DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	1	195
				(2)	HWY. 77 - I-55 (F)			

"A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 77 - I-55 (F)

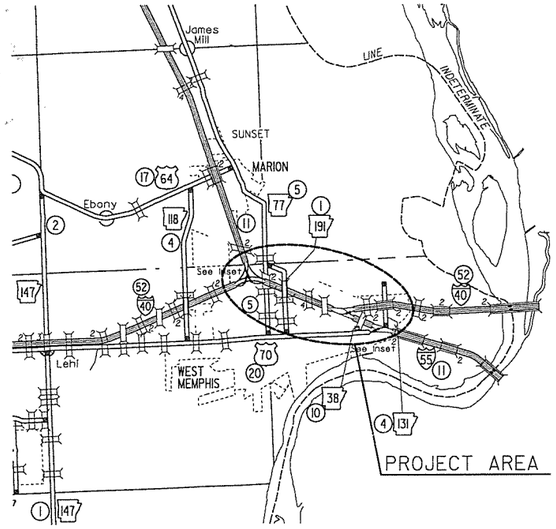
CRITTENDEN COUNTY

ROUTE 40 SECTION 52

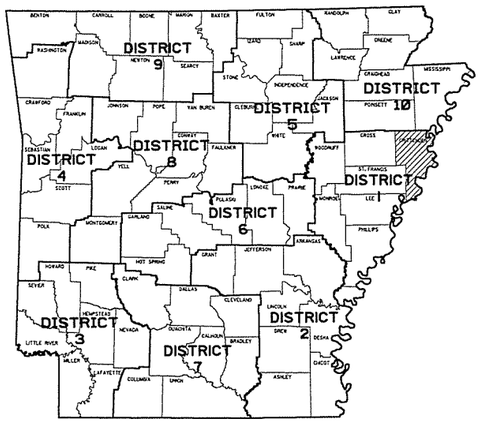
FEDERAL AID PROJ. NHPP-HSIP-40-5(154)278

JOB BB0108

NOT TO SCALE



VICINITY MAP



ARK. HWY. DIST. NO. 1

BRIDGE DATA - DECK REHABILITATION

① STA. 182+34.32 BR. END WB LANES
STA. 182+34.32 BR. END EB LANES
BR. NO. A3126 & B3126
CLEAR ROADWAY VARIES
983'-8 3/8" EB & WB LANES
STA. 172+50.63 BR. END WB LANES
STA. 172+50.63 BR. END EB LANES

② STA. 47+73.89 BR. END WB LANES
STA. 47+36.28 BR. END EB LANES
BR. NO. A5014 & B5014
39'-0" CLEAR ROADWAY
242'-5 1/16" EB & WB LANES
STA. 50+16.31 BR. END WB LANES
STA. 49+78.70 BR. END EB LANES

③ STA. 57+95.98 BR. END WB LANES
STA. 57+96.90 BR. END EB LANES
BR. NO. A5015 & B5015
CLEAR ROADWAY VARIES
1827'-4 1/8" WB LANES, 1823'-4 1/8" EB LANES
STA. 76+23.32 BR. END WB LANES
STA. 76+20.24 BR. END EB LANES

EXCEPTIONS TO JOB BB0108 (BRIDGES)

Ⓐ STA. 60+43.11 BR. END EB LANES
120'-0" SPAN
BR. NO. A2673
CLEAR ROADWAY VARIES
STA. 61+63.11 BR. END EB LANES

Ⓑ STA. 13+59.44 BR. END EB LANES
325'-0 3/4" CONT. COMP. PLATE GIRDER SPANS
BR. NO. B6984
45'-9" CLEAR ROADWAY
STA. 16+84.60 BR. END EB LANES

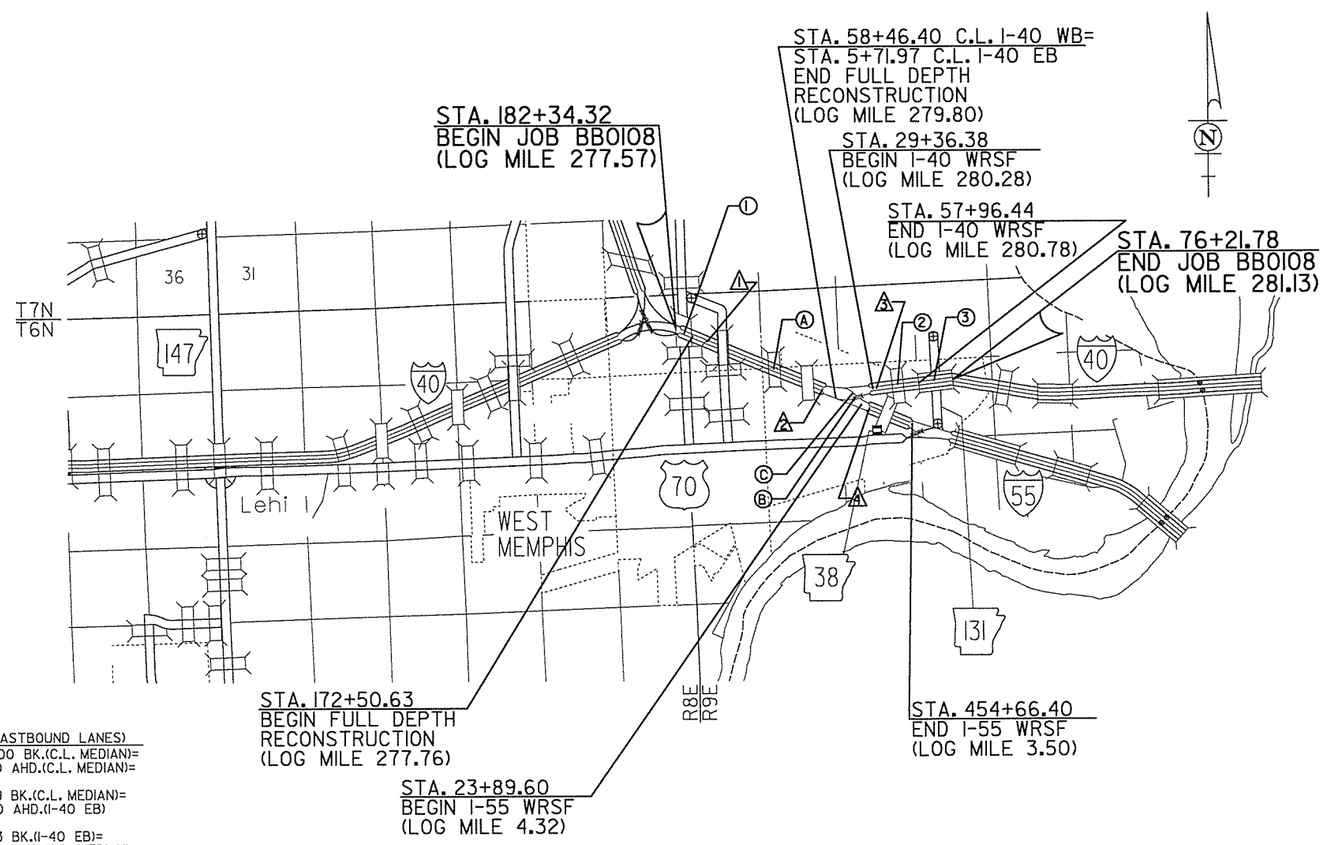
Ⓒ STA. 65+09.06 BR. END WB LANES
348'-4 1/2" CONT. COMP. PLATE GIRDER SPANS
BR. NO. A6984
42'-2" CLEAR ROADWAY
STA. 68+57.80 BR. END WB LANES

TOTAL LENGTH OF EXCEPTIONS
(C.L. I-40 & C.L. EB LANES) = 445.16 FT.

EXCEPTIONS TO JOB BB0108 (ROADWAY)

STA. 5+71.97 C.L. I-40 EB TO
STA. 13+59.44 C.L. I-40 EB
STA. 16+84.60 C.L. I-40 EB TO
STA. 31+58.83 C.L. I-40 EB
STA. 31+74.66 C.L. I-40 EB TO
STA. 47+55.09 C.L. I-40 EB
STA. 49+97.51 C.L. I-40 EB TO
STA. 57+96.44 C.L. I-40 EB

TOTAL LENGTH OF EXCEPTIONS
(C.L. I-40 & C.L. EB LANES) = 4641.06 FT.



DESIGN TRAFFIC DATA

DESIGN YEAR	2033
2013 ADT	60,000
2033 ADT	75,000
2033 DHV	8,250
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	38%
DESIGN SPEED	65 MPH

EQUATIONS (EASTBOUND LANES)

⚠1 STA. 164+00.00 BK.(C.L. MEDIAN)=
STA. 7+66.00 AHD.(C.L. MEDIAN)=

⚠2 STA. 101+31.09 BK.(C.L. MEDIAN)=
STA. 0+00.00 AHD.(I-40 EB)

⚠3 STA. 31+58.83 BK.(I-40 EB)=
STA. 31+74.66 AHD.(C.L. MEDIAN)

EQUATION (I-55)

⚠4 STA. 29+90.70 BK.(I-55)=
STA. 417+38.50 AHD.(I-55)=

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35°10'08"	N 35°09'30"	N 35°09'24"
LONGITUDE	W 90°11'10"	W 90°09'29"	W 90°07'37"

LENGTH IS COMPUTED ALONG ℄ I-40 & I-40 E.B. & IS SHOWN FOR INFORMATION ONLY

GROSS LENGTH OF PROJECT	18805.36	FEET OR	3.562	MILES		
NET " " ROADWAY	10667.69	" "	2.020	"		
NET " " BRIDGES	3051.98	" "	0.578	"		
NET " " PROJECT	13719.04	" "	2.598	"		

P.E. JOB BB0108
NON-PARTICIPATING

CERTIFICATE OF AUTHORIZATION
JACOBS ENGINEERING GROUP, INC.
No. 175
ARKANSAS ENGINEER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 8940
MARK ASHER
9-12-13

JACOBS

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		2	195

JOB NO. BB0108

INDEX OF SHEETS

INDEX OF SHEETS

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				6	ARK.			
				JOB NO.		BB0108	3	195

(2) GOVERNING SPECIFICATIONS AND GENERAL NOTES

GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2003, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273____	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273____	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273____	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273____	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273____	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273____	SUPPLEMENT - TRAINING PROGRAM - JOB BB0108
FHWA-1273____	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273____	SUPPLEMENT - WAGE RATE DETERMINATION
100-2_____	MANUAL FOR ASSESSING SAFETY HARDWARE (MASH)
102-1_____	BIDDING REQUIREMENTS AND CONDITIONS
103-1_____	DETERMINATION OF DBE PARTICIPATION
105-1_____	CONSTRUCTION CONTROL MARKINGS
105-2_____	EQUIPMENT AND MATERIAL STORAGE ON BRIDGE STRUCTURES
105-3_____	CONTROL OF WORK
107-1_____	WORKER VISIBILITY
108-1_____	LIQUIDATED DAMAGES
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
303-1_____	AGGREGATE BASE COURSE
404-1_____	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
404-2_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
409-1_____	MINERAL AGGREGATE
410-3_____	DENSITY TESTING FOR ACHM LEVELING COURSES AND BOND BREAKERS
411-1_____	ASPHALT CONCRETE COLD PLANT MIX
501-1_____	INSTALLATION OF TIE BARS
600-1_____	WATER FOR VEGETATION
603-1_____	MAINTENANCE OF TRAFFIC
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-2_____	INSPECTION OF TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
620-1_____	MULCH COVER
719-2_____	THERMOPLASTIC PAVEMENT MARKING MATERIAL
723-1_____	GENERAL REQUIREMENTS FOR SIGNS
804-1_____	INSTALLATION OF DOWEL BARS AND TIE BARS
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JOB BB0108____	ASSESSMENT OF WORKING DAYS - SATURDAYS
JOB BB0108____	BRIDGE DECK REPAIR
JOB BB0108____	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB0108____	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB BB0108____	CONCRETE DITCH PAVING
JOB BB0108____	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BB0108____	HIGH PERFORMANCE PAVEMENT MARKING
JOB BB0108____	HYDRODEMOLITION
JOB BB0108____	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (BNSF)
JOB BB0108____	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (UPRR)
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JOB BB0108____	MAINTENANCE OF TRAFFIC
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JOB BB0108____	MOTORIST ASSISTANCE PATROL
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JOB BB0108____	PORTABLE CAMERA ASSEMBLY
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JOB BB0108____	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
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JOB BB0108____	TEMPORARY IMPACT ATTENUATION BARRIER
JOB BB0108____	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BB0108____	TRAFFIC CONTROL SUPERVISOR
JOB BB0108____	UTILITY ADJUSTMENT
JOB BB0108____	VALUE ENGINEERING
JOB BB0108____	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
JOB BB0108____	WARM MIX ASPHALT
JOB BB0108____	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB BB0108____	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB BB0108____	WRECKER SERVICE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEN
11/5/13

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. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
5. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
6. THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT

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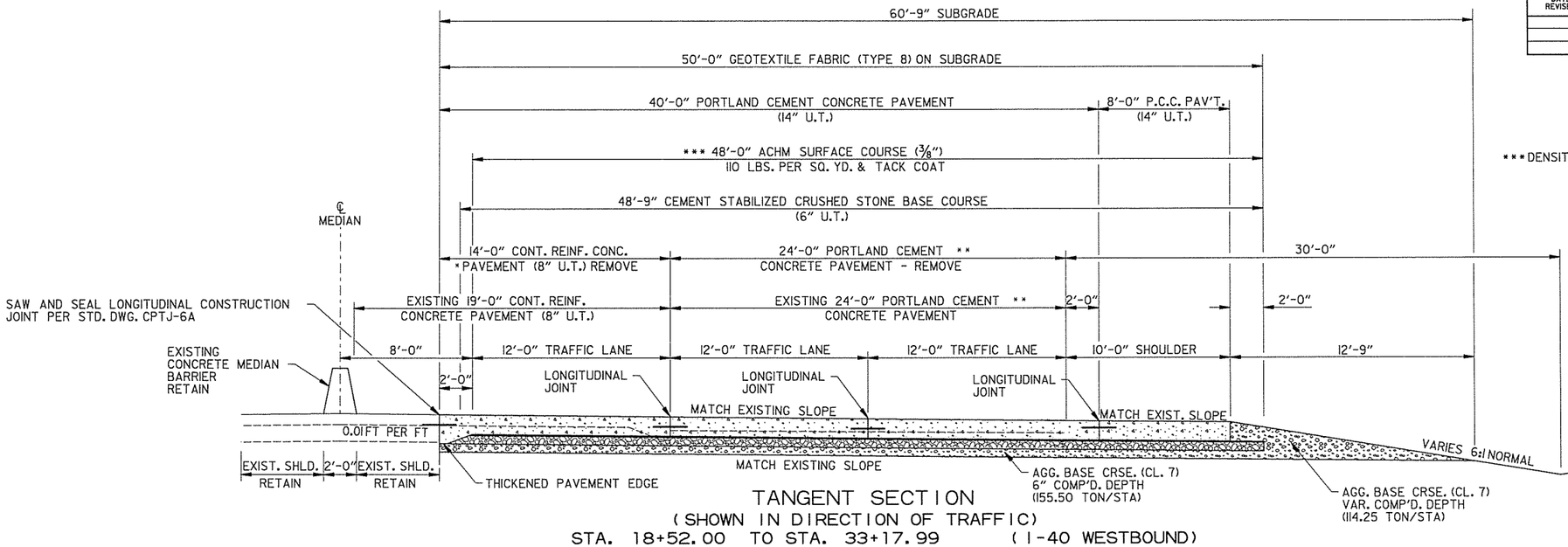
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	4	195

(2) TYPICAL SECTIONS OF IMPROVEMENT



TANGENT SECTION

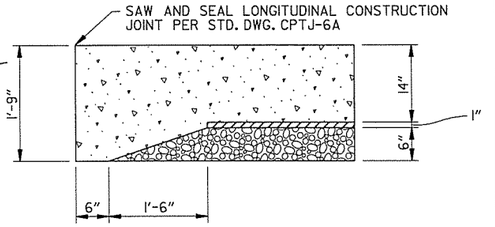
(SHOWN IN DIRECTION OF TRAFFIC)

STA. 18+52.00 TO STA. 33+17.99 (I-40 WESTBOUND)
STA. 44+71.79 TO STA. 55+78.40 (I-40 WESTBOUND)

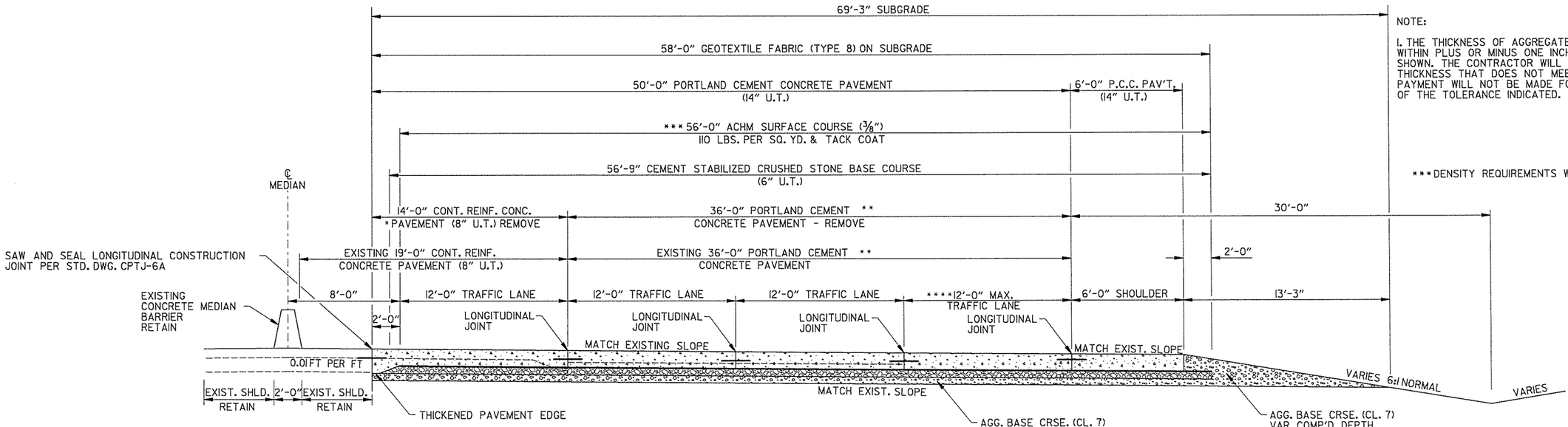
*** DENSITY REQUIREMENTS WAVED.

* THE EXISTING CONCRETE PAVEMENT TO BE REMOVED 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 CONCRETE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

** EXISTING PAVEMENT CONSISTS OF CONT. REINF. CONC. PAV'T. (6" U.T.), ACHM SURF. CRSE (2" AVG. THICKNESS) & MESH REINF. JOINTED CONC. PAV'T (9" U.T.)



THICKENED PAVEMENT EDGE



NOTE:

1. 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.

*** DENSITY REQUIREMENTS WAVED.

TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 172+14.13 TO STA. 164+00.00 BK (I-40 WESTBOUND)
STA. 55+78.40 TO STA. 60+40.09 (I-40 WESTBOUND)
STA. 62+33.59 TO STA. 64+26.81 (I-40 WESTBOUND)

STA. 60+40.09 TO STA. 62+33.59 = BRIDGE 2673R AND APPROACH SLABS.

STA. 182+34.32 TO STA. 172+14.13 = BRIDGE 3126A&B APPROACH SLABS.

**** WIDTH VARIES FROM 12' AT STA. 98+97.98 (I-40 EB) TO 0' AT STA. 0+40.50 AHD. (I-40 EB)
WIDTH VARIES FROM 12' AT STA. 45+51.45 (I-40 EB) TO 0' AT STA. 48+51.45 (I-40 EB)
WIDTH VARIES FROM 0' AT STA. 55+78.40 (I-40 WB) TO 12' AT STA. 58+78.40 (I-40 WB)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

TYPICAL SECTIONS OF IMPROVEMENT

JACOBS

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9/12/2013

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	5	195

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEN

9/12/13

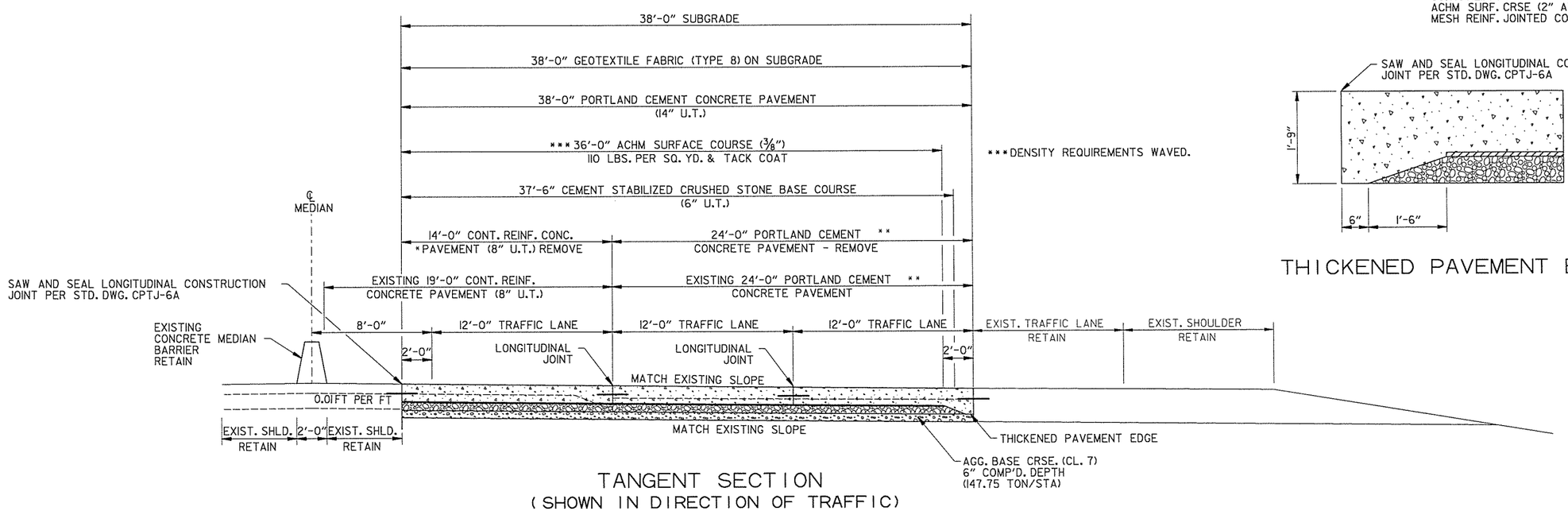
NOTES:

1. 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.

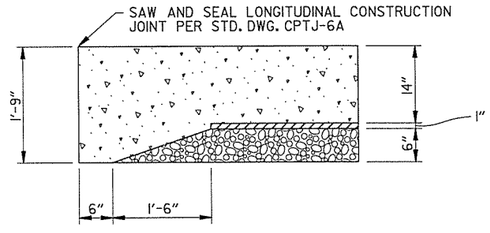
2. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

* THE EXISTING CONCRETE PAVEMENT TO BE REMOVED 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 CONCRETE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

** EXISTING PAVEMENT CONSISTS OF CONT. REINF. CONC. PAV'T. (6" U.T.), ACHM SURF. CRSE (2" AVG. THICKNESS) & MESH REINF. JOINTED CONC. PAV'T (9" U.T.)



*** DENSITY REQUIREMENTS WAVED.



THICKENED PAVEMENT EDGE

TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA. 7+66.00 AHD TO STA. 18+52.00 (I-40 WESTBOUND)
STA. 33+17.99 TO STA. 44+71.79 (I-40 WESTBOUND)
STA. 64+26.81 TO STA. 86+88.88 (I-40 WESTBOUND)

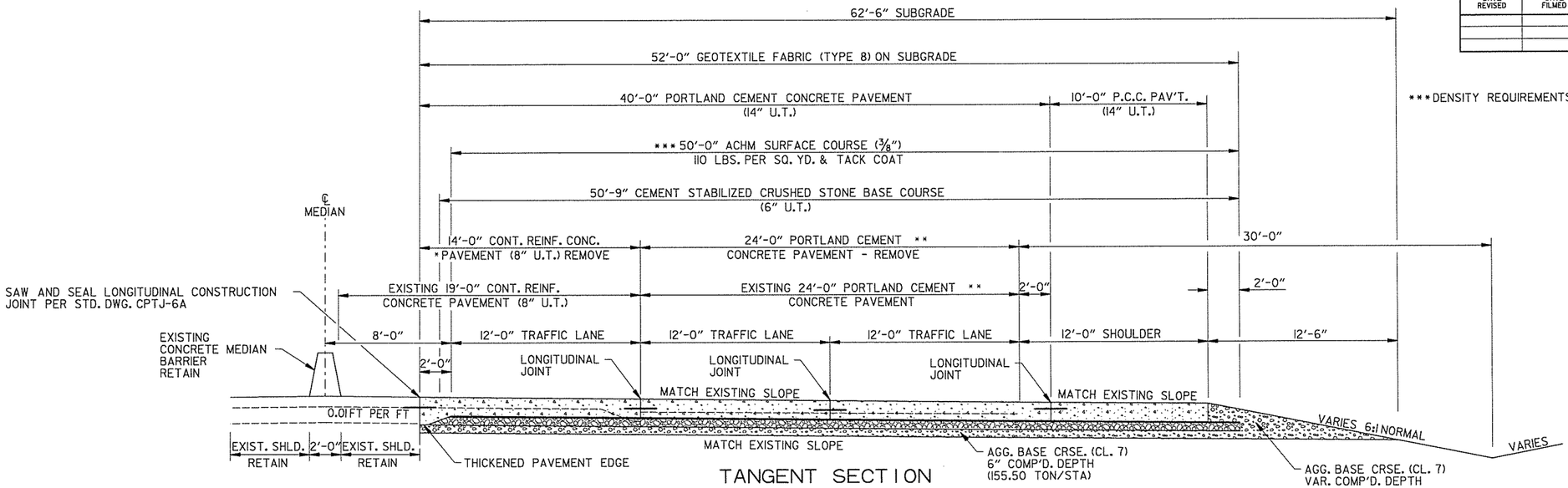
STA. 60+06.61 TO STA. 61+99.61 = BRIDGE 2673AR AND APPROACH SLABS

TYPICAL SECTIONS OF IMPROVEMENT

JACOBS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	6	195

(2) TYPICAL SECTIONS OF IMPROVEMENT



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* THE EXISTING CONCRETE PAVEMENT TO BE REMOVED 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 CONCRETE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

** EXISTING PAVEMENT CONSISTS OF
PORTLAND CEMENT CONCRETE PAVEMENT (12" U.T.)
PORTLAND CEMENT CONCRETE BASE (6" U.T.)
AGGREGATE BASE COURSE (CLASS 7, 6" COMPACTED DEPTH)
FILTER FABRIC.

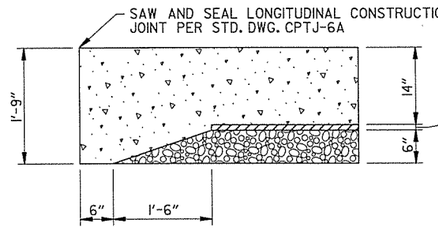
STA. 60+06.61 TO STA. 61+99.61 =
BRIDGE 2673AR AND APPROACH SLABS.

STA. 182+34.32 TO STA. 172+14.13 =
BRIDGE 3126A&B APPROACH SLABS.

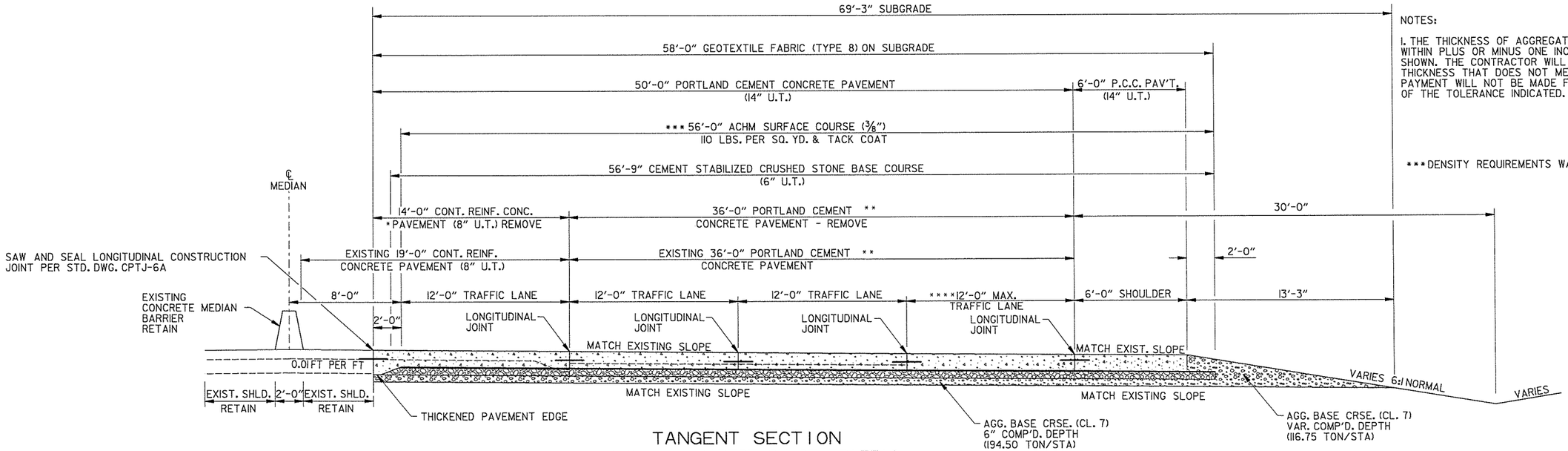
TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA.	172+14.13	TO STA.	164+00.00 BK.	(I-40 EASTBOUND)
STA.	7+66.00 AHD	TO STA.	38+51.45	(I-40 EASTBOUND)
STA.	48+51.45	TO STA.	60+06.61	(I-40 EASTBOUND)
STA.	61+99.61	TO STA.	91+67.65	(I-40 EASTBOUND)
STA.	0+40.50	TO STA.	2+18.69	(I-40 EASTBOUND)



THICKENED PAVEMENT EDGE



NOTES:

1. 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.

*** DENSITY REQUIREMENTS WAVED.

TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA.	38+51.45	TO STA.	48+51.45	(I-40 EASTBOUND)
STA.	91+67.65	TO STA.	101+31.09 BK	(I-40 EASTBOUND)
STA.	0+00.00 AHD	TO STA.	0+40.50	(I-40 EASTBOUND)

**** WIDTH VARIES FROM 12' AT STA. 98+97.98 (I-40 EB) TO 0' AT STA. 0+40.50 AHD. (I-40 EB)
WIDTH VARIES FROM 12' AT STA. 45+51.45 (I-40 EB) TO 0' AT STA. 48+51.45 (I-40 EB)
WIDTH VARIES FROM 0' AT STA. 55+78.40 (I-40 WB) TO 12' AT STA. 58+78.40 (I-40 WB)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

TYPICAL SECTIONS OF IMPROVEMENT

JACOBS

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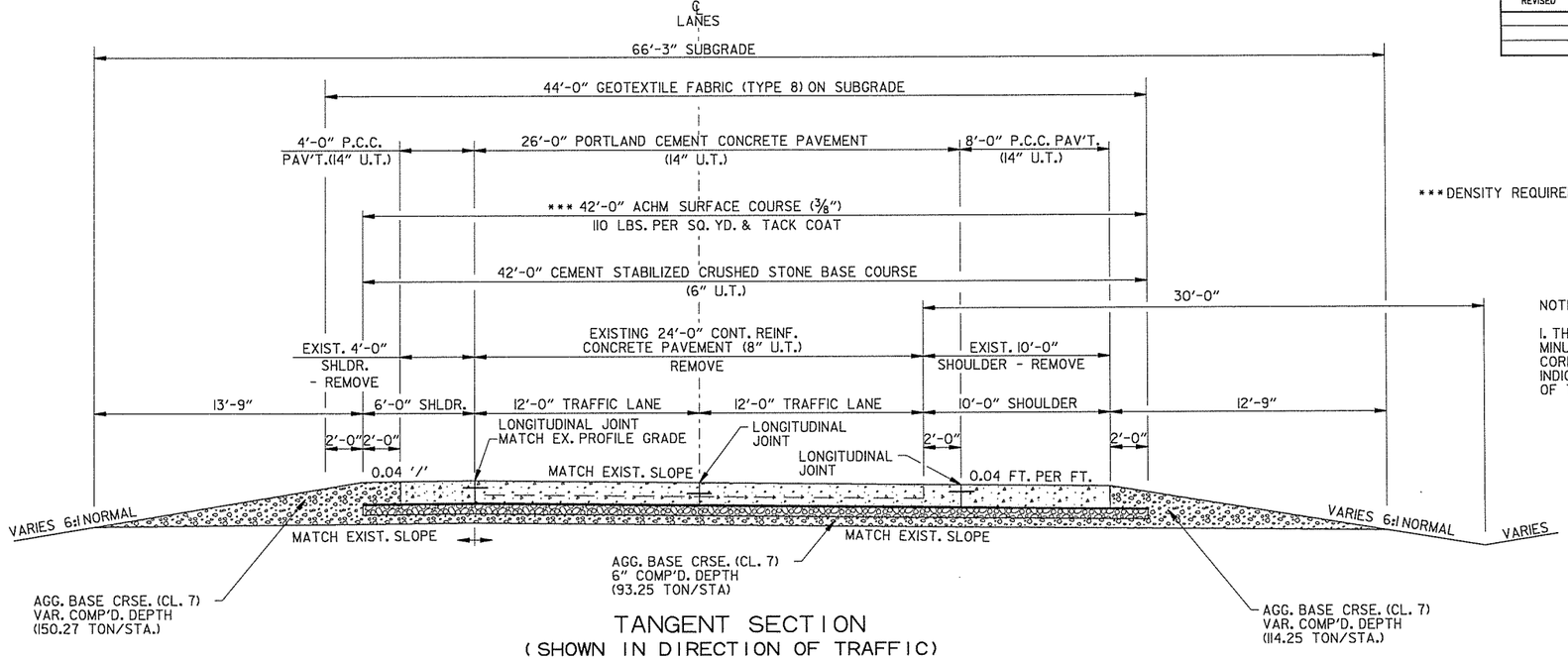
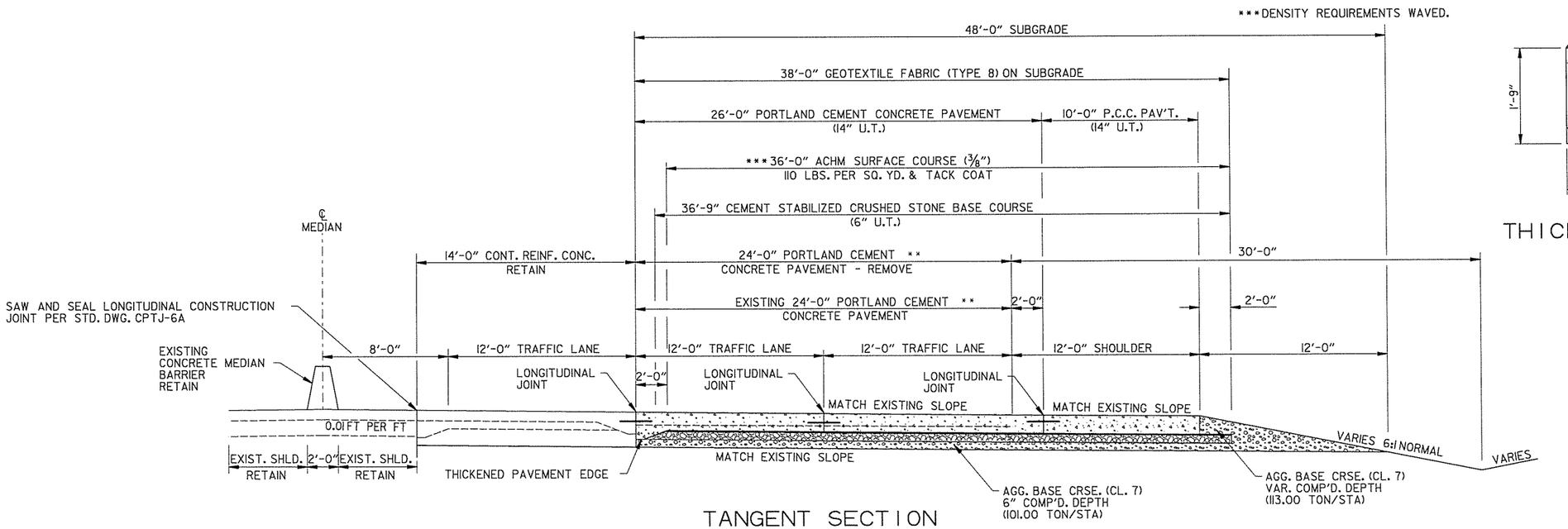
				6	ARK.			
				JOB NO.		BB0108	7	195

(2) TYPICAL SECTIONS OF IMPROVEMENT



TANGENT SECTION
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 4+78.13 TO STA. 5+71.97 (I-40 EASTBOUND)

***DENSITY REQUIREMENTS WAVED.



TANGENT SECTION
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 2+18.69 TO STA. 4+78.13 (I-40 EASTBOUND)

THICKENED PAVEMENT EDGE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

NOTES:

1. 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.

* THE EXISTING CONCRETE PAVEMENT TO BE REMOVED 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 CONCRETE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

** EXISTING PAVEMENT CONSISTS OF PORTLAND CEMENT CONCRETE PAVEMENT (12" U.T.) PORTLAND CEMENT CONCRETE BASE (6" U.T.) AGGREGATE BASE COURSE (CLASS 7, 6" COMPACTED DEPTH) FILTER FABRIC.

TYPICAL SECTIONS OF IMPROVEMENT

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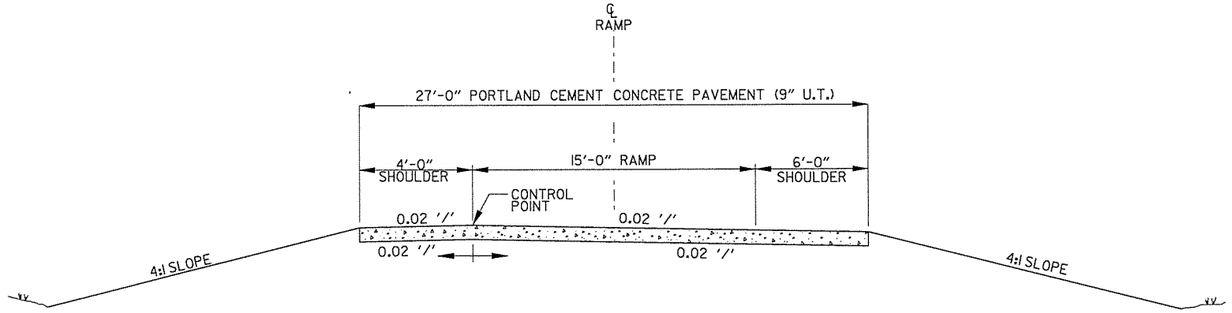
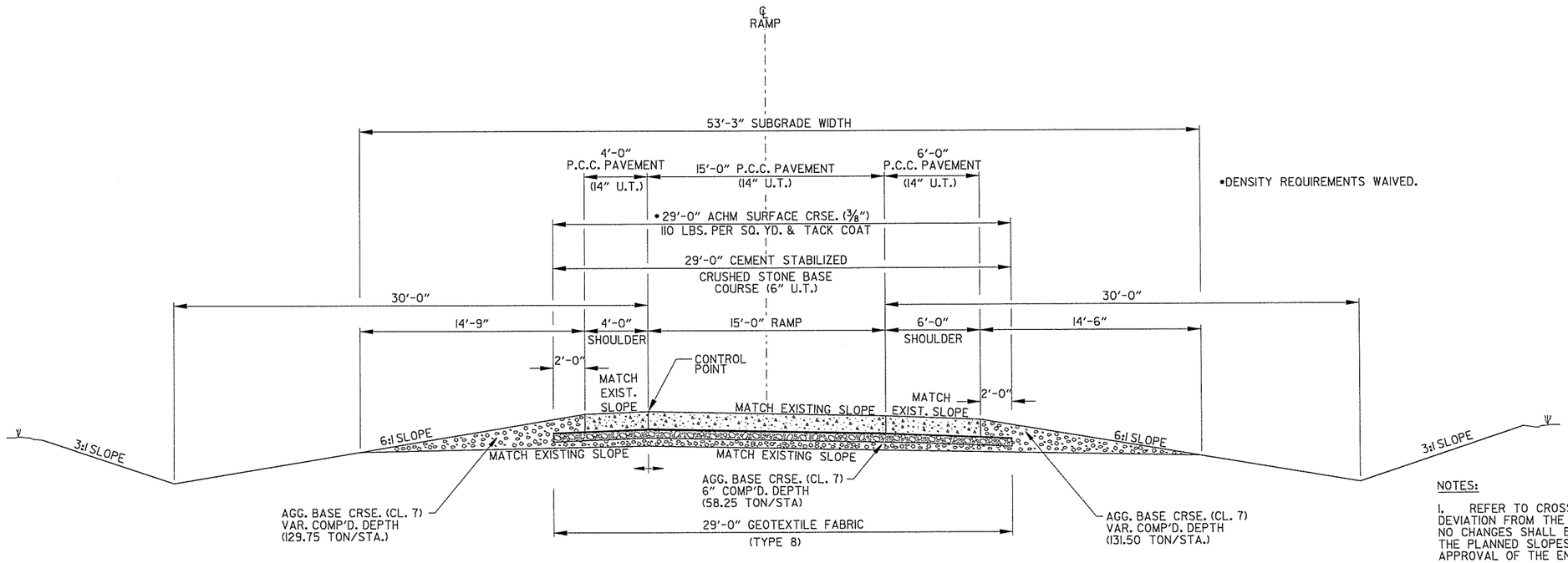
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	8	195
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEN
9/12/13



TEMPORARY RAMPS FOR MAINTENANCE OF TRAFFIC



•DENSITY REQUIREMENTS WAIVED.

RAMPS
(SHOWN IN DIRECTION OF TRAFFIC)

NOTES:

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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

TYPICAL SECTIONS OF IMPROVEMENT

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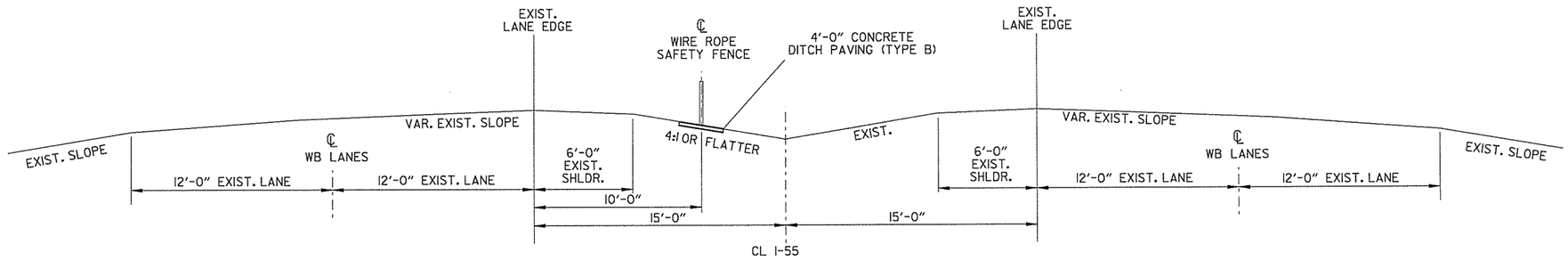
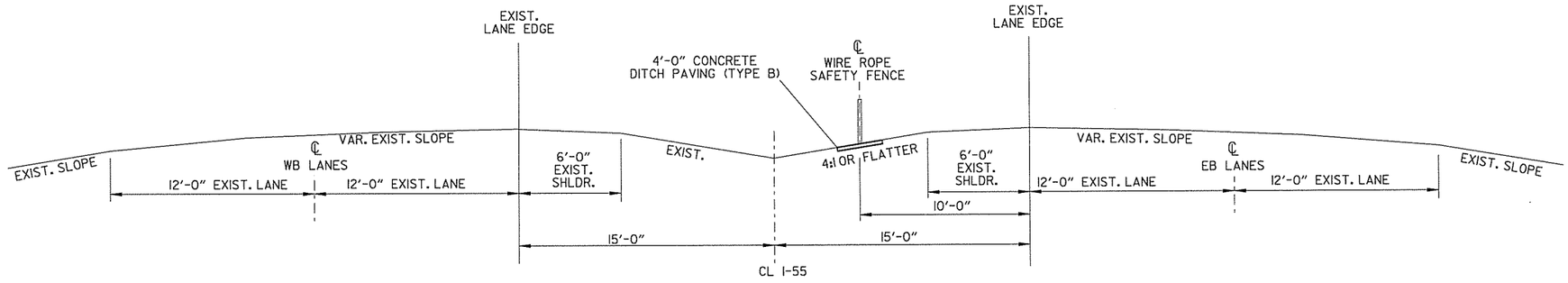
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	9	195

(2) TYPICAL SECTIONS OF IMPROVEMENT

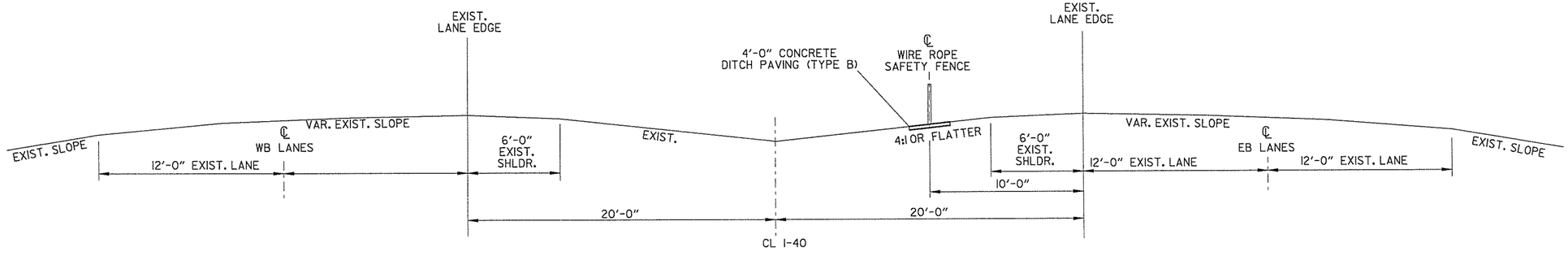
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13



TYPICAL SECTION OF IMPROVEMENT
WIRE ROPE SAFETY FENCE ON WESTBOUND LANES FORESLOPE



TYPICAL SECTION OF IMPROVEMENT
WIRE ROPE SAFETY FENCE ON EASTBOUND LANES FORESLOPE



TYPICAL SECTION OF IMPROVEMENT
WIRE ROPE SAFETY FENCE ON EASTBOUND LANES FORESLOPE

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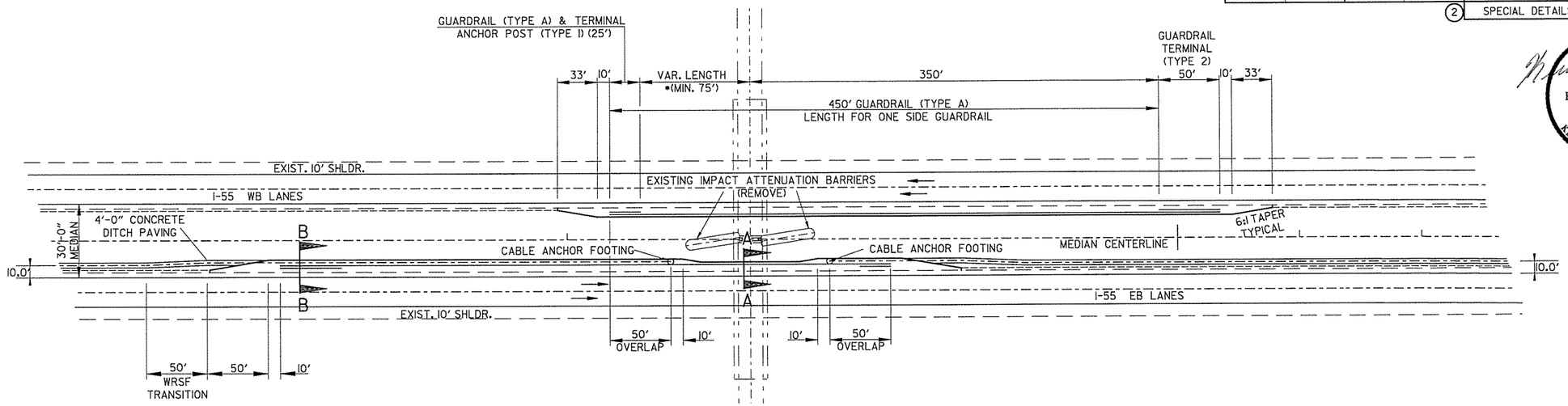
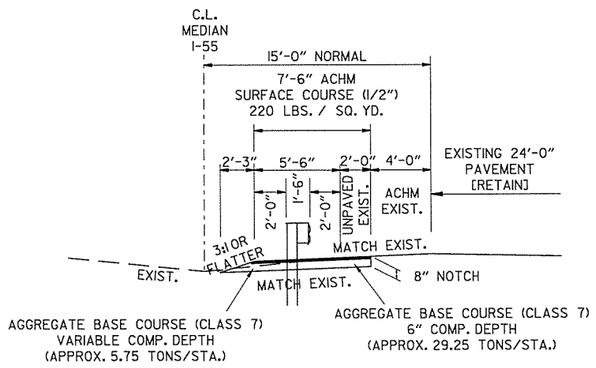
				JOB NO.		BB0108	10	195
				(2)	SPECIAL DETAILS			

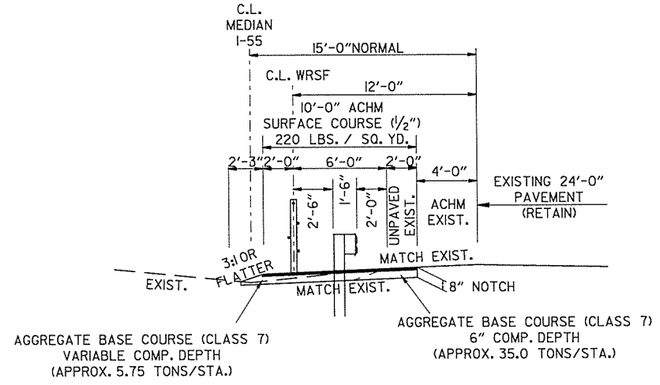


GUARDRAIL INSTALLATION IN 30' MEDIAN AT OVERPASSES

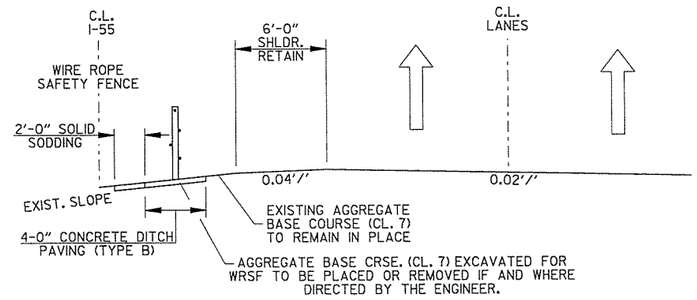
NOTE: REFER TO PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON EASTBOUND OR WESTBOUND FORESLOPES.



SECTION A-A



SECTION B-B



SOLID SODDING DETAIL

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	11	195
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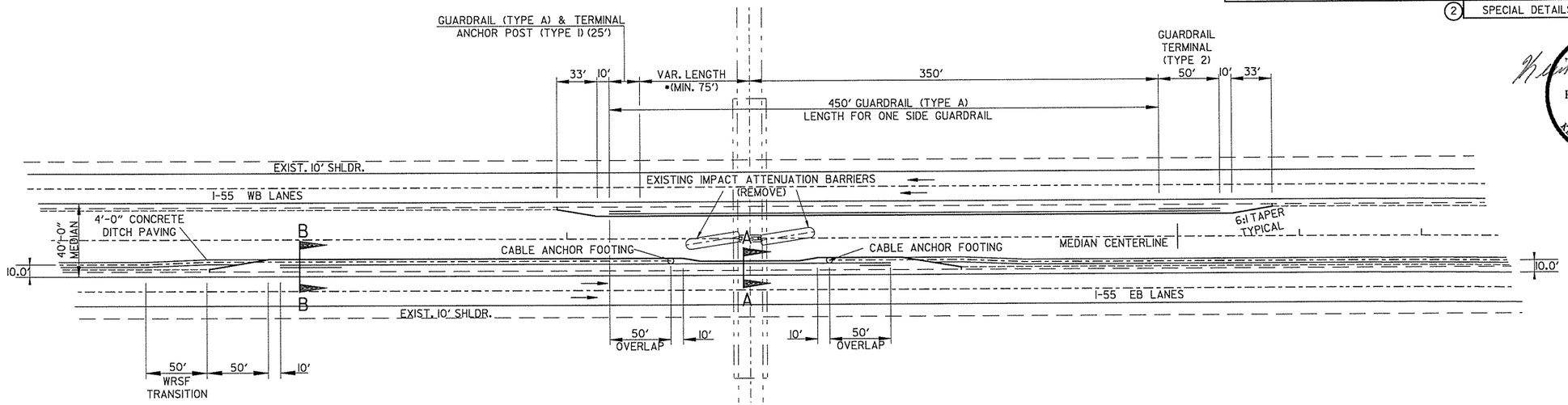
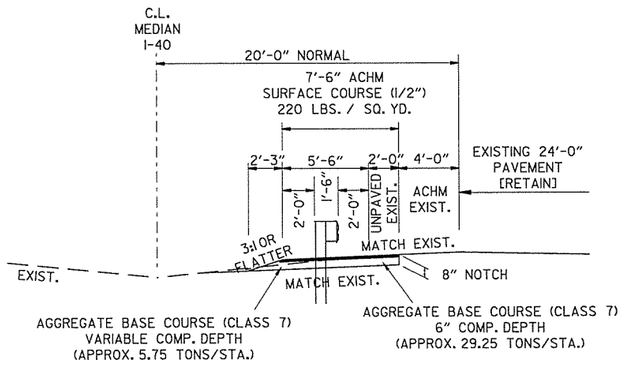
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESSY
9/12/13

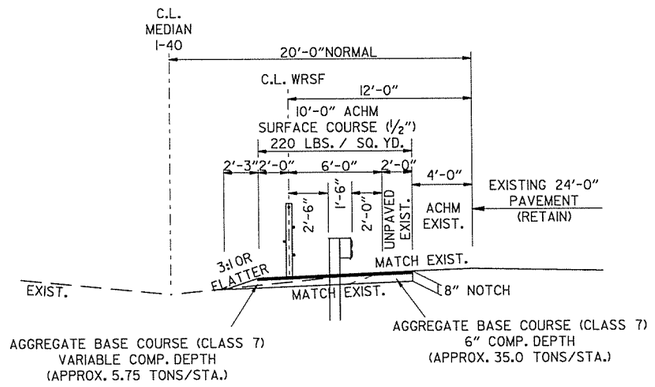


GUARDRAIL INSTALLATION IN 40' MEDIAN AT OVERPASSES

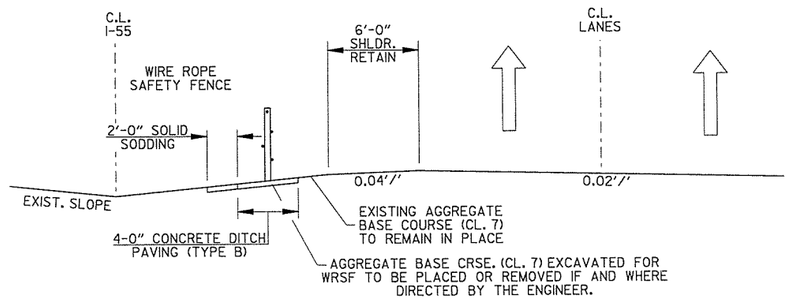
NOTE: REFER TO PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON EASTBOUND OR WESTBOUND FORESLOPES.



SECTION A-A



SECTION B-B



SOLID SODDING DETAIL

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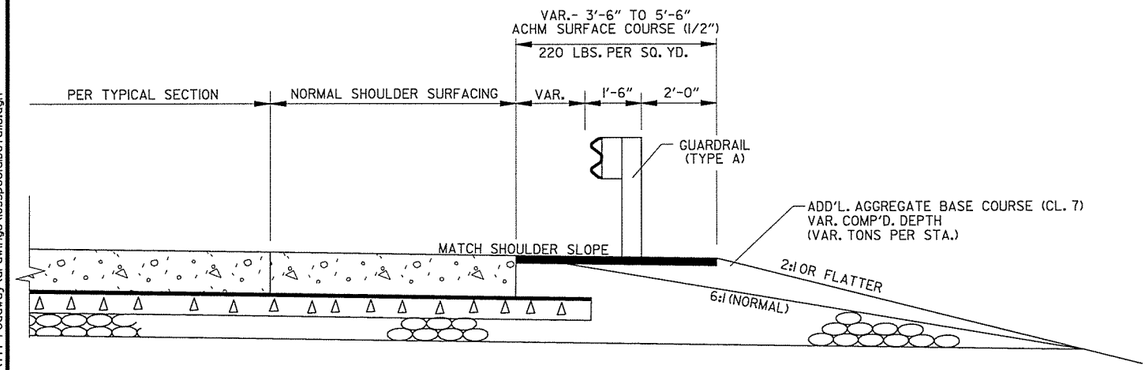
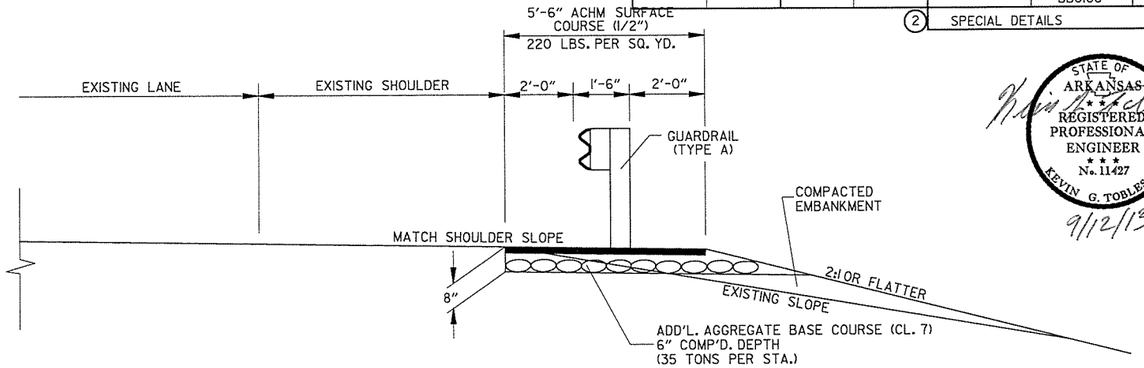


SECTION DETAIL OF WIDENING FOR GUARDRAIL
ALONG MAIN LANES

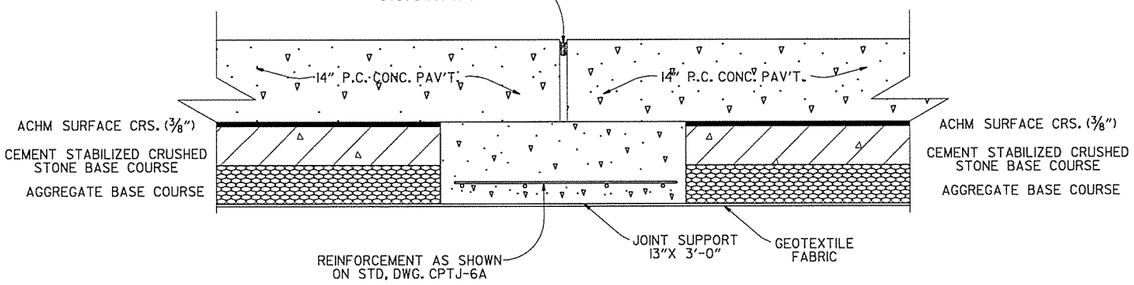
NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-8A, GR-9, GR-9A, GR-10 & GR-10A FOR ADDITIONAL INFORMATION.



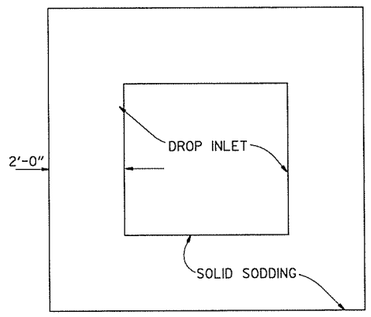
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

SECTION DETAIL OF WIDENING FOR GUARDRAIL
ALONG FRONTAGE ROAD

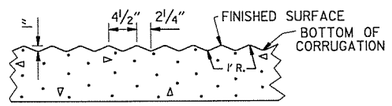
NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-8A, GR-9, GR-9A, GR-10 & GR-10A FOR ADDITIONAL INFORMATION.



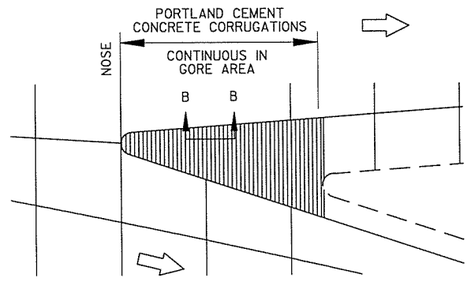
DETAILS OF JOINT SUPPORT



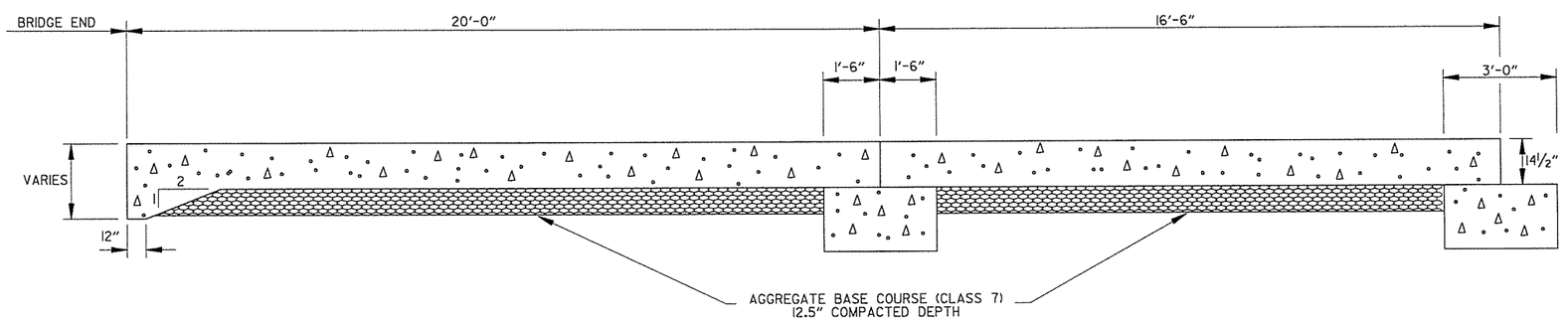
PLAN
DETAIL OF SOLID SODDING
AROUND DROP INLET



SECTION B-B



LAYOUT OF SHOULDER CORRUGATIONS
IN EXIT GORE AREAS



SPECIAL DETAIL OF APPROACH SLAB

SPECIAL DETAILS

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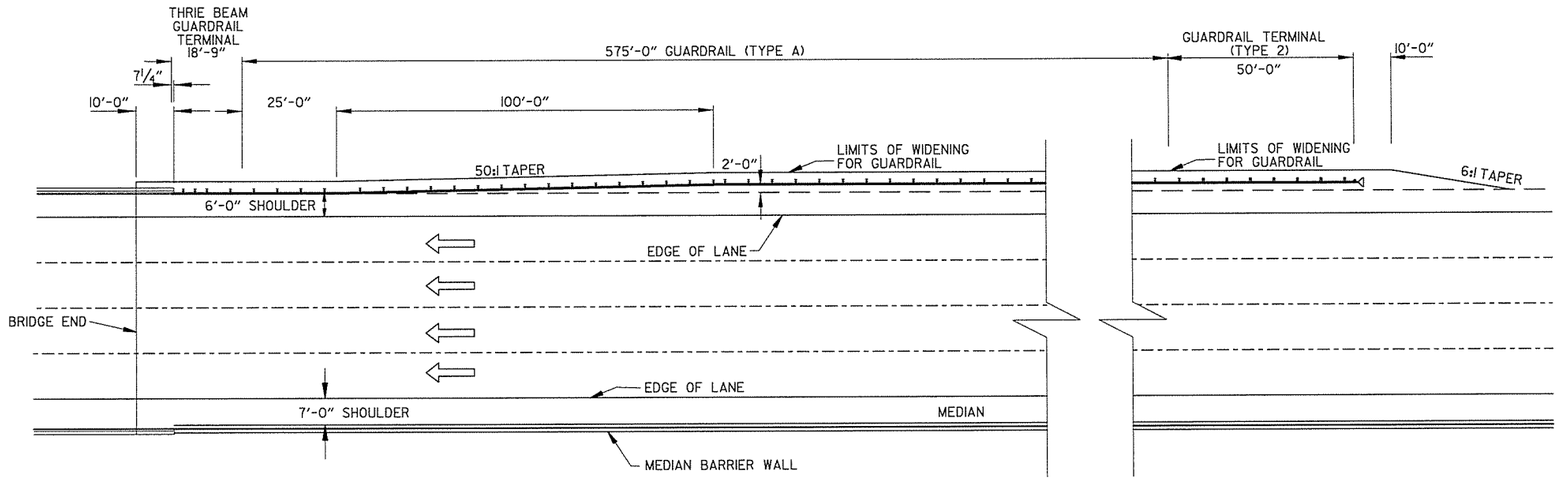
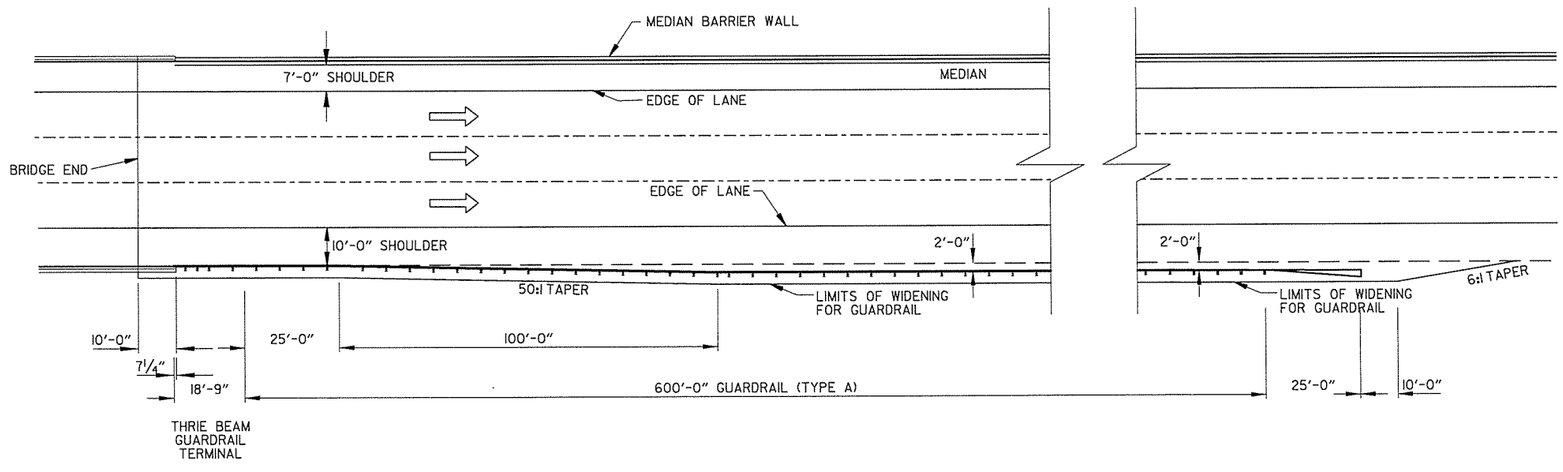
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	13	195
				(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13



LAYOUT OF GUARDRAIL AT BRIDGE ENDS WB
STA. 165+74.25 - STA. 172+43.00



LAYOUT OF GUARDRAIL AT BRIDGE ENDS EB
STA. 165+74.25 - STA. 172+43.00

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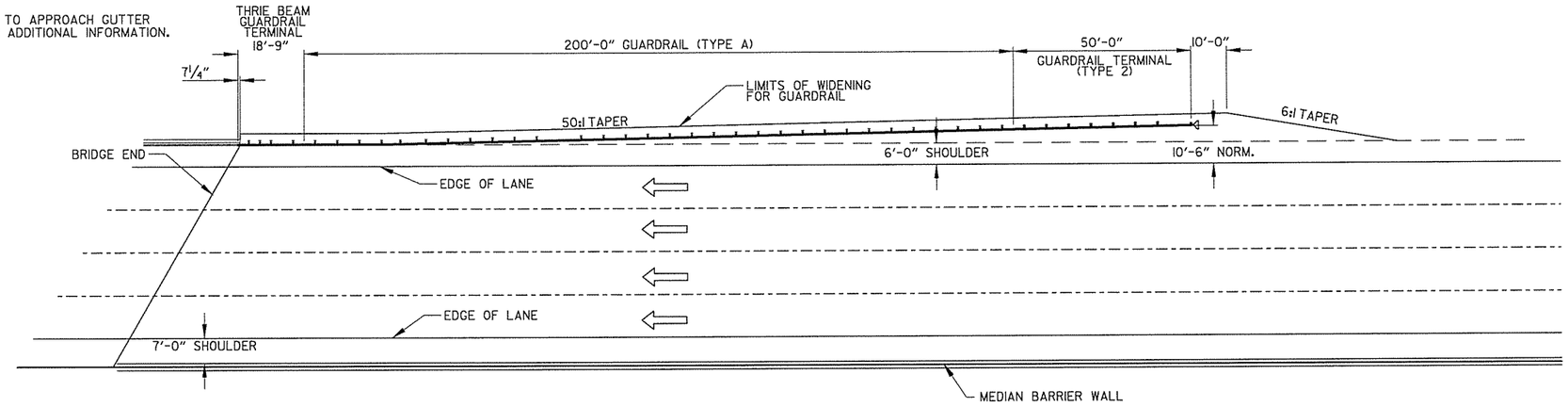
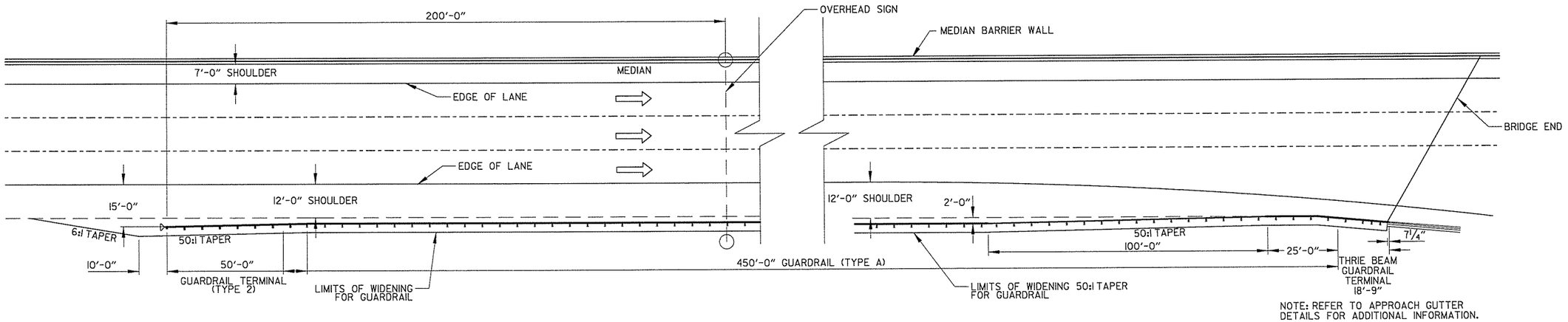
				6	ARK.			
				JOB NO.		BB0108	14	195
				(2)	SPECIAL DETAILS			

NOTE: REFER TO APPROACH GUTTER DETAILS FOR ADDITIONAL INFORMATION.



LAYOUT OF GUARDRAIL AT BRIDGE ENDS WB
STA. 61+96.00 - STA. 64+64.75



NOTE: REFER TO APPROACH GUTTER DETAILS FOR ADDITIONAL INFORMATION.

LAYOUT OF GUARDRAIL AT BRIDGE ENDS EB
STA. 55+75.04 - STA. 60+27.07

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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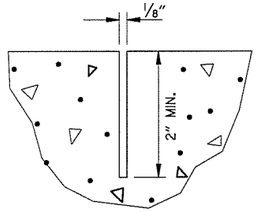
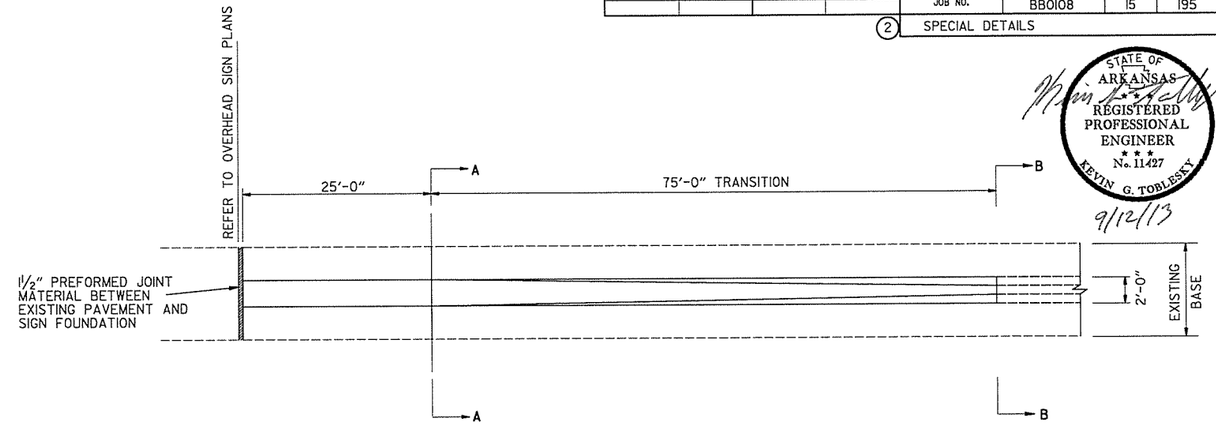


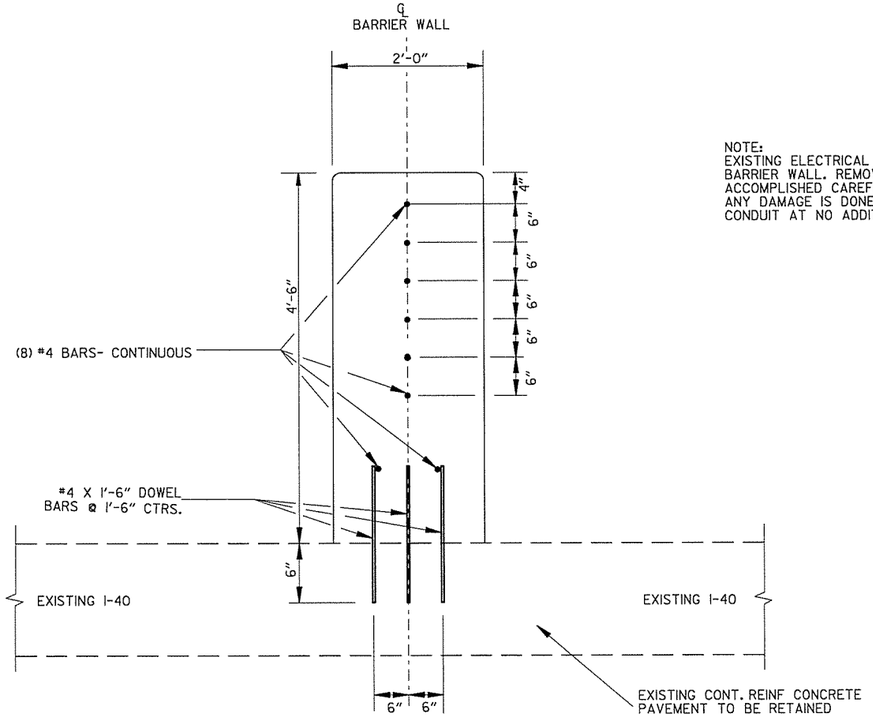
CONTRACTION JOINT DETAIL

NOTES FOR MEDIAN BARRIER:
1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATION, 2003 EDITION.
2. REINFORCING BARS SHALL BE SECURED IN EXISTING PAVEMENT AS SPECIFIED IN SECTION 507 OF THE STANDARD SPECIFICATION, 2003 EDITION. PAYMENT FOR SECURING BARS SHALL BE SUBSIDIARY TO THE PRICE BID PER LINEAR FOOT FOR CONCRETE BARRIER WALL.
3. ALL EXPOSED EDGES SHALL HAVE ¾" CHAMFERS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER.



