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.		050260	1	227
				(2)	HWY. 157 - HWY. 167 (PH. II)(S)			

"A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR STATE HIGHWAY

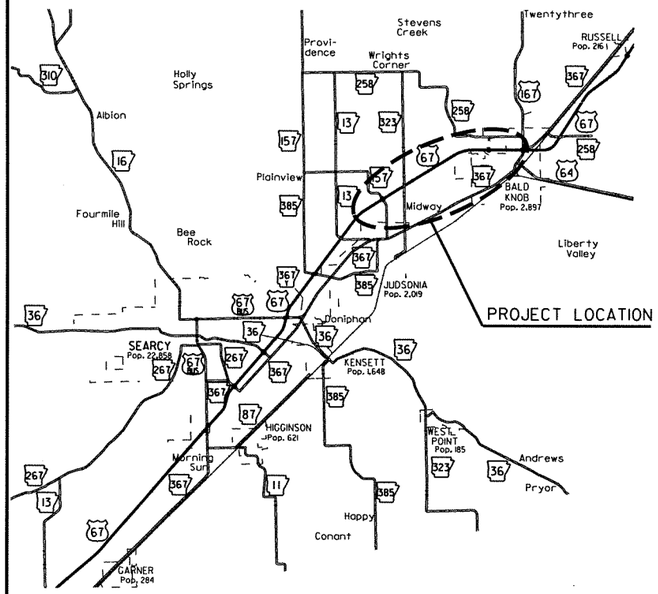
HWY. 157-HWY. 167 (PH. II)(S)

WHITE COUNTY

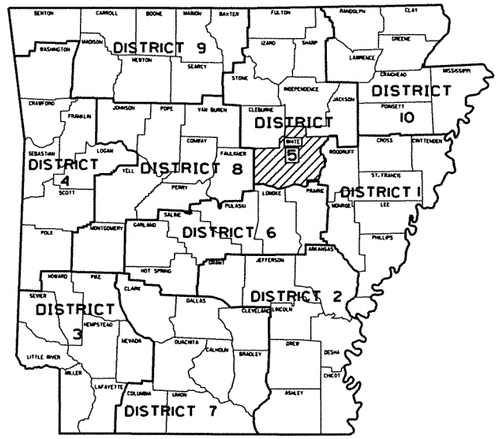
ROUTE 67 SECTION 13

FEDERAL AID PROJ. NH-NHPP-SECTR-SDR-0073(54)

JOB 050260

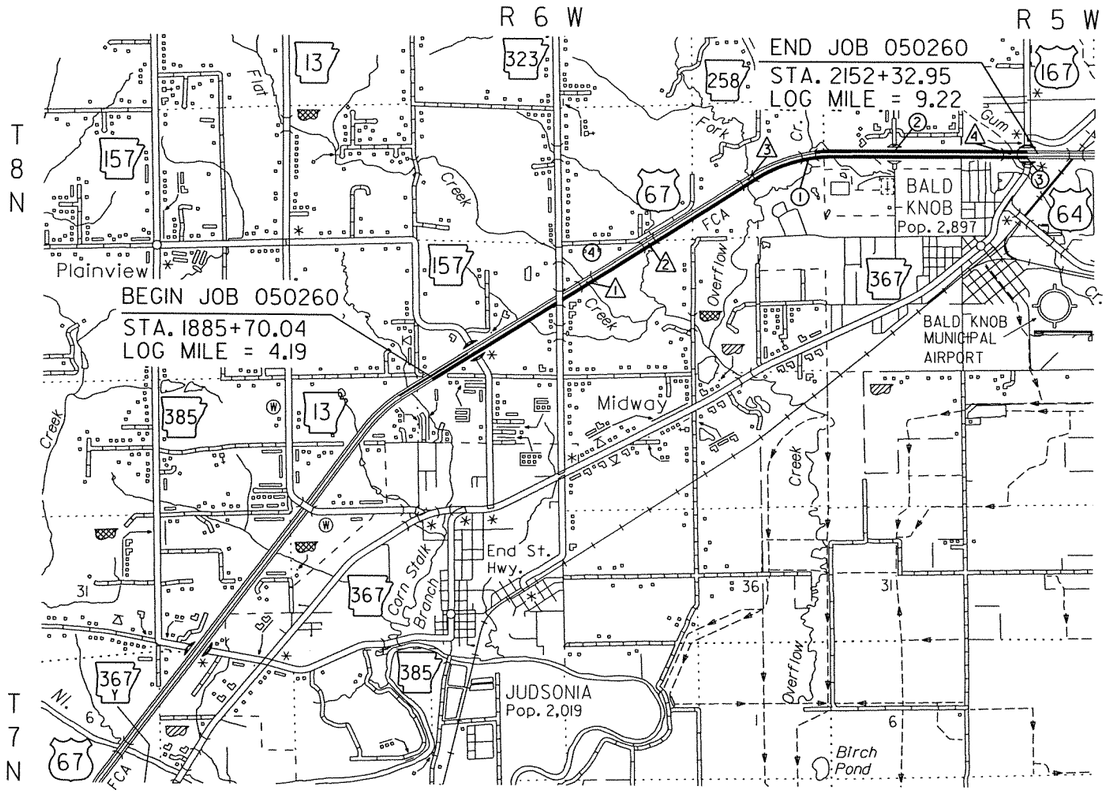


VICINITY MAP



ARK. HWY. DIST. NO. 5

0 1/4 1/2 1 MILE
BAR SCALE



EXCEPTIONS TO JOB 050260

(BRIDGES)

① BRIDGE NOS. A5569 & B5569
STA. 2060+51.84 RT. BR. END
STA. 2061+36.85 LT. BR. END
152'-4 1/8" BRIDGE LENGTH
39'-0" CLEAR ROADWAY
STA. 2062+04.25 RT. BR. END
STA. 2062+89.26 LT. BR. END

② BRIDGE NOS. A5570 & B5570
STA. 2094+59.00 BR. END
90'-1 1/8" BRIDGE LENGTH
39'-0" CLEAR ROADWAY
STA. 2095+49.09 BR. END

③ BRIDGE NOS. A5688 & B5688
STA. 2147+54.99 BR. END
127'-1 1/8" BRIDGE LENGTH
40'-0" CLEAR ROADWAY
STA. 2148+82.08 BR. END

(MAIN LANES)

④ STA. 1885+70.04 L.M.L.
STA. 2061+36.85 L.M.L.
17,566.81' EXCEPTION

STRUCTURES OVER 20'-0" SPAN

△1 STA. 1959+68 IN PLACE
TRP. 12' X 12' X 222'
R.C. BOX CULVERT
(15° RT. FWD. SKEW)
WITH BEVELED INLET
TYPE T DROP INLET IN MED.
(2'-6" X 3'-0" X H=6'-0")
RETAIN

△2 STA. 1988+30 IN PLACE
DBL. 10' X 5' X 269'
R.C. BOX CULVERT
(30° LT. FWD. SKEW)
RETAIN

△3 STA. 2035+80 IN PLACE
TRP. 10' X 10' X 214'
R.C. BOX CULVERT
(30° LT. FWD. SKEW)
TYPE T DROP INLET IN MED.
(4'-0' X 3'-0" X H=2'-0")
RETAIN

△4 STA. 2145+00 IN PLACE
TRP. 10' X 5' X 314'
R.C. BOX CULVERT
(30° RT. FWD. SKEW)
RETAIN

DESIGN TRAFFIC DATA

DESIGN YEAR	2013
2013 ADT	21,000
2033 ADT	28,000
2033 DHV	3,080
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	28%
DESIGN SPEED	70 MPH

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF PROJECT		26661.96	FEET OR	5.050	MILES
NET	" " ROADWAY	26292.37	"	4.980	"
NET	" " BRIDGES	0.00	"	0.000	"
NET	" " PROJECT	26292.37	"	4.980	"

P.E. JOB 012156
NON-PART.

APPROVED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 3917
FRANK VOZEL

1/23/13

DEPUTY DIRECTOR
AND CHIEF ENGINEER

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.		050260	2	227

(2) INDEX OF SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

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2	INDEX OF SHEETS			
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES			
4 - 8	TYPICAL SECTIONS OF IMPROVEMENT			
9 - 17	SPECIAL DETAILS			
18 - 58	TEMPORARY EROSION CONTROL DETAILS			
59 - 122	MAINTENANCE OF TRAFFIC DETAILS			
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136 - 145	QUANTITY SHEETS			
146	SUMMARY OF QUANTITIES AND REVISIONS			
147 - 161	PLAN SHEETS			
162 - 164	INTERCHANGE LAYOUTS			
165 - 166	SIGNING QUANTITIES SHEET			
167 - 172	SIGN LAYOUT SHEET			
173 - 183	SIGN PLACEMENT SHEET			
184	MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS			
185	I-BEAM SIGN SUPPORTS			
186	DETAILS OF GUIDE SIGN PANELS			
187	DETAILS OF I-BEAM SIGN SUPPORTS			
188	EXIT PANEL DETAILS			
189	DETAIL OF SIGN PLACEMENT			
190	DETAILS OF TYPE SPECIAL 1 APPROACH GUTTERS	B5569	53086	
191	DETAILS OF TYPE SPECIAL 1 APPROACH SLAB	A&B5569	53087	
192	DETAILS OF TYPE SPECIAL 2 APPROACH GUTTERS	A&B5570	53088	
193	DETAILS OF TYPE SPECIAL 2 APPROACH SLAB	A&B5570	53089	
194	DETAILS OF TYPE SPECIAL 3 APPROACH SLAB	B5570	53090	
195	DETAILS OF TYPE SPECIAL 3 APPROACH GUTTERS	A&B5688	53091	
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197	DETAILS OF TYPE SPECIAL 5 APPROACH SLAB	A5688	53093	
198	DETAILS OF STANDARD TYPE 'AT' APPROACH GUTTERS (BRIDGES WITH 6" CURB WIDTH & TYPE A RAILING)		2092	7-14-10
199	CONCRETE DITCH PAVING		CDP-1	11-17-10
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207	GUARD RAIL DETAILS		GR-9	4-17-08
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2-13-13				6	ARK.			
2-22-13				JOB NO.		050260	3	227

(2) GOVERNING SPECIFICATIONS & GENERAL NOTES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
2-22-13

GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2003, 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 050260
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-2_____	MANUAL FOR ASSESSING SAFETY HARDWARE (MASH)
102-1_____	BIDDING REQUIREMENTS AND CONDITIONS
103-1_____	DETERMINATION OF DBE PARTICIPATION
105-1_____	CONSTRUCTION CONTROL MARKINGS
105-2_____	EQUIPMENT AND MATERIAL STORAGE ON BRIDGE STRUCTURES
105-3_____	CONTROL OF WORK
107-1_____	WORKER VISIBILITY
108-1_____	LIQUIDATED DAMAGES
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
303-1_____	AGGREGATE BASE COURSE
404-1_____	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
404-2_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
409-1_____	MINERAL AGGREGATES
410-3_____	DENSITY TESTING FOR ACHM LEVELING COURSES AND BOND BREAKERS
411-1_____	ASPHALT CONCRETE COLD PLANT MIX
501-1_____	INSTALLATION OF TIE BARS
600-1_____	WATER FOR VEGETATION
603-1_____	MAINTENANCE OF TRAFFIC
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-2_____	INSPECTION OF TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
606-2_____	PIPE CULVERTS
718-2_____	REFLECTORIZED PAINT PAVEMENT MARKINGS
723-1_____	GENERAL REQUIREMENTS FOR SIGNS
804-1_____	INSTALLATION OF DOWEL BARS AND TIE BARS
821-1_____	INSTALLATION OF DOWEL BARS AND TIE BARS
JOB 050260__	APPROACH SLABS AND GUTTERS
JOB 050260__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 050260__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 050260__	CONCRETE DITCH PAVING
JOB 050260__	EXTENSION FOR PIPE CULVERTS
JOB 050260__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 050260__	HIGH PERFORMANCE PAVEMENT MARKING
JOB 050260__	INTERNET BIDDING
JOB 050260__	MOBILE SPEED NOTIFICATION SYSTEM
JOB 050260__	PARTNERING REQUIREMENTS
JOB 050260__	PROSECUTION AND PROGRESS
JOB 050260__	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB 050260__	RESTRAINING CONDITIONS
JOB 050260__	SIGN PANEL MATERIALS AND FABRICATION
JOB 050260__	SITE USE (A + C METHOD)
JOB 050260__	SOIL STABILIZATION
JOB 050260__	STORM WATER POLLUTION PREVENTION PLAN
JOB 050260__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 050260__	TEMPORARY RELOCATION OF EXISTING SIGNS
JOB 050260__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 050260__	UTILITY ADJUSTMENTS
JOB 050260__	VALUE ENGINEERING
JOB 050260__	WARM MIX ASPHALT
JOB 050260__	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB 050260__	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB 050260__	WRSF TRAINING WORKSHOP

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 INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

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

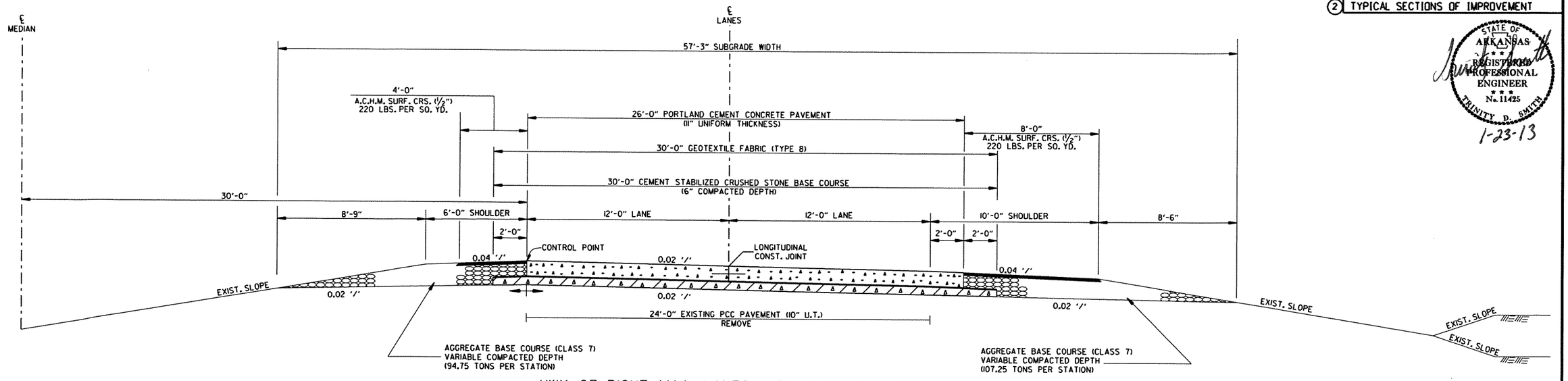
5. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO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

6. ANY REQUIRED EROSION CONTROL MEASURES FROM WASTING MATERIAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

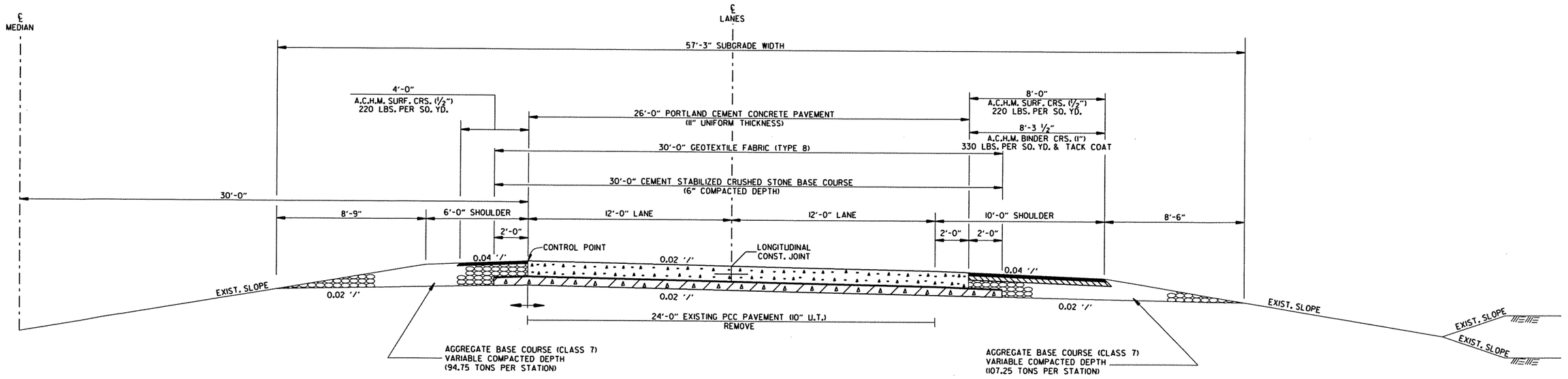
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(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



HWY. 67 RIGHT MAIN LANES - TANGENT SECTION
(SHOWN IN DIRECTION OF TRAVEL)



HWY. 67 LEFT MAIN LANES - TANGENT SECTION
(SHOWN IN DIRECTION OF TRAVEL)

1/3/2013

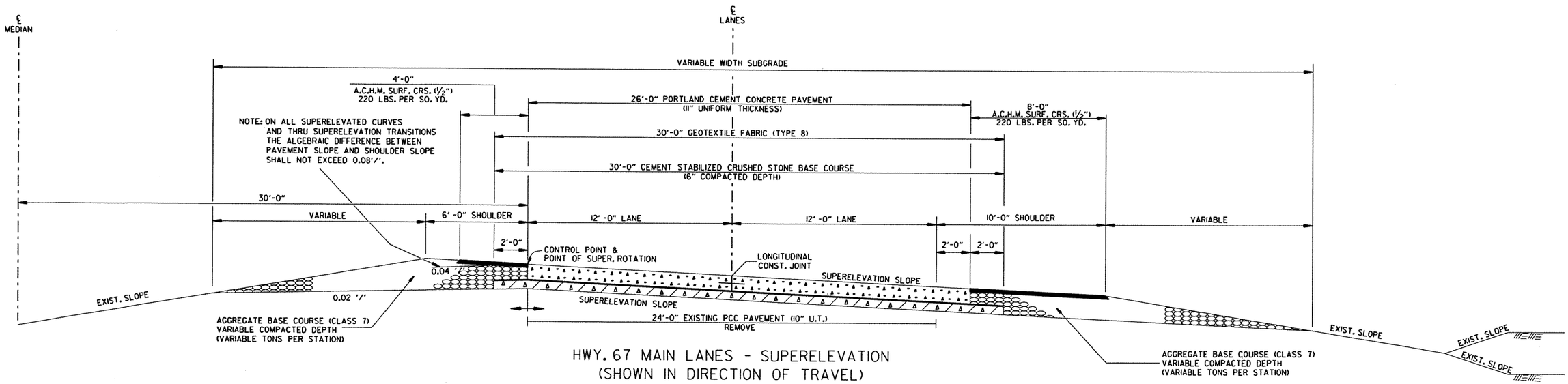
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TYPICAL SECTIONS OF IMPROVEMENT

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(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



HWY. 67 MAIN LANES - SUPERELEVATION
(SHOWN IN DIRECTION OF TRAVEL)

1/3/2013

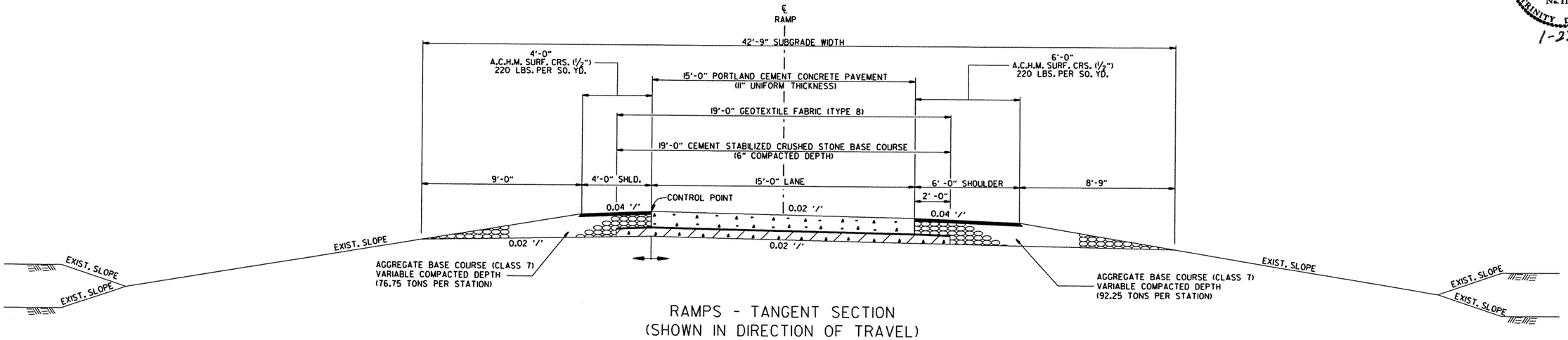
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TYPICAL SECTIONS OF IMPROVEMENT

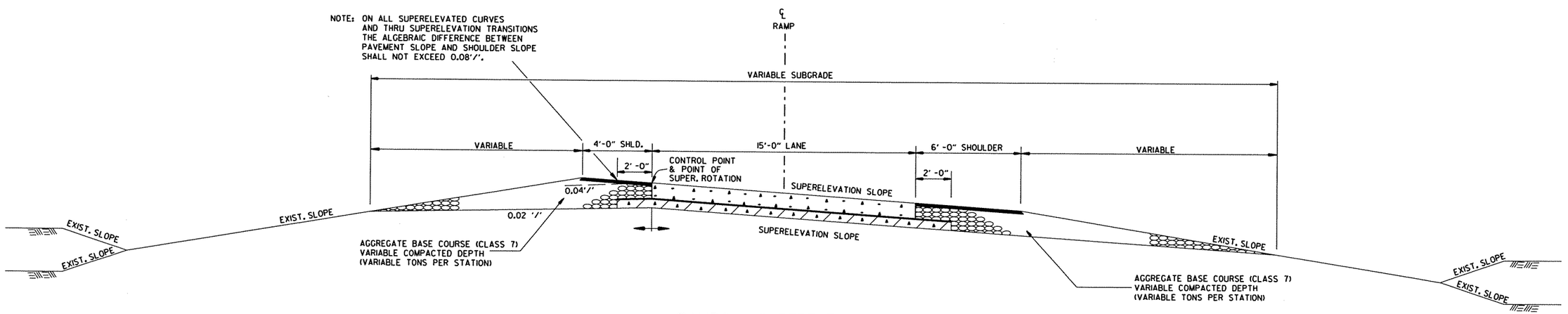
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(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
1-23-13



RAMPS - TANGENT SECTION
(SHOWN IN DIRECTION OF TRAVEL)



RAMPS - SUPERELEVATION
(SHOWN IN DIRECTION OF TRAVEL)

NOTE: PAVEMENT SECTION IS SAME AS SHOWN FOR TANGENT SECTION.

1/3/2013

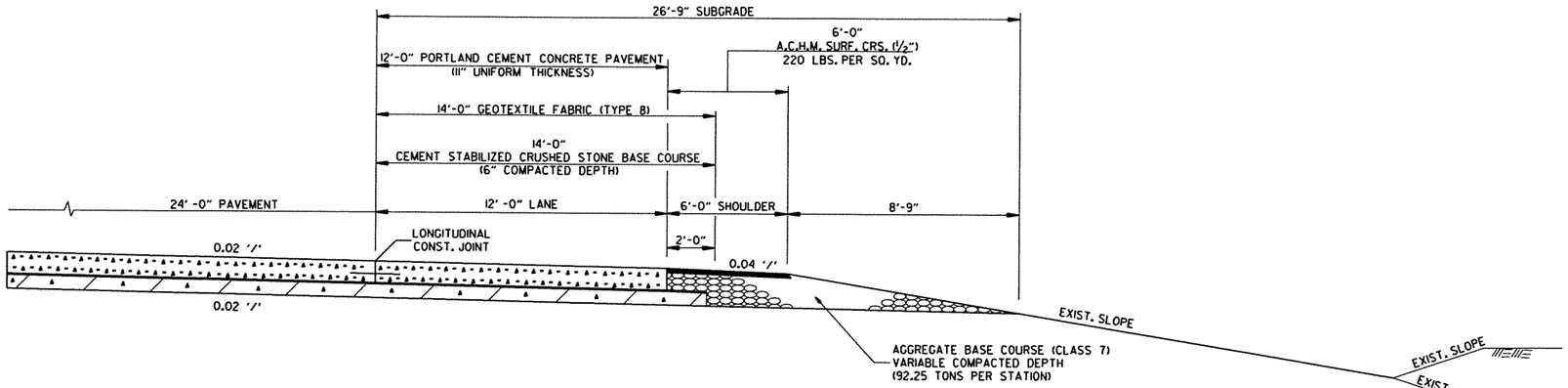
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TYPICAL SECTIONS OF IMPROVEMENT

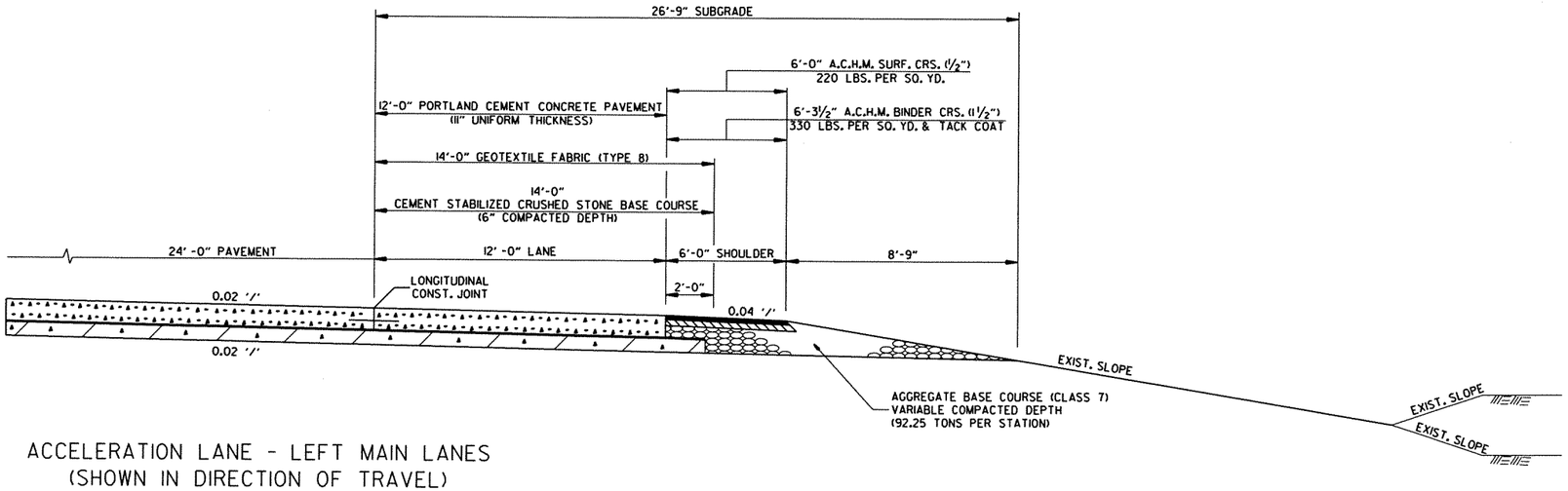
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(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
1-23-13



ACCELERATION LANE - RIGHT MAIN LANES
(SHOWN IN DIRECTION OF TRAVEL)



ACCELERATION LANE - LEFT MAIN LANES
(SHOWN IN DIRECTION OF TRAVEL)

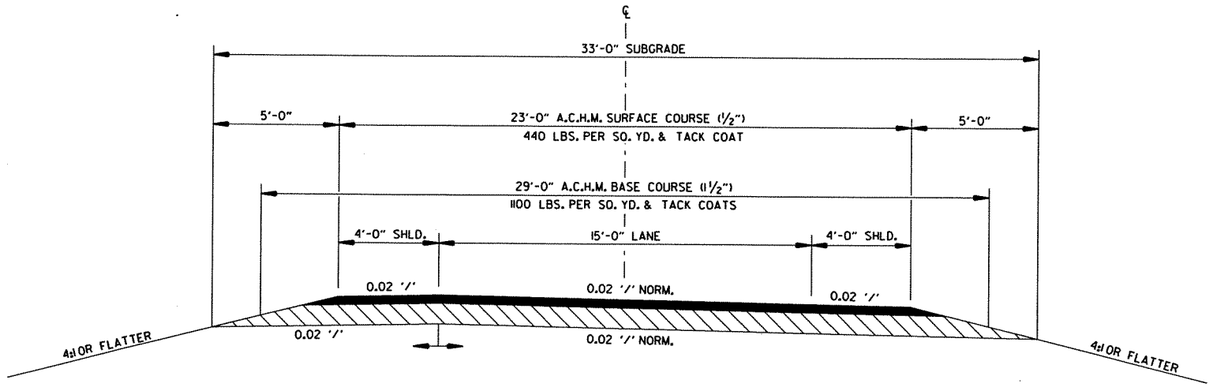
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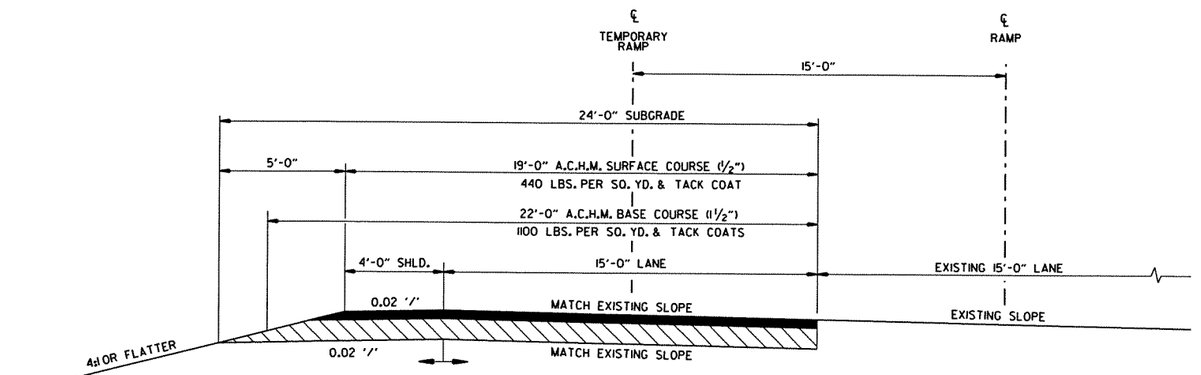
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(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



TEMPORARY RAMPS & CROSSOVERS FOR MAINTENANCE OF TRAFFIC



NOTCH AND WIDEN FOR TEMPORARY RAMPS
TANGENT SECTION

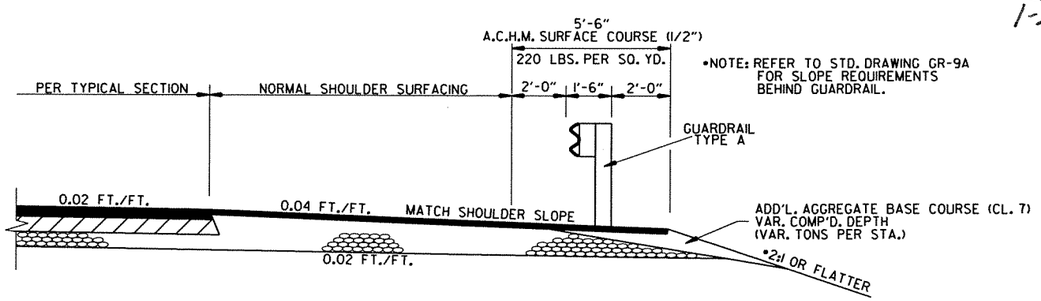
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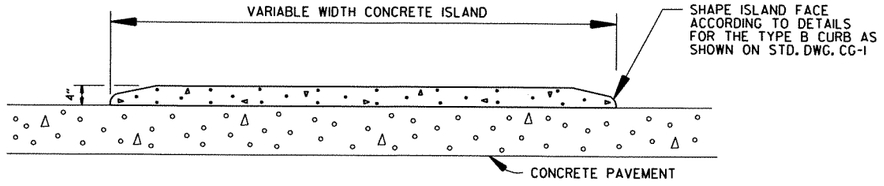
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(2) SPECIAL DETAILS

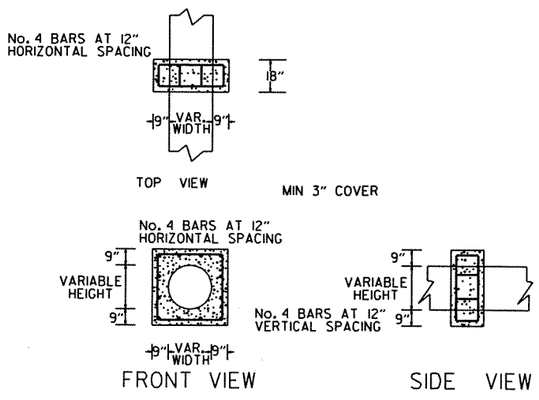
STATE OF ARKANSAS
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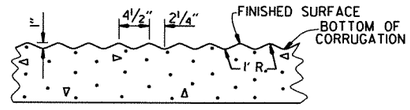
SECTION DETAIL OF WIDENING FOR GUARDRAIL
HWY. 67
NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-9, GR-9A, GR-10 & GR-10A FOR ADDITIONAL INFORMATION.



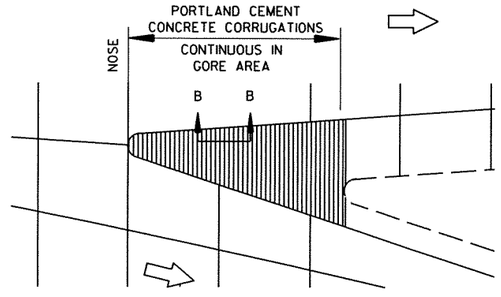
DETAILS OF CONCRETE ISLAND



PIPE EXTENSION
REINFORCED CONCRETE COLLAR DETAIL



SECTION B-B



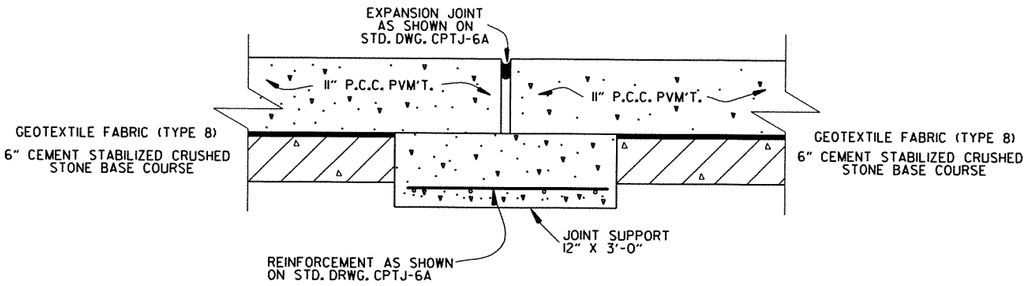
LAYOUT OF SHOULDER CORRUGATIONS
IN EXIT GORE AREAS

1/3/2013
R050260.DGN

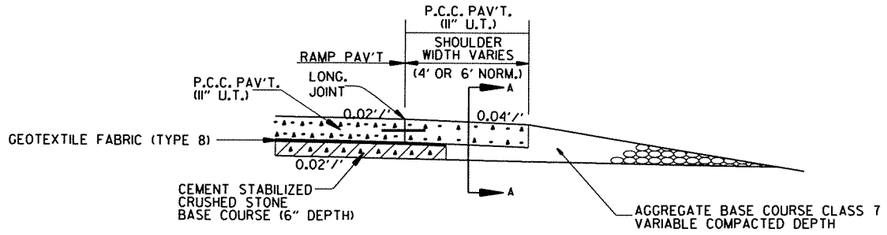
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				6	ARK.			
				JOB NO.		050260	10	227

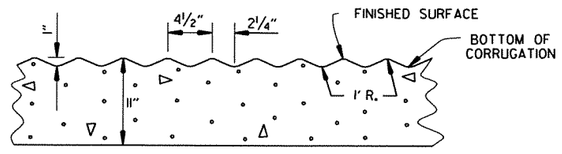
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



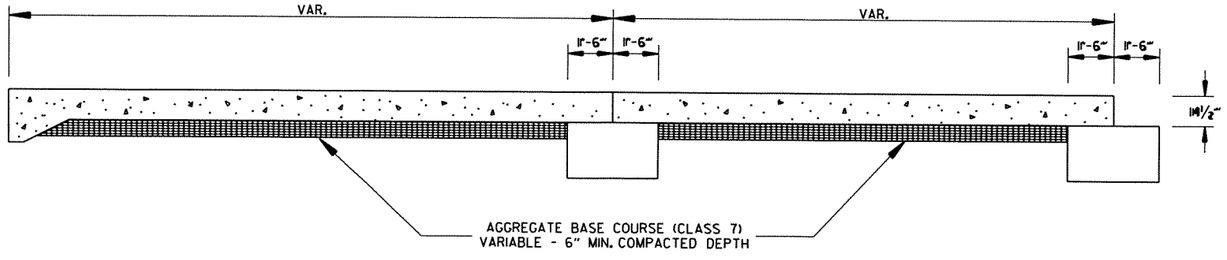
DETAILS OF JOINT SUPPORT





SECTION A-A

CORRUGATED CONCRETE SHOULDER AT RAMP INTERSECTIONS



DETAIL OF APPROACH SLAB

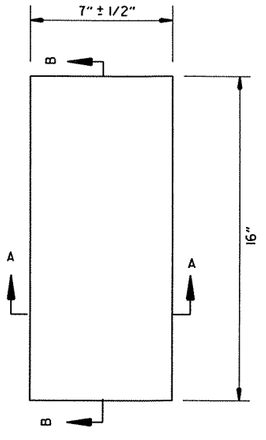
NOTE: REFER TO STANDARD DRAWING 2092, AND BRIDGE DRAWINGS 53087, 53089, 53090, 53092, & 53093 FOR ADDITIONAL INFORMATION.

1/3/2013

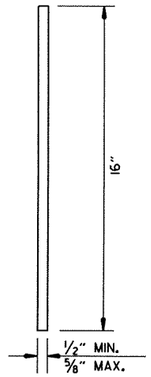
R050260.DGN

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.		050260	11	227

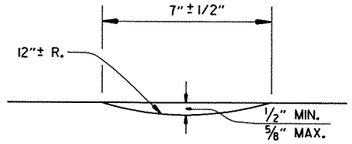
(2) SPECIAL DETAILS



PLAN

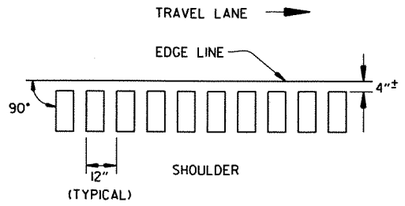


SECTION B-B



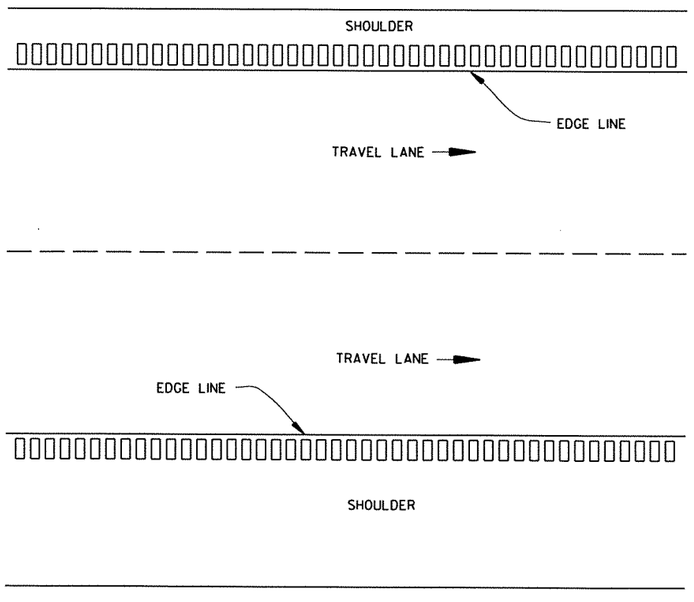
SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



PLAN VIEW

NOTES:

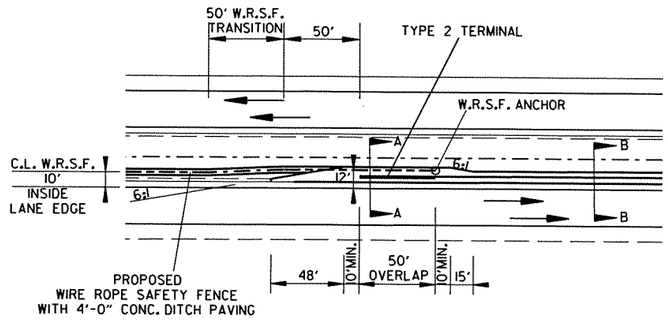
1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
2. THE 1/2" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE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

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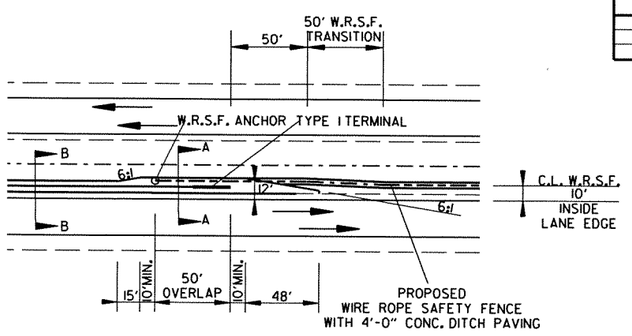
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	12	227

(2) SPECIAL DETAILS

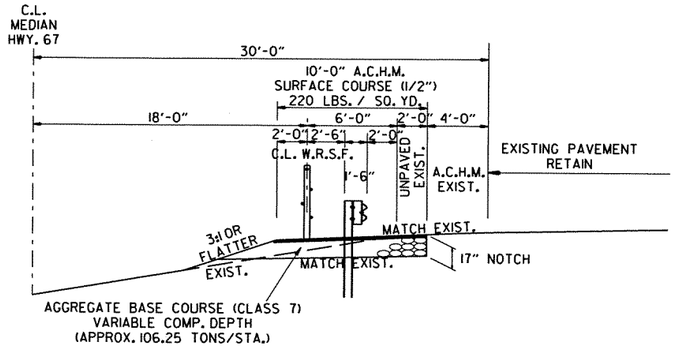
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-22-13



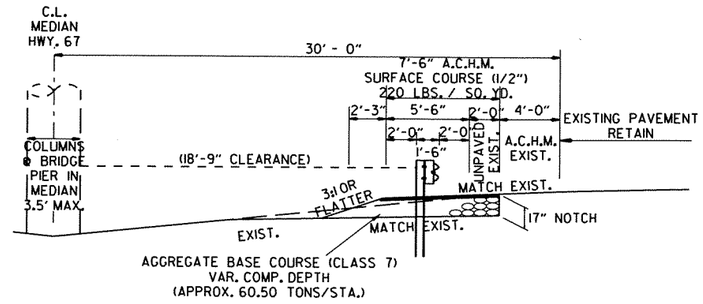
W.R.S.F. AND GUARDRAIL APPROACH
FOR OVERPASS



W.R.S.F. AND GUARDRAIL DEPARTURE
FOR OVERPASS

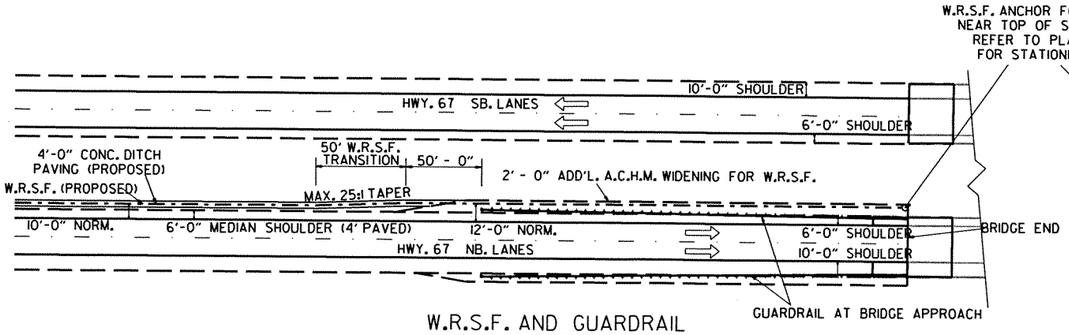


SECTION A-A

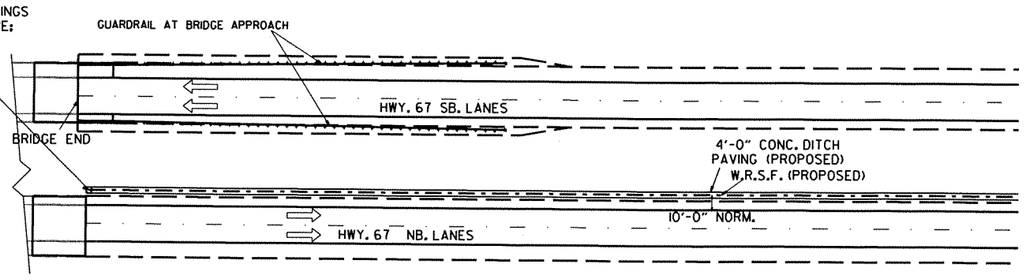


SECTION B-B

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



W.R.S.F. AND GUARDRAIL
ON SAME SIDE OF MEDIAN



W.R.S.F. AND GUARDRAIL
ON OPPOSITE SIDES OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

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

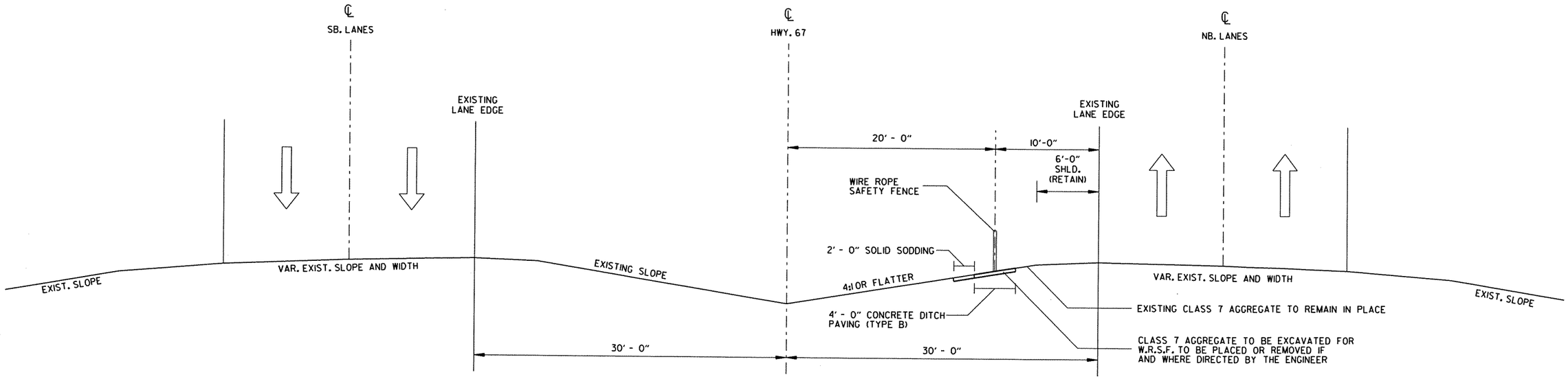
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				6	ARK.			
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(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



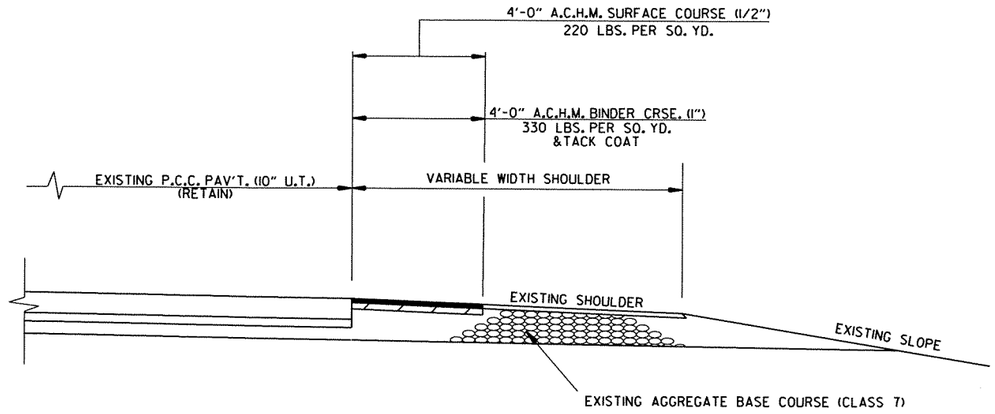
TYPICAL SECTION OF IMPROVEMENT
FOR WIRE ROPE SAFETY FENCE

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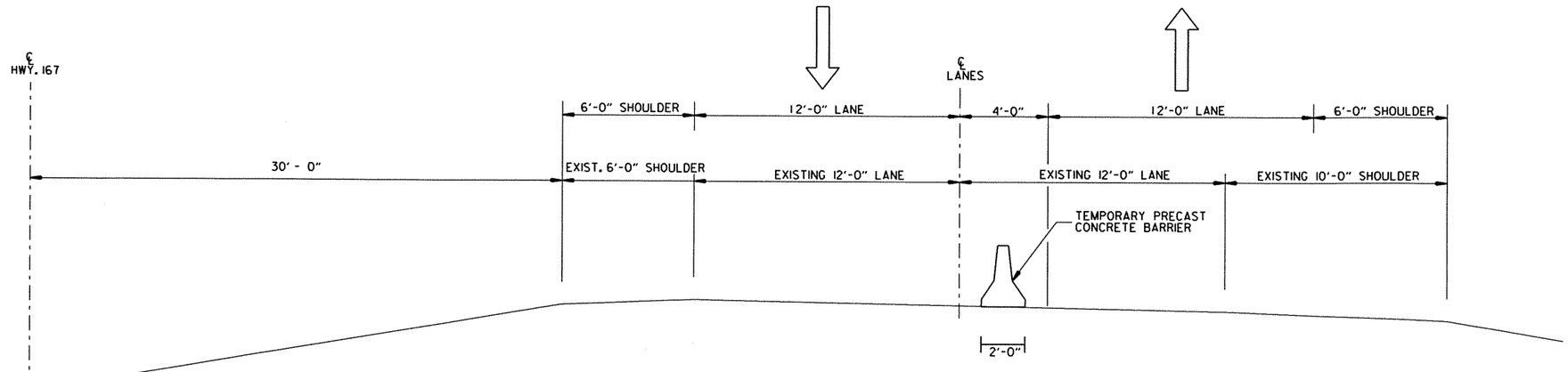
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				6	ARK.			
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(2) SPECIAL DETAILS

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No. 11425
TRINITY D. SMITH
1-23-13



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



LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER
FOR MAINTENANCE OF TRAFFIC

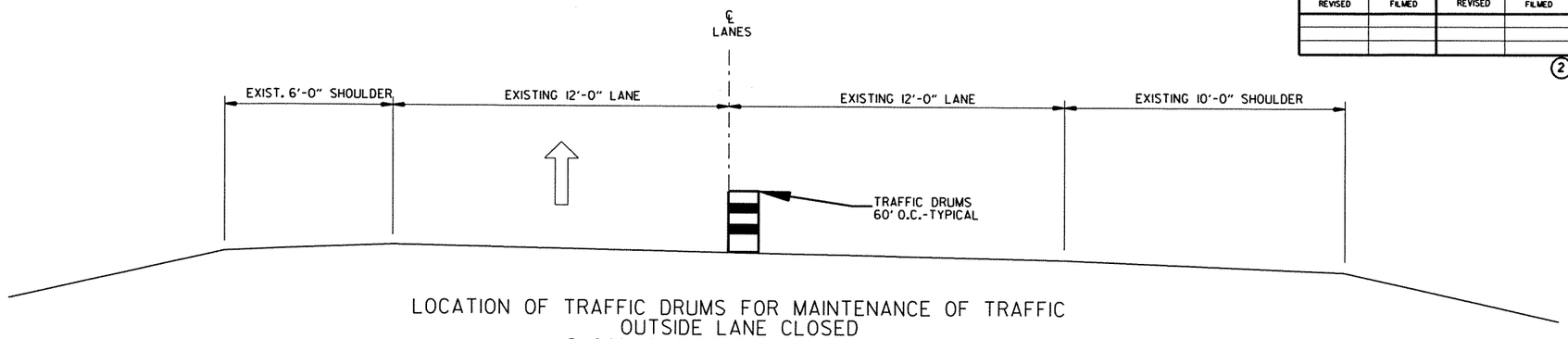
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R050260.DGN

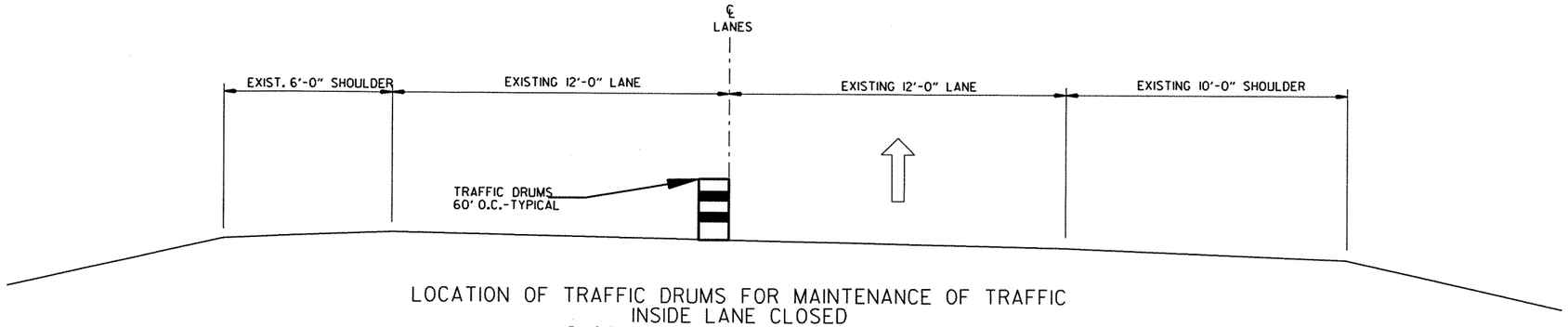
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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(2) SPECIAL DETAILS

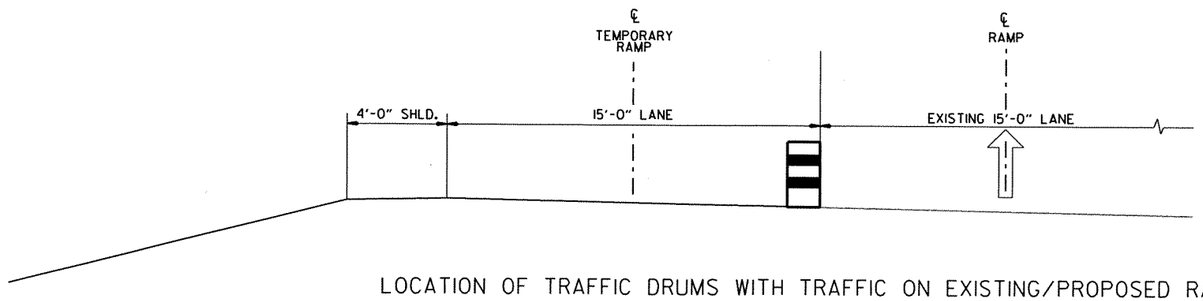
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



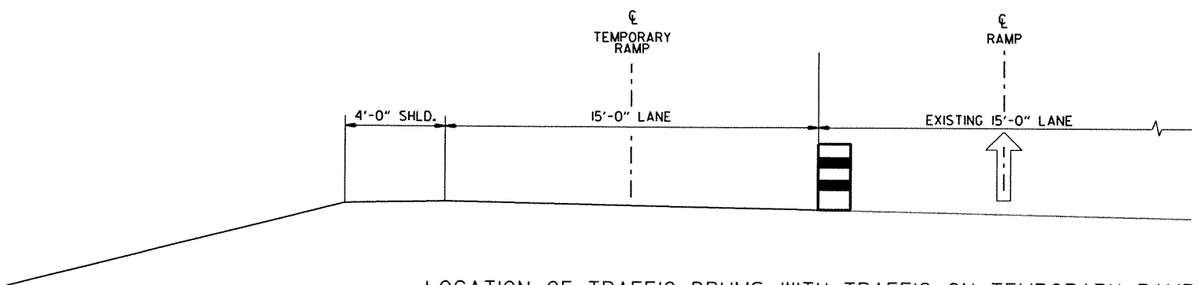
LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
OUTSIDE LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)



LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
INSIDE LANE CLOSED
(SHOWN IN DIRECTION OF TRAFFIC)



LOCATION OF TRAFFIC DRUMS WITH TRAFFIC ON EXISTING/PROPOSED RAMPS



LOCATION OF TRAFFIC DRUMS WITH TRAFFIC ON TEMPORARY RAMPS

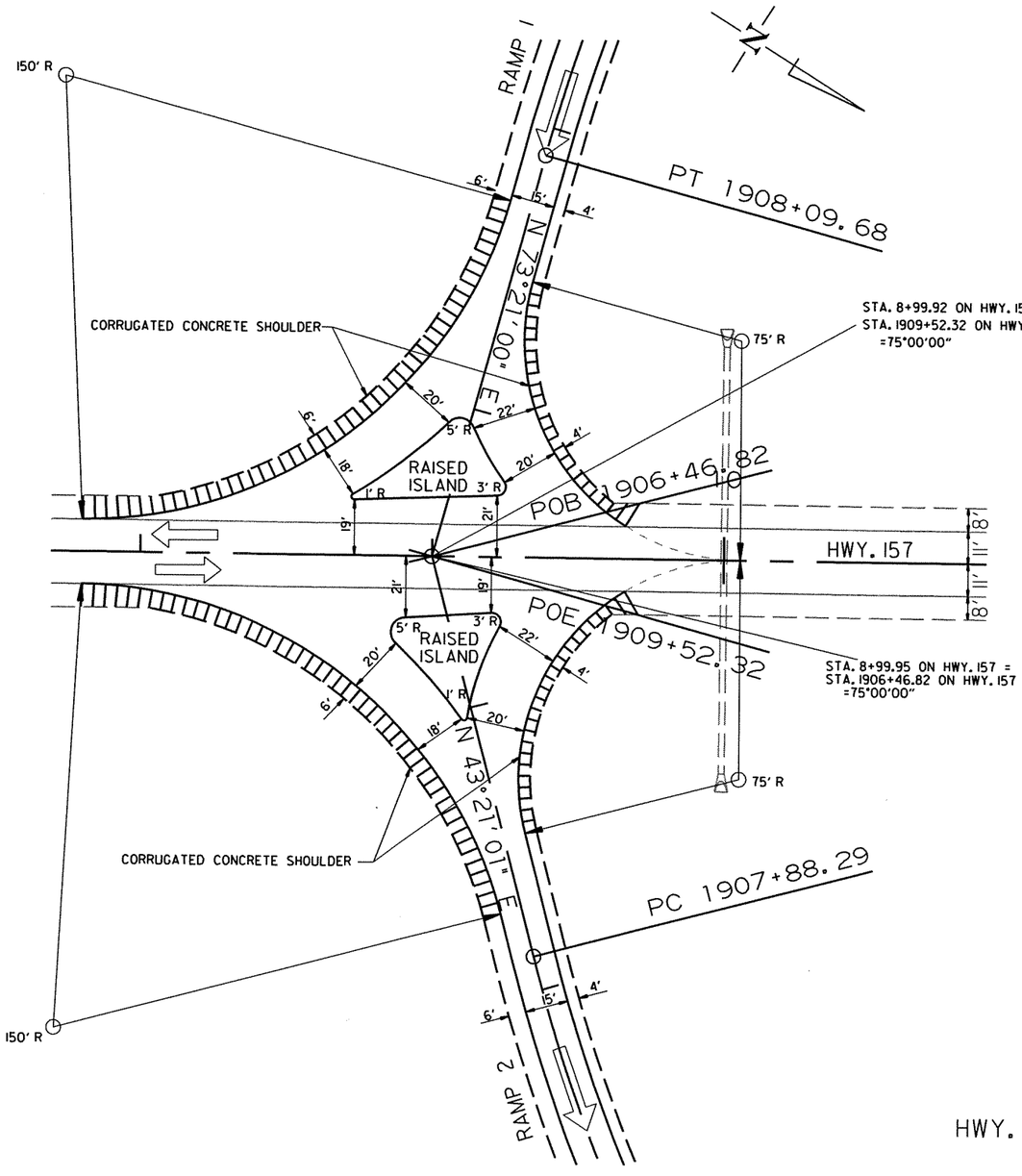
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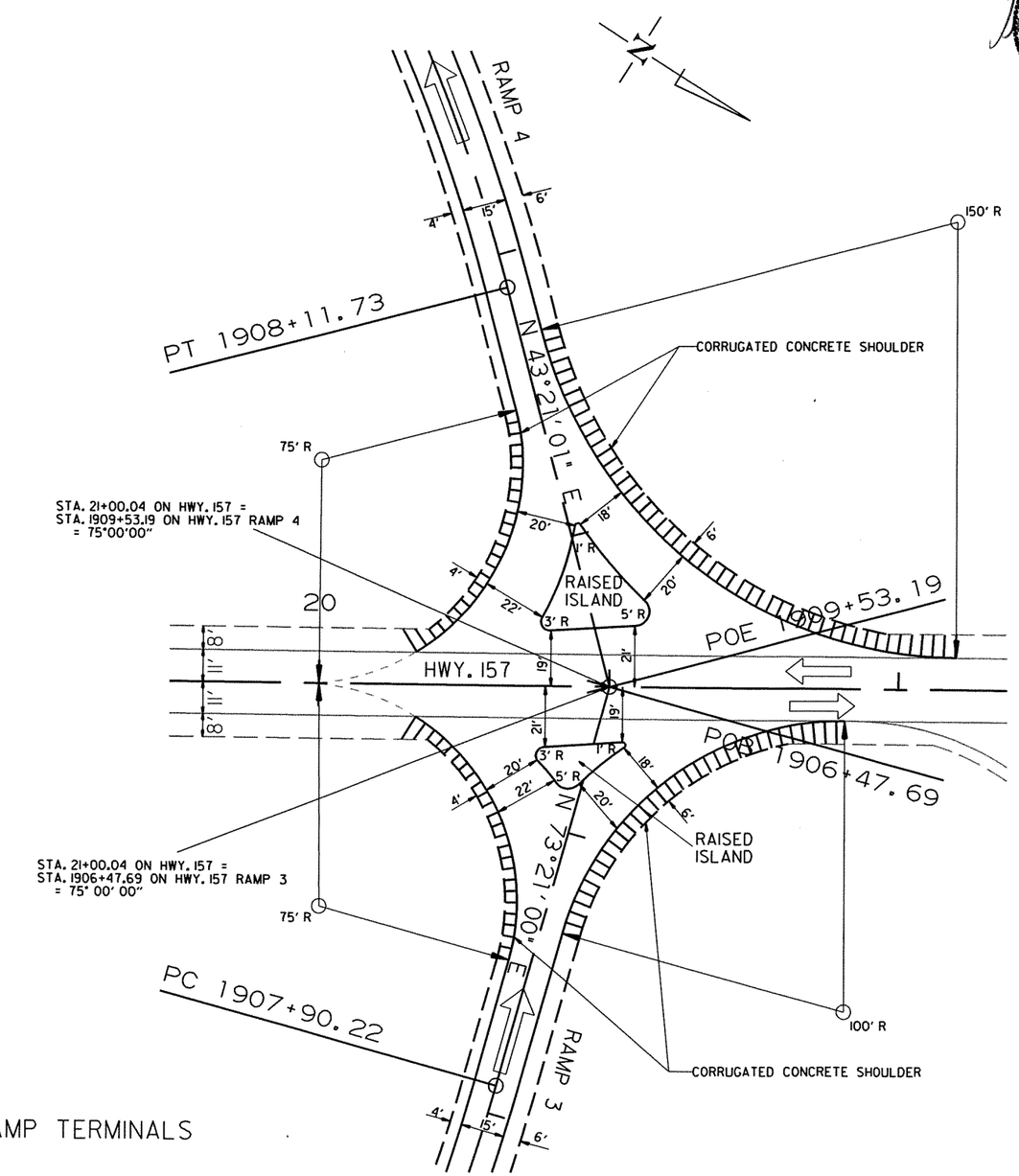
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13





HWY. 157 RAMP TERMINALS

1/3/2013

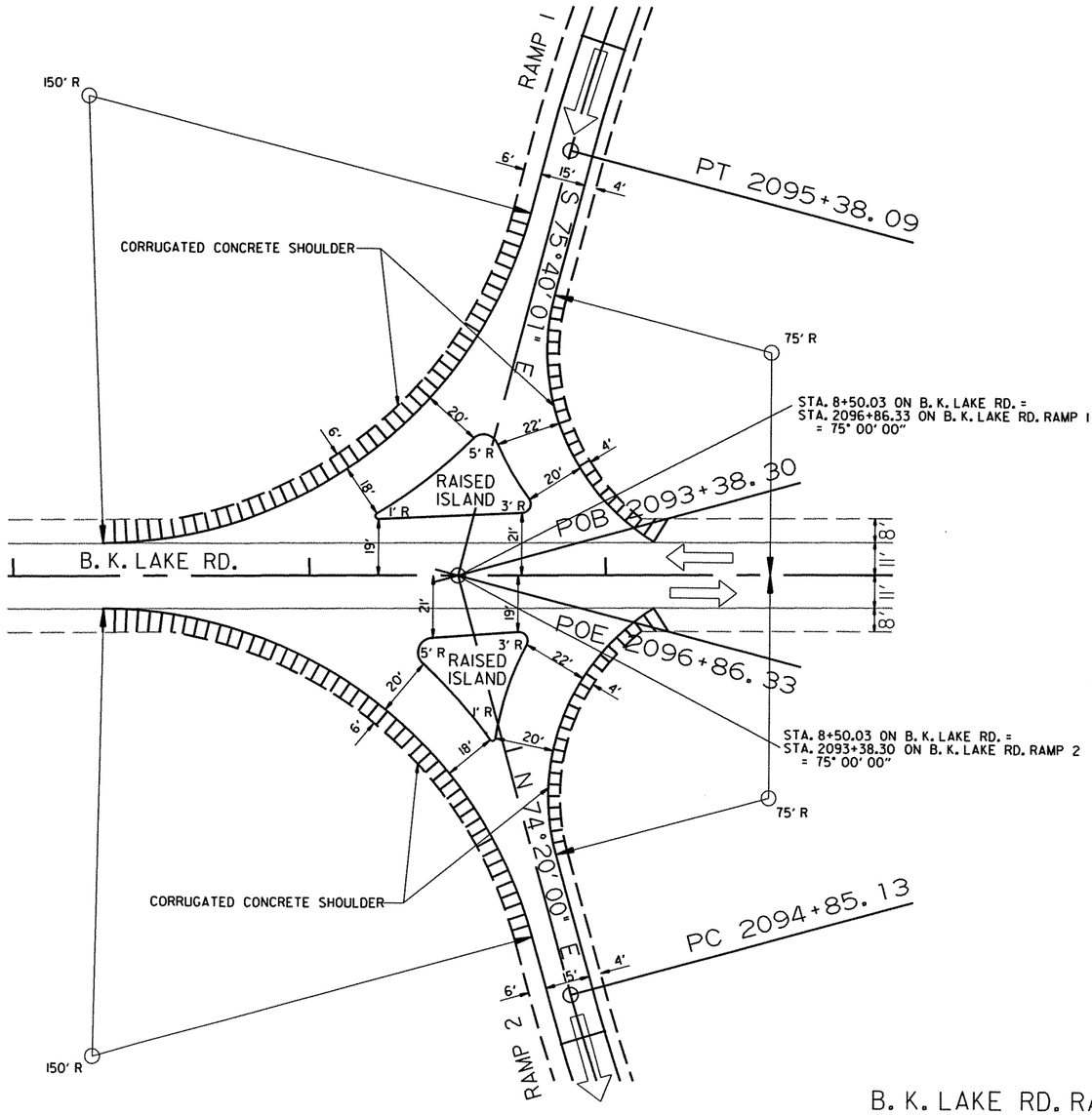
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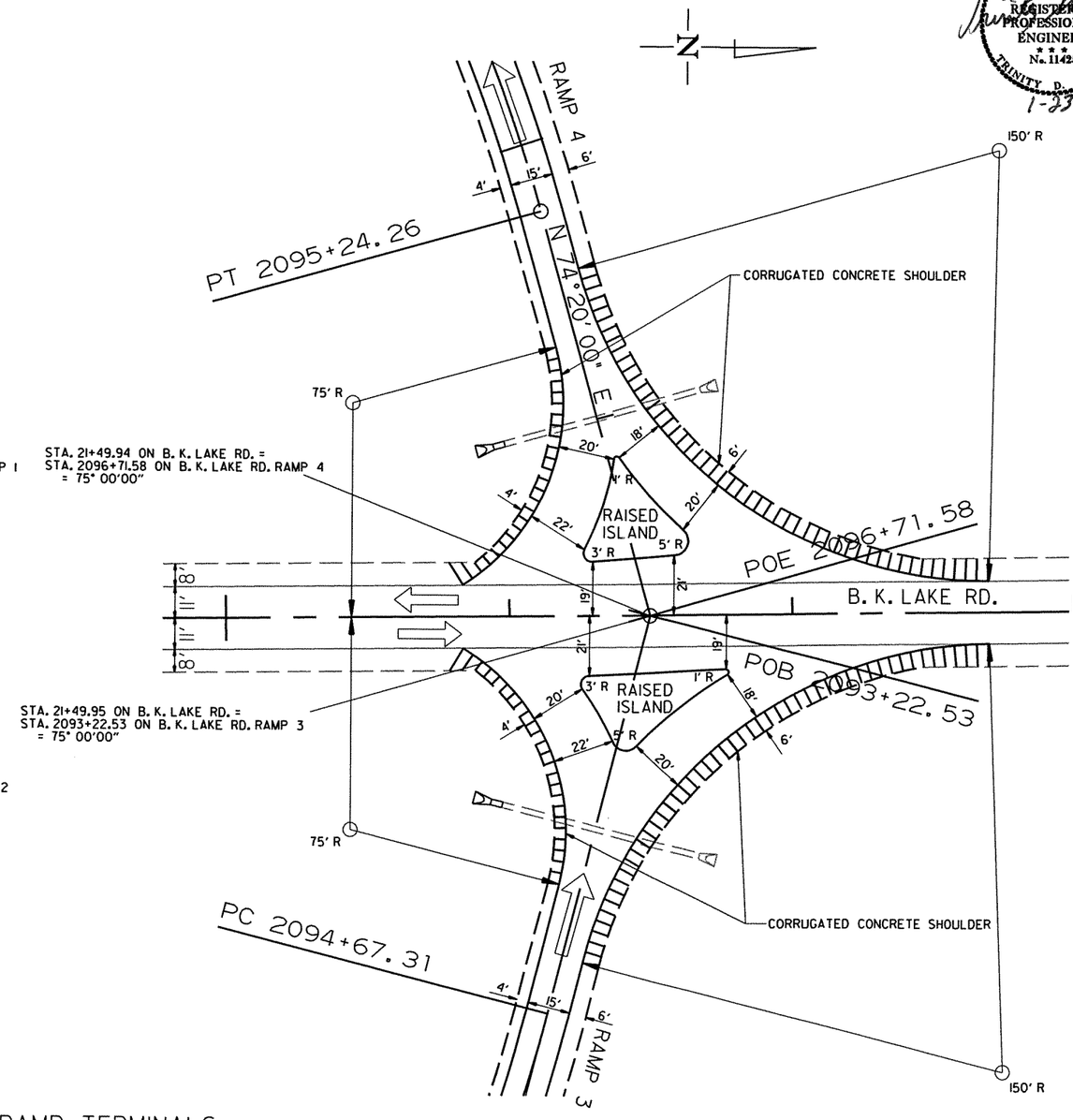
HWY. 157
INTERSECTION DETAILS
SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	17	227

(2) SPECIAL DETAILS

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No. 11425
TRINITY D. SMITH
1-23-13





B. K. LAKE RD. RAMP TERMINALS

1/3/2013

R050260.DGN

B.K. LAKE RD.
INTERSECTION DETAILS
SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	18	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION

HWY. 157 TEMP. RAMP 1

HWY. 157 TEMP. RAMP 2
TEMPORARY EROSION CONTROL DETAILS
STAGE 1

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

1/3/2013

R050260.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.		050260	19	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

REVISIONS

DATE OF REVISION	REVISION

HWY. 157 TEMP. RAMP 3

HWY. 157 TEMP. RAMP 4
TEMPORARY EROSION CONTROL DETAILS
STAGE I

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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.		050260	20	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11435
1-23-13
TRINITY D. SMITH

REVISIONS

DATE OF REVISION	REVISION

B.K. LAKE RD. TEMP. RAMP 1

B.K. LAKE RD. TEMP. RAMP 2
TEMPORARY EROSION CONTROL DETAILS
STAGE 1

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT 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
				6	ARK.			
				JOB NO.		050260	21	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11495
TRINITY D. SMITH

B.K. LAKE RD. TEMP. RAMP 3

REVISIONS

DATE OF REVISION	REVISION

B.K. LAKE RD. TEMP. RAMP 4
TEMPORARY EROSION CONTROL DETAILS
STAGE I

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

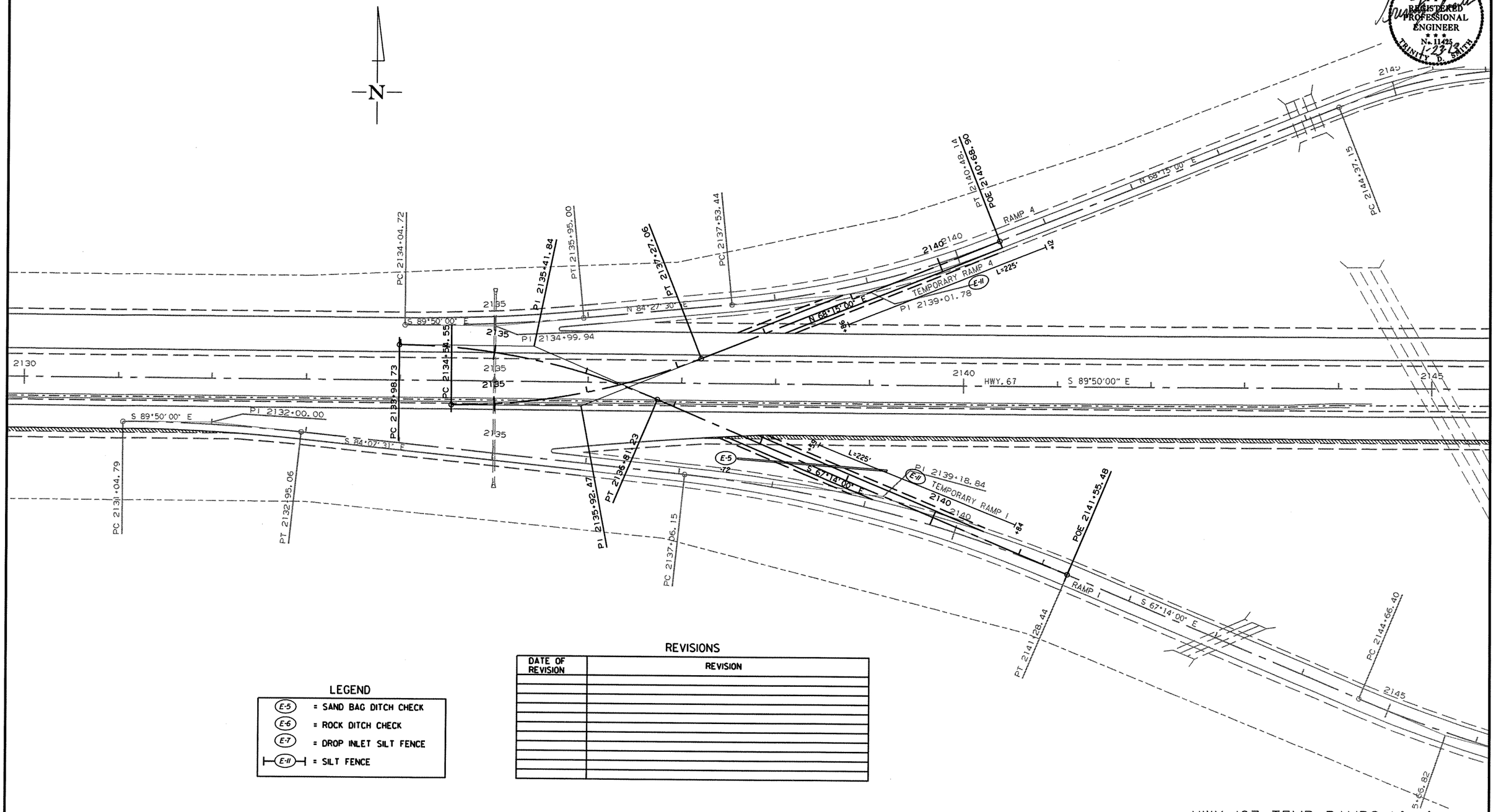
1/3/2013

R050260.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.		050260	22	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 11425
TRINITY D. SMITH
1-23-13



LEGEND

E-5	= SAND BAG DITCH CHECK
E-6	= ROCK DITCH CHECK
E-7	= DROP INLET SILT FENCE
E-11	= SILT FENCE

REVISIONS

DATE OF REVISION	REVISION

HWY. 167 TEMP. RAMPS 1 & 4
TEMPORARY EROSION CONTROL DETAILS
STAGE 1

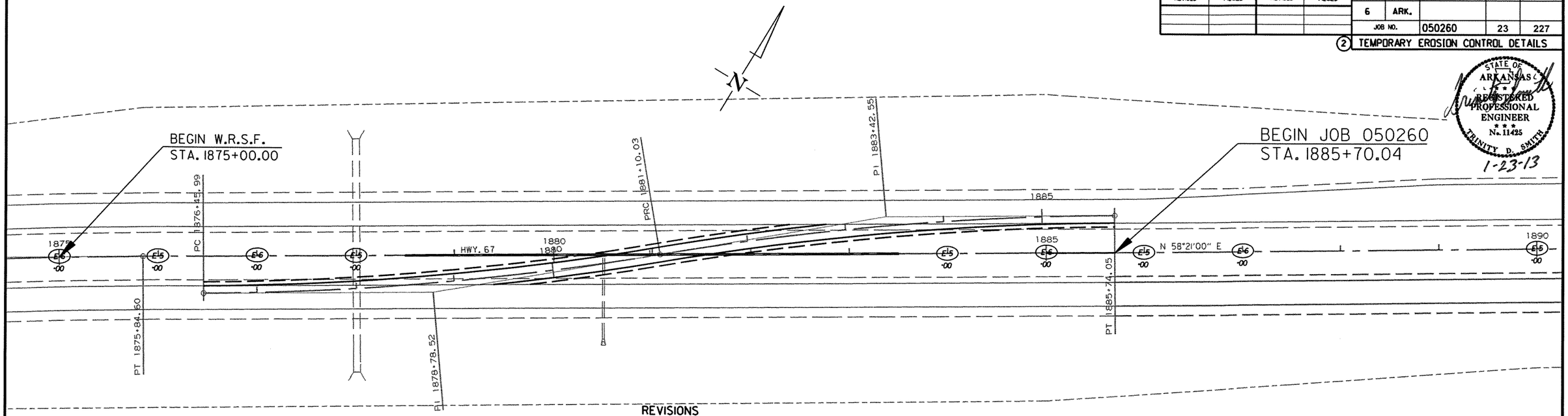
1/3/2013

R050260.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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



REVISIONS

DATE OF REVISION	REVISION

1/3/2013

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TEMPORARY EROSION CONTROL DETAILS
STAGE 2

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.		050260	24	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH

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REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

1/3/2013

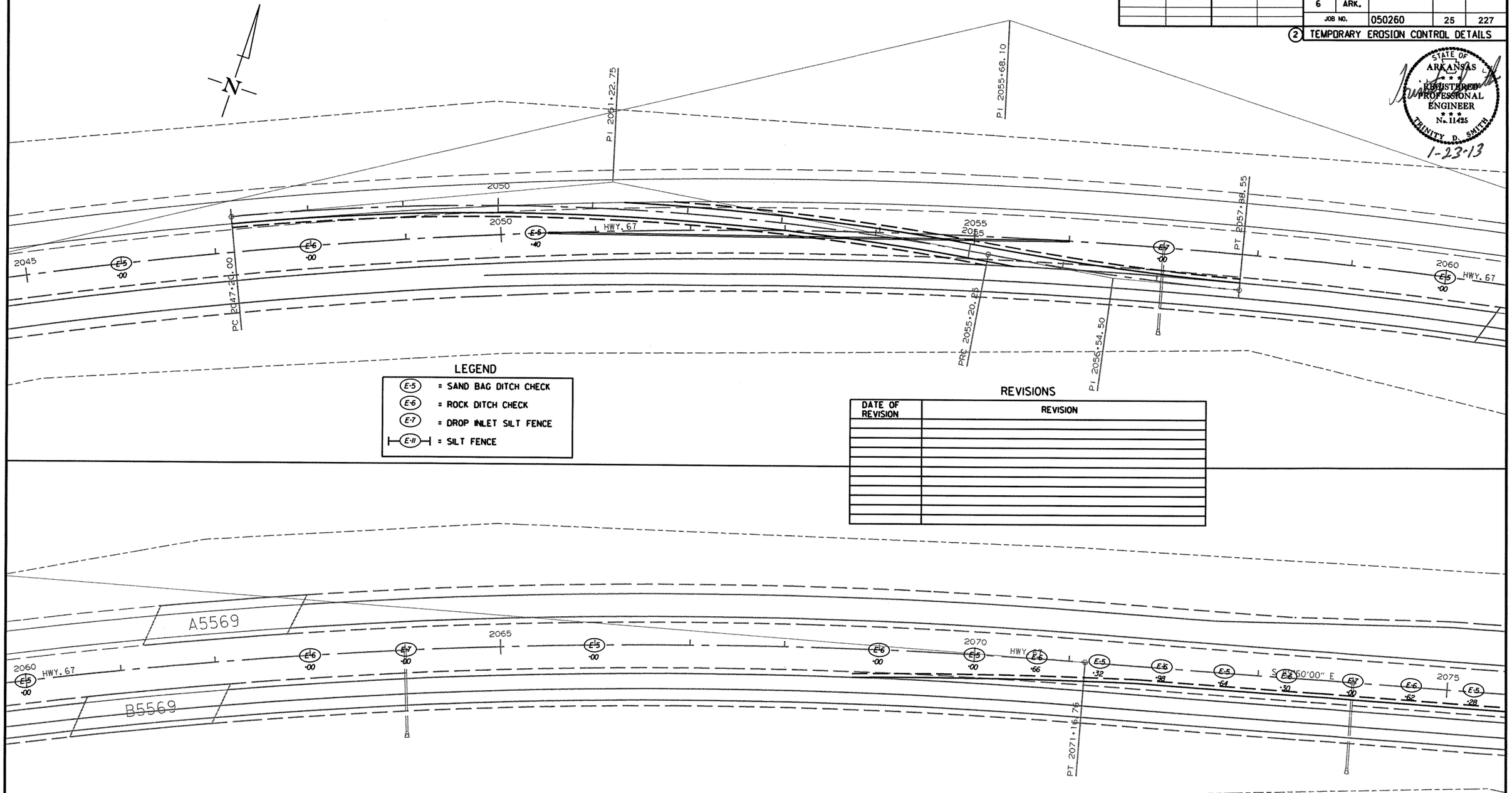
R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 2

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.		050260	25	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



LEGEND

E-5	= SAND BAG DITCH CHECK
E-6	= ROCK DITCH CHECK
E-7	= DROP INLET SILT FENCE
E-11	= SILT FENCE

REVISIONS

DATE OF REVISION	REVISION

1/3/2013

R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 2

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.		050260	26	227

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 2

1/3/2013

R050260.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.		050260	27	227

(2) TEMPORARY EROSION CONTROL DETAILS

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION

1/3/2013

R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 2

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.		050260	28	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

END W.R.S.F.
STA. 2147+15.00

END JOB 050260
STA. 2152+32

POE 2148+43.36
POB 2147+58.33
N 0°16'00" W
HWY. 167
20
N 89°44'00" E
PI 2150+58.33
PC 2149+51.10
PT 2151+63.10
S 69°04'00" E
RAMP 3
PC 2155+60.49
PT 2158+34.28
PI 2156+98.18
PI 2157+36.56
2150
2155
2160
S 84°07'30" E
A5688
B5688
PI 2151+82.53
PRC 2155+04.04
PC 2150+45.00
PC 2149+50.00
S 89°50'00" E
E-5 -00
E-5 -95
E-7 -00
E-6 -25
E-5 -50
PT 2158+63.07
PT 2159+07
PI 2161+00.08
N 89°50'00" E
PI 2152+72.53
PRC 2154+14.04
PI 2156+46.56
PI 2157+01.74
N 84°27'30" E
PT 2158+80.44
PC 2160+04.87
PT 2161+95.14
PT 2152+95.69
PC 2150+14.44
N 64°36'00" E
PC 2155+19.38
PI 2151+40.33
PT 2147+38.49
POB 2147+64.89
POE 2148+64.89
N 74°39'00" E
A
B
I-5
N 0°16'00" W
HWY. 167

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 2

1/3/2013

R050260.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.		050260	29	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11495 1-3-13 TRINITY D. SMITH

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

HWY. 157 TEMP. RAMP 3

HWY. 157 TEMP. RAMP 4
TEMPORARY EROSION CONTROL DETAILS
STAGE 3

1/3/2013

R050260.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.		050260	30	227

(2) TEMPORARY EROSION CONTROL DETAILS

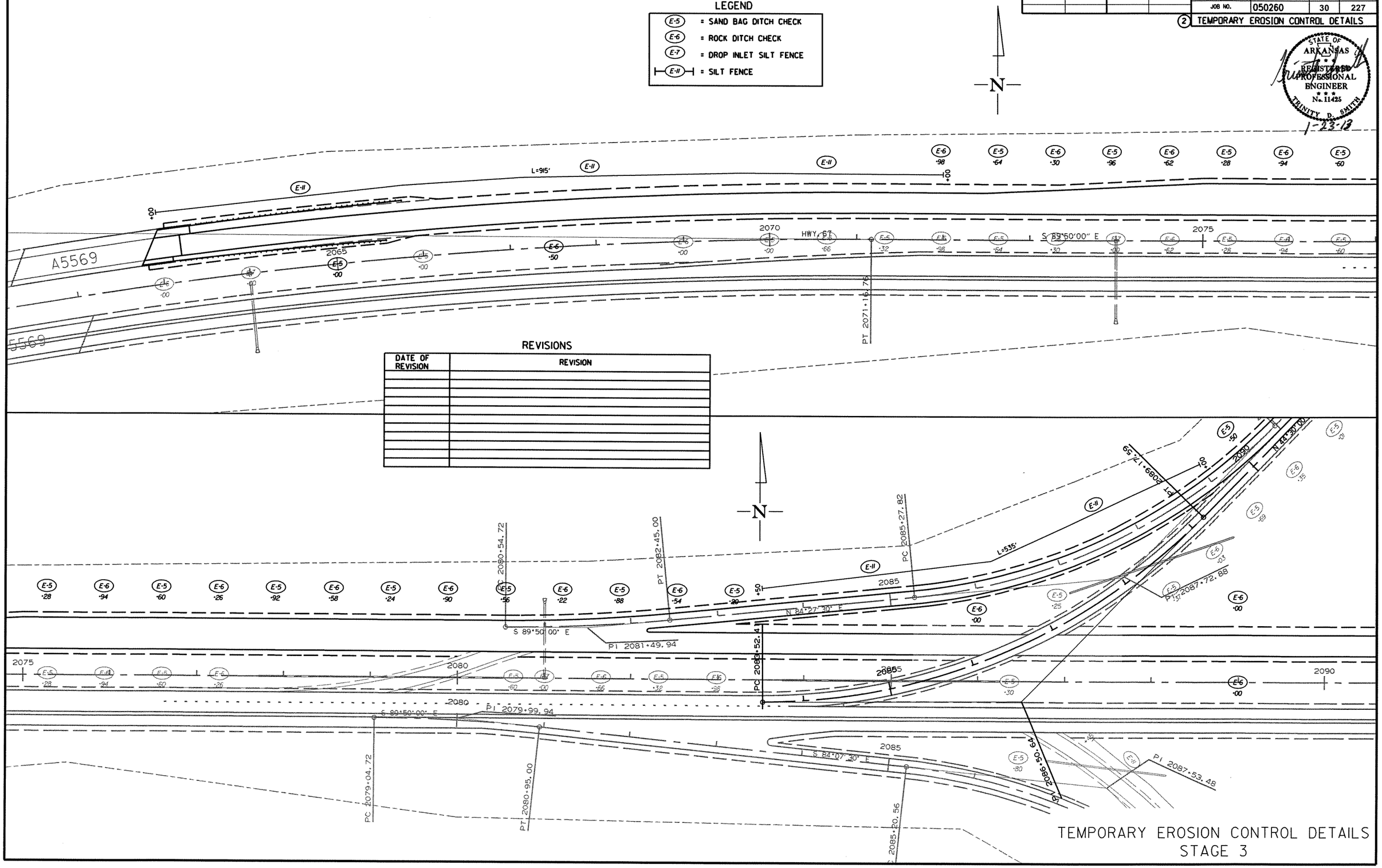
LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-22-13

REVISIONS

DATE OF REVISION	REVISION



TEMPORARY EROSION CONTROL DETAILS
STAGE 3

1/3/2013

R050260.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.		050260	31	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 3

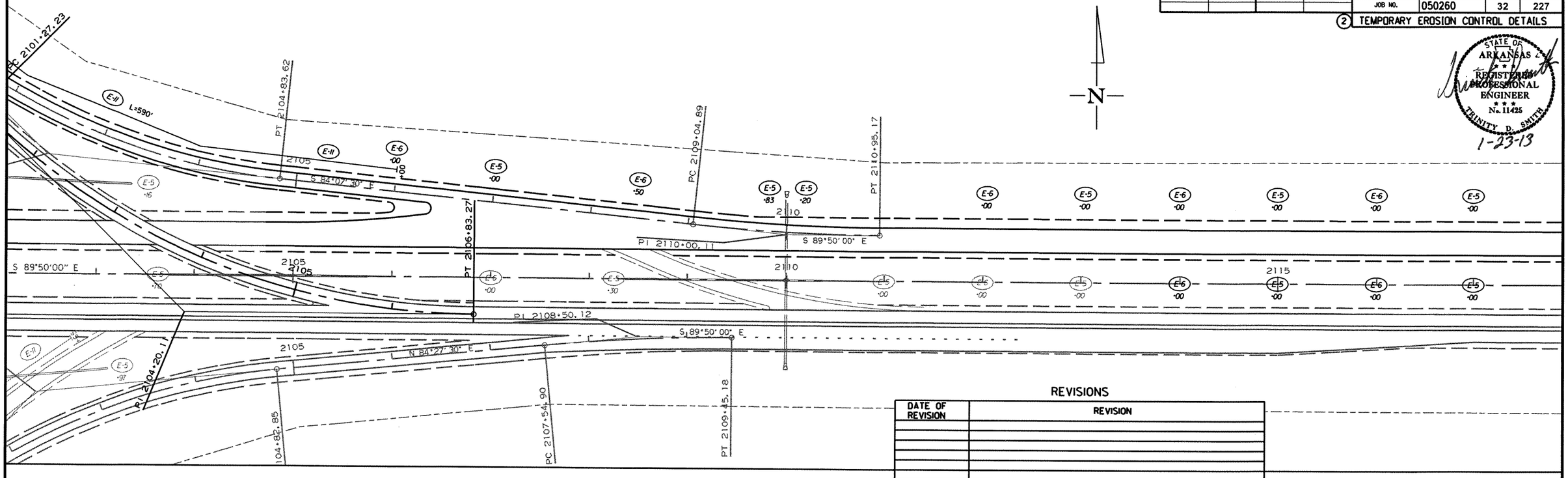
1/3/2013

R050260.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.		050260	32	227

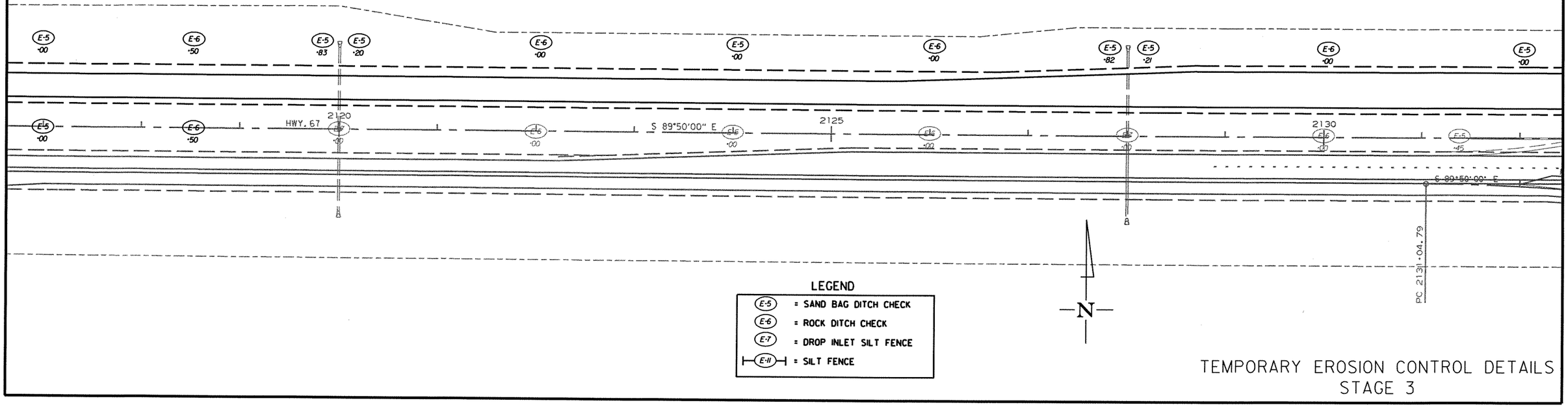
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 3

1/3/2013

R050260.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.		050260	33	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

N

PC 2134+04.72
PT 2135+95.00
PC 2137+53.44
PT 2137+27.90
PI 2134+99.94
PI 2134+54.55
PC 2134+54.55
PI 2132+00.00
PC 2131+04.79
PT 2132+95.06
PI 2135+92.47
PC 2137+06.15
PT 2140+84.14
POE 2140+68.96
PC 2144+37
PI 2139+01.78
PI 2139+18.84
PT 2146
PC 2148
PT 2151+63.
PT 2158+34
PI 2156+98.18
PRC 2155+04.04
PI 2157+36.56
PI 2152+72.53
PT 2152+65.69
PI 2157+01.74
2158+80.44
PC 2160+04.87
PT 2159+68.07
PI 2161+0

RAMP 4
RAMP 3
RAMP 2
TEMPORARY RAMP 4
HWY. 67
HWY. 167
N 68°15'00" E
N 84°27'30" E
S 89°50'00" E
S 84°07'31" E
S 69°04'00" E
N 0°16'00" W
L=205'
L=225'
L=860'
L=390'

END W.R.S.F.
STA. 2147+15.00

END JOB 050260
STA. 2152+32

A5688
B5688

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

1/3/2013

R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 3

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.		050260	34	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
1-23-13
TRINITY D. SMITH

REVISIONS

DATE OF REVISION	REVISION

HWY. 157 RAMP 3

HWY. 157 RAMP 4
TEMPORARY EROSION CONTROL DETAILS
STAGE 4

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

1/3/2013

R050260.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.		050260	35	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
1-23-13
TRINITY D. SMITH

REVISIONS

DATE OF REVISION	REVISION

B.K. LAKE RD. RAMP 3

B.K. LAKE RD. RAMP 4
TEMPORARY EROSION CONTROL DETAILS
STAGE 4

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

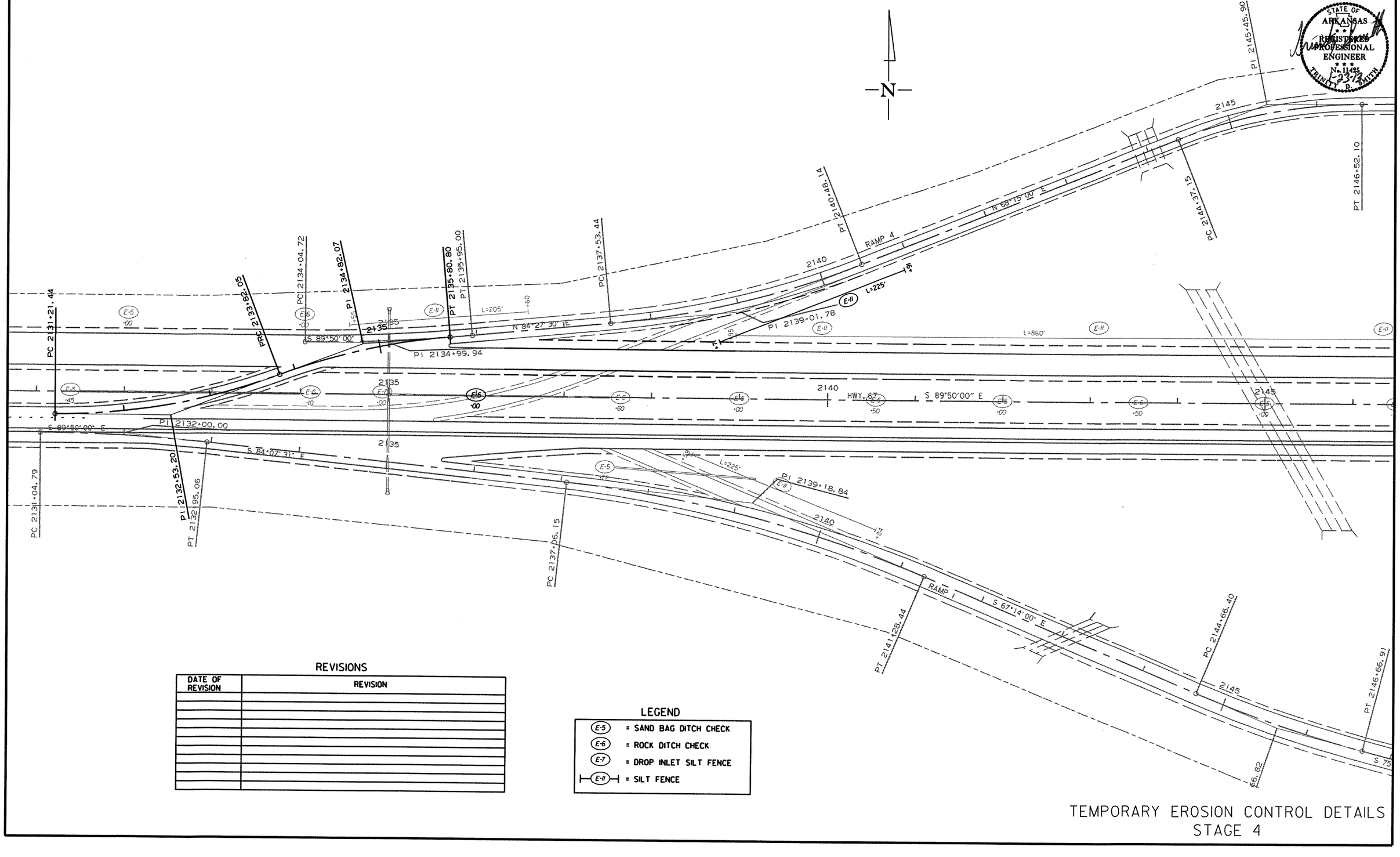
1/3/2013

R050260.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.		050260	36	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11495
1-23-13
TRINITY D. SMITH



