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.		BB1006	1	265
				(2)	NO. OF HWY. 18 - MISSOURI ST. LINE (S)			

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

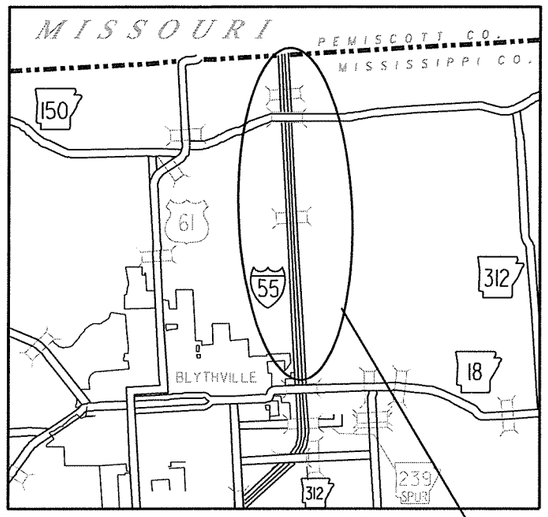
NO. OF HWY. 18 - MISSOURI ST. LINE (S)

MISSISSIPPI COUNTY

ROUTE 55 SECTION 12

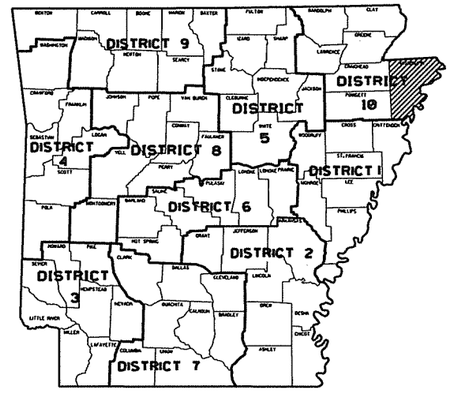
JOB BB1006

FED. AID PROJ. BIM-PEN-B55-0(209)



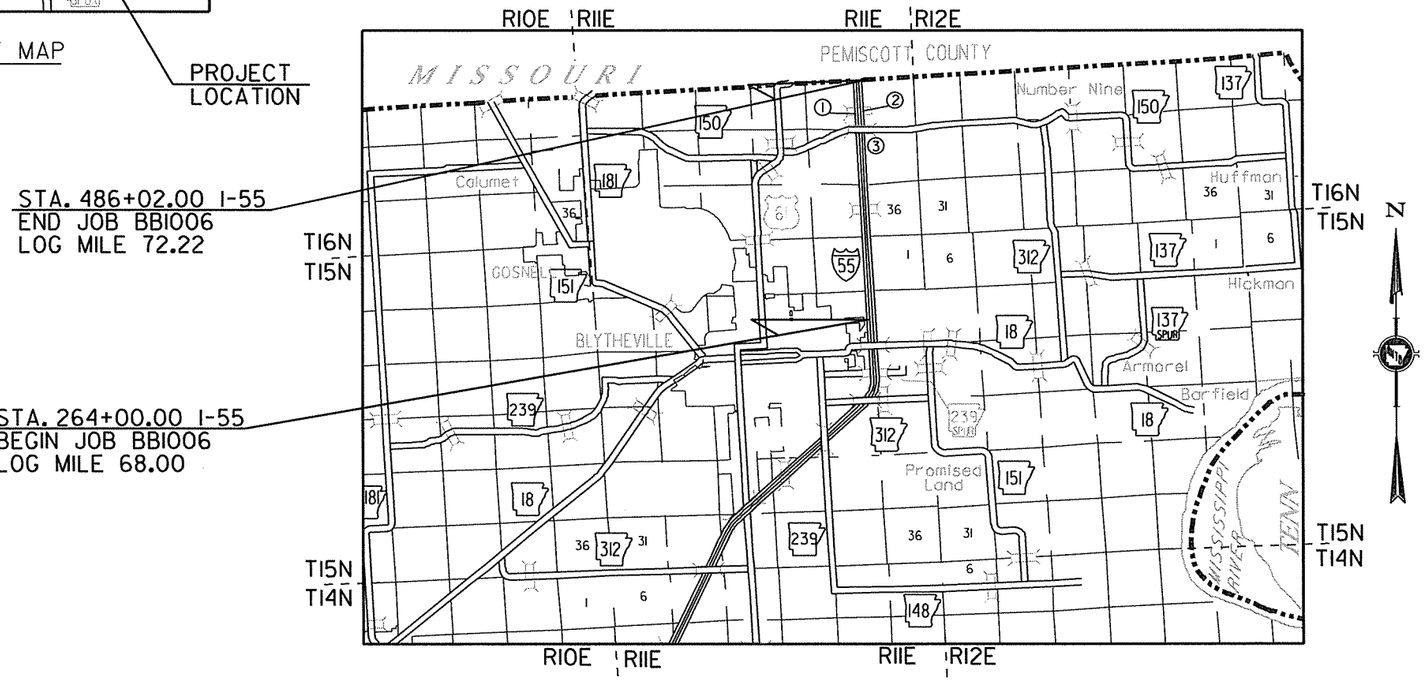
VICINITY MAP

PROJECT LOCATION



ARKANSAS HIGHWAY DIST. 10

NOT TO SCALE



STA. 486+02.00 I-55
END JOB BB1006
LOG MILE 72.22

STA. 264+00.00 I-55
BEGIN JOB BB1006
LOG MILE 68.00

DESIGN TRAFFIC DATA

DESIGN YEAR	2034
2014 ADT	19,000
2034 ADT	28,500
2034 DHV	3,135
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	48%
DESIGN SPEED	70 MPH

EXISTING BRIDGE DATA

① STA. 455+37.98 BR. END
149.15' BRIDGE NO. A3169
40' CLEAR ROADWAY
STA. 456+87.12 BR. END
RETAIN

② STA. 455+58.88 BR. END
149.15' BRIDGE NO. B3169
40' CLEAR ROADWAY
STA. 457+08.02 BR. END
RETAIN

③ STATE HWY. 150 OVERPASS
STA. 10+36.75 BR. END
326.50' BRIDGE NO. 03168
26' CLEAR ROADWAY
STA. 13+63.25 BR. END

STA. 455+37.98 - STA. 456+87.12
TOTAL LENGTH OF EXCEPTION = 149.14 FT.
(MEASURED ALONG C.L. MEDIAN)

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35°56'15"	N 35°58'07"	N 35°59'59"
LONGITUDE	W 89°52'28"	W 89°52'29"	W 89°52'29"

LENGTH IS COMPUTED ALONG C.L. MEDIAN

GROSS LENGTH OF	PROJECT	22202.00	FEET	OR	4.205	MILES
NET " "	ROADWAY	22052.86	"	"	4.177	MILES
NET " "	BRIDGES	0.00	"	"	0.000	MILES
NET " "	PROJECT	22052.86	"	"	4.177	MILES

P.E. JOB BB1006

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

8/1/2014 BB1006-60%

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.		BB1006	2	265

(2) INDEX OF SHEETS, GOVERNING SPECIFICATIONS, & GENERAL NOTES

INDEX OF SHEETS

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2	INDEX OF SHEETS, GOVERNING SPECIFICATIONS, AND GENERAL NOTES			
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9 - 18	SPECIAL DETAILS			
19 - 98	TEMPORARY EROSION CONTROL DETAILS			
99 - 181	MAINTENANCE OF TRAFFIC			
182 - 191	PERMANENT PAVEMENT MARKING DETAILS			
192 - 201	QUANTITIES			
202	SCHEDULE OF BRIDGE QUANTITIES	03168	56183	
203	SUMMARY OF QUANTITIES AND REVISIONS			
204 - 213	PLAN SHEETS			
214	HWY. 150 INTERCHANGE LAYOUT			
215	MODIFICATION DETAILS FOR BRIDGE NO. 03168 (SHEET 1 OF 3)	03168	56184	
216	MODIFICATION DETAILS FOR BRIDGE NO. 03168 (SHEET 2 OF 3)	03168	56185	
217	MODIFICATION DETAILS FOR BRIDGE NO. 03168 (SHEET 3 OF 3)	03168	56186	
218	DETAILS OF POURED SILICONE JOINT FOR BRIDGE NO. 03168	03168	56187	
219	DETAILS OF SPECIAL APPROACH GUTTERS	03168	56188	
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222	YARBRO INTERCHANGE TABLE OF QUANTITIES (FOR INFORMATION ONLY)	03168	56191	
223	YARBRO INTERCHANGE ABUTMENTS 1 AND 7 (FOR INFORMATION ONLY)	03168	56192	
224	YARBRO INTERCHANGE BENTS 2, 3, 4, 5 AND 6 (FOR INFORMATION ONLY)	03168	56193	
225	YARBRO INTERCHANGE FRAMING PLAN AND SECTIONS (FOR INFORMATION ONLY)	03168	56194	
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238	STANDARD DETAILS FOR TYPE 'PT' APPROACH GUTTERS (BRIDGES WITH CONCRETE PARAPET RAILING)		55035	2-27-14
239	STANDARD DETAILS FOR APPROACH SLAB (EXISTING BRIDGE MODIFICATION)		55045	2-27-14
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244	GUARD RAIL DETAILS		GR-8A	7-14-10
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256	TABLES AND METHOD OF SUPERELEVATION FOE ONE-WAY TRAFFIC		SE-1	1-09-87
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264	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)		TR-1A	8-22-02
265	WIRE FENCE TYPE A AND B		WF-1	8-22-02

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - TRAINING PROGRAM - JOB BB1006
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
108-1	LIQUIDATED DAMAGES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
620-1	MULCH COVER
JOB BB1006	AIRPORT CLEARANCE REQUIREMENTS
JOB BB1006	ASPHALT CONCRETE HOT MIX PATCHING OF EXISTING SHOULDERS
JOB BB1006	AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB BB1006	BORROW
JOB BB1006	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB1006	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB BB1006	CONCRETE DITCH PAVING
JOB BB1006	CULVERT CLEAN OUT
JOB BB1006	ELECTRONIC SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB BB1006	EMPLOYMENT REPORTING
JOB BB1006	FAST SETTING CEMENT
JOB BB1006	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BB1006	HIGH PERFORMANCE PAVEMENT MARKING
JOB BB1006	MAINTENANCE OF TRAFFIC
JOB BB1006	MANDATORY USE OF INTERNET BIDDING
JOB BB1006	MODIFICATION OF RAISED BRIDGE STRUCTURE
JOB BB1006	MODULAR GLARE SHIELD
JOB BB1006	PARTNERING REQUIREMENTS
JOB BB1006	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS
JOB BB1006	PROSECUTION AND PROGRESS
JOB BB1006	RAISING EXISTING STRUCTURE
JOB BB1006	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIERS
JOB BB1006	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER
JOB BB1006	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB BB1006	ROADWAY CONSTRUCTION CONTROL
JOB BB1006	RUMBLE STRIP REMOVAL
JOB BB1006	SCARIFYING CONCRETE PAVEMENT
JOB BB1006	SEQUENCE OF CONSTRUCTION
JOB BB1006	SHAPING DITCH
JOB BB1006	SITE USE (A + C METHOD)
JOB BB1006	SOIL STABILIZATION
JOB BB1006	STORM WATER POLLUTION PREVENTION PLAN
JOB BB1006	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BB1006	TRENCHING AND SHOULDER PREPARATION
JOB BB1006	UTILITY ADJUSTMENTS
JOB BB1006	VALUE ENGINEERING
JOB BB1006	VERY EARLY STRENGTH CONCRETE
JOB BB1006	WARM MIX ASPHALT
JOB BB1006	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB BB1006	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/18/14

GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. 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.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U. S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS BID ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. 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.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
8. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
9. 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.

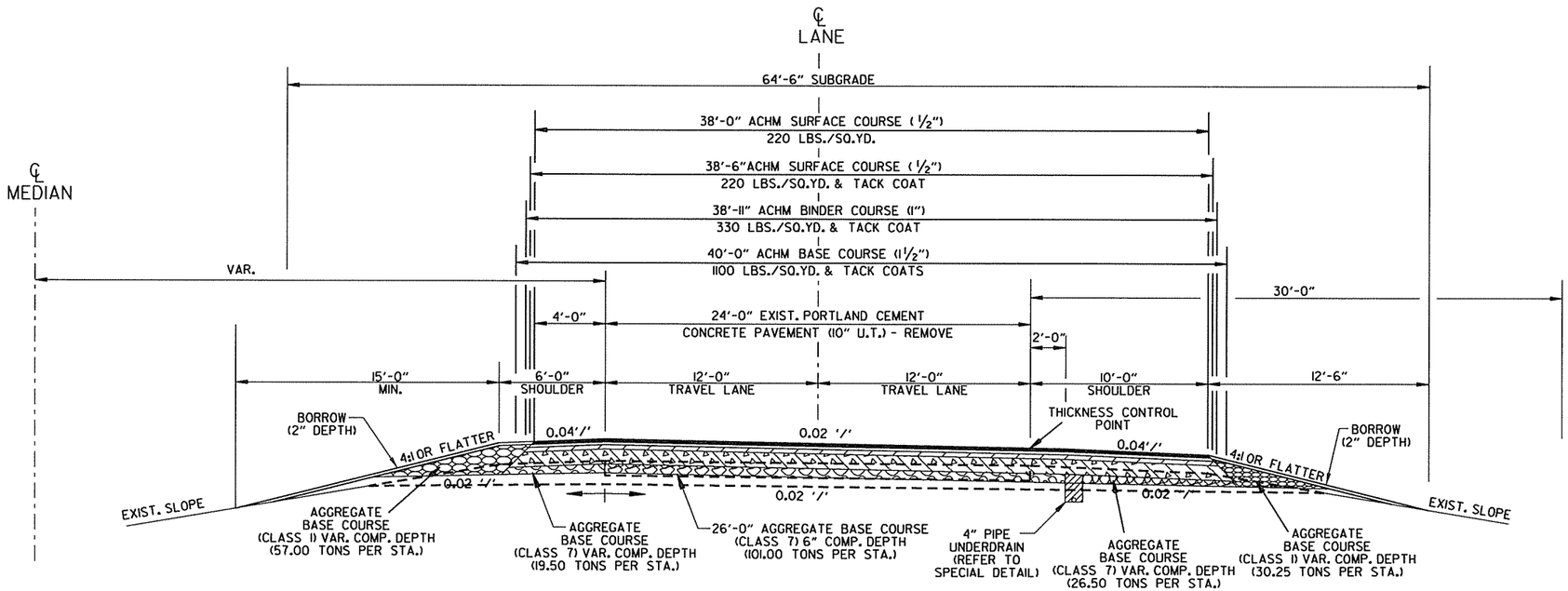
8/18/2014

INDEX OF SHEETS, GOVERNING SPECIFICATIONS, & GENERAL NOTES

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.		BB1006	3	265

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



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

LEFT MAIN LANES

STA. 430+61.15 - STA. 444+61.15
STA. 449+01.48 - STA. 455+01.48
STA. 457+23.62 - STA. 463+23.62
STA. 474+02.00 - STA. 486+02.00

RIGHT MAIN LANES

STA. 430+56.05 - STA. 444+56.05
STA. 449+22.38 - STA. 455+22.38
STA. 457+44.52 - STA. 463+44.52
STA. 474+02.00 - STA. 486+02.00

NOTES:

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

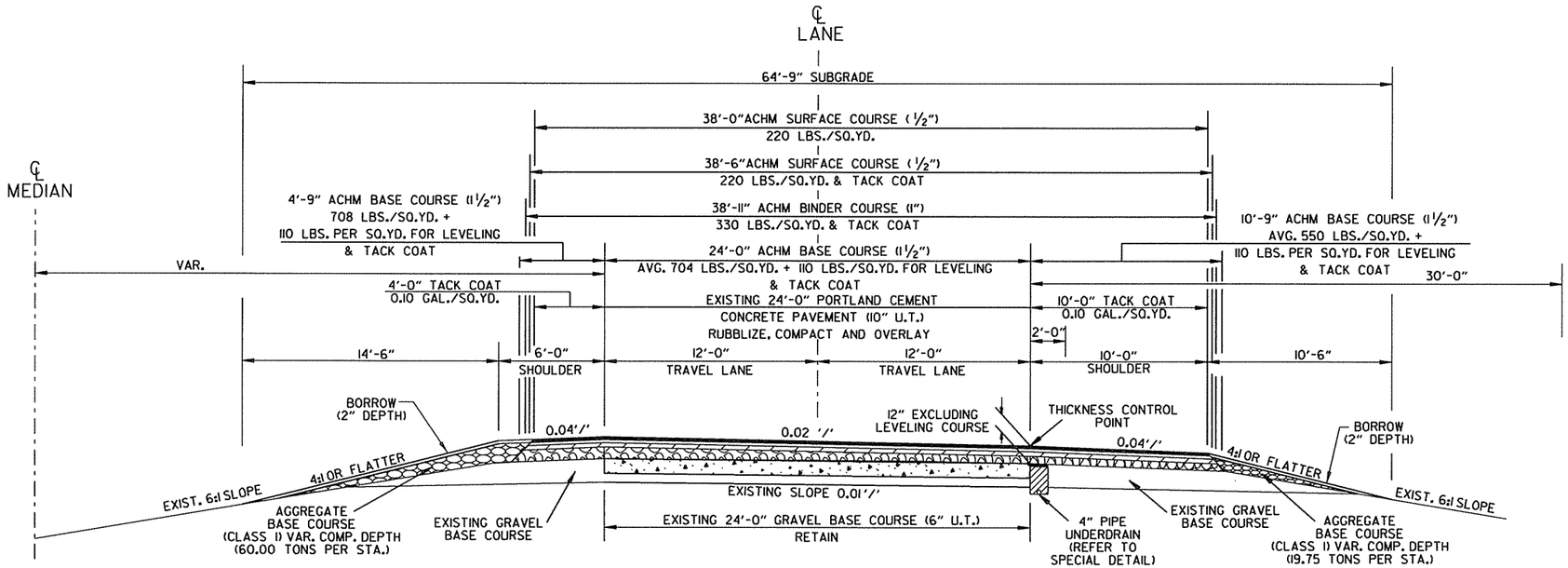
8/1/2014

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	4	265

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
06/30/14



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

LEFT MAIN LANES

STA. 252+00.00 - STA. 264+00.00
STA. 264+00.00 - STA. 430+61.15
STA. 444+61.15 - STA. 449+01.48
STA. 463+23.62 - STA. 474+02.00

RIGHT MAIN LANES

STA. 252+00.00 - STA. 264+00.00
STA. 264+00.00 - STA. 430+56.05
STA. 444+56.05 - STA. 449+22.38
STA. 463+44.52 - STA. 474+02.00

NOTES:

1. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
2. AGGREGATE BASE COURSE (CLASS 1) SHALL BE UNIFORMLY COMPACTED, STABLE AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 SHALL BE WAIVED.
3. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE OVERLAY. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENTS WILL BE CONSIDERED INCLUDED IN THE VARIOUS ITEMS.

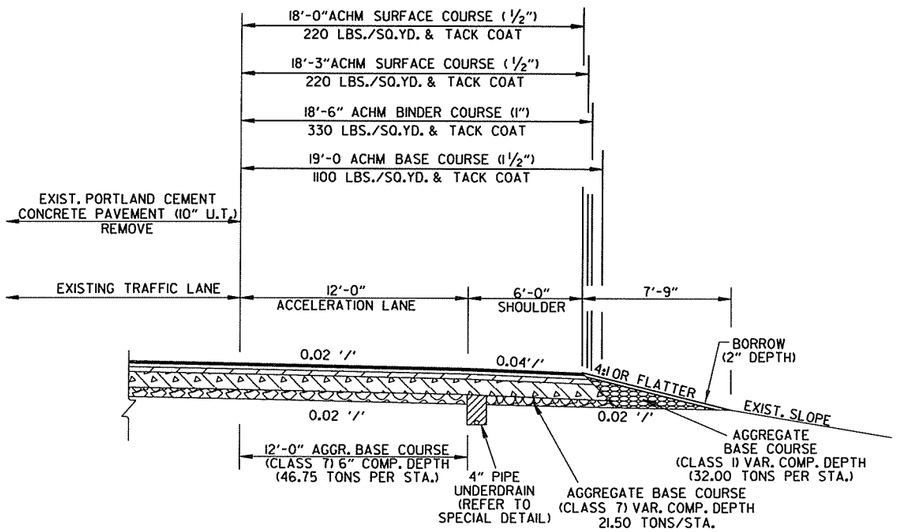
8/1/2014

TYPICAL SECTIONS OF IMPROVEMENT

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				6	ARK.			
				JOB NO.		BB1006	5	265

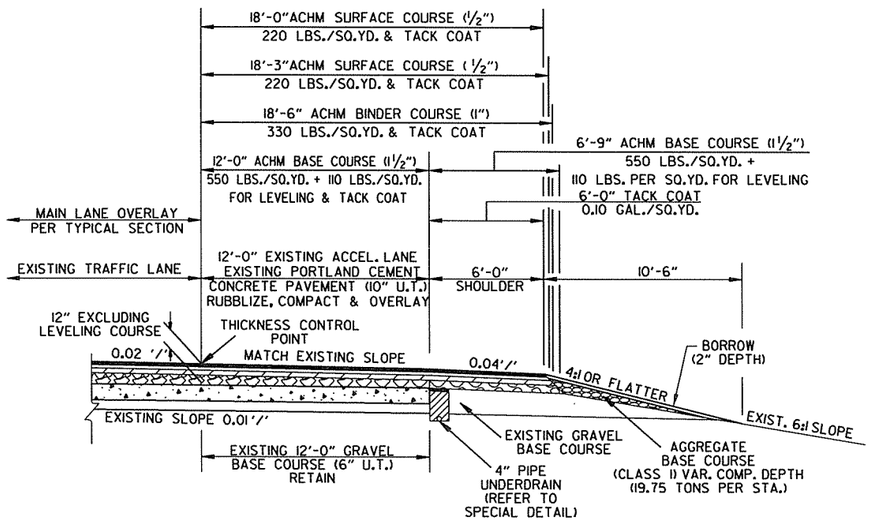
(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



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

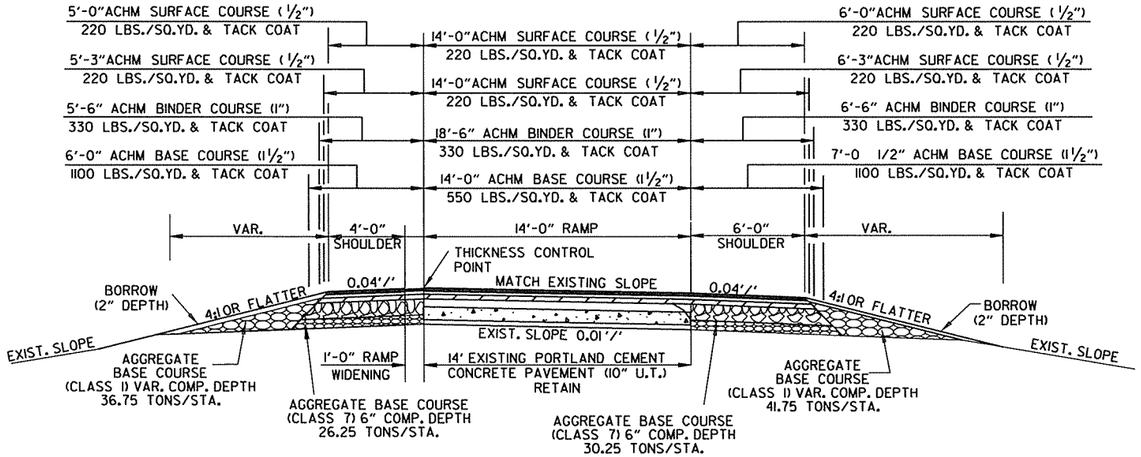
LEFT MAIN LANES
STA. 413+79.55 - STA. 422+31.23
STA. 457+19.51 - STA. 462+05.51



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

LEFT MAIN LANES
STA. 259+06.07 - STA. 269+04.06
STA. 481+65.61 - STA. 485+90.00

NOTES:
1. THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
2. THE THICKNESS OF AGGREGATE BASE COURSE (CLASS 7) SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.
3. AGGREGATE BASE COURSE (CLASS 1) SHALL BE UNIFORMLY COMPACTED, STABLE AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 SHALL BE WAIVED.
4. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE OVERLAY. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENTS WILL BE CONSIDERED INCLUDED IN THE VARIOUS ITEMS.



INTERCHANGE RAMPS
(SHOWN IN DIRECTION OF TRAFFIC)

FOR PAVEMENT SCHEDULE SEE PAVING TRANSITION DETAIL.

RAMP A: STA. 25+71.65 - STA. 26+96.65
RAMP B: STA. 40+01.48 - STA. 43+01.48
RAMP C: STA. 40+87.44 - STA. 42+87.44
RAMP D: STA. 55+71.54 - STA. 56+96.54
RAMP E: STA. 65+90.80 - STA. 68+90.80
RAMP F: STA. 71+57.07 - STA. 74+57.07
RAMP G: STA. 81+56.22 - STA. 84+56.22

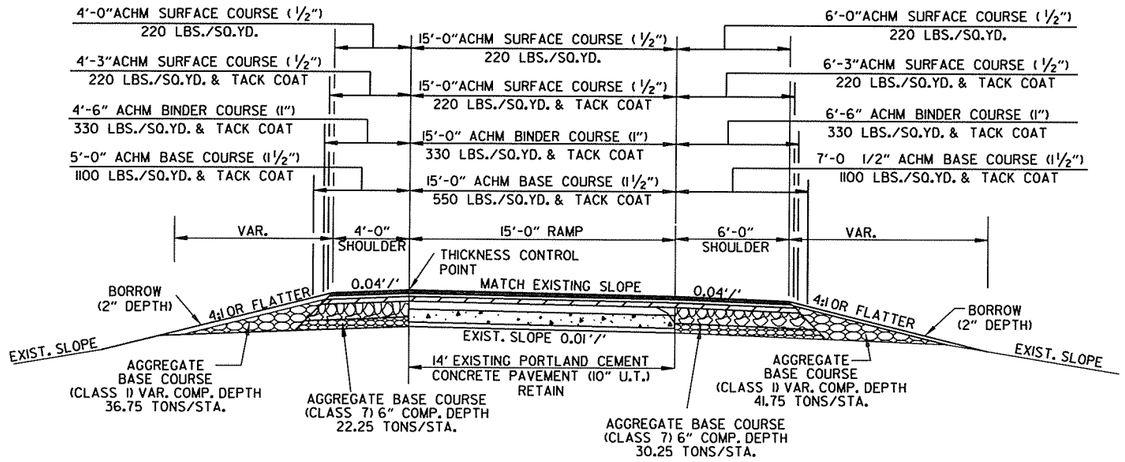
8/1/2014

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBI006	6	265

(2) TYPICAL SECTIONS OF IMPROVEMENT

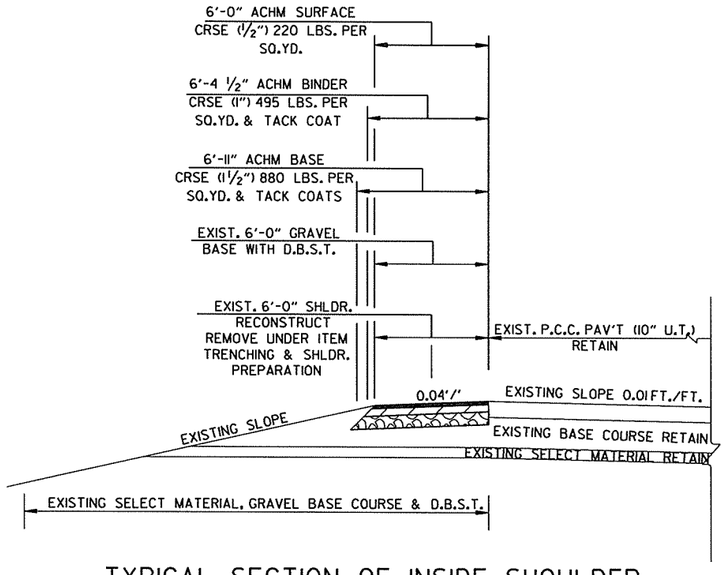
STATE OF ARKANSAS
JAMES ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929
08/04/14



INTERCHANGE RAMPS
(SHOWN IN DIRECTION OF TRAFFIC)

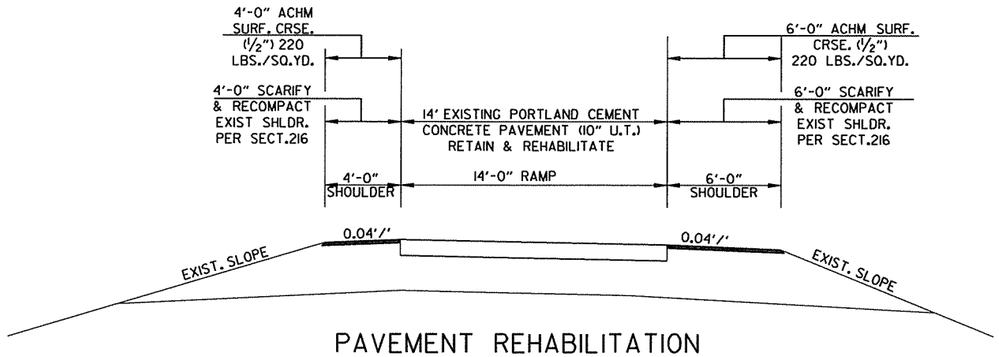
FOR PAVEMENT SCHEDULE
SEE PAVING TRANSITION DETAIL.

RAMP RA-1: STA. 11+95.58 - STA. 14+95.58
RAMP RA-2: STA. 07+54.14 - STA. 10+54.14



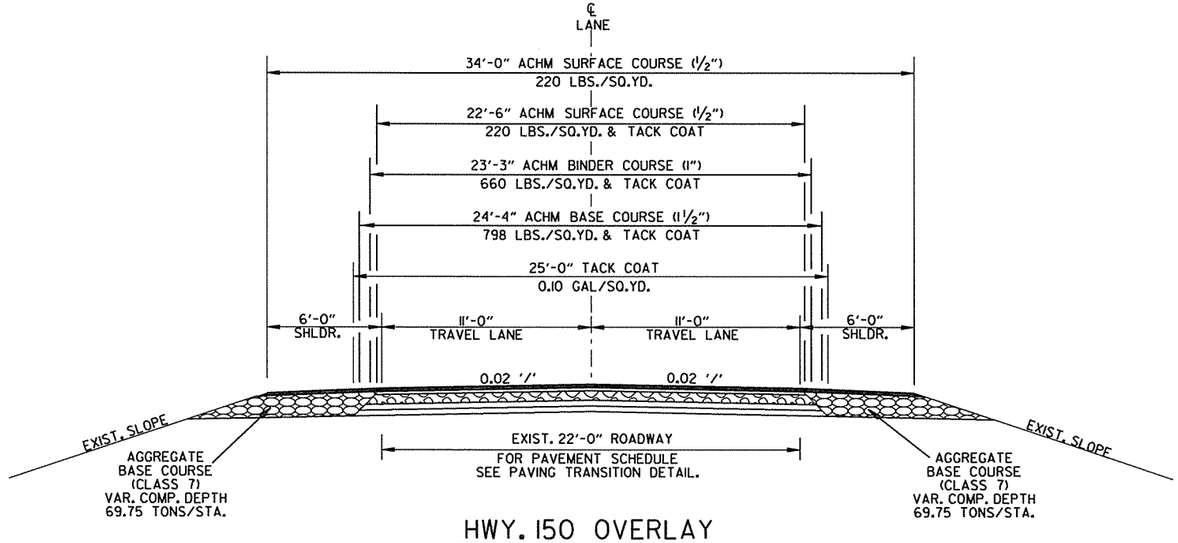
TYPICAL SECTION OF INSIDE SHOULDER
RECONSTRUCTION FOR MAINTENANCE OF TRAFFIC

LEFT MAIN LANES	RIGHT MAIN LANES
NONE	STA. 258+29.88 - STA. 455+18.36
	STA. 457+40.50 - STA. 486+50.00



PAVEMENT REHABILITATION
RAMPS

RAMP "A": STA. 26+96.65 - STA. 27+91.19
RAMP "B": STA. 43+01.48 - STA. 45+37.65
RAMP "C": STA. 40+00.00 - STA. 40+87.44
RAMP "D": STA. 56+96.54 - STA. 57+78.48
RAMP "F": STA. 70+00.00 - STA. 71+57.07



HWY. 150 OVERLAY

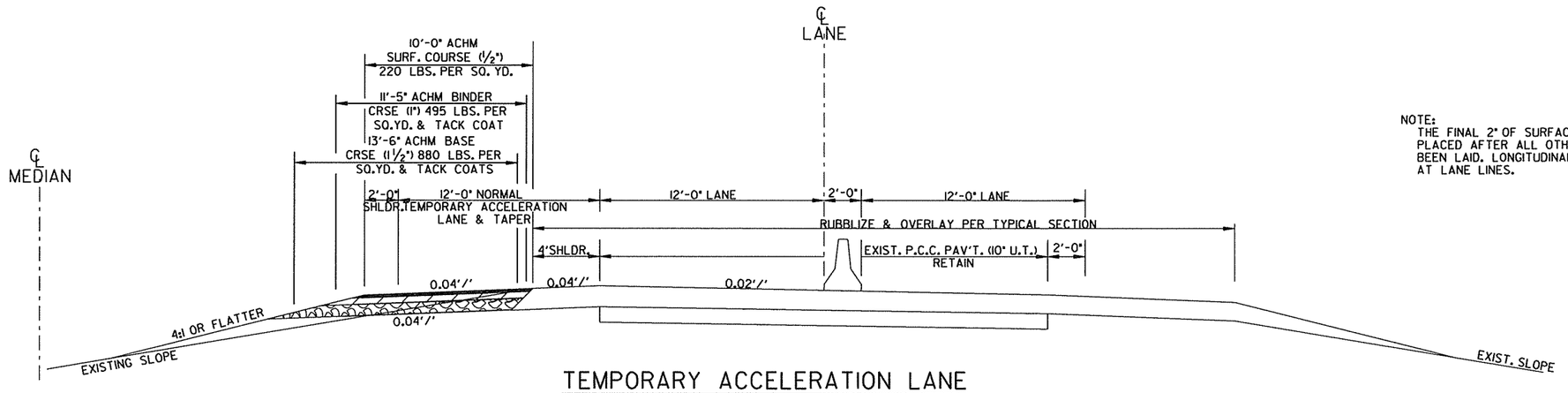
STA. 03+50.25 - STA. 10+00.25
STA. 13+99.75 - STA. 20+49.75

8/1/2014

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	7	265
				(2) TYPICAL SECTIONS OF IMPROVEMENT				

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08/04/14



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

TEMPORARY ACCELERATION LANE
FOR MAINTENANCE OF TRAFFIC - RIGHT MAIN LANES
(SHOWN IN DIRECTION OF TRAFFIC)

RIGHT MAIN LANES

STA. 408+00.00 - STA. 417+24.57
STA. 419+59.13 - STA. 426+6.61

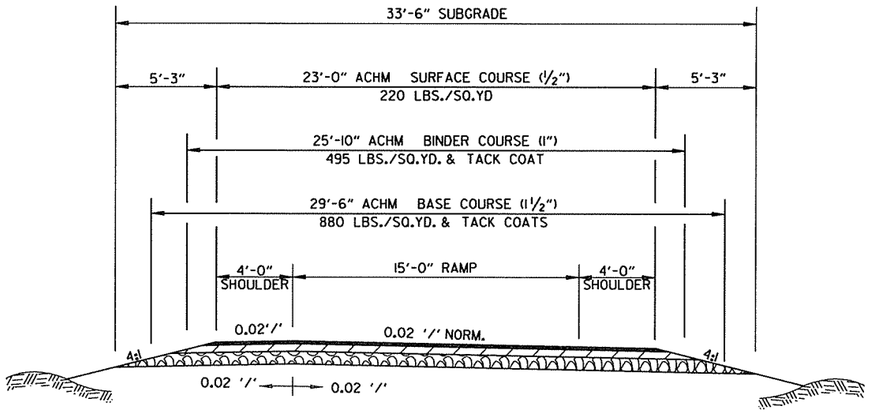
LEFT MAIN LANES

STA. 450+63.17 - STA. 455+56.79

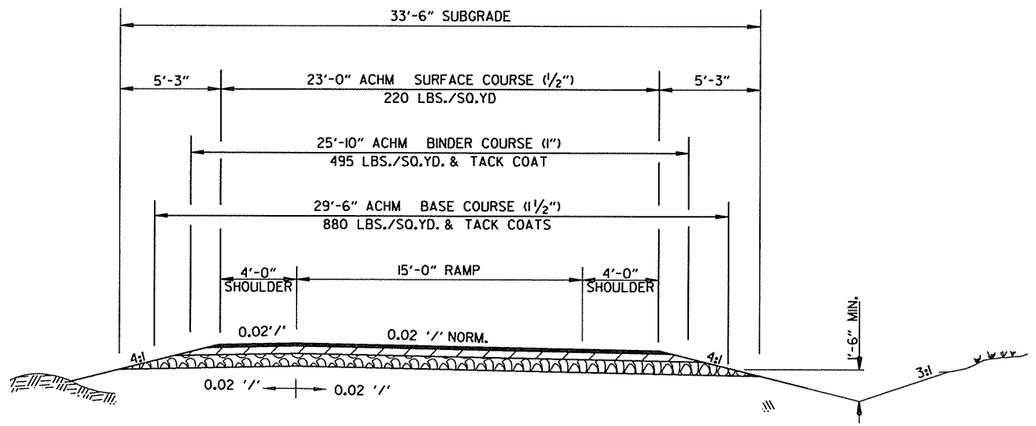
8/5/2014

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				JOB NO.		BB1006	8	265
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

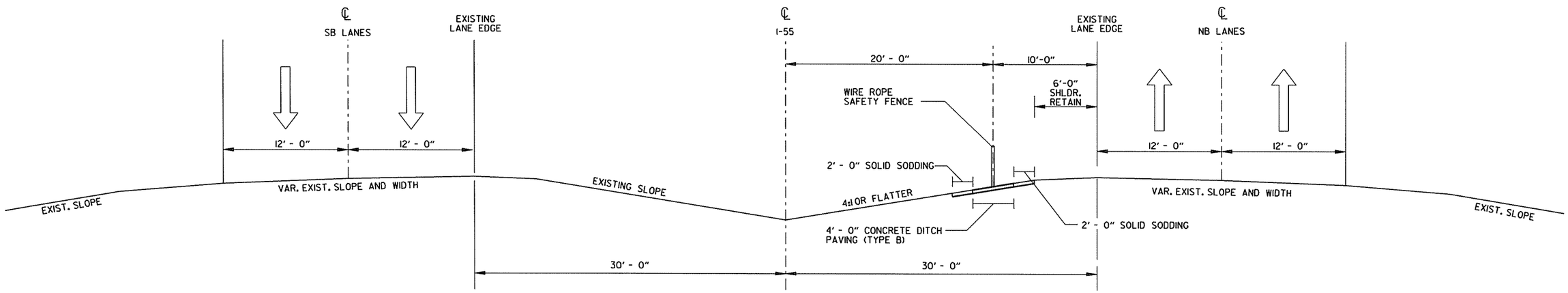
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



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



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



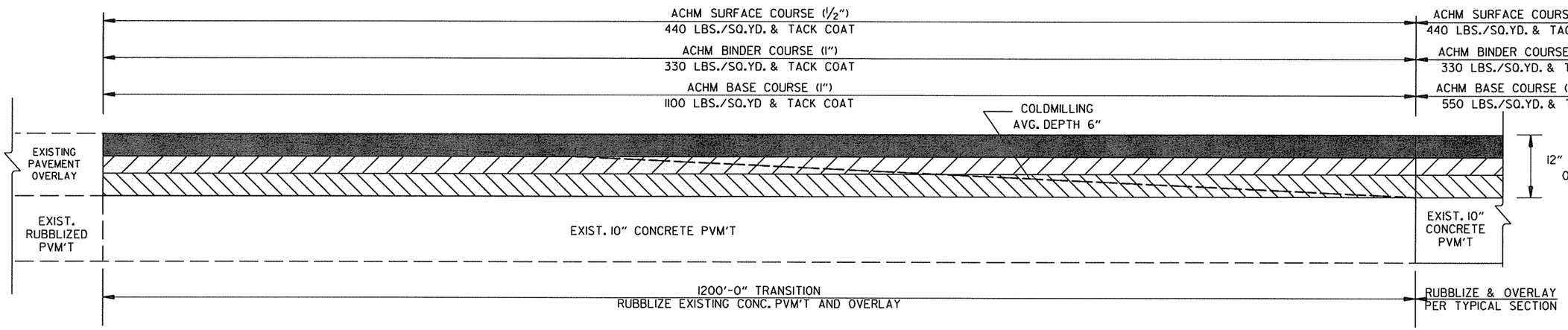
TYPICAL SECTION OF IMPROVEMENT
WIRE ROPE SAFETY FENCE

MAIN LANES

STA. 223+68.47 - STA. 486+02.00

8/1/2014

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.		BB1006	9	265
				(2) SPECIAL DETAILS				



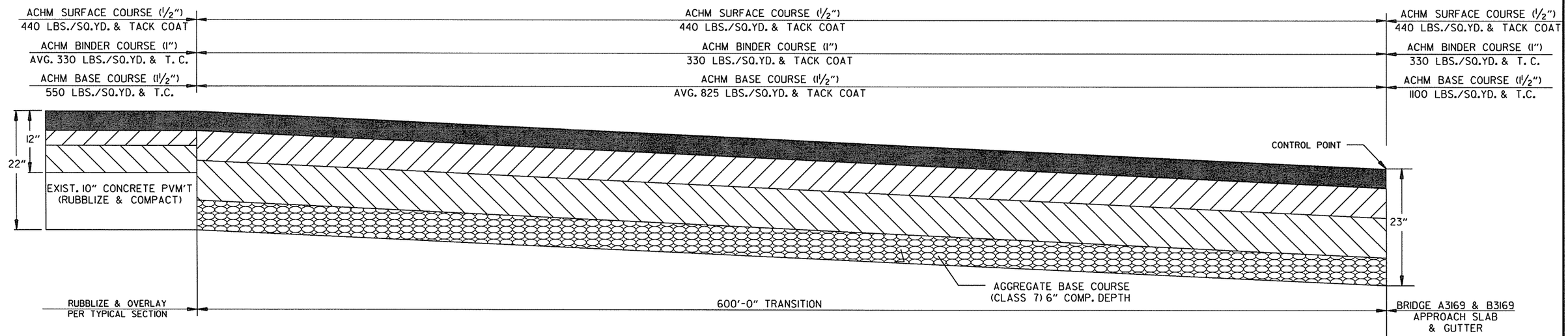
PAVING TRANSITION AT BEGINNING OF PROJECT

LEFT MAIN LANES

STA. 252+00.00 - STA. 264+00.00

RIGHT MAIN LANES

STA. 252+00.00 - STA. 264+00.00



PAVING TRANSITION AT EXISTING BRIDGE ENDS

LEFT MAIN LANES

STA. 449+01.48 - STA. 455+01.48
STA. 457+23.62 - STA. 463+23.62

RIGHT MAIN LANES

STA. 449+22.38 - STA. 455+22.38
STA. 457+44.52 - STA. 463+44.52

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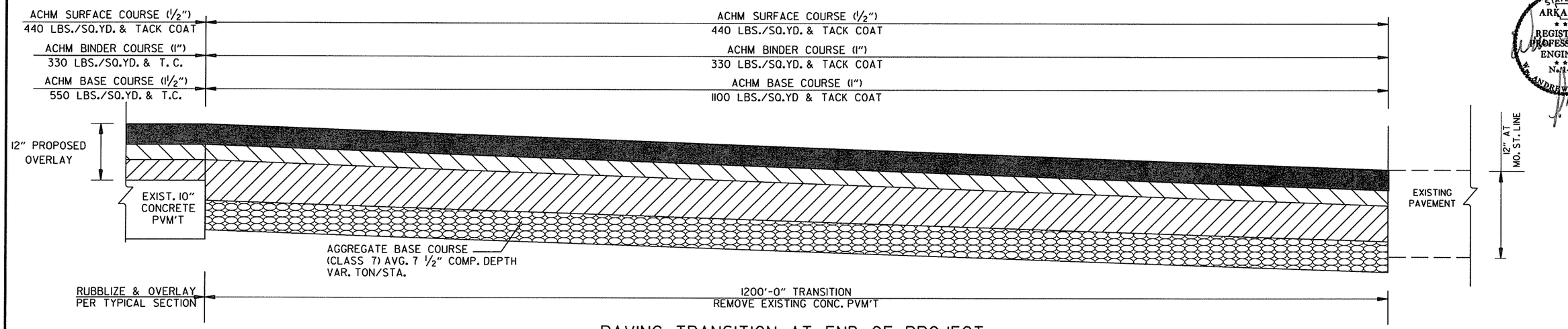
8/2/2014

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.		BB1006	10	265

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PARSLEY
08/08/14



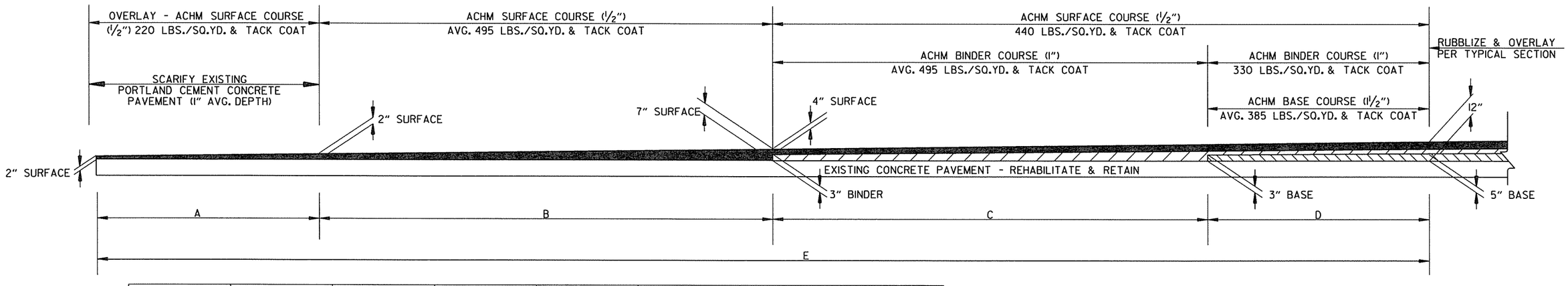
PAVING TRANSITION AT END OF PROJECT

LEFT MAIN LANES

STA. 474+02.00 - STA. 486+02.00

RIGHT MAIN LANES

STA. 474+02.00 - STA. 486+02.00



LOCATION	BEGIN	END	A	B	C	D	E
RAMP RA1	11+95.58	14+95.58	50	100	100	50	300
RAMP RA2	7+54.14	10+54.14	50	100	100	50	300
RAMP A	25+71.65	26+96.65	20.50	42	42	20.50	125
RAMP B	40+01.48	43+01.48	50	100	100	50	300
RAMP C	40+87.44	42+87.44	33	67	67	33	200
RAMP D	55+71.54	56+96.54	20.50	42	42	20.50	125
RAMP E	65+90.80	68+90.80	50	100	100	50	300
RAMP F	71+57.07	74+57.07	50	100	100	50	300
RAMP G	81+56.22	84+56.22	50	100	100	50	300

PAVING TRANSITION @ RAMP TERMINALS

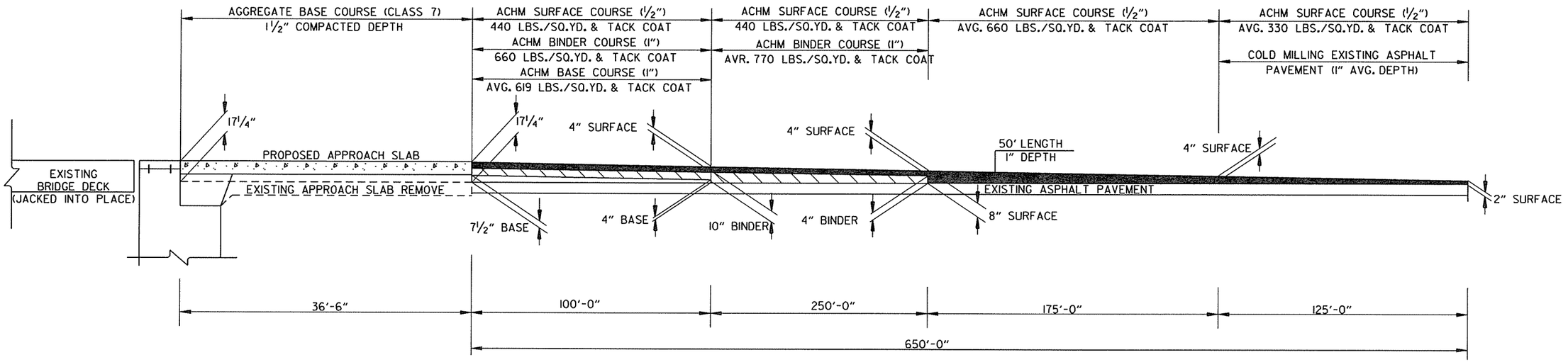
8/1/2014

SPECIAL 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.		BB1006	11	265

(2) SPECIAL DETAILS

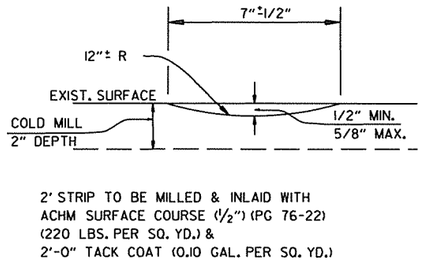
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
8/04/14



PAVING TRANSITION AT BRIDGE APPROACHES TO BE JACKED

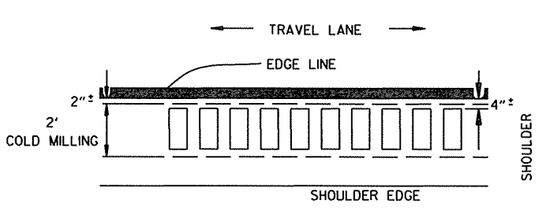
HWY. 150 BRIDGE OVERPASSES AT I-55

STA. 03+50.25 - STA. 10+00.25
STA. 13+99.75 - STA. 20+49.75



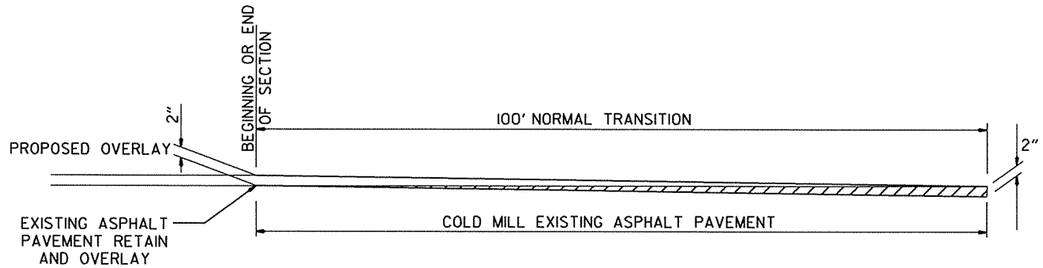
2' STRIP TO BE MILLED & INLAID WITH ACHM SURFACE COURSE (½") (PG 76-22) (220 LBS. PER SQ. YD.) & 2'-0" TACK COAT (0.10 GAL. PER SQ. YD.)

ELEVATION VIEW

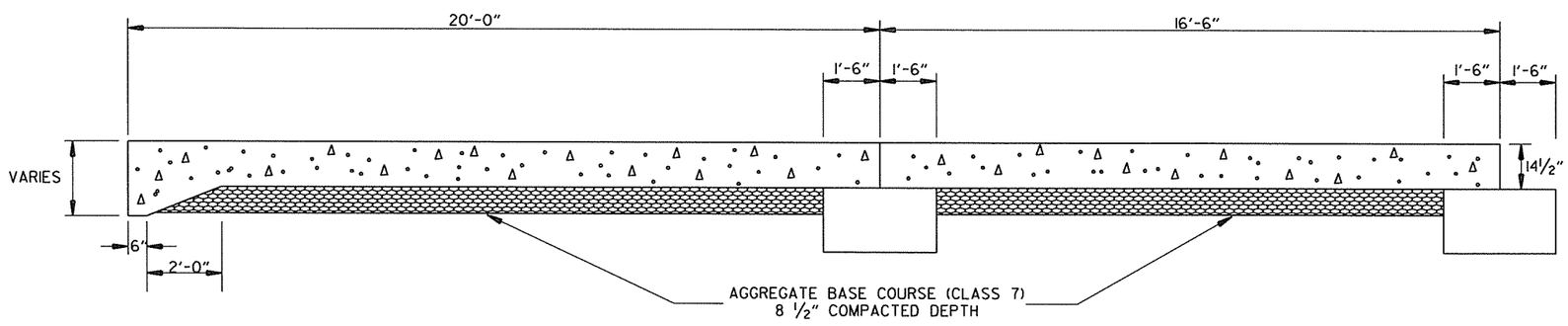


PLAN VIEW

DETAIL OF RUMBLE STRIP REMOVAL IN OUTSIDE SHOULDER



DETAIL FOR TRANSITIONS



DETAIL OF APPROACH SLAB

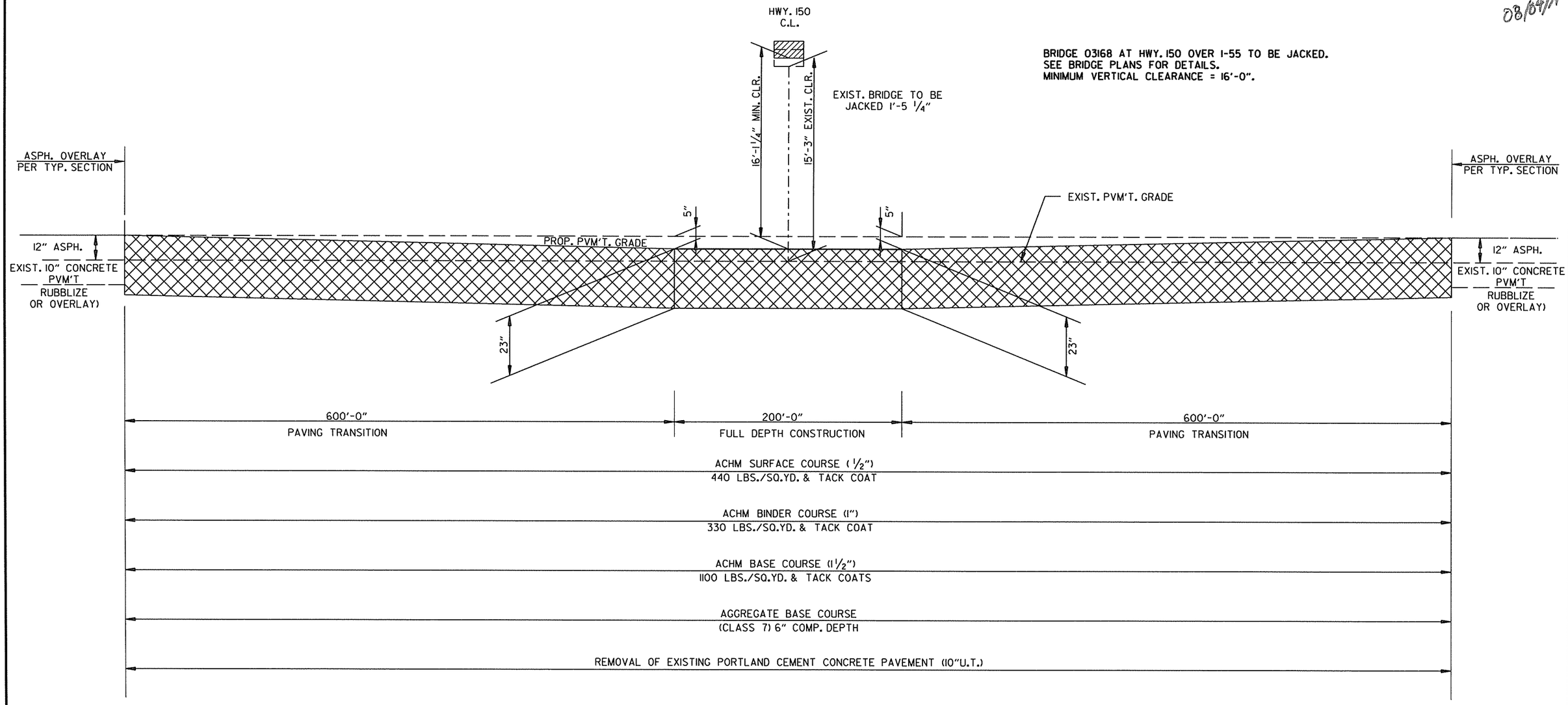
8/1/2014

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.		BB1006	12	265
				(2) SPECIAL DETAILS				

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08/04/14

BRIDGE 03168 AT HWY. 150 OVER I-55 TO BE JACKED.
SEE BRIDGE PLANS FOR DETAILS.
MINIMUM VERTICAL CLEARANCE = 16'-0".



DETAIL FOR MAIN LANE TRANSITION AT HWY. 150 OVERPASS

LEFT MAIN LANES	RIGHT MAIN LANES
STA. 430+61.15 - STA. 444+61.15	STA. 430+56.05 - STA. 444+56.05

8/1/2014

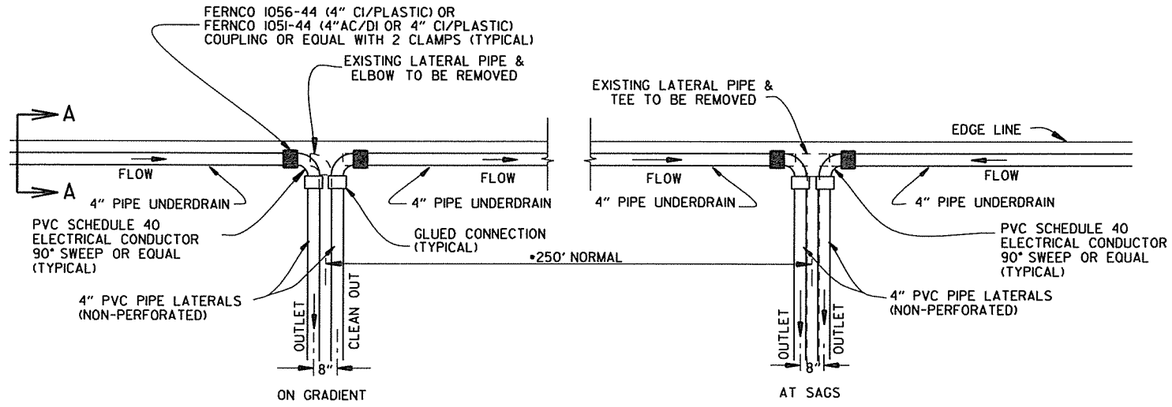
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	13	265

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
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08/04/14

NOTES FOR PIPE UNDERDRAINS

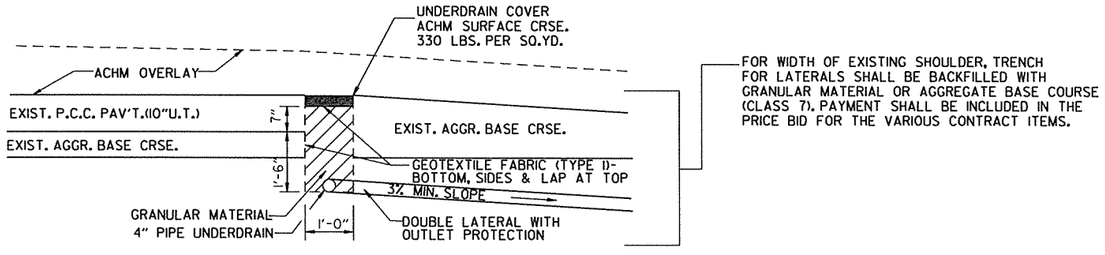
1. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."
2. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.
3. 4" PIPE UNDERDRAINS SHALL BE PLACED ON THE LOW SIDE OF SUPERELEVATED ROADWAYS AS SHOWN ON THE TYPICAL SECTIONS. 4" PIPE UNDERDRAINS SHALL BE CONNECTED TO MEDIAN DROP INLETS WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.
5. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.
6. THE RODENT SCREEN SHOWN HEREON SHALL BE USED IN LIEU OF THE WIRE MESH RODENT SCREEN SHOWN IN STANDARD DRAWING PU-1. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR " 4" PIPE UNDERDRAINS."
7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED, THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1) INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2) INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE. PAYMENT SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS".
8. UNDERDRAIN COVER - PAYMENT SHALL BE INCLUDED IN THE PRICE BID FOR " 4" PIPE UNDERDRAINS".



NOTE:
PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE. UNDERDRAIN OUTLET PROTECTORS SHALL BE INSTALLED ON NEW LATERALS. (REFER TO STD. DWG. PU-1.)

NOTE:
LATERALS SHALL BE INSTALLED AT ALL SAGS AND 250' INTERVALS ON GRADES. THE 250' DISTANCE MAY BE EXCEEDED ONLY WHERE NECESSARY FOR AN ACCEPTABLE OUTLET.

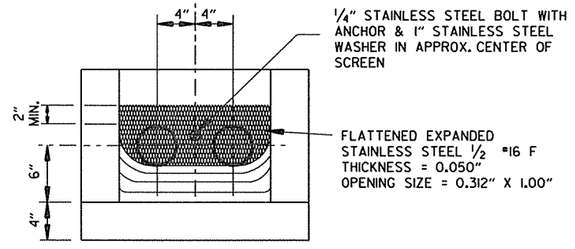
PLAN DETAIL OF PIPE UNDERDRAIN LATERALS



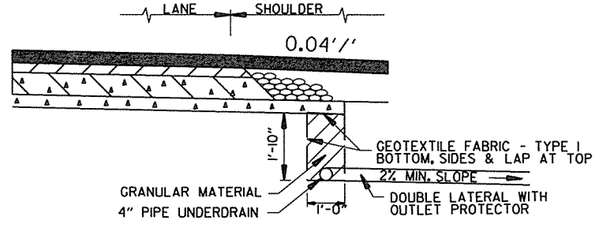
SECTION A-A

LEFT MAIN LANES	RIGHT MAIN LANES
STA. 259+06.07 - STA. 455+01.48	STA. 259+06.07 - STA. 455+22.05
STA. 457+23.62 - STA. 486+02.00	STA. 457+44.54 - STA. 486+02.00

• NOTE:
IN LIEU OF LAPPING GEOTEXTILE FABRIC, THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, UTILIZE AN ALTERNATE METHOD FOR PROVIDING A POSITIVE CLOSURE.



DETAIL OF RODENT SCREEN



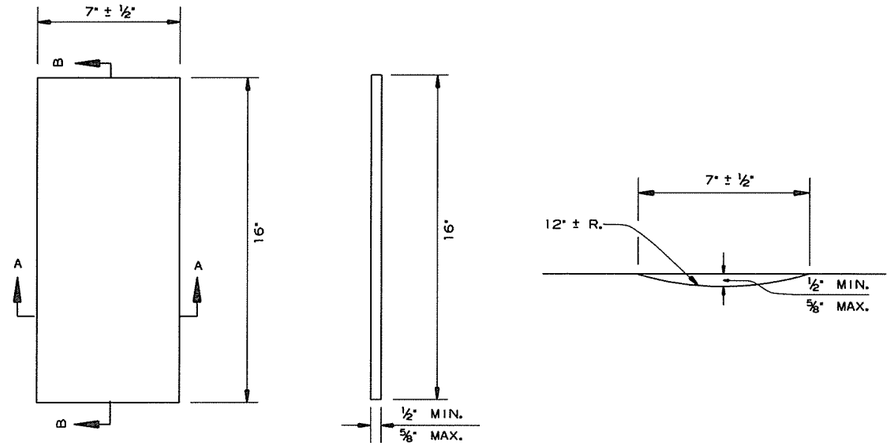
LEFT MAIN LANES	RIGHT MAIN LANES
STA. 259+06.07 - STA. 455+01.48	STA. 259+06.07 - STA. 455+22.05
STA. 457+23.62 - STA. 486+02.00	STA. 457+44.54 - STA. 486+02.00

8/1/2014

SPECIAL DETAILS

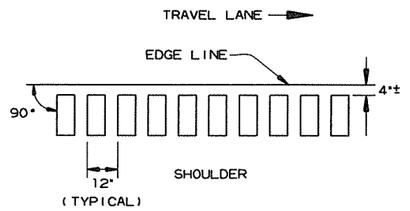
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				6	ARK.			
				JOB NO.		BB1006	14	265

(2) SPECIAL DETAILS

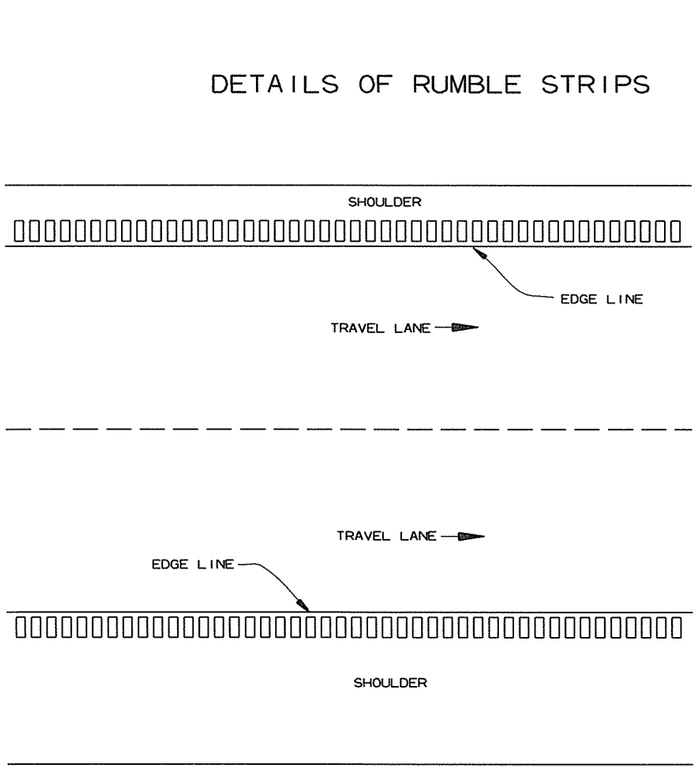


PLAN SECTION B-B SECTION A-A

DETAILS OF RUMBLE STRIPS



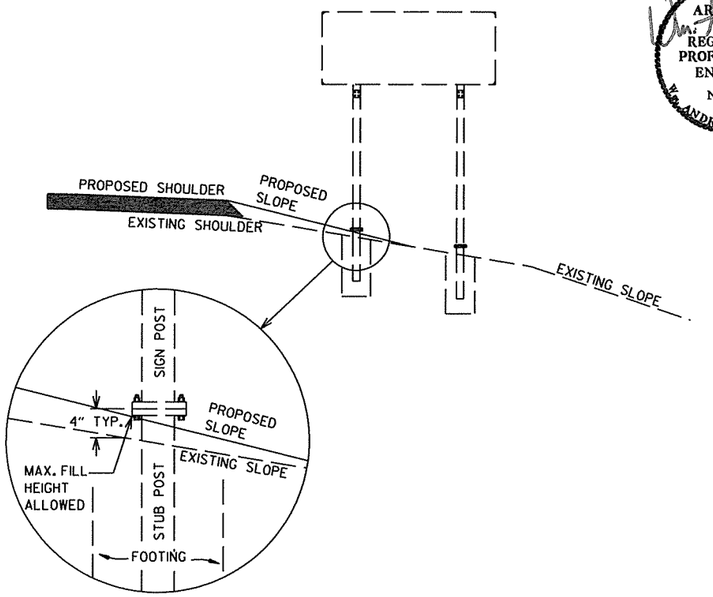
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



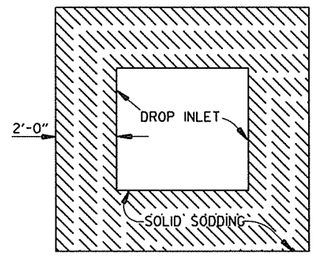
PLAN VIEW

NOTES:

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



DETAIL FOR THE MAINTENANCE OF
EXISTING BREAKAWAY SIGN STRUCTURES



PLAN

DETAIL OF SOLID SODDING
AROUND DROP INLET

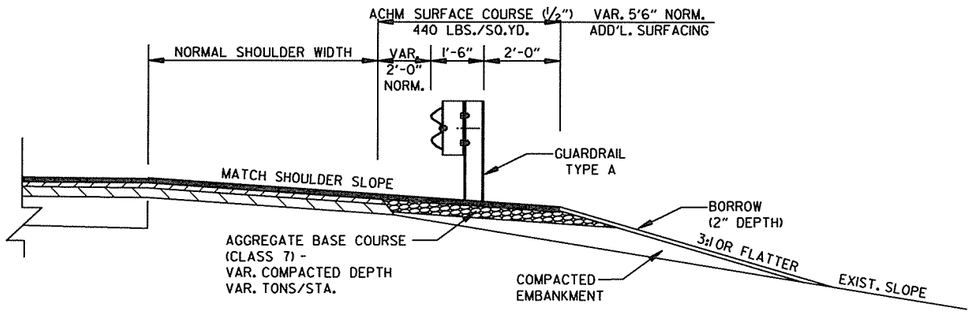
STATE OF ARKANSAS
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No. 14929
W. ANDREW PINKLEY
08/04/14

8/1/2014

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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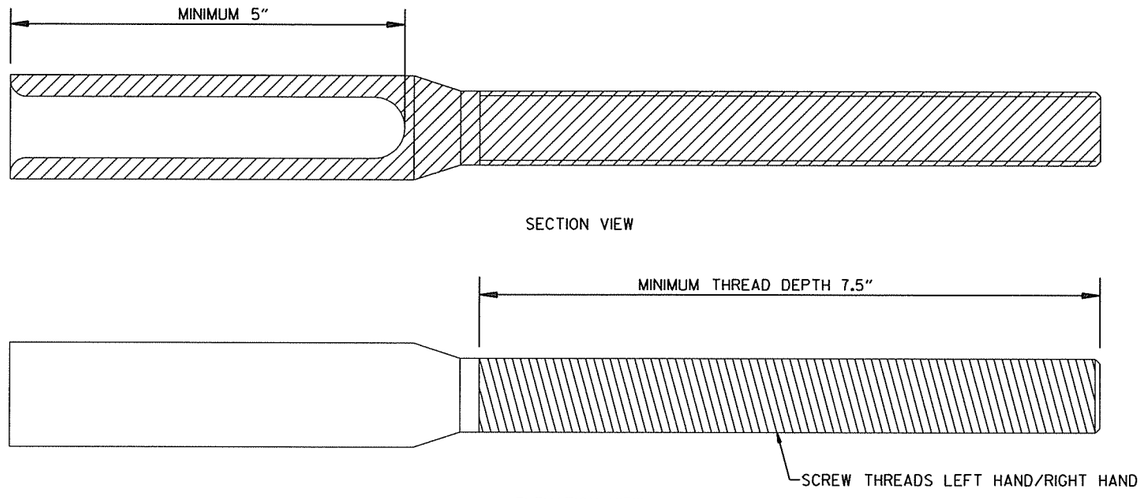
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



SECTION DETAILS OF WIDENING FOR GUARDRAIL

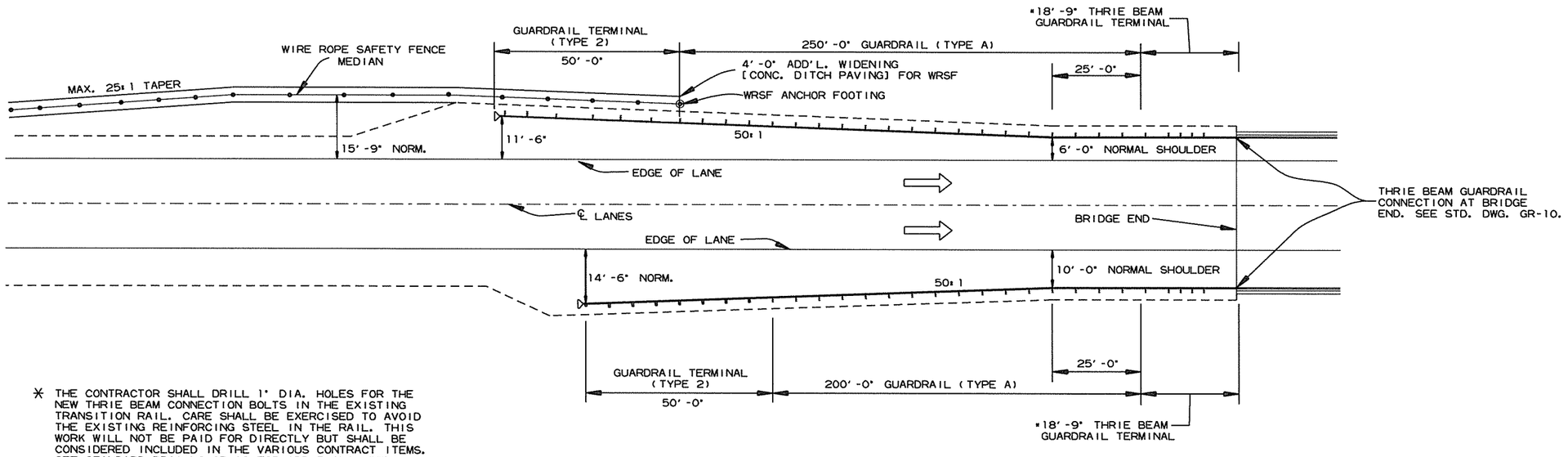
NOTE: REFER TO STANDARD DRAWINGS: GR-8, GR-9, GR-9A, GR-10, GR-10A, GR-11 & GRT-1 FOR ADDITIONAL INFORMATION.



NOTE:

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

THREADED TERMINAL DETAIL



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

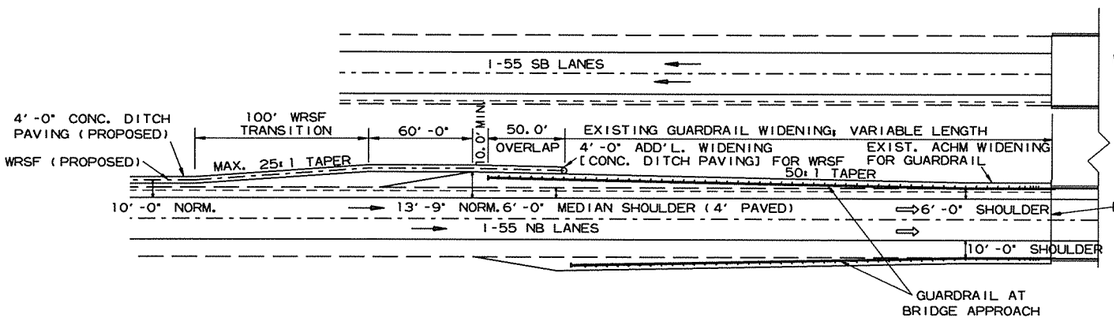
TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

8/1/2014

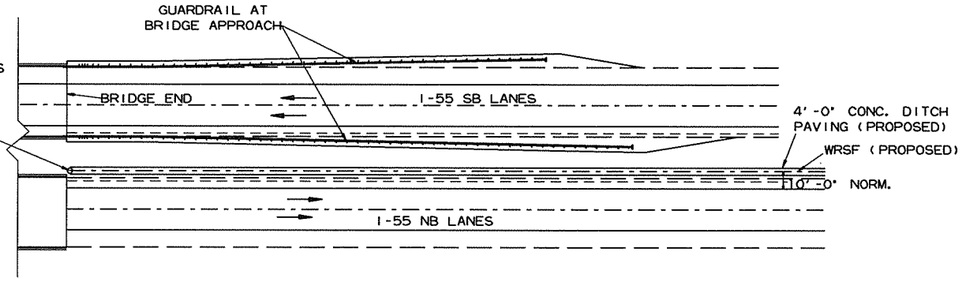
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				6	ARK.			
				JOB NO.		BB1006	16	265

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



WRSF ANCHOR FOOTINGS NEAR TOP OF SLOPE; REFER TO PLANS FOR STATIONING



WRSF AND EXIST. GUARDRAIL ON SAME SIDE OF MEDIAN

BEGIN WRSF

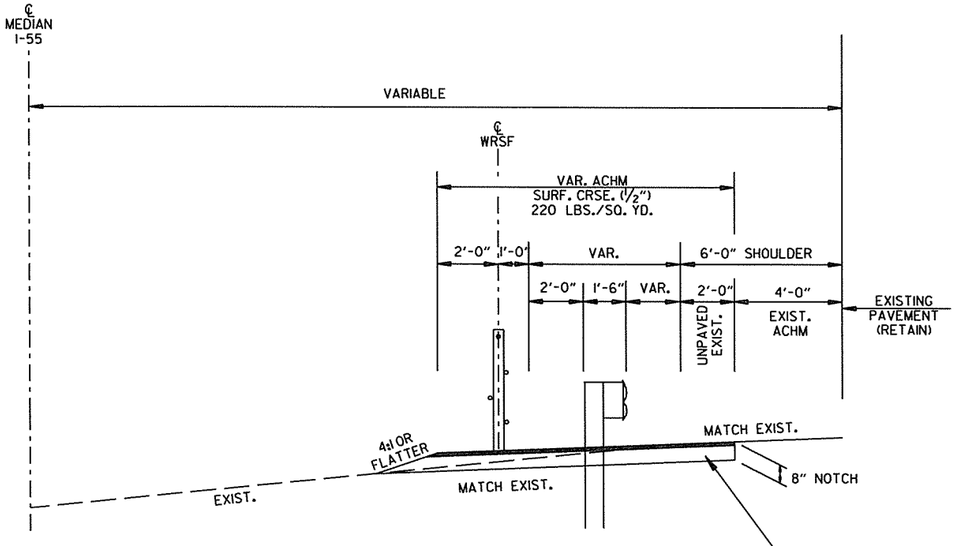
03168: STA. 435+14.65
B3169: STA. 455+15.50

END WRSF

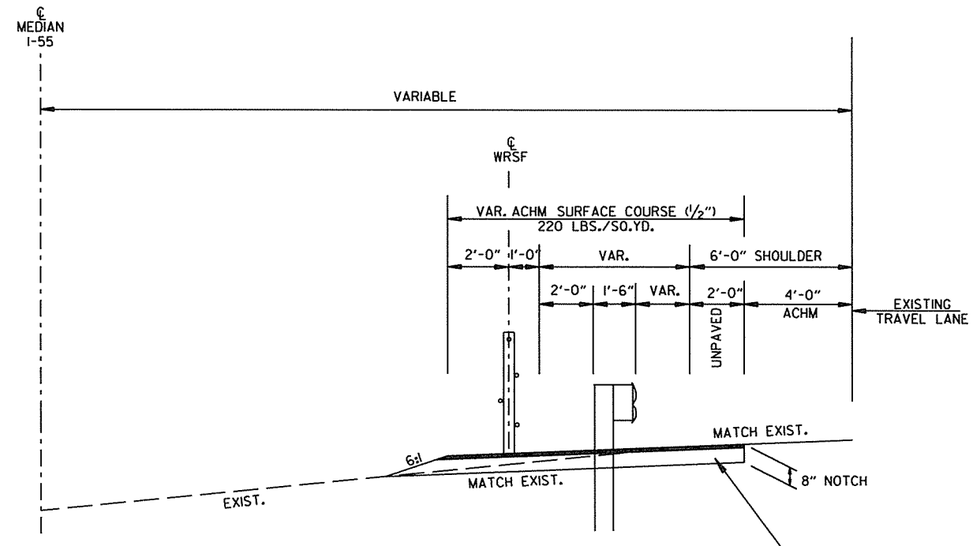
03168: STA. 438+14.65
B3169: STA. 457+02.73

WRSF AND EXIST. GUARDRAIL ON OPPOSITE SIDES OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS



DETAIL OF SHOULDER WIDENING FOR GUARDRAIL WITH WRSF EXISTING PAVEMENT



DETAIL OF SHOULDER WIDENING FOR GUARDRAIL WITH WRSF FULL DEPTH PAVEMENT

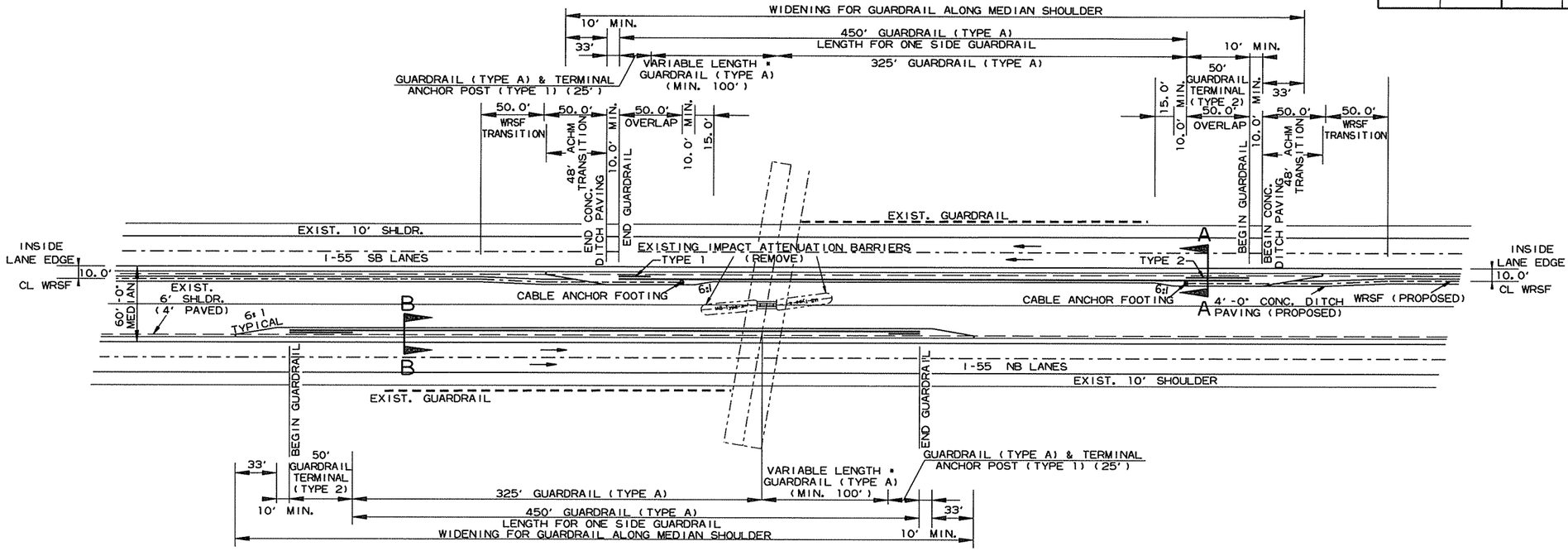
8/1/2014

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.		BB1006	17	265

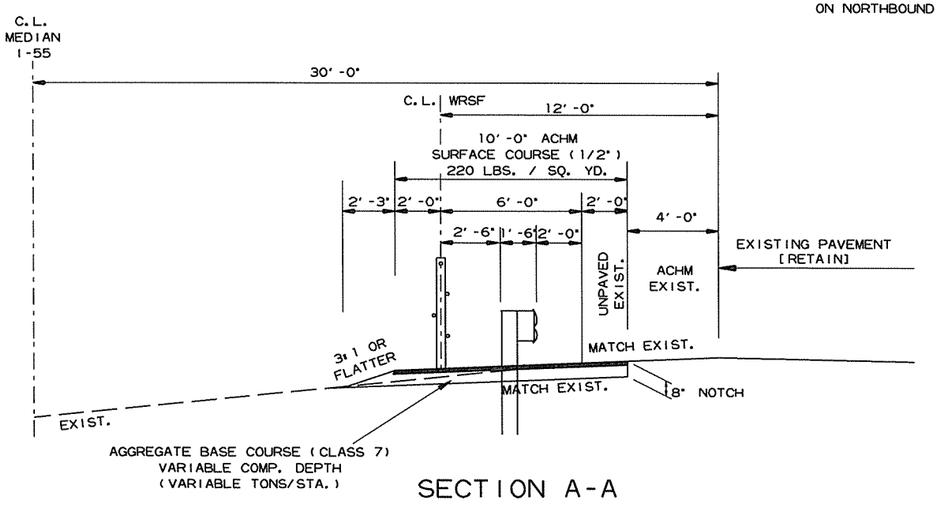
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

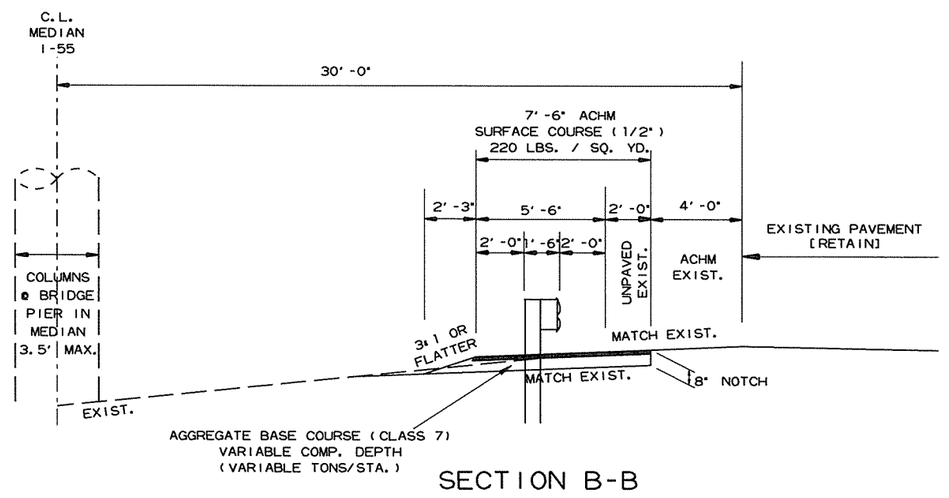


DETAIL AT OVERPASSES

NOTE: SEE PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON NORTHBOUND FORESLOPE.



SECTION A-A



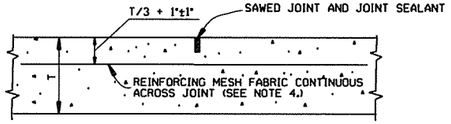
SECTION B-B

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

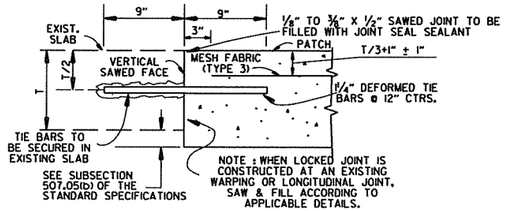
8/1/2014

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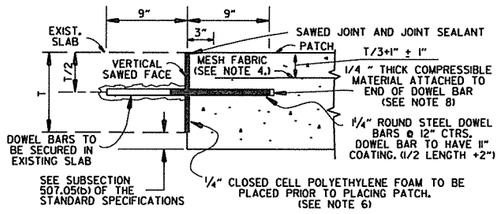
(2) SPECIAL DETAILS



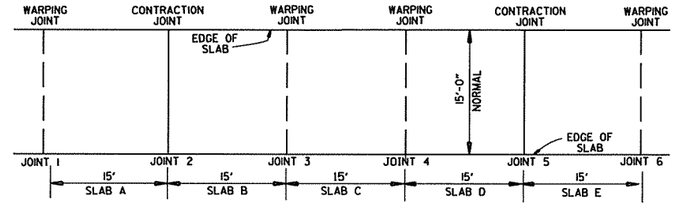
SECTION B-B
WARPING JOINT



SECTION D-D



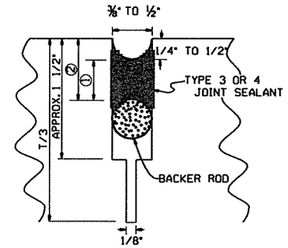
SECTION E-E
FREE TRANSVERSE JOINT



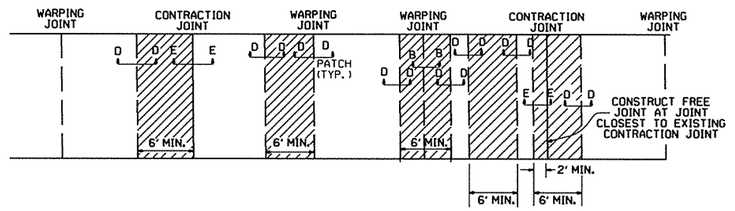
PLAN OF PAVEMENT REPAIR
(FULL SLABS)

TYPICAL SLAB REPLACEMENT EXAMPLES

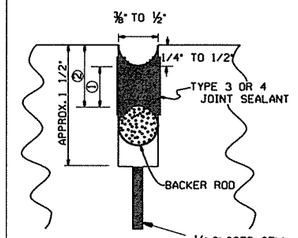
SLAB(S) TO BE RECONSTRUCTED	TYPE OF JOINT TO BE CONSTRUCTED					
	JOINT 1	JOINT 2	JOINT 3	JOINT 4	JOINT 5	JOINT 6
A OR D	LOCKED	FREE		LOCKED	FREE	
B OR E		FREE	LOCKED		FREE	LOCKED
A & B OR D & E	LOCKED	CONTRACTION	LOCKED	LOCKED	CONTRACTION	LOCKED
B & C		FREE	WARPING	LOCKED		
B, C & D		FREE	WARPING	WARPING	FREE	
C			LOCKED	LOCKED		



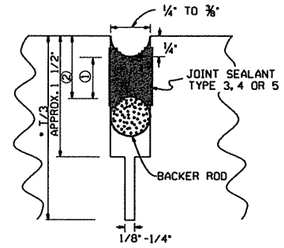
DETAIL OF SAWED CONTRACTION JOINT



PLAN OF PAVEMENT REPAIR
(PARTIAL SLABS)

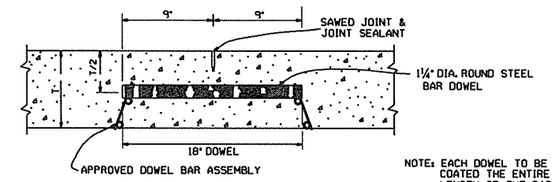


DETAIL OF SAWED FREE
TRANSVERSE JOINT



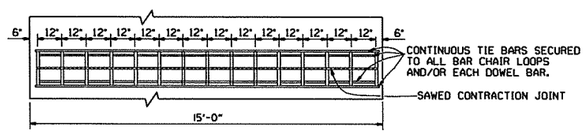
*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED
WARPING JOINT



NOTE: EACH DOWEL TO BE COATED THE ENTIRE LENGTH OF THE BAR UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

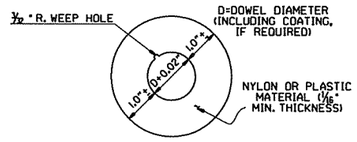
SECTION C-C



15' PAVEMENT
15 DOWELS
PLAN - CONTRACTION JOINT

NOTE: FOR 15' PAVEMENT USE 15 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 EPOXY
RETENTION DISK

NOTE: EPOXY RETENTION DISK SHALL BE SLIPPED TIGHTLY OVER TIE BARS AND FIRMLY AGAINST THE SLAB FACE AFTER INSERTING TIE BAR AND EPOXY INTO HOLE

JOINT CONFIGURATION FOR
TYPE 3 OR 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	5/8	1/2

JOINT CONFIGURATION FOR
TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/2	3/8	3/4
3/8	3/4	1/2	1

NOTES FOR PAVEMENT REPAIR

1. EXACT SIZE AND LOCATION OF AREA TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. ALL PATCHES SHALL EXTEND ACROSS THE FULL WIDTH OF THE SLAB AS SHOWN IN THESE DETAILS.
2. THE FINAL SURFACE FINISH FOR PATCHES SHALL MATCH THAT OF THE EXISTING PAVEMENT.
3. WHEN AREA TO BE REPAIRED INCLUDES AN EXISTING JOINT, THE JOINT SHALL BE RECONSTRUCTED TO THE CONFIGURATION SHOWN IN THESE DETAILS.
4. ALL REPAIRED AREAS SHALL BE REINFORCED WITH MESH FABRIC AS SHOWN. DEPTH OF MESH PLACEMENT SHALL HAVE A TOLERANCE OF ±1 INCH. MESH FABRIC SHALL BE 12 x 12 - W4 x W4 WELDED WIRE FABRIC (MINIMUM WIRE SIZE). LAPS SHALL BE MINIMUM 6" IN EACH DIRECTION. MINIMUM COVER AT EDGES SHALL BE 2".
5. FORMS FOR PAVEMENT REPAIR SHALL BE METAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.
6. CLOSED CELL POLYETHYLENE FOAM SHALL BE SECURED TO SAWED FACE OF EXISTING P.C.C. PAVEMENT WITH ADHESIVE OR ADHESIVE TAPE AS APPROVED BY THE ENGINEER AND TRIMMED FLUSH WITH TOP OF EXISTING SLAB TO PREVENT DISPLACEMENT WHEN THE PATCH IS BEING PLACED.
7. WHEN THE PATCH IS PLACED OVER GRANULAR BASE, REMOVE ANY LOOSE BASE MATERIAL, COMPACT REMAINING BASE AS NECESSARY AND PLACE PATCH. WHEN PATCH IS PLACED OVER TREATED BASE, REMOVE ANY LOOSE BASE MATERIAL AND PLACE PATCH.
8. 1/4" THICK COMPRESSIBLE MATERIAL SHALL BE ATTACHED TO THE ENDS OF DOWEL BARS AT ALL FREE TRANSVERSE JOINTS (SEE SECTION E-E). THE MATERIAL SHALL BE THE SAME DIAMETER AS THE DOWEL BAR. A PLASTIC CAP OR OTHER TYPE OF DEVICE MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
9. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

DETAILS OF PORTLAND CEMENT CONCRETE PAVEMENT PATCHING FOR RAMPS

SPECIAL DETAILS

8/1/2014

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.		BBI006	19	265
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY

225+00 230+00 235+00

HWY. 18

SERVICE RD.

C.L. I-55
N 01°11'00"E

E-1

STA. 223+68.47
BEGIN W.R.S.F. ON
N.B. FORESLOPE
L.M. 67.33

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

240+00 245+00 250+00

SERVICE RD.

C.L. I-55
N 01°11'00"E

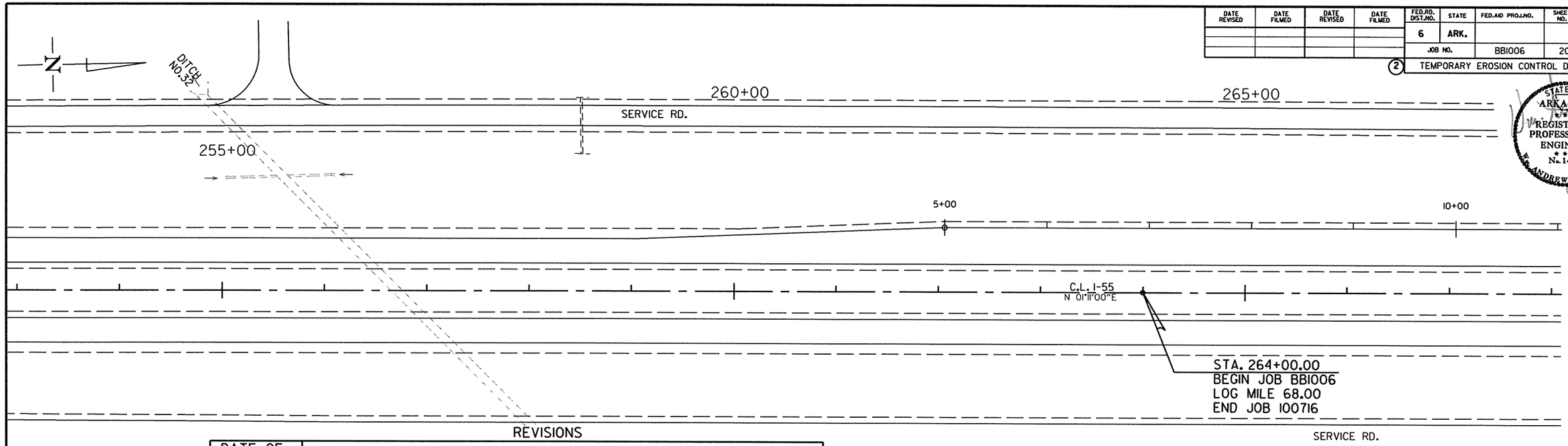
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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. 14929
W. ANDREW DINKEY
08/04/14



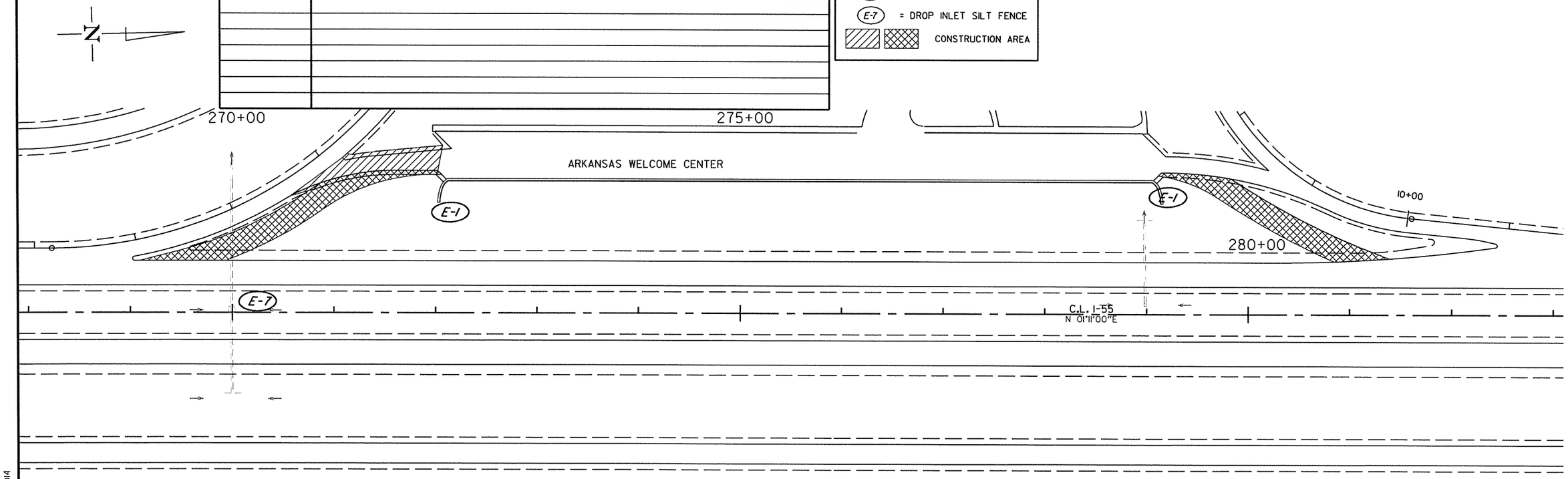
REVISIONS

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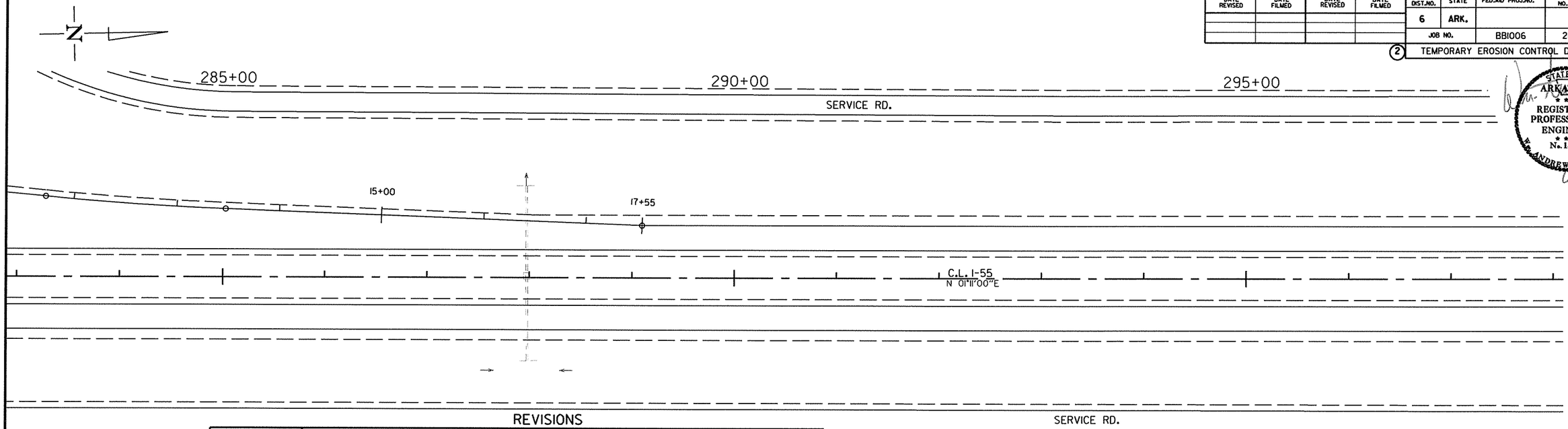
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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. 14929
W. ANDREW PINKLEY



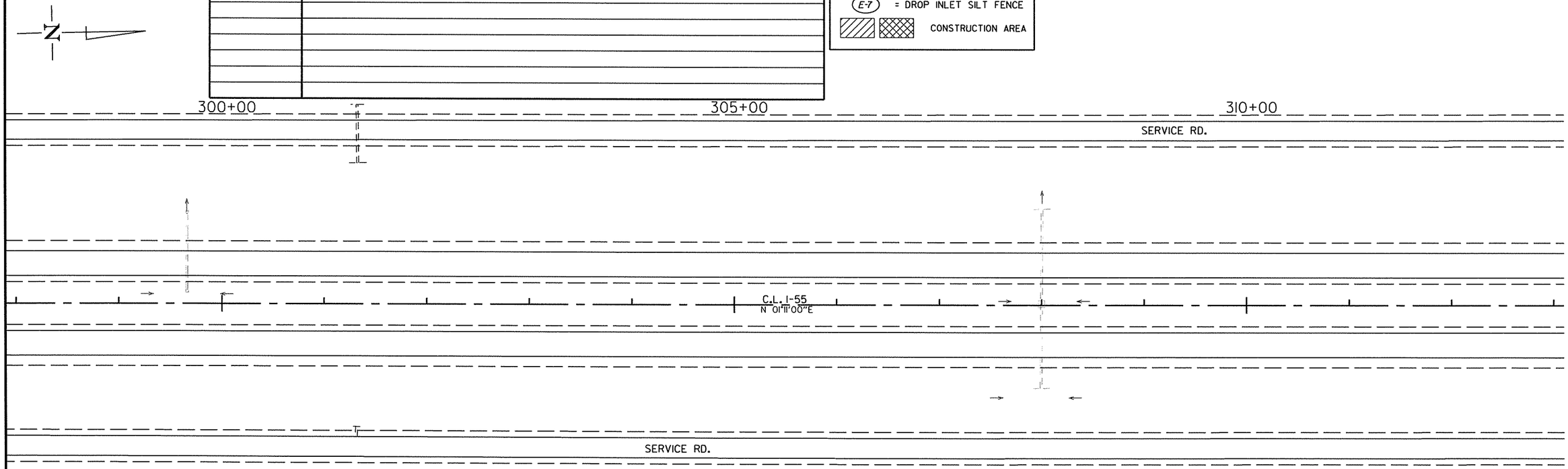
REVISIONS

DATE OF REVISION	REVISION

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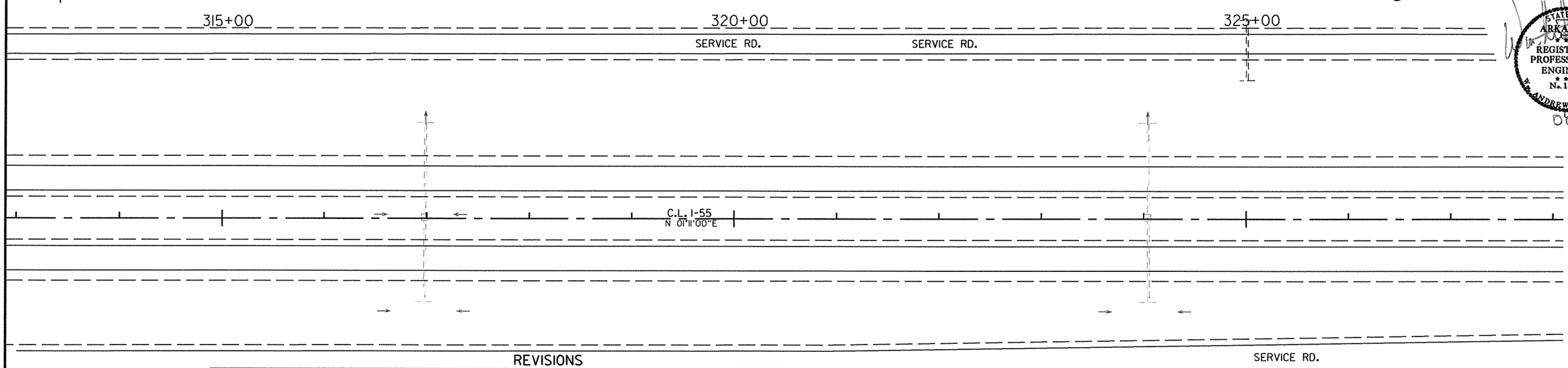
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TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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				JOB NO.		BBI006	22	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
06/04/14



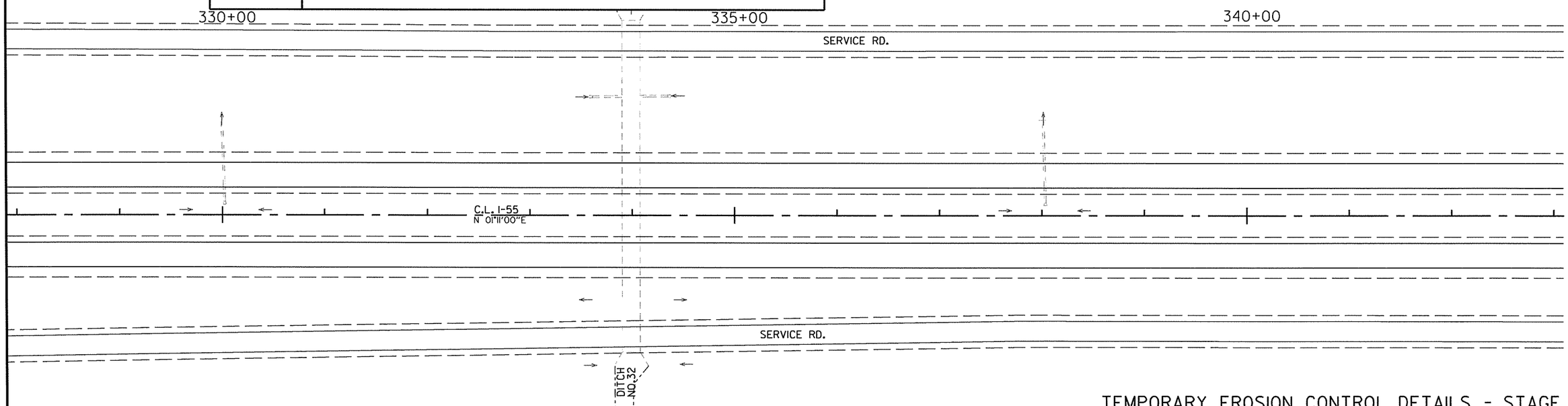
REVISIONS

DATE OF REVISION	REVISION

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- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

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8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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. 14929
W. ANDREW PINKLEY
08/04/14

345+00 350+00 355+00

SERVICE RD.

C.L. I-55
N 01°11'00"E

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

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- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

360+00 365+00 370+00

SERVICE RD.

C.L. I-55
N 01°11'00"E

SERVICE RD.

DITCH NO.30

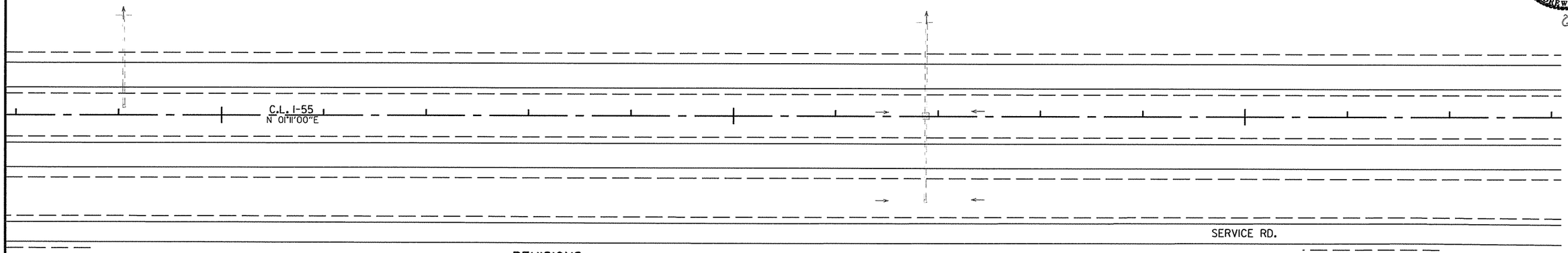
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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. 14929
W. ANDREW PINKLEY
08/01/14



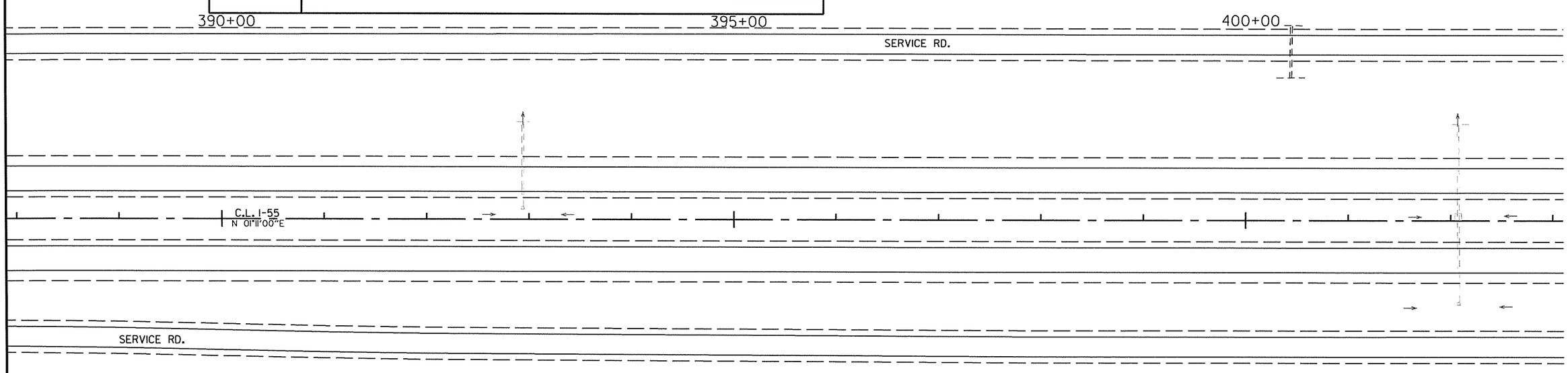
REVISIONS

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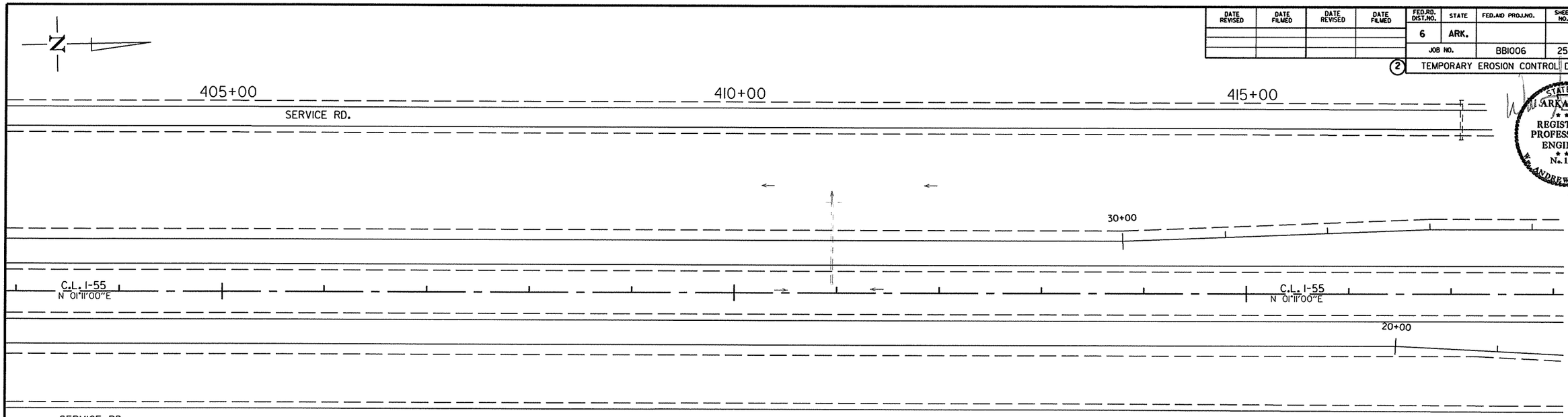
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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(2) TEMPORARY EROSION CONTROL DETAILS

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W. ANDREW PINKLEY
08/01/14



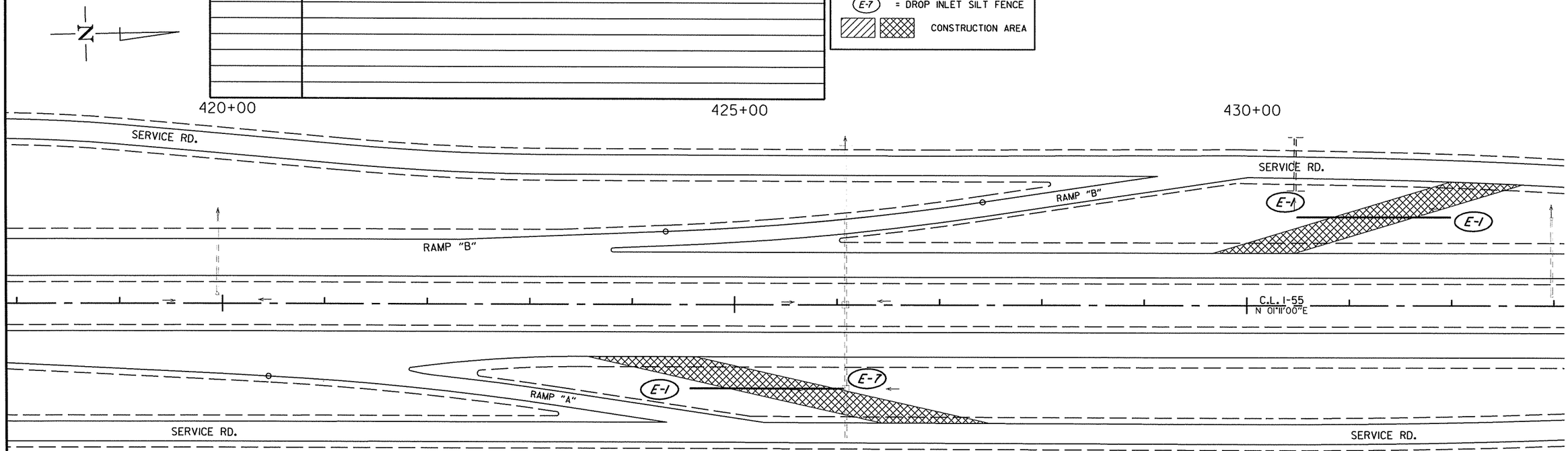
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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.		BBI006	26	265

(2) TEMPORARY EROSION CONTROL DETAILS

435+00 440+00 445+00

HWY. 150

SERVICE RD.

C.L. I-55
N 01°11'00"E

SERVICE RD.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/09/14

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

450+00 455+00 460+00

BAYOU

EXIST. BR. NO. C3169

SERVICE RD.

RAMP "C-2"

EXIST. BR. NO. A3169

C.L. I-55
N 01°11'00"E

EXIST. BR. NO. B3169

EXIST. BR. NO. D3169

SERVICE RD.

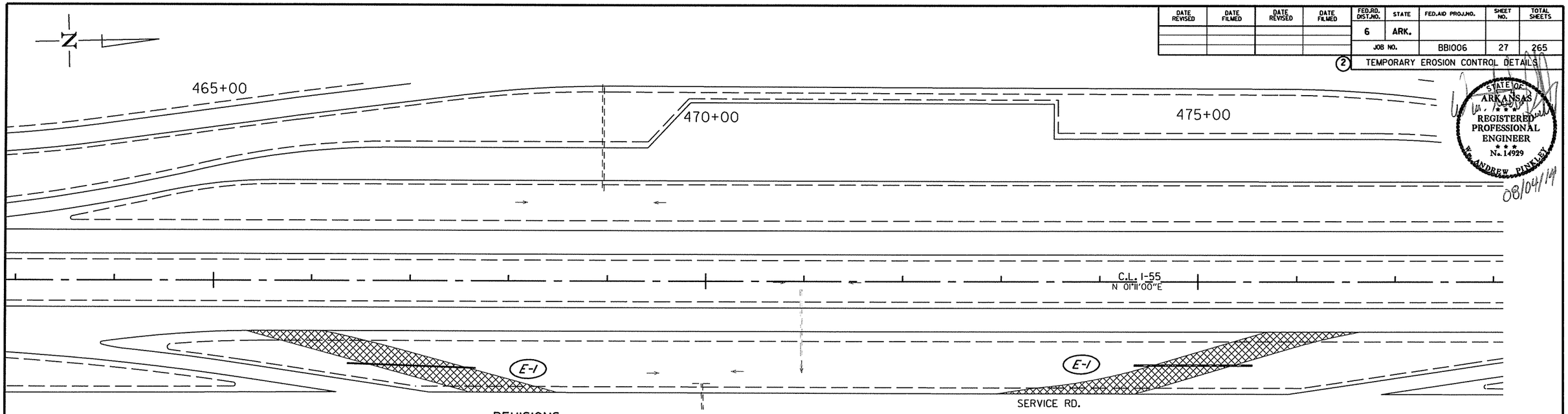
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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.		BBI006	27	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
W. ANDREW PINKLEY
No. 14929
REGISTERED PROFESSIONAL ENGINEER
08/04/14



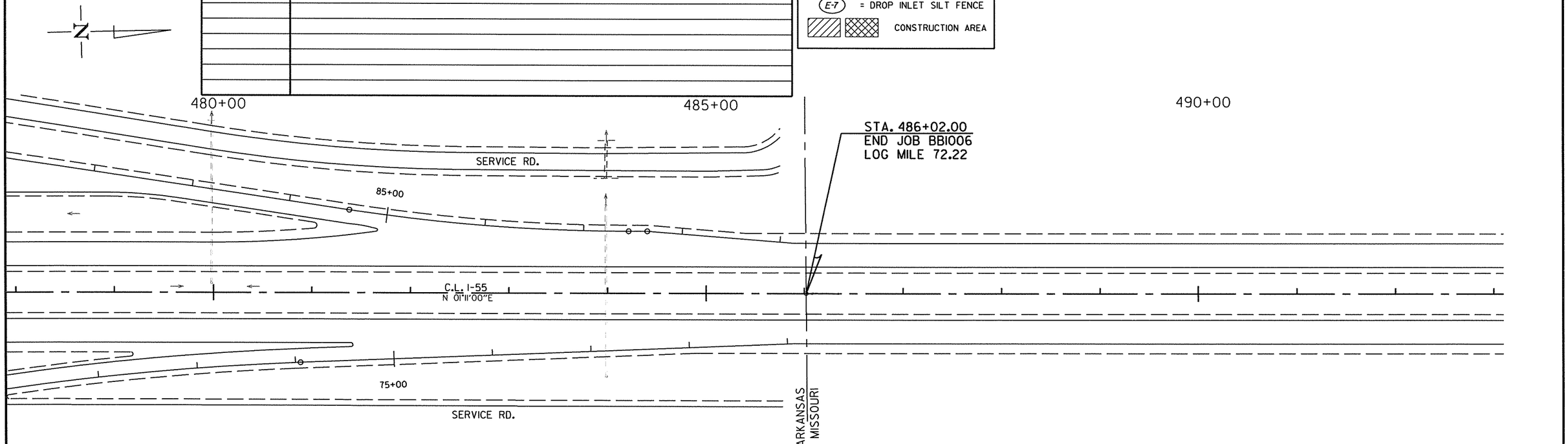
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



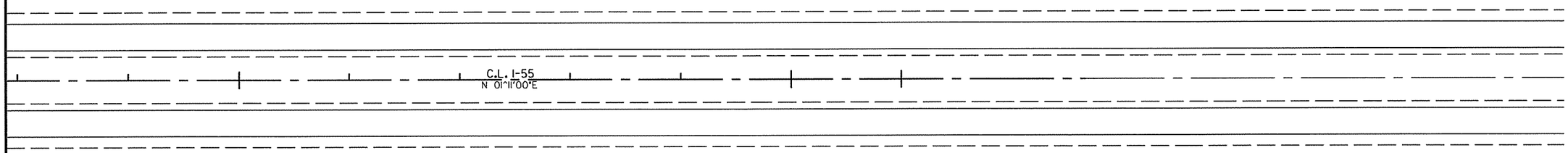
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

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.		BB1006	28	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY

08/04/14



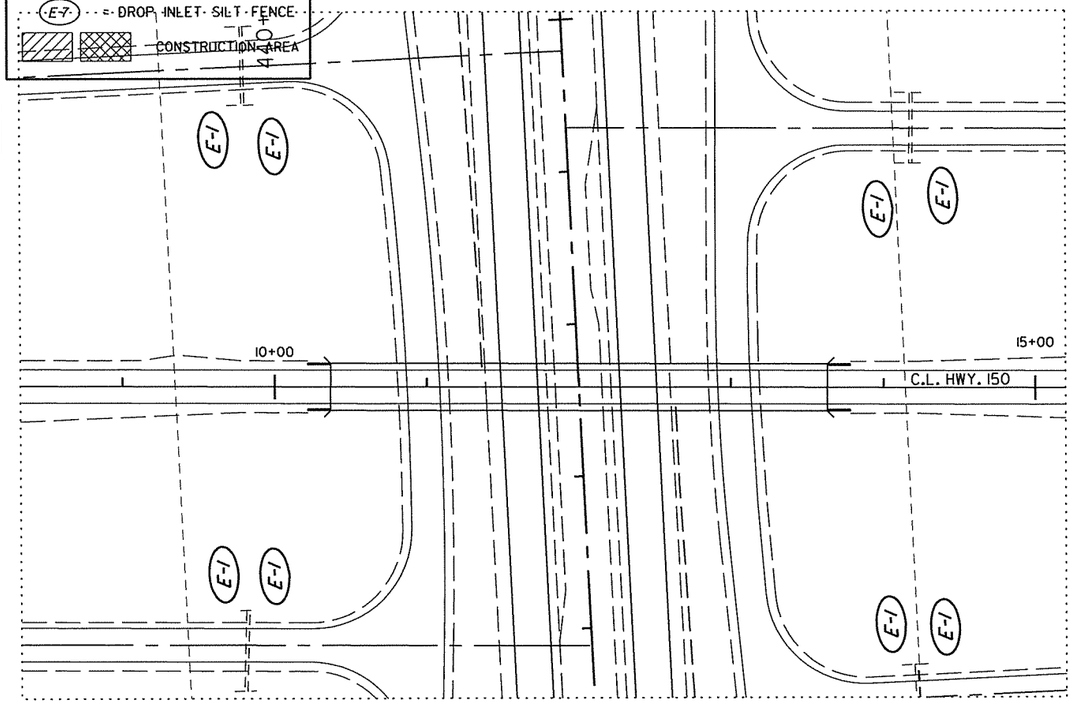
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



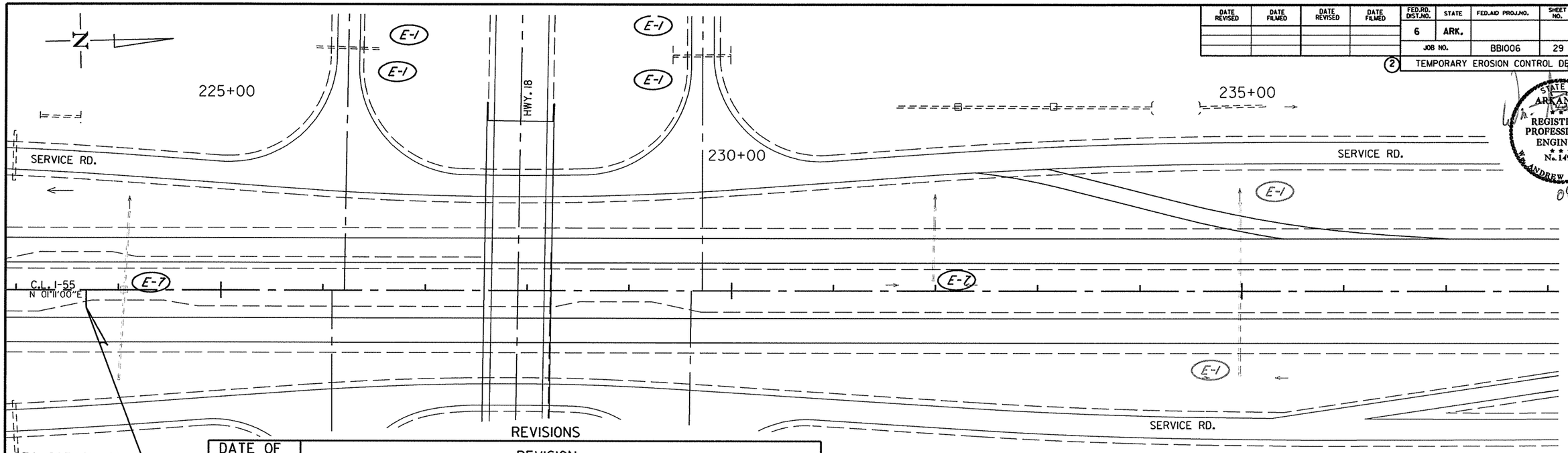
TEMPORARY EROSION CONTROL DETAILS - STAGE I-A

8/5/2014

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.		BBI006	29	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



STA. 223+68.47
BEGIN W.R.S.F. ON
N.B. FORESLOPE
L.M. 67.33

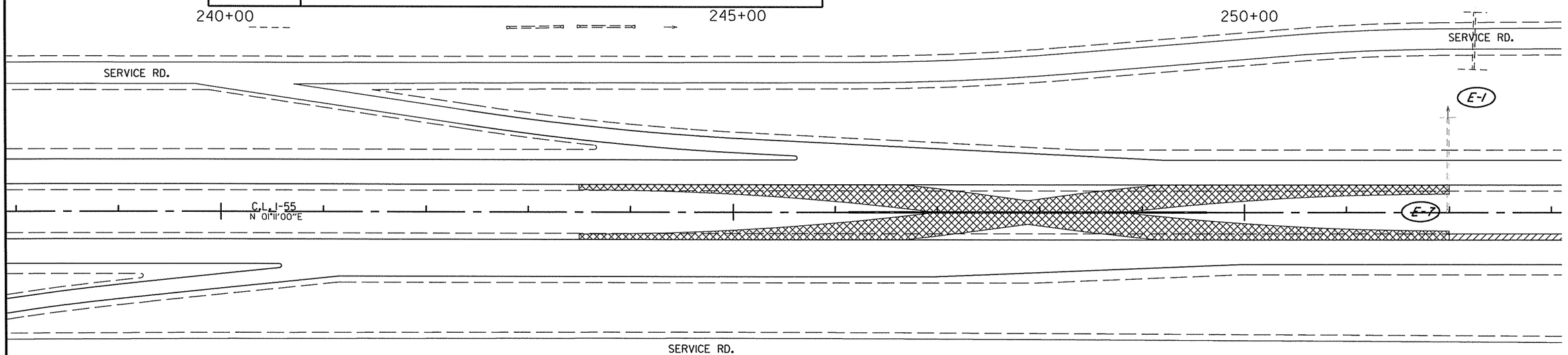
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



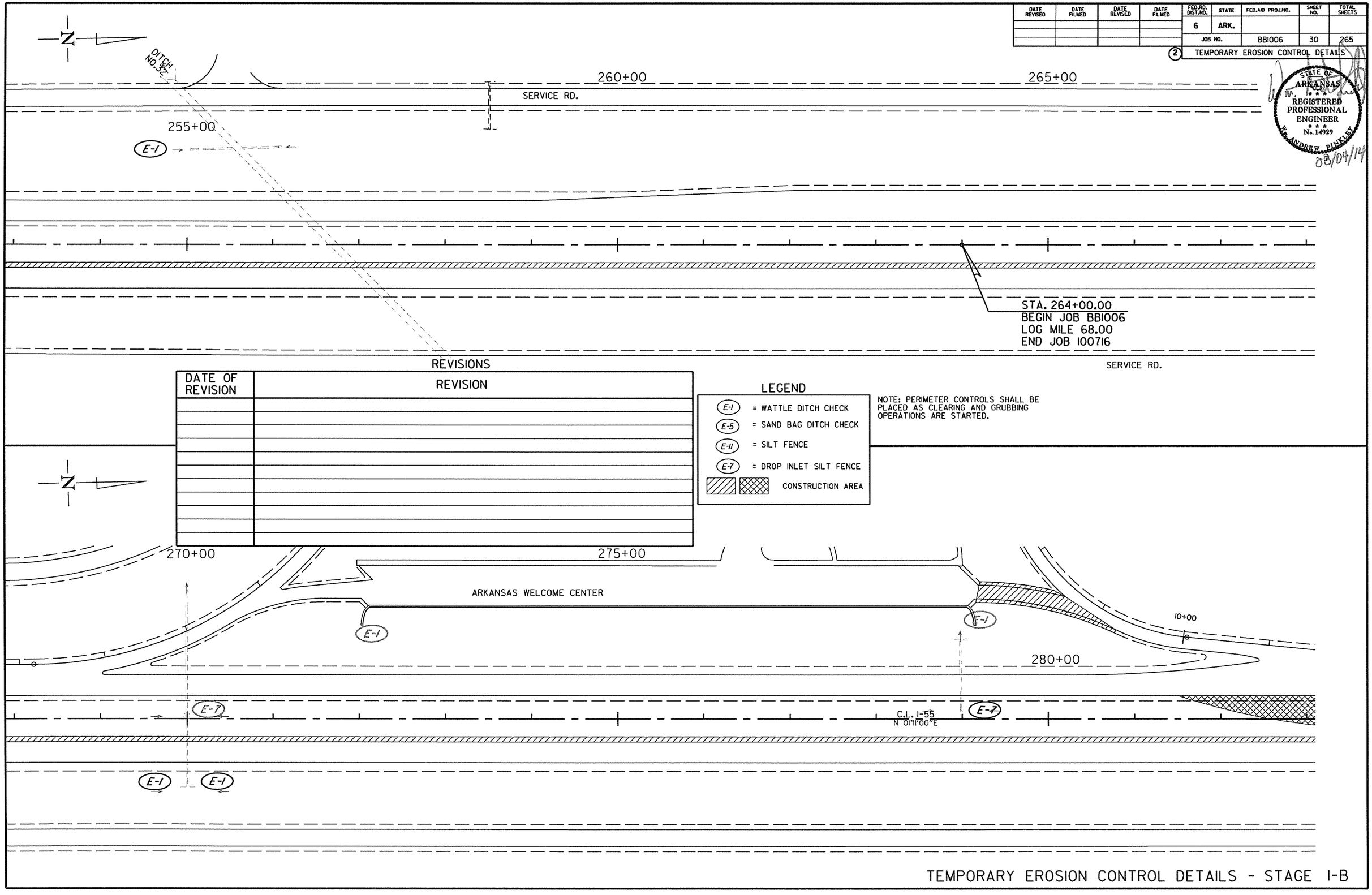
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BB1006	30	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

8/1/2014

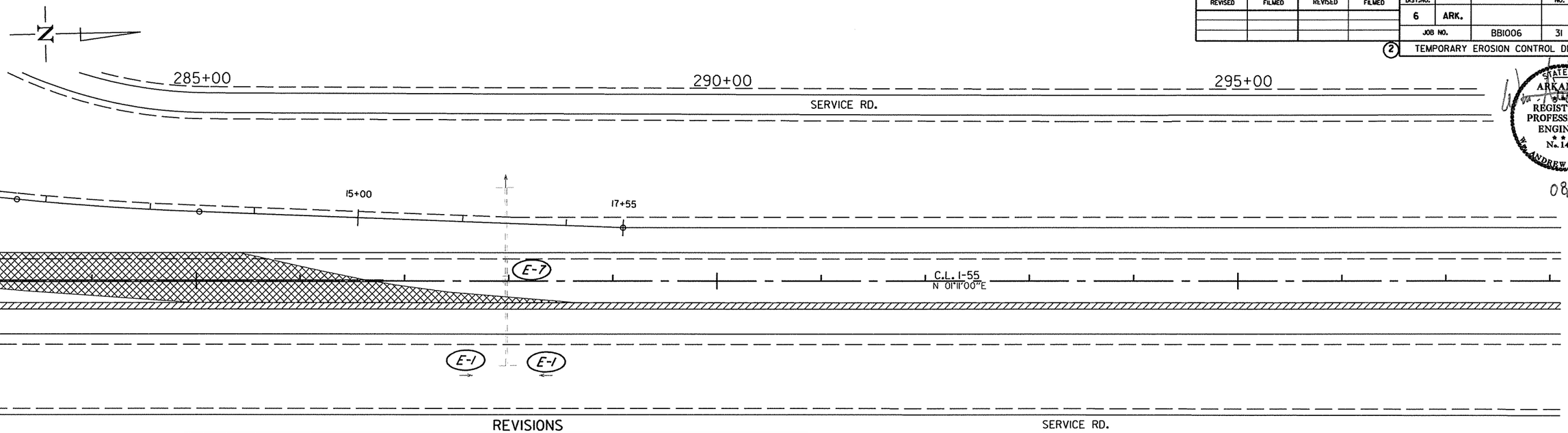
TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BBI006	31	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
Wm. ANDREW PINKLEY

08/04/14



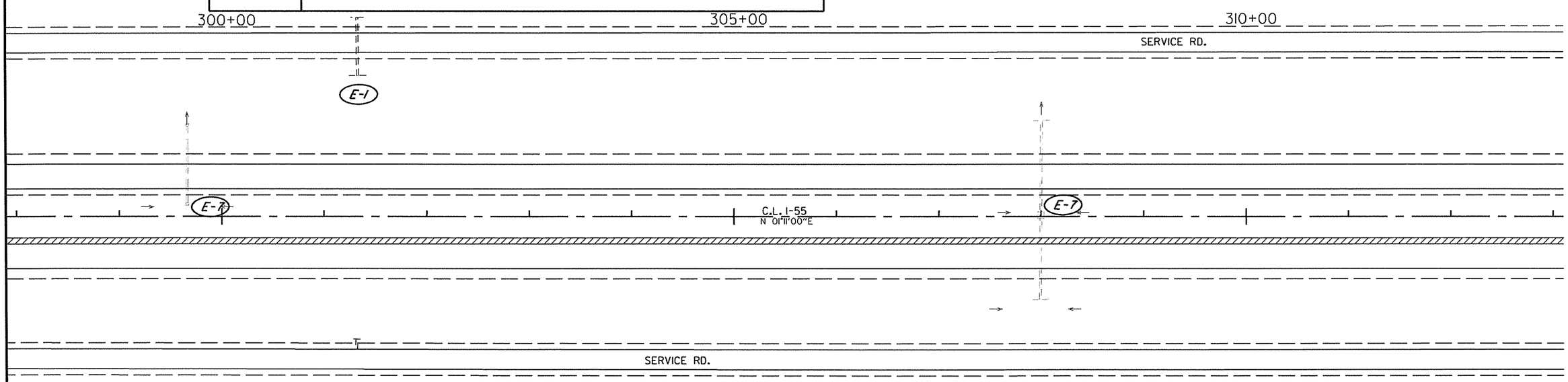
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BBI006	32	265
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
BRANDREW PINKLEY
08/01/14

315+00 320+00 325+00

SERVICE RD. SERVICE RD.

E-1 E-1

E-7 C.L. I-55 N 01°11'00"E E-7

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

330+00 335+00 340+00

SERVICE RD.

E-1 E-1

E-7 C.L. I-55 N 01°11'00"E E-7

SERVICE RD.

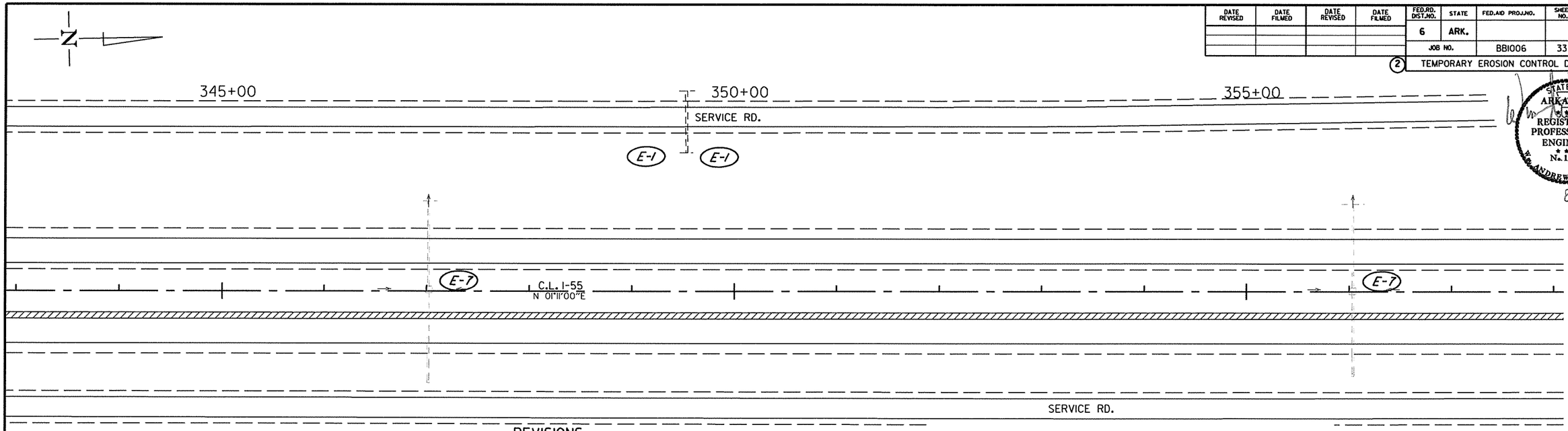
DITCH NO.32

8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BB1006	33	265
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



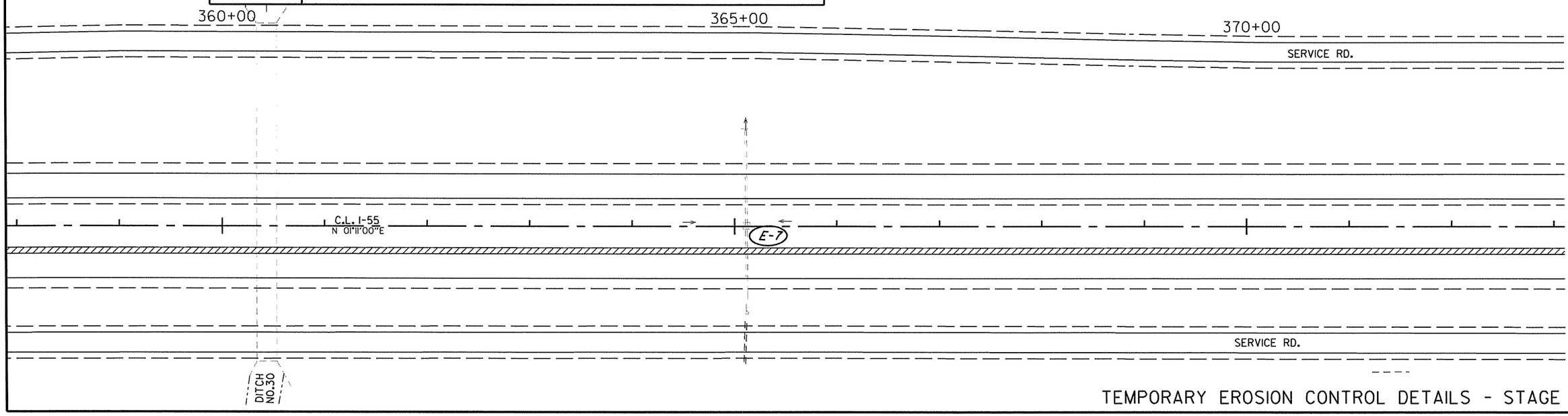
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



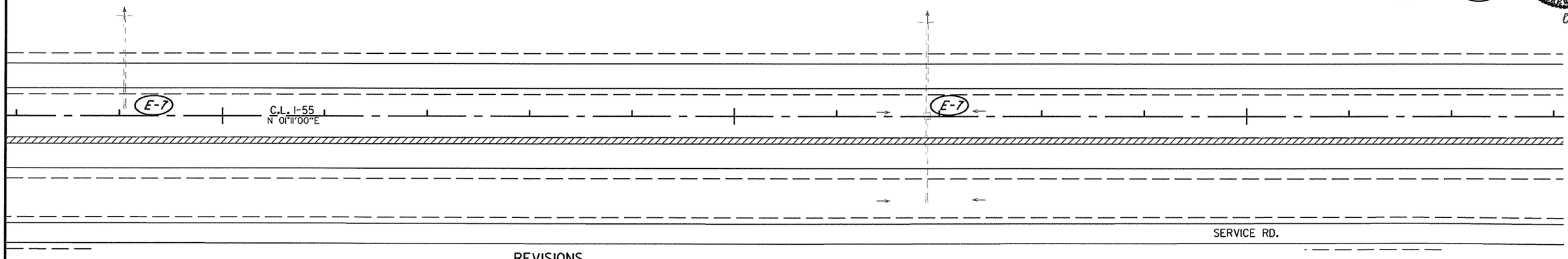
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BB1006	34	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
W. ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929
08/04/14



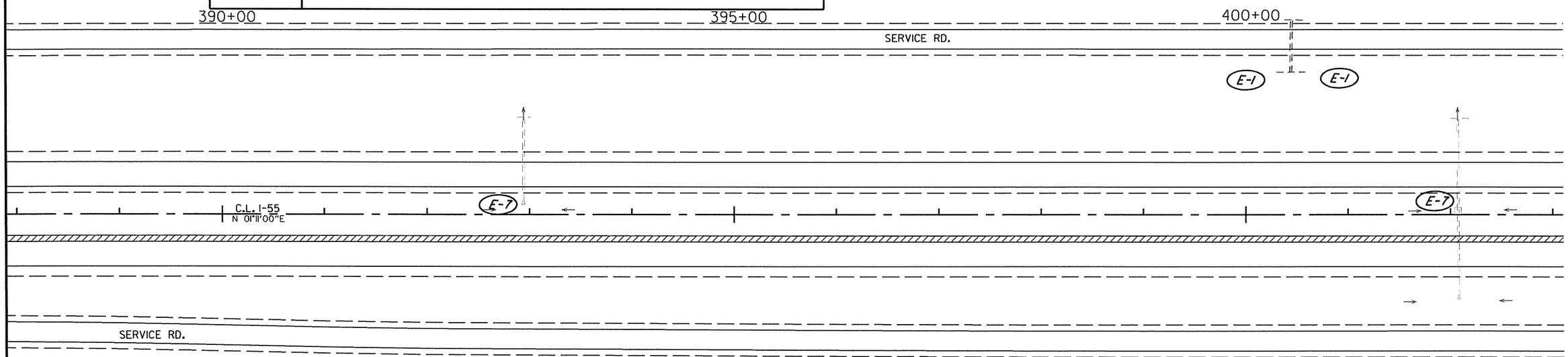
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

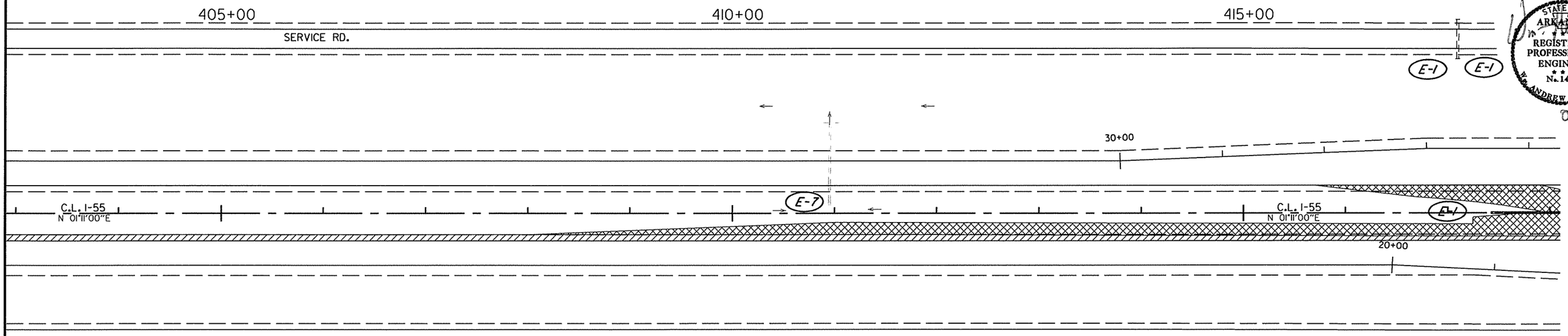


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BBI006	35	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



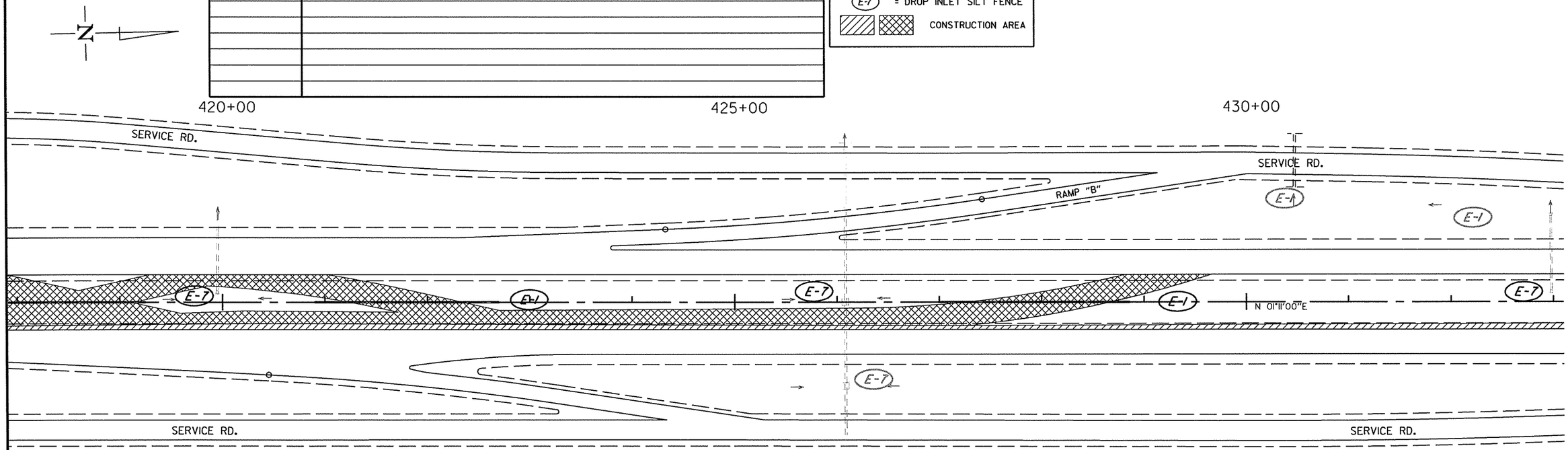
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BB1006	36	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/01/14

435+00

E-1

E-1

HWY. 150

00

E-1

E-1

440+00

445+00

40+00

SERVICE RD.

E-1

E-7

C.L. I-55
N 01°11'00"E

E-1

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

450+00

455+00

BAYOU

460+00

EXIST. BR. NO. C3169

SERVICE RD.

E-1

45+00

RAMP "C-2"

60+00

EXIST. BR. NO. A3169

65+00

E-1

E-1

E-11

E-1

E-11

E-1

C.L. I-55
N 01°11'00"E

E-7

EXIST. BR. NO. B3169

50+00

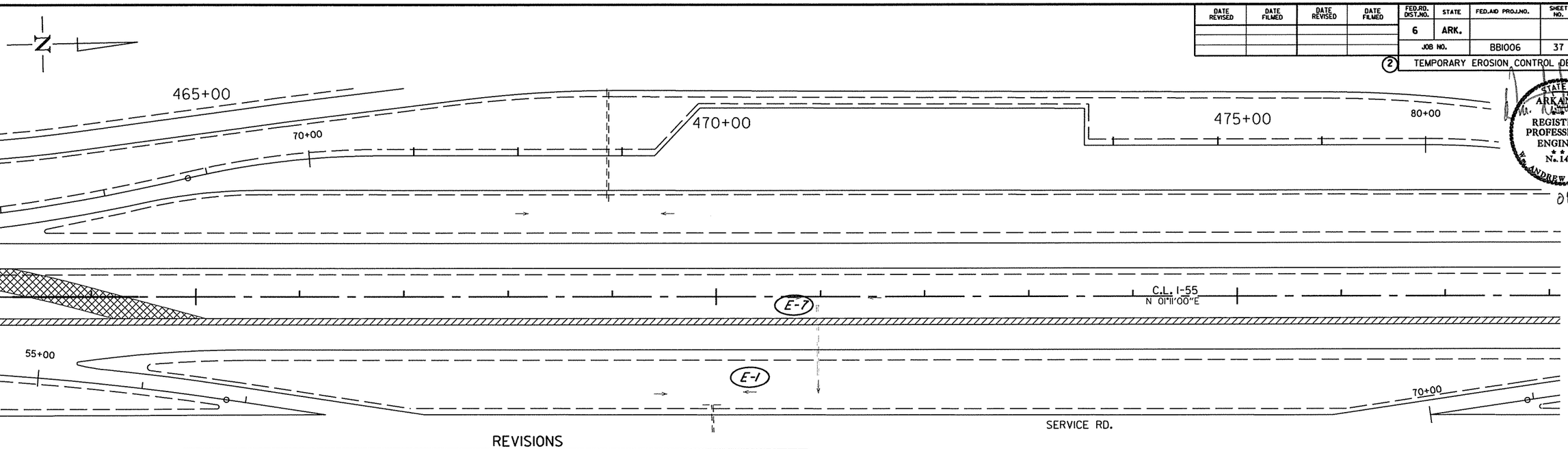
EXIST. BR. NO. D3169

SERVICE RD.