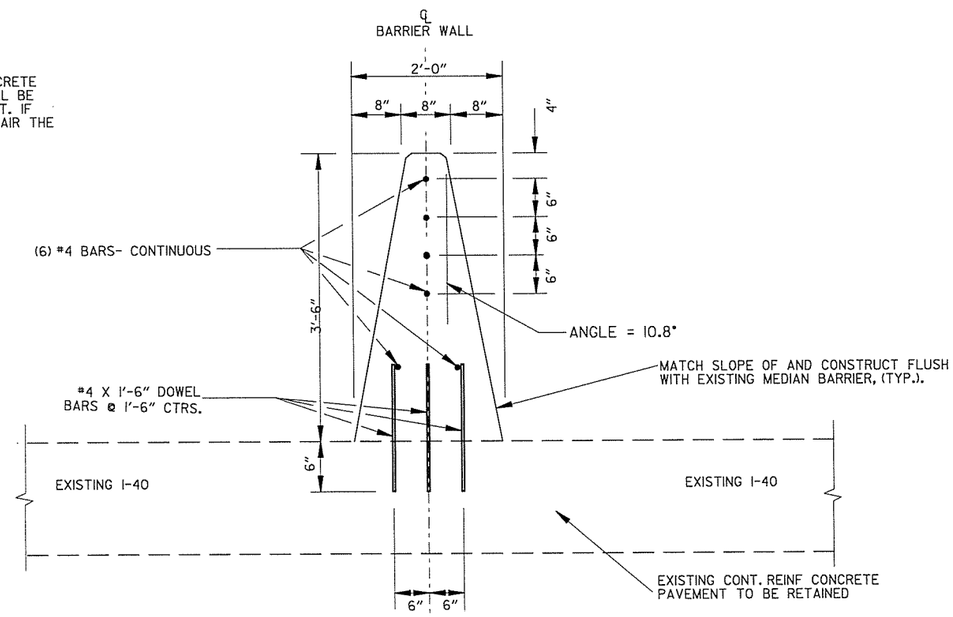
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



CONCRETE BARRIER WALL (MEDIAN TYPE A)
(SECTION A-A)

NOTE:
EXISTING ELECTRICAL CONDUIT IS LOCATED WITHIN THE EXISTING CONCRETE BARRIER WALL. REMOVAL OF EXISTING CONCRETE BARRIER WALL SHALL BE ACCOMPLISHED CAREFULLY AS TO NOT DAMAGE THE EXISTING CONDUIT. IF ANY DAMAGE IS DONE TO THE CONDUIT, THE CONTRACTOR SHALL REPAIR THE CONDUIT AT NO ADDITIONAL COST TO THE DEPARTMENT.



CONCRETE BARRIER WALL (MEDIAN TYPE A)
(SECTION B-B)

CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION
FOR OVERHEAD SIGN STRUCTURE

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				6	ARK.			
				JOB NO.		BB0108	16	195
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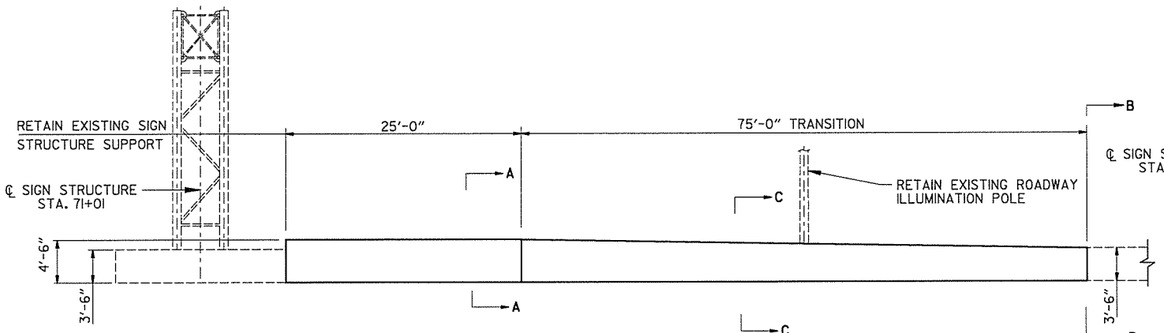
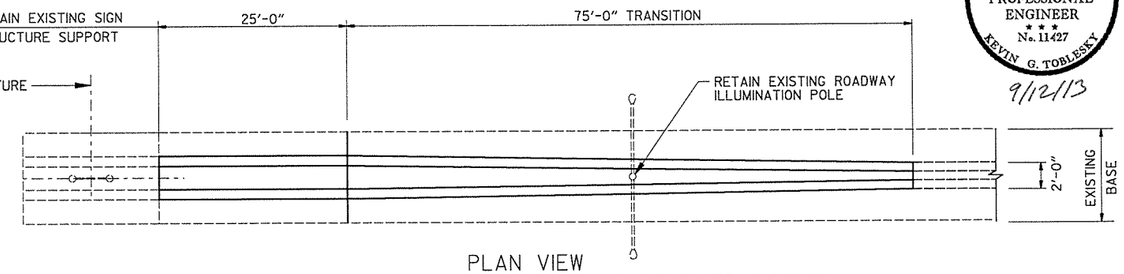


ELEVATION VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION



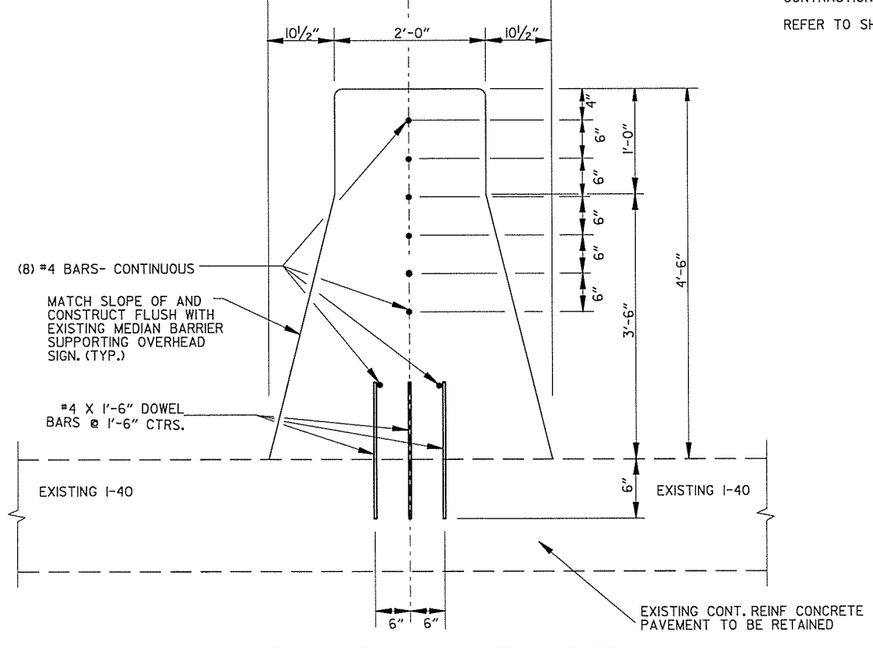
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE B) TRANSITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

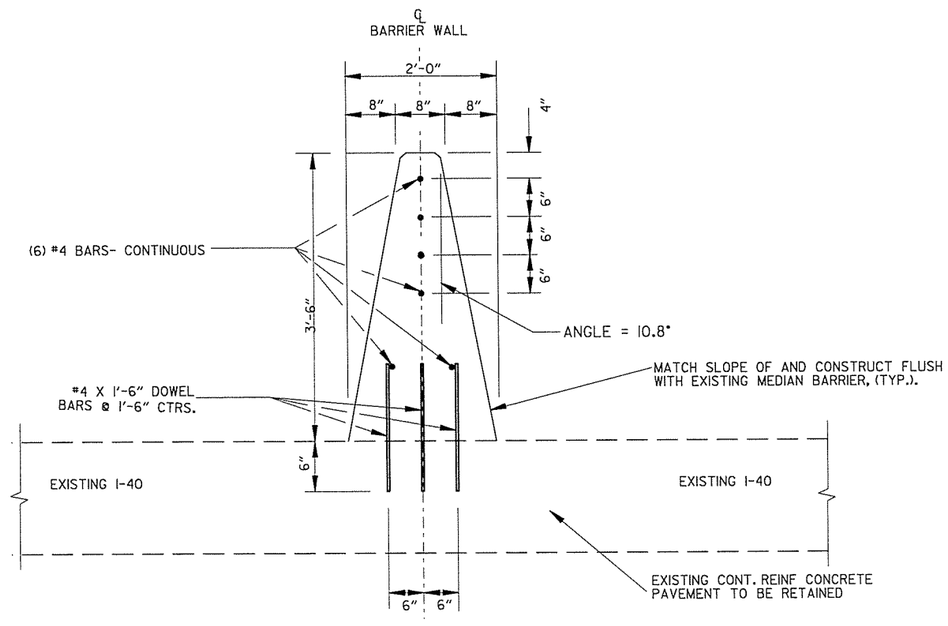
NOTE:
EXISTING ELECTRICAL CONDUIT IS LOCATED WITHIN THE EXISTING CONCRETE BARRIER WALL. REMOVAL OF EXISTING CONCRETE BARRIER WALL SHALL BE ACCOMPLISHED CAREFULLY AS TO NOT DAMAGE THE EXISTING CONDUIT. IF ANY DAMAGE IS DONE TO THE CONDUIT, THE CONTRACTOR SHALL REPAIR THE CONDUIT AT NO ADDITIONAL COST TO THE DEPARTMENT.

REFER TO SHEET NUMBER 15 FOR GENERAL NOTES FOR MEDIAN BARRIER AND CONTRACTION JOINT DETAIL.

REFER TO SHEET NUMBER 17 FOR SECTION C-C.



CONCRETE BARRIER WALL (MEDIAN TYPE B)
(SECTION A-A)



CONCRETE BARRIER WALL (MEDIAN TYPE B)
(SECTION B-B)

CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION
FOR OVERHEAD SIGN STRUCTURE

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				JOB NO.		BB0108	17	195
				(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
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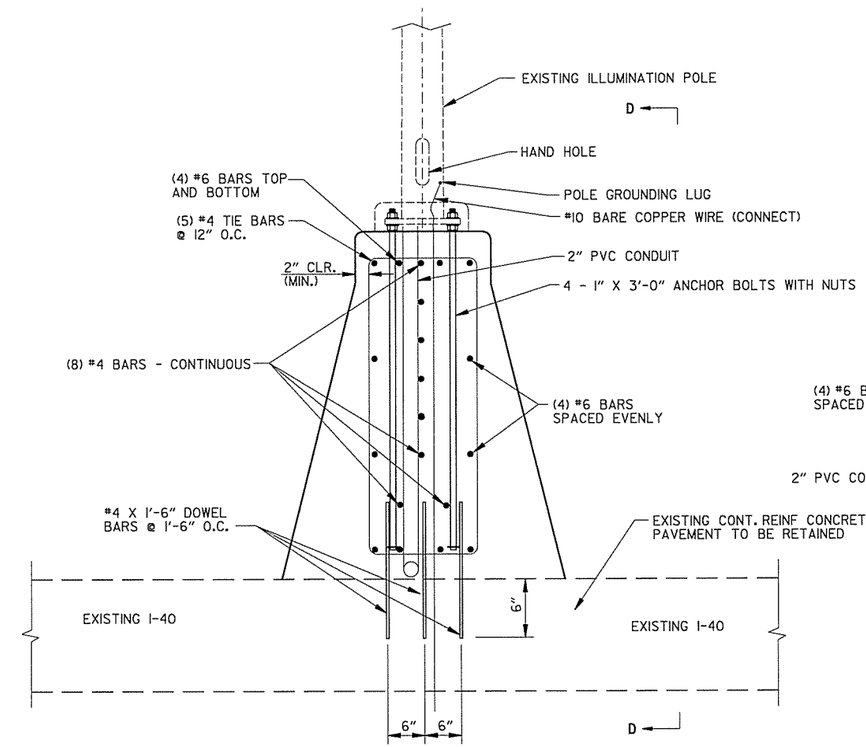
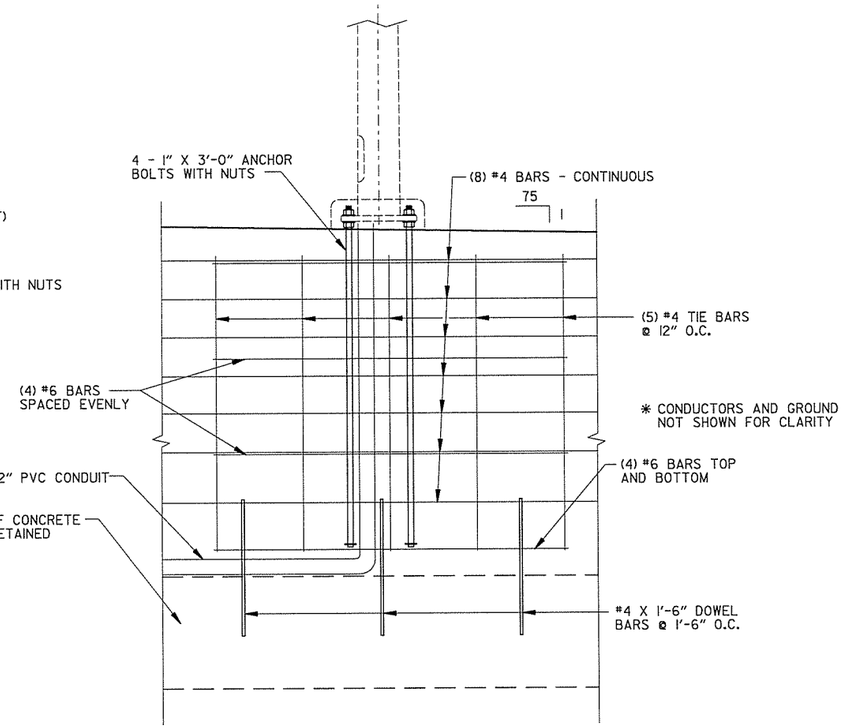
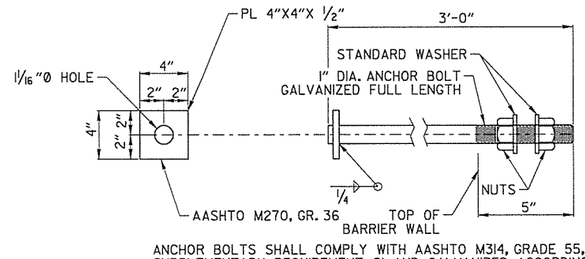


MEDIAN MOUNTED ROADWAY ILLUMINATION POLE
(SECTION C-C)

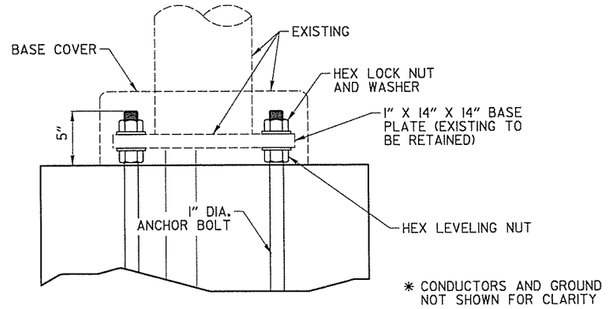


MEDIAN MOUNTED ROADWAY ILLUMINATION POLE
(SECTION D-D)



ANCHOR BOLTS SHALL COMPLY WITH AASHTO M314, GRADE 55, WITH SUPPLEMENTARY REQUIREMENT S1, AND GALVANIZED ACCORDING TO SECTION 807.07. NUTS FOR BOLTS SHALL BE AS SPECIFIED IN SECTION 807.07.

ANCHOR BOLT DETAIL
NO SCALE



ELEVATION - COLUMN BASE
NO SCALE

NOTE:

THE EXISTING LUMINARY WILL BE REMOVED AND REINSTALLED IN THE SAME LOCATION. CONTRACTOR SHALL REPLACE EXISTING ANCHOR BOLTS, WASHERS AND NUTS. ANCHOR BOLTS WILL BE OF SUFFICIENT LENGTH TO ALLOW ILLUMINATION POLE TO BE PLACED ON THE SLOPED SURFACE USING LEVELING NUTS. REMOVAL, HAULING, STORING, AND REINSTALLATION OF EXISTING LUMINARY ON NEW CONCRETE BARRIER WALL TRANSITION INCLUDING ALL MATERIALS, LABOR, AND EQUIPMENT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE ITEM SP JOB BB0108 "REMOVE AND REPLACE ILLUMINATION ASSEMBLY".

THE CONTRACTOR SHALL MAKE CHECK MEASUREMENTS TO VERIFY THE EXISTING STRUCTURE IS SUFFICIENT TO MEET THE PROPOSED CONDITIONS. NOTIFY THE ENGINEER OF ANY VARIATIONS WHICH WILL REQUIRE DESIGN MODIFICATIONS.

THE CONTRACTOR SHALL PROVIDE NEW ANCHOR BOLTS, NUTS, WASHERS, CONDUIT AND CONDUCTORS AS NECESSARY, AND INCIDENTALS AS NECESSARY TO COMPLETE THE WORK.

REFER TO SHEET NUMBER 15 AND 16 FOR GENERAL NOTES FOR MEDIAN BARRIER AND CONTRACTION JOINT DETAIL.

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				JOB NO.		BB0108	18	195
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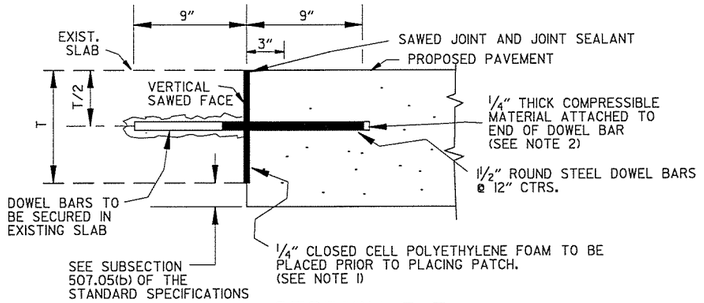
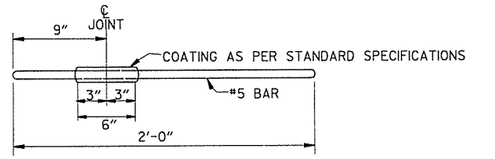


SECTION E-E

FREE TRANSVERSE JOINT



DETAIL OF TIE BAR COATING

NOTES:
1. ALL TRANSVERSE JOINTS IN THE NEW P.C. CONCRETE PAVEMENT SHALL BE CONTRACTION JOINTS @ 15'-0" CENTERS. THESE JOINTS SHALL COINCIDE WITH THE TRANSVERSE CONTRACTION AND WARPING JOINTS IN THE EXISTING CONCRETE PAVEMENT. REFER TO STD. DWG. CPTJ-6A FOR DETAILS OF CONTRACTION JOINTS.
2. TIE BARS SHALL BE SECURED INTO HOLES DRILLED AT MID SLAB AS SHOWN. NO TIE BARS SHALL BE PLACED CLOSER THAN 15" TO A TRANSVERSE JOINT.
3. MATERIALS FOR SECURING TIE BARS IN EXISTING SLAB SHALL MEET THE REQUIREMENTS AS SPECIFIED IN SUB-SECTION 507.02 OF THE STANDARD SPECIFICATIONS.
4. PAYMENT FOR SAWED LONGITUDINAL CONSTRUCTION JOINTS AND ALL OTHER JOINTS IN NEW PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR "PORTLAND CEMENT CONCRETE PAVEMENT".

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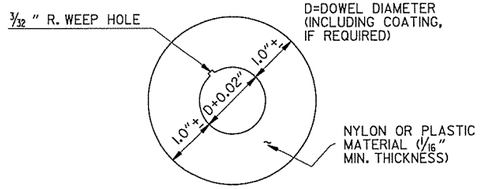
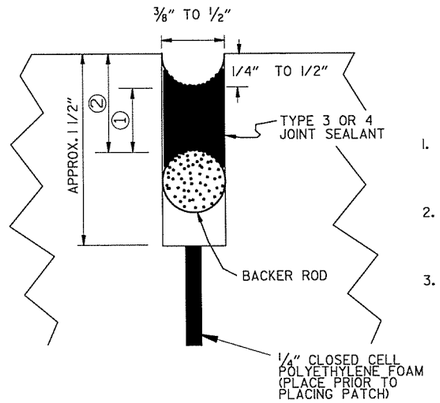


DETAIL OF EPOXY RETENTION DISK

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



DETAIL OF SAWED FREE TRANSVERSE JOINT

1. 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.
2. I#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.
3. PAYMENT FOR SAWED TRANSVERSE JOINTS AND ALL OTHER JOINTS IN NEW PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR "PORTLAND CEMENT CONCRETE PAVEMENT".

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				6	ARK.			
				JOB NO.		BB0108	19	195

(2) TEMPORARY EROSION CONTROL DETAILS

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

EQUATION:
PT 265+16.98 BK. =
POE 195+56.60 AHD.

DATE	REVISION

LEGEND

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

20

STATE OF ARKANSAS
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No. 11427
KEVIN G. TOBLESEN
9/12/13

TEMPORARY EROSION CONTROL DETAILS PRIOR TO CONSTRUCTION

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	20	195

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
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No. 11427
KEVIN G. TOBLESKY
9/12/13

20 25 30 35 40 45 50 60 65 70 75 80

7TH STREET

3130R

EXIST. R/W

EXIST. R/W & C OF A

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

E-7 E-5 E-11

2673CR 2673R 2673AR 2673BR

B.E. 60+76.59 B.E. 61+97.09

B.E. 60+43.11 B.E. 61+63.11

DATE	REVISION

LEGEND

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

TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	21	195

(2) TEMPORARY EROSION CONTROL DETAILS

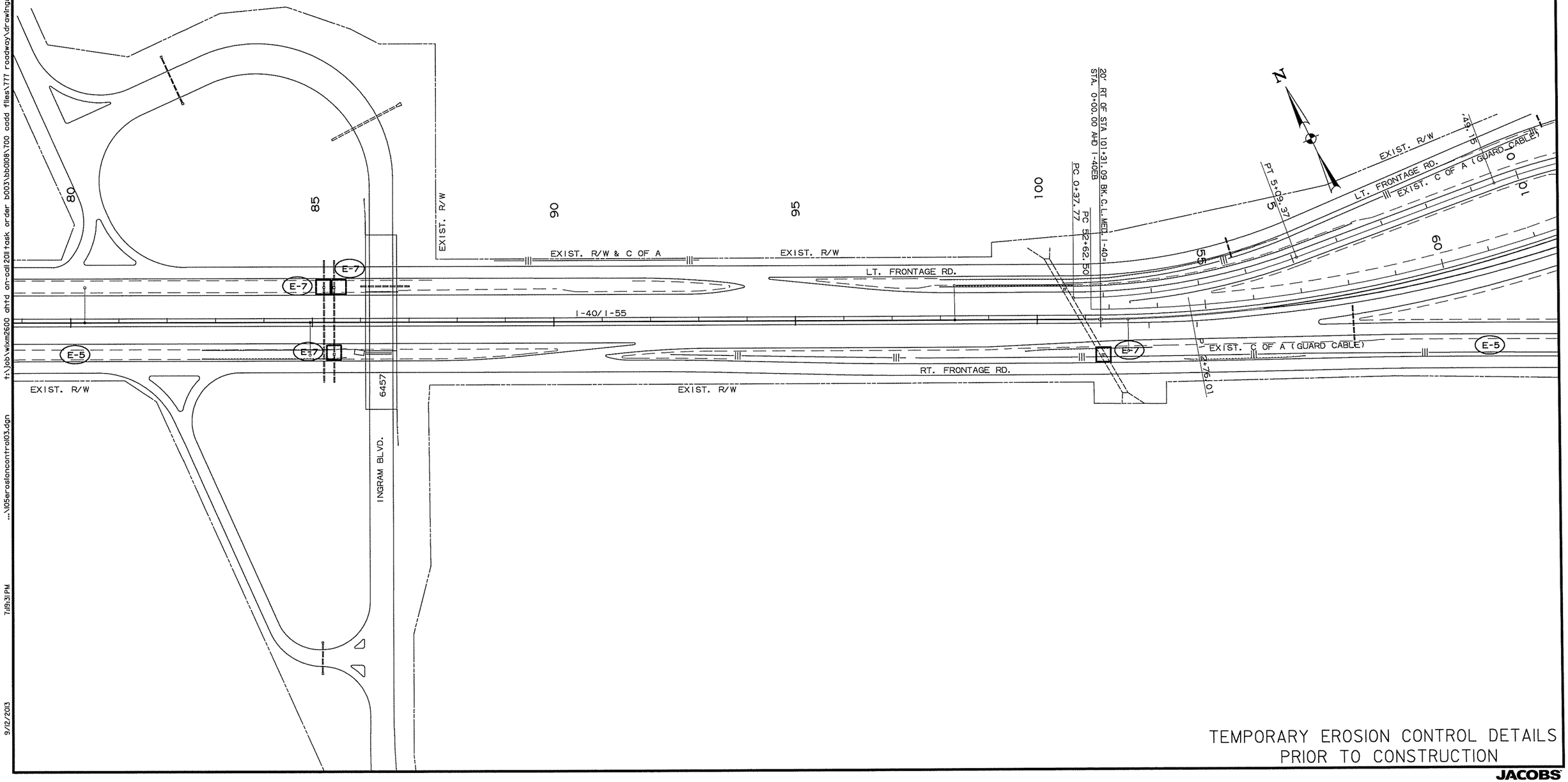
DATE	REVISION

LEGEND

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY

9/12/13



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9/12/2013

TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

JACOBS

DATE	REVISION

LEGEND

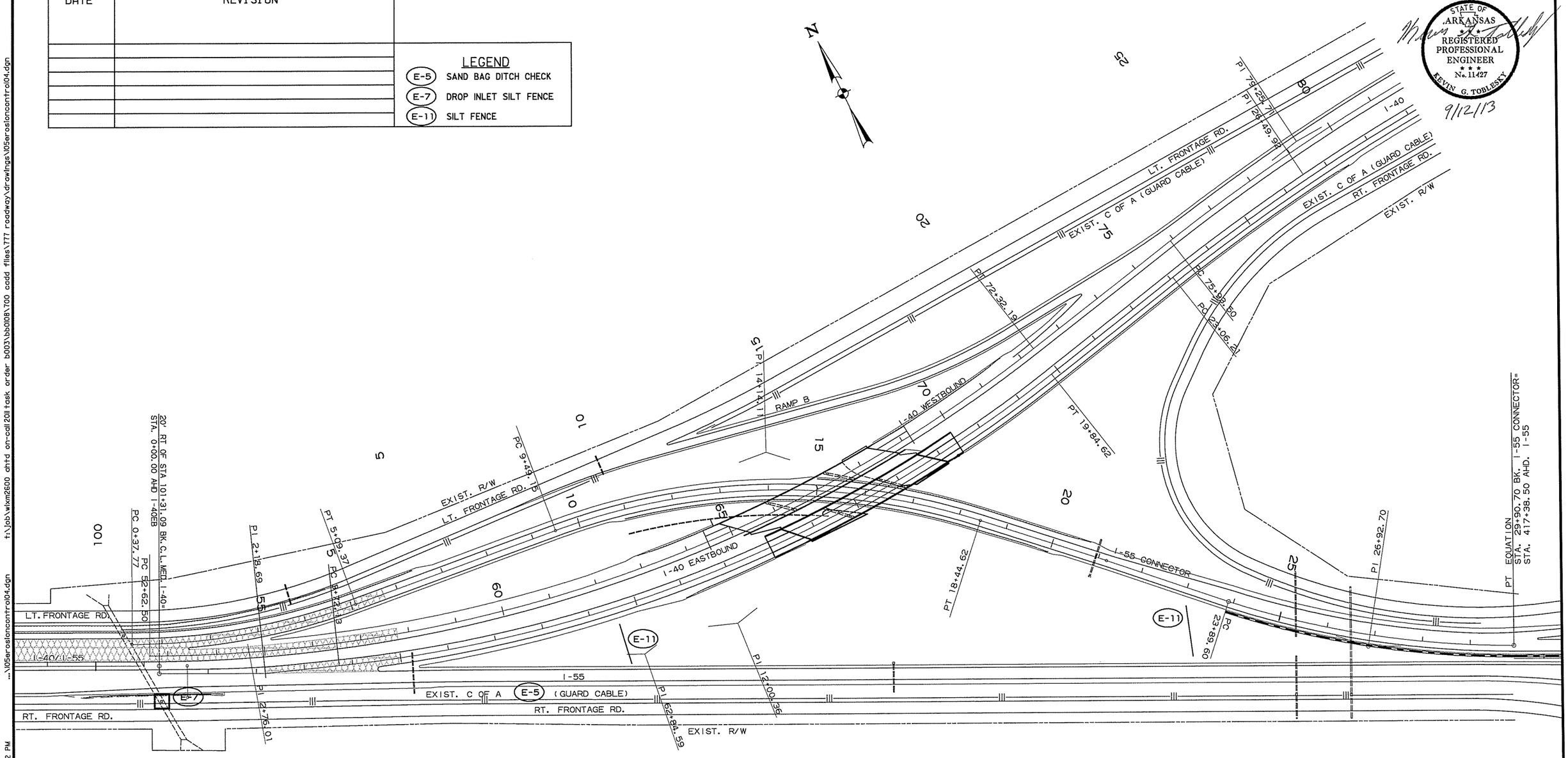
(E-5) SAND BAG DITCH CHECK

(E-7) DROP INLET SILT FENCE

(E-11) SILT FENCE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	22	195
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

JACOBS

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9/12/2013

DATE	REVISION

LEGEND

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	23	195

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

KING DR.

PT EQUATION
STA. 29+90.70 BK. I-55 CONNECTOR=
STA. 417+38.50 AHD. I-55

420 425 430 435 440 445

E-7 E-7 E-7

I-55

STA. 432+28.70 I-55 =
STA. 12+27.00 KING DR,

TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

JACOBS

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9/12/2013

DATE	REVISION

LEGEND

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	24	195

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

STA. 454+66.40
END I-55 WRSF
LOG MILE 3.50

PC 448+31.10
PT 460+07.70
PI 454+19.92

I-55

E-7
E-11

18" R.C.P. RETAIN
18" R.C.P. RETAIN
18" R.C.P. RETAIN
36" R.C.P. RETAIN

450 455 460 465 470 475

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TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

JACOBS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	25	195

(2) M.O.T. ADVANCE WARNING SIGN FOR I-55 SOUTHBOUND

19 TRAFFIC DRUMS

600′ 600′ 720′ 600′ 720′ 640′ 500′ 500′ 500′ 500′

TRAFFIC DRUMS @ 55′ O.C.
840′ TAPER FOR LANE CLOSURE

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

MATCH LINE

I-40 EAST/I-55 SOUTH

I-40 WEST RAMP

ROAD WORK AHEAD (2) W20-1 (48″ X 48″)

RIGHT LANE CLOSED 1 MILE (2) W20-5 (48″ X 48″)

FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT (2) R55-1 (36″ X 60″)

MERGE NOW (2) [SPECIAL] (48″ X 48″)

DO NOT PASS (2) R4-1 (48″ X 60″)

RIGHT LANE CLOSED 1/2 MILE (2) W20-5 (48″ X 48″)

REDUCED SPEED AHEAD (2) R2-5A (48″ X 60″)

RIGHT LANE CLOSED 500 FT (2) W20-5 (48″ X 48″)

SPEED LIMIT 55 (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

PORTABLE CHANGEABLE MESSAGE SIGN
PLACE AS DIRECTED BY THE ENGINEER

NOTE:
FOR LANE CLOSURES OTHER THAN
AT THE APPROACH ENDS OF THE CONSTRUCTION ZONE,
LEAVE OUT R55-1 SIGNS.

EAST (2) M3-2 (36″ X 18″)
INTERSTATE 40 (2) M1-1 (36″ X 36″)
SOUTH (2) M3-3 (36″ X 18″)
INTERSTATE 55 (2) M1-1 (36″ X 36″)

EAST (2) M3-2 (36″ X 18″)
INTERSTATE 40 (2) M1-1 (36″ X 36″)
SOUTH (2) M3-3 (36″ X 18″)
INTERSTATE 55 (2) M1-1 (36″ X 36″)
(2) R4-1 (48″ X 60″) DO NOT PASS

RT. LANE CLOSURE

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

MATCH LINE
STAGE IB
HYDRODEMOLITION

TRAFFIC DRUMS @ 55′ O.C.
1080′ DIRECTED LANE TO
CLEAR LT. LANES WORK AREA

WORK ZONE VARIABLE

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

500′

SEE SEPARATE
DETAILS

MATCH LINE

26 TRAFFIC DRUMS

SPEED LIMIT 65 (2) R2-1 (48″ X 60″)

DIVERSION FOR LT. LANE WORK ZONE

MATCH LINE
STAGE IA
HYDRODEMOLITION

TRAFFIC DRUMS @ 55′ O.C.
1080′ DIRECTED LANE TO
CLEAR RT. LANES WORK AREA

WORK ZONE VARIABLE

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

500′

SEE SEPARATE
DETAILS

MATCH LINE

SPEED LIMIT 65 (2) R2-1 (48″ X 60″)

DIVERSION FOR RT. LANE WORK ZONE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGN FOR I-55 SOUTHBOUND

JACOBS

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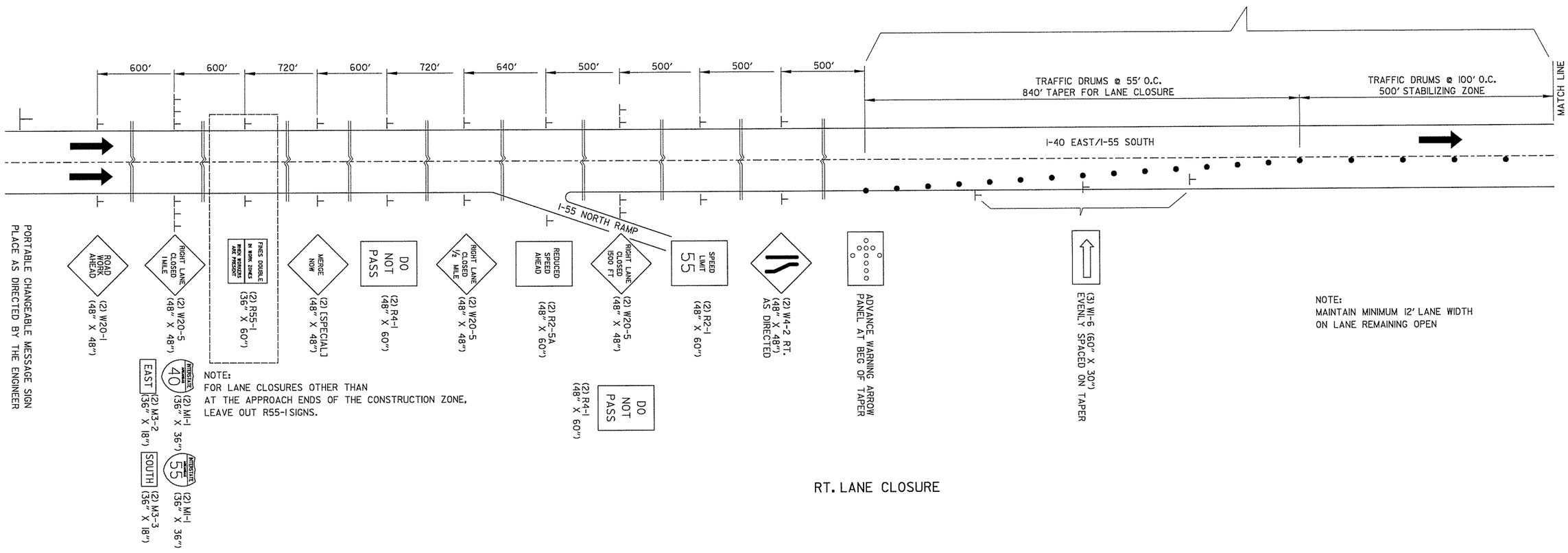
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	26	195

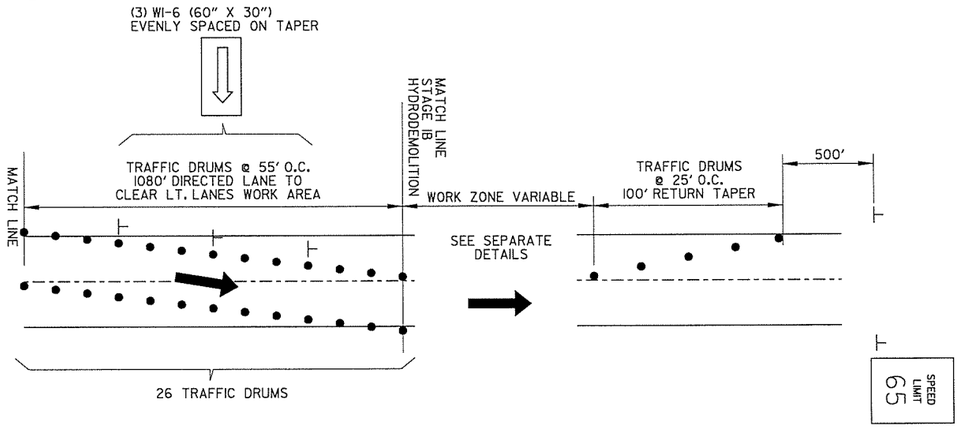
(2) M.O.T. ADVANCE WARNING SIGN FOR I-40 EASTBOUND



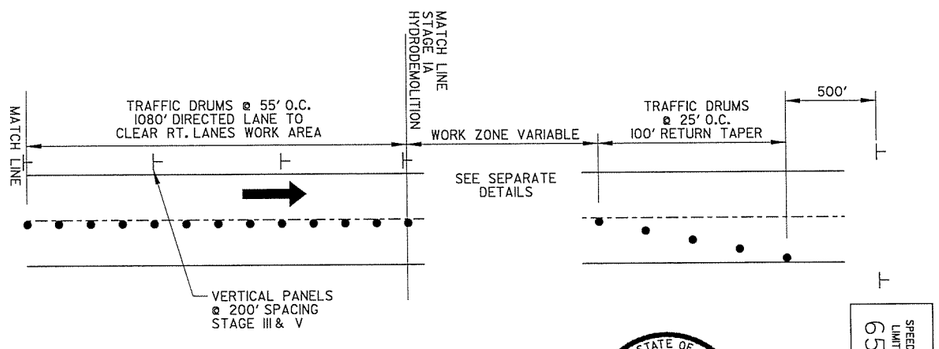
NOTE:
FOR LANE CLOSURES OTHER THAN AT THE APPROACH ENDS OF THE CONSTRUCTION ZONE, LEAVE OUT R55-1 SIGNS.

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

RT. LANE CLOSURE



DIVERSION FOR LT. LANE WORK ZONE



DIVERSION FOR RT. LANE WORK ZONE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

MAINTENACE OF TRAFFIC ADVANCE WARNING SIGN FOR I-40 EASTBOUND

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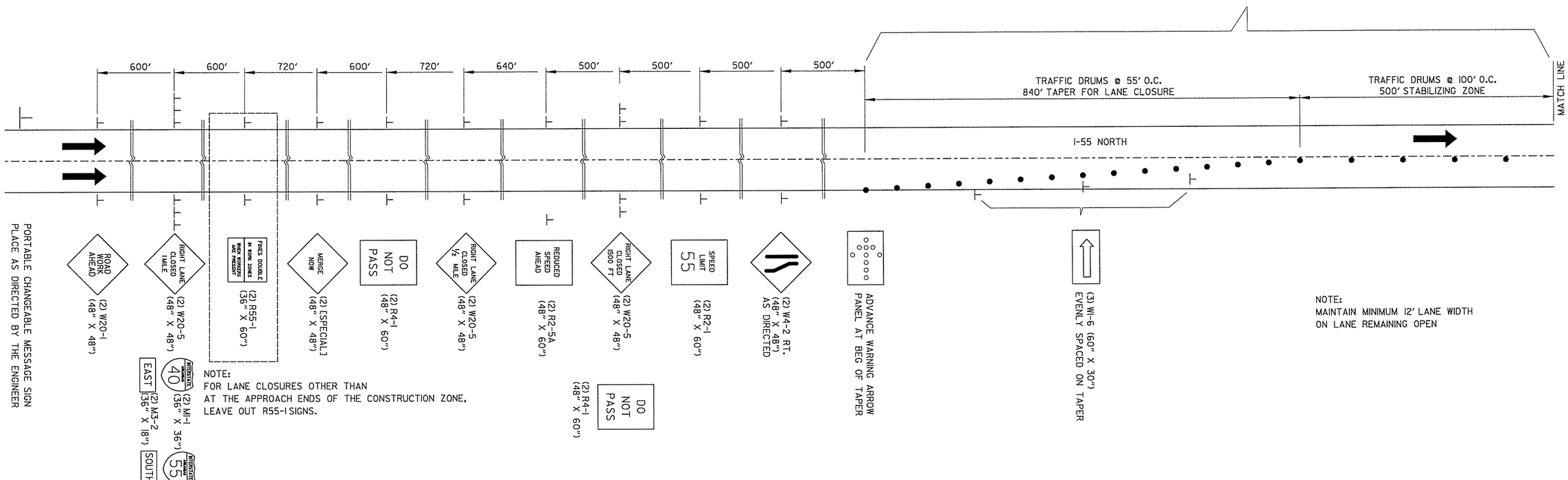
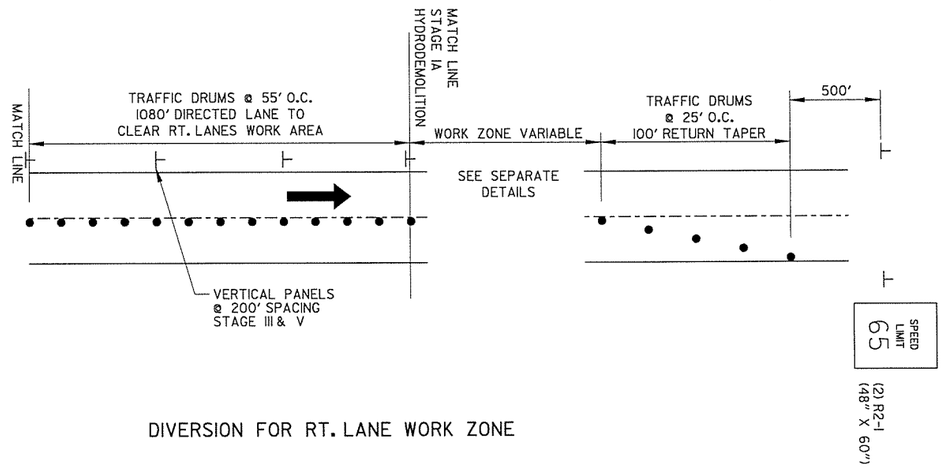
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	27	195
				(2)	M.O.T. ADVANCE WARNING SIGN FOR I-55NB			



NOTE:
FOR LANE CLOSURES OTHER THAN AT THE APPROACH ENDS OF THE CONSTRUCTION ZONE, LEAVE OUT R55-1 SIGNS.

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

RT. LANE CLOSURE



DIVERSION FOR RT. LANE WORK ZONE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGN FOR I-55 NORTHBOUND

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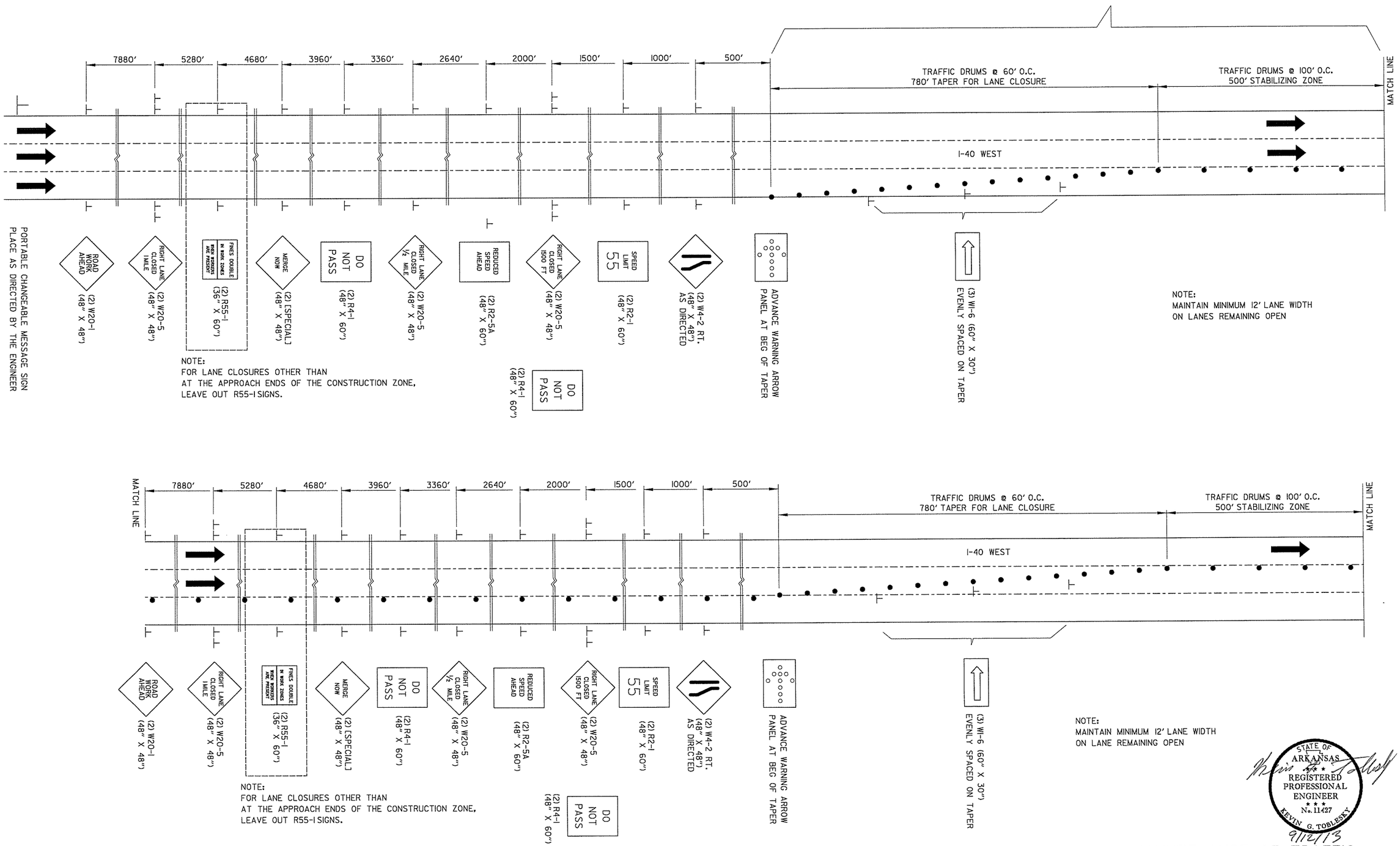
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	28	195
				(2)	M.O.T. ADVANCE WARNING SIGN FOR I-40WB			



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

RT. LANE CLOSURE

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGN FOR I-40 WESTBOUND

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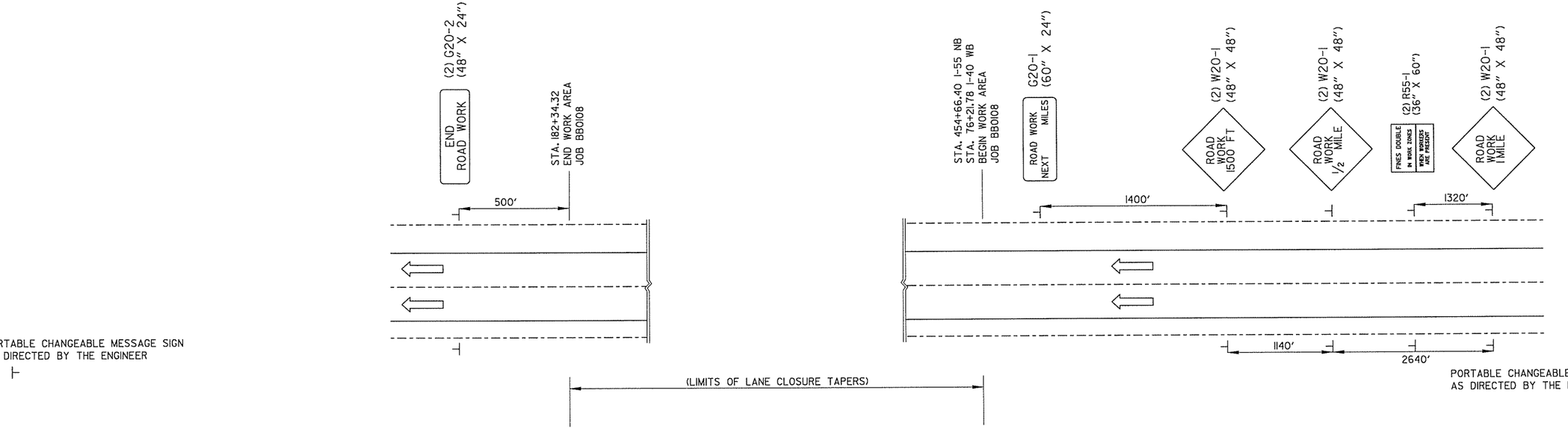
				6	ARK.			
				JOB NO.		BB0108	29	195
				(2)	M.O.T. ADVANCE WARNING SIGN			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

NOTE THAT THESE SIGNS
MAY BE TEMPORARILY REPLACED BY
SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES
WHILE WORK IS UNDERWAY IN THESE AREAS.



NOTE THAT THESE SIGNS
MAY BE TEMPORARILY REPLACED BY
SOME OF THE ADVANCE SIGNS FOR LANE CLOSURES
WHILE WORK IS UNDERWAY IN THESE AREAS.

ADVANCE SIGN AT BEGINNING AND END OF JOB BB0108
ALL STAGES

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGN FOR I-40 AND I-55

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	30	195

(2) M.O.T. WRSF INSTALLATION WORK AREAS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

MATCH LINE B

TOTAL TRAFFIC DRUMS = 37 EACH

500' BUFFER
TRAFFIC DRUMS @ 100' O.C.

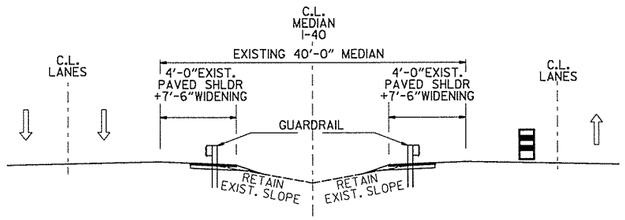
600' FOR WIDENING SHOULDER AND INSTALLING GUARDRAIL
WORK ONLY ONE DIRECTION AT ONE OVERPASS SITE AT A TIME
TRAFFIC DRUMS @ 50' O.C.

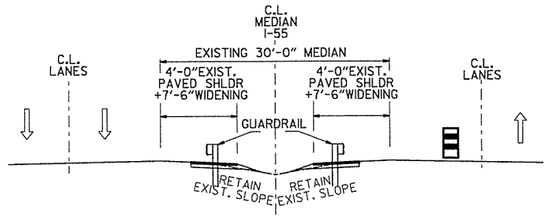
1000' ACCEL. LANE FOR WORK TRUCKS
TRAFFIC DRUMS @ 50' O.C.

EXIST. PAVED SHOULDER

EXIST. PAVED SHOULDER

NOTE:
MAINTAIN MINIMUM 12' LANE WIDTH
ON LANE REMAINING OPEN





MOVABLE WORK ZONE FOR GUARDRAIL INSTALLATION

ROAD WORK AHEAD
(4) W20-1
(48" X 48")
ON ENTRANCE RAMPS

SPEED LIMIT 55

(2) R2-1
(48" X 60")

NOTE: REFER TO SP-MAINTENANCE OF TRAFFIC FOR LANE CLOSURE LIMITATIONS AND RESTRICTIONS.
QUANTITY OF TRAFFIC DRUMS PROVIDED IN THE CONTRACT IS THE MAXIMUM NUMBER REQUIRED
FOR ONE LANE CLOSURE.

MATCH LINE B

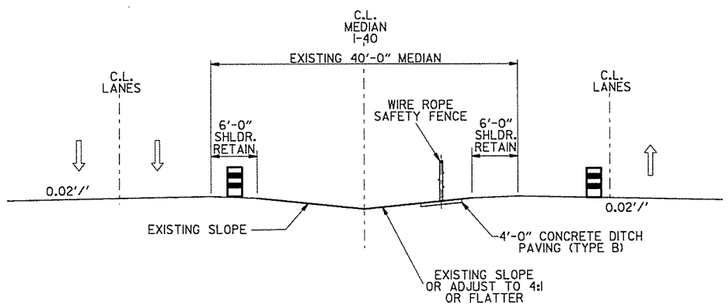
MAX. 2 MILE WORK AREA WILL TAKE 212 TRAFFIC DRUMS EACH SIDE
TRAFFIC DRUMS @ 50' O.C. IN CLOSED LANE
TRAFFIC DRUMS @ 50' O.C. ON OPPOSITE MEDIAN SHOULDER

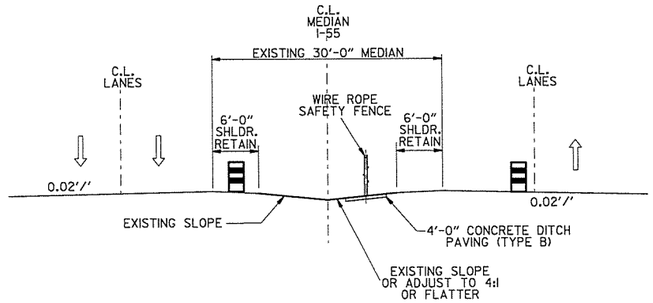
TRAFFIC DRUMS @ 50' O.C. = 20 EACH
1000' ACCEL. LANE FOR WORK TRUCKS

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

INSTALL WIRE ROPE SAFETY FENCE IN MEDIAN

NOTE:
MAINTAIN MINIMUM 12' LANE WIDTH
ON LANE REMAINING OPEN





MOVABLE WORK ZONE FOR WRSF INSTALLATION

SPEED LIMIT 55

(2) R2-1
(48" X 60")

MAINTENANCE OF TRAFFIC WRSF INSTALLATION WORK AREAS

JACOBS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	31	195

(2) M.O.T. ADVANCE WARNING SIGN FOR RT. FRONTAGE RD.

N

0 100 200 FEET

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

EQUATION:
PT 265+16.98 BK. =
POE 195+56.60 AHD.

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

L.T. FRONTAGE RD.

40 WEST-55 NORTH

55 SOUTH-40 EAST

PI 255+95.22

40 EAST-55 NORTH

55 SOUTH-40 WEST

I-40/155

MISSOURI ST. OFF RAMP

RT. FRONTAGE RD.

ROAD WORK AHEAD
W20-1
(48" X 48")

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

PC 244+41.98

STA. 172+50.63
BEGIN FULL DEPTH
RECONSTRUCTION
L.M. 277.76

BURLINGTON NORTHERN RAILROAD

FRONTAGE ROADS CONNECTION

B3126

A3126

OVERHEAD SIGN RETAIN

48'

36'

EQUATION:
164+00.00 BK. =
7+66.00 AHD.

MISSOURI ST. CONNECTION

MISSOURI ST.

ROAD WORK AHEAD
W20-1
(48" X 48")

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGN FRONTAGE RD.

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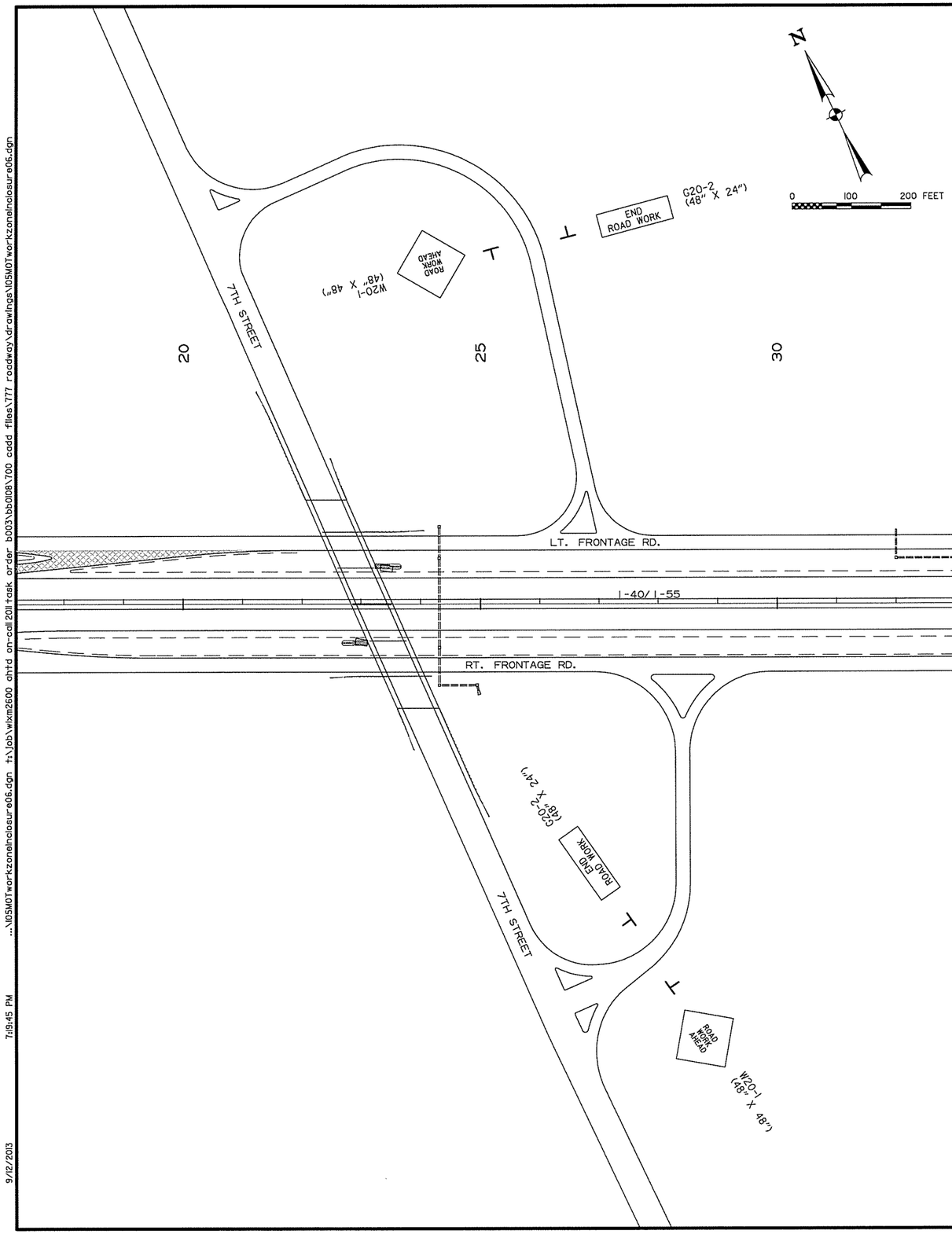
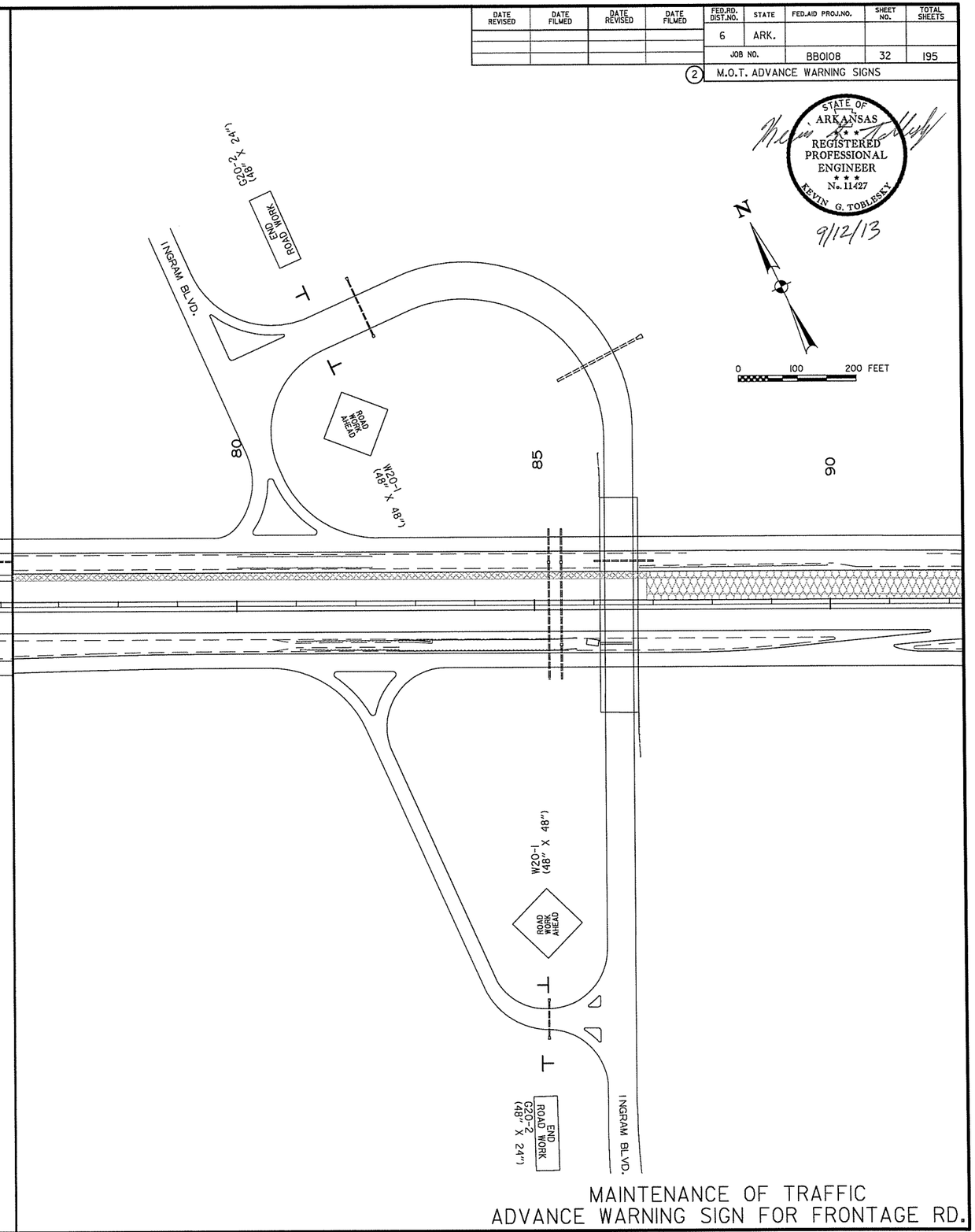
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	32	195

(2) M.O.T. ADVANCE WARNING SIGNS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13





MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGN FOR FRONTAGE RD.

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	33	195

(2) M.O.T. ADVANCE WARNING SIGNS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

W20-1 (48" X 48") ROAD WORK AHEAD

END ROAD WORK

G20-2 (48" X 24")

I-40

LT. FRONTAGE RD.

I-40 WB

I-40 EB

I-55 CONNECTOR

I-55 SB

RT. FRONTAGE RD.

PC 9+49.15

PT 5+09.37

PC 8+72.18

PT 14+71.75

PT 72+32.19

PC 75+98.50

PC 23+06.21

PT 19+84.62

PT 18+44.62

PC 23+89.60

PI 26+92.70

PT EQUATION
STA. 29+90.70 BK. I-55 CONNECTOR=
STA. 417+38.50 AHD. I-55

PI 12+00.36

PI 62+84.59

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGN FOR FRONTAGE RD.

JACOBS

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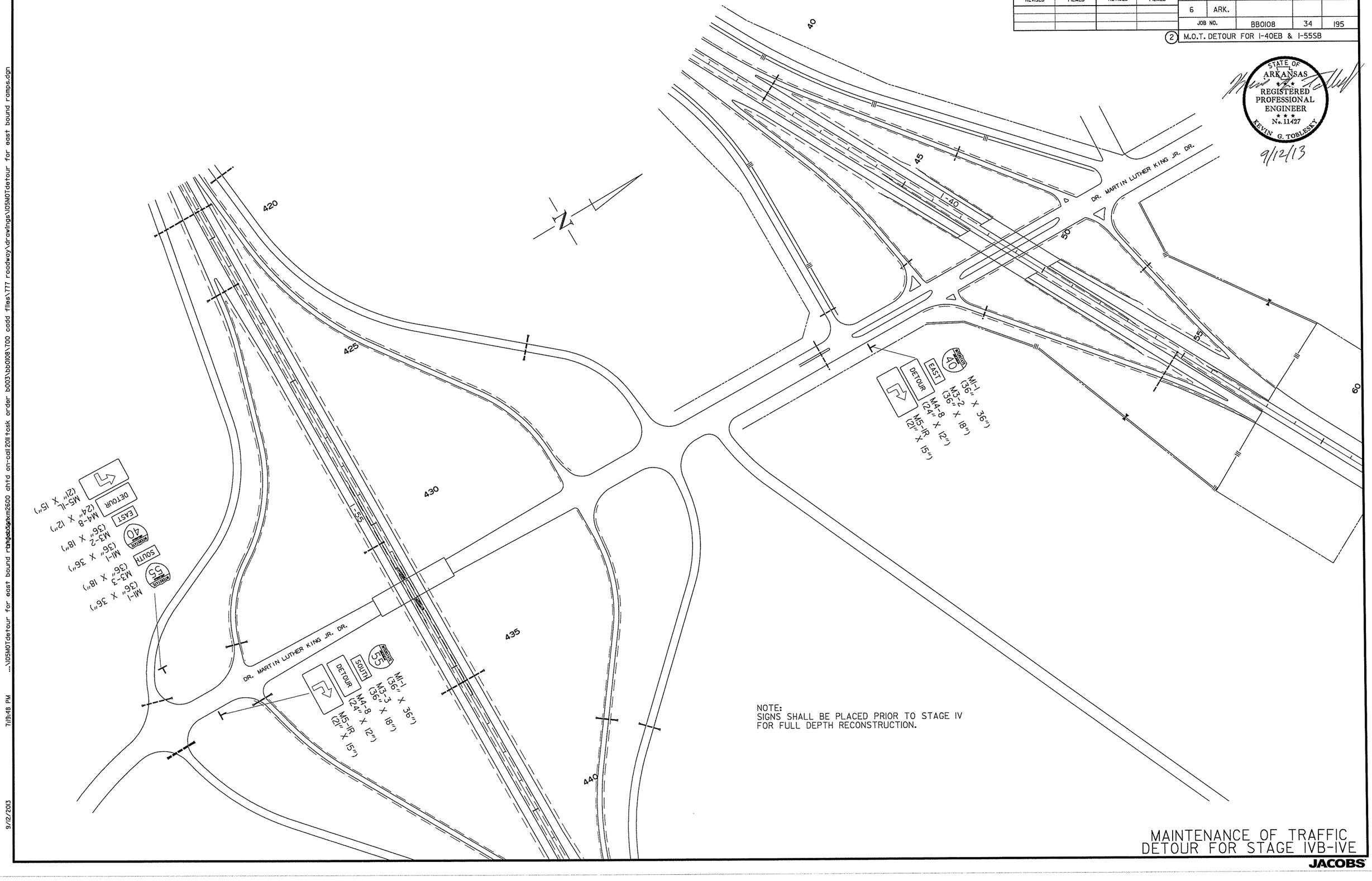
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	34	195
				(2) M.O.T. DETOUR FOR I-40EB & I-55SB				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



NOTE:
SIGNS SHALL BE PLACED PRIOR TO STAGE IV FOR FULL DEPTH RECONSTRUCTION.

MAINTENANCE OF TRAFFIC DETOUR FOR STAGE IVB-IVE

JACOBS

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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.		BB0108	35	195

(2) M.O.T. SEQUENCE OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

SEQUENCE OF CONSTRUCTION:

STAGE I A - HYDRODEMOLITION:
ROUTE I-40 EASTBOUND & I-55 SOUTHBOUND TRAFFIC TO INSIDE LANES THRU CONSTRUCTION ZONE.
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
PROCEED WITH HYDRODEMOLITION FOR A PORTION OF THE MIDDLE LANE BRIDGE DECK.
FOR BRIDGE NO. B5015 ONLY.

STAGE IA I- HYDRODEMOLITION:
RETAIN TRAFFIC TO THE INSIDE THRU CONSTRUCTION ZONE.
RELOCATE PORTION OF TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
PROCEED WITH HYDRODEMOLITION OF MIDDLE AND OUTSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. B5015.
BEGIN HYDRODEMOLITION OF OUTSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. A3126, B5014.
INSTALL WRSF ALONG I-55.

STAGE I B - HYDRODEMOLITION:
ROUTE I-40 EASTBOUND & I-55 SOUTHBOUND TRAFFIC TO OUTSIDE LANES THRU CONSTRUCTION ZONE.
RELOCATE TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
PROCEED WITH HYDRODEMOLITION OF INSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. A3126, B5014, B5015.
INSTALL WRSF ALONG I-40.

STAGE II- HYDRODEMOLITION / CONSTRUCTION OF TEMPORARY RAMP:
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
CONSTRUCT TEMPORARY WESTBOUND EXIT RAMP AT THE MLK INTERCHANGE.
RELOCATE TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.

STAGE II A - HYDRODEMOLITION:
ROUTE I-40 WESTBOUND & I-55 NORTHBOUND TRAFFIC TO INSIDE LANES THRU CONSTRUCTION ZONE.
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
ROUTE WESTBOUND EXIT RAMP TRAFFIC AT THE MLK INTERCHANGE ONTO TEMPORARY RAMP.
PROCEED WITH HYDRODEMOLITION FOR A PORTION OF OUTSIDE BRIDGE DECK AND SHOULDER.
FOR BRIDGE NO. A5015 ONLY.

STAGE II A I- HYDRODEMOLITION:
RETAIN TRAFFIC TO THE INSIDE LANE THRU CONSTRUCTION ZONE.
RELOCATE PORTION OF TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
ROUTE WESTBOUND EXIT RAMP TRAFFIC AT THE MLK INTERCHANGE ONTO THE EXISTING RAMP.
PROCEED WITH HYDRODEMOLITION OF OUTSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. A5015.
BEGIN HYDRODEMOLITION OF OUTSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. B3126, A5014.

STAGE II B - HYDRODEMOLITION:
ROUTE I-40 WESTBOUND & I-55 NORTHBOUND TRAFFIC TO OUTSIDE LANES THRU CONSTRUCTION ZONE.
RELOCATE TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
PROCEED WITH HYDRODEMOLITION OF INSIDE BRIDGE DECK AND SHOULDER BRIDGE NO. B3126, A5014, A5015.

NOTE: HYDRODEMOLITION SHALL BE COMPLETE BEFORE ANY OTHER WORK HAS BEGUN.

SEQUENCE OF CONSTRUCTION:

STAGE III A - FULL DEPTH RECONSTRUCTION:
ROUTE I-40 WESTBOUND & I-55 NORTHBOUND TRAFFIC TO INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCT PORTIONS OF THE OUTSIDE LANE, SHOULDER, APPROACH SLAB AND GUTTER.

STAGE III B - FULL DEPTH RECONSTRUCTION:
RETAIN TRAFFIC TO THE INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
RELOCATE PORTIONS OF P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCT REMAINING PORTIONS OF OUTSIDE LANE AND SHOULDER.

STAGE III C - FULL DEPTH RECONSTRUCTION:
ROUTE TRAFFIC TO THE OUTSIDE LANE AND SHOULDER THRU CONSTRUCTION ZONE.
RELOCATE P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCTION INSIDE LANE AND APPROACH SLAB.

STAGE IV A - FULL DEPTH RECONSTRUCTION:
ROUTE I-40 EASTBOUND & I-55 SOUTHBOUND TRAFFIC TO INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
CONSTRUCT TEMPORARY RAMP.

STAGE IV B - FULL DEPTH RECONSTRUCTION:
RETAIN TRAFFIC TO THE INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
INSTALL TEMPORARY P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCT THE OUTSIDE LANE, SHOULDER, RAMPS, APPROACH SLAB AND GUTTER.
CONSTRUCT FOOTING FOR OVERHEAD SIGN STRUCTURES, PLACE GUARDRAIL.

STAGE IV C - FULL DEPTH RECONSTRUCTION:
RETAIN TRAFFIC TO THE INSIDE SHOULDER AND LANE THRU CONSTRUCTION ZONE.
RELOCATE PORTIONS OF P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCT REMAINING PORTIONS OF OUTSIDE LANE AND SHOULDER.
CONSTRUCT FOOTING FOR OVERHEAD SIGN STRUCTURES, PLACE GUARDRAIL.

STAGE IV D - FULL DEPTH RECONSTRUCTION:
ROUTE TRAFFIC TO THE OUTSIDE LANE AND SHOULDER THRU CONSTRUCTION ZONE.
RELOCATE P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCTION INSIDE LANE AND APPROACH SLAB.
REMOVE EXISTING MEDIAN BARRIER WALL, CONSTRUCT FOOTING FOR OVERHEAD
SIGN STRUCTURE AND NEW MEDIAN BARRIER WALL.

STAGE IV E - FULL DEPTH RECONSTRUCTION:
RETAIN TRAFFIC TO THE OUTSIDE LANE AND SHOULDER THRU CONSTRUCTION ZONE.
RELOCATE PORTIONS OF P.C.C. BARRIER WALL AND TRAFFIC DRUMS.
RECONSTRUCT REMAINING PORTIONS OF OUTSIDE LANE AND SHOULDER.
INSTALL AND RELOCATE OVERHEAD SIGN STRUCTURES.

PERMANENT PAVEMENT MARKING
INSTALL PERMANENT PAVEMENT MARKINGS THROUGH PROJECT.

NOTE: SIMILAR STAGES MAY BE WORKED ON SIMULTANIOUSLY.
PRIOR APPROVAL SHALL BE MADE BY THE ENGINEER.

MAINTENANCE OF TRAFFIC
SEQUENCE OF CONSTRUCTION

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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.		BB0108	36	195

(2) MOT - STAGE IA - HYDRODEMOLITION

N

0 100 200 FEET

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

M.O.T. MATCH LINE

YELLOW 4" EDGE LINE

WHITE 4" EDGE LINE

SPECIAL END UNIT

I-40/155

MISSOURI ST. OFF RAMP

RT. FRONTAGE RD.

(2) W4-3R (36" X 36")

TRAFFIC DRUMS 63 @ 55' O.C.