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 4

1/3/2013

R050260.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.		050260	37	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 5

1/3/2013

R050260.DGN

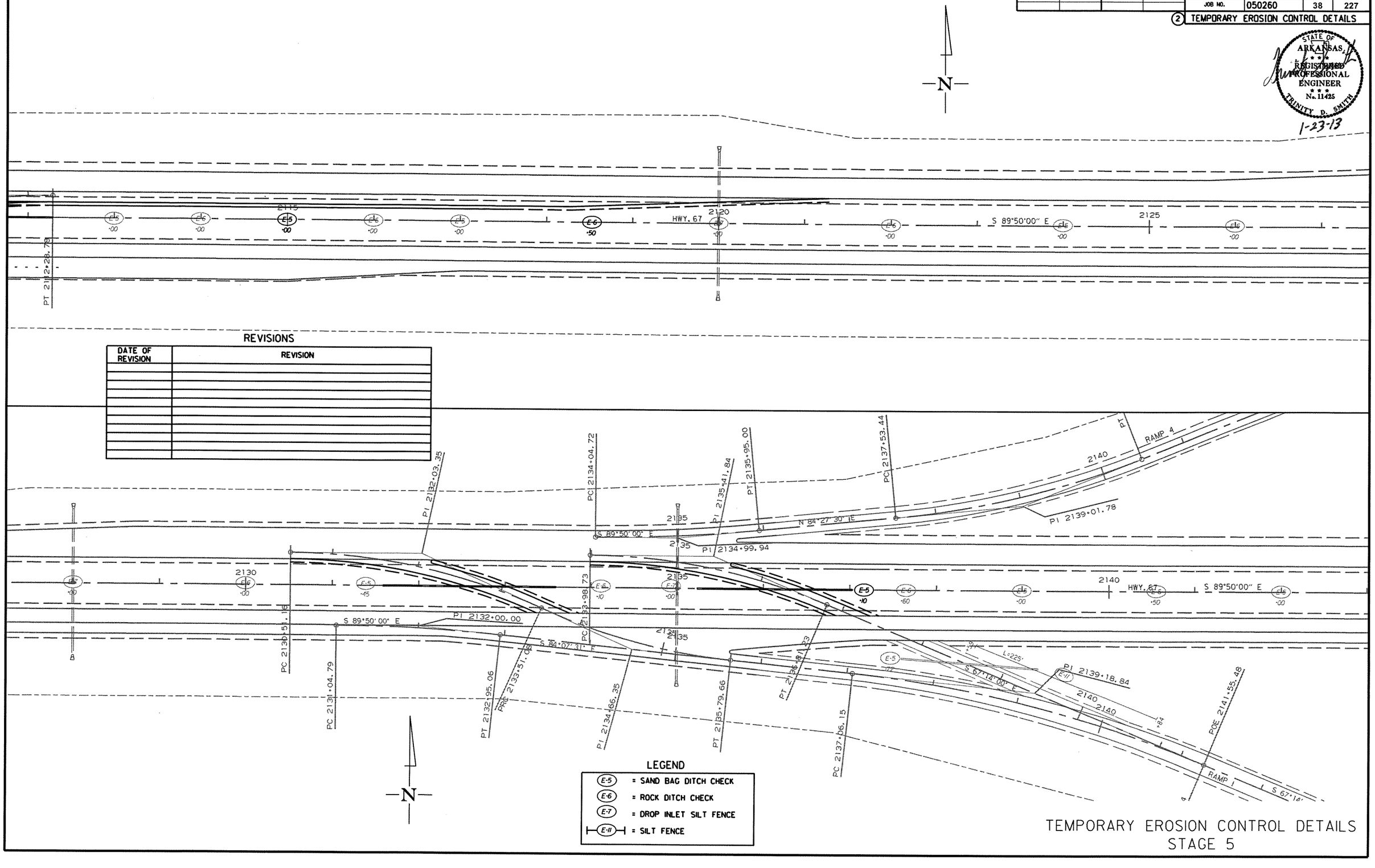
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				6	ARK.			
				JOB NO.		050260	38	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION



LEGEND

E-5	= SAND BAG DITCH CHECK
E-6	= ROCK DITCH CHECK
E-7	= DROP INLET SILT FENCE
E-11	= SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 5

1/3/2013

R050260.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.		050260	39	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

BEGIN W.R.S.F.
STA. 1875+00.00

BEGIN JOB 050260
STA. 1885+70.04

PT 1875+84.60
PC 1876+45.99
PI 1878+78.52
PRC 1881+10.03
PI 1883+42.55
PT 1885+74.05
N 58°21'00" E
HWY. 67

PC 1892+54.78
PT 1894+45.06
PC 1894+04.78
PT 1895+95.06
PC 1898+68.28
PI 1895+00.00
PI 1893+50.00
PC 1893+16.77
N 58°21'00" E
N 52°38'30" E
N 64°03'30" E
PI 1899+56.22
PC 1898+70.40
PI 1901+02.74
PI 1901+03.54
HWY. 67
N 58°21'00" E

REVISIONS

DATE OF REVISION	REVISION

1/3/2013

R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

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.		050260	40	227

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION

PI 1901+02.74
PI 1901+03.54
N 58°21'00" E
1905
1910
1915
HWY. 67
PI 1915+08.87
PI 1915+13.72
PI 1915+14.92
L=305'
RAMP 2
PRC 1911+67.15
PC 1912+80.46
PI 1909+53.58
PI 1909+36.82
TEMPORARY RAMP 1
S 77°47'00" E
L=985'
PT 1903+52.32
PT 1903+19.82
PC 1905+21.01
PC 1905+61.49
PI 1906+68.48
PI 1907+05.10
N 73°21'00" E
PT 1908+09.68
PT 1908+42.60
PC 1907+89.29
PC 1907+13.11
N 43°21'01" E
TEMPORARY RAMP 2
PI 1910+78.95
N 31°39'00" W
H.W.I.57
POB 1908+75.99
POE 1909+91.23
POB 1906+46.82
POE 1909+52.32

N

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

1/3/2013

R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

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.		050260	41	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

PI 1915+13.72
PT 1917+29.50
PC 1921+54.84
PTI 1923+45.12
PI 1922+50.06
N 64°03'30" E
N 58°21'00" E
HWY. 67
PI 1921+00.17
N 58°21'01" E
PT 1917+82.40
N 52°38'31" E
PI 1915+14.92
PT 1917+31.74
PC 1920+04.95
PT 1921+95.24
RAMP 2
N 58°21'00" E

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

1/3/2013

R050260.DGN

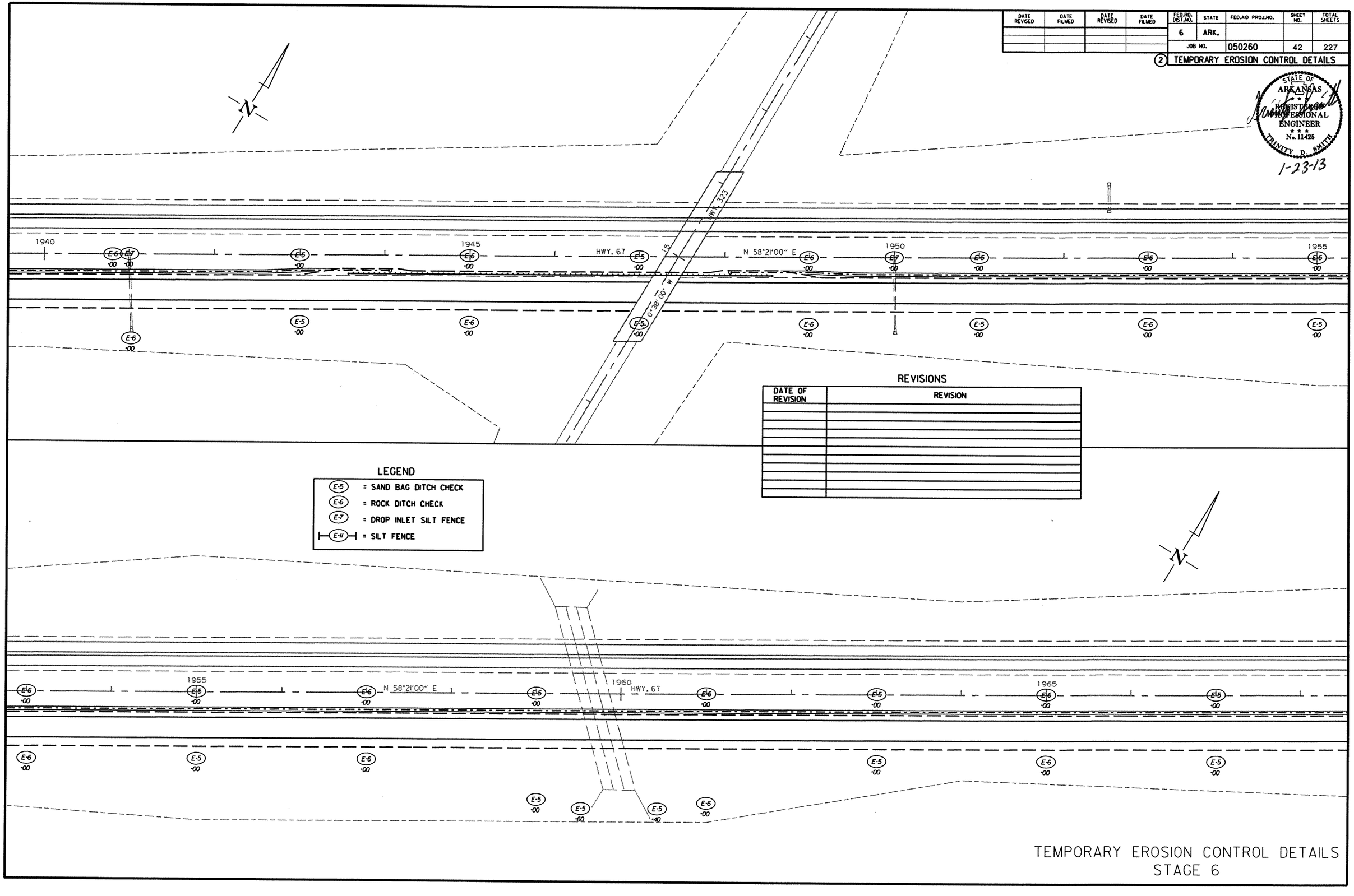
TEMPORARY EROSION CONTROL DETAILS
STAGE 6

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.		050260	42	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH

1-23-13



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

1/3/2013

R050260.DGN

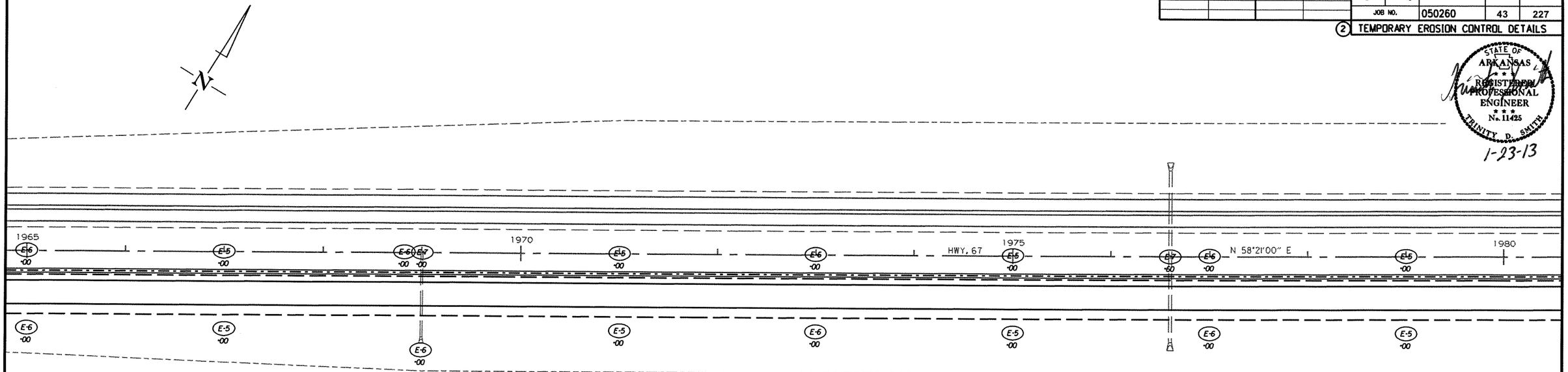
TEMPORARY EROSION CONTROL DETAILS
STAGE 6

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.		050260	43	227

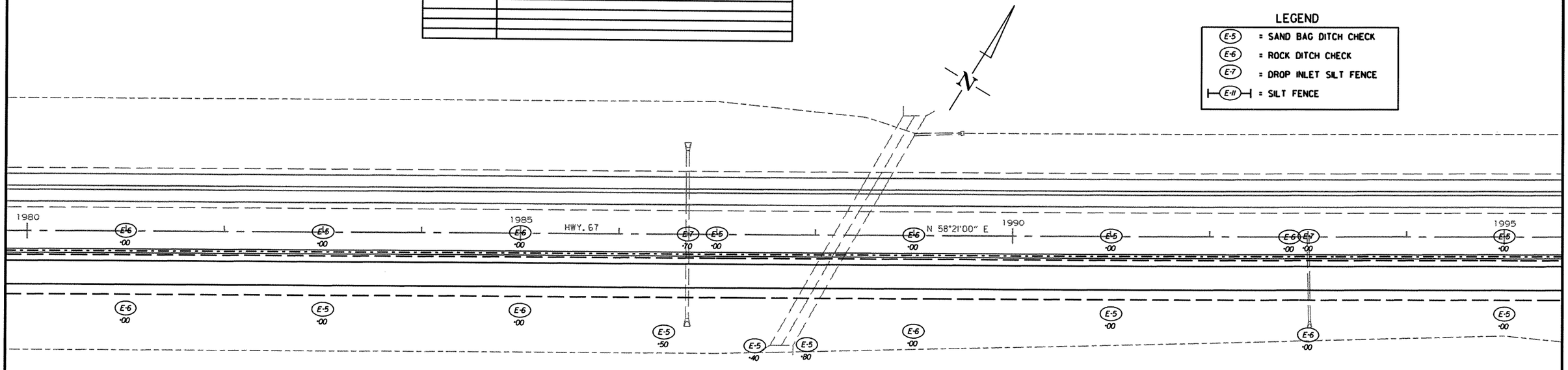
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



REVISIONS

DATE OF REVISION	REVISION



1/3/2013

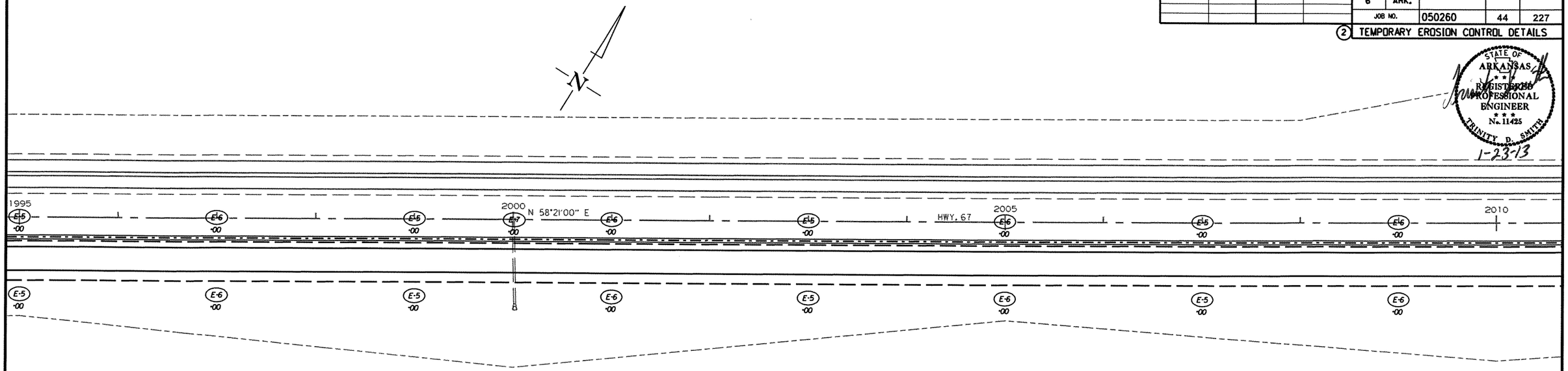
RD50260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

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.		050260	44	227

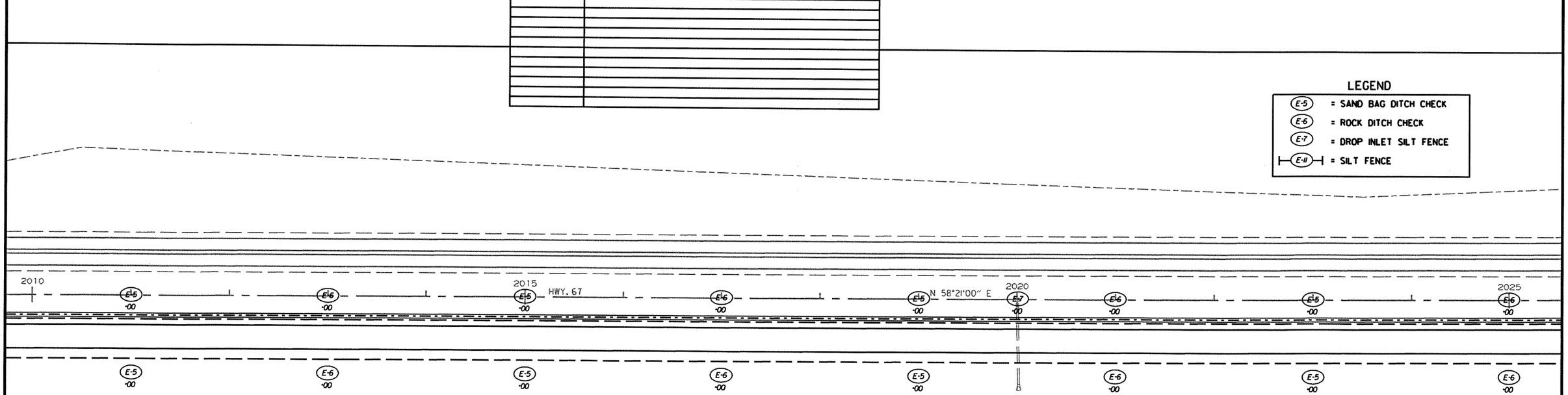
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



REVISIONS

DATE OF REVISION	REVISION



LEGEND

E-5	= SAND BAG DITCH CHECK
E-6	= ROCK DITCH CHECK
E-7	= DROP INLET SILT FENCE
E-11	= SILT FENCE

1/3/2013

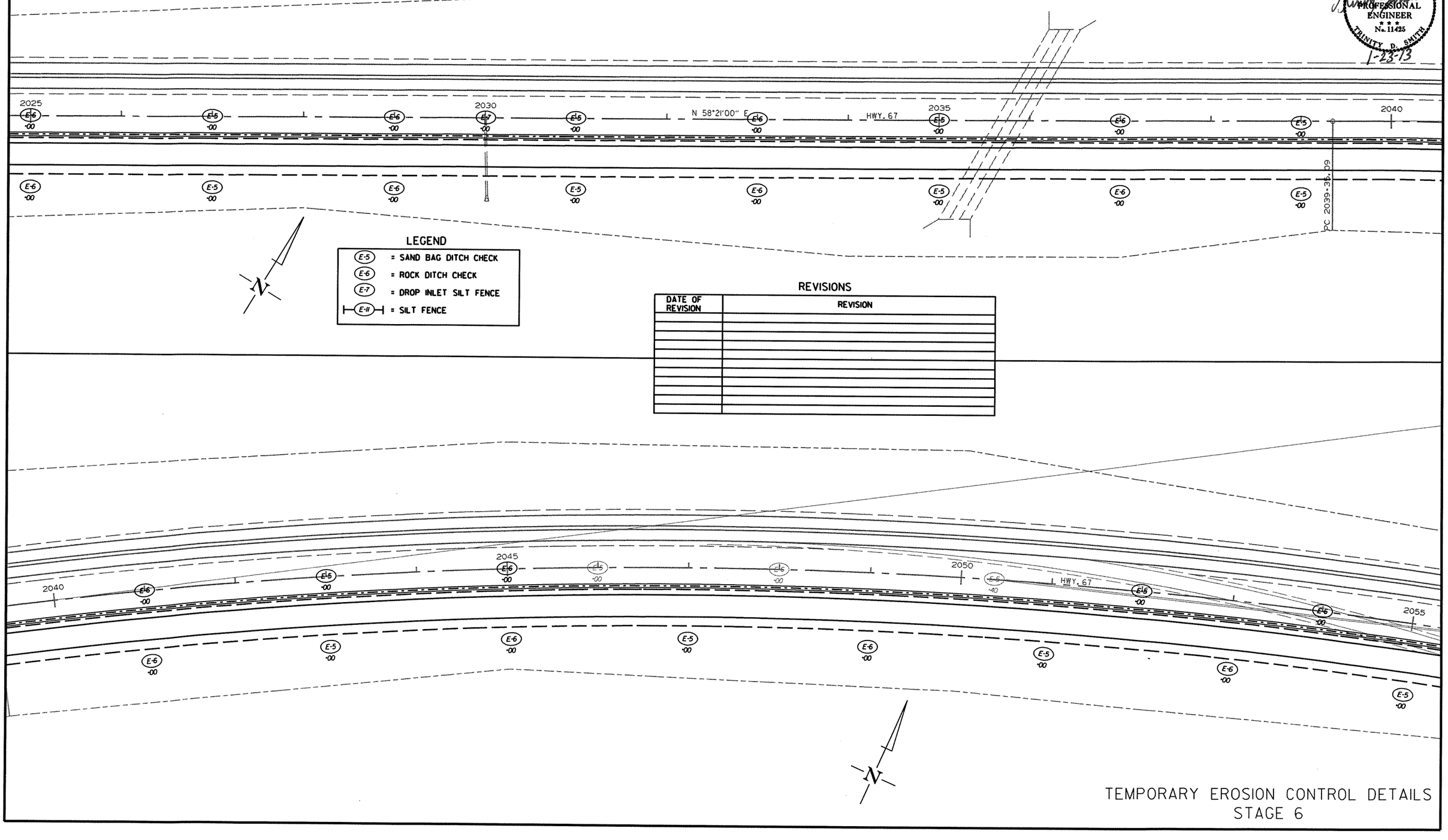
R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

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.		050260	45	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



REVISIONS

DATE OF REVISION	REVISION

1/3/2013

R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

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.		050260	46	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

P1 2055+68.10

A5569

B5569

HWY. 67

2055 2060 2065 2070

E-5 ·00 E-6 ·00 E-5 ·00 E-5 ·20 E-5 ·00 E-6 ·00 E-5 ·00 E-6 ·00 E-5 ·00 E-6 ·50 E-5 ·00 E-5 ·00

N

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

N

PC 2080+54.72

PT 2082+45.00

PC 2085+27.82

2085

N 84°27'30" E

S 89°50'00" E

P1 2081+49.94

2070 HWY. 67 2075 2080 2085

E-5 ·00 E-5 ·66 E-5 ·32 E-6 ·98 E-5 ·64 E-5 ·30 E-5 ·00 E-6 ·62 E-5 ·28 E-5 ·94 E-5 ·60 E-6 ·26 E-6 ·00 E-6 ·00 E-6 ·66 HWY. 67 E-5 ·32 E-6 ·58 E-5 ·00

S 89°50'00" E

2080

P1 2079+99.94

PT 2071+16.76

PC 2083+17.84

2085

S 84°27'30" E

E-5 ·00 E-6 ·00 E-5 ·00 E-6 ·00 E-5 ·00 E-6 ·00 E-5 ·00 E-6 ·00

PC 2079+04.72

PT 2080+95.00

PC 2085+20.56

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

1/3/2013

R050260.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.		050260	47	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11495
1-23-13
TRINITY D. SMITH

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

1/3/2013

R050260.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.		050260	48	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

PT 2097+70.
S 85°21'00" E
PC 2100+27.44
2100
PI 2102+64.65
PT 2104+83.62
2105
S 84°07'30" E
PC 2109+04.89
PT 2110+95.17
2110
PI 2110+00.11
S 89°50'00" E
HWY. 67
S 89°50'00" E
PI 2103+62.58
PI 2108+50.12
S 89°50'00" E
L=730'
PI 2102+57.30
N 84°20'00" E
PT 2104+82.85
PC 2107+54.90
PT 2109+45.18
PC 2100+90.46
TEMPORARY RAMP 2
L=315'
N 44°28'00" E
N 44°28'00" E
PC 2100+11.57
PT 2097+84.47
PT 2097+32.12

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

1/3/2013

R050260.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.		050260	49	227

(2) TEMPORARY EROSION CONTROL DETAILS

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION

1/3/2013

R050260.DGN

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

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.		050260	50	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

END W.R.S.F.
STA. 2147+15.00

END JOB 050260
STA. 2152+32

A5688

B5688

HWY. 67

HWY. 167

RAMP 1

RAMP 2

RAMP 3

RAMP 4

TEMPORARY RAMP 1

POE 2141+55.48

PT 2141+28.44

PC 2144+66.40

PT 2146+66.91

PI 2145+66.82

PT 13+97.78

POB 2147+38.49

POE 2148+64.89

PC 2149+50.00

PI 2151+82.53

PRC 2154+14.04

PT 2152+65.69

PC 2150+14.44

PI 2151+40.39

POE 2148+43.26

POB 2147+58.33

PI 2145+45.90

PT 2146+52.10

PC 2144+37.15

PT 2140+48.14

PC 2149+51.10

PI 2150+58.33

PT 2151+63.10

L=910'

S 89°50'00" E

N 89°44'41" E

N 89°44'00" E

N 88°13'00" E

S 67°14'00" E

S 75°15'13" E

N 74°39'00" E

N 64°36'00" E

S 69°02'00" E

N 0°16'00" W

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

REVISIONS

DATE OF REVISION	REVISION

TEMPORARY EROSION CONTROL DETAILS
STAGE 6

1/3/2013

R050260.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.		050260	51	227

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

REVISIONS

DATE OF REVISION	REVISION

HWY. 157 RAMP 1

HWY. 157 RAMP 2
TEMPORARY EROSION CONTROL DETAILS
STAGE 7

1/3/2013

R050260.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.		050260	52	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

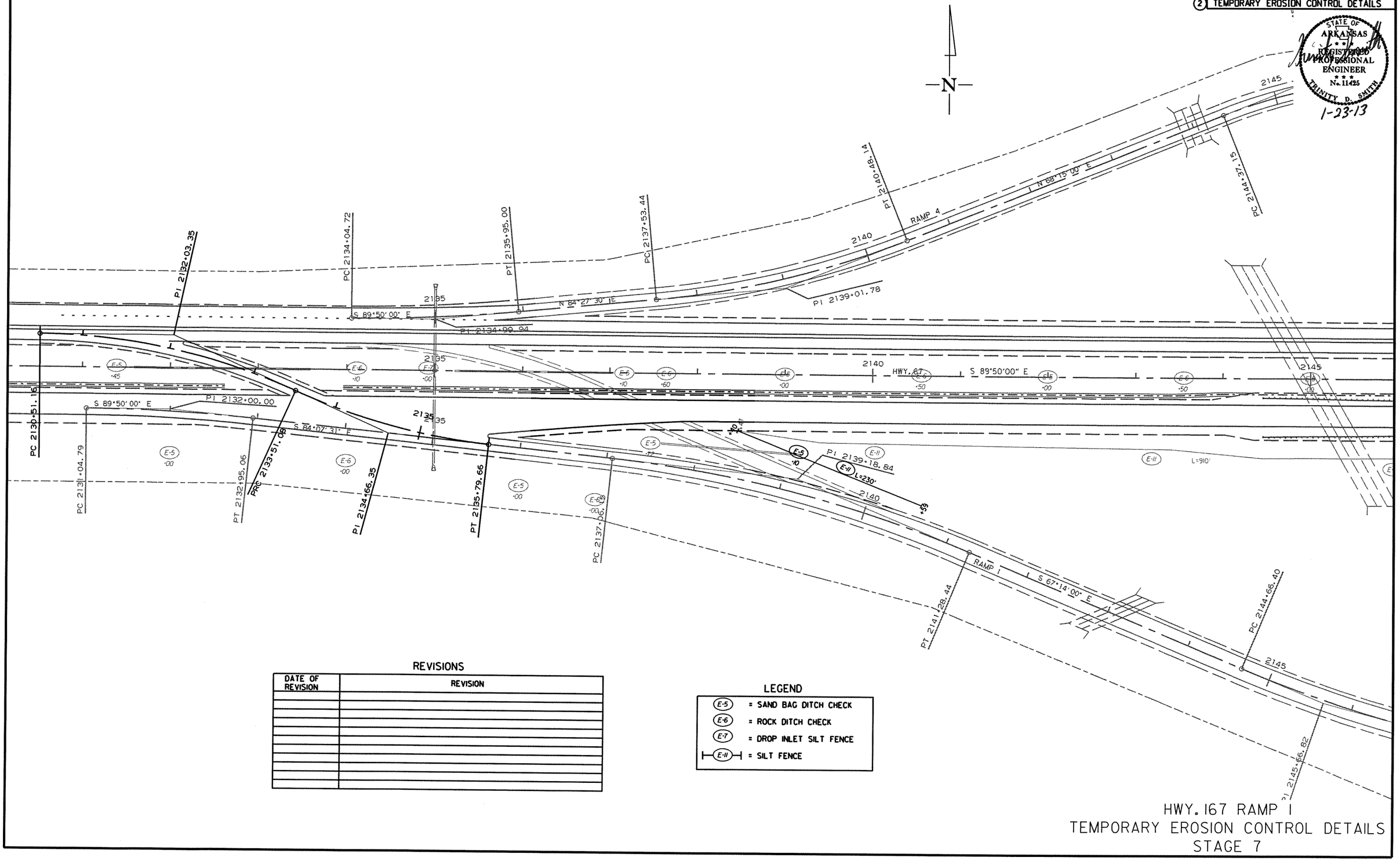
REVISIONS

DATE OF REVISION	REVISION

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.		050260	53	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

HWY. 167 RAMP 1
TEMPORARY EROSION CONTROL DETAILS
STAGE 7

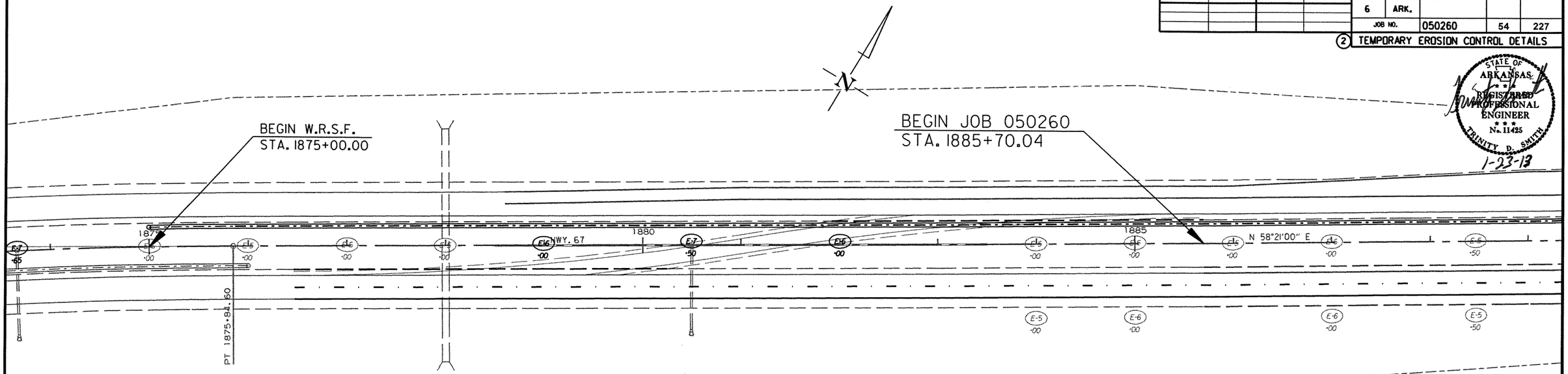
1/3/2013

R050260.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.		050260	54	227

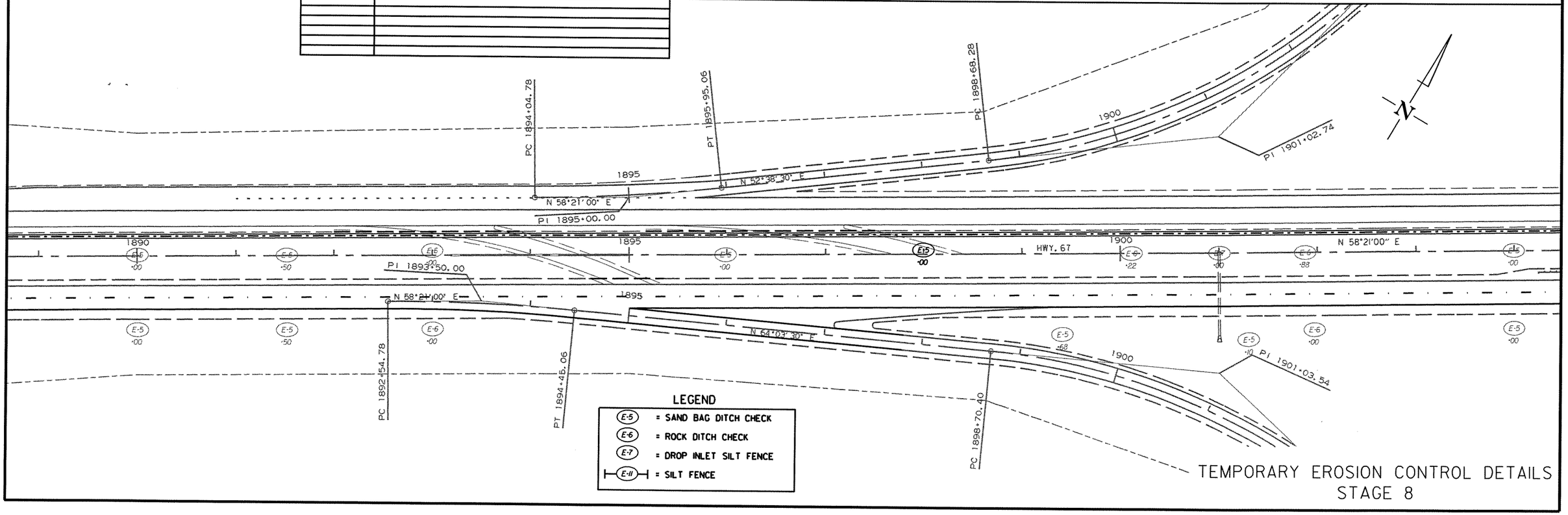
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



REVISIONS

DATE OF REVISION	REVISION



LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 8

1/3/2013

R050260.DGN

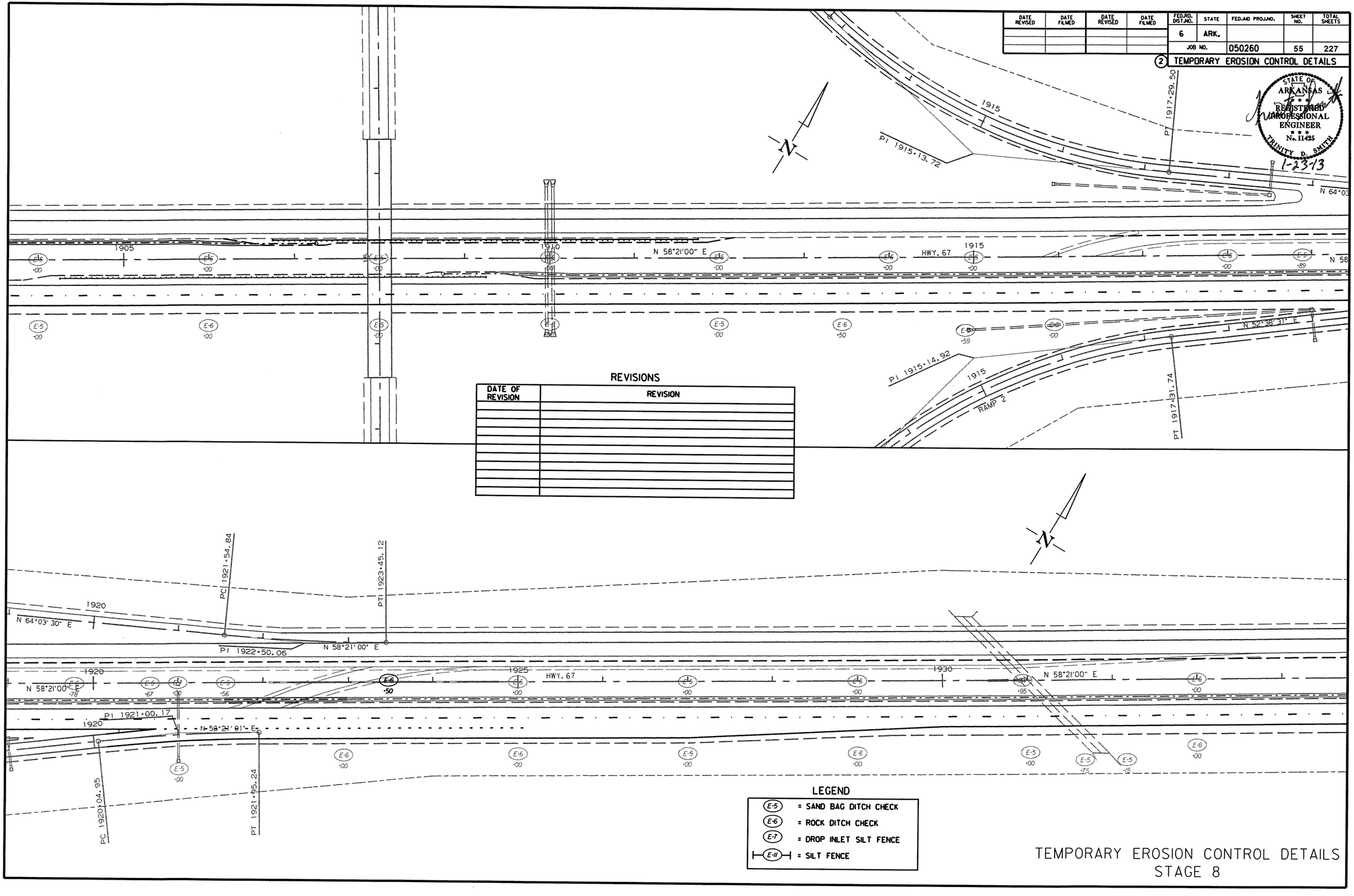
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	55	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

REVISIONS

DATE OF REVISION	REVISION



LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 8

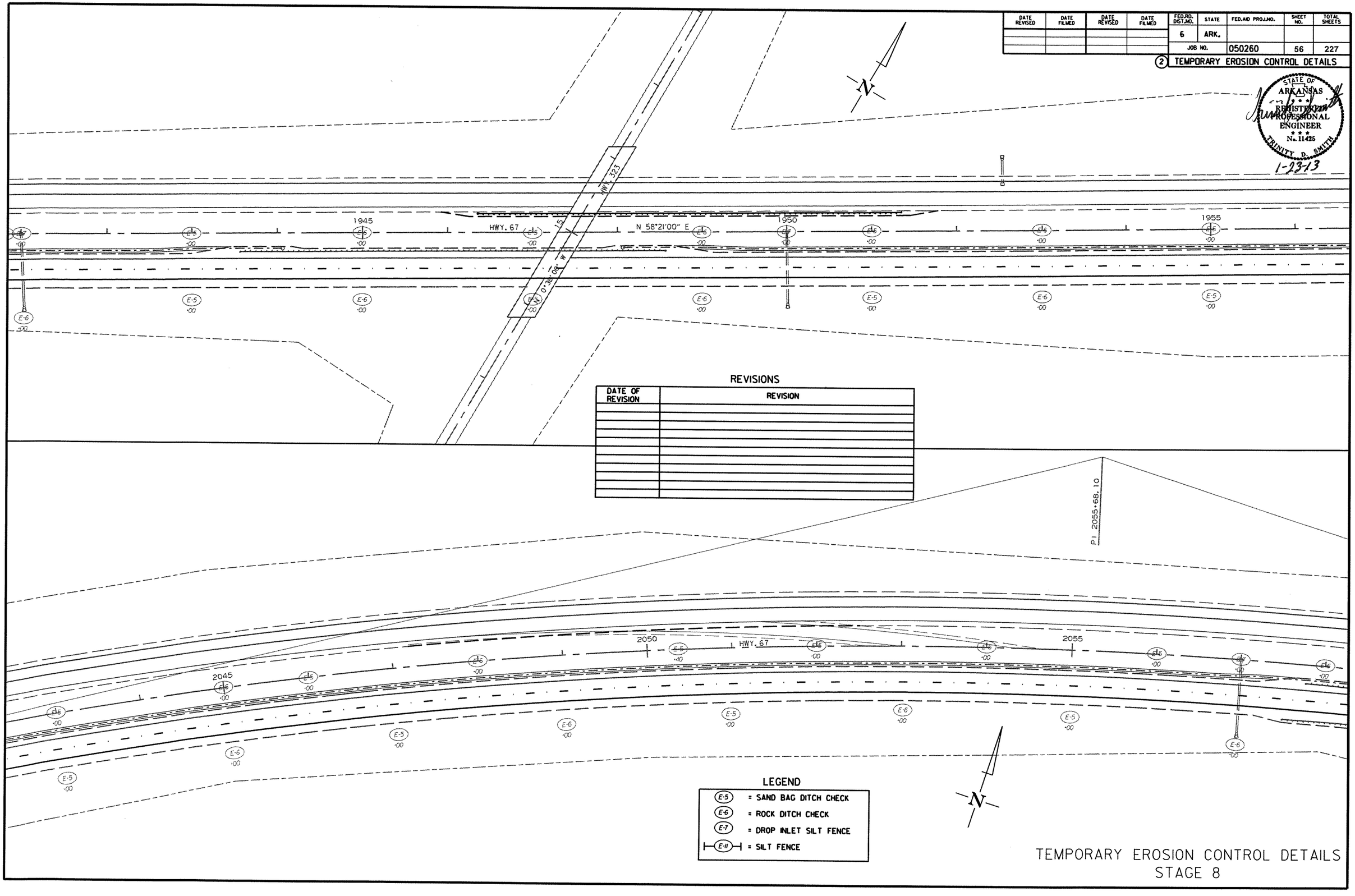
1/3/2013

R050260.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.		050260	56	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-5 = SAND BAG DITCH CHECK
- E-6 = ROCK DITCH CHECK
- E-7 = DROP INLET SILT FENCE
- E-11 = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 8

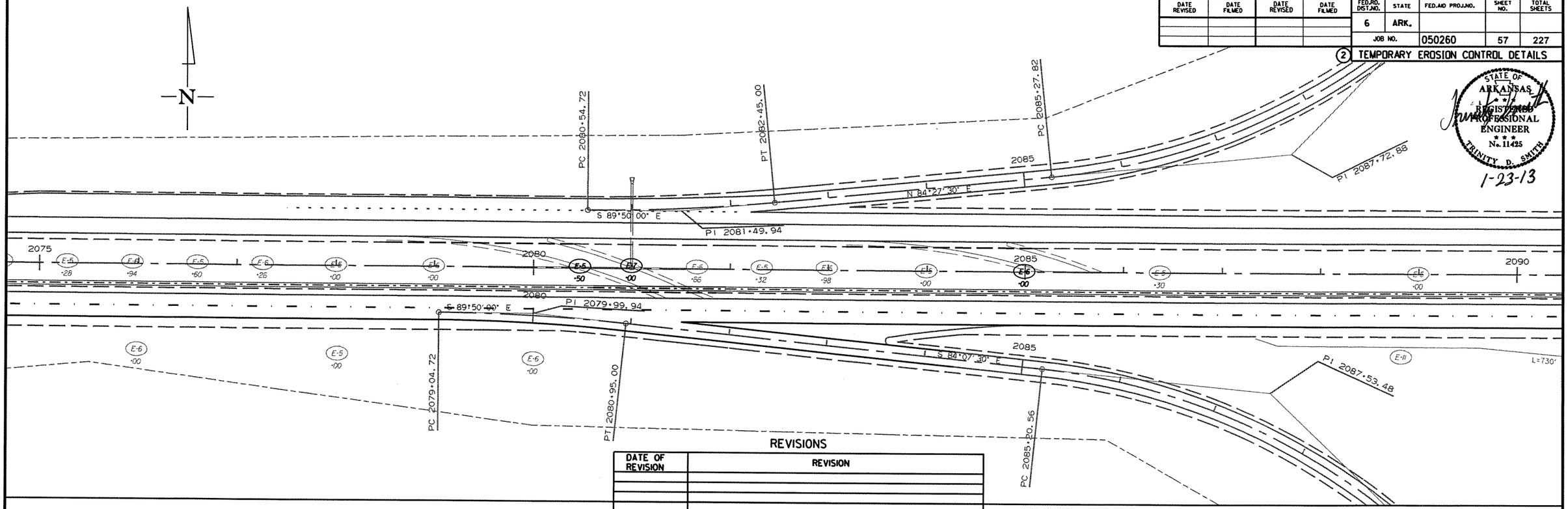
1/3/2013

R050260.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.		050260	57	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

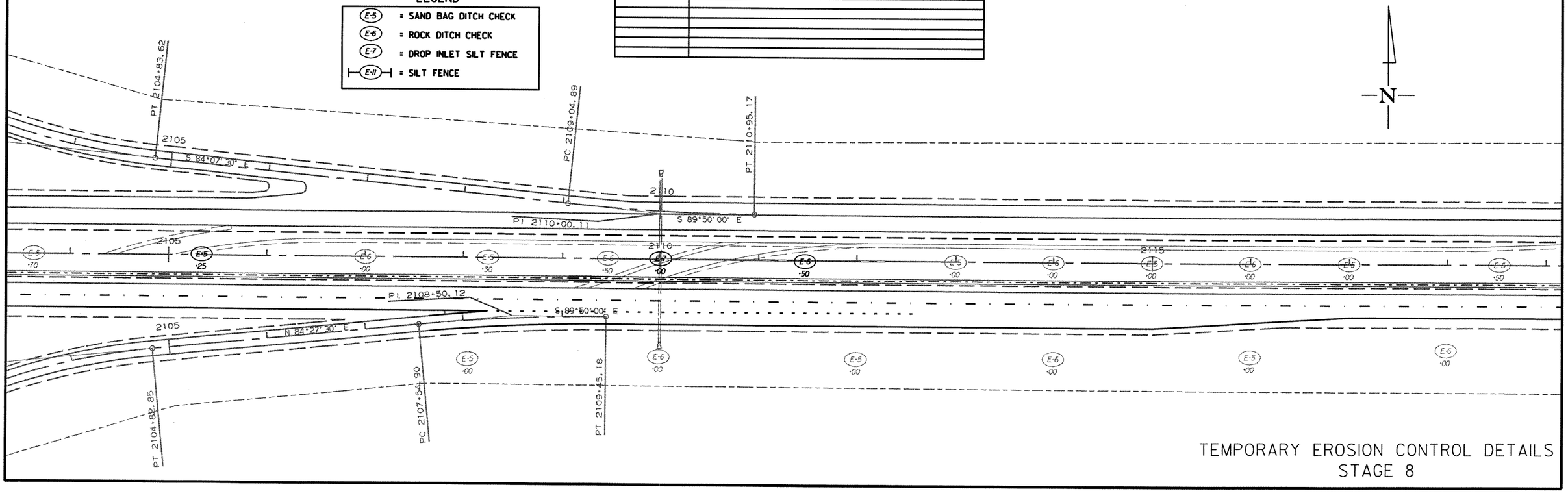


REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE



TEMPORARY EROSION CONTROL DETAILS
STAGE 8

1/3/2013

R050260.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.		050260	58	227

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 11435
1-23-13
TRINITY D. SMITH

REVISIONS

DATE OF REVISION	REVISION

END W.R.S.F.
STA. 2094+28.00

BEGIN W.R.S.F.
STA. 2095+86.00

LEGEND

- (E-5) = SAND BAG DITCH CHECK
- (E-6) = ROCK DITCH CHECK
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
STAGE 8

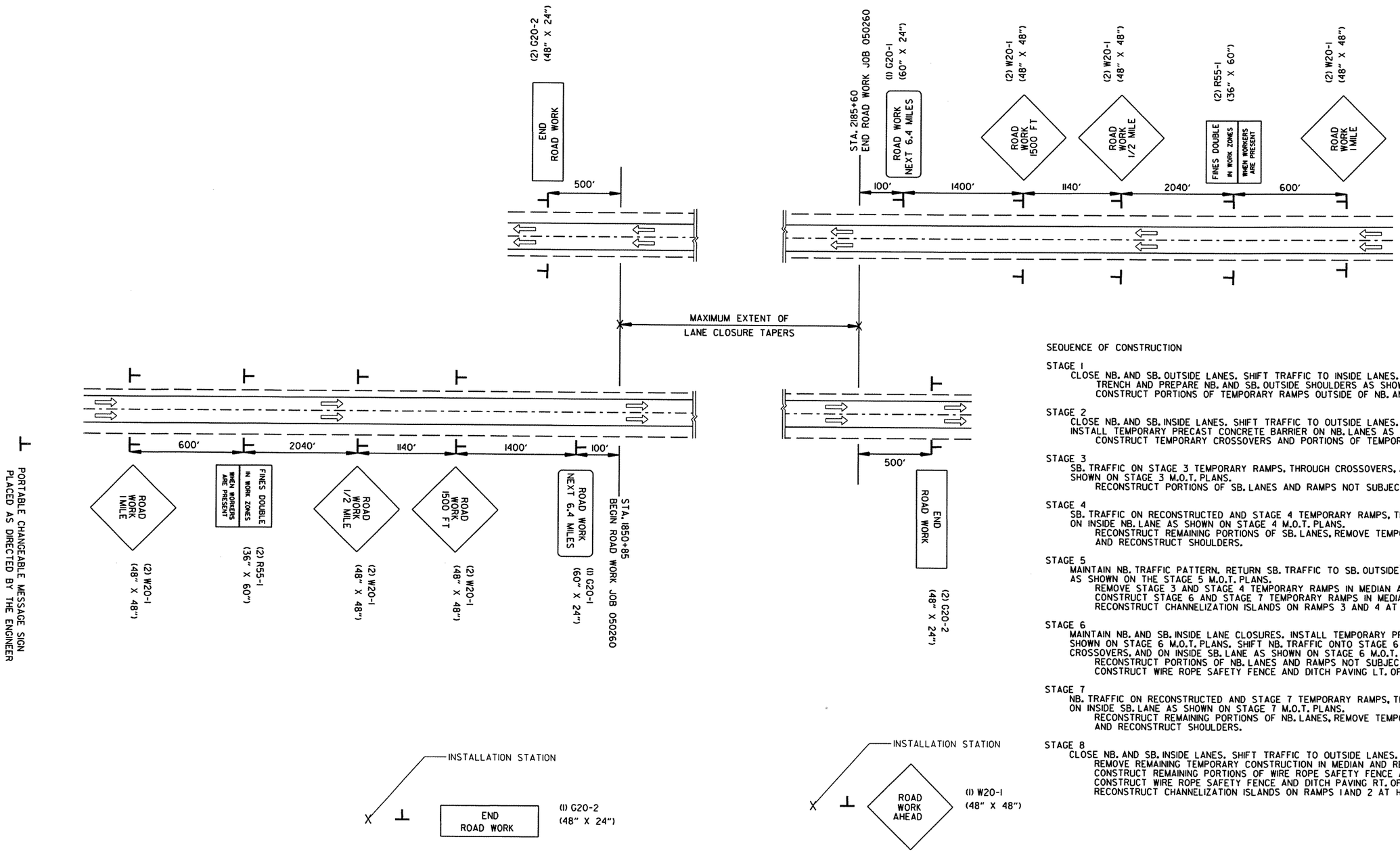
1/3/2013

R050260.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.		050260	59	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



HWY. 167 RAMP 1
INSTALLATION STA. 2145+30

HWY. 167 RAMP 4
INSTALLATION STA. 2145+70

SEQUENCE OF CONSTRUCTION

STAGE 1
CLOSE NB. AND SB. OUTSIDE LANES. SHIFT TRAFFIC TO INSIDE LANES.
TRENCH AND PREPARE NB. AND SB. OUTSIDE SHOULDERS AS SHOWN ON STAGE 1 M.O.T. PLANS.
CONSTRUCT PORTIONS OF TEMPORARY RAMPS OUTSIDE OF NB. AND SB. LANES.

STAGE 2
CLOSE NB. AND SB. INSIDE LANES. SHIFT TRAFFIC TO OUTSIDE LANES.
INSTALL TEMPORARY PRECAST CONCRETE BARRIER ON NB. LANES AS SHOWN ON STAGE 2 M.O.T. PLANS.
CONSTRUCT TEMPORARY CROSSOVERS AND PORTIONS OF TEMPORARY RAMPS IN MEDIAN.

STAGE 3
SB. TRAFFIC ON STAGE 3 TEMPORARY RAMPS, THROUGH CROSSOVERS, AND ON INSIDE NB. LANE AS SHOWN ON STAGE 3 M.O.T. PLANS.
RECONSTRUCT PORTIONS OF SB. LANES AND RAMPS NOT SUBJECT TO STAGE 3 TRAFFIC.

STAGE 4
SB. TRAFFIC ON RECONSTRUCTED AND STAGE 4 TEMPORARY RAMPS, THROUGH CROSSOVERS, AND ON INSIDE NB. LANE AS SHOWN ON STAGE 4 M.O.T. PLANS.
RECONSTRUCT REMAINING PORTIONS OF SB. LANES, REMOVE TEMPORARY WIDENING FROM SB. RAMPS, AND RECONSTRUCT SHOULDERS.

STAGE 5
MAINTAIN NB. TRAFFIC PATTERN. RETURN SB. TRAFFIC TO SB. OUTSIDE LANE AND CLOSE SB. INSIDE LANE AS SHOWN ON THE STAGE 5 M.O.T. PLANS.
REMOVE STAGE 3 AND STAGE 4 TEMPORARY RAMPS IN MEDIAN AT B.K. LAKE RD. AND HWY. 167.
CONSTRUCT STAGE 6 AND STAGE 7 TEMPORARY RAMPS IN MEDIAN AT B.K. LAKE RD. AND HWY. 167.
RECONSTRUCT CHANNELIZATION ISLANDS ON RAMPS 3 AND 4 AT HWY. 157 AND B.K. LAKE RD.

STAGE 6
MAINTAIN NB. AND SB. INSIDE LANE CLOSURES. INSTALL TEMPORARY PRECAST BARRIER ON SB. LANES AS SHOWN ON STAGE 6 M.O.T. PLANS. SHIFT NB. TRAFFIC ONTO STAGE 6 TEMPORARY RAMPS, THROUGH CROSSOVERS, AND ON INSIDE SB. LANE AS SHOWN ON STAGE 6 M.O.T. PLANS.
RECONSTRUCT PORTIONS OF NB. LANES AND RAMPS NOT SUBJECT TO STAGE 6 TRAFFIC.
CONSTRUCT WIRE ROPE SAFETY FENCE AND DITCH PAVING LT. OF NB. LANES WHERE APPLICABLE.

STAGE 7
NB. TRAFFIC ON RECONSTRUCTED AND STAGE 7 TEMPORARY RAMPS, THROUGH CROSSOVERS, AND ON INSIDE SB. LANE AS SHOWN ON STAGE 7 M.O.T. PLANS.
RECONSTRUCT REMAINING PORTIONS OF NB. LANES, REMOVE TEMPORARY WIDENING FROM NB. RAMPS, AND RECONSTRUCT SHOULDERS.

STAGE 8
CLOSE NB. AND SB. INSIDE LANES. SHIFT TRAFFIC TO OUTSIDE LANES.
REMOVE REMAINING TEMPORARY CONSTRUCTION IN MEDIAN AND RECONSTRUCT SHOULDERS.
CONSTRUCT REMAINING PORTIONS OF WIRE ROPE SAFETY FENCE AND DITCH PAVING LT. OF NB. LANES.
CONSTRUCT WIRE ROPE SAFETY FENCE AND DITCH PAVING RT. OF SB. LANES.
RECONSTRUCT CHANNELIZATION ISLANDS ON RAMPS 1 AND 2 AT HWY. 157 AND B.K. LAKE RD.

1/3/2013

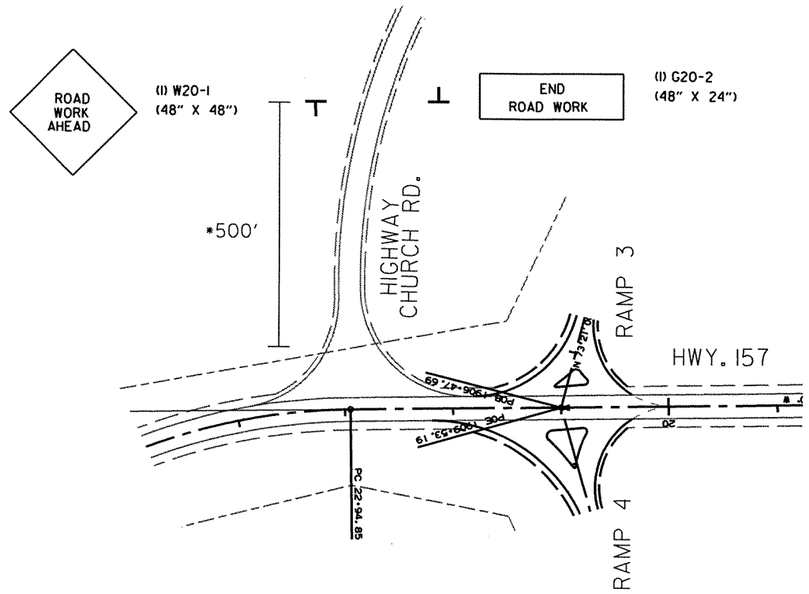
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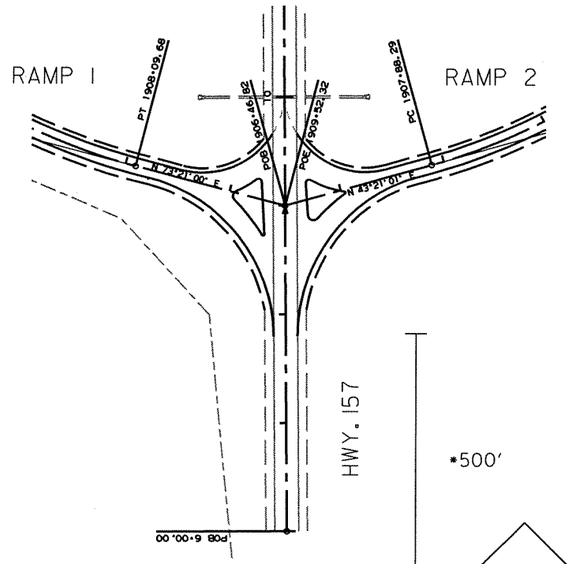
HWY. 67 & HWY. 167 RAMPS
ADVANCE WARNING SIGNS
MAINTENANCE OF TRAFFIC DETAILS

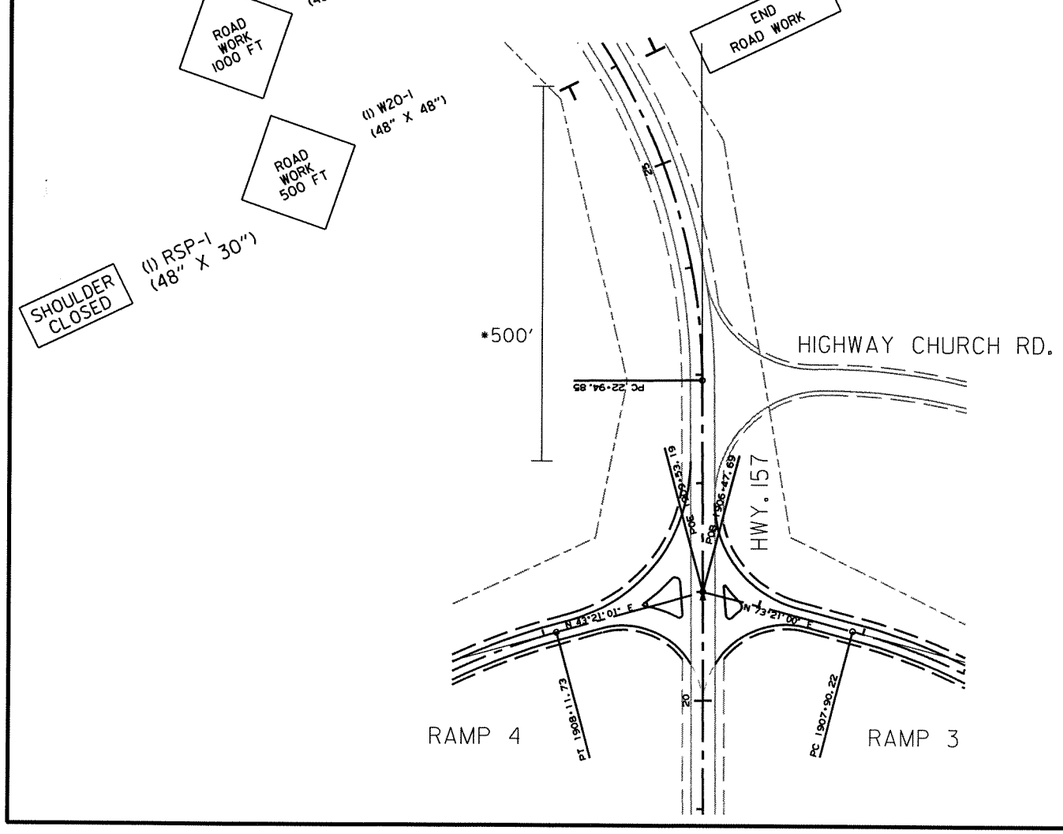
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	60	227

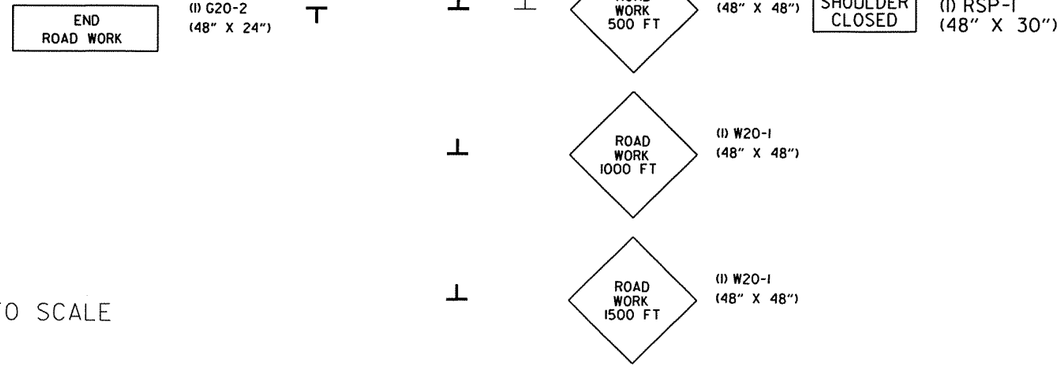
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13









* NOT TO SCALE

HWY. 157
ADVANCE WARNING SIGNS
MAINTENANCE OF TRAFFIC DETAILS

1/3/2013

R050260.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.		050260	61	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

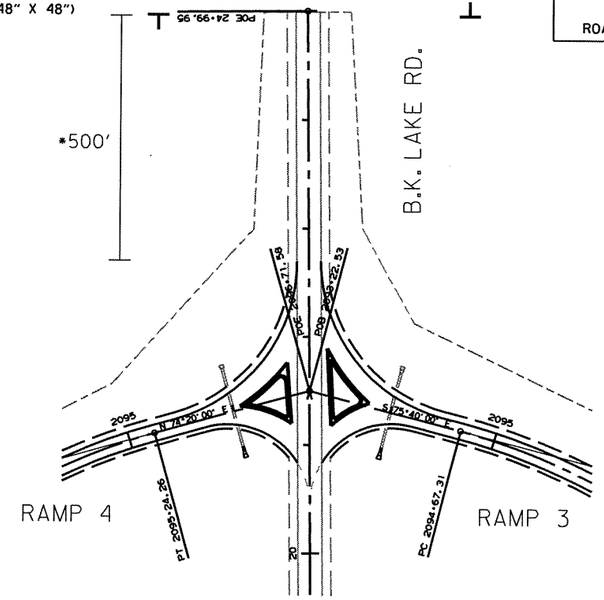
ROAD WORK 1500 FT — (1) W20-1 (48" X 48")

ROAD WORK 1000 FT — (1) W20-1 (48" X 48")

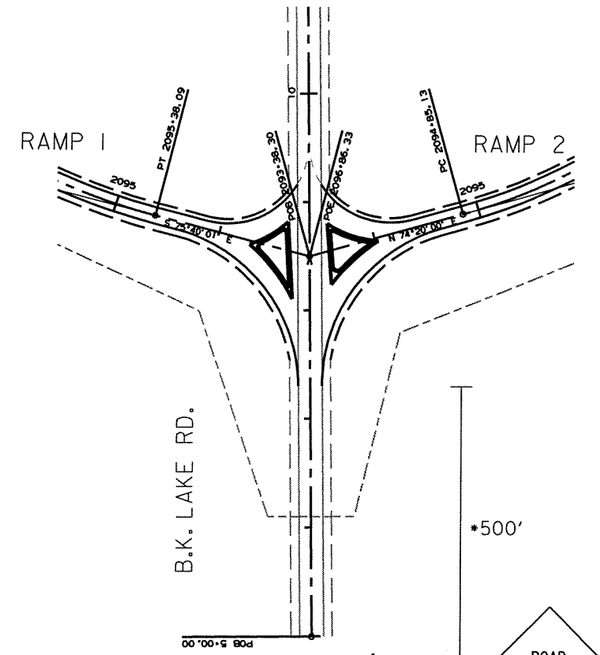
SHOULDER CLOSED — (1) RSP-1 (48" X 30")

ROAD WORK 500 FT — (1) W20-1 (48" X 48")

*500'



END ROAD WORK — (1) G20-2 (48" X 24")



END ROAD WORK — (1) G20-2 (48" X 24")

*500'

ROAD WORK 500 FT — (1) W20-1 (48" X 48")

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

ROAD WORK 1000 FT — (1) W20-1 (48" X 48")

ROAD WORK 1500 FT — (1) W20-1 (48" X 48")

*NOT TO SCALE

1/3/2013

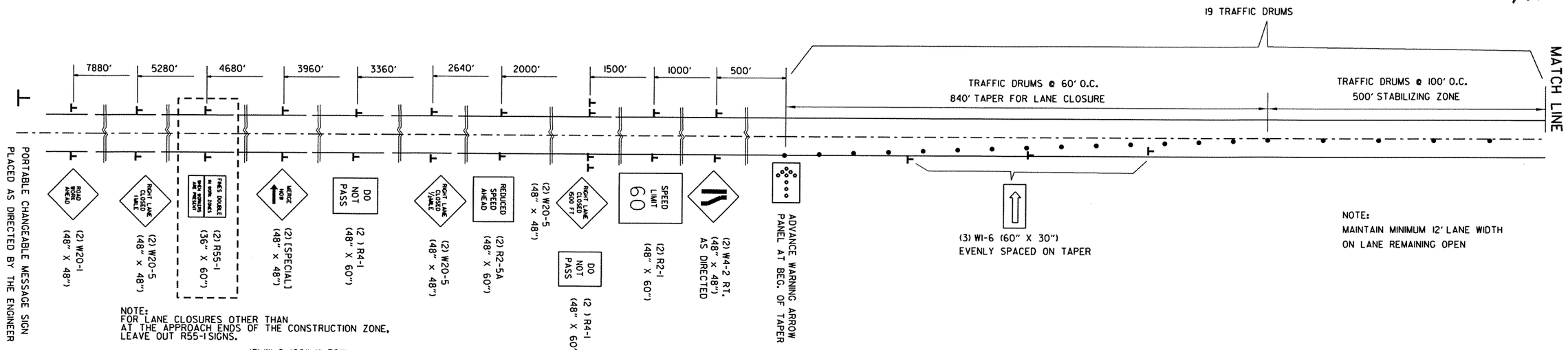
R050260.DGN

B.K. LAKE RD.
ADVANCE WARNING SIGNS
MAINTENANCE OF TRAFFIC DETAILS

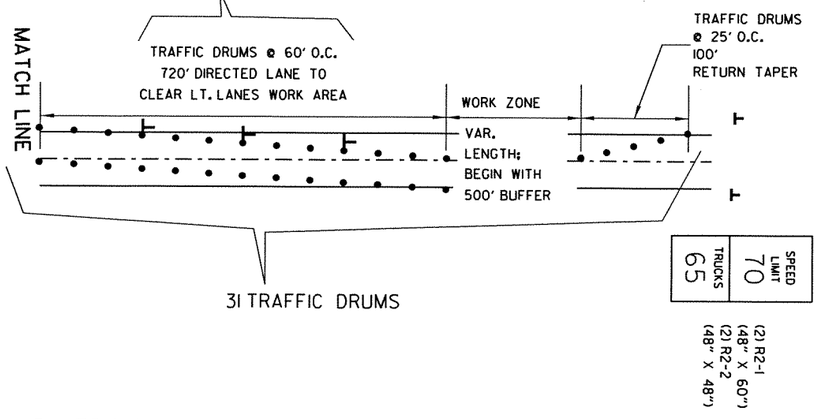
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	62	227

(2) MAINTENANCE OF TRAFFIC DETAILS

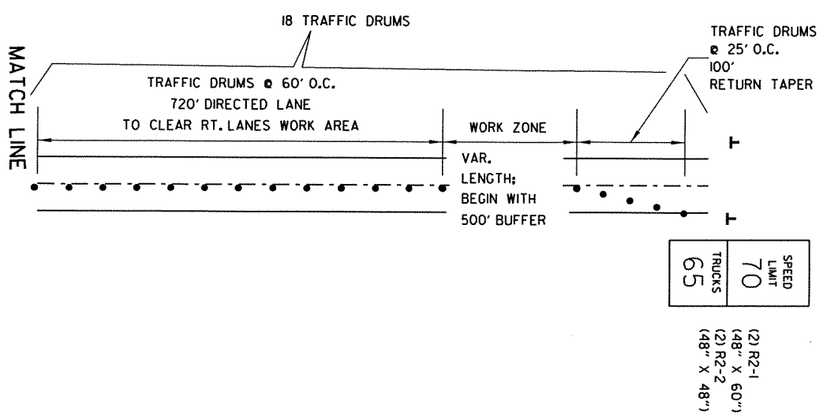
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TRINITY D. SMITH
1-23-13



RT. LANE CLOSURE



DIVERSION FOR LT. LANE WORK ZONE



DIVERSION FOR RT. LANE WORK ZONE

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WORK ZONE - LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

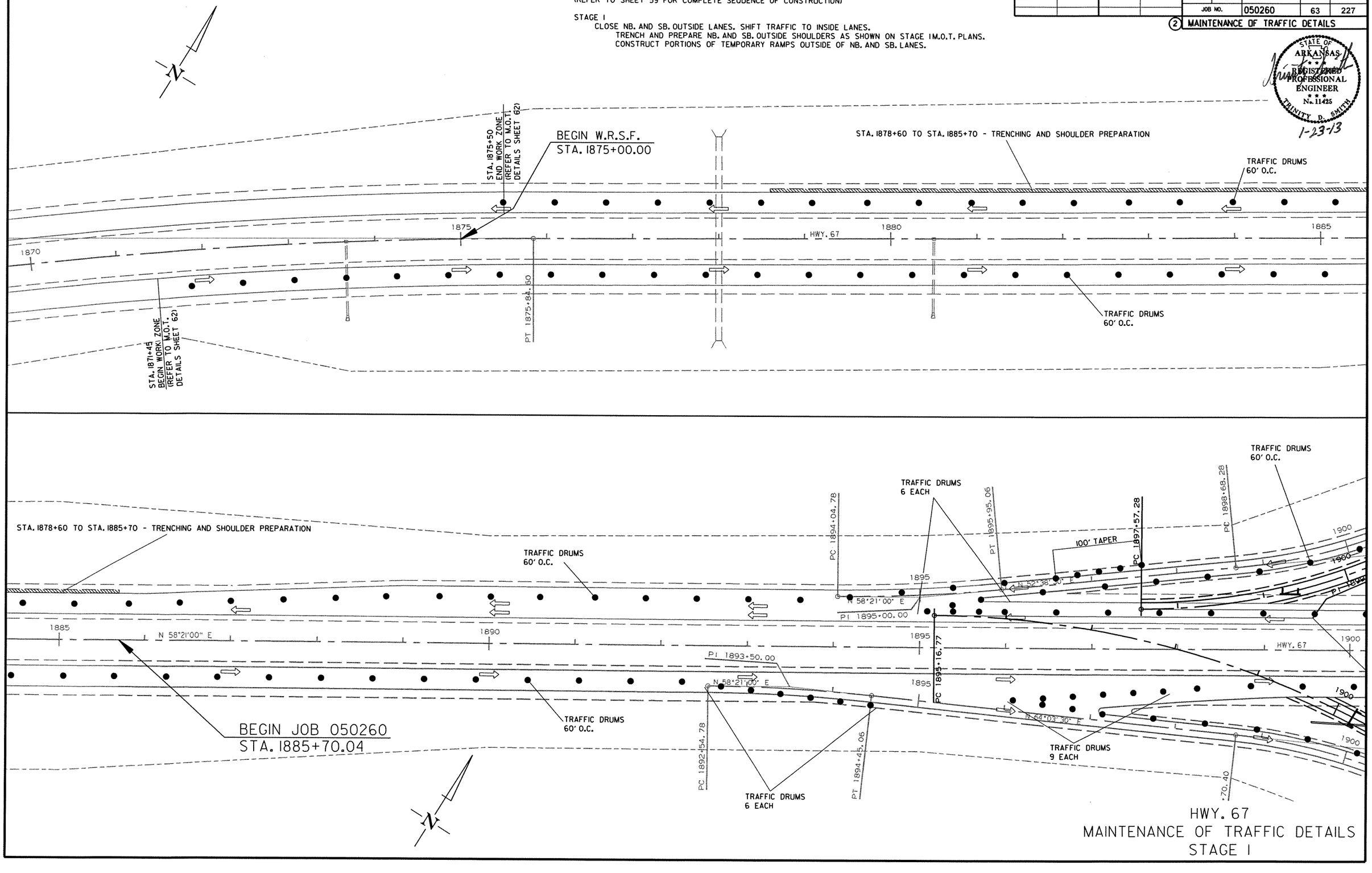
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	63	227

(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION
(REFER TO SHEET 59 FOR COMPLETE SEQUENCE OF CONSTRUCTION)

STAGE I
CLOSE NB. AND SB. OUTSIDE LANES. SHIFT TRAFFIC TO INSIDE LANES.
TRENCH AND PREPARE NB. AND SB. OUTSIDE SHOULDERS AS SHOWN ON STAGE I M.O.T. PLANS.
CONSTRUCT PORTIONS OF TEMPORARY RAMPS OUTSIDE OF NB. AND SB. LANES.

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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1900
1900
PI 1901+02.74
PI 1899+56.22
1900
N 58°21'00" E
1905
PI 1900+47.13
1900
1900
PI 1901+03.54
TRAFFIC DRUMS
60' O.C.
TRAFFIC DRUMS
60' O.C.
1910
N 58°21'00" E
1915
HWY. 67
PI 1915+08.87
1915
PI 1915+84.73
PI 1915+14.92
1915
RAMP 2

1915
1915
PT 1917+29.50
PT 1918+44.67
TRAFFIC DRUMS
9 EACH
1920
N 64°03'00" E
PC 1921+54.84
TRAFFIC DRUMS
5 EACH
PT 1923+45.12
PI 1922+50.06
N 58°21'00" E
TRAFFIC DRUMS
60' O.C.
CONTINUE OUTSIDE
LANE CLOSURES
(SEE NEXT SHEET)
1915
1915
PI 1915+84.73
PT 1917+83.40
1920
N 58°21'00" E
1925
HWY. 67
1930
PI 1921+00.17
1920
N 58°21'01" E
N 32°38'31" E
100' TAPER
1915
RAMP 2
PT 1917+31.74
PC 1920+04.95
TRAFFIC DRUMS
5 EACH
PT 1921+95.24
TRAFFIC DRUMS
60' O.C.

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No. 11425
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TRINITY D. SMITH

CONTINUE OUTSIDE LANE CLOSURES (SEE PREVIOUS SHEET)

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 8 EACH

100' TAPER

TRAFFIC DRUMS 5 EACH

TRAFFIC DRUMS 9 EACH

HWY. 67

S 89°50'00" E

N 84°27'30" E

S 84°07'30" E

PT 2071+16.76

PC 2079+04.72

PI 2079+99.94

PT 2080+95.00

PC 2080+54.72

PT 2082+45.00

PC 2083+17.84

PC 2083+52.41

PC 2085+20.56

PC 2085+27.82

PI 2086+05.99

PI 2087+72.88

PI 2087+53.48

PT 2088+65.76

PC 2086+50.64

PT 2089+

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 60' O.C.

B.K. LAKE RD.

N 0°40'00" W

A5570

B5570

STA. 2079+40 TO STA. 2080+28 - TRENCHING AND SHOULDER PREPARATION

STA. 2084+36 TO STA. 2094+24 - TRENCHING AND SHOULDER PREPARATION

STA. 2095+84 TO STA. 2106+80 - TRENCHING AND SHOULDER PREPARATION

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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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.		050260	66	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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PC 2101+27.23
PT 2104+83.62
PI 2102+64.65
R=2104+20.1
TRAFFIC DRUMS 9 EACH
PC 2109+04.89
TRAFFIC DRUMS 5 EACH
PT 2110+95.17
TRAFFIC DRUMS 60' O.C.
2100
HWY. 67
S 89°50'00" E
2105
PT 2106+83.27
2110
2115
PI 2108+50.12
PI 2102+57.30
100' TAPER
TRAFFIC DRUMS 6 EACH
PT 2104+82.85
PC 2107+54.90
PT 2109+45.18
TRAFFIC DRUMS 60' O.C.
STA. 2095+84 TO STA. 2106+80 - TRENCHING AND SHOULDER PREPARATION
STA. 2107+55 TO STA. 2132+28 - TRENCHING AND SHOULDER PREPARATION

TRAFFIC DRUMS 60' O.C.
2115
HWY. 67
2120
S 89°50'00" E
2125
2130
TRAFFIC DRUMS 60' O.C.
STA. 2107+55 TO STA. 2132+28 - TRENCHING AND SHOULDER PREPARATION

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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.		050260	67	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
1-23-13

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III LT.
ROAD CLOSED

HWY. 167 - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 2135+92.47
Δ = 21°48'04"LT.
D = 8°00'00"
T = 137.92'
L = 272.51'
PC = 2134+54.55
PT = 2137+27.06

TRAFFIC DRUMS 5 EACH
TRAFFIC DRUMS 60' O.C.
TRAFFIC DRUMS 9 EACH
TRAFFIC DRUMS 5 EACH
TRAFFIC DRUMS 60' O.C.

PC 2134+04.72
PI 2135+41.84
PT 2135+95.00
PC 2134+54.55
PI 2134+99.94
PC 2133+98.73
PI 2132+00.06
PT 2132+95.06
PC 2131+04.79
PI 2136+81.23
PT 2137+27.06
PC 2137+53.44
PI 2135+92.47
PC 2137+06.15
PT 2140+88.14
POE 2140+89.90
PC 2144+27.15
PI 2139+01.78
PI 2139+18.84
POE 2141+55.48
PT 2141+28.44
PC 2144+66.40

S 89°50'00" E
N 84°27'30" E
N 68°15'00" E
S 84°07'31" E
S 67°14'00" E
HWY. 67
RAMP 4
RAMP 1
TEMPORARY RAMP 4
TEMPORARY RAMP 1
100' TAPER
2130
2135
2140
2145

HWY. 167 TEMP. RAMP 1
STA. 2138+60 INSTALL
18" X 160' TEMPORARY PIPE CULVERT

HWY. 167 - TEMP. RAMP 1 (STAGE 6 M.O.T.)
PI = 2135+41.84
Δ = 22°36'00"RT.
D = 8°00'00"
T = 143.11'
L = 282.50'
PC = 2133+98.73
PT = 2136+81.23

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

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

STA. 2107+55 TO STA. 2132+28 - TRENCHING AND SHOULDER PREPARATION

STA. 2137+25 TO STA. 2147+17 - TRENCHING AND SHOULDER PREPARATION

N

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	68	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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N

N 89°44'41" E
N 89°44'00" E
POE 2148+43.86
POB 2147+58.33
PI 2150+58.33
2150
PT 2146+52.10
PC 2149+51.10
PT 2151+63.10
S 69°03'00" E
RAMP 3
2155
PC 2155+60.49
PT 2158+34.28
PI 2156+98.18
2160
N 0°16'00" W
HWY. 167
20

END W.R.S.F.
STA. 2147+15.00

STA. 2149+18 TO STA. 2158+00 - TRENCHING AND SHOULDER PREPARATION

TRAFFIC DRUMS
60' O.C.

END JOB 050260
STA. 2152+32

A5688

2145
S 89°50'00" E
2150
HWY. 67
2155
2160
PI 2161+00.0

B5688

TRAFFIC DRUMS
60' O.C.

STA. 2149+18 TO STA. 2157+40 - TRENCHING AND SHOULDER PREPARATION

PI 2157+01.74
N 84°27'30" E
PT 2158+80.44
STA. 2159+00
END WORK ZONE
(REFER TO M.O.T.
DETAILS SHEET 62)
PC 2160+04.87
2160
2155
RAMP 2
PT 2152+65.69
N 64°35'00" E
PC 2155+19.98
PC 2150+14.44
2150
PT 2146+66.91
PT 13+97.78
POB 2147+38.49
POE 2148+64.89
N 0°16'00" W
HWY. 167
15
S 75°15'13" E
N 74°39'00" E
PI 2151+40.39
15+56.82

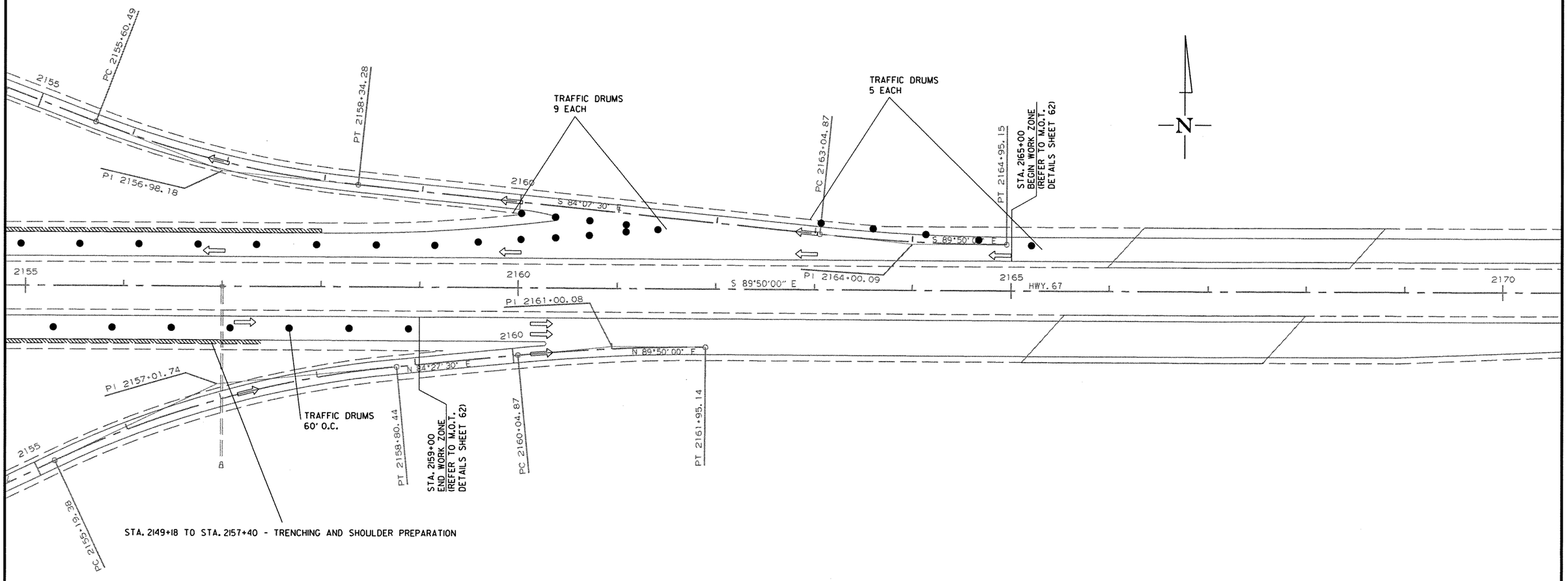
1/3/2013
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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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.		050260	69	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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.		050260	70	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

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

TRAFFIC DRUMS 60' O.C.

TEMPORARY RAMP 1

HWY. 157 TEMP. RAMP 1
STA. 1900+43 INSTALL
18" X 126' TEMPORARY PIPE CULVERT

HWY. 157 - TEMP. RAMP 1 (STAGE 6 M.O.T.)
PI = 1899+56.22
Δ = 43°52'00"RT.
D = 5°15'00"
T = 439.46'
L = 835.56'
PC = 1895+16.77
PT = 1903+52.32

HWY. 157 - TEMP. RAMP 1 (STAGE 6 M.O.T.)
PI = 1907+05.10
Δ = 28°52'00"LT.
D = 10°16'08"
T = 143.61'
L = 281.11'
PC = 1905+61.49
PT = 1908+42.60

TRAFFIC DRUMS 8 EACH

TRAFFIC DRUMS 9 EACH

HWY. 157 RAMP 1

ROAD CLOSED
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III LT.

ROAD CLOSED
(1) RII-2 (48" X 30")
16' BARR. TYP. III LT.

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

HWY. 157 TEMP. RAMP 2
STA. 1914+15 INSTALL
24" X 90' TEMPORARY PIPE CULVERT

HWY. 157 - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 1909+53.55
Δ = 46°37'30"LT.
D = 10°16'08"
T = 240.44'
L = 454.04'
PC = 1907+13.11
PT = 1911+67.15

TEMPORARY RAMP 2

HWY. 157 TEMP. RAMP 2
STA. 1911+03 INSTALL
DBL. 36" X 34' TEMPORARY PIPE CULVERT

HWY. 157 - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 1915+08.87
Δ = 61°37'30"RT.
D = 10°00'00"
T = 341.72'
L = 616.25'
PC = 1911+67.15
PT = 1917+83.40

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 8 EACH

HWY. 157 RAMP 2
MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

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				6	ARK.			
				JOB NO.		050260	71	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
1-23-13
TRINITY D. SMITH

HWY. 157 RAMP 3

HWY. 157 - TEMP. RAMP 3 (STAGE 3 M.O.T.)
PI = 1909+19.83
Δ = 28°52'00"RT.
D = 10°16'08"
T = 143.61'
L = 281.11'
PC = 1907+76.23
PT = 1910+57.33

HWY. 157 - TEMP. RAMP 3 (STAGE 3 M.O.T.)
PI = 1915+84.73
Δ = 43°52'00"LT.
D = 8°00'00"
T = 288.39'
L = 548.33'
PC = 1912+96.34
PT = 1918+44.67

HWY. 157 TEMP. RAMP 3
STA. 1915+62 INSTALL
24" X 74' TEMPORARY PIPE CULVERT

TRAFFIC DRUMS 4 EACH

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 9 EACH

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

HWY. 157 RAMP 4
MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

TRAFFIC DRUMS 6 EACH

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

HWY. 157 - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 1900+47.13
Δ = 44°04'00"LT.
D = 8°00'00"
T = 289.85'
L = 550.83'
PC = 1897+57.28
PT = 1903+08.11

100' TAPER

HWY. 157 TEMP. RAMP 4
STA. 1906+19 INSTALL
DBL. 36" X 18' TEMPORARY PIPE CULVERT

TRAFFIC DRUMS 4 EACH

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III LT.

HWY. 157 - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 1906+86.86
Δ = 29°04'00"RT.
D = 10°16'08"
T = 144.64'
L = 283.06'
PC = 1905+42.21
PT = 1908+25.27

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				6	ARK.			
				JOB NO.		050260	72	227

(2) MAINTENANCE OF TRAFFIC DETAILS

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B. K. LAKE RD. TEMP. RAMP 1
STA. 2087+63 INSTALL
18" X 140' TEMPORARY PIPE CULVERT

B. K. LAKE RD. TEMP. RAMP 1
STA. 2092+55 INSTALL
24" X 20' TEMPORARY PIPE CULVERT

B.K. LAKE RD. - TEMP. RAMP 1(STAGE 6 M.O.T.)
PI = 2094+44.54
Δ = 29°40'00"LT.
D = 10°16'08"
T = 147.77'
L = 288.90'
PC = 2092+96.78
PT = 2095+85.68

B.K. LAKE RD. - TEMP. RAMP 1(STAGE 6 M.O.T.)
PI = 2086+05.99
Δ = 43°50'00"RT.
D = 8°00'00"
T = 288.15'
L = 547.92'
PC = 2083+17.84
PT = 2088+65.76

(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.

TRAFFIC DRUMS 9 EACH

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 4 EACH

B.K. LAKE RD. RAMP 1

B. K. LAKE RD. TEMP. RAMP 2
STA. 2102+30 INSTALL
18" X 140' TEMPORARY PIPE CULVERT

B.K. LAKE RD. - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 2095+89.78
Δ = 29°56'00"LT.
D = 10°16'08"
T = 149.16'
L = 291.50'
PC = 2094+40.63
PT = 2097+32.12

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III LT.

(1) RII-2 (48" X 30")
16' BARR. TYP. III LT.

(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.

TRAFFIC DRUMS 4 EACH

TRAFFIC DRUMS 60' O.C.

B.K. LAKE RD. - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 2103+92.75
Δ = 45°46'00"RT.
D = 8°00'00"
T = 302.29'
L = 572.08'
PC = 2100+90.46
PT = 2106+62.54

100' TAPER

B.K. LAKE RD. RAMP 2
MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

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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.		050260	73	227

(2) MAINTENANCE OF TRAFFIC DETAILS

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TRINITY D. SMITH
1-23-13

B.K. LAKE RD. RAMP 3

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 3 M.O.T.)
PI = 2095+70.33
Δ = 30°19'00"RT.
D = 10°16'08"
T = 151.16'
L = 295.23'
PC = 2094+19.17
PT = 2097+14.40

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 3 M.O.T.)
PI = 2104+20.11
Δ = 44°29'00"LT.
D = 8°00'00"
T = 292.88'
L = 556.04'
PC = 2101+27.23
PT = 2106+83.27

TRAFFIC DRUMS 4 EACH

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 9 EACH

B. K. LAKE RD. TEMP. RAMP 3
STA. 2093+52 INSTALL
24" X 6' TEMPORARY PIPE CULVERT

B. K. LAKE RD. TEMP. RAMP 3
STA. 2102+43 INSTALL
18" X 160' TEMPORARY PIPE CULVERT

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

B.K. LAKE RD. RAMP 4
MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

B.K. LAKE RD - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 2086+50.64
Δ = 45°12'52"LT.
D = 8°00'00"
T = 298.23'
L = 565.18'
PC = 2083+52.41
PT = 2089+17.59

B.K. LAKE RD. - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 2094+27.17
Δ = 29°50'00"RT.
D = 10°16'08"
T = 148.63'
L = 290.52'
PC = 2092+78.53
PT = 2095+69.06

TRAFFIC DRUMS 6 EACH

100' TAPER

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III LT.

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 4 EACH

B. K. LAKE RD. TEMP. RAMP 4
STA. 2088+36 INSTALL
18" X 200' TEMPORARY PIPE CULVERT

B. K. LAKE RD. TEMP. RAMP 4
STA. 2096+45 INSTALL
24" X 6' TEMPORARY PIPE CULVERT

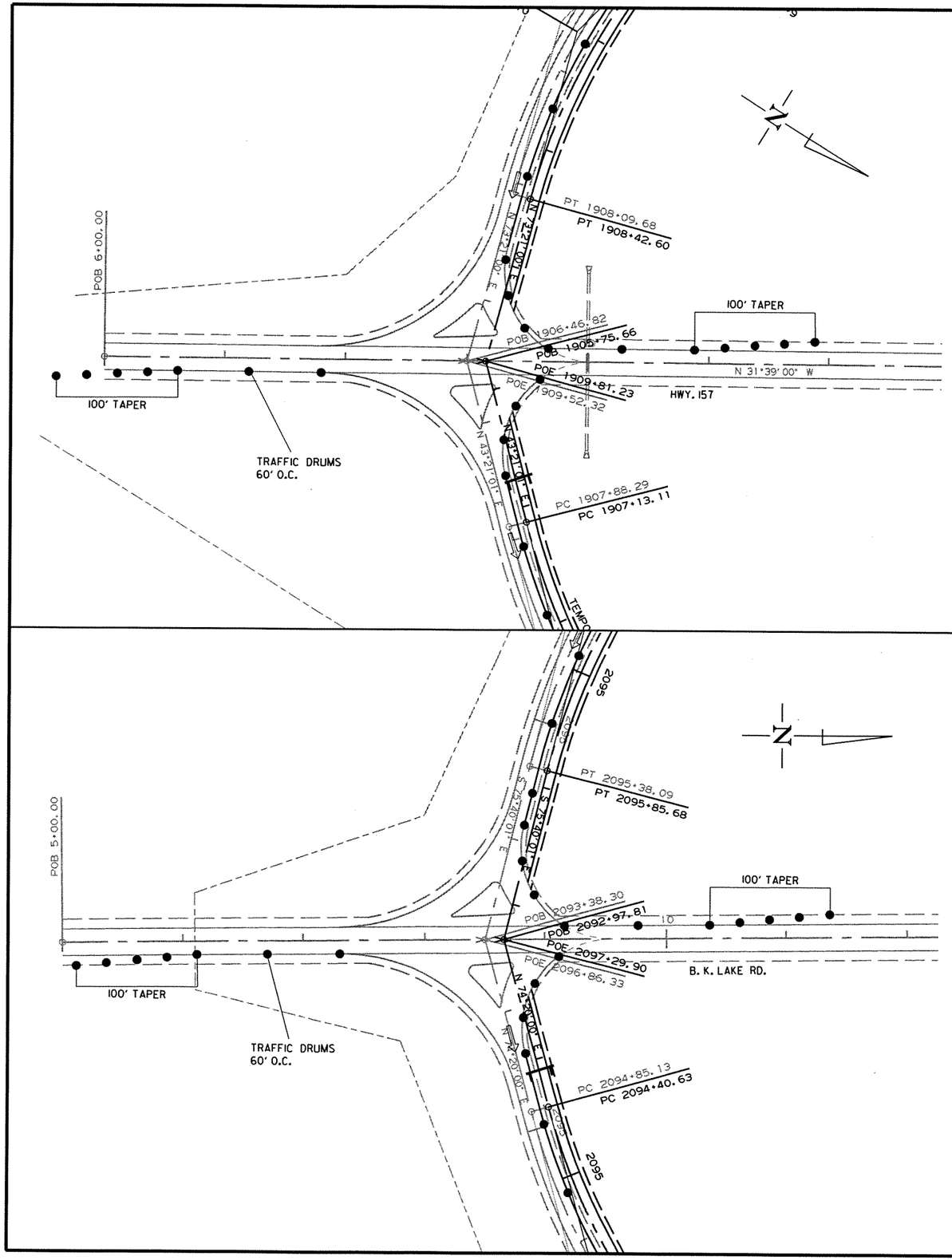
1/3/2013

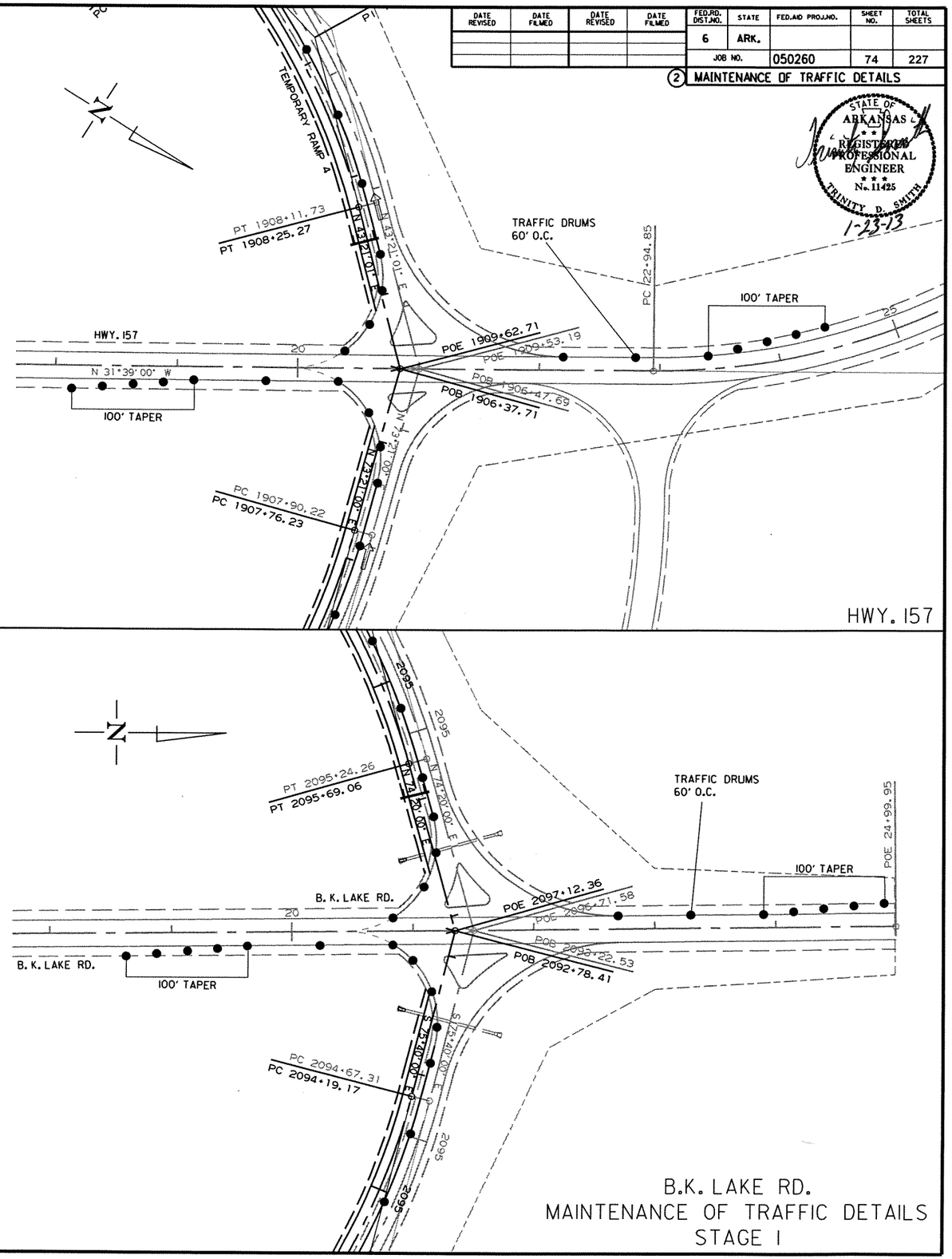
R050260.DGN

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.		050260	74	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13





B.K. LAKE RD.
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

1/3/2013

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				6	ARK.			
				JOB NO.		050260	75	227

(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION
(REFER TO SHEET 59 FOR COMPLETE SEQUENCE OF CONSTRUCTION)

STAGE 2
CLOSE NB. AND SB. INSIDE LANES. SHIFT TRAFFIC TO OUTSIDE LANES.
INSTALL TEMPORARY PRECAST CONCRETE BARRIER ON NB. LANES AS SHOWN ON STAGE 2 M.O.T. PLANS.
CONSTRUCT TEMPORARY CROSSOVERS AND PORTIONS OF TEMPORARY RAMPS IN MEDIAN.

