT.

REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS
NB. MEDIAN CROSSOVERS = 120 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
R.M.L. RT. EDGE LINE = 1619 LIN. FT.
R.M.L. LT. EDGE LINE = 302 LIN. FT.
L.M.L. RT. EDGE LINE = 1925 LIN. FT.
L.M.L. CENTERLINE = 10863 LIN. FT.
L.M.L. LT. EDGE LINE = 6566 LIN FT.
TEMP. RAMP D = 668 LIN. FT.
TEMP. RAMP D ACCEL. LANE DOTTED LINE = 192 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS
L.M.L. LT. EDGE LINE = 22446 LIN. FT.
L.M.L. RT. EDGE LINE = 22429 LIN. FT.
L.M.L. DBL. CENTERLINE = 44875 LIN. FT.
MEDIAN CROSSOVERS = 1720 LIN. FT.
TEMP. RAMP D & ACCEL. LANE = 1322 LIN. FT.

TYPE II RAISED PAVEMENT MARKERS 40' O.C.
NB. MEDIAN CROSSOVERS YELLOW/YELLOW = 46 EA.
TEMP. RAMP D (YELLOW/YELLOW) = 14 EA.
TEMP. RAMP D GORE & ACCEL LANE (WHITE/RED) = 44

END OF STAGE CONSTRUCTION PAVEMENT MARKINGS (TYPICAL LANE MARKINGS)
R.M.L. LT. EDGE LINE = 26630 LIN. FT.
R.M.L. CENTERLINE SKIP LINE = 6660 LIN. FT.
R.M.L. RT. EDGE LINE = 26337 LIN. FT.

STAGE 3
MAINTENANCE OF TRAFFIC DETAILS

DATE & TIME: 1/13/2022 12:08:08 PM
FILE: J:\25846.02\101111-Traffic Control\STAGE 3.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	27	64

(2) MAINTENANCE OF TRAFFIC

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:48:03 -06'00'

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

STA. 286+25 IN PLACE LT.
EXIST. 18" X 72' R.C. PIPE
RETAIN AND REMOVE RT.
18" X 10' TEMP. PIPE CULVERT

TEMP. CROSSOVER CURVE DATA
(1)(2)(3)(4)
Δ = 08°00'00"
D = 02°00'00.0"
T = 200.33'
L = 400.00'

TEMP. RAMP D CURVE DATA
(5) P.I. = 280+94.55
Δ = 08°39'50" LT.
D = 03°00'00.0"
T = 144.68'
L = 288.80'

(6) P.I. = 284+79.27
Δ = 11°05'59" RT.
D = 03°00'00.0"
T = 185.58'
L = 370.00'

STA. 289+45 MEDIAN
REMOVE 15" X 258' TEMP.
PIPE CULVERT

265 270 275 280 285 290 295

10 15

RAMP B RAMP C RAMP D HWY. 148

P.I. 276+47.06 32.5' LT.
P.I. 284+79.27 20.5' LT.
P.I. 286+72.18 34.5' LT.
P.I. 271+70.33 34.5' RT.
P.I. 280+94.55 54.98' RT.
P.I. 291+34.68 30.5' RT.

SEE DETAIL FOR ADVANCE WARNING & LANE CLOSURE
SERVICE RD.
TRAFFIC DRUMS 100' O.C. = 28 EA.
TRAFFIC DRUMS 100' O.C. = 34 EA.
GRADE TO DRAIN
I-55 C.L. MED.
TEMP. RAMP D
TEMP. ACCEL LANE ENDS STA. 291+06.50
TEMP. ACCEL LANE TAPER ENDS STA. 294+06.50
580' TEMP. ACCEL. LANE
300' TEMP. TAPER
TEMP. ACCEL LANE BEGINS STA. 285+26.50

2 LOCATIONS
ROAD CLOSED
(I) RII-2 (48" X 30")
24' BARR. TYP. III LT.

OBLITERATION TEMP. PAVEMENT

STA. 521+43 MEDIAN
REMOVE 15" X 358' TEMP.
PIPE CULVERT

295 290 520 525 530

P.I. 519+22.94 32.5' LT.
P.I. 523+99.67 34.5' LT.
P.I. 519+37.18 30.5' RT.
P.I. 523+99.67 34.5' RT.

TRAFFIC DRUMS 100' O.C. = 446 EA.
TOTAL BOTH DIRECTIONS
TRAFFIC DRUMS 100' O.C. = 10 EA.
TRAFFIC DRUMS 100' O.C. = 10 EA.
SEE DETAIL FOR ADVANCE WARNING & LANE CLOSURE
I-55 C.L. MED. N30°30'E

EQN BK 297+93.70
EQN AHD 287+93.70
STA. 293+50.00
STA. 516+50.00

TEMP. CROSSOVER CURVE DATA
(1)(2)(3)(4)
Δ = 08°00'00"
D = 02°00'00.0"
T = 200.33'
L = 400.00'

OBLITERATION TEMP. PAVEMENT

DATE & TIME: 1/13/2022 12:08:09 PM
FILE: J:\25846.02\101111-Traffic Control\STAGE 4A & 4B.dgn

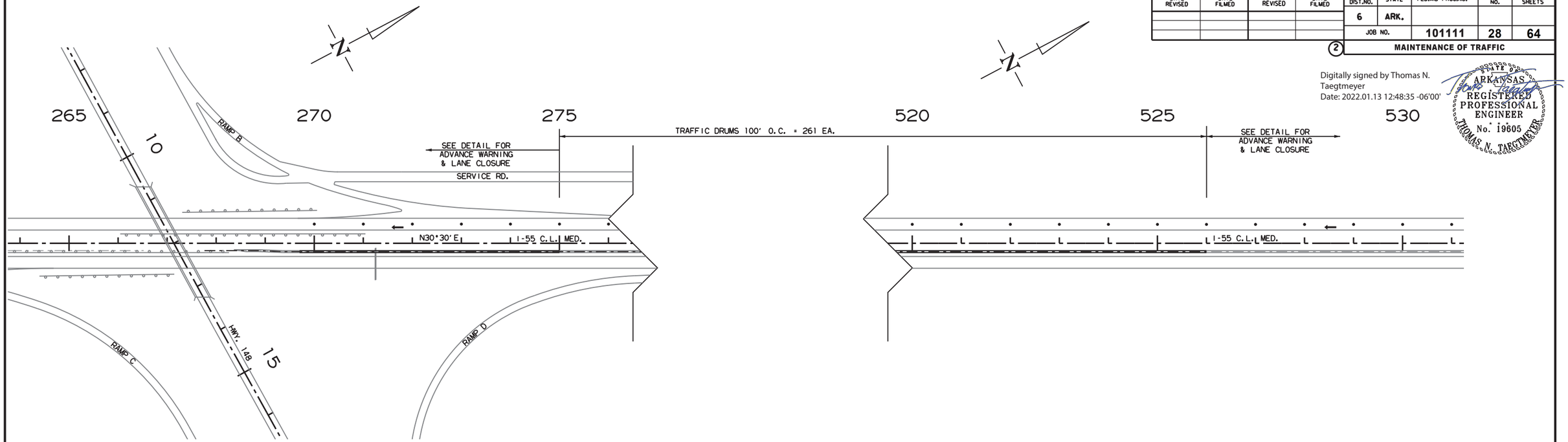
STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	28	64

(2) MAINTENANCE OF TRAFFIC

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:48:35 -06'00'

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER



I-55

PERMANENT PAVEMENT MARKINGS

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS
R.M.L. RT. EDGE LINE = 26217 LIN. FT.
R.M.L. CENTERLINE SKIPS = 6660 LIN. FT.
L.M.L. LT. EDGE LINE = 25925 LIN. FT.
L.M.L. CENTERLINE SKIPS = 6510 LIN. FT.

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKINGS
R.M.L. LT. EDGE LINE = 26630 LIN. FT.
L.M.L. RT. EDGE LINE = 26036 LIN. FT.

12" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS
RAMP D GORE AREA = 120 LIN. FT.
RAMP D ACCEL. TAPER DOTTED LINE = 88 LIN. FT.

TYPE II RAISED PAVEMENT MARKERS (WHITE/RED)
R.M.L. CENTERLINE = 665 EA.
L.M.L. CENTERLINE = 651 EA.
RAMP D GORE AREA = 14 EA.
RAMP D ACCEL. TAPER = 6 EA.

CO. RD. 378 & HWY. 312

PERMANENT PAVEMENT MARKINGS

6" WHITE REFLECTORIZED PAINT PAVEMENT MARKINGS
HWY. 312 LT. & RT. EDGE LINE = 4110 LIN. FT.

6" YELLOW REFLECTORIZED PAINT PAVEMENT MARKINGS
CO. RD. 378 DBL. CENTERLINE = 4110 LIN. FT.
HWY. 312 DBL. CENTERLINE = 4110 LIN. FT.

TYPE II RAISED PAVEMENT MARKERS (YELLOW/YELLOW)
CO. RD. 378 CENTERLINE = 26 EA.
HWY. 312 CENTERLINE = 26 EA.

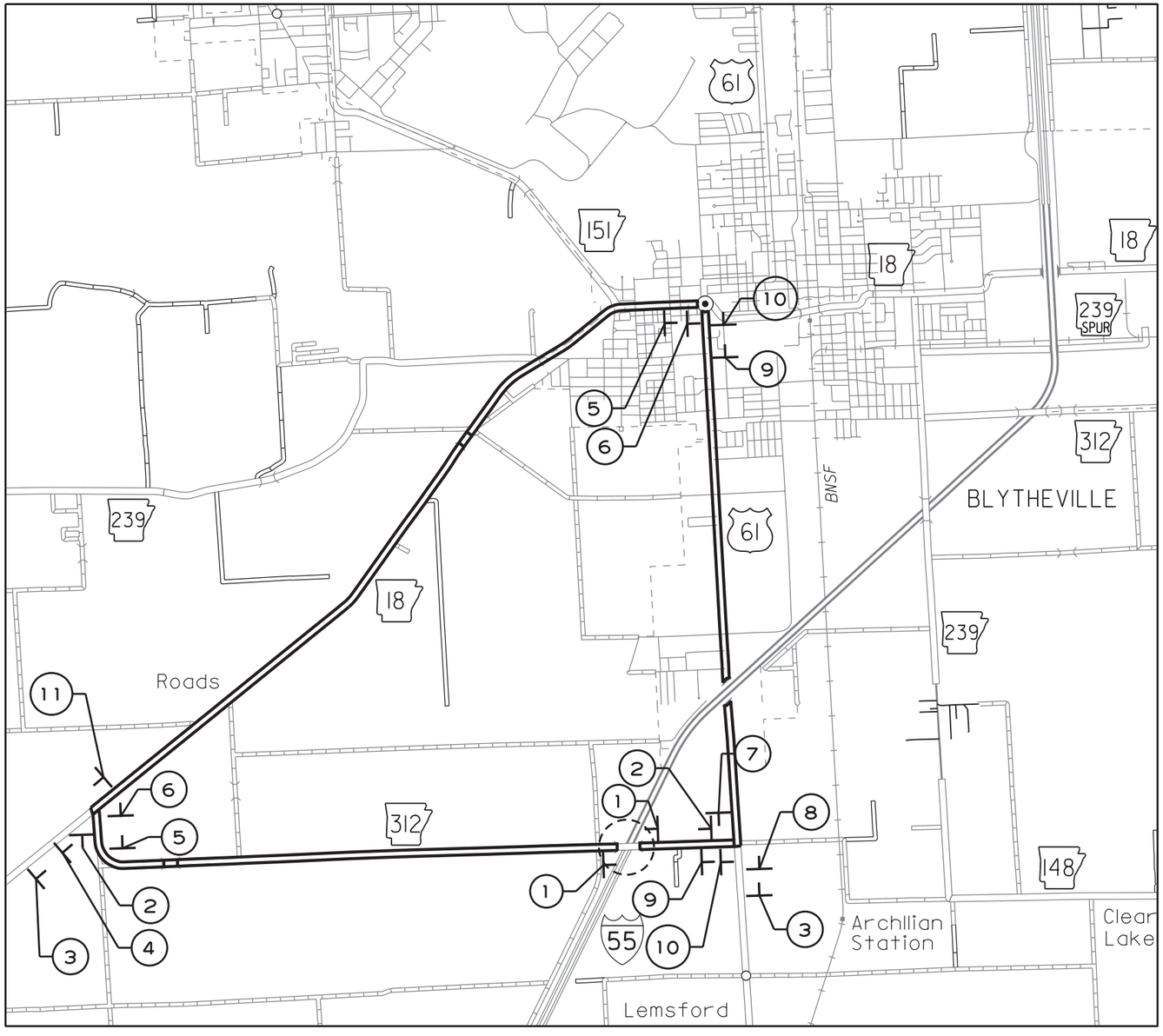
DATE & TIME: 1/13/2022 12:08:09 PM
FILE: J:\25846.02\101111-Traffic Control\STAGE 4A & 4B.dgn

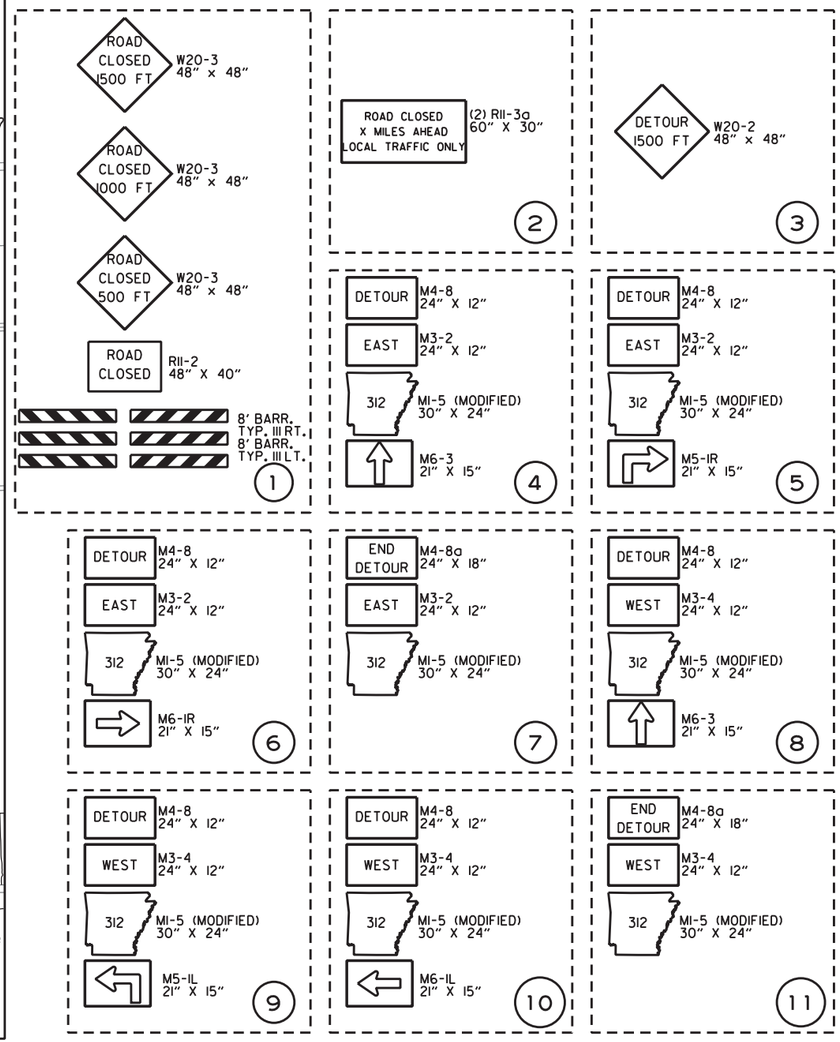
STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	29	64

(2) MAINTENANCE OF TRAFFIC DETAILS

NOTE: SIGNS ARE TO BE SPACED IN ACCORDANCE WITH STANDARD DRAWING TC-2 AND MUTCD.





STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:50:52 -06'00'

SEQUENCE OF CONSTRUCTION

STAGE 1: INSTALL DETOUR SIGNING. DETOUR EASTBOUND HWY. 312 TRAFFIC NORTH ALONG HWY. 18 FOR ACCESS TO HWY. 61. DETOUR WESTBOUND HWY. 312 TRAFFIC NORTH ALONG HWY. 61 FOR ACCESS TO HWY. 18.

STAGE 2A: CONSTRUCT BRIDGE JACKING OPERATION OF BRIDGE 03287.

STAGE 2B: CONSTRUCT APPROACH VERTICAL TRANSITION.

STAGE 3: REMOVE DETOUR AND RETURN TRAFFIC TO ORIGINAL FLOW.

NOTE: STAGING ON HWY. 312 OVERPASS IS NOT DIRECTLY RELATED TO THE STAGING ON I-55 MAIN LANES. WORK ON THE OVERPASS CAN BE COMPLETED ANYTIME DURING I-55 WORK.

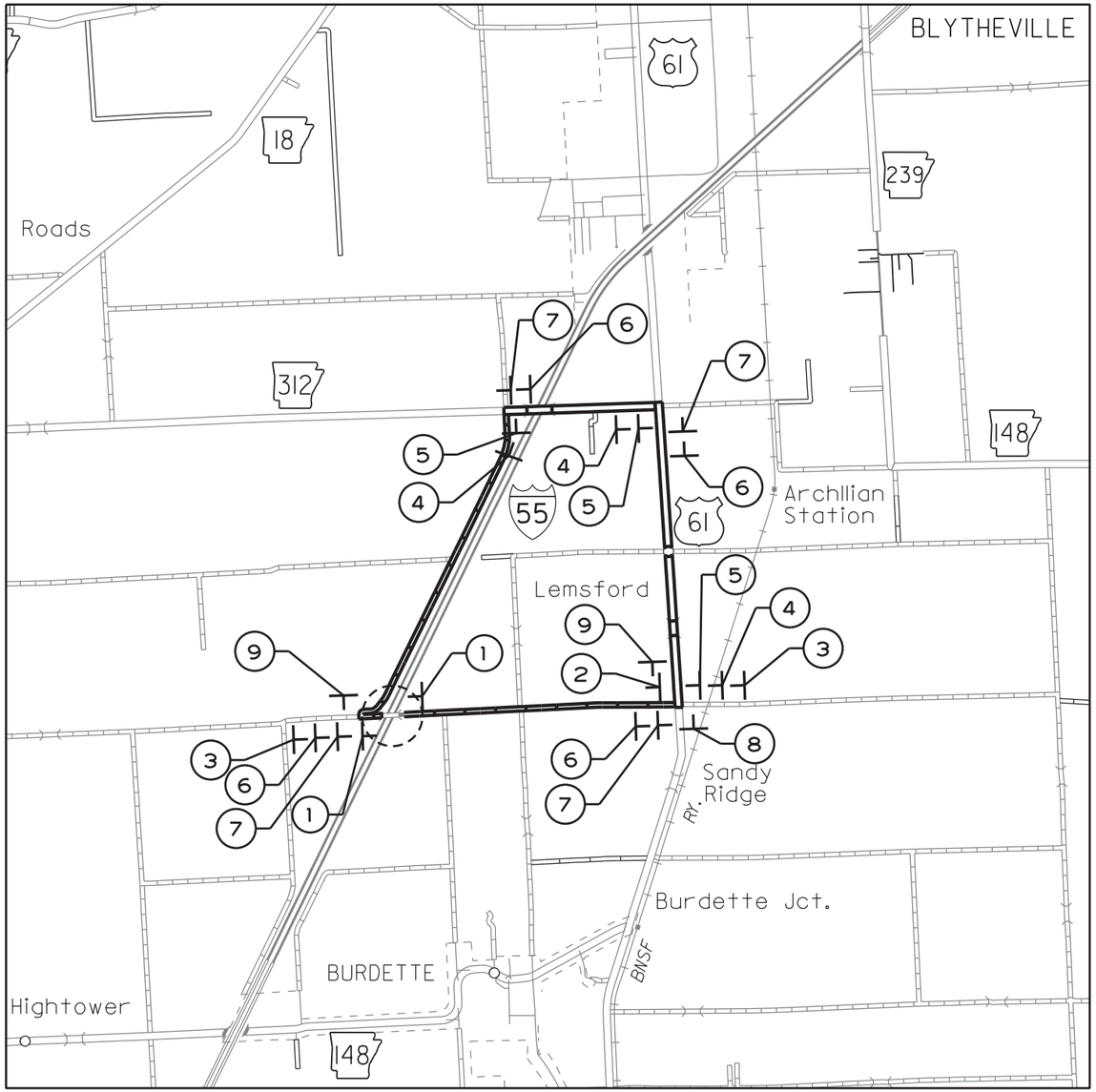
HWY. 312 DETOUR
MAINTENANCE OF TRAFFIC DETAILS

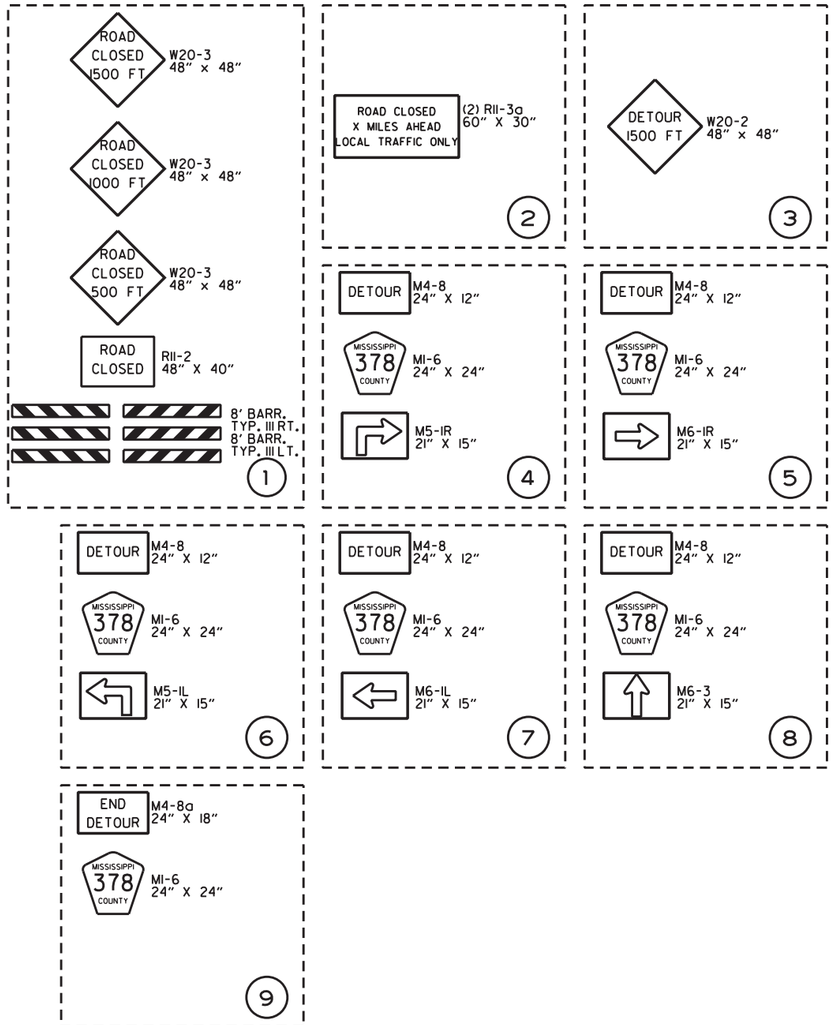
DATE & TIME: 1/13/2022 12:08:10 PM
FILE: J:\25846.02\101111-Traffic Control Overpass Detours.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	30	64

(2) MAINTENANCE OF TRAFFIC DETAILS

NOTE: SIGNS ARE TO BE SPACED IN ACCORDANCE WITH STANDARD DRAWING TC-2 AND MUTCD.





STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:51:15 -06'00'

SEQUENCE OF CONSTRUCTION:

STAGE 1: INSTALL DETOUR SIGNING. DETOUR EASTBOUND COUNTY RD. 378 TRAFFIC NORTH ALONG COUNTY RD. 645 FOR ACCESS TO HWY. 61. DETOUR WESTBOUND TRAFFIC NORTH ALONG HWY. 61 FOR ACCESS TO HWY. 312.

STAGE 2: CONSTRUCT BRIDGE JACKING OPERATION OF BRIDGE 03285.

STAGE 2B: CONSTRUCT APPROACH VERTICAL TRANSITION.

STAGE 3: REMOVE DETOUR AND RETURN TRAFFIC TO ORIGINAL FLOW.

NOTE: STAGING ON MISSISSIPPI CO. RD. 378 OVERPASS IS NOT DIRECTLY RELATED TO THE STAGING ON I-55 MAIN LANES. WORK ON THE OVERPASS CAN BE COMPLETED ANYTIME DURING I-55 WORK.

MISSISSIPPI CO. RD. 378 DETOUR MAINTENANCE OF TRAFFIC DETAILS

DATE & TIME: 1/13/2022 12:08:10 PM
FILE: J:\25846.02\101111-Traffic Control\Overpass Detours.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02/05/2022				6	ARK.			
				JOB NO.		101111	31	64

(2) QUANTITIES

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4A	STAGE 4B	HWY. 312 DETOUR	MS. CO. RD. 378 DETOUR	END OF JOB	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	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	* PORTABLE CONSTRUCTION LIGHTING
			LIN. FT. - EACH									NO.	SQ. FT.	EACH		RIGHT	LEFT	LIN. FT.		DAY	WEEK	DAY
W20-1	ROAD 'WORK 1 MILE	48"x48"	4	4	4	4	2				4	4	64.00									
W20-1	ROAD 'WORK 1/2 MILE	48"x48"	4	4	4	4	2				4	4	64.00									
W20-1	ROAD 'WORK 1500 FT.	48"x48"	4	4	4	4	2	2	2		4	4	64.00									
W20-1	ROAD 'WORK 1000 FT.	48"x48"						2	2		2	2	32.00									
W20-1	ROAD 'WORK 500 FT.	48"x48"						2	2		2	2	32.00									
W20-1	ROAD 'WORK AHEAD	48"x48"	6	6	6	6	3				6	6	96.00									
W20-2	DETOUR 1500 FT.	48"x48"						2	2		2	2	32.00									
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	4	2				4	4	64.00									
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	4	2				4	4	64.00									
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	4	4	2				4	4	64.00									
G20-2	END ROAD WORK	48"x24"	6	6	6	6	3				6	6	48.00									
G20-1	ROAD 'WORK NEXT xx MILES	60"x24"	2	2	2	2	1				2	2	20.00									
M1-5	HWY. 312 MODIFIED	30"x24"						12			12	12	60.00									
M1-6	MISSISSIPPI CO. 378	24"x24"							17		17	17	68.00									
M3-2	EAST	24"x12"						6			6	6	12.00									
M3-4	WEST	24"x12"						6			6	6	12.00									
M4-8	DETOUR	24"x12"						10	15		15	15	30.00									
M4-8a	END DETOUR	24"x18"						2	2		2	2	6.00									
M5-1L	ADVANCE TURN LEFT ARROW	21"x15"						2	4		4	4	8.75									
M5-1R	ADVANCE TURN RIGHT ARROW	21"x15"						2	3		3	3	6.56									
M6-1L	LEFT TURN ARROW	21"x15"						2	4		4	4	8.75									
M6-1R	RIGHT TURN ARROW	21"x15"						2	3		3	3	6.56									
M6-3	AHEAD ARROW	21"x15"						2	1		2	2	4.38									
W1-6	LARGE ARROW (SPECIAL)	60"x30"	12	9	9	12	6				12	12	150.00									
W1-6	LARGE ARROW	48"x24"		1	2						2	2	16.00									
W1-8	CHEVRONS	36"x48"		9	9						9	9	108.00									
W1-4aR	REVERSE CURVE RT.	48"x48"		1	1						1	1	16.00									
W1-4aL	REVERSE CURVE LT.	48"x48"		1	2						2	2	32.00									
W3-5	REDUCED SPEED LIMIT AHEAD	48"x48"	4	4	4	4	2				4	4	64.00									
W4-2	RT. LANE ENDS	48"x48"	4	4	4	4	2				4	4	64.00									
W13-1	SPEED LIMIT (ADVISORY)	24"x24"		2	3						3	3	12.00									
R11-2	ROAD CLOSED	48"x30"	6	5	4	6		2	2		6	6	60.00									
R11-3a	ROAD CLOSED X MILES AHEAD LOCAL TRAFFIC ONLY	60"x30"						4	2		4	4	50.00									
R2-1	SPEED LIMIT	48"x60"	8	8	8	8	4				8	8	160.00									
R4-1	DO NOT PASS	48"x60"	8	8	8	8	4				8	8	160.00									
R55-1	FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT	36"x60"	4	4	4	4	2				4	4	60.00									
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE													3								
SPECIAL	CONSTRUCTION PROJECT INFORMATION	96"x48"								2	2	2	64.00									
SPECIAL	MERGE NOW ARROW	48"x48"	2	2	2	2	1				2	2	32.00									
	VERTICAL PANELS																					
	TRAFFIC DRUMS		757	381	272	757	385				757				757							
	TRAFFIC CONES																					
	TYPE III BARRICADE-RT. (8')							2	2		2					16						
	TYPE III BARRICADE-LT. (8')							2	2		2						16					
	TYPE III BARRICADE-RT. (24')				1						1					24						
	TYPE III BARRICADE-LT. (24')		6	4	1	6					6						144					
	TYPE III BARRICADE-RT. (32')			1	2						2					64						
	TYPE III BARRICADE-LT. (32')																					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER			25216	1500						26716							26716				
	RELOCATING PRECAST CONCRETE BARRIER				25216						25216								25216			
	TEMPORARY IMPACT ATTENUATION BARRIER																					
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)																					
	ADVANCE WARNING ARROW PANEL		2	2	2	2	1				2									1080		
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2	2	2	1				2										208	
	PORTABLE CONSTRUCTION LIGHTING		2	2	2	2	1				2											1080
TOTALS:												**1915.0**		**3**	**757**	**104**	**160**	**26716**	**25216**	**1080**	**208**	**1080**

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 BOTH SIDES 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 ENGINEER.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.02.05 14:08:52 -06'00'

DATE & TIME: 2/5/2022 1:55:29 PM
FILE: J:\25846.02\101111-Quantities.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02/05/2022				6	ARK.			
				JOB NO.		101111	32	64

(2) QUANTITIES

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 2	STAGE 3	STAGE 4B	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			REFLECTORIZED PAINT PAVEMENT MARKING	
								TYPE II (WHITE/RED)	TYPE II (YEL./YEL.)	6" WHITE	6" YELLOW	12" WHITE	6" WHITE	6" YELLOW
	LIN. FT. - EACH			LIN. FT.		LIN. FT.		EACH		LIN. FT.			LIN. FT.	
REMOVAL OF PERMANENT PAVEMENT MARKINGS	30549	6577		37126										
CONSTRUCTION PAVEMENT MARKINGS	68860	152419			221279									
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		120				120								
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	17397	22135					39532							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)		44	1336					1380						
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)	45	60	52						157					
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")			65312							65312				
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			52666								52666			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")			208									208		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")			4110										4110	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")			8220											8220
TOTALS:				**37126**	**221279**	**120**	**39532**	**1380**	**157**	**65312**	**52666**	**208**	**4110**	**8220**

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

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	BORROW	* SOIL STABILIZATION
			CU. YD.			TON
269+70.00	278+47.39	TEMP. MEDIAN CROSSOVER CONSTRUCTION	557	1		
281+96.05	286+64.85	TEMP. RAMP D CONSTRUCTION	360	3		
286+64.85	294+06.50	RT. OF L.M.L TEMP. ACCEL LANE CONSTRUCTION	150	12		
287+54.35	293+35.00	TEMP. MEDIAN CROSSOVER CONSTRUCTION	557	1		
517+22.61	526+00.00	TEMP. MEDIAN CROSSOVER CONSTRUCTION	686	206		
269+70.00	278+47.39	TEMP. MEDIAN CROSSOVER REMOVAL	765	557		
281+96.05	286+64.85	TEMP. RAMP D REMOVAL	602	360		
286+64.85	294+06.50	RT. OF L.M.L TEMP. ACCEL LANE REMOVAL	548	150		
287+54.35	293+35.00	TEMP. MEDIAN CROSSOVER REMOVAL	765	557		
517+22.61	526+00.00	TEMP. MEDIAN CROSSOVER REMOVAL	1720	686		
287+95.85	301+95.00	L.M.L. - FULL DEPTH CONSTRUCTION	2997			
365+00.00	408+09.05	L.M.L. - FULL DEPTH CONSTRUCTION	13065			
409+85.91	423+85.00	L.M.L. - FULL DEPTH CONSTRUCTION	2996			
482+45.00	514+00.00	L.M.L. - FULL DEPTH CONSTRUCTION	7227			
288+41.01	301+95.00	R.M.L. - FULL DEPTH CONSTRUCTION	2840			
365+00.00	408+54.09	R.M.L. - FULL DEPTH CONSTRUCTION	13221			
410+30.95	423+85.00	R.M.L. - FULL DEPTH CONSTRUCTION	2840			
482+45.00	514+00.00	R.M.L. - FULL DEPTH CONSTRUCTION	7227			
287+95.85	408+09.05	L.M.L. - SIDE SLOPES			2236	
409+85.91	514+00.00	L.M.L. - SIDE SLOPES			1953	
288+41.01	408+54.09	R.M.L. - SIDE SLOPES			2236	
410+30.95	514+00.00	R.M.L. - SIDE SLOPES			1945	
* ENTIRE	PROJECT	TO BE USED IF AND WHERE				7300
		DIRECTED BY THE ENGINEER				
TOTALS:			**59123**	**2533**	**8370**	**7300**

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

NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY.
ANY REQUIRED EXISTNG ASPHALT REMOVAL NOT PAID ELSEWHERE IS INCLUDED IN UNCLASSIFIED EXCAVATION.

REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT

STATION	STATION	LOCATION	WIDTH	CONCRETE PAVEMENT
			FT.	SQ. YD.
297+92.42 BK	301+95.00 AHD	FULL DEPTH RECONST. L.M.L.	24	3740
288+37.58	301+95.00	FULL DEPTH RECONST. R.M.L.	24	3620
365+00.00	408+12.49	FULL DEPTH RECONST. L.M.L.	24	11500
365+00.00	408+57.53	FULL DEPTH RECONST. R.M.L.	24	11620
409+82.48	423+85.00	FULL DEPTH RECONST. L.M.L.	24	3740
410+27.52	423+85.00	FULL DEPTH RECONST. R.M.L.	24	3620
482+45.00	514+00.00	FULL DEPTH RECONST. L.M.L.	24	8413
482+45.00	514+00.00	FULL DEPTH RECONST. R.M.L.	24	8413
TOTAL:				**54666**

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	APPROACH GUTTERS	APPROACH SLAB & GUTTERS	GUARDRAIL	CONCRETE DITCH PAVING	CONCRETE PIER PROTECTION
			EACH		LIN. FT.	SQ. YD.	LIN. FT.
I-55							
269+70	275+00	LT. OF R.M.L.				236	
281+50	284+50	LT. OF R.M.L.				133	
297+52 BK	287+96 AHD	L.M.L.		1			
287+98 AHD	288+41	R.M.L.		1			
288+00 AHD	375+85	LT. OF R.M.L.				8785	
288+50 BK	293+35 BK	LT. OF R.M.L.				485	
297+40 BK	289+40 AHD	LT. OF L.M.L.			200		
297+68 BK	289+68 AHD	RT. OF L.M.L.			202		
374+99	379+99	LT. OF R.M.L.			500		
377+14	379+14	RT. OF R.M.L.			200		
377+73	382+73	RT. OF L.M.L.			500		
378+83	380+83	LT. OF L.M.L.			200		
378+53	378+83	LT. OF L.M.L.					30
379+14	379+44	RT. OF R.M.L.					30
382+83	408+56	RT. OF L.M.L.				1144	
406+88	408+87	LT. OF R.M.L.			200		
407+10	409+10	RT. OF R.M.L.			200		
408+09	408+52	L.M.L.		1			
408+54	408+98	R.M.L.		1			
409+30	411+30	LT. OF L.M.L.			200		
409+42	409+86	L.M.L.		1			
409+53	411+51	RT. OF L.M.L.			200		
409+80	425+01	LT. OF R.M.L.				676	
409+88	410+31	R.M.L.		1			
425+01	495+18	RT. OF L.M.L.				3119	
492+06	497+56	LT. OF R.M.L.			550		
494+51	496+51	RT. OF R.M.L.			200		
495+28	500+28	RT. OF L.M.L.			500		
495+94	496+24	LT. OF L.M.L.					30
496+24	498+24	LT. OF L.M.L.			200		
496+51	496+81	RT. OF R.M.L.					30
497+25	526+00	LT. OF R.M.L.				1278	
CO. RD. 378							
7+25	10+64	RT. CO. RD. 378			339		
7+37	10+81	LT. CO. RD. 378			344		
10+30	10+67	RT. CO. RD. 378	1				
10+46	10+81	LT. CO. RD. 378	1				
13+19	13+54	RT. CO. RD. 378	1				
13+19	16+83	RT. CO. RD. 378			364		
13+33	13+70	LT. CO. RD. 378	1				
13+36	16+75	LT. CO. RD. 378			339		
HWY. 312							
6+46	10+65	RT. HWY. 312			419		
7+02	10+81	LT. HWY. 312			379		
10+30	10+67	RT. HWY. 312	1				
10+46	10+81	LT. HWY. 312	1				
13+19	13+54	RT. HWY. 312	1				
13+20	17+49	RT. HWY. 312			429		
13+33	13+70	LT. HWY. 312	1				
13+36	17+30	LT. HWY. 312			394		
TOTALS:			**8**	**6**	**7059**	**15856**	**120**

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

NOTE: THE REMOVAL AND DISPOSAL OF APPROACH SLAB & GUTTERS SHALL INCLUDE THE REMOVAL AND DISPOSAL OF DROP INLETS, CONCRETE SPILLWAY, SPILLWAY PIPE, AND SPILLWAY OUTLETS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.02.08 13:42:13 -06'00'

TRENCHING AND SHOULDER PREPARATION

STATION	STATION	LOCATION	LENGTH
			STATIONS
288+31	408+51	INSIDE SHLDR. RECONST. FOR M.O.T. R.M.L.	120.20
410+21	517+37	INSIDE SHLDR. RECONST. FOR M.O.T. R.M.L.	107.16
TOTAL:			**227.36**

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	214
DIRECTED BY THE ENGINEER	
TOTAL:	**214**

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	131	262
DIRECTED BY THE ENGINEER		
TOTALS:	**131**	**262**

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

STRUCTURES

STATION	DESCRIPTION	TEMPORARY CULVERTS 18"	TEMPORARY CULVERTS 21"X15"
		LIN FT.	
286+25	I-55 LT.	10	
289+45	I-55 MEDIAN		258
521+43	I-55 MEDIAN		358
TOTALS:		**10**	**616**

DATE & TIME: 2/8/2022 1:25:15 PM
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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02/05/2022				6	ARK.			
				JOB NO.		101111	33	64

(2) QUANTITIES

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL							
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	TRIANGULAR SILT DIKE	SILT FENCE (E-11)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	ALL STAGES											1890	8390	311
ENTIRE	PROJECT	M.O.T. STAGE 1						1.04	1.04	21.2					
ENTIRE	PROJECT	M.O.T. STAGE 2	15.78	31.56	15.78	1609.6	15.78								
ENTIRE	PROJECT	M.O.T. STAGE 3	14.54	29.08	14.54	1483.1	14.54								
ENTIRE	PROJECT	M.O.T. STAGE 4	3.94	7.88	3.94	401.9	3.94								
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER			3.43	6.86	3.43	349.9	3.43	16.00	16.00	326.4	22	3	473	2098	80
TOTALS:			**37.69**	**75.38**	**37.69**	**3844.5**	**37.69**	**17.04**	**17.04**	**347.6**	**22**	**3**	**2363**	**10488**	**391**

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

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.

ROADWAY CONSTRUCTION CONTROL

LOCATION	LUMP SUM
ENTIRE PROJECT	1.00
TOTAL:	**1.00**

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.02.05 14:09:22 -06'00'

RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT

STATION	STATION	LOCATION	LENGTH	AVG. WIDTH	SQ. YD.
			LIN. FT.	FT.	
301+95	365+00	RUBBLIZE/OVERLAY L.M.L.	6305	24	16813
301+95	365+00	RUBBLIZE/OVERLAY R.M.L.	6305	24	16813
423+85	482+45	RUBBLIZE/OVERLAY L.M.L.	5860	24	15627
423+85	482+45	RUBBLIZE/OVERLAY R.M.L.	5860	24	15627
TOTAL:					**64880**

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
CO. RD. 378				
1+72.50	2+72.50	CO. RD 378 OVERPASS	20.00	222.22
21+27.50	22+27.50	CO. RD 378 OVERPASS	20.00	222.22
HWY. 312				
1+72.50	2+72.50	HWY. 312 OVERPASS	20.00	222.22
21+27.50	22+27.50	HWY. 312 OVERPASS	20.00	222.22
TOTAL:				**888.88**

NOTE: AVERAGE MILLING DEPTH 1".
STOCKPILE LOCATION: MISSISSIPPI COUNTY ROAD DEPARTMENT
795 NORTH COUNTY ROAD 599
LUXORA, AR. 72358

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
269+70.00	275+00.00	RT. OF C.L.	530.00	4.00	235.56	235.56	297
281+50.00	284+50.00	RT. OF C.L.	300.00	4.00	133.33	133.33	168
288+50.00	293+35.00	RT. OF C.L.	485.00	4.00	215.56	215.56	272
288+00.00	375+25.00	RT. OF C.L.	8725.00	4.00	3877.78	3877.78	4886
382+83.00	408+56.00	LT. OF C.L.	2573.00	4.00	1143.56	1143.56	1441
409+80.00	425+01.00	RT. OF C.L.	1521.00	4.00	676.00	676.00	852
425+01.00	495+04.00	LT. OF C.L.	7003.00	4.00	3112.44	3112.44	3922
497+85.00	526+00.00	RT. OF C.L.	2815.00	4.00	1251.11	1251.11	1576
TOTALS:					**10645.34**	**10645.34**	**13414**

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

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
I-55						
297+50 BK	290+18 AHD	LT. OF L.M.L.	200	1	1	
297+73 BK	290+92 AHD	RT. OF L.M.L.	250	1	1	
375+35	380+35	LT. OF R.M.L.	450		1	1
376+45	379+14	RT. OF R.M.L.	200	1	1	
377+73	382+73	RT. OF L.M.L.	450		1	1
378+83	381+52	LT. OF L.M.L.	200	1	1	
405+58	408+77	LT. OF R.M.L.	250	1	1	
406+31	409+10	RT. OF R.M.L.	200	1	1	
409+40	412+09	LT. OF L.M.L.	200	1	1	
409+63	412+82	RT. OF L.M.L.	250	1	1	
492+75	497+75	LT. OF R.M.L.	450		1	1
493+82	496+51	RT. OF R.M.L.	200	1	1	
495+14	500+14	RT. OF L.M.L.	450		1	1
496+24	498+93	LT. OF L.M.L.	200	1	1	
CO. RD. 378						
7+03	10+46	RT. CO. RD. 378	325	1		1
7+19	10+63	LT. CO. RD. 378	325	1		1
13+37	17+06	RT. CO. RD. 378	350	1		1
13+54	16+97	LT. CO. RD. 378	325	1		1
HWY. 312						
6+28	10+47	RT. HWY. 312	350	1	1	
6+69	10+63	LT. HWY. 312	325	1	1	
13+38	17+81	RT. HWY. 312	375	1	1	
13+54	17+47	LT. HWY. 312	325	1	1	
TOTALS:			**6650**	**18**	**18**	**8**

SOIL LOG

STATION	LATITUDE			LONGITUDE			LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
	DEG	MIN	SEC	DEG	MIN	SEC		FEET				
289+00	35	49	18.70	89	57	58.40	37' LT	0 - 5	ND	NP	A-4(0)	GRAY
289+00	35	49	18.40	89	57	57.00	49' RT	0 - 5	ND	NP	A-4(0)	GRAY
300+00	35	49	38.20	89	57	52.00	49' LT	0 - 5	ND	NP	A-4(0)	GRAY
300+00	35	49	27.90	89	57	51.00	37' RT	0 - 5	ND	NP	A-2-4(0)	GRAY
367+00	35	50	26.00	89	57	11.90	37' LT	0 - 5	22	7	A-4(1)	BR/GR
367+00	35	50	25.80	89	57	11.00	49' RT	0 - 5	25	12	A-6(4)	GRAY
379+00	35	50	36.50	89	57	5.40	49' LT	0 - 5	48	31	A-7-6(24)	GRAY
379+00	35	50	36.10	89	57	4.00	37' RT	0 - 5	29	16	A-6(7)	GRAY
391+00	35	50	46.70	89	56	57.80	37' LT	0 - 5	ND	NP	A-2-4(0)	GRAY
391+00	35	50	46.40	89	56	56.80	49' RT	0 - 5	ND	NP	A-2-4(0)	GRAY
403+00	35	50	57.40	89	56	51.10	49' LT	0 - 5	27	13	A-6(6)	BR/GR
415+00	35	51	7.50	89	56	43.60	37' LT	0 - 5	21	8	A-4(2)	GRAY
415+00	35	51	7.20	89	56	42.70	49' RT	0 - 5	24	9	A-4(3)	BR/GR
485+00	35	52	8.40	89	56	2.70	49' LT	0 - 5	28	12	A-6(6)	GRAY
500+00	35	52	21.00	89	55	53.50	37' LT	0 - 5	28	11	A-6(7)	GRAY
500+00	35	52	20.60	89	55	52.60	49' RT	0 - 5	26	11	A-6(7)	GRAY
510+00	35	52	30.10	89	55	48.00	49' LT	0 - 5	28	11	A-6(7)	GRAY

SOIL CHARACTERISTICS TABULATED ABOVE ARE REPRESENTATIVE AT THE LOCATION OF THE SAMPLE, AND FROM SURFACE INDICATIONS ARE TYPICAL FOR THE LIMITS SHOWN. THESE DATA ARE SHOWN FOR INFORMATION ONLY. THE STATE WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS AND/OR EXTENT OF SAME DIFFERING FROM THE ABOVE TABULATIONS.
NP - NON-PLASTIC
ND - NOT DETERMINABLE

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS	UNDERDRAIN VIDEO INSPECTION
			LIN. FT.	EACH	LIN. FT.
287+96	301+95	I-55 L.M.L.	1699	7	1699
288+41	301+95	I-55 R.M.L.	1654	7	1654
301+95	365+00	I-55 R.M.L.	7605	27	7605
301+95	365+00	I-55 L.M.L.	7605	27	7605
365+00	408+54	I-55 R.M.L.	5254	19	5254
365+00	408+09	I-55 L.M.L.	5209	19	5209
410+31	423+85	I-55 L.M.L.	1654	7	1654
409+86	423+85	I-55 R.M.L.	1699	7	1699
423+85	482+45	I-55 R.M.L.	7060	25	7060
423+85	482+45	I-55 L.M.L.	7060	25	7060
482+45	514+00	I-55 R.M.L.	3805	14	3805
482+45	514+00	I-55 L.M.L.	3805	14	3805
TOTALS:			**54109**	**198**	**54109**

WIRE ROPE SAFETY FENCE - REMOVE AND RECONSTRUCT

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	*WRSF ANCHOR	WRSF MAINTENANCE MATERIALS	**WRSF (POST REPAIR)	TEMPORARY TERMINAL ANCHOR FOR WRSF
			LIN. FT.	EACH	LUMP SUM	EACH	EACH
267+76 BK	296+62 BK	RT. OF C.L.	2886				
288+00	375+85	RT. OF C.L.	8785	2			
382+23	408+56	LT. OF C.L.	2633	2			
409+80	425+01	RT. OF C.L.	1521	2			
425+01	495+64	LT. OF C.L.	7063	2			
497+25	526+00	RT. OF C.L.	2875	1			
526+00		RT. OF C.L.					1
ENTIRE	PROJECT				1	50	
TOTALS:			**25763**	**9**	**1**	**50**	**1**

* SHOWN FOR INFORMATION ONLY.
** QUANTITITY ESTIMATED
SEE SETION 104.03 OF THE STD. SPECS.

DATE & TIME: 2/2/2022 1:55:36 PM
FILE: J:\25846.02\101111-Quantities.dgn

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02/05/2022				6	ARK.			
				JOB NO.		101111	34	64

(2) QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19605 THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.02.05 14:09:55 -06'00'

GEOTEXTILE FABRIC (TYPE 8)

STATION	STATION	LOCATION	LENGTH	AVG. WIDTH	SQ. YD.
			LIN. FT.	FT.	
287+95.85	301+95.00	I-55 L.M.L.	1399	41	6373
288+41.01	301+95.00	I-55 R.M.L.	1354	41	6168
365+00.00	408+09.05	I-55 L.M.L.	4309	41	19630
365+00.00	408+54.09	I-55 R.M.L.	4354	41	19835
409+85.91	423+85.00	I-55 L.M.L.	1399	41	6373
410+30.95	423+85.00	I-55 R.M.L.	1354	41	6168
482+45.00	514+00.00	I-55 L.M.L.	3155	41	14373
482+45.00	514+00.00	I-55 R.M.L.	3155	41	14373
TOTAL:					93293

MOTORIST ASSISTANCE PATROL

LOCATION	LUMP SUM
ENTIRE PROJECT	1.00
TOTAL:	1.00

CULVERT CLEAN OUT

LOCATION	EACH
ENTIRE PROJECT - TO BE USED IF AND WHERE	4
DIRECTED BY ENGINEER	
TOTAL:	4

NOTE: QUANTITITY ESTIMATED
SEE SETION 104.03 OF THE STD. SPECS.

MOBILE SPEED NOTIFICATION SYSTEM

LOCATION	EACH
ENTIRE PROJECT - TO BE USED IF AND WHERE	2
DIRECTED BY ENGINEER	
TOTAL:	2

PORTLAND CEMENT CONCRETE PAVEMENT PATCHING

LOCATION	R & D OF CONCRETE PAVEMENT FOR PATCHING	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (10" U.T.)
	SQ. YD.	
ENTIRE PROJECT - AS DIRECTED BY ENGINEER	100	100
TOTALS:	100	100

NOTE: QUANTITITY ESTIMATED
SEE SETION 104.03 OF THE STD. SPECS.