8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BBI006	37	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

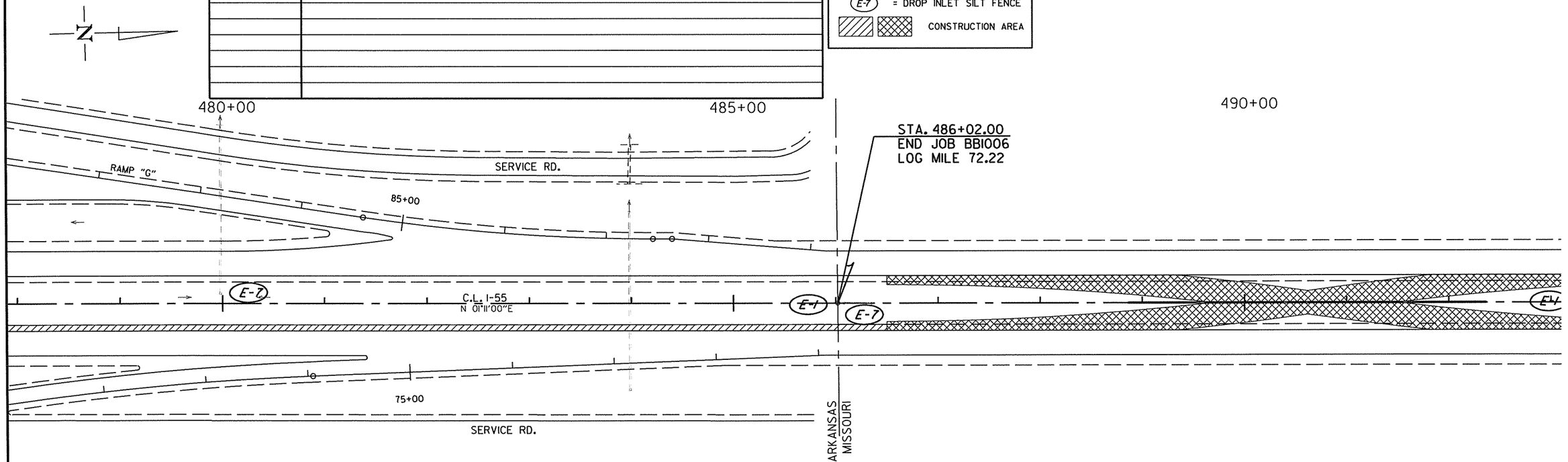
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

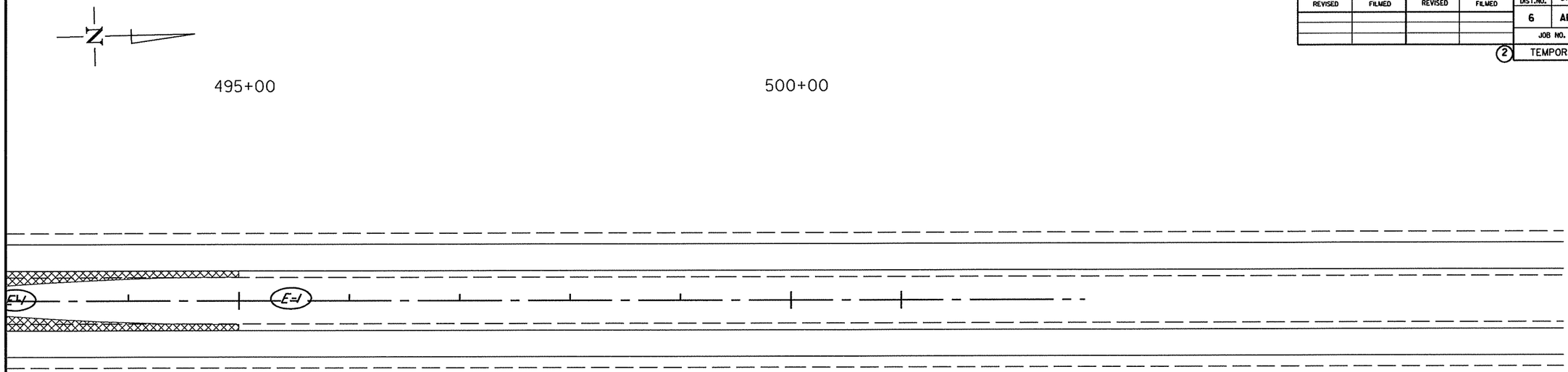


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

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.		BB1006	38	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



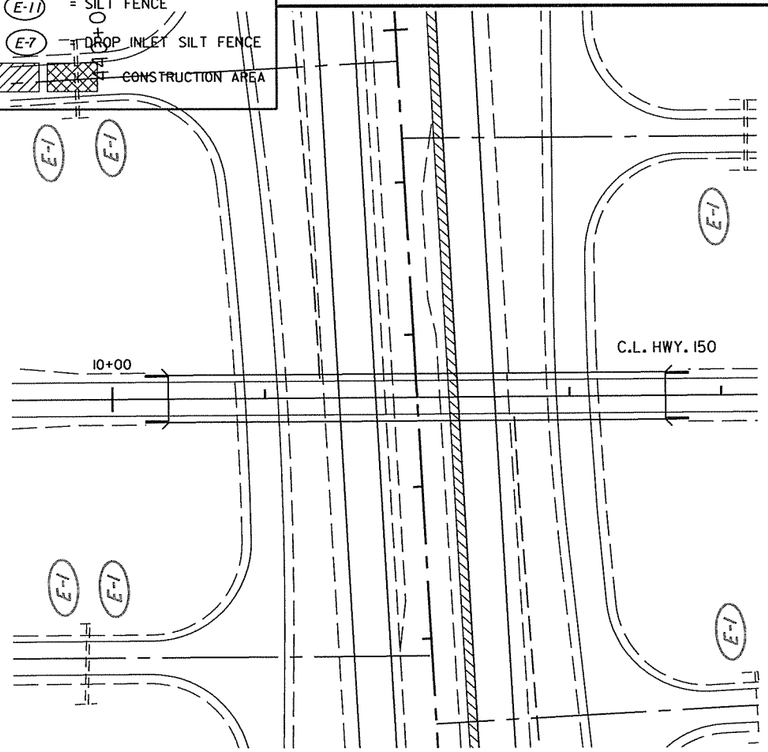
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

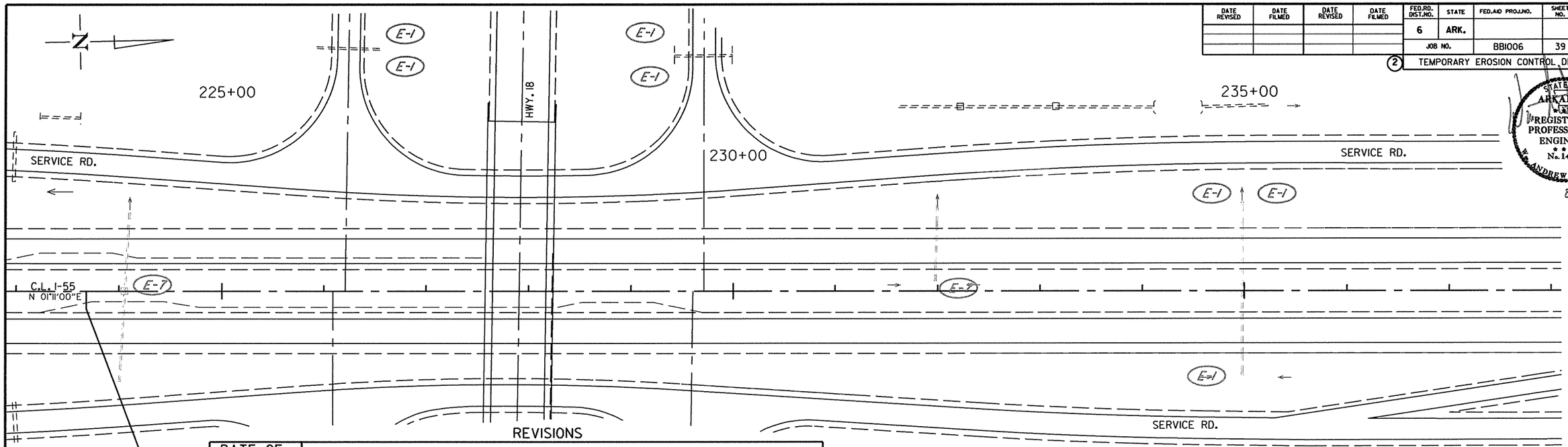


TEMPORARY EROSION CONTROL DETAILS - STAGE I-B

8/5/2014

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.		BBI006	39	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



STA. 223+68.47
BEGIN W.R.S.F. ON
N.B. FORESLOPE
L.M. 67.33

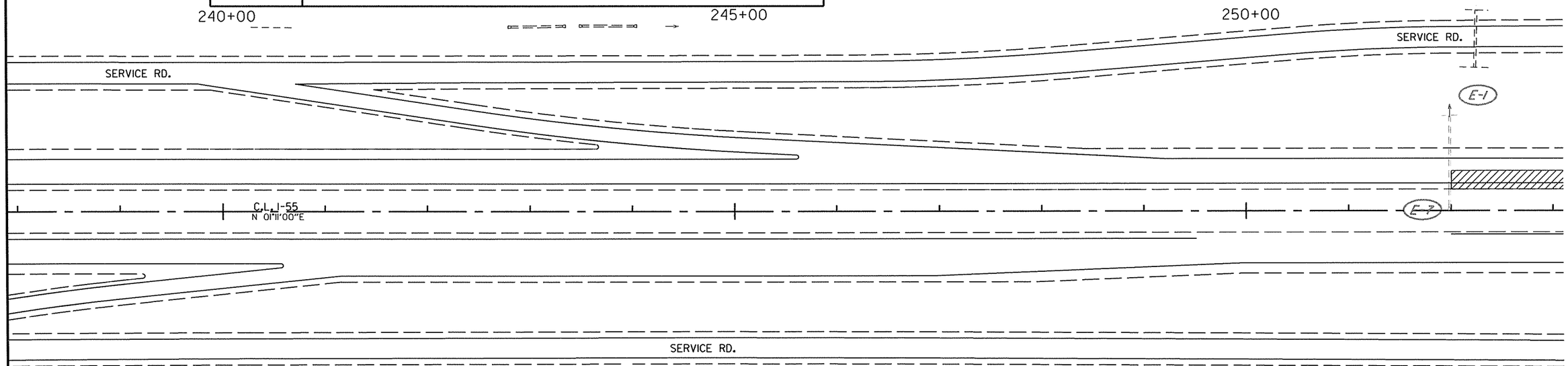
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



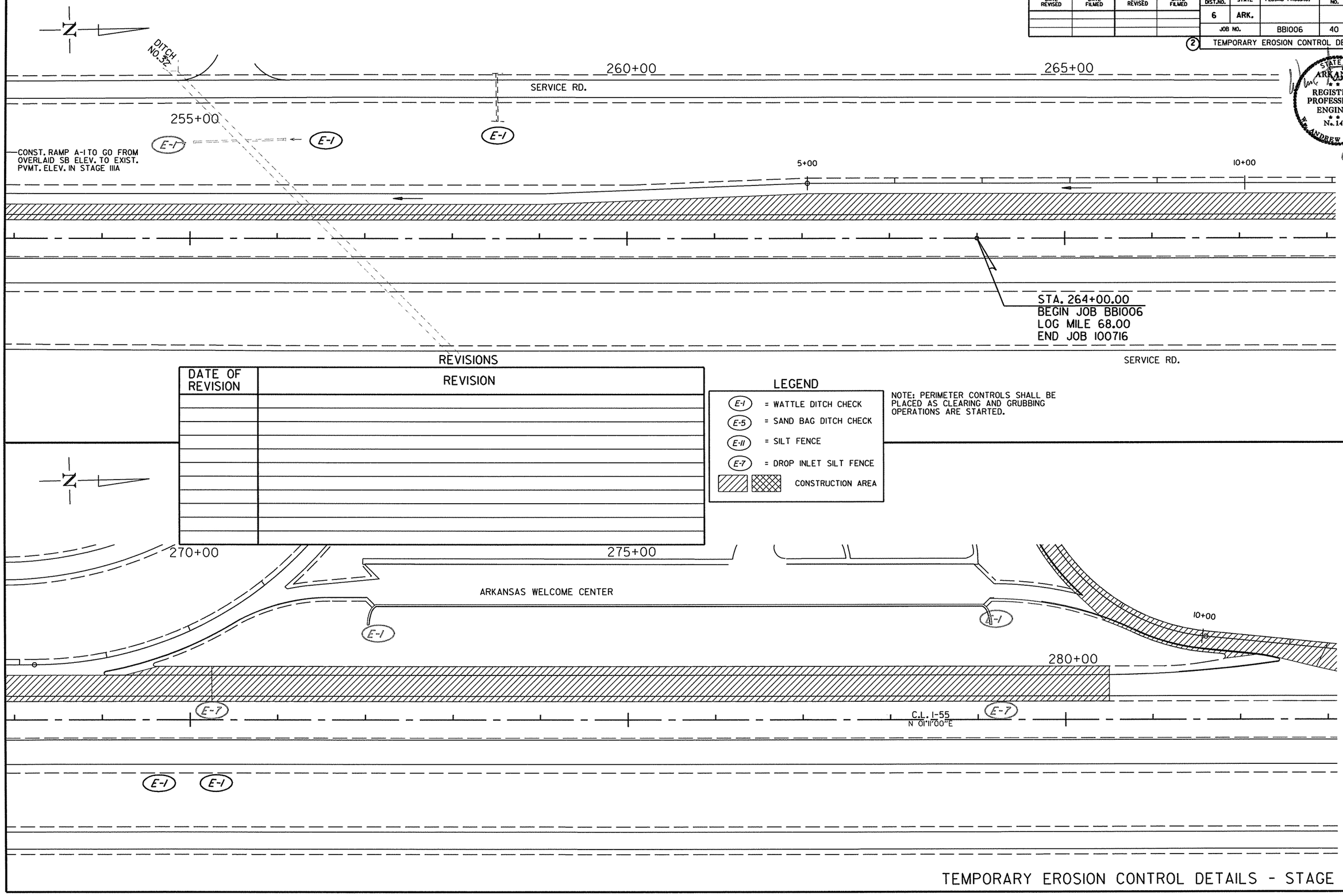
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

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.		BBI006	40	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/01/14



REVISIONS

DATE OF REVISION	REVISION

LEGEND

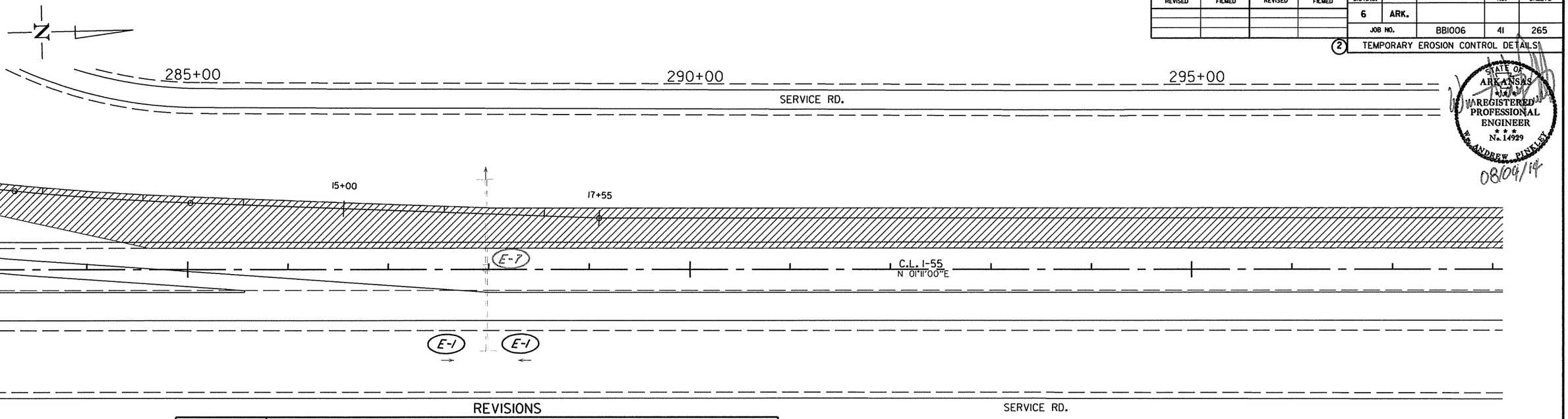
- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

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.		BB1006	41	265
				(2)	TEMPORARY EROSION CONTROL DETAILS			



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

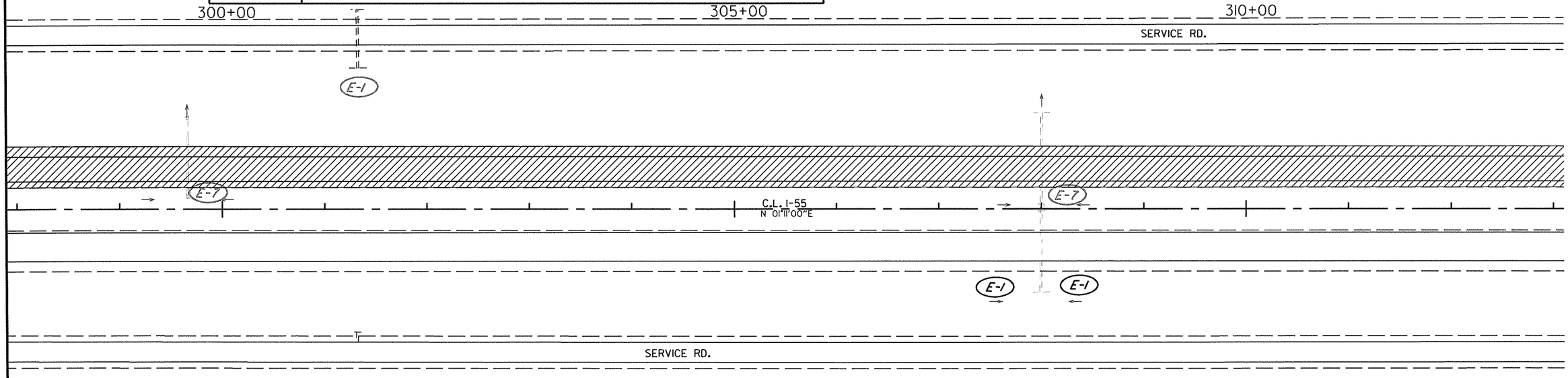
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



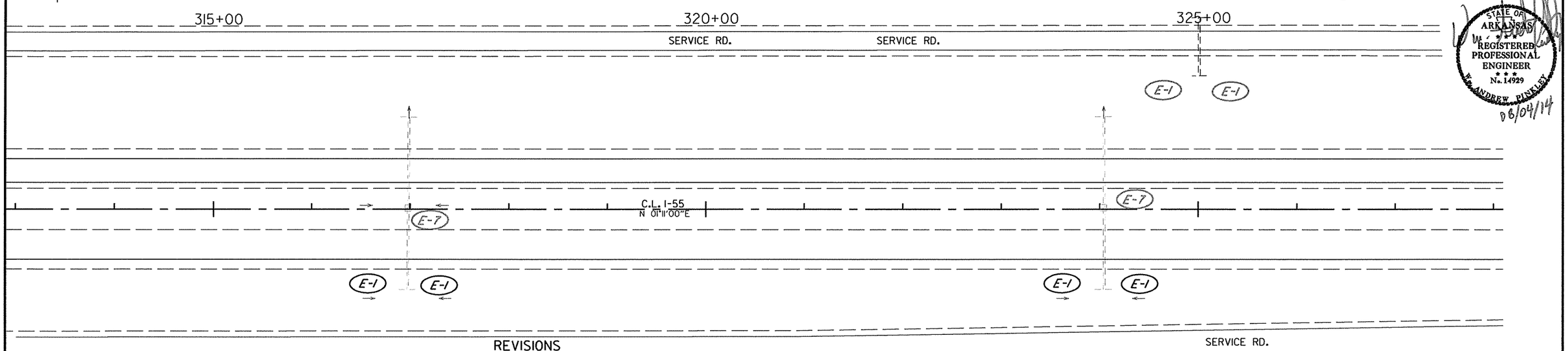
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

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.		BBI006	42	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
06/04/14



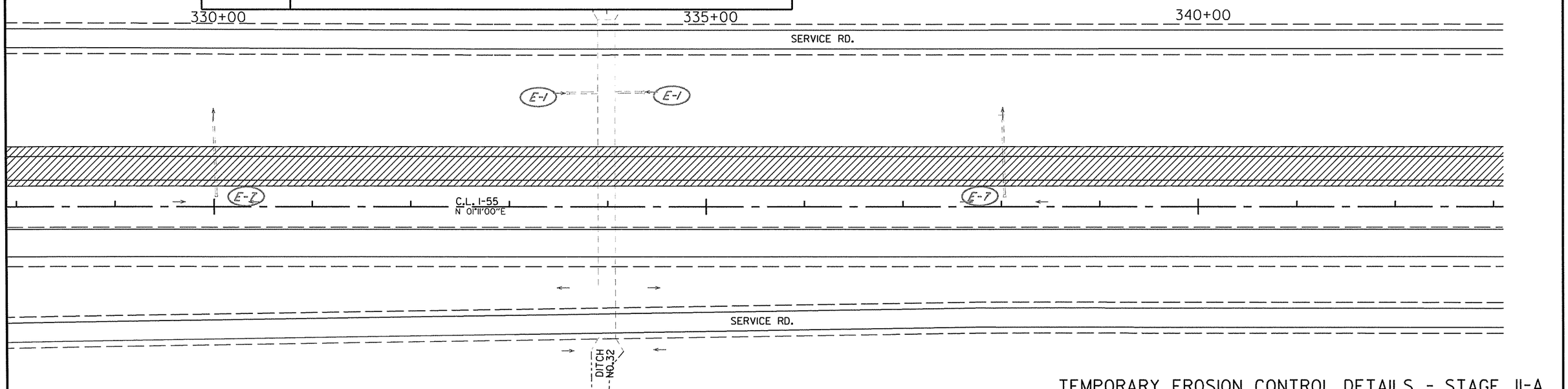
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



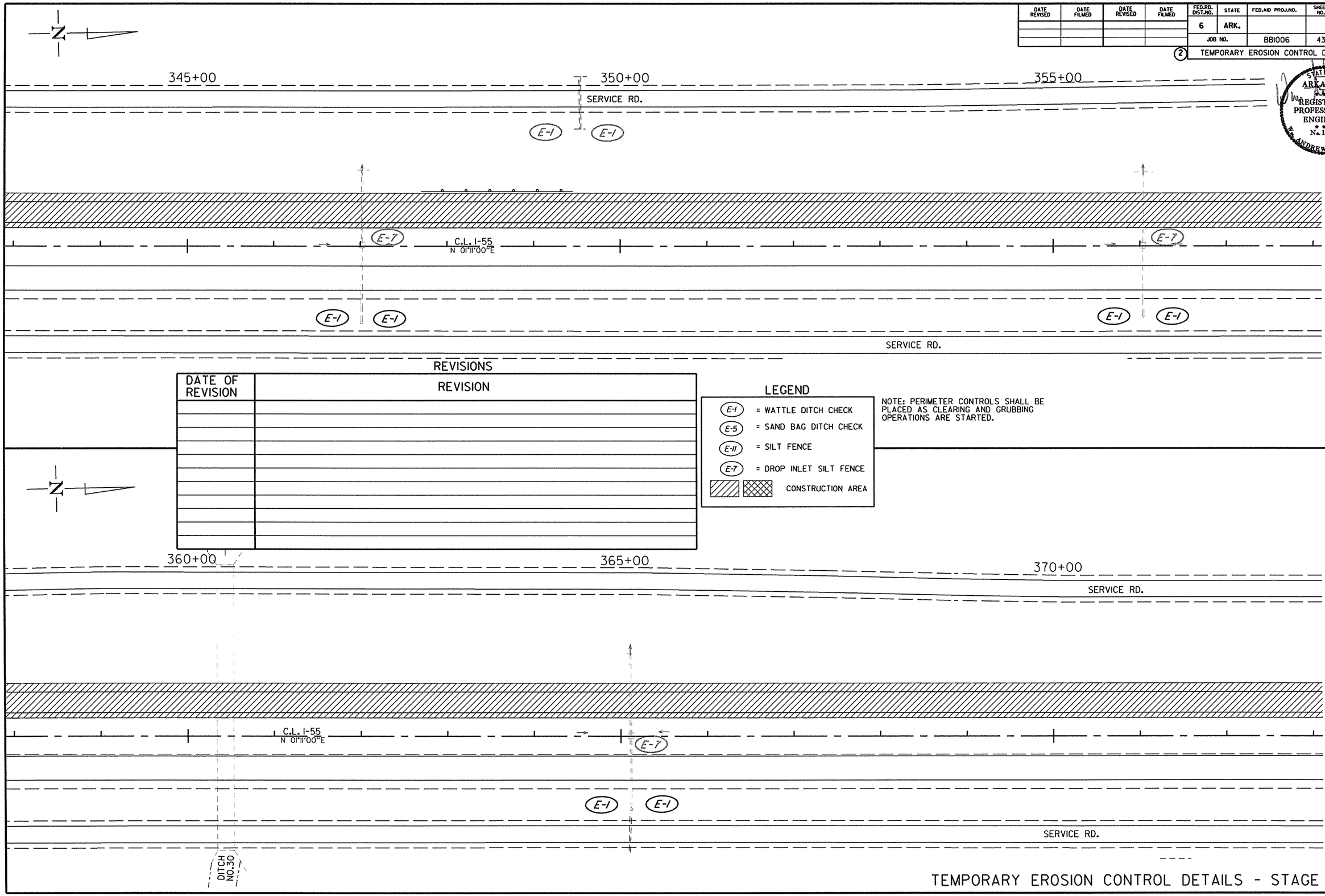
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

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.		BB1006	43	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

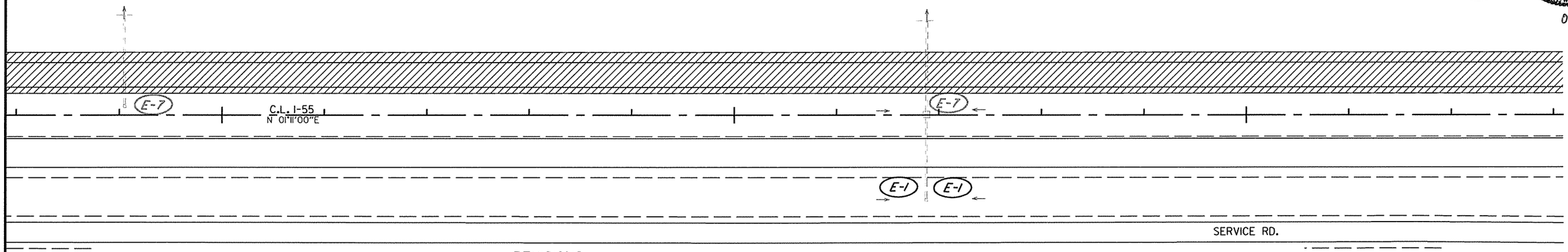
NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

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.		BB1006	44	265
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINTLEY
08/04/14



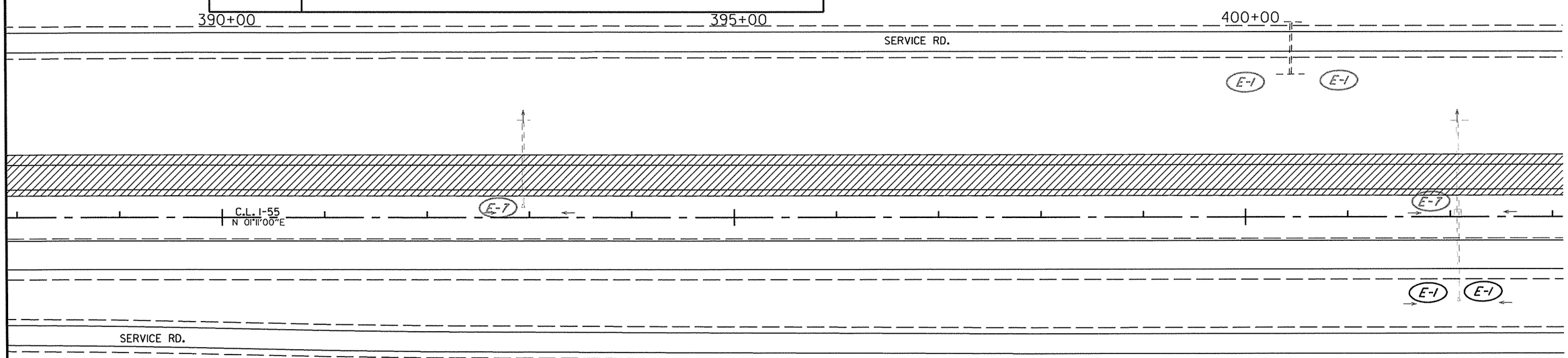
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



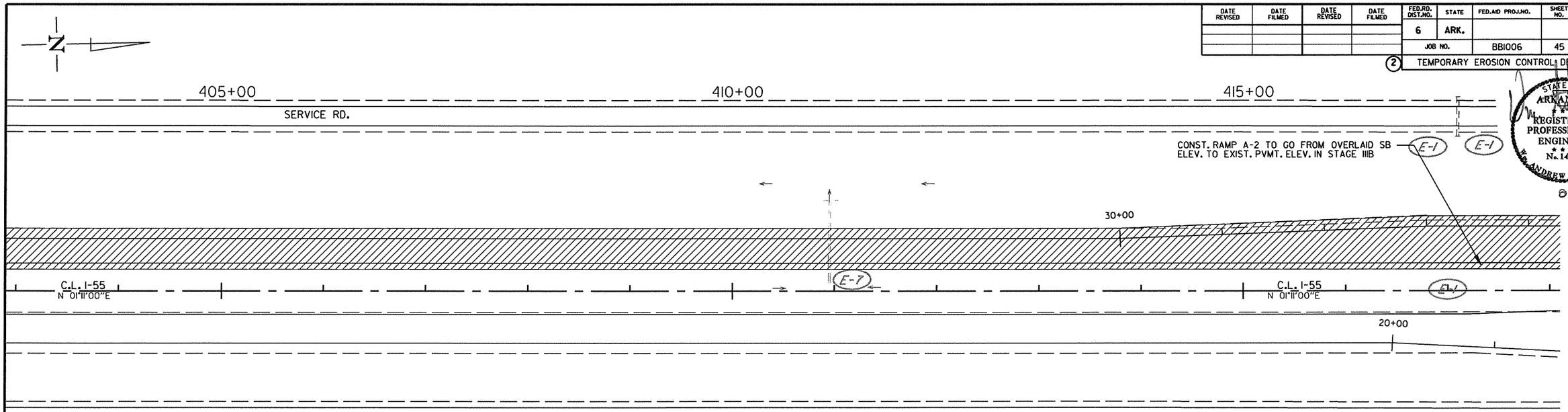
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

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.		BBI006	45	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
W. ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929
08/04/14



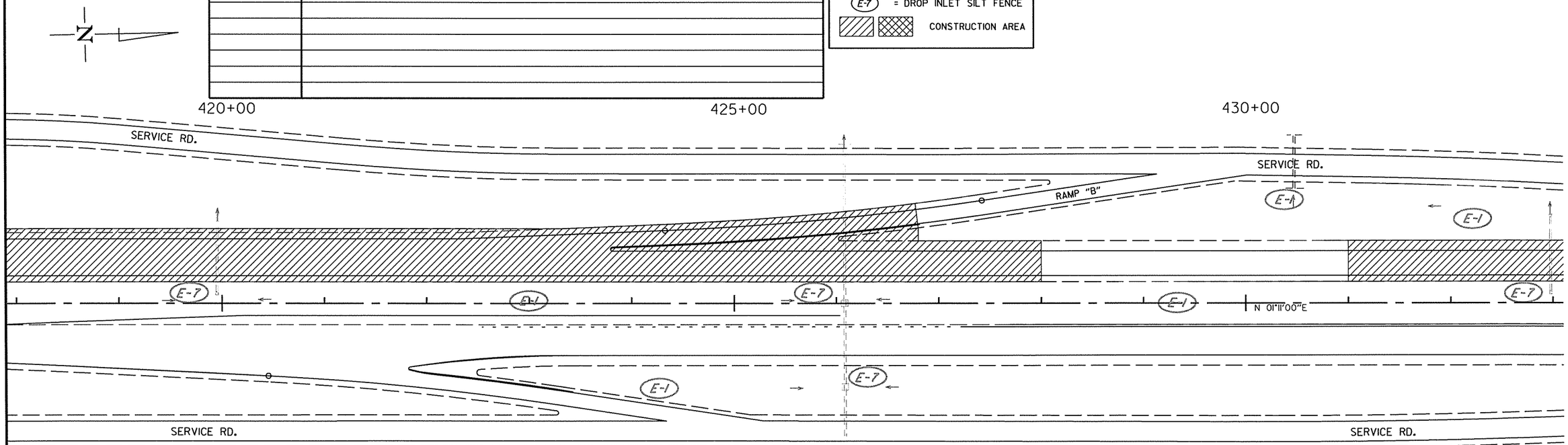
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

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.		BB1006	46	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

435+00 440+00 445+00

HWY.150

SERVICE RD.

40+00

C.L. I-55
N 01°11'00"E

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

450+00 455+00 460+00

BAYOU

EXIST.BR. NO.C3169

SERVICE RD.

45+00

EXIST.BR. NO.A3169

60+00

65+00

C.L. I-55
N 01°11'00"E

EXIST.BR. NO.B3169

50+00

SERVICE RD.

EXIST.BR. NO.D3169

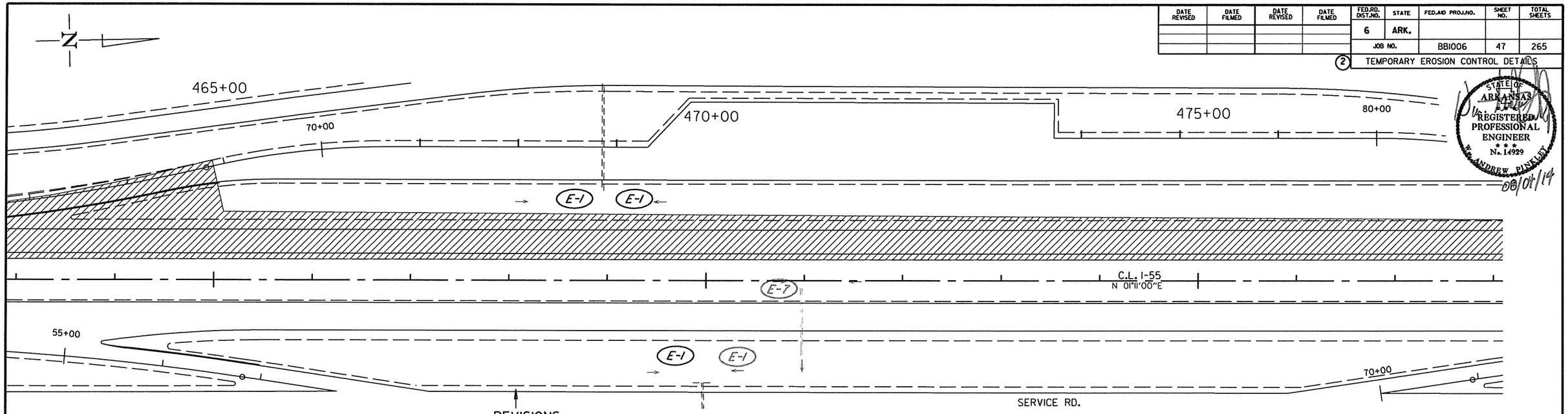
8/1/2014

T.
A

TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

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.		BBI006	47	265

(2) TEMPORARY EROSION CONTROL DETAILS



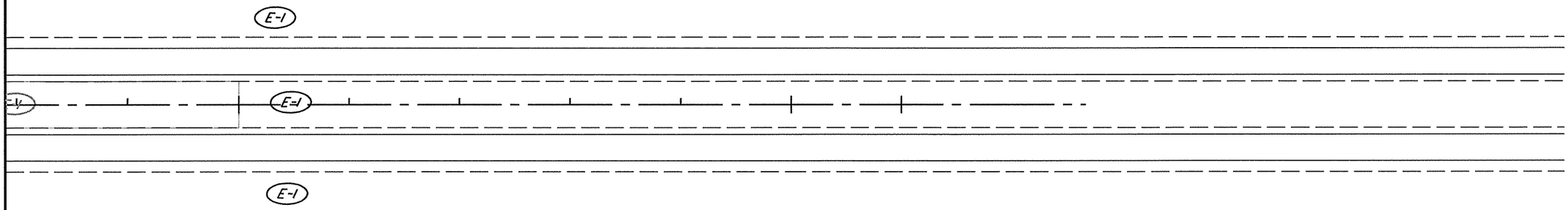
STATE OF ARKANSAS
W. ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929
08/01/14

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.		BB1006	48	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINELEY
08/04/14



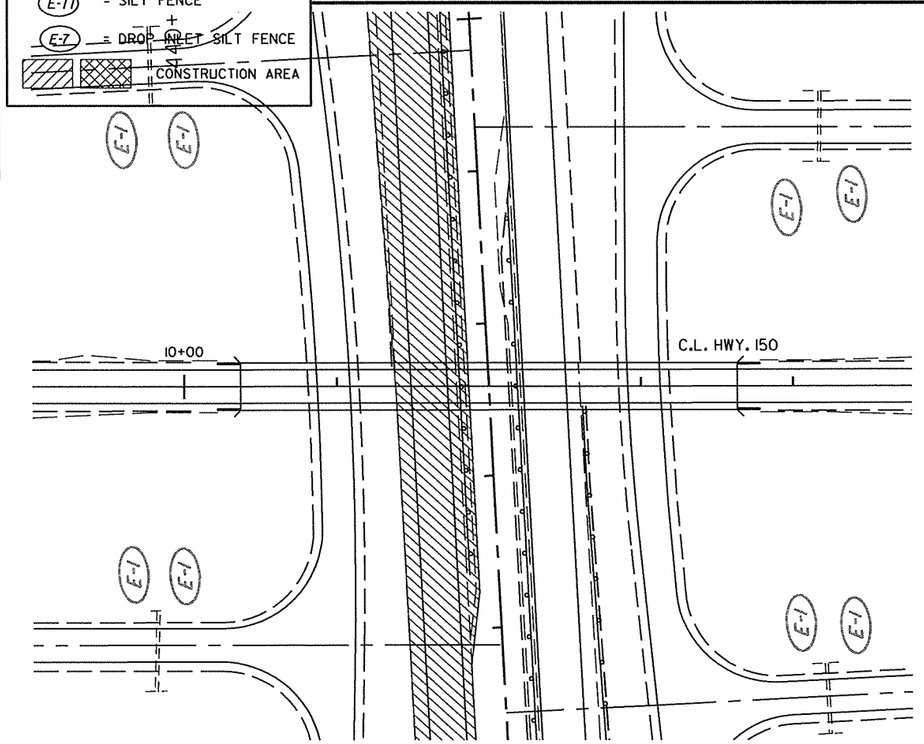
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

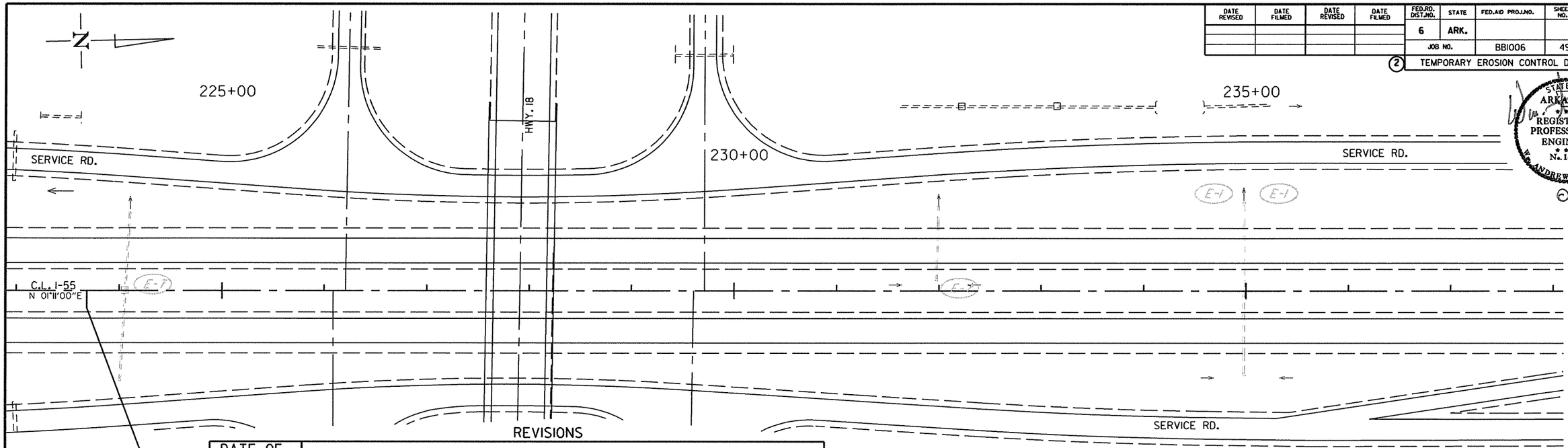


TEMPORARY EROSION CONTROL DETAILS - STAGE II-A

8/5/2014

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.		BBI006	49	265

(2) TEMPORARY EROSION CONTROL DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/01/14

STA. 223+68.47
BEGIN W.R.S.F. ON
N.B. FORESLOPE
L.M. 67.33

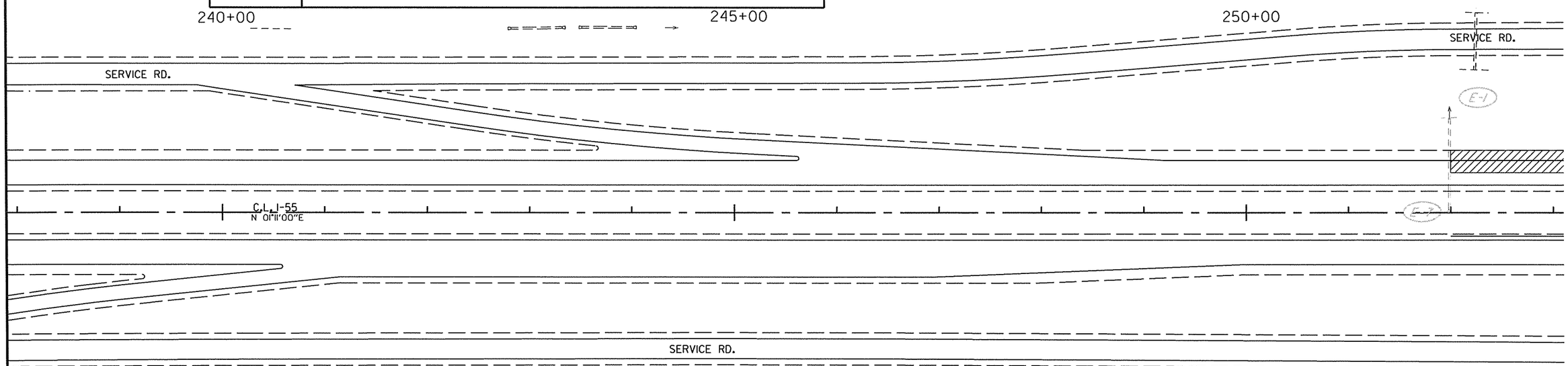
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



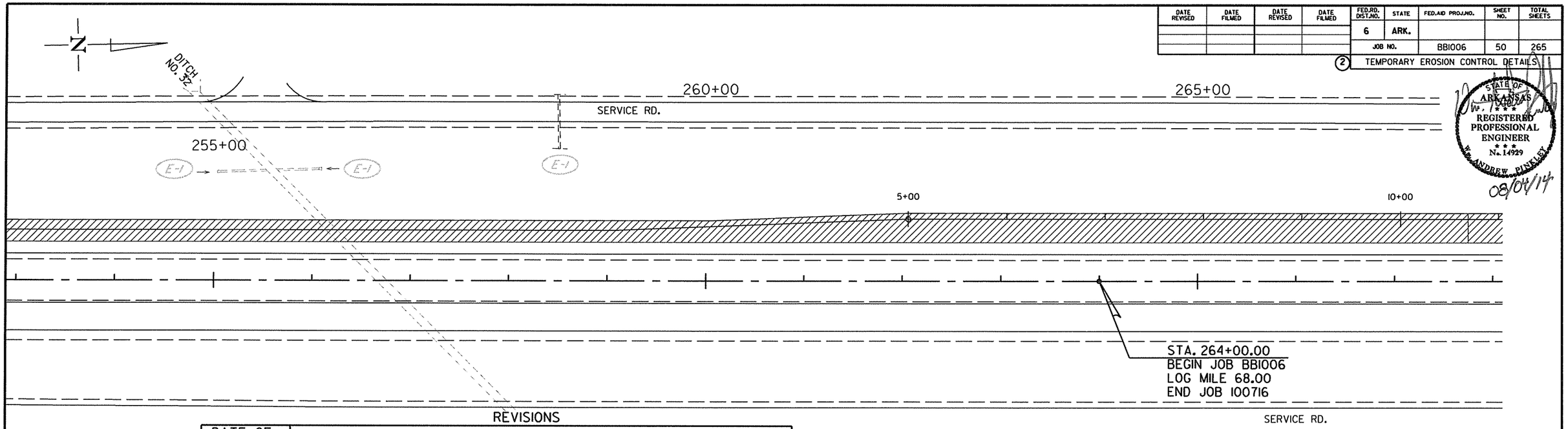
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

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.		BB1006	50	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
No. 14929
REGISTERED PROFESSIONAL ENGINEER
W. ANDREW PINKLEY
08/04/14



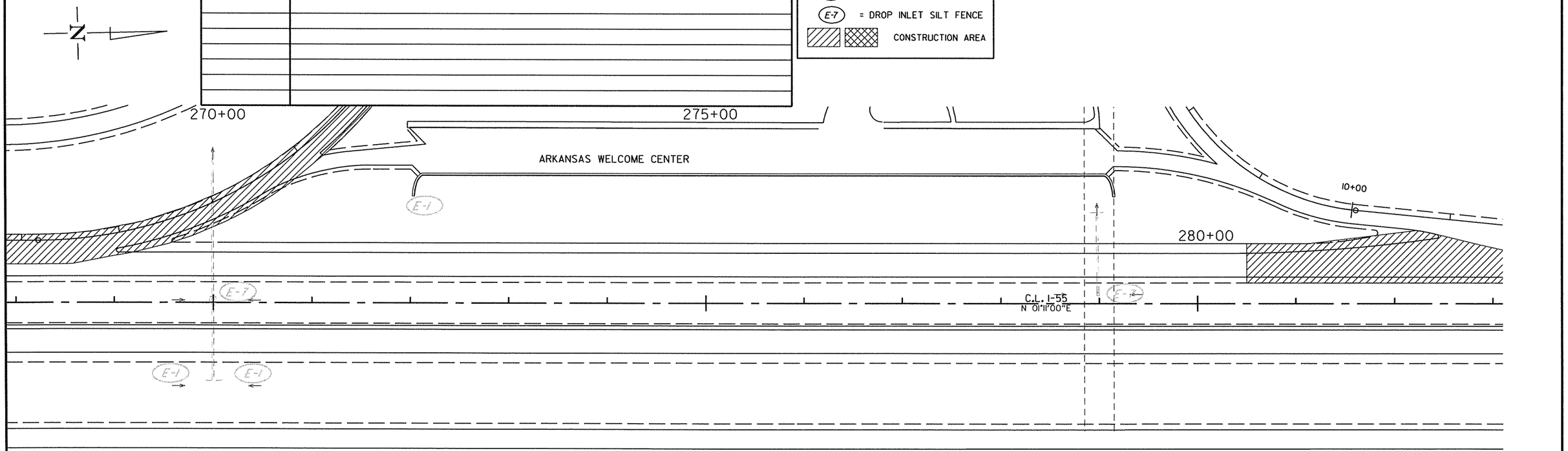
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

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.		BB1006	51	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/07/14

285+00 290+00 295+00

SERVICE RD.

15+00 17+55

E-7

C.L. I-55
N 01°11'00"E

E-1 E-1

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

300+00 305+00 310+00

SERVICE RD.

E-1

E-7

C.L. I-55
N 01°11'00"E

E-7 E-1

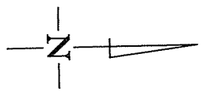
E-1 E-1

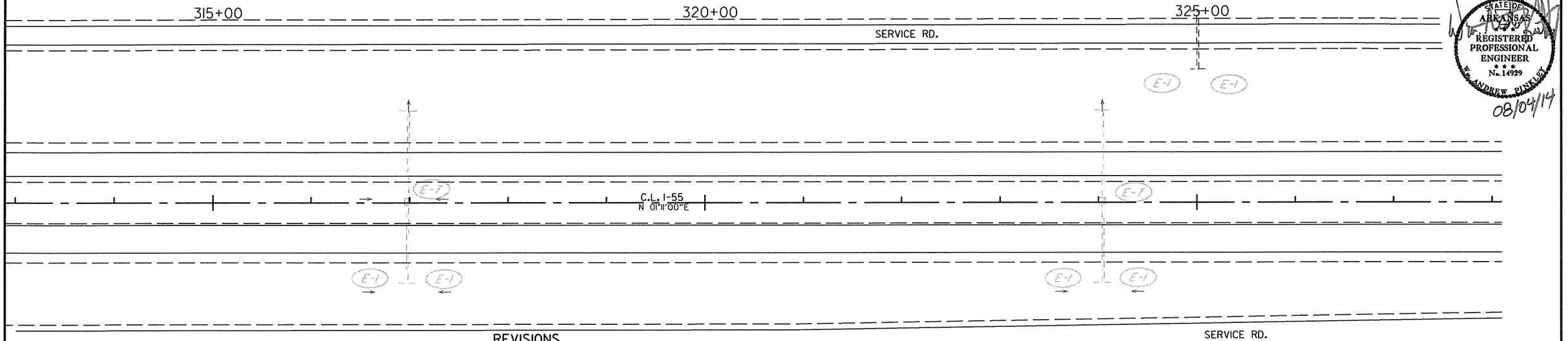
SERVICE RD.

8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

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.		BB1006	52	265
				(2) TEMPORARY EROSION CONTROL DETAILS				





STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

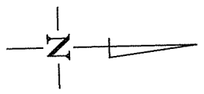
REVISIONS

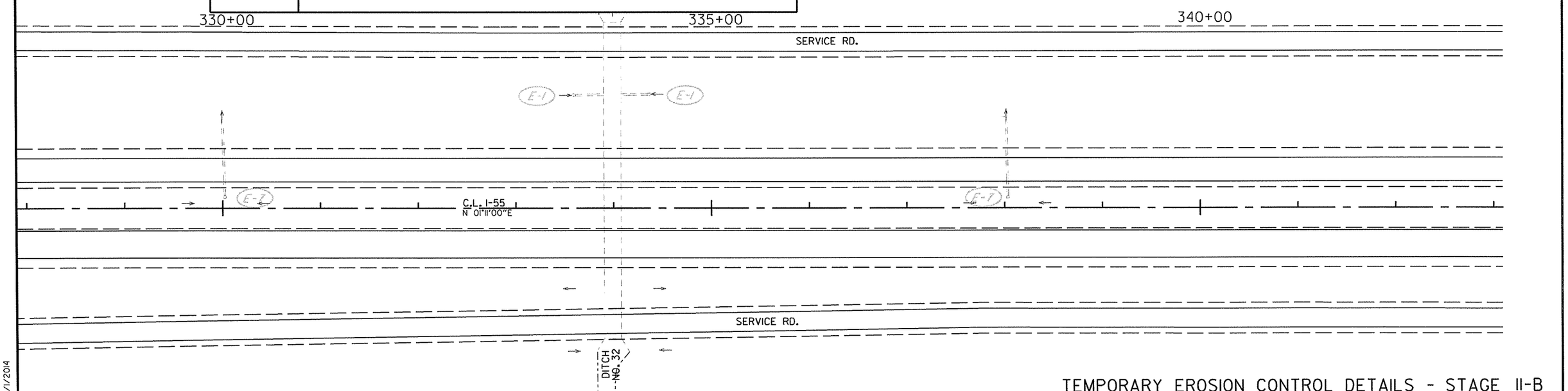
DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.





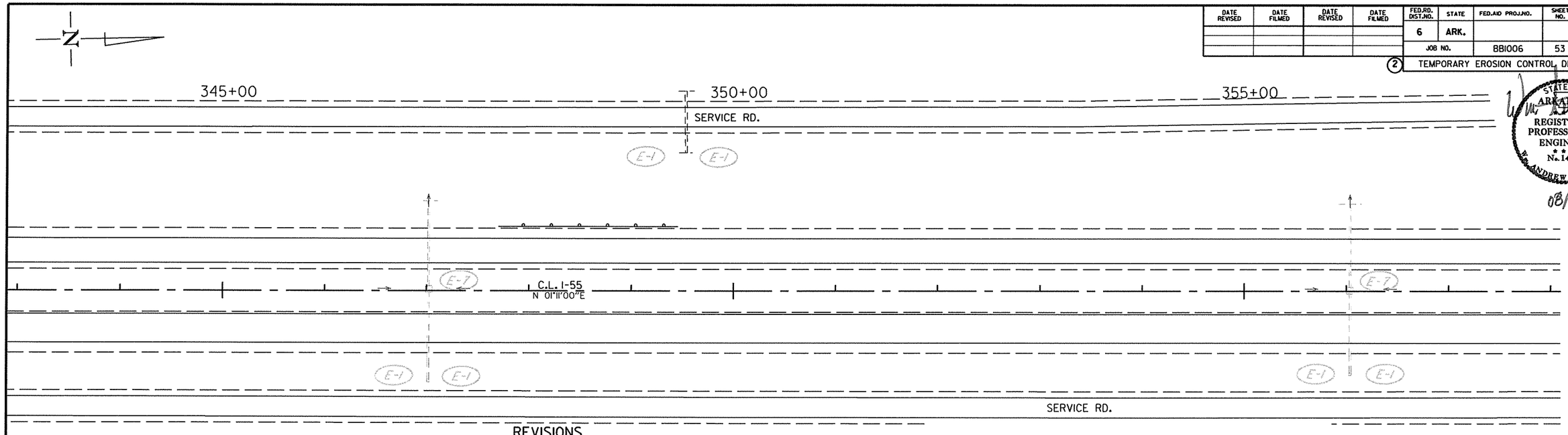
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

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.		BBI006	53	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



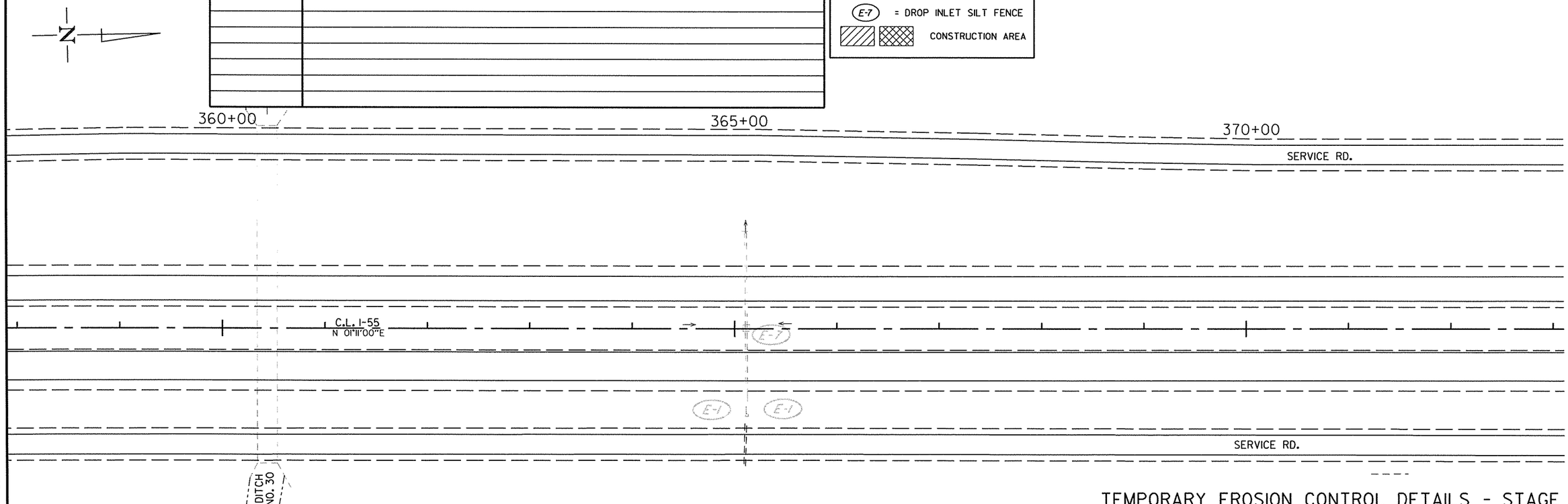
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

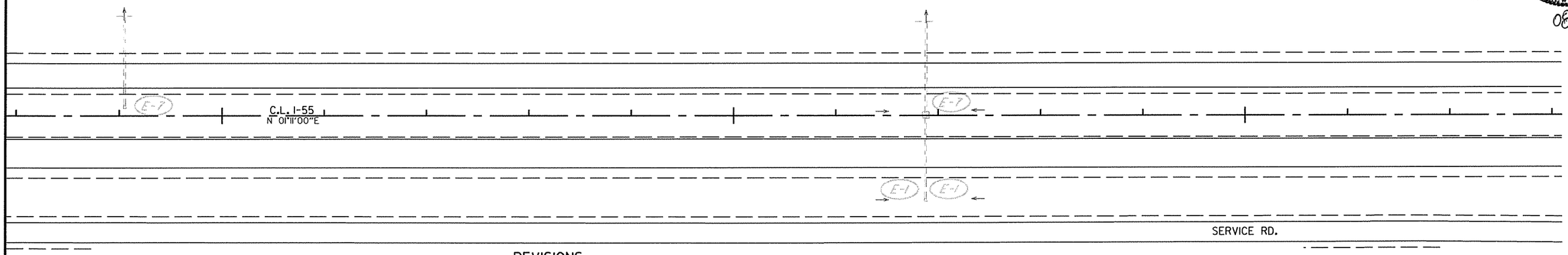
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	54	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
JOHN ANDREW PINELEY
08/04/14

375+00 380+00 385+00

SERVICE RD.



REVISIONS

DATE OF REVISION	REVISION

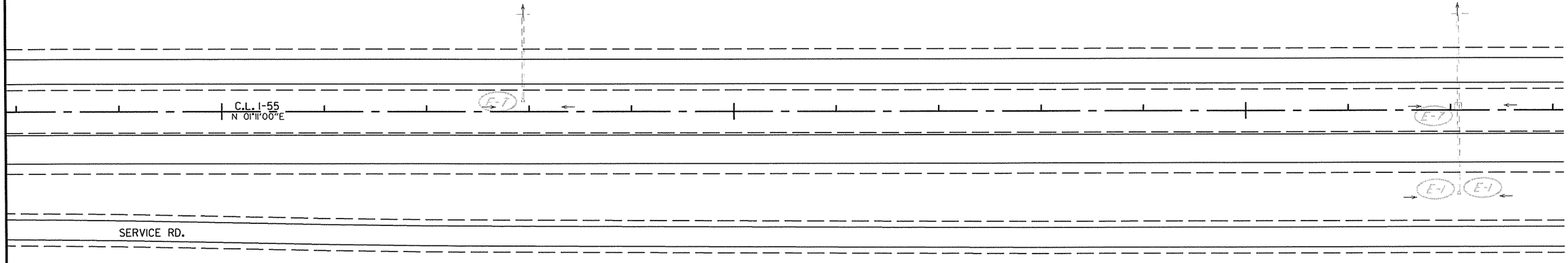
LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

390+00 395+00 400+00

SERVICE RD.



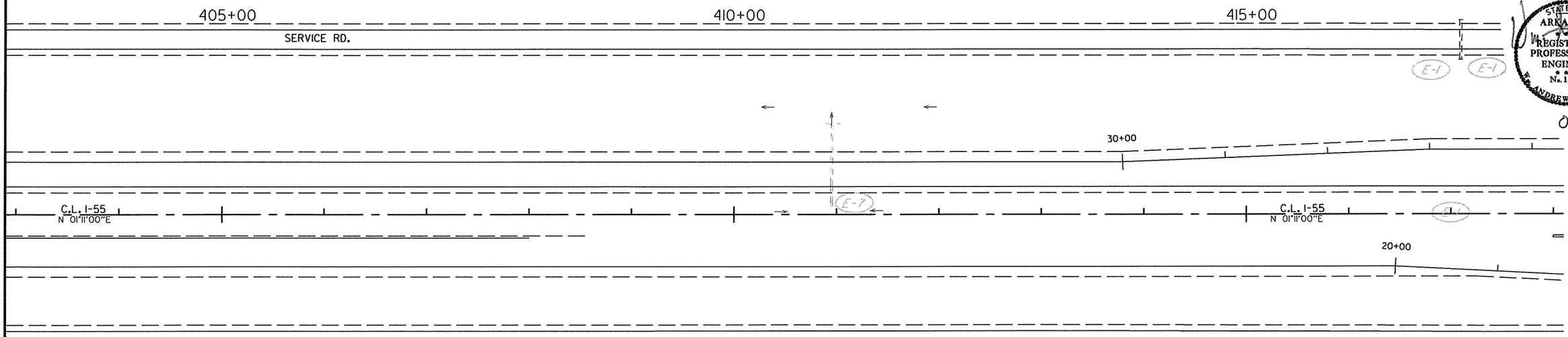
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

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.		BB1006	55	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
R. ANDREW PINELEY
08/04/14



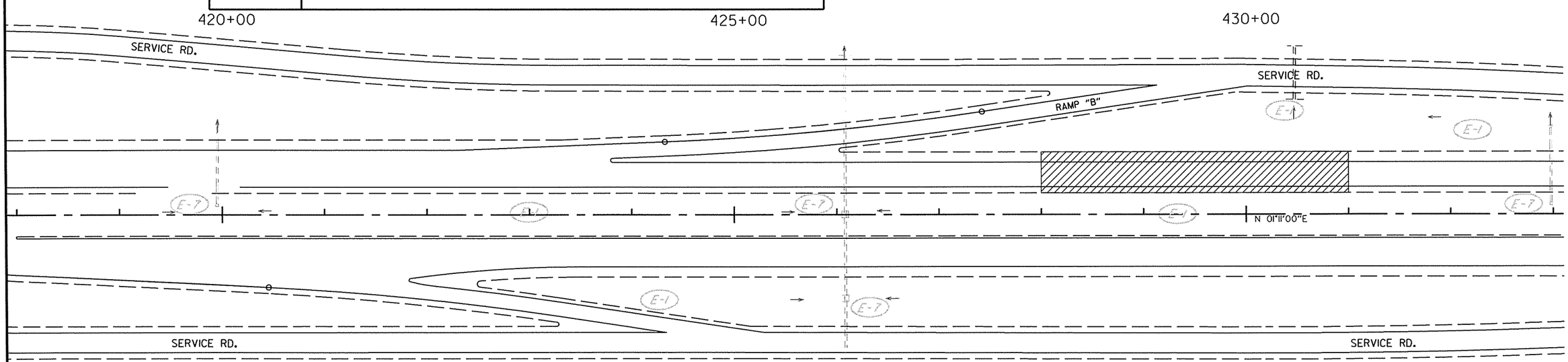
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



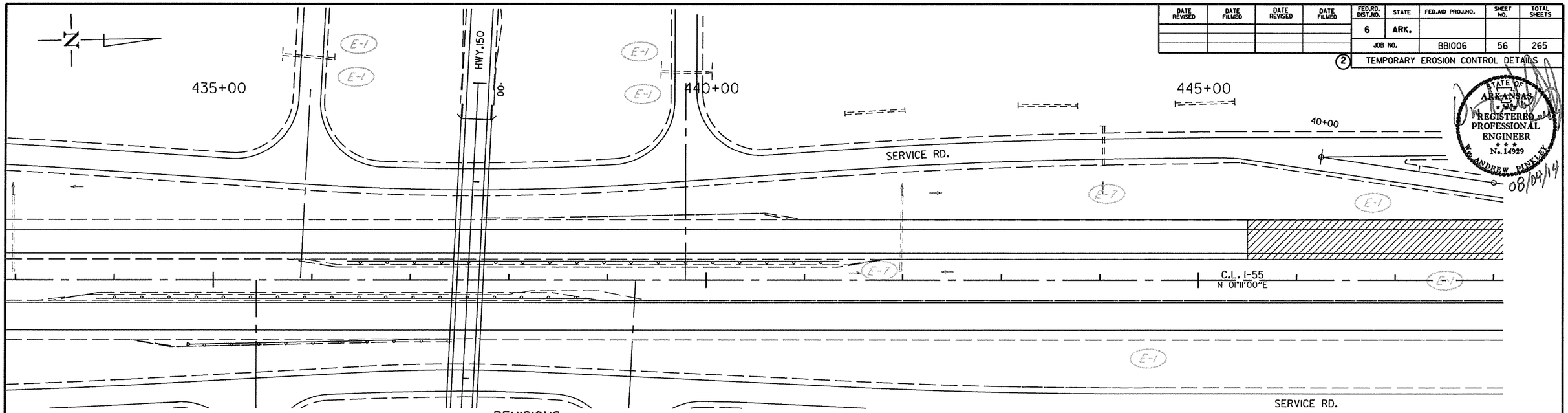
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

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.		BBI006	56	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



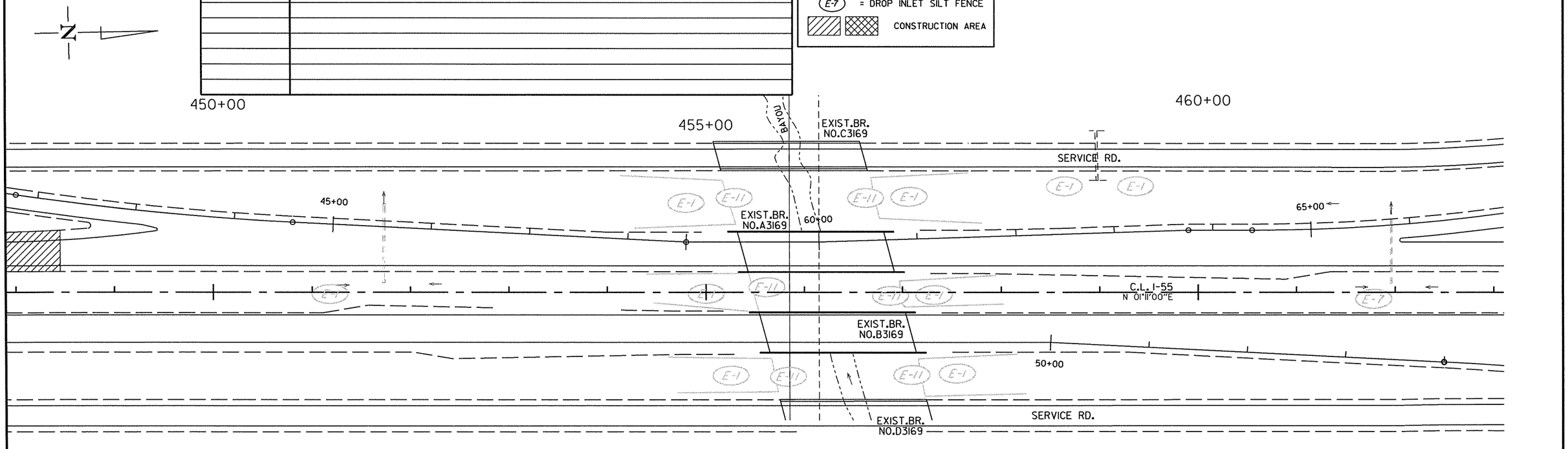
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



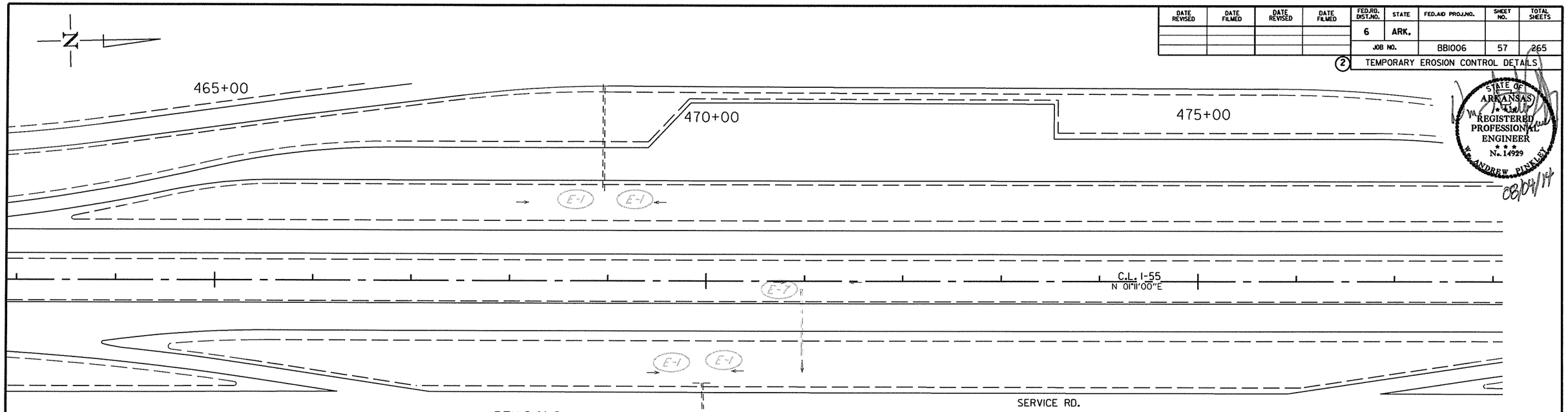
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

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.		BBI006	57	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



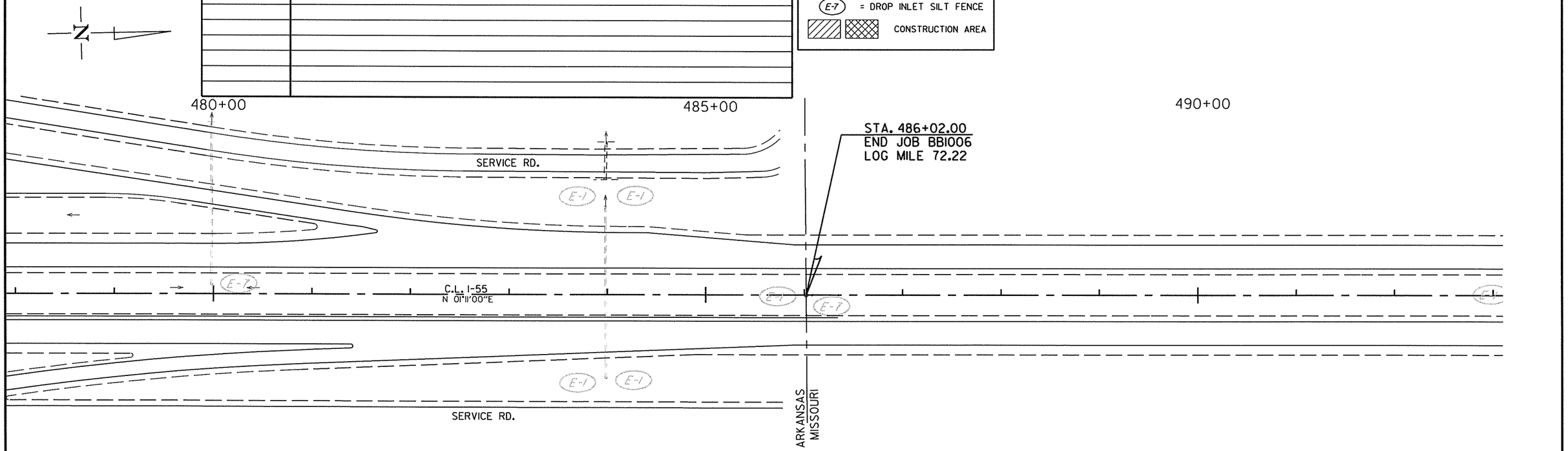
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



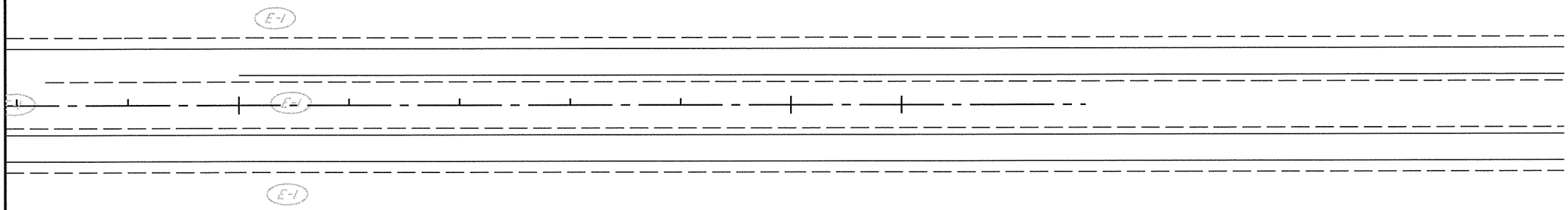
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

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.		BB1006	58	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
W. ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929

08/04/14



495+00

500+00

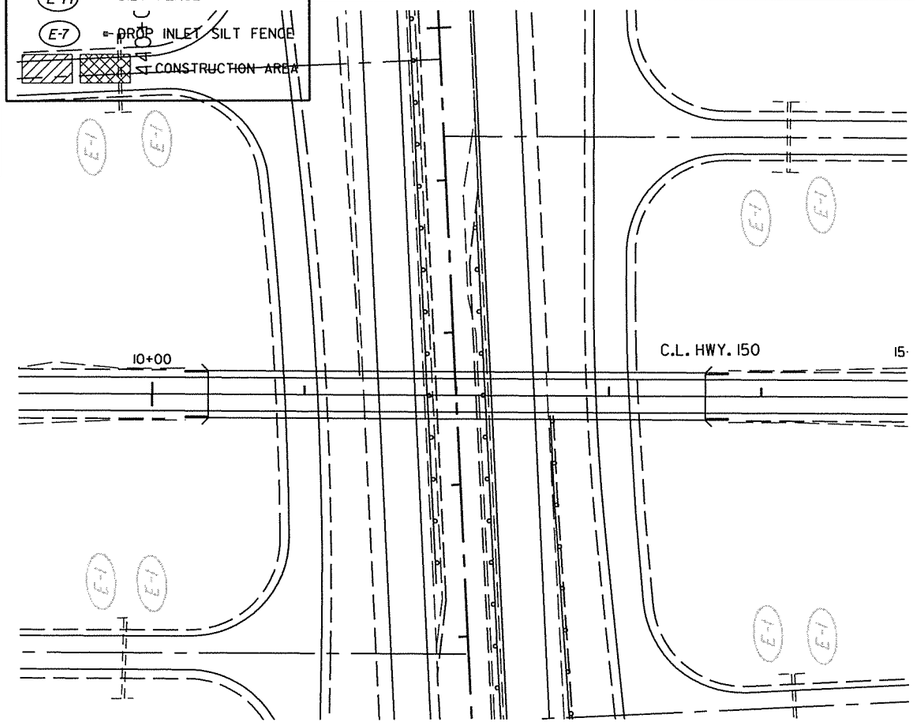
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- ST CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

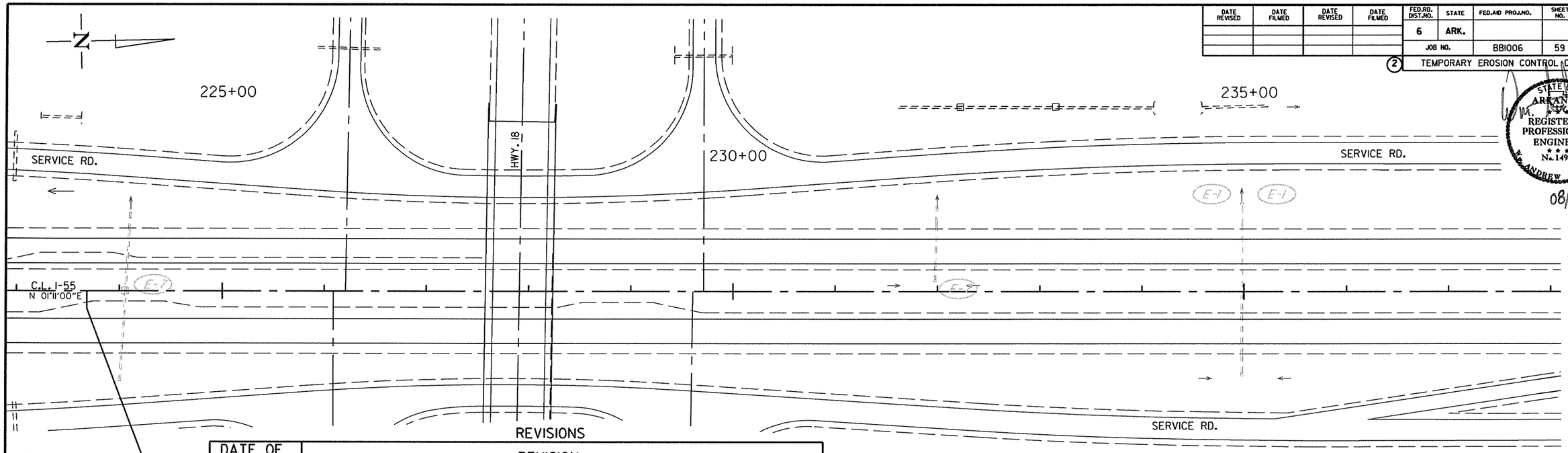


TEMPORARY EROSION CONTROL DETAILS - STAGE II-B

8/5/2014

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.		BBI006	59	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



STA. 223+68.47
BEGIN W.R.S.F. ON
N.B. FORESLOPE
L.M. 67.33

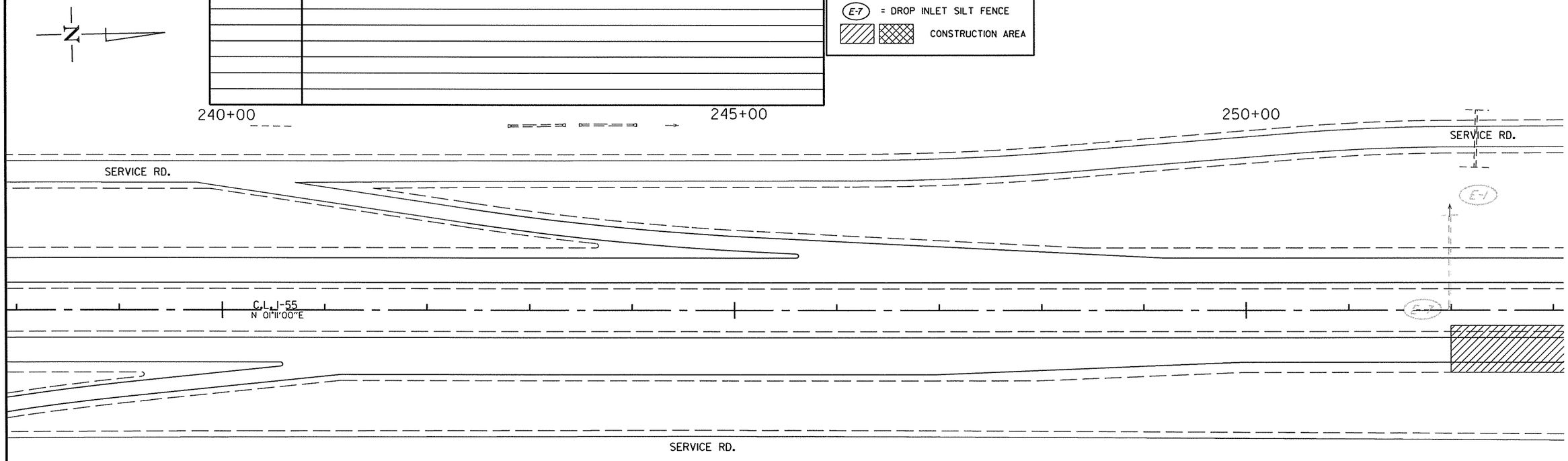
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

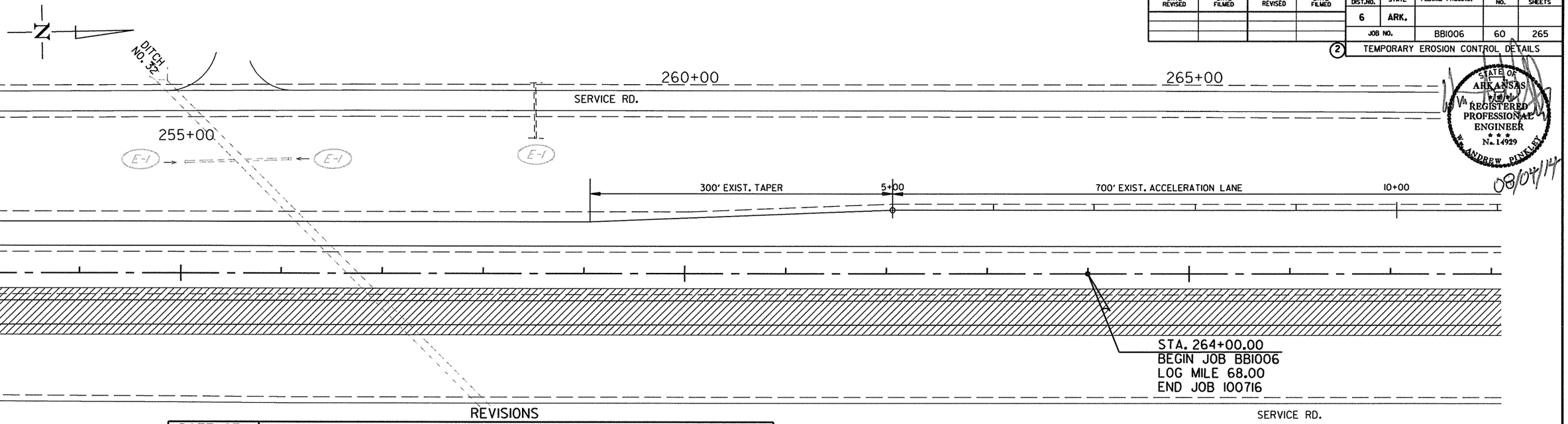
NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BBI006	60	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

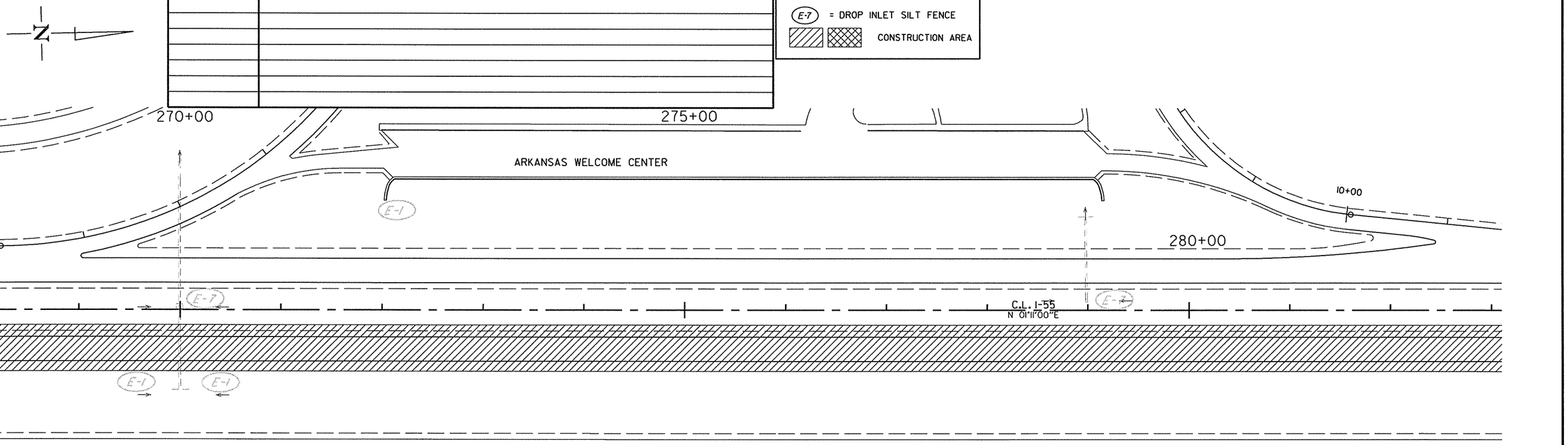
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.



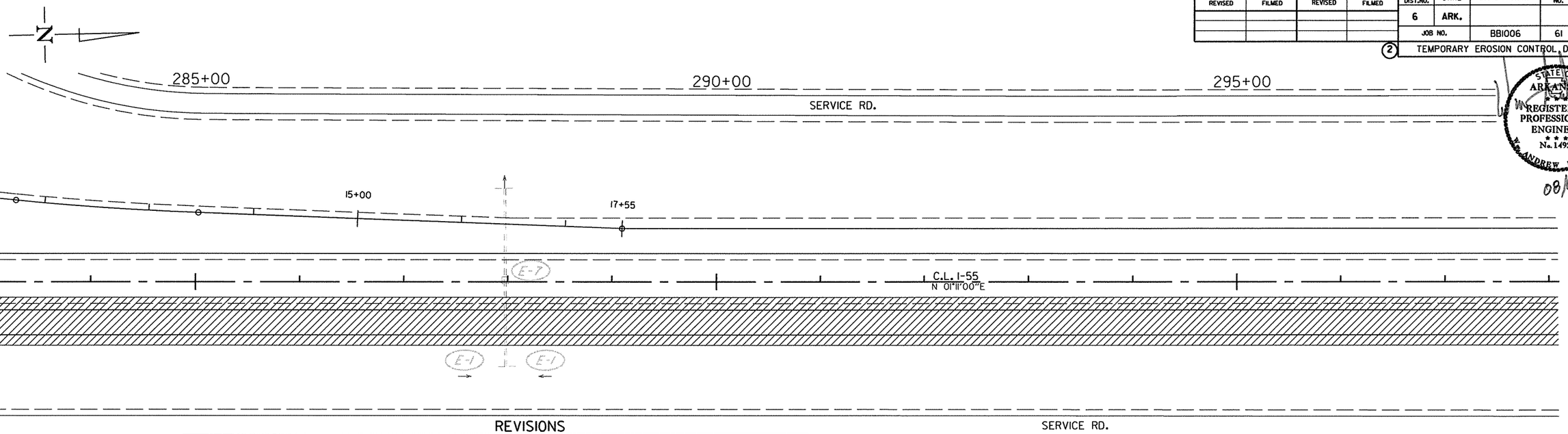
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BBI006	61	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



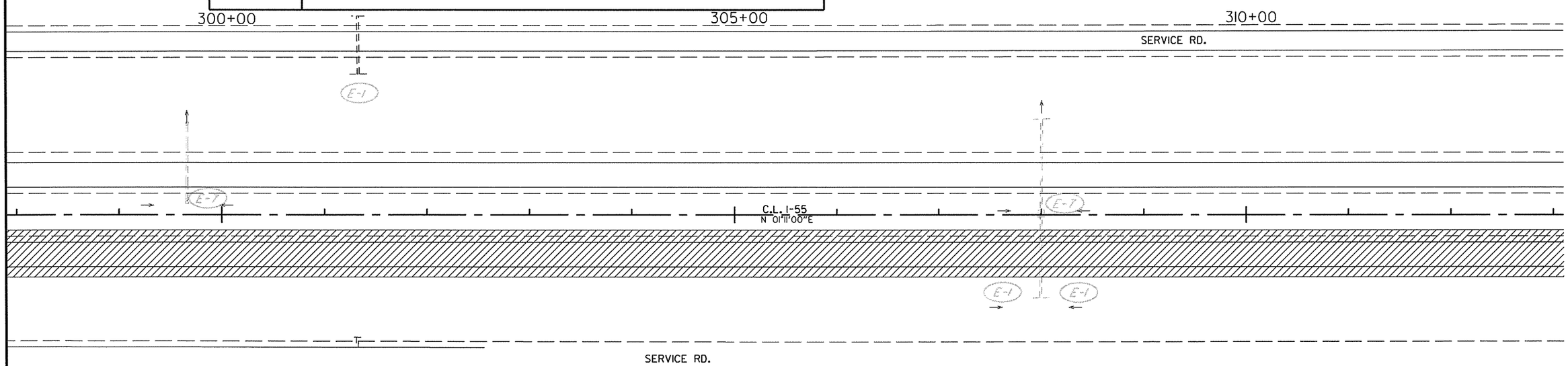
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

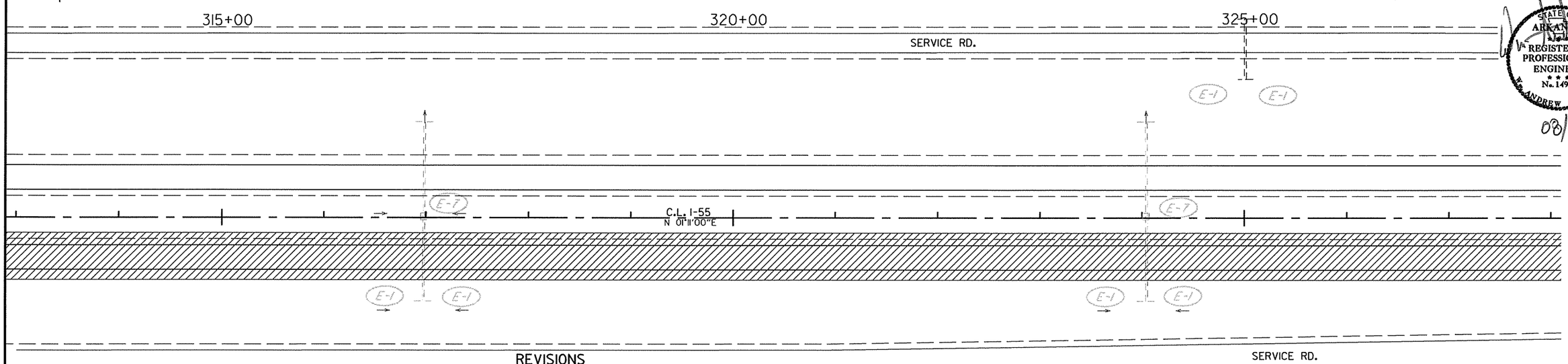


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BB1006	62	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



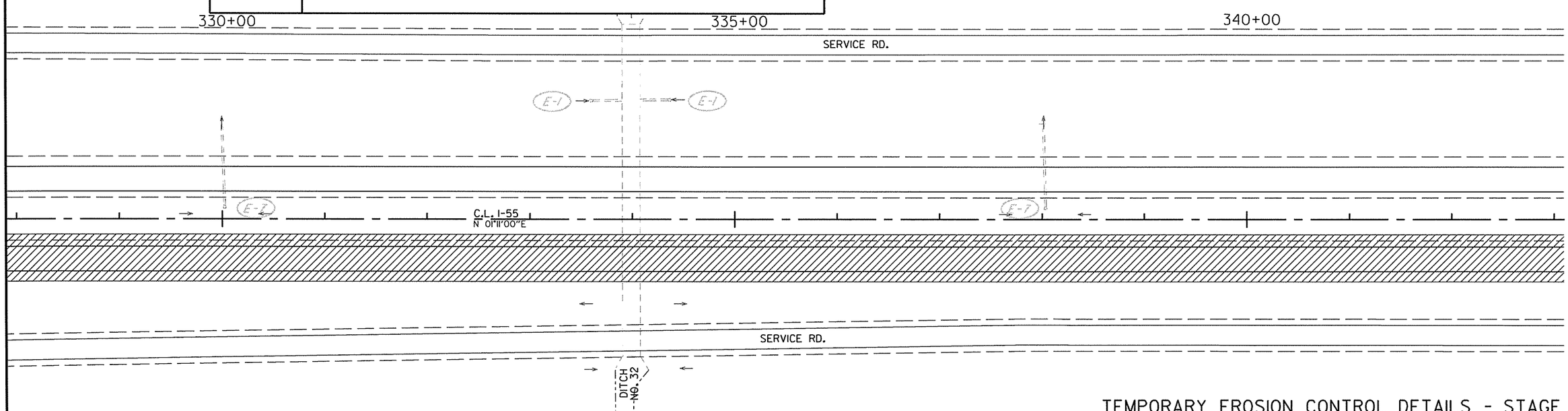
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
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- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

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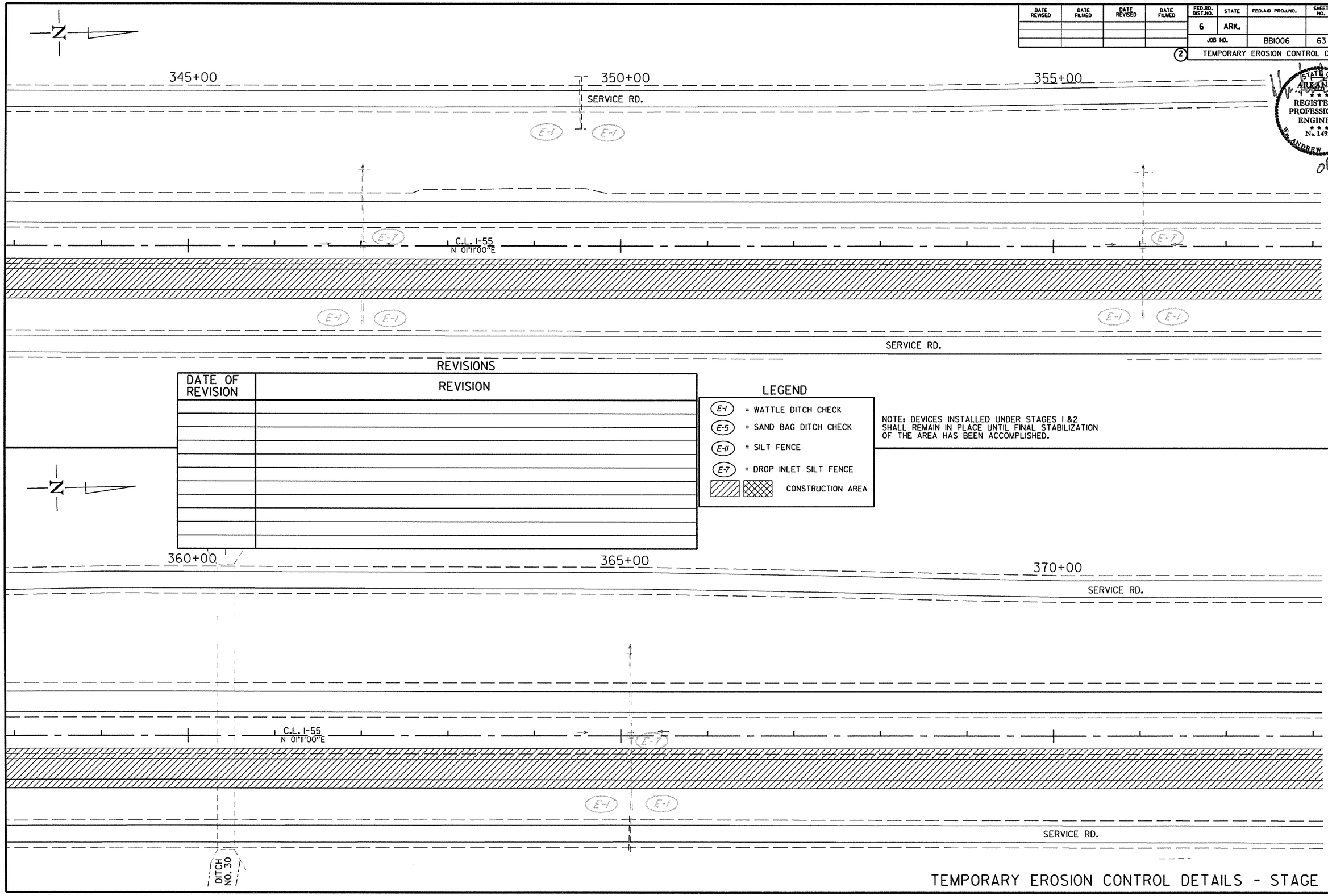
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BBI006	63	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



REVISIONS

DATE OF REVISION	REVISION

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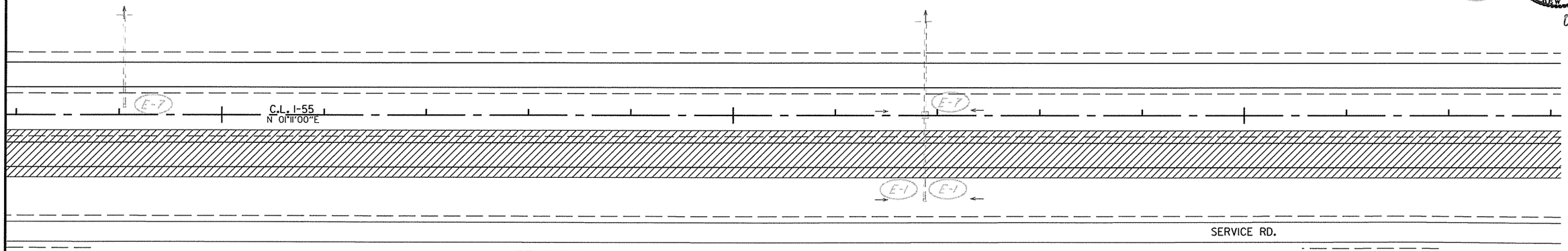
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BBI006	64	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



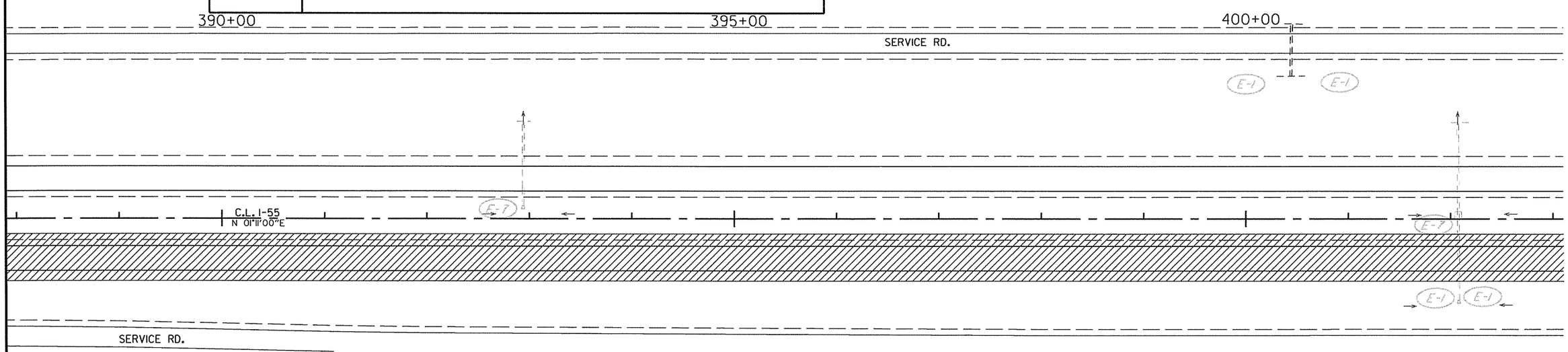
REVISIONS

DATE OF REVISION	REVISION

LEGEND

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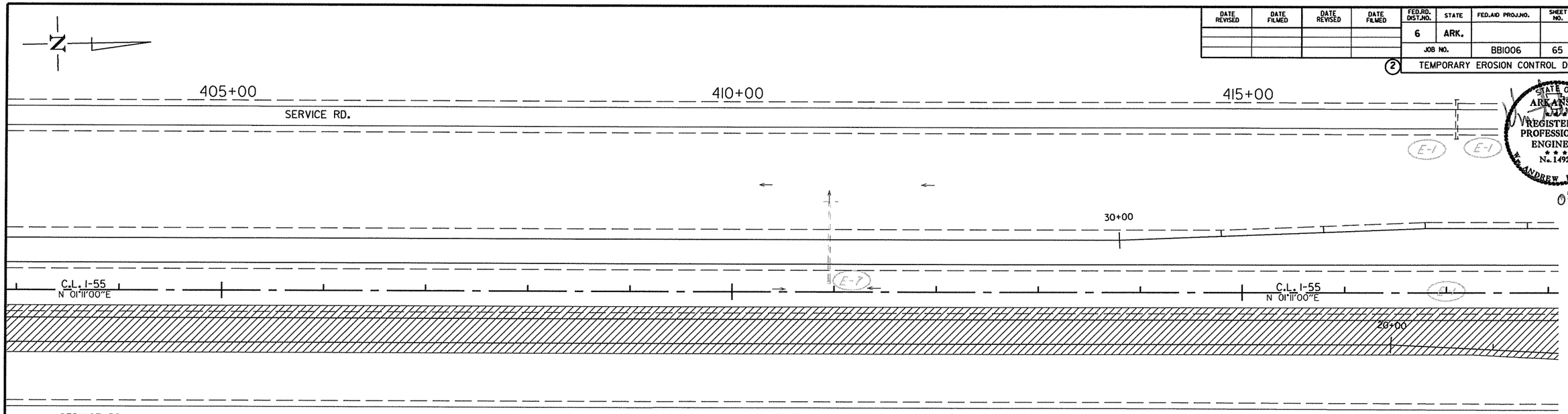
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BBI006	65	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



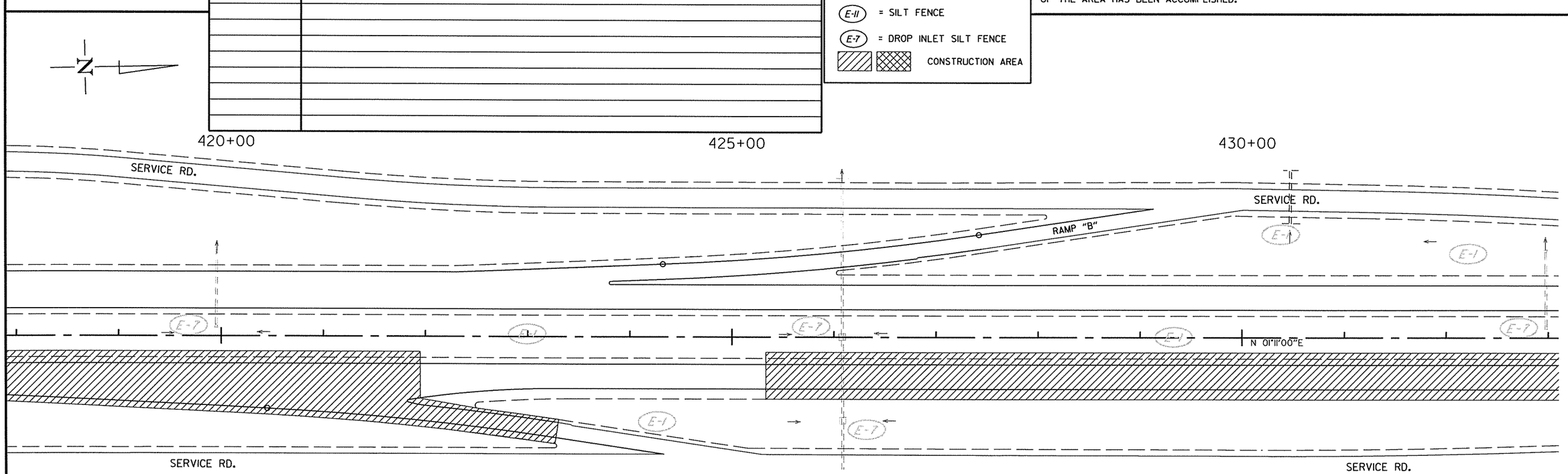
REVISIONS

DATE OF REVISION	REVISION

LEGEND

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8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BB1006	66	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

435+00 440+00 445+00

SERVICE RD.

RAMP "C-1"

C.L. I-55
N 01°11'00"E

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

450+00 455+00 460+00

BAYOU

45+00 60+00 65+00

SERVICE RD.

C.L. I-55
N 01°11'00"E

50+00

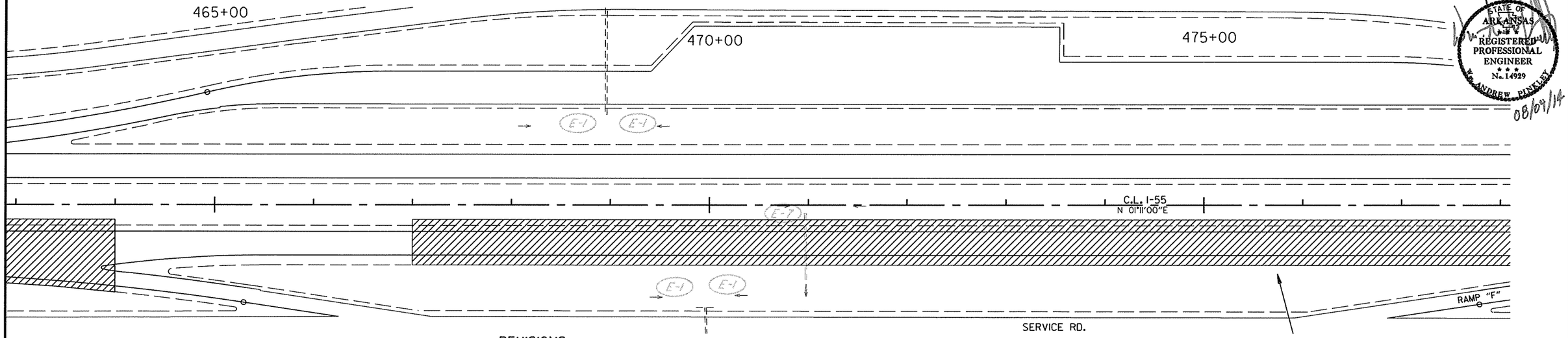
SERVICE RD.

8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BBI006	67	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



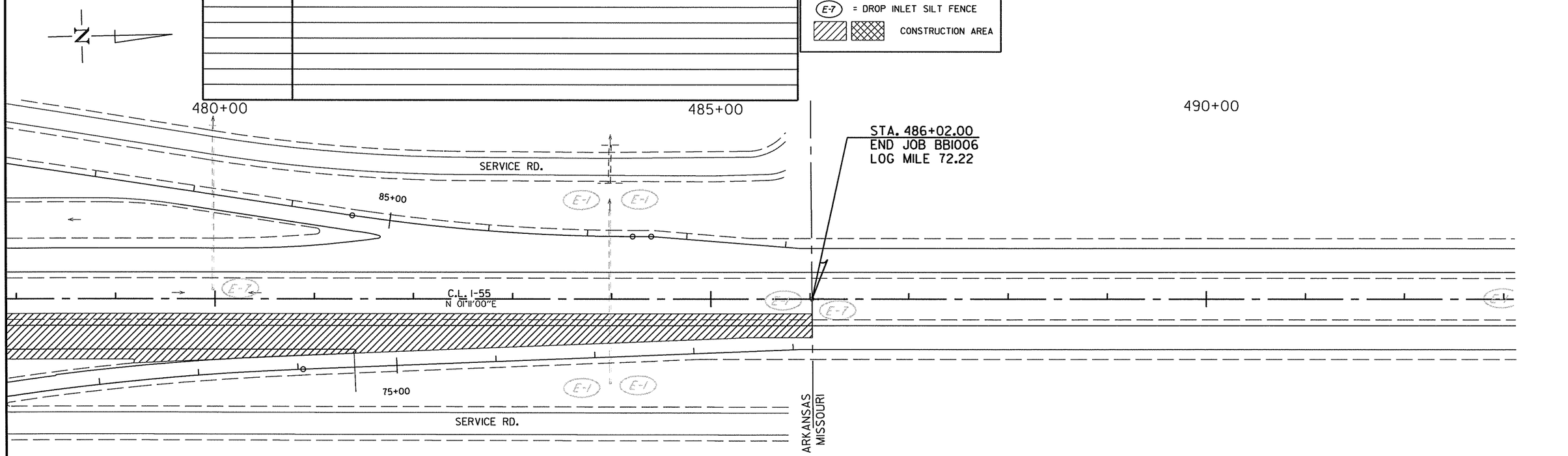
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
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- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

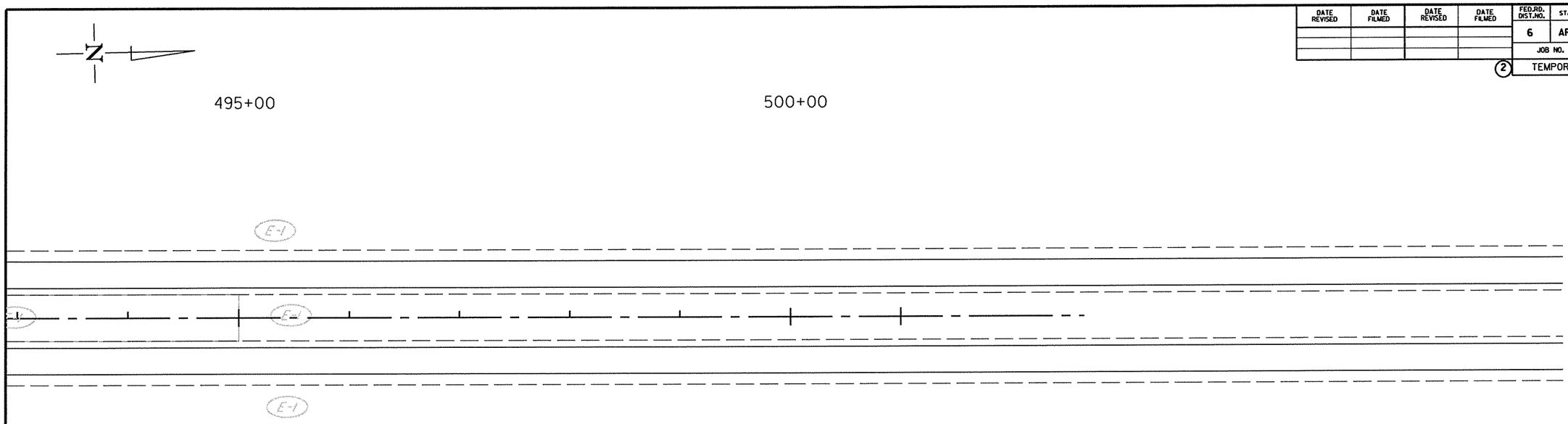


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

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.		BB1006	68	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
M. ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929
M. ANDREW PINKLEY
08/04/14



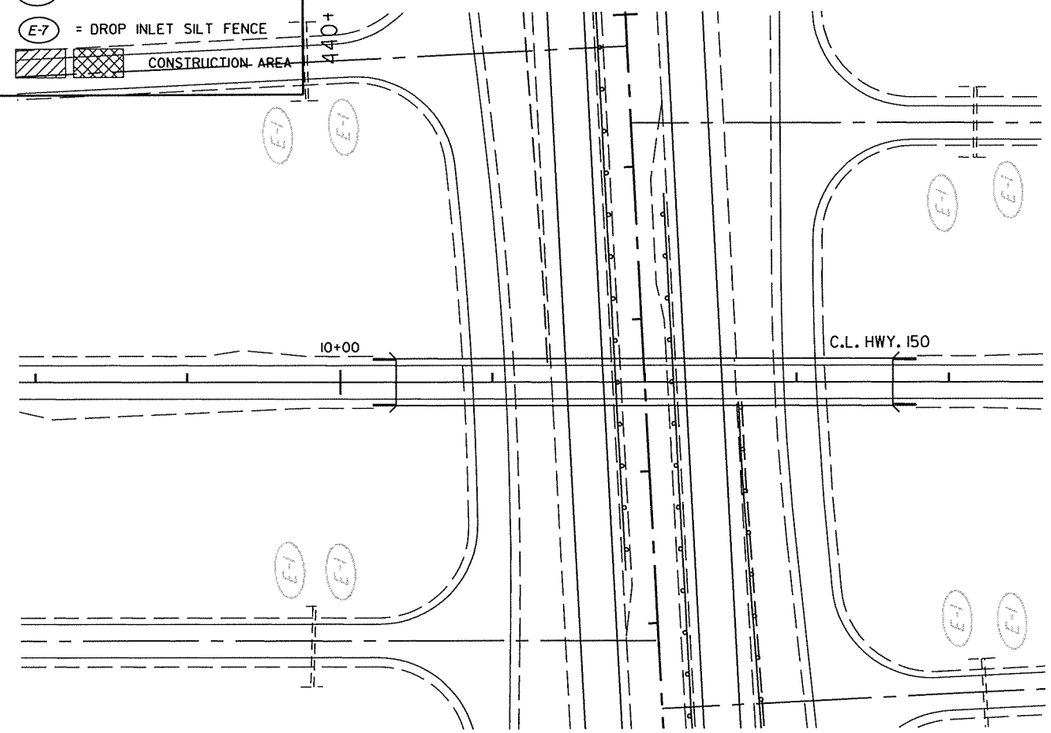
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
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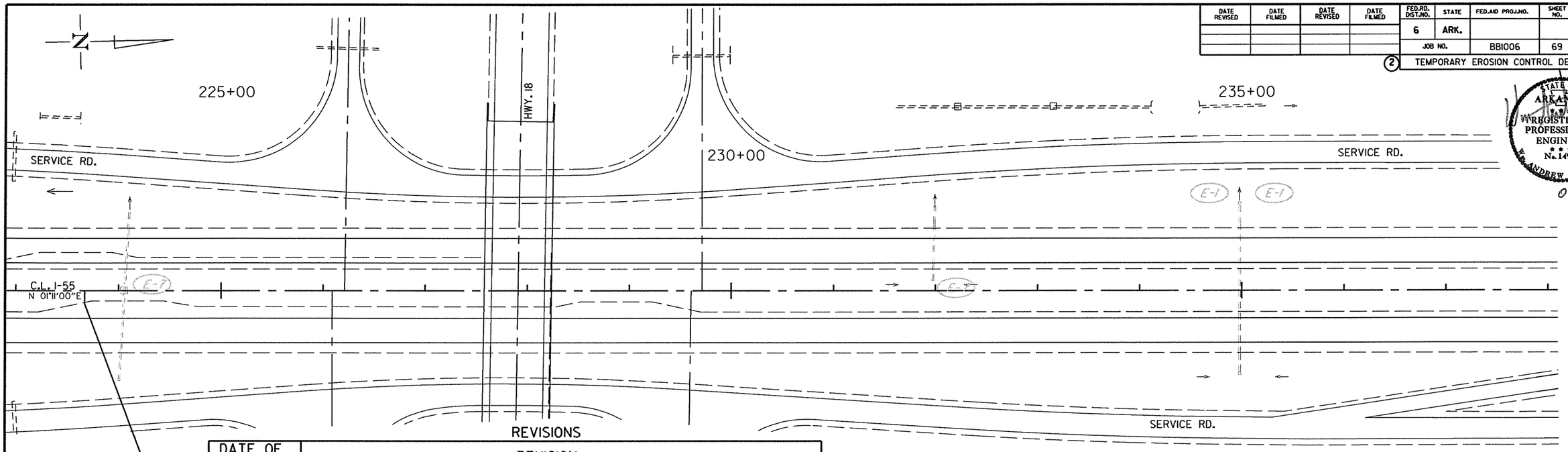


TEMPORARY EROSION CONTROL DETAILS - STAGE III-A

8/5/2014

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.		BB1006	69	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



STA. 223+68.47
BEGIN W.R.S.F. ON
N.B. FORESLOPE
L.M. 67.33

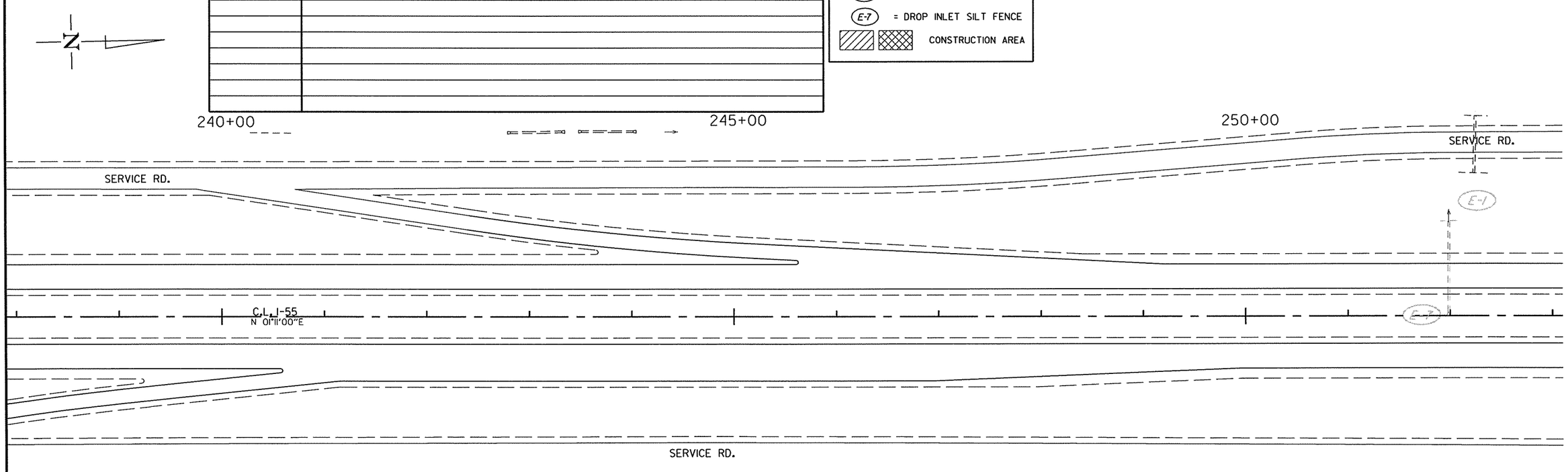
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
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- CONSTRUCTION AREA

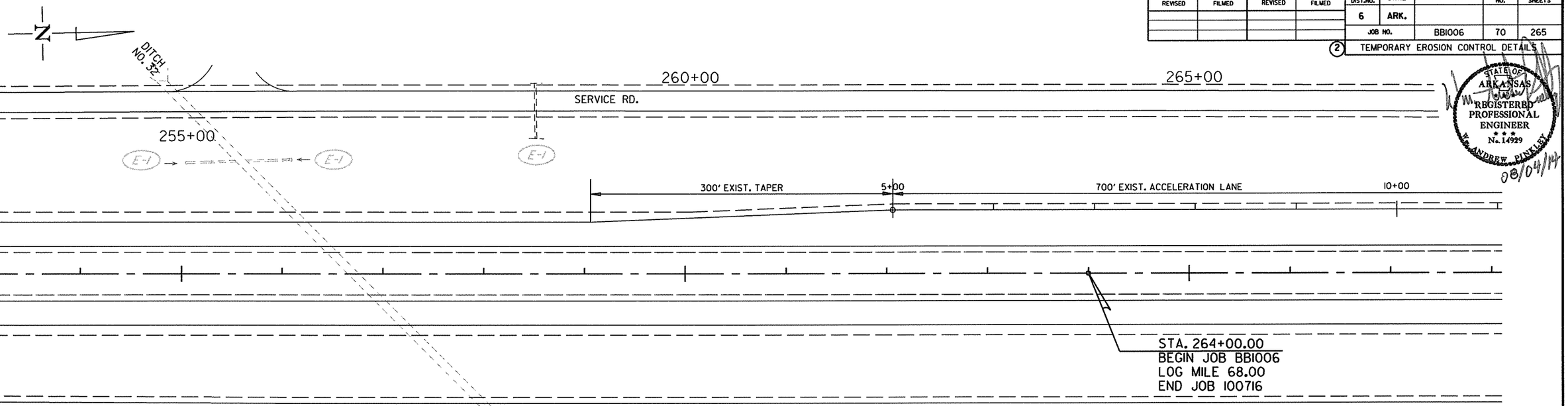
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8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

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.		BB1006	70	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

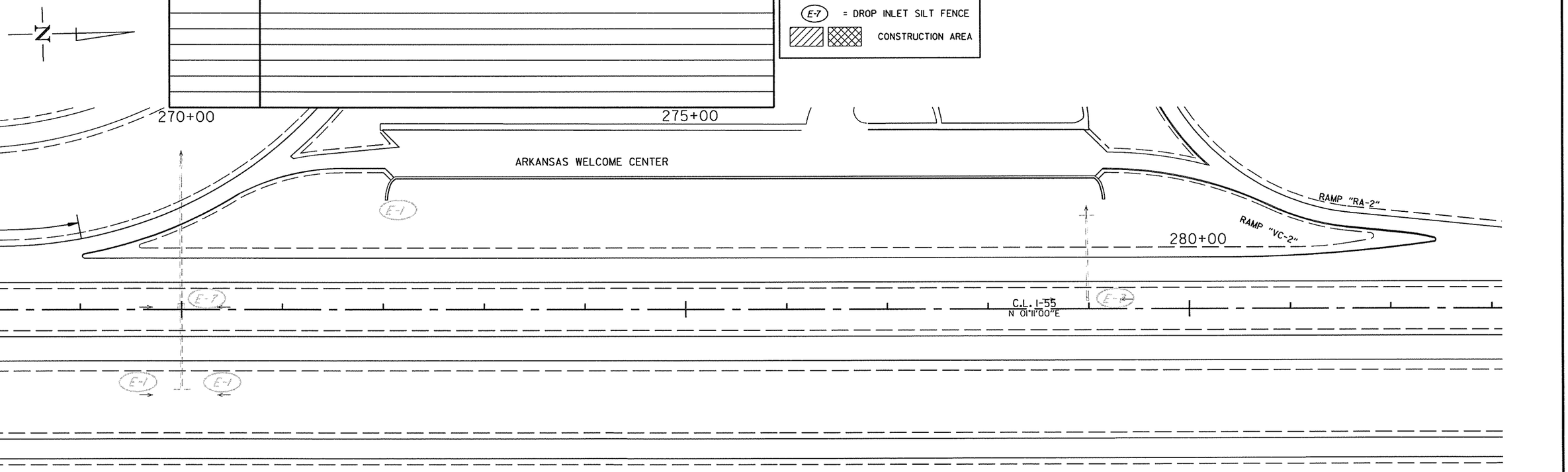
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

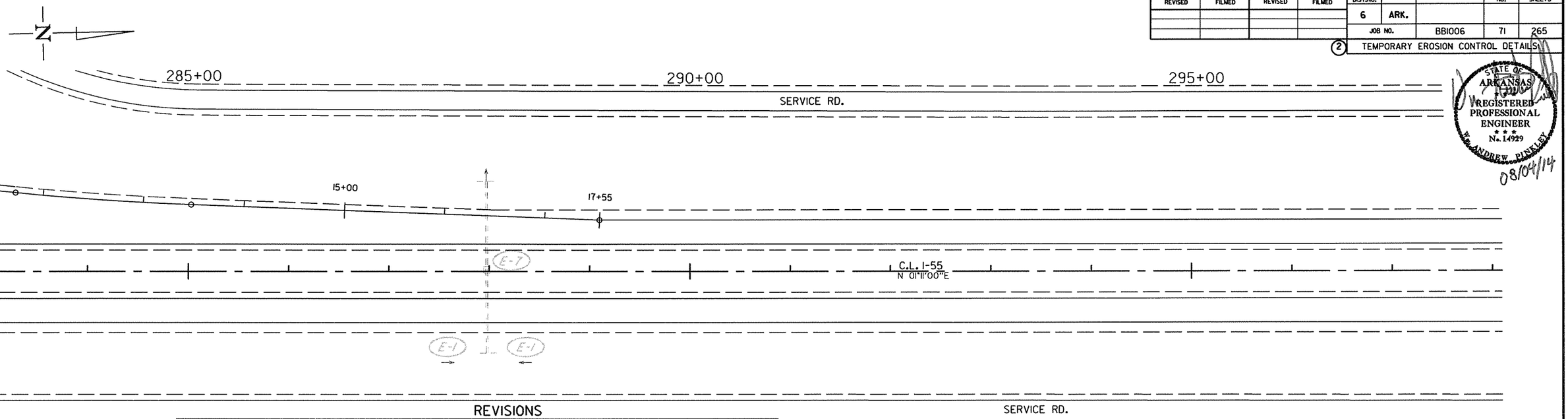


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

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.		BB1006	71	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



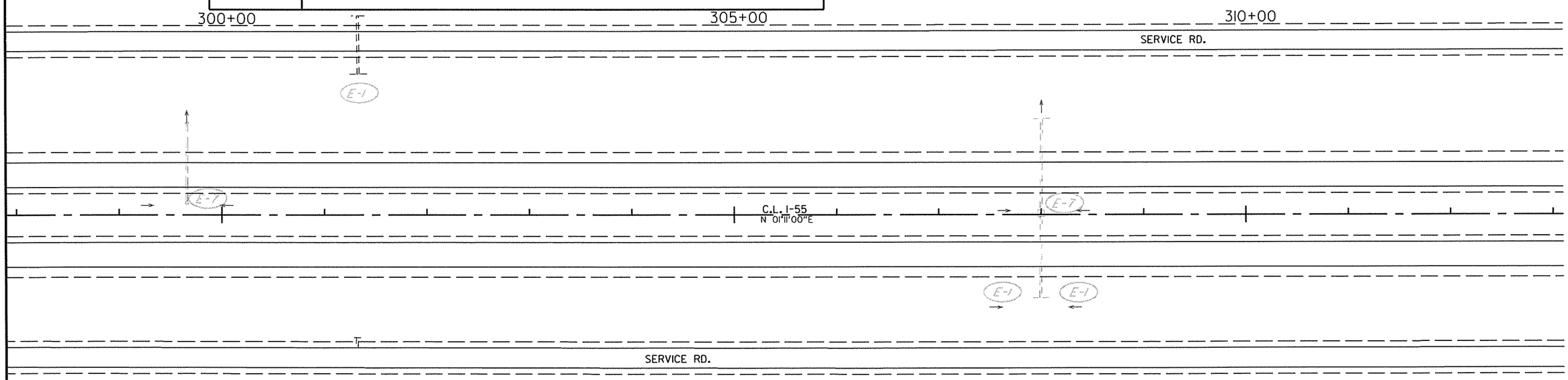
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

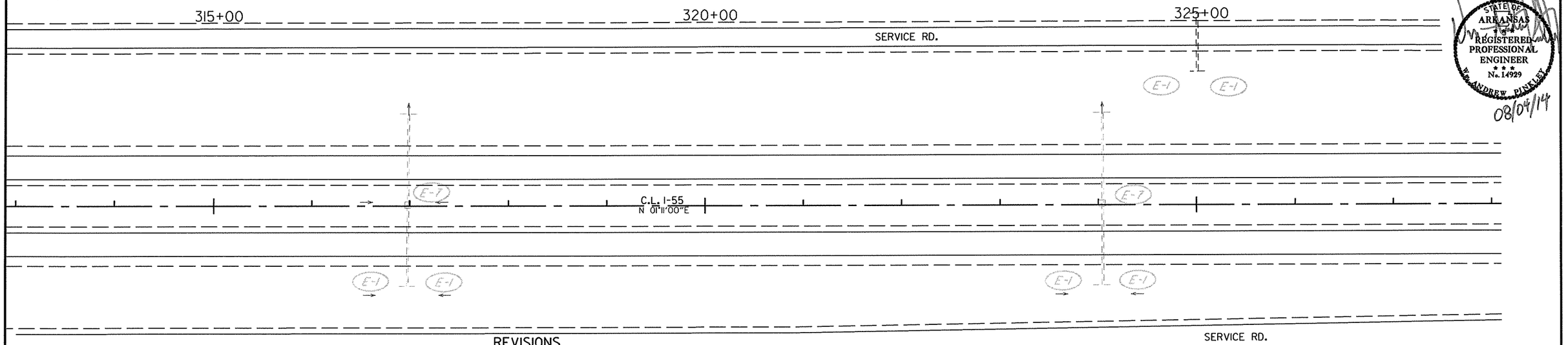


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

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.		BB1006	72	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



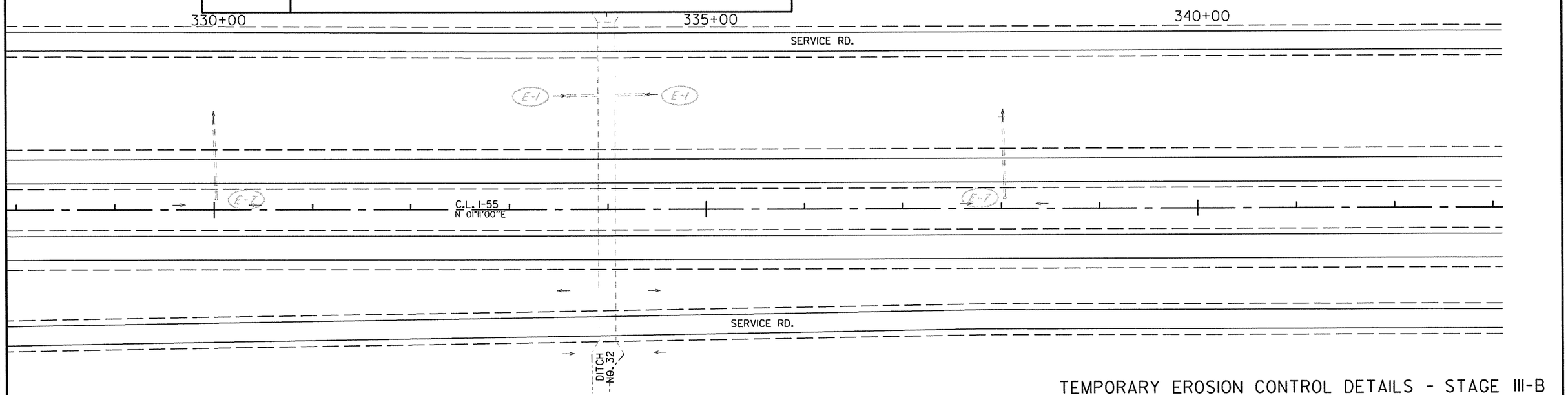
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

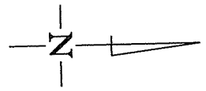
NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

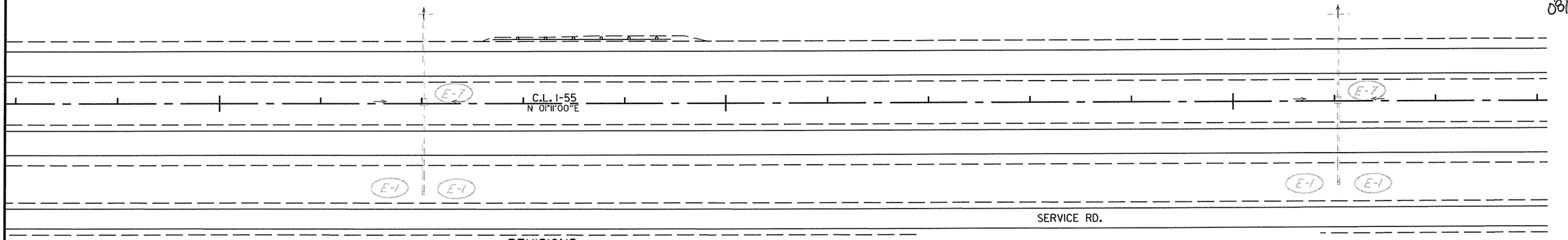
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	73	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



345+00 350+00 355+00

SERVICE RD.

E-1 E-1



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

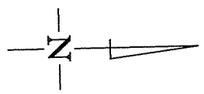
REVISIONS

DATE OF REVISION	REVISION

LEGEND

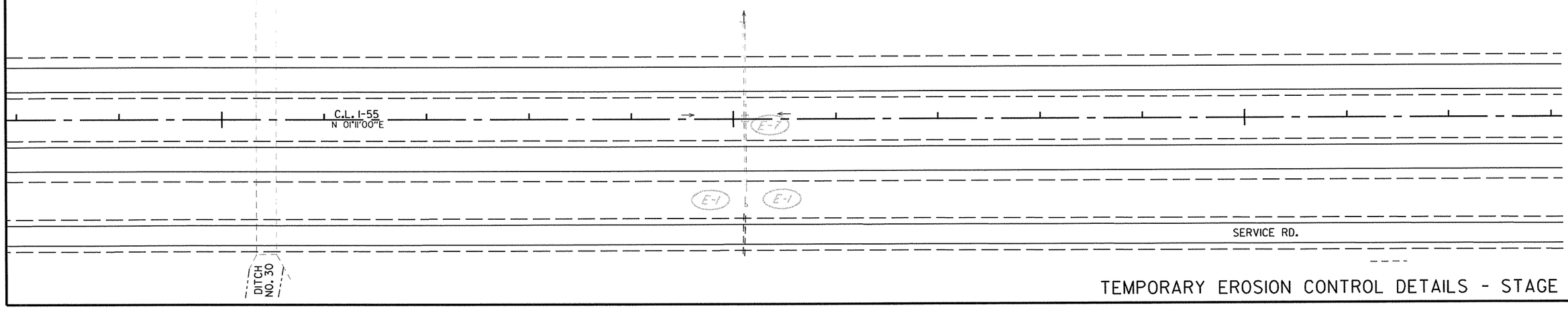
- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



360+00 365+00 370+00

SERVICE RD.



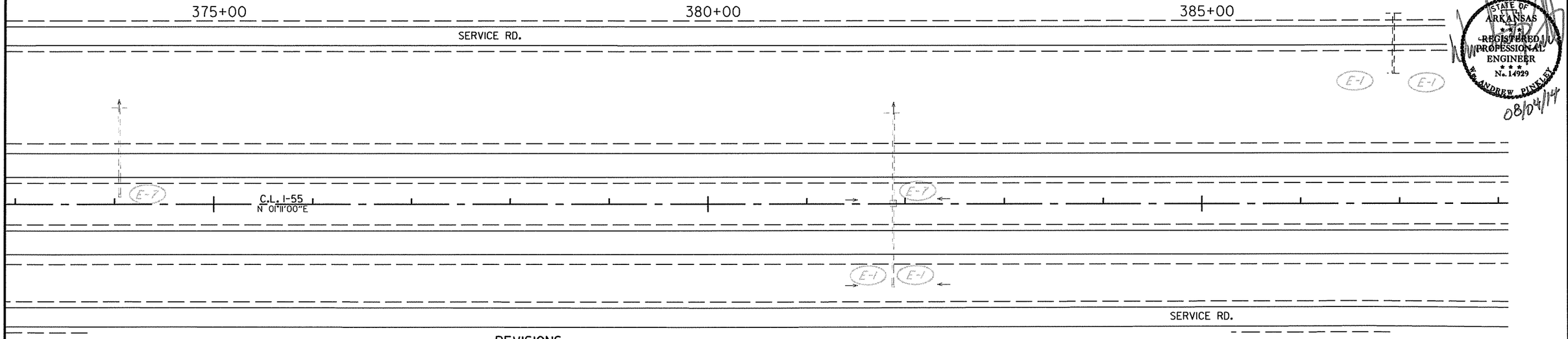
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

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.		BB1006	74	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



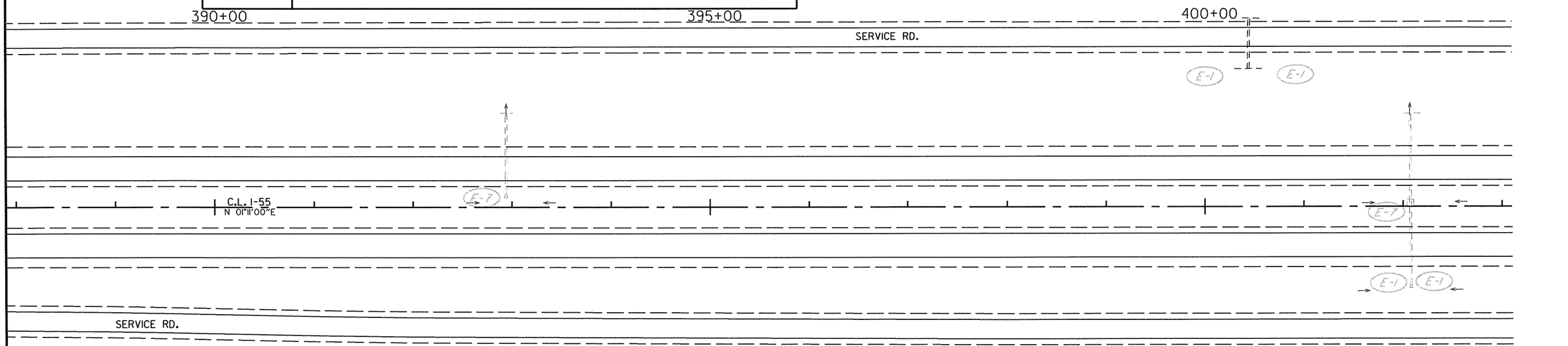
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

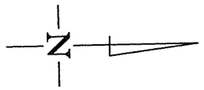
NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

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.		BB1006	75	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



405+00 410+00 415+00

SERVICE RD.

300' PROP. TAPER

30+00

C.L. I-55
N 01°11'00"E

20+00

SERVICE RD.

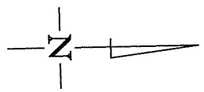
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



420+00 425+00 430+00

SERVICE RD.

700' PROP. ACCELERATION LANE

RAMP "B"

SERVICE RD.

RAMP "B-1"

N 01°11'00"E

RAMP "A-2"

SERVICE RD.

SERVICE RD.

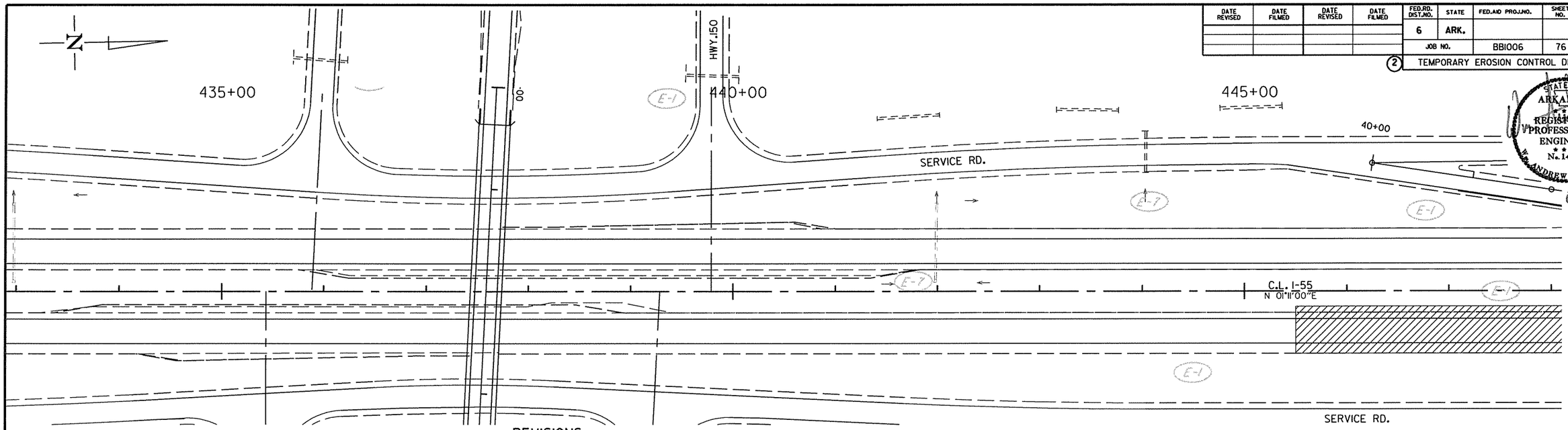
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

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.		BB1006	76	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



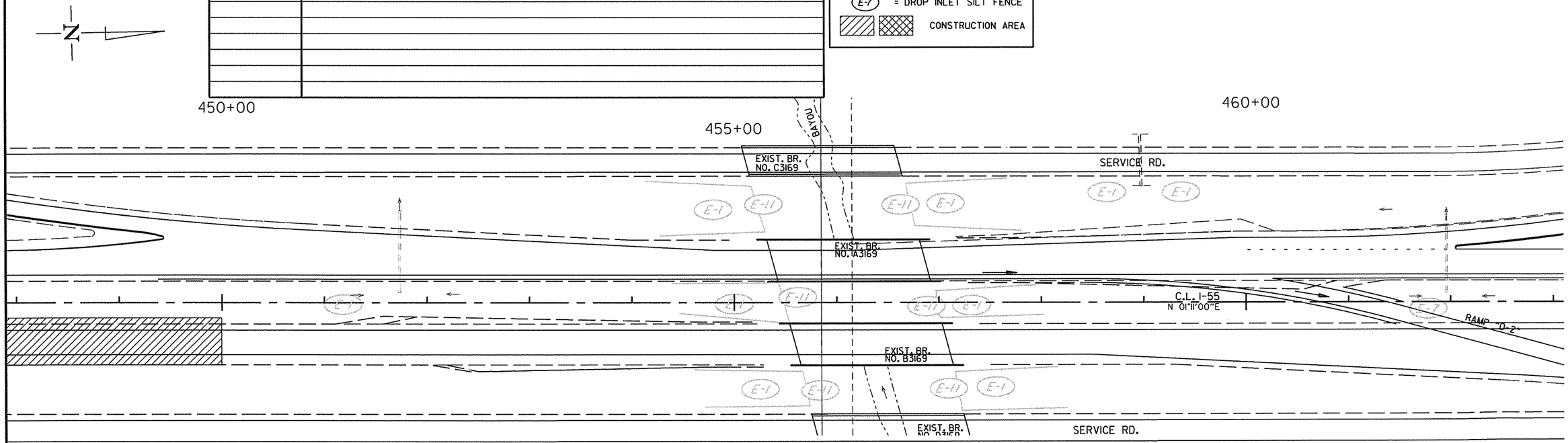
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

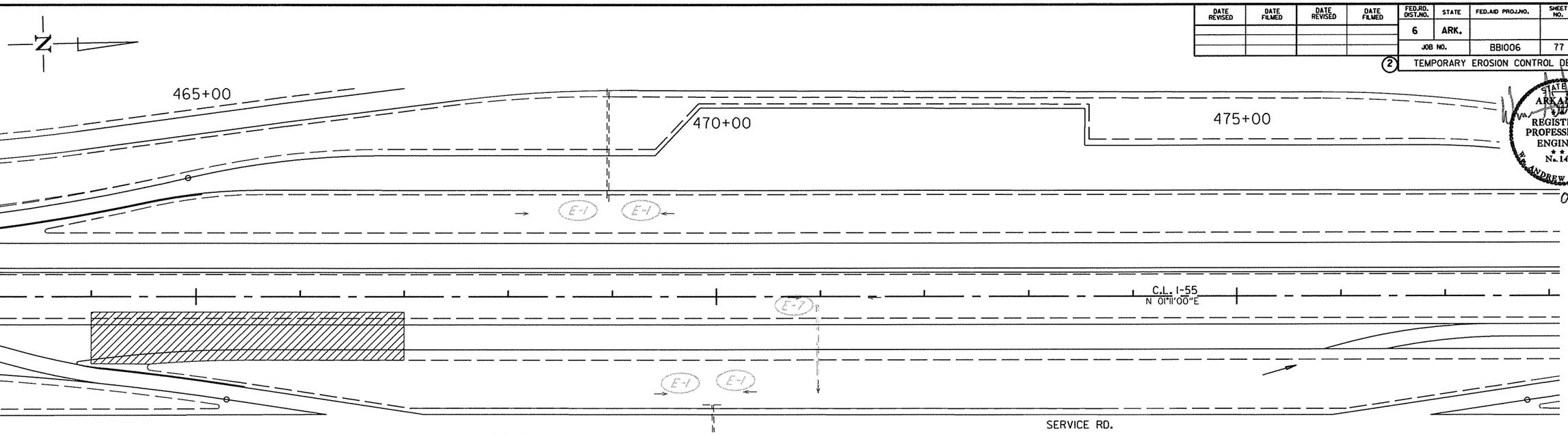
NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

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.		BBI006	77	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

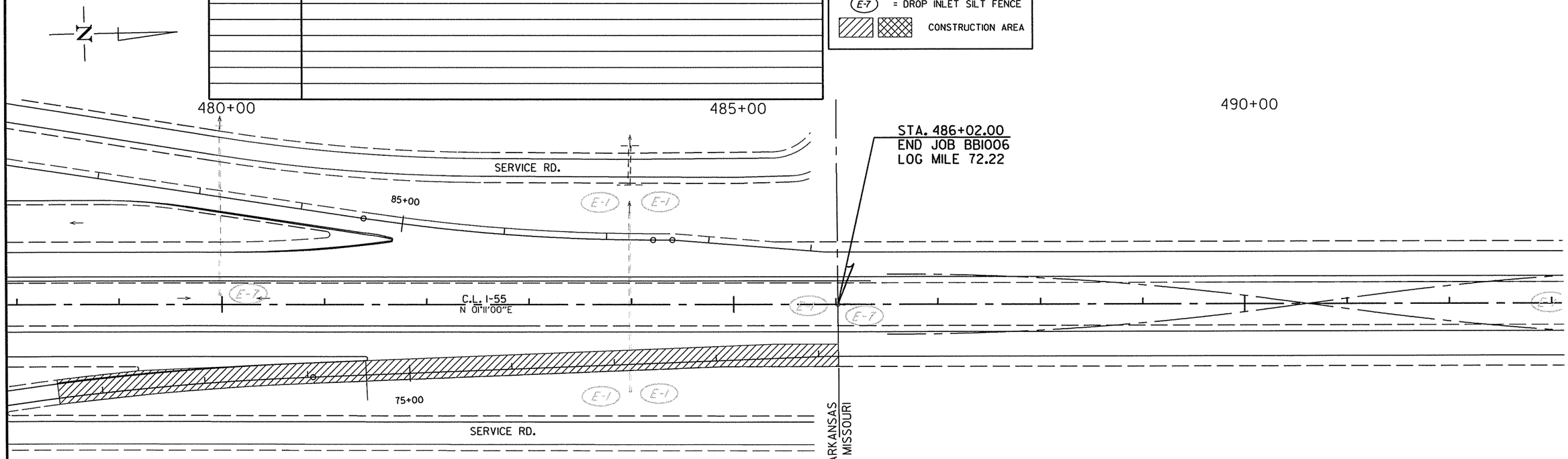
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.

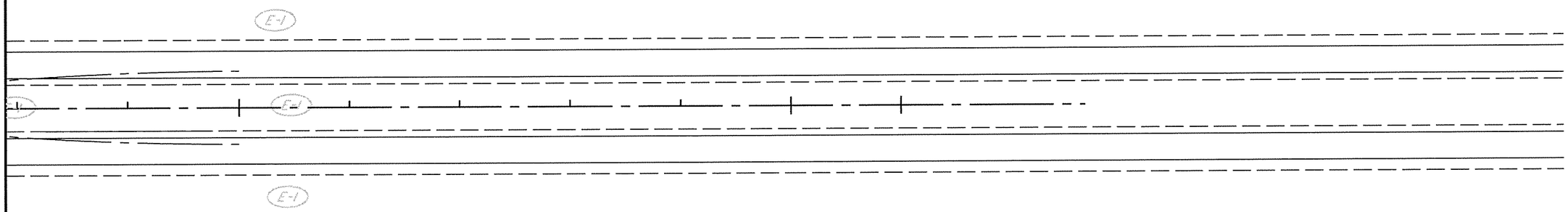


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

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.		BBI006	78	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



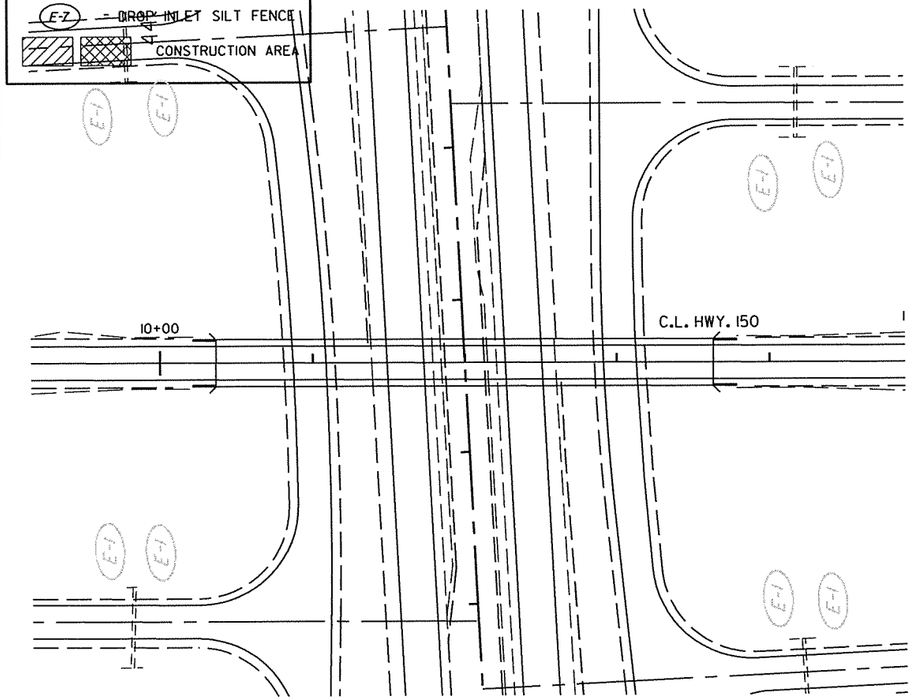
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = ~~DROP INLET~~ SILT FENCE
- CONSTRUCTION AREA

NOTE: PERIMETER CONTROLS SHALL BE PLACED AS CLEARING AND GRUBBING OPERATIONS ARE STARTED.



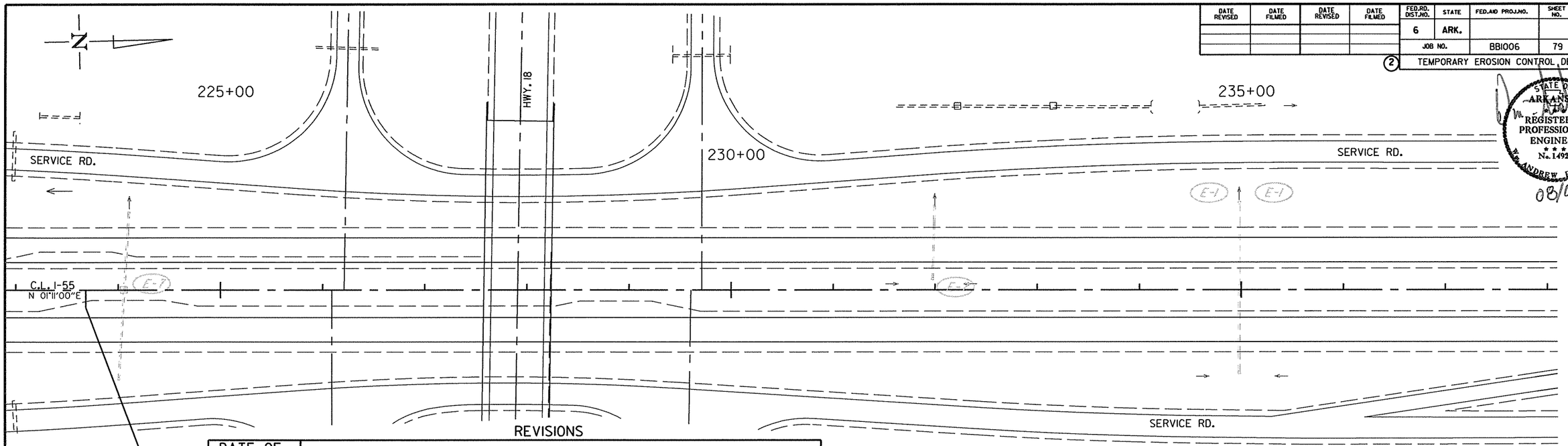
TEMPORARY EROSION CONTROL DETAILS - STAGE III-B

8/5/2014

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.		BBI006	79	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
R. ANDREW PINKLEY
08/04/14



STA. 223+68.47
BEGIN W.R.S.F. ON
N.B. FORESLOPE
L.M. 67.33

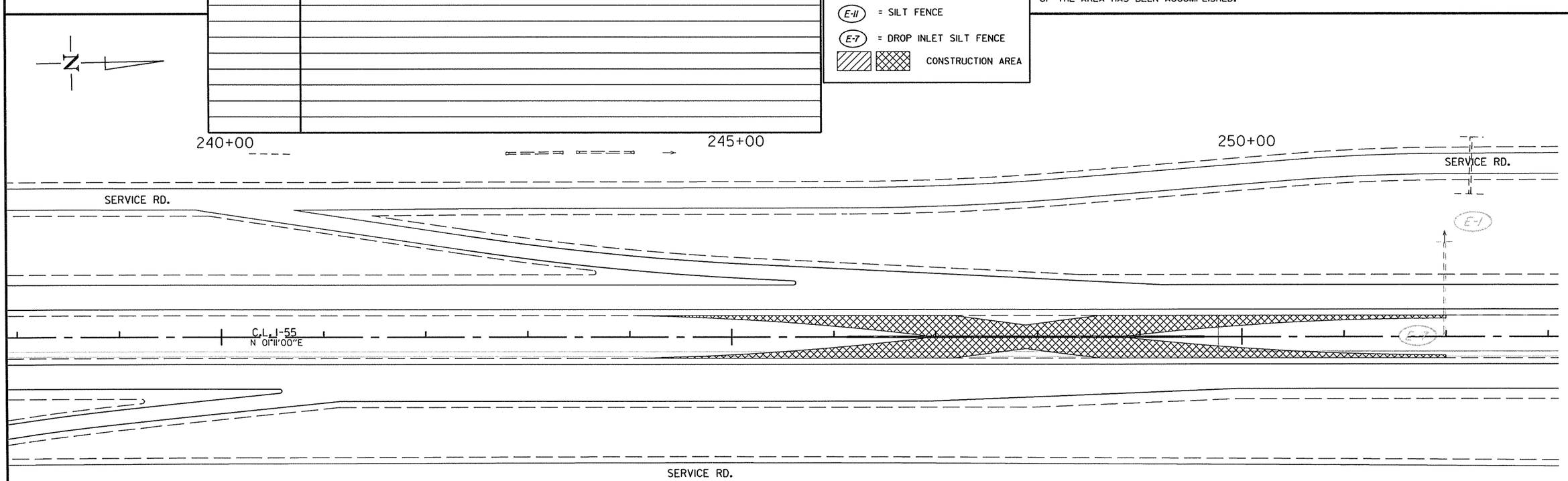
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

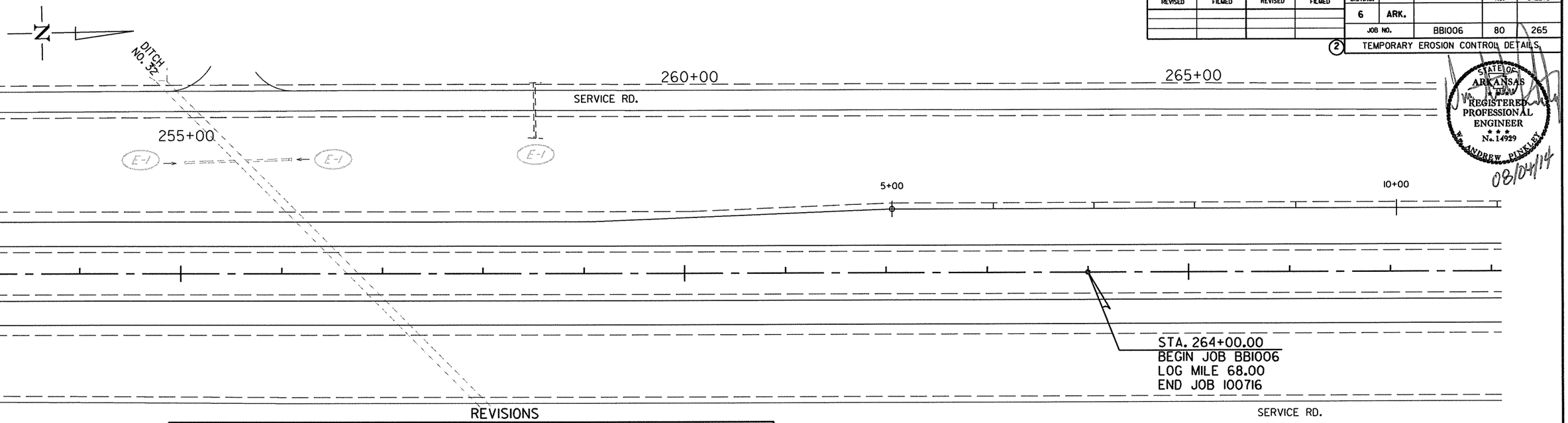
NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BB1006	80	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

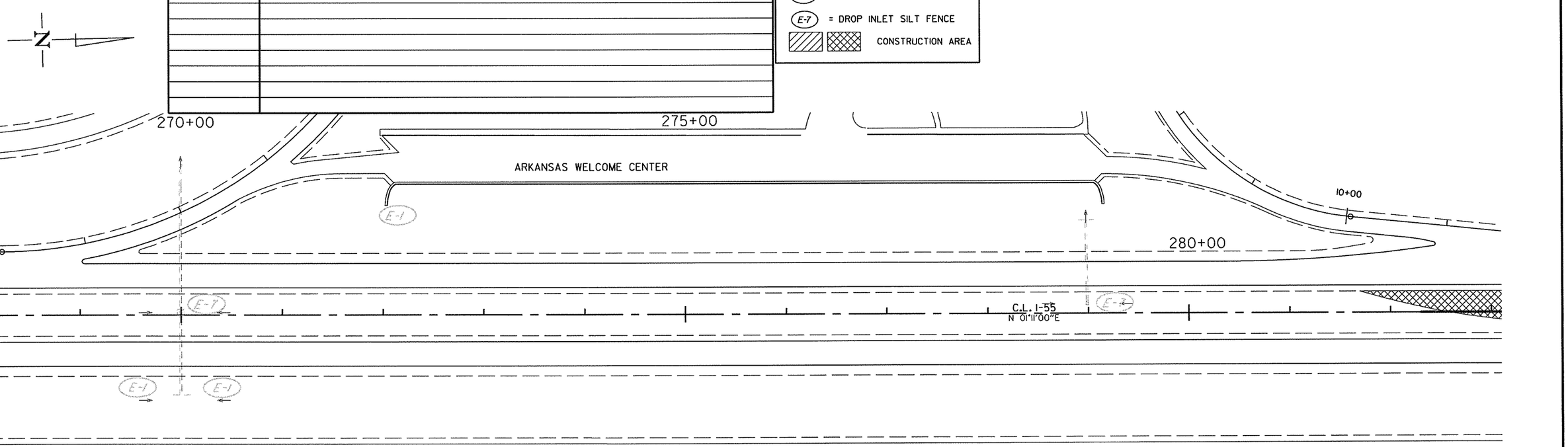
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

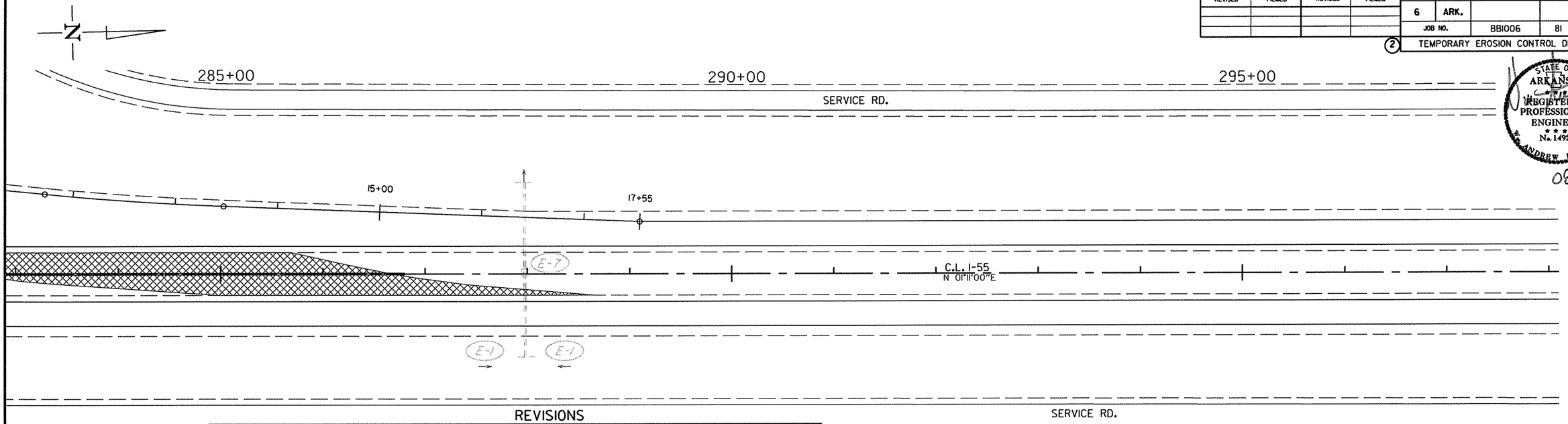


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BBI006	81	265
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINELEY
08/04/14



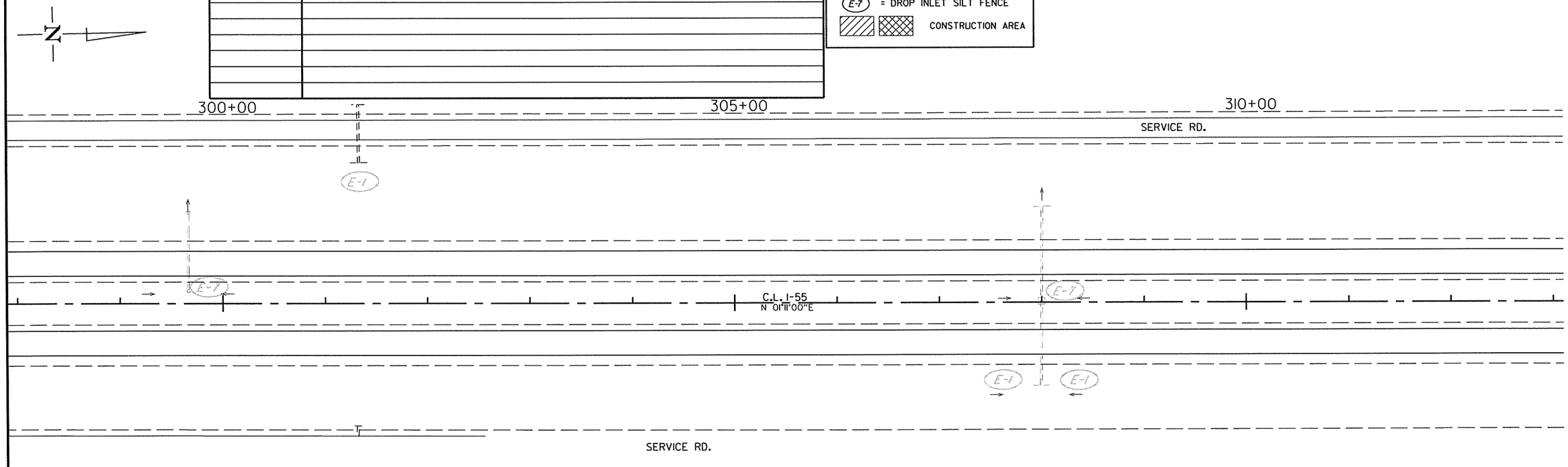
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

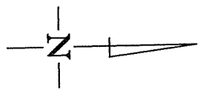
NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

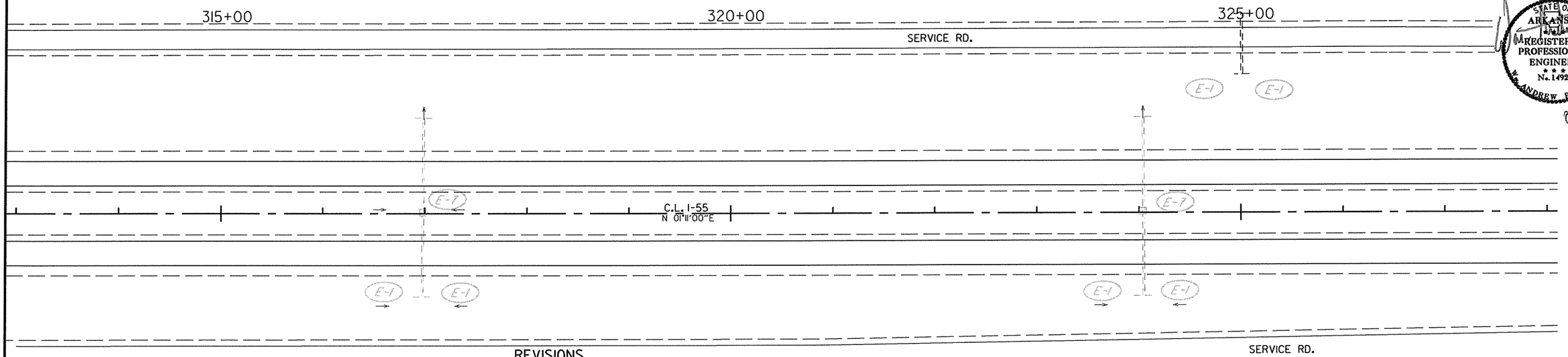


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BBI006	82	265
				(2) TEMPORARY EROSION CONTROL DETAILS				





STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

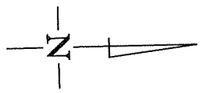
REVISIONS

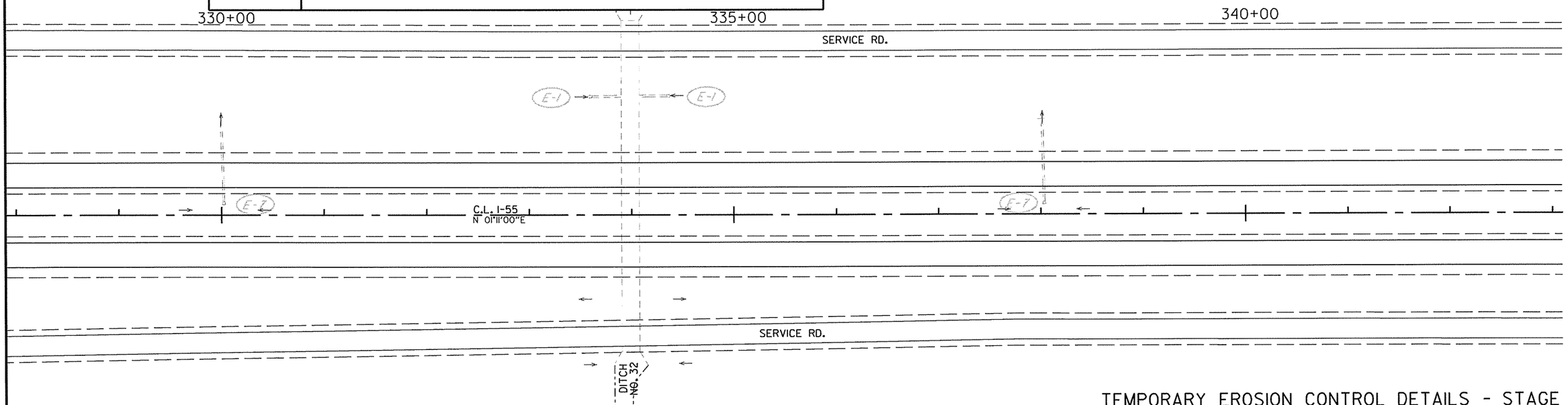
DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.





8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BBI006	83	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINELEY
08/01/14

345+00 350+00 355+00

SERVICE RD.

E-1 E-1

E-7

C.L. I-55
N 01°11'00"E

E-1 E-1 E-1 E-1

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

360+00 365+00 370+00

SERVICE RD.

C.L. I-55
N 01°11'00"E

E-7

E-1 E-1

SERVICE RD.