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BEGIN W.R.S.F.
STA. 1875+00.00

STA. 1871+45
BEGIN WORK ZONE
(REFER TO M.O.T. DETAILS SHEET 62)

STA. 1875+50
END WORK ZONE
(REFER TO M.O.T. DETAILS SHEET 62)

PT 1875+84.60

TRAFFIC DRUMS
60' O.C.

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 1878+78.52
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 1876+45.99
PT = 1881+10.03

PC 1876+45.99

PI 1878+78.52

STA. 1881+00 INSTALL
18" X 500' TEMPORARY PIPE CULVERT

PRC 1881+10.03

PI 1883+42.55

TRAFFIC DRUMS
60' O.C.

HWY. 67

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 1883+42.55
Δ = 9°16'50"RT.
D = 2°00'00"
T = 232.52'
L = 464.03'
PC = 1881+10.03
PT = 1885+74.05

PT 1885+74.05

(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.
ROAD CLOSED

BEGIN JOB 050260
STA. 1885+70.04

HWY. 157 - TEMP. RAMP 1(STAGE 7 M.O.T.)
PI = 1893+52.07
Δ = 23°58'45"RT.
D = 8°00'00"
T = 152.10'
L = 299.74'
PC = 1891+99.97
PT = 1894+99.71

PI 1893+52.07

PC 1894+04.78

PT 1895+95.06

(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.
ROAD CLOSED

HWY. 157 - TEMP. RAMP 1(STAGE 6 M.O.T.)
PI = 1899+56.22
Δ = 43°52'00"RT.
D = 5°15'00"
T = 439.46'
L = 835.56'
PC = 1895+16.77
PT = 1903+52.32

PC 1898+68.28

TRAFFIC DRUMS
60' O.C.

STA. 1894+09 INSTALL
18" X 180' TEMPORARY PIPE CULVERT

N 58°21'00" E

PI 1895+00.00

N 52°38'30" E

CONTINUE INSIDE
LANE CLOSURES
(SEE NEXT SHEET)

PI 1899+56.22

PI 1893+50.00

PC 1891+99.97

PC 1892+54.78

PT 1894+45.06

PRC 1894+99.71

PC 1895+16.77

PI 1895+14.88

PT 1897+28.09

N 64°03'30" E

STA. 1897+83 INSTALL
18" X 220' TEMPORARY PIPE CULVERT

PC 1898+70.40

TRAFFIC DRUMS
60' O.C.

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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				6	ARK.			
				JOB NO.		050260	76	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH

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CONTINUE INSIDE LANE CLOSURES (SEE PREVIOUS SHEET)

TRAFFIC DRUMS 60' O.C.

TRAFFIC DRUMS 60' O.C.

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

16' BARR. TYP. III LT.

ROAD CLOSED

HWY. 157 - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 1915+08.87
Δ = 61°37'30"RT.
D = 10°00'00"
T = 341.72'
L = 616.25'
PC = 1911+67.15
PT = 1917+83.40

STA. 1916+58 INSTALL
18" X 250' TEMPORARY PIPE CULVERT

HWY. 157 - TEMP. RAMP 2 (STAGE 7 M.O.T.)
PI = 1921+17.06
Δ = 15°52'15"LT.
D = 8°00'00"
T = 99.83'
L = 198.38'
PC = 1920+17.23
PT = 1922+15.61

PI 1915+13.72

PI 1915+08.87

PI 1915+14.92

PT 1917+29.50

PC 1921+54.84

PI 1922+50.06

PC 1920+17.23

PI 1917+83.40

PI 1921+00.17

PC 1921+15.19

PRC 1922+15.61

PI 1921+17.06

PT 1921+95.24

PC 1920+04.95

PT 1917+31.74

N 58°21'00" E

N 64°03'30" E

N 32°38'31" E

N 58°21'01" E

HWY. 67

RAMP 2

1910 1915 1920

HWY. 157 - TEMP. RAMP 2 (STAGE 7 M.O.T.)
PI = 1921+17.06
Δ = 15°52'15"LT.
D = 8°00'00"
T = 99.83'
L = 198.38'
PC = 1920+17.23
PT = 1922+15.61

HWY. 157 - TEMP. RAMP 2 (STAGE 7 M.O.T.)
PI = 1923+47.55
Δ = 20°52'31"RT.
D = 8°00'00"
T = 131.93'
L = 260.94'
PC = 1922+15.61
PT = 1924+76.55

STA. 1923+42 INSTALL
18" X 270' TEMPORARY PIPE CULVERT

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

16' BARR. TYP. III LT.

ROAD CLOSED

700' TEMPORARY ACCELERATION LANE

300' TAPER

+76

CONTINUE INSIDE LANE CLOSURES (SEE NEXT SHEET)

TRAFFIC DRUMS 60' O.C.

PC 1921+54.84

PI 1923+47.55

PTI 1923+45.12

PI 1922+50.06

PC 1920+17.23

PI 1921+00.17

PC 1921+15.19

PRC 1922+15.61

PT 1924+76.55

PI 1921+17.06

PT 1921+95.24

PC 1920+04.95

N 58°21'00" E

HWY. 67

1920 1925 1930 1935

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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				6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No. 11425
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(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.
ROAD CLOSED

CONTINUE INSIDE
LANE CLOSURES
(SEE PREVIOUS SHEET)

TRAFFIC DRUMS
60' O.C.

PC 2047+20.00

PI 2051+22.75

HWY. 67 - CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2051+22.75
Δ = 16°00'18"RT.
D = 2°00'00"
T = 402.75'
L = 800.25'
PC = 2047+20.00
PT = 2055+20.25

SPECIAL END UNIT
42'
46'
18'
1'

+80 240' LANE SHIFT +20 170' P.C.C.B. TAPER +90

STA. 2053+25 INSTALL
18" X 550' TEMPORARY PIPE CULVERT

PI 2055+68.10

HWY. 67 CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2056+54.50
Δ = 5°21'58"LT.
D = 2°00'00"
T = 134.25'
L = 268.30'
PC = 2055+20.25
PT = 2057+88.55

PRC 2055+20.25

PI 2056+54.50

PT 2057+88.55

TRAFFIC DRUMS
60' O.C.

CONTINUE INSIDE
LANE CLOSURES

4" YELLOW CONSTRUCTION
PAVEMENT MARKING

4" WHITE CONSTRUCTION
PAVEMENT MARKING

10286' PRECAST CONCRETE BARRIER
WITH TWO SPECIAL END UNITS

(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.
ROAD CLOSED

B.K. LAKE RD. - TEMP. RAMP 4 (STAGE 4 M.O.T.)
PI = 2079+03.20
Δ = 20°50'55"LT.
D = 8°00'00"
T = 131.76'
L = 260.61'
PC = 2077+71.44
PT = 2080+32.05

CONTINUE INSIDE
LANE CLOSURES

4" YELLOW CONSTRUCTION
PAVEMENT MARKING

TRAFFIC DRUMS
60' O.C.

PC 2077+71.44

PRC 2080+32.05

PT 2071+16.72

+72 300' TAPER +72

700' TEMPORARY ACCELERATION LANE +72

PI 2079+03.20

PC 2079+04.72

STA. 2079+11 INSTALL
18" X 280' TEMPORARY PIPE CULVERT

4" WHITE CONSTRUCTION
PAVEMENT MARKING

10286' PRECAST CONCRETE BARRIER
WITH TWO SPECIAL END UNITS

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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				6	ARK.			
				JOB NO.		050260	78	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 1-23-13 TRINITY D. SMITH

B.K. LAKE RD. - TEMP. RAMP 4 (STAGE 4 M.O.T.)
PI = 2081+32.07
Δ = 15°54'02"RT.
D = 8°00'00"
T = 100.02'
L = 198.76'
PC = 2080+32.05
PT = 2082+30.80

B.K. LAKE RD. - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 2086+50.64
Δ = 45°12'52"LT.
D = 8°00'00"
T = 298.23'
L = 565.18'
PC = 2083+52.41
PT = 2089+17.59

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

STA. 2085+00 INSTALL
18" X 250' TEMPORARY PIPE CULVERT

TRAFFIC DRUMS
60' O.C.

4" WHITE CONSTRUCTION PAVEMENT MARKING

10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

4" YELLOW CONSTRUCTION PAVEMENT MARKING

HWY. 67 S 89°50'00" E

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 3 M.O.T.)
PI = 2104+20.11
Δ = 44°29'00"LT.
D = 8°00'00"
T = 292.88'
L = 556.04'
PC = 2101+27.23
PT = 2106+83.27

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 4 M.O.T.)
PI = 2107+32.60
Δ = 18°18'41"RT.
D = 8°00'00"
T = 115.43'
L = 228.89'
PC = 2106+17.17
PT = 2108+46.06

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 4 M.O.T.)
PI = 2109+98.42
Δ = 24°01'11"LT.
D = 8°00'00"
T = 152.36'
L = 300.25'
PC = 2108+46.06
PT = 2111+46.31

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

STA. 2104+75 INSTALL
18" X 200' TEMPORARY PIPE CULVERT

STA. 2109+37 INSTALL
18" X 200' TEMPORARY PIPE CULVERT

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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.		050260	79	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 4 M.O.T.)
PI = 2109+98.42
Δ = 24°01'11"LT.
D = 8°00'00"
T = 152.36'
L = 300.25'
PC = 2108+46.06
PT = 2111+46.31

N

PT 2110+95.17

PT 2111+46.31

2110

S 89°50'00" E

2110

2110

TRAFFIC DRUMS
60' O.C.

2115

HWY. 67

2120

2125

S 89°50'00" E

PI 2109+98.42

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

+22

300' TAPER

+22

HWY. 167 - TEMP. RAMP 4 (STAGE 4 M.O.T.)
PI = 2132+53.20
Δ = 20°50'55"LT.
D = 8°00'00"
T = 131.76'
L = 260.61'
PC = 2131+21.44
PT = 2133+82.05

HWY. 167 - TEMP. RAMP 4 (STAGE 4 M.O.T.)
PI = 2134+82.07
Δ = 15°54'02"RT.
D = 8°00'00"
T = 100.02'
L = 198.76'
PC = 2133+82.05
PT = 2135+80.80

HWY. 167 - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 2135+92.47
Δ = 21°48'04"LT.
D = 8°00'00"
T = 137.92'
L = 272.51'
PC = 2134+54.55
PT = 2137+27.06

N

TRAFFIC DRUMS
60' O.C.

PC 2131+21.44

STA. 2132+75 INSTALL
18" X 250' TEMPORARY PIPE CULVERT

PRC 2133+82.05

PC 2134+04.72

PI 2134+82.07

PT 2135+80.80

PT 2135+95.00

PT 2137+27.06

PC 2137+53.44

PI 2140+68.78

POE 2140+87.78

RAMP

2140

2140

2125

HWY. 67

2130

2135

2135

2135

2135

2140

HWY. 67

S 89°50'00" E

PI 2134+99.94

N 84°27'30" E

N 68°15'00" E

PI 2139+01.78

PI 2132+00.00

S 84°07'31" E

PC 2131+04.79

PI 2132+53.20

PT 2132+95.06

PI 2135+92.47

PC 2137+06.15

PI 2139+18.84

2140

300' TAPER
+22

700' TEMPORARY ACCELERATION LANE

+22

10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

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

16' BARR.
TYP. III LT.

ROAD CLOSED

STA. 2136+13 INSTALL
18" X 250' TEMPORARY PIPE CULVERT

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

1/3/2013

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				6	ARK.			
				JOB NO.		050260	80	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No. 11425
1-23-13
TRINITY D. SMITH

HWY. 67 - CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2152+72.53
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2150+40.00
PT = 2155+04.04

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 2151+82.53
Δ = 9°16'51"RT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2149+50.00
PT = 2154+14.04

HWY. 67 - CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2157+36.56
Δ = 9°16'51"RT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2155+04.04
PT = 2159+68.07

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 2156+46.56
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2154+14.04
PT = 2158+78.07

END W.R.S.F.
STA. 2147+15.00

TRAFFIC DRUMS
60' O.C.

10286' PRECAST CONCRETE BARRIER
WITH TWO SPECIAL END UNITS

4" WHITE CONSTRUCTION
PAVEMENT MARKING

4" YELLOW CONSTRUCTION
PAVEMENT MARKING

STA. 2154+48 INSTALL
18" X 500' TEMPORARY PIPE CULVERT

(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

END JOB 050260
STA. 2152+32

(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

STA. 2159+00
END WORK ZONE
(REFER TO M.O.T.
DETAILS SHEET 62)

STA. 2165+00
BEGIN WORK ZONE
(REFER TO M.O.T.
DETAILS SHEET 62)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

1/3/2013
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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.		050260	81	227

(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION
(REFER TO SHEET 59 FOR COMPLETE SEQUENCE OF CONSTRUCTION)

STAGE 3
SB. TRAFFIC ON STAGE 3 TEMPORARY RAMPS, THROUGH CROSSOVERS, AND ON INSIDE NB. LANE AS SHOWN ON STAGE 3 M.O.T. PLANS.
RECONSTRUCT PORTIONS OF SB. LANES AND RAMPS NOT SUBJECT TO STAGE 3 TRAFFIC.

STATE OF ARKANSAS
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(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.
ROAD CLOSED

(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.
ROAD CLOSED

STA. 1886+00
END WORK ZONE
(REFER TO M.O.T. DETAILS SHEET 62)

TRAFFIC DRUMS
60' O.C.

BEGIN JOB 050260
STA. 1885+70.04

PC 1894+04.78
PT 1895+95.06
PC 1897+57.28
PC 1898+68.28

4" WHITE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING

N 58°21'00" E
N 52°38'30" E
N 64°03'30" E
PI 1895+00.00
PI 1893+50.00
PC 1892+54.78
PT 1894+45.06
TRAFFIC DRUMS
5 EACH
B+70.40

HWY. 67

4" WHITE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS
60' O.C.
PI 1901+02.74
PI 1901+03.54
PI 1900+47.13

HWY. 157

TRAFFIC DRUMS
60' O.C.
PI 1915+13.72
PI 1915+86.
TEMPORARY RAMP 2
PI 1915+14.92
RAMP 2

N 58°21'00" E

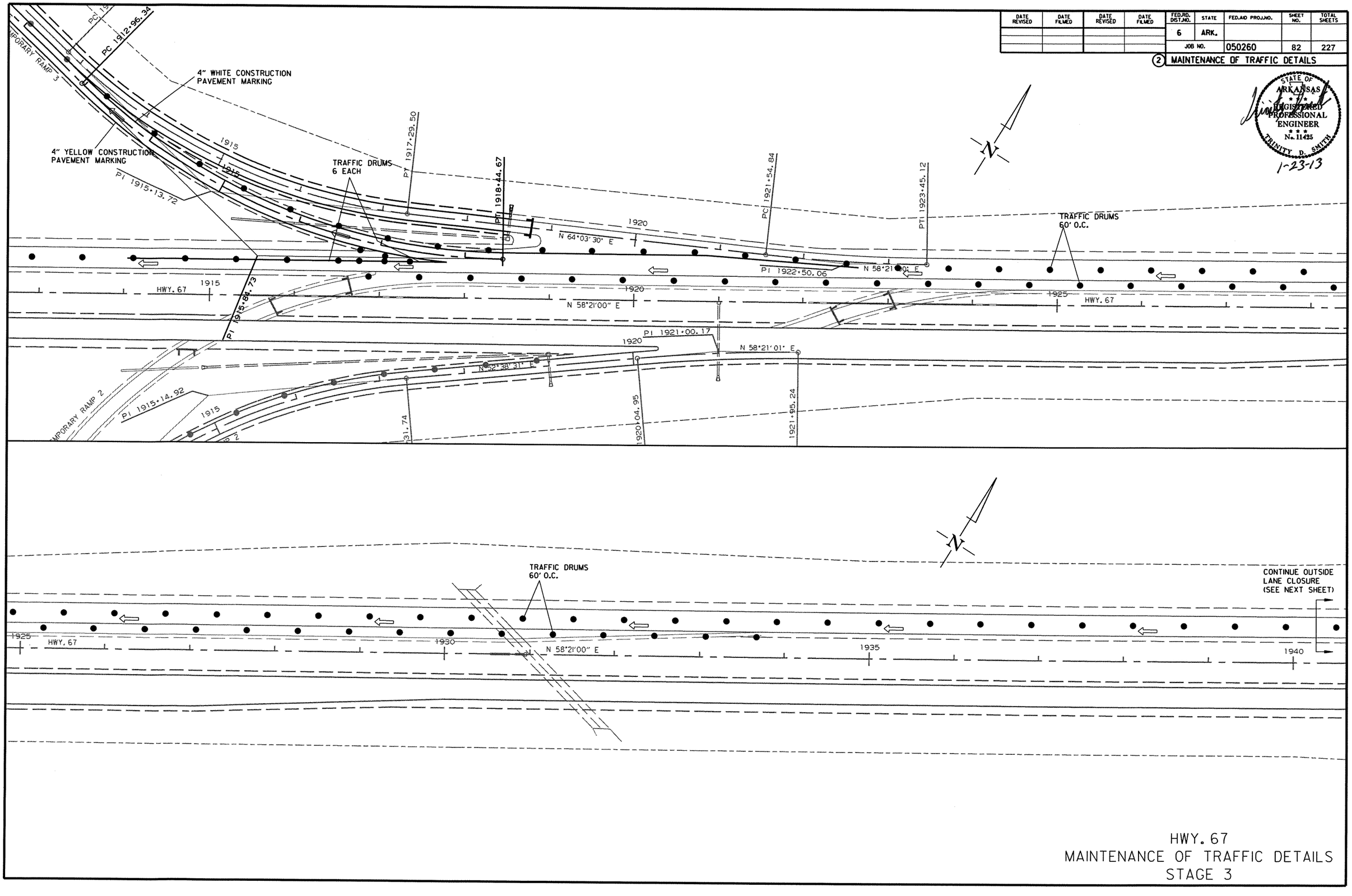
HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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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.		050260	82	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13



HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

1/3/2013

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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.		050260	83	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

CONTINUE OUTSIDE LANE CLOSURE (SEE PREVIOUS SHEET)

TRAFFIC DRUMS 60' O.C.

PI 2051+22.75

2050

2045

PC 2047+20.00

STA. 2044+80 BEGIN WORK ZONE (REFER TO M.O.T. DETAILS SHEET 62)

L HWY. 67

4" YELLOW CONSTRUCTION PAVEMENT MARKING

HWY. 67 - CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2051+22.75
Δ = 16°00'18"RT.
D = 2°00'00"
T = 402.75'
L = 800.25'
PC = 2047+20.00
PT = 2055+20.25

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

(1) W1-6 (48" X 24")

16' BARR. TYP. III LT.

ROAD CLOSED

4" WHITE CONSTRUCTION PAVEMENT MARKING

PI 2055+68.10

HWY. 67 CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2056+54.50
Δ = 5°21'58"LT.
D = 2°00'00"
T = 134.25'
L = 268.30'
PC = 2055+20.25
PT = 2057+88.55

2055

PRC 2055+20.25

PI 2056+54.50

PT 2057+88.55

2060

(3) W1-8 (18" X 24") 45' O.C.

10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

N

173' PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT

A5569

2060 HWY. 67

2065

4'

18'

3:4

1:4

140' TAPER

2070 HWY. 67

S 89°50'00" E

2075

10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

PT 2071+16.72

N

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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				6	ARK.			
				JOB NO.		050260	84	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

ROAD CLOSED

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

24' BARR. TYP. III RT.

4" WHITE CONSTRUCTION PAVEMENT MARKING

8" WHITE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 30' O.C. - 6 EACH

10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

4" YELLOW CONSTRUCTION PAVEMENT MARKING

8" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

8" WHITE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

173' PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT

140' TAPER

SPECIAL END UNIT

B.K. LAKE RD.

A5570

B5570

HWY. 67

S 89°50'00" E

N 0°40'00" W

RAMP 1

RAMP 2

RAMP 3

RAMP 4

PC 2080+54.72

PT 2082+45.00

PC 2085+27.82

PT 2089+17.59

PI 2081+49.94

PI 2079+99.94

PC 2079+04.72

PT 2080+95.00

PC 2086+52.4

PC 2086+50.64

PI 2087+72.88

PI 2087+53.48

PC 2101+27.23

PT 2104+83.62

PI 2102+64.65

PI 2102+57.30

PC 2104+20.11

PT 2105+32.85

PI 2085+20.56

2075 2080 2085 2090 2095 2100 2105

1/3/2013

R050260.DGN

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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.		050260	85	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

PT 2104+83.62
2105
RAMP 3
S 84°07'30" E
PC 2109+04.89
PT 2110+95.17
2110
PI 2110+00.11
S 89°50'00" E
PT 2106+83.27
2105
2105
PI 2108+50.12
S 89°50'00" E
2105
N 84°27'30" E
RAMP 2
PT 2104+86.99
PC 2107+54.90
PT 2109+45.18
4" WHITE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 30' O.C. - 6 EACH
10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS
2115
2120
HWY. 67

2120
S 89°50'00" E
2125
2130
4" WHITE CONSTRUCTION PAVEMENT MARKING
8" WHITE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 30' O.C. - 6 EACH
PC 2134+04.72
2135
S 89°50'00" E
PC 2134+54.55
PT 2132+00.00
S 84°07'31" E
4" YELLOW CONSTRUCTION PAVEMENT MARKING
10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS
PC 2131+04.79
PT 2132+95.06

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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.		050260	86	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

HWY. 167 - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 2135+92.47
Δ = 21°48'04"LT.
D = 8°00'00"
T = 137.92'
L = 272.51'
PC = 2134+54.55
PT = 2137+27.06

ROAD CLOSED — (1) RII-2 (48" X 30") — 24' BARR. TYP. III RT.

ROAD CLOSED — (1) RII-2 (48" X 30") — (1) WI-6 (48" X 24") — 16' BARR. TYP. III RT.

PT 2135+95.00 — PI 2135+92.47 — PC 2134+54.55 — PT 2137+27.06 — PC 2137+53.44 — PT 2140+49.14 — PRC 2140+68.96

RAMP 4 — TEMPORARY RAMP 4 — PI 2139+01.78 — PI 2134+99.94 — N 84°27'30" E — N 68°15'00" E

TRAFFIC DRUMS 30' O.C. - 17 EACH

PT 2146+52.10 — PC 2144+37.15 — N 68°15'00" E

END W.R.S.F. STA. 2147+15.00

N 0°16'00" W — HWY. 167

A5688

HWY. 67 — S 89°50'00" E — 2135 — 2140 — 2145 — 2150

15' — 4'

PI 2139+18.84 — RAMP 1 — 2140 — 37+86.15

10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

B5688

S 69°04'00" E — RAMP 3 — 2155 — PC 2155+60.49

(3) WI-8 (18" X 24") 45' O.C.

PT 2158+34.28

HWY. 67 - CROSSOVER (STAGE 3 M.O.T.)
PI = 2157+36.56
Δ = 9°16'51"RT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2155+04.04
PT = 2159+68.07

PI 2156+98.18 — 2160 — S 84°07'30" E

PI 2157+36.56

END JOB 050260
STA. 2152+32

HWY. 67 - CROSSOVER (STAGE 3 M.O.T.)
PI = 2152+72.53
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2150+40.00
PT = 2155+04.04

ROAD CLOSED — (1) RII-2 (48" X 30") — (1) WI-6 (48" X 24") — 24' BARR. TYP. III RT.

TRAFFIC DRUMS 30' O.C. - 8 EACH

PRC 2155+04.04

173' PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT

A5688

140' TAPER — 2150 — SPECIAL END UNIT — PC 2150+40.00 — +00 — +40 — 18'

S 89°50'00" E — 4'

HWY. 67 — 15' — 2155 — 4'

PT 2159+68.07 — 2160 — HWY. 67 — S

PI 2161+00.08 — N 89°50'00" E

B5688

(3) WI-8 (18" X 24") 45' O.C.

PI 2152+72.53

SPECIAL END UNIT — +00 — +40

240' LANE SHIFT — PI 2157+01.74 — N 84°27'30" E

10286' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

ROAD CLOSED — (1) RII-2 (48" X 30") — 16' BARR. TYP. III RT.

TRAFFIC DRUMS 60' O.C.

STA. 2159+00 END WORK ZONE (REFER TO M.O.T. DETAILS SHEET 62)

2158+80.44 — 2160+04.87 — 2161+95.14

S 69°04'00" E — RAMP 2 — 2155 — 2152+65.69

HWY. 67 & HWY. 167 RAMP 4 MAINTENANCE OF TRAFFIC DETAILS STAGE 3

1/3/2013

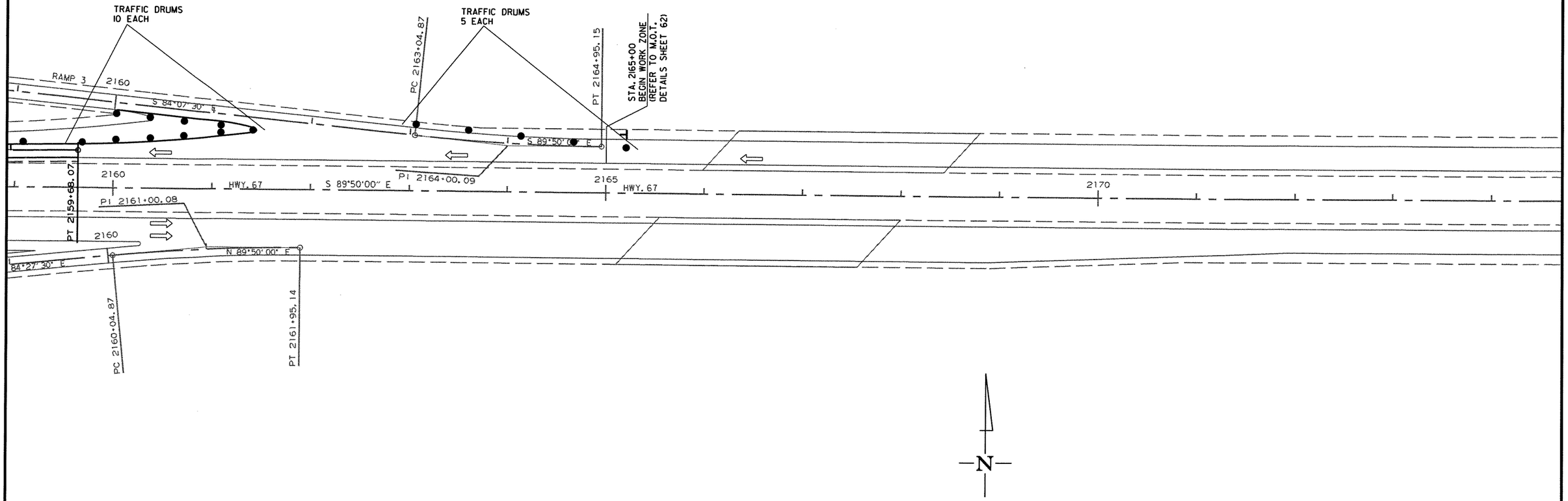
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	87	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

1-23-13



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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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.		050260	88	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

HWY. 157 RAMP 3

HWY. 157 - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 1900+47.13
Δ = 44°04'00"LT.
D = 8°00'00"
T = 289.85'
L = 550.83'
PC = 1897+57.28
PT = 1903+08.11

HWY. 157 - TEMP. RAMP 4 (STAGE 3 M.O.T.)
PI = 1906+86.86
Δ = 29°04'00"RT.
D = 10°16'08"
T = 144.64'
L = 283.06'
PC = 1905+42.21
PT = 1908+25.27

HWY. 157 RAMP 4
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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				6	ARK.			
				JOB NO.		050260	89	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 11425
TRINITY D. SMITH

TRAFFIC DRUMS
60' O.C. - 12 EACH

(1) RII-2
(48" X 30")
24' BARR.
TYP. III LT.

ROAD CLOSED

TRAFFIC DRUMS
30' O.C. - 8 EACH

B.K. LAKE RD. - RAMP 3 (STAGE 3 M.O.T.)
PI = 2095+70.33
Δ = 30°19'00"RT.
D = 10°16'08"
T = 151.16'
L = 295.23'
PC = 2094+19.17
PT = 2097+14.40

B.K. LAKE RD. - RAMP 3 (STAGE 3 M.O.T.)
PI = 2104+20.11
Δ = 44°29'00"LT.
D = 8°00'00"
T = 292.88'
L = 556.04'
PC = 2101+27.23
PT = 2106+83.27

10286' PRECAST CONCRETE BARRIER
WITH TWO SPECIAL END UNITS

B.K. LAKE RD. RAMP 3

(1) RII-2
(48" X 30")
ROAD CLOSED
(1) WI-6
(48" X 24")
16' BARR.
TYP. III RT.

TRAFFIC DRUMS
60' O.C. - 11 EACH

TRAFFIC DRUMS
30' O.C. - 13 EACH

TRAFFIC DRUMS
30' O.C. - 8 EACH

B.K. LAKE RD. - RAMP 4 (STAGE 3 M.O.T.)
PI = 2086+50.64
Δ = 45°12'52"LT.
D = 8°00'00"
T = 298.23'
L = 565.18'
PC = 2083+52.41
PT = 2089+17.59

B.K. LAKE RD. - RAMP 4 (STAGE 3 M.O.T.)
PI = 2094+27.17
Δ = 29°50'00"RT.
D = 10°16'08"
T = 148.63'
L = 290.52'
PC = 2092+78.53
PT = 2095+69.06

10286' PRECAST CONCRETE BARRIER
WITH TWO SPECIAL END UNITS

B.K. LAKE RD. RAMP 4
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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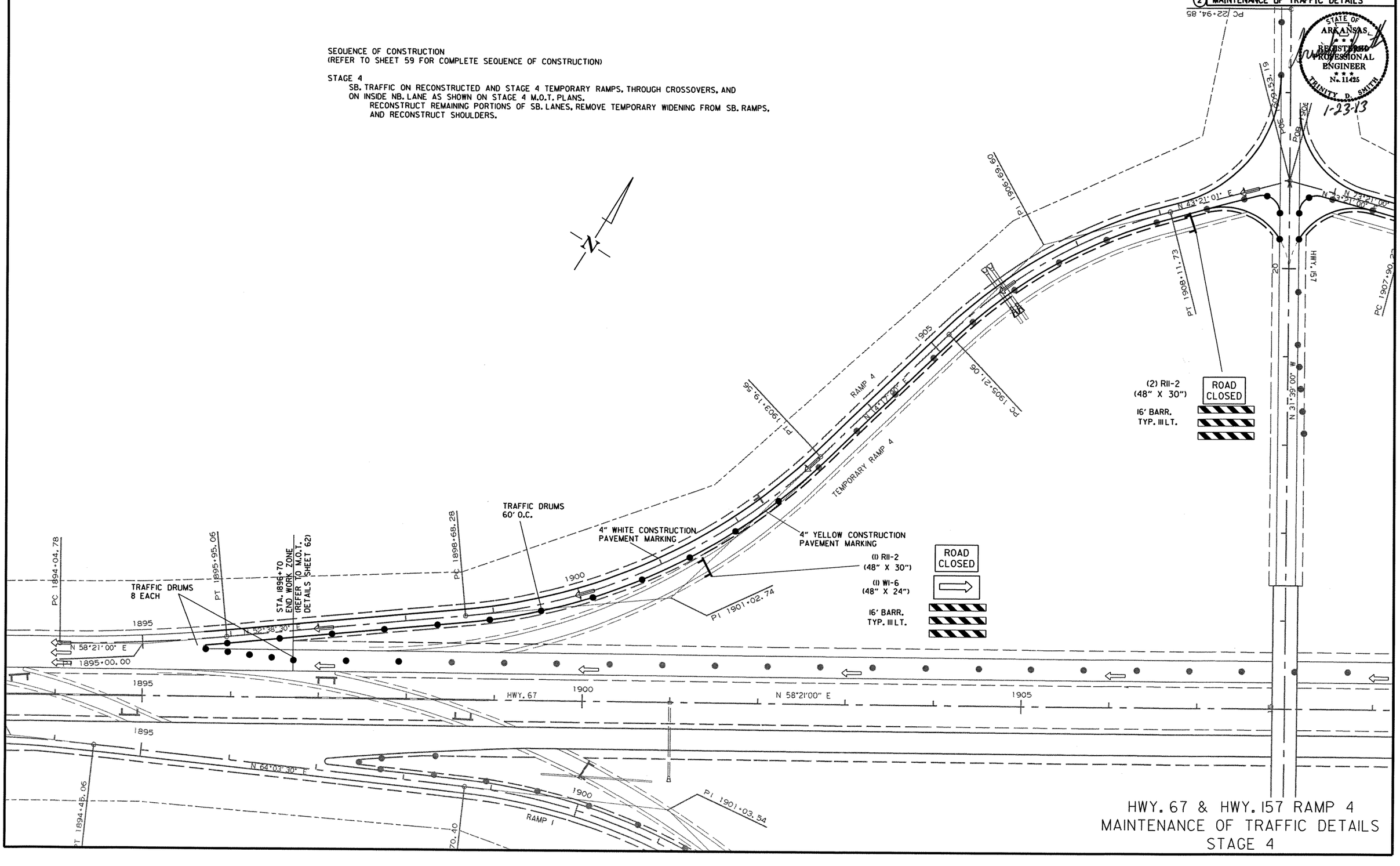
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	90	227

(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION
(REFER TO SHEET 59 FOR COMPLETE SEQUENCE OF CONSTRUCTION)

STAGE 4
SB. TRAFFIC ON RECONSTRUCTED AND STAGE 4 TEMPORARY RAMPS, THROUGH CROSSOVERS, AND ON INSIDE NB. LANE AS SHOWN ON STAGE 4 M.O.T. PLANS.
RECONSTRUCT REMAINING PORTIONS OF SB. LANES, REMOVE TEMPORARY WIDENING FROM SB. RAMPS, AND RECONSTRUCT SHOULDERS.

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1-23-13



HWY. 67 & HWY. 157 RAMP 4
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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(2) MAINTENANCE OF TRAFFIC DETAILS

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POB 1905+47.69
POB 1909+53.
PC 1907+90.22
PI 1909+37.69
PT 1910+78.89
PCI 1912+80.58
PI 1915+13.72
PI 1915+14.92
PT 1917+29.50
PC 1921+54.84
PTI 1923+45.12
PI 1922+50.06
PI 1921+00.17
917+31.74
2004.95
HWY. 157
HWY. 67
RAMP 3
RAMP 2
N 73°21'00" E
N 58°21'00" E
N 64°03'30" E
N 52°38'31" E
N 58°21'01" E
1910
1915
1920

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

CONTINUE OUTSIDE LANE CLOSURE (SEE NEXT SHEET)

N

HWY. 67 & HWY. 157 RAMP 3
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

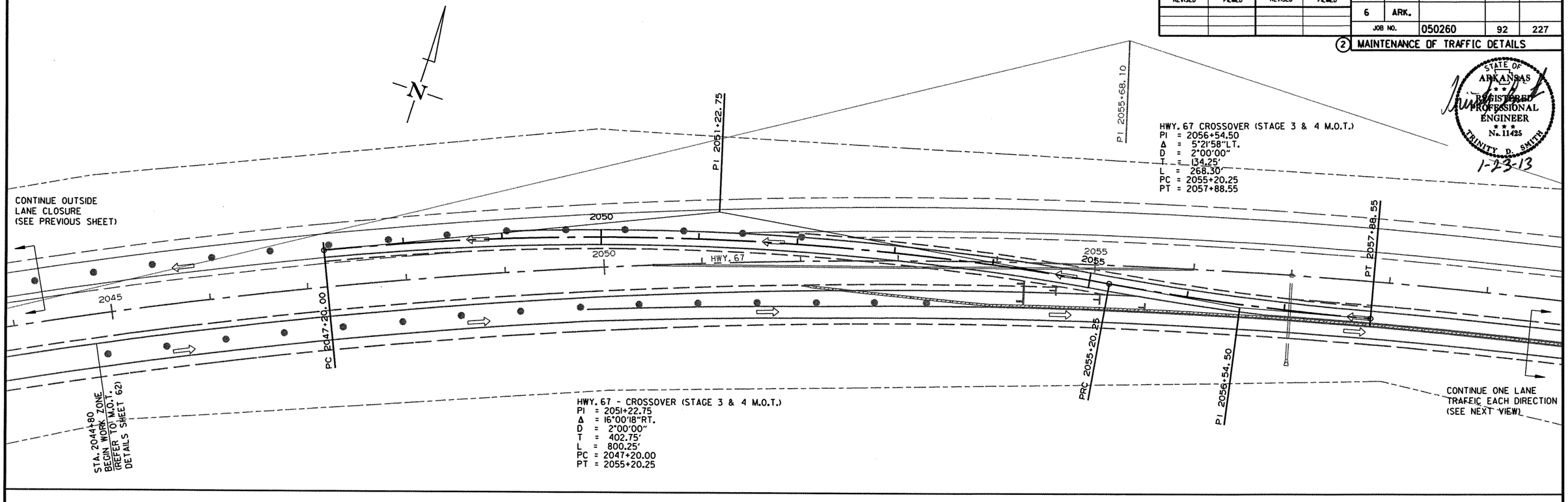
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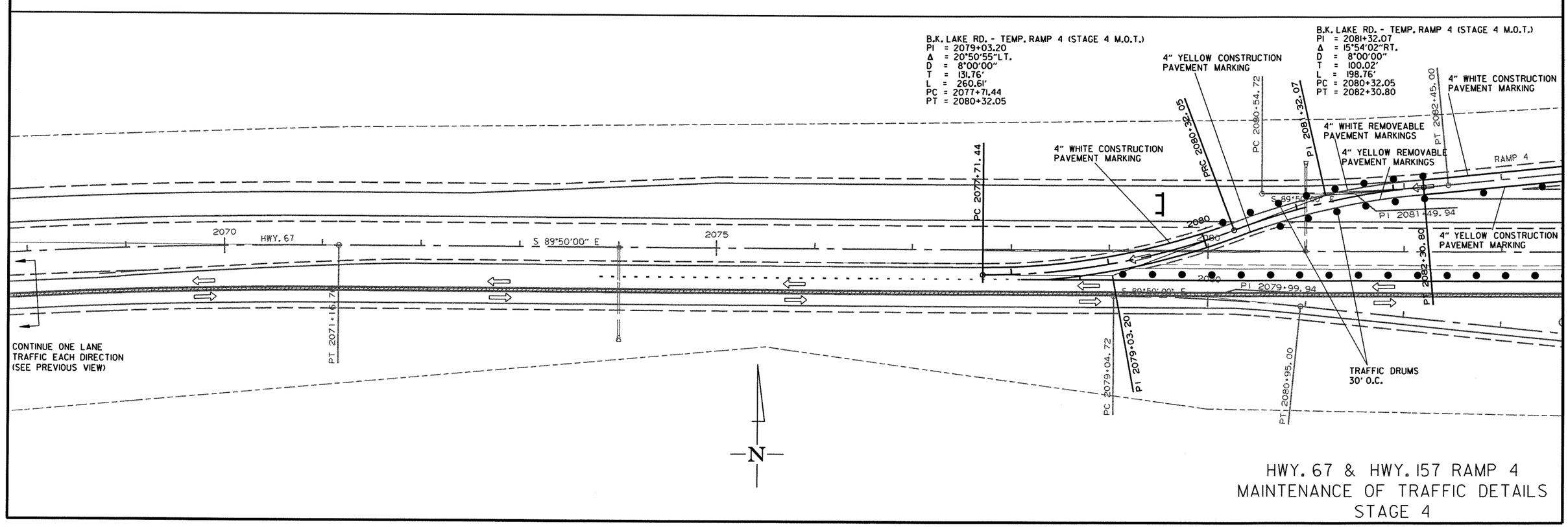
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
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HWY. 67 & HWY. 157 RAMP 4
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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				6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

B.K. LAKE RD. - TEMP. RAMP 4 (STAGE 4 M.O.T.)
PI = 2081+32.07
Δ = 15°54'02"RT.
D = 8°00'00"
T = 100.02'
L = 198.76'
PC = 2080+32.05
PT = 2082+30.80

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

(1) RII-2 (48" X 30")
ROAD CLOSED
16' BARR. TYP. III RT.
TRAFFIC DRUMS 60' O.C.

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE REMOVEABLE PAVEMENT MARKINGS

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
ROAD CLOSED
16' BARR. TYP. III LT.

TRAFFIC DRUMS 6 EACH

TRAFFIC DRUMS 30' O.C.

PC 2080+54.72
PI 2081+32.07
PT 2082+45.00
PC 2085+27.82
PI 2087+72.88
PI 2089+97.92
PT 2089+68.06
PC 2092+26.92
PI 2093+78.55
PT 2095+24.29
PC 2094+67.20
PI 2081+49.94
PT 2082+30.80
PI 2079+99.94
PI 2087+53.48
PC 2085+95.00

N 84°27'30" E
N 44°30'00" E
N 74°20'00" E
S 89°50'00" E
S 84°07'30" E
S 75°40'00" E

2085
2090
2095

HWY. 67
B. K. LAKE RD.

A5570
B5570

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HWY. 67 & B.K. LAKE RD. RAMP 4
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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				6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

TRAFFIC DRUMS
6 EACH

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE REMOVABLE PAVEMENT MARKING

4" YELLOW REMOVABLE PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS
30' O.C.

ROAD CLOSED
(1) R11-2
(48" X 30")
(1) W1-6
(48" X 24")
24' BARR.
TYP. III LT.

ROAD CLOSED
(1) R11-2
(48" X 30")
16' BARR.
TYP. III RT.

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 4 M.O.T.)
PI = 2107+32.60
Δ = 18°18'41"RT.
D = 8°00'00"
T = 115.43'
L = 228.89'
PC = 2106+17.17
PT = 2108+46.06

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 4 M.O.T.)
PI = 2109+98.42
Δ = 24°01'11"LT.
D = 8°00'00"
T = 152.36'
L = 300.25'
PC = 2108+46.06
PT = 2111+46.31

B. K. LAKE RD.
N 0°40'00" W
HWY. 67
S 89°50'00" E
N 89°27'30" E
S 84°07'30" E
S 75°40'00" E
S 45°21'00" E
RAMP 3
A5570
B5570
PC 2094+67.31
PI 2096+22.53
PT 2097+70.48
PC 2100+27.44
PI 2102+64.65
PI 2102+57.30
PT 2104+83.62
PT 2104+82.85
PC 2106+17.17
PI 2107+32.60
PC 2108+46.06
PI 2108+50.12
PC 2109+04.89
PI 2109+98.42
2095
2100
2105
2110
20

HWY. 67 & B.K. LAKE RD. RAMP 3
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

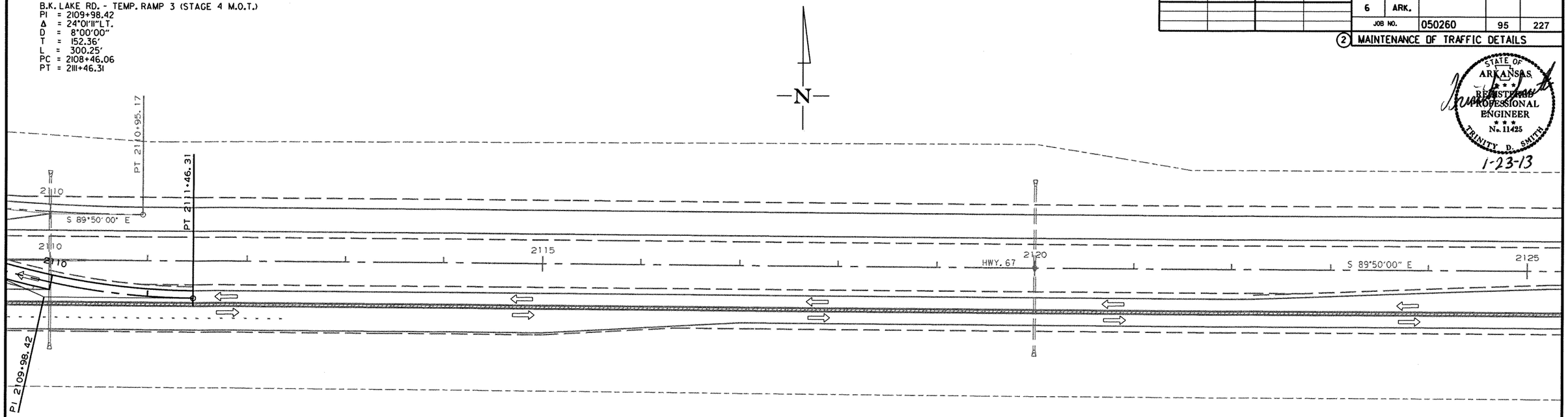
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R050260.DGN

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

B.K. LAKE RD. - TEMP. RAMP 3 (STAGE 4 M.O.T.)
PI = 2109+98.42
Δ = 24°01'11" LT.
D = 8°00'00"
T = 152.36'
L = 300.25'
PC = 2108+46.06
PT = 2111+46.31



HWY. 167 - TEMP. RAMP 4 (STAGE 4 M.O.T.)
PI = 2132+53.20
Δ = 20°50'55" LT.
D = 8°00'00"
T = 131.76'
L = 260.61'
PC = 2131+21.44
PT = 2133+82.05

ROAD CLOSED

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

(1) W1-6 (48" X 24")

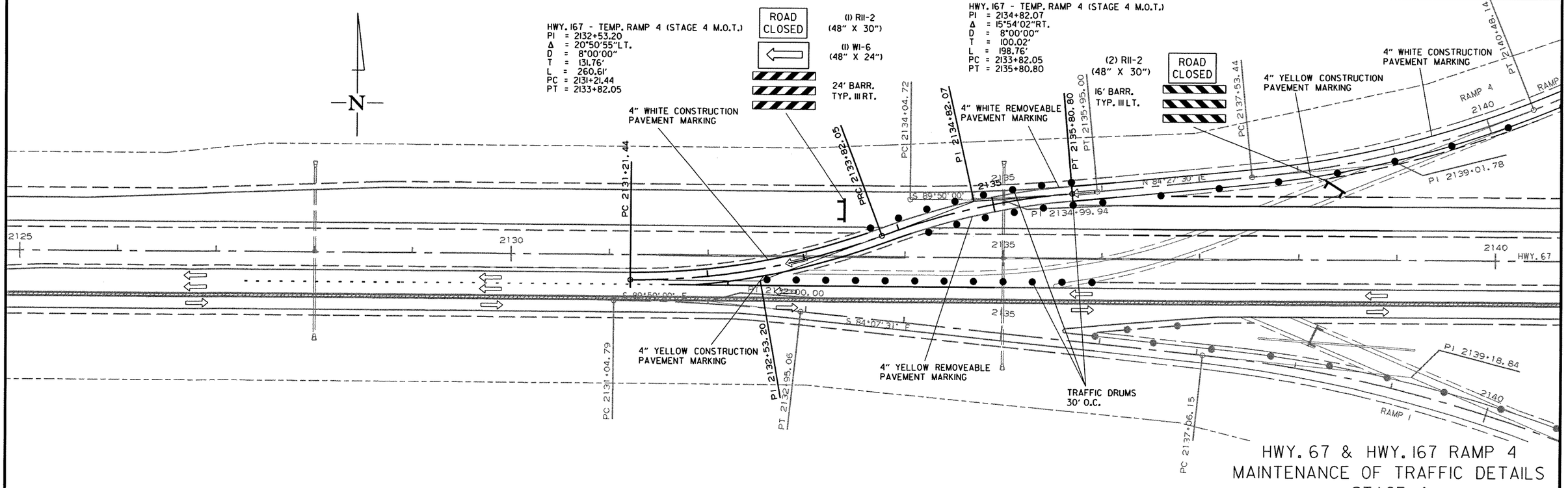
24' BARR. TYP. III RT.

HWY. 167 - TEMP. RAMP 4 (STAGE 4 M.O.T.)
PI = 2134+82.07
Δ = 15°54'02" RT.
D = 8°00'00"
T = 100.02'
L = 198.76'
PC = 2133+82.05
PT = 2135+80.80

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

16' BARR. TYP. III LT.

ROAD CLOSED



HWY. 67 & HWY. 167 RAMP 4 MAINTENANCE OF TRAFFIC DETAILS STAGE 4

1/3/2013

R050260.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.		050260	96	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

100' TAPER

RAMP 4

PI 2140+89.14

2140

2145

N 89°44'41" E

PI

POE

POB

PT 2146+52.10

PC 2144+37.15

N 68°15'00" E

9+01.78

N 0°16'00" W

HWY. 167

20

2150

N 89°44'00" E

PC 2149+51.10

PT 2151+63.10

S 69°04'00" E

RAMP 3

2155

PRC 2155+04.04

HWY. 67 - CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2152+72.53
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2150+40.00
PT = 2155+04.04

END W.R.S.F.
STA. 2147+15.00

END JOB 050260
STA. 2152+32

A5688

B5688

2140

HWY. 67

S 89°50'00" E

2145

2150

PC 2150+40.00

2155

2156

HWY. 67

72.53

2139+18.84

PT 2151+63.10

S 69°04'00" E

RAMP 3

2155

PC 2155+60.49

PT 2158+34.28

N

HWY. 67 - CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2152+72.53
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2150+40.00
PT = 2155+04.04

PRC 2155+04.04

PI 2156+98.18

PI 2157+36.56

2160

S 84°07'30" E

PC 2163+04.87

PT 2164+95.15

STA. 2165+00
BEGIN WORK ZONE
(REFER TO M.O.T.
DETAILS SHEET 62)

S 89°50'00" E

HWY. 67

2155

2160

PT 2159+68.07

S 89°50'00" E

PI 2164+00.09

2165

HWY. 67

PI 2161+00.08

2160

N 89°50'00" E

PI 2152+72.53

HWY. 67 - CROSSOVER (STAGE 3 & 4 M.O.T.)
PI = 2157+36.56
Δ = 9°16'51"RT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2155+04.04
PT = 2159+68.07

PI 2157+01.74

N 84°27'30" E

2155

RAMP 2

PT 2158+30.44

STA. 2159+00
END WORK ZONE
(REFER TO M.O.T.
DETAILS SHEET 62)

PC 2160+04.87

PT 2161+95.14

HWY. 67 & HWY. 167 RAMP 4
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

1/3/2013

R050260.DGN

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				6	ARK.			
				JOB NO.		050260	97	227

(2) MAINTENANCE OF TRAFFIC DETAILS

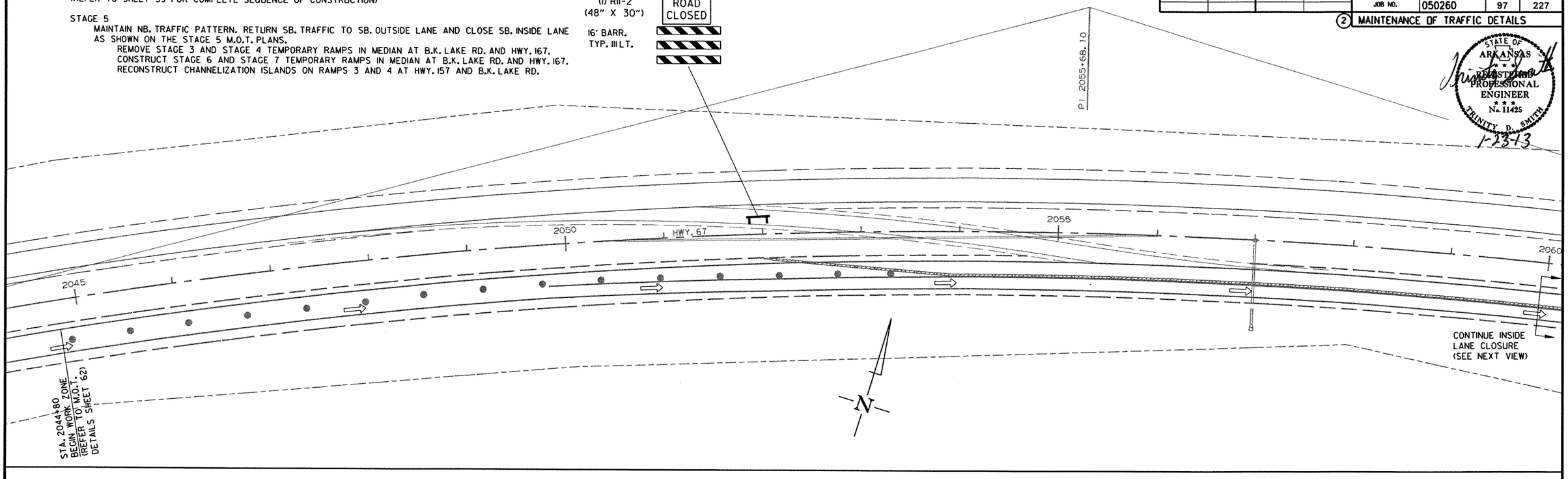
SEQUENCE OF CONSTRUCTION
(REFER TO SHEET 59 FOR COMPLETE SEQUENCE OF CONSTRUCTION)

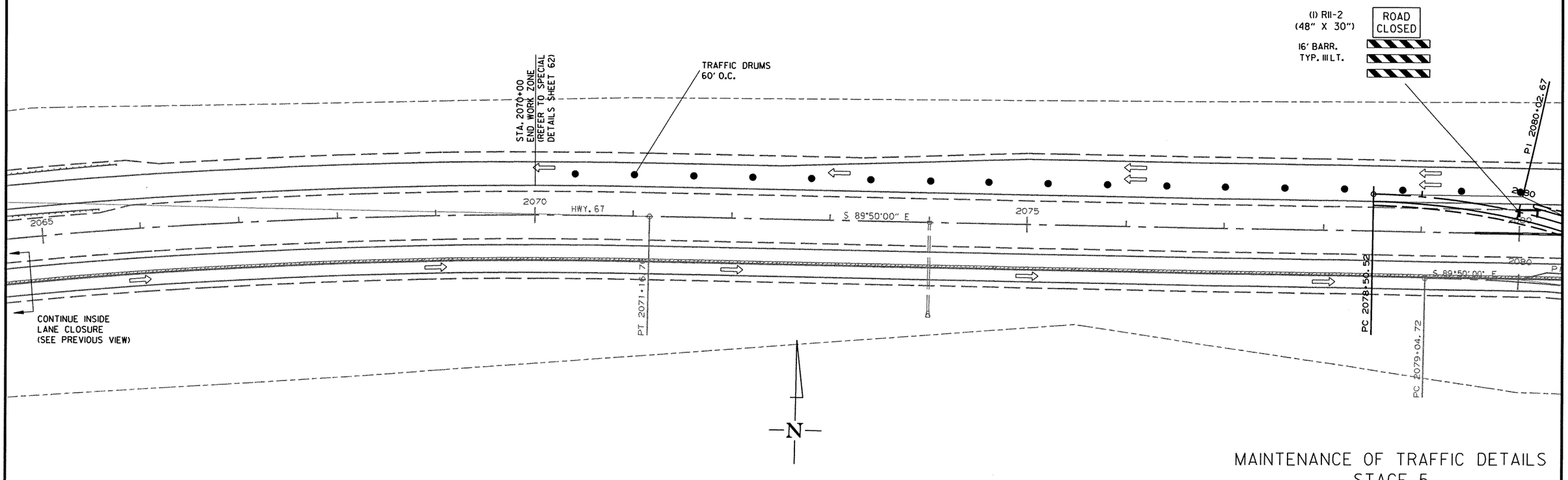
STAGE 5
MAINTAIN NB. TRAFFIC PATTERN. RETURN SB. TRAFFIC TO SB. OUTSIDE LANE AND CLOSE SB. INSIDE LANE AS SHOWN ON THE STAGE 5 M.O.T. PLANS.
REMOVE STAGE 3 AND STAGE 4 TEMPORARY RAMPS IN MEDIAN AT B.K. LAKE RD. AND HWY. 167.
CONSTRUCT STAGE 6 AND STAGE 7 TEMPORARY RAMPS IN MEDIAN AT B.K. LAKE RD. AND HWY. 167.
RECONSTRUCT CHANNELIZATION ISLANDS ON RAMPS 3 AND 4 AT HWY. 157 AND B.K. LAKE RD.

(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13





MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

1/3/2013
R050260.DGN

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				6	ARK.			
				JOB NO.		050260	98	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

(I) RII-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

STA. 2080+55 INSTALL
18" X 200' TEMPORARY PIPE CULVERT

PI 2080+02.67
PC 2080+54.72
PT 2082+45.00
PC 2085+27.82
PI 2086+05.99
PI 2087+72.88
PI 2081+49.94
PI 2079+99.94
PI 2083+17.84
PI 2083+78.83
PRC 2081+50.35
PT 2080+95.00
PI 2082+65.57
PC 2085+20.56
PI 2087+53.48
PT 2088+65.76

TRAFFIC DRUMS
60' O.C.

STA. 2085+32 INSTALL
18" X 180' TEMPORARY PIPE CULVERT

B.K. LAKE RD. - TEMP. RAMP 1 (STAGE 6 TRAFFIC)
PI = 2086+05.99
Δ = 43°50'00"RT.
D = 8°00'00"
T = 288.15'
L = 547.92'
PC = 2083+17.84
PT = 2088+65.76

N 84°27'30" E
S 84°07'30" E
S 89°50'00" E
HWY. 67
2080
2085
2090
2095
A5570
B5570

N

B. K. LAKE RD.
N 0°40'00" W

TRAFFIC DRUMS
60' O.C.

PI 2102+64.65
PI 2103+92.75
PI 2102+57.30

(I) RII-2
(48" X 30")
(I) WI-6
(48" X 24")
16' BARR.
TYP. III LT.

ROAD CLOSED

B.K. LAKE RD. - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 2103+92.75
Δ = 45°46'00"RT.
D = 8°00'00"
T = 302.29'
L = 572.08'
PC = 2100+90.46
PT = 2106+62.54

(I) RII-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

PT 2104+83.62
PT 2104+82.85
PC 2107+69.28
PC 2109+04.89
PI 2108+50.12
PI 2110+00.11
PT 2106+62.54
PRC 2109+68.14
STA. 2105+28 INSTALL
18" X 270' TEMPORARY PIPE CULVERT

2100
2105
2110
2115

1/3/2013

R050260.DGN

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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.		050260	99	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

TRAFFIC DRUMS
60' O.C.

STA. 2110+94 INSTALL
18" X 270' TEMPORARY PIPE CULVERT

PI 2110+99.92
PT 2110+95.17
PRC 2109+89.14
PT 2112+26.79
S 89°50'00" E
HWY. 67
2110
2115
2120
2125

(2 LOCATIONS)
(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

TRAFFIC DRUMS
60' O.C.

STA. 2136+27 INSTALL
18" X 250' TEMPORARY PIPE CULVERT

HWY. 167 - TEMP. RAMP I (STAGE 6 M.O.T.)
PI = 2135+41.84
Δ = 22°36'00" RT.
D = 8°00'00"
T = 143.11'
L = 282.50'
PC = 2133+98.73
PT = 2136+81.23

STA. 2132+59 INSTALL
18" X 200' TEMPORARY PIPE CULVERT

PI 2132+03.35
PC 2134+04.72
PI 2135+41.84
PT 2135+95.00
PC 2137+53.44
PT 2140+48.
PI 2139+01.78
PI 2134+99.94
N 84°27'30" E
S 89°50'00" E
PC 2130+51.16
PC 2131+04.79
PI 2132+00.00
PT 2132+95.06
PRC 2133+51.08
PC 2133+98.73
PI 2134+66.35
PT 2135+79.66
PT 2136+81.23
S 84°07'31" E
2137+06.15
S 67°14'00" E
PI 2139+18.84
2125
2130
2135
2140

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

1/3/2013

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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.		050260	100	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

PT 2140+48.
RAMP 4
N 68°15'00" E
2140
2139+01.78
PC 2144+37.15
PT 2146
PC 2149+
PT 21
N 0°16'00" W
HWY. 167
20
TRAFFIC DRUMS
60' O.C.
END W.R.S.F.
STA. 2147+15.00
(1) RII-2
(48" X 30")
16' BARR.
TYP. III LT.
ROAD CLOSED
A5688
B5688
2140
HWY. 67
S 89°50'00" E
2145
2150
2155
2139+18.84
2140
POE 2141+55.48
RAMP 1
S 67°14'00" E
3.44
66.40
END JOB 050260
STA. 2152+32
N
2155
69
2152+65.
RAMP 2
60.49
PC 2155+60.49
(1) RII-2
(48" X 30")
ROAD CLOSED
16' BARR.
TYP. III LT.
RAMP 3
2155
PT 2158+34.28
PI 2156+98.18
2160
S 84°07'30" E
TRAFFIC DRUMS
60' O.C.
PC 2163+04.87
PT 2164+95.15
STA. 2165+00
BEGIN WORK ZONE
(REFER TO SPECIAL
DETAILS SHEET 62)
N
S 89°50'00" E
2155
2160
PI 2164+00.09
2165
HWY. 67
2170
PI 2161+00.08
2160
N 89°50'00" E
N 84°27'30" E
PI 2157+01.74
2155
RAMP 3
PT 2158+80.44
STA. 2159+00
END WORK ZONE
(REFER TO SPECIAL
DETAILS SHEET 62)
PC 2160+04.87
PT 2161+95.14
B
82

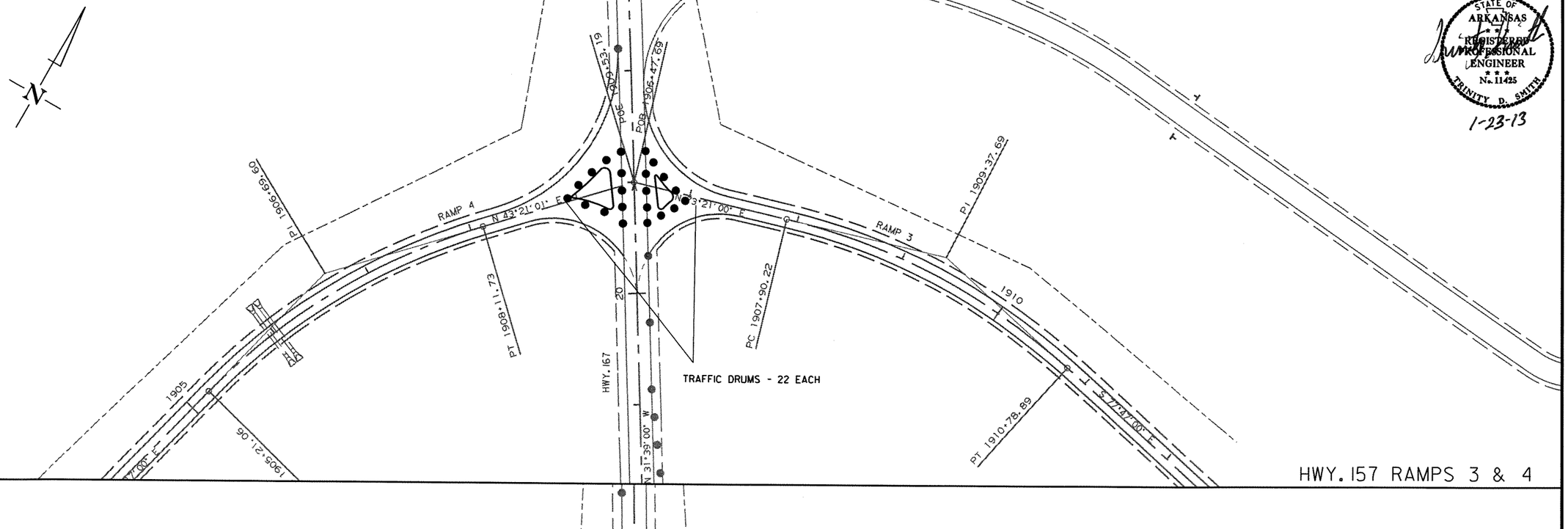
1/3/2013
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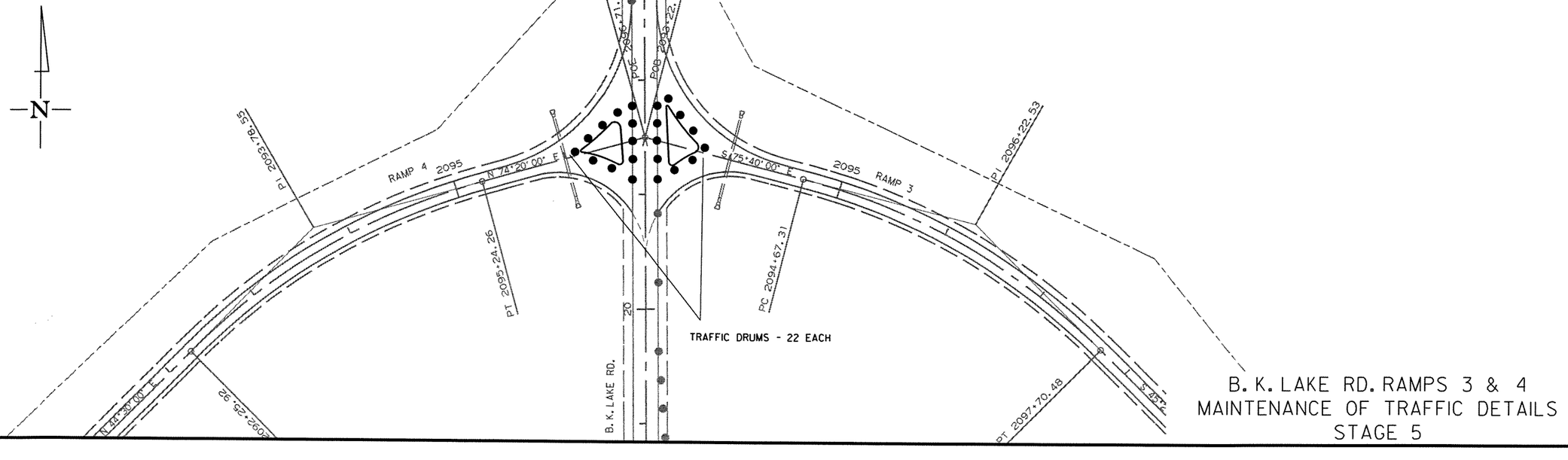
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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.		050260	101	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13





1/3/2013

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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.		050260	102	227

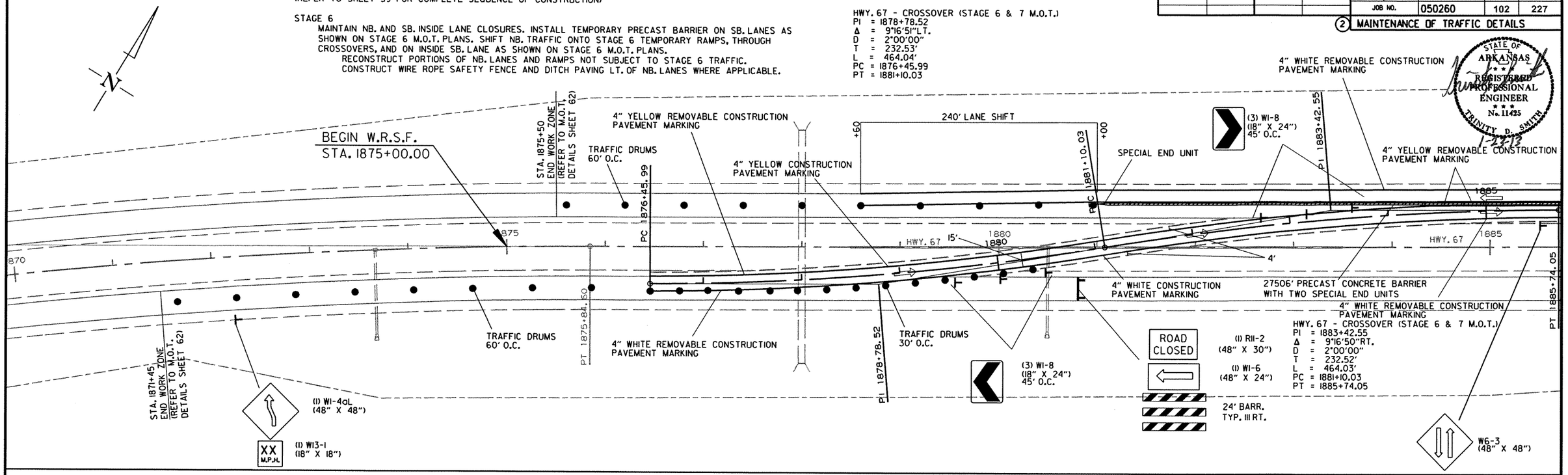
(2) MAINTENANCE OF TRAFFIC DETAILS

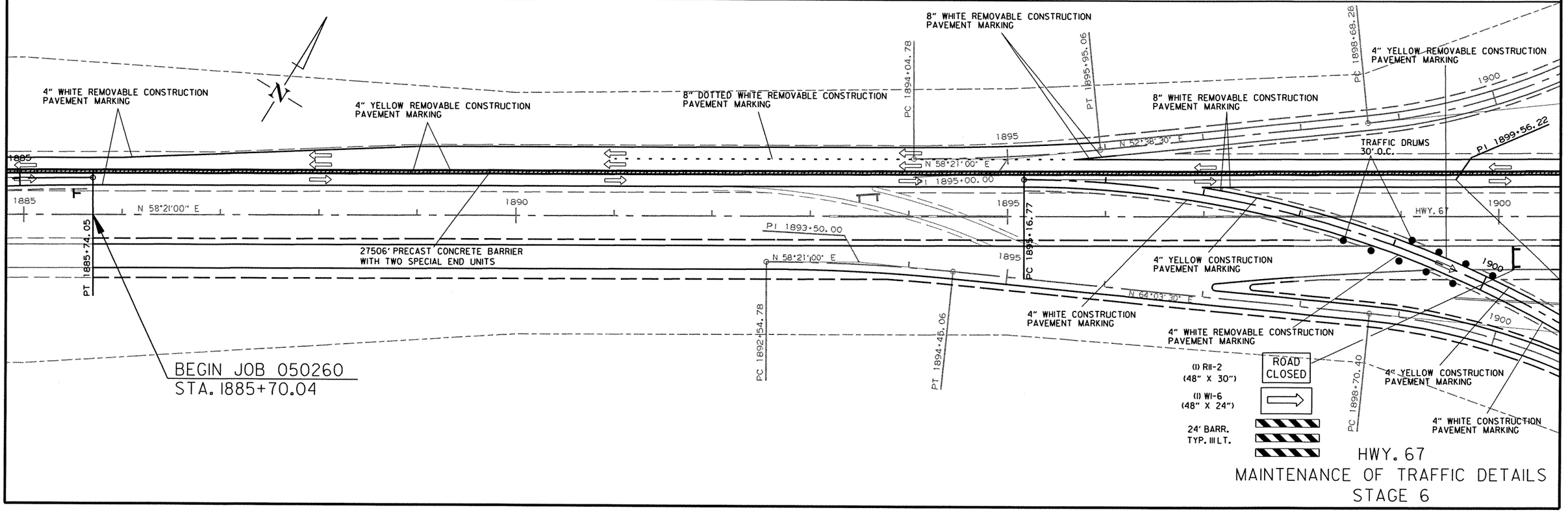
SEQUENCE OF CONSTRUCTION
(REFER TO SHEET 59 FOR COMPLETE SEQUENCE OF CONSTRUCTION)

STAGE 6
MAINTAIN NB. AND SB. INSIDE LANE CLOSURES. INSTALL TEMPORARY PRECAST BARRIER ON SB. LANES AS SHOWN ON STAGE 6 M.O.T. PLANS. SHIFT NB. TRAFFIC ONTO STAGE 6 TEMPORARY RAMPS, THROUGH CROSSOVERS, AND ON INSIDE SB. LANE AS SHOWN ON STAGE 6 M.O.T. PLANS.
RECONSTRUCT PORTIONS OF NB. LANES AND RAMPS NOT SUBJECT TO STAGE 6 TRAFFIC.
CONSTRUCT WIRE ROPE SAFETY FENCE AND DITCH PAVING LT. OF NB. LANES WHERE APPLICABLE.

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 1878+78.52
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 1876+45.99
PT = 1881+10.03

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13





HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 6

1/3/2013
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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.		050260	103	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
ROAD CLOSED
24' BARR. TYP. III LT.
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 30' O.C.
4" YELLOW CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
40' PRECAST CONCRETE BARRIER TAPER WITH ONE SPECIAL END UNIT
60' PRECAST CONCRETE BARRIER WITH ONE SPECIAL END UNIT
27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS
HWY. 67
RAMP 2
8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
8" DOTTED WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
16' BARR. TYP. III RT.
24' BARR. TYP. III RT.
CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT SHEET)

PI 1901+02.74
PI 1890+00.22
PI 1901+03.54
PI 1915+08.87
PI 1915+14.92
PI 1917+29.50
PI 1917+88.40
PI 1917+31.74
PI 1920+04.95
PI 1921+00.17
PC 1921+54.84
PI 1921+95.24
PI 1922+50.06
PTI 1923+45.12

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 6

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.		050260	104	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
1-23-13

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE PREVIOUS SHEET)

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT VIEW)

1940 1945 1950 1955

HWY. 67

+56 +06

26' 22'

N 58°21'00" E

N 0°38'00" W

HWY. 323

40' PRECAST CONCRETE BARRIER TAPER WITH ONE SPECIAL END UNIT

60' PRECAST CONCRETE BARRIER WITH ONE SPECIAL END UNIT

27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

P.I. 2055+68.10

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE PREVIOUS VIEW)

2050 2055 2060 2065

HWY. 67

+08 +78

170' TAPER

18' 4'

B5569

SPECIAL END UNIT

233' PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT SHEET)

27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

ROAD CLOSED

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

16' BARR. TYP. III RT.

1/3/2013

R050260.DGN

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 6

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.		050260	105	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE PREVIOUS SHEET)

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

8" DOTTED WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

PC 2080+54.72

PT 2082+45.00

PC 2085+27.82

PI 2086+05.99

PI 2087+72.88

RAMP 1

N 84°27'30" E

S 89°50'00" E

PI 2081+49.94

HWY. 67

2075

2080

2085

2090

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 30' O.C.

27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

S 89°50'00" E

PI 2079+99.94

PC 2079+04.72

PT 2080+95.00

PC 2083+17.84

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

S 84°07'30" E

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

2085+20.56

PI 2087+53.48

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

(1) WI-6 (48" X 24")

ROAD CLOSED

24' BARR. TYP. III LT.

TEMPORARY RAMP

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

PT 2104+83.62

PI 2102+64.65

PC 2103+26.13

2105

S 84°07'

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

18'

+99

140' TAPER

+39

4'

B. K. LAKE RD.

N 0°40'00" W

B5570

2090

S 89°50'00" E

HWY. 67

2095

2100

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

SPECIAL END UNIT

173' PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 30' O.C.

PI 2102+57.30

ROAD CLOSED

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

(1) WI-6 (48" X 24")

24' BARR. TYP. III RT.

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

PT 2104+82.85

2100

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 6

1/3/2013

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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.		050260	106	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PT 2104+83.62
2105
S 84°07'30" E
8" DOTTED WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PC 2109+04.89
PT 2110+95.17
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT VIEW)
2110
S 89°50'00" E
PI 2110+00.11
2115
2120
HWY. 67
PI 2108+50.12
S 89°50'00" E
N 84°27'30" E
PT 2106+62.58
4" WHITE CONSTRUCTION PAVEMENT MARKING
27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING
8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PT 2104+82.85
PC 2107+54.90
PT 2109+45.18
ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

8" DOTTED WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE PREVIOUS VIEW)
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PC 2134+04.72
PT 2135+95.00
8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PC 2137+3.4
RAMP 4
2140
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
24' BARR. TYP. III LT.
ROAD CLOSED
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PI 2135+41.84
2135
N 84°27'30" E
S 89°50'00" E
PI 2139+01.78
2130
HWY. 67
2135
4'
TRAFFIC DRUMS 30' O.C.
2140
HWY. 67
S 89°50'00" E
2145
PI 2132+00.00
S 89°50'00" E
PC 2133+98.73
PT 2136+81.23
15'
4" YELLOW CONSTRUCTION PAVEMENT MARKING
27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS
S 84°07'31" E
4" YELLOW CONSTRUCTION PAVEMENT MARKING
RAMP 1
4" WHITE CONSTRUCTION PAVEMENT MARKING
PC 2131+04.79
PT 2132+95.06
S 67°14'00" E
PI 2139+18.84
TEMPORARY RAMP 1
2140
2140
POE 2141+55.48
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
HWY. 167 - TEMP. RAMP 1 (STAGE 6 M.O.T.)
PI = 2135+41.84
Δ = 22°36'00"RT.
D = 8°00'00"
T = 143.11'
L = 282.50'
PC = 2133+98.73
PT = 2136+81.23
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PC 2135+06.15
4" WHITE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 60' O.C.
PT 2141+28.44
RAMP 1
S 67°14'00"
66.40

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 6

1/3/2013
R050260.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.		050260	107	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER TRINITY D. SMITH No. 11425 1-23-13

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 2156+46.56
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2154+14.04
PT = 2158+78.07

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 2151+82.53
Δ = 9°16'51"RT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2149+50.00
PT = 2154+14.04

END W.R.S.F.
STA. 2147+15.00

END JOB 050260
STA. 2152+32

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

140' TAPER

170' TAPER

240' LANE SHIFT

SPECIAL END UNIT

173' PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT

TRAFFIC DRUMS 60' O.C.

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

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

XX M.P.H.

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

(1) W1-6 (48" X 24")

16' BARR. TYP. III LT.

ROAD CLOSED

(1) W6-3 (48" X 48")

(3) W1-8 (18" X 24") 45' O.C.

STA. 2159+00 END WORK ZONE (REFER TO M.O.T. DETAILS SHEET 62)

STA. 2165+00 BEGIN WORK ZONE (REFER TO M.O.T. DETAILS SHEET 62)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 6

1/3/2013

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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.		050260	108	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

PI 1899+56.22

PI 1901

PI 1901+03.54

N 58°21'00" E

N 52°38'30" E

N 84°03'30" E

HWY. 67

HWY. 157

1900

1895

1905

1910

1915

1920

PT 1898+68.28

PT 1895+95.09

PC 1895+16.77

PC 1898+70.40

4' 15'

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
24' BARR. TYP. III LT.

ROAD CLOSED

TRAFFIC DRUMS 60' O.C. - II EACH

TRAFFIC DRUMS 30' O.C.

4" YELLOW CONSTRUCTION PAVEMENT MARKING

TEMPORARY RAMP 1

S 77°47'00" E

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

PT 1903+52.32

PT 1903+19.82

PC 1905+21.01

PC 1905+61.49

PT 1908+42.60

PI 1906+68.48

PI 1907+05.10

HWY. 157 - TEMP. RAMP 1 (STAGE 6 M.O.T.)
PI = 1899+56.22
Δ = 43°52'00"RT.
D = 5°15'00"
T = 439.46'
L = 835.56'
PC = 1895+16.77
PT = 1903+52.32

HWY. 157 - TEMP. RAMP 1 (STAGE 6 M.O.T.)
PI = 1907+05.10
Δ = 28°52'00"LT.
D = 10°16'08"
T = 143.61'
L = 281.11'
PC = 1905+61.49
PT = 1908+42.60

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III RT.

ROAD CLOSED

N 43°21'00" E

R=50

POB 1906+46.82

POE 1906+75.66

POB 1908+81.23

POE 1909+52.32

PT 1908+03.68

PT 1908+42.60

N 31°39'00" W

PC 1907+88.29

PC 1907+13.11

PI 1909+53.55

PI 1909+36.82

PC 1911+67.15

PT 1910+78.95

PC 1912+80.46

4" YELLOW CONSTRUCTION PAVEMENT MARKING

TEMPORARY RAMP 2

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 60' O.C.

HWY. 157 - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 1909+53.55
Δ = 46°37'30"LT.
D = 10°16'08"
T = 240.44'
L = 454.04'
PC = 1907+13.11
PT = 1911+67.15

PI 1915+08.87

PI 1915+13.72

PI 1917+29.50

PI 1917+83.40

PT 1917+31.74

HWY. 157 - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 1915+08.87
Δ = 61°37'30"RT.
D = 10°00'00"
T = 341.72'
L = 616.25'
PC = 1911+67.15
PT = 1917+83.40

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS

4" YELLOW CONSTRUCTION PAVEMENT MARKING

8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

8" DOTTED WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

N 64°03'30" E

HWY. 157 RAMPS 1 & 2
MAINTENANCE OF TRAFFIC DETAILS
STAGE 6

1/3/2013

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				6	ARK.			
				JOB NO.		050260	109	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS
TRAFFIC DRUMS 30' O.C.
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
24' BARR. TYP. III LT.
ROAD CLOSED
TRAFFIC DRUMS 60' O.C.
4" YELLOW CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING
16' BARR. TYP. III RT.
TRAFFIC DRUMS 30' O.C.

RAMP 4
HWY. 67
TEMPORARY RAMP 1
B.K. LAKE RD.

PC 2085+27.82
PI 2086+05.99
PI 2087+53.48
PC 2083+17.84
PT 2088+65.76
PT 2089+69.09
PC 2092+41.43
PC 2092+96.78
PT 2095+85.68
PI 2093+93.17
PI 2094+44.54

B.K. LAKE RD. - TEMP. RAMP I (STAGE 6 TRAFFIC)
PI = 2086+05.99
Δ = 43°50'00"RT.
D = 8°00'00"
T = 288.15'
L = 547.92'
PC = 2083+17.84
PT = 2088+65.76

B.K. LAKE RD. - TEMP. RAMP I (STAGE 6 M.O.T.)
PI = 2094+44.54
Δ = 29°40'00"LT.
D = 10°16'08"
T = 147.77'
L = 288.90'
PC = 2092+96.78
PT = 2095+85.68

N 84°24'00" E
S 46°00'00" E
S 88°07'30" E
S 75°40'01" E
N 74°20'00" E

POB 2092+97.81
POE 2093+38.30
POE 2097+29.30
POE 2096+86.33
POB 2093+28.30
POE 2092+96.90
POE 2095+98.63
POE 2095+85.68
POE 2095+85.68

27506' PRECAST CONCRETE BARRIER WITH TWO SPECIAL END UNITS
8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
8" DOTTED WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 60' O.C.
TRAFFIC DRUMS 30' O.C.
ROAD CLOSED
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III RT.
24' BARR. TYP. III RT.

B.K. LAKE RD.
TEMPORARY RAMP 2

PI 2102+57.30
PC 2094+40.63
PT 2097+32.12
PC 2100+11.57
PC 2100+90.46
PT 2104+88.85
PI 2103+92.75
PT 2104+93.62
PI 2095+89.78
PI 2096+38.30
PI 2108+50.12

B.K. LAKE RD. - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 2095+89.78
Δ = 29°56'00"LT.
D = 10°16'08"
T = 149.16'
L = 291.50'
PC = 2094+40.63
PT = 2097+32.12

B.K. LAKE RD. - TEMP. RAMP 2 (STAGE 6 M.O.T.)
PI = 2103+92.75
Δ = 45°46'00"RT.
D = 8°00'00"
T = 302.29'
L = 572.08'
PC = 2100+90.46
PT = 2106+62.54

N 84°24'00" E
S 89°50'00" E
N 84°20'00" E

R=50
R=50

B.K. LAKE RD. RAMPS I & 2
MAINTENANCE OF TRAFFIC DETAILS
STAGE 6

1/3/2013
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(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION
(REFER TO SHEET 59 FOR COMPLETE SEQUENCE OF CONSTRUCTION)

STAGE 7
NB. TRAFFIC ON RECONSTRUCTED AND STAGE 7 TEMPORARY RAMPS, THROUGH CROSSOVERS, AND ON INSIDE SB. LANE AS SHOWN ON STAGE 7 M.O.T. PLANS.
RECONSTRUCT REMAINING PORTIONS OF NB. LANES, REMOVE TEMPORARY WIDENING FROM NB. RAMPS, AND RECONSTRUCT SHOULDERS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-2313

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 1878+78.52
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 1876+45.99
PT = 1881+10.03

BEGIN W.R.S.F.
STA. 1875+00.00

BEGIN JOB 050260
STA. 1885+70.04

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT VIEW)

STA. 1875+50 END WORK ZONE (REFER TO M.O.T. DETAILS SHEET 62)

STA. 1871+45 END WORK ZONE (REFER TO M.O.T. DETAILS SHEET 62)

PC 1876+45.99
PT 1875+84.60
PI 1878+78.52
PRC 1881+10.03
PI 1883+42.55
PT 1885+74.05

HWY. 67

1875 1880 1885

N 58°21'00" E

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 1883+42.55
Δ = 9°16'50"RT.
D = 2°00'00"
T = 232.52'
L = 464.03'
PC = 1881+10.03
PT = 1885+74.05

HWY. 157 - TEMP. RAMP I (STAGE 7 M.O.T.)
PI = 1893+52.07
Δ = 23°58'45"RT.
D = 8°00'00"
T = 152.10'
L = 299.74'
PC = 1891+99.97
PT = 1894+99.71

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE PREVIOUS VIEW)

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
24' BARR. TYP. III LT.

ROAD CLOSED

TRAFFIC DRUMS 30' O.C.

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

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 30' O.C.

TRAFFIC DRUMS 60' O.C.

PC 1894+04.78
PT 1895+95.06
PC 1898+68.28
PI 1901+02.74
PI 1893+52.07
PC 1891+99.97
PI 1893+50.00
PC 1892+54.78
PT 1894+45.06
PRC 1894+99.71
PI 1896+14.88
PT 1897+28.09
PC 1898+70.40
PI 1901+03.54

1890 1895 1900

N 58°21'00" E
N 52°38'30" E
N 58°21'00" E

1895+00.00

HWY. 157 - TEMP. RAMP I (STAGE 7 M.O.T.)
PI = 1896+14.88
Δ = 18°16'15"LT.
D = 8°00'00"
T = 155.17'
L = 228.38'
PC = 1894+99.71
PT = 1897+28.09

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT SHEET)

1/3/2013

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 7

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE PREVIOUS SHEET)

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT VIEW)

HWY. 67

RAMP 3 — N 64°03'30" E

RAMP 2 — N 32°38'31" E

N 58°21'00" E

N 58°21'00" E

HWY. 157 - TEMP. RAMP 2 (STAGE 7 M.O.T.)
PI = 1923+47.55
Δ = 20°52'31"RT.
D = 8°00'00"
T = 131.93'
L = 260.94'
PC = 1922+15.61
PT = 1924+76.55

HWY. 157 - TEMP. RAMP 2 (STAGE 7 M.O.T.)
PI = 1921+17.06
Δ = 15°52'15"LT.
D = 8°00'00"
T = 99.83'
L = 198.38'
PC = 1920+17.23
PT = 1922+15.61

PI 1915+13.72
PI 1915+14.92
PT 1917+31.74
PT 1917+29.50
PC 1920+17.23
PC 1920+04.95
PI 1921+54.84
PI 1921+17.06
PI 1921+00.17
PT 1921+95.24
PRC 1922+51.61
PI 1922+50.06
PI 1923+47.55
PTI 1923+45.12
PT 1924+76.55

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
8" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
8" DOTTED WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 60' O.C.
TRAFFIC DRUMS 30' O.C.

ROAD CLOSED
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
24' BARR. TYP. III RT.

1915 1920 1925

15' 4'

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE PREVIOUS VIEW)

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT SHEET)

RAMP 4 — N 84°27'30" E

RAMP 1 — S 84°07'30" E

S 89°50'00" E

S 89°50'00" E

B.K. LAKE RD. - TEMP. RAMP 1 (STAGE 7 M.O.T.)
PI = 2080+02.67
Δ = 23°59'12"RT.
D = 8°00'00"
T = 152.15'
L = 299.83'
PC = 2078+50.52
PT = 2081+50.35

B.K. LAKE RD. - TEMP. RAMP 1 (STAGE 7 M.O.T.)
PI = 2082+65.57
Δ = 18°16'42"LT.
D = 8°00'00"
T = 115.22'
L = 228.48'
PC = 2081+50.35
PT = 2083+78.83

PC 2078+50.52
PC 2079+04.72
PI 2080+02.67
PC 2080+54.72
PT 2080+95.00
PRC 2081+50.35
PT 2082+45.00
PI 2082+65.57
PT 2083+78.83
PC 2085+27.82
PC 2085+20.56
PI 2079+99.94
PI 2081+49.94
PI 2087+72.88
PI 2087+53.48

2075 2080 2085 2090

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.
(1) W1-6 (48" X 24")
24' BARR. TYP. III LT.

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 30' O.C.

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 7

1/3/2013
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				6	ARK.			
				JOB NO.		050260	112	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS — REGISTERED PROFESSIONAL ENGINEER — No. 11425 — TRINITY D. SMITH — 1-23-13

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

B.K. LAKE RD. - TEMP. RAMP 2 (STAGE 7 M.O.T.)
PI = 2108+69.35
Δ = 15°54'32"LT.
D = 8°00'00"
T = 100.07'
L = 198.86'
PC = 2107+69.28
PT = 2109+68.14

B.K. LAKE RD. - TEMP. RAMP 2 (STAGE 7 M.O.T.)
PI = 2110+99.92
Δ = 20°51'04"RT.
D = 8°00'00"
T = 131.78'
L = 260.64'
PC = 2109+68.14
PT = 2112+28.78

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE PREVIOUS SHEET)

CONTINUE ONE LANE TRAFFIC EACH DIRECTION (SEE NEXT VIEW)

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

8" DOTTED WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 30' O.C.

TRAFFIC DRUMS 60' O.C.

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

ROAD CLOSED
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
24' BARR. TYP. III RT.

HWY. 167 - TEMP. RAMP 1 (STAGE 7 M.O.T.)
PI = 2132+03.35
Δ = 23°59'38"RT.
D = 8°00'00"
T = 152.19'
L = 299.92'
PC = 2130+51.16
PT = 2133+51.08

HWY. 167 - TEMP. RAMP 1 (STAGE 7 M.O.T.)
PI = 2134+66.35
Δ = 18°17'09"LT.
D = 8°00'00"
T = 115.27'
L = 228.57'
PC = 2133+51.08
PT = 2135+79.66

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

ROAD CLOSED
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
24' BARR. TYP. III LT.

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 7

1/3/2013

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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.		050260	113	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 2156+46.56
Δ = 9°16'51"LT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2154+14.04
PT = 2158+78.07

HWY. 67 - CROSSOVER (STAGE 6 & 7 M.O.T.)
PI = 2151+82.53
Δ = 9°16'51"RT.
D = 2°00'00"
T = 232.53'
L = 464.04'
PC = 2149+50.00
PT = 2154+14.04

END W.R.S.F.
STA. 2147+15.00

140' TAPER

170' TAPER

240' LANE SHIFT

173' PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT

SPECIAL END UNIT

TRAFFIC DRUMS 60' O.C.

END JOB 050260
STA. 2152+32

STA. 2159+00
END WORK ZONE
(REFER TO SPECIAL DETAILS SHEET 62)

STA. 2165+00
BEGIN WORK ZONE
(REFER TO M.O.T. DETAILS SHEET 62)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 7

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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.		050260	114	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

ROAD CLOSED
(I) RII-2 (48" X 30")
16' BARR. TYP. III RT.
TRAFFIC DRUMS 30' O.C.
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" YELLOW CONSTRUCTION PAVEMENT MARKING
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 60' O.C.
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
(I) WI-6 (48" X 24")
24' BARR. TYP. III LT.
16' BARR. TYP. III LT.
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 60' O.C.
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 30' O.C.

HWY. 67
RAMP 2
RAMP 3

PT 1894+45.06
PRC 1894+99.77
PI 1896+14.88
PC 1898+70.40
PT 1903+19.92
PC 1905+21.01
PI 1901+03.54
PI 1905+68.48
PT 1908+09.68
POE 1906+52.32
POB 1906+46.82
PC 1907+88.29
PT 1910+78.95
PC 1912+80.46
PT 1917+31.74
PC 1920+04.95
PI 1921+17.06
PT 1921+95.24
PRC 1922+15.61
PC 1921+54.83
PI 1922+50.
PI 1915+14.92
PI 1906+36.82

N 58°21'00" E
N 31°39'00" W
N 43°21'01" E
N 14°17'01" E
N 64°03'30" E
N 52°38'31" E

1/3/2013
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HWY. 157 RAMPS 1 & 2
MAINTENANCE OF TRAFFIC DETAILS
STAGE 7

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

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6	ARK.			
JOB NO.		050260	115	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 30' O.C.
RAMP 4
PT 2082+45.
PI 2081+43.34
HWY. 67
PT 2081+78.83
2085
PI 2087+53.48
S 84°07' 30" E
RAMP 1
TRAFFIC DRUMS 60' O.C.
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
2090
S 46°00' 00" E
PC 2089+00.56
PT 2089+69.09
PC 2092+41.43
TRAFFIC DRUMS 30' O.C.
PT 2095+38.09
2095
S 75°40' 01" E
PT 2080+95.00
PRC 2081+50.35
PI 2082+65.57
TRAFFIC DRUMS 30' O.C.
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
ROAD CLOSED
(I) RII-2 (48" X 30")
16' BARR. TYP. III RT.
(I) RII-2 (48" X 30")
(I) WI-6 (48" X 24")
24' BARR. TYP. III LT.
ROAD CLOSED
2093+38.30
POE 2096+86.33
PI 2093+17
N 84°07' 30" E
(I) RII-2 (48" X 30")
ROAD CLOSED
16' BARR. TYP. III RT.
RAMP 3
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 30' O.C.
(I) RII-2 (48" X 30")
(I) WI-6 (48" X 24")
ROAD CLOSED
16' BARR. TYP. III LT.
PI 2102+57.30
2105
PI 2110+00
N 88°27' 30" E
PI 2108+50.12
PT 2104+82.85
TRAFFIC DRUMS 60' O.C.
RAMP 2
TRAFFIC DRUMS 30' O.C.
PC 2107+54.90
PI 2108+69.35
PT 2109+45.18
POB 2093+38.30
POE 2096+86.33
TRAFFIC DRUMS 30' O.C.
PC 2094+85.13
4" YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
PT 2097+84.47
N 44°24' 00" E
PC 2100+11.57
2095
N 74°20' 00" E
4" WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PI 2096+38.90

B.K. LAKE RD. RAMPS 1 & 2
MAINTENANCE OF TRAFFIC DETAILS
STAGE 7

1/3/2013
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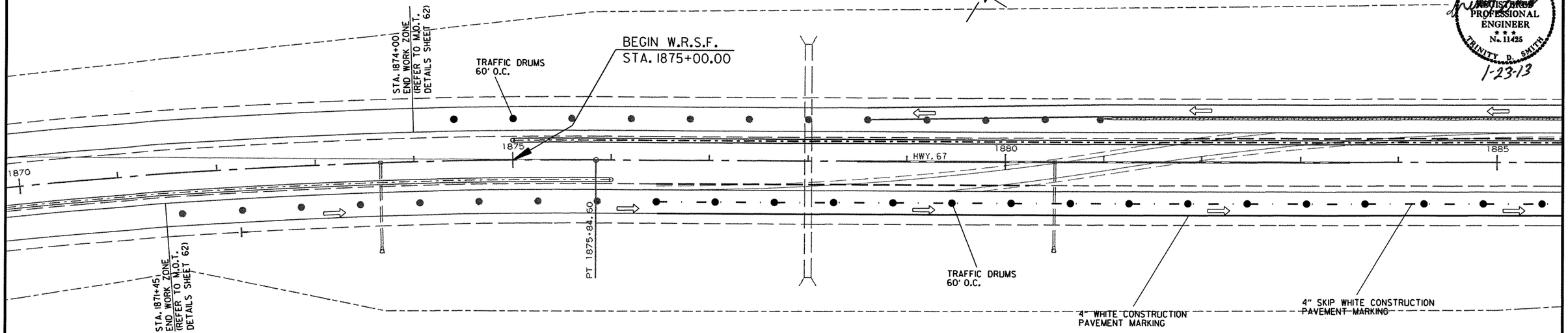
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				6	ARK.			
				JOB NO.		050260	116	227

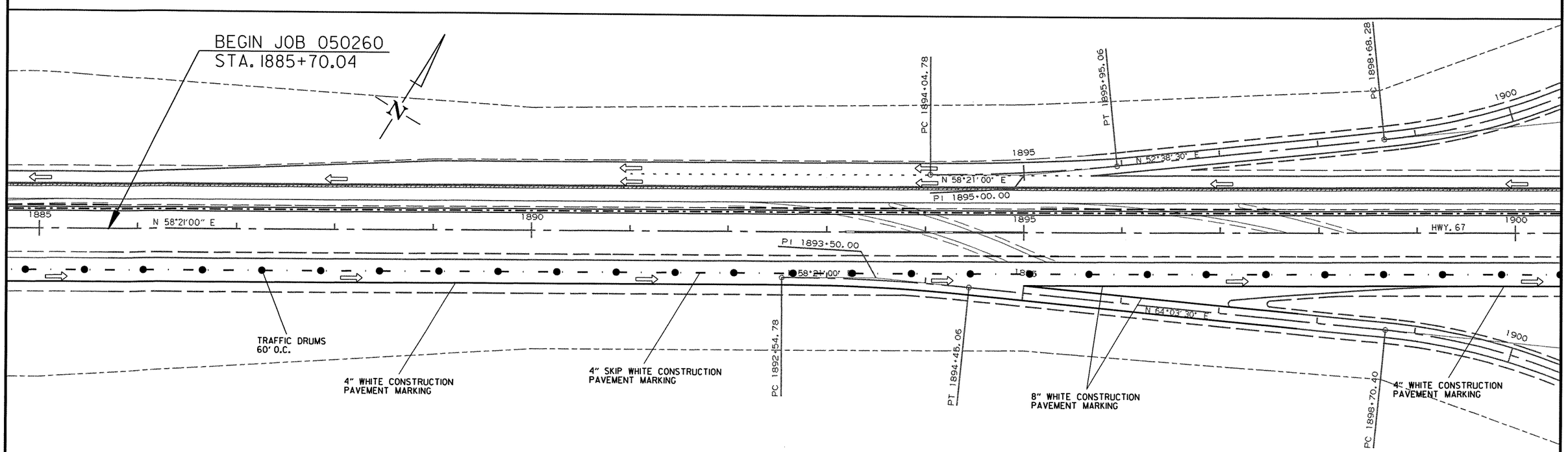
(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION
(REFER TO SHEET 59 FOR COMPLETE SEQUENCE OF CONSTRUCTION)

STAGE 8
CLOSE NB. AND SB. INSIDE LANES. SHIFT TRAFFIC TO OUTSIDE LANES.
REMOVE REMAINING TEMPORARY CONSTRUCTION IN MEDIAN AND RECONSTRUCT SHOULDERS.
CONSTRUCT REMAINING PORTIONS OF WIRE ROPE SAFETY FENCE AND DITCH PAVING LT. OF NB. LANES.
CONSTRUCT WIRE ROPE SAFETY FENCE AND DITCH PAVING RT. OF SB. LANES.
RECONSTRUCT CHANNELIZATION ISLANDS ON RAMPS 1 AND 2 AT HWY. 157 AND B.K. LAKE RD.