CONCRETE BARRIER WALL

STATION	STATION	LOCATION	PIER PROTECTION TYPE A
			LIN. FT.
378+53	378+83	LT. OF L.M.L.	30
379+14	379+44	RT. OF R.M.L.	30
495+94	496+24	LT. OF L.M.L.	30
496+51	496+81	RT. OF R.M.L.	30
TOTAL:			120

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
287+96	408+09	I-55 L.M.L.	24026
288+41	408+54	I-55 R.M.L.	24026
409+86	514+00	I-55 L.M.L.	20828
410+31	514+00	I-55 R.M.L.	20738
TOTAL:			89618

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

APPROACH GUTTERS

STATION	STATION	LOCATION	APPROACH GUTTER			APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)	12" ZINC COATED (GALV.) CORR. STEEL PIPE CULV'T. (16 GUAGE)	CONCRETE SPILLWAY (TYPE A)	DROP INLET (TYPE N2)
			TYPE 'AT2'	TYPE 'PT'	TOTAL						
			CU.YD.	CU.YD.	CU.YD.	CU.YD.	POUND	TON	LIN. FT.	EACH	
I-55											
297+52 BK	287+96 AHD	L.M.L. BRIDGE A3284		32.56	32.56	49.15	8966	40.53			
28798 AHD	28841 AHD	R.M.L. BRIDGE A3284		32.56	32.56	49.15	8966	40.53			
408+09	408+52	L.M.L. BRIDGE A3286		32.56	32.56	49.15	8966	40.53			
408+54	408+98	R.M.L. BRIDGE B3286		32.56	32.56	49.15	8966	40.53			
409+42	409+86	L.M.L. BRIDGE A3286		32.56	32.56	49.15	8966	40.53			
409+88	410+31	R.M.L. BRIDGE B3286		32.56	32.56	49.15	8966	40.53			
CO. RD. 378											
10+30	10+67	RT. CO. RD. 378	8.31		8.31		1008		100	1	
10+46	10+81	LT. CO. RD. 378	8.31		8.31		1008		100	1	
13+19	13+54	RT. CO. RD. 378	8.31		8.31		1008		100	1	
13+33	13+70	LT. CO. RD. 378	8.31		8.31		1008		100	1	
							1008				
HWY. 312											
10+30	10+67	RT. HWY. 312	9.86		9.86		1170		100	1	
10+46	10+81	LT. HWY. 312	9.86		9.86		1170		100	1	
13+19	13+54	RT. HWY. 312	9.86		9.86		1170		100	1	
13+33	13+70	LT. HWY. 312	9.86		9.86		1170		100	1	
TOTALS:			72.68	195.36	268.04	294.90	63516	243.18	800	8	8

BASE AND SURFACING - MAINTENANCE OF TRAFFIC (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT						TOTAL GAL.	ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							TOTAL
						(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)																			
				TON / STATION	TON	TOTAL WID.	SQ.YD.	GAL.	TOTAL WID.	SQ.YD.	GAL.		AVG. WID.	SQ.YD.	LB. / SQ. YD.	PG 76-22	AVG. WID.	SQ.YD.	LB. / SQ. YD.	PG 76-22	AVG. WID.	SQ.YD.	LB. / SQ. YD.	PG 76-22	AVG. WID.	SQ.YD.	LB. / SQ. YD.	PG 76-22	PG 76-22
			FEET			FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON	TON
TEMPORARY MEDIAN CROSSOVERS																												
269+70.00	278+47.38	MEDIAN CROSSOVER - NORTHBOUND	877.38	VAR.	782.21	VAR.	3374.36	168.72				168.72	VAR.	1141.25	495.00	282.46	VAR.	1126.80	440.00	247.90	VAR.	1106.31	220.00	121.69	VAR.	1091.78	220.00	120.10	241.79
284+71.85	293+35.00	MEDIAN CROSSOVER - SOUTHBOUND	863.15	VAR.	695.52	VAR.	2652.38	132.62				132.62	VAR.	896.87	495.00	221.38	VAR.	882.79	440.00	194.21	VAR.	872.72	220.00	96.00	VAR.	862.65	220.00	94.89	190.89
517+22.62	526+00.00	MEDIAN CROSSOVER - NORTHBOUND	877.38	VAR.	729.58	VAR.	3477.65	173.88				173.88	VAR.	1176.03	495.00	291.07	VAR.	1155.92	440.00	254.30	VAR.	1145.70	220.00	126.03	VAR.	1127.18	220.00	123.99	250.02
517+36.85	526+00.00	MEDIAN CROSSOVER - SOUTHBOUND	863.15	VAR.	788.11	VAR.	2910.74	145.54				145.54	VAR.	987.35	495.00	244.37	VAR.	966.15	440.00	212.55	VAR.	957.24	220.00	105.30	VAR.	941.40	220.00	103.55	208.85
TEMPORARY RAMPS & ACCELERATION LANES																												
279+50.00	286+64.84	TEMPORARY RAMP D	714.84	VAR.	717.45	VAR.	2836.23	141.81				141.81	VAR.	955.19	495.00	236.41	VAR.	946.92	440.00	208.32	VAR.	934.12	220.00	102.75	VAR.	925.29	220.00	101.78	204.53
286+64.84	294+06.50	RT. OF L.M.L. ACCELERATION LANE	741.66	VAR.	266.13	VAR.	2219.89	110.99				110.99	VAR.	728.20	495.00	180.23	VAR.	741.02	440.00	163.02	VAR.	750.67	220.00	82.57	VAR.	760.36	220.00	83.64	166.21
INSIDE SHOULDER RECONSTRUCTION																												
288+30.65	408+50.60	LT. OF R.M.L.	12019.95			6.00	8013.30	400.67				400.67					6.00	8013.30	660.00	2644.39					6.00	8013.30	220.00	881.46	881.46
410+20.59	517+36.85	LT. OF R.M.L.	10716.26			6.00	7144.17	357.21				357.21					6.00	7144.17	660.00	2357.58					6.00	7144.17	220.00	785.86	785.86
SUBTOTALS (BOX 1 OF 2):					3979.00		32628.72	1631.44				1631.44		5884.89		1456.52		20977.07		6282.27		5766.76		634.34		20866.13		2295.27	2929.61

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....95.0% MIN. AGGR.....5.0% 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.

DATE & TIME: 2/5/2022 1:55:44 PM
FILE: J:\25846.02\10111-Quantities.dgn

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.02.07 17:49:12 -06'00'

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02/05/2022				6	ARK.			
				JOB NO.		101111	35	64

(2) QUANTITIES

BASE AND SURFACING - MAIN LANES (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE				TACK COAT							ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				CLASS 1		CLASS 7		(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)																			
				TON / STA.	TON	TON / STA.	TON	TOTAL WID.	SQ.YD.	GAL.	TOTAL WID.	SQ.YD.	GAL.	TOTAL GAL.	AVG. WID.	SQ.YD.	LB. / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	LB. / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	LB. / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	LB. / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET					FEET			FEET				FEET			TON	FEET			TON	FEET			TON	FEET			TON
MAIN LANES																														
287+95.85	301+95.00	I-55 L.M.L. - FULL DEPTH RECONSTRUCTION	1399.15	208.50	2917.23	250.00	3497.88	130.83	20338.98	1016.95				1016.95	31.08	4831.73	1100.00	2657.45	30.50	4741.56	440.00	1043.14	38.25	5946.39	220.00	654.10	38.00	5907.52	220.00	649.83	1303.93
301+95.00	365+00.00	I-55 L.M.L. - RUBBLIZE & OVERLAY LANES	6305.00					72.00	50440.00	2522.00				2522.00	24.00	16813.33	708.00	5951.92	24.00	16813.33	440.00	3698.93	24.00	16813.33	220.00	1849.47	24.00	16813.33	220.00	1849.47	3698.94
301+95.00	365+00.00	I-55 L.M.L. - RUBBLIZE & OVERLAY RT. SHLD	6305.00	115.25	7266.51			12.88	9023.16	451.16	4.00	2802.22	476.38	927.54	4.50	3152.50	867.00	1366.61	4.25	2977.36	440.00	655.02	4.13	2893.29	220.00	318.26	4.00	2802.22	220.00	308.24	626.50
301+95.00	365+00.00	I-55 L.M.L. - RUBBLIZE & OVERLAY LT. SHLD	6305.00	63.75	4019.44			30.81	21584.12	1079.21	10.00	7005.56	1190.95	2270.16	10.44	7313.80	550.00	2011.30	10.25	7180.69	440.00	1579.75	10.13	7096.63	220.00	780.63	10.00	7005.56	220.00	770.61	1551.24
365+00.00	408+09.05	I-55 L.M.L. - FULL DEPTH RECONSTRUCTION	4309.05	208.50	8984.27	138.75	5978.81	130.83	62639.22	3131.96				3131.96	31.08	14880.59	1100.00	8184.32	30.50	14602.89	440.00	3212.64	38.25	18313.46	220.00	2014.48	38.00	18193.77	220.00	2001.31	4015.79
409+85.91	423+85.00	I-55 L.M.L. - FULL DEPTH RECONSTRUCTION	1399.09	208.50	2917.10	138.75	1941.24	130.83	20338.10	1016.91				1016.91	31.08	4831.52	1100.00	2657.34	30.50	4741.36	440.00	1043.10	38.25	5946.13	220.00	654.07	38.00	5907.27	220.00	649.80	1303.87
423+85.00	482+45.00	I-55 L.M.L. - RUBBLIZE & OVERLAY LANES	5860.00					72.00	46880.00	2344.00				2344.00	24.00	15626.67	708.00	5531.84	24.00	15626.67	440.00	3437.87	24.00	15626.67	220.00	1718.93	24.00	15626.67	220.00	1718.93	3437.86
423+85.00	482+45.00	I-55 L.M.L. - RUBBLIZE & OVERLAY RT. SHLD	5860.00	115.25	6753.65			12.88	8386.31	419.32	4.00	2604.44	442.75	862.07	4.50	2930.00	867.00	1270.16	4.25	2767.22	440.00	608.79	4.13	2689.09	220.00	295.80	4.00	2604.44	220.00	286.49	582.29
423+85.00	482+45.00	I-55 L.M.L. - RUBBLIZE & OVERLAY LT. SHLD	5860.00	63.75	3735.75			30.81	20060.73	1003.04	10.00	6511.11	1106.89	2109.93	10.44	6797.60	550.00	1869.34	10.25	6673.89	440.00	1468.26	10.13	6595.76	220.00	725.53	10.00	6511.11	220.00	716.22	1441.75
482+45.00	514+00.00	I-55 L.M.L. - FULL DEPTH RECONSTRUCTION	3155.00	208.50	6578.18	250.00	7887.50	130.83	45863.18	2293.16				2293.16	31.08	10895.27	1100.00	5992.40	30.50	10691.94	440.00	2352.23	38.25	13408.75	220.00	1474.96	38.00	13321.11	220.00	1465.32	2940.28
288+41.01	301+95.00	I-55 R.M.L. - FULL DEPTH RECONSTRUCTION	1353.99	208.50	2823.07	250.00	3384.98	130.83	19682.50	984.13				984.13	31.08	4675.78	1100.00	2571.68	30.50	4588.52	440.00	1009.47	38.25	5754.46	220.00	632.99	38.00	5716.85	220.00	628.85	1261.84
301+95.00	365+00.00	I-55 R.M.L. - RUBBLIZE & OVERLAY LANES	6305.00					72.00	50440.00	2522.00				2522.00	24.00	16813.33	708.00	5951.92	24.00	16813.33	440.00	3698.93	24.00	16813.33	220.00	1849.47	24.00	16813.33	220.00	1849.47	3698.94
301+95.00	365+00.00	I-55 R.M.L. - RUBBLIZE & OVERLAY LT. SHLD	6305.00	115.25	7266.51			12.88	9023.16	451.16	4.00	2802.22	476.38	927.54	4.50	3152.50	867.00	1366.61	4.25	2977.36	440.00	655.02	4.13	2893.29	220.00	318.26	4.00	2802.22	220.00	308.24	626.50
301+95.00	365+00.00	I-55 R.M.L. - RUBBLIZE & OVERLAY RT. SHLD	6305.00	63.75	4019.44			30.81	21584.12	1079.21	10.00	7005.56	1190.95	2270.16	10.44	7313.80	550.00	2011.30	10.25	7180.69	440.00	1579.75	10.13	7096.63	220.00	780.63	10.00	7005.56	220.00	770.61	1551.24
365+00.00	408+54.09	I-55 R.M.L. - FULL DEPTH RECONSTRUCTION	4354.09	208.50	9078.28	250.00	10885.23	130.83	63293.95	3164.70				3164.70	31.08	15036.12	1100.00	8269.87	30.50	14755.53	440.00	3246.22	38.25	18504.88	220.00	2035.54	38.00	18383.94	220.00	2022.23	4057.77
410+30.95	423+85.00	I-55 R.M.L. - FULL DEPTH RECONSTRUCTION	1354.05	208.50	2823.19	250.00	3385.13	130.83	19683.37	984.17				984.17	31.08	4675.99	1100.00	2571.79	30.50	4588.73	440.00	1009.52	38.25	5754.71	220.00	633.02	38.00	5717.10	220.00	628.88	1261.90
423+85.00	482+45.00	I-55 R.M.L. - RUBBLIZE & OVERLAY LANES	5860.00					72.00	46880.00	2344.00				2344.00	24.00	15626.67	708.00	5531.84	24.00	15626.67	440.00	3437.87	24.00	15626.67	220.00	1718.93	24.00	15626.67	220.00	1718.93	3437.86
423+85.00	482+45.00	I-55 R.M.L. - RUBBLIZE & OVERLAY LT. SHLD	5860.00	115.25	6753.65			12.88	8386.31	419.32	4.00	2604.44	442.75	862.07	4.50	2930.00	867.00	1270.16	4.25	2767.22	440.00	608.79	4.13	2689.09	220.00	295.80	4.00	2604.44	220.00	286.49	582.29
423+85.00	482+45.00	I-55 R.M.L. - RUBBLIZE & OVERLAY RT. SHLD	5860.00	63.75	3735.75			30.81	20060.73	1003.04	10.00	6511.11	1106.89	2109.93	10.44	6797.60	550.00	1869.34	10.25	6673.89	440.00	1468.26	10.13	6595.76	220.00	725.53	10.00	6511.11	220.00	716.22	1441.75
482+45.00	514+00.00	I-55 R.M.L. - FULL DEPTH RECONSTRUCTION	3155.00	208.50	6578.18	250.00	7887.50	130.83	45863.18	2293.16				2293.16	31.08	10895.27	1100.00	5992.40	30.50	10691.94	440.00	2352.23	38.25	13408.75	220.00	1474.96	38.00	13321.11	220.00	1465.32	2940.28
425+00.00		MEDIAN OPENING	62.75	187.50	117.66			VAR.	394.54	19.73	VAR	131.51	22.36	42.09	VAR.	131.51	867.00	57.01	VAR.	131.51	440.00	28.93	VAR.	131.51	220.00	14.47	VAR.	131.51	220.00	14.47	28.94
1+72.50	6+95.00	CO. RD. 378	522.50	86.75	453.27	54.50	284.76	40.00	2322.22	116.11	20.00	1161.11	197.39	313.50					20.50	569.44	495.00	140.94	20.25	1012.50	220.00	111.38	20.00	1161.11	220.00	127.72	239.10
6+95.00	10+72.50	CO. RD. 378	377.50	86.75	327.48	54.50	205.74	60.00	2516.67	125.83	20.00	838.89	142.61	268.44	21.08	819.78	715.00	293.07	20.50	797.22	440.00	175.39	20.25	787.50	220.00	86.63	28.00	1174.44	220.00	129.19	215.82
13+27.50	17+13.00	CO. RD. 378	385.50	86.75	334.42	54.50	210.10	60.00	2570.00	128.50	20.00	856.67	145.63	274.13	21.08	819.78	715.00	293.07	20.50	797.22	440.00	175.39	20.25	787.50	220.00	86.63	28.00	1199.33	220.00	131.93	218.56
17+13.00	22+27.50	CO. RD. 378	514.50	86.75	446.33	54.50	280.40	40.00	2286.67	114.33	20.00	1143.33	194.37	308.70					20.50	569.44	495.00	140.94	20.25	1012.50	220.00	111.38	20.00	1143.33	220.00	125.77	237.15
1+72.50	6+21.00	HWY. 312	448.50	166.75	747.87	77.50	347.59	40.00	1993.33	99.67	20.00	996.67	169.43	269.10					20.50	569.44	495.00	140.94	20.25	1012.50	220.00	111.38	20.00	996.67	220.00	109.63	221.01
6+21.00	10+72.50	HWY. 312	451.50	166.75	752.88	77.50	349.91	60.00	3010.00	150.50	20.00	1003.33	170.57	321.07	21.08	819.78	715.00	293.07	20.50	797.22	440.00	175.39	20.25	787.50	220.00	86.63	28.00	1404.67	220.00	154.51	241.14
13+27.50	17+89.00	HWY. 312	461.50	166.75	769.55	77.50	357.66	60.00	3076.67	153.83	20.00	1025.56	174.35	328.18	21.08	819.78	715.00	293.07	20.50	797.22	440.00	175.39	20.25	787.50	220.00	86.63	28.00	1435.78	220.00	157.94	244.57
17+89.00	22+27.50	HWY. 312	438.50	166.75	731.20	77.50	339.84	40.00	1948.89	97.44	20.00	974.44	165.65	263.09					20.50	569.44	495.00	140.94	20.25	1012.50	220.00	111.38	20.00	974.44	220.00	107.19	218.57
ADDITIONAL FOR LEVELING																														
300+95.00	366+00.00	I-55 L.M.L. - RUBBLIZE & OVERLAY	6505.00												38.94	28144.97	110.00	1547.97												
422+85.00	483+45.00	I-55 L.M.L. - RUBBLIZE & OVERLAY	6060.00												38.94	26219.60	110.00	1442.08												
300+95.00	366+00.00	I-55 R.M.L. - RUBBLIZE & OVERLAY	6505.00												38.94	28144.97	110.00	1547.97												
422+85.00	483+45.00	I-55 R.M.L. - RUBBLIZE & OVERLAY	6060.00												38.94	26219.60	110.00	1442.08												
ADDITIONAL FOR GUARDRAIL																														
297+50.00 BK	290+18.00 AHD	I-55 LT. OF L.M.L.	268.00			50.00	134.00																			7.00	208.44	220.00	22.93	22.93
297+63.00 BK	290+82.00 AHD	I-55 RT. OF L.M.L.	319.00			55.00	175.45																			8.00	283.56	220.00	31.19	31.19
375+35.00	380+35.00	I-55 LT. OF R.M.L.	500.00			70.00	350.00																			10.00	555.56	220.00	61.11	61.11
376+45.00	379+14.00	I-55 RT. OF R.M.L.	269.00			50.00	134.50																			7.00	209.22	220.00	23.01	23.01
377+73.00	382+73.00	I-55 RT. OF L.M.L.	500.00			70.00	350.00																			10.00	555.56	220.00	61.11	61.11
378+83.00	381+52.00	I-55 LT. OF L.M.L.	269.00			50.00	134.50																			7.00	209.22	220.00	23.01	23.01
405+58.00	408+77.00	I-55 LT. OF R.M.L.	319.00			55.00	175.45																			8.00	283.56	220.00	31.19	31.19
406+31.00	409+10.00	I-55 RT. OF R.M.L.	279.00			50.00	139.50																			7.00	217.00	220.00	23.87	23.87
409+40.00	412+09.00	I-55 LT. OF L.M.L.	269.00			50.00	134.50																			7.00	209.22	220.00	23.01	23.01
409+63.00	412+82.00	I-55 RT. OF L.M.L.	319.00			55.00	175.45																			8.00	283.56	220.00	31.19	31.19
492+75.00	497+75.00	I-55 LT. OF R.M.L.	500.00			70.00	350.00																			10.00	555.56	220.00	61.11	61.11
493+82.00	496+51.00	I-55 RT. OF R.M.L.	269.00			50.00	134.50																			7.00	209.22	220.00	23.01	23.01
495+14.00	500+14.00	I-55 RT. OF L.M.L.	500.00			70.00	350.00																			10.00	555.56	220.00	61.11	61.11
496+24.00	498+93.00	I-55 LT. OF L.M.L.	269.00			50.00	134.50																			7.00	209.22	220.00	23.01	23.01
6+09.25	10+46.00	CO. RD. 378 RT.	436.75			50.00	218.38																			5.50	266.90	220.00	29.36	29.36
6+26.25	10+63.00	CO. RD. 378 LT.	436.75			50.00	218.38																			5.50	266.90	220.00	29.36	29.36
13+37.00	17+98.75	CO. RD. 378 RT.	461.75			50.00	230.88																			5.50	282.18	220.00	31.04	31.04
13+54.00	17+90.75	CO. RD. 378 LT.	436.75			50.00	218.38																			5.50	266.90	220.00	29.36	29.36
5+85.25	10+47.00	HWY. 312 RT.	461.75			50.00	230.88																			5.50	282.18	220.00	31.04	31.04
6+26.25	10+63.00	HWY. 312 LT.	436.75			50.00	218.38																			5.50	266.90	220.00	29.36	29.36
13+38.00	18+24.75	HWY. 312 RT.	486.75			50.00	243.38																			5.50	297.46	220.00	32.72	32.72
13+54.00	17+90.75	HWY. 312 LT.	436.75			50.00	218.38																			5.50	266.90	220.00	29.36	29.36
SUBTOTALS (BOX 1 OF 2):							**3979.00**		**32628.72**	**1631.44**				**1631.44**		**5884.89**		**1456.52**		**20977.07**		**6282.27**		**5766.76**		**634.34**		**20866.13**		**2295.27**	**2929.61**
SUBTOTALS (BOX 2 OF 2):				**90930.96**		**51893.66**		**630570.11**	**31528.54**		**45978.17**	**7816.30**	**39344.84**		**288129.84**		**82108.98**		**179078.94**		**39460.04**		**197798.58**		**21757.87**		**205557.39**		**22611.27**	**44369.14**
TOTALS:				**90930.96**		**55872.66**		**663198.83**	**33159.98**		**45978.17**	**7816.30**	**40976.28**		**294014.73**		**83565.50**		**200056.01**		**45742.31**		**203565.34**		**22392.21**		**226423.52**		**24906.54**	**47298.75**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....95.0% MIN. AGGR.....5.0% 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.

DATE & TIME: 2/7/2022 3:52:55 PM
FILE: J:\25846.02\101111-Quantities.dgn

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101111	36	64
		SEE REFERENCE TABLE - QUANTITIES - 64995				

SCHEDULE OF BRIDGE QUANTITIES - JOB 101111

I-55 LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SP & 509	SS & 802	SS & 802	803	803	SS & 804	SP & 807	SP & 807	SS & 809	SP & 821	SP JOB 101111	SP JOB 101111	SP JOB 101111	SP JOB 101111
		ITEM	JOINT REHABILITATION (TYPE A)	CLASS S CONCRETE - BRIDGE	GROOVING	CLASS 1 PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	STRUCTURAL STEEL FOR BEARINGS	STRUCTURAL STEEL FOR MODIFICATION OF EXISTING BRIDGE STRUCTURE (A709, GR. 50W)	SILICONE JOINT SEALANT	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. ___)	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	HYDRODEMOLITION - CLASS 1	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	RAISING EXISTING STRUCTURE (BRIDGE NO. ___)
		UNIT	LIN. FT.	CU. YD.	SQ. YD.	GAL.	LIN. FT.	LBS.	EACH	LBS.	LIN. FT.	LUMP SUM	SQ. FT.	SQ. YD.	SQ. YD.	LUMP SUM
57.99	EXISTING BRIDGE NO. A3284 (2)(4)(5)		120		493.0	10.7	240	(3) 408					480	533	534	
58.00	EXISTING BRIDGE NO. B3284 (2)(4)		120		493.0	10.7	240	(3) 408					480	(5) 533	534	
59.75	EXISTING BRIDGE NO. 03285 (1)			10.90				1,617	20	2,420	67	1				1
60.29	EXISTING BRIDGE NO. A3286 (2)(4)(5)		92		370.0	8.0	180	(3) 306					360	400	401	
60.30	EXISTING BRIDGE NO. B3286 (2)(4)(5)		92		370.0	8.0	180	(3) 306					360	400	401	
62.02	EXISTING BRIDGE NO. 03287 (1)			12.80				1,875	20	2,620	71	1				1
TOTALS FOR JOB NO. 101111			424	23.70	1,726.0	37.4	840	4,920	(3) 40	(3) 5,040	138		(3) 1,680	1,866	1,870	

(1) Existing bridge deck has remnants of an asphalt overlay near the bridge ends.

(2) Bridge deck does not have an asphalt overlay.

(3) Quantity shown is for estimating and bidding purposes only. Actual quantity, if any, will be determined in the field.

(4) Require a new Type C2 Approach Slab, see Std. Dwg. No. 55040C2.

(5) Require New Type PT Approach Gutter for Thrie Beam Retrofit, See Std. Dwg. 55035, do not overlay.

THOMAS GERARD
DESIGN SECTION SUPERVISOR

REFERENCE TABLE

BRIDGE NO.	EXISTING DWG. NO(S).	APPLICABLE STD. DWG. NO(S).
A & B3284	10358, 10362, 23909, 23911, & 23912	55035 & 55062
03285	10365, 10367, 10368, & 10372	55038 & 55064
A & B3286	10374, 10378, 23909, 23911, & 23912	55035, 55040C2, & 55062
03287	10384, 10386, 10387, & 10391	55038 & 55064

STATE OF ARKANSAS
Jan 7 2022 10:03 AM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS
BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
HWY. 148 - SO. OF HWY. 61 (S)
MISSISSIPPI COUNTY

ROUTE 55 SEC. 12

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DPT DATE: 5/6/2021
CHECKED BY: DHP/TMG DATE: 1/7/2022
DESIGNED BY: --- DATE: ---
FILENAME: b101111_q1.dgn
SCALE: NO SCALE

BRIDGE NO. SEE REFERENCE TABLE
DRAWING NO. 64495

PRINT DATE: 1/7/2022

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT	54666	SQ. YD.
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS	8	EACH
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS	6	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	15856	SQ. YD.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	7059	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION	120	LIN. FT.
SS & 210	UNCLASSIFIED EXCAVATION	59123	CU. YD.
SP & 210	BORROW	8370	CU. YD.
210	COMPACTED EMBANKMENT	2533	CU. YD.
SP & 210	SOIL STABILIZATION	7300	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION	227	STATION
SS & 303	AGGREGATE BASE COURSE (CLASS 1)	90931	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	56116	TON
SS & 401	TACK COAT	41238	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	80390	TON
SP, SS, & 405	ASPHALT BINDER (FG 76-22) IN ACHM BASE COURSE (1 1/2")	3176	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	43821	TON
SP, SS, & 406	ASPHALT BINDER (FG 76-22) IN ACHM BINDER COURSE (1")	1921	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	44934	TON
SP, SS, & 407	ASPHALT BINDER (FG 76-22) IN ACHM SURFACE COURSE (1/2")	2365	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	889	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	131	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	214	TON
SS & 504	APPROACH SLABS	294.90	CU. YD.
SS & 504	APPROACH GUTTERS	268.04	CU. YD.
507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	100	SQ. YD.
SP, SS, & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (10" UNIFORM THICKNESS)	100	SQ. YD.
513	RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	64880	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	18" TEMPORARY CULVERT	10	LIN. FT.
603	21" X 15" TEMPORARY CULVERT	616	LIN. FT.
SS & 604	SIGNS	1915	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	3	EACH
SS & 604	BARRICADES	264	LIN. FT.
SS & 604	TRAFFIC DRUMS	757	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	26716	LIN. FT.
SP	MOBILE SPEED NOTIFICATION SYSTEM	2	EACH
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	25216	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	221279	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	39532	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	120	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	37126	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	1080	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	208	WEEK
SP	MOTORIST ASSISTANCE PATROL	1.00	LUMP SUM
SP	PORTABLE CONSTRUCTION LIGHTING	1080	DAY
SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)	10645	SQ. YD.
SS & 606	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	800	LIN. FT.
SS & 609	DROP INLETS (TYPE N2)	8	EACH
SS & 611	UNDERDRAIN OUTLET PROTECTORS	198	EACH
SS & 611	4" PIPE UNDERDRAINS	54109	LIN. FT.
SS & 611	UNDERDRAIN VIDEO INSPECTION	54109	LIN. FT.
614	CONCRETE SPILLWAY (TYPE A)	8	EACH
SS & 617	GUARDRAIL (TYPE A)	6650	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	6	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	18	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL	18	EACH
SP	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE	1	EACH
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	LUMP SUM
SP	WIRE ROPE SAFETY FENCE (POST REPAIR)	50	EACH
SP	WIRE ROPE SAFETY FENCE - REMOVE AND RECONSTRUCT	25763	LIN. FT.
620	LIME	75	TON
620	SEEDING	37.69	ACRE
SS & 620	MULCH COVER	54.73	ACRE
620	WATER	4326.2	M. GAL.
621	TEMPORARY SEEDING	17.04	ACRE
621	SILT FENCE	10488	LIN. FT.
621	SAND BAG DITCH CHECKS	22	BAG
621	SEDIMENT REMOVAL AND DISPOSAL	391	CU. YD.
621	ROCK DITCH CHECKS	3	CU. YD.
SP & 621	TRIANGULAR SILT DIKE	2363	LIN. FT.
623	SECOND SEEDING APPLICATION	37.69	ACRE
624	SOLID SODDING	10645	SQ. YD.
625	GEOTEXTILE FABRIC (TYPE 8)	93293	SQ. YD.
SS & 631	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	120	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	89618	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")	4110	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")	8220	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	65312	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	208	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	52666	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1537	EACH
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	63516	POUND
SP	PIPE CULVERT CLEANOUT	4	EACH
	STRUCTURES OVER 20' SPAN		
SP & 509	JOINT REHABILITATION (TYPE A)	424	LIN. FT.
SS & 802	CLASS S CONCRETE-BRIDGE	23.70	CU. YD.
SS & 802	GROOVING	1726.0	SQ. YD.
803	CLASS 1 PROTECTIVE SURFACE TREATMENT	37.4	GAL.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT	840	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	4920	POUND
SP, SS, & 807	STRUCTURAL STEEL FOR BEARINGS	40	EACH
SP, SS, & 807	STRUCTURAL STEEL FOR MODIFICATION OF EXISTING BRIDGE STRUCTURE (A709, GR. 50W)	5040	POUND
SS & 809	SILICONE JOINT SEALANT	138	LIN. FT.
SP & 821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 03285)	1	LUMP SUM
SP & 821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 03287)	1	LUMP SUM
SP	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	1680	SQ. FT.
SP	HYDRODEMOLITION- CLASS 1	1866	SQ. YD.
SP	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	1870	SQ. YD.
SP	RAISING EXISTING STRUCTURE (BR. NO. 03285)	1	LUMP SUM
SP	RAISING EXISTING STRUCTURE (BR. NO. 03287)	1	LUMP SUM

REVISIONS

DATE	REVISION	SHEET NUMBER
2/5/2022	TITLE SHEET BRIDGE DATA REVISED TO INCLUDE GRADE SEPERATION BRIDGES. GOVERNING SPECIFICATIONS ADDED "307-1 CEMENT", "308-1 CEMENT", "NESTING SITES OF MIGRATORY BIRDS", "PORTABLE CONSTRUCTION LIGHTING", "PRICE ADJUSTMENT FOR ASPHALT BINDER", AND "UNDERDRAIN INSPECTION, FLUSHING, AND REHABILITATION"; REMOVED SPECIAL PROVISIONS "PROSECUTION AND PROGRESS WITH BID SCHEDULE" AND 'RUMBLE STRIPS"; REVISED "NUMBER" FOR "501-2 CEMENT". GENERAL NOTES REVISED TO REMOVE REFERENCE TO GRADE LINE. QUANTITY ADDED FOR "PORTABLE CONSTRUCTION LIGHTING". QUANTITIES REVISED FOR "TRENCHING AND SHOULDER PREPARATION", "AGGREGATE BASE COURSE (CLASS 1)", "AGGREGATE BASE COURSE (CLASS 7)", "TACK COAT", "ACHM BASE COURSE (1 1/2")", "ACHM BINDER COURSE (1")", "ACHM SURFACE COURSE (1/2")", "TERMINAL ANCHOR POSTS (TYPE 1)", AND "GUARDRAIL TERMINAL (TYPE 2)". SUMMARY OF QUANTITIES ADDED "SS &" TO "APPROACH SLABS", "APPROACH GUTTERS", "12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)", "DROP INLETS (TYPE N2)", "CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)", "REINFORCING STEEL-ROADWAY (GRADE 60)", "STRUCTURAL STEEL FOR BEARINGS", AND "STRUCTURAL STEEL FOR MODIFICATION OF EXISTING BRIDGE STRUCTURE"; ADDED "SP &" TO "BORRW"; ADDED "SP, SS, &" TO "PORTLAND CEMENT CONCRETE PAVEMENT PATCHING"; REVISED THE "UNIT" FOR "AGGREGATE BASE COURSE (CLASS 1)"; ADDED "(BRIDGE NO. 03285)" AND "(BRIDGE NO. 03287)" TO "MODIFICATION OF EXISTING BRIDGE STRUCTURE" AND "RAISING EXISTING STRUCTURE". REVISED BRIDGE NOTE FOR GRADE SEPARATION BRIDGES ON PLAN SHEET. REVISED SPECIAL PROVISION "FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT" AND "WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS".	1, 3, 31-35, 37, & 43

SUMMARY OF QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
NATHAN T. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.02.08 13:43:51 -06'00'

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
02/05/2022			

FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		37	64

JOB NO. 101111

SUMMARY OF QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	38	64
				(2)	PLAN SHEETS			

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:57:41 -06'00'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

STA. 267+76 TO 296+62 BK
IN-PLACE WIRE ROPE SAFETY FENCE
REMOVE AND RECONSTRUCT
SEE SP.

STA 277+50 IN PLACE ON LT.
18" x64' R.C. PIPE CULVERT
RETAIN

STA 286+25 IN PLACE ON LT.
18" x72' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 290+00 IN PLACE
24" x64' R.C. PIPE CULVERT
RETAIN

STA 293+00 IN PLACE ON LT.
18" x80' R.C. PIPE CULVERT
RETAIN

265 270 275 280 285 290 295

10

RAMP B

EXIST. ROW

SERVICE RD.

EXIST. COA

N30°30'E

I-55 C.L. MED.

236 SQ. YD. CONC. DITCH PAVING TYPE B FOR
WIRE ROPE SAFETY FENCE 10' LT. OF R.M.L. 4'-0" WIDE

216 SQ. YD. CONC. DITCH PAVING TYPE B FOR
WIRE ROPE SAFETY FENCE
10' LT. OF R.M.L. 4'-0" WIDE

STA. 267+13.70 C.L. MED. -
STA. 12+00.00 HWY. 148

STA. 267+76
BEGIN WIRE ROPE SAFETY FENCE

RAMP C

HWY. 148

15

RAMP D

EXIST. COA

133 SQ. YD. CONC. DITCH PAVING TYPE B FOR
WIRE ROPE SAFETY FENCE 10' LT.
OF R.M.L. 4'-0" WIDE

EXIST. ROW

STA 271+25 IN PLACE ON RT.
18" x64' R.C. PIPE CULVERT
RETAIN

I-55

REMOVAL & DISPOSAL OF CONCRETE DITCH PAVING

STA.	STA.	LOC.	SQ. YD.
269+70	275+00	LT. OF R.M.L.	236
281+50	284+50	LT. OF R.M.L.	133
288+50 BK	293+35 BK	LT. OF R.M.L.	216
288+00 AHD	375+85	LT. OF R.M.L.	3904

BR. A3284 IN-PLACE
BRIDGE DECK REHABILITATION
HYDRODEMOLITION

STA. 288+00
BEGIN WIRE ROPE SAFETY FENCE &
CONC. DITCH PAVING
TYPE B 4'-0" WIDE

STA. 288+00 TO 375+85
IN-PLACE WIRE ROPE SAFETY FENCE
REMOVE AND RECONSTRUCT
SEE SP.

LT. SERVICE RD.
STA 291+00 IN PLACE
24" x60' R.C. PIPE CULVERT
RETAIN

STA 291+50 IN PLACE ON LT.
18" x76' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 298+00 IN PLACE
24" x56' R.C. PIPE CULVERT
RETAIN

STA 300+00 IN PLACE ON LT.
18" x72' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 305+50 IN PLACE
24" x48' R.C. PIPE CULVERT
RETAIN

STA 309+00 IN PLACE ON LT.
18" x64' R.C. PIPE CULVERT
RETAIN

STA. 287+95.85
BEGIN FULL DEPTH
RECONSTRUCTION

STA. 301+95.00
END FULL DEPTH SECTION
BEGIN RUBBLIZE/OVERLAY

95 290 295 300 305 310 315

EXIST. ROW

SERVICE RD.

EXIST. COA

REPLACE APPROACH
SLAB & GUTTERS

BR. A3284

N30°30'E

I-55 C.L. MED.

BR. B3284

EXIST. COA

REPLACE APPROACH
SLAB & GUTTERS

STA. 288+41.01
BEGIN FULL DEPTH
RECONSTRUCTION

EXIST. ROW

EXIST. COA

SERVICE RD.

EXIST. ROW

STA. 296+62
END WIRE ROPE
SAFETY FENCE

EON BK 297+93.70
EON AHD 287+93.70

STA. 288+15.00
BEGIN JOB 101111
L.M. 58.03

BR. B3284 IN-PLACE
BRIDGE DECK REHABILITATION
HYDRODEMOLITION

RT. SERVICE RD.
STA 303+50 IN PLACE
24" x48' R.C. PIPE CULVERT
RETAIN

RT. SERVICE RD.
STA 313+05 IN PLACE
24" x56' R.C. PIPE CULVERT
RETAIN

FULL DEPTH RECONSTRUCTION

I-55

STA.	STA.	LOC.	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
297+50 BK	290+18 AHD	LT. OF L.M.L.	200	1	1
297+73 BK	290+92 AHD	RT. OF L.M.L.	250	1	1

I-55

REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	LOC.	LIN. FT.
297+40 BK	289+40 AHD	LT. OF L.M.L.	200
297+68 BK	289+68 AHD	RT. OF L.M.L.	202

REMOVAL & DISPOSAL OF APPROACH SLABS & GUTTERS

STA.	STA.	LOC.	EACH
297+52 BK	408+52 AHD	L.M.L.	1
287+98 AHD	288+41 AHD	R.M.L.	1

PLAN

DATE & TIME: 1/13/2022 12:09:03 PM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	39	64
				(2)		PLAN SHEETS		

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:58:10 -06'00'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

STA 318+00 IN PLACE ON LT.
18" x68' R.C. PIPE CULVERT
RETAIN

STA 327+50 IN PLACE ON LT.
18" x64' R.C. PIPE CULVERT
RETAIN

STA 337+00 IN PLACE ON LT.
18" x68' R.C. PIPE CULVERT
RETAIN

STA 344+00 IN PLACE ON LT.
18" x72' R.C. PIPE CULVERT
RETAIN

320 325 330 335 340 345

EXIST. ROW
EXIST. COA
N30°30'E
I-55 C.L. MED.
EXIST. COA
EXIST. COA
EXIST. ROW
EXIST. ROW

WIRE ROPE SAFETY FENCE WITH CONC. DITCH PAVING TYPE B 4'-0" WIDE

RT. SERVICE RD.
STA 318+00 IN PLACE
24" x56' R.C. PIPE CULVERT
RETAIN

STA 353+00 IN PLACE ON LT.
18" x76' R.C. PIPE CULVERT
RETAIN

STA 360+00 IN PLACE ON LT.
18" x68' R.C. PIPE CULVERT
RETAIN

STA. 365+00.00
END RUBBLIZE/OVERLAY
BEGIN FULL DEPTH
RECONSTRUCTION

STA 366+50 IN PLACE ON LT.
18" x68' R.C. PIPE CULVERT
RETAIN

STA 372+50 IN PLACE ON LT.
18" x64' R.C. PIPE CULVERT
RETAIN

350 355 360 365 370 375

EXIST. ROW
EXIST. COA
I-55 C.L. MED.
N30°30'E
EXIST. COA
EXIST. ROW
EXIST. ROW
EXIST. COA

STA. 375+25
END CONC. DITCH PAVING

STA. 375+85
END WIRE ROPE SAFETY FENCE

WIRE ROPE SAFETY FENCE WITH CONC. DITCH PAVING TYPE B 4'-0" WIDE

STA 348+58 IN PLACE
10' x8' x187' R.C. BOX CULVERT
(30 DEGREE SKEW)
RETAIN

FULL DEPTH RECONSTRUCTION

DATE & TIME: 1/13/2022 12:09:03 PM
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PLAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	40	64
				(2)		PLAN SHEETS		

STA. 382+23 TO 408+56
IN-PLACE WIRE ROPE SAFETY FENCE
REMOVE AND RECONSTRUCT
SEE SP.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER
Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:58:41 -06'00'

STA 382+00 IN PLACE ON LT.
18"x72' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 384+00 IN PLACE
24"x60' R.C. PIPE CULVERT
RETAIN

STA 392+00 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 391+50 IN PLACE
24"x64' R.C. PIPE CULVERT
RETAIN

STA 399+00 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 400+50 IN PLACE
24"x52' R.C. PIPE CULVERT
RETAIN

STA 405+00 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

10 380 385 390 395 400 405

EXIST. ROW
EXIST. COA
SERVICE RD.
EXIST. ROW
EXIST. COA

STA. 378+99.00 C.L. MED. =
STA. 12+00.00 CO. RD. 378

STA. 382+83
BEGIN CONC. DITCH PAVING

I-55 C.L. MED.
N30°30'E

STA. 382+23
BEGIN WIRE ROPE SAFETY FENCE

EXIST. COA
EXIST. ROW
CO. RD. 378
15
EXIST. ROW
EXIST. COA
EXIST. ROW

FULL DEPTH RECONSTRUCTION

I-55

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STA.	STA.	LOC.	LIN. FT.
378+53	378+83	LT. OF L.M.L.	30
379+14	379+44	RT. OF R.M.L.	30

STA.	STA.	LOC.	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL (TYPE 1)
375+35	380+35	LT. OF R.M.L.	450		1	1
376+45	379+14	RT. OF R.M.L.	200	1	1	
377+73	382+73	RT. OF L.M.L.	450		1	1
378+83	381+52	LT. OF L.M.L.	200	1	1	

I-55

REMOVAL & DISPOSAL OF CONCRETE DITCH PAVING

STA.	STA.	LOC.	SQ. YD.
382+83	408+56	RT. OF L.M.L.	1144

REMOVAL & DISPOSAL OF CONCRETE PIER PROTECTION

STA.	STA.	LOC.	LIN. FT.
378+53	378+83	LT. OF L.M.L.	30
379+14	379+44	RT. OF R.M.L.	30

REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	LOC.	LIN. FT.
374+99	379+99	LT. OF R.M.L.	500
377+14	379+14	RT. OF R.M.L.	200
377+73	382+73	RT. OF L.M.L.	500
378+83	380+83	LT. OF L.M.L.	200

BR. A3286 IN-PLACE
BRIDGE DECK REHABILITATION
HYDRODEMOLITION

STA. 409+80 TO 425+01
IN-PLACE WIRE ROPE SAFETY FENCE
REMOVE AND RECONSTRUCT
SEE SP.

STA. 425+01 TO 495+64
IN-PLACE WIRE ROPE SAFETY FENCE
REMOVE AND RECONSTRUCT
SEE SP.

STA. 408+09.05
END FULL DEPTH
RECONSTRUCTION

LT. SERVICE RD.
STA 411+80 IN PLACE
36"x52' R.C. PIPE CULVERT
RETAIN

STA 413+50 IN PLACE ON LT.
18"x80' R.C. PIPE CULVERT
RETAIN

STA 420+00 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 420+90 IN PLACE
42"x48' R.C. PIPE CULVERT
RETAIN

STA. 423+85.00
END FULL DEPTH SECTION
BEGIN RUBBLIZE/OVERLAY

STA 429+20 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

STA 437+00 IN PLACE ON LT.
18"x76' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 434+90 IN PLACE
24"x48' R.C. PIPE CULVERT
RETAIN

410 415 420 425 430 435

STA. 409+85.91
BEGIN FULL DEPTH
RECONSTRUCTION

REPLACE APPROACH
SLAB & GUTTERS

EXIST. ROW
SERVICE RD.
EXIST. COA

STA. 425+01
BEGIN WIRE ROPE SAFETY FENCE &
CONC. DITCH PAVING

REPLACE APPROACH
SLAB & GUTTERS

BR. A3286
N30°30'E
I-55 C.L. MED.
BR. B3286

REPLACE APPROACH
SLAB & GUTTERS

STA. 425+01
END WIRE ROPE SAFETY FENCE &
CONC. DITCH PAVING

REPLACE APPROACH
SLAB & GUTTERS

STA. 410+30.95
BEGIN FULL DEPTH
RECONSTRUCTION

EXIST. COA
EXIST. ROW

STA. 408+54.09
END FULL DEPTH
RECONSTRUCTION

STA. 409+80
BEGIN WIRE ROPE SAFETY FENCE &
CONC. DITCH PAVING

STA. 408+56
END WIRE ROPE SAFETY FENCE &
CONC. DITCH PAVING

BR. B3286 IN-PLACE
BRIDGE DECK REHABILITATION
HYDRODEMOLITION

FULL DEPTH RECONSTRUCTION

I-55

STA.	STA.	LOC.	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
405+58	408+77	LT. OF R.M.L.	250	1	1
406+31	409+00	RT. OF R.M.L.	200	1	1
409+40	412+09	LT. OF L.M.L.	200	1	1
409+63	412+82	RT. OF L.M.L.	250	1	1

I-55

REMOVAL & DISPOSAL OF CONCRETE DITCH PAVING

STA.	STA.	LOC.	SQ. YD.
409+80	425+01	LT. OF R.M.L.	676
425+01	495+18	RT. OF L.M.L.	3119

REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	LOC.	LIN. FT.
406+88	408+87	LT. OF R.M.L.	200
407+10	409+10	RT. OF R.M.L.	200
409+30	411+30	LT. OF L.M.L.	200
409+53	411+51	RT. OF L.M.L.	200

REMOVAL & DISPOSAL OF APPROACH SLABS & GUTTERS

STA.	STA.	LOC.	EACH
408+09	408+52	L.M.L.	1
408+54	408+98	R.M.L.	1
409+42	409+86	L.M.L.	1
409+88	410+31	R.M.L.	1

PLAN

DATE & TIME: 1/13/2022 12:09:04 PM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	41	64
				PLAN SHEETS				

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:59:14 -06'00'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

STA 443+00 IN PLACE ON LT.
18" x68' R.C. PIPE CULVERT
RETAIN

STA 451+00 IN PLACE ON LT.
18" x64' R.C. PIPE CULVERT
RETAIN

STA 457+00 IN PLACE ON LT.
18" x64' R.C. PIPE CULVERT
RETAIN

LT. SERVICE RD.
STA 461+00 IN PLACE
30" x56' R.C. PIPE CULVERT
RETAIN

STA 465+00 IN PLACE ON LT.
18" x80' R.C. PIPE CULVERT
RETAIN

440 445 450 455 460 465

EXIST. ROW
SERVICE RD.
EXIST. COA
N30°30'E
I-55 C.L. MED.
EXIST. COA
WIRE ROPE SAFETY FENCE WITH CONC. DITCH PAVING TYPE B 4'-0" WIDE
EXIST. ROW
EXIST. ROW
EXIST. ROW
EXIST. COA
EXIST. ROW

STA 469+00 113' LT. OF CL
TWO. 36" x42' R.C. PIPE INLETS
WITH F.E.S. RETAIN

LT. SERVICE RD.
STA 474+00 IN PLACE
24" x52' R.C. PIPE CULVERT
RETAIN

STA 474+00 IN PLACE ON LT.
18" x80' R.C. PIPE CULVERT
RETAIN

STA 483+00 IN PLACE ON LT.
18" x72' R.C. PIPE CULVERT
RETAIN

STA. 482+45.00
END RUBBLIZE/OVERLAY
BEGIN FULL DEPTH
RECONSTRUCTION

STA 492+00 IN PLACE ON LT.
18" x64' R.C. PIPE CULVERT
RETAIN

470 475 480 485 490 495

EXIST. ROW
SERVICE RD.
EXIST. ROW
EXIST. COA
I-55 C.L. MED.
N30°30'E
WIRE ROPE SAFETY FENCE WITH CONC. DITCH PAVING TYPE B 4'-0" WIDE
EXIST. COA
EXIST. ROW
EXIST. ROW
10
STA. 495+64
END WIRE ROPE SAFETY FENCE
STA. 495+04
END CONC. DITCH PAVING
STA. 496+39.50 C.L. MED. =
STA. 12+00.00 HWY. 312
HWY. 312
STA. 497+25
BEGIN WIRE ROPE SAFETY FENCE
STA. 497+85
BEGIN CONC. DITCH PAVING
EXIST. ROW

STA 463+58 IN PLACE
10'x10'x311' R.C. BOX CULVERT
(30 DEGREE SKEW)
RETAIN

FULL DEPTH RECONSTRUCTION

I-55

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STA.	STA.	LOC.	LIN. FT.
495+94	496+24	LT. OF L.M.L.	30
496+51	496+81	RT. OF R.M.L.	30

STA.	STA.	LOC.	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL (TYPE 1)
492+75	497+75	LT. OF R.M.L.	450		1	1
493+82	496+51	RT. OF R.M.L.	200	1	1	
495+14	500+14	RT. OF L.M.L.	450		1	1
496+24	498+93	LT. OF L.M.L.	200	1	1	

I-55

REMOVAL & DISPOSAL OF CONCRETE PIER PROTECTION

STA.	STA.	LOC.	LIN. FT.
495+94	496+24	LT. OF L.M.L.	30
496+51	496+81	RT. OF R.M.L.	30

REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	LOC.	LIN. FT.
492+06	497+56	LT. OF R.M.L.	550
494+51	496+51	RT. OF R.M.L.	200
495+28	500+28	RT. OF L.M.L.	500
496+24	498+24	LT. OF L.M.L.	200

PLAN

DATE & TIME: 1/13/2022 12:09:04 PM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101111	42	64
				(2)		PLAN SHEETS		

STA. 497+25 TO 526+00
IN-PLACE WIRE ROPE SAFETY FENCE
REMOVE AND RECONSTRUCT
SEE SP.