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

6'-0" SHLD. | 12'-0" LANE | VAR. WIDTH LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

55 SOUTH-40 EAST

40 EAST-55 NORTH

55 SOUTH-40 WEST

PI 255+95.22

PC 244+41.98

℄ I-40

LT. FRONTAGE RD.

40 WEST-55 NORTH

TEMPORARY P.C.C. BARRIER WALL 1313 LIN. FT.

EQUATION: 164+00.00 BK. = 7+66.00 AHD.

BURLINGTON NORTHERN RAILROAD

B3126

A3126

WHITE 4" EDGE LINE

YELLOW 4" EDGE LINE

FRONTAGE ROADS CONNECTION

I-40/155

LT. FRONTAGE RD.

RT. FRONTAGE RD.

YELLOW 4" EDGE LINE

WHITE 4" EDGE LINE

TRAFFIC DRUMS 26 @ 55' O.C.

TRAFFIC DRUMS 12 @ 110' O.C.

(2) W1-4bR (36" X 36")

11'-0" LANE | 11'-0" LANE | 2'-0" | 26'-0" | 2'-0"

BRIDGE PARAPET (TYP.)

PRECAST CONCRETE BARRIER WALL

SECTION B-B

MISSOURI ST. CONNECTION

MISSOURI ST.

RAILROAD

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 190+00	TO STA. 165+00	YELLOW 4' EDGE LINE	= 2500 LIN. FT.
STA. 190+00	TO STA. 164+00	WHITE 4' SKIP LINE	= 650 LIN. FT.
STA. 190+00	TO STA. 185+00	WHITE 4' EDGE LINE	= 500 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 190+00	TO STA. 165+00	YELLOW 4' EDGE LINE	= 2710 LIN. FT.
STA. 264+55	TO STA. 165+00	WHITE 4' EDGE LINE	= 5316 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WALL
STA. 184+55 TO STA. 171+42 = 1313 LIN. FT.

N

0 100 200 FEET

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION C-C

MAINTENACE OF TRAFFIC STAGE IA - HYDRODEMOLITION

JACOBS

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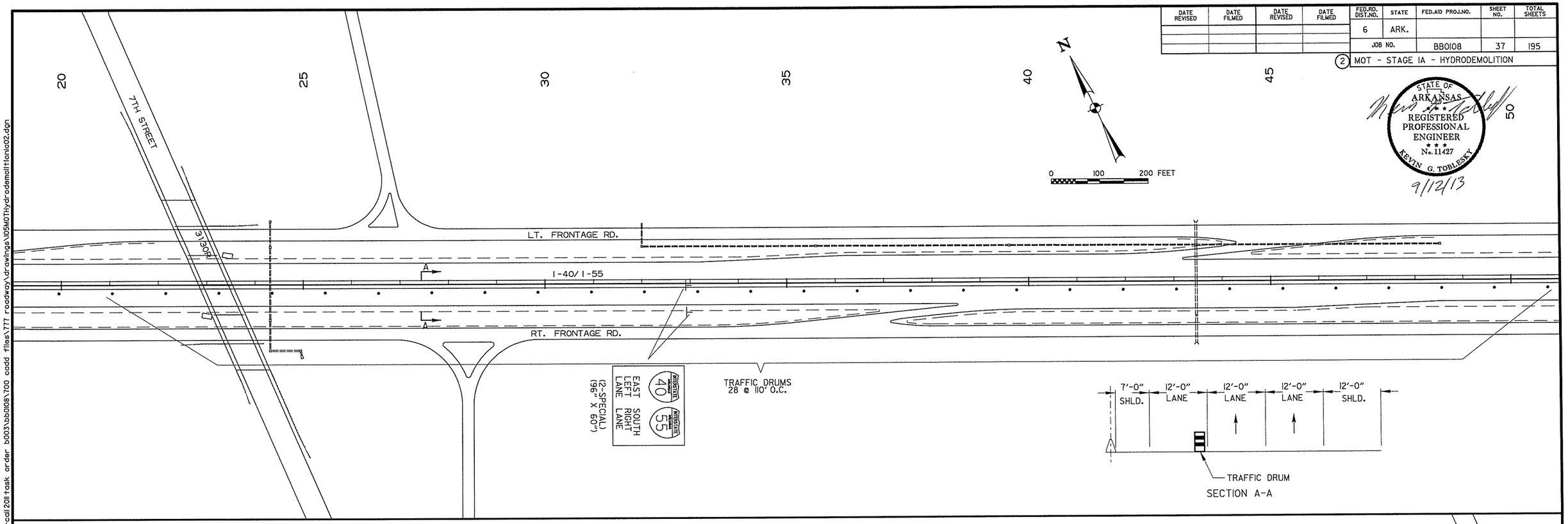
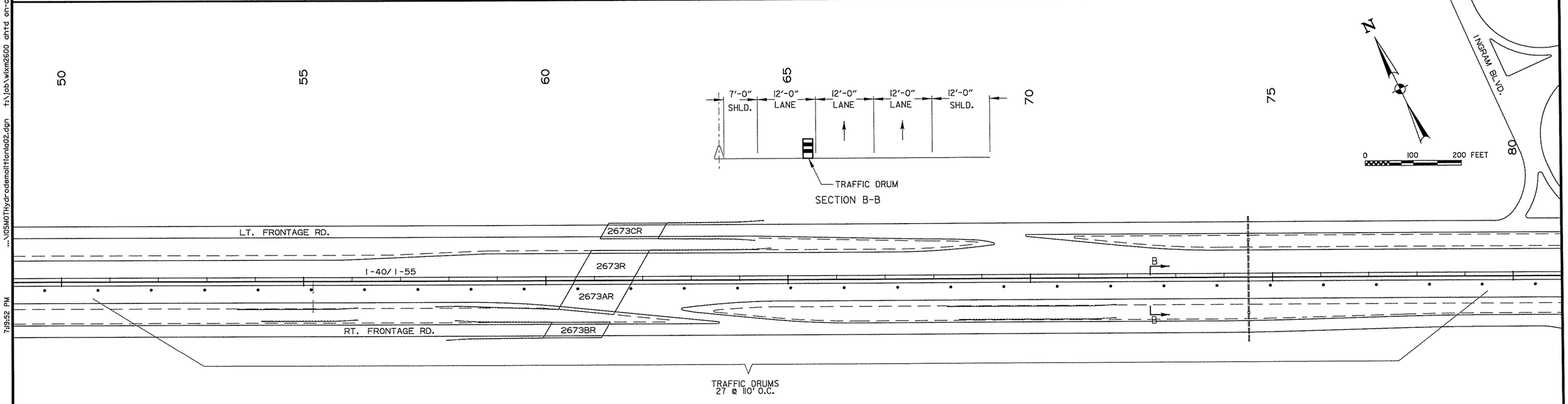
				6	ARK.			
				JOB NO.		B80108	37	195

(2) MOT - STAGE IA - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13





MAINTENANCE OF TRAFFIC
STAGE IA - HYDRODEMOLITION

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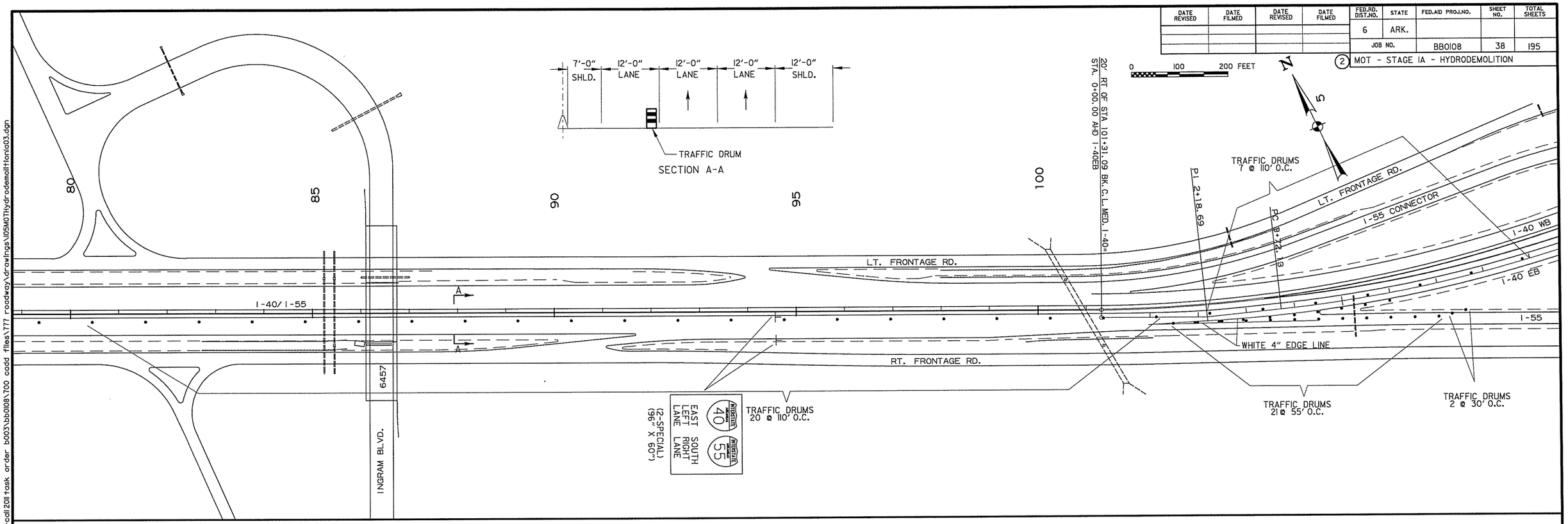
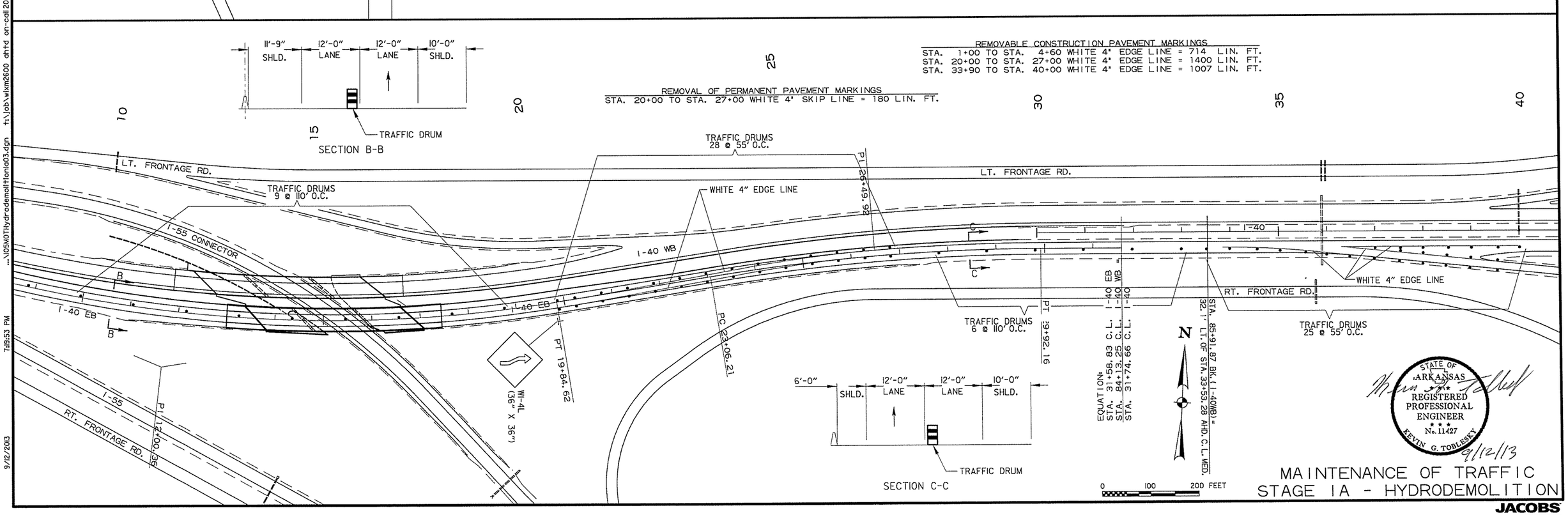
				6	ARK.			
				JOB NO.		B80108	38	195

(2) MOT - STAGE IA - HYDRODEMOLITION





MAINTENANCE OF TRAFFIC STAGE IA - HYDRODEMOLITION

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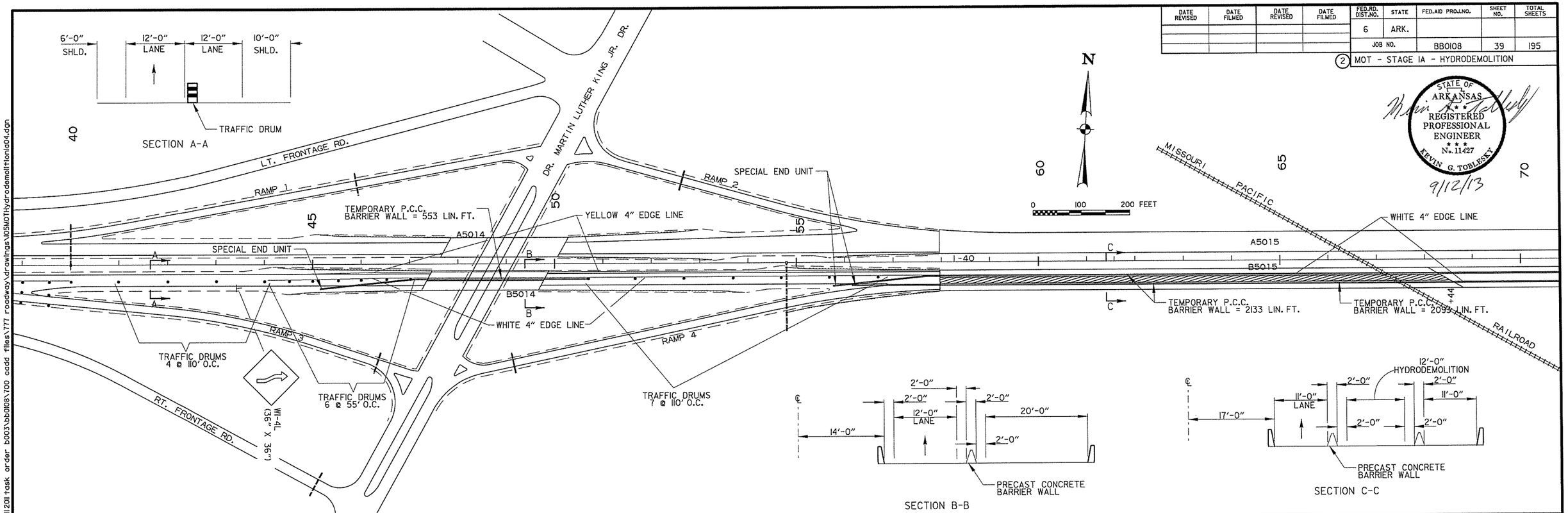
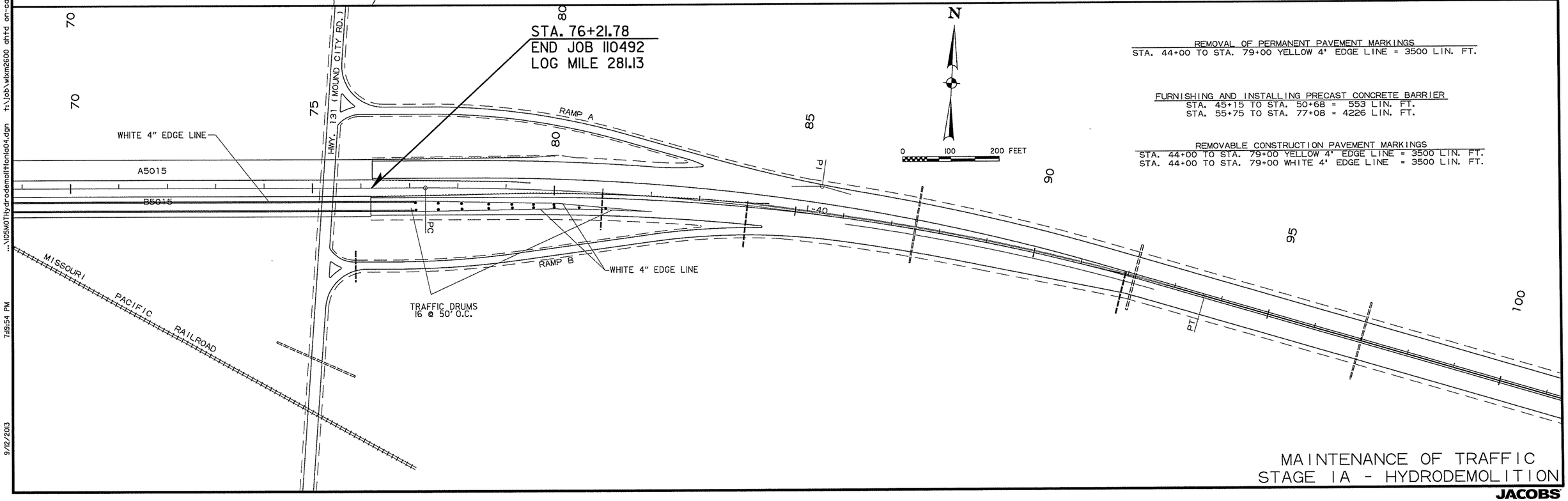
				6	ARK.			
				JOB NO.		BB0108	39	195

(2) MOT - STAGE IA - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13





REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 44+00 TO STA. 79+00 YELLOW 4" EDGE LINE = 3500 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 45+15 TO STA. 50+68 = 553 LIN. FT.
STA. 55+75 TO STA. 77+08 = 4226 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 44+00 TO STA. 79+00 YELLOW 4" EDGE LINE = 3500 LIN. FT.
STA. 44+00 TO STA. 79+00 WHITE 4" EDGE LINE = 3500 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE IA - HYDRODEMOLITION

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				6	ARK.			
				JOB NO.		BB0108	40	195

(2) MOT - STAGE IA1 - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

EQUATION:
PT 265+16.98 BK. =
POE 195+56.60 AHD.

260 255 250 195 190 185

PI 255+95.22

55 SOUTH-40 EAST

40 WEST-55 NORTH

55 SOUTH-40 WEST

40 EAST-55 NORTH

℄ I-40

PC 244+41.98

LT. FRONTAGE RD.

RT. FRONTAGE RD.

YELLOW 4" EDGE LINE

WHITE 4" EDGE LINE

SPECIAL END UNIT

I-40/155

MISSOURI ST. OFF RAMP

(2) W4-3R
(36" X 36")

TRAFFIC DRUMS
63 @ 55' O.C.

6'-0" SHLD. | 12'-0" LANE | VAR. WIDTH LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

TEMPORARY P.C.C. BARRIER WALL 1313 LIN. FT.

180 175 170 165 10 15 20

(3) W1-8
(18" X 24")
EVENLY SPACED

EQUATION:
164+00.00 BK. =
7+66.00 AHD.

BURLINGTON NORTHERN RAILROAD

B3126

A3126

WHITE 4" EDGE LINE

YELLOW 4" EDGE LINE

FRONTAGE ROADS CONNECTION

I-40/155

LT. FRONTAGE RD.

RT. FRONTAGE RD.

YELLOW 4" EDGE LINE

WHITE 4" EDGE LINE

TRAFFIC DRUMS
26 @ 55' O.C.

TRAFFIC DRUMS
12 @ 110' O.C.

MISSOURI ST. CONNECTION

MISSOURI ST.

(2) W1-4bR
(36" X 36")

11'-0" LANE | 11'-0" LANE | 2'-0" | 26'-0" HYDRODEMOLITION | 2'-0"

BRIDGE PARAPET (TYP.)

PRECAST CONCRETE BARRIER WALL

SECTION B-B

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IA
STA. 190+00 TO STA. 165+00 YELLOW 4' EDGE LINE = 2500 LIN. FT.
STA. 190+00 TO STA. 164+00 WHITE 4' SKIP LINE = 650 LIN. FT.
STA. 190+00 TO STA. 185+00 WHITE 4' EDGE LINE = 500 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IA
STA. 190+00 TO STA. 165+00 YELLOW 4' EDGE LINE = 2710 LIN. FT.
STA. 264+55 TO STA. 165+00 WHITE 4' EDGE LINE = 5316 LIN. FT.

N

0 100 200 FEET

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION C-C

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WALL - FROM STAGE IA
STA. 184+55 TO STA. 171+42 = 1313 LIN. FT.

MAINTENACE OF TRAFFIC STAGE IA1 - HYDRODEMOLITION

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	41	195

(2) MOT - STAGE 1A1 - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

20 25 30 35 40 45 50

7TH STREET

3130R

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

A

A

N

0 100 200 FEET

TRAFFIC DRUMS
28 @ 110' O.C.

(2-SPECIAL)
(96" X 60")
EAST LEFT LANE
SOUTH RIGHT LANE
I-40 EASTBOUND
I-55 SOUTHBOUND

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

50 55 60 65 70 75 80

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION B-B

N

INGRAM BLVD.

0 100 200 FEET

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

2673CR

2673R

2673AR

2673BR

B

B

TRAFFIC DRUMS
27 @ 110' O.C.

MAINTENANCE OF TRAFFIC
STAGE 1A1 - HYDRODEMOLITION

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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.		BB0108	42	195

(2) MOT - STAGE IAI - HYDRODEMOLITION

0 100 200 FEET

N

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

11'-9" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION B-B

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION C-C

80 85 90 95 100 10 15 20 25 30 35 40

20' RT OF STA 101+31.09 BK. C.L. MED. I-40= STA. 0+00.00 AHD I-40EB

INGRAM BLVD. 6457

I-40/I-55

LT. FRONTAGE RD.

RT. FRONTAGE RD.

I-55 CONNECTOR

I-40 WB

I-40 EB

I-55

I-40

PI 2+18.69

PC 8+22.13

PI 12+00.36

PC 23+06.21

PT 19+84.62

PI 26+49.92

PT 29+92.16

TRAFFIC DRUMS 7 @ 110' O.C.

TRAFFIC DRUMS 20 @ 110' O.C.

TRAFFIC DRUMS 21 @ 55' O.C.

TRAFFIC DRUMS 2 @ 30' O.C.

TRAFFIC DRUMS 28 @ 55' O.C.

TRAFFIC DRUMS 9 @ 110' O.C.

TRAFFIC DRUMS 6 @ 110' O.C.

TRAFFIC DRUMS 25 @ 55' O.C.

WHITE 4" EDGE LINE

WI-4L (36" X 36")

EAST LEFT LANE — SOUTH RIGHT LANE (2-SPECIAL) (96" X 60")

INTERSTATE 40 INTERSTATE 55

EQUATION: STA. 31+58.83 C.L. I-40 EB = STA. 84+13.25 C.L. I-40 WB = STA. 31+74.66 C.L. I-40

STA. 85+91.87 BK. (I-40WB) = 32.1' LT. OF STA. 33+53.28 AHD. C.L. MED.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IA

STA. 1+00 TO STA. 4+60 WHITE 4" EDGE LINE = 714 LIN. FT.
STA. 20+00 TO STA. 27+00 WHITE 4" EDGE LINE = 1400 LIN. FT.
STA. 33+90 TO STA. 40+00 WHITE 4" EDGE LINE = 1007 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IA

STA. 20+00 TO STA. 27+00 WHITE 4" SKIP LINE = 180 LIN. FT.

STATE OF ARKANSAS
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9/12/13

MAINTENANCE OF TRAFFIC STAGE IA1 - HYDRODEMOLITION

JACOBS

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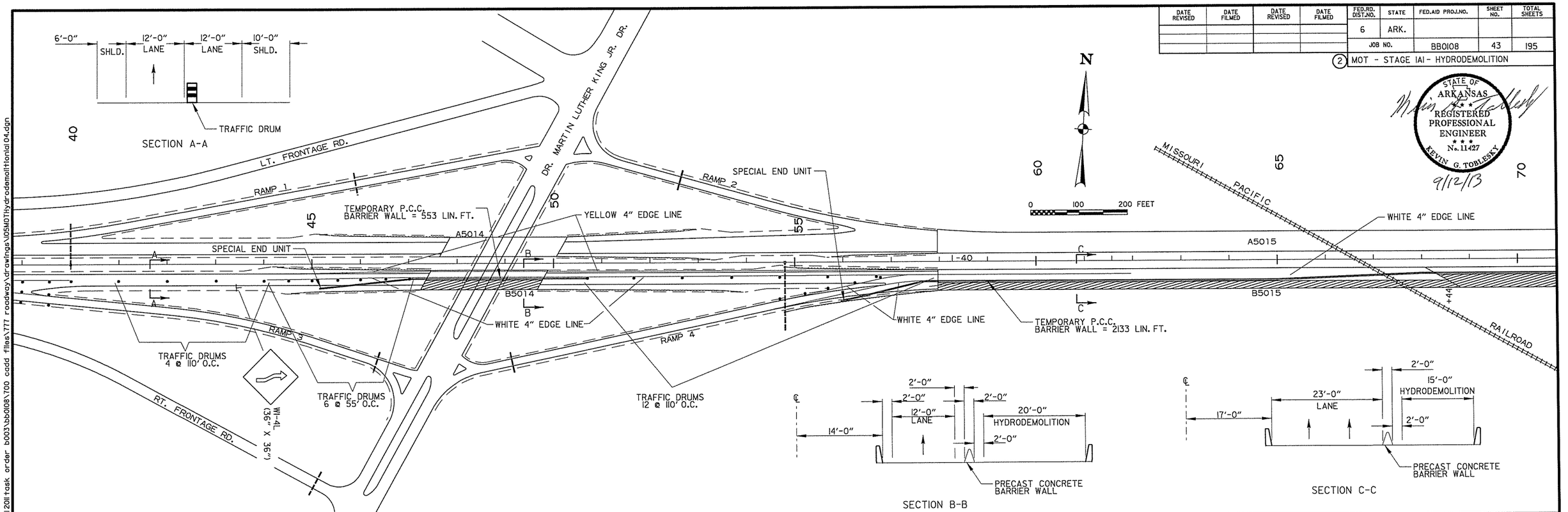
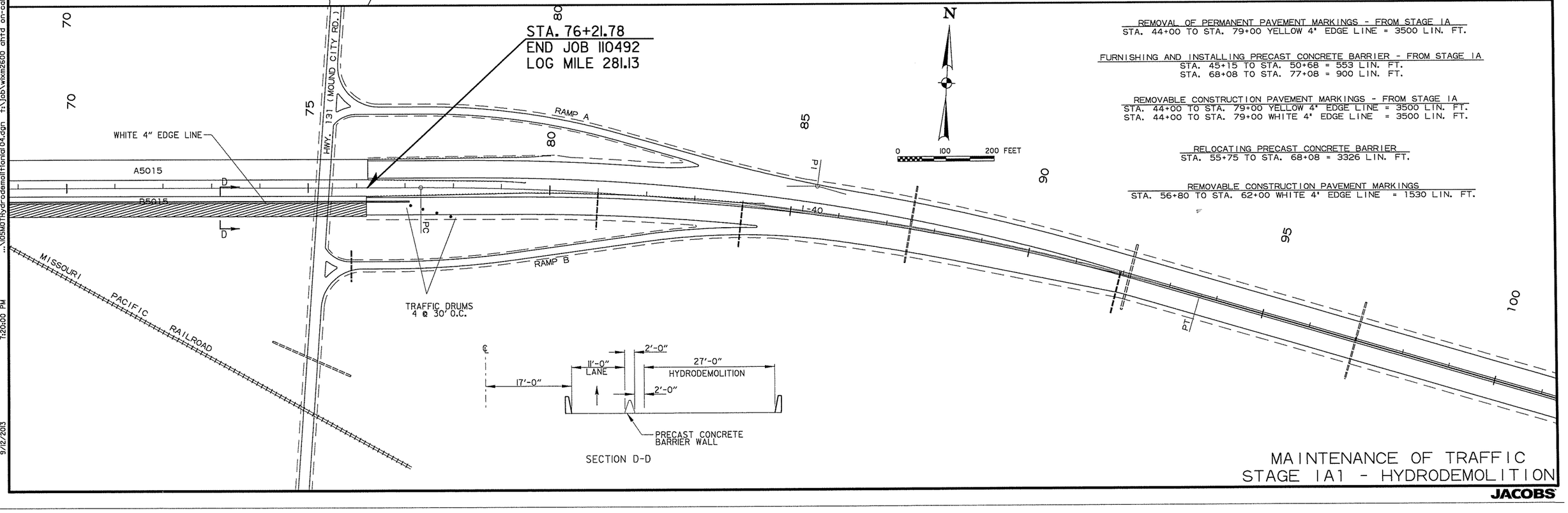
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	43	195

(2) MOT - STAGE 1A1 - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13





REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE 1A
STA. 44+00 TO STA. 79+00 YELLOW 4" EDGE LINE = 3500 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER - FROM STAGE 1A
STA. 45+15 TO STA. 50+68 = 553 LIN. FT.
STA. 68+08 TO STA. 77+08 = 900 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE 1A
STA. 44+00 TO STA. 79+00 YELLOW 4" EDGE LINE = 3500 LIN. FT.
STA. 44+00 TO STA. 79+00 WHITE 4" EDGE LINE = 3500 LIN. FT.

RELOCATING PRECAST CONCRETE BARRIER
STA. 55+75 TO STA. 68+08 = 3326 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 56+80 TO STA. 62+00 WHITE 4" EDGE LINE = 1530 LIN. FT.

MAINTENANCE OF TRAFFIC
STAGE 1A1 - HYDRODEMOLITION

JACOBS

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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.		BB0108	44	195

(2) MOT - STAGE IA1 - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

23+06.21

PT 19+84.62

TRAFFIC DRUMS
110 @ 50'

N

0 100 200 FEET

I-55 NORTHBOUND

I-55 SOUTHBOUND

TRAFFIC DRUMS
5 @ 100'

420 425 430 435

N

TRAFFIC DRUMS
99 @ 50'

0 100 200 FEET

435 440 445 PC 448+31.10 450 455 460 465

TRAFFIC DRUMS
5 @ 100'

PT 460+07.70

I-55 NORTHBOUND

I-55 SOUTHBOUND

PI 454+19.92

MAINTENANCE OF TRAFFIC
STAGE IA1 - HYDRODEMOLITION

JACOBS

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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.		BB0108	45	195

(2) MOT - STAGE IB - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEN
9/12/13

N

0 100 200 FEET

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

EQUATION: 164+00.00 BK. = 7+66.00 AHD.

255 PT 255+95.22

PC 244+41.98

55 SOUTH-40 WEST

40 EAST-55 NORTH

55 SOUTH-40 EAST

40 WEST-55 NORTH

℄ I-40

LT. FRONTAGE RD.

RT. FRONTAGE RD.

M.O.T. MATCH LINE

M.O.T. MATCH LINE

YELLOW 4" EDGE LINE

WHITE 4" EDGE LINE

SPECIAL END UNIT

I-40/155

MISSOURI ST. OFF RAMP

(2) W1-4R (36" X 36")

(2) W4-3R (36" X 36")

TRAFFIC DRUMS
56 @ 55' O.C.

6'-0" SHLD. | 12'-0" LANE | VAR. WIDTH LANE | VAR. WIDTH SHLD.

TRAFFIC DRUM

SECTION A-A

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

TEMPORARY P.C.C. BARRIER WALL 1313 LIN. FT.

BURLINGTON NORTHERN RAILROAD

FRONTAGE ROADS CONNECTION

B3126

A3126

I-40/155

LT. FRONTAGE RD.

RT. FRONTAGE RD.

MISSOURI ST. CONNECTION

MISSOURI ST.

(3) W1-8 (18" X 24")

(2) W1-4BL (36" X 36")

TRAFFIC DRUMS
14 @ 50' O.C.

RELOCATING PRECAST CONCRETE BARRIER WALL
STA. 184+55 TO STA. 171+42 = 1313 LIN. FT.

TRAFFIC DRUMS
16 @ 110' O.C.

2'-0" | 26'-0" HYDRODEMOLITION | 2'-0" | 11'-0" LANE | 11'-0" LANE

PRECAST CONCRETE BARRIER WALL

SECTION A-A

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION B-B

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 187+70 TO STA. 182+34 WHITE 4" EDGE LINE = 536 LIN. FT.
STA. 190+00 TO STA. 182+34 WHITE 4" SKIP LINE = 190 LIN. FT.
STA. 186+00 TO STA. 185+00 WHITE 4" EDGE LINE = 100 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 186+00 TO STA. 171+40 WHITE 4" EDGE LINE = 3623 LIN. FT.
STA. 264+55 TO STA. 171+40 YELLOW 4" EDGE LINE = 2393 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE IB - HYDRODEMOLITION

JACOBS

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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.		BB0108	46	195

(2) MOT - STAGE IB - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

20 25 30 35 40 45 50

7TH STREET

3130R

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

A

A

N

0 100 200 FEET

EAST LEFT LANE
SOUTH RIGHT LANE
(2-SPECIAL)
(96" X 60")

TRAFFIC DRUMS
28 @ 110' O.C.

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

50 55 60 65 70 75 80

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION B-B

N

0 100 200 FEET

INGRAM BLVD.

LT. FRONTAGE RD.

2673CR

2673R

I-40/I-55

2673AR

RT. FRONTAGE RD.

2673BR

B

B

TRAFFIC DRUMS
27 @ 110' O.C.

MAINTENANCE OF TRAFFIC
STAGE IB - HYDRODEMOLITION

JACOBS

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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.		BB0108	47	195

(2) MOT - STAGE IB - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESSY
9/12/13

0 100 200 FEET

N

7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 12'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

STA. 0+00.00 AHD I-40EB

20' RT OF STA 101+31.09 BK. C.L. MED. I-40=

80 85 90 95 100

TRAFFIC DRUMS 7 @ 110' O.C.

PI 2+18.69

PC 8+12.19

LT. FRONTAGE RD.

I-55 CONNECTOR

I-40 WB

I-40 EB

LT. FRONTAGE RD.

I-40/I-55

A

WHITE 4" EDGE LINE

RT. FRONTAGE RD.

INGRAM BLVD.

6457

EAST LEFT LANE | SOUTH RIGHT LANE

(2-SPECIAL) (96" X 60")

TRAFFIC DRUMS 21 @ 110' O.C.

TRAFFIC DRUM 19 @ 55' O.C.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IA
STA. 1+00 TO STA. 4+60 WHITE 4' EDGE LINE = 714 LIN. FT.

12'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION B-B

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 20+00 TO STA. 27+00 WHITE 4' SKIP LINE = 180 LIN. FT.

10 15 20 25 30 30 35 40

ADDITIONAL TRAFFIC DRUMS TO BE PLACED ALONG WESTBOUND INSIDE SHOULDER FOR INSTALLATION OF WRSF 600 @ 50' O.C.

TRAFFIC DRUMS 30 @ 110' O.C.

PT 26+49.92

LT. FRONTAGE RD.

I-55 CONNECTOR

I-40 WB

I-40 EB

I-40

RT. FRONTAGE RD.

PT 19+84.62

PC 23+06.21

PT 29+92.16

EQUATION:
STA. 31+58.83 C.L. I-40 EB =
STA. 84+13.25 C.L. I-40 WB
STA. 31+74.66 C.L. I-40

I-55

RT. FRONTAGE RD.

PI 21+00.96

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION C-C

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IB - HYDRODEMOLITION

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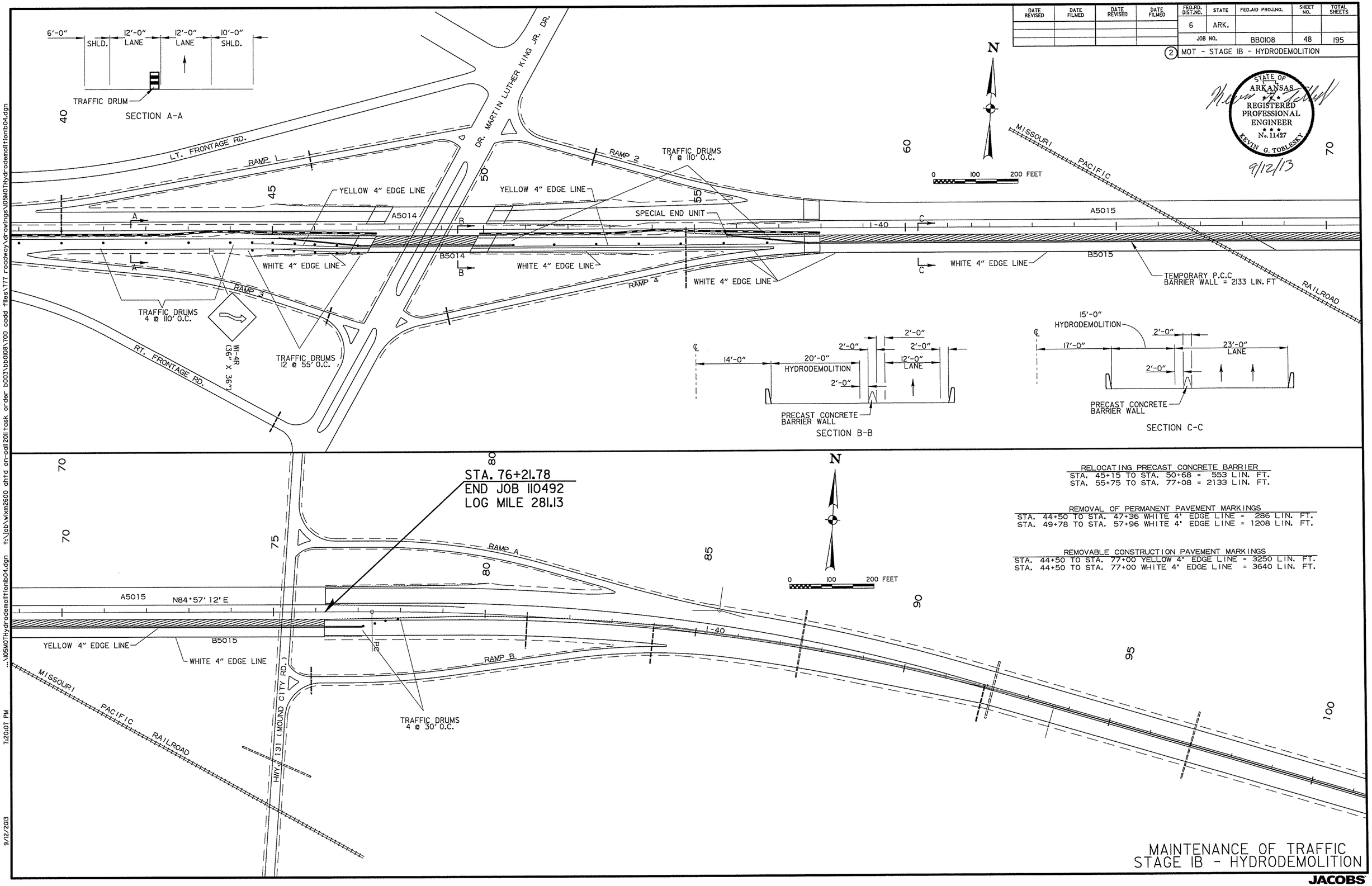
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	48	195

(2) MOT - STAGE IB - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



RELOCATING PRECAST CONCRETE BARRIER
STA. 45+15 TO STA. 50+68 = 553 LIN. FT.
STA. 55+75 TO STA. 77+08 = 2133 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 44+50 TO STA. 47+36 WHITE 4' EDGE LINE = 286 LIN. FT.
STA. 49+78 TO STA. 57+96 WHITE 4' EDGE LINE = 1208 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 44+50 TO STA. 77+00 YELLOW 4' EDGE LINE = 3250 LIN. FT.
STA. 44+50 TO STA. 77+00 WHITE 4' EDGE LINE = 3640 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE IB - HYDRODEMOLITION

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	49	195

(2) MOT - STAGE II - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | SHLD.

TEMPORARY P.C.C. BARRIER WALL

SECTION A-A

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 54+56 TO STA. 56+47 = 540 LIN. FT.

TEMPORARY P.C.C. BARRIER WALL

TEMPORARY IMPACT ATTENUATION BARRIER

4'-0" SHLD. | 15'-0" LANE | SHLD.

TEMPORARY P.C.C. BARRIER WALL

SECTION B-B

STA. 76+21.78
END JOB 110492
LOG MILE 281.13

N

0 100 200 FEET

LT. FRONTAGE RD.
RT. FRONTAGE RD.
DR. MARTIN LUTHER KING JR. DR.
RAMP 1
RAMP 2
RAMP 3
RAMP 4
RAMP A
RAMP B
I-40
A5014
B5014
A5015
B5015
MISSOURI PACIFIC RAILROAD
HWY. 131 (MOUND CITY RD.)
PC

MAINTENANCE OF TRAFFIC
STAGE II - HYDRODEMOLITION

JACOBS

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	50	195

(2) MOT - STAGE IIA - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

N

0 100 200 FEET

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

TRAFFIC DRUMS
2 @ 30' O.C.

TRAFFIC DRUMS
8 @ 55' O.C.

MISSOURI ST. OFF RAMP

(2) WI-4bR
(36" X 36")

I-40/I55

LT. FRONTAGE RD.

40 WEST-55 NORTH

55 SOUTH-40 EAST

PI 255+95.22

40 EAST-55 NORTH

55 SOUTH-40 WEST

℄ I-40

RT. FRONTAGE RD.

PC 244+41.98

TEMPORARY P.C.C. BARRIER WALL

BURLINGTON NORTHERN RAILROAD

B3126

A3126

FRONTAGE ROADS CONNECTION

MISSOURI ST. CONNECTION

MISSOURI ST.

SPECIAL END UNIT

EQUATION: 164+00.00 BK. = 7+66.00 AHD.

(2) WI-4bL
(36" X 36")

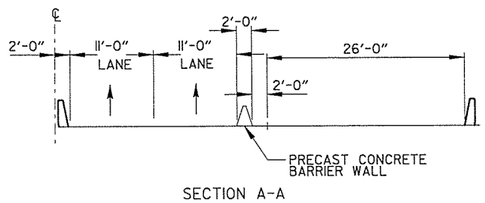
TRAFFIC DRUMS
26 @ 55' O.C.

TRAFFIC DRUMS
13 @ 110' O.C.

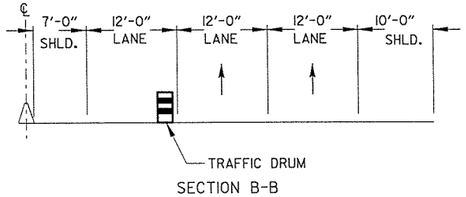
REMOVABLE CONSTRUCTION PAVEMENT MARKING
STA. 185+75 TO STA. 166+50 YELLOW 4" EDGE LINE = 1925 LIN. FT.
STA. 8+17 TO STA. 185+75 WHITE 4" EDGE LINE = 4150 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 185+75 TO STA. 166+50 YELLOW 4" EDGE LINE = 1715 LIN. FT.
STA. 185+75 TO STA. 166+50 WHITE 4" SKIP LINE = 550 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 83+40 TO STA. 96+53 = 1313 LIN. FT.



SECTION A-A



SECTION B-B

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC
STAGE IIA - HYDRODEMOLITION

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	51	195

(2) MOT - STAGE IIA - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

20 25 30 35 40 45 50

7TH STREET

EXIST. R/W

3130R

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

A

A

TRAFFIC DRUMS
28 @ 110' O.C.

N

0 100 200 FEET

℄

7'-0" SHLD.	12'-0" LANE	12'-0" LANE	12'-0" LANE	10'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

50 55 60 65 70 75 80

INGRAM BLVD.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 68+50 TO STA. 75+27 WHITE 4" EDGE LINE = 1135 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 68+50 TO STA. 75+27 WHITE 4" SKIP LINE = 170 LIN. FT.

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

2673CR

2673R

2673AR

2673BR

TRAFFIC DRUMS
19 @ 55' O.C.

WHITE 4" EDGE LINE

B

B

TRAFFIC DRUMS
44 @ 110' O.C.

N

0 100 200 FEET

℄

7'-0" SHLD.	12'-0" LANE	12'-0" LANE	12'-0" LANE	12'-0" LANE	6'-0" SHLD.

TRAFFIC DRUM

TRAFFIC DRUM

SECTION B-B

MAINTENANCE OF TRAFFIC
STAGE IIA - HYDRODEMOLITION

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				6	ARK.			
				JOB NO.		BB0108	52	195

(2) MOT - STAGE IIA - HYDRODEMOLITION

0 100 200 FEET

N

STA. 0+00.00 AHD I-40EB

20' RT. OF STA 101+31.09 BK C.L. MED. I-40

PC 52+62.50

80 85 90 95 100

6457

INGRAM BLVD.

I-40/I-55

LT. FRONTAGE RD.

RT. FRONTAGE RD.

TRAFFIC DRUMS
18 @ 55' O.C.

YELLLOW 4" EDGE LINE

TRAFFIC DRUMS
40 @ 110' O.C.

TRAFFIC DRUMS
11 @ 110' O.C.

I-55 CONNECTOR

I-40 WB

I-40 EB

55 60

B

A

℄ 7'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | 62'-00" LANE | SHLD.

TRAFFIC DRUM

SECTION A-A

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION B-B

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 93+43 TO STA. 99+50 YELLOW 4' EDGE LINE = 1070 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 93+43 TO STA. 99+50 WHITE 4' SKIP LINE = 150 LIN. FT.

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION B-B

62'-00" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION C-C

PC 9+49.15

PI 14+14.11

PT 72+32.19

PI 79+25.71

PT 82+56.61

PC 75+98.80

PT 18+44.62

PI 62+84.59

RT. FRONTAGE RD.

I-55

TRAFFIC DRUMS
6 @ 110' O.C.

TRAFFIC DRUMS
7 @ 55' O.C.

TRAFFIC DRUMS
27 @ 110' O.C.

70 75 80 85

15 10 65

25 30 35 40 20

2'-0" | 6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 62'-00" AUXILIARY LANE | SHLD.

TRAFFIC DRUM

SECTION D-D

EQUATION:
STA. 31+58.83 C.L. I-40 EB = STA. 84+13.25 C.L. I-40 WB
STA. 31+74.66 C.L. I-40

N

0 100 200 FEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

MAINTENANCE OF TRAFFIC STAGE IIA - HYDRODEMOLITION

JACOBS

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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.		BB0108	53	195

(2) MOT - STAGE IIA - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

MLK Temp. Exit Ramp
PI = 53+86.93
Δ = 4°29'00" RT.
D = 3°00'00"
T = 74.76'
L = 149.45'
PC = 53+12.17
PT = 54+61.62

MLK Temp. Exit Ramp
PI = 56+97.28
Δ = 20°00'00" LT.
D = 13°15'00"
T = 76.25'
L = 150.94'
PC = 56+21.04
PT = 57+71.98

WI-4L (36" X 36")
WI-4R (36" X 36")

LT. FRONTAGE RD.
RAMP 1
DR. MARTIN LUTHER KING JR. DR.
RAMP 2
TRAFFIC DRUMS 26 @ 55' O.C.
TRAFFIC DRUMS 16 @ 55' O.C.
A5014
B5014
A5015
B5015
I-40
MISSOURI PACIFIC RAILROAD
YELLOW 4" EDGE LINE
WHITE 4" EDGE LINE
TEMPORARY P.C.C. BARRIER WALL
TRAFFIC DRUMS 4 @ 110' O.C.
RAMP 3
RAMP 4
RT. FRONTAGE RD.

N
0 100 200 FEET

SECTION B-B

2'-0" | 2'-0" | 12'-0" LANE | 2'-0" | 20'-0" | 2'-0" | 14'-0"
PRECAST CONCRETE BARRIER WALL

SECTION C-C

2'-0" | 3'-0" | 12'-0" LANE | 2'-0" | 21'-0" HYDRODEMOLITION | 2'-0" | 17'-0"
PRECAST CONCRETE BARRIER WALL

STA. 76+21.78
END JOB 110492
LOG MILE 281.13

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 43+38	TO STA. 52+19	YELLOW 4" EDGE LINE	= 868 LIN. FT.
STA. 43+38	TO STA. 52+19	WHITE 4" EDGE LINE	= 868 LIN. FT.
STA. 54+75	TO STA. 76+52	WHITE 4" EDGE LINE	= 2866 LIN. FT.
STA. 82+69	TO STA. 87+67	WHITE 4" EDGE LINE	= 1000 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

STA. 46+85	TO STA. 52+38	=	553 LIN. FT.
STA. 57+70	TO STA. 78+43	=	2073 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 82+69	TO STA. 87+67	YELLOW 4" EDGE LINE	= 655 LIN. FT.
STA. 82+69	TO STA. 87+67	WHITE 4" SKIP LINE	= 90 LIN. FT.

N
0 100 200 FEET

A5015
B5015
SPECIAL END UNIT
WHITE 4" EDGE LINE
RAMP A
RAMP B
I-40
TRAFFIC DRUMS 21 @ 55' O.C.
TRAFFIC DRUMS 7 @ 110' O.C.
TRAFFIC DRUMS 3 @ 110' O.C.
M.O.T. MATCH LINE
MISSOURI PACIFIC RAILROAD
HWY. 131 (MOUND CITY RD.)

2'-0" | 3'-0" | 12'-0" LANE | 2'-0" | 21'-0" | 2'-0" | 17'-0"
PRECAST CONCRETE BARRIER WALL

SECTION D-D

MAINTENANCE OF TRAFFIC STAGE IIA - HYDRODEMOLITION

JACOBS

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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.		BB0108	54	195
				(2) MOT - STAGE IIA - HYDRODEMOLITION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

20' RT OF STA 101+31.09 BK. C.L. MED. I-40=
STA. 0+00.00 AHD I-40EB

PC 0+37.77

PI 2+18.69

PT 5+09.37

PC 8+12.18

PI 2+76.01

PI 12+00.36

PC 9+49.15

PI 14+14.11

RAMP B

PT 19+84.62

PC 23+06.21

PI 26+49.92

PT 18+44.62

PC 23+89.60

PI 26+92.70

PT EQUATION
STA. 29+90.70 BK. I-55 CONNECTOR=
STA. 417+38.50 AHD. I-55

M.O.T. MATCH LINE

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

I-40 WESTBOUND

I-40 EASTBOUND

I-55 EB

I-55 CONNECTOR

I-40

RT. FRONTAGE RD.

TRAFFIC DRUMS
7 @ 55' O.C.

TRAFFIC DRUMS
7 @ 110' O.C.

TRAFFIC DRUMS
15 @ 55' O.C.

WHITE 4" EDGE LINE

WHITE 4" EDGE LINE

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 18+12 TO STA. 419+31 WHITE 4' EDGE LINE = 1505 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 18+12 TO 419+31 WHITE 4' SKIP LINE = 280 LIN. FT.
STA. 18+12 TO 419+31 WHITE 4' EDGE LINE = 450 LIN. FT.

MAINTENANCE OF TRAFFIC
STAGE IIA - HYDRODEMOLITION

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	55	195

(2) MOT - STAGE IIA - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

N

0 100 200 FEET

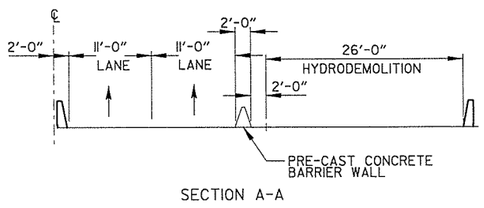
260 265 195 190 185 180 175 170 165 10 15 20 250 255

LT. FRONTAGE RD.
40 WEST-55 NORTH
55 SOUTH-40 EAST
PI 255+95.22
40 EAST-55 NORTH
55 SOUTH-40 WEST
I-40
I-40/I55
EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.
TRAFFIC DRUMS 2 @ 30' O.C.
TRAFFIC DRUMS 8 @ 55' O.C.
MISSOURI ST. OFF RAMP
RT. FRONTAGE RD.
(2) WI-4bR (36" X 36")
PC 244+41.98
TEMPORARY P.C.C. BARRIER WALL
BURLINGTON NORTHERN RAILROAD
B3126
A3126
FRONTAGE ROADS CONNECTION
MISSOURI ST. CONNECTION
MISSOURI ST.
LT. FRONTAGE RD.
TRAFFIC DRUMS 26 @ 55' O.C.
EQUATION: 164+00.00 BK. = 7+66.00 AHD.
(2) WI-4bL (36" X 36")
SPECIAL END UNIT
I-40/I55
TRAFFIC DRUMS 13 @ 110' O.C.
RT. FRONTAGE RD.

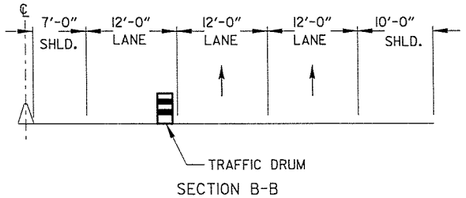
REMOVABLE CONSTRUCTION PAVEMENT MARKING - FROM STAGE IIA
STA. 185+75 TO STA. 166+50 YELLOW 4" EDGE LINE = 1925 LIN. FT.
STA. 8+17 TO STA. 185+75 WHITE 4" EDGE LINE = 4150 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IIA
STA. 185+75 TO STA. 166+50 YELLOW 4" EDGE LINE = 1715 LIN. FT.
STA. 185+75 TO STA. 166+50 WHITE 4" SKIP LINE = 550 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER - FROM STAGE IIA
STA. 83+40 TO STA. 96+53 = 1313 LIN. FT.



SECTION A-A



SECTION B-B

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IIA I- HYDRODEMOLITION

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	56	195

(2) MOT - STAGE IIA - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

20 25 30 35 40 45 50

7TH STREET

EXIST. R/W

313OR

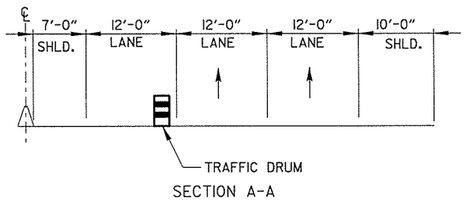
LT. FRONTAGE RD.

RT. FRONTAGE RD.

I-40/I-55

A

TRAFFIC DRUMS
28 @ 110' O.C.



SECTION A-A

N

0 100 200 FEET

50 55 60 65 70 75 80

INGRAM BLVD.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IIA
STA. 68+50 TO STA. 75+27 WHITE 4" EDGE LINE = 1135 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IIA
STA. 68+50 TO STA. 75+27 WHITE 4" SKIP LINE = 170 LIN. FT.

TRAFFIC DRUMS
19 @ 55' O.C.

WHITE 4" EDGE LINE

LT. FRONTAGE RD.

2673CR

2673R

2673AR

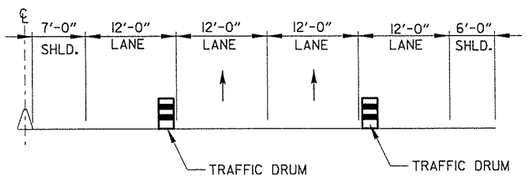
2673BR

RT. FRONTAGE RD.

I-40/I-55

B

TRAFFIC DRUMS
44 @ 110' O.C.



SECTION B-B

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC
STAGE IIA I- HYDRODEMOLITION

JACOBS

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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
8-30-08				6	ARK.			
				JOB NO.		BB0108	57	195

(2) MOT - STAGE IIA - HYDRODEMOLITION

0 100 200 FEET

N

STA. 0+00.00 AHD I-40EB 20' RT OF STA 101+31.09 BK. C. L. MED. I-40

PC 52+62.50

TRAFFIC DRUMS 11 @ 110' O.C.

TRAFFIC DRUMS 18 @ 55' O.C.

YELLLOW 4" EDGE LINE

LT. FRONTAGE RD.

I-55 CONNECTOR

I-40 WB

I-40 EB

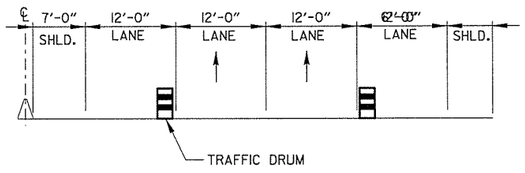
I-40/I-55

RT. FRONTAGE RD.

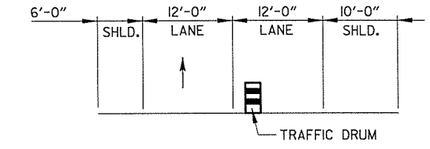
INGRAM BLVD.

6457

TRAFFIC DRUMS 40 @ 110' O.C.



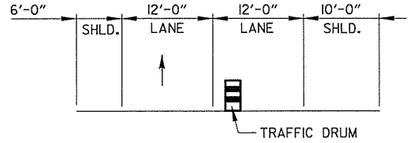
SECTION A-A



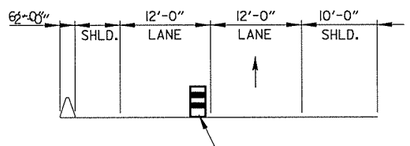
SECTION B-B

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IIA
STA. 93+43 TO STA. 99+50 YELLOW 4" EDGE LINE = 1070 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IIA
STA. 93+43 TO STA. 99+50 WHITE 4" SKIP LINE = 150 LIN. FT.



SECTION B-B



SECTION C-C

PC 9+49.15

PI 14+12.71

PT 72+32.19

PI 79+25.71

PT 82+56.67

TRAFFIC DRUMS 27 @ 110' O.C.

LT. FRONTAGE RD.

I-55 CONNECTOR

I-40 WB

I-40 EB

I-40

RT. FRONTAGE RD.

TRAFFIC DRUMS 6 @ 110' O.C.

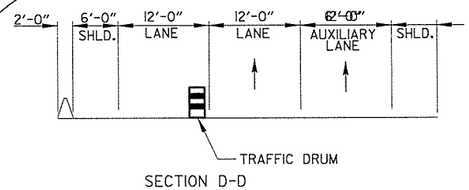
TRAFFIC DRUMS 7 @ 55' O.C.

PI 62+84.59

PT 18+44.62

PC 75+93.50

EQUATION:
STA. 31+58.83 C. L. I-40 EB
STA. 84+13.25 C. L. I-40 WB
STA. 31+74.66 C. L. I-40



SECTION D-D

N

0 100 200 FEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

MAINTENANCE OF TRAFFIC STAGE IIA I- HYDRODEMOLITION

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	58	195

(2) MOT - STAGE IIA - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESBY
9/12/13

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

LT. FRONTAGE RD. | RAMP 1 | DR. MARTIN LUTHER KING JR. DR. | RAMP 2 | MISSOURI PACIFIC RAILROAD | RAMP 3 | RAMP 4 | RT. FRONTAGE RD.

WI-4R (36" X 36")

WI-4L (36" X 36")

TRAFFIC DRUMS 16 @ 55' O.C.

TRAFFIC DRUMS 14 @ 55' O.C.

TRAFFIC DRUMS 4 @ 110' O.C.

A5014 | B5014 | A5015 | B5015 | I-40

YELLOW 4" EDGE LINE | WHITE 4" EDGE LINE | YELLOW 4" EDGE LINE | WHITE 4" EDGE LINE | TEMPORARY P.C.C. BARRIER WALL

N

0 100 200 FEET

+57

2'-0" | 2'-0" | 12'-0" LANE | 2'-0" | 20'-0" HYDRODEMOLITION | 2'-0" | 14'-0"

PRECAST CONCRETE BARRIER WALL

SECTION B-B

2'-0" | 3'-0" | 12'-0" LANE | 2'-0" | 21'-0" HYDRODEMOLITION | 2'-0" | 17'-0"

PRECAST CONCRETE BARRIER WALL

SECTION C-C

STA. 76+21.78
END JOB 110492
LOG MILE 281.13

RAMP A | RAMP B | HWY. 131 (MOUND CITY RD.) | MISSOURI PACIFIC RAILROAD | M.O.T. MATCH LINE

TRAFFIC DRUMS 21 @ 55' O.C.

TRAFFIC DRUMS 7 @ 110' O.C.

TRAFFIC DRUMS 3 @ 110' O.C.

SPECIAL END UNIT | WHITE 4" EDGE LINE | WHITE 4" EDGE LINE

2'-0" | 3'-0" | 12'-0" LANE | 2'-0" | 21'-0" HYDRODEMOLITION | 2'-0" | 17'-0"

PRECAST CONCRETE BARRIER WALL

SECTION D-D

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IIA
STA. 43+38 TO STA. 52+19 YELLOW 4' EDGE LINE = 868 LIN. FT.
STA. 43+38 TO STA. 52+19 WHITE 4' EDGE LINE = 868 LIN. FT.
STA. 54+75 TO STA. 76+52 WHITE 4' EDGE LINE = 2866 LIN. FT.
STA. 82+69 TO STA. 87+67 WHITE 4' EDGE LINE = 1000 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IIA
STA. 82+69 TO STA. 87+67 YELLOW 4' EDGE LINE = 655 LIN. FT.
STA. 82+69 TO STA. 87+67 WHITE 4' SKIP LINE = 90 LIN. FT.

RELOCATING PRECAST CONCRETE BARRIER
STA. 57+70 TO STA. 59+70 = 200 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER - FROM STAGE IIA
STA. 46+85 TO STA. 52+38 = 553 LIN. FT.
STA. 59+70 TO STA. 78+43 = 2073 LIN. FT.

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IIA I - HYDRODEMOLITION

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	59	195
				(2)	MOT - STAGE IIA - HYDRODEMOLITION			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

20' RT OF STA 101+31.09 BK. C.L.MED. I-40
STA. 0+00.00 AHD I-40EB

PC 0+37.77

PI 2+18.69

PI 2+76.01

PT 5+09.37

PC 8+42.19

PC 9+49.15

PI 14+14.11

RAMP B

LT. FRONTAGE RD.

I-40 WESTBOUND

I-40 EASTBOUND

I-40/I-55

LT. FRONTAGE RD.

RT. FRONTAGE RD.

PI 17+00.36

I-55 SOUTHBOUND

RT. FRONTAGE RD.

PT 18+44.62

PC 23+89.60

PT 19+84.62

PC 22+06.21

PI 25+49.92

I-40

RT. FRONTAGE RD.

TRAFFIC DRUMS
7 @ 55' O.C.

TRAFFIC DRUMS
7 @ 110' O.C.

I-55 CONNECTOR

WHITE 4" EDGE LINE

PI 26+92.70

TRAFFIC DRUMS
15 @ 55' O.C.

PT EQUATION
STA. 29+90.70 BK. I-55 CONNECTOR=
STA. 417+38.50 AHD. I-55

WHITE 4" EDGE LINE

M.O.T. MATCH LINE

6'-0" SHLD. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLD.

TRAFFIC DRUM

SECTION A-A

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IIA
STA. 18+12 TO STA. 419+31 WHITE 4" EDGE LINE = 1505 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IIA
STA. 18+12 TO 419+31 WHITE 4" SKIP LINE = 280 LIN. FT.
STA. 18+12 TO 419+31 WHITE 4" EDGE LINE = 450 LIN. FT.

MAINTENANCE OF TRAFFIC
STAGE IIA I- HYDRODEMOLITION

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	60	195

(2) MOT - STAGE IIB - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

N

0 100 200 FEET

PI 255+95.22

250 255 260 265 190 195

55 SOUTH-40 WEST
40 EAST-55 NORTH
55 SOUTH-40 EAST
40 WEST-55 NORTH
I-40/I-55
LT. FRONTAGE RD.
RT. FRONTAGE RD.
MISSOURI ST. OFF RAMP
PC 244+41.98

TRAFFIC DRUMS 2 @ 30' O.C.
TRAFFIC DRUMS 12 @ 55' O.C.
WHITE 4" EDGE LINE
YELLOW 4" EDGE LINE
(2) W1-4bL (36" X 36")

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 186+80 TO STA. 166+63 YELLOW 4" EDGE LINE = 2020 LIN. FT.
STA. 186+80 TO STA. 166+63 WHITE 4" EDGE LINE = 4480 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 186+80 TO STA. 166+63 WHITE 4" SKIP LINE = 445 LIN. FT.
STA. 186+80 TO STA. 166+63 WHITE 4" EDGE LINE = 290 LIN. FT.

TEMPORARY P.C.C. BARRIER WALL

180 175 170 165 10 15 20

TRAFFIC DRUMS 4 @ 110' O.C.
WHITE 4" EDGE LINE
LT. FRONTAGE RD.
BURLINGTON NORTHERN RAILROAD
B3126
A3126
FRONTAGE ROADS CONNECTION
YELLOW 4" EDGE LINE
SPECIAL END UNIT
TRAFFIC DRUMS 43 @ 55' O.C.
EQUATION: 164+00.00 BK. = 7+66.00 AHD.
TRAFFIC DRUMS 9 @ 110' O.C.
I-40/I-55
RT. FRONTAGE RD.
MISSOURI ST. CONNECTION
MISSOURI ST.

RELOCATING PRECAST CONCRETE BARRIER
STA. 83+40 TO STA. 96+53 = 1313 LIN. FT.

(2) W1-4bR (36" X 36")

SECTION A-A

2'-0" ℄ 2'-0" 26'-0" HYDRODEMOLITION 2'-0" 11'-0" LANE 11'-0" LANE
PRECAST CONCRETE BARRIER WALL

SECTION B-B

7'-0" SHLD. 12'-0" LANE 12'-0" LANE 12'-0" LANE 12'-0" AUXILLARY LANE
TRAFFIC DRUM

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IIB - HYDRODEMOLITION

JACOBS

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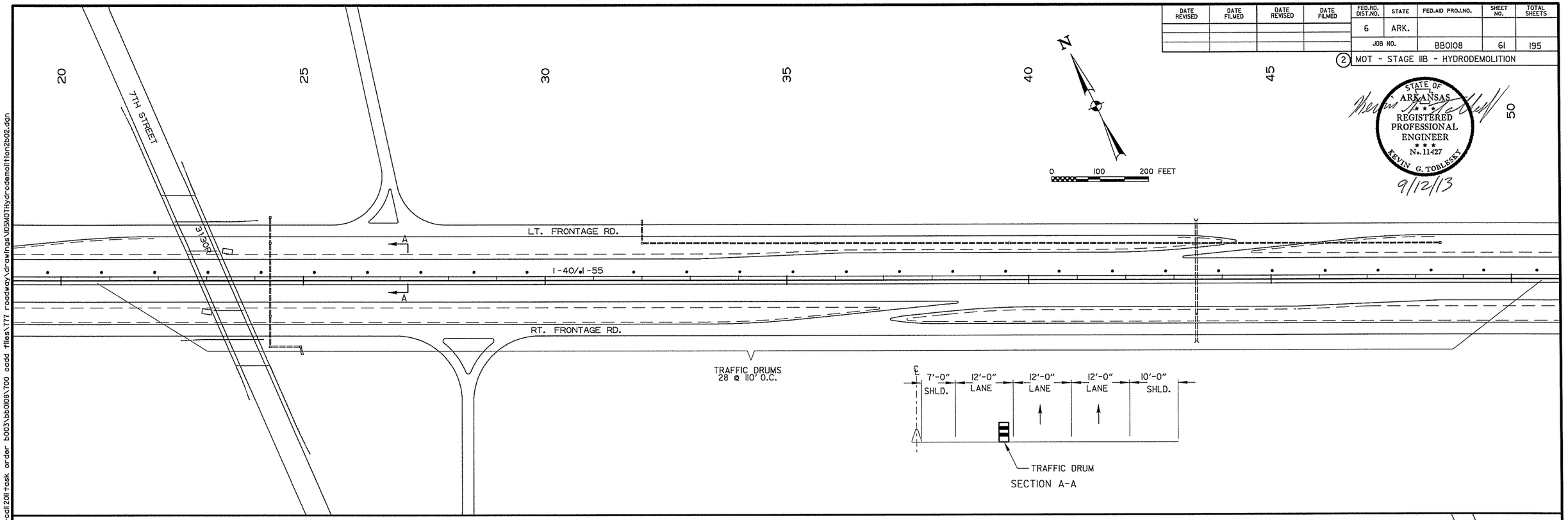
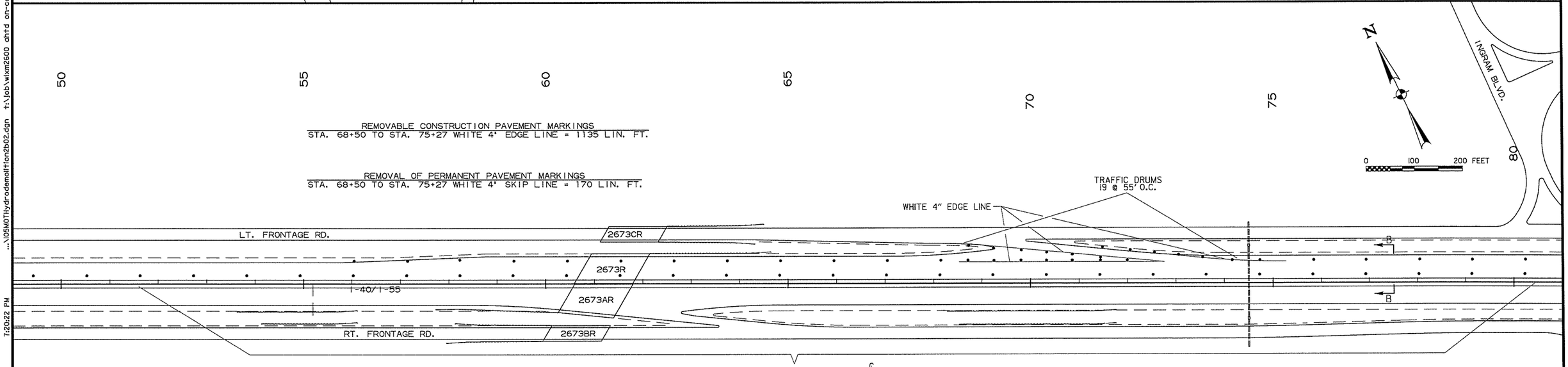
				6	ARK.			
				JOB NO.		BB0108	61	195

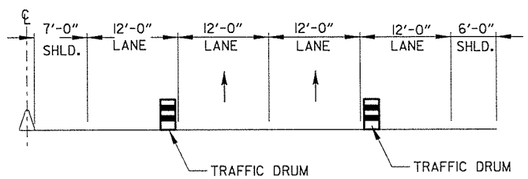
(2) MOT - STAGE IIB - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



SECTION A-A





SECTION B-B

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 68+50 TO STA. 75+27 WHITE 4' EDGE LINE = 1135 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 68+50 TO STA. 75+27 WHITE 4' SKIP LINE = 170 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE IIB - HYDRODEMOLITION

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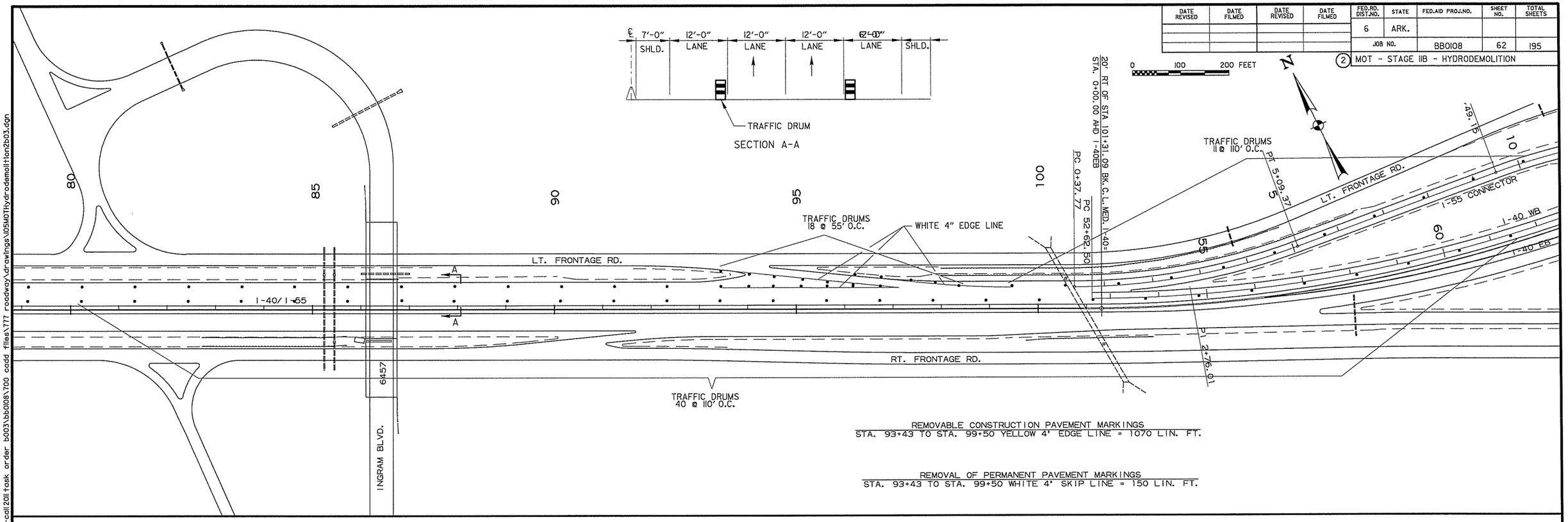
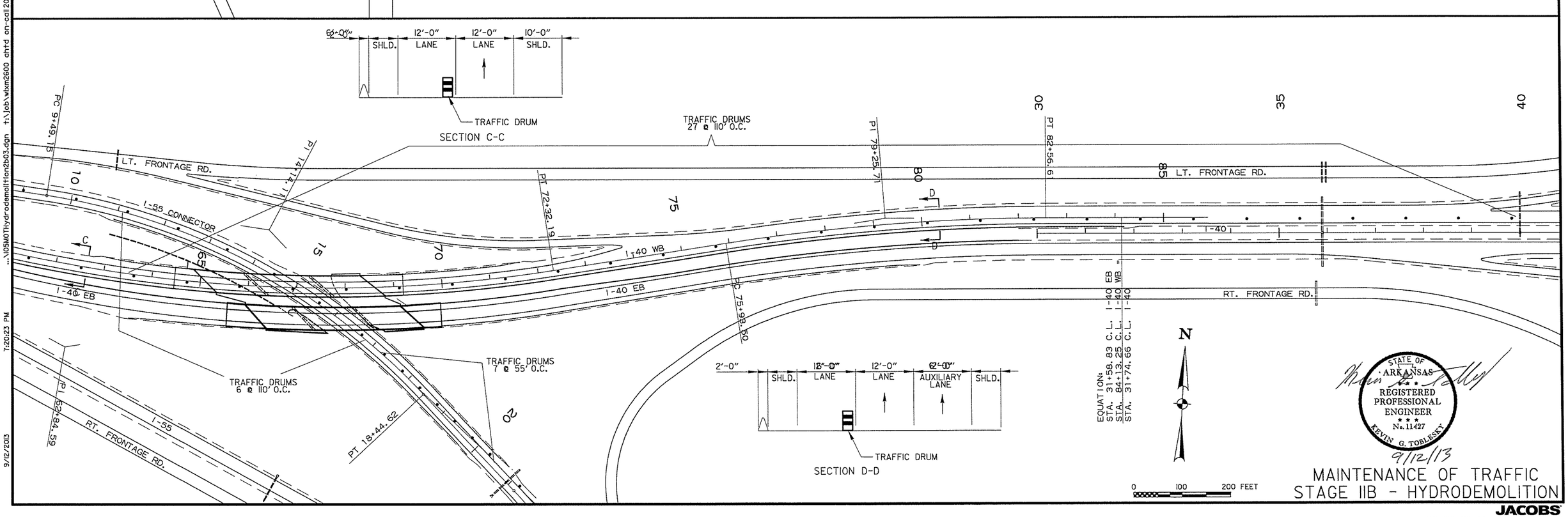
				6	ARK.			
				JOB NO.		BB0108	62	195

(2) MOT - STAGE IIB - HYDRODEMOLITION



REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 93+43 TO STA. 99+50 YELLOW 4' EDGE LINE = 1070 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 93+43 TO STA. 99+50 WHITE 4' SKIP LINE = 150 LIN. FT.