DITCH NO. 30

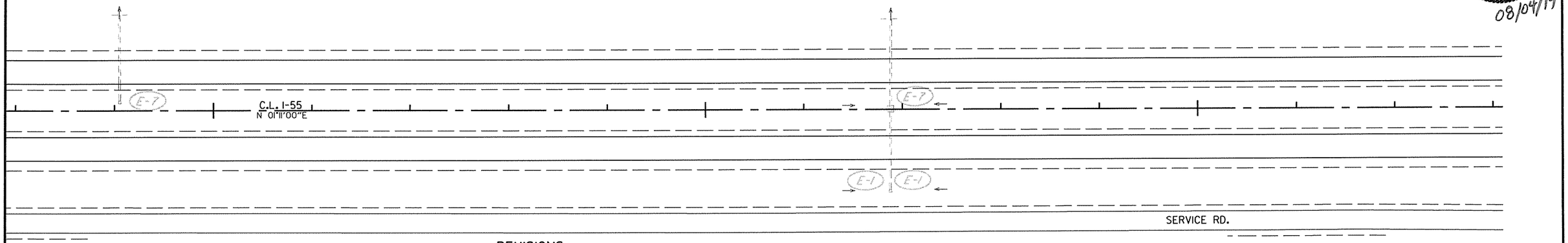
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BBI006	84	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



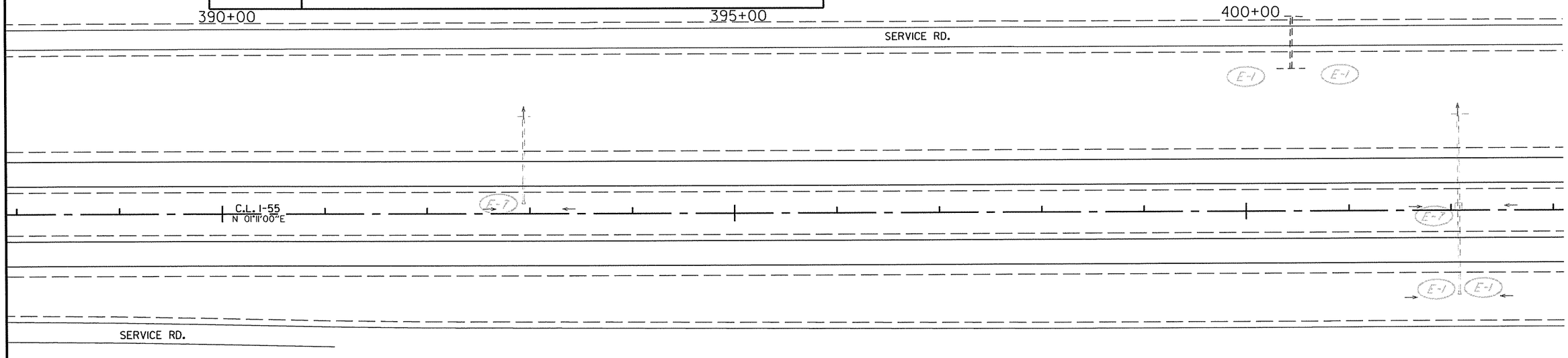
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

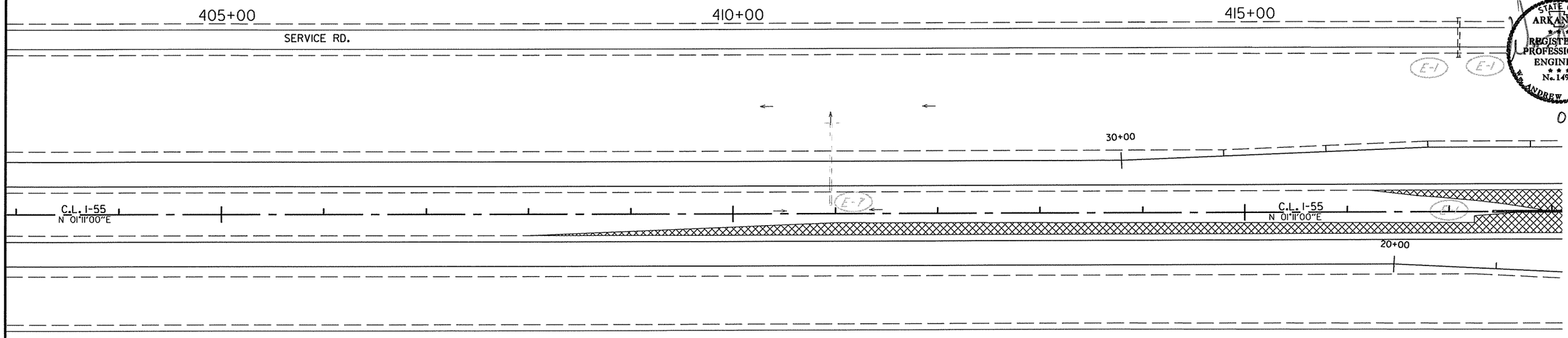


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BB1006	85	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



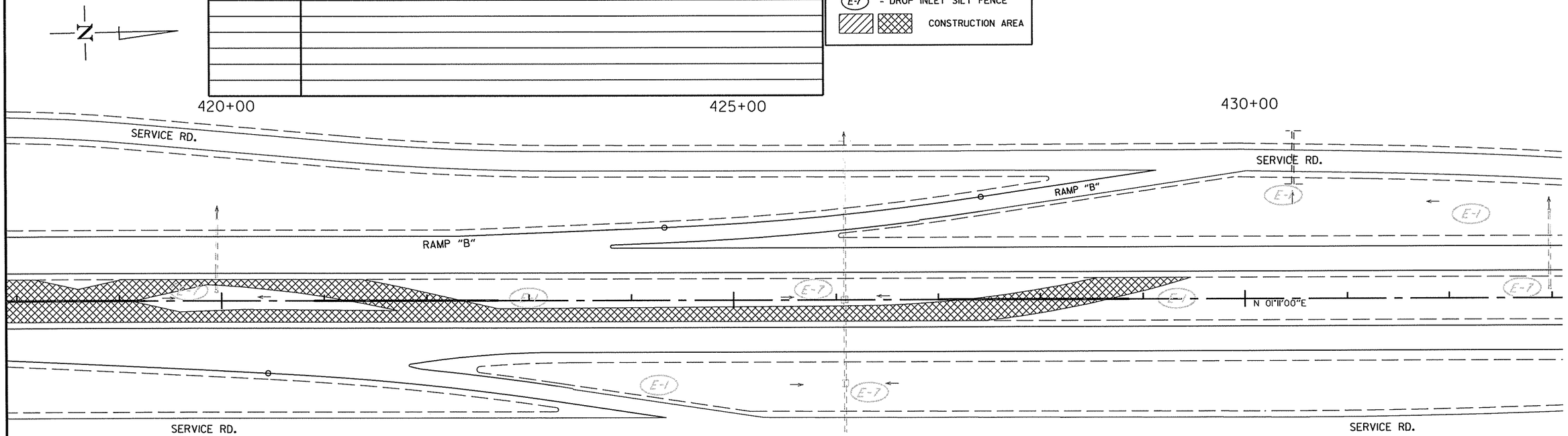
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

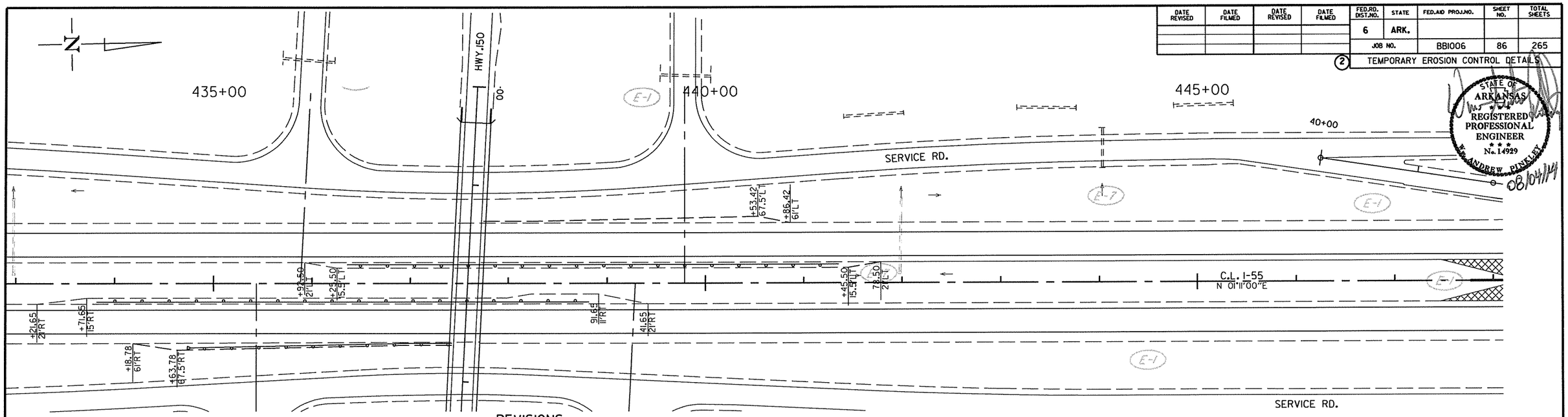
NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BB1006	86	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
BRANDREW PINKLEY
08/04/14

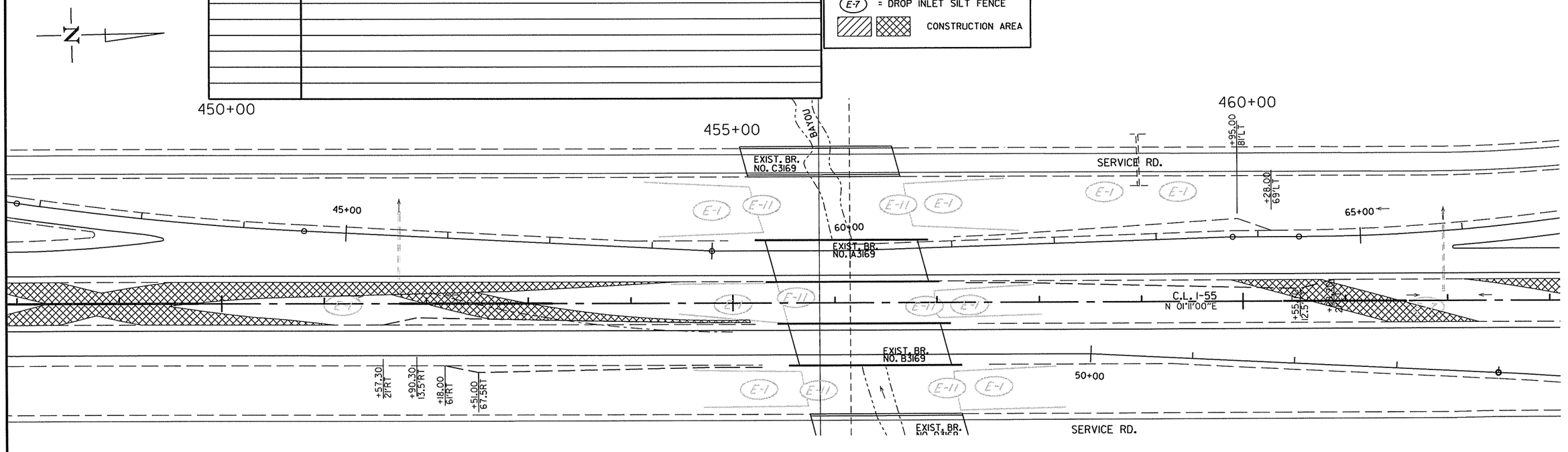
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
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- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.



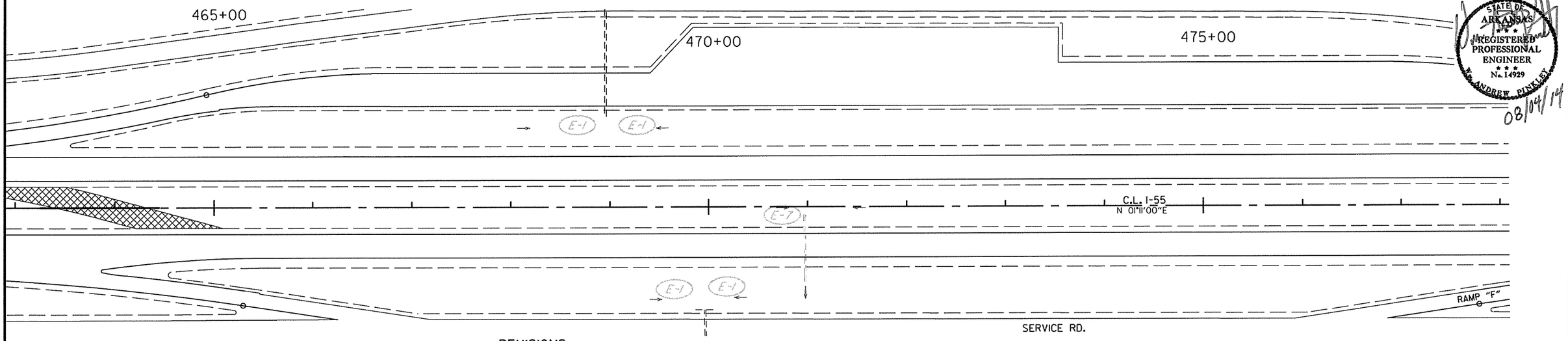
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BB1006	87	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
BRANDREW PINKLEY
08/04/14



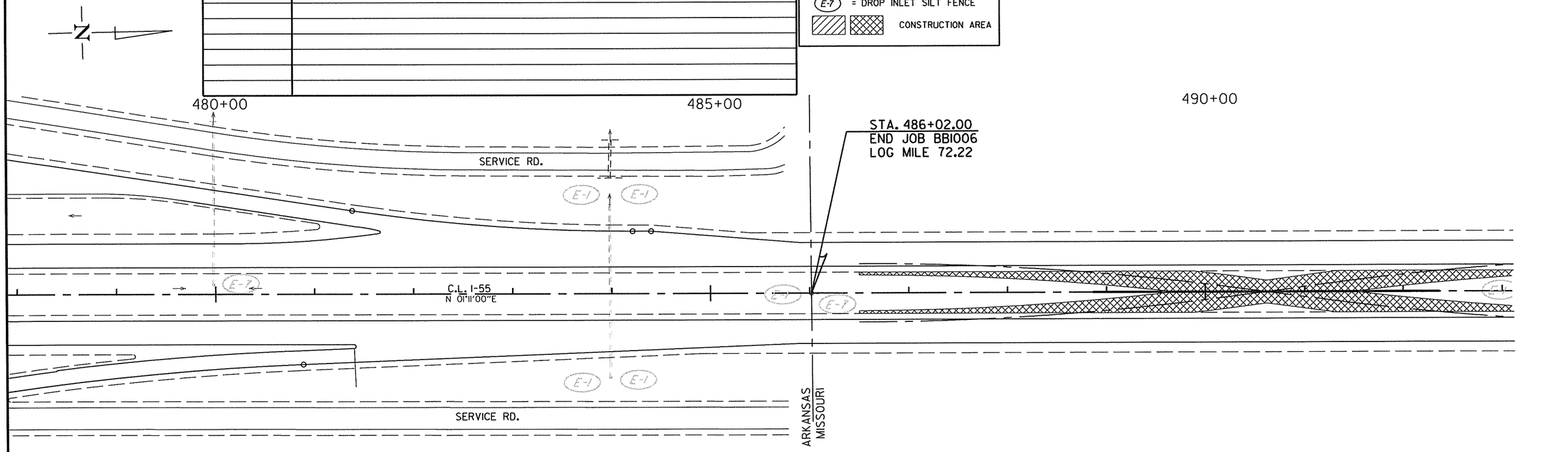
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

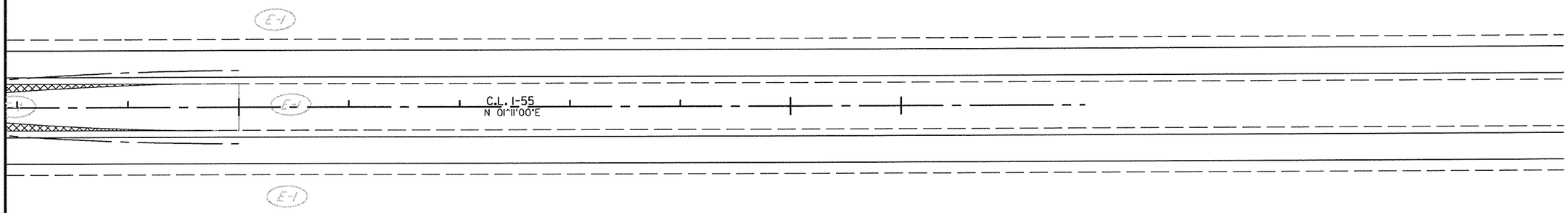


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-A

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.		BB1006	88	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



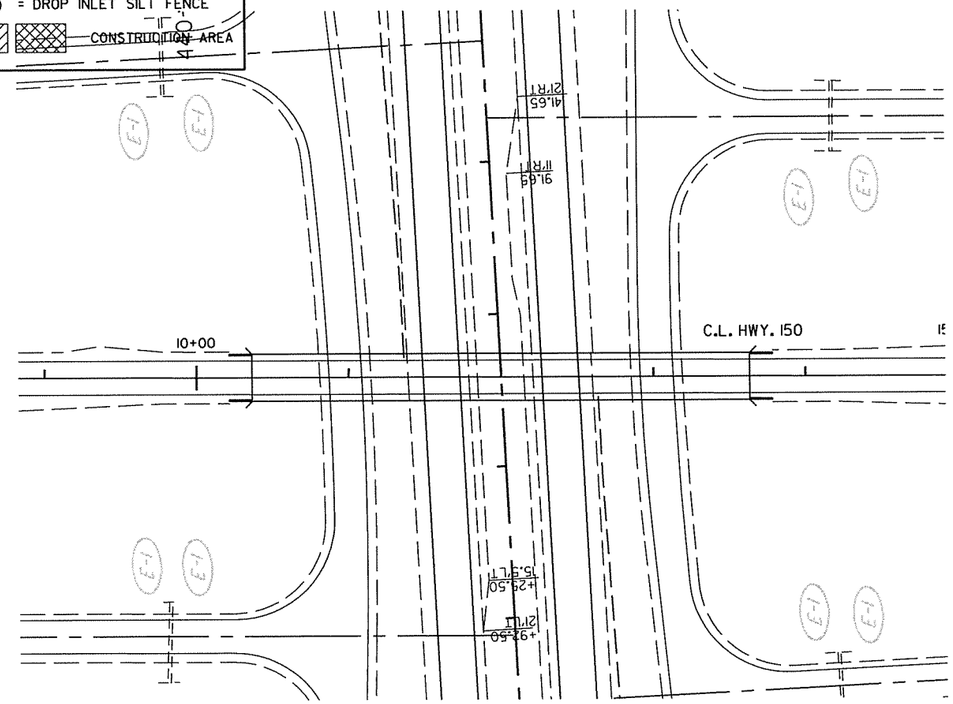
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

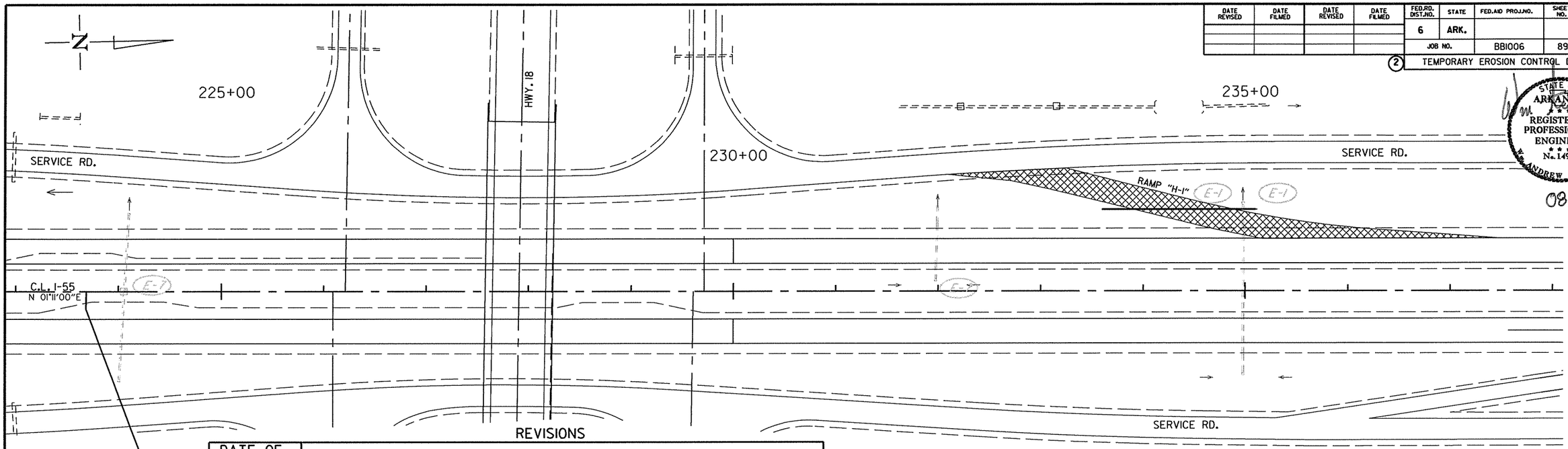
NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.


10+00
C.L. HWY. 150
E-1
E-1
E-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.		BB1006	89	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
BRANDREW PINKLEY
08/04/14



STA. 223+68.47
BEGIN W.R.S.F. ON
N.B. FORESLOPE
L.M. 67.33

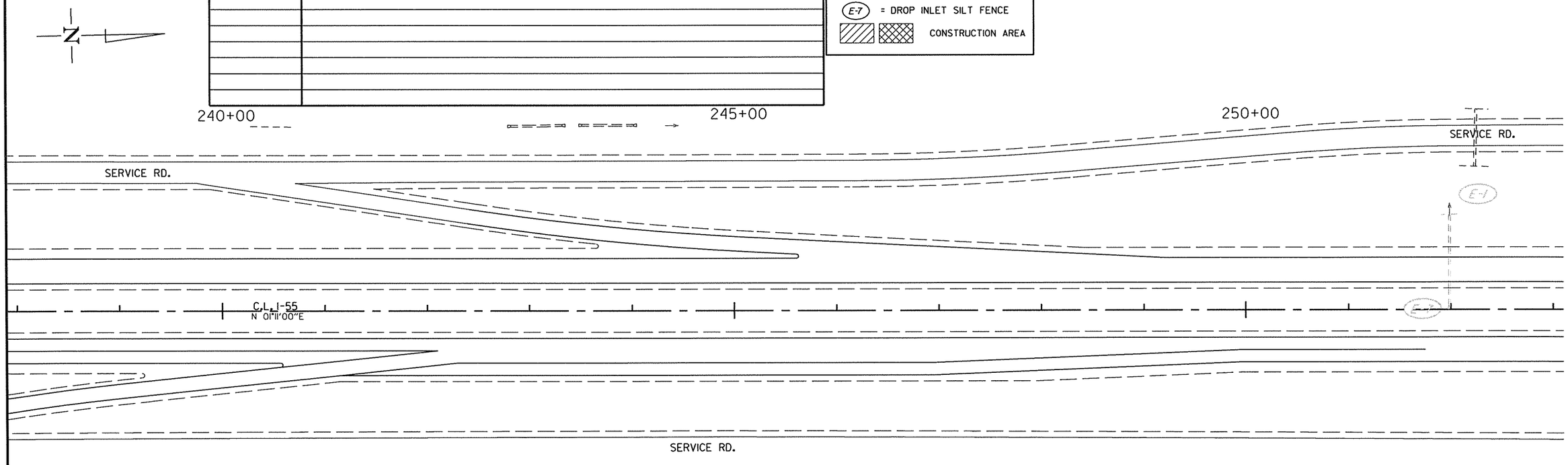
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

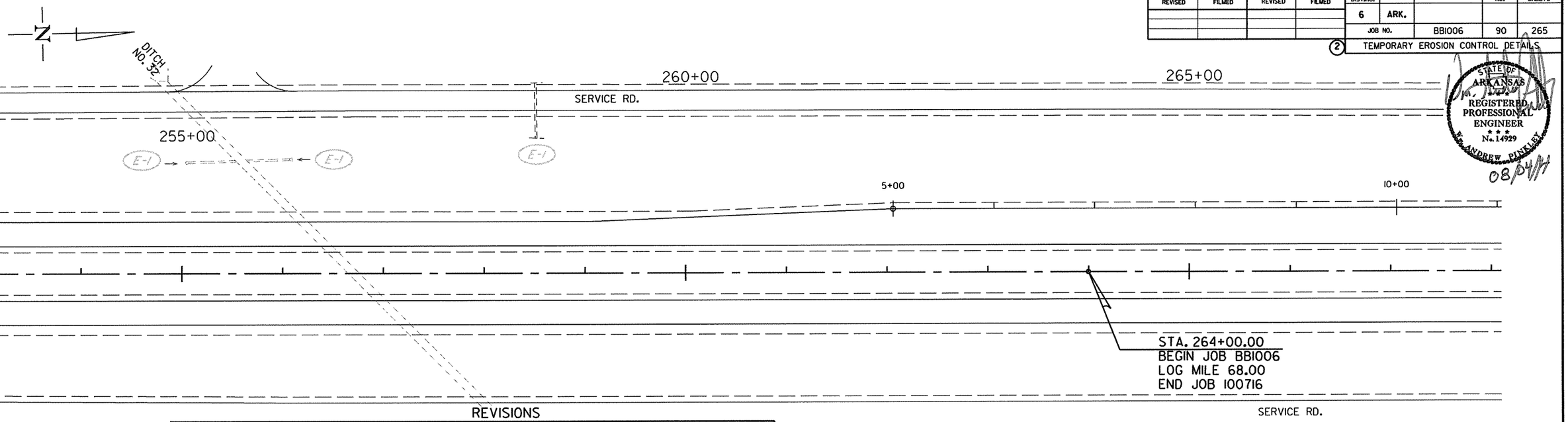
NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.



8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BB1006	90	265
				(2) TEMPORARY EROSION CONTROL DETAILS				



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

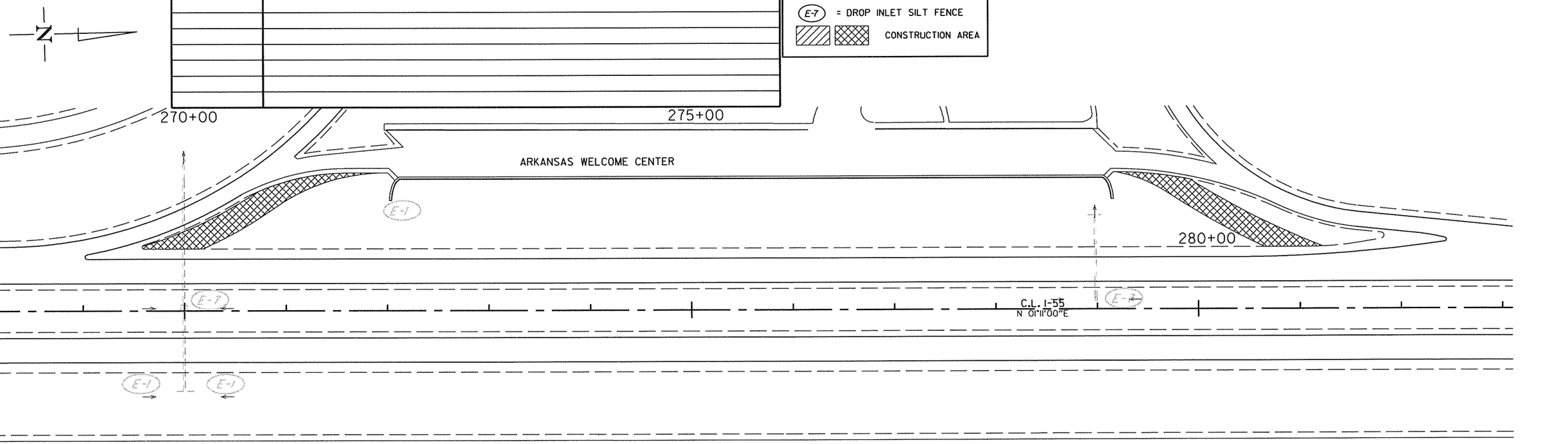
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.



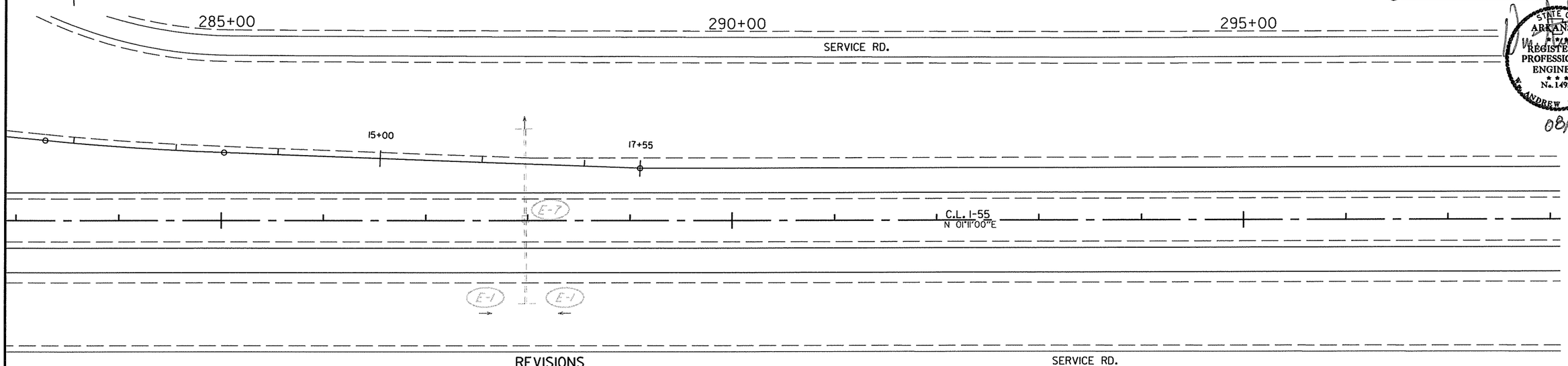
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BBI006	91	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



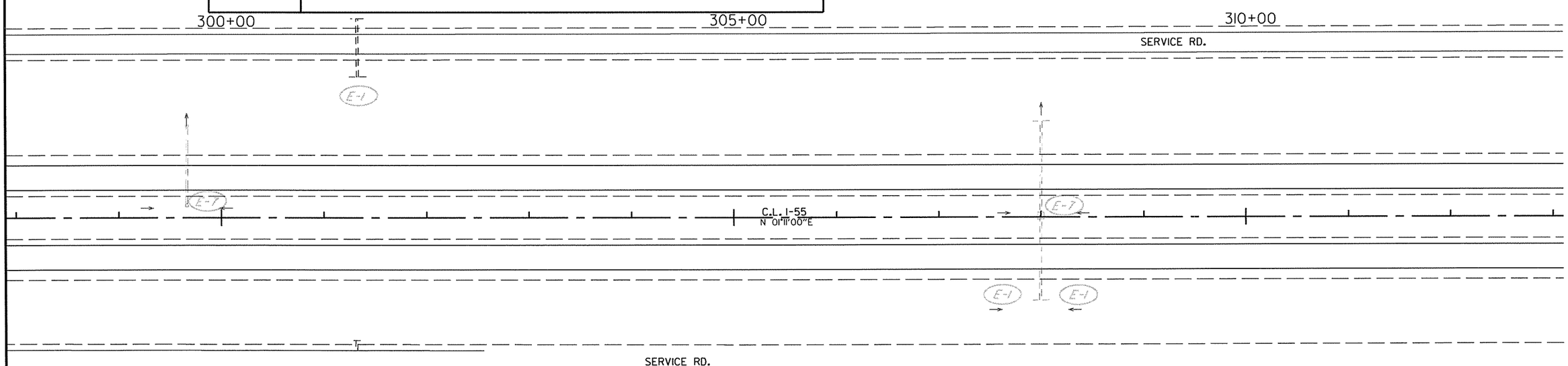
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

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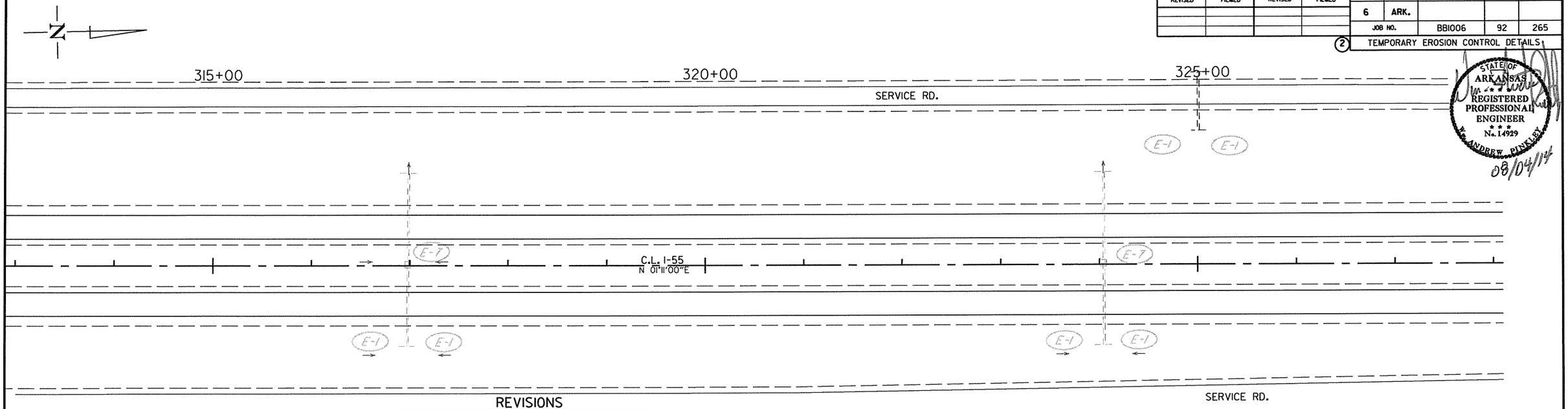
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BBI006	92	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
R. ANDREW PINKLEY
08/04/14



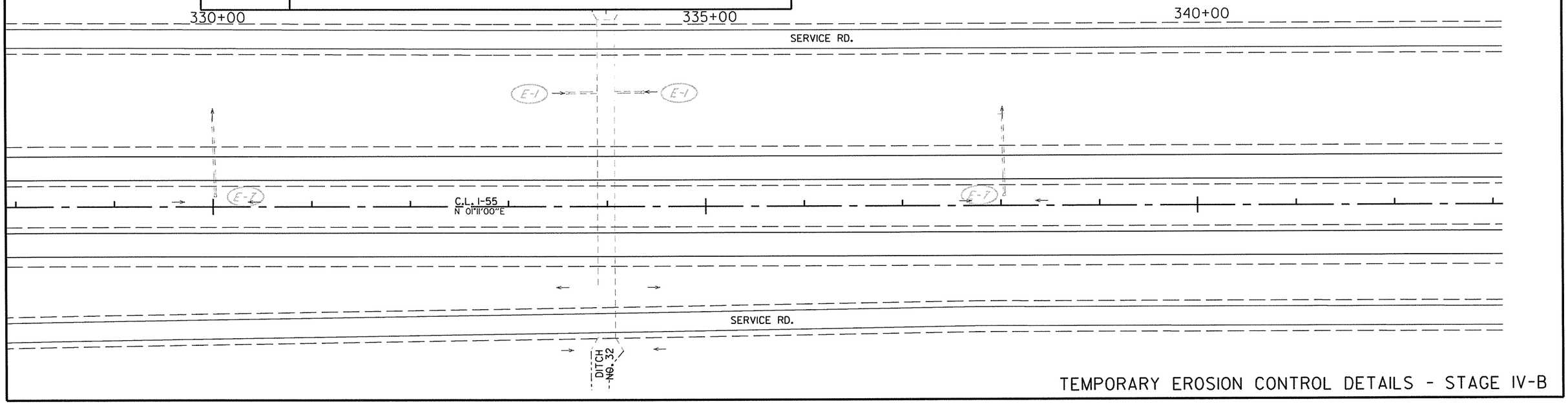
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
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- (E-7) = DROP INLET SILT FENCE
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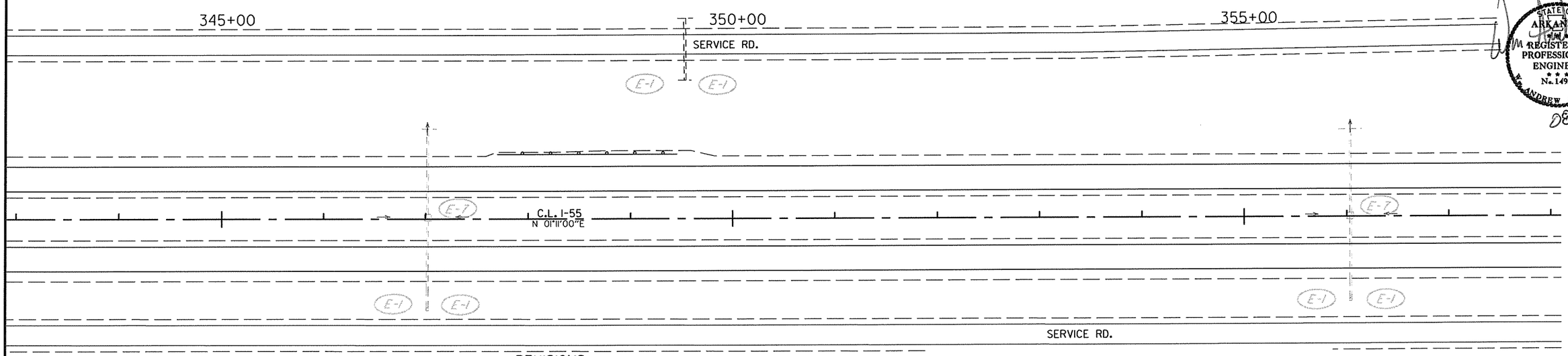


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BBI006	93	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
E. ANDREW PINKLEY
08/04/14



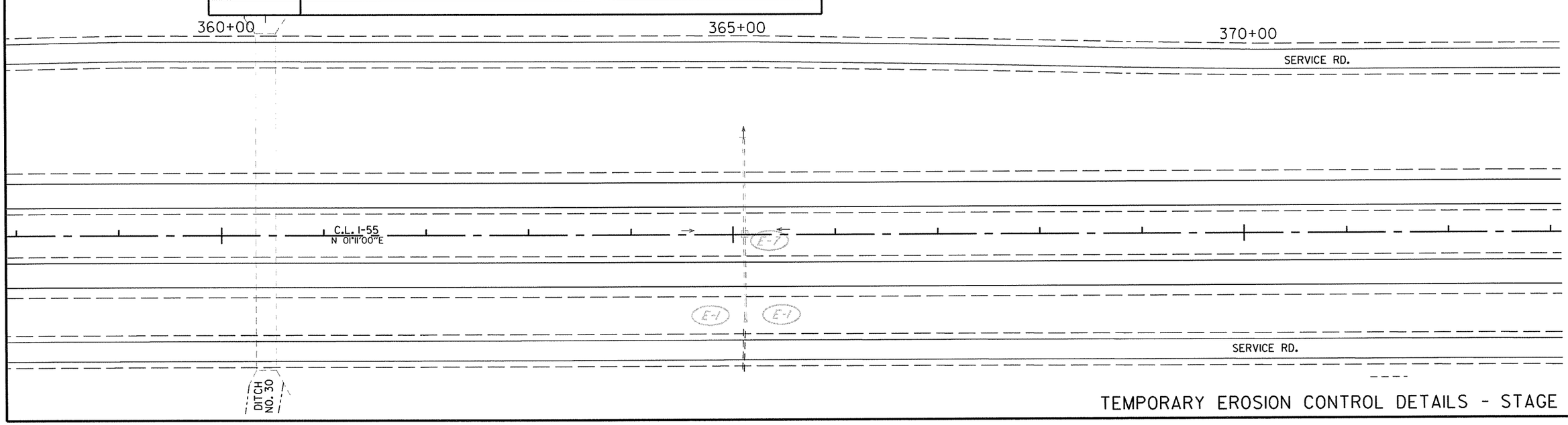
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
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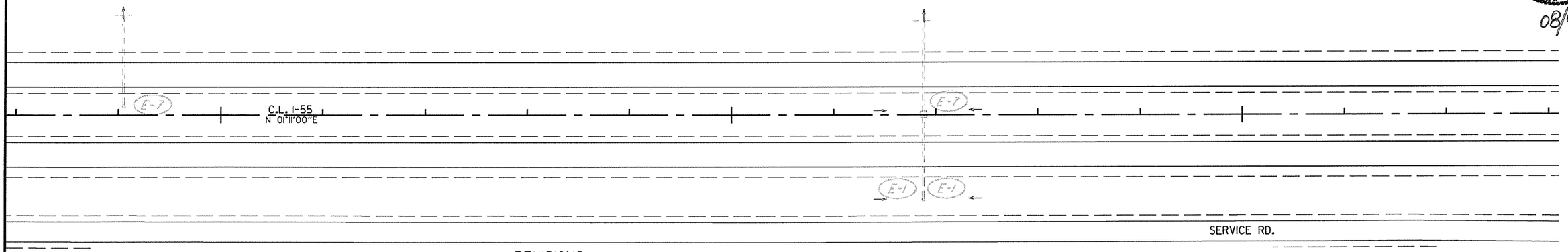
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BBI006	94	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINELEY
08/04/14



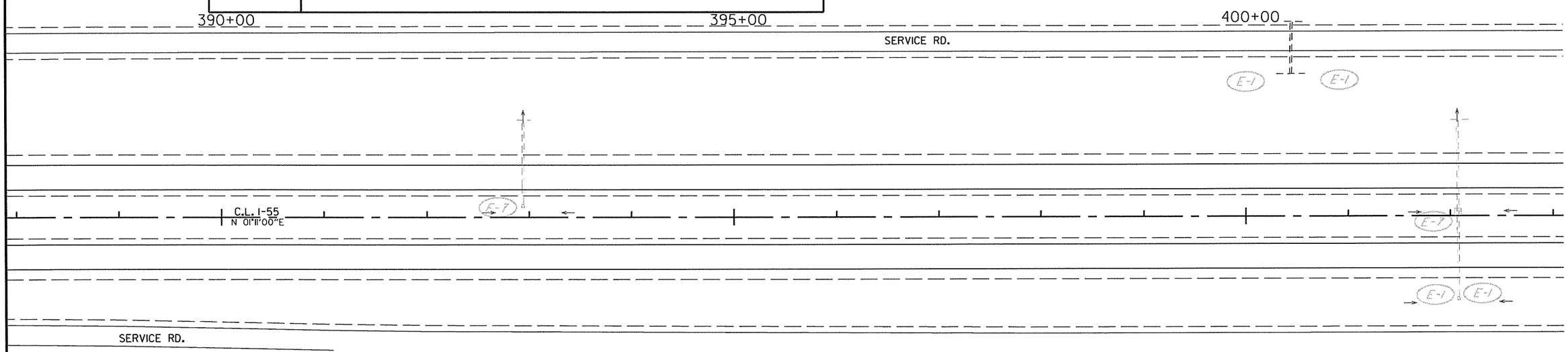
REVISIONS

DATE OF REVISION	REVISION

LEGEND

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8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BBI006	95	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
JOE ANDREW PINKLEY
08/04/14

405+00 410+00 415+00

SERVICE RD.

C.L. I-55
N 01°11'00"E

C.L. I-55
N 01°11'00"E

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
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- (E-7) = DROP INLET SILT FENCE
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NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

420+00 425+00 430+00

SERVICE RD.

RAMP "B"

SERVICE RD.

N 01°11'00"E

SERVICE RD. SERVICE RD.

8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BBI006	96	265

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

435+00 440+00 445+00

HWY. 150

SERVICE RD.

C.L. I-55
N 01°11'00"E

SERVICE RD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
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- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.

450+00 455+00 460+00

BAYOU

EXIST. BR. NO. C3169

EXIST. BR. NO. A3169

EXIST. BR. NO. B3169

EXIST. BR. NO. D3169

SERVICE RD.

C.L. I-55
N 01°11'00"E

SERVICE RD.

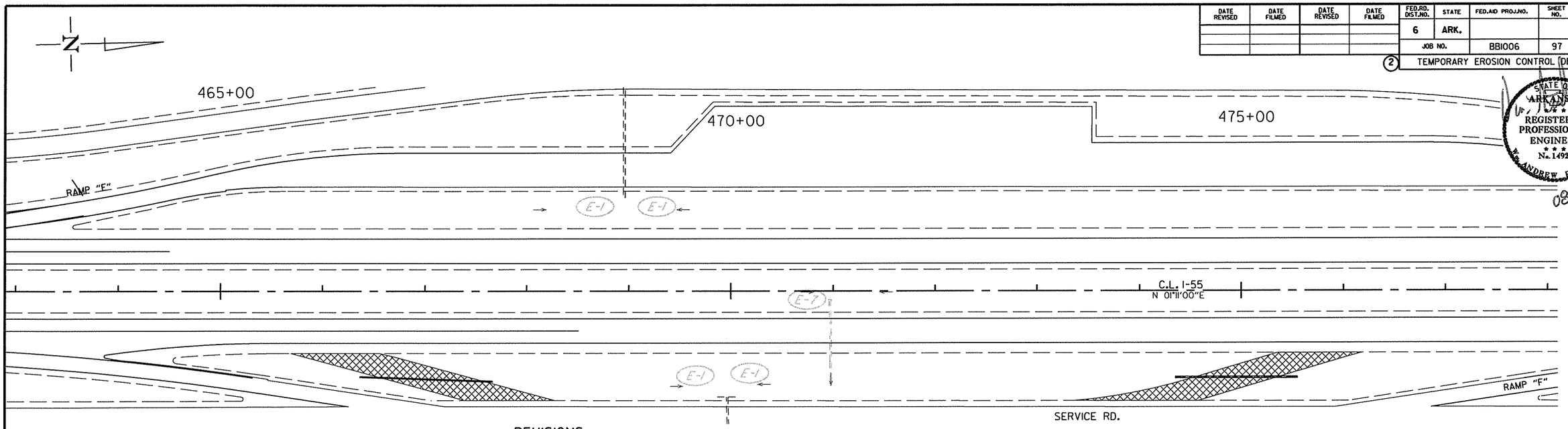
8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BBI006	97	265

(2) TEMPORARY EROSION CONTROL DETAILS





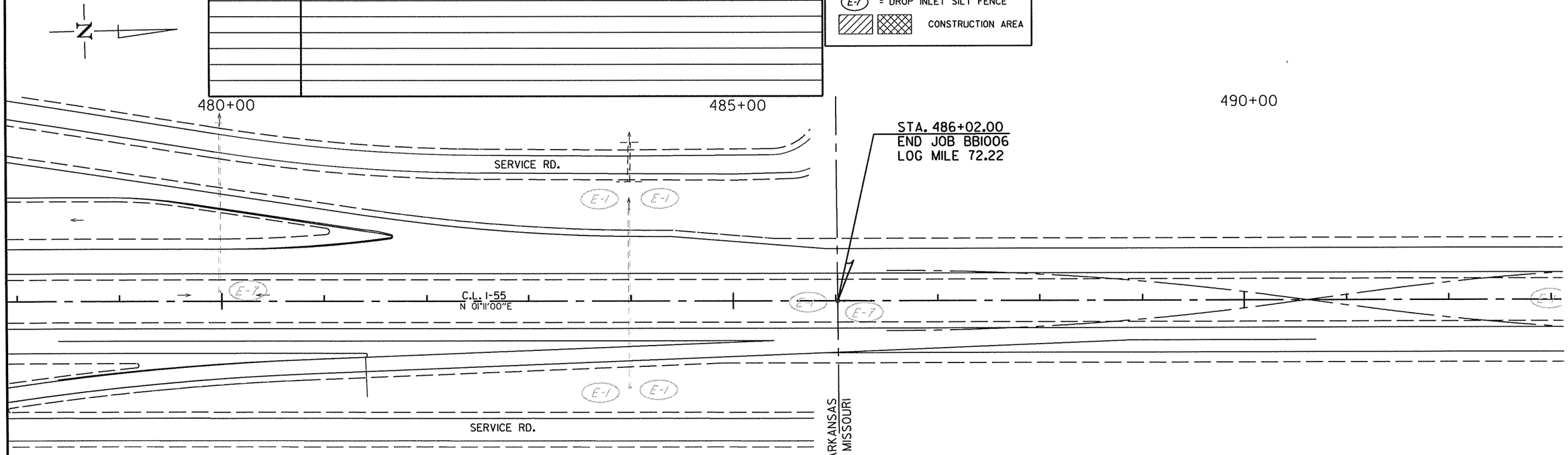
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- E-1 = WATTLE DITCH CHECK
- E-5 = SAND BAG DITCH CHECK
- E-11 = SILT FENCE
- E-7 = DROP INLET SILT FENCE
- CONSTRUCTION AREA

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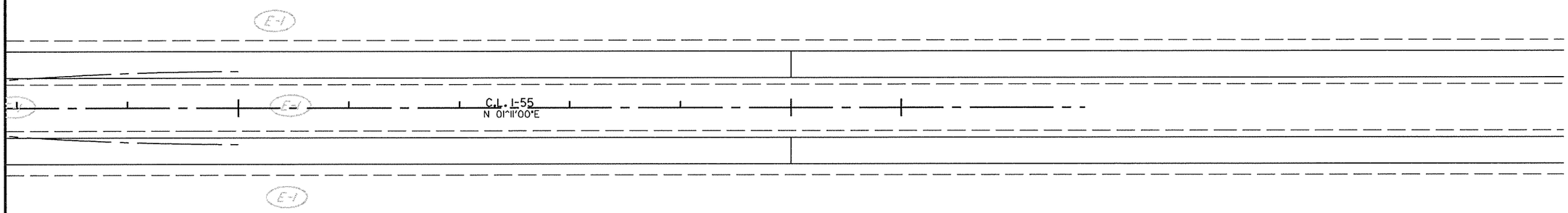


8/1/2014

TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

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.		BB1006	98	265
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



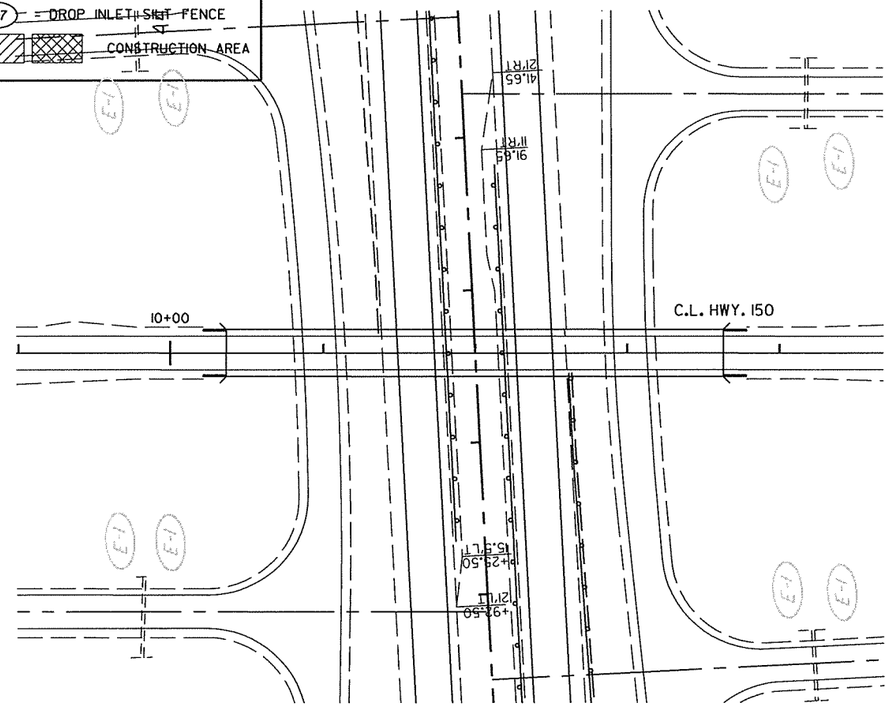
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-5) = SAND BAG DITCH CHECK
- (E-11) = SILT FENCE
- (E-7) = DROP INLET SILT FENCE
- CONSTRUCTION AREA

NOTE: DEVICES INSTALLED UNDER STAGES I &2 SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA HAS BEEN ACCOMPLISHED.



TEMPORARY EROSION CONTROL DETAILS - STAGE IV-B

8/5/2014

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.		BB1006	99	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

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

STA. 500+00.00
END WORK AREA
JOB BB1006

(1) G20-1 (60" X 24") ROAD WORK NEXT 5.0 MILES
(2) W20-1 (48" X 48") ROAD WORK 500 FT STA. 531+00
(2) W20-1 (48" X 48") ROAD WORK 1/4MILE
(2) R55-1 (36" X 60") FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT
(2) W20-1 (48" X 48") ROAD WORK 1 MILE

1400′ 1320′

PORTABLE CHANGEABLE MESSAGE SIGN
AS DIRECTED BY THE ENGINEER

500′ SHOULDER CLOSED 1140′ 2640′

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

(2) G20-2 (48" X 24") END ROAD WORK

500′

MAXIMUM EXTENT OF LANE CLOSURE TAPERS

PORTABLE CHANGEABLE MESSAGE SIGN
AS DIRECTED BY THE ENGINEER

2640′ 1140′ (1) RSP-1 (48" X 30") SHOULDER CLOSED 500′

1320′ 1400′

(2) W20-1 (48" X 48") ROAD WORK 1 MILE
(2) R55-1 (36" X 60") FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT
(2) W20-1 (48" X 48") ROAD WORK 1/4MILE
(2) W20-1 (48" X 48") ROAD WORK 500 FT STA. 233+00
(1) G20-1 (60" X 24") ROAD WORK NEXT 5.0 MILES

STA. 230+00.00
BEGIN WORK AREA
JOB BB1006

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

NOTE:
THE CONTRACTOR SHALL PERFORM ALL WORK ASSOCIATED WITH RAISING THE EXISTING HWY. 150 BRIDGE READY FOR TRAFFIC PRIOR TO MARCH 31, 2015.

500′ END ROAD WORK (2) G20-2 (48" X 24")

• G20-2 (48" X 24") END ROAD WORK

250′ END MIL & INLAY

250′ END MIL & INLAY

• (2) W20-1 (48" X 48") ROAD WORK AHEAD STA. 233+00

• FOR VERY SHORT RAMPS, PLACE SIGN(S) ALONG SERVICE ROAD.

DETAIL OF ENTRANCE AND EXIT RAMPS

MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS

8/1/2014

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				6	ARK.			
				JOB NO.		BB1006	100	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

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

TEMPORARY RUMBLE STRIP ARRAYS (12) TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

19 TRAFFIC DRUMS

7880′ | 5280′ | 3960′ | 3360′ | 2640′ | 2000′ | 1500′ | 1000′ | 500′

150′ | 250′ | 250′

TRAFFIC DRUMS @ 60′ O.C.
840′ TAPER FOR LANE CLOSURE

TRAFFIC DRUMS @ 100′ O.C.
500′ STABILIZING ZONE

MATCH LINE A THIS SHEET

ROAD WORK AHEAD — (2) W20-1 (48" X 48")
RUMBLE STRIPS AHEAD — (2) [SPECIAL] (48" X 48")
RIGHT LANE CLOSED 1/MILE — (2) W20-5 (48" X 48")
MERGE HERE — (1) [SPECIAL] (48" X 48")
DO NOT PASS — (2) R4-1 (48" X 60")
(2) W20-5 (48" X 48")
RIGHT LANE CLOSED 1/MILE — (2) R4-1 (48" X 60")
REDUCED SPEED AHEAD — (2) R2-5A (48" X 60")
RIGHT LANE CLOSED 1500 FT — DO NOT PASS
SPEED LIMIT 60 — (2) R2-1 (48" X 60")
(2) W4-2 RT. (48" X 48") AS DIRECTED
ADVANCE WARNING ARROW PANEL AT BEG. OF TAPER

(3) W1-6 (60" X 30")
EVENLY SPACED ON TAPER

NOTE:
MAINTAIN MINIMUM 12′ LANE WIDTH
ON LANE REMAINING OPEN.

RT. LANE CLOSURE

SPEED LIMIT 60 — (2) R2-1 (48" X 60")

MATCH LINE SB STA. 228+00 NB STA. 500+00

WORK AREA
TRAFFIC DRUMS @ 60′ O.C. IN CLOSED LANE

TRAFFIC DRUMS @ 60′ O.C. = 22 EACH
1320′ ACCEL. LANE FOR WORK TRUCKS

MATCH LINE A THIS SHEET

DIVERSION FOR RT. LANE WORK ZONE

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

(3) W1-6 (60" X 30")
EVENLY SPACED ON TAPER

MATCH LINE A

TRAFFIC DRUMS @ 60′ O.C.
720′ DIRECTED LANE TO
CLEAR LT. LANES WORK AREA

BUFFER MIN. 500′
TRAFFIC DRUMS @ 100′ O.C. = 5 EACH

WORK AREA
TRAFFIC DRUMS @ 60′ O.C. IN CLOSED LANE

TRAFFIC DRUMS @ 60′ O.C. = 22 EACH
1320′ ACCEL. LANE FOR WORK TRUCKS

MATCH LINE SB STA. 228+00 NB STA. 500+00

NOTE:
MAINTAIN MINIMUM 12′ LANE WIDTH
ON LANE REMAINING OPEN.

26 TRAFFIC DRUMS

DIVERSION FOR LT. LANE WORK ZONE

5 TRAFFIC DRUMS @ 25′ O.C.
100′ RETURN TAPER

MATCH LINE SB STA. 228+00 NB STA. 500+00

END ROAD WORK — (2) G20-2 (48" X 24")

SPEED LIMIT 60 — (2) R2-1 (48" X 60")

SPEED LIMIT 60 — (2) R2-1 (48" X 60")

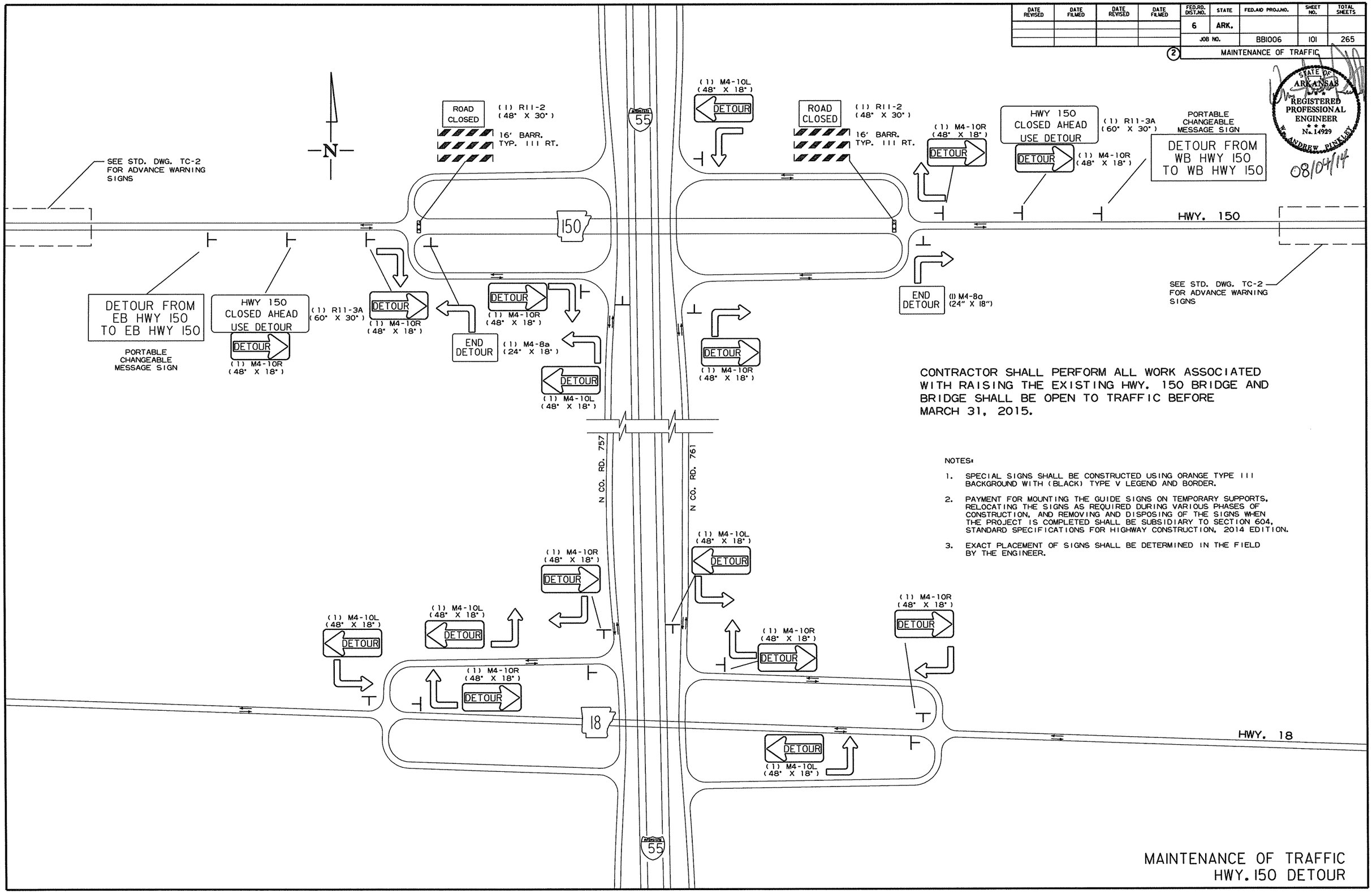
LANE CLOSURE
MAINTENANCE OF TRAFFIC

8/12/2014

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.		BB1006	101	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



CONTRACTOR SHALL PERFORM ALL WORK ASSOCIATED WITH RAISING THE EXISTING HWY. 150 BRIDGE AND BRIDGE SHALL BE OPEN TO TRAFFIC BEFORE MARCH 31, 2015.

NOTES:

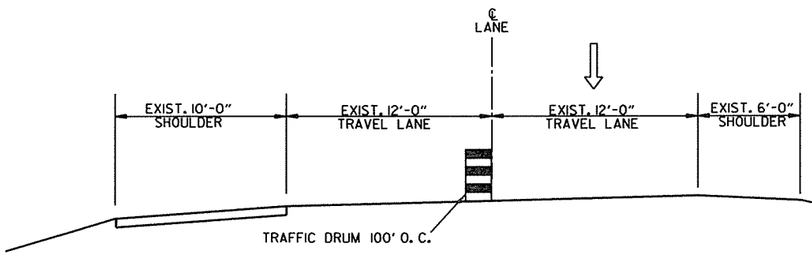
1. SPECIAL SIGNS SHALL BE CONSTRUCTED USING ORANGE TYPE III BACKGROUND WITH (BLACK) TYPE V LEGEND AND BORDER.
2. PAYMENT FOR MOUNTING THE GUIDE SIGNS ON TEMPORARY SUPPORTS, RELOCATING THE SIGNS AS REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION, AND REMOVING AND DISPOSING OF THE SIGNS WHEN THE PROJECT IS COMPLETED SHALL BE SUBSIDIARY TO SECTION 604, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.
3. EXACT PLACEMENT OF SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

8/1/2014

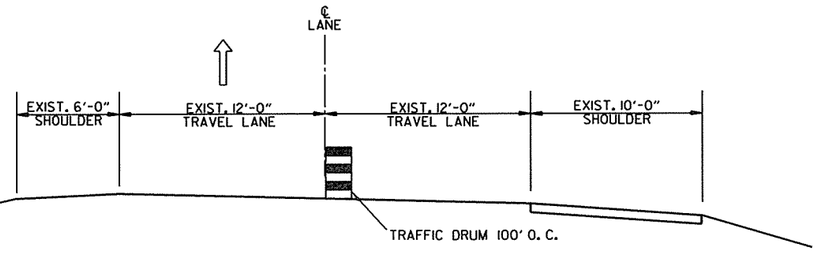
MAINTENANCE OF TRAFFIC
HWY. 150 DETOUR

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.		BB1006	102	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



LOCATION OF TRAFFIC DRUMS FOR SB LANES



LOCATION OF TRAFFIC DRUMS FOR NB LANES

CONSTRUCTION PAVEMENT MARKINGS FOR THIS STAGE:

RAMP A	STA. 411+00.00 TO STA. 425+26.73	=	1900 FT.
RAMP C	STA. 447+79.00 TO STA. 457+00.00	=	1250 FT.
RAMP D	STA. 453+00.00 TO STA. 467+30.00	=	1900 FT.
RAMP E	STA. 457+00.00 TO STA. 463+00.00	=	1050 FT.
RAMP H	STA. 243+80.00 TO STA. 254+61.00	=	1260 FT.
RAMP RA-1	STA. 259+00.00 TO STA. 271+17.22	=	1650 FT.
RAMP RA-2	STA. 278+56.00 TO STA. 290+25.00	=	1825 FT.

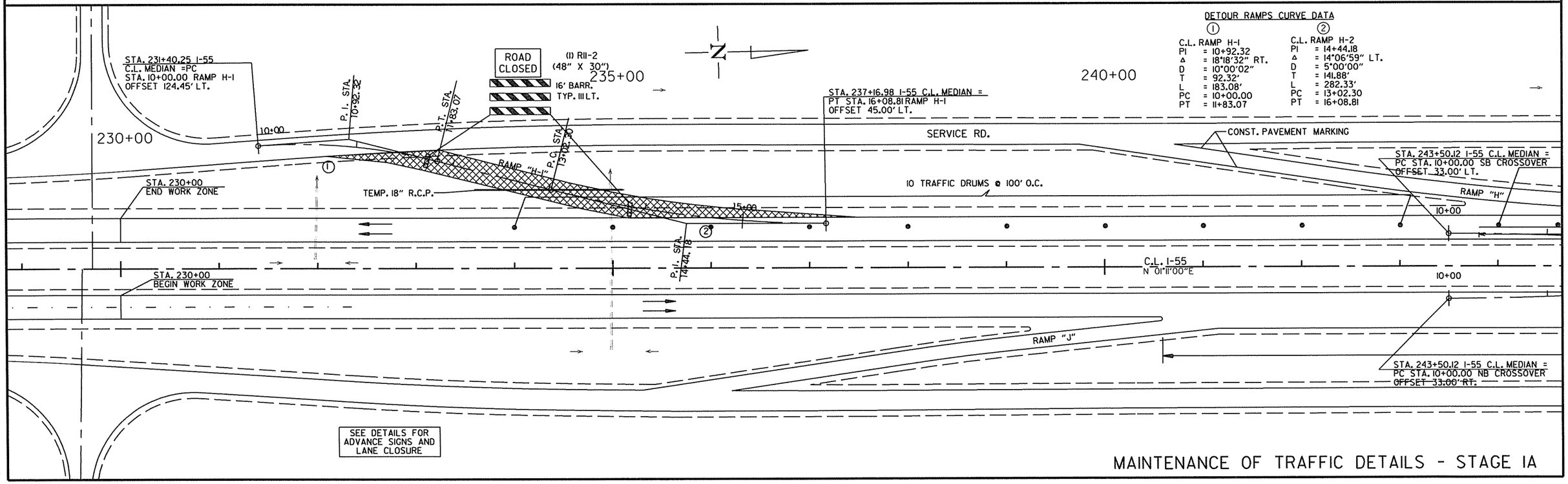
CONSTRUCT TEMPORARY CULVERT FOR THIS STAGE:

RAMP H-1	STA. 233+60.00 TO STA. 235+10.00, CONST. 18"x150' RCP=	150 FT.
RAMP A-1	STA. 424+55.00 TO STA. 426+05.00, CONST. 18"x150' RCP =	150 FT.
RAMP B-1	STA. 430+49.00 TO STA. 431+99.00, CONST. 18"x150' RCP =	150 FT.
RAMP C-1	STA. 444+75.00 TO STA. 446+55.00, CONST. 18"x180' RCP =	180 FT.
RAMP F-1	STA. 444+75.00 TO STA. 446+25.00, CONST. 18"x150' RCP =	150 FT.
RAMP D-1	STA. 466+35.00 TO STA. 467+65.00, CONST. 18"x130' RCP=	130 FT.
RAMP F-2	STA. 474+35.00 TO STA. 475+55.00, CONST. 18"x120' RCP=	120 FT.

STAGE IA OPERATIONS:

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

▨ DENOTES: CONSTRUCTION FOR M.O.T. THIS STAGE.



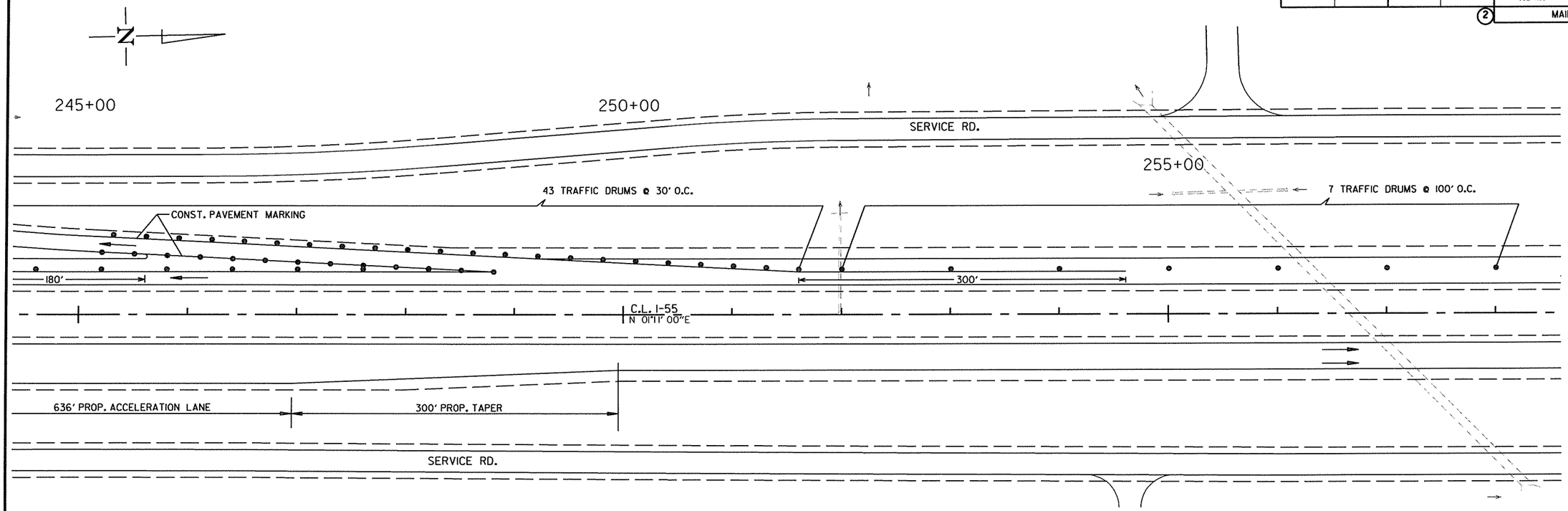
MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

8/1/2014

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.		BB1006	103	265

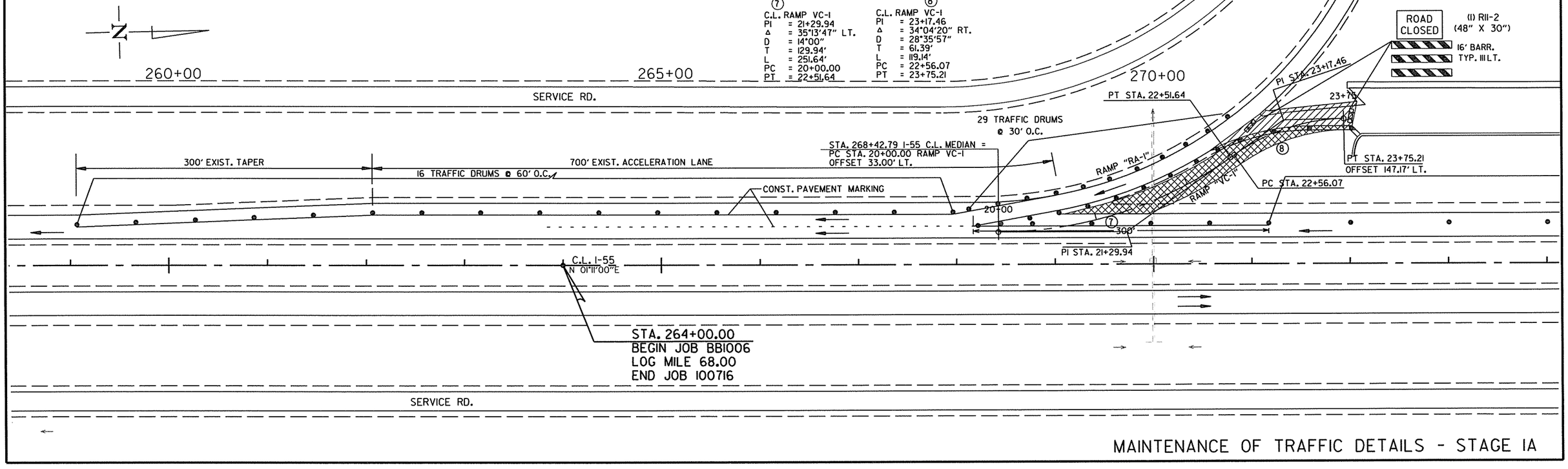
(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 14929 ANDREW PINKLEY 08/04/14



DETOUR RAMPS CURVE DATA

⑦ C.L. RAMP VC-1		⑧ C.L. RAMP VC-1	
PI	= 21+29.94	PI	= 23+17.46
Δ	= 35°13'47" LT.	Δ	= 34°04'20" RT.
D	= 14°00"	D	= 28°35'57"
T	= 129.94'	T	= 61.39'
L	= 251.64'	L	= 119.14'
PC	= 20+00.00	PC	= 22+56.07
PT	= 22+51.64	PT	= 23+75.21



8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

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.		BB1006	104	265
				2	MAINTENANCE OF TRAFFIC			

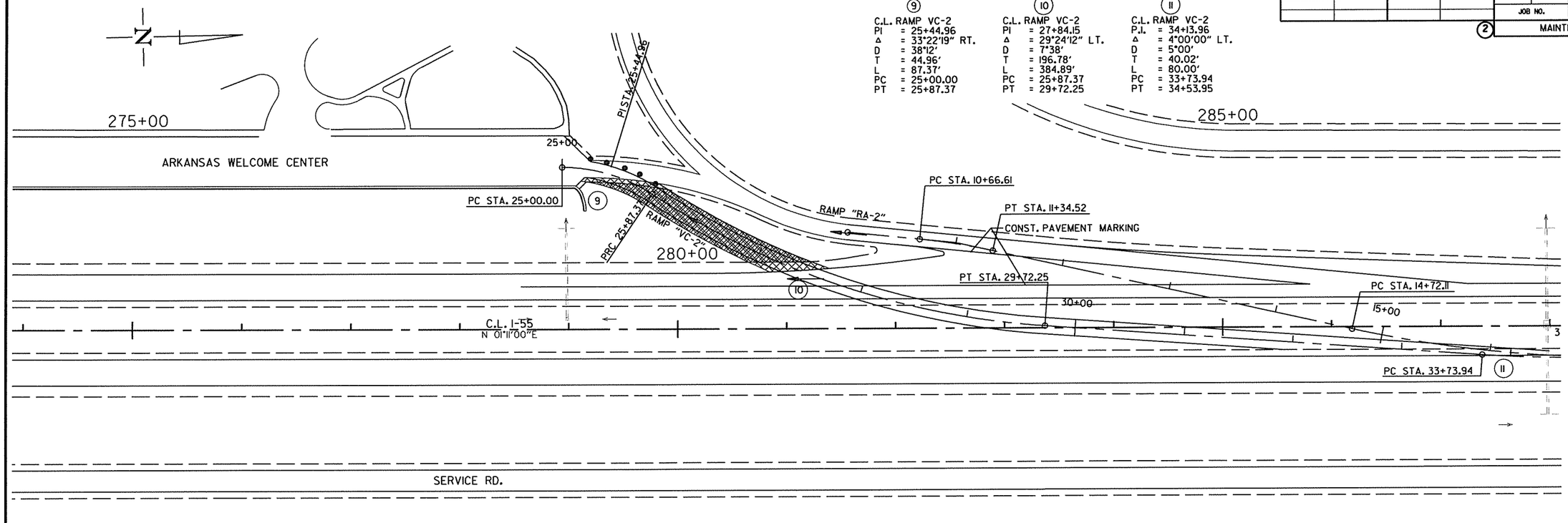
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

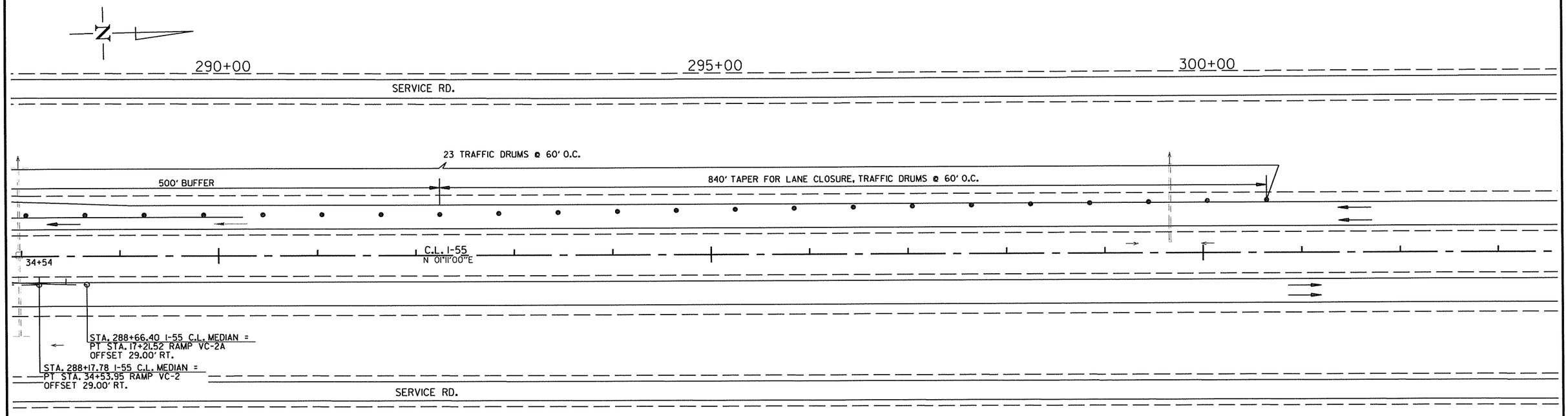
DETOUR RAMPS CURVE DATA

(9)
C.L. RAMP VC-2
PI = 25+44.96
Δ = 33°22'19" RT.
D = 38°12'
T = 44.96'
L = 87.37'
PC = 25+00.00
PT = 25+87.37

(10)
C.L. RAMP VC-2
PI = 27+84.15
Δ = 29°24'12" LT.
D = 7°38'
T = 196.78'
L = 384.89'
PC = 25+87.37
PT = 29+72.25

(11)
C.L. RAMP VC-2
P.I. = 34+13.96
Δ = 4°00'00" LT.
D = 5°00'
T = 40.02'
L = 80.00'
PC = 33+73.94
PT = 34+53.95
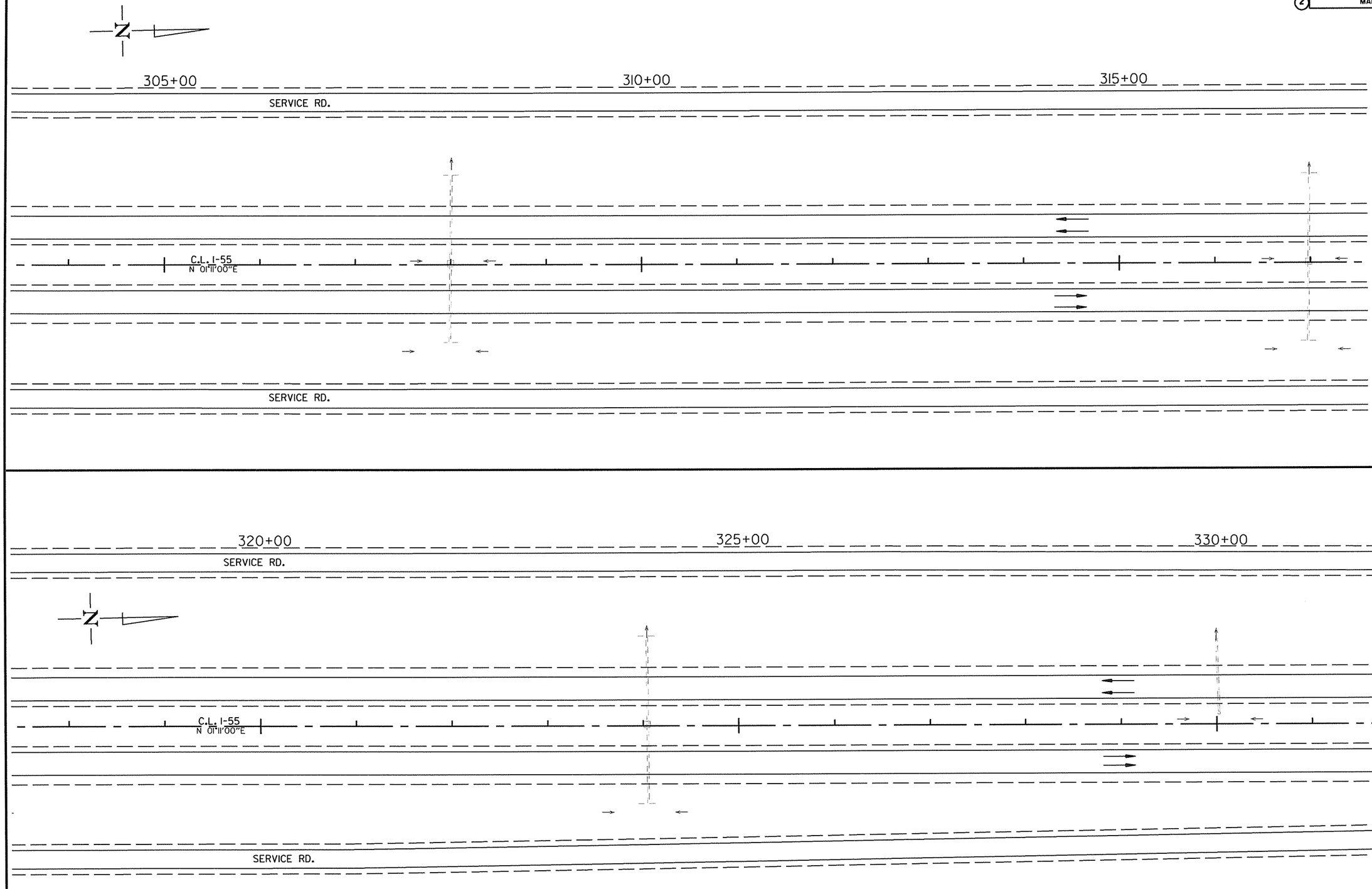




MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

8/1/2014

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				6	ARK.			
				JOB NO.		BB1006	105	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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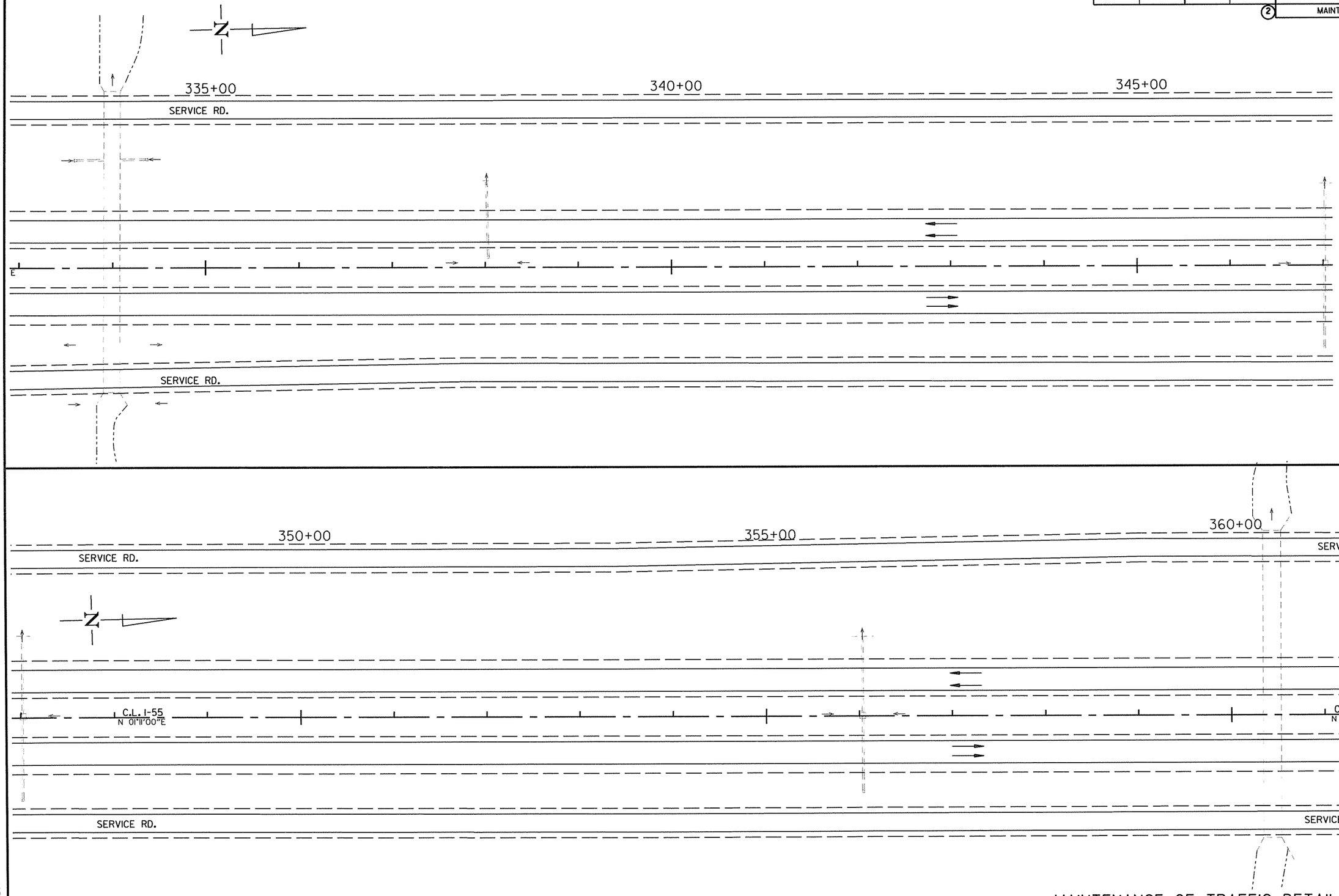


MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

8/1/2014

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.		BB1006	106	265
				(2)	MAINTENANCE OF TRAFFIC			

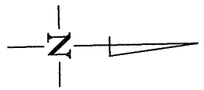
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

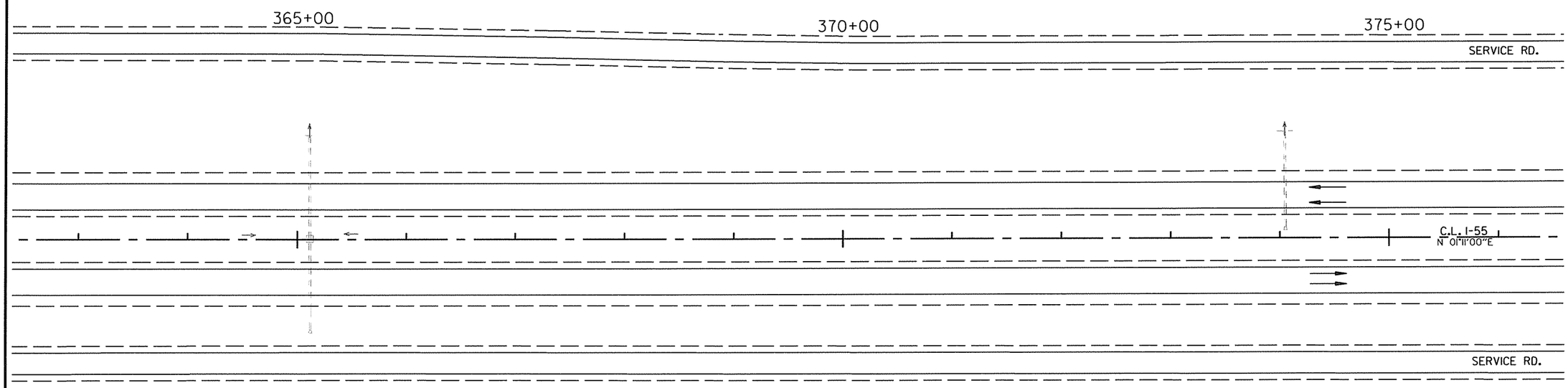


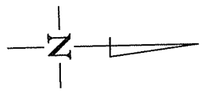
MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

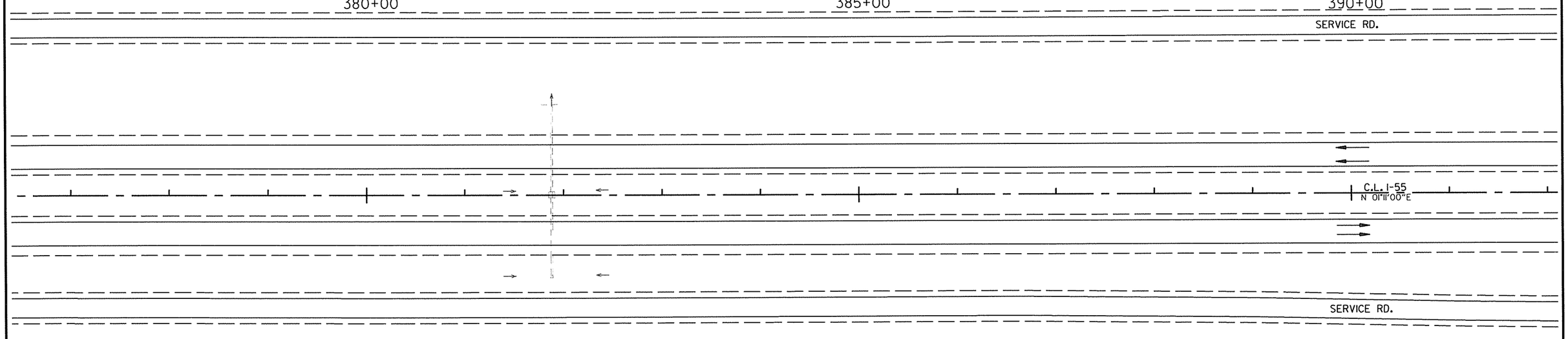
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	107	265
				(2) MAINTENANCE OF TRAFFIC				









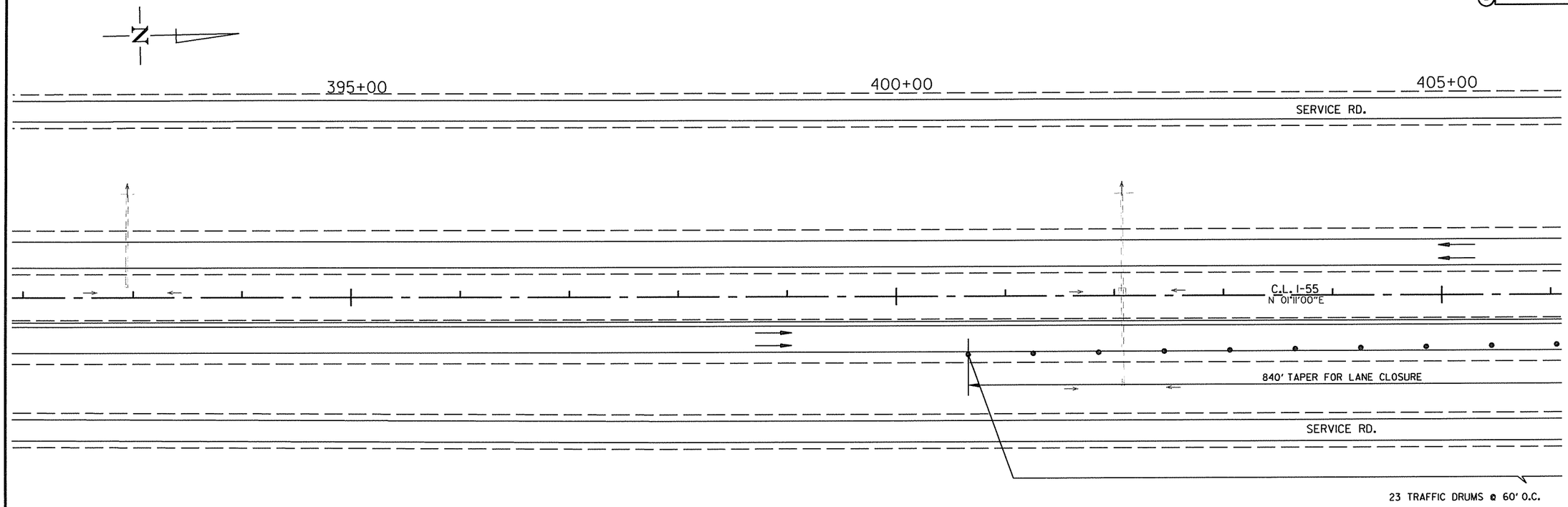
STATE OF ARKANSAS
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8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

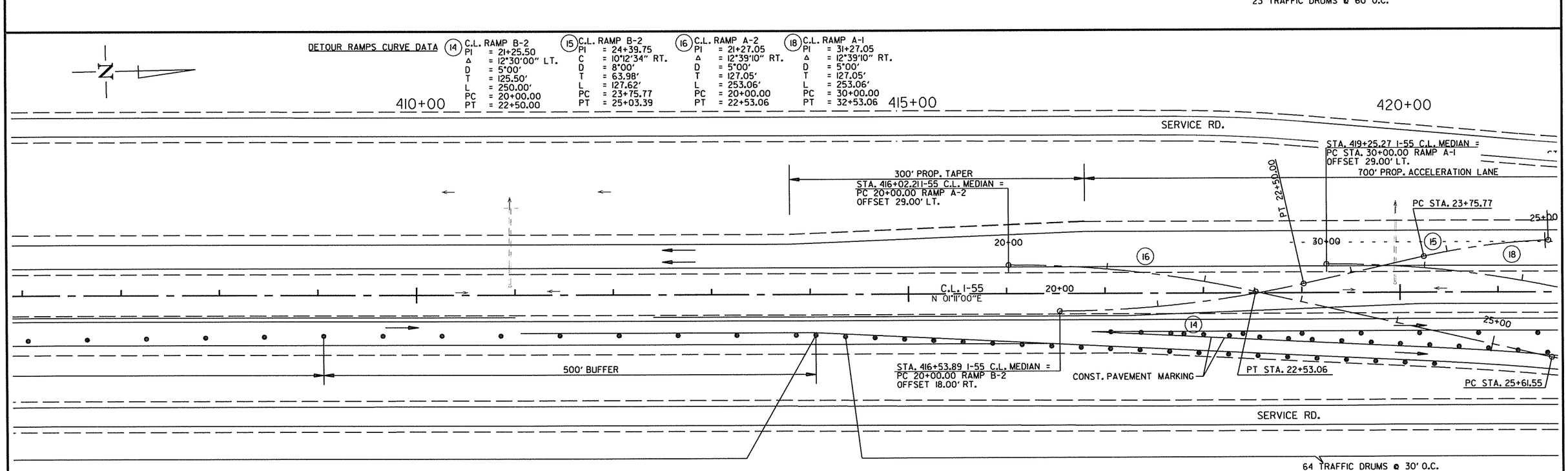
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				6	ARK.			
				JOB NO.		BB1006	108	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



DETOUR RAMPS CURVE DATA

	(14) C.L. RAMP B-2	(15) C.L. RAMP B-2	(16) C.L. RAMP A-2	(18) C.L. RAMP A-1
PI	21+25.50	24+39.75	21+27.05	31+27.05
Δ	12°30'00" LT.	10°12'34" RT.	12°39'10" RT.	12°39'10" RT.
D	5°00'	8°00'	5°00'	5°00'
T	125.50'	63.98'	127.05'	127.05'
L	250.00'	127.62'	253.06'	253.06'
PC	20+00.00	23+75.77	20+00.00	30+00.00
PT	22+50.00	25+03.39	22+53.06	32+53.06



MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

8/1/2014

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.		BBI006	109	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
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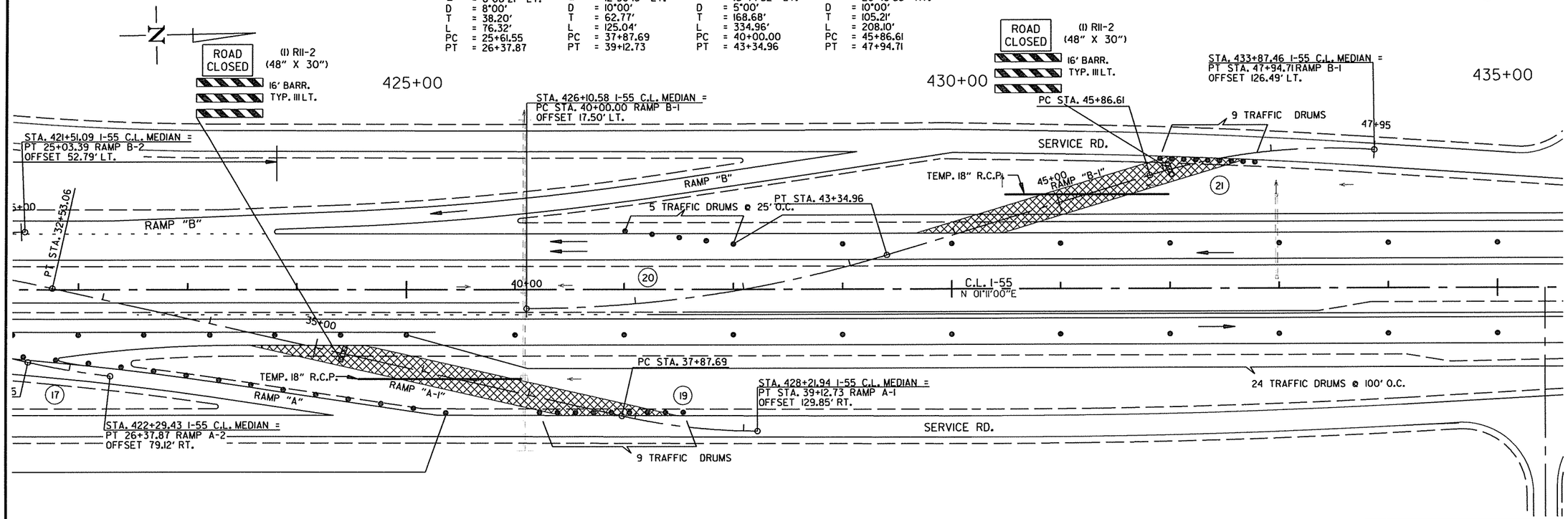
DETOUR RAMPS CURVE DATA

(17) C.L. RAMP A-2
PI = 25+99.75
Δ = 6°06'21" LT.
D = 8°00'
T = 38.20'
L = 76.32'
PC = 25+61.55
PT = 26+37.87

(19) C.L. RAMP A-1
PI = 38+50.46
Δ = 12°30'16" LT.
D = 10°00'
T = 62.77'
L = 125.04'
PC = 37+87.69
PT = 39+12.73

(20) C.L. RAMP B-1
PI = 41+68.68
Δ = 16°44'52" LT.
D = 5°00'
T = 168.68'
L = 334.96'
PC = 40+00.00
PT = 43+34.96

(21) C.L. RAMP B-1
PI = 46+91.82
Δ = 20°48'35" RT.
D = 10°00'
T = 105.21'
L = 208.10'
PC = 45+86.61
PT = 47+94.71



DETOUR RAMPS CURVE DATA

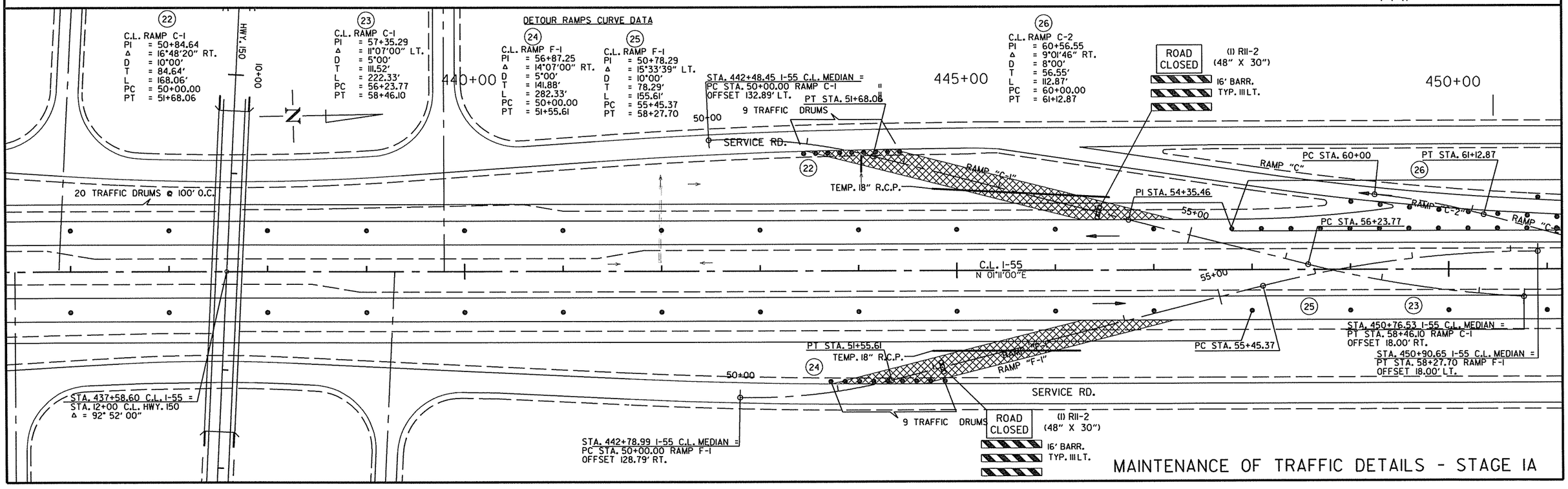
(22) C.L. RAMP C-1
PI = 50+84.64
Δ = 16°48'20" RT.
D = 10°00'
T = 84.64'
L = 168.06'
PC = 50+00.00
PT = 51+68.06

(23) C.L. RAMP C-1
PI = 57+35.29
Δ = 11°07'00" LT.
D = 5°00'
T = 111.52'
L = 222.33'
PC = 56+23.77
PT = 58+46.10

(24) C.L. RAMP F-1
PI = 56+87.25
Δ = 14°07'00" RT.
D = 5°00'
T = 141.88'
L = 282.33'
PC = 50+00.00
PT = 51+55.61

(25) C.L. RAMP F-1
PI = 50+78.29
Δ = 15°33'39" LT.
D = 10°00'
T = 78.29'
L = 155.61'
PC = 55+45.37
PT = 58+27.70

(26) C.L. RAMP C-2
PI = 60+56.55
Δ = 9°01'46" RT.
D = 8°00'
T = 56.55'
L = 112.87'
PC = 60+00.00
PT = 61+12.87



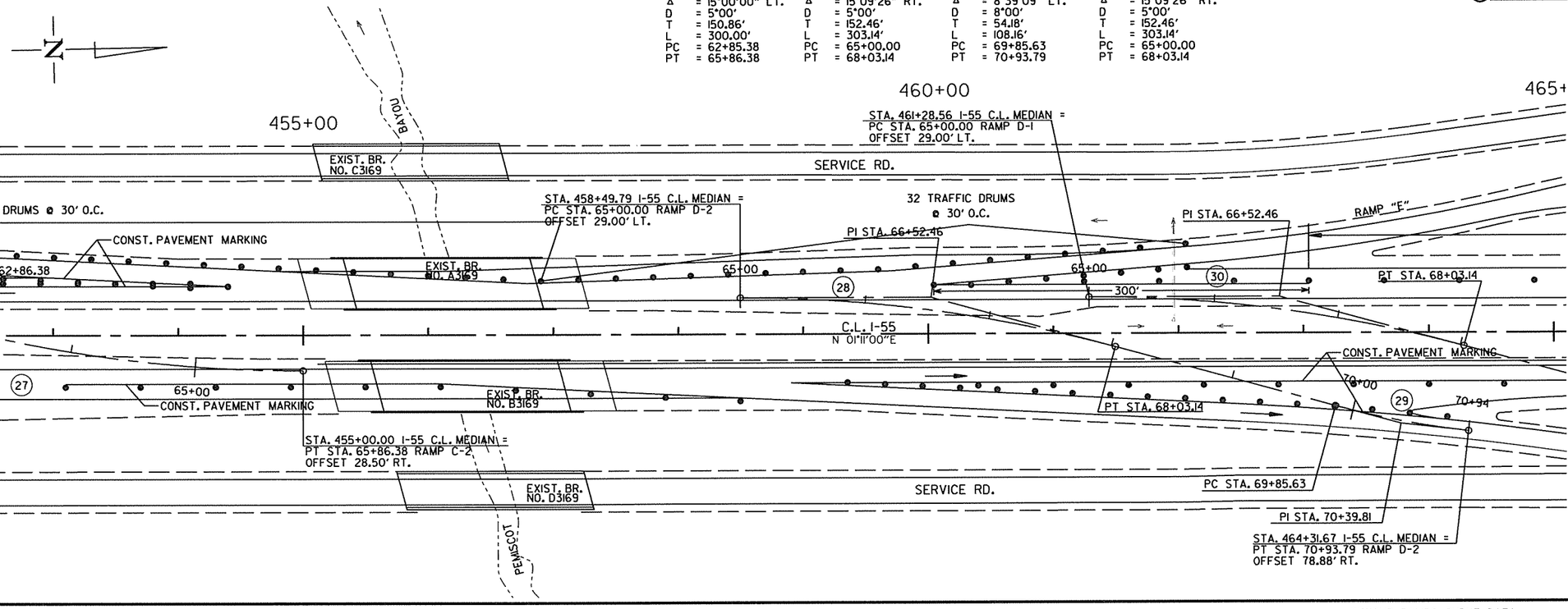
MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

8/1/2014

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.		BBI006	110	265
				(2)	MAINTENANCE OF TRAFFIC			

DETOUR RAMPS CURVE DATA

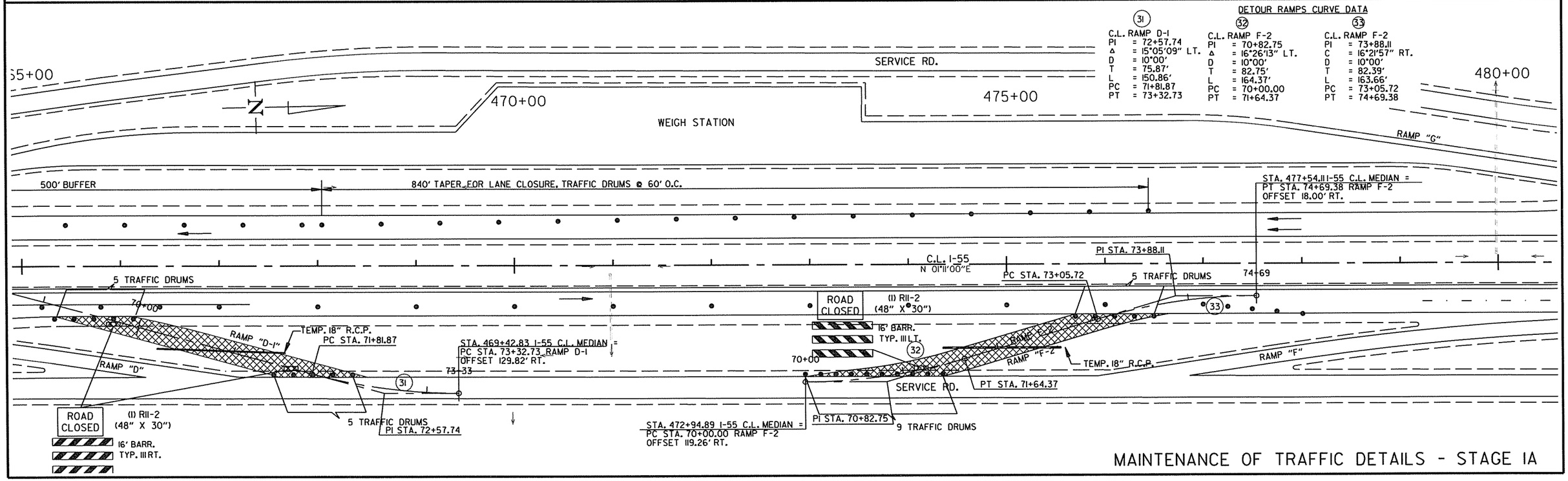
(27) C.L. RAMP C-2	(28) C.L. RAMP D-2	(29) C.L. RAMP D-2	(30) C.L. RAMP D-1
PI = 64+37.25	PI = 66+52.46	PI = 70+39.81	PI = 66+52.46
Δ = 15°00'00" LT.	Δ = 15°09'26" RT.	Δ = 8°39'09" LT.	Δ = 15°09'26" RT.
D = 5°00'	D = 5°00'	D = 8°00'	D = 5°00'
T = 150.86'	T = 152.46'	T = 54.18'	T = 152.46'
L = 300.00'	L = 303.14'	L = 108.16'	L = 303.14'
PC = 62+85.38	PC = 65+00.00	PC = 69+85.63	PC = 65+00.00
PT = 65+86.38	PT = 68+03.14	PT = 70+93.79	PT = 68+03.14



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
R. ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

(31) C.L. RAMP D-1	(32) C.L. RAMP F-2	(33) C.L. RAMP F-2
PI = 72+57.74	PI = 70+82.75	PI = 73+88.11
Δ = 15°05'09" LT.	Δ = 16°26'13" LT.	C = 16°21'57" RT.
D = 10°00'	D = 10°00'	D = 10°00'
T = 75.87'	T = 82.75'	T = 82.39'
L = 150.86'	L = 164.37'	L = 163.66'
PC = 71+81.87	PC = 70+00.00	PC = 73+05.72
PT = 73+32.73	PT = 71+64.37	PT = 74+69.38



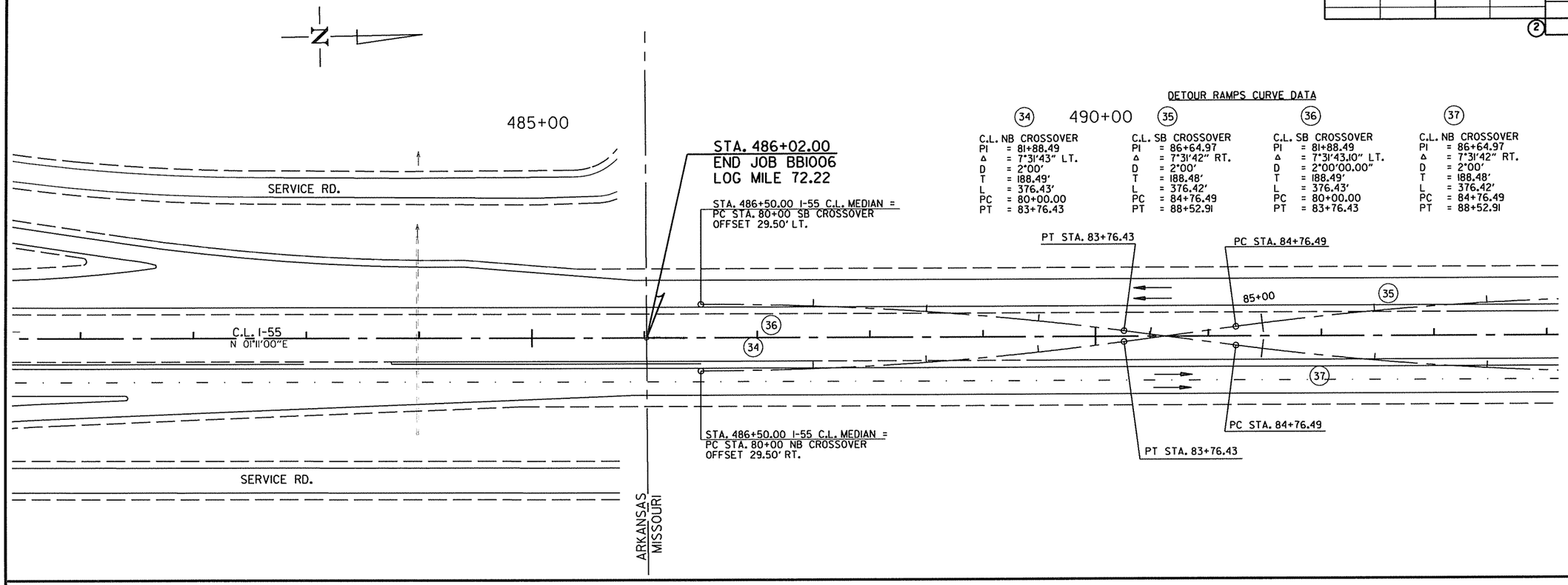
MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

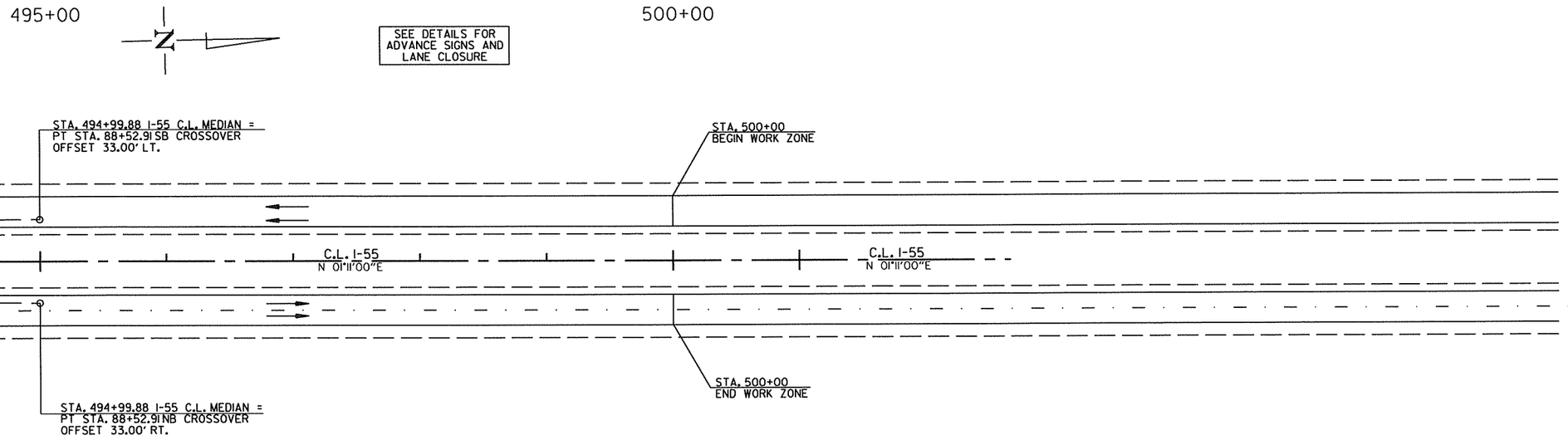
8/1/2014

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.		BBI006	111	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

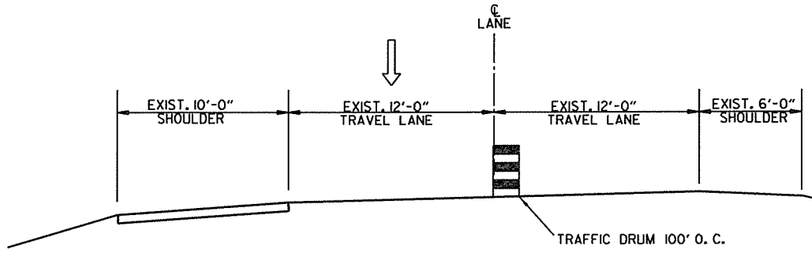




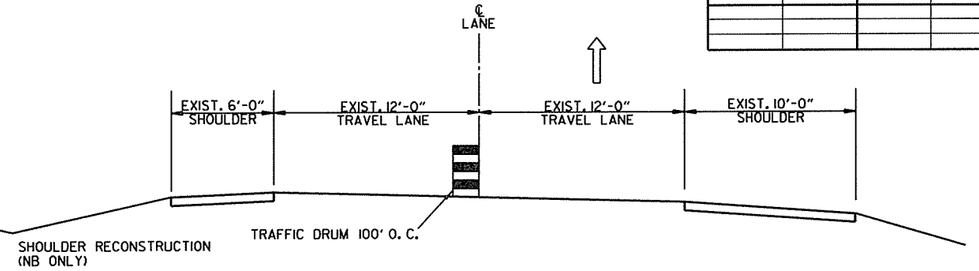
8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IA

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.		BB1006	112	265
				(2) MAINTENANCE OF TRAFFIC				



LOCATION OF TRAFFIC DRUMS FOR SB LANES



LOCATION OF TRAFFIC DRUMS FOR NB LANES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 14929 ANDREW PINTLEY

08/04/14

CONSTRUCTION TEMPORARY CULVERT FOR THIS STAGE:

STA. 246+13.00 TO STA. 249+63.00	CONST. 18"x350' RCP -	MEDIAN	= 350 FT.
STA. 282+30.00 TO STA. 286+80.00	CONST. 18"x450' RCP -	MEDIAN	= 450 FT
STA. 417+45.00 TO STA. 419+25.00	CONST. 18"x180' RCP -	MEDIAN	= 180 FT.
STA. 420+90.00 TO STA. 422+70.00	CONST. 18"x180' RCP -	MEDIAN	= 180 FT.
STA. 426+97.50 TO STA. 428+82.50	CONST. 18"x185' RCP -	MEDIAN	= 185 FT.
STA. 447+77.00 TO STA. 449+77.00	CONST. 18"x200' RCP -	MEDIAN	= 200 FT.
STA. 451+75.00 TO STA. 453+25.00	CONST. 18"x150' RCP -	MEDIAN	= 150 FT.
STA. 460+40.00 TO STA. 461+60.00	CONST. 18"x120' RCP -	MEDIAN	= 120 FT
STA. 463+25.00 TO STA. 464+45.00	CONST. 18"x120' RCP -	MEDIAN	= 120 FT
STA. 488+86.00 TO STA. 492+36.00	CONST. 18"x350' RCP -	MEDIAN	= 350 FT.

TRENCHING & SHOULDER PREPARATION FOR THIS STAGE:

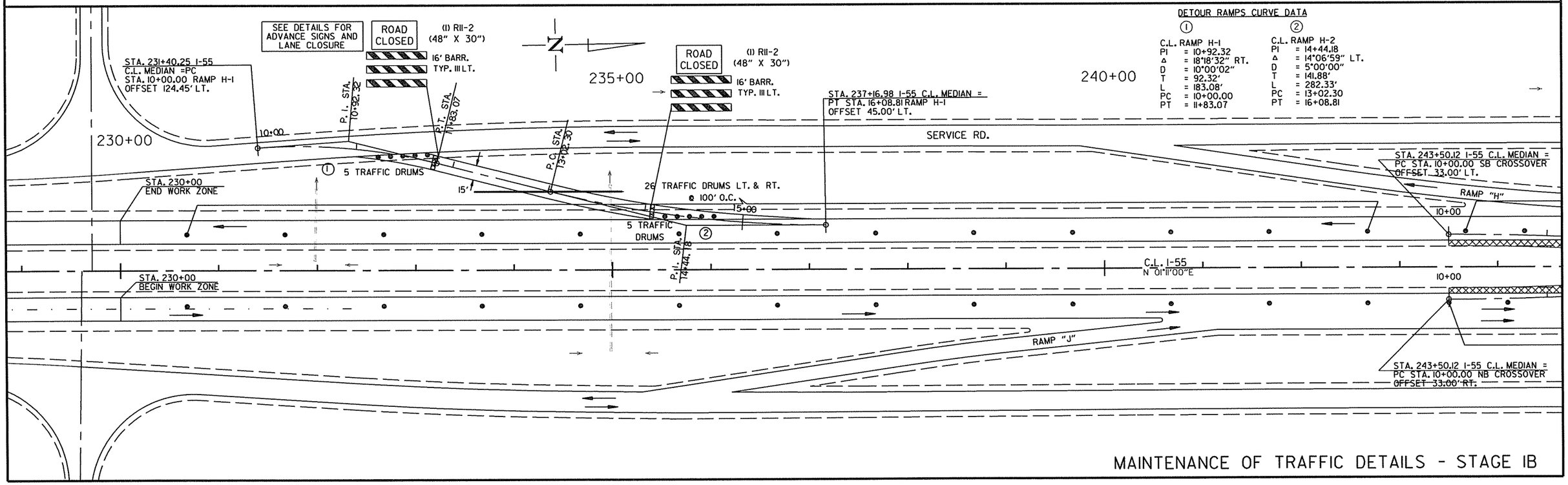
STA. 252+00 TO STA. 486+50 = 23450 FT.

STAGE IB OPERATIONS:

1. CLOSE INSIDE LANES & SHOULDERS IN BOTH DIRECTIONS.
2. PATCH NB LANES, TRENCH & SHOULDER PREPARATION INSIDE NB SHOULDER, AND CONSTRUCT TEMPORARY CROSSOVER RAMPS.
3. RAISING HWY. 150 OVERPASS.

▨ DENOTES: CONSTRUCTION FOR M.O.T. THIS STAGE.

▨ DENOTES: TRENCH & SHOULDER PREPARATION FOR M.O.T. THIS STAGE.



8/1/2014

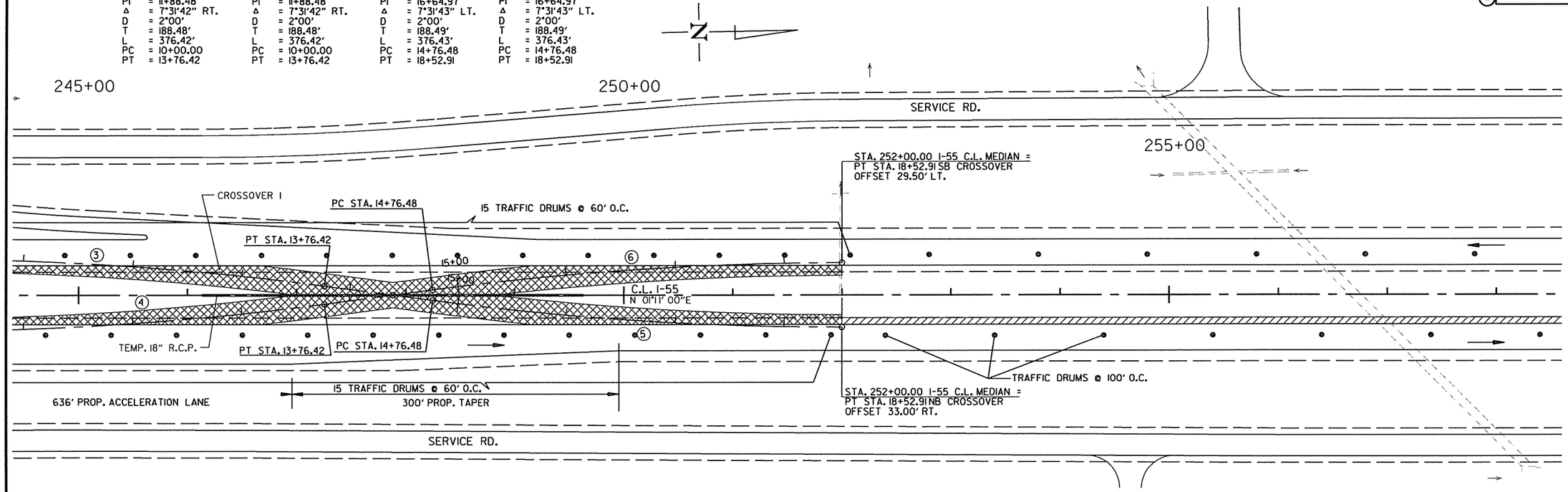
MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

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.		BBI006	113	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

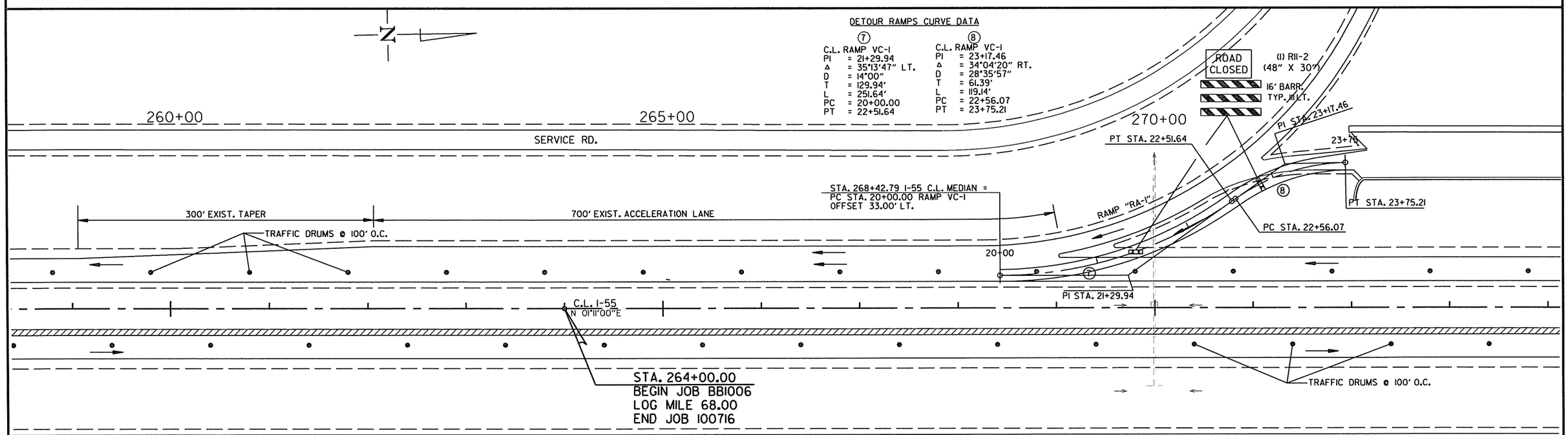
DETOUR RAMPS CURVE DATA

③ C.L. SB CROSSOVER		④ C.L. NB CROSSOVER		⑤ C.L. SB CROSSOVER		⑥ C.L. NB CROSSOVER	
PI	= 11+88.48	PI	= 11+88.48	PI	= 16+64.97	PI	= 16+64.97
Δ	= 7°31'42" RT.	Δ	= 7°31'42" RT.	Δ	= 7°31'43" LT.	Δ	= 7°31'43" LT.
D	= 2°00'	D	= 2°00'	D	= 2°00'	D	= 2°00'
T	= 188.48'	T	= 188.48'	T	= 188.49'	T	= 188.49'
L	= 376.42'	L	= 376.42'	L	= 376.43'	L	= 376.43'
PC	= 10+00.00	PC	= 10+00.00	PC	= 14+76.48	PC	= 14+76.48
PT	= 13+76.42	PT	= 13+76.42	PT	= 18+52.91	PT	= 18+52.91



DETOUR RAMPS CURVE DATA

⑦ C.L. RAMP VC-1		⑧ C.L. RAMP VC-1	
PI	= 21+29.94	PI	= 23+17.46
Δ	= 35°13'47" LT.	Δ	= 34°04'20" RT.
D	= 14°00"	D	= 28°35'57"
T	= 129.94'	T	= 61.39'
L	= 251.64'	L	= 119.14'
PC	= 20+00.00	PC	= 22+56.07
PT	= 22+51.64	PT	= 23+75.21



8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

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.		BB1006	114	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

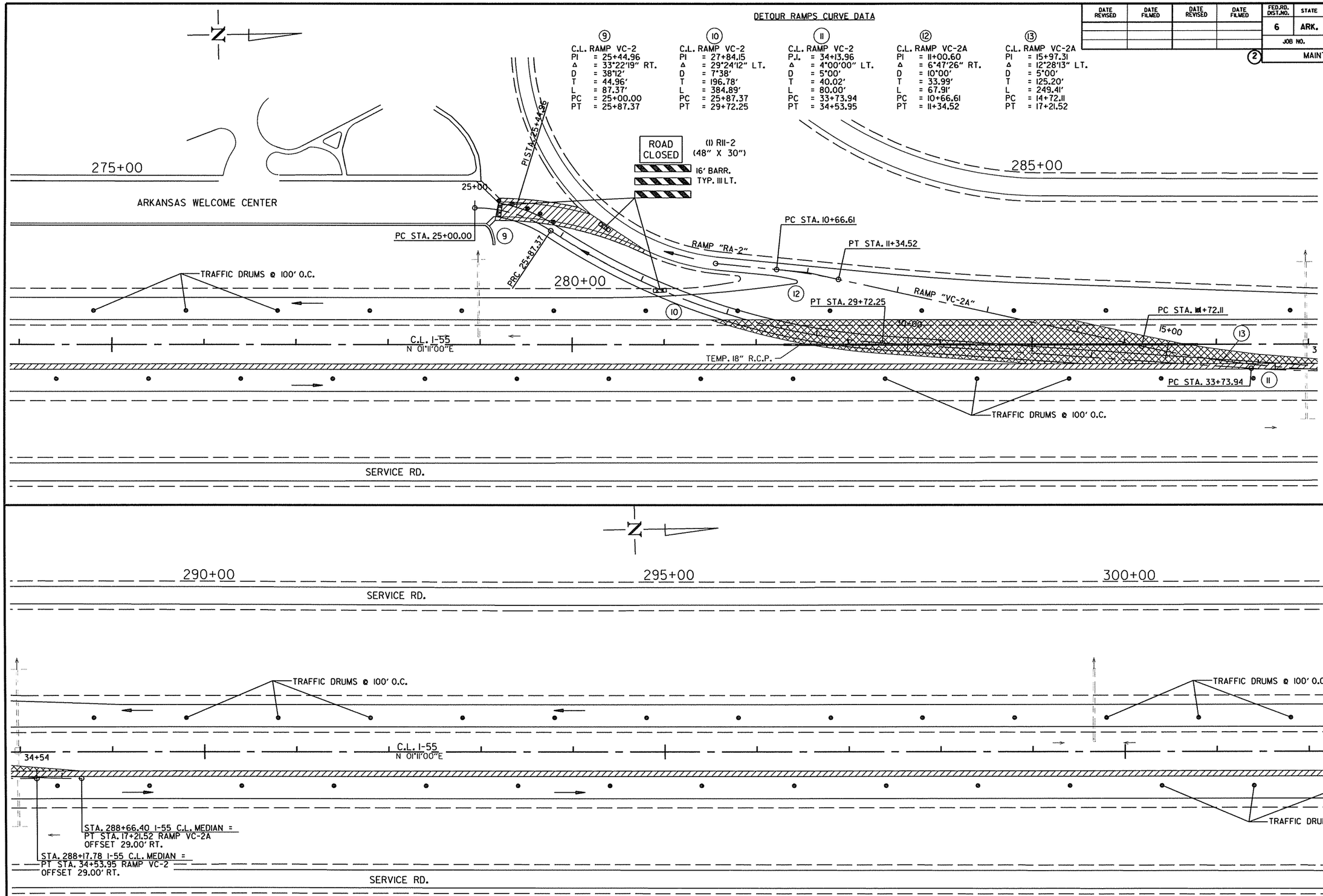
(9) C.L. RAMP VC-2
PI = 25+44.96
Δ = 33°22'19" RT.
D = 38°12'
T = 44.96'
L = 87.37'
PC = 25+00.00
PT = 25+87.37

(10) C.L. RAMP VC-2
PI = 27+84.15
Δ = 29°24'12" LT.
D = 7°38'
T = 196.78'
L = 384.89'
PC = 25+87.37
PT = 29+72.25

(11) C.L. RAMP VC-2
P.I. = 34+13.96
Δ = 4°00'00" LT.
D = 5°00'
T = 40.02'
L = 80.00'
PC = 33+73.94
PT = 34+53.95

(12) C.L. RAMP VC-2A
PI = 11+00.60
Δ = 6°47'26" RT.
D = 10°00'
T = 33.99'
L = 67.91'
PC = 10+66.61
PT = 11+34.52

(13) C.L. RAMP VC-2A
PI = 15+97.31
Δ = 12°28'13" LT.
D = 5°00'
T = 125.20'
L = 249.41'
PC = 14+72.11
PT = 17+21.52

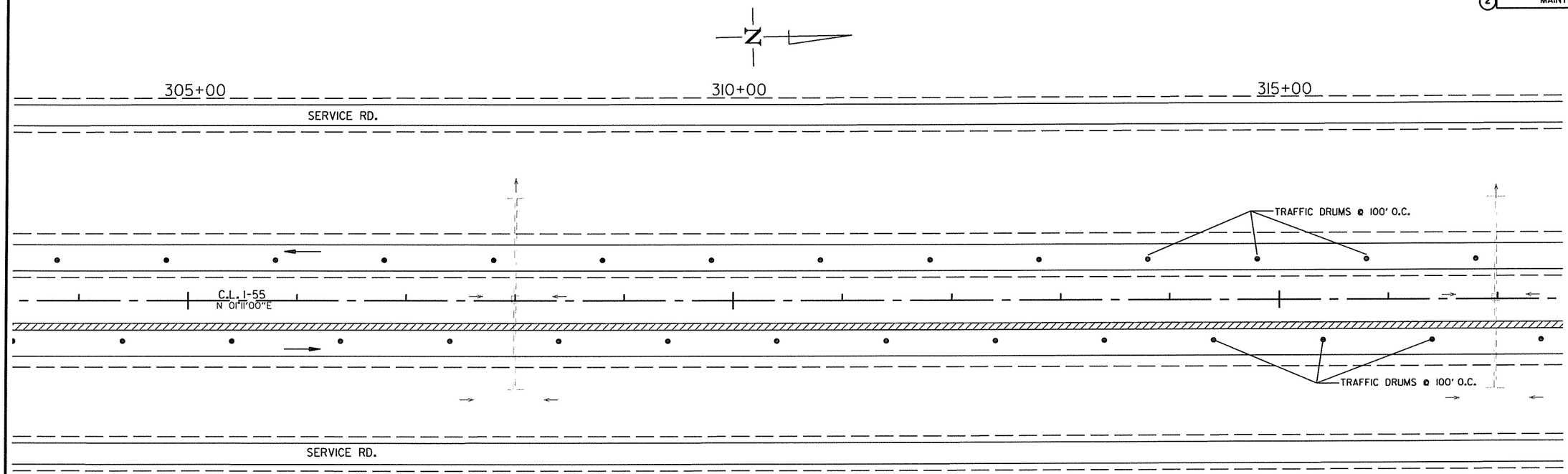


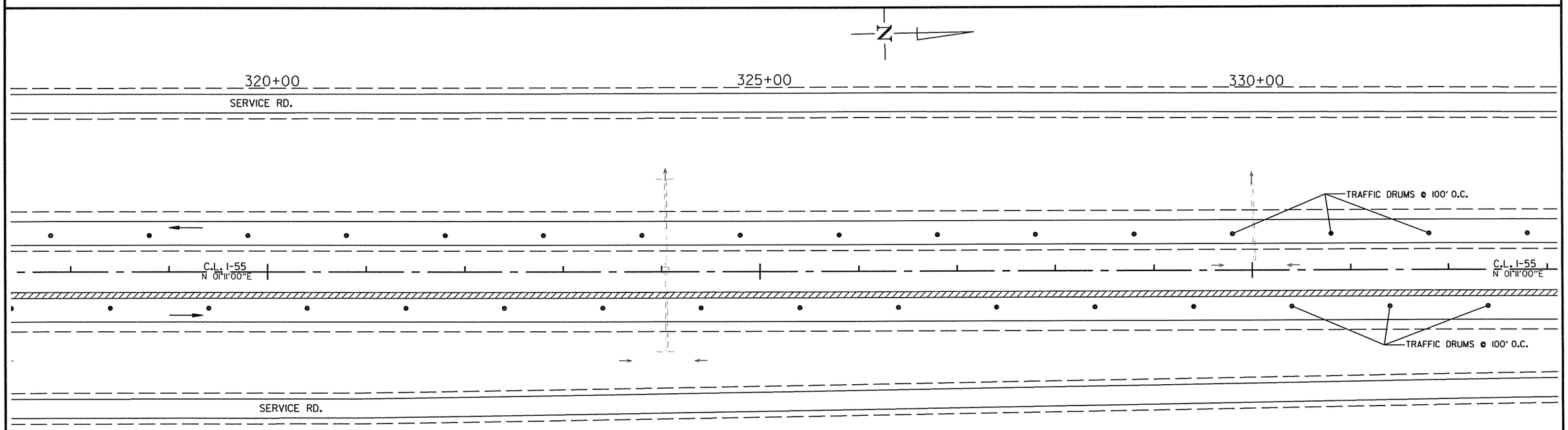
8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

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.		BB1006	115	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



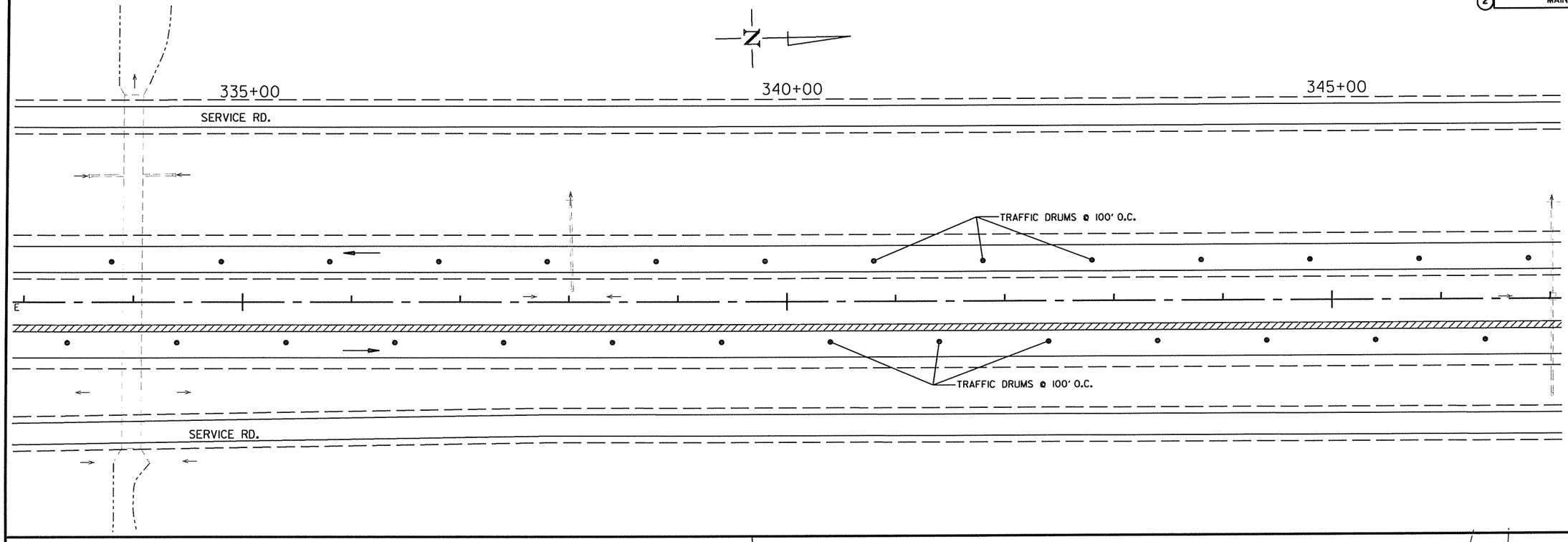


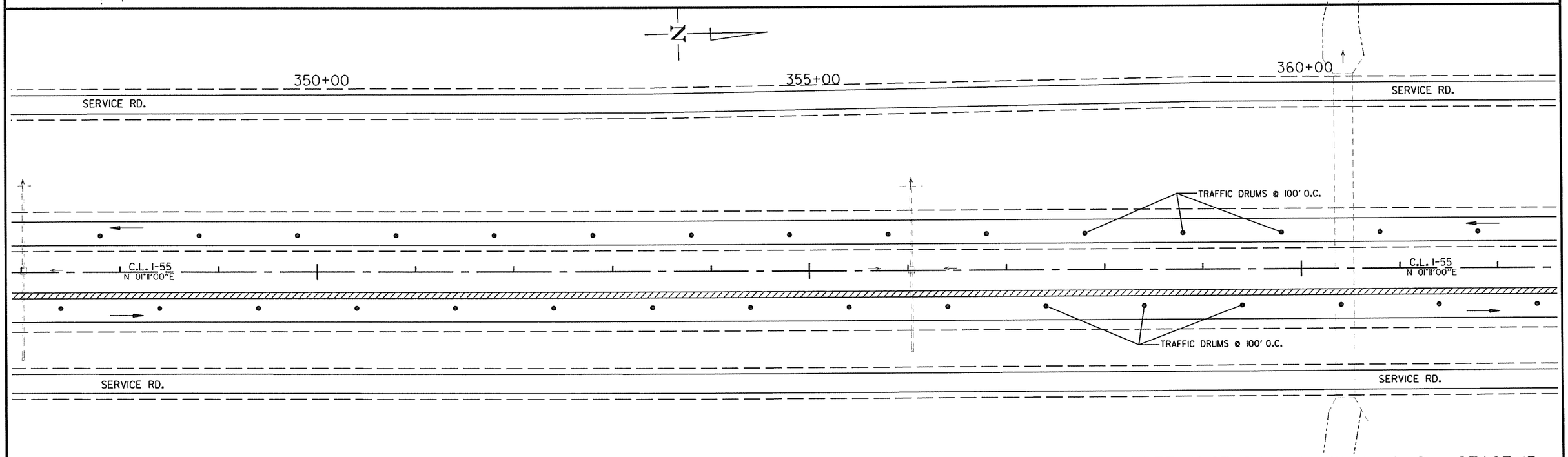
8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

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.		BB1006	116	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINTLEY
08/04/14



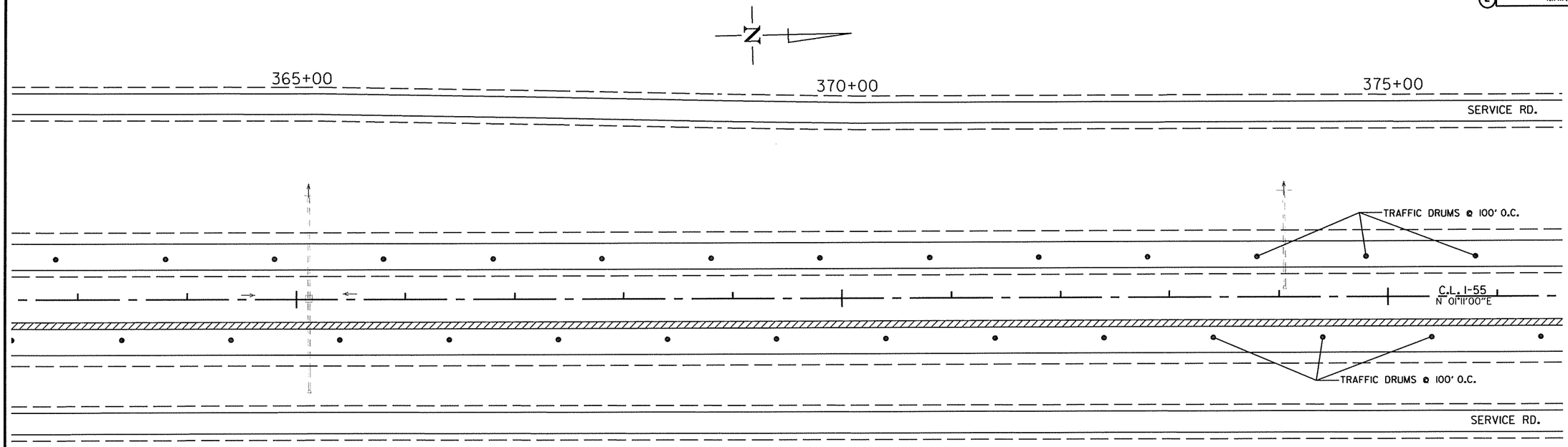


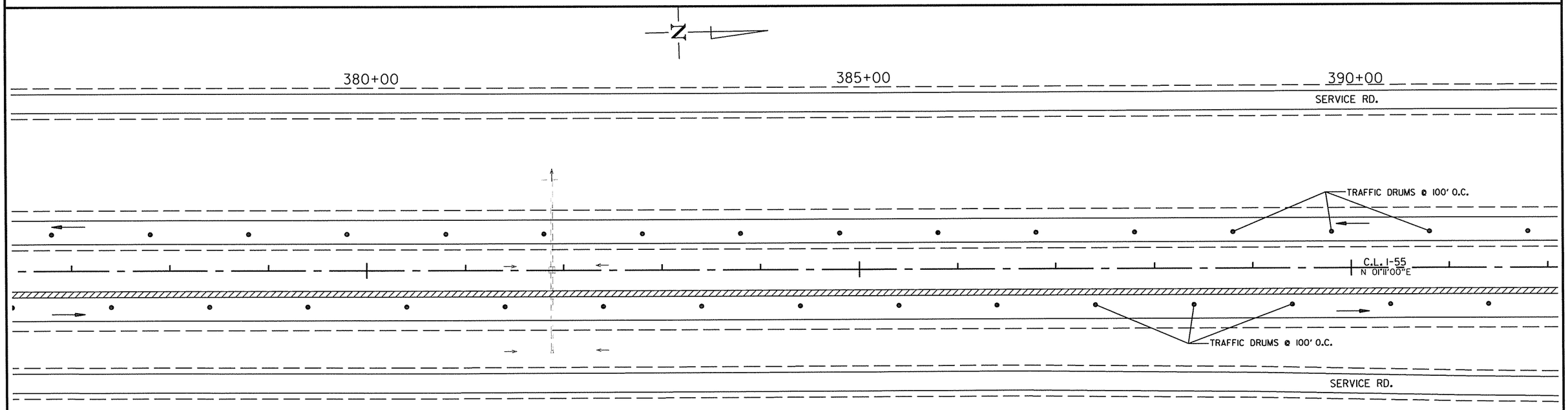
MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

8/1/2014

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.		BB1006	117	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



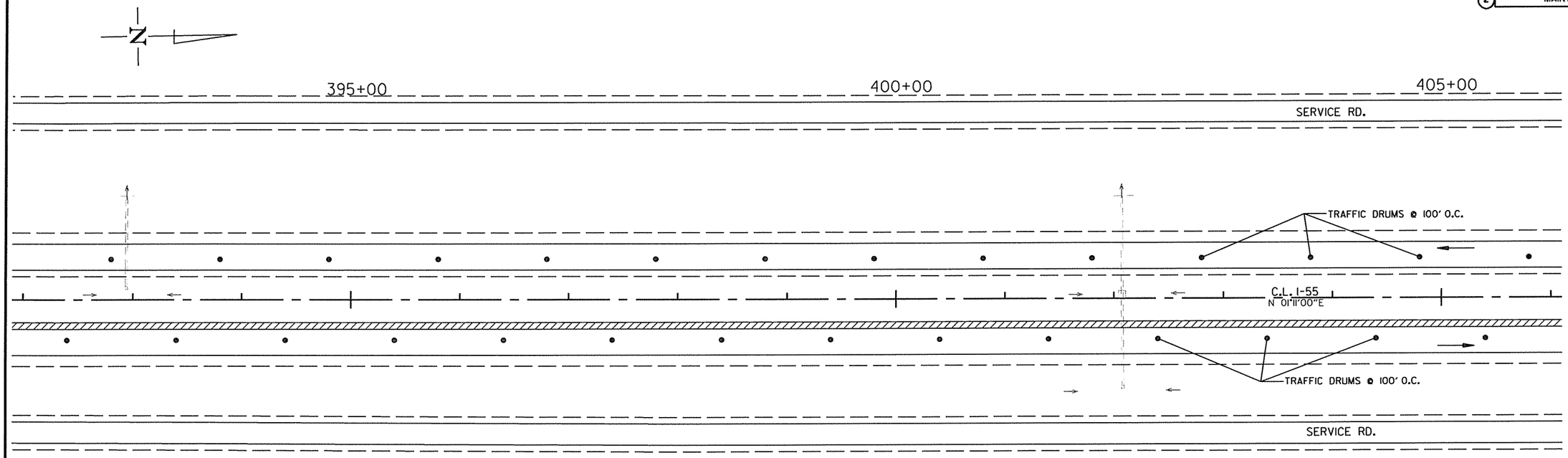


8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

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.		BB1006	118	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



DETOUR RAMPS CURVE DATA

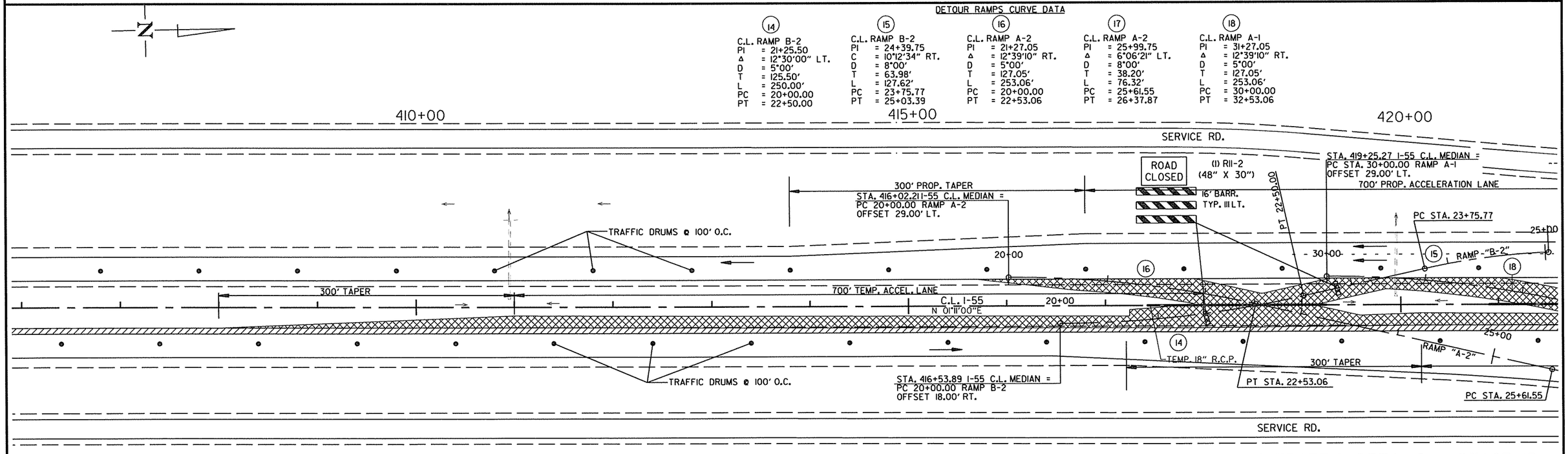
(14) C.L. RAMP B-2
PI = 21+25.50
Δ = 12°30'00" LT.
D = 5°00'
T = 125.50'
L = 250.00'
PC = 20+00.00
PT = 22+50.00

(15) C.L. RAMP B-2
PI = 24+39.75
C = 10°12'34" RT.
D = 8°00'
T = 63.98'
L = 127.62'
PC = 23+75.77
PT = 25+03.39

(16) C.L. RAMP A-2
PI = 21+27.05
Δ = 12°39'10" RT.
D = 5°00'
T = 127.05'
L = 253.06'
PC = 20+00.00
PT = 22+53.06

(17) C.L. RAMP A-2
PI = 25+99.75
Δ = 6°06'21" LT.
D = 8°00'
T = 38.20'
L = 76.32'
PC = 25+61.55
PT = 26+37.87

(18) C.L. RAMP A-1
PI = 31+27.05
Δ = 12°39'10" RT.
D = 5°00'
T = 127.05'
L = 253.06'
PC = 30+00.00
PT = 32+53.06



MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

8/1/2014

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.		BB1006	119	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINTLEY
08/04/14

DETOUR RAMPS CURVE DATA

(19) C.L. RAMP A-1
PI = 38+50.46
Δ = 12°30'16" LT.
D = 10°00'
T = 62.77'
L = 125.04'
PC = 37+87.69
PT = 39+12.73

(20) C.L. RAMP B-1
PI = 41+68.68
Δ = 16°44'52" LT.
D = 5°00'
T = 168.68'
L = 334.96'
PC = 40+00.00
PT = 43+34.96

(21) C.L. RAMP B-1
PI = 46+91.82
Δ = 20°48'35" RT.
D = 10°00'
T = 105.21'
L = 208.10'
PC = 45+86.61
PT = 47+94.71

425+00 430+00 435+00

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

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

STA. 433+87.46 I-55 C.L. MEDIAN = PT STA. 47+94.71 RAMP B-1 OFFSET 126.49' LT.

STA. 421+51.09 I-55 C.L. MEDIAN = PT 25+03.39 RAMP B-2 OFFSET 52.79' LT.

STA. 426+10.58 I-55 C.L. MEDIAN = PC STA. 40+00.00 RAMP B-1 OFFSET 17.50' LT.

PC STA. 45+86.61

5 TRAFFIC DRUMS

47+95

SERVICE RD.

CONST. RAMP A-1 TO GO FROM OVERLAID SB ELEV. TO EXIST. PVMT. ELEV. IN STAGE IIIA

RAMP "B"

PT STA. 43+34.96

5 TRAFFIC DRUMS

TRAFFIC DRUMS @ 100' O.C.

PT STA. 32+53.06

TEMP. 18" R.C.P.

700' TEMP. ACCEL. LANE

40+00

C.L. I-55 N 01°11'00"E

RAMP "B-1"

TEMP. 18" R.C.P.

35+00

PC STA. 37+87.69

5 TRAFFIC DRUMS

5 TRAFFIC DRUMS

TRAFFIC DRUMS @ 100' O.C.

STA. 428+21.94 I-55 C.L. MEDIAN = PT STA. 39+12.73 RAMP A-1 OFFSET 129.85' RT.

RAMP "A"

STA. 422+29.43 I-55 C.L. MEDIAN = PT 26+37.87 RAMP A-2 OFFSET 79.12' RT.

SERVICE RD.

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

CONST. RAMP A-1 TO GO FROM OVERLAID SB ELEV. TO EXIST. PVMT. ELEV. IN STAGE IIIA

DETOUR RAMPS CURVE DATA

(22) C.L. RAMP C-1
PI = 50+84.64
Δ = 16°48'20" RT.
D = 10°00'
T = 84.64'
L = 168.06'
PC = 50+00.00
PT = 51+68.06

(23) C.L. RAMP C-1
PI = 57+35.29
Δ = 11°07'00" LT.
D = 5°00'
T = 111.52'
L = 222.33'
PC = 56+23.77
PT = 58+46.10

DETOUR RAMPS CURVE DATA

(24) C.L. RAMP F-1
PI = 56+87.25
Δ = 14°07'00" RT.
D = 5°00'
T = 141.88'
L = 282.33'
PC = 50+00.00
PT = 51+55.61

(25) C.L. RAMP F-1
PI = 50+78.29
Δ = 15°33'39" LT.
D = 10°00'
T = 78.29'
L = 155.61'
PC = 55+45.37
PT = 58+27.70

(26) C.L. RAMP C-2
PI = 60+56.55
Δ = 9°01'46" RT.
D = 8°00'
T = 56.55'
L = 112.87'
PC = 60+00.00
PT = 61+12.87

440+00 445+00 450+00

HWY. 150

BR. NO. 03168 FOR BRIDGE JACKING OPERATIONS REFER TO "MAINTENANCE OF TRAFFIC" SPECIAL PROVISION.

STA. 437+58.60 C.L. I-55 = STA. 12+00 C.L. HWY. 150 Δ = 92° 52' 00"

STA. 442+48.45 I-55 C.L. MEDIAN = PC STA. 50+00.00 RAMP C-1 OFFSET 132.89' LT.

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

PT STA. 51+68.06

50+00

SERVICE RD.

5 TRAFFIC DRUMS

TRAFFIC DRUMS @ 100' O.C.

PC STA. 60+00

PT STA. 61+12.87

RAMP "C"

RAMP "C-2"

5 TRAFFIC DRUMS

PI STA. 54+35.46

55+00

PC STA. 56+23.77

TEMP. 18" R.C.P.

C.L. I-55 N 01°11'00"E

55+00

STA. 450+76.53 I-55 C.L. MEDIAN = PT STA. 58+46.10 RAMP C-1 OFFSET 18.00' RT.

STA. 450+90.65 I-55 C.L. MEDIAN = PT STA. 58+27.70 RAMP F-1 OFFSET 18.00' LT.

PT STA. 51+55.61

RAMP "F-1"

PC STA. 55+45.37

5 TRAFFIC DRUMS

50+00

SERVICE RD.

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

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

5 TRAFFIC DRUMS

STA. 442+78.99 I-55 C.L. MEDIAN = PC STA. 50+00.00 RAMP F-1 OFFSET 128.79' RT.

MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

8/1/2014

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.		BB1006	120	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINTLEY
08/04/14

DETOUR RAMPS CURVE DATA

(27) C.L. RAMP C-2
PI = 64+37.25
Δ = 15°00'00" LT.
D = 5°00'
T = 150.86'
L = 300.00'
PC = 62+85.38
PT = 65+86.38

(28) C.L. RAMP D-2
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

(29) C.L. RAMP D-2
PI = 70+39.81
Δ = 8°39'09" LT.
D = 8°00'
T = 54.18'
L = 108.16'
PC = 69+85.63
PT = 70+93.79

(30) C.L. RAMP D-1
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

455+00 460+00 465+

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

BAYOU

EXIST. BR. NO. C3169

STA. 461+28.56 I-55 C.L. MEDIAN = PC STA. 65+00.00 RAMP D-1 OFFSET 29.00' LT.

SERVICE RD.

STA. 458+49.79 I-55 C.L. MEDIAN = PC STA. 65+00.00 RAMP D-2 OFFSET 29.00' LT.

PI STA. 66+52.46

PI STA. 66+52.46 RAMP "E"

PC STA. 62+86.38

EXIST. BR. NO. A3169

65+00 65+00

(28)

PT STA. 68+03.14

"C-2"

TEMP. 18" R.C.P.

C.L. I-55 N 01°11'00"E

RAMP "D-2"

RAMP "D-1"

TEMP. 18" R.C.P. TEMP. 18" R.C.P.

(27)

65+00

70+00

(29)

70+94

EXIST. BR. NO. B3169

CONST. RAMP A-1 TO GO FROM OVERLAID SB ELEV. TO EXIST. PVMT. ELEV. IN STAGE IIIA

STA. 455+00.00 I-55 C.L. MEDIAN = PT STA. 65+86.38 RAMP C-2 OFFSET 28.50' RT.

TRAFFIC DRUMS @ 100' O.C.

CONST. RAMP D-2 TO GO FROM OVERLAID SB ELEV. TO EXIST. PVMT. ELEV. IN STAGE IIIA

PT STA. 68+03.14

EXIST. BR. NO. D3169

SERVICE RD.

PC STA. 69+85.63

PI STA. 70+39.81

STA. 464+31.67 I-55 C.L. MEDIAN = PT STA. 70+93.79 RAMP D-2 OFFSET 78.88' RT.

PEWSCOT

DETOUR RAMPS CURVE DATA

(32) C.L. RAMP F-2
PI = 70+82.75
Δ = 16°26'13" LT.
D = 10°00'
T = 82.75'
L = 164.37'
PC = 70+00.00
PT = 71+64.37

(33) C.L. RAMP F-2
PI = 73+88.11
Δ = 16°21'57" RT.
D = 10°00'
T = 82.39'
L = 163.66'
PC = 73+05.72
PT = 74+69.38

65+00 470+00 475+00 480+00

SERVICE RD.

WEIGH STATION

RAMP "G"

TRAFFIC DRUMS @ 100' O.C.

TRAFFIC DRUMS @ 100' O.C.

STA. 477+54.11 I-55 C.L. MEDIAN = PT STA. 74+69.38 RAMP F-2 OFFSET 18.00' RT.

C.L. I-55 N 01°11'00"E

PI STA. 73+88.11

PC STA. 73+05.72

74+69

5 TRAFFIC DRUMS

70+00

PC STA. 71+81.87

STA. 469+42.83 I-55 C.L. MEDIAN = PC STA. 73+32.73 RAMP D-1 OFFSET 129.82' RT.

TRAFFIC DRUMS @ 100' O.C.

7 TRAFFIC DRUMS

RAMP F-2

5 TRAFFIC DRUMS

RAMP "F"

RAMP "D"

(31)

73+33

(32)

70+00

SERVICE RD.

PT STA. 71+64.37

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

5 TRAFFIC DRUMS

PI STA. 72+57.74

(31) C.L. RAMP D-1
PI = 72+57.74
Δ = 15°05'09" LT.
D = 10°00'
T = 75.87'
L = 150.86'
PC = 71+81.87
PT = 73+32.73

STA. 472+94.89 I-55 C.L. MEDIAN = PC STA. 70+00.00 RAMP F-2 OFFSET 119.26' RT.