STA 500+00 IN PLACE ON LT.
18' x64' R.C. PIPE CULVERT
RETAIN

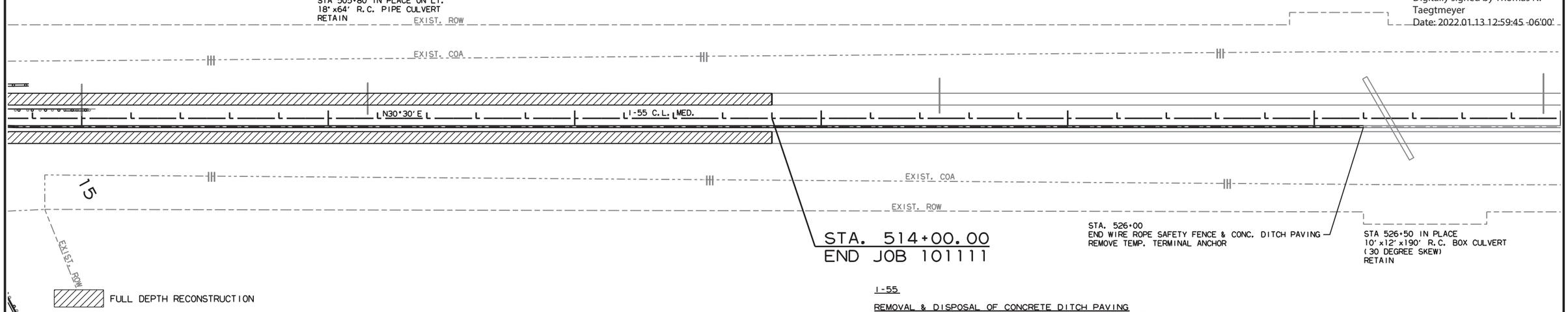
STA 505+80 IN PLACE ON LT.
18' x64' R.C. PIPE CULVERT
RETAIN

STA 517+40 IN PLACE ON LT.
18' x71' R.C. PIPE CULVERT
RETAIN

STA 529+65 IN PLACE ON LT.
18' x81' R.C. PIPE CULVERT
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.01.13 12:59:45 -06'00'



I-55

REMOVAL & DISPOSAL OF CONCRETE DITCH PAVING

STA.	STA.	LOC.	SQ. YD.
497+25	526+00	LT. OF R.M.L.	1278

PLAN

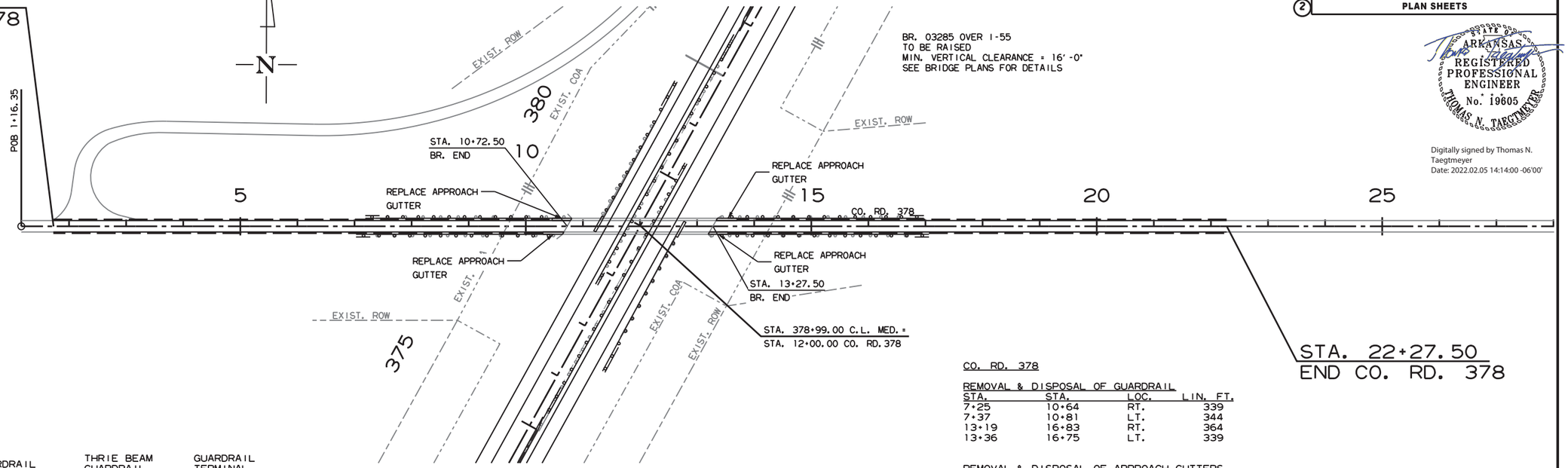
DATE & TIME: 1/13/2022 12:09:05 PM
FILE: J:\25846.02\101111-PNP.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
02/05/2022				6	ARK.			
				JOB NO.		101111	43	64
				PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19605
THOMAS N. TAEGTMEYER

Digitally signed by Thomas N. Taegtmeyer
Date: 2022.02.05 14:14:00 -06'00'

STA. 1+72.50
BEGIN CO. RD. 378



CO. RD. 378

STA.	STA.	LOC.	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 1)
7+03	10+46	RT.	325	1	1
7+19	10+63	LT.	325	1	1
13+37	17+06	RT.	350	1	1
13+54	16+97	LT.	325	1	1

CO. RD. 378

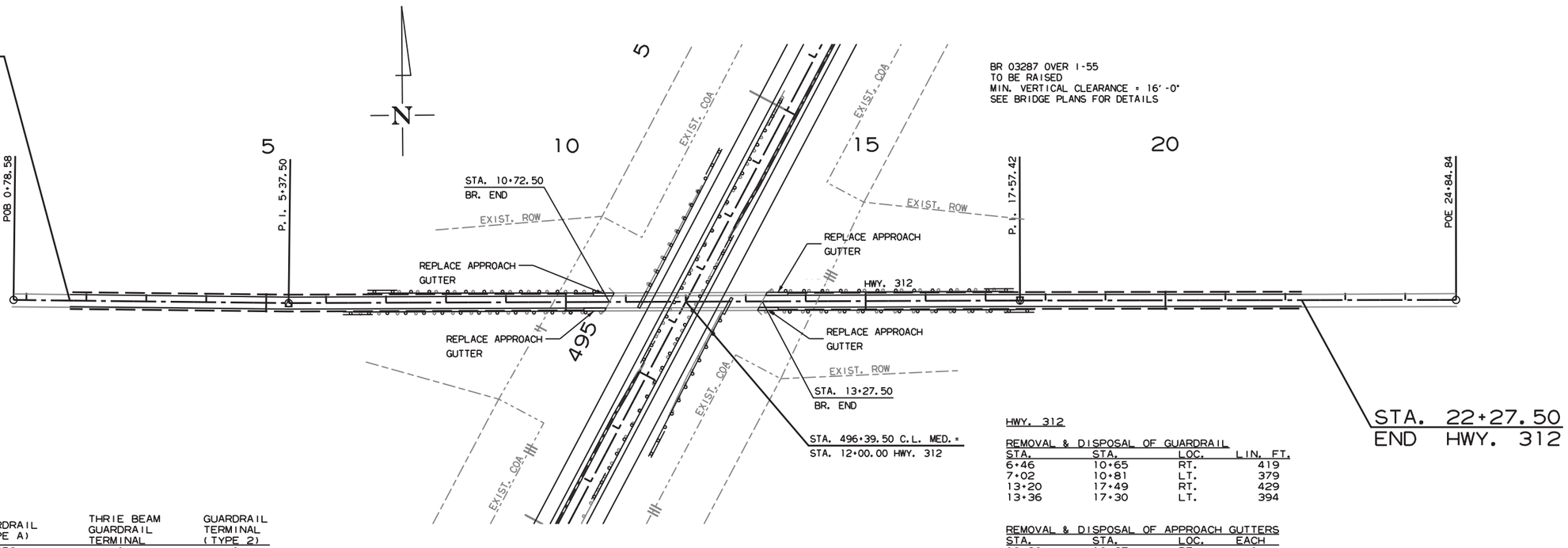
REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	LOC.	LIN. FT.
7+25	10+64	RT.	339
7+37	10+81	LT.	344
13+19	16+83	RT.	364
13+36	16+75	LT.	339

REMOVAL & DISPOSAL OF APPROACH GUTTERS

STA.	STA.	LOC.	EACH
10+30	10+67	RT.	1
10+46	10+81	LT.	1
13+19	13+54	RT.	1
13+33	13+70	LT.	1

STA. 1+72.50
BEGIN HWY. 312



HWY. 312

STA.	STA.	LOC.	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
6+28	10+47	RT.	350	1	1
6+69	10+63	LT.	325	1	1
13+38	17+81	RT.	375	1	1
13+54	17+47	LT.	325	1	1

HWY. 312

REMOVAL & DISPOSAL OF GUARDRAIL

STA.	STA.	LOC.	LIN. FT.
6+46	10+65	RT.	419
7+02	10+81	LT.	379
13+20	17+49	RT.	429
13+36	17+30	LT.	394

REMOVAL & DISPOSAL OF APPROACH GUTTERS

STA.	STA.	LOC.	EACH
10+30	10+67	RT.	1
10+46	10+81	LT.	1
13+19	13+54	RT.	1
13+33	13+70	LT.	1

DATE & TIME: 2/5/2022 2:04:26 PM
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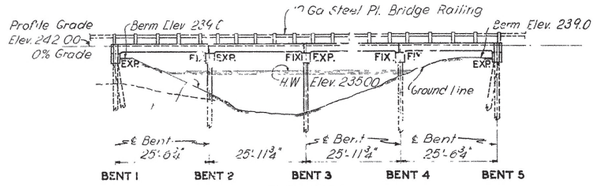
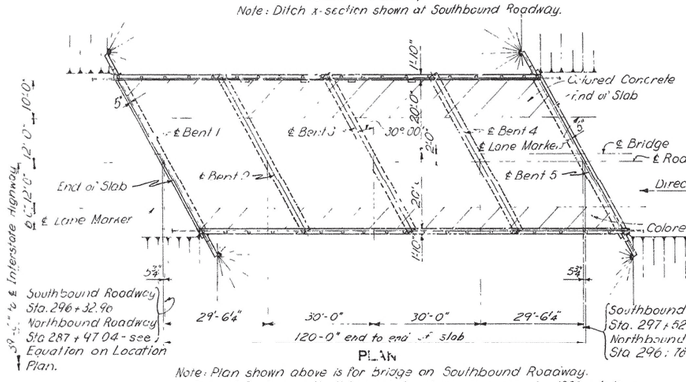
PLAN

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-093-1(26) Old F-55-1(20) 52 New		10	282
STATE JOB NO.		10611			



ELEVATION
(Normal to ℄ Bents)

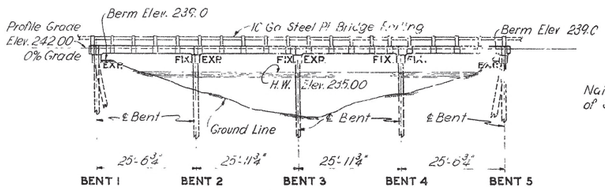
Note: Ditch x-section shown at Southbound Roadway.



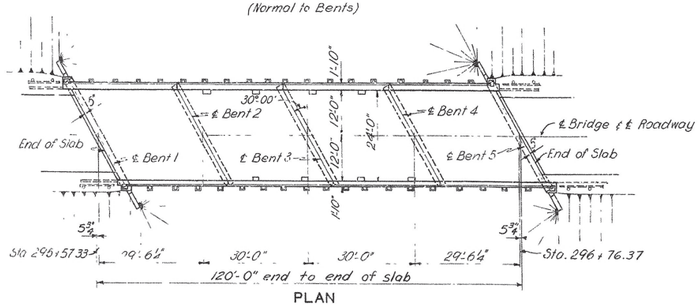
PLAN

Note: Plan shown above is for Bridge on Southbound Roadway. Plan of Bridge on Northbound Roadway is symm. by 180° rotation except for Bent numbers.

MAIN ROADWAY BRIDGE



ELEVATION
(Normal to Bents)



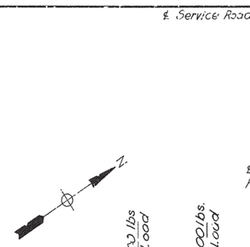
PLAN

SERVICE ROAD BRIDGE

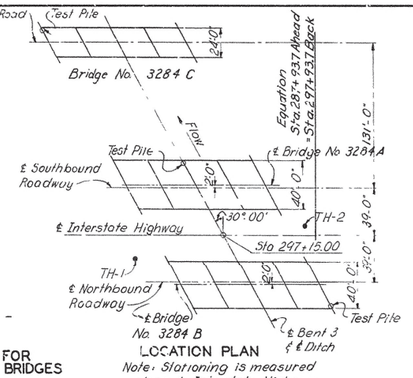
1343-d
5/30/57

BENCH MARK

Nail in Power Pole, 60' Lt. of Sta. 294+85. Elev. 237.74.



SPECIAL LOADING FOR INTERSTATE HIGHWAY BRIDGES

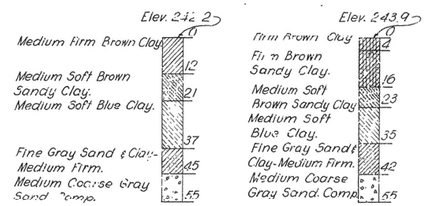


LOCATION PLAN

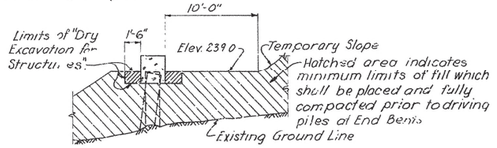
Note: Stationing is measured along ℄ Interstate Highway

DRAINAGE DATA

Drainage Area	23 Sq Mi
Runoff Coefficient	0.3
Required Waterway (Talbot)	401 Sq.Ft.
Effective Opening (H.W. Elev. 235.00)	420 Sq.Ft.



LOG OF SOUNDINGS



FILL AT END BENTS

Note: Applies only where existing ground is below berm.

INDEX OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. TABLE OF QUANTITIES
3. PILE BENTS FOR MAIN ROADWAY BRIDGES
4. PILE BENTS FOR SERVICE ROAD BRIDGE
5. SLAB DETAILS - MAIN ROADWAY BRIDGES
6. SLAB DETAILS - SERVICE ROAD BRIDGE
7. BAR LIST
* 8. BRIDGE RAILING DETAILS
* 9. TYPICAL BAR TYPES AND HOOK DIMENSIONS
* 10. TYPICAL DETAILS OF SUPPORTS AND SPACERS FOR REINFORCING STEEL

* These sheets are not included. Details are same as shown on corresponding sheets for Bridges over Drainage Ditch No. 20 at Sta. 4+94+20.00.

GENERAL NOTES

SPECIFICATIONS: Arkansas State Highway Commission (1940 Standard) and Special Provisions.

DESIGN: In accordance with the A.A.S.H.O. Standard Specifications for Highway Bridges, 1953 Edition.
Moment distributed between slab and curb in accordance with University of Illinois Experiment Station Bulletin No. 346.

DESIGN LOADING: H-S16-44 and 1966 Special Loading for Interstate Roadways (See diagram), H20-44 for Service Road.

DESIGN UNIT STRESSES: Concrete f_c = 1,200 p.s.i. (n=10)
Reinforcing Steel f_s = 20,000 p.s.i. (Intermediate Grade)

CONCRETE: All concrete shall be Class "S" air entrained.

REINFORCEMENT: All dimensions to reinforcing steel on detail drawings are to ℄ of bars, except where the clear distance is noted from the face of concrete. All reinforcing steel shall be lapped a minimum of 30 diameters unless otherwise shown or noted.

COLORED CONCRETE SHOULDERS: Concrete surfaces within shoulder limits on Main Roadway Bridges shall be colored black with an approved crystalline pigment. See Special Provisions.

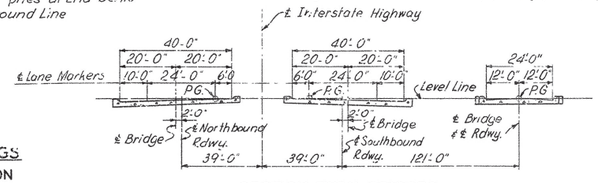
BEVELED EDGES: All exposed edges of concrete shall be beveled ¾" unless otherwise shown or noted.

CONSTRUCTION JOINTS: Construction joints shall be made only where shown on the plans.

PILING: All piles shall be 16" octagonal precast concrete and shall be driven to a minimum bearing value of 32 tons each. One test pile shall be driven for each of the bridges at locations shown or as directed by the Engineer and loaded in accordance with the Special Provisions except as specified in Note "A" on this sheet. From the tests the necessary length of the remaining piles shall be determined. Minimum penetration into natural ground for all piles shall be 20'.

FILLED JOINT: Where filled joints are shown on the plans, the joint filler shall conform to the requirements of A.A.S.H.O. Specification M 153, Type III.

JOINT SEAL: Material for joint seal shall conform to the Special Provision for Joint Seal in Concrete Pavements, except seal for vertical face of curb joints shall be black Vertiseal as manufactured by Servicised Products Corp., Chicago, Illinois, or equal.



SECTION THRU BRIDGES

Note "A": Loading tests for test piles may be waived by the Engineer if the formulae in the Special Provisions indicate that adequate bearing capacity has been attained.

SUBMITTED BY:

REGISTERED PROFESSIONAL ENGINEER
ARKANSAS NO 629

SVERDRUP & PARCEL, INC
ENGINEERS - ARCHITECTS
ST LOUIS MO.

FOR INFORMATION ONLY

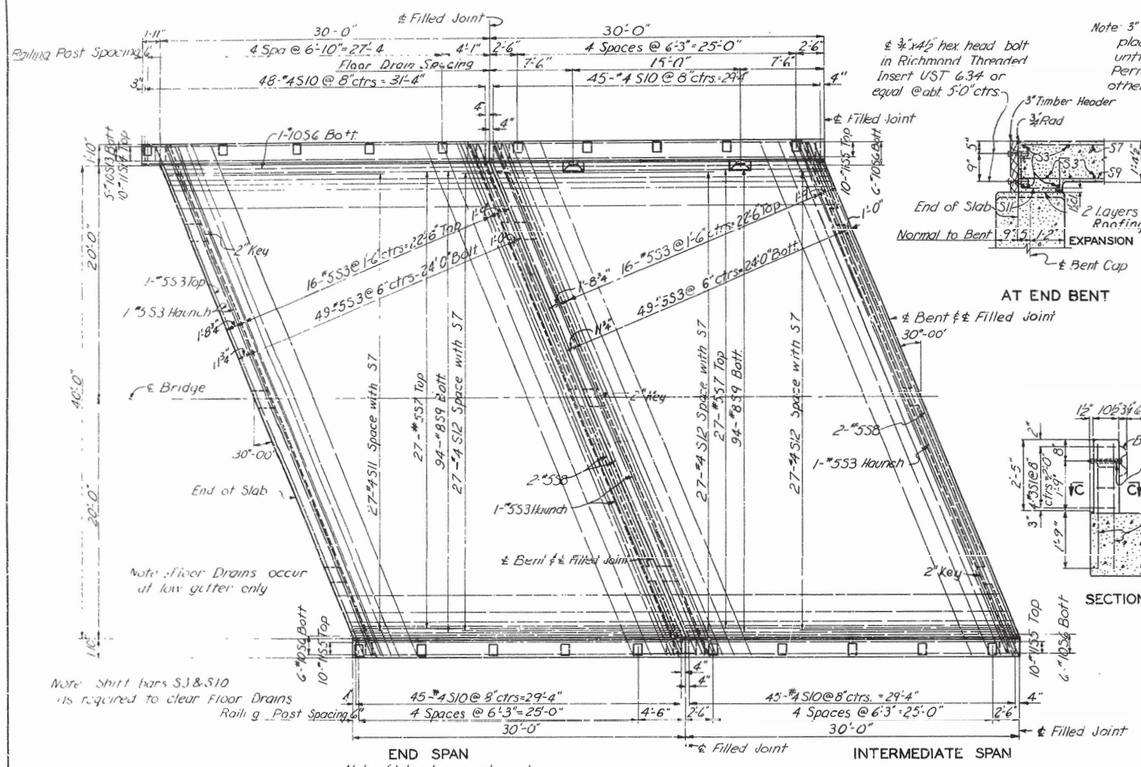
BRIDGES OVER DRAINAGE DITCH NO 6
AT STA. 297+15.00
GENERAL PLAN AND ELEVATION
MISSISSIPPI & CRITTENDEN COUNTIES
F A I 55 INTERSTATE HIGHWAY
SECTION IV
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK ARK

DRAWN BY: R. J. S. DATE AUG. 1957 SCALE NOT TO SCALE
TRACED BY: F. P. N. DATE AUG. 1957
CHECKED BY: R. E. S. DATE OCT. 1957 SHEET 1 OF 10

BRIDGE NO. 3284 A, B, & C DRAWING NO. 10358

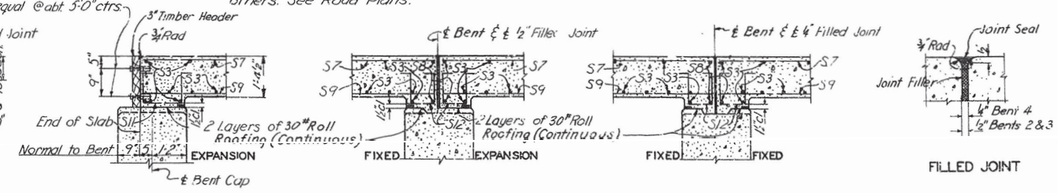
Note: Do not scale this drawing. Follow dimensions.

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK	I 055-1(76) 0		74	282
STATE JOB NO.		10611			

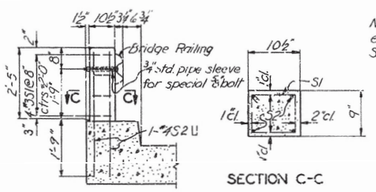


Note: 3" Timber Header shall remain in place to protect bridge slab until approach slab is placed. Permanent joint material by others. See Road Plans.

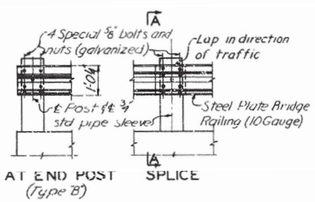
Note: Bearing details are typical for roadway portion of the slab only. Bearing details of curb similar except for keys



BEARING DETAILS



Note: Railing beyond end post by others. See Road Plans.



BRIDGE RAILING DETAILS

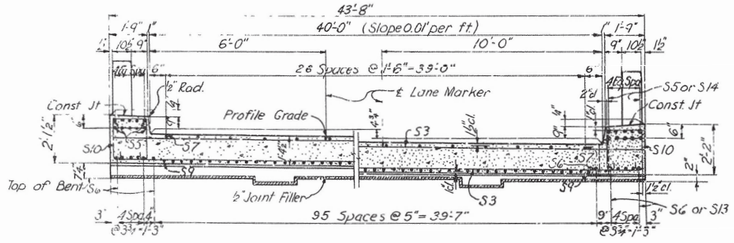
Note: See Sheet 8 for cross-section and additional details of bridge railing.

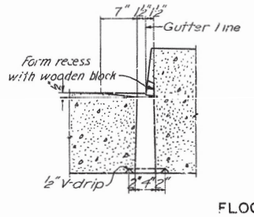
NOTES

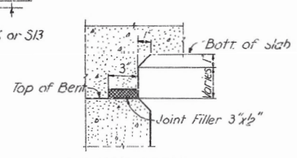
Cost of furnishing and placing joint seal, joint filler, timber headers, pipe sleeves and inserts for bolts shall be included in the unit price bid for "Class S Concrete for Bridges"

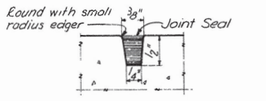
The Contractor shall provide a mid-span camber for initial dead load deflection of ½".

PLAN









Note: Provide lane markers only at roadway edge of colored shoulder areas. See Sheet 1.

Note: Do not scale this drawing. Follow dimensions.

FOR INFORMATION ONLY

BRIDGES OVER DRAINAGE DITCH NO. 6
AT STA. 297+15.00

SLAB DETAILS - MAIN ROADWAY BRIDGES

MISSISSIPPI & CRITTENDEN COUNTIES
F A I 55 INTERSTATE HIGHWAY
SECTION IV

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY R.J.S. DATE OCT. 1957 SCALE NOT TO SCALE
TRACED BY L.A.R. DATE OCT. 1957
CHECKED B. E.S. DATE OCT. 1957 SHEET 5 OF 10

BRIDGE NO. 3284 A&R DRAWING NO. 10362

1503-4
5731/28

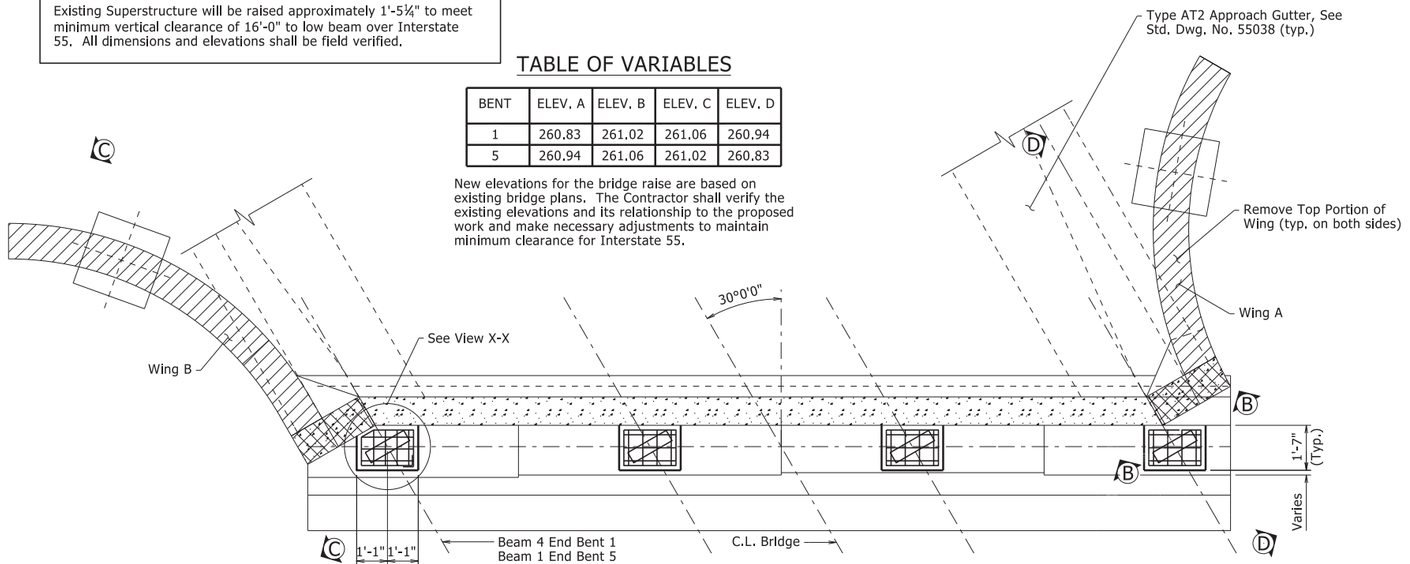
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101111	46	64
		03285 - MODIFICATION DETAILS - 64496				

(2) Note:
Existing Superstructure will be raised approximately 1'-5¼" to meet minimum vertical clearance of 16'-0" to low beam over Interstate 55. All dimensions and elevations shall be field verified.

TABLE OF VARIABLES

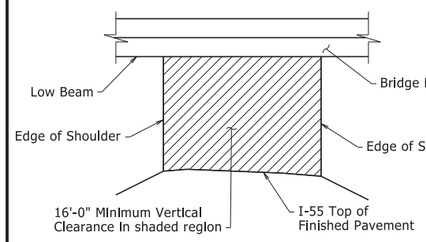
BENT	ELEV. A	ELEV. B	ELEV. C	ELEV. D
1	260.83	261.02	261.06	260.94
5	260.94	261.06	261.02	260.83

New elevations for the bridge raise are based on existing bridge plans. The Contractor shall verify the existing elevations and its relationship to the proposed work and make necessary adjustments to maintain minimum clearance for Interstate 55.

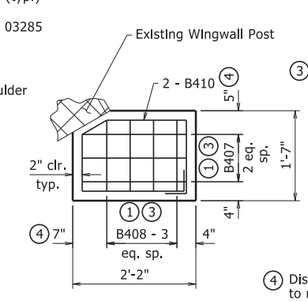


TYPICAL PLAN OF END BENT
⅜" = 1'-0"

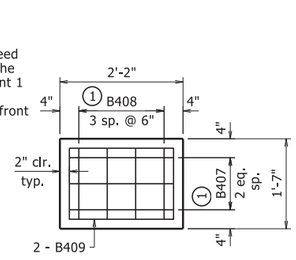
See Dwg. 64497 for "SECTION B-B", "SECTION C-C", AND "SECTION D-D"



MINIMUM CLEARANCE ENVELOPE
No Scale



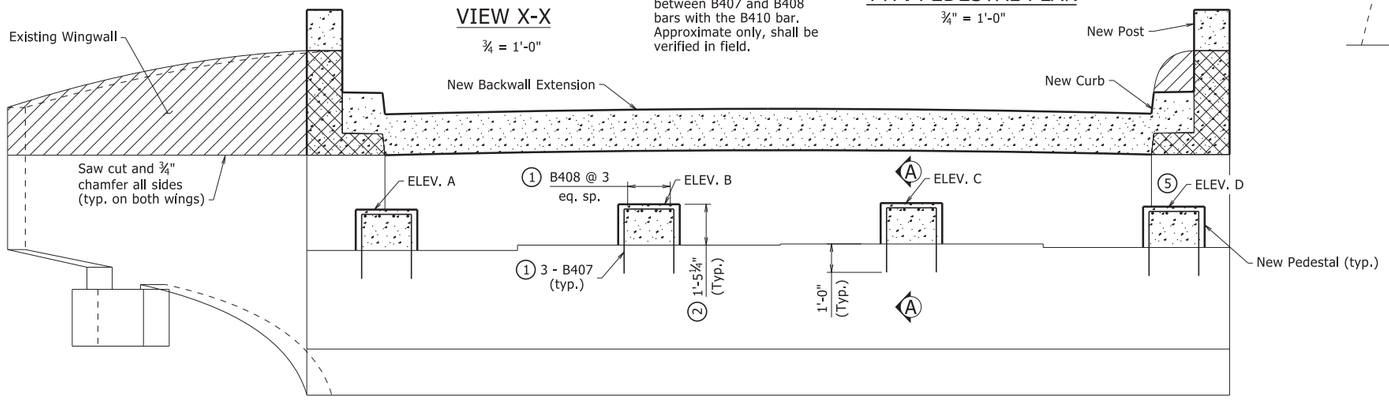
(3) B408 and B407 bars will need to be adjusted in field on the Pedestal for Beam 4 on Bent 1 and Beam 1 on Bent 5 to maintain clear distance to front face of backwall.



TYP. PEDESTAL PLAN
¾" = 1'-0"

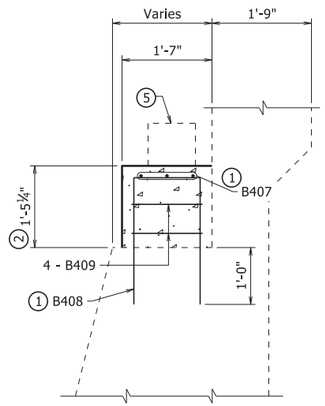
(4) Distance shall be adjusted to minmize interference between B407 and B408 bars with the B410 bar. Approximate only, shall be verified in field.

VIEW X-X
¾" = 1'-0"



ELEVATION - END BENTS
⅜" = 1'-0"

(5) See Dwg. 64498 for "ANCHOR BOLT DETAILS"



SECTION A-A
¾" = 1'-0"

GENERAL NOTES

Governing specifications are the Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition) with applicable Supplemental Specifications and Special Provisions. Unless otherwise noted on the plans, Section and Subsection refer to the Standard Construction Specifications.

All structural steel shall be ASTM A709, Gr. 50W unless otherwise noted and shall be paid for at the unit price bid for "Structural Steel for Modification of Existing Bridge Structure (A709, Gr. 50W)." ASTM A709, Gr. 50W steel shall not be painted. All exposed surfaces shall be cleaned in accordance with Subsection 807.84(e).

All welding to be performed by a certified welder approved by the Engineer. All welding shall conform to Subsection 807.26.

Anchor bolt extension shall be ASTM A36 and galvanized. Repair damaged galvanized surfaces in accordance with Subsection 807.88. The Contractor shall field verify anchor bolt locations.

All concrete shall have a minimum 28 day compressive strength f'c = 3500 psi and shall be paid for at the unit price per bid for "Class S Concrete - Bridge." Concrete shall be poured in the dry and all exposed corners to be chamfered ¾" unless otherwise noted.

All reinforcing steel shall conform to AASHTO M 31 or M 322, Type A, with mill test reports, Grade 60 (yield strength = 60,000 psi).

The Contractor shall verify the joint openings. Poured silicone joints at end bents shall be installed after the entire structure is raised to the final position. Cleaning the joint shall be as recommended by the Manufacturer. See Std. Dwg. No. 55064.

The following existing bridge drawings may be used to determine required jack capacities:
Dwg. Nos. 10365 and 10369 thru 10372.

All information required to complete the work should be field verified by the Contractor.

Nuts on bearing device attachment shall only be hand tightened.

See Section 821 "Modification of Existing Bridge Structure" for additional material and construction requirements.

As directed by the Engineer, disassemble, clean and re-paint the bearings to address any beginning rust in accordance with Section 820, using Type 1 cleaning and painting. The color of paint shall be Gray and shall match Fed. Std. 595B, Color Chip No. 26176. Install cleaned and painted bearings on new riser blocks. All work and materials on existing bearings will not be paid for directly but will be considered subsidiary to the item "Modification of Existing Bridge Structure (Bridge No. 03285)". As directed by the Engineer, replace existing bearings that cannot be reused due to deterioration with with new bearings, see existing Dwg. No. 10372. The color of paint shall be Gray and shall match Fed. Std. 595B, Color Chip No. 26176. Install new bearings on new riser blocks. All work and materials on new bearings shall be paid for at the unit price each bid for "Structural Steel for Bearings". The new bearings shall be ASTM A709, Gr. 50W.

(1) No. 4 bars shall be drilled and grouted into existing concrete using a QPL-approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the item "Modification of Existing Bridge Structure (Bridge No. 03285)". Care shall be exercised not to damage existing reinforcing during drilling.

LEGEND

- Existing Concrete to be removed
- Existing Concrete to be removed (retain vertical rebar) and replaced
- New Concrete

STATE OF ARKANSAS
Jan 7 2022 10:03 AM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 1 OF 3
MODIFICATION DETAILS FOR BRIDGE NO. 03285
HWY. 148 - SO. OF HWY. 61 (S)
MISSISSIPPI COUNTY

ROUTE SEC.

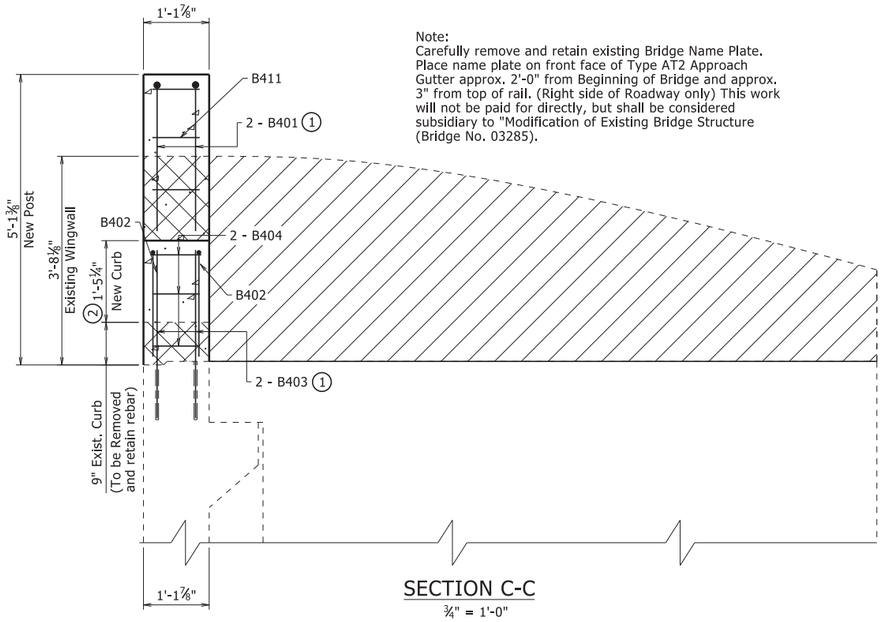
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	DPT	DATE:	10/7/2020	FILENAME:	b101111x1_m1.dgn
CHECKED BY:	DHP/TMG	DATE:	1/7/2022	SCALE:	As Noted
DESIGNED BY:	DPT	DATE:	9/2020		

BRIDGE NO. 03285 DRAWING NO. 64496

PRINT DATE: 1/7/2022

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101111	47	64
		03285 - MODIFICATION DETAILS - 64497				



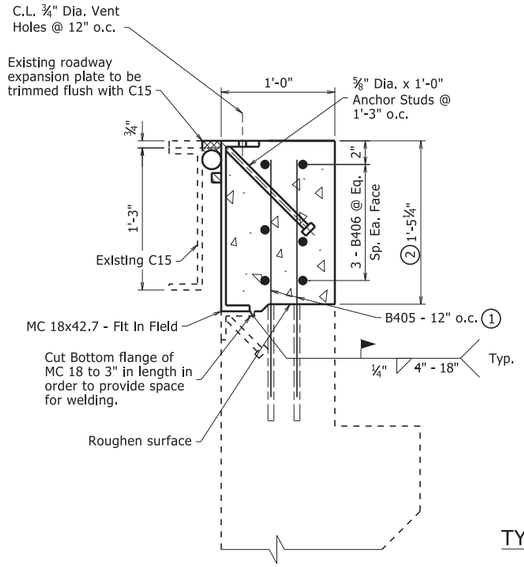
Note:
Carefully remove and retain existing Bridge Name Plate. Place name plate on front face of Type AT2 Approach Gutter approx. 2'-0" from Beginning of Bridge and approx. 3" from top of rail. (Right side of Roadway only) This work will not be paid for directly, but shall be considered subsidiary to "Modification of Existing Bridge Structure (Bridge No. 03285).

SECTION C-C
¾" = 1'-0"

(2)
Note:
Existing Superstructure will be raised approximately 1'-5¼" to meet minimum vertical clearance of 16'-0" to low beam over Interstate 55. All dimensions and elevations shall be field verified.

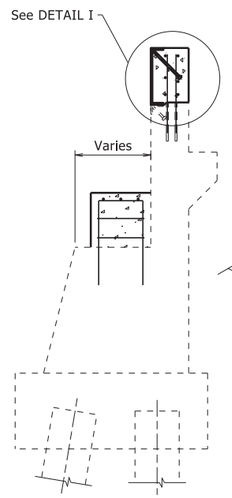
LEGEND
- Existing Concrete to be removed
- Existing Concrete to be removed (retain vertical rebar) and replaced
- New Concrete

(1) No. 4 bars shall be drilled and grouted into existing concrete using a QPL-approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the Item "Modification of Existing Bridge Structure (Bridge No. 03285)". Care shall be exercised not to damage existing reinforcing during drilling.

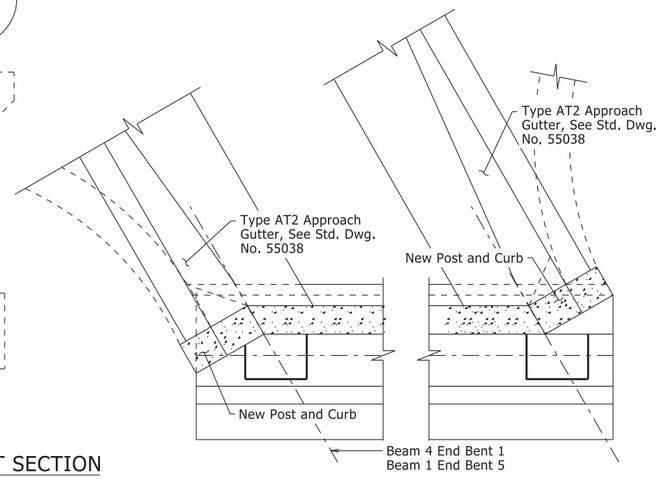


Note: See Std. Dwg. No. 55008 for details of Poured Silicone Joint Seal for Expansion device details. Concrete shall be hand packed under the joint armor in the backwall.

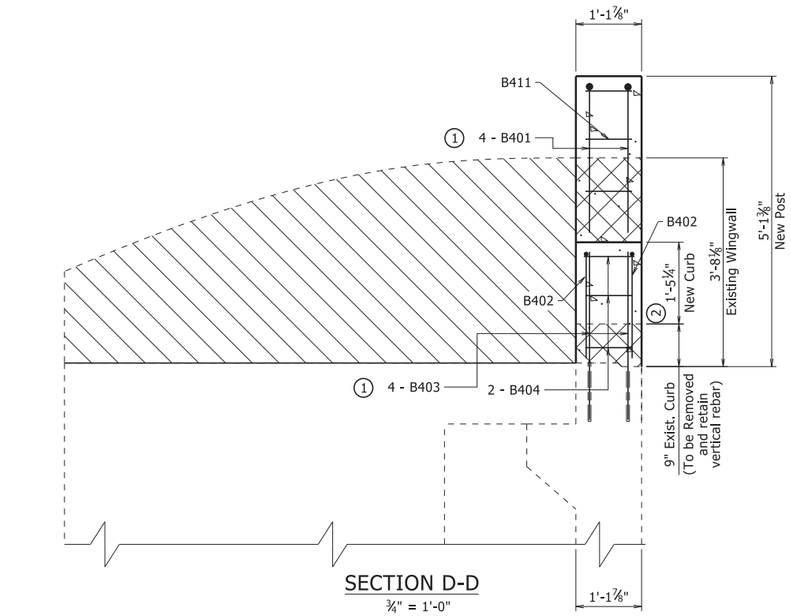
DETAIL I
1½" = 1'-0"



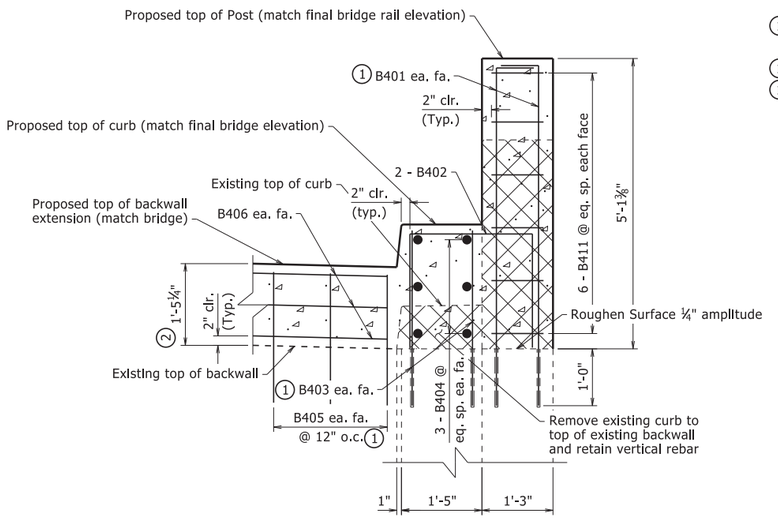
TYP. EXISTING END BENT SECTION
½" = 1'-0"



TYPICAL PLAN OF END BENT WITH NEW POST
⅜" = 1'-0"



SECTION D-D
¾" = 1'-0"

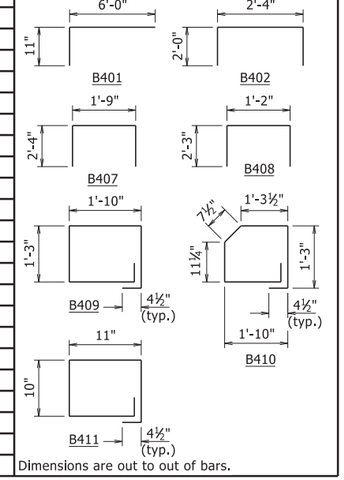


SECTION B-B
¾" = 1'-0"
Wing A is shown,
Wing B Similar

BAR LIST - PER END BENT

	MARK	NO. REQ'D	LENGTH	P.D.
(1)	B401	8	6'-10"	3"
	B402	4	6'-2"	3"
(1)	B403	8	3'-1"	Str.
	B404	12	10"	Str.
(1)	B405	56	2'-4"	Str.
	B406	6	29'-9"	Str.
(1)	B407	12	6'-3"	3"
(1)	B408	16	5'-6"	3"
	B409	6	6'-6"	2"
	B410	2	6'-4"	2"
	B411	12	3'-10"	2"

BENDING DIAGRAMS



Dimensions are out to out of bars.

STATE OF ARKANSAS
January 7 2022 10:03 AM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 2 OF 3
MODIFICATION DETAILS FOR
BRIDGE NO. 03285
HWY. 148 - SO. OF HWY. 61 (S)
MISSISSIPPI COUNTY

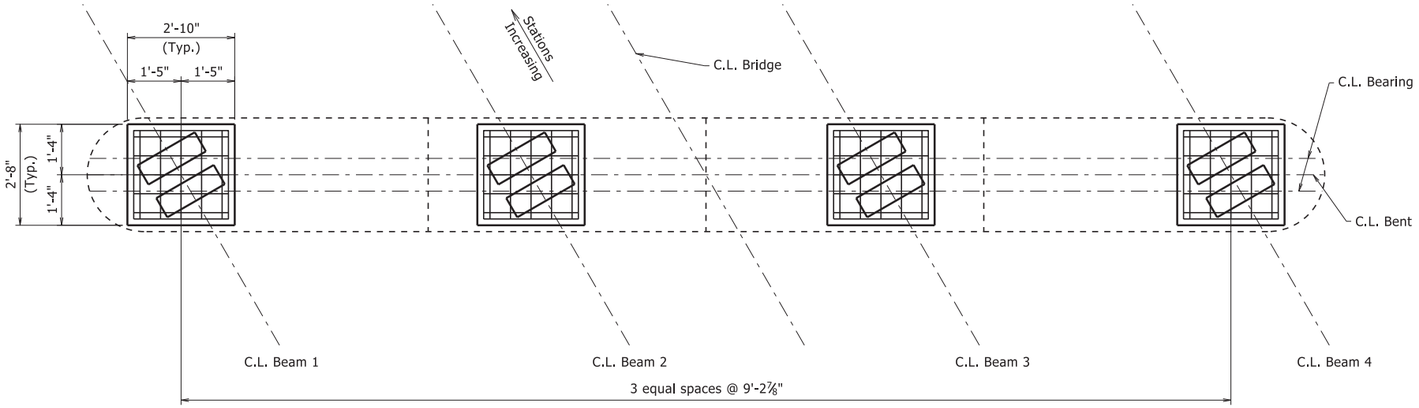
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DPT DATE: 10/7/2020
CHECKED BY: DHP/TMG DATE: 1/7/2022
DESIGNED BY: DPT DATE: 9/2020
FILENAME: b101111x1_m1.dgn
SCALE: As Noted

BRIDGE NO. 03285 DRAWING NO. 64497

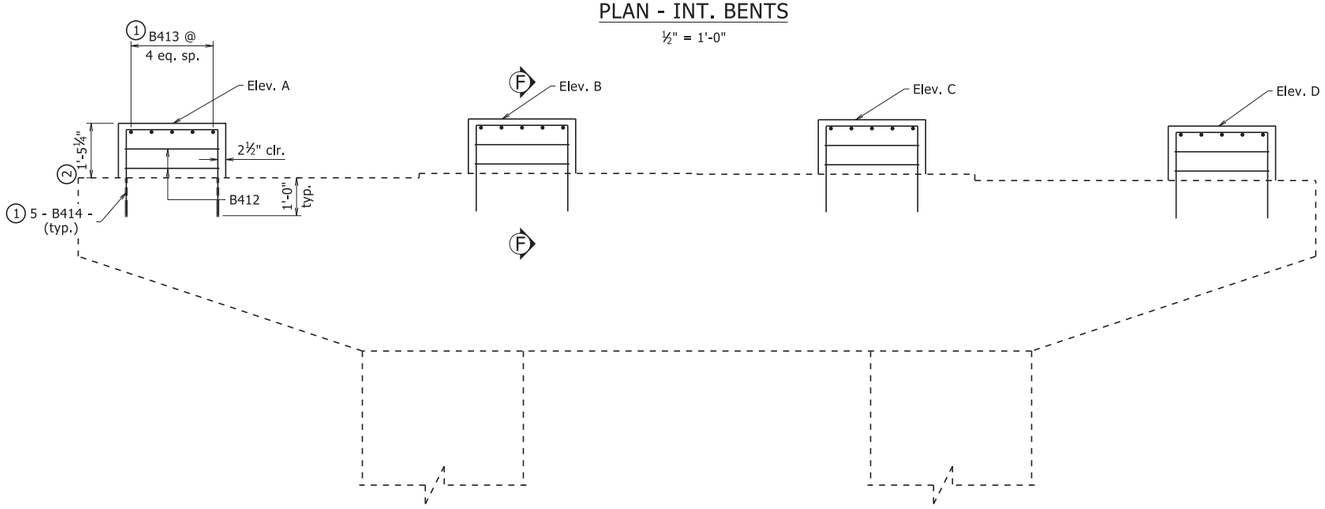
PRINT DATE: 1/7/2022

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101111	48	64
		03285 - MODIFICATION DETAILS - 64498				



PLAN - INT. BENTS

½" = 1'-0"



ELEVATION - INT. BENTS

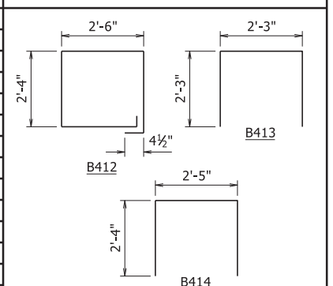
½" = 1'-0"

Looking East

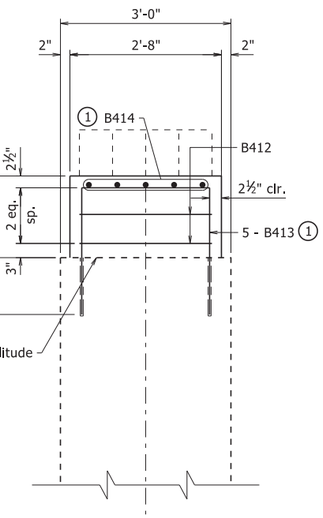
(2) Note:
Existing Superstructure will be raised approximately 1'-5¼" to meet minimum vertical clearance of 16'-0" to low beam over Interstate 55. All dimensions and elevations shall be field verified.

BAR LIST - PER INTERMEDIATE BENT

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
B412	8	10'-0"	2"	
(1) B413	20	6'-7"	3"	
(1) B414	20	6'-11"	3"	



Dimensions are out to out of bars.



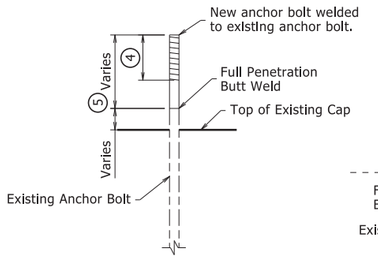
SECTION F-F

¾" = 1'-0"

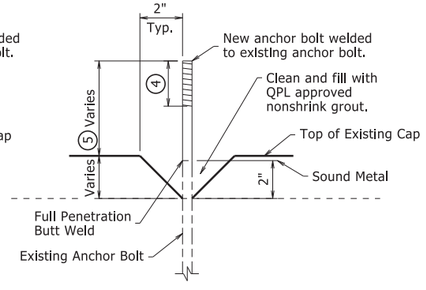
One Intermediate bent shown, all Intermediate bents similar. See "TABLE OF VARIABLES" for bent elevations.

(1) No. 4 bars shall be drilled and grouted into existing concrete using a QPL-approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the Item "Modification of Existing Bridge Structure (Bridge No. 03285)". Care shall be exercised not to damage existing reinforcing during drilling.

(3) Cut off existing anchor bolts below bottom threads and weld new anchor bolts extension. All work and materials necessary to extend the existing anchor bolts will not be paid for directly but will be considered subsidiary to the pay item "Modification of Existing Bridge Structure (Bridge No. 03285)".



TYPICAL



ALTERNATE

(This detail to be used when existing anchor bolt has broken off in the bent cap or threads are located in the bent cap or as directed by the Engineer.)

TABLE OF VARIABLES

BENT	ELEV. A	ELEV. B	ELEV. C	ELEV. D
2	260.72	260.84	260.82	260.65
3	260.87	260.02	260.02	260.87
4	260.65	260.82	260.84	260.72

New elevations for the bridge raise are based on existing bridge plans. The Contractor shall verify the existing elevations and its relationship to the proposed work and make necessary adjustments to maintain minimum clearance for Interstate 55.

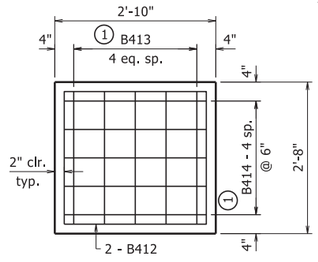
(4) Threads shall extend to a min. of ¼" below the top plate of the existing bearing.

(5) Required Length to be field verified. Bolt extensions shall begin at or below existing bolt threads.

(3) ANCHOR BOLT DETAILS

NO SCALE

Note: For additional information, see SP "Modification of Existing Bridge Structure".



PEDESTAL PLAN

¾" = 1'-0"

STATE OF ARKANSAS
Jan 7 2022 10:03 AM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 3 OF 3
MODIFICATION DETAILS FOR
BRIDGE NO. 03285
HWY. 148 - SO. OF HWY. 61 (S)
MISSISSIPPI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

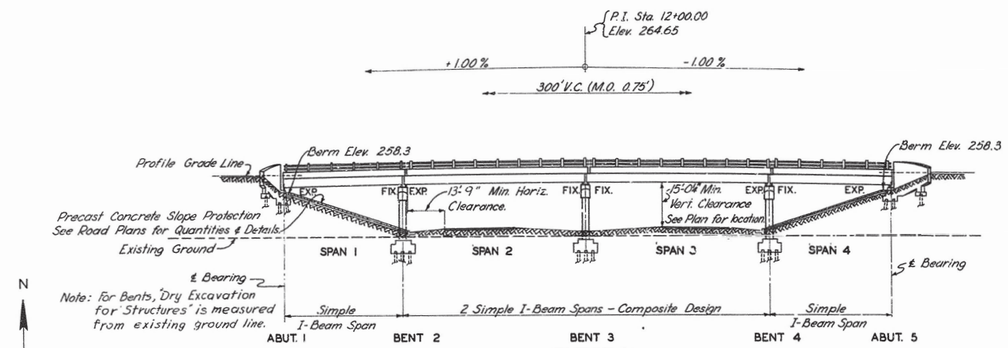
LITTLE ROCK, ARK.