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

MAINTENANCE OF TRAFFIC STAGE IIB - HYDRODEMOLITION

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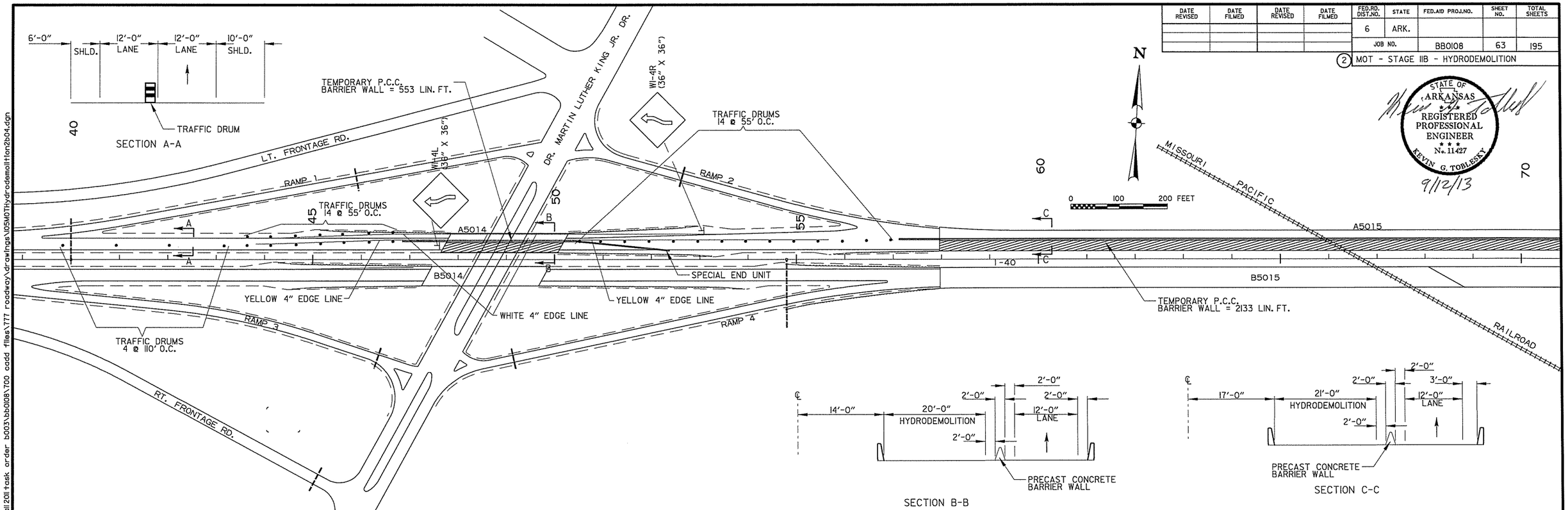
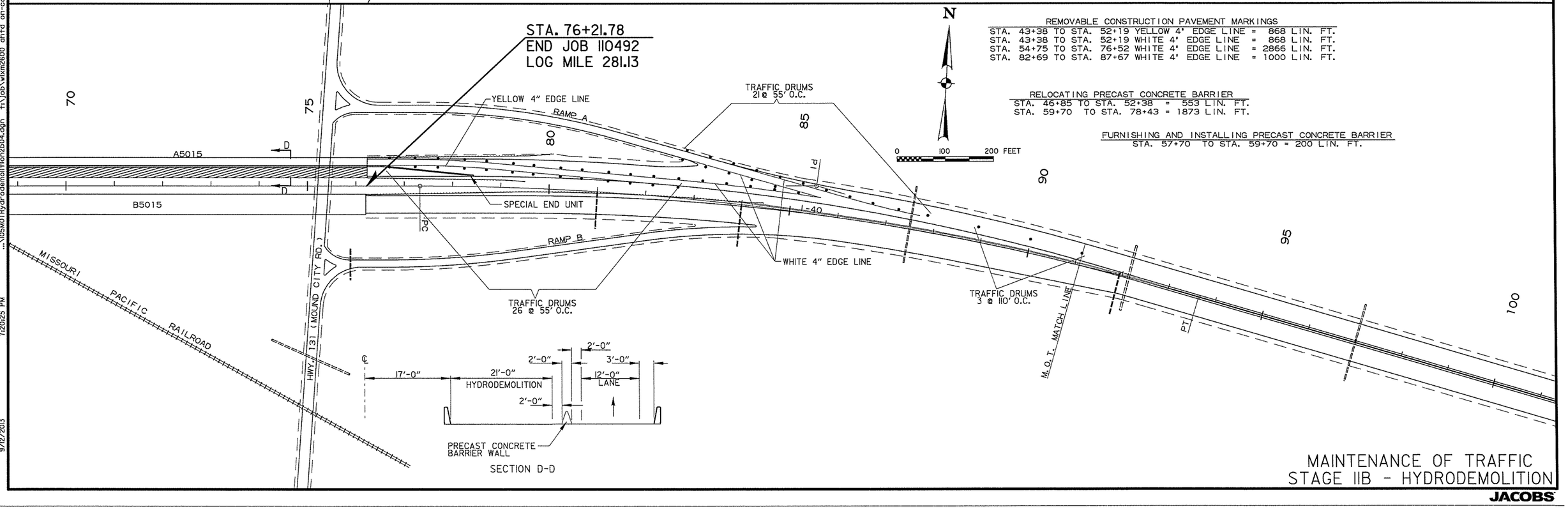
				6	ARK.			
				JOB NO.		BB0108	63	195

(2) MOT - STAGE IIB - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13





REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 43+38	TO STA. 52+19	YELLOW 4" EDGE LINE	= 868 LIN. FT.
STA. 43+38	TO STA. 52+19	WHITE 4" EDGE LINE	= 868 LIN. FT.
STA. 54+75	TO STA. 76+52	WHITE 4" EDGE LINE	= 2866 LIN. FT.
STA. 82+69	TO STA. 87+67	WHITE 4" EDGE LINE	= 1000 LIN. FT.

RELOCATING PRECAST CONCRETE BARRIER

STA. 46+85	TO STA. 52+38	=	553 LIN. FT.
STA. 59+70	TO STA. 78+43	=	1873 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 57+70 TO STA. 59+70 = 200 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE IIB - HYDRODEMOLITION

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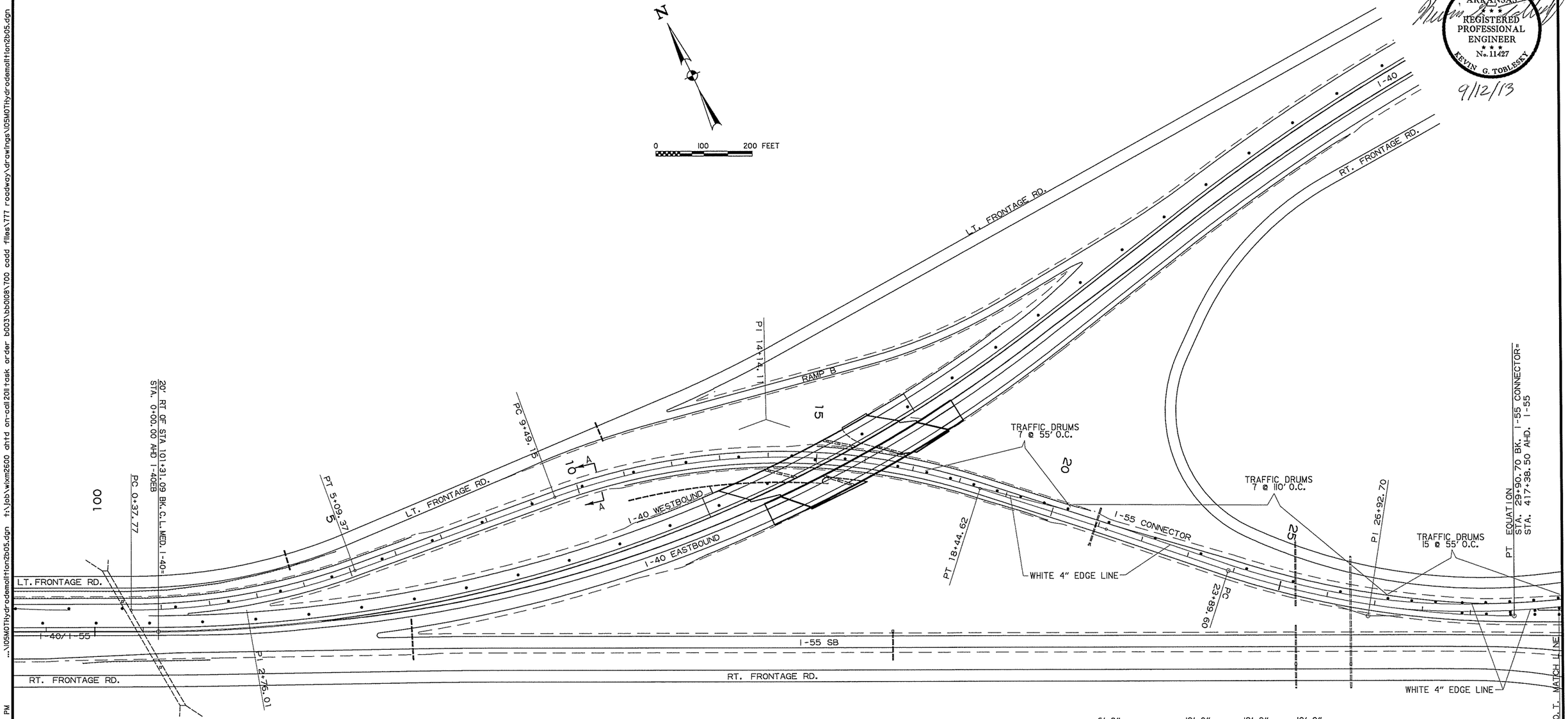
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	64	195

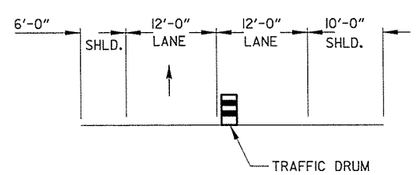
(2) MOT - STAGE IIB - HYDRODEMOLITION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

N

0 100 200 FEET





SECTION A-A

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IIA
STA. 18+12 TO STA. 419+31 WHITE 4' EDGE LINE = 1505 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM IIA
STA. 18+12 TO 419+31 WHITE 4' SKIP LINE = 280 LIN. FT.
STA. 18+12 TO 419+31 WHITE 4' EDGE LINE = 450 LIN. FT.

MAINTENANCE OF TRAFFIC
STAGE IIB - HYDRODEMOLITION

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				6	ARK.			
				JOB NO.		BB0108	65	195

(2) MAINTENANCE OF TRAFFIC STAGE III A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

N

0 100 200 FEET

55 SOUTH-40 WEST
55 SOUTH-40 EAST
40 EAST-55 NORTH
40 WEST-55 NORTH
LT. FRONTAGE RD.
RT. FRONTAGE RD.
MISSOURI ST. OFF RAMP
℄ I-40
I-40/155
PI 255+95.22
PC 244+41.98

4 TRAFFIC DRUMS @ 30' O.C.

SECTION A-A
2'-6" | 34'-6" FULL DEPTH RECONSTRUCTION | 12'-0" LANE | 12'-0" LANE | ℄
TEMPORARY PRECAST CONCRETE BARRIER WALL

SECTION B-B
4'-6" FULL DEPTH RECONSTRUCTION | 18'-0" EXIST. RETAIN | 2'-6" | 12'-0" LANE | 12'-0" LANE | 12'-0" LANE | ℄
TEMPORARY PRECAST CONCRETE BARRIER WALL

SECTION C-C
2'-6" | 26'-6" FULL DEPTH RECONSTRUCTION | 12'-0" LANE | 12'-0" LANE | ℄
TEMPORARY PRECAST CONCRETE BARRIER WALL

(2) W1-4DR (36" X 36")
BURLINGTON NORTHERN RAILROAD
FRONTAGE ROADS CONNECTION
B3126
A3126
WHITE 4" EDGE LINE
YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
300' TAPER
700' ACCELERATION LANE
WHITE 8" DOTTED LINE
TEMPORARY P.C.C. BARRIER WALL
6 TRAFFIC DRUMS @ 55' O.C.
TEMP. IMPACT ATTEN. BARRIER
W4-2 RT. (36" X 36")
TEMPORARY P.C.C. BARRIER WALL
3 TRAFFIC DRUMS @ 55' O.C.
3 TRAFFIC DRUMS @ 55' O.C.
MISSOURI ST. CONNECTION
MISSOURI ST.

STA. 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WALL
STA. 183+00 TO STA. 15+70 = 2700 LIN. FT.
STA. 16+60 TO STA. 20+00 = 660 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 182+30 TO STA. 20+00	YELLOW 4' EDGE LINE	= 3252 LIN. FT.
STA. 179+63 TO STA. 20+00	WHITE 4' SKIP LINE	= 700 LIN. FT.
STA. 182+30 TO STA. 20+00	WHITE 4' EDGE LINE	= 3507 LIN. FT.
STA. 9+83 TO STA. 14+83	WHITE 8' DOTTED LINE	= 100 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 182+34 TO STA. 20+00	YELLOW 4' EDGE LINE	= 3130 LIN. FT.
STA. 182+34 TO STA. 20+00	WHITE 4' SKIP LINE	= 1030 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III A

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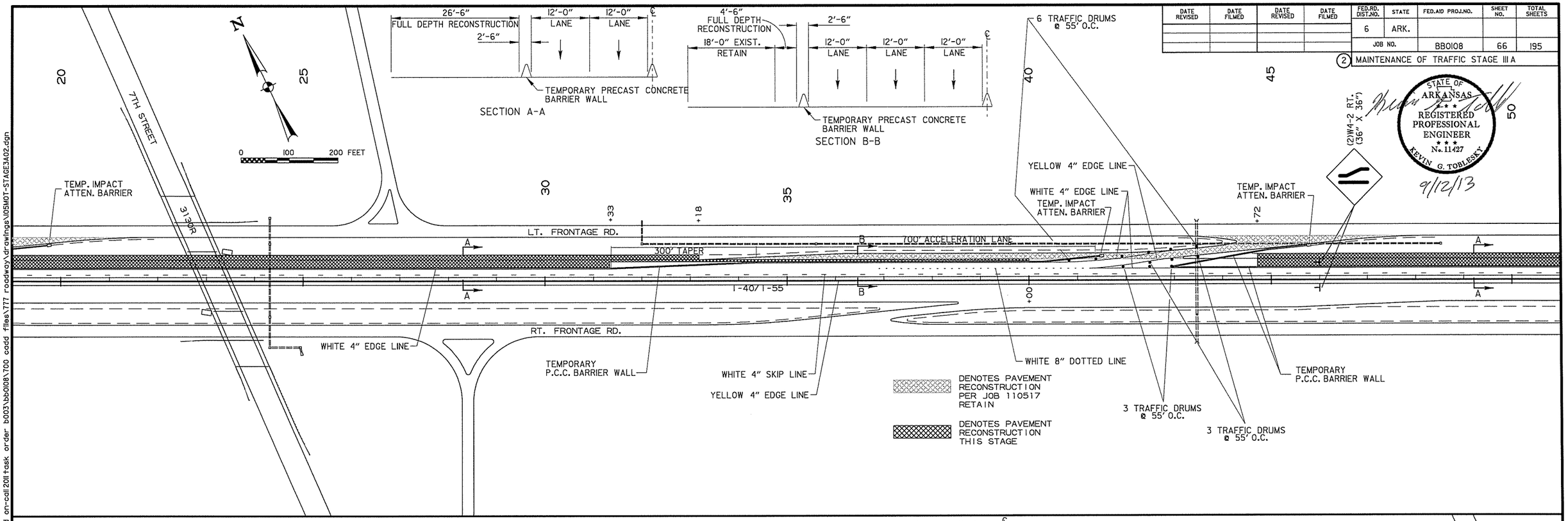
				6	ARK.			
				JOB NO.		BB0108	66	195

(2) MAINTENANCE OF TRAFFIC STAGE III A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WALL

STA. 20+00 TO STA. 41+40 = 2140 LIN. FT.
STA. 43+00 TO STA. 71+20 = 3280 LIN. FT.
STA. 72+60 TO STA. 80+00 = 740 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 20+00 TO STA. 80+00 YELLOW 4' EDGE LINE = 6562 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' SKIP LINE = 1500 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' EDGE LINE = 6399 LIN. FT.
STA. 36+88 TO STA. 41+25 WHITE 8' DOTTED LINE = 88 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 20+00 TO STA. 80+00 YELLOW 4' EDGE LINE = 6000 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' SKIP LINE = 1750 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III A

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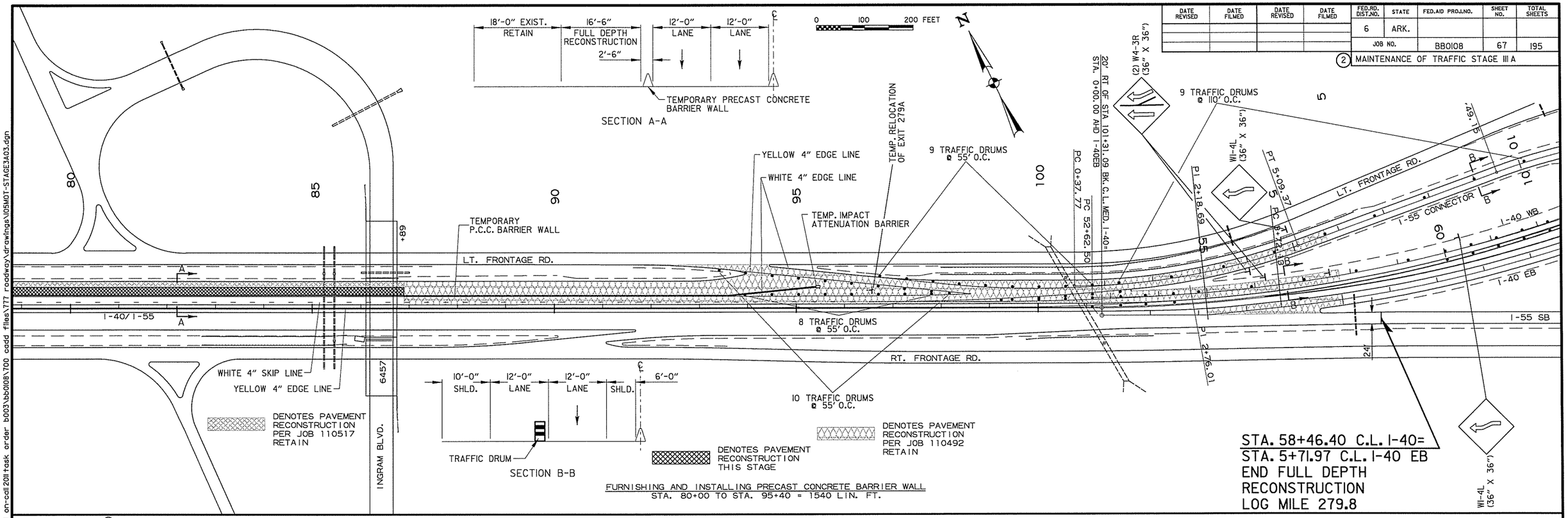
				6	ARK.			
				JOB NO.		BB0108	67	195

(2) MAINTENANCE OF TRAFFIC STAGE III A

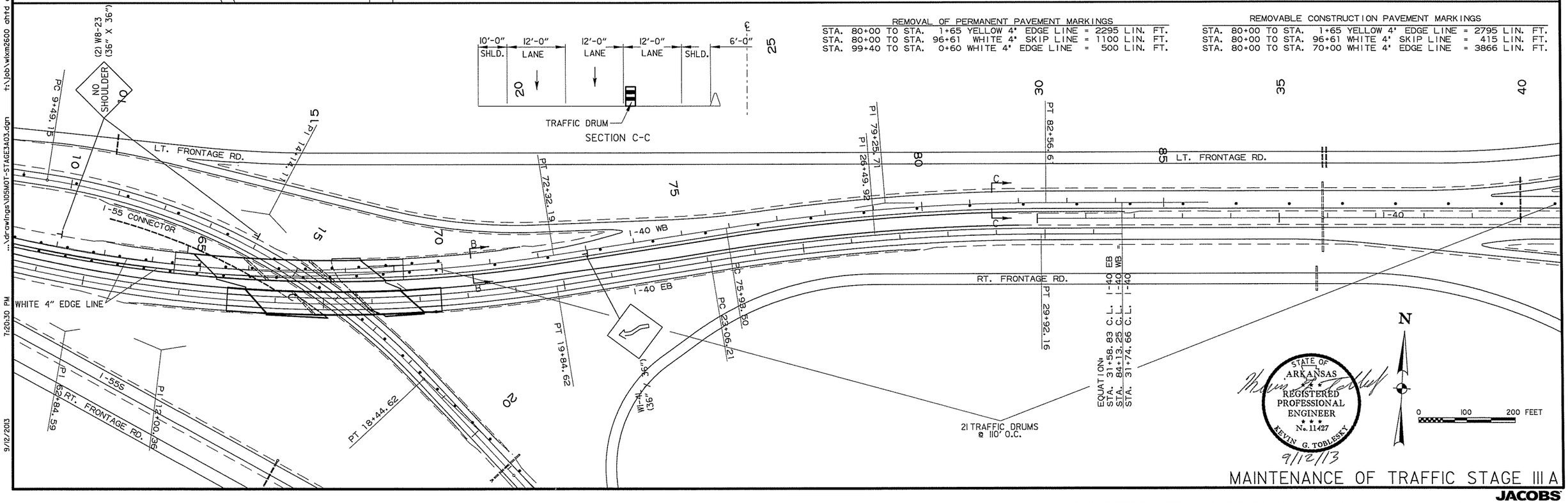


REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 80+00	TO STA. 1+65	YELLOW 4" EDGE LINE	= 2295 LIN. FT.
STA. 80+00	TO STA. 96+61	WHITE 4" SKIP LINE	= 1100 LIN. FT.
STA. 99+40	TO STA. 0+60	WHITE 4" EDGE LINE	= 500 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 80+00	TO STA. 1+65	YELLOW 4" EDGE LINE	= 2795 LIN. FT.
STA. 80+00	TO STA. 96+61	WHITE 4" SKIP LINE	= 415 LIN. FT.
STA. 80+00	TO STA. 70+00	WHITE 4" EDGE LINE	= 3866 LIN. FT.



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

MAINTENANCE OF TRAFFIC STAGE III A

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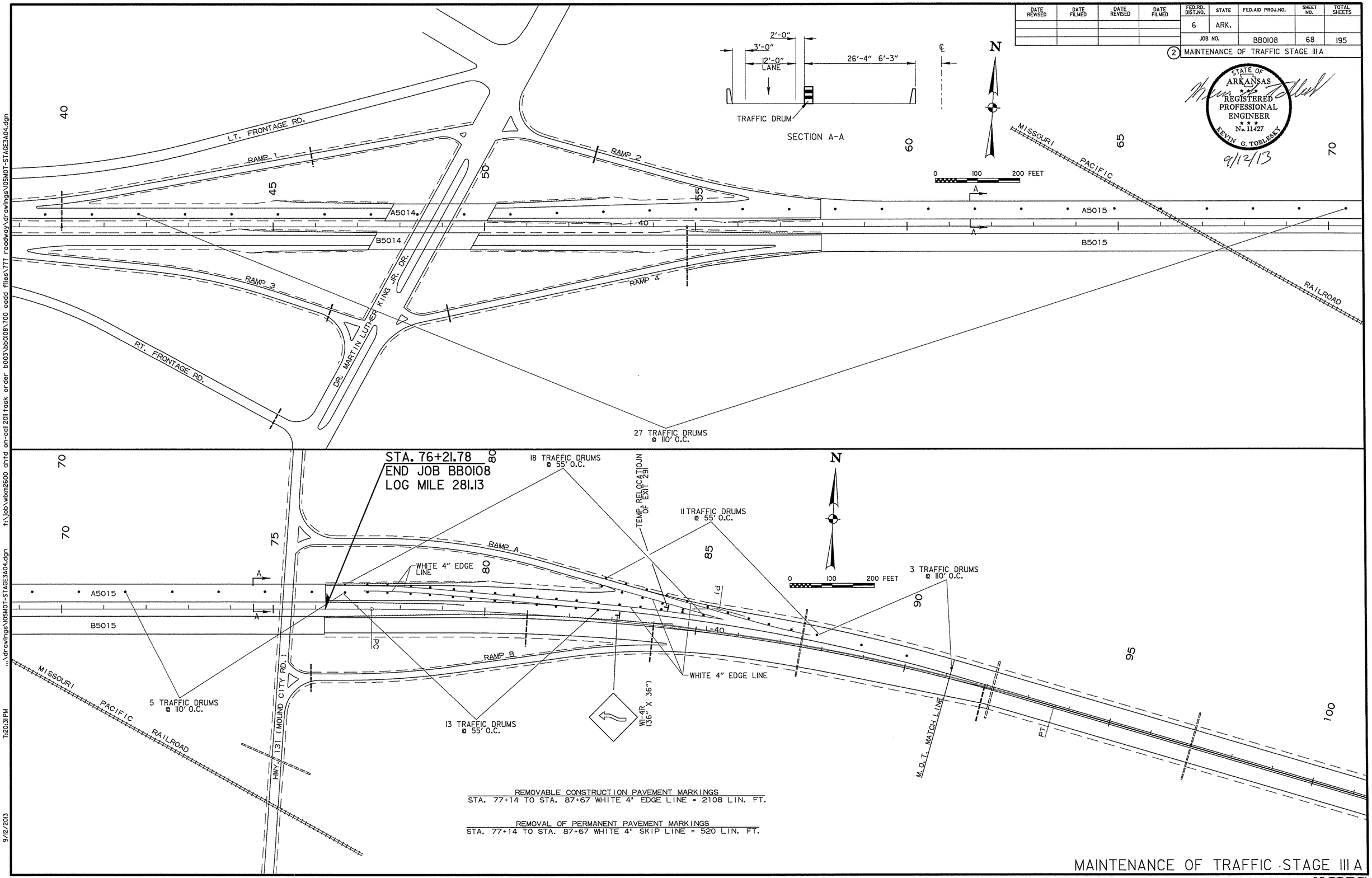
				6	ARK.			
				JOB NO.		BB0108	68	195

(2) MAINTENANCE OF TRAFFIC STAGE III A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 77+14 TO STA. 87+67 WHITE 4" EDGE LINE = 2108 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 77+14 TO STA. 87+67 WHITE 4" SKIP LINE = 520 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III A

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				6	ARK.			
				JOB NO.		BB0108	69	195

(2) MAINTENANCE OF TRAFFIC STAGE III A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

14 TRAFFIC DRUMS @ 110' O.C.

(2) W4-3R (36" X 36")

20' RT OF STA 101+31.09 BK. C.L. MED. I-40
STA. 0+00.00 AHD I-40EB

PC 0+37.77

PI 2+18.69

PT 5+09.37

PC 8+42.18

PI 2+76.01

WI-4L (36" X 36")

WI-4L (36" X 36")

PC 9+49.15

PI 14+14.11

RAMP B

I-40 WB

I-40 EB

LT. FRONTAGE RD.

PT 72+32.19

PC 75+98.50

PC 23+06.21

PT 19+84.62

7 TRAFFIC DRUMS @ 55' O.C.

7 TRAFFIC DRUMS @ 110' O.C.

RT. FRONTAGE RD.

I-40

I-55 CONNECTOR

PT 79+25.71

PI 26+49.92

PI 26+92.70

PT EQUATION
STA. 29+90.70 BK. I-55 CONNECTOR=
STA. 417+38.50 AHD. I-55

M.O.T. MATCH LINE

5 TRAFFIC DRUMS @ 110' O.C.

WHITE 4" EDGE LINE

PT 18+44.62

PC 23+89.60

WHITE 4" EDGE LINE

I-40/I-55

I-55 SB

RT. FRONTAGE RD.

PI 12+00.36

PI 62+84.59

5 TRAFFIC DRUMS @ 55' O.C.

4 TRAFFIC DRUMS @ 55' O.C.

9 TRAFFIC DRUMS @ 55' O.C.

38 TRAFFIC DRUMS @ 55' O.C.

3 TRAFFIC DRUMS @ 55' O.C.

5 TRAFFIC DRUMS @ 55' O.C.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 18+00 TO STA. 29+90 WHITE 4' EDGE LINE = 1580 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 18+00 TO STA. 29+90 WHITE 4' SKIP LINE = 300 LIN. FT.
STA. 26+90 TO STA. 29+90 WHITE 4' EDGE LINE = 300 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III A

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12-5-13				6	ARK.			
				JOB NO.		BB0108	70	195

(2) MAINTENANCE OF TRAFFIC STAGE III B

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
12/5/13

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

PC 259+91.30

PT 253+92.32

PI 252+31.44

PI 261+85.69

N

0 100 200 FEET

L.T. FRONTAGE RD.

40 WEST-55 NORTH

55 SOUTH-40 EAST

40-EAST-55-NORTH

55-SOUTH-40 WEST

℄ I-40

RT. FRONTAGE RD.

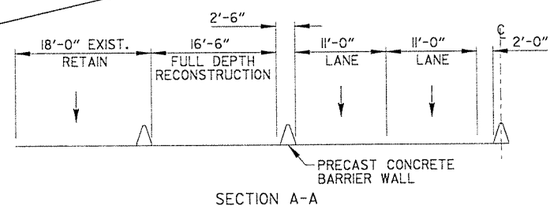
WHITE 4" EDGE LINE

YELLOW 4" EDGE LINE

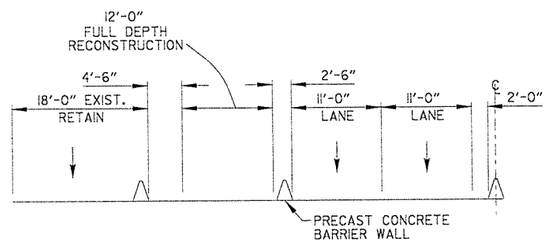
I-40/155

4 TRAFFIC DRUMS @ 30' O.C.

MISSOURI ST. OFF RAMP



SECTION A-A



SECTION B-B

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12/5/2013

PC 183+00.66

BURLINGTON NORTHERN RAILROAD

MISSOURI ST. CONNECTION

MISSOURI ST.

FRONTAGE ROADS CONNECTION

300' TAPER

TEMPORARY P.C.C. BARRIER WALL

B3126

A3126

WHITE 8" DOTTED LINE 700' ACCELERATION LANE

TEMPORARY IMPACT ATTENUATION BARRIER

WHITE 4" EDGE LINE

YELLOW 4" EDGE LINE

LT. FRONTAGE RD.

RT. FRONTAGE RD.

I-40/155

7 TRAFFIC DRUMS @ 55' O.C.

3 TRAFFIC DRUMS @ 55' O.C.

4 TRAFFIC DRUMS @ 55' O.C.

(2) W4-2 RT. (36" X 36")

EQUATION: 164+00.00 BK. = 7+66.00 AHD.

WHITE 4" SKIP LINE

YELLOW 4" EDGE LINE

WHITE 4" EDGE LINE

YELLOW 4" EDGE LINE

TEMPORARY P.C.C. BARRIER WALL

6 TRAFFIC DRUMS @ 55' O.C.

4 TRAFFIC DRUMS @ 55' O.C.

STA. 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WALL - FROM STAGE III A

STA.	183+00	TO STA. 180+40	= 260 LIN. FT.
STA.	168+00	TO STA. 166+80	= 120 LIN. FT.
STA.	16+60	TO STA. 18+60	= 300 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER WALL
STA. 168+00 TO STA. 18+60 = 1500 LIN. FT.

RELOCATING PRECAST CONCRETE BARRIER WALL

STA.	180+40	TO STA. 168+00	= 1240 LIN. FT.
STA.	166+80	TO STA. 19+80	= 1420 LIN. FT.
STA.	18+60	TO STA. 20+00	= 140 LIN. FT.

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA.	171+30	TO STA. 17+60	YELLOW 4' EDGE LINE = 150 LIN. FT.
STA.	179+00	TO STA. 18+00	WHITE 4' EDGE LINE = 2600 LIN. FT.
STA.	169+50	TO STA. 15+00	WHITE 4' EDGE LINE = 1270 LIN. FT.
STA.	173+50	TO STA. 169+50	WHITE 8' DOTTED LINE = 80 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA.	179+00	TO STA. 167+00	WHITE 4' SKIP LINE = 250 LIN. FT.
STA.	169+00	TO STA. 18+00	WHITE 4' EDGE LINE = 1415 LIN. FT.

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE III B

JACOBS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-5-13			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	71	195

(2) MAINTENANCE OF TRAFFIC STAGE III B

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESBY
12/5/13

18'-0" EXIST. RETAIN | 16'-6" FULL DEPTH RECONSTRUCTION 2'-6" | 11'-0" LANE | 11'-0" LANE | ℄ 2'-0"
PRECAST CONCRETE BARRIER WALL
SECTION A-A

N
0 100 200 FEET

20 25 30 35 40 45 50

7TH STREET
313R
LT. FRONTAGE RD.
300' TAPER
700' ACCELERATION LANE
TEMPORARY P.C.C. BARRIER WALL
TEMPORARY IMPACT ATTENUATION BARRIER
6 TRAFFIC DRUMS @ 55' O.C.
WHITE 4" EDGE LINE
YELLOW 4" EDGE LINE
(2)W4-2 RT. (36" X 36")
33+00
I-40/I-55
RT. FRONTAGE RD.
WHITE 8" DOTTED LINE
2 TRAFFIC DRUMS @ 55' O.C.
5 TRAFFIC DRUMS @ 55' O.C.
WHITE 4" EDGE LINE
TEMPORARY P.C.C. BARRIER WALL
00+00
72+00
6 TRAFFIC DRUMS @ 55' O.C.
WHITE 4" EDGE LINE
YELLOW 4" EDGE LINE
2 TRAFFIC DRUMS @ 55' O.C.
4 TRAFFIC DRUMS @ 55' O.C.
WHITE 4" SKIP LINE
YELLOW 4" EDGE LINE

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 RETAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

RELOCATING PRECAST CONCRETE BARRIER
STA. 20+00 TO STA. 30+40 = 1040 LIN. FT.
STA. 31+40 TO STA. 45+80 = 1160 LIN. FT.
STA. 71+00 TO STA. 71+20 = 300 LIN. FT.
STA. 72+60 TO STA. 78+40 = 580 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER - FROM STAGE III A
STA. 30+40 TO STA. 31+40 = 100 LIN. FT.
STA. 43+00 TO STA. 70+00 = 2700 LIN. FT.
STA. 78+40 TO STA. 80+00 = 160 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 30+40 TO STA. 45+00 = 1460 LIN. FT.
STA. 69+40 TO STA. 75+80 = 640 LIN. FT.

N
0 100 200 FEET

50 55 60 65 70 75 80

16 TRAFFIC DRUMS @ 55' O.C.
INGRAM BLVD.
200 FEET
TEMP. RELOCATION OF EXIT 279B
TEMPORARY P.C.C. BARRIER WALL
WHITE 4" EDGE LINE
YELLOW 4" EDGE LINE
TEMP. IMPACT ATTEN. BARRIER
00+00
00+00
LT. FRONTAGE RD.
2673R
2673AR
I-40/I-55
RT. FRONTAGE RD.
WHITE 4" SKIP LINE
YELLOW 4" EDGE LINE
WHITE 4" EDGE LINE
6 TRAFFIC DRUMS @ 55' O.C.
4 TRAFFIC DRUMS @ 55' O.C.

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 RETAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 29+70 TO STA. 43+00 YELLOW 4" EDGE LINE = 1330 LIN. FT.
STA. 69+00 TO STA. 76+00 YELLOW 4" EDGE LINE = 700 LIN. FT.
STA. 20+00 TO STA. 44+50 WHITE 4" EDGE LINE = 2450 LIN. FT.
STA. 31+00 TO STA. 45+00 WHITE 4" EDGE LINE = 1400 LIN. FT.
STA. 71+00 TO STA. 79+00 WHITE 4" EDGE LINE = 800 LIN. FT.
STA. 24+70 TO STA. 28+30 WHITE 8" DOTTED LINE = 74 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS
STA. 29+00 TO STA. 44+50 WHITE 4" EDGE LINE = 1550 LIN. FT.
STA. 71+00 TO STA. 75+50 WHITE 4" EDGE LINE = 450 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III B

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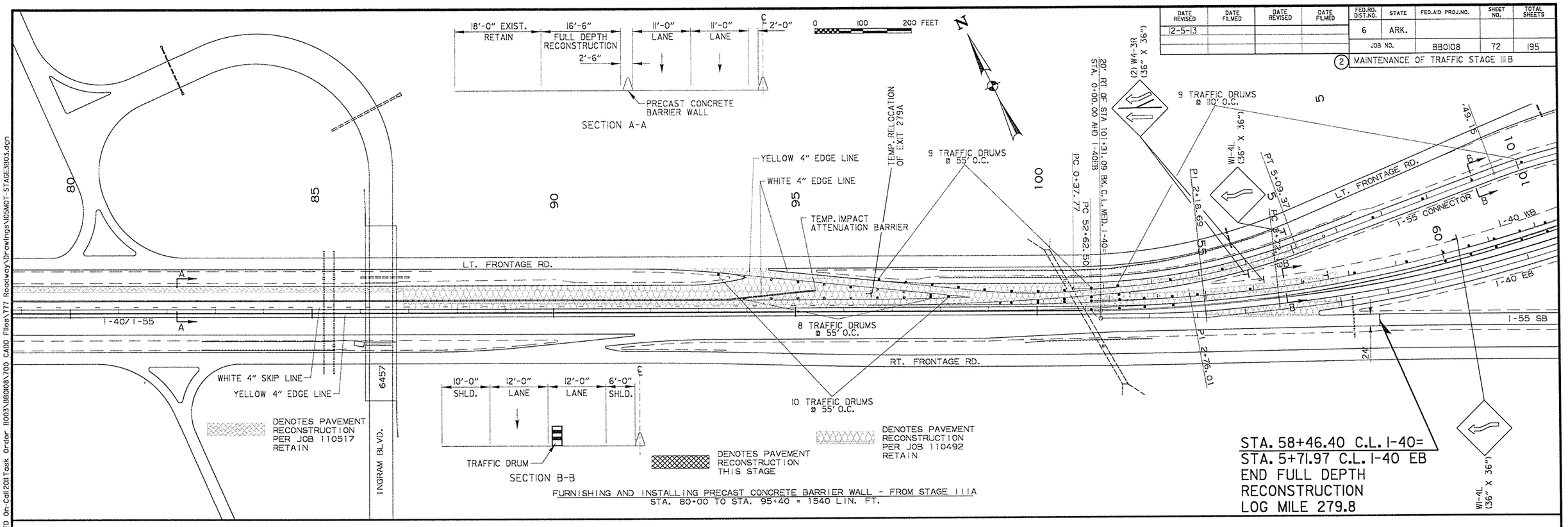
12-5-13				6	ARK.			
				JOB NO.		B80108	72	195

(2) MAINTENANCE OF TRAFFIC STAGE III B

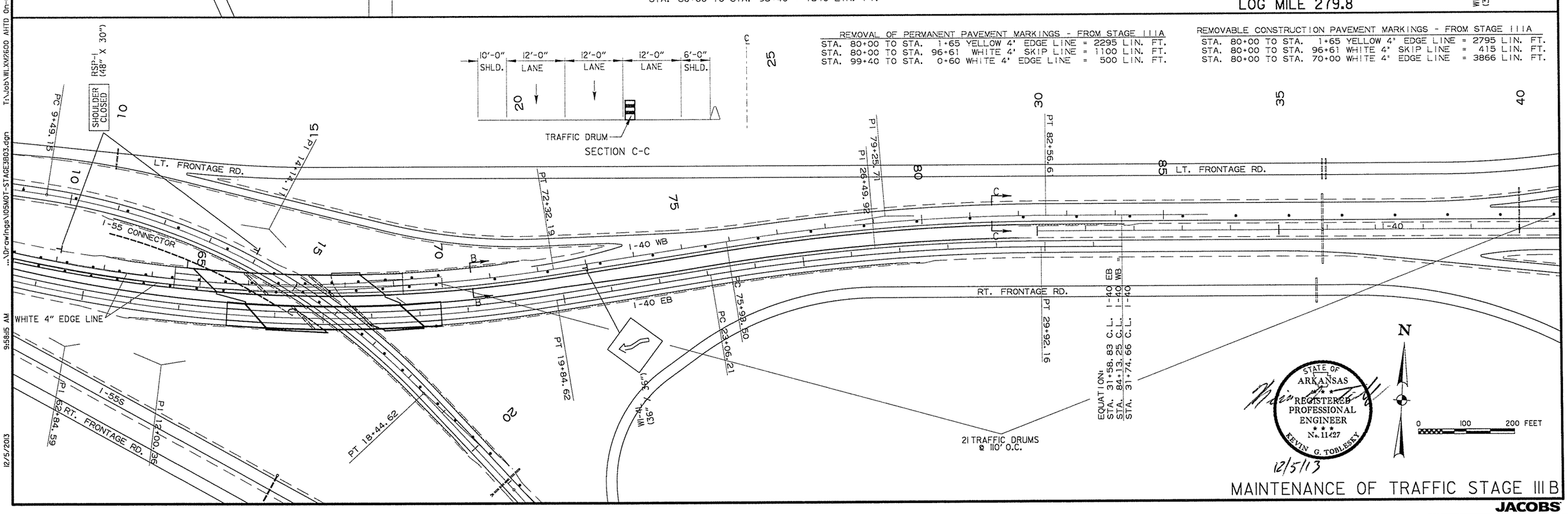


REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE I IIA

STA. 80+00	TO STA. 1+65	YELLOW 4" EDGE LINE = 2295 LIN. FT.
STA. 80+00	TO STA. 96+61	WHITE 4" SKIP LINE = 1100 LIN. FT.
STA. 99+40	TO STA. 0+60	WHITE 4" EDGE LINE = 500 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE I IIA

STA. 80+00	TO STA. 1+65	YELLOW 4" EDGE LINE = 2795 LIN. FT.
STA. 80+00	TO STA. 96+61	WHITE 4" SKIP LINE = 415 LIN. FT.
STA. 80+00	TO STA. 70+00	WHITE 4" EDGE LINE = 3866 LIN. FT.



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
12/5/13

MAINTENANCE OF TRAFFIC STAGE III B

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	73	195

(2) MAINTENANCE OF TRAFFIC STAGE III B

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

2'-0"
3'-0"
12'-0" LANE
TRAFFIC DRUM
SECTION A-A

N

0 100 200 FEET

LT. FRONTAGE RD.
RAMP 1
RAMP 2
RAMP 3
RAMP 4
A5014
A5015
B5014
B5015
DR. MARTIN LUTHER KING JR. DR.
RT. FRONTAGE RD.
MISSOURI PACIFIC RAILROAD
27 TRAFFIC DRUMS @ 110' O.C.

STA. 76+21.78
END JOB BB0108
LOG MILE 281.13

18 TRAFFIC DRUMS @ 55' O.C.
TEMP. RELOCATION OF EXIT 291
11 TRAFFIC DRUMS @ 55' O.C.
WHITE 4" EDGE LINE
RAMP A
RAMP B
3 TRAFFIC DRUMS @ 110' O.C.
5 TRAFFIC DRUMS @ 110' O.C.
13 TRAFFIC DRUMS @ 55' O.C.
WL-4R (36" X 36")
HWY. 131 (MOUND CITY RD.)
M.O.T. MATCH LINE
PC
PT

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IIIA
STA. 77+14 TO STA. 87+67 WHITE 4" EDGE LINE = 2108 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IIIA
STA. 77+14 TO STA. 87+67 WHITE 4" SKIP LINE = 520 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III B

JACOBS

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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.		BB0108	74	195

(2) MAINTENANCE OF TRAFFIC STAGE III B

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

N

0 100 200 FEET

14 TRAFFIC DRUMS @ 110' O.C.

7 TRAFFIC DRUMS @ 110' O.C.

7 TRAFFIC DRUMS @ 55' O.C.

5 TRAFFIC DRUMS @ 110' O.C.

WHITE 4" EDGE LINE

WHITE 4" EDGE LINE

WHITE 4" EDGE LINE

5 TRAFFIC DRUMS @ 55' O.C.

4 TRAFFIC DRUMS @ 55' O.C.

9 TRAFFIC DRUMS @ 55' O.C.

38 TRAFFIC DRUMS @ 55' O.C.

3 TRAFFIC DRUMS @ 55' O.C.

5 TRAFFIC DRUMS @ 55' O.C.

7 TRAFFIC DRUMS @ 55' O.C.

(2) W4-3R (36" X 36")

WI-4L (36" X 36")

WI-4L (36" X 36")

20' RT OF STA 101+31.09 BK. C.L. MED. I-40
STA. 0+00.00 AHD I-40EB

PC 0+37.77

PC 52+62.50

PI 2+18.69

PI 2+76.01

PC 5+09.37

PT 5+22.18

PC 9+49.15

PI 14+14.11

RAMP B

PT 72+32.19

PC 75+98.50

PC 23+06.21

PT 19+84.62

PT 18+44.62

PC 23+89.60

PI 26+92.70

PI 62+84.59

PI 12+00.36

I-40 WB

I-40 EB

I-40/I-55

I-55 SB

RT. FRONTAGE RD.

LT. FRONTAGE RD.

RT. FRONTAGE RD.

I-55 CONNECTOR

PT EQUATION
STA. 29+90.70 BK. I-55 CONNECTOR=
STA. 417+38.50 AHD. I-55

M.O.T. MATCH LINE

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE III A
STA. 18+00 TO STA. 29+90 WHITE 4' EDGE LINE = 1580 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE III A
STA. 18+00 TO STA. 29+90 WHITE 4' SKIP LINE = 300 LIN. FT.
STA. 26+90 TO STA. 29+90 WHITE 4' EDGE LINE = 300 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III B

JACOBS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	75	195

(2) MAINTENANCE OF TRAFFIC STAGE III C

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

260 PC 259+91.30

260 LT. FRONTAGE RD.

40 WEST-55 NORTH

55 SOUTH-40 EAST

PT 255+95.22

255

0 100 200 FEET

N

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

265 195 190

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

WHITE 4" EDGE LINE

YELLOW 4" EDGE LINE

185

I-40/I55

4 TRAFFIC DRUMS @ 30' O.C.

MISSOURI ST. OFF RAMP

255

40 EAST-55 NORTH

55 SOUTH-40 WEST

250

℄ I-40

PT 253+92.32

RT. FRONTAGE RD.

2'-6" ℄

10'-8" LANE | 10'-8" LANE | 10'-8" LANE | 21'-6" FULL DEPTH RECONSTRUCTION | 5'-0" EXIST. SHLDR. RETAIN

TEMPORARY PRECAST CONCRETE BARRIER WALL

SECTION A-A

MAINTENACE OF TRAFFIC
STAGE III C

PC 244+41.98

250

180 175 170 165

10 15 20

EQUATION: 164+00.00 BK. = 7+66.00 AHD.

WHITE 8" DOTTED LINE

WHITE 4" SKIP LINE

YELLOW 4" EDGE LINE

TEMPORARY P.C.C. BARRIER WALL

WHITE 4" EDGE LINE

LT. FRONTAGE RD.

BURLINGTON NORTHERN RAILROAD

FRONTAGE ROADS CONNECTION

B3126

A3126

I-40/I55

A

PC 183+00.66

RT. FRONTAGE RD.

STA. 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION

MISSOURI ST. CONNECTION

MISSOURI ST.

RELOCATING PRCAST CONCRETE BARRIER
STA. 183+00 TO STA. 20+00 = 3140 LIN. FT.

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 189+80 TO STA. 20+00	YELLOW 4' EDGE LINE	= 3800	LIN. FT.
STA. 183+00 TO STA. 20+00	WHITE 4' SKIP LINE	= 780	LIN. FT.
STA. 189+80 TO STA. 20+00	WHITE 4' EDGE LINE	= 4216	LIN. FT.
STA. 172+00 TO STA. 17+00	WHITE 8' DOTTED LINE	= 384	LIN. FT.

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE III C

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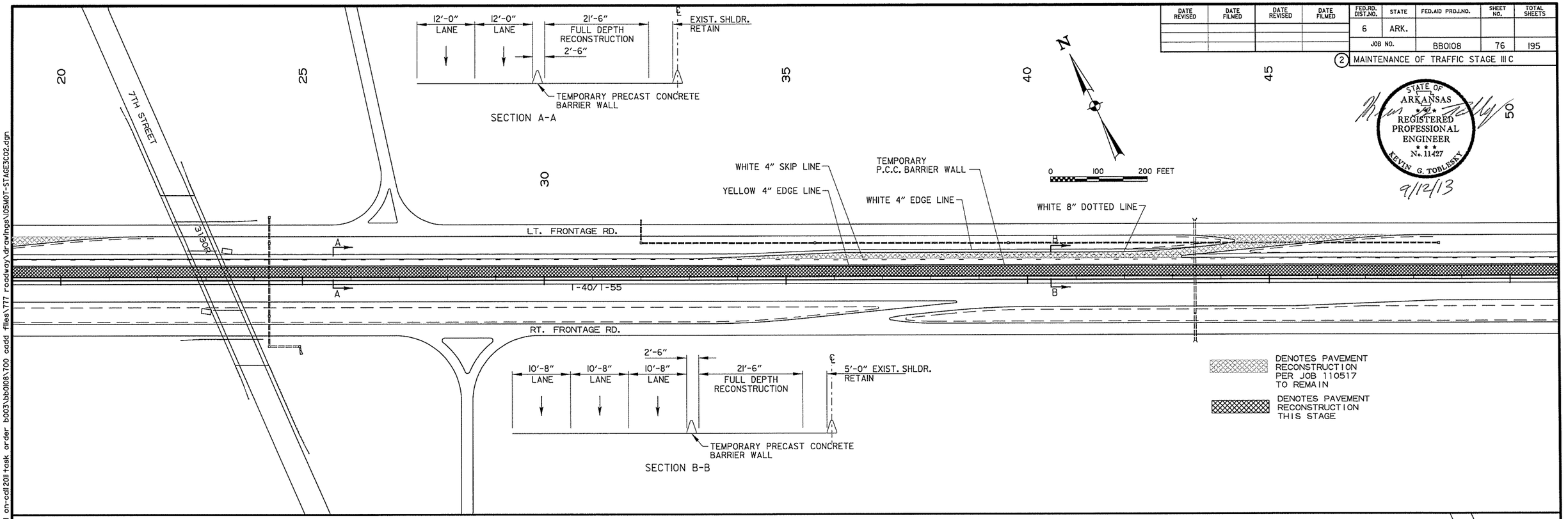
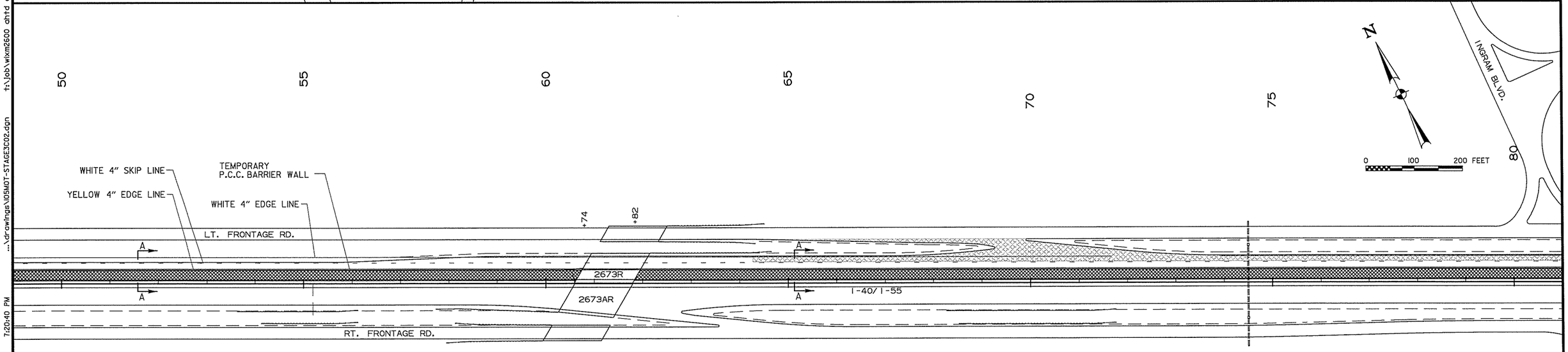
				6	ARK.			
				JOB NO.		BB0108	76	195

(2) MAINTENANCE OF TRAFFIC STAGE III C

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEN
9/12/13





REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 20+00 TO STA. 80+00	YELLOW 4" EDGE LINE	= 6000 LIN. FT.
STA. 20+00 TO STA. 80+00	WHITE 4" SKIP LINE	= 1500 LIN. FT.
STA. 20+00 TO STA. 80+00	WHITE 4" EDGE LINE	= 5850 LIN. FT.
STA. 38+00 TO STA. 43+30	WHITE 8" DOTTED LINE	= 105 LIN. FT.

RELOCATING PRECAST CONCRETE BARRIER WALL
STA. 20+00 TO STA. 80+00 = 6000 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III C

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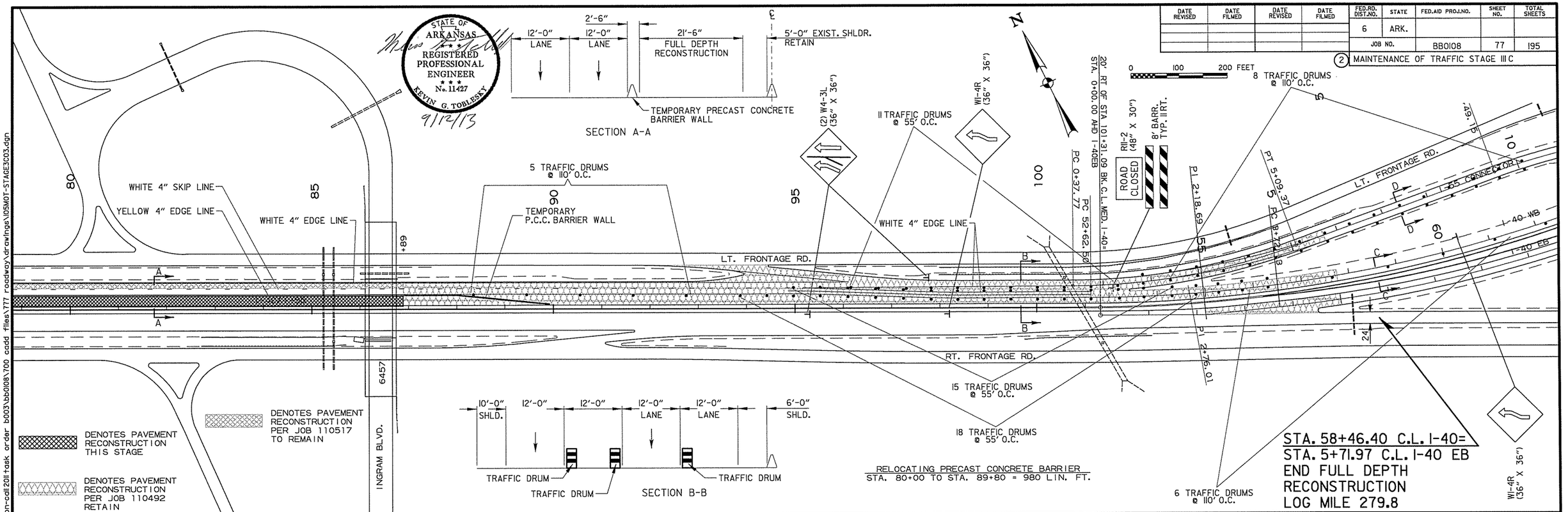
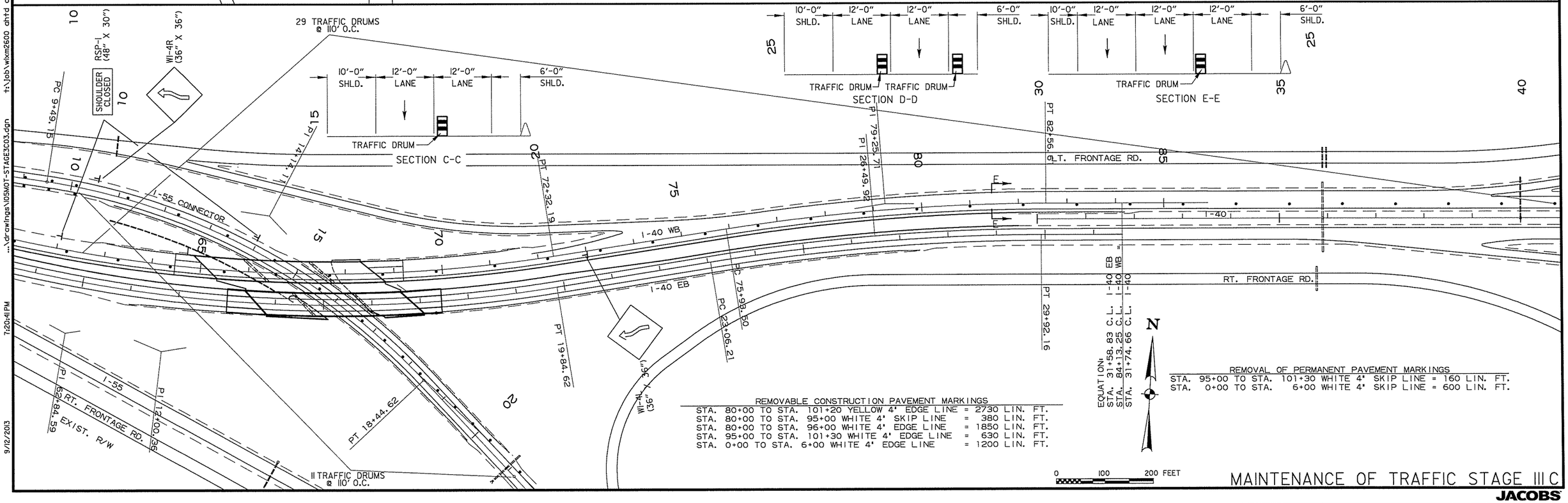
				6	ARK.			
				JOB NO.		BB0108	77	195

(2) MAINTENANCE OF TRAFFIC STAGE III C

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13





MAINTENANCE OF TRAFFIC STAGE III C

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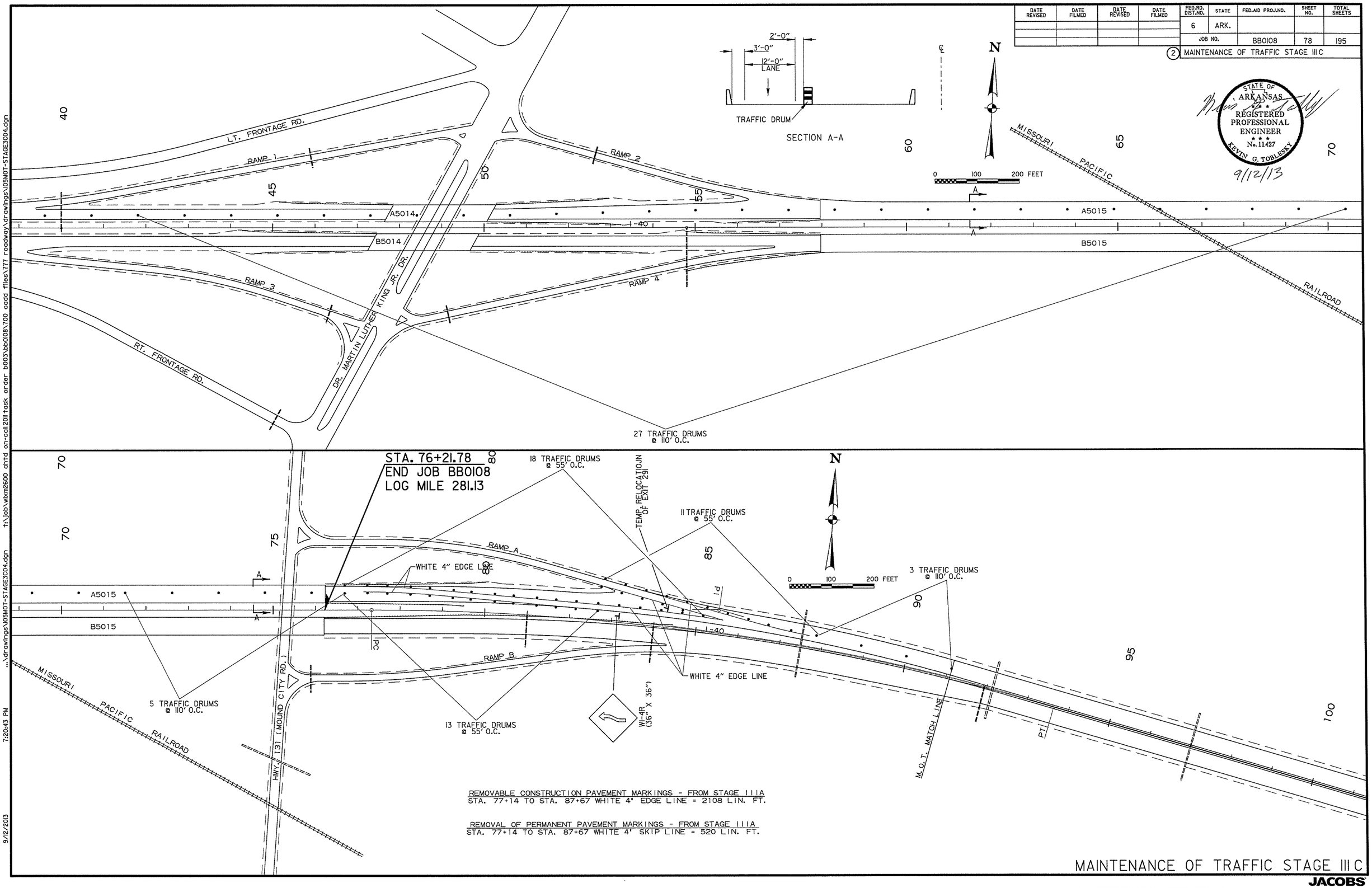
				6	ARK.			
				JOB NO.		BB0108	78	195

(2) MAINTENANCE OF TRAFFIC STAGE III C

SECTION A-A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IIIA
STA. 77+14 TO STA. 87+67 WHITE 4" EDGE LINE = 2108 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IIIA
STA. 77+14 TO STA. 87+67 WHITE 4" SKIP LINE = 520 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III C

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	79	195
				(2) MAINTENANCE OF TRAFFIC STAGE III C				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

14 TRAFFIC DRUMS @ 55' O.C.

32 TRAFFIC DRUMS @ 55' O.C.

5 TRAFFIC DRUMS @ 110' O.C.

7 TRAFFIC DRUMS @ 110' O.C.

7 TRAFFIC DRUMS @ 55' O.C.

7 TRAFFIC DRUMS @ 55' O.C.

7 TRAFFIC DRUMS @ 110' O.C.

(2) W4-3R (36" X 36")

W4-4R (36" X 36")

20' RT OF STA 101+31.09 BK. C.L. MED. I-40
STA. 0+00.00 AHD I-40EB

PC 0+37.77

PC 52+62.50

PI 2+18.69

PI 2+76.01

PT 5+09.37

PC 8+21.19

PC 9+49.15

PI 14+14.11

RAMP B

PT 19+84.62

PI 79+25.71

PI 26+49.92

I-40

EB

LT. FRONTAGE RD.

PI 72+32.19

PC 75+93.80

PC 24+06.21

RT. FRONTAGE RD.

WHITE 4" EDGE LINE

I-40 WB

I-40 EB

I-40/I-55

I-55 SB

I-55 CONNECTOR

PT 18+44.62

PC 23+89.60

PI 26+92.70

PI 62+84.59

PI 12+00.36

PT EQUATION
STA. 29+90.70 BK. I-55 CONNECTOR=
STA. 417+38.50 AHD. I-55

M.O.T. MATCH LINE

26 TRAFFIC DRUMS @ 55' O.C.

22 TRAFFIC DRUMS @ 110' O.C.

3 TRAFFIC DRUMS @ 55' O.C.

5 TRAFFIC DRUMS @ 55' O.C.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE III A
STA. 18+00 TO STA. 29+90 WHITE 4' EDGE LINE = 1580 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE III A
STA. 18+00 TO STA. 29+90 WHITE 4' SKIP LINE = 300 LIN. FT.
STA. 26+90 TO STA. 29+90 WHITE 4' EDGE LINE = 300 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE III C

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	80	195

(2) MAINTENANCE OF TRAFFIC STAGE IV A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESBY
9/12/13

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

EQUATION:
PT 265+16.98 BK. =
POE 195+56.60 AHD.

N

0 100 200 FEET

PI 255+95.22

55 NORTH
55 SOUTH
LT. FRONTAGE RD.
RT. FRONTAGE RD.
℄ I-40
M.O.T. MATCH LINE
I-40/155
MISSOURI ST. OFF RAMP
SPECIAL END UNIT
YELLOW 4" EDGE LINE
WHITE 4" EDGE LINE
W1-4L (36" X 36")
(2) W4-3R (36" X 36")
13 TRAFFIC DRUMS @ 55' O.C.
8 TRAFFIC DRUMS @ 55' O.C.
6 TRAFFIC DRUMS @ 55' O.C.
5 TRAFFIC DRUMS @ 55' O.C.
18 TRAFFIC DRUMS @ 55' O.C.
15 TRAFFIC DRUMS @ 55' O.C.

250 255 260 265 190 185 180 175 170 165

PC 244+41.98

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA.	190+00	TO STA.	14+30	YELLOW 4" EDGE LINE = 3280 LIN. FT.
STA.	186+00	TO STA.	184+50	YELLOW 4" EDGE LINE = 150 LIN. FT.
STA.	183+50	TO STA.	10+50	WHITE 4" SKIP LINE = 710 LIN. FT.
STA.	264+00	TO STA.	14+30	WHITE 4" EDGE LINE = 5321 LIN. FT.
STA.	166+50	TO STA.	13+00	YELLOW 4" EDGE LINE = 760 LIN. FT.
STA.	13+00	TO STA.	19+20	WHITE 4" SKIP LINE = 160 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA.	190+00	TO STA.	14+30	YELLOW 4" EDGE LINE = 3280 LIN. FT.
STA.	185+00	TO STA.	14+30	WHITE 4" SKIP LINE = 1000 LIN. FT.

10 15 20

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE
1720 LIN. FT. TEMPORARY P.C.C. BARRIER WALL
EQUATION: 164+00.00 BK. = 7+66.00 AHD.
WHITE 4" EDGE LINE
YELLOW 4" EDGE LINE
7 TRAFFIC DRUMS @ 55' O.C.
+51 +82 +60 +80
LT. FRONTAGE RD.
BURLINGTON NORTHERN RAILROAD
FRONTAGE ROADS CONNECTION
B3126
A3126
I-40/155
A
A
SPECIAL END UNIT
2 TRAFFIC DRUMS @ 55' O.C.
RT. FRONTAGE RD.
YELLOW 4" LINE
WHITE 4" SKIP LINE
14 TRAFFIC DRUMS @ 55' O.C.
26 TRAFFIC DRUMS @ 45' O.C.
MISSOURI ST. CONNECTION
MISSOURI ST.

STA. 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION

℄ 12'-0" LANE 12'-0" LANE
TEMPORARY PRECAST CONCRETE BARRIER WALL
SECTION A-A

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT CONSTRUCTION THIS STAGE

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 182+33 TO STA. 165+00 = 1733 LIN. FT.

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IV A

JACOBS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
12-5-13			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	81	195

(2) MAINTENANCE OF TRAFFIC STAGE IV B

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
12/5/13

N

0 100 200 FEET

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

PI 255+95.22

55 NORTH
55 SOUTH
LT. FRONTAGE RD.
RT. FRONTAGE RD.
℄ I-40
I-40/155

YELLOW 4" EDGE LINE
WHITE 4" EDGE LINE
M.O.T. MATCH LINE
13 TRAFFIC DRUMS @ 55' O.C.
8 TRAFFIC DRUMS @ 55' O.C.
6 TRAFFIC DRUMS @ 55' O.C.
5 TRAFFIC DRUMS @ 55' O.C.
15 TRAFFIC DRUMS @ 55' O.C.
18 TRAFFIC DRUMS @ 55' O.C.
W1-4L (36" X 36")
(2) W4-3R (36" X 36")
W8-23 (36" X 36")
SPECIAL END UNIT
MISSOURI ST. OFF RAMP
NO SHOULDER

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IVA

STA. 190+00	TO STA. 14+30	YELLOW 4' EDGE LINE	=	3280 LIN. FT.
STA. 186+00	TO STA. 184+50	YELLOW 4' EDGE LINE	=	150 LIN. FT.
STA. 183+50	TO STA. 10+50	WHITE 4' SKIP LINE	=	710 LIN. FT.
STA. 264+00	TO STA. 14+30	WHITE 4' EDGE LINE	=	5321 LIN. FT.
STA. 166+50	TO STA. 13+00	YELLOW 4' EDGE LINE	=	760 LIN. FT.
STA. 13+00	TO STA. 19+20	WHITE 4' SKIP LINE	=	160 LIN. FT.

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 10+50	TO STA. 20+00	YELLOW 4' EDGE LINE	=	950 LIN. FT.
STA. 10+50	TO STA. 20+00	WHITE 4' SKIP LINE	=	240 LIN. FT.
STA. 10+50	TO STA. 20+00	WHITE 4' EDGE LINE	=	950 LIN. FT.

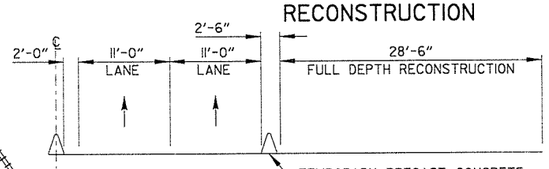
REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 14+30	TO STA. 20+00	YELLOW 4' EDGE LINE	=	570 LIN. FT.
STA. 14+30	TO STA. 20+00	WHITE 4' SKIP LINE	=	140 LIN. FT.

EQUATION: 164+00.00 BK. = 7+66.00 AHD.

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE
TEMPORARY P.C.C. BARRIER WALL
LT. FRONTAGE RD.
FRONTAGE ROADS CONNECTION
BURLINGTON NORTHERN RAILROAD
B3126
A3126
I-40/155
RT. FRONTAGE RD.
MISSOURI ST. CONNECTION
MISSOURI ST.
2 TRAFFIC DRUMS @ 55' O.C.
7 TRAFFIC DRUMS @ 55' O.C.
4 TRAFFIC DRUMS @ 55' O.C.
TEMP. IMPACT ATTEN. BARRIER
TEMP. RELOCATION OF EXIT 279B
SHOULDER CLOSED
RSP-1 (48" X 30")
(12" X 36") EVENLY SPACED
(10OM-3L)

STA. 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION



SECTION A-A

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER - FROM STAGE IVA
STA. 182+33 TO STA. 165+00 = 1733 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

STA. 165+00	TO STA. 166+00	=	100 LIN. FT.
STA. 9+20	TO STA. 20+00	=	1280 LIN. FT.

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IV B

JACOBS

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12-5-13			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	82	195

(2) MAINTENANCE OF TRAFFIC STAGE IV B

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
12/5/13

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

N

0 100 200 FEET

20 25 30 35 40 45 50

7TH STREET

3130R

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE
LT. FRONTAGE RD.
TEMPORARY P.C.C. BARRIER WALL

I-40/I-55

EAST SOUTH RIGHT LANE LANE

(2-SPECIAL) (96" X 60")

35+26 48+16 52+02

RT. FRONTAGE RD.

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

M6-3 (21" X 15")

DETOUR M4-8 (24" X 12")

EAST M3-2 (36" X 18")

M1-1 (36" X 36")

SOUTH M3-3 (36" X 18")

M1-1 (36" X 36")

(10)OM-3L (12" X 36") EVENLY SPACED

16' BARR. TYP. III LT.

W1-6 (48" X 24")

R11-2 (48" X 30")

ROAD CLOSED

2'-0" | 11'-0" LANE | 11'-0" LANE | 2'-6" | 28'-6" FULL DEPTH RECONSTRUCTION

TEMPORARY PRECAST CONCRETE BARRIER WALL

SECTION A-A

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 20+00 TO STA. 80+00 = 6000 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 20+00 TO STA. 80+00 YELLOW 4' EDGE LINE	= 6000 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' SKIP LINE	= 1500 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' EDGE LINE	= 6000 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 20+00 TO STA. 80+00 YELLOW 4' EDGE LINE	= 6000 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' SKIP LINE	= 1950 LIN. FT.

50 55 60 65 70 75 80

N

INGRAM BLVD.

0 100 200 FEET

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE
TEMPORARY P.C.C. BARRIER WALL
LT. FRONTAGE RD.

I-40/I-55

2673R 2673AR

+44 +46

RT. FRONTAGE RD.

+39 +55 +41

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

(8)OM-3L (12" X 36") EVENLY SPACED

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

MAINTENANCE OF TRAFFIC STAGE IV B

JACOBS

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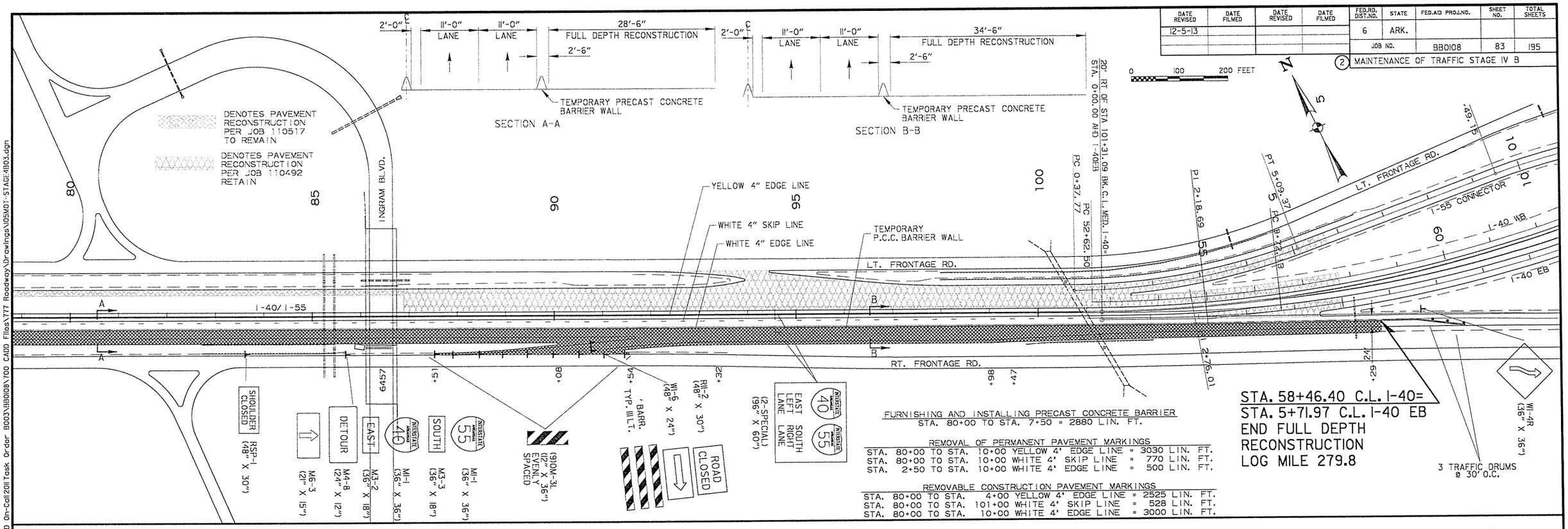
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-5-13				6	ARK.			
				JOB NO.		BB0108	83	195

(2) MAINTENANCE OF TRAFFIC STAGE IV B



FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 80+00 TO STA. 7+50 = 2880 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS

STA. 80+00 TO STA.	10+00 YELLOW 4' EDGE LINE	= 3030 LIN. FT.
STA. 80+00 TO STA.	10+00 WHITE 4' SKIP LINE	= 770 LIN. FT.
STA. 2+50 TO STA.	10+00 WHITE 4' EDGE LINE	= 500 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 80+00 TO STA.	4+00 YELLOW 4' EDGE LINE	= 2525 LIN. FT.
STA. 80+00 TO STA.	101+00 WHITE 4' SKIP LINE	= 528 LIN. FT.
STA. 80+00 TO STA.	10+00 WHITE 4' EDGE LINE	= 3000 LIN. FT.