PI STA. 70+82.75

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

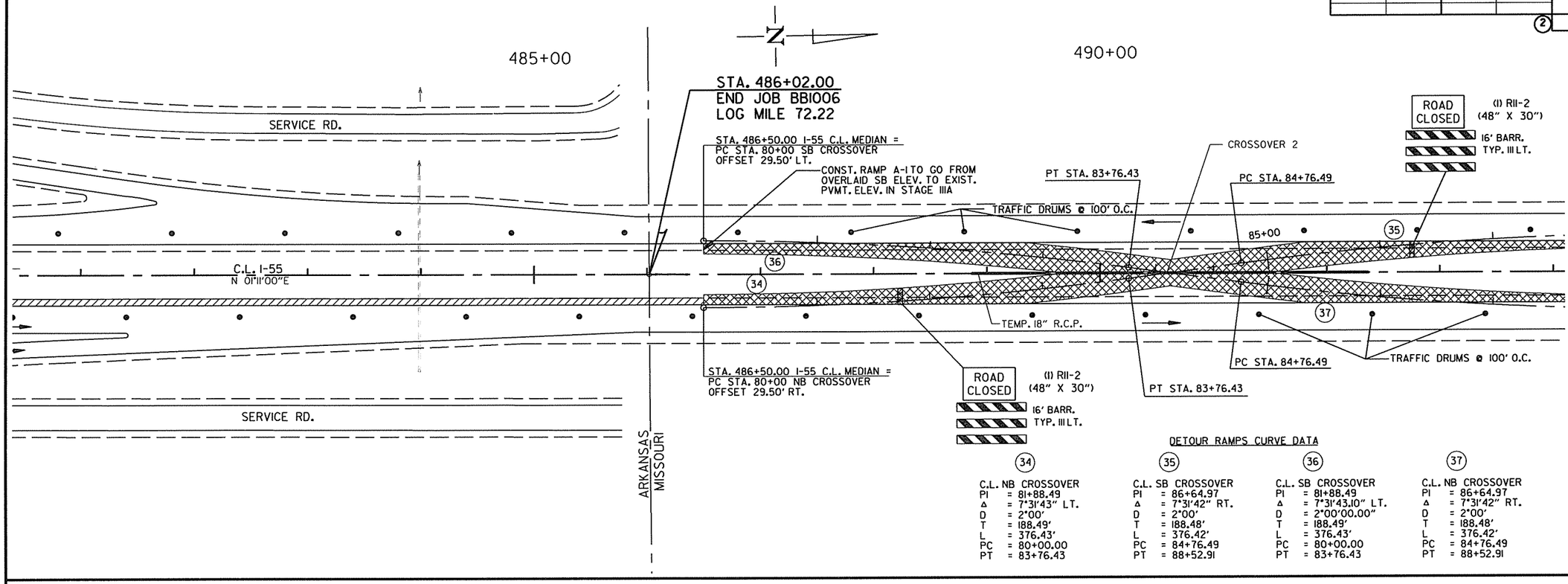
MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

8/1/2014

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.		BBI006	121	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
14929
REGISTERED PROFESSIONAL ENGINEER
W. ANDREW PINKLEY
08/04/14



DETOUR RAMPS CURVE DATA

(34)

C.L. NB CROSSOVER
PI = 81+88.49
Δ = 7°31'43" LT.
D = 2°00'
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(35)

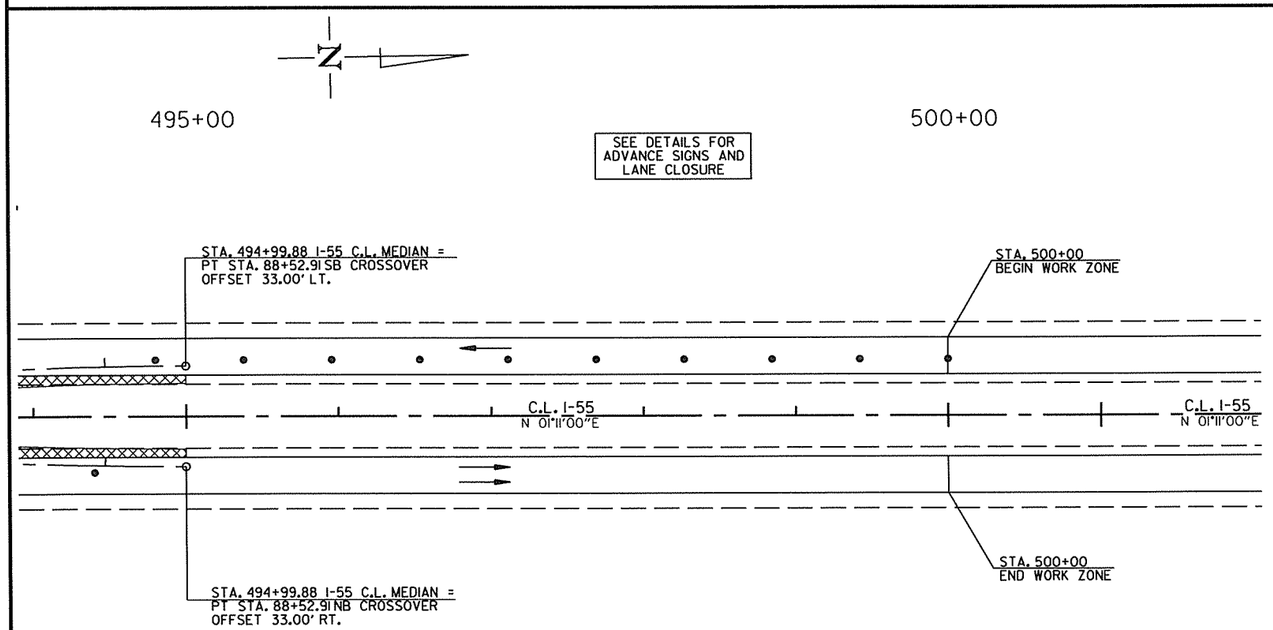
C.L. SB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91

(36)

C.L. SB CROSSOVER
PI = 81+88.49
Δ = 7°31'43.10" LT.
D = 2°00'00.00"
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(37)

C.L. NB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91



8/1/2014

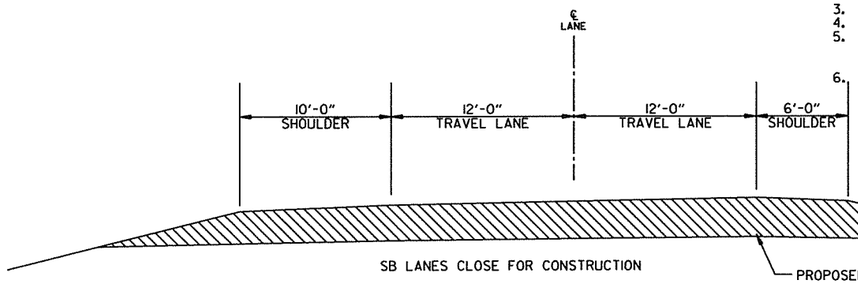
MAINTENANCE OF TRAFFIC DETAILS - STAGE IB

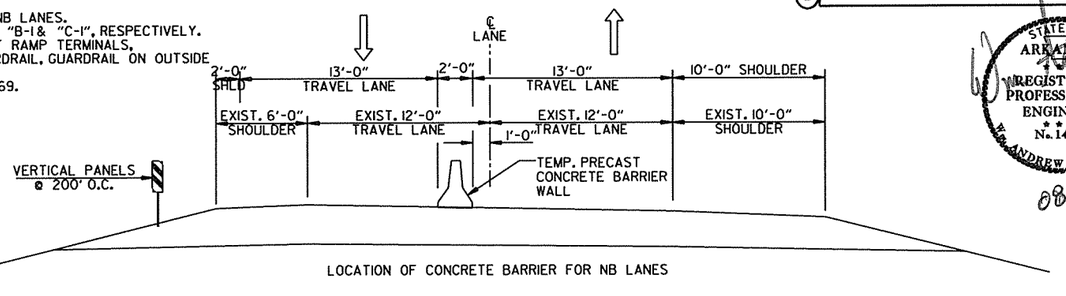
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	122	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

STAGE IIA OPERATIONS:

1. TRAFFIC SHALL NOT BE PLACED IN HEAD-HEAD CONFIGURATION UNTIL AFTER MARCH 15. REFER TO MAINTENANCE OF TRAFFIC SPECIAL PROVISION.
2. FURNISH & INSTALL TEMPORARY PRECAST CONCRETE BARRIER WALL & PLACE CONST. PVMT. MARKINGS ON NB LANES.
3. REROUTE SB TRAFFIC THROUGH CROSSOVER TO NB LANES.
4. SHIFT TRAFFIC FROM RAMP "B" & "C" TO RAMP "B-1 & "C-1", RESPECTIVELY.
5. CONST. SB LANES, ACCELERATION LANE, ADJACENT RAMP TERMINALS, APPROACH SLAB & GUTTERS, WIDENING FOR GUARDRAIL, GUARDRAIL ON OUTSIDE WHERE APPLICABLE.
6. REPLACE BRIDGE APPROACHES SB ON BRIDGE A3169.





CONSTRUCTION PAVEMENT MARKINGS FOR THIS STAGE:

CROSSOVER 1	SB	STA. 243+50.00 TO STA. 252+00.00	= 1706 FT.
CROSSOVER 2	SB	STA. 486+50.00 STA. 495+00.00	= 1706 FT.
RAMP "B-1"		STA. 41+09.72 TO STA. 44+04.00	= 1060 FT.
RAMP "C-1"		STA. 52+52.25 TO STA. 56+01.9	= 1210 FT.
RAMP "H-1"		STA. 11+37.81 TO STA. 14+67.31	= 713 FT
RAMP "VC-2"		STA. 25+00.00 TO STA. 34+54.00	= 1580 FT.

LT. R.M.L. ACCELERATION LANE & TAPER EDGE LINE
STA. 417+20.91 TO STA. 427+20.91 = 1000 FT.

LT. R.M.L. SKIP LANE DIVIDER
STA. 420+20.91 TO STA. 427+20.91 = 700 FT.

CL. R.M.L. DOUBLE SOLID LANE DIVIDER
STA. 251+00.00 TO STA. 490+60.00 = 47920 FT.

LT. R.M.L. EDGE LINE
STA. 251+00.00 TO STA. 490+60.00 = 23900 FT.

RAMP CONSTRUCTION NOTES:

1. CONST. RAMPS A-1 & D-1 TO GO FROM OVERLAID SOUTHBOUND (SB) ELEV. TO EXIST. PVMT. ELEV. IN STAGE IIIA.
2. CONST. RAMPS A-2 & D-2 TO GO FROM OVERLAID SB ELEV. TO EXIST. PVMT. ELEV. IN STAGE IIIB.
3. CONST. RAMP F-1 TO GO FROM EXIST. PVMT. ELEV. TO OVERLAID SB ELEV. IN STAGE IIIA.

REMOVAL OF PERMANENT PAVEMENT MARKINGS FOR THIS STAGE:

R.M.L. SKIP LANE DIVIDING LINE
STA. 243+50.00 TO STA. 496+50.00 = 6325 FT.

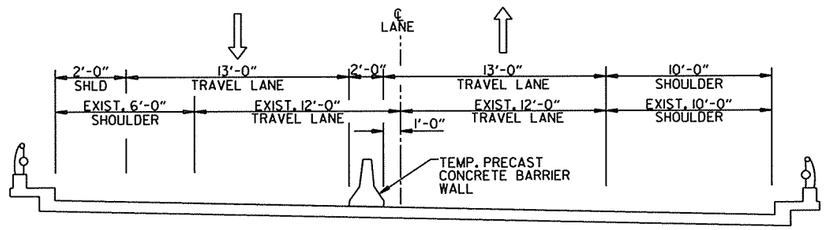
LT. R.M.L. EXISTING EDGE LINE
STA. 243+50.00 TO STA. 496+50.00 = 25300 FT.

FURNISHING & INSTALLING PCCB FOR THIS STAGE:

NB MAIN LANE STA. 247+25.00 TO STA. 490+62.00 = 24337 FT.
SPECIAL END UNIT (S.E.U.). STA. 457+13.00 TO STA. 458+93 = 180 FT.

VERTICAL PANELS @ 200' FOR THIS STAGE:

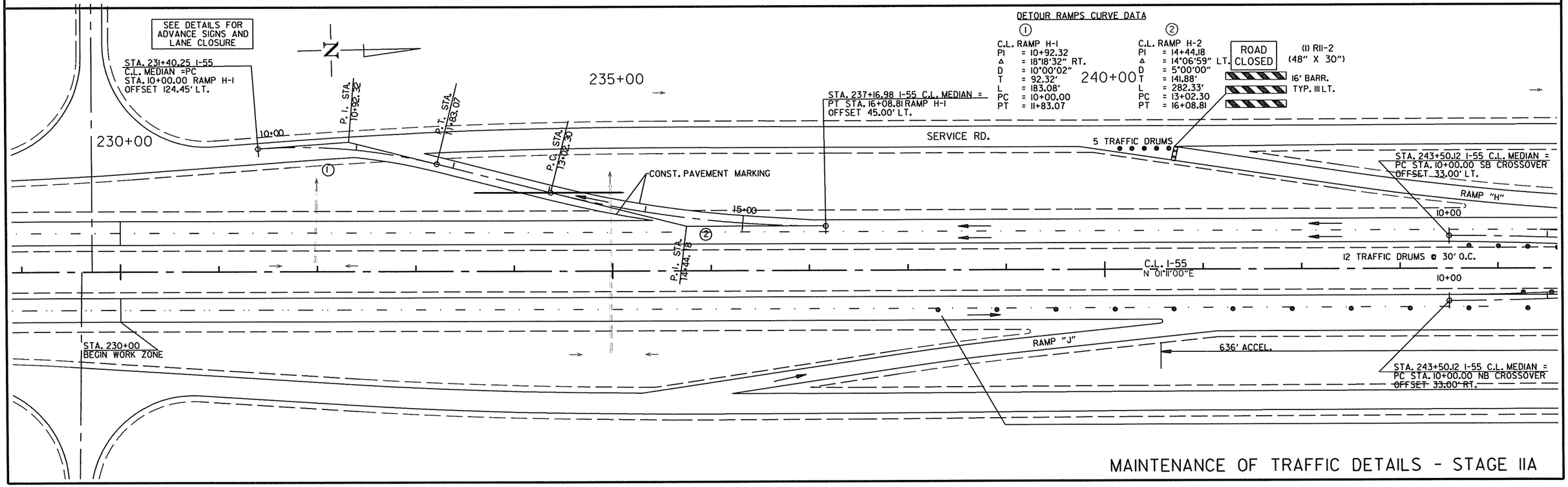
NB MAIN LANE
STA. 249+00.00 TO STA. 490+00.00 = 122



LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER FOR BRIDGE SECTIONS

NB LANES
STA. 455+58.55 TO STA. 457+08.04

▨ DENOTES: CONSTRUCT THIS STAGE.



DETOUR RAMPS CURVE DATA

① C.L. RAMP H-1		② C.L. RAMP H-2	
PI	= 10+92.32	PI	= 14+44.18
Δ	= 18°18'32" RT.	Δ	= 14°06'59" LT.
D	= 10°00'02"	D	= 5°00'00"
T	= 92.32'	T	= 141.88'
L	= 183.08'	L	= 282.33'
PC	= 10+00.00	PC	= 13+02.30
PT	= 11+83.07	PT	= 16+08.81

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

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

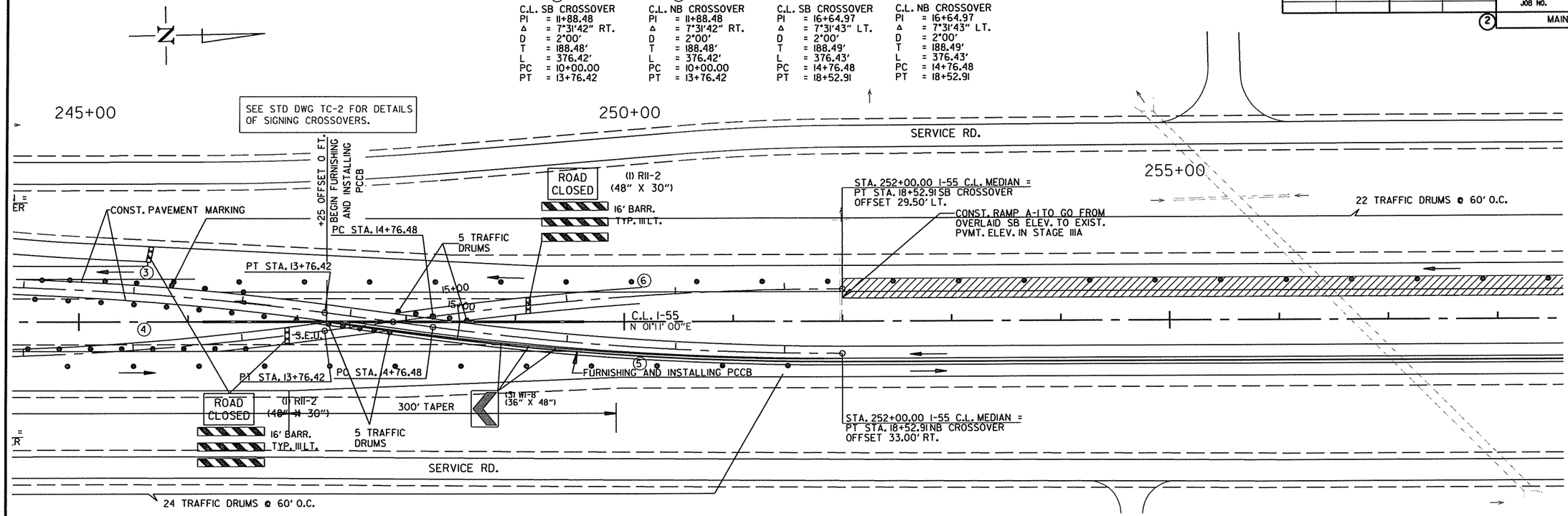
8/1/2014

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.		BB1006	123	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

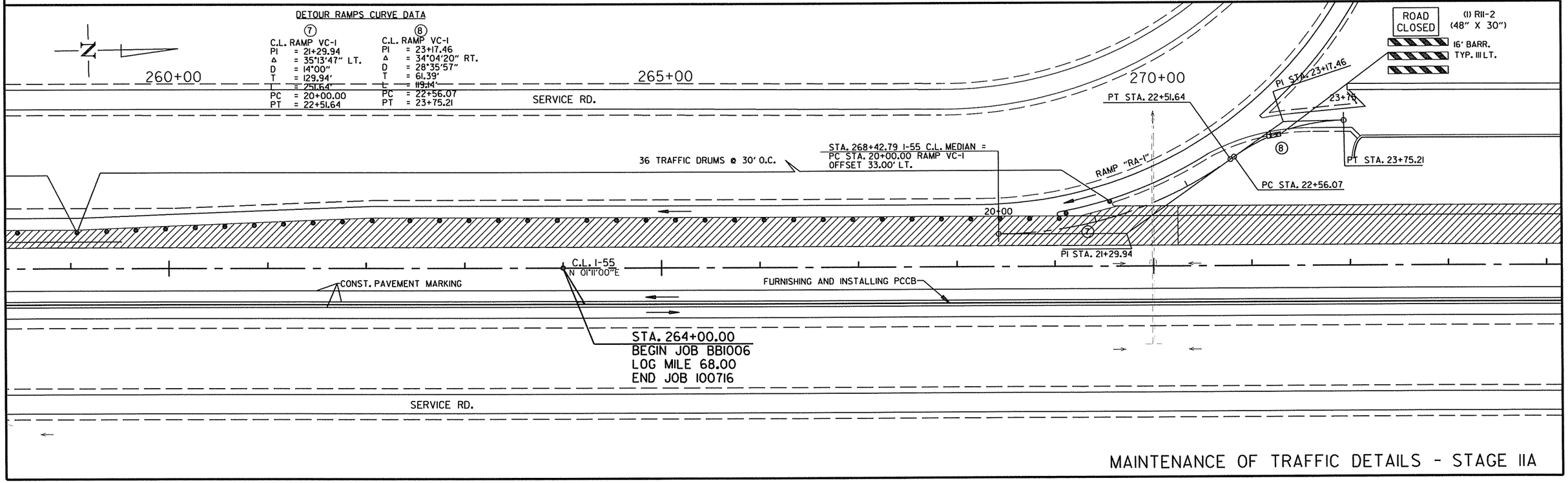
DETOUR RAMPS CURVE DATA

③ C.L. SB CROSSOVER	④ C.L. NB CROSSOVER	⑤ C.L. SB CROSSOVER	⑥ C.L. NB CROSSOVER
PI = 11+88.48	PI = 11+88.48	PI = 16+64.97	PI = 16+64.97
Δ = 7°31'42" RT.	Δ = 7°31'42" RT.	Δ = 7°31'43" LT.	Δ = 7°31'43" LT.
D = 2°00'	D = 2°00'	D = 2°00'	D = 2°00'
T = 188.48'	T = 188.48'	T = 188.49'	T = 188.49'
L = 376.42'	L = 376.42'	L = 376.43'	L = 376.43'
PC = 10+00.00	PC = 10+00.00	PC = 14+76.48	PC = 14+76.48
PT = 13+76.42	PT = 13+76.42	PT = 18+52.91	PT = 18+52.91



DETOUR RAMPS CURVE DATA

⑦ C.L. RAMP VC-1	⑧ C.L. RAMP VC-1
PI = 21+29.94	PI = 23+17.46
Δ = 35°13'47" LT.	Δ = 34°04'20" RT.
D = 14°00"	D = 28°35'57"
T = 129.94'	T = 61.39'
L = 251.64'	L = 119.14'
PC = 20+00.00	PC = 22+56.07
PT = 22+51.64	PT = 23+75.21



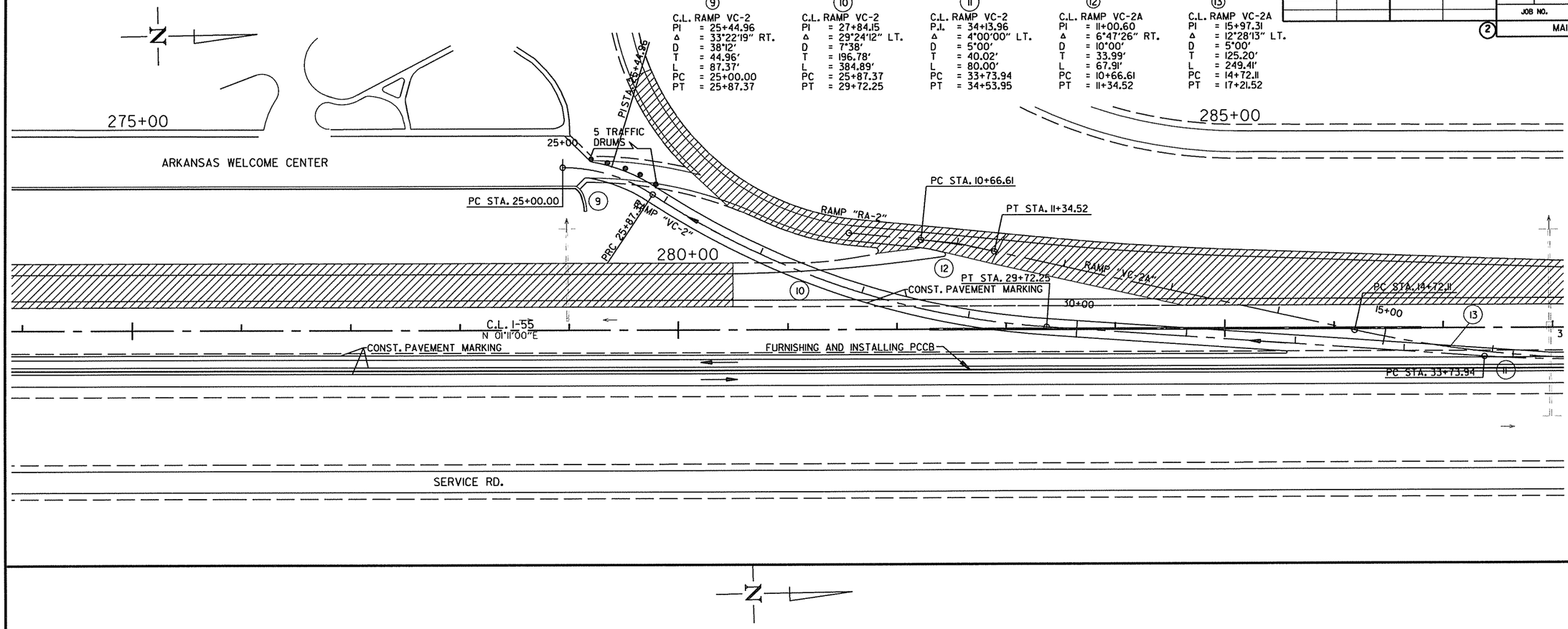
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

8/1/2014

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.		BB1006	124	265
				(2)	MAINTENANCE OF TRAFFIC			

DETOUR RAMPS CURVE DATA

(9) C.L. RAMP VC-2	(10) C.L. RAMP VC-2	(11) C.L. RAMP VC-2	(12) C.L. RAMP VC-2A	(13) C.L. RAMP VC-2A
PI = 25+44.96	PI = 27+84.15	P.I. = 34+13.96	PI = 11+00.60	PI = 15+97.31
Δ = 33°22'19" RT.	Δ = 29°24'12" LT.	Δ = 4°00'00" LT.	Δ = 6°47'26" RT.	Δ = 12°28'13" LT.
D = 38°12'	D = 7°38'	D = 5°00'	D = 10°00'	D = 5°00'
T = 44.96'	T = 196.78'	T = 40.02'	T = 33.99'	T = 125.20'
L = 87.37'	L = 384.89'	L = 80.00'	L = 67.91'	L = 249.41'
PC = 25+00.00	PC = 25+87.37	PC = 33+73.94	PC = 10+66.61	PC = 14+72.11
PT = 25+87.37	PT = 29+72.25	PT = 34+53.95	PT = 11+34.52	PT = 17+21.52



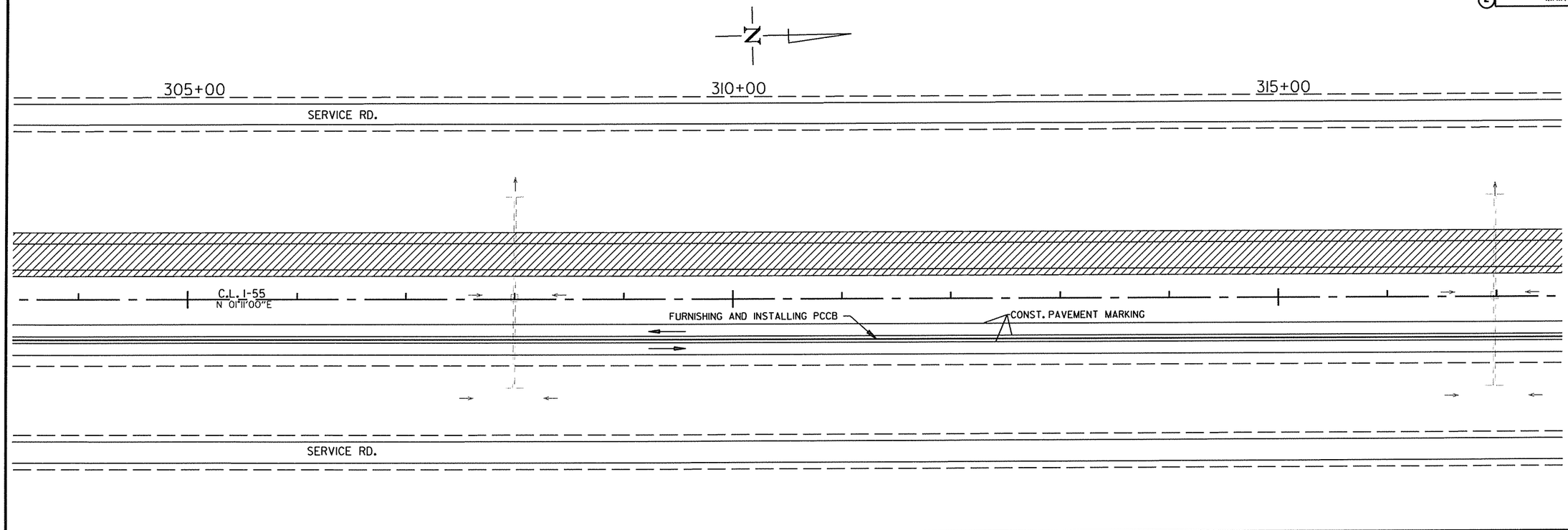
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

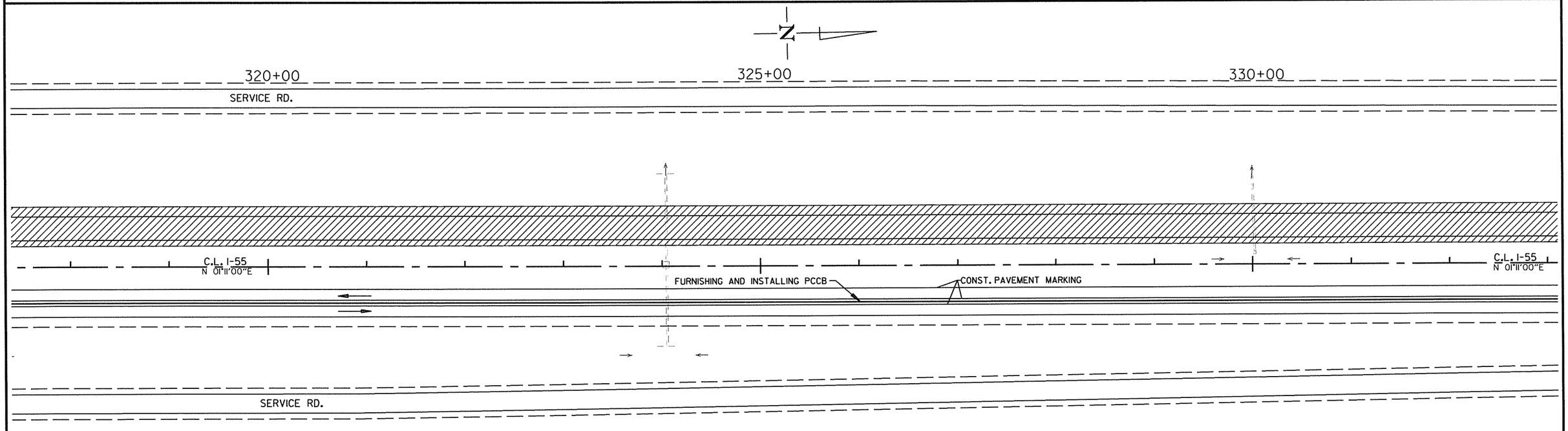
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MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

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				6	ARK.			
				JOB NO.		BB1006	125	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
BRANDREW PINKLEY
08/04/14





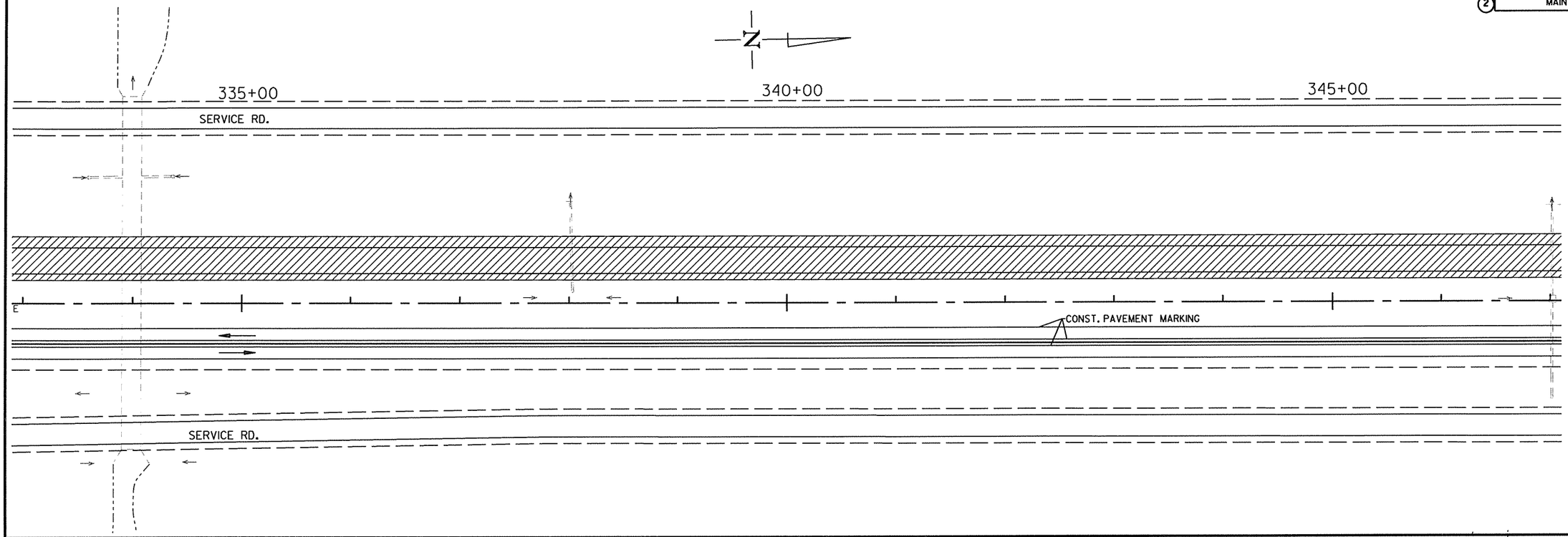
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

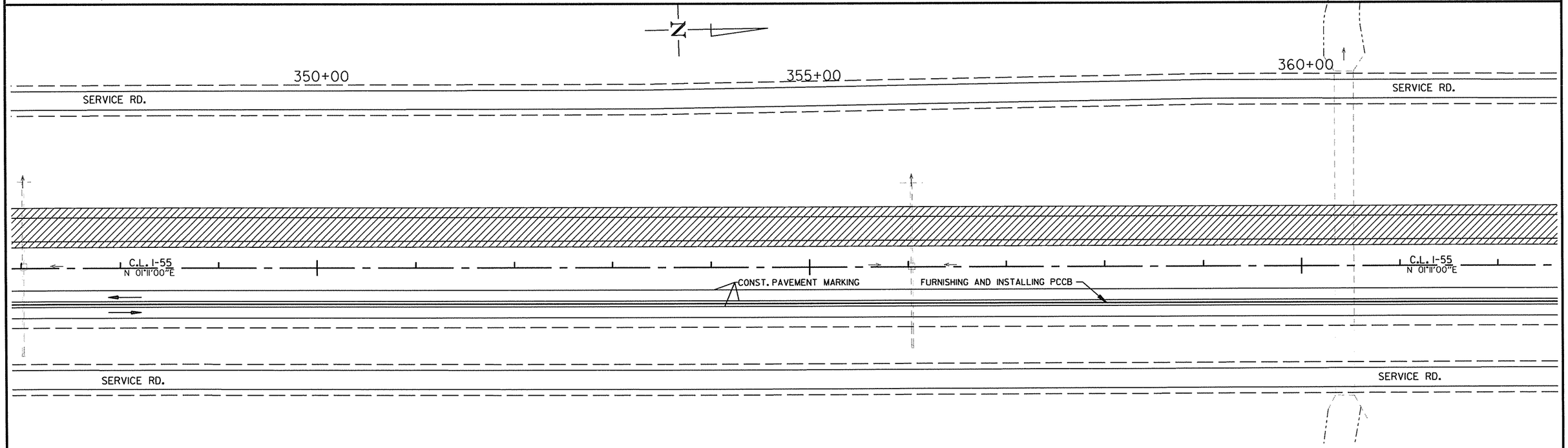
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				6	ARK.			
				JOB NO.		BB1006	126	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



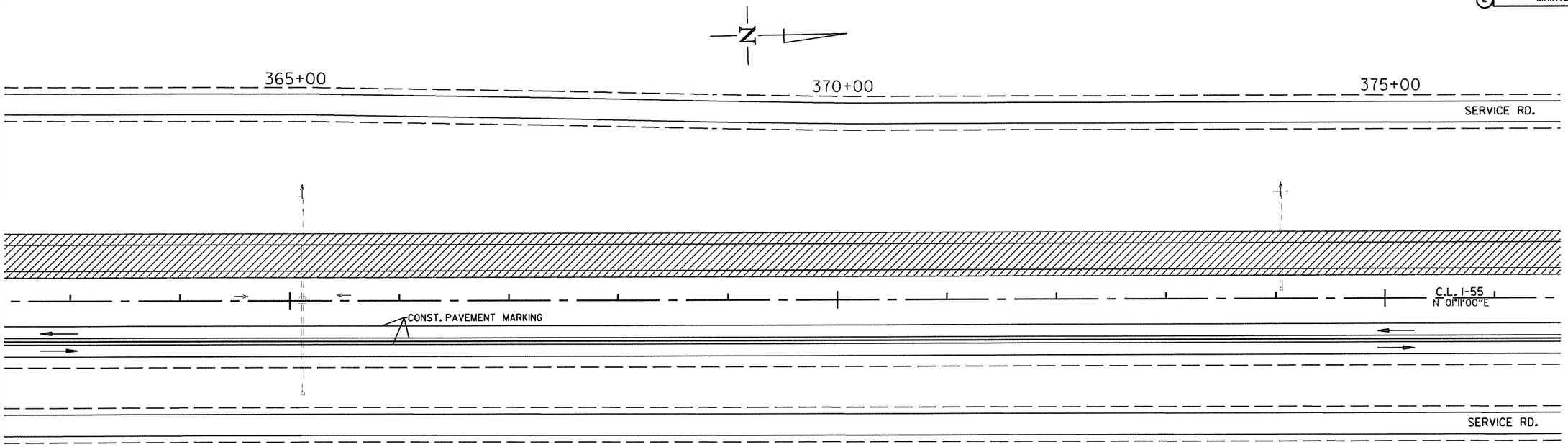


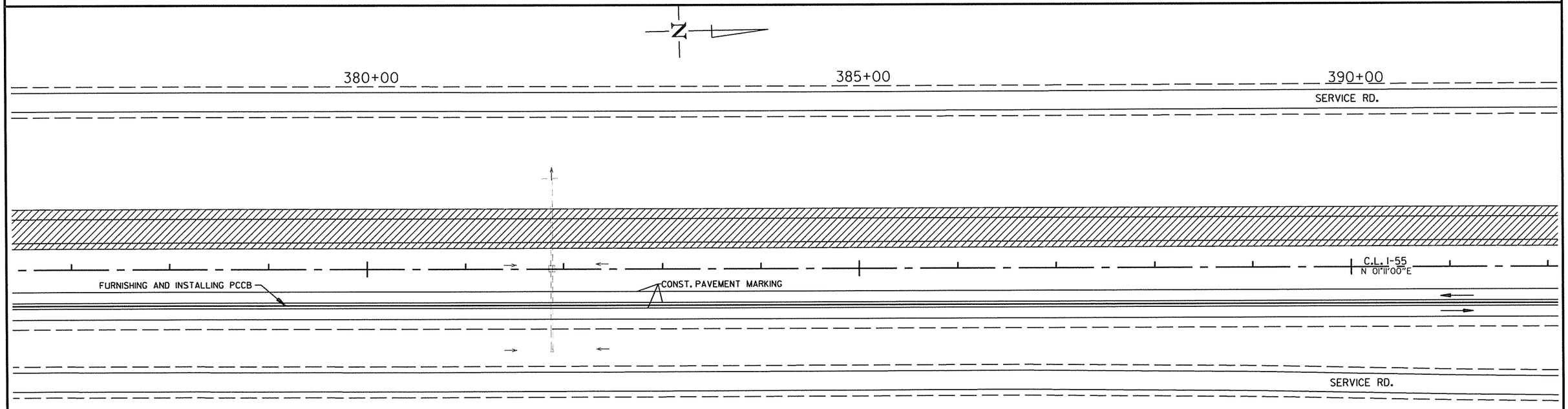
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

8/1/2014

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.		BB1006	127	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINTELEY
08/04/14



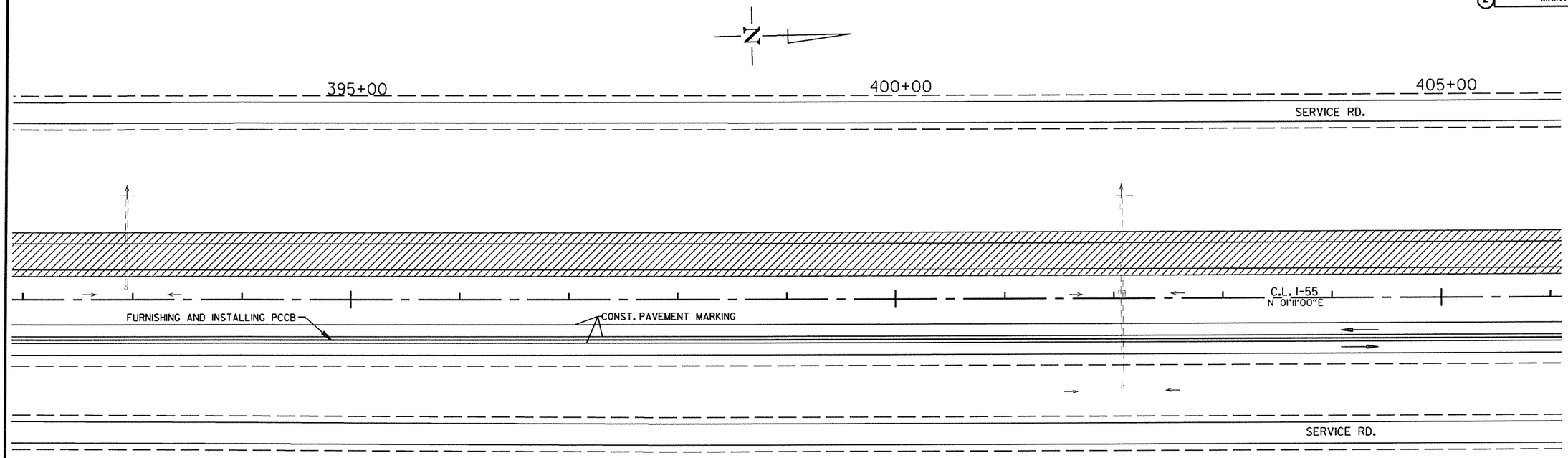


8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

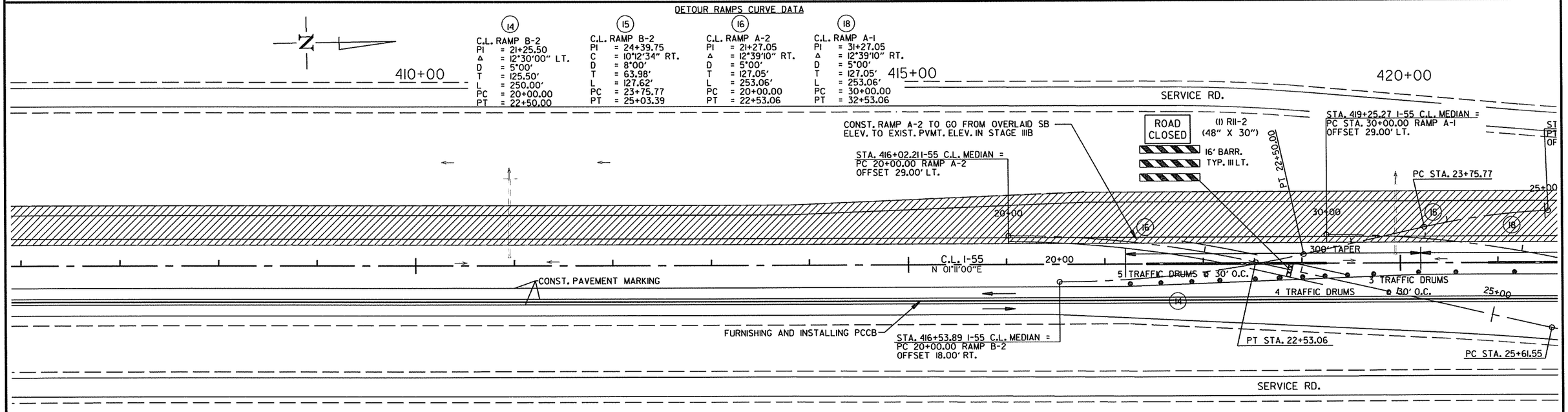
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBI006	128	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



DETOUR RAMPS CURVE DATA

(14) C.L. RAMP B-2	(15) C.L. RAMP B-2	(16) C.L. RAMP A-2	(18) C.L. RAMP A-1
PI = 21+25.50	PI = 24+39.75	PI = 21+27.05	PI = 31+27.05
Δ = 12°30'00" LT.	C = 10°12'34" RT.	Δ = 12°39'10" RT.	Δ = 12°39'10" RT.
D = 5°00'	D = 8°00'	D = 5°00'	D = 5°00'
T = 125.50'	T = 63.98'	T = 127.05'	T = 127.05'
L = 250.00'	L = 127.62'	L = 253.06'	L = 253.06'
PC = 20+00.00	PC = 23+75.77	PC = 20+00.00	PC = 30+00.00
PT = 22+50.00	PT = 25+03.39	PT = 22+53.06	PT = 32+53.06



MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

8/1/2014

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.		BBI006	129	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

(17) C.L. RAMP A-2
PI = 25+99.75
Δ = 6°06'21" LT.
D = 8°00'
T = 38.20'
L = 76.32'
PC = 25+61.55
PT = 26+37.87

(19) C.L. RAMP A-1
PI = 38+50.46
Δ = 12°30'16" LT.
D = 10°00'
T = 62.77'
L = 125.04'
PC = 37+87.69
PT = 39+12.73

(20) C.L. RAMP B-1
PI = 41+68.68
Δ = 16°44'52" LT.
D = 5°00'
T = 168.68'
L = 334.96'
PC = 40+00.00
PT = 43+34.96

(21) C.L. RAMP B-1
PI = 46+91.82
Δ = 20°48'35" RT.
D = 10°00'
T = 105.21'
L = 208.10'
PC = 45+86.61
PT = 47+94.71

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

(I) WI- 4R (48" X 48")

425+00 430+00 435+00 440+00 445+00 450+00

STA. 421+51.09 I-55 C.L. MEDIAN = PT 25+03.39 RAMP B-2 OFFSET 52.79' LT.

STA. 426+10.58 I-55 C.L. MEDIAN = PC STA. 40+00.00 RAMP B-1 OFFSET 17.50' LT.

STA. 433+87.46 I-55 C.L. MEDIAN = PT STA. 47+94.71 RAMP B-1 OFFSET 126.49' LT.

21 TRAFFIC DRUMS @ 30' O.C.

PC STA. 45+86.61

47+95

EXIST. BR. 03168

SERVICE RD.

RAMP "B"

PT STA. 43+34.96 7 TRAFFIC DRUMS

45+00

CONST. PAVEMENT MARKING

RAMP "B-1"

700' TEMP. ACCEL. LANE

10 TRAFFIC DRUMS @ 60' O.C.

40+00

C.L. I-55 N 01°11'00"E

CONST. PAVEMENT MARKING

FURNISHING AND INSTALLING PCCB

35+00

PC STA. 37+87.69

400' MODULAR GLARE SHIELD

18 TRAFFIC DRUMS @ 30' O.C.

5 TRAFFIC DRUMS

RAMP "A-1"

5 TRAFFIC DRUMS

STA. 428+21.94 I-55 C.L. MEDIAN = PT STA. 39+12.73 RAMP A-1 OFFSET 129.85' RT.

RAMP "A"

STA. 422+29.43 I-55 C.L. MEDIAN = PT 26+37.87 RAMP A-2 OFFSET 79.12' RT.

SERVICE RD.

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

DETOUR RAMPS CURVE DATA

(22) C.L. RAMP C-1
PI = 50+84.64
Δ = 16°48'20" RT.
D = 10°00'
T = 84.64'
L = 168.06'
PC = 50+00.00
PT = 51+68.06

(23) C.L. RAMP C-1
PI = 57+35.29
Δ = 11°07'00" LT.
D = 5°00'
T = 111.52'
L = 222.33'
PC = 56+23.77
PT = 58+46.10

(24) C.L. RAMP F-1
PI = 56+87.25
Δ = 14°07'00" RT.
D = 5°00'
T = 141.88'
L = 282.33'
PC = 50+00.00
PT = 51+55.61

(25) C.L. RAMP F-1
PI = 50+78.29
Δ = 15°33'39" LT.
D = 10°00'
T = 78.29'
L = 155.61'
PC = 55+45.37
PT = 58+27.70

(26) C.L. RAMP C-2
PI = 60+56.55
Δ = 9°01'46" RT.
D = 8°00'
T = 56.55'
L = 112.87'
PC = 60+00.00
PT = 61+12.87

HWY. 150

10+00

STA. 442+48.45 I-55 C.L. MEDIAN = PC STA. 50+00.00 RAMP C-1 OFFSET 132.89' LT.

PT STA. 51+68.06

50+00

SERVICE RD.

11 TRAFFIC DRUMS

20 TRAFFIC DRUMS @ 30' O.C.

RAMP "C-1"

20 TRAFFIC DRUMS @ 30' O.C.

PC STA. 60+00

PT STA. 61+12.87

RAMP "C"

PI STA. 54+35.46

55+00

PC STA. 56+23.77

RAMP "C-2"

CONST. PAVEMENT MARKING

C.L. I-55 N 01°11'00"E

CONST. PAVEMENT MARKING

FURNISHING AND INSTALLING PCCB

55+00

STA. 450+76.53 I-55 C.L. MEDIAN = PT STA. 58+46.10 RAMP C-1 OFFSET 18.00' RT.

PT STA. 51+55.61

5 TRAFFIC DRUMS

RAMP "F-1"

PC STA. 55+45.37

CONST. PAVEMENT MARKING

STA. 450+90.65 I-55 C.L. MEDIAN = PT STA. 58+27.70 RAMP F-1 OFFSET 18.00' LT.

50+00

SERVICE RD.

(I) WI- 4R (48" X 48")

STA. 437+58.60 C.L. I-55 = STA. 12+00 C.L. HWY. 150 Δ = 92° 52' 00"

STA. 442+78.99 I-55 C.L. MEDIAN = PC STA. 50+00.00 RAMP F-1 OFFSET 128.79' RT.

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

CONST. RAMP F-1 TO GO FROM EXIST. PVMT. ELEV. TO OVERLAID SB ELEV. IN STAGE IIIA

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

8/1/2014

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.		BBI006	130	265
				(2)	MAINTENANCE OF TRAFFIC			

DETOUR RAMPS CURVE DATA

(27) C.L. RAMP C-2
PI = 64+37.25
Δ = 15°00'00" LT.
D = 5°00'
T = 150.86'
L = 300.00'
PC = 62+85.38
PT = 65+86.38

(28) C.L. RAMP D-2
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

(29) C.L. RAMP D-2
PI = 70+39.81
Δ = 8°39'09" LT.
D = 8°00'
T = 54.18'
L = 108.16'
PC = 69+85.63
PT = 70+93.79

(30) C.L. RAMP D-1
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

STATE OF ARKANSAS
A REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

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

455+00 460+00 465+

BAYOU

EXIST. BR. NO. C3169

SERVICE RD.

STA. 461+28.56 I-55 C.L. MEDIAN = PC STA. 65+00.00 RAMP D-1 OFFSET 29.00' LT.

STA. 458+49.79 I-55 C.L. MEDIAN = PC STA. 65+00.00 RAMP D-2 OFFSET 29.00' LT.

EXIST. BR. A3189

EXIST. BR. NO. A3169

PC STA. 62+86.38

C-2

65+00

PI STA. 66+52.46

68+00

RAMP "E"

PT STA. 68+03.14

(28) (30)

FURNISHING AND INSTALLING 180' PCCB

6 TRAFFIC DRUMS

S.E.U.

C.L. I-55 N 01°11'00"E

CONST. PAVEMENT MARKING

(27)

65+00

EXIST. BR. NO. B3169

FURNISHING AND INSTALLING PCCB

PT STA. 68+03.14

70+00

(29)

70+94

STA. 455+00.00 I-55 C.L. MEDIAN = PT STA. 65+86.38 RAMP C-2 OFFSET 28.50' RT.

EXIST. BR. NO. D3169

PEMISCOT

SERVICE RD.

PC STA. 69+85.63

PI STA. 70+39.81

STA. 464+31.67 I-55 C.L. MEDIAN = PT STA. 70+93.79 RAMP D-2 OFFSET 78.88' RT.

(31) C.L. RAMP D-1
PI = 72+57.74
Δ = 15°05'09" LT.
D = 10°00'
T = 75.87'
L = 150.86'
PC = 71+81.87
PT = 73+32.73

65+00 470+00 475+00 480+00

SERVICE RD.

WEIGH STATION

DETOUR RAMPS CURVE DATA

(32) C.L. RAMP F-2
PI = 70+82.75
Δ = 16°26'13" LT.
D = 10°00'
T = 82.75'
L = 164.37'
PC = 70+00.00
PT = 71+64.37

(33) C.L. RAMP F-2
PI = 73+88.11
C = 16°21'57" RT.
D = 10°00'
T = 82.39'
L = 163.66'
PC = 73+05.72
PT = 74+69.38

RAMP "C"

STA. 477+54.11 I-55 C.L. MEDIAN = PT STA. 74+69.38 RAMP F-2 OFFSET 18.00' RT.

PI STA. 73+88.11

C.L. I-55 N 01°11'00"E

PC STA. 73+05.72

74+69

CONST. PAVEMENT MARKING

FURNISHING AND INSTALLING PCCB

5 TRAFFIC DRUMS

72+00

5 TRAFFIC DRUMS

(33)

CONST. PAVEMENT MARKING

RAMP "D-1"

PC STA. 71+81.87

5 TRAFFIC DRUMS

STA. 469+42.83 I-55 C.L. MEDIAN = PC STA. 73+32.73 RAMP D-1 OFFSET 129.82' RT.

73+33

9 TRAFFIC DRUMS

70+00

(32)

RAMP F-2

RAMP "D"

(31)

SERVICE RD.

PT STA. 71+64.37

RAMP "F"

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

PI STA. 72+57.74

CONST. RAMP D-1 TO GO FROM OVERLAID SB ELEV. TO EXIST. PVMT. ELEV. IN STAGE IIIA

STA. 472+94.89 I-55 C.L. MEDIAN = PC STA. 70+00.00 RAMP F-2 OFFSET 119.26' RT.

PI STA. 70+82.75

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

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

8/1/2014

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.		BBI006	131	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
JAMES ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929
08/04/14

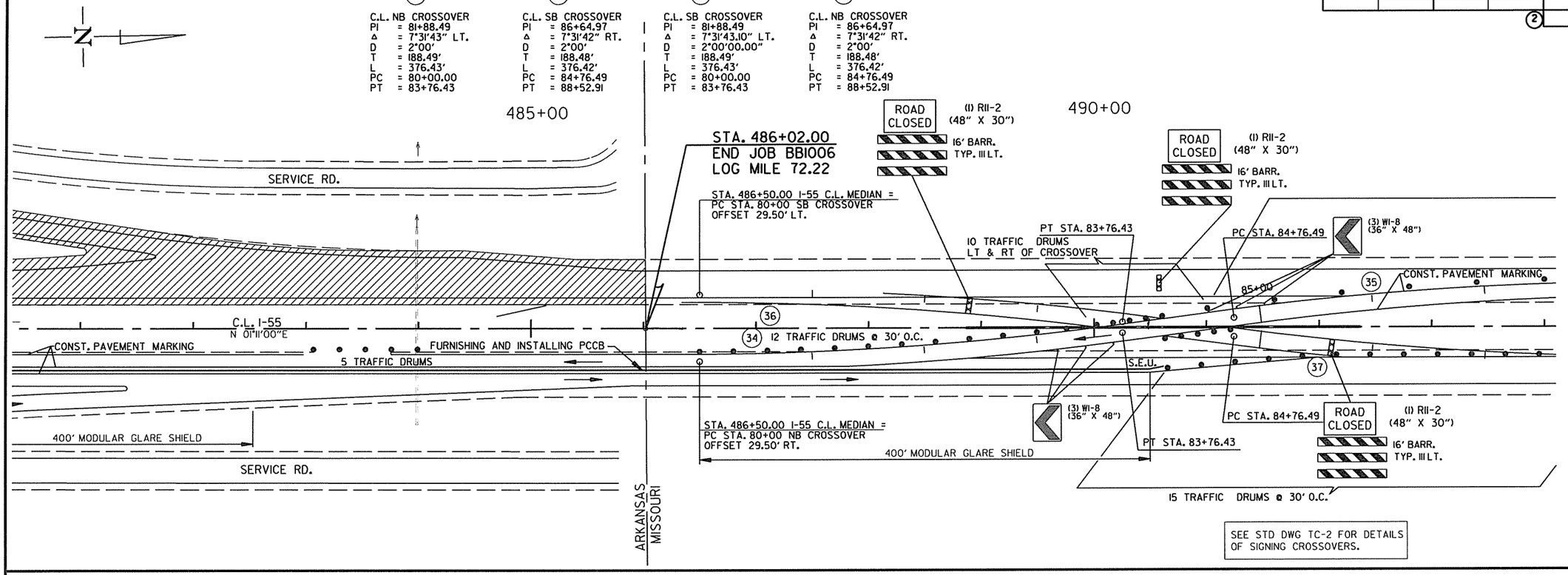
DETOUR RAMPS CURVE DATA

(34) C.L. NB CROSSOVER
PI = 81+88.49
Δ = 7°31'43" LT.
D = 2°00'
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

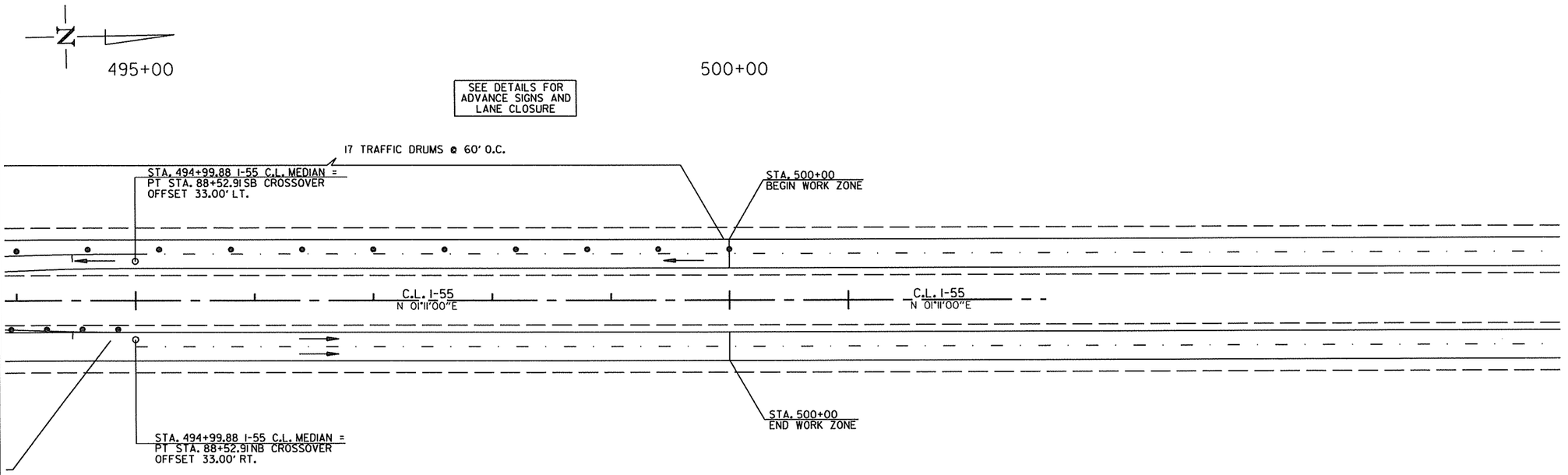
(35) C.L. SB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91

(36) C.L. SB CROSSOVER
PI = 81+88.49
Δ = 7°31'43.10" LT.
D = 2°00'00.00"
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(37) C.L. NB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91



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



8/1/2014

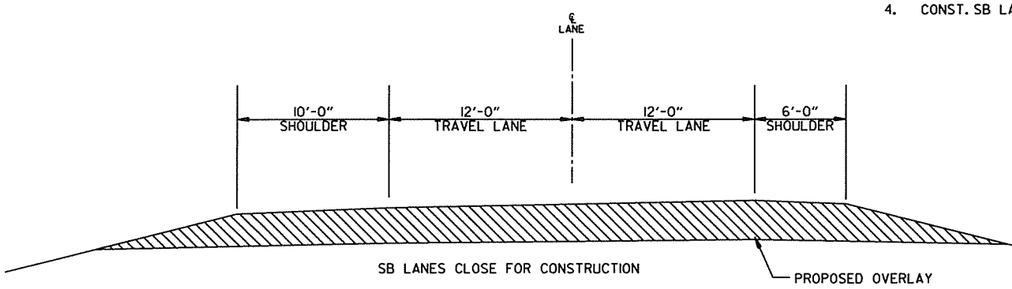
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIA

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.		BBI006	132	265
				(2)	MAINTENANCE OF TRAFFIC			

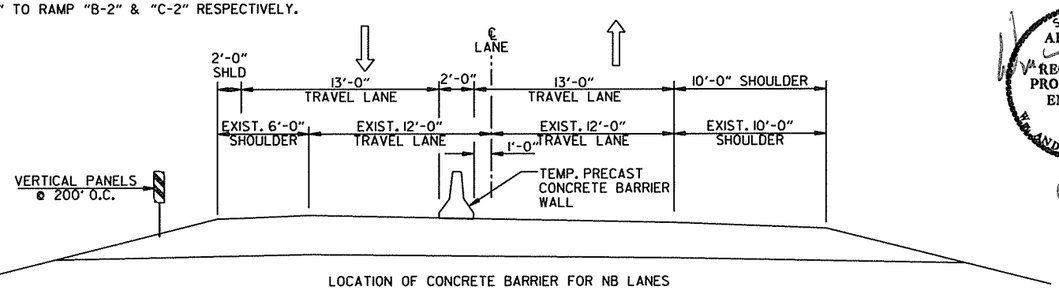
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

STAGE IIB OPERATIONS:

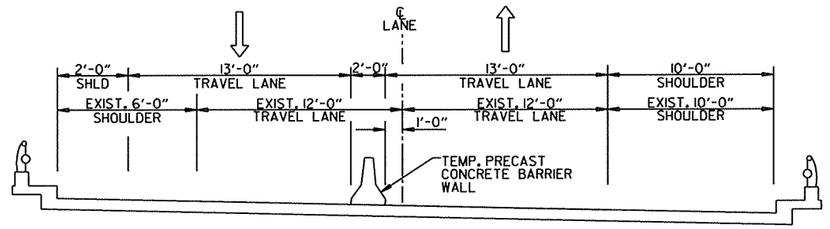
1. RETAIN TEMPORARY PRECAST CONCRETE BARRIER WALL ON NB LANES.
2. RETAIN SB TRAFFIC THROUGH CROSSOVER TO NB LANES.
3. SHIFT TRAFFIC FROM RAMP "B-1" & "C-1" TO RAMP "B-2" & "C-2" RESPECTIVELY.
4. CONST. SB LANE GAPS.



SB LANES CLOSE FOR CONSTRUCTION



LOCATION OF CONCRETE BARRIER FOR NB LANES



LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER FOR BRIDGE SECTIONS

NB LANES
STA. 455+58.55 TO STA. 457+08.04

CONSTRUCTION PAVEMENT MARKINGS FOR THIS STAGE:

RAMP "B-2"	STA. 20+25.41 TO STA. 24+82.47 =	1040 FT.
RAMP "C-2"	STA. 62+46.00 TO STA. 64+74.07 =	1750 FT.
RAMP "F-2"	STA. 72+40.03 TO STA. 74+43.32 =	407 FT.
RAMP "VC-1"	STA. 20+00.00 TO STA. 23+23.75 =	3785 FT.
RAMP "VC-2"	STA. 10+66.61 TO STA. 17+21.52 =	1130 FT.
LT. OF R.M.L. ACCEL. LANE & TAPER	STA. 408+00.00 TO STA. 417+71.80 =	72 FT.
LT. OF R.M.L. SKIP LANE DIVIDER	STA. 411+00.00 TO STA. 417+42.00 =	42 FT.

REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS FOR THIS STAGE:

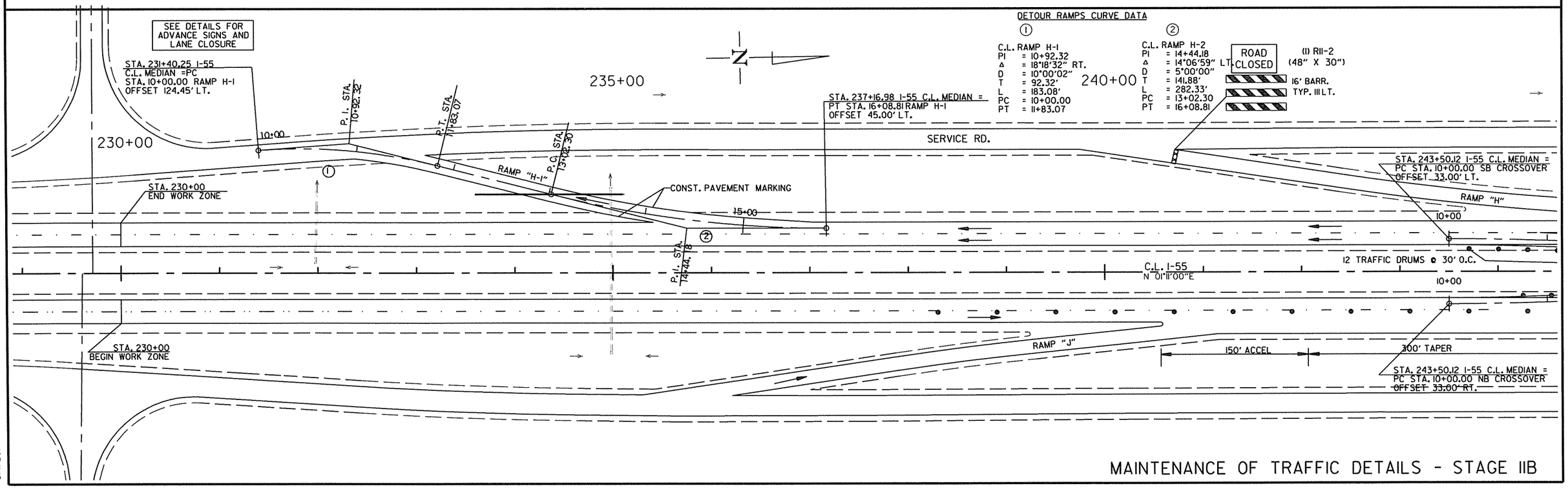
LT. R.M.L. ACCELERATION LANE & TAPER EDGE LINE
STA. 417+20.91 TO STA. 427+20.91 = 1000 FT.

LT. R.M.L. SKIP LANE DIVIDER
STA. 420+20.91 TO STA. 427+20.91 = 700 FT.

▨ DENOTES: CONSTRUCT THIS STAGE.

DETOUR RAMPS CURVE DATA

① C.L. RAMP H-1		② C.L. RAMP H-2	
PI	= 10+92.32	PI	= 14+44.18
Δ	= 18°18'32" RT.	Δ	= 14°06'59" LT.
D	= 10°00'02"	D	= 5°00'00"
T	= 92.32'	T	= 141.88'
L	= 183.08'	L	= 282.33'
PC	= 10+00.00	PC	= 13+02.30
PT	= 11+83.07	PT	= 16+08.81



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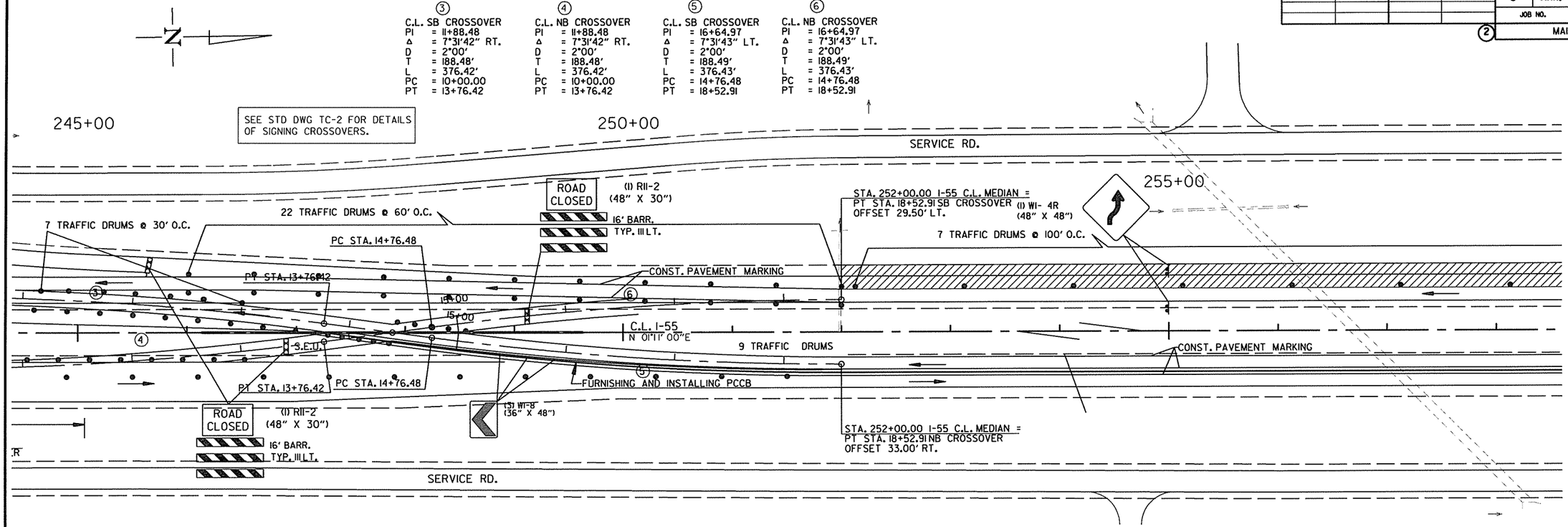
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

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.		BBI006	133	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

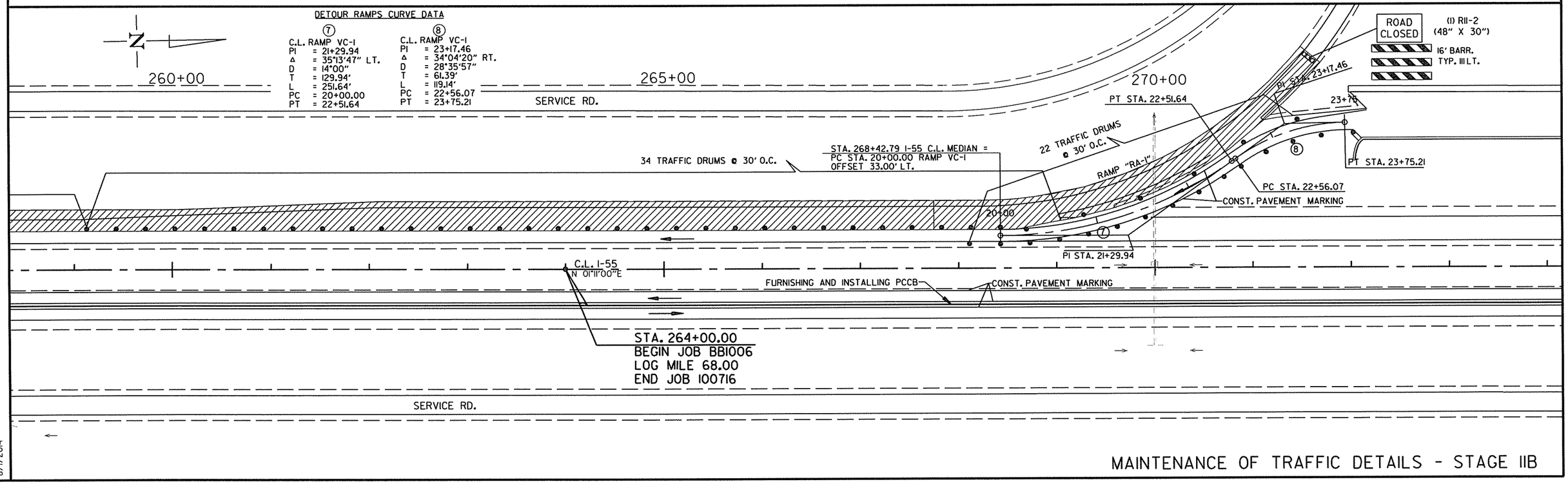
DETOUR RAMPS CURVE DATA

③ C.L. SB CROSSOVER		④ C.L. NB CROSSOVER		⑤ C.L. SB CROSSOVER		⑥ C.L. NB CROSSOVER	
PI	= 11+88.48	PI	= 11+88.48	PI	= 16+64.97	PI	= 16+64.97
Δ	= 7°31'42" RT.	Δ	= 7°31'42" RT.	Δ	= 7°31'43" LT.	Δ	= 7°31'43" LT.
D	= 2°00'	D	= 2°00'	D	= 2°00'	D	= 2°00'
T	= 188.48'	T	= 188.48'	T	= 188.49'	T	= 188.49'
L	= 376.42'	L	= 376.42'	L	= 376.43'	L	= 376.43'
PC	= 10+00.00	PC	= 10+00.00	PC	= 14+76.48	PC	= 14+76.48
PT	= 13+76.42	PT	= 13+76.42	PT	= 18+52.91	PT	= 18+52.91



DETOUR RAMPS CURVE DATA

⑦ C.L. RAMP VC-1		⑧ C.L. RAMP VC-1	
PI	= 21+29.94	PI	= 23+17.46
Δ	= 35°13'47" LT.	Δ	= 34°04'20" RT.
D	= 14°00"	D	= 28°35'57"
T	= 129.94'	T	= 61.39'
L	= 251.64'	L	= 119.14'
PC	= 20+00.00	PC	= 22+56.07
PT	= 22+51.64	PT	= 23+75.21



8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

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.		BB1006	134	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

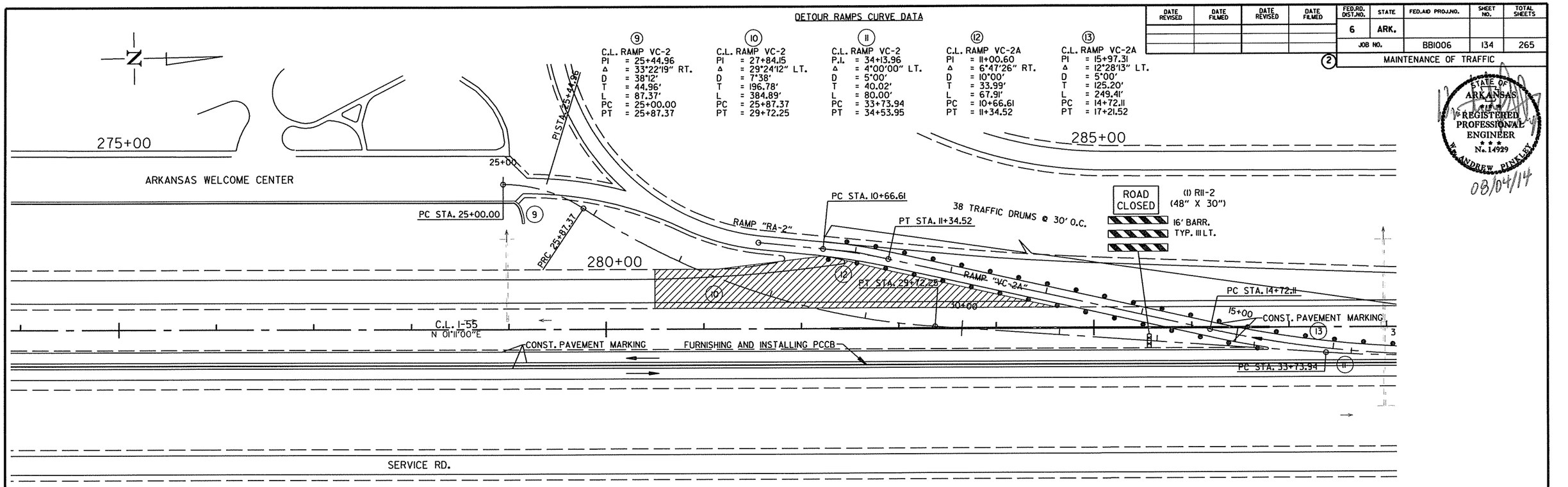
(9) C.L. RAMP VC-2
PI = 25+44.96
Δ = 33°22'19" RT.
D = 38°12'
T = 44.96'
L = 87.37'
PC = 25+00.00
PT = 25+87.37

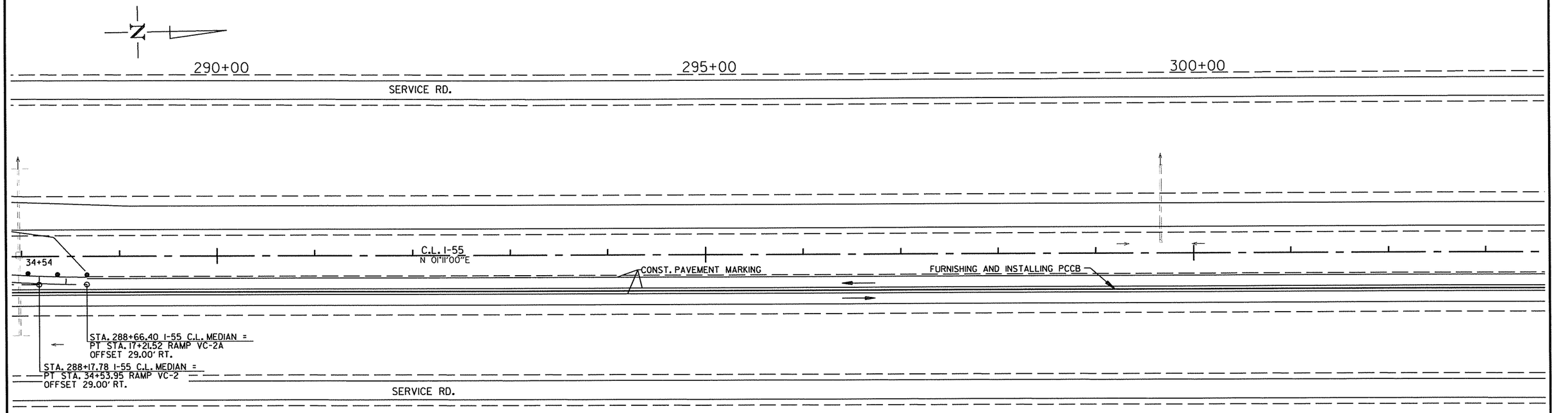
(10) C.L. RAMP VC-2
PI = 27+84.15
Δ = 29°24'12" LT.
D = 7°38'
T = 196.78'
L = 384.89'
PC = 25+87.37
PT = 29+72.25

(11) C.L. RAMP VC-2
P.I. = 34+13.96
Δ = 4°00'00" LT.
D = 5°00'
T = 40.02'
L = 80.00'
PC = 33+73.94
PT = 34+53.95

(12) C.L. RAMP VC-2A
PI = 11+00.60
Δ = 6°47'26" RT.
D = 10°00'
T = 33.99'
L = 67.91'
PC = 10+66.61
PT = 11+34.52

(13) C.L. RAMP VC-2A
PI = 15+97.31
Δ = 12°28'13" LT.
D = 5°00'
T = 125.20'
L = 249.41'
PC = 14+72.11
PT = 17+21.52



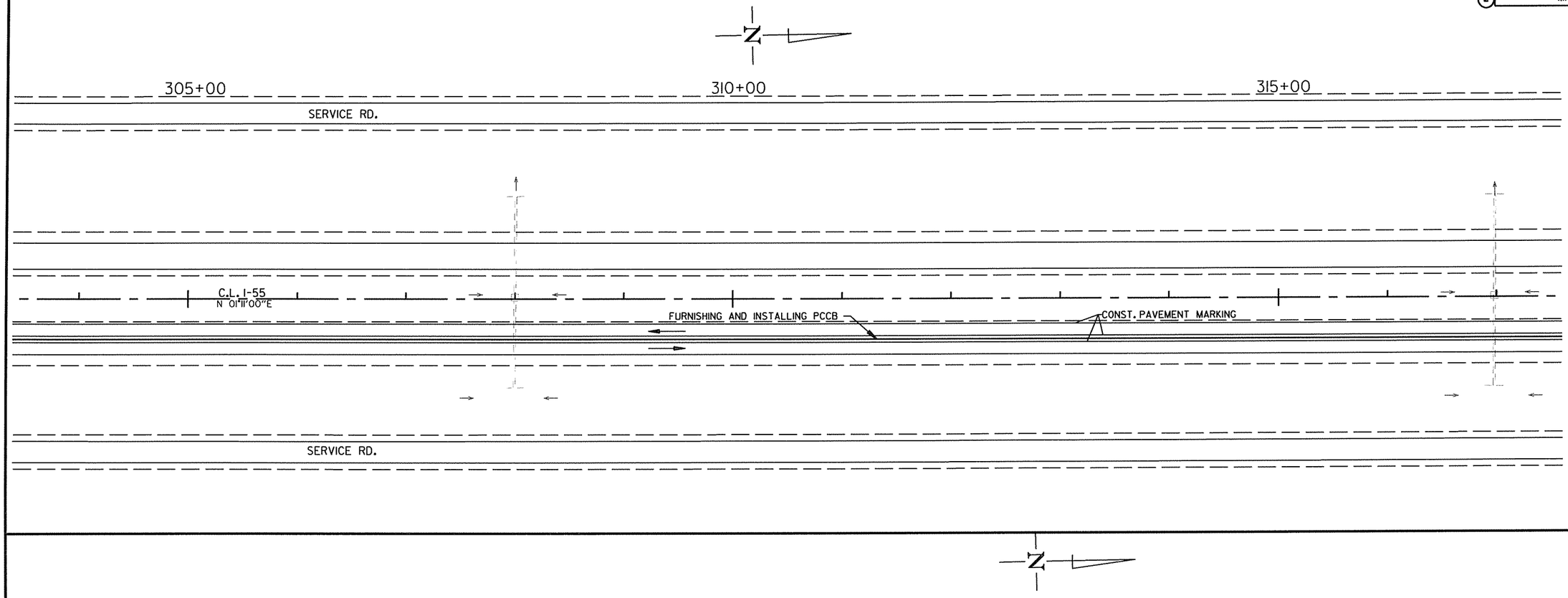


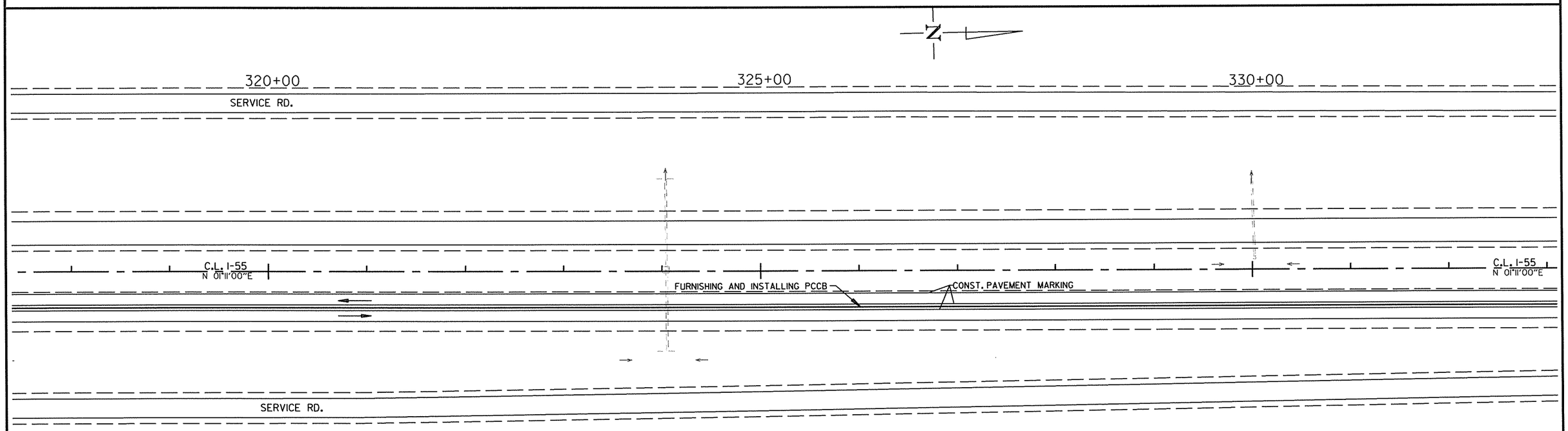
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

8/1/2014

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.		BB1006	135	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINTLEY
08/04/14



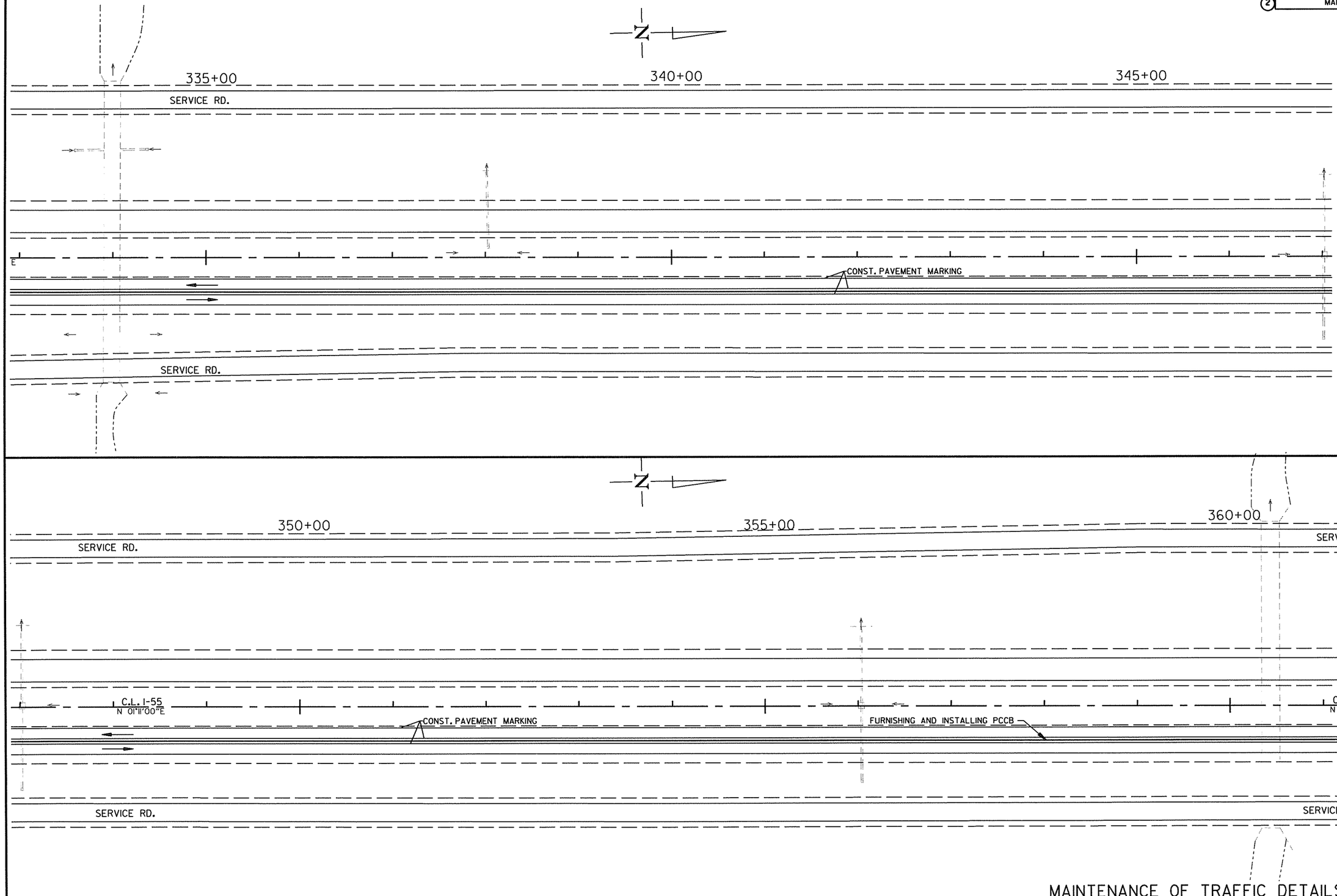


MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

8/1/2014

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.		BB1006	136	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
W. ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929
08/04/14

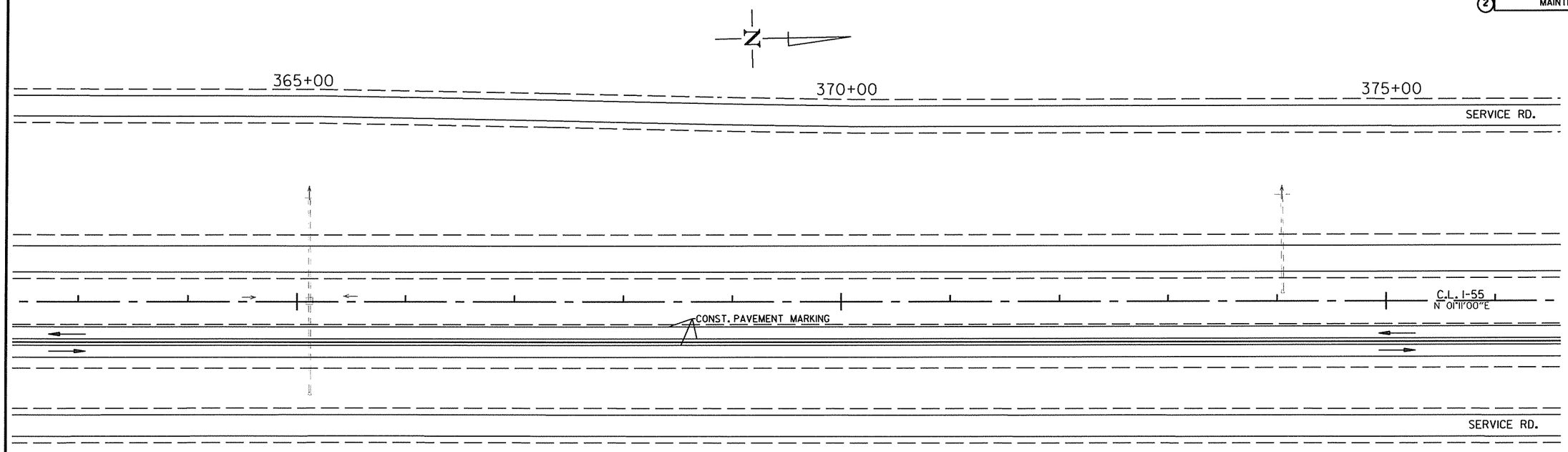


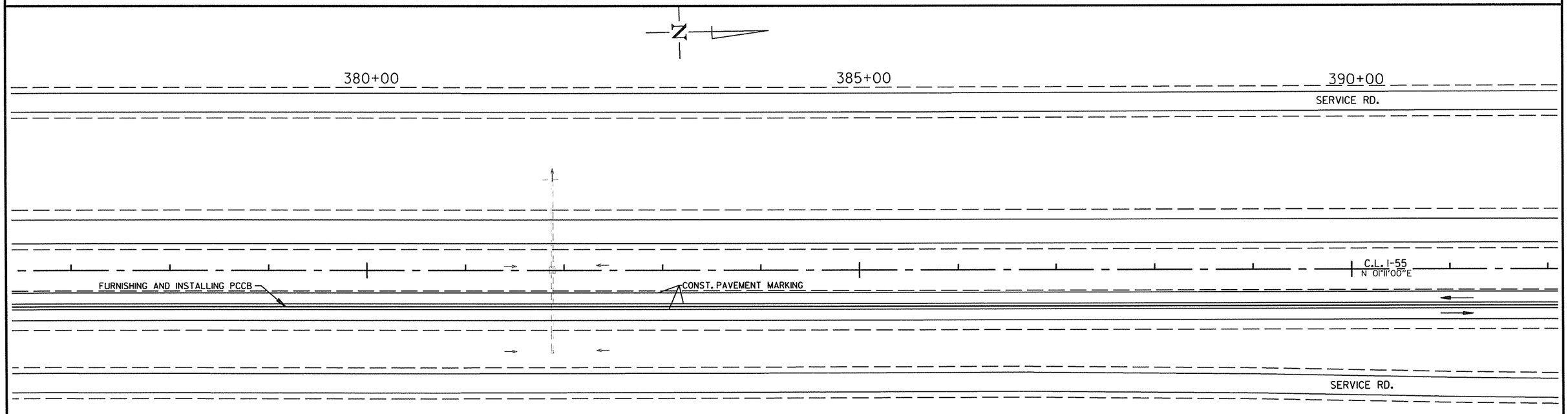
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

8/1/2014

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.		BB1006	137	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINELEY
08/04/14



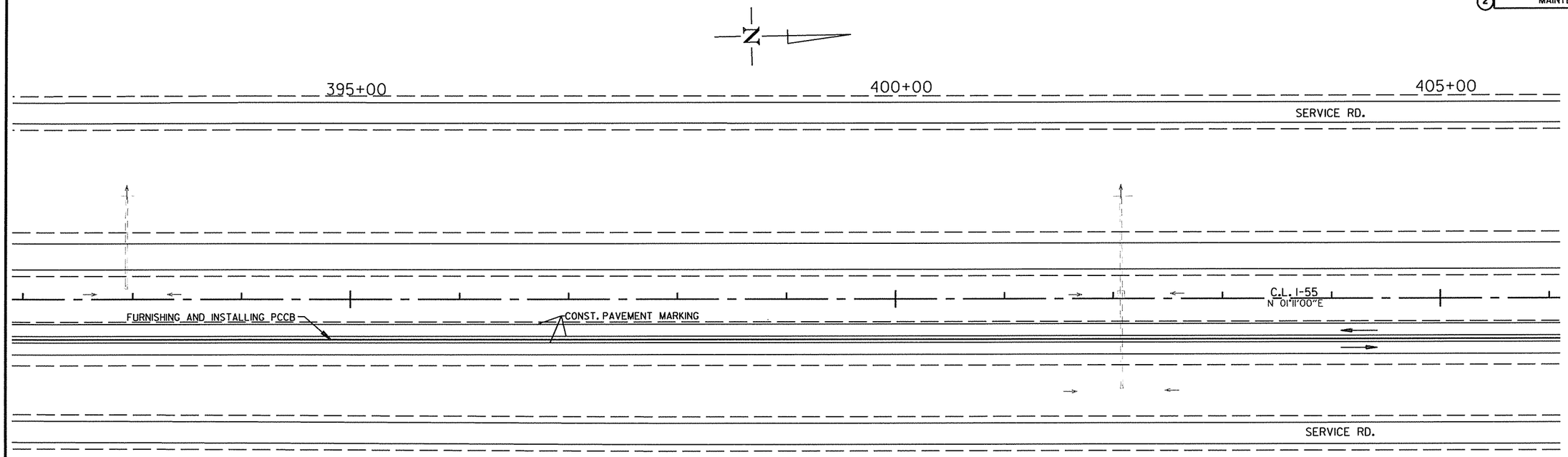


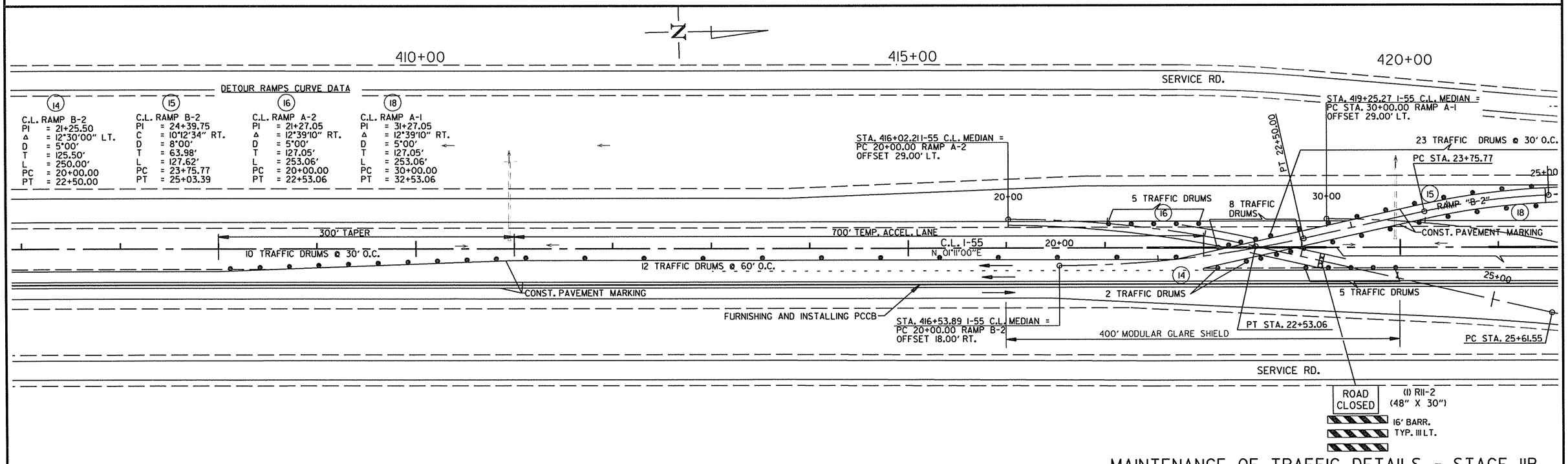
8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

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.		BBI006	138	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14





MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

8/1/2014

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.		BB1006	139	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

(17) C.L. RAMP A-2
PI = 25+99.75
Δ = 6°06'21" LT.
D = 8°00'
T = 38.20'
L = 76.32'
PC = 25+61.55
PT = 26+37.87

(19) C.L. RAMP A-1
PI = 38+50.46
Δ = 12°30'16" LT.
D = 10°00'
T = 62.77'
L = 125.04'
PC = 37+87.69
PT = 39+12.73

(20) C.L. RAMP B-1
PI = 41+68.68
Δ = 16°44'52" LT.
D = 5°00'
T = 168.68'
L = 334.96'
PC = 40+00.00
PT = 43+34.96

(21) C.L. RAMP B-1
PI = 46+91.82
Δ = 20°48'35" RT.
D = 10°00'
T = 105.21'
L = 208.10'
PC = 45+86.61
PT = 47+94.71

425+00 430+00 435+00

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

STA. 421+51.09 I-55 C.L. MEDIAN = PT 25+03.39 RAMP B-2 OFFSET 52.79' LT.

STA. 426+10.58 I-55 C.L. MEDIAN = PC STA. 40+00.00 RAMP B-1 OFFSET 17.50' LT.

PC STA. 45+86.61

STA. 433+87.46 I-55 C.L. MEDIAN = PT STA. 47+94.71 RAMP B-1 OFFSET 126.49' LT.

47+95

SERVICE RD.

5 TRAFFIC DRUMS

RAMP "B"

45+00 RAMP "B-1"

CONST. PAVEMENT MARKING

PT STA. 43+34.96

PT STA. 32+51.06

40+00

5 TRAFFIC DRUMS

16 TRAFFIC DRUMS @ 30' O.C.

C.L. I-55 N 01°11'00"E

CONST. PAVEMENT MARKING

FURNISHING AND INSTALLING PCCB

35+00

CONST. PAVEMENT MARKING

PC STA. 37+87.69

5 TRAFFIC DRUMS

RAMP "A"

RAMP "A-1"

5 TRAFFIC DRUMS

STA. 428+21.94 I-55 C.L. MEDIAN = PT STA. 39+12.73 RAMP A-1 OFFSET 129.85' RT.

STA. 422+29.43 I-55 C.L. MEDIAN = PT 26+37.87 RAMP A-2 OFFSET 79.12' RT.

SERVICE RD.

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 LT.

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

DETOUR RAMPS CURVE DATA

(22) C.L. RAMP C-1
PI = 50+84.64
Δ = 16°48'20" RT.
D = 10°00'
T = 84.64'
L = 168.06'
PC = 50+00.00
PT = 51+68.06

(23) C.L. RAMP C-1
PI = 57+35.29
Δ = 11°07'00" LT.
D = 5°00'
T = 111.52'
L = 222.33'
PC = 56+23.77
PT = 58+46.10

(24) C.L. RAMP F-1
PI = 56+87.25
Δ = 14°07'00" RT.
D = 5°00'
T = 141.88'
L = 282.33'
PC = 50+00.00
PT = 51+55.61

(25) C.L. RAMP F-1
PI = 50+78.29
Δ = 15°33'39" LT.
D = 10°00'
T = 78.29'
L = 155.61'
PC = 55+45.37
PT = 58+27.70

(26) C.L. RAMP C-2
PI = 60+56.55
Δ = 9°01'46" RT.
D = 8°00'
T = 56.55'
L = 112.87'
PC = 60+00.00
PT = 61+12.87

440+00 445+00 450+00

HWY. 150

STA. 442+48.45 I-55 C.L. MEDIAN = PC STA. 50+00.00 RAMP C-1 OFFSET 132.89' LT.

PT STA. 51+68.06

50+00

SERVICE RD.

5 TRAFFIC DRUMS

29 TRAFFIC DRUMS @ 30' O.C.

PC STA. 60+00

PT STA. 61+12.87

RAMP "C"

CONST. PAVEMENT MARKING

PI STA. 54+35.46

55+00

PC STA. 56+23.77

RAMP "C-2"

RAMP "C-1"

C.L. I-55 N 01°11'00"E

CONST. PAVEMENT MARKING

FURNISHING AND INSTALLING PCCB

55+00

5 TRAFFIC DRUMS

5 TRAFFIC DRUMS

STA. 450+76.53 I-55 C.L. MEDIAN = PT STA. 58+46.10 RAMP C-1 OFFSET 18.00' RT.

PT STA. 51+55.61

29 TRAFFIC DRUMS

RAMP "F-1"

CONST. PAVEMENT MARKING

5 TRAFFIC DRUMS PC STA. 55+45.37

STA. 450+90.65 I-55 C.L. MEDIAN = PT STA. 58+27.70 RAMP F-1 OFFSET 18.00' LT.

50+00

SERVICE RD.

STA. 437+58.60 C.L. I-55 = STA. 12+00 C.L. HWY. 150 Δ = 92° 52' 00"

STA. 442+78.99 I-55 C.L. MEDIAN = PC STA. 50+00.00 RAMP F-1 OFFSET 128.79' RT.

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

8/1/2014

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.		BBI006	140	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
BRANDREW PINKLEY
08/04/14

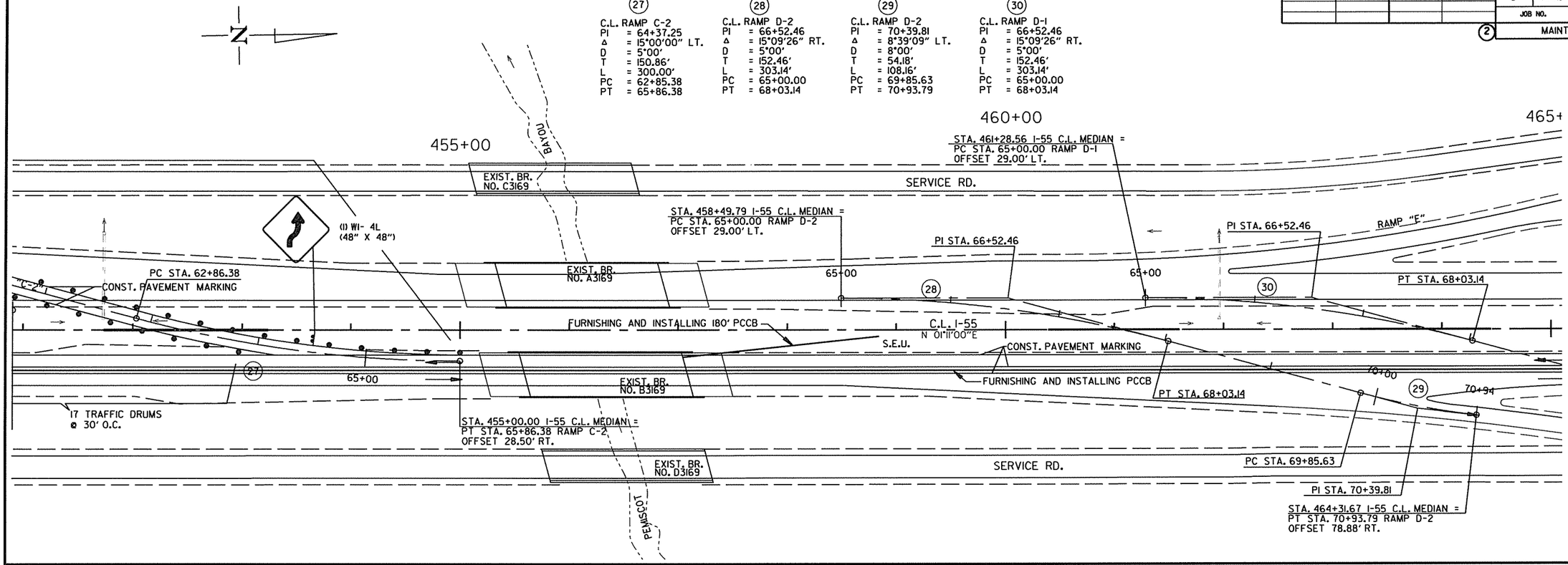
DETOUR RAMPS CURVE DATA

(27)
C.L. RAMP C-2
PI = 64+37.25
Δ = 15°00'00" LT.
D = 5°00'
T = 150.86'
L = 300.00'
PC = 62+85.38
PT = 65+86.38

(28)
C.L. RAMP D-2
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

(29)
C.L. RAMP D-2
PI = 70+39.81
Δ = 8°39'09" LT.
D = 8°00'
T = 54.18'
L = 108.16'
PC = 69+85.63
PT = 70+93.79

(30)
C.L. RAMP D-1
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

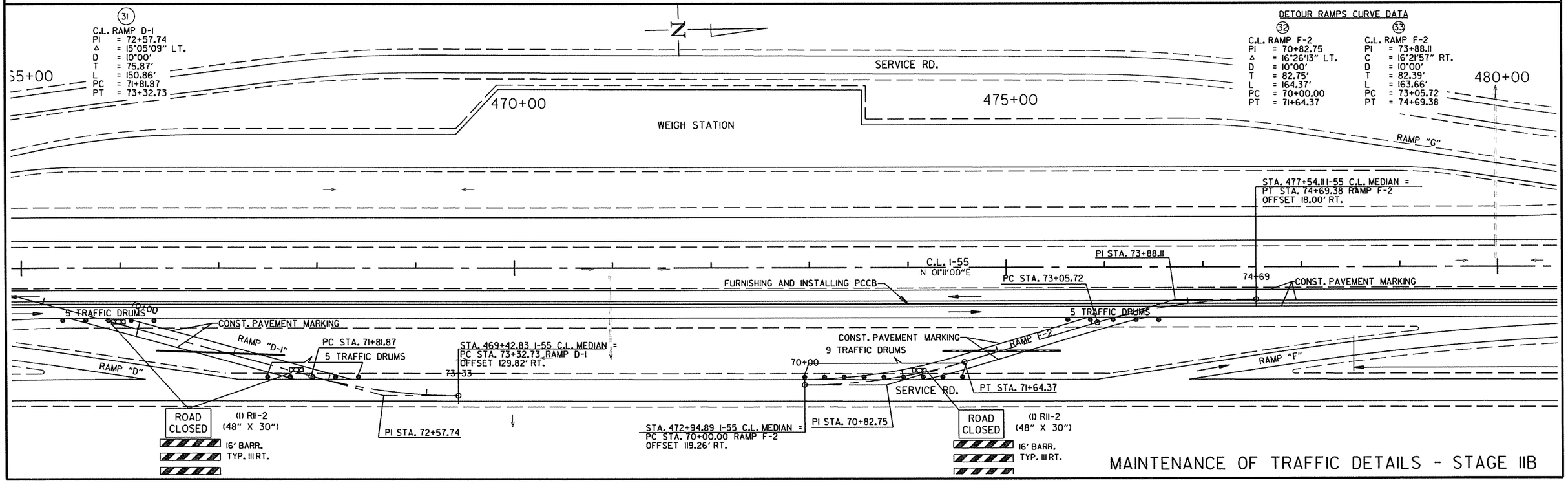


DETOUR RAMPS CURVE DATA

(31)
C.L. RAMP D-1
PI = 72+57.74
Δ = 15°05'09" LT.
D = 10°00'
T = 75.87'
L = 150.86'
PC = 71+81.87
PT = 73+32.73

(32)
C.L. RAMP F-2
PI = 70+82.75
Δ = 16°26'13" LT.
D = 10°00'
T = 82.75'
L = 164.37'
PC = 70+00.00
PT = 71+64.37

(33)
C.L. RAMP F-2
PI = 73+88.11
C = 16°21'57" RT.
D = 10°00'
T = 82.39'
L = 163.66'
PC = 73+05.72
PT = 74+69.38



MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

8/1/2014

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.		BBI006	141	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

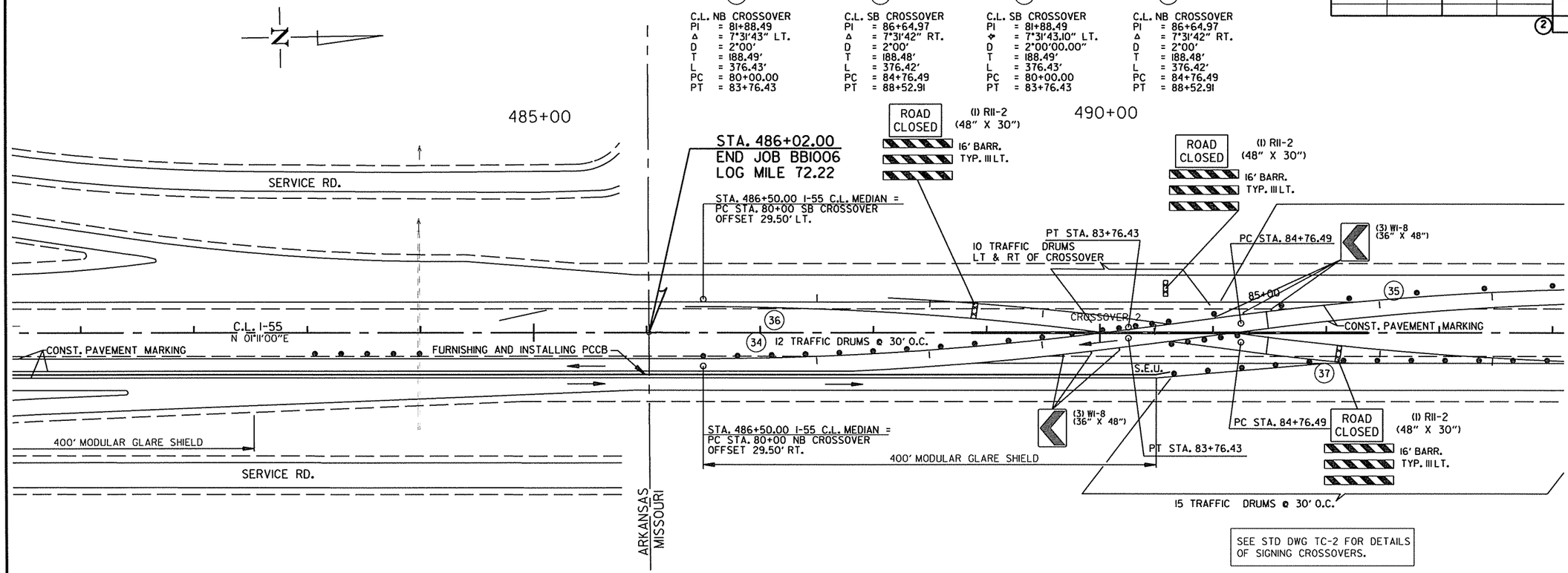
DETOUR RAMPS CURVE DATA

(34) C.L. NB CROSSOVER
PI = 81+88.49
Δ = 7°31'43" LT.
D = 2°00'
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

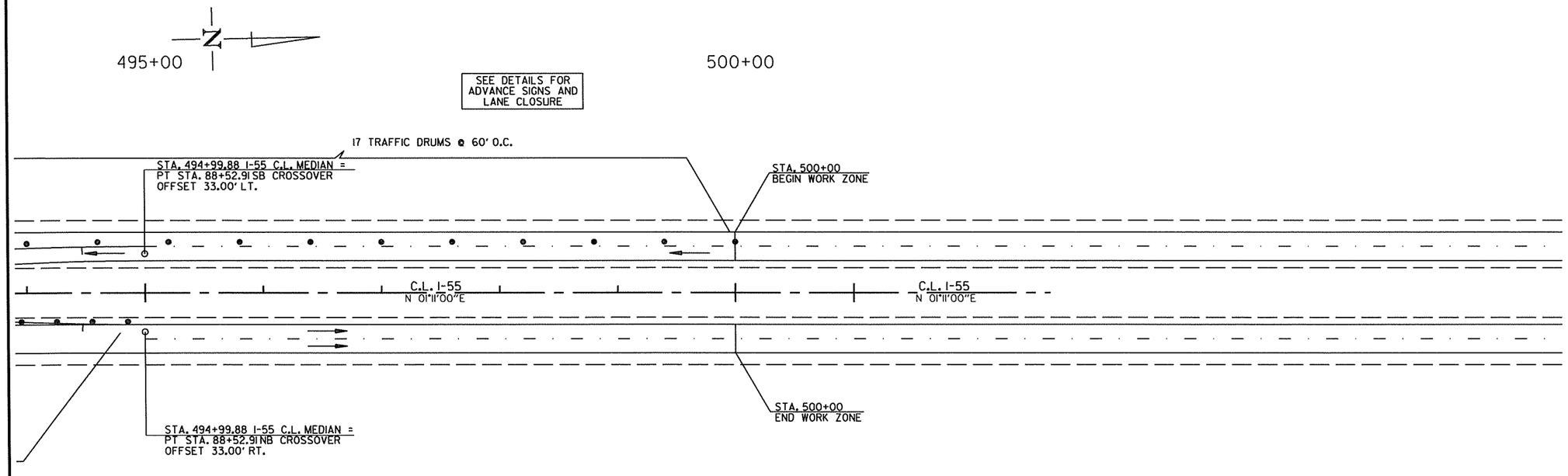
(35) C.L. SB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91

(36) C.L. SB CROSSOVER
PI = 81+88.49
Δ = 7°31'43.10" LT.
D = 2°00'00.00"
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(37) C.L. NB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91



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



8/1/2014

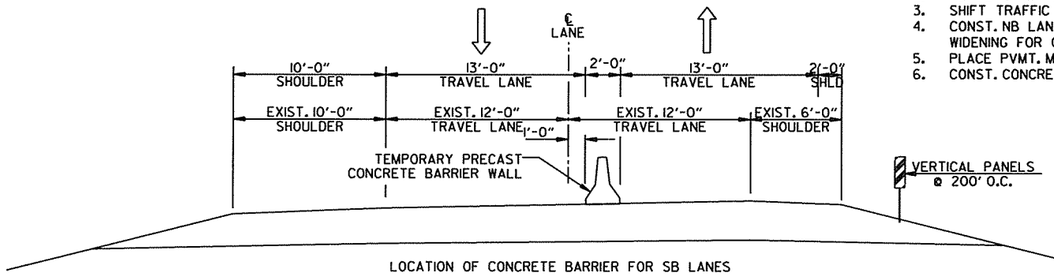
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIB

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.		BBI006	142	265

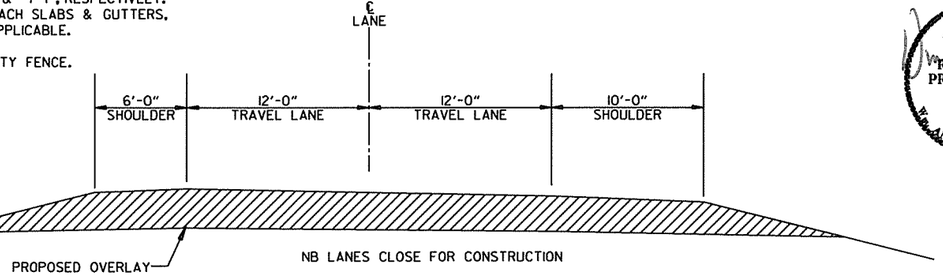
(2) MAINTENANCE OF TRAFFIC

STAGE IIIA OPERATIONS:

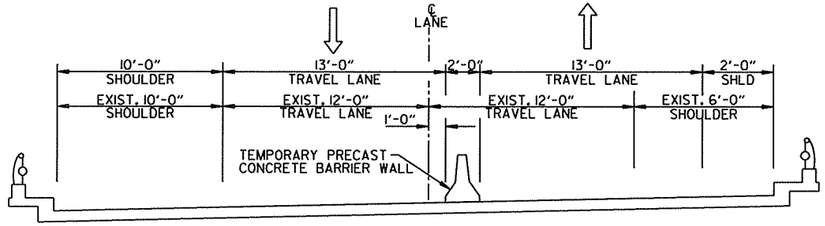
1. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER WALL ON SB LANES & PLACE CONST. PVMT. MARKINGS.
2. REROUTE NB TRAFFIC THROUGH CROSSOVER TO SB LANES.
3. SHIFT TRAFFIC FROM RAMP "A" & "F" TO RAMP "A-1" & "F-1", RESPECTIVELY.
4. CONST. NB LANES, ADJACENT RAMP TERMINALS, APPROACH SLABS & GUTTERS, WIDENING FOR GUARDRAILS AND GUARDRAILS WHERE APPLICABLE.
5. PLACE PVMT. MARKINGS ON NB LANES.
6. CONST. CONCRETE DITCH PAVING FOR WIRE ROPE SAFETY FENCE.



LOCATION OF CONCRETE BARRIER FOR SB LANES



NB LANES CLOSE FOR CONSTRUCTION



LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER FOR BRIDGE SECTIONS

SB LANES
STA. 455+37.98 TO STA. 456+87.12

CONSTRUCTION PAVEMENT MARKINGS FOR THIS STAGE:

CROSSOVER 1 NB	STA. 243+50.00 TO STA. 252+00.00 =	1706 FT.
CROSSOVER 2 NB	STA. 486+50.00 STA. 495+00.00 =	1706 FT.
RAMP "A-1" STA. 34+08.59 TO STA. 37+03.10 =		589 FT.
RAMP "D-1" STA. 65+00.00 TO STA. 72+57.74 =		1175 FT.
RAMP "F-1" STA. 50+00.00 TO STA. 52+63.38 =		527 FT.
LT. R.M.L. ACCELERATION LANE & TAPER EDGE LINE		
STA. 234+00.00 TO STA. 239+00.00 =		125 FT.
STA. 417+20.91 TO STA. 427+20.91 =		1000 FT.
LT. R.M.L. SKIP LANE DIVIDER		
STA. 420+20.91 TO STA. 427+20.91 =		700 FT.
CL. R.M.L. DOUBLE SOLID LANE DIVIDER		
STA. 249+00.00 TO STA. 486+50.00 =		47500 FT.
LT. & RT R.M.L. EDGE LINE		
STA. 249+00.00 TO STA. 486+50.00 =		47500 FT.

RAMP CONSTRUCTION NOTES:

1. CONST. RAMP F-2 TO GO FROM EXIST. PVMT. ELEV. TO OVERLAID NORTHBOUND (NB) ELEV. IN STAGE IIIB.

RELOCATE PRECAST CONCRETE BARRIER FOR THIS STAGE:

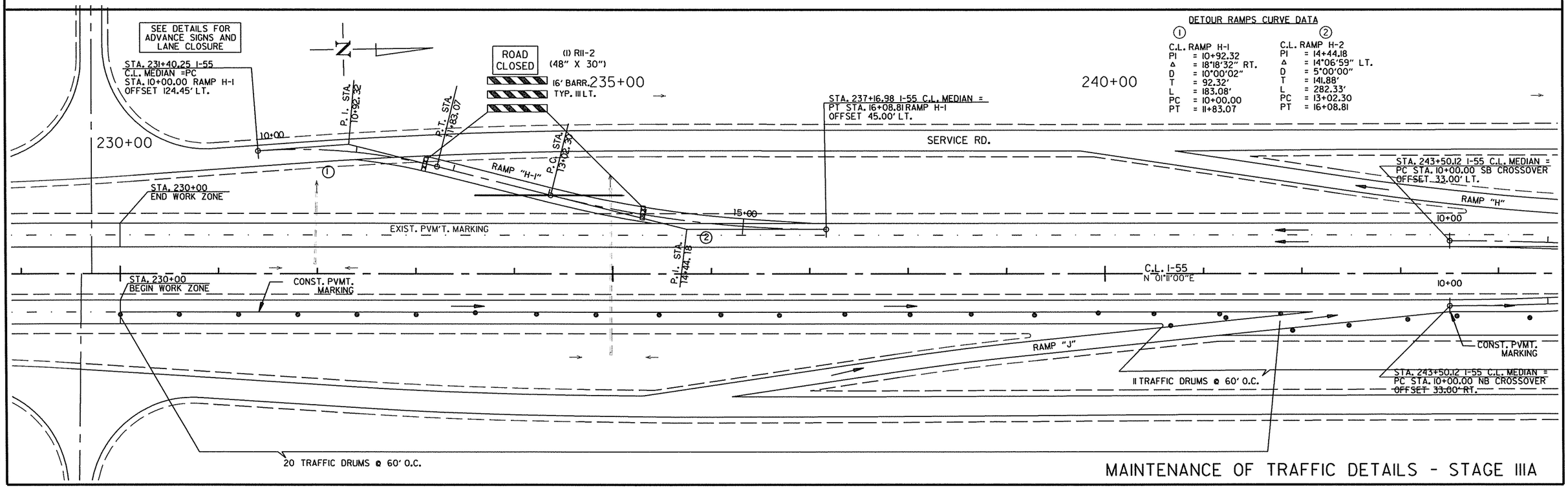
SB MAIN LANE STA. 247+25.00 TO STA. 490+62.00 = 24337 FT.

VERTICAL PANELS @ 200' FOR THIS STAGE:

NB MAIN LANE

STA. 249+00.00 TO STA. 490+00.00 = 122

▨ DENOTES: CONSTRUCT THIS STAGE.



MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

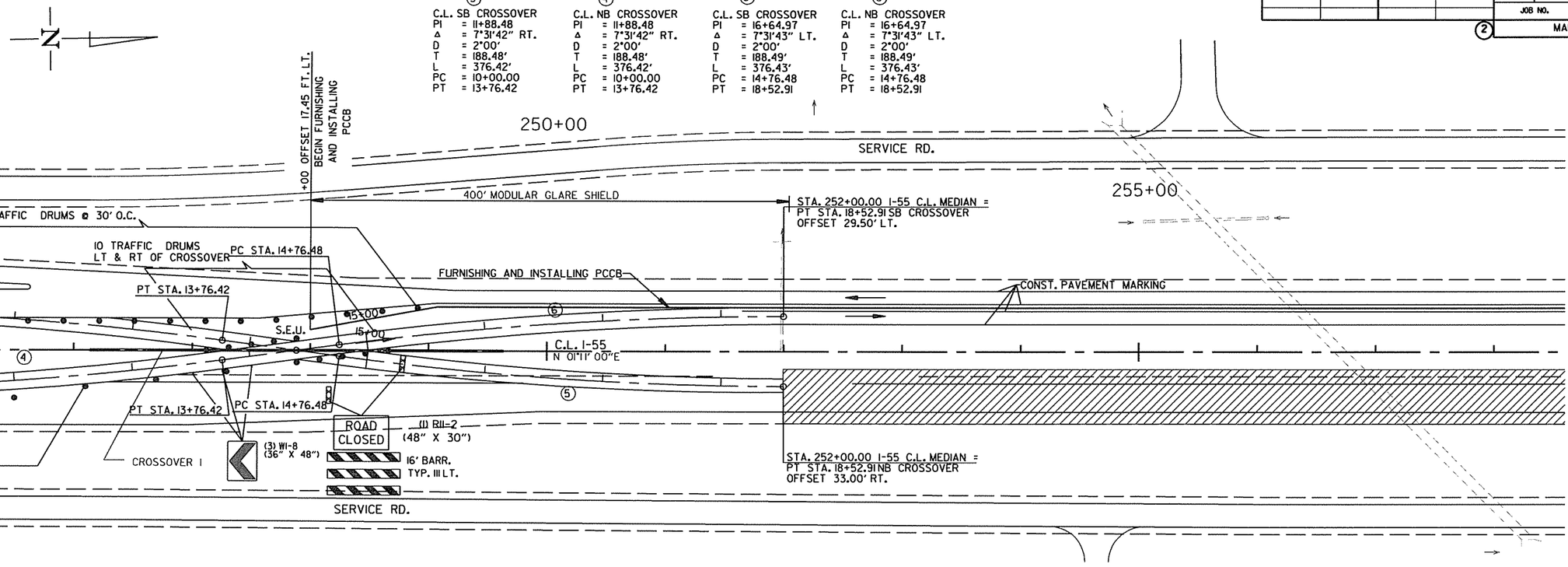
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
R. ANDREW PINKLEY
08/04/14

8/1/2014

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.		BBI006	143	265
				(2) MAINTENANCE OF TRAFFIC				

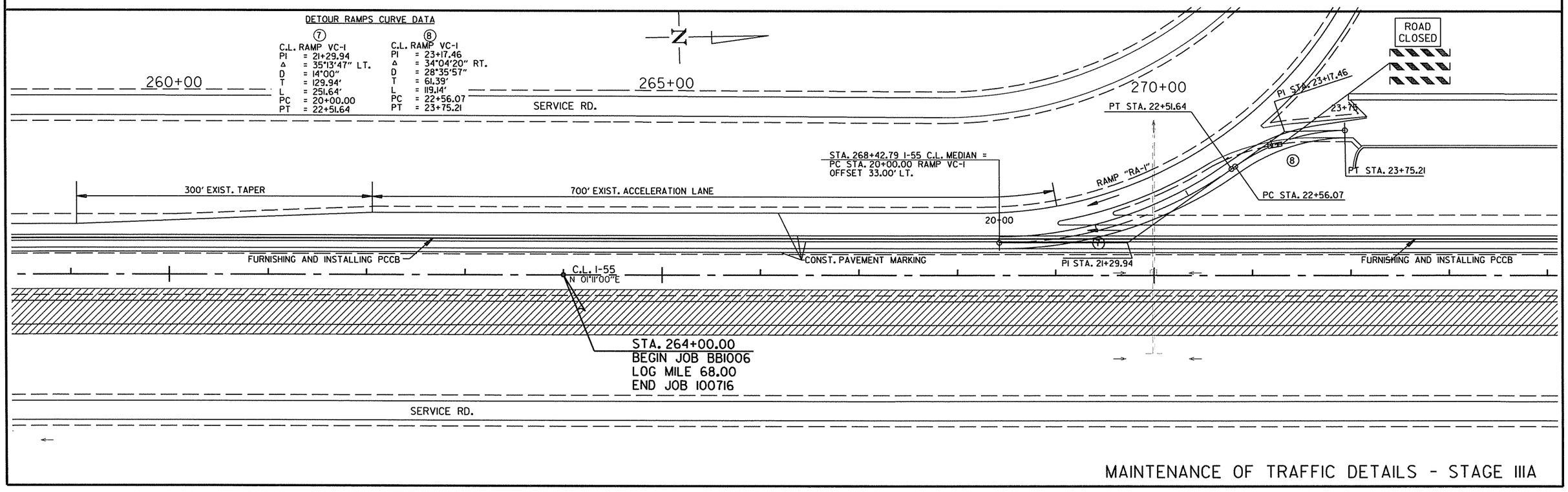
DETOUR RAMPS CURVE DATA

③ C.L. SB CROSSOVER	④ C.L. NB CROSSOVER	⑤ C.L. SB CROSSOVER	⑥ C.L. NB CROSSOVER
PI = 11+88.48	PI = 11+88.48	PI = 16+64.97	PI = 16+64.97
Δ = 7°31'42" RT.	Δ = 7°31'42" RT.	Δ = 7°31'43" LT.	Δ = 7°31'43" LT.
D = 2°00'	D = 2°00'	D = 2°00'	D = 2°00'
T = 188.48'	T = 188.48'	T = 188.49'	T = 188.49'
L = 376.42'	L = 376.42'	L = 376.43'	L = 376.43'
PC = 10+00.00	PC = 10+00.00	PC = 14+76.48	PC = 14+76.48
PT = 13+76.42	PT = 13+76.42	PT = 18+52.91	PT = 18+52.91



DETOUR RAMPS CURVE DATA

⑦ C.L. RAMP VC-1	⑧ C.L. RAMP VC-1
PI = 21+29.94	PI = 23+17.46
Δ = 35°13'47" LT.	Δ = 34°04'20" RT.
D = 14°00"	D = 28°35'57"
T = 129.94'	T = 61.39'
L = 251.64'	L = 119.14'
PC = 20+00.00	PC = 22+56.07
PT = 22+51.64	PT = 23+75.21



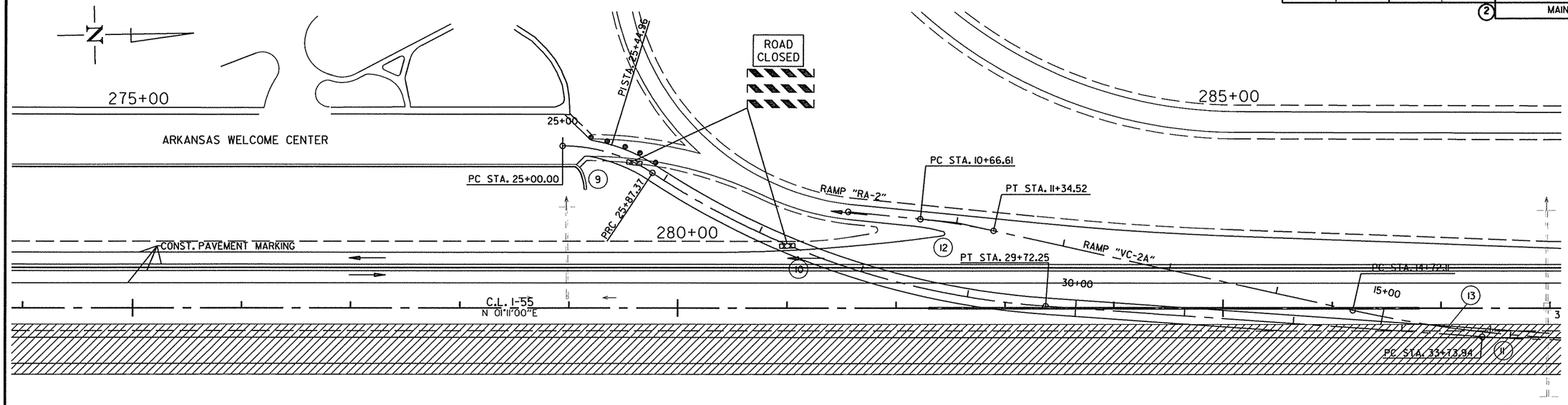
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

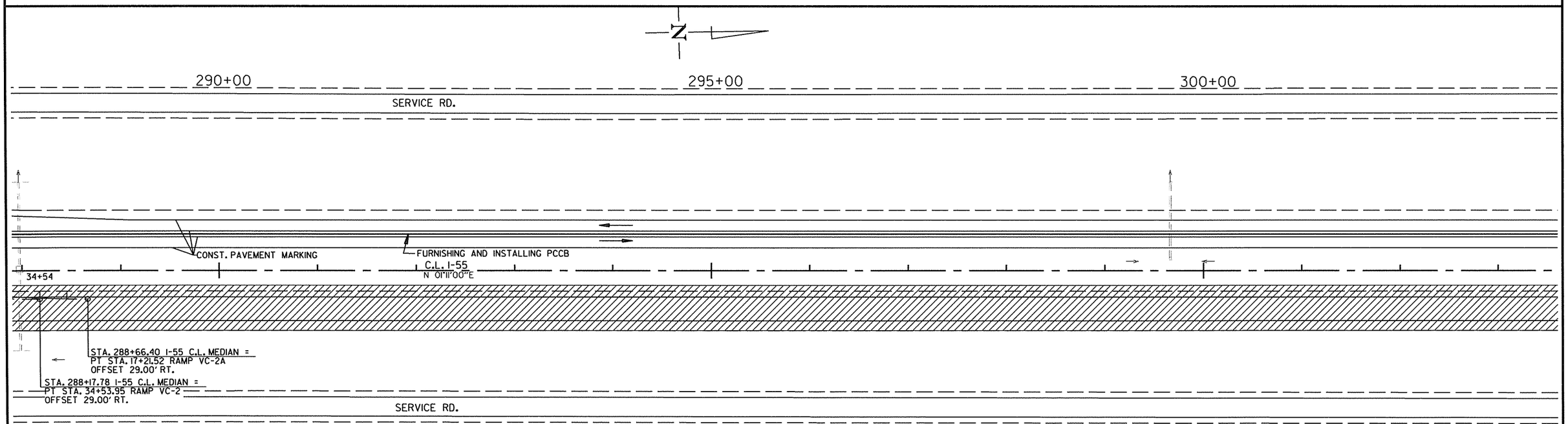
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBI006	144	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINTLEY
08/04/14



DETOUR RAMPS CURVE DATA

(9)	(10)	(11)	(12)	(13)
C.L. RAMP VC-2	C.L. RAMP VC-2	C.L. RAMP VC-2	C.L. RAMP VC-2A	C.L. RAMP VC-2A
PI = 25+44.96	PI = 27+84.15	P.I. = 34+13.96	PI = 11+00.60	PI = 15+97.31
Δ = 33°22'19" RT.	Δ = 29°24'12" LT.	Δ = 4°00'00" LT.	Δ = 6°47'26" RT.	Δ = 12°28'13" LT.
D = 38°12'	D = 7°38'	D = 5°00'	D = 10°00'	D = 5°00'
T = 44.96'	T = 196.78'	T = 40.02'	T = 33.99'	T = 125.20'
L = 87.37'	L = 384.89'	L = 80.00'	L = 67.91'	L = 249.41'
PC = 25+00.00	PC = 25+87.37	PC = 33+73.94	PC = 10+66.61	PC = 14+72.11
PT = 25+87.37	PT = 29+72.25	PT = 34+53.95	PT = 11+34.52	PT = 17+21.52

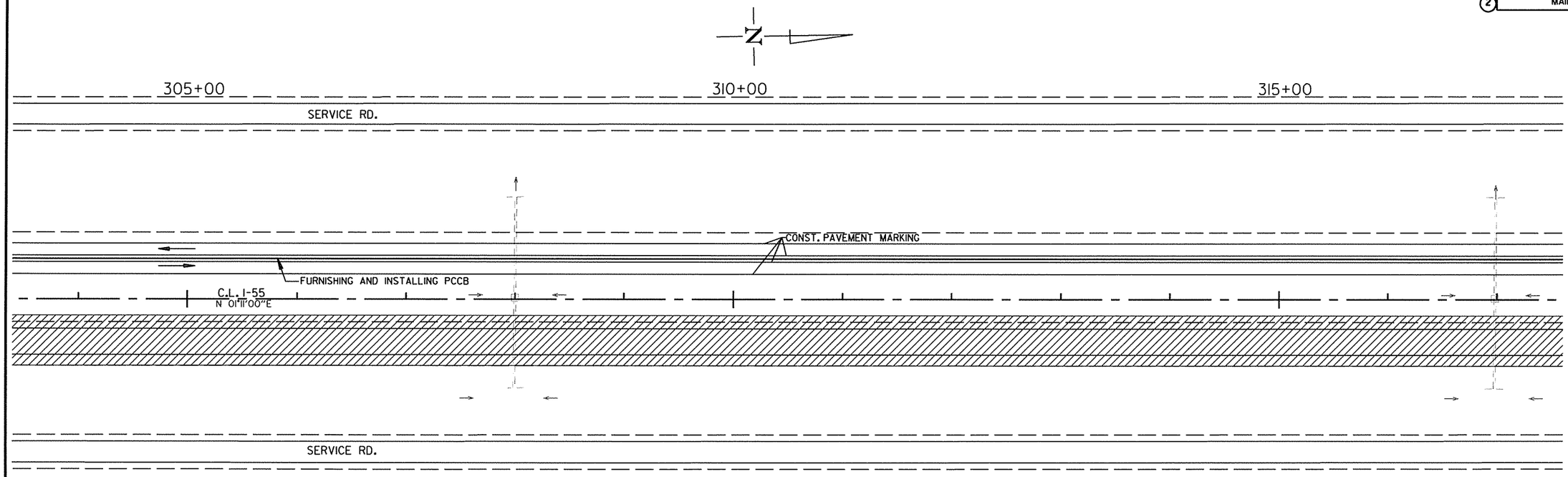


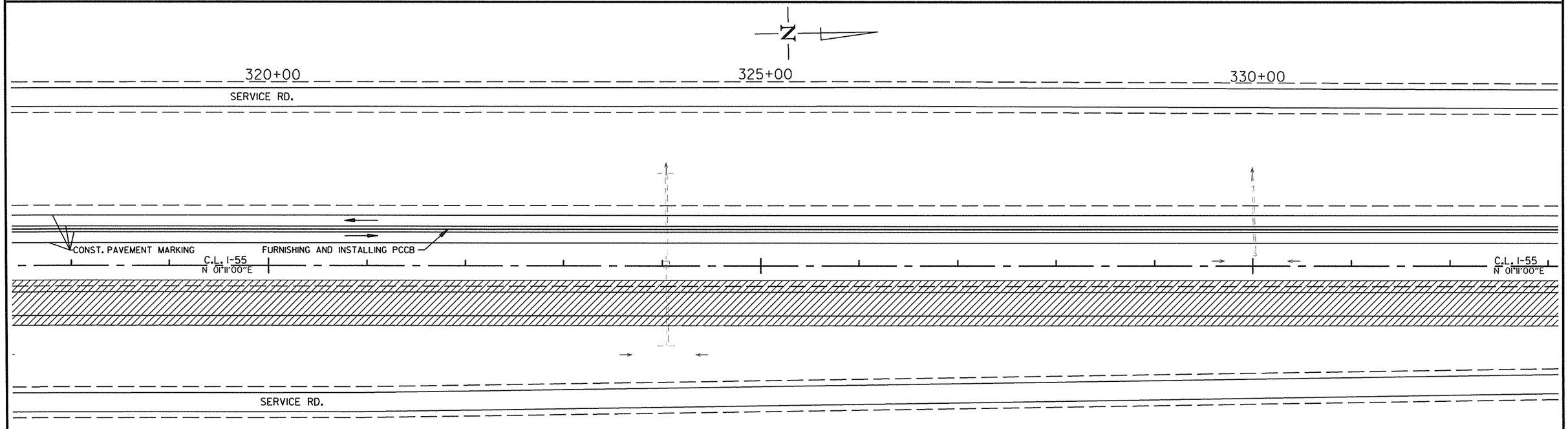
8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

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.		BB1006	145	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14





8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

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.		BBI006	146	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
W. REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

N

335+00 340+00 345+00

SERVICE RD.

CONST. PAVEMENT MARKING

FURNISHING AND INSTALLING PCCB

℄

SERVICE RD.

N

350+00 355+00 360+00

SERVICE RD.

SERVICE RD.

FURNISHING AND INSTALLING PCCB

CONST. PAVEMENT MARKING

C.L. I-55
N 01°11'00"E

C.L. I-55
N 01°11'00"E

SERVICE RD.

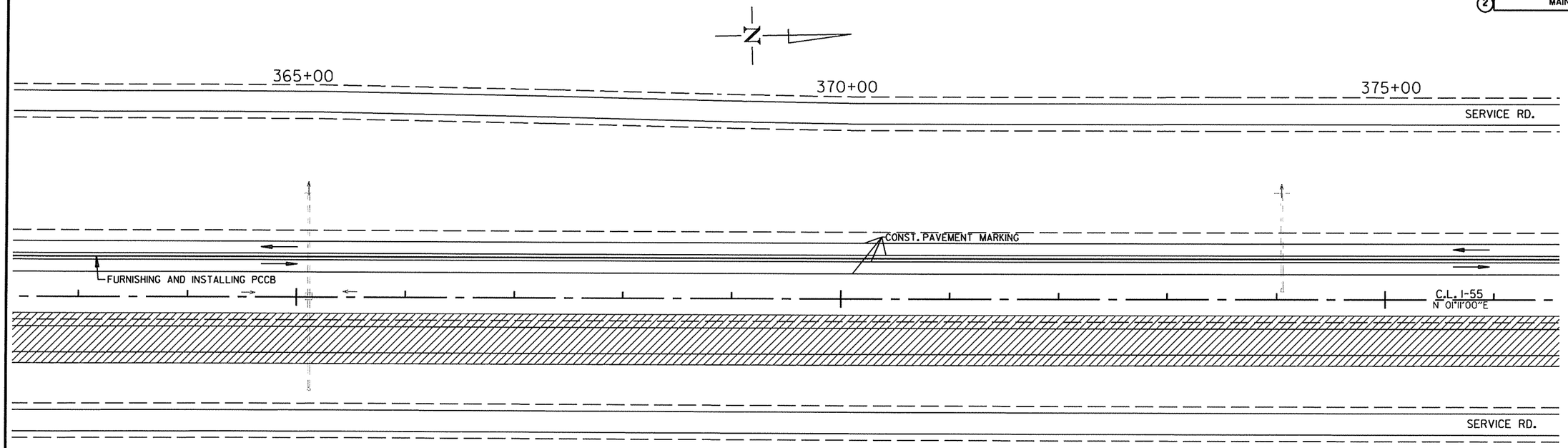
SERVICE RD.

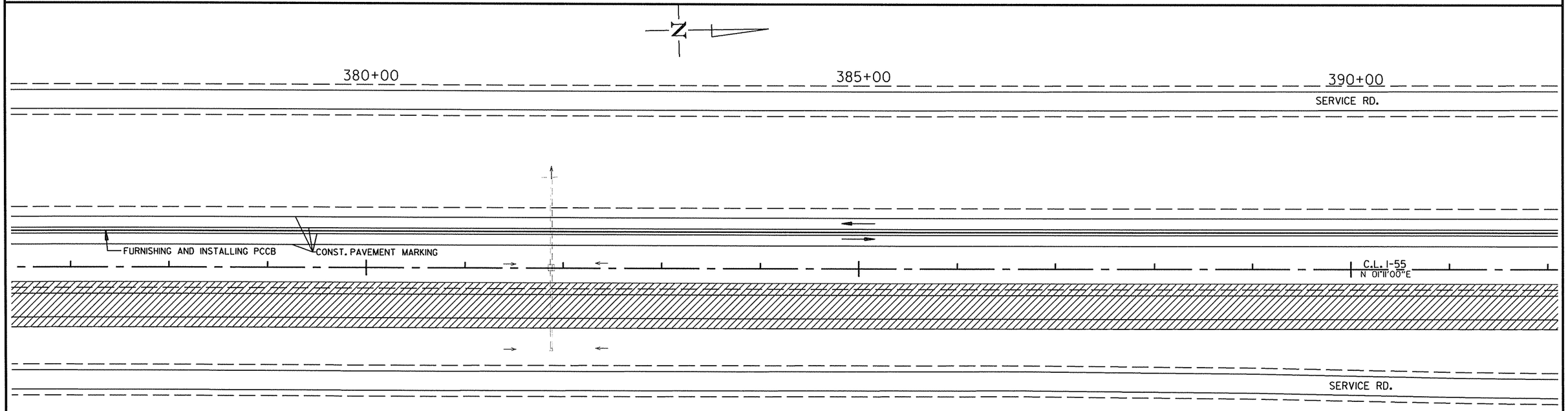
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

8/1/2014

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.		BB1006	147	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



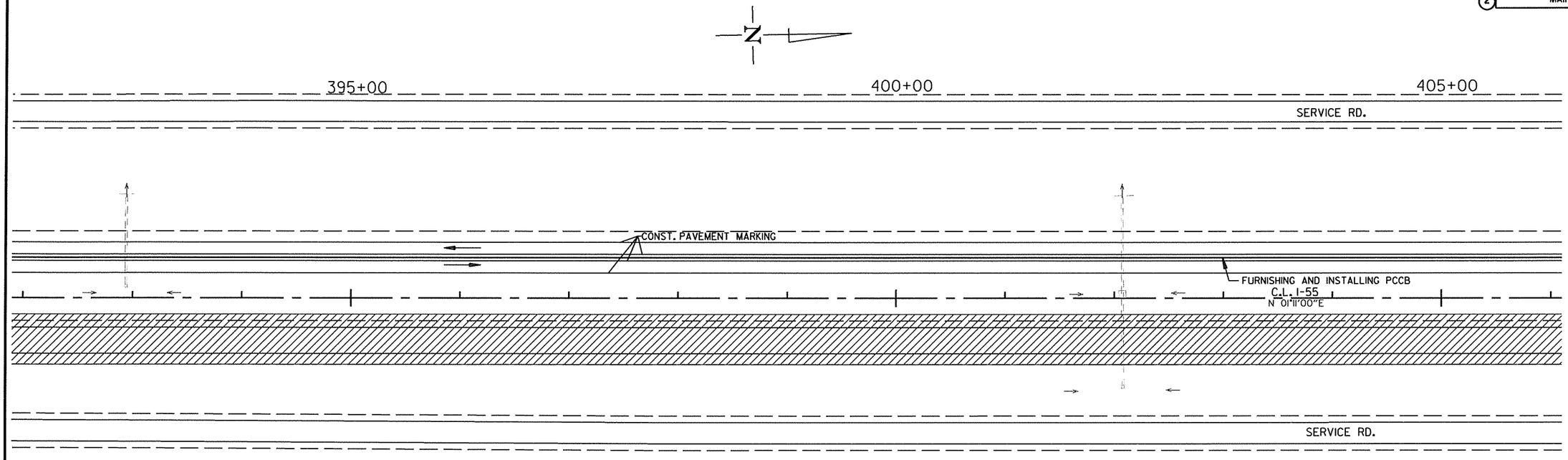


8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

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.		BBI006	148	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



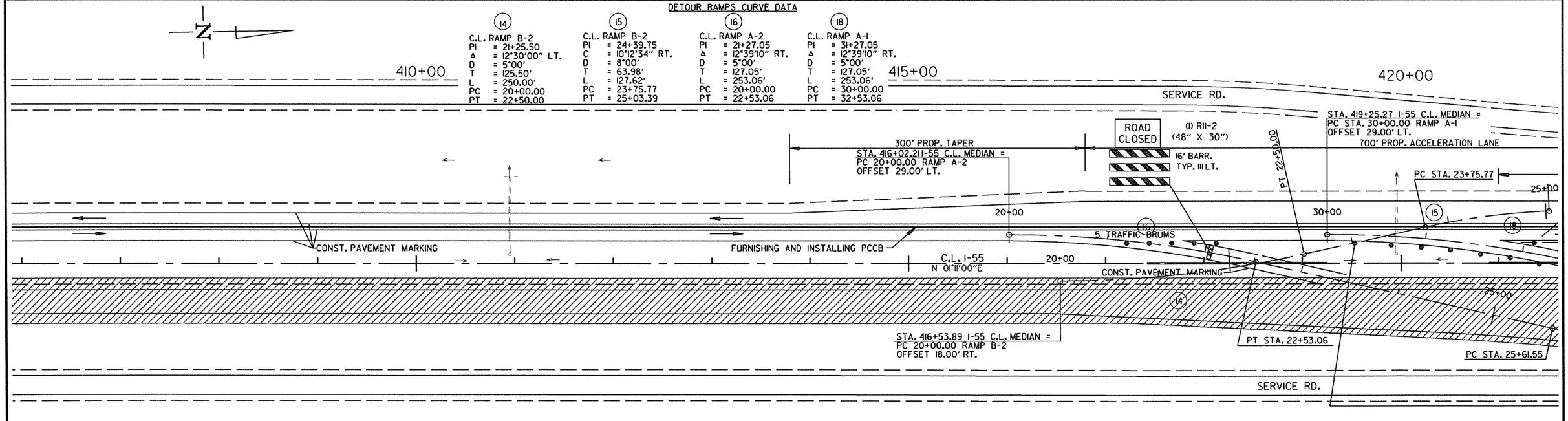
DETOUR RAMPS CURVE DATA

(14) C.L. RAMP B-2
PI = 21+25.50
Δ = 12°30'00" LT.
D = 5°00'
T = 125.50'
L = 250.00'
PC = 20+00.00
PT = 22+50.00

(15) C.L. RAMP B-2
PI = 24+39.75
C = 10°12'34" RT.
D = 8°00'
T = 63.98'
L = 127.62'
PC = 23+75.77
PT = 25+03.39

(16) C.L. RAMP A-2
PI = 21+27.05
Δ = 12°39'10" RT.
D = 5°00'
T = 127.05'
L = 253.06'
PC = 20+00.00
PT = 22+53.06

(18) C.L. RAMP A-1
PI = 31+27.05
Δ = 12°39'10" RT.
D = 5°00'
T = 127.05'
L = 253.06'
PC = 30+00.00
PT = 32+53.06



8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

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.		BBI006	149	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

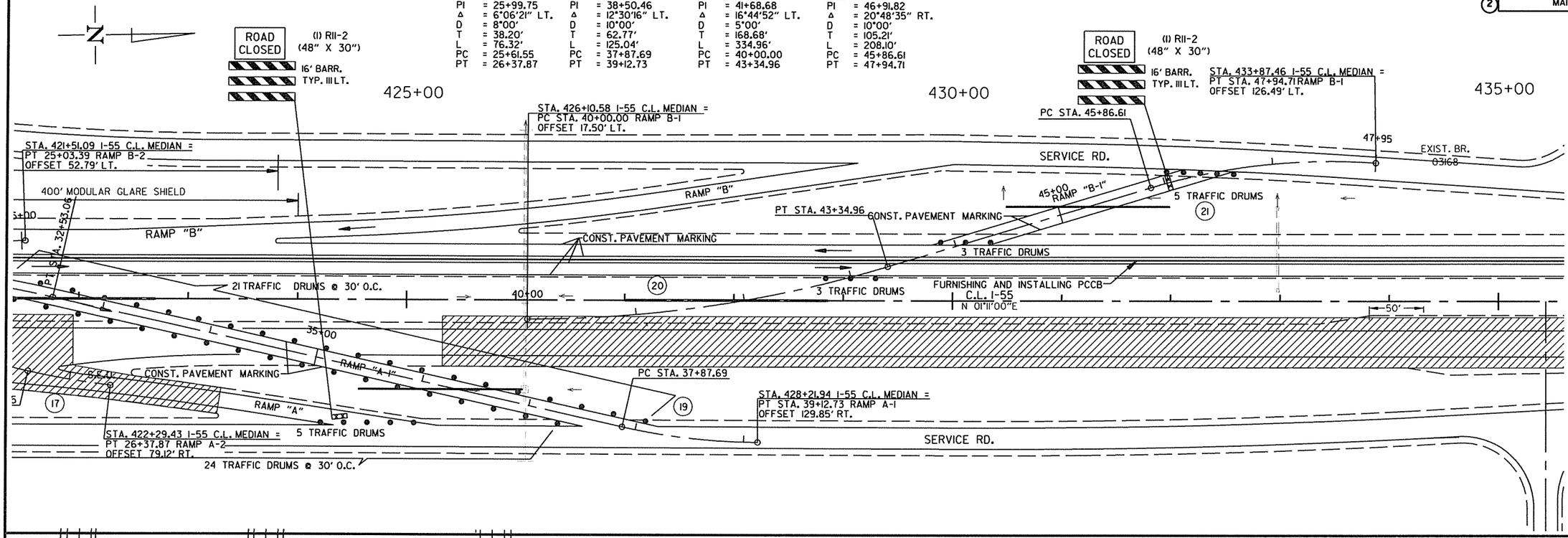
DETOUR RAMPS CURVE DATA

(17) C.L. RAMP A-2
PI = 25+99.75
Δ = 6°06'21" LT.
D = 8°00'
T = 38.20'
L = 76.32'
PC = 25+61.55
PT = 26+37.87

(19) C.L. RAMP A-1
PI = 38+50.46
Δ = 12°30'16" LT.
D = 10°00'
T = 62.77'
L = 125.04'
PC = 37+87.69
PT = 39+12.73

(20) C.L. RAMP B-1
PI = 41+68.68
Δ = 16°44'52" LT.
D = 5°00'
T = 168.68'
L = 334.96'
PC = 40+00.00
PT = 43+34.96

(21) C.L. RAMP B-1
PI = 46+91.82
Δ = 20°48'35" RT.
D = 10°00'
T = 105.21'
L = 208.10'
PC = 45+86.61
PT = 47+94.71



DETOUR RAMPS CURVE DATA

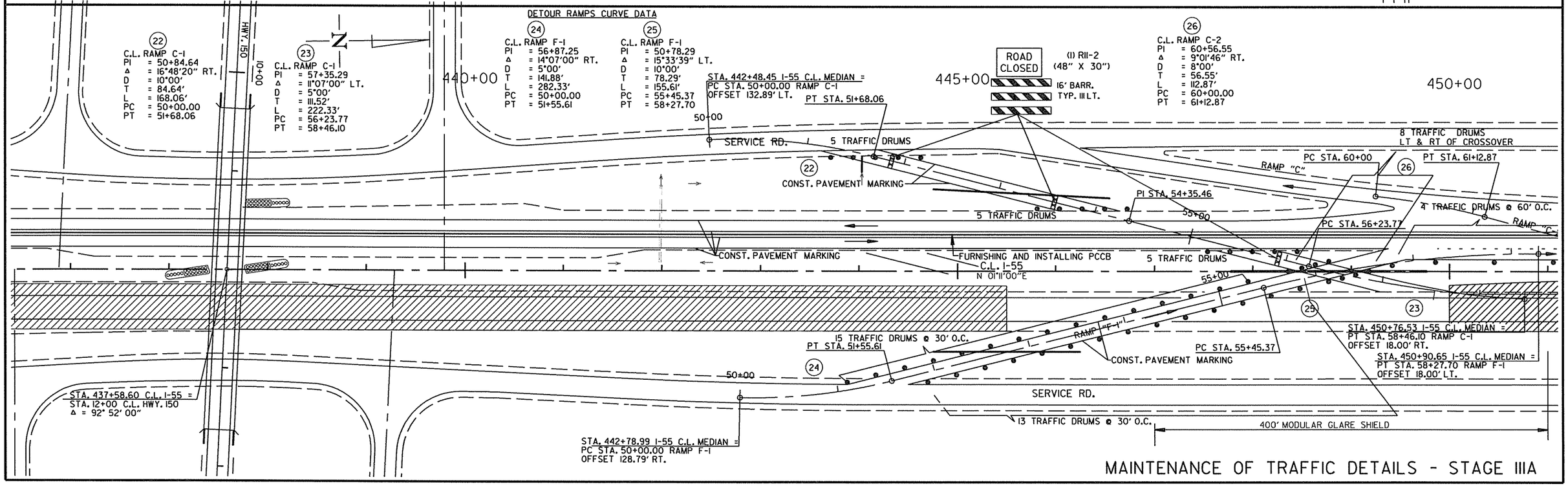
(22) C.L. RAMP C-1
PI = 50+84.64
Δ = 16°48'20" RT.
D = 10°00'
T = 84.64'
L = 168.06'
PC = 50+00.00
PT = 51+68.06

(23) C.L. RAMP C-1
PI = 57+35.29
Δ = 11°07'00" LT.
D = 5°00'
T = 111.52'
L = 222.33'
PC = 56+23.77
PT = 58+46.10

(24) C.L. RAMP F-1
PI = 56+87.25
Δ = 14°07'00" RT.
D = 5°00'
T = 141.88'
L = 282.33'
PC = 50+00.00
PT = 51+55.61

(25) C.L. RAMP F-1
PI = 50+78.29
Δ = 15°33'39" LT.
D = 10°00'
T = 78.29'
L = 155.61'
PC = 55+45.37
PT = 58+27.70

(26) C.L. RAMP C-2
PI = 60+56.55
Δ = 9°01'46" RT.
D = 8°00'
T = 56.55'
L = 112.87'
PC = 60+00.00
PT = 61+12.87



MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

8/1/2014

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.		BB1006	150	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

(27) C.L. RAMP C-2
PI = 64+37.25
Δ = 15°00'00" LT.
D = 5°00'
T = 150.86'
L = 300.00'
PC = 62+85.38
PT = 65+86.38

(28) C.L. RAMP D-2
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

(29) C.L. RAMP D-2
PI = 70+39.81
Δ = 8°39'09" LT.
D = 8°00'
T = 54.18'
L = 108.16'
PC = 69+85.63
PT = 70+93.79

(30) C.L. RAMP D-1
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

455+00 460+00 465+

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

EXIST. BR. NO. C3169
EXIST. BR. NO. A3169
EXIST. BR. NO. B3169
EXIST. BR. NO. D3169
BAYOU
PEMISCOT
SERVICE RD.

STA. 458+49.79 I-55 C.L. MEDIAN = PC STA. 65+00.00 RAMP D-2 OFFSET 29.00' LT.
STA. 461+28.56 I-55 C.L. MEDIAN = PC STA. 65+00.00 RAMP D-1 OFFSET 29.00' LT.
STA. 455+00.00 I-55 C.L. MEDIAN = PT STA. 65+86.38 RAMP C-2 OFFSET 28.50' RT.
STA. 464+31.67 I-55 C.L. MEDIAN = PT STA. 70+93.79 RAMP D-2 OFFSET 78.88' RT.

CONST. PAVEMENT MARKING
FURNISHING AND INSTALLING PCCB
FURNISHING AND INSTALLING 180' PCCB
400' MODULAR GLARE SHIELD
RAMP "E"
RAMP "C-2"
PC STA. 62+86.38
PI STA. 66+52.46
PT STA. 68+03.14
PC STA. 69+85.63
PI STA. 70+39.81
5 TRAFFIC DRUMS
3 TRAFFIC DRUMS @ 30' O.C.
C.L. I-55 N 01°11'00"E
65+00 70+00 70+94

DETOUR RAMPS CURVE DATA

(31) C.L. RAMP D-1
PI = 72+57.74
Δ = 15°05'09" LT.
D = 10°00'
T = 75.87'
L = 150.86'
PC = 71+81.87
PT = 73+32.73

(32) C.L. RAMP F-2
PI = 70+82.75
Δ = 16°26'13" LT.
D = 10°00'
T = 82.75'
L = 164.37'
PC = 70+00.00
PT = 71+64.37

(33) C.L. RAMP F-2
PI = 73+88.11
C = 16°21'57" RT.
D = 10°00'
T = 82.39'
L = 163.66'
PC = 73+05.72
PT = 74+69.38

65+00 470+00 475+00 480+00

WEIGH STATION
SERVICE RD.
RAMP "G"
RAMP "D-1"
RAMP "D"
RAMP F-2
RAMP "F"

STA. 477+54.11 I-55 C.L. MEDIAN = PT STA. 74+69.38 RAMP F-2 OFFSET 18.00' RT.
STA. 469+42.83 I-55 C.L. MEDIAN = PC STA. 73+32.73 RAMP D-1 OFFSET 129.82' RT.
STA. 472+94.89 I-55 C.L. MEDIAN = PC STA. 70+00.00 RAMP F-2 OFFSET 119.26' RT.