DRAWN BY: DPT DATE: 10/7/2020
CHECKED BY: DHP/TMG DATE: 1/7/2022
DESIGNED BY: DPT DATE: 9/2020
FILENAME: b101111x1_m1.dgn
SCALE: As Noted

BRIDGE NO. 03285 DRAWING NO. 64498

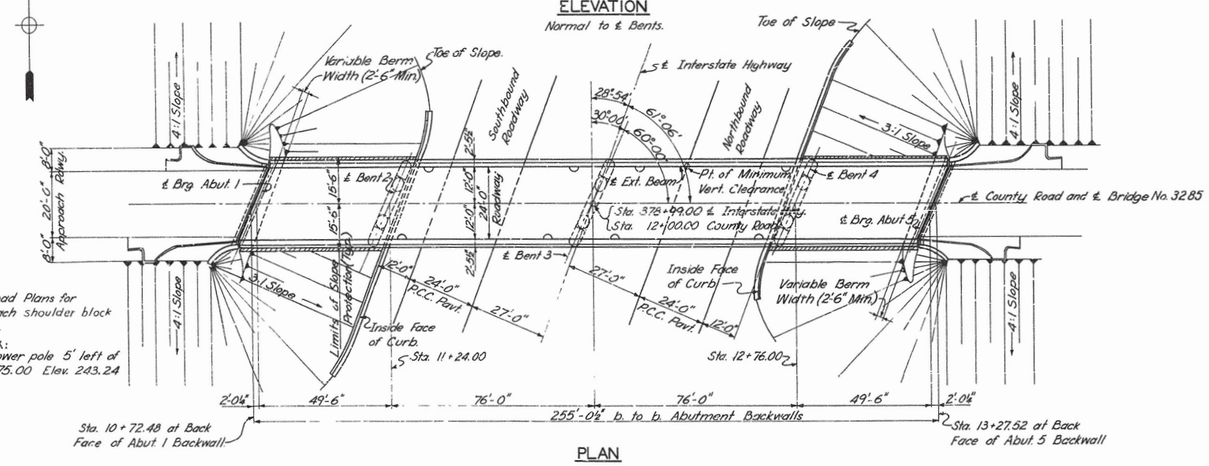
PRINT DATE: 1/7/2022

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-053-1(28)8Fd I-55 (10) 28 Nem		77	282
STATE JOB NO.		10611			



ELEVATION

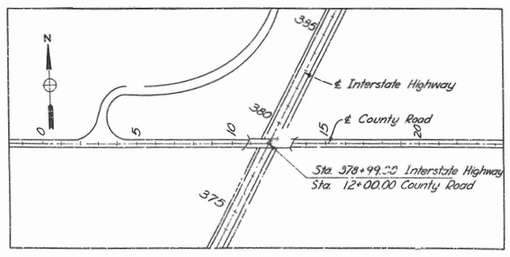
Normal to ℄ Bents.



PLAN

Note: See Road Plans for approach shoulder block details.

BENCH MARK:
Nail in power pole 5' left of Sta. 378+75.00 Elev. 243.24



LOCATION PLAN

INDEX OF DRAWINGS

1 GENERAL PLAN AND ELEVATION
2 TABLE OF QUANTITIES
3 ABUTMENTS 1 AND 5
4 BENTS 2,3 AND 4
5 STEEL FRAMING PLAN AND SECTIONS
6 STEEL DETAILS
7 SLAB DETAILS
8 HANDRAIL, SHOES AND ANCHOR BOLT PLAN
9 BAR LIST
*10 TYPICAL BAR TYPES AND HOOK DIMENSIONS
*11 TYPICAL DETAILS OF SUPPORTS AND SPACERS FOR REINFORCING STEEL

* These sheets not included. Details are same as shown on corresponding sheets for Bridges over Drainage Ditch No. 20 of Sta. 409+20.00

GENERAL NOTES

SPECIFICATIONS: Arkansas State Highway Commission (1940 Standard) and Special Provisions.

DESIGN: In accordance with the A.A.S.H.O Standard Specifications for Highway Bridges, 1953 Edition.
Live Load H20-44.

WELDING: All welding shall be in accordance with the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, 1956 Edition. Qualification of welding operators will be required.

DESIGN UNIT STRESSES:

Concrete (Class "S")	fc = 1200 p.s.i.	(n=10)
(Class "A")	fc = 840 p.s.i.	(n=15)
Reinforcing Steel	fs = 20000 p.s.i.	
Structural Steel	fs = 18,000 p.s.i.	

CONCRETE: All concrete in bent caps, abutments, wing walls and superstructure shall be Class "S" air-entrained. Concrete in bent footings and columns shall be Class "A", air-entrained. All exposed corners of concrete shall be beveled ¾" unless otherwise noted.

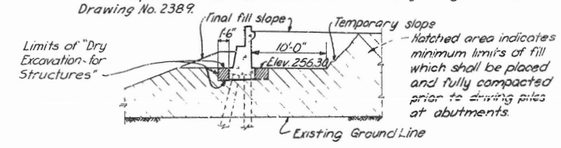
RUBBED FINISH: Exposed surfaces of bents, abutments, wing walls and vertical surfaces of curbs and parapets shall receive a rubbed finish after removal of forms.

REINFORCEMENT: Reinforcing steel shall be intermediate grade. Dimensions to reinforcing steel on drawings are to ℄ of bars, except where the clear distance is noted from the face of concrete. Bars shall be lapped a minimum of 30 diameters at splices unless otherwise shown or noted.

CONSTRUCTION JOINTS: Construction joints shall be made only where shown on the plans.

PILING: For type of piling see details and Special Provisions. Piles shall be driven to a minimum capacity of 28 tons each at bents and 25 tons each at abuts. Minimum penetration into natural ground shall be 20 feet. Test piles shall be driven at locations shown on the plans and loaded in accordance with the Special Provisions except loading tests may be waived by the Engineer if the formulae in the Special Provisions indicate that adequate capacity has been attained. The lengths for ordering standard piles shall be determined by the Engineer from the test piles.

BRIDGE NAME PLATE: One name plate shall be furnished at the location shown on the plans bearing the legend "North Burdette Grade Separation" and showing year of construction. Details shall conform to Type "C" name plate shown on Arkansas State Highway Commission Drawing No. 2389.



FILL AT ABUTMENTS

Note: Limits of fill and "Dry Excavation for Structures" for footings under wing walls are similar.

FOR INFORMATION ONLY

SUBMITTED BY:
REGISTERED PROFESSIONAL ENGINEER
ARKANSAS NO. 629

SVERDRUP & PARCEL AND ASSOC. INC.
ENGINEERS ARCHITECTS
ST LOUIS MO.

NORTH BURDETTE GRADE SEPARATION
AT STA. 378 + 99.00

GENERAL PLAN AND ELEVATION

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION IV

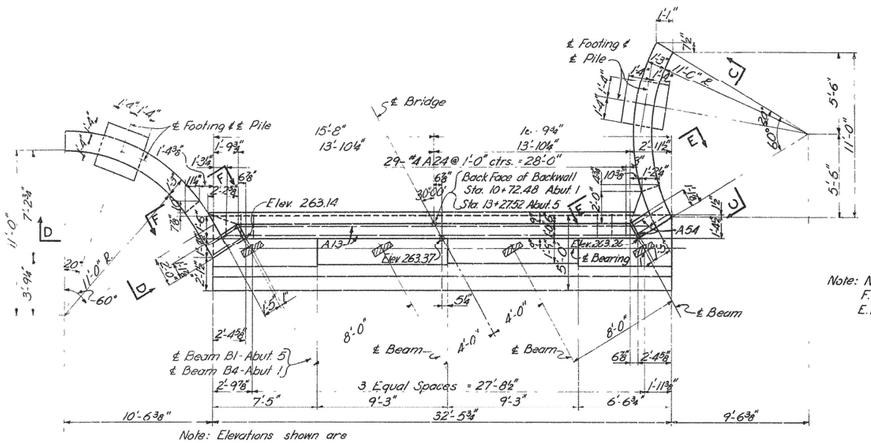
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK ARK.

DRAWN BY G.C. DATE SEPT. 1957 SCALE NOT TO SCALE
TRACED BY A.P.E. DATE OCT. 1957
CHECKED BY A.F.B. DATE OCT. 1957 SHEET 1 OF 11

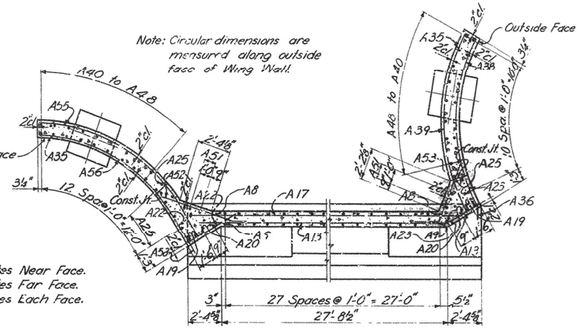
BRIDGE NO. 3285 DRAWING NO. 10365

Note: Do not scale this drawing. Follow dimensions.

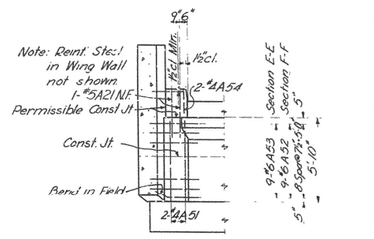
FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-093-1(26) Old F-55-1(16) 82 New		79	282
STATE JOB NO.	10611				



PLAN

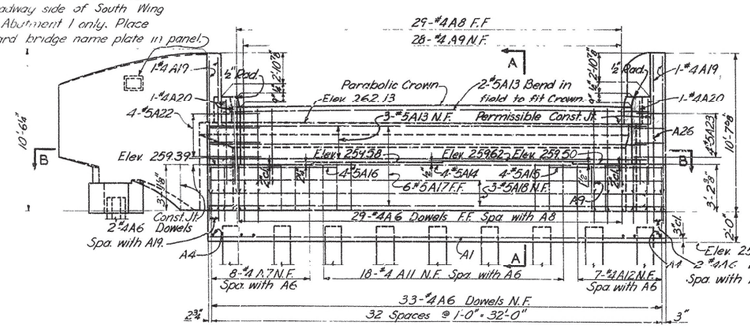


PART SECTION B-B

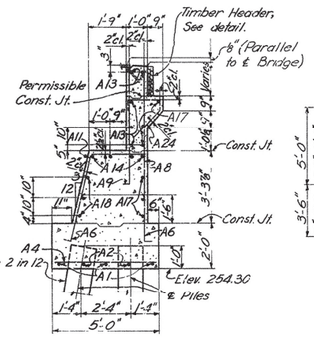


SECTION E-E
Section F-F Opposite hand and similar

Note: Panel 1'-4" x 1'-2" recessed 1" on roadway side of South Wing Wall Abutment 1 only. Place standard bridge name plate in panel.

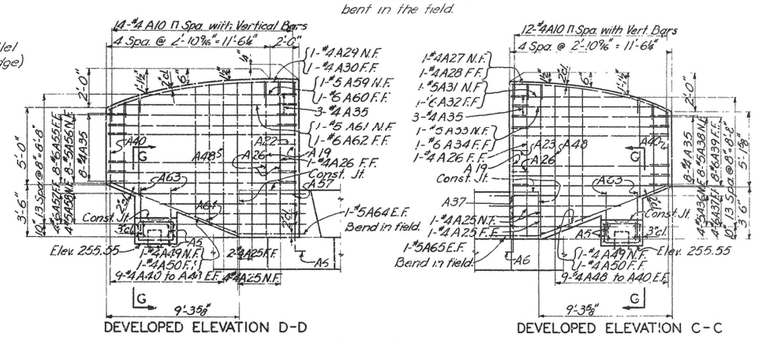


ELEVATION



SECTION A-A

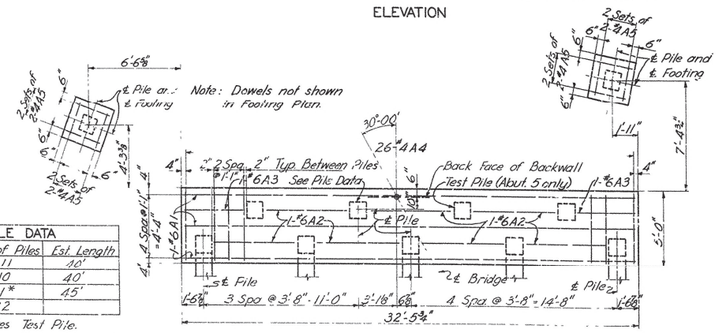
Note: Bars A27, A28, A29, A30, A49 and A50 are to be bent in the field.



DEVELOPED ELEVATION D-D

DEVELOPED ELEVATION C-C

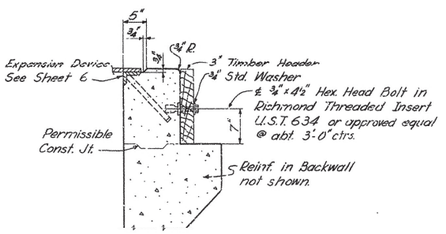
Note: Horizontal dimensions shown are measured along outside face of Wing Wall.



PILE DATA		
Abut	No. of Piles	Est. Length
1	11	40'
5	10	40'
5	1*	45'
Total	22	

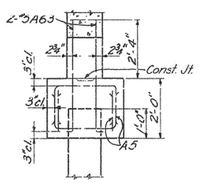
* Indicates Test Pile.
Note: Estimated lengths are based on 14" square precast reinforced concrete piles.

FOOTING PLAN



TOP OF BACKWALL

Note: Timber Header shall remain in place until approach roadway is placed. See Road Plans for permanent joint material. Cost of timber headers shall be included in unit price bid for other items.



SECTION G-G

FOR INFORMATION ONLY

NORTH BURDETTE GRADE SEPARATION
AT STA. 378 + 99.00

ABUTMENTS 1 AND 5

MISSISSIPPI & CRITTENDEN COUNTIES
F A I 55 INTERSTATE HIGHWAY
SECTION IV

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: R. C. H. DATE: SEPT. 1957 SCALE NOT TO SCALE
TRACED BY: K. P. F. DATE: OCT. 1957
CHECKED BY: R. F. B. DATE: OCT. 1957 SHEET 3 OF 11

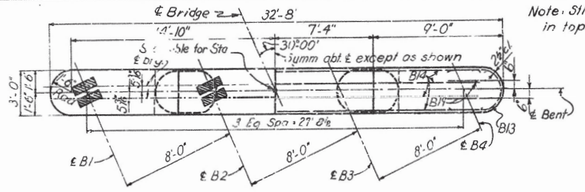
BRIDGE NO. 3285 DRAWING NO. 10387

SVERDRUP & PARCEL, INC.
ENGINEERS - ARCHITECTS
ST. LOUIS, MO.

1343-4
5758095

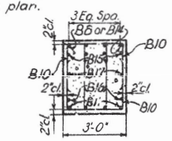
Note: Do not scale this drawing. Follow dimensions.

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-055-1(76)013 I-55-1(84)13 New		80	282
STATE JOB NO.	10611				



TOP PLAN

Note: Stirrups not shown in top plan.

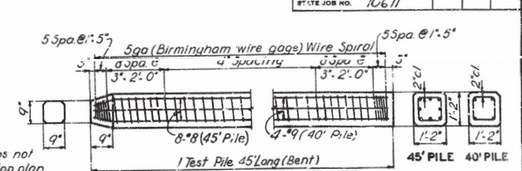


SECTION C-C

Bent	Station
2	11+24.00
3	12+00.00
4	12+76.00

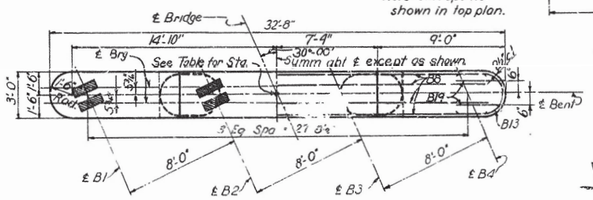
TABLE OF STATIONS

Note: 16" Nominal diameter concrete filled metal shell foundation piles may be used in lieu of the 14" square precast reinforced concrete piles shown. See Arkansas State Highway Commission Drawing No. 2381 A and the Special Provisions.
14" Square precast piles in accordance with Arkansas State Highway Commission Drawing No. 2382 may also be used in lieu of piles shown.

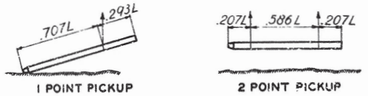


CONCRETE PILE DETAIL

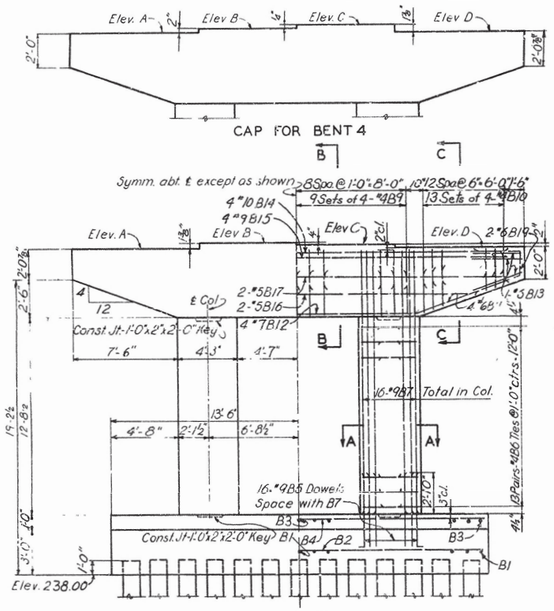
Note: Stirrups not shown in top plan.



TOP PLAN

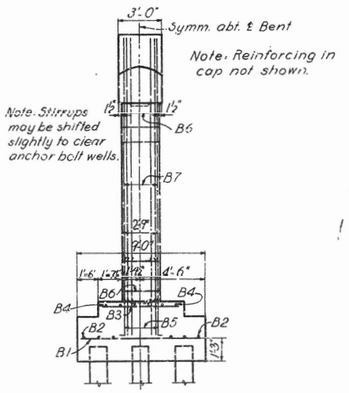


PICKUP POINTS FOR PILES

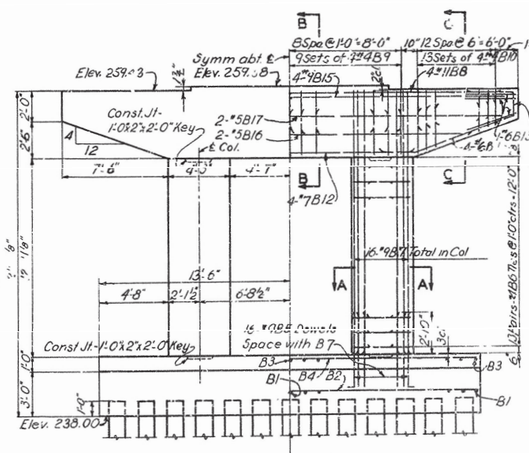


ELEVATION

Note: Bent 2 shown. Bent 4 same except for steps in cap, see detail.



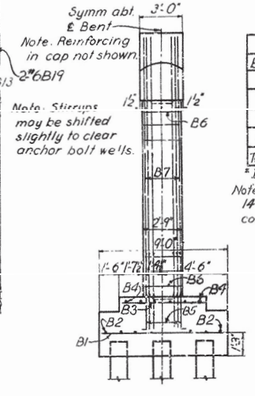
END ELEVATION



ELEVATION

Note: Reinforcing in cap not shown.

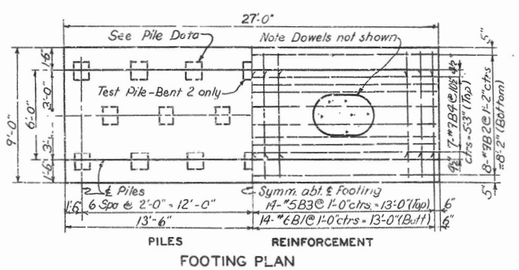
Note: Stirrups may be shifted slightly to clear anchor bolt wells.



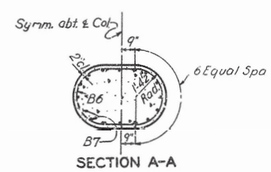
END ELEVATION

PILE DATA		
Bent	No. of Piles	Est. Length
2	19	40'
2	1*	45'
3	20	40'
4	20	40'
Total	60	

*Indicates Test Pile.
Note: Estimated lengths are based on 14" square precast reinforced concrete piles.



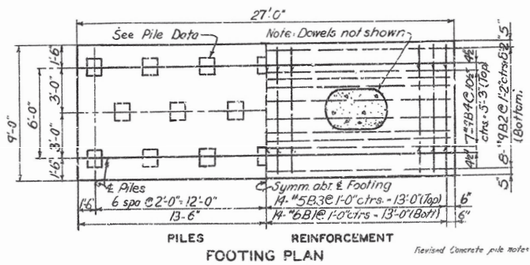
FOOTING PLAN



SECTION A-A

Bent	Elev. A	Elev. B	Elev. C	Elev. D
2	257.78	259.10	259.38	259.41
4	259.71	259.38	259.40	259.28

TOP OF BENT CAP ELEVATIONS



FOOTING PLAN

Revised Concrete pile notes 1-11-65

BENTS 2 AND 4

BENT 3

NOTES
Concrete in Bent Caps to be Class S.
All other concrete in Bents to be Class A.

FOR INFORMATION ONLY
NORTH BURDETTE GRADE SEPARATION
AT STA. 376 + 99.00
BENTS 2, 3 AND 4
MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION 13

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

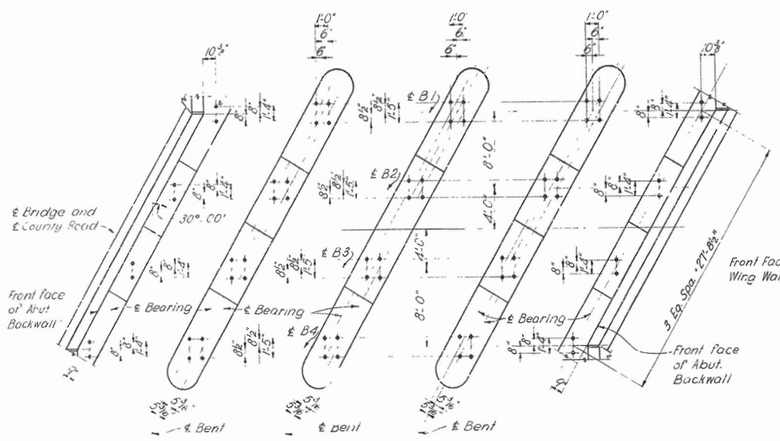
DRAWN BY: G.C. DATE: SEPT. 1937 SCALE: NOT TO SCALE
TRACED BY: J.A.B. DATE: OCT. 1937
CHECKED BY: R.F.B. DATE: OCT. 1937 SHEET 4 OF 11

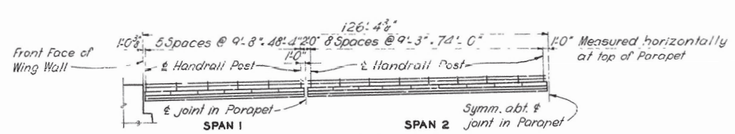
BRIDGE NO. 3085 DRAWING NO. 10368

SVERDRUP & PARCEL INC. ENGINEERS - ARCHITECTS ST. LOUIS, MO.

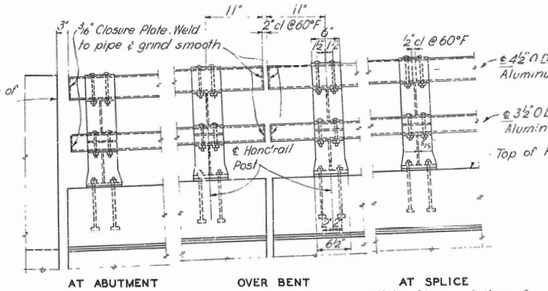
Note: Do not scale this drawing. Follow dimensions.

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-069-1(55)3.8 I-33 (20)12 New		24	282
STATE JOB NO.		10611			



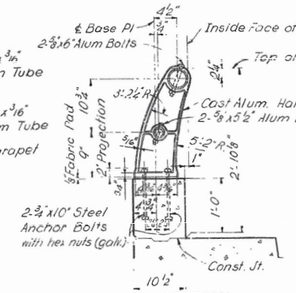


HALF ELEVATION OF HANDRAIL



PART ELEVATION

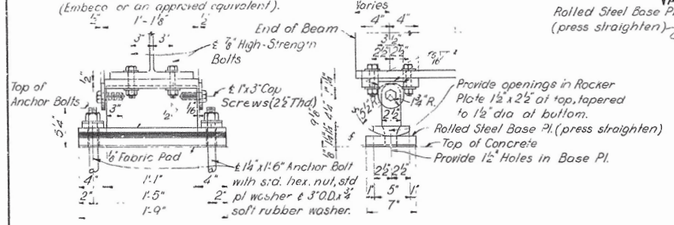
Note: Stagger Splices for upper and lower rails throughout bridge.

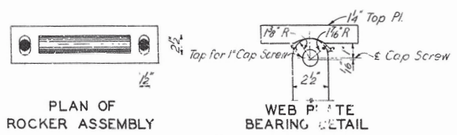


SECTION

ANCHOR BOLT PLAN

Note: Anchor bolts for shoes shall be placed in wells 3" dia. x 1'-6" deep formed in substructure units and located as shown above. After placing anchor bolts, wells shall be completely filled with non-shrink grout containing iron oxide. (Embeco or an approved equivalent).

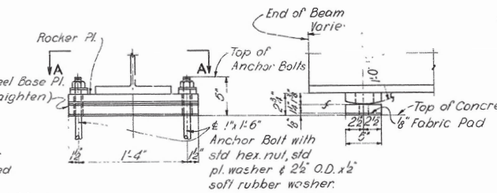


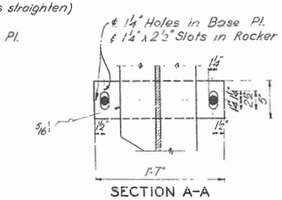


PLAN OF ROCKER ASSEMBLY

WEB PLATE BEARING DETAIL

EXPANSION SHOE ES-1
(8 Required)

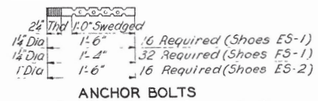




SECTION A-A

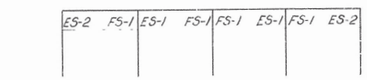
EXPANSION SHOE ES-2
(8 Required)

STANDARD ALUMINUM HANDRAIL



ANCHOR BOLTS

See Shoe Details for required nuts, pl. washers & rubber washers.



SHOE ARRANGEMENT

HANDRAIL NOTES

Aluminum bolts for rail connections shall be furnished with oval heads and hex nuts.

A rail connection utilizing set screws is an acceptable alternate, and may be supplied at the Contractor's option.

Outside surfaces of flanges of cast aluminum posts shall be given a No. 220 grit belt finish, after which, all exposed surfaces of posts shall receive one coat of clear lacquer.

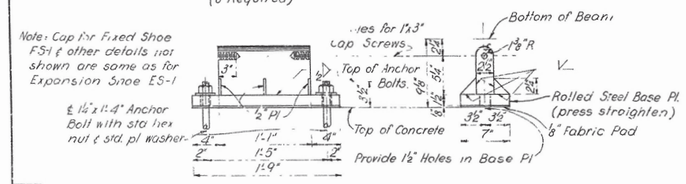
Handrail posts shall be set normal to grade. Aluminum washer shims (max. thickness ⅛") may be used between fabric pads and post bases for adjusting rail alignment. Where more lifting of the post is required, concrete bearing areas shall be ground down.

Fabric pads shall be similar and equal to Fabreeka as manufactured by the Fabreeka Products Co., Inc. and shall be cut to the exact size and shape of the post base with no overlap. Payment for fabric pads shall be considered included in unit price bid for other items.

SHOE NOTES

For shoes ES-1 and FS-1, contact surfaces between 2½" web pls. and rocker or base pls. shall be finished to provide full contact prior to welding.

See Sheet 6 for Structural Steel Notes.



FIXED SHOE FS-1
(16 Required)

FOR INFORMATION ONLY

NORTH BURDETTE GRADE SEPARATION
AT STA. 378 + 99.00

HANDRAIL, SHOES AND ANCHOR BOLT PLAN

MISSISSIPPI & CRITTENDEN COUNTIES
F A I 55 INTERSTATE HIGHWAY
SECTION IV

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY T.P.N. DATE SEPT. 1957 SCALE NOT TO SCALE
TRACED BY F.P.N. DATE SEPT. 1957
CHECKED BY R.F.B. DATE OCT. 1957 SHEET 8 OF 11

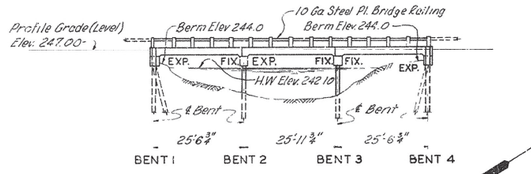
BRIDGE NO. 3285 DRAWING NO. 10372

HARDROP & PARCEL INC. ENGINEERS - ARCHITECTS ST. LOUIS, MO.

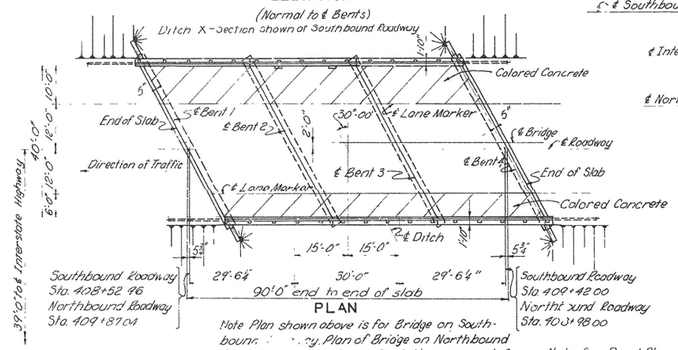
1343-C 5/15/1104

Note: Do not scale this drawing follow dimensions

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	S-795-1(6)3 Old I 55-1(24) 62 New		86	282
STATE JOB NO.		10611			



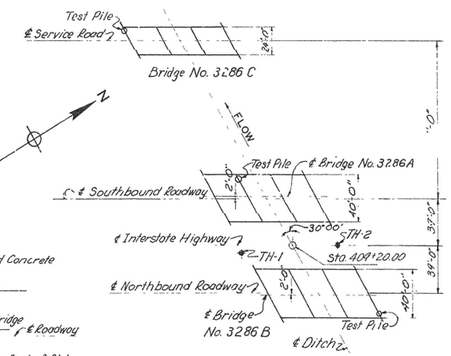
ELEVATION
(Normal to ℄ Bents)



PLAN

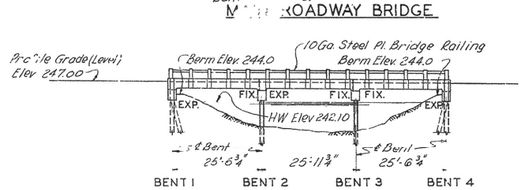
Note: Plan shown above is for Bridge on Southbound Roadway. Plan of Bridge on Northbound Roadway is similar by 180° rotation except for Bents.

ROADWAY BRIDGE

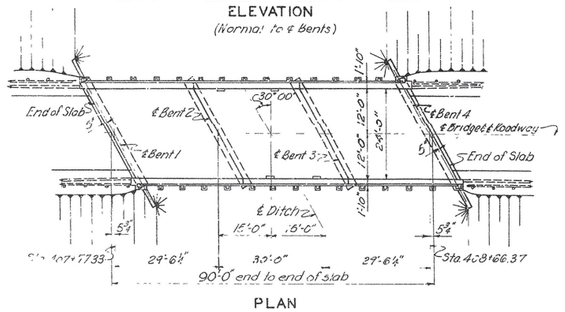


LOCATION PLAN
Note: Stationing is measured along ℄ Interstate Highway.

Note: See Road Plans for details of earthwork at End Bents and for details of Approach Slabs.

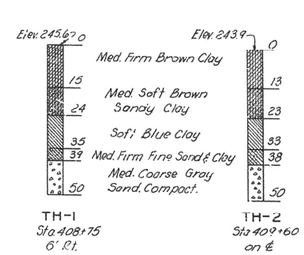


ELEVATION
(Normal to ℄ Bents)

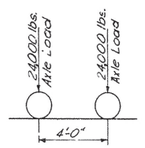


PLAN

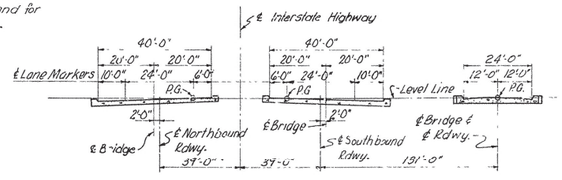
SERVICE ROAD BRIDGE



LOC OF SOUNDINGS



SPECIAL LOADING FOR INTERSTATE HIGHWAY BRIDGES



SECTION THRU BRIDGES

BENCH MARK
Nail in 10" Box Elder, 25' Lt. of Sta. 409+50. Elev. 240.62.

INDEX OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. TABLE OF QUANTITIES
3. PILE BENTS FOR MAIN ROADWAY BRIDGES
4. PILE BENTS FOR SERVICE ROAD BRIDGE
5. SLAB DETAILS – MAIN ROADWAY BRIDGES
6. SLAB DETAILS – SERVICE ROAD BRIDGE
7. BAR LIST
8. BRIDGE RAILING DETAILS
9. TYPICAL BAR TYPES AND HOOK DIMENSIONS
10. TYPICAL DETAILS OF SUPPORTS AND SPACERS FOR REINFORCING STEEL

GENERAL NOTES

SPECIFICATIONS: Arkansas State Highway Commission (1940 Standard) and Special Provisions.

DESIGN: In accordance with the A.A.S.H.O. Standard Specifications for Highway Bridges, 1953 Edition.
Moment distributed between slab and curb in accordance with University of Illinois Experiment Station Bulletin No. 346.

DESIGN LOADING: H20-S16-44 and 1954 Special Loading for Interstate Roadways, (See diagram); H20-44 for Service Road.

DESIGN UNIT STRESSES: Concrete f_c = 1,200 p.s.i. (n = 10)
Reinforcing Steel f_s = 20,000 p.s.i. (Intermediate Grade)

CONCRETE: All concrete shall be Class "S" air entrained.

REINFORCEMENT: All dimensions to reinforcing steel on detail drawings are to ℄ of bars, except where the clear distance is noted from the face of concrete. All reinforcing steel shall be lapped a minimum of 30 diameters unless otherwise shown or noted.

COLORED CONCRETE SHOULDERS: Concrete surfaces within shoulder limits on Main Roadway Bridges shall be colored black with an approved crystalline pigment. See Special Provisions.

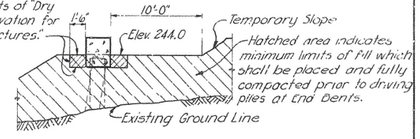
BEVELED EDGES: All exposed edges of concrete shall be beveled ¾" unless otherwise shown or noted.

CONSTRUCTION JOINTS: Construction joints shall be made only where shown on the plans.

PILING: All piles shall be 16" octagonal precast concrete and shall be driven to a minimum bearing value of 32 tons each.
One test pile shall be driven for each of the bridges at locations shown or as directed by the Engineer and loaded in accordance with the Special Provisions except as specified in Note "A" on this sheet. From the tests the necessary length of the remaining piles shall be determined. Minimum penetration into natural ground for all piles shall be 20'.

FILLED JOINT: Where filled joints are shown on the plans, the joint filler shall conform to the requirements of A.A.S.H.O. Specification M 153, Type III.

JOINT SEAL: Material for joint seal shall conform to the Special Provision for Joint Seal in Concrete Pavements except seal for vertical face of curb joints shall be black Vertiseal as manufactured by Servicised Products Corp., Chicago, Illinois, or equal.



FILL AT END BENTS
Note: Applies only where existing ground is below berm.

DRAINAGE DATA

Drainage Area	9 Sq. Mi.
Runoff Coefficient	0.3
Required Waterway (Talbot)	198 Sq. Ft.
Effective Opening (H.W. Elev. 242.10)	363 Sq. Ft.

Note "A": Loading tests for test piles may be waived by the Engineer if the formulae of the Special Provisions indicate that adequate bearing capacity has been attained.

SUBMITTED BY:
REGISTERED PROFESSIONAL ENGINEER
ARKANSAS NO. 629

BY: RORUP & PARGEL, INC.
ENGINEERS - ARCHITECTS
ST. LOUIS MO.

Note: Do not scale this drawing. Follow dimensions.

FOR INFORMATION ONLY
BRIDGES OVER DRAINAGE DITCH NO. 20
AT STA. 409+20.00
GENERAL PLAN AND ELEVATION

MISSISSIPPI & CRITTENDEN COUNTIES
F A I 55 INTERSTATE HIGHWAY
SECTION IV
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: R.C.H. DATE: OCT. 1957 SCALE: NOT TO SCALE
TRACED BY: F.L.G. DATE: OCT. 1957
CHECKED BY: R.E.S. DATE: OCT. 1957 SHEET 1 OF 10

BRIDGE NO. 3286 A, B, & C DRAWING NO. 10374

1243-4
3753/1186

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-049-1(16)0 16 F-62-1(16) ES New		90	282
STATE JOB NO.	10611				

Railing Post Spacing
Floor Drain Spacing
48-#4 S10 @ 8" ctrs = 31'-4"
45-#4 S10 @ 8" ctrs = 29'-4"
℄ Filled Joint
1-#S6 Bott.
1-#S5 Top
1-#S3 Top
1-#S3 Bott.
2" Key
16-#S3 @ 1'-6" ctrs = 22'-6" Top
49-#S3 @ 6" ctrs = 24'-0" Bott
1-#S3 Haunch
℄ Bridge
℄ Bent & ℄ Filled Joint
30°00'
End of Slab
27-#S11 Space with S7
27-#S3 Top
94-#S9 Bott
27-#S12 Space with S7
2-#S3
1-#S3 Haunch
27-#S12 Space with S7
27-#S7 Top
94-#S9 Bott
2-#S3
1-#S3 Haunch
27-#S12 Space with S7
Note: Floor Drains occur at low gutter only.
Note: Shift bars S3 & S10 as required to clear Floor Drains.
4 Spaces @ 6'-3" = 25'-0"
30'-0"
END SPAN
Note: Slab at opposite end of bridge similar.
INTERMEDIATE SPAN

PLAN

43'-8"
40'-0" (Slope 0.01' per ft)
6'-0"
10'-0"
26 Spaces @ 1'-6" = 39'-0"
℄ Lane Marker
Profile Grade
Const. Jt.
½" Rod.
S10
S3
S5 or S14
S6
S13
½" Joint Filler
95 Spaces @ 5" = 39'-7"
PART CROSS SECTION

℄ ¾"x4½" hex head bolt in Richmond Threaded Insert UST 634 or equal @ abt. 5'-0" ctrs.
3" Timber Header
¾" Rod.
End of Slab
Normal to Bent
2 Layers of 30# Roll Roofing (Continuous)
EXPANSION
FIXED
℄ Bent
AT END BENT
AT INTERMEDIATE BENT

Note: 3" Timber Header shall remain in place to protect bridge slab until approach slab is placed. Permanent joint material by others. See Road Plans.

Note: Bearing details are typical for roadway portion of the slab only. Bearing details of curb similar except for keys.

℄ Bent & ℄ ½" Filled Joint
℄ Bent & ℄ ¼" Filled Joint
Joint Seal
Joint Filler
¾" Rad.
4" Bent 3
½" Rad.
FILLED JOINT

BEARING DETAILS

1½" 10 5/8" @ 3¼"
Bridge Railing
3" std. pipe sleeve for special ⅝" bolt
4 Spaces @ 8" = 2'-8"
3" x 3" x ¼" Steel
1-#S2 U
SECTION A-A
SECTION C-C

Note: Railing beyond end post by others. See Road Plans.
4 Special ⅝" bolts and nuts (galvanized)
Lap in direction of traffic
℄ Post & ¾" std. pipe sleeve
Steel Plate Bridge Railing (10 Gauge)
AT END POST (Type 'B')
SPLICE
PART ELEVATION

BRIDGE RAILING DETAILS

Note: See Sheet 6 for cross section and additional details of bridge railing.

7" 1½" 11½"
Gutter Line
Form recess with wooden block
½" V drip
7" 7" 7"
8"
FLOOR DRAINS

Round with small radius edger
Joint Seal
I ANF MARKER
Note: Provide lane markers only at roadway edge of colored shoulder areas. See Sheet 1.

Butt of Slab
Top of Bent
Joint Filler 3"x½"
HAUNCH DETAIL
Typical for all Bents

NOTES

Cost of furnishing and placing joint seal, joint filler, timber headers, pipe sleeves and inserts for bolts shall be included in the unit price bid for "Class S Concrete for Bridges."

The Contractor shall provide a mid-span camber for initial dead load deflection of ½".

Note: Do not scale this drawing. Follow dimensions.

1363-4
S70.1229

FOR INFORMATION ONLY

BRIDGES OVER DRAINAGE DITCH NO. 20
AT STA. 409 + 20.00

SLAB DETAILS - MAIN ROADWAY BRIDGES

MISSISSIPPI & CRITTENDEN COUNTIES

F A I 55 INTERSTATE HIGHWAY

SECTION IV

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY R.J.S. DATE OCT. 1957 SCALE NOT TO SCALE
TRACED BY L.A.R. DATE OCT. 1957
DES DATE OCT. 1957 SHEET 5 OF 10

ENGINEERS - ARCHITECTS
ST. LOUIS, MO.

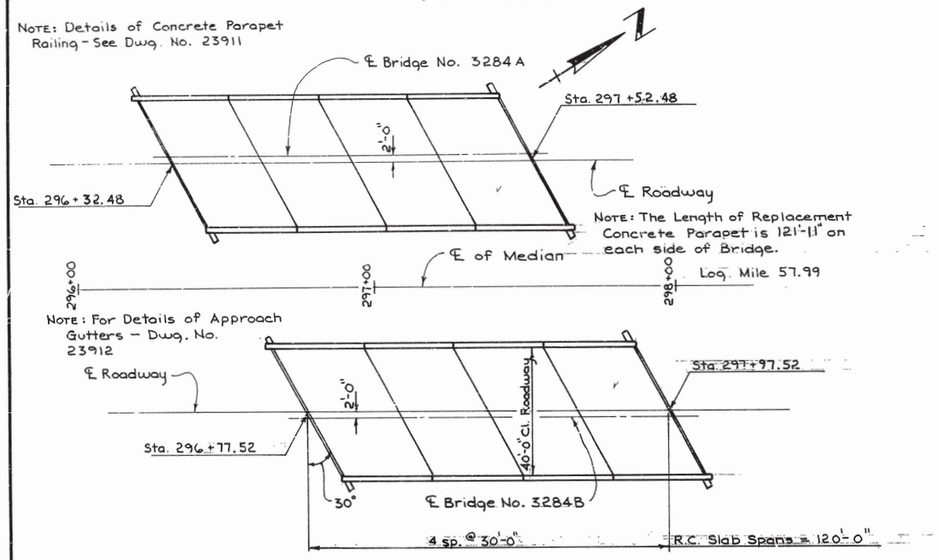
BRIDGE NO. 3286 A&B DRAWING NO. 10378

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-55-1(81)28		
				JOB NO.		10911	59	135
						Layout 23909		

NOTE: All Details shown for Bridge No. 3284B are typical for Bridge No. 3284A

NOTE: Plate Guard Railing (Existing) to be replaced by a Proposed 1'-10" Concrete Parapet

NOTE: Details of Concrete Parapet Railing - See Dwg. No. 23911



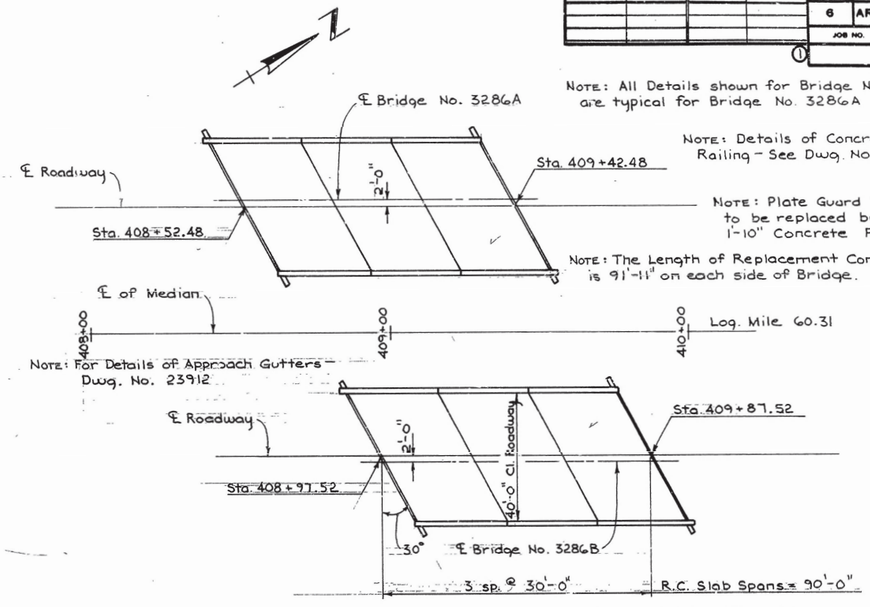
DRAINAGE DITCH NO. 6 AT STA. 297+15.00 (BRIDGE NOS. 3284A & 3284B)

NOTE: All Details shown for Bridge No. 3286B are typical for Bridge No. 3286A

NOTE: Details of Concrete Parapet Railing - See Dwg. No. 23911

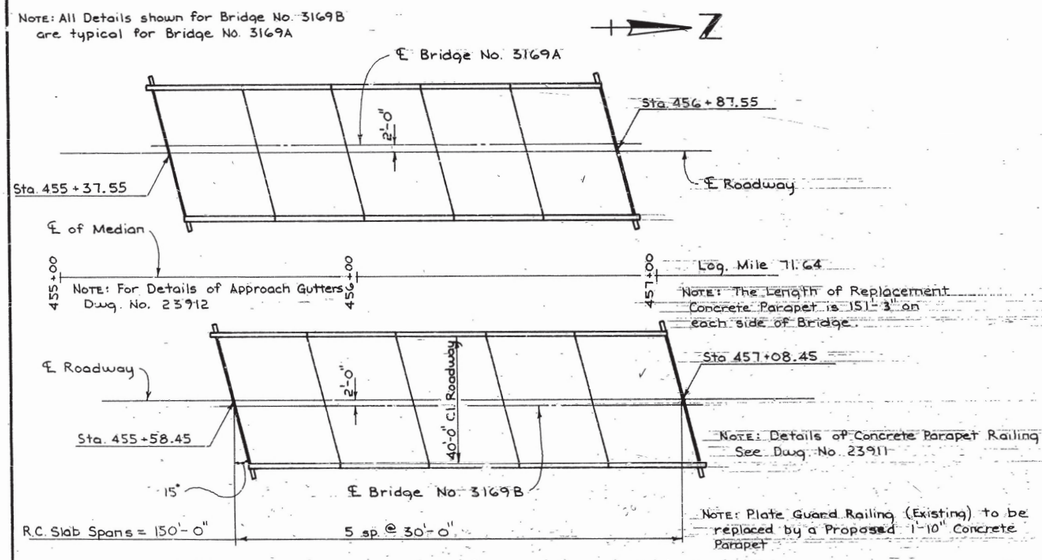
NOTE: Plate Guard Railing (Existing) to be replaced by a Proposed 1'-10" Concrete Parapet

NOTE: The Length of Replacement Concrete Parapet is 91'-11" on each side of Bridge.



DRAINAGE DITCH NO. 20 AT STA. 409+20.00 (BRIDGE NOS. 3286A & 3286B)

NOTE: All Details shown for Bridge No. 3169B are typical for Bridge No. 3169A



PEMISCOT BAYOU AT STA. 456+23.00 (BRIDGE NOS. 3169A & 3169B)

GENERAL NOTES

ALL CONCRETE SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

THE WORK CONTEMPLATED CONSISTS OF REPLACEMENT OF GURB AND RAILING OF THE EXISTING BRIDGES ON BOTH SIDES OF THE ROADWAY. FOR REQUIREMENTS IN CONDUCTING THE WORK, SEE JOB SPECIAL PROVISIONS "REMODELING EXISTING BRIDGE STRUCTURES."

ALL DIMENSIONS RELATING TO EXISTING BRIDGE ARE TO BE VERIFIED IN THE FIELD AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING WORK TO EXISTING STRUCTURES.

PLANS OF THE EXISTING STRUCTURES WILL BE MADE AVAILABLE TO THE CONTRACTOR UPON REQUEST.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1978, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1977 WITH INTERIM SPECIFICATIONS.

LIVE LOADING: RAIL LOAD AS PER AASHTO

UNIT STRESSES: f'_c = COMPRESSIVE STRENGTH OF CLASS S(AE) CONCRETE 3500 PSI
f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

METHOD OF DESIGN: LOAD FACTOR

FOR DETAILS OF REPLACING CONCRETE PARAPETS, SEE DWG. NO. 23911
FOR DETAILS OF REMODELING APPROACH GUTTERS, SEE DWG. NO. 23912
FOR GUARDRAIL DETAILS, SEE ROADWAY PLANS.