STA. 58+46.40 C.L. I-40=
STA. 5+71.97 C.L. I-40 EB
END FULL DEPTH RECONSTRUCTION
LOG MILE 279.8

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEN
12/5/13

MAINTENANCE OF TRAFFIC STAGE IV B

JACOBS

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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.		BB0108	84	195

(2) MAINTENANCE OF TRAFFIC STAGE IV B

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

250 255 260 265 190 195 185

55 SOUTH
55 NORTH
L.T. FRONTAGE RD.
PI 255+95.22
℄ I-40
PC 244+41.98
EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD

YELLOW 4" EDGE LINE
M.O.T. MATCH LINE
13 TRAFFIC DRUMS @ 55' O.C.
8 TRAFFIC DRUMS @ 55' O.C.
I-40/155
WHITE 4" EDGE LINE
W1-4L (36" X 36")
SPECIAL END UNIT
MISSOURI ST. OFF RAMP
RT. FRONTAGE RD.
6 TRAFFIC DRUMS @ 55' O.C.
SHOULDER CLOSED
RSP-1 (48" X 30")
5 TRAFFIC DRUMS @ 55' O.C.
(2) W4-3R (36" X 36")
18 TRAFFIC DRUMS @ 55' O.C.
15 TRAFFIC DRUMS @ 55' O.C.

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IVA

STA. 190+00	TO STA. 14+30	YELLOW 4" EDGE LINE	= 3280 LIN. FT.
STA. 186+00	TO STA. 184+50	YELLOW 4" EDGE LINE	= 150 LIN. FT.
STA. 183+50	TO STA. 10+50	WHITE 4" SKIP LINE	= 710 LIN. FT.
STA. 264+00	TO STA. 14+30	WHITE 4" EDGE LINE	= 5321 LIN. FT.
STA. 166+50	TO STA. 13+00	YELLOW 4" EDGE LINE	= 760 LIN. FT.
STA. 13+00	TO STA. 19+20	WHITE 4" SKIP LINE	= 160 LIN. FT.

180 175 170 165 10 15 20

BURLINGTON NORTHERN FRONTAGE ROADS CONNECTION
LT. FRONTAGE RD.
B3126
A3126
I-40/155
EQUATION: 164+00.00 BK. = 7+66.00 AHD.
SPECIAL END UNIT
2 TRAFFIC DRUMS @ 55' O.C.
RT. FRONTAGE RD.
+73
+51

STA. 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IVB

STA. 10+50	TO STA. 20+00	YELLOW 4" EDGE LINE	= 950 LIN. FT.
STA. 10+50	TO STA. 20+00	WHITE 4" SKIP LINE	= 240 LIN. FT.
STA. 10+50	TO STA. 20+00	WHITE 4" EDGE LINE	= 950 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 13+00	TO STA. 16+00	YELLOW 4" EDGE LINE	= 300 LIN. FT.
STA. 165+50	TO STA. 14+50	WHITE 4" EDGE LINE	= 815 LIN. FT.

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE
YELLOW 4" EDGE LINE
TEMP. IMPACT ATTEN. BARRIER
8 TRAFFIC DRUMS @ 55' O.C.
8 TRAFFIC DRUMS @ 55' O.C.

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER

STA. 165+00	TO STA. 12+00	=	540 LIN. FT.
STA. 14+50	TO STA. 16+70	=	220 LIN. FT.

RELOCATING PRECAST CONCRETE BARRIER

STA. 165+00	TO STA. 166+00	=	100 LIN. FT.
STA. 9+20	TO STA. 15+60	=	640 LIN. FT.

SECTION A-A

12'-0" LANE | 12'-0" LANE | 28'-6" FULL DEPTH RECONSTRUCTION 2'-6"

TEMPORARY PRECAST CONCRETE BARRIER WALL

N

MISSOURI ST. CONNECTION
MISSOURI ST.
RAILROAD

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IV C

JACOBS

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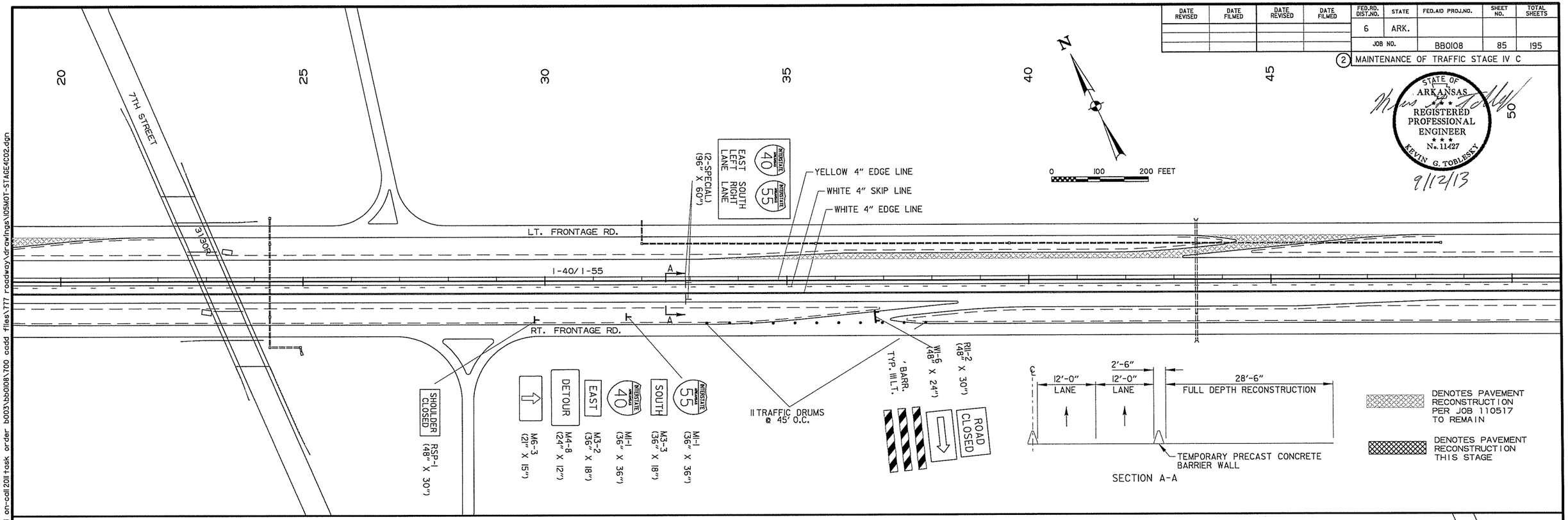
				6	ARK.			
				JOB NO.		BB0108	85	195

(2) MAINTENANCE OF TRAFFIC STAGE IV C

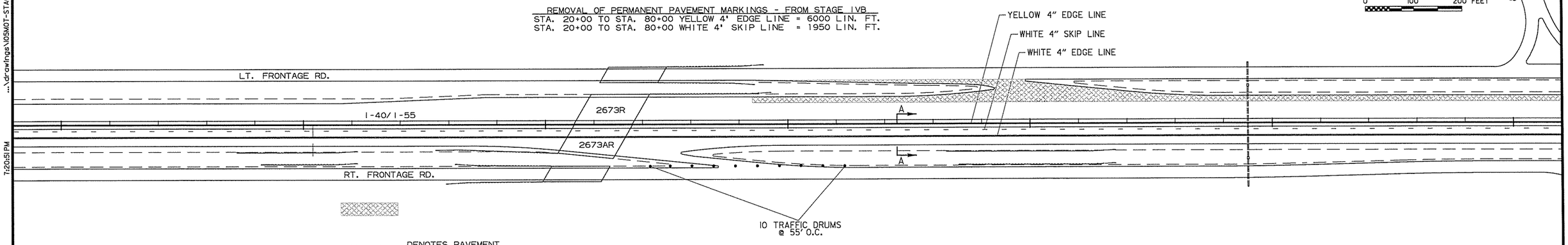
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER - FROM STAGE IVB
STA. 20+00 TO STA. 80+00 = 6000 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IVB
STA. 20+00 TO STA. 80+00 YELLOW 4' EDGE LINE = 6000 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' SKIP LINE = 1500 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' EDGE LINE = 6000 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IVB
STA. 20+00 TO STA. 80+00 YELLOW 4' EDGE LINE = 6000 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' SKIP LINE = 1950 LIN. FT.



MAINTENANCE OF TRAFFIC STAGE IV C

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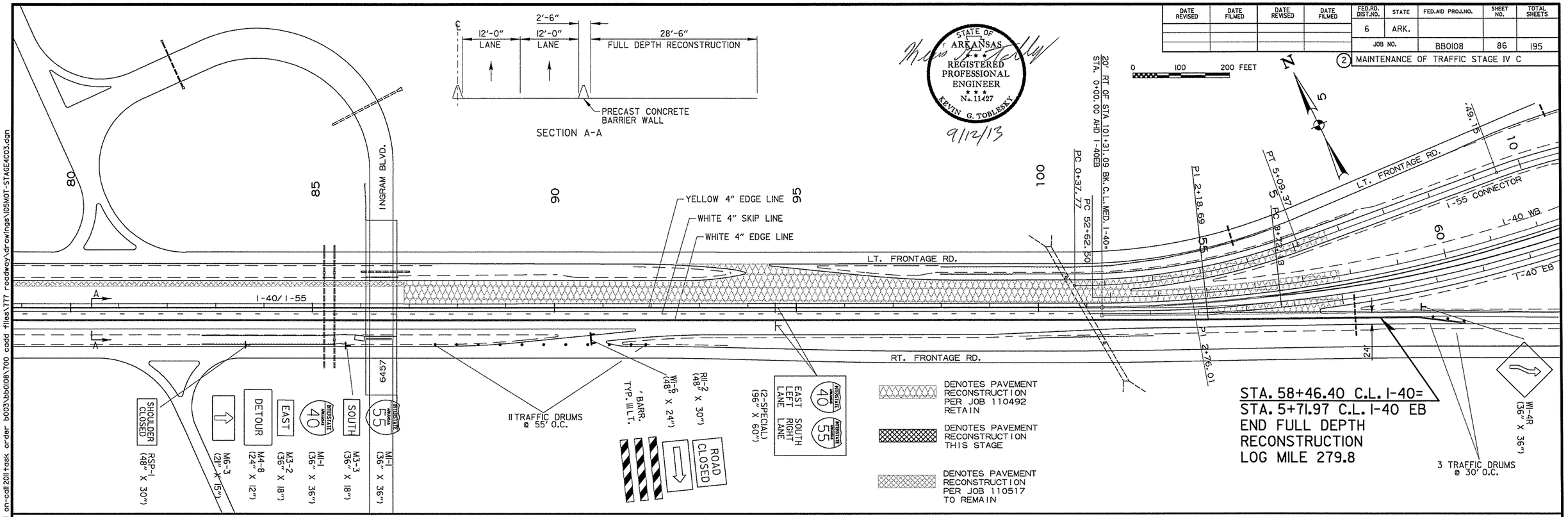
				6	ARK.			
				JOB NO.		BB0108	86	195

(2) MAINTENANCE OF TRAFFIC STAGE IV C

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13



FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER - FROM STAGE IVB
STA. 80+00 TO STA. 7+50 = 2880 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IVB

STA. 80+00	TO STA. 4+00	YELLOW 4' EDGE LINE	= 2525 LIN. FT.
STA. 80+00	TO STA. 101+00	WHITE 4' SKIP LINE	= 528 LIN. FT.
STA. 80+00	TO STA. 10+00	WHITE 4' EDGE LINE	= 3000 LIN. FT.

REMOVAL OF PERMANENT PAVEMENT MARKINGS - FROM STAGE IVB

STA. 80+00	TO STA. 10+00	YELLOW 4' EDGE LINE	= 3030 LIN. FT.
STA. 80+00	TO STA. 10+00	WHITE 4' SKIP LINE	= 770 LIN. FT.
STA. 2+50	TO STA. 10+00	WHITE 4' EDGE LINE	= 500 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE IV C

JACOBS

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				6	ARK.			
				JOB NO.		BB0108	87	195
				(2) MAINTENANCE OF TRAFFIC STAGE IV D				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

N

0 100 200 FEET

PI 255+95.22

PC 244+41.98

I-40/155

55 SOUTH
55 NORTH
LT. FRONTAGE RD.
RT. FRONTAGE RD.
M.O.T. MATCH LINE
YELLOW 4" EDGE LINE
WHITE 4" EDGE LINE
MISSOURI ST. OFF RAMP
7 TRAFFIC DRUMS @ 55' O.C.
TEMP. IMPACT ATTEN. BARRIER
11 TRAFFIC DRUMS @ 55' O.C.
17 TRAFFIC DRUMS @ 55' O.C.
23 TRAFFIC DRUMS @ 55' O.C.
(2) W1-4R (36" X 36")
(2) W4-3R (36" X 36")

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 191+00 TO STA. 20+00 YELLOW 4" EDGE LINE = 3837 LIN. FT.
STA. 182+50 TO STA. 20+00 WHITE 4" SKIP LINE = 774 LIN. FT.
STA. 264+50 TO STA. 20+00 WHITE 4" EDGE LINE = 5519 LIN. FT.

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 10+00 TO STA. 13+60 = 360 LIN. FT.

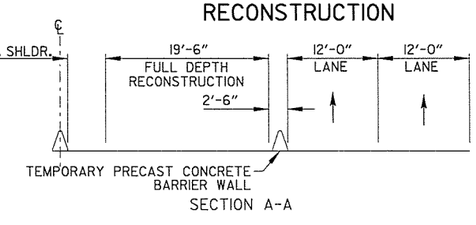
EQUATION: 164+00.00 BK. = 7+66.00 AHD.

TEMPORARY P.C.C. BARRIER WALL
TEMPORARY P.C.C. BARRIER WALL
TEMP. IMPACT ATT. BARRIER
5 TRAFFIC DRUMS @ 55' O.C.
6 TRAFFIC DRUMS @ 55' O.C.
2 TRAFFIC DRUMS @ 55' O.C.
B3126
A3126
BURLINGTON NORTHERN RAILROAD
FRONTAGE ROADS CONNECTION
MISSOURI ST. CONNECTION
MISSOURI ST.

RELOCATING PRECAST CONCRETE BARRIER
STA. 182+34TO STA. 20+00 = 3060 LIN. FT.

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE

STA. 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION



SECTION A-A

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IV D

JACOBS

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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.		BB0108	88	195

(2) MAINTENANCE OF TRAFFIC STAGE IV D

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

N

0 100 200 FEET

20 25 30 35 40 45 50

7TH STREET

180

TEMPORARY P.C.C. BARRIER WALL

31'30"

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

175

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

EAST LEFT LANE
SOUTH RIGHT LANE
(2-SPECIAL)
(96" X 60")

M6-3
(21" X 15")

DETOUR
M4-8
(24" X 12")

EAST
M3-2
(36" X 18")

I-40
M1-1
(36" X 36")

SOUTH
M3-3
(36" X 18")

I-55
M1-1
(36" X 36")

11 TRAFFIC DRUMS @ 45' O.C.

W1-6
(48" X 24")

RII-2
(48" X 30")

8' BARR. TYP. III LT.

ROAD CLOSED

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 56+25 TO STA. 59+85 = 360 LIN. FT.
STA. 69+51 TO STA. 73+11 = 360 LIN. FT.

N

0 100 200 FEET

INGRAM BLVD.

50 55 60 65 70 75 80

5'-0" EXIST. SHLDR. RETAIN

2'-6"

19'-6" FULL DEPTH RECONSTRUCTION

12'-0" LANE

12'-0" LANE

TEMPORARY PRECAST CONCRETE BARRIER WALL

SECTION A-A

140 LIN. FT. TEMPORARY P.C.C. BARRIER WALL

6 TRAFFIC DRUMS @ 55' O.C.

5 TRAFFIC DRUMS @ 55' O.C.

TEMPORARY P.C.C. BARRIER WALL

TEMP. IMPACT ATT. BARRIER

TEMPORARY P.C.C. BARRIER WALL

LT. FRONTAGE RD.

I-40/I-55

TEMP. IMPACT ATT. BARRIER

2673R +55 +64

2673AR

RT. FRONTAGE RD.

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 20+00 TO STA. 80+00 YELLOW 4" EDGE LINE = 6000 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4" SKIP LINE = 1500 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4" EDGE LINE = 6253 LIN. FT.

RELOCATING PRECAST CONCRETE BARRIER
STA. 20+00 TO STA. 80+00 = 6000 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE IV D

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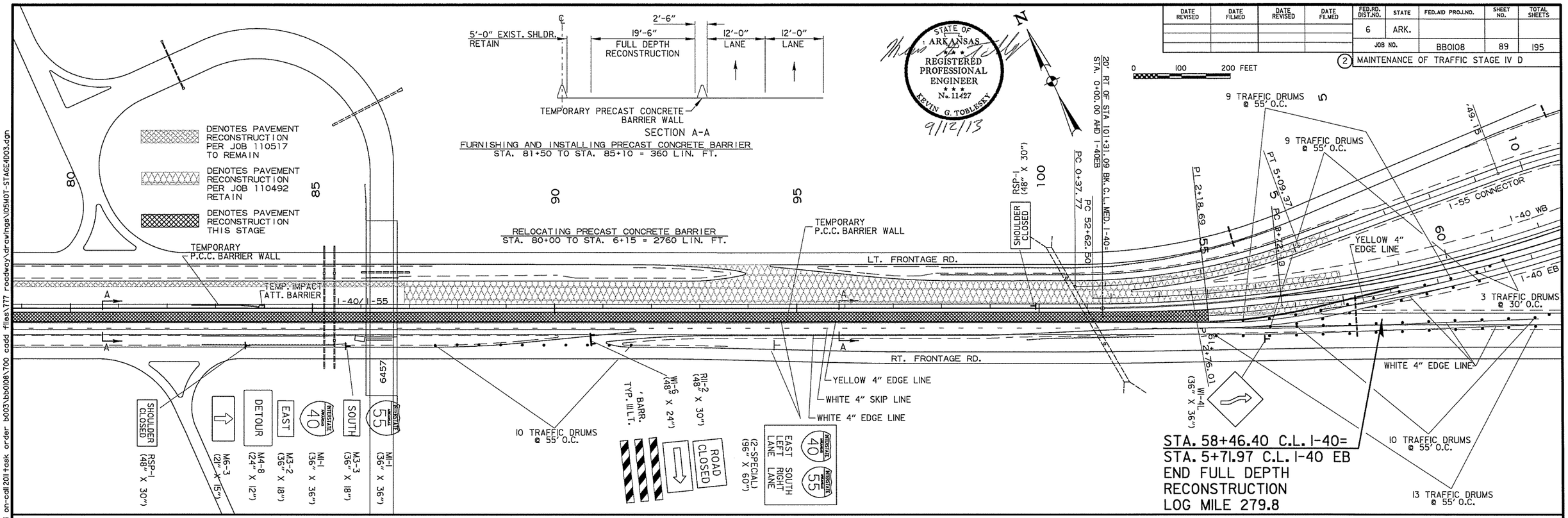
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	89	195

(2) MAINTENANCE OF TRAFFIC STAGE IV D

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 80+00	TO STA. 8+00	YELLOW 4' EDGE LINE	= 2907 LIN. FT.
STA. 80+00	TO STA. 2+00	WHITE 4' SKIP LINE	= 590 LIN. FT.
STA. 80+00	TO STA. 10+00	WHITE 4' EDGE LINE	= 4246 LIN. FT.

MAINTENANCE OF TRAFFIC STAGE IV D

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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.		BB0108	90	195
				(2) MAINTENANCE OF TRAFFIC STAGE IV E				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

EQUATION:
PT 265+16.98 BK. =
POE 195+56.60 AHD.

EQUATION:
164+00.00 BK. =
7+66.00 AHD.

N

0 100 200 FEET

PI 255+95.22

PC 244+41.98

L.T. FRONTAGE RD.

RT. FRONTAGE RD.

55 NORTH

55 SOUTH

℄ I-40

M.O.T. MATCH LINE

M.O.T. MATCH LINE

YELLOW 4" EDGE LINE

WHITE 4" EDGE LINE

WHITE 4" EDGE LINE

MISSOURI ST. OFF RAMP

SPECIAL END UNIT

7 TRAFFIC DRUMS @ 55' O.C.

11 TRAFFIC DRUMS @ 55' O.C.

17 TRAFFIC DRUMS @ 55' O.C.

23 TRAFFIC DRUMS @ 55' O.C.

(2) W1-4R (36" X 36")

(2) W4-3R (36" X 36")

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IVD

STA. 191+00	TO STA. 20+00	YELLOW 4" EDGE LINE	= 3837 LIN. FT.
STA. 182+50	TO STA. 20+00	WHITE 4" SKIP LINE	= 774 LIN. FT.
STA. 264+50	TO STA. 20+00	WHITE 4" EDGE LINE	= 5519 LIN. FT.

BURLINGTON NORTHERN RAILROAD

FRONTAGE ROADS CONNECTION

B3126

A3126

I-40/I55

2 TRAFFIC DRUMS @ 55' O.C.

MISSOURI ST. CONNECTION

MISSOURI ST.

STA. 172+50.63
BEGIN FULL DEPTH RECONSTRUCTION

5'-0" EXIST. SHLDR. RETAIN

℄

12'-0" LANE

12'-0" LANE

TEMPORARY PRECAST CONCRETE BARRIER WALL

SECTION A-A

YELLOW 4" EDGE LINE

WHITE 4" SKIP LINE

WHITE 4" EDGE LINE

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

N

0 100 200 FEET

MAINTENANCE OF TRAFFIC STAGE IV E

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	91	195

(2) MAINTENANCE OF TRAFFIC STAGE IV E

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

20 25 30 35 40 45 50

7TH STREET

3130R

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

2673R

2673AR

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

(2-SPECIAL) (96" X 60")
EAST LEFT LANE
SOUTH RIGHT LANE
INTERSTATE 40 INTERSTATE 55

M6-3 (21" X 15")
DETOUR M4-8 (24" X 12")
EAST M3-2 (36" X 18")
INTERSTATE 40 M1-1 (36" X 36")
SOUTH M3-3 (36" X 18")
INTERSTATE 55 M1-1 (36" X 36")

11 TRAFFIC DRUMS @ 45' O.C.

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

YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE

N
0 100 200 FEET

5'-0" EXIST. SHLDR. RETAIN
12'-0" LANE
12'-0" LANE
TEMPORARY PRECAST CONCRETE BARRIER WALL
SECTION A-A

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

50 55 60 65 70 75 80

INGRAM BLVD.

N
0 100 200 FEET

6 TRAFFIC DRUMS @ 55' O.C.
5 TRAFFIC DRUMS @ 55' O.C.

WHITE 4" EDGE LINE
YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - FROM STAGE IVD
STA. 20+00 TO STA. 80+00 YELLOW 4' EDGE LINE = 6000 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' SKIP LINE = 1500 LIN. FT.
STA. 20+00 TO STA. 80+00 WHITE 4' EDGE LINE = 6253 LIN. FT.

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

MAINTENANCE OF TRAFFIC STAGE IV E

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				6	ARK.			
				JOB NO.		BB0108	92	195

(2) MAINTENANCE OF TRAFFIC STAGE IV E

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110492 RETAIN

DENOTES PAVEMENT RECONSTRUCTION THIS STAGE

5'-0" EXIST. SHLDR. RETAIN
12'-0" LANE
12'-0" LANE
PRECAST CONCRETE BARRIER WALL
SECTION A-A

FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER
STA. 0+50 TO STA. 6+90 = 640 LIN. FT.

REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
STA. 99+00 TO STA. 6+00 YELLOW 4' EDGE LINE = 1240 LIN. FT.
STA. 99+00 TO STA. 7+00 WHITE 4' EDGE LINE = 2200 LIN. FT.

RELOCATING PRECAST CONCRETE BARRIER
STA. 99+00 TO STA. 6+15= 840 LIN. FT.

0 100 200 FEET

INGRAM BLVD.
I-40/I-55
LT. FRONTAGE RD.
RT. FRONTAGE RD.
I-55 CONNECTOR
I-40 WB
I-40 EB
20' RT OF STA 101+31.09 BK, C.L. MED. I-40EB
PC 0+37.77
PC 52+62.50
PI 2+18.69
PT 5+09.37
PC 8+24.98
95+76.01
1280 LIN. FT. TEMPORARY P.C.C. BARRIER WALL
YELLOW 4" EDGE LINE
WHITE 4" SKIP LINE
WHITE 4" EDGE LINE
TEMP. IMPACT ATT. BARRIER
10 TRAFFIC DRUMS @ 45' O.C.
17 TRAFFIC DRUMS @ 55' O.C.
4 TRAFFIC DRUMS @ 55' O.C.
18 TRAFFIC DRUMS @ 55' O.C.
SHOULDER CLOSED RSP-1 (48" X 30")
M6-3 (21" X 15")
DETOUR M4-8 (24" X 12")
EAST M3-2 (36" X 18")
I-40 M1-1 (36" X 36")
SOUTH M3-3 (36" X 18")
I-55 M1-1 (36" X 36")
W1-6 (48" X 24") TYP. III LT. BARR.
R11-2 (48" X 30")
ROAD CLOSED (2-SPECIAL) (96" X 60")
EAST LEFT LANE SOUTH RIGHT LANE
W1-4L (36" X 36")

STA. 58+46.40 C.L. I-40=
STA. 5+71.97 C.L. I-40 EB
END FULL DEPTH RECONSTRUCTION
LOG MILE 279.8

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				6	ARK.			
				JOB NO.		BB0108	93	195

(2) PERMANENT PAVEMENT MARKING DETAILS

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

EQUATION:
PT 255+16.98 BK. =
POE 195+56.60 AHD.

PI 255+95.22

55 SOUTH-40 EAST

40 WEST-55 NORTH

LT. FRONTAGE RD.

55 SOUTH-40 WEST

40 EAST-55 NORTH

I-40

I-40/I-55

RT. FRONTAGE RD.

MISSOURI ST. OFF RAMP

4" WHITE CONTINUOUS

4" YELLOW CONTINUOUS

4" WHITE CONTINUOUS

8" WHITE CONTINUOUS

4" WHITE SKIP

4" WHITE CONTINUOUS

PC 244+41.98

B.E. 182+34.32

3126BR

3126AB

BURLINGTON NORTHERN RAILROAD

40' (TYP.)
10' (TYP.)
30' (TYP.)

80' (TYP.)

FRONTAGE ROADS CONNECTION

B.E. 172+50.63

I-40/I-55

STANDARD TYPE II R.P.M.
TYPICAL MAIN LANES

MISSOURI ST. CONNECTION

MISSOURI ST.

EXIST. R/W

LT. FRONTAGE RD.

EQUATION:
164+00.00 BK. =
7+66.00 AHD.

EXIST. R/W & C OF A

EXIST. R/W

4" YELLOW CONTINUOUS

8" WHITE DOTTED

8" WHITE CONTINUOUS

4" WHITE CONTINUOUS

EXIST. R/W

4" WHITE SKIP

4" WHITE CONTINUOUS

RT. FRONTAGE RD.

8" WHITE CONTINUOUS

4" YELLOW CONTINUOUS

4" WHITE CONTINUOUS

EXIST. R/W & C OF A

4" WHITE SKIP

NOTE: FOR RAMP STRIPING AND RAISED PAVEMENT MARKINGS TYPE II, REFER TO STD. DWG. PM-2. ALL OTHER RAISED PAVEMENT MARKINGS TO BE PLACED AT 80' O.C.

NOTE: FOR RAMP STRIPING, REFER TO STD. DWG. PM-2

HIGH PERFORMANCE PAVEMENT MARKINGS
I-40/I-55 MAIN LANES AND RAMPS
(STA. 264+00 TO STA. 20+00)

	QUANTITY
4" WHITE CONTINUOUS	8489 L.F.
4" YELLOW CONTINUOUS	11308 L.F.
8" WHITE CONTINUOUS	2871 L.F.
RAISED PAVEMENT MARKER (TYPE II) CLEAR/RED	587 EACH

HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS
I-40/I-55 MAIN LANES AND RAMPS
(STA. 264+00 TO STA. 20+00)

	QUANTITY
4" WHITE SKIP	3920 L.F.
8" WHITE DOTTED	238 L.F.

THERMOPLASTIC PAVEMENT MARKINGS
I-40/I-55 MAIN LANES AND RAMPS
(STA. 264+00 TO STA. 20+00)

	QUANTITY
ARROWS	2 EACH

THERMOPLASTIC PAVEMENT MARKINGS
FRONTAGE ROADS

	QUANTITY
4" WHITE SKIP	130 L.F.
4" WHITE CONTINUOUS	435 L.F.
4" YELLOW CONTINUOUS	1285 L.F.
8" WHITE CONTINUOUS	360 L.F.
RAISED PAVEMENT MARKER (TYPE II) CLEAR/RED	51 EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

PERMANENT PAVEMENT MARKING DETAILS

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				6	ARK.			
				JOB NO.		BB0108	94	195

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

20 25 30 35 40 45 50

7TH STREET

40' (TYP.)
10' (TYP.)
30' (TYP.)

4' YELLOW CONTINUOUS

STANDARD TYPE II R.P.M.
TYPICAL MAIN LANES

4' WHITE CONTINUOUS

EXIST. R/W

EXIST. R/W & C OF A

LT. FRONTAGE RD.

3130R

I-40/I-55

RT. FRONTAGE RD.

EXIST. R/W & C OF A

EXIST. R/W

4' WHITE SKIP

8' WHITE CONTINUOUS

4' YELLOW CONTINUOUS

NOTE: FOR RAMP STRIPING, REFER TO STD. DWG. PM-2

8' WHITE DOTTED

8' WHITE CONTINUOUS

4' WHITE CONTINUOUS

EXIST. R/W

EXIST. R/W & C OF A

4' WHITE CONTINUOUS

4' YELLOW CONTINUOUS

EXIST. R/W

8' WHITE CONTINUOUS

4' WHITE CONTINUOUS

8' WHITE CONTINUOUS

4' YELLOW CONTINUOUS

NOTE: FOR RAMP STRIPING, REFER TO STD. DWG. PM-2

50 55 60 65 70 75 80

STANDARD TYPE II R.P.M.
TYPICAL MAIN LANES

4' WHITE CONTINUOUS

EXIST. R/W

LT. FRONTAGE RD.

2673CR

I-40/I-55

B.E. 60+76.59

2673R

B.E. 61+97.09

B.E. 60+43.11

2673AR

B.E. 61+63.11

RT. FRONTAGE RD.

2673BR

EXIST. R/W

8' WHITE CONTINUOUS

4' YELLOW CONTINUOUS

4' YELLOW CONTINUOUS

8' WHITE CONTINUOUS

EXIST. R/W & C OF A

EXIST. R/W

4' WHITE CONTINUOUS

80' (TYP.)

EXIST. R/W

4' WHITE SKIP

NOTE: FOR RAMP STRIPING, REFER TO STD. DWG. PM-2

NOTE: FOR RAMP STRIPING, REFER TO STD. DWG. PM-2

HIGH PERFORMANCE PAVEMENT MARKINGS
I-40/I-55 MAIN LANES AND RAMPS
(STA. 20+00 TO STA. 80+00)

	QUANTITY
4' WHITE CONTINUOUS	12026 L.F.
4' YELLOW CONTINUOUS	14485 L.F.
8' WHITE CONTINUOUS	2412 L.F.
RAISED PAVEMENT MARKER (TYPE II) CLEAR/RED	569 EACH

HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS
I-40/I-55 MAIN LANES AND RAMPS
(STA. 20+00 TO STA. 80+00)

	QUANTITY
4' WHITE SKIP	3335 L.F.
8' WHITE DOTTED	170 L.F.

THERMOPLASTIC PAVEMENT MARKINGS
I-40/I-55 MAIN LANES AND RAMPS
(STA. 20+00 TO STA. 80+00)

	QUANTITY
ARROW	4 EACH

THERMOPLASTIC PAVEMENT MARKINGS
FRONTAGE ROAD

	QUANTITY
4' YELLOW CONTINUOUS	900 L.F.
8' WHITE CONTINUOUS	360 L.F.
RAISED PAVEMENT MARKER (TYPE II) CLEAR/RED	38 EACH

PERMANENT PAVEMENT MARKING DETAILS

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				6	ARK.			
				JOB NO.		BB0108	95	195

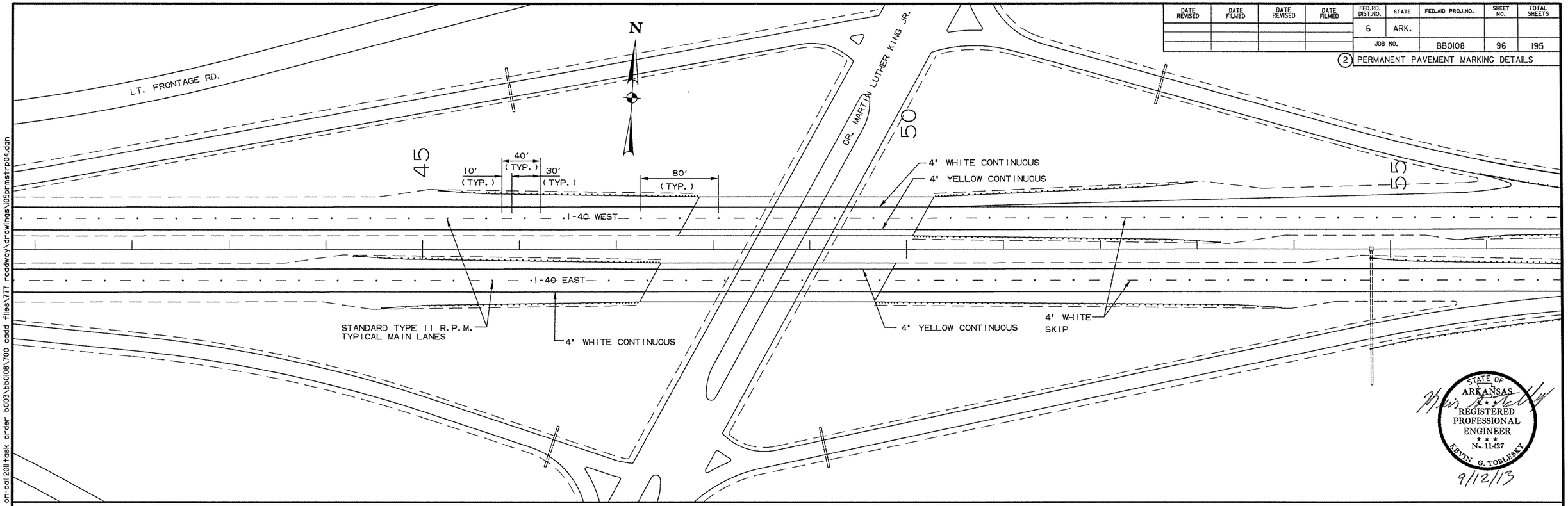
(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

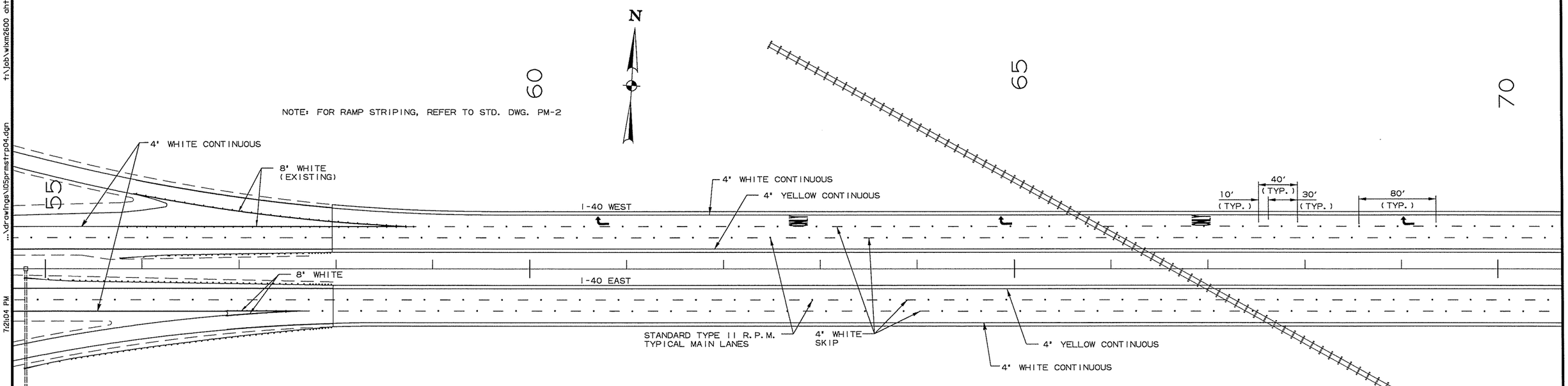
80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225 230 235 240 245 250 255 260 265 270 275

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	96	195

(2) PERMANENT PAVEMENT MARKING DETAILS



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13



HIGH PERFORMANCE PAVEMENT MARKINGS
I-40 MAIN LANES AND RAMPS
(STA. 41+00 TO STA. 70+00)

	QUANTITY
4" WHITE CONTINUOUS	5785 L.F.
4" YELLOW CONTINUOUS	5800 L.F.
8" WHITE CONTINUOUS	152 L.F.
RAISED PAVEMENT MARKER (TYPE 2) CLEAR/RED	425 EACH

HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS
I-40 MAIN LANES AND RAMPS
(STA. 41+00 TO STA. 70+00)

	QUANTITY
4" WHITE SKIP	3490 L.F.

THERMOPLASTIC PAVEMENT MARKINGS
I-40 MAIN LANES AND RAMPS
(STA. 41+00 TO STA. 70+00)

	QUANTITY
WORDS	2 EACH
ARROWS	3 EACH

PERMANENT PAVEMENT MARKING DETAILS

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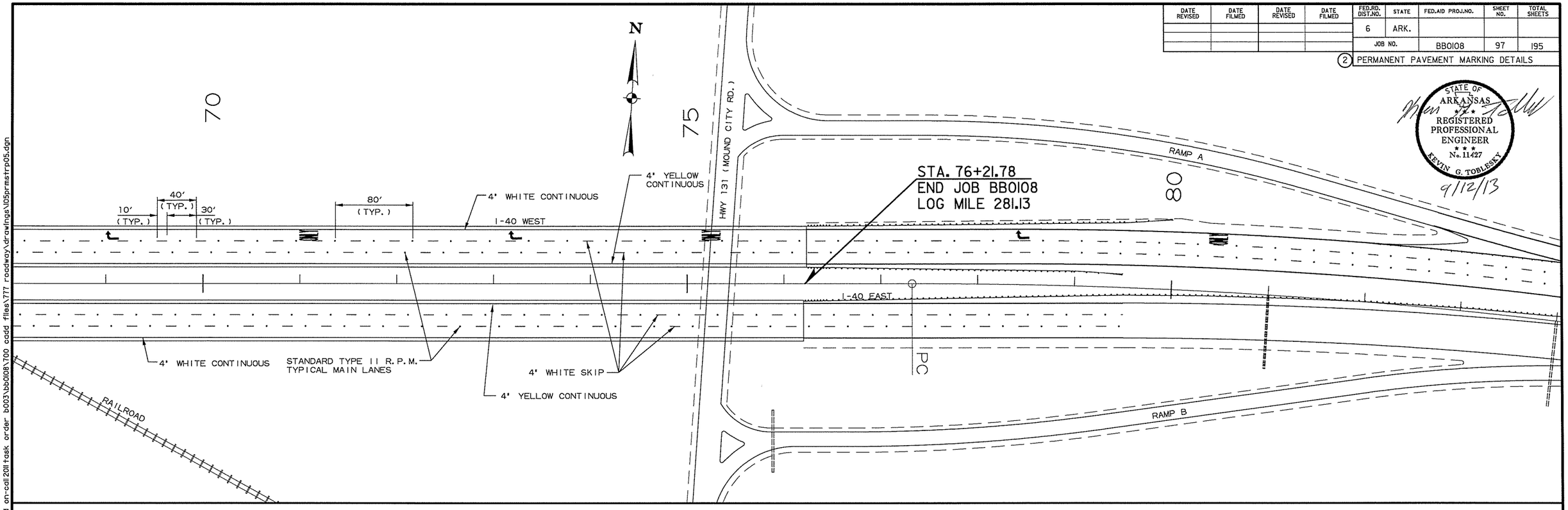
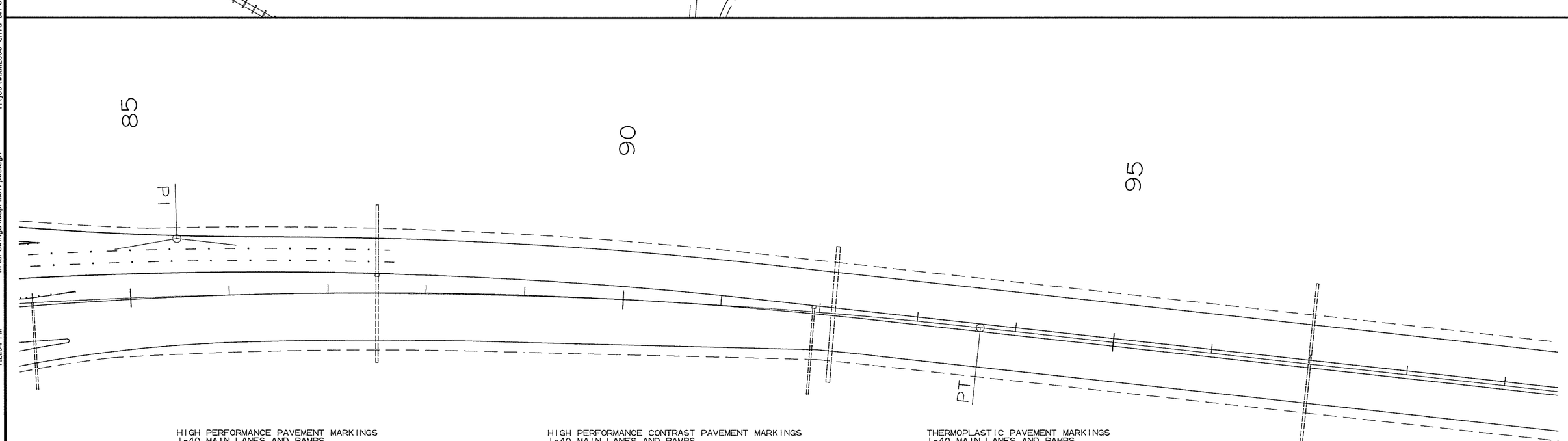
				6	ARK.			
				JOB NO.		BB0108	97	195

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESEY
9/12/13





HIGH PERFORMANCE PAVEMENT MARKINGS
I-40 MAIN LANES AND RAMPS
(STA. 70+00 TO STA. 88+00)

	QUANTITY
4" WHITE CONTINUOUS	1244 L.F.
4" YELLOW CONTINUOUS	1244 L.F.
RAISED PAVEMENT MARKER (TYPE 2) CLEAR/RED	63 EACH

HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS
I-40 MAIN LANES AND RAMPS
(STA. 70+00 TO STA. 88+00)

	QUANTITY
4" WHITE SKIP	620 L.F.

THERMOPLASTIC PAVEMENT MARKINGS
I-40 MAIN LANES AND RAMPS
(STA. 70+00 TO STA. 88+00)

	QUANTITY
WORDS	3 EACH
ARROWS	3 EACH

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		B80108	98	195

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1			STAGE 2			STAGE 3			STAGE 4					MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	BARRICADES (TYPE III)		PORTABLE CAMERA ASSEMBLY	PORTABLE CHANGEABLE MESSAGE SIGN	ADVANCE WARNING ARROW PANEL	FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (REPAIR)	MOBILE SPEED NOTIFICATION SYSTEM
			A	A1	B	A	A1	B	A	B	C	A	B	C	D	E		NO.	SQ. FT.		RIGHT	LEFT								
			LIN.FT. - EACH																	EACH	LIN.FT.		EACH	WEEK	DAY	LIN. FT.			EACH	
G20-1	ROAD WORK NEXT xx MILES	48"x24"	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	16 0											
G20-2	END ROAD WORK	48"x24"	16	16	16	16	16	16	16	16	16	15	15	15	15	15	16	16	128 0											
M1-1	INTERSTATE	36"X36"	8	8	8	4	4	4	4	4	4	12	20	20	20	20	20	20	180 0											
M3-2	EAST	36"X18"	4	4	4	2	2	2				6	10	10	10	10	10	10	45 0											
M3-3	SOUTH	36"X18"	4	4	4	2	2	2				6	9	8	8	8	9	9	40 5											
M4-8	DETOUR	24"X12"											6	5	5	5	6	6	12 0											
M5-1R	ADVANCE TURN ARROW	21"X15"											2	2	2	2	2	2	4 4											
M5-1L	ADVANCE TURN ARROW	21"X15"											1	1	1	1	1	1	2 2											
M6-3	ARROW	21"X15"											2	2	2	2	2	2	4 4											
OM-3L	OBJECT MARKER	12"x36"											36				36	36	108 0											
R11-2	ROAD CLOSED	48"x30"	1								1		2	2	2	2	2	2	20 0											
R2-1	SPEED LIMIT (XX)	36"X48"	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	96 0											
R2-5A	REDUCED SPEED AHEAD	48"x60"	4	4	4	6	6	6	6	6	6	4	4	4	4	4	6	6	120 0											
R4-1	DO NOT PASS	48"X60"	8	8	8	10	10	10	12	12	12	8	8	8	8	8	12	12	240 0											
R5-1	FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT	36"x60"	8	8	8	10	10	10	10	10	10	8	8	8	8	8	10	10	150 0											
RSP-1	SHOULDER CLOSED	48"x30"							2	2	2		5		3	2	5	5	50 0											
W1-4bL	DOUBLE ARROW LT	48"x48"			2	2	2	2									2	2	32 0											
W1-4bR	DOUBLE ARROW RT.	48"x48"	2	2		2	2	2	2								2	2	32 0											
W1-4L	REVERSE CURVE LT	48"x48"	2	2		1	1	1	5	5	1	1	1	1	1	1	5	5	80 0											
W1-4R	REVERSE CURVE RT.	48"x48"		1	3	1	1	1	1	1	5		1	1	2	2	5	5	80 0											
W1-6	LARGE ARROW	60"x30"	6	6	6	9	9	9	9	9	9	6	8	8	8	8	9	9	112 5											
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	64 0											
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	4	4	4	4	4	4	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	4	4	4	4	4	64 0											
W20-1	ROAD WORK AHEAD	48"x48"	11	11	11	13	13	13	13	13	13	11	11	11	11	11	13	13	208 0											
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	6	6	6	6	6	6	4	4	4	4	4	6	6	96 0											
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	6	6	6	6	6	6	4	4	4	4	4	6	6	96 0											
W20-5	RIGHT LANE CLOSED 1500 FT	48"x48"	4	4	4	6	6	6	6	6	6	4	4	4	4	4	6	6	96 0											
W4-2R	MERGE	48"x48"	4	4	4	6	6	6	8	10	6	6	6	6	6	6	10	10	160 0											
W4-3L	MERGE	48"x48"									2						2	2	32 0											
W4-3R	MERGE	48"x48"	2	2	2				4	4	2	2	2	2	2	2	4	4	64 0											
SPECIAL	INTERSTATE LANE ASSIGNMENT	96"X60"	4	4	4								4	4	4	4	4	4	160 0											
SPECIAL	MERGE NOW	48"x48"	4	4	4	6	6	6	6	6	6	4	4	4	4	4	6	6	96 0											
	TRAFFIC DRUMS		299	518	845	229	294	381	268	317	301	114	78	118	147	132	845			845										
	TYPE II BARRICADE-RT. (8')										1						1				8									
	TYPE III BARRICADE-RT. (16')		2														2				32									
	TYPE III BARRICADE-LT. (16')												4	2	2	2	4					64								
	PORTABLE CAMERA ASSEMBLY		11	11	11	11	11	11	11	11	11	11	11	11	11	11	11						11							
	PORTABLE CHANGEABLE MESSAGE SIGN		16	16	16	16	16	16	16	16	16	16	16	16	16	16	16							832						
	ADVANCE WARNING ARROW PANEL		2	2	2	3	3	3	3	3	3	2	2	2	2	2	3								1104					
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		3999			3939		200	11060	3660		1733	10260	760	420	840	36611									36611				
	RELOCATING PRECAST CONCRETE BARRIER			1233	3999		200	3739		5880	10133			740	11960	840	38724										38724			
	TEMPORARY IMPACT ATTENUATION BARRIER								6	3			1	1	4	1	16											16		
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)								6	3			1	1	4	1	16												16	
	MOBILE SPEED NOTIFICATION SYSTEM		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4													4
TOTALS:																			2753.0	845	40	64	11	832	1104	36611	38724	16	16	4

NOTE THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604 03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2003 EDITION

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	STAGE 3	STAGE 4	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	THERMOPLASTIC PAVEMENT MARKINGS					HIGH PERFORMANCE CONTRAST PAVEMENT MARKING		HIGH PERFORMANCE PAVEMENT MARKING		
								TYPE II (WHITE/RED)	4" WHITE	4" YELLOW	8" WHITE	WORDS	ARROWS	4" WHITE	8" WHITE	4" WHITE	8" WHITE	4" YELLOW
	LIN.FT. - EACH					LIN.FT.	LIN.FT.	EACH	LIN.FT.			EACH		LIN. FT.		LIN.FT.		
REMOVAL OF PERMANENT PAVEMENT MARKINGS	9650	5115	20590	17240		52595												
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	32763	29694	74151	68255			204863											
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)					1765			1765										
THERMOPLASTIC PAVEMENT MARKINGS WHITE (4")					555				555									
THERMOPLASTIC PAVEMENT MARKINGS YELLOW (4")					2235					2235								
THERMOPLASTIC PAVEMENT MARKINGS WHITE (8")					1030						1030							
THERMOPLASTIC PAVEMENT MARKINGS WORDS					5							5						
THERMOPLASTIC PAVEMENT MARKINGS ARROWS					12								12					
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (4")					15670									15670				
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (8")					499										499			
HIGH PERFORMANCE PAVEMENT MARKING WHITE (4")					36874											36874		
HIGH PERFORMANCE PAVEMENT MARKING WHITE (8")					7348												7348	
HIGH PERFORMANCE PAVEMENT MARKING YELLOW (4")					43523													43523
TOTALS:						52595	204863	1765	555	2235	1030	5	12	15670	499	36874	7348	43523

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

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JACOBS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
12-5-2013				6	ARK.			
				JOB NO.		B80108	99	195
				(2)	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
12/5/2013

REMOVAL AND DISPOSAL OF ITEMS

FROM STATION	FROM SIDE	FROM LOCATION	TO STATION	TO SIDE	TO LOCATION	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT SQ.YD.	GUARDRAIL LIN.FT.	TERMINAL ANCHOR POSTS EACH	APPROACH SLABS & GUTTERS EACH	IMPACT ATTENUATION BARRIER EACH	BARRIER WALL LIN. FT.	CONCRETE PIER PROTECTION LIN. FT.
166+18	LEFT	LEFT MAIN LANE	172+43	LEFT	LEFT MAIN LANE		625	1				
165+93	RIGHT	RIGHT MAIN LANE	172+43	RIGHT	RIGHT MAIN LANE		650	1				
53+86	RIGHT	RIGHT MAIN LANE	55+60	RIGHT	RIGHT MAIN LANE		175	1				
58+41	RIGHT	RIGHT MAIN LANE	60+41	RIGHT	RIGHT MAIN LANE		200	1				
61+96	LEFT	LEFT MAIN LANE	63+96	LEFT	LEFT MAIN LANE		200	1				
68+50	RIGHT	RIGHT MAIN LANE	71+25	RIGHT	RIGHT MAIN LANE		275	1				
172+16		LEFT MAIN LANE	172+51		LEFT MAIN LANE				1			
172+16		RIGHT MAIN LANE	172+51		RIGHT MAIN LANE				1			
60+41		LEFT MAIN LANE	60+76		LEFT MAIN LANE				1			
61+97		LEFT MAIN LANE	62+32		LEFT MAIN LANE				1			
60+08		RIGHT MAIN LANE	60+43		RIGHT MAIN LANE				1			
61+63		RIGHT MAIN LANE	61+98		RIGHT MAIN LANE				1			
10+67		MEDIAN	12+83		MEDIAN						216	
56+67		MEDIAN	58+83		MEDIAN						216	
69+27		MEDIAN	71+43		MEDIAN						216	
86+11	RIGHT	RIGHT MAIN LANE	86+74	RIGHT	RIGHT MAIN LANE							63
82+72	RIGHT	RIGHT MAIN LANE	85+72	RIGHT	RIGHT MAIN LANE		300	1				
86+73	RIGHT	RIGHT MAIN LANE	86+98	RIGHT	RIGHT MAIN LANE		25	1				
99+75	RIGHT	RIGHT MAIN LANE	102+50	RIGHT	RIGHT MAIN LANE		275	1				
81+92		MEDIAN	84+08		MEDIAN						216	
431+82		MEDIAN								1		
432+75		MEDIAN								1		
* 172+15		RIGHT MAIN LANE	164+00		RIGHT MAIN LANES	4526						
* 7+66		RIGHT MAIN LANES, SHOULDERS, RAMPS	60+07		RIGHT MAIN LANES, SHOULDERS, RAMPS	31848						
61+99		RIGHT MAIN LANES, SHOULDERS, RAMPS	5+72		RIGHT MAIN LANES, SHOULDERS, RAMPS	26760						
8+50	RIGHT	RIGHT MAIN LANES	12+80	RIGHT	RIGHT MAIN LANES	747						
* 172+15		LEFT MAIN LANES	164+00		LEFT MAIN LANES	5069						
* 7+66		LEFT MAIN LANES	60+41		LEFT MAIN LANES	25903						
62+33		LEFT MAIN LANES	86+89		LEFT MAIN LANES	10715						
TOTALS:						105568	2725	9	6	2	864	63

* DENOTES: EQUATIONS

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION CU. YD.	COMPACTED EMBANKMENT CU. YD.
172+14	86+89	LEFT MAIN LANES	14052	
172+14	5+72	RIGHT MAIN LANES	39500	
8+50	12+80	RIGHT OF RIGHT MAIN LANES - TEMPORARY RAMP CONSTRUCTION	187	
8+50	12+80	RIGHT OF RIGHT MAIN LANES - REMOVAL OF TEMPORARY RAMP CONSTRUCTION		150
53+12	56+00	RIGHT OF RIGHT MAIN LANES - TEMPORARY RAMP CONSTRUCTION	105	
53+12	56+00	RIGHT OF RIGHT MAIN LANES - REMOVAL OF TEMPORARY RAMP CONSTRUCTION		75
ENTIRE PROJECT		WIDENING FOR GUARDRAIL	485	
TOTALS:			54329	225

WRECKER SERVICE

LOCATION	LUMP SUM
ENTIRE PROJECT	1.00
TOTAL:	1.00

SOIL STABILIZATION

STATION	STATION	LOCATION / DESCRIPTION	TON
ENTIRE PROJECT - IF AND WHERE DIRECTED BY THE ENGINEER.			3000
		.	
TOTALS:			3000

NOTE: QUANTITIES ARE ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS.
BASIS OF ESTIMATE FOR SOIL STABILIZATION:
PEBBLE QUICK LIME = 6% BY DRY WEIGHT OF SOIL FOR A DEPTH OF 16 INCHES
SOIL BASED ON WEIGHT OF 95 POUNDS PER CUBIC FOOT

MOTORIST ASSISTANCE PATROL

LOCATION	LUMP SUM
ENTIRE PROJECT	1.00
TOTAL:	1.00

SOIL LOG

STATION	LATITUDE DEG	LATITUDE MIN	LATITUDE SEC	LONGITUDE DEG	LONGITUDE MIN	LONGITUDE SEC	LOCATION	DEPTH FEET	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
81+00	35	9	29.80	90	9	30.80	55' RT	0-5	78	53	A-7-6 (59)	GREY
81+00	35	9	30.80	90	9	30.30	63' LT	0-5	72	47	A-7-6 (90)	GREY
172+00	35	10	3.40	90	10	59.10	55' RT	0-5	ND	NP	A-4 (0)	BROWN
172+00	35	10	4.50	90	10	58.50	55' LT	0-5	48	34	A-7-6 (25)	GRAY

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	50	100
TOTALS:	50	100

NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
BASIS OF ESTIMATE:
ASPHALT CONCRETE PACHING FOR MAINENANCE OF TRAFFIC: PATCHING = 25 TONS PER MILE
TACK COAT 50 GAL. PER MILE

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TEMPORARY EROSION CONTROL ITEMS AND DEVICES

STATION	STATION	LOCATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	ACRE	M.GAL.	BAG	LIN.FT.	LIN.FT.	CU. YD.
ENTIRE	PROJECT	PRIOR TO CONSTRUCTION				198	320	200	28
		STAGE III	4.00	4.00	81.6				
		STAGE IV	7.00	7.00	142.8				
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			2.00	2.00	40.8	50	100	50	6
TOTALS:			13.00	13.00	265.2	248	420	250	34

BASIS OF ESTIMATE:
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING.
SAND BAG DITCH CHECKS.....22 BAGS / 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.

SEEDING

STATION	STATION	LOCATION / DESCRIPTION	PERMANENT EROSION CONTROL: SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION
			ACRE	TON	ACRE	M.GAL.	ACRE
ENTIRE	PROJECT		11.00	22.00	11.00	1122.0	11.00
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			3.00	6.00	3.00	306.0	3.00
TOTALS:			14.00	28.00	14.00	1428.0	14.00

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING.

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.

APPROACH GUTTERS AND SLABS

STATION	STATION	SIDE	LOCATION	APPROACH GUTTER (TYPE SPECIAL)	APPROACH SLABS (TYPE SPECIAL)	REINFORCING STEEL RDWY. (GR 60)	AGGREGATE BASE CRS. (CLASS 7)
				CU.YD.	CU.YD.	POUND	TON
172+50.63	172+14.13		RIGHT MAIN LANES		73.20	8347	106.3
172+50.63	172+14.13	RIGHT	RIGHT MAIN LANES	21.60		2403	
60+06.61	60+43.11		RIGHT MAIN LANES		89.00	9992	106.3
60+06.61	60+43.11	RIGHT	RIGHT MAIN LANES	13.40		1455	
61+63.11	61+99.61		RIGHT MAIN LANES		119.90	12745	106.3
61+63.11	61+99.61	RIGHT	RIGHT MAIN LANES	14.50		1562	
172+50.63	172+14.13		LEFT MAIN LANE		97.60	11085	106.3
172+50.63	172+14.13	LEFT	LEFT MAIN LANE	13.60		1482	
60+40.09	60+76.59		LEFT MAIN LANES		98.20	11007	106.3
60+40.09	60+76.59	LEFT	LEFT MAIN LANES	13.40		1455	
61+97.09	62+33.59		LEFT MAIN LANES		98.20	11007	141.7
61+97.09	62+33.59	LEFT	LEFT MAIN LANES	14.50		1562	
TOTALS:				91.00	576.10	74102	673.2

NOTE: USE T =14.5"

CONCRETE BARRIER WALL

STATION	STATION	LOCATION	MEDIAN TYPE A	MEDIAN TYPE B	PIER PROTECTION TYPE A
			LIN. FT.		
10+67	11+67	MEDIAN	100		
11+83	12+83	MEDIAN	100		
56+67	57+67	MEDIAN	100		
57+83	58+83	MEDIAN	100		
69+93	70+93	MEDIAN		100	
71+09	72+09	MEDIAN		100	
81+92	82+92	MEDIAN	100		
83+08	84+08	MEDIAN	100		
86+11	86+84	RIIGHT OF RIGHT MAIN LANES			73
TOTALS:			600	200	73

PORTLAND CEMENT CONCRETE CORRUGATIONS

STATION	LOCATION	SQ. YD.
17+50	EASTBOUND EXIT RAMP	91.93
63+25	EASTBOUND EXIT RAMP	91.93
TOTAL:		183.86

JOINT SUPPORT

STATION	LOCATION	AVG. WIDTH	CLASS 'S' CONCRETE-RDWY.
		LIN. FT.	CU. YD
171+99	RIGHT MAIN LANES	38	4.56
171+84	RIGHT MAIN LANES	38	4.56
171+99	LEFT MAIN LANES	50	6.00
171+84	LEFT MAIN LANES	50	6.00
59+77	RIGHT MAIN LANES	48	5.76
59+92	RIGHT MAIN LANES	49	5.88
62+15	RIGHT MAIN LANES	74	8.88
62+30	RIGHT MAIN LANES	76	9.12
60+10	LEFT MAIN LANES	58	6.96
60+25	LEFT MAIN LANES	58	6.96
62+49	LEFT MAIN LANES	58	6.96
62+64	LEFT MAIN LANES	58	6.96
TOTAL:			78.60

GUARDRAIL

STATION	STATION	SIDE	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
				LIN.FT.	EACH		
165+74.25	172+43.00	RIGHT	RIGHT MAIN LANE	650	1		1
165+74.25	172+43.00	LEFT	LEFT MAIN LANE	600	1	1	
9+50	11+75.00	RIGHT	RIGHT MAIN LANE	175		1	1
9+50	11+75.00	LEFT	RIGHT FRONTAGE ROAD	175		1	1
55+83.07	60+27.07	RIGHT	RIGHT MAIN LANE	375	1	1	
55+83.00	58+08.00	LEFT	RIGHT FRONTAGE ROAD	175		1	1
61+96.00	64+64.75	LEFT	LEFT MAIN LANE	200	1	1	
69+01.00	71+26.00	RIGHT	RIGHT MAIN LANE	175		1	1
81+00.00	83+25.00	RIGHT	RIGHT MAIN LANE	175		1	1
81+00.00	82+75.00	LEFT	RIGHT FRONTAGE ROAD	125	1		
86+83.00	87+26.75	RIGHT	RIGHT MAIN LANE	25	1		1
428+44.00	433+44.00	LEFT	RIGHT MAIN LANE	450		1	1
431+14.00	436+14.00	RIGHT	LEFT MAIN LANE	450		1	1
TOTALS:				3750	6	10	9

WIRE ROPE SAFETY FENCE

STATION	STATION	SIDE	LOCATION	LENGTH	*ANCHOR	MAINTENANCE MATERIALS
				LIN. FT.	EACH	LUMP SUM
23+90	29+91	RIGHT	LEFT MAIN LANES - I-55	601	2	
417+39	431+64	RIGHT	LEFT MAIN LANES - I-55	1425	2	
432+94	454+66	LEFT	RIGHT MAIN LANES - I-55	2172	2	
29+36	47+46	LEFT	RIGHT MAIN LANES - I-40	1810	2	
49+91	57+97	LEFT	RIGHT MAIN LANES - I-40	806	2	
ENTIRE PROJECT						1.00
TOTALS:				6814	10	1.00

*NOTE: THIS ITEM SHOWN FOR INFORMATION ONLY.

CONCRETE DITCH PAVING

	STATION	STATION	SIDE	LOCATION	LENGTH	WIDTH	(TYPE B)	SOLID SODDING	WATER
					LIN. FT.	FEET	SQ. YD.		M. GAL.
*	23+90	29+91	RIGHT	LEFT MAIN LANES - I-55	601	4	267.1	133.6	1.7
*	417+39	430+92	RIGHT	LEFT MAIN LANES - I-55	1353	4	601.3	300.7	3.8
	433+66	454+66	LEFT	RIGHT MAIN LANES - I-55	2100	4	933.3	466.7	5.9
	29+36	47+46	LEFT	RIGHT MAIN LANES - I-40	1810	4	804.4	402.2	5.1
	49+91	57+97	LEFT	RIGHT MAIN LANES - I-40	806	4	358.2	179.1	2.3
	TOTALS:						2964.3	1482.3	18.8

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	100	195

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

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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.		BB0108	101	195

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

BASE AND SURFACING

STATION	STATION	SIDE	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
					TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
				FEET			FEET			TON
WIDENING FOR GUARDRAIL										
172+43	165+64	RIGHT	RIGHT MAIN LANES	679.0	35.00	237.7	5.5	414.9	220	45.6
172+43	165+64	LEFT	LEFT MAIN LANES	679.0	35.00	237.7	5.5	414.9	220	45.6
9+40	11+85	RIGHT	RIGHT MAIN LANES	245.0	35.00	85.8	5.5	149.7	220	16.5
9+40	11+85	LEFT	RIGHT FRONTAGE ROAD	245.0	35.00	85.8	5.5	149.7	220	16.5
55+73	60+27	RIGHT	RIGHT MAIN LANES	454.0	35.00	158.9	5.5	277.4	220	30.5
55+73	58+18	LEFT	RIGHT FRONTAGE ROAD	245.0	35.00	85.8	5.5	149.7	220	16.5
61+96	64+75	LEFT	LEFT MAIN LANES	279.0	35.00	97.7	5.5	170.5	220	18.8
68+25	70+70	RIGHT	RIGHT MAIN LANES	245.0	35.00	85.8	5.5	149.7	220	16.5
80+90	83+35	RIGHT	RIGHT MAIN LANES	245.0	35.00	85.8	5.5	149.7	220	16.5
80+90	82+85	LEFT	RIGHT FRONTAGE ROAD	195.0	35.00	68.3	5.5	119.2	220	13.1
86+83	87+27	RIGHT	RIGHT MAIN LANES	44.0	35.00	15.4	5.5	26.9	220	3.0
TOTALS:						1244.7		2172.3		239.1

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH	GEOTEXTILE FABRIC (TYPE 8)		AGGREGATE BASE COURSE (CLASS 7)		CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)				ACHM SURFACE COURSE (3/8") 110 LBS. PER SQ. YD.			TACK COAT 0.03 GAL. PER SQ. YD.			PORTLAND CEMENT CONCRETE PAVEMENT		
				AVG. WIDTH	SQ. YD.	TON / STATION	TON	AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	TON	AVG. WID.	SQ. YD.	GAL.	AVG. WID.	9" U.T.	14" U.T.
			FEET	FEET				FEET	SQ. YD.	TON	TON	FEET			FEET			FEET	SQ. YD.	SQ. YD.
164+00	172+14	LEFT MAIN LANES	814.0	58.00	5245.8	194.50	1583.2	56.75	5132.7	107.8	1688.7	56.0	5064.9	278.6	56.0	5064.9	151.9	50.0		4522.2
7+66	18+52	LEFT MAIN LANES	1086.0	38.00	4585.3	147.75	1604.6	37.50	4525.0	95.0	1488.7	36.0	4344.0	238.9	36.0	4344.0	130.3	38.0		4585.3
18+52	33+18	LEFT MAIN LANES	1466.0	50.00	8144.4	155.50	2279.6	48.00	7818.7	164.2	2572.4	48.0	7818.7	430.0	48.0	7818.7	234.6	40.0		6515.6
33+18	44+72	LEFT MAIN LANES	1154.0	38.00	4872.4	147.75	1705.0	37.50	4808.3	101.0	1581.9	36.0	4616.0	253.9	36.0	4616.0	138.5	38.0		4872.4
44+72	55+78	LEFT MAIN LANES	1106.0	50.00	6144.4	155.50	1719.8	48.00	5898.7	123.9	1940.7	48.0	5898.7	324.4	48.0	5898.7	177.0	40.0		4915.6
55+78	60+40	LEFT MAIN LANES	462.0	58.00	2977.3	194.50	898.6	56.75	2913.2	61.2	958.4	56.0	2874.7	158.1	56.0	2874.7	86.2	50.0		2566.7
62+34	64+27	LEFT MAIN LANES	193.0	58.00	1243.8	194.50	375.4	56.75	1217.0	25.6	400.4	56.0	1200.9	66.0	56.0	1200.9	36.0	50.0		1072.2
64+27	86+89	LEFT MAIN LANES	2262.0	38.00	9550.7	147.75	3342.1	37.50	9425.0	197.9	3100.8	36.0	9048.0	497.6	36.0	9048.0	271.4	38.0		9550.7
164+00	172+14	LEFT SHOULDER - LEFT MAIN LANES	814.0			116.75	950.3											6.0		542.7
18+52	33+18	LEFT SHOULDER - LEFT MAIN LANES	1466.0			114.25	1674.9											8.0		1303.1
44+72	55+78	LEFT SHOULDER - LEFT MAIN LANES	1106.0			114.25	1263.6											8.0		983.1
55+78	60+40	LEFT SHOULDER - LEFT MAIN LANES	462.0			116.75	539.4											6.0		308.0
62+34	64+27	LEFT SHOULDER - LEFT MAIN LANES	193.0			116.75	225.3											6.0		128.7
164+00	172+87	RIGHT MAIN LANES	887.0	52.00	5124.9	155.50	1379.3	50.75	5001.7	105.0	1645.6	50.0	4927.8	271.0	50.0	4927.8	147.8	40.0		3942.2
7+66	11+55	RIGHT MAIN LANES	389.0	52.00	2247.6	155.50	604.9	50.75	2193.5	46.1	721.7	50.0	2161.1	118.9	50.0	2161.1	64.8	40.0		1728.9
11+55	18+01	RIGHT MAIN LANES	646.0	38.00	2727.6	147.75	954.5	36.00	2584.0	54.3	850.1	36.0	2584.0	142.1	36.0	2584.0	77.5	38.0		2727.6
18+01	36+89	RIGHT MAIN LANES	1888.0	52.00	10908.4	155.50	2935.8	50.75	10646.2	223.6	3502.6	50.0	10488.9	576.9	50.0	10488.9	314.7	40.0		8391.1
36+89	38+51	RIGHT MAIN LANES	162.0	38.00	684.0	147.75	239.4	36.00	648.0	13.6	213.2	36.0	648.0	35.6	36.0	648.0	19.4	38.0		684.0
38+51	48+51	RIGHT MAIN LANES	1000.0	58.00	6444.4	194.50	1945.0	56.75	6305.6	132.4	2074.5	56.0	6222.2	342.2	56.0	6222.2	186.7	50.0		5555.6
48+51	58+40	RIGHT MAIN LANES	989.0	52.00	5714.2	155.50	1537.9	50.75	5576.9	117.1	1834.8	50.0	5494.4	302.2	50.0	5494.4	164.8	40.0		4395.6
58+40	60+07	RIGHT MAIN LANES	167.0	38.00	705.1	147.75	246.7	36.00	668.0	14.0	219.8	36.0	668.0	36.7	36.0	668.0	20.0	38.0		705.1
62+00	64+86	RIGHT MAIN LANES	286.0	38.00	1207.6	147.75	422.6	36.00	1144.0	24.0	376.4	36.0	1144.0	62.9	36.0	1144.0	34.3	38.0		1207.6
64+86	90+06	RIGHT MAIN LANES	2520.0	52.00	14560.0	155.50	3918.6	50.75	14210.0	298.4	4675.1	50.0	14000.0	770.0	50.0	14000.0	420.0	40.0		11200.0
90+06	91+68	RIGHT MAIN LANES	162.0	38.00	684.0	147.75	239.4	36.00	648.0	13.6	213.2	36.0	648.0	35.6	36.0	648.0	19.4	38.0		684.0
91+68	101+31	RIGHT MAIN LANES	963.0	58.00	6206.0	194.50	1873.0	56.75	6072.3	127.5	1997.8	56.0	5992.0	329.6	56.0	5992.0	179.8	50.0		5350.0
0+00	0+41	RIGHT MAIN LANES	41.0	58.00	264.2	194.50	79.7	56.75	258.5	5.4	85.0	56.0	255.1	14.0	56.0	255.1	7.7	50.0		227.8
0+41	2+19	RIGHT MAIN LANES	178.0	52.00	1028.4	155.50	276.8	50.75	1003.7	21.1	330.2	50.0	988.9	54.4	50.0	988.9	29.7	40.0		791.1
2+19	4+78	RIGHT MAIN LANES	259.0	38.00	1093.6	101.00	261.6	36.75	1057.6	22.2	348.0	36.0	1036.0	57.0	36.0	1036.0	31.1	26.0		748.2
4+78	5+72	RIGHT MAIN LANES	94.0	44.00	459.6	93.25	87.7	42.00	438.7	9.2	144.3	42.0	438.7	24.1	42.0	438.7	13.2	26.0		271.6
164+00	172+87	RIGHT SHOULDER - RIGHT MAIN LANES	887.0			113.00	1002.3											10.0		985.6
7+66	11+55	RIGHT SHOULDER - RIGHT MAIN LANES	389.0			113.00	439.6											10.0		432.2
18+01	36+89	RIGHT SHOULDER - RIGHT MAIN LANES	1888.0			113.00	2133.4											10.0		2097.8
38+51	48+51	RIGHT SHOULDER - RIGHT MAIN LANES	1000.0			116.75	1167.5											6.0		666.7
48+51	58+40	RIGHT SHOULDER - RIGHT MAIN LANES	989.0			113.00	1117.6											10.0		1098.9
64+86	90+06	RIGHT SHOULDER - RIGHT MAIN LANES	2520.0			113.00	2847.6											10.0		2800.0
91+68	101+31	RIGHT SHOULDER - RIGHT MAIN LANES	963.0			116.75	1124.3											6.0		642.0
0+00	0+41	RIGHT SHOULDER - RIGHT MAIN LANES	41.0			116.75	47.9											6.0		27.3
0+41	2+19	RIGHT SHOULDER - RIGHT MAIN LANES	178.0			113.00	201.1											10.0		197.8
2+19	4+78	RIGHT SHOULDER - RIGHT MAIN LANES	259.0			113.00	292.7											10.0		287.8
4+78	5+72	RIGHT SHOULDER - RIGHT MAIN LANES	94.0			114.25	107.4											8.0		83.6
4+78	5+72	LEFT SHOULDER - RIGHT MAIN LANES	94.0			150.25	141.2											4.0		41.8
11+55	19+59	RAMP 1	804.0	VAR.	2246.4	VAR.	786.3	VAR.	2246.4	47.2	739.1	VAR.	2246.4	123.6	VAR.	2246.4	67.4	VAR.		2060.9
33+33	40+16	RAMP 2	683.0	VAR.	1750.1	VAR.	612.5	VAR.	1750.1	36.8	575.8	VAR.	1750.1	96.3	VAR.	1750.1	52.5	VAR.		1598.3
58+40	66+44	RAMP 3	804.0	VAR.	1871.9	VAR.	786.3	VAR.	1871.9	39.3	615.9	VAR.	1871.9	103.0	VAR.	1871.9	56.2	VAR.		1707.2
87+50	93+32	RAMP 4	582.0	VAR.	1371.1	VAR.	479.9	VAR.	1371.1	28.8	451.1	VAR.	1371.1	75.4	VAR.	1371.1	41.1	VAR.		1268.7
53+12	56+00	TEMPORARY RAMP - MLK	288.0															VAR.	376.7	
8+50	12+80	TEMPORARY RAMP - MAIN LANES	430.0															VAR.	746.9	
TOTALS:					110063.2		48452.3		107434.8	2256.2	35346.2		105802.5	5819.0		105802.5	3174.0		1123.6	106473.3

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	102	195

(1) **BRIDGE QUANTITIES - 54661**

3126AR, 3126BR, A&B5014, A&B5015

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. BB0108

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	802	803	SS & 804	SP JOB BB0108	SP JOB BB0108	SP JOB BB0108	SP JOB BB0108	SP JOB BB0108
		ITEM	GROOVING	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL- BRIDGE (GRADE 60)	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1½" DEPTH)	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (VARIABLE DEPTH)	HYDRODEMOLITION	SILICONE JOINT SEALANT	BRIDGE DECK REPAIR
		UNIT	SQ. YD.	LIN. FT.	LB.	SQ. YD.	CU. YD.	SQ. YD.	LIN. FT.	SQ. FT.
277.52	EXISTING BRIDGE NO. 3126AR		5343	3046.6	500	5679	154	5670	1094	5103
277.52	EXISTING BRIDGE NO. 3126BR		5763	3124.2	500	6099	166	6090	1172	5481
280.61	EXISTING BRIDGE NO. A5014		960	702.7	500	1042	28	1040	228	936
280.61	EXISTING BRIDGE NO. B5014		960	702.7	500	1042	28	1040	228	936
280.81	EXISTING BRIDGE NO. A5015		7951	5227.1	500	8576	233	8559	1172	7703
280.81	EXISTING BRIDGE NO. B5015		7893	5217.6	500	8517	231	8500	1162	7650
	TOTALS FOR JOB NO. BB0108		28870	18020.9	(1) 3000	30955	(1) 840	30899	5056	(1) 27809

(1) This Quantity shown is for Estimating and Bidding Purposes only. Actual Quantity, if any, will be determined in the field.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12981 JASON RANDALL SHOWN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SCHEDULE OF BRIDGE QUANTITIES
HWY. 77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 07/31/12 FILENAME: BB0108XX.QXI
CHECKED BY: CGW DATE: 08/01/12
DESIGNED BY: MAA DATE: 08/01/12 SCALE: No Scale
BRIDGE NO. 3126AR, 3126BR, A&B5014, A&B5015 DRAWING NO. 54661

JACOBS

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SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM		QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF BARRIER WALL		864	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION		63	LIN. FT.
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT		105568	SQ. YD.
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS		6	EACH
202	REMOVAL AND DISPOSAL OF GUARDRAIL		2725	LIN. FT.
202	REMOVAL AND DISPOSAL OF TERMINAL ANCHOR POSTS		9	EACH
202	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER		2	EACH
SP	REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE		1	EACH
210	UNCLASSIFIED EXCAVATION		54329	CU. YD.
210	COMPACTED EMBANKMENT		225	CU. YD.
SP & 210	SOIL STABILIZATION		3000	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)		50370	TON
308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE		35346	TON
308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE		2256	TON
308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE		107435	SQ. YD.
401	TACK COAT		3274	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (3/8")		5516	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (3/8")		303	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		227	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")		12	TON
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC		50	TON
SS & 501	PORTLAND CEMENT CONCRETE PAVEMENT (9" UNIFORM THICKNESS)		1124	SQ. YD.
SS & 501	PORTLAND CEMENT CONCRETE PAVEMENT (14" UNIFORM THICKNESS)		106473	SQ. YD.
SP & 504	APPROACH SLABS		576.10	CU. YD.
SP & 504	APPROACH GUTTERS		91.00	CU. YD.
506	PORTLAND CEMENT CONCRETE CORRUGATION		184	SQ. YD.
601	MOBILIZATION		1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE		1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC		1.00	LUMP SUM
SP & 603	TRAFFIC CONTROL SUPERVISOR		1.00	LUMP SUM
SS & 604	SIGNS		2753	SQ. FT.
SS & 604	BARRICADES		104	LIN. FT.
SS & 604	TRAFFIC DRUMS		845	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		36611	LIN. FT.
SP	MOBILE SPEED NOTIFICATION SYSTEM		4	EACH
SS & 604	RELOCATING PRECAST CONCRETE BARRIER		38724	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		204863	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS		52595	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL		1104	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN		832	WEEK
SP	MOTORIST ASSISTANCE PATROL		1.00	LUMP SUM
SP	PORTABLE CAMERA ASSEMBLY		11	EACH
SP & 605	CONCRETE DITCH PAVING (TYPE B)		2964	SQ. YD.
SS & 617	GUARDRAIL (TYPE A)		3750	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)		9	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)		10	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL		6	EACH
SP	WIRE ROPE SAFETY FENCE		6814	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS		1.00	LUMP SUM
620	LIME		28	TON
620	SEEDING		14.00	ACRE
SS & 620	MULCH COVER		27.00	ACRE
SS & 620	WATER		1712.0	M.GAL.
621	TEMPORARY SEEDING		13.00	ACRE
621	SILT FENCE		250	LIN. FT.
621	SAND BAG DITCH CHECKS		248	BAG
621	DROP INLET SILT FENCE		420	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL		34	CU. YD.
623	SECOND SEEDING APPLICATION		14.00	ACRE
624	SOLID SODDING		1482	SQ. YD.
625	GEOTEXTILE FABRIC (TYPE 8)		110063	SQ. YD.
631	CONCRETE BARRIER WALL (MEDIAN TYPE A)		600	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE B)		200	LIN. FT.
631	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)		73	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL		1.00	LUMP SUM
SS & 719	THERMOPLASTIC PAVEMENT MARKING WHITE (4")		555	LIN. FT.
SS & 719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")		1030	LIN. FT.
SS & 719	THERMOPLASTIC PAVEMENT MARKING YELLOW (4")		2235	LIN. FT.
SS & 719	THERMOPLASTIC PAVEMENT MARKING (WORDS)		5	EACH
SS & 719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)		12	EACH
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (4")	(ALTERNATE NO. 1)	36874	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (4")	(ALTERNATE NO. 2)	36874	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	(ALTERNATE NO. 1)	43523	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE YELLOW (4")	(ALTERNATE NO. 2)	43523	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (8")	(ALTERNATE NO. 1)	7348	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (8")	(ALTERNATE NO. 2)	7348	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (8")	(ALTERNATE NO. 1)	499	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (8")	(ALTERNATE NO. 2)	499	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (4")	(ALTERNATE NO. 1)	15670	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4")	(ALTERNATE NO. 2)	15670	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)		1765	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-040-18-30)		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-040-18-12)		1	EACH
SP	RELOCATION OF EXISTING OVERHEAD SIGN STRUCTURE (OH-040-18-13)		1	EACH
SS & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)		569	SQ. FT.
SS & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)		1255	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE A)		24	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE B)		105	SQ. FT.
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)		3002	POUND
802	CLASS S CONCRETE - ROADWAY		78.60	CU. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)		74102	POUND
SP	TEMPORARY IMPACT ATTENUATION BARRIER		16	EACH
SP	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		16	EACH
SP	WRECKER SERVICE		1.00	LUMP SUM
SP	REMOVE AND REPLACE ILLUMINATION ASSEMBLY		1	EACH
	STRUCTURES OVER 20'-0"			
636	BRIDGE CONSTRUCTION CONTROL		1.00	LUMP SUM
802	GROOVING		28870	SQ. YD.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT		18020.9	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)		3000	POUND
SP	SILICONE JOINT SEALANT		5056	LIN. FT.
SP	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)		30955	SQ. YD.
SP	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE (VARIABLE DEPTH)		840	CU. YD.
SP	HYDRODEMOLITION		30899	SQ. YD.
SP	BRIDGE DECK REPAIR		27809	SQ. FT.