CONST. PAVEMENT MARKING
FURNISHING AND INSTALLING PCCB
PC STA. 71+81.87
PI STA. 72+57.74
PI STA. 73+88.11
PC STA. 73+05.72
PT STA. 71+64.37
PI STA. 70+82.75
74+69
70+00
73+33
5 TRAFFIC DRUMS
9 TRAFFIC DRUMS
C.L. I-55 N 01°11'00"E
ROAD CLOSED (1) R11-2 (48" X 30") 16' BARR. TYP. III LT.
CONST. RAMP F-2 TO GO FROM EXIST. PVMT. ELEV. TO OVERLAID NB ELEV. IN STAGE IIIB

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

8/1/2014

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.		BBI006	151	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

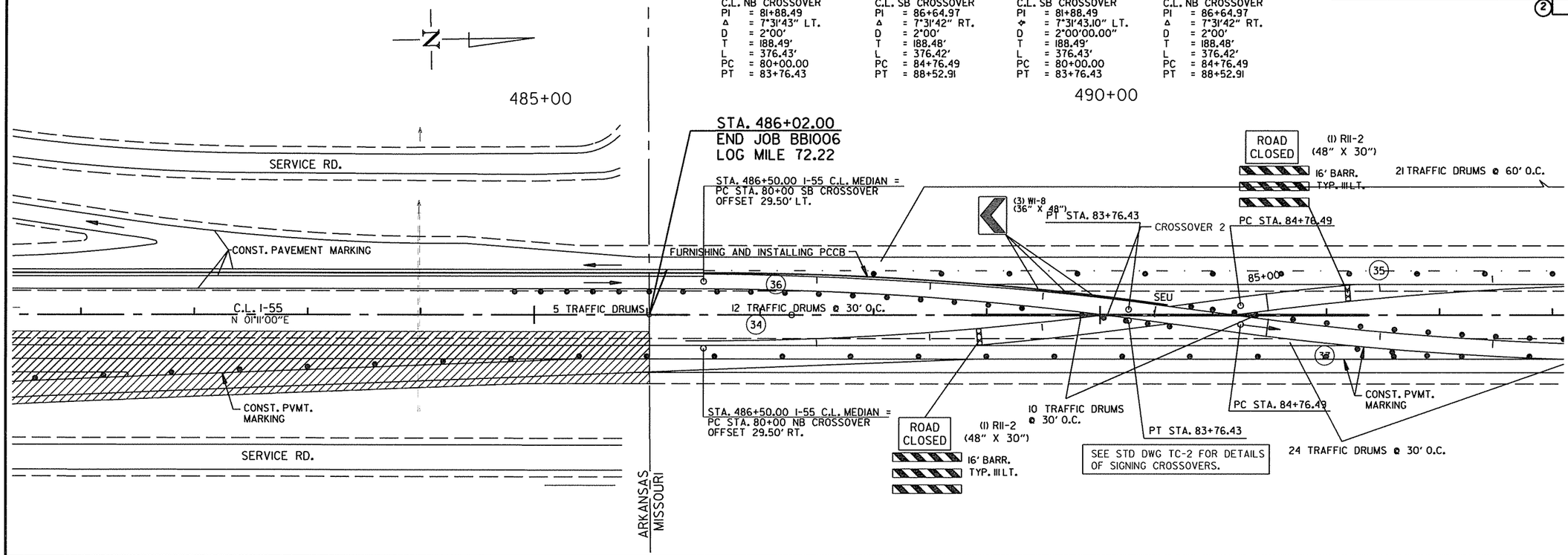
DETOUR RAMPS CURVE DATA

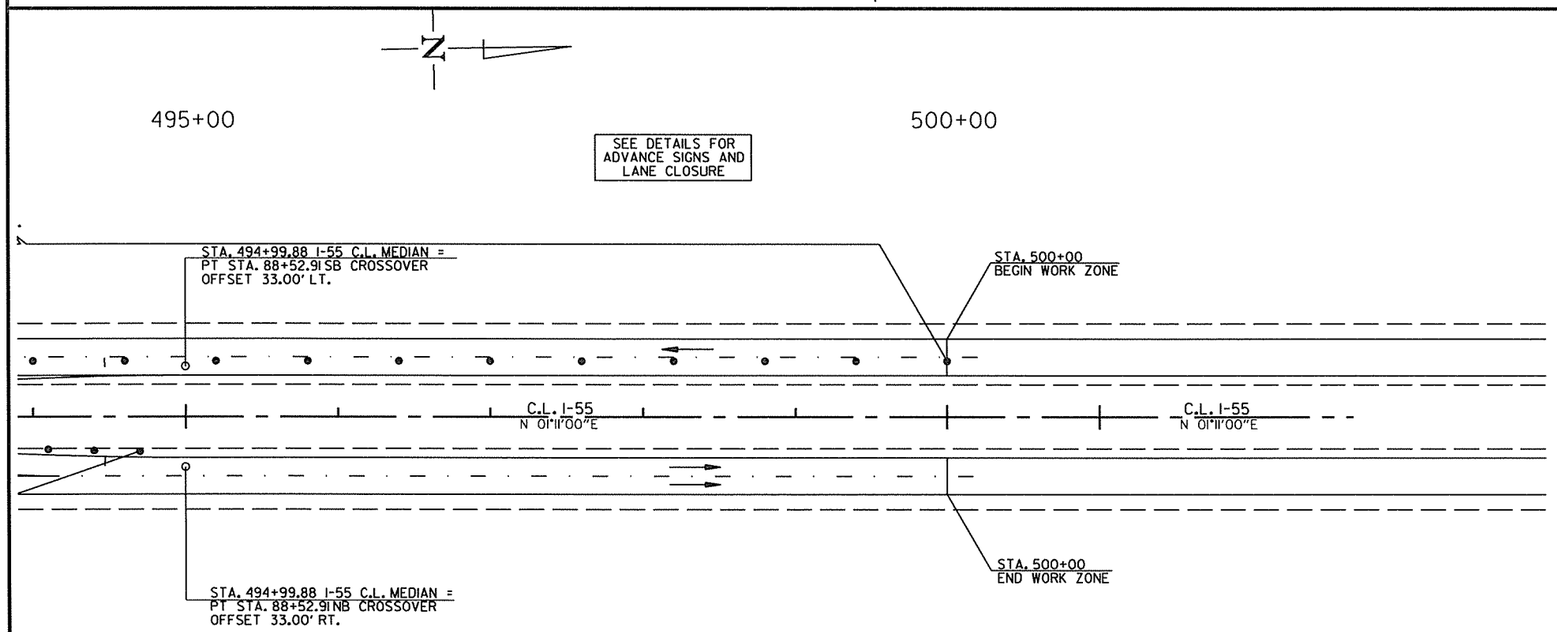
(34) C.L. NB CROSSOVER
PI = 81+88.49
Δ = 7°31'43" LT.
D = 2°00'
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(35) C.L. SB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91

(36) C.L. SB CROSSOVER
PI = 81+88.49
Δ = 7°31'43.10" LT.
D = 2°00'00.00"
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(37) C.L. NB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91





8/1/2014

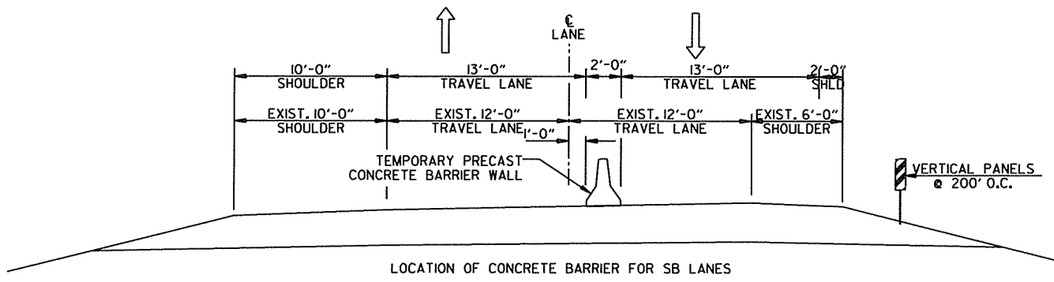
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIA

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.		BB1006	152	265
				(2) MAINTENANCE OF TRAFFIC				

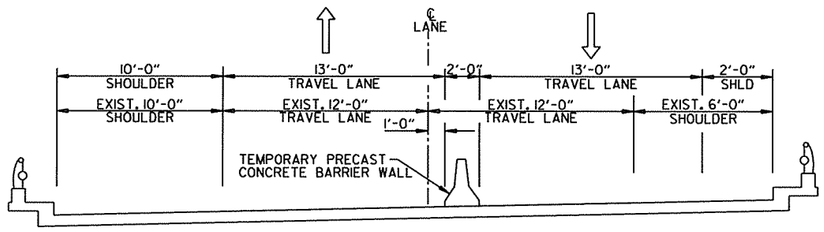
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

STAGE IIIB OPERATIONS:

1. RETAIN TEMPORARY PRECAST CONCRETE BARRIER WALL ON SB LANES.
2. RETAIN NB TRAFFIC THROUGH CROSSOVER TO SB LANES.
3. SHIFT TRAFFIC FROM RAMP "A-1" & "F-1" TO RAMP "A-2" & "F-2", RESPECTIVELY.
4. REBUILD NB LANE GAPS.
5. CONST. CONCRETE DITCH PAVING FOR WIRE ROPE SAFETY FENCE.

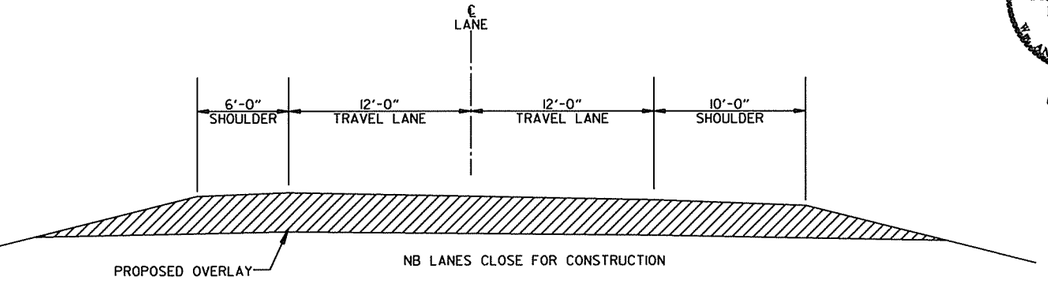


LOCATION OF CONCRETE BARRIER FOR SB LANES



LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER FOR BRIDGE SECTIONS

SB LANES
STA. 455+37.98 TO STA. 456+87.12



NB LANES CLOSE FOR CONSTRUCTION

CONSTRUCTION PAVEMENT MARKINGS FOR THIS STAGE:

RAMP "A-2" STA. 22+19.00 TO STA. 24+55.00 = 1472 FT.
RAMP "D-2" STA. 65+00.00 TO STA. 70+39.81 = 940 FT.
RAMP "F-2" STA. 70+35.25 TO STA. 72+40.00 = 1410 FT.

LT. R.M.L. ACCELERATION LANE & TAPER EDGE LINE STA. 485+25.00 TO STA. 488+00.00 = 275 FT.
LT. R.M.L. SKIP LANE DIVIDER STA. 485+42.00 TO STA. 486+63.00 = 121FT.

REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS FOR THIS STAGE:

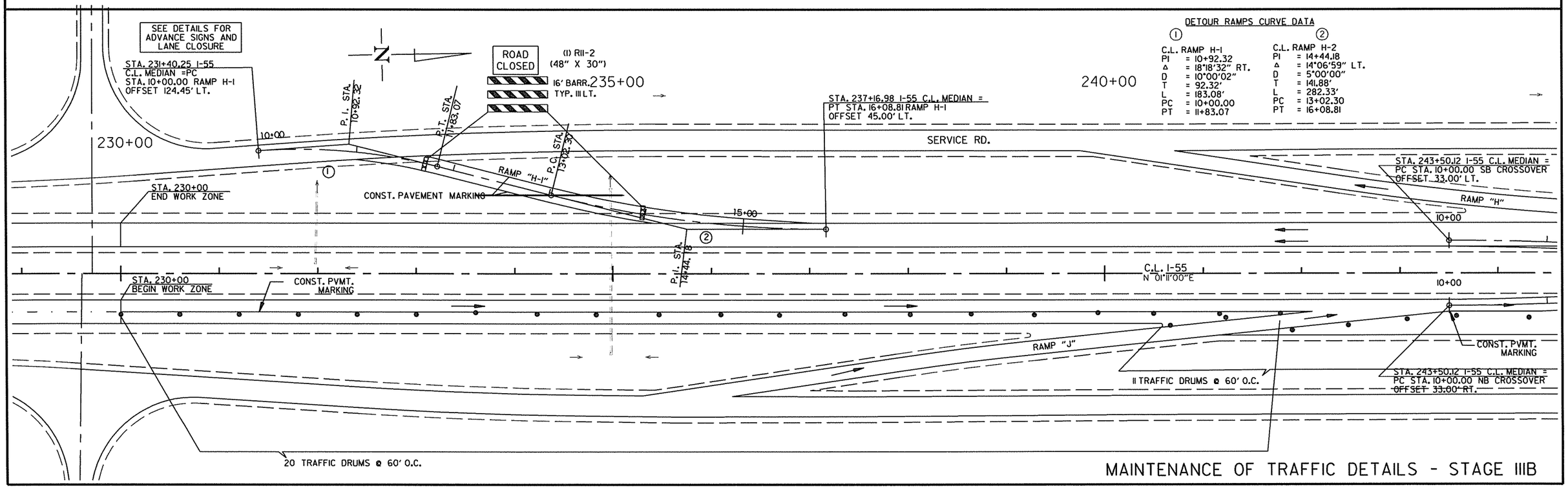
LT. R.M.L. ACCELERATION LANE & TAPER EDGE LINE
STA. 417+20.91 TO STA. 427+20.91 = 1000 FT.

LT. R.M.L. SKIP LANE DIVIDER
STA. 420+20.91 TO STA. 427+20.91 = 700 FT.

▨ DENOTES: CONSTRUCT THIS STAGE.

DETOUR RAMPS CURVE DATA

① C.L. RAMP H-1		② C.L. RAMP H-2	
PI	= 10+92.32	PI	= 14+44.18
Δ	= 18°18'32" RT.	Δ	= 14°06'59" LT.
D	= 10°00'02"	D	= 5°00'00"
T	= 92.32'	T	= 141.88'
L	= 183.08'	L	= 282.33'
PC	= 10+00.00	PC	= 13+02.30
PT	= 11+83.07	PT	= 16+08.81



MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

8/1/2014

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.		BBI006	153	265
				2	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 14929 ANDREW PINKLEY 08/04/14

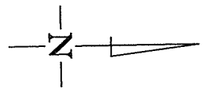
DETOUR RAMPS CURVE DATA

③
C.L. SB CROSSOVER
PI = 11+88.48
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 10+00.00
PT = 13+76.42

④
C.L. NB CROSSOVER
PI = 11+88.48
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 10+00.00
PT = 13+76.42

⑤
C.L. SB CROSSOVER
PI = 16+64.97
Δ = 7°31'43" LT.
D = 2°00'
T = 188.49'
L = 376.43'
PC = 14+76.48
PT = 18+52.91

⑥
C.L. NB CROSSOVER
PI = 16+64.97
Δ = 7°31'43" LT.
D = 2°00'
T = 188.49'
L = 376.43'
PC = 14+76.48
PT = 18+52.91



245+00

250+00

SERVICE RD.

400' MODULAR GLARE SHIELD

STA. 252+00.00 I-55 C.L. MEDIAN =
PT STA. 18+52.91 SB CROSSOVER
OFFSET 29.50' LT.

255+00

15 TRAFFIC DRUMS @ 30' O.C.

10 TRAFFIC DRUMS
LT & RT OF CROSSOVER

PC STA. 14+76.48

FURNISHING AND INSTALLING PCCB

PT STA. 13+76.42

S.E.U.

15+00

15+00

C.L. I-55
N 01°11' 00"E

CONST. PAVEMENT MARKING

PT STA. 13+76.42

PC STA. 14+76.48

ROAD CLOSED

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

(3) W1-8
(36" X 48")

16' BARR.
TYP. III LT.

STA. 252+00.00 I-55 C.L. MEDIAN =
PT STA. 18+52.91 NB CROSSOVER
OFFSET 33.00' RT.

SERVICE RD.

DETOUR RAMPS CURVE DATA

⑦
C.L. RAMP VC-1
PI = 21+29.94
Δ = 35°13'47" LT.
D = 14°00"
T = 129.94'
L = 251.64'
PC = 20+00.00
PT = 22+51.64

⑧
C.L. RAMP VC-1
PI = 23+17.46
Δ = 34°04'20" RT.
D = 28°35'57"
T = 61.39'
L = 119.14'
PC = 22+56.07
PT = 23+75.21

260+00

265+00

SERVICE RD.

270+00

ROAD CLOSED

PT STA. 22+51.64

PI STA. 23+17.46

23+75

PT STA. 23+75.21

STA. 268+42.79 I-55 C.L. MEDIAN =
PC STA. 20+00.00 RAMP VC-1
OFFSET 33.00' LT.

RAMP "RA-1"

PC STA. 22+56.07

300' EXIST. TAPER

700' EXIST. ACCELERATION LANE

20+00

FURNISHING AND INSTALLING PCCB

CONST. PAVEMENT MARKING

C.L. I-55
N 01°11'00"E

PI STA. 21+29.94

FURNISHING AND INSTALLING PCCB

STA. 264+00.00
BEGIN JOB BBI006
LOG MILE 68.00
END JOB 100716

SERVICE RD.

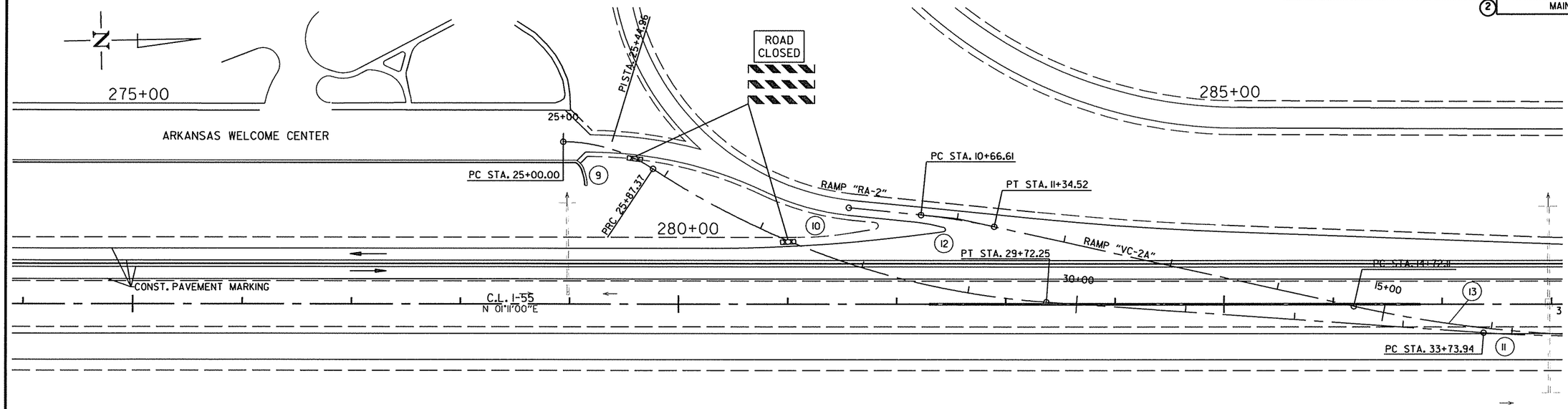
8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

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.		BBI006	154	265

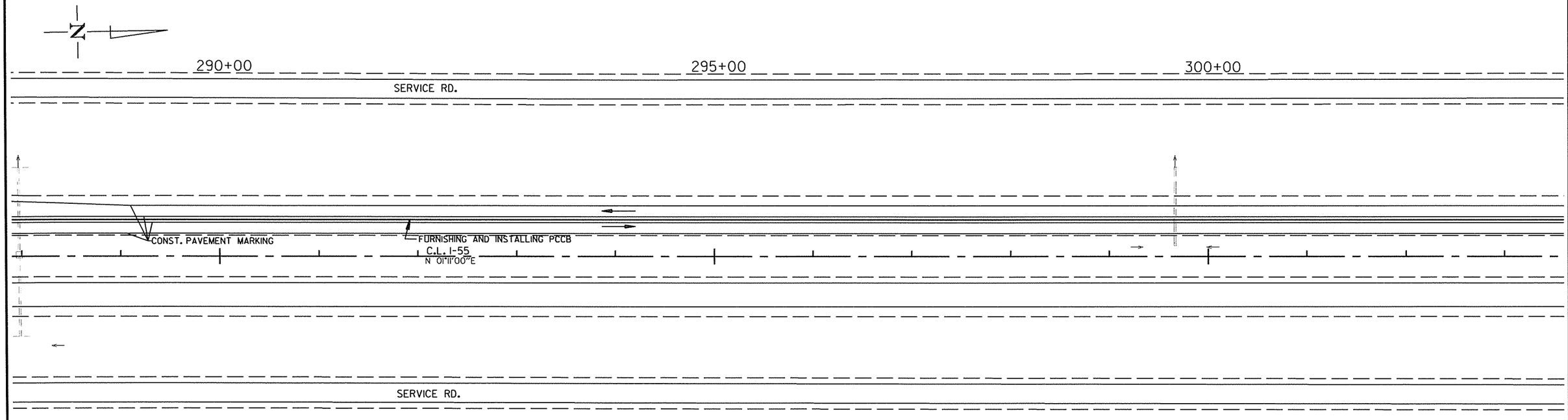
(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



DETOUR RAMPS CURVE DATA

(9)	(10)	(11)	(12)	(13)
C.L. RAMP VC-2	C.L. RAMP VC-2	C.L. RAMP VC-2	C.L. RAMP VC-2A	C.L. RAMP VC-2A
PI = 25+44.96	PI = 27+84.15	P.I. = 34+13.96	PI = 11+00.60	PI = 15+97.31
Δ = 33°22'19" RT.	Δ = 29°24'12" LT.	Δ = 4°00'00" LT.	Δ = 6°47'26" RT.	Δ = 12°28'13" LT.
D = 38°12'	D = 7°38'	D = 5°00'	D = 10°00'	D = 5°00'
T = 44.96'	T = 196.78'	T = 40.02'	T = 33.99'	T = 125.20'
L = 87.37'	L = 384.89'	L = 80.00'	L = 67.91'	L = 249.41'
PC = 25+00.00	PC = 25+87.37	PC = 33+73.94	PC = 10+66.61	PC = 14+72.11
PT = 25+87.37	PT = 29+72.25	PT = 34+53.95	PT = 11+34.52	PT = 17+21.52



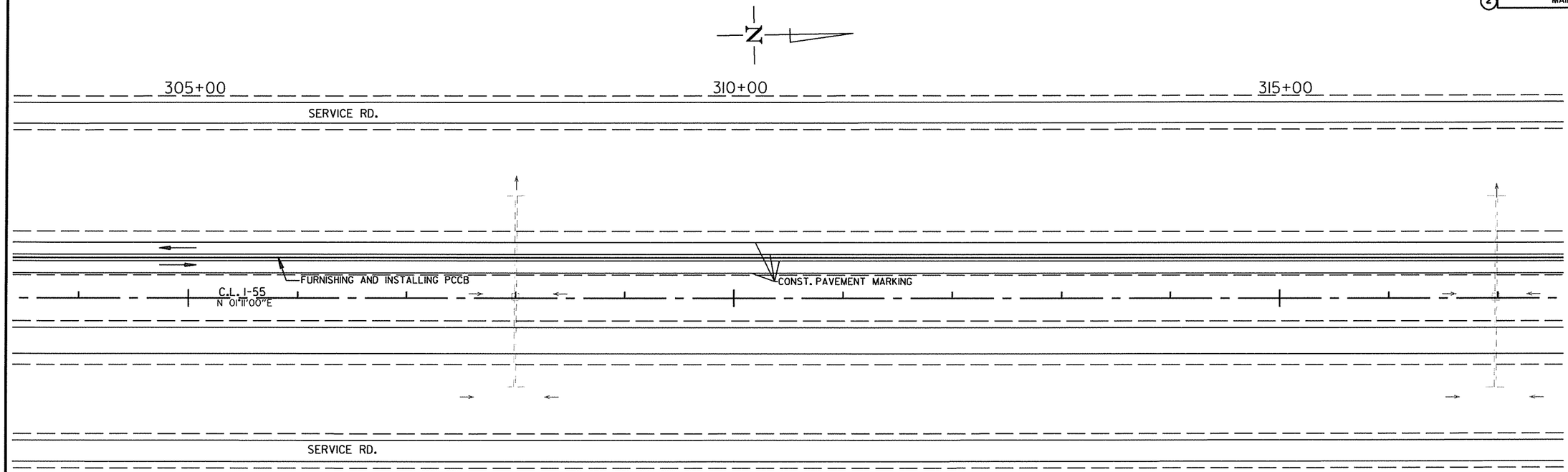
8/1/2014

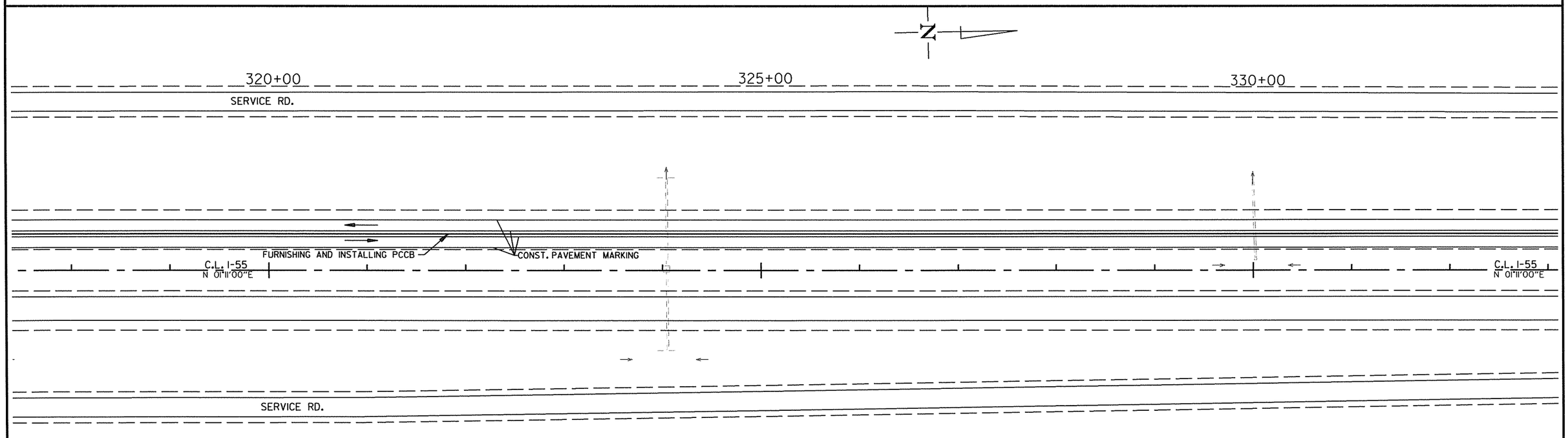
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

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.		BB1006	155	265
(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14





8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

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.		BBI006	156	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINTLEY
08/04/14

335+00 340+00 345+00

SERVICE RD.

FURNISHING AND INSTALLING PCCB

CONST. PAVEMENT MARKING

E

SERVICE RD.

350+00 355+00 360+00

SERVICE RD.

FURNISHING AND INSTALLING PCCB

C.L. I-55
N 01°11'00"E

CONST. PAVEMENT MARKING

C.L. I-55
N 01°11'00"E

SERVICE RD.

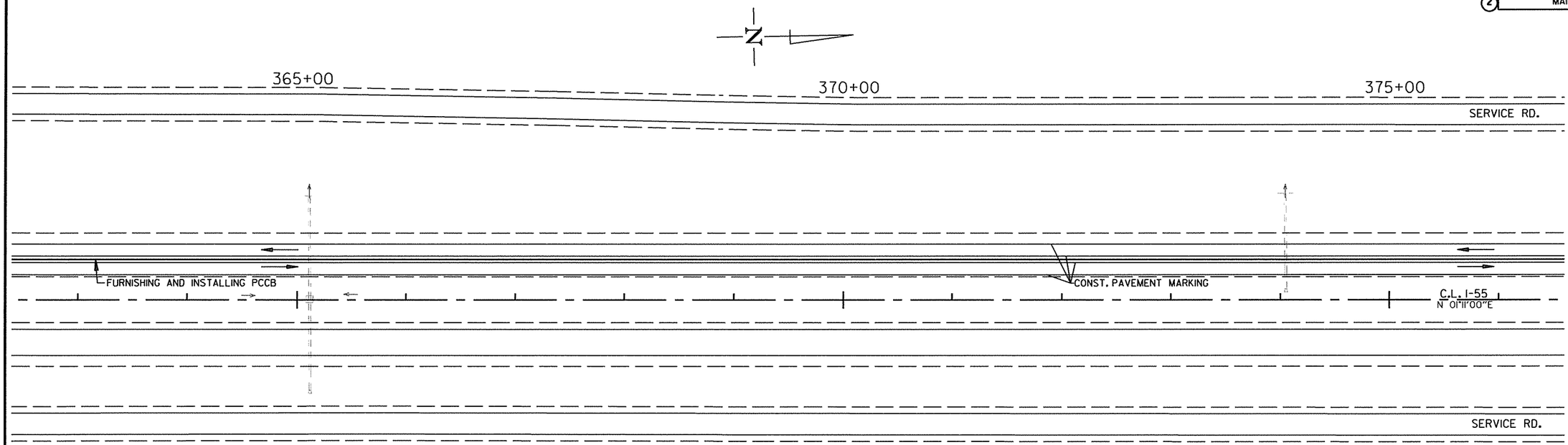
SERVICE RD.

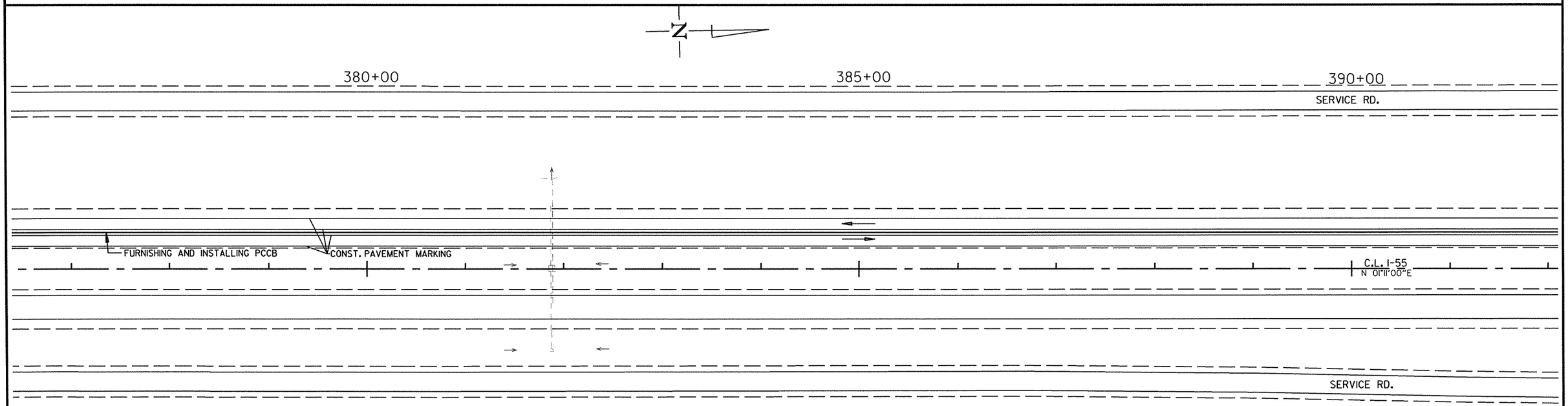
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MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

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.		BBI006	157	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



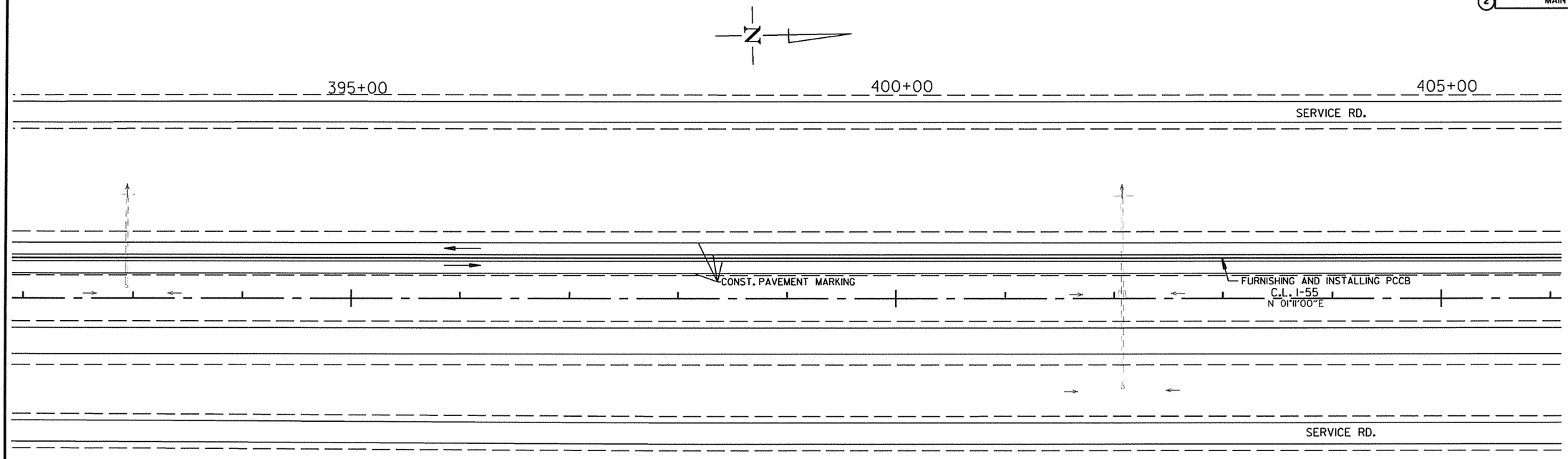


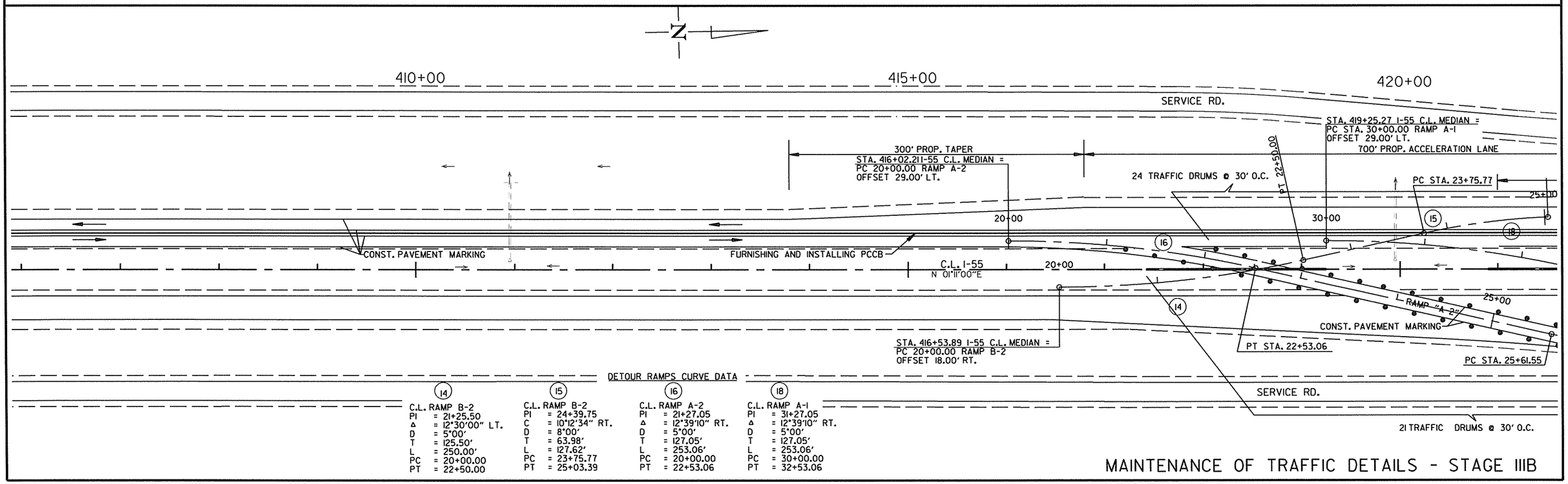
8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

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.		BB1006	158	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14





DETOUR RAMPS CURVE DATA

(14) C.L. RAMP B-2		(15) C.L. RAMP B-2		(16) C.L. RAMP A-2		(18) C.L. RAMP A-1	
PI	= 21+25.50	PI	= 24+39.75	PI	= 21+27.05	PI	= 31+27.05
Δ	= 12°30'00" LT.	C	= 10°12'34" RT.	Δ	= 12°39'10" RT.	Δ	= 12°39'10" RT.
D	= 5°00'	D	= 8°00'	D	= 5°00'	D	= 5°00'
T	= 125.50'	T	= 63.98'	T	= 127.05'	T	= 127.05'
L	= 250.00'	L	= 127.62'	L	= 253.06'	L	= 253.06'
PC	= 20+00.00	PC	= 23+75.77	PC	= 20+00.00	PC	= 30+00.00
PT	= 22+50.00	PT	= 25+03.39	PT	= 22+53.06	PT	= 32+53.06

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

8/1/2014

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.		BBI006	159	265

2 MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

(17) C.L. RAMP A-2
PI = 25+99.75
Δ = 6°06'21" LT.
D = 8°00'
T = 38.20'
L = 76.32'
PC = 25+61.55
PT = 26+37.87

(19) C.L. RAMP A-1
PI = 38+50.46
Δ = 12°30'16" LT.
D = 10°00'
T = 62.77'
L = 125.04'
PC = 37+87.69
PT = 39+12.73

(20) C.L. RAMP B-1
PI = 41+68.68
Δ = 16°44'52" LT.
D = 5°00'
T = 168.68'
L = 334.96'
PC = 40+00.00
PT = 43+34.96

(21) C.L. RAMP B-1
PI = 46+91.82
Δ = 20°48'35" RT.
D = 10°00'
T = 105.21'
L = 208.10'
PC = 45+86.61
PT = 47+94.71

425+00 430+00 435+00

STA. 426+10.58 I-55 C.L. MEDIAN =
PC STA. 40+00.00 RAMP B-1
OFFSET 17.50' LT.

PC STA. 45+86.61

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

STA. 433+87.46 I-55 C.L. MEDIAN =
PT STA. 47+94.71 RAMP B-1
OFFSET 126.49' LT.

47+95

STA. 421+51.09 I-55 C.L. MEDIAN =
PT 25+03.39 RAMP B-2
OFFSET 52.79' LT.

SERVICE RD.

5 TRAFFIC DRUMS

400' MODULAR GLARE SHIELD

RAMP "B"

45+00 RAMP "B-1"

PT STA. 32+53.06

PT STA. 43+34.96

CONST. PAVEMENT MARKING

5 TRAFFIC DRUMS

40+00

20 CONST. PAVEMENT MARKING

FURNISHING AND INSTALLING PCCB
C.L. I-55
N 01°11'00"E

35+00

PC STA. 37+87.69

CONST. PAVEMENT MARKING

STA. 428+21.94 I-55 C.L. MEDIAN =
PT STA. 39+12.73 RAMP A-1
OFFSET 129.85' RT.

RAMP "A"

5 TRAFFIC DRUMS

SERVICE RD.

STA. 422+29.43 I-55 C.L. MEDIAN =
PT 26+37.87 RAMP A-2
OFFSET 79.12' RT.

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

DETOUR RAMPS CURVE DATA

(22) C.L. RAMP C-1
PI = 50+84.64
Δ = 16°48'20" RT.
D = 10°00'
T = 84.64'
L = 168.06'
PC = 50+00.00
PT = 51+68.06

(23) C.L. RAMP C-1
PI = 57+35.29
Δ = 11°07'00" LT.
D = 5°00'
T = 111.52'
L = 222.33'
PC = 56+23.77
PT = 58+46.10

(24) C.L. RAMP F-1
PI = 56+87.25
Δ = 14°07'00" RT.
D = 5°00'
T = 141.88'
L = 282.33'
PC = 50+00.00
PT = 51+55.61

(25) C.L. RAMP F-1
PI = 50+78.29
Δ = 15°33'39" LT.
D = 10°00'
T = 78.29'
L = 155.61'
PC = 55+45.37
PT = 58+27.70

(26) C.L. RAMP C-2
PI = 60+56.55
Δ = 9°01'46" RT.
D = 8°00'
T = 56.55'
L = 112.87'
PC = 60+00.00
PT = 61+12.87

HWY. 150

10+00

440+00 445+00 450+00

STA. 442+48.45 I-55 C.L. MEDIAN =
PC STA. 50+00.00 RAMP C-1
OFFSET 132.89' LT.

PT STA. 51+68.06

50+00

SERVICE RD.

5 TRAFFIC DRUMS

22 CONST. PAVEMENT MARKING

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 LT.

PC STA. 60+00

PT STA. 61+12.87

26

RAMP "C"

PI STA. 54+35.46

55+00

PC STA. 56+23.77

RAMP "C-1"

CONST. PAVEMENT MARKING

FURNISHING AND INSTALLING PCCB
C.L. I-55
N 01°11'00"E

5 TRAFFIC DRUMS

55+00

25 23

STA. 450+76.53 I-55 C.L. MEDIAN =
PT STA. 58+46.10 RAMP C-1
OFFSET 18.00' RT.

PC STA. 55+45.37

STA. 450+90.65 I-55 C.L. MEDIAN =
PT STA. 58+27.70 RAMP F-1
OFFSET 18.00' LT.

PT STA. 51+55.61

RAMP "F-1"

50+00

24 CONST. PAVEMENT MARKING

15 TRAFFIC DRUMS

SERVICE RD.

STA. 437+58.60 C.L. I-55 =
STA. 12+00 C.L. HWY. 150
Δ = 92° 52' 00"

STA. 442+78.99 I-55 C.L. MEDIAN =
PC STA. 50+00.00 RAMP F-1
OFFSET 128.79' RT.

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

MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

8/1/2014

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.		BBI006	160	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

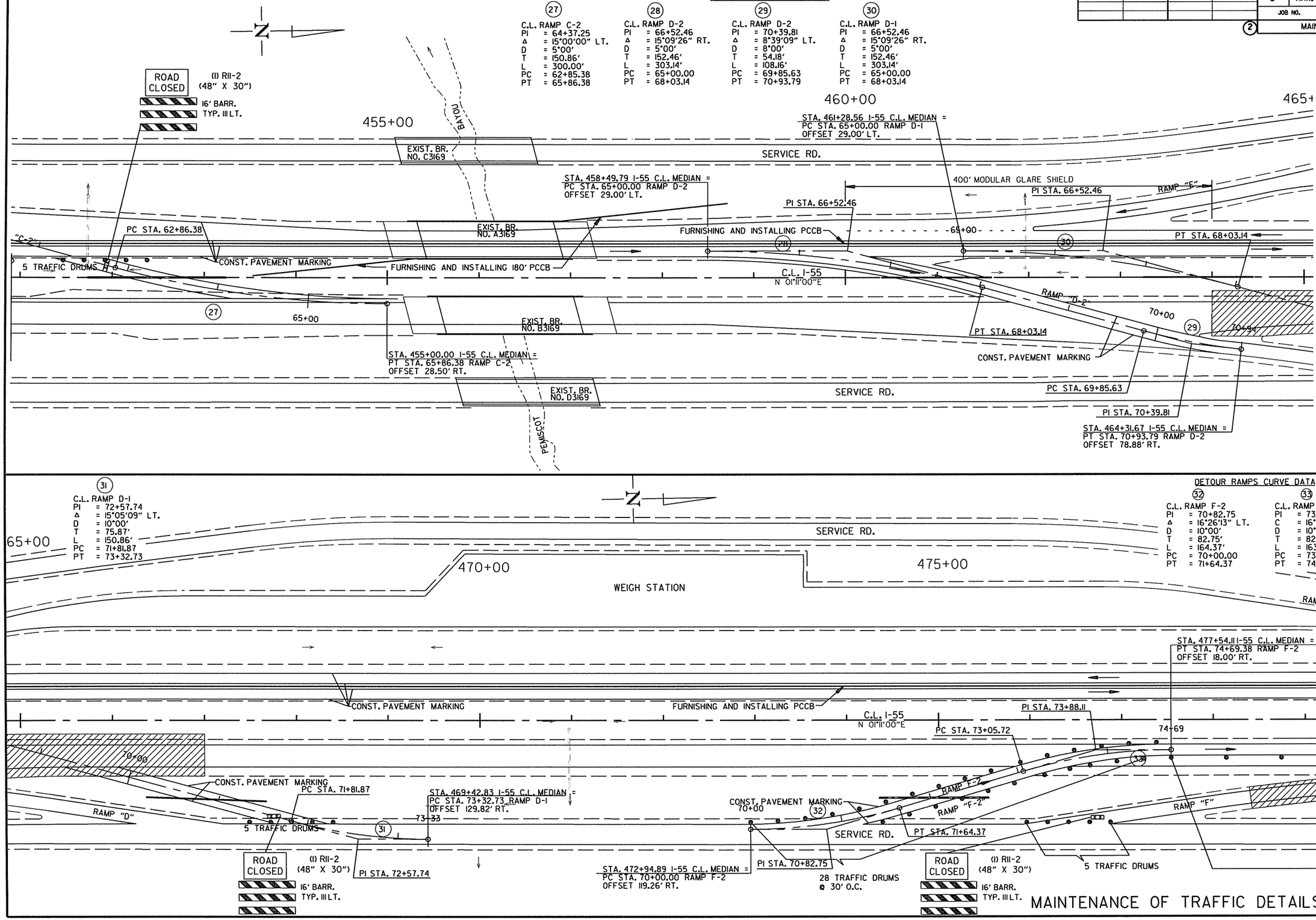
DETOUR RAMPS CURVE DATA

(27) C.L. RAMP C-2
PI = 64+37.25
Δ = 15°00'00" LT.
D = 5°00'
T = 150.86'
L = 300.00'
PC = 62+85.38
PT = 65+86.38

(28) C.L. RAMP D-2
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

(29) C.L. RAMP D-2
PI = 70+39.81
Δ = 8°39'09" LT.
D = 8°00'
T = 54.18'
L = 108.16'
PC = 69+85.63
PT = 70+93.79

(30) C.L. RAMP D-1
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

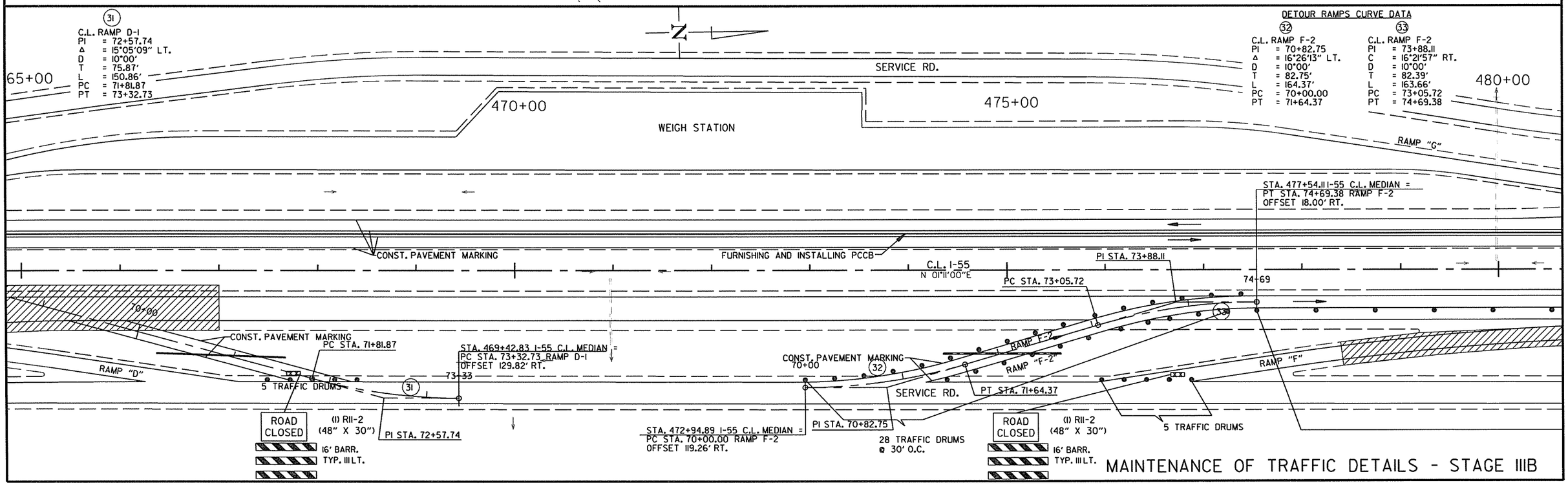


DETOUR RAMPS CURVE DATA

(31) C.L. RAMP D-1
PI = 72+57.74
Δ = 15°05'09" LT.
D = 10°00'
T = 75.87'
L = 150.86'
PC = 71+81.87
PT = 73+32.73

(32) C.L. RAMP F-2
PI = 70+82.75
Δ = 16°26'13" LT.
D = 10°00'
T = 82.75'
L = 164.37'
PC = 70+00.00
PT = 71+64.37

(33) C.L. RAMP F-2
PI = 73+88.11
C = 16°21'57" RT.
D = 10°00'
T = 82.39'
L = 163.66'
PC = 73+05.72
PT = 74+69.38



MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

8/1/2014

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.		BBI006	161	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

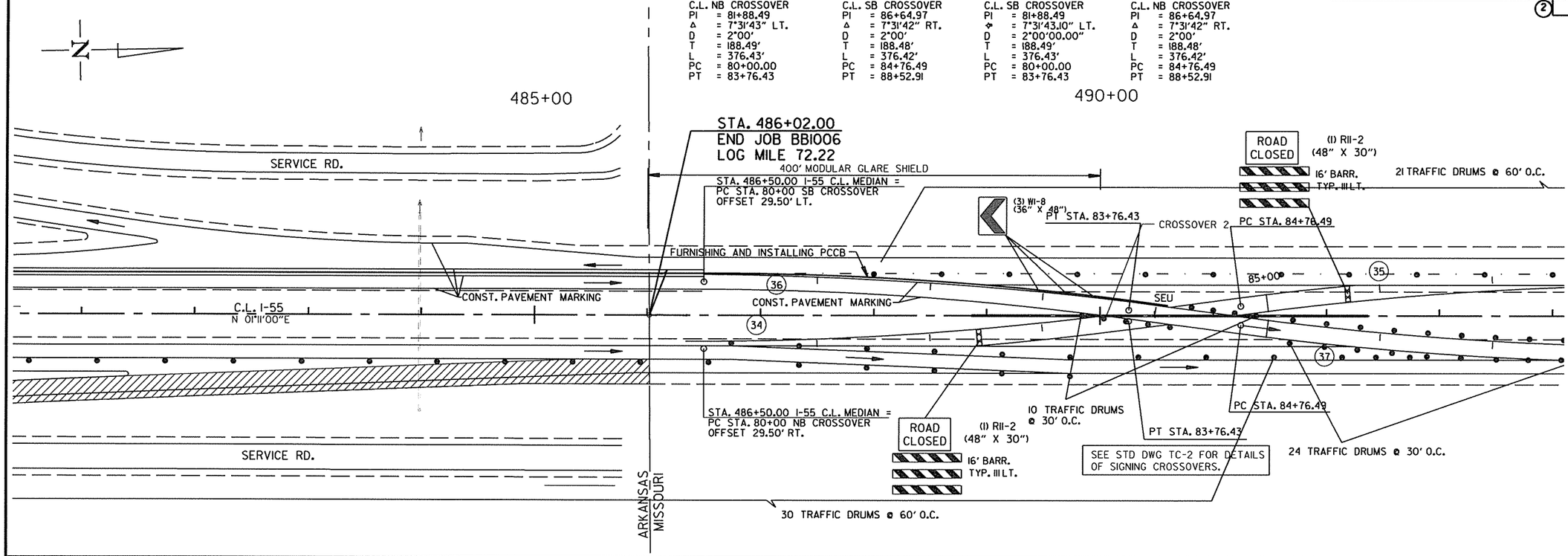
DETOUR RAMPS CURVE DATA

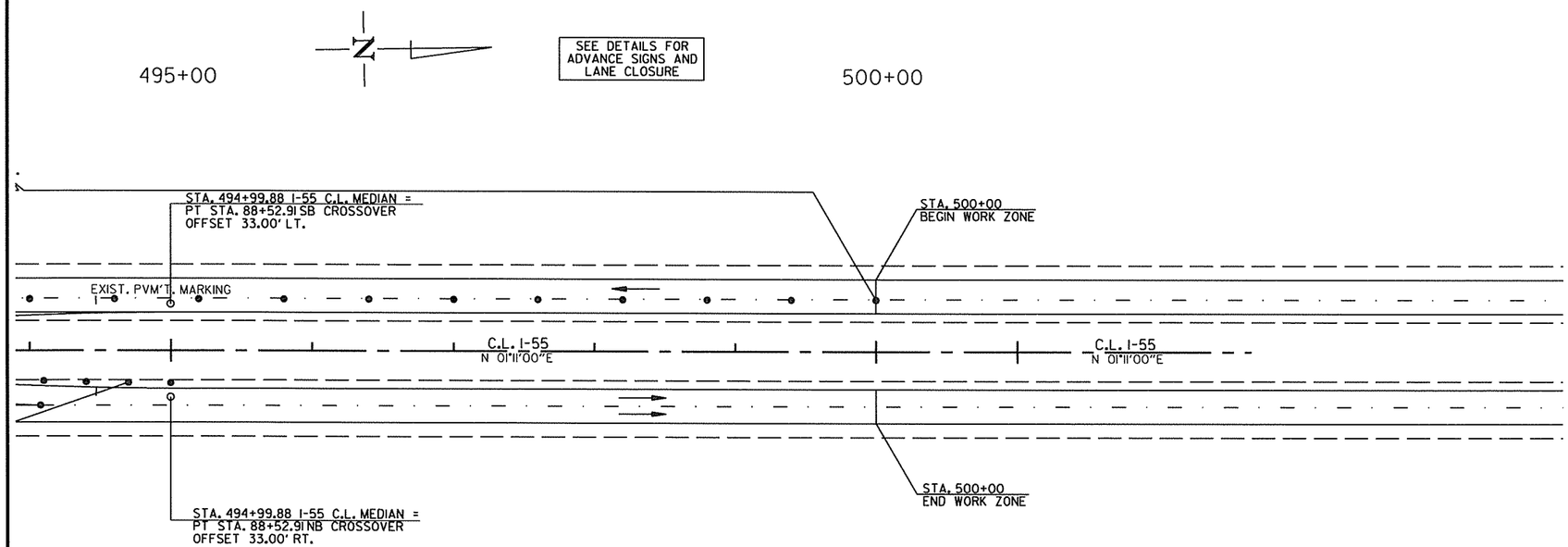
(34) C.L. NB CROSSOVER
PI = 81+88.49
Δ = 7°31'43" LT.
D = 2°00'
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(35) C.L. SB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91

(36) C.L. SB CROSSOVER
PI = 81+88.49
Δ = 7°31'43.10" LT.
D = 2°00'00.00"
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(37) C.L. NB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91



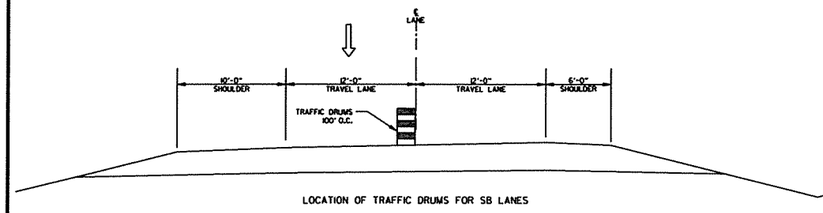


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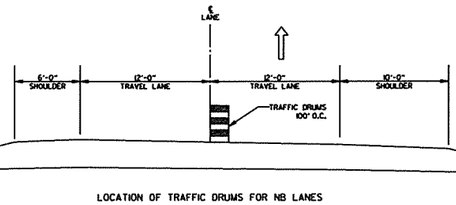
MAINTENANCE OF TRAFFIC DETAILS - STAGE IIIB

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.		BBI006	162	265

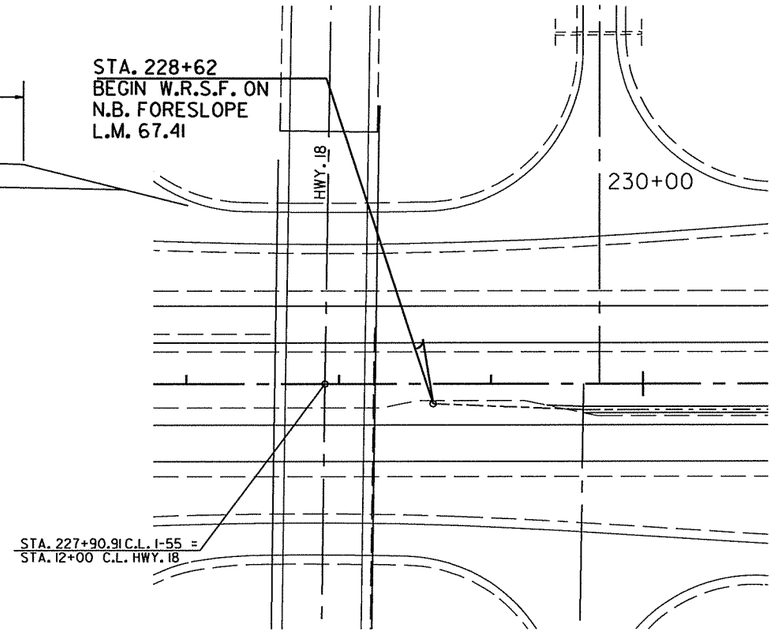
(2) MAINTENANCE OF TRAFFIC



LOCATION OF TRAFFIC DRUMS FOR SB LANES



LOCATION OF TRAFFIC DRUMS FOR NB LANES



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

REMOVAL OF TEMPORARY CULVERT FOR THIS STAGE:

STA. 246+13.00 TO STA. 249+63.00	CONST. 18"x350' RCP -	MEDIAN	=	350 FT.
STA. 282+30.00 TO STA. 286+80.00	CONST. 18"x450' RCP -	MEDIAN	=	450 FT
STA. 417+45.00 TO STA. 419+25.00	CONST. 18"x180' RCP -	MEDIAN	=	180 FT.
STA. 420+90.00 TO STA. 422+70.00	CONST. 18"x180' RCP -	MEDIAN	=	180 FT.
STA. 426+97.50 TO STA. 428+82.50	CONST. 18"x185' RCP -	MEDIAN	=	185 FT.
STA. 447+77.00 TO STA. 449+77.00	CONST. 18"x200' RCP -	MEDIAN	=	200 FT.
STA. 451+75.00 TO STA. 453+25.00	CONST. 18"x150' RCP -	MEDIAN	=	150 FT.
STA. 460+40.00 TO STA. 461+60.00	CONST. 18"x120' RCP -	MEDIAN	=	120 FT
STA. 463+25.00 TO STA. 464+45.00	CONST. 18"x120' RCP -	MEDIAN	=	120 FT
STA. 488+86.00 TO STA. 492+36.00	CONST. 18"x350' RCP -	MEDIAN	=	350 FT.

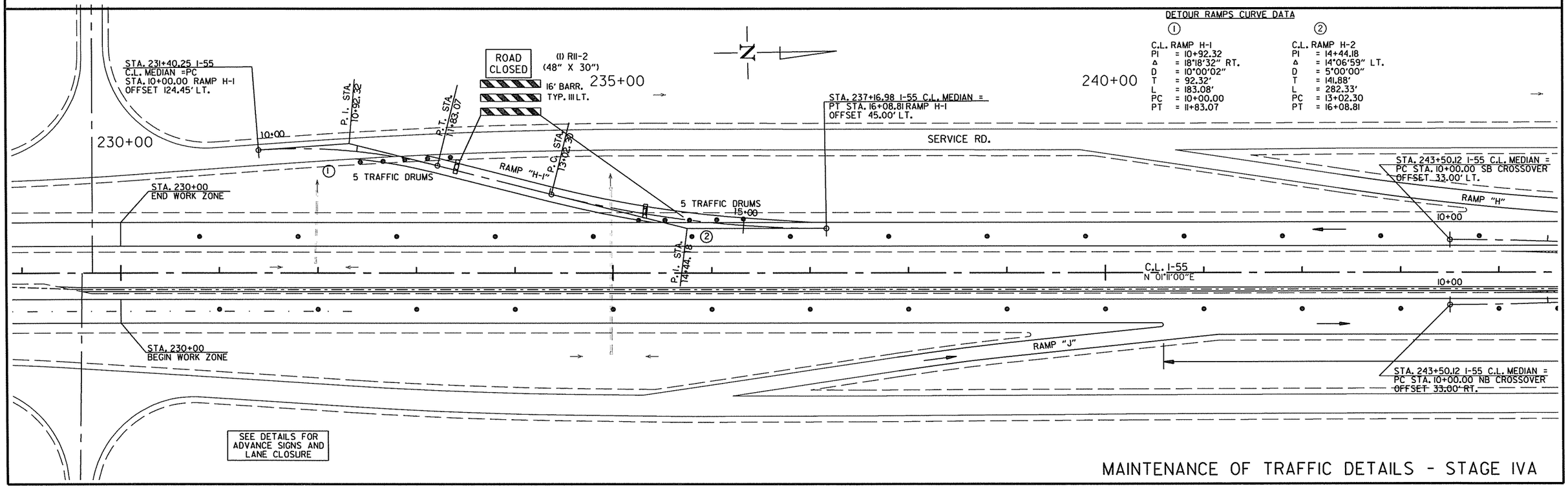
STAGE IVA OPERATIONS:

1. REROUTE NB TRAFFIC TO OUTSIDE LANE OF RT. MAIN LANES & SB TRAFFIC TO OUTSIDE LANE OF LT. MAIN LANES
2. REMOVE PRECAST CONCRETE BARRIER.
3. CLOSE INSIDE LANES & SHOULDERS IN BOTH DIRECTIONS.
4. REMOVE TEMPORARY CROSSOVERS & INSIDE INTERCHANGE RAMPS.
5. CONST. FINAL LIFT OF SURFACE ON SB & NB INSIDE LANE.
6. CONST. WIRE ROPE SAFETY FENCE & GUARDRAIL.

DENOTES: REMOVAL OF TEMPORARY DETOUR THIS STAGE.

DETOUR RAMPS CURVE DATA

(1) C.L. RAMP H-1		(2) C.L. RAMP H-2	
PI	= 10+92.32	PI	= 14+44.18
Δ	= 18°18'32" RT.	Δ	= 14°06'59" LT.
D	= 10°00'02"	D	= 5°00'00"
T	= 92.32'	T	= 141.88'
L	= 183.08'	L	= 282.33'
PC	= 10+00.00	PC	= 13+02.30
PT	= 11+83.07	PT	= 16+08.81



MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

8/1/2014

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.		BBI006	163	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

③	④	⑤	⑥
C.L. SB CROSSOVER	C.L. NB CROSSOVER	C.L. SB CROSSOVER	C.L. NB CROSSOVER
PI = 11+88.48	PI = 11+88.48	PI = 16+64.97	PI = 16+64.97
Δ = 7°31'42" RT.	Δ = 7°31'42" RT.	Δ = 7°31'43" LT.	Δ = 7°31'43" LT.
D = 2°00'	D = 2°00'	D = 2°00'	D = 2°00'
T = 188.48'	T = 188.48'	T = 188.49'	T = 188.49'
L = 376.42'	L = 376.42'	L = 376.43'	L = 376.43'
PC = 10+00.00	PC = 10+00.00	PC = 14+76.48	PC = 14+76.48
PT = 13+76.42	PT = 13+76.42	PT = 18+52.91	PT = 18+52.91

245+00 250+00 255+00

SERVICE RD.

PC STA. 14+76.48

REMOVE CROSSOVER 1

PT STA. 13+76.42

15+00

C.L. I-55
N 01°11' 00"E

PT STA. 13+76.42 PC STA. 14+76.48

636' PROP. ACCELERATION LANE

300' PROP. TAPER

STA. 252+00.00 I-55 C.L. MEDIAN =
PT STA. 18+52.91 SB CROSSOVER
OFFSET 29.50' LT.

TRAFFIC DRUMS @ 100' O.C.

STA. 252+00.00 I-55 C.L. MEDIAN =
PT STA. 18+52.91 NB CROSSOVER
OFFSET 33.00' RT.

TRAFFIC DRUMS @ 100' O.C.

SERVICE RD.

DETOUR RAMPS CURVE DATA

⑦	⑧
C.L. RAMP VC-1	C.L. RAMP VC-1
PI = 21+29.94	PI = 23+17.46
Δ = 35°13'47" LT.	Δ = 34°04'20" RT.
D = 14°00"	D = 28°35'57"
T = 129.94'	T = 61.39'
L = 251.64'	L = 119.14'
PC = 20+00.00	PC = 22+56.07
PT = 22+51.64	PT = 23+75.21

260+00 265+00 270+00

SERVICE RD.

ROAD CLOSED

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

16' BARR. TYP. III LT.

PI STA. 23+17.46

23+75

PT STA. 22+51.64

STA. 268+42.79 I-55 C.L. MEDIAN =
PC STA. 20+00.00 RAMP VC-1
OFFSET 33.00' LT.

RAMP "RA-1"

PT STA. 23+75.21

PC STA. 22+56.07

300' EXIST. TAPER

700' EXIST. ACCELERATION LANE

20+00

PI STA. 21+29.94

C.L. I-55
N 01°11'00"E

STA. 264+00.00
BEGIN JOB BBI006
LOG MILE 68.00
END JOB 100716

TRAFFIC DRUMS @ 100' O.C.

SERVICE RD.

8/1/2014

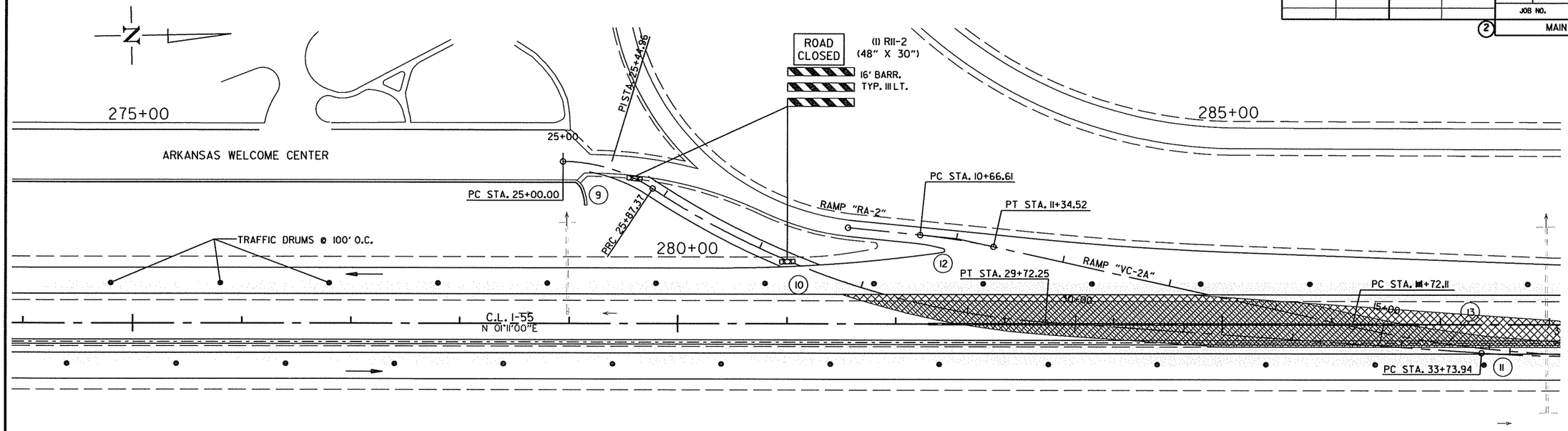
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

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.		BBI006	164	265

(2) MAINTENANCE OF TRAFFIC

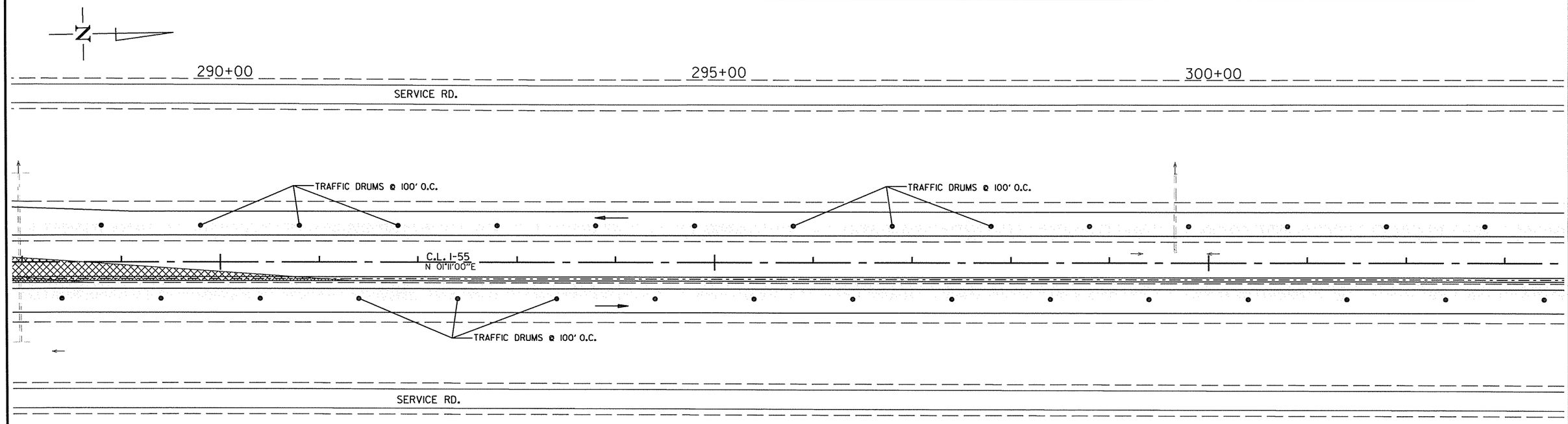
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 14929 BRANDREW PINKLEY

08/04/14



DETOUR RAMPS CURVE DATA

(9)	(10)	(11)	(12)	(13)
C.L. RAMP VC-2	C.L. RAMP VC-2	C.L. RAMP VC-2	C.L. RAMP VC-2A	C.L. RAMP VC-2A
PI = 25+44.96	PI = 27+84.15	P.I. = 34+13.96	PI = 11+00.60	PI = 15+97.31
Δ = 33°22'19" RT.	Δ = 29°24'12" LT.	Δ = 4°00'00" LT.	Δ = 6°47'26" RT.	Δ = 12°28'13" LT.
D = 38°12'	D = 7°38'	D = 5°00'	D = 10°00'	D = 5°00'
T = 44.96'	T = 196.78'	T = 40.02'	T = 33.99'	T = 125.20'
L = 87.37'	L = 384.89'	L = 80.00'	L = 67.91'	L = 249.41'
PC = 25+00.00	PC = 25+87.37	PC = 33+73.94	PC = 10+66.61	PC = 14+72.11
PT = 25+87.37	PT = 29+72.25	PT = 34+53.95	PT = 11+34.52	PT = 17+21.52

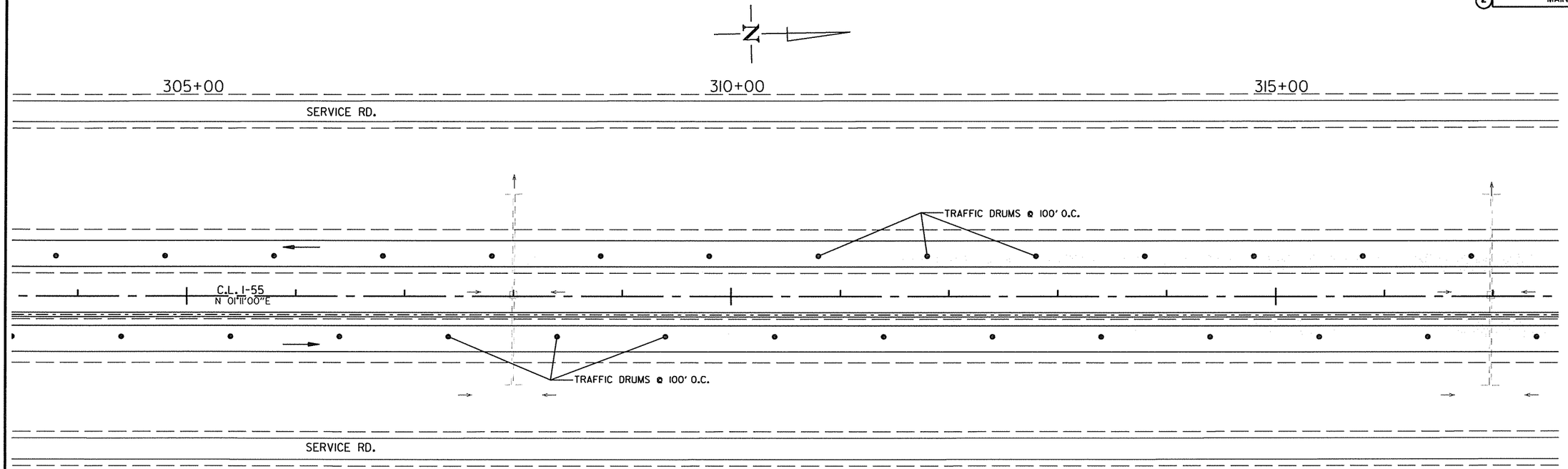


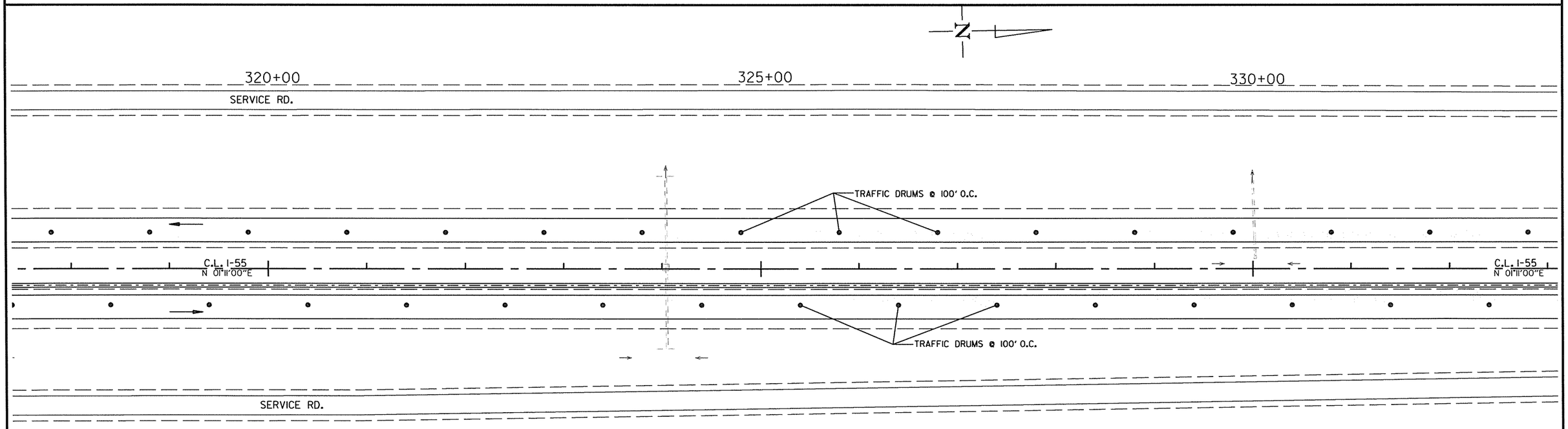
8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

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.		BB1006	165	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



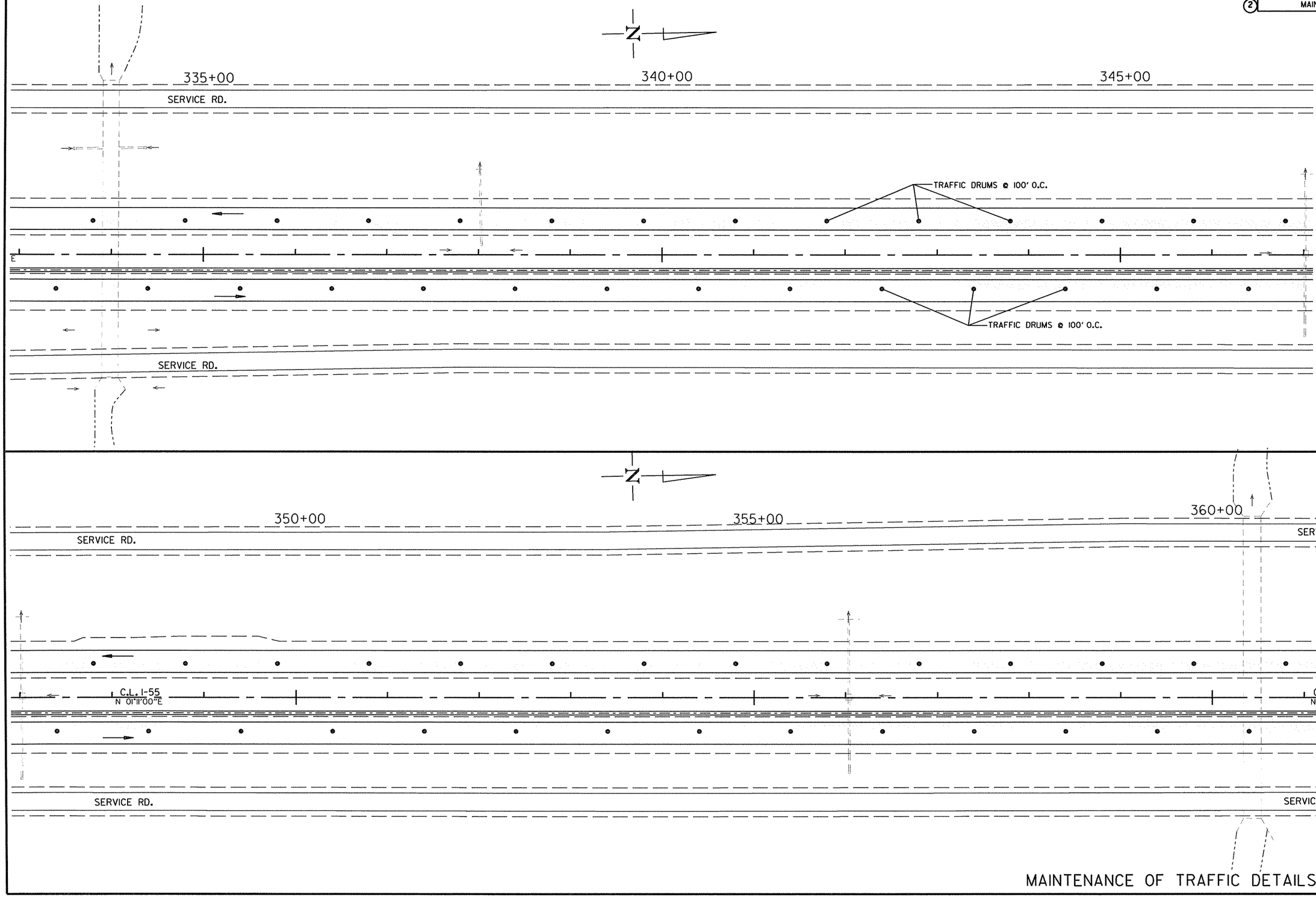


8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

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.		BB1006	166	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

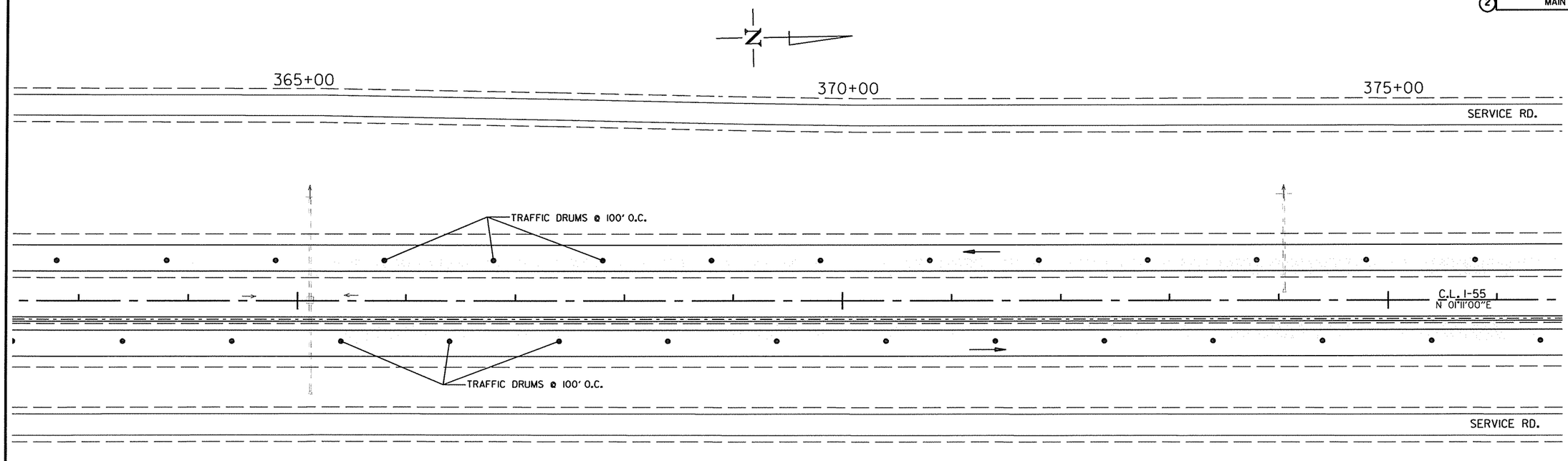


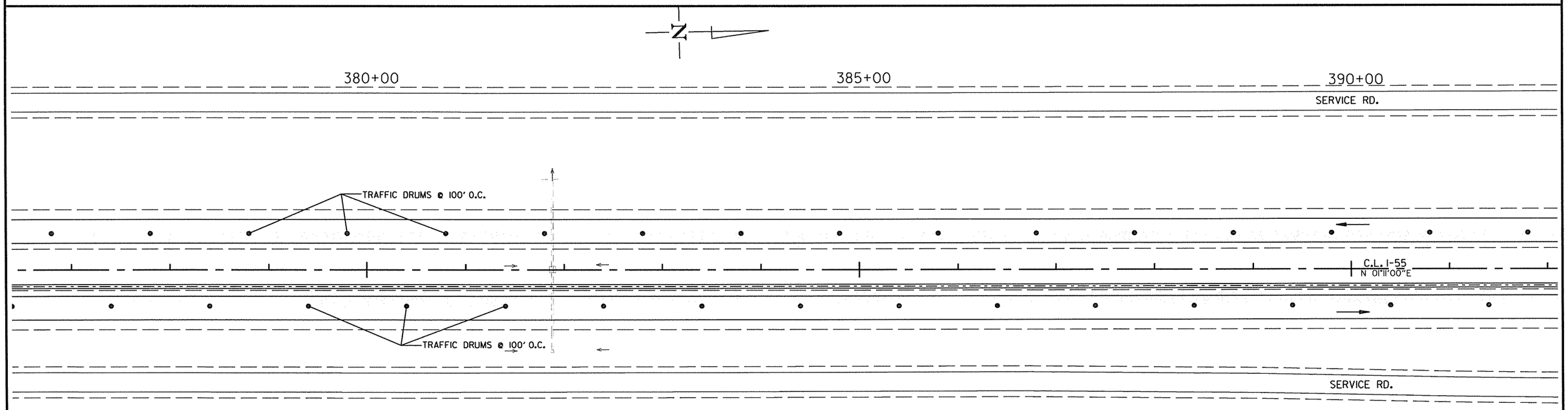
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

8/1/2014

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.		BB1006	167	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



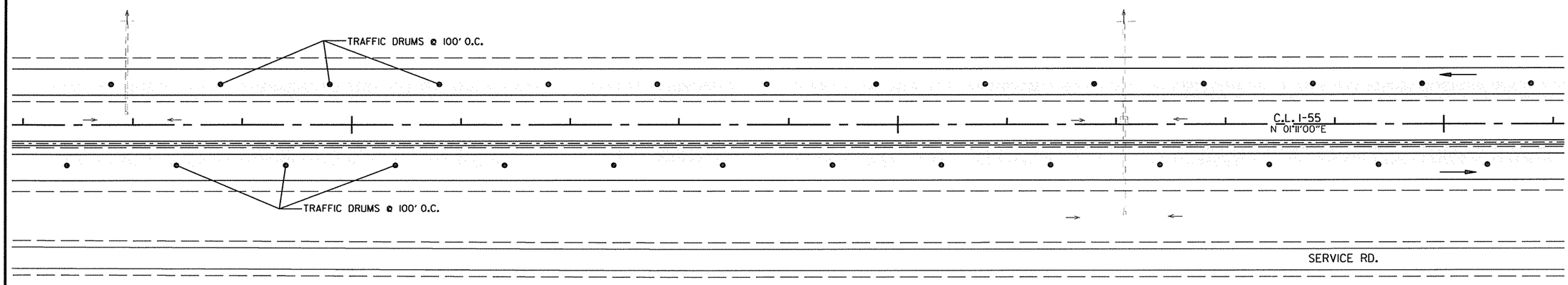


MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

8/1/2014

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.		BB1006	168	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



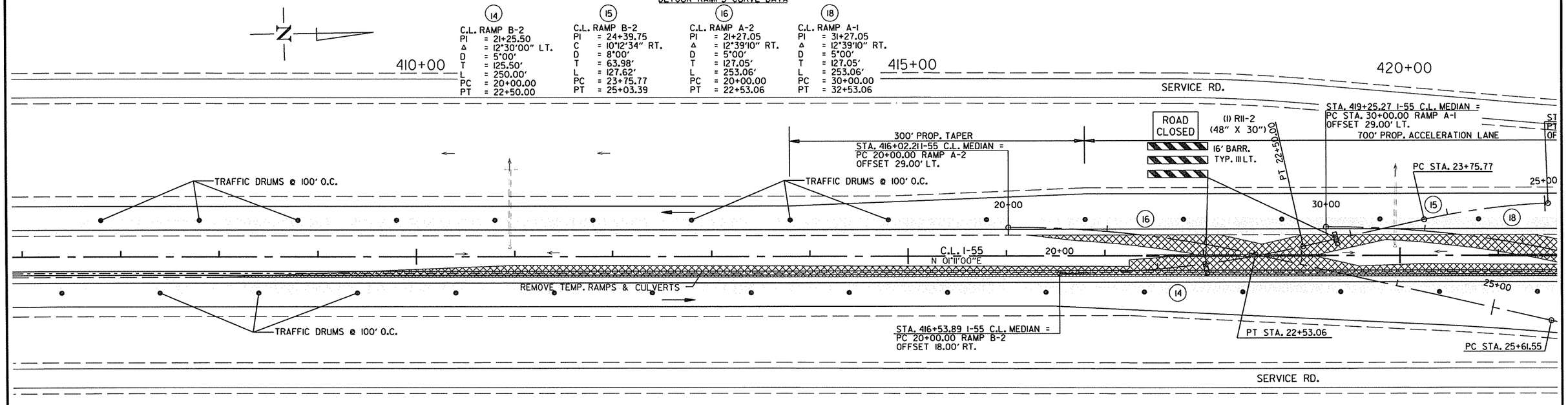
DETOUR RAMPS CURVE DATA

(14) C.L. RAMP B-2
PI = 21+25.50
Δ = 12°30'00" LT.
D = 5°00'
T = 125.50'
L = 250.00'
PC = 20+00.00
PT = 22+50.00

(15) C.L. RAMP B-2
PI = 24+39.75
C = 10°12'34" RT.
D = 8°00'
T = 63.98'
L = 127.62'
PC = 23+75.77
PT = 25+03.39

(16) C.L. RAMP A-2
PI = 21+27.05
Δ = 12°39'10" RT.
D = 5°00'
T = 127.05'
L = 253.06'
PC = 20+00.00
PT = 22+53.06

(18) C.L. RAMP A-1
PI = 31+27.05
Δ = 12°39'10" RT.
D = 5°00'
T = 127.05'
L = 253.06'
PC = 30+00.00
PT = 32+53.06



MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

8/1/2014

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.		BBI006	169	265
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/07/14

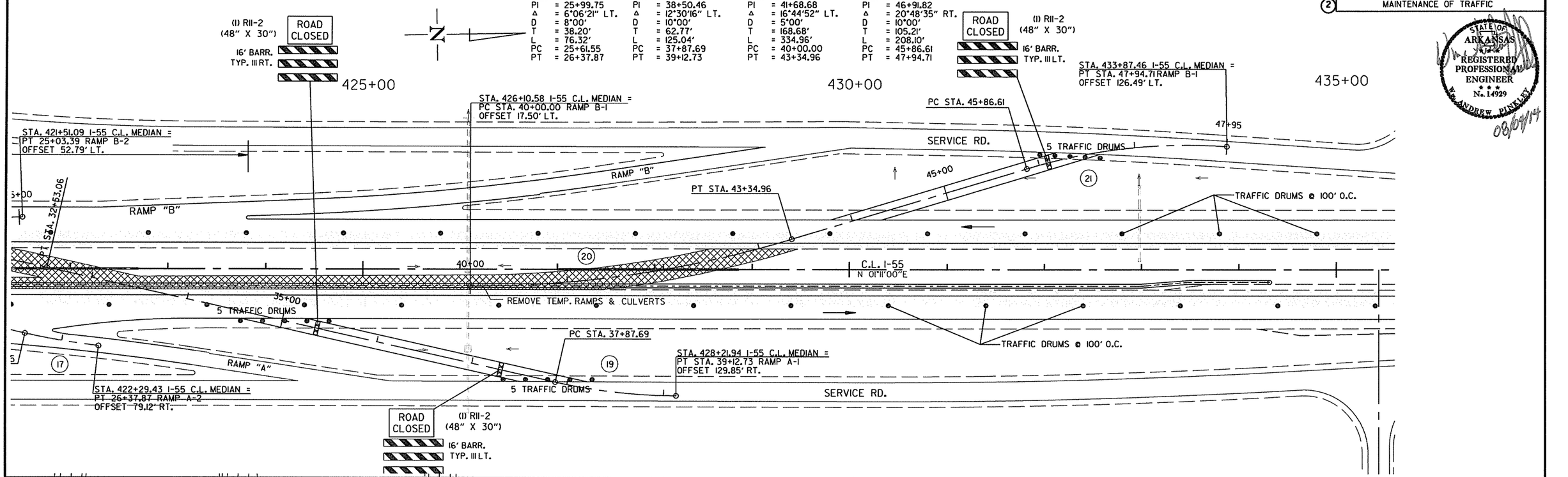
DETOUR RAMPS CURVE DATA

(17) C.L. RAMP A-2
PI = 25+99.75
Δ = 6°06'21" LT.
D = 8°00'
T = 38.20'
L = 76.32'
PC = 25+61.55
PT = 26+37.87

(19) C.L. RAMP A-1
PI = 38+50.46
Δ = 12°30'16" LT.
D = 10°00'
T = 62.77'
L = 125.04'
PC = 37+87.69
PT = 39+12.73

(20) C.L. RAMP B-1
PI = 41+68.68
Δ = 16°44'52" LT.
D = 5°00'
T = 168.68'
L = 334.96'
PC = 40+00.00
PT = 43+34.96

(21) C.L. RAMP B-1
PI = 46+91.82
Δ = 20°48'35" RT.
D = 10°00'
T = 105.21'
L = 208.10'
PC = 45+86.61
PT = 47+94.71



DETOUR RAMPS CURVE DATA

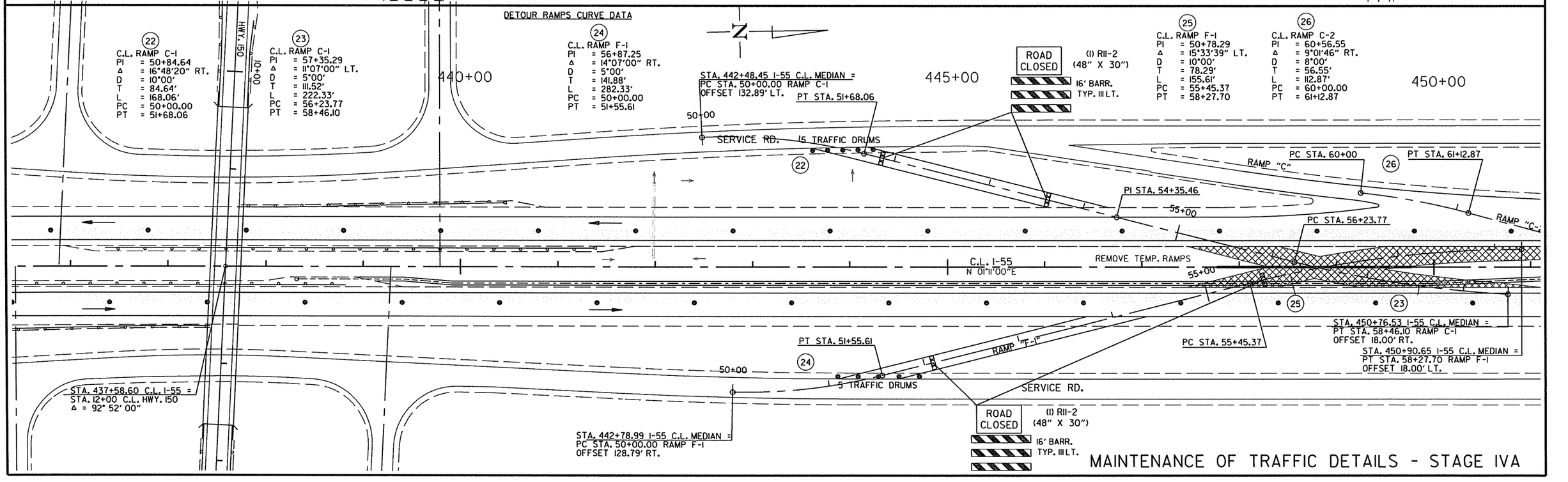
(22) C.L. RAMP C-1
PI = 50+84.64
Δ = 16°48'20" RT.
D = 10°00'
T = 84.64'
L = 168.06'
PC = 50+00.00
PT = 51+68.06

(23) C.L. RAMP C-1
PI = 57+35.29
Δ = 11°07'00" LT.
D = 5°00'
T = 111.52'
L = 222.33'
PC = 56+23.77
PT = 58+46.10

(24) C.L. RAMP F-1
PI = 56+87.25
Δ = 14°07'00" RT.
D = 5°00'
T = 141.88'
L = 282.33'
PC = 50+00.00
PT = 51+55.61

(25) C.L. RAMP F-1
PI = 50+78.29
Δ = 15°33'39" LT.
D = 10°00'
T = 78.29'
L = 155.61'
PC = 55+45.37
PT = 58+27.70

(26) C.L. RAMP C-2
PI = 60+56.55
Δ = 9°01'46" RT.
D = 8°00'
T = 56.55'
L = 112.87'
PC = 60+00.00
PT = 61+12.87



MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

8/1/2014

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.		BBI006	170	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/01/14

DETOUR RAMPS CURVE DATA

(27) C.L. RAMP C-2
PI = 64+37.25
Δ = 15°00'00" LT.
D = 5°00'
T = 150.86'
L = 300.00'
PC = 62+85.38
PT = 65+86.38

(28) C.L. RAMP D-2
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

(29) C.L. RAMP D-2
PI = 70+39.81
Δ = 8°39'09" LT.
D = 8°00'
T = 54.18'
L = 108.16'
PC = 69+85.63
PT = 70+93.79

(30) C.L. RAMP D-1
PI = 66+52.46
Δ = 15°09'26" RT.
D = 5°00'
T = 152.46'
L = 303.14'
PC = 65+00.00
PT = 68+03.14

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

455+00
460+00
465+
BAYOU
EXIST. BR. NO. C3169
SERVICE RD.
STA. 461+28.56 I-55 C.L. MEDIAN = PC STA. 65+00.00 RAMP D-1 OFFSET 29.00' LT.
STA. 458+49.79 I-55 C.L. MEDIAN = PC STA. 65+00.00 RAMP D-2 OFFSET 29.00' LT.
PI STA. 66+52.46
RAMP "E"
TRAFFIC DRUMS @ 100' O.C.
PC STA. 62+86.38
"C-2"
EXIST. BR. NO. A3169
65+00
65+00
(28)
(30)
PT STA. 68+03.14
C.L. I-55
N 01°11'00"E
(27)
65+00
EXIST. BR. NO. B3169
70+00
(29)
70+94
TRAFFIC DRUMS @ 100' O.C.
STA. 455+00.00 I-55 C.L. MEDIAN = PT STA. 65+86.38 RAMP C-2 OFFSET 28.50' RT.
TRAFFIC DRUMS @ 100' O.C.
PT STA. 68+03.14
EXIST. BR. NO. D3169
SERVICE RD.
PC STA. 69+85.63
PI STA. 70+39.81
PEMISCOT
STA. 464+31.67 I-55 C.L. MEDIAN = PT STA. 70+93.79 RAMP D-2 OFFSET 78.88' RT.

DETOUR RAMPS CURVE DATA

(31) C.L. RAMP D-1
PI = 72+57.74
Δ = 15°05'09" LT.
D = 10°00'
T = 75.87'
L = 150.86'
PC = 71+81.87
PT = 73+32.73

(32) C.L. RAMP F-2
PI = 70+82.75
Δ = 16°26'13" LT.
D = 10°00'
T = 82.75'
L = 164.37'
PC = 70+00.00
PT = 71+64.37

(33) C.L. RAMP F-2
PI = 73+88.11
C = 16°21'57" RT.
D = 10°00'
T = 82.39'
L = 163.66'
PC = 73+05.72
PT = 74+69.38

65+00
SERVICE RD.
470+00
475+00
480+00
WEIGH STATION
RAMP "G"
STA. 477+54.11 I-55 C.L. MEDIAN = PT STA. 74+69.38 RAMP F-2 OFFSET 18.00' RT.
TRAFFIC DRUMS @ 100' O.C.
PI STA. 73+88.11
C.L. I-55
N 01°11'00"E
PC STA. 73+05.72
74+69
70+00
(33)
PC STA. 71+81.87
STA. 469+42.83 I-55 C.L. MEDIAN = PC STA. 73+32.73 RAMP D-1 OFFSET 129.82' RT.
RAMP "D"
73+33
(31)
TRAFFIC DRUMS @ 100' O.C.
70+00
(32)
RAMP F-2
RAMP "F"
SERVICE RD.
PT STA. 71+64.37
PI STA. 72+57.74
STA. 472+94.89 I-55 C.L. MEDIAN = PC STA. 70+00.00 RAMP F-2 OFFSET 119.26' RT.
PI STA. 70+82.75

MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

8/1/2014

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.		BBI006	171	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/01/14

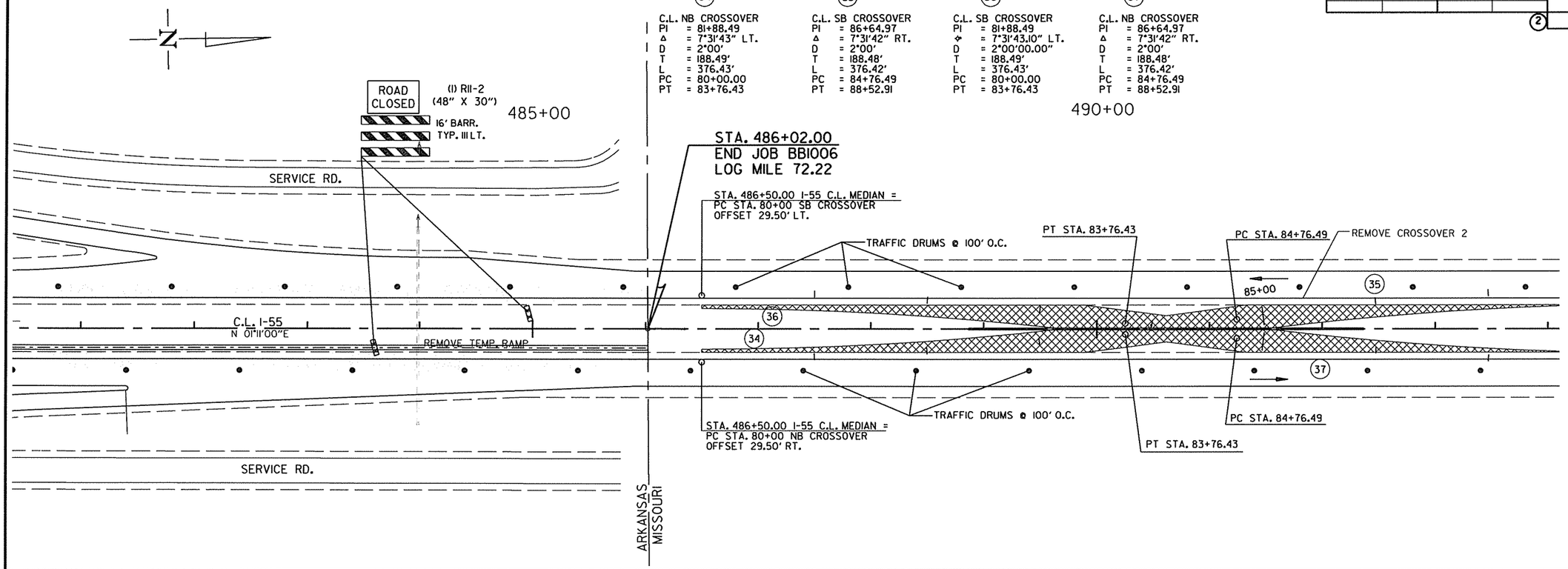
DETOUR RAMPS CURVE DATA

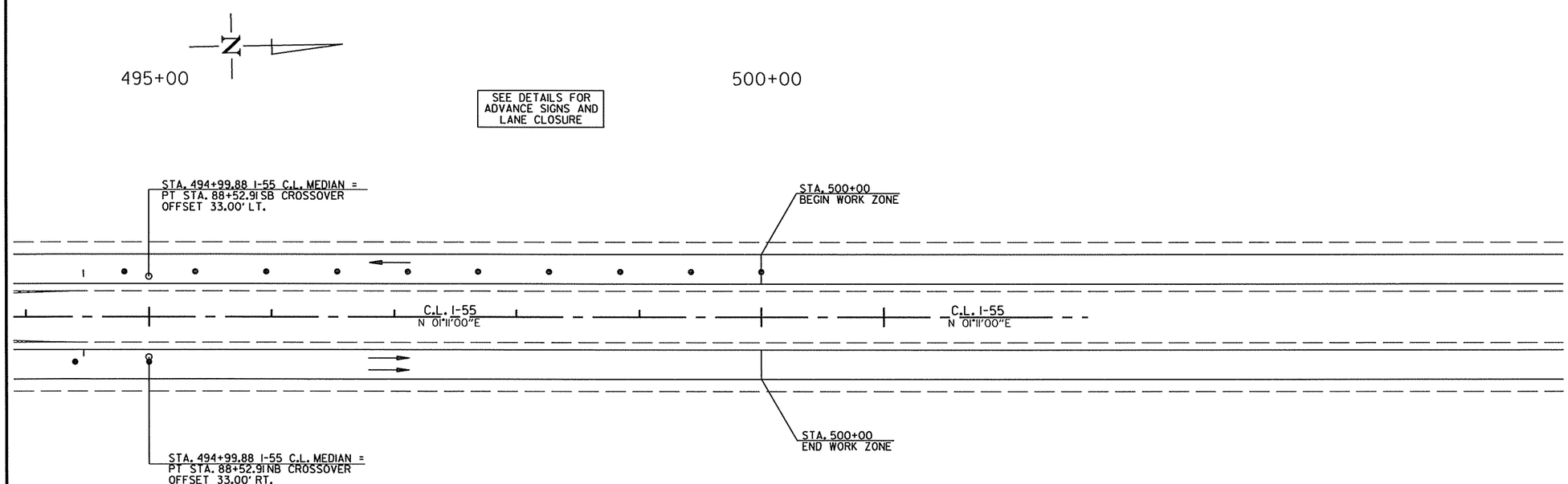
(34) C.L. NB CROSSOVER
PI = 81+88.49
Δ = 7°31'43" LT.
D = 2°00'
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(35) C.L. SB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91

(36) C.L. SB CROSSOVER
PI = 81+88.49
Δ = 7°31'43.10" LT.
D = 2°00'00.00"
T = 188.49'
L = 376.43'
PC = 80+00.00
PT = 83+76.43

(37) C.L. NB CROSSOVER
PI = 86+64.97
Δ = 7°31'42" RT.
D = 2°00'
T = 188.48'
L = 376.42'
PC = 84+76.49
PT = 88+52.91



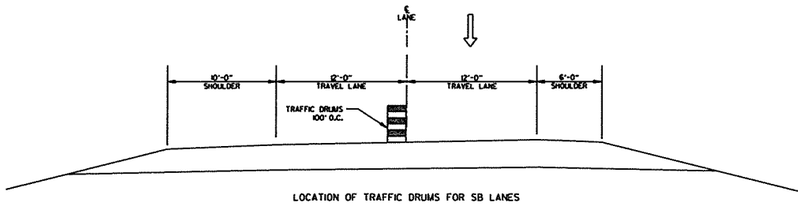


8/1/2014

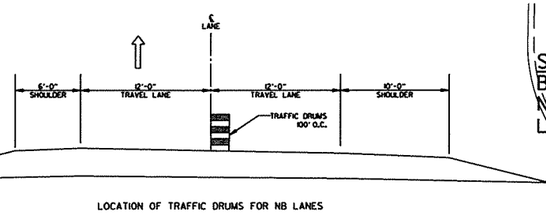
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVA

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.		BBI006	172	265

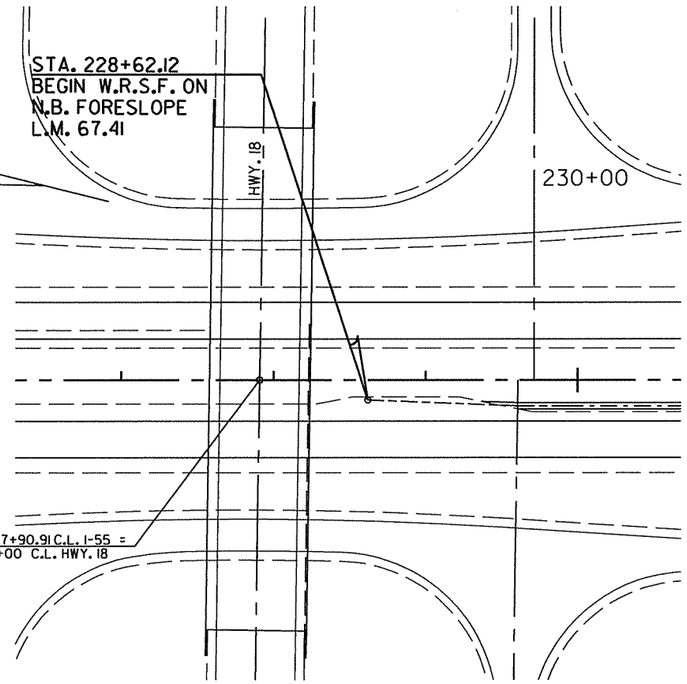
(2) MAINTENANCE OF TRAFFIC



LOCATION OF TRAFFIC DRUMS FOR SB LANES



LOCATION OF TRAFFIC DRUMS FOR NB LANES



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

REMOVAL OF TEMPORARY CULVERT FOR THIS STAGE:

RAMP H-1	STA. 233+60.00 TO STA. 235+10.00, CONST. 18"x150' RCP=	150 FT.
RAMP A-1	STA. 424+55.00 TO STA. 426+05.00, CONST. 18"x150' RCP =	150 FT.
RAMP B-1	STA. 430+49.00 TO STA. 431+99.00, CONST. 18"x150' RCP =	150 FT.
RAMP C-1	STA. 444+75.00 TO STA. 446+55.00, CONST. 18"x180' RCP =	180 FT.
RAMP F-1	STA. 444+75.00 TO STA. 446+25.00, CONST. 18"x150' RCP =	150 FT.
RAMP D-1	STA. 466+35.00 TO STA. 467+65.00, CONST. 18"x130' RCP=	130 FT.
RAMP F-2	STA. 474+35.00 TO STA. 475+55.00, CONST. 18"x120' RCP=	120 FT.

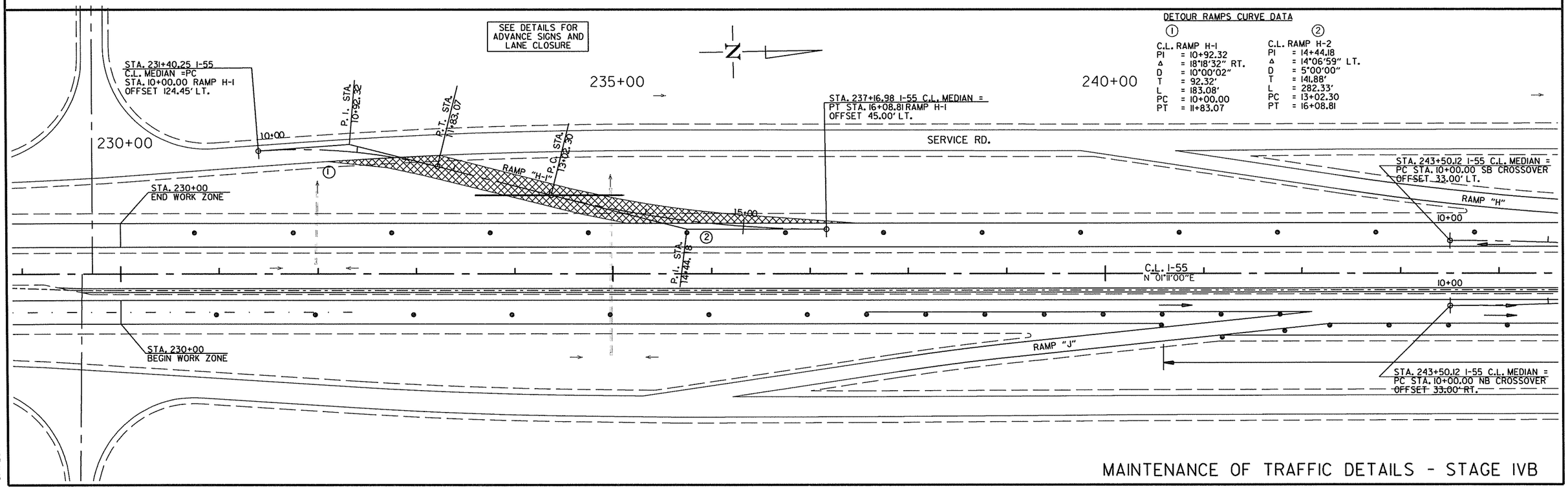
STAGE IVB OPERATIONS:

1. CLOSE OUTSIDE LANES & SHOULDER IN BOTH DIRECTIONS.
2. REMOVE TEMPORARY INTERCHANGE RAMPS OF OUTSIDE LANES.
3. INSTALL POSTS AND WIRE ROPE SAFETY FENCE & GUARDRAIL.
4. CONST. FINAL LIFT OF SURFACE ON NB & SB OUTSIDE LANES.
5. PLACE PERMANENT PVMT. MARKINGS ON NB & SB LANES (SEE PERMANENT PVMT. MARKING DETAILS).

▨ DENOTES: REMOVAL OF TEMPORARY DETOUR THIS STAGE.

DETOUR RAMPS CURVE DATA

① C.L. RAMP H-1		② C.L. RAMP H-2	
PI	= 10+92.32	PI	= 14+44.18
Δ	= 18°18'32" RT.	Δ	= 14°06'59" LT.
D	= 10°00'02"	D	= 5°00'00"
T	= 92.32'	T	= 141.88'
L	= 183.08'	L	= 282.33'
PC	= 10+00.00	PC	= 13+02.30
PT	= 11+83.07	PT	= 16+08.81



8/1/2014

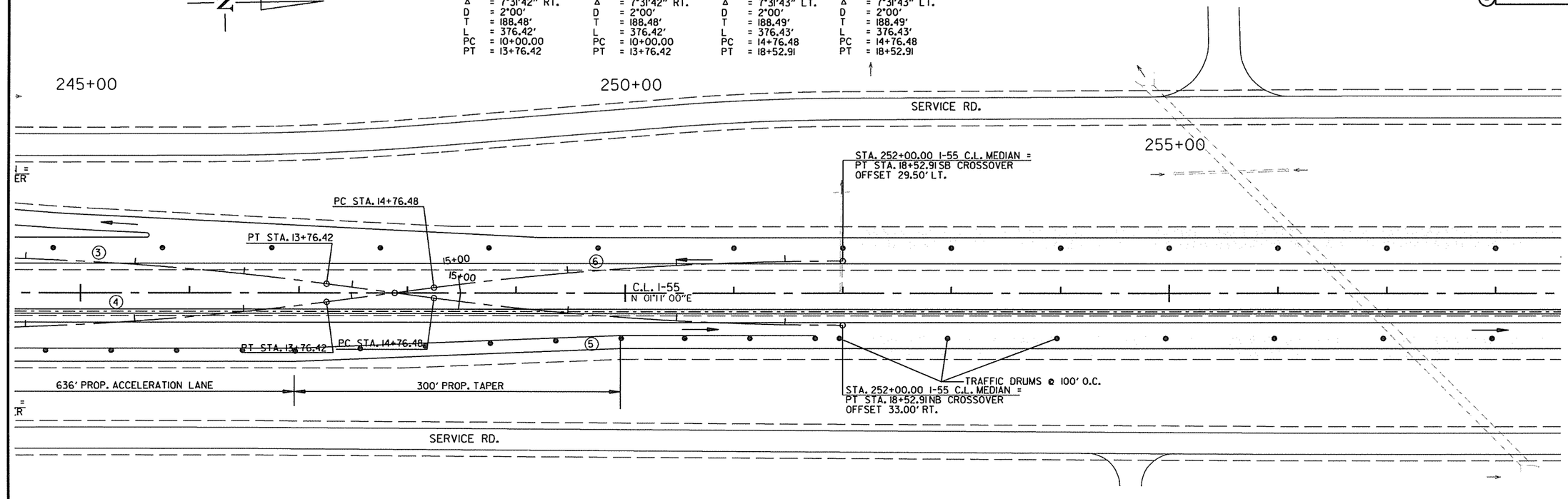
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

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.		BB1006	173	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

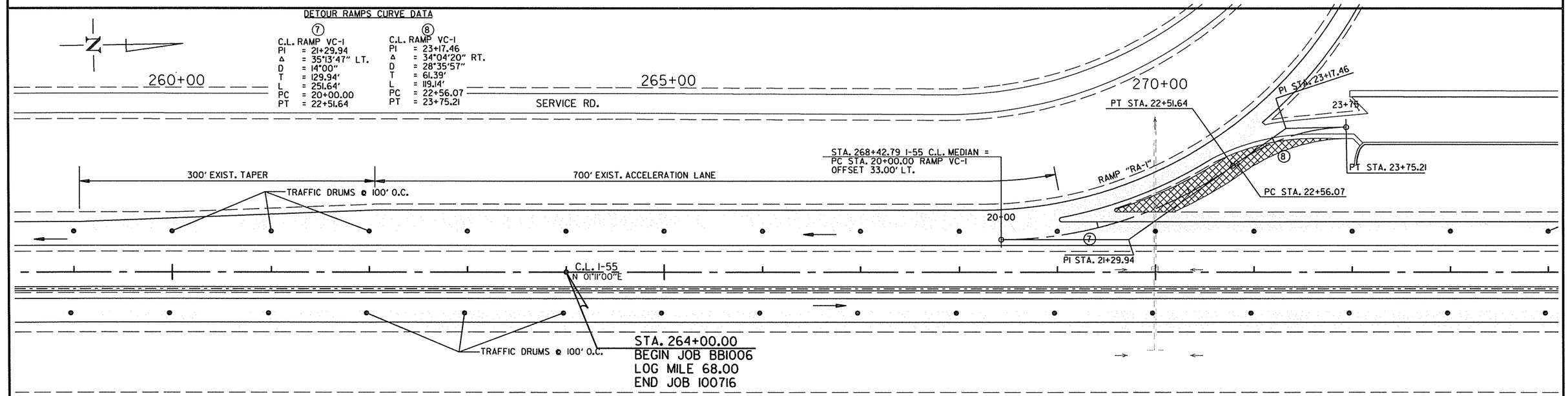
DETOUR RAMPS CURVE DATA

③	④	⑤	⑥
C.L. SB CROSSOVER	C.L. NB CROSSOVER	C.L. SB CROSSOVER	C.L. NB CROSSOVER
PI = 11+88.48	PI = 11+88.48	PI = 16+64.97	PI = 16+64.97
Δ = 7°31'42" RT.	Δ = 7°31'42" RT.	Δ = 7°31'43" LT.	Δ = 7°31'43" LT.
D = 2°00'	D = 2°00'	D = 2°00'	D = 2°00'
T = 188.48'	T = 188.48'	T = 188.49'	T = 188.49'
L = 376.42'	L = 376.42'	L = 376.43'	L = 376.43'
PC = 10+00.00	PC = 10+00.00	PC = 14+76.48	PC = 14+76.48
PT = 13+76.42	PT = 13+76.42	PT = 18+52.91	PT = 18+52.91



DETOUR RAMPS CURVE DATA

⑦	⑧
C.L. RAMP VC-1	C.L. RAMP VC-1
PI = 21+29.94	PI = 23+17.46
Δ = 35°13'47" LT.	Δ = 34°04'20" RT.
D = 14°00"	D = 28°35'57"
T = 129.94'	T = 61.39'
L = 251.64'	L = 119.14'
PC = 20+00.00	PC = 22+56.07
PT = 22+51.64	PT = 23+75.21



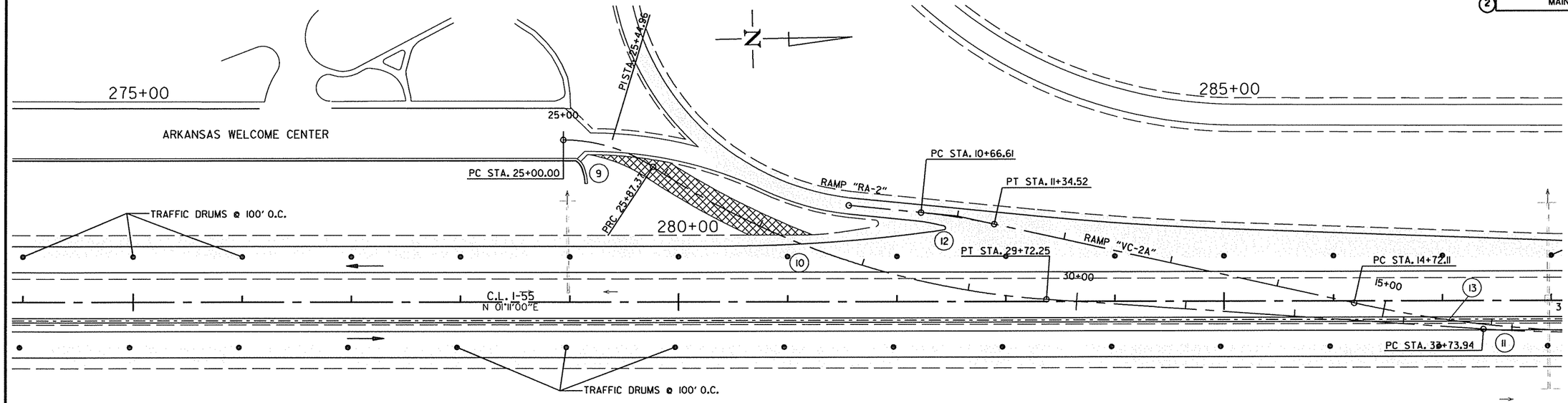
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

8/1/2014

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.		BB1006	174	265

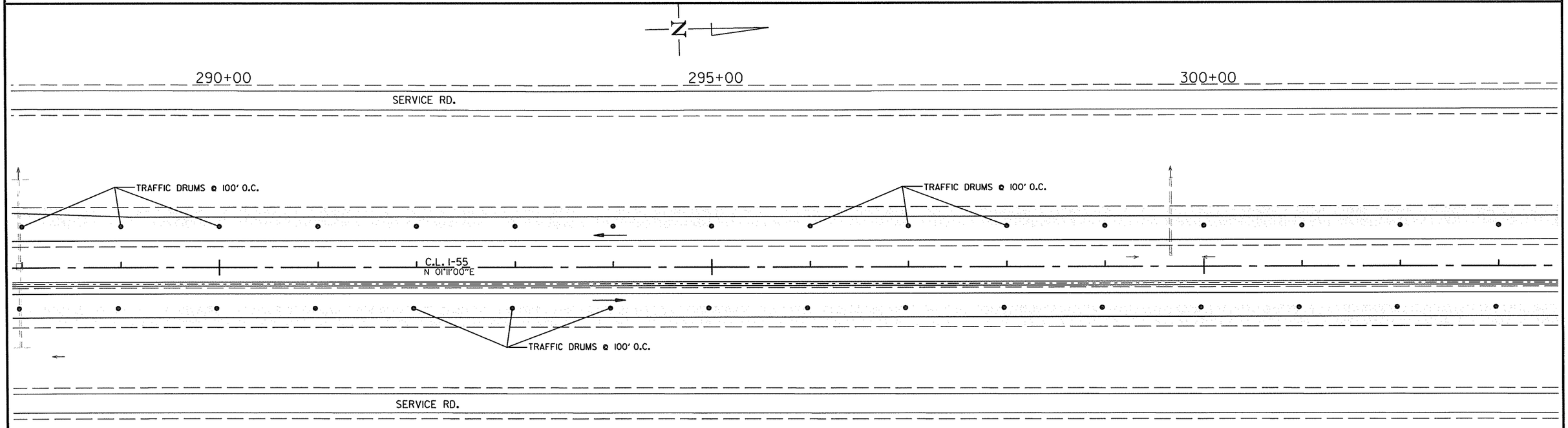
(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
BRANDREW PINKLEY
08/04/14



DETOUR RAMPS CURVE DATA

(9)	(10)	(11)	(12)	(13)
C.L. RAMP VC-2	C.L. RAMP VC-2	C.L. RAMP VC-2	C.L. RAMP VC-2A	C.L. RAMP VC-2A
PI = 25+44.96	PI = 27+84.15	P.I. = 34+13.96	PI = 11+00.60	PI = 15+97.31
Δ = 33°22'19" RT.	Δ = 29°24'12" LT.	Δ = 4°00'00" LT.	Δ = 6°47'26" RT.	Δ = 12°28'13" LT.
D = 38°12'	D = 7°38'	D = 5°00'	D = 10°00'	D = 5°00'
T = 44.96'	T = 196.78'	T = 40.02'	T = 33.99'	T = 125.20'
L = 87.37'	L = 384.89'	L = 80.00'	L = 67.91'	L = 249.41'
PC = 25+00.00	PC = 25+87.37	PC = 33+73.94	PC = 10+66.61	PC = 14+72.11
PT = 25+87.37	PT = 29+72.25	PT = 34+53.95	PT = 11+34.52	PT = 17+21.52

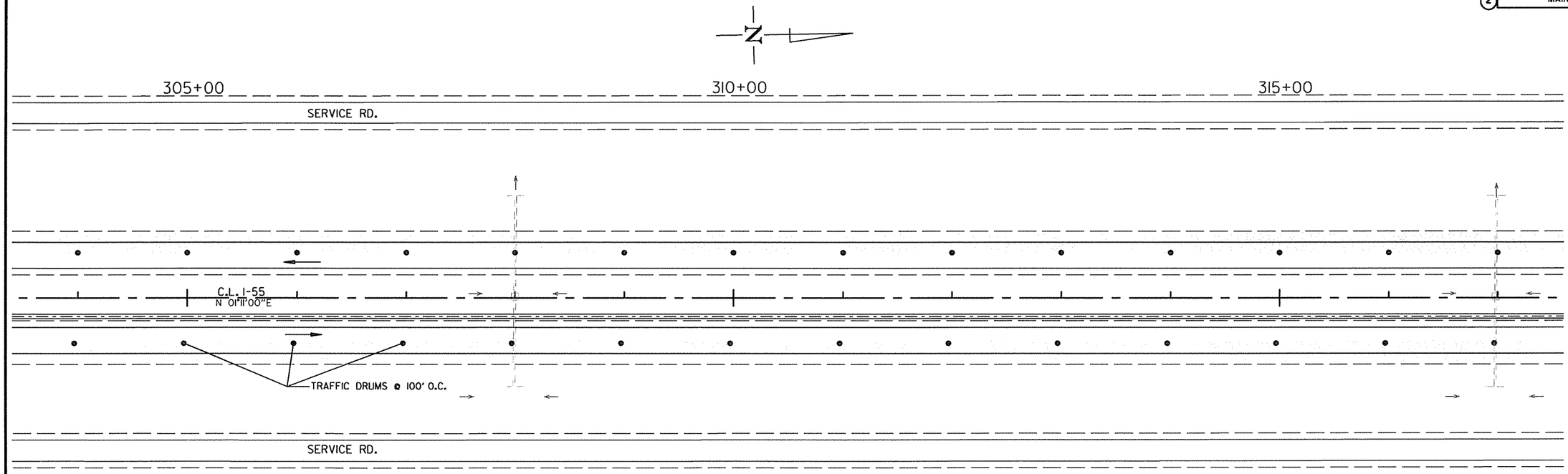


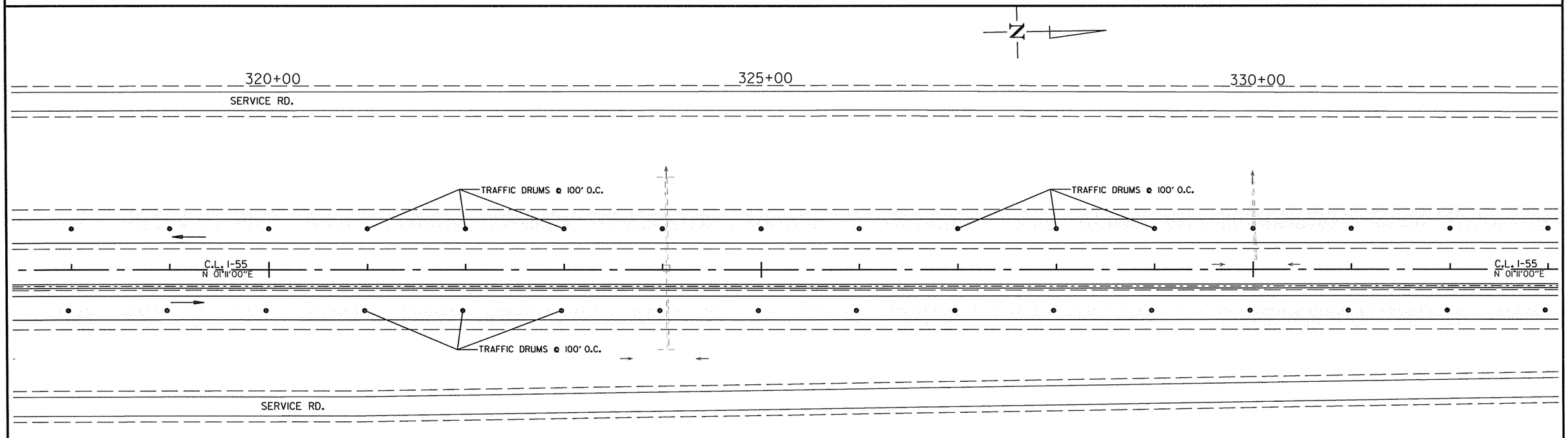
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MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

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.		BB1006	175	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
F. ANDREW PINKLEY
03/04/14





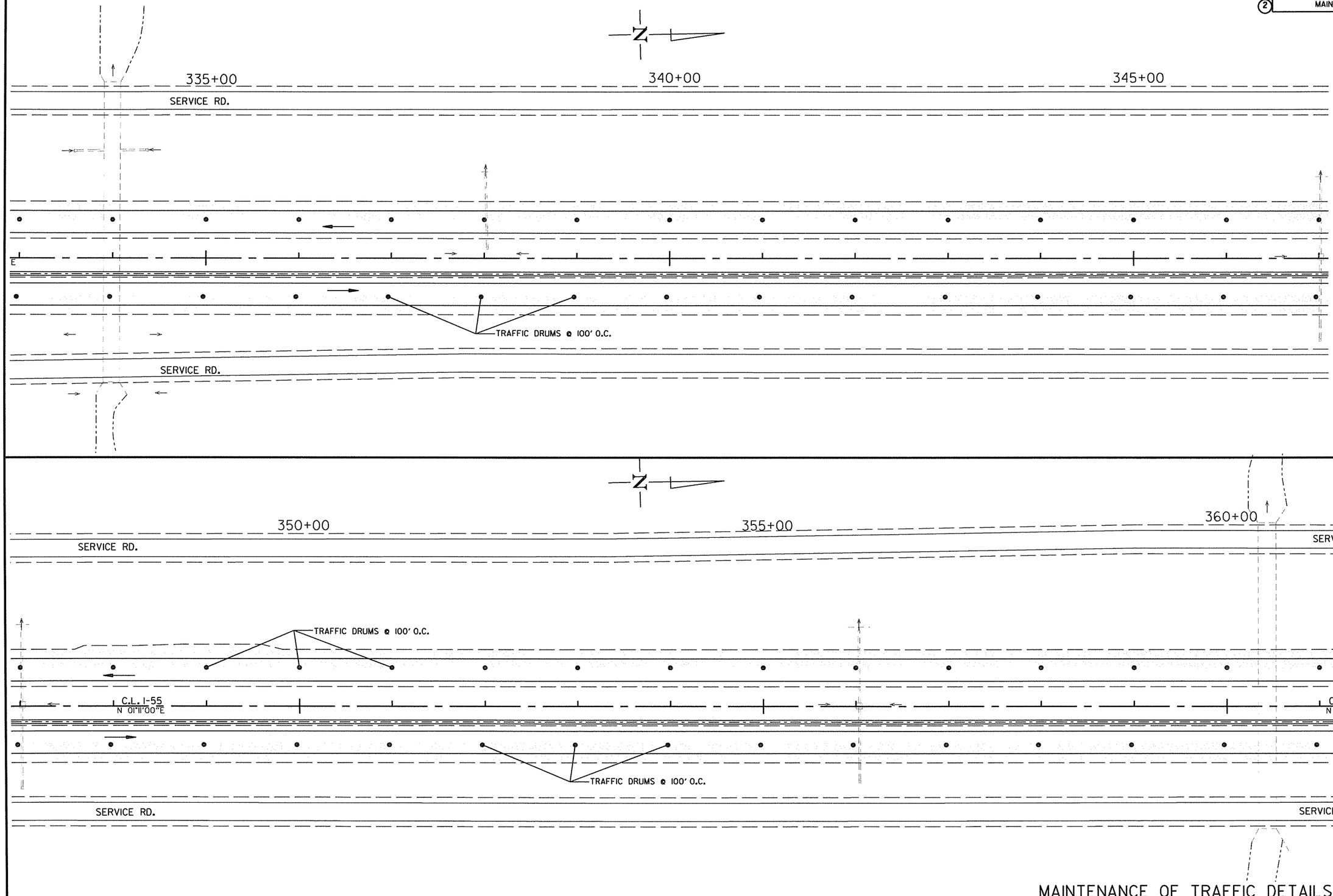
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

8/1/2014

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.		BBI006	176	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

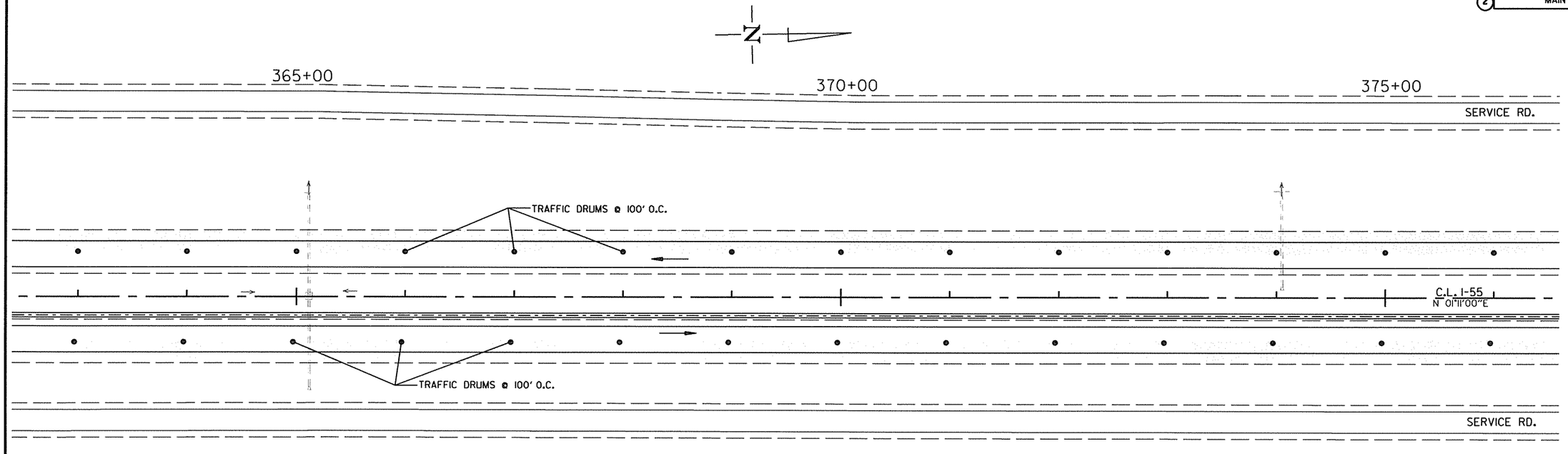


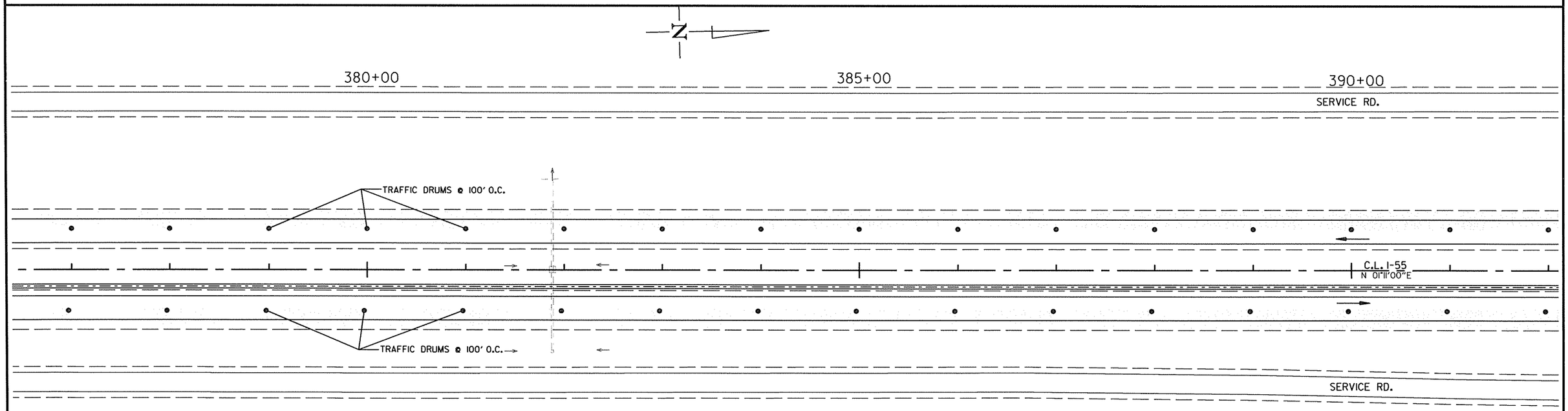
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

8/1/2014

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.		BBI006	177	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14





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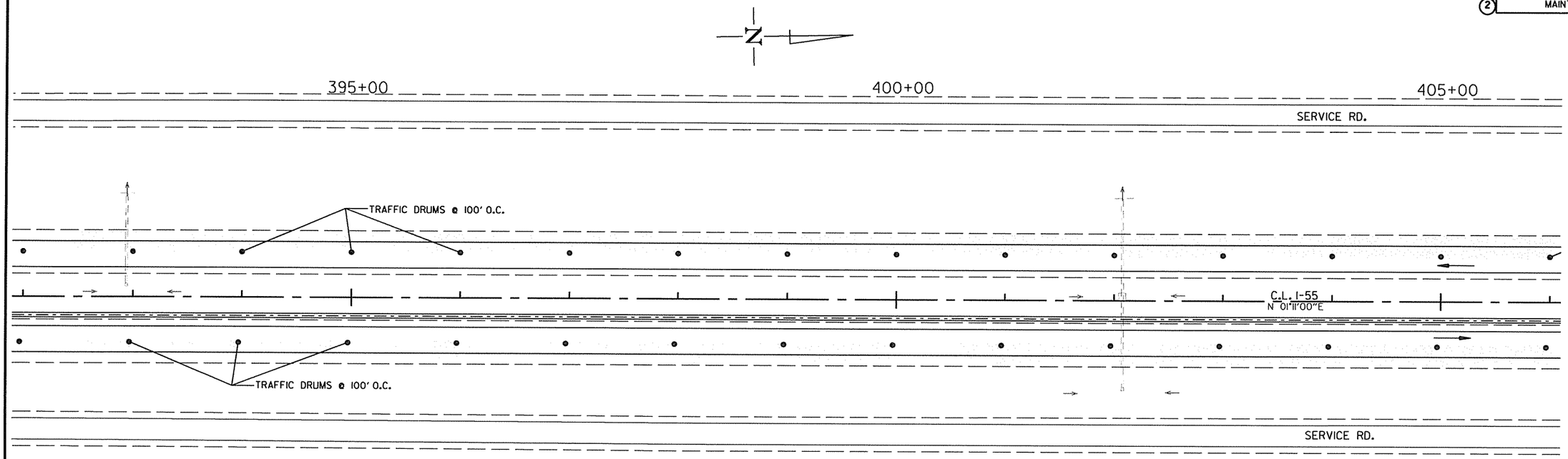
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

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.		BBI006	178	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14



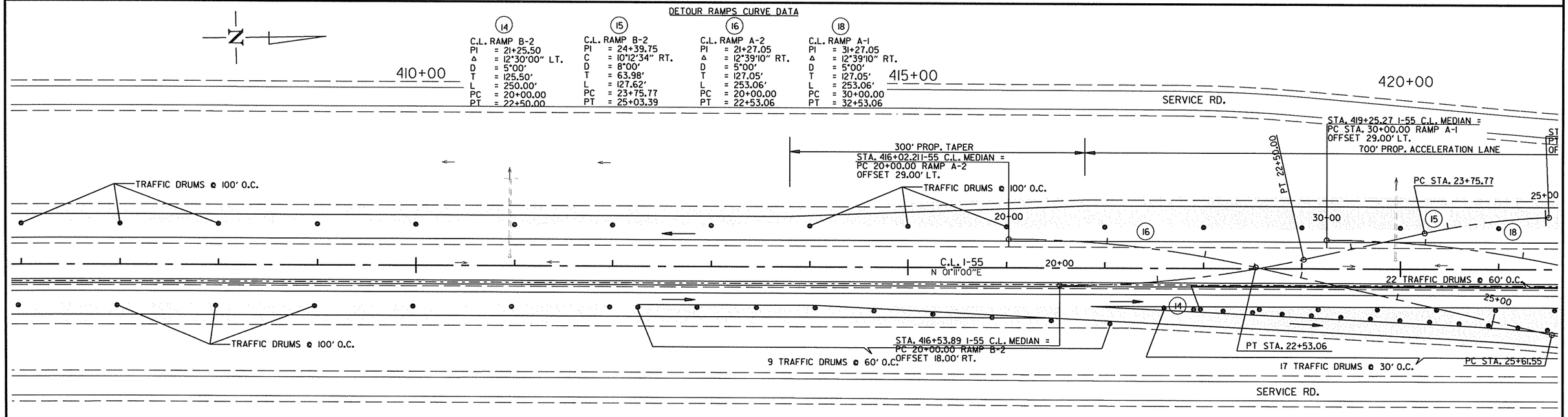
DETOUR RAMPS CURVE DATA

(14) C.L. RAMP B-2
PI = 21+25.50
Δ = 12°30'00" LT.
D = 5°00'
T = 125.50'
L = 250.00'
PC = 20+00.00
PT = 22+50.00

(15) C.L. RAMP B-2
PI = 24+39.75
C = 10°12'34" RT.
D = 8°00'
T = 63.98'
L = 127.62'
PC = 23+75.77
PT = 25+03.39

(16) C.L. RAMP A-2
PI = 21+27.05
Δ = 12°39'10" RT.
D = 5°00'
T = 127.05'
L = 253.06'
PC = 20+00.00
PT = 22+53.06

(18) C.L. RAMP A-1
PI = 31+27.05
Δ = 12°39'10" RT.
D = 5°00'
T = 127.05'
L = 253.06'
PC = 30+00.00
PT = 32+53.06



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MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

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.		BBI006	179	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

(17) C.L. RAMP A-2
PI = 25+99.75
Δ = 6°06'21" LT.
D = 8°00'
T = 38.20'
L = 76.32'
PC = 25+61.55
PT = 26+37.87

(19) C.L. RAMP A-1
PI = 38+50.46
Δ = 12°30'16" LT.
D = 10°00'
T = 62.77'
L = 125.04'
PC = 37+87.69
PT = 39+12.73

(20) C.L. RAMP B-1
PI = 41+68.68
Δ = 16°44'52" LT.
D = 5°00'
T = 168.68'
L = 334.96'
PC = 40+00.00
PT = 43+34.96

(21) C.L. RAMP B-1
PI = 46+91.82
Δ = 20°48'35" RT.
D = 10°00'
T = 105.21'
L = 208.10'
PC = 45+86.61
PT = 47+94.71

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

425+00 430+00 435+00

STA. 421+51.09 I-55 C.L. MEDIAN = PT 25+03.39 RAMP B-2 OFFSET 52.79' LT.

STA. 426+10.58 I-55 C.L. MEDIAN = PC STA. 40+00.00 RAMP B-1 OFFSET 17.50' LT.

PC STA. 45+86.61

9 TRAFFIC DRUMS

47+95

STA. 433+87.46 I-55 C.L. MEDIAN = PT STA. 47+94.71 RAMP B-1 OFFSET 126.49' LT.

SERVICE RD.

RAMP "B"

PT STA. 32+53.06

PT STA. 43+34.96

45+00

TRAFFIC DRUMS @ 100' O.C.

40+00

C.L. I-55
N 01°11'00"E

35+00

PC STA. 37+87.69

STA. 428+21.94 I-55 C.L. MEDIAN = PT STA. 39+12.73 RAMP A-1 OFFSET 129.85' RT.

TRAFFIC DRUMS @ 100' O.C.

RAMP "A"

STA. 422+29.43 I-55 C.L. MEDIAN = PT 26+37.87 RAMP A-2 OFFSET 79.12' RT.

SERVICE RD.

9 TRAFFIC DRUMS

DETOUR RAMPS CURVE DATA

(22) C.L. RAMP C-1
PI = 50+84.64
Δ = 16°48'20" RT.
D = 10°00'
T = 84.64'
L = 168.06'
PC = 50+00.00
PT = 51+68.06

(23) C.L. RAMP C-1
PI = 57+35.29
Δ = 11°07'00" LT.
D = 5°00'
T = 111.52'
L = 222.33'
PC = 56+23.77
PT = 58+46.10

(24) C.L. RAMP F-1
PI = 56+87.25
Δ = 14°07'00" RT.
D = 5°00'
T = 141.88'
L = 282.33'
PC = 50+00.00
PT = 51+55.61

(25) C.L. RAMP F-1
PI = 50+78.29
Δ = 15°33'39" LT.
D = 10°00'
T = 78.29'
L = 155.61'
PC = 55+45.37
PT = 58+27.70

(26) C.L. RAMP C-2
PI = 60+56.55
Δ = 9°01'46" RT.
D = 8°00'
T = 56.55'
L = 112.87'
PC = 60+00.00
PT = 61+12.87

HWY. 150

440+00 445+00 450+00

STA. 442+48.45 I-55 C.L. MEDIAN = PC STA. 50+00.00 RAMP C-1 OFFSET 132.89' LT.

PT STA. 51+68.06

9 TRAFFIC DRUMS

50+00

SERVICE RD.

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

PC STA. 60+00

PT STA. 61+12.87

RAMP "C"

7 TRAFFIC DRUMS @ 30' O.C.

PI STA. 54+35.46

55+00

PC STA. 56+23.77

RAMP "G"

C.L. I-55
N 01°11'00"E

55+00

TRAFFIC DRUMS @ 100' O.C.

PT STA. 51+55.61

PC STA. 55+45.37

STA. 450+76.53 I-55 C.L. MEDIAN = PI STA. 58+46.10 RAMP C-1 OFFSET 18.00' RT.

STA. 450+90.65 I-55 C.L. MEDIAN = PT STA. 58+27.70 RAMP F-1 OFFSET 18.00' LT.

50+00

SERVICE RD.

STA. 437+58.60 C.L. I-55 = STA. 12+00 C.L. HWY. 150 Δ = 92° 52' 00"

STA. 442+78.99 I-55 C.L. MEDIAN = PC STA. 50+00.00 RAMP F-1 OFFSET 128.79' RT.

9 TRAFFIC DRUMS

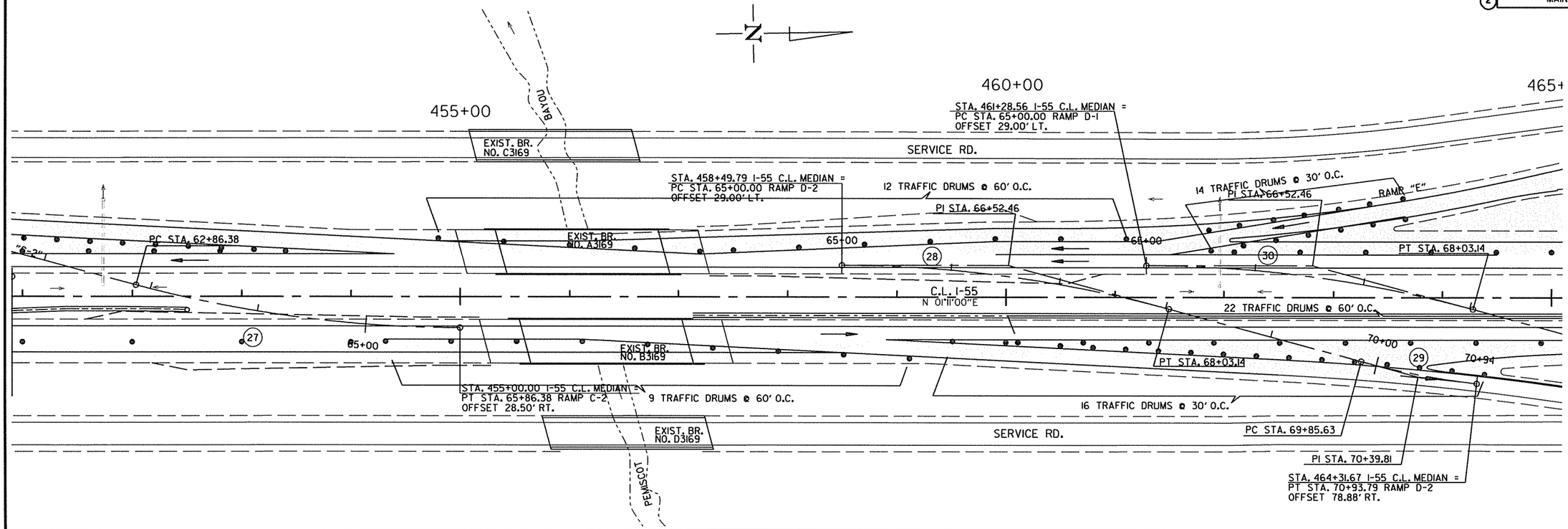
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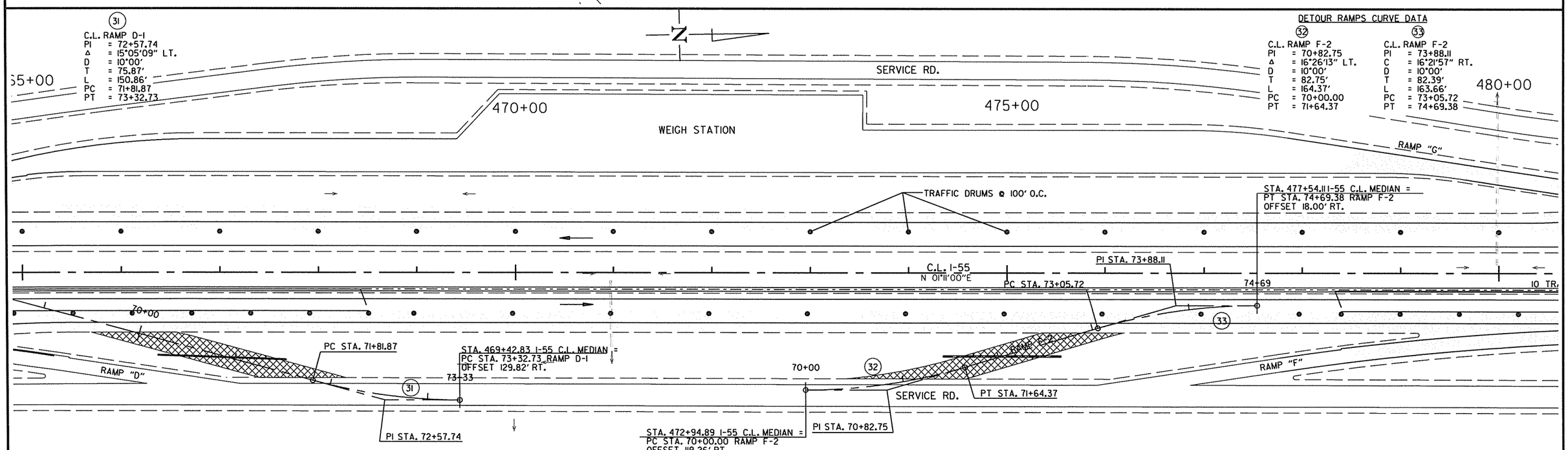
MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

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.		BBI006	180	265

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14





MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

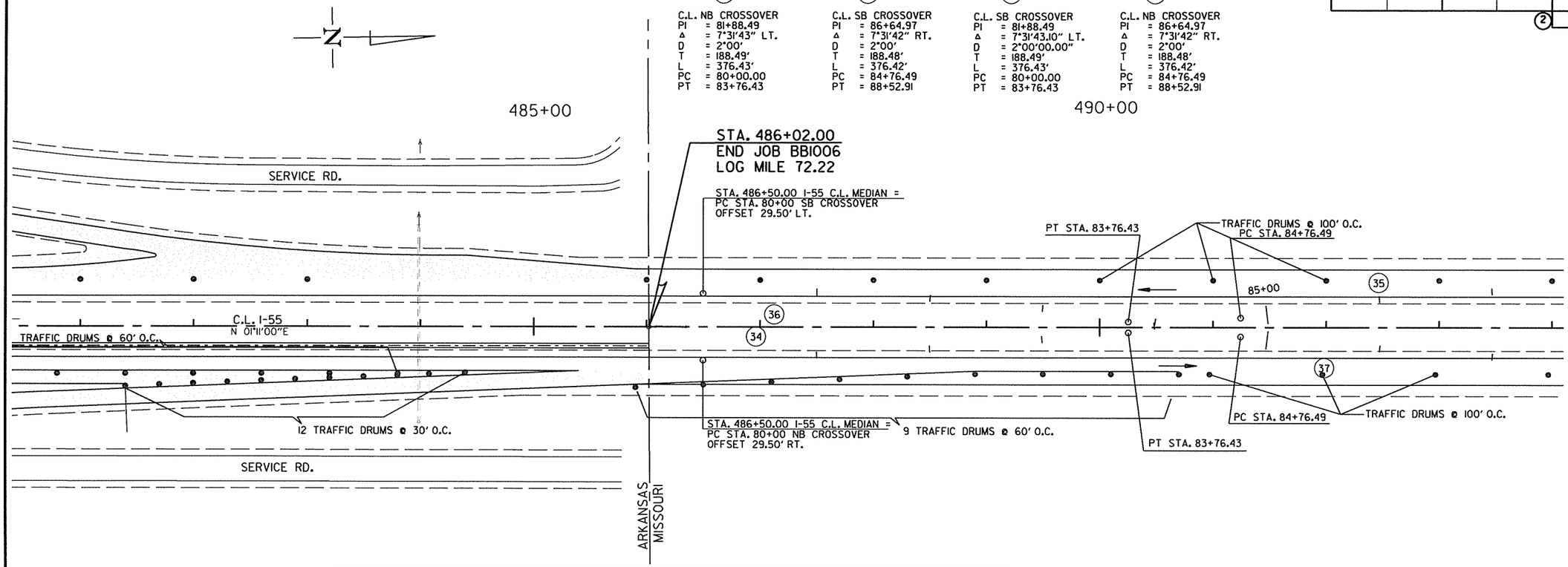
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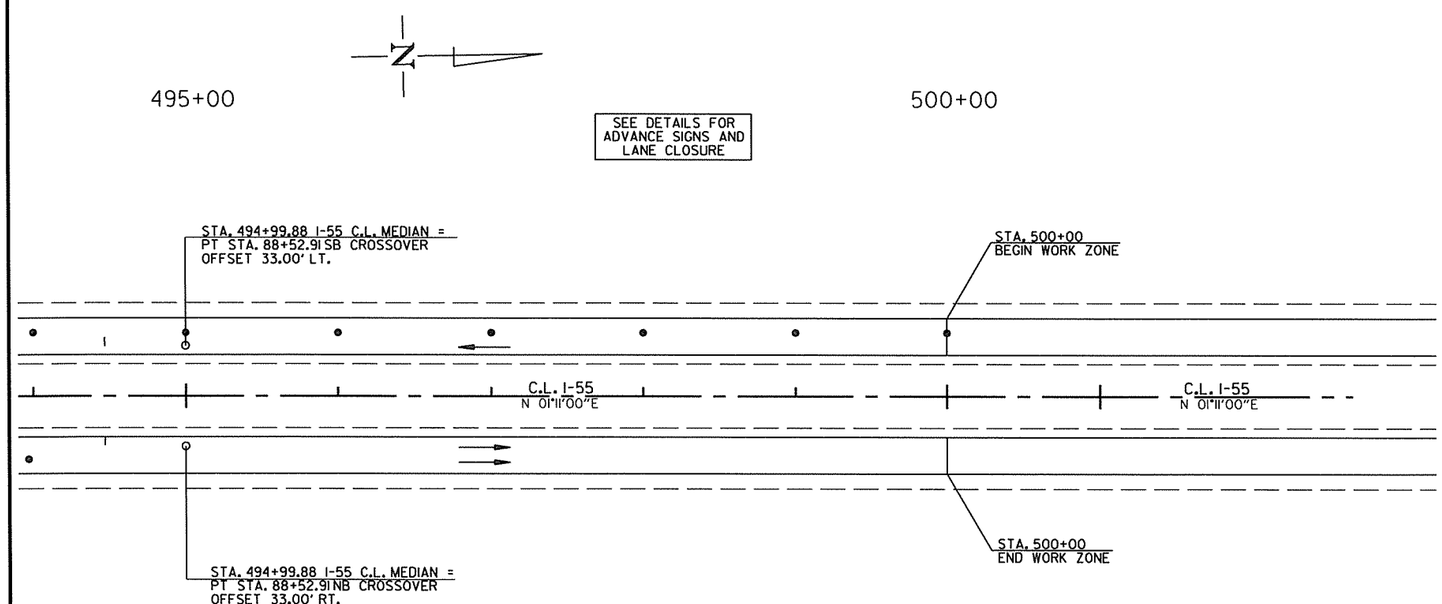
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBI006	181	265
				(2)	MAINTENANCE OF TRAFFIC			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

DETOUR RAMPS CURVE DATA

(34) C.L. NB CROSSOVER	(35) C.L. SB CROSSOVER	(36) C.L. SB CROSSOVER	(37) C.L. NB CROSSOVER
PI = 81+88.49	PI = 86+64.97	PI = 81+88.49	PI = 86+64.97
Δ = 7°31'43" LT.	Δ = 7°31'42" RT.	Δ = 7°31'43.10" LT.	Δ = 7°31'42" RT.
D = 2°00'	D = 2°00'	D = 2°00'00.00"	D = 2°00'
T = 188.49'	T = 188.48'	T = 188.49'	T = 188.48'
L = 376.43'	L = 376.42'	L = 376.43'	L = 376.42'
PC = 80+00.00	PC = 84+76.49	PC = 80+00.00	PC = 84+76.49
PT = 83+76.43	PT = 88+52.91	PT = 83+76.43	PT = 88+52.91





8/1/2014

MAINTENANCE OF TRAFFIC DETAILS - STAGE IVB

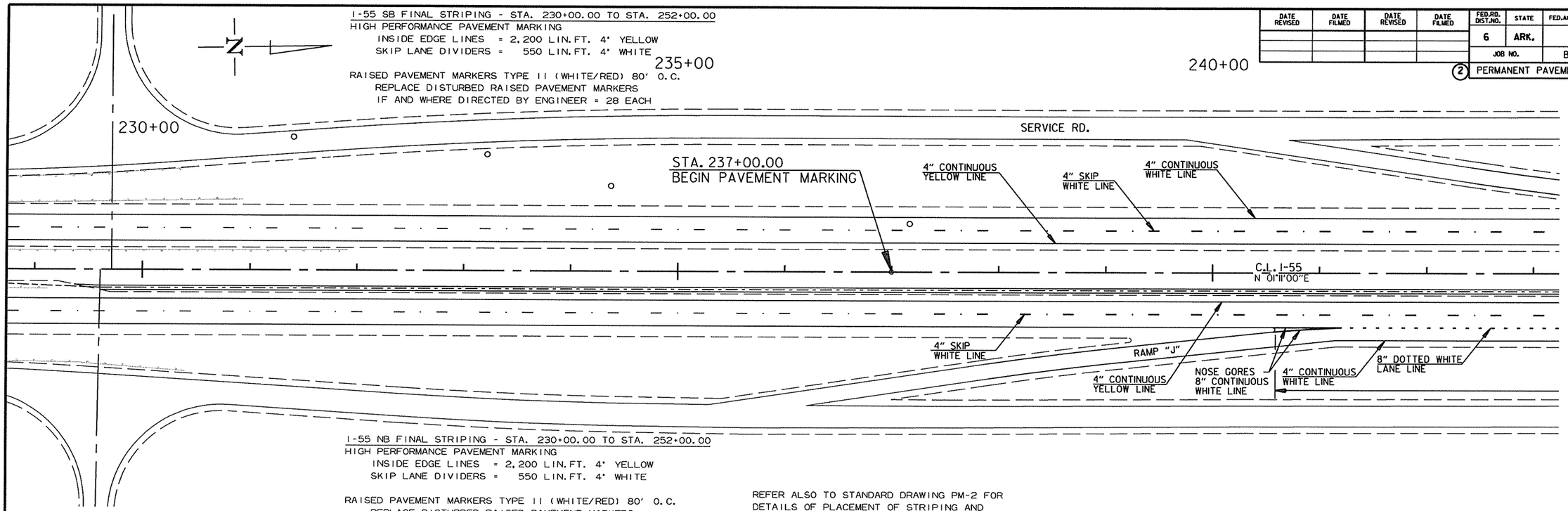
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	182	265

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

I-55 SB FINAL STRIPING - STA. 230+00.00 TO STA. 252+00.00
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 2,200 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 550 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) 80' O.C.
REPLACE DISTURBED RAISED PAVEMENT MARKERS
IF AND WHERE DIRECTED BY ENGINEER = 28 EACH



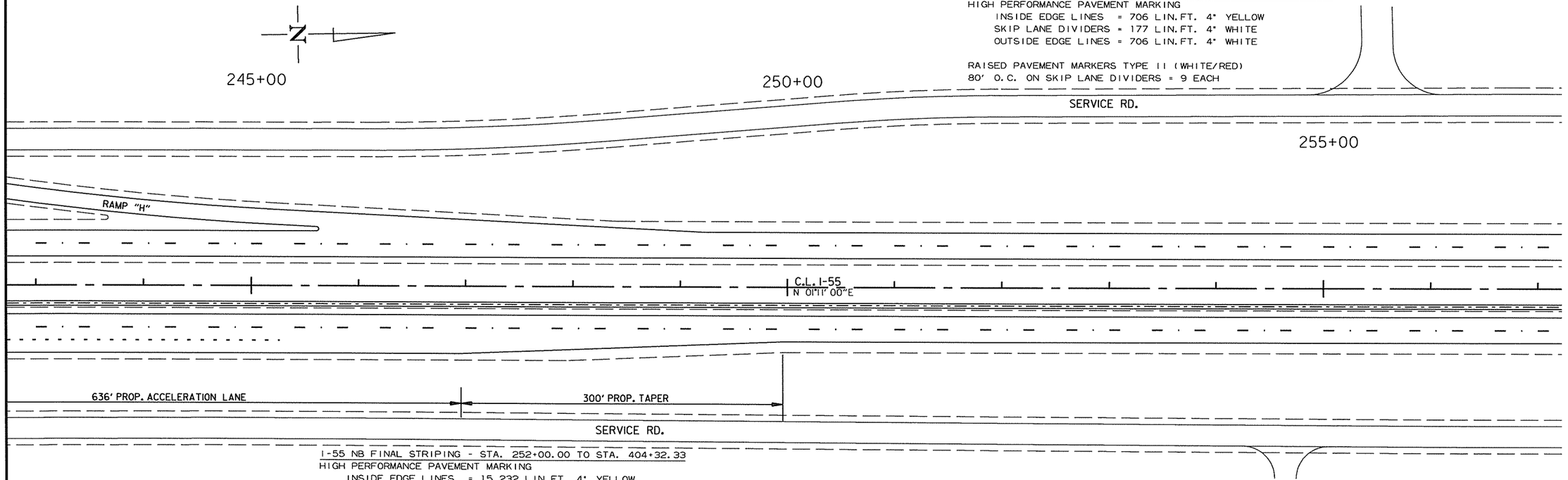
I-55 NB FINAL STRIPING - STA. 230+00.00 TO STA. 252+00.00
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 2,200 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 550 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) 80' O.C.
REPLACE DISTURBED RAISED PAVEMENT MARKERS
IF AND WHERE DIRECTED BY ENGINEER = 28 EACH

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

I-55 SB FINAL STRIPING - STA. 252+00.00 TO STA. 259+06.07
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 706 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 177 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 706 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
80' O.C. ON SKIP LANE DIVIDERS = 9 EACH



I-55 NB FINAL STRIPING - STA. 252+00.00 TO STA. 404+32.33
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 15,232 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 3,808 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 15,232 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
80' O.C. ON SKIP LANE DIVIDERS = 190 EACH

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

8/1/2014

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.		BBI006	183	265

(2) PERMANENT PAVEMENT MARKING DETAILS

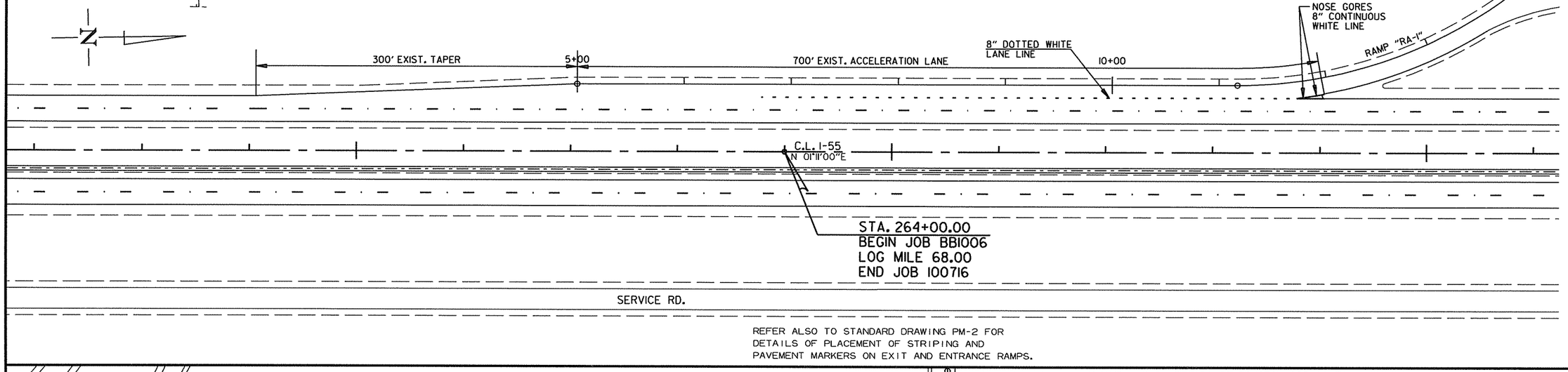
I-55 SB FINAL STRIPING - STA. 259+06.07 TO STA. 269+06.07
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 1,000 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 250 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 1,000 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 25 EACH

FINAL STRIPING RAMP "RA1" - STA. 11+95.58 - STA. 14+93.67
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 430 LIN.FT. 4" YELLOW
RIGHT EDGE LINE = 430 LIN.FT. 4" WHITE
ACCEL. LANE SKIP LINE AND NOSE GORE = 228 LIN.FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 38 EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



REFER ALSO TO STANDARD DRAWING PM-2 FOR
DETAILS OF PLACEMENT OF STRIPING AND
PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

I-55 SB FINAL STRIPING - STA. 269+06.07 TO STA. 281+35.78
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 1,230 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 307 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 1,230 LIN.FT. 4" WHITE

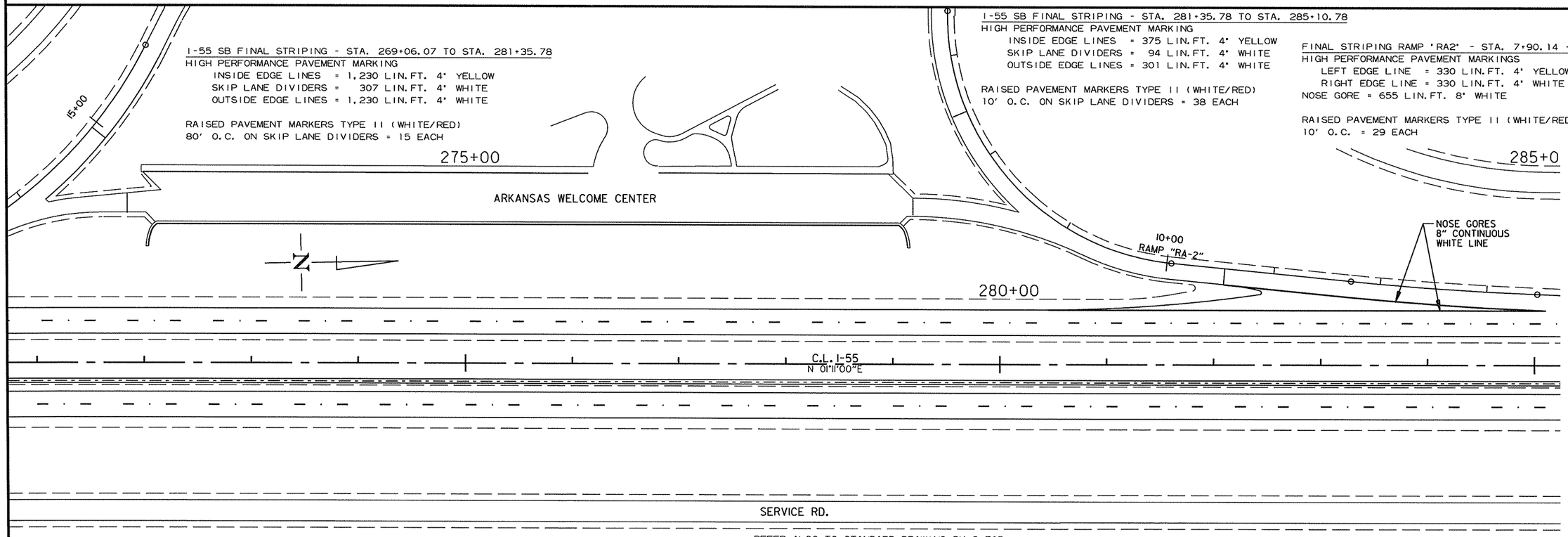
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
80' O.C. ON SKIP LANE DIVIDERS = 15 EACH

I-55 SB FINAL STRIPING - STA. 281+35.78 TO STA. 285+10.78
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 375 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 94 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 301 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. ON SKIP LANE DIVIDERS = 38 EACH

FINAL STRIPING RAMP 'RA2' - STA. 7+90.14 - STA. 10+54.14
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 330 LIN.FT. 4" YELLOW
RIGHT EDGE LINE = 330 LIN.FT. 4" WHITE
NOSE GORE = 655 LIN.FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 29 EACH



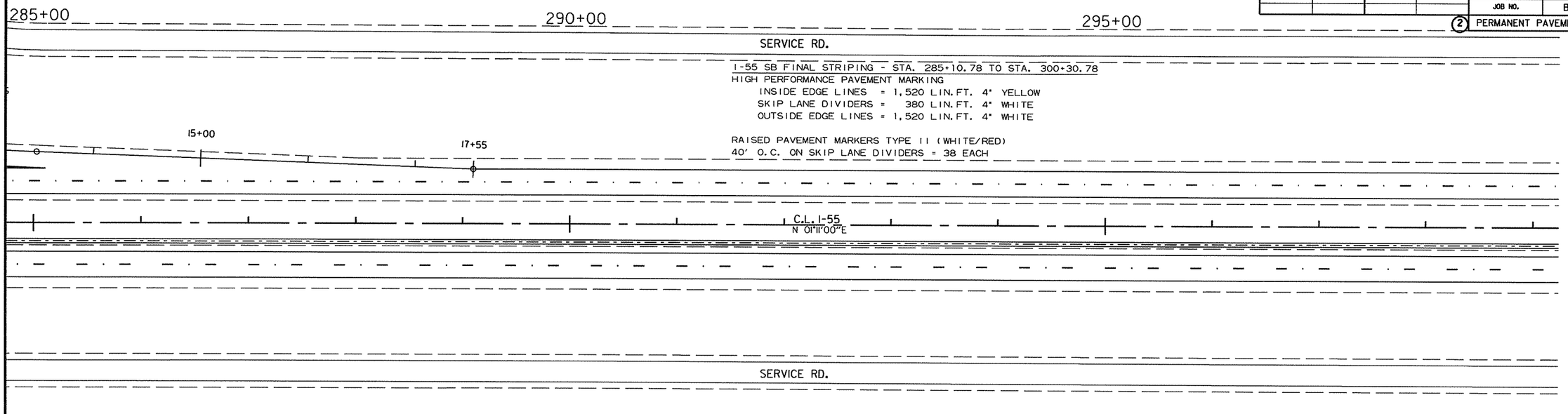
REFER ALSO TO STANDARD DRAWING PM-2 FOR
DETAILS OF PLACEMENT OF STRIPING AND
PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

8/1/2014

PERMANENT PAVEMENT MARKING DETAILS

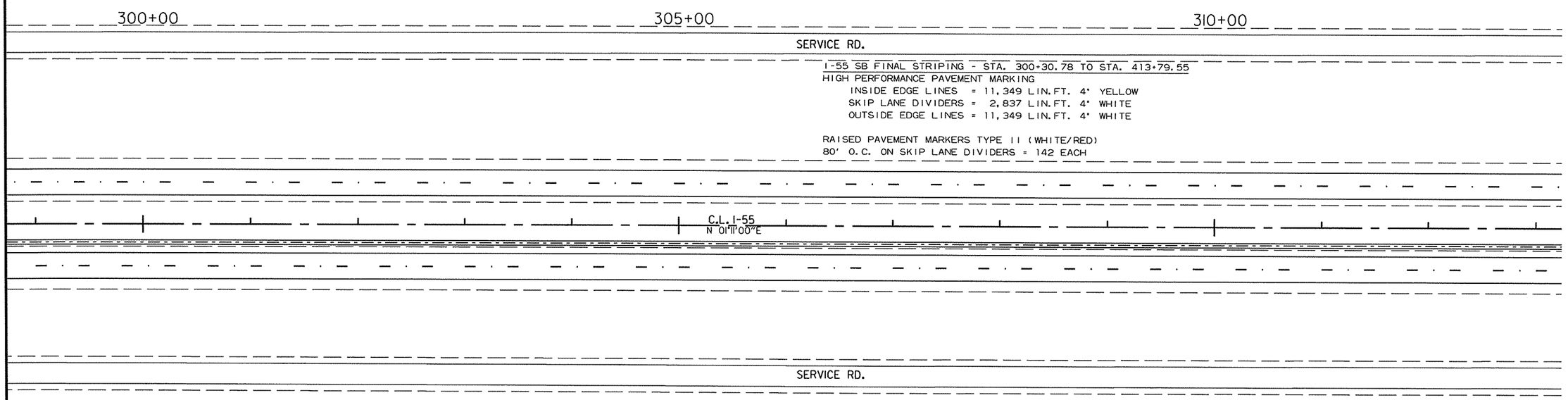
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	184	265

(2) PERMANENT PAVEMENT MARKING DETAILS



REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
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08/04/14



REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

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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.		BB1006	185	265
				(2) PERMANENT PAVEMENT MARKING DETAILS				

315+00 320+00

SERVICE RD.