FOR INFORMATION ONLY
LAYOUT OF BRIDGES OVER
DRAINAGE DITCH NO. 6 AT STA. 297+15.00
DRAINAGE DITCH NO. 20 AT STA. 409+20.00
PEMISCOT BAYOU AT STA. 456+23.00
CRITTENDEN CO. LINE -
MO. STATE LINE (SAFETY)
MISSISSIPPI COUNTY
ROUTE I-55 SEC. 12

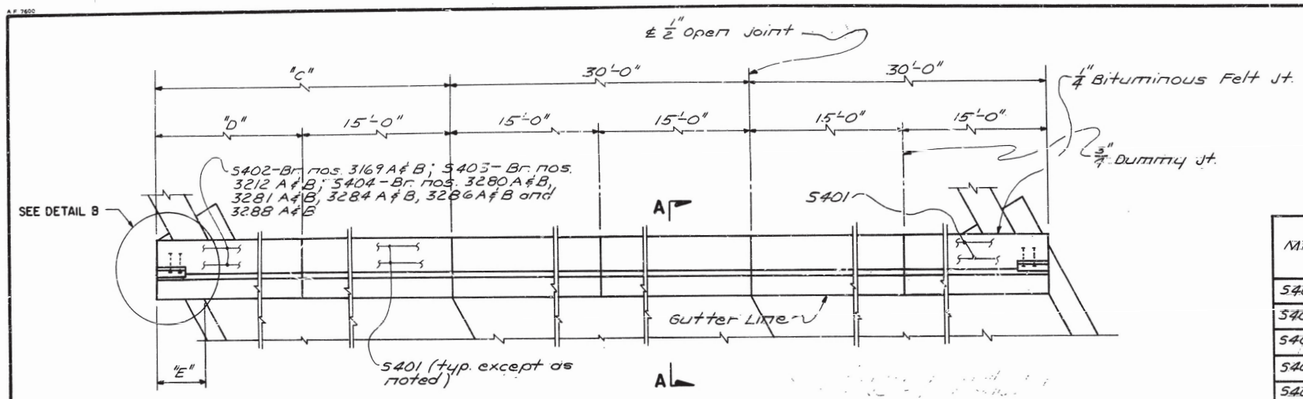
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DESIGN BY: TEB DATE: 6-4-80
CHECKED BY: DTH DATE: 6-6-80
SUPERVISED BY: DTH DATE:
SCALE: 1" = 20'-0"

BRIDGE ENGINEER
BR. NO. 3284 A & B, 3286 A & B & 3169 A & B

DRAWING NO. 23909

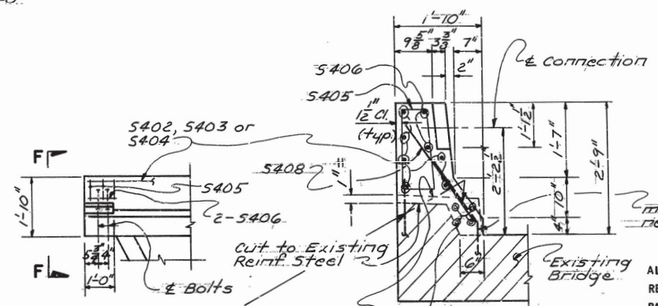
DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-55-1(81)28		
				JOB NO.		10911	61	135
				①		RAIL DTL'S 23911		



PLAN - CONCRETE PARAPET RAILING
(TYP. FOR ALL BRIDGES)
Scale: 1/2"=1'-0"

TABLE OF VARIABLES

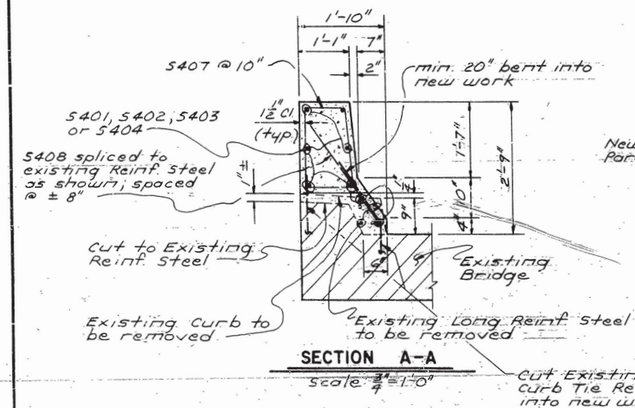
Bridge No.	"C"	"D"	"E"
3169 A & B	31'-3"	16'-3"	1'-3"
3212 A & B	31'-8"	16'-8"	1'-8"
3280 A & B	31'-11"	16'-11"	1'-11"
3281 A & B	31'-11"	16'-11"	1'-11"
3284 A & B	31'-11"	16'-11"	1'-11"
3286 A & B	31'-11"	16'-11"	1'-11"
3288 A & B	31'-11"	16'-11"	1'-11"



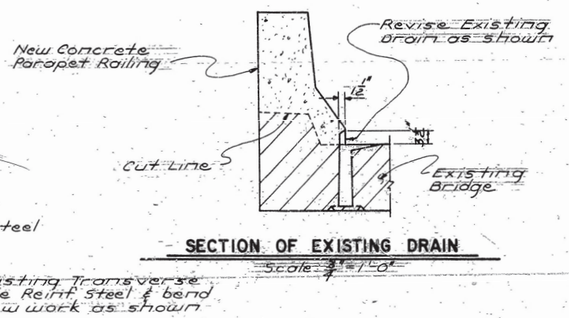
DETAIL B
Scale: 1/2"=1'-0"

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

Note: Bolts for Turnout Post shall be 3/4"x8" A325 Galvanized Bolts with 1 3/4" threaded (non pay item subsidiary to other items) See dwg. GR-BA for Guard Rail Conn. details.



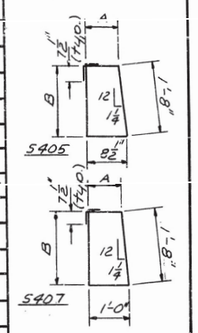
SECTION A-A
Scale: 3/4"=1'-0"



SECTION OF EXISTING DRAIN
Scale: 3/4"=1'-0"

BAR LIST PER BRIDGE

MK.	No. Req'd Br. No. 3169 A&B	No. Req'd Br. No. 3212 A&B	No. Req'd Br. No. 3280 A&B	No. Req'd Br. No. 3281 A&B	No. Req'd Br. No. 3284 A&B	No. Req'd Br. No. 3286 A&B	No. Req'd Br. No. 3288 A&B	Length	A	B	Pin Dia.	Bending Diagrams
5401	288	224	160	288	224	160	224	14'-8"			str.	
5402	32							15'-11"			str.	
5403		32						16'-4"			str.	
5404			32	32	32	32	32	16'-7"			str.	
5405	24	24	24	24	24	24	24	5'-5"	6 1/2"	1'-8"	2"	
5406	16	16	16	16	16	16	16	1'-0"			str.	
5407	752	600	452	756	604	452	604	6'-0"	10"	1'-8"	2"	
5408	908	732	552	912	732	552	732	2'-7"			str.	



Dimensions are out to out of bars.

GENERAL NOTES

ALL CONCRETE TO BE CLASS S(AE). ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REINFORCING STEEL TO BE ASTM A615 OR A617, GRADE 60.

BAR SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL."

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION EDITION OF 1978, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1977 EDITION WITH INTERIM SPECIFICATIONS.

DESIGN LIVE LOADING: RAILROAD AS PER AASHTO

UNIT STRESSES: COMPRESSIVE STRENGTH OF CLASS S(AE) CONCRETE = 3500 PSI
YIELD STRENGTH OF REINFORCEMENT = 60,000 PSI

LOAD FACTOR USED FOR DESIGN.

THE WORK CONTEMPLATED CONSISTS OF REPLACEMENT OF CURB & RAILING ON THE EXISTING BRIDGES ON BOTH SIDES OF THE ROADWAY. FOR REQUIREMENTS IN CONDUCTING THE WORK, SEE JOB SPECIAL PROVISION "REMODELING EXISTING BRIDGE STRUCTURES."

ALL DIMENSIONS RELATING TO EXISTING BRIDGE ARE TO BE VERIFIED IN THE FIELD AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE NEW WORK TO THE EXISTING STRUCTURE.

PLACE TYPE C BRIDGE NAME PLATE ON RIGHT PARAPET TURNOUT POST AT BEGINNING OF EACH BRIDGE.

AT INT. BENTS, THAT ARE FIX-EXPANSION, PLACE 1/2" PREFORMED JOINT (AASHTO M 153, TYPE III) IN THE JOINT OF THE CONCRETE PARAPET RAILING FOR THE FIRST 9" ABOVE TOP OF SLAB.

WHEN NECESSARY CUT NEW REINFORCING STEEL TO FIT INTO NEW CONSTRUCTION. REMOVE EXISTING CONCRETE TO CUT LINE, STRIP, CLEAN, RETAIN & BEND EXISTING REINFORCING STEEL INTO NEW CONSTRUCTION AS SHOWN.

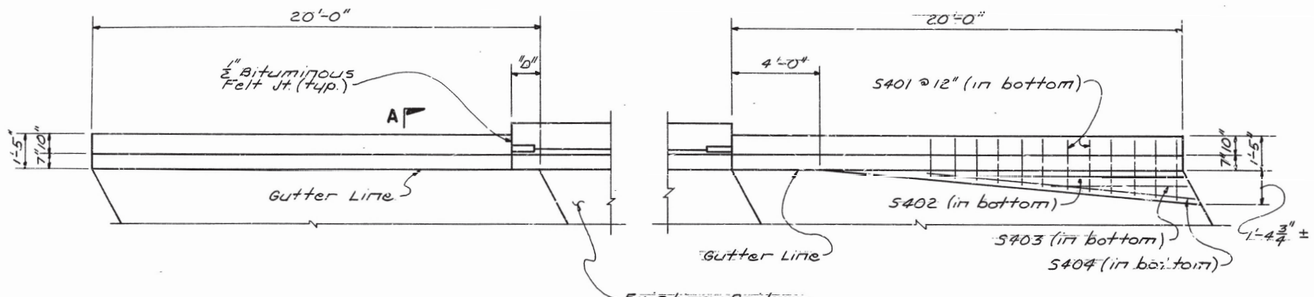
FOR INFORMATION ONLY

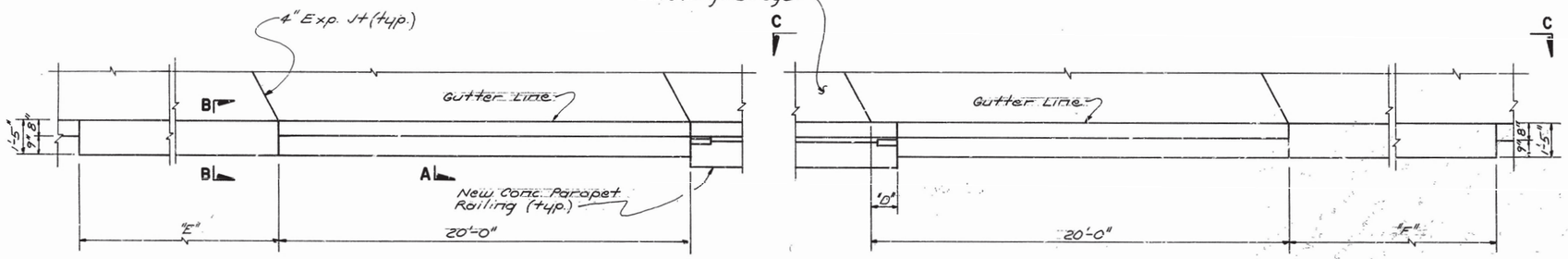
DETAILS OF
CONCRETE PARAPET RAILING
CRITTENDEN CO. LINE—
MO. STATE LINE (SAFETY)
MISSISSIPPI COUNTY
ROUTE I-55 SEC. 12
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JPS DATE: 6-23-80
CHECKED BY: RD DATE: 7-1-80 SCALE: as noted
ENGINEER BY: DATE:

BR. NO. 3169A&B, 3212A&B, 3280A&B, 3281A&B, 3284A&B & 3288A&B DWG. NO. 23911

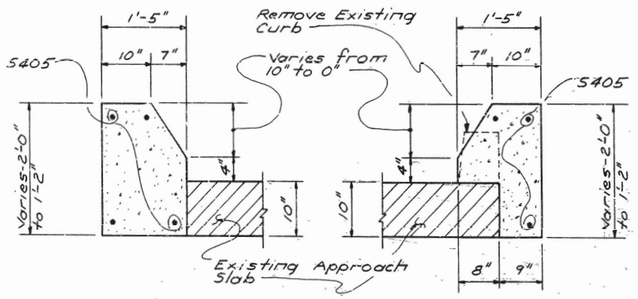
DATE REVISED	DATE PLOTTED	DATE REVISED	DATE PLOTTED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-55-1(81)28		
				JOB NO.		10911	62	135
				GUTTER DTL'S 23912				





BAR LIST PER BRIDGE

MK.	No. Req'd.	Length
5401	12	2'-6"
5402	1	10'-6"
5403	1	6'-0"
5404	1	12'-0"
5405	14	19'-8"



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

PLAN - APPROACH GUTTERS
Scale: 3/8"=1'-0"

TABLE OF VARIABLES

Bridge No.	"D"	"E"	"F"
3169 A & B	1'-3"	25'-8 5/8"	20'-3 7/8"
3212 A & B	1'-8"	27'-8 5/8"	18'-3 5/8"
3280 A & B	1'-11"	28'-9 1/4"	17'-2 3/4"
3281 A & B	1'-11"	28'-9 1/4"	17'-2 3/4"
3284 A & B	1'-11"	28'-9 1/4"	17'-2 3/4"
3286 A & B	1'-11"	28'-9 1/4"	17'-2 3/4"
3288 A & B	1'-11"	28'-9 1/4"	17'-2 3/4"

GENERAL NOTES

CONCRETE IN APPROACH SLABS TO BE CLASS "A" OR "S" OR PAVEMENT MIXTURE. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REINFORCING STEEL TO BE ASTM A615 OR A617, GRADE 60.

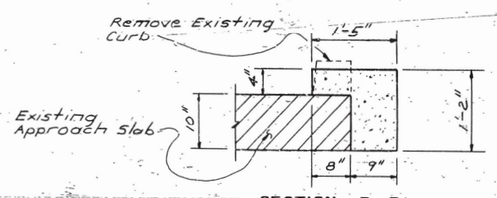
BAR SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL."

FOR DETAILS OF POSTS, GUARD RAIL AND ATTACHMENT OF GUARD RAIL TO POSTS, SEE JOB DETAILS PERTAINING TO THESE ITEMS.

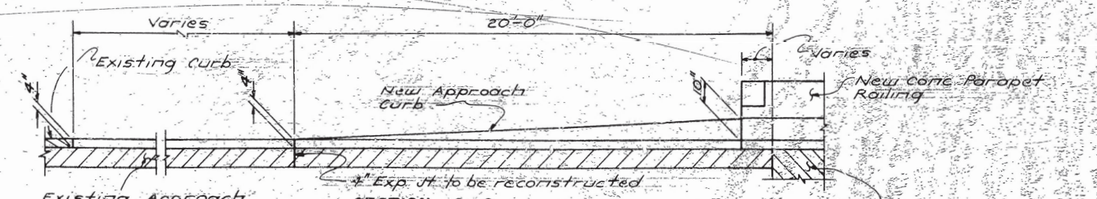
ALL REINFORCING STEEL SHALL BE CUT TO FIT IN FIELD AS REQUIRED. ALL DIMENSIONS RELATING TO EXISTING SLABS ARE TO BE VERIFIED IN THE FIELD AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE NEW WORK TO THE EXISTING STRUCTURE.

REMODELING OF CURBS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH FOR "REMODELING EXICTING APPROACH CUTTERS." REFER TO SPECIAL PROVISION FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT.

THE CONTRACTOR SHALL RECONSTRUCT THE ENTIRE LENGTH OF ALL EXISTING TRANSVERSE EXPANSION JOINTS. THE EXISTING JOINT MATERIAL SHALL BE COMPLETELY REMOVED AND NEW JOINT MATERIAL AS PER SUBSECTION 501.03(00) PLACED WITHIN 1" OF PAVEMENT SURFACE. THE TOP 1" SHALL THEN BE FILLED WITH A HOT POUR JOINT SEAL COMPLYING WITH SUBSECTION 501.03(00(2). RECONSTRUCTING EXISTING JOINTS WILL NOT BE MEASURED OR PAID FOR AS A SEPARATE ITEM BUT WILL BE CONSIDERED AS SUBSIDIARY TO THE ITEM "REMODELING EXISTING APPROACH GUTTERS."



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



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

FOR INFORMATION ONLY

DETAILS OF
APPROACH CUTTERS
CRITTENDEN CO. LINE-
MO. STATE LINE (SAFETY)
MISSISSIPPI COUNTY
ROUTE I-55 SEC. 12
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JAS DATE: 6-27-80 SCALE: as noted
CHECKED BY: EDW DATE: 7-1-80
DESIGNED BY: DATE:

BR. NO. 3169A&B, 3212A&B, 3280A&B, 3281A&B, 3284A&B, 3286A&B & 3288A&B DWG. NO. 23912

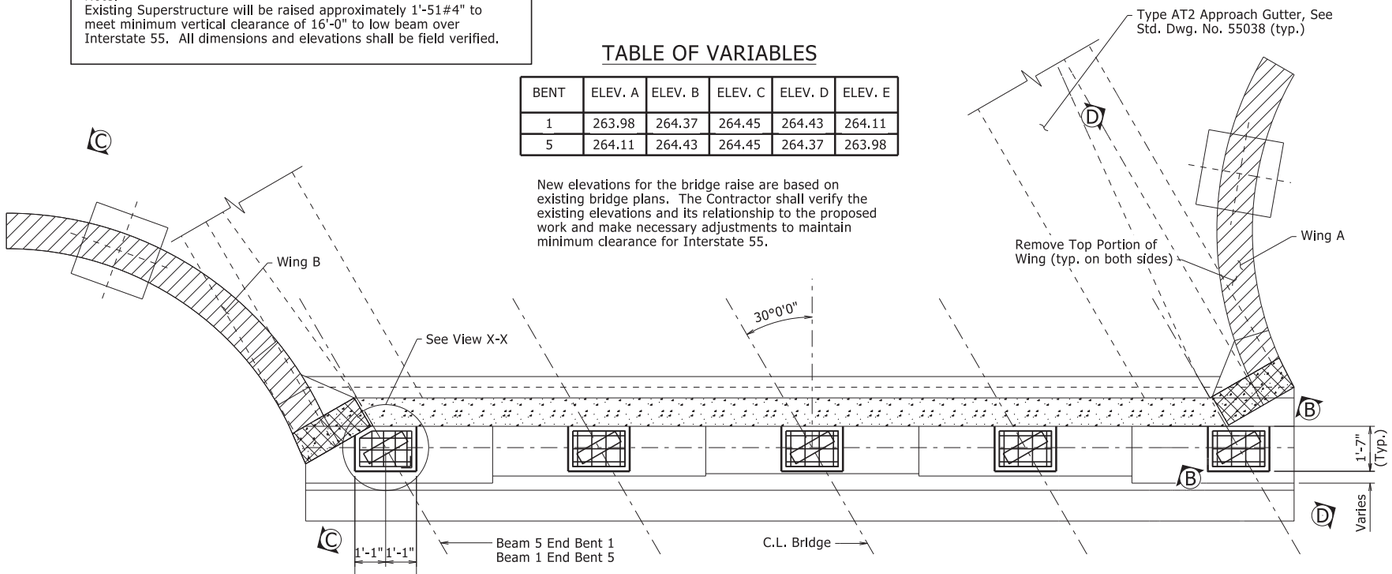
DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101111	58	64
		03287 - MODIFICATION DETAILS - 64499				

(2) Note:
Existing Superstructure will be raised approximately 1'-51#4" to meet minimum vertical clearance of 16'-0" to low beam over Interstate 55. All dimensions and elevations shall be field verified.

TABLE OF VARIABLES

BENT	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E
1	263.98	264.37	264.45	264.43	264.11
5	264.11	264.43	264.45	264.37	263.98

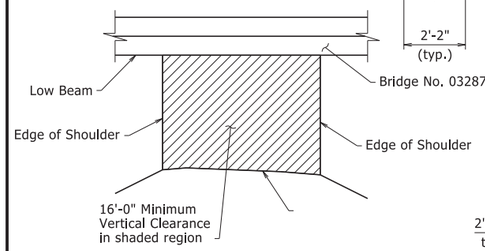
New elevations for the bridge raise are based on existing bridge plans. The Contractor shall verify the existing elevations and its relationship to the proposed work and make necessary adjustments to maintain minimum clearance for Interstate 55.



TYPICAL PLAN OF END BENT

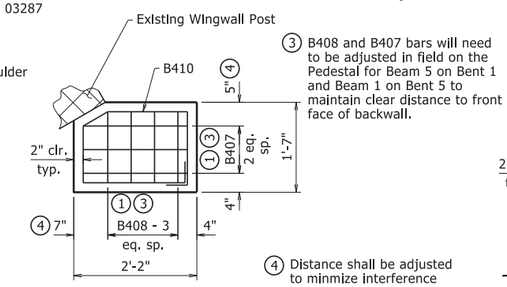
3/8" = 1'-0"

See Dwg. 64499 for "SECTION B-B", "SECTION C-C",AND "SECTION D-D".



MINIMUM CLEARANCE ENVELOPE

No Scale

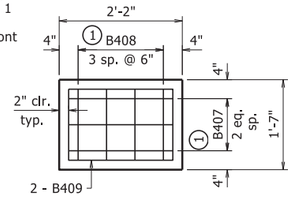


(3) B408 and B407 bars will need to be adjusted in field on the Pedestal for Beam 5 on Bent 1 and Beam 1 on Bent 5 to maintain clear distance to front face of backwall.

VIEW X-X

3/4 = 1'-0"

(4) Distance shall be adjusted to minmize interference between B407 and B408 bars with the B410 bar. Approximate only, shall be verified in field.



TYP. PEDESTAL PLAN

3/4" = 1'-0"

SECTION A-A

3/4" = 1'-0"

ELEVATION - END BENTS

3/8" = 1'-0"

(5) See Dwg. 64501 for "ANCHOR BOLT DETAILS"

GENERAL NOTES

Governing specifications are the Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition) with applicable Supplemental Specifications and Special Provisions. Unless otherwise noted on the plans, Section and Subsection refer to the Standard Construction Specifications.

All structural steel shall be ASTM A709, Gr. 50W unless otherwise noted and shall be paid for at the unit price per bid for "Structural Steel for Modification of Existing Bridge Structure (A709, Gr. 50W)." ASTM A709, Gr. 50W steel shall not be painted. All exposed surfaces shall be cleaned in accordance with Subsection 807.84(e).

All welding to be performed by a certified welder approved by the Engineer. All welding shall conform to Subsection 807.26.

Anchor bolt extension shall be ASTM A36 and galvanized. Repair damaged galvanized surfaces in accordance with Subsection 807.88. The Contractor shall field verify anchor bolt locations.

All concrete shall have a minimum 28 day compressive strength f'c = 3500 psi and shall be paid for at the unit price per bid for "Class S Concrete - Bridge." Concrete shall be poured in the dry and all exposed corners to be chamfered ¾" unless otherwise noted.

All reinforcing steel shall conform to AASHTO M 31 or M 322, Type A, with mill test reports, Grade 60 (yield strength = 60,000 psi).

The Contractor shall verify the joint openings. Poured silicone joints at end bents shall be installed after the entire structure is raised to the final position. Cleaning the joint shall be as recommended by the Manufacturer. See Std. Dwg. No. 55064.

The following existing bridge drawings may be used to determine required jack capacities: Dwg. Nos. 10384 and 10388 thru 10391.

All information required to complete the work should be field verified by the Contractor.

Nuts on bearing device attachment shall only be hand tightened.

See Section 821 "Modification of Existing Bridge Structure" for additional material and construction requirements.

As directed by the Engineer, disassemble, clean and re-paint the bearings to address any beginning rust in accordance with Section 820, using Type 1 cleaning and painting. The color of paint shall be Gray and shall match Fed. Std. 595B, Color Chip No. 26176. Install cleaned and painted bearings on new riser blocks. All work and materials on existing bearings will not be paid for directly but will be considered subsidiary to the item "Modification of Existing Bridge Structure (Bridge No. 03287)". As directed by the Engineer, replace existing bearings that cannot be reused due to deterioration with with new bearings, see existing Dwg. No. 10391. The color of paint shall be Gray and shall match Fed. Std. 595B, Color Chip No. 26176. Install new bearings on new riser blocks. All work and materials on new bearings shall be paid for at the unit price each bid for "Structural Steel for Bearings". The new bearings shall be ASTM A709, Gr. 50W.

(1) No. 4 bars shall be drilled and grouted into existing concrete using a QPL approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the item "Modification of Existing Bridge Structure (Bridge No. 03287)". Care shall be exercised not to damage existing reinforcing during drilling.

(3) Cut off existing anchor bolts below bottom threads and weld new anchor bolts. All work and materials necessary to extend the existing anchor bolts will not be paid for directly but will be considered subsidiary to the pay item "Modification of Existing Bridge Structure (Bridge No. 03287)".

LEGEND

- Existing Concrete to be removed
- Existing Concrete to be removed (retain vertical rebar) and replaced
- New Concrete

STATE OF ARKANSAS
Jan 7 2022 10:03 AM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 1 OF 3
MODIFICATION DETAILS FOR BRIDGE NO. 03287
HWY. 148 - SO. OF HWY. 61 (S)
MISSISSIPPI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

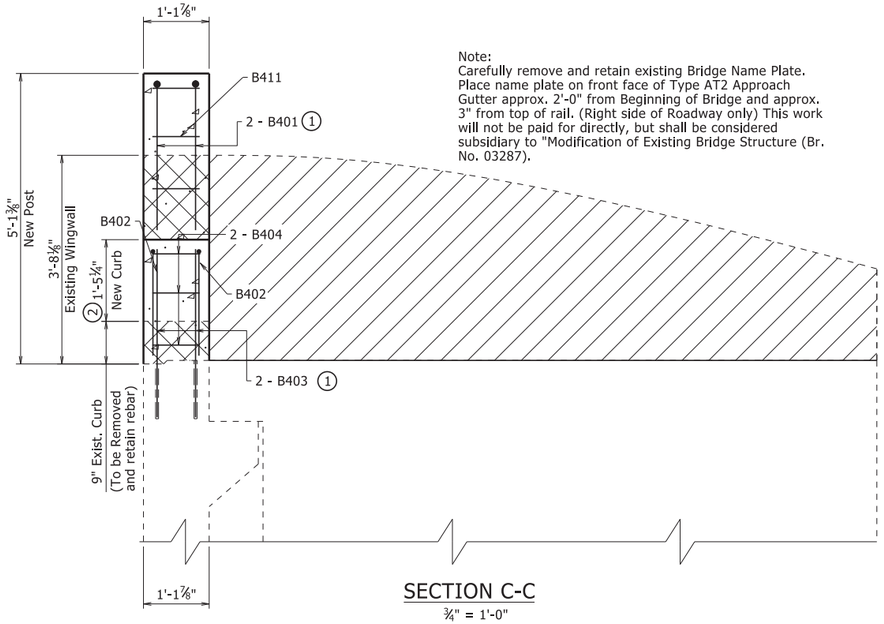
LITTLE ROCK, ARK.

DRAWN BY:	DPT	DATE:	10/7/2020	FILENAME:	b101111x2_m1.dgn
CHECKED BY:	DHP/TMG	DATE:	1/7/2022	SCALE:	As Noted
DESIGNED BY:	DPT	DATE:	9/2020		

BRIDGE NO. 03287 DRAWING NO. 64499

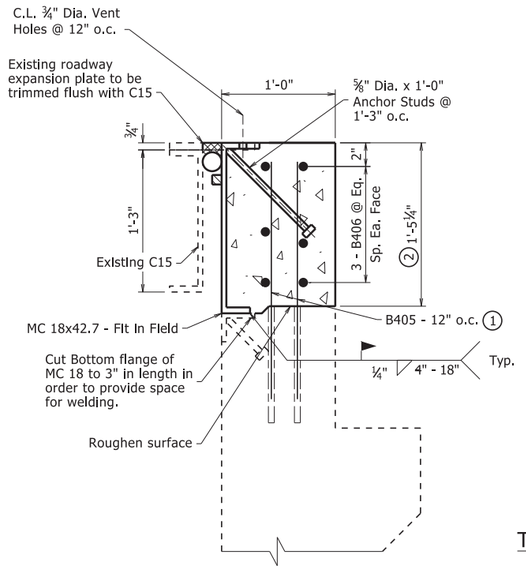
PRINT DATE: 1/7/2022

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101111	59	64
		03287 - MODIFICATION DETAILS - 64500				



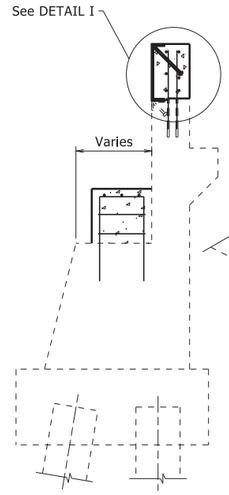
Note:
Carefully remove and retain existing Bridge Name Plate. Place name plate on front face of Type AT2 Approach Gutter approx. 2'-0" from Beginning of Bridge and approx. 3" from top of rail. (Right side of Roadway only) This work will not be paid for directly, but shall be considered subsidiary to "Modification of Existing Bridge Structure (Br. No. 03287).

SECTION C-C
¾" = 1'-0"

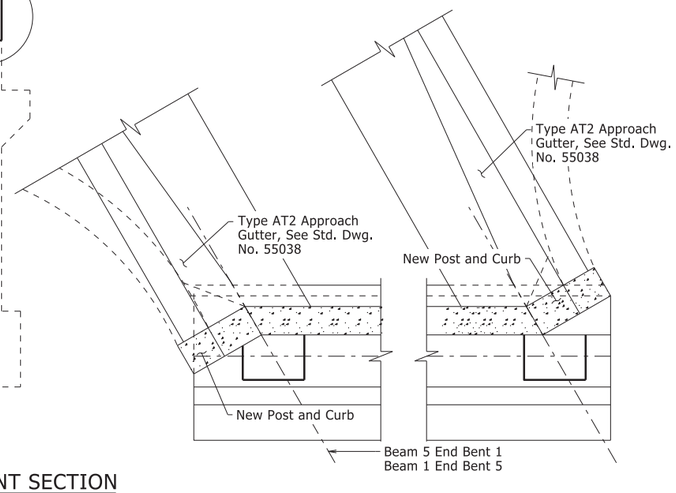


Note: See Std. Dwg. No. 55008 for details of Poured Silicone Joint Seal for Expansion device details. Concrete shall be hand packed under the joint armor in the backwall.

DETAIL I
1½" = 1'-0"



TYP. EXISTING END BENT SECTION
½" = 1'-0"



TYPICAL PLAN OF END BENT WITH NEW POST
⅜" = 1'-0"

(2) Note:
Existing Superstructure will be raised approximately 1'-51#4" to meet minimum vertical clearance of 16'-0" to low beam over Interstate 55. All dimensions and elevations shall be field verified.

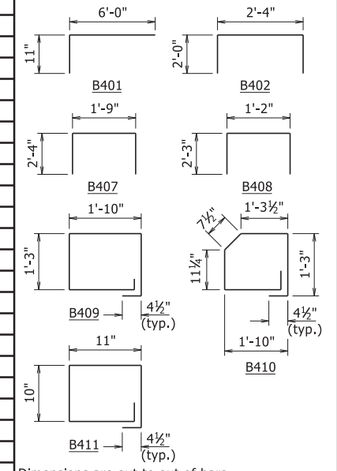
(1) No. 4 bars shall be drilled and grouted into existing concrete using a QPL approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the Item "Modification of Existing Bridge Structure (Bridge No. 03287)". Care shall be exercised not to damage existing reinforcing during drilling.

LEGEND
- Existing Concrete to be removed
- Existing Concrete to be removed (retain vertical rebar) and replaced
- New Concrete

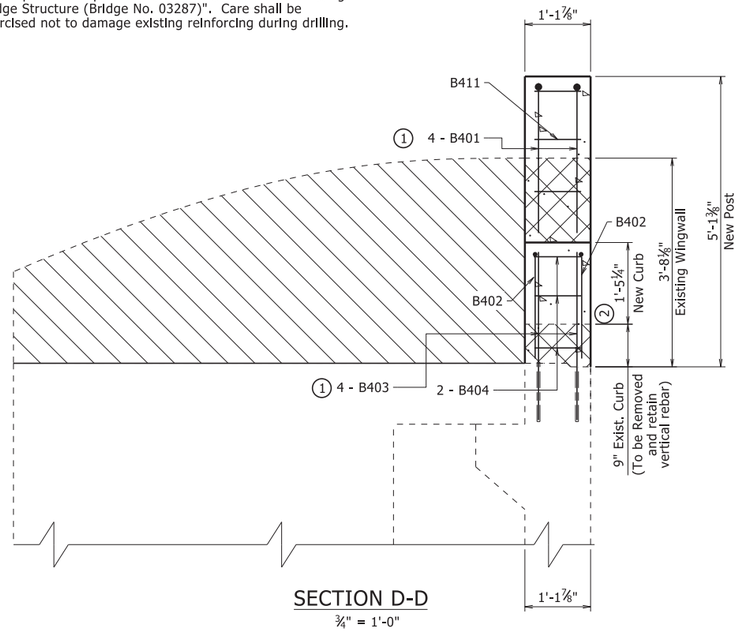
BAR LIST - PER END BENT

	MARK	NO. REQ'D	LENGTH	P.D.
(1)	B401	8	6'-10"	3"
	B402	4	6'-2"	3"
(1)	B403	8	3'-1"	Str.
	B404	12	10"	Str.
(1)	B405	60	2'-4"	Str.
	B406	6	29'-9"	Str.
(1)	B407	15	6'-3"	3"
(1)	B408	20	5'-6"	3"
	B409	8	6'-6"	2"
	B410	2	6'-4"	2"
	B411	12	3'-10"	2"

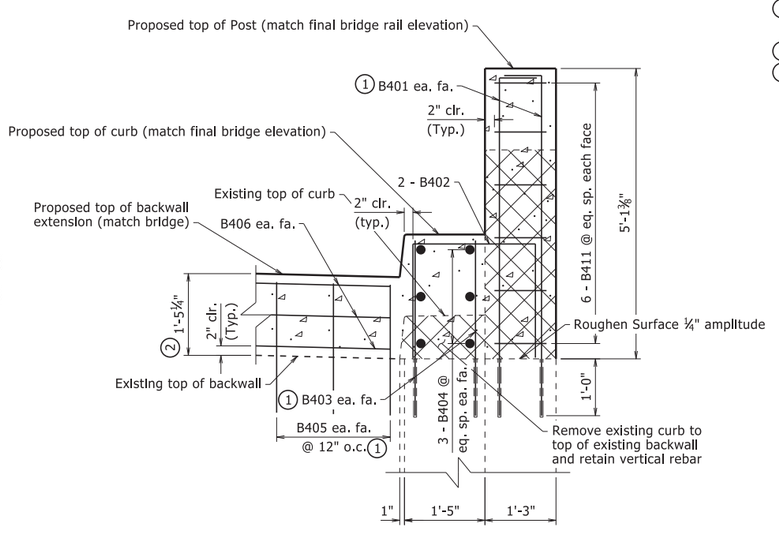
BENDING DIAGRAMS



Dimensions are out to out of bars.



SECTION D-D
¾" = 1'-0"



SECTION B-B
¾" = 1'-0"
Wing A is shown.
Wing B is similar.

STATE OF ARKANSAS
January 2022 10:03 AM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 2 OF 3
MODIFICATION DETAILS FOR
BRIDGE NO. 03287
HWY. 148 - SO. OF HWY. 61 (S)
MISSISSIPPI COUNTY

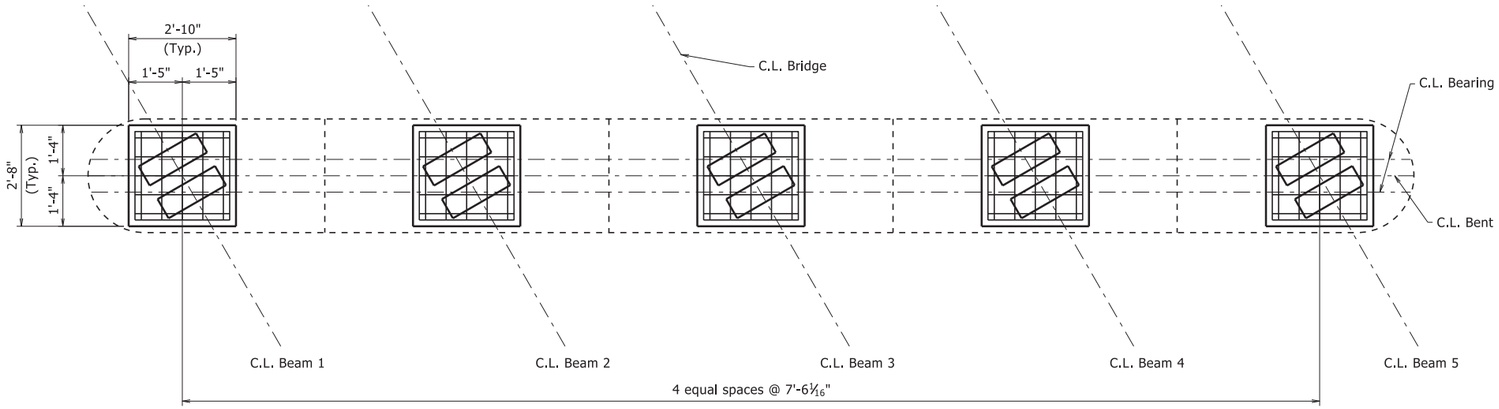
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DPT DATE: 10/7/2020 FILENAME: b101111x2_m1.dgn
CHECKED BY: DHP/TMG DATE: 1/7/2022 SCALE: As Noted
DESIGNED BY: DPT DATE: 9/2020

BRIDGE NO. 03287 DRAWING NO. 64500

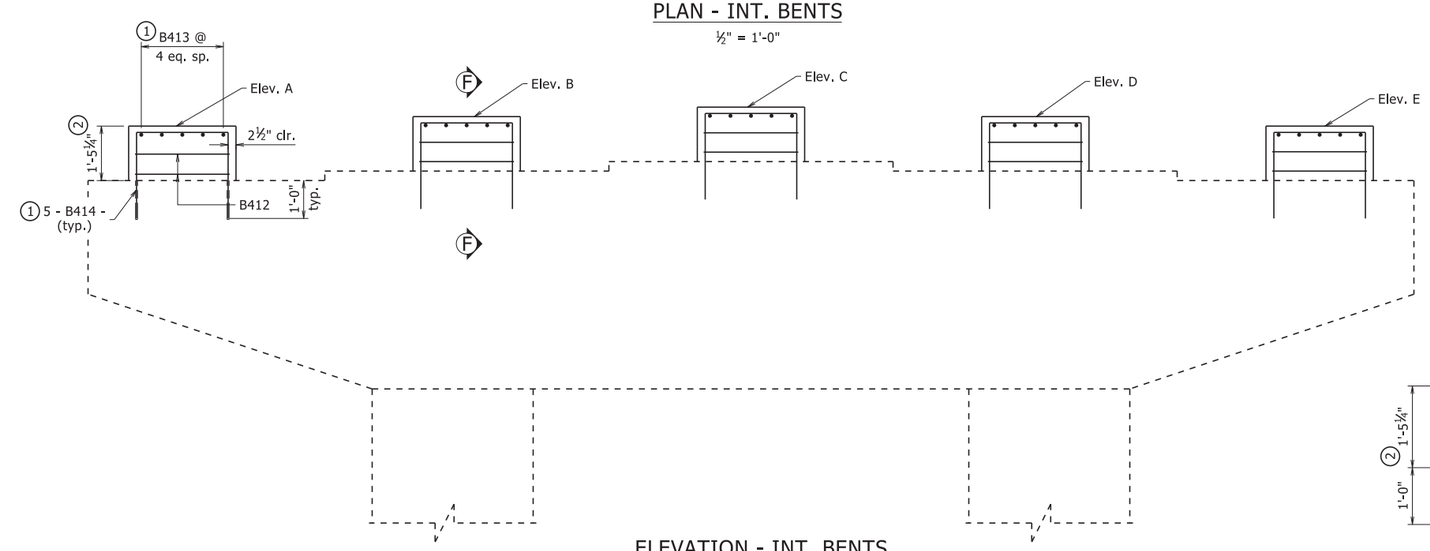
PRINT DATE: 1/7/2022

DATE REVISED	DATE REVISED	FED. RD. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.	101111	60	64
		03287 - MODIFICATION DETAILS - 64501				



PLAN - INT. BENTS

½" = 1'-0"



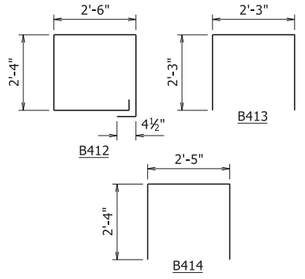
ELEVATION - INT. BENTS

½" = 1'-0"
Looking East

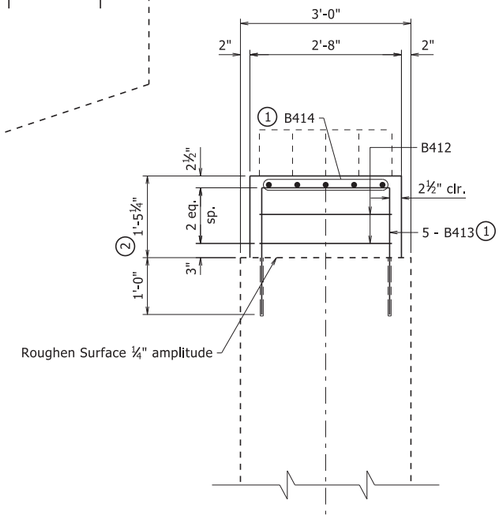
(2) Note:
Existing Superstructure will be raised approximately 1'-51#4" to meet minimum vertical clearance of 16'-0" to low beam over Interstate 55. All dimensions and elevations shall be field verified.

BAR LIST - PER INTERMEDIATE BENT

	MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
	B412	10	10'-0"	2"	
(1)	B413	25	6'-7"	3"	
(1)	B414	25	6'-11"	3"	



Dimensions are out to out of bars.



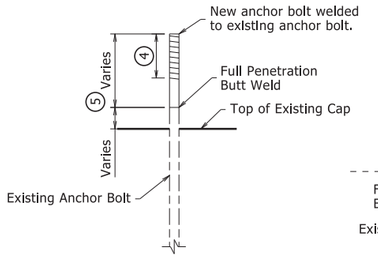
SECTION F-F

¾" = 1'-0"

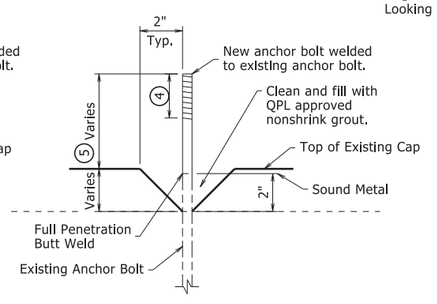
One intermediate bent shown, all intermediate bents similar. See "TABLE OF VARIABLES" for bent elevations.

(1) No. 4 bars shall be drilled and grouted into existing concrete using a QPL approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the item "Modification of Existing Bridge Structure (Bridge No. 03287)". Care shall be exercised not to damage existing reinforcing during drilling.

(3) Cut off existing anchor bolts below bottom threads and weld new anchor bolts. All work and materials necessary to extend the existing anchor bolts will not be paid for directly but will be considered subsidiary to the pay item "Modification of Existing Bridge Structure (Bridge No. 03287)".



TYPICAL



ALTERNATE

(This detail to be used when existing anchor bolt has broken off in the bent cap or threads are located in the bent cap or as directed by the Engineer.)

TABLE OF VARIABLES

BENT	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E
2	263.89	263.99	264.02	263.96	263.81
3	264.04	264.17	264.21	264.17	264.04
4	263.81	263.96	264.02	263.99	263.89

New elevations for the bridge raise are based on existing bridge plans. The Contractor shall verify the existing elevations and its relationship to the proposed work and make necessary adjustments to maintain minimum clearance for Interstate 55.

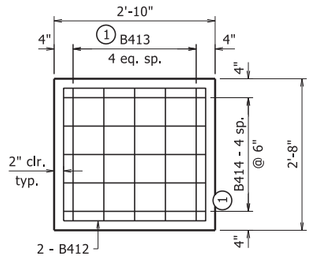
(4) Threads shall extend to a min. of ¼" below the top plate of the existing bearing.

(5) Required Length to be field verified. Bolt extensions shall begin at or below existing bolt threads.

(3) ANCHOR BOLT DETAILS

NO SCALE

Note: For additional information, see SP "Modification of Existing Bridge Structure".



PEDESTAL PLAN

¾" = 1'-0"

STATE OF ARKANSAS
Ellis, Rick
Jan 7 2022 10:03 AM
LICENSED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS
BRIDGE ENGINEER

SHEET 3 OF 3
MODIFICATION DETAILS FOR
BRIDGE NO. 03287
HWY. 148 - SO. OF HWY. 61 (S)
MISSISSIPPI COUNTY

ROUTE SEC.

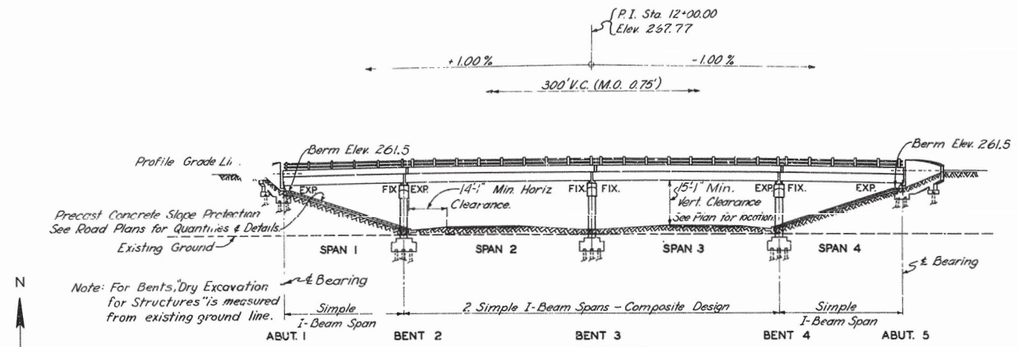
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DPT DATE: 10/7/2020
CHECKED BY: DHP/TMG DATE: 1/7/2022
DESIGNED BY: DPT DATE: 9/2020
FILENAME: b101111x2_m1.dgn
SCALE: As Noted

BRIDGE NO. 03287 DRAWING NO. 64501

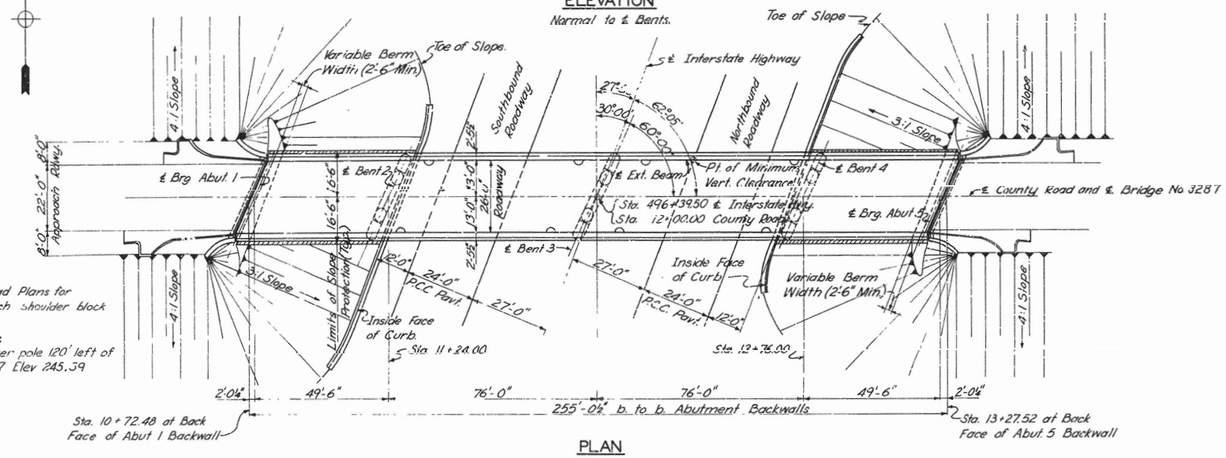
PRINT DATE: 1/7/2022

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FINAL SHEET NO.	TOTAL SHEETS
6	ARK.	F-093-1(20)0 F-93-1(20) 62 Mem	96	282
STATE JOB NO. 10611				

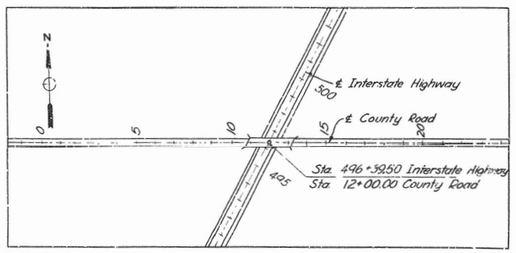


ELEVATION

Normal to ℄ Bents.



PLAN



LOCATION PLAN

INDEX OF DRAWINGS

1	GENERAL PLAN AND ELEVATION
2	TABLE OF QUANTITIES
3	ABUTMENTS 1 AND 5
4	BENTS 2,3 AND 4
5	STEEL FRAMING PLAN AND SECTIONS
6	STEEL DETAILS
7	SLAB DETAILS
8	HANDRAIL, SHOES AND ANCHOR BOLT PLAN
9	BAR LIST
*10	TYPICAL BAR TYPES AND HOOK DIMENSIONS
*11	TYPICAL DETAILS OF SUPPORTS AND SPACERS FOR REINFORCING STEEL

* These sheets not included. Details are same as shown on corresponding sheets for Bridges over Drainage Ditch No. 20 at Sta. 409+20.00

GENERAL NOTES

SPECIFICATIONS: Arkansas State Highway Commission (1960 Standard) and Special Provisions.

DESIGN: In accordance with the A.A.S.H.O. Standard Specifications for Highway Bridges, 1953 Edition.
Live Load H20-44.

WELDING: All welding shall be in accordance with the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, 1956 Edition. Qualification of welding operators will be required.

DESIGN UNIT STRESSES:

Concrete (Class "S")	fc = 1200 p.s.i.	(n=10)
(Class "A")	fc = 840 p.s.i.	(n=15)
Reinforcing Steel	fs = 20,000 p.s.i.	
Structural Steel	fs = 18,000 p.s.i.	

CONCRETE: All concrete in bent caps, abutments, wing walls and superstructure shall be Class "S" air-entrained. Concrete in bent footings and columns shall be Class "A", air-entrained. All exposed corners of concrete shall be beveled ¾" unless otherwise noted.

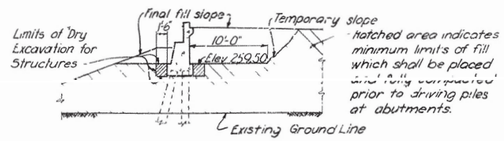
RUBBED FINISH: Exposed surfaces of bents, abutments, wing walls and vertical surfaces of curbs and parapets shall receive a rubbed finish after removal of forms.

REINFORCEMENT: Reinforcing steel shall be intermediate grade. Dimensions to reinforcing steel on drawings are to ℄ of bars, except where the clear distance is noted from the face of concrete. Bars shall be lapped a minimum of 30 diameters at splices unless otherwise shown or noted.

CONSTRUCTION JOINTS: Construction joints shall be made only where shown on the plans.

PILING: For type of piling see details and Special Provisions. Piles shall be driven to a minimum capacity of 28 tons each at bents and 24 tons each at abuts. Minimum penetration into natural ground shall be 20 feet. Test piles shall be driven at locations shown on the plans and loaded in accordance with the Special Provisions except loading tests may be waived by the Engineer if the formulae in the Special Provisions indicate that adequate capacity has been attained. The lengths for ordering standard piles shall be determined by the Engineer from the test piles.

BRIDGE NAME PLATE: One name plate shall be furnished at the location shown on the plans bearing the legend "Lemsford Grade Separation" and showing year of construction. Details shall conform to Type C name plate shown on Arkansas State Highway Commission Drawing No. 2389.



FILL AT ABUTMENTS

Note: Limits of fill and "Dry Excavation for Structures" for footings under wing walls are similar.