*DENOTES: ALTERNATE BID ITEMS

REVISIONS

DATE	REVISION	SHEET NUMBER
12/5/2013	REVISED QUANTITY "UNCLASSIFIED EXCAVATION"	99 & 103
12/5/2013	REVISED TRAFFIC SCHEMATICS FOR MOT STAGES IIIB & IVB	70-72, & 81-83

12/5/13

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY

SUMMARY OF QUANTITIES AND REVISIONS

JACOBS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID PROJ. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
12-5-2013				6	ARK.	BB0108	103	195

(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.		BB0108	104	195

(2) PLAN STA. 182+34.32 TO STA. 20+00

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57

STA. 172+50.63
BEGIN FULL DEPTH
RECONSTRUCTION
L.M. 277.76

EQUATION: PT 265+16.98 BK. = POE 195+56.60 AHD.

OVERHEAD SIGN RETAIN

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 TO REMAIN

EQUATION: 164+00.00 BK. = 7+66.00 AHD.

OVERHEAD SIGN STA. 11+50 INSTALL

GUARD CABLE
STA. 7+66 AHD. TO STA. 9+66 AHD. LT. OF L.M.L. RETAIN

REMOVAL & DISPOSAL OF MEDIAN BARRIER WALL
STA. 10+67 TO STA. 12+83 = 216 LIN. FT.

PORTLAND CEMENT CONCRETE BARRIER WALL (MEDIAN TYPE A)
STA. 10+67 TO STA. 11+67 = 100 LIN. FT.
STA. 11+83 TO STA. 12+83 = 100 LIN. FT.

REMOVAL & DISPOSAL OF APPROACH SLABS & GUTTERS
STA. 172+15.63 TO STA. 172+50.63 L.M.L. = 1 EACH
STA. 172+15.63 TO STA. 172+50.63 R.M.L. = 1 EACH

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 166+18.00 TO STA. 172+43.00 LT. OF L.M.L. = 625 LIN. FT.
STA. 165+93.00 TO STA. 172+43.00 RT. OF R.M.L. = 650 LIN. FT.

RAMP
PI = 12+50.39
Δ = 5°42'30" RT.
D = 2°59'57"
T = 95.24'
L = 190.33'
PC = 11+55.15
PT = 13+45.48

RAMP 1
PI = 18+63.52
Δ = 5°42'30" LT.
D = 3°00'00"
T = 95.19'
L = 190.23'
PC = 17+68.33
PT = 19+58.56

STA. 13+00 IN PLACE
TYPE RM DROP INLET RT.
18" X296' R.C. PIPE CULVERT
TO JUNCTION BOX AT STA. 16+00
RETAIN

STA. 16+00 IN PLACE
30" X250' R.C. PIPE CULVERT
WITH 1 TYPE RM DROP INLET LT.
& 1 JUNCTION BOX RT.
RETAIN

GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL (TYPE 1)
STA. 165+74.25 TO STA. 172+43.00 RT. OF R.M.L.	= 650 LIN. FT.	1 EACH		1 EACH
STA. 165+74.25 TO STA. 172+43.00 LT. OF L.M.L.	= 600 LIN. FT.	1 EACH	1 EACH	
STA. 9+50.00 TO STA. 11+75.00 RT. OF R.M.L.	= 175 LIN. FT.		1 EACH	1 EACH
STA. 9+50.00 TO STA. 11+75.00 LT. OF FRONTAGE RD.	= 175 LIN. FT.		1 EACH	1 EACH

PLAN STA. 182+34.32 BK. TO STA. 20+00 AHD.

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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.		BB0108	105	195

(2) PLAN STA. 20+00 TO STA. 80+00

CONCRETE PIER PROTECTION IN PLACE
STA. 23+05.00 LT. OF L.M.L. = 60.5 LIN. FT. RETAIN
STA. 22+70.00 LT. OF LT.FR.RD. = 70.5 LIN. FT. RETAIN
STA. 23+45.00 RT. OF R.M.L. = 60.5 LIN. FT. RETAIN
STA. 23+82.00 RT. OF RT.FR.RD. = 70.5 LIN. FT. RETAIN

STA. 24+31 IN PLACE
30'X247' R.C. PIPE CULVERT
WITH 1 TYPE RM DROP INLET LT.
1 TYPE H DROP INLET RT. &
1 TYPE E DROP INLET LT. OF LT. FR. RD.
RETAIN

STA. 24+81 IN PLACE
30'X50' R.C. PIPE CULVERT WITH
1 TYPE E JUNCTION BOX (4'X4'X4'9")
WITH 30'X8' R.C. PIPE CULVERT &
30'X4' R.C. PIPE CULVERT W/F.E.S.
RETAIN

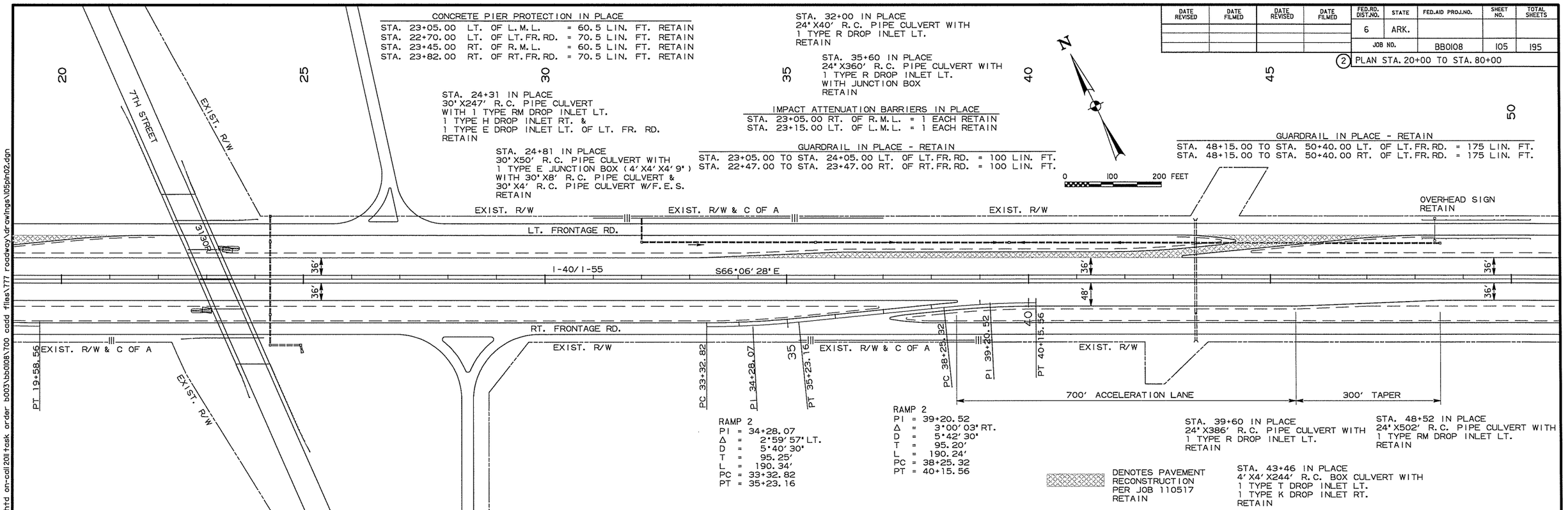
STA. 32+00 IN PLACE
24'X40' R.C. PIPE CULVERT WITH
1 TYPE R DROP INLET LT.
RETAIN

STA. 35+60 IN PLACE
24'X360' R.C. PIPE CULVERT WITH
1 TYPE R DROP INLET LT.
WITH JUNCTION BOX
RETAIN

IMPACT ATTENUATION BARRIERS IN PLACE
STA. 23+05.00 RT. OF R.M.L. = 1 EACH RETAIN
STA. 23+15.00 LT. OF L.M.L. = 1 EACH RETAIN

GUARDRAIL IN PLACE - RETAIN
STA. 23+05.00 TO STA. 24+05.00 LT. OF LT.FR.RD. = 100 LIN. FT.
STA. 22+47.00 TO STA. 23+47.00 RT. OF RT.FR.RD. = 100 LIN. FT.

GUARDRAIL IN PLACE - RETAIN
STA. 48+15.00 TO STA. 50+40.00 LT. OF LT.FR.RD. = 175 LIN. FT.
STA. 48+15.00 TO STA. 50+40.00 RT. OF LT.FR.RD. = 175 LIN. FT.



RAMP 2
PI = 34+28.07
Δ = 2°59'57" LT.
D = 5°40'30"
T = 95.25'
L = 190.34'
PC = 33+32.82
PT = 35+23.16

RAMP 2
PI = 39+20.52
Δ = 3°00'03" RT.
D = 5°42'30"
T = 95.20'
L = 190.24'
PC = 38+25.32
PT = 40+15.56

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 RETAIN

STA. 39+60 IN PLACE
24'X386' R.C. PIPE CULVERT WITH
1 TYPE R DROP INLET LT.
RETAIN

STA. 48+52 IN PLACE
24'X502' R.C. PIPE CULVERT WITH
1 TYPE RM DROP INLET LT.
RETAIN

STA. 43+46 IN PLACE
4'X4'X244' R.C. BOX CULVERT WITH
1 TYPE T DROP INLET LT.
1 TYPE K DROP INLET RT.
RETAIN

GUARDRAIL IN PLACE - RETAIN
STA. 57+90.00 TO STA. 59+90.00 RT. OF RT.FR.RD. = 200 LIN. FT.
STA. 58+05.00 TO STA. 60+05.00 LT. OF RT.FR.RD. = 200 LIN. FT.
STA. 62+30.00 TO STA. 64+30.00 RT. OF LT.FR.RD. = 200 LIN. FT.
STA. 62+45.00 TO STA. 64+45.00 LT. OF LT.FR.RD. = 200 LIN. FT.

REMOVAL & DISPOSAL OF APPROACH SLABS & GUTTERS
STA. 60+41.59 TO STA. 60+76.59 L.M.L. = 1 EACH
STA. 61+97.09 TO STA. 62+32.09 L.M.L. = 1 EACH
STA. 60+08.11 TO STA. 60+43.11 R.M.L. = 1 EACH
STA. 61+63.11 TO STA. 61+98.11 R.M.L. = 1 EACH

STA. 60+76.59 - STA. 61+97.09 - IN PLACE
120'-6" x 59'-9" CLEAR ROADWAY BRIDGE NO. 2673R
4 R.C. SLAB SPANS (30'-6", 29'-9", 29'-9", 30'-6")
RETAIN

STA. 60+43.11 - STA. 61+63.11 - IN PLACE
120'-0" CLEAR ROADWAY VARIES BRIDGE NO. 2673AR
4 30'-0" R.C. SLAB SPANS
RETAIN

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 53+86.00 TO STA. 55+60.00 RT. OF R.M.L. = 175 LIN. FT.
STA. 58+41.00 TO STA. 60+41.00 RT. OF R.M.L. = 200 LIN. FT.
STA. 61+96.00 TO STA. 63+96.00 LT. OF L.M.L. = 200 LIN. FT.
STA. 68+50.00 TO STA. 71+25.00 RT. OF R.M.L. = 275 LIN. FT.

GUARDRAIL IN PLACE - RETAIN
STA. 72+50.00 TO STA. 74+75.00 RT. OF LT.FR.RD. = 175 LIN. FT.
STA. 72+50.00 TO STA. 74+75.00 LT. OF I-40WB = 175 LIN. FT.

STATE OF ARKANSAS
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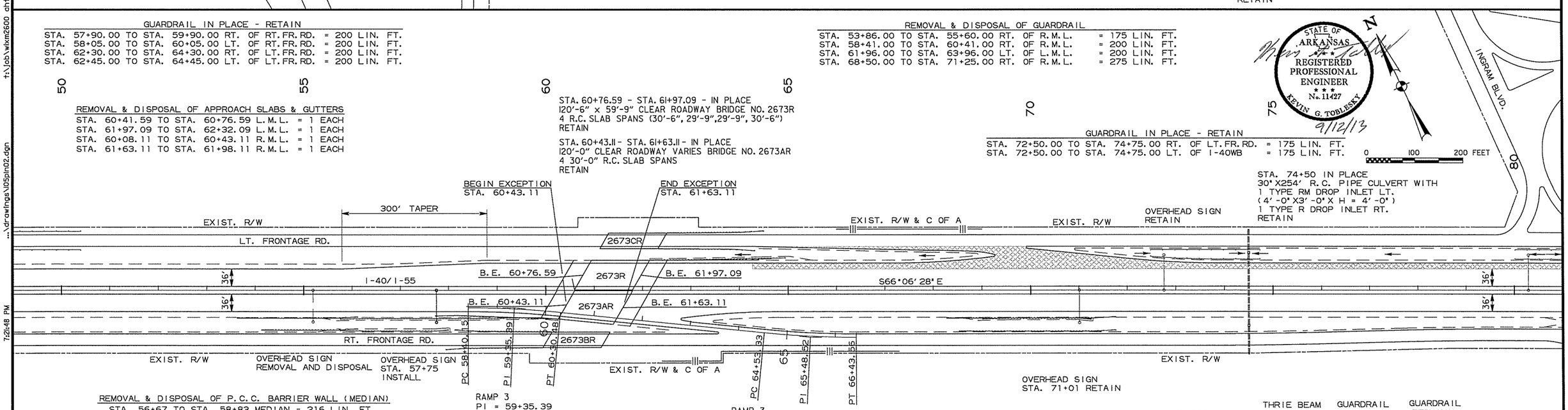

STA. 74+50 IN PLACE
30'X254' R.C. PIPE CULVERT WITH
1 TYPE RM DROP INLET LT.
(4'-0"X3'-0"X H = 4'-0")
1 TYPE R DROP INLET RT.
RETAIN

REMOVAL & DISPOSAL OF P.C.C. BARRIER WALL (MEDIAN)
STA. 56+67 TO STA. 58+83 MEDIAN = 216 LIN. FT.
STA. 69+93 TO STA. 72+09 MEDIAN = 216 LIN. FT.

PORTLAND CEMENT CONCRETE BARRIER WALL (MEDIAN TYPE A)
STA. 56+67 TO STA. 57+67 MEDIAN = 100 LIN. FT.
STA. 57+83 TO STA. 58+83 MEDIAN = 100 LIN. FT.
STA. 69+27 TO STA. 70+27 MEDIAN = 100 LIN. FT.
STA. 70+43 TO STA. 71+43 MEDIAN = 100 LIN. FT.

RAMP 3
PI = 59+35.39
Δ = 2°59'57" RT.
D = 5°42'30"
T = 95.24'
L = 190.33'
PC = 58+40.15
PT = 60+30.48

RAMP 3
PI = 65+48.52
Δ = 3°00'03" LT.
D = 5°42'30"
T = 95.19'
L = 190.23'
PC = 64+53.33
PT = 66+43.56

GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL (TYPE 1)
STA. 55+83.07 TO STA. 60+27.07 RT. OF R.M.L.	= 375 LIN. FT.	1 EACH	1 EACH	
STA. 55+83.00 TO STA. 58+08.00 LT. OF FRONTAGE RD.	= 175 LIN. FT.		1 EACH	1 EACH
STA. 61+96.00 TO STA. 64+64.75 LT. OF L.M.L.	= 200 LIN. FT.	1 EACH	1 EACH	
STA. 69+01.00 TO STA. 71+26.00 RT. OF R.M.L.	= 175 LIN. FT.		1 EACH	1 EACH

PLAN STA. 20+00 TO STA. 80+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	106	195

(2) PLAN STA. 80+00 TO STA. 40+00

STA. 86+50 (I-55) IN PLACE
18'X100' R.C. PIPE CULVERT
RETAIN

GUARDRAIL IN PLACE - RETAIN

STA. 80+00.00 TO STA. 82+25.00 RT. OF LT. FRONT. RD. = 175 LIN. FT.
STA. 80+00.00 TO STA. 82+25.00 LT. OF I-40WB = 175 LIN. FT.
STA. 86+75.00 TO STA. 89+93.75 LT. OF I-40WB = 250 LIN. FT.
STA. 49+50.00 TO STA. 58+31.20 LT. OF I-40WB = 825 LIN. FT.
STA. 49+50.00 TO STA. 56+82.50 RT. OF LT. FRONT. RD. = 675 LIN. FT.

CONCRETE PIER PROTECTION IN PLACE

STA. 86+11.00 TO STA. 86+74.00 RT. OF R.M.L. RETAIN
STA. 86+11.00 TO STA. 86+74.00 LT. OF L.M.L. RETAIN

GUARD CABLE IN PLACE

STA. 92+50 BK. TO STA. 2+05 (I-40EB) LT. OF RT. FRONTAGE RD. RETAIN
STA. 4+05 (I-40EB) TO STA. 20+00 (I-40EB) LT. OF RT. FRONTAGE RD. RETAIN

STA. 100+95 (I-40) IN PLACE
10'X10'X320' R.C. BOX CULVERT
30° RT. FWD. SKEW
1 TYPE K DROP INLET LT.
1 TYPE K DROP INLET RT.
WINGWALLS LT. & RT.
RETAIN

STA. 103+85 (I-55) IN PLACE
24'X42' R.C. PIPE CULVERT
RETAIN

IMPACT ATTENUATION BARRIERS IN PLACE

STA. 86+00.00 RT. OF R.M.L. = 1 EACH RETAIN

REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION

STA. 86+11.00 TO STA. 86+74.00 RT. OF R.M.L. = 1 EACH

STA. 86+24 (I-55) IN PLACE
30'X52' R.C. PIPE CULVERT &
TYPE RM DROP INLET LT. (4'-0"x3'-0"x3'-8")
W/ 30'X184' R.C. PIPE CULVERT
RETAIN

STA. 86+45 (I-55) IN PLACE
30'X54' R.C. PIPE CULVERT &
TYPE RM DROP INLET LT.
(4'-0"x3'-0"x3'-8")
30'X134' R.C. PIPE CULVERT &
TYPE RM DROP INLET RT.
(4'-0"x3'-0"x3'-6")
W/ 30'X50' R.C. PIPE CULVERT
RETAIN

EXIST. R/W
EXIST. R/W & C OF A
EXIST. R/W
LT. FRONTAGE RD.
I-40/I-55
OVERHEAD SIGN RETAIN
S66°06'28"E
EXIST. R/W
EXIST. R/W
OVERHEAD SIGN STA. 84+95 RECONSTRUCT AND RELOCATE TO STA. 83+00
DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 RETAIN
INGRAM BLVD. 6457
EXIST. R/W
EXIST. R/W PC 87+49.53
PI 88+44.72
PT 89+39.76
PC 91+41.05
PI 92+36.66
PT 93+32.12
RAMP 4
PI = 88+44.72
Δ = 3°00'03" LT.
D = 5°42'30"
T = 95.19'
L = 190.23'
PC = 87+49.53
PT = 89+39.76
RAMP 4
PI = 92+36.66
Δ = 2°59'15" RT.
D = 5°42'30"
T = 95.62'
L = 191.07'
PC = 91+41.05
PT = 93+32.12
RT. FRONTAGE RD.
EXIST. R/W
275' TAPER
OVERHEAD SIGN RETAIN
EXIST. C OF A (GUARD CABLE)
DENOTES PAVEMENT RECONSTRUCTION PER JOB 110492 RETAIN
EXIST. R/W
20' RT OF STA 101+31.09 BK. C.L. MED. I-40=
STA. 0+00.00 AHD I-40EB
PC 0+37.77
PC 52+62.50
PT 72+32.19
PI 2+18.69
PT 5+09.37
PC 52+62.50
PI 2+76.01
RAMP 3
PI = 102+76.01
Δ = 20°02'35" LT.
D = 4°15'00"
T = 238.24'
L = 471.60'
PC = 100+37.77
PT = 105+09.37
EXIST. R/W
LT. FRONTAGE RD.
EXIST. C OF A (GUARD CABLE)
I-55 CONNECTOR
I-40 WB
I-40 EB
0 100 200 FEET
N

STA. 58+46.40 C.L. I-40 WB=
STA. 5+71.97 C.L. I-40 EB
END FULL DEPTH RECONSTRUCTION
BEGIN EXCEPTION LOG MILE 279.80

RAMP 1		RAMP 2	
PI	12+00.36	PI	62+84.59
Δ	32°14'59" LT.	Δ	37°45'09" LT.
D	2°00'00"	D	1°55'00"
T	828.23'	T	1022.09'
L	1612.49'	L	1969.69'
PC	3+72.13	PC	52+62.50
PT	19+84.62	PT	72+32.19

REMOVAL & DISPOSAL OF GUARDRAIL

STA. 82+72.00 TO STA. 85+72.00 RT. OF R.M.L. = 300 LIN. FT.
STA. 86+73.00 TO STA. 86+98.00 RT. OF R.M.L. = 25 LIN. FT.
STA. 99+75.00 TO STA. 102+50.00 RT. OF R.M.L. = 275 LIN. FT.

GUARDRAIL INSTALLATION

	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL (TYPE 1)
STA. 81+00.00 TO STA. 83+25.00 RT. OF R.M.L.	= 175 LIN. FT.		1 EACH	1 EACH
STA. 81+00.00 TO STA. 82+75.00 LT. OF FRONTAGE RD.	= 125 LIN. FT.		1 EACH	
STA. 86+83.00 TO STA. 87+26.75 RT. OF R.M.L.	= 25 LIN. FT.	1 EACH		1 EACH

REMOVAL AND DISPOSAL OF P.C.C. BARRIER WALL (MEDIAN)

STA. 81+92 TO STA. 84+08 MEDIAN = 216 LIN. FT.

PORTLAND CEMENT CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STA. 86+11.00 TO STA. 86+84.00 RT. OF R.M.L. = 73 LIN. FT.

STA. 65+09.06 - STA. 65+57.80 - IN PLACE
348'-4½" x 42' 2" CLEAR ROADWAY BRIDGE NO. A6984
345'-0" CONTINUOUS COMPOSITE PLATE GIRDER
RETAIN

STA. 13+59.44 - STA. 16+84.60 - IN PLACE
325'-10¾" x 45' 9" CLEAR ROADWAY BRIDGE NO. B6984
322'-0" CONTINUOUS COMPOSITE PLATE GIRDER
RETAIN

STA. 78+48.00 - IN PLACE
TYPE RM DROP INLET 33' RT. (4'-0"x3'-0"x3'-3")
W/ 18'x98' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING) & FES LT.
RETAIN

PORTLAND CEMENT CONCRETE BARRIER WALL (MEDIAN TYPE A)

STA. 81+92 TO STA. 82+92 MEDIAN = 100LIN. FT.
STA. 83+08 TO STA. 84+08 MEDIAN = 100 LIN FT.

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STA. 29+36.38
BEGIN WRSF

STA. 35+90 IN PLACE (LT. FR. RD.)
24'X41' R.C. PIPE CULVERT
RETAIN

STA. 35+98 IN PLACE (LT. FR. RD.)
24'X42' R.C. PIPE CULVERT
RETAIN

EXIST. R/W
LT. FRONTAGE RD.
EXIST. C OF A (GUARD CABLE)
I-55 CONNECTOR
I-40 WB
I-40 EB
B.E. 65+09.06
B.E. 68+57.80
B.E. 16+84.60
B.E. 13+59.44
PC 9+49.15
PI 14+14.71
PT 72+32.19
PI 79+25.71
PT 26+49.92
PC 75+93.50
PC 23+06.21
PT 19+84.62
PT 18+44.62
PI 12+00.36
PI 62+84.59
I-55
RT. FRONTAGE RD.
EXIST. R/W
(I-55 CONNECTOR)
STA. 121+00 IN PLACE
30'X78' R.C. PIPE CULVERT
W/F.E.S. RT.
RETAIN

STA. 35+75 IN PLACE (RT. FR. RD.)
36'X50' R.C. PIPE CULVERT
RETAIN

PT 82+56.6
PT 29+92.16
EXIST. R/W
LT. FRONTAGE RD.
EXIST. C OF A (GUARD CABLE)
I-40
I-40 EB
I-40 WB
RT. FRONTAGE RD.
EXIST. R/W

EQUATION:
STA. 31+58.83 C.L. I-40 EB =
STA. 84+13.25 C.L. I-40 WB
STA. 31+74.66 C.L. I-40

N

GUARD CABLE IN PLACE

STA. 4+55 TO STA. 45+85 LT. OF RT. FRONTAGE RD. RETAIN

GUARDRAIL IN PLACE - RETAIN

STA. 10+99.83 TO STA. 13+68.58 RT. OF I-40 EB = 200 LIN. FT.
STA. 17+20.00 TO STA. 27+38.75 RT. OF I-40 EB = 1000 LIN. FT.
STA. 110+96.00 TO STA. 119+96.00 RT. OF I-55 CONN. = 850 LIN. FT.
STA. 115+00.00 TO STA. 120+75.00 LT. OF I-55 CONN. = 525 LIN. FT.
STA. 63+01.88 TO STA. 64+70.63 LT. OF I-40 WB = 150 LIN. FT.
STA. 68+45.30 TO STA. 72+39.05 LT. OF I-40 WB = 325 LIN. FT.
STA. 81+99.40 TO STA. 84+18.15 RT. OF I-40 WB = 150 LIN. FT.

STA. 35+90 IN PLACE
36'X144' R.C. PIPE CULVERT
TYPE R DROP INLET IN
MEDIAN (H = 4'-4")
RETAIN

STA. 40+00 IN PLACE
24'X84' R.C. PIPE CULVERT
TYPE R DROP INLET IN
MEDIAN (H = 3'-0")
RETAIN

0 100 200 FEET

PLAN STA. 80+00 TO STA. 40+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	107	195

(2) PLAN STA. 40+00 TO STA. 76+21.78

STA. 40+00 IN PLACE
24' X84' R.C. PIPE CULVERT
TYPE R DROP INLET IN
MEDIAN (H = 3'-0")
RETAIN

STA. 54+80 IN PLACE
18' X140' B.C.C.M. PIPE CULVERT
TYPE R DROP INLET IN
MEDIAN (H = 2'-10")
RETAIN

EXIST. R/W
LT. FRONTAGE RD.
EXIST. C OF A (GUARD CABLE)
RAMP 1
B.E. STA. 47+73.89
STA. 49+91
BEGIN WRSF
END EXCEPTION
STA. 47+55.09
N84°57'12"E
A5014
B5014
B.E. STA. 47+36.28
STA. 47+46
END WRSF
RAMP 3
EXIST. C OF A (GUARD CABLE)
RT. FRONTAGE RD.
EXIST. R/W
DR. MARTIN LUTHER KING JR. DR.
RAMP 2
600' TAPER
B.E. STA. 50+16.31
BEGIN EXCEPTION
STA. 49+97.51
B.E. STA. 49+78.70
RAMP 4
EXIST. R/W & C OF A
B.E. STA. 57+95.98
END EXCEPTION
STA. 57+96.44
B.E. STA. 57+96.90
STA. 57+97
END WRSF
EXIST. C OF A
MISSOURI PACIFIC RAILROAD
EXIST. R/W
A5015
B5015
RAILROAD

STA. 47+73.89 - STA. 50+16.31 - IN PLACE
242'-5/16" x 39' 0" CLEAR ROADWAY BRIDGE NO. A5014
4-60'-0" COMPOSITE I-BEAM SPANS
REHABILITATE DECK

STA. 47+36.28 - STA. 49+78.70 - IN PLACE
242'-5/16" x 39' 0" CLEAR ROADWAY BRIDGE NO. B5014
4-60'-0" COMPOSITE I-BEAM SPANS
REHABILITATE DECK

STA. 57+95.98 - STA. 76+23.32 - IN PLACE
1827'-4 1/8" x 42' 0" CLEAR ROADWAY BRIDGE NO. A5015
14-60'-0" COMPOSITE I-BEAM SPANS
2-45'-1/2" COMPOSITE I-BEAM SPANS
1-80'-0" COMPOSITE I-BEAM SPANS
3-65'-0" COMPOSITE I-BEAM SPANS
10-62'-0" COMPOSITE I-BEAM SPANS
REHABILITATE DECK

STA. 57+96.90 - STA. 76+20.24 - IN PLACE
1823'-4 1/8" x 42' 0" CLEAR ROADWAY BRIDGE NO. B5015
16-60'-0" COMPOSITE I-BEAM SPANS
8-62'-0" COMPOSITE I-BEAM SPANS
2-45'-1/2" COMPOSITE I-BEAM SPANS
1-80'-0" COMPOSITE I-BEAM SPANS
3-65'-0" COMPOSITE I-BEAM SPANS
REHABILITATE DECK

GUARDRAIL IN PLACE

STA.	44+21.95	TO STA.	47+40.70	LT. OF R.M.L.	= 250 LIN. FT. RETAIN
STA.	44+50.35	TO STA.	47+19.10	RT. OF R.M.L.	= 200 LIN. FT. RETAIN
STA.	45+09.05	TO STA.	47+77.80	LT. OF L.M.L.	= 250 LIN. FT. RETAIN
STA.	50+12.40	TO STA.	53+31.15	RT. OF L.M.L.	= 250 LIN. FT. RETAIN
STA.	50+33.90	TO STA.	53+02.65	LT. OF L.M.L.	= 200 LIN. FT. RETAIN
STA.	49+75.30	TO STA.	53+94.05	RT. OF R.M.L.	= 400 LIN. FT. RETAIN
STA.	54+71.25	TO STA.	57+90.00	LT. OF R.M.L.	= 250 LIN. FT. RETAIN
STA.	54+71.25	TO STA.	57+90.00	RT. OF L.M.L.	= 250 LIN. FT. RETAIN
STA.	55+70.33	TO STA.	57+89.08	RT. OF L.M.L.	= 200 LIN. FT. RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

B.E. STA. 76+23.32
STA. 76+21.78
END JOB BB0108
LOG MILE 281.13
B.E. STA. 76+20.24
RAMP A
PI 85+53.9
EXIST. R/W & C OF A
RAMP B
PC 77+32.50
HWY. 131 (MOUND CITY RD.)
MISSOURI PACIFIC RAILROAD
EXIST. R/W
A5015
B5015
N84°57'12"E

PI = 85+53.90
Δ = 1°19'00" RT.
D = 1°00'00"
T = 821.4'
L = 1631.7'
PC = 77+32.50
PT = 93+64.21

PT 93+64.21

GUARDRAIL IN PLACE - RETAIN

STA.	76+27.14	TO STA.	78+45.89	LT. OF R.M.L.	
STA.	76+30.22	TO STA.	79+48.97	RT. OF L.M.L.	
STA.	76+30.22	TO STA.	79+98.97	LT. OF L.M.L.	
STA.	78+45.89	TO STA.	84+50.00	LT. OF R.M.L.	

PLAN STA. 40+00 TO STA. 76+21.78

JACOBS

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9/12/2013

NO.	LOCATION	P. I.	Δ	D	T	L	P. C.	P. T.
					FEET			
1	PROPOSED I-40 EB	12+00.36	32°14'59" LT.	2°00'00"	828.23	1612.49	3+72.13	19+84.62
2	PROPOSED I-40 WB	62+84.59	37°45'09" RT.	1°55'00"	1022.09	1969.69	52+62.50	72+32.19
3	PROPOSED I-55 CONNECTOR	102+76.01	20°02'35" RT.	4°15'00"	238.24	471.60	100+37.77	105+09.37
4	PROPOSED I-55 CONNECTOR	114+14.11	38°03'27" LT.	4°15'00"	464.96	895.47	109+49.15	118+44.62
5	I-55 CONNECTOR	26+92.70	18°02'00" LT.	3°00'00"	303.06	601.11	23+89.64	29+90.75

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	108	195

(2) PLAN I-55 WRSF STA 23+89.60

BK-STA 418+00 AHD

STATE OF ARKANSAS
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No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

STA. 23+89.60
BEGIN I-55 WRSF
LOG MILE 4.32

STA. 15+33.90 I-40 EASTBOUND =
STA. 116+12.41 I-55 CONNECTOR

STA. 28+62 IN PLACE (I-55 EB MAIN LANES)
30'X140' R.C. PIPE CULVERT
WITH HEADWALL LT. &
TYPE M DROP INLET RT.
(4'-0"X4'-0"X2'-10")
RETAIN

STA. 25+75 IN PLACE (FRONT ROAD)
30'X134' R.C. PIPE CULVERT
WITH HEADWALL LT. & RT.
RETAIN

EXISTING I-55 CONNECTOR
STA. 26+50 IN PLACE
30'X270' R.C. PIPE CULVERT
TYPE M DROP INLET RT.
(4'-0"X4'-0"X2'-10")
RETAIN

I-55 WRSF INST. STA 23+89.60 BK-STA 418+00 AHD

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CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN PLACE - RETAIN
STA. 432+02.95 TO STA. 432+54.45 MEDIAN = 51.5 L.F.

REMOVAL & DISPOSAL OF IMPACT ATTENUATION BARRIERS
STA. 431+82.20 MEDIAN = 1 EACH
STA. 432+75.20 MEDIAN = 1 EACH

GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
STA. 428+44 TO STA. 433+44 LT. - R.M.L. =	450 LF.	1 EACH	1 EACH
STA. 431+14 TO STA. 436+14 RT. - L.M.L. =	450 LF.	1 EACH	1 EACH

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	109	195

(2) PLAN I-55 WRSF STA 418+00-STA 448+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11427
KEVIN G. TOBLESKY
9/12/13

N

0 100 200 FEET

Exist. R/W

Exist. R/W

KING DR.

PT EQUATION
STA. 29+90.70 BK. I-55 CONNECTOR=
STA. 417+38.50 AHD. I-55

420 425 430 435 440 445

STA. 432+94
BEGIN WRSF

S66°09'18"E

GRADE TO DRAIN

I-55

GRADE TO DRAIN

STA. 432+28.70 I-55 =
STA. 12+27.00 KING DR,

STA. 431+64
END WRSF

STA. 419+10 IN PLACE
TYPE M DROP INLET IN MED.
4' X 4' X H = 2'-10" WITH
30" X 75' R.C. PIPE INLET
30" X 80' R.C. PIPE OUTLET
RETAIN

STA. 421+60 IN PLACE
TYPE H DROP INLET IN MED.
H = 0'-10" WITH
18" X 100' R.C. PIPE CULVERT
& F.E.S. ON RT. UNDER
EASTBOUND LANES
RETAIN

STA. 430+63 IN PLACE
TYPE H DROP INLET IN MED.
H = 0'-10" WITH
30" X 60' R.C. PIPE CULVERT
& F.E.S. ON RT. UNDER
EASTBOUND LANES
RETAIN

STA. 435+53 IN PLACE
TYPE M DROP INLET IN MED.
4' X 4' X H = 2'-10" WITH
30" X 66' R.C. PIPE INLET
30" X 126' R.C. PIPE OUTLET TO RT.
& F.E.S. ON LT. & RT.
RETAIN

I-55 WRSF STA 418+00-STA 448+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0108	110	195

(2) PLAN I-55 WRSF STA 448+00-STA 454+66.40

STATE OF ARKANSAS
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No. 11427
KEVIN G. TOBLESEY
9/12/13

N

0 100 200 FEET

STA. 454+66.40
END I-55 WRSF
LOG MILE 3.50

STA. 450+00 LT. - IN PLACE
30' X 400' R.C. PIPE CULVERT
RETAIN

PC 448+31.10

PI 452+11.01

PT 460+07.70

PI 454+19.92

S66°09' 18" E

I-55 NB

S48°53' 29" E

I-55 SB

449+32.82 I55 WB, 28' RT. =
PC 449+52.50

RAMP 1
PI = 452+11.01
Δ = 15°25' 01" RT.
D = 3°00' 00"
T = 258.51'
L = 513.90'
PC = 449+52.50
PT = 454+66.40

PT 454+66.40

STA. 452+55 IN PLACE
TYPE M DROP INLET ON LT.
4' X 4' X H = 2'-3' WITH
STEEL GRATE ASSEMBLY &
24' X 84' R.C. PIPE OUTLET
CONNECTED TO D.I. ON RT.
TYPE M DROP INLET ON RT.
4' X 3' X H = 2'-3'
RETAIN

STA. 488+02 IN PLACE
TYPE H DROP INLET IN MED.
4'-0" X 4'-0" X H = 0'-10" OVER
30" X 139' R.C. PIPE CULVERT
CONNECTED TO JUNCTION BOX ON LT.& RT.
WITH 4' STUBS & STEEL GRATE ASSEMBLIES
RETAIN

HWY. 70 WB

HWY. 70 EB

450 455 460 465 470 475

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I-55 WRSF STA 448+00-STA 454+66.40

JACOBS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	111	195

(2) SIGNING SUMMARY & QUANTITIES

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
SP	REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-040-18-30)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-040-18-12)	1	EACH
SP	RELOCATION OF EXISTING OVERHEAD SIGN STRUCTURE (OH-040-18-13)	1	EACH
SS & 725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	569	SQ. FT.
SS & 725	GUIDE SIGN - OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	1255	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE A)	24	SQ. FT.
SS & 727	EXIT NUMBER PANEL (TYPE B)	105	SQ. FT.
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	3002	POUND

REMOVAL AND DISPOSAL

LOCATION	OVERHEAD SIGN STRUCTURE EACH
OH-040-18-12	1
TOTAL:	1

MAIN LANES SIGNING QUANTITIES

SIGN NO./ LOCATION	INSTALL SIGN STRUCTURE					RELOCATION OF OF EXISTING SIGN STRUCTURE				GUIDE SIGN			BREAKAWAY SIGN SUPPORT											EXIT NUMBER PANEL				GUARDRAIL				
	STRUCTURE TYPE					STRUCTURE TYPE				Length	Height		STEEL SECT.		SIGN POST LENGTH			STUB POST			FOOTINGS			SIGN POST AND STUB	LEGEND	TYPE			TYPE A	TERM. ANCHOR	GUARDRAIL TERM.	AGG. BASE CR	ACHM SURF. CR.
																										A	B	C		POSTS TYPE 1	TYPE 2	(CL. 7)	220 LBS/SY
	ST	CL	OH	BM	G-2	ST	CL	OH	BM	LIN. FT.		SQ. FT.	A-572		LIN FT			LIN FT			LIN FT			POUND		SQ. FT.			LIN. FT.	EACH	EACH	TON	TON
													BEAM	LBS	H - 1	H - 2	H - 3	H - 1	H - 2	H - 3	DIA.	DEPTH	EMBED.	AND STUB									
EXIT 278																																	
OH-040-18-30			1																										SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OH-040-18-11+50EB-A										12.00	8.00	96.00													278	23.57							
OH-040-18-11+50EB-B										10.50	8.00	84.00													279A		26.25						
EX-040-18-16+80EB					1					7.50	5.00	37.50	W6	6.00	12.00	13.00		2.33	2.33		2.00	3.00	2.00	177.96									
279A																																	
OH-040-18-12			1																										SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OH-040-18-57+75EB-A										11.00	9.00	99.00													279A		26.25						
OH-040-18-57+75EB-B										35.50	15.00	532.50													279B		26.25						
EX-040-18-16+80EB					1					9.00	5.00	45.00	W6	6.00	12.00	13.00		2.33	2.33		2.00	3.00	2.00	177.96									
LF-040-18-27+00EB					1					12.00	13.50	162.00	W8	18.00	20.00	21.00		4.00	4.00		3.00	5.50	3.66	882.00									
LG-040-18-49+00EB					1					12.00	13.50	162.00	W8	18.00	20.00	21.00		4.00	4.00		3.00	5.50	3.66	882.00									
LL-040-18-20+00EB					1					12.00	13.50	162.00	W8	18.00	20.00	21.00		4.00	4.00		3.00	5.50	3.66	882.00									
EXIT 279B																																	
OH-040-18-13								1																					SEE ROADWAY PLANS FOR GUARDRAIL DETAILS				
OH-040-18-83+00EB										35.50	12.50	443.75													279B		26.25						
GUIDE SIGNS ROADSIDE MOUNTED TOTALS;												568.50																					
GUIDE SIGNS OVERHEAD MOUNTED TOTALS;												1255.25																					
TOTALS:			2		5			1				1823.75												3001.92		23.57	105.00						

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
9/5/13
L. TONY SULLIVAN

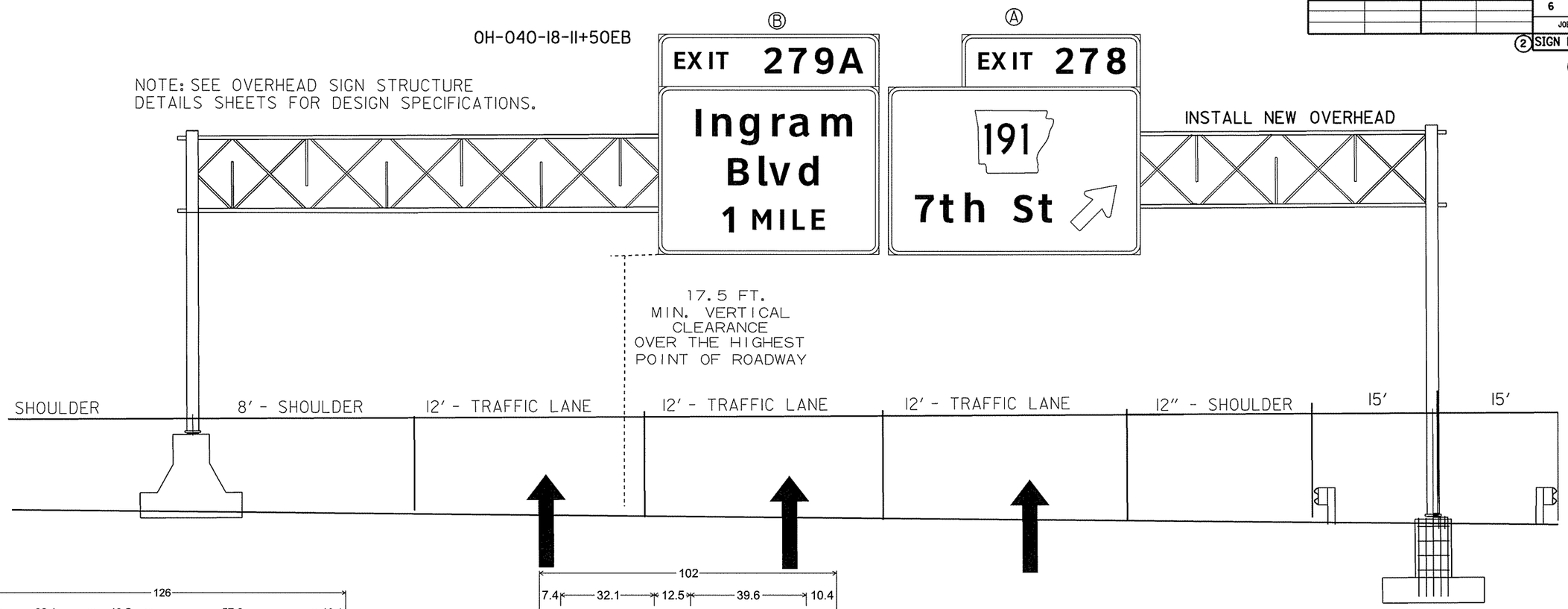
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	112	195

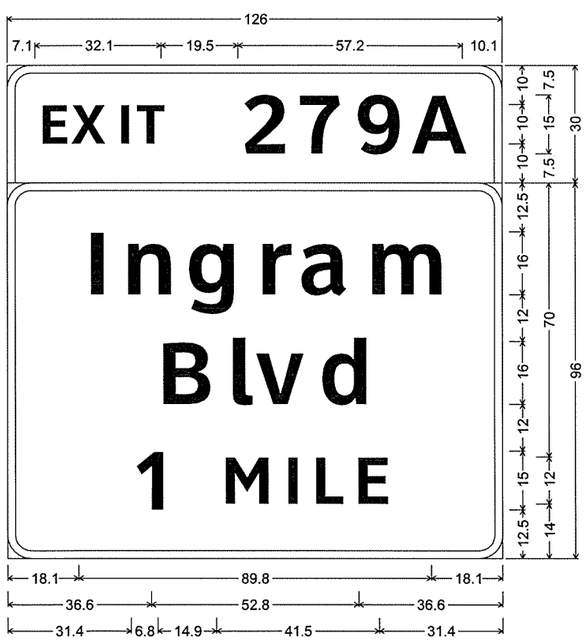
(2) SIGN LAYOUT SHEET

OH-040-18-30

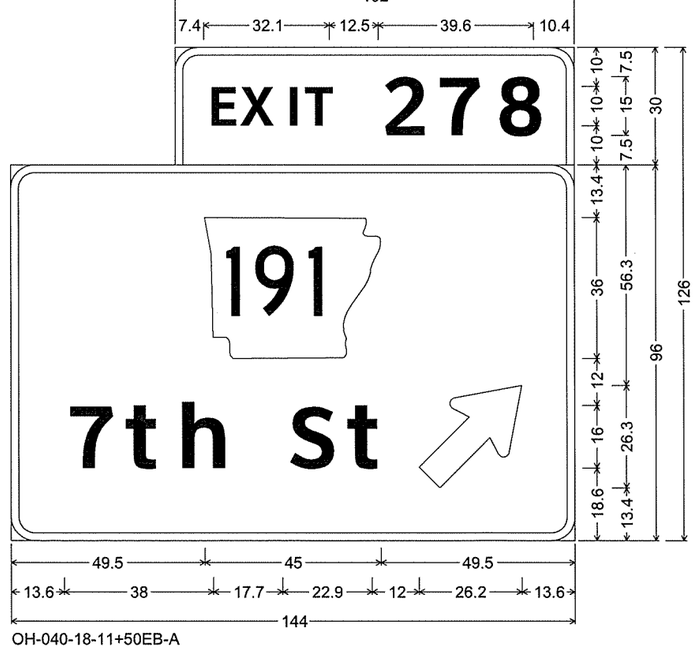
OH-040-18-11+50EB

NOTE: SEE OVERHEAD SIGN STRUCTURE DETAILS SHEETS FOR DESIGN SPECIFICATIONS.





OH-040-18-11+50EB-B;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [279A] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Ingram] ClearviewHwy-5-W; [Blvd] ClearviewHwy-5-W;
[1 MILE] ClearviewHwy-5-W;



OH-040-18-11+50EB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [278] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [7th St] ClearviewHwy-5-W;
Standard Arrow Custom 33.4" X 20.3" 45°;

NOTES:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF SIGNS, SUPPORTS AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND SUPPORTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.

EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE CLEARVIEW FONT SHALL FOLLOW THE SPACE TABLES FOR CLEARVIEW AND NOT SHS E-MODIFIED. THIS INCLUDES THE USE OF CLEARVIEW 5-W-R. FOR GENERAL GUIDANCE ON LETTER AND WORD SPACING REFER TO THE FHWA CLEARVIEW TYPEFACE SUPPLEMENT. (HTTP://MUTCD. FHWA.DOT.GOV)

STATE OF ARKANSAS
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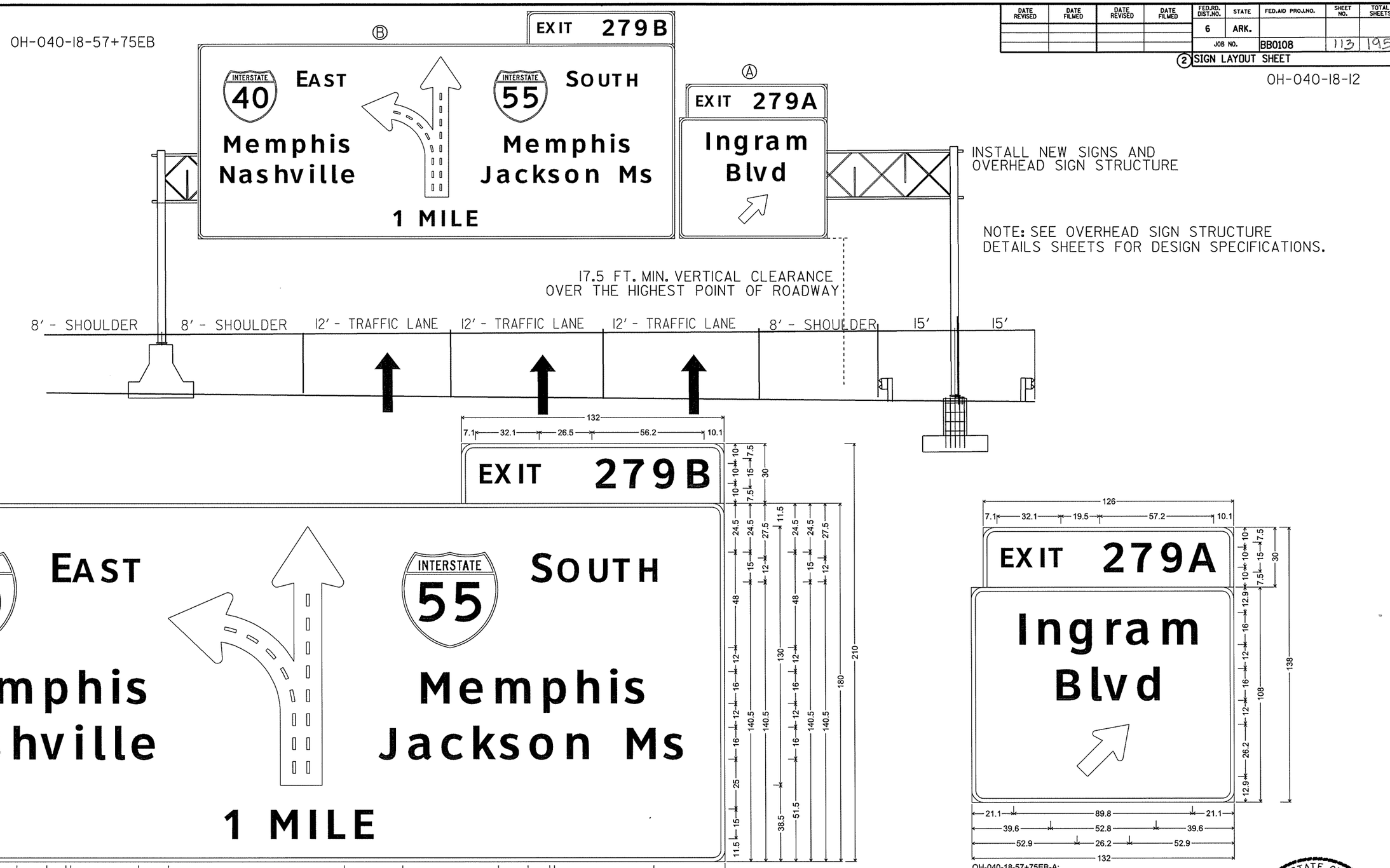
No. 5851
9/5/13
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	113	195

(2) SIGN LAYOUT SHEET

OH-040-18-57+75EB

OH-040-18-12



OH-040-18-57+75EB-B;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [279B] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[E AST] ClearviewHwy-5-W; [Memphis] ClearviewHwy-5-W; [Nashville] ClearviewHwy-5-W; Diagrammatic Arrow lane lines Black; [S OUTH] ClearviewHwy-5-W; [Memphis] ClearviewHwy-5-W; [Jackson Ms] ClearviewHwy-5-W; [1] ClearviewHwy-5-W; [MILE] ClearviewHwy-5-W;

OH-040-18-57+75EB-A;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [279A] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Ingram] ClearviewHwy-5-W; [Blvd] ClearviewHwy-5-W;
Standard Arrow Custom 33.4" X 20.3" 45°;

STATE OF ARKANSAS
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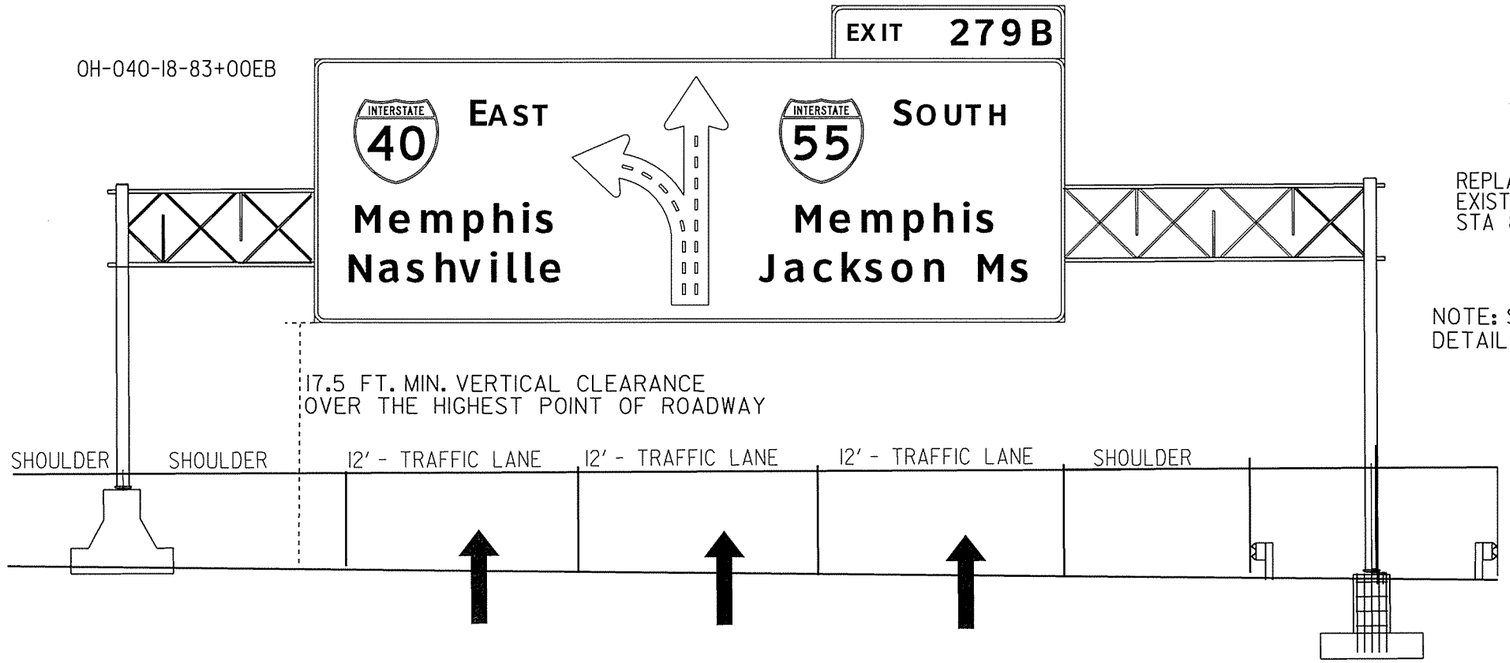
TONY SULLIVAN
9/5/13

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	114	195

(2) SIGN PLACEMENT SHEET

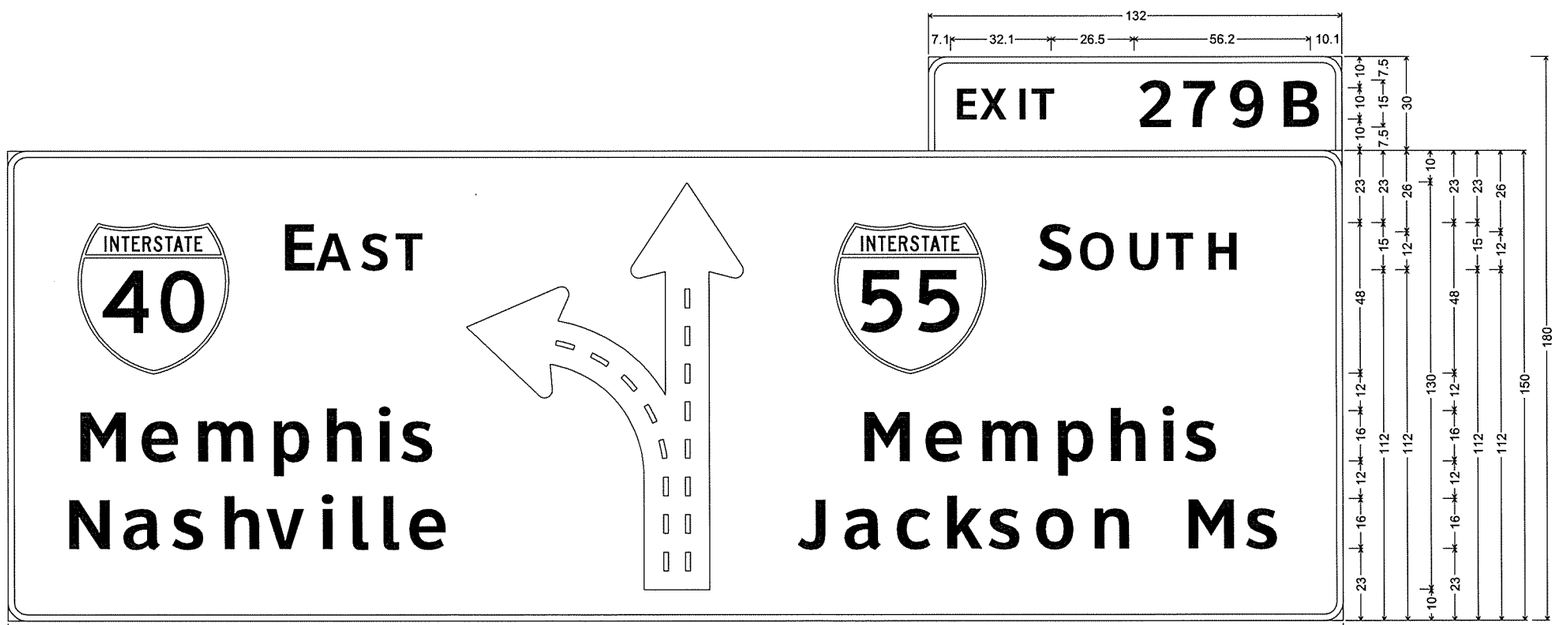
OH-040-18-13

OH-040-18-83+00EB



REPLACE EXISTING SIGN AND RELOCATE EXISTING OVERHEAD SIGN STRUCTURE STA 84+95 TO STA 83+00.

NOTE: SEE OVERHEAD SIGN STRUCTURE DETAILS SHEETS FOR DESIGN SPECIFICATIONS.



OH-040-18-83+00EB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [279B] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[E AST] ClearviewHwy-5-W; [Memphis] ClearviewHwy-5-W; [Nashville] ClearviewHwy-5-W; Diagrammatic Arrow lane lines Black; [S OUTH] ClearviewHwy-5-W; [Memphis] ClearviewHwy-5-W; [Jackson Ms] ClearviewHwy-5-W;

STATE OF ARKANSAS
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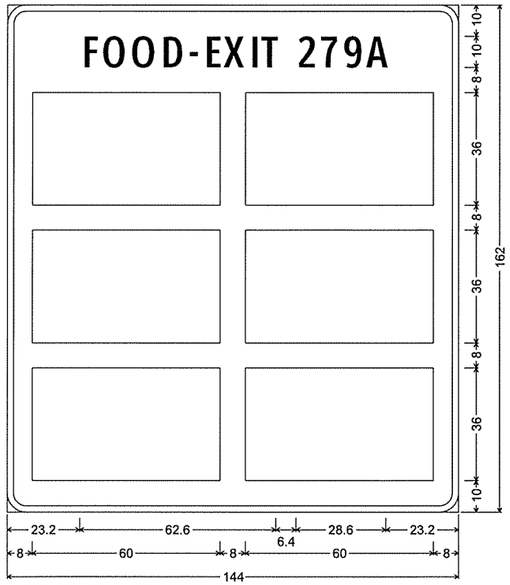
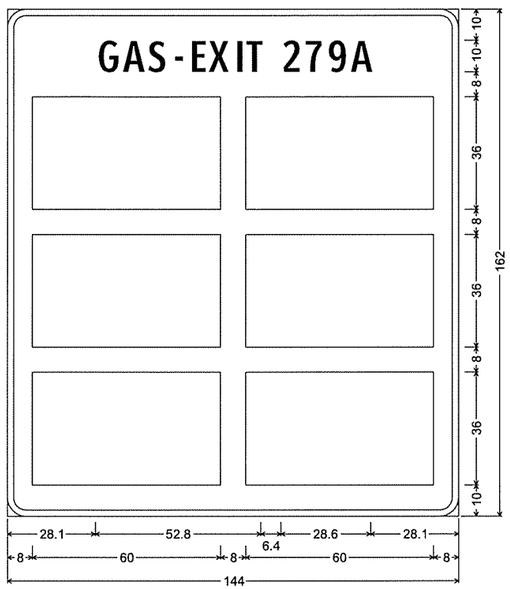
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	115	195

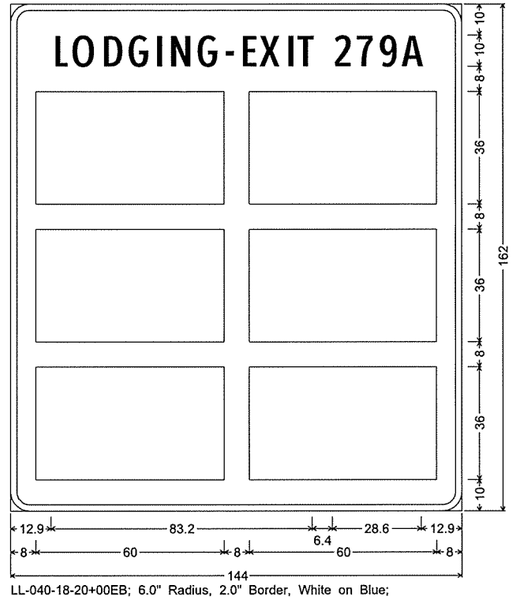
(2) SIGN LAYOUT SHEET



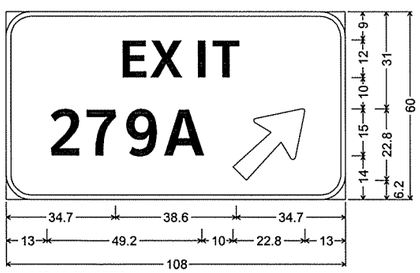
LF-040-18-27+00EB; 6.0" Radius, 2.0" Border, White on Blue;
[FOOD-EXIT 279A] ClearviewHwy-2-W;



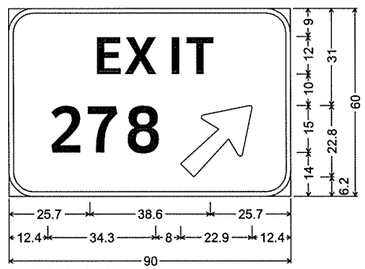
LG-040-18-49+00EB; 6.0" Radius, 2.0" Border, White on Blue;
[GAS-EXIT 279A] ClearviewHwy-2-W;



LL-040-18-20+00EB; 6.0" Radius, 2.0" Border, White on Blue;
[LODGING-EXIT 279A] ClearviewHwy-2-W;



EX-040-18-62+95EB;
8.0" Radius, 1.5" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[279A] ClearviewHwy-3-B;
Arrow Custom - 29.0" 45°;



EX-040-18-16+80EB;
8.0" Radius, 1.5" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[278] ClearviewHwy-3-B;
Arrow Custom - 29.0" 45°;

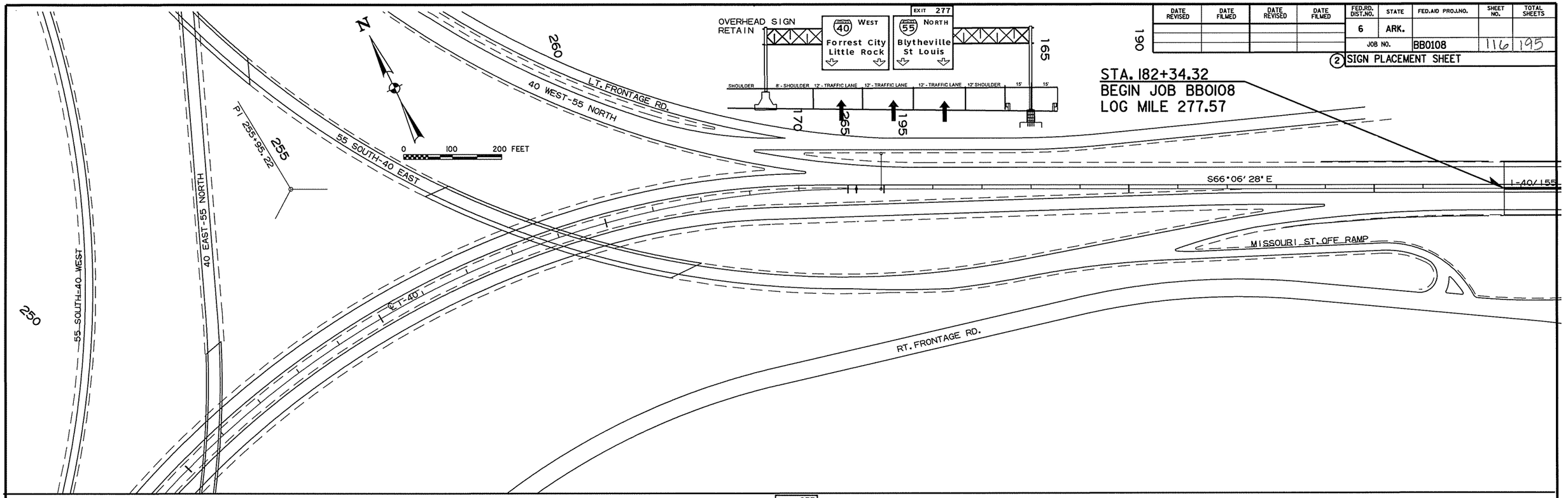
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
9/5/13
L. TONY SULLIVAN

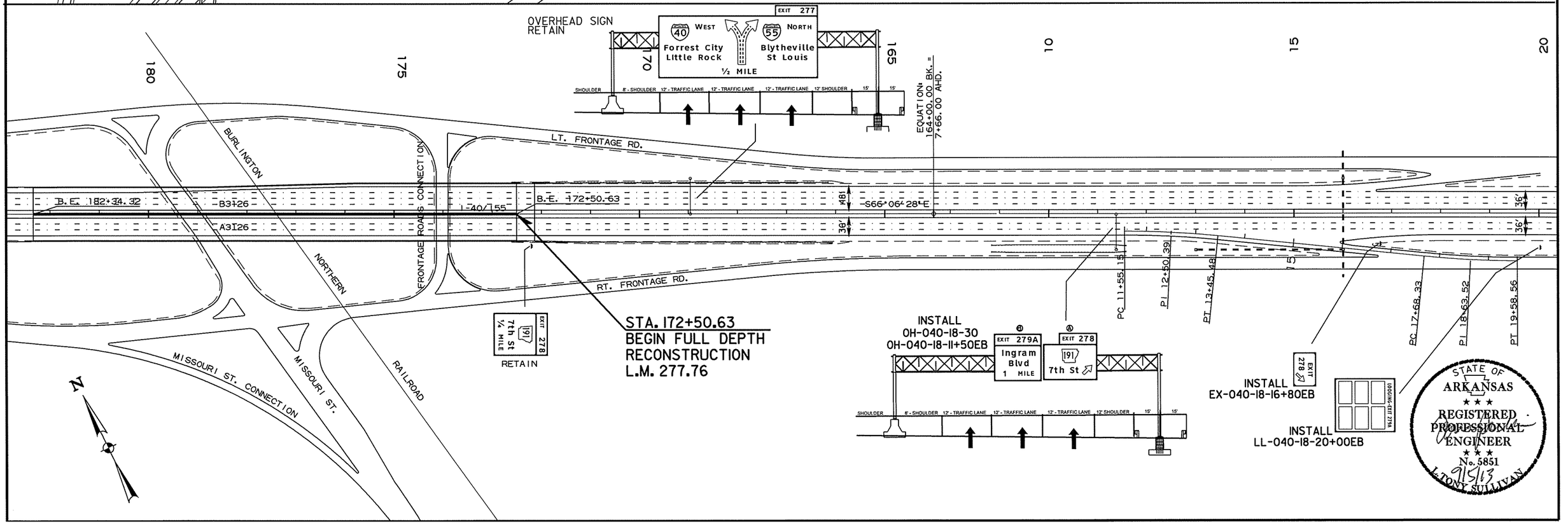
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	116	195

(2) SIGN PLACEMENT SHEET

OVERHEAD SIGN
RETAIN

STA. 182+34.32
BEGIN JOB BB0108
LOG MILE 277.57





STA. 172+50.63
BEGIN FULL DEPTH
RECONSTRUCTION
L.M. 277.76

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
9/5/13
TONY SULLIVAN

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				6	ARK.			
				JOB NO.		BB0108	117	195

(2) SIGN PLACEMENT SHEET

20 25 30 35 40 45 50

7TH STREET

3130R

LT. FRONTAGE RD.

I-40/I-55

RT. FRONTAGE RD.

36' 36' 36' 48' 36' 36'

EXIT 278

OVERHEAD SIGN
RETAIN

PT 19+58.56

EXIT 279A
Ingram Blvd
½ MILE

STA. 22+85 REMOVE OVERHEAD SIGN
AND BRIDGE MOUNTED SIGN STRUCTURE
REINSTALL BOLTS IN BEAM WEB

1000' EXIT 279A

INSTALL
LF-040-I8-27+00EB

PC 33+32.82
PI 34+28.07
35
PT 35+23.16

PC 38+25.92
PI 39+20.52
40
PT 40+15.56

700' ACCELERATION LANE

300' TAPER

GAS EXIT 279A

INSTALL
LG-040-I8-49+00EB

N

50 55 60 65 70 75 80

OVERHEAD SIGN
RETAIN

EXIT 277
(40) WEST Forrest City Little Rock
(55) NORTH Blytheville St Louis
1½ MILE

EXIT 278
(77) (191) 7th St Missouri St
EXIT ONLY

SHOULDER SHOULDER 12'-TRAFFIC LANE 12'-TRAFFIC LANE 12'-TRAFFIC LANE 12'-TRAFFIC LANE SHOULDER

INGRAM BLVD.