N

C.L. I-55
N 01°11'00"E

SERVICE RD.

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

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08/04/14

N

330+00 335+00 340+00

SERVICE RD.

C.L. I-55
N 01°11'00"E

SERVICE RD.

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

8/1/2014

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.		BBI006	186	265

(2) PERMANENT PAVEMENT MARKING DETAILS

345+00 350+00

SERVICE RD.

N

SIGN

C.L. I-55
N 01°11'00"E

SERVICE RD.

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355+00 360+00 365+00

N

SERVICE RD.

C.L. I-55
N 01°11'00"E

SERVICE RD.

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

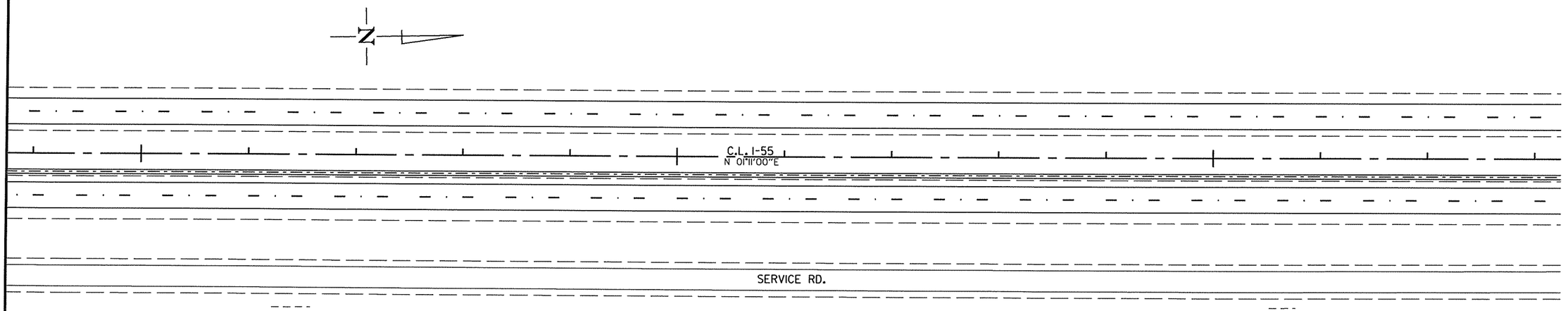
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PERMANENT PAVEMENT MARKING DETAILS

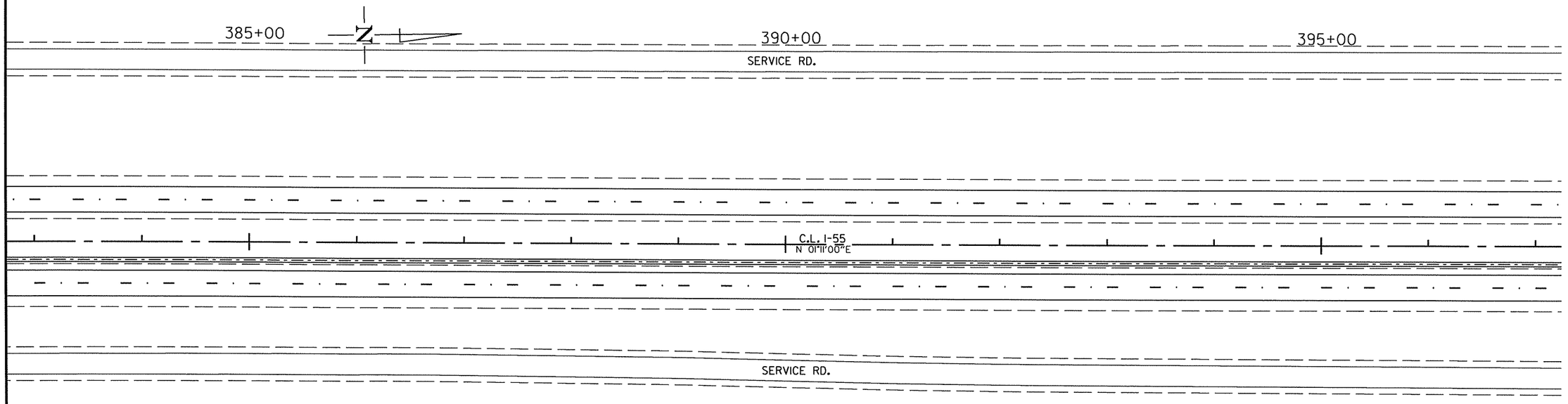
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				6	ARK.			
				JOB NO.		BB1006	187	265

(2) PERMANENT PAVEMENT MARKING DETAILS





REFER ALSO TO STANDARD DRAWING PM-2 FOR
DETAILS OF PLACEMENT OF STRIPING AND
PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.



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PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

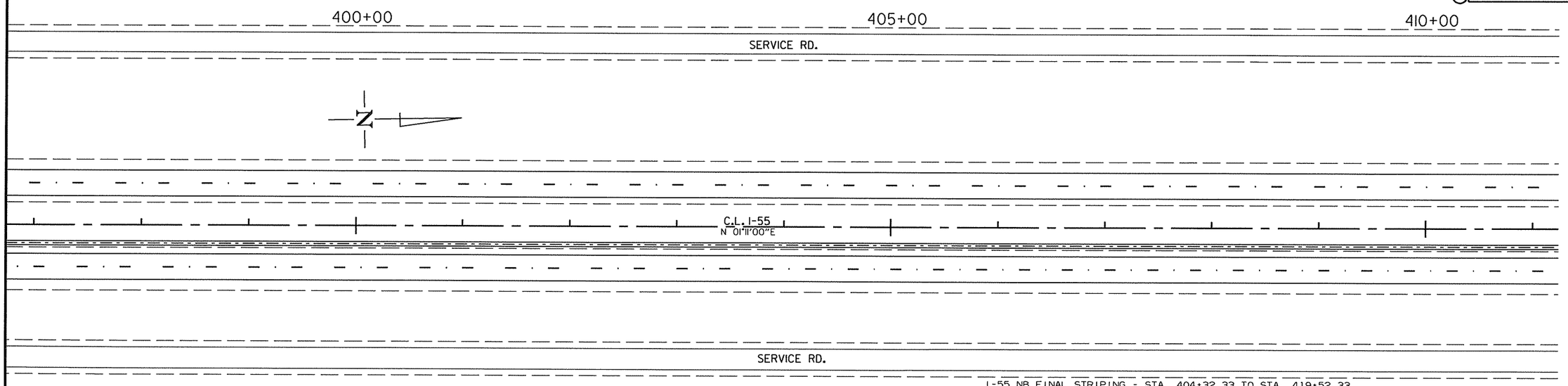
8/1/2014

PERMANENT PAVEMENT MARKING DETAILS

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.		BBI006	188	265

(2) PERMANENT PAVEMENT MARKING DETAILS

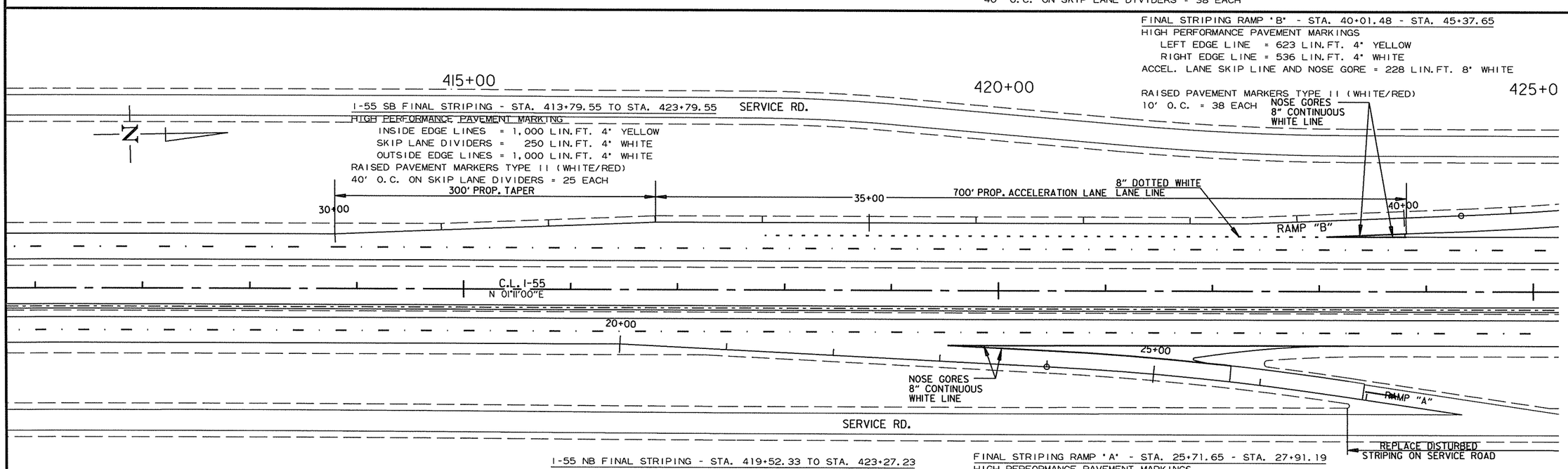
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW FINKLEY
08/04/14



REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

I-55 NB FINAL STRIPING - STA. 404+32.33 TO STA. 419+52.33
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 1,520 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 380 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 1,520 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 38 EACH



I-55 SB FINAL STRIPING - STA. 413+79.55 TO STA. 423+79.55
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 1,000 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 250 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 1,000 LIN.FT. 4" WHITE
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 25 EACH
300' PROP. TAPER

700' PROP. ACCELERATION LANE
8" DOTTED WHITE LANE LINE

NOSE GORES
8" CONTINUOUS
WHITE LINE

NOSE GORES
8" CONTINUOUS
WHITE LINE

FINAL STRIPING RAMP 'B' - STA. 40+01.48 - STA. 45+37.65
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 623 LIN.FT. 4" YELLOW
RIGHT EDGE LINE = 536 LIN.FT. 4" WHITE
ACCEL. LANE SKIP LINE AND NOSE GORE = 228 LIN.FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 38 EACH

REPLACE DISTURBED STRIPING ON SERVICE ROAD

I-55 NB FINAL STRIPING - STA. 419+52.33 TO STA. 423+27.23
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 375 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 94 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 265 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. ON SKIP LANE DIVIDERS = 38 EACH

FINAL STRIPING RAMP 'A' - STA. 25+71.65 - STA. 27+91.19
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 315 LIN.FT. 4" YELLOW
RIGHT EDGE LINE = 220 LIN.FT. 4" WHITE
NOSE GORE = 655 LIN.FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 29 EACH
DIRECTIONAL ARROW = 19 EACH

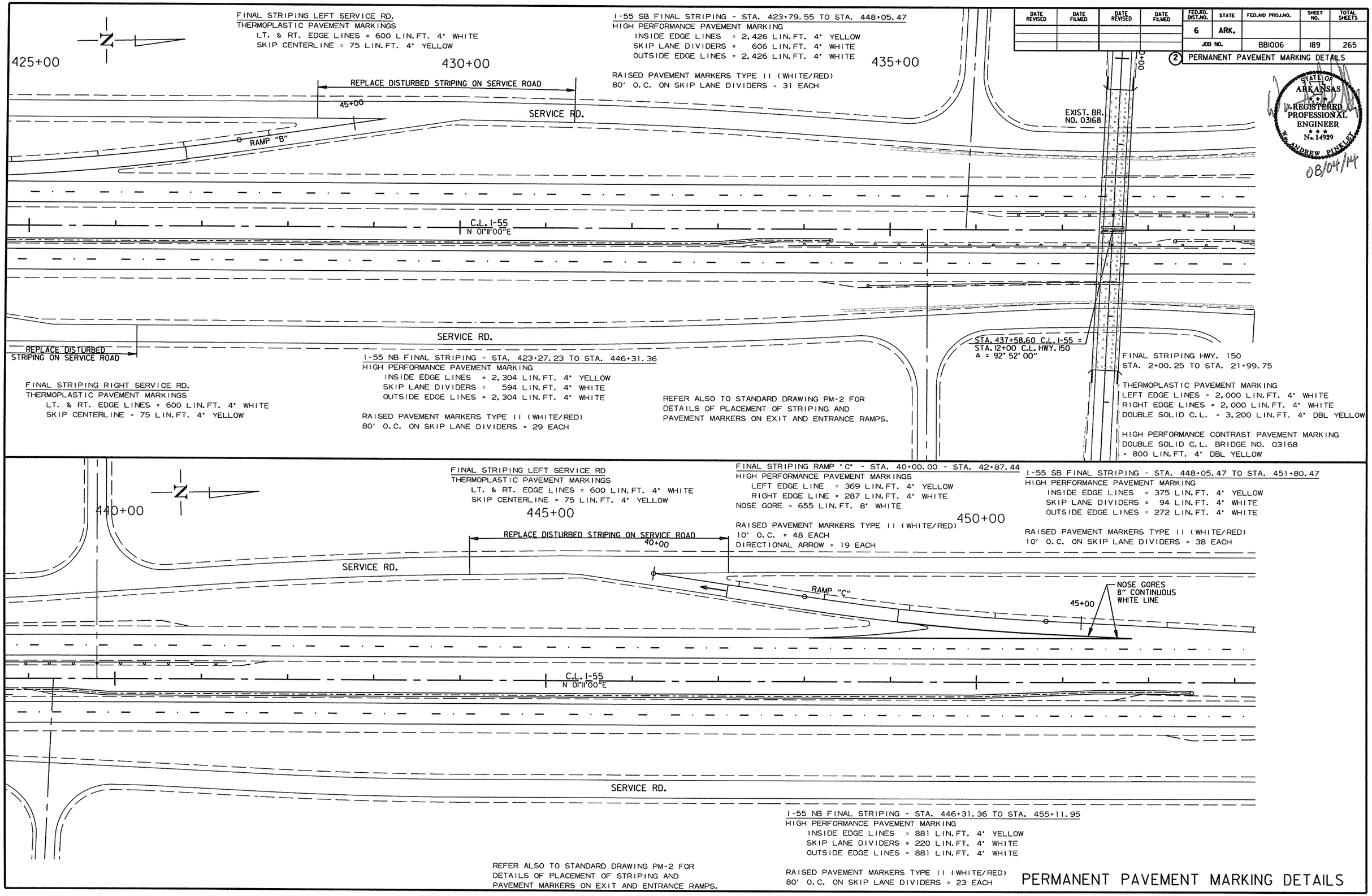
REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

8/1/2014

PERMANENT PAVEMENT MARKING DETAILS

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(2) PERMANENT PAVEMENT MARKING DETAILS



FINAL STRIPING LEFT SERVICE RD.
THERMOPLASTIC PAVEMENT MARKINGS
LT. & RT. EDGE LINES = 600 LIN.FT. 4" WHITE
SKIP CENTERLINE = 75 LIN.FT. 4" YELLOW

I-55 SB FINAL STRIPING - STA. 423+79.55 TO STA. 448+05.47
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 2,426 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 606 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 2,426 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
80' O.C. ON SKIP LANE DIVIDERS = 31 EACH

STATE OF ARKANSAS
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08/04/14

FINAL STRIPING RIGHT SERVICE RD.
THERMOPLASTIC PAVEMENT MARKINGS
LT. & RT. EDGE LINES = 600 LIN.FT. 4" WHITE
SKIP CENTERLINE = 75 LIN.FT. 4" YELLOW

I-55 NB FINAL STRIPING - STA. 423+27.23 TO STA. 446+31.36
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 2,304 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 594 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 2,304 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
80' O.C. ON SKIP LANE DIVIDERS = 29 EACH

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

STA. 437+58.60 C.L. I-55 =
STA. 12+00 C.L. HWY. 150
Δ = 92° 52' 00"

FINAL STRIPING HWY. 150
STA. 2+00.25 TO STA. 21+99.75

THERMOPLASTIC PAVEMENT MARKING
LEFT EDGE LINES = 2,000 LIN.FT. 4" WHITE
RIGHT EDGE LINES = 2,000 LIN.FT. 4" WHITE
DOUBLE SOLID C.L. = 3,200 LIN.FT. 4" DBL YELLOW

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING
DOUBLE SOLID C.L. BRIDGE NO. 03168
= 800 LIN.FT. 4" DBL YELLOW

FINAL STRIPING LEFT SERVICE RD
THERMOPLASTIC PAVEMENT MARKINGS
LT. & RT. EDGE LINES = 600 LIN.FT. 4" WHITE
SKIP CENTERLINE = 75 LIN.FT. 4" YELLOW

FINAL STRIPING RAMP 'C' - STA. 40+00.00 - STA. 42+87.44
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 369 LIN.FT. 4" YELLOW
RIGHT EDGE LINE = 287 LIN.FT. 4" WHITE
NOSE GORE = 655 LIN.FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 48 EACH
DIRECTIONAL ARROW = 19 EACH

I-55 SB FINAL STRIPING - STA. 448+05.47 TO STA. 451+80.47
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 375 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 94 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 272 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. ON SKIP LANE DIVIDERS = 38 EACH

I-55 NB FINAL STRIPING - STA. 446+31.36 TO STA. 455+11.95
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 881 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 220 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 881 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
80' O.C. ON SKIP LANE DIVIDERS = 23 EACH

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

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PERMANENT PAVEMENT MARKING DETAILS

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(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
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No. 14929
W. ANDREW PINKLEY
08/04/14

I-55 SB FINAL STRIPING - STA. 451+80.47 TO STA. 455+11.95
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 331 LIN. FT. 4" YELLOW
SKIP LANE DIVIDERS = 83 LIN. FT. 4" WHITE
OUTSIDE EDGE LINES = 331 LIN. FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 9 EACH

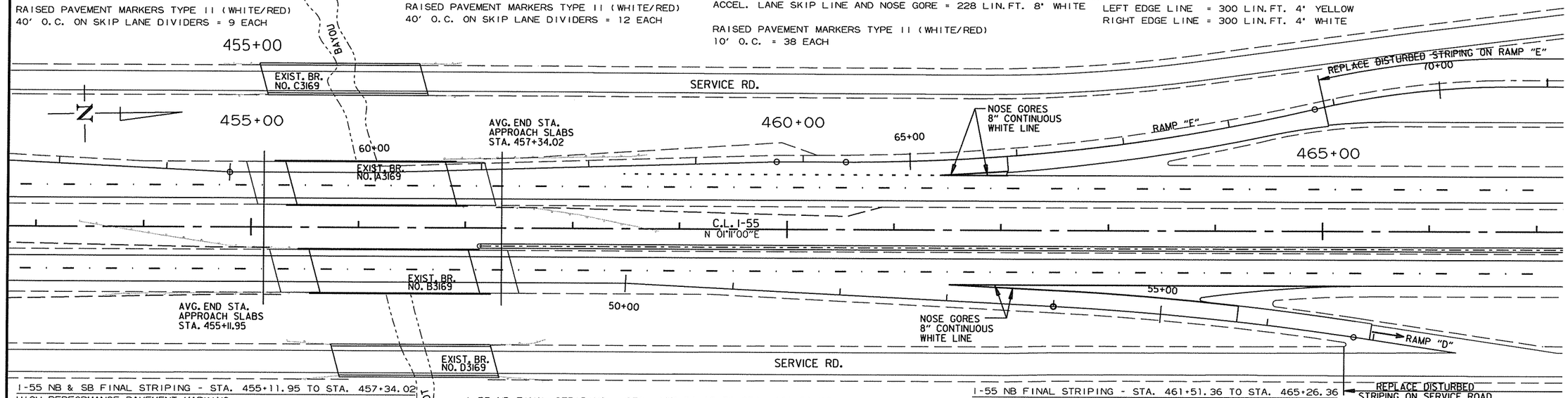
I-55 SB FINAL STRIPING - STA. 457+34.02 TO STA. 462+05.51
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 471 LIN. FT. 4" YELLOW
SKIP LANE DIVIDERS = 118 LIN. FT. 4" WHITE
OUTSIDE EDGE LINES = 472 LIN. FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 12 EACH

FINAL STRIPING RAMP 'E' - STA. 65+90.80 - STA. 68+90.80
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 300 LIN. FT. 4" YELLOW
RIGHT EDGE LINE = 300 LIN. FT. 4" WHITE
ACCEL. LANE SKIP LINE AND NOSE GORE = 228 LIN. FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 38 EACH

FINAL STRIPING RAMP 'E' - STA. 68+90.80 - STA. 71+90.80
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 300 LIN. FT. 4" YELLOW
RIGHT EDGE LINE = 300 LIN. FT. 4" WHITE



I-55 NB & SB FINAL STRIPING - STA. 455+11.95 TO STA. 457+34.02
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 444 LIN. FT. 4" YELLOW
OUTSIDE EDGE LINES = 444 LIN. FT. 4" WHITE

HIGH PERFORMANCE CONTRAST PAVEMENT MARKING
SKIP LANE DIVIDERS BOTH DIRECTIONS ON
BRIDGE NO. A&B 3169 = 111 LIN. FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 12 EACH

I-55 NB FINAL STRIPING - STA. 457+34.02 TO STA. 461+51.36
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 417 LIN. FT. 4" YELLOW
SKIP LANE DIVIDERS = 104 LIN. FT. 4" WHITE
OUTSIDE EDGE LINES = 397 LIN. FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 11 EACH

I-55 NB FINAL STRIPING - STA. 461+51.36 TO STA. 465+26.36
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 375 LIN. FT. 4" YELLOW
SKIP LANE DIVIDERS = 94 LIN. FT. 4" WHITE
OUTSIDE EDGE LINES = 291 LIN. FT. 4" WHITE

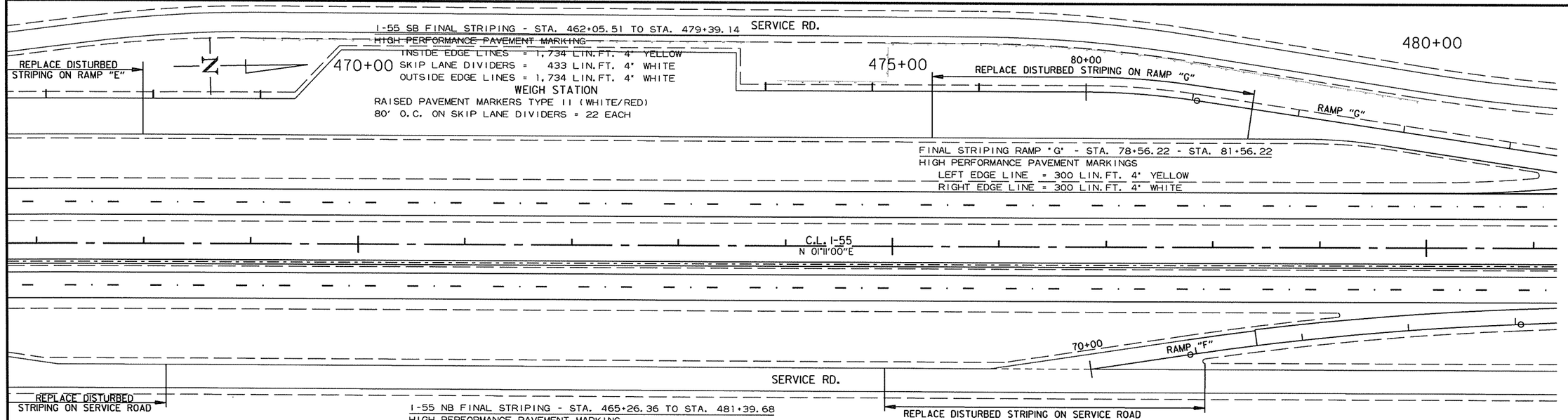
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. ON SKIP LANE DIVIDERS = 38 EACH

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

REPLACE DISTURBED STRIPING ON SERVICE ROAD

FINAL STRIPING RAMP 'D' - STA. 55+71.54 - STA. 57+78.48
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 300 LIN. FT. 4" YELLOW
RIGHT EDGE LINE = 207 LIN. FT. 4" WHITE
NOSE GORE = 655 LIN. FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 29 EACH
DIRECTIONAL ARROW = 19 EACH



FINAL STRIPING RIGHT SERVICE RD
THERMOPLASTIC PAVEMENT MARKINGS
LT. & RT. EDGE LINES = 600 LIN. FT. 4" WHITE
SKIP CENTERLINE = 75 LIN. FT. 4" YELLOW

I-55 NB FINAL STRIPING - STA. 465+26.36 TO STA. 481+39.68
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 1,613 LIN. FT. 4" YELLOW
SKIP LANE DIVIDERS = 403 LIN. FT. 4" WHITE
OUTSIDE EDGE LINES = 1,613 LIN. FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 21 EACH

REFER ALSO TO STANDARD DRAWING PM-2 FOR DETAILS OF PLACEMENT OF STRIPING AND PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

FINAL STRIPING RIGHT SERVICE RD
THERMOPLASTIC PAVEMENT MARKINGS
LT. & RT. EDGE LINES = 600 LIN. FT. 4" WHITE
SKIP CENTERLINE = 75 LIN. FT. 4" YELLOW

8/1/2014

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.		BBI006	191	265

21 PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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FINAL STRIPING RAMP "G" - STA. 81+56.22 - STA. 84+56.22
HIGH PERFORMANCE PAVEMENT MARKINGS
LEFT EDGE LINE = 300 LIN.FT. 4" YELLOW
RIGHT EDGE LINE = 300 LIN.FT. 4" WHITE
NOSE GORE = 655 LIN.FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 29 EACH

485+00

SERVICE RD.

85+00

NOSE GORES
8" CONTINUOUS
WHITE LINE

RAMP "G"

C.L. I-55
N 01°11'00"E

RAMP "F"

NOSE GORES
8" CONTINUOUS
WHITE LINE

75+00

SERVICE RD.

FINAL STRIPING RAMP "F"
HIGH PERFORMANCE PAVEMENT MARKINGS
RAMP EDGE LINES, STA. 71+57.07 TO STA. 74+57.07
LEFT EDGE LINE = 300 LIN.FT. 4" YELLOW
RIGHT EDGE LINE = 300 LIN.FT. 4" WHITE
ACCEL. LANE SKIP LINE AND
NOSE GORE = 228 LIN.FT. 8" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. = 38 EACH

ARKANSAS
MISSOURI

STA. 486+02.00
END JOB BBI006
LOG MILE 72.22

490+00

I-55 SB FINAL STRIPING - STA. 479+39.14 TO STA. 483+14.14
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 375 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 94 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 182 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
10' O.C. ON SKIP LANE DIVIDERS = 38 EACH

I-55 SB FINAL STRIPING - STA. 483+14.14 TO STA. 486+02.00
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 288 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 72 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 288 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 8 EACH

I-55 NB FINAL STRIPING - STA. 481+39.68 TO STA. 486+02.00
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 462 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 116 LIN.FT. 4" WHITE
OUTSIDE EDGE LINES = 462 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
40' O.C. ON SKIP LANE DIVIDERS = 13 EACH

REFER ALSO TO STANDARD DRAWING PM-2 FOR
DETAILS OF PLACEMENT OF STRIPING AND
PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

0

500+00

STA. 496+00.00
END PAVEMENT MARKING

I-55 SB FINAL STRIPING - STA. 486+02.00 TO STA. 496+00.00
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 998 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 250 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
REPLACE DISTURBED RAISED PAVEMENT MARKERS
IF AND WHERE DIRECTED BY ENGINEER = 12 EACH

C.L. I-55
N 01°11'00"E

C.L. I-55
N 01°11'00"E

I-55 NB FINAL STRIPING - STA. 486+02.00 TO STA. 496+00.00
HIGH PERFORMANCE PAVEMENT MARKING
INSIDE EDGE LINES = 998 LIN.FT. 4" YELLOW
SKIP LANE DIVIDERS = 250 LIN.FT. 4" WHITE

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)
REPLACE DISTURBED RAISED PAVEMENT MARKERS
IF AND WHERE DIRECTED BY ENGINEER = 12 EACH

REFER ALSO TO STANDARD DRAWING PM-2 FOR
DETAILS OF PLACEMENT OF STRIPING AND
PAVEMENT MARKERS ON EXIT AND ENTRANCE RAMPS.

8/1/2014

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.		BBI006	192	265

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1A	STAGE 1B	STAGE 2A	STAGE 2B	STAGE 3A	STAGE 3B	STAGE 4A	STAGE 4B	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		VERTICAL PANELS	TRAFFIC DRUMS	BARRICADES (TYPE III)		ADVANCE WARNING ARROW PANEL	PORTABLE CHANGEABLE MESSAGE SIGN	FURNISHING & INSTALLING PRECAST CONCRETE BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	MODULAR GLARE SHIELD
			LIN. FT. - EACH										NO.	SQ. FT.	EACH		RIGHT	LEFT	DAY	WEEK	LIN. FT.		EACH	EACH	LIN. FT.
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0					4						
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0											
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0											
W20-1	ROAD WORK AHEAD	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0											
W20-1	ROAD WORK AHEAD (HWY. 150 AND SERVICE ROAD)	36"x36"	5	5	5	5	5	5	5	5	5	5	5	80.0											
G20-2	END ROAD WORK	48"x24"	4	4	4	4	4	4	4	4	4	4	4	32.0											
G20-2	END ROAD WORK	36"x18"	5	5	5	5	5	5	5	5	5	5	5	22.5											
G20-1	ROAD WORK NEXT xx MILES	60"x24"	2	2	2	2	2	2	2	2	2	2	2	20.0											
W1-4AR	REVERSE CURVE RT.	48"x48"			2	2						2	2	32.0											
W1-4AL	REVERSE CURVE LT.	48"x48"				2						2	2	32.0											
R11-2	ROAD CLOSED	48"x30"	7	23	17	19	18	18	17	3		23	23	230.0											
R11-3A	HWY. 150 CLOSED AHEAD USE DETOUR	60"x30"	2	2	2	2						2	2	25.0											
W1-6	LARGE ARROW	48"x24"	6	6	6	6	6	6	6	6	6	6	6	48.0											
W1-8	CHEVRONS	18"x24"			9	9	6	6				9	9	27.0											
R2-5A	REDUCED SPEED AHEAD	48"x60"	4	4	4	4	4	4	4	4	4	4	4	80.0											
R2-1	SPEED LIMIT 60 MPH	48"x60"	4	4	4	4	4	4	4	4	4	4	4	80.0											
R2-1	SPEED LIMIT 70 MPH	48"x60"	4	4	4	4	4	4	4	4	4	4	4	80.0											
R4-1	DO NOT PASS	48"x60"	4	4	4	4	4	4	4	4	4	4	4	80.0											
R55-1	FINE DOUBLE IN WORK ZONE	36"x60"	4	4	4	4	4	4	4	4	4	4	4	60.0											
RSP-1	SHOULDER CLOSED	48"x30"	4	4	4	4	4	4	4	4	4	4	4	40.0											
SPECIAL 1	MERGE NOW + ARROW	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0											
W4-2R	RIGHT LANE CLOSING GRAPHIC	48"x48"	4	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	4	64.0											
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0											
W20-5	RIGHT LANE CLOSED 1500 FEET	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0											
W4-2R	RIGHT LANE CLOSING GRAPHIC	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0											
M4-10R	DETOUR ARROW	48"x18"	10	10	10	10	10	10	10	10	10	10	10	60.0											
M4-10L	DETOUR ARROW	48"x18"	6	6	6	6	6	6	6	6	6	6	6	36.0											
M4-8a	END DETOUR	24"x18"	2	2	2	2	2	2	2	2	2	2	2	6.0											
	VERTICAL PANELS				122	122	122	122				122			122										
	TRAFFIC DRUMS		695	631	315	434	270	251	553	704		704				704									
	TYPE III BARRICADE-RT. (16')		3	13	10	10	10	10	9			13					208								
	TYPE III BARRICADE-LT. (16')		4	10	8	9	8	8	8			10						160							
	ADVANCE WARNING ARROW PANEL		2	2	2	2	2	2	2	2	2	2							355						
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2	2	2	2	2	2	2	2	2								113					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER				24337							24337									24337				
	RELOCATING PRECAST CONCRETE BARRIER						24337					24337										24337			
	TEMPORARY IMPACT ATTENUATION BARRIER											2											2		
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)											2												2	
	MODULAR GLARE SHIELD				1200	1200	1200	1200				1200													1200
TOTALS:													**1678.5**		**122**	**704**	**208**	**160**	**355**	**113**	**24337**	**24337**	**2**	**2**	**1200**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

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

THE QUANTITY OF VERTICAL PANELS PROVIDED IN THE CONTRACT IS FOR ONE SIDE OF THE ROADWAY FOR 2 MILES. THIS IS THE MAXIMUM QUANTITY REQUIRED TO ALLOW THE CONTRACTOR TO NOTCH ONE MILE, BACKFILL TO A POINT WHERE THE VERTICAL DIFFERENTIAL IS 4" OR LESS, AND THEN NOTCH ANOTHER ONE-MILE SECTION. THIS IS THE MAXIMUM NUMBER OF VERTICAL PANELS THAT WILL BE PAID FOR. REFER TO SECTION 603.02 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.

8/15/2014

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.		BBI006	193	265

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/18/14

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE I-A	STAGE I-B	STAGE II-A	STAGE II-B	STAGE III-A	STAGE III-B	STAGE IV-A	STAGE IV-B	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	THERMOPLASTIC PAVEMENT MARKINGS		HIGH PERFORMANCE CONTRAST PAVEMENT MARKING		HIGH PERFORMANCE PAVEMENT MARKING			
														TYPE II (RED/WHITE)	4"		4"		4"			8"
															WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE (SKIP LINE)	YELLOW	WHITE
	LIN. FT. - EACH									LIN. FT.		LIN. FT.		EACH	LIN. FT.		LIN. FT.		LIN. FT.			
REMOVAL OF PERMANENT PAVEMENT MARKINGS			31625							31625												
CONSTRUCTION PAVEMENT MARKINGS	10835		81542	8226	103344	4218					208165											
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		10835		1700		1700						14235										
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS					664								664									
RAISED PAVEMENT MARKERS TYPE II (RED/WHITE)									1293					1293								
THERMOPLASTIC PAVEMENT MARKINGS WHITE (4")									7000						7000							
THERMOPLASTIC PAVEMENT MARKINGS YELLOW (4")									7150							7150						
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (4")									167								167					
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING YELLOW (4")									800									800				
HIGH PERFORMANCE PAVEMENT MARKING WHITE (4")									49930										49930			
HIGH PERFORMANCE PAVEMENT MARKING (SKIP LINE) WHITE (4")									12839											12839		
HIGH PERFORMANCE PAVEMENT MARKING YELLOW (4")									55955												55955	
HIGH PERFORMANCE PAVEMENT MARKING WHITE (8")									62769													62769
TOTALS:										**31625**	**208165**	**14235**	**664**	**1293**	**7000**	**7150**	**167**	**800**	**49930**	**12839**	**55955**	**62769**

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

NOTE: THERMOPLASTIC PAVEMENT MARKINGS MAY BE SUBSTITUTED FOR INVERTED PROFILE PAVEMENT MARKINGS AT INTERSECTIONS, ISLANDS, TURNOUTS, AND OTHER SIMILAR LOCATIONS AS DIRECTED BY THE ENGINEER.

AUTOMATED WORK ZONE INFORMATION SYSTEM

LOCATION	* AWIS MOBILIZATION	* AWIS OPERATION	* DEVICE RELOCATION	FURNISH AND INSTALL			
				* CLOSED CIRCUIT TELEVISION SYSTEM	* PUBLIC NOTIFICATION SYSTEM	* VARIABLE MESSAGE SIGN	* VEHICLE DETECTION SYSTEM
	LUMP SUM	MONTH	EACH	EACH			
ENTIRE PROJECT	1.00	13	11	4	2	4	12
TOTALS:	1.00	13	11	4	2	4	12

* QUANTITIES ARE ESTIMATED. REFEER TO SECTION 104.03 OF THE STANDARD SPECIFICATIONS.
REFER TO "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISION.

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL							
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	WATTLE (20") (E-1)	SAND BAG DITCH CHECKS (E-5)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	LIN. FT.	BAG	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	STAGE IA, IB	6.90	13.80	6.90	703.8	6.90	7.00	7.00	142.8		44	660	1464	79
ENTIRE	PROJECT	STAGE IIA, IIB, IIIA, IIB, IVA, IVB	37.90	75.80	37.90	3865.8	37.90	38.00	38.00	775.2	702	66			
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.								8.00	8.00	163.2					
TOTALS:			**44.80**	**89.60**	**44.80**	**4569.6**	**44.80**	**53.00**	**53.00**	**1081.2**	**702**	**110**	**660**	**1464**	**79**

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
WATTLE DITCH CHECKS.....9 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.

8/18/2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9/09/14				6	ARK.			
9/12/14				JOB NO.		BBI006	194	265
				(2) QUANTITIES				

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	APPROACH SLAB & GUTTERS	GUARDRAIL	TERMINAL ANCHOR POSTS	IMPACT ATTENUATION BARRIER	EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	CONCRETE PIER PROTECTION	PLOWABLE PAVEMENT MARKER
			EACH	LIN. FT.	EACH	EACH	SQ. YD.	LIN. FT.	EACH
10+00.00	10+36.75	HWY. 150	1						
13+63.25	13+99.75	HWY. 150	1						
455+01.48	455+37.98	LEFT MAIN LANES	1						
456+87.12	457+23.62	LEFT MAIN LANES	1						
455+22.38	455+58.88	RIGHT MAIN LANES	1						
457+08.02	457+44.52	RIGHT MAIN LANES	1						
437+48.60	437+74.60	LT. OF LEFT MAIN LANE						14	
437+42.50	437+68.50	RT. OF RIGHT MAIN LANE						14	
437+20.00	-	IMPACT ATTENUATION BARRIER				1			
437+20.00	-	IMPACT ATTENUATION BARRIER				1			
438+00.00	-	IMPACT ATTENUATION BARRIER				1			
438+00.00	-	IMPACT ATTENUATION BARRIER				1			
347+69.00	349+46.00	LT. OF LEFT MAIN LANE		177	1				
453+40.00	455+54.00	LT. OF RIGHT MAIN LANE		214	1				
453+62.00	455+65.00	RT. OF RIGHT MAIN LANE		203	1				
456+81.00	458+70.00	LT. OF RIGHT MAIN LANE		189	1				
456+92.00	458+80.00	RT. OF RIGHT MAIN LANE		188	1				
08+31.00	10+09.00	LT. OF HWY. 150		178	1				
08+31.00	10+09.00	RT. OF HWY. 150		178	1				
13+90.00	15+68.00	LT. OF HWY. 150		178	1				
13+90.00	15+68.00	RT. OF HWY. 150		178	1				
430+06.15	444+61.15	LEFT MAIN LANES					3880		
449+01.48	455+01.48	LEFT MAIN LANES					2515		
457+23.62	463+23.62	LEFT MAIN LANES					2152		
474+02.00	486+02.00	LEFT MAIN LANES					3200		
84+56.22	89+14.57	RAMP G ACC. LN & TAPER					522		
430+56.05	444+56.05	RIGHT MAIN LANES					3733		
449+22.38	455+22.38	RIGHT MAIN LANES					1600		
457+44.52	463+44.52	RIGHT MAIN LANES					2285		
474+02.00	486+02.00	RIGHT MAIN LANES					3649		
252+00.00	486+02.00	PLOWABLE PAVEMENT MARKER							1170
TOTALS:			6	1683	9	4	23536	28	1170

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
*ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	100	200
TOTALS:	100	200

*QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE

CONCRETE BARRIER WALL PIER PROTECTION (TYPE A)

STATION	STATION	LOCATION	LIN. FT.
437+48.60	437+74.60	LT. OF LT. MAIN LANES	26
437+48.60	437+74.60	RT. OF LT. MAIN LANES	26
437+42.50	437+68.50	LT. OF RT. MAIN LANES	26
437+42.50	437+68.50	RT. OF RT. MAIN LANES	26
TOTAL:			104

RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT

STATION	STATION	LOCATION	LENGTH	AVG. WIDTH	SQ.YD.
			LIN. FT.	FEET	
252+00.00	264+00.00	LEFT MAIN LANES - PAVING TRANSITION	1200	VAR.	3658.6
264+00.00	430+61.15	LEFT MAIN LANES	16661	24	44429.3
264+00.00	269+04.06	LEFT MAIN LANES - ACC. LANE	504	VAR.	691.1
280+36.32	289+09.91	LEFT MAIN LANES - RAMP RA-2 TAPER	874	VAR.	1207.6
419+31.23	423+81.55	LEFT MAIN LANES - RAMP B TAPER	450	VAR.	450.1
444+61.15	449+01.48	LEFT MAIN LANES	440	24	1173.3
447+88.88	449+01.48	LEFT MAIN LANES - RAMP C TAPER	113	VAR.	24.1
463+23.62	474+02.00	LEFT MAIN LANES	1078	24	2874.7
252+00.00	264+00.00	RIGHT MAIN LANES - PAVING TRANSITION	1200	24	3200.0
264+00.00	430+56.05	RIGHT MAIN LANES	16656	24	44416.0
416+45.66	423+13.10	RIGHT MAIN LANES - RAMP A TAPER	667	VAR.	937.3
444+56.05	449+22.38	RIGHT MAIN LANES	466	24	1242.7
463+44.52	465+50.16	RIGHT MAIN LANES - RAMP D TAPER	206	VAR.	259.6
463+44.52	474+02.00	RIGHT MAIN LANES	1057	24	2818.7
TOTALS:					107383.1

WIRE ROPE SAFETY FENCE

PEN-B55-0(209)

STATION	STATION	LOCATION	WIRE SAFETY FENCE	* WRSF END TERMINAL	WRSF MAINTENANCE MATERIAL	CONCRETE DITCH PAVING				
						LENGTH	WIDTH	TYPE B	SOLID SODDING	WATER
			LIN. FT.	EACH	LUMP SUM	LIN. FT.	LIN. FT.	SQ.YD.	SQ. YD.	M. GAL.
228+62.00	434+31.67	LT. OF RIGHT MAIN LANES	20570	2		20570	4.00	9142.22	9142.22	115.19
438+31.65	452+50.30	LT. OF RIGHT MAIN LANES	1419	2		1419	4.00	630.67	630.67	7.95
457+13.20	486+02.00	LT. OF RIGHT MAIN LANES	2889	2		2889	4.00	1284.00	1284.00	16.18
ENTIRE PROJECT					1.00					
TOTALS:			24878	6	1.00	24878		11056.89	11056.89	139.32

NOTE: * THIS ITEM SHOWN FOR INFORMATION ONLY
BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

REMOVAL OF RUMBLE STRIPS

STATION	STATION	LOCATION	REMOVAL OF RUMBLE STRIPS
			LIN. FT.
235+10.64	237+37.90	LT. OF LEFT MAIN LANES	227
269+13.36	269+97.09	LT. OF LEFT MAIN LANES	84
280+82.89	281+37.06	LT. OF LEFT MAIN LANES	54
429+70.31	430+50.13	LT. OF LEFT MAIN LANES	80
446+23.28	447+17.58	LT. OF LEFT MAIN LANES	94
423+60.62	424+65.62	RT. OF RIGHT MAIN LANES	105
446+23.28	447+17.58	RT. OF RIGHT MAIN LANES	94
465+36.05	466+15.90	RT. OF RIGHT MAIN LANES	80
475+66.21	476+59.00	RT OF RIGHT MAIN LANES	93
TOTAL:			911

ACHM PATCHING OF EXISTING SHOULDERS

LOCATION	TON
ENTIRE PROJECT IF AND WHERE DIRECTED BY ENGINEER	200
TOTAL:	200

NOTE: QUANTITY ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECIFICATIONS FOR ACHM PATCHING OF EXISTING ASPHALT SHOULDERS, THE PG BINDER WILL MATCH THE PG BINDER OF SURFACE COURSE USED ON THE LANES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
09/12/14

9/12/2014

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9/09/14				6	ARK.			
9/12/14				JOB NO.		BBI006	195	265
				(2) QUANTITIES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
BRANDREW PINKLEY
09/12/14

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	BORROW	* SOIL STABILIZATION
			CU. YD.			TON
34+08.59	37+03.10	LT. OF L.M.L. - RAMP "A-1" - STAGE IA CONSTRUCTION	73.5	187.8		
50+00.00	52+93.25	LT. OF L.M.L. - RAMP "C-1" - STAGE IA CONSTRUCTION	65.9	195.1		
10+00.00	16+41.11	LT. OF L.M.L. - RAMP "H-1" - STAGE IA CONSTRUCTION	154.1	440.6		
9+55.89	26+87.54	LT. OF L.M.L. - RAMP "VC1" - STAGE IA CONSTRUCTION	57.1	131.3		
25+00.00	37+68.33	LT. OF L.M.L. - RAMP "VC-2" - STAGE IA CONSTRUCTION	33.1	129.1		
44+04.00	46+41.26	RT. OF R.M.L. - RAMP "B-1" - STAGE IA CONSTRUCTION	54.5	157.0		
69+50.00	71+98.00	RT. OF R.M.L. - RAMP "D-1" - STAGE 1A CONSTRUCTION	60.1	150.1		
50+00.00	52+63.38	RT. OF R.M.L. - RAMP "F-1" - STAGE IA CONSTRUCTION	67.3	168.1		
70+75.00	73+20.00	RT. OF R.M.L. - RAMP "F-2" - STAGE 1A CONSTRUCTION	74.1	148.8		
249+80.00	258+52.91	CROSSOVER 1 (MEDIAN) STAGE 1B CONSTRUCTION	349.8	617.5		
486+50.00	494+99.88	CROSSOVER 2 (MEDIAN) STAGE 1B CONSTRUCTION	349.8	617.5		
65+00.00	68+45.00	MEDIAN - TEMP. RAMP D-2 - STAGE 1B CONST.	144.8	143.1		
65+50.00	68+45.00	MEDIAN - TEMP. RAMP D-1- STAGE 1B CONST.	41.8	152.8		
281+50.00	288+50.00	MEDIAN - TEMP. RAMP VC-2 AND VC-2A - STAGE 1B CONST.	105.7	622.6		
408+00.00	429+66.24	MEDIAN - TEMP. RAMP A-1, B-1, B-2 & ACC. LN - STAGE 1B CONST.	134.1	1346.0		
447+23.43	450+05.47	TEMP. ACC. LN, TEMP. RAMP C-1, C-2 AND F-1 - STAGE 1B CONST.	162.3	469.0		
34+08.59	37+03.10	REMOVAL OF RAMP "A-1" - STAGE 4B CONSTRUCTION	396.9			
44+04.00	46+41.26	REMOVAL OF RAMP "B-1" - STAGE 4B CONSTRUCTION	325.4			
50+00.00	52+93.25	REMOVAL OF RAMP "C-1" - STAGE 4B CONSTRUCTION	403.1			
69+50.00	71+98.00	REMOVAL OF RAMP "D-1" - STAGE 4B CONSTRUCTION	317.2			
50+00.00	52+63.38	REMOVAL OF RAMP "F-1" - STAGE 4B CONSTRUCTION	355.1			
70+75.00	73+20.00	REMOVAL OF RAMP "F-2" - STAGE 4B CONSTRUCTION	324.7			
10+00.00	16+41.11	REMOVAL OF RAMP "H-1" - STAGE 4B CONSTRUCTION	665.2			
9+55.89	26+87.54	REMOVAL OF RAMP "VC1" - STAGE 4B CONSTRUCTION	280.8			
25+00.00	37+68.33	REMOVAL OF RAMP "VC-2/VC-2A" - STAGE 4B CONSTRUCTION	260.5			
281+50.00	288+50.00	REMOVAL OF RAMP VC-2 AND VC-2A - STAGE 4A CONST.	1214.5			
249+80.00	258+52.91	REMOVAL OF CROSSOVER 1 STAGE 4A CONSTRUCTION	1373.3			
486+50.00	494+99.88	REMOVAL OF CROSSOVER 2 STAGE 4A CONSTRUCTION	1373.3			
408+00.00	429+66.24	REMOVAL OF TEMP. RAMP A-1, B-1, B-2 & ACC. LN - STAGE 4A CONST.	1733.9			
65+50.00	68+45.00	REMOVAL OF TEMP. RAMP D-1- STAGE 4A CONST.	309.0			
65+00.00	68+45.00	REMOVAL OF TEMP. RAMP D-2 - STAGE 4A CONST.	362.2			
447+23.43	450+05.47	REMOVAL OF TEMP. ACC. LN, RAMP C-1, C-2 AND F-1 - STAGE 4A CONST.	1269.8			
252+00.00	486+02.00	OUTSIDE SHLDR SLOPE 2" TOPSOIL - LT & RT MAIN LANES			2962.7	
252+00.00	486+02.00	INSIDE SHLDR SLOPE 2" TOPSOIL - LT & RT. MAIN LANES			4084.9	
11+95.58	14+95.58	RAMP RA-1 BOTH SIDE SHLDRS SLOPE 2' TOPSOIL			18.6	
7+54.14	10+54.14	RAMP RA-2 BOTH SIDE SHLDRS SLOPE 2" TOPSOIL			18.6	
25+71.65	26+96.65	RAMP A BOTH SIDE SHLDRS SLOPE 2" TOPSOIL			7.8	
40+01.48	43+01.48	RAMP B BOTH SIDE SHLDRS SLOPE 2" TOPSOIL			18.6	
40+87.44	42+87.44	RAMP C BOTH SIDE SHLDRS SLOPE 2" TOPSOIL			12.4	
55+71.54	56+96.54	RAMP D BOTH SIDE SHLDRS SLOPE 2" TOPSOIL			7.8	
65+90.80	68+90.80	RAMP E BOTH SIDE SHLDRS SLOPE 2' TOPSOIL			18.6	
71+57.07	74+57.07	RAMP F BOTH SIDE SHLDRS SLOPE 2" TOPSOIL			18.6	
81+56.22	84+56.22	RAMP G BOTH SIDE SHLDRS SLOPE 2' TOPSOIL			18.6	
413+79.55	422+31.23	LT. OF L.M.L. - ACCELERATION LANE	470.0			
430+61.15	436+61.15	LEFT MAIN LANES - PAVING TRANSITION	530.6			
430+56.05	436+56.05	RIGHT MAIN LANES - PAVING TRANSITION	530.6			
* 436+61.15	438+61.15	LEFT MAIN LANES - UNDER HWY. 150 OVERPASS FULL DEPTH CONST.	704.0			700
* 436+56.05	438+56.05	RIGHT MAIN LANES - UNDER HWY. 150 OVERPASS FULL DEPTH CONST.	704.0			700
438+61.15	444+61.15	LEFT MAIN LANES - PAVING TRANSITION	530.6			
438+56.05	444+56.05	RIGHT MAIN LANES - PAVING TRANSITION	530.6			
449+01.48	455+01.48	LEFT MAIN LANES - PAVING TRANSITION	685.0			
449+22.38	455+22.38	RIGHT MAIN LANES - PAVING TRANSITION	530.6			
457+23.62	463+23.62	LEFT MAIN LANES - PAVING TRANSITION	620.9			
457+44.52	463+44.52	RIGHT MAIN LANES - PAVING TRANSITION	644.9			
474+02.00	486+02.00	LEFT MAIN LANES - PAVING TRANSITION	1209.2			
474+02.00	486+02.00	RIGHT MAIN LANES - PAVING TRANSITION	1134.1			
TOTALS:			**21718.0**	**5676.4**	**7187.2**	**1400**

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

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

CULVERT CLEAN OUT

STATION	LOCATION	EACH
ENTIRE	PROJECT	10
	*TO BE USED IF AND WHERE	
	DIRECTED BY THE ENGINEER	
TOTAL:		10

* QUANTITY ESTIMATED. SEE SP CULVERT CLEAN OUT.

SHAPING DITCH

LOCATION	STATION
ENTIRE PROJECT AS DIRECTED BY ENGINEER	10.00
TOTAL:	10.00

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

TRENCHING & SHOULDER PREPARATION

STATION	STATION	LOCATION	STATION
252+00.00	486+50.00	LT. OF RT. MAIN LANES	235
TOTAL:			235

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
3+00.25	4+75.25	HWY. 150 BRIDGE @ I-55	24	466.67
19+24.75	20+99.75	HWY. 150 BRIDGE @ I-55	24	466.67
252+00	264+00	LEFT MAIN LANES -REMOVAL OF EXIST. PAVING TRANSITION	VAR.	5594.71
252+00	264+00	RIGHT MAIN LANES -REMOVAL OF EXIST. PAVING TRANSITION	40	5333.33
413+80	422+31	LT. OF LEFT MAIN LANES - ACC. LN	12	936.00
TOTAL:				12797.38

NOTE: AVERAGE MILLING DEPTH 1".

9/12/2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9/12/14				6	ARK.			
				JOB NO.		BB1006	196	265

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
09/12/14

STRUCTURES

STATION	DESCRIPTION	TEMPORARY CULVERTS 18" LIN. FT.	STD. DWG. NOS.
425+30.00	RAMP A-1 CONST. STAGE 1-A	150	PCC-1, PCM-1
431+24.00	RAMP B-1 CONST. STAGE 1-A	150	PCC-1, PCM-1
4454+65.00	RAMP C-1 CONST. STAGE 1-A	180	PCC-1, PCM-1
445+50.00	RAMP F-1 CONST. STAGE 1-A	150	PCC-1, PCM-1
239+07.00	RAMP H-1 CONST. STAGE 1-A	150	PCC-1, PCM-1
467+00.00	RAMP D-1CONST. STAGE 1-A	130	PCC-1, PCM-1
474+95.00	RAMP F-2 CONST. STAGE 1-A	120	PCC-1, PCM-1
421+80.00	RAMP A-1 CONST. STAGE 1-B	180	PCC-1, PCM-1
418+70.00	RAMP A-2 CONST. STAGE 1-B	180	PCC-1, PCM-1
427+90.00	RAMP B-1 CONST. STAGE 1-B	185	PCC-1, PCM-1
452+50.00	RAMP C-2 CONST. STAGE 1-B	150	PCC-1, PCM-1
461+00.00	RAMP D-2 CONST. STAGE 1-B	120	PCC-1, PCM-1
463+85.00	RAMP D-1CONST. STAGE 1-B	120	PCC-1, PCM-1
448+77.00	RAMP F-1 CONST. STAGE 1-B	200	PCC-1, PCM-1
284+55.00	RAMP VC-2 CONST. STAGE 1-B	450	PCC-1, PCM-1
248+88.00	CROSSOVER 1 CONST. STAGE 1-B	350	PCC-1, PCM-1
488+85.00	CROSSOVER 2 CONST. STAGE 1-B	350	PCC-1, PCM-1
TOTAL:		3315	

BASIS OF ESTIMATE:
NOTE: 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.

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	LENGTH	4" PIPE UNDERDRAINS				UNDERDRAIN OUTLET PROTECTORS	UNDERDRAIN VIDEO INSPECTION	UNDERDRAIN COVER ACHM SURFACE COURSE (1/2")	
				UNDERDRAINS	DOUBLE LATERALS (NON-PERFORATED)		TOTAL			POUND/ SQ.YD.	PG 76-22
			LIN. FT.	LIN. FT.	NO.	LIN. FT.	LIN.FT.	EACH	LIN. FT.		TON
252+00.00	455+01.48	LT. OF LEFT MAIN LANES	20301	20301	81	3240	23541	81	23541	330	372.19
457+23.62	486+02.00	LT. OF LEFT MAIN LANES	2878	2878	12	480	3358	12	3358	330	52.76
252+00.00	455+22.05	RT. OF RIGHT MAIN LANES	20322	20322	81	3240	23562	81	23562	330	372.57
457+44.52	486+02.00	RT. OF RIGHT MAIN LANES	2857	2857	11	440	3297	11	3297	330	52.38
TOTALS:				46358		7400	53758	185	53758		849.90

UNDERDRAINS SHALL BE STUBBED INTO THE PROPOSED
DROP INLET IF AND WHERE DIRECTED BY THE ENGINEER. PAYMENT
FOR THIS TO BE INCLUDED IN THE UNIT PRICE BID FOR 4" PIPE UNDERDRAIN.
ACHM BASE COURSE (1 1/2").....96.3% MIN. AGGR.....3.7% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

JOINT REHABILITATION

STATION	STATION	LOCATION	TYPE A NUMBER OF JOINTS	TYPE A LENGTH FEET	TYPE A TOTAL LENGTH LIN. FT.	TYPE B NUMBER OF JOINTS	TYPE B LENGTH FEET	TYPE B TOTAL LENGTH LIN. FT.	TYPE D LIN. FT.
14+99.58	15+97.31	RAMP RA-1	2	14	28	6	14	84	
5+61.53	7+54.14	RAMP RA-2	4	14	56	10	14	140	
26+96.65	27+91.19	RAMP A	2	14	28	5	14	70	
43+01.48	45+37.65	RAMP B	5	14	70	12	14	168	
40+00.00	40+87.44	RAMP C	2	14	28	5	14	70	
56+96.54	57+78.48	RAMP D	2	14	28	4	14	56	
70+00.00	71+57.07	RAMP F	3	14	42	8	14	112	
*ENTIRE PROJECT - PATCHES									200
TOTALS:					280			700	200

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

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS LIN.FT.
252+00.00	281+83.04	LT. OF LEFT MAIN LANES	2983
289+09.91	413+79.55	LT. OF LEFT MAIN LANES	12470
426+02.46	448+76.08	LT. OF LEFT MAIN LANES	2274
454+80.00	454+95.59	LT. OF LEFT MAIN LANES	16
463+55.32	481+05.31	LT. OF LEFT MAIN LANES	1750
484+40.36	486+02.00	LT. OF LEFT MAIN LANES	162
252+00.00	455+06.30	RT. OF LEFT MAIN LANES	20306
457+28.44	486+02.00	RT. OF LEFT MAIN LANES	2874
252+00.00	455+17.56	LT. OF RIGHT MAIN LANES	20318
457+39.70	486+02.00	LT. OF RIGHT MAIN LANES	2862
252+00.00	416+45.66	RT. OF RIGHT MAIN LANES	16446
422+48.62	455+28.27	RT. OF RIGHT MAIN LANES	3280
457+50.41	458+50.00	RT. OF RIGHT MAIN LANES	100
464+53.94	479+18.77	RT OF RIGHT MAIN LANES	1465
485+90.00	486+02.00	RT OF RIGHT MAIN LANES	12
TOTAL:			87318

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

SELECTED PIPE BEDDING

	LOCATION	SELECTED PIPE BEDDING CU.YD.
*	ENTIRE PROJECT TO BE USED IF	
	AND WHERE DIRECTED BY THE	200
	ENGINEER	
	TOTAL:	200

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

PORTLAND CEMENT CONCRETE PAVEMENT PATCHING

	STATION	STATION	LOCATION	REMOVAL & DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING SQ.YD.	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (8" U.T.) SQ.YD.	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (10" U.T.) SQ.YD.
*	ENTIRE	PROJECT	IF AND WHERE DIRECTED BY THE ENGINEER	3000		3000
				1822	1822	
	TOTALS:			4822	1822	3000

NOTE: * QUANTITIES ARE ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS. PORTLAND CEMENT CONCRETE PAVEMENT PATCHING SHALL BE DONE AT LOCATIONS DESIGNATED BY THE ENGINEER. NO MESH, DOWEL BARS OR TIES BARS REQUIRED IN THE PATCHES THAT ARE TO BE RUBBLIZED. CONCRETE PATCHING (10" U.T.) FOR RAMPS SHALL FOLLOW REQUIREMENTS OUTLINE FOR SP - VERY EARLY STRENGTH CONCRETE.

9/12/2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
08/25/2014				6	ARK.			
				JOB NO.		BB1006	197	255

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/25/14

SCARIFYING CONCRETE PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	SCARIFYING CONCRETE PAVEMENT
			FEET	SQ. YD.
14+08.77	14+58.77	RAMP RA-1	VAR.	90.30
14+45.58	14+95.58	RAMP RA-1	VAR.	94.70
7+54.14	8+04.14	RAMP RA-2	VAR.	78.40
7+86.90	8+36.90	RAMP RA-2	VAR.	89.20
26+46.65	26+96.65	RAMP A	14	77.78
40+01.48	40+51.48	RAMP B	14	77.78
40+87.44	41+37.44	RAMP C	14	77.78
68+40.80	68+90.80	RAMP E	VAR.	84.40
56+46.54	56+96.54	RAMP D	14	77.78
81+56.22	82+06.22	RAMP F	VAR.	136.20
71+57.07	72+07.07	RAMP F	14	77.78
TOTAL:				962.10

NOTE: AVERAGE MILLING DEPTH 1".

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
347+70.00	349+50.00	LT. OF RT. MAIN LANES	180		1	1
433+64.50	438+64.50	LT. OF RT. MAIN LANES	500		1	1
434+67.50	437+42.50	RT. OF RT. MAIN LANES	275	1	1	
436+24.20	441+24.20	RT. OF LT. MAIN LANES	500		1	1
437+74.60	440+49.60	RT. OF LT. MAIN LANES	275	1	1	
451+67.50	455+17.50	LT. OF RT. MAIN LANES	350	1	1	
452+53.30	455+28.30	RT. OF RT. MAIN LANES	275	1	1	
457+17.50	459+92.50	LT. OF LT. MAIN LANES	275	1	1	
457+28.50	460+78.50	RT. OF LT. MAIN LANES	350	1	1	
9+25.30	10+00.30	LT OF HWY.150	75	1	1	
8+50.30	10+00.30	RT OF HWY.150	150	1	1	
13+99.75	15+49.75	RT OF HWY.150	150	1	1	
13+99.75	14+74.75	LT OF HWY.150	75	1	1	
TOTALS:			3430	10	13	3

BASE AND SURFACING - GUARDRAIL EMBANKMENT

STATION	STATION	LOCATION	LENGTH	ACHM SURFACE COURSE (1/2")			AGGREGATE BASE COURSE (CLASS 7)	
				SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	SQ. YD	TON
			FEET					
433+35.89	438+93.43	RT. OF LT. MAIN LANE - GUARDRAIL EMBANKMENT - BRG. 03168	557.54	452.9	440	99.6	452.9	211.4
434+16.75	437+42.53	RT. OF RT. MAIN LANE - GUARDRAIL EMBANKMENT - BRG. 03168	325.78	139.6	440	30.7	139.6	65.1
435+76.24	441+82.23	RT. OF LT. MAIN LANE - GUARDRAIL EMBANKMENT - BRG. 03168	605.99	496.0	440	109.1	496.0	231.5
437+74.68	441+00.48	LT. OF LT. MAIN LANE - GUARDRAIL EMBANKMENT - BRG. 03168	325.80	102.8	440	22.6	102.8	48.0
451+10.81	455+17.56	LT. OF RT. MAIN LANE - GUARDRAIL EMBANKMENT - BRG. B3169	406.75	151.7	440	33.4	151.7	70.8
452+02.42	455+28.27	RT. OF RT. MAIN LANE - GUARDRAIL EMBANKMENT - BRG. B3169	325.85	101.9	440	22.4	101.9	47.6
457+68.30	460+17.73	LT. OF LT. MAIN LANE - GUARDRAIL EMBANKMENT - BRG. A3169	249.43	156.4	440	34.4	156.4	73.0
457+28.44	461+35.19	RT. OF LT. MAIN LANE - GUARDRAIL EMBANKMENT - BRG. A3169	406.75	151.5	440	33.3	151.5	70.7
TOTALS:						385.5		818.1

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9 MIN. AGGR.....5.1 ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

RAMP SHOULDER REHABILITATION

STATION	STATION	LOCATION	SCARIFYING & RECOMPACTING SHOULDERS				ACHM SURFACE COURSE (1/2")
			LENGTH	WIDTH	SQ. YD.	POUND / SQ.YD.	PG 76-22 TON
			LIN. FEET				
26+96.65	27+91.19	RAMP A	94.54	10.0	105.04	220	11.55
43+01.48	45+37.65	RAMP B	236.17	10.0	262.41	220	28.87
40+00.00	40+87.44	RAMP C	87.44	10.0	97.16	220	10.69
56+96.54	57+78.48	RAMP D	81.94	10.0	91.04	220	10.01
70+00.00	71+57.07	RAMP F	157.07	10.0	174.52	220	19.20
TOTAL:					730.17		80.32

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9 MIN. AGGR.....5.1 ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER	APPROACH GUTTER (TYPE PT)	APPROACH SLABS	REINFORCING STEEL RDWY. (GR 60)	AGGREGATE BASE CRS. (CLASS 7)	12" ZINC COATED (GALV.) CORR. STEEL PIPE CULV'T. (16 GAUGE)	CONCRETE SPILLWAY (TYPE A)	DROP INLET (TYPE N2)
			CU.YD.	CU.YD.	CU.YD.	POUND	TON	LIN. FT.	EACH	
10+73.25	10+36.75	BRIDGE 03168 LEFT SIDE	18.80		41.74	7883	6.2	100	1	1
13+26.75	13+63.25	BRIDGE 03168 RIGHT SIDE	18.80		41.74	7883		100	1	1
455+04.48	455+37.98	BRIDGE A3169 SB		33.41	49.15	8881	38.3			
455+22.38	455+58.88	BRIDGE B3169 NB		33.41	49.15	8881	38.3	100	1	1
457+08.02	457+44.52	BRIDGE B3169 NB		33.41	49.15	8881	38.3			
456+87.12	457+23.62	BRIDGE A3169 SB		33.41	49.15	8881	38.3	100	1	1
TOTALS:			37.60	133.64	280.08	51290	159.4	400	4	4

NOTE: REFER TO BRIDGE DRAWINGS FOR ADDITIONAL INFORMATION.

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	100
DIRECTED BY THE ENGINEER	
TOTAL:	100

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

8/25/2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
08/25/2014				6	ARK.			
				JOB NO.		BBI006	198	265

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/25/14

BASE AND SURFACING - MAIN LANES & ACCELERATION LANES (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		AGGREGATE BASE COURSE (CLASS 1)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET					FEET				FEET			TON	FEET			TON	FEET			TON
MAIN LANES																							
252+00.00	259+06.07	LT. MAIN LANES - PAVING TRANSITION	706.07					80.00	6276.18	0.03	188.29	40.00	3138.09	1100.00	1725.95								
259+06.07	262+06.07	LT. MAIN LANES, TAPER - PAVING TRANSITION	300.00	34.13	102.39			79.00	2633.33	0.03	79.00	39.50	1316.67	1100.00	724.17								
262+06.07	264+00.00	LT. MAIN LANES, ACCELERATION LANE - PAVING TRANSITION	193.93	68.25	132.36			98.00	2111.68	0.03	63.35	49.00	1055.84	1100.00	580.71								
264+00.00	269+02.59	LT. MAIN LANES, ACCELERATION LANE - RUBBLIZE & OVERLAY	502.59					VAR.	1082.70	0.03	32.48	VAR.	1082.70	814.00	440.66								
264+00.00	430+61.15	LT. MAIN LANES, MAIN LANE - RUBBLIZE & OVERLAY	16661.15					24.00	44429.73	0.03	1332.89	24.00	44429.73	814.00	18082.90								
264+00.00	430+61.15	LT. MAIN LANES, RT. SHLDR. - RUBBLIZE & OVERLAY	16661.15			60.00	9996.69	4.75	8793.38	0.03	263.80	4.75	8793.38	818.00	3596.49								
269+02.59	289+09.91	LT. MAIN LANES, LT. SHLDR.- RUBBLIZE & OVERLAY	2007.32					VAR.	3376.80	0.03	101.30	VAR.	3376.80	660.00	1114.34								
289+09.91	413+79.55	LT. MAIN LANES, LT. SHLDR.- RUBBLIZE & OVERLAY	12469.64					10.75	14894.29	0.03	446.83	10.75	14894.29	660.00	4915.12								
413+79.55	422+31.23	LT. MAIN LANES, LT. ACCELERATION LANE FULL DEPTH CONST.	851.68	68.25	581.27			VAR.	3240.53	0.03	97.22	VAR.	1620.30	1100.00	891.17								
422+31.23	426+04.45	LT. MAIN LANES, LT. SHLDR.- RUBBLIZE & OVERLAY	373.22					VAR.	519.44	0.03	15.58	VAR.	519.44	660.00	171.42								
426+04.45	430+61.15	LT. MAIN LANES, LT. SHLDR.- RUBBLIZE & OVERLAY	456.70					10.75	545.50	0.03	16.37	10.75	545.50	660.00	180.02								
430+61.15	444+61.15	LT. MAIN LANES - PAVING TRANSITION, FULL DEPTH CONST.	1400.00	147.00	2058.00			80.00	12444.44	0.03	373.33	40.00	6222.22	1100.00	3422.22								
444+61.15	449+01.48	LT. MAIN LANES, MAIN LANE - RUBBLIZE & OVERLAY	440.33					24.00	1174.21	0.03	35.23	24.00	1174.21	814.00	477.90								
444+61.15	447+88.88	LT. MAIN LANES, LT. SHLDR.- RUBBLIZE & OVERLAY	327.73					10.75	391.46	0.03	11.74	10.75	391.46	660.00	129.18								
447+88.88	449+01.48	LT. MAIN LANES, LT. SHLDR.- RUBBLIZE & OVERLAY	112.60					VAR.	173.77	0.03	5.21	VAR.	173.77	660.00	57.34								
444+61.15	449+01.48	LT. MAIN LANES, RT. SHLDR. - RUBBLIZE & OVERLAY	440.33					4.75	232.40	0.03	6.97	4.75	232.40	818.00	95.05								
449+01.48	455+01.48	LT. MAIN LANES - MAIN LANE & RAMP C TAPER PAVING TRANSITION	600.00	144.03	864.18			VAR.	6731.29	0.03	201.94	VAR.	3365.60	1100.00	1851.08								
457+23.62	463+23.62	LT. MAIN LANES - MAIN LANE & RAMP E TAPER PAVING TRANSITION	600.00	111.02	666.12			VAR.	5862.33	0.03	175.87	VAR.	2931.16	1100.00	1612.14								
463+23.62	463+56.91	LT. MAIN LANES - MAIN LANE & RAMP E RUBBLIZE & OVERLAY	33.29					VAR.	44.70	0.03	1.34	VAR.	44.70	660.00	14.75								
463+23.62	474+02.00	LT. MAIN LANES, MAIN LANE - RUBBLIZE & OVERLAY	1078.38					24.00	2875.68	0.03	86.27	24.00	2875.68	814.00	1170.40								
463+56.91	474+02.00	LT. MAIN LANES, LT. SHLDR.- RUBBLIZE & OVERLAY	1045.09					10.75	1248.30	0.03	37.45	10.75	1248.30	660.00	411.94								
463+23.62	474+02.00	LT. MAIN LANES, RT. SHLDR. - RUBBLIZE & OVERLAY	1078.38					4.75	569.15	0.03	17.07	4.75	569.15	818.00	232.78								
474+02.00	480+18.44	LT. MAIN LANES, LT. LANE - PAVING TRANSITION	616.44	147.00	906.17			80.00	5479.47	0.03	164.38	40.00	2739.73	1100.00	1506.85								
480+18.44	486+02.00	LT. MAIN LANES, LT. LANE & RAMP G TAPER - PAVING TRANSITION	583.56	121.62	709.73			VAR.	6024.65	0.03	180.74	VAR.	3012.33	1100.00	1656.78								
252+00.00	264+00.00	RT. MAIN LANES - PAVING TRANSITION	1200.00	147.00	1764.00			80.00	10666.67	0.03	320.00	40.00	5333.33	1100.00	2933.33								
264+00.00	430+56.05	RT. MAIN LANES, MAIN LANE - RUBBLIZE & OVERLAY	16656.05					24.00	44416.13	0.03	1332.48	24.00	44416.13	814.00	18077.36								
264+00.00	416+45.66	RT. MAIN LANES, RT. SHLDR. - RUBBLIZE & OVERLAY	15245.66					10.75	18210.09	0.03	546.30	10.75	18210.09	660.00	6009.33								
264+00.00	430+56.05	RT. MAIN LANES, LT. SHLDR. - RUBBLIZE & OVERLAY	16656.05					4.75	8790.69	0.03	263.72	4.75	8790.69	818.00	3595.39								
416+45.66	423+13.13	RT. MAIN LANES, RT. SHLDR. - RUBBLIZE & OVERLAY	667.47					VAR.	1556.86	0.03	46.71	VAR.	1556.86	660.00	513.76								
423+13.13	430+56.05	RT. MAIN LANES, RT. SHLDR. - RUBBLIZE & OVERLAY	742.92					10.75	887.38	0.03	26.62	10.75	887.38	660.00	292.84								
430+56.05	444+56.05	RT. MAIN LANES - PAVING TRANSITION, FULL DEPTH CONST.	1400.00	147.00	2058.00			80.00	12444.44	0.03	373.33	40.00	6222.22	1100.00	3422.22								
444+56.05	449+22.38	RT. MAIN LANES, MAIN LANE - RUBBLIZE & OVERLAY	466.33					24.00	1243.55	0.03	37.31	24.00	1243.55	814.00	506.12								
444+56.05	449+22.38	RT. MAIN LANES, RT. SHLDR. - RUBBLIZE & OVERLAY	466.33					10.75	557.01	0.03	16.71	10.75	557.01	660.00	183.81								
444+56.05	449+22.38	RT. MAIN LANES, LT. SHLDR. - RUBBLIZE & OVERLAY	466.33					4.75	246.12	0.03	7.38	4.75	246.12	818.00	100.66								
449+22.38	455+22.38	RT. MAIN LANES - PAVING TRANSITION	600.00	147.00	882.00			80.00	5333.33	0.03	160.00	40.00	2666.67	1100.00	1466.67								
457+44.52	463+44.52	RT. MAIN LANES - PAVING TRANSITION	600.00	121.72	730.32			VAR.	6427.30	0.03	192.82	VAR.	3213.65	1100.00	1767.51								
463+44.52	474+02.00	RT. MAIN LANES, MAIN LANE - RUBBLIZE & OVERLAY	1057.48					24.00	2819.95	0.03	84.60	24.00	2819.95	814.00	1147.72								
463+44.52	474+02.00	RT. MAIN LANES, LT. SHLDR. - RUBBLIZE & OVERLAY	1057.48					4.75	558.11	0.03	16.74	4.75	558.11	818.00	228.27								
463+44.52	465+50.96	RT. MAIN LANES, RAMP F TAPER - RUBBLIZE & OVERLAY	206.44					VAR.	511.42	0.03	15.34	VAR.	511.42	660.00	168.77								
465+50.96	474+02.00	RT. MAIN LANES, RT. SHLDR. - RUBBLIZE & OVERLAY	851.04					10.75	1016.52	0.03	30.50	10.75	1016.52	660.00	335.45								
474+02.00	486+02.00	RT. MAIN LANES - PAVING TRANSITION	1200.00	109.11	1309.32			VAR.	11523.58	0.03	345.71	VAR.	5761.79	1100.00	3168.98								
252+00.00	259+06.07	LT. MAIN LANES & SHLDRS	706.07					38.92	3053.36	0.03	91.60					38.92	3053.36	330.00	503.80				
259+06.07	269+60.61	LT. MAIN LANES, ACCELERATION LANE & SHLDRS	1054.54					VAR.	5267.31	0.03	158.02					VAR.	5267.31	330.00	869.11				
269+60.61	280+45.63	LT. MAIN LANES & SHLDRS	1085.02					38.92	4692.11	0.03	140.76					38.92	4692.11	330.00	774.20				
280+45.63	289+09.91	LT. MAIN LANES, RAMP RA-2 TAPER & SHLDRS	864.28					VAR.	4682.60	0.03	140.48					VAR.	4682.60	330.00	772.63				
289+09.91	413+79.79	LT. MAIN LANES & SHLDRS	12469.88					38.92	53925.30	0.03	1617.76					38.92	53925.30	330.00	8897.67				
413+79.79	426+04.45	LT. MAIN LANES, ACCELERATION LANE & SHLDRS	1224.66					VAR.	5936.41	0.03	178.09					VAR.	5936.41	330.00	979.51				
426+04.45	447+88.88	LT. MAIN LANES & SHLDRS	2184.43					38.92	9446.45	0.03	283.39					38.92	9446.45	330.00	1558.66				
447+88.88	455+01.48	LT. MAIN LANES, RAMP C TAPER & SHLDRS	712.60					VAR.	3816.66	0.03	114.50					VAR.	3816.66	330.00	629.75				
457+23.62	463+56.91	LT. MAIN LANES, RAMP E TAPER & SHLDRS	633.29					VAR.	2989.71	0.03	89.69					VAR.	2989.71	330.00	493.30				
463+56.91	480+18.44	LT. MAIN LANES & SHLDRS	1661.53					38.92	7185.19	0.03	215.56					38.92	7185.19	330.00	1185.56				
480+18.44	486+02.00	LT. MAIN LANES, RAMP G TAPER & SHLDRS	583.56					VAR.	3123.22	0.03	93.70					VAR.	3123.22	330.00	515.33				
252+00.00	416+45.66	RT. MAIN LANES & SHLDRS	16445.66					38.92	71118.34	0.03	2133.55					38.92	71118.34	330.00	11734.53				
416+45.66	423+13.13	RT. MAIN LANES, RAMP A TAPER & SHLDRS	667.47					VAR.	3636.28	0.03	109.09					VAR.	3636.28	330.00	599.99				
423+13.13	455+22.38	RT. MAIN LANES & SHLDRS	3209.25					38.92	13878.22	0.03	416.35					38.92	13878.22	330.00	2289.91				
457+44.52	465+50.96	RT. MAIN LANES, RAMP D TAPER & SHLDRS	806.44					VAR.	4049.50	0.03	121.49					VAR.	4049.50	330.00	668.17				
465+50.96	481+39.76	RT. MAIN LANES & SHLDRS	1588.80					38.92	6870.68	0.03	206.12					38.92	6870.68	330.00	1133.66				
481+39.76	486+02.00	RT. MAIN LANES, RAMP D TAPER & SHLDRS	462.24					VAR.	2274.73	0.03	68.24					VAR.	2274.73	330.00	375.33				
252+00.00	259+06.07	LT. MAIN LANES & SHLDRS - PAVING TRANSITION	706.07					38.50	3020.41	0.03	90.61									38.50	3020.41	220.00	332.25
259+06.07	269+60.61	LT. MAIN LANES, ACCELERATION LANE & SHLDRS	1054.54					VAR	5215.91	0.03	156.48									VAR.	5215.91	220.00	573.75
269+60.61	280+45.63	LT. MAIN LANES & SHLDRS	1085.02					38.50	4641.47	0.03	139.24									38.50	4641.47	220.00	510.56
280+45.63	289+09.91	LT. MAIN LANES, RAMP RA-2 TAPER & SHLDRS	864.28					VAR	4646.65	0.03	139.40									VAR.	4646.65	220.00	511.13
289+09.91	413+79.79	LT. MAIN LANES & SHLDRS	12469.88					38.50	53343.38	0.03	1600.30									38.50	53343.38	220.00	5867.77
347+59.00	349+82.50	LT. MAIN LANES &SHLDS, SHLDR WIDENING FOR GUARDRAIL	223.50	45.52	101.74			VAR	112.99	0.03	3.39									VAR.	112.99	220.00	12.43
413+79.79	426+04.45	LT. MAIN LANES, ACCELERATION LANE & SHLDRS	1224.66					VAR	5900.30	0.03	177.01									VAR.	5900.30	220.00	649.03
426+04.45	447+88.88	LT. MAIN LANES & SHLDRS	2184.43					38.50	9344.51	0.03	280.34									38.50	9344.51	220.00	1027.90
437+72.77	440+86.42	LT. MAIN LANES, LT. SHLDR WIDENING FOR GUARDRAIL	313.65	45.52	142.77			VAR.	132.56	0.03	3.98									VAR.	132.56	220.00	14.58
435+92.50	441+78.50	LT. MAIN LANES, RT. SHLDR WIDENING FOR GUARDRAIL	586.00	45.52	266.75			VAR	338.77	0.03	10.16									VAR.	338.77	220.00	37.26
447+88.88	455+01.48	LT. MAIN LANES & SHLDRS	712.60					VAR	3789.16	0.03	113.67									VAR.	3789.16	220.00	416.81
457+23.62	463+56.91	LT. MAIN LANES, RAMP C TAPER & SHLDRS	633.29					VAR	3536.04	0.03	106.08									VAR.	3536.04	220.00	388.96
457+17.37	460+28.00	LT. MAIN LANES, LT. SHLDR WIDENING FOR GUARDRAIL	310.63	45.52	141.40			VAR.	247.96	0.03	7.44									VAR.	247.96	220.00	27.28
457+27.56	460+88.70	LT. MAIN LANES, RT. SHLDR WIDENING FOR GUARDRAIL	361.14	45.52	164.39			VAR.	196.49	0.03	5.89									VAR.	196.49	220.00	21.61
463+56.91	480+18.44	LT. MAIN LANES & SHLDRS	1661.53					38.50	7107.66	0.03	213.23									38.50	7107.66	220.00	781.84
480+18.44	486+02.00	LT. MAIN LANES, RAMP G TAPER & SHLDRS	583.56					VAR	3092.60	0.03	92.78									VAR.	3092.60	220.00	340.19
252+00.00	416+45.66	RT. MAIN LANES & SHLDRS	16445.66					38.50	70350.88	0.03	2110.53									38.50	70350.88	220.00	7738.60
416+45.66	423+13.13	RT. MAIN LANES, RAMP A TAPER & SHLDRS	667.47					VAR	3598.20	0.03	107.95									VAR.	3598.20	220.00	395.80
423+13.13	455+22.38	RT. MAIN LANES & SHLDRS	3209.25					38.50	13728.46	0.03	411.85									38.50	13728.46	220.00	1510.13
433+21.65	439+41.65	RT. MAIN LANES, LT. SHLDR WIDENING FOR GUARDRAIL	620.00	45.52	282.22			VAR	473.08	0.03	14.19									VAR.	473.08	220.00	52.04
434+18.78	437+42.50	RT. MAIN LANES, RT. SHLDR WIDENING FOR GUARDRAIL	323.72	45.52	147.36			VAR	115.25	0.03	3.46									VAR.	115.25	220.00	12.68
451+57.30	455+22.38	RT. MAIN LANES, LT. SHLDR WIDENING FOR GUARDRAIL	365.08	45.52	166.18			VAR.	163.78	0.03	4.91									VAR.	163.78	220.00	18.02
452+18.00	455+28.54	RT. MAIN LANES, RT. SHLDR WIDENING FOR GUARDRAIL	310.54	45.52	141.36			VAR	143.22	0.03	4.30									VAR.	143.22	220.00	15.75
457+44.52	465+50.96	RT. MAIN LANES, RAMP D TAPER & SHLDRS	806.44					VAR	4433.18	0.03	133.00									VAR.	4433.18	220.00	487.65
465+50.96	481+39.76	RT. MAIN LANES & SHLDRS	1588.80					38.50	6796.53	0.03	203.90									38.50	6796.53	220.00	747.62
481+39.76	486+02.00	RT. MAIN LANES, RAMP D TAPER & SHLDRS	462.24					VAR	2249.33	0.03	67.48									VAR.	2249.33	220.00	247.43
SUBTOTALS:					**14318.03**		**9996.69**		**671029.41**		**20130.88**		**209764.94**		**88979.55**		**205946.07**		**33981.11**		**206718.77**		**22739.07**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.3% MIN. AGGR.....3.7% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

8/25/2014

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
08/25/2014				6	ARK.			
				JOB NO.		BB1006	199	265

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/25/14

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

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		AGGREGATE BASE COURSE (CLASS 1)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET					FEET				FEET			TON	FEET			TON	FEET			TON
MAIN LANES SHOULDERS																							
252+00.00	259+06.07	LT. MAIN LANES & SHLDRS - PAVING TRANSITION	706.07																	38.00	2981.18	220.00	327.93
259+06.07	269+60.61	LT. MAIN LANES, ACCELERATION LANE & SHLDRS	1054.54																	VAR	5215.91	220.00	573.75
269+60.61	280+45.63	LT. MAIN LANES & SHLDRS	1085.02																	38.00	4581.20	220.00	503.93
280+45.63	289+09.91	LT. MAIN LANES, RAMP RA-2 TAPER & SHLDRS	864.28																	VAR	4646.65	220.00	511.13
289+09.91	413+79.79	LT. MAIN LANES & SHLDRS	12469.88																	38.00	52650.60	220.00	5791.57
347+59.00	349+82.50	LT. MAIN LANES &SHLDS, SHLDR WIDENING FOR GUARDRAIL	223.50																	VAR	112.99	220.00	12.43
413+79.79	426+04.45	LT. MAIN LANES, ACCELERATION LANE & SHLDRS	1224.66																	VAR	5900.30	220.00	649.03
426+04.45	447+88.88	LT. MAIN LANES & SHLDRS	2184.43																	38.00	9223.15	220.00	1014.55
437+72.77	440+86.42	LT. MAIN LANES, LT. SHLDR WIDENING FOR GUARDRAIL	313.65																	VAR.	132.56	220.00	14.58
435+92.50	441+78.50	LT. MAIN LANES, RT. SHLDR WIDENING FOR GUARDRAIL	586.00																	VAR	338.77	220.00	37.26
447+86.88	455+01.48	LT. MAIN LANES & SHLDRS	712.60																	VAR	3789.16	220.00	416.81
457+23.62	463+56.91	LT. MAIN LANES, RAMP C TAPER & SHLDRS	633.29																	VAR	3536.04	220.00	388.96
457+17.37	460+28.00	LT. MAIN LANES, LT. SHLDR WIDENING FOR GUARDRAIL	310.63																	VAR.	247.96	220.00	27.28
457+27.56	460+88.70	LT. MAIN LANES, RT. SHLDR WIDENING FOR GUARDRAIL	361.14																	VAR.	196.49	220.00	21.61
463+56.91	480+18.44	LT. MAIN LANES & SHLDRS	1661.53																	38.00	7015.35	220.00	771.69
480+18.44	486+02.00	LT. MAIN LANES, RAMP G TAPER & SHLDRS	583.56																	VAR	3092.60	220.00	340.19
252+00.00	416+45.66	RT. MAIN LANES & SHLDRS	16445.66																	38.00	69437.23	220.00	7638.10
416+45.66	423+13.13	RT. MAIN LANES, RAMP A TAPER & SHLDRS	667.47																	VAR	3598.20	220.00	395.80
423+13.13	455+22.38	RT. MAIN LANES & SHLDRS	3209.25																	38.00	13550.17	220.00	1490.52
433+21.65	439+41.65	RT. MAIN LANES, LT. SHLDR WIDENING FOR GUARDRAIL	620.00																	VAR	473.08	220.00	52.04
434+18.78	437+42.50	RT. MAIN LANES, RT. SHLDR WIDENING FOR GUARDRAIL	323.72																	VAR	115.25	220.00	12.68
451+57.30	455+22.38	RT. MAIN LANES, LT. SHLDR WIDENING FOR GUARDRAIL	365.08																	VAR.	163.78	220.00	18.02
452+18.00	455+28.54	RT. MAIN LANES, RT. SHLDR WIDENING FOR GUARDRAIL	310.54																	VAR	143.22	220.00	15.75
457+44.52	465+50.96	RT. MAIN LANES, RAMP D TAPER & SHLDRS	806.44																	VAR	4433.18	220.00	487.65
465+50.96	481+39.76	RT. MAIN LANES & SHLDRS	1588.80																	38.00	6708.27	220.00	737.91
481+39.76	486+02.00	RT. MAIN LANES, RAMP D TAPER & SHLDRS	462.24																	VAR	2249.33	220.00	247.43
252+00.00	259+06.07	LT. MAIN LANES - LT SIDE SLOPE, FULL DEPTH	706.07			30.25	213.59																
259+06.07	264+00.00	LT. MAIN LANES - LT SIDE SLOPE, ACCELERATION LANE FULL DEPTH	493.93			32.00	158.06																
264+00.00	269+04.06	LT. MAIN LANES - LT SIDE SLOPE, ACCELERATION LANE, RUBBLIZE	504.06			19.75	99.55																
269+40.00	281+69.00	LT. MAIN LANES - LT SIDE SLOPE, RUBBLIZE	1229.00			19.75	242.73																
289+09.91	413+79.55	LT. MAIN LANES - LT SIDE SLOPE, RUBBLIZE	12469.64			19.75	2462.75																
413+79.55	422+31.23	LT. MAIN LANES - LT SIDE SLOPE, ACCELERATION LANE FULL DEPTH	851.68			32.00	272.54																
426+10.00	430+61.15	LT. MAIN LANES - LT SIDE SLOPE, RUBBLIZE	451.15			19.75	89.10																
430+61.15	444+61.15	LT. MAIN LANES - LT SIDE SLOPE, FULL DEPTH	1400.00			30.25	423.50																
444+61.15	449+01.49	LT. MAIN LANES - LT SIDE SLOPE, RUBBLIZE	440.34			19.75	86.97																
463+60.00	474+02.00	LT. MAIN LANES - LT SIDE SLOPE, RUBBLIZE	1042.00			19.75	205.80																
474+02.00	481+00.00	LT. MAIN LANES - LT SIDE SLOPE, FULL DEPTH	698.00			30.25	211.15																
481+65.61	486+02.00	LT. MAIN LANES - LT SIDE SLOPE, ACCELERATION LANE FULL DEPTH	436.39			32.00	139.64																
252+00.00	264+00.00	LT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	1200.00			57.00	684.00																
264+00.00	430+61.15	LT. MAIN LANES - RT SIDE SLOPE, RUBBLIZE	16661.15			60.00	9996.69																
430+61.15	444+61.15	LT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	1400.00			57.00	798.00																
444+61.15	449+01.48	LT. MAIN LANES - RT SIDE SLOPE, RUBBLIZE	440.33			60.00	264.20																
449+01.48	455+04.70	LT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	603.22			57.00	343.84																
457+26.84	463+05.51	LT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	578.67			57.00	329.84																
463+05.51	474+02.00	LT. MAIN LANES - RT SIDE SLOPE, RUBBLIZE	1096.49			60.00	657.89																
474+02.00	486+02.00	LT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	1200.00			57.00	684.00																
252+00.00	264+00.00	LT. MAIN LANES - LT SIDE SLOPE, FULL DEPTH	1200.00			57.00	684.00																
264+00.00	430+56.05	RT. MAIN LANES - LT SIDE SLOPE, RUBBLIZE	16656.05			60.00	9993.63																
430+56.05	444+56.05	RT. MAIN LANES - LT SIDE SLOPE, FULL DEPTH	1400.00			57.00	798.00																
444+56.05	449+22.38	RT. MAIN LANES - LT SIDE SLOPE, RUBBLIZE	466.33			60.00	279.80																
449+22.38	455+22.38	RT. MAIN LANES - LT SIDE SLOPE, FULL DEPTH	600.00			57.00	342.00																
457+44.52	463+44.52	RT. MAIN LANES - LT SIDE SLOPE, FULL DEPTH	600.00			57.00	342.00																
463+44.52	474+02.00	RT. MAIN LANES - LT SIDE SLOPE, RUBBLIZE	1057.48			60.00	634.49																
474+02.00	486+02.00	RT. MAIN LANES - LT SIDE SLOPE, FULL DEPTH	1200.00			57.00	684.00																
252+00.00	264+00.00	RT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	1200.00			30.25	363.00																
264+00.00	416+45.66	RT. MAIN LANES - RT SIDE SLOPE, RUBBLIZE	15245.66			19.75	3011.02																
422+51.38	430+56.05	RT. MAIN LANES - RT SIDE SLOPE, RUBBLIZE	804.67			60.00	482.80																
430+56.05	444+56.05	RT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	1400.00			57.00	798.00																
444+56.05	449+22.38	RT. MAIN LANES - RT SIDE SLOPE, RUBBLIZE	466.33			60.00	279.80																
449+22.38	455+22.38	RT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	600.00			57.00	342.00																
457+44.52	458+50.00	RT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	105.48			57.00	60.12																
464+56.70	474+02.00	RT. MAIN LANES - RT SIDE SLOPE, RUBBLIZE	945.30			60.00	567.18																
474+02.00	479+16.78	RT. MAIN LANES - RT SIDE SLOPE, FULL DEPTH	514.78			57.00	293.42																
03+50.25	04+75.25	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	125.00					22.50	312.50	0.03	9.38									56.50	784.72	330.00	129.48
04+75.25	06+50.25	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	175.00	14.78	25.87			22.50	437.50	0.03	13.13									56.50	1098.61	660.00	362.54
06+50.25	09+00.25	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	250.00	36.71	91.78			45.75	1270.83	0.03	38.12					23.25	645.83	770.00	248.64	56.50	1569.44	440.00	345.28
09+00.25	10+00.25	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	100.00	60.35	60.35			70.00	777.78	0.03	23.33	24.33	270.33	619.00	83.67	23.25	258.33	660.00	85.25	56.50	627.78	440.00	138.11
06+50.25	10+00.25	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	350.00					25.00	972.22	0.10	97.22												
07+78.75	10+21.75	HWY. 150 BRIDGE JACKING PVMT. TRAN.-G.R. RT. SHLDR WIDENING	243.00	24.30	59.05																		
09+11.75	10+21.75	HWY. 150 BRIDGE JACKING PVMT. TRAN.-G.R. LT. SHLDR WIDENING	110.00	24.30	26.73																		
10+00.25	10+36.75	HWY. 150 BRIDGE JACKING - PROP. APPR. SLAB LEVELING	36.50	25.28	9.23			25.28	102.52	0.03	3.08												
13+63.25	13+99.75	HWY. 150 BRIDGE JACKING - PROP. APPR. SLAB LEVELING	36.50	25.28	9.23			25.28	102.52	0.03	3.08												
14+78.75	16+40.00	HWY. 150 BRIDGE JACKING PVMT. TRAN.-G.R. LT. SHLDR WIDENING	161.25	24.30	39.18																		
14+78.75	15+57.00	HWY. 150 BRIDGE JACKING PVMT. TRAN.-G.R. RT. SHLDR WIDENING	78.25	24.30	19.01																		
13+99.75	17+49.75	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	350.00					25.00	972.22	0.10	97.22												
12+99.75	13+99.75	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	100.00	60.35	60.35			70.00	777.78	0.03	23.33	24.33	270.33	619.00	83.67	23.25	258.33	660.00	85.25	56.50	627.78	440.00	138.11
12+99.75	17+49.75	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	450.00	36.71	165.20			45.75	2287.50	0.03	68.63					23.25	1162.50	770.00	447.56	56.50	2825.00	440.00	621.50
17+49.75	19+24.75	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	175.00	14.78	25.87			22.50	437.50	0.03	13.13									56.50	1098.61	660.00	362.54
19+24.75	20+49.75	HWY. 150 BRIDGE JACKING PVMT. TRANSITION	125.00					22.50	312.50	0.03	9.38									56.50	784.72	330.00	129.48
SUBTOTALS:					**591.85**		**38319.10**		**8763.37**		**399.03**		**540.66**		**167.34**		**2324.99**		**866.70**		**213949.28**		**24725.64**
TOTALS:					**14909.88**		**48315.79**		**679792.78**		**20529.91**		**210305.60**		**89146.89**		**208271.06**		**34847.81**		**420668.05**		**47464.71**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.3% MIN. AGGR.....3.7% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

8/25/2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
08/25/2014				6	ARK.			
				JOB NO.		BBI006	200	265

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/25/14

BASE AND SURFACING - RAMPS

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		AGGREGATE BASE COURSE (CLASS 1)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET					FEET				FEET			TON	FEET			TON	FEET			TON
11+95.58	12+45.58	RAMP RA-1 - PAVING TRANSITION	50.00					27.00	150.00	0.03	4.50	27.00	150.00	385.00	28.88								
11+95.58	12+45.58	RAMP RA-1 - PAVING TRANSITION	50.00			83.50	69.72	26.00	144.44	0.03	4.33					26.00	144.44	330.00	23.83				
12+45.58	13+45.58	RAMP RA-1 - PAVING TRANSITION	100.00			83.50	69.72	26.00	288.89	0.03	8.67					26.00	288.89	495.00	71.50				
11+95.58	13+45.58	RAMP RA-1 - PAVING TRANSITION	150.00			83.50	69.72	25.50	425.00	0.03	12.75									25.50	425.00	220.00	46.75
11+95.58	13+45.58	RAMP RA-1 - PAVING TRANSITION	150.00					25.00	416.67	0.03	12.50									25.00	416.67	220.00	45.83
13+45.58	14+45.58	RAMP RA-1 & 1A - PAVING TRANSITION	100.00					VAR.	386.80	0.03	11.60									VAR.	386.80	495.00	95.73
14+45.58	14+95.58	RAMP RA-1 & 1A - PAVING TRANSITION	50.00					VAR.	281.10	0.03	8.43									VAR.	281.10	220.00	30.92
09+04.14	09+54.14	RAMP RA-2 - PAVING TRANSITION	50.00					27.00	150.00	0.03	4.50	27.00	150.00	385.00	28.88								
09+04.14	09+54.14	RAMP RA-2 - PAVING TRANSITION	50.00			83.50	69.72	26.00	144.44	0.03	4.33					26.00	144.44	330.00	23.83				
09+54.14	10+54.14	RAMP RA-2 - PAVING TRANSITION	100.00			83.50	69.72	26.00	288.89	0.03	8.67					26.00	288.89	495.00	71.50				
09+04.14	10+54.14	RAMP RA-2 - PAVING TRANSITION	150.00			83.50	69.72	25.50	425.00	0.03	12.75									25.50	425.00	220.00	46.75
09+04.14	10+54.14	RAMP RA-2 - PAVING TRANSITION	150.00					25.00	416.67	0.03	12.50									25.00	416.67	220.00	45.83
08+04.14	09+04.14	RAMP RA-2 & 2A - PAVING TRANSITION	100.00					VAR.	450.90	0.03	13.53									VAR.	450.90	495.00	111.60
07+54.14	08+04.14	RAMP RA-2 & 2A - PAVING TRANSITION	50.00					VAR.	281.60	0.03	8.45									VAR.	281.60	220.00	30.98
25+71.65	26+96.65	RAMP A - WIDENING PAVING TRANSITION	125.00	52.50	65.63	83.50	69.72	5.00	69.44	0.03	2.08	5.00	69.44	1100.00	38.19								
25+71.65	26+96.65	RAMP A - WIDENING PAVING TRANSITION	125.00					5.00	69.44	0.03	2.08					4.50	62.50	330.00	10.31				
25+71.65	26+96.65	RAMP A - WIDENING PAVING TRANSITION	125.00					4.25	59.03	0.03	1.77					4.30	59.72	330.00	9.85	4.30	59.72	220.00	6.57
25+71.65	26+96.65	RAMP A - WIDENING PAVING TRANSITION	125.00					4.00	55.56	0.03	1.67									4.00	55.56	220.00	6.11
25+71.65	25+92.15	RAMP A - PAVING TRANSITION	20.50					22.00	50.11	0.03	1.50	22.00	50.11	385.00	9.65	22.00	50.11	330.00	8.27				
25+71.65	25+92.15	RAMP A - PAVING TRANSITION	20.50					22.00	50.11	0.03	1.50												
25+92.15	26+34.15	RAMP A - PAVING TRANSITION	42.00					21.50	100.33	0.03	3.01					21.50	100.33	495.00	24.83				
25+71.65	26+34.15	RAMP A - PAVING TRANSITION	62.50					21.25	147.57	0.03	4.43									21.30	147.92	220.00	16.27
25+71.65	26+34.15	RAMP A - PAVING TRANSITION	62.50					21.00	145.83	0.03	4.37									21.00	145.83	220.00	16.04
26+34.15	26+76.15	RAMP A - PAVING TRANSITION	42.00					21.00	98.00	0.03	2.94									21.00	98.00	495.00	24.26
26+76.15	26+96.65	RAMP A - PAVING TRANSITION	20.50					21.00	47.83	0.03	1.43									21.00	47.83	220.00	5.26
40+01.48	43+01.48	RAMP B - WIDENING PAVING TRANSITION	300.00	52.50	157.50	83.50	69.72	5.00	166.67	0.03	5.00	5.00	166.67	1100.00	91.67								
40+01.48	43+01.48	RAMP B - WIDENING PAVING TRANSITION	300.00					5.00	166.67	0.03	5.00					4.50	150.00	330.00	24.75				
40+01.48	43+01.48	RAMP B - WIDENING PAVING TRANSITION	300.00					4.25	141.67	0.03	4.25					4.30	143.33	330.00	23.65	4.30	143.33	220.00	15.77
40+01.48	43+01.48	RAMP B - WIDENING PAVING TRANSITION	300.00					4.00	133.33	0.03	4.00									4.00	133.33	220.00	14.67
40+01.48	40+51.48	RAMP B - PAVING TRANSITION	50.00					22.00	122.22	0.03	3.67					22.00	122.22	330.00	20.17				
40+01.48	40+51.48	RAMP B - PAVING TRANSITION	50.00					22.00	122.22	0.03	3.67												
40+51.48	41+51.48	RAMP B - PAVING TRANSITION	100.00					21.50	238.89	0.03	7.17					21.50	238.89	495.00	59.13				
40+01.48	41+51.48	RAMP B - PAVING TRANSITION	150.00					21.25	354.17	0.03	10.63									21.30	355.00	220.00	39.05
40+01.48	41+51.48	RAMP B - PAVING TRANSITION	150.00					21.00	350.00	0.03	10.50									21.00	350.00	220.00	38.50
41+51.48	42+51.48	RAMP B - PAVING TRANSITION	100.00					21.00	233.33	0.03	7.00									21.00	233.33	495.00	57.75
42+51.48	43+01.48	RAMP B - PAVING TRANSITION	50.00					21.00	116.67	0.03	3.50									21.00	116.67	220.00	12.83
40+87.44	42+87.44	RAMP C - WIDENING PAVING TRANSITION	200.00	52.50	105.00	83.50	69.72	5.00	111.11	0.03	3.33	5.00	111.11	1100.00	61.11								
40+87.44	42+87.44	RAMP C - WIDENING PAVING TRANSITION	200.00					5.00	111.11	0.03	3.33					4.50	100.00	330.00	16.50				
40+87.44	42+87.44	RAMP C - WIDENING PAVING TRANSITION	200.00					4.25	94.44	0.03	2.83					4.30	95.56	330.00	15.77	4.30	95.56	220.00	10.51
40+87.44	42+87.44	RAMP C - WIDENING PAVING TRANSITION	200.00					4.00	88.89	0.03	2.67									4.00	88.89	220.00	9.78
42+54.44	42+87.44	RAMP C - PAVING TRANSITION	33.00					22.00	80.67	0.03	2.42					22.00	80.67	330.00	13.31				
42+54.44	42+87.44	RAMP C - PAVING TRANSITION	33.00					22.00	80.67	0.03	2.42												
41+87.44	42+54.44	RAMP C - PAVING TRANSITION	67.00					21.50	160.06	0.03	4.80					21.50	160.06	495.00	39.61				
41+87.44	42+87.44	RAMP C - PAVING TRANSITION	100.00					21.25	236.11	0.03	7.08									21.30	236.67	220.00	26.03
41+87.44	42+87.44	RAMP C - PAVING TRANSITION	100.00					21.00	233.33	0.03	7.00									21.00	233.33	220.00	25.67
41+20.44	41+87.45	RAMP C - PAVING TRANSITION	67.01					21.00	156.36	0.03	4.69									21.00	156.36	495.00	38.70
40+87.44	41+20.44	RAMP C - PAVING TRANSITION	33.00					21.00	77.00	0.03	2.31									21.00	77.00	220.00	8.47
55+71.54	56+96.54	RAMP D - WIDENING PAVING TRANSITION	125.00	52.50	65.63	83.50	69.72	5.00	69.44	0.03	2.08	5.00	69.44	1100.00	38.19								
55+71.54	56+96.54	RAMP D - WIDENING PAVING TRANSITION	125.00					5.00	69.44	0.03	2.08					4.50	62.50	330.00	10.31				
55+71.54	56+96.54	RAMP D - WIDENING PAVING TRANSITION	125.00					4.25	59.03	0.03	1.77					4.30	59.72	330.00	9.85	4.30	59.72	220.00	6.57
55+71.54	56+96.54	RAMP D - WIDENING PAVING TRANSITION	125.00					4.00	55.56	0.03	1.67									4.00	55.56	220.00	6.11
55+71.54	55+92.04	RAMP D - PAVING TRANSITION	20.50					22.00	50.11	0.03	1.50					22.00	50.11	330.00	8.27				
55+71.54	55+92.04	RAMP D - PAVING TRANSITION	20.50					22.00	50.11	0.03	1.50												
55+92.04	56+34.04	RAMP D - PAVING TRANSITION	42.00					21.50	100.33	0.03	3.01					21.50	100.33	495.00	24.83				
55+71.54	56+34.04	RAMP D - PAVING TRANSITION	62.50					21.25	147.57	0.03	4.43									21.30	147.92	220.00	16.27
55+71.54	56+34.04	RAMP D - PAVING TRANSITION	62.50					21.00	145.83	0.03	4.37									21.00	145.83	220.00	16.04
56+34.04	56+76.04	RAMP D - PAVING TRANSITION	42.00					21.00	98.00	0.03	2.94									21.00	98.00	495.00	24.26
56+76.04	56+96.54	RAMP D - PAVING TRANSITION	20.50					21.00	47.83	0.03	1.43									21.00	47.83	220.00	5.26
65+90.80	68+90.80	RAMP E - WIDENING PAVING TRANSITION	300.00	52.50	157.50	83.50	69.72	5.00	166.67	0.03	5.00	5.00	166.67	1100.00	91.67								
65+90.80	68+90.80	RAMP E - WIDENING PAVING TRANSITION	300.00					5.00	166.67	0.03	5.00					4.50	150.00	330.00	24.75				
65+90.80	68+90.80	RAMP E - WIDENING PAVING TRANSITION	300.00					4.25	141.67	0.03	4.25					4.30	143.33	330.00	23.65	4.30	143.33	220.00	15.77
65+90.80	68+90.80	RAMP E - WIDENING PAVING TRANSITION	300.00					4.00	133.33	0.03	4.00									4.00	133.33	220.00	14.67
65+90.80	66+40.80	RAMP E - PAVING TRANSITION	50.00					22.00	122.22	0.03	3.67					22.00	122.22	330.00	20.17				
65+90.80	66+40.80	RAMP E - PAVING TRANSITION	50.00					22.00	122.22	0.03	3.67												
66+40.80	67+40.80	RAMP E - PAVING TRANSITION	100.00					21.50	238.89	0.03	7.17					21.50	238.89	495.00	59.13				
65+90.80	67+40.80	RAMP E - PAVING TRANSITION	150.00					21.25	354.17	0.03	10.63									21.30	355.00	220.00	39.05
65+90.80	67+40.80	RAMP E - PAVING TRANSITION	150.00					21.00	350.00	0.03	10.50									21.00	350.00	220.00	38.50
67+40.80	68+40.80	RAMP E - PAVING TRANSITION	100.00					21.00	233.33	0.03	7.00									21.00	233.33	495.00	57.75
68+40.80	68+90.80	RAMP E - PAVING TRANSITION	50.00					21.00	116.67	0.03	3.50									21.00	116.67	220.00	12.83
71+57.07	74+57.07	RAMP F - WIDENING PAVING TRANSITION	300.00	22.36	67.08	83.50	69.72	5.00	166.67	0.03	5.00	5.00	166.67	1100.00	91.67								
71+57.07	74+57.07	RAMP F - WIDENING PAVING TRANSITION	300.00					5.00	166.67	0.03	5.00					4.50	150.00	330.00	24.75				
71+57.07	74+57.07	RAMP F - WIDENING PAVING TRANSITION	300.00					4.25	141.67	0.03	4.25					4.30	143.33	330.00	23.65	4.30	143.33	220.00	15.77
71+57.07	74+57.07	RAMP F - WIDENING PAVING TRANSITION	300.00					4.00	133.33	0.03	4.00									4.00	133.33	220.00	14.67
74+07.07	74+57.07	RAMP F - PAVING TRANSITION	50.00					22.00	122.22	0.03	3.67					22.00	122.22	330.00	20.17				
74+07.07	74+57.07	RAMP F - PAVING TRANSITION	50.00					22.00	122.22	0.03	3.67												
73+07.07	74+07.07	RAMP F - PAVING TRANSITION	100.00					21.50	238.89	0.03	7.17					21.50	238.89	495.00	59.13				
73+07.07	74+57.07	RAMP F - PAVING TRANSITION	150.00					21.25	354.17	0.03	10.63									21.30	355.00	220.00	39.05
73+07.07	74+57.07	RAMP F - PAVING TRANSITION	150.00					21.00	350.00	0.03	10.50									21.00	350.00	220.00	38.50
72+07.07	73+07.07	RAMP F - PAVING TRANSITION	100.00					21.00	233.33	0.03	7.00									21.00	233.33	495.00	57.75
71+57.07	72+07.07	RAMP F - PAVING TRANSITION	50.00					21.00	116.67	0.03	3.50									21.00	116.67	220.00	12.83
81+56.22	84+56.22	RAMP G - WIDENING- PAVING TRANSITION	300.00	52.50	157.50	83.50	69.72	5.00	166.67	0.03	5.00	5.00	166.67	1100.00	91.67								
81+56.22	84+56.22	RAMP G - WIDENING - PAVING TRANSITION	300.00					5.00	166.67	0.03	5.00					4.50	150.00	330.00	24.75				
81+56.22	84+56.22	RAMP G - WIDENING - PAVING TRANSITION	300.00					4.25	141.67	0.03	4.25					4.30	143.33	330.00	23.65	4.30	143.33	220.00	15.77
81+56.22	84+56.22	RAMP G - WIDENING - PAVING TRANSITION	300.00					4.00	133.33	0.03	4.00									4.00	133.33	220.00	14.67
84+06.22	84+56.22	RAMP G - PAVING TRANSITION	50.00					22.00	122.22	0.03	3.67					22.00	122.22	330.00	20.17				
84+06.22	84+56.22	RAMP G - PAVING TRANSITION	50.00					22.00	122.22	0.03	3.67												
83+06.22	84+06.22	RAMP G - PAVING TRANSITION	100.00					21.50	238.89	0.03	7.17					21.50	238.89	495.00	59.13				
83+06.22	84+56.22	RAMP G - PAVING TRANSITION	150.00					21.25	354.17	0.03	10.63									21.30	355.00	220.00	39.05
83+06.22	84+56.22	RAMP G - PAVING TRANSITION	150.00					21.00	350.00	0.03	10.50									21.00	350.00	220.00	38.50
82+06.22	83+06.22	RAMP G - PAVING TRANSITION	100.00					21.00	233.33	0.03	7.00									21.00	233.33	495.00	57.75
81+56.22	82+06.22	RAMP G - PAVING TRANSITION	50.00					21.00	116.67	0.03	3.50									21.00	116.67	220.00	12.83
26+96.65	27+91.19	RAMP A PAVEMENT REHABILITATION	94.54					VAR.	1982.00	0.03	59.46									VAR.	1982.00	220.00	218.02
43+01.48	45+37.65	RAMP B PAVEMENT REHABILITATION	236.17					VAR.	3911.70	0.03	117.35									VAR.	3911.70	220.00	430.29
40+00.00	40+87.44	RAMP C PAVEMENT REHABILITATION	87.44					VAR.	1793.30	0.03	53.80									VAR.	1793.30	220.00	197.26
56+96.54	57+78.48	RAMP D PAVEMENT REHABILITATION	81.94					VAR.	1798.20	0.03	53.95									VAR.	1798.20	220.00	197.80
70+00.00	71+57.07	RAMP F PAVEMENT REHABILITATION	157.07					VAR.	2850.80	0.03	85.52									VAR.	2850.80	220.00	313.59
TOTALS:					**775.84**		**906.36**		**28386.01**		**851.59**		**1266.78**		**571.58**		**4466.03**		**893.17**		**22743.91**		**2793.81**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.7% MIN. AGGR.....3.7% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

8/25/2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
08/25/2014				6	ARK.			
				JOB NO.		BB1006	201	265

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/25/14

BASE AND SURFACING - MAINTENANCE OF TRAFFIC

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 1)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON
MAIN LANES																					
10+79.46	13+05.43	LT. OF LEFT MAIN LANES - RAMP H-1 - STAGE IA	225.97			24.75	621.42	0.03	18.64	24.75	621.42	880.00	273.42								
10+79.46	13+05.43	LT. OF LEFT MAIN LANES - RAMP H-1 - STAGE IA	225.97			23.75	596.31	0.03	17.89					23.75	596.31	495.00	147.59				
10+79.46	13+05.43	LT. OF LEFT MAIN LANES - RAMP H-1 - STAGE IA	225.97			23.00	577.48	0.03	17.32									23.00	577.48	220.00	63.52
243+50.00	252+00.00	MEDIAN - MAIN LANE CROSSOVER 1 - STAGE 1B	850.00			VAR.	3331.05	0.03	99.93	VAR.	3331.05	880.00	1465.66								
243+50.00	252+00.00	MEDIAN - MAIN LANE CROSSOVER 1 - STAGE 1B	850.00			VAR.	2970.73	0.03	89.12					VAR.	2970.73	495.00	735.26				
243+50.00	252+00.00	MEDIAN - MAIN LANE CROSSOVER 1 - STAGE 1B	850.00			VAR.	3637.64	0.03	109.13									VAR.	3637.64	220.00	400.14
252+00.00	455+18.36	LT. OF RT. MAIN LANES - SHLDR RECONST FOR M.O.T. - STAGE 1B	20318.36			6.92	15622.56	0.03	468.68	6.92	15622.56	880.00	6873.93								
252+00.00	455+18.36	LT. OF RT. MAIN LANES - SHLDR RECONST FOR M.O.T. - STAGE 1B	20318.36			6.38	14403.46	0.03	432.10					6.38	14403.46	495.00	3564.86				
252+00.00	455+18.36	LT. OF RT. MAIN LANES - SHLDR RECONST FOR M.O.T. - STAGE 1B	20318.36			6.00	13545.57	0.03	406.37									6.00	13545.57	220.00	1490.01
18+54.02	23+20.91	MEDIAN - RAMP VC-1 - STAGE 1B	466.89			VAR.	963.50	0.03	28.91	VAR.	963.50	880.00	423.94								
18+54.02	23+20.91	MEDIAN - RAMP VC-1 - STAGE 1B	466.89			VAR.	916.10	0.03	27.48					VAR.	916.10	495.00	226.73				
18+54.02	23+20.91	MEDIAN - RAMP VC-1 - STAGE 1B	466.89			VAR.	883.50	0.03	26.51									VAR.	883.50	220.00	97.19
24+19.14	26+78.54	LT. OF LEFT MAIN LANES - RAMP VC-1 - STAGE 1A	259.40			VAR.	613.95	0.03	18.42	VAR.	613.95	880.00	270.14								
24+19.14	26+78.54	LT. OF LEFT MAIN LANES - RAMP VC-1 - STAGE 1A	259.40			VAR.	560.90	0.03	16.83					VAR.	560.90	495.00	138.82				
24+19.14	26+78.54	LT. OF LEFT MAIN LANES - RAMP VC-1 - STAGE 1A	259.40			VAR.	538.20	0.03	16.15									VAR.	538.20	220.00	59.20
25+20.62	27+41.11	LT. OF LEFT MAIN LANES - RAMP VC-2 - STAGE 1A	220.49			VAR.	533.62	0.03	16.01	VAR.	533.62	880.00	234.79								
25+20.62	27+41.11	LT. OF LEFT MAIN LANES - RAMP VC-2 - STAGE 1A	220.49			VAR.	491.00	0.03	14.73					VAR.	491.00	495.00	121.52				
25+20.62	27+41.11	LT. OF LEFT MAIN LANES - RAMP VC-2 - STAGE 1A	220.49			VAR.	473.00	0.03	14.19									VAR.	473.00	220.00	52.03
28+22.70	33+50.00	MEDIAN - RAMP VC-2 & RAMP VC-2A - STAGE 1B	527.30			VAR.	2143.26	0.03	64.30	VAR.	2143.26	880.00	943.03								
28+22.70	33+50.00	MEDIAN - RAMP VC-2 & RAMP VC-2A - STAGE 1B	527.30			VAR.	2081.90	0.03	62.46					VAR.	2081.90	495.00	515.27				
28+22.70	33+50.00	MEDIAN - RAMP VC-2 & RAMP VC-2A - STAGE 1B	527.30			VAR.	2051.90	0.03	61.56									VAR.	2051.90	220.00	225.71
409+50.00	417+24.57	LT. OF RIGHT MAIN LANES - ACC. LANE - STAGE IB	774.57	47.25	365.98																
409+50.00	417+24.57	LT. OF RIGHT MAIN LANES - ACC. LANE - STAGE IB	774.57			13.50	1161.86	0.03	34.86	13.50	1161.86	880.00	511.22								
409+50.00	417+24.57	LT. OF RIGHT MAIN LANES - ACC. LANE - STAGE IB	774.57			11.42	982.84	0.03	29.49					11.42	982.84	495.00	243.25				
409+50.00	417+24.57	LT. OF RIGHT MAIN LANES - ACC. LANE - STAGE IB	774.57	47.25	365.98	10.00	860.63	0.03	25.82									10.00	860.63	220.00	94.67
419+59.13	424+71.52	LT. OF RIGHT MAIN LANES - ACC. LANE - STAGE IB	512.39	47.25	242.10																
422+69.65	426+45.04	LT. OF RIGHT MAIN LANES - ACC. LANE - STAGE IB	375.39	47.25	177.37																
409+50.00	417+24.57	LT. OF RIGHT MAIN LANES - ACC. LANE - STAGE IB	774.57	47.25	365.98																
417+24.57	429+26.82	MEDIAN - RAMPS: A-1 A-2, B-1, B-2 & ACC. LANE - STAGE 1B	1202.25			VAR.	3785.61	0.03	113.57	VAR.	3785.61	880.00	1665.67								
417+24.57	429+26.82	MEDIAN - RAMPS: A-1 A-2, B-1, B-2 & ACC. LANE - STAGE 1B	1202.25			VAR.	3606.00	0.03	108.18					VAR.	3606.00	495.00	892.49				
417+24.57	429+26.82	MEDIAN - RAMPS: A-1 A-2, B-1, B-2 & ACC. LANE - STAGE 1B	1202.25			VAR.	3524.20	0.03	105.73									VAR.	3524.20	220.00	387.66
34+91.23	37+85.75	RT. OF RIGHT MAIN LANES - RAMP A-1 - STAGE 1A	294.52			24.75	809.93	0.03	24.30	24.75	809.93	880.00	356.37								
34+91.23	37+85.75	RT. OF RIGHT MAIN LANES - RAMP A-1 - STAGE 1A	294.52			23.75	777.21	0.03	23.32					23.75	777.21	495.00	192.36				
34+91.23	37+85.75	RT. OF RIGHT MAIN LANES - RAMP A-1 - STAGE 1A	294.52			23.00	752.66	0.03	22.58									23.00	752.66	220.00	82.79
44+04.00	46+52.29	LT. OF LEFT MAIN LANES - RAMP B-1 - STAGE 1A	248.29			24.75	682.80	0.03	20.48	24.75	682.80	880.00	300.43								
44+04.00	46+52.29	LT. OF LEFT MAIN LANES - RAMP B-1 - STAGE 1A	248.29			23.75	655.21	0.03	19.66					23.75	655.21	495.00	162.16				
44+04.00	46+52.29	LT. OF LEFT MAIN LANES - RAMP B-1 - STAGE 1A	248.29			23.00	634.52	0.03	19.04									23.00	634.52	220.00	69.80
51+39.60	54+35.46	LT. OF LEFT MAIN LANES - RAMP C-1 - STAGE 1A	295.86			24.75	813.62	0.03	24.41	24.75	813.62	880.00	357.99								
51+39.60	54+35.46	LT. OF LEFT MAIN LANES - RAMP C-1 - STAGE 1A	295.86			23.75	780.74	0.03	23.42					23.75	780.74	495.00	193.23				
51+39.60	54+35.46	LT. OF LEFT MAIN LANES - RAMP C-1 - STAGE 1A	295.86			23.00	756.09	0.03	22.68									23.00	756.09	220.00	83.17
51+40.14	54+04.35	RT. OF RIGHT MAIN LANES - RAMP F-1 - STAGE 1A	264.21			24.75	726.58	0.03	21.80	24.75	726.58	880.00	319.70								
51+40.14	54+04.35	RT. OF RIGHT MAIN LANES - RAMP F-1 - STAGE 1A	264.21			23.75	697.22	0.03	20.92					23.75	697.22	495.00	172.56				
51+40.14	54+04.35	RT. OF RIGHT MAIN LANES - RAMP F-1 - STAGE 1A	264.21			23.00	675.20	0.03	20.26									23.00	675.20	220.00	74.27
450+24.00	451+65.32	MEDIAN - RAMPS: ACC. LANE - STAGE 1B	141.32	27.10	38.30																
452+48.97	455+04.70	MEDIAN - RAMPS: ACC. LANE - STAGE 1B	255.73	27.10	69.30																
447+23.43	455+22.38	MEDIAN - RAMPS: C-1, C-2, F-1 & ACC. LANE - STAGE 1B	798.95			VAR.	1973.63	0.03	59.21	VAR.	1973.63	880.00	868.40								
447+23.43	455+22.38	MEDIAN - RAMPS: C-1, C-2, F-1 & ACC. LANE - STAGE 1B	798.95			VAR.	1860.30	0.03	55.81					VAR.	1860.30	495.00	460.42				
447+23.43	455+22.38	MEDIAN - RAMPS: C-1, C-2, F-1 & ACC. LANE - STAGE 1B	798.95			VAR.	1810.50	0.03	54.32									VAR.	1810.50	220.00	199.16
62+88.84	64+45.92	MEDIAN - RAMP: C-2 - STAGE 1B	157.08			24.75	431.97	0.03	12.96	24.75	431.97	880.00	190.07								
62+88.84	64+45.92	MEDIAN - RAMP: C-2 - STAGE 1B	157.08			23.75	414.52	0.03	12.44					23.75	414.52	495.00	102.59				
62+88.84	64+45.92	MEDIAN - RAMP: C-2 - STAGE 1B	157.08			23.00	401.43	0.03	12.04									23.00	401.43	220.00	44.16
457+40.50	486+02.00	LT. OF RT. MAIN LANES - SHLDR RECONST FOR M.O.T. - STAGE 1B	2861.50			6.92	2200.18	0.03	66.01	6.92	2200.18	880.00	968.08								
457+40.50	486+02.00	LT. OF RT. MAIN LANES - SHLDR RECONST FOR M.O.T. - STAGE 1B	2861.50			6.38	2028.49	0.03	60.85					6.38	2028.49	495.00	502.05				
457+40.50	486+02.00	LT. OF RT. MAIN LANES - SHLDR RECONST FOR M.O.T. - STAGE 1B	2861.50			6.00	1907.67	0.03	57.23									6.00	1907.67	220.00	209.84
65+67.71	68+41.91	MEDIAN - RAMP: D-2 - STAGE 1B	274.20			24.75	754.05	0.03	22.62	24.75	754.05	880.00	331.78								
65+67.71	68+41.91	MEDIAN - RAMP: D-2 - STAGE 1B	274.20			23.75	723.58	0.03	21.71					23.75	723.58	495.00	179.09				
65+67.71	68+41.91	MEDIAN - RAMP: D-2 - STAGE 1B	274.20			23.00	700.73	0.03	21.02									23.00	700.73	220.00	77.08
65+67.71	68+41.91	MEDIAN - RAMP: D-1 - STAGE 1B	274.20			24.75	754.05	0.03	22.62	24.75	754.05	880.00	331.78								
65+67.71	68+41.91	MEDIAN - RAMP: D-1 - STAGE 1B	274.20			23.75	723.58	0.03	21.71					23.75	723.58	495.00	179.09				
65+67.71	68+41.91	MEDIAN - RAMP: D-1 - STAGE 1B	274.20			23.00	700.73	0.03	21.02									23.00	700.73	220.00	77.08
69+56.65	71+94.68	RT. OF RIGHT MAIN LANES - RAMP D-1 - STAGE 1A	238.03			24.75	654.58	0.03	19.64	24.75	654.58	880.00	288.02								
69+56.65	71+94.68	RT. OF RIGHT MAIN LANES - RAMP D-1 - STAGE 1A	238.03			23.75	628.13	0.03	18.84					23.75	628.13	495.00	155.46				
69+56.65	71+94.68	RT. OF RIGHT MAIN LANES - RAMP D-1 - STAGE 1A	238.03			23.00	608.30	0.03	18.25									23.00	608.30	220.00	66.91
70+79.45	73+25.38	RT. OF RIGHT MAIN LANES - RAMP F-2 - STAGE 1A	245.93			24.75	676.31	0.03	20.29	24.75	676.31	880.00	297.58								
70+79.00	73+25.38	RT. OF RIGHT MAIN LANES - RAMP F-2 - STAGE 1A	246.38			23.75	650.17	0.03	19.51					23.75	650.17	495.00	160.92				
70+79.00	73+25.38	RT. OF RIGHT MAIN LANES - RAMP F-2 - STAGE 1A	246.38			23.00	629.64	0.03	18.89									23.00	629.64	220.00	69.26
486+50.00	495+00.00	MEDIAN - MAIN LANE CROSSOVER 2 - STAGE 1B	850.00			VAR.	3331.05	0.03	99.93	VAR.	3331.05	880.00	1465.66								
486+50.00	495+00.00	MEDIAN - MAIN LANE CROSSOVER 2 - STAGE 1B	850.00			VAR.	2970.73	0.03	89.12					VAR.	2970.73	495.00	735.26				
486+50.00	495+00.00	MEDIAN - MAIN LANE CROSSOVER 2 - STAGE 1B	850.00			VAR.	3637.64	0.03	109.13									VAR.	3637.64	220.00	400.14
TOTALS:					1625.01		121411.93		3642.42		42585.58		18737.66		39519.12		9780.98		39307.23		4323.79

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.1% MIN. AGGR.....5.1% ASPHALT BINDER

ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.3% MIN. AGGR.....3.7% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

8/25/2014

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.		BB1006	202	265
03168 - QUANTITIES - 56183				

BRIDGE NUMBER	CODE NUMBER	BRIDGE	ITEM NUMBER	SP JOB BB1006	809	SP & 821	SP & 807
			ITEM	RAISING EXISTING STRUCTURE (BR. NO. _____)	SILICONE JOINT SEALANT	MODIFICATION OF RAISED BRIDGE STRUCTURE (BR. NO. _____)	STRUCTURAL STEEL FOR MODIFICATION OF RAISED BRIDGE STRUCTURE (M270, GR 50W)
			UNIT	LUMP SUM	LIN. FT.	LUMP SUM	LB
03168		EXISTING BRIDGE NO. 03168		1	62	1	2221
		TOTAL FOR JOB BB1006		1	62	1	2221

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JOSHUA B. REVELL
NO. 15140

8/11/14
BRIDGE ENGINEER

SCHEDULE OF BRIDGE QUANTITIES
NO. OF HWY. 18 - MISSOURI ST. LINE (S)
MISSISSIPPI COUNTY

ROUTE 55 SEC. 12

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: JBR DATE: 6-06-14 FILENAME: FILENAME
CHECKED BY: KD DATE: 6-06-14 SCALE:
DESIGNED BY: JBR DATE: 6-06-14

BRIDGE NO. 03168 DRAWING NO. 56183

08/01/14

SUMMARY OF QUANTITIES

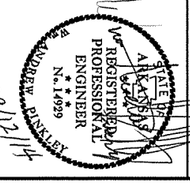
ITEM NUMBER	ITEM	QUANTITY BIM-B55-0(209)	QUANTITY PEN-B55-0(209)	TOTALS	UNIT
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS	6		6	EACH
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	23536		23536	SQ. YD.
SP	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER	4		4	EACH
202	REMOVAL AND DISPOSAL OF GUARDRAIL	1683		1683	LIN. FT.
202	REMOVAL AND DISPOSAL OF TERMINAL ANCHOR POSTS	9		9	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION	28		28	LIN. FT.
210	UNCLASSIFIED EXCAVATION	21718		21718	CU. YD.
210	COMPACTED EMBANKMENT	5676		5676	CU. YD.
SP & 210	BORROW	7187		7187	CU. YD.
SP	SHAPING DITCH	10		10	STATION
SP & 210	SOIL STABILIZATION	1400		1400	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION	235		235	STATION
216	SCARIFYING AND RECOMPACTING SHOULDERS	730		730	SQ. YD.
303	AGGREGATE BASE COURSE (CLASS 1)	50847		50847	TON
303	AGGREGATE BASE COURSE (CLASS 7)	16663		16663	TON
401	TACK COAT	25224		25224	GAL.
SP & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	104877		104877	TON
SP & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")	4013		4013	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	43565		43565	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	1957		1957	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	53459		53459	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	2054		2054	TON
412	COLD MILLING ASPHALT PAVEMENT	12797		12797	SQ. YD.
SP & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	100		100	TON
SP & 415	ACHM PATCHING OF EXISTING ROADWAY	100		100	TON
504	APPROACH SLABS	280.08		280.08	CU. YD.
504	APPROACH GUTTERS	171.24		171.24	CU. YD.
507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	4822		4822	SQ. YD.
SP & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (8" UNIFORM THICKNESS)	1822		1822	SQ. YD.
SP & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (10" UNIFORM THICKNESS)	3000		3000	SQ. YD.
509	JOINT REHABILITATION (TYPE A)	280		280	LIN. FT.
509	JOINT REHABILITATION (TYPE B)	700		700	LIN. FT.
509	JOINT REHABILITATION (TYPE D)	200		200	LIN. FT.
SP	SCARIFYING CONCRETE PAVEMENT	962		962	SQ. YD.
513	RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	107383		107383	SQ. YD.
601	MOBILIZATION	1.00		1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1		1	EACH
603	TRAFFIC CONTROL SUPERVISOR	1.00		1.00	LUMP SUM
SP & 603	MAINTENANCE OF TRAFFIC	1.00		1.00	LUMP SUM
603	18" TEMPORARY CULVERT	3315		3315	LIN. FT.
604	SIGNS	1679		1679	SQ. FT.
604	BARRICADES	368		368	LIN. FT.
604	TRAFFIC DRUMS	704		704	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	24337		24337	LIN. FT.
604	RELOCATING PRECAST CONCRETE BARRIER	24337		24337	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	208165		208165	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	664		664	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	14235		14235	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	31625		31625	LIN. FT.
604	ADVANCE WARNING ARROW PANEL	355		355	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	113		113	WEEK
604	VERTICAL PANELS	122		122	EACH
SP	MODULAR GLARE SHIELD	1200		1200	LIN. FT.
SP & 605	CONCRETE DITCH PAVING (TYPE B)		11057	11057	SQ. YD.
606	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	400		400	LIN. FT.
606	SELECTED PIPE BEDDING	200		200	CU. YD.
SP	CULVERT CLEAN OUT	10		10	EACH
609	DROP INLETS (TYPE N2)	4		4	EACH
611	UNDERDRAIN OUTLET PROTECTORS	185		185	EACH
611	4" PIPE UNDERDRAINS	53758		53758	LIN. FT.
611	UNDERDRAIN VIDEO INSPECTION	53758		53758	LIN. FT.
614	CONCRETE SPILLWAY (TYPE A)	4		4	EACH
617	GUARDRAIL (TYPE A)	3430		3430	LIN. FT.
617	GUARDRAIL TERMINAL (TYPE 2)	13		13	EACH
617	THRIE BEAM GUARDRAIL TERMINAL	10		10	EACH
617	TERMINAL ANCHOR POSTS (TYPE 1)	3		3	EACH
SP	WIRE ROPE SAFETY FENCE		24878	24878	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS		1.00	1.00	LUMP SUM
620	LIME	90		90	TON
620	SEEDING	44.80		44.80	ACRE
SS & 620	MULCH COVER	97.80		97.80	ACRE
620	WATER	5650.8	139.3	5790.1	M. GAL.
621	TEMPORARY SEEDING	53.00		53.00	ACRE
621	SILT FENCE	1464		1464	LIN. FT.
621	SAND BAG DITCH CHECKS	110		110	BAG
621	DROP INLET SILT FENCE	660		660	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL	79		79	CU. YD.
621	WATTLE (20")	702		702	LIN. FT.
623	SECOND SEEDING APPLICATION	44.80		44.80	ACRE
624	SOLID SODDING		11057	11057	SQ. YD.
631	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	104		104	LIN. FT.
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00		1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	87318		87318	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (4")	7000		7000	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	7150		7150	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (4") (ALTERNATE NO. 1)	49930		49930	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (4") (ALTERNATE NO. 2)	49930		49930	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING (SKIP LINE) WHITE (4") (ALTERNATE NO. 1)	12839		12839	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE (SKIP LINE) WHITE (4") (ALTERNATE NO. 2)	12839		12839	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (8") (ALTERNATE NO. 1)	62769		62769	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (8") (ALTERNATE NO. 2)	62769		62769	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING YELLOW (4") (ALTERNATE NO. 1)	55955		55955	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE YELLOW (4") (ALTERNATE NO. 2)	55955		55955	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (4") (ALTERNATE NO. 1)	167		167	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4") (ALTERNATE NO. 2)	167		167	LIN. FT.
SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING YELLOW (4") (ALTERNATE NO. 1)	800		800	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE YELLOW (4") (ALTERNATE NO. 2)	800		800	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1293		1293	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER	2		2	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	2		2	EACH
804	REINFORCING STEEL-ROADWAY (GRADE 60)	51290		51290	POUND
SP	REMOVAL OF RUMBLE STRIPS	911		911	LIN. FT.
SP	ACHM PATCHING OF EXISTING SHOULDERS	200		200	TON
SP	AWIS MOBILIZATION	1.00		1.00	LUMP SUM
SP	AWIS OPERATION	13		13	MONTH
SP	DEVICE RELOCATION	11		11	EACH
SP	FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM	4		4	EACH
SP	FURNISH AND INSTALL PUBLIC NOTIFICATION SYSTEM	2		2	EACH
SP	FURNISH AND INSTALL VARIABLE MESSAGE SIGN	4		4	EACH
SP	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	12		12	EACH
SP	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER	1170		1170	EACH
	STRUCTURES OVER 20' SPAN				
636	BRIDGE CONSTRUCTION CONTROL	1.00		1.00	LUMP SUM
SP & 807	STRUCTURAL STEEL FOR MODIFICATION OF RAISED BRIDGE STRUCTURE (M270-GR50W)	2221		2221	POUND
809	SILICONE JOINT SEALANT	62		62	LIN. FT.
SP	RAISING EXISTING STRUCTURE (BR. NO. 03168)	1.00		1.00	LUMP SUM
SP & 821	MODIFICATION OF RAISED BRIDGE STRUCTURE (BR. NO. 03168)	1.00		1.00	LUMP SUM

* DENOTES ALTERNATE BID ITEMS.

REVISIONS

DATE	REVISION	SHEET NUMBER
8/25/14	REVISED ACHM BASE AND SURFACING PAVEMENT QUANTITIES	197 - 201, 203
9/9/14	REVISED "PERCENT WITHIN LIMITS PAVEMENT/SMOOTHNESS" SP REVISED REMOVAL OF EXISTING PCCP, RUBBLIZING PCCP, UNCLASSIFIED EXCAVATION & COLD MILLING QUANTITIES	194, 195, 203
9/12/14	REVISED UNCLASSIFIED EXCAVATION, COMPACTED EMBANKMENT & ACHM SURFACING PAVEMENT QUANTITIES	194, 195, 196, 203

SUMMARY OF QUANTITIES AND REVISIONS



09/12/14

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED.ROAD DISTRICT	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9/12/14 8/25/14				6	ARK.	BBI006	203	265

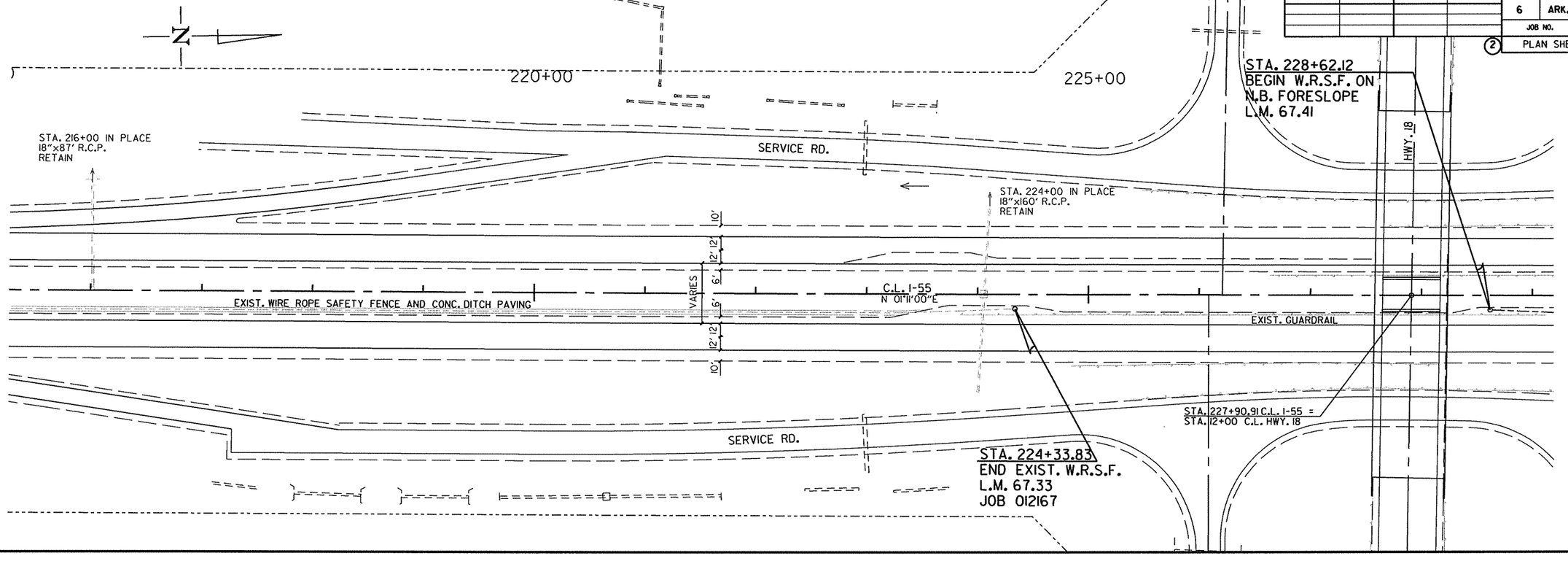
(2) SUMMARY OF QUANTITIES AND REVISIONS

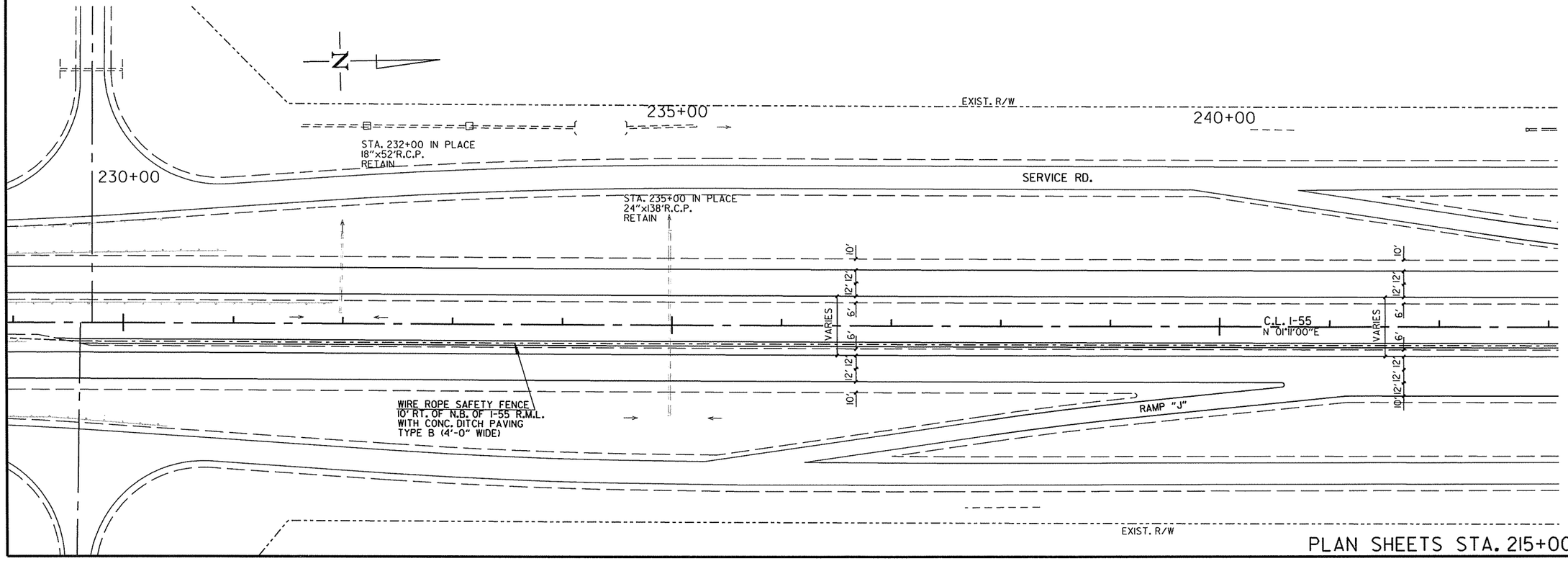
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1006	204	265

(2) PLAN SHEETS STA. 215+00 - STA. 243+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14





8/1/2014

PLAN SHEETS STA. 215+00 - STA. 243+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	205	265
				(2) PLAN SHEETS STA. 243+00 - STA. 271+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
ANDREW PINKLEY
08/04/14

EXIST. R/W

245+00

250+00

SERVICE RD.

255+00

STA. 256+06.5 IN PLACE
42"x42'R.C.P.
RETAIN

STA. 252+00 IN PLACE
18"x77'R.C.P.
RETAIN

STA. 255+06.5 IN PLACE
42"x45'R.C.P.
RETAIN

RAMP "H"

10'
12' 12'
VARIES 6'
6'
12' 12'
10'

C.L. I-55
N 01°11' 00"E

STA.252+00.00
BEGIN PAVING TRANS.

SERVICE RD.

1200' EXIST. PAVING TRANSITION TO BE REMOVED

EXIST. R/W

LEGEND

- PAVING TRANSITION AT BRIDGE APPROACHES
- PAVING TRANSITION
- APPROACH SLAB REPLACEMENT

EXIST. R/W

260+00

265+00

270+00

SERVICE RD.

STA. 259+06.07 I-55=
STA. 3+00.00 RAMP RA-I
BEG. EXIST. TAPER

STA. 262+06.07 I-55=
STA. 5+00.00 RAMP RA-I
END EXIST. ACCEL LANE

STA.269+04.06 I-55 =
STA. 11+95.58 RAMP RAI
BEGIN ACCEL. LANE
EXIST. NOSE

WIRE ROPE SAFETY FENCE
10' RT. OF N.B. OF I-55 R.M.L.
WITH CONC. DITCH PAVING
TYPE B (4'-0" WIDE)

300' EXIST. TAPER

5+00

700' EXIST. ACCELERATION LANE

10+00

RAMP "RA-I"

10'
12' 12' 24'
VARIES 6'
6'
24' 12' 12'
10'

C.L. I-55
N 01°11'00"E

STA. 264+00.00
BEGIN JOB BB1006
LOG MILE 68.00
END JOB 100716

STA. 270+00 IN PLACE
24"x225'R.C.P.
RETAIN

STA.264+00.00
END PAVING TRANSITION &
BEG. RUBBLIZE/OVERLAY

SERVICE RD.