FOR INFORMATION ONLY

LEMSFORD GRADE SEPARATION
AT STA. 496+39.50
GENERAL PLAN AND ELEVATION
MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION IV

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY T.C. DATE NOV. 1957 SCALE NOT TO SCALE
TRACED BY M.C.Z. DATE NOV. 1957
CHECKED BY R.E.B. DATE DEC. 1957 SHEET 1 OF 11

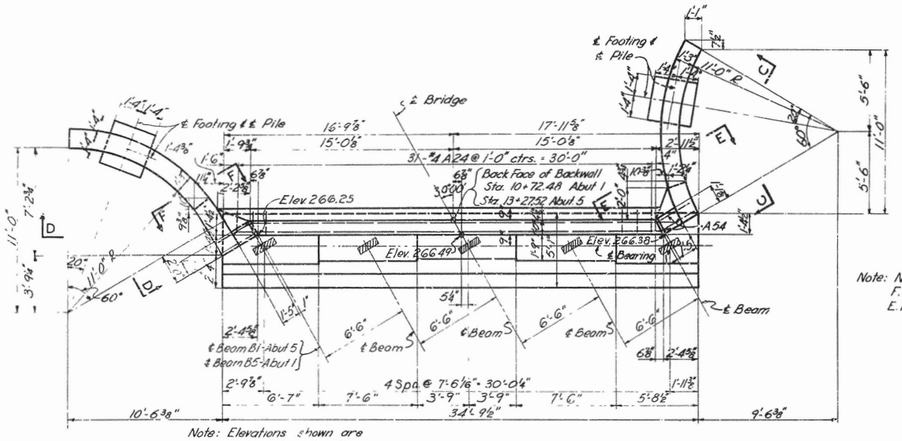
BRIDGE NO. 3287 DRAWING NO. 10384

SUBMITTED BY:
REGISTERED PROFESSIONAL ENGINEER
ARKANSAS NO. 629

SVERDRUP & PARCEL INC
ST. LOUIS MO

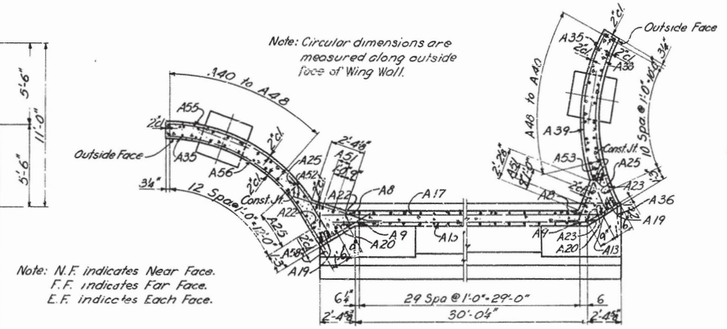
Note: Do not scale this drawing. Follow Dimensions.

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO	TOT. SHEETS
6	ARK.	I-055-1(39)0 I-55-1(39)0 Mem.		98	282
STATE JOB NO.	10611				



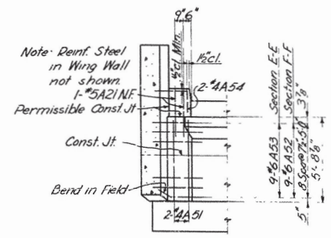
Note: Elevations shown are at top of backwall.

PLAN



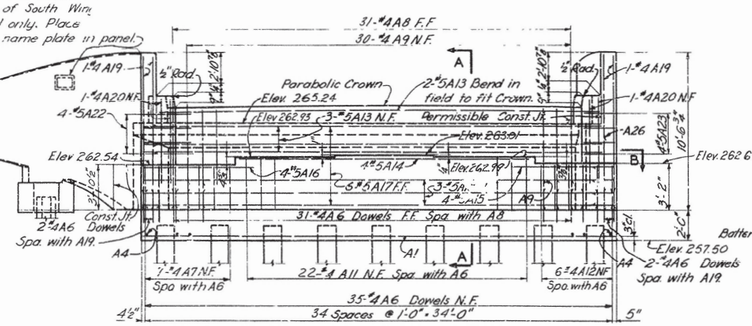
Note: N.F. indicates Near Face.
F.F. indicates Far Face.
E.F. indicates Each Face.

PART SECTION B-B

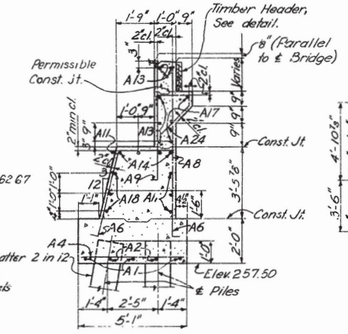


SECTION E-E
Section F-F Opposite hand and similar

Note: Panel 1'-4" x 1'-2" recessed 1" on roadway side of South Wing Wall Abutment 1 only. Place standard bridge name plate in panel.

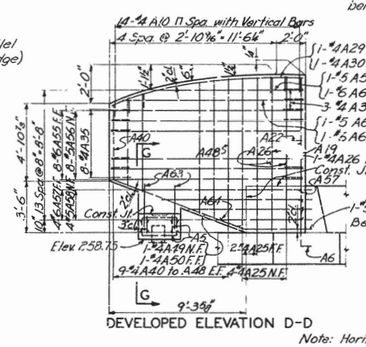


ELEVATION

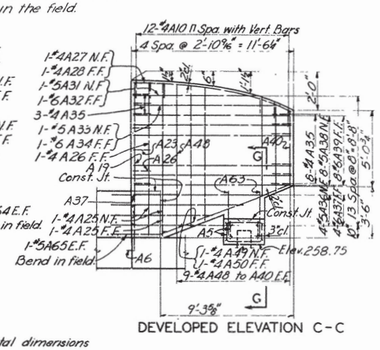


SECTION A-A

Note: Bars A27, A28, A29, A30, A49 and A50 are to be bent in the field.

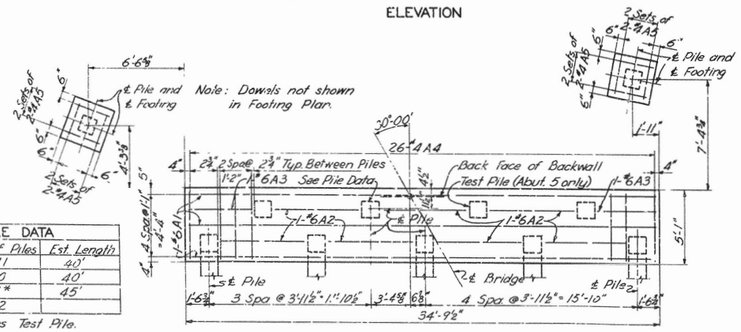


DEVELOPED ELEVATION D-D



DEVELOPED ELEVATION C-C

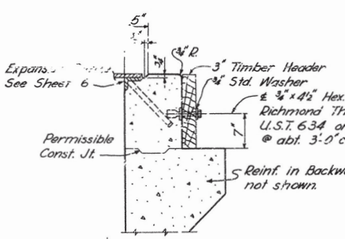
Note: Horizontal dimensions shown are measured along outside face of Wing Wall.



PILE DATA		
Abut.	No. of Piles	Est. Length
1	11	40'
3	10	40'
5	1*	45'
Total	22	

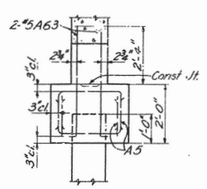
* Indicates Test Pile.
Note: Estimated lengths are based on 14" square precast reinforced concrete piles.

FOOTING PLAN



TOP OF BACKWALL

Note: Timber Header shall remain in place until approach roadway is placed. See Road Plans for permanent joint material. Cost of timber headers shall be included in unit price bid for other items.



SECTION G-G

FOR INFORMATION ONLY

LEMSFORD GRADE SEPARATION
AT STA. 496+39.50

ABUTMENTS 1 AND 5

MISSISSIPPI & CRITTENDEN COUNTIES
F A I 55 INTERSTATE HIGHWAY
SECTION IV

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

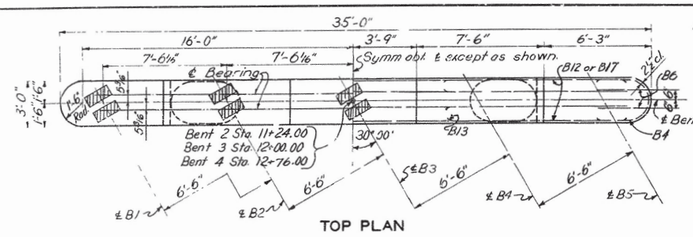
DRAWN BY: R.J.S. DATE DEC. 1957 SCALE NOT TO SCALE
TRACED BY: F.L.C. DATE DEC. 1957
CHECKED BY: R.F.B. DATE DEC. 1957 SHEET 3 OF 11

BRIDGE NO. 3287 DRAWING NO. 10386

SVERDRUP & PARCEL INC
ENGINEERS - ARCHITECTS
ST. LOUIS, MO.

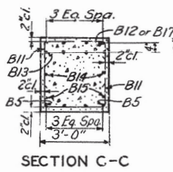
Note: Do not scale this drawing. Follow dimensions.

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	2-283-1(82)312 I-55 (16) 42 Nem.		99	282
STATE JOB NO. 10611					

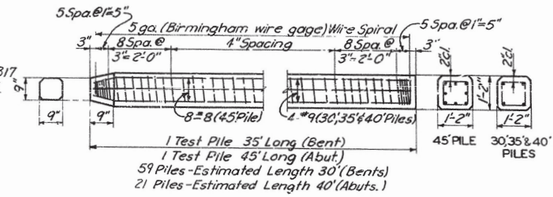


TOP PLAN

Note: Stirrups not shown in top plan.

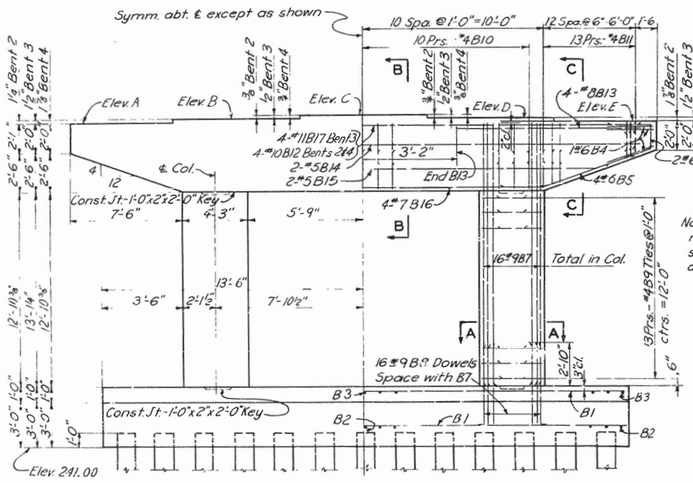


SECTION C-C

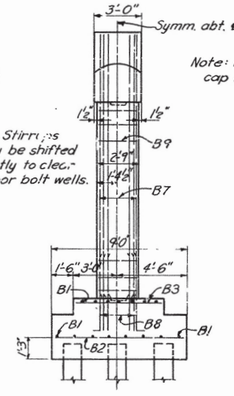


CONCRETE PILE DETAIL

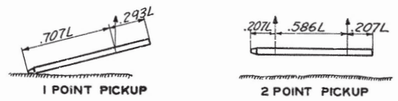
Note: 16" Nominal diameter concrete filled metal shell foundation piles may be used in lieu of the 14" square precast reinforced concrete piles shown. See Arkansas State Highway Commission Drawing No. 2381 A and the Special Provisions.
14" Square precast piles in accordance with Arkansas State Highway Commission Drawing No. 2382 may also be used in lieu of piles shown.



ELEVATION

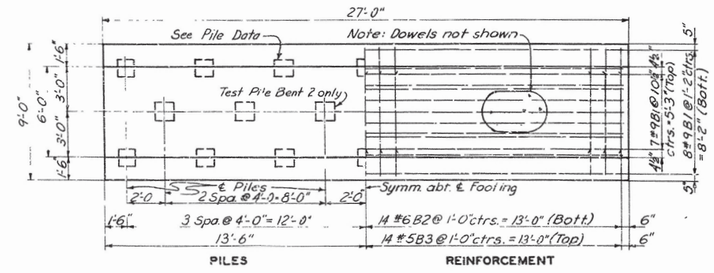


END ELEVATION

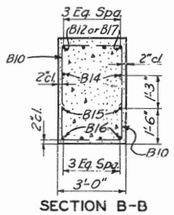


1 POINT PICKUP 2 POINT PICKUP

PICKUP POINTS FOR PILES



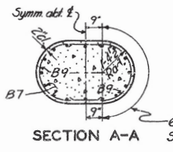
FOOTING PLAN



SECTION B-B

PILE DATA		
Bent	No. of Piles	Est. Length
2	19	30'
2	1*	35'
3	20	30'
4	20	30'
Total	60	

*Indicates test pile.
Note: Estimated lengths are based on 14" square precast reinforced concrete piles.



SECTION A-A

Location	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E
Bent 2	262.45	262.55	262.58	262.52	262.37
Bent 3	262.60	262.73	262.77	262.7[illegible]	262.60
Bent 4	262.37	262.52	262.58	262.55	262.45

TOP OF BENT ELEVATIONS

Revised Concrete pile notes L.K. 4-15-59

NOTES

Concrete in Bent Caps to be Class S.
All other concrete in Bents to be Class A.

FOR INFORMATION ONLY

LEMSFORD GRADE SEPARATION
AT STA. 496+39.50
BENTS 2, 3 AND 4
MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION IV
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY T.C. DATE NOV. 1957 SCALE 1/4" TO SCALE
TRACED BY J.R.B. DATE DEC. 1957
CHECKED BY R.F.B. DATE DEC. 1957 SHEET 4 OF 11

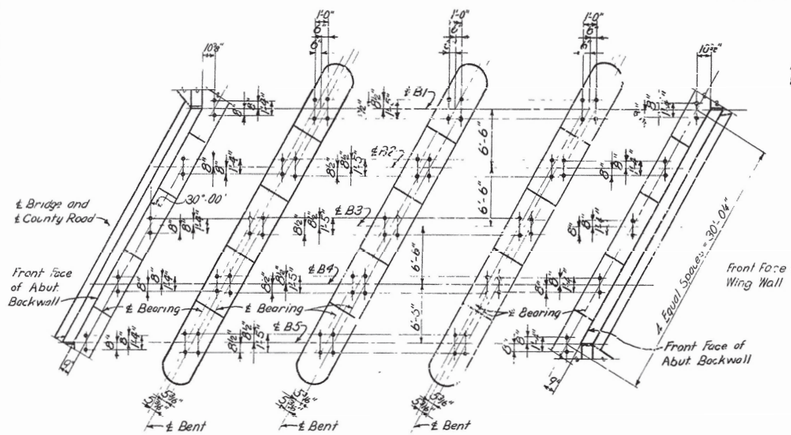
SVERDRUP & PARCEL, INC.
ENGINEERS - ARCHITECTS
ST. LOUIS, MO.

BRIDGE NO. 3287 DRAWING NO. 10387

1343-J
575.356

Note: Do not scale this drawing. Follow dimensions.

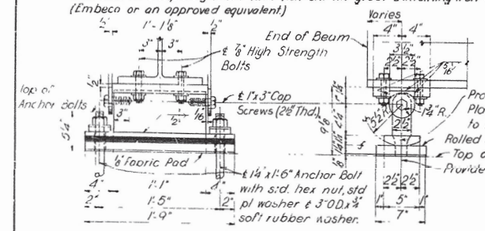
FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-055-1(24)314 I-55-1(16) EE NEW.		103	282
STATE JOB NO. 10611					

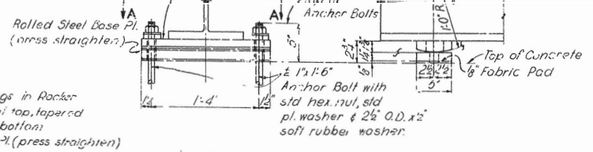


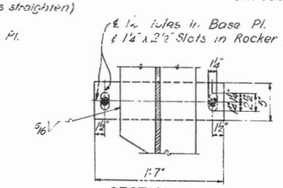
ABUT. 1 BENT 2 BENT 3 BENT 4 ABUT. 5

ANCHOR BOLT PLAN

Note: Anchor bolts for shoes shall be placed in wells (3" dia x 1'-6" deep) formed in substructure units and located as shown above. After placing anchor bolts, wells shall be completely filled with non-shrink grout containing iron oxide. (Embeco or an approved equivalent)





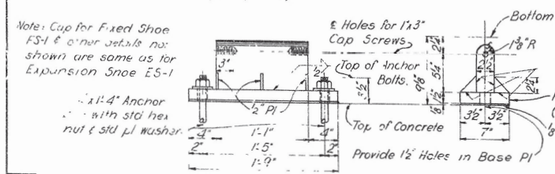


EXPANSION SHOE ES-2

(10 Required)

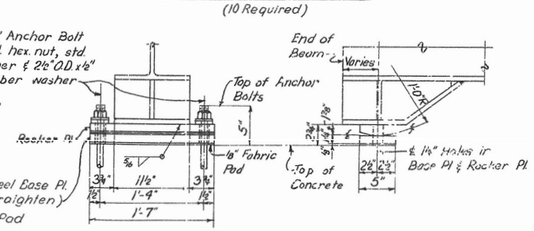
EXPANSION SHOE ES-1

(10 Required)



FIXED SHOE FS-1

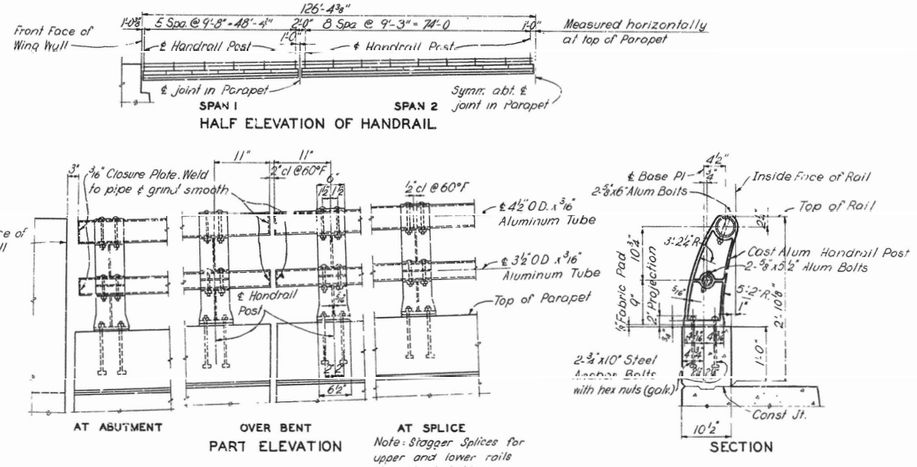
(14 Required)



FIXED SHOE FS-2

(6 Required)

Note: Do not scale this drawing. Follow dimensions

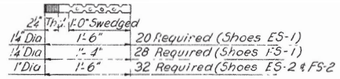


PART ELEVATION

Note: Stagger Splices for upper and lower rails throughout bridge.

SECTION

STANDARD ALUMINUM HANDRAIL



1¼" Dia.	1'-6"	20 Required (Shoes ES-1)
1¼" Dia.	1'-4"	28 Required (Shoes FS-1)
1" Dia.	1'-6"	32 Required (Shoes ES-2 & FS-2

ANCHOR BOLTS

See Shoe Details for required nuts, pl. washers & rubber washers.

ES-2	FS-1	ES-1	FS-1	FS-1	ES-1	FS-1	ES-2	Beams B1 & B5
ES-2	FS-2	ES-1	FS-1	FS-1	ES-1	FS-2	ES-2	Beams B2, B3 & B4
SPAN		1		2			4	

SHOE ARRANGEMENT

HANDRAIL NOTES

Aluminum bolts for rail connections shall be furnished with oval heads and hex nuts.

A rail connection utilizing set screws is an acceptable alternate, and may be supplied at the Contractor's option.

Outside surfaces of flanges of cast aluminum posts shall be given a No 220 grit belt finish, after which all exposed surfaces of posts shall receive one coat of clear lacquer.

Handrail posts shall be set normal to grade. Aluminum washer shims (max thickness ⅛") may be used between fabric pads and post bases for adjusting rail alignment. Where more tilting of the post is required, concrete bearing areas shall be ground down.

Fabric pads shall be similar and equal to Fabreeka as manufactured by the Fabreeka Products Co., Inc and shall be cut to the exact size and shape of the post base with no overlap. Payment for fabric pads shall be considered included in unit price bid for other items.

SHOE NOTES

For shoes ES-1 and FS-1, contact surfaces between 2½" web pls and rocker or base pls shall be finished to provide full contact prior to welding.

See Sheet # for Structural Steel Notes

FOR INFORMATION ONLY

LEMSFORD GRADE SEPARATION

AT STA. 496+39.50

HANDRAIL, SHOES AND ANCHOR BOLT PLAN

MISSISSIPPI & CRITTENDEN COUNTIES

F.A.I. 55 INTERSTATE HIGHWAY

SECTION IV

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY G.F.S. DATE OCT. 1957 SCALE NOT TO SCALE

TRACED BY J.R.R. DATE OCT. 1957

CHECKED BY R.F.B. DATE DEC. 1957 SHEET 9 OF 11

BRIDGE NO. 3287 DRAWING NO. 10391

JACOBS ENGINEERING GROUP INC. PASADENA, CALIFORNIA

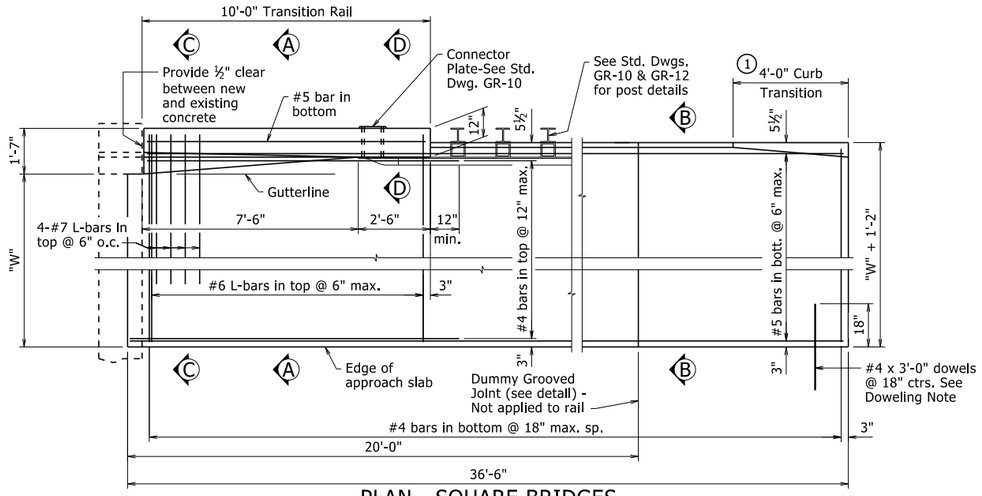
MODJESKI & MASTERS CONSULTING ENGINEERS

MISSISSIPPI RIVER BRIDGE AUTHORITY

MEMPHIS, TENNESSEE

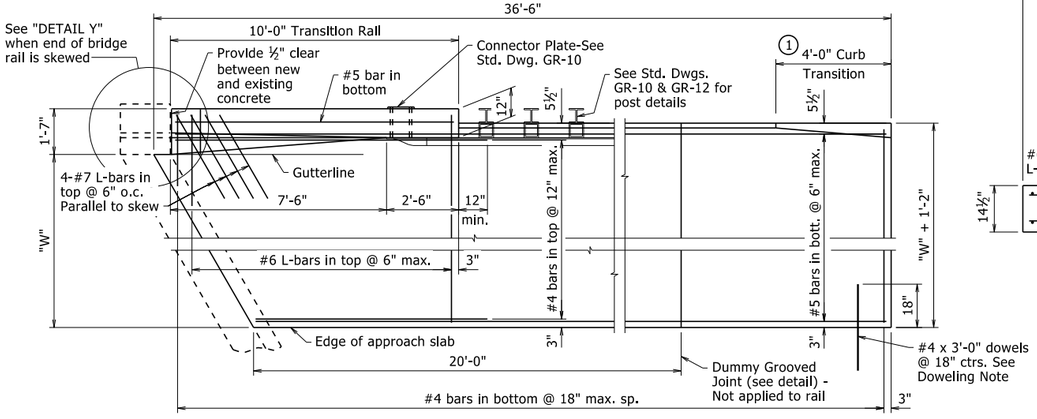
VOLKHORN & FARRELL, INC. CONSULTING ENGINEERS ST. LOUIS, MO.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
11/7/19				6	ARK.			
				JOB NO.				
				1	- TYPE PT GUTTERS - 55035			



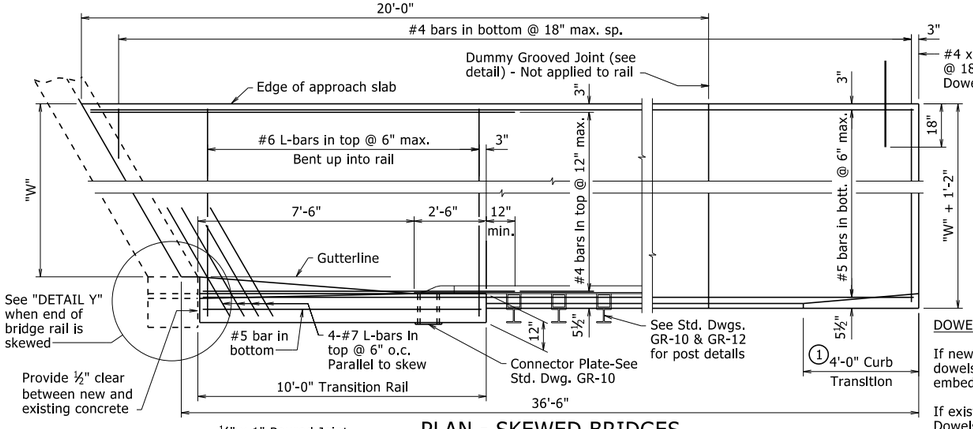
PLAN - SQUARE BRIDGES

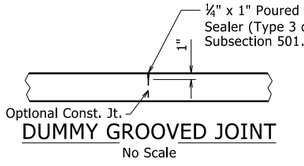
⅜" = 1'-0"



PLAN - SKEWED BRIDGES

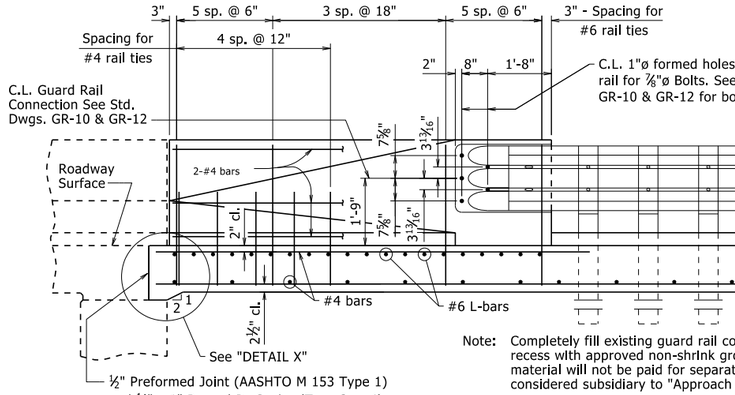
⅜" = 1'-0"





DUMMY GROOVED JOINT

No Scale



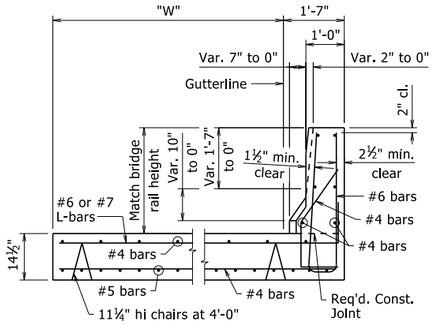
Note: Completely fill existing guard rail connection recess with approved non-shrink grout. Work and material will not be paid for separately but will be considered subsidiary to "Approach Gutters".

LONGITUDINAL SECTION THRU GUTTER

½" = 1'-0"

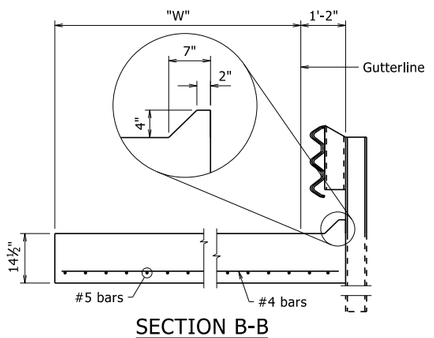
1 Construct curb with height-transition as shown if drop inlet is not used at end of gutter.

Construct curb full height (no height-transition) if drop inlet is used at end of gutter. Curb height transition placed on drop inlet. See drop inlet details.



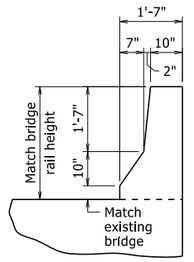
SECTION A-A

½" = 1'-0"



SECTION B-B

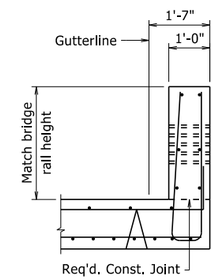
½" = 1'-0"



SECTION C-C

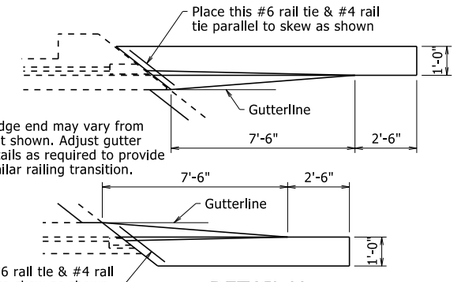
At End of Transition Rail

½" = 1'-0"



SECTION D-D

½" = 1'-0"



DETAIL Y

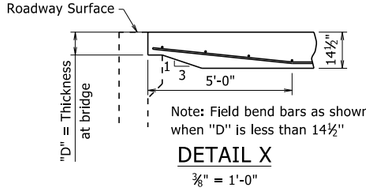
No Scale

DOWELING NOTES

If new approach slab is used: Place dowels into approach slab using 18" embedment.

If existing approach slab is retained: Dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters".

Dowel bars, if required, will not be paid for separately, but will be considered subsidiary to other pay items.

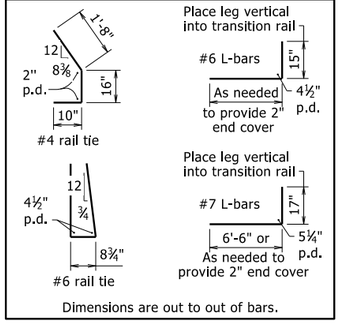


Note: Field bend bars as shown when "D" is less than 14½"

DETAIL X

⅜" = 1'-0"

BENDING DIAGRAMS



Dimensions are out to out of bars.

1 Revised and Redrawn. By: TMG
Checked By: CRE 11/7/2019

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

GENERAL NOTES

Concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement.

Reinforcing steel shall be Grade 60 (fy = 60,000 psi.) conforming to AASHTO M 31 or M 322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.

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

Preformed Joint and Poured Joint Sealer included in the item "Approach Gutters".

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.

When this Standard Drawing is used as a retrofit for an existing bridge and an existing drop inlet is located within the Plan of the approach gutter, adjust the reinforcing as needed to facilitate construction of the approach gutter, unless otherwise noted.

APPROX. QUANTITIES FOR ONE SQUARE 36'-6" APPROACH GUTTER

(For Information Only)

Concrete (cu. yd.)	("W" x 1.63) + 3.24
Reinforcing Steel (lb.)	("W" x 129) + 461

Variables: Units of "W" and "L" are in feet.

"W" = Distance from gutterline to edge of shoulder or edge of approach slab. "W" shall not be less than 3'-0" unless approach gutter is doweled into an approach slab or concrete pavement.

STANDARD DETAILS FOR TYPE 'PT' APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

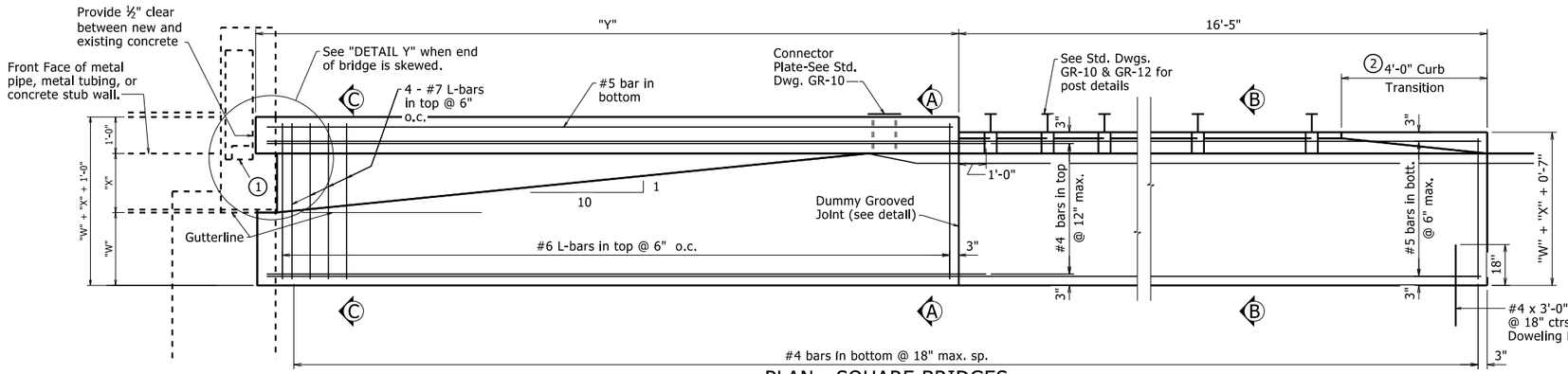
DRAWN BY:	KDH	DATE:	2/27/2014	FILENAME:	b55035.dgn
CHECKED BY:	KWY	DATE:	2/27/2014	SCALE:	AS NOTED
DESIGNED BY:	STD	DATE:	-		

DRAWING NO. 55035

PRINT DATE: 11/20/2019

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 AT2 GUTTERS - 55038



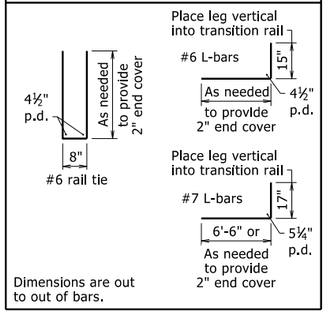
PLAN - SQUARE BRIDGES

½" = 1'-0"

(2) Construct curb with height-transition as shown if drop inlet is not used at end of gutter.

Construct curb full height (no height-transition) if drop inlet is used at end of gutter. Curb height transition placed on drop inlet. See drop inlet details.

BENDING DIAGRAMS



Dimensions are out to out of bars.

APPROX. QUANTITIES FOR ONE SQUARE APPROACH GUTTER

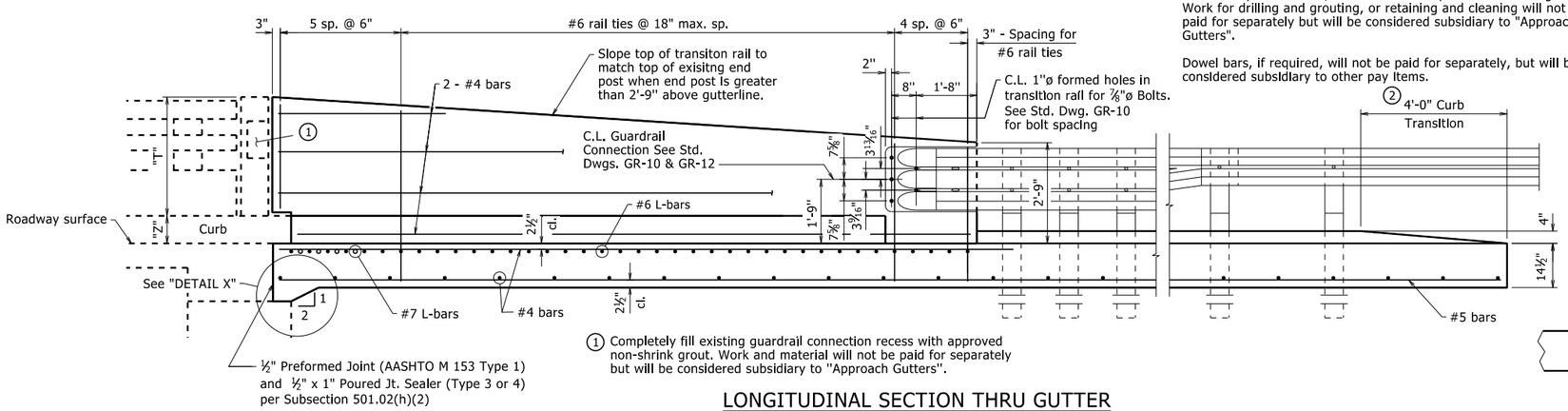
(For Information Only)

Concrete (cu. yd.)	("W" x 0.87) + ("X" x 1.83) + ("W" x "X" x 0.45) + ("Z" x "X" x 0.185) + ("T" x "X" x 0.185) + ("X"^2 x 0.45) + ("Z" x "X"^2 x 0.185) + ("T" x 0.06) + ("Z" x 0.06) + 0.79
Reinforcing Steel (lb.)	("W" x 68.63) + ("X" x 254.82) + ("T" x 14.54) + ("Z" x 14.54) + ("W" x "X" x 62) + ("T" x "X" x 10.06) + ("Z" x "X" x 10.06) + ("X"^2 x 62) + 135.72

VARIABLES: "T" = Height of the end post above the top of curb.
"W" = Distance from gutterline to edge of shoulder or edge of approach slab, if present.
"X" = Distance from gutterline to face of existing end post.
"Y" = "X" x 10 + 3.0
"Z" = Height of bridge curb.

Units for variables are in feet.

"W" + "X" shall not be less than 3'-0" unless approach gutter is doweled into an approach slab or concrete pavement.



(1) Completely fill existing guardrail connection recess with approved non-shrink grout. Work and material will not be paid for separately but will be considered subsidiary to "Approach Gutters".

½" Preformed Joint (AASHTO M 153 Type 1) and ½" x 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

LONGITUDINAL SECTION THRU GUTTER

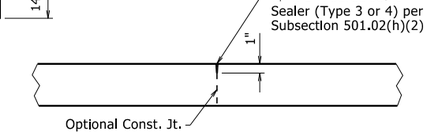
⅜" = 1'-0"

DOWELING NOTES

If new approach slab is used: Place dowels into approach slab using 18" embedment.

If existing approach slab is retained: Dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters".

Dowel bars, if required, will not be paid for separately, but will be considered subsidiary to other pay items.



DUMMY GROOVED JOINT

No Scale

GENERAL NOTES

This drawing shall only be used for thrie-beam retrofit of existing bridge rails.

Concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement.

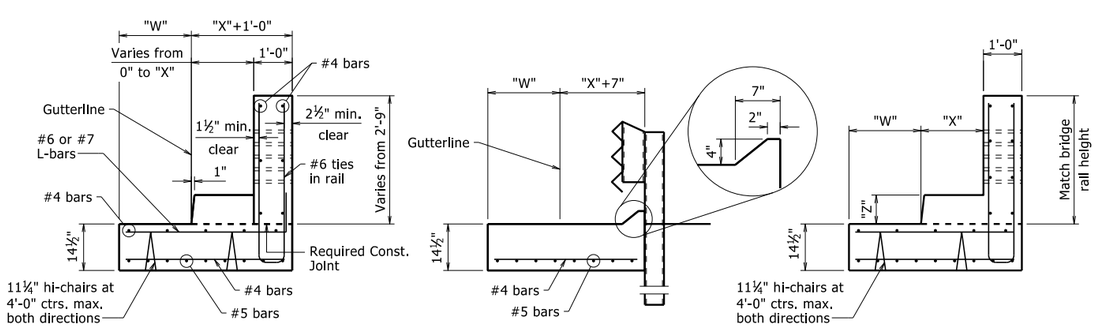
Reinforcing steel shall be Grade 60 (fy = 60,000 psi.) conforming to AASHTO M 31 or M 322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.

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

Preformed Joint and Poured Joint Sealer included in the item "Approach Gutters."

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.

If an existing drop inlet is located within the Plan of the approach gutter, adjust the reinforcing as needed to facilitate construction of the approach gutter, unless otherwise noted.



SECTION A-A

½" = 1'-0"

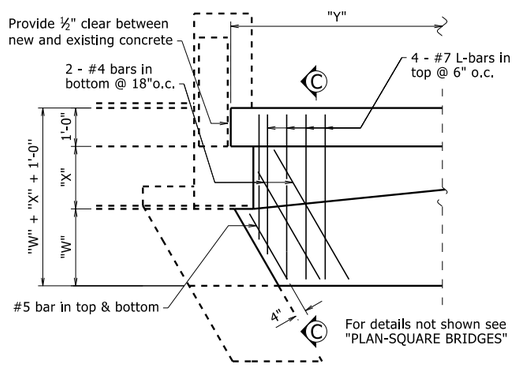
SECTION B-B

½" = 1'-0"

SECTION C-C

At end of Transition Rail
½" = 1'-0"

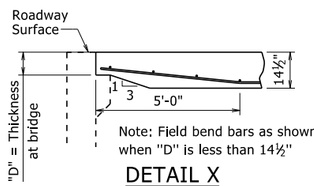
NOTE: Bridge end may vary from that shown. Adjust gutter details as required to provide similar rail transition.



NOTE: Reinforcing Steel is similar as shown for opposite side.

DETAIL Y

½" = 1'-0"



Note: Field bend bars as shown when "D" is less than 14½"

DETAIL X

⅜" = 1'-0"

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 TYPE 'AT2' APPROACH GUTTERS (BRIDGES WITH CURBS & TYPE A, B, C, D, OR E RAILING)

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	TMG	DATE:	11/7/2019	FILENAME:	b55038.dgn
CHECKED BY:	CRE	DATE:	11/7/2019	SCALE:	AS NOTED
DESIGNED BY:	STD.	DATE:	-		

DRAWING NO. 55038

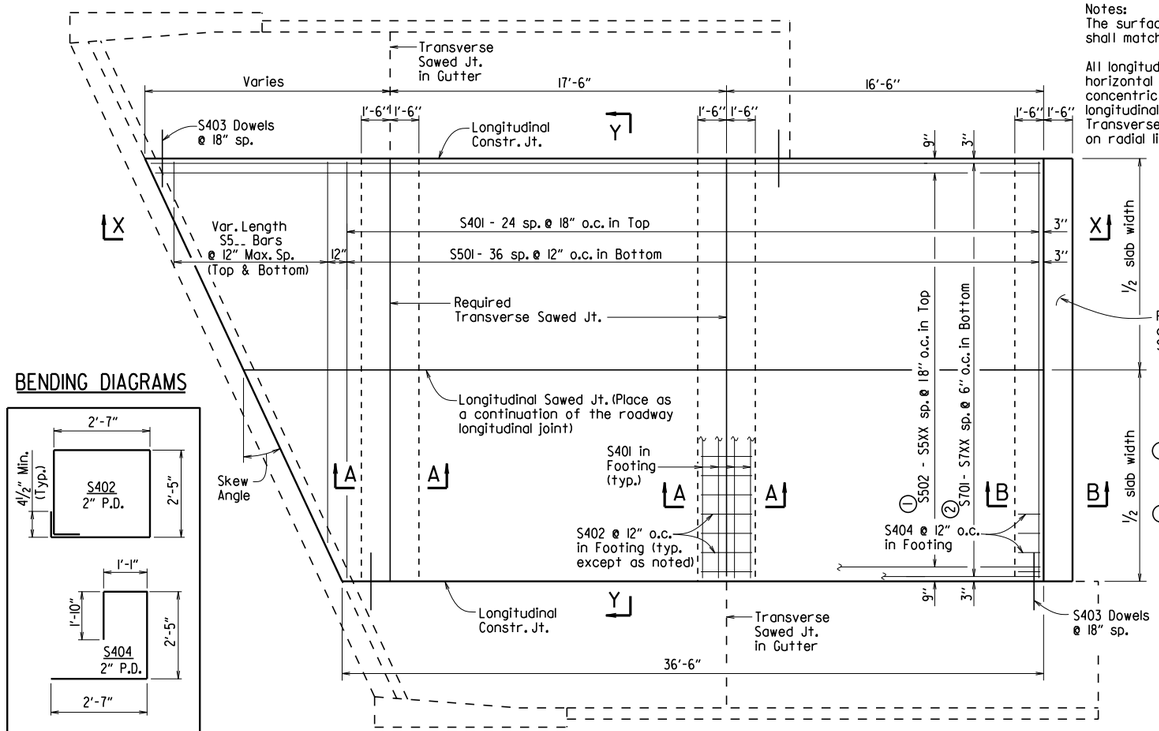
PRINT DATE: 3/22/2021

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

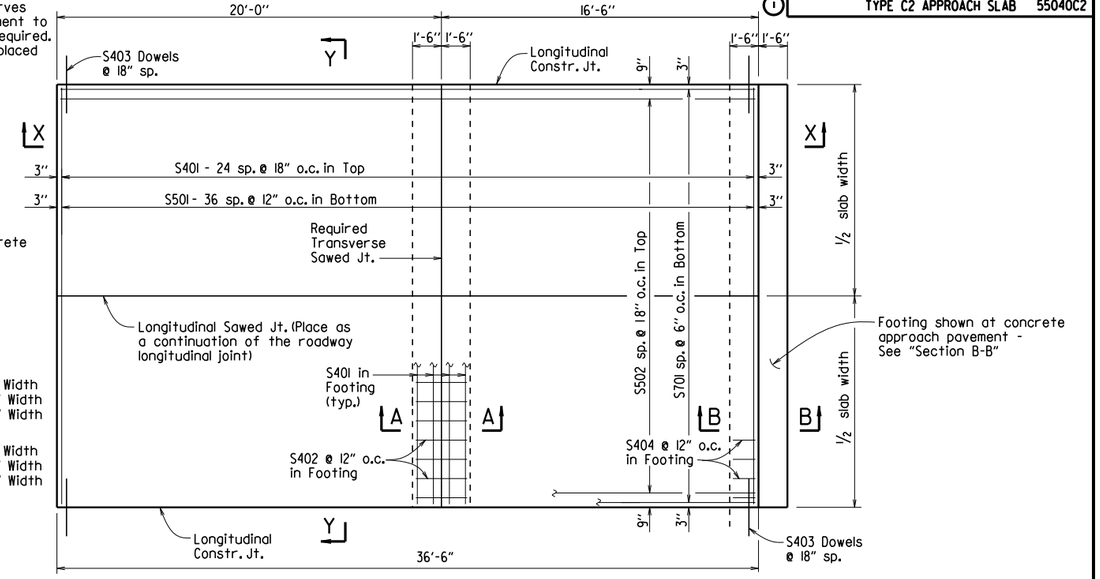
Notes:
The surface finish for Approach Slabs shall match that used on the bridge deck.

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

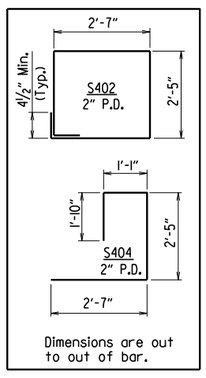
② S7XX = S730 for 15'-0" Width
= S748 for 24'-0" Width
= S772 for 36'-0" Width



PLAN - SQUARE APPROACH SLAB

1/4" = 1'-0"

BENDING DIAGRAMS



Dimensions are out to out of bar.

BAR LIST

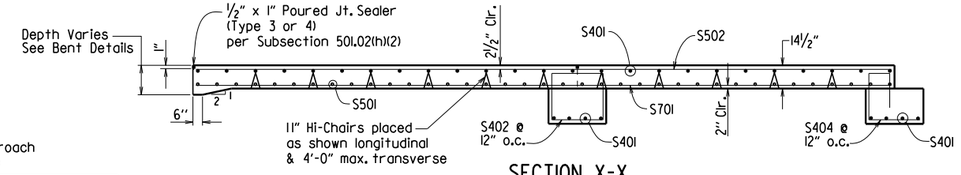
(Square & Skewed Approach Slabs)

	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

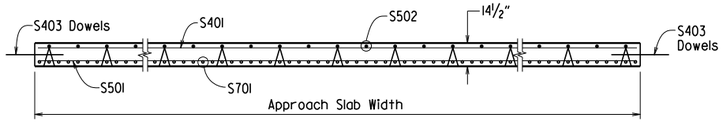
1/4" = 1'-0"



SECTION X-X

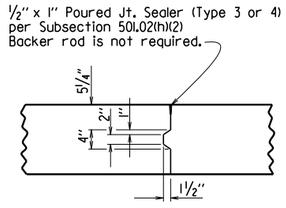
SQUARE APPROACH SLAB SHOWN

1/4" = 1'-0"



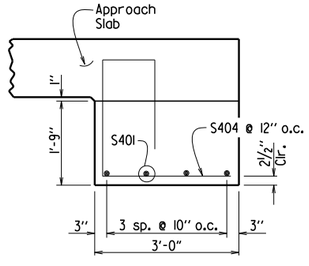
SECTION Y-Y

N.T.S.



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

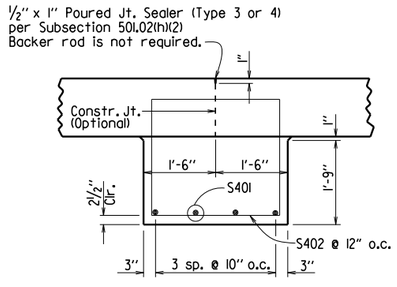
¾" = 1'-0"



SECTION B-B

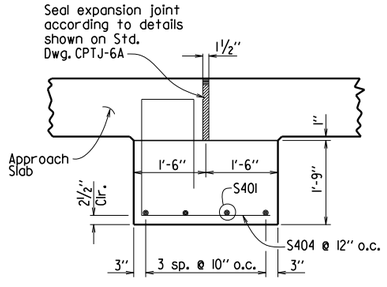
AT ASPHALT APPROACH PAVEMENT

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:

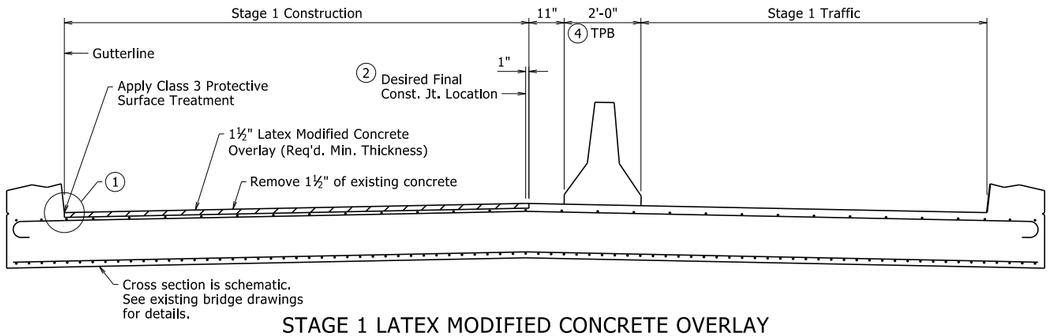
DRAWING NO. 55040C2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1/9/2020				6	ARK.			
6/25/2020				JOB NO.				
				①	HYDRO/LMC OVERLAY - 55062			

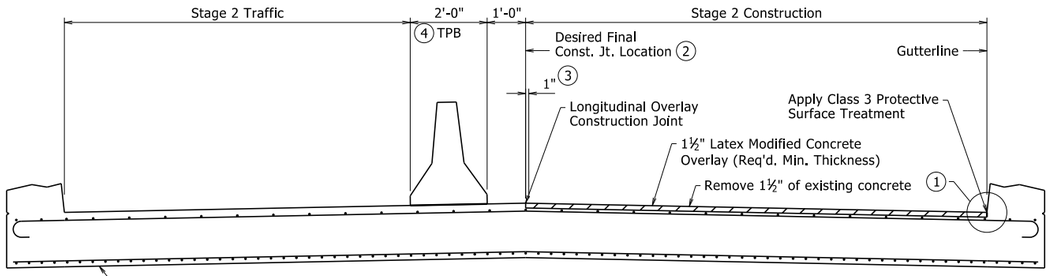
Stages of Construction refer to Bridge Rehabilitation Work Zones as shown in Maintenance of Traffic Details. Numbering is shown for general purposes. See Roadway Plans for specific sequencing.