BEGIN EXCEPTION
STA. 60+43.11

END EXCEPTION
STA. 61+63.11

300' TAPER

LT. FRONTAGE RD.

2673CR

I-40/I-55

B.E. 60+76.59

2673R

B.E. 61+97.09

S66°06'28"E

B.E. 60+43.11

2673AR

B.E. 61+63.11

RT. FRONTAGE RD.

2673BR

STA 55+19 REMOVE
EXISTING OVERHEAD SIGNS
AND SIGN STRUCTURE

EXIT 279B
(40) EAST Memphis Nashville
(55) SOUTH Memphis Jackson Ms
1 MILE

EXIT 279A
Ingram Blvd

PC 58+40.15
PI 59+45.89
60
PT 60+50.48

EXIT 279A

INSTALL
EX-040-I8-62+95EB

PC 64+53.33
65
PI 65+48.52
PT 66+43.56

VMS

TN-040-I8-STA 84+95
MAINTAIN VMS OVERHEAD

SHOULDER 8'-SHOULDER 12'-TRAFFIC LANE 12'-TRAFFIC LANE 12'-TRAFFIC LANE 12'SHOULDER 15' 15'

OH-040-I8-12
INSTALL NEW OVERHEAD
SIGNS AND SIGN STRUCTURE

SHOULDER SHOULDER 12'-TRAFFIC LANE 12'-TRAFFIC LANE 12'-TRAFFIC LANE 12'-TRAFFIC LANE SHOULDER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
9/5/13
ANTONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	118	195

(2) SIGN PLACEMENT SHEET

WEST NORTH
40 55
Little Rock
Blytheville
St Louis

EXIT 278
77 191
7th St
Missouri St
EXIT ONLY

OVERHEAD SIGN
RETAIN

OVERHEAD SIGN
RETAIN
REST AREA
Arkansas Welcome Center
EXIT 278
NO TRUCKS

RETAIN
CAMPING-EXIT 278
LODGING-EXIT 278

EXIT 278
77 191
VMS
7th St
Missouri St
½ MILE

EXIT 279A
Ingram Blvd
EXIT ONLY

OVERHEAD SIGN
RETAIN

SHOULDER | SHOULDER | 12'-TRAFFIC LANE | 12'-TRAFFIC LANE | 12'-TRAFFIC LANE | SHOULDER

RETAIN
GAS-EXIT 278

RETAIN
FOOD-EXIT 278

RETAIN
EXIT 5

RETAIN

LT. FRONTAGE RD.

I-40/I-55

INGRAM BLVD.

S66°06'28"E

RT. FRONTAGE RD.

275' TAPER

EXIT 279B
EAST 40 Memphis Nashville
SOUTH 55 Memphis Jackson Ms

OVERHEAD SIGN
RETAIN

EXIT 279B
EAST 40 Memphis Nashville
SOUTH 55 Memphis Jackson Ms

STA 84+95
EXISTING OVERHEAD
OH-040-18-13

OH-040-18-83+00EB

OH-040-18-13
REPLACE EXISTING SIGN
RELOCATE SIGN STRUCTURE
STA 84+95 TO STA 83+00

6457

PC 87+49.53
PI 88+44.72
PT 89+39.76
PC 91+41.05
PI 92+36.66
PT 93+32.12

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110492 RETAIN

DENOTES PAVEMENT RECONSTRUCTION PER JOB 110517 RETAIN

20' RT OF STA 101+31.09 BK. C.L. MED. I-40+
STA. 0+00.00 AHD I-40EB

PC 100+37.77
PC 52+62.50

PI 2+18.69
PT 105+09.37
PC 8+76.01
PI 2+76.01

EXIST. C OF A (GUARD CABLE)

I-40 WB
I-40 EB

STA. 58+46.40 C.L. I-40 WB=
STA. 5+71.97 C.L. I-40 EB
END FULL DEPTH
RECONSTRUCTION
BEGIN EXCEPTION
LOG MILE 279.80

EXIT 279B
RETAIN SIGN

N

PC 109+49.15
PI 114+12.12
PT 118+44.62
PI 124+84.59
PT 19+84.62
B.E. 13+59.44
B.E. 16+84.60
B.E. 65+09.06
B.E. 68+57.80
PI 75+98.50
PT 82+56.61

EXIST. R/W
LT. FRONTAGE RD.
I-55 CONNECTOR
I-40 WB
I-40 EB
I-55
RT. FRONTAGE RD.

STA. 29+36.38
BEGIN WRSF

EQUATION:
STA. 31+58.83 C.L. I-40 EB = STA. 84+13.25 C.L. I-40 WB
STA. 31+74.66 C.L. I-40 WB = STA. 31+74.66 C.L. I-40 EB

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
J. TONY SULLIVAN
9/5/13

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	119	195

(2) SIGN PLACEMENT SHEET

LT. FRONTAGE RD.

RAMP 1

B.E. STA. 47+73.89

END EXCEPTION STA. 47+55.09

A5014

B5014

B.E. STA. 47+36.28

STA. 47+46 END WRSF

RAMP 3

EXIST. C OF A (GUARD CABLE)

RT. FRONTAGE RD.

DR. MARTIN LUTHER KING JR. DR.

RAMP 2

600' TAPER

B.E. STA. 50+16.31

B.E. STA. 57+95.98

END EXCEPTION STA. 57+96.44

BEGIN EXCEPTION STA. 49+97.51

B.E. STA. 49+78.70

RAMP 4

B.E. STA. 57+96.90

A5015

B5015

MISSOURI PACIFIC RAILROAD

N

0 100 200 FEET

B.E. STA. 76+23.32

STA. 76+21.78
END JOB BB0108
LOG MILE 281.13

RAMP A

B.E. STA. 76+20.24

PI 85+53.9

A5015 N84°57'12"E

B5015

PC 77+32.5

RAMP B

HWY. 131 (MOUND CITY RD.)

MISSOURI PACIFIC RAILROAD

PI 85+53.9
R 5729.58'
L 1631.7'
T 821.4'
DELTA 16°19'
D 1°00'

PT 93+64.2

GUARDRAIL TO REMAIN (TYPE A)

STA. 76+27.14 TO STA. 78+45.89 LT. OF R.M.L.
STA. 76+30.22 TO STA. 79+48.97 RT. OF L.M.L.
STA. 76+30.22 TO STA. 79+98.97 LT. OF L.M.L.

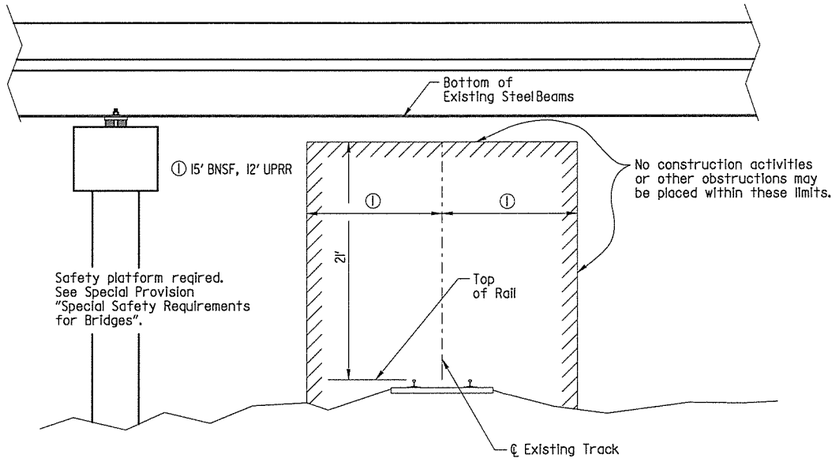
GUARDRAIL TO REMAIN (TYPE B)

STA. 78+45.89 TO STA. 84+50.00 LT. OF R.M.L.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
9/5/13
TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	120	195

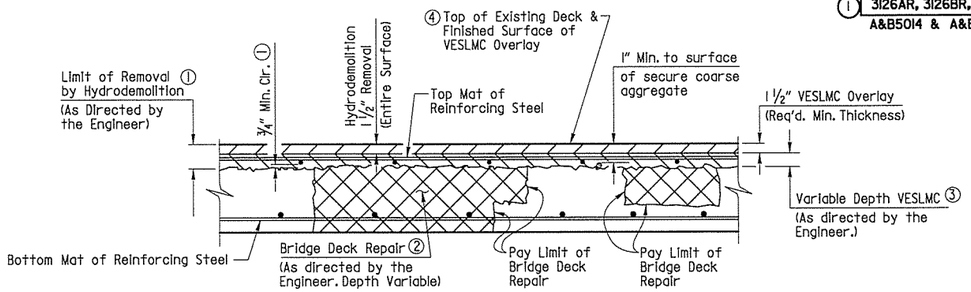
(1) 3126AR, 3126BR, - VESLMC OVERLAY - 54662
A&B5014 & A&B5015



MINIMUM CONSTRUCTION CLEARANCES

Dimensions are measured normal to BNSF & Union Pacific Railroad
(No Scale)

Note: Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

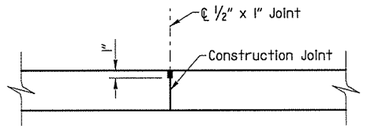
(No Scale)

① Removal of unsound concrete beyond 1½" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of ¾" clearance below the bar. This removal shall be subsidiary to the item SP Job BB0108 "Hydrodemolition".

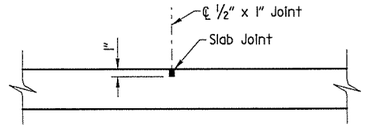
② Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the Job Special Provision "Bridge Deck Repair".

③ Depth Varies to achieve minimum clearance below top mat of reinforcing steel.

④ Finished Surface of VESLMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required VESLMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.



Use ½" x 1" Type 3,4 or 6 Joint Sealer. See subsections 501.02 (h) and 501.05 (j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as VESLMC Overlay. Sealant must be gray or other color similar to concrete.

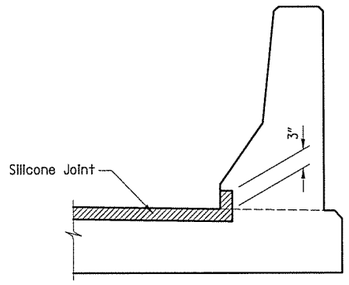


Use ½" x 1" Type 3,4 or 6 Joint Sealer. See subsections 501.02 (h) and 501.05 (j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as VESLMC Overlay. Slab Joints shall extend to the outside edge of the deck slab. Slab Joints shall be placed at all pouring sequence construction joints and are required at existing slab joint locations.

Slab Joints and longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the Overlay.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

(No Scale)



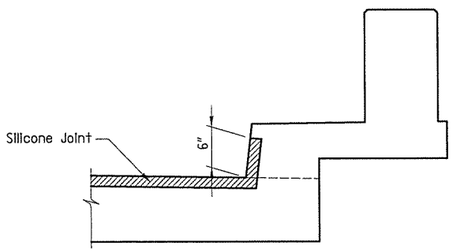
Note: Vertical Joints may require forming. The clearance from deck surface to joint material shall be maintained.

JOINT SEAL PLACEMENT AT PARAPET

(3126AR & 3126BR)
(No Scale)

OVERLAY JOINT DETAIL

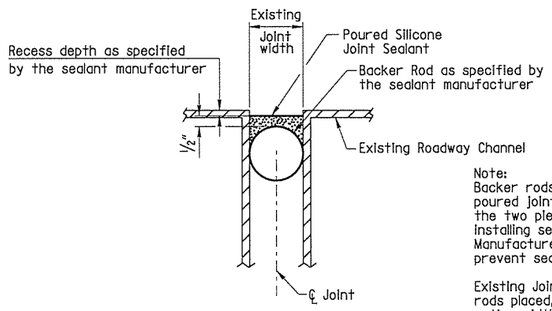
(No Scale)



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

JOINT SEAL PLACEMENT AT CURB

(A&B5014, A&B5015)
(No Scale)



POURED SILICONE JOINT SEAL DETAILS TYPE B JOINT REHABILITATION

(No Scale)

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

Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these detail's and Manufacturer's instructions. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 14981 JASON RANDALL SHIRLEY

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 1 OF 4
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
I-40 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

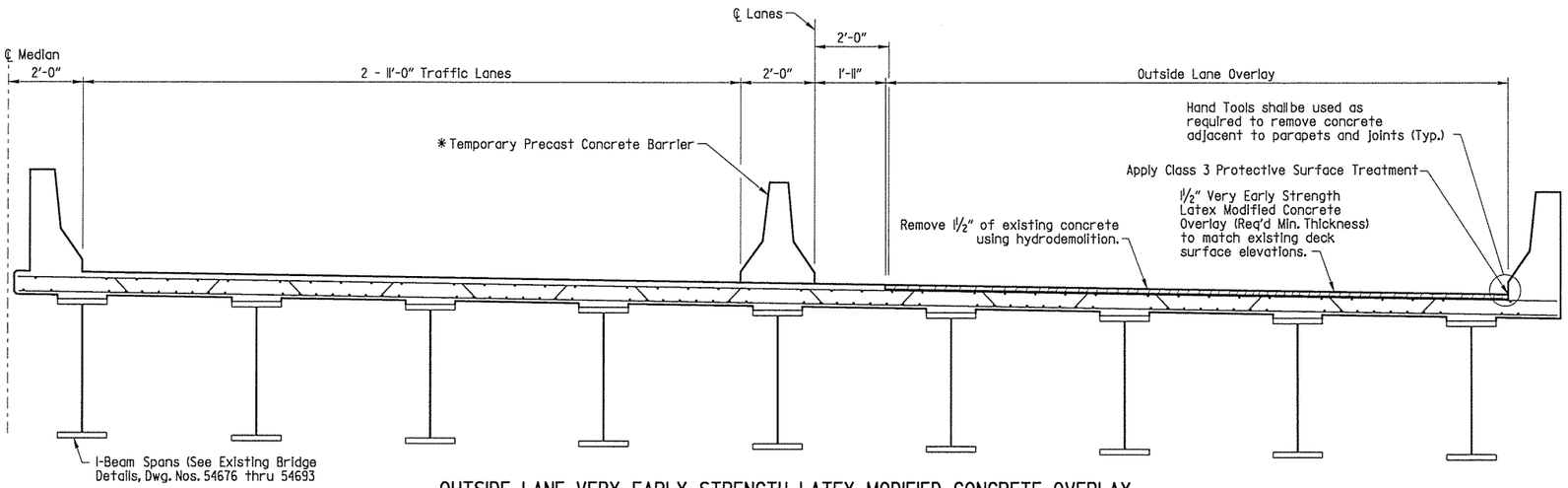
DRAWN BY: WEG DATE: 8/8/12 FILENAME: BB0108XX.DXI
CHECKED BY: JRS DATE: 5/8/13
DESIGNED BY: CGW DATE: 7/30/12 SCALE: No Scale
BRIDGE NO. 3126AR,3126BR,A&B5014,A&B5015 DRAWING NO. 54662

JACOBS

9/12/2013 5:34:56 PM T:\Job\WLXM2600 AHTD On-Call 2011 Task Order B003\BB0106\700 CADD Files\709 Structural Files\Drawings\REHBB0108LMC01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	121	195

(1) 3126AR, 3126BR - VESLMC OVERLAY - 54663

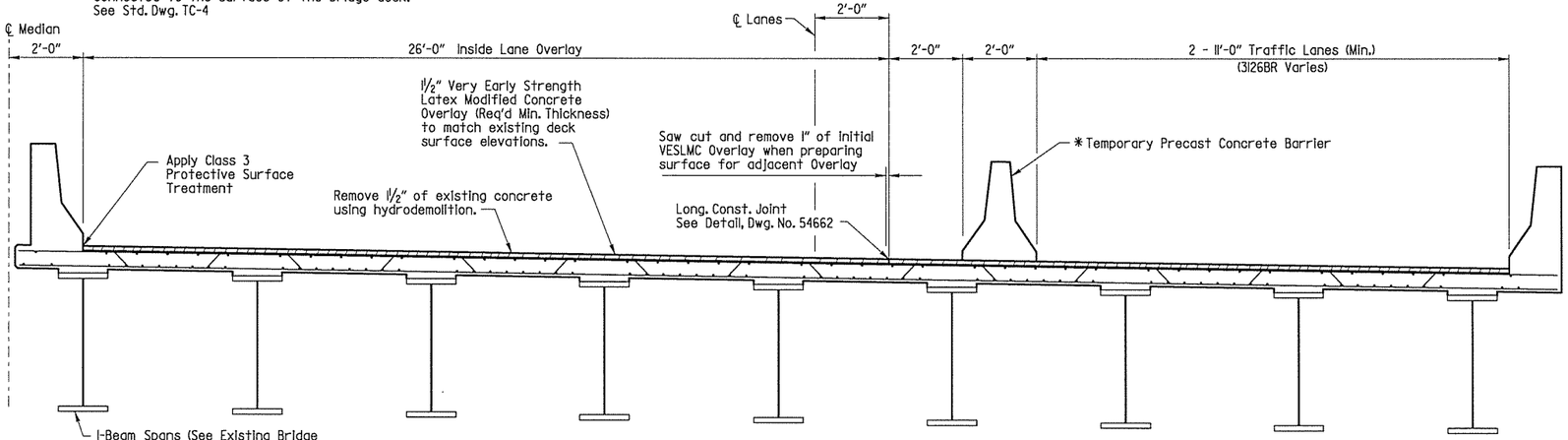


OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(3126AR & 3126BR)
(No Scale)

Note:
The minimum overlay placement length shall be a fullspan on simple span bridges and to an existing slab joint on continuous unit bridges. Refer to existing bridge drawings

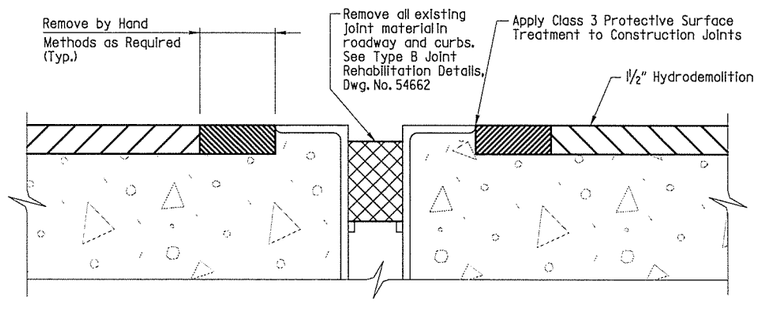
*Temporary Precast Concrete Barrier shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4



INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

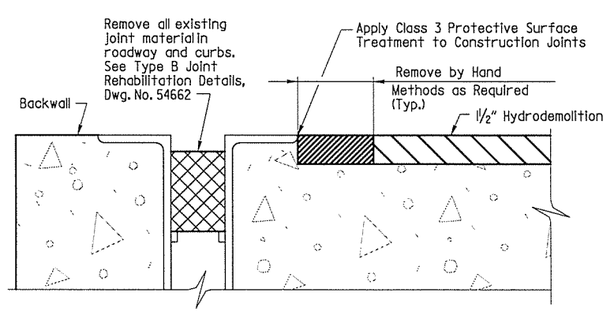
(Looking in the direction of traffic)
(3126AR & 3126BR)
(No Scale)

Note:
The minimum overlay placement length shall be a fullspan on simple span bridges and to an existing slab joint on continuous unit bridges. Refer to existing bridge drawings



JOINT DETAIL

(No Scale)



JOINT DETAIL @ ABUTMENT

(No Scale)

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2003, with applicable special provisions and Supplemental Specifications. Unless otherwise noted in the plans Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans with later plan revisions. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of equipment and, or materials on the subject bridges necessary for the completion of this work shall be subject to the provisions of SS-105-2 "Equipment and Material Storage on Bridge Structures". Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

HYDRODEMOLITION: The designated area of the existing bridge deck shall receive hydrodemolition in accordance with the Job Special Provision "Hydrodemolition" to a planned depth of 1½" below the existing bridge deck surface. Deteriorated concrete below this depth shall be removed up to the limits detailed and at the direction of the Engineer. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0108 "Hydrodemolition."

Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job BB0106 "Bridge Deck Repair".

VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (VESLMC) Overlay to a planned depth of 1½" below the existing bridge deck surface, in accordance with the Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0108 "Very Early Strength Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1½" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1½" VESLMC Overlay. This area shall be measured and paid for as SP Job BB0108 "Very Early Strength Latex Modified Concrete (Variable Depth)" at the unit price bid for the item.

BRIDGE DECK: The VESLMC Overlay surface shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT : The longitudinal joint between the VESLMC overlay and the adjacent existing concrete rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

Epoxy coating damaged during hydrodemolition shall be repaired according to AASHTO M 284 and section 804 of the Standard Specifications.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12981
JASON RANDALL STUDEN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 2 OF 4
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
I-40 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 8/8/12 FILENAME: BB0108XX.DX2
CHECKED BY: JRS DATE: 5/8/13
DESIGNED BY: CGW DATE: 7/30/12 SCALE: No Scale
BRIDGE NO. 3126AR & 3126BR
DRAWING NO. 54663

JACOBS

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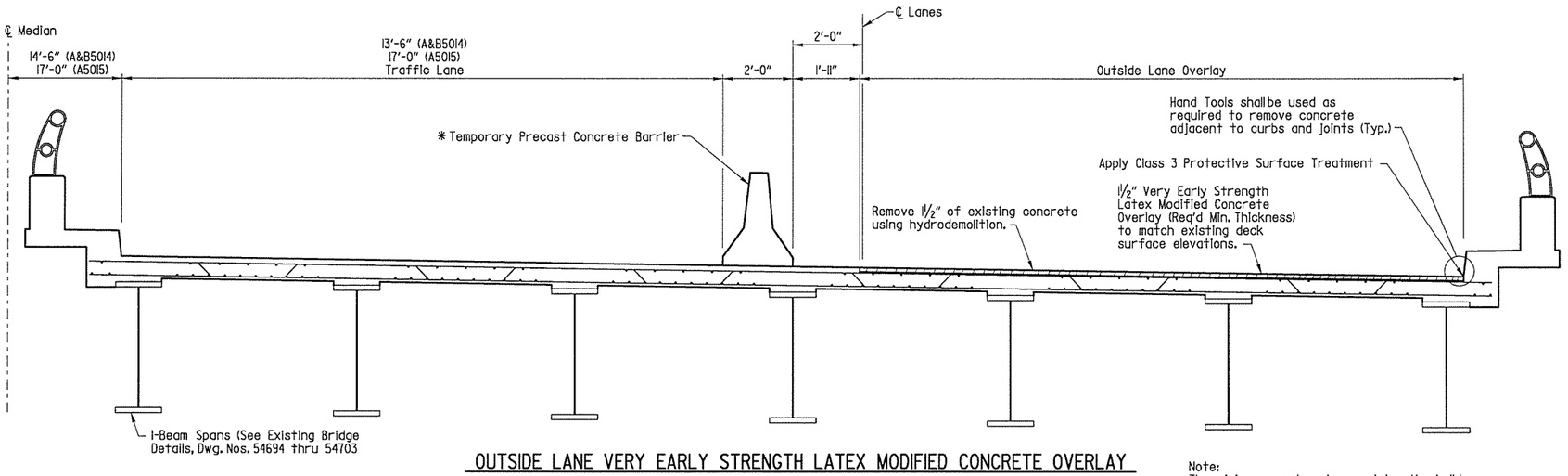
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	122	195

(1) A&B5014, A&B5015 -VESLMC OVERLAY- 54664

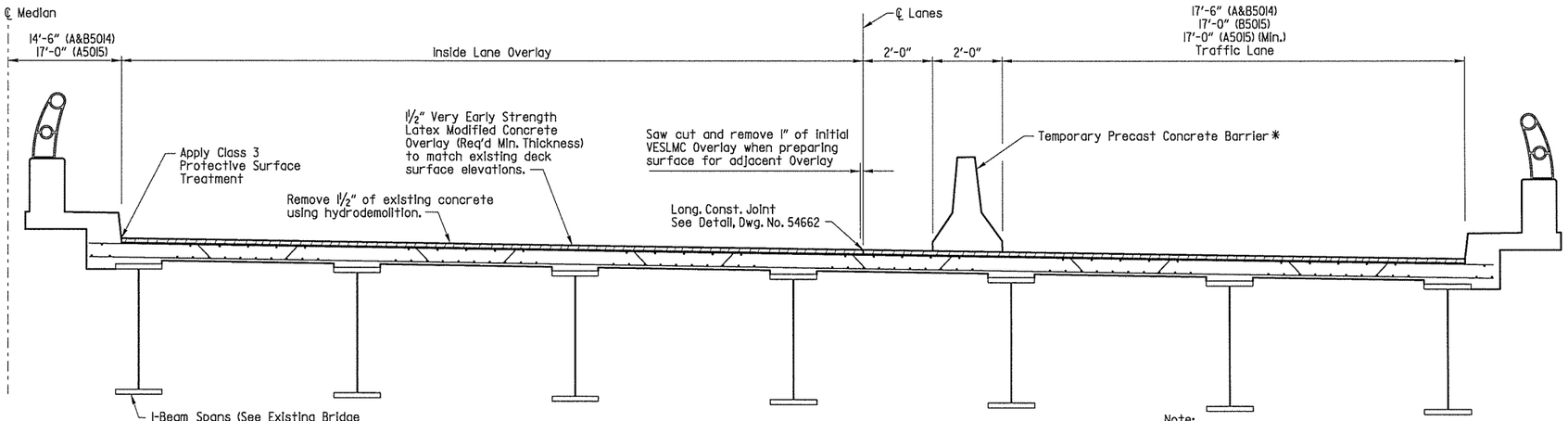


OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(A&B5014, A5015)
(No Scale)

* Temporary Precast Concrete Barrier shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4

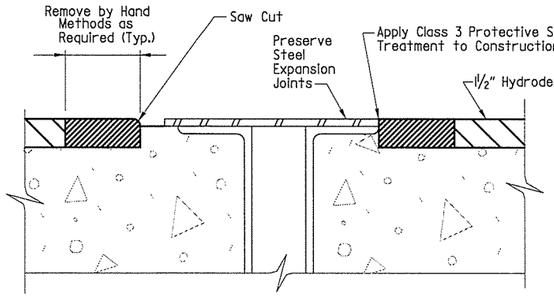
Note:
The minimum overlay placement length shall be a fullspan on simple span bridges and to an existing slab joint on continuous unit bridges. Refer to existing bridge drawings



INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

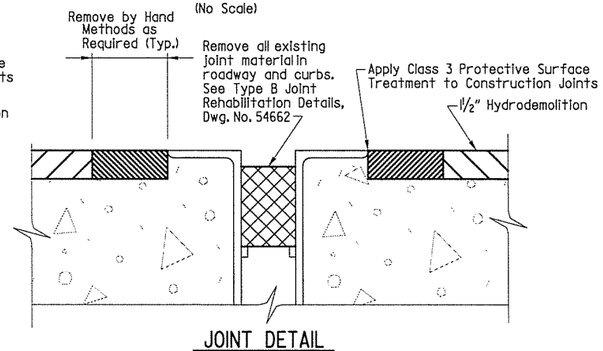
(Looking in the direction of traffic)
(A&B5014, A5015)
(No Scale)

Note:
The minimum overlay placement length shall be a fullspan on simple span bridges and to an existing slab joint on continuous unit bridges. Refer to existing bridge drawings



JOINT DETAIL

(A&B5015)
(No Scale)



JOINT DETAIL

(A&B5014 and A&B5015)
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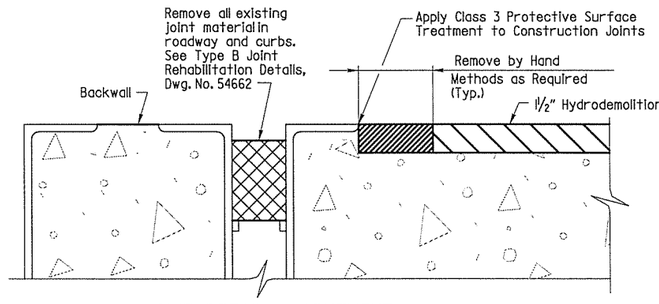

JOINT DETAIL @ ABUTMENT

(A&B5014 and A&B5015)
(No Scale)

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2003, with applicable special provisions and Supplemental Specifications. Unless otherwise noted in the plans Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of equipment and, or materials on the subject bridges necessary for the completion of this work shall be subject to the provisions of SS-105-2 "Equipment and Material Storage on Bridge Structures". Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

HYDRODEMOLITION: The designated area of the existing bridge deck shall receive hydrodemolition in accordance with the Job Special Provision "Hydrodemolition" to a planned depth of 1½" below the existing bridge deck surface. Deteriorated concrete below this depth shall be removed up to the limits detailed and at the direction of the Engineer. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0108 "Hydrodemolition."

Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job BB0108 "Bridge Deck Repair".

VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (VESLMC) Overlay to a planned depth of 1½" below the existing bridge deck surface, in accordance with the Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0108 "Very Early Strength Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1½" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1½" VESLMC Overlay. This area shall be measured and paid for as SP Job BB0108 "Very Early Strength Latex Modified Concrete (Variable Depth)" at the unit price bid for the item.

BRIDGE DECK: The VESLMC Overlay surface shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT : The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13881 JASON RANDALL SHEEN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 3 OF 4
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
I-40 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 8/8/12 FILENAME: BB0108XX.DX3
CHECKED BY: JRS DATE: 5/8/13
DESIGNED BY: CGW DATE: 7/30/12 SCALE: No Scale
BRIDGE NO. A&B5014,A&B5015 DRAWING NO. 54664

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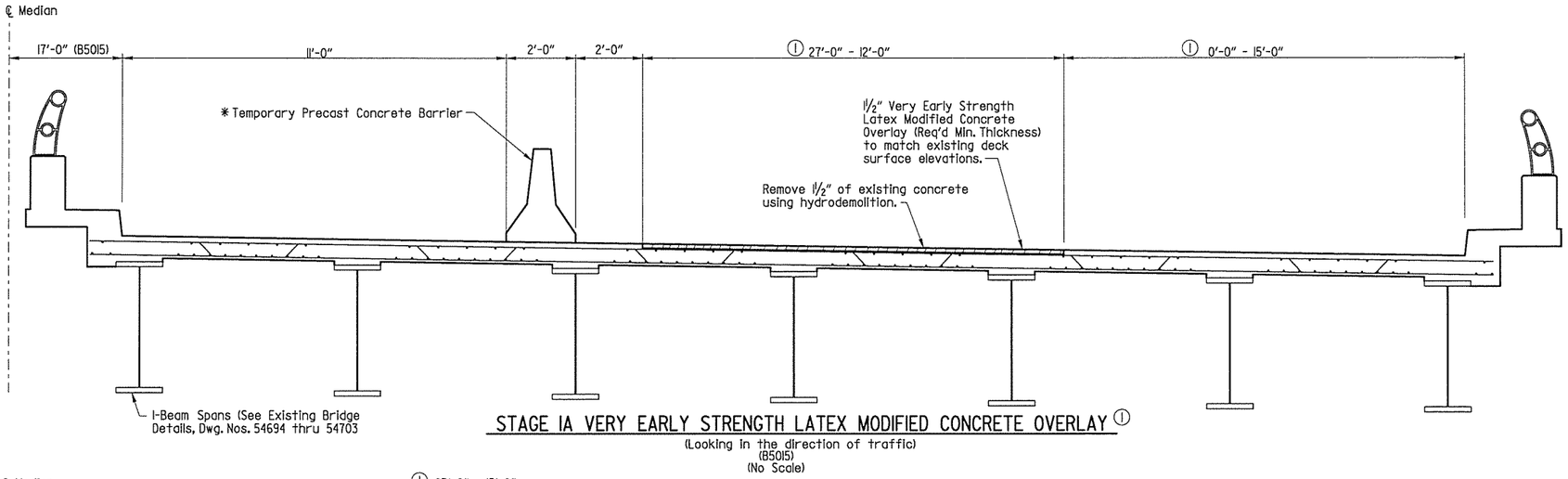
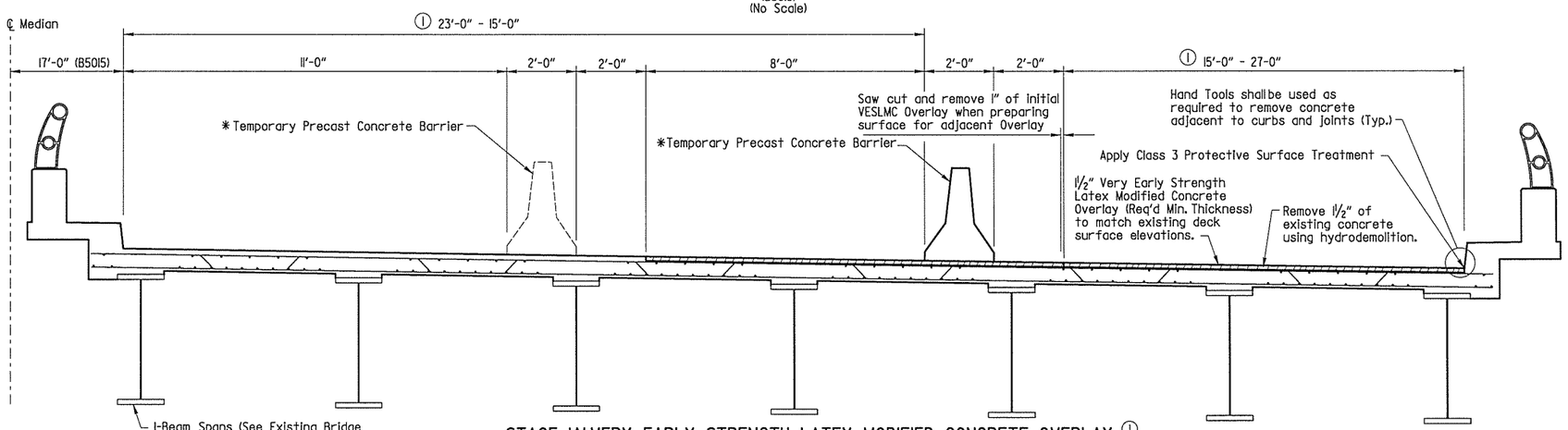
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	123	195
				①	B5015 -VESLMC OVERLAY- 54664A			



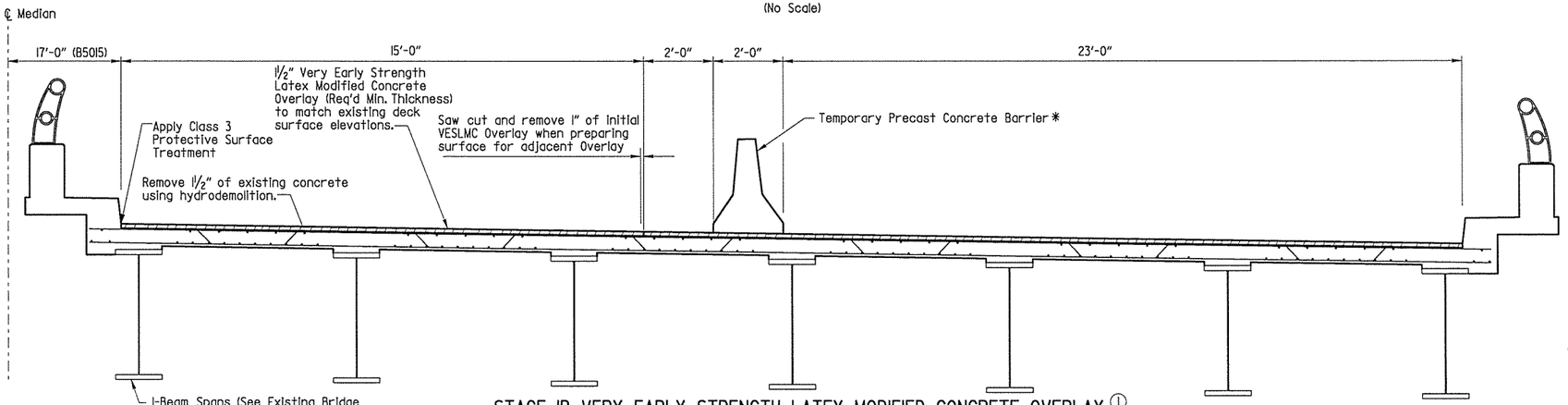
STAGE IA VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY ①

(Looking in the direction of traffic)
(B5015)
(No Scale)



STAGE IAI VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY ①

(Looking in the direction of traffic)
(B5015)
(No Scale)



STAGE IB VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY ①

(Looking in the direction of traffic)
(B5015)
(No Scale)

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2003, with applicable special provisions and Supplemental Specifications. Unless otherwise noted in the plans Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of equipment and, or materials on the subject bridges necessary for the completion of this work shall be subject to the provisions of SS-105-2 "Equipment and Material Storage on Bridge Structures". Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

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BRIDGE DECK: The VESLMC Overlay surface shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT : The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

① Note: See Maintenance of Traffic for Stages and Limits of Hydrodemolition.

* Temporary Precast Concrete Barrier shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JASON RANDALL STOLEN
BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 4 OF 4
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
I-40 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 8/8/12 FILENAME: BB0108XX.DX4
CHECKED BY: JRS DATE: 5/8/13
DESIGNED BY: CGW DATE: 7/30/12 SCALE: No Scale
BRIDGE NO. B5015 DRAWING NO. 54664A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		BB0108	124	195
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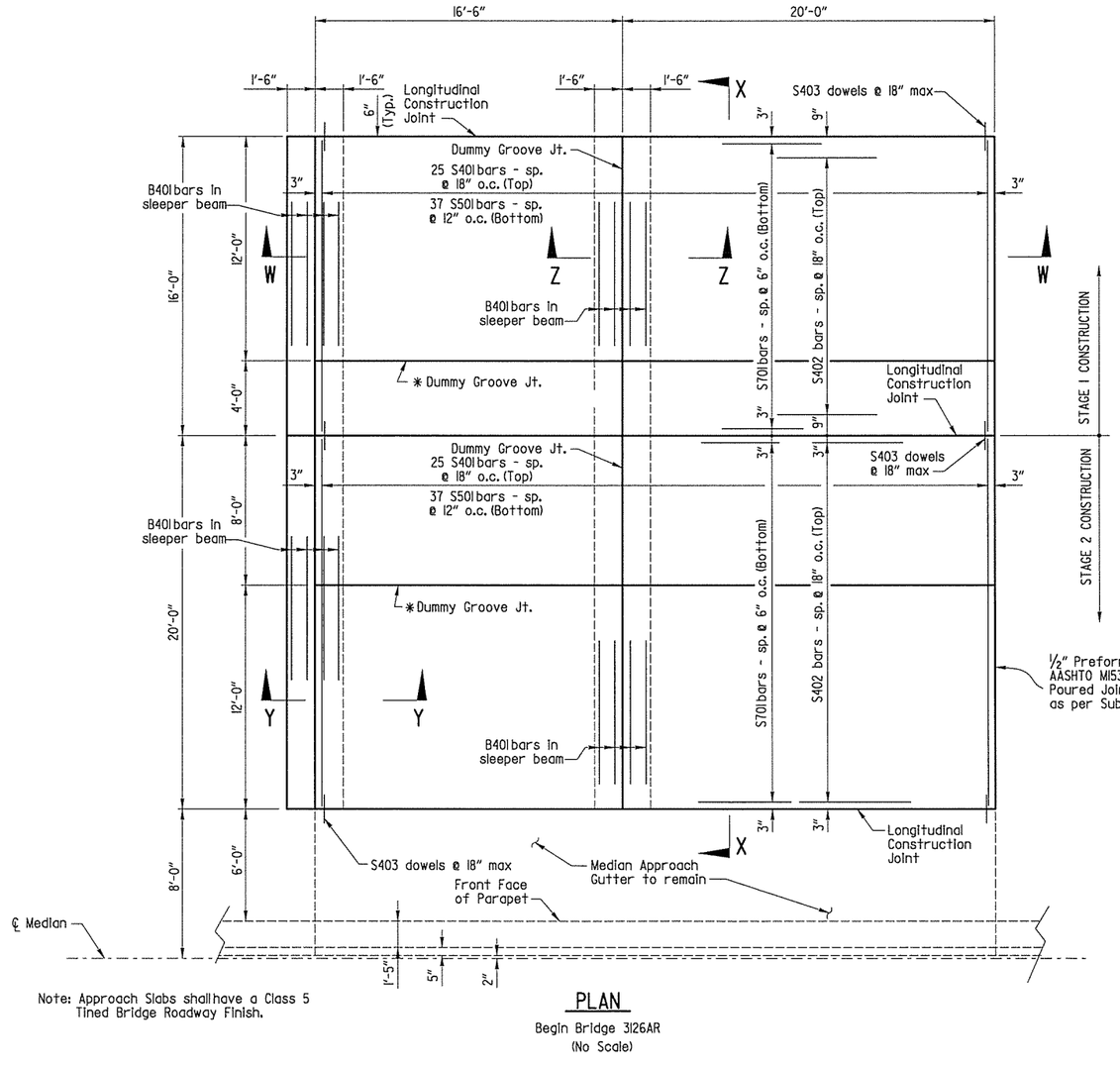
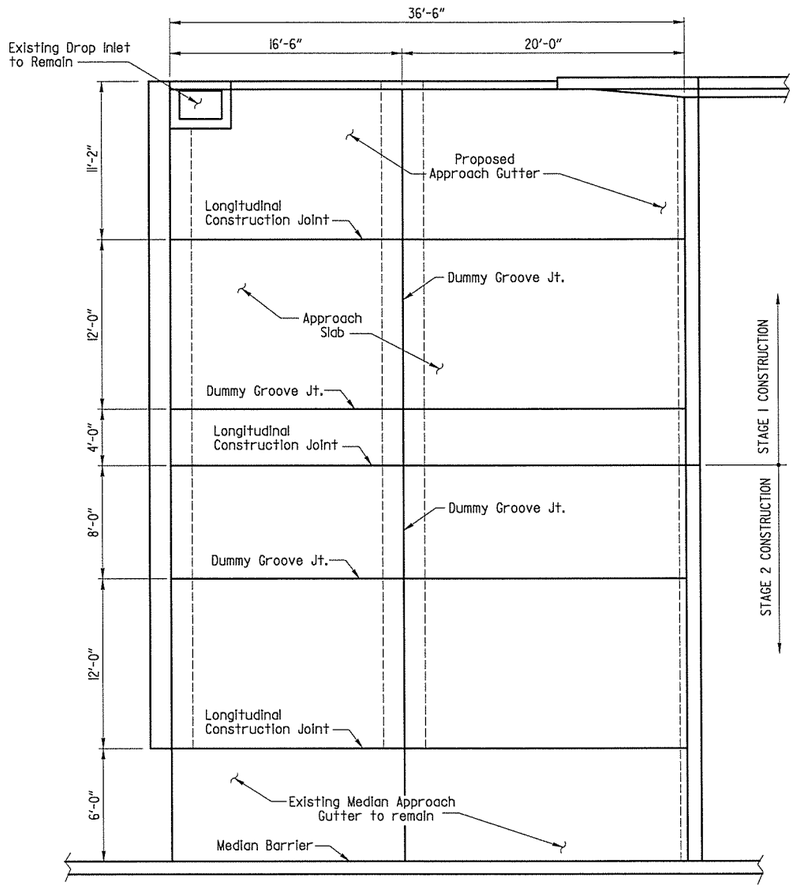


Note: Approach Slabs shall have a Class 5 Tined Bridge Roadway Finish.

PLAN

Begin Bridge 3126AR
(No Scale)

* Placed as a continuation of roadway longitudinal joint.



PLAN OF APPROACH SLABS AND APPROACH GUTTERS

Begin Bridge 3126AR
(No Scale)

Note: Dummy Groove Joints in Approach Gutters shall align with the Dummy Groove Joints in the Approach Slabs.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER 12761 JASON RANDALL SULLIN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 1 OF 3
TYPE SPECIAL APPROACH SLABS
MISSOURI ST. OVERPASS
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 5/29/13 FILENAME: BB0108AX.CXI
CHECKED BY: JRS DATE: 5/31/13
DESIGNED BY: CJC DATE: 5/28/13 SCALE: No Scale
BRIDGE NO. 3126AR DRAWING NO. 54665

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		BB0108	125	195
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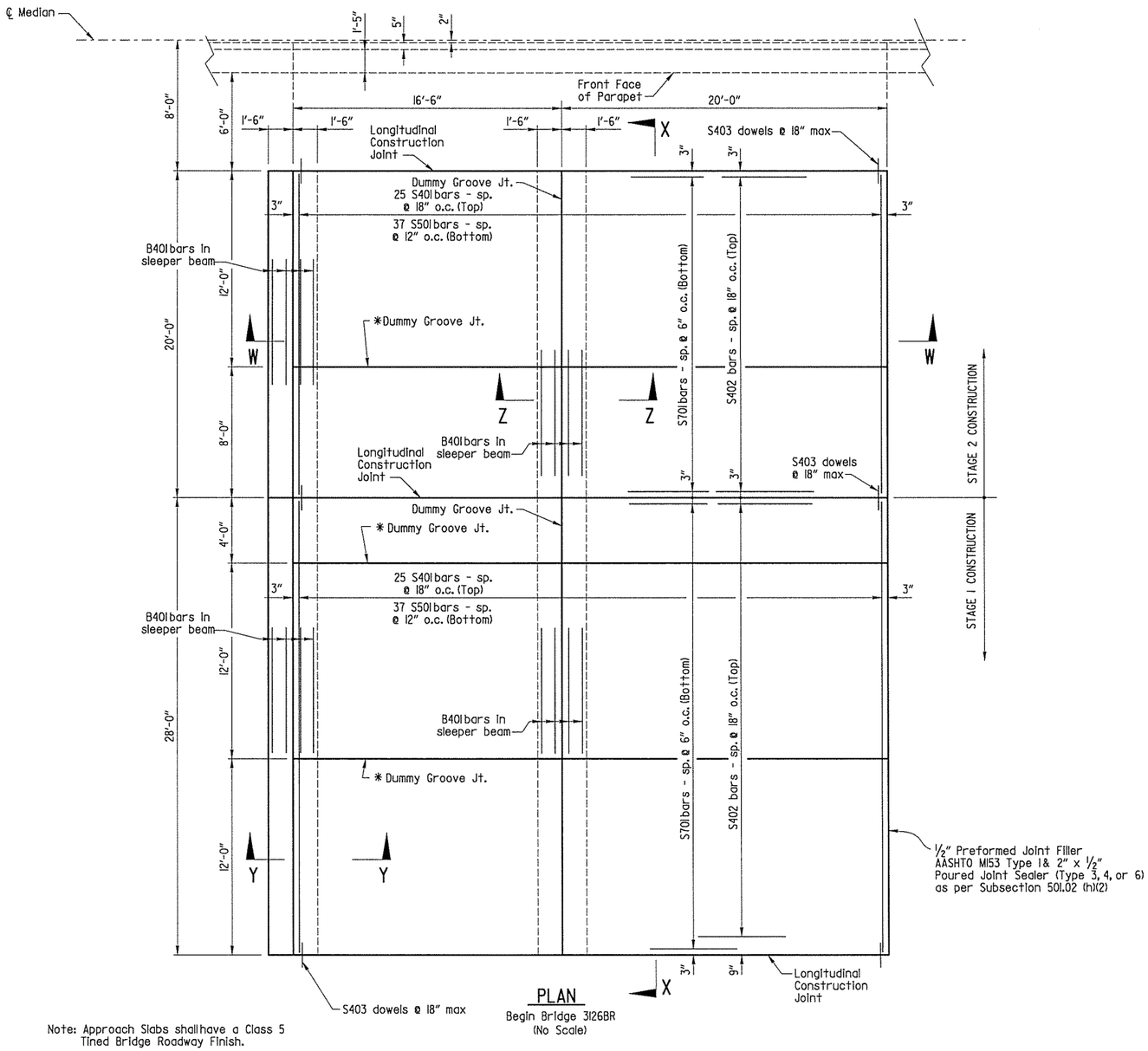
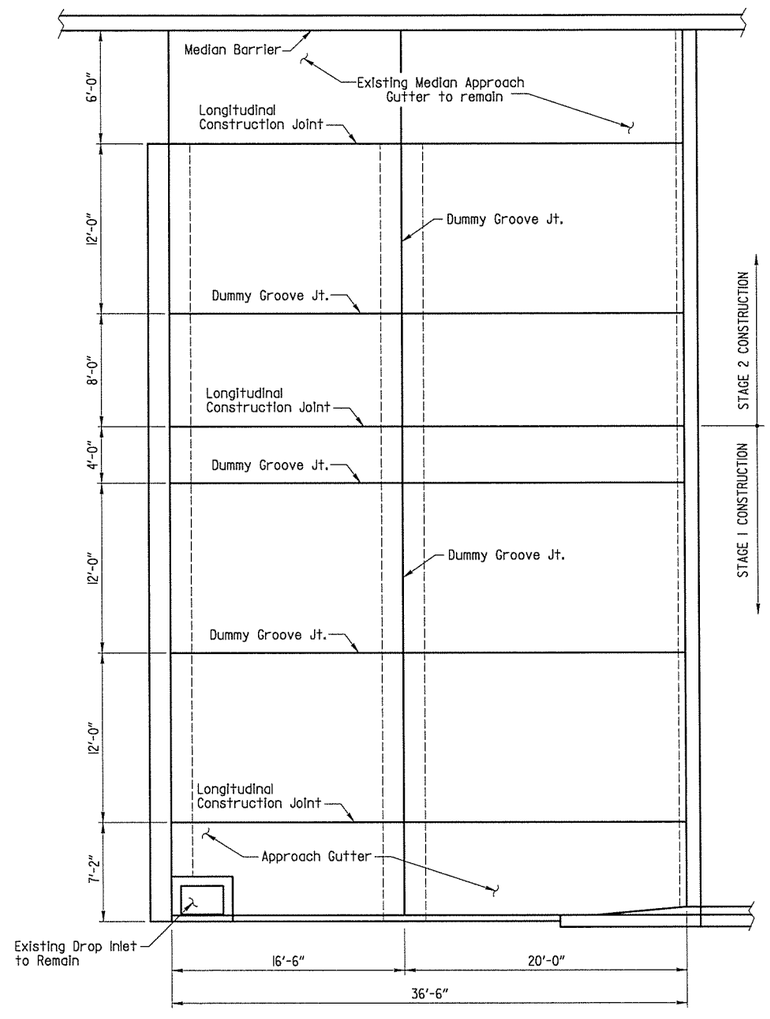


PLAN

Begin Bridge 3126BR
(No Scale)

Note: Approach Slabs shall have a Class 5 Tined Bridge Roadway Finish.

*Placed as a continuation of roadway longitudinal joint.



PLAN OF APPROACH SLABS AND APPROACH GUTTERS

Begin Bridge 3126BR
(No Scale)

Note: Dummy Groove Joints in Approach Gutters shall align with the Dummy Groove Joints in the Approach Slabs.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14981
JASON RANDALL SIGLIN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 2 OF 3
TYPE SPECIAL APPROACH SLABS
MISSOURI ST. OVERPASS
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY:	WEG	DATE:	5/29/13	FILENAME:	BB0108_BX.GX2
CHECKED BY:	JRS	DATE:	5/31/13		
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		BB0108	126	195
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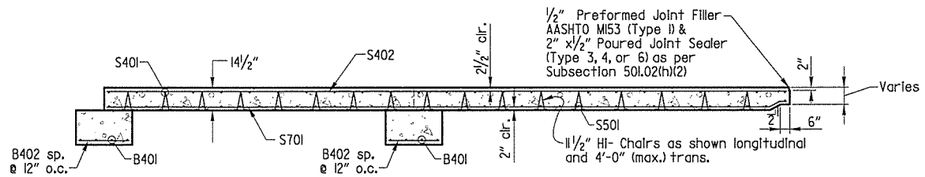

SECTION W-W
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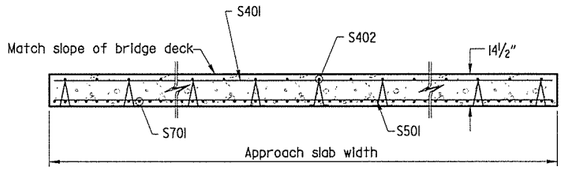

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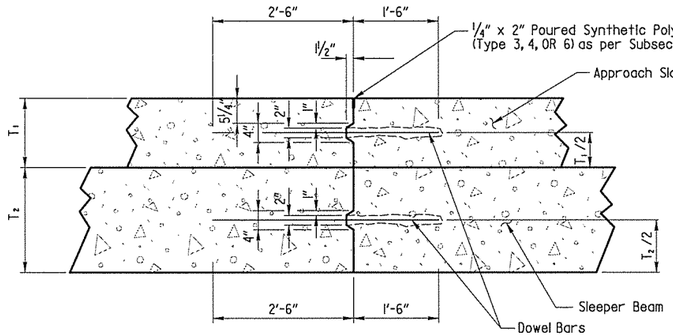
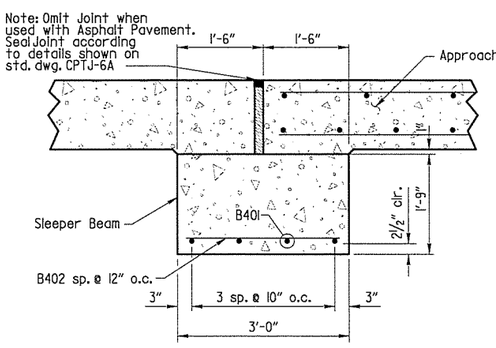


DETAILS OF LONGITUDINAL CONSTRUCTION JOINT AT SLEEPER BEAM
(No Scale)



SECTION Y-Y
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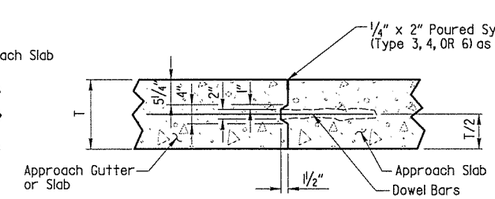
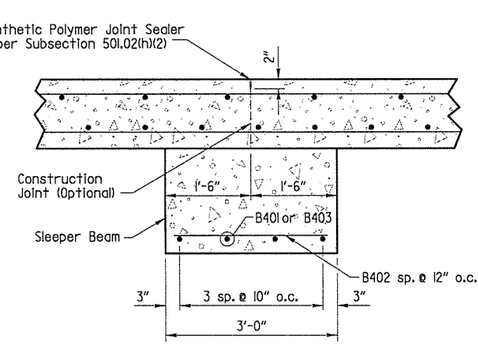


DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
(No Scale)



SECTION Z-Z
(No Scale)

BARS LIST
TYPE SPECIAL APPROACH SLAB

Mark	3126AR				3126BR			
	Slab Width = 16'-0"		Slab Width = 20'-0"		Slab Width = 28'-0"		Slab Width = 20'-0"	
	No.	Length	No.	Length	No.	Length	No.	Length
B401	8	15'-8"	8	19'-8"	8	27'-8"	8	19'-8"
B402	32	2'-8"	40	2'-8"	56	2'-8"	40	2'-8"
S401	25	15'-8"	25	19'-8"	25	27'-8"	25	19'-8"
S402	11	36'-2"	14	36'-2"	19	36'-2"	14	36'-2"
S403	25	3'-0"	50	3'-0"	25	3'-0"	50	3'-0"
S501	37	15'-8"	37	19'-8"	37	27'-8"	37	19'-8"
S701	32	36'-2"	40	36'-2"	56	36'-2"	40	36'-2"

QUANTITIES
TYPE SPECIAL APPROACH SLABS

	Slab Width	Reinforcing Steel (lbs.)	Concrete (cubic yds) T=14½"
3126AR	16'-0"	3688	32.5
	20'-0"	4659	40.7
3126BR	28'-0"	6426	56.9
	20'-0"	4659	40.7

GENERAL NOTES

Concrete shall be Class S(AE) (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Joint sealer included in the pay item "Approach Slab -Type Special".

Provide additional dowels as shown. Dowel bars shall be drilled and grouted 18" into existing concrete using 1" diameter holes and non-shrink grout. Clean and roughen contact surface to ensure a good bond. Payment for placing dowel bars shall be considered subsidiary to the item "Approach Slabs and Gutters."

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 14981 JASON RANDALL STEEN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 3 OF 3
TYPE SPECIAL APPROACH SLABS
MISSOURI ST. OVERPASS
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 5/29/13 FILENAME: BB0108.XX.GX3
CHECKED BY: JRS DATE: 5/31/13
DESIGNED BY: CJC DATE: 5/28/13 SCALE: No Scale
BRIDGE NO. 3126AR & 3126BR DRAWING NO. 54667

JACOBS

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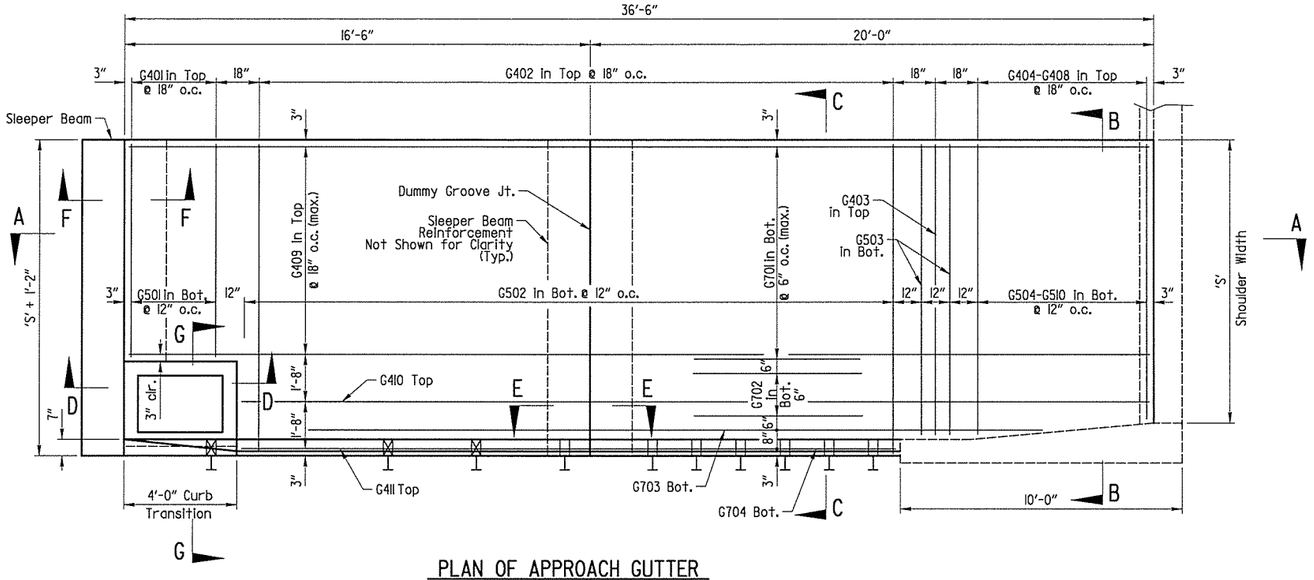
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	127	195

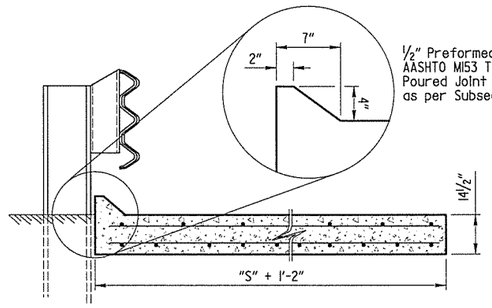
(1) 3126AR, 3126BR - TYPE SPEC SLAB - 54668

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

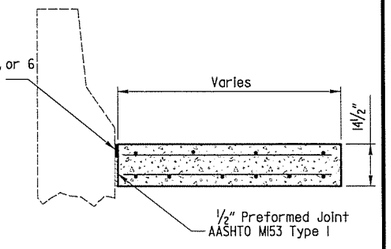
Construct gutter curb full height (no height-transition) if drop inlet is placed at end of gutter. Curb height transition placed on drop inlet. See drop inlet details.



PLAN OF APPROACH GUTTER
(No Scale)



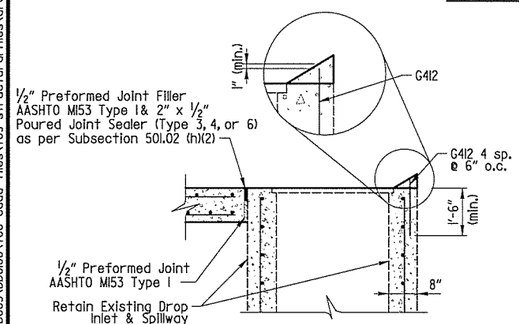
SECTION C-C
(No Scale)



SECTION B-B
(No Scale)

BARS LIST FOR TYPE SPECIAL I APPROACH GUTTER

Mark	Bridge No. 3126AR Bt. IA (S=10'-0") No.	Length	Mark	Bridge No. 3126BR Bt. IB (S=6'-0") No.	Length
G401	3	7'-4"	G401	3	3'-4"
G402	16	10'-10"	G402	16	6'-10"
G403	1	10'-3"	G403	1	6'-3"
G404 to G408	1each	10'-1" to 9'-8"	G404 to G408	1each	6'-1" to 5'-8"
G409	6	36'-2"	G409	3	36'-2"
G410	1	32'-2"	G410	1	32'-2"
G411	1	23'-2"	G411	1	23'-2"
G412	4	1'-9"	G412	4	1'-9"
B401	6	10'-10"	B401	6	6'-10"
B402	20	2'-8"	B402	12	2'-8"
B403	2	7'-6"	B403	2	3'-4"
B404	4	1'-2"	B404	4	1'-2"
G501	4	7'-6"	G501	4	3'-6"
G502	24	10'-10"	G502	24	6'-10"
G503	2	10'-3"	G503	2	6'-3"
G504 to G510	1each	10'-2" to 9'-8"	G504 to G510	1each	6'-2" to 5'-8"
G701	16	36'-2"	G701	8	36'-2"
G702	4	32'-2"	G702	4	32'-2"
G703	1	27'-6"	G703	1	27'-6"
G704	1	27'-2"	G704	1	27'-2"



SECTION G-G
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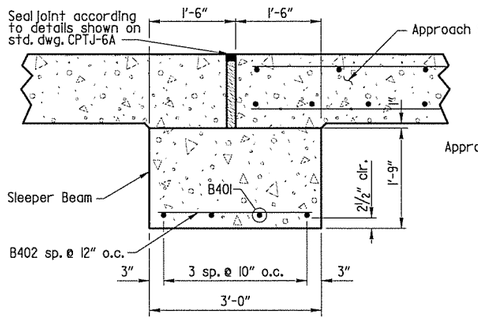

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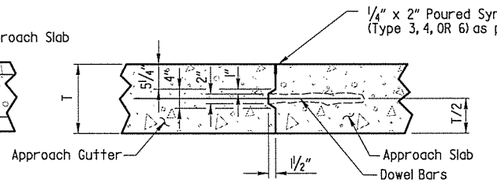
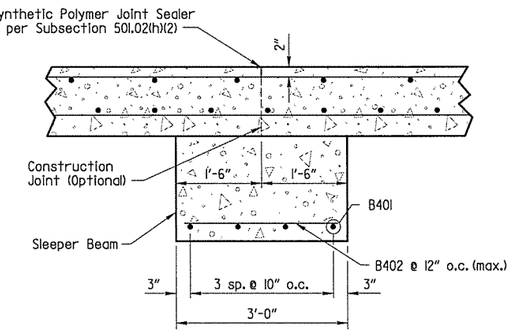


DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
(No Scale)



SECTION E-E
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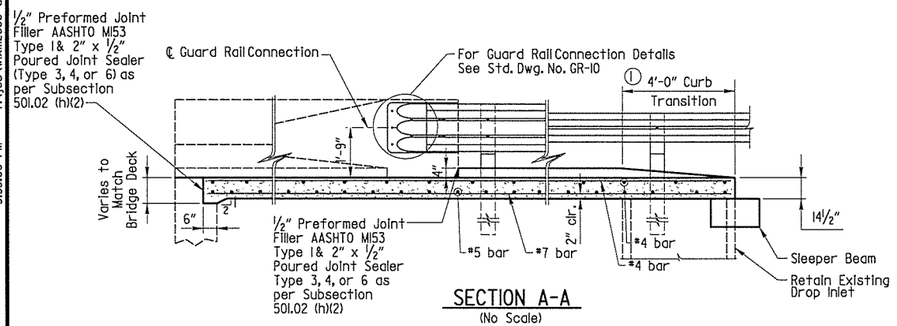
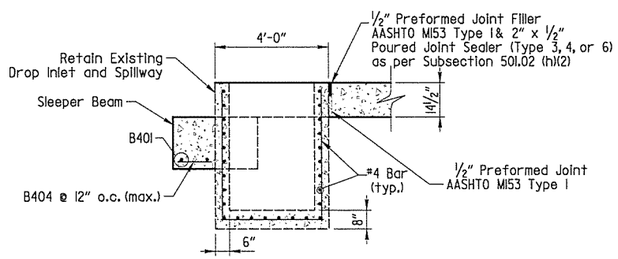


SECTION A-A
(No Scale)



SECTION D-D
(No Scale)

GENERAL NOTES

Concrete shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Provide additional dowels as shown. Dowel bars shall be drilled and grouted 18" into existing concrete using 1" diameter holes and non-shrink grout. Clean and roughen contact surface to ensure a good bond. Payment for placing dowel bars shall be considered subsidiary to the item "Approach Slabs and Gutters."

QUANTITIES FOR ONE TYPE SPECIAL I APPROACH GUTTER

Bridge	Bent	Shoulder Width (ft.)	Reinforcing Steel (lbs.)	Concrete (cubic yds) T=14½"
3126AR	Bent IA	10'-0"	2403	21.6
3126BR	Bent IB	6'-0"	1482	13.6

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

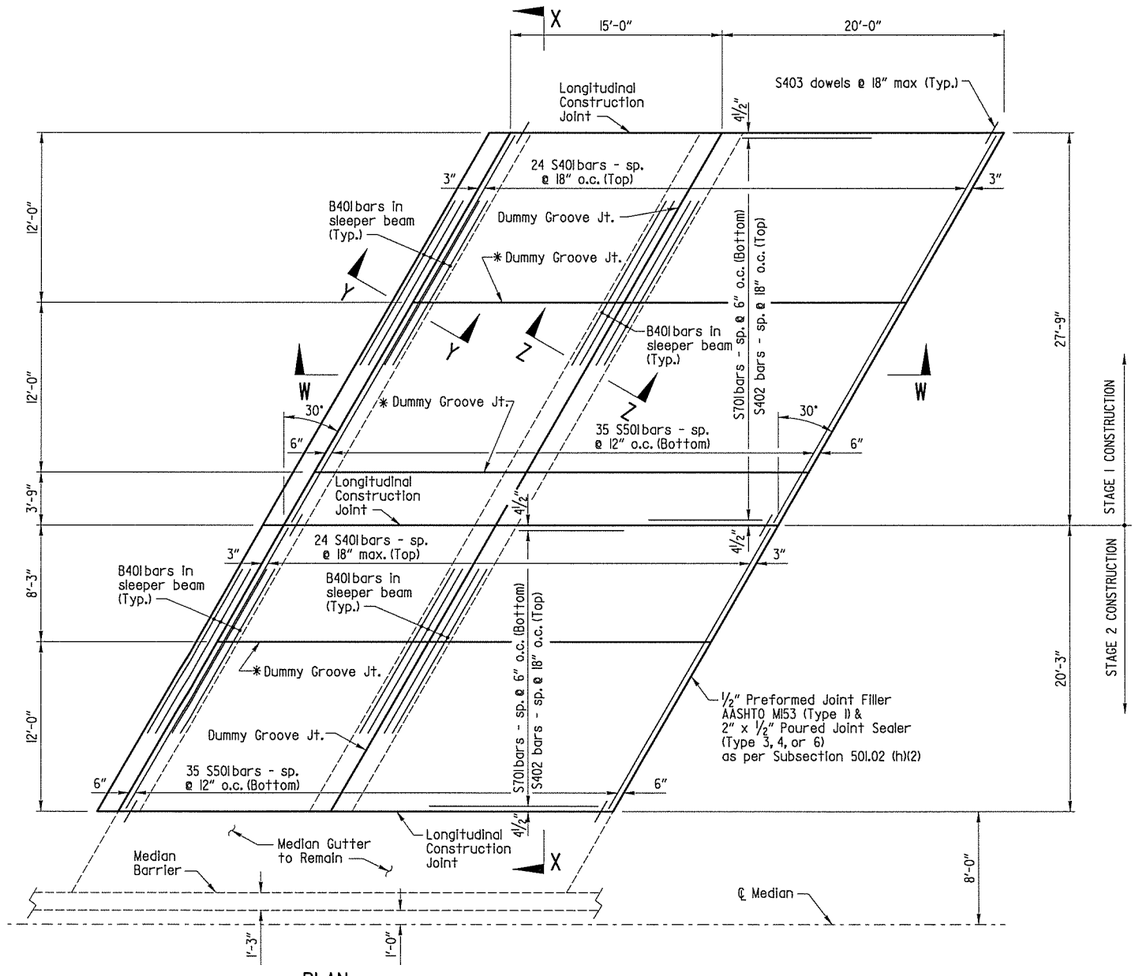
TYPE SPECIAL APPROACH GUTTER
MISSOURI ST. OVERPASS
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: LHG DATE: 5/29/13 FILENAME: BB0108.XX.GX4
CHECKED BY: MAA DATE: 5/31/13
DESIGNED BY: JRS DATE: 5/28/13 SCALE: NO SCALE
BRIDGE NO. 3126AR, 3126BR DRAWING NO. 54668

JACOBS

9/12/2013 5:35:06 PM t:\Job\wksm2600 ahtd on-call 2011 task order b003\bb0106\700 cadd files\700 structural files\drawings\REHBB0108gutter01.dgn

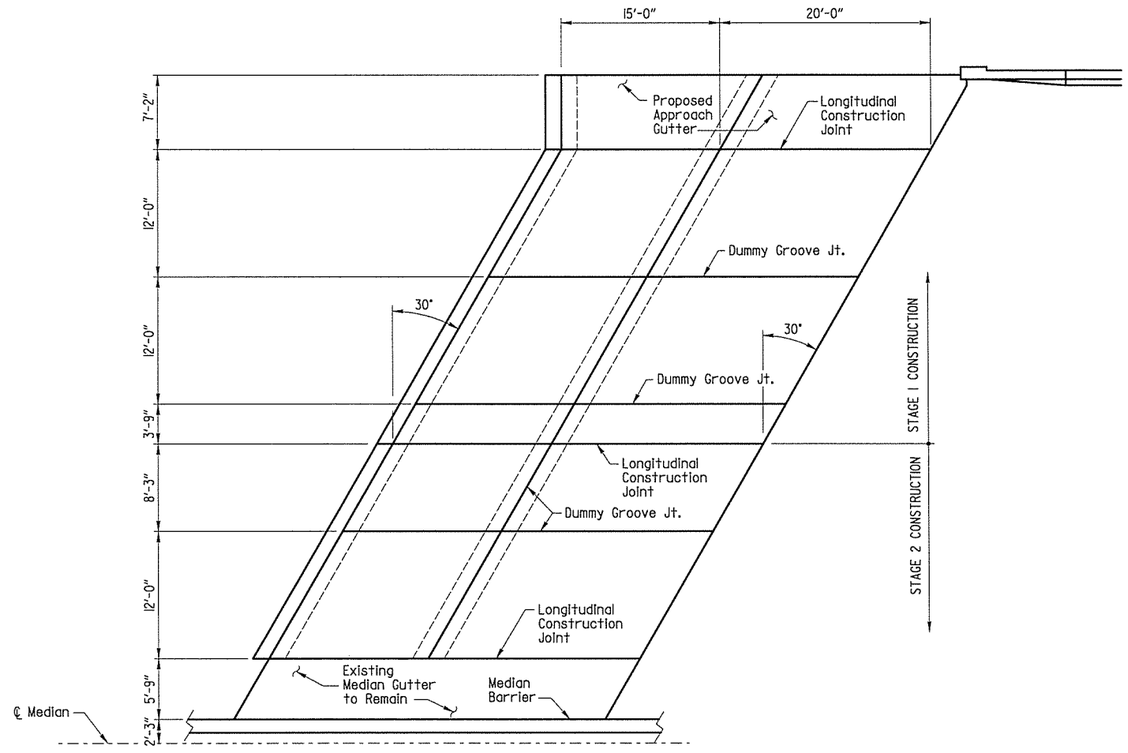
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	128	195
				①	2673R - TYPE SPEC SLAB - 54669			



PLAN

Begin Bridge 2673R
(No Scale)

* Placed as a continuation of roadway longitudinal joint.