STATE OF ARKANSAS
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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 8

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				6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

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REGISTERED PROFESSIONAL ENGINEER
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1900
PI 1901+02.74
N 58°21'00" E
1905
1910
HWY. 67
1915
PI 1915
TRAFFIC DRUMS 60' O.C.
4" SKIP WHITE CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
PI 1901+03.54
PI 1915+14.92
RAMP 2
PT 1917+29.50
PC 1921+54.84
PTI 1923+45.12
N 64°03'30" E
1920
PI 1922+50.06
1925
1930
PI 1921+00.17
N 58°21'00" E
N 52°38'31" E
PT 1917+31.74
PC 1920+04.95
PT 1921+95.24
4" WHITE CONSTRUCTION PAVEMENT MARKING
8" WHITE CONSTRUCTION PAVEMENT MARKING
4" DOTTED WHITE CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 60' O.C.
4" SKIP WHITE CONSTRUCTION PAVEMENT MARKING

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 8

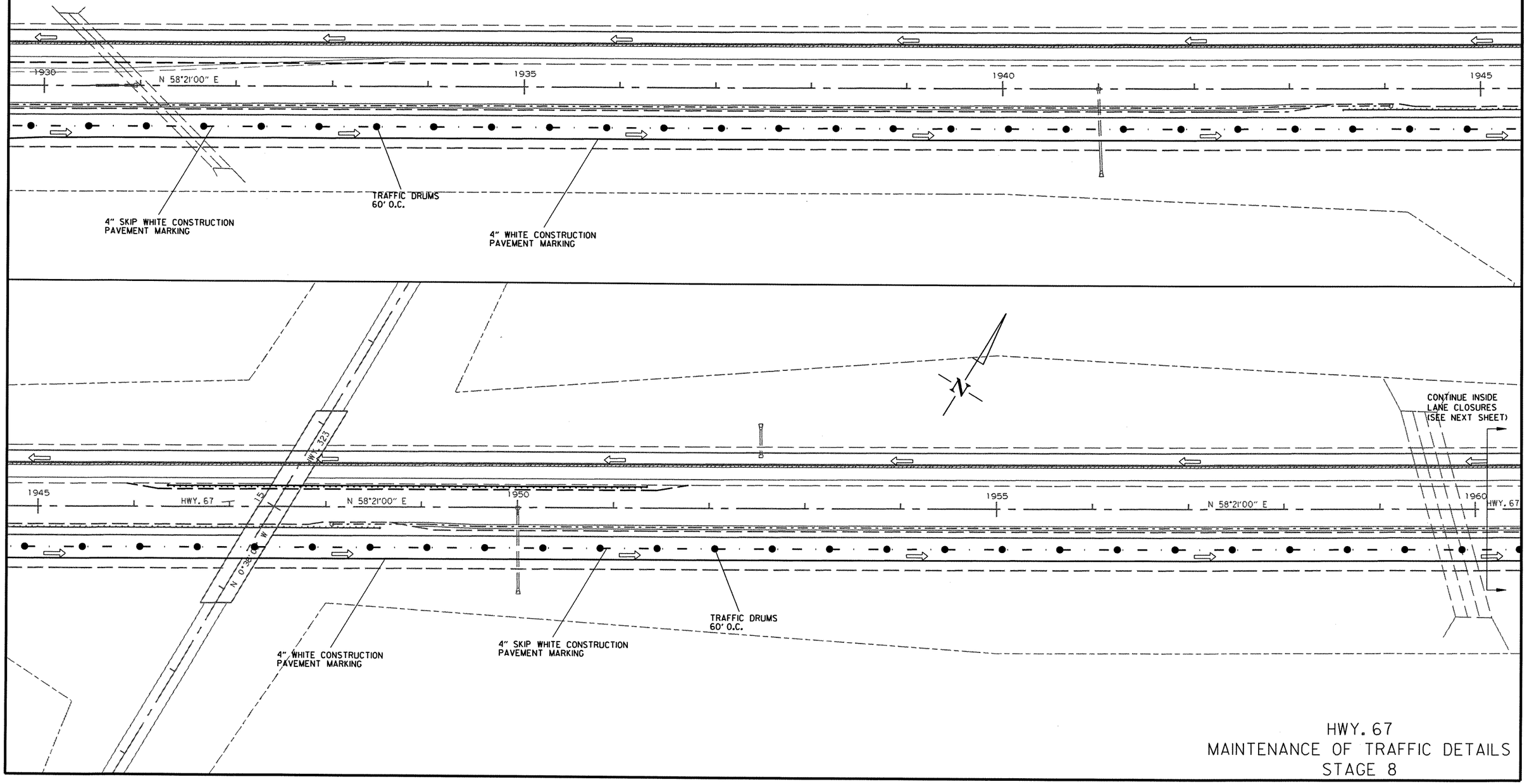
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	118	227

(2) MAINTENANCE OF TRAFFIC DETAILS

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No. 11425
TRINITY D. SMITH

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 8

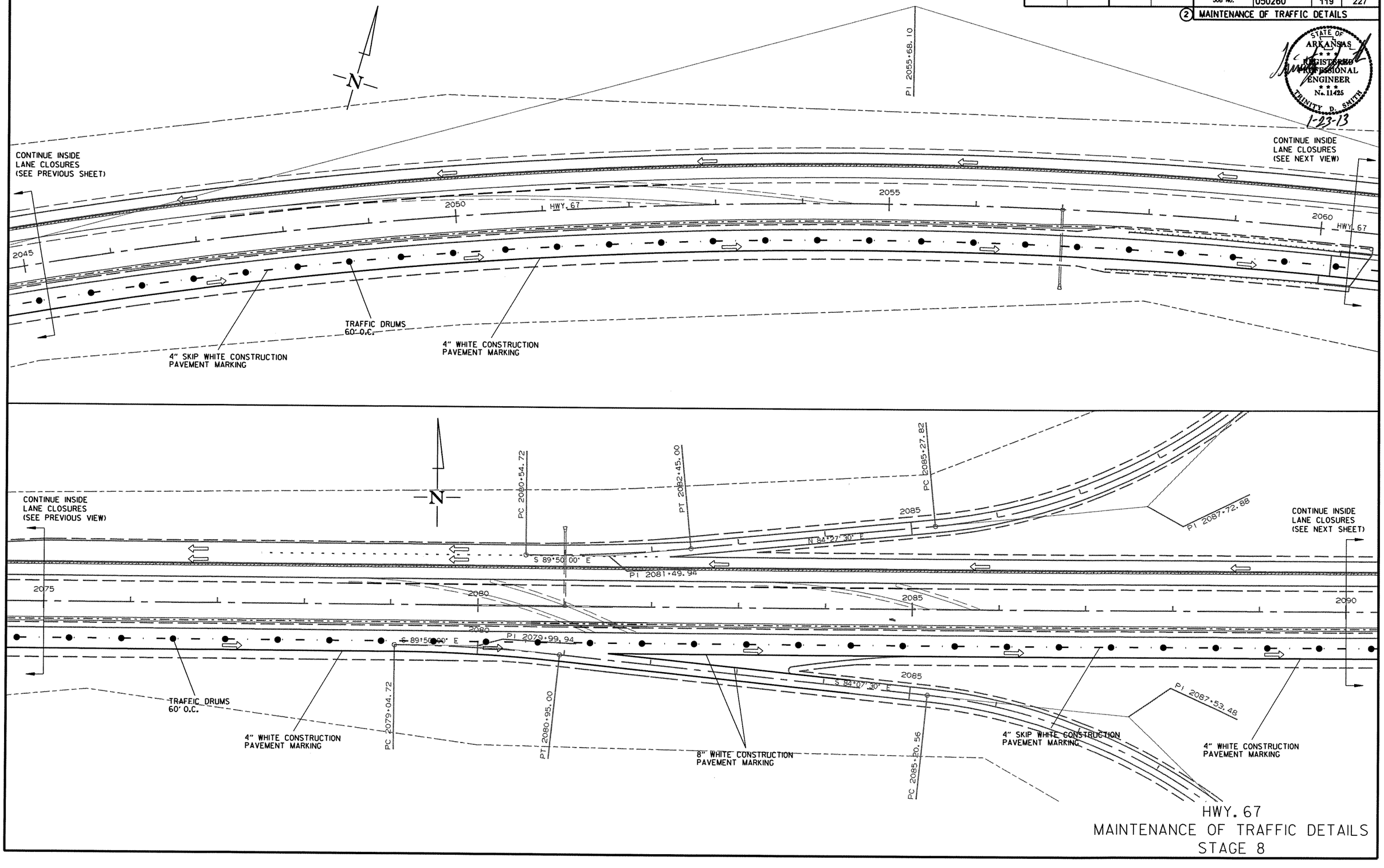
1/3/2013

R050260.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.		050260	119	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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TRINITY D. SMITH
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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 8

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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.		050260	120	227

(2) MAINTENANCE OF TRAFFIC DETAILS

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CONTINUE INSIDE LANE CLOSURES (SEE PREVIOUS SHEET)

PI 2102+64.65

PT 2104+83.62

2105

S 84°07'30" E

PC 2109+04.89

PT 2110+95.17

2110

PI 2110+00.11

S 89°50'00" E

2100

HWY. 67

S 89°50'00" E

2105

2110

2115

PI 2108+50.12

S 89°50'00" E

2105

N 84°27'30" E

TRAFFIC DRUMS 60' O.C.

PI 2102+57.30

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" SKIP WHITE CONSTRUCTION PAVEMENT MARKING

PT 2104+82.85

PC 2107+54.90

8" WHITE CONSTRUCTION PAVEMENT MARKING

PT 2109+45.18

4" DOTTED WHITE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

2115

HWY. 67

2120

S 89°50'00" E

2125

2130

TRAFFIC DRUMS 60' O.C.

4" SKIP WHITE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 8

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.		050260	121	227

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
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N

PC 2134+04.72
PT 2135+95.00
PC 2137+53.44
PT 2140+48.14
RAMP 4
N 84°27'30" E
N 65°15'00" E
PI 2139+01.78
PC 2144+
S 89°50'00" E
PI 2134+99.94
2130
2135
2140
HWY. 67
S 89°50'00" E
2145
PI 2132+00.00
S 89°50'00" E
S 84°07'31" E
PC 2131+04.79
PT 2132+95.06
PC 2137+06.15
PI 2139+18.84
4" WHITE CONSTRUCTION PAVEMENT MARKING
8" WHITE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 60' O.C.
4" SKIP WHITE CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
RAMP 1
RAMP 3
PT 2151+
PC 215
PT 2158+34.28
PI 2156+98.18
2160
S 84°
PT
PC
N 0°15'00" W
HWY. 167
END W.R.S.F.
STA. 2147+15.00
END JOB 050260
STA. 2152+32
A5688
B5688
2145
2150
S 89°50'00" E
HWY. 67
2155
2160
PI 2161+00.08
PI 2157+01.74
N 84°27'30" E
PT 2158+80.44
PC 2160+04.87
8" WHITE CONSTRUCTION PAVEMENT MARKING
4" WHITE CONSTRUCTION PAVEMENT MARKING
4" SKIP WHITE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 60' O.C.
PT 2152+65.69
RAMP 2
N 64°36'00" E
PI 2151+61.38
15
44

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 8

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				6	ARK.			
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(2) MAINTENANCE OF TRAFFIC DETAILS

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2155 PC 2155+[illegible] PT 2158+34.28 PI 2156+98.18 2160 S 84°07'30" E PC 2163+04.87 PT 2164+95.15 STA. 2165+00 BEGIN WORK ZONE (REFER TO M.O.T. DETAILS SHEET 62) S 89°50'00" E PI 2164+00.09 2165 HWY. 67 2170

2155 2160 S 89°50'00" E PI 2161+00.08 2160 N 89°50'00" E PI 2157+01.74 N 84°27'30" E

TRAFFIC DRUMS 60' O.C.

4" WHITE CONSTRUCTION PAVEMENT MARKING

PT 2158+80.44 STA. 2159+00 END WORK ZONE (REFER TO M.O.T. DETAILS SHEET 62) PC 2160+04.87

8" WHITE CONSTRUCTION PAVEMENT MARKING

PT 2161+95.14

4" DOTTED WHITE CONSTRUCTION PAVEMENT MARKING

4" WHITE CONSTRUCTION PAVEMENT MARKING

4" SKIP WHITE CONSTRUCTION PAVEMENT MARKING

N

2155 PI 1906+68.48 1905 PC 1905+21.01 N 31°39'00" W PT 1908+09.68 1908 POB 1908+46.82 POE 1909+52.32 PC 1907+88.22 1910 PT 1910+78.95 PI 1909+36.82 N 73°21'00" E S 43°21'01" E

TRAFFIC DRUMS 15' O.C.

HWY. 157 RAMPS 3 & 4

2095 PI 2093+93.17 PC 2092+41.43 PT 2095+38.09 POB 2093+38.30 POE 2096+86.33 PC 2094+85.13 2095 PT 2097+84.47 PI 2096+38.30 S 75°40'01" E N 74°20'00" E

TRAFFIC DRUMS 15' O.C.

B.K. LAKE RD. RAMPS 3 & 4

HWY. 67 & INTERCHANGE ISLANDS
MAINTENANCE OF TRAFFIC DETAILS
STAGE 8

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				6	ARK.			
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(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
1-23-13

BEGIN W.R.S.F.
STA. 1875+00.00

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

BEGIN JOB 050260
STA. 1885+70.04

1875

HWY. 67

1880

1885

N 58°21'00" E

1890

PT 1875+84.60

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 8" DOTTED LINE

PC 1894+04.78

PT 1895+95.06

PC 1898+68.28

1895

1900

N 52°38'30" E

N 58°21'00" E

PI 1895+00.00

PI 1901+02.74

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

1890

1895

HWY. 67

1900

N 58°21'00" E

1905

PI 1893+50.00

N 58°21'00" E

1895

N 64°03'30" E

1900

PI 1901+03.54

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

PC 1892+54.78

PT 1894+45.06

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

PC 1898+70.40

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

PERMANENT PAVEMENT MARKING DETAILS

1/3/2013

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH 1-23-13

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

HWY. 157

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

PI 1915+13.72

PT 1917+29.50

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

1905 1910 1915 1920

N 58°21'00" E

HWY. 67

N 52°38'31" E

PI 1915+14.92

RAMP 2

1917+31.74

PC 1920+04.95

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

PC 1921+54.84

PTI 1923+45.12

PI 1922+50.06

N 58°21'00" E

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

1920 1925 1930 1935

PI 1921+00.17

N 58°21'01" E

PC 1920+04.95

PT 1921+95.24

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 8" DOTTED LINE

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

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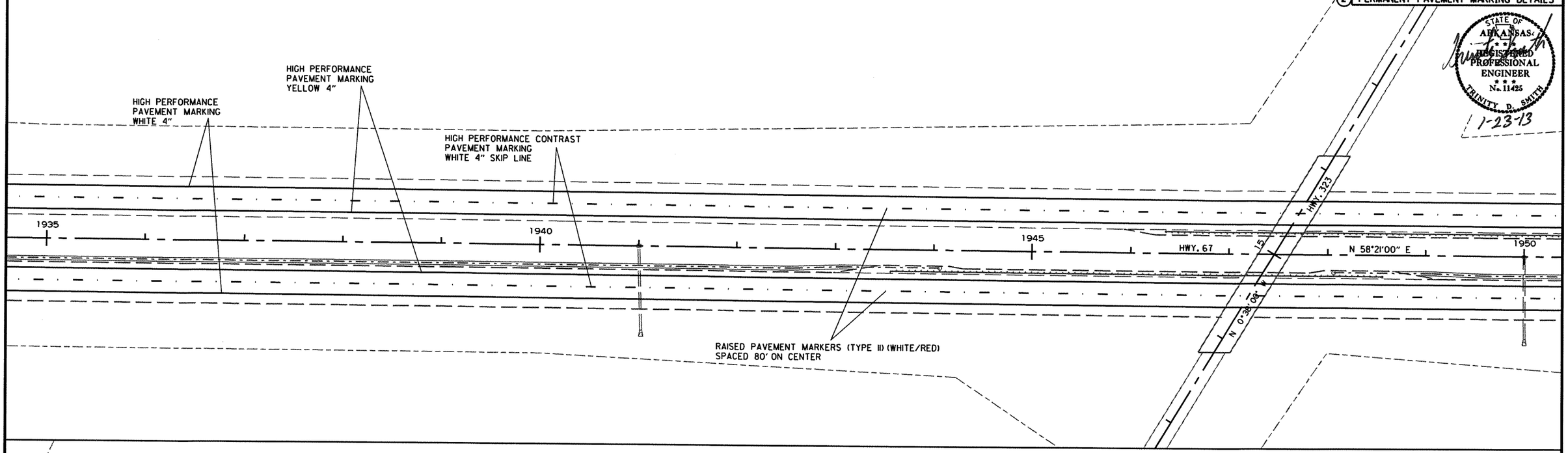
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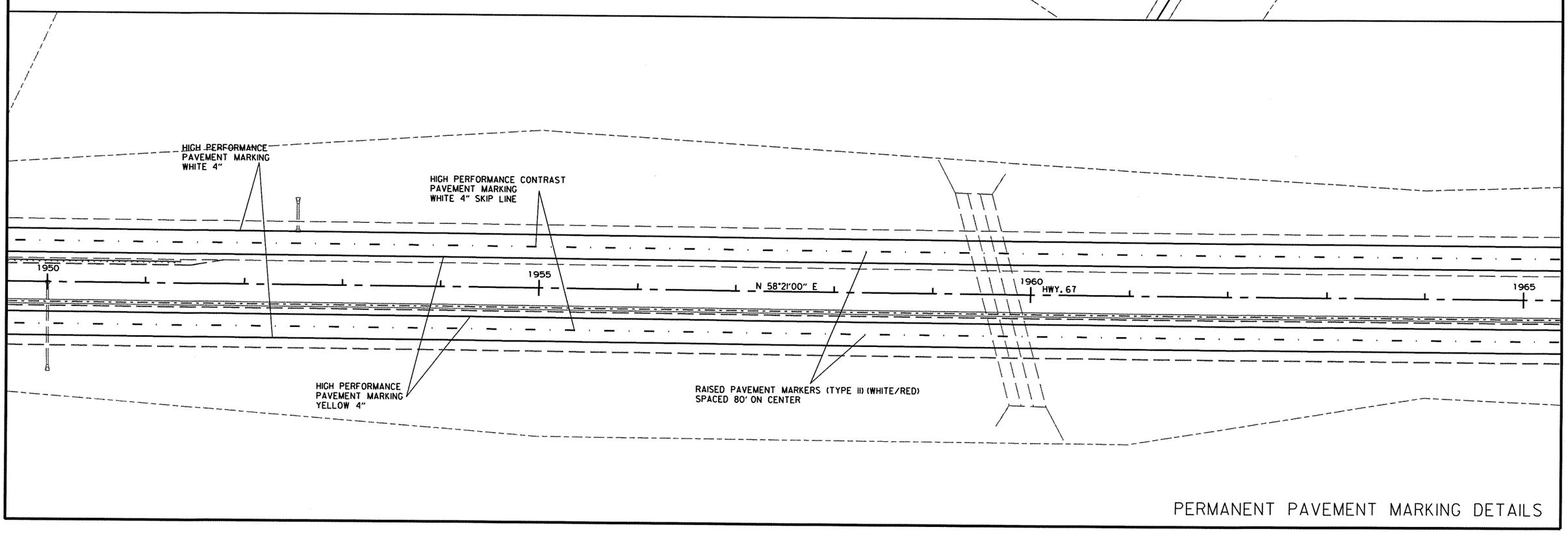
PERMANENT PAVEMENT MARKING DETAILS

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.		050260	125	227

(2) PERMANENT PAVEMENT MARKING DETAILS

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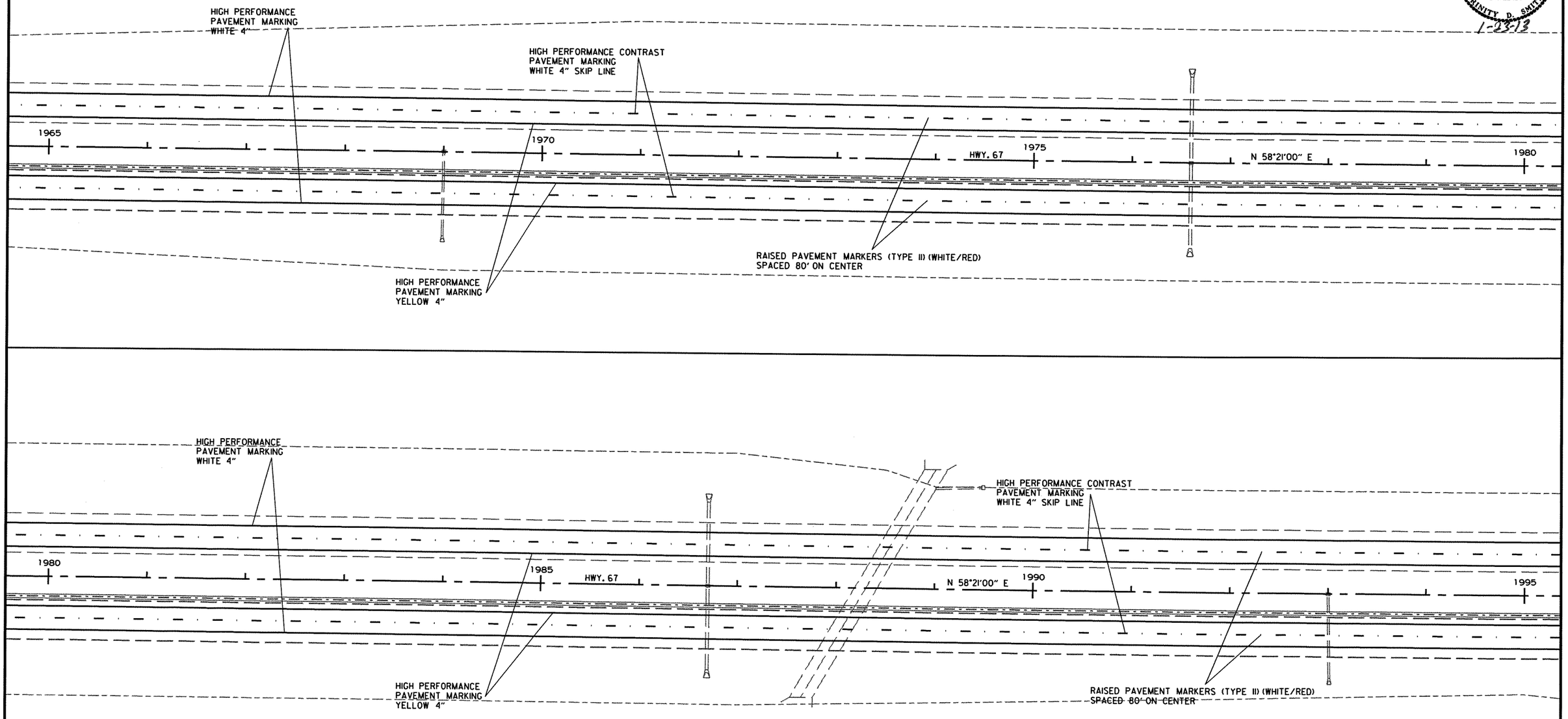
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PERMANENT PAVEMENT MARKING DETAILS

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.		050260	126	227

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
1-23-13



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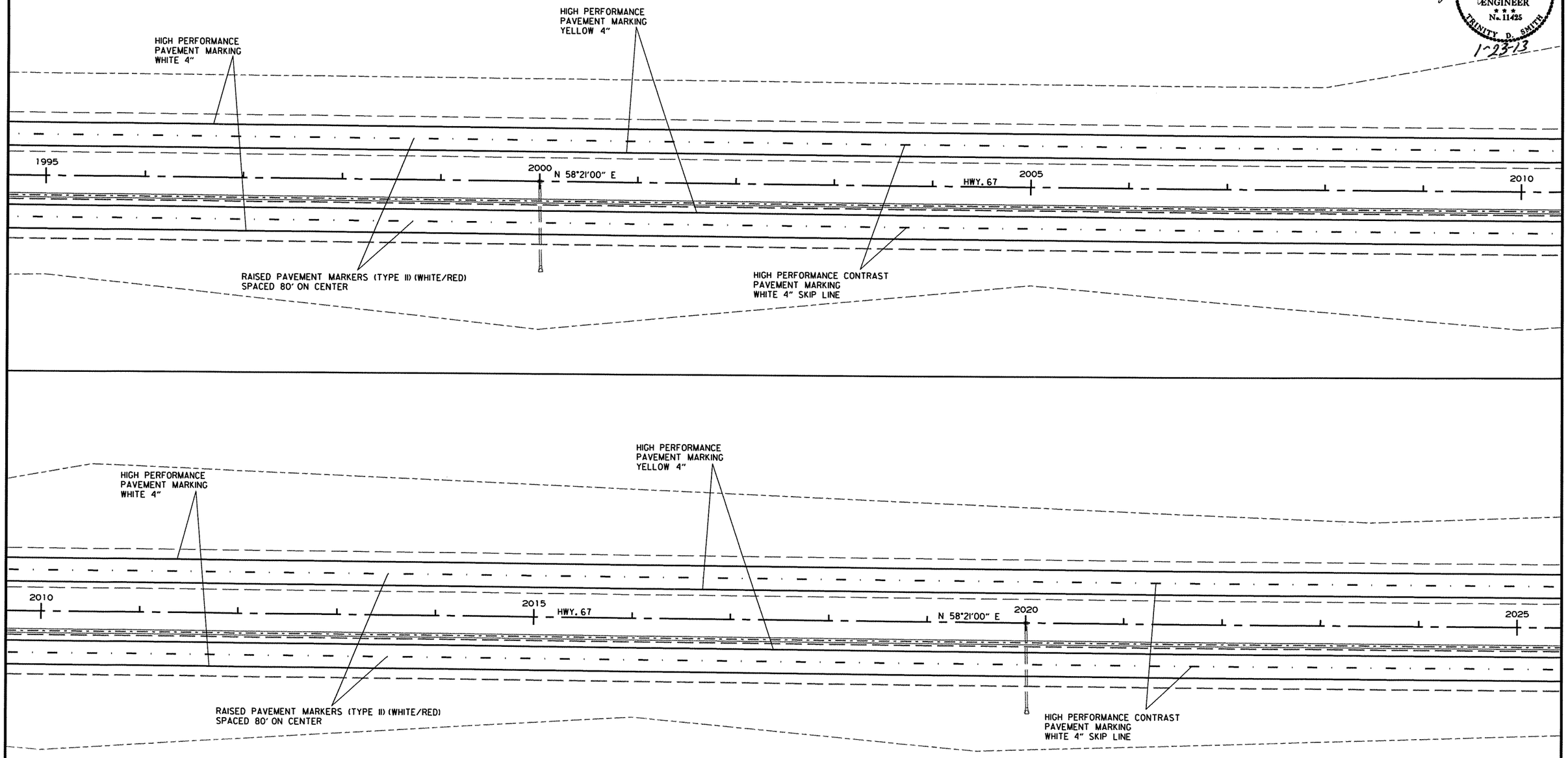
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PERMANENT PAVEMENT MARKING DETAILS

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.		050260	127	227

(2) PERMANENT PAVEMENT MARKING DETAILS

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PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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(2) PERMANENT PAVEMENT MARKING DETAILS

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HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

2025

2030

N 58°21'00" E

HWY. 67

2035

2040

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

PC 2039+35.99

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

2040

2045

2050

HWY. 67

2055

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

1/3/2013

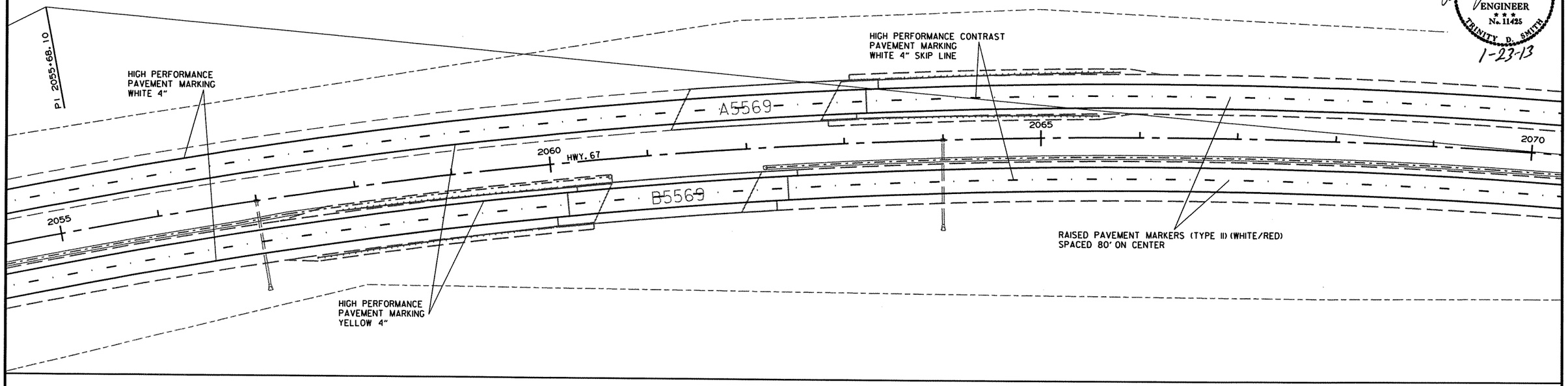
R050260.DGN

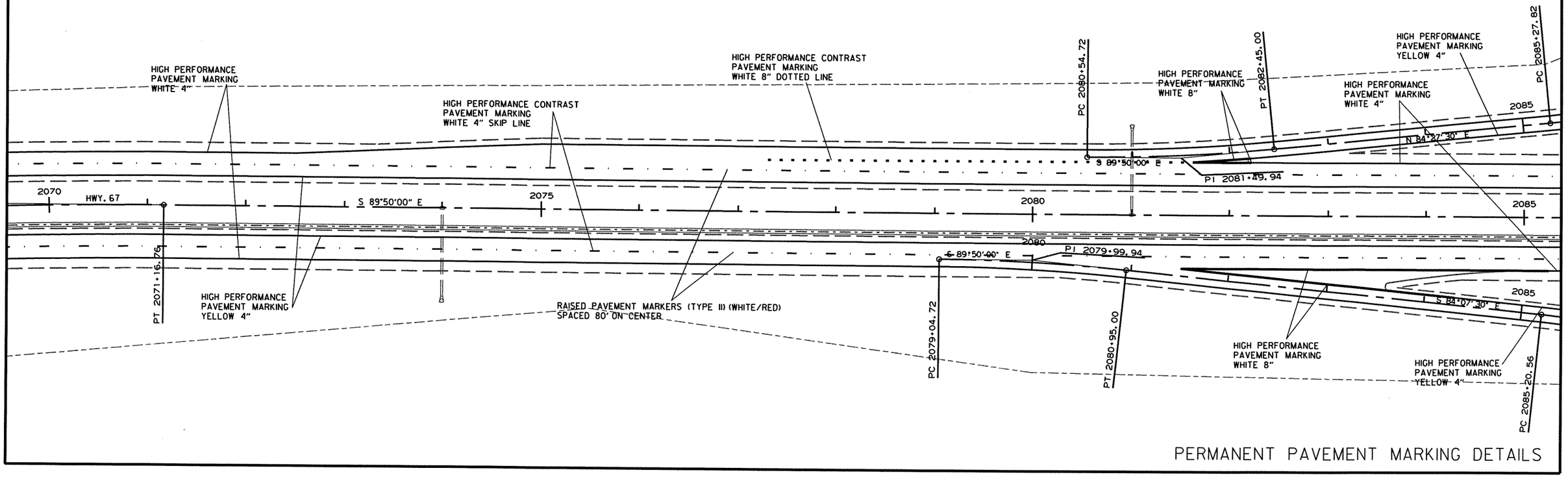
PERMANENT PAVEMENT MARKING DETAILS

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.		050260	129	227

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13





PERMANENT PAVEMENT MARKING DETAILS

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

STATE OF ARKANSAS
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HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"
HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"
PC 2085+27.82
PI 2087+72.88
2085
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE
B.K. LAKE RD.
A5570
B5570
2085
2090
S 89°50'00" E
HWY. 67
2095
2100
HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"
HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"
RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER
N 0°40'00" W
2085
PI 2087+53.48
PC 2085+20.56
HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"
HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"
HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"
PT 2104+83.62
PI 2102+64.65
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE
HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"
2105
S 84°07'30" E
HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"
PC 2109+04.89
PT 2110+95.17
HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"
HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"
2110
PI 2110+00.11
S 89°50'00" E
2100
HWY. 67
S 89°50'00" E
2105
2110
2115
PI 2108+50.12
S 89°50'00" E
N 84°27'30" E
2105
PI 2102+57.30
PT 2104+82.85
PC 2107+54.90
HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"
PT 2109+45.18
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 8" DOTTED LINE
RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER
HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	131	227

(2) PERMANENT PAVEMENT MARKING DETAILS

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HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

2115 2120 HWY. 67 S 89°50'00" E 2125 2130

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 8" DOTTED LINE

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

PC 2134+04.72

PT 2135+95.00

PC 2137+53.44

PT 2140+48.1

PC 2144+37.15

RAMP 4

N 68°15'00" E

N 84°27'30" E

S 89°50'00" E

PI 2134+99.94

PI 2139+01.78

2130 2135 2140 HWY. 67 S 89°50'00" E 2145

S 89°50'00" E

PI 2132+00.00

S 84°07'31" E

PC 2131+04.79

PT 2132+95.06

PC 2137+06.15

PI 2139+18.84

RAMP 1

2.44

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	132	227

(2) PERMANENT PAVEMENT MARKING DETAILS

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PC 2144+37.15
PT 2146+
PC 2149+
PT 2151+63.10
S 69°04'00" E
RAMP 3
2155
PC
PI 2156+98.18
N 0°16'00" W
HWY. 167
20
HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"
END W.R.S.F.
STA. 2147+15.00
HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"
END JOB 050260
STA. 2152+32
A5688
B5688
2145
2150
S 89°50'00" E
HWY. 67
2155
RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE
PI 2157+01.74
2155
RAMP 2
PT 2158+80.44
2152+65.69
PT 2158+34.28
RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER
HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"
2160
S 84°07'30" E
PC 2163+04.87
PT 2164+95.15
S 89°50'00" E
2160
S 89°50'00" E
PI 2164+00.09
2165
HWY. 67
2170
PI 2161+00.08
2160
N 89°50'00" E
N 84°27'30" E
PT 2158+80.44
PC 2160+04.87
PT 2161+95.14
HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

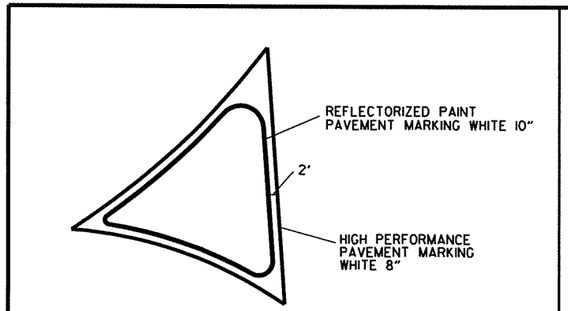
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PERMANENT PAVEMENT MARKING DETAILS

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.		050260	133	227

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
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ISLAND STRIPING DETAIL

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HWY. 157 INTERCHANGE
PERMANENT PAVEMENT MARKING DETAILS

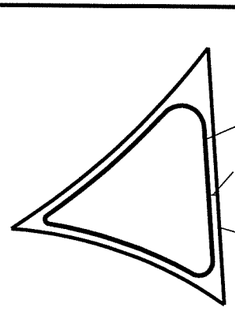
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	134	227

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
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ISLAND STRIPING DETAIL

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

B.K. LAKE RD.

A5570

B5570

HWY. 67

S 89°50'00" E

N 89°27'30" E

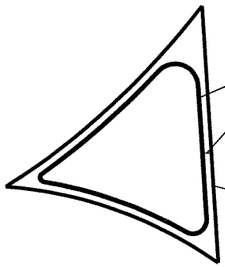
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B.K. LAKE RD. INTERCHANGE
PERMANENT PAVEMENT MARKING DETAILS

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.		050260	135	227

(2) PERMANENT PAVEMENT MARKING DETAILS



ISLAND STRIPING DETAIL

STATE OF ARKANSAS
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HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE 4" SKIP LINE

RAISED PAVEMENT MARKERS (TYPE II) (WHITE/RED) SPACED 80' ON CENTER

HIGH PERFORMANCE PAVEMENT MARKING WHITE 8"

HIGH PERFORMANCE PAVEMENT MARKING YELLOW 4"

HIGH PERFORMANCE PAVEMENT MARKING WHITE 4"

A5688

B5688

HWY. 167 INTERCHANGE
PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	136	227

(2) QUANTITIES

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 2	STAGE 3	STAGE 4	STAGE 6	STAGE 7	STAGE 8	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	REFLECTORIZED PAINT PAVEMENT MARKINGS	HIGH PERFORMANCE PAVEMENT MARKING			HIGH PERFORMANCE CONTRAST PAVEMENT MARKING	
												TYPE II (WHITE/RED)	10"	4"	8"	4"	4"	8"
	LIN. FT. - EACH							LIN. FT.		LIN. FT.		EACH	WHITE	WHITE		YELLOW	WHITE	
REMOVAL OF PERMANENT PAVEMENT MARKINGS	22783	1627		40881				65291										
CONSTRUCTION PAVEMENT MARKINGS	20499	31820	11657	12768	1502	31393			109639									
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS			643							643								
REMOVABLE CONSTRUCTION PAV'T MARKINGS			764	111443	18730						130937							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)							1344					1344						
REFLECTORIZED PAINT PAVEMENT MARKINGS WHITE (10")							1297						1297					
HIGH PERFORMANCE PAVEMENT MARKING WHITE (4")							70402							70402				
HIGH PERFORMANCE PAVEMENT MARKING WHITE (8")							4508								4508			
HIGH PERFORMANCE PAVEMENT MARKING YELLOW (4")							70377									70377		
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (4")							14563										14563	
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (8")							2586											2586
TOTALS:								65291	109639	643	130937	1344	1297	70402	4508	70377	14563	2586

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2003 EDITION.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH

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ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	ADVANCE WARNING ARROW PANEL	PORTABLE CHANGEABLE MESSAGE SIGN	MOBILE SPEED NOTIFICATION UNIT
												NO.	SQ. FT.		RIGHT	LEFT					
			LIN. FT. - EACH											EACH	LIN. FT.				DAY	WEEK	EACH
W20-1	ROAD WORK 500 FT.	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
W20-1	ROAD WORK 1000 FT.	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
W20-1	ROAD WORK 1500 FT.	48"x48"	8	8	10	10	8	10	10	8	10	10	160.0								
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
W20-1	ROAD WORK AHEAD	48"x48"	6	6	6	6	6	6	6	6	6	6	96.0								
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
G20-2	END ROAD WORK	48"x24"	10	10	10	10	10	10	10	10	10	10	80.0								
WI-4AR	REVERSE CURVE RT.	48"x48"			1	1		1	1		1	1	16.0								
WI-4AL	REVERSE CURVE LT.	48"x48"			1	1		1	1		1	1	16.0								
R11-2	ROAD CLOSED	48"x30"	19	26	27	28	23	19	17		28	28	280.0								
SPECIAL	MERGE NOW W/ARROW	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
R55-1	FINES DOUBLED IN WORK ZONES	36"x60"	4	4	4	4	4	4	4	4	4	4	60.0								
W1-6	LARGE ARROW	48"x24"	10	12	14	17	7	21	19	12	21	21	168.0								
W1-8	CHEVRONS	18"x24"			9	9		9	9		9	9	27.0								
R4-1	DO NOT PASS	24"x30"	8	8	8	8	8	8	8	8	8	8	40.0								
RSP-1	SHOULDER CLOSED	48"x30"	4	4	4	4	4	4	4	4	4	4	40.0								
R2-5A	REDUCED SPEED AHEAD	48"x60"	4	4	4	4	4	4	4	4	4	4	80.0								
W4-2R	RIGHT LANE CLOSING GRAPHIC	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
W6-3	TWO WAY TRAFFIC GRAPHIC	48"x48"			2	2		2	2		2	2	32.0								
R2-1	SPEED LIMIT 60	48"x60"	4	4	4	4	4	4	4	4	4	4	80.0								
R2-1	SPEED LIMIT 70	48"X60"	4	4	4	4	4	4	4	4	4	4	80.0								
R2-2	TRUCK SPEED LIMIT 65	48"x48"	4	4	4	4	4	4	4	4	4	4	64.0								
G20-1	ROAD WORK NEXT 6.4 MILES	60"x24"	2	2	2	2	2	2	2	2	2	2	20.0								
	TRAFFIC DRUMS		1389	1169	747	794	520	298	494	705	1389	1389		1389							
	TYPE III BARRICADE-RT. (16')		10		5	17	5	3	3		17	272			272						
	TYPE III BARRICADE-LT. (16')		9	28	17	7	18	4	3		28	448				448					
	TYPE III BARRICADE-RT. (24')				3	3		10	6		10	240			240						
	TYPE III BARRICADE-LT. (24')				2	1		2	5		5	120				120					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER			10286	519			17532									28337				
	RELOCATING PRECAST CONCRETE BARRIER							10805										10805			
	ADVANCE WARNING ARROW PANEL		2	2	2	2	2	2	2	2	2								1090		
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2	2	2	2	2	2	2	2									155	
	MOBILE SPEED NOTIFICATION SYSTEM		2	2	2	2	2	2	2	2	2										2
TOTALS:												1915.0		1389	512	568	28337	10805	1090	155	2

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(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
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REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CURB	FLARED END SECTIONS	GUARDRAIL	TERMINAL ANCHOR POSTS	APPROACH SLABS	APPROACH GUTTERS	APPROACH SLABS & GUTTERS
			LIN. FT.	EACH	LIN. FT.	EACH	EACH	EACH	EACH
1909+21		HWY. 157 INTERCHANGE - RAMP 1	130						
1906+79		HWY. 157 INTERCHANGE - RAMP 2	118						
1906+75		HWY. 157 INTERCHANGE - RAMP 3	75						
1909+22		HWY. 157 INTERCHANGE - RAMP 4	118						
2096+57		B. K. LAKE RD. INTERCHANGE - RAMP 1	130						
2093+71		B. K. LAKE RD. INTERCHANGE - RAMP 2	118						
2093+52		B. K. LAKE RD. INTERCHANGE - RAMP 3	130						
2096+40		B. K. LAKE RD. INTERCHANGE - RAMP 4	118						
1915+96		LEFT MAIN LANES ON LT.		1					
1914+96		RIGHT MAIN LANES ON RT.		1					
1911+85		HWY. 157 INTERCHANGE - RAMP 2		2					
1918+50		HWY. 157 INTERCHANGE - RAMP 3		1					
1906+00		HWY. 157 INTERCHANGE - RAMP 4		2					
2092+00		B. K. LAKE RD. INTERCHANGE - RAMP 1		1					
2094+00		B. K. LAKE RD. INTERCHANGE - RAMP 3		1					
2096+00		B. K. LAKE RD. INTERCHANGE - RAMP 4		1					
1905+75	1908+25	HWY. 67 MAIN LANES - HWY. 157 OVERPASS			250	2			
1907+75	1910+25	HWY. 67 MAIN LANES - HWY. 157 OVERPASS			250	2			
1945+16	1947+66	HWY. 67 MAIN LANES - HWY. 323 OVERPASS			250	2			
1947+35	1949+85	HWY. 67 MAIN LANES - HWY. 323 OVERPASS			250	2			
2058+39	2060+39	HWY. 67 RIGHT MAIN LANES AT OVERFLOW CREEK			200	1			
2058+62	2060+62	HWY. 67 RIGHT MAIN LANES AT OVERFLOW CREEK			200	1			
2062+78	2064+78	HWY. 67 LEFT MAIN LANES AT OVERFLOW CREEK			200	1			
2063+00	2065+00	HWY. 67 LEFT MAIN LANES AT OVERFLOW CREEK			200	1			
2092+59	2094+59	HWY. 67 RIGHT MAIN LANES AT B.K. LAKE RD			200	1			
2092+59	2094+59	HWY. 67 RIGHT MAIN LANES AT B.K. LAKE RD			200	1			
2095+49	2097+49	HWY. 67 LEFT MAIN LANES AT B.K. LAKE RD			200	1			
2095+49	2097+49	HWY. 67 LEFT MAIN LANES AT B.K. LAKE RD			200	1			
2145+55	2147+55	HWY. 67 RIGHT MAIN LANE AT HWY. 167			200	1			
2145+55	2147+55	HWY. 67 RIGHT MAIN LANET AT HWY. 167			200	1			
2148+80	2150+80	HWY. 67 LEFT MAIN LANE AT HWY. 167			200	1			
2148+80	2150+80	HWY. 67 LEFT MAIN LANE AT HWY. 167			200	1			
2062+88		HWY. 67 LEFT MAIN LANES AT OVERFLOW CREEK					1	2	
2060+51		HWY. 67 RIGHT MAIN LANES - OVERFLOW CREEK					1	2	
2062+03		HWY. 67 RIGHT MAIN LANES - OVERFLOW CREEK					1	2	
2147+55		HWY. 67 LEFT MAIN LANES - HWY. 167 INTERCHANGE					1	2	
2147+55		HWY. 67 RIGHT MAIN LANES - HWY. 167 INTERCHANGE					1	2	
2148+80		HWY. 67 LEFT MAIN LANES - HWY. 167 INTERCHANGE					1	2	
2094+59		HWY. 67 LEFT MAIN LANES - B. K. LAKE RD INTERCHANGE							1
2095+49		HWY. 67 LEFT MAIN LANES - B. K. LAKE RD INTERCHANGE							1
2094+59		HWY. 67 RIGHT MAIN LANES - B. K. LAKE RD INTERCHANGE							1
2095+49		HWY. 67 RIGHT MAIN LANES - B. K. LAKE RD INTERCHANGE							1
TOTALS:			937	10	3400	20	6	12	4

PORTLAND CEMENT CONCRETE CORRUGATION

STATION	STATION	LOCATION	SQ. YDS.
1897+09	1897+47	HWY. 157 INTERCHANGE - RAMP 1	55.0
1918+57	1918+89	HWY. 157 INTERCHANGE - RAMP 3	55.0
2083+58	2083+85	B. K. LAKE RD. INTERCHANGE - RAMP 1	55.0
2106+02	2106+39	B. K. LAKE RD. INTERCHANGE - RAMP 3	55.0
2135+61	2136+14	HWY. 167 INTERCHANGE - RAMP 1	35.0
1908+28	1909+52	HWY. 157 INTERCHANGE - RAMP 1 OUTSIDE SHOULDER	130.9
1908+53	1909+25	HWY. 157 INTERCHANGE - RAMP 1 INSIDE SHOULDER	42.8
1906+47	1907+71	HWY. 157 INTERCHANGE - RAMP 2 OUTSIDE SHOULDER	130.9
1906+75	1907+47	HWY. 157 INTERCHANGE - RAMP 2 INSIDE SHOULDER	42.8
1906+48	1907+34	HWY. 157 INTERCHANGE - RAMP 3 OUTSIDE SHOULDER	87.3
1906+76	1907+47	HWY. 157 INTERCHANGE - RAMP 3 INSIDE SHOULDER	42.8
1908+29	1909+53	HWY. 157 INTERCHANGE - RAMP 4 OUTSIDE SHOULDER	130.9
1908+53	1909+25	HWY. 157 INTERCHANGE - RAMP 4 INSIDE SHOULDER	42.8
2095+62	2096+86	B. K. LAKE RD. INTERCHANGE - RAMP 1 OUTSIDE SHOULDER	130.9
2095+87	2096+59	B. K. LAKE RD. INTERCHANGE - RAMP 1 INSIDE SHOULDER	42.8
2093+38	2094+63	B. K. LAKE RD. INTERCHANGE - RAMP 2 OUTSIDE SHOULDER	130.9
2093+66	2094+38	B. K. LAKE RD. INTERCHANGE - RAMP 2 INSIDE SHOULDER	42.8
2093+23	2094+47	B. K. LAKE RD. INTERCHANGE - RAMP 3 OUTSIDE SHOULDER	130.9
2093+50	2094+22	B. K. LAKE RD. INTERCHANGE - RAMP 3 INSIDE SHOULDER	42.8
2095+47	2096+72	B. K. LAKE RD. INTERCHANGE - RAMP 4 OUTSIDE SHOULDER	130.9
2095+72	2096+44	B. K. LAKE RD. INTERCHANGE - RAMP 4 INSIDE SHOULDER	42.8
TOTAL:			1601.0

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

STA.	STA.	LOCATION	SQ. YD.
1885+70	2060+15	RIGHT MAIN LANES	48563.6
2062+41	2094+30	RIGHT MAIN LANES	9406.3
2095+84	2147+17	RIGHT MAIN LANES	15730.4
2063+24	2094+30	LEFT MAIN LANES	9450.7
2095+78	2147+17	LEFT MAIN LANES	14879.8
1897+48	1909+52	HWY. 157 INTERCHANGE - RAMP 1	2427.4
1906+47	1920+28	HWY. 157 INTERCHANGE - RAMP 2	2722.3
1906+48	1918+52	HWY. 157 INTERCHANGE - RAMP 3	2270.5
1895+70	1909+53	HWY. 157 INTERCHANGE - RAMP 4	2725.4
2083+98	2096+86	B. K. LAKE RD. INTERCHANGE - RAMP 1	2567.6
2093+38	2107+80	B. K. LAKE RD. INTERCHANGE - RAMP 2	2823.2
2093+23	2106+02	B. K. LAKE RD. INTERCHANGE - RAMP 3	2552.6
2082+20	2096+72	B. K. LAKE RD. INTERCHANGE - RAMP 4	2839.5
2135+70	2136+15	HWY. 167 INTERCHANGE - RAMP 4	75.2
TOTAL:			119034.5

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
1902+00	1903+00	HWY. 157 INTERCHANGE - TEMPORARY RAMP 1	1	1
1905+00	1908+00	HWY. 157 INTERCHANGE - TEMPORARY RAMP 1	3	3
1910+00	1914+00	HWY. 157 INTERCHANGE - TEMPORARY RAMP 2	4	4
1908+00	1910+00	HWY. 157 INTERCHANGE - TEMPORARY RAMP 3	2	2
1911+00	1913+00	HWY. 157 INTERCHANGE - TEMPORARY RAMP 3	2	2
1903+00	1908+00	HWY. 157 INTERCHANGE - TEMPORARY RAMP 4	5	5
2090+00	2097+00	B. K. LAKE RD INTERCHANGE - TEMPORARY RAMP 1	7	7
2101+00	2102+00	B. K. LAKE RD INTERCHANGE - TEMPORARY RAMP 2	1	1
2093+00	2102+00	B. K. LAKE RD INTERCHANGE - TEMPORARY RAMP 3	9	9
2089+00	2090+00	B. K. LAKE RD INTERCHANGE - TEMPORARY RAMP 4	1	1
2095+00	2097+00	B. K. LAKE RD INTERCHANGE - TEMPORARY RAMP 4	2	2
TOTALS:			37	37

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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.		050260	138	227

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

EARTHWORK (BOX 1 OF 2)

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	*SOIL STABILIZATION	STONE BACKFILL
			CU. YD.		TON	
		CONSTRUCTION OF TEMPORARY RAMPS AND CROSSOVERS				
1876+46	1885+74	NORTHBOUND CROSSOVER		1034.8		
2149+50	2158+78	NORTHBOUND RETURN CROSSOVER		1034.8		
2150+40	2159+58	SOUTHBOUND CROSSOVER		1034.8		
2047+20	2057+89	SOUTHBOUND RETURN CROSSOVER		1186.3		
1895+17	1909+81	HWY. 157 INTERCHANGE - RAMP 1		4455.5		
1892+00	1897+28	HWY. 157 INTERCHANGE - RAMP 1 (2)		210.9		
1905+76	1917+83	HWY. 157 INTERCHANGE - RAMP 2		3938.7		
1920+17	1924+77	HWY. 157 INTERCHANGE - RAMP 2 (2)		353.6		
1917+83	1934+77	HWY. 157 INTERCHANGE - RAMP 2 ACCELERATION LANE		669.0		
1909+63	1918+45	HWY. 157 INTERCHANGE - RAMP 3		2817.9		
1897+57	1909+63	HWY. 157 INTERCHANGE - RAMP 4		1732.0		
2083+18	2097+30	B. K. LAKE RD. INTERCHANGE - RAMP 1		3533.3		
2078+51	2083+79	B. K. LAKE RD. INTERCHANGE - RAMP 1 (2)		354.2		
2092+98	2106+63	B. K. LAKE RD. INTERCHANGE - RAMP 2		4397.5		
2107+69	2112+29	B. K. LAKE RD. INTERCHANGE - RAMP 2 (2)		331.5		
2106+63	2122+29	B. K. LAKE RD. INTERCHANGE - RAMP 2 ACCELERATION LANE		614.0		
2092+78	2106+83	B. K. LAKE RD. INTERCHANGE - RAMP 3		4438.0		
2106+17	2111+46	B. K. LAKE RD. INTERCHANGE - RAMP 3 (2)		356.5		
2083+52	2097+12	B. K. LAKE RD. INTERCHANGE - RAMP 4		4264.8		
2077+71	2082+31	B. K. LAKE RD. INTERCHANGE - RAMP 4 (2)		331.5		
2067+71	2083+52	B. K. LAKE RD. INTERCHANGE - RAMP 4 ACCELERATION LANE		620.5		
2133+99	2141+55	HWY. 167 INTERCHANGE - RAMP 1		1561.1		
2130+51	2135+80	HWY. 167 INTERCHANGE - RAMP 1 (2)		356.6		
2134+55	2140+69	HWY. 167 INTERCHANGE - RAMP 4		1266.4		
2131+21	2135+81	HWY. 167 INTERCHANGE - RAMP 4 (2)		331.5		
2121+21	2134+55	HWY. 167 INTERCHANGE - RAMP 4 ACCELERATION LANE		512.9		
		OBLITERATION OF TEMPORARY RAMPS AND CROSSOVERS				
1876+46	1885+74	NORTHBOUND CROSSOVER	2025.4			
2149+50	2158+78	NORTHBOUND RETURN CROSSOVER	2025.4			
2150+40	2159+58	SOUTHBOUND CROSSOVER	2025.4			
2047+20	2057+89	SOUTHBOUND RETURN CROSSOVER	2332.0			
1895+17	1909+81	HWY. 157 INTERCHANGE - RAMP 1	5364.9			
1892+00	1897+28	HWY. 157 INTERCHANGE - RAMP 1 (2)	731.8			
1905+76	1917+83	HWY. 157 INTERCHANGE - RAMP 2	5174.3			
1920+17	1924+77	HWY. 157 INTERCHANGE - RAMP 2 (2)	648.8			
1917+83	1934+77	HWY. 157 INTERCHANGE - RAMP 2 ACCELERATION LANE	1918.1			
1909+63	1918+45	HWY. 157 INTERCHANGE - RAMP 3	3641.1			
1897+57	1909+63	HWY. 157 INTERCHANGE - RAMP 4	4800.8			
2083+18	2097+30	B. K. LAKE RD. INTERCHANGE - RAMP 1	4861.6			
2078+51	2083+79	B. K. LAKE RD. INTERCHANGE - RAMP 1 (2)	667.3			
2092+98	2106+63	B. K. LAKE RD. INTERCHANGE - RAMP 2	5875.2			
2107+69	2112+29	B. K. LAKE RD. INTERCHANGE - RAMP 2 (2)	697.8			
2106+63	2122+29	B. K. LAKE RD. INTERCHANGE - RAMP 2 ACCELERATION LANE	1760.3			
2092+78	2106+83	B. K. LAKE RD. INTERCHANGE - RAMP 3	5968.1			
2106+17	2111+46	B. K. LAKE RD. INTERCHANGE - RAMP 3 (2)	697.9			
2083+52	2097+12	B. K. LAKE RD. INTERCHANGE - RAMP 4	5826.5			
2077+71	2082+31	B. K. LAKE RD. INTERCHANGE - RAMP 4 (2)	692.1			
2067+71	2083+52	B. K. LAKE RD. INTERCHANGE - RAMP 4 ACCELERATION LANE	1778.9			
2133+99	2141+55	HWY. 167 INTERCHANGE - RAMP 1	2027.3			
2130+51	2135+80	HWY. 167 INTERCHANGE - RAMP 1 (2)	730.3			
2134+55	2140+69	HWY. 167 INTERCHANGE - RAMP 4	1674.2			
2131+21	2135+81	HWY. 167 INTERCHANGE - RAMP 4 (2)	655.6			
2121+21	2134+55	HWY. 167 INTERCHANGE - RAMP 4 ACCELERATION LANE	503.7			
SUBTOTALS:			65104.8	41738.6		

EARTHWORK (BOX 2 OF 2)

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION	STONE BACKFILL
			CU. YD.		TON	
		OBLITERATION OF ASPHALT ISLANDS				
1909+21		HWY. 157 INTERCHANGE - RAMP 1	19.1			
1906+79		HWY. 157 INTERCHANGE - RAMP 2	18.2			
1906+75		HWY. 157 INTERCHANGE - RAMP 3	6.9			
1909+22		HWY. 157 INTERCHANGE - RAMP 4	18.2			
2096+57		B. K. LAKE RD. INTERCHANGE - RAMP 1	19.1			
2093+71		B. K. LAKE RD. INTERCHANGE - RAMP 2	18.2			
2093+52		B. K. LAKE RD. INTERCHANGE - RAMP 3	19.1			
2096+40		B. K. LAKE RD. INTERCHANGE - RAMP 4	18.2			
		MAIN LANES AND RAMPS				
1885+70	2005+00	HWY. 67 - RIGHT MAIN LANES	18691.6		3432.5	
2005+00	2007+00	HWY. 67 - RIGHT MAIN LANES	313.4			568.9
2007+00	2013+00	HWY. 67 - RIGHT MAIN LANES	940.0		168.0	
2013+00	2015+00	HWY. 67 - RIGHT MAIN LANES	313.4			568.9
2015+00	2030+00	HWY. 67 - RIGHT MAIN LANES	2350.2		419.9	
2030+00	2032+00	HWY. 67 - RIGHT MAIN LANES	313.4			568.9
2032+00	2037+00	HWY. 67 - RIGHT MAIN LANES	783.4		140.0	
2037+00	2039+00	HWY. 67 - RIGHT MAIN LANES	313.4			568.9
2039+00	2050+52	HWY. 67 - RIGHT MAIN LANES	1804.9		322.5	
2050+52	2060+52	HWY. 67 - RIGHT MAIN LANES	1566.8			2844.4
2062+04	2072+04	HWY. 67 - RIGHT MAIN LANES	1566.8			2844.4
2072+04	2094+59	HWY. 67 - RIGHT MAIN LANES	3533.1		674.1	
2095+49	2147+55	HWY. 67 - RIGHT MAIN LANES	8156.6		1550.1	
2062+88	2094+59	HWY. 67 - LEFT MAIN LANES	3401.5		937.6	
2095+49	2147+55	HWY. 67 - LEFT MAIN LANES	8156.6		1550.1	
1897+48	1909+52	HWY. 157 INTERCHANGE - RAMP 1	1780.4			
1906+47	1920+28	HWY. 157 INTERCHANGE - RAMP 2	2042.1			
1906+48	1918+52	HWY. 157 INTERCHANGE - RAMP 3	1780.4			
1895+70	1909+53	HWY. 157 INTERCHANGE - RAMP 4	2045.1			
2083+98	2096+86	B. K. LAKE RD. INTERCHANGE - RAMP 1	1904.6			
2093+38	2107+80	B. K. LAKE RD. INTERCHANGE - RAMP 2	2132.3			
2093+23	2106+02	B. K. LAKE RD. INTERCHANGE - RAMP 3	1891.3			
2082+20	2096+72	B. K. LAKE RD. INTERCHANGE - RAMP 4	2147.1			
2135+70	2136+14	HWY. 167 INTERCHANGE - RAMP 4	65.1			
* ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER				
SUBTOTALS BOX 2 OF 2			68130.5		9194.8	7964.4
SUBTOTALS BOX 1 OF 2:			65104.8	41738.6		
TOTALS:			**133235.3**	**41738.6**	**9194.8**	**7964.4**

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

1/3/2013

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				6	ARK.			
				JOB NO.		050260	139	227

(2) QUANTITIES

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
1904+25	1909+25	LEFT OF RIGHT MAIN LANES - HWY. 157 OVERPASS	450		1	1
1906+75	1911+75	RIGHT OF LEFT MAIN LANES - HWY. 157 OVERPASS	450		1	1
1943+56	1948+56	LEFT OF RIGHT MAIN LANES - HWY. 323 OVERPASS	450		1	1
1946+35	1951+35	RIGHT OF LEFT MAIN LANES - HWY. 323 OVERPASS	450		1	1
2057+53	2060+32	RIGHT OF RIGHT MAIN LANES - OVERFLOW CREEK	200	1	1	
2057+78	2060+55	LEFT OF RIGHT MAIN LANES - OVERFLOW CREEK	200	1	1	
2062+85	2065+59	RIGHT OF LEFT MAIN LANES - OVERFLOW CREEK	200	1	1	
2063+08	2065+80	LEFT OF LEFT MAIN LANES - OVERFLOW CREEK	200	1	1	
2091+47	2094+23	RIGHT OF RIGHT MAIN LANES - B. K. LAKE RD.	200	1	1	
2091+47	2094+23	LEFT OF RIGHT MAIN LANES - B. K. LAKE RD.	200	1	1	
2095+85	2098+60	RIGHT OF LEFT MAIN LANES - B. K. LAKE RD.	200	1	1	
2095+85	2098+60	LEFT OF LEFT MAIN LANES - B. K. LAKE RD.	200	1	1	
2144+46	2147+21	RIGHT OF RIGHT MAIN LANES - HWY. 167	200	1	1	
2144+46	2147+21	LEFT OF RIGHT MAIN LANES - HWY. 167	200	1	1	
2149+14	2151+89	RIGHT OF LEFT MAIN LANES - HWY. 167	200	1	1	
2149+14	2151+89	LEFT OF LEFT MAIN LANES - HWY. 167	200	1	1	
TOTALS:			4200	12	16	4

CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND SQ.YD.
1909+21	HWY. 157 INTERCHANGE - RAMP 1	B	86.0
1906+79	HWY. 157 INTERCHANGE - RAMP 2	B	81.9
1906+75	HWY. 157 INTERCHANGE - RAMP 3	B	30.9
1909+22	HWY. 157 INTERCHANGE - RAMP 4	B	81.9
2096+57	B. K. LAKE RD. INTERCHANGE - RAMP 1	B	86.0
2093+71	B. K. LAKE RD. INTERCHANGE - RAMP 2	B	81.9
2093+52	B. K. LAKE RD. INTERCHANGE - RAMP 3	B	86.0
2096+40	B. K. LAKE RD. INTERCHANGE - RAMP 4	B	81.9
TOTAL:			616.5

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	LIN. FT.
1876+46	2060+25	HWY. 67 RIGHT MAIN LANES - INSIDE SHOULDER	18379
2062+50	2094+07	HWY. 67 RIGHT MAIN LANES - INSIDE SHOULDER	3157
2095+84	2147+05	HWY. 67 RIGHT MAIN LANES - INSIDE SHOULDER	5121
2149+18	2158+78	HWY. 67 RIGHT MAIN LANES - INSIDE SHOULDER	960
1881+92	2060+89	HWY. 67 LEFT MAIN LANES - INSIDE SHOULDER	17897
2063+14	2094+30	HWY. 67 LEFT MAIN LANES - INSIDE SHOULDER	3116
2096+02	2147+17	HWY. 67 LEFT MAIN LANES - INSIDE SHOULDER	5115
2149+30	2159+68	HWY. 67 LEFT MAIN LANES - INSIDE SHOULDER	1038
1876+46	1885+70	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	924
1893+50	1897+45	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	395
1920+30	1930+00	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	970
2080+00	2083+95	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	395
2107+82	2117+00	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	918
2132+00	2135+95	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	395
2149+18	2158+78	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	960
1881+92	1885+70	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	378
1885+70	1895+69	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	999
1918+55	1922+50	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	395
2072+50	2082+18	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	968
2106+05	2110+00	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	395
2125+70	2135+69	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	999
2149+30	2158+00	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	870
TOTAL:			64744

CONCRETE PAVEMENT

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)				GEOTEXTILE FABRIC (TYPE 8)		PORTLAND CEMENT CONCRETE PAVEMENT	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	AVG. WID.	11" U.T.
			FEET	FEET	SQ. YD.	TON	TON	FEET		FEET	SQ. YD.
1885+70	1893+42	RIGHT MAIN LANES	772	30.0	2573.3	54.0	846.6	30.0	2573.3	26.0	2230.2
1893+42	1899+20	RIGHT MAIN LANES	578	VARIES	2760.0	58.0	908.0	VARIES	2760.0	VARIES	2631.7
1899+20	1920+30	RIGHT MAIN LANES	2110	30.0	7033.3	147.7	2314.0	30.0	7033.3	26.0	6095.6
1920+30	1930+00	RIGHT MAIN LANES	970	VARIES	4346.7	91.3	1430.1	VARIES	4346.7	VARIES	3730.0
1930+00	2060+15	RIGHT MAIN LANES	13015	30.0	43383.3	911.0	14273.1	30.0	43383.3	26.0	37598.9
2062+40	2079+92	RIGHT MAIN LANES	1752	30.0	5840.0	122.6	1921.4	30.0	5840.0	26.0	5061.3
2079+92	2085+70	RIGHT MAIN LANES	578	VARIES	2688.8	56.5	884.6	VARIES	2688.8	VARIES	2560.3
2085+70	2094+30	RIGHT MAIN LANES	860	30.0	2866.7	60.2	943.1	30.0	2866.7	26.0	2484.4
2095+84	2107+82	RIGHT MAIN LANES	1198	30.0	3993.3	83.9	1313.8	30.0	3993.3	26.0	3460.9
2107+82	2117+00	RIGHT MAIN LANES	918	VARIES	4138.7	86.9	1361.6	VARIES	4138.7	VARIES	3550.9
2117+00	2131+92	RIGHT MAIN LANES	1492	30.0	4973.3	104.4	1636.2	30.0	4973.3	26.0	4310.2
2131+92	2137+70	RIGHT MAIN LANES	578	VARIES	2801.1	58.8	921.6	VARIES	2801.1	VARIES	2672.6
2137+70	2147+17	RIGHT MAIN LANES	947	30.0	3156.7	66.3	1038.6	30.0	3156.7	26.0	2735.8
2063+24	2072+50	LEFT MAIN LANES	926	30.0	3086.7	64.8	1015.5	30.0	3086.7	26.0	2675.1
2072+50	2082+19	LEFT MAIN LANES	969	VARIES	4342.7	91.2	1428.7	VARIES	4342.7	VARIES	3726.6
2082+19	2094+30	LEFT MAIN LANES	1211	30.0	4036.7	84.8	1328.1	30.0	4036.7	26.0	3498.4
2095+78	2104+30	LEFT MAIN LANES	852	30.0	2840.0	59.6	934.4	30.0	2840.0	26.0	2461.3
2104+30	2110+07	LEFT MAIN LANES	577	VARIES	2662.5	55.9	876.0	VARIES	2662.5	VARIES	2534.2
2110+07	2125+70	LEFT MAIN LANES	1563	30.0	5210.0	109.4	1714.1	30.0	5210.0	26.0	4515.3
2125+70	2135+69	LEFT MAIN LANES	999	VARIES	4462.7	93.7	1468.2	VARIES	4462.7	VARIES	3829.9
2135+69	2147+17	LEFT MAIN LANES	1148	30.0	3826.7	80.4	1259.0	30.0	3826.7	26.0	3316.4
1897+47	1908+28	HWY. 157 INTERCHANGE - RAMP 1	1081	19.0	2282.1	47.9	750.8	19.0	2282.1	15.0	1801.7
1908+28	1909+52	HWY. 157 INTERCHANGE - RAMP 1	124	VARIES	735.4	15.4	241.9	VARIES	735.4	VARIES	657.4
1906+47	1907+71	HWY. 157 INTERCHANGE - RAMP 2	124	VARIES	732.9	15.4	241.1	VARIES	732.9	VARIES	655.4
1907+71	1920+28	HWY. 157 INTERCHANGE - RAMP 2	1257	19.0	2653.7	55.7	873.1	19.0	2653.7	15.0	2095.0
1906+48	1907+47	HWY. 157 INTERCHANGE - RAMP 3	99	VARIES	572.4	12.0	188.3	VARIES	572.4	VARIES	500.5
1907+47	1918+53	HWY. 157 INTERCHANGE - RAMP 3	1106	19.0	2334.9	49.0	768.2	19.0	2334.9	15.0	1843.3
1895+70	1908+29	HWY. 157 INTERCHANGE - RAMP 4	1259	19.0	2657.9	55.8	874.4	19.0	2657.9	15.0	2098.3
1908+29	1909+53	HWY. 157 INTERCHANGE - RAMP 4	124	VARIES	732.9	15.4	241.1	VARIES	732.9	VARIES	655.4
2083+97	2095+62	B. K. LAKE RD. INTERCHANGE - RAMP 1	1165	19.0	2459.4	51.6	809.1	19.0	2459.4	15.0	1941.7
2095+62	2096+86	B. K. LAKE RD. INTERCHANGE - RAMP 1	124	VARIES	747.2	15.7	245.8	VARIES	747.2	VARIES	666.7
2093+38	2094+63	B. K. LAKE RD. INTERCHANGE - RAMP 2	125	VARIES	744.2	15.6	244.8	VARIES	744.2	VARIES	664.3
2094+63	2107+80	B. K. LAKE RD. INTERCHANGE - RAMP 2	1317	19.0	2780.3	58.4	914.7	19.0	2780.3	15.0	2195.0
2093+23	2094+47	B. K. LAKE RD. INTERCHANGE - RAMP 3	124	VARIES	739.9	15.5	243.4	VARIES	739.9	VARIES	660.9
2094+47	2106+03	B. K. LAKE RD. INTERCHANGE - RAMP 3	1156	19.0	2440.4	51.2	802.9	19.0	2440.4	15.0	1926.7
2082+20	2095+47	B. K. LAKE RD. INTERCHANGE - RAMP 4	1327	19.0	2801.4	58.8	921.7	19.0	2801.4	15.0	2211.7
2095+47	2096+72	B. K. LAKE RD. INTERCHANGE - RAMP 4	125	VARIES	745.3	15.7	245.2	VARIES	745.3	VARIES	665.2
2135+70	2136+15	HWY. 167 INTERCHANGE - RAMP 4	45	19.0	95.0	2.0	31.3	19.0	95.0	15.0	75.0
TOTALS:					147278.5	3092.5	48454.5		147278.5		126994.2

BASIS OF ESTIMATE:
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT

RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS

STATION	STATION	LOCATION	LIN. FT.
1885+70	1893+50	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	780
1899+20	1920+30	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	2110
1930+00	2060+02	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	13002
2062+28	2080+00	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	1772
2085+70	2094+07	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	837
2095+84	2107+82	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	1198
2117+00	2132+00	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	1500
2137+70	2147+05	HWY. 67 RIGHT MAIN LANES - OUTSIDE SHOULDER	935
1895+69	1916+80	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	2111
1922+50	2061+12	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	13862
2063+37	2072+50	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	913
2082+18	2094+30	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	1212
2096+02	2104+30	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	828
2110+00	2125+70	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	1570
2135+69	2147+17	HWY. 67 LEFT MAIN LANES - OUTSIDE SHOULDER	1148
TOTAL:			43778

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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.		050260	140	227

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER	APPROACH SLAB	REINFORCING STEEL RDWY. (GR 60)	AGGREGATE BASE COURSE (CLASS 7)	DROP INLET (TYPE N-3)	CONCRETE SPILLWAY (TYPE A)	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERT (16 GUAGE)	DWG. NOS.
			CU.YD.	CU.YD.	POUND	TON	EACH		LIN. FT.	
2060+02	2060+42	RIGHT OF RIGHT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)	18.78		1573		1	1	25	2092
2060+15	2060+52	RIGHT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)		53.41	5932	27				53087
2060+25	2060+60	LEFT OF RIGHT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)	12.06		1091					2092
2061+94	2062+28	RIGHT OF RIGHT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)	15.27		906					53086
2062+04	2062+41	RIGHT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)		53.41	5932	27				53087
2062+12	2062+51	LEFT OF RIGHT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)	10.37		613					53086
2062+79	2063+14	RIGHT OF LEFT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)	12.06		1091					2092
2062+88	2063+24	LEFT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)		53.41	5932	27				53087
2062+98	2063+37	LEFT OF LEFT MAIN LANES AT OVERFLOW CREEK (TYPE SPECIAL 1)	18.78		1573					2092
2094+07	2094+30	RIGHT OF RIGHT MAIN LANES AT B. K. LAKE RD. (TYPE SPECIAL 2)	12.19		1184					53088
2094+07	2094+30	LEFT OF RIGHT MAIN LANES AT B. K. LAKE RD. (TYPE SPECIAL 2)	7.98		829					53088
2094+30	2094+59	RIGHT MAIN LANES AT B. K. LAKE RD. (TYPE SPECIAL 2)		65.83	7374	37				53089
2094+30	2094+59	LEFT MAIN LANES AT B. K. LAKE RD. (TYPE SPECIAL 2)		65.83	7374	37				53089
2095+49	2095+84	RIGHT MAIN LANES AT B. K. LAKE RD. (TYPE SPECIAL 3)		75.61	8704	46				53090
2095+49	2095+78	LEFT MAIN LANES AT B. K. LAKE RD. (TYPE SPECIAL 2)		65.83	7374	37				53089
2095+78	2096+02	RIGHT OF LEFT MAIN LANES AT B. K. LAKE RD. (TYPE SPECIAL 2)	7.98		829					53088
2095+78	2096+02	LEFT OF LEFT MAIN LANES AT B. K. LAKE RD. (TYPE SPECIAL 2)	12.20		1184		1	1	35	53088
2147+05	2147+17	RIGHT OF RIGHT MAIN LANES AT HWY. 167 (TYPE SPECIAL 3)	5.38		476					53091
2147+05	2147+17	LEFT OF RIGHT MAIN LANES AT HWY. 167 (TYPE SPECIAL 3)	4.05		353					53091
2147+17	2147+55	RIGHT MAIN LANES AT HWY. 167 (TYPE SPECIAL 4)		83.31	9414	52				53092
2147+17	2147+55	LEFT MAIN LANES AT HWY. 167 (TYPE SPECIAL 5)		83.31	9414	52				53093
2148+80	2149+18	LEFT MAIN LANES AT HWY. 167 (TYPE SPECIAL 4)		83.31	9414	52				53092
2149+18	2149+30	RIGHT OF LEFT MAIN LANES AT HWY. 167 (TYPE SPECIAL 3)	4.05		353					53091
2149+18	2149+30	LEFT OF LEFT MAIN LANES AT HWY. 167 (TYPE SPECIAL 3)	5.38		476					53091
TOTALS:			146.53	683.26	89395	394	2	2	60	

NOTE: USE T =11" FOR 10' SHOULDER.

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	4
ENGINEER	
TOTAL:	4

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

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)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	STAGE 1						4.78	4.78	97.5	682	45	44	4890			229
ENTIRE	PROJECT	STAGE 2						17.36	17.36	354.1	748	102	242				77
ENTIRE	PROJECT	STAGE 3						14.85	14.85	302.9	968	141		3665			227
ENTIRE	PROJECT	STAGE 4						0.67	0.67	13.7	506	42	22	1315			
ENTIRE	PROJECT	STAGE 5						0.66	0.66	13.5	88	9					
ENTIRE	PROJECT	STAGE 6						50.24	50.24	1024.9	2706	336	242	2370			134
ENTIRE	PROJECT	STAGE 7						0.88	0.88	18.0	242	9		2970			117
ENTIRE	PROJECT	STAGE 8						0.83	0.83	16.9	132	18	44				237
ENTIRE	PROJECT	END OF JOB	13.59	27.18	13.59	1386.2	13.59										
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.								22.57	22.57	460.4	1518	176	149	3803	600	600	746
																	14
TOTALS:			13.59	27.18	13.59	1386.2	13.59	112.84	112.84	2301.9	7590	878	743	19013	600	600	1781

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
DROP INLET SILT FENCE.....22 LIN. FT./LOCATION
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION

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

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

1/3/2013

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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.		050260	141	227

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

BASE AND SURFACING (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				A.C.H.M. BINDER COURSE (1")				A.C.H.M. SURFACE COURSE (1/2")			
			FEET	TONS / STATION	TONS	TOTAL WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLONS	AVG. WID. FEET	SQ.YD.	POUNDS / SQ.YD.	PG 64-22 TONS	AVG. WID. FEET	SQ.YD.	POUNDS / SQ.YD.	PG 64-22 TONS
MAIN LANES SHOULDERS																	
1885+70	1893+78	RIGHT MAIN LANES - OUTSIDE SHOULDER	808.0	107.25	866.6									8.0	718.2	220.0	79.0
1893+78	1897+45	RIGHT MAIN LANES - OUTSIDE SHOULDER	367.0	107.25	393.6									6.0	244.7	220.0	26.9
1897+08	1899+20	RIGHT MAIN LANES - OUTSIDE SHOULDER GORE AREA	212.0	107.25	227.4									VARIES	174.7	220.0	19.2
1899+20	1920+00	RIGHT MAIN LANES - OUTSIDE SHOULDER	2080.0	107.25	2230.8									8.0	1848.9	220.0	203.4
1920+29	1929+40	RIGHT MAIN LANES - OUTSIDE SHOULDER	911.0	107.25	977.0									6.0	607.3	220.0	66.8
1929+40	2036+73	RIGHT MAIN LANES - OUTSIDE SHOULDER	10733.0	107.25	11511.1									8.0	9540.4	220.0	1049.4
2036+73	2040+23	RIGHT MAIN LANES SUPER TRANSITION - OUTSIDE SHOULDER	350.0	122.25	427.9									8.0	311.1	220.0	34.2
2040+23	2060+02	RIGHT MAIN LANES FULL SUPER - OUTSIDE SHOULDER	1979.0	137.25	2716.2									8.0	1759.1	220.0	193.5
2062+28	2070+29	RIGHT MAIN LANES FULL SUPER - OUTSIDE SHOULDER	801.0	137.25	1099.4									8.0	712.0	220.0	78.3
2070+29	2073+79	RIGHT MAIN LANES SUPER TRANSITION - OUTSIDE SHOULDER	350.0	122.25	427.9									8.0	311.1	220.0	34.2
2073+79	2080+28	RIGHT MAIN LANES - OUTSIDE SHOULDER	649.0	107.25	696.1									8.0	576.9	220.0	63.5
2080+28	2083+95	RIGHT MAIN LANES - OUTSIDE SHOULDER	367.0	107.25	393.6									6.0	244.7	220.0	26.9
2083+58	2085+70	RIGHT MAIN LANES - OUTSIDE SHOULDER GORE AREA	212.0	107.25	227.4									VARIES	124.5	220.0	13.7
2085+70	2094+07	RIGHT MAIN LANES - OUTSIDE SHOULDER	837.0	107.25	897.7									8.0	744.0	220.0	81.8
2095+84	2107+51	RIGHT MAIN LANES - OUTSIDE SHOULDER	1167.0	107.25	1251.6									8.0	1037.3	220.0	114.1
2107+81	2116+34	RIGHT MAIN LANES - OUTSIDE SHOULDER	853.0	107.25	914.8									6.0	568.7	220.0	62.6
2116+34	2132+28	RIGHT MAIN LANES - OUTSIDE SHOULDER	1594.0	107.25	1709.6									8.0	1416.9	220.0	155.9
2132+28	2135+95	RIGHT MAIN LANES - OUTSIDE SHOULDER	367.0	107.25	393.6									6.0	244.7	220.0	26.9
2135+61	2137+70	RIGHT MAIN LANES - OUTSIDE SHOULDER GORE AREA	209.0	107.25	224.2									VARIES	175.8	220.0	19.3
2137+70	2147+05	RIGHT MAIN LANES - OUTSIDE SHOULDER	935.0	107.25	1002.8									8.0	831.1	220.0	91.4
1885+70	2036+73	RIGHT MAIN LANES - INSIDE SHOULDER	15103.0	94.75	14310.1									4.0	6712.4	220.0	738.4
2036+73	2040+23	RIGHT MAIN LANES SUPER TRANSITION - INSIDE SHOULDER	350.0	149.75	524.1									4.0	155.6	220.0	17.1
2040+23	2060+25	RIGHT MAIN LANES FULL SUPER - INSIDE SHOULDER	2002.0	204.75	4099.1									4.0	889.8	220.0	97.9
2062+51	2070+29	RIGHT MAIN LANES FULL SUPER - INSIDE SHOULDER	778.0	204.75	1593.0									4.0	345.8	220.0	38.0
2070+29	2073+79	RIGHT MAIN LANES SUPER TRANSITION - INSIDE SHOULDER	350.0	149.75	524.1									4.0	155.6	220.0	17.1
2073+79	2094+07	RIGHT MAIN LANES - INSIDE SHOULDER	2028.0	94.75	1921.5									4.0	901.3	220.0	99.1
2095+84	2147+05	RIGHT MAIN LANES - INSIDE SHOULDER	5121.0	94.75	4852.1									4.0	2276.0	220.0	250.4
2063+37	2070+29	LEFT MAIN LANES FULL SUPER - OUTSIDE SHOULDER	692.0	204.75	1416.9	8.3	638.2	0.03	19.1	8.3	638.2	330.0	105.3	8.0	615.1	220.0	67.7
2070+29	2073+33	LEFT MAIN LANES SUPER TRANSITION - OUTSIDE SHOULDER	304.0	156.00	474.2	8.3	280.4	0.03	8.4	8.3	280.4	330.0	46.3	8.0	270.2	220.0	29.7
2073+33	2073+79	LEFT MAIN LANES - OUTSIDE SHOULDER	46.0	107.25	49.3	8.3	42.4	0.03	1.3	8.3	42.4	330.0	7.0	6.0	30.7	220.0	3.4
2073+79	2082+19	LEFT MAIN LANES - OUTSIDE SHOULDER	840.0	107.25	900.9	8.3	774.7	0.03	23.2	8.3	774.7	330.0	127.8	6.0	560.0	220.0	61.6
2082+48	2094+30	LEFT MAIN LANES - OUTSIDE SHOULDER	1182.0	107.25	1267.7	8.3	1090.1	0.03	32.7	8.3	1090.1	330.0	179.9	8.0	1050.7	220.0	115.6
2096+01	2104+30	LEFT MAIN LANES - OUTSIDE SHOULDER	829.0	107.25	889.1	8.3	764.5	0.03	22.9	8.3	764.5	330.0	126.1	8.0	736.9	220.0	81.1
2104+30	2106+39	LEFT MAIN LANES - OUTSIDE SHOULDER - GORE AREA	209.0	107.25	224.2	VARIES	145.0	0.03	4.4	8.3	192.7	330.0	31.8	VARIES	145.0	220.0	16.0
2106+05	2109+71	LEFT MAIN LANES - OUTSIDE SHOULDER	366.0	107.25	392.5	8.3	337.5	0.03	10.1	8.3	337.5	330.0	55.7	6.0	244.0	220.0	26.8
2109+71	2126+70	LEFT MAIN LANES - OUTSIDE SHOULDER	1699.0	107.25	1822.2	8.3	1566.9	0.03	47.0	8.3	1566.9	330.0	258.5	8.0	1510.2	220.0	166.1
2126+70	2135+69	LEFT MAIN LANES - OUTSIDE SHOULDER	899.0	107.25	964.2	8.3	829.1	0.03	24.9	8.3	829.1	330.0	136.8	6.0	599.3	220.0	65.9
2135+99	2147+17	LEFT MAIN LANES - OUTSIDE SHOULDER	1118.0	107.25	1199.1	8.3	1031.0	0.03	30.9	8.3	1031.0	330.0	170.1	8.0	993.8	220.0	109.3
2063+14	2070+29	LEFT MAIN LANES FULL SUPER - INSIDE SHOULDER	715.0	137.25	981.3									4.0	317.8	220.0	35.0
2070+29	2073+79	LEFT MAIN LANES SUPER TRANSITION - INSIDE SHOULDER	350.0	116.00	406.0									4.0	155.6	220.0	17.1
2073+79	2094+30	LEFT MAIN LANES - INSIDE SHOULDER	2051.0	94.75	1943.3									4.0	911.6	220.0	100.3
2096+01	2147+17	LEFT MAIN LANES - INSIDE SHOULDER	5116.0	94.75	4847.4									4.0	2273.8	220.0	250.1
HWY. 157 INTERCHANGE																	
1897+48	1908+53	HWY. 157 INTERCHANGE - RAMP 1	1105.0	VARIES	2121.8									VARIES	1216.5	220.0	133.9
1907+47	1920+29	HWY. 157 INTERCHANGE - RAMP 2	1282.0	VARIES	2462.7									VARIES	1408.3	220.0	155.0
1907+34	1918+52	HWY. 157 INTERCHANGE - RAMP 3	1118.0	VARIES	2445.0									VARIES	1233.5	220.0	135.8
1895+70	1908+53	HWY. 157 INTERCHANGE - RAMP 4	1283.0	VARIES	2453.6									VARIES	1409.4	220.0	155.2
B.K. LAKE RD. INTERCHANGE																	
2083+97	2095+87	B. K. LAKE RD. INTERCHANGE - RAMP 1	1190.0	VARIES	2291.4									VARIES	1305.6	220.0	143.7
2094+63	2107+08	B. K. LAKE RD. INTERCHANGE - RAMP 2	1245.0	VARIES	2449.0									VARIES	1394.4	220.0	153.5
2094+47	2106+02	B. K. LAKE RD. INTERCHANGE - RAMP 3	1155.0	VARIES	2273.3									VARIES	1294.4	220.0	142.5
2082+20	2095+72	B. K. LAKE RD. INTERCHANGE - RAMP 4	1352.0	VARIES	2587.2									VARIES	1485.3	220.0	163.5
HWY. 167 INTERCHANGE																	
2135+55	2136+02	HWY. 167 INTERCHANGE - RAMP 4	47.0	VARIES	79.5									VARIES	52.2	220.0	5.7
SUBTOTALS:					93355.1		7499.8		224.9		7547.5		1245.3		54842.9		6033.5

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.6% MIN. AGGR.....5.4% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.9% MIN. AGGR.....4.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

1/3/2013
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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.		050260	142	227

(2) QUANTITIES

BASE AND SURFACING (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				A.C.H.M. BASE COURSE (1 1/2")				A.C.H.M. BINDER COURSE (1")				A.C.H.M. SURFACE COURSE (1/2")			
				TONS / STATION	TONS	TOTAL WID.	SQ.YD.	GALLONS / SQ.YD.	GALLONS	AVG. WID.	SQ.YD.	POUNDS / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUNDS / SQ.YD.	PG 64-22
			FEET			FEET				FEET			TONS	FEET			TON	FEET			TONS
TEMPORARY RAMPS AND CROSSOVERS - CONSTRUCTION																					
1895+17	1899+03	HWY. 157 - TEMP RAMP 1	386.0			VARIES	2463.2	0.03	73.9	22.0	882.8	1100.0	485.5					VARIES	697.6	440.0	153.5
1899+67	1909+81	HWY. 157 - TEMP RAMP 1	1014.0			VARIES	7348.4	0.03	220.5	22.0	2598.0	1100.0	1428.9					VARIES	2152.4	440.0	473.5
1892+00	1895+14	HWY. 157 - TEMP RAMP 1 (2)	314.0			VARIES	2016.2	0.03	60.5	29.0	722.9	1100.0	397.6					VARIES	570.4	440.0	125.5
1905+76	1914+78	HWY. 157 - TEMP RAMP 2	902.0			VARIES	6769.5	0.03	203.1	22.0	2401.0	1100.0	1320.6					VARIES	1967.5	440.0	432.9
1915+29	1917+83	HWY. 157 - TEMP RAMP 2	254.0			VARIES	2076.6	0.03	62.3	22.0	737.3	1100.0	405.5					VARIES	602.0	440.0	132.4
1921+91	1923+49	HWY. 157 - TEMP RAMP 2 (2)	158.0			VARIES	1526.0	0.03	45.8	29.0	551.8	1100.0	303.5					VARIES	422.4	440.0	92.9
1917+83	1934+77	HWY. 157 - TEMP TAMP 2 ACCELERATION LANE	1694.0			VARIES	9559.1	0.03	286.8	15.0	3374.6	1100.0	1856.0					VARIES	2809.9	440.0	618.2
1906+38	1918+45	HWY. 157 - TEMP RAMP 3	1207.0			VARIES	8840.6	0.03	265.2	22.0	3108.1	1100.0	1709.5					VARIES	2624.4	440.0	577.4
1897+57	1909+63	HWY. 157 - TEMP. RAMP 4	1206.0			VARIES	8855.4	0.03	265.7	22.0	3118.2	1100.0	1715.0					VARIES	2619.0	440.0	576.2
2083+18	2086+31	B. K. LAKE RD. - RAMP 1	313.0			VARIES	2002.1	0.03	60.1	29.0	717.5	1100.0	394.6					VARIES	567.1	440.0	124.8
2086+92	2097+30	B. K. LAKE RD. - RAMP 1	1038.0			VARIES	7423.4	0.03	222.7	22.0	2618.9	1100.0	1440.4					VARIES	2185.6	440.0	480.8
2078+51	2081+64	B. K. LAKE RD. - RAMP 1 (2)	313.0			VARIES	1961.7	0.03	58.9	29.0	701.8	1100.0	386.0					VARIES	558.1	440.0	122.8
2092+98	2103+22	B. K. LAKE RD. - RAMP 2	1024.0			VARIES	7309.2	0.03	219.3	22.0	2580.8	1100.0	1419.4					VARIES	2147.6	440.0	472.5
2103+79	2106+63	B. K. LAKE RD. - RAMP 2	284.0			VARIES	2172.9	0.03	65.2	29.0	771.0	1100.0	424.1					VARIES	630.9	440.0	138.8
2109+43	2111+00	B. K. LAKE RD. - RAMP 2 (2)	157.0			VARIES	1526.6	0.03	45.8	29.0	552.0	1100.0	303.6					VARIES	422.6	440.0	93.0
2106+63	2122+29	B. K. LAKE RD. - RAMP 2 ACCELERATION LANE	1566.0			VARIES	8799.6	0.03	264.0	15.0	3107.3	1100.0	1709.0					VARIES	2585.0	440.0	568.7
2092+78	2103+17	B. K. LAKE RD. - RAMP 3	1039.0			VARIES	8053.5	0.03	241.6	22.0	2824.7	1100.0	1553.6					VARIES	2404.1	440.0	528.9
2103+70	2106+83	B. K. LAKE RD. - RAMP 3	313.0			VARIES	2002.1	0.03	60.1	29.0	717.5	1100.0	394.6					VARIES	567.1	440.0	124.8
2108+33	2111+46	B. K. LAKE RD. - RAMP 3 (2)	313.0			VARIES	2015.7	0.03	60.5	29.0	722.7	1100.0	397.5					VARIES	570.3	440.0	125.5
2083+52	2086+30	B. K. LAKE RD. - RAMP 4	278.0			VARIES	4002.0	0.03	120.1	29.0	811.1	1100.0	446.1					VARIES	2379.8	440.0	523.6
2086+87	2097+12	B. K. LAKE RD. - RAMP 4	1025.0			VARIES	6267.6	0.03	188.0	22.0	2803.3	1100.0	1541.8					VARIES	661.0	440.0	145.4
2079+00	2080+57	B. K. LAKE RD - RAMP 4 (2)	157.0			VARIES	1526.6	0.03	45.8	22.0	552.0	1100.0	303.6					VARIES	422.6	440.0	93.0
2067+71	2083+52	B. K. LAKE RD. - RAMP 4 ACCELERATION LANE	1581.0			VARIES	8881.7	0.03	266.5	15.0	3136.2	1100.0	1724.9					VARIES	2609.3	440.0	574.0
2133+99	2137+66	HWY. 167 - TEMP. RAMP 1	367.0			VARIES	2022.6	0.03	60.7	29.0	724.8	1100.0	398.6					VARIES	573.0	440.0	126.1
2137+79	2141+55	HWY. 167 - TEMP. RAMP 1	376.0			VARIES	3384.9	0.03	101.5	22.0	1211.9	1100.0	666.5					VARIES	961.1	440.0	211.4
2130+51	2133+97	HWY. 167 - TEMP. RAMP 1 (2)	346.0			VARIES	2016.0	0.03	60.5	29.0	722.8	1100.0	397.5					VARIES	570.4	440.0	125.5
2134+55	2137+37	HWY. 167 - TEMP. RAMP 4	282.0			VARIES	2327.9	0.03	69.8	29.0	822.1	1100.0	452.2					VARIES	683.7	440.0	150.4
2138+01	2140+69	HWY. 167 - TEMP. RAMP 4	268.0			VARIES	2394.7	0.03	71.8	22.0	862.0	1110.0	478.4					VARIES	670.7	440.0	147.6
2132+25	2134+07	HWY. 167 - TEMP. RAMP 4 (2)	182.0			VARIES	1768.9	0.03	53.1	29.0	634.6	1110.0	352.2					VARIES	499.7	440.0	109.9
2121+21	2134+55	HWY. 167 - TEMP. RAMP 4 ACCELERATION LANE	1334.0			VARIES	7401.0	0.03	222.0	15.0	2615.2	1110.0	1451.4					VARIES	2170.6	440.0	477.5
2149+50	2158+78	NORTHBOUND RETURN CROSSOVER	928.0			VARIES	5105.5	0.03	153.2	29.0	1831.7	1110.0	1016.6					VARIES	1442.1	440.0	317.3
1876+46	1885+74	NORTHBOUND CROSSOVER	928.0			VARIES	5535.1	0.03	166.1	29.0	2051.1	1110.0	1138.4					VARIES	1432.9	440.0	315.2
2150+40	2159+68	SOUTHBOUND CROSSOVER	928.0			VARIES	5105.5	0.03	153.2	29.0	1831.7	1110.0	1016.6					VARIES	1442.1	440.0	317.3
2047+20	2057+89	SOUTHBOUND RETURN CROSSOVER	1069.0			VARIES	6003.2	0.03	180.1	29.0	2153.5	1110.0	1195.2					VARIES	1696.2	440.0	373.2
SHOULDER RECONSTRUCTION																					
1876+46	1880+24	NORTHBOUND CROSSOVER - RIGHT MAIN LANES INSIDE SHOULDER	378.0	94.75	358.2													4.0	168.0	220.0	18.5
1881+92	1885+70	NORTHBOUND CROSSOVER -LEFT MAIN LANES INSIDE SHOULDER	378.0	94.75	358.2													4.0	168.0	220.0	18.5
2149+50	2153+28	NORTHBOUNT RETURN CROSSOVER - LEFT MAIN LANES INSIDE SHOULDER	378.0	94.75	358.2													4.0	168.0	220.0	18.5
2154+98	2158+78	NORTHBOUNT RETURN CROSSOVER - RIGHT MAIN LANES INSIDE SHOULDER	380.0	94.75	360.1													4.0	168.9	220.0	18.6
2047+20	2052+51	SOUTHBOUND RETURN CROSSOVER - LEFT MAIN LANES INSIDE SHOULDER	531.0	137.25	728.8													4.0	236.0	220.0	26.0
2055+13	2057+89	SOUTHBOUND RETURN CROSSOVER - RIGHT MAIN LANES INSIDE SHOULDER	276.0	204.75	565.1													4.0	122.7	220.0	13.5
2150+40	2153+70	SOUTHBOUND CROSSOVER - LEFT MAIN LANES INSIDE SHOULDER	330.0	137.25	452.9													4.0	146.7	220.0	16.1
2155+86	2159+68	SOUTHBOUND CROSSOVER - RIGHT MAIN LANES INSIDE SHOULDER	382.0	204.75	782.1													4.0	169.8	220.0	18.7
1895+17	1897+50	HWY. 157 - TEMP RAMP 1 - LEFT MAIN LANES INSIDE SHOULDER	233.0	94.75	220.8													4.0	103.6	220.0	11.4
1892+00	1893+89	HWY. 157 - TEMP RAMP 1 (2) - LEFT MAIN LANES INSIDE SHOULDER	189.0	94.75	179.1													4.0	84.0	220.0	9.2
1916+61	1917+83	HWY. 157 - TEMP RAMP 2 - LEFT MAIN LANES INSIDE SHOULDER	122.0	94.75	115.6													4.0	54.2	220.0	6.0
1917+83	1934+77	HWY. 157 - TEMP TAMP 2 ACCELERATION LANE - LEFT MAIN LANES INSIDE SHOULDER	1694.0	94.75	1605.1													4.0	752.9	220.0	82.8
1916+34	1918+45	HWY. 157 - TEMP. RAMP 3 - LEFT MAIN LANES OUTSIDE SHOULDER	211.0	107.25	226.3													8.0	187.6	220.0	20.6
1897+57	1899+61	HWY. 157 - TEMP. RAMP 4 - LEFT MAIN LANES OUTSIDE SHOULDER	204.0	107.25	218.8													8.0	181.3	220.0	19.9
EXTRA FOR WIDENING AT GUARDRAILS																					
2091+42	2094+60	RIGHT MAIN LANES - B. K. LAKE RD ON RIGHT	318.0	60.50	192.4													VARIES	184.3	220.0	20.3
2091+42	2094+60	RIGHT MAIN LANES - B. K. LAKE RD ON LEFT	318.0	60.50	192.4													VARIES	256.3	220.0	28.2
2095+49	2098+67	LEFT MAIN LANES - B. K. LAKE RD ON RIGHT	318.0	60.50	192.4													VARIES	184.3	220.0	20.3
2095+49	2098+67	LEFT MAIN LANES - B. K. LAKE RD ON LEFT	318.0	60.50	192.4													VARIES	256.3	220.0	28.2
2144+37	2147+55	RIGHT MAIN LANES - HWY. 167 ON RIGHT	318.0	60.50	192.4													VARIES	184.3	220.0	20.3
2144+37	2147+55	RIGHT MAIN LANES - HWY. 167 ON LEFT	318.0	60.50	192.4													VARIES	256.3	220.0	28.2
2148+80	2151+98	LEFT MAIN LANES - HWY. 167 ON RIGHT	318.0	60.50	192.4													VARIES	184.3	220.0	20.3
2148+80	2151+98	LEFT MAIN LANES - HWY. 167 ON LEFT	318.0	60.50	192.4													VARIES	256.3	220.0	28.2
1903+82	1909+68	RIGHT MAIN LANES - HWY. 157 OVERPASS ON LEFT	586.0	60.50	354.5													VARIES	460.8	220.0	50.7
1906+32	1912+18	LEFT MAIN LANES - HWY. 157 OVERPASS ON LEFT	586.0	60.50	354.5													VARIES	460.8	220.0	50.7
1943+13	1948+99	RIGHT MAIN LANES - HWY. 323 OVERPASS ON LEFT	586.0	60.50	354.5													VARIES	460.8	220.0	50.7
1945+92	1951+78	LEFT MAIN LANES - HWY. 323 OVERPASS ON LEFT	586.0	60.50	354.5													VARIES	460.8	220.0	50.7
2149+30	2152+32	LEFT MAIN LANES - ON RIGHT	302.0	100.25	302.8													6.0	201.3	220.0	22.1
SUBTOTALS:					9789.3		156465.0		4694.4		55572.9		30624.9						51837.8		10687.7
TOTALS:					**103144.4**		**163964.8**		**4919.3**		**55572.9**		**30624.9**		**7547.5**		**1245.3**		**106680.7**		**16721.2**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.6% MIN. AGGR.....5.4% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....95.9% MIN. AGGR.....4.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

1/3/2013

R050260.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.		050260	143	227

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

STRUCTURES

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE (CLASS III) 24" LIN. FT.	REINFORCED CONCRETE PIPE (CLASS III) 36" LIN. FT.	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 24" EACH	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 36" EACH	TEMPORARY PIPE CULVERTS 18" LIN. FT.	TEMPORARY PIPE CULVERTS 24" LIN. FT.	TEMPORARY PIPE CULVERTS 36" LIN. FT.	MODIFY DROP INLET EACH	SOLID SODDING SQ.YD.	WATER M.GAL.	STD. DWG. NOS.
	HWY. 67 - MAIN LANES											
1915+02	24" R.C. PIPE INLET TO D.I. WITH F.E.S. ON RIGHT	4		1						19	0.24	FES-1, FES-2, PCC-1
1916+03	24" R.C. PIPE INLET TO D.I. WITH F.E.S. ON LEFT	4		1						19	0.24	FES-1, FES-2, PCC-1
1881+00	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					500						
1894+09	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					180						
1897+83	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					220						
1916+58	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					250						
1923+42	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					270						
2053+25	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					550						
2079+11	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					280						
2080+55	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					200						
2085+00	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					250						
2085+32	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					180						
2104+75	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					200						
2105+28	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					270						
2109+37	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					200						
2110+94	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					270						
2132+59	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					200						
2132+75	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					250						
2136+13	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					180						
2136+27	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					250						
2154+48	18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					500						
	HWY. 157 INTERCHANGE											
1911+85	RAMP 2 - DBL. 36" R.C. PIPE CROSSDRAIN WITH F.E.S. ON LEFT AND RIGHT		8		2					43	0.54	FES-1, FES-2, PCC-1
1919+00	RAMP 2 - D.I., WITH 24" R.C. PIPE INLET AND OUTLET								1			
1918+50	RAMP 3 - D.I., WITH 24" R.C. PIPE INLET AND OUTLET	8		1					1	19	0.24	FES-1, FES-2, PCC-1
1906+00	RAMP 4 - DBL. 36" R.C. PIPE CROSSDRAIN WITH F.E.S. ON LEFT AND RIGHT		8		2					43	0.54	FES-1, FES-2, PCC-1
1900+43	TEMPORARY RAMP 1 - 18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					126						
1911+03	TEMPORARY RAMP 2 - DBL. 36" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC							68				
1914+15	TEMPORARY RAMP 2 - 24" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC						90					
1915+62	TEMPORARY RAMP 3 - 24" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC						74					
1906+19	TEMPORARY RAMP 4 - DBL. 36" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC							36				
	B. K. LAKE RD. INTERCHANGE											
2092+00	RAMP 1 - 24" R.C. PIPE CROSSDRAIN WITH F.E.S. ON LEFT AND RIGHT	4		1						19	0.24	FES-1, FES-2, PCC-1
2094+00	RAMP 3 - 24" R.C. PIPE CROSSDRAIN WITH F.E.S. ON LEFT AND RIGHT	4		1						19	0.24	FES-1, FES-2, PCC-1
2096+00	RAMP 4 - 24" R.C. PIPE CROSSDRAIN WITH F.E.S. ON LEFT AND RIGHT	4		1						19	0.24	FES-1, FES-2, PCC-1
2087+63	TEMPORARY RAMP 1 - 18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					140						
2092+55	TEMPORARY RAMP 1 - 24" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC						20					
2102+30	TEMPORARY RAMP 2 - 18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					140						
2093+52	TEMPORARY RAMP 3 - 24" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC						6					
2102+43	TEMPORARY RAMP 3 - 18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					160						
2088+36	TEMPORARY RAMP 4 - 18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					200						
2096+45	TEMPORARY RAMP 4 - 24" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC						6					
	HWY. 167 INTERCHANGE											
2138+60	TEMPORARY RAMP 1 - 18" TEMPORARY PIPE CULVERT FOR MAINTENANCE OF TRAFFIC					160						
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.						200						
TOTALS:		**28**	**16**	**6**	**4**	**6326**	**196**	**104**	**2**	**200**	**2.52**	

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

NOTES: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.
FOR C.M. PIPE CULVERT INSTALLATIONS USE TYPE 2 BEDDING UNLESS OTHERWISE SPECIFIED.