1200' EXIST. PAVING TRANSITION TO BE REMOVED

STA. 256+70 IN PLACE
45°, 8'x10'x329.5'R.C.B.
RETAIN

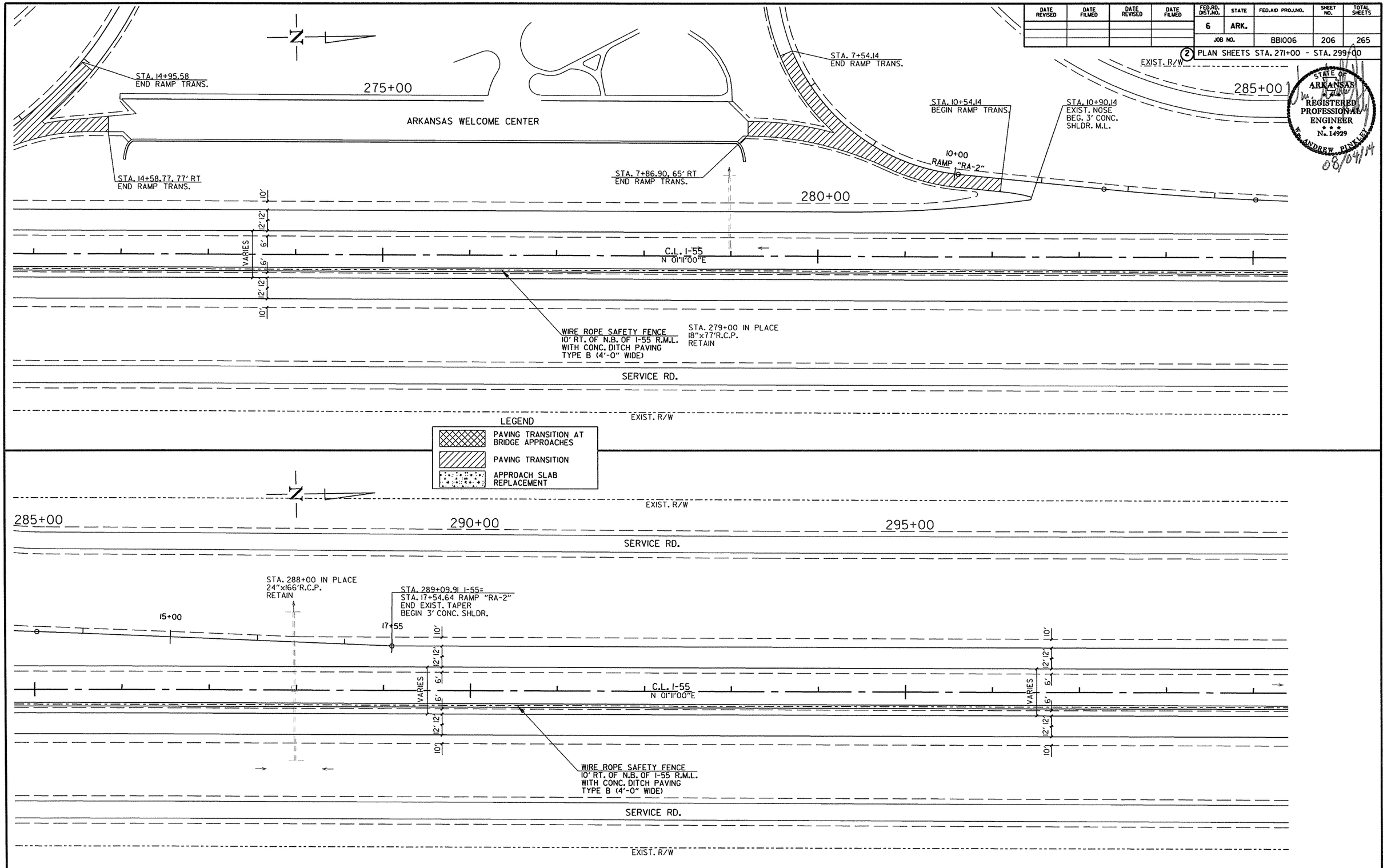
EXIST. R/W

8/5/2014

PLAN SHEETS STA. 243+00 - STA. 271+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	206	265
				(2) PLAN SHEETS STA. 271+00 - STA. 299+00				

STATE OF ARKANSAS
W. ANDREW PINKLEY
REGISTERED PROFESSIONAL ENGINEER
No. 14929
08/04/14



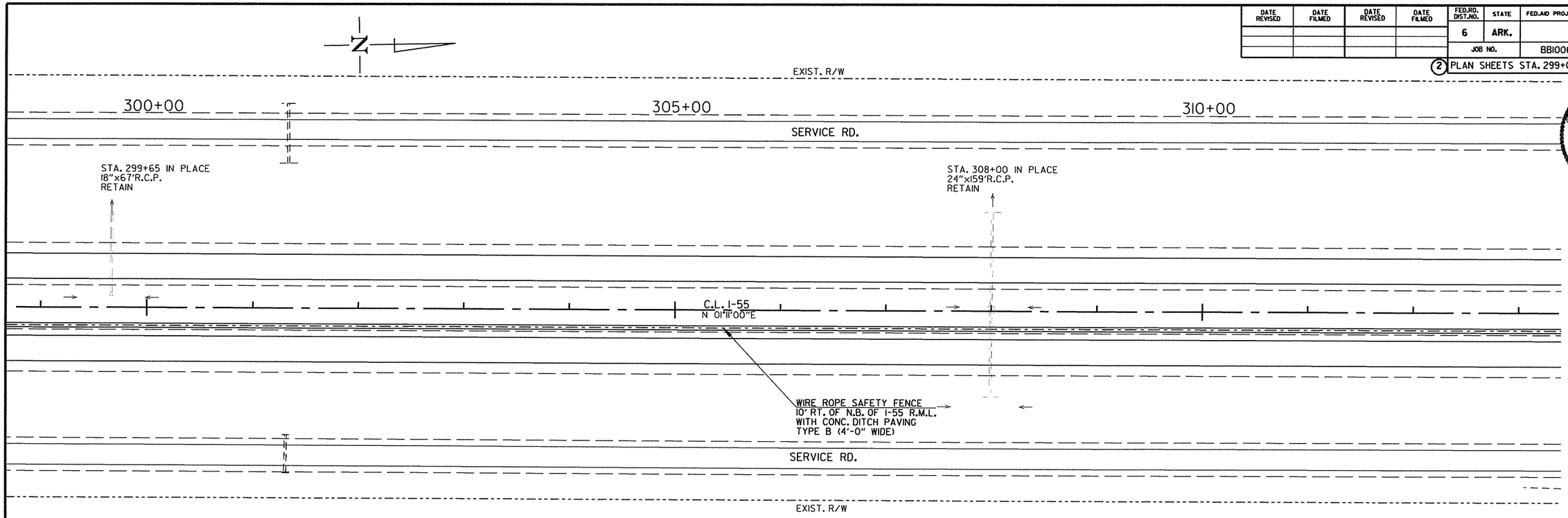
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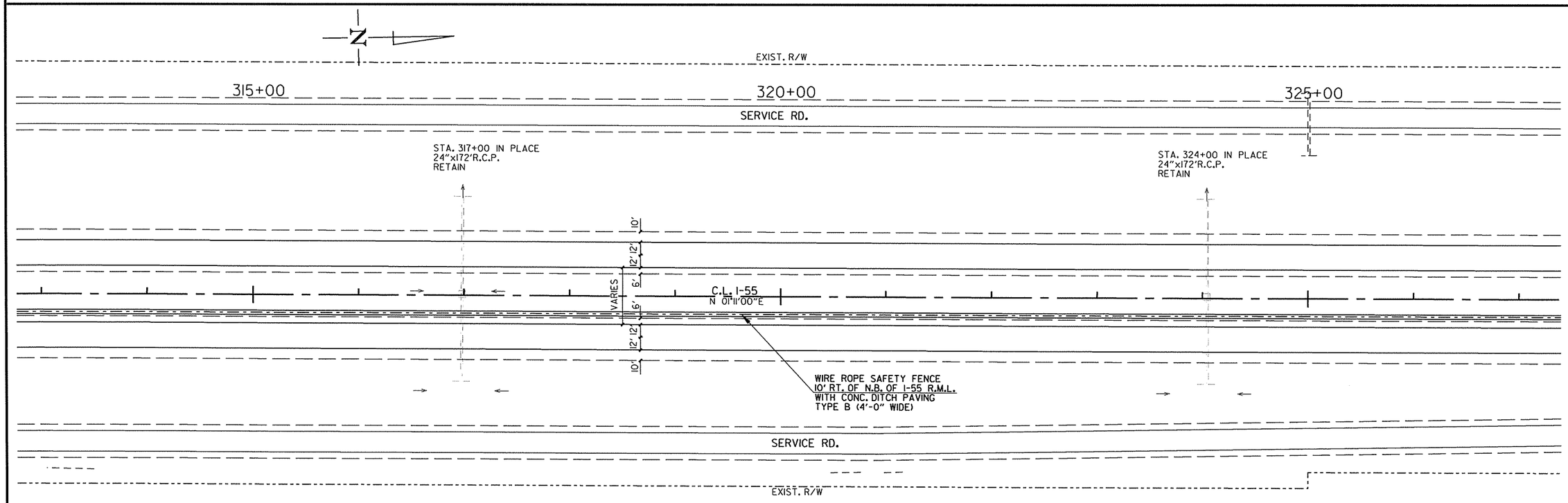
PLAN SHEETS STA. 271+00 - STA. 299+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBI006	207	265

(2) PLAN SHEETS STA. 299+00 - STA. 327+00







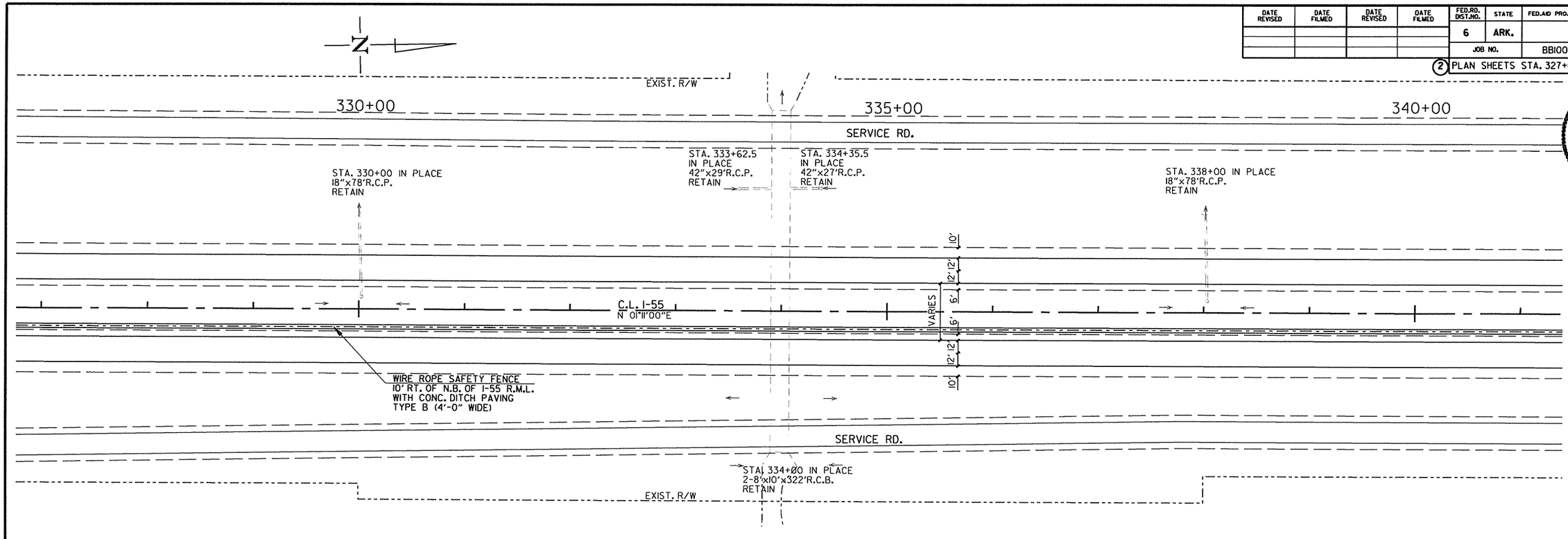
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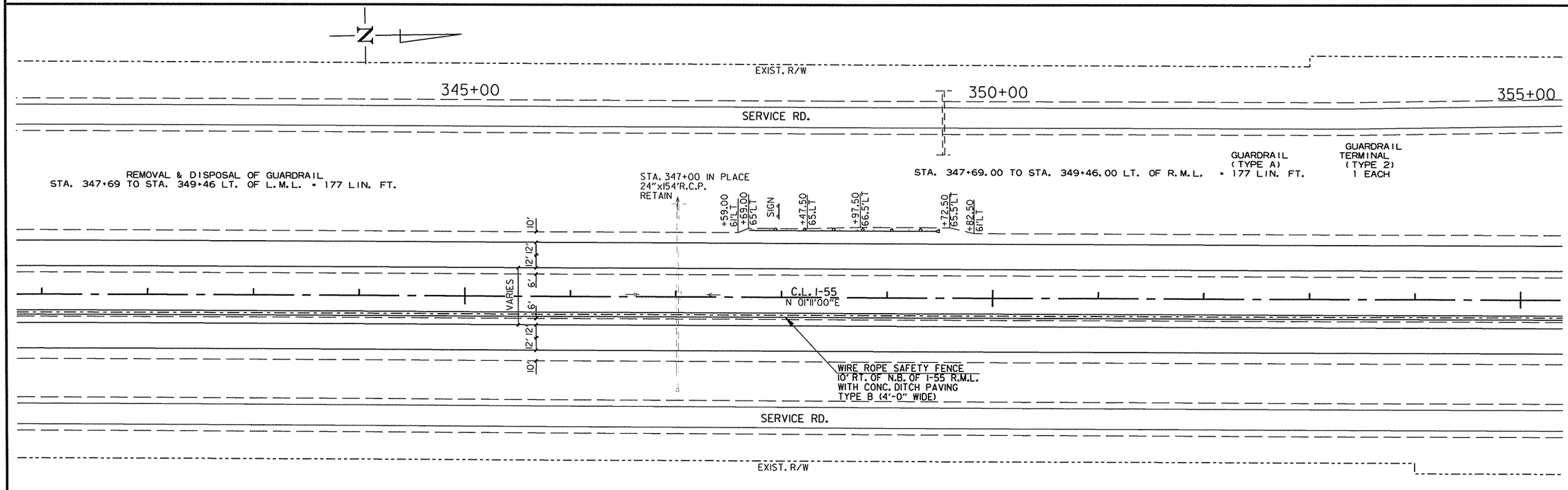
PLAN SHEETS STA. 299+00 - STA. 327+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBI006	208	265

(2) PLAN SHEETS STA. 327+00 - STA. 355+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14





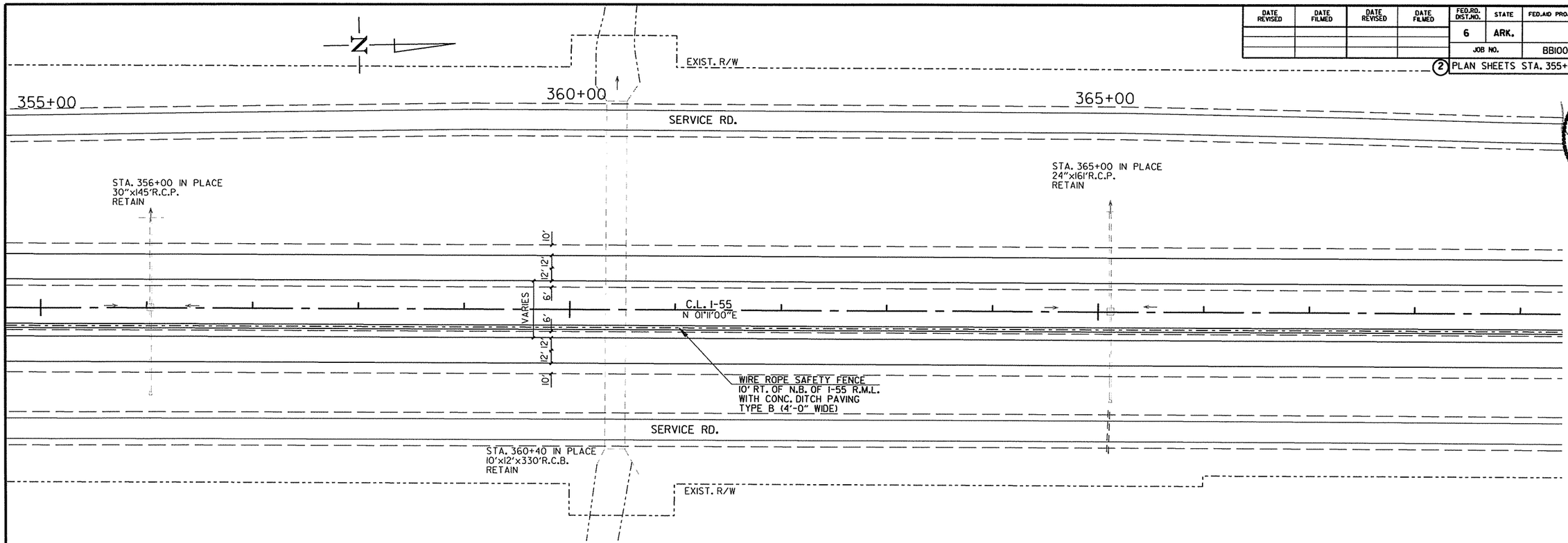
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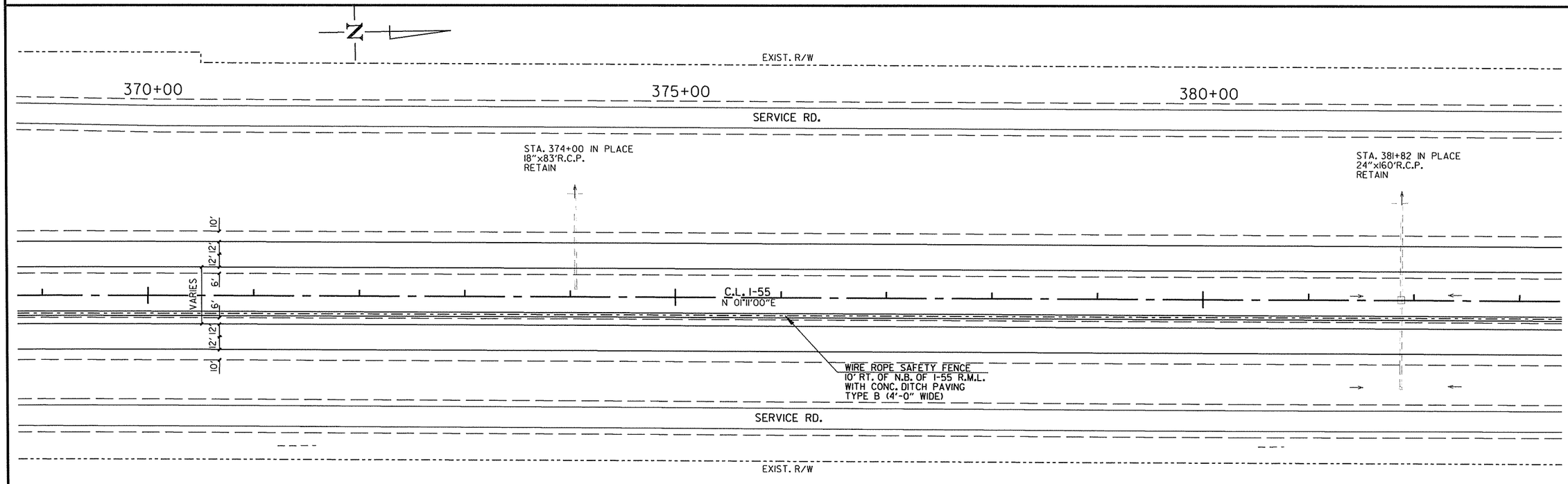
PLAN SHEETS STA. 327+00 - STA. 355+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBI006	209	265

(2) PLAN SHEETS STA. 355+00 - STA. 383+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14



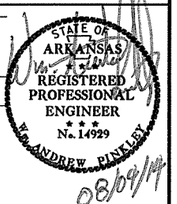


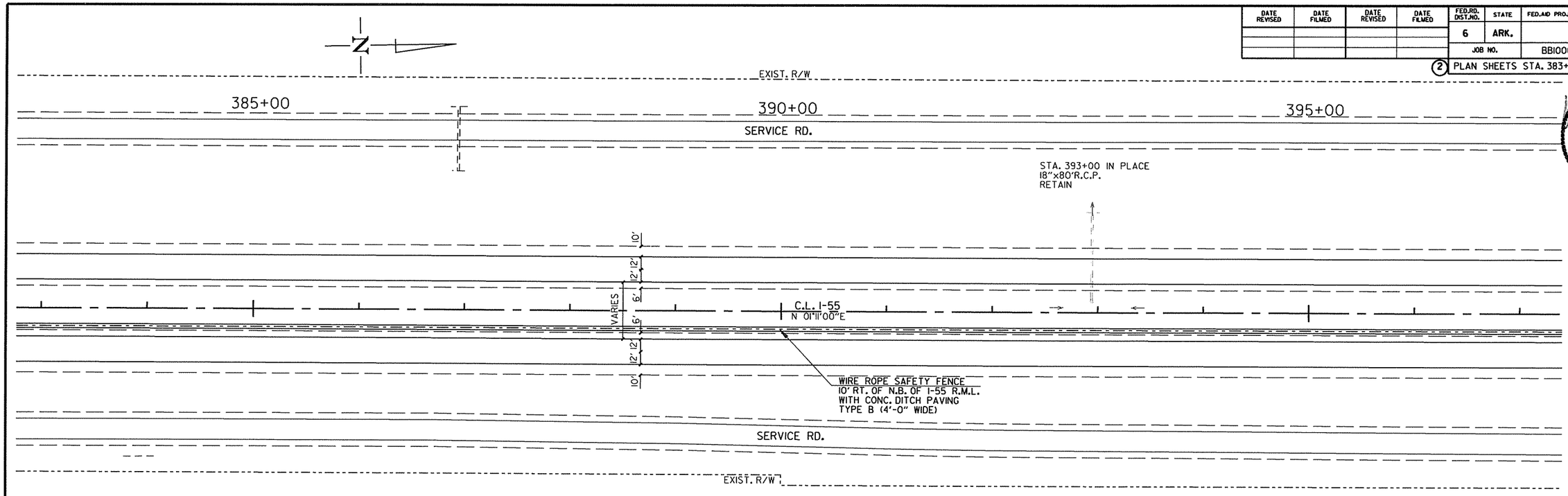
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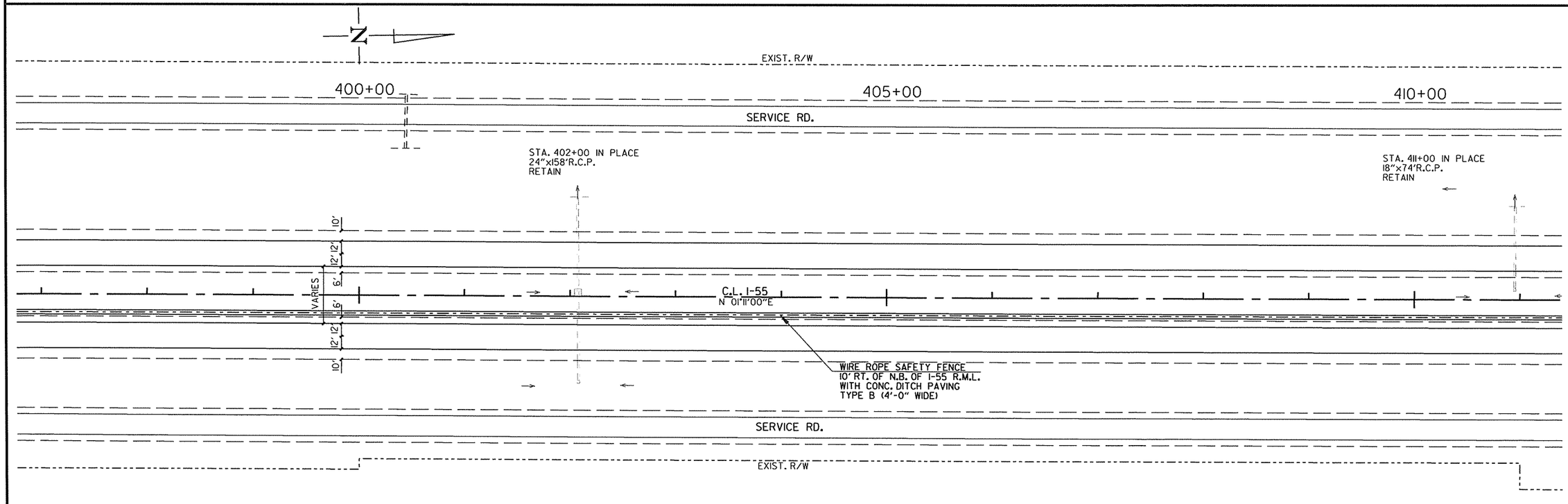
PLAN SHEETS STA. 355+00 - STA. 383+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	210	265

(2) PLAN SHEETS STA. 383+00 - STA. 411+00







8/1/2014

PLAN SHEETS STA. 383+00 - STA. 411+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	211	265

(2) PLAN SHEETS STA. 411+00 - STA. 439+00

STATE OF ARKANSAS
16
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

EXIST. R/W

415+00 | 420+00 | 425+00

SERVICE RD.

STA. 413+79.55 END TAPER

STA. 416+79.55 END ACC. LANE

300' PROP. TAPER

30+00 | 35+00 | 40+00

STA. 420+00 IN PLACE
18"x63'R.C.P.
RETAIN

STA. 423+79.55 I-55 =
STA. 40+01.48 RAMP "B"
BEGIN ACCEL. LANE
EXIST. NOSE

STA. 422+31.23 I-55=
STA. 38+51.68 RAMP "B"

700' PROP. ACCELERATION LANE

RAMP "B"

10' | 12' | 12' | 6' | VARIES | 6' | 12' | 12' | 10'

C.L. I-55
N 01°11'00"E

20+00 | 25+00

WIRE ROPE SAFETY FENCE
10' RT. OF N.B. OF I-55 R.M.L.
WITH CONC. DITCH PAVING
TYPE B (4'-0" WIDE)

STA. 416+45.66 I-55=
STA. 20+00.00 RAMP "A"

+71.65

RAMP "A"

SERVICE RD.

STA. 421+83.24 I-55 =
STA. 25+36.91 RAMP "A"
EXIST. NOSE

STA. 26+96.65
END RAMP TRANS.

EXIST. R/W

LEGEND

- PAVING TRANSITION AT BRIDGE APPROACHES
- PAVING TRANSITION
- APPROACH SLAB REPLACEMENT

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 433+64.50 TO STA. 438+64.50 LT. OF R.M.L.	= 500 LIN. FT.	1 EACH	1 EACH
STA. 434+67.50 TO STA. 437+42.50 RT. OF R.M.L.	= 275 LIN. FT.	1 EACH	1 EACH
STA. 436+24.20 TO STA. 441+24.20 RT. OF L.M.L.	= 500 LIN. FT.	1 EACH	1 EACH
STA. 437+74.60 TO STA. 440+49.60 LT. OF L.M.L.	= 275 LIN. FT.	1 EACH	1 EACH

EXIST. R/W

425+00 | 430+00 | 435+00

STA. 426+00 IN PLACE
30"x299'R.C.P.
RETAIN

STA. 43+01.48
END RAMP TRANS.

45+00

RAMP "B"

SERVICE RD.

STA. 433+00 IN PLACE
18"x50'R.C.P.
RETAIN

STA. 430+61.15
END RUBBLIZE/OVERLAY
& BEG. PAVING TRANSITION

C.L. I-55
N 01°11'00"E

STA. 434+31.67 END W.R.S.F.
SEE W.R.S.F. DETAIL AT OVERPASS

50'

+71.65 25'RT | +71.65 25'RT | +18.78 61'RT | 163.78 87.5'RT

WIRE ROPE SAFETY FENCE
10' RT. OF N.B. OF I-55 R.M.L.
WITH CONC. DITCH PAVING
TYPE B (4'-0" WIDE)

STA. 430+56.05
END RUBBLIZE/OVERLAY
& BEG. PAVING TRANSITION

SERVICE RD.

CONCRETE BARRIER WALL (PIER PROTECTION, TYPE A)
STA. 437+42.50 TO STA. 437+68.50 RT. OF R.M.L. = 26 LIN. FT.
STA. 437+48.60 TO STA. 437+74.60 LT. OF L.M.L. = 26 LIN. FT.

IMPACT ATTENUATION BARRIERS
STA. 437+20 RT. OF R.M.L. = 1 EACH
STA. 437+20 LT. OF R.M.L. = 1 EACH
STA. 438+00 LT. OF L.M.L. = 1 EACH
STA. 438+00 RT. OF L.M.L. = 1 EACH

REMOVAL & DISPOSAL OF IMPACT ATTENUATION BARRIERS
STA. 437+20 RT. OF R.M.L. = 1 EACH
STA. 437+20 LT. OF R.M.L. = 1 EACH
STA. 438+00 LT. OF L.M.L. = 1 EACH
STA. 438+00 RT. OF L.M.L. = 1 EACH

EXIST. R/W

BRIDGE 03168 AT HWY. 150 OVER I-55
TO BE JACKED. SEE BRIDGE PLANS
FOR DETAILS
MINIMUM VERTICAL CLEARANCE = 16'-0".

HWY. 150

REMOVE APPROACH
SLAB & GUTTER
INSTALL TYPE SPECIAL
SLAB & GUTTER

STA. 10+36.75
BR. END

EXIST. BR.
NO. 03168

STA. 438+61.15
END TRANSITION
TO FULL DEPTH CONST. &
BEG. FULL DEPTH CONST.

INSTALL
CONCRETE
PIER PROT.

STA. 436+61.15 END TRANSITION
TO FULL DEPTH CONST. &
BEG. FULL DEPTH CONST.

EXIST. IMPACT ATTEN.
BARR. REMOVE

FULL DEPTH CONST.

+92.50 12'LT | +23.50 15.5'LT | 50' | 94.65 12'RT | 40.66

STA. 436+56.05 END TRANSITION
TO FULL DEPTH CONST. &
BEG. FULL DEPTH CONST.

STA. 438+31.65
BEG. W.R.S.F.
SEE W.R.S.F.
DETAIL AT OVERPASS

STA. 437+58.60 C.L. I-55 =
STA. 12+00 C.L. HWY. 150
Δ = 92° 52' 00"

STA. 438+56.05
END FULL DEPTH CONST.
BEGIN TRANSITION
TO RUBBLIZED/OVERLAY

INSTALL
CONCRETE
PIER PROT.

STA. 13+63.25
BR. END

REMOVE APPROACH
SLAB & GUTTER
INSTALL TYPE SPECIAL
SLAB & GUTTER

PLAN SHEETS STA. 411+00 - STA. 439+00

8/1/2014

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.		BBI006	212	265

(2) PLAN SHEETS STA. 439+00 - STA. 467+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

STA. 442+00 IN PLACE
18"x49'R.C.P.
RETAIN

EXIST. R/W

440+00 445+00 450+00

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 453+40 TO STA. 455+54 LT. OF R.M.L. = 214 LIN. FT.
STA. 453+62 TO STA. 455+65 RT. OF R.M.L. = 203 LIN. FT.
STA. 456+81 TO STA. 458+70 LT. OF R.M.L. = 189 LIN. FT.
STA. 456+92 TO STA. 458+80 RT. OF R.M.L. = 188 LIN. FT.

STA. 40+87.44
END RAMP TRANS.

STA. 449+44.13 I-55 =
STA. 43+22.18 RAMP "C"
EXIST. NOSE

STA. 451+75 IN PLACE
18"x67'R.C.P.
RETAIN

CONST. & CONST.

SERVICE RD.

RAMP "C"

+53.42 67.5'LT
+86.42 61'LT

STA.444+61.15 END
PAVING TRANSITION &
BEG. RUBBLIZED/OVERLAY

+45.50 5.5'LT
76.50 21'LT

C.L. I-55
N 01°11'00"E

STA. 449+01.48
END RUBBLIZED/OVERLAY &
BEG. PAVING TRANSITION
TO APPROACH SLAB

STA. 452+50.30
END W.R.S.F.

94.66 11'RT
40.66 21'RT

STA.444+56.05 END
PAVING TRANSITION &
BEG. RUBBLIZED/OVERLAY

WIRE ROPE SAFETY FENCE
10' RT. OF N.B. OF I-55 R.M.L.
WITH CONC. DITCH PAVING
TYPE B (4'-0" WIDE)

STA. 449+22.38
END RUBBLIZED/OVERLAY &
BEG. PAVING TRANSITION
TO APPROACH SLAB

+57.30 21'RT
+90.30 13.5'RT
+18.00 61'RT
+51.00 67.5'RT

SERVICE RD.

EXIST. R/W

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 451+65.50 TO STA. 455+17.50 LT. OF R.M.L.	= 350 LIN. FT.	1 EACH	1 EACH
STA. 452+52.60 TO STA. 455+28.30 RT. OF R.M.L.	= 275 LIN. FT.	1 EACH	1 EACH
STA. 457+17.50 TO STA. 459+92.50 LT. OF L.M.L.	= 275 LIN. FT.	1 EACH	1 EACH
STA. 457+28.50 TO STA. 460+78.50 RT. OF L.M.L.	= 350 LIN. FT.	1 EACH	1 EACH

LEGEND
- PAVING TRANSITION AT BRIDGE APPROACHES
- PAVING TRANSITION
- APPROACH SLAB REPLACEMENT

STA. 456+15.06 I-55=
STA. 10+00.00 BEG.
EXIST. TAPER
455+00

BAYOU

STA. 457+23.62 BEGIN
PAVING TRANSITION

STA. 457+13.29
BEG. W.R.S.F.

EXIST. R/W

460+00

STA. 462+00 IN PLACE
18"x60'R.C.P.
RETAIN

STA. 462+05.51 I-55 =
STA. 65+90.80 RAMP "E"
BEGIN ACCEL. LANE
EXIST. NOSE

STA. 463+23.62
END PAVING TRANSITION &
BEGIN RUBBLIZE/OVERLAY

465+00

70+00

STA. 68+90.80
END RAMP TRANS.

RAMP "E"

+95.00 81'LT

SERVICE RD.

EXIST. BR. NO. C3169

STA. 455+01.48 END
PAVING TRANSITION
STA. 454+80.00 I-55=
STA. 48+58.94 RAMP "C"
END EXIST. TAPER
BEGIN 3' CONC. SHLDR.

STA. 455+37.98
BR. END
BEG. EXCEPTION

STA. 456+87.12
BR. END
END EXCEPTION

375' EXIST. TAPER

STA. 459+90.06 I-55=
STA. 63+75.35 END EXIST.
ACCEL. LANE

+28.00 69'LT

215' EXIST. ACCEL. LANE

60+00

65+00

EXIST. BR. NO. A3169

REPLACE APPROACH SLAB & GUTTER WITH STANDARD SLABS & GUTTER

+55.70 12.5'LT
+88.70 21'LT

C.L. I-55
N 01°11'00"E

VARIES

EXIST. BR. NO. B3169

55+00

STA. 455+22.38 END
PAVING TRANSITION

STA. 455+58.88
BR. END
BEG. EXCEPTION

STA. 457+08.02
BR. END
END EXCEPTION

50+00

STA. 457+44.52 BEGIN
PAVING TRANSITION

STA. 458+50.00 I-55=
STA. 50+00.00 RAMP "D"
END EXIST. TAPER
BEGIN 3' CONC. SHLDR.

+17.54

RAMP "D"

EXIST. BR. NO. D3169

SERVICE RD.

PENSCOT

REMOVAL & DISPOSAL OF APPROACH SLAB & GUTTERS
STA. 455+01.48 TO STA. 455+37.98 LT. OF L.M.L. = 1.0 EACH
STA. 455+22.38 TO STA. 455+58.88 RT. OF L.M.L. = 1.0 EACH
STA. 456+87.12 TO STA. 457+23.62 LT. OF R.M.L. = 1.0 EACH
STA. 457+08.02 TO STA. 457+44.52 RT. OF R.M.L. = 1.0 EACH

STA. 463+44.52
END PAVING TRANSITION &
BEGIN RUBBLIZE/OVERLAY

STA. 463+87.46 I-55 =
STA. 55+36.79 RAMP "D"
EXIST. NOSE

STA. 56+96.54
END RAMP TRANS.

EXIST. R/W

8/1/2014

PLAN SHEETS STA. 439+00 - STA. 467+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBI006	213	265

(2) PLAN SHEETS STA. 467+00 - STA. 495+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/14

EXIST. R/W

STA. 469+00 IN PLACE
18"x62'R.C.P.
RETAIN

SERVICE RD.

470+00

WEIGH STATION

475+00

80+00

STA. 81+56.22
END RAMP TRANS.

STA. 480+00 IN PLACE
18"x108'R.C.P.
RETAIN

480+00

RAMP "G"

+56.22

STA. 474+02
BEG. PAVING TRANSITION
& END RUBBLIZE/OVERLAY

10'
12' 12'
6'
VARIES
6'
12' 12'
10'

C.L. I-55
N 01°11'00"E

WIRE ROPE SAFETY FENCE
10' RT. OF N.B. OF I-55 R.M.L.
WITH CONC. DITCH PAVING
TYPE B (4'-0" WIDE)

STA. 471+00 IN PLACE
18"x53'R.C.P.
RETAIN

WIRE ROPE SAFETY FENCE
10' RT. OF N.B. OF I-55 R.M.L.
WITH CONC. DITCH PAVING
TYPE B (4'-0" WIDE)

70+00

RAMP "F"

STA. 71+57.07
END RAMP TRANS.

SERVICE RD.

EXIST. R/W

LEGEND

- PAVING TRANSITION AT BRIDGE APPROACHES
- PAVING TRANSITION
- APPROACH SLAB REPLACEMENT

EXIST. R/W

STA. 481+65.61 I-55 =
STA. 84+90.92 RAMP "G"
BEGIN DECEL. LANE
EXIST. NOSE

485+00

STA. 485+90.00 I-55 =
STA. 89+14.57 RAMP "G"
END EXIST. TAPER

490+00

495+00

STA. 486+02.00
END JOB BBI006
LOG MILE 72.22

SERVICE RD.

+56.22

85+00

STA. 484+40.36 I-55=
STA. 87+64.45 RAMP "G"
END EXIST. DECEL. LANE
BEGIN EXIST. TAPER

16'
12' 12'
24'
9'
VARIES
9'
24'

STA. 486+02 END
PAVING TRANSITION

C.L. I-55
N 01°11'00"E

10'
12' 12'
6'
VARIES
6'
12' 12'
10'

STA. 485+90.00 I-55=
STA. 79+07.11 RAMP "F"

STA. 481+39.76 I-55 =
STA. 74+57.07 RAMP "F"
EXIST. NOSE

75+00

SERVICE RD.

STA. 484+00 IN PLACE
30"x143'R.C.P.
RETAIN

EXIST. R/W

ARKANSAS
MISSOURI

8/1/2014

PLAN SHEETS STA. 467+00 - STA. 495+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBI006	214	265

(2) HWY. 150 INTERCHANGE LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14929
W. ANDREW PINKLEY
08/04/19

REMOVAL & DISPOSAL OF APPROACH SLABS & GUTTERS
STA. 10+00.00 TO STA. 10+36.75 HWY. 150 = 1.0 EACH
STA. 13+63.25 TO STA. 13+99.75 HWY. 150 = 1.0 EACH

BRIDGE 03168 AT HWY. 150 OVER I-55 TO BE JACKED.
SEE BRIDGE PLANS FOR DETAILS
MINIMUM VERTICAL CLEARANCE = 16'-0".

EXIST. IMPACT ATTEN. BARR. REMOVE

STA. 10+36.75 BR. END

REPLACE APPROACH SLAB & GUTTER

CONCRETE PIER PROT.

REPLACE APPROACH SLAB & GUTTER

5+00

10+00

15+00

HWY. 150

+11.75 17'LT

+36.75 20.75'LT

+77.75 17'LT

+78.75 17'RT

+11.75 24.5'RT

+77.75 17'RT

+32.50 20'RT

+57.00 17'RT

EXIST. BR. NO. 03168

STA. 3+50.25 BEG. 700' TRANSITION

STA. 10+00.25 END TRANSITION

CONCRETE PIER PROT. TO REMAIN

EXIST. IMPACT ATTEN. BARR. REMOVE

STA. 13+99.75 BEG. 700' TRANSITION

STA. 13+63.25 BR. END

STA. 437+58.60 C.L. I-55 =
STA. 12+00 C.L. HWY. 150
Δ = 92° 52' 00"

I-55 C.L. 50°

+41.65 21'RT

+91.65 11'RT

+29.50 15.5'LT

+92.50 21'LT

+63.78 67.5'RT

435+00

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA. 9+25.25 TO STA. 10+00.25 LT. OF HWY. 150	= 75 LIN. FT.	1 EACH	1 EACH
STA. 8+50.25 TO STA. 10+00.25 RT. OF HWY. 140	= 150 LIN. FT.	1 EACH	1 EACH
STA. 13+99.75 TO STA. 15+49.75 RT. OF HWY. 150	= 150 LIN. FT.	1 EACH	1 EACH
STA. 13+99.75 TO STA. 14+74.75 LT. OF HWY. 150	= 75 LIN. FT.	1 EACH	1 EACH

LEGEND
- PAVING TRANSITION AT BRIDGE APPROACHES
- BRIDGE DECK REHAB.
- APPROACH SLAB REPLACEMENT

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 8+31.00 TO STA. 10+09.00 LT. OF HWY. 150 = 178 LIN. FT.
STA. 8+31.00 TO STA. 10+09.00 RT. OF HWY. 150 = 178 LIN. FT.
STA. 13+90.00 TO STA. 15+40.00 LT. OF HWY. 150 = 150 LIN. FT.
STA. 13+90.00 TO STA. 15+68.00 RT. OF HWY. 150 = 178 LIN. FT.

+07.00 22.5'LT

+40.00 17'LT

20+00

23+00

HWY. 150

STA. 20+49.75 END TRANSITION

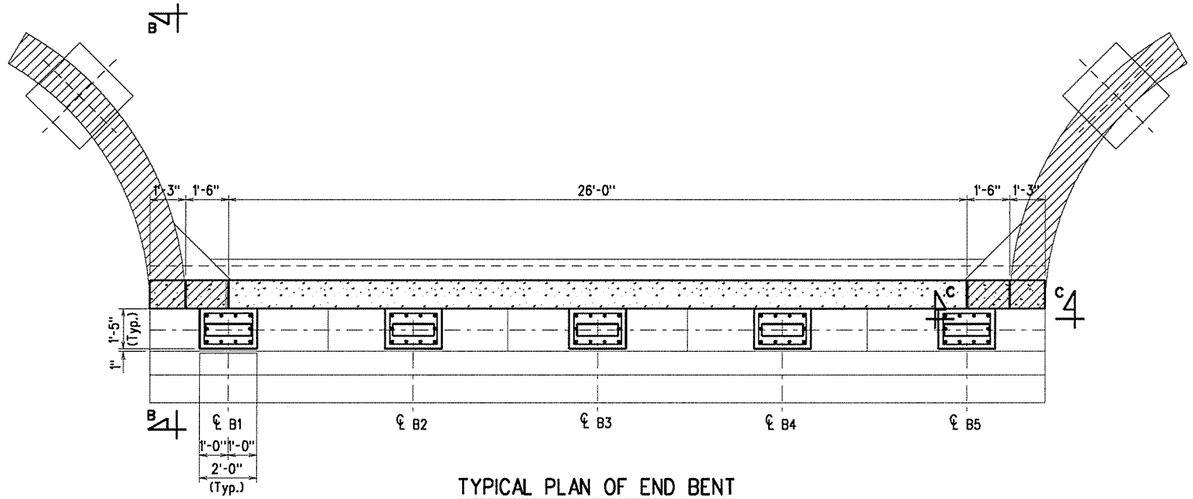
8/1/2014

HWY. 150 INTERCHANGE LAYOUT

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.		BB1006	215	265

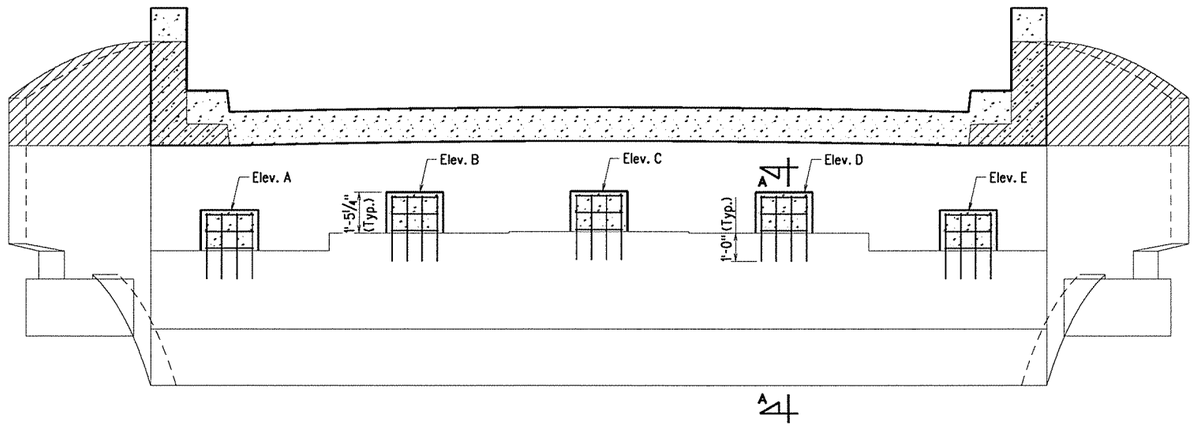
① 03168 - MODIFICATION DETAILS - 56184

Note:
Low Beam will be raised approximately 1'-5¼" to meet minimum vertical clearance of 16'-0" over Interstate 55 and the adjacent service roads. All dimensions and elevations shall be field verified.



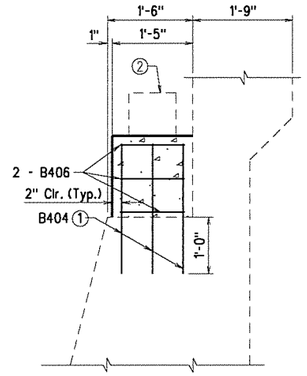
TYPICAL PLAN OF END BENT

Scale: ⅜" = 1'-0"



ELEVATION - END BENTS

Scale: ⅜" = 1'-0"



SECTION A-A

Scale: ¾" = 1'-0"

Note:
See Drawing No. 56186 for anchor bolt details.

GENERAL NOTES

Governing specifications are the Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (2014 Edition), with applicable supplemental specifications and special provisions.

All new structural steel shall be AASHTO designation M270, Gr. 50W unless otherwise noted and shall be paid for at the unit price per pound bid for "Structural Steel for Modification of Raised Bridge Structure (M270, Gr. 50W)." M270, Gr. 50W steel shall not be painted. All exposed surfaces to be cleaned in accordance with subsection 807.84(e) of the Standard Specifications.

All welding to be performed by a certified welder approved by the Engineer. All welding shall conform to the current AASHTO/AWS D1.5 Welding Code.

Anchor bolt extension shall be ASTM A36 and galvanized. Repair damaged galvanized surfaces in accordance with Subsection 807.88.

The Contractor shall field verify anchor bolt locations.

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

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M232, Type A, with mil test reports.

The Contractor shall check the joint openings. Poured silicone joints at end bents shall be installed after the entire structure is raised to the final position. Cleaning the joint shall be as recommended by the manufacturer. See Drawing No. xxxxx.

The following drawings may be used to determine jack capacities:
Dwg. Nos. 56190 thru 56198

Sheets from the existing bridge plans have been included for information purposes only. All information required to complete the work should be field verified by the Contractor.

Nuts on bearing device attachment shall only be hand tightened. Do not torque.

See Special Provision Job No. BB1006 "Modification of Raised Bridge Structure" for additional material and construction requirements.

The Contractor shall perform all work associated with raising Bridge No. 03168 ready for traffic prior to March 31, 2015.

① No. 4 bars shall be drilled and grouted into existing concrete using a QPL approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the item "Modification of Raised Bridge Structure (Br. No. 03168)".

② As directed by the Engineer, disassemble, clean and re-paint the rockers to address any beginning rust in accordance with section 820, using Type I cleaning and painting. The color of paint shall be Gray and shall match Fed. Std. 595B, Color Chip No. 26176. Install cleaned and painted bearings on new riser blocks. All work and materials on existing bearings will not be paid for directly but will be considered subsidiary to the item "Modification of Raised Bridge Structure (Br. No. 03168)".

TABLE OF VARIABLES

	BENT 1	BENT 7
Elev. "A"	274.20	274.20
Elev. "B"	274.83	274.83
Elev. "C"	274.87	274.87
Elev. "D"	274.83	274.83
Elev. "E"	274.20	274.20

LEGEND

Demolition

New Concrete

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15148
JOSHUA D. RUSSELL

8/11/14
BRIDGE ENGINEER

SHEET 1 OF 3
MODIFICATION DETAILS FOR
BRIDGE NO. 03168
HWY. 150 - I-55
MISSISSIPPI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

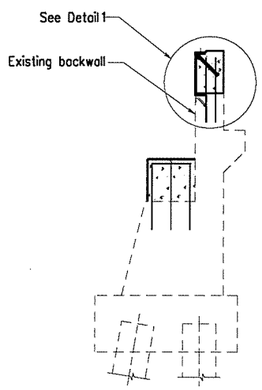
DRAWN BY: JBR DATE: 4-02-14 FILENAME: 1-end_bents
CHECKED BY: KD DATE: 4-10-14 SCALE: AS NOTED
DESIGNED BY: JBR DATE: 4-02-14

BRIDGE NO. 03168 DRAWING NO. 56184

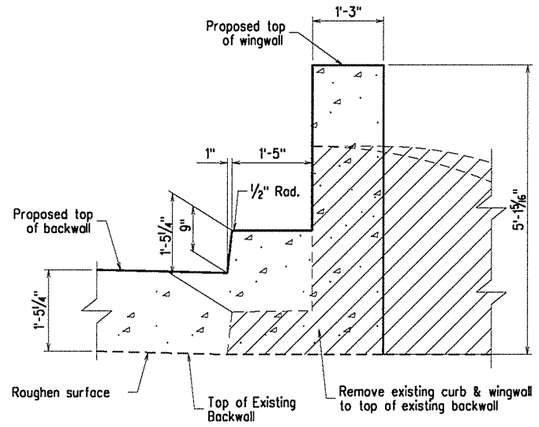
08/01/14

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.		BB1006	216	265

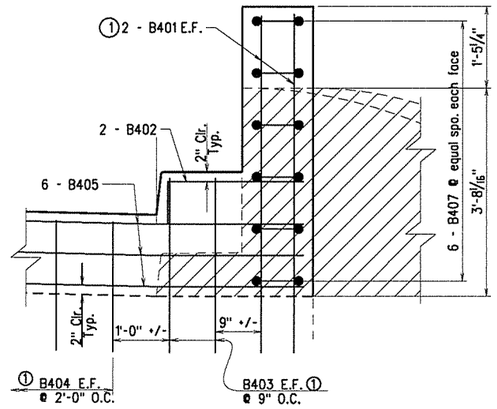
① 03168 - MODIFICATION DETAILS - 56185



TYP. EXISTING END BENT SECTION
Scale: N.T.S.



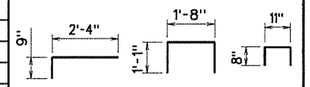
SECTION C-C
Showing Concrete Dimensions

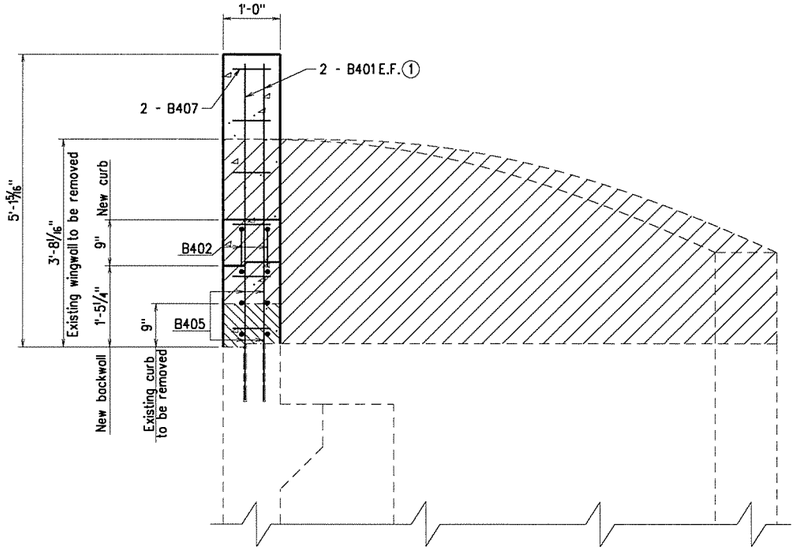


SECTION C-C
Showing Reinforcing

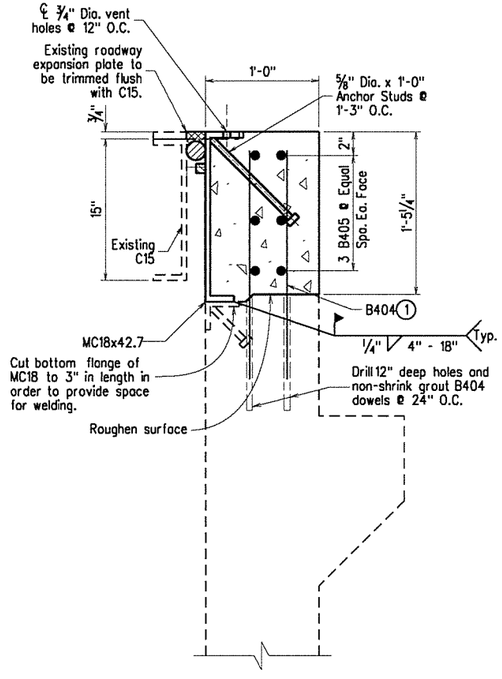
END BENT BAR LIST-PER BENT

MARK	NO. REQ'D.	LENGTH	P.D.	BENDING DIAGRAMS
B401	8	5'-11"	STR	Dimensions are out to out of bars.
B402	4	3'-0"	3"	
B403	8	3'-0"	STR	
B404	76	2'-3"	STR	
B405	6	31'-2"	STR	
B406	30	3'-10"	3"	
B407	24	2'-3"	3"	





SECTION B-B



NOTE: 1. See detail of Poured Silicone Joint Seal for expansion device details.
2. Concrete shallbe hand packed under the joint armor in the backwall.

DETAIL 1

① No. 4 bars shall be drilled and grouted into existing concrete using a QPC approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the item "Modification of Raised Bridge Structure (BR. No. 03168)".

LEGEND
- Demolition
- New Concrete

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
JOSHUA B. RUSSELL
No. 15148

8/11/14
BRIDGE ENGINEER

SHEET 2 OF 3
MODIFICATION DETAILS FOR
BRIDGE NO. 03168
HWY. 150 - I-55
MISSISSIPPI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

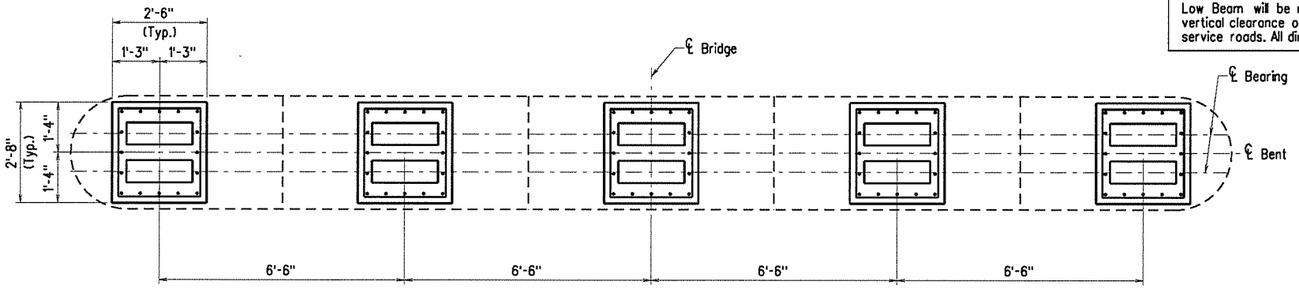
DRAWN BY: JBR DATE: 4-03-14 FILENAME: 2-end_bent_details
CHECKED BY: KD DATE: 6-10-14 SCALE: AS NOTED
DESIGNED BY: JBR DATE: 4-03-14

BRIDGE NO. 03168 DRAWING NO. 56185

08/01/14

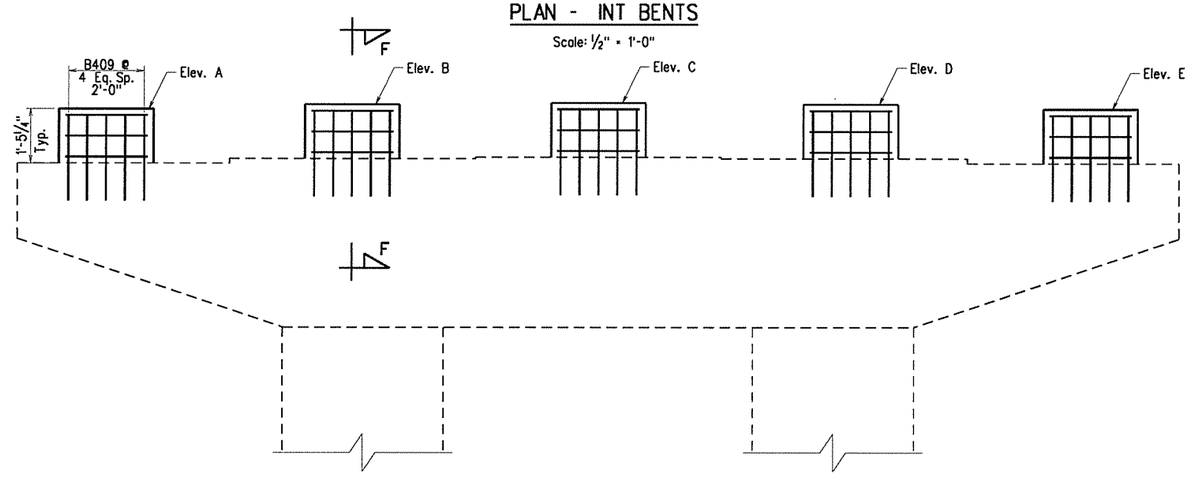
DATE REVISED	DATE FIL.MED	DATE REVISED	DATE FIL.MED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	217	265
				① 03168 - MODIFICATION DETAILS - 56186				

Note:
Low Beam will be raised approximately 1'-5¼" to meet minimum vertical clearance of 16'-0" over Interstate 55 and the adjacent service roads. All dimensions and elevations shall be field verified.



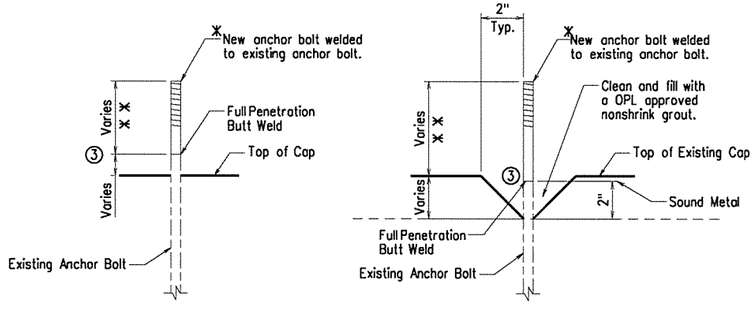
PLAN - INT BENTS

Scale: ½" = 1'-0"



ELEVATION - INT BENTS

Scale: ½" = 1'-0"



TYPICAL

ALTERNATE

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

✱ Threads shall extend to a min. of ¼" below the top most plate of the existing bearing.

✱ ✱ Required length to be field verified. Bolt extensions shall begin at or below existing bolt threads.

ANCHOR BOLT DETAILS

Scale: N.T.S.

Note: For additional information, see SP Job BB1006 "Modification of Raised Bridge Sturcture".

INTERMEDIATE BENT BAR LIST - PER BENT

MARK	NO. REQ'D.	LENGTH	P.D.	BENDING DIAGRAM (DIMENSIONS ARE OUT TO OUT OF BARS)
B408	30	6'-10"	3"	2'-2" / 2'-4" / B408
B409	80	2'-3"	STR	

GENERAL NOTES

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

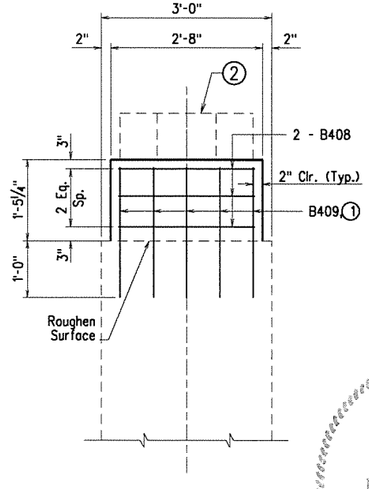
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi.) conforming to AASHTO M31 or M232, TYPE A, with mil test reports.

One intermediate bent shown, all intermediate bents similar. See table of variables for bent elevations.

① No. 4 bars shall be drilled and grouted into existing concrete using a QPL approved non-shrink grout. Diameter of drilled holes and installation procedure shall be as recommended by the grout manufacturer. Drilling and grouting of dowels will be paid for as part of the item "Modification of Raised Bridge Structure (Br. No. 03168)".

② As directed by the Engineer, disassemble, clean and re-paint the bearings to address any beginning rust in accordance with section 820, using Type I cleaning and painting. The color of paint shall be Gray and shall match Fed. Std. 595B, Color Chip No. 26176. Install cleaned and painted bearings on new riser blocks. All work and materials on existing bearings will not be paid for directly but will be considered subsidiary to the item "Modification of Raised Bridge Structure (Br. No. 03168)".

③ Cut off existing anchor bolts below bottom threads and weld new anchor bolts. All work and materials necessary to extend the existing anchor bolts will not be paid for directly but will be considered subsidiary to the pay item "Modification of Raised Bridge Structure (Br. No. 03168)".



SECTION F-F

Scale: ¾" = 1'-0"

TABLE OF VARIABLES

	BENT 2	BENT 3	BENT 4	BENT 5	BENT 6
Elev. "A"	274.03	274.39	274.52	274.39	274.03
Elev. "B"	274.16	274.51	274.65	274.51	274.16
Elev. "C"	274.20	274.55	274.69	274.55	274.20
Elev. "D"	274.16	274.51	274.65	274.51	274.16
Elev. "E"	274.03	274.39	274.52	274.39	274.03

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15148
JOSHUA B. REED

BRIDGE ENGINEER

SHEET 3 OF 3
MODIFICATION DETAILS FOR BRIDGE NO. 03168
HWY. 150 - I-55
MISSISSIPPI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

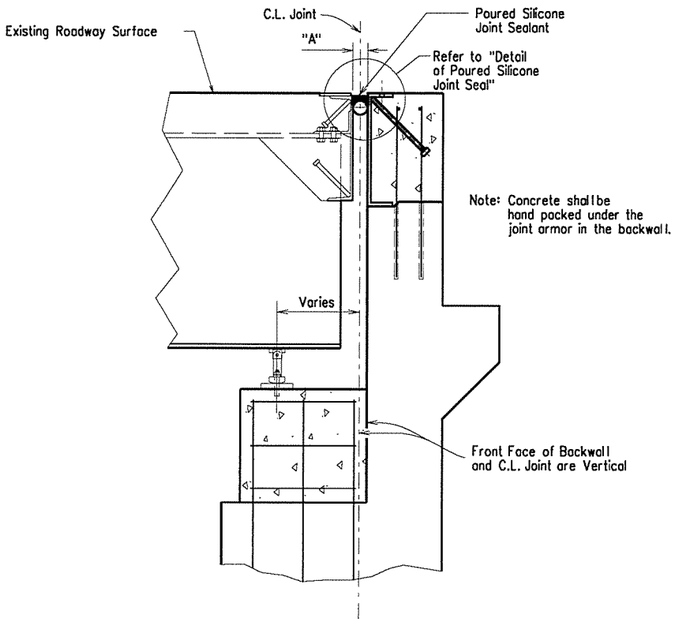
LITTLE ROCK, ARK.

DRAWN BY: JBR DATE: 4-03-14 FILENAME: 3-int_bents
CHECKED BY: KD DATE: 6-06-14 SCALE: AS NOTED
DESIGNED BY: JBR DATE: 4-03-14

BRIDGE NO. 03168 DRAWING NO. 56186

08/01/14

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.		BB1006	218	265
				①	03168 - JOINT DETAILS - 56187			



SECTION THRU JOINT AT ABUTMENTS

Scale: N.T.S.

SILICONE JOINT DATA

Abutment	"A" Width Perpendicular to Joint at 24 Hour Average Temperature ① Of:			"D"
	40° F	60° F	80° F	
Bent 1	2¼"	2"	1¾"	4½"
Bent 7	2¼"	2"	1¾"	4½"

① Installation is limited to 40° F min. and 80° F max.

② BACKER ROD NOTE:

Use an appropriately sized backer rod at the depth shown in the manufacturer's literature based on the joint width at the time of sealing.

Except as noted, do not install more backer rod than can be sealed in the same day. Backer Rod shall be extended beyond the stage construction joint so that the two pieces can be properly joined together prior to installing sealant in the next stage.

The contractor shall verify separation of the backer rod from the joint material after the joint material has been set.

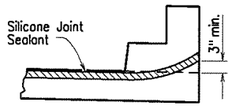
EXPANSION DEVICE NOTES

The Contractor shall cut the existing sliding plate and grind it smooth against existing roadway channel. The surface of the new channel, existing plate, and existing channel shall be finished per the recommendations of the joint seal manufacturer.

All new structural steel shall be AASHTO designation M720 GR50W unless otherwise noted. The surface of the structural steel in contact with the silicone joint sealant shall be finished per the recommendations of the joint seal manufacturer. Cleaning and painting will not be paid for separately but, will be considered subsidiary to the other pay items.

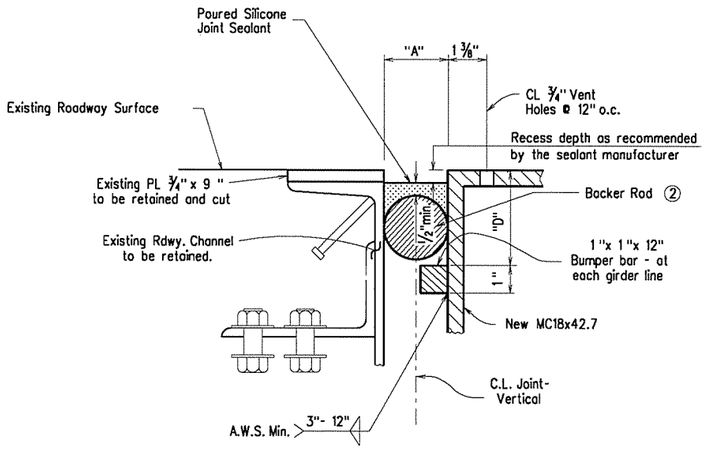
The Contractor shall install the expansion device for the abutments in the following manner: After the abutment backwall forms are in place the expansion device channel shall be installed and adjusted for grade. The grade of the backwall channel shall match the grade of the existing roadway and the existing plate attached to the existing roadway channel. Immediately prior to pouring the backwall concrete, the opening shall be adjusted for temperature, and the backwall constructed.

Structural Steel shall be paid for as "Structural Steel for Modification of Raised Bridge Structure M270, Gr. 50W)." M270, Gr. 50W steel shall not be painted. All labor, equipment, tools, and incidentals necessary to complete the work will not be paid for separately but, will be considered subsidiary to the other pay items.



JOINT SEAL

No Scale



DETAIL OF POURED SILICONE JOINT SEAL

No Scale

TABLE FOR WELD

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	5/16"	

NOTE: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15148
JOSHUA B. RUDD
8/11/14
BRIDGE ENGINEER

DETAILS OF POURED SILICONE JOINT FOR BRIDGE NO. 03168 HWY. 150 - I-55 MISSISSIPPI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

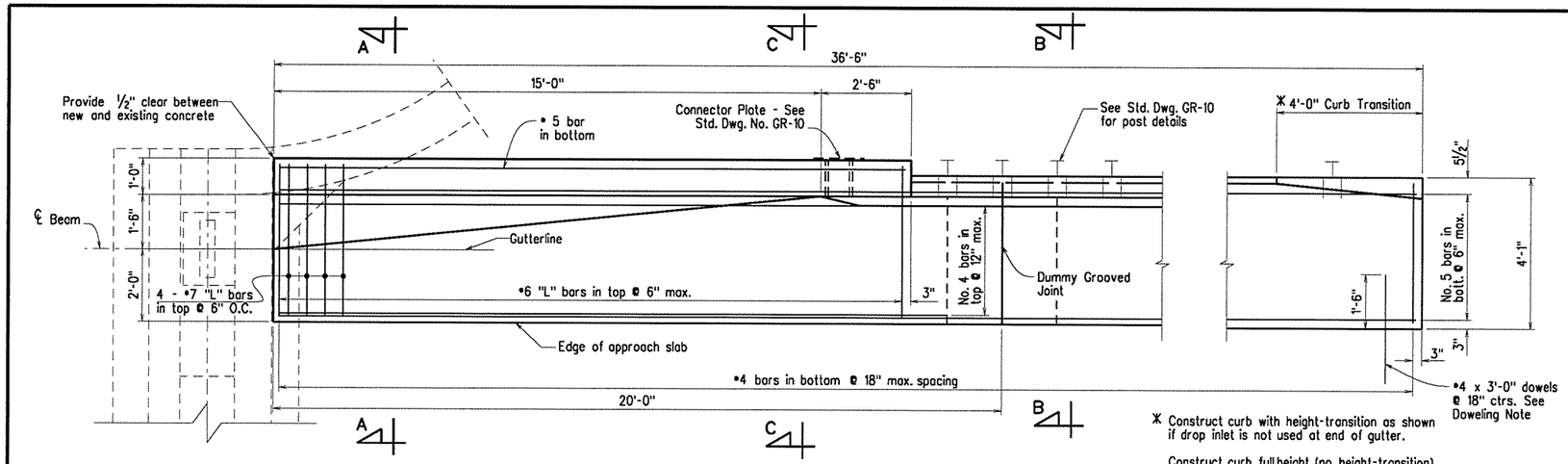
LITTLE ROCK, ARK.

DRAWN BY: JBR DATE: 4-03-14
CHECKED BY: KD DATE: 4-10-14
DESIGNED BY: JBR DATE: 4-03-14
FILENAME: 5-joints
SCALE: As Noted

BRIDGE NO. 03168 DRAWING NO. 56187

08/01/14

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.		BB1006	219	265
				1	03168 - SPECIAL X GUTTER - 56188			

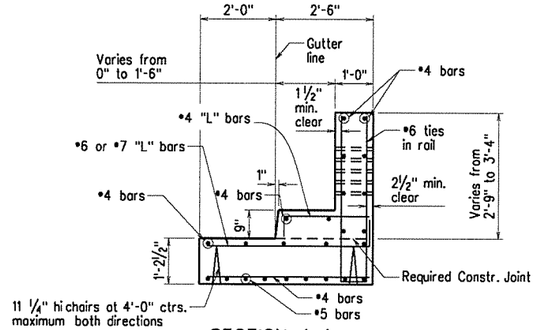


PLAN

Scale: ½" = 1'-0"

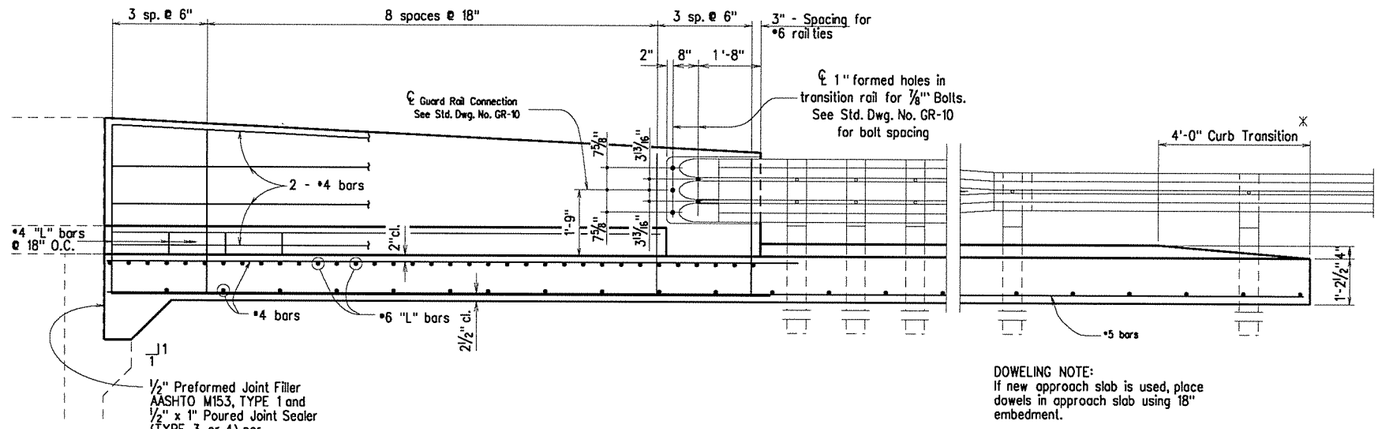
* Construct curb with height-transition as shown if drop inlet is not used at end of gutter.

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



SECTION A-A

Scale: ½" = 1'-0"

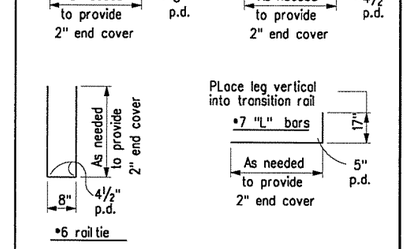


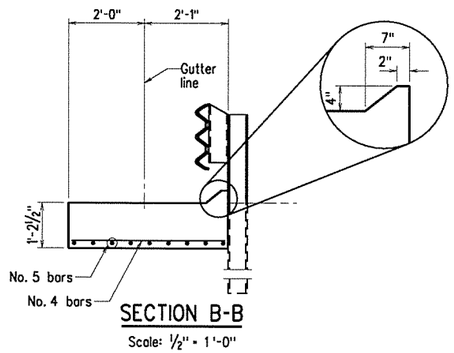
DOWELING NOTE:
If new approach slab is used, place dowels in approach slab using 18" embedment.

LONGITUDINAL SECTION THRU GUTTER

Scale: ½" = 1'-0"

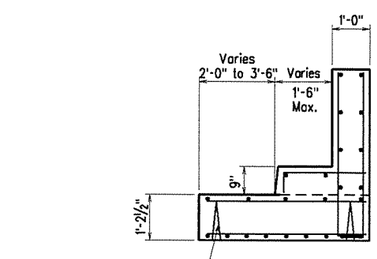
QUANTITIES FOR ONE PAIR OF APPROACH GUTTERS	
CONCRETE	REINFORCING STEEL
CU. YD.	LB.
18.8	2240





SECTION B-B

Scale: ½" = 1'-0"



SECTION C-C

Scale: ½" = 1'-0"

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15148

5/11/14

BRIDGE ENGINEER

GENERAL NOTES

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

All Reinforcing steel shall be Grade 60 (yield strength = 60,000 psi.) conforming to AASHTO M31 or M232, TYPE A, with mil test reports.

Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

DETAILS OF TYPE SPECIAL APPROACH GUTTERS

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

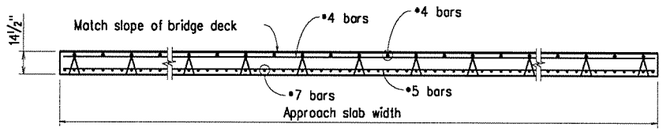
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CHECKED BY: KD DATE: 6-06-14
DESIGNED BY: JBR DATE: 6-05-14
FILENAME: 4-gutters
SCALE: AS NOTED

BRIDGE NO. 03168 DRAWING NO. 56188

08/01/14

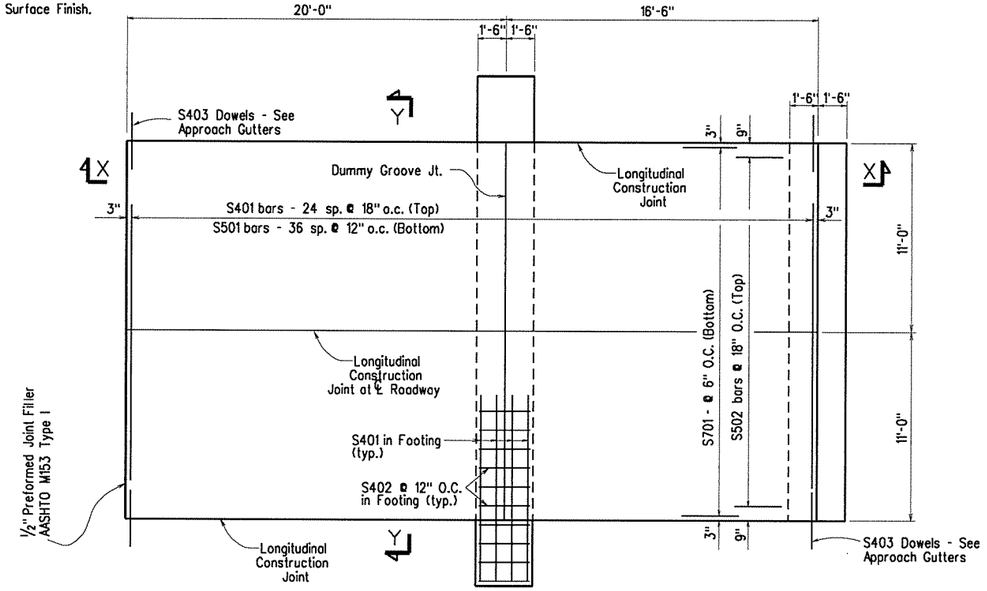
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1006	220	265
				①		03168 - APPROACH SLAB - 56189		

Note: Top of approach slab shall be given a line finish as specified for final finishing in subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.



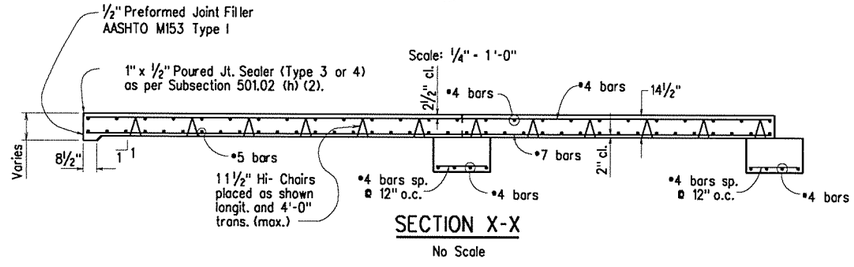
SECTION Y-Y

No Scale



PLAN VIEW SHOWING

Scale: 3/16" = 1'-0"



SECTION X-X

No Scale

BAR LIST

MARK	NO. REQ'D.	LENGTH
S401	33	21'-8"
S402	44	2'-8"
S403	50	3'-0"
S501	37	21'-8"
S502	16	36'-2"
S701	48	36'-2"

QUANTITIES FOR ONE APPROACH SLAB

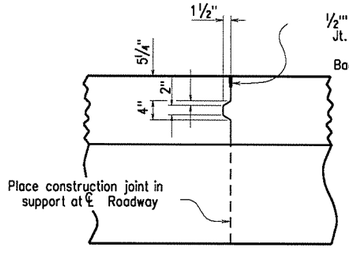
Slab Width	Reinforcing Steel	Concrete (Cu. Yds.)
22'-0"	5644 lb.	41.7

GENERAL NOTES

Concrete shall be Class S(AE) (f'c = 4,000 psi).

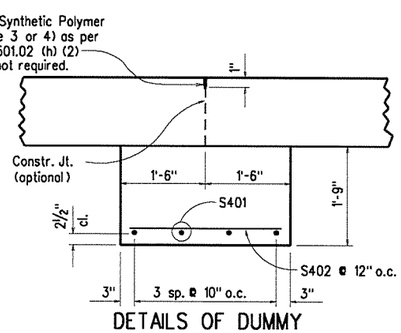
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi.) conforming to AASHTO M31 or M232, TYPE A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

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



DETAILS OF DUMMY GROOVED JOINT

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 15148
JOSHUA B. DAVELL
8/11/14
BRIDGE ENGINEER

DETAILS OF TYPE SPECIAL APPROACH SLAB

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: JBR DATE: 6-05-14
CHECKED BY: KD DATE: 6-06-14
DESIGNED BY: JBR DATE: 6-05-14
FILENAME: 6-AppSlabs
SCALE: AS NOTED

BRIDGE NO. 03168 DRAWING NO. 56189

08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-693-1(21)013 I-55-1(18)62 New		221	265
BB1006					
03168 - INFORMATION - 56190					

P.I. Sta 12+00.00
Elev. 278.80

+1.30% -1.50%

400' V.C. (M.O =1.30)

Berm Elev 271.6 — Berm Elev 271.6

Profile Grade Line

EXP. FIX. EXP. FIX. EXP. FIX. FIX. EXP. FIX. EXP. FIX. EXP.

Min. Vert. Cl (See Plan for Location)

Existing Ground Line

Precast Conc. Slope Protection See Road Plans for Quantities & Details

℄ Bearing

38'-6" 58'-0" 65'-0" 65'-0" 58'-0" 38'-6"

Simple I-Beam Spans — Simple I-Beam Spans - Composite Design — Simple I-Beam Spans

ABUT. 1 BENT 2 BENT 3 BENT 4 BENT 5 BENT 6 ABUT. 7

Note: For Bents, "Dry Excavation for Structures" is measured from existing ground line.

ELEVATION

N

Shoulder Line — 8'-0" — 22'-0" Roadway — 8'-0"

4:1 Slope — Variable berm width (1'-0" min.) — 3:1 Slope — Toe of Slope — Service Road on 2" Curve — Face of Guard Fence — 10'-0" — South bound Roadway — ℄ Interstate Highway — 438+00 — Northbound Roadway — Service Road on 2" Curve — Toe of Slope — 4:1 Slope

30' Rad. — Sta 437+58.60 ℄ Interstate Hwy. Sta 12+00.00 ℄ Route 150 — 90°-00' — 92°-52' — ℄ Bridge ℄ Route 150 — ℄ Ext. Beam — 2°-54" — 2°-54"

16'-6" 16'-6" 11' 13'-0" 13'-0" 36'-0" Roadway 13' 14'

Note See Road Plans for details of Approach Slabs and Guard Fence

4:1 Slope — Limit of Slope Protection (typ.) — Inside Face of Curb — 6'-0" 22'-0" P.C.C. Pav't. — Varies (40'-0" Min.) — 24'-0" P.C.C. Pav't. — 27'-0" — 27'-0" — 24'-0" P.C.C. Pav't. — Varies (40'-0" Min.) — 22'-0" P.C.C. Pav't. — See Road Plans for Quantities and Details of Metal Beam Guard Fence — Point of Min. Vert. Clearance — Face of Guard Fence — 10'-0" — Inside Face of Curb — 3:1 Slope — 6'-0" — Variable berm width (1'-0" min.) — 4:1 Slope

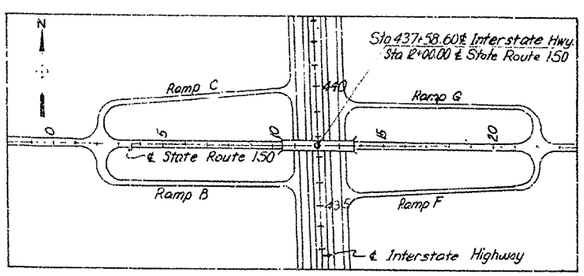
℄ Bearing — 1'-9" — 38'-6" — 58'-0" — 65'-0" — ℄ Bent 4 — 65'-0" — 58'-0" — 38'-6" — 1'-9" — ℄ Bearing

326'-6" b. to b. Abutment backwall

Sta. 10+36.75 Back Face of Abut. 1 Backwall — Sta. 10+77.00 ℄ Bent 2 — Sta. 11+85.00 ℄ Bent 3 — Sta. 12+65.00 ℄ Bent 5 — Sta. 13+23.00 ℄ Bent 6 — Sta. 13+63.25 Back Face of Abut. 7 Backwall

PLAN

BENCH MARK:
Northwest corner of South head wall on concrete culvert 132' Rt. of Sta. 437+39 Elev. = 255.68.



LOCATION PLAN

INDEX OF DRAWINGS

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

* These sheets not included. Details are same as shown on corresponding sheets for Bridges over Demiscot Bayou at Sta 456+23.00.

GENERAL NOTES

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

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

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

DESIGN UNIT STRESSES:

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

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

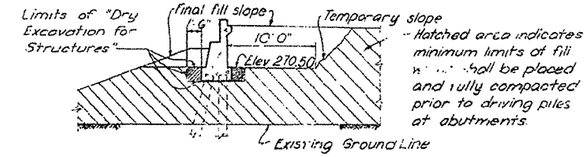
RUBBED FINISH: Exposed surfaces of bents, abutments, wing walls and vertical surfaces of curbs and parapets shall receive a rubbed finish after removal of forms.

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

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

PILING: For type of piling see details and Special Provisions. Piles shall be driven to a minimum capacity of 28 tons each at bents and 23 tons each at abuts. Minimum penetration into natural ground shall be 20 feet. Test piles shall be driven at locations shown on the plans and loaded in accordance with the Special Provisions except loading tests may be waived by the Engineer if the formulae in the Special Provisions indicate that adequate capacity has been attained. The lengths for ordering standard piles shall be determined by the Engineer from the test piles.

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



FILL AT ABUTMENTS

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

FOR INFORMATION ONLY

YARBRO INTERCHANGE
AT STA. 437+58.60

GENERAL PLAN AND ELEVATION

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY T.C. DATE JULY, 1957 SCALE NOT TO SCALE
TRACED BY L. J. M. DATE JULY, 1957
CHECKED BY R. F. B. DATE NOV. 1957 SHEET 1 OF 11

SUBMITTED BY:
REGISTERED PROFESSIONAL ENGINEER
ARKANSAS NO. 623

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

BRIDGE NO. 3168 DRAWING NO 56190

343-5
3T5968

Note: Do not scale this drawing. Follow dimensions.

08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-040-1(21) 0Id I-55-1(7)166 New		222	265
BB1006					
03168 - INFORMATION - 56191					

JOB 10614
SUMMARY OF QUANTITIES
YARBRO INTERCHANGE AT STA. 437 + 58.60 BRIDGE NO. 3168 CODE TYPE X-731

ITEM NO	ITEM	UNIT	ABUTS. 1&7	BENTS 2&6	BENTS 3&5	BENT 4	SPANS 1&2	SPANS 2&3	SPANS 3&4	JOB TOTAL
SP801-2	DRY EXCAVATION FOR STRUCTURES	CU. YD.	40	116	116	52	——	——	——	324
SP&802	CLASS "A" CONCRETE FOR BRIDGES	CU. YD.	——	74	75	37	——	——	——	186
SP&802	CLASS "S" CONCRETE FOR BRIDGES	CU. YD	73	26	26	13	63	93	105	399
SP&803	REINFORCING STEEL	LB.	5,514	10,560	11,030	5,461	11,765	17,567	19,716	81,613
SP	ALUMINUM BRIDGE RAILING	LIN. FT.	——	——	——	——	156.0	232.0	260.0	648.0
SP&807	STRUCTURAL STEEL IN BEAM SPANS	LB.	——	——	——	——	59,969	100,418	115,375	275,762
SP 804-4	BEARING PILES (14" Square or 16" Round)	LIN. FT.	885	960	1,030	510	——	——	——	3,385
SP 804-4	LOADING TEST PILES	EACH	1	——	2	——	——	——	——	3
929	BRIDGE NAME PLATES (TYPE "C")	EACH	1	——	——	——	——	——	——	1

Note: Estimated quantity of Bearing Piles is based on 14" square precast reinforced concrete piles.

1343-5
575.1363

FOR INFORMATION ONLY
YARBRO INTERCHANGE
AT STA. 437 + 58.60
TABLE OF QUANTITIES
MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 - INTERSTATE HIGHWAY
SECTION V
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

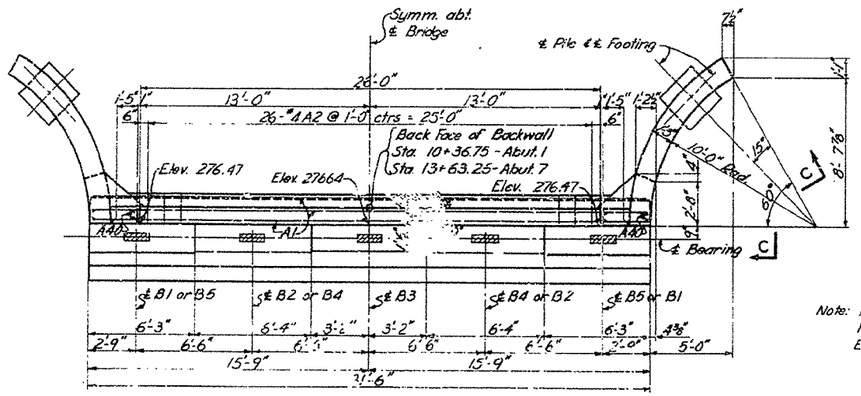
DRAWN BY: S.S. DATE: NOV. 1957 SCALE NOT TO SCALE
TRACED BY: S.S. DATE: NOV. 1957
CHECKED BY: R.F.B. DATE: DEC. 1957 SHEET 2 OF 11

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

BRIDGE NO. 3168 DRAWING NO. 56191

08/01/14

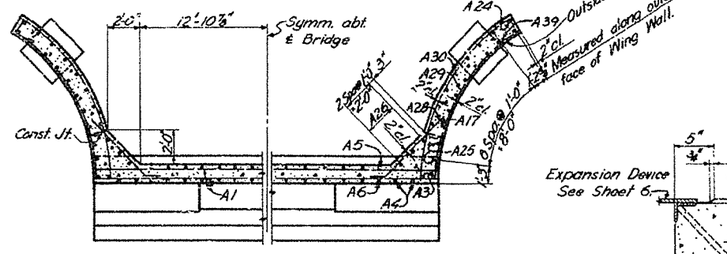
FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-093-1(80) Old F-55-1(12)62 New		223	265
		BB1006			
		03168 - INFORMATION - 56192			



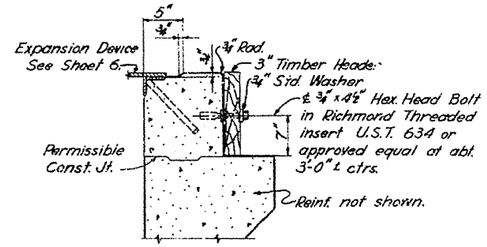
Note: Elevations given are along top of abutment backwall.

PLAN

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

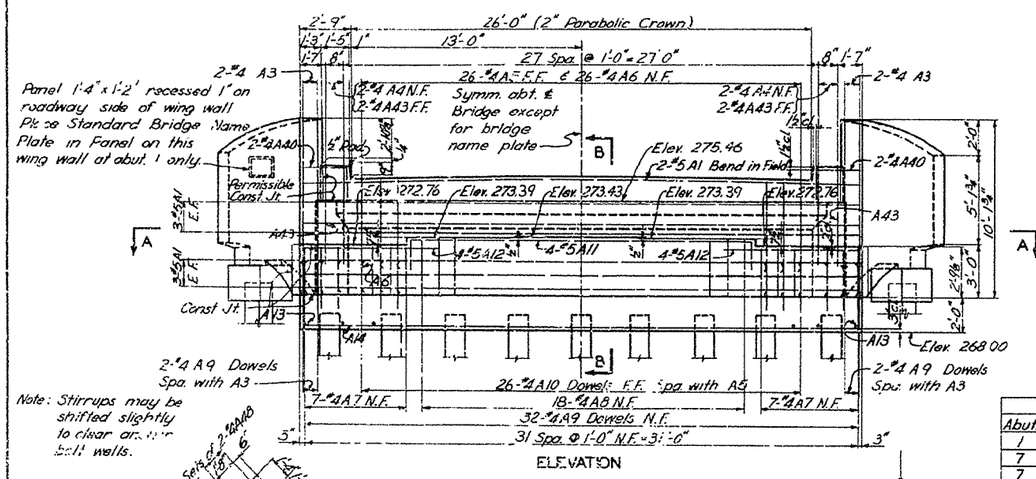


PART SECTION A-A



TOP OF BACKWALL

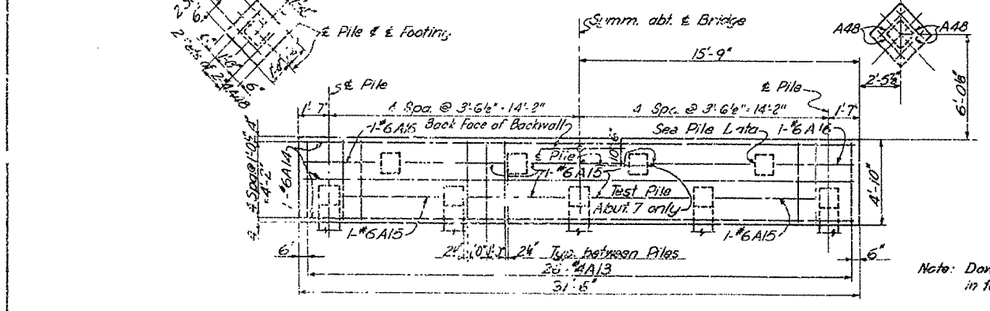
Note: Timber Header shall remain in place until approach slab is placed. See Road Plans for permanent joint material. Cost of timber headers shall be included in unit price bid for other items.



ELEVATION

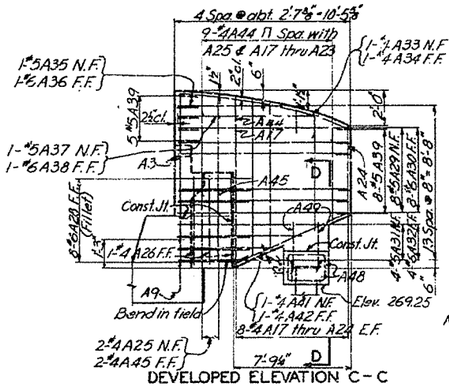
PILE DATA		
Abut.	No. of Piles	Est. Length
1	11	40'
7	10	40'
7	1*	45'
Total	22	

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



FOOTING PLAN

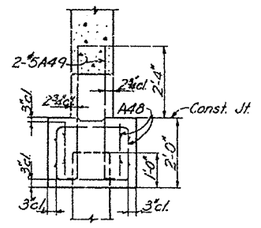
Note: Dowels not shown in footing plan.



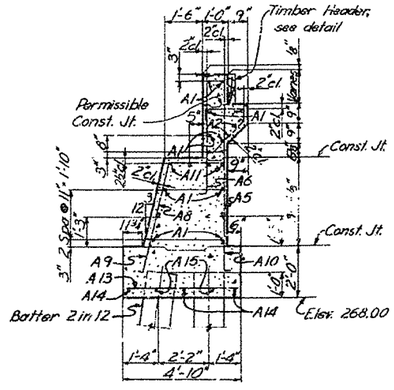
DEVELOPED ELEVATION C-C

Note: Bars A33, A34, A41 and A42 are to be bent in the field.

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



SECTION D-D



SECTION B-B

Note: Do not scale this drawing. Follow dimensions.

FOR INFORMATION ONLY

YARBRO INTERCHANGE
AT STA. 437+58.60
ABUTMENTS 1 AND 7
MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION XI

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: T.C. DATE: AUG. 1957 SCALE NOT TO SCALE
TRACED BY: K.P.F. DATE: AUG. 1957
CHECKED BY: R.F.B. DATE: NOV. 1957 SHEET 3 OF 11

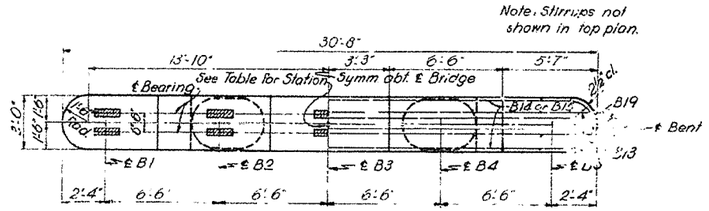
SVERDRUP & PARCEL INC. ENGINEERS & ARCHITECTS ST. LOUIS, MO.

BRIDGE NO. 3168 DRAWING NO. 56192

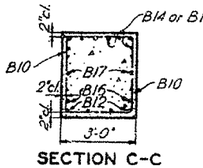
1143-5
STS 342

08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-253-1(21) Old F-55-1(21)62 New		224	265
		BB1006			
		03168 - INFORMATION - 56193			



TOP PLAN



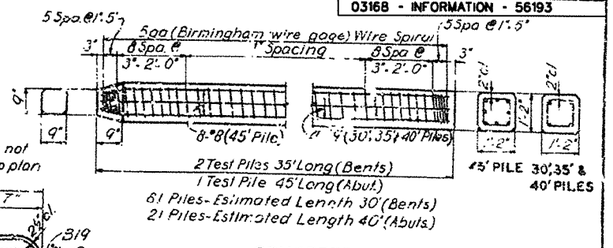
SECTION C-C

Bent	Station
2	10+77.00
3	11+35.00
4	12+00.00
5	12+65.00
6	13+23.00

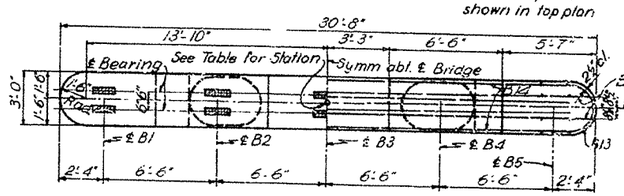
TABLE OF STATIONS

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

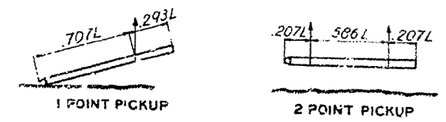
Note: 14" square precast piles in accordance with Arkansas State Highway Commission Drawing No. 2382 may also be used in lieu of piles shown.



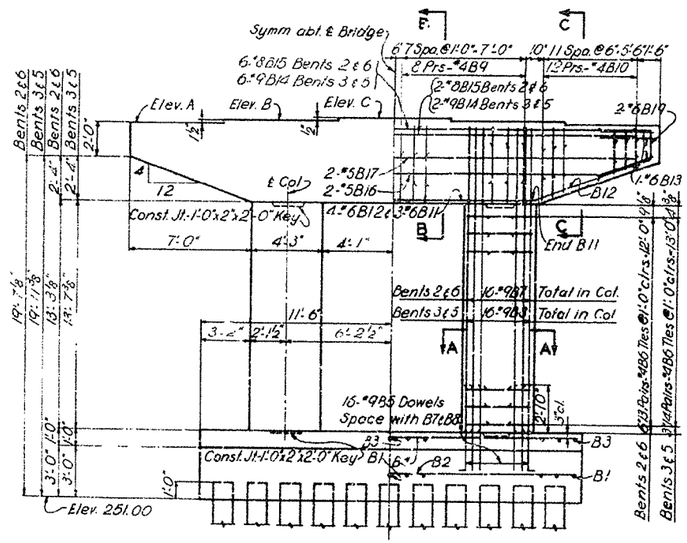
CONCRETE PILE DETAIL



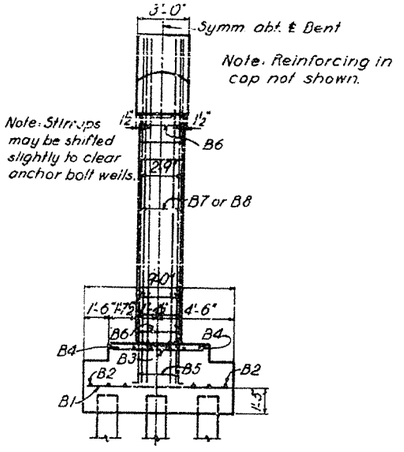
TOP PLAN



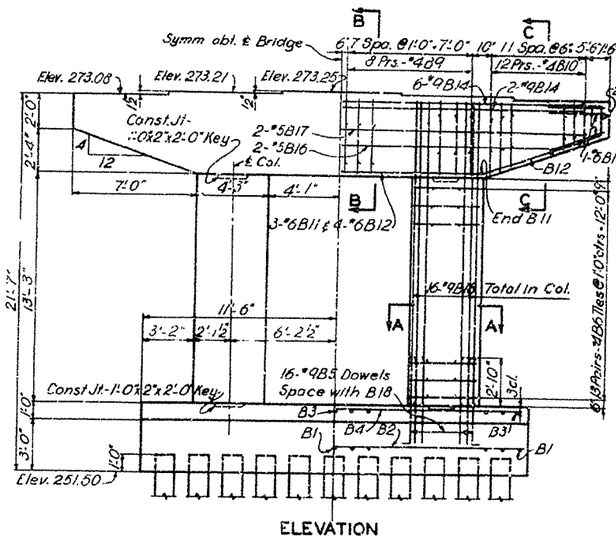
PICKUP POINTS FOR PILES



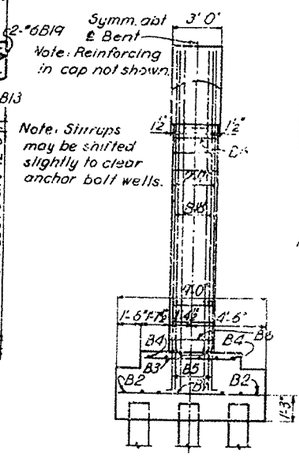
ELEVATION



END ELEVATION



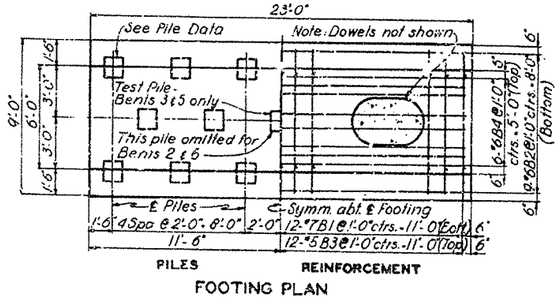
ELEVATION



END ELEVATION

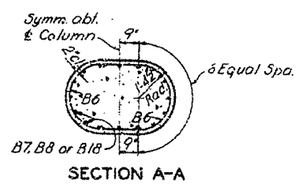
PILE DATA		
Bent	No. of Piles	Est. Length
2	16	30'
3	16	30'
3	1*	35'
4	17	30'
5	16	30'
5	1*	35'
6	16	30'
Total	83	

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



PILES REINFORCEMENT

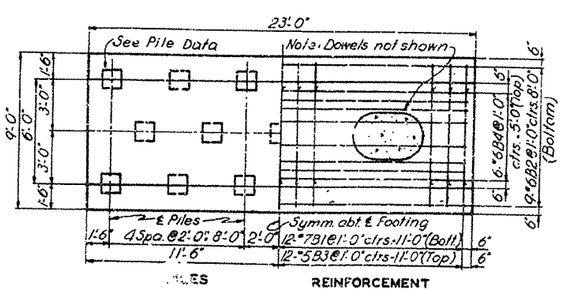
FOOTING PLAN



SECTION A-A

Bent	Elev. A	Elev. B	Elev. C
2	272.39	272.72	272.76
3	272.95	273.01	273.11
5	272.95	273.01	273.11
6	272.59	272.72	272.76

TOP OF BENT CAP ELEVATIONS



PILES REINFORCEMENT

FOOTING PLAN

NOTES

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

FOR INFORMATION ONLY

YARBRO INTERCHANGE
AT STA. 437 + 58.60
BENTS 2,3,4,5 AND 6
MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: R.A. DATE: AUG. 1957 SCALE: NOT TO SCALE
TRACED BY: P.D.H. DATE: AUG. 1957
CHECKED BY: R.F.B. DATE: SEPT. 1957 SHEET 4 OF 11

BRIDGE NO. 3168 DRAWING NO. 56193

BENTS 2,3,5 & 6

BENT 4

Revised concrete pile note. R.L.C. 3-25-59

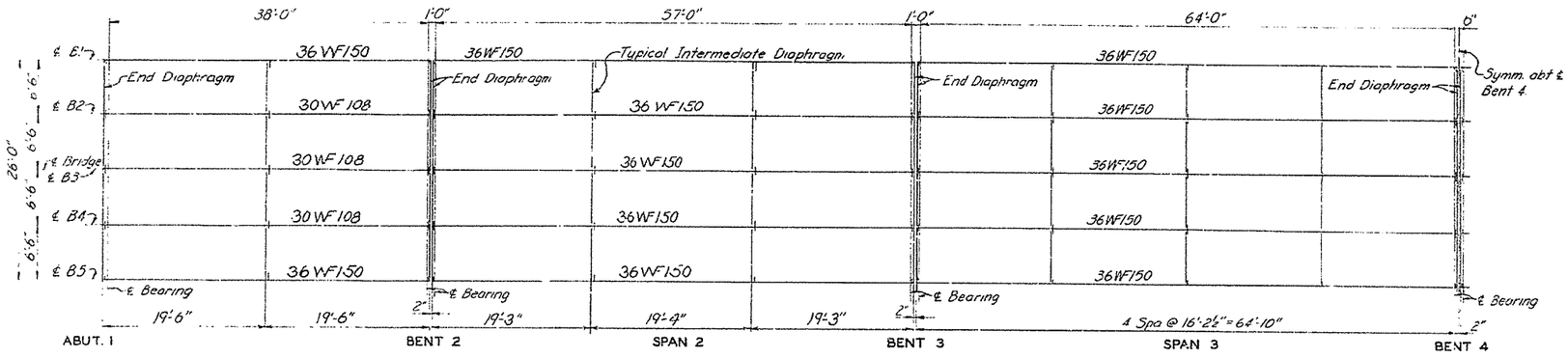
Note: Do not scale this drawing. Follow dimensions.

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

1345-3
5769/68

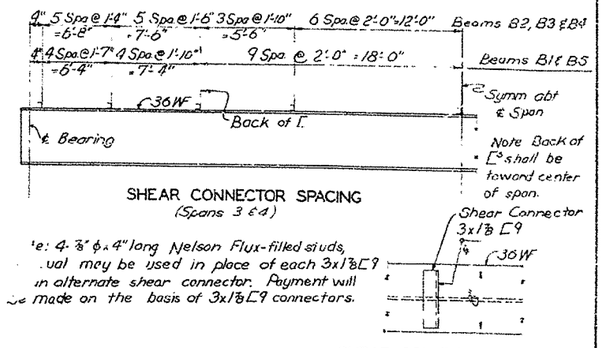
08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-693-1(21) Div. F-55-1(21)68 Mem		225	265
		BB1006			
		03168 - INFORMATION - 56194			



STEEL FRAMING PLAN

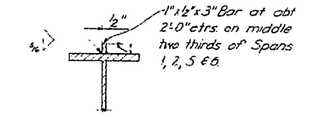
Note: Dimensions to diaphragms are measured back to back of channels at top of beam



SHEAR CONNECTOR SPACING
(Spans 3 & 4)

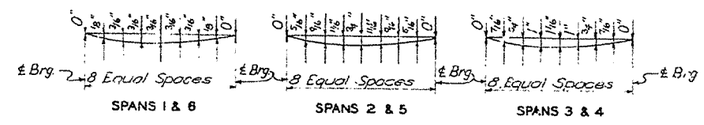
Note: 4-⅞" ϕ x 4" long Nelson Flux-filled studs, equal may be used in place of each 3x1⅞ C9 in alternate shear connector. Payment will be made on the basis of 3x1⅞ C9 connectors.

SHEAR CONNECTOR DETAIL



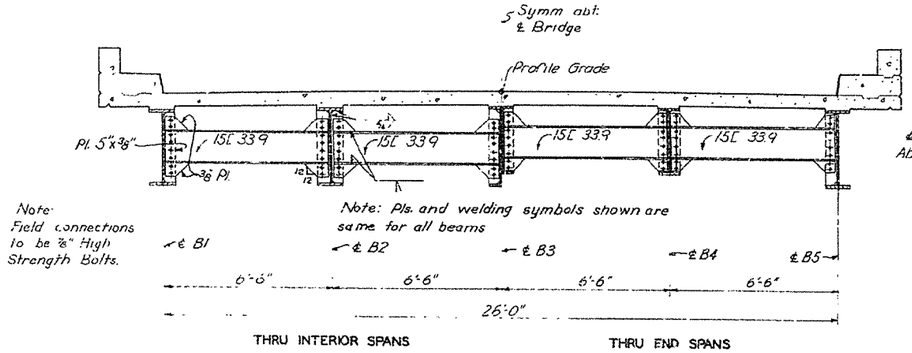
DETAIL OF LUG

Note: 1-⅞" ϕ x 4" Long Nelson Flux-filled stud, or equal, may be used in place of each 1"x½"x3" bar. Payment will be made on the basis of 1"x½"x3" bar.



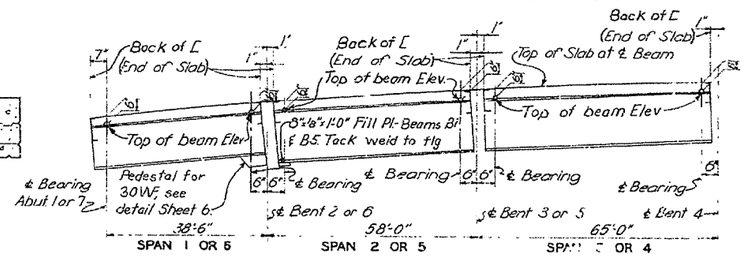
DEAD LOAD DEFLECTION ORDINATES

Dead load deflection due to weight of steel only is approximately 20% of above ordinates.



CROSS SECTION AT INTERMEDIATE DIAPHRAGMS

Note. For cross section at end diaphragm see Sheet 6



BEAM LAYOUT

TOP OF BEAM ELEVATIONS

BEAM	SPAN 1		SPAN 2		SPAN 3		SPAN 4		SPAN 5		SPAN 6	
	Abut 1	Bent 2	Bent 2	Bent 3	Bent 3	Bent 4	Bent 4	Bent 5	Bent 5	Bent 6	Bent 6	Abut 7
B1	275.99	276.34	276.35	276.70	276.70	276.83	276.83	276.70	276.70	276.35	276.34	275.99
B2	276.11	276.46	276.47	276.82	276.82	276.96	276.96	276.82	276.82	276.47	276.46	276.11
B3	276.15	276.50	276.51	276.86	276.86	277.00	277.00	276.86	276.86	276.51	276.50	276.15
B4	276.11	276.46	276.47	276.82	276.82	276.96	276.96	276.82	276.82	276.47	276.46	276.11
B5	275.99	276.34	276.35	276.70	276.70	276.83	276.83	276.70	276.70	276.35	276.34	275.99

NOTES

All longitudinal dimensions shown are measured in a horizontal plane. For Structural Steel Notes see Sheet 6.

FOR INFORMATION ONLY

YARBRO INTERCHANGE

AT STA. 437+58.60

STEEL FRAMING PLAN AND SECTIONS

MISSISSIPPI & CRITTENDEN COUNTIES

FAI 55 INTERSTATE HIGHWAY

SECTION 10

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY R.A. DATE AUGUST 1957 SCALE NOT TO SCALE

TRACED BY: H.M.M. DATE AUGUST 1957

CHECKED BY R.F.B. DATE OCTOBER 1957 SHEET 5 OF 11

SVENDSEN & PARCEL, INC
ENGINEERS ARCHITECTS
ST. LOUIS MO.

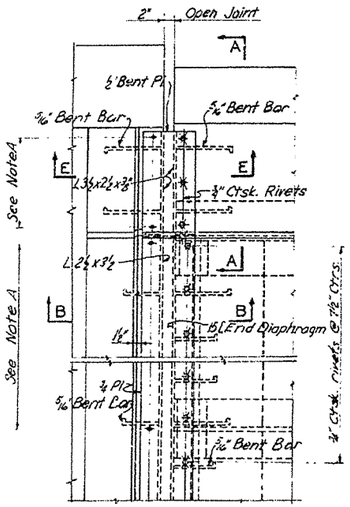
BRIDGE NO. 3168 DRAWING NO. 56194

1343-5
375966

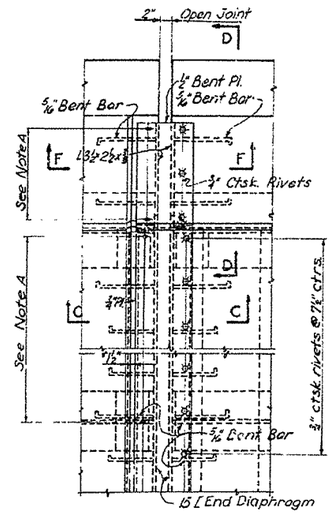
Note Do not scale this drawing follow dimensions.

08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	F-093-1(12) Qtd F-55-1(12)&21Nev		226	265
		BB1006			
		03168 - INFORMATION - 56195			

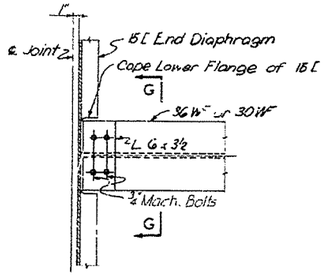


PART PLAN AT ABUTMENTS

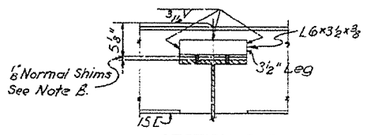


PART PLAN AT BENTS

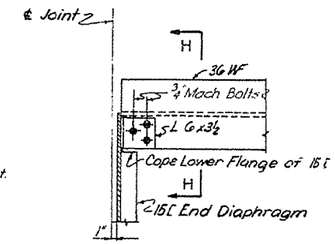
Note: All expansion device material shall be fabricated to fit crown of roadway



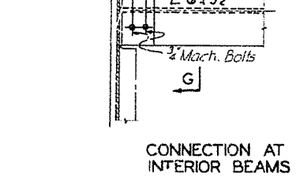
CONNECTION AT INTERIOR BEAMS



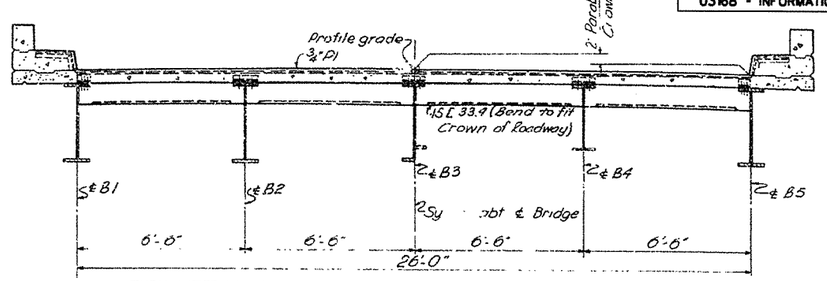
SECTION G-G



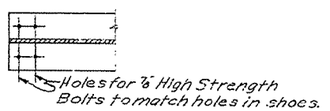
CONNECTION AT EXTERIOR BEAMS



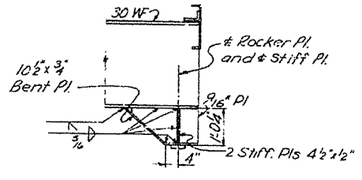
SECTION H-H



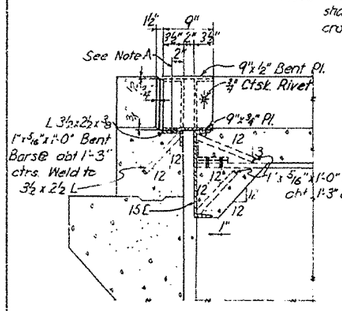
CROSS SECTION AT END DIAPHRAGM



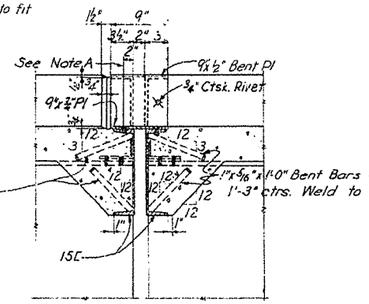
BOTTOM FLANGE OF 36 WF AT BENTS



PEDESTAL FOR 30 WF AT BENTS 2&6

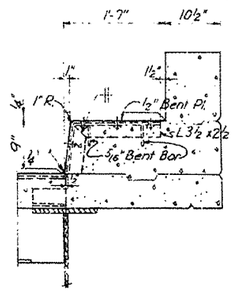


SECTION B-B

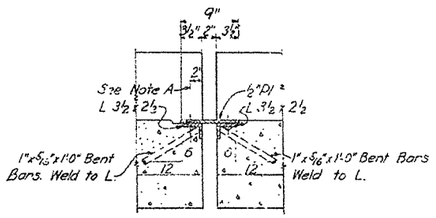


SECTION C-C

Note: Expansion Device and Open Jt. dimensions shown are at 60° F.



SECTION D-D
(Section A-A Similar)



SECTION F-F
(Section E-E Similar)

ROADWAY EXPANSION DEVICES

Note A: 1½"x⅛" slots in top plate. Top angle or channel for ⅝" cap screws @ abt 2'-0" ctrs. Remove screws after construction is completed.

Note B: ⅛" Normal Shims Provide ¼ of Shims with 2-1/16" Pls and 1-⅛" Pl.

STRUCTURAL STEEL NOTES

Holes for ¾" rivets and ¾" machine bolts shall be 13/16" and holes for ⅞" high-strength bolts shall be 15/16"; unless otherwise noted.

Roadway expansion devices, shoes, and bearing plates, shall be included for payment in "Structural Steel in Beam Spans."

Unless otherwise noted, material for structural steel plates and shapes shall conform to ASTM Spec. Designation A 7 for Structural Carbon Steel.

Steel surfaces in contact with concrete and contact surfaces of all steel parts shall not be painted. All other steel surfaces shall receive one shop coat of red-lead paint before shipment, one field coat of white lead paint tinted with lamp-black and a finish coat of aluminum paint.

Fabric pads at bearings shall be similar and equal to Fabreeka as manufactured by Fabreeka Products Co., Inc. Payment for fabric pads and rubber washers shall be considered included in unit prices bid for other items.

Connections for intermediate diaphragms to beam connection plates shall be made with ⅞" high-strength bolts. Each bolt shall be furnished with two hardened washers and one heavy hex. nut. See Special Provisions.

Where ¾" machine bolts are shown on the plans, each bolt shall be furnished with one std. hex. nut and one std. plate washer.

FOR INFORMATION ONLY

YARBRO INTERCHANGE

AT STA. 437 + 58.60

STEEL DETAILS

MISSISSIPPI & CRITTENDEN COUNTIES

FAI 55 INTERSTATE HIGHWAY

SECTION V

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY R.J.S. DATE JULY, 1957 SCALE: NOT TO SCALE

TRACED BY L.J.M. DATE AUG., 1957

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

BRIDGE NO. 3/38 DRAWING NO. 56195

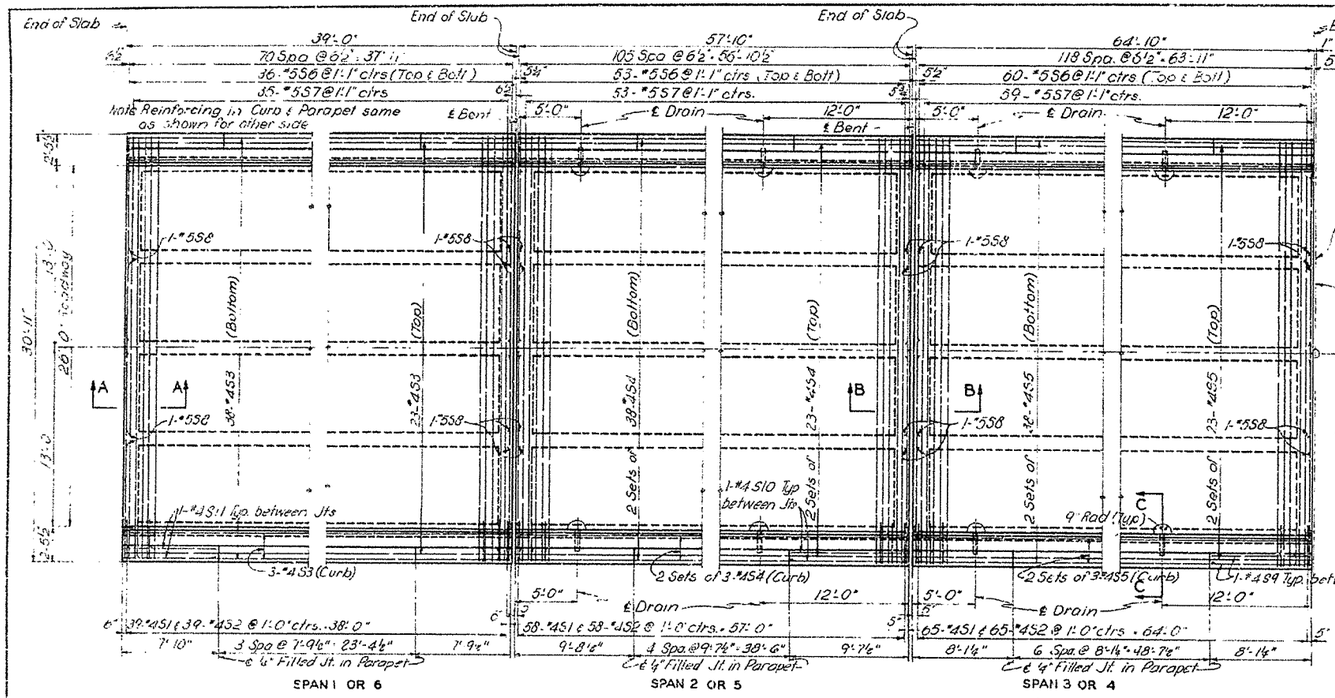
SVERDRUP & PARCEL INC ENGINEERS ARCHITECTS ST. LOUIS, MO.

3948-5
3759/99

Note: Do not scale this drawing. Follow dimensions.

08/05/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-093-1(21)0Ed I-55-1(21)62 Neg		227	265
BB1006					
03168 - INFORMATION - 56196					



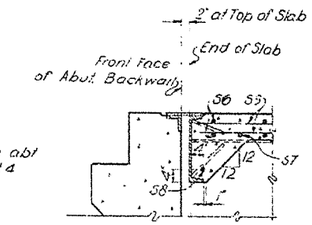
PART PLAN

Note Bars S1 are to be shifted where necessary to clear filled Jts

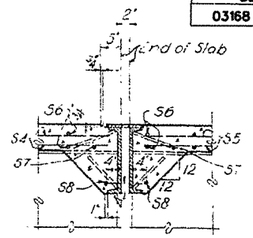
Note Dimensions shown are measured in a horizontal plane.

Note. Spacing of 4" Filled Jts same for both sides of bridge. Edges of concrete adjacent to 4" filled joints to be beveled 4".

Note: Reinforcing in Slab and Curb must be shifted to clear drain openings. (See Sections C-C & D-D)

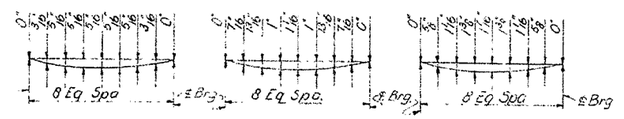


SECTION A-A



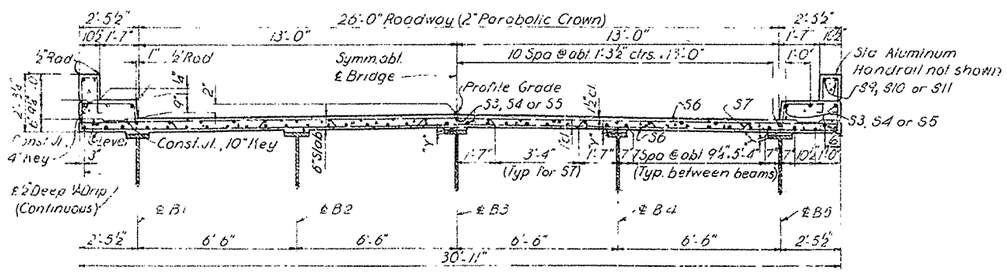
SECTION B-B

Section at other Bents similar.



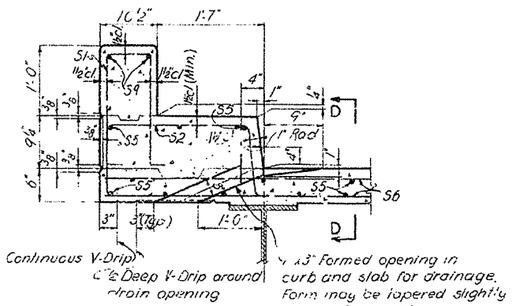
SLAB HAUNCHING -- "Y" ORDINATES

Note. Haunch heights "Y" include dead load deflection ordinates and ordinates for vertical curve.

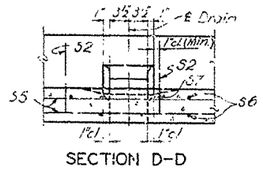


CROSS SECTION

Normal to ℄ Bridge



SECTION C-C



SECTION D-D

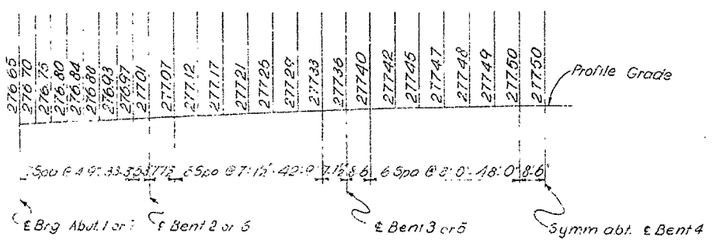
NOTES

Beams are designed to carry all superstructure dead load during construction and temporary intermediate supports shall not be used.

Slab concrete shall have cured at least 7 days before curb and parapet concrete is placed.

Where filled joints are shown the joint filler shall be premoulded and conform to the requirements of A.A.S.H.O. Specification M153, Type III.

Payment for furnishing and placing joint filler shall be included in unit price bid for other items.



PROFILE GRADE ELEVATIONS

FOR INFORMATION ONLY

YARBRO INTERCHANGE

AT STA. 437 + 58.60

SLAB DETAILS

MISSISSIPPI & CRITTENDEN COUNTIES

FAI 55 INTERSTATE HIGHWAY

SECTION V

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY G.S.T. DATE JULY 1957 SCALE NOT TO SCALE

TRACED BY E.P.H. DATE AUG. 1957

CHECKED BY R.F.D. DATE SEPT. 1957 SHEET 7 OF 11

BRIDGE NO. 3168 DRAWING NO. 56196

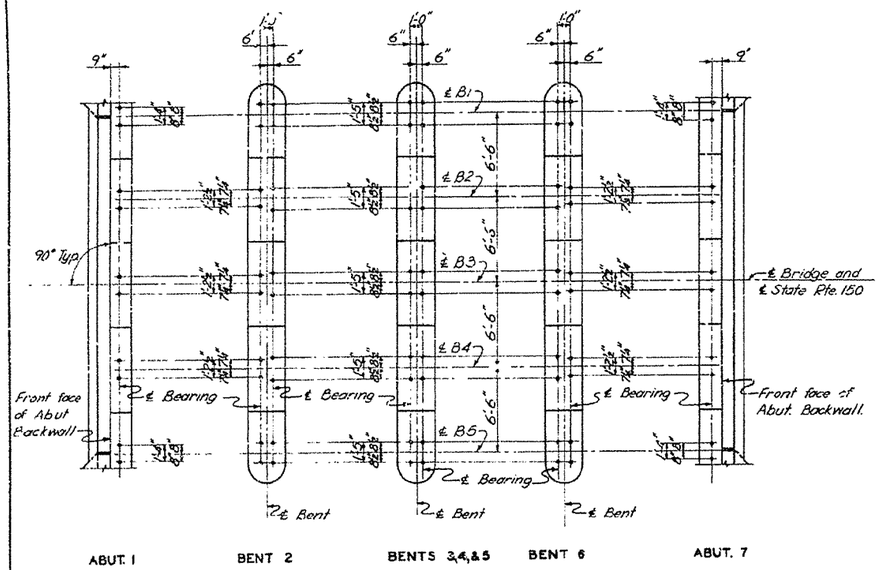
SVERDRUP & PARCEL, INC. ENGINEERS ARCHITECTS ST. LOUIS MO

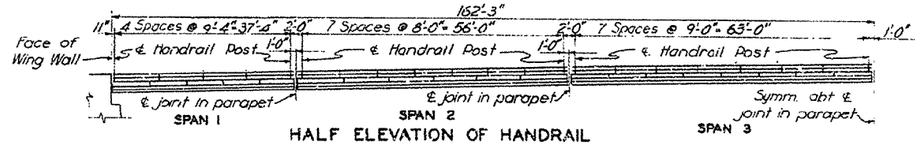
Note. Do not scale this drawing. Follow dimensions.

1942-C
4-59-205

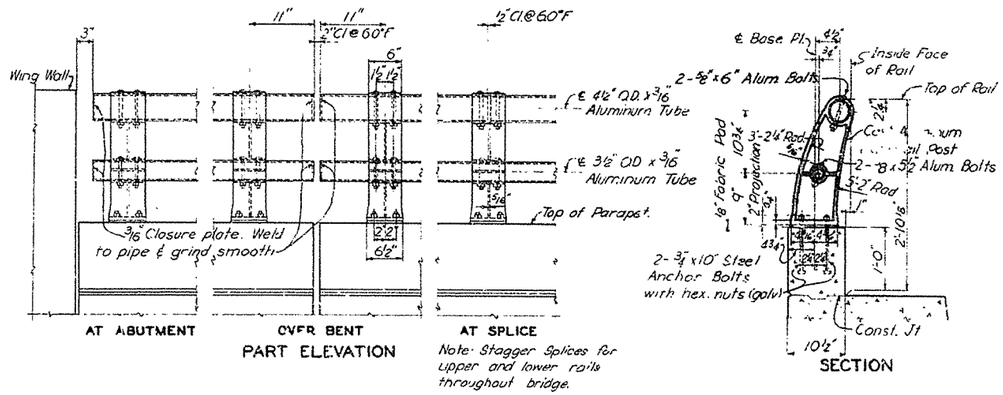
08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-093-1(12) Old I-55-1(12)62 New		228	265
		B81006			
		03168 - INFORMATION - 56197			



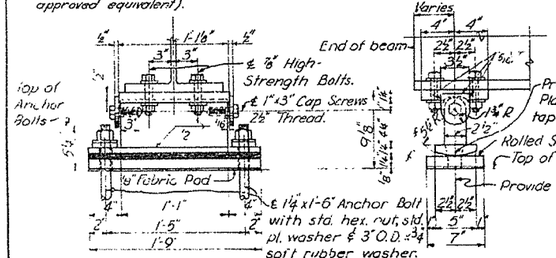


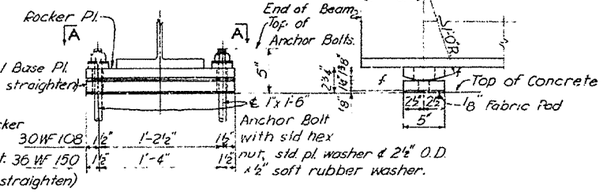
HALF ELEVATION OF HANDRAIL

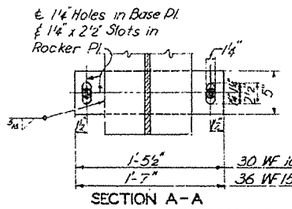


ANCHOR BOLT PLAN

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

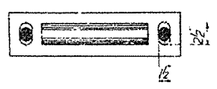




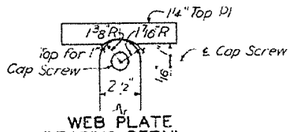


SECTION A-A

EXPANSION SHOE ES-2
(10 Required)

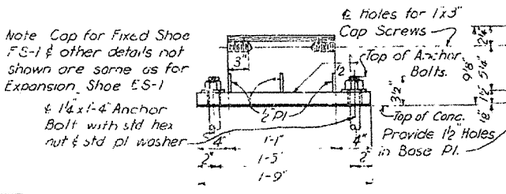


PLAN OF ROCKER ASSEMBLY

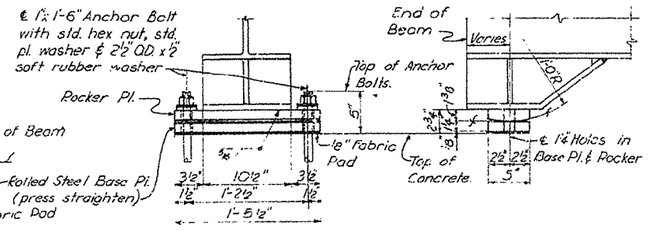


WEB PLATE BEARING DETAIL

EXPANSION SHOE ES-1
(20 Required)

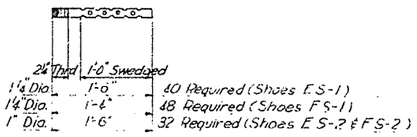


FIXED SHOE FS-1
(2 Required)



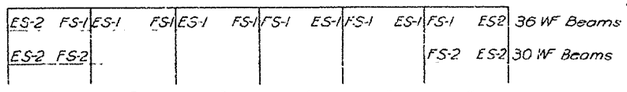
FIXED SHOE FS-2
(6 Required)

STANDARD ALUMINUM HANDRAIL



ANCHOR BOLTS

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



SHOE ARRANGEMENT

HANDRAIL NOTES

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

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

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

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

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

SHOE NOTES

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

See Sheet 6 for Structural Steel Notes.

FOR INFORMATION ONLY

YARBRO INTERCHANGE

AT STA. 437+58.60

HANDRAIL, SHOES AND ANCHOR BOLT PLAN

MISSISSIPPI & CRITTENDEN COUNTIES

FAI 55 INTERSTATE HIGHWAY

SECTION V

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: S.S.T. DATE: AUG. 1957 SCALE: NOT TO SCALE

TRACED BY: R.P.F. DATE: AUG. 1957

CHECKED BY: R.F.D. DATE: SEPT. 1957 SHEET 8 OF 11

BRIDGE NO. 5168 DRAWING NO. 56197

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

1343-5
575978

Note: Do not scale this drawing. Follow dimensions.

08/01/14

FED. ROAD CTV. NO	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	I-093-1(27)810 I-55-1(28)82 Alex		229	265
		BB1006			
		03168 - INFORMATION - 56198			

ABUTMENTS 1 AND 7

NO REQ'D	SIZE NO	LENGTH	MARK	TYPE	LOCATION	DIMENSIONS FOR BENDING A	B	C	D	E	F	G	H	J	K	R	O
28	5	21'-2"	A1	Str.	Bridge Seat												
52	4	3'-11"	A2	16	Lug	3"	1'-5"	6'-4"	1'-3⅝"				1'-2⅝"		1'-2⅝"		
8	4	10'-0"	A3	Str	Wing Wall												
8	4	5'-6"	A4	Str	Curb												
52	4	6'-3	A5	Str	Backwall												
52	4	5'-1"	A6	2	do	3"	4'-10"										
28	4	5'-1"	A7	19	Bridge Seat		2'-8⅝"	2'-4½"	—				2'-7⅛"		7⅛"		3'-0⅝"
36	4	5'-6"	A8	19	do		3'-3⅝"	2'-2½"	—				3'-2⅝"		9¾"		3'-0⅝"
12	4	2'-2"	A9	2	Footing	3"	2'-3										
52	4	2'-5"	A10	2	do	3"	2'-5"										
8	5	21'-10"	A11	17	Bridge Seat		1'-7"	10'-8"	1'-7"								
16	5	8'-0"	A12	Str	do												
52	4	4'-4	A13	Str	Footing												
6	6	31'-0	A14	Str	do												
14	5	6'-6	A15	Str	do												
4	6	4'-1"	A16	Str	do												
8	4	9'-5"	A17	Str	Wing Wall												
4	4	8'-11"	A18	Str	do												
8	4	9'-4"	A19	Str	do												
8	4	7'-9"	A20	Str	do												
6	4	7'-1	A21	Str	do												
8		6'-5	A22	Str	do												
8		5'-8	A23	Str	do												
8	5	4'-9	A24	Str	do												
8	4	9'-8"	A25	Str	do												
12	4	5'-2"	A26	Str	do												
			A27			Not Used											
32	6	6'-5"	A28	19	Haunch		1'-11"	4'-6"	—				1'-4⅞"		1'-4⅞"		5'-10⅝"
32	5	10'-4"	A29	9	Wing Wall			9'-11"					1'-4⅞"			10'-2"	
32	6	11'-3"	A30	9	do			10'-9¼"					1'-5⅞"			11'-0⅝"	
8	5	21'-10"	A31	Spcl	do	See Cutting Diagram & Bending Detail											
8	5	12'-11"	A32	Spcl	do	See Cutting Diagram & Bending Detail											
4	4	10'-5	A33	Str.	do												
4	3	11'-4"	A34	Str.	do												
3	5	6'-11"	A35	9	do			6'-9⅜"					7'-1"				
4	6	7'-6"	A36	9	do			7'-4⅜"					8'-1⅝"				
4	5	9'-4"	A37	9	do			8'-10⅝"					9'-2"				
4	6	10'-0"	A38	9	do			9'-7⅛"					1'-2½"				
52	5	4'-1"	A39	17	do		1'-7"	11"	1'-7"								
8	4	4'-2"	A40	17	Curb		1'-4½	2'-4"	—								
4	4	8'-1"	A41	Str	Wing Wall												
4	4	8'-9"	A42	Str	do												
8	5	3'-6"	A43	Str	Curb												
36	4	3'-5	A44	17	Wing Wall		1'-3"	11"	1'-3"								
8	4	5'-3"	A45	Str	do												
			A46			Not Used											
			A47			Not Used											
32	4	4'-8"	A48	17	Footing		1'-3"	2'-2"	1'-3"								
16	5	4'-5"	A49	2	do	4"	4'-1"										

BENTS 2 AND 6

46	7	8'-6	B1	Str	Footing												
18	6	22'-6"	B2	Str	do												
46	5	5'-6"	B3	Str	do												
12	6	22'-6	B4	Str	do												
64	9	6'-1	B5	2	do	7"	5'-6"										
104	4	6'-7	B6	10	Column	1'-4⅝"	3'-9⅝"	1'-4⅝"							1'-2"	2'-5"	
64	9	17'-6	B7	Str.	do												
			B8			Not Used											
68	4	7'-11	B9	S10	Cap		2'-7⅝"	2'-8"	2'-7⅝"								
48	4	14'-0"	B10	Spcl	do	See Cutting Diagram & Bending Detail											
6	6	16'-6"	B11	Str	do												
8	6	28'-4	B12	14	do	—	5'-11"	16'-6"	5'-11"	—			1'-10½		5'-7⅛		27'-8⅝
12	4	7'-11	B13	10	do	1'-11"	4'-0⅝"	1'-11"							1'-2⅝"	2'-7"	
			B14			Not Used											
16	8	27'-8"	B15	Str	Cap												
4	5	23'-8"	B16	Str.	do												
4	5	27'-8"	B17	Str.	do												
			B18			Not Used											
8	6	8'-1"	B19	16	Cap	—	3'-2"	1'-0⅝"	3'-2				1'-0"		3'-0"		

BENTS 3 AND 5

46	7	8'-6"	B1	Str.	Footing												
18	6	22'-6"	B2	Str.	do												
46	5	5'-6"	B3	Str.	do												
12	6	22'-6"	B4	Str.	do												
64	9	6'-1"	B5	2	do	7"	5'-6"										
112	4	6'-7	B6	10	Column	1'-4⅝"	3'-9⅝"	1'-4⅝"							1'-2"	2'-5"	
			B7			Not Used											
64	9	17'-10"	B8	Str.	Column												
68	4	7'-11"	B9	S10	Cap		2'-7⅝"	2'-8"	2'-7⅝"								
48	4	14'-0"	B10	Spcl	do	See Cutting Diagram & Bending Detail											
6	6	16'-6"	B11	Str.	do												
8	6	28'-4	B12	14	do	—	5'-11"	16'-6"	5'-11"	—			1'-10½		5'-7⅛		27'-8⅝
12	4	7'-11"	B13	10	do	1'-11"	4'-0⅝"	1'-11"							1'-2⅝"	2'-7"	
			B14			Not Used											
16	8	27'-8"	B15	Str.	Cap												
4	5	23'-8"	B16	Str.	do												
4	5	27'-8"	B17	Str.	do												
			B18			Not Used											
8	6	8'-1"	B19	16	Cap	—	3'-2"	1'-0⅝"	3'-2				1'-0"		3'-0"		

BENTS 3 AND 5 (CONT'D)

NO REQ'D	SIZE NO	LENGTH	MARK	TYPE	LOCATION	DIMENSIONS FOR BENDING A	B	C	D	E	F	G	H	J	K	R	O
4	5	23'-8"	B16	Str.	Cap												
4	5	27'-3"	B17	Str.	do												
			B18			Not Used											
8	6	8'-1"	B19	16	Cap	—	3'-2"	1'-0⅝"	3'-2"				1'-0"		3'-0"		

BENT 4

23	7	8'-6"	B1	Str.	Footing												
9	6	22'-6"	B2	Str.	do												
29	5	5'-6"	B3	Str.	do												
4	6	22'-6"	B4	Str.	do												
32	9	6'-1"	B5	2	do	7'	5'-6"										
52	4	6'-7"	B6	10	Column	1'-4⅝	3'-9⅝	1'-4⅝							1'-2"	2'-5"	
			B7			Not Used											
			B8			Not Used											
34	4	7'-11"	B9	S10	Cap		2'-7⅝	2'-8"	2'-7⅝								
24	4	14'-0"	B10	Spcl	do	See Cutting Diagram & Bending Detail											
3	6	16'-6"	B11	Str.	do												
4	6	28'-4"	B12	14	do	—	5'-11"	16'-6"	5'-11"	—			1'-10½		5'-7⅛		27'-8⅝
6	6	7'-11"	B13	10	do	1'-11"	4'-0⅝"	1'-11"							1'-2⅝"	2'-7"	
9	9	27'-8"	B14	Str	do												
			B15			Not Used											
2	5	23'-8"	B16	Str.	Cap												
2	5	27'-8"	B11	Str.	do												
32	9	17'-6"	B18	Str.	Column												
4	6	8'-1"	B19	16	Cap	—	3'-2"	1'-0⅝"	3'-2"				1'-0"		3'-0"		

SUPERSTRUCTURE SPANS 1 AND 6

156	4	4'-3"	S1	S5	Parapet	3"	1'-6⅝"	7½"	1'-6⅝"			3"					
156	4	6'-1"	S2	Spcl.	Curb	See Bending Detail											
134	4	38'-8"	S3	Str.	Slab												
			S4			Not Used											
			S5			Not Used											
14	6	38'-8"	S6	Str.	Slab												
10	5	31'-8"	S7	Spcl.	do	See Bending Detail											
16	5	6'-2"	S8	Str.	do												
			S9			Not Used											
			S10			Not Used											
40	4	7'-6"	S11	Str.	Parapet												

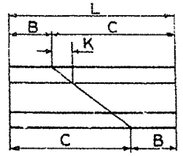
SUPERSTRUCTURE SPANS 2 AND 5

232	4	4'-3"	S1	S5	Parapet	3"	1'-6⅝"	7½"	1'-6⅝"			3"					
232	4	C'-1"	S2	Spcl.	Curb	See Bending Detail											
			S3			Not Used											
268	4	29'-5"	S4	Str.	Slab												
			S5			Not Used											
312	5	30'-8"	S6	Str.	Slab												
106	5	31'-8"	S7	Spcl.	do	See Bending Detail											
16	5	6'-2"	S8	Str.	do												
			S9			Not Used											
48	4	9'-9"	S10	Str.	Parapet												

SUPERSTRUCTURE SPANS 3 AND 4

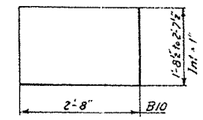
260	4	4'-3"	S1	S5	Parapet	3"	1'-6⅜"	7½"	1'-6⅜"			3"					
244	4	6'-1	S2	Spcl.	Curb	See Bending Detail											
			S3			Not Used											
			S4			Not Used											
268	4	32'-11"	S5	Str.	Slab												
240	5	30'-8"	S6	Str.	do												
110	5	31'-3"	S7	Spcl.	do	See Bending Detail											
		6'-2"	S8	Str.	do												
6		7'-9"	S9	Str.	Parapet												

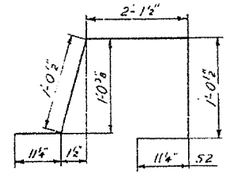
CUTTING DIAGRAM
(One Set Shown)

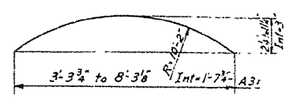


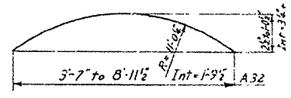
CUTTING SCHEDULE

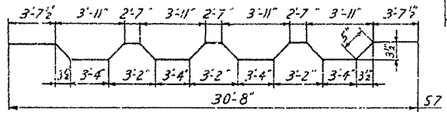
MARK		B	C	K	L
A31	Cut 2 sets of 4 each & Bend	3'-4"	8'-6"	1'-8½"	11'-10"
A32	Cut 2 sets of 4 each & Bend	3'-7½	9'-3⅝	1'-10⅝"	12'-11"
B10	Cut 10 sets of 12 each & Bend	6'-1"	7'-11"	2"	14'-0"











NOTES

A dash is used in the appropriate dimension column to indicate that a hook, bend or portion of the standard bar type is to be omitted.

See Sheet 10 for Typical Bar Types and Hook Dimensions.

Dimensioning, bending, and hooks for special bending details shall conform to the standards as noted or shown on sheet 10.

FOR INFORMATION ONLY

YARBRO INTERCHANGE
AT STA. 437 + 58.60

BAR LIST

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY RFD ... DATE NOV 1957 SCALE NOT TO SCALE
TRACED BY RFD ... DATE NOV 1957
CHECKED BY RFB ... DATE NOV 1957 SHEET 8 OF 11

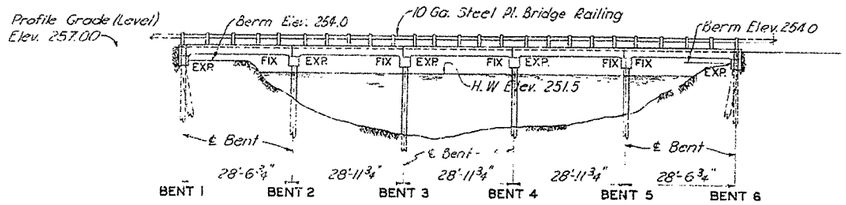
FIVERDRUP & PARCEL INC.
ENGINEERS ARCHITECTS
ST LOUIS MO

BRIDGE NO. 3168 DRAWING NO. 56198

1343-5
525/388

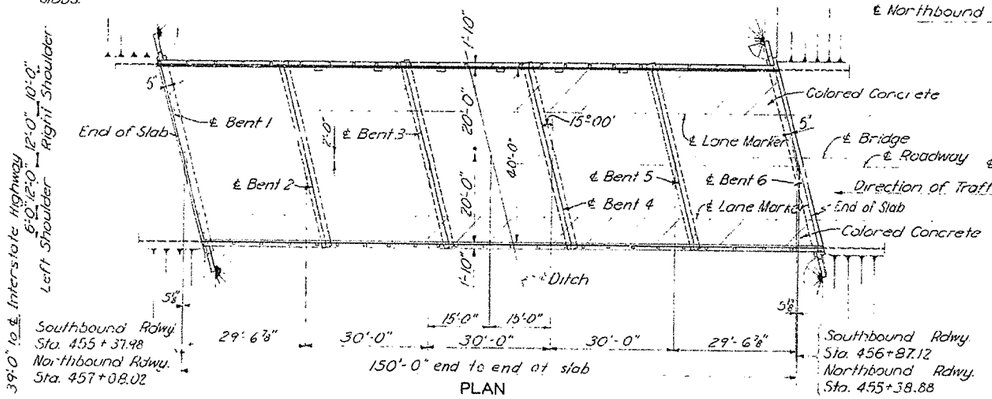
08/01/14

FED. ROAD SYS. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-055-1(21) Dif I-55-1(162) Nav		230	265
STATE JOB NO. 881006					
A&B3169 - INFORMATION - 56199					



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

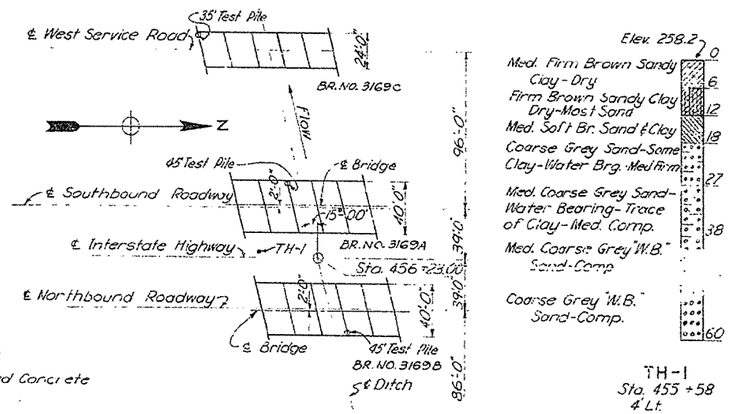
ELEVATION
(Normal to ℄ Bent)
Ditch X-section shown at ℄ Southbound Rdwy.



PLAN

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

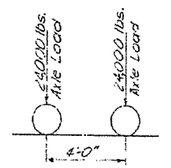
MAIN ROADWAY BRIDGE



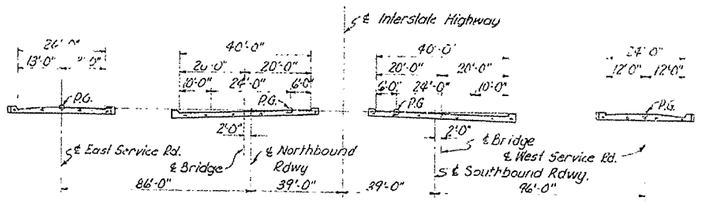
LOCATION PLAN
Note: Stationing is measured along ℄ Interstate Highway.

TH-1
Sta. 455 + 58
4' Lt.

LOG OF SOUNDINGS



SPECIAL LOADING FOR INTERSTATE HIGHWAY BRIDGES



SECTION THRU BRIDGES

GENERAL NOTES

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

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

DESIGN LOADING: *H20-S16-44 and 1956 Special Loading for Interstate Roadways (See diagram); H20-44 for Service Roads.*

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

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

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

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

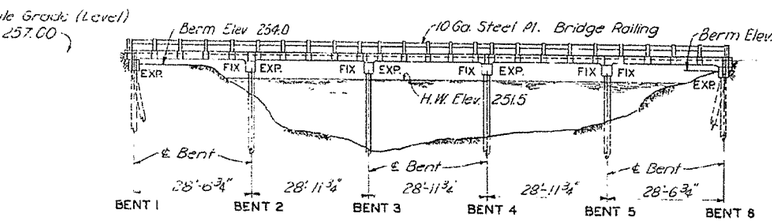
BEVELED EDGES: *All exposed edges of concrete shall be beveled ¾" unless otherwise shown or noted.*

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

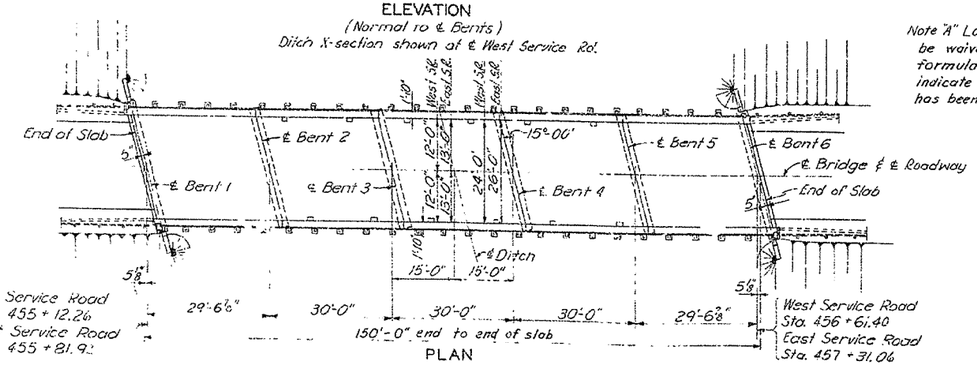
PILING: *All piles shall be 16" octagonal precast concrete and shall be driven to a minimum bearing value of 32 tons each. One test pile shall be driven for each of the four bridges as shown on as directed by the Engineer and loaded in accordance with the Special Provisions except as specified in Note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

FILLED JOINT: *Where filled joints are shown on the plans, the joint filler shall conform to the requirements of A.A.S.H.O. Specification M153, Type III.*

JOINT SEAL: *Material for Joint Seal shall conform to the Special Provision for Joint Seal in Concrete Pavements.*



ELEVATION
(Normal to ℄ Bents)
Ditch X-section shown at ℄ West Service Rd.



PLAN

SERVICE ROAD BRIDGE

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

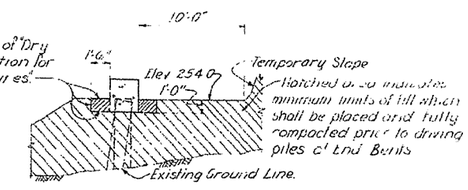
BENCH MARK:
Nail in root 20" Walnut Tree, 200'rt. of Sta. 461 + 00. Elev. 253.98.

DRAINAGE DATA

Drainage Area	20.6 Sq. Mi.
Runoff Coefficient	0.3
Required Waterway (Talbot)	368 Sq. Ft.
Effective Opening (H.W. Elev. 251.5)	1100 Sq. Ft.

INDEX OF DRAWINGS

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



FILL AT END BENT - EAST SERVICE ROAD

FOR INFORMATION ONLY

BRIDGES OVER PEMISCOT BAYOU
AT STA. 456 + 23.00

GENERAL PLAN AND ELEVATION

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: R.J.S. DATE: JULY 1957 SCALE: NOT TO SCALE
TRACED BY: A.B. DATE: JULY 1957
CHECKED BY: R.E.S. DATE: AUG 1957 SHEET 1 OF 12

BRIDGE NO. 3169A, B, C & D DRAWING NO. 56199

SUBMITTED BY:
REGISTERED PROFESSIONAL ENGINEER
ARKANSAS NO. 628

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

1349-3
5758 91

08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-093-1(89)01d I-55-1(21)62 Rev		231	265
STATE JOB NO. 881006					
A&B3169 - INFORMATION - 56200					

JOB 10614
SUMMARY OF QUANTITIES
BRIDGES OVER PEMISCOT BAYOU

			BRIDGE NO. 3169-A & 3169-B CODE TYPE X-020 MAIN ROADWAY BRIDGES (2)				BRIDGE NO. 3169-D CODE TYPE Y-050 WEST SERVICE ROAD BRIDGE				BRIDGE NO. 3169-C CODE TYPE Y-050 EAST SERVICE ROAD BRIDGE				
ITEM NO.	ITEM	UNIT	BENTS 1 & 6	BENTS 2 THRU 5	SPANS 1 & 5	SPANS 2 THRU 4	BENTS 1 & 6	BENTS 2 THRU 5	SPANS 1 & 5	Spans 2 THRU 4	BENTS 1 & 6	BENTS 2 THRU 5	Spans 1 & 5	Spans 2 THRU 4	JOB TOTAL
SP801-2	DAY EXCAVATION FOR STRUCTURES	CU. YD.	95	—	—	—	28	—	—	—	16	—	—	—	139
SP804-4	BEARING PILES (16" Octagonal Concrete)	LIN. FT.	840	2,250	—	—	305	700	—	—	305	700	—	—	5,100
SP804-4	LOADING TEST PILES	EACH	—	2	—	—	1	—	—	—	1	—	—	—	4
SP&802	CLASS "S" CONCRETE FOR BRIDGES	CU. YD.	46	73	288	430	15	23	91	134	16	25	94	139	1374
SP	STEEL PLATE BRIDGE RAILING	LIN. FT.	—	—	241	360	—	—	119	180	—	—	119	180	1199
SP&803	REINFORCING STEEL	LB.	4,258	6,729	69734	103,951	1,343	2,177	24,292	36,309	1,395	2,277	25,869	38,225	316 859
929	BRIDGE NAME PLATES (TYPE "C")	EACH	2	—	—	—	1	—	—	—	1	—	—	—	4

1343-5
5/5/62

FOR INFORMATION ONLY

BRIDGES OVER PEMISCOT BAYOU
AT STA. 456+23.00

TABLE OF QUANTITIES

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

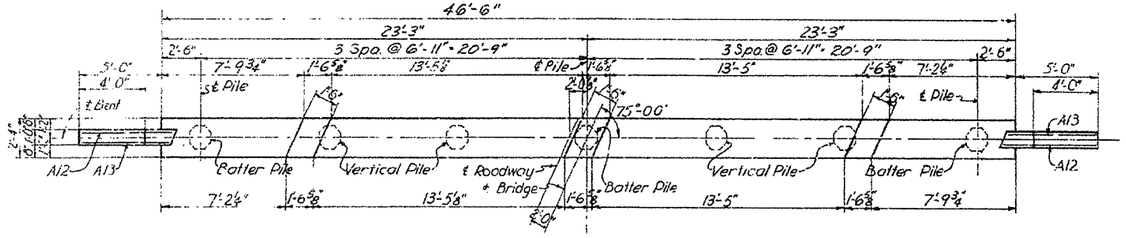
DRAWN BY R.E.S. DATE: SEPT., 1957 SCALE: NOT TO SCALE
TRACED BY F.P.N. DATE: SEPT., 1957
CHECKED BY R.J.S. DATE: JAN., 1958 SHEET 2 OF 12

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

BRIDGE NO. 3169A,B,C&D DRAWING NO. 56200

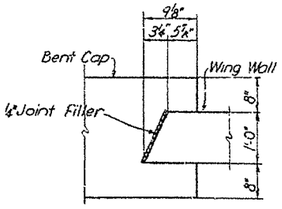
08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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STATE JOB NO. 881006					
A&B3169 - INFORMATION - 56201					

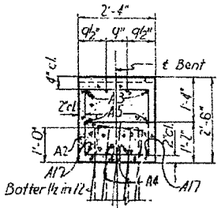


Note: 7-16" Octagonal Precast Concrete Piles required per Bent.

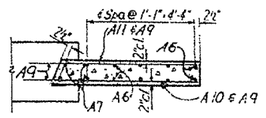
PLAN



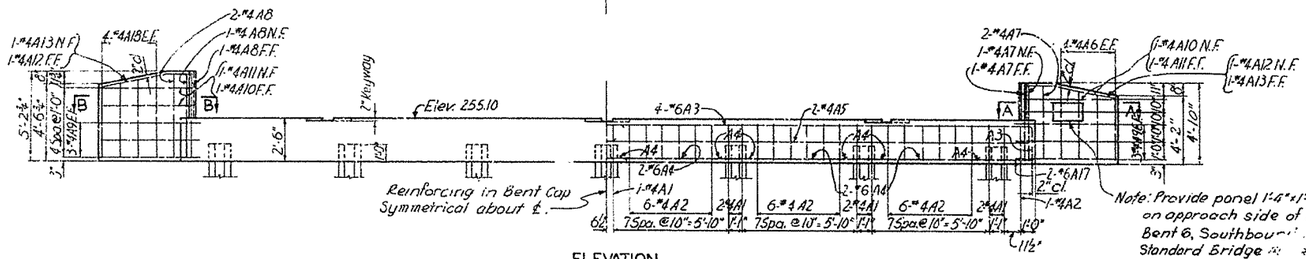
DETAIL AT JOINT BETWEEN WING WALL AND SLAB



SECTION THRU END BENT BETWEEN PILES



SECTION A-A
Section B-B Similar

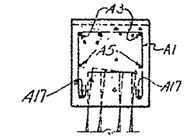


Reinforcing in Bent Cap Symmetrical about ℄.

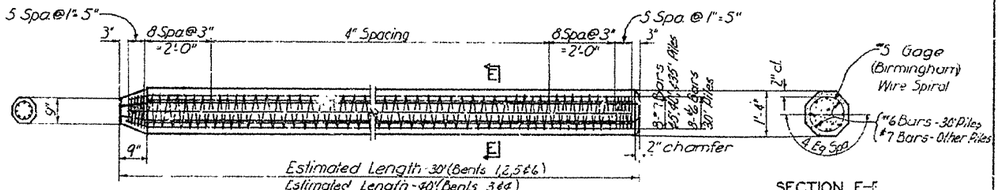
ELEVATION
END BENTS

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

Note: Provide panel 1'-4" x 1'-2" recessed 1" on approach side of right wingwall, Bent 6, Southbound [illegible] only. Standard Bridge [illegible] shall be centered [illegible]



SECTION THRU END BENT AT PILES
Similar to Section thru End Bent between Piles except as shown.

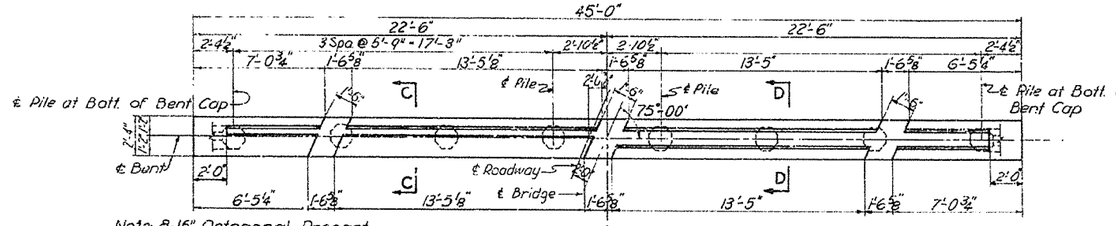


Estimated Length 30' (Bents 1, 2, 5 & 6)
Estimated Length 40' (Bents 3 & 4)
Test Pile Lengths - 2 @ 35' & 2 @ 45'

PRECAST CONCRETE PILE

SECTION E-E

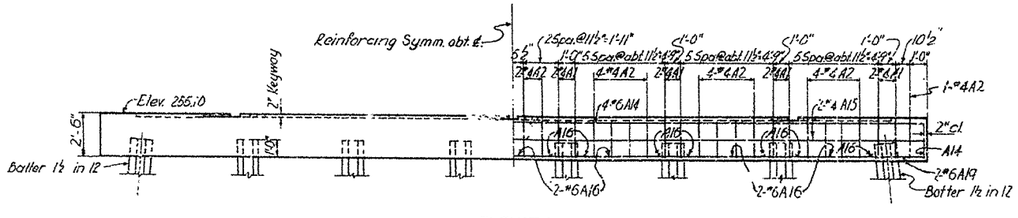
Note: 16" octagonal precast piles in accordance with Arkansas State Highway Commission Drawing No. 2382 may be used in lieu of piles shown.



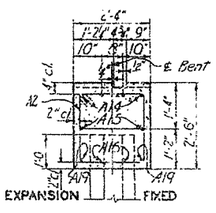
Note: 8-16" Octagonal Precast Concrete Piles required per Bent.

HALF PLAN BENTS 2, 3 & 4

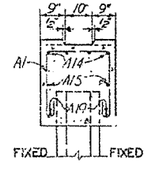
HALF PLAN BENT 5



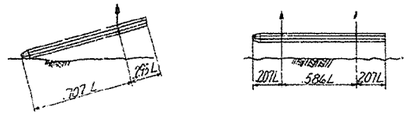
ELEVATION
INTERMEDIATE BENTS



SECTION C-C



SECTION D-D
Similar to Section C-C except as shown.



1 POINT PICKUP

2 POINT PICKUP

POINTS OF SUPPORT FOR HANDLING PILES

Revised concrete pile note. R.L.C. 3-25-58

FOR INFORMATION ONLY

BRIDGES OVER PEMISCOT BAYOU
AT STA. 456+2300

PILE BENTS FOR MAIN ROADWAY BRIDGE

MISSISSIPPI & CRITTENDEN COUNTIES

FAI 55 INTERSTATE HIGHWAY

SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY R.J.S. DATE JULY 1957 SCALE NOT TO SCALE
TRACED BY L.A.P. " JULY 1957
CHECKED BY R.E.S. " JULY 1957 SHEET 3 OF 12

BYRDROP & PARCEL INC
ENGINEERS ARCHITECTS
ST. LOUIS, MO

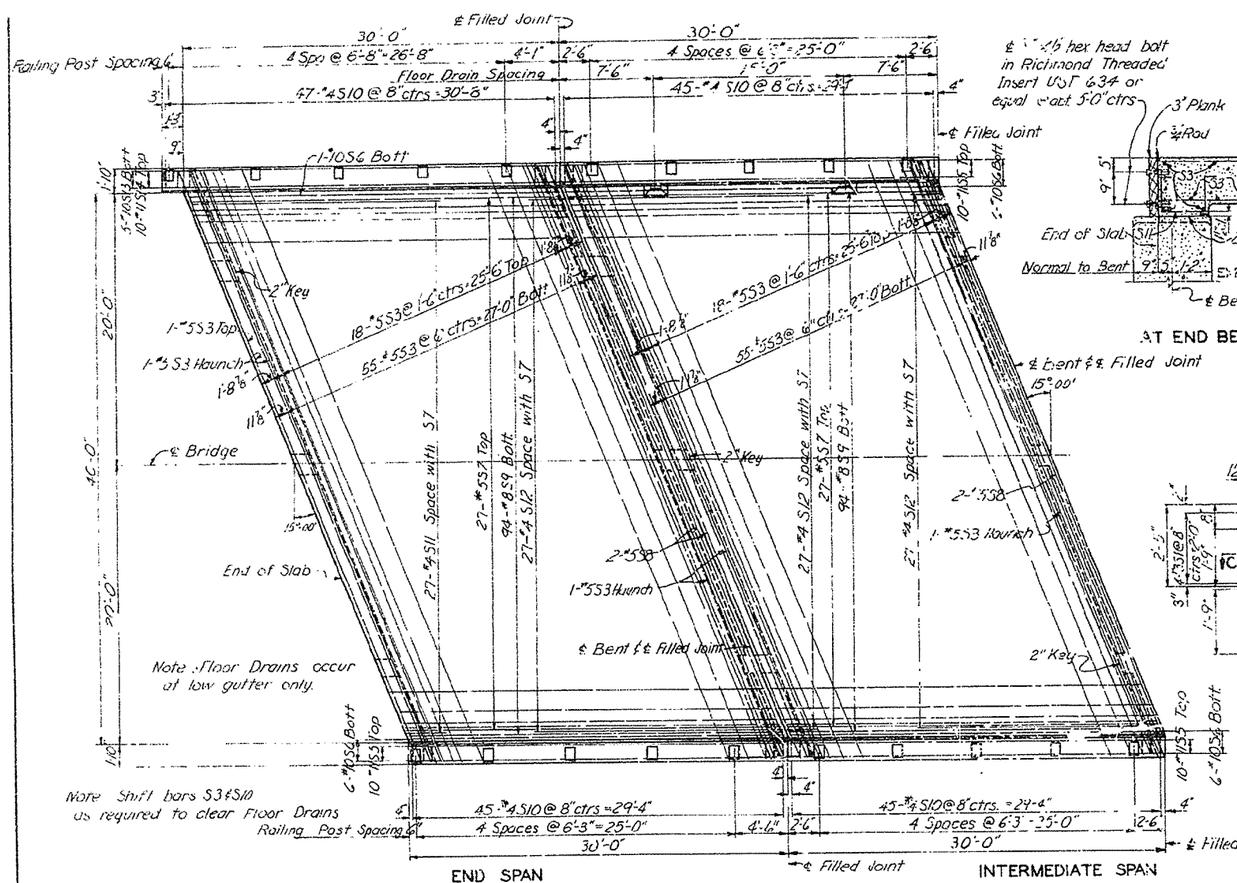
BRIDGE NO. 316348 DRAWING NO. 56201

1343-5
1759W0

Note: Do not scale this drawing. Follow dimensions.

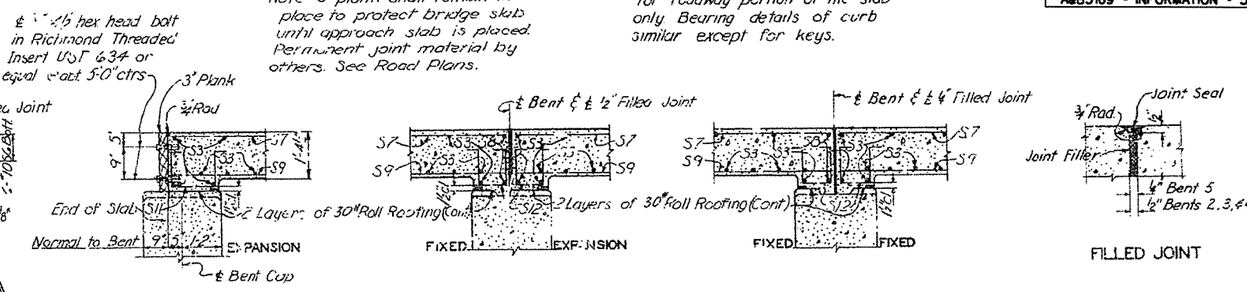
08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-030-1(21)014 I-55-1(21)62 New		233	265
STATE JOB NO. 881006					
A&B3169 - INFORMATION - 56202					

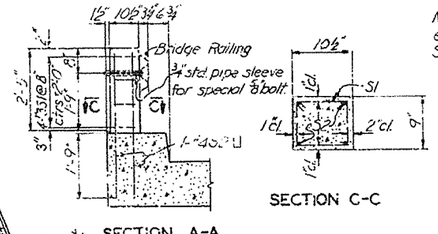


Note: 3" plank shall remain in place to protect bridge slab until approach slab is placed. Permanent joint material by others. See Road Plans.