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

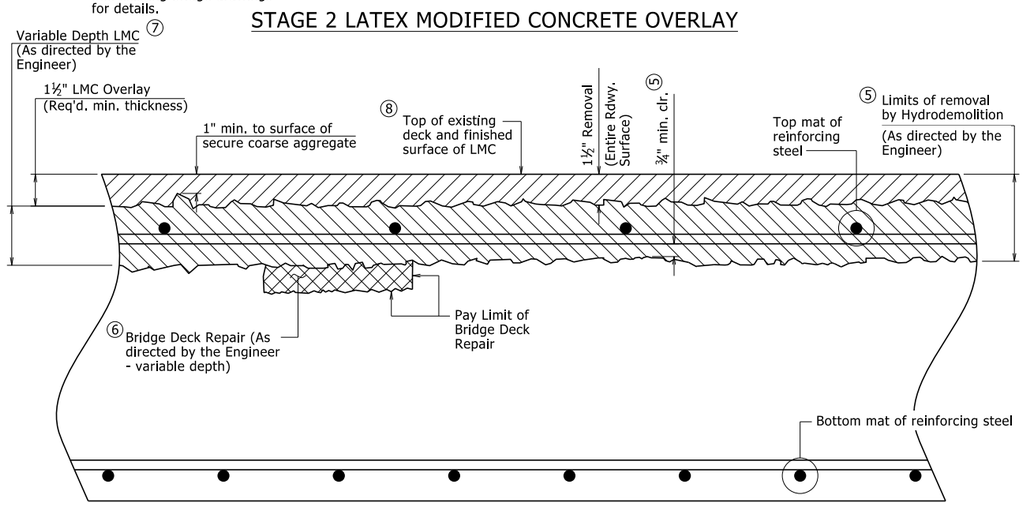
NOTE: Details shown are typical for staged construction. When full width rehabilitation of a bridge deck is possible, adjust hydrodemolition and latex modified concrete overlay operations and details accordingly.



STAGE 1 LATEX MODIFIED CONCRETE OVERLAY



STAGE 2 LATEX MODIFIED CONCRETE OVERLAY



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

⚠① ⑤ Removal of unsound concrete beyond 1½" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of ¾" clearance below the bar. This removal shall be subsidiary to the item Job SP "Hydrodemolition - Class _".

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

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

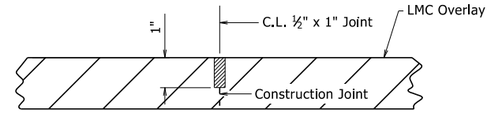
⑧ Finished surface of LMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required LMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.

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

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

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

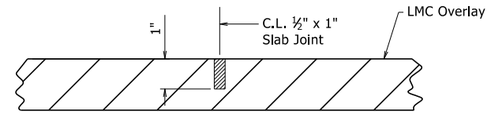
④ For staged construction, Temporary Precast Barrier (TPB) shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4 for additional details. Plastic drums shall be used in lieu of concrete barriers where shown in the Roadway Plans, see Std. Dwg. TC-3 for additional details.



Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod will not be required. Joint Sealer shall be measured and paid for as LMC Overlay. Longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the overlay. Seal color shall be gray or other color similar to concrete.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

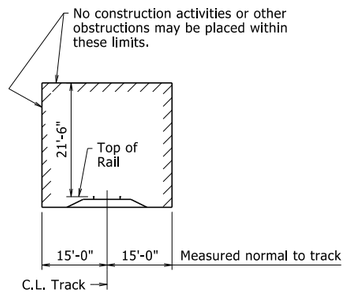
For Staged Construction



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

TRANSVERSE OVERLAY JOINT DETAIL

For Continuous Span Bridges



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

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

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

⚠② Modified Joint Rehabilitation for additional clarification of unarmored joint work. By: KWY, Checked by: SWP; 6/25/2020.

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

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

BRIDGE ENGINEER

GENERAL NOTES:

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

Details shown are schematic. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure(s).

The operation or placement of vehicles, equipment, and/or materials on the subject bridge(s) necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

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

⚠① HYDRODEMOLITION: The entire roadway surface of the existing bridge deck and approach slabs and gutters, as applicable, shall receive hydrodemolition in accordance with the Job SP "Hydrodemolition - Class _" to a planned depth of 1½" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer and up to the limits detailed. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item Job SP "Hydrodemolition - Class _". Prior to hydrodemolition, cold milling of the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with the existing reinforcing steel.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated, or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with Job SP "Bridge Deck Repair for Latex Modified Concrete Overlays".

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

GROOVED FINISH: The LMC Overlay surface of the bridge deck and approach slabs and gutters, as applicable, shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with Job SP "Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the LMC Overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job SP "Latex Modified Concrete Overlay". The roadway surface of the completed LMC Overlay shall be given a Class 1 Protective Surface Treatment as specified in Section 803.

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

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

STANDARD DETAILS FOR HYDRODEMOLITION AND LMC OVERLAY REINFORCED CONCRETE SLAB STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

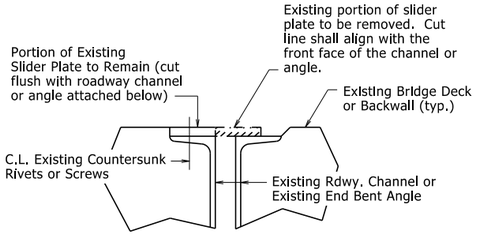
LITTLE ROCK, ARK.

DRAWN BY:	KWY	DATE:	11/7/2019	FILENAME:	b55062.dgn
CHECKED BY:	SWP	DATE:	11/7/2019	SCALE:	None
DESIGNED BY:	STD.	DATE:	-------		

DRAWING NO. 55062

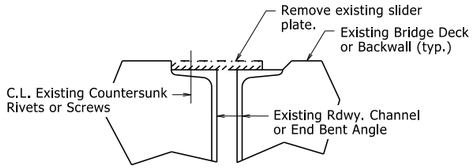
PRINT DATE: 11/4/2020

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



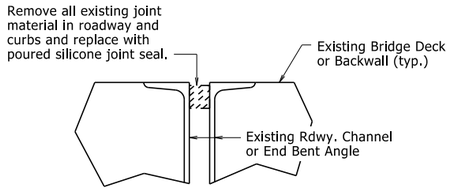
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS

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



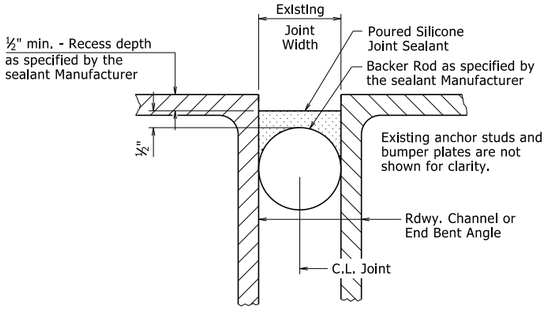
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS WITH GRADE RAISE

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



REMOVAL DETAILS AT EXISTING FILLED JOINTS

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



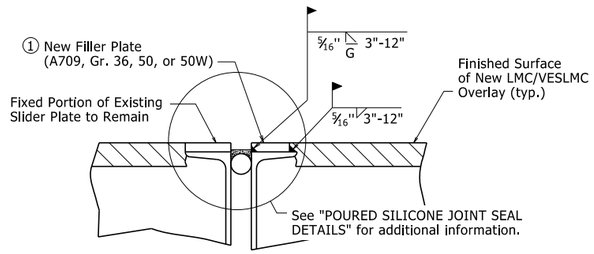
POURED SILICONE JOINT SEAL DETAILS

Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details, Section 809, and the Manufacturer's recommendations. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

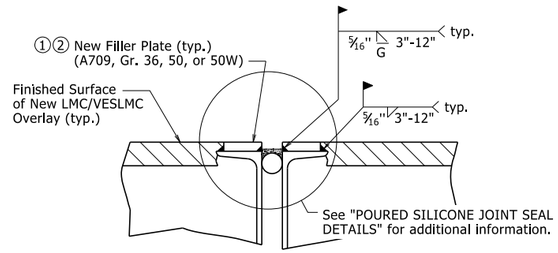
Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer's recommendations shall be followed to prevent sealant leakage during repair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

Backer rods shall be appropriately sized and set to the depth shown in the Manufacturer's literature based on the joint width at the time of sealing. Except as noted, do not install more backer rod than can be sealed in the same day. The Contractor shall verify separation of the backer rod from the joint material after joint material has set.

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



SLIDER PLATE JOINT MODIFICATION

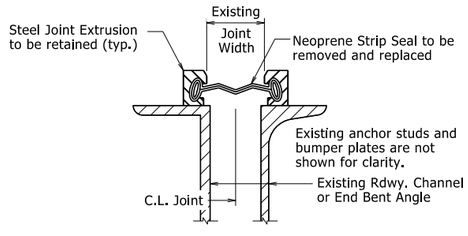


JOINT MODIFICATION WITH GRADE RAISE

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.



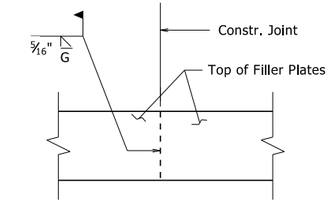
STRIP SEAL JOINT DETAILS

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.

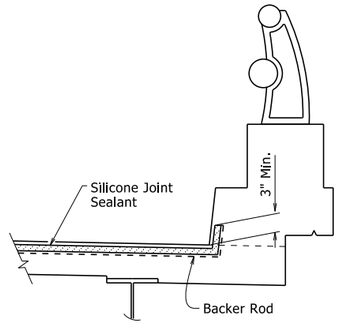
Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be reinstalled after installation of the new neoprene strip seal joint material.

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. _)".

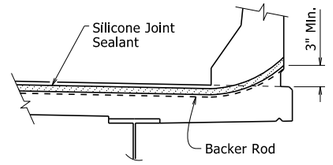


PLAN VIEW OF FILLER PLATE

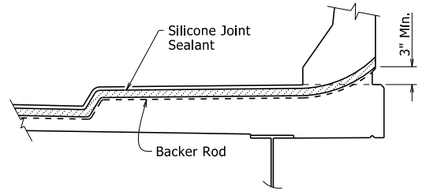


SILICONE JOINT SEAL PLACEMENT AT CURB

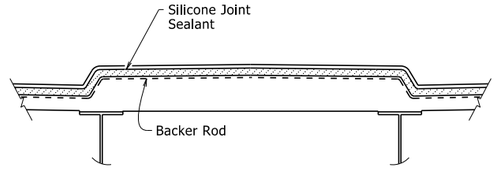
Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



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

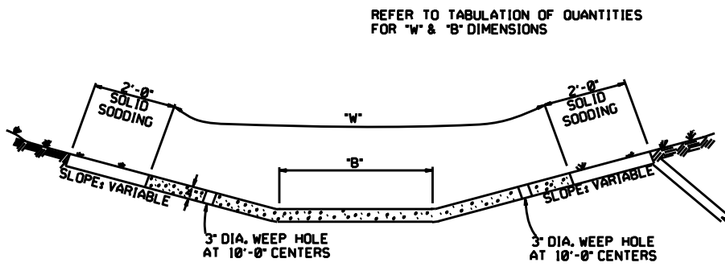
ARKANSAS STATE HIGHWAY COMMISSION

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: -------

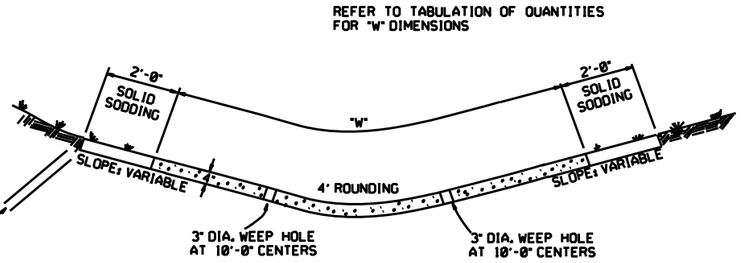
DRAWING NO. 55064

PRINT DATE: 11/4/2020



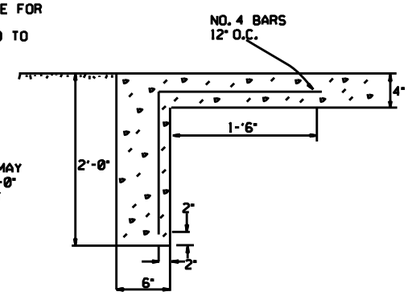
TYPE A

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



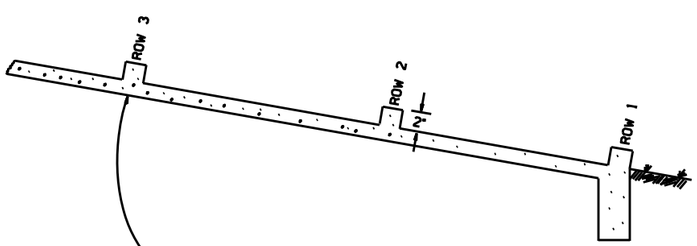
TYPE B

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."



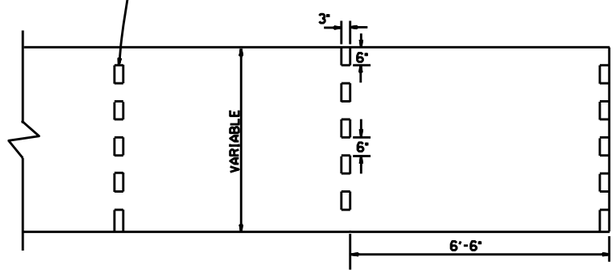
TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

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.

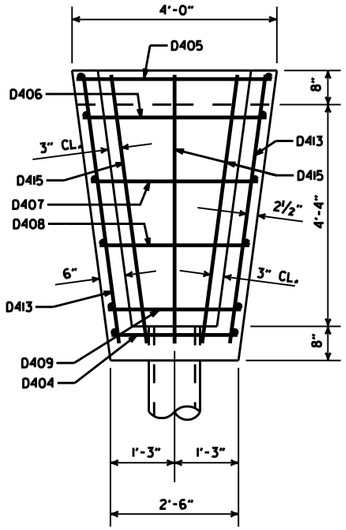
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45° INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

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

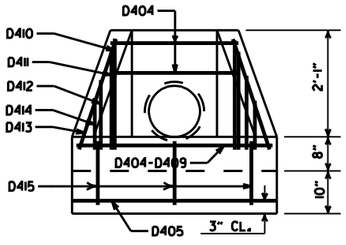
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

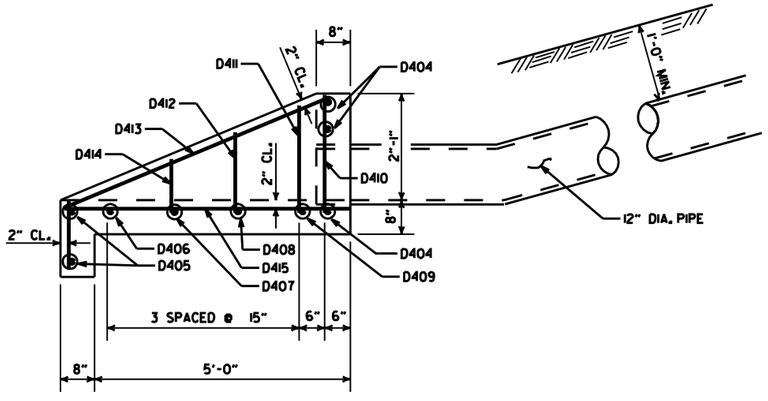
STANDARD DRAWING CDP-1



PLAN



FRONT ELEVATION

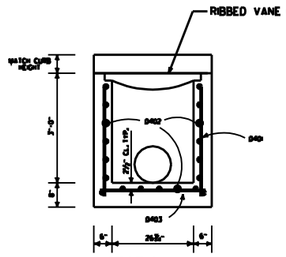


SIDE ELEVATION
CONCRETE SPILLWAY

BAR LIST (CONCRETE SPILLWAY)

MARK	NO. REQ'D.	LENGTH	BENDING DIAGRAM
D404	3	2'-2"	5'-4", 1'-2", 2" P.D., D415
D405	2	3'-8"	
D406	1	3'-5"	
D407	1	3'-1"	
D408	1	2'-9"	
D409	1	2'-5"	
D410	2	2'-5"	
D411	2	2'-2"	
D412	2	1'-9"	
D413	2	5'-6"	
D414	2	1'-2"	
D415	3	6'-5"	

DETAILS OF CONCRETE SPILLWAY (TYPE A)

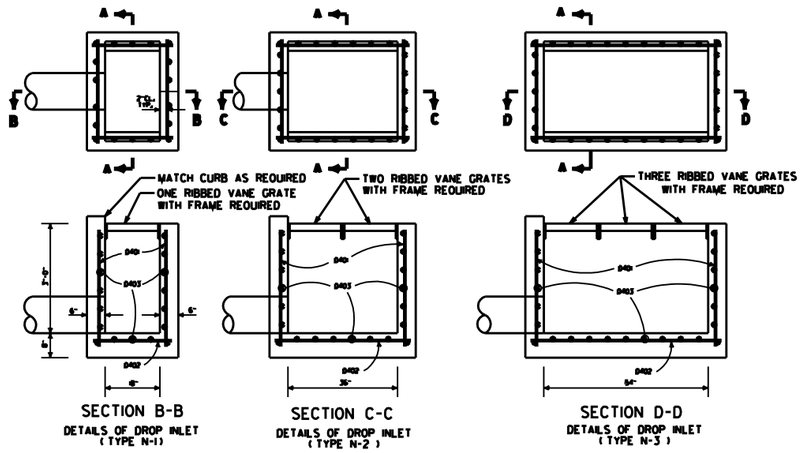


SECTION A-A

BAR LIST (DROP INLET)

MARK	TYPE N-1		TYPE N-2		TYPE N-3	
	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH
D401	20	3'-0"	26	3'-0"	32	3'-0"
D402	19	2'-2"	19	3'-8"	19	5'-2"
D403	17	2'-11"	20	2'-11"	23	2'-11"

ALL BARS #4 @ 6" SPACING



SECTION B-B
DETAILS OF DROP INLET
(TYPE N-1)

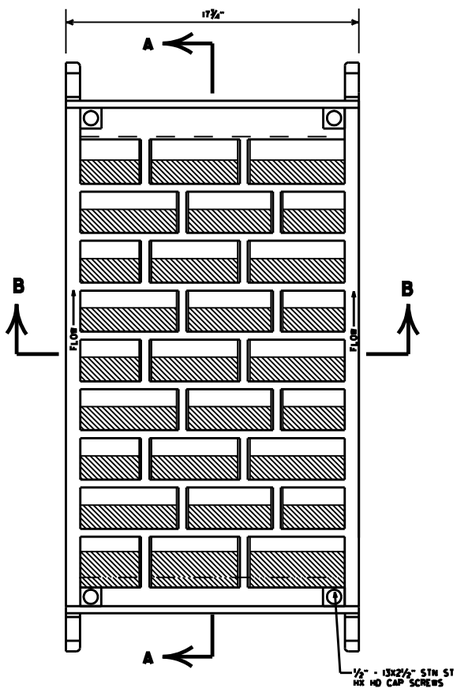
SECTION C-C
DETAILS OF DROP INLET
(TYPE N-2)

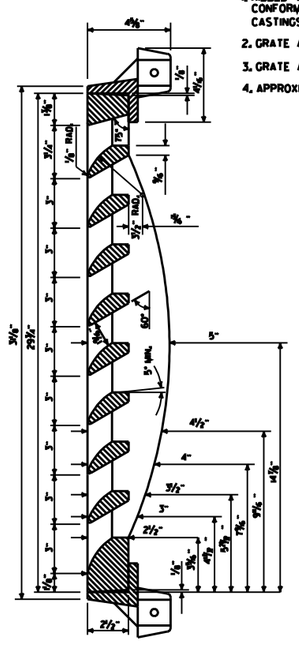
SECTION D-D
DETAILS OF DROP INLET
(TYPE N-3)

DETAILS OF DROP INLET

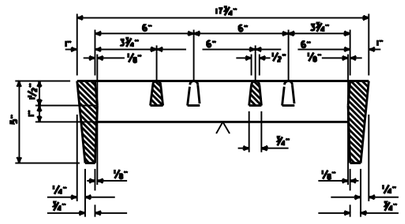
GENERAL NOTES (GRATE & FRAME)

1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.

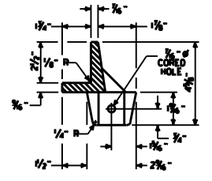




SECTION A-A



SECTION B-B



SECTION THRU FRAME

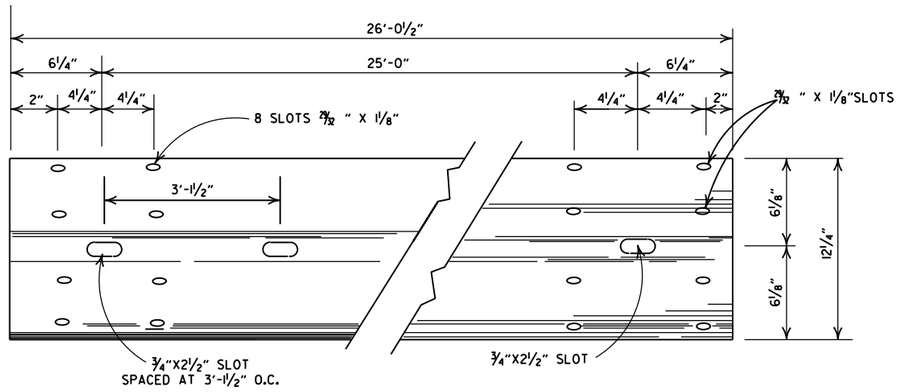
DETAILS OF RIBBED VANE GRATE AND FRAME

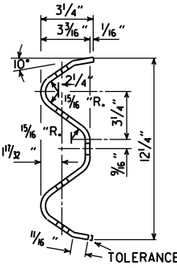
DATE REVISED	DATE FILMED	DESCRIPTION
7-02-98		REVISED SECT. A-A DETAIL OF DROP INLET & ADDED AASHTO REF. TO NOTE 1, REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
8-15-91		ISSUED

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS AND SPILLWAY OUTLET

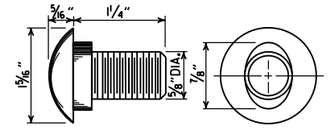
STANDARD DRAWING FPC-9N



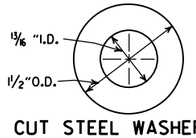


DETAILS OF W-BEAM GUARDRAIL

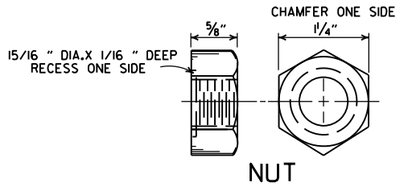
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



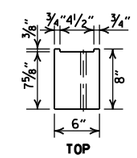
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



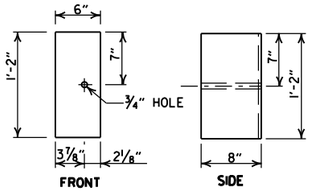
CUT STEEL WASHER



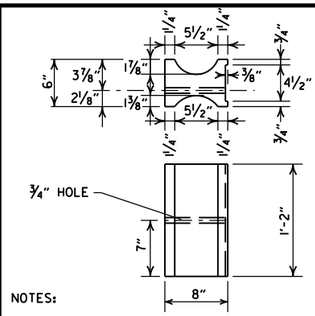
NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.



WOOD BLOCKOUT (W-BEAM)

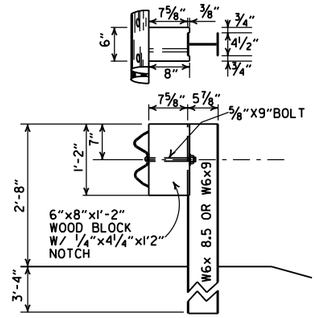


NOTES:

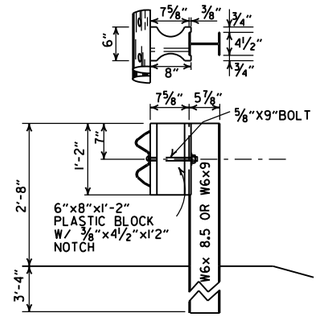
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT (W-BEAM)

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.

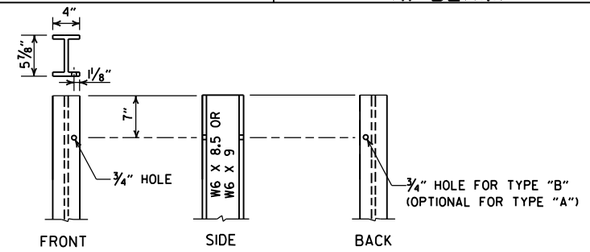


WOOD BLOCKOUT CONNECTIONS

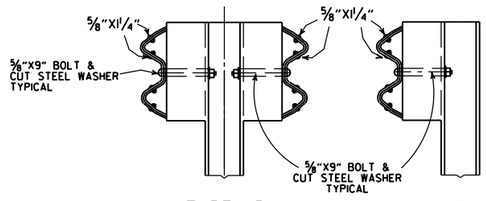


PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



STEEL POST



TYPE "B" TYPE "A"

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

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

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

USE W-BEAM GUARDRAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARDRAIL, W-BEAM GUARDRAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

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

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARDRAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARDRAIL.

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.

POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - 1/4".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

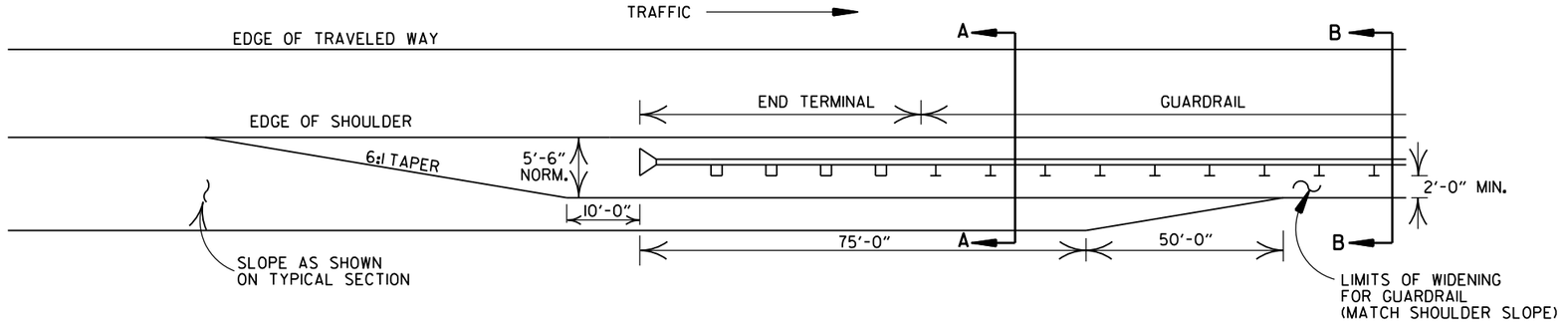
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

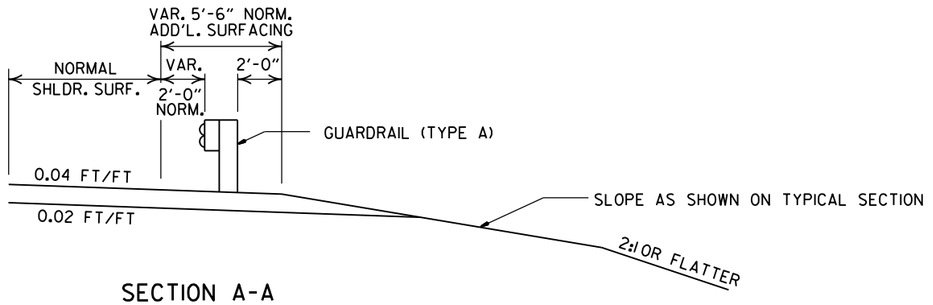
DATE	REVISION	FILMED
11-07-19	RENUMBERED AND RENAMED	
11-16-17	REVISED GENERAL NOTES AND RAISED GUARDRAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
03-30-00	REMOVED GUARDRAIL AT BRIDGE ENDS	
01-12-00	ADDED PLASTIC BLOCKOUT	
08-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARDRAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
04-03-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
06-02-94	ADDED ALT. STEEL POST SIZE	
08-05-93	REVISED STEEL POST SIZE	8-5-93
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED WASHER NOTE	8-15-91
08-02-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
07-15-88	REVISED SECTION 3 & GENERAL NOTES	
03-04-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-09-87	REDRAWN & REVISED	802-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

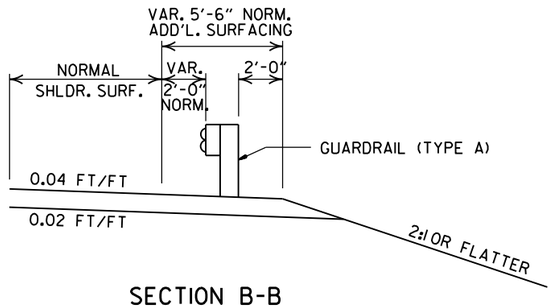
GUARDRAIL DETAILS

STANDARD DRAWING GR-6



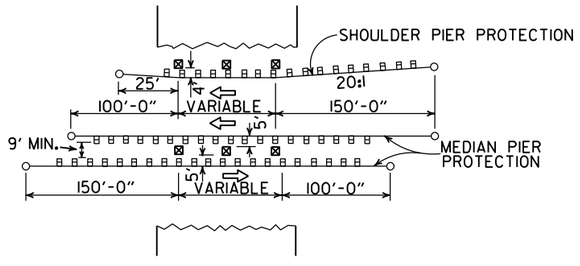


SECTION A-A



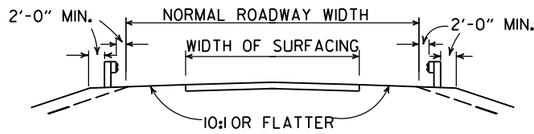
SECTION B-B

DETAILS OF WIDENING FOR GUARDRAIL

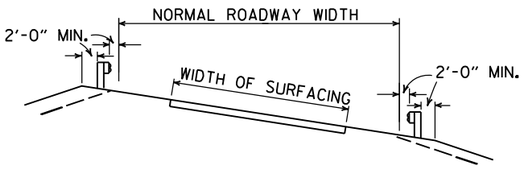


METHOD OF INSTALLATION OF GUARDRAIL AT FIXED OBSTACLE

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



SECTION ON TANGENT



SECTION ON CURVE

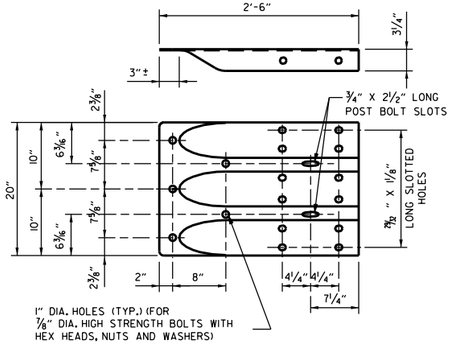
DETAILS SHOWING POSITION OF GUARDRAIL ON HIGHWAY

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

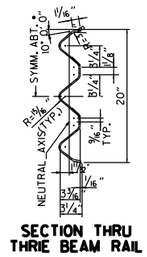
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

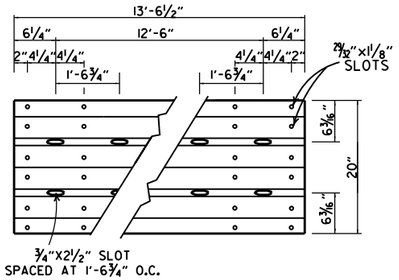
STANDARD DRAWING GR-9



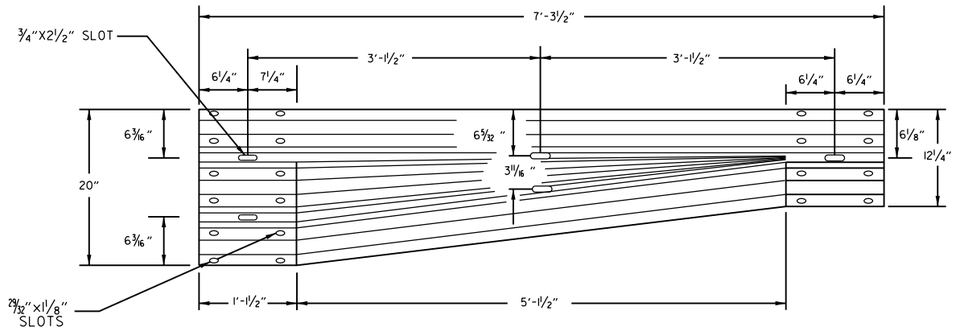
SPECIAL END SHOE



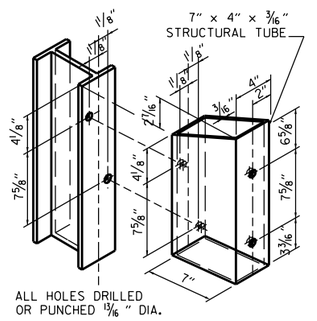
SECTION THRU THRIE BEAM RAIL



THRIE BEAM RAIL

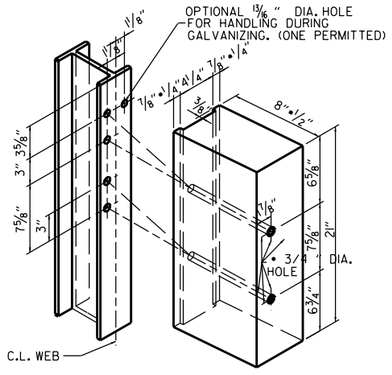


TRANSITION SECTION



ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.

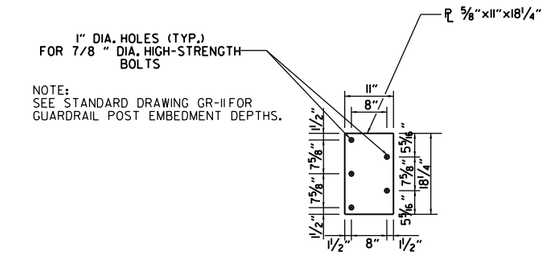
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

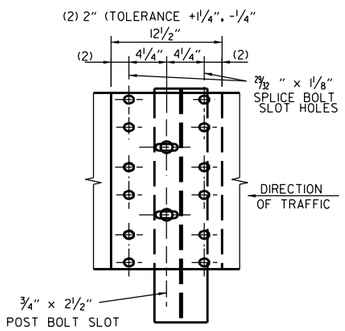
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



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.

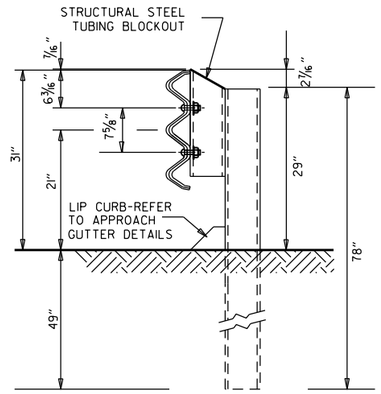
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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	

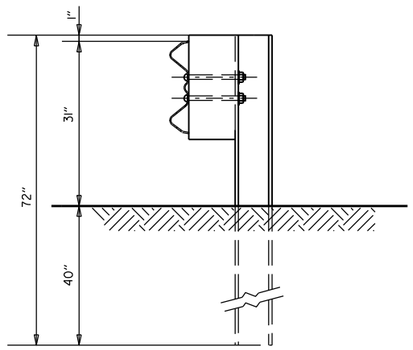
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

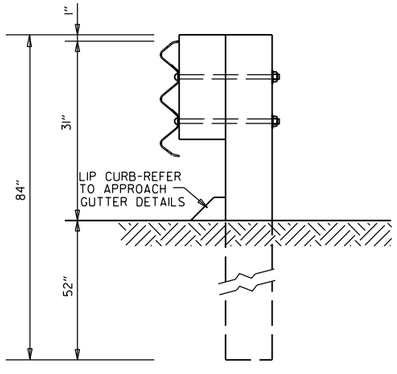
STANDARD DRAWING GR-10



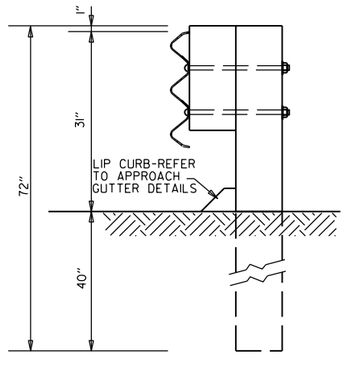
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



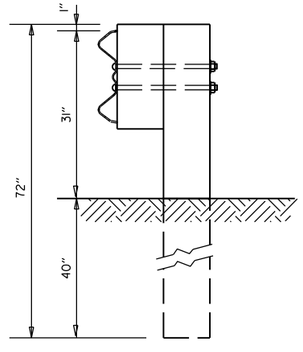
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



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.

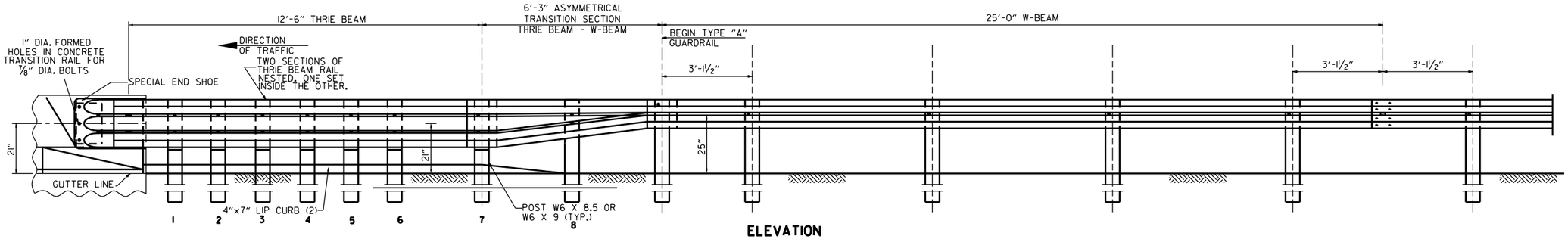
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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	

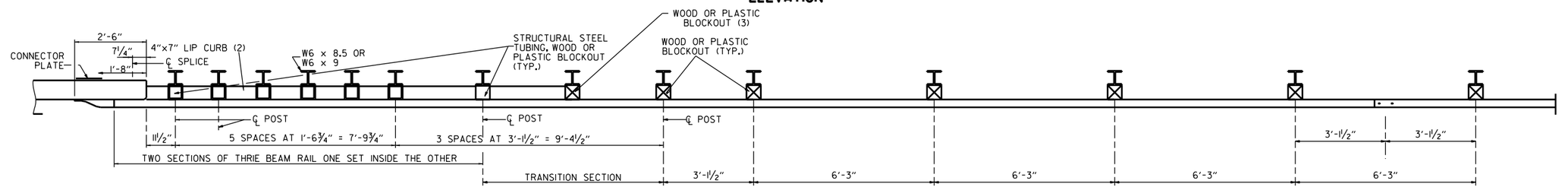
ARKANSAS STATE HIGHWAY COMMISSION

GUARDRAIL DETAILS

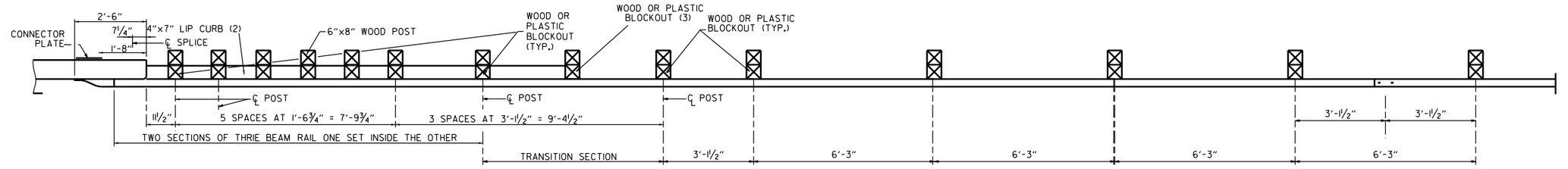
STANDARD DRAWING GR-11



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.

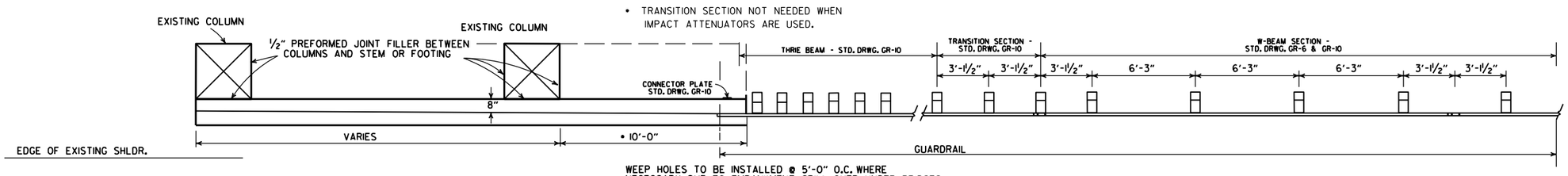
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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

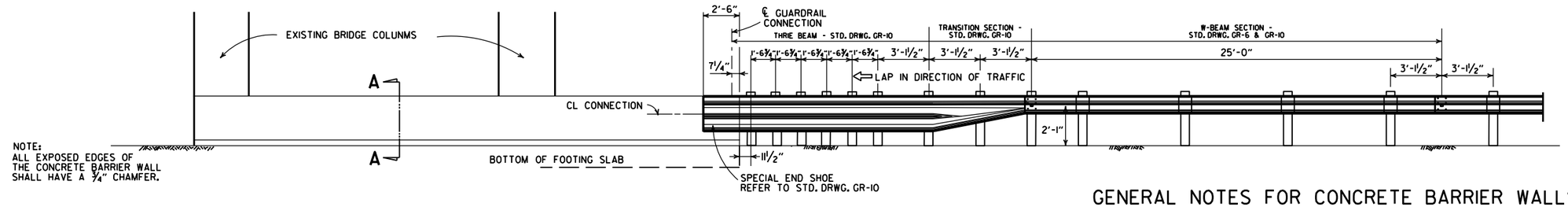
GUARDRAIL DETAILS

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



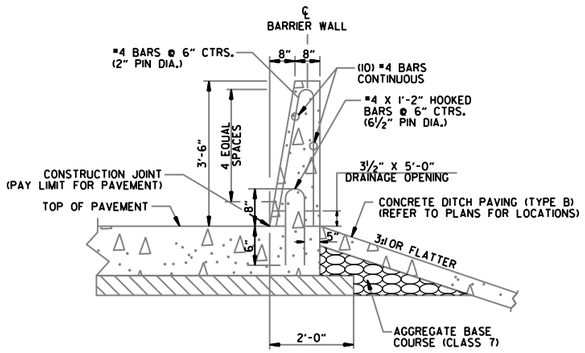
NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL

GENERAL NOTES FOR CONCRETE BARRIER WALLS

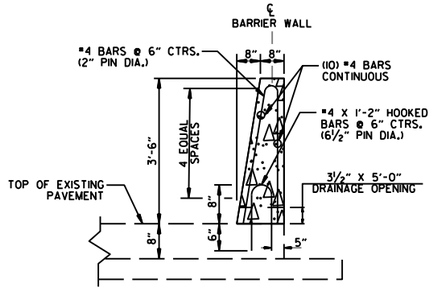
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
3. ALL CONTRACTION 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	

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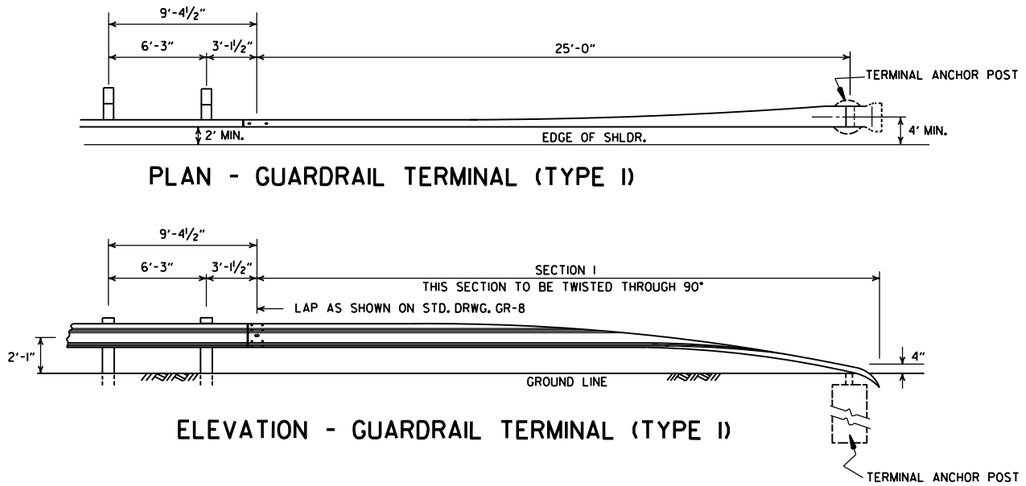
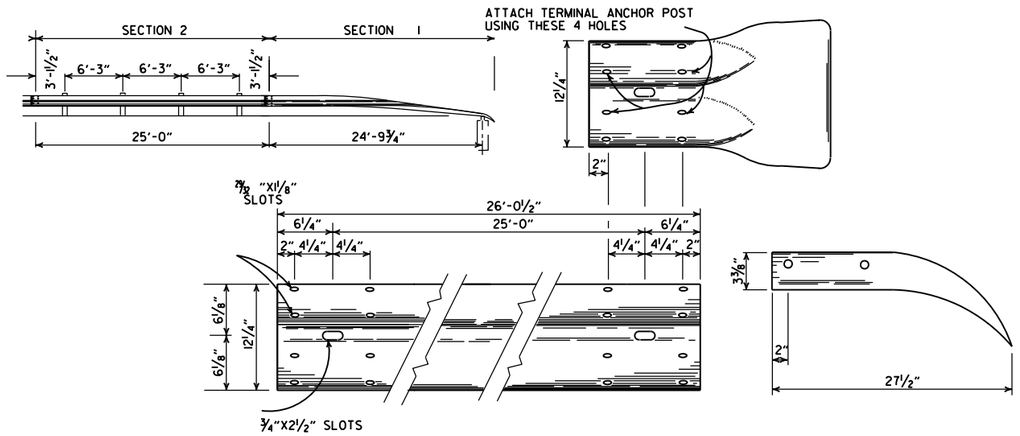
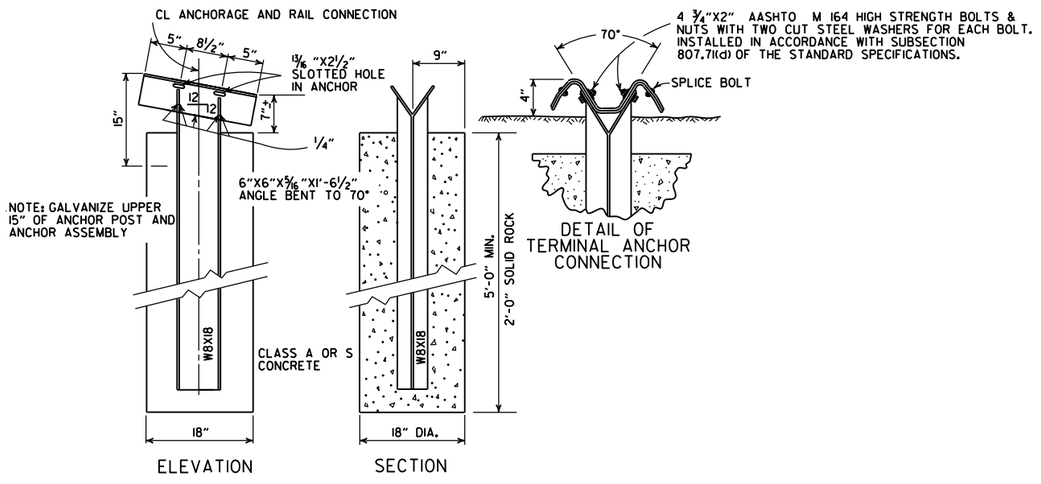
CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-13



NOTE:
SECTIONS 1 AND 2 OF GUARDRAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARDRAIL SPECIFIED.





NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

DETAIL OF TERMINAL ANCHOR POST (TYPE I)

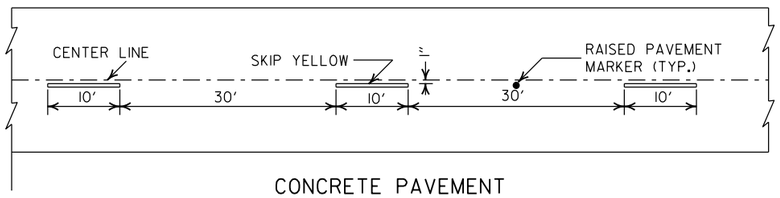
DATE	REVISION	FILMED
11-07-19	RENAMED & REVISED REFERENCE.	
11-16-17	REVISED GUARDRAIL HEIGHT AND LOCATION OF POSTS	
07-14-10	RAISED HEIGHT OF GUARDRAIL 1"	
06-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-03-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-01-92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

ARKANSAS STATE HIGHWAY COMMISSION

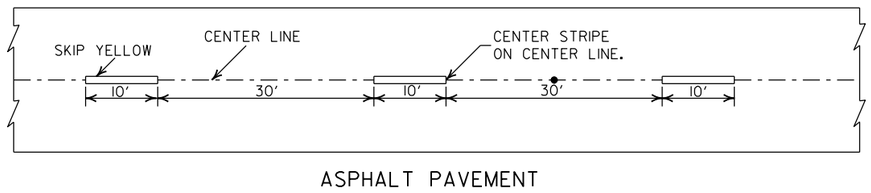
GUARDRAIL DETAILS

STANDARD DRAWING GRT-1

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.