1/3/2013

R050260.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.		050260	144	227

(2) QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH

1-23-13

SOIL LOG

STATION	LATITUDE			LONGITUDE			LOCATION	DEPTH	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
	DEG	MIN	SEC	DEG	MIN	SEC		FEET				
1845+00	35	17	26.90	91	39	5.40	48' RT	0-3.2Z	21	8	A-4 (0)	BROWN
1853+00	35	17	30.00	91	39	2.00	36' RT	0-4.0Z	21	6	A-4 (0)	BR/GR
1861+00	35	17	35.80	91	38	55.50	48' RT	0-2.5Z	19	6	A-4 (0)	BROWN
1869+00	35	17	40.90	91	38	48.20	36' RT	0-5	23	8	A-4 (1)	BR/GR
1877+00	35	17	45.20	91	38	40.10	48' RT	0-5	23	10	A-4 (2)	BR/GR
1885+00	35	17	49.20	91	38	31.70	36' RT	0-3.0Z	21	7	A-4 (0)	BR/GR
1893+00	35	17	53.10	91	38	23.40	48' RT	0-5	22	9	A-4 (1)	BR/GR
1901+00	35	17	57.00	91	38	15.00	48' RT	0-2.5Z	26	14	A-6 (4)	BR/GR
1909+00	35	18	1.10	91	38	6.80	36' RT	0-3.5Z	25	12	A-6 (3)	BR/GR
1918+00	35	18	5.50	91	37	57.30	48' RT	0-4.0Z	28	14	A-6 (6)	BROWN
1924+00	35	18	8.40	91	37	51.10	36' RT	0-5	24	11	A-4 (3)	BROWN
1933+00	35	18	12.80	91	37	41.70	48' RT	0-5	21	8	A-4 (2)	BROWN
1942+00	35	18	17.30	91	37	32.40	36' RT	0-2.5Z	30	16	A-6 (5)	RD/BR
1949+00	35	18	20.70	91	37	25.00	48' RT	0-5	21	10	A-4 (2)	BROWN
1958+00	35	18	25.20	91	37	15.60	36' RT	0-5	26	12	A-6 (2)	BROWN
1966+00	35	18	29.10	91	37	7.30	48' RT	0-2.5Z	24	10	A-4 (2)	BROWN
1974+00	35	18	33.00	91	36	59.00	36' RT	0-5	27	14	A-6 (5)	BROWN
1982+00	35	18	37.00	91	36	50.60	48' RT	0-5	25	11	A-6 (2)	BR/GR
1990+00	35	18	41.00	91	36	42.20	36' RT	0-5	ND	NP	A-2-4 (0)	BROWN
1998+00	35	18	45.00	91	36	33.90	48' RT	0-5	24	10	A-4 (4)	BROWN
2006+00	35	18	49.20	91	36	25.70	36' RT	0-5	28	12	A-6 (1)	RD/BR
2014+00	35	18	52.70	91	36	17.30	48' RT	0-5	34	19	A-6 (10)	BROWN
2022+00	35	18	56.70	91	36	8.90	36' RT	0-3.0Z	28	15	A-6 (4)	RD/BR
2031+00	35	19	1.20	91	35	59.50	48' RT	0-5	37	23	A-6 (10)	BROWN
2038+00	35	19	4.70	91	35	52.20	36' RT	0-5	31	15	A-6 (5)	RD/BR
2046+00	35	19	8.20	91	35	43.60	48' RT	0-5	31	15	A-6 (6)	BROWN
2054+00	35	19	10.90	91	35	34.60	36' RT	0-5	30	15	A-6 (5)	RD/BR
2064+00	35	19	12.60	91	35	21.40	48' RT	0-5	26	9	A-4 (0)	BROWN
2073+00	35	19	12.70	91	35	11.70	36' RT	0-5	24	7	A-4 (0)	RD/BR
2084+00	35	19	12.30	91	34	58.70	48' RT	0-5	23	9	A-4 (3)	BROWN
2090+00	35	19	12.40	91	34	51.30	36' RT	0-5	30	17	A-6 (4)	RD/BR
2098+00	35	19	11.90	91	34	41.60	48' RT	0-5	21	4	A-4 (0)	BR/GR
2106+00	35	19	11.60	91	34	32.00	36' RT	0-5	ND	NP	A-4 (0)	RD/BR
2118+00	35	19	11.30	91	34	17.50	48' RT	0-5	21	5	A-4 (0)	BR/GR
2126+00	35	19	10.90	91	34	8.10	36' RT	0-5	22	2	A-4 (0)	RD/BR
2138+00	35	19	10.50	91	33	53.50	48' RT	0-5	24	12	A-6 (2)	BROWN
2146+00	35	19	10.40	91	33	43.80	36' RT	0-5	ND	NP	A-4 (0)	BROWN
2154+00	35	19	10.00	91	33	34.00	48' RT	0-5	21	8	A-4 (3)	BR/GR
1845+00	35	17	26.90	91	39	4.70	69' RT	0-3.0Z	ND	NP	A-4 (0)	BROWN
1877+00	35	17	45.00	91	38	40.00	69' RT	0-5	22	7	A-4 (1)	BR/GR
1982+00	35	18	36.80	91	36	50.50	69' RT	0-5	20	5	A-4 (0)	BR/GR
2064+00							71' RT	0-5	24	6	A-4 (0)	RD/BR
1912+40	35	19	9.70	91	33	34.00		0-5	23	7	A-4 (3)	BROWN

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.
Z- AUGER REFUSAL
NP - NON-PLASTIC
ND - NOT DETERMINABLE

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	* W.R.S.F. ANCHOR	W.R.S.F. MAINTENANCE MATERIALS
			LIN. FT.	EACH	LUMP SUM
1875+00.00	1907+25.16	RIGHT OF LEFT MAIN LANES	3225.16	2	
1908+74.82	1944+06.22	LEFT OF RIGHT MAIN LANES	3531.40	2	
1948+06.22	2060+60.00	LEFT OF RIGHT MAIN LANES	11253.78	2	
2062+18.00	2094+28.00	LEFT OF RIGHT MAIN LANES	3210.00	2	
2095+86.00	2147+15.00	LEFT OF RIGHT MAIN LANES	5129.00	2	
ENTIRE	PROJECT				1.00
TOTALS:			**26349.34**	**10**	**1.00**

* THIS ITEM SHOWN FOR INFORMATION ONLY.

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	WIDTH	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
1874+98.00	1906+53.16	RIGHT OF LEFT MAIN LANES	3155.16	4	1402.29	701.15	8.83
1909+46.82	1943+34.22	LEFT OF RIGHT MAIN LANES	3387.40	4	1505.51	752.76	9.48
1948+78.22	2057+56.61	LEFT OF RIGHT MAIN LANES	10878.39	4	4834.84	2417.42	30.46
2062+16.00	2091+25.37	LEFT OF RIGHT MAIN LANES	2909.37	4	1293.05	646.53	8.15
2095+84.00	2144+23.85	LEFT OF RIGHT MAIN LANES	4839.85	4	2151.04	1075.52	13.55
TOTALS:					**11186.73**	**5593.38**	**70.47**

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

TRENCHING AND SHOULDER PREPARATION

STATION	STATION	LOCATION	TRENCHING AND SHOULDER PREPARATION	TACK COAT 0.03 GAL. PER SQ. YD.			A.C.H.M. BINDER COURSE (1") 330 LBS. PER SQ. YD. (PG 64-22)			A.C.H.M. SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		
				AVG. WIDTH	SQ. YD.	GAL.	AVG. WIDTH	SQ. YD.	TON	AVG. WIDTH	SQ. YD.	TON
			STATION	FEET			FEET			FEET		
2079+40	2080+28	RIGHT MAIN LANES - OUTSIDE SHOULDER	2	4	89	2.7	4	89	14.7	4	89	9.8
2084+36	2094+24	RIGHT MAIN LANES - OUTSIDE SHOULDER	11	4	489	14.7	4	489	80.7	4	489	53.8
2095+84	2132+28	RIGHT MAIN LANES - OUTSIDE SHOULDER	38	4	1689	50.7	4	1689	278.7	4	1689	185.8
2137+25	2147+17	RIGHT MAIN LANES - OUTSIDE SHOULDER	11	4	489	14.7	4	489	80.7	4	489	53.8
2149+18	2157+40	RIGHT MAIN LANES - OUTSIDE SHOULDER	9	4	400	12.0	4	400	66.0	4	400	44.0
1878+60	1885+70	LEFT MAIN LANES - OUTSIDE SHOULDER	8	4	356	10.7	4	356	58.7	4	356	39.2
2149+18	2158+00	LEFT MAIN LANES - OUTSIDE SHOULDER	9	4	400	12.0	4	400	66.0	4	400	44.0
TOTALS:			**88**		**3912**	**117.5**		**3912**	**645.5**		**3912**	**430.4**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.6% MIN. AGGR.....5.4% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER

1/3/2013

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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.		050260	145	227

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

JOINT SUPPORTS

STATION	LOCATION	AVG. WIDTH	CLASS 'S' CONCRETE ROADWAY
		FEET	CU. YD.
	HWY. 67 - MAIN LANES		
2059+85	RIGHT MAIN LANES AT OVERFLOW CREEK	26	2.89
2060+00	RIGHT MAIN LANES AT OVERFLOW CREEK	26	2.89
2062+56	RIGHT MAIN LANES AT OVERFLOW CREEK	26	2.89
2062+71	RIGHT MAIN LANES AT OVERFLOW CREEK	26	2.89
2063+39	RIGHT MAIN LANES AT OVERFLOW CREEK	26	2.89
2063+54	RIGHT MAIN LANES AT OVERFLOW CREEK	26	2.89
2094+00	RIGHT MAIN LANES AT B. K. LAKE RD.	26	2.89
2094+15	RIGHT MAIN LANES AT B. K. LAKE RD.	26	2.89
2095+99	RIGHT MAIN LANES AT B. K. LAKE RD.	26	2.89
2096+14	RIGHT MAIN LANES AT B. K. LAKE RD.	26	2.89
2094+00	RIGHT MAIN LANES AT B. K. LAKE RD.	26	2.89
2094+15	RIGHT MAIN LANES AT B. K. LAKE RD.	26	2.89
2095+93	RIGHT MAIN LANES AT B. K. LAKE RD.	26	2.89
2096+08	RIGHT MAIN LANES AT B. K. LAKE RD.	26	2.89
2149+87	RIGHT MAIN LANES AT HWY. 167	26	2.89
2147+02	RIGHT MAIN LANES AT HWY. 167	26	2.89
2146+87	LEFT MAIN LANES AT HWY. 167	26	2.89
2147+02	LEFT MAIN LANES AT HWY. 167	26	2.89
	INTERCHANGE RAMPS		
1897+47	HWY. 157 INTERCHANGE - RAMP 1	15	1.67
1897+62	HWY. 157 INTERCHANGE - RAMP 1	15	1.67
1897+87	HWY. 157 INTERCHANGE - RAMP 1	15	1.67
1919+98	HWY. 157 INTERCHANGE - RAMP 2	15	1.67
1920+13	HWY. 157 INTERCHANGE - RAMP 2	15	1.67
1920+28	HWY. 157 INTERCHANGE - RAMP 2	15	1.67
1918+23	HWY. 157 INTERCHANGE - RAMP 3	15	1.67
1918+38	HWY. 157 INTERCHANGE - RAMP 3	15	1.67
1918+53	HWY. 157 INTERCHANGE - RAMP 3	15	1.67
1895+70	HWY. 157 INTERCHANGE - RAMP 4	15	1.67
1895+85	HWY. 157 INTERCHANGE - RAMP 4	15	1.67
1896+00	HWY. 157 INTERCHANGE - RAMP 4	15	1.67
2083+97	B. K. LAKE RD. INTERCHANGE - RAMP 1	15	1.67
2084+12	B. K. LAKE RD. INTERCHANGE - RAMP 1	15	1.67
2084+27	B. K. LAKE RD. INTERCHANGE - RAMP 1	15	1.67
2107+50	B. K. LAKE RD. INTERCHANGE - RAMP 2	15	1.67
2107+65	B. K. LAKE RD. INTERCHANGE - RAMP 2	15	1.67
2107+80	B. K. LAKE RD. INTERCHANGE - RAMP 2	15	1.67
2105+73	B. K. LAKE RD. INTERCHANGE - RAMP 3	15	1.67
2105+88	B. K. LAKE RD. INTERCHANGE - RAMP 3	15	1.67
2106+03	B. K. LAKE RD. INTERCHANGE - RAMP 3	15	1.67
2082+20	B. K. LAKE RD. INTERCHANGE - RAMP 4	15	1.67
2082+35	B. K. LAKE RD. INTERCHANGE - RAMP 4	15	1.67
2082+50	B. K. LAKE RD. INTERCHANGE - RAMP 4	15	1.67
2135+70	HWY. 167 INTERCHANGE - RAMP 4	15	1.67
2135+85	HWY. 167 INTERCHANGE - RAMP 4	15	1.67
2136+00	HWY. 167 INTERCHANGE - RAMP 4	15	1.67
TOTAL:			**97.11**

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	66	132
DIRECTED BY THE ENGINEER		
TOTALS:	**66**	**132**

NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

MODIFICATION OF EXISTING BRIDGE STRUCTURE

STATION	LOCATION	LUMP SUM
2147+55	RIGHT MAIN LANES - BRIDGE NO. B5688	1.00
2148+80	LEFT MAIN LANES - BRIDGE NO. A5688	1.00

TEMPORARY RELOCATION OF EXISTING SIGNS

LOCATION	TEMPORARY RELOCATION OF EXISTING SIGNS
	EACH
ENTIRE PROJECT TO BE USED IF	19
AND WHERE DIRECTED BY THE	
ENGINEER	
TOTAL:	**19**

NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

1/3/2013

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SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM		QUANTITY	UNIT
201	CLEARING		37	STATION
201	GRUBBING		37	STATION
202	REMOVAL AND DISPOSAL OF CURB		937	LIN. FT.
202	REMOVAL AND DISPOSAL OF FLARED END SECTIONS		10	EACH
202	REMOVAL AND DISPOSAL OF GUARDRAIL		3400	LIN. FT.
202	REMOVAL AND DISPOSAL OF TERMINAL ANCHOR POSTS		20	EACH
202	REMOVAL AND DISPOSAL OF APPROACH SLABS		6	EACH
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS		12	EACH
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS		4	EACH
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT		119035	SQ. YD.
207	STONE BACKFILL		7964	TON
210	UNCLASSIFIED EXCAVATION		133235	CU. YD.
210	COMPACTED EMBANKMENT		41739	CU. YD.
SP & 210	SOIL STABILIZATION		9195	TON
215	TRENCHING AND SHOULDER PREPARATION		88	STATION
SS & 303	AGGREGATE BASE COURSE (CLASS 7)		103538	TON
308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE		48455	TON
308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE		3093	TON
308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE		147279	SQ. YD.
401	TACK COAT		5169	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")		29369	TON
SP, SS, & 405	ASPHALT BINDER (PG 64-22) IN ACHM BASE COURSE (1 1/2")		1256	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")		1808	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")		83	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		16226	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")		926	TON
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC		66	TON
SS & 501	PORTLAND CEMENT CONCRETE PAVEMENT (11" UNIFORM THICKNESS)		126994	SQ. YD.
SP & 504	APPROACH SLABS		683.26	CU. YD.
SP & 504	APPROACH GUTTERS		146.53	CU. YD.
506	PORTLAND CEMENT CONCRETE CORRUGATION		1601	SQ. YD.
601	MOBILIZATION		1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE		1	EACH
602	FURNISHING FIELD LABORATORY		1	EACH
SS & 603	MAINTENANCE OF TRAFFIC		1.00	LUMP SUM
603	TRAFFIC CONTROL SUPERVISOR		1.00	LUMP SUM
603	18" TEMPORARY CULVERT		6326	LIN. FT.
603	24" TEMPORARY CULVERT		196	LIN. FT.
603	36" TEMPORARY CULVERT		104	LIN. FT.
SS & 604	SIGNS		1915	SQ. FT.
SS & 604	BARRICADES		1080	LIN. FT.
SS & 604	TRAFFIC DRUMS		1389	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		28337	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER		10805	LIN. FT.
SS & 604	CONSTRUCTION PAVEMENT MARKINGS		109639	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		130937	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		643	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS		65291	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL		1090	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN		155	WEEK
SP & 605	CONCRETE DITCH PAVING (TYPE B)		11187	SQ. YD.
SP, SS, & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		28	LIN. FT.
SP, SS, & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		16	LIN. FT.
606	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)		60	LIN. FT.
606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		6	EACH
606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		4	EACH
606	SELECTED PIPE BEDDING		4	CU. YD.
609	DROP INLETS (TYPE N3)		2	EACH
614	CONCRETE SPILLWAY (TYPE A)		2	EACH
SS & 617	GUARDRAIL (TYPE A)		4200	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)		4	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)		16	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL		12	EACH
SP	WIRE ROPE SAFETY FENCE		26349	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS		1.00	LUMP SUM
620	LIME		27	TON
620	SEEDING		13.59	ACRE
620	MULCH COVER		126.43	ACRE
SS & 620	WATER		3761.1	M.GAL.
621	TEMPORARY SEEDING		112.84	ACRE
621	SILT FENCE		19013	LIN. FT.
621	SAND BAG DITCH CHECKS		7590	BAG
621	DROP INLET SILT FENCE		743	LIN. FT.
621	SEDIMENT BASIN		600	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN		600	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL		1781	CU. YD.
621	ROCK DITCH CHECKS		878	CU. YD.
623	SECOND SEEDING APPLICATION		13.59	ACRE
624	SOLID SODDING		5793	SQ. YD.
625	GEOTEXTILE FABRIC (TYPE 8)		147279	SQ. YD.
632	CONCRETE ISLAND		617	SQ. YD.
635	ROADWAY CONSTRUCTION CONTROL		1.00	LUMP SUM
640	MODIFYING DROP INLETS		2	EACH
642	RUMBLE STRIPS IN ASPHALT SHOULDERS		64744	LIN. FT.
642	RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS		43778	LIN. FT.
SS & 718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")		1297	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (4")	(ALTERNATE NO. 1)	70402	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (4")	(ALTERNATE NO. 2)	70402	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	(ALTERNATE NO. 1)	70377	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE YELLOW (4")	(ALTERNATE NO. 2)	70377	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (4")	(ALTERNATE NO. 1)	14563	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4")	(ALTERNATE NO. 2)	14563	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (8")	(ALTERNATE NO. 1)	4508	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (8")	(ALTERNATE NO. 2)	4508	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (8")	(ALTERNATE NO. 1)	2586	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (8")	(ALTERNATE NO. 2)	2586	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)		1344	EACH
SP, SS, & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)		2731	SQ. FT.
SP, SS, & 726	STANDARD SIGN		405	SQ. FT.
SP	TEMPORARY RELOCATION OF EXISTING SIGNS		19	EACH
SP, SS, & 727	EXIT NUMBER PANEL (TYPE A)		220	SQ. FT.
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)		19370	POUND
802	CLASS S CONCRETE-ROADWAY		97.11	CU. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)		89395	POUND
SP	MOBILE SPEED NOTIFICATION SYSTEM		2	EACH
	STRUCTURES OVER 20' SPAN			
SS & 821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A5688)		1.00	LUMP SUM
SS & 821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B5688)		1.00	LUMP SUM

*ALTERNATE BID ITEMS

REVISIONS

DATE	REVISION	SHEET NUMBER
2/13/2013	ADDED SP "RESTRAINING CONDITIONS"	3, 146
2/22/2013	ADDED SP "PROSECUTION AND PROGRESS"	3, 146

SUMMARY OF QUANTITIES AND REVISIONS

STATE OF ARKANSAS, TIMOTHY D. SMITH, REGISTERED PROFESSIONAL ENGINEER, No. 11425, 2-22-13

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED.RD. DIST.NO.
2-13-13 2-22-13				6
STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS	JOB NO.
ARK.	050260	146	227	

(2) SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	147	227
				(2) PLAN SHEETS				

HWY. 67
PI = 1865+48.12
Δ = 20°58'00"RT.
D = 1°00'00"
T = 1060.19'
L = 2096.67'
PC = 1854+87.93
PT = 1875+84.60

STA. 1878+00 IN PLACE
7' X 6' X 236' R.C. BOX CULVERT
WITH BEVELED INLET
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-22-13

BEGIN W.R.S.F.
STA. 1875+00.00

WIRE ROPE SAFETY FENCE
10' RT. OF SB. LANE EDGE

BEGIN JOB 050260
STA. 1885+70.04
LOG MILE 4.19

1875
HWY. 67
1880
1885
N 58°21'00" E
1890

PT 1875+84.60

STA. 1880+50 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 84" R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

HWY. 157 - RAMP 4
PI = 1895+00.00
Δ = 5°42'30"LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 1894+04.78
PT = 1895+95.06

PC 1894+04.78
PT 1895+95.06
PC 1898+68.28
PI 1901+02.74

WIRE ROPE SAFETY FENCE
10' RT. OF SB. LANE EDGE

1895
1900
N 52°38'30" E
N 58°21'00" E
PI 1895+00.00

1890
1895
HWY. 67
1900
N 58°21'00" E
1905

PI 1893+50.00
N 58°21'00" E
1895
N 64°03'30" E
1900
PI 1901+03.54

STA. 1901+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 82' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

PC 1892+54.78
PT 1894+45.06
PC 1898+70.40

HWY. 157 - RAMP 1
PI = 1893+50.00
Δ = 5°42'30"RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 1892+54.78
PT = 1894+45.06

1/3/2013
R050260.DGN

HWY. 67
PLAN SHEETS

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.		050260	148	227

(2) PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

INSTALLATION OF GUARDRAIL

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)
1904+24.83	1909+24.83	R.M.L. - LT.	450'	1	1
1906+75.17	1911+75.17	L.M.L. - RT.	450'	1	1

STA. 1905+75 TO STA. 1908+25 IN PLACE
TYPE A GUARDRAIL WITH TWO TYPE I TERMINAL ANCHOR POSTS
RIGHT OF C.L.
REMOVE

STA. 1907+75 TO STA. 1910+25 IN PLACE
TYPE A GUARDRAIL WITH TWO TYPE I TERMINAL ANCHOR POSTS
LEFT OF C.L.
REMOVE

END W.R.S.F.
STA. 1907+25.16

WIRE ROPE SAFETY FENCE
10' RT. OF SB. LANE EDGE

STA. 1910+00 IN PLACE
DBL. 36" X 168' R.C. PIPE CULVERT
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=3'-10")
WITH F.E.S. LT. & RT.
RETAIN

STA. 1908+00.00 HWY. 67 =
STA. 15+00.00 HWY. 157
Δ = 90°00'00"

BEGIN W.R.S.F.
STA. 1908+74.82

1905 1910 1915 1920

N 58°21'00" E

HWY. 67

PI 1915+13.72

PT 1917+29.50

N 64°03'30" E

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

PI 1915+14.92

N 52°38'31" E

PC 1920+04.95

PT 1917+31.74

RAMP 2

HWY. 157 - RAMP 3
PI = 1922+50.06
Δ = 5°42'30"LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 1921+54.84
PT = 1923+45.12

PC 1921+54.84

PT 1923+45.12

PI 1922+50.06

N 58°21'00" E

1920 1925 1930 1935

HWY. 67

N 58°21'00" E

PI 1921+00.17

N 58°21'01" E

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

PC 1920+04.95

PT 1921+95.24

HWY. 157 - RAMP 2
PI = 1921+00.17
Δ = 5°42'30"RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 1920+04.95
PT = 1921+95.24

STA. 1921+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 84' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

STA. 1931+00 IN PLACE
DBL. 7' X 5' X 228' R.C. BOX CULVERT
(45° RT. FWD. SKEW)
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=4'-0")
WITH 24" X 40' R.C. PIPE
CONNECTED TO R.C. BOX CULVERT
RETAIN

HWY. 67
PLAN SHEETS

1/3/2013

R050260.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.		050260	149	227

(2) PLAN SHEETS

INSTALLATION OF GUARDRAIL

STA.	STA.	LOCATION	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
1943+56.23	1948+56.23	R.M.L. - LT.	450'	1	1
1946+35.36	1951+35.36	L.M.L. - RT.	450'	1	1

STA. 1945+16 TO STA. 1947+66 IN PLACE
TYPE A GUARDRAIL WITH TWO TYPE I TERMINAL ANCHOR POSTS
RIGHT OF C.L.
REMOVE

STA. 1947+35 TO STA. 1949+85 IN PLACE
TYPE A GUARDRAIL WITH TWO TYPE I TERMINAL ANCHOR POSTS
LEFT OF C.L.
REMOVE

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END W.R.S.F.
STA. 1944+06.22

BEGIN W.R.S.F.
STA. 1948+06.22

1935 1940 1945 1950

HWY. 67

HWY. 323

N 58°21'00" E

N 0°38'00" W

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

STA. 1947+45.80 HWY. 67 =
STA. 15+00.00 HWY. 323
Δ = 58°59'00"

STA. 1941+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 84' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

STA. 1959+68 IN PLACE
TRP. 12' X 12' X 222'
R.C. BOX CULVERT
(15° RT. FWD. SKEW)
WITH BEVELED INLET
TYPE T DROP INLET IN MED.
(2'-6" X 3'-0" X H=6'-0")
RETAIN

STA. 1952+54 IN PLACE
CONCRETE SPRING BOX (53' LT.)
WITH 24" X 26' R.C. PIPE OUTLET
WITH F.E.S. ON LT.
RETAIN

1950 1955 1960 1965

N 58°21'00" E

HWY. 67

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

STA. 1950+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 82' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

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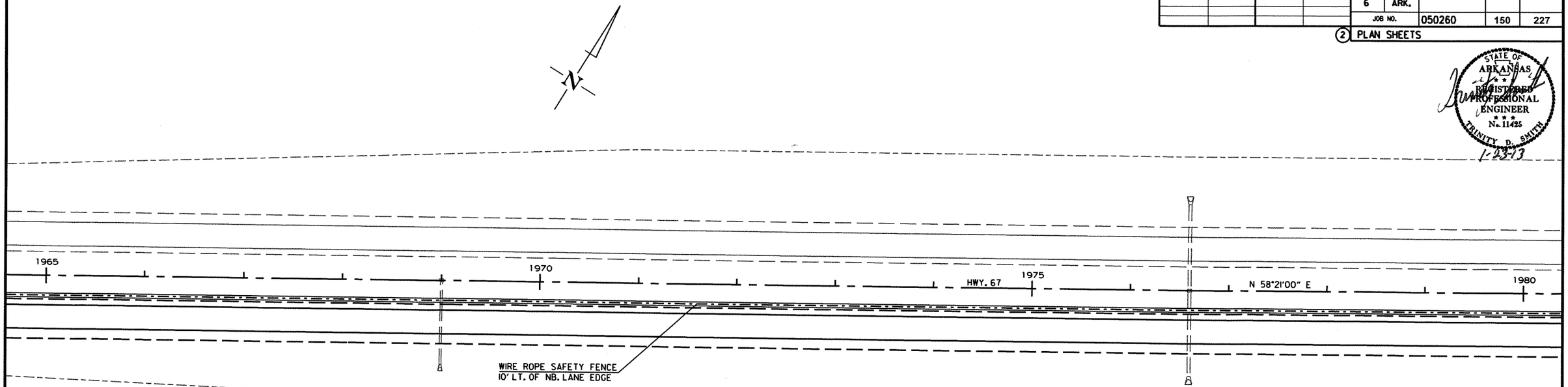
R050260.DGN

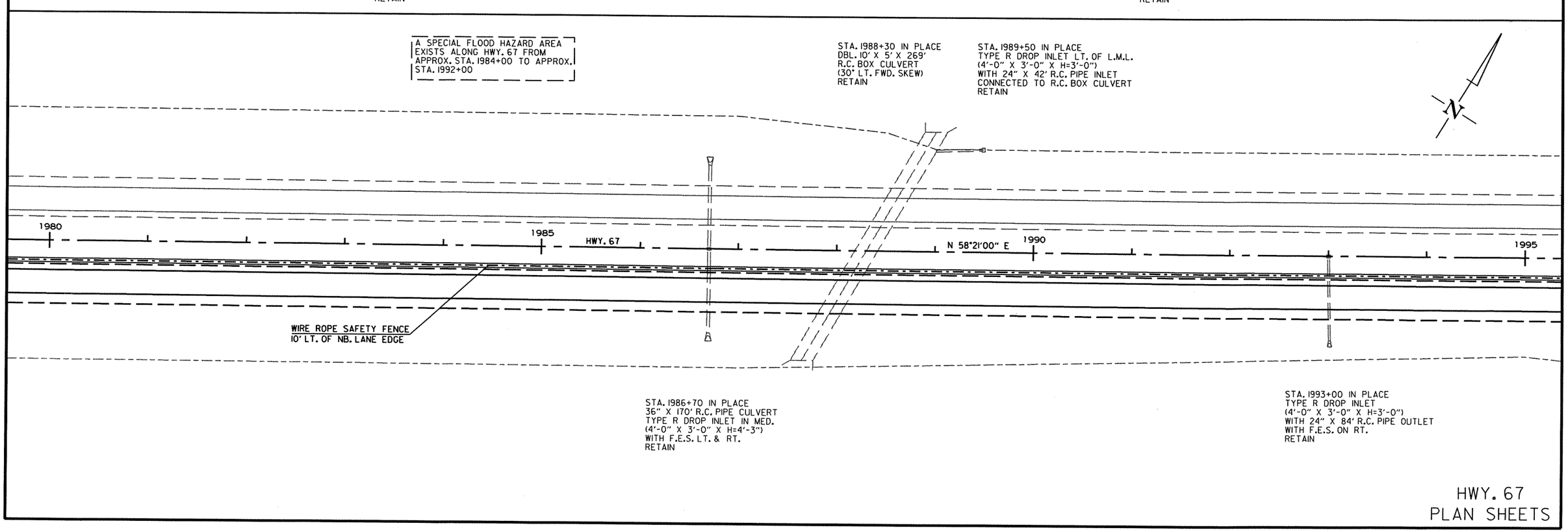
HWY. 67
PLAN SHEETS

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.		050260	150	227

(2) PLAN SHEETS

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HWY. 67
PLAN SHEETS

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.		050260	151	227

(2) PLAN SHEETS

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STA. 2000+00 IN PLACE
TYPE R DROP INLET
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 84' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

1995 2000 N 58°21'00" E HWY. 67 2005 2010

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

A SPECIAL FLOOD HAZARD AREA EXISTS ALONG HWY. 67 FROM APPROX. STA. 2025+00 TO APPROX. STA. 2069+00

2010 2015 HWY. 67 N 58°21'00" E 2020 2025

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

STA. 2020+00 IN PLACE
TYPE R DROP INLET
(4'-0" X 3'-0" X H=2'-8")
WITH 24" X 84' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

HWY. 67
PLAN SHEETS

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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.		050260	152	227

(2) PLAN SHEETS

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A SPECIAL FLOOD HAZARD AREA EXISTS ALONG HWY. 67 FROM APPROX. STA. 2025+00 TO APPROX. STA. 2069+00

STA. 2035+80 IN PLACE
TRP. 10' X 10' X 214'
R.C. BOX CULVERT
(30° LT. FWD. SKEW)
TYPE T DROP INLET IN MED.
(4'-0' X 3'-0" X H=2'-0")
RETAIN

STA. 2030+00 IN PLACE
TYPE R DROP INLET
(4'-0" X 3'-0" X H=2'-8")
WITH 24" X 86' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

2025 2030 2035 2040

N 58°21'00" E

HWY. 67

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

PC 2039+35.09

HWY. 67
PI = 2055+68.10
Δ = 31°49'00"RT.
D = 1°00'00"
T = 1633.01'
L = 3181.67'
PC = 2039+35.09
PT = 2071+16.76

A SPECIAL FLOOD HAZARD AREA EXISTS ALONG HWY. 67 FROM APPROX. STA. 2025+00 TO APPROX. STA. 2069+00

2040 2045 2050 2055

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

HWY. 67

1/3/2013

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HWY. 67
PLAN SHEETS

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.		050260	153	227
				(2) PLAN SHEETS				

STA. 2058+39 TO STA. 2060+39 IN PLACE
TYPE A GUARDRAIL WITH TYPE I TERMINAL ANCHOR POST
RIGHT MAIN LANE ON RIGHT
REMOVE

STA. 2058+62 TO STA 2060+62 IN PLACE
TYPE A GUARDRAIL WITH TYPE I TERMINAL ANCHOR POST
RIGHT MAIN LANE ON LEFT
REMOVE

STA. 2062+78 TO STA. 2064+78 IN PLACE
TYPE A GUARDRAIL WITH TYPE I TERMINAL ANCHOR POST
LEFT MAIN LANE ON RIGHT
REMOVE

STA. 2063+00 TO STA. 2065+00 IN PLACE
TYPE A GUARDRAIL WITH TYPE I TERMINAL ANCHOR POST
LEFT MAIN LANE ON LEFT
REMOVE

INSTALLATION OF GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
2057+53.47	2060+31.67	R.M.L. - RT.	200 LIN. FT.	1 EA.	1 EA.
2057+78.46	2060+54.52	R.M.L. - LT.	200 LIN. FT.	1 EA.	1 EA.
2062+84.87	2065+58.81	L.M.L. - RT.	200 LIN. FT.	1 EA.	1 EA.
2063+07.84	2065+78.70	L.M.L. - LT.	200 LIN. FT.	1 EA.	1 EA.

A SPECIAL FLOOD HAZARD AREA EXISTS ALONG HWY. 67 FROM APPROX. STA. 2025+00 TO APPROX. STA. 2069+00

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N

END W.R.S.F.
STA. 2060+60.00

BEGIN W.R.S.F.
STA. 2062+18.00

STA. 2063+05 L.M.L. IN PLACE
APPROACH SLAB AND GUTTERS
REMOVE AND CONSTRUCT
TYPE SPECIAL I APPROACH SLAB
AND TYPE AT APPROACH GUTTERS
(SEE BRIDGE DWG. NOS. 2092 AND 53087)

STA. 2062+89.26
BR. END

STA. 2057+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 84' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

PI 2055+68.10

STA. 2061+36.85
BR. END

A5569

B5569

HWY. 67

2055 2060 2065 2070

STA. 2060+51.84
BR. END

STA. 2062+04.25
BR. END

STA. 2064+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=6'-0")
WITH 24" X 98' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

HWY. 67
PI = 2055+68.10
Δ = 31°49'00"RT.
D = 1°00'00"
T = 1633.01'
L = 3181.67'
PC = 2039+35.09
PT = 2071+16.76

STA. 2060+35 R.M.L. IN PLACE
APPROACH SLAB AND GUTTERS
REMOVE AND CONSTRUCT
TYPE SPECIAL I APPROACH SLAB
AND TYPE AT APPROACH GUTTERS
(SEE BRIDGE DWG. NOS. 2092 AND 53087)

STA. 2062+25 R.M.L. IN PLACE
APPROACH SLAB AND GUTTERS
REMOVE AND CONSTRUCT
TYPE SPECIAL I APPROACH SLAB
AND TYPE SPECIAL I APPROACH GUTTERS
(SEE BRIDGE DWG. NOS. 53086 AND 53087)

STA. 2081+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 84' R.C. PIPE OUTLET
WITH F.E.S. ON LT.
RETAIN

B.K. LAKE RD. - RAMP 4
PI = 2081+49.94
Δ = 5°42'30"LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2080+54.72
PT = 2082+45.00

PC 2080+54.72
PT 2082+45.00
PC 2085+27.82

2085

N 84°27'30" E

S 89°50'00" E

PI 2081+49.94

2070 HWY. 67 S 89°50'00" E 2075 2080 2085

PT 2071+16.76

2080

S 89°50'00" E

PI 2079+99.94

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

B.K. LAKE RD. - RAMP 1
PI = 2079+99.94
Δ = 5°42'30"RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2079+04.72
PT = 2080+95.00

PC 2079+04.72
PT 2080+95.00

2085

S 84°07'30" E

PC 2085+20.56

STA. 2074+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 88' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

N

HWY. 67
PLAN SHEETS

1/3/2013

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				6	ARK.			
				JOB NO.		050260	154	227

(2) PLAN SHEETS

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INSTALLATION OF GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
2091+47.50	2094+22.50	R.M.L. - RT.	200 LIN. FT.	1EA.	1EA.
2091+47.50	2094+22.50	R.M.L. - LT.	200 LIN. FT.	1EA.	1EA.
2095+85.50	2098+60.50	L.M.L. - RT.	200 LIN. FT.	1EA.	1EA.
2095+85.50	2098+60.50	L.M.L. - LT.	200 LIN. FT.	1EA.	1EA.

STA. 2092+59 TO STA. 2094+59 IN PLACE
TYPE A GUARDRAIL WITH TYPE I TERMINAL ANCHOR POST
RIGHT MAIN LANES ON RIGHT AND LEFT
REMOVE

STA. 2095+49 TO STA. 2097+49 IN PLACE
TYPE A GUARDRAIL WITH TYPE I TERMINAL ANCHOR POST
LEFT MAIN LANES ON RIGHT AND LEFT
REMOVE

PC 2085+27.82
PI 2087+72.88
PC 2085+20.56
PI 2087+53.48
PI 2102+64.65
PT 2104+83.62
PC 2085+82.85
PI 2102+57.30
PC 2107+54.90
PI 2108+50.12
PT 2109+45.18
PC 2109+04.89
PT 2110+95.17
PI 2110+00.11

2085 2090 2095 2100 2105 2110 2115

S 89°50'00" E — HWY. 67

STA. 2094+59.00
BR. END

END W.R.S.F.
STA. 2094+28.00

STA. 2095+05.24 HWY. 67 =
STA. 15+00.00 B. K. LAKE RD.
Δ = 90°50'00"

STA. 2095+49.09
BR. END

BEGIN W.R.S.F.
STA. 2095+86.00

B. K. LAKE RD.

A5570
B5570

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

STA. 2094+45 L.M.L. IN PLACE
APPROACH SLAB WITH GUTTERS
REMOVE AND CONSTRUCT
TYPE SPECIAL 2 APPROACH SLAB
(SEE BRIDGE DWG. NO. 53089)

STA. 2094+45 R.M.L. IN PLACE
APPROACH SLAB WITH GUTTERS
REMOVE AND CONSTRUCT
TYPE SPECIAL 2 APPROACH SLAB
AND TYPE SPECIAL 2 APPROACH GUTTERS
(SEE BRIDGE DWG. NOS. 53088 AND 53089)

STA. 2095+65 L.M.L. IN PLACE
APPROACH SLAB WITH GUTTERS AND DROP INLET
REMOVE AND CONSTRUCT
TYPE SPECIAL 2 APPROACH SLAB
AND TYPE SPECIAL 2 APPROACH GUTTERS
(SEE BRIDGE DWG. NOS. 53088 AND 53089)

STA. 2095+65 R.M.L. IN PLACE
APPROACH SLAB WITH GUTTERS AND DROP INLET
REMOVE AND CONSTRUCT
TYPE SPECIAL 3 APPROACH SLAB
RETAIN EXISTING DROP INLET
(SEE BRIDGE DWG. NO. 53090)

STA. 2100+00 IN PLACE
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH 24" X 82' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

B.K. LAKE RD. - RAMP 3
PI = 2110+00.11
Δ = 5°42'30"LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2109+04.89
PT = 2110+95.17

B.K. LAKE RD. - RAMP 2
PI = 2108+50.12
Δ = 5°42'30"RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2107+54.90
PT = 2109+45.18

STA. 2110+00 IN PLACE
24" x 168' R.C. PIPE CULVERT
TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH F.E.S. LT. & RT.
RETAIN

HWY. 67
PLAN SHEETS

1/3/2013
R050260.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.		050260	155	227

(2) PLAN SHEETS

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STA. 2120+00 IN PLACE
24" X 166' R.C. PIPE CULVERT
WITH TYPE R DROP INLET
(4'-0" X 3'-0" X H=2'-10")
WITH F.E.S. LT. & RT.
RETAIN

A SPECIAL FLOOD HAZARD AREA
EXISTS ALONG HWY. 67 FROM
APPROX. STA. 2123+00 TO APPROX.
STA. 2150+00

2115 HWY. 67 2120 S 89°50'00" E 2125 2130

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

STA. 2128+00 IN PLACE
24" X 172' R.C. PIPE CULVERT
WITH TYPE R DROP INLET
(4'-0" X 3'-0" X H=2'-10")
WITH F.E.S. LT. & RT.
RETAIN

A SPECIAL FLOOD HAZARD AREA
EXISTS ALONG HWY. 67 FROM
APPROX. STA. 2123+00 TO APPROX.
STA. 2150+00

HWY. 167 - RAMP 4
PI = 2134+99.94
Δ = 5°42'30"LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2134+04.72
PT = 2135+95.00

PC 2134+04.72
PT 2135+95.00
PC 2137+53.44
PT 2140+48.1
PC 2144+37.15
RAMP 4
N 68°15'00" E
N 84°27'30" E
S 89°50'00" E
PI 2139+01.78
PI 2134+99.94

2130 2135 2140 HWY. 67 S 89°50'00" E 2145

S 89°50'00" E
PI 2132+00.00
S 84°07'31" E
PC 2131+04.79
PT 2132+95.06
PC 2137+06.15
PI 2139+18.84
RAMP 1
S 67°14'00" E

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

HWY. 167 - RAMP 1
PI = 2132+00.00
Δ = 5°42'30"RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2131+04.79
PT = 2132+95.06

STA. 2135+00 IN PLACE
24" X 195' R.C. PIPE CULVERT
WITH TYPE R DROP INLET IN MED.
(4'-0" X 3'-0" X H=2'-10")
WITH F.E.S. LT. & RT.
RETAIN

HWY. 67
PLAN SHEETS

1/3/2013

R050260.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.		050260	156	227

(2) PLAN SHEETS

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PC 2144+37.15

PT 2146+

STA. 2145+55 TO STA. 2147+55 IN PLACE
TYPE A GUARDRAIL WITH TYPE I TERMINAL ANCHOR POST
RIGHT MAIN LANES ON RIGHT AND LEFT
REMOVE

STA. 2148+80 TO STA. 2150+80 IN PLACE
TYPE A GUARDRAIL WITH TYPE I TERMINAL ANCHOR POST
LEFT MAIN LANES ON RIGHT AND LEFT
REMOVE

N 0°16'00" W
HWY. 167

PC 2149+

STA. 2147+35 L.M.L. IN PLACE
APPROACH SLAB, GUTTERS, AND DROP INLET
REMOVE AND CONSTRUCT
TYPE SPECIAL 5 APPROACH SLAB
RETAIN EXISTING DROP INLET
(SEE BRIDGE DWG. NO. 53093)

PT 2151+63.10

I-S 69°04'00" E

RAMP 3

2155

PC

PT 2156+98.18

STA. 2149+00 L.M.L. IN PLACE
APPROACH SLAB, GUTTERS, AND DROP INLET
REMOVE AND CONSTRUCT
TYPE SPECIAL 4 APPROACH SLAB
AND TYPE SPECIAL 3 APPROACH GUTTERS
RETAIN EXISTING DROP INLET
(SEE BRIDGE DWG. NOS. 53091 AND 53092)

END JOB 050260
STA. 2152+31.95
LOG MILE 9.22

STA. 2148+01.94 HWY. 67 =
STA. 17+48.13 HWY. 167
Δ = 90°26'00"

END W.R.S.F.
STA. 2147+15.00

STA. 2148+82.08
BR. END

A5688

2145

2150

S 89°50'00" E

HWY. 67

2155

B5688

WIRE ROPE SAFETY FENCE
10' LT. OF NB. LANE EDGE

STA. 2147+54.99
BR. END

INSTALLATION OF GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
2144+45.89	2147+20.98	R.M.L. - RT.	200 LIN. FT.	1 EA.	1 EA.
2144+45.98	2147+20.98	R.M.L. - LT.	200 LIN. FT.	1 EA.	1 EA.
2149+13.98	2151+88.98	L.M.L. - RT.	200 LIN. FT.	1 EA.	1 EA.
2149+13.98	2151+88.98	L.M.L. - LT.	200 LIN. FT.	1 EA.	1 EA.

A SPECIAL FLOOD HAZARD AREA EXISTS ALONG HWY. 67 FROM APPROX. STA. 2123+00 TO APPROX. STA. 2150+00

PI 2157+01.74

PT 2158+80.44

STA. 2145+00 IN PLACE
TRP. 10' X 5' X 31/4'
R.C. BOX CULVERT
(30° RT. FWD. SKEW)
RETAIN

STA. 2147+35 R.M.L. IN PLACE
APPROACH SLAB, GUTTERS, AND DROP INLET
REMOVE AND CONSTRUCT
TYPE SPECIAL 4 APPROACH SLAB
AND TYPE SPECIAL 3 APPROACH GUTTERS
RETAIN EXISTING DROP INLET
(SEE BRIDGE DWG. NOS. 53091 AND 53092)

2152+65.69

2155

RAMP 2

PT 2158+80.44

PT 2158+34.28

2160

S 84°07'30" E

PC 2163+04.87

HWY. 167 - RAMP 3
PI = 2164+00.09
Δ = 5°42'30"LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2163+04.87
PT = 2164+95.15

PT 2164+95.15

S 89°50'00" E

PI 2164+00.09

2160

2165

HWY. 67

2170

PI 2161+00.08

2160

N 89°50'00" E

N 84°27'30" E

PC 2160+04.87

HWY. 167 - RAMP 2
PI = 2161+00.08
Δ = 5°42'30"RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2160+04.87
PT = 2161+95.14

PT 2161+95.14

1/3/2013

R050260.DGN

HWY. 67
PLAN SHEETS

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.		050260	157	227

(2) PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11495
1-23-13
TRINITY D. SMITH

HWY. 157 - RAMP 1
PI = 1901+03.54
Δ = 38°09'30"RT.
D = 8°30'00"
T = 233.14'
L = 448.92'
PC = 1898+70.40
PT = 1903+19.32

HWY. 157 - RAMP 1
PI = 1906+68.48
Δ = 28°52'00"LT.
D = 10°00'00"
T = 147.47'
L = 288.67'
PC = 1905+21.01
PT = 1908+09.68

STA. 1909+52.32 ON HWY. 157 RAMP 1
= STA. 8+99.92 ON HWY. 157
Δ =75°00'00"

HWY. 157 - RAMP 1
STA. 1909+21 - CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 86.0 SQ. YD.

HWY. 157 RAMP 1

HWY. 157 - RAMP 2
STA. 1911+85 IN PLACE
DBL. 36" CROSSDRAIN
RETAIN AND REPLACE F.E.S ON LT.
36" (CLASS III) R.C. PIPE = 8 LIN. FT.
36" R.C. F.E.S. = 2 EACH
USE TYPE 3 BEDDING

HWY. 157 - RAMP 2
PI = 1909+36.82
Δ = 29°04'00"LT.
D = 10°00'00"
T = 148.53'
L = 290.67'
PC = 1907+88.29
PT = 1910+78.95

STA. 8+99.95 ON HWY. 157
= STA. 1906+46.82 ON HWY. 157 RAMP 2
Δ =75°00'00"

HWY. 157 - RAMP 2
STA. 1906+79 - CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 81.9 SQ. YD.

HWY. 157 - RAMP 2
PI = 1915+14.92
Δ = 38°21'30"RT.
D = 8°30'00"
T = 234.46'
L = 451.27'
PC = 1912+80.46
PT = 1917+31.74

HWY. 157 - RAMP 2
STA. 1919+00 IN PLACE
TYPE R DROP INLET
(4' - 0" x 3' - 0" H = 4' - 0")
WITH 24" X 400' R.C. PIPE INLET W/F.E.S.
AND 24" X 30' R.C. PIPE OUTLET W/F.E.S.
RETAIN AND MODIFY DROP INLET TO TYPE ST
24" R.C. PIPE INLET - RETAIN PIPE AND REPLACE F.E.S.
24" R.C. PIPE OUTLET - RETAIN
MODIFYING DROP INLETS = 1 EACH
24" (CLASS III) R.C. PIPE = 4 LIN. FT.
24" R.C. F.E.S. = 1 EACH
USE TYPE 3 BEDDING

HWY. 157 - RAMP 2
PI = 1921+00.17
Δ = 5°42'30"RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 1920+04.95
PT = 1921+95.24

HWY. 157 RAMP 2
PLAN SHEETS

1/3/2013

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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.		050260	158	227
				(2) PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

STA. 1906+47.69 ON HWY. 157 RAMP 3
= STA. 21+00.04 ON HWY. 157
△ =75°00'00"

POB 1906+47.69
POE 20+53.19
N 73°21'00" E
PI 1909+37.69
1910
PC 1907+90.22
PT 1910+78.89
S 77°47'00" E
RAMP 3
PC 1912+80.58
PT 1917+29.55
1915
PI 1915+13.72
1920
PI 1922
N 64°03'30" E
1920
N 58°21'00" E
PI 1921+00.17
N 58°2
1920
PC 1920+04.95
N 52°38'30" E
1915
HWY. 67

HWY. 157 - RAMP 3
PI = 1909+37.69
Δ = 28°52'00"RT.
D = 10°00'00"
T = 147.47'
L = 288.67'
PC = 1907+90.22
PT = 1910+78.89

HWY. 157 - RAMP 3
STA. 1906+75 - CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 30.9 SQ. YD.

HWY. 157 - RAMP 3
PI = 1915+13.72
Δ = 38°09'30"LT.
D = 8°30'00"
T = 233.14'
L = 448.92'
PC = 1912+80.58
PT = 1917+29.50

HWY. 157 - RAMP 3
STA. 1918+50 IN PLACE
TYPE R DROP INLET
(4' - 0" x 3' - 0" H = 4' - 0")
WITH 24" X 250' R.C. PIPE INLET W/F.E.S.
AND 24" x 28' R.C. PIPE OUTLET W/F.E.S.
RETAIN AND MODIFY DROP INLET TO TYPE ST
24" R.C. PIPE INLET - RETAIN PIPE AND REPLACE F.E.S
24" R.C. PIPE OUTLET - EXTEND 4' LT. AND REPLACE F.E.S.
MODIFYING DROP INLETS = 1 EACH
24" (CLASS III) R.C. PIPE = 12 LIN. FT.
24" R.C. F.E.S. = 2 EACH
USE TYPE 3 BEDDING

HWY. 157 RAMP 3

HWY. 157 - RAMP 4
PI = 1895+00.00
Δ = 5°42'30"LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 1894+04.78
PT = 1895+95.06

PC 1894+04.78
N 58°21'00" E
PI 1895+00.00
1895
PT 1895+95.06
N 52°38'30" E
1895
1895
N 64°03'30" E
HWY. 67
1900
PC 1898+68.28
1900
PI 1901+02.74

HWY. 157 - RAMP 4
PI = 1901+02.74
Δ = 38°21'30"LT.
D = 8°30'00"
T = 234.46'
L = 451.27'
PC = 1898+68.28
PT = 1903+19.56

PT 1903+19.56
RAMP 4
N 14°17'00" E
1905
PC 1905+12.06

HWY. 157 - RAMP 4
STA. 1906+00 IN PLACE
DBL. 36" CROSSDRAIN
RETAIN AND REPLACE F.E.S ON RT.
36" (CLASS III) R.C. PIPE = 8 LIN. FT.
36" R.C. F.E.S. = 2 EACH
USE TYPE 3 BEDDING

PI 1906+69.60

HWY. 157 RAMP 4
STA. 1909+22 CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 81.9 SQ. YD.

STA. 1909+53.19 ON HWY. 157 RAMP 4
= STA. 21+00.04 ON HWY. 157
△ =75°00'00"

PC 22+94.85
POE 1909+53.19
POB 1906+69.60
N 43°21'01" E
N 43°21'
20
PC 1907

HWY. 157 - RAMP 4
PI = 1906+69.60
Δ = 29°04'00"RT.
D = 10°00'00"
T = 148.53'
L = 290.67'
PC = 1905+21.06
PT = 1908+11.73

PT 1908+11.73

HWY. 157 - RAMP 2
STA. 1906+79 CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 81.9 SQ. YD.

HWY. 157

HWY. 157 RAMP 4
PLAN SHEETS

1/3/2013

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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.		050260	159	227

(2) PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

B.K. LAKE RD. - RAMP 1
STA. 2092+00 IN PLACE
24" CROSSDRAIN
RETAIN AND REPLACE F.E.S ON LT.
24" (CLASS III) R.C. PIPE = 4 LIN. FT.
24" R.C. F.E.S. = 1EACH
USE TYPE 3 BEDDING

B.K. LAKE RD. - RAMP 1
PI = 2087+53.48
Δ = 38°07'30"RT.
D = 8°30'00"
T = 232.92'
L = 448.53'
PC = 2085+20.56
PT = 2089+69.09

B.K. LAKE RD. - RAMP 1
PI = 2093+93.17
Δ = 29°40'00"LT.
D = 10°00'00"
T = 151.74'
L = 296.67'
PC = 2092+41.43
PT = 2095+38.09

STA. 2096+86.33 ON BK LAKE RD. RAMP 1
= STA. 8+50.03 ON BK LAKE RD.
△ = 75°00'01"

B.K. LAKE RD. - RAMP 1
STA. 2096+57 - CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 86.0 SQ. YD.

B.K. LAKE RD. RAMP 1

B.K. LAKE RD. - RAMP 2
PI = 2096+38.30
Δ = 29°56'00"LT.
D = 10°00'00"
T = 153.17'
L = 299.33'
PC = 2094+85.13
PT = 2097+84.47

B.K. LAKE RD. - RAMP 2
PI = 2102+57.30
Δ = 40°03'30"RT.
D = 8°30'00"
T = 245.73'
L = 471.27'
PC = 2100+11.57
PT = 2104+82.85

B.K. LAKE RD. - RAMP 2
PI = 2108+50.12
Δ = 5°42'30"RT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2107+54.90
PT = 2109+45.18

STA. 2093+38.30 ON BK LAKE RD. RAMP 2
= STA. 8+50.03 ON BK LAKE RD.
△ = 75°00'00"

B.K. LAKE RD. - RAMP 2
STA. 2093+71 CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 81.9 SQ. YD.

B.K. LAKE RD. RAMP 2
PLAN SHEETS

1/3/2013

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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.		050260	160	227

(2) PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-22-13

B.K. LAKE RD. - RAMP 3
STA. 2093+52 - CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 86.0 SQ. YD.

STA. 2093+22.53 ON BK LAKE RD. RAMP 3
= STA. 21+49.95 ON BK LAKE RD.
△ = 75°00'00"

POB 2093+22.53

PI 2096+22.53

2095

S 75°40'00" E

PC 2094+67.31

B.K. LAKE RD. - RAMP 3
PI = 2096+22.53
Δ = 30°19'00"RT.
D = 10°00'00"
T = 155.22'
L = 303.17'
PC = 2094+67.31
PT = 2097+70.48

PT 2097+70.48

RAMP 3

S 45°21'00" E

2100

PC 2100+27.44

B.K. LAKE RD. - RAMP 3
PI = 2102+64.65
Δ = 38°46'30"LT.
D = 8°30'00"
T = 237.21'
L = 456.18'
PC = 2100+27.44
PT = 2104+83.62

PT 2104+83.62

2105

S 84°07'30" E

PI 2108+50.12

2105

N 84°27'30" E

PC 2107+54.90

S 89°50'00" E

2105

B.K. LAKE RD. - RAMP 3
STA. 2094+00 IN PLACE
24" CROSSDRAIN
RETAIN AND REPLACE F.E.S ON RT.
24" (CLASS III) R.C. PIPE = 4 LIN. FT.
24" R.C. F.E.S. = 1EACH
USE TYPE 3 BEDDING

PI 2102+64.65

B.K. LAKE RD. - RAMP 3

B.K. LAKE RD. RAMP 3

B.K. LAKE RD. - RAMP 4
STA. 2096+40 - CONSTRUCT
RAISED CONCRETE ISLAND
WITH TYPE B CURB FACE = 81.9 SQ. YD.

B.K. LAKE RD. - RAMP 4
STA. 2096+00 IN PLACE
24" CROSSDRAIN
RETAIN AND REPLACE F.E.S ON RT.
24" (CLASS III) R.C. PIPE = 4 LIN. FT.
24" R.C. F.E.S. = 1EACH
USE TYPE 3 BEDDING

PT 2082+45.00

89°50'00" E

PI 2081+49.94

N 84°27'30" E

2085

PC 2085+27.82

B.K. LAKE RD. - RAMP 4
PI = 2087+72.88
Δ = 39°57'30"LT.
D = 8°30'00"
T = 245.06'
L = 470.10'
PC = 2085+27.82
PT = 2089+97.92

PI 2093+78.55

STA. 2096+71.58 ON BK LAKE RD. RAMP 4
= STA. 21+49.94 ON BK LAKE RD.
△ = 75°00'00"

PT 2089+97.92

2090

RAMP 4

N 44°30'00" E

2095

N 74°20'00" E

POE 2096+71.58

POB 2096

2085

S 84°07'30" E

2085

PC 2085+20.56

PI 2087+72.88

PC 2092+25.92

B.K. LAKE RD. - RAMP 4
PI = 2093+78.55
Δ = 29°50'00"RT.
D = 10°00'00"
T = 152.63'
L = 298.33'
PC = 2092+25.92
PT = 2095+24.26

PT 2095+24.26

B.K. LAKE RD.

S 75

B.K. LAKE RD. RAMP 4
PLAN SHEETS

1/3/2013

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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.		050260	161	227

(2) PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
1-23-13
TRINITY D. SMITH

S 89°50'00" E
PI 2134+99.94
2135
S 84°07'31" E
PI 2139+18.84
2140
PC 2137+06.15
HWY. 167 - RAMP 1
PI = 2139+18.84
Δ = 16°53'31"RT.
D = 4°00'00"
T = 212.69'
L = 422.30'
PC = 2137+06.15
PT = 2141+28.44
PT 2141+28.44
RAMP 1
S 67°14'00" E
HWY. 167 - RAMP 1
STA. 2143+00 IN PLACE
TRP. 6' X 4' X 83'
R.C. BOX CULVERT
(45° LT. FWD. SKEW)
RETAIN
PC 2144+66.40
2145
HWY. 167 - RAMP 1
PI = 2145+66.82
Δ = 8°01'13"LT.
D = 4°00'00"
T = 100.42'
L = 200.51'
PC = 2144+66.40
PT = 2146+66.91
PT 2146+66.91
S 75°15'13" E
PI 2145+66.82
STA. 13+05.76 ON HWY. 167
= STA. 2148+60.68 ON HWY. 167 RAMP 1
Δ=80°02'53.06"
HWY. 167
N 0°16'00" W
PT 13+97.78
POB 2147+38.49
POE 2148+64.89
HWY. 167 RAMP 1

PI 2145+45.90
STA. 2148+43.36 ON HWY. 167 RAMP 4
= STA. 20+90.00 ON HWY. 167
Δ=90°00'40.38"
HWY. 167 - RAMP 4
STA. 2144+00 IN PLACE
TRP. 10' X 5' X 41'
R.C. BOX CULVERT
RETAIN
2145
N 89°44'41" E
POE 2148+43.36
POB 2147+58.33
PT 2146+52.10
PC 2144+37.15
HWY. 167 - RAMP 4
PI = 2145+45.90
Δ = 21°29'41"RT.
D = 10°00'00"
T = 108.75'
L = 214.95'
PC = 2144+37.15
PT = 2146+52.10
N 0°16'00" W
HWY. 167
HWY. 167 - RAMP 4
PI = 2134+99.94
Δ = 5°42'30"LT.
D = 3°00'00"
T = 95.22'
L = 190.28'
PC = 2134+04.72
PT = 2135+95.00
PC 2134+04.72
PT 2135+95.00
PC 2137+53.44
HWY. 167 - RAMP 4
PI = 2139+01.78
Δ = 16°12'30"LT.
D = 5°30'00"
T = 148.34'
L = 294.70'
PC = 2137+53.44
PT = 2140+48.14
PT 2140+48.14
RAMP 4
N 68°15'00" E
PI 2139+01.78
N 84°27'30" E
S 89°50'00" E
PI 2134+99.94
2135
2140
HWY. 67
S 89°50'00" E
2145
A5688
HWY. 167 RAMP 4
PLAN SHEETS

1/3/2013
R050260.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.		050260	162	227

(2) INTERCHANGE LAYOUTS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

HWY. 157 - RAMP 4
PI = 1901+02.74
Δ = 38°21'30"LT.
D = 8°30'00"
T = 234.46'
L = 451.27'
PC = 1898+68.28
PT = 1903+19.56

HWY. 157 - RAMP 4
PI = 1906+69.60
Δ = 29°04'00"RT.
D = 10°00'00"
T = 148.53'
L = 290.67'
PC = 1905+21.06
PT = 1908+11.73

HWY. 157 - RAMP 3
PI = 1909+37.69
Δ = 28°52'00"RT.
D = 10°00'00"
T = 147.47'
L = 288.67'
PC = 1907+90.22
PT = 1910+78.89

HWY. 157 - RAMP 3
PI = 1915+13.72
Δ = 38°09'30"LT.
D = 8°30'00"
T = 233.14'
L = 448.92'
PC = 1912+80.58
PT = 1917+29.50

HWY. 157 - RAMP 1
PI = 1901+03.54
Δ = 38°09'30"RT.
D = 8°30'00"
T = 233.14'
L = 448.92'
PC = 1898+70.40
PT = 1903+19.32

HWY. 157 - RAMP 1
PI = 1906+68.48
Δ = 28°52'00"LT.
D = 10°00'00"
T = 147.47'
L = 288.67'
PC = 1905+21.01
PT = 1908+09.68

HWY. 157 - RAMP 2
PI = 1909+36.82
Δ = 29°04'00"LT.
D = 10°00'00"
T = 148.53'
L = 290.67'
PC = 1907+88.29
PT = 1910+78.95

HWY. 157 - RAMP 2
PI = 1915+14.92
Δ = 38°21'30"RT.
D = 8°30'00"
T = 234.46'
L = 451.27'
PC = 1912+80.46
PT = 1917+31.74

STA. 1908+00.00 HWY. 67 =
STA. 15+00.00 HWY. 157
Δ = 90°00'00"

HWY. 157
STA. 10+00 IN PLACE
24" X 146' CROSSDRAIN
WITH F.E.S. ON LEFT AND RIGHT
RETAIN

STA. 1909+52.32 ON HWY. 157 RAMP 1
= STA. 8+99.92 ON HWY. 157
Δ =75°00'00"

STA. 8+99.95 ON HWY. 157
= STA. 1906+46.82 ON HWY. 157 RAMP 2
Δ =75°00'00"

STA. 1909+53.19 ON HWY. 157 RAMP 4
= STA. 21+00.04 ON HWY. 157
Δ =75°00'00"

STA. 1906+47.69 ON HWY. 157 RAMP 3
= STA. 21+00.04 ON HWY. 157
Δ =75°00'00"

1/3/2013

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HWY. 157
INTERCHANGE LAYOUTS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	163	227

(2) INTERCHANGE LAYOUTS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

N

STA. 2096+71.58 ON BK LAKE RD. RAMP 4 = STA. 21+49.94 ON BK LAKE RD. Δ = 75°00'00"

STA. 2093+22.53 ON BK LAKE RD. RAMP 3 = STA. 21+49.95 ON BK LAKE RD. Δ = 75°00'00"

B.K. LAKE RD. - RAMP 4
PI = 2093+78.55
Δ = 29°50'00"RT.
D = 10°00'00"
T = 152.63'
L = 298.33'
PC = 2092+25.92
PT = 2095+24.26

B.K. LAKE RD. - RAMP 3
PI = 2096+22.53
Δ = 30°19'00"RT.
D = 10°00'00"
T = 155.22'
L = 303.17'
PC = 2094+67.31
PT = 2097+70.48

B.K. LAKE RD. - RAMP 4
PI = 2087+72.88
Δ = 39°57'30"LT.
D = 8°30'00"
T = 245.06'
L = 470.10'
PC = 2085+27.82
PT = 2089+97.92

B.K. LAKE RD. - RAMP 3
PI = 2102+64.65
Δ = 38°46'30"LT.
D = 8°30'00"
T = 237.21'
L = 456.18'
PC = 2100+27.44
PT = 2104+83.62

STA. 2095+05.24 HWY. 67 = STA. 15+00.00 B. K. LAKE RD.
Δ = 90°50'00"

STA. 2094+59.00 BR. END

STA. 2095+49.09 BR. END

B.K. LAKE RD.

A5570

B5570

HWY. 67

B.K. LAKE RD. - RAMP 1
PI = 2087+53.48
Δ = 38°07'30"RT.
D = 8°30'00"
T = 232.92'
L = 448.53'
PC = 2085+20.56
PT = 2089+69.09

B.K. LAKE RD. - RAMP 1
PI = 2093+93.17
Δ = 29°40'00"LT.
D = 10°00'00"
T = 151.74'
L = 296.67'
PC = 2092+41.43
PT = 2095+38.09

B.K. LAKE RD. - RAMP 2
PI = 2096+38.30
Δ = 29°56'00"LT.
D = 10°00'00"
T = 153.17'
L = 299.33'
PC = 2094+85.13
PT = 2097+84.47

B.K. LAKE RD. - RAMP 2
PI = 2102+57.30
Δ = 40°03'30"RT.
D = 8°30'00"
T = 245.73'
L = 471.27'
PC = 2100+11.57
PT = 2104+82.85

STA. 2096+86.33 ON BK LAKE RD. RAMP 1 = STA. 8+50.03 ON BK LAKE RD. Δ = 75°00'00"

STA. 2093+38.30 ON BK LAKE RD. RAMP 2 = STA. 8+50.03 ON BK LAKE RD. Δ = 75°00'00"

B.K. LAKE RD.
INTERCHANGE LAYOUTS

1/3/2013

R050260.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.		050260	164	227

2 INTERCHANGE LAYOUTS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
1-23-13

N

HWY. 167 - RAMP 4
PI = 2139+01.78
Δ = 16°12'30"LT.
D = 5°30'00"
T = 148.34'
L = 294.70'
PC = 2137+53.44
PT = 2140+48.14

HWY. 167 - RAMP 4
PI = 2145+45.90
Δ = 21°29'41"RT.
D = 10°00'00"
T = 108.75'
L = 214.95'
PC = 2144+37.15
PT = 2146+52.10

STA. 2148+43.36 ON HWY. 167 RAMP 4
= STA. 20+90.00 ON HWY. 167
Δ = 90°00'40"

HWY. 167 - RAMP 3
PI = 2150+58.33
Δ = 21°12'00"RT.
D = 10°00'00"
T = 107.23'
L = 212.00'
PC = 2149+51.10
PT = 2151+63.10

HWY. 167 - RAMP 3
PI = 2156+98.18
Δ = 15°03'30"LT.
D = 5°30'00"
T = 137.69'
L = 273.79'
PC = 2155+60.49
PT = 2158+34.28

STA. 2148+01.94 HWY. 67 =
STA. 17+48.13 HWY. 167
Δ = 90°26'00"

STA. 2148+82.08
BR. END

A5688

B5688

STA. 2147+54.99
BR. END

HWY. 167 - RAMP 1
PI = 2139+18.84
Δ = 16°53'31"RT.
D = 4°00'00"
T = 212.69'
L = 422.30'
PC = 2137+06.15
PT = 2141+28.44

HWY. 167 - RAMP 1
PI = 2145+66.82
Δ = 8°01'13"LT.
D = 4°00'00"
T = 100.42'
L = 200.51'
PC = 2144+66.40
PT = 2146+66.91

HWY. 167
STA. 12+50 IN PLACE
QUAD. 10' X 6' X 273'
R.C. BOX CULVERT
(45° LT. FWD SKEW)
RETAIN

STA. 13+05.76 ON HWY. 167
= STA. 2148+60.68 ON HWY. 167 RAMP 1
Δ = 80°02'53"

HWY. 167
PI = 10+56.00
Δ = 39°12'00"LT.
D = 5°30'00"
T = 370.95'
L = 712.73'
PC = 6+85.05
PT = 13+97.78

HWY. 167 - RAMP 2
PI = 2151+40.39
Δ = 10°03'00"LT.
D = 4°00'00"
T = 125.95'
L = 251.25'
PC = 2150+14.44
PT = 2152+65.69

HWY. 167 - RAMP 2
PI = 2157+01.74
Δ = 19°51'30"RT.
D = 5°30'00"
T = 182.36'
L = 361.06'
PC = 2155+19.38
PT = 2158+80.44

1/3/2013

R050260.DGN

HWY. 167
INTERCHANGE LAYOUTS

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.		050260	165	227

(2) SIGNING QUANTITIES SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
1-15-13

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
SP, SS & 725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	2,731	SQ. FT.
SP, SS & 727	EXIT NUMBER PANEL (TYPE A)	220	SQ. FT.
SP, SS & 726	STANDARD SIGNS	405	SQ. FT.
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	19,370	POUND

MAIN LANES SIGNING QUANTITIES

									BREAKAWAY SIGN SUPPORT													EXIT NUMBER PANEL		
	STRUCTURE TYPE								STEEL	SIGN									SIGN					
						GUIDE SIGN			SECT.	POST LENGTH			STUB POST			FOOTINGS			POST	LEGEND	TYPE		
SIGN NO./						Length	Height		A-572	H-1	H-2	H-3	H-1	H-2	H-3	DIA.	DEPTH	EMBED.	AND STUB		A	B	C
LOCATION	ST	CL	OH	BM	G-2	LIN. FT.		SQ. Ft.	BEAM	LBS	LIN FT			LIN FT			LIN FT			POUND		SQ. FT.		
EXIT 51																								
ML-067-1924+00SB					1	15.00	7.50	112.50	W8	18.00	14.50	15.50		3.99	3.99		2.50	5.50	3.66	683.64	51	20.00		
ML-067-1892+50NB					1	15.00	7.50	112.50	W8	18.00	14.50	15.50		3.99	3.99		2.50	5.50	3.66	683.64	51	20.00		
ML-067-1977+00SB					1	11.50	9.50	109.25	W8	18.00	11.50	12.50		3.99	3.99		2.50	5.50	3.66	575.64	51	20.00		
ML-067-1844+50NB					1	11.50	9.50	109.25	W8	18.00	11.50	12.50		3.99	3.99		2.50	5.50	3.66	575.64	51	20.00		
EX-067-1818+50SB					1	6.00	5.00	30.00	W6	9.00	12.00	13.00		2.33	2.33		1.50	3.00	2.00	266.94				
EX-067-1896+00NB					1	6.00	5.00	30.00	W6	9.00	12.00	13.00		2.33	2.33		1.50	3.00	2.00	266.94				
EXIT 54																								
ML-067-1994+00NB					1	14.50	6.50	94.25	W6	9.00	13.50	14.50		3.99	3.99		2.50	5.50	3.66	323.82				
ML-067-2019+00NB					1	11.00	4.50	49.50	W6	9.00	11.50	12.50		3.99	3.99		2.50	5.50	3.66	287.82				
EX-067-2082+40NB					1	6.00	5.00	30.00	W6	9.00	12.00	13.00		3.99	3.99		2.50	5.50	3.66	296.82				
EX-067-2106+50SB					1	6.00	5.00	30.00	W6	9.00	12.00	13.00		3.99	3.99		2.50	5.50	3.66	296.82				
ML-067-2122+00SB					1	16.50	5.50	90.75	W8	18.00	12.50	13.50		3.99	3.99		2.50	5.50	3.66	611.64	54	20.00		
ML-067-2079+00NB					1	16.50	5.50	90.75	W8	18.00	12.50	13.50		2.33	2.33		1.50	3.00	2.00	551.88	54	20.00		
ML-067-2026+00NB					1	13.50	8.00	108.00	W8	18.00	15.00	16.00		2.33	2.33		1.50	3.00	2.00	641.88	54	20.00		
ML-067-2150+00SB					1	13.50	8.00	108.00	W8	18.00	15.00	16.00		2.33	2.33		1.50	3.00	2.00	641.88	54	20.00		
EXIT 55																								
EX-067-2135+10NB					1	6.00	5.00	30.00	W6	9.00	12.00	13.00		3.99	3.99		2.50	5.50	3.66	296.82				
ML-067-2112+00NB					1	9.00	7.00	63.00	W6	9.00	14.00	15.00		3.99	3.99		2.50	5.50	3.66	332.82	55	20.00		
ML-067-2165+00SB					1	16.50	12.00	198.00	W8	18.00	19.00	20.00		3.99	3.99		2.50	5.50	3.66	845.64	55	20.00		
ML-067-2131+00NB					1	16.50	12.00	198.00	W8	18.00	19.00	20.00		3.99	3.99		2.50	5.50	3.66	845.64	55	20.00		
ML-067-2092+00NB					1	13.00	14.00	182.00	W8	18.00	21.00	22.00		3.99	3.99		2.50	5.50	3.66	917.64				
LCA-067-2116+00NB					1	18.00	12.00	216.00	W8	18.00	19.00	20.00		3.99	3.99		2.50	5.50	3.66	845.64				
LG-067-2126+00NB					1	18.00	12.00	216.00	W8	18.00	19.00	20.00		3.99	3.99		2.50	5.50	3.66	845.64				
LF-067-2123+00NB					1	18.00	12.00	216.00	W8	18.00	19.00	20.00		3.99	3.99		2.50	5.50	3.66	845.64				
LL-067-2120+00NB					1	18.00	6.50	117.00	W8	18.00	13.50	14.50		3.99	3.99		2.50	5.50	3.66	845.64				
ML-067-2099+00NB					1	19.00	10.00	190.00	W8	18.00	17.00	18.00		3.99	3.99		2.50	5.50	3.66	845.64				
GUIDE SIGNS ROADSIDE MOUNTED TOTALS;								2730.75																
TOTALS:					24			2730.75												14171.76		220.00		

NOTE:
BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H-1, H-2, H-3 AND EACH STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).

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.		050260	166	227

(2) SIGNING QUANTITIES SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS

1-2-13

STANDARD SIGNS FLAT SHEET QUANTITIES

	STANDARD SIGNS FLAT SHEET I-BEAM SIGN SUPPORTS				BREAKAWAY SIGN SUPPORT									
	TYPE			STANDARD	STEEL SECT.		SIGN POST LENGTH		STUB POST		FOOTINGS			SIGN POST
SIGN NO./				SIGN	A-572		H - 1	H - 2	H - 1	H - 2	DIA.	DEPTH	EMBED.	AND STUB
LOCATION	U-1	G-1	G-2	SQ. FT.	BEAM	LBS	LIN FT		LIN FT		LIN FT			POUND
SS-067-1915+00SB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-2087+00SB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-2103+00NB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-2055+00NB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-2101+00SB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-2055+00NB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-1900+00SB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-2142+00SB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-2067+00SB			1	16.00	W6	9	11.00	12.00	1.99	1.99	2.00	3.00	2.00	242.82
SS-067-1944+00NB			1	36.00	W6	9	16.00	17.00	1.99	1.99	2.00	3.00	2.00	332.82
SS-067-2056+00SB			1	36.00	W6	9	16.00	17.00	1.99	1.99	2.00	3.00	2.00	332.82
SS-067-1939+00NB			1	20.00	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
SS-067-1894+00NB			1	20.00	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
SS-067-1922+00SB			1	20.00	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
SS-067-2080+80NB			1	20.00	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
SS-067-2110+00SB			1	20.00	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
SS-067-2133+00NB			1	20.00	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
SS-067-2163+00SB			1	20.00	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
SS-067-2070+00SB			1	24.26	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
SS-067-1935+00NB			1	24.26	W6	9	12.00	13.00	1.99	1.99	2.00	3.00	2.00	260.82
TOTALS:			**20**	**404.52**										**5198.40**

NOTES:

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF ROADSIDE MOUNTED SIGNS, SUPPORTS AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.

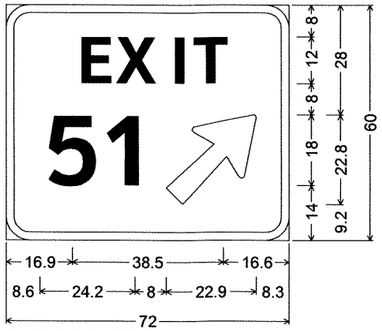
EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE CLEARVIEW FONT SHALL FOLLOW THE SPACE TABLES FOR CLEARVIEW AND NOT SHS E-MODIFIED. THIS INCLUDES THE USE OF CLEARVIEW 5-W-R. FOR GENERAL GUIDANCE ON LETTER AND WORD SPACING REFER TO THE FHWA CLEARVIEW TYPEFACE SUPPLEMENT. (HTTP://MUTCD. FHWA.DOT.GOV)

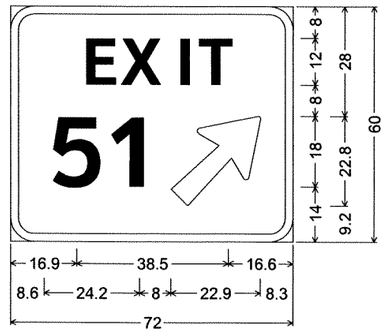
NOTE:
BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H-1, H-2, H-3 AND EACH STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).