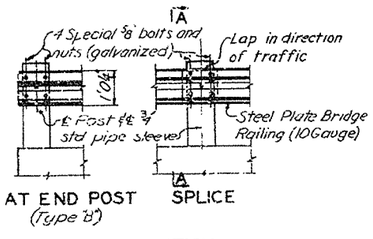
Note: Bearing details are typical for roadway portion of the slab only. Bearing details of curb similar except for keys.



BEARING DETAILS



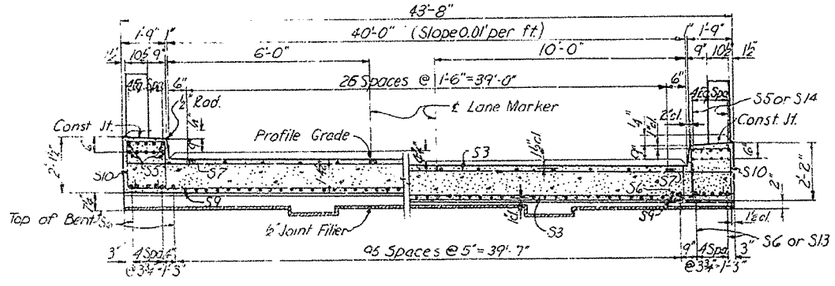
Note: Railing beyond end post by others. See Road Plans.

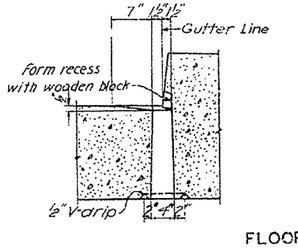


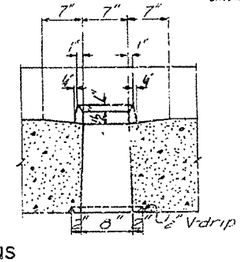
BRIDGE RAILING DETAILS

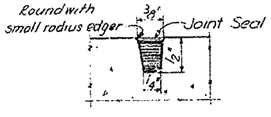
Note: See Sheet 10 for cross-section and additional details of bridge railing.

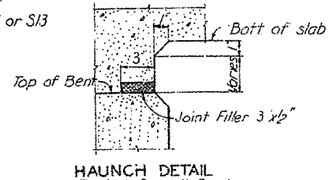
PLAN











NOTES

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

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

FOR INFORMATION ONLY

BRIDGES OVER PEMISCOT BAYOU
AT STA. 456+28.00

SLAB DETAILS - MAIN ROADWAY BRIDGE

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION IX

ARKANSAS STATE HIGHWAY COMMISSION

DESIGNED B.J.S. DATE JULY 1957 SCALE NOT TO SCALE
DETAILED B.J.S. DATE JULY 1957
CHECKED B.J.S. DATE JULY 1957 SHEET 6 OF 12

BRIDGE NO. 316948 DRAWING NO. 56202

Note: Do not scale this drawing. Follow dimensions.

134.3-5
575983

08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-003-1(11)01d I-55-1(106)::Hew		234	265
STATE JOB NO. BB1006					
A&B3169 - INFORMATION - 56203					

WEST SERVICE ROAD BRIDGE

SUBSTRUCTURE

NO REQ'D	SIZE NO	LENGTH	MARK	TYPE	LOCATION	DIMENSIONS FOR BENDING A	B	C	D	E	F	G	H	J	K	R	O
8	#6	33'-7"	G1	17	Bent Cap		1'-11½"	29'-8"	1'-11½"								
4	#4	29'-8"	G2	Str.	do												
16	#6	4'-7"	G3	Str.	do												
132	#4	8'-4"	G4	11	do	4½"	2'-0"	2'-0"	2'-0"	2'-0"		4½"					
60	#4	7'-0"	G5	S9	do	6"	2'-0"	2'-0"	2'-0"			6"					
16	#4	7'-7"	G6	Str.	Wing Wall	See Cutting Diagram											
4	#4	3'-6"	G7	19	do		6½"	2'-11½"	—				2"		6½"		3'-5⅜"
4	#4	3'-4"	G8	19	do		4½"	2'-11½"	—				1⅜"		4⅝"		3'-3⅜"
24	#4	5'-1"	G9	Str.	do												
8	#4	4'-3"	G10	Str.	do												
4	#4	3'-4"	G11	Str.	do												
4	#4	3'-2"	G12	Str.	do												
16	#6	32'-3"	G13	17	Bent Cap		1'-11½"	28'-4"	1'-11½"								
8	#4	28'-4"	G14	Str.	do												
32	#6	4'-4"	G15	Str.	do												
4	#6	29'-8"	G16	Str.	do												
8	#6	28'-4"	G17	Str.	do												

SUPERSTRUCTURE

334	#5	28'-4"	R1	Str.	Slab												
85	#5	29'-8"	R2	Str.	do												
20	#11	31'-0"	R3	Str.	Curb												
10	#10	31'-0"	R4	Str.	do												
456	#4	6'-0"	R5	S9	do	6"	1'-8½"	1'-6½"	1'-8½"			6"					
350	#7	29'-8"	R6	Str.	Slab												
60	#11	29'-8"	R7	Str.	Curb												
40	#10	29'-8"	R8	Str.	do												
16	#5	28'-7"	R9	Str.	Slab												
184	#3	3'-3"	R10	T1	Int. Post	4"	7"	8½"	7"	8½"		4"					
92	#4	8'-6"	R11	S10	do		3'-11"	7¾"	3'-11"								
16	#3	4'-3"	R12	T1	End Post	4"	8½"	1'-1"	8½"	1'-1"		4"					
16	#3	3'-9"	R13	T1	do	4"	7"	11¼"	7"	11¼"		4"					
20	#4	4'-2"	R14	2	do	3"	3'-11"										
4	#4	6'-2"	R15	13	do	—	2'-1"	1'-11½"	2'-1"				6½"		2'-08"		
4	#4	5'-10"	R16	S10	do		2'-1"	1'-8"	2'-1"								
92	#4	4'-9"	R17	S10	Int. Post		2'-1"	7"	2'-1"								
20	#11	30'-5"	R18	Str.	Curb												
10	#10	30'-5"	R19	Str.	do												

EAST SERVICE ROAD BRIDGE

SUBSTRUCTURE

NO REQ'D	SIZE NO.	LENGTH	MARK	TYPE	LOCATION	DIMENSIONS FOR BENDING A	B	C	D	E	F	G	H	J	K	R	O
8	#6	35'-7"	C1	17	Bent Cap		1'-11½"	31'-8"	1'-11½"								
4	#6	31'-8"	C2	Str.	do												
16	#6	5'-1"	C3	Str.	do												
132	#4	8'-9"	C4	11	do	4½"	2'-0"	2'-0"	2'-0"	2'-0"		4½"					
60	#4	7'-0"	C5	S9	do	6"	2'-0"	2'-0"	2'-0"			6"					
16	#4	7'-6"	C6	Str.	Wing Wall	See Cutting Diagram											
4	#4	3'-6"	C7	19	do		6"	3'-0"	—				1⅜"		5⅛"		3'-5⅜"
4	#4	3'-4"	C8	19	do		4"	3'-0"	—				1⅛"		3¾"		3'-3⅜"
24	#4	5'-1"	C9	Str.	do												
8	#4	4'-3"	C10	Str.	do												
4	#4	3'-4"	C11	Str.	do												
4	#4	3'-2"	C12	Str.	do												
16	#6	34'-1"	C13	17	Bent Cap		1'-11½"	30'-2"	1'-11½"								
8	#4	30'-2"	C14	Str.	do												
32	#6	4'-10"	C15	Str.	do												
4	#6	31'-8"	C16	Str.	do												
8	#6	30'-2"	C17	Str.	do												

SUPERSTRUCTURE

			R1			Not Used											
95	#5	29'-8"	R2	Str.	Slab												
20	#11	31'-0"	R3	Str.	Curb												
10	#10	31'-0"	R4	Str.	do												
456	#4	6'-0"	R5	S9	do	6"	1'-8½"	1'-6½"	1'-8½"			6"					
335	#7	29'-8"	R6	Str.	Slab												
60	#11	29'-8"	R7	Str.	Curb												
40	#10	29'-8"	R8	Str.	do												
			R9			Not Used											
184	#3	3'-3"	R10	T1	Int. Post	4"	7"	8½"	7"	8½"		4"					
92	#4	8'-6"	R11	S10	do		3'-11"	7¾"	3'-11"								
16	#3	4'-3"	R12	T1	End Post	4"	8½"	1'-1"	8½"	1'-1"		4"					
16	#3	3'-9"	R13	T1	do	4"	7"	11¼"	7"	11¼"		4"					
20	#4	4'-2"	R14	2	do	3"	3'-11"										
4	#4	6'-2"	R15	13	do	—	2'-1"	1'-11½"	2'-1"				6½"		2'-08"		
4	#4	5'-10"	R16	S10	do		2'-1"	1'-8"	2'-1"								
92	#4	4'-9"	R17	S10	Int. Post		2'-1"	7"	2'-1"								
20	#11	30'-5"	R18	Str.	Curb												
10	#10	30'-5"	R19	Str.	do												
334	#5	30'-5"	R20	Str.	Slab												
16	#5	28'-8"	R21	Str.	do												

MAIN ROADWAY BRIDGES

SUBSTRUCTURE

NO. REQ'D	SIZE NO	LENGTH	MARK	TYPE	LOCATION	DIMENSIONS FOR BENDING A	B	C	D	E	F	G	H	J	K	R	O
184	#4	7'-0"	A1	S9	Bent Cap	6"	2'-0"	2'-0"	2'-0"				6"				
392	#4	8'-9"	A2	11	do	4½"	2'-0"	2'-0"	2'-0"	2'-0"		4½"					
32	#6	26'-0"	A3	20	do		1'-11½"	24'-0½"	—								
48	#6	5'-3"	A4	Str.	do												
16	#4	23'-9"	A5	Str.	do												
16	#4	5'-2"	A6	Str.	Wing Wall	See Cutting Diagram											
16	#4	4'-5"	A7	Str.	do												
16	#4	4'-9"	A8	Str.	do												
48	#4	6'-1"	A9	Str.	do												
16	#4	5'-4"	A10	Str.	do												
16	#4	5'-2"	A11	Str.	do												
8	#4	6'-5"	A12	19	do		1'-6½"	3'-10½"	—				3"		1'-6¼"		5'-4¾"
8	#4	5'-3"	A13	19	do		1'-3½"	3'-10½"	—				2¾"		1'-4½"		5'-2¾"
64	#6	26'-5"	A14	20	Bent Cap		1'-11½"	23'-3½"									
32	#4	23'-9"	A15	Str.	do												
112	#6	4'-1"	A16	Str.	do												
16	#6	24'-1"	A17	Str.	do												
16	#4	9'-1"	A18	Str.	Wingwall	See Cutting Diagram											
32	#6	23'-8"	A19	Str.	Bent Cap												

SUPERSTRUCTURE

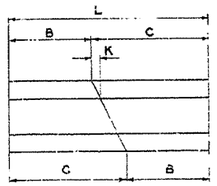
400	#3	3'-1"	S1	T1	Post	4"	7"	7½"	7"	7½"		4"					
200	#4	8'-8"	S2	S10	do		4'-1"	6¼"	4'-1"								
758	#5	44'-11"	S3	Str.	Slab												
			S4			Not Used											
160	#11	29'-8"	S5	Str.	Curb												
100	#10	29'-8"	S6	Str.	do												
270	#5	29'-8"	S7	Str.	Slab												
32	#5	43'-2"	S8	Str.	do												
940	#8	29'-9"	S9	Str.	do												
908	#4	6'-5"	S10	S9	Curb	6"	1'-11"	1'-6½"	1'-11"			6"					
108	#4	3'-10"	S11	S5	Slab	3"	1'-0"	1'-4"	1'-0"			3"					
432	#4	3'-5"	S12	S5	do	3"	1'-0"	11"	1'-0"			3"					
20	#10	30'-11"	S13	Str.	Curb												
40	#11	30'-11"	S14	Str.	do												

MARK	CUTTING SCHEDULE	B	C	K	L
A6	Cut 4 Sets of 4 Each	3'10"	4'-1"	2"	8'-2"
A18	Cut 4 Sets of 4 Each	4'-3⅛"	4'-9⅝"	2⅜"	9'-1"
C6	Cut 4 Sets of 4 Each	3'-4"	4'-2"	3⅝"	7'-6"
G6	Cut 4 Sets of 4 Each	3'-4⅝"	4'-2⅝"	3⅝"	7'-7"

NOTES

A dash is used in the appropriate dimension column to indicate that a hook, bend or portion of the standard bar type is to be omitted.

See Sheet 11 for Typical Bar Types and Hook Dimensions.



CUTTING DIAGRAM

FOR INFORMATION ONLY

BRIDGES OVER PEMISCOT BAYOU
AT STA. 456+23.00

BAR LIST

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: R.P.F. DATE: SEPT. 1957 SCALE NOT TO SCALE
TRACED BY: R.P.F. DATE: SEPT 1957
CHECKED BY: R.E.S. DATE: SEPT. 1957 SHEET 9 OF 12

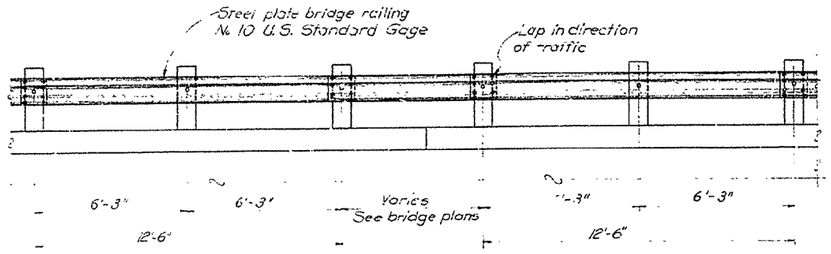
SVERDRUP & PARCEL, INC
ENGINEERS - ARCHITECTS
ST. LOUIS MO.

BRIDGE NO. 3169A, B, C & D DRAWING NO. 56203

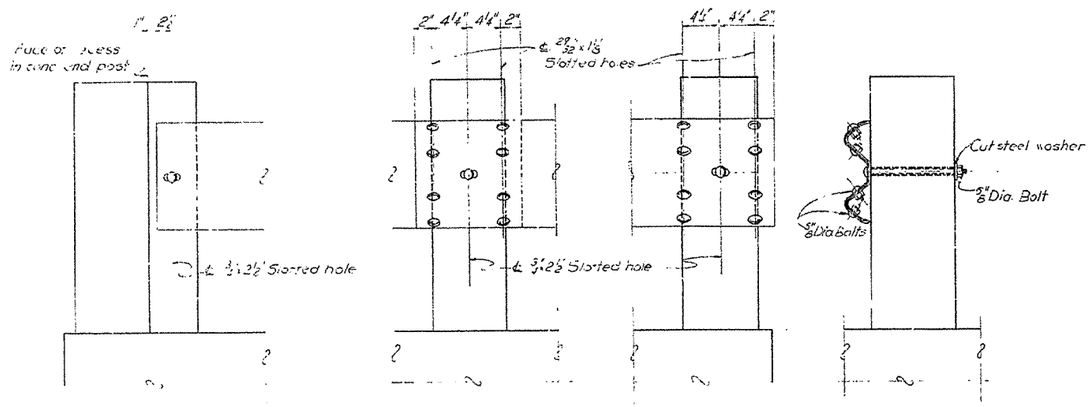
1343-5
5750088

08/01/14

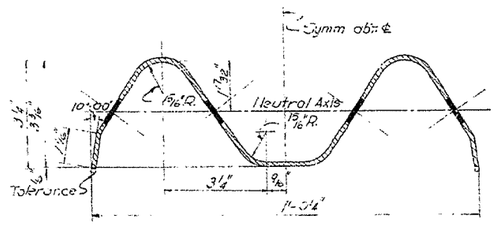
FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-093-1(19) 01d I-55-1(19)62 Ken		235	265
STATE JOB NO. 881006					
A&B3169 - INFORMATION - 56204					



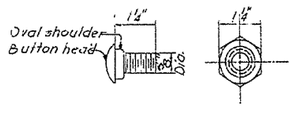
TYPICAL ELEVATION



TYPE "A" END POST | SPLICE | TYPE "B" END POST | SECTION



SECTION THROUGH RAIL ELEMENT



SPLICE BOLT NUT
Note: Post bolt is similar except for length.

STEEL PLATE BRIDGE RAILING

Notes: All bolts, nuts and washers shall be galvanized.
Bridge railing shall be painted same as structural steel.
See Special Provisions.

FOR INFORMATION ONLY

BRIDGES OVER PEMISCOT BAYOU
AT STA. 456+23.00

BRIDGE RAILING DETAILS

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: T.C. DATE: FEB. 1957 SCALE: NOT TO SCALE
TRACED BY: T.C. DATE: FEB. 1957
CHECKED BY: R.C.W. DATE: FEB. 1957 SHEET 10 OF 12

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

BRIDGE NO. 3169A, B, C & D DRAWING NO. 56204

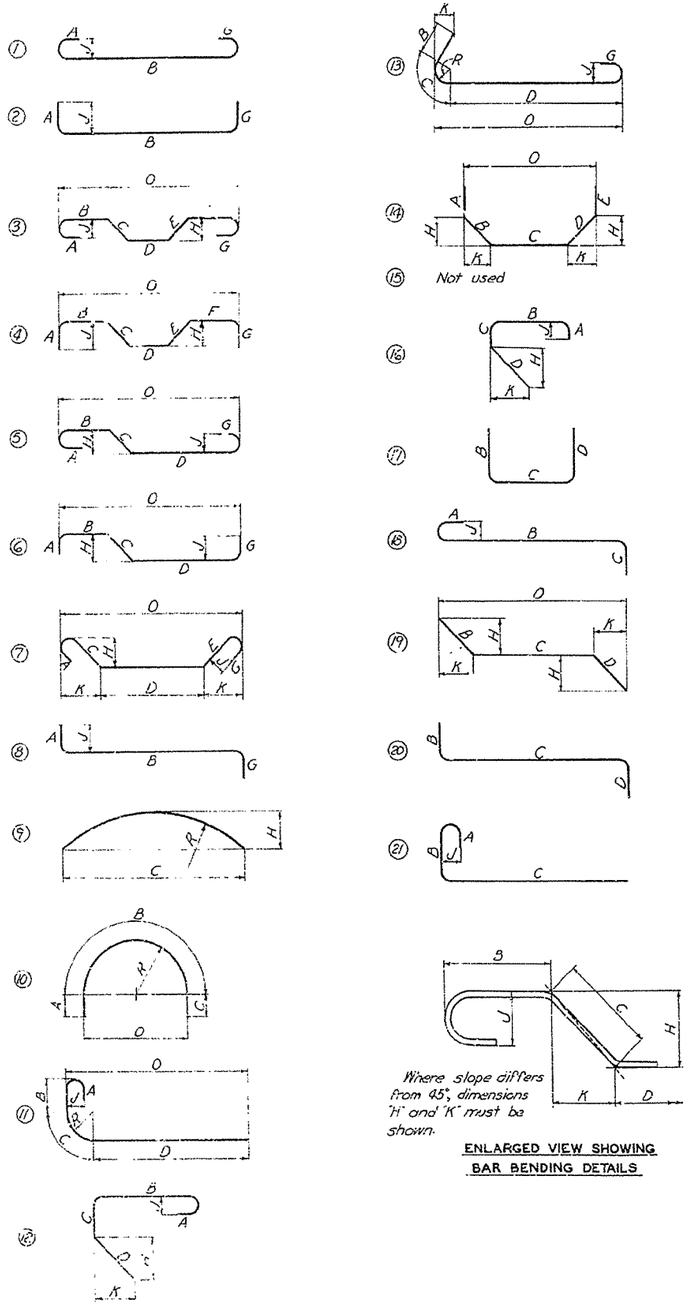
Note: Do not scale this drawing. Follow dimensions.

ARK. 5
55514

08/01/14

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	F-093-1(51) 01d I-55-1(12)62 Nc		236	265
		STATE JOB NO. BB1006			
		ALB3169 - INFORMATION - 56205			

TYPICAL BAR TYPES



Where slope differs from 45°, dimensions 'H' and 'K' must be shown.

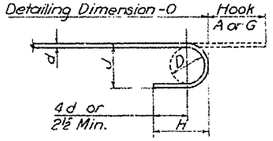
ENLARGED VIEW SHOWING BAR BENDING DETAILS

NOTES

1. All dimensions are out to out, except "R" which is to inside of bend.
2. "J" Dimension on 180° hooks to be shown in Bar List only where necessary to restrict hook size, otherwise standard hooks are to be used.
3. Where "J" is not shown, "J" will be kept equal to or less than "H". Where "J" can exceed "H", it should be shown in Bar List.
4. "H" Dimension on stirrups to be shown on Bar List where necessary to restrict hooks.
5. Corrections in length, due to bending around a mandrel, will be made only when the radius "R" (as in types 11 and 13) exceeds the standard radii indicated in standard hook dimensions. However, the dimensions "A" or "G" shown for standard hooks have been corrected for curvature.
6. All bends shown are bent around a standard mandrel, except where radius "R" is indicated.
7. Figures in circles show bar types.
8. Where "R" is shown on bar types 9, 10, 11 and 13, the length of bend shall be measured along outside of bend. The length of bar type 73 shall also be measured along outside of bar.

STANDARD HOOK DIMENSIONS

Detailing Dimension - D — Hook A or G



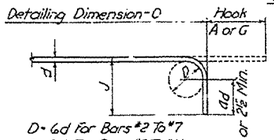
D = 6d For Bars #2 To #7
D = 8d For Bars #8 To #11

180° HOOK

Bar Size	Hook A or G	J	Approx H
#2	4"	2"	3½
#3	5"	3"	4"
#4	6"	4"	4½
#5	7"	5"	5"
#6	8"	6"	6"
#7	10"	"	"
#8	1'-1"	10"	9"
#9	1'-3"	11⅝"	10⅛
#10	1'-5"	1'-0⅝	11⅛
#11	1'-7"	1'-2"	1'-0⅝

90° HOOK

Detailing Dimension - D — Hook A or G

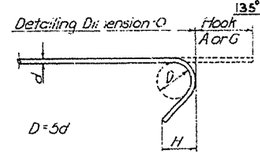


D = 6d for Bars #2 To #7
D = 8d for Bars #8 To #11

Bar Size	Hook A or G	Approx J
#2	3"	3½
#3	3"	4"
#4	3"	4½
#5	4"	5"
#6	4"	6"
#7	5"	7"
#8	6"	9"
#9	7"	10"
#10	8"	11⅛
#11	9"	1'-0⅝

135° STIRRUP HOOK

Detailing Dimension - D — Hook A or G



Bar Size	Hook A or G	H
#2	3½	2"
#3	4"	2½
#4	4½	2½
#5	5"	2⅝

BAR SIZE EQUIVALENTS

#2	⅛"	#7	⅞"
#3	⅜"	#8	1"
#4	½"	#9	1⅛"
#5	⅝"	#10	1¼"
#6	¾"	#11	1⅜"

FOR INFORMATION ONLY

BRIDGES OVER PEMISCOT BAYOU
AT STA. 456+23.00

TYPICAL BAR TYPES & HOOK DIMENSIONS

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY F.L.C. DATE JAN 1958 SCALE NOT TO SCALE
TRACED BY F.L.C. DATE JAN 1958
CHECKED BY R.E.S. DATE JAN 1958 SHEET 11 OF 12

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

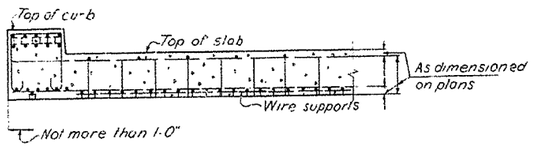
BRIDGE NO. 316 SA, B, C & D DRAWING NO. 56205

154.3.5
58522.9

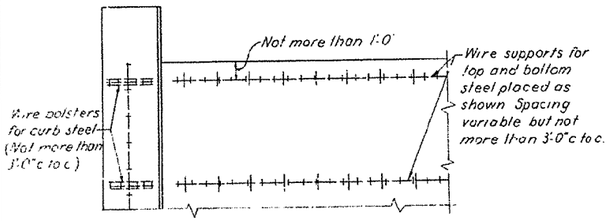
08/01/14

393

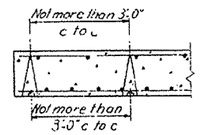
FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	I-093-1(20) Ord I-55-1(80)62 MEM		237	265
STATE JOB NO. BB1006					
A&B3169 - INFORMATION - 56206					



PART SECTION

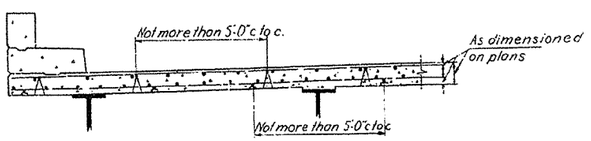


PART PLAN

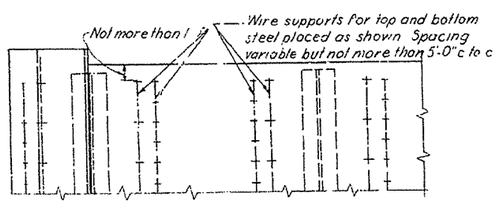


PART LONGITUDINAL SECTION

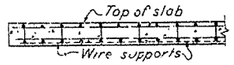
TYPICAL SLAB SPANS



PART SECTION

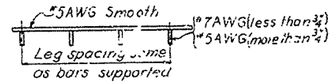


PART PLAN



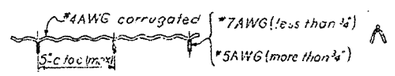
PART LONGITUDINAL SECTION

TYPICAL I-BEAM SPANS



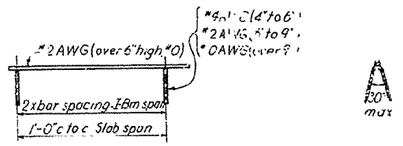
ELEVATION SECTION

SLAB SPACER



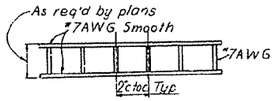
ELEVATION SECTION

SLAB BOLSTER



ELEVATION SECTION

CONTINUOUS HIGH CHAIR



ELEVATION SECTION

BEAM BOLSTER UPPER

NOTES

All reinforcing steel shall be accurately located in the forms and firmly held in place by means of steel wire supports, heights of which shall be sufficient to support bars in the exact positions dimensioned on plans. Spacing of wire supports shall be approximately as given on this sheet.

Details of wire supports shown are typical and supports of other design may be used, however, shop drawings of intended designs must be submitted for approval.

Payment for wire supports in place shall be considered to be completely covered by unit price bid for other items.

All gages are American Steel and Wire Company Gages.

All contact points shall be securely welded.

All wire supports shall be made such that only ends of supporting legs shall bear upon the forms.

All dimensions are given to ℄ of bars.

FOR INFORMATION ONLY

BRIDGES OVER PEMISCOT BAYOU
AT STA. 456+23.00

TYPICAL DETAILS OF SUPPORTS
AND SPACERS FOR REINFORCING STEEL

MISSISSIPPI & CRITTENDEN COUNTIES
FAI 55 INTERSTATE HIGHWAY
SECTION V

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: F.L.C. DATE: FEB. 1957 SCALE: NOT TO SCALE
TRACED BY: F.N. DATE: FEB. 1957
CHECKED BY: R.G.N. DATE: FEB. 1957 SHEET 12 OF 12

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

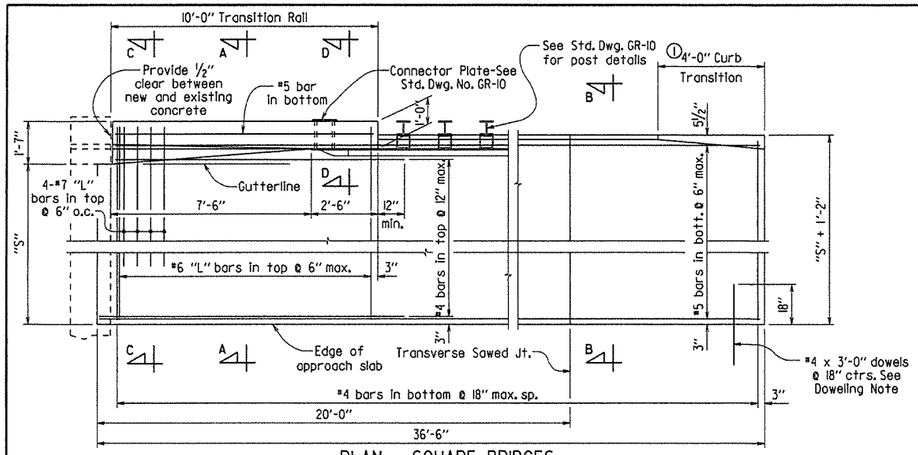
BRIDGE NO. 3169A,B,C&D DRAWING NO. 56206

13475
SBS 27

Note: Do not scale this drawing. Follow dimensions

08/01/14

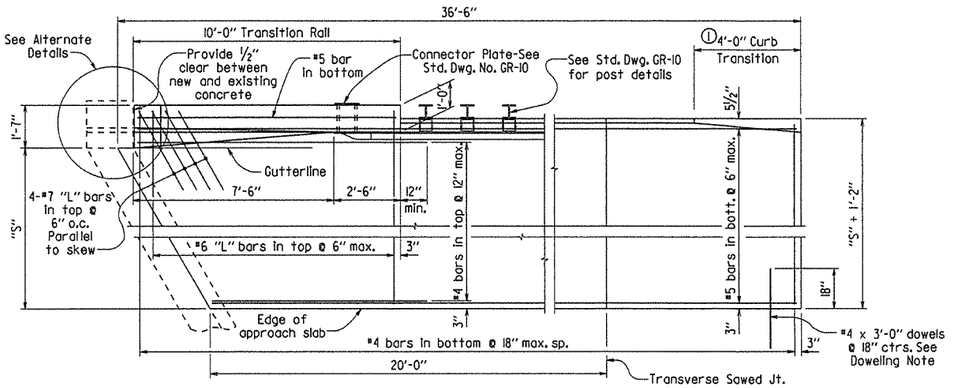
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.			238	
				①	TYPE PT GUTTERS		55035	

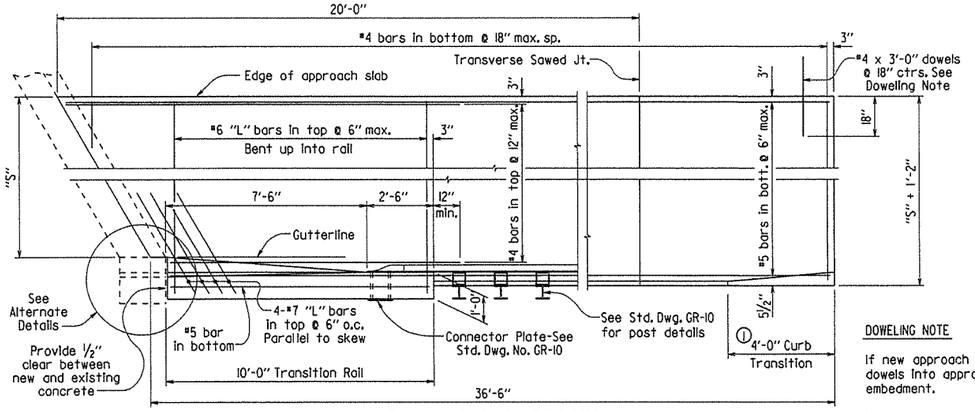


PLAN - SQUARE BRIDGES

⅜" = 1'-0"

"S" = Distance from gutterline to edge of approach slab.





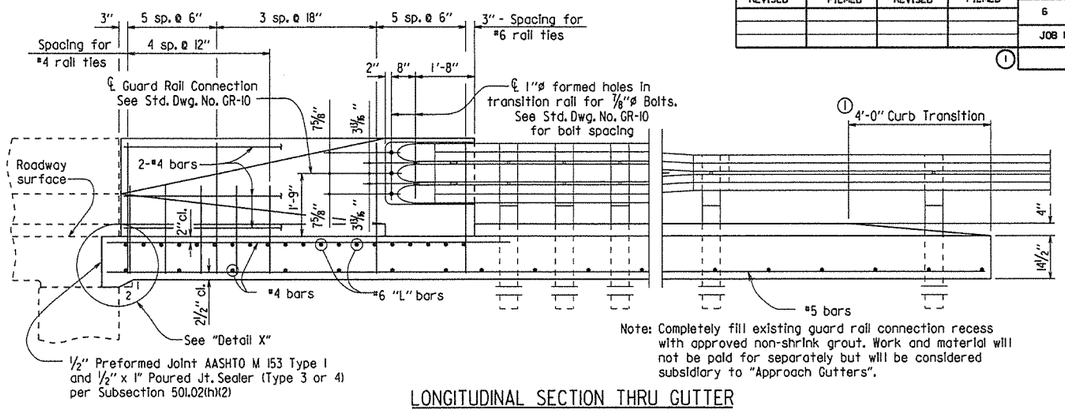
PLAN - SKEWED BRIDGES

⅜" = 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".



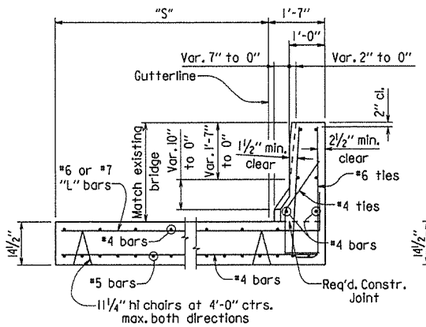
Note: Completely fill existing guard rail connection recess with approved non-shrink grout. Work and material will not be paid for separately but will be considered subsidiary to "Approach Gutters".

①Construct 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.

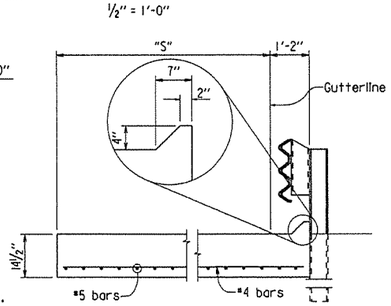
LONGITUDINAL SECTION THRU GUTTER

½" = 1'-0"



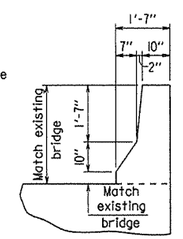
SECTION A-A

½" = 1'-0"



SECTION B-B

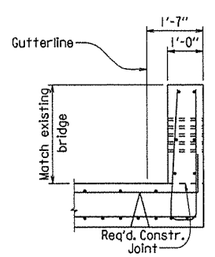
½" = 1'-0"



SECTION C-C

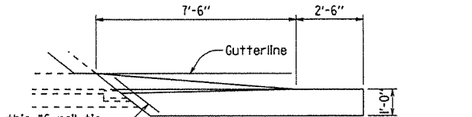
At End of Transition Rail

½" = 1'-0"



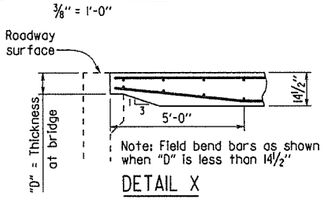
SECTION D-D

½" = 1'-0"



ALTERNATE DETAILS

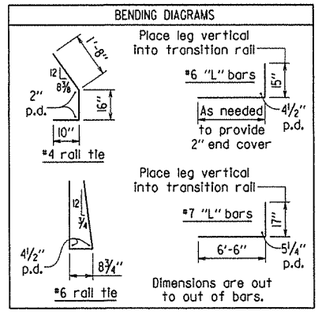
⅜" = 1'-0"



DETAIL X

⅜" = 1'-0"

BENDING DIAGRAMS



GENERAL NOTES

All concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

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

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

QUANTITIES FOR ONE SQUARE APPROACH GUTTER

(FOR INFORMATION ONLY)

"S"	Concrete	Reinforcing Steel
5'-6"	12.49 cu.yd.	1227 lb.
5'-9"	12.91 cu.yd.	1276 lb.
6'-0"	13.34 cu.yd.	1296 lb.
9'-6"	19.23 cu.yd.	1746 lb.
9'-9"	19.65 cu.yd.	1795 lb.
10'-0"	20.07 cu.yd.	1815 lb.

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

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

This document was originally issued and sealed by Carl J. Fuselier, PE No. 7510, on February 27, 2014. This copy is not a signed and sealed document.

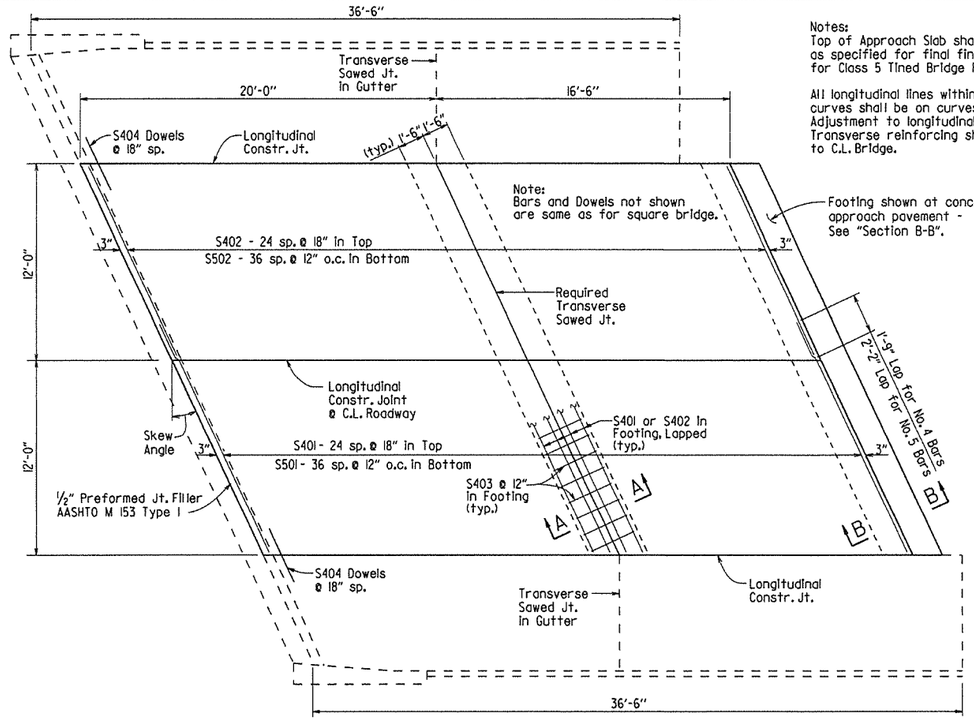
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL J. FUSELIER

BRIDGE ENGINEER

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

DRAWING NO. 55035

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.			239	
				①	APPROACH SLAB		55045	

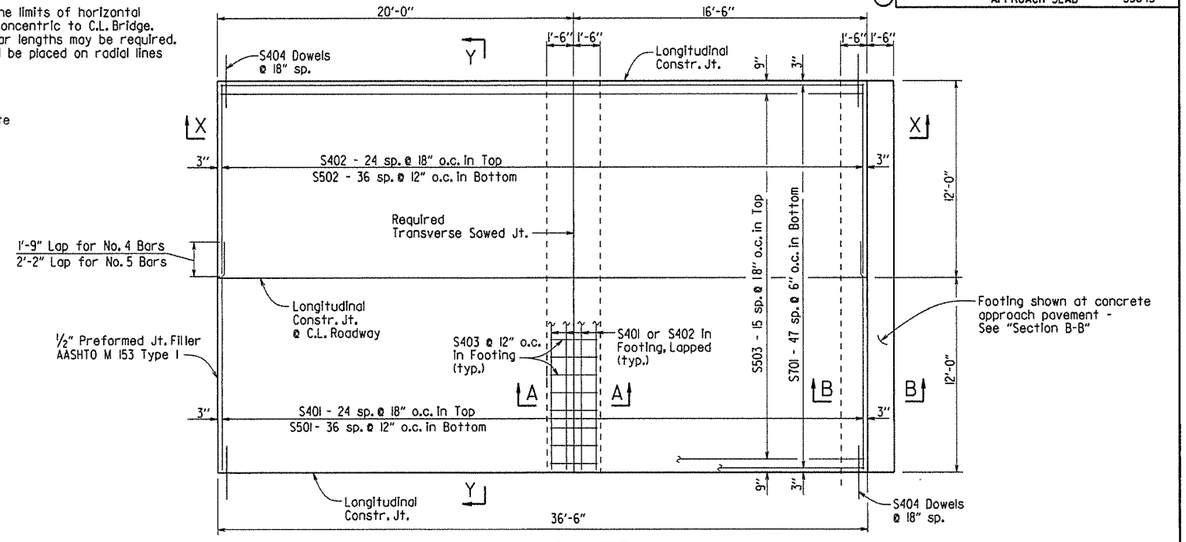


PLAN - SKEWED APPROACH SLAB WITH APPROACH GUTTERS

¼" = 1'-0"

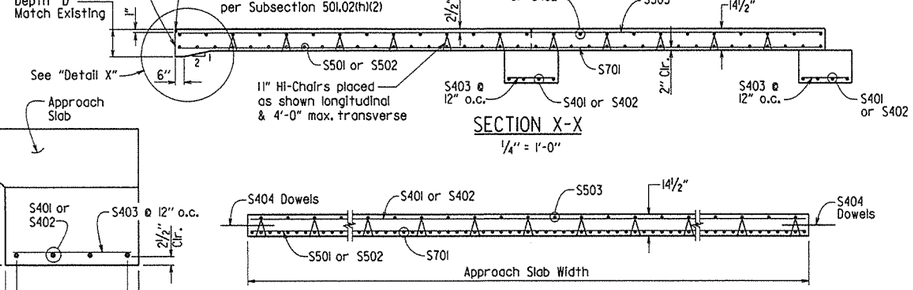
Notes:
Top of Approach Slab shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.



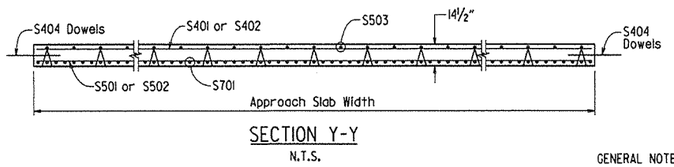
PLAN - SQUARE APPROACH SLAB

¼" = 1'-0"



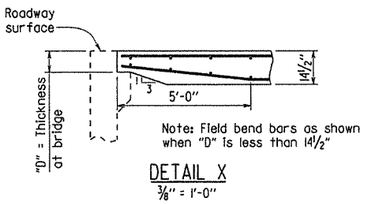
SECTION X-X

¼" = 1'-0"



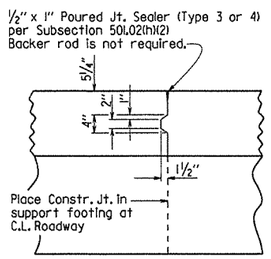
SECTION Y-Y

N.T.S.



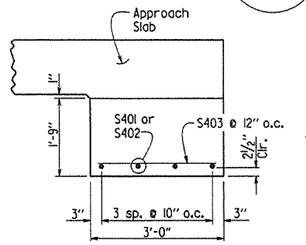
DETAIL X

⅜" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

¾" = 1'-0"



SECTION B-B

AT ASPHALT APPROACH PAVEMENT

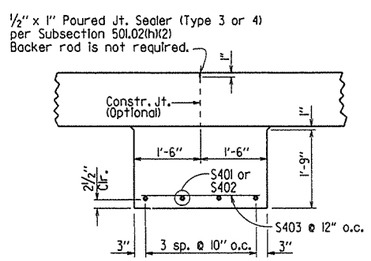
N.T.S.

BAR LIST

(Square & Skewed Approach Slabs)

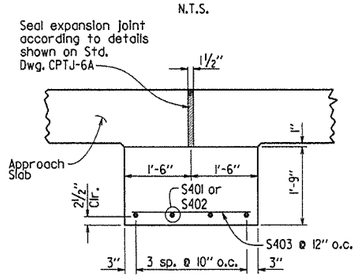
		Square		Skewed	
	Mark	No. Req'd.	Length	No. Req'd.	Length
24'-0" Slab Width	S401	25	13'-8"	25	11.8'/(cos skew angle) + 1.7'
	S402	25	11'-10"	25	11.8'/(cos skew angle)
	S403	48	2'-8"	*	2'-8"
	S404	50	3'-0"	50	3'-0"
	S501	37	14'-3"	37	11.8'/(cos skew angle) + 2.3'
	S502	37	11'-10"	37	11.8'/(cos skew angle)
	S503	16	36'-2"	16	36'-2"
	S701	48	36'-2"	48	36'-2"

* Varies with skew angle



SECTION A-A

N.T.S.



SECTION B-B

AT CONCRETE APPROACH PAVEMENT

N.T.S.

TABLE OF QUANTITIES FOR ONE SQUARE APPROACH SLAB

(FOR INFORMATION ONLY)

Slab Width	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
24'-0"	5770	49.15

GENERAL NOTES

This drawing to be used with Standard Dwg. Nos. 55035 or 55036.

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

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

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

STANDARD DETAILS FOR APPROACH SLAB (EXISTING BRIDGE MODIFICATION)

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

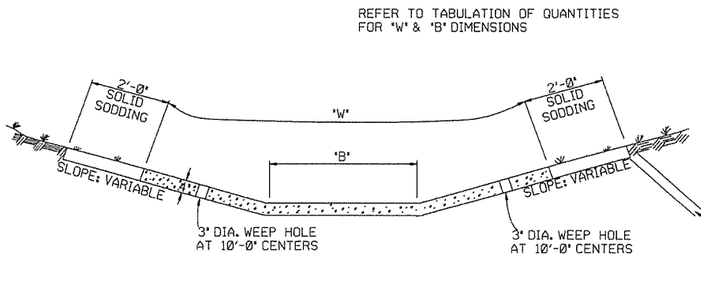
DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55045.dgn

CHECKED BY: K.W.Y. DATE: 2/27/2014 SCALE: AS SHOWN

DESIGNED BY: STD. DATE:

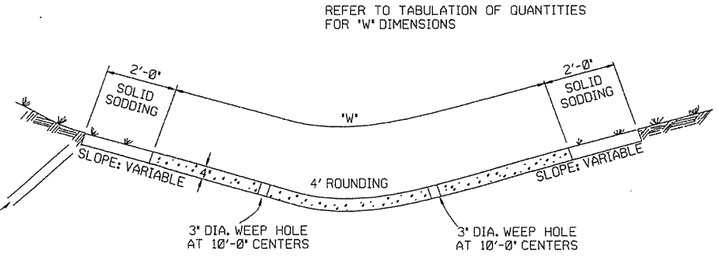
DRAWING NO. 55045

PRINT DATE: 2/3/2014



TYPE A

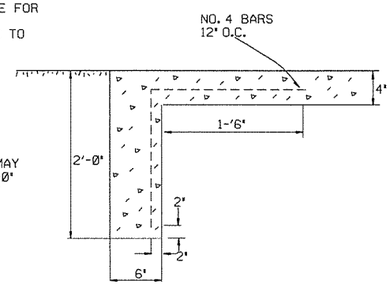
EXCAVATE TO NEAT LINES TO CONSTRUCT DITCH PAVING AND SOLID SODDING.



TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR 'CONCRETE DITCH PAVING.'

TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION



TOE WALL DETAIL FOR CONCRETE DITCH PAVING

NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS
(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.

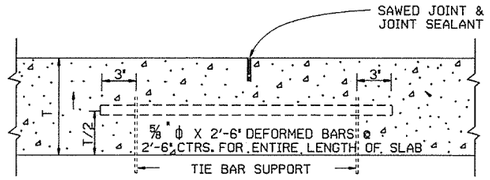
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

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

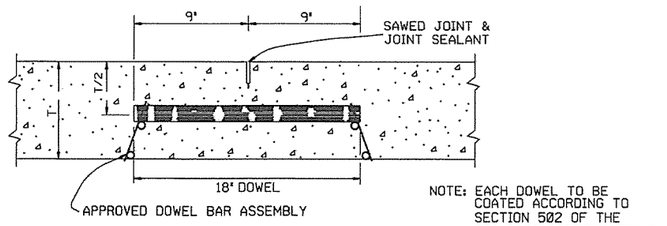
CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1



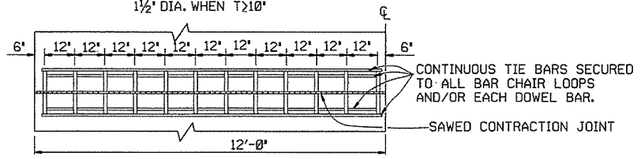
LONGITUDINAL JOINT

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.

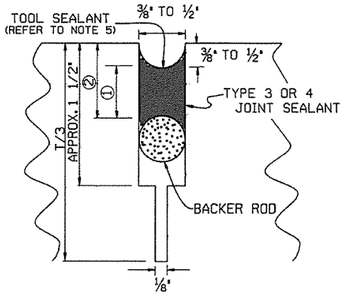
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



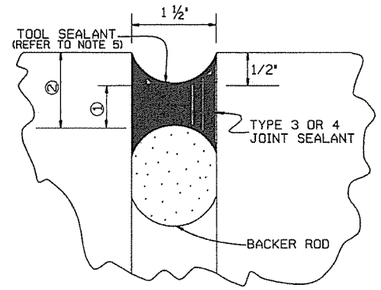
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

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



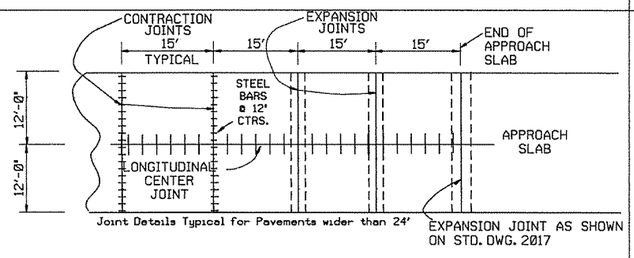
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

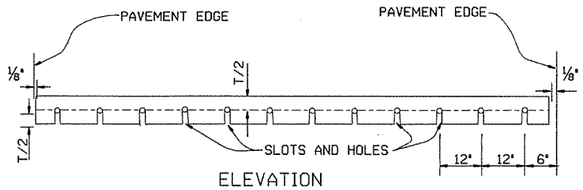
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
⅝	⅜	¾	⅝
¾	⅜	⅞	⅞
1 ½	¾	2	1 ¼

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
⅜	¾	½	1

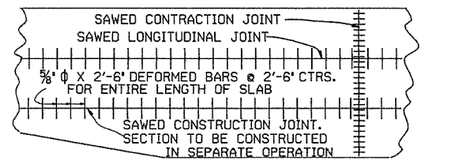


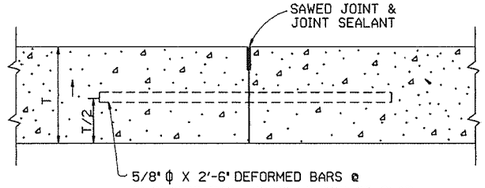
PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



ELEVATION

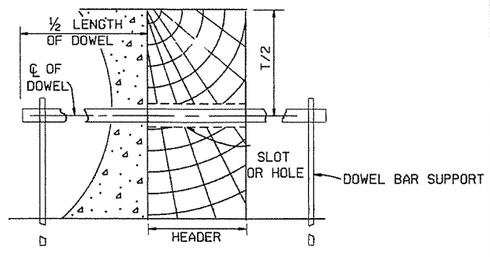
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.





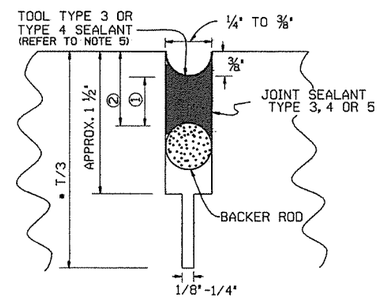
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

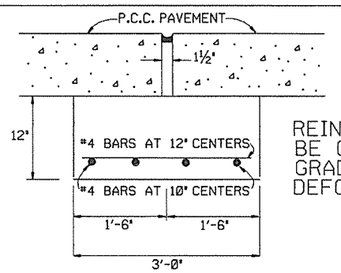
TRANSVERSE CONSTRUCTION JOINT



•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



REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

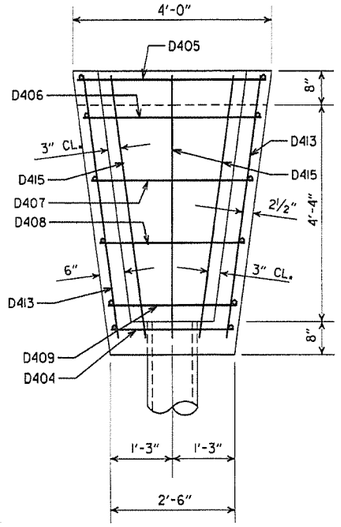
DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

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)

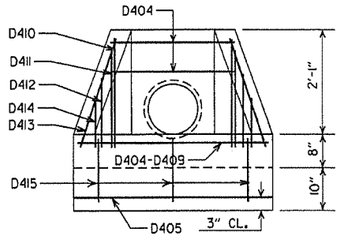
STANDARD DRAWING CPTJ - 6A



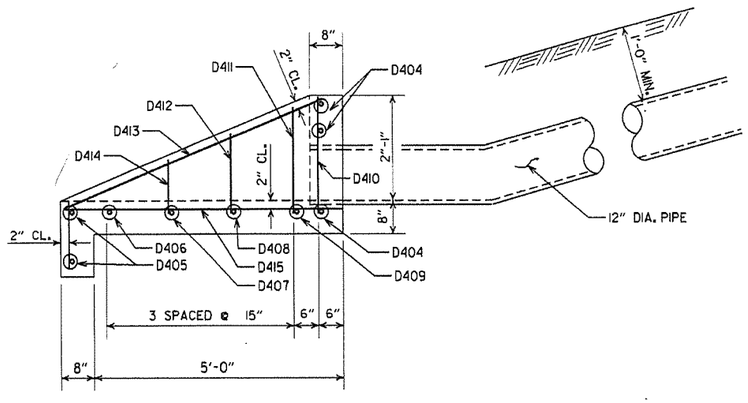
PLAN

BAR LIST (CONCRETE SPILLWAY)

MARK	NO. REQ'D.	LENGTH	BENDING DIAGRAM
D404	3	2'-2"	
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"	

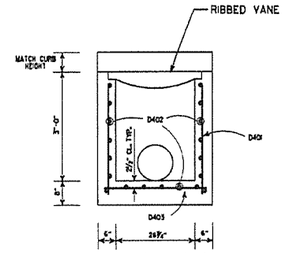


FRONT ELEVATION



SIDE ELEVATION
CONCRETE SPILLWAY

DETAILS OF CONCRETE SPILLWAY (TYPE A)

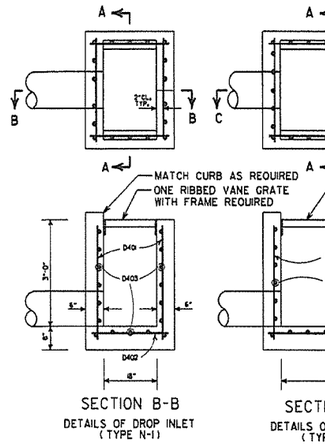


SECTION A-A

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)

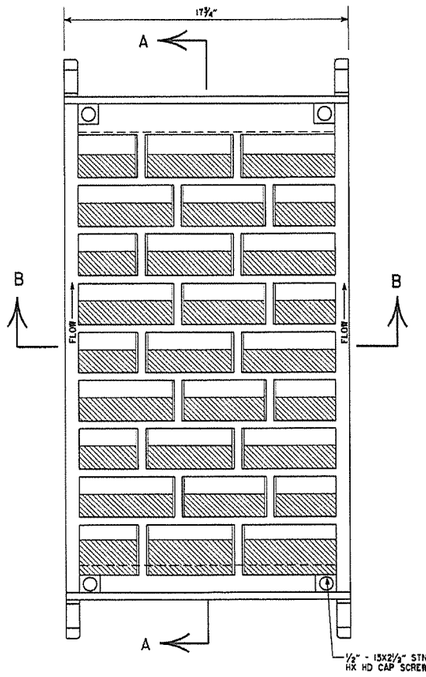
SECTION C-C
DETAILS OF DROP INLET
(TYPE N-2)

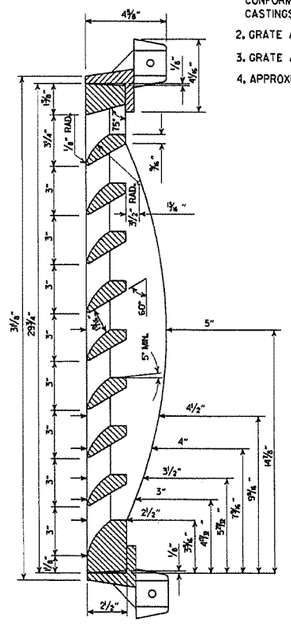
SECTION D-D
DETAILS OF DROP INLET
(TYPE N-3)

DETAILS OF DROP INLET

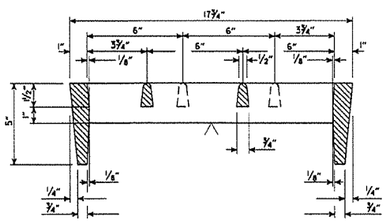
GENERAL NOTES (GRATE & FRAME)

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.

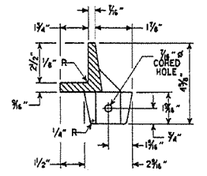




SECTION A-A



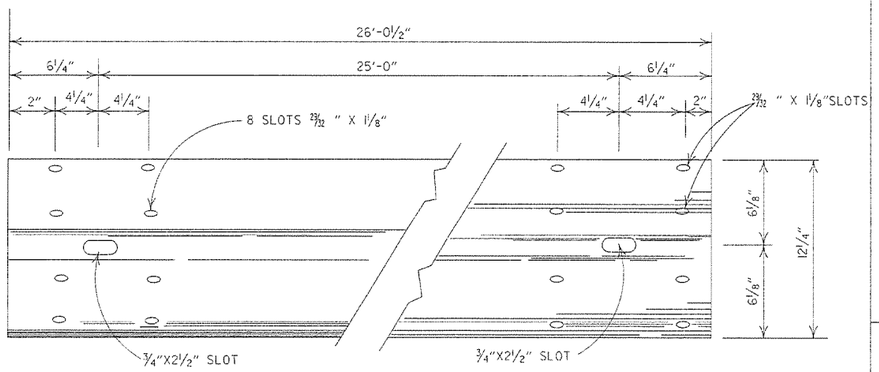
SECTION B-B

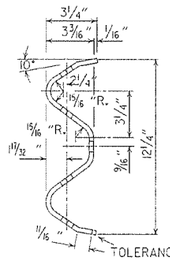


SECTION THRU FRAME

DETAILS OF RIBBED VANE GRATE AND FRAME

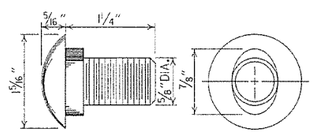
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF DROP INLETS AND SPILLWAY OUTLET
7-02-98	7-2-98	REVISED SECT. A-A DETAIL OF DROP INLET & ADDED AASHTO REF. TO NOTE 1, REVISED GRATE	
10-18-96		REVISED ASTM REF. TO AASHTO	
8-15-91		ISSUED	
DATE REVISED	DATE FILMED	DESCRIPTION	STANDARD DRAWING FPC-9N



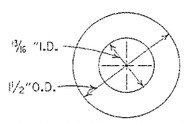


DETAILS OF
W-BEAM GUARD RAIL

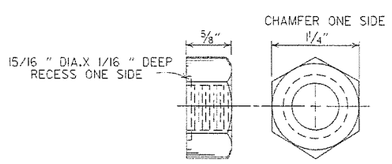
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



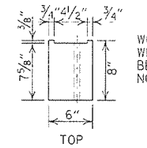
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



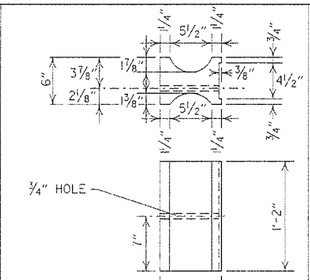
CUT STEEL WASHER



NUT

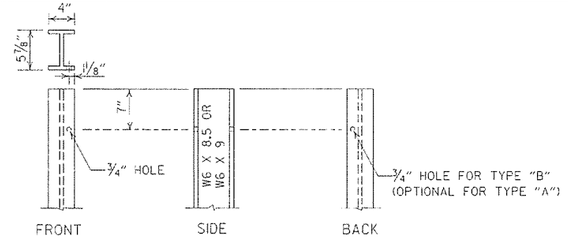


WOOD BLOCKOUT
(W-BEAM)

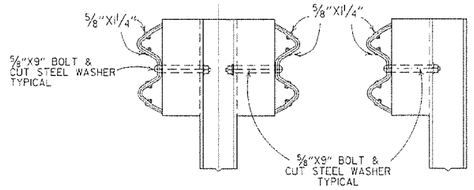


NOTES:
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

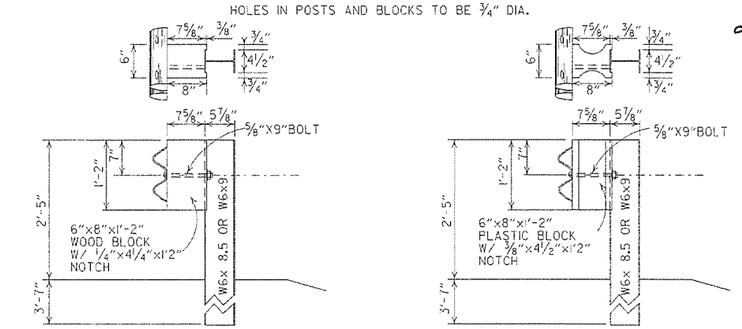
PLASTIC BLOCKOUT
(W-BEAM)



STEEL POST



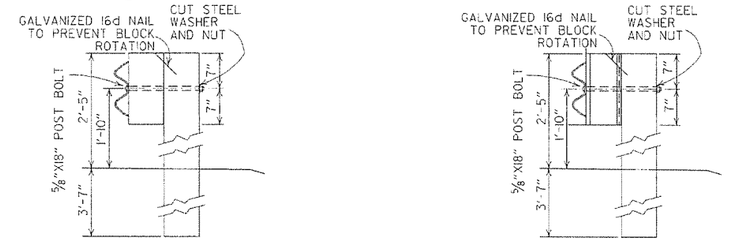
DETAILS OF STEEL LINE POST CONNECTIONS
(W-BEAM)



WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS
(W-BEAM)



WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF WOOD 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.

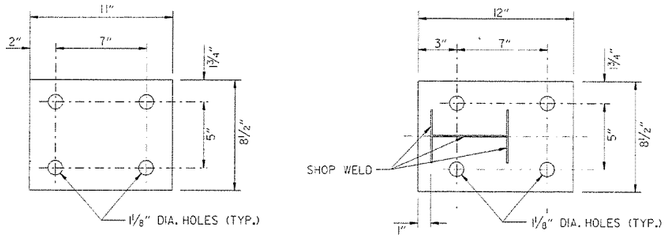
CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
8-16-01	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 A.I.T. 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	8-5-91
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

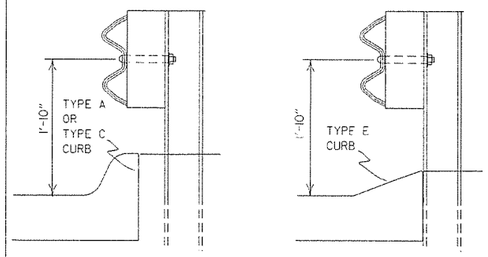
STANDARD DRAWING GR-8



WASHER PLATE

BASE PLATE

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



FOR DESIGN SPEEDS OF 50 MPH OR LESS

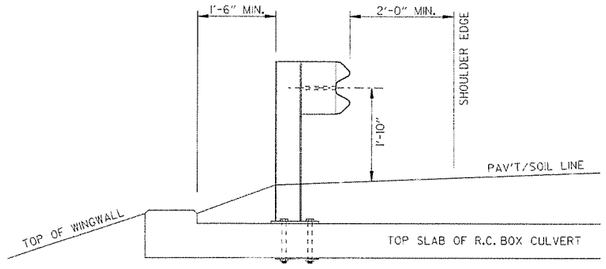
ALIGN FACE OF GUARD RAIL WITH FACE OF CURB.

FOR DESIGN SPEEDS OF 55 MPH OR MORE

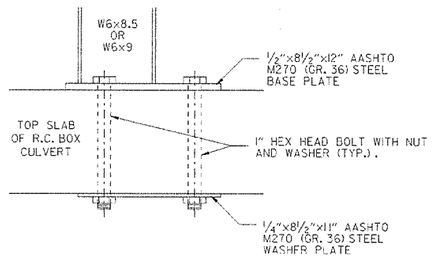
PLACE GUARD RAIL POSTS AGAINST BACK OF CURB.

DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

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

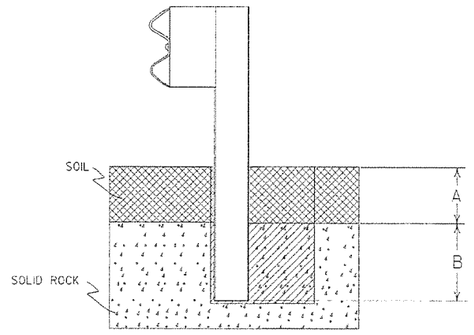


SECTION A-A

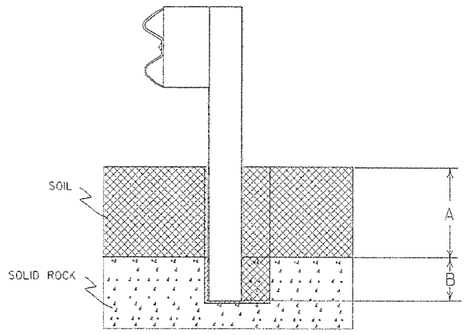


DETAIL OF CONNECTION

Case 1

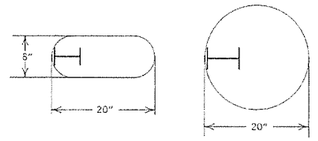


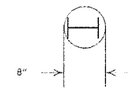
Case 2



Plan View Steel Posts

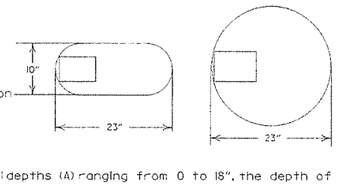
Either hole configuration acceptable

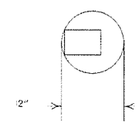




Plan View Wood Posts

Either hole configuration acceptable





Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

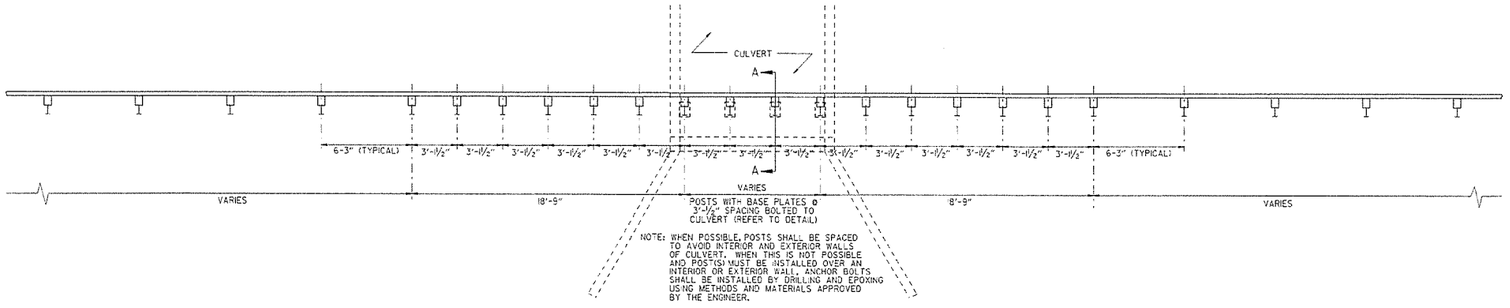
Zone A:
Backfill according to Section 617.03(a).

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

Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DWG. GR-8.

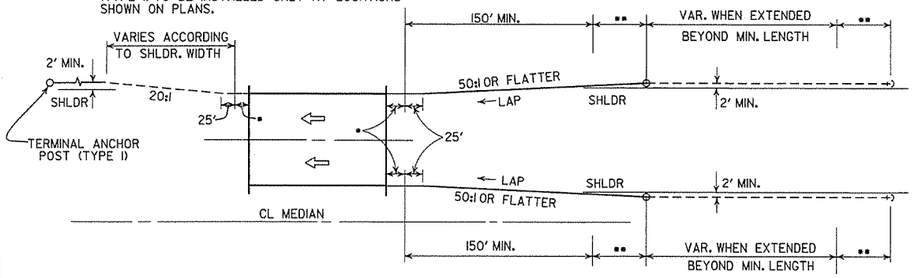
DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
4-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
3-30-00	REMOVED CONCRETE INSERT ANCHOR	
8-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADD. DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T. DELETED DET. OF STEEL LINE POST CONN.& ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
4-3-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
6-2-94	REVISED ALTERNATE POST SIZE	
8-6-93	REVISED STEEL POST SIZE	
10-1-92	REDRAWN & REVISED	10-1-92
8-2-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
7-15-88	CONFORMED TO 1988 SPECS	
3-4-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-9-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

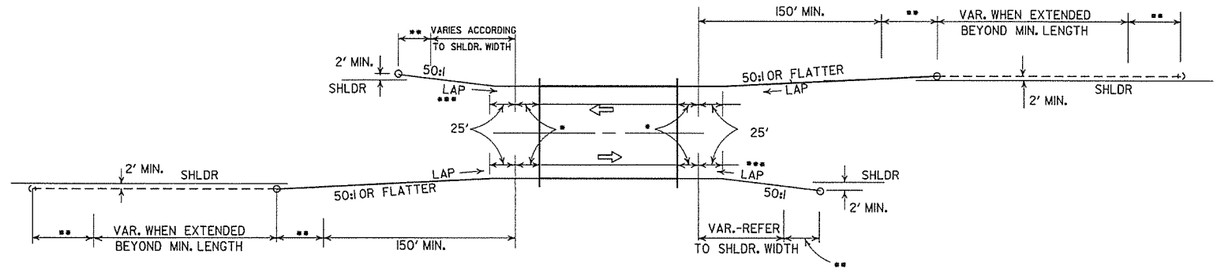
STANDARD DRAWING GR-8A

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

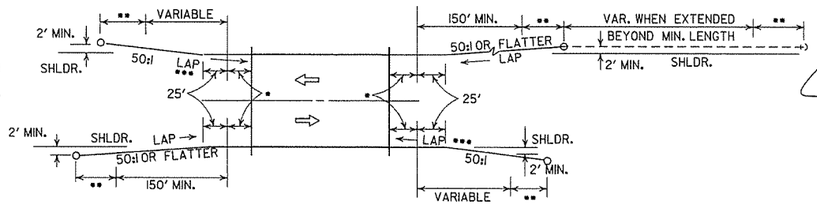
••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

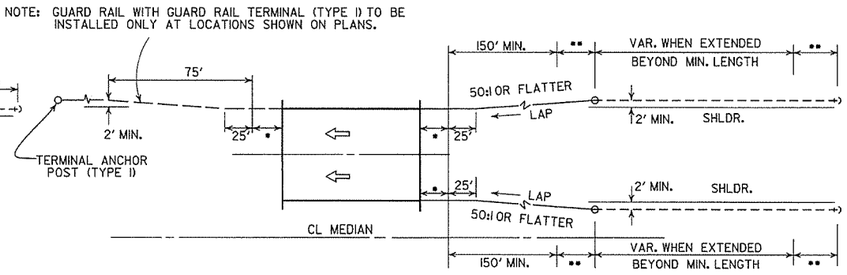
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

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



TWO-WAY TRAFFIC

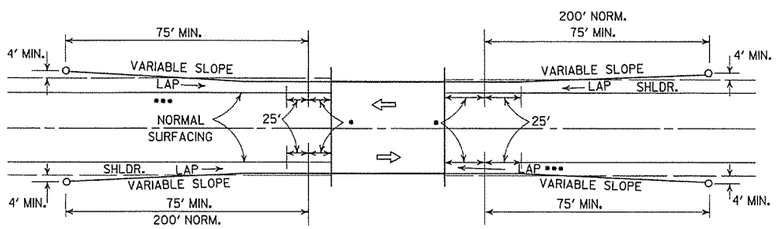
NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

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

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



LEGEND

- THRIE BEAM GUARD RAIL TERMINAL
- GUARD RAIL TERMINAL (TYPE 2)

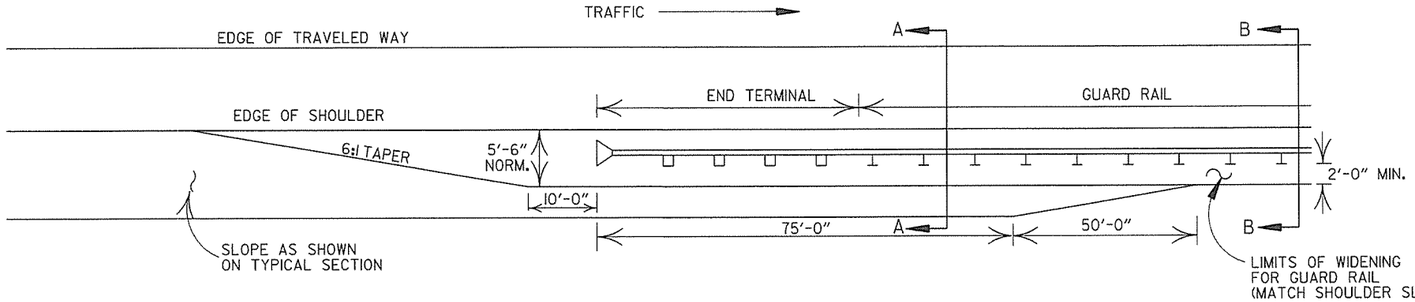
METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

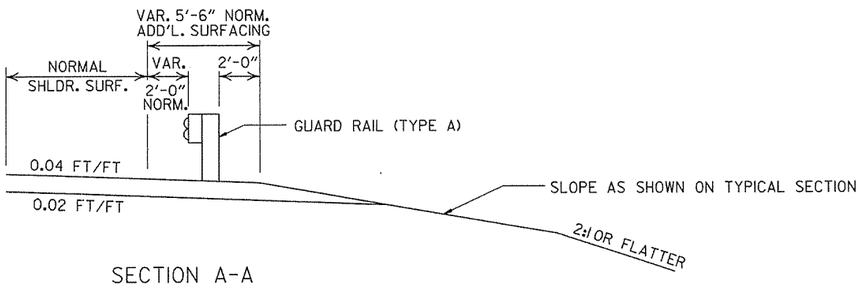
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87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

ARKANSAS STATE HIGHWAY COMMISSION

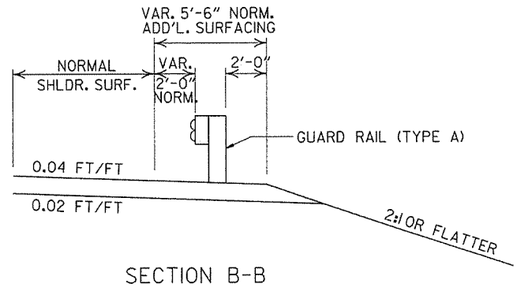
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





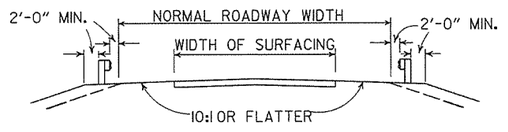
SECTION A-A



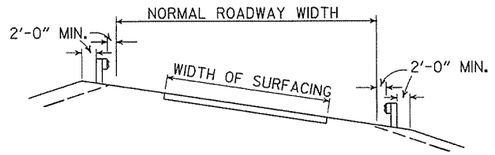
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

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

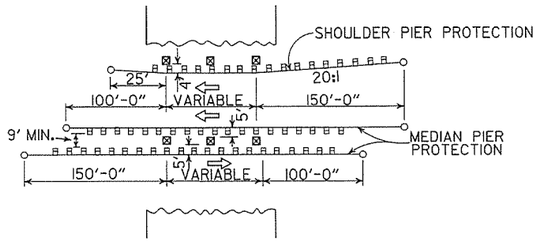


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



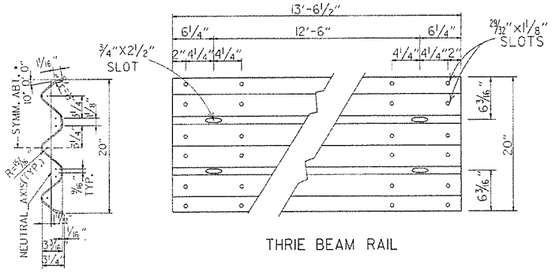
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

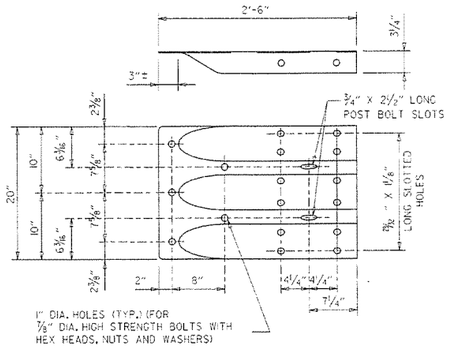
GUARD RAIL DETAILS

STANDARD DRAWING GR-9A



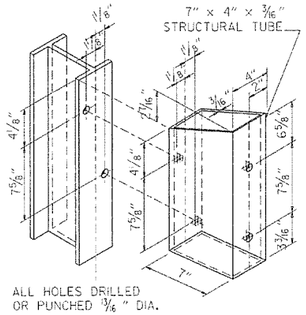
THRIE BEAM RAIL

SECTION THRU
THRIE BEAM RAIL



1" DIA. HOLES (TYP.) (FOR ⅞" DIA. HIGH STRENGTH BOLTS WITH HEX HEADS, NUTS AND WASHERS)

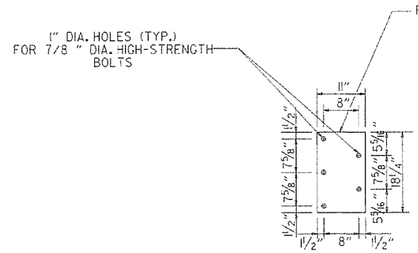
SPECIAL END SHOE



ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.

ALL HOLES DRILLED OR PUNCHED ⅜" DIA.

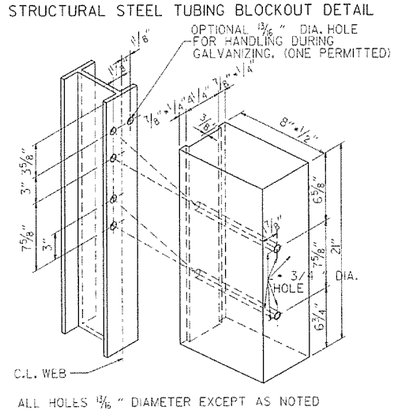
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



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.

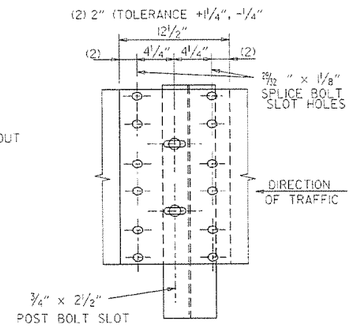
NOTE:
SEE STANDARD DRAWING GR-10A FOR GUARD RAIL POST EMBEDMENT DEPTHS.



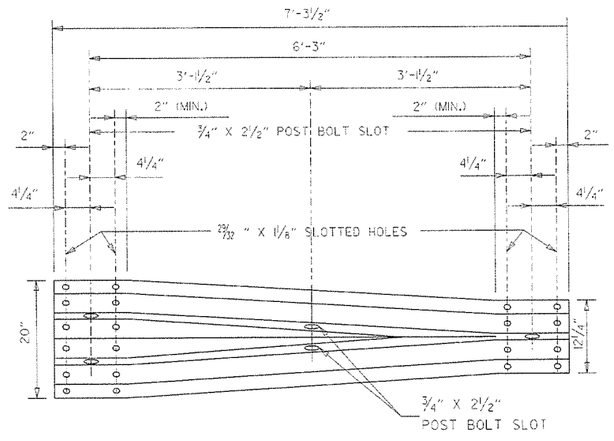
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL
FOR STEEL POST & WOOD
OR PLASTIC BLOCKOUTS

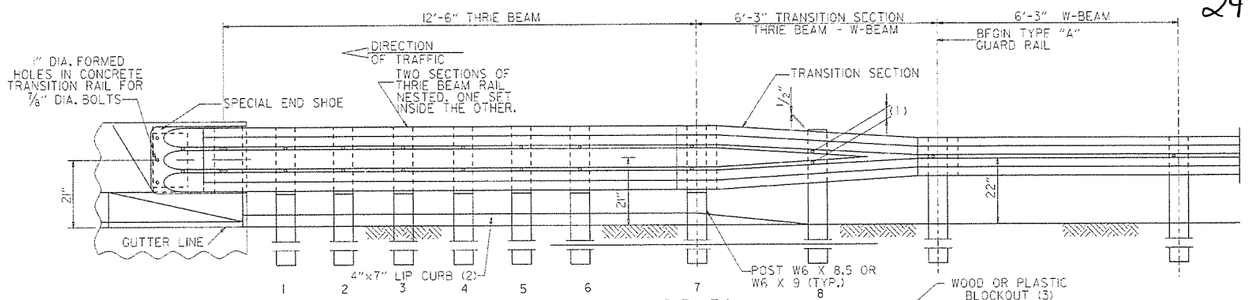
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



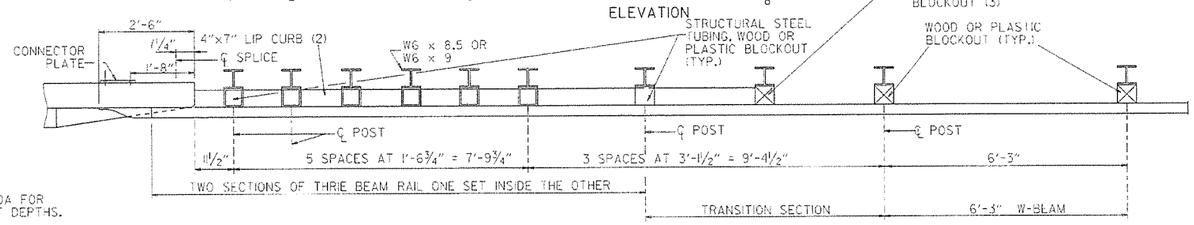
THRIE BEAM RAIL
SPLICE AT POST



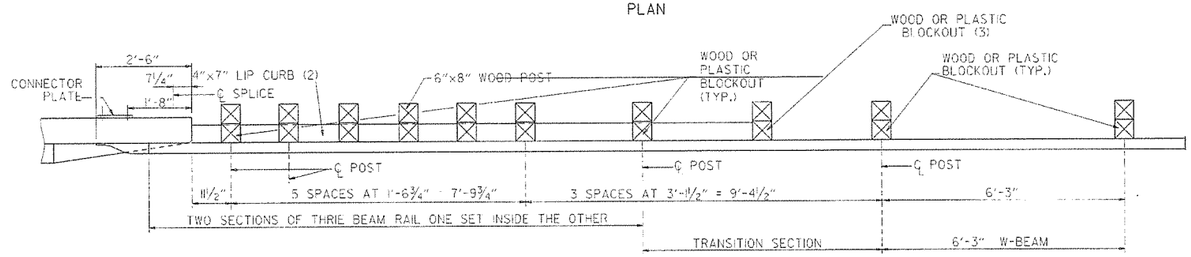
TRANSITION SECTION



ELEVATION



PLAN



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 II.

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.

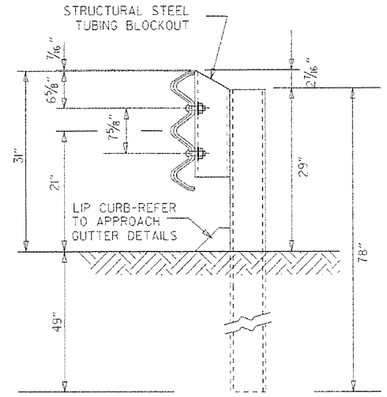
THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

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	

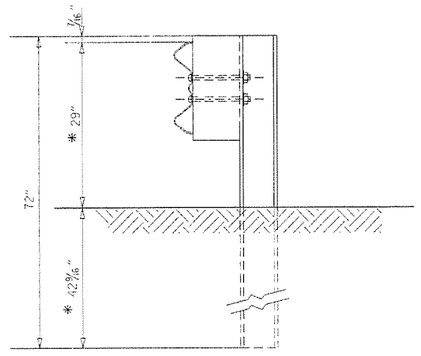
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10

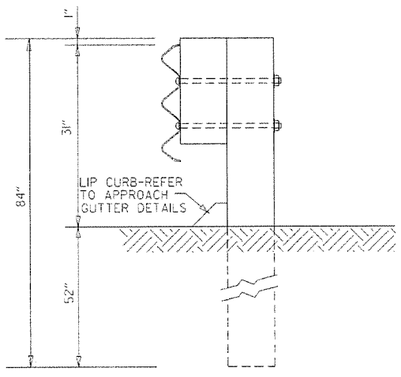


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7

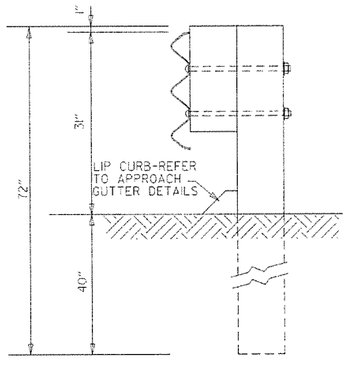


W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

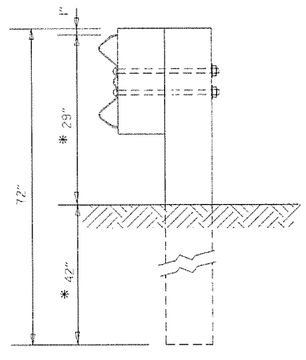
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



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.

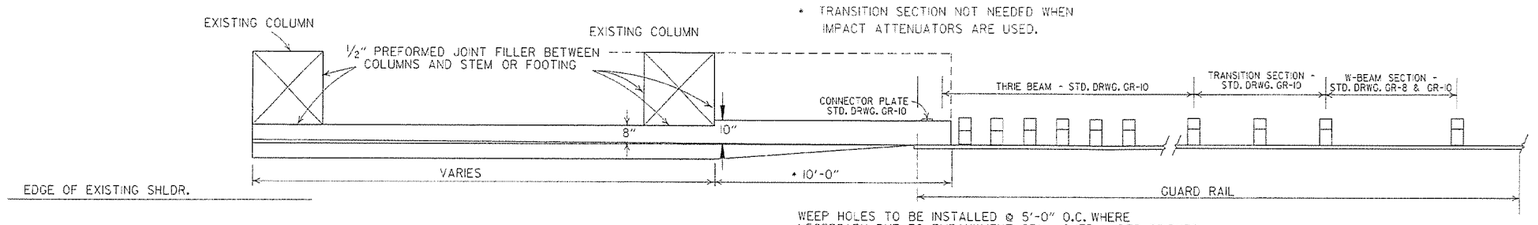
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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	

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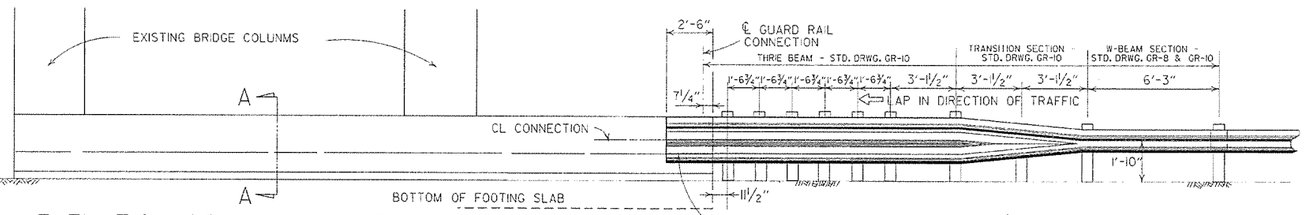
GUARD RAIL DETAILS

STANDARD DRAWING GR-10A



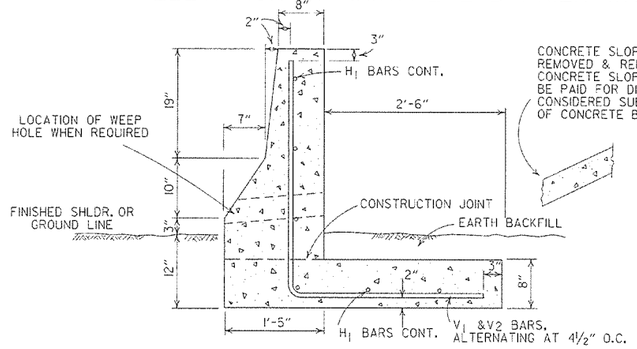
AT LEAST ONE ½" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL



NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.

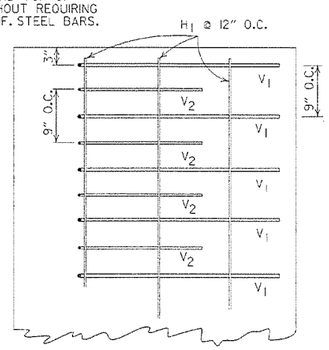
ELEVATION OF CONCRETE BARRIER WALL



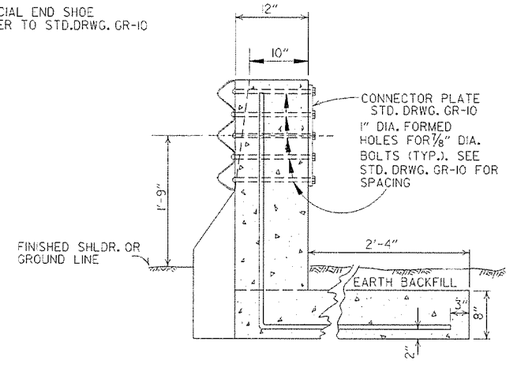
CONCRETE SLOPE PAVING TO BE REMOVED & REPLACED WHERE REQ'D. CONCRETE SLOPE PAVING WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM OF CONCRETE BARRIER WALL.

SECTION A-A

IF FOR ANY REASON IT IS NECESSARY TO CONSTRUCT THE FOOTING AT A LOWER ELEVATION THAN IS SHOWN, THE STEM MAY BE LENGTHENED 1'-0" BETWEEN FIN. SHLDR. AND TOP OF FOOTING WITHOUT REQUIRING HEAVIER REINF. STEEL BARS.



PLAN OF REINFORCING STEEL IN FOOTING

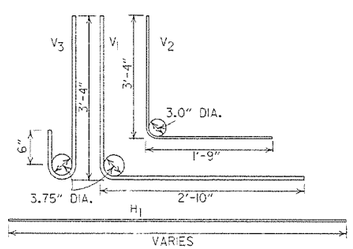


SECTION THRU CONNECTION

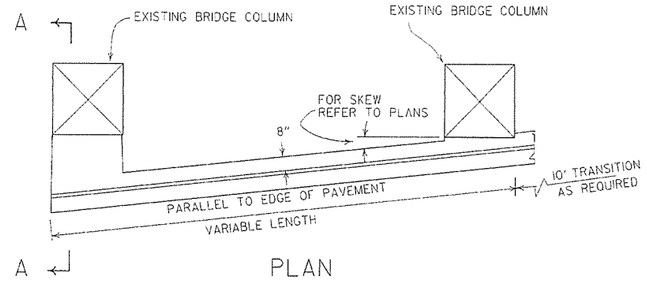
BAR LIST

MARK	NO.	SIZE	LENGTH
V1		#5	6'-2⅞"
V2		#4	5'-1"
V3		#5	4'-1⅛"
H1	6	4	VAR.

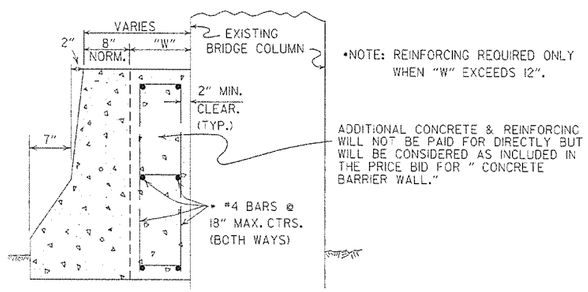
THE V3 BARS SHALL BE USED IN PLACE OF THE V1 & V2 BARS IN FRONT OF PIERS.



BEND DIAGRAMS



PLAN



SECTION A-A

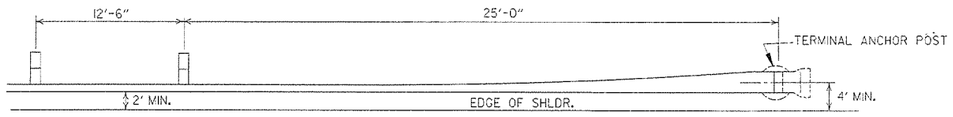
DETAILS OF CONCRETE BARRIER WALL WHEN PIERS ARE SKEWED TO ROADWAY

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF W-BEAM 1"	
8-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
6-29-00	MOVED DIMENSION LINE	
5-18-00	ADDED NOTE	
3-30-00	REVISED TO INCLUDE THRIE BEAM	
6-2-94	ADDED TRANSITION SECTION NOTE	
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
2-16-89	ADDED SKEWED DETAILS	594-2-16-89
7-14-88	CHANGED TITLE	
10-9-87	REDRAWN & REVISED	

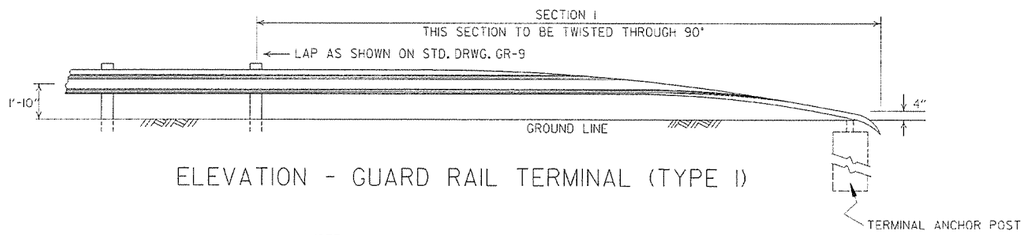
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-11

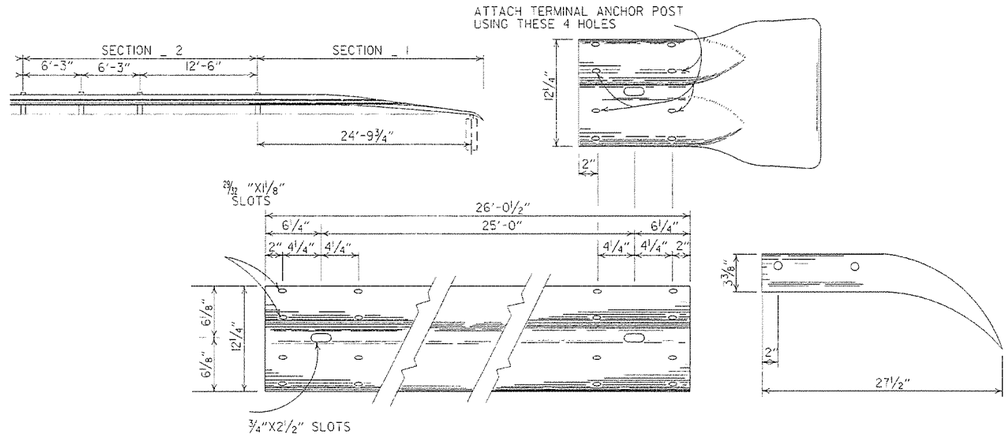


PLAN - GUARD RAIL TERMINAL (TYPE I)



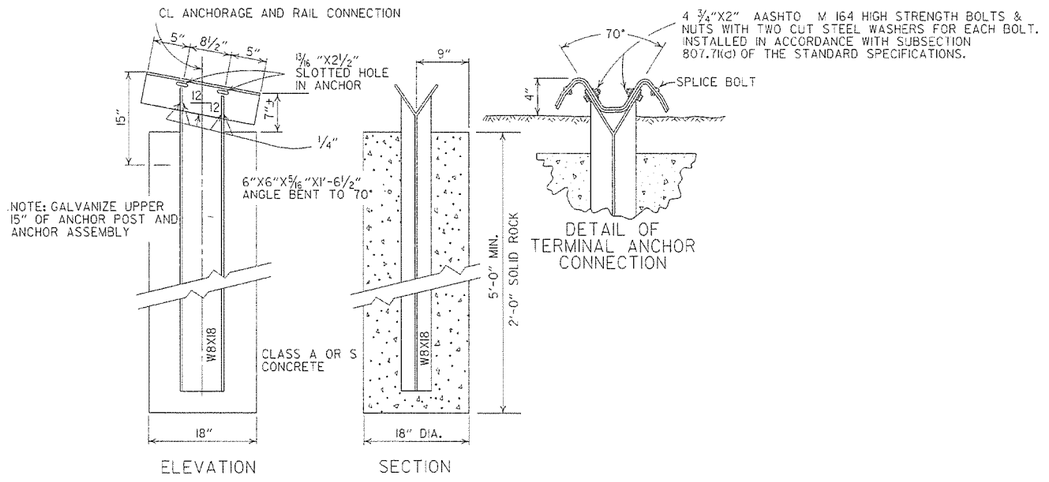
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

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 I

TERMINAL SECTION



ELEVATION

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	31 5/16	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	98⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

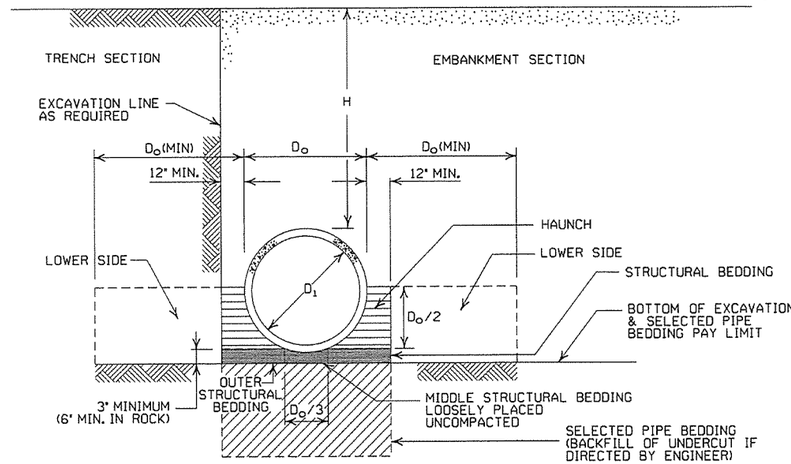
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_o = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
▨ = UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

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.

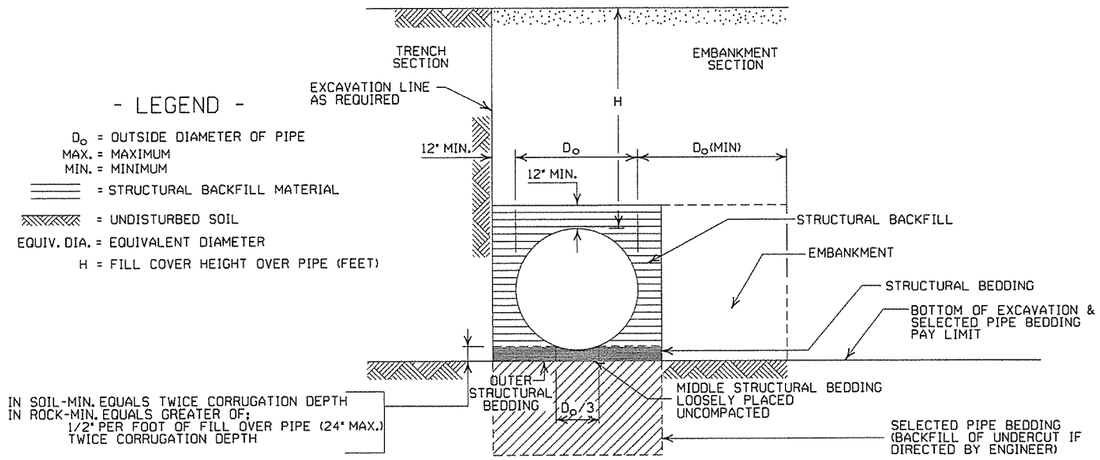
NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

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



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 (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

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
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

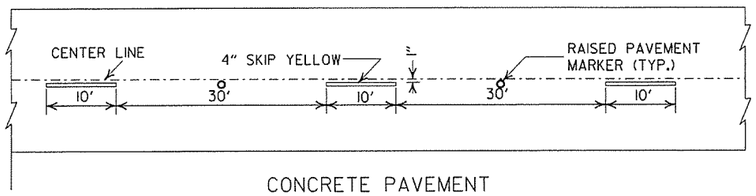
ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

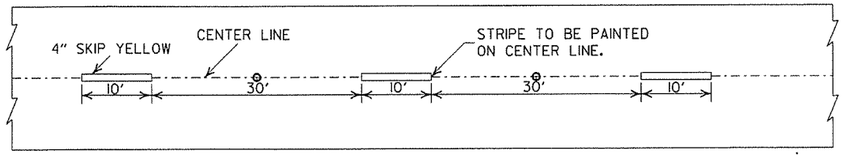
STANDARD DRAWING PCM-1

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.

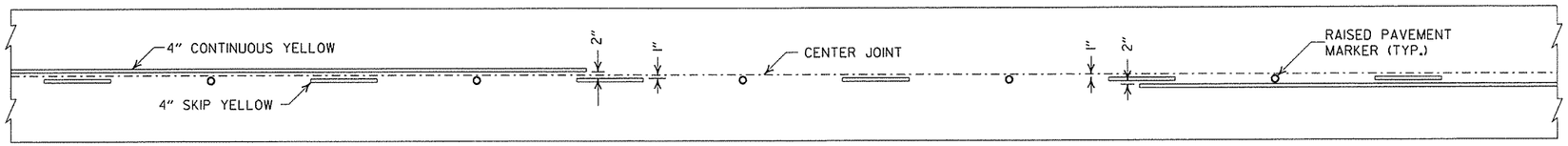


CONCRETE PAVEMENT

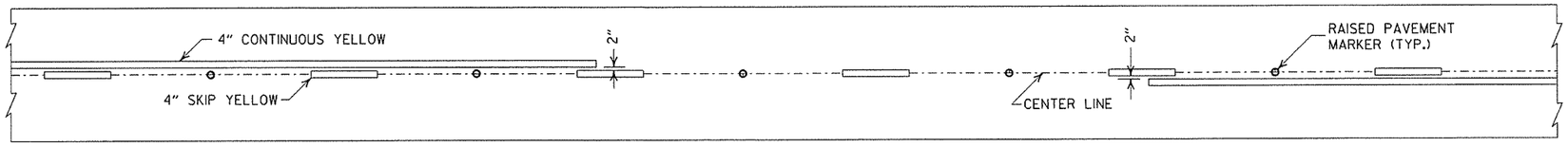


ASPHALT PAVEMENT

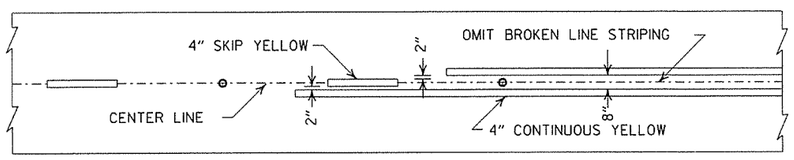
BROKEN LINE STRIPING



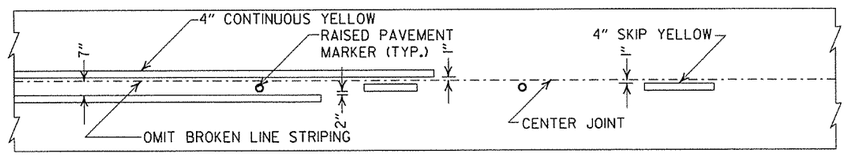
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT



ASPHALT PAVEMENT



CONCRETE PAVEMENT

GENERAL NOTES:

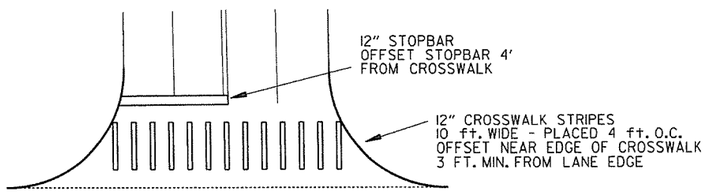
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

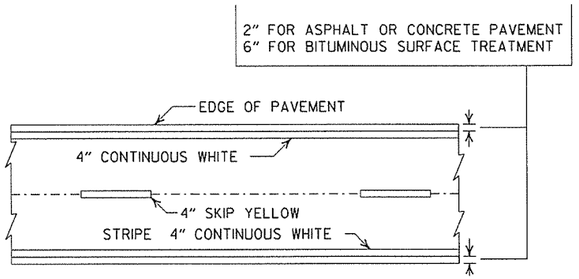
NOTE:

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.

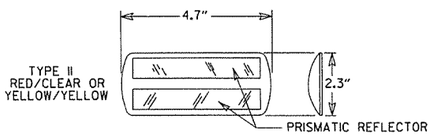
STRIPING AT ADJACENT NO PASSING LANES



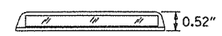
CROSSWALK AND STOPBAR DETAILS



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

DATE	REVISION	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

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PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

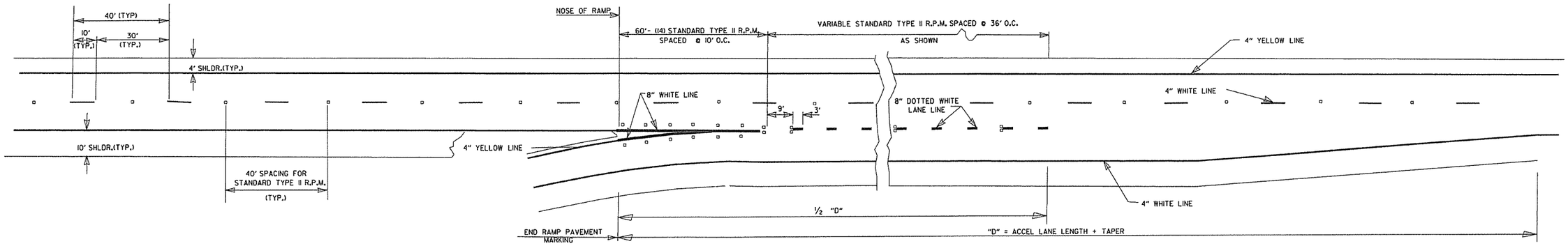
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

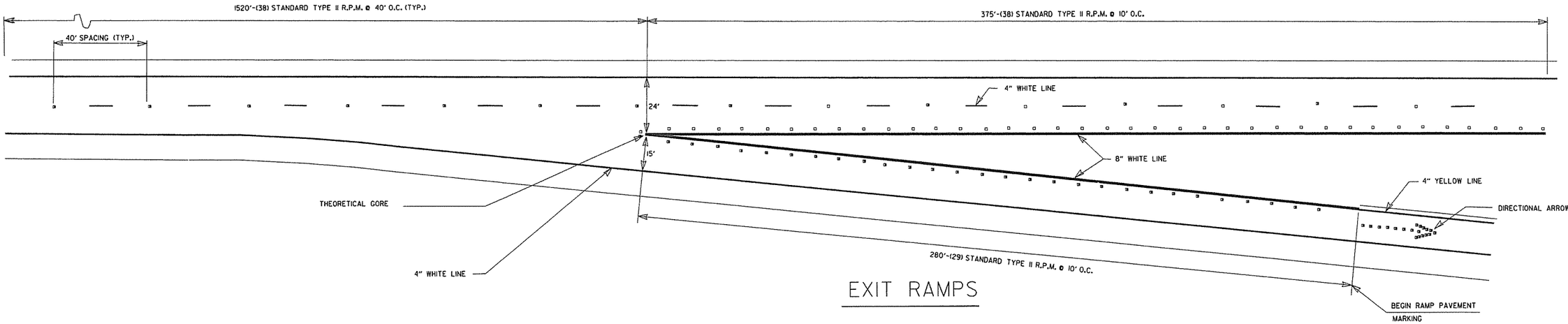
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

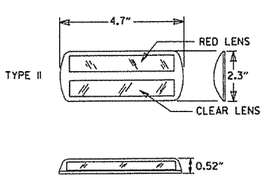
4" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

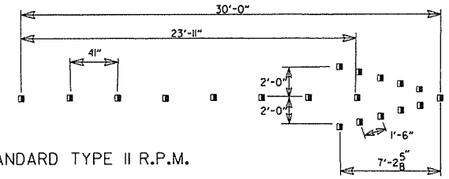


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

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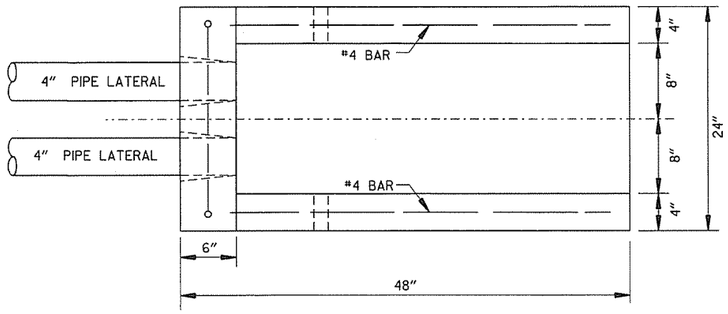
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

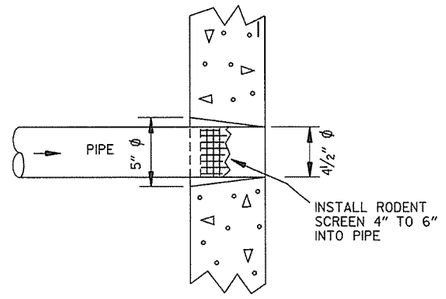
NOTE:
1. GRANULAR BACKFILL TO BE SUBSIDIARY TO PIPE UNDERDRAIN.

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

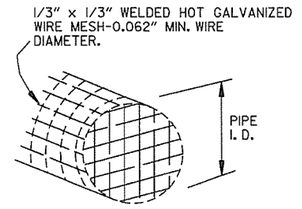
3. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.



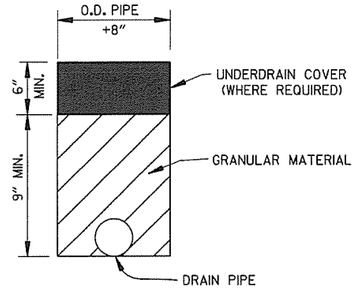
PLAN VIEW

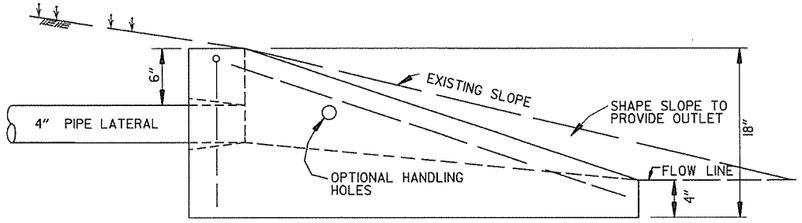


DETAIL OF HOLE FOR 4" PIPE

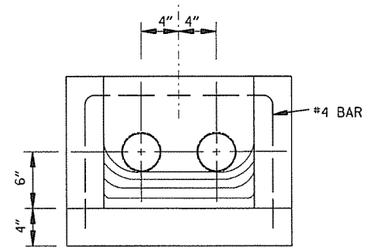


DETAIL OF RODENT SCREEN

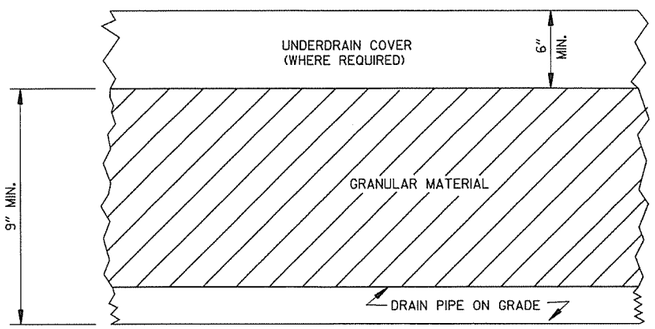




SIDE VIEW

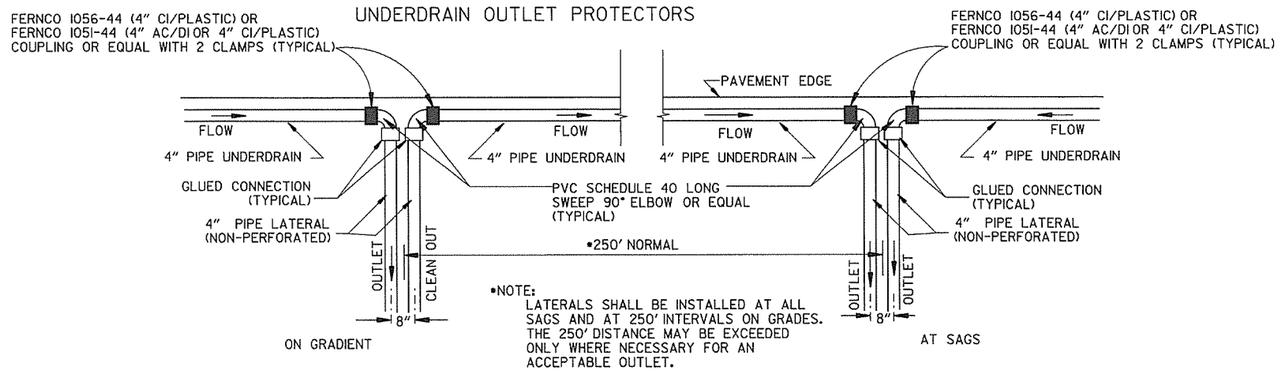


FRONT VIEW



DETAILS OF PIPE UNDERDRAIN

UNDERDRAIN OUTLET PROTECTORS



DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

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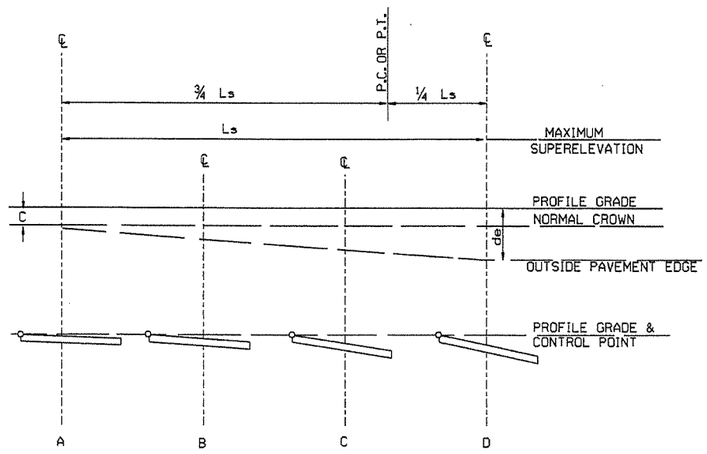
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

7-20-95 INSTD.PUI

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH			40 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH		
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)	
		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	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.			0.022			0.023			0.025			0.028		
1° 00′	N.C.			N.C.			0.021			0.026			0.030			0.033			0.037		
1° 15′	N.C.			R.C.			0.026			0.032			0.037			0.041			0.046		
1° 30′	N.C.			0.021			0.031			0.037			0.043			0.048			0.054		
1° 45′	N.C.			0.025			0.036			0.043			0.049			0.055			0.062		
2° 00′	R.C.			0.028	175		0.040	200		0.048	225		0.055	250		0.062	250		0.070	275	
2° 15′	R.C.			0.031			0.045			0.053			0.061			0.069			0.078		
2° 30′	0.021			0.034			0.049			0.058			0.067			0.075			0.085		
2° 45′	0.023			0.037			0.053			0.063			0.072			0.081			0.091		
3° 00′	0.025	150		0.040		250	0.057		300	0.067	230		0.077	260		0.087	315		0.096	350	
3° 15′	0.027			0.043			0.061			0.072	245		0.082	275		0.090	325	400	0.098	360	450
3° 30′	0.029			0.046			0.065	205		0.076	255		0.086	285		0.095	340		0.100	360	
3° 45′	0.031		250	0.049			0.069	215		0.080	265		0.090	295		0.097	345				
4° 00′	0.033			0.051			0.072	225		0.083	270	400	0.093	305	400	0.099	350				
4° 30′	0.037			0.056			0.078	240		0.087	280		0.096	315							
5° 00′	0.040			0.061			0.083	250		0.091	295		0.098	320							
5° 30′	0.043			0.066	185		0.088	260		0.094	300										
6° 00′	0.046			0.070	190		0.092	270		0.096	305										
6° 30′	0.050			0.074	200		0.095	280	350	0.100	315										
7° 00′	0.053			0.078	210		0.098	285													
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′		



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$

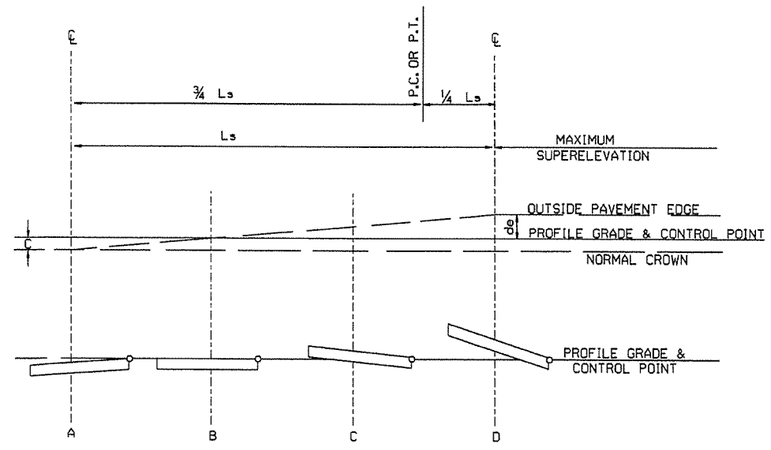
GENERAL NOTES

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
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

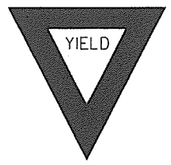
STANDARD DRAWING SE-1

R1-1



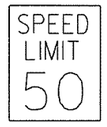
STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

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



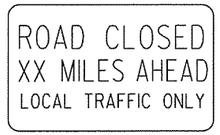
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2



48"X30"

RII-3A



60"X30"

RII-4



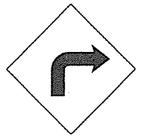
60"X30"

RSP-1



48"X30"

WI-1



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

WI-2



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

WI-3



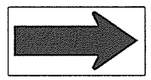
STD. 48"X48"

WI-4



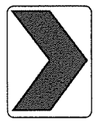
STD. 48"X48"

WI-6



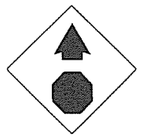
STD. 48"X24"
SPECIAL 60"X30"

WI-8



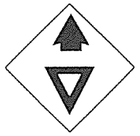
STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



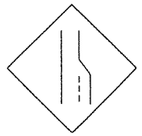
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



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

W5-1



STD. 36"X36"
SPECIAL 48"X48"

W6-3



EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7



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

W9-2



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

WI3-1



STD. 24"X24"

W20-1



STD. 48"X48"

W20-2



STD. 48"X48"

W20-3



STD. 48"X48"

W20-4



STD. 48"X48"

W20-5



STD. 48"X48"

W20-7a



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

W21-2



STD. 30"X30"
SPECIAL 36"X36"

W21-5



STD. 30"X30"
SPECIAL 36"X36"

W24-1



STD. 36"X36"

WI-4b



STD. 48"X48"

R56-1



STD. 18"X18"

W8-11



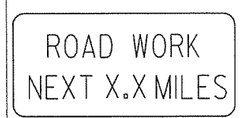
STD. 36"X36"
FWY. 48"X48"

W8-9



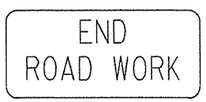
STD. 36"X36"
FWY. 48"X48"

G20-1



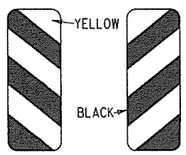
60"X24"

G20-2



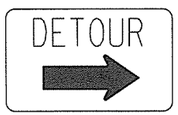
48"X24"

OM-3L OM-3R



12"X36"

M4-9



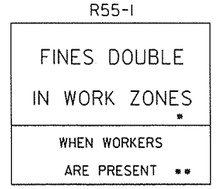
STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10



48"X18"

R55-1



36"X60"

* USE 6" C LETTERS
** USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	1/2 MILE
1000 FT	3/4 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.

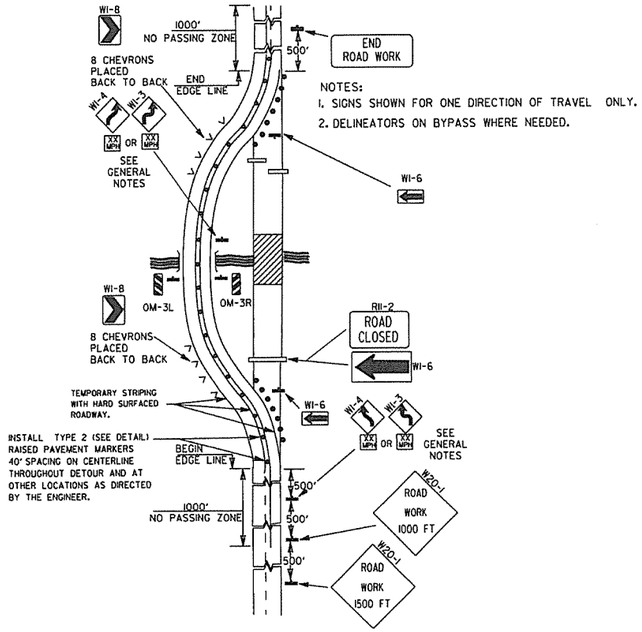
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY 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

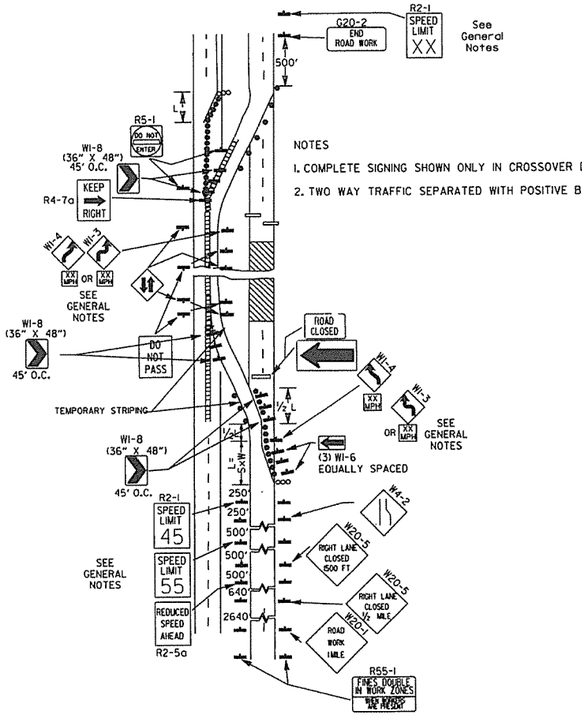
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



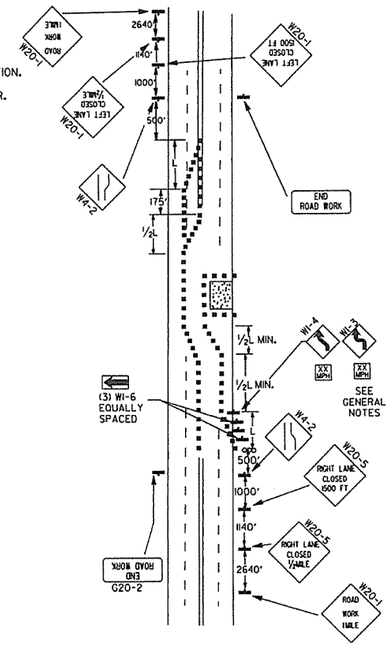
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

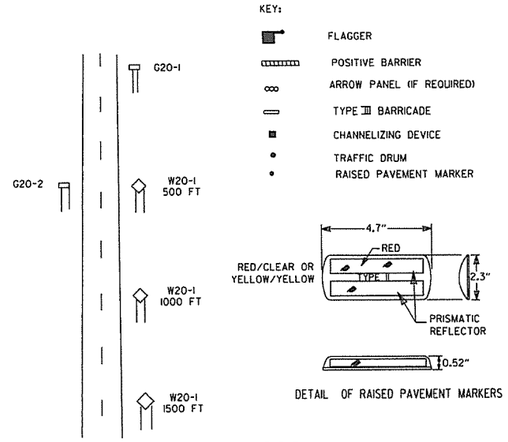


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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

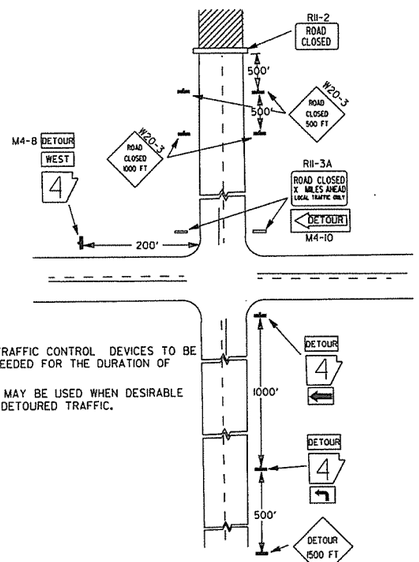


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



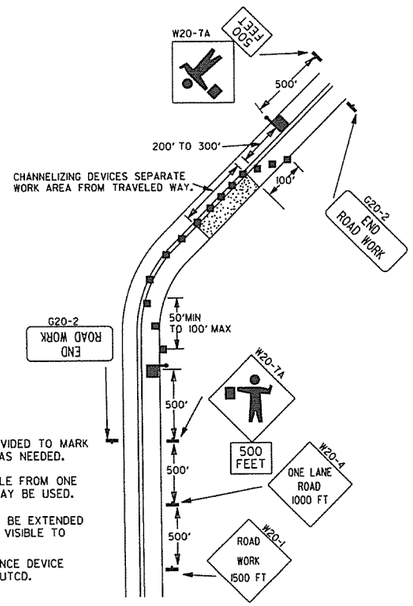
DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT



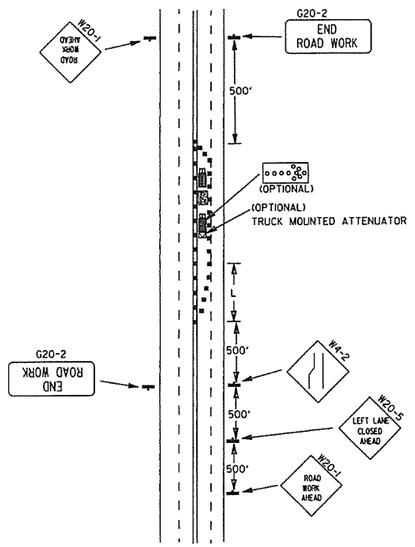
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(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.

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

GENERAL NOTES:

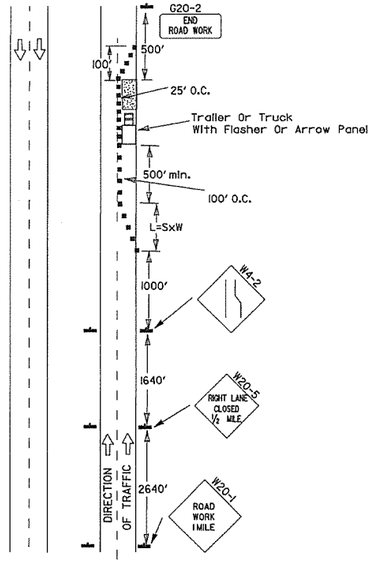
1. ADVISORY SPEED POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE R2-5A SHALL BE INSTALLED 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.

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

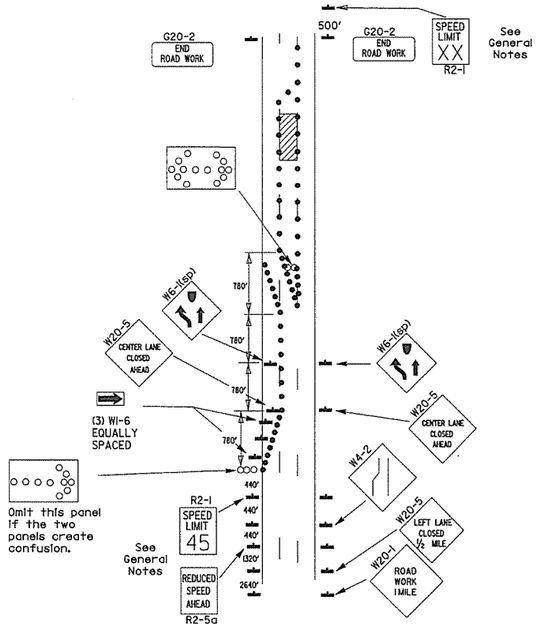
ARKANSAS STATE HIGHWAY COMMISSION

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.



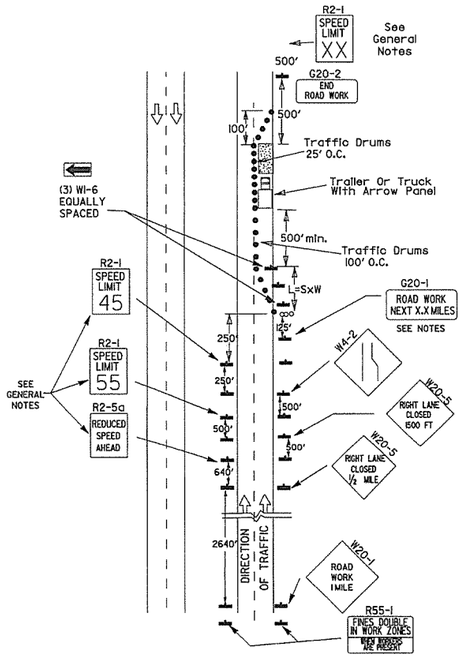
(B) Typical application - 3-lane oneway roadway where center lane is closed.

KEY:

- Arrow Panel (If Required)
- Channelizing Device
- Traffic drum

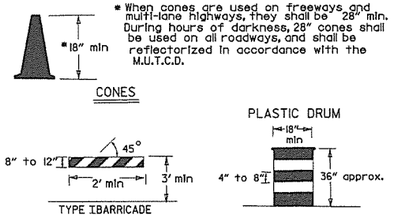
GENERAL NOTES:

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 1mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of 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.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

Channelizing devices

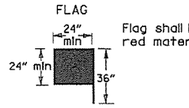


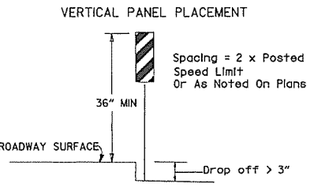
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

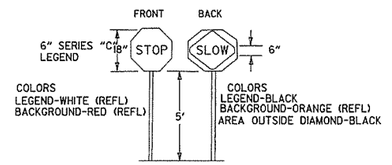
VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

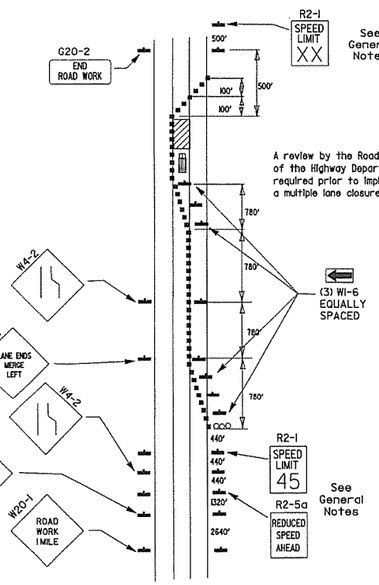
* When shown on the plans concrete barrier will be used.

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.









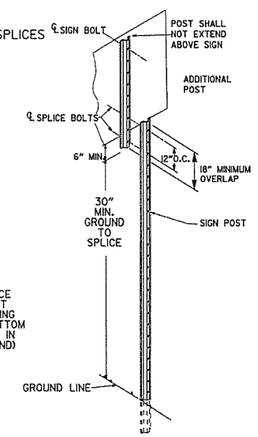
(D) Typical application - closing multiple lanes of a multilane highway.

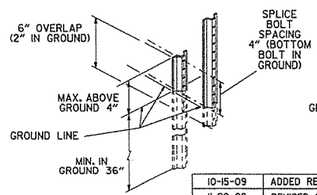
DETAIL OF SPLICES

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	

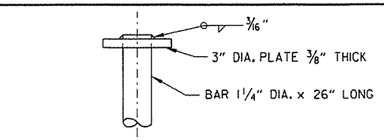
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

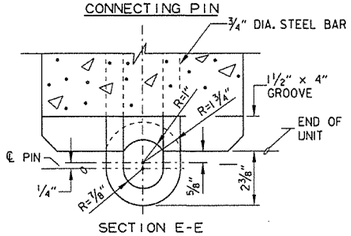
STANDARD DRAWING TC-3

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)	5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP; 1 1/2" R; SLOTS; 7"; 1'-6"; 1" MIN. CLEAR TO BAR
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9"; 2 3/16" R; 12°; 9 1/2"; 4 3/8"; 2'-1 3/8"

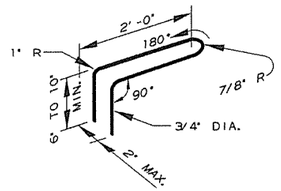


CONNECTING PIN

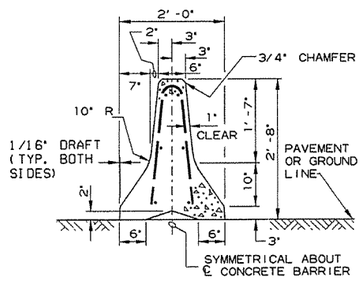


SECTION E-E

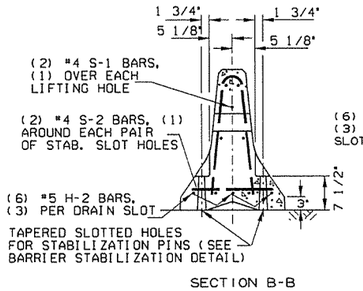
CONNECTION DETAILS



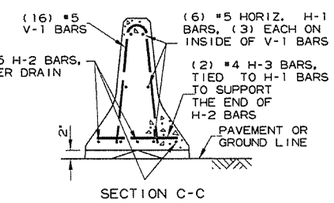
CONNECTION LOOP



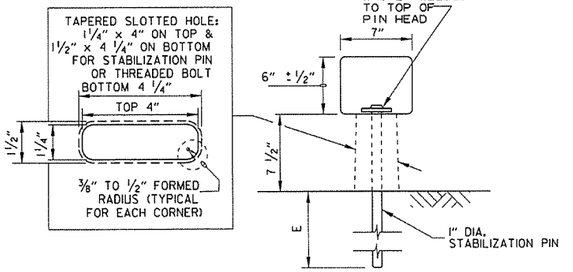
SECTION A-A



SECTION B-B



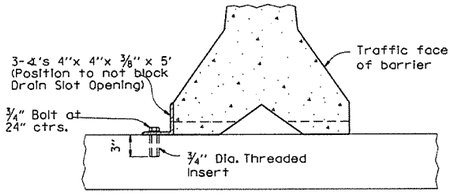
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

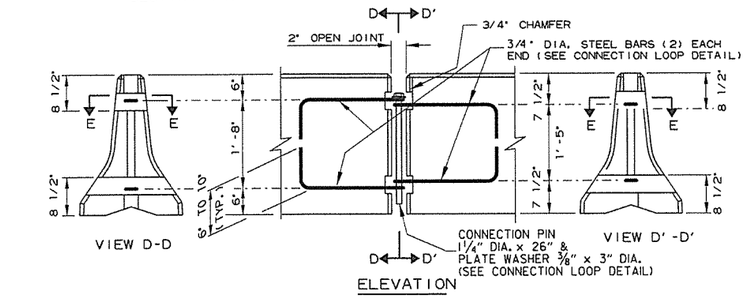
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas



NOTE: 3/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the Inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL

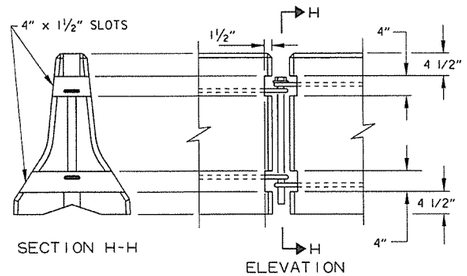
BRIDGE DECKS



VIEW D-D

VIEW D'-D'

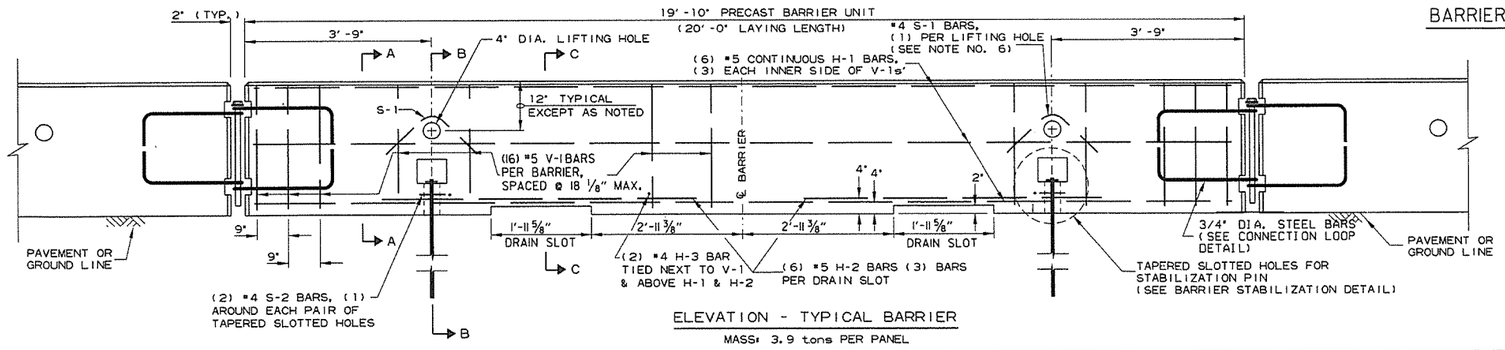
ELEVATION



SECTION H-H

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.

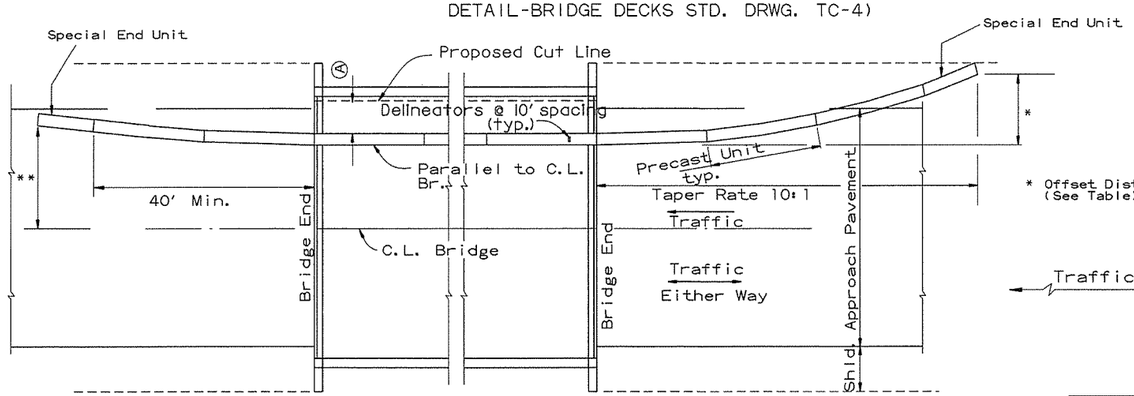
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)

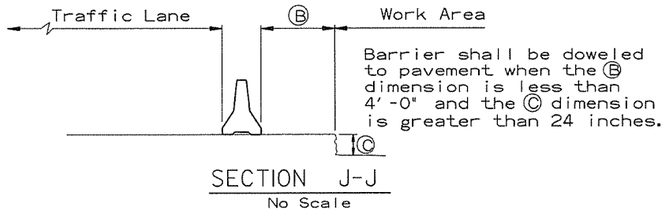


BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

** Offset Distance for Two Way Traffic Only

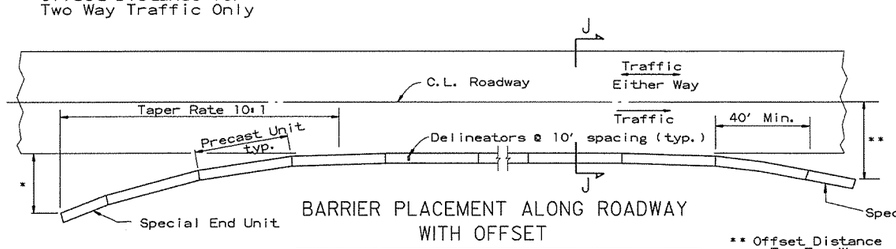
* Offset Distance (See Table)



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

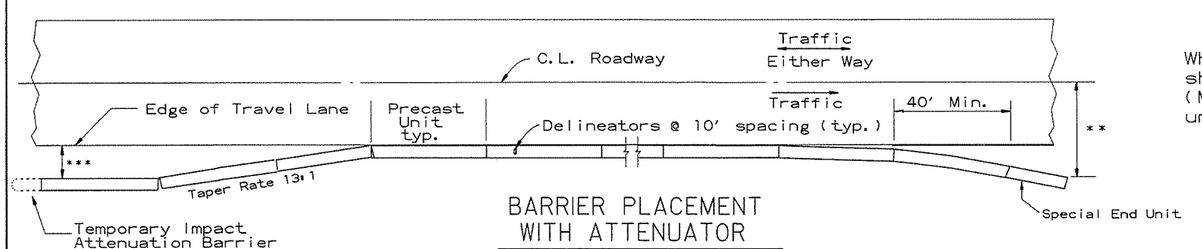
** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

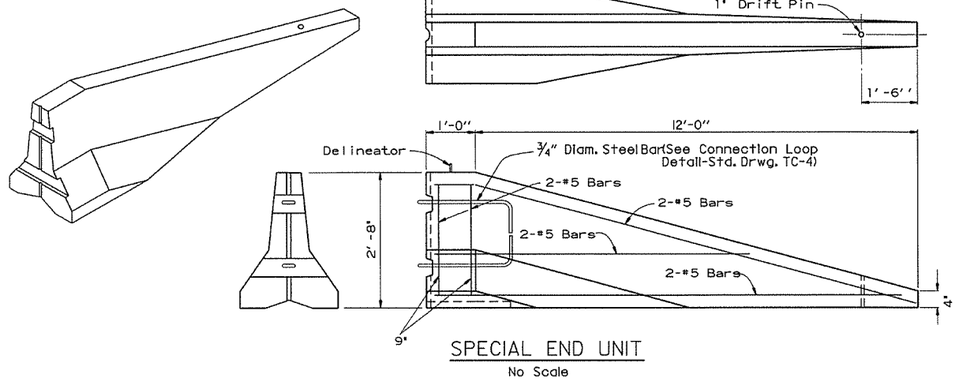


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** 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	

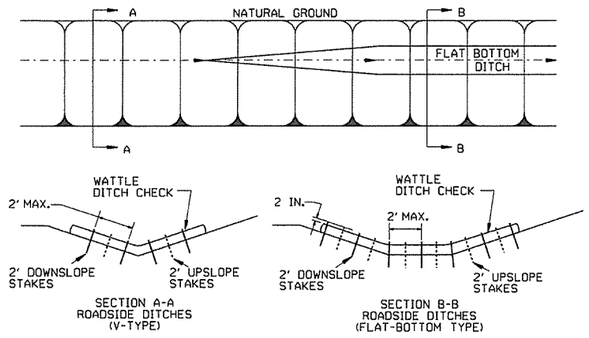
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

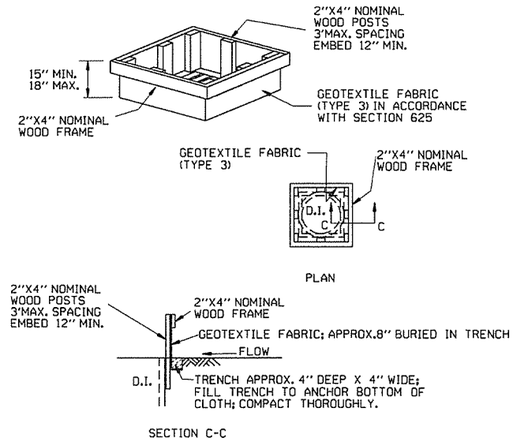
STANDARD DRAWING TC-5

GENERAL NOTES

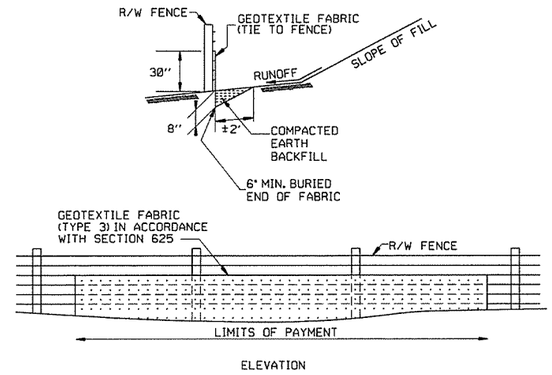
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)



SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

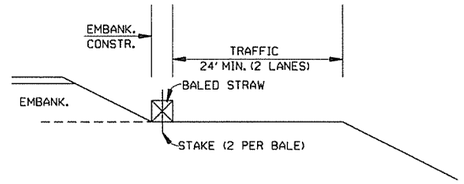
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

GENERAL NOTES

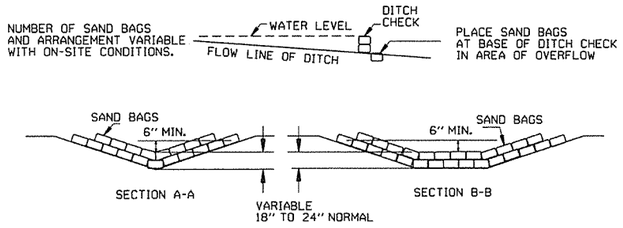
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

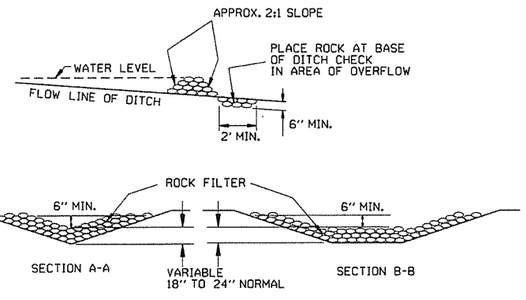
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



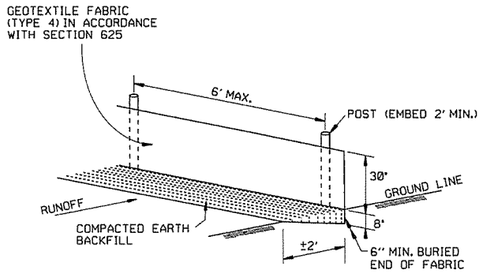
BALED STRAW FILTER BARRIER (E-2)



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

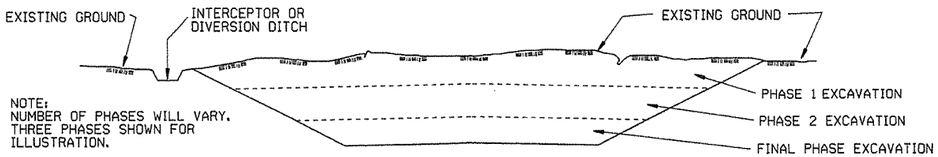
STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



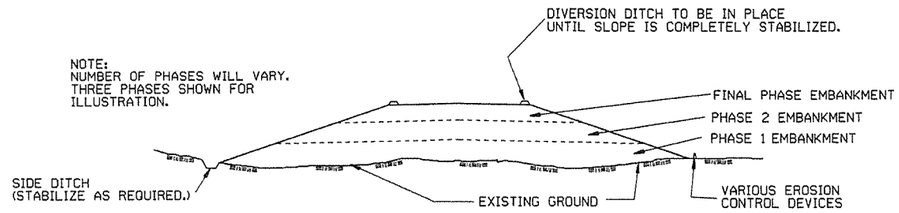
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES, CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

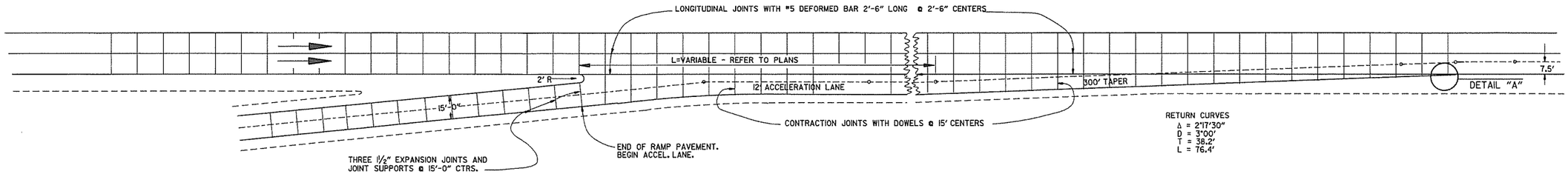
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

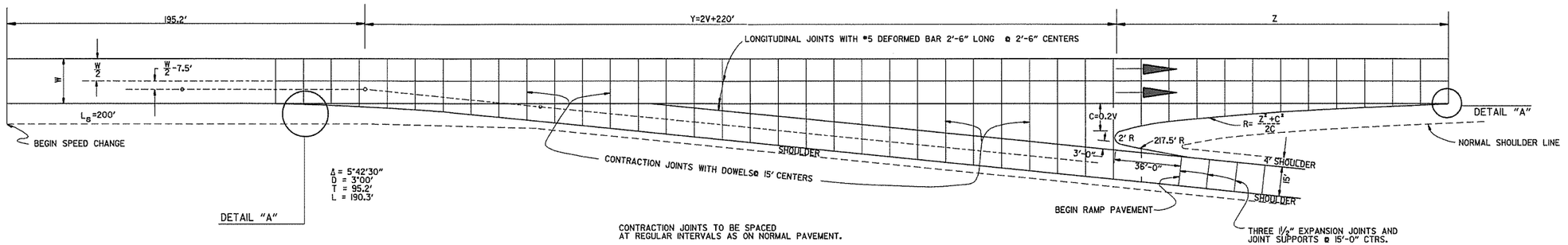
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3



ENTRANCE RAMP

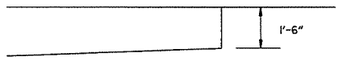
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



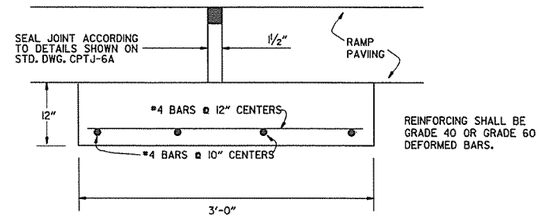
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	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

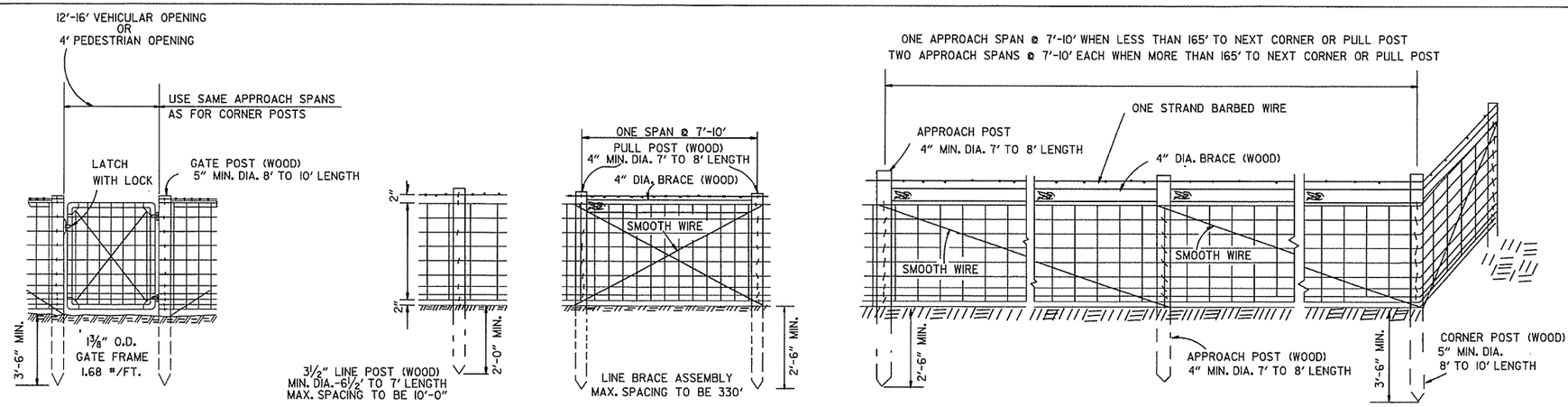
NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED.
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE 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

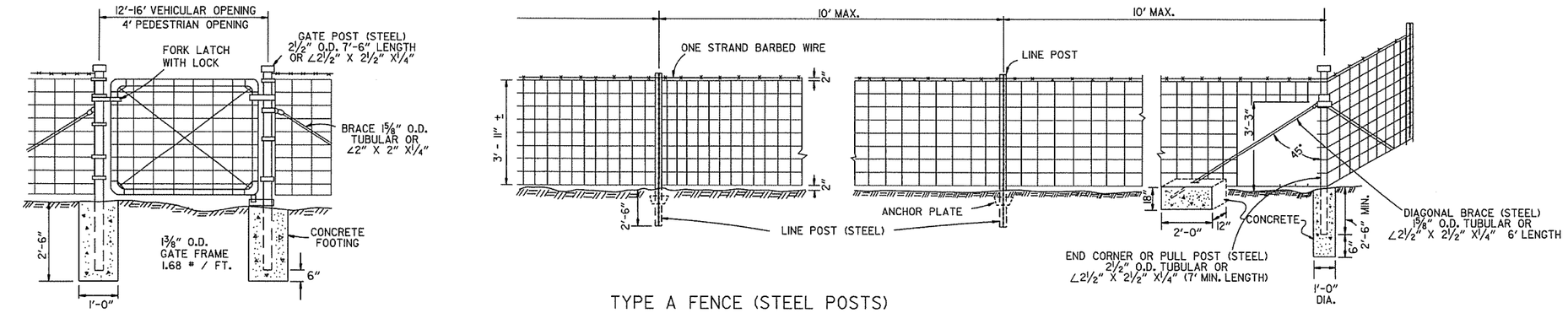
DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A

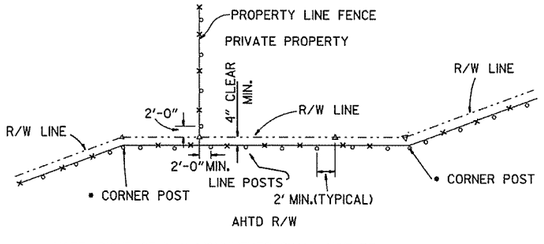


NOTE: STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.

TYPE A FENCE (WOOD POSTS)



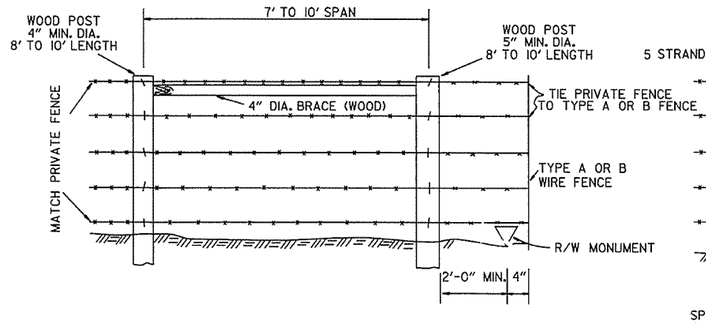
TYPE A FENCE (STEEL POSTS)



*NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

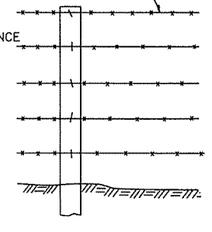
△ - R/W MONUMENTS
○ - FENCE POSTS

RIGHT-OF-WAY FENCE LOCATION



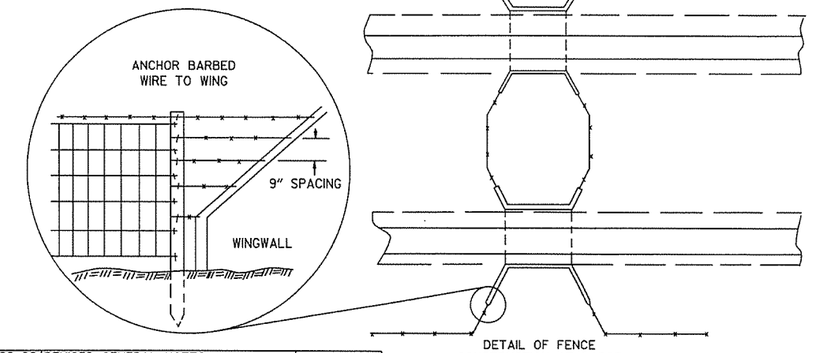
WHERE EXISTING PRIVATE FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN WITH TYPE A FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.

PRIVATE FENCE TERMINAL INSTALLATION



SPACING AND SIZE OF POSTS FOR TYPE B FENCE SHALL BE THE SAME AS TYPE A FENCE.

TYPE B FENCE



DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)

GENERAL NOTES:

STEEL LINE POSTS SHALL BE GALVANIZED, 7 FT. IN LENGTH.

TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK).

THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF WOOD LINE POSTS OF 7' LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.

GATE HINGES AND LATCHES WITH LOCKS TO BE OF A TYPE APPROVED BY THE ENGINEER. DRIVEWAY GATES, EITHER SINGLE 12' OR 16' OR DOUBLE 6' TO 8' OPENINGS OF THE SAME TYPE AS THE PEDESTRIAN GATE, SHALL BE INSTALLED ON THE RIGHT SIDE OF EACH THROUGH LANE ROAD AT LARGE CULVERTS OR BRIDGE CROSS FENCE FOR USE BY MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER.

AT STREAM CROSSINGS THE FENCE SHALL NOT BE CONSTRUCTED ACROSS LARGE STREAMS. WHERE CLEARANCE IS SUFFICIENT FROM THE TOP OF BANK TO THE BRIDGE STRUCTURE, A CROSS CONNECTION SHALL BE CONSTRUCTED BETWEEN THE FENCE ON EACH SIDE OF THE ROAD. WHERE THE CLEARANCE IS NOT SUFFIEICNT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO THE BRIDGE ABUTMENTS OR CULVERT WINGWALLS.

SPLICE FOR WOVEN WIRE BETWEEN PULL POST SHALL BE BY THE "WESTERN UNION METHOD" AS DESCRIBED AS FOLLOWS: THE VERTICAL WIRES FOR EACH END OF THE FENCE FABRIC SHALL BE PLACED SIDE BY SIDE AND THE PROJECTING HORIZONTAL WIRES SHALL BE WRAPPED A MINIMUM OF 4 TIMES AROUND THE HORIZONTAL WIRES OF THE FIRST WEB.

SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE "EYE METHOD"; AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP. THE LOOPS SHALL BE CONNECTED. AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRE A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.

DATE	REVISION	DATE FILMED
8-22-02	REVISED GENERAL NOTES	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-22-95	REVISED R-O-W LOCATION DETAIL	
6-2-94	ADDED CORNER POST NOTE	6-2-94
8-5-93	REVISED R-O-W LOCATION DETAIL	8-5-93
10-1-92	ADDED STAPLE NOTE	
8-2-90	REV'D PULL POST LENGTH	
11-30-89	DELETED CLASS CONC.	
7-15-88	ADDED SPLICE NOTES	
7-15-88	ADDED HEIGHT DIMENSION	
4-3-87	REVISED VARIOUS NOTES AND GENERAL NOTES	
11-1-84	MAX. POST SPACING	
1-4-83	MIN. DIA. LINE POST	
10-2-72	REVISED & REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE
TYPE A AND B

STANDARD DRAWING WF-1