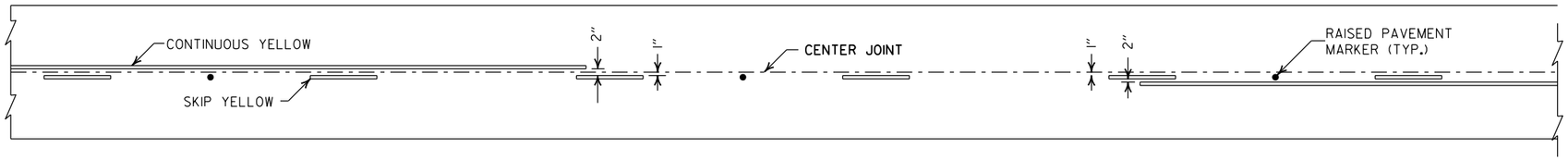


CONCRETE PAVEMENT

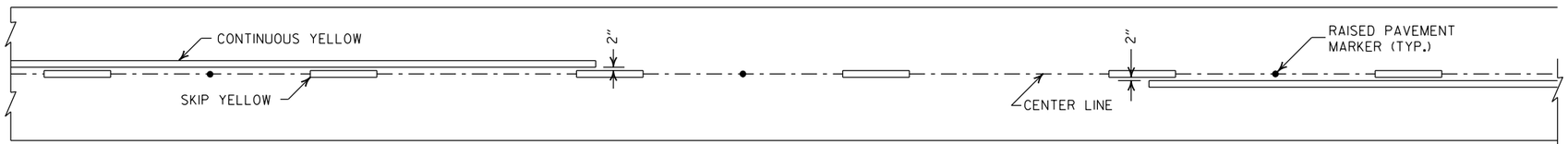


ASPHALT PAVEMENT

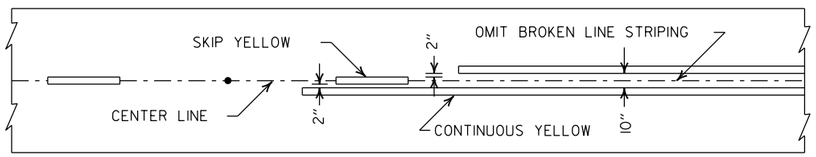
BROKEN LINE STRIPING



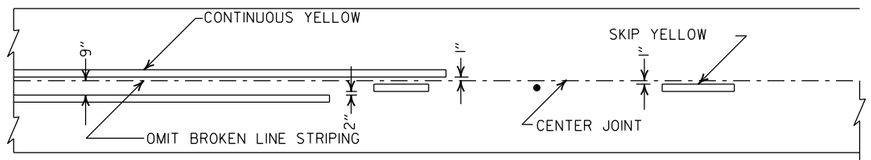
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

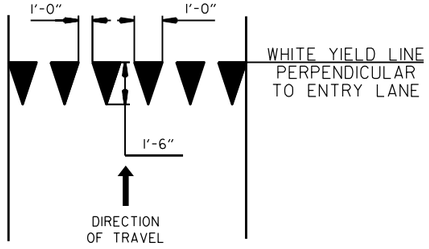


ASPHALT PAVEMENT

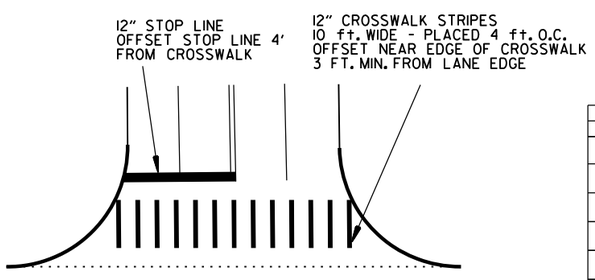


CONCRETE PAVEMENT

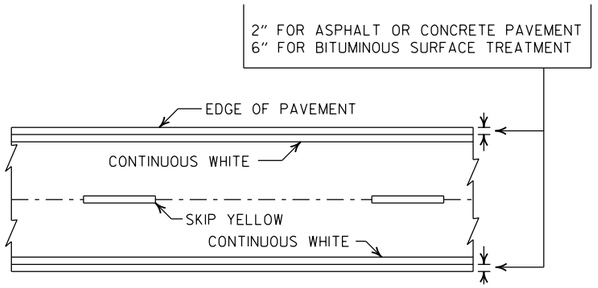
STRIPING AT ADJACENT NO PASSING LANES



YIELD LINE DETAIL



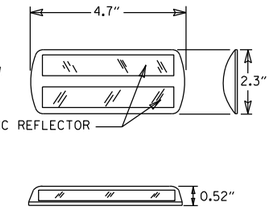
CROSSWALK AND STOP LINE DETAILS



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

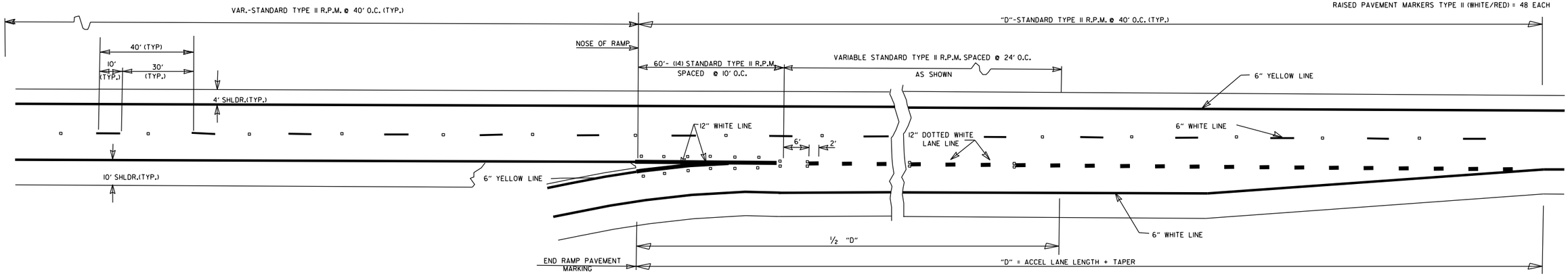
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

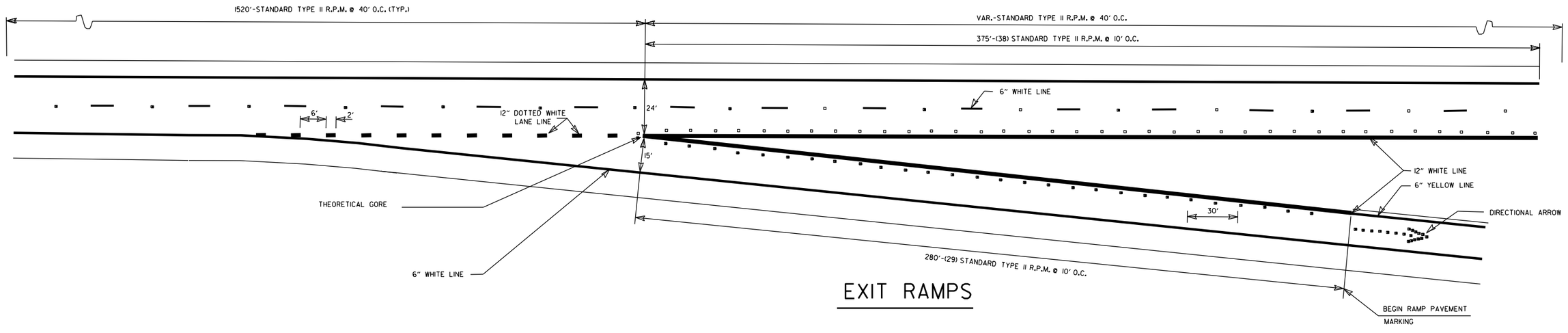
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

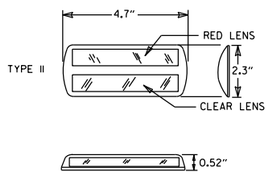
6" WHITE = 280 LIN. FT.
12" WHITE = 815 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMPS

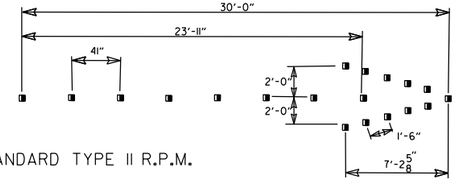


EXIT RAMPS



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

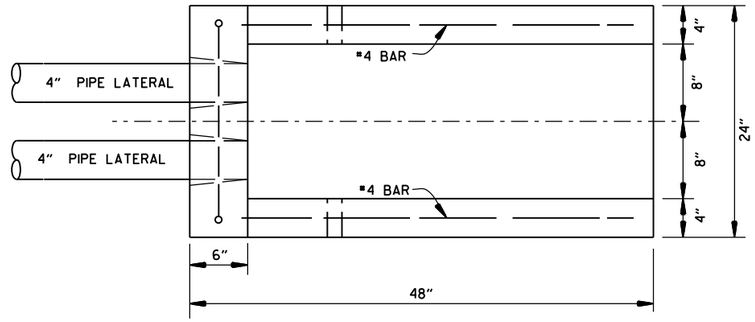
PAVEMENT MARKING DETAILS ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

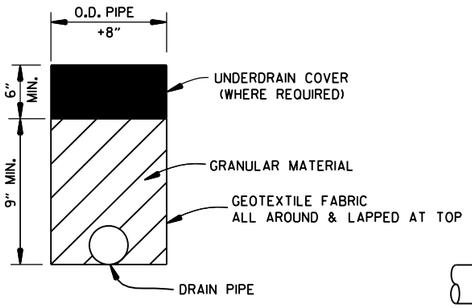
NOTE:

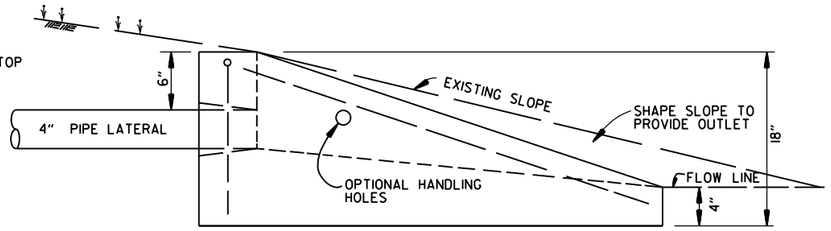
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

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

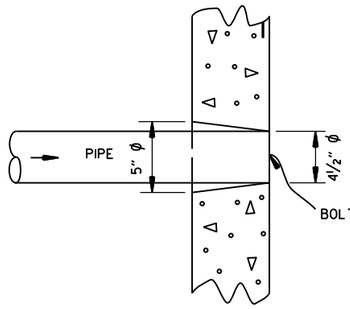


PLAN VIEW

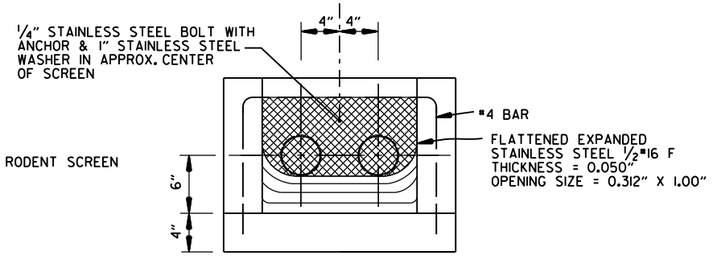




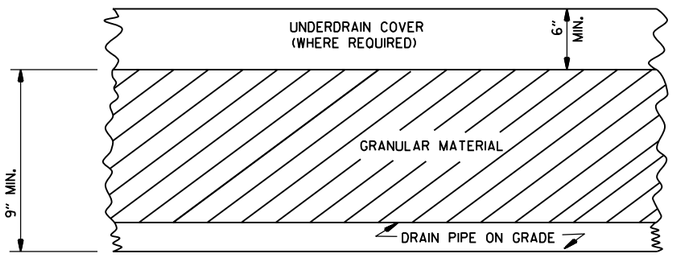
SIDE VIEW



DETAIL OF HOLE FOR 4" PIPE

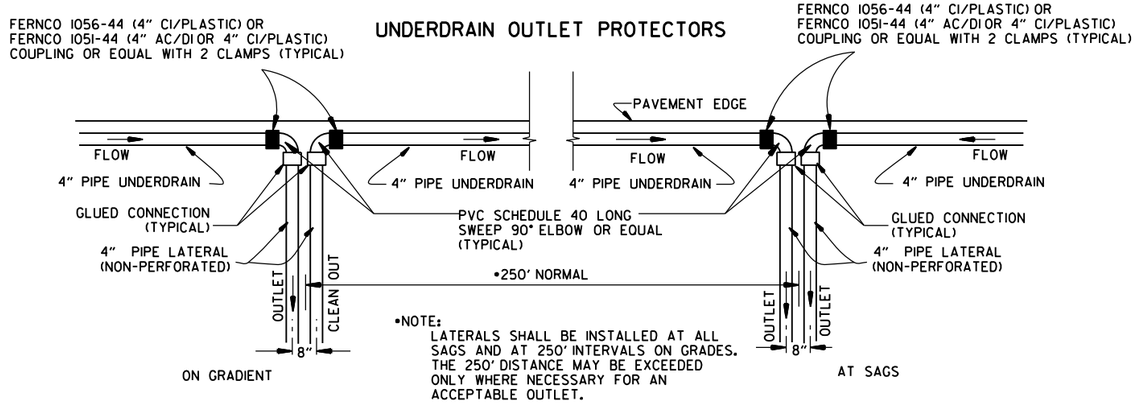


FRONT VIEW
(DETAIL OF RODENT SCREEN)



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

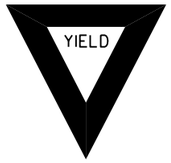
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

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"

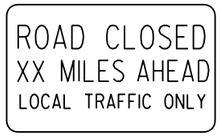
R5-1

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"

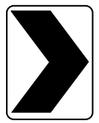
WI-4

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"

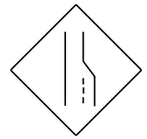
W3-1

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"

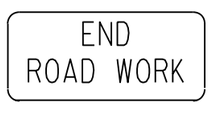
W8-9

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

G20-1

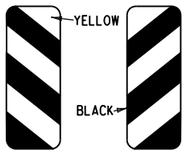
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

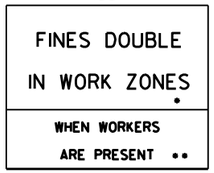
M4-9

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.

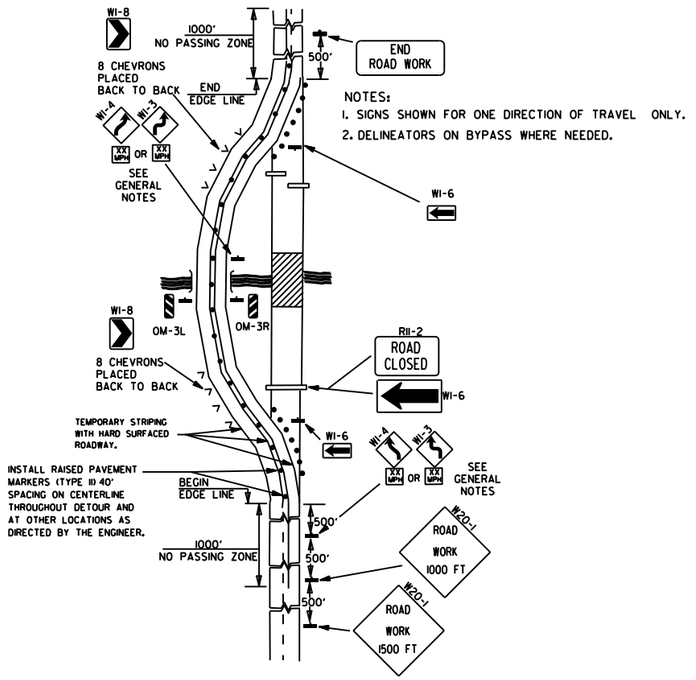
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED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

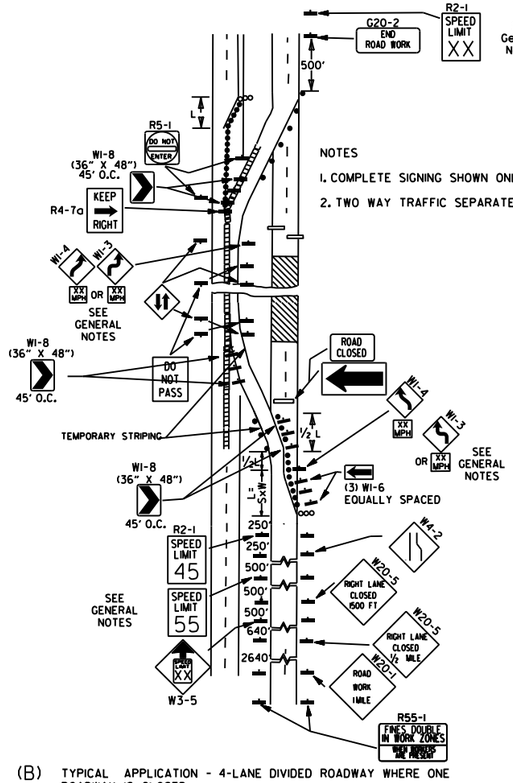
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



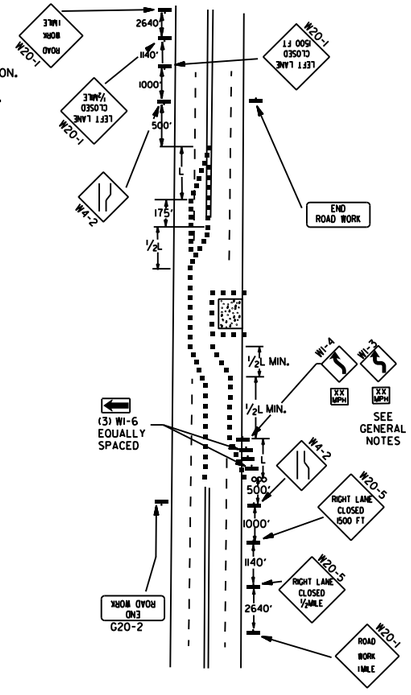
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

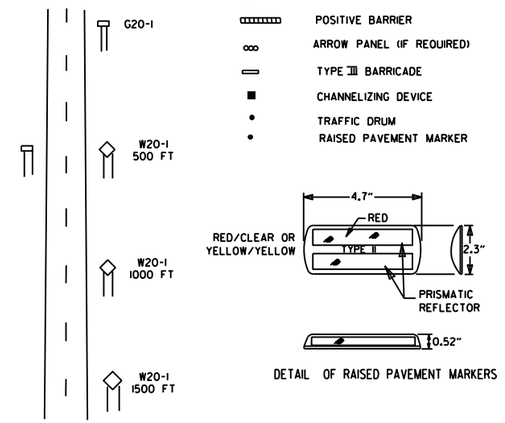


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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:

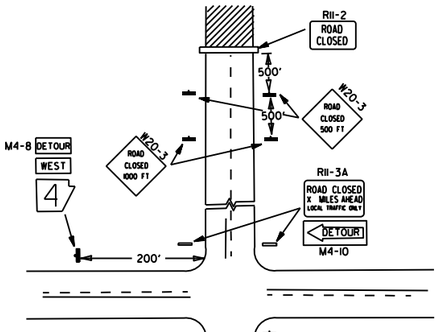
L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

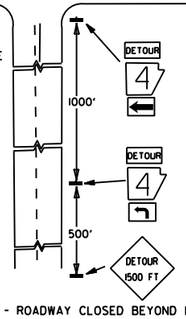
WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

GENERAL NOTES:

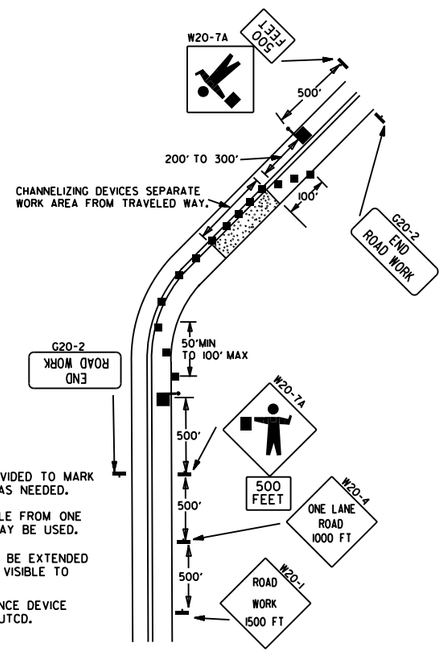
1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS
2. WHEN THE EXISTING SPEED LIMIT 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.

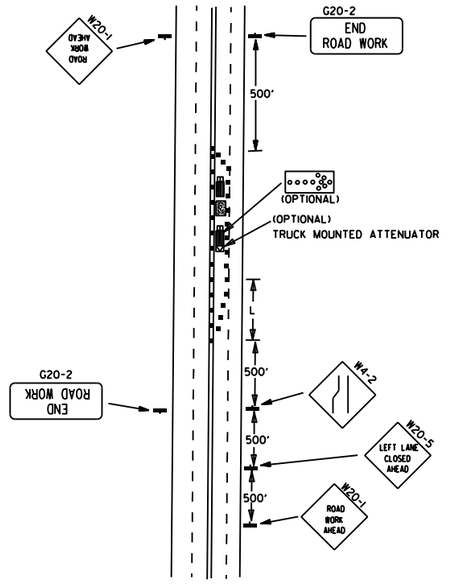


(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



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.



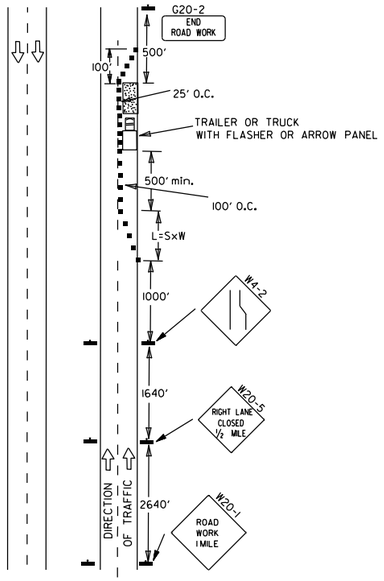
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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	

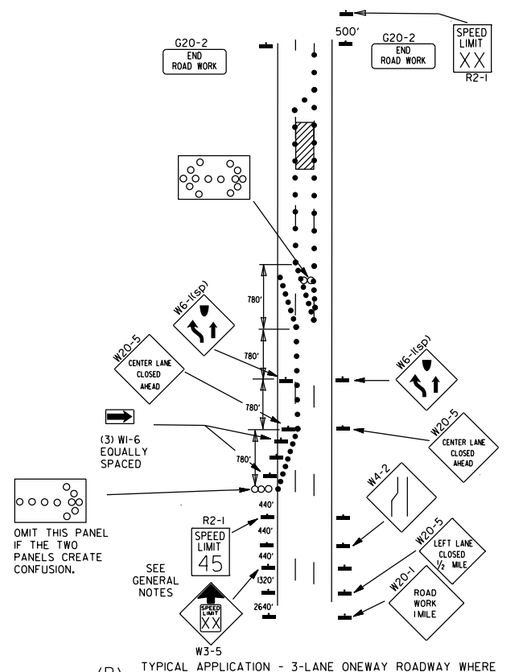
ARKANSAS STATE HIGHWAY COMMISSION

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.



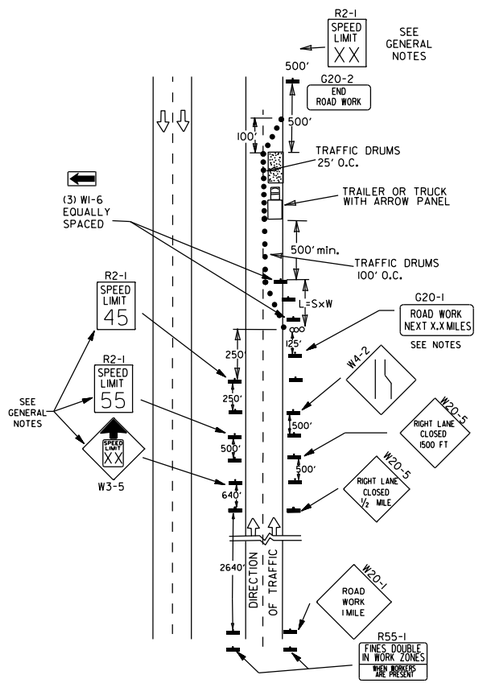
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

KEY:

- ARROW PANEL (IF REQUIRED)
- ■ CHANNELIZING DEVICE
- ● TRAFFIC DRUM

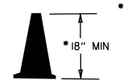
GENERAL NOTES:

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).



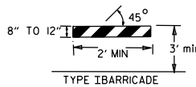
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

CHANNELIZING DEVICES



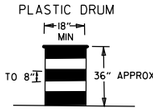
* WHEN CONES ARE USED ON FREEWAYS AND MULTI-LANE HIGHWAYS, THEY SHALL BE 28" MIN. DURING HOURS OF DARKNESS, 28" CONES SHALL BE USED ON ALL ROADWAYS, AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH THE M.U.T.C.D.

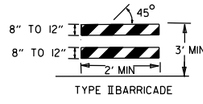
CONES



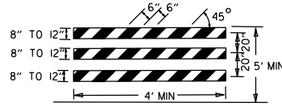
TYPE I BARRICADE

PLASTIC DRUM



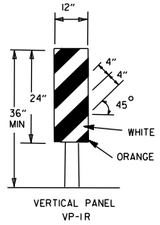


TYPE II BARRICADE



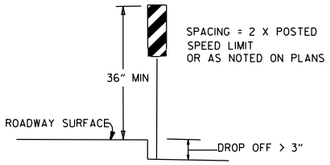
TYPE III BARRICADE

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

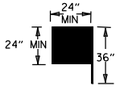


VERTICAL PANEL VP-1R

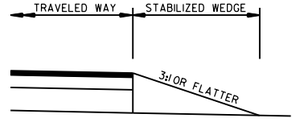
VERTICAL PANEL PLACEMENT



FLAG



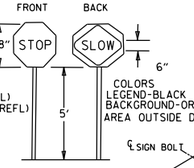
FLAG SHALL BE OF GOOD GRADE RED MATERIAL

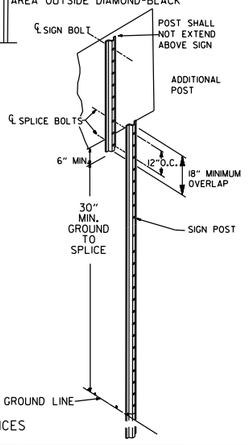


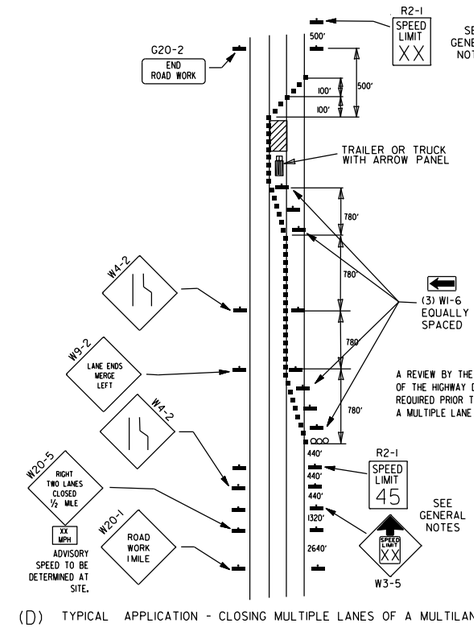
STABILIZED WEDGE

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

STOP SLOW PADDLE







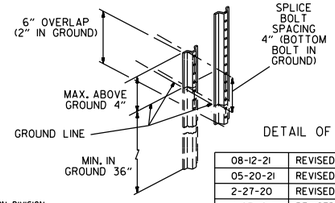
A REVIEW BY THE ROADWAY DESIGN DIVISION OF THE HIGHWAY DEPARTMENT WILL BE REQUIRED PRIOR TO IMPLEMENTING A MULTIPLE LANE CLOSURE.

(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	

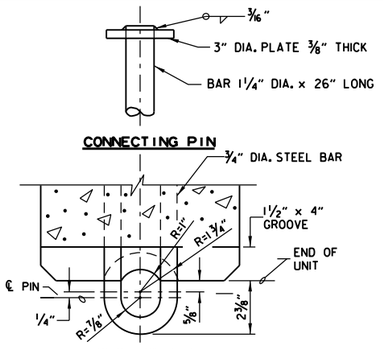
ARKANSAS STATE HIGHWAY COMMISSION

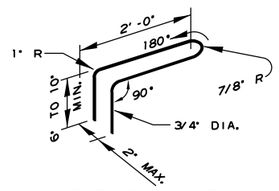
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

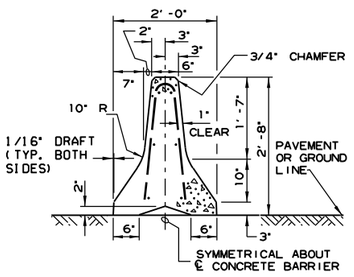
STANDARD DRAWING TC-3

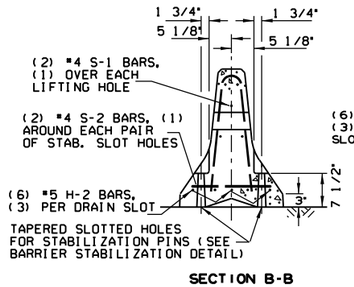
REINFORCING BAR TABLE PER BARRIER UNIT

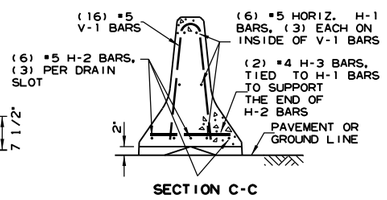
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. 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"

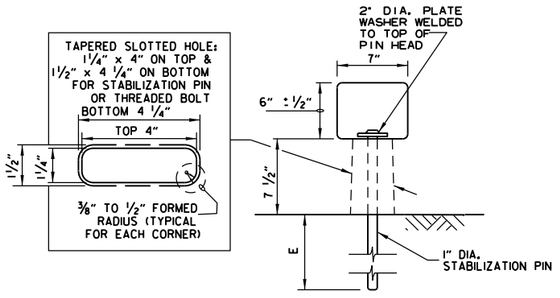




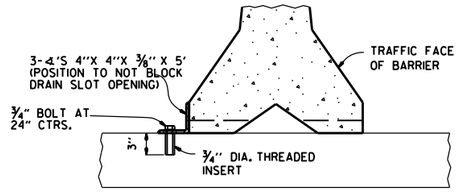






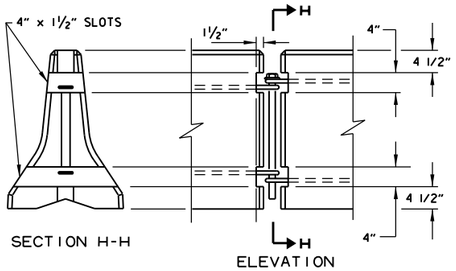


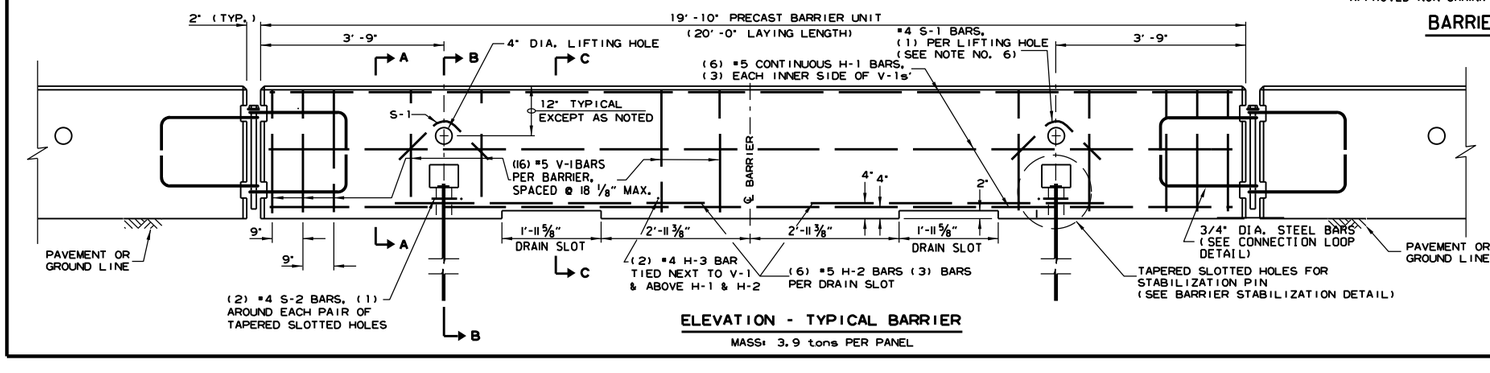
Ⓔ 4" - CONCRETE PAVEMENT
8" - ASPHALT PAVEMENT
12" - SHOULDER AREAS



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.

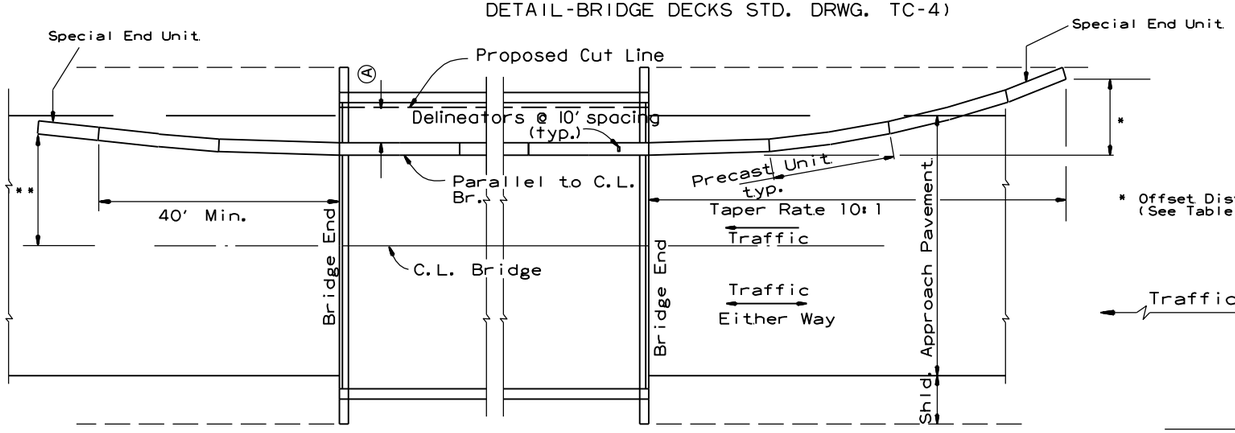
DATE	REVISION	FILMED
11-07-19	REVISED NOTE 3	
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO WASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED 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

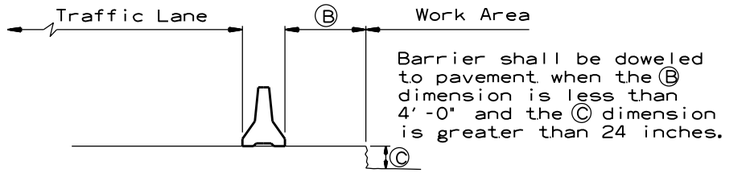
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

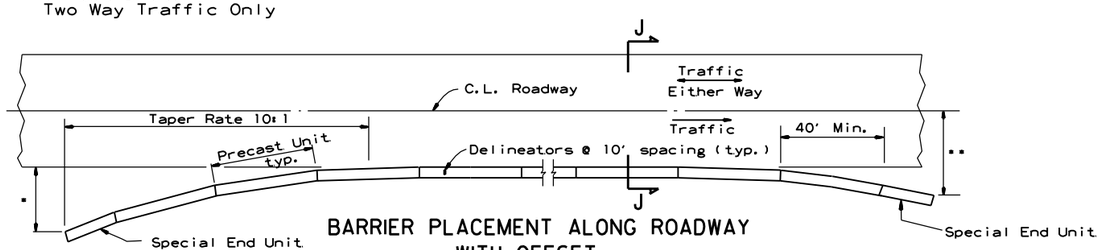
** Offset Distance for Two Way Traffic Only



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

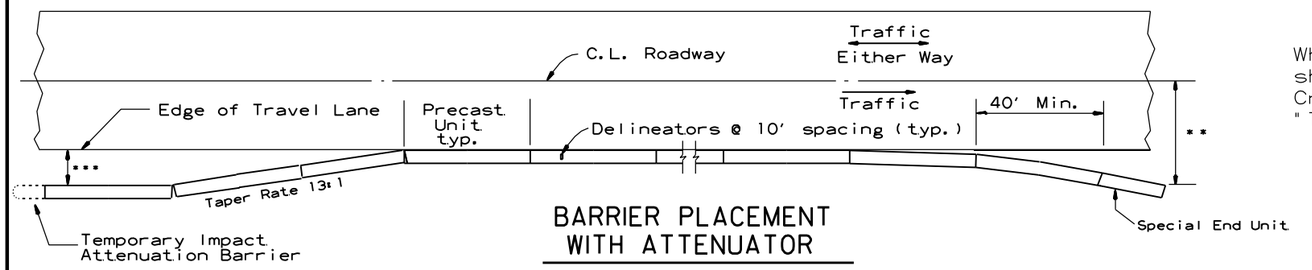
** Offset Distance For Two Way Traffic Only

* 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.

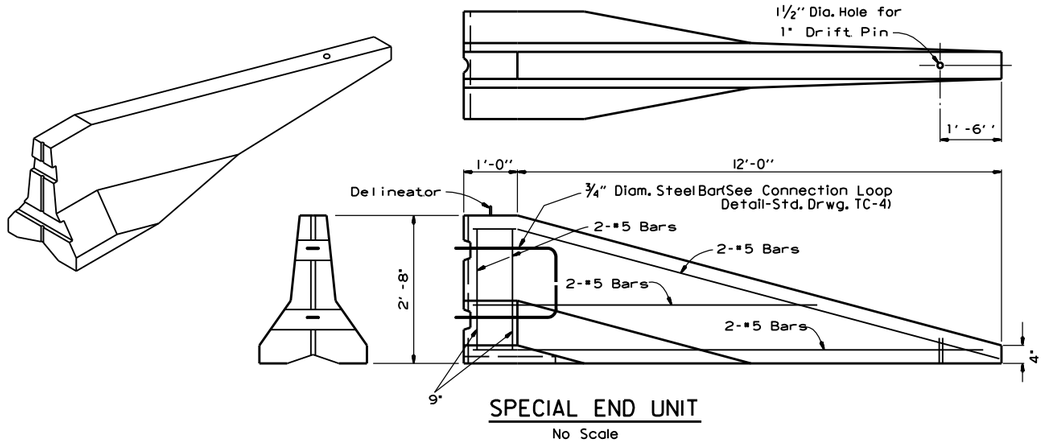


BARRIER PLACEMENT WITH ATTENUATOR

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	

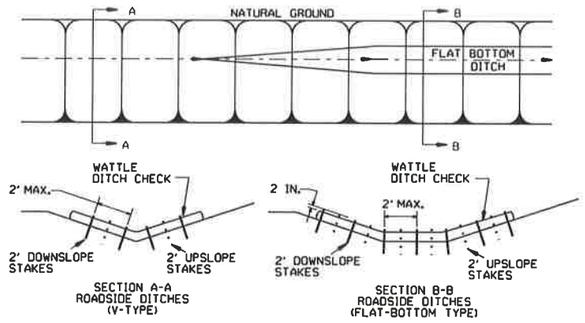
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

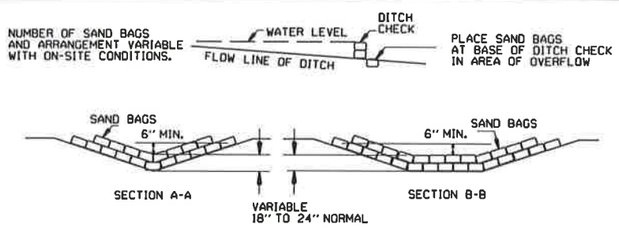
STANDARD DRAWING TC-5

GENERAL NOTES

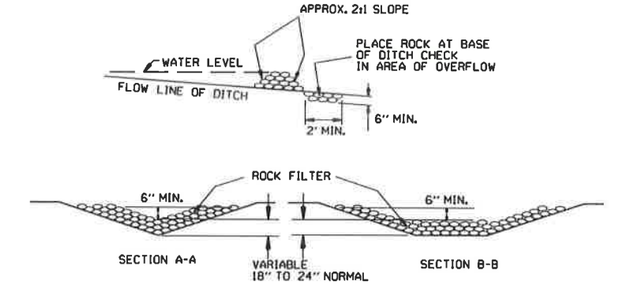
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

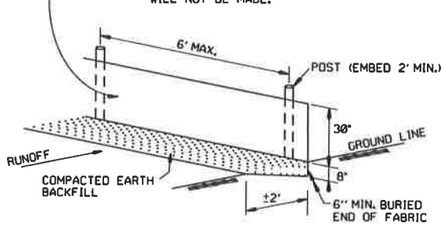


ROCK DITCH CHECK (E-6)

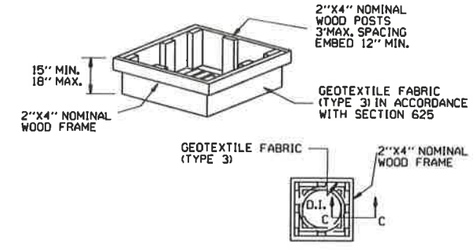
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

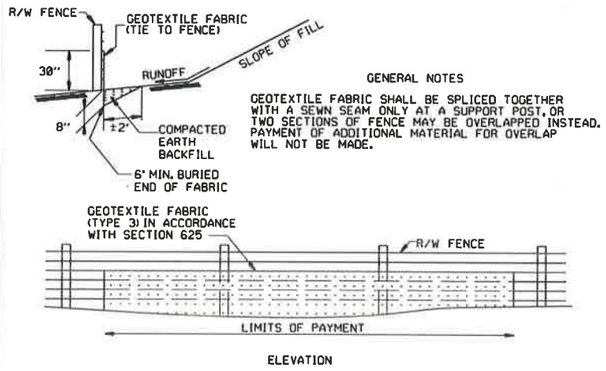
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



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.

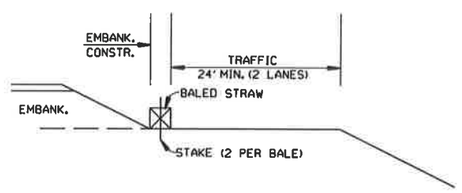
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

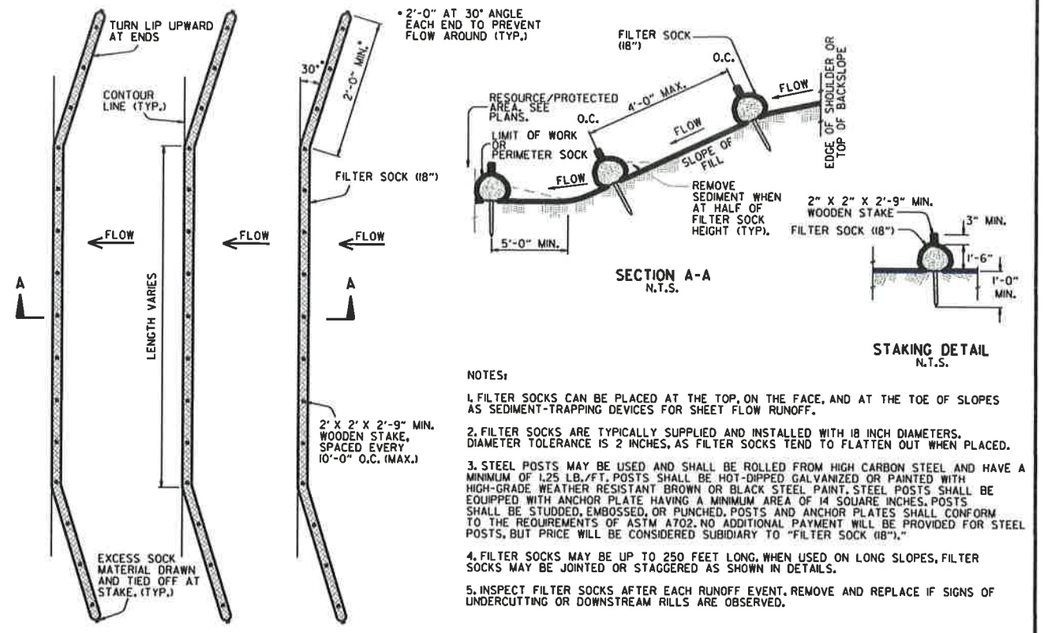
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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.

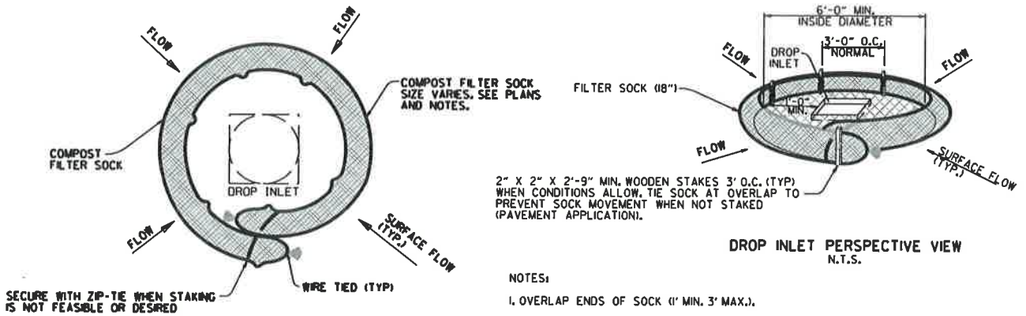
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

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.

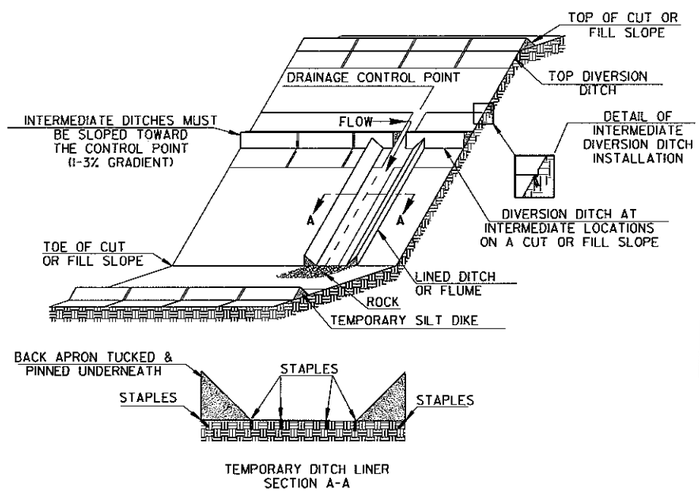
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

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

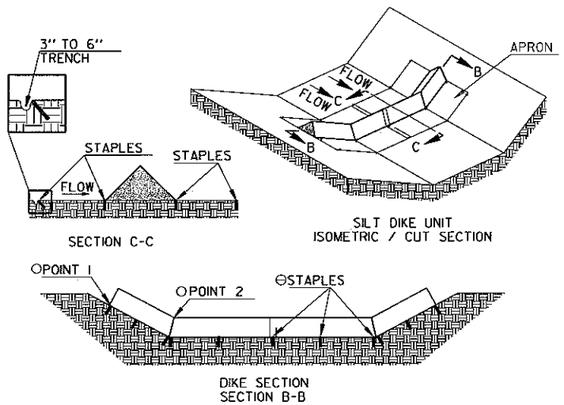
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1



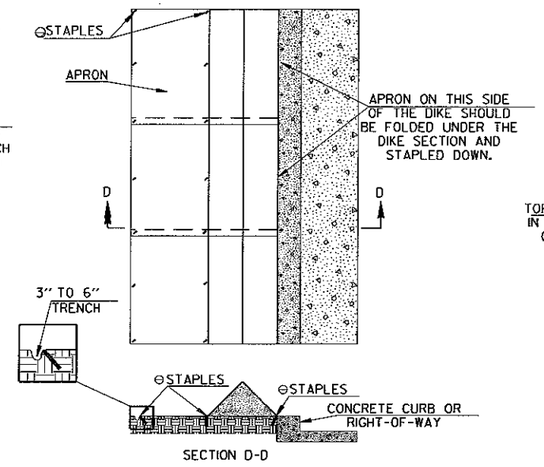
TRIANGULAR SILT DIKE INSTALLATION
FOR
DIVERSION DITCH AND/OR DITCH LINER



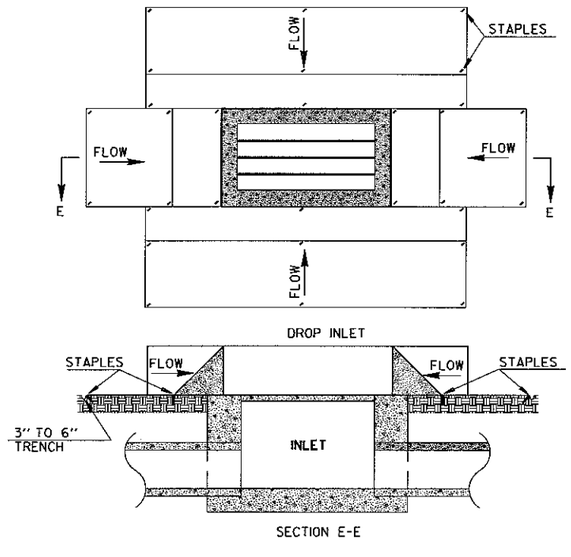
TRIANGULAR SILT DIKE INSTALLATION
FOR
ROADWAY DITCH OR DRAINAGE DITCH

○ POINT "1" MUST BE HIGHER THAN POINT "2" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

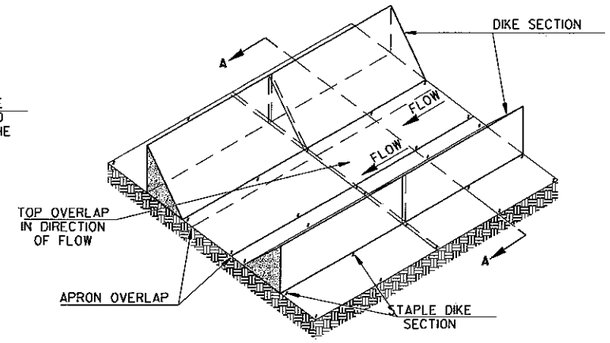
⊖ STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE UNIT AS SHOWN ON THE DIAGRAM.



TRIANGULAR SILT DIKE INSTALLATION
FOR
CONTINUOUS BARRIER



TRIANGULAR SILT DIKE INSTALLATION
FOR
DROP INLETS



TRIANGULAR SILT DIKE INSTALLATION
FOR
TEMPORARY DITCH LINER

GENERAL NOTES

1. THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, AND MAINTAINING THE TRIANGULAR SILT DIKE. THE DIKES SHALL BE USED AS A CONTINUOUS LINE BARRIER AT THE TOE OF SLOPE OR ACROSS THE ROADWAY DITCH TO CONTAIN SEDIMENT AND MINIMIZE EROSION, OR AS DIRECTED BY THE ENGINEER. THESE DIKES SHALL BE INSTALLED AND LOCATED AS SOON AS CONSTRUCTION WILL ALLOW OR AS DIRECTED BY THE ENGINEER.

2. TRIANGULAR SILT DIKE SHALL BE TRIANGULAR SHAPED HAVING A HEIGHT OF AT LEAST 8" TO 10" IN THE CENTER WITH EQUAL SIDES AND A 16" TO 20" BASE. THE TRIANGULAR SHAPED INNER MATERIAL SHALL BE URETHANE FOAM. THE OUTER COVER SHALL BE A WOVEN GEOTEXTILE FABRIC PLACED AROUND THE INNER MATERIAL & ALLOWED TO EXTEND BEYOND BOTH SIDES OF THE TRIANGLE 24" TO 36". THIS FABRIC SHOULD BE MILDEW RESISTANT, ROT-PROOF AND RESISTANT TO HEAT AND ULTRAVIOLET RADIATION MEETING REQUIREMENTS FOR SEDIMENT CONTROL IN AASHTO M288. THE DIKES SHALL BE ATTACHED TO THE GROUND WITH WIRE STAPLES. THE STAPLES SHALL BE NO. 11 GAUGE WIRE AND BE AT LEAST 6" TO 8" LONG. STAPLES SHALL BE PLACED AS SHOWN ON THESE DETAILS.

   THE CONTRACTOR SHALL INSPECT ALL DIKES AFTER EACH RAINFALL EVENT OF AT LEAST 0.5" OR GREATER. ANY DEFICIENCIES OR DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR. ACCUMULATED SILT OR DEBRIS SHALL BE REMOVED AND RELOCATED AS DIRECTED BY THE ENGINEER. IF THE DIKES ARE DAMAGED OR INADVERTENTLY MOVED DURING THE SILT REMOVAL PROCESS, THE CONTRACTOR SHALL IMMEDIATELY REPLACE AFTER DAMAGE OCCURS.

3. ACCEPTED TRIANGULAR SILT DIKE, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR TRIANGULAR SILT DIKE. PRICE BID WILL INCLUDE THE COST OF FURNISHING THE DIKES, INSTALLING, MAINTAINING AND REMOVAL WHEN DIRECTED BY THE ENGINEER.

SYMBOLOGY

SYMBOL TO BE USED TO DENOTE DEVICE ON PLANS

NOTE: SILT DIKE SHOULD ONLY BE USED FOR DROP INLETS IN SUMP LOCATIONS.

DATE	REVISION	FILMED
7-26-12	REVISED GENERAL NOTE 2.	
12-15-11	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-4