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.		050260	167	227

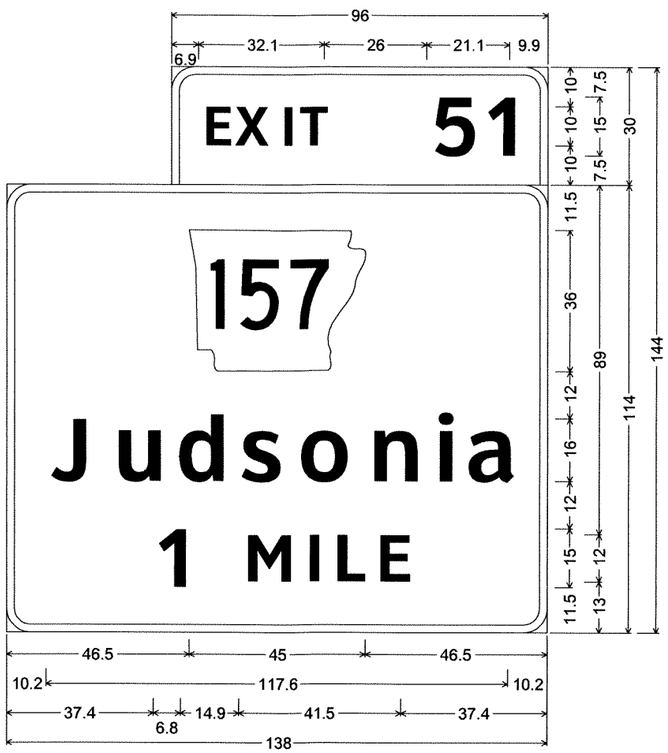
(2) SIGN LAYOUT SHEET



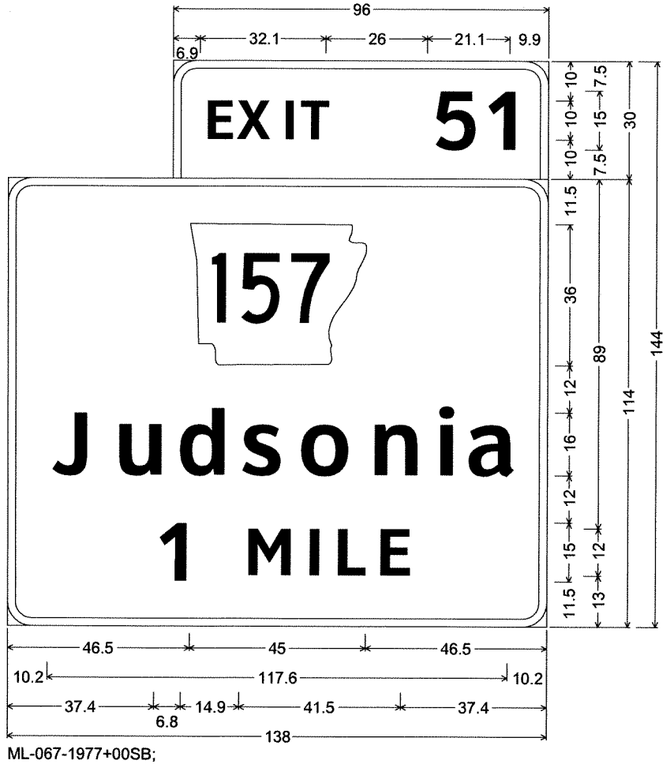
EX-067-1818+50SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[51] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;



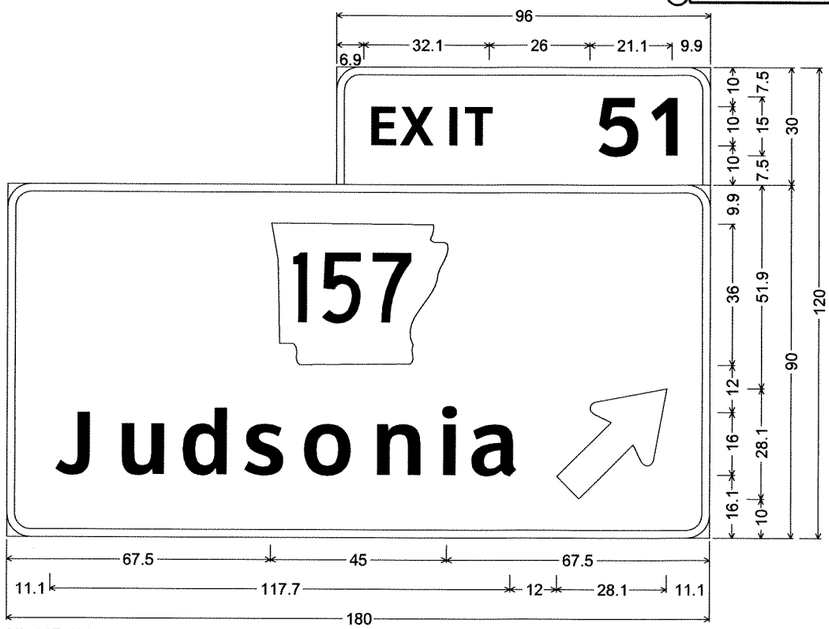
EX-067-1896+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[51] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;



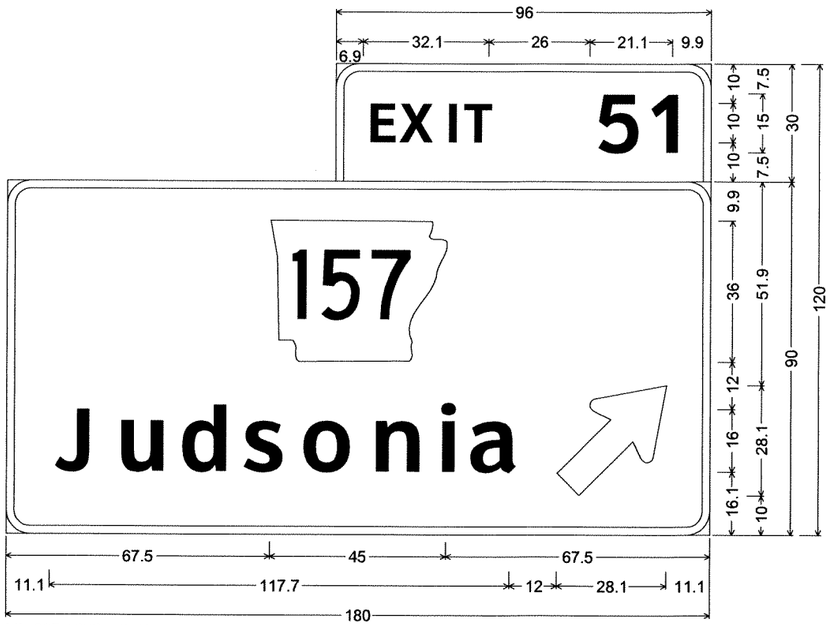
ML-067-1844+50NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [51] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Judsonia] ClearviewHwy-5-W; [1] ClearviewHwy-5-W;
[MILE] ClearviewHwy-5-W;



ML-067-1977+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [51] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Judsonia] ClearviewHwy-5-W; [1] ClearviewHwy-5-W;
[MILE] ClearviewHwy-5-W;



ML-067-1924+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [51] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Judsonia] ClearviewHwy-5-W; Standard Arrow Custom 35.8" X 21.6" 45°;



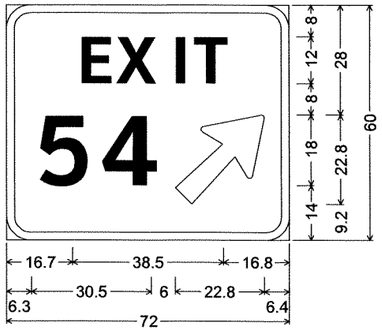
ML-067-1892+50NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [51] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Judsonia] ClearviewHwy-5-W; Standard Arrow Custom 35.8" X 21.6" 45°;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
12-31-12

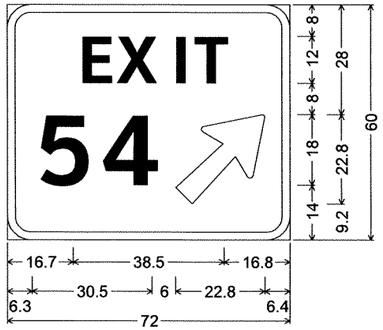
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	168	227

(2) SIGN LAYOUT SHEET

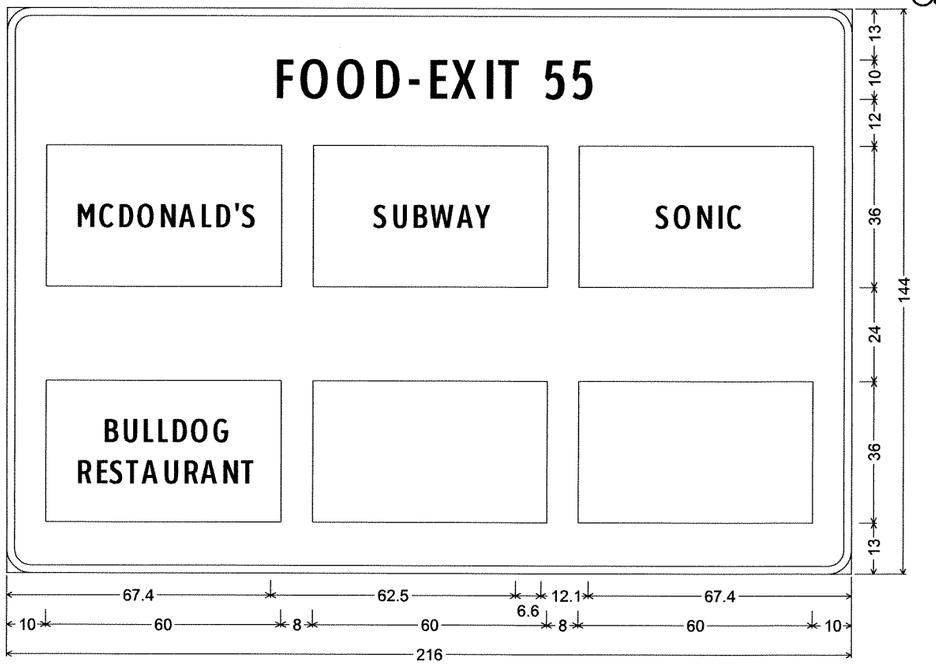
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER JOHN W. MATHIS N.7519 12-31-12



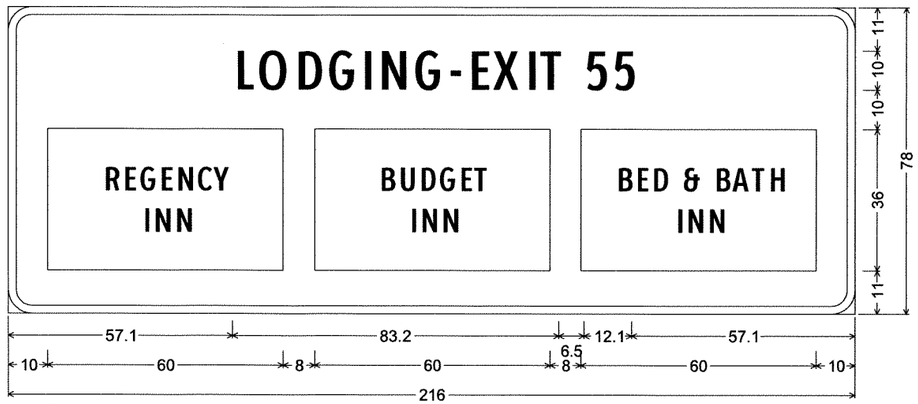
ML-067-2082+40NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[54] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;



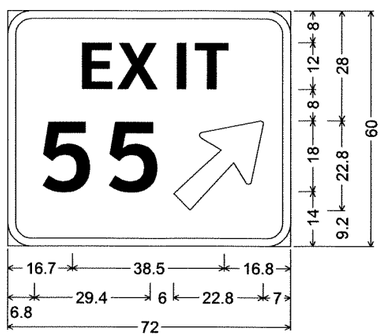
EX-067-2106+50SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[54] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;



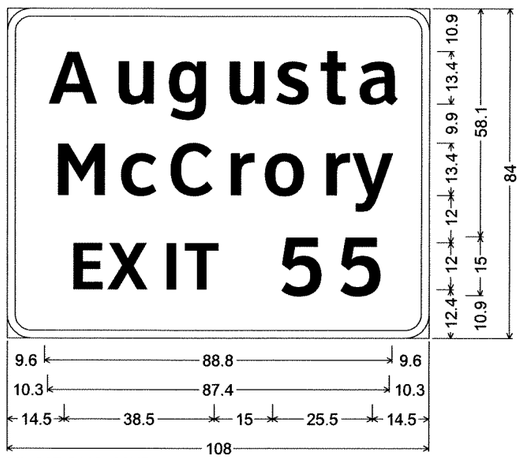
LF-067-2123+00NB; 6.0" Radius, 2.0" Border, White on Blue;
[FOOD-EXIT 55] ClearviewHwy-2-W;



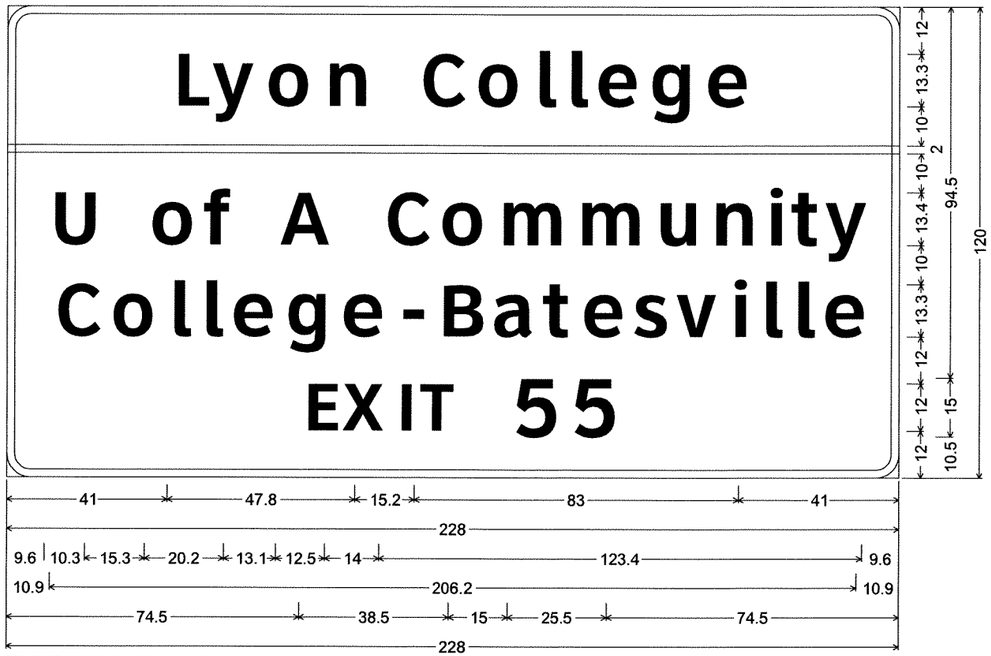
LL-067-2120+00NB; 6.0" Radius, 2.0" Border, White on Blue;
[LODGING-EXIT 55] ClearviewHwy-2-W;



EX-067-2135+10NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[55] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;



ML-067-2112+00NB;
6.0" Radius, 2.0" Border, White on Green;
[Augusta] ClearviewHwy-5-W;
[McCrory] ClearviewHwy-5-W;
[EXIT] ClearviewHwy-5-W; [55] ClearviewHwy-5-W;

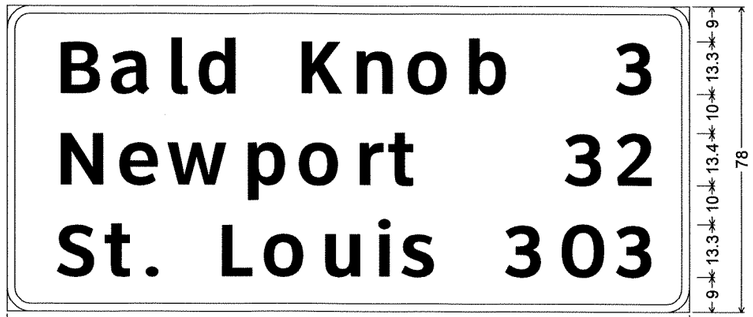


ML-067-2099+00NB; 6.0" Radius, 2.0" Border, White on Green;
[Lyon College] ClearviewHwy-5-W; [U of A Community] ClearviewHwy-5-W;
[College-Batesville] ClearviewHwy-5-W; [EXIT] ClearviewHwy-5-W; [55] ClearviewHwy-5-W;

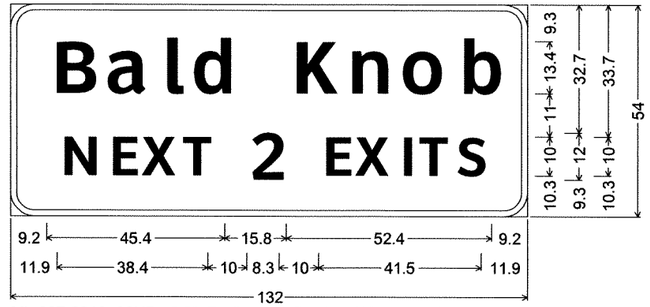
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	169	227

(2) SIGN LAYOUT SHEET

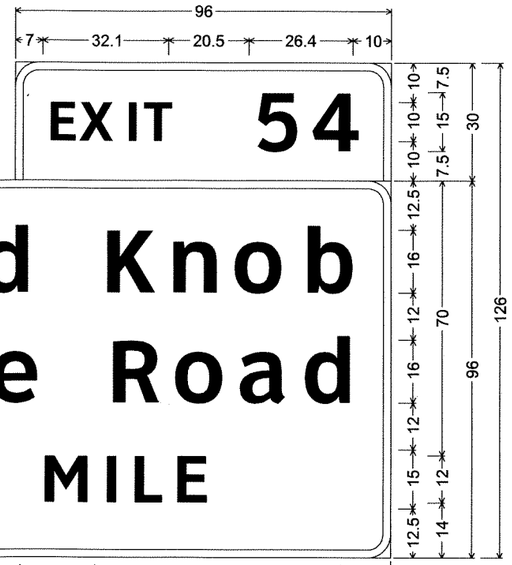
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER JOHN W. MATHIS No. 7519 12-31-17



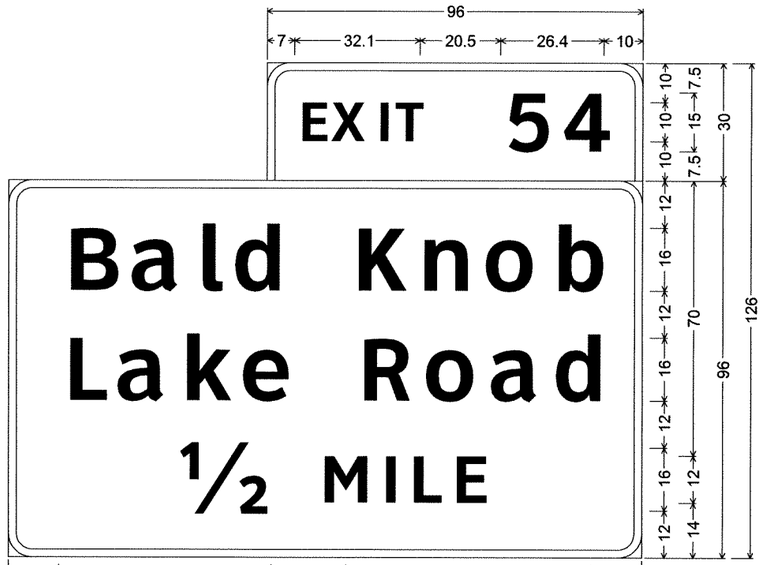
ML-067-1949+00NB; 6.0" Radius, 2.0" Border, White on Green;
[Bald Knob] ClearviewHwy-5-W; [3] ClearviewHwy-5-W; [Newport] ClearviewHwy-5-W;
[32] ClearviewHwy-5-W; [St. Louis] ClearviewHwy-5-W; [303] ClearviewHwy-5-W;



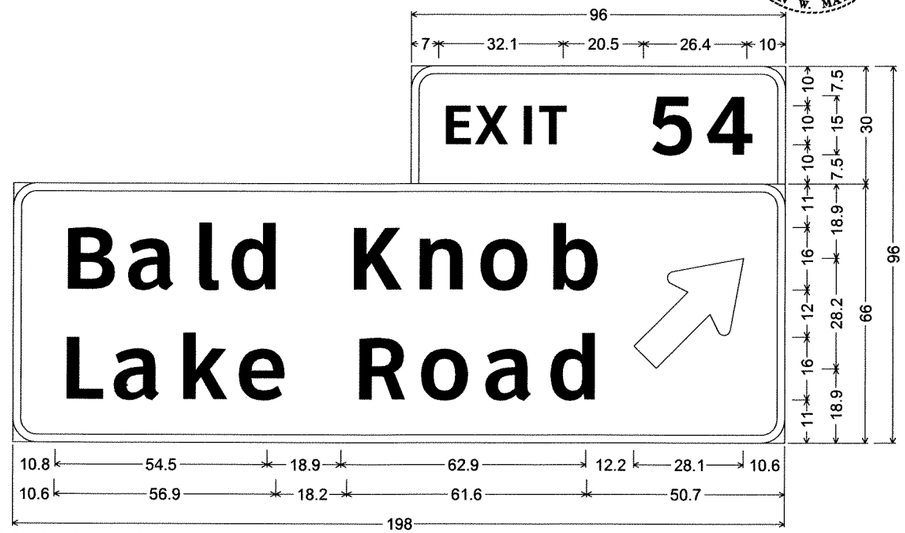
ML-067-2019+00NB; 6.0" Radius, 2" Border, White on Green;
[Bald Knob] ClearviewHwy-5-W; [NEXT] ClearviewHwy-5-W;
[2] ClearviewHwy-5-W; [EXITS] ClearviewHwy-5-W;



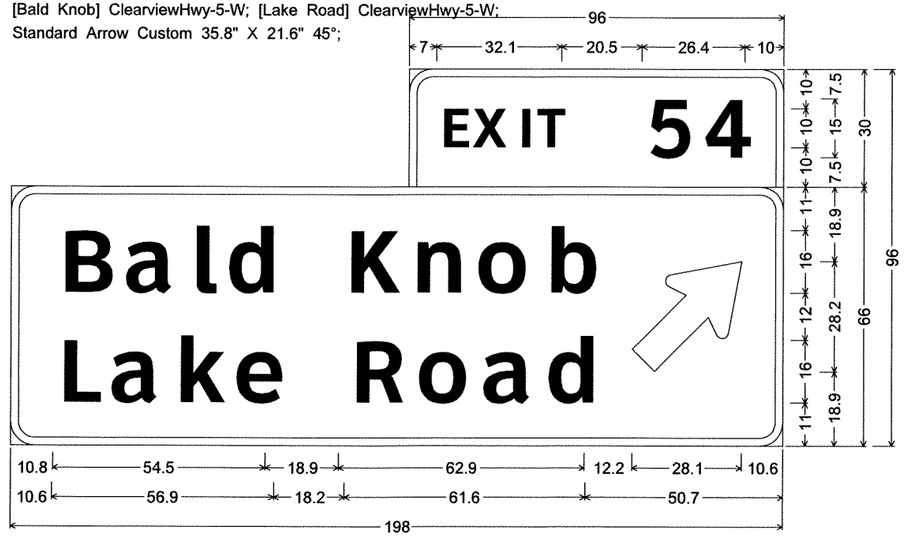
ML-067-2026+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [54] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Bald Knob] ClearviewHwy-5-W; [Lake Road] ClearviewHwy-5-W;
[1] ClearviewHwy-5-W; [MILE] ClearviewHwy-5-W;



ML-067-2150+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [54] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Bald Knob] ClearviewHwy-5-W; [Lake Road] ClearviewHwy-5-W;
[½] ClearviewHwy-5-W; [MILE] ClearviewHwy-5-W;



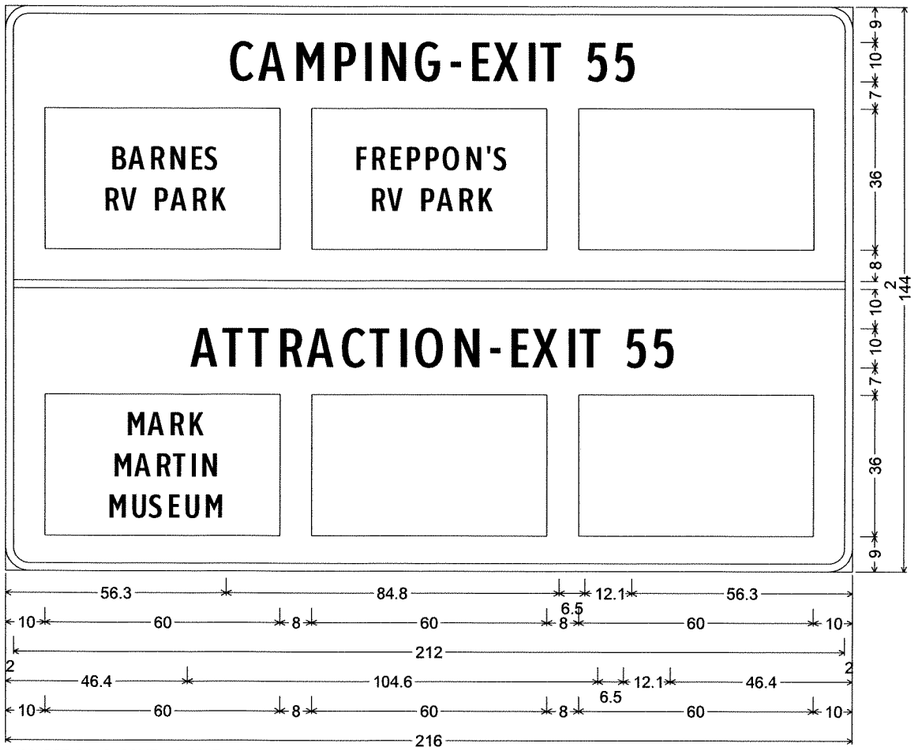
ML-067-2122+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [54] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Bald Knob] ClearviewHwy-5-W; [Lake Road] ClearviewHwy-5-W;
Standard Arrow Custom 35.8" X 21.6" 45°;



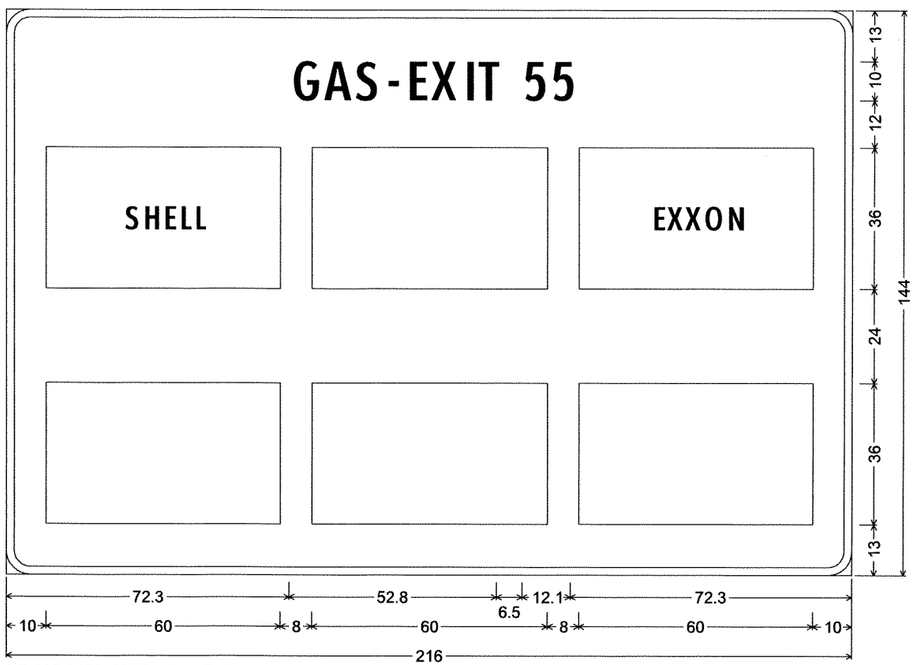
ML-067-2079+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [54] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Bald Knob] ClearviewHwy-5-W; [Lake Road] ClearviewHwy-5-W;
Standard Arrow Custom 35.8" X 21.6" 45°;

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.		050260	170	227

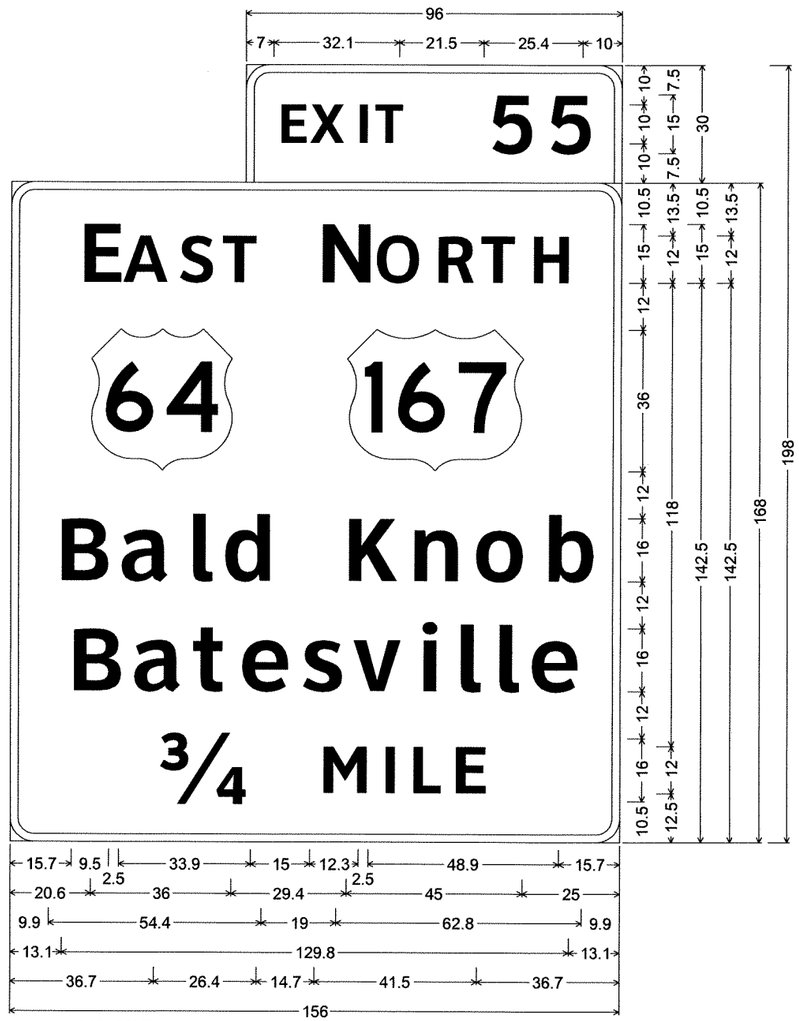
(2) SIGN LAYOUT SHEET



LCA-067-2116+00NB; 6.0" Radius, 2.0" Border, White on Blue;
[CAMPING-EXIT 55] ClearviewHwy-2-W;
[ATTRACTION-EXIT 55] ClearviewHwy-2-W;



LG-067-2126+00NB; 6.0" Radius, 2.0" Border, White on Blue;
[GAS-EXIT 55] ClearviewHwy-2-W;



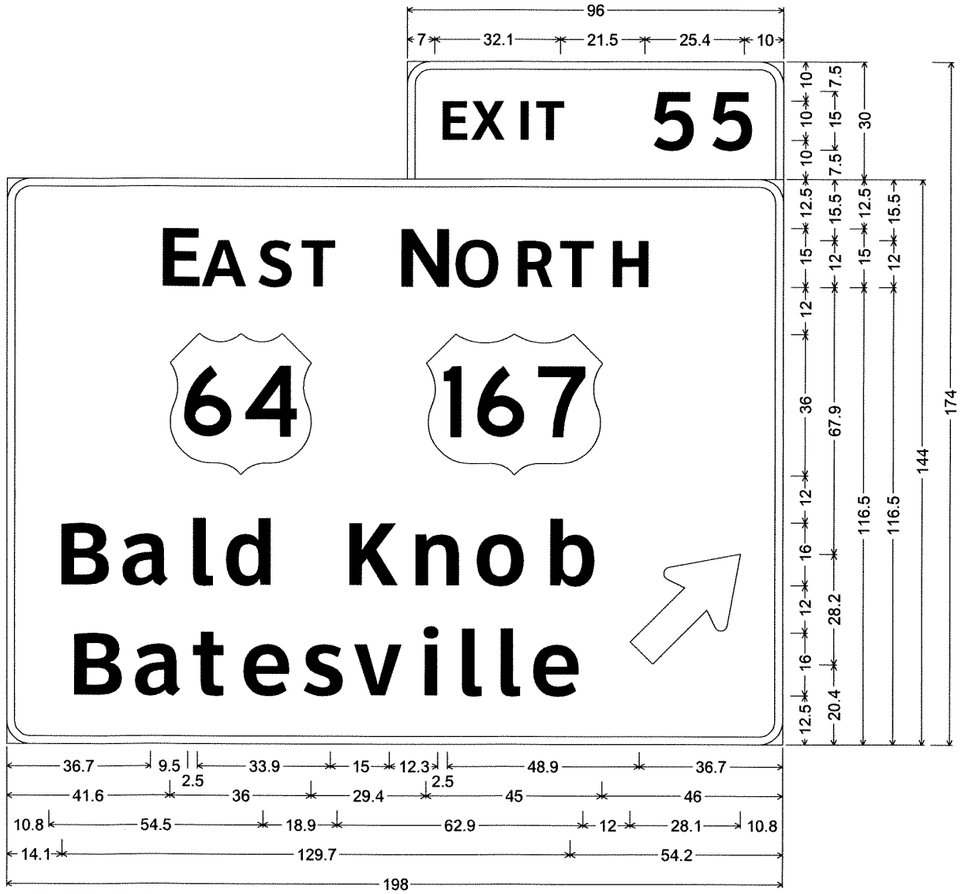
ML-067-2092+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [55] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[E] ClearviewHwy-5-W; [AST] ClearviewHwy-5-W; [N] ClearviewHwy-5-W;
[ORTH] ClearviewHwy-5-W; [Bald Knob] ClearviewHwy-5-W;
[Batesville] ClearviewHwy-5-W; [3/4] ClearviewHwy-5-W;
[MILE] ClearviewHwy-5-W;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
12-31-12

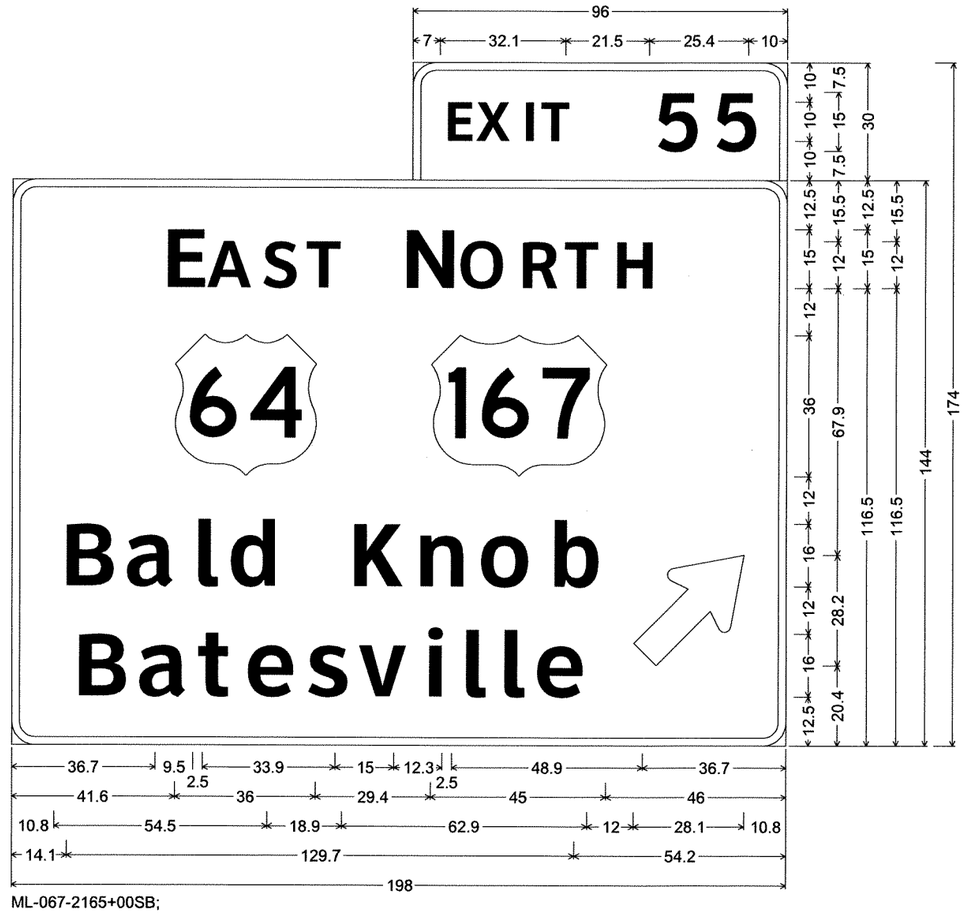
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	171	227

(2) SIGN LAYOUT SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
12-12



ML-067-2131+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [55] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[E] ClearviewHwy-5-W; [AST] ClearviewHwy-5-W; [N] ClearviewHwy-5-W;
[ORTH] ClearviewHwy-5-W; [Bald Knob] ClearviewHwy-5-W; [Batesville] ClearviewHwy-5-W;
Standard Arrow Custom 35.8" X 21.6" 45°;

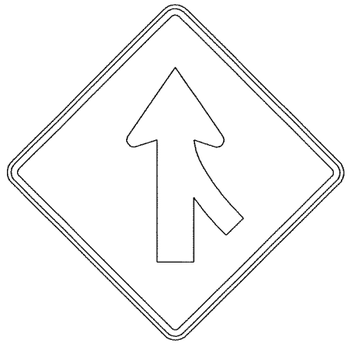


ML-067-2165+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [55] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[E] ClearviewHwy-5-W; [AST] ClearviewHwy-5-W; [N] ClearviewHwy-5-W;
[ORTH] ClearviewHwy-5-W; [Bald Knob] ClearviewHwy-5-W; [Batesville] ClearviewHwy-5-W;
Standard Arrow Custom 35.8" X 21.6" 45°;

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.		050260	172	227
				(2)	SIGN LAYOUT SHEET			

FLAT SHEET
STANDARD SIGNS

G-2
W4-1R (48" X48")



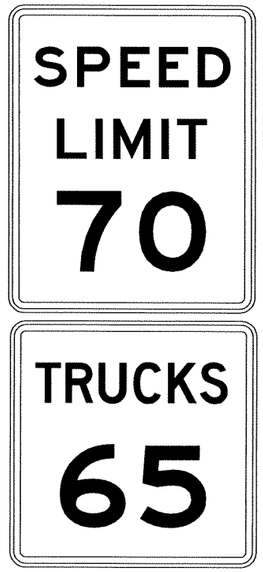
SS-067-1915+00NB
SS-067-2087+00SB
SS-067-2103+00NB
SS-067-2055+00NB
SS-067-2101+00SB
SS-067-2142+00SB
SS-067-1900+00SB

G-2
W8-13 (48" X48")



SS-067-2055+00NB
SS-067-2067+00SB

G-2

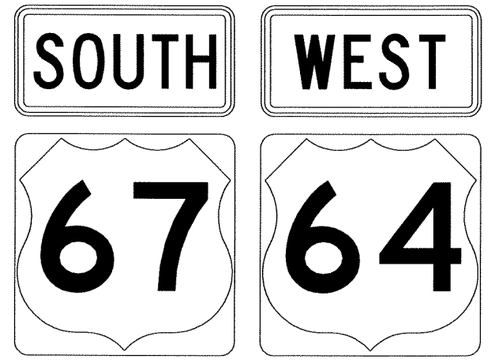


R2-1 (48" X60")

R2-2 (48" X48")

SS-067-1944+00NB
SS-067-2056+00SB

G-2

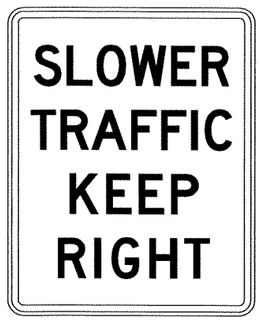


M3-3 (30" X15")
M3-4 (30" X15")

M1-4 (36" X36")
M1-4 (36" X36")

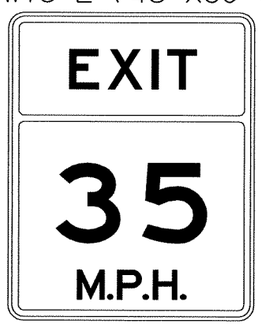
SS-067-2070+00SB

G-2
R4-3 (48" X60")



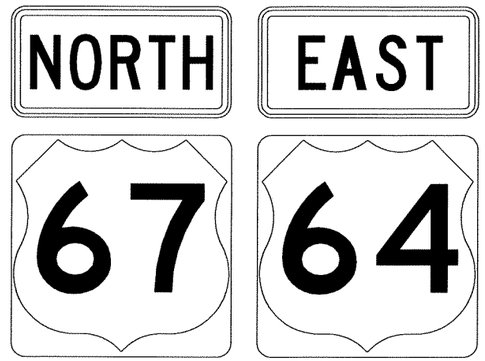
SS-067-1939+00NB

G-2
W13-2 (48" X60")



SS-067-1894+00NB
SS-067-1922+00SB
SS-067-2080+80NB
SS-067-2110+00SB
SS-067-2133+00NB
SS-067-2163+00SB

G-2



M3-1 (30" X15")
M3-2 (30" X15")

M1-4 (36" X36")
M1-4 (36" X36")

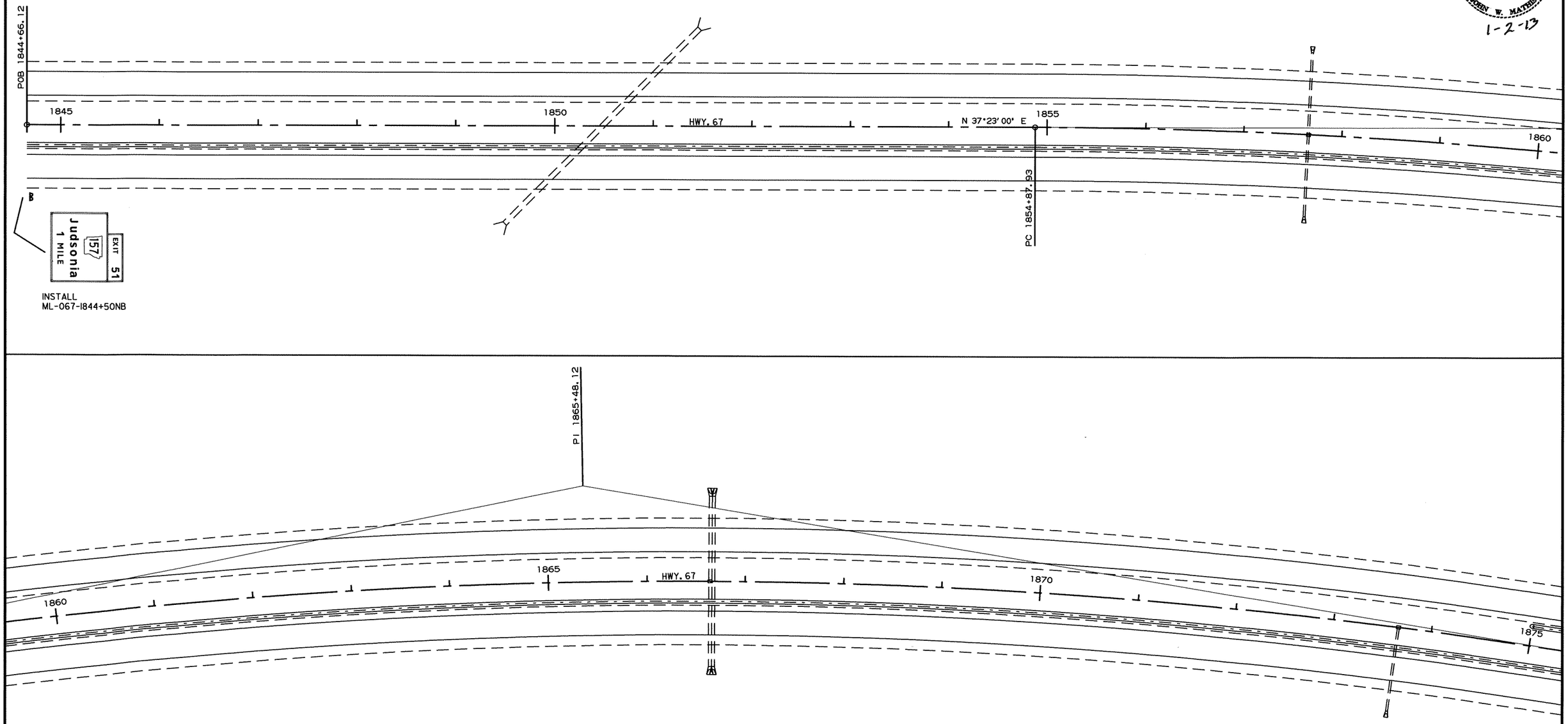
SS-067-1935+00NB



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				6	ARK.			
				JOB NO.		050260	173	227

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATTHEWS
1-2-13



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
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No. 7519
JOHN W. MATTHIS
1-2-13

1875
PT 1875+84.60
HWY. 67
1880
1885
N 58°21'00" E
1890
PC 1894+04.78
PT 1895+95.06
PC 1898+68.28
1900
PI 1901+02.74
INSTALL
SS-067-1900+00SB
1895
N 52°38'30" E
N 58°21'00" E
PI 1895+00.00
1890
1895
HWY. 67
1900
N 58°21'00" E
1905
PI 1893+50.00
N 58°21'00" E
1895
INSTALL
SS-067-1894+00NB
PC 1892+54.78
PT 1894+45.06
N 64°03'30" E
1900
PI 1901+03.54
PC 1898+70.40
Judsonia
157
EXIT 51
INSTALL
ML-067-1892+50NB
EXIT 51
INSTALL
EX-067-1896+00NB

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.		050260	175	227

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
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No. 7519
JOHN W. MATHIS
1-2-13

INSTALL
EX-067-1818+50SB

EXIT 51

PT 1917+29.50

PI 1915+13.72

1915

1920

N 64°03' 30" E

1905

1910

N 58°21'00" E

HWY. 67

1915

1920

N 58°21'00" E

1920

B

INSTALL
SS-067-1915+00NB

PI 1915+14.92

1915

RAMP 2

N 52°38' 31" E

PC 1920+04.95

EXIT 51

157

Judsonia

INSTALL
ML-067-1924+00SB

PC 1921+54.84

INSTALL
SS-067-1922+00SB

35

PT 1923+45.12

1920

PI 1922+50.06

N 58°21'00" E

1920

1925

HWY. 67

1930

N 58°21'00" E

1935

PI 1921+00.17

1920

N 58°21'01" E

PC 1920+04.95

PT 1921+95.24

B

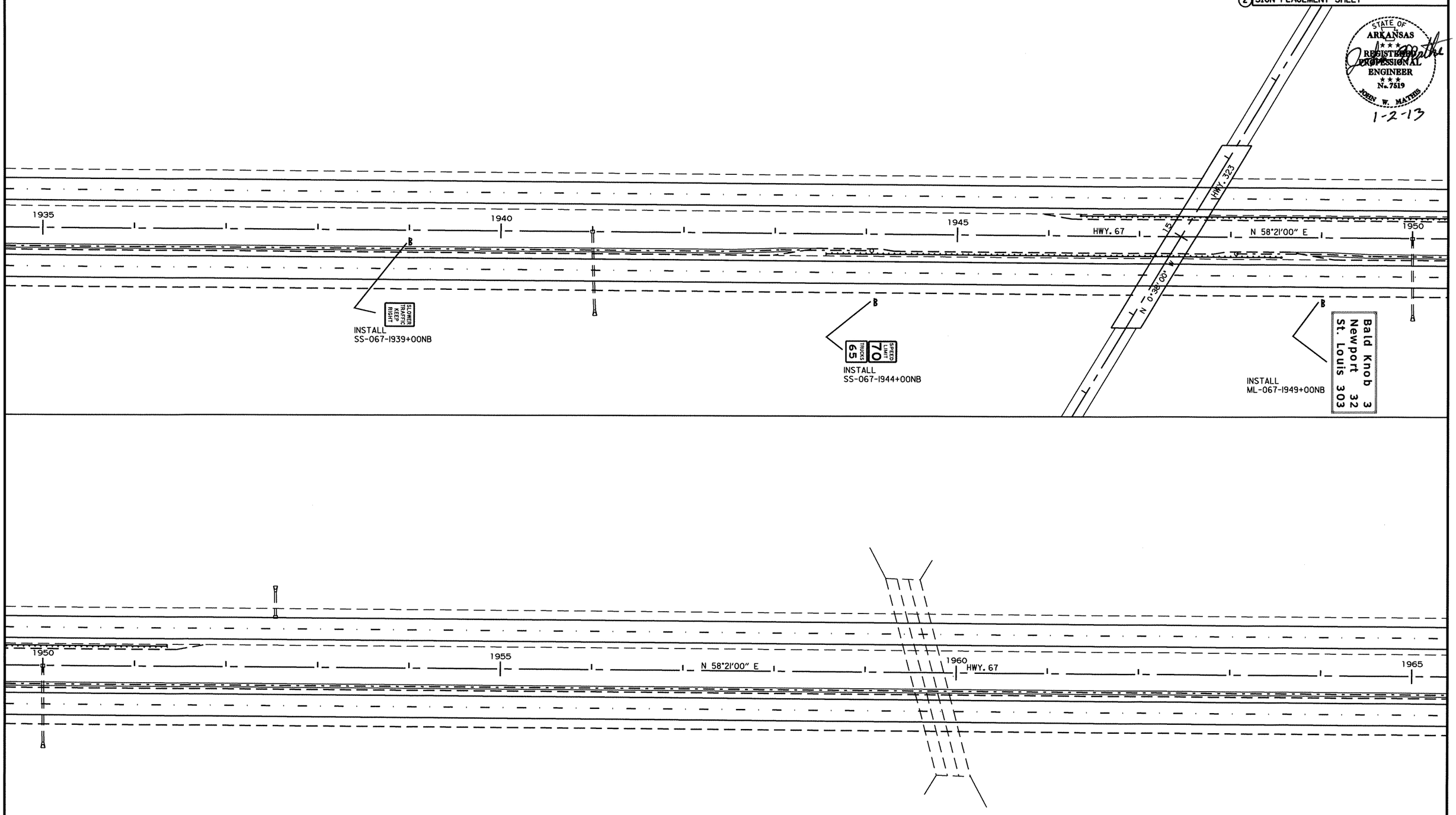
67 NORTH
64 EAST

INSTALL
SS-067-1935+00NB

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.		050260	176	227

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
1-2-13



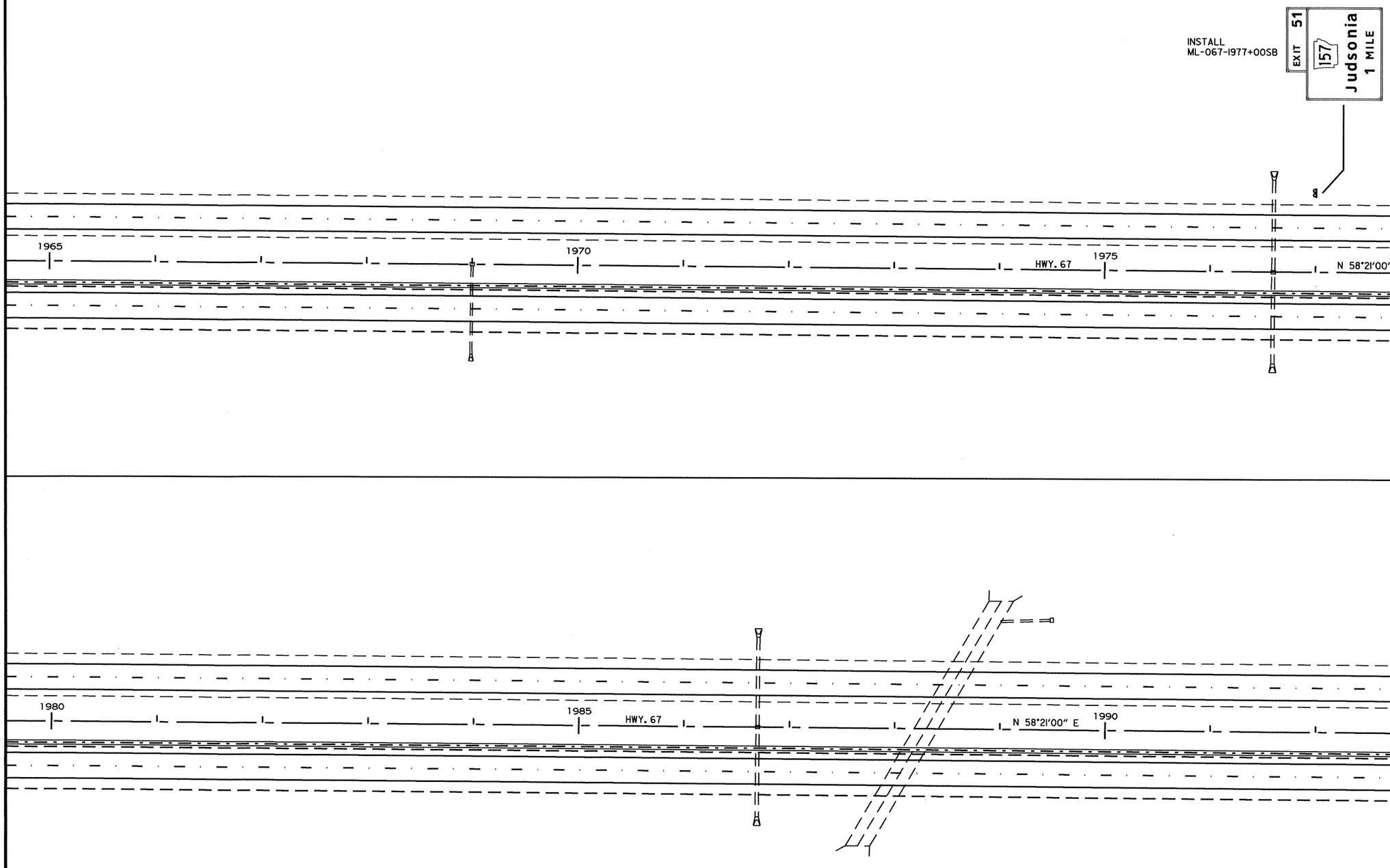
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		050260	177	227

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
1-2-13

INSTALL
ML-067-1977+00SB



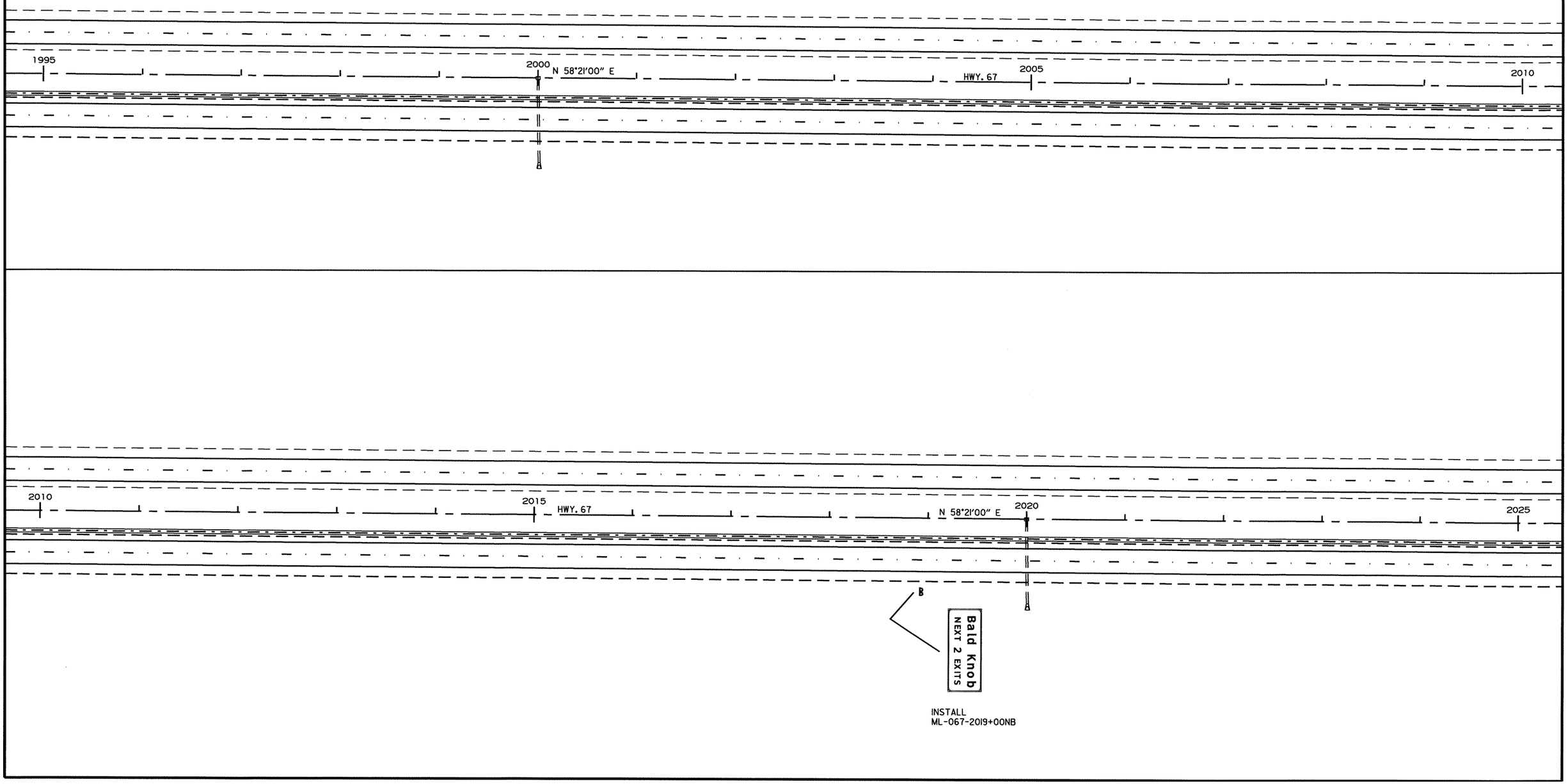
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		050260	178	227

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS

1-2-13



INSTALL
ML-067-2019+00NB

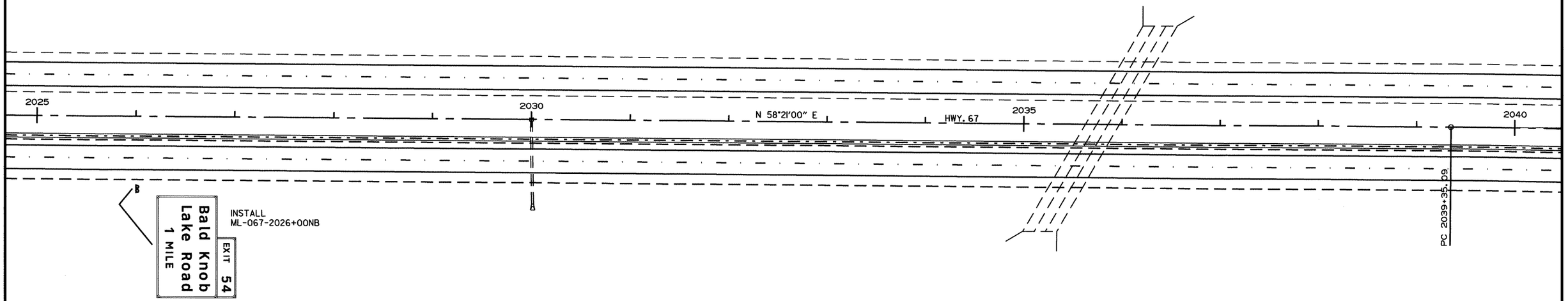
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

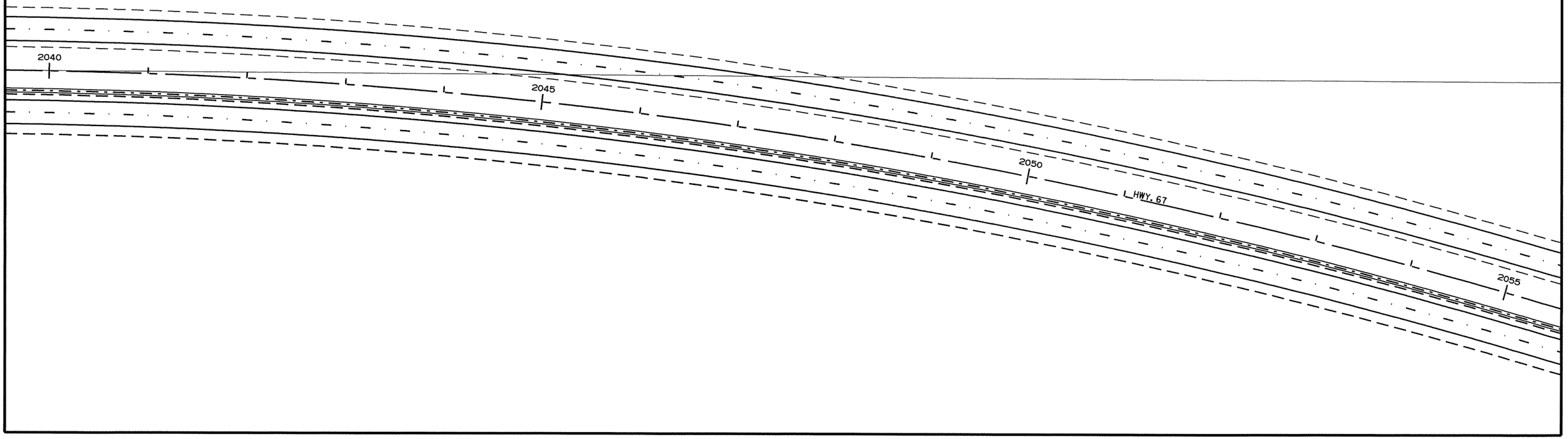
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		050260	179	227

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS

1-2-13





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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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
1-2-13

INSTALL
SS-067-2061+00SB
SLOWER TRAFFIC KEEP RIGHT

INSTALL
SS-067-2067+00SB
CROSS ROAD

INSTALL
SS-067-2056+00SB
SPEED LIMIT 70
TRUCKS 65

PI 2055+68.10

A5569

B5569

2055
2060
HWY. 67
2065
2070

INSTALL
SS-067-2055+00NB
BRIDGE CLEARANCE AHEAD

INSTALL
SS-067-2070+00SB
SOUTH 67 WEST 64

2070
HWY. 67
S 89°50'00" E
2075
2080
2085

PT 2071+16.76

PC 2080+54.72
PT 2082+45.00
PC 2085+27.82
N 84°27'30" E
S 89°50'00" E
PI 2081+49.94

S 89°50'00" E
PI 2079+99.94
S 84°07'30" E

PC 2079+04.72
PT 2080+95.00
PC 2085+20.56

INSTALL
ML-067-2079+00NB
Bald Knob Lake Road
EXIT 54

INSTALL
SS-067-2080+80NB
EXIT 54 MILES

INSTALL
EX-067-2082+40NB
EXIT 54

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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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
1-2-13

B. K. LAKE RD.

A5570

B5570

2085 PC 2085+27.82

PI 2087+72.88

INSTALL SS-067-2087+00SB

2085 PC 2085+20.56

PI 2087+53.48

INSTALL SS-067-2055+00NB

2085 2090 S 89°50'00" E HWY. 67 2095 2100

INSTALL ML-067-2092+00NB

EAST NORTH 64 167 Bald Knob Batesville 3/4 MILE EXIT 55

INSTALL ML-067-2099+00NB

Lyon College U of A Community College-Batesville EXIT 55

INSTALL ML-067-2122+00SB

EXIT 54 Bald Knob Lake Road

INSTALL EX-067-2106+50SB

EXIT 54

PT 2104+83.62

2105 S 84°02'30" E

PC 2109+04.89

INSTALL SS-067-2110+00SB

EXIT 55 MILE

2110

PT 2110+95.17

PI 2110+00.11 S 89°50'00" E

INSTALL SS-067-2101+00SB

PI 2102+64.65

2100 HWY. 67 S 89°50'00" E 2105 2110 2115

PI 2108+50.12 S 89°50'00" E

2105 N 84°27'30" E

PI 2102+57.30

PT 2104+82.85

PC 2107+54.90

PT 2109+45.18

Augusta McCrory EXIT 55

INSTALL ML-067-2112+00NB

INSTALL SS-067-2103+00NB

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.		050260	182	227

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
1-2-13

2115 2120 HWY. 67 S 89°50'00" E 2125 2130

INSTALL LCA-067-2116+00NB

CAMPING-EXIT 55
BARNES RV PARK
FREPONYS RV PARK
ATTRACTION-EXIT 55
MARK MARTIN MUSEUM

INSTALL LL-067-2120+00NB

LODGING-EXIT 55
REGENCY INN
BUDGET INN
BED & BATH INN

INSTALL LF-067-2123+00NB

FOOD-EXIT 55
RHILDOS RESTAURANT
MCDONALD'S
SUBWAY
SONIC

INSTALL LG-067-2126+00NB

GAS-EXIT 55
SHELL
EXXON

PC 2134+04.72 PT 2135+95.00 PC 2137+53.44 RAMP 4 2140 N 84°27'30" E PI 2139+01.78 PC 2144+27.15 N 68°15'00" E

2135 S 89°50'00" E PI 2134+99.94

INSTALL SS-067-2142+00SB

2130 2135 2140 HWY. 67 S 89°50'00" E 2145

S 89°50'00" E PI 2132+00.00 S 84°07'31" E

PC 2131+04.79 PT 2132+95.06 PC 2137+06.15 PI 2139+18.84 2140 RAMP 1

INSTALL SS-067-2133+00NB

INSTALL EX-067-2135+10NB

INSTALL ML-067-2131+00NB

EAST NORTH
64 167
Bald Knob
Batesville
EXIT 55

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.		050260	183	227

(2) SIGN PLACEMENT SHEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
1-2-13

INSTALL
ML-067-2150+00SB

EXIT 54
Bald Knob
Lake Road
1/2 MILE

PC 2144+27.15
PT 2151+63.10
L S 69°04'00" E L
RAMP 1
2155
PI 2156+98.18
20
N 0°16'00" W
HWY. 167
A5688
B5688
2145
2150
S 89°50'00" E
HWY. 67
2155
PI 2157+01.74
2155
RAMP 2
PT 2158+80.44

INSTALL
ML-067-2165+00SB

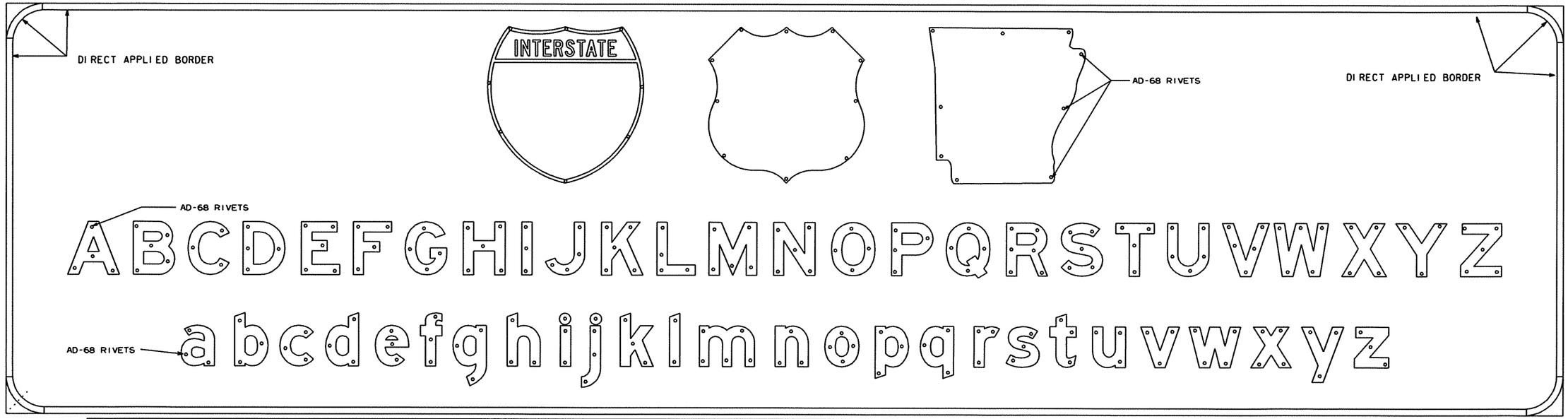
EXIT 55
EAST NORTH
167
64
Bald Knob
Batesville

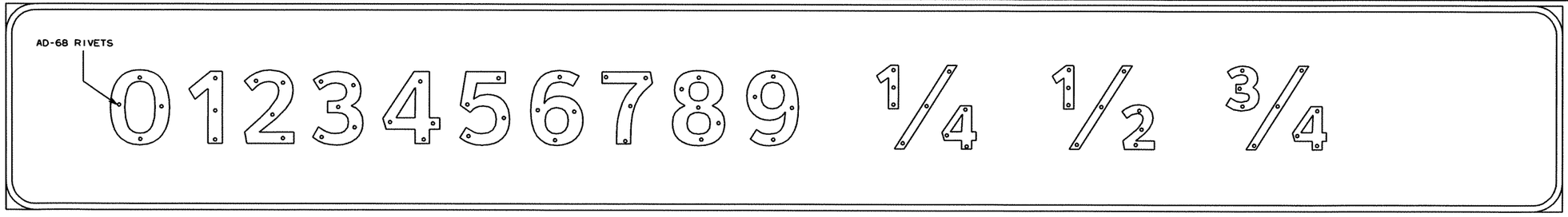
PT 2158+34.28
INSTALL
SS-067-2163+00SB
EXIT 35
PC 2163+04.87
PT 2164+95.15
2160
S 84°07'30" E
S 89°50'00" E
PI 2164+00.09
2160
S 89°50'00" E
2165
HWY. 67
2170
PI 2161+00.08
2160
N 89°50'00" E
N 84°27'30" E
PT 2158+80.44
PC 2160+04.87
PT 2161+95.14

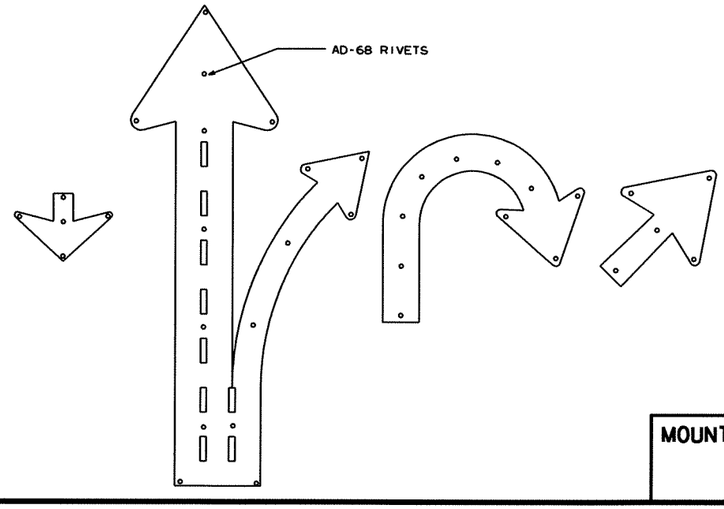
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.HWY. DIST.NO.	STATE	FED.HWY PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	184	227

(2) MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS

THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.







NOTE:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND.
LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED.
THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

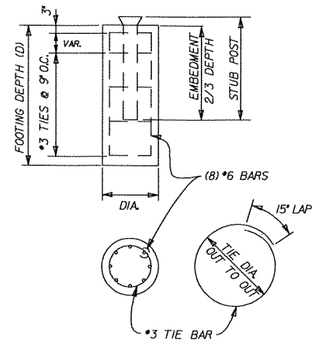
SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.
NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

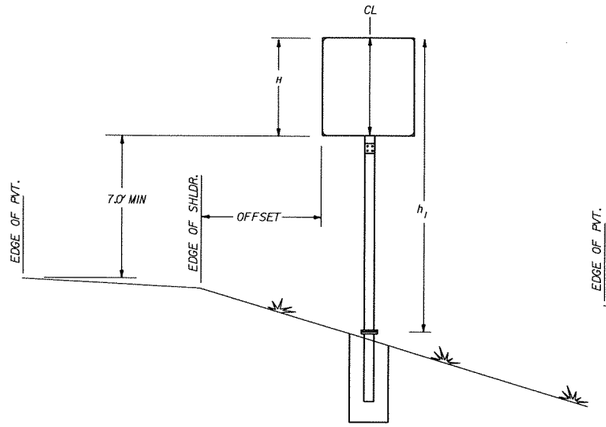
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7619
12-31-12
JOHN W. MATHIS

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS

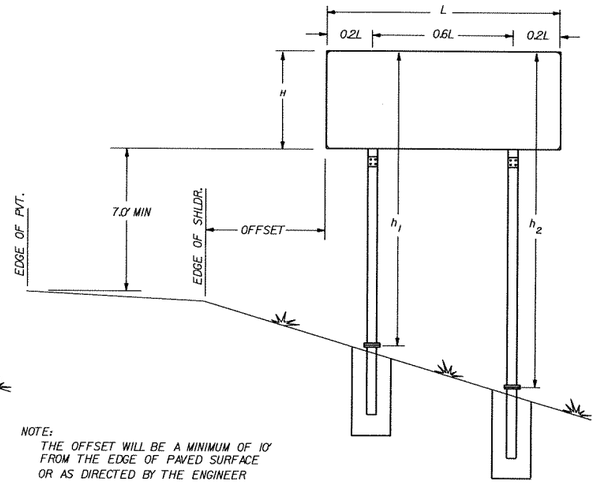
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	185	227

(2) **I-BEAM SIGN SUPPORTS**



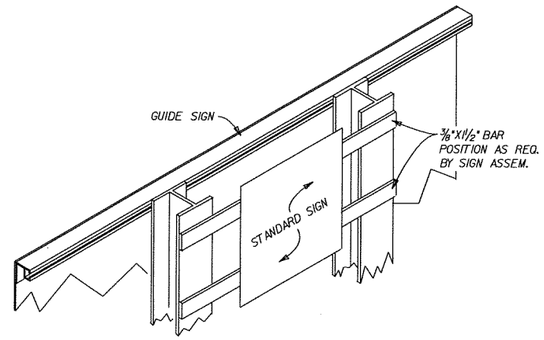


G-1

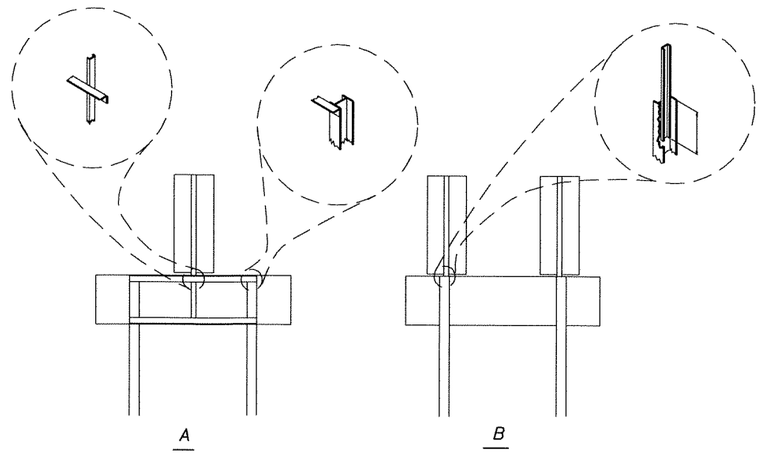


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

G-2

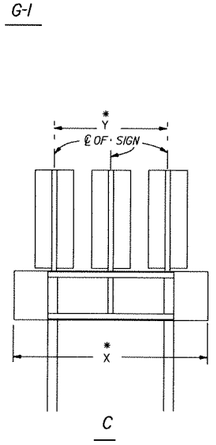


SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN

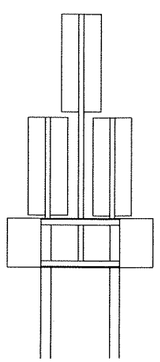


A

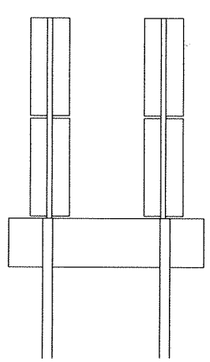
B



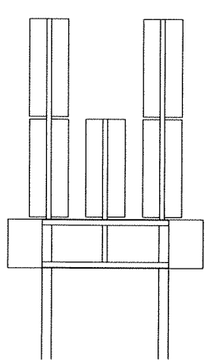
C



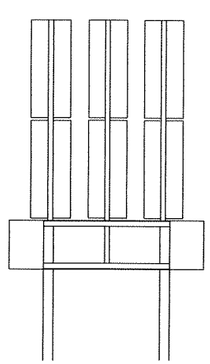
D



E



F



G

TRIPLE ASSEM.(C or D)

*Y	*X	TYPE ASSEM.
4'-4"	≥ 7'-6"	G-IC
4'-4"	< 7'-6"	G-ID
4'-10"	≥ 8'-0"	G-IC
4'-10"	< 8'-0"	G-ID
5'-1"	≥ 8'-6"	G-IC
5'-1"	< 8'-6"	G-ID
5'-4"	≥ 9'-0"	G-IC
5'-4"	< 9'-0"	G-ID

LEGEND
≥ GREATER THAN OR EQUAL TO
< LESS THAN

FOOTING QUANTITIES

FTG. DEPTH	NO. OF TIES	STUB PROJ.	18" DIA.		24" DIA.		30" DIA.		36" DIA.		"A"
			CU.YD.	# STEEL	CU.YD.	# STEEL	CU.YD.	# STEEL	CU.YD.	# STEEL	EMBED.
2'-6"	4	4"	0.16	30.5							1'-8"
3'-0"	4	4"	0.20	36.6							2'-0"
3'-6"	5	4"	0.23	44.2							2'-4"
4'-0"	6	4"	0.26	51.8	0.46	55.4					2'-8"
4'-6"	7	4"	0.29	59.5	0.52	63.6					3'-0"
5'-0"	7	4"	0.33	65.5	0.58	69.6	0.91	73.8			3'-4"
5'-6"	8	4"			0.64	77.9	1.00	82.6			3'-8"
6'-0"	9	4"			0.70	86.7	1.09	91.5	1.57	96.5	4'-0"
6'-6"	9	4"					1.18	97.5	1.70	102.6	4'-4"
7'-0"	10	4"					1.27	106.3	1.83	111.9	4'-8"
7'-6"	11	4"							1.96	121.3	5'-0"
8'-0"	11	4"							2.09	127.3	5'-4"

REINFORCING STEEL SCHEDULE

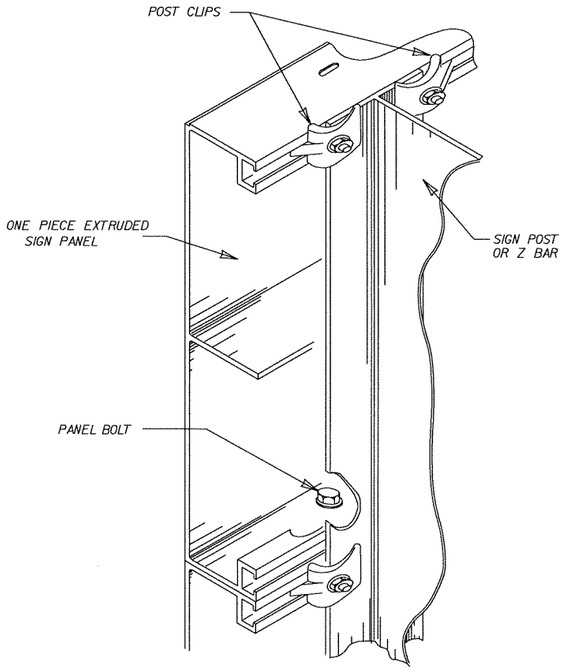
FTG. DIA. IN.	#3 TIE BARS			FTG. DEPTH FT./IN.	(8) #6 BARS		NO. TIES EA.
	DIA. IN.	LGTH.-EA. FT./IN.	WEIGHT LBS.		LGTH.-EA. FT./IN.	WEIGHT LBS.	
18"	12"	4'-4"	1.629	2'-6"	2'-0"	24.03	4
				3'-0"	2'-6"	30.04	4
24"	18"	5'-11"	2.225	3'-6"	3'-0"	36.05	5
				4'-0"	3'-6"	42.06	6
30"	24"	7'-6"	2.820	4'-6"	4'-0"	48.06	7
				5'-0"	4'-6"	54.07	7
36"	30"	9'-0"	3.384	5'-6"	5'-0"	60.08	8
				6'-0"	5'-6"	66.09	9
				6'-6"	6'-0"	72.10	9
				7'-0"	6'-6"	78.10	10
				7'-6"	7'-0"	84.11	11
				8'-0"	7'-6"	90.12	11

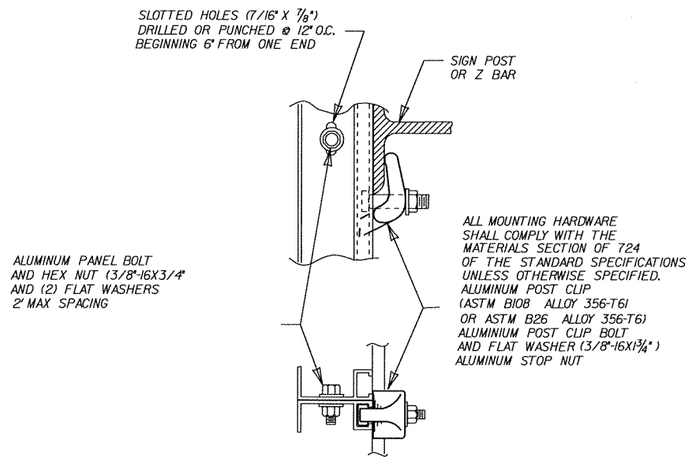
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
12-31-12

I-BEAM SIGN SUPPORTS

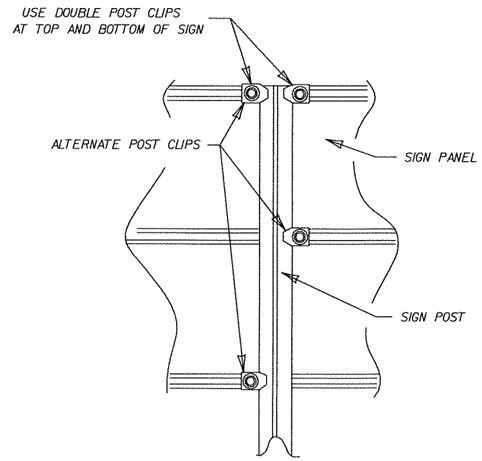
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	186	227

(2) DETAILS OF GUIDE SIGN PANELS

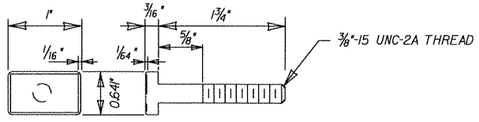




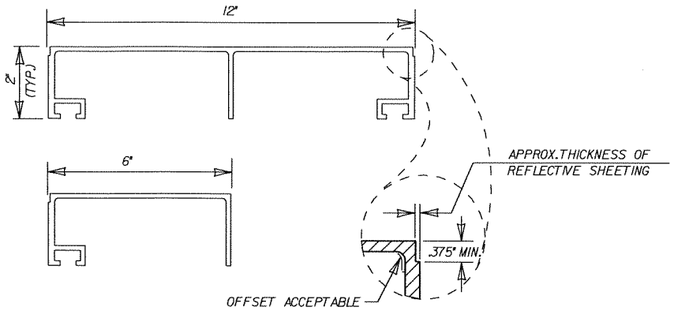
MOUNTING HARDWARE



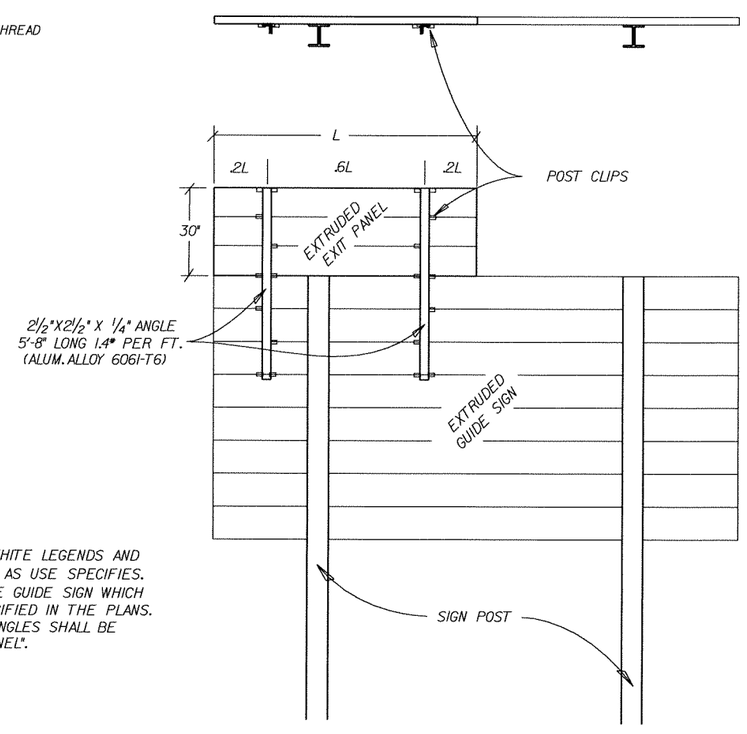
POST CLIP PLACEMENT



POST CLIP BOLT



ONE PIECE EXTRUDED SIGN PANELS



NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACKGROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL".

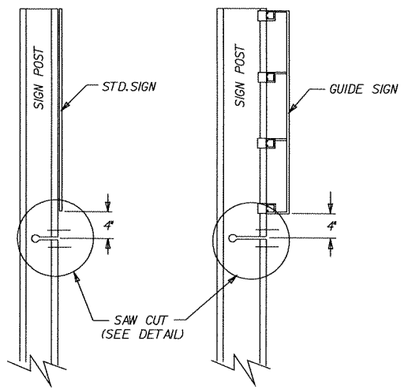
STATE OF ARKANSAS
JOHN W. MATHIS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
12/12

DETAILS OF GUIDE SIGN PANELS

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.		050260	187	227

(2) DETAILS OF I-BEAM SIGN SUPPORTS

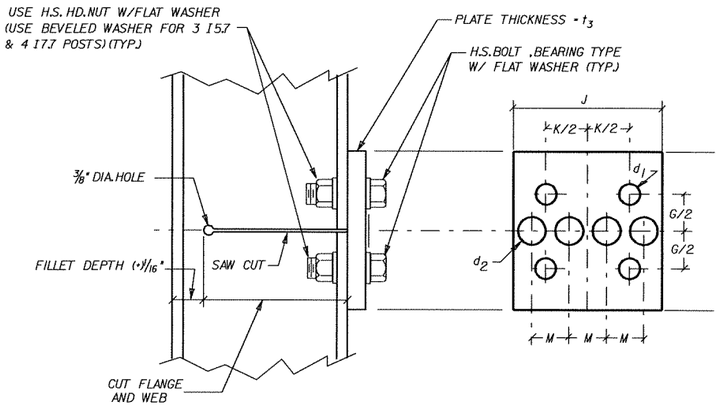
NOTE: BOLT HOLES, USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED, AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED, WITH AN APPROVED ZINC SOLDER MEETING THE FEDERAL SPEC. O-G-93 (STICK ONLY).

Standard Signs

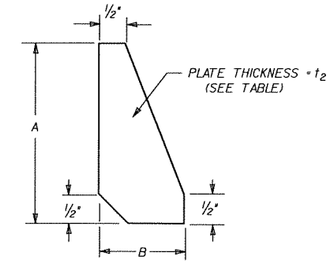
Guide Signs



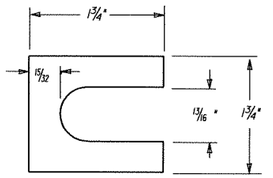
NOTE: USE H.S. HEX HEAD BOLTS, HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS, HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36, ASTM-A441, ASTM-572 GRADE 50, OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

POST SIZE F	BASE CONNECTION DATA: BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	FUSE PLATE DATA: F	G		J	K	M	d_1	d_2	t_3	BOLT SIZE	WT. OF EACH FUSE PLATE LBS.
W 6X9	5/8" x 2 3/4"	450"-680"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"	4 1/4"	2"		4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X12																						
W 6X15												5"	2 1/2"		6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	5/8" x 2 1/4"	2.51
W 8X18	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	11/32"	5 1/4"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1 1/16"	3/8"	3/4" x 2 1/4"	2.26
W 8X21												5 1/2"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 10X22												6"	3"		5 3/4"	2 3/4"	1 3/8"	13/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X26																						
W 12X26												6"	3"		6 1/2"	3 1/2"	1 5/8"	13/16"	1 9/16"	1/2"	3/4" x 2 1/4"	4.47

FUSE PLATE DETAILS



STIFFENER PLATE DETAIL



FURNISH 2 ~ .012"+/- THICK AND 2 ~ .032"+/- THICK SHIMS PER POST

SHIM DETAIL

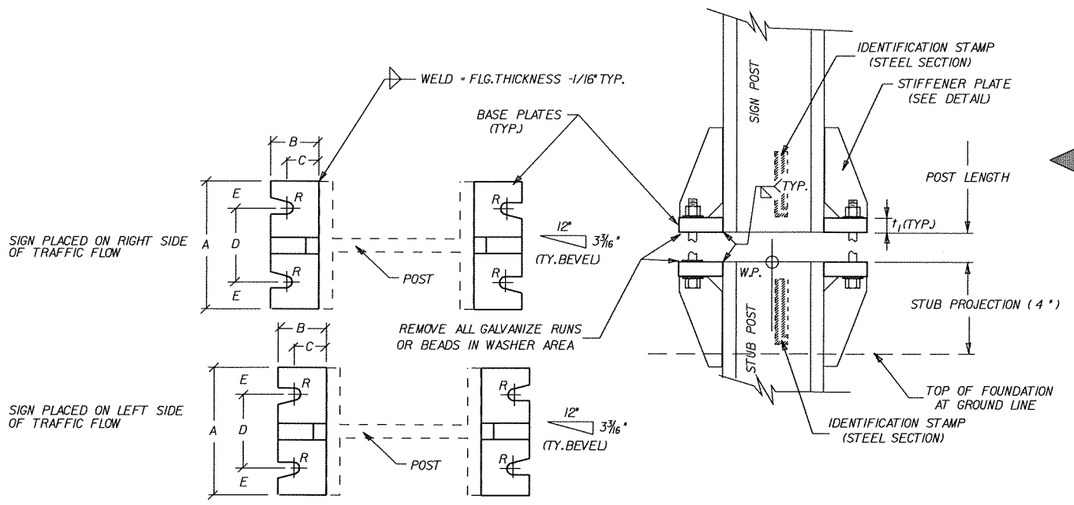
GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

FOR FOOTING DETAILS REFER TO PLANS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.



SIGN POST AND STUB POST

NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S. BOLTS WITH HEX HD., HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT. SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC. IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST, THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE), THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
12-27-12

DETAILS OF I-BEAM SIGN SUPPORTS

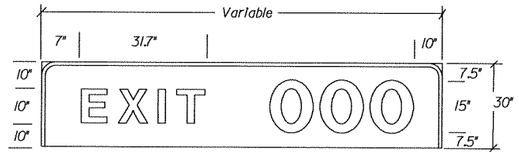
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				6	ARK.			
				JOB NO.		050260	188	227

(2) EXIT PANEL DETAILS



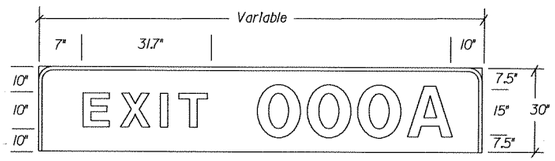
TYPICAL DETAIL

TYPE A



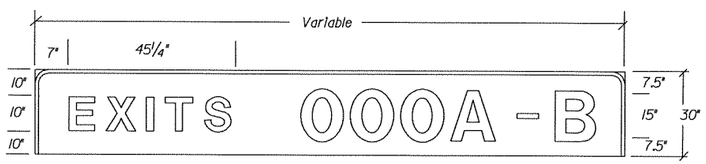
EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B



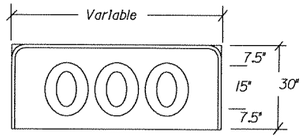
EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C



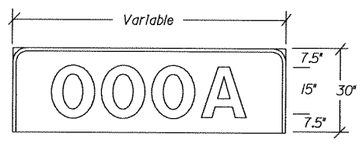
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30" =5.0 SF
2 DIGITS 42"X30" =8.75 SF
3 DIGITS 60"X30" =12.50 SF

TYPE E



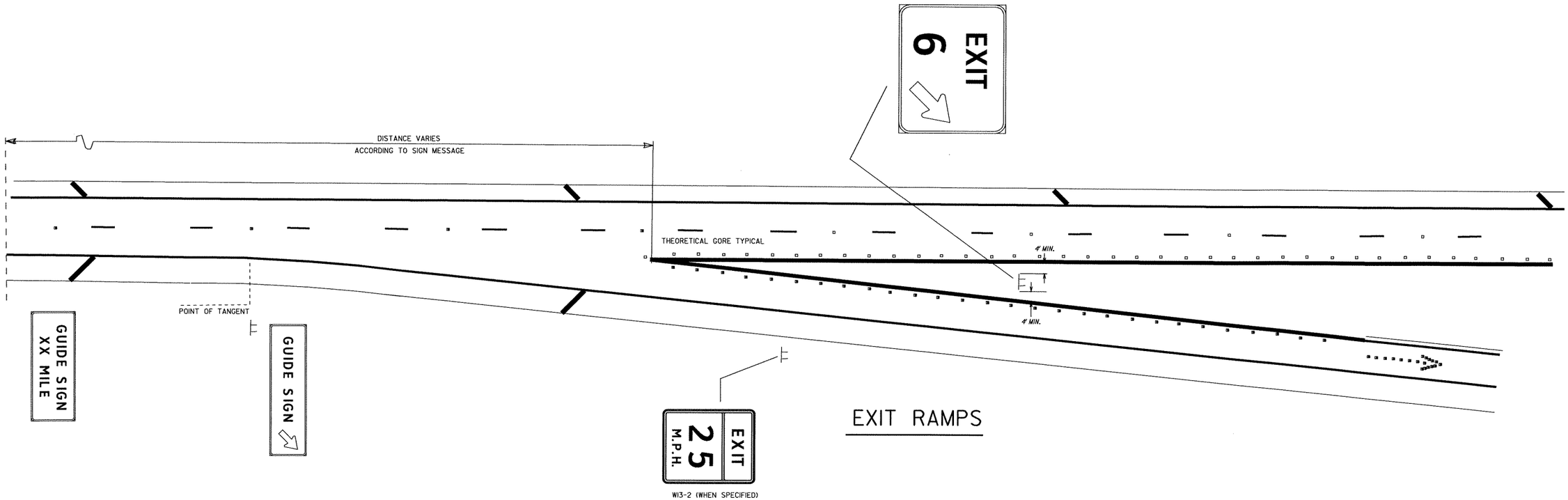
1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF



EXIT PANEL 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.		050260	184	227

(2) DETAIL OF SIGN PLACEMENT

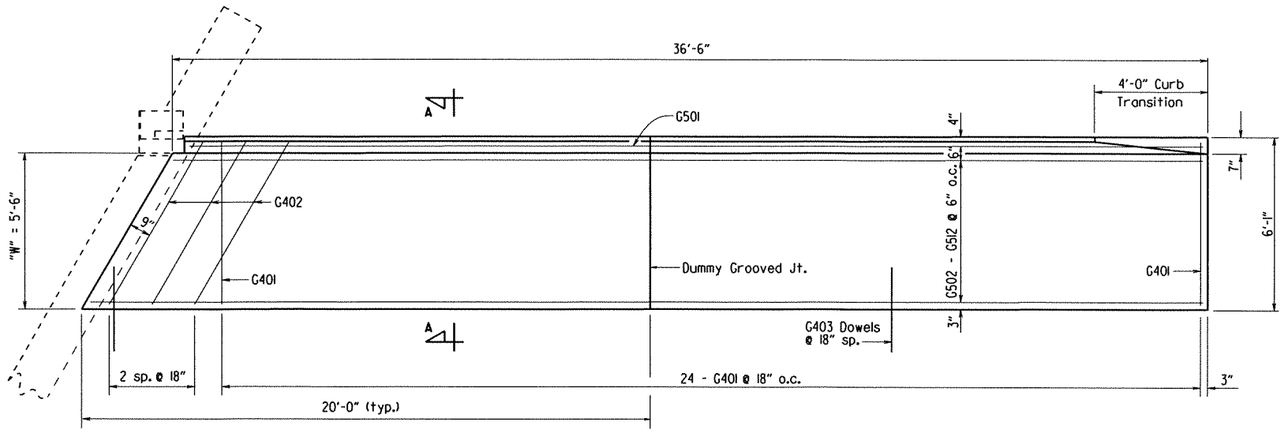


EXIT RAMPS

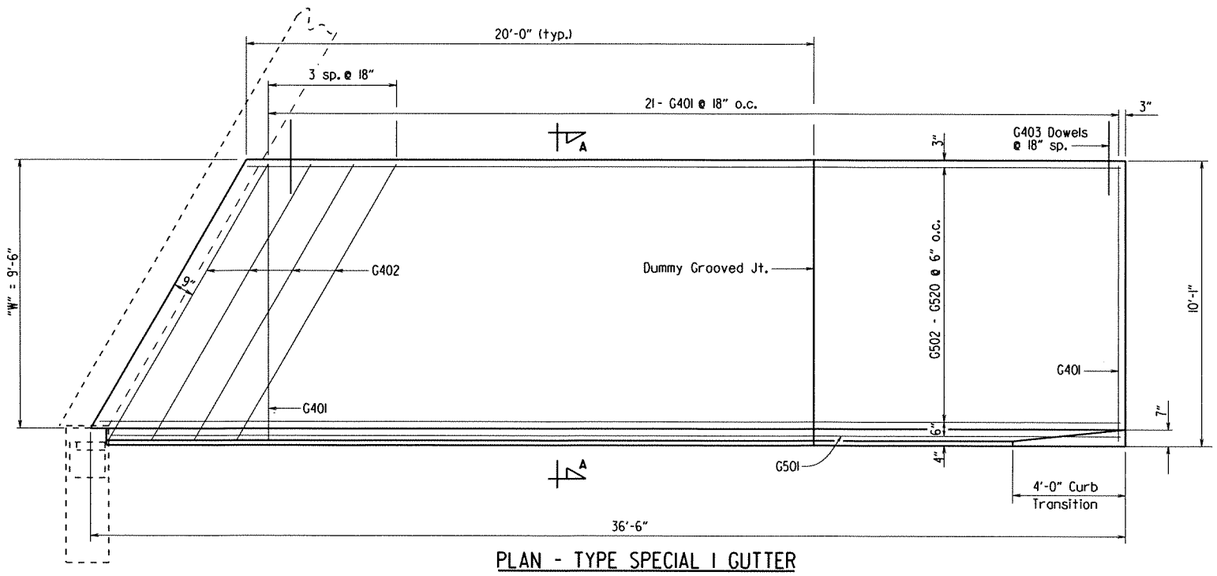
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7519
JOHN W. MATHIS
12-31-12

DETAIL OF SIGN PLACEMENT

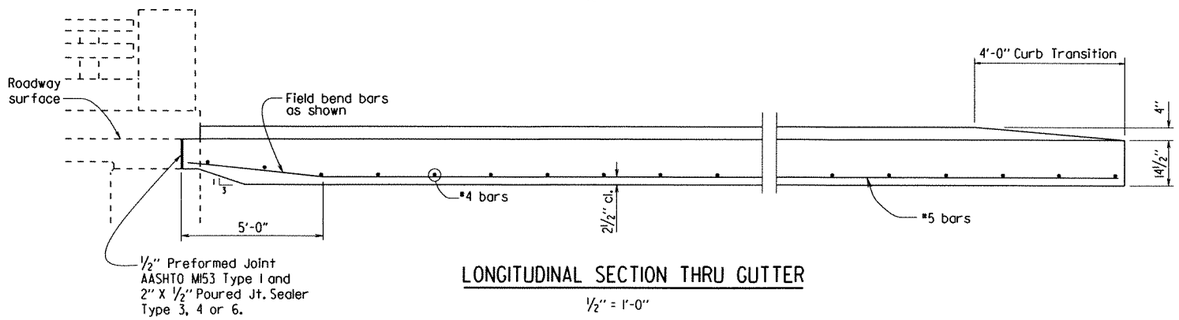
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				6	ARK.			
				JOB NO.		050260	190	227
				① B5569		APPR. GUTTER		53086



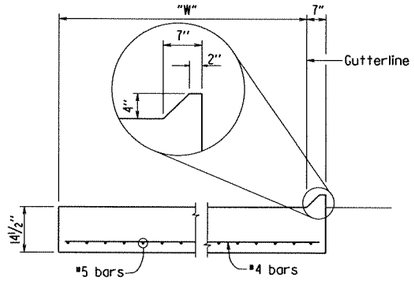
PLAN - TYPE SPECIAL I GUTTER
("W" = 5'-6")
3/8" = 1'-0"



PLAN - TYPE SPECIAL I GUTTER
("W" = 9'-6")
3/8" = 1'-0"



LONGITUDINAL SECTION THRU GUTTER
½" = 1'-0"



SECTION A-A
½" = 1'-0"

Note:
C.L. Existing Bridge constructed on 1° Curve. Construct longitudinal lines of gutters on arcs concentric to C.L Existing Bridge. Place transverse bars radially.

BAR LISTS
TYPE SPECIAL I APPROACH GUTTER

"W = 5'-6"

Mark	No. Req'd.	Length
G401	24	5'-9"
G402	3	6'-7"
G403	19	3'-0"
G501	1	35'-8"
G502-G512	1 Each	Var. 36'-3" to 39'-2"

"W = 9'-6"

Mark	No. Req'd.	Length
G401	21	9'-9"
G402	4	11'-3"
G403	20	3'-0"
G501	1	35'-7'
G502-G520	1 Each	Var. 30'-10" to 36'-0"

QUANTITIES FOR ONE
TYPE SPECIAL I APPROACH GUTTER

"W"	Concrete	Reinforcing Steel
5'-6"	10.37 Cu. Yd.	613 Lb.
9'-6"	15.27 Cu. Yd.	906 Lb.

GENERAL NOTES

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

Reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi.) Fabricate bar lengths to provide 2" minimum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER 7510 CARL A. FUSELIER

BRIDGE ENGINEER

DETAILS OF
TYPE SPECIAL I APPROACH GUTTERS

ROUTE SEC.

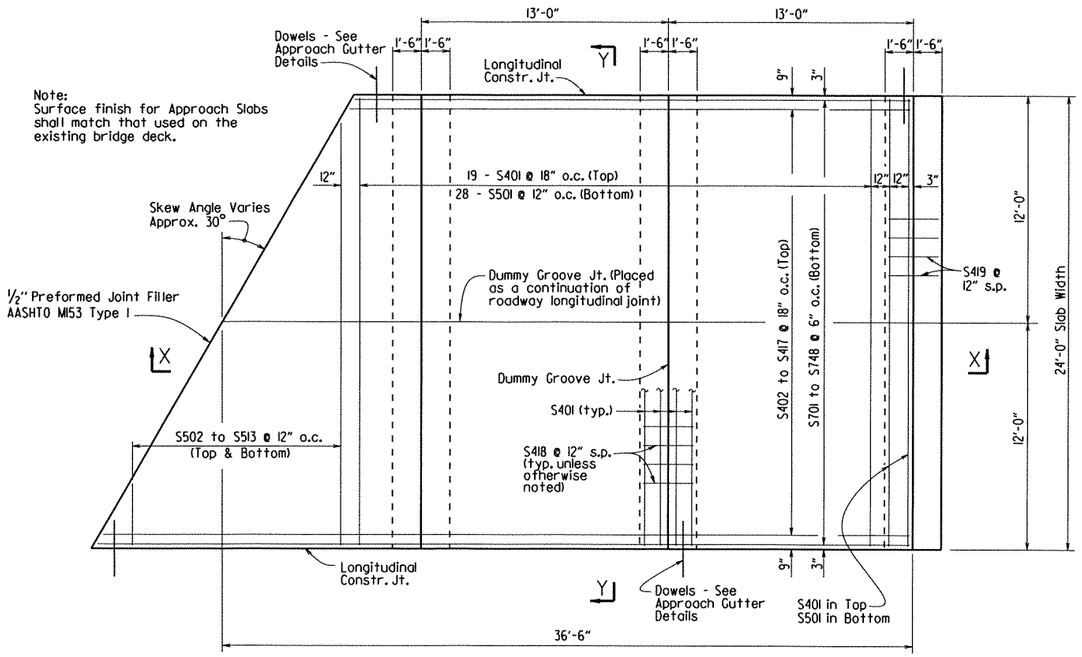
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 6/11/12 FILENAME: b050260_agl.dgn
CHECKED BY: JYP DATE: 8-6-12 SCALE: As Noted
DESIGNED BY: STD. DATE:

BRIDGE NO. B5569 DRAWING NO. 53086

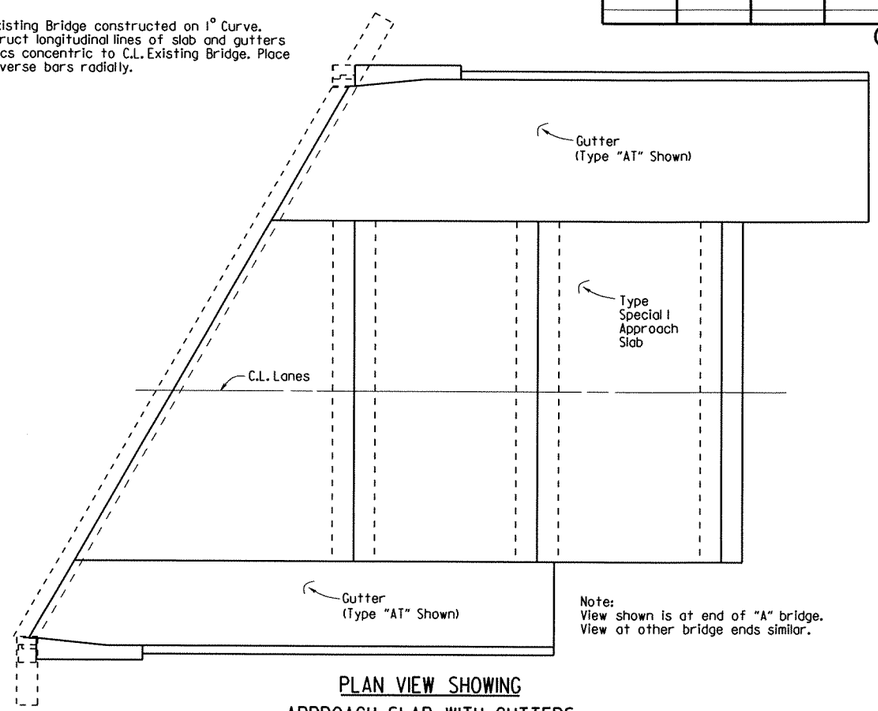
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		050260	191	227
				①	A&B5569	APPROACH SLAB		53087



PLAN - TYPE SPECIAL I APPROACH SLAB

1/4" = 1'-0"

Note:
C.L. Existing Bridge constructed on 1° Curve. Construct longitudinal lines of slab and gutters on arcs concentric to C.L. Existing Bridge. Place transverse bars radially.



Note:
View shown is at end of "A" bridge. View at other bridge ends similar.

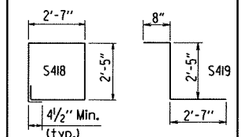
PLAN VIEW SHOWING APPROACH SLAB WITH GUTTERS

3/16" = 1'-0"

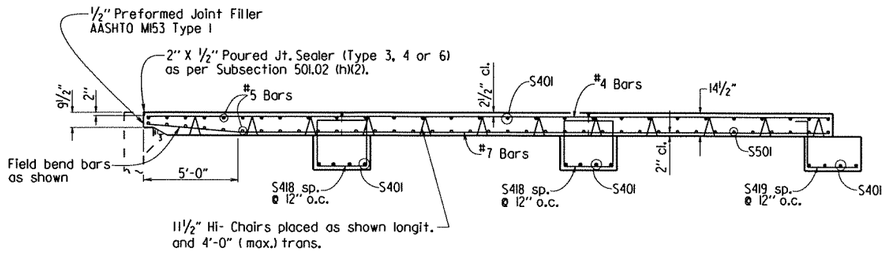
BAR LIST
ONE TYPE SPECIAL I APPROACH SLAB

Mark	No. Req'd.	Length	Pin Dia.
S401	33	23'-8"	Str.
S402-S417	1 Each	Var. 29'-7" to 42'-7"	Str.
S418	48	10'-4"	2"
S419	24	5'-6"	2"
S501	30	23'-8"	Str.
S502-S513	2 Each	Var. 3'-3" to 22'-4"	Str.
S701-S748	1 Each	Var. 29'-4" to 42'-11"	Str.

Bending Diagrams

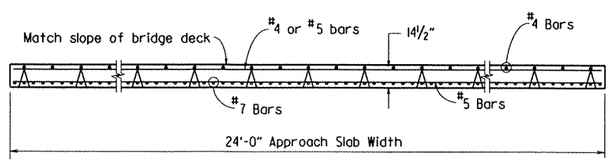


Dimensions are out to out of bars



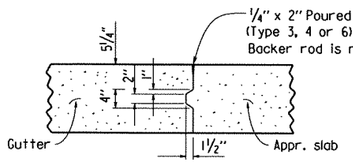
SECTION X - X

1/4" = 1'-0"



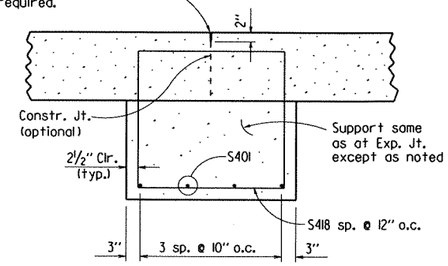
SECTION Y - Y

N.T.S.



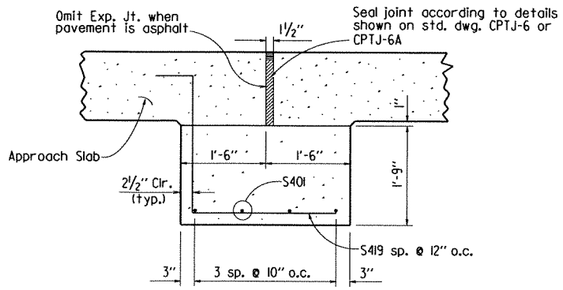
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

3/4" = 1'-0"



DETAILS OF DUMMY GROOVED JOINT

3/4" = 1'-0"



DETAILS OF SUPPORT AT EXPANSION JOINT

3/4" = 1'-0"

TABLE OF QUANTITIES FOR ONE TYPE SPECIAL I APPROACH SLAB

Reinforcing Steel	Concrete
Lbs.	Cu. Yds.
5,932	53.41

GENERAL NOTES

Concrete shall be Class S (AE) (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Existing bridge drawings are available upon request. Dwg. Nos. 18511 thru 18514.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL B. FUSELIER
8/6/12

BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL I APPROACH SLAB

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

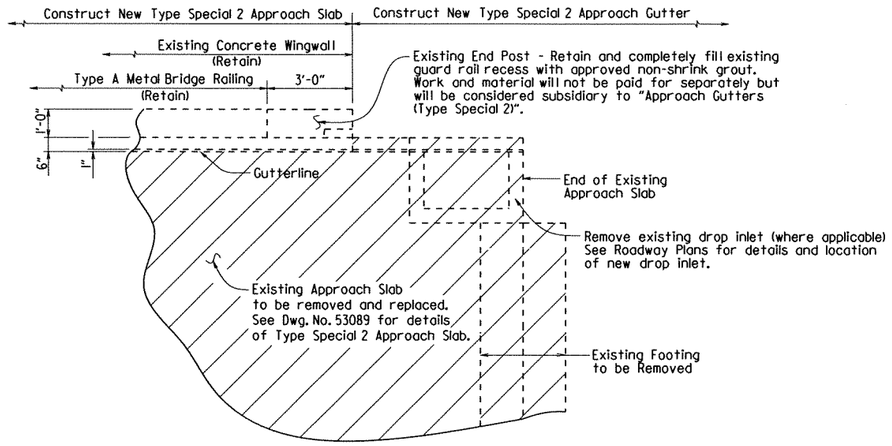
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CHECKED BY: JVP DATE: 8-6-12 SCALE: As Noted

DESIGNED BY: Std. DATE:

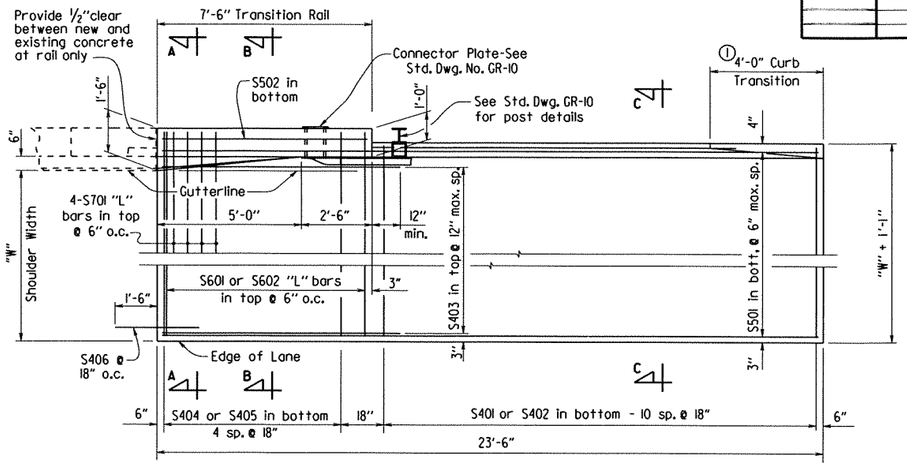
BRIDGE NO. A&B5569 DRAWING NO. 53087

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.		050260	192	227
				① A&B5570		TYPE SPECIAL 2 GUTTER		53088



PLAN OF REMOVAL OF EXISTING APPROACH SLAB

3/8" = 1'-0"



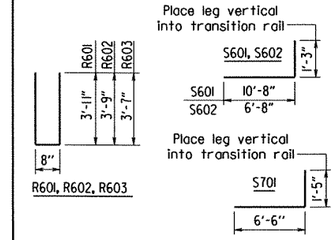
PLAN OF TYPE SPECIAL 2 APPROACH GUTTER

3/8" = 1'-0"

BAR LIST - PER GUTTER

	"W" 9'-6"	"W" 5'-6"		
MARK	NO. REQ'D.	NO. REQ'D.	LENGTH	P.D.
R401	6	6	7'-2"	Str.
R601	5	5	8'-3"	4½"
R602	1	1	7'-11"	4½"
R603	5	5	7'-7"	4½"
S401	11	—	10'-3"	Str.
S402	—	11	6'-3"	Str.
S403	10	6	8'-6"	Str.
S404	5	—	10'-8"	Str.
S405	—	5	6'-8"	Str.
S406	7	4	3'-0"	Str.
S501	21	13	23'-2"	Str.
S502	1	1	7'-2"	Str.
S601	15	—	11'-9"	4½"
S602	—	15	7'-9"	4½"
S701	4	4	7'-9"	5¼"

BENDING DIAGRAMS



Dimensions are out to out of bars.