PLAN OF APPROACH SLABS AND APPROACH GUTTERS FOR SKEWED BRIDGE

Begin Bridge 2673R
(No Scale)

Note: Dummy Groove Joints in Approach Gutters shall align with the Dummy Groove Joints in the Approach Slabs.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12981
JASON RANDALL WEIN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 1 OF 5
TYPE SPECIAL APPROACH SLABS
BRIDGE OVER TEN MILE BAYOU
HWY.77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY:	WEG	DATE:	5/29/13	FILENAME:	BB0108.XX.GX5
CHECKED BY:	MAA	DATE:	5/31/13		
DESIGNED BY:	JRS	DATE:	5/28/13	SCALE:	No Scale
BRIDGE NO. 2673R			DRAWING NO. 54669		

JACOBS

9/12/2013 5:35:07 PM t:\Job\wlxm2600 ahtd on-call 2011 task order b003\bb0108\s700 cadd files\s709 structural files\drawings\REHBB0108approach26730l.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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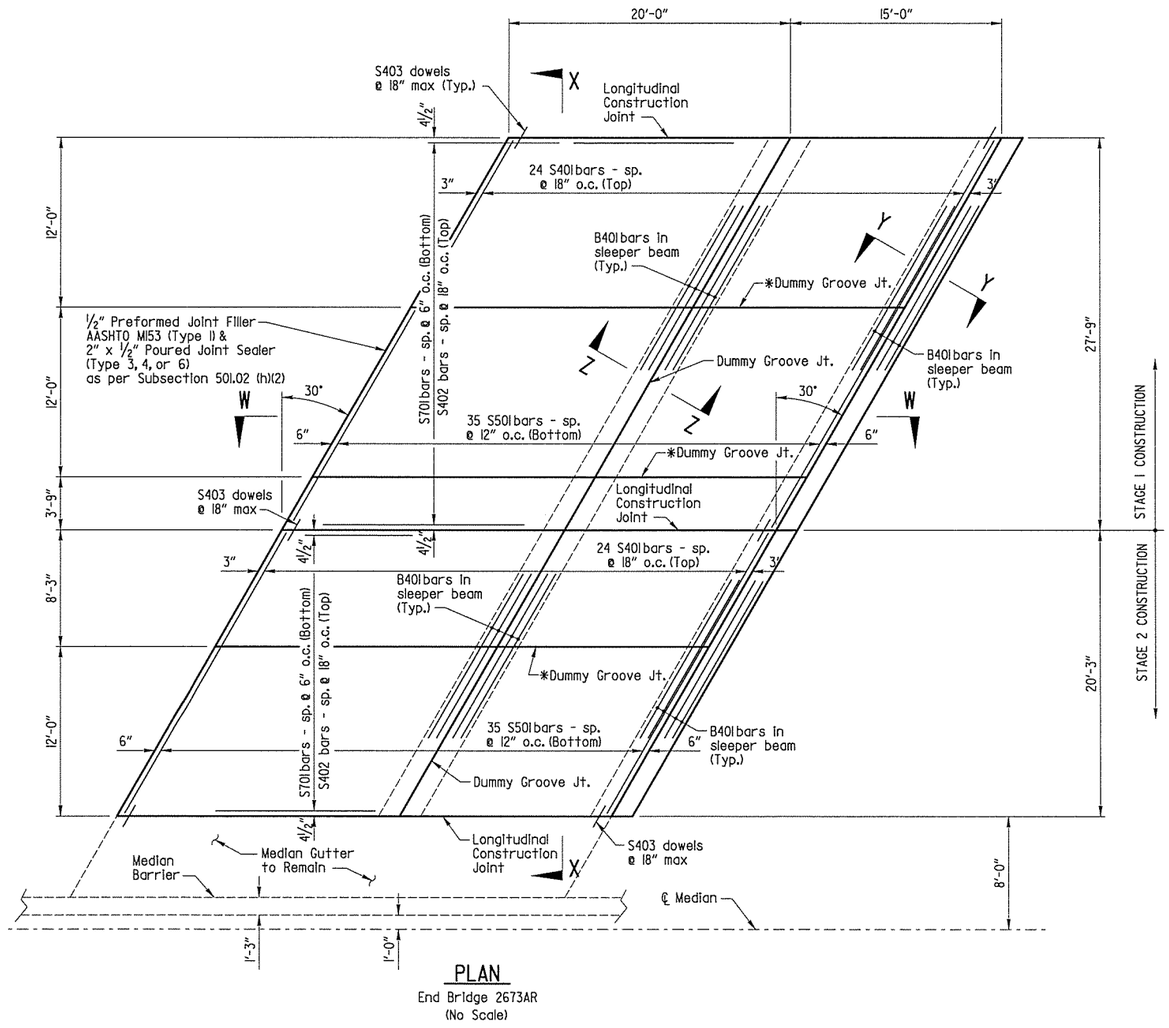
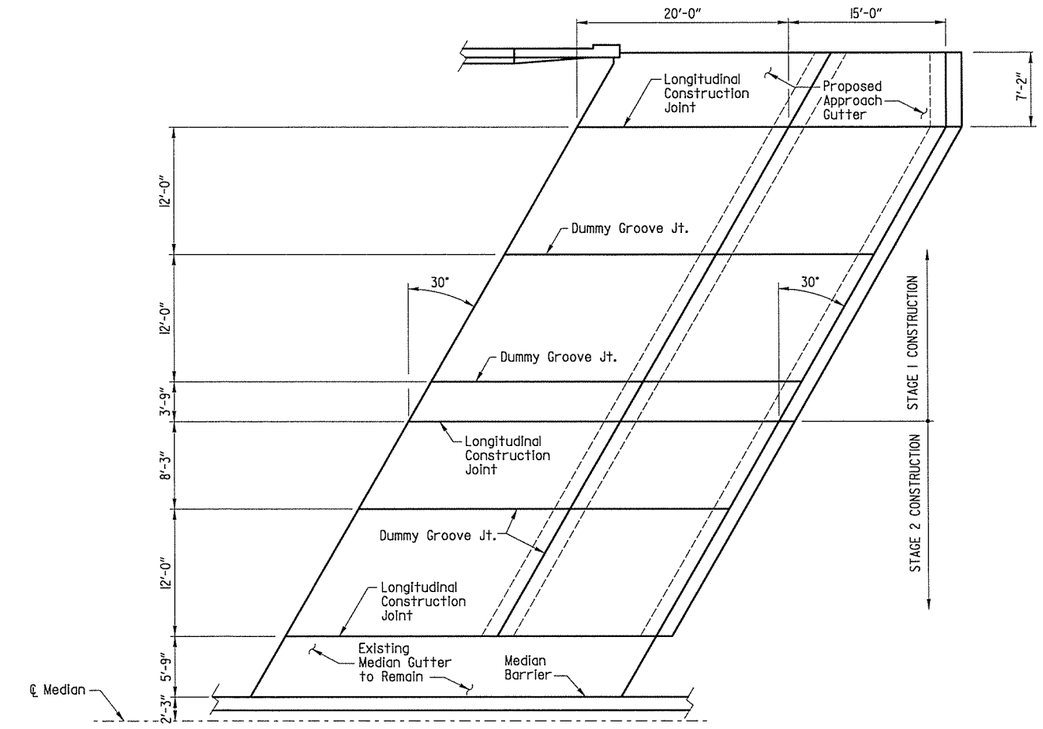
				JOB NO.		BB0108	129	195
				1	2673AR - TYPE SPEC SLAB - 54670			



PLAN

End Bridge 2673AR
(No Scale)

*Placed as a continuation of roadway longitudinal joint.



PLAN OF APPROACH SLABS AND APPROACH GUTTERS FOR SKEWED BRIDGE

End Bridge 2673AR
(No Scale)

Note: Dummy Groove Joints in Approach Gutters shall align with the Dummy Groove Joints in the Approach Slabs.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12981
JASON RANDALL SHEEN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 2 OF 5
TYPE SPECIAL APPROACH SLABS
BRIDGE OVER TEN MILE BAYOU
HWY.77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 5/29/13 FILENAME: BB0108.AX.GX6
CHECKED BY: MAA DATE: 5/31/13
DESIGNED BY: JRS DATE: 5/28/13 SCALE: No Scale
BRIDGE NO. 2673AR DRAWING NO. 54670

JACOBS

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				JOB NO.		BB0108	130	195
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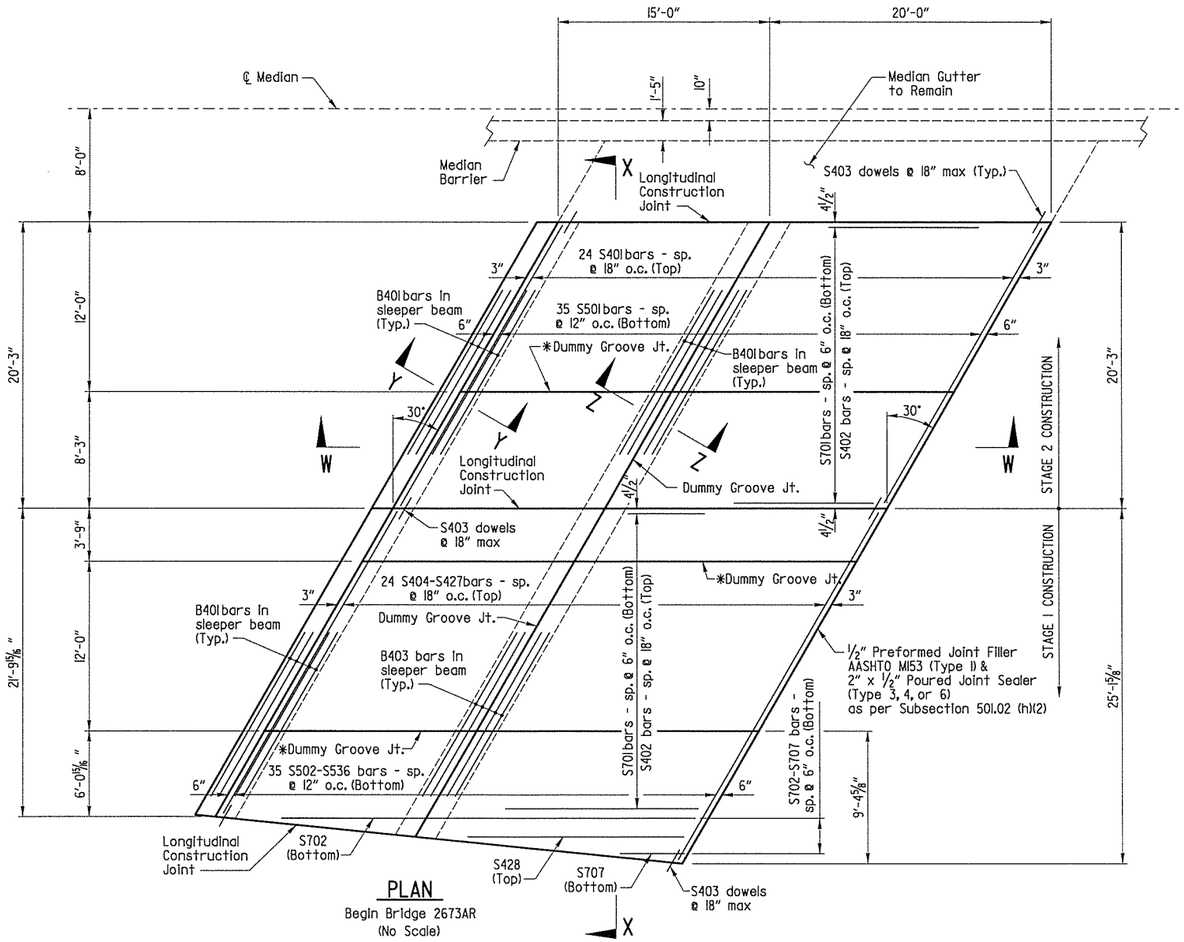
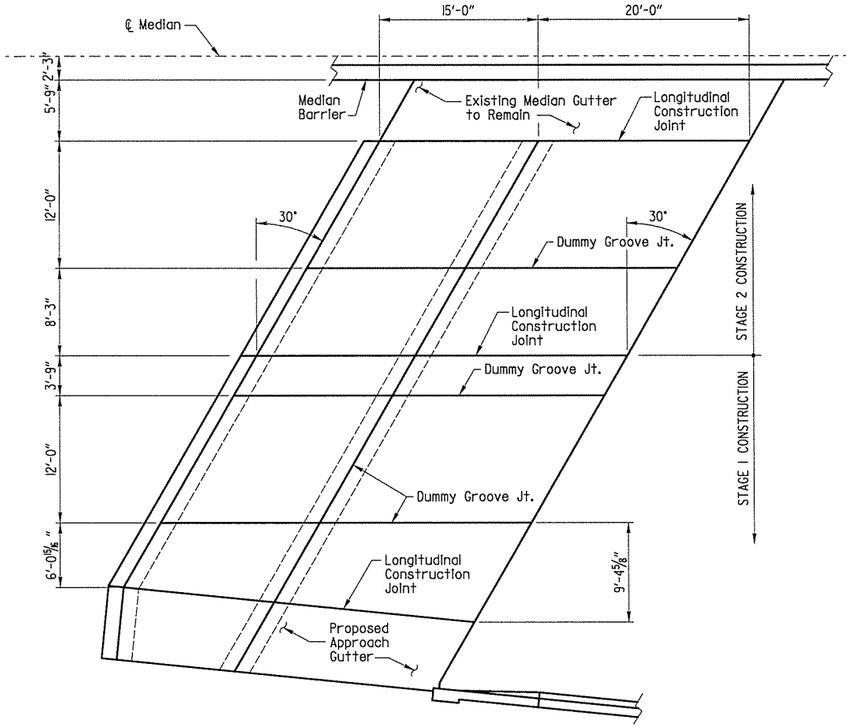


PLAN
Begin Bridge 2673AR
(No Scale)

* Placed as a continuation of roadway longitudinal joint.



PLAN OF APPROACH SLABS AND APPROACH GUTTERS FOR SKEWED BRIDGE
Begin Bridge 2673AR
(No Scale)

Note: Dummy Groove Joints in Approach Gutters shall align with the Dummy Groove Joints in the Approach Slabs.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12981
JASON RANDALL SHULEN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 3 OF 5
TYPE SPECIAL APPROACH SLABS
BRIDGE OVER TEN MILE BAYOU
HWY.77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 5/29/13 FILENAME: BB0108.AX.GX7
CHECKED BY: MAA DATE: 5/31/13
DESIGNED BY: JRS DATE: 5/28/13 SCALE: No Scale
BRIDGE NO. 2673AR DRAWING NO. 54671

JACOBS

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				JOB NO.		BB0108	131	195
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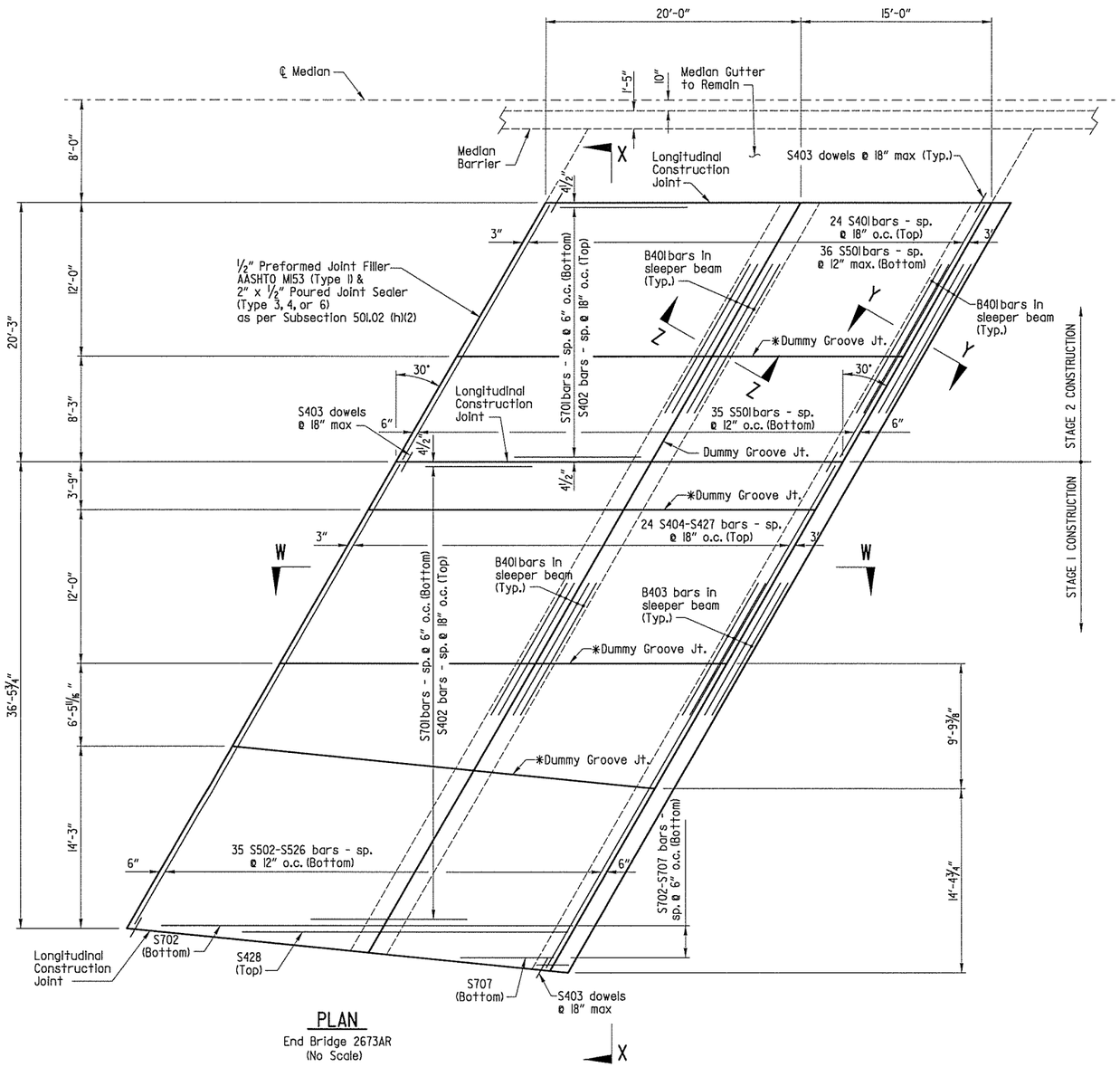
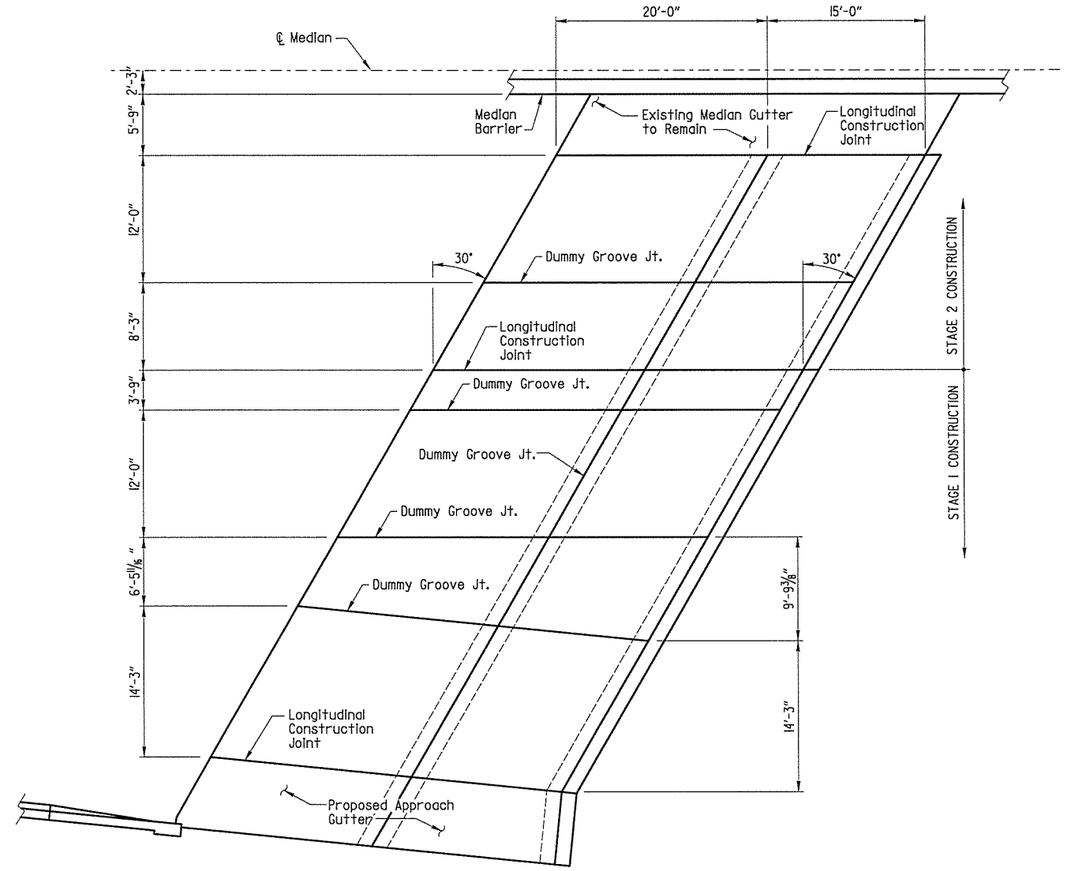


PLAN

End Bridge 2673AR
(No Scale)

* Placed as a continuation of roadway longitudinal joint.



PLAN OF APPROACH SLABS AND APPROACH GUTTERS FOR SKEWED BRIDGE

End Bridge 2673AR
(No Scale)

Note: Dummy Groove Joints in Approach Gutters shall align with the Dummy Groove Joints in the Approach Slabs.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13981
JASON RANDALL SWEAN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 4 OF 5
TYPE SPECIAL APPROACH SLABS
BRIDGE OVER TEN MILE BAYOU
HWY.77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 5/29/13 FILENAME: BB0108.AX.GX8
CHECKED BY: MAA DATE: 5/31/13
DESIGNED BY: JRS DATE: 5/28/13 SCALE: No Scale
BRIDGE NO. 2673AR DRAWING NO. 54672

JACOBS

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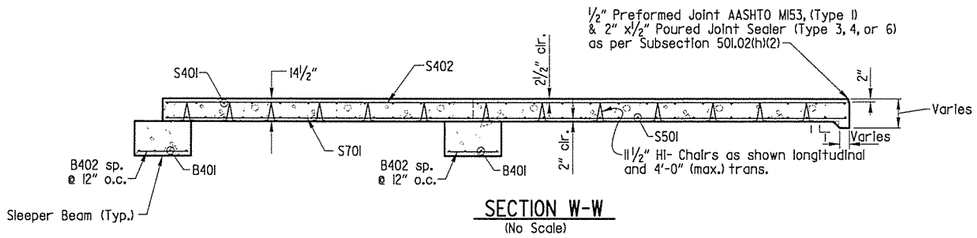
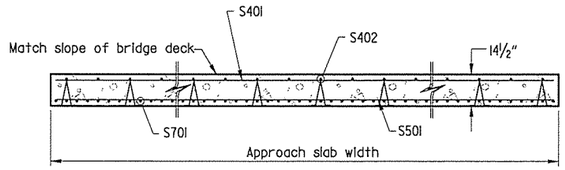
				6	ARK.			
				JOB NO.		BB0108	132	195

(1) 2673R & 2673AR - TYPE SPEC SLAB - 54673



SECTION W-W
(No Scale)



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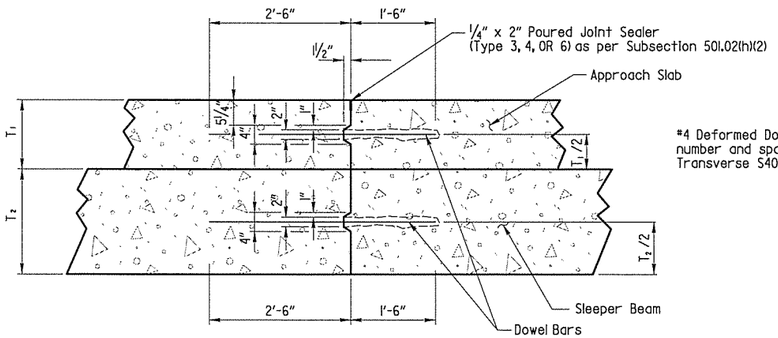
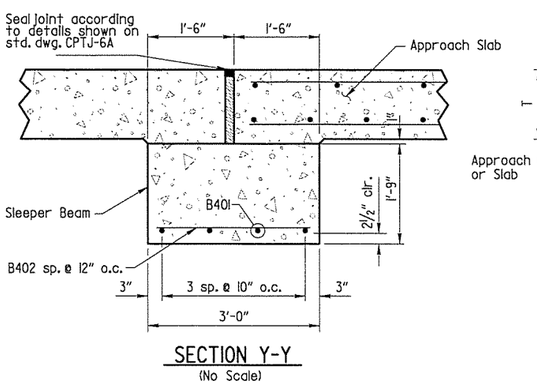


DETAILS OF LONGITUDINAL CONSTRUCTION JOINT AT SLEEPER BEAM
(No Scale)



SECTION Y-Y
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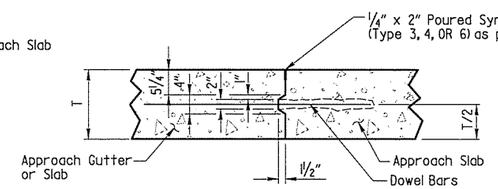
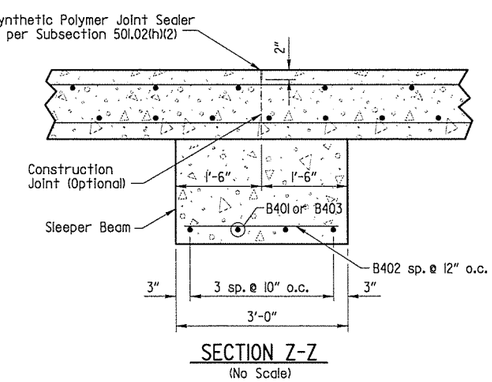


DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
(No Scale)



SECTION Z-Z
(No Scale)

BARS LIST
TYPE SPECIAL APPROACH SLAB

Begin Bridge 2673R				
Mark	Stage 1 Const. Slab Width = 27'-9"		Stage 2 Const. Slab Width = 20'-3"	
	No.	Length	No.	Length
B401	8	31'-8"	8	23'-0"
B402	66	2'-8"	48	2'-8"
S401	24	31'-8"	24	23'-0"
S402	19	34'-8"	14	34'-8"
S403	48	3'-0"	24	3'-0"
S501	35	31'-8"	35	23'-0"
S701	55	34'-8"	40	34'-8"

End Bridge 2673R				
Mark	Stage 1 Const. Slab Width = 27'-9"		Stage 2 Const. Slab Width = 20'-3"	
	No.	Length	No.	Length
B401	8	31'-8"	8	23'-0"
B402	66	2'-8"	48	2'-8"
S401	24	31'-8"	24	23'-0"
S402	19	34'-8"	14	34'-8"
S403	48	3'-0"	24	3'-0"
S501	35	31'-8"	35	23'-0"
S701	55	34'-8"	40	34'-8"

Begin Bridge 2673AR					
Mark	Stage 1 Const. Slab Width = Varies		Mark	Stage 2 Const. Slab Width = 20'-3"	
	No.	Length		No.	Length
B401	4	24'-10"	B401	8	23'-0"
B402	52	2'-8"	B402	48	2'-8"
B403	4	26'-6"	S401	24	23'-0"
S402	15	34'-8"	S402	14	34'-8"
S403	48	3'-0"	S403	24	3'-0"
S404 to S427	leach	24'-10" to 28'-6"	S501	35	23'-0"
S428	1	18'-0"	S701	40	34'-8"
S502 to S536	leach	24'-10" to 28'-6"			
S701	43	34'-8"			
S702 to S707	leach	32'-6" to 6'-0"			

End Bridge 2673AR					
Mark	Stage 1 Const. Slab Width = Varies		Mark	Stage 2 Const. Slab Width = 20'-3"	
	No.	Length		No.	Length
B401	4	43'-6"	B401	8	23'-0"
B402	91	2'-8"	B402	48	2'-8"
B403	4	45'-3"	S401	24	23'-0"
S402	25	34'-8"	S402	14	34'-8"
S403	48	3'-0"	S403	24	3'-0"
S404 to S427	leach	41'-9" to 45'-6"	S501	35	23'-0"
S428	1	18'-4"	S701	40	34'-8"
S502 to S536	leach	41'-9" to 45'-6"			
S701	73	34'-8"			
S702 to S707	leach	28'-6" to 2'-3"			

QUANTITIES
TYPE SPECIAL APPROACH SLABS

	Slab Width	Reinforcing Steel (lbs.)	Concrete (cubic yds) T=14½"
BEGIN 2673R	27'-9"	6,384	56.8
	20'-3"	4,623	41.4
END 2673R	27'-9"	6,384	56.8
	20'-3"	4,623	41.4
BEGIN 2673AR	Varies	5,369	47.6
	20'-3"	4,623	41.4
END 2673AR	Varies	8,122	78.5
	20'-3"	4,623	41.4

GENERAL NOTES

Concrete shall be Class S(AE) (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

Joint sealer included in the pay item "Approach Slab".

Provide additional dowels as shown. Dowel bars shall be drilled and grouted 18" into existing concrete in accordance with Subsection 804.06. Payment for placing dowel bars shall be considered subsidiary to the item "Approach Slabs."

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
9-12-13
R. 12981
JASON RANDALL STOLEN

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 5 OF 5
TYPE SPECIAL APPROACH SLABS
BRIDGE OVER TEN MILE BAYOU
HWY.77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 5/29/13 FILENAME: BB0108.XX.GX9
CHECKED BY: MAA DATE: 5/31/13
DESIGNED BY: JRS DATE: 5/28/13 SCALE: No Scale
BRIDGE NO. 2673R & 2673AR DRAWING NO. 54673

JACOBS

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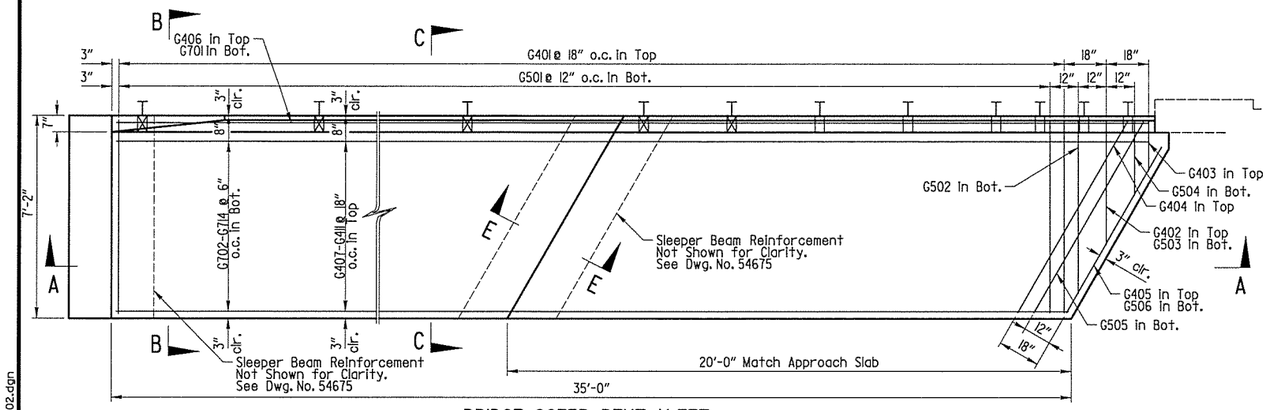
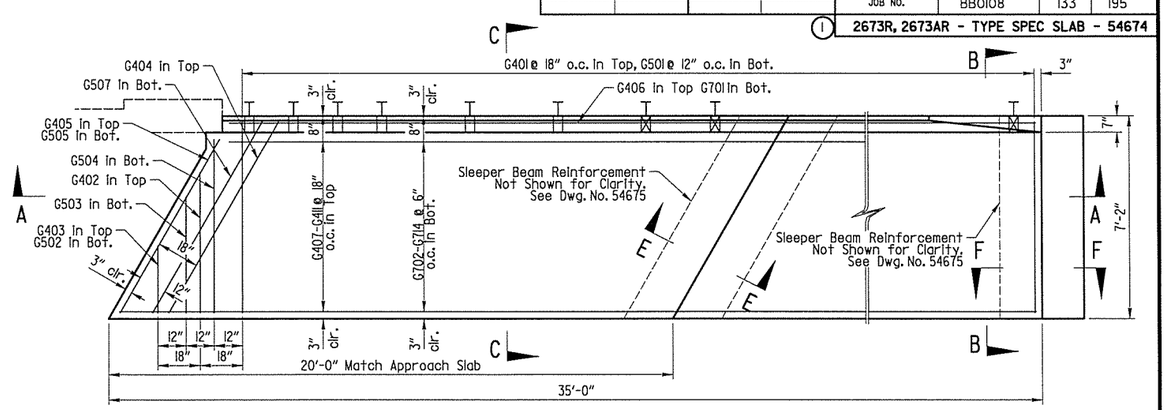
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	133	195

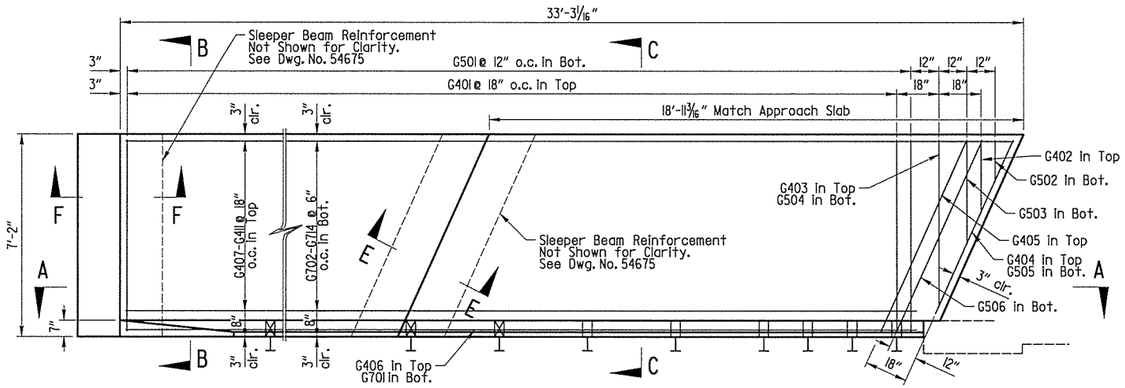
1 2673R, 2673AR - TYPE SPEC SLAB - 54674



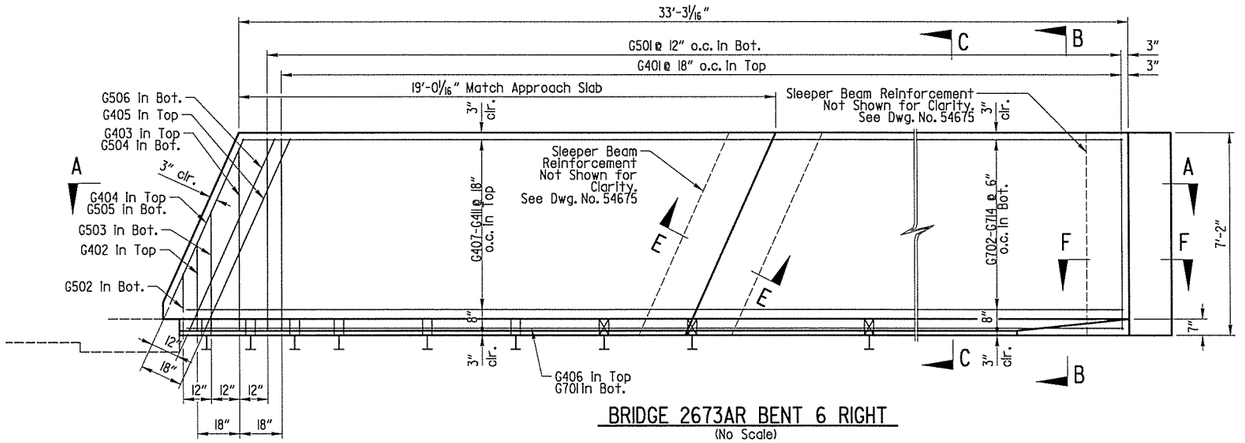
BRIDGE 2673R BENT 1 LEFT
(No Scale)



BRIDGE 2673R BENT 6 LEFT
(No Scale)



BRIDGE 2673AR BENT 1 RIGHT
(No Scale)



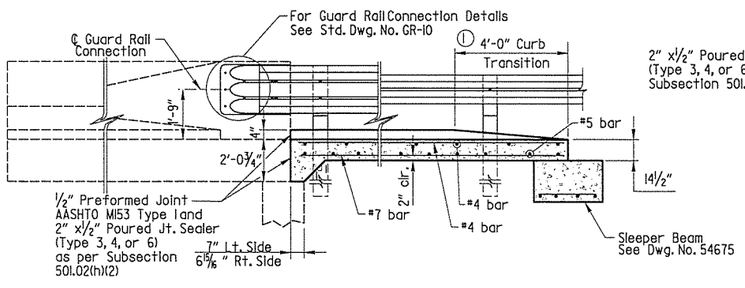
BRIDGE 2673AR BENT 6 RIGHT
(No Scale)

GENERAL NOTES

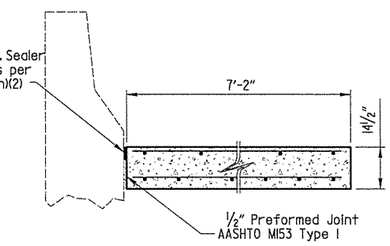
Concrete shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.



SECTION A-A
(No Scale)



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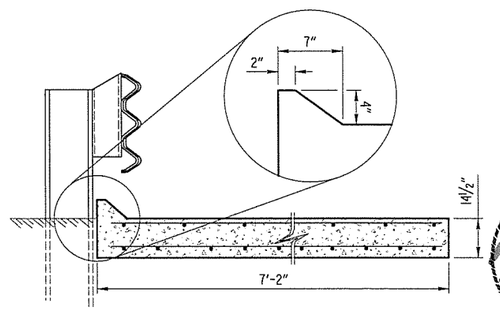
(No Scale)



SECTION C-C
(No Scale)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JASON RANDALL SULLIVAN
9-12-13

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 1 OF 2
TYPE SPECIAL APPROACH GUTTER
BRIDGE OVER TEN MILE BAYOU
HWY.77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY:	LHG	DATE:	6/20/13	FILENAME:	BB0108.XX.GI0
CHECKED BY:	JRS	DATE:	6/24/13		
DESIGNED BY:	WEG	DATE:	6/20/13	SCALE:	NO SCALE
BRIDGE NO. 2673R & 2673AR				DRAWING NO. 54674	

JACOBS

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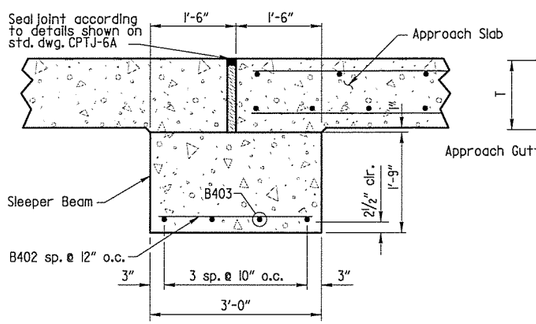
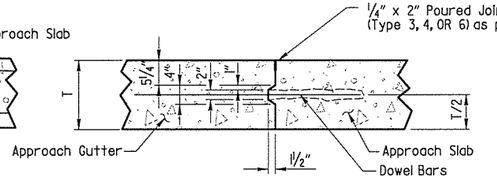
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	134	195

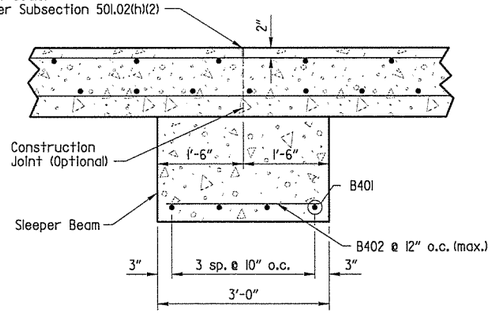
(1) 2673R, 2673AR - TYPE SPEC SLAB - 54675



SECTION Y-Y
(No Scale)



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
(No Scale)



SECTION E-E
(No Scale)

BARS LIST FOR TYPE SPECIAL I APPROACH GUTTER

Mark	Bridge No. 2673R BENT 1LT	
	No.	Length
G401	24	6'-10"
G402	1	4'-6"
G403	1	1'-11"
G404	1	7'-9"
G405	1	6'-10"
G406	1	37'-6"
G407 to G411	1each	34'-9" to 38'-2"
B401	4	7'-11"
B402	16	2'-8"
B403	4	6'-10"
G501	35	6'-10"
G502	1	6'-0"
G503	1	4'-4"
G504	1	2'-7"
G505	1	7'-8"
G506	1	6'-10"
G701	1	37'-6"
G702 to G714	1each	34'-10" to 38'-1"

Mark	Bridge No. 2673R BENT 6 LT	
	No.	Length
G401	21	6'-10"
G402	1	4'-7"
G403	1	2'-0"
G404	1	7'-10"
G405	1	7'-2"
G406	1	30'-3"
G407 to G411	1each	30'-7" to 34'-2"
B401	4	7'-11"
B402	16	2'-8"
B403	4	6'-10"
G501	31	6'-10"
G502	1	2'-0"
G503	1	3'-9"
G504	1	5'-6"
G505	1	7'-0"
G506	1	7'-8"
G701	1	30'-3"
G702 to G714	1each	30'-7" to 34'-2"

Mark	Bridge No. 2673AR BENT 1RT	
	No.	Length
G401	20	6'-10"
G402	1	2'-8"
G403	1	6'-0"
G404	1	6'-10"
G405	1	7'-5"
G406	1	29'-4"
G407 to G411	1each	30'-0" to 32'-9"
B401	4	7'-6"
B402	16	2'-8"
B403	4	6'-10"
G501	33	6'-10"
G502	1	1'-7"
G503	1	3'-10"
G504	1	6'-0"
G505	1	6'-10"
G506	1	7'-6"
G701	1	29'-4"
G702 to G714	1each	30'-0" to 32'-9"

Mark	Bridge No. 2673AR BENT 6 RT	
	No.	Length
G401	22	6'-10"
G402	1	3'-3"
G403	1	6'-7"
G404	1	6'-4"
G405	1	7'-4"
G406	1	35'-0"
G411 to G407	1each	33'-0" to 35'-0"
B401	4	7'-6"
B402	16	2'-8"
B403	4	6'-10"
G501	33	6'-10"
G502	1	2'-0"
G503	1	4'-2"
G504	1	6'-4"
G505	1	6'-4"
G506	1	7'-4"
G701	1	35'-0"
G702 to G714	1each	32'-10" to 35'-6"

QUANTITIES FOR ONE TYPE SPECIAL I APPROACH GUTTER

Bridge	Bent	Shoulder Width (ft.)	Reinforcing Steel (lbs.)	Concrete (cubic yds) T=14½"
2673AR	Bent 1	7'-2"	1455	13.4
2673AR	Bent 6	7'-2"	1562	14.5
2673R	Bent 1	7'-2"	1663	15.2
2673R	Bent 6	7'-2"	1478	13.7

GENERAL NOTES

Concrete shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

Approach Gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JASON RANDALL STOLTZ

BRIDGE ENGINEER
PRINT DATE: 9/12/2013

SHEET 2 OF 2
TYPE SPECIAL APPROACH GUTTER
BRIDGE OVER TEN MILE BAYOU
HWY.77 - I-55 (F)
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: LHG DATE: 6/20/13 FILENAME: BB0108.XX.GII
CHECKED BY: JRS DATE: 6/24/13
DESIGNED BY: WEG DATE: 6/20/13 SCALE: No Scale
BRIDGE NO. 2673R & 2673AR DRAWING NO. 54675

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Job No. BB0108 135 of 195
Hwy. 77 - I-55 (F)

For Information Only

NOTE: For Concrete Riprap Details See Drawing No. 28393

Extend Conc. Riprap 30" Typ.

Toe of Slope

Existing Riprap

42'-0" Roadway

2'-0" Offset (Typ.)

1'-5" Parapet Rail

NOTE: Remove Existing Concrete Pavement and Replace with Type III Approach Slabs. For Details, See Drawing No. 28595 A.

℄ Pavement

Limit of Railroad Agreement

48'-0" Clear

Railroad Right-of-Way

℄ Bridge 3126AR

℄ Roadway and Grade Line

℄ Median

℄ Bridge 3126BR

100'

75'

60'

65°

BURLINGTON NORTHERN RAILROAD

54°20'

MISSOURI STREET

32'-0" Clear Roadway

1'-5" Closed Parapet Rail

Flyover

40' Roadway

KISTNER BRIDGE

Overhead

185'-0"

2'-6"

New Conc Riprap

Note: Remove Existing Concrete Pavement and Replace with Type III Approach Slabs. For Details See Drawing No. 28595A.

30" (Typ.)

300'-0" Transition - Bridge 3126 Only - 60'-0" Clear Roadway to 52'-0" Clear Roadway

PLAN

Total Length of Bridge 983'-8⅝"

1'-2⅛" | 4 Spans @ 60'-0" = 240'-0" Composite I-Beam Spans | 22'-0" Transition | 7 Spans @ 60'-0" = 420'-0" Composite I-Beam Spans | 22'-0" Transition | 37'-5⅛" Composite I-Beam Span | 4 Spans @ 60'-0" = 240'-0" Composite I-Beam Spans | 1'-2⅛"

Begin Bridge Sta. 172+50.63 ℄ Deck Elev. 241.13

Sta. 173+11.81 ℄ Deck Elev. 242.06

Sta. 173+71.81 ℄ Deck Elev. 244.34

Sta. 174+01.81 ℄ Road

Sta. 174+31.81 ℄ Deck Elev. 245.60

Sta. 174+91.81 ℄ Deck Elev. 246.76

Sta. 175+13.81 ℄ Deck Elev. 246.96

Piers 2A-8A, 11A-12A, 14A-18A Interior Column, Shaft and Footing to be Constructed in Bridge 3126B Widening Phase (Typ.)

Sta. 175+73.81 ℄ Deck Elev. 247.69

Sta. 176+33.81 ℄ Deck Elev. 248.20

Sta. 176+93.81 ℄ Deck Elev. 248.80

Sta. 177+53.81 ℄ Deck Elev. 248.57

Piers 9A & 10A Interior Column Crash Barrier Wall and Footing to be Constructed in Bridge 3126B Widening Phase (Typ.)

Sta. 178+13.81 ℄ Deck Elev. 248.41

Sta. 178+73.81 ℄ Deck Elev. 248.04

Sta. 179+03.81 ℄ Street

Sta. 179+33.81 ℄ Deck Elev. 247.44

Sta. 179+55.81 ℄ Deck Elev. 247.17

Sta. 179+93.13 ℄ Deck Elev. 246.63

Sta. 180+53.13 ℄ Deck Elev. 245.60

Sta. 181+13.13 ℄ Deck Elev. 244.34

Sta. 181+73.13 ℄ Deck Elev. 242.86

End of Bridge Sta. 182+34.32 ℄ Deck Elev. 241.13

1⅛" Joint - Typ. See Note

2" Joint

Concrete Parapet Rail

Existing Bent Strengthening Typical Bents 2-5 and 15-18. See Dwg. 28392 for details.

Existing Bent Strengthening

23'-0" Min. Clr.

New Piling 65'-16" Concrete

New Piling 45'-16" Concrete

New Piling 48'-16" Concrete

1A 2A 3A 4A 5A 6A 7A 8A 9A 10A 11A 12A 13A 14A 15A 16A 17A 18A 19A

ELEVATION - BRIDGE 3126AR

Total Length of Bridge 983'-8⅝"

1'-2⅛" | 4 Spans @ 60'-0" = 240'-0" - Composite I-Beam Spans | 37'-5⅛" Composite I-Beam Span | 22'-0" Transition | 7 Spans @ 60'-0" = 420'-0" - Composite I-Beam Spans | 22'-0" Transition | 4 Spans @ 60'-0" - Composite I-Beam Spans | 1'-2⅛"

Begin Bridge Sta. 172+60.63 ℄ Deck Elev. 241.13

Sta. 173+11.81 ℄ Deck Elev. 242.06

Sta. 173+71.81 ℄ Deck Elev. 244.34

Sta. 174+01.81 ℄ Road

Sta. 174+31.81 ℄ Deck Elev. 245.60

Sta. 174+91.81 ℄ Dk. El. 246.67

Sta. 175+13.19 ℄ Dk. El. 247.19

Sta. 175+15.13 ℄ Deck Elev. 247.44

Sta. 176+11.13 ℄ Deck Elev. 248.04

Sta. 176+71.13 ℄ Deck Elev. 248.41

Sta. 177+31.13 ℄ Deck Elev. 248.57

Sta. 177+91.13 ℄ Deck Elev. 248.60

Sta. 178+51.13 ℄ Deck Elev. 248.60

Sta. 179+11.13 ℄ Deck Elev. 247.69

Sta. 179+41.13 ℄ Street

Sta. 179+71.13 ℄ Dk. El. 246.96

Sta. 179+93.13 ℄ Deck Elev. 246.63

Sta. 180+53.13 ℄ Deck Elev. 245.60

Sta. 181+13.13 ℄ Deck Elev. 244.34

Sta. 181+73.13 ℄ Deck Elev. 242.86

End of Bridge Sta. 182+34.32 ℄ Deck Elev. 241.13

1⅛" Joint - Typ. See Note

2" Joint

Concrete Parapet Rail

Existing Bent Strengthening Typical Bents 2-6 and 15-18. See Dwg. 28392 for details.

Existing Bent Strengthening

23'-0" Min. Clr.

22'-0" Min. Clr.

New Piling 65'-16" Concrete

New Piling 45'-16" Concrete

New Piling 48'-16" Concrete

1B 2B 3B 4B 5B 6B 7B 8B 9B 10B 11B 12B 13B 14B 15B 16B 17B 18B 19B

ELEVATION - BRIDGE 3126BR

New Construction (Typical)

NOTE: - All Elevations are 1' Higher than Original Plans due to Increased Slab Thickness. All Stations are from Original Plans

⚠1 - All Joints to be 1⅛" unless noted otherwise.

- All New Piling shall be 16" Octagonal or Square Concrete
- Existing and new substructure shall have a sprayed concrete finish. See Special Provision

⚠1 Revised Joint widths 5-20-87

⚠2 Added Bent Strengthening, Batter to New Columns. 6-10-87

INFORMATION ONLY

℄ Track

25'-0" Clear (Min.)

23'-0" Clear (Min.)

23'-0" Clear (Min.)

SECTION NORMAL TO TRACK

Scale: None

"EXHIBIT A"

LAYOUT OF BRIDGE OVER MISSOURI STREET AND BURLINGTON NORTHERN R.R.

CRITTENDEN COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: GSB DATED: DEC. 1986

CHECKED BY: TBR DATED: DEC. 1986

TRACED BY: TBR DATED: DEC. 1986

SCALE: 1" = 30'-0"

BRIDGE NO. 3126 AR & BR DRAWING NO. 54676

DATE APPROVED	PROJ. P.E.	DATE APPROVED	PROJ. P.E.
5-20-87	73-5-21-87		

Job No. BB0108 136 of 195
Hwy. 77 - I-55 (F)

For Information Only

GENERAL NOTES - JOB R10014

1. ALL BEARINGS REFER TO TRUE NORTH.
2. LEVEL DATUM IS MEAN SEA LEVEL REFERENCED TO U.S.C. AND G.S.
3. ALL CONCRETE SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
4. ALL CONCRETE IN THE SUPERSTRUCTURE SLABS AND PARAPET SHALL BE CLASS S(AE). ALL OTHER CONCRETE SHALL BE CLASS S.
5. GRADE LINE DENOTES FINISHED GRADE.
6. ALL STRUCTURAL STEEL SHALL BE A36 OR A572 GRADE 50. STRUCTURAL STEEL NOT IDENTIFIED AS TO GRADE SHALL BE A36.
7. ANCHOR BOLTS SHALL BE ASTM DESIGNATION A36 AND SHALL BE GALVANIZED TO CONFORM TO ASTM A153. ANCHOR BOLTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "STRUCTURAL STEEL IN BEAM SPANS (A36)."
8. DRAWINGS SHOW GENERAL FEATURES OF DESIGN ONLY. SHOP DRAWINGS SHOWING DETAILS OF STRUCTURAL STEEL AND PERMANENT STEEL FORMS SHALL BE PREPARED, SUBMITTED AND APPROVED BEFORE FABRICATION IS BEGUN.
9. NOT USED
10. REINFORCING STEEL SHALL BE ASTM A615 OR A617 GRADE 60 DEFORMED BARS. LAP SPLICES SHALL BE A MINIMUM OF 32 BAR DIAMETERS IN LENGTH UNLESS OTHERWISE NOTED. BAR SIZES ARE DESIGNATED BY NUMBER, THE FIRST DIGIT OR DIGITS INDICATING THE SIZE OF THE BAR. BARS SHALL BE ACCURATELY LOCATED IN THE FORMS AND FIRMLY HELD IN PLACE BY STEEL SUPPORTS SUFFICIENT IN NUMBER AND SIZE TO PREVENT DISPLACEMENT DURING THE COURSE OF CONSTRUCTION. THE WIRE SUPPORTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM OF "REINFORCING STEEL."
11. DIMENSIONS SHOWN IN REINFORCING BAR BENDING DIAGRAMS ARE TO OUTER EDGE OF BARS, UNLESS OTHERWISE NOTED.
12. REINFORCING STEEL IN TOP MAT OF SLAB SHALL BE EPOXY COATED. ALL REINFORCING STEEL TO BE EPOXY COATED HAS BEEN MARKED IN THE PLANS WITH AN "E" IMMEDIATELY AT THE END OF THE BAR MARK.
13. THE TRANSVERSE TRUSS BARS SHOWN IN THE NON-SKEWED SUPERSTRUCTURE SLABS MAY BE REPLACED WITH FULL LENGTH STRAIGHT BARS OF THE SAME SIZE IN THE TOP AND BOTTOM MAT OF THE SLAB. THE BARS IN THE TOP MAT SHALL BE EPOXY COATED. THE BASIS OF PAYMENT SHALL BE THE TRUSS BARS.
14. CONCRETE SLABS FOR SPANS UP TO 50 FEET IN LENGTH SHALL BE POURED IN ONE CONTINUOUS OPERATION. SPANS OVER 50 FEET IN LENGTH MAY BE POURED IN INCREMENTS WITH THE CENTER ONE-THIRD TO ONE-HALF SPAN POURED FIRST. AFTER THE CENTER SECTION IS POURED, NOT LESS THAN 72 HOURS SHALL ELAPSE BEFORE POURING THE END SECTIONS. END SECTIONS MAY BE POURED SIMULTANEOUSLY. IF NOT POURED SIMULTANEOUSLY, 48 HOURS SHALL ELAPSE BETWEEN END SECTION POURS. A MINIMUM OF 72 HOURS SHALL ELAPSE BETWEEN COMPLETION OF THE SLAB AND THE POURING OF THE PARAPET RAILING.
15. ALL CONCRETE SHALL BE POURED AND SCREEDED OFF PRIOR TO INITIAL SET. THE CONCRETE DECK SHALL BE FINISHED WITH A METAL TINE IN ACCORDANCE WITH SUBSECTION 802.23 OF THE STANDARD SPECIFICATIONS. MOVEMENT OF THE FINISHING MACHINE ACROSS NEW CONCRETE SHALL BE ON PLANKS PLACED ON THE SURFACE AND SHALL BE PROHIBITED FOR 72 HOURS AFTER FINISHING THE POUR.
16. 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 RESPECTIVE OWNERS, UNLESS OTHERWISE PROVIDED.
17. CONCRETE PILING: PILING SHALL BE 16" OCTAGONAL OR 16" SQUARE PRECAST CONCRETE PILES DRIVEN WITH AN APPROVED AIR, STEAM OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 44 TONS PER PILE, AND TO A MINIMUM PENETRATION OF 20' BELOW THE NATURAL GROUND LINE. LENGTHS OF PILING SHOWN ARE BASED ON EXISTING DRIVING RECORDS. FINAL LENGTHS SHALL BE DETERMINED FROM EXISTING DRIVING RECORDS PLUS TEST PILES IN THIS PROJECT.
18. ALL MATERIAL REMOVED FROM THE BRIDGES AND NOT SCHEDULED TO BE REUSED, SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
19. BOILED LINSEED OIL SHALL BE APPLIED TO THE ROADWAY SURFACE OF ALL BRIDGE DECKS AND THE ROADWAY FACE AND TOP OF THE CONCRETE PARAPET RAIL.
20. ALL NEW STRUCTURAL STEEL, EXCEPT GALVANIZED MEMBERS, CONTACT SURFACES OF BOLTED CONNECTIONS, SURFACES WITHIN 3" OF HOLES AND FIELD WELDS, AND SURFACES IN CONTACT WITH CONCRETE, SHALL BE GIVEN ONE SHOP PRIME COAT AND TWO FIELD COATS OF PAINT AFTER ERECTION AS SPECIFIED IN SUBSECTION 807.50 OF THE STANDARD SPECIFICATIONS AND SP 807-10. THE SECOND FIELD COAT SHALL BE THE COLOR "BLUE."
21. ALL EXISTING STRUCTURAL STEEL SHALL BE PREPARED AND PAINTED IN ACCORDANCE WITH THE PROJECT SPECIAL PROVISION "PAINTING EXISTING STRUCTURAL STEEL." THE FINISH COAT SHALL BE THE COLOR "BLUE."
22. ADDITIONAL GENERAL NOTES ARE LISTED ON THE BRIDGE STAGE CONSTRUCTION PLAN.
23. DETAILS OF EXISTING BRIDGES MAY BE OBTAINED BY REQUEST TO THE PROGRAMS AND CONTRACT DIVISION. DRAWING NOS. 9678, 9701 - 9705 AND 5464A.
24. PERMANENT STEEL BRIDGE DECK FORMS SHALL BE REQUIRED ON SPANS OVER MISSOURI STREET (STATE HIGHWAY 77) AND THE RAILROAD.
25. DWG. NO. 9701 IS INCLUDED IN THE PLANS FOR SOILS INFORMATION.
26. EMBANKMENT BEHIND END BENT BACKWALLS SHALL BE REMOVED BEFORE REMOVAL OF EXISTING DECKS AND EXPANSION DEVICES.(3' APPROX.)

STRUCTURAL STEEL NOTES

1. ALL EXISTING BEARINGS TO REMAIN AND NEW BEARINGS SHALL BE FIRMLY SEATED OR RESEATED IN ACCORDANCE WITH SUBSECTION 807.51 OF THE STANDARD SPECIFICATIONS. THIS ITEM OF WORK AND MATERIAL IS TO BE CONSIDERED AS SUBSIDIARY TO THE ITEM OF "STRUCTURAL STEEL IN BEAM SPANS (A36)" AND WILL NOT BE PAID FOR DIRECTLY.
2. ALL WELDS TO BE MADE DURING FABRICATION, BOTH TEMPORARY AND PERMANENT, SHALL BE FULLY DETAILED ON THE SHOP DRAWINGS. ADDITIONAL WELDS FOR ERECTION PURPOSES, BOTH PERMANENT AND TEMPORARY, SHALL BE FULLY DETAILED AND SUBMITTED TO THE BRIDGE DESIGN DIVISION OF THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT FOR APPROVAL.
3. ALL WELDING SHALL CONFORM TO THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE AWS D1.1-80, AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES, 1981 EDITION, SUBSECTION 807.24 OF THE STANDARD SPECIFICATIONS AND SP 807-5.
4. DIAPHRAGMS SHALL BE INSTALLED AS BEAMS ARE ERECTED. ALL DIAPHRAGMS SHALL BE INSTALLED AND COMPLETELY BOLTED PRIOR TO POURING OF FLOOR SLABS.
5. ALL WIDE FLANGE BEAMS ARE CONSIDERED MAIN LOAD CARRYING MEMBERS AND SHALL MEET THE REQUIREMENT OF THE CHARPY V-NOTCH TEST AS SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.
6. PINS SHALL BE ASTM A668 CLASS C OR ASTM A108 GRADE 1018-1030 INCLUSIVE AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR "STRUCTURAL STEEL IN BEAM SPANS (A36)."
7. ALL METAL BEARINGS AND ROADWAY EXPANSION DEVICES SHALL BE PAID FOR AS "STRUCTURAL STEEL IN BEAM SPANS (A36)."
8. THE BEARING ASSEMBLIES SHALL BE SET IN A VERTICAL POSITION AT 60 DEGREES F.
9. ELASTOMERIC BEARINGS SHALL BE SUPPLIED IN NOMINAL 50 DUROMETER HARDNESS. ALL ELASTOMERIC BEARINGS SHALL CONFORM TO THE REQUIREMENTS OF SPECIAL PROVISION "ELASTOMERIC BEARINGS."
10. THE CUBIC INCH BID PRICE FOR ALL ELASTOMERIC BEARINGS SHALL INCLUDE PAYMENT FOR ALL PADS INCLUDING INTERNAL SHIM PLATES, EPOXY ADHESIVE, AND SOLE PLATES.
11. ALL CONTACT SURFACES BETWEEN PLATES AT FIELD SPLICES SHALL BE FREE OF PAINT, OIL, RUST, OR SCALE BEFORE ASSEMBLY.
12. STRUCTURAL SHAPES OF EQUAL OR GREATER STRENGTH MAY BE SUBSTITUTED FOR SHAPES SHOWN IF APPROVAL IS OBTAINED FROM THE BRIDGE ENGINEER. PAYMENT WILL BE MADE ON THE BASIS OF SHAPES SHOWN.
13. OVERSIZED HOLES 3/16" GREATER THAN THE BOLT DIAMETER MAY BE USED AT ALL BOLTED CONNECTIONS FOR BOLTS 7/8" AND LESS IN DIAMETER. WASHERS UNDER BOTH NUT AND HEAD OF THE BOLT SHALL BE USED WITH OVERSIZED BOLT HOLES.
14. *SHIM PLATES ARE REQ'D. UNDER NEW SHOES AT SOME LOCATIONS. SEE DRAWINGS 26372-26380.*

SPECIAL NOTE - ELEVATIONS

ELEVATIONS SHOWN ON THE BRIDGE DRAWINGS HAVE BEEN TAKEN OR COMPUTED FROM THE ORIGINAL BRIDGE CONSTRUCTION PLANS AND ARE PROVIDED FOR INFORMATION ONLY. THESE ELEVATIONS HAVE NOT BEEN SURVEYED OR REFERENCED TO A CURRENT T.B.M. WHEN A DISCREPANCY EXISTS BETWEEN THE ELEVATIONS PROVIDED IN THESE PLANS, THE ACTUAL FIELD ELEVATIONS AND THE DIMENSIONS SHOWN, THE ACTUAL FIELD ELEVATIONS AND/OR DIMENSIONS SHALL GOVERN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING CHECK MEASUREMENTS OF THE EXISTING BRIDGES AND NECESSARY ADJUSTMENTS TO THE NEW WORK.

⚠ *Revised Note 5-20-87.*
⚠ *Added Note 5-20-87*

INFORMATION ONLY

SHEET 1 OF 1

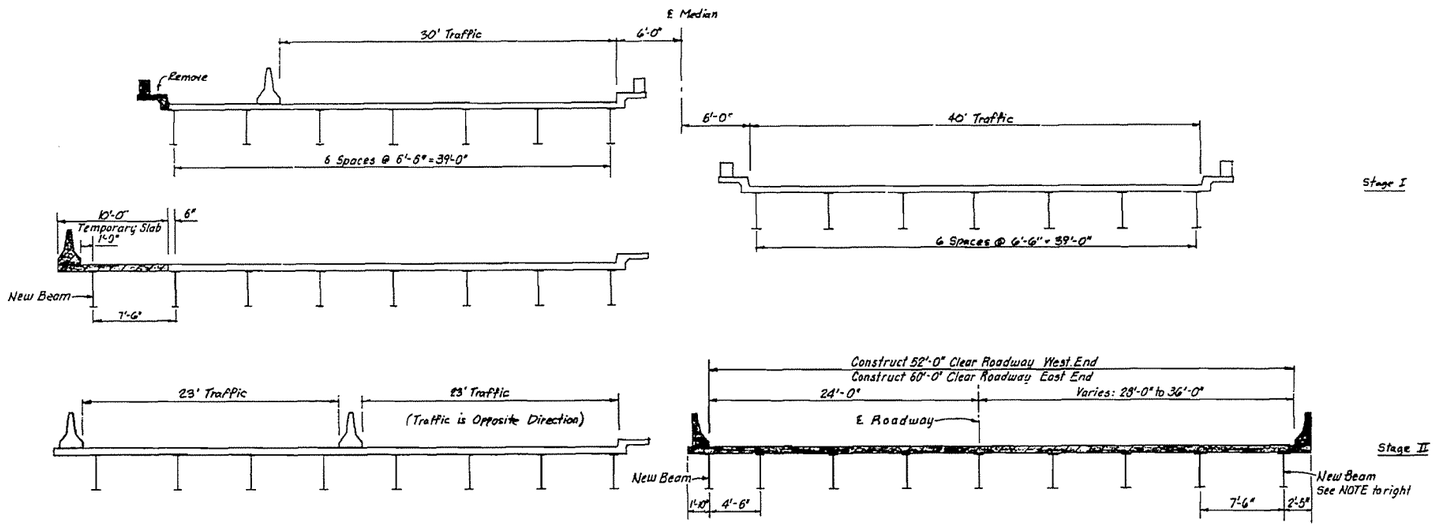
GENERAL & STRUCTURAL NOTES
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40 (55) SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DESIGNED BY: L.D.T. DATE: APRIL 1986
CHECKED BY: M.J.P. DATE: APRIL 1986
DETAILED BY: D.A.F. DATE: APRIL 1986
SCALE: AS NOTED

BRIDGE ENGINEER

BRIDGE NO. 3126 AR & BR DRAWING NO. 54677



BRIDGE A

BRIDGE B

NOTES:

1. The Contractor may construct any part of the Substructure or Superstructure as soon as possible under any Stage when approved by the Engineer. Longitudinal Slab Joints will not be allowed; Permanent Slab Spans must be cast monolithically across the entire width of the Bridge.
2. Bridge B Stage II Construction will require the addition of two new Exterior Beams at 7'-0" spacing for a 60'-0" Clear Roadway that will transition down to the 52'-0" Clear Roadway shown.

LEGEND

Existing or Temporary
Work During Phase
New Work Previous Phase

NOTES – BRIDGE 3126 AR & BR

1. CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. EDITION OF 1978 AND APPLICABLE SPECIAL PROVISIONS.
2. DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1983 EDITION WITH CURRENT INTERIM SPECIFICATIONS.
3. LIVE LOADING: HS20
4. METHOD OF DESIGN: SERVICE LOAD FOR EXISTING STRUCTURE
   LOAD FACTOR FOR NEW DESIGN
5. UNIT STRESSES – NEW DESIGN

CLASS S CONCRETE	F'c	3,500 PSI
CLASS S(AE) CONCRETE	F'c	3,500 PSI
REINFORCING STEEL (GR.60)	Fy	60,000 PSI
STRUCTURAL STEEL		
ASTM (A36)	Fy	36,000 PSI
ASTM (A572 GRADE 50)	Fy	50,000 PSI

8. PROPOSED WORK CONSISTS OF: REMOVING THE EXISTING CONCRETE DECK, PARAPET AND RAIL, RETAINING AND REHABILITATING THE EXISTING STEEL BEAMS, STRUTS, BRACING AND FRAMEWORK, AND EXISTING SHOES, REBUILDING BACKWALLS AT END BENTS, WIDENING PIERS, ADDING BEAMS AND BRACING AS REQUIRED TO WIDEN THE DECK, CONSTRUCTING NEW CONCRETE PARAPET RAILS AND NEW APPROACH SLABS. BRIDGE 3126A WILL BE WIDENED TO A 52 FOOT CLEAR ROADWAY BRIDGE. BRIDGE 31288 WILL HAVE AN ACCELERATION LANE ADDED FROM THE EAST, AND WILL TRANSITION, AS SHOWN, FROM A 60 FOOT CLEAR ROADWAY BRIDGE ON THE EAST END TO A 52 FOOT CLEAR ROADWAY BRIDGE ON THE WEST END.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING CHECK MEASUREMENTS OF THE EXISTING BRIDGE AND MAKING NECESSARY ADJUSTMENTS TO THE NEW WORK. THE CONTRACTOR SHOULD BE AWARE THAT MINOR MOVEMENT HAS OCCURRED IN THE VARIOUS STRUCTURAL COMPONENTS OF THE BRIDGE, AND THAT THIS MOVEMENT HAS NOT BEEN COMPENSATED FOR IN THESE PLANS.
8. HALF-SIZE DETAIL SHEETS OF THE EXISTING BRIDGE MAY BE OBTAINED FROM THE ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT UPON REQUEST TO THE PROGRAMS AND CONTRACTS DIVISION. DRAWINGS 9701 THRU 9706.
9. FOR REQUIREMENTS IN CONDUCTING THE WORK, SEE SPECIAL PROVISION, JOB NO R10014 "REMODELING EXISTING BRIDGE STRUCTURES."
10. DRIVE A 45 FOOT TEST PILE IN THE EXTERIOR FOOTINGS OF BRIDGE A BENTS 8 AND 16, AND BRIDGE B BENTS 4 AND 12. SEE NOTE 17, DRAWING 28367, FOR ADDITIONAL DRIVING NOTES.

INFORMATION ONLY

BRIDGE ENGINEER

SHEET 1 OF 1
STAGE CONSTRUCTION
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40&55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.R.D. DATE: JULY, 1985
CHECKED BY: D.A.F. DATE: APRIL, 1986
REVIEWED BY: T.D.H. DATE: JULY, 1985
SCALE: 1" = 5'-0"

BRIDGE NO. 3126 AR & BR DRAWING NO. 54678

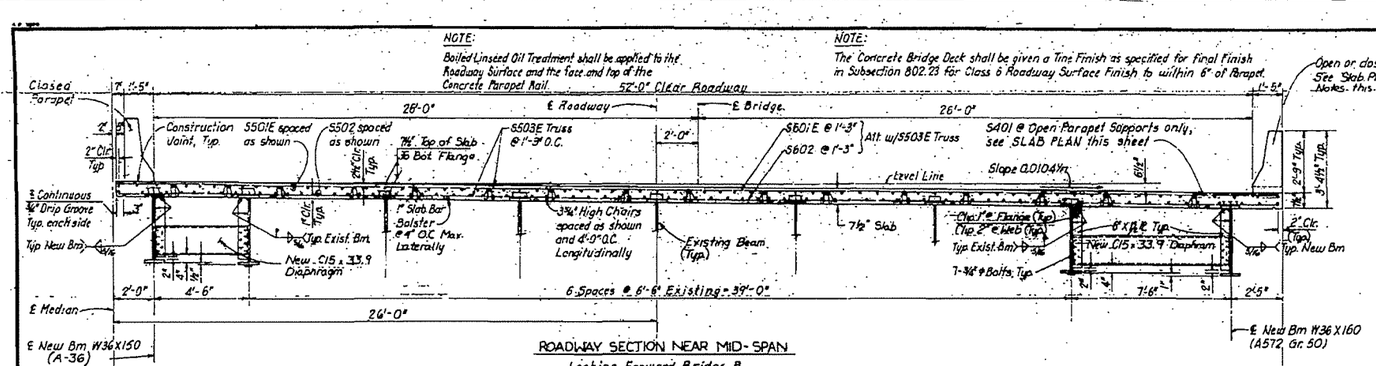
Job No. BB0108 138 of 195
Hwy. 77 - I-55 (F)

For Information Only

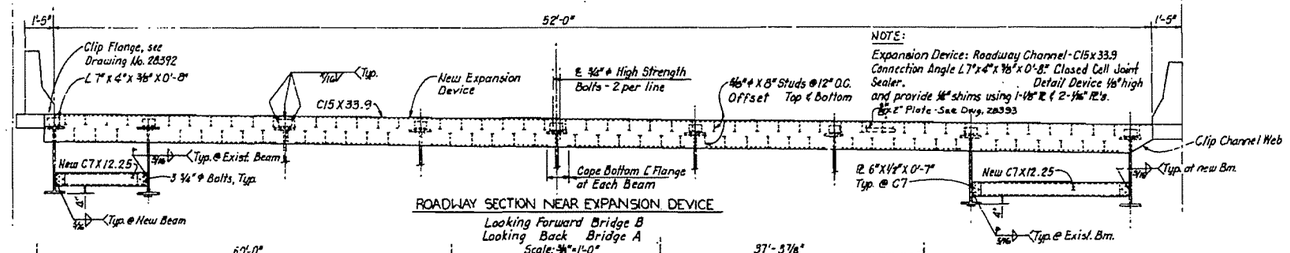
DATES			
5-20-87	1174-5-21477		
8-24-87	1457-1-30447		

NOTE:
Boiled Linseed Oil Treatment shall be applied to the Roadway Surface and the face and top of the Concrete Parapet Rail.

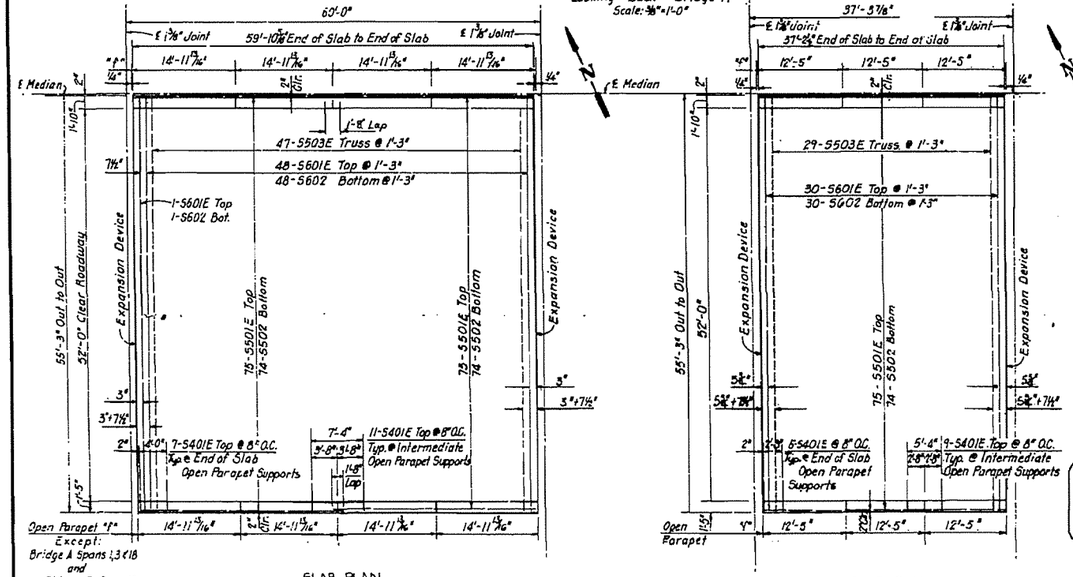
NOTE:
The Concrete Bridge Deck shall be given a Tine Finish as specified for final Finish in Subsection 802.23 for Class 6 Roadway Surface Finish, to within 6" of Parapet.



ROADWAY SECTION NEAR MID-SPAN
Looking Forward Bridge B
Looking Back Bridge A
Scale: ⅜"=1'-0"



ROADWAY SECTION NEAR EXPANSION DEVICE
Looking Forward Bridge B
Looking Back Bridge A
Scale: ⅜"=1'-0"



SLAB PLAN
Bridge A, Spans 1,2,3,4,15,16,17 & 18
Bridge B, Spans 15,16,17 & 18
Scale: 1/16"=1'-0"

SLAB PLAN
Bridge A Span 14
Scale: ⅛"=1'-0"

VARIABLES FOR PARAPET RAILING									
"f"	OPEN PARAPET					"f"	CLOSED PARAPET		
	a	b	c	k	m		k	n	
14'-11 13/16"	3'-5 5/16"	8'-0"	7"	4 3/8"	7	14'-11 13/16"	5 11/16"	14	
12'-5"	2'-2½"	8'-0"	4"	3 3/8"	7	12'-5"	2 1/16"	12	

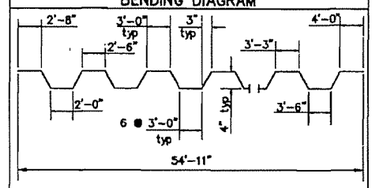
REINFORCEMENT SCHEDULE

BRIDGE A SPAN 1,2,3,4				BRIDGE A SPAN 14			
BRIDGES A & B SPAN 15,16,17,18							
MARK	NO.	LENGTH	PIN DIA.	MARK	NO.	LENGTH	PIN DIA.
S501E	150	30'-7"	STR.	S501E	75	36'-10"	STR.
S502	148	30'-7"	STR.	S502	74	36'-10"	STR.
S503E	47	56'-7"	2½"	S503E	29	56'-7"	2½"
S601E	49	54'-11"	STR.	S601E	30	54'-11"	STR.
S602	49	54'-11"	STR.	S602	30	54'-11"	STR.
S401E	47	4'-0"	STR.	S401E	28	4'-0"	STR.
P401	108	6'-3"	2	P401	81	6'-3"	2
P402	48	7'-0"	2	P402	36	7'-0"	2
P403	60	5'-8"	2	P403	45	5'-8"	2
P404	32	3'-2"	2	P404	24	3'-2"	2
P405	32	6'-1"	2	P405	24	6'-1"	2
P406	44	14'-7"	STR.	P406	33	12'-1"	STR.
P601	20	14'-7"	STR.	P601	15	12'-1"	STR.
P401	120	6'-3"	2½"				
P403	120	5'-8"	2½"				
P406	56	14'-7"	STR.				

CLOSED PARAPET SPANS • OPEN PARAPET SPANS •

TEMPORARY REINFORCEMENT				TEMPORARY REINFORCEMENT			
MARK	NO.	LENGTH	PIN DIA.	MARK	NO.	LENGTH	PIN DIA.
T601	208	10'-4"	STR.	T601	128	10'-4"	STR.
T501	52	30'-6"	STR.	T501	26	36'-10"	STR.

BENDING DIAGRAM



S503E TRUSS

- OPEN PARAPET: BRIDGE A SPAN 14
- OPEN PARAPET: BRIDGE A SPAN 2,4,15,16 & 17 BRIDGE B SPAN 15,16 & 17
- CLOSED PARAPET: BRIDGE A SPAN 1,3 & 18 BRIDGE B SPAN 18

NOTES:

1. Dimensions of Bars are Out to Out.
2. ℄ Indicates that the Bars are to be Epoxy coated.
3. Reinforcement