SECTION A-A

At end of Transition Rail
1/2" = 1'-0"

SECTION B-B

1/2" = 1'-0"

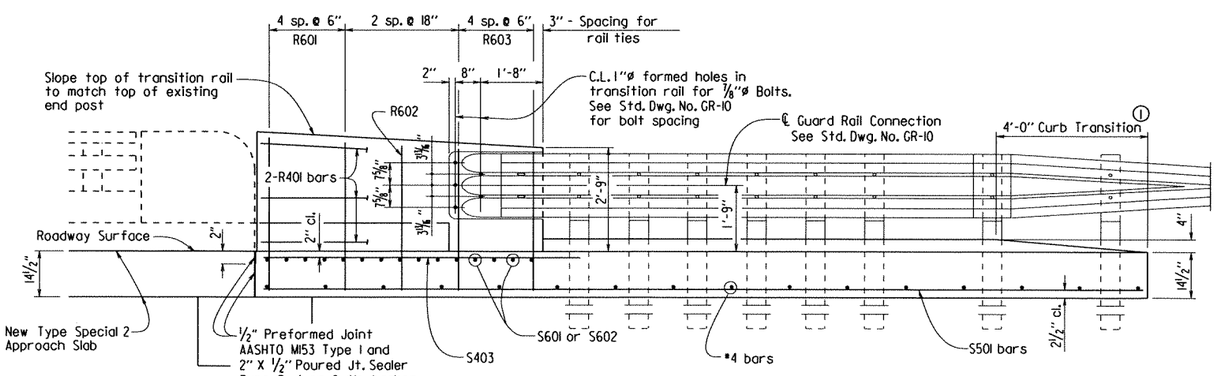
SECTION C-C

1/2" = 1'-0"

QUANTITIES
TYPE SPECIAL 2 APPROACH GUTTER

Bridge No.	"W"	Concrete Cu. Yd.	Reinforcing Steel Lb.
A5570	5'-6"	7.98	829
	② 9'-6"	12.20	1,184
B5570	5'-6"	7.98	829
	9'-6"	12.19	1,184

② Existing drop inlet to be removed at this location.



LONGITUDINAL SECTION THRU GUTTER

1/2" = 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.

GENERAL NOTES

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

Reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi.) Fabricate bar lengths to provide 2" minumum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Existing bridge drawings are available upon request. Dwg. Nos. 18518 thru 18522.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL B. FULLER
BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL 2 APPROACH GUTTERS

ROUTE SEC.

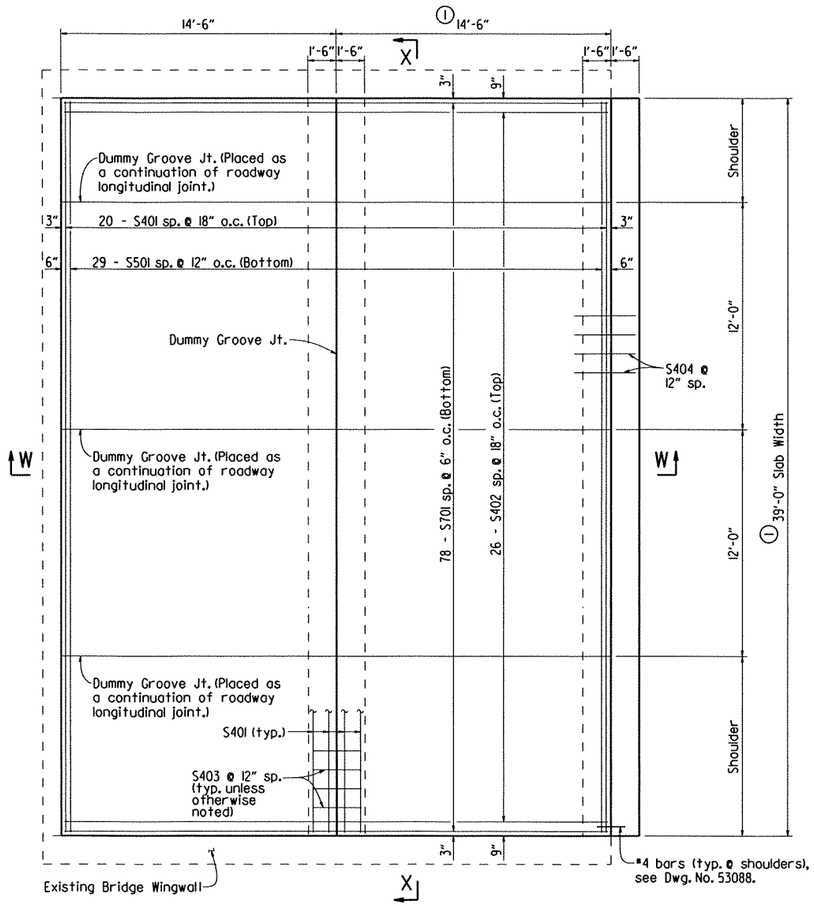
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 5/25/12 FILENAME: b050260_ag2.dgn
CHECKED BY: PGT DATE: 5/31/12 SCALE: As Noted
DESIGNED BY: STD. DATE:

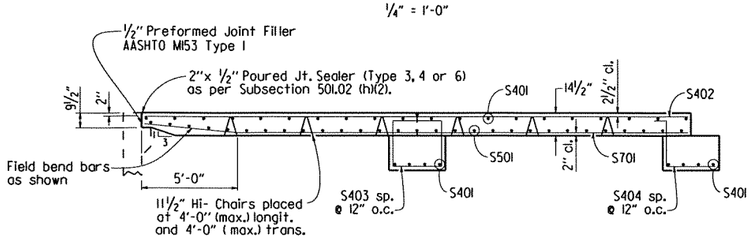
BRIDGE NO. A&B5570 DRAWING NO. 53088

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.		050260	193	227
				①	A&B5570	APPROACH SLAB		53089



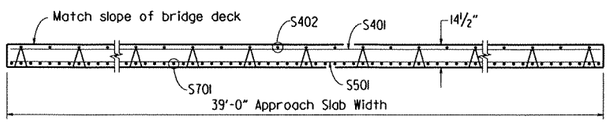
PLAN OF TYPE SPECIAL 2 APPROACH SLAB

1/4" = 1'-0"



SECTION W-W

1/4" = 1'-0"

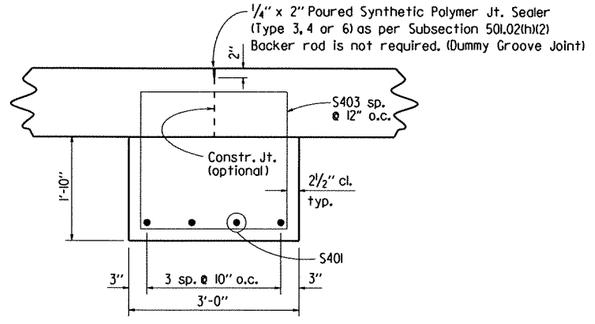


SECTION X-X

No Scale

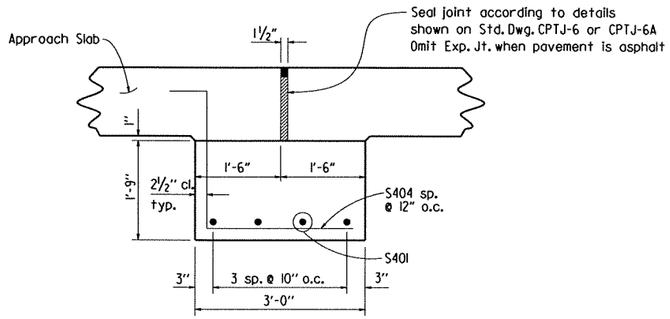
Note:
Surface finish for Approach Slabs shall match that used on the existing bridge deck.

① Slab width and length are based on existing bridge plans. The Contractor shall field verify measurements and make any adjustments necessary for the proposed work to fit the existing structure. End of approach slab to align with end of existing wingwall.



DETAILS OF INTERIOR SUPPORT

3/4" = 1'-0"

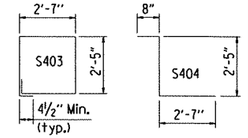


DETAILS OF SUPPORT AT EXPANSION JOINT

3/4" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.	Bending Diagrams
S401	28	38'-8"	Str.	
S402	26	28'-8"	Str.	
S403	39	10'-4"	2"	
S404	39	5'-6"	2"	
S501	29	38'-8"	Str.	
S701	78	28'-8"	Str.	



Dimensions are out to out of bars

TABLE OF QUANTITIES FOR ONE TYPE SPECIAL 2 APPROACH SLAB

Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
7,374	65.83

GENERAL NOTES

Concrete shall be Class S(AE) (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Existing bridge drawings are available upon request. Dwg. Nos. 18518 thru 18522.

STATE OF ARKANSAS
Carl L. Fussler
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL L. FUSSLER
8/6/12

BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL 2 APPROACH SLAB

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

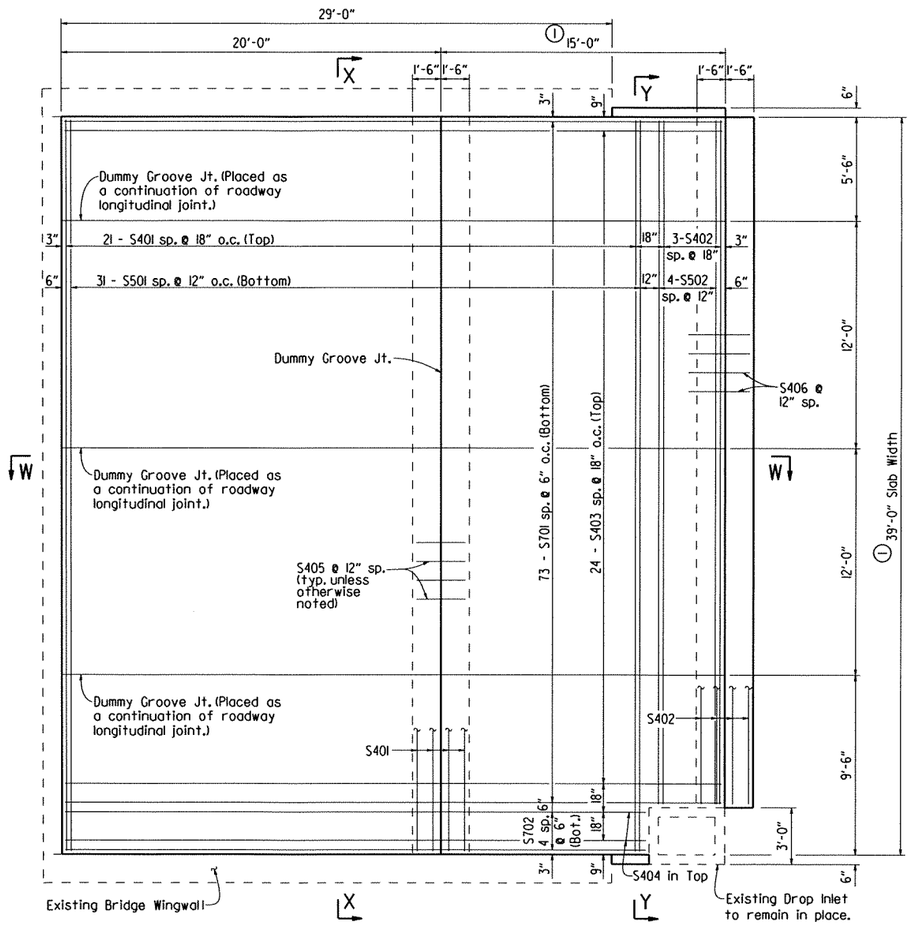
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CHECKED BY: AMS DATE: 7-13-12 SCALE: AS NOTED

DESIGNED BY: STD. DATE:

BRIDGE NO. A&B5570 DRAWING NO. 53089

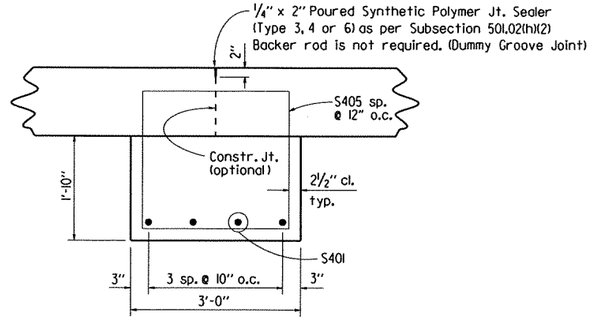
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				6	ARK.			
				JOB NO.		050260	194	227
				(1) B5570		APPROACH SLAB	53090	



PLAN OF TYPE SPECIAL 3 APPROACH SLAB

1/4" = 1'-0"

Note:
Surface finish for Approach Slabs shall match that used on the existing bridge deck.



DETAILS OF INTERIOR SUPPORT

3/4" = 1'-0"

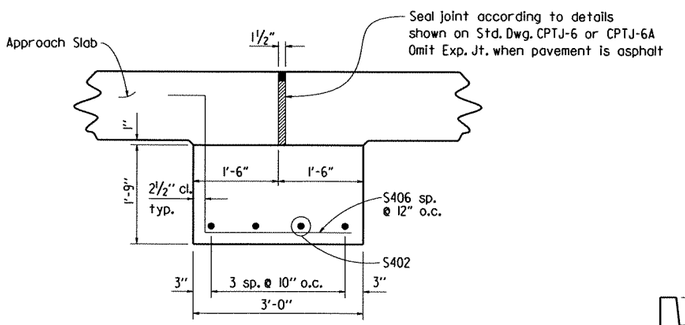
BAR LIST

Mark	No. Req'd.	Length	Pin Dia.	Bending Diagram
S401	25	38'-8"	Str.	
S402	7	36'-2"	Str.	
S403	24	34'-8"	Str.	
S404	2	30'-8"	Str.	
S405	39	10'-4"	2"	2'-7" S405 2'-5" 4 1/2" Min. (typ.)
S406	37	5'-6"	2"	8" S406 2'-5" 2'-7"
S501	31	38'-8"	Str.	
S502	4	36'-2"	Str.	
S701	73	34'-8"	Str.	
S702	5	30'-8"	Str.	

Dimensions are out to out of bars

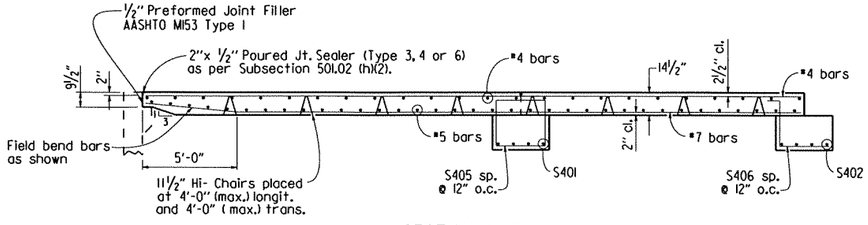
TABLE OF QUANTITIES FOR ONE TYPE SPECIAL 3 APPROACH SLAB

Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
8,704	75.61



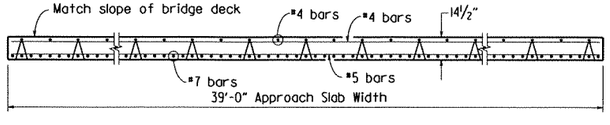
DETAILS OF SUPPORT AT EXPANSION JOINT

3/4" = 1'-0"



SECTION W-W

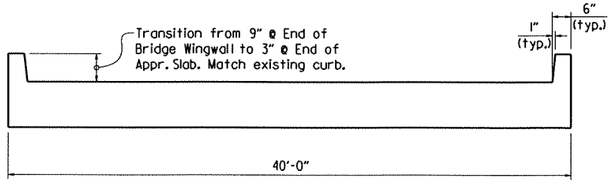
1/4" = 1'-0"



SECTION X-X

No Scale

(1) Slab width and length are based on existing bridge plans. The Contractor shall field verify measurements and make any adjustments necessary for the proposed work to fit the existing structure. End of approach slab to align with existing drop inlet.



SECTION Y-Y

No Scale

Note: For reinforcing details not shown, see "Section X-X".

GENERAL NOTES

Concrete shall be Class S(AE) (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Existing bridge drawings are available upon request. Dwg. Nos. 18518 thru 18522.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 7510 CARL J. FUSELIER 7/11/12

BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL 3 APPROACH SLAB

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

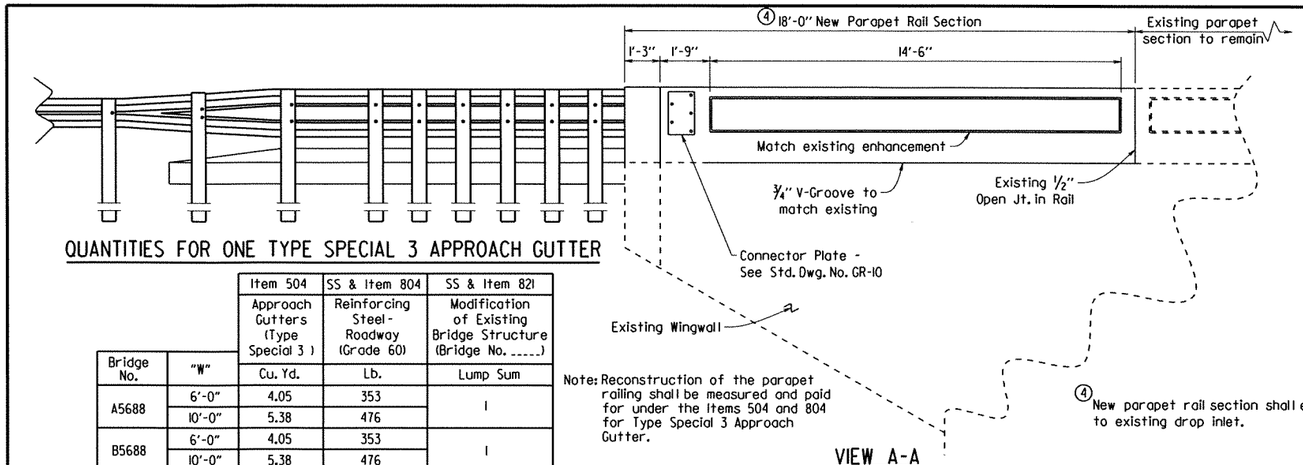
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CHECKED BY: AMS DATE: 7-13-12 SCALE: AS NOTED

DESIGNED BY: STD. DATE:

BRIDGE NO. B5570 DRAWING NO. 53090

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.		050260	195	227
				① A&B5688		TYPE SPECIAL 3 GUTTER		53091

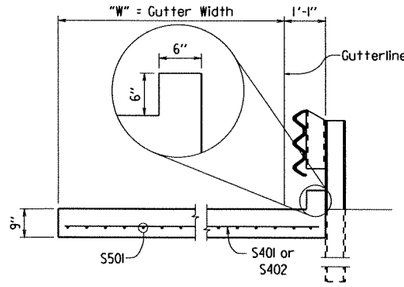


QUANTITIES FOR ONE TYPE SPECIAL 3 APPROACH GUTTER

Bridge No.	"W"	Item 504 Approach Gutters (Type Special 3) Cu. Yd.	SS & Item 804 Reinforcing Steel - Roadway (Grade 60) Lb.	SS & Item 821 Modification of Existing Bridge Structure (Bridge No. _____) Lump Sum
A5688	6'-0"	4.05	353	1
	10'-0"	5.38	476	
B5688	6'-0"	4.05	353	1
	10'-0"	5.38	476	

Note: Reconstruction of the parapet railing shall be measured and paid for under the Items 504 and 804 for Type Special 3 Approach Gutter.

VIEW A-A
⅜" = 1'-0"



SECTION C-C
½" = 1'-0"

④ New parapet rail section shall extend to existing drop inlet.

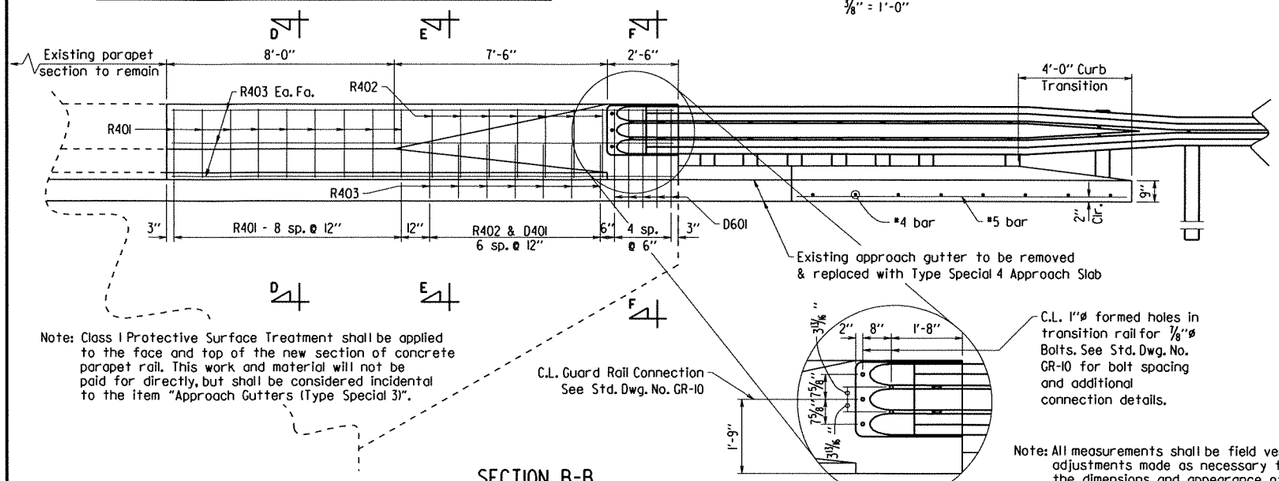
BAR LIST - PER GUTTER

MARK	"W" 10'-0" NO. REQ'D.	"W" 6'-0" NO. REQ'D.	LENGTH	P.D.	BENDING DIAGRAMS
R401	9	9	5'-1"	2"	
R402	7	7	5'-2"	2"	
R403	6	6	17'-8"	Str.	
R404	3	3	3'-3"	2"	
S401	9	-	10'-9"	Str.	
S402	-	9	6'-9"	Str.	
S403	6	5	3'-0"	Str.	
S501	22	14	11'-8"	Str.	
D401	6	6	①	2"	
D601	3	3	①	Str.	

Dimensions are out to out of bars.

① Dowel bars shall be drilled and grouted using a OPL approved epoxy or non-shrink grout in accordance with the manufacturers recommendations. The bars shall be embedded to a depth sufficient to develop 125% of their yield strength or greater.

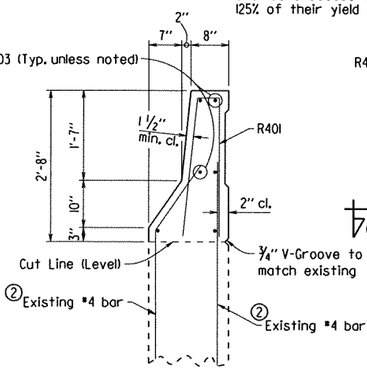
② Strip and clean existing reinforcing in wingwall which projects out of cut lines and tie into new construction as shown. Existing reinforcing which is to be incorporated into new construction and is damaged by the Contractor shall be replaced at his expense to the satisfaction of the Engineer.



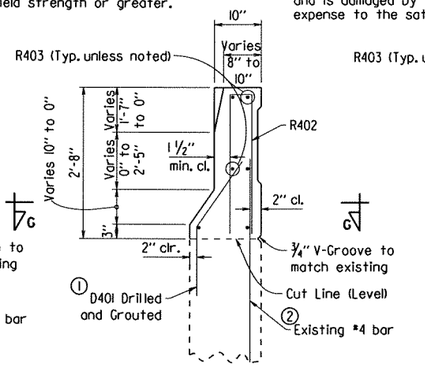
Note: Class I Protective Surface Treatment shall be applied to the face and top of the new section of concrete parapet rail. This work and material will not be paid for directly, but shall be considered incidental to the item "Approach Gutters (Type Special 3)".

SECTION B-B
⅜" = 1'-0"

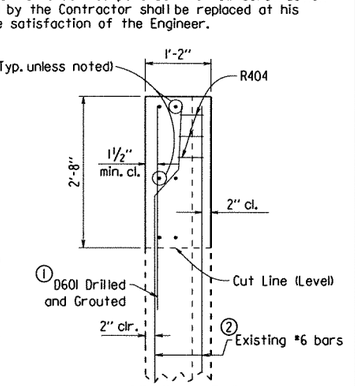
Note: All measurements shall be field verified and adjustments made as necessary to make the dimensions and appearance of the new work compatible with the existing structure as approved by the Engineer.



SECTION D-D
¾" = 1'-0"

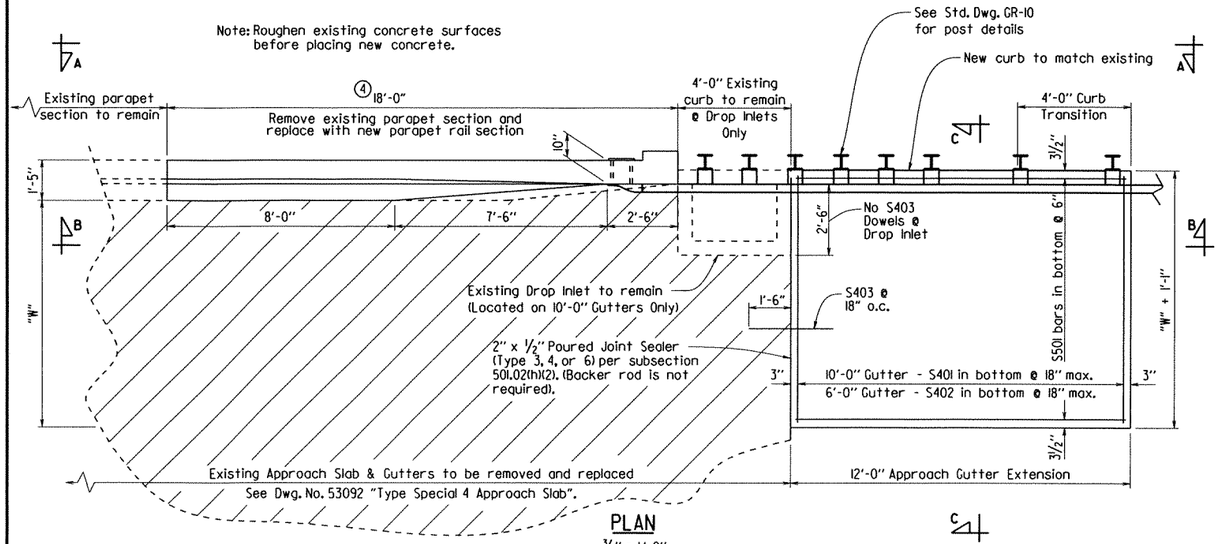


SECTION E-E
¾" = 1'-0"

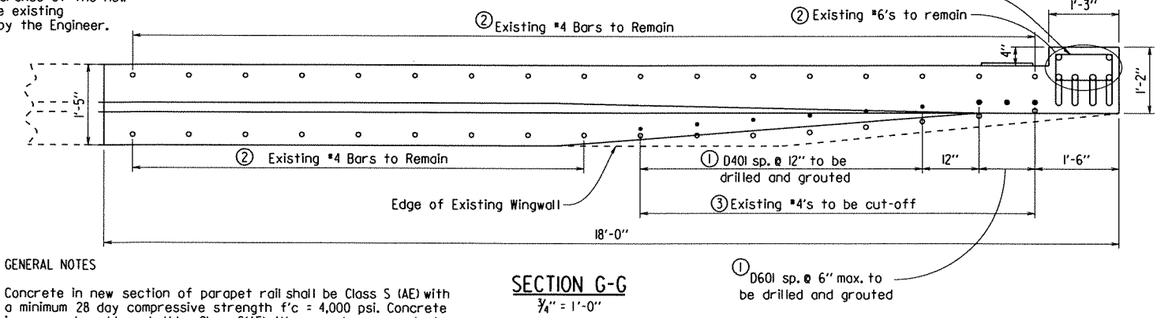


SECTION F-F
¾" = 1'-0"

Note: Roughen existing concrete surfaces before placing new concrete.



PLAN
⅜" = 1'-0"



SECTION G-G
¾" = 1'-0"

③ Cut existing vertical reinforcing steel 2" below top of approach gutter. Holes shall be filled with an approved epoxy or non-shrink grout flush with surface that completely fills the holes.

GENERAL NOTES

Concrete in new section of parapet rail shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi. Concrete in approach gutter shall be Class S(AE). All exposed corners to be chamfered ¾" unless otherwise noted.

Reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi.) Fabricate bar lengths to provide 2" minumum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Portions of the existing bridge parapet rail to be removed shall be in accordance with Section 821, and shall be paid for under the item "Modification of Existing Bridge Structure (Bridge No. _____)".

Existing bridge name plate shall be removed and relocated to new parapet rail at the beginning of the existing bridge as directed by the Engineer. Payment and materials for this work shall be incidentalto the item "Modification of Existing Bridge Structure (Bridge No. _____)".

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL J. FUSELIER
8/6/12
BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL 3 APPROACH GUTTERS

ROUTE SEC.

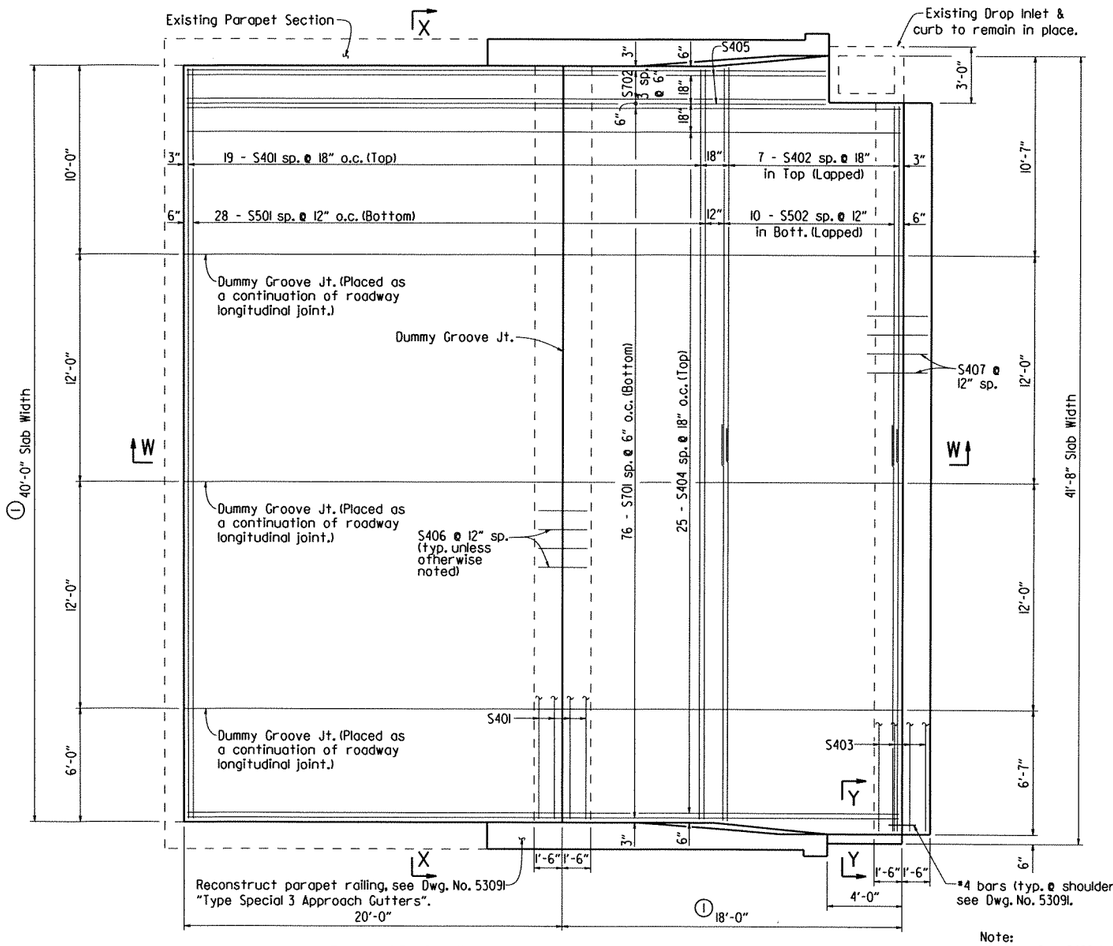
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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DESIGNED BY: STD	DATE:		

BRIDGE NO. A&B5688 DRAWING NO. 53091

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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				① A&B5688		APPROACH SLAB		53092

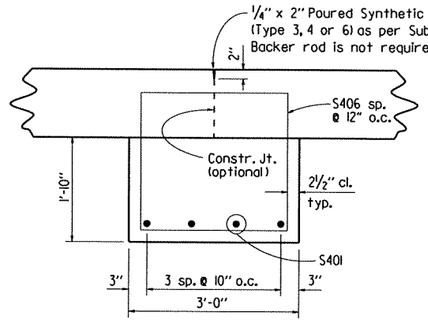


PLAN OF TYPE SPECIAL 4 APPROACH SLAB

1/4" = 1'-0"

Note:
Min. Lap for S402 bars = 1'-9"
Min. Lap for S502 bars = 2'-2"

Note:
Surface finish for Approach Slabs shall match that used on the existing bridge deck.

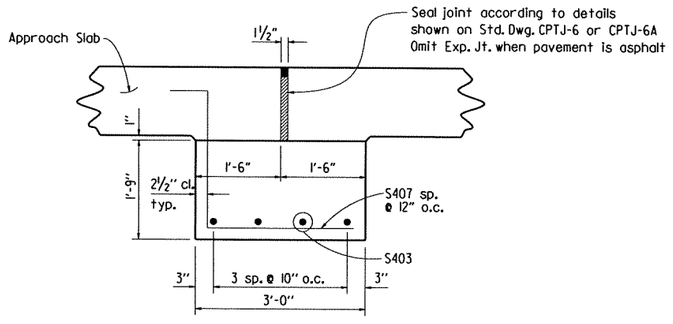


DETAILS OF INTERIOR SUPPORT

3/4" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.	Bending Diagrams
S401	23	39'-8"	Str.	
S402	7	21'-3"	Str.	
S403	4	38'-4"	Str.	
S404	25	37'-8"	Str.	
S405	2	33'-8"	Str.	
S406	40	10'-4"	2"	2'-7" S406 2'-5" 4 1/2" Min. (typ.)
S407	39	5'-6"	2"	8" S407 2'-5" 2'-7"
S501	28	39'-8"	Str.	
S502	10	21'-6"	Str.	
S701	76	37'-8"	Str.	
S702	4	33'-8"	Str.	Dimensions are out to out of bars

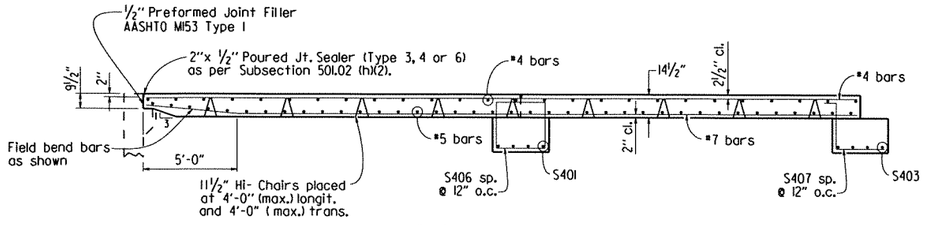


DETAILS OF SUPPORT AT EXPANSION JOINT

3/4" = 1'-0"

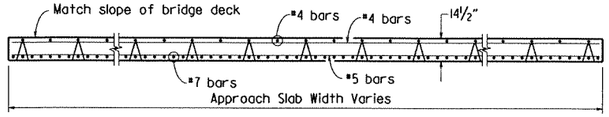
TABLE OF QUANTITIES FOR ONE TYPE SPECIAL 4 APPROACH SLAB

Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
9,414	83.31



SECTION W-W

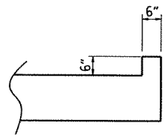
1/4" = 1'-0"



SECTION X-X

No Scale

① Slab width and length are based on existing bridge plans. The Contractor shall field verify measurements and make any adjustments necessary for the proposed work to fit the existing structure. End of approach slab to align with existing drop inlet.



Note: For reinforcing details not shown, see "Section X-X".

SECTION Y-Y

No Scale

GENERAL NOTES

Concrete shall be Class S(AE) (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Existing bridge drawings are available upon request. Dwg. Nos. 21696 thru 21700.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 7510 CARL J. FUSELIER 8/7/12

BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL 4 APPROACH SLAB

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

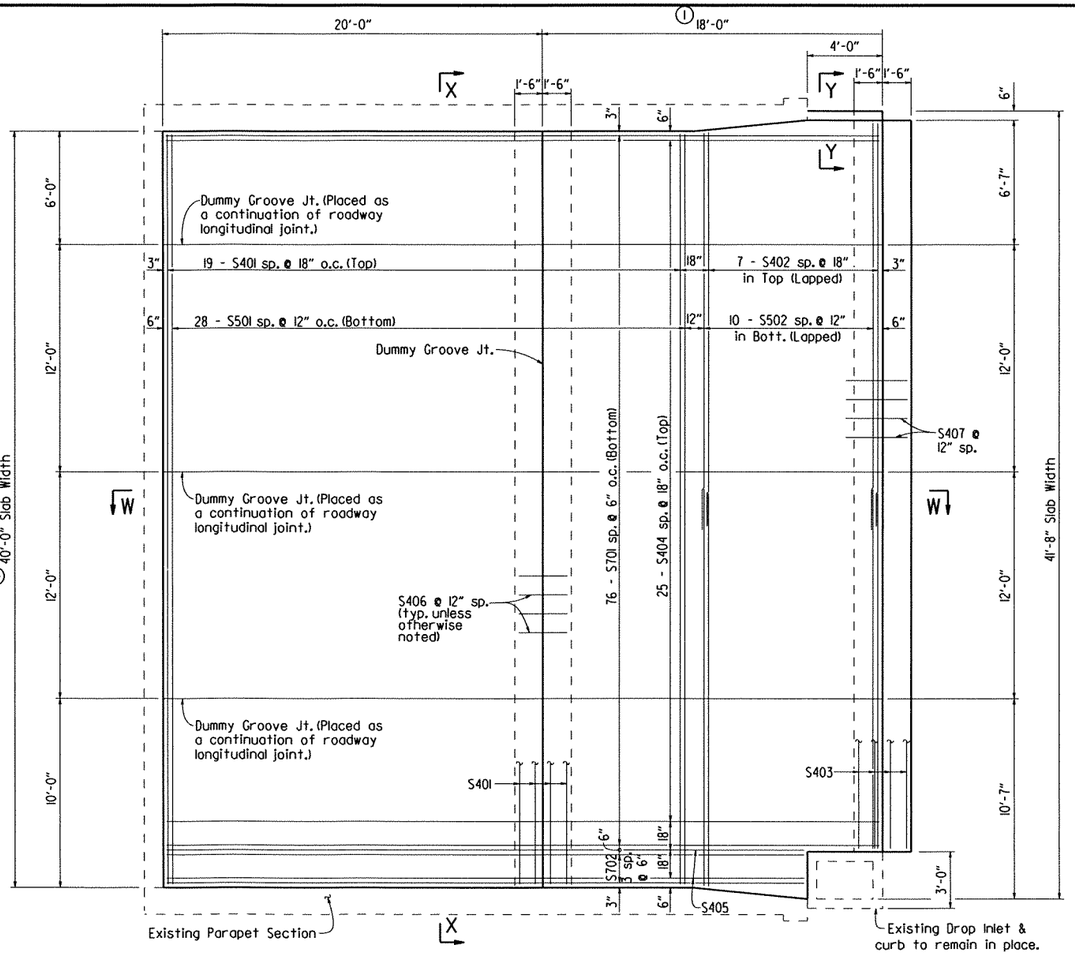
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DESIGNED BY: STD. DATE:

BRIDGE NO. A&B5688 DRAWING NO. 53092

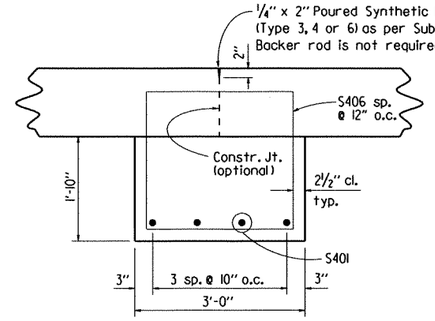
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				6	ARK.			
				JOB NO.		050260	197	227
				① A5688		APPROACH SLAB		53093



PLAN OF TYPE SPECIAL 5 APPROACH SLAB

1/4" = 1'-0"

Note:
Surface finish for Approach Slabs shall match that used on the existing bridge deck.

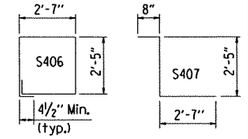


DETAILS OF INTERIOR SUPPORT

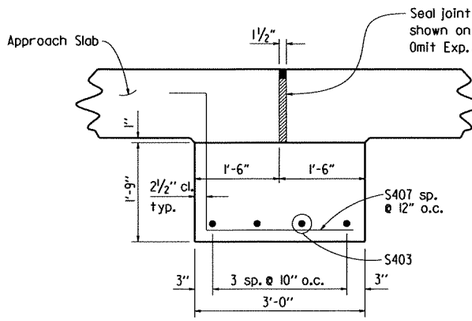
3/4" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.	Bending Diagrams
S401	23	39'-8"	Str.	
S402	7	21'-3"	Str.	
S403	4	38'-4"	Str.	
S404	25	37'-8"	Str.	
S405	2	33'-8"	Str.	
S406	40	10'-4"	2"	
S407	39	5'-6"	2"	
S501	28	39'-8"	Str.	
S502	10	21'-6"	Str.	
S701	76	37'-8"	Str.	
S702	4	33'-8"	Str.	



Dimensions are out to out of bars



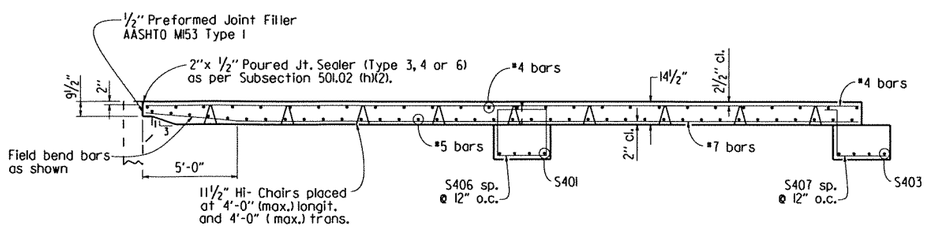
DETAILS OF SUPPORT AT EXPANSION JOINT

3/4" = 1'-0"

TABLE OF QUANTITIES FOR ONE TYPE SPECIAL 5 APPROACH SLAB

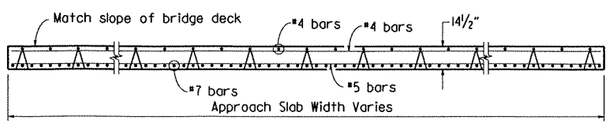
Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
9,414	83.31

Note:
Min. Lap for S402 bars = 1'-9"
Min. Lap for S502 bars = 2'-2"



SECTION W-W

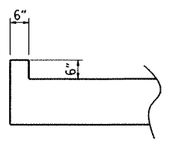
1/4" = 1'-0"



SECTION X-X

No Scale

① Slab width and length are based on existing bridge plans. The Contractor shall field verify measurements and make any adjustments necessary for the proposed work to fit the existing structure. End of approach slab to align with existing drop inlet.



Note: For reinforcing details not shown, see "Section X-X".

SECTION Y-Y

No Scale

GENERAL NOTES

Concrete shall be Class S(AE) (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Existing bridge drawings are available upon request. Dwg. Nos. 21696 thru 21700.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL J. FUSSELMAN
8/6/12

BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL 5 APPROACH SLAB

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

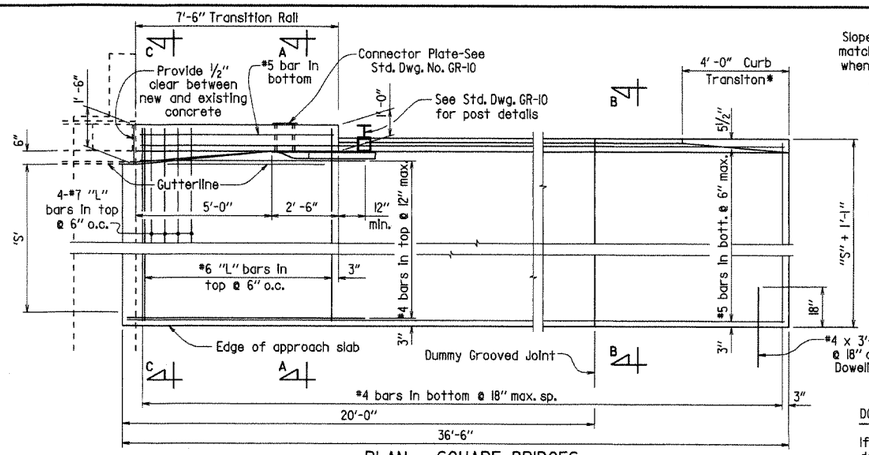
LITTLE ROCK, ARK.

DRAWN BY: JYP DATE: 7-11-12 FILENAME: b050260_as5.dgn
CHECKED BY: AMS DATE: 7-13-12 SCALE: AS NOTED
DESIGNED BY: STD. DATE:

BRIDGE NO. A5688 DRAWING NO. 53093

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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07-14-2010				JOB NO.				

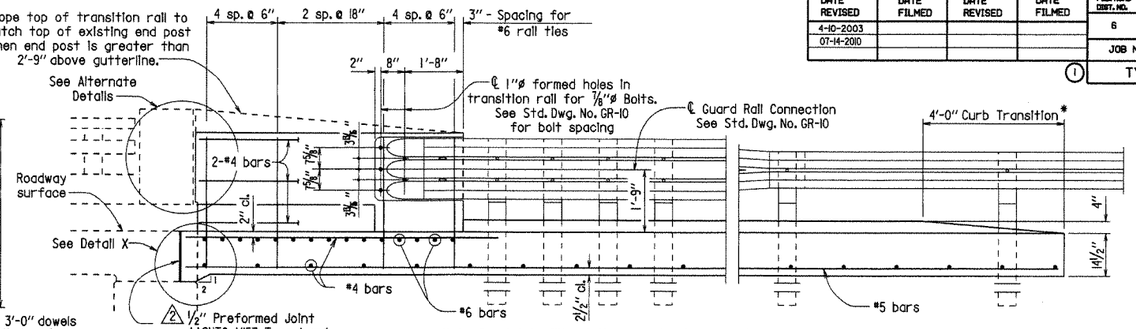
① TYPE AT APPR. GUTTER - 2092



PLAN - SQUARE BRIDGES

Scale: ⅜" = 1'-0"

'S' = Distance from gutterline to edge of approach slab.



* 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.

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 (Type AT)'.

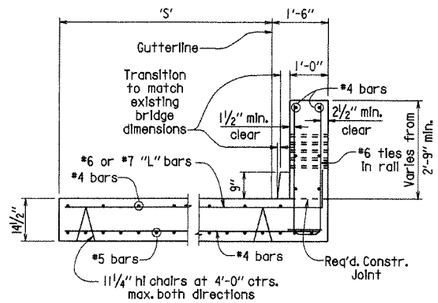
LONGITUDINAL SECTION THRU GUTTER

Scale: ½" = 1'-0"

DOWELING NOTE

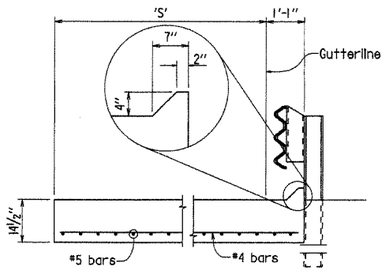
If new approach slab is used, place dowels into approach slab using 18" embedment.

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



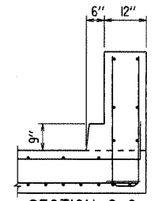
SECTION A-A

Scale: ½" = 1'-0"



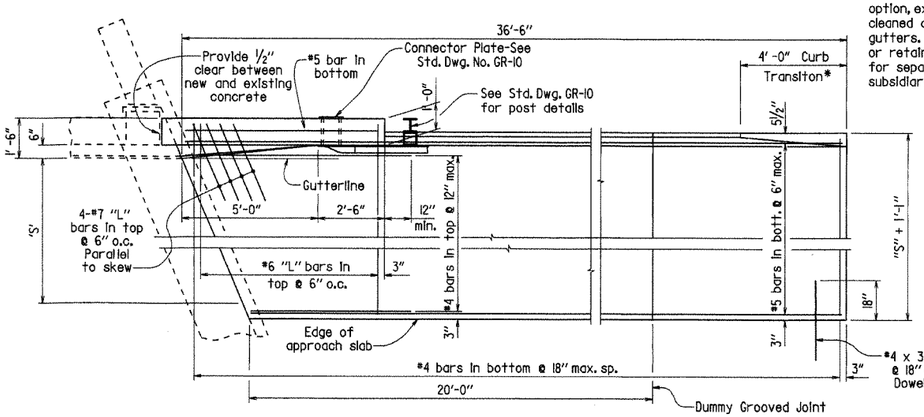
SECTION B-B

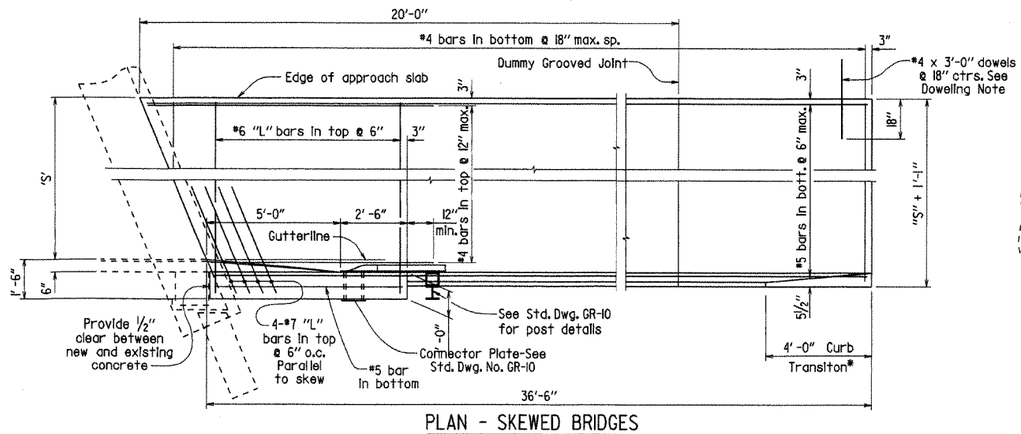
Scale: ½" = 1'-0"



SECTION C-C

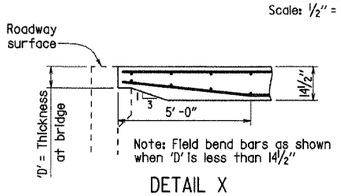
At end of Transition Rail
Scale: ½" = 1'-0"





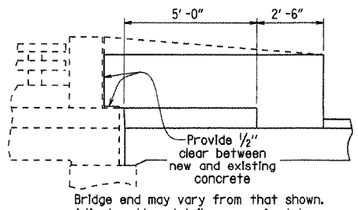
PLAN - SKEWED BRIDGES

Scale: ⅜" = 1'-0"



DETAIL X

Scale: ⅜" = 1'-0"

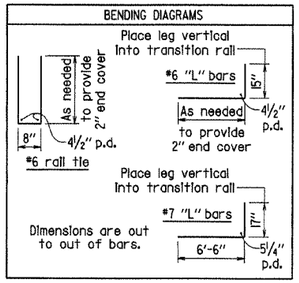


Bridge end may vary from that shown. Adjust gutter details as required to provide similar railing transition.

ALTERNATE DETAILS

No Scale

BENDING DIAGRAMS



QUANTITIES FOR ONE SQUARE APPROACH GUTTER

'S'	Concrete	Reinforcing Steel
5'-6"	12.06 cu.yd.	1091 lb.
9'-6"	18.78 cu.yd.	1573 lb.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
CHARLES P. BRAND

BRIDGE ENGINEER

GENERAL NOTES

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

Reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi.) Fabricate bar lengths to provide 2" minumum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

⚠1 Revised and redrawn 4-10-2003. By KDH Ck. By: CJF 4-10-2003

⚠2 Added joint sealer type 07-14-2010 by MJT Checked by: CJF 7-14-2010

DETAILS OF STANDARD TYPE 'AT' APPROACH GUTTERS (BRIDGES WITH 6" CURB WIDTH & TYPE A RAILING)

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

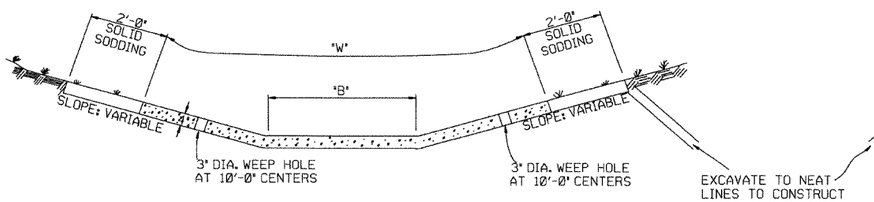
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 4-10-2003 FILENAME: B2092.STD
CHECKED BY: CJF DATE: 4-10-2003 SCALE: AS NOTED
DESIGNED BY: STD. DATE:

BRIDGE NO.

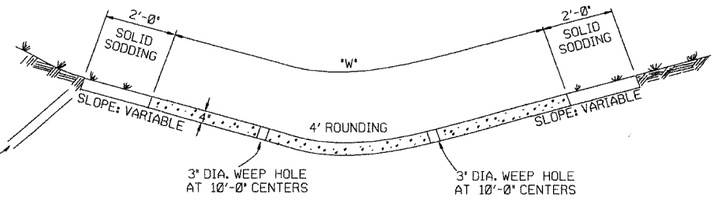
DRAWING NO. 2092

REFER TO TABULATION OF QUANTITIES FOR 'W' & 'B' DIMENSIONS



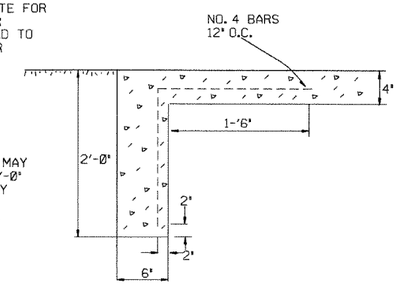
TYPE A

REFER TO TABULATION OF QUANTITIES FOR 'W' DIMENSIONS

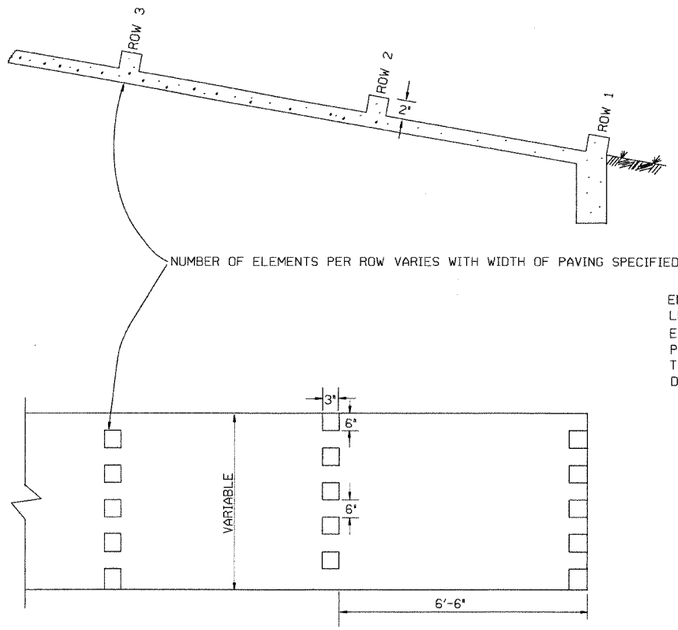


TYPE B

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 DETAIL FOR CONCRETE DITCH PAVING



ENERGY DISSIPATORS
(NO SCALE)

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE UNCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

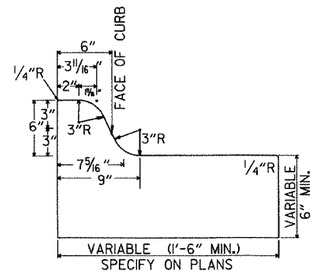
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
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

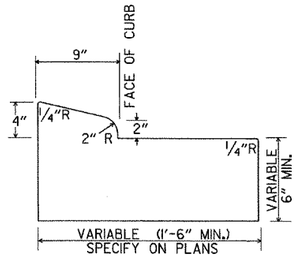
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

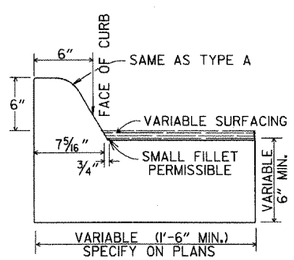
STANDARD DRAWING CDP-1



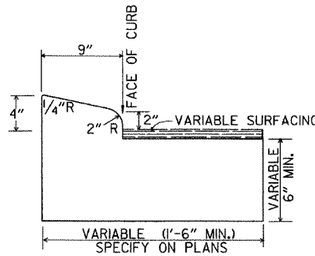
TYPE A



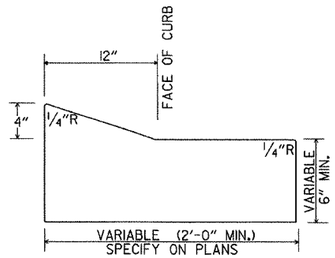
TYPE B-1



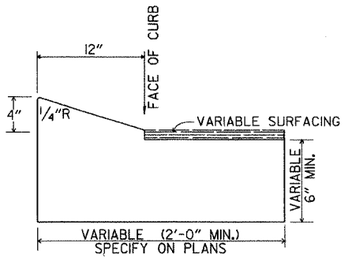
TYPE C



TYPE B-2

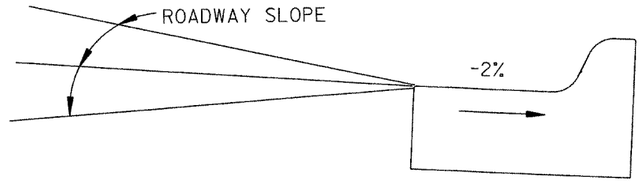


TYPE E-1



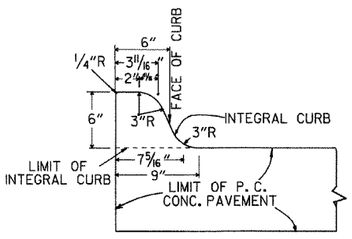
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

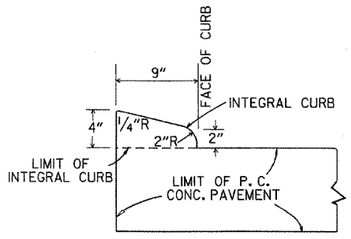


DETAIL OF GUTTER SLOPE

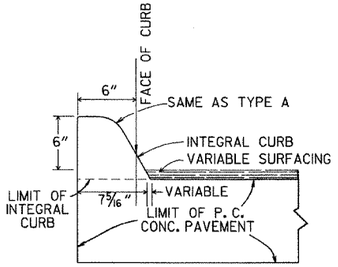
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

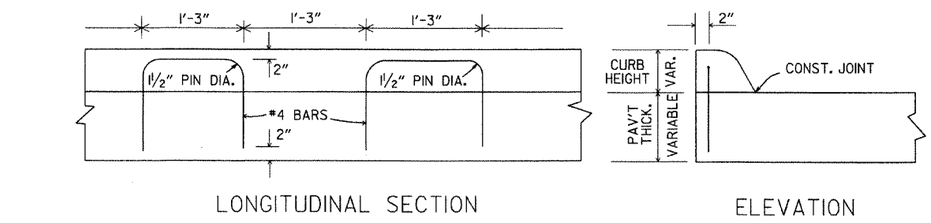


TYPE B



TYPE C

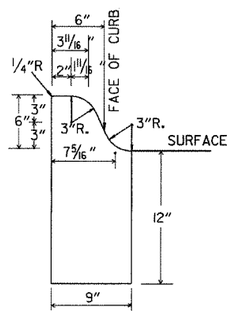
INTEGRAL CURB



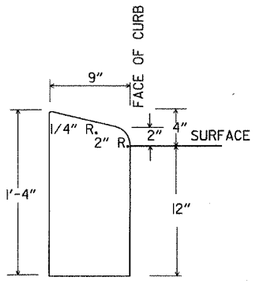
LONGITUDINAL SECTION

ELEVATION

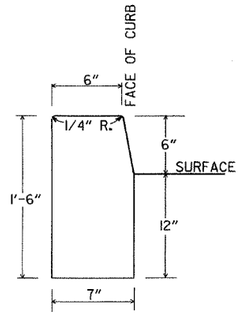
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



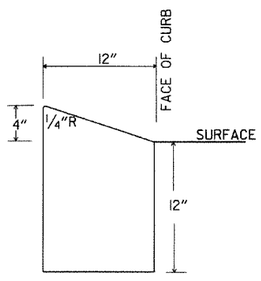
TYPE A



TYPE B

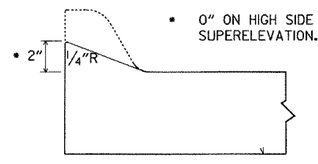


TYPE D



TYPE E

CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

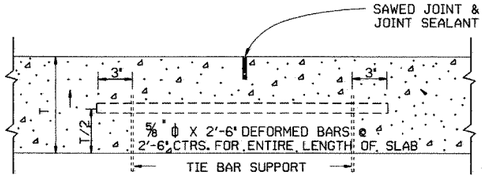
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIBLE DEPTH TYPE A & B 1	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	512-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

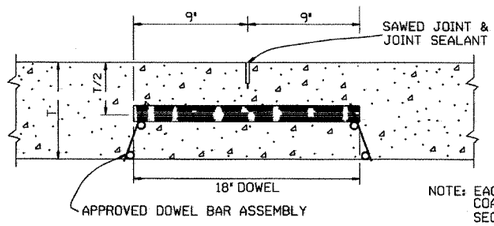
STANDARD DRAWING CG-1



LONGITUDINAL JOINT

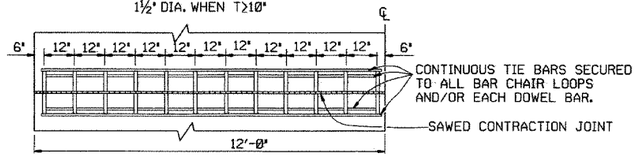
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.

TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.



NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

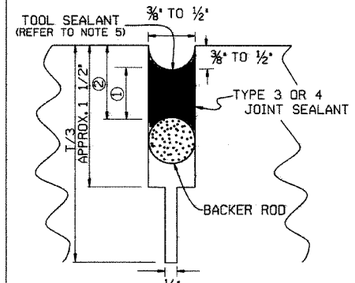
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



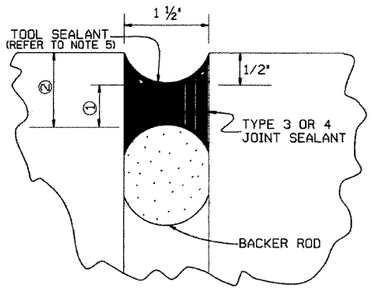
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



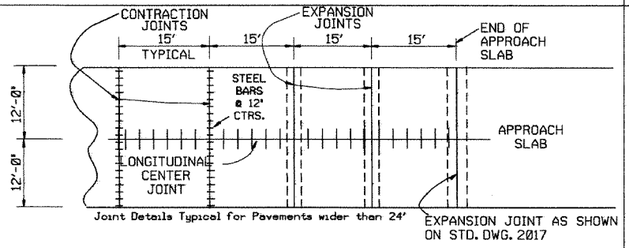
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

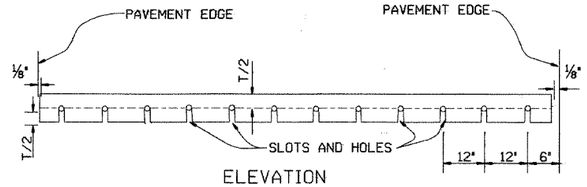
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
⅝	⅜	¾	⅝
¾	⅜	⅞	⅞
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	½	⅜	¾
¾	¾	½	1
⅞	¾	½	1

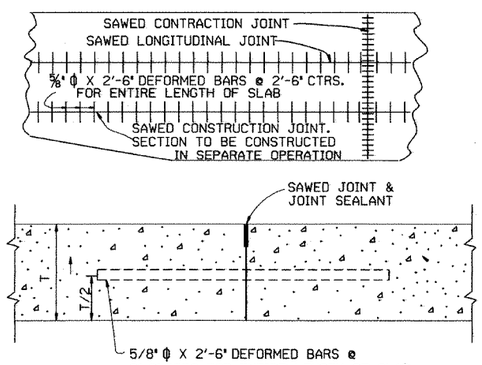


PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



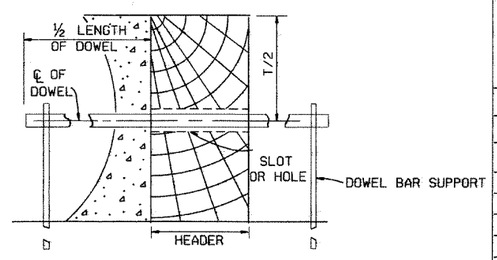
ELEVATION

NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



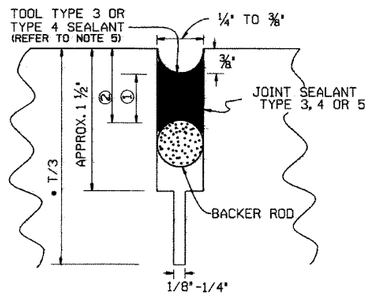
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

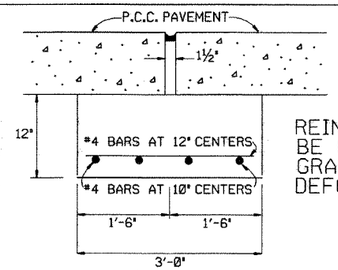
TRANSVERSE CONSTRUCTION JOINT



•NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

DATE	REVISION	DATE FILMED
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11- 3-94	ADDED NOTE RE: REINF. BARS	
4- 1-93	REVISED DOWEL BARS & GEN. NOTES	4- 1-93
10- 1-92	REVISED DOWEL SPACING	10- 1-92
8- 15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88



DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

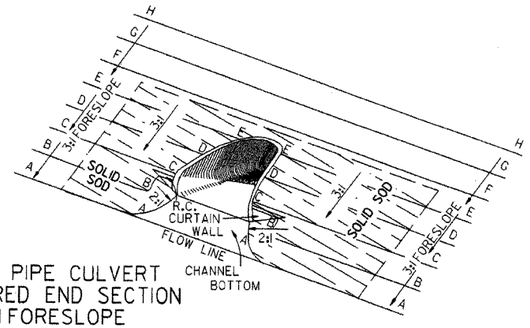
GENERAL NOTES

1. "T" DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2' GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
3. THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S" OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

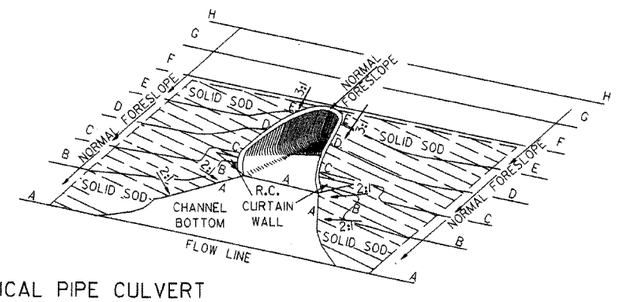
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

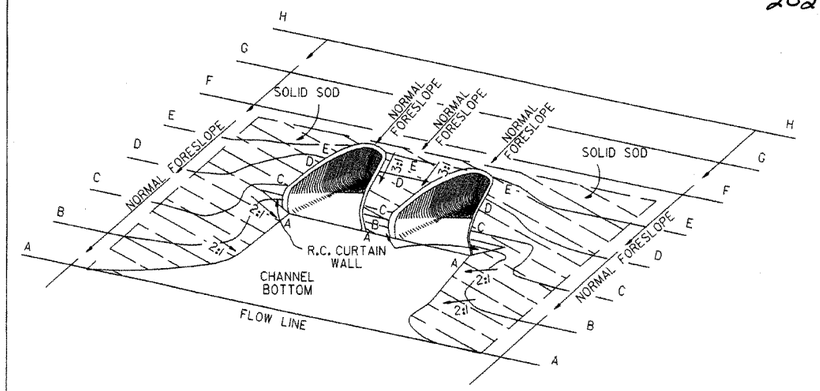
STANDARD DRAWING CPTJ - 6A



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES



TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES

R.C. CURTAIN WALL DIMENSIONS & QUANTITIES

PIPE DIA.	H_1	L_1	L	L (DBL.) / 2	SINGLE R.C.P.C. CONC. CU. YDS.	SINGLE R.C.P.C. REINF. STEEL LBS.	DOUBLE R.C.P.C. CONC. CU. YDS.	DOUBLE R.C.P.C. REINF. STEEL LBS.
18"	11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	0.67	59.0
36"	1'-7"	6'-8"	13'-0"	10'-6"	0.58	52.6	0.83	73.9
42"	2'-1½"	7'-3"	15'-6"	12'-0"	0.82	77.1	1.10	100.7
48"	2'-5"	7'-10"	17'-0"	13'-0"	0.98	94.9	1.27	120.4
54"	2'-9½"	8'-5"	18'-6"	14'-0"	1.16	115.8	1.47	143.7
60"	3'-4"	9'-0"	20'-6"	15'-6"	1.47	149.7	1.84	180.3
72"	4'-5"	10'-2"	25'-6"	18'-6"	2.31	232.6	2.73	271.0

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.

REINFORCING STEEL SCHEDULE

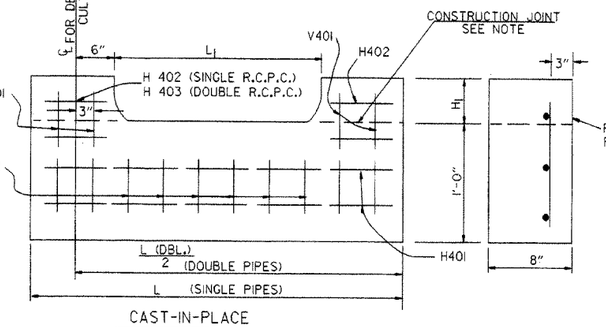
PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	V401 L	V401 NO.	V402 L	V402 NO.	DOUBLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	H403 L	H403 NO.	V401 L	V401 NO.	V402 L	V402 NO.
18"	7'-8"	2	1'-11½"	4	1'-7½"	8	8"	8	12'-2"	2	1'-11½"	4	8"	2	1'-7½"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8½"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8½"	12	8"	18
30"	10'-8"	2	2'-4½"	4	1'-11½"	10	8"	12	17'-8"	2	2'-4½"	4	8"	2	1'-11½"	14	8"	22
36"	12'-8"	2	2'-10"	6	2'-3"	12	8"	14	20'-8"	2	2'-10"	6	8"	3	2'-3"	14	8"	28
42"	15'-2"	2	3'-9½"	8	2'-9½"	16	8"	15	23'-8"	2	3'-9½"	8	8"	4	2'-9½"	18	8"	30
48"	16'-8"	2	4'-3"	10	3'-1"	18	8"	16	25'-8"	2	4'-3"	10	8"	5	3'-1"	20	8"	32
54"	18'-2"	2	4'-8½"	12	3'-5½"	20	8"	17	27'-8"	2	4'-9"	12	8"	6	3'-5½"	22	8"	34
60"	20'-2"	2	5'-5"	14	4'-0"	24	8"	18	30'-8"	2	5'-5"	14	8"	7	4'-0"	26	8"	36
72"	25'-2"	2	7'-4"	18	5'-1"	30	8"	20	36'-8"	2	7'-4"	18	8"	9	5'-1"	33	8"	40

ALL REINFORCING STEEL #4 BARS @ 6" O.C.

PLAN VIEW
3:1 FORESLOPES

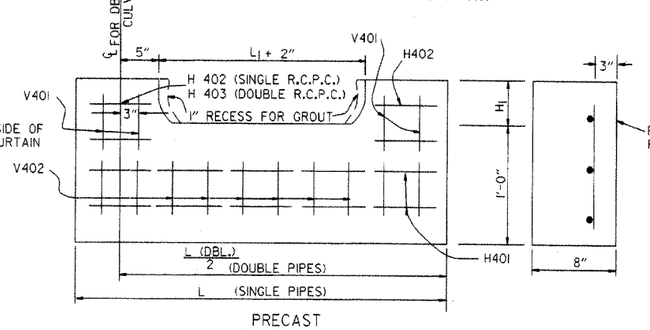
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES



CAST-IN-PLACE

NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



PRECAST

NOTE: THE PRECAST CURTAIN WALL WILL BE SET AND BACKFILLED WITH COMPACTED MATERIAL. THE FLARED END SECTION SHALL THEN BE SET IN PLACE AND THE 1" RECESS FILLED WITH GROUT. WHERE "L" EXCEEDS 11' THE CURTAIN WALL MAY BE CAST IN TWO (2) OR MORE SECTIONS. THE METHOD OF JOINING THE SECTIONS FOR INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

R.C. CURTAIN WALL DETAILS

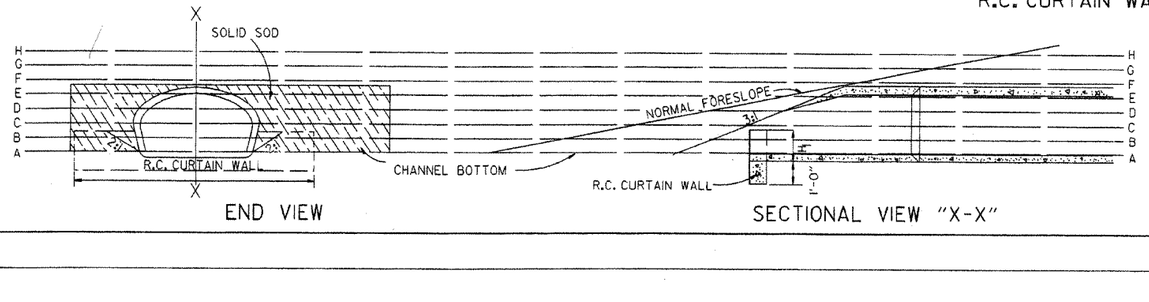
SOLID SODDING

PIPE DIA.	SINGLE R.C.P.C. 3:1	4:1	6:1	DOUBLE R.C.P.C. 3:1	4:1	6:1
	SQ. YDS.			SQ. YDS.		
18"	5	7	12	6	8	13
24"	8	12	19	9	13	20
30"	13	18	29	14	19	30
36"	17	26	41	18	28	43
42"	23	35	55	25	37	57
48"	29	46	68	31	48	70
54"	35	57	85	37	59	87
60"	45	62	104	48	65	107
72"	64	92	156	67	95	159

NOTE: QUANTITIES SHOWN ABOVE ARE FOR ONE (1) END OF F.E.S.

GENERAL NOTES

1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL AND CONCRETE: FOR FORMS, MIXING AND PLACING; FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾".
3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. WELDED WIRE MESH 3 x 3 W10 x W10 MAY BE USED IN LIEU OF REINFORCING BARS.



END VIEW

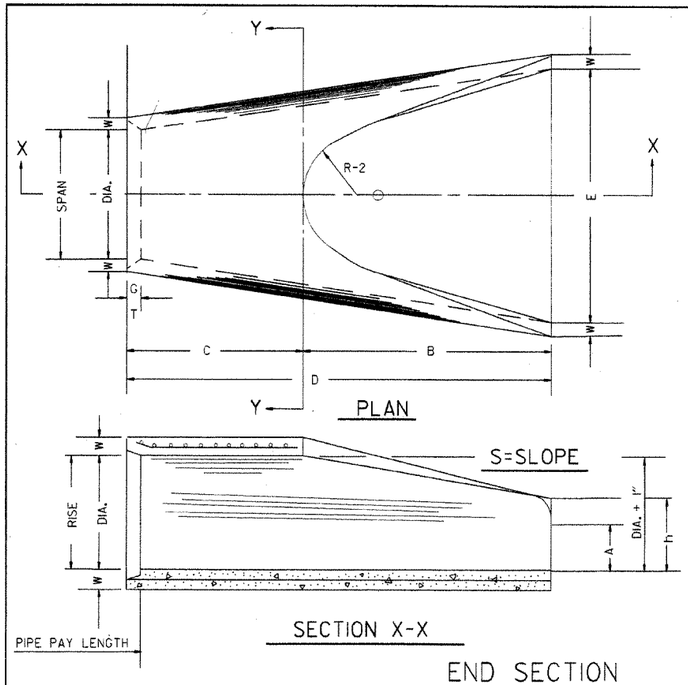
SECTIONAL VIEW "X-X"

DATE	REVISION	FILMED
10-18-96	ADDED NOTE TO SOLID SODDING	10-18-96
10-12-95	CORRECTED SPELLING	
11- 3-94	ADDED GENERAL NOTE NO. 4	
8-15-91	REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT.	
3-2-81	ALLOW PRECAST IN 2 OR MORE PIECES CHAMFER EDGES	
5-15-80	ADDED PRECAST WALL & GENERAL NOTES	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

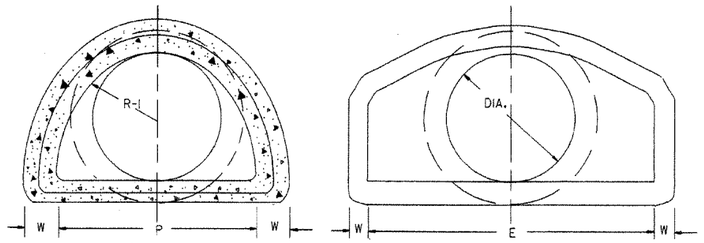
STANDARD DRAWING FES-1



END SECTION
FOR REINFORCED CONCRETE PIPE CULVERTS

TABLE OF DIMENSIONS

DIA.	WALL	A	B	C	D	E	S	DIA. + 1"	P	R-1	R-2	G-T	WT.	h
18"	2½"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3:1	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3:1	25"	33 3/16"	16 13/16"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7¾"	6'-1¾"	5'-0"	3:1	31"	37"	18½"	15"	3¼"	1940	1'-4⅝"
36"	4"	1'-3"	5'-3"	2'-10¼"	8'-1¾"	6'-0"	3:1	37"	47 1/16"	24⅜"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3:1	43"	53⅛"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3:1	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3:1	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3:1	61"	72½"	36 11/16"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3:1	73"	77 13/16"	38 15/16"	24"	5"	13250	4'-6"

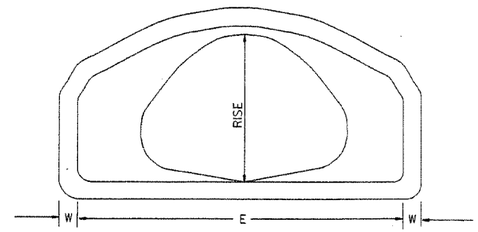


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

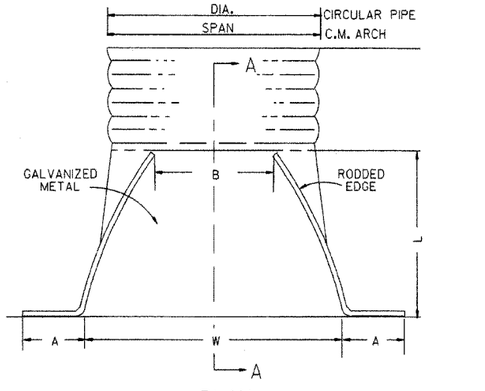
ARCH PIPE

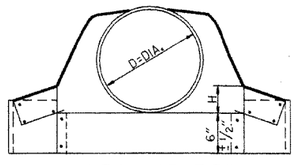
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½:1
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36 1/16"	15"	2½"	2½:1
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47 1/16"	20"	3"	2½:1
36	43¾	44	26⅝	27	4"	10½"	4'-0"	2'-11½"	6'-1½"	6'-6"	54⅜"	22"	3½"	2½:1
42	51⅛	51	31⅝	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½:1
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70⅝"	24"	4¼"	2½:1
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72 1/16"	24"	4¾"	2¼:1
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77 1/16"	24"	5"	2¼:1

• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.

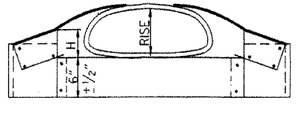


END VIEW
CONCRETE ARCH PIPE





CIRCULAR PIPE



C.M. ARCH PIPE

CIRCULAR PIPE

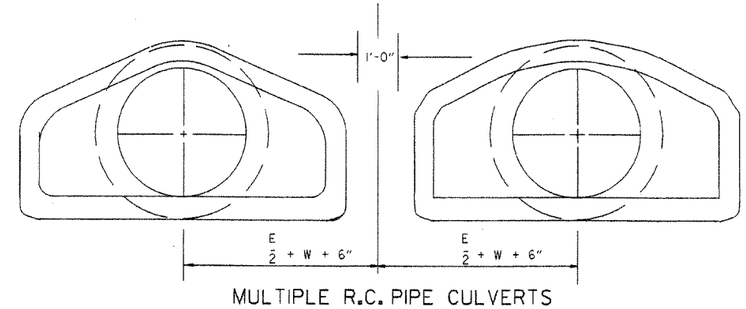
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	84	102	2:1
60	12	18	33	12	87	114	1¾:1
66	12	18	36	12	87	120	1½:1
72	12	18	39	12	87	126	1 1/3:1

C.M. ARCH PIPE

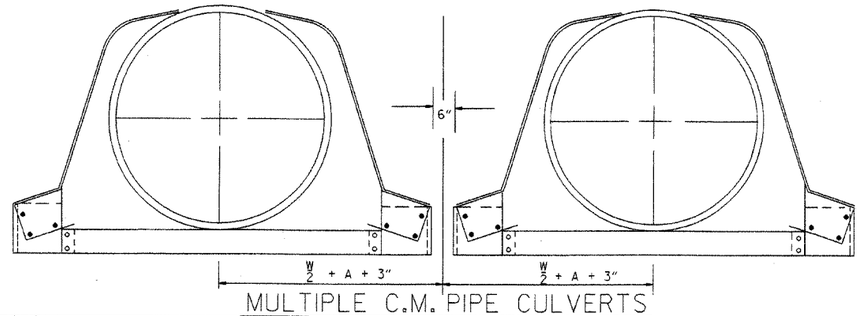
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
48"	57	38	18	26	12	63	90	2½:1	12
54"	64	43	18	30	12	70	102	2¼:1	12
60"	71	47	18	33	12	77	114	2¼:1	12

NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS



MULTIPLE R.C. PIPE CULVERTS



MULTIPLE C.M. PIPE CULVERTS

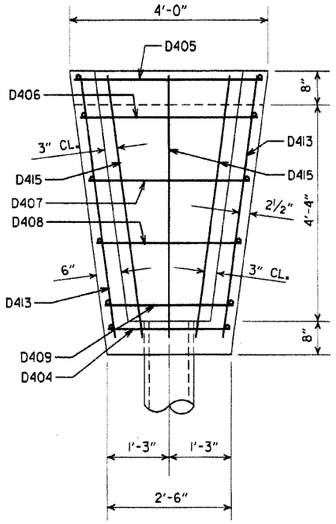
DATE	REVISION	FILMED
10-18-96	REVISED ASTM REF. TO AASHTO	16-18-96
5-15-80	REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S.	664-5-15-80
7-14-78	C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES	752-7-14-78
8-22-75	ADDED MULTIPLE PIPE CULVERTS	517-8-22-75
12-5-74	REMOVED NOTE RE REINF. FOR R.C. F.E.S.	500-12-5-74
5-24-73	CMP END SECTION, SHOW PIPE PAY LENGTH	627-5-24-73
10-2-72	REVISED AND REDRAWN	760-10-2-72

ARKANSAS STATE HIGHWAY COMMISION

FLARED END SECTION

STANDARD DRAWING FES-2

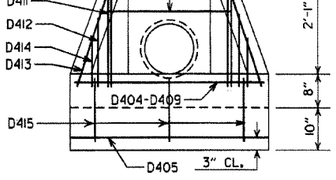
stdfes2.dgn



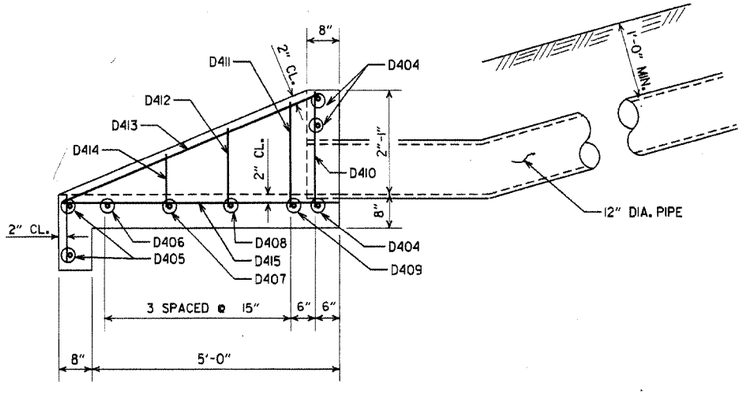
PLAN

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"	

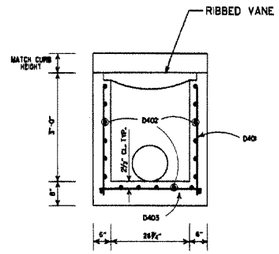


FRONT ELEVATION



SIDE ELEVATION
CONCRETE SPILLWAY

DETAILS OF CONCRETE SPILLWAY (TYPE A)

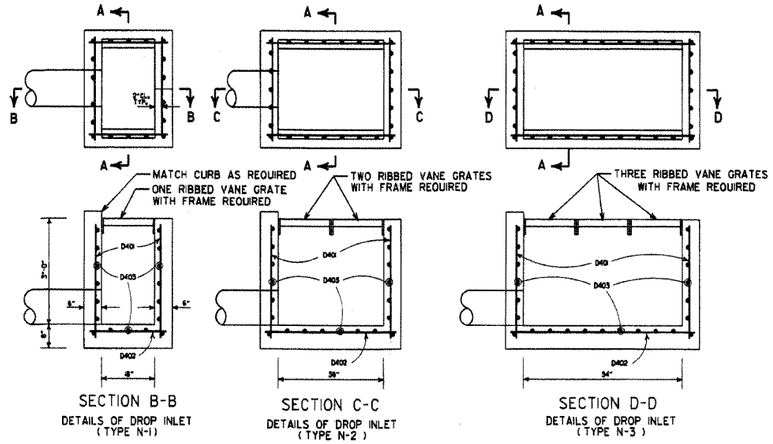


SECTION A-A

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)

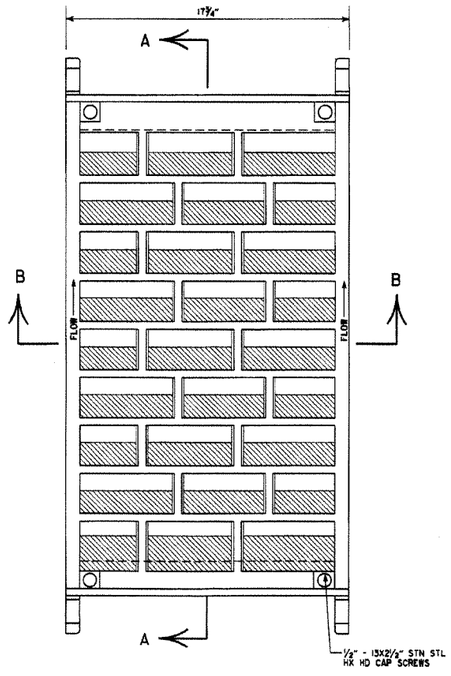
SECTION C-C
DETAILS OF DROP INLET
(TYPE N-2)

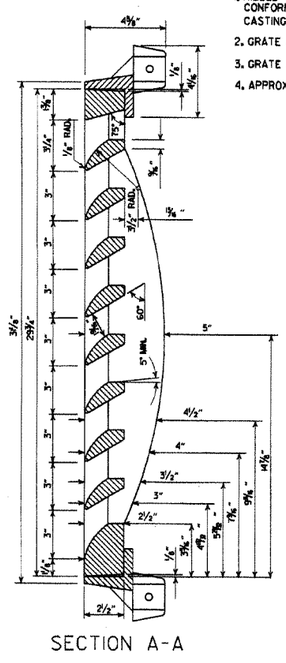
SECTION D-D
DETAILS OF DROP INLET
(TYPE N-3)

DETAILS OF DROP INLET

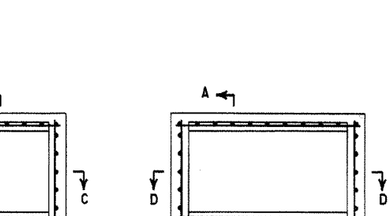
GENERAL NOTES (GRATE & FRAME)

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

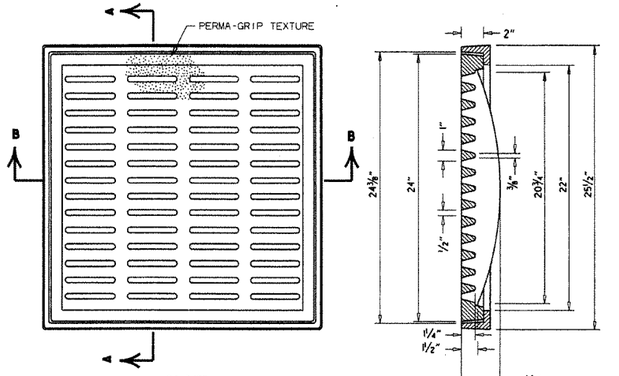
DETAILS OF RIBBED VANE GRATE AND FRAME

DATE REVISED	DATE FILMED	DESCRIPTION
7-02-98	7-2-98	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

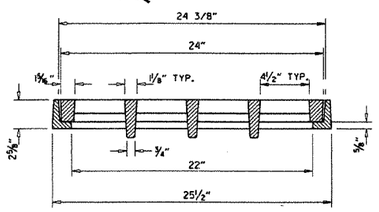
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS AND SPILLWAY OUTLET

STANDARD DRAWING FPC-9N



SECTION A-A

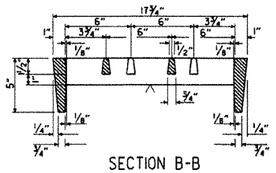


SECTION B-B

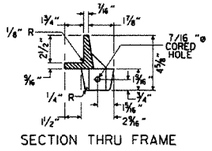
DETAILS OF PEDESTRIAN GRATE AND FRAME

GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

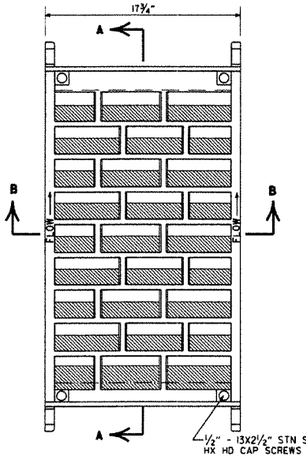
1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE ½" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 211 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

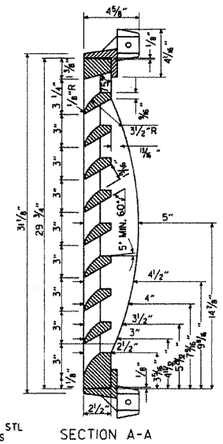


SECTION B-B



SECTION THRU FRAME



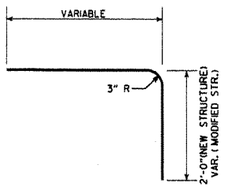


SECTION A-A

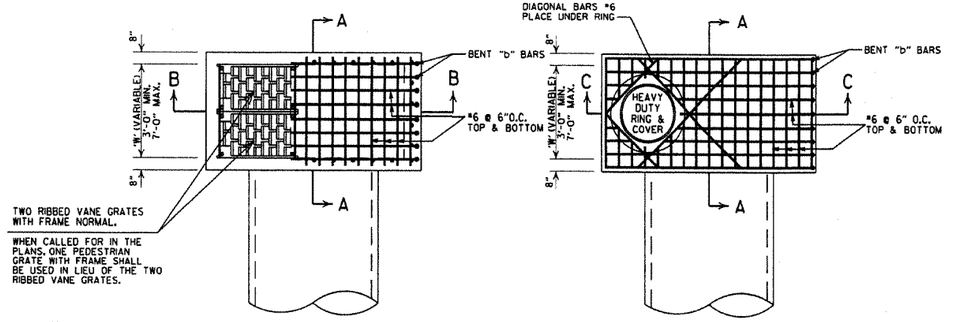
DETAILS OF RIBBED VANE GRATE AND FRAME

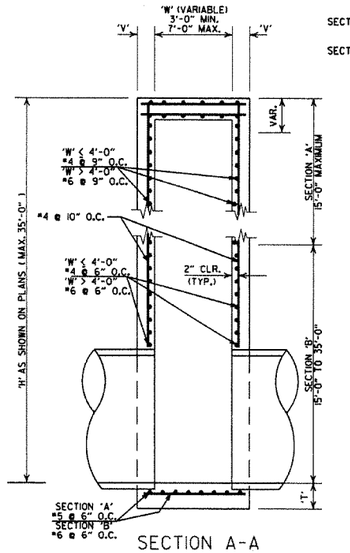
GENERAL NOTES (RIBBED VANE GRATE & FRAME)

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.



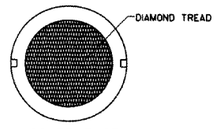
DETAIL OF BENT "b" BAR



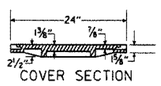


SECTION A-A

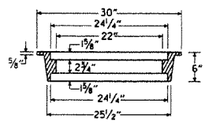
DETAILS OF DROP INLET (TYPE ST)



COVER FACE



COVER SECTION



RING SECTION

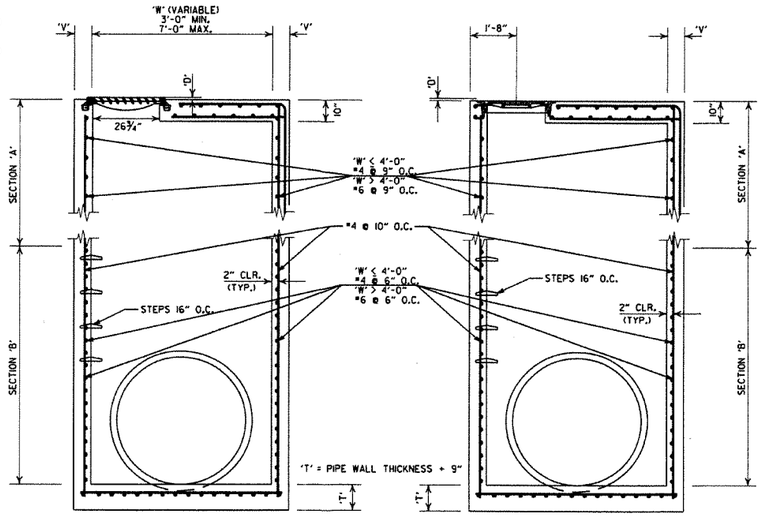
HEAVY DUTY RING & COVER

APPROXIMATE TOTAL WEIGHT = 333 LBS.

SECTION 'A' 'V' = 8"

SECTION 'B' (W≤4'-0") 'V' = 8"

SECTION 'B' (W>4'-0") 'V' = 10"



SECTION B-B SECTION C-C

DETAILS OF JUNCTION BOX (TYPE ST)

GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)

1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACHM SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
3. ALL EXPOSED CORNERS ARE TO HAVE A ¾" CHAMFER.

GENERAL NOTES (HEAVY DUTY RING & COVER):

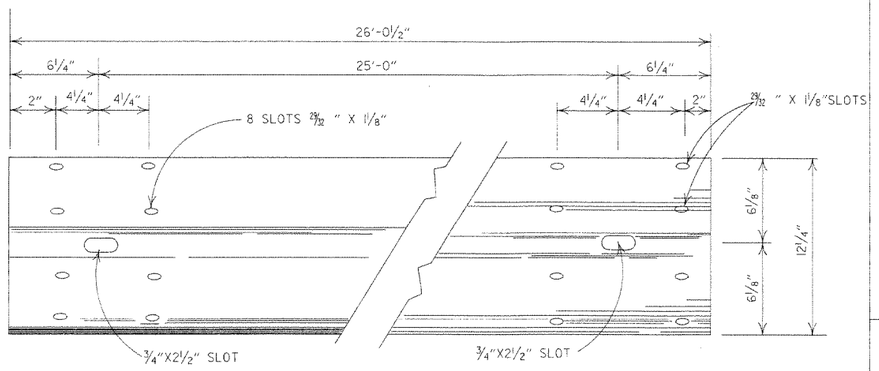
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
4. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

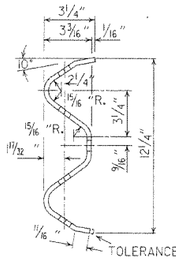
DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER ADDED AASHTO REF. REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
10-1-92		REVISED & REISSUED
8-15-91	8-15-91	REVISED & REISSUED

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)

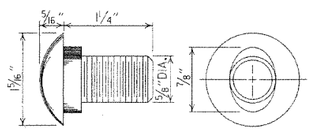
STANDARD DRAWING FPC-9S



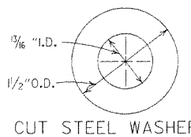


DETAILS OF W-BEAM GUARD RAIL

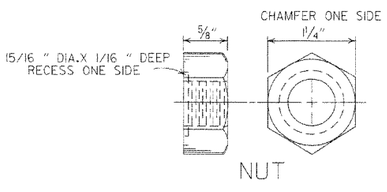
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



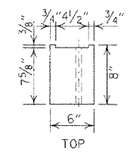
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

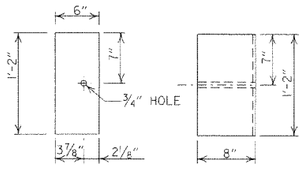


NUT

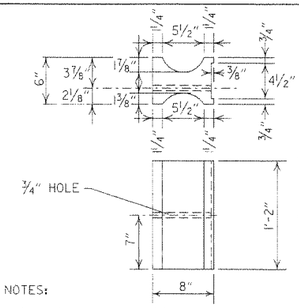


TOP

WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.



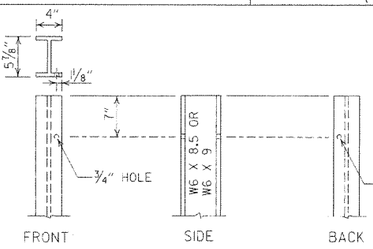
WOOD BLOCKOUT (W-BEAM)



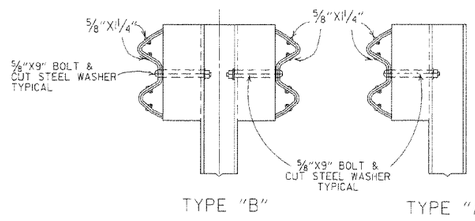
NOTES:

1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT (W-BEAM)



STEEL POST



TYPE "B" TYPE "A"

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

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

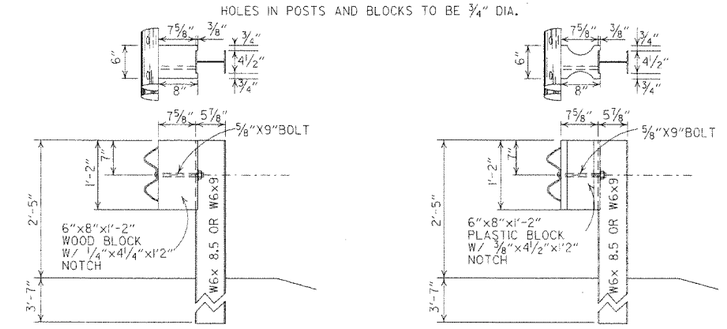
USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

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

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

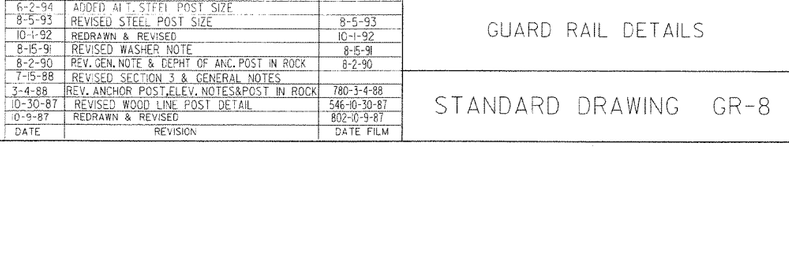
HOLES IN POSTS AND BLOCKS TO BE ¾" DIA.



WOOD BLOCKOUT CONNECTIONS PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

HOLES IN POSTS AND BLOCKS TO BE ¾" DIA.



POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - ¼".

WOOD BLOCKOUT CONNECTIONS PLASTIC BLOCKOUT CONNECTIONS

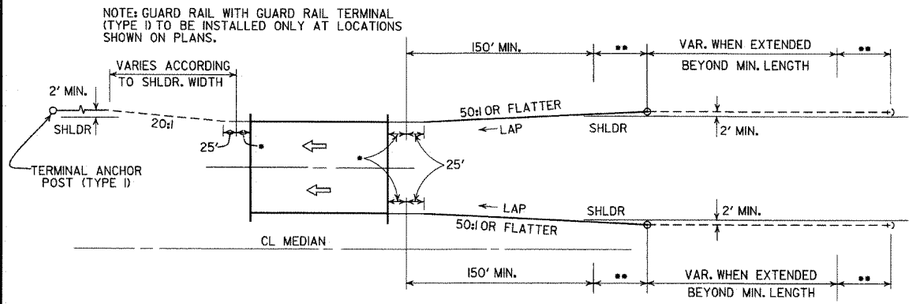
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	DATE FILM
7-4-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
9-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
1-12-00	ADDED PLASTIC BLOCKOUT	
8-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE, BEHIND CURB & DET. OF POST PLACE, IN SOLID ROCK,& ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
4-3-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
6-2-94	ADDED ALT. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-15-91
8-2-90	REV. GEN. NOTE & DEPHT OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87

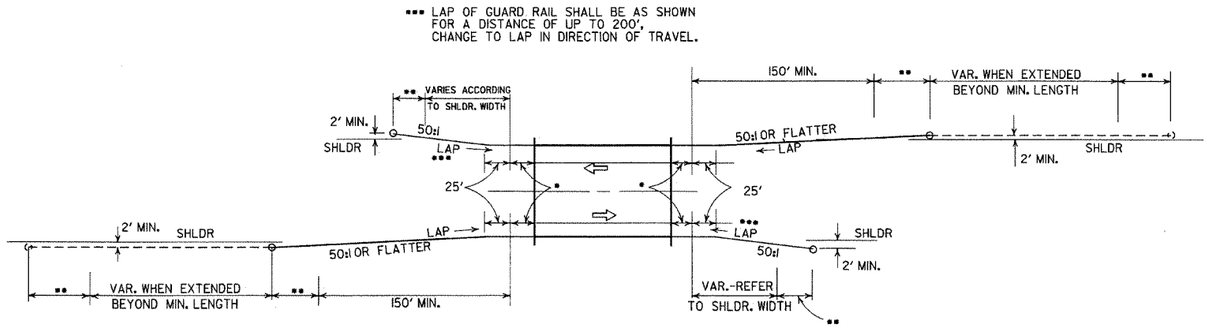
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8

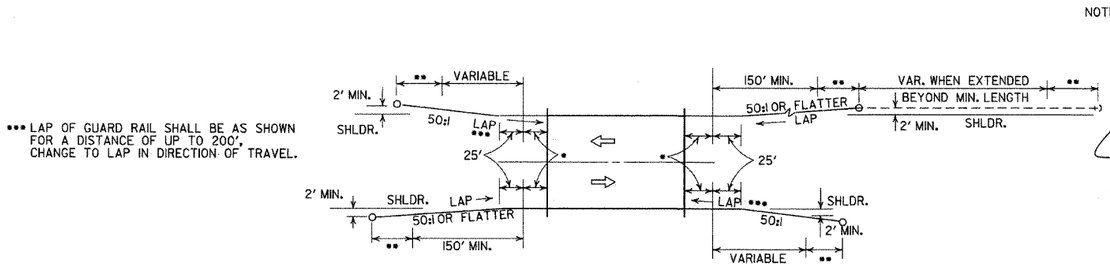


ONE-WAY TRAFFIC

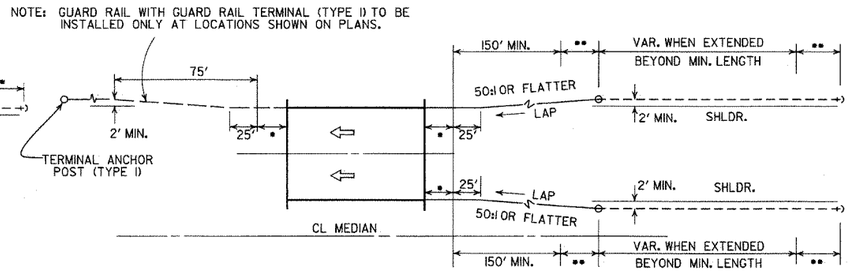


TWO-WAY TRAFFIC

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



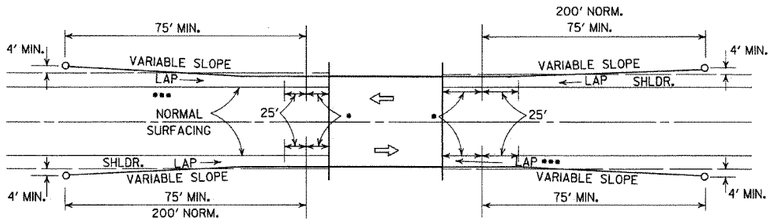
TWO-WAY TRAFFIC



ONE-WAY TRAFFIC

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

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



METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

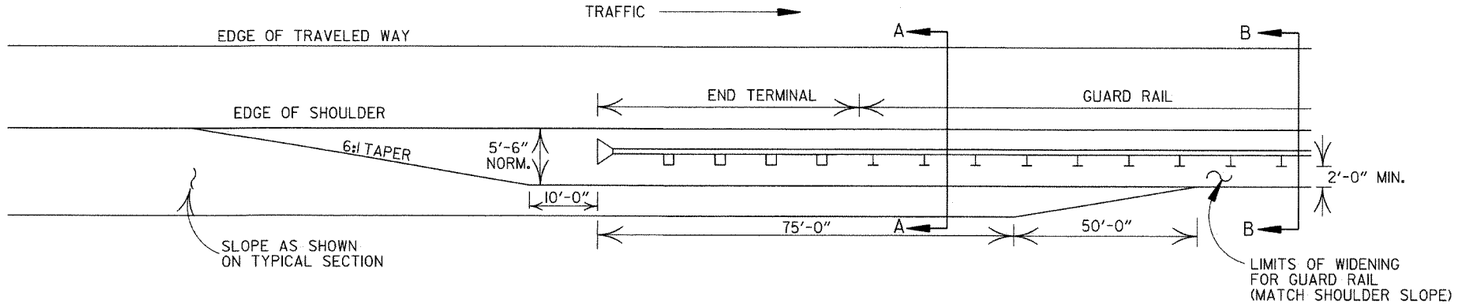
- THRIE BEAM GUARD RAIL TERMINAL
- GUARD RAIL TERMINAL (TYPE 2)

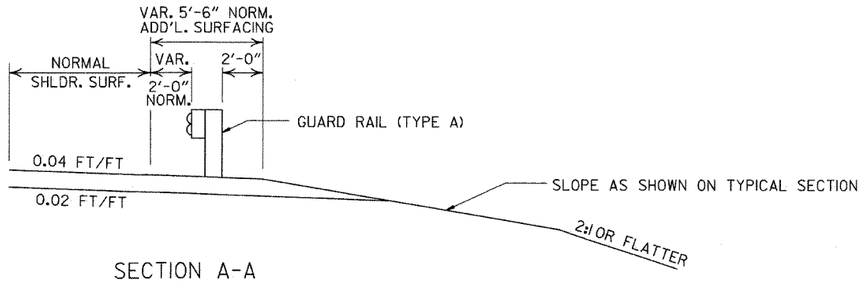
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87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

ARKANSAS STATE HIGHWAY COMMISSION

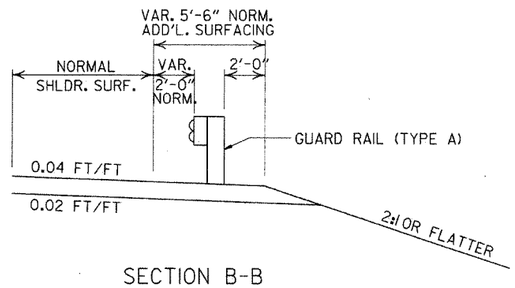
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





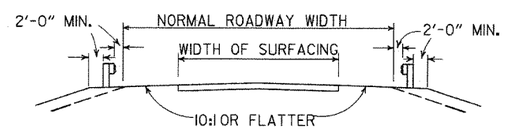
SECTION A-A



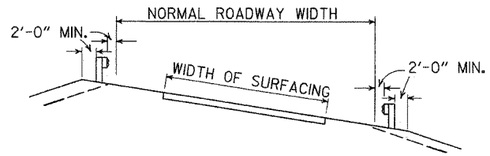
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

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

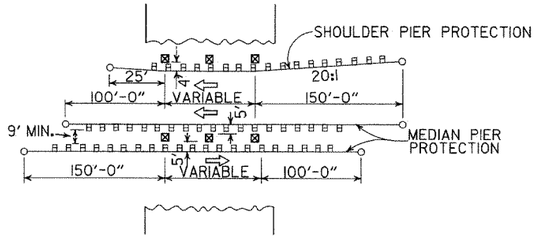


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



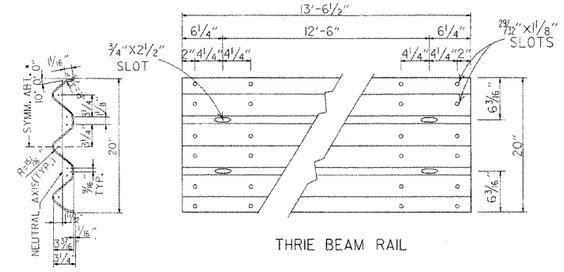
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

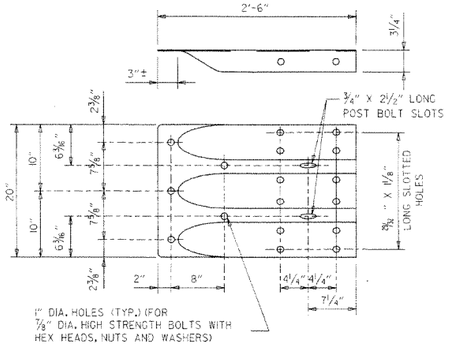
GUARD RAIL DETAILS

STANDARD DRAWING GR-9A



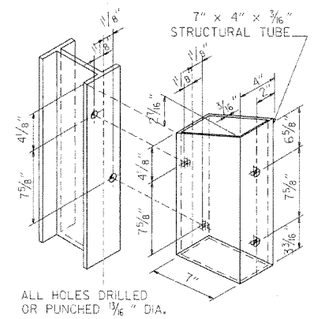
THRIE BEAM RAIL

SECTION THRU
THRIE BEAM RAIL



1" DIA. HOLES (TYP.) (FOR
⅞" DIA. HIGH STRENGTH BOLTS WITH
HEX HEADS, NUTS AND WASHERS)

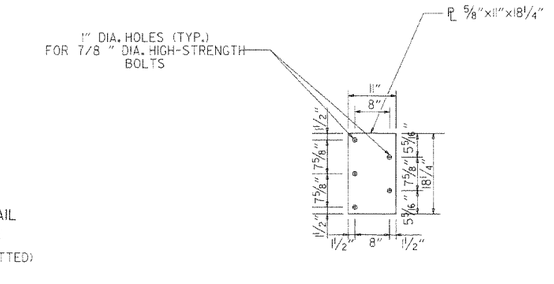
SPECIAL END SHOE



ALL HOLES DRILLED
OR PUNCHED ⅜" DIA.

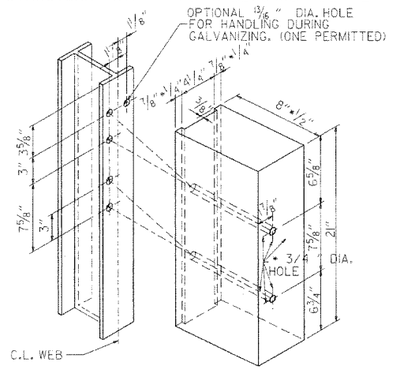
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL

ATTACH BLOCKOUT TO POST USING
⅝" DIA. HEX HEAD BOLTS WITH 1½"
O.D. CUT STEEL WASHERS AND NUT.



CONNECTOR PLATE

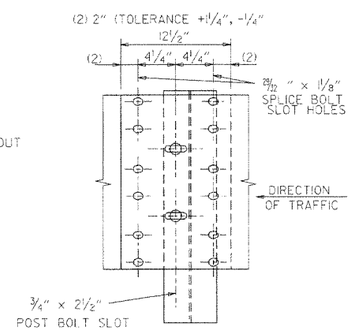
CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



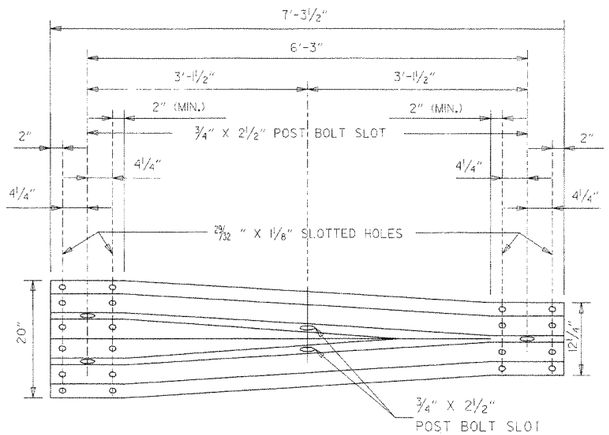
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL
FOR STEEL POST & WOOD
OR PLASTIC BLOCKOUTS

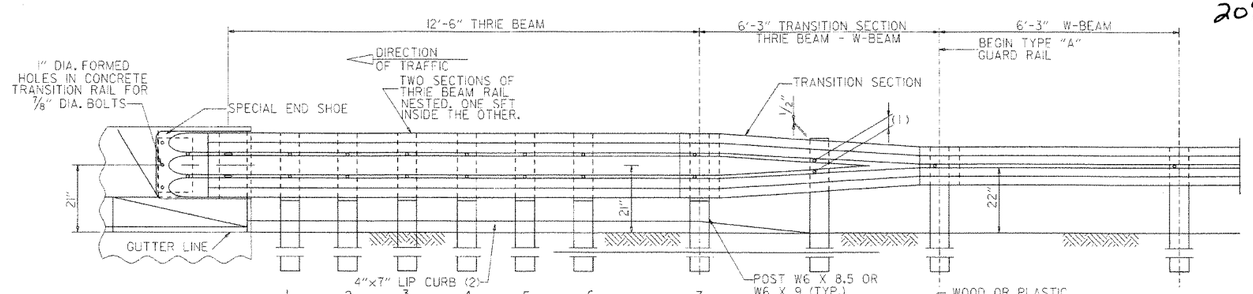
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



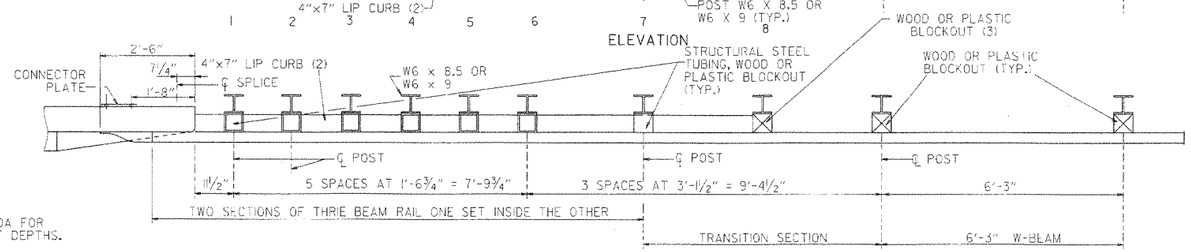
THRIE BEAM RAIL
SPLICE AT POST



TRANSITION SECTION

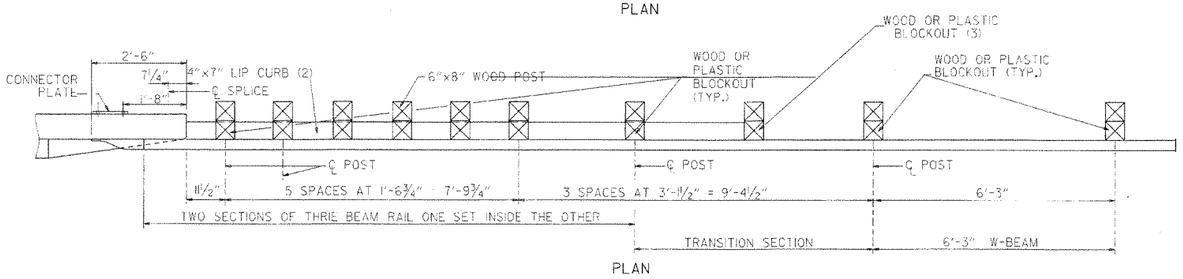


ELEVATION



PLAN

NOTE:
SEE STANDARD DRAWING GR-10A FOR
GUARD RAIL POST EMBEDMENT DEPTHS.



PLAN

(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-11.

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

REFER TO STD. DRWG. GR-10A FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

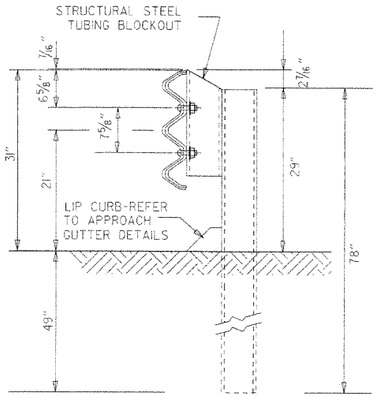
THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

DATE	REVISION	DATE FILM
7-14-10	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	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED NOTE (2)	
6-29-00	MOVED DIMENSION LINES	
5-18-00	ADDED NOTE	
3-30-00	DRAWN & ISSUED	

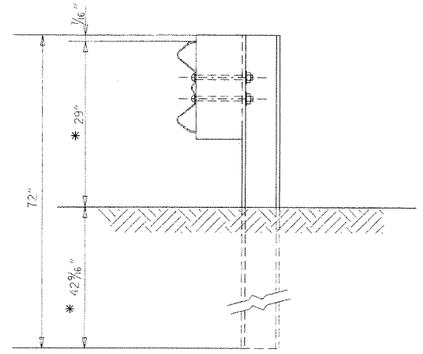
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10

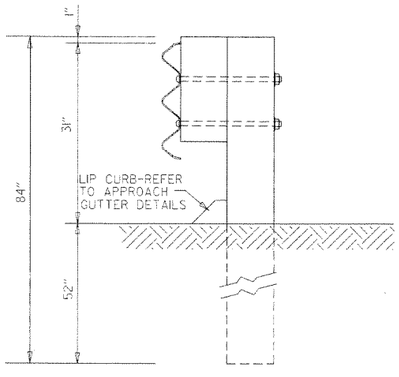


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7

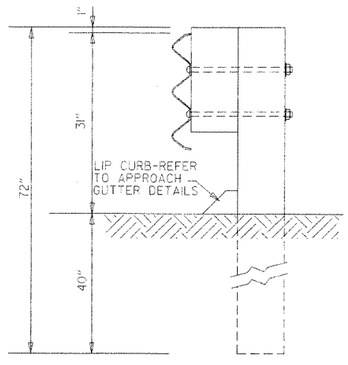


W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

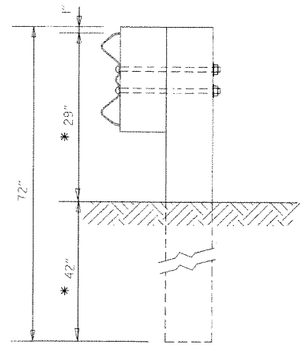
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



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

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

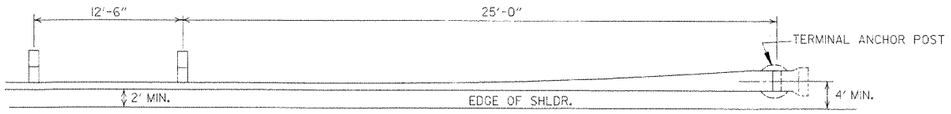
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	DATE FILM
7-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
8-22-02	REVISED LIP CURB NOTE	
3-30-00	DRAWN & ISSUED	

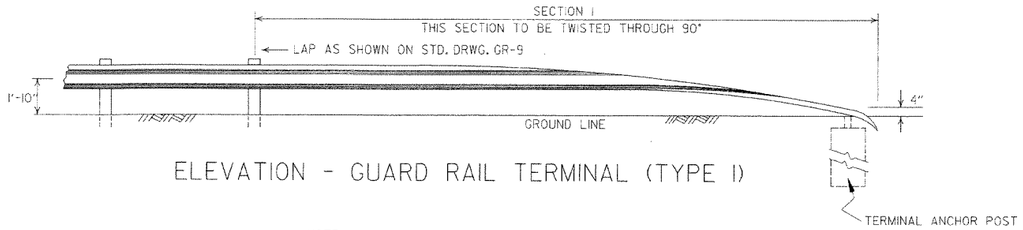
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

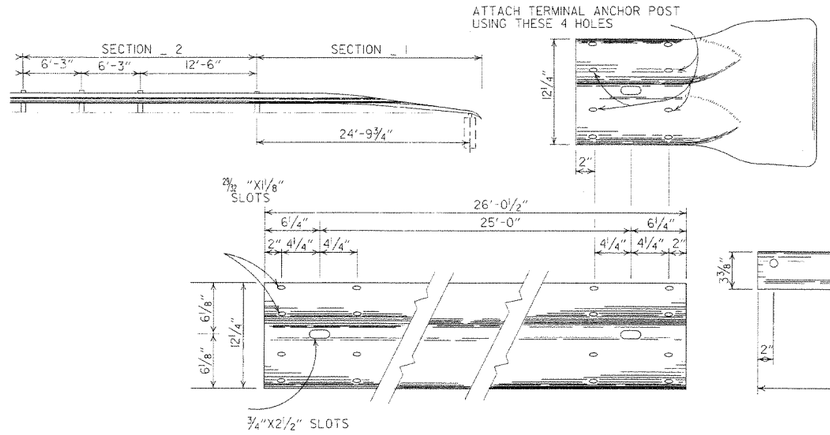


PLAN - GUARD RAIL TERMINAL (TYPE I)



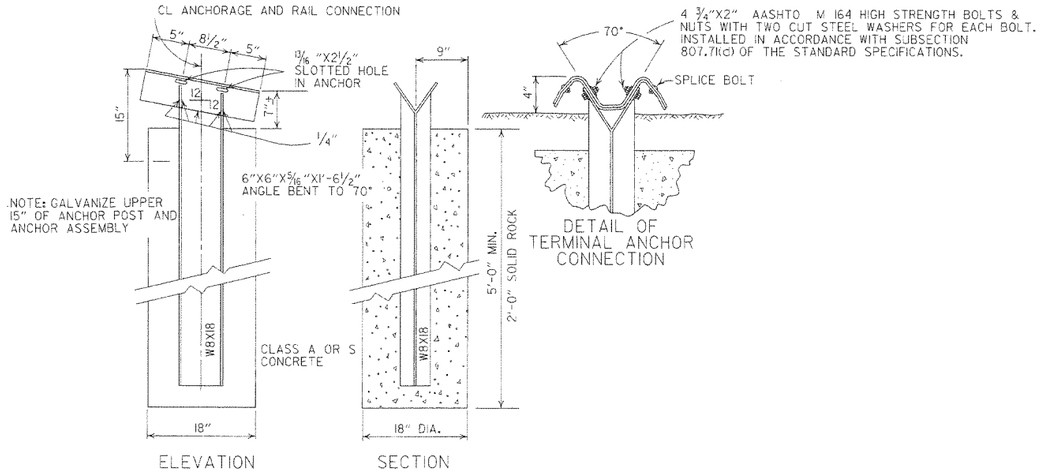
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE:
SECTIONS 1 AND 2 OF GUARD RAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARD RAIL SPECIFIED.



SECTION 1

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

DETAIL OF TERMINAL ANCHOR POST (TYPE I)

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
6-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-3-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-1-92	DRAWN & ISSUED	10-1-92

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GRT-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31⅝	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(ii).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

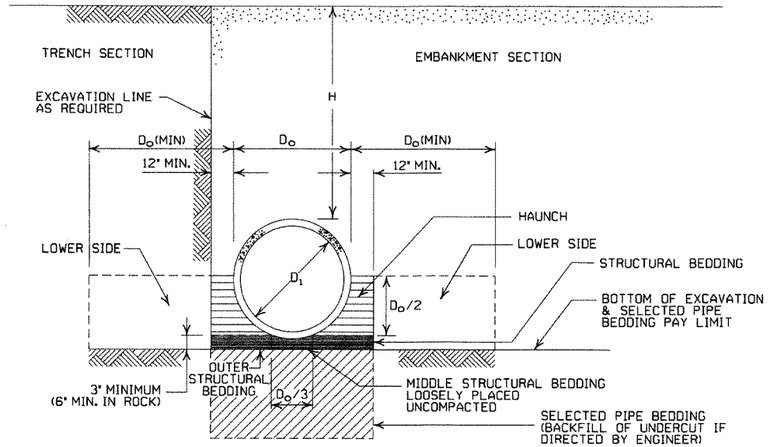
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_o = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
▨ = UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2003 EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

DATE	REVISION	DATE FILMED
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CORRUGATED METAL PIPE ARCHES

EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1		MAX. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1		MAX. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM				2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM			
15	17x13	3	0.064	2		15	0.060	2		15
18	21x15	3	0.064	2		15	0.060	2		15
21	24x18	3	0.064	2.25		15	0.060	2.25		15
24	28x20	3	0.064	2.5		15	0.075	2.5		15
30	35x24	3	0.079	3		12	0.075	3		12
36	42x29	3½	0.079	3		12	0.105	3		12
42	49x33	4	0.079	3		12	0.105	3		12
48	57x38	5	0.109	3		13	0.135	3		13
54	64x43	6	0.109	3		14	0.135	3		14
60	71x47	7	0.138	3		15	0.164	3		15
66	77x52	8	0.168	3		15				
72	83x57	9	0.168	3		15				
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM							
				INSTALLATION TYPE 2	INSTALLATION TYPE 1	INSTALLATION TYPE 2	INSTALLATION TYPE 1			
36	40x31	5	0.079	3	2	12	15			
42	46x36	6	0.079	3	2	13	15			
48	53x41	7	0.079	3	2	13	15			
54	60x46	8	0.079	3	2	13	15			
60	66x51	9	0.079	3	2	13	15			
66	73x55	12	0.079	3	2	15	15			
72	81x59	14	0.079	3	2	15	15			
78	87x63	14	0.079	3	2	15	15			
84	95x67	16	0.109	3	2	15	15			
90	103x71	16	0.109	3	2	15	15			
96	112x75	18	0.109	3	2	15	15			
102	117x79	18	0.109	3	2	15	15			
108	128x83	18	0.138	3	2	15	15			

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

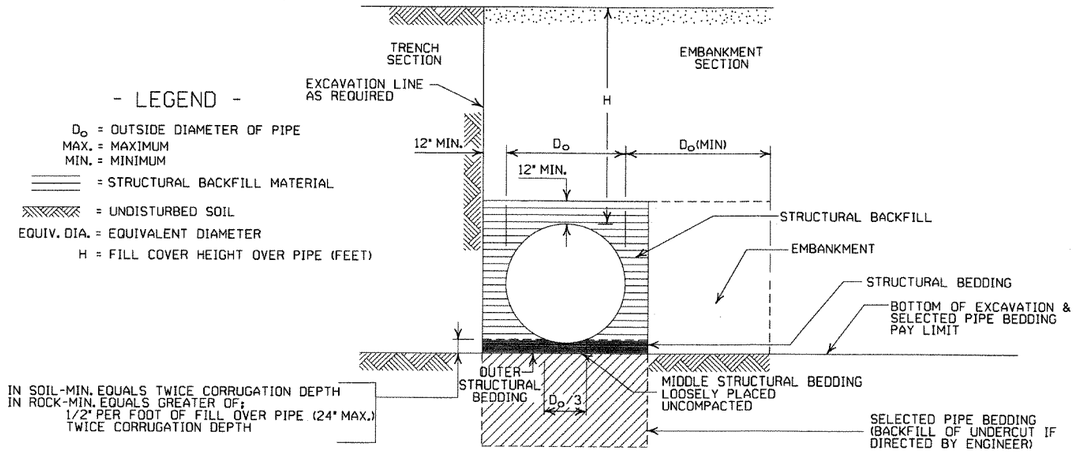
③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8

- LEGEND -

D_o = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2003 EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

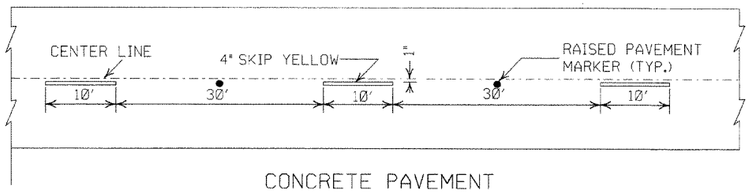
② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

DATE	REVISION	DATE FILMED
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

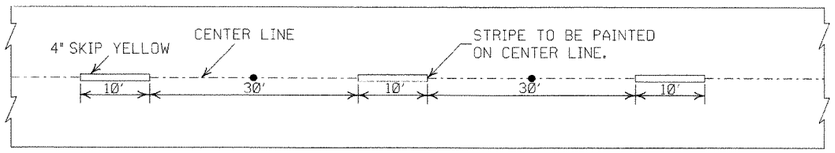
ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

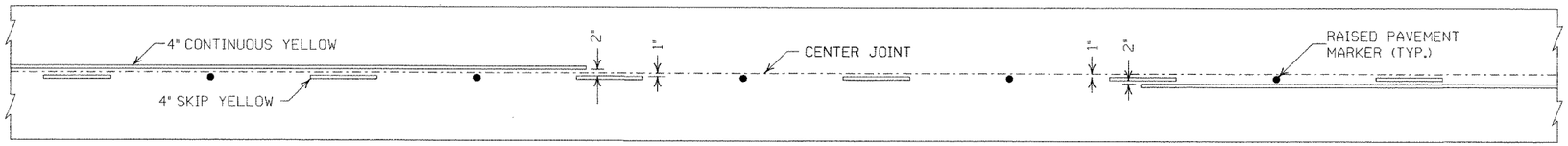


CONCRETE PAVEMENT

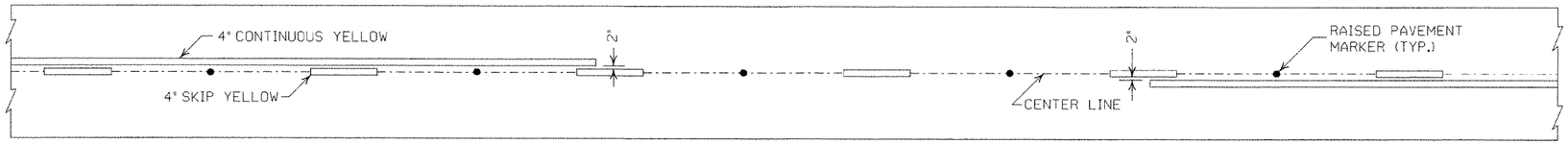


ASPHALT PAVEMENT

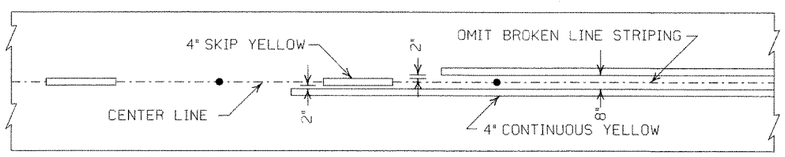
BROKEN LINE STRIPING



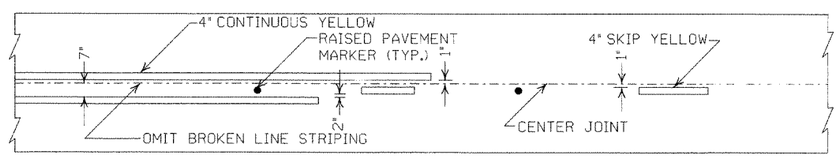
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

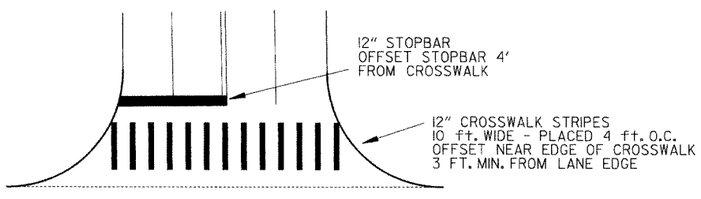


ASPHALT PAVEMENT



CONCRETE PAVEMENT

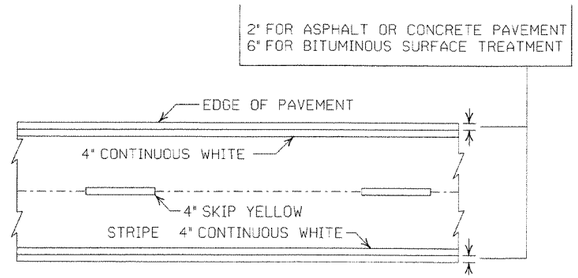
STRIPING AT ADJACENT NO PASSING LANES



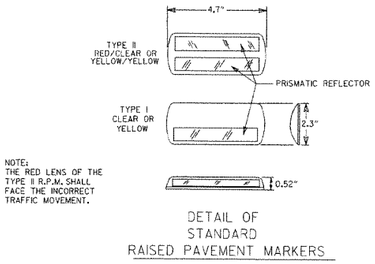
CROSSWALK AND STOPBAR DETAILS

NOTES:

1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKIP LINES ON 40 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.



PAVEMENT EDGE LINE MARKING



NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:

DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

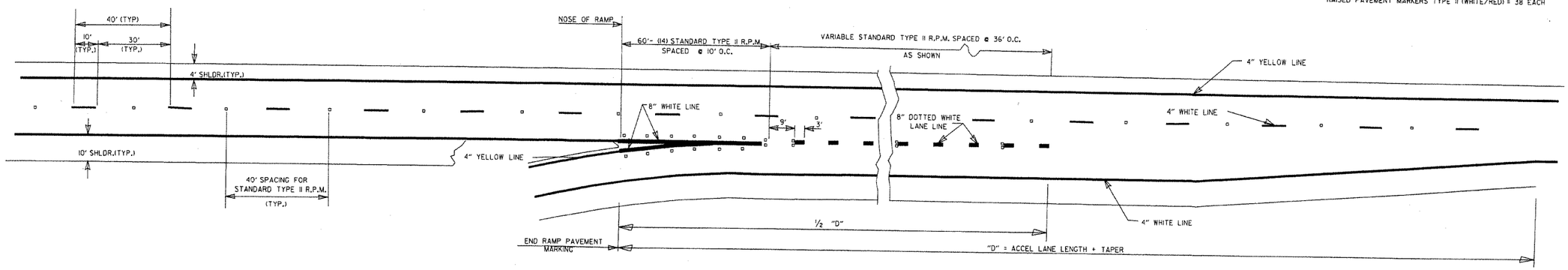
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

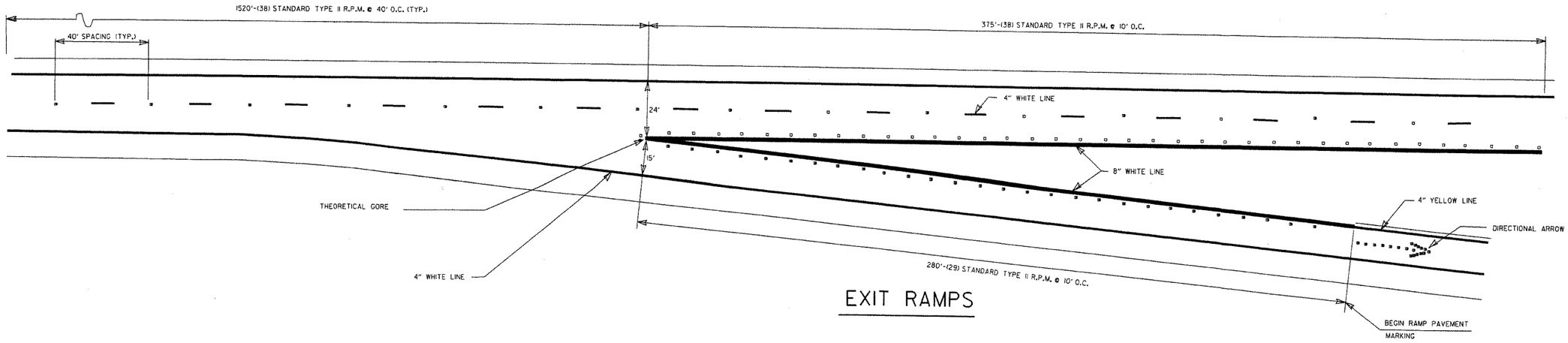
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

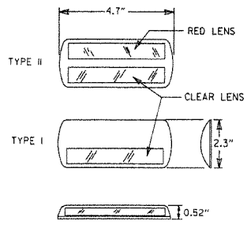
4" WHITE = 280 LIN. FT.
8" WHITE = 555 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

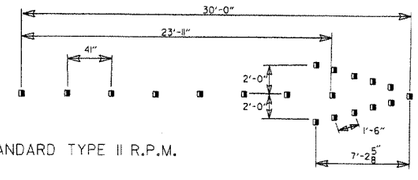


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
7/26/12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	50 MPH e	50 MPH Ls (FT) MINIMUM	50 MPH Ls (FT) DESIRABLE	55 MPH e	55 MPH Ls (FT) MINIMUM	55 MPH Ls (FT) DESIRABLE	60 MPH e	60 MPH Ls (FT) MINIMUM	60 MPH Ls (FT) DESIRABLE	65 MPH e	65 MPH Ls (FT) MINIMUM	65 MPH Ls (FT) DESIRABLE	70 MPH e	70 MPH Ls (FT) MINIMUM	70 MPH Ls (FT) DESIRABLE
0° 15′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
0° 30′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
0° 45′	N. C.			N. C.			R. C.			R. C.			R. C.			R. C.			R. C.		
1° 00′	N. C.			N. C.			0.021			0.022			0.023			0.025			0.028		
1° 15′	N. C.			R. C.			0.026			0.026			0.030			0.033	250	350	0.037	275	350
1° 30′	N. C.			0.021			0.031	200		0.032			0.037			0.041			0.046		
1° 45′	N. C.			0.025	175		0.036			0.037	225		0.043	250		0.048			0.054		
2° 00′	R. C.			0.028			0.040		300	0.043		350	0.049		350	0.055			0.062		
2° 15′	R. C.			0.031			0.045			0.048			0.055			0.062			0.070		
2° 30′	0.021			0.034			0.049			0.053			0.061			0.069	265		0.078	300	
2° 45′	0.023			0.037		250	0.053			0.058			0.067			0.075	280	400	0.085	315	400
3° 00′	0.025	150		0.040			0.057			0.063	230		0.072	260		0.081	300		0.091	335	
3° 15′	0.027			0.043			0.061			0.067	245		0.077	275		0.087	315		0.096	350	
3° 30′	0.029			0.046			0.065	205		0.072	255		0.082	285		0.093	325	400	0.103	360	450
3° 45′	0.031		250	0.049			0.069	215		0.076	265		0.086	295		0.098	340		0.109	380	
4° 00′	0.033			0.051			0.072	225		0.080	265		0.090	295		0.103	345		0.114	400	
4° 30′	0.037			0.056			0.078	240		0.083	270		0.093	305	400	0.107	350		0.119	415	
5° 00′	0.040			0.061			0.083	250		0.087	280		0.096	315							
5° 30′	0.043			0.066	185		0.088	260		0.091	295	400	0.098	320							
6° 00′	0.046			0.070	190		0.092	270		0.094	300										
6° 30′	0.050			0.074	200		0.095	280	350	0.096	305										
7° 00′	0.053			0.078	210		0.098	285		0.100	315										
7° 30′	0.056			0.081	215		0.099	290													
8° 00′	0.058			0.084	220	300	0.100	290													
8° 30′	0.061			0.087	225																
9° 00′	0.063			0.089	230																
10° 00′	0.068	160		0.094	235																
11° 00′	0.072	170		0.097	250																
12° 00′	0.076	175		0.099	250																
13° 00′	0.080	180		0.100	250																
14° 00′	0.083	190																			
15° 00′	0.086	195																			
16° 00′	0.089	200																			
17° 00′	0.091	200																			
18° 00′	0.093	205																			
19° 00′	0.095	210																			
20° 00′	0.097	215	300																		
21° 00′	0.098	215																			
22° 00′	0.099	215																			
23° 00′	0.099	215																			
24° 00′	0.100	220																			

D MAX = 24° 45′ | D MAX = 13° 15′ | D MAX = 8° 15′ | D MAX = 6° 30′ | D MAX = 5° 15′ | D MAX = 4° 15′ | D MAX = 3° 30′

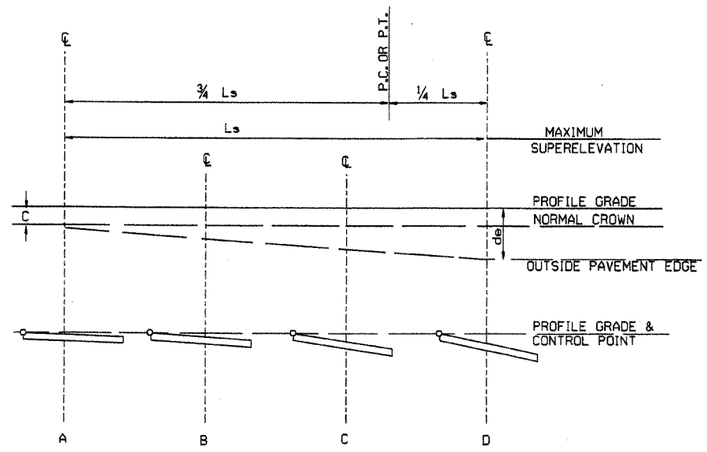
GENERAL NOTES

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%

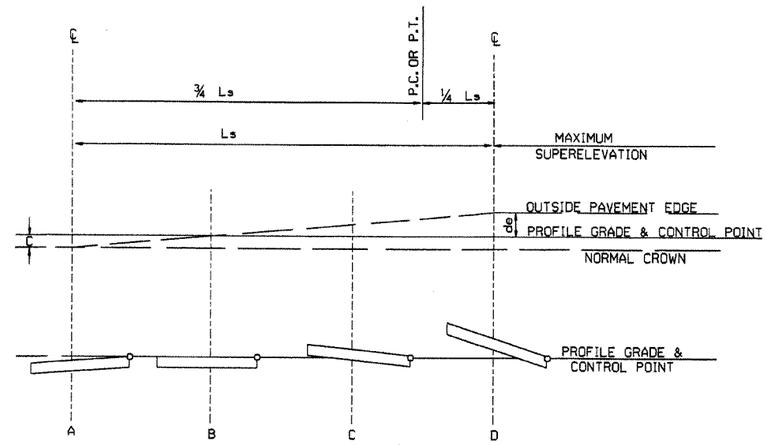
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$



ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

DATE	REVISION	DATE FILMED
01-09-87	ISSUED	578-1-15-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		217	
JOB NO.				

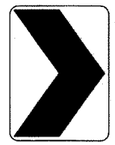
(4) STD. HWY. SIGNS & SUP ASSEMB



R1-1
30"X30"



W1-3
30"X30"
(LT. OR RT.)



W1-8
18"X24"



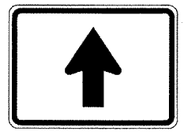
W2-5
30"X30"



W3-1
36"X36"



W5-1
36"X36"



M6-3
21"X15"



R1-2
36"X36"X36"



W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"



S1-1
36"X36"

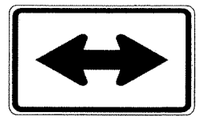


W3-2
36"X36"

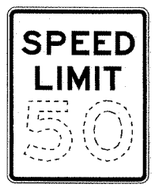


County
Route Marker
M1-5
24"X24"

NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



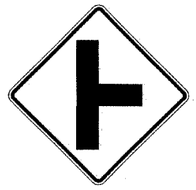
M6-4
21"X15"



R2-1
24"X30"



W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"



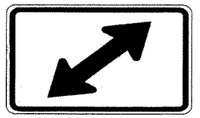
W5-2
36"X36"



W8-3
36"X36"



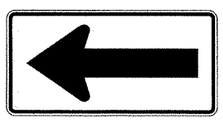
R1-3
12"X6"



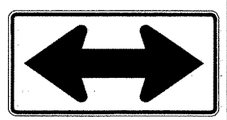
M6-5
21"X15"



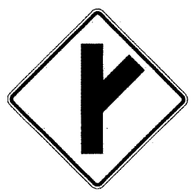
W1-1
30"X30"
(LT. or RT.)



W1-6
48"X24"



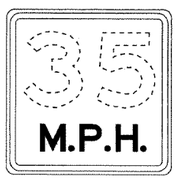
W1-7
48"X24"



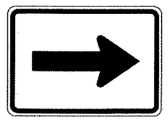
W2-3
30"X30"
(LT. or RT.)



W5-3
36"X36"

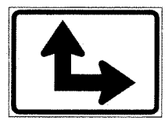


W13-1
18"X18"

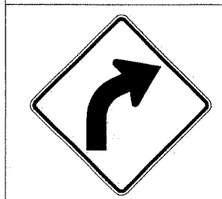


M6-1
21"X15"

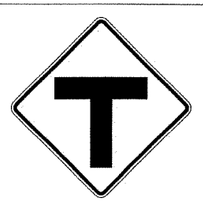
NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.



M6-6
21"X15"



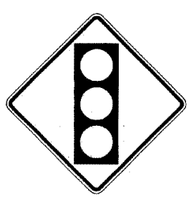
W1-2
30"X30"
(LT. or RT.)



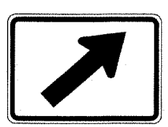
W2-4
30"X30"



W10-1
36" DIAMETER



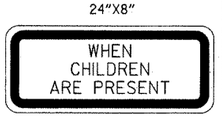
W3-3
36"X36"



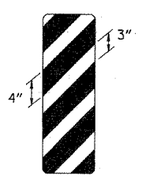
M6-2
21"X15"



S4-3
24"X8"



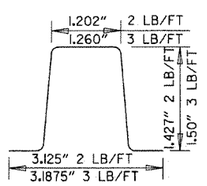
S4-2
24"X10"



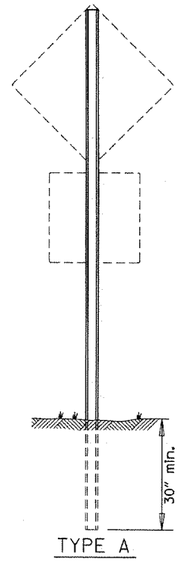
OM-3
12"X36"
(LT. or RT.)

MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION

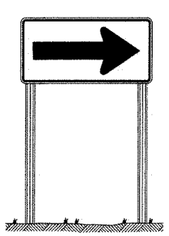


(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES

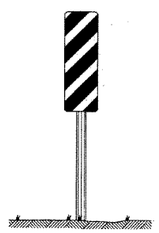


TYPE A

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.



TYPE B



TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

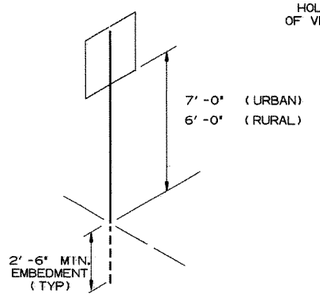
DATE	REVISION	DATE FILMED
4-17-08	REVISED SIGN DESIGNATION - W3-1& W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED W1-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED W14-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2# - 3# ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72

SUPPORT ASSEMBLIES

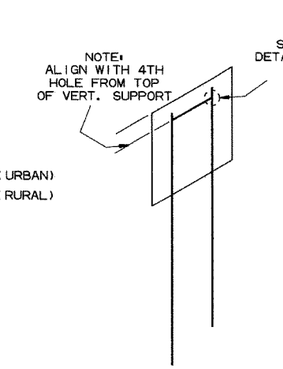
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS
AND SUPPORT ASSEMBLIES

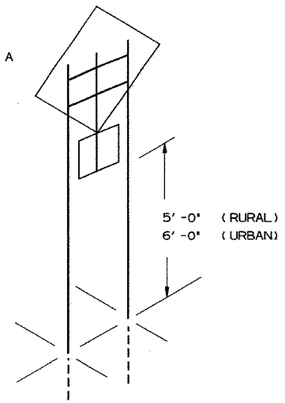
STANDARD DRAWING SHS-1



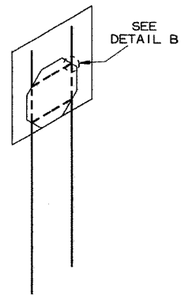
U-1



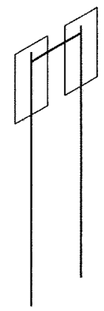
U-2



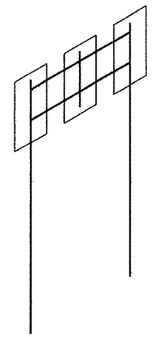
U-2 (A)



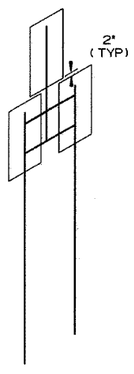
U-2 (B)



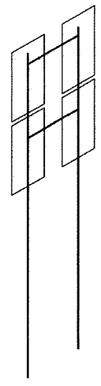
U-2 (1)



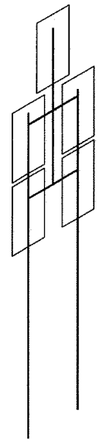
U-2 (2)



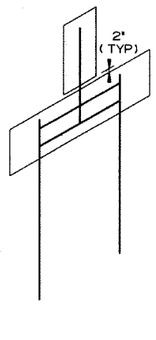
U-2 (3)



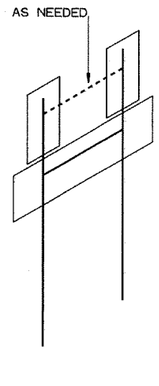
U-2 (4)



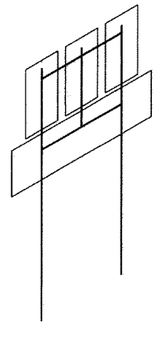
U-2 (5)



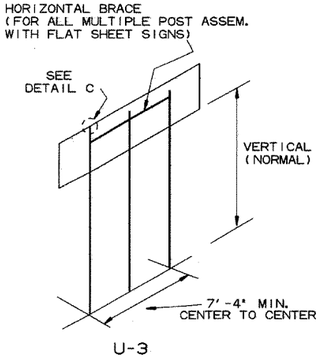
U-2 (6)



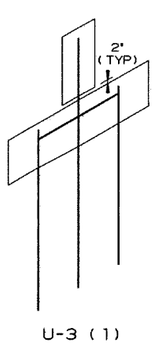
U-2 (7)



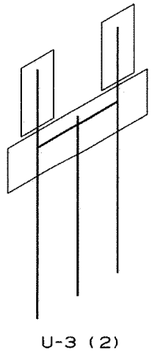
U-2 (8)



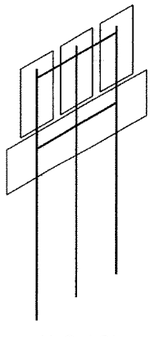
U-3



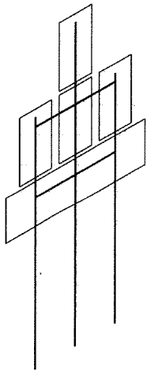
U-3 (1)



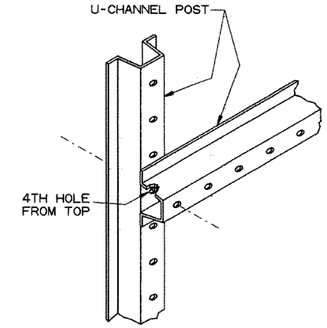
U-3 (2)



U-3 (3)

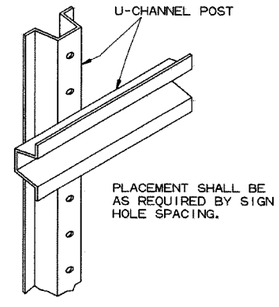


U-3 (4)



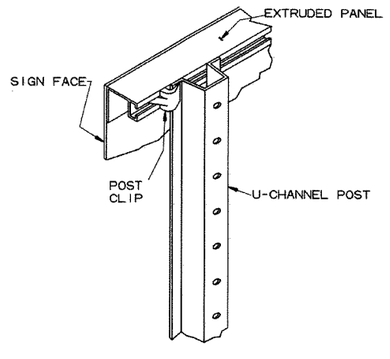
DETAIL A

SHOWING HORIZONTAL BRACE



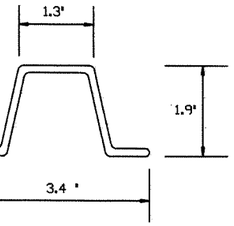
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



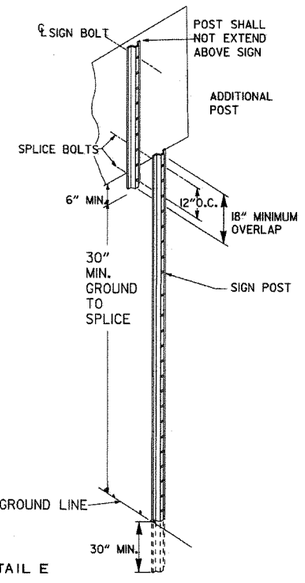
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



DETAIL D

(3 LB. U-CHANNEL POST)



DETAIL E

NOTES:

SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (E).

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. CARRIAGE BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

DATE	REVISION	FILMED
10-9-03	REMOVED ROUND POST & REVISED SPACING	10-9-03
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2

R1-1



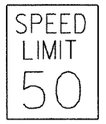
STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



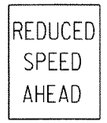
STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R2-5A



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R2-5C



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-1



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R5-1



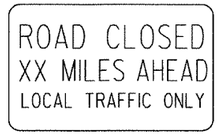
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2



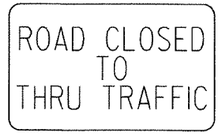
48"X30"

R11-3A



60"X30"

R11-4



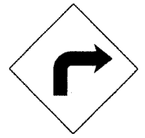
60"X30"

RSP-1



48"X30"

W1-1



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

W1-2



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

W1-3



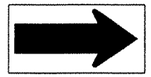
STD. 48"X48"

W1-4



STD. 48"X48"

W1-6



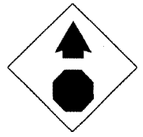
STD. 48"X24"
SPECIAL 60"X30"

W1-8



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

W3-1



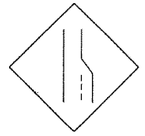
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



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

W5-1



STD. 36"X36"
SPECIAL 48"X48"

W6-3



EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7



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

W9-2



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

W13-1



STD. 24"X24"

W20-1



STD. 48"X48"

W20-2



STD. 48"X48"

W20-3



STD. 48"X48"

W20-4



STD. 48"X48"

W20-5



STD. 48"X48"

W20-7a



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

W21-2



STD. 30"X30"
SPECIAL 36"X36"

W21-5



STD. 30"X30"
SPECIAL 36"X36"

W24-1



STD. 36"X36"

W1-4b



STD. 48"X48"

R56-1



STD. 18"X18"

W8-11



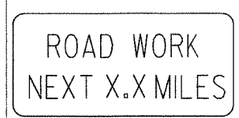
STD. 36"X36"
FWY. 48"X48"

W8-9



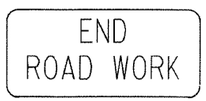
STD. 36"X36"
FWY. 48"X48"

G20-1



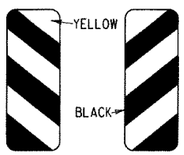
60"X24"

G20-2



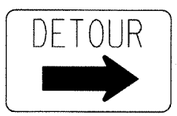
48"X24"

OM-3L OM-3R



12"X36"

M4-9



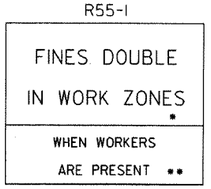
STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10



48"X18"

R55-1



36"X60"

* USE 6" C LETTERS
** USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

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

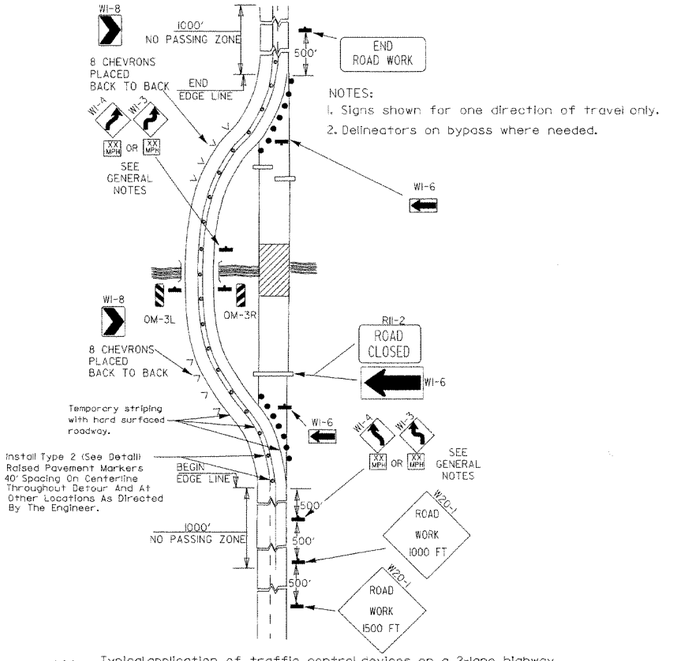
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
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	

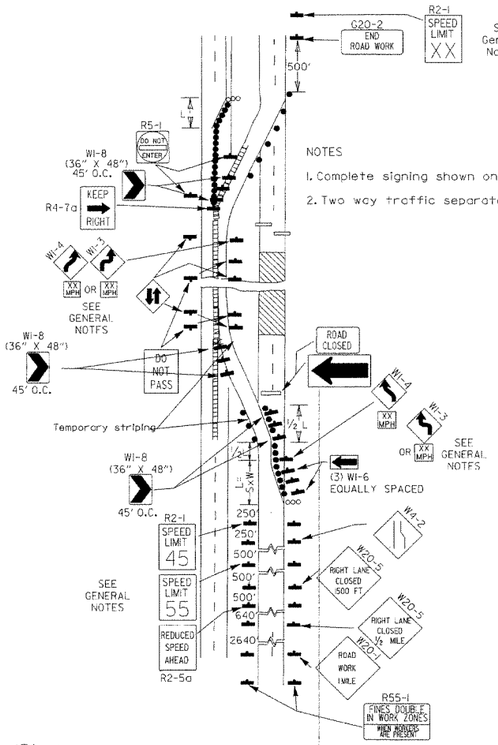
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

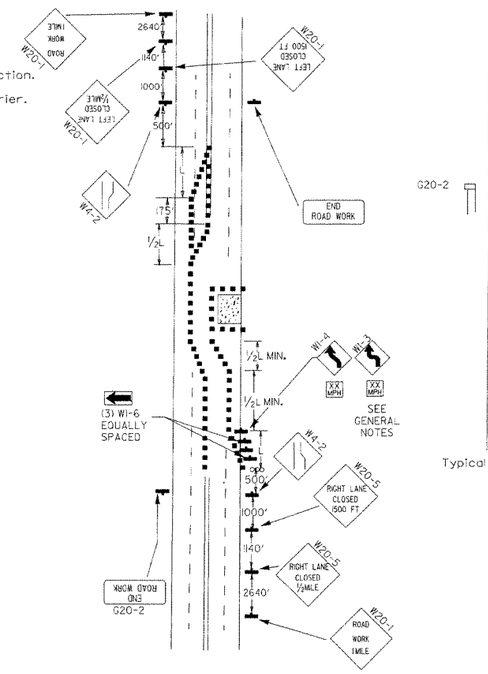
STANDARD DRAWING TC-1



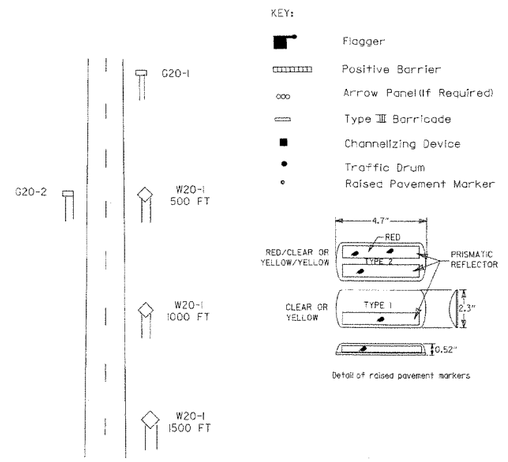
(A) Typical application of traffic control devices on a 2-lane highway where the entire roadway is closed and a bypass detour is provided.



(B) Typical application - 4-lane divided roadway where one roadway is closed.



(C) Typical application - 4-lane undivided roadway where half of the roadway is closed.



Typical advance warning sign placement

Taper formulae:

L=S×W for speeds of 45mph or more.

$L = \frac{WS^2}{60}$ for speeds of 40mph or less.

Where:

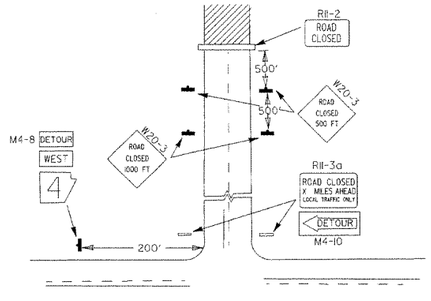
L= Minimum length of taper.

S= Numerical value of posted speed limit prior to work or 85th percentile speed.

W= Width of offset.

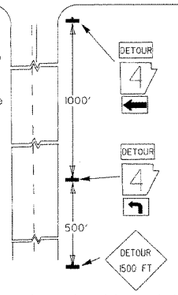
GENERAL NOTES:

1. Advisory speed posted on WI-3 or WI-4 curve warning signs to be determined at site. Use WI-4 when speed is greater than 30mph and WI-3 when 30mph or less.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A 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.

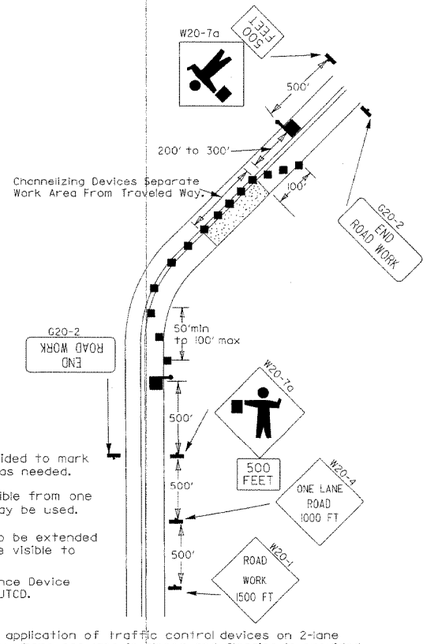


NOTES:

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.



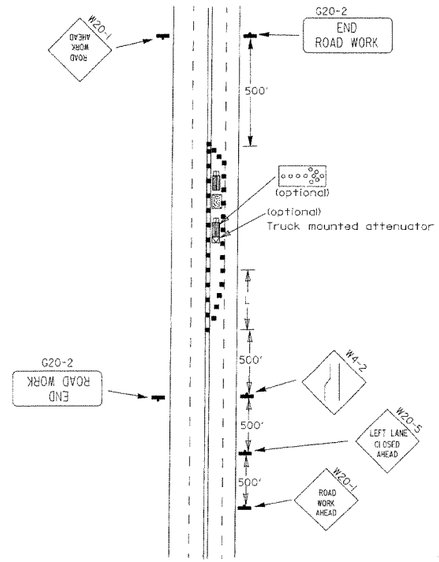
(D) Typical application - roadway closed beyond detour point.



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.



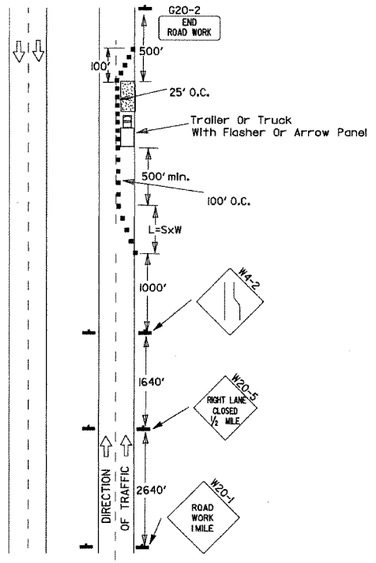
(F) Typical application - 4-lane undivided roadway with inside lane closed.

DATE	REVISION	FILMED
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 WI-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

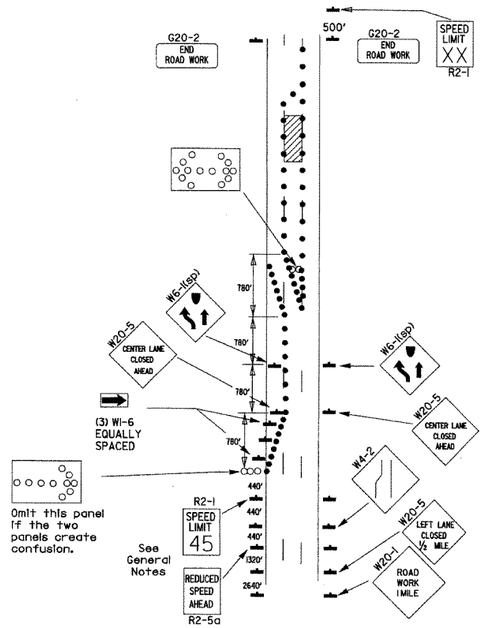
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

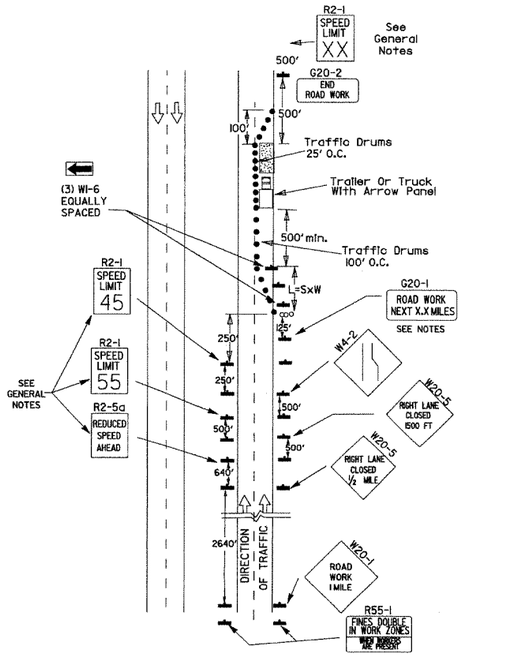
STANDARD DRAWING TC-2



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



(B) Typical application - 3-lane oneway roadway where center lane is closed.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

KEY:

○○○ Arrow Panel (If Required)

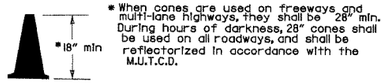
■ Channelizing Device

● Traffic drum

GENERAL NOTES:

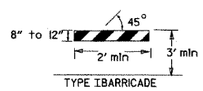
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

Channelizing devices



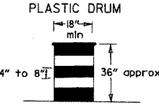
* When cones are used on freeways and multi-lane highways, they shall be 28" min. During hours of darkness, 28" cones shall be used on all roadways, and shall be reflectorized in accordance with the M.U.T.C.D.

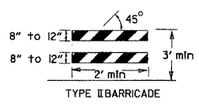
CONES



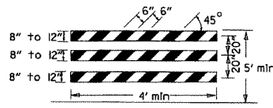
TYPE I BARRICADE

PLASTIC DRUM



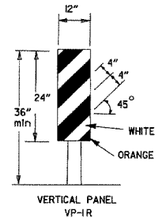


TYPE II BARRICADE



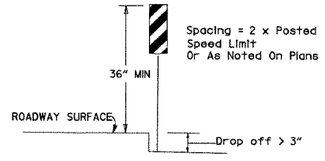
TYPE III BARRICADE

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



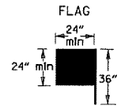
TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

* When shown on the plans concrete barrier will be used.

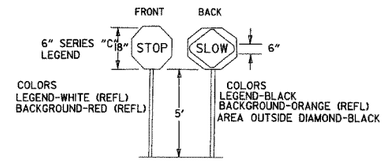
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

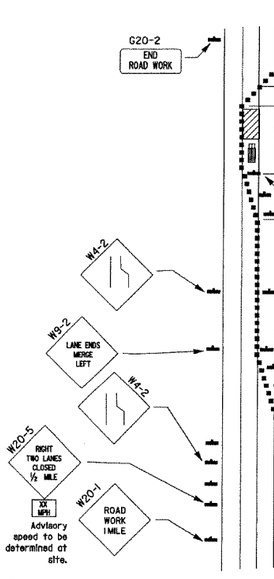
FLAG



Flag shall be of good grade red material

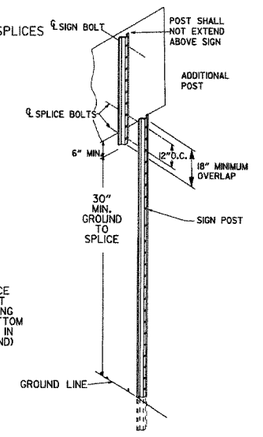
STOP SLOW PADDLE





(D) Typical application - closing multiple lanes of a multilane highway.

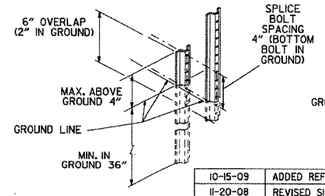
DETAIL OF SPLICES



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



DATE	REVISION	FILMED
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	

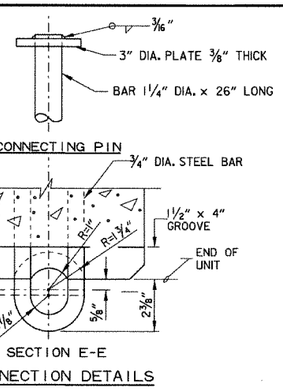
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

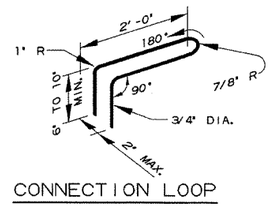
STANDARD DRAWING TC-3

REINFORCING BAR TABLE PER BARRIER UNIT

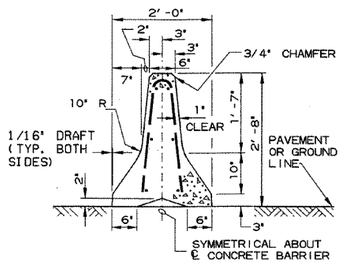
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", 90°, 3 3/8" R, LIFTING HOLE
S-2	HORIZ. 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°, 2'-1 3/8", 4 3/8", 1/2", 9"



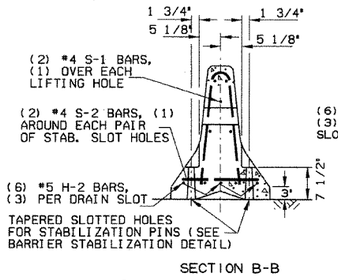
CONNECTION DETAILS



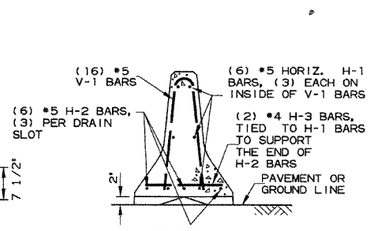
CONNECTION LOOP



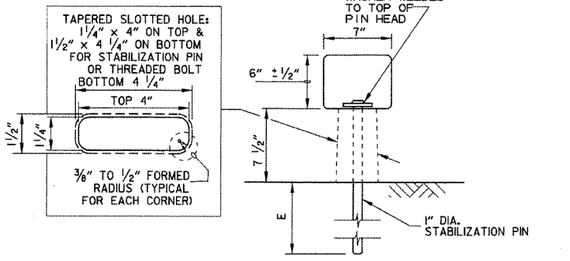
SECTION A-A



SECTION B-B



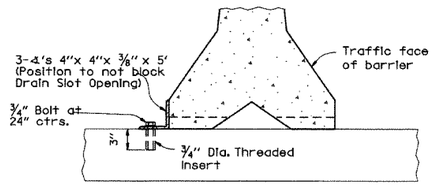
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

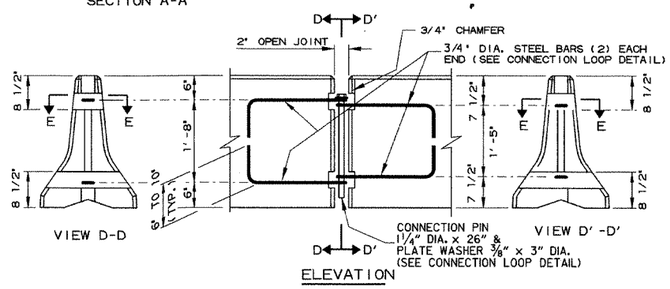
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas



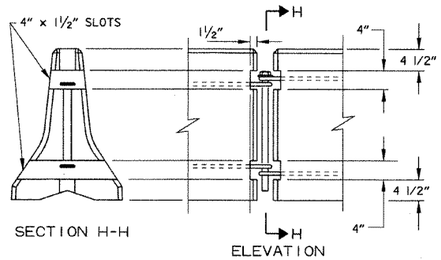
NOTE: 3/4" Threaded inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks to be retained. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL

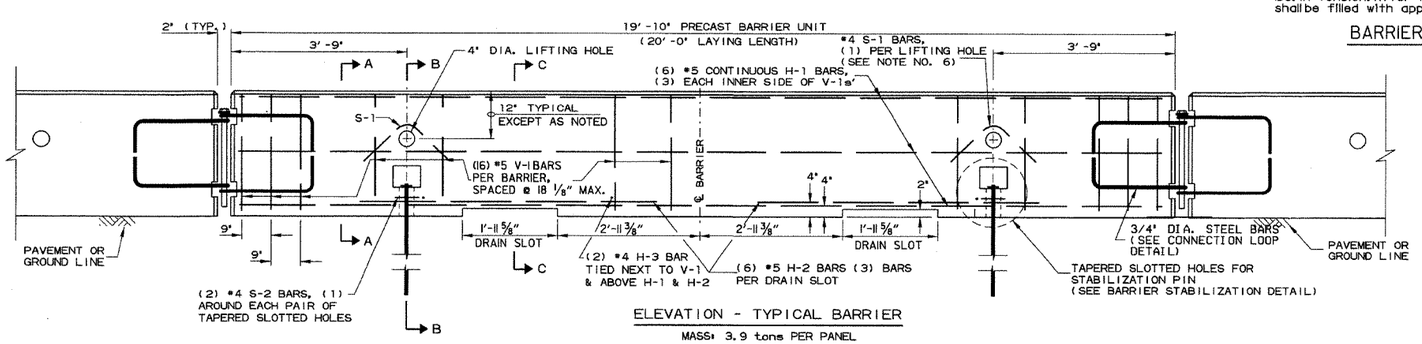
BRIDGE DECKS



ELEVATION



BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

General Notes

(1) The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

(2) Materials shall meet the following minimum requirements;
Concrete: 2500 psi compressive strength at 28 days.
Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

In applications where barrier wall is within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier".
The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

(3) Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

(4) Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

(5) Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

(6) A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

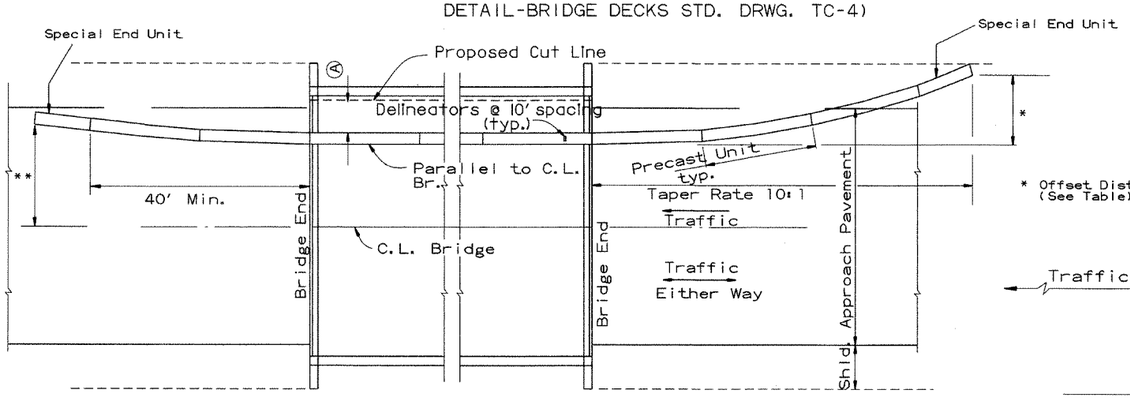
DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

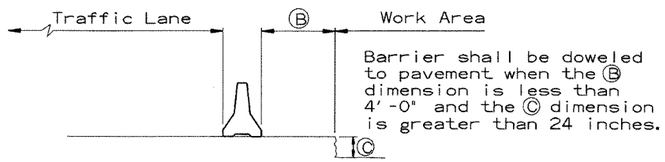
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



* Offset Distance (See Table)

BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

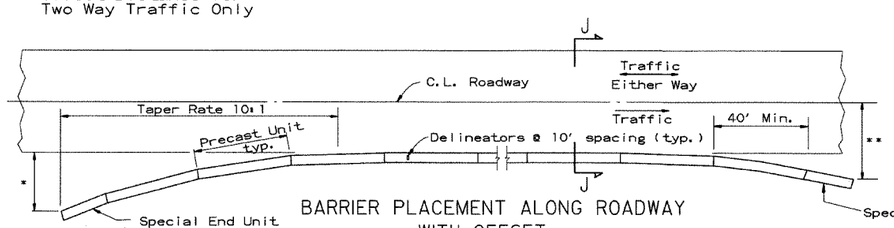


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

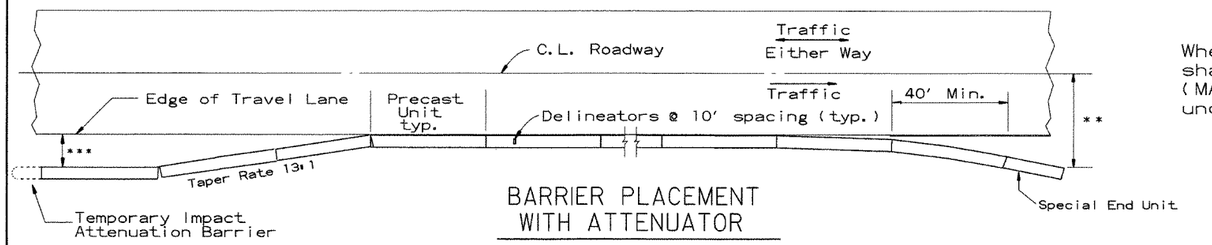
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see 'Barrier Placement With Attenuator' Detail shown below.

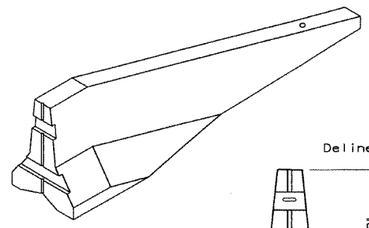


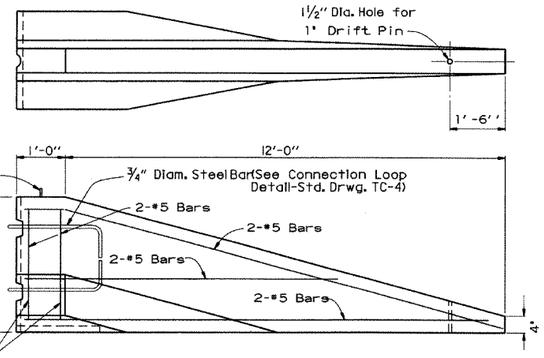
BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator





SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

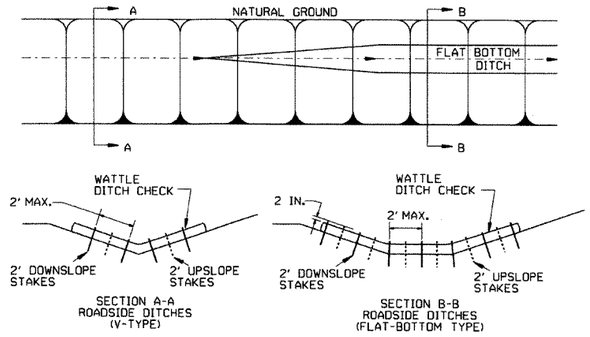
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

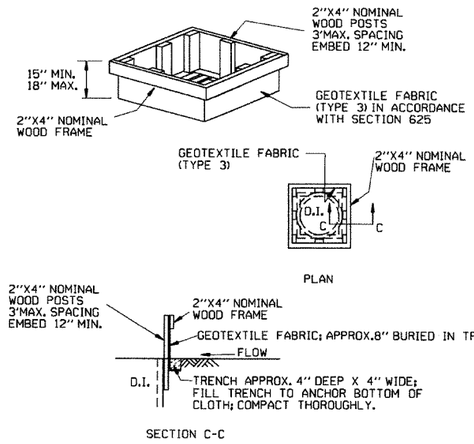
STANDARD DRAWING TC-5

GENERAL NOTES

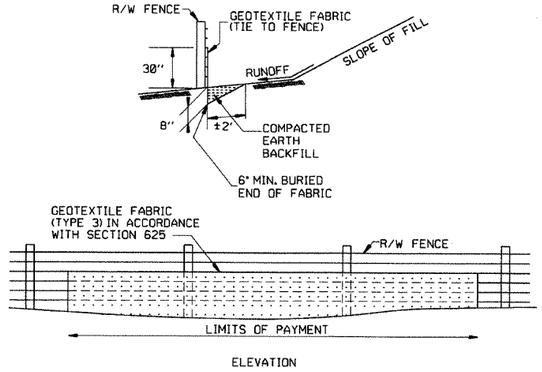
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)



SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

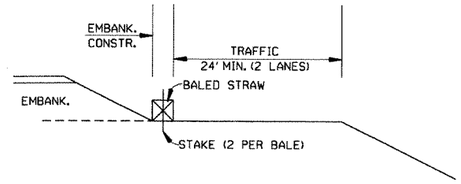
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

GENERAL NOTES

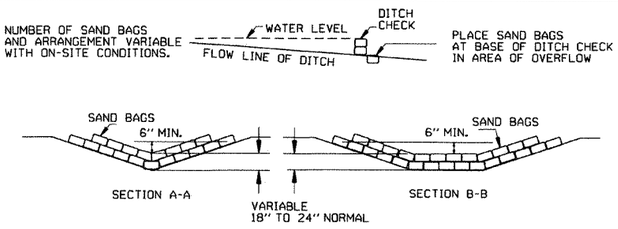
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

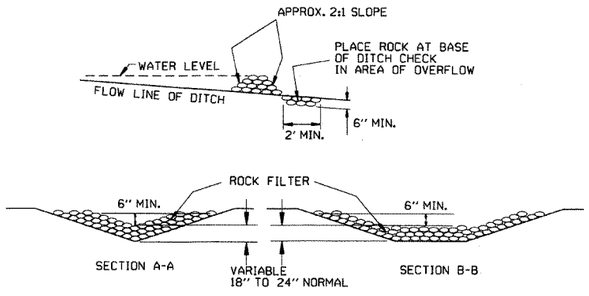
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



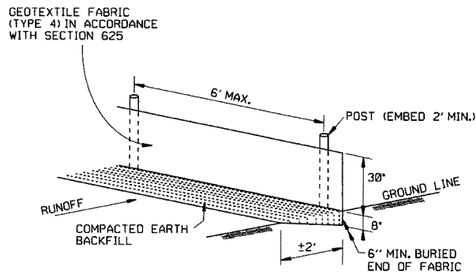
BALED STRAW FILTER BARRIER (E-2)



SAND BAG DITCH CHECK (E-5)



ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)

GENERAL NOTES

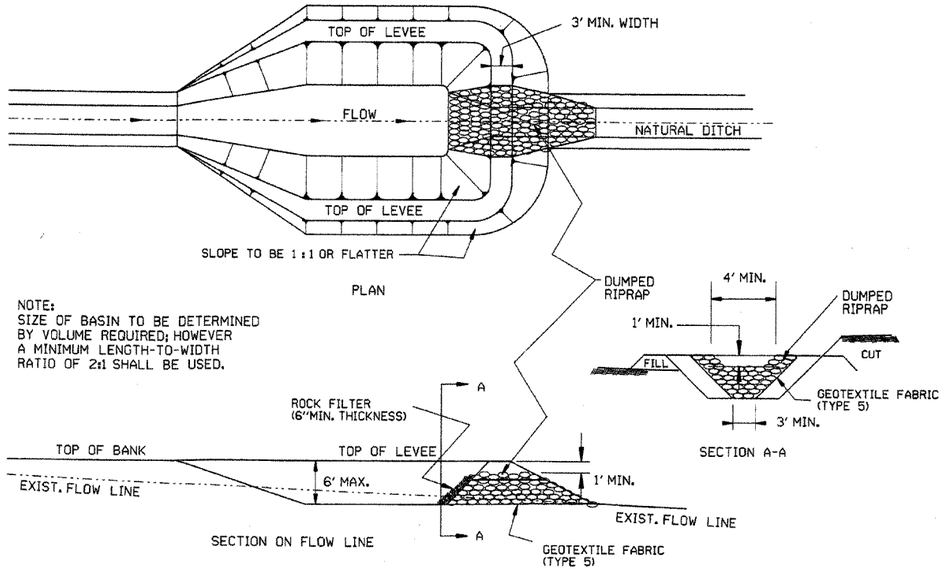
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

DATE	REVISION	FILMED
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
6-2-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
4-1-93	REDRAWN	
10-1-92	REDRAWN	
8-2-76	ISSUED R.D.M.	298-7-28-76

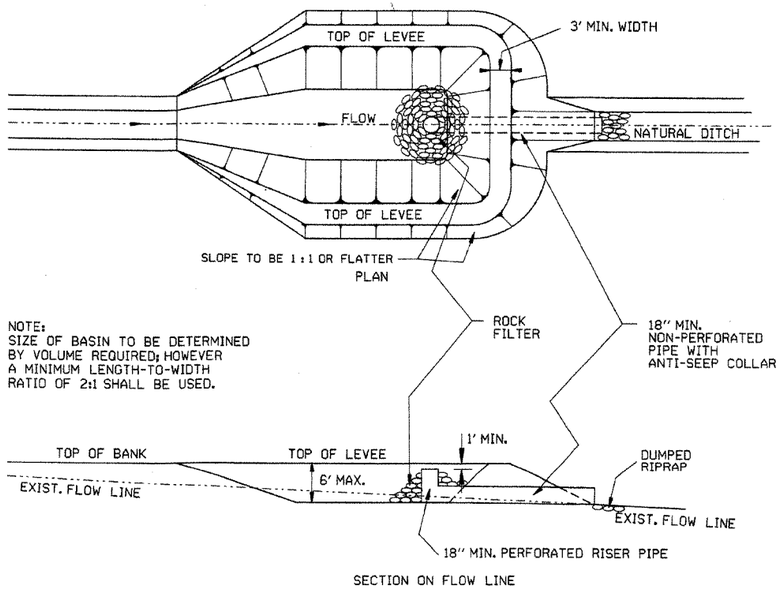
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

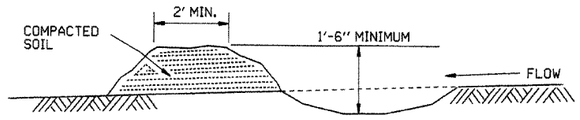
STANDARD DRAWING TEC-1



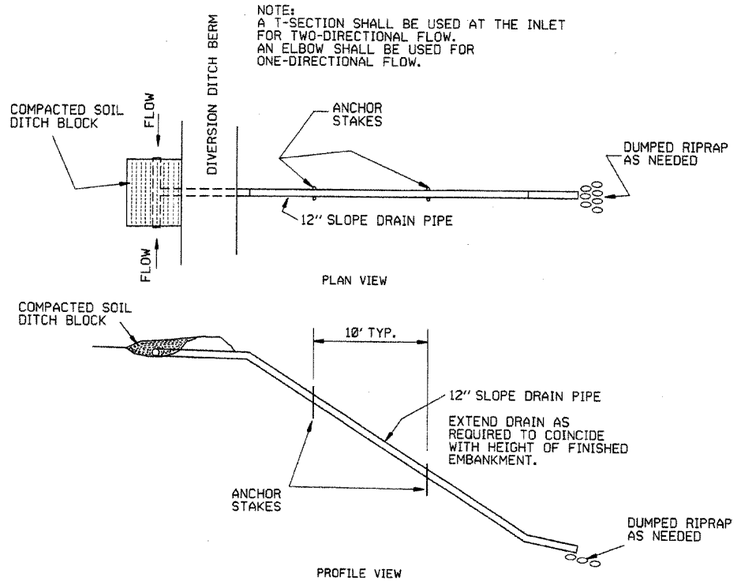
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



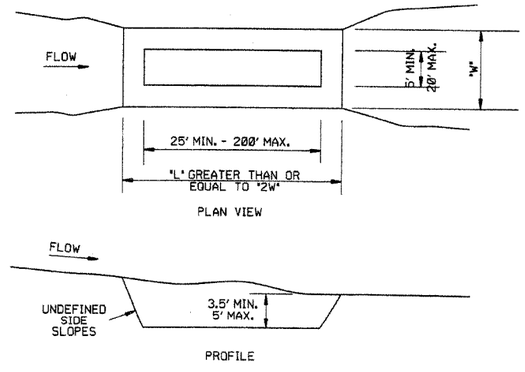
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

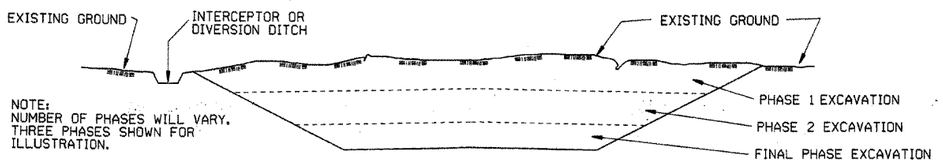
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



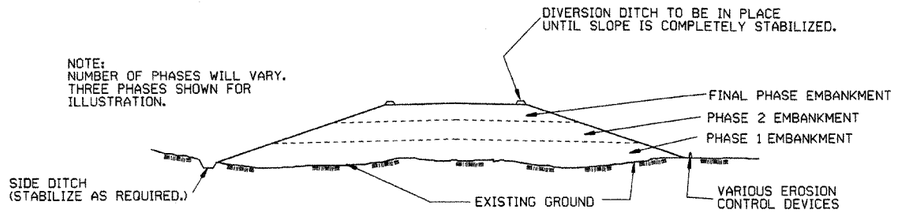
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES, CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

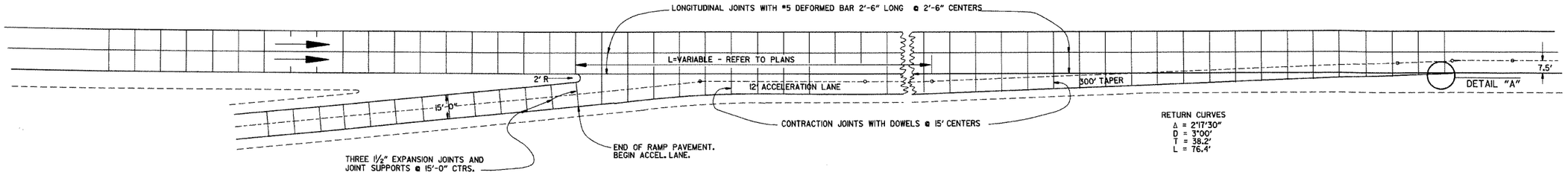
DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

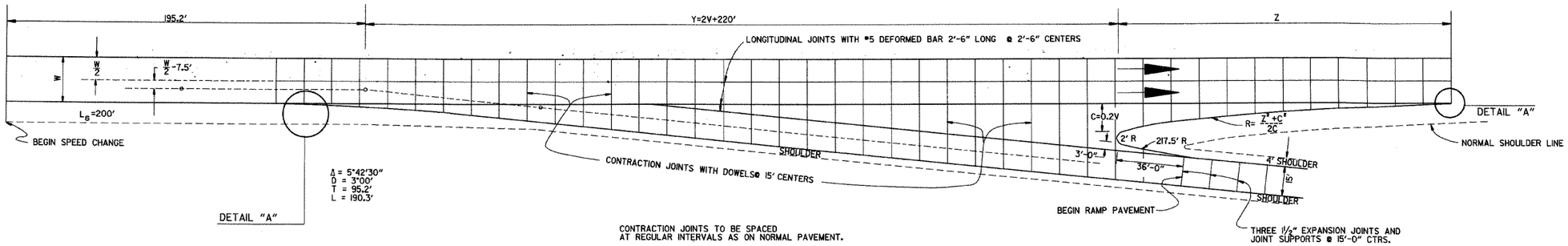
STANDARD DRAWING TEC-3

stdtec3.dgn



ENTRANCE RAMP

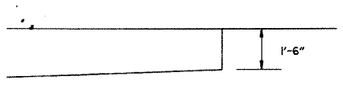
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



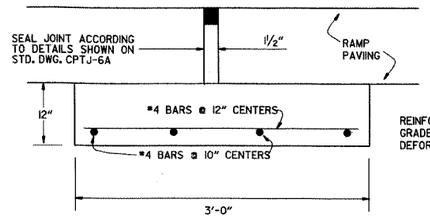
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	168.0	1182.0	790.55
70	360.0	14.0	210.0	1582.0	902.27



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED. THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

DATE	REVISION	DATE FILM'D
8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORM'D TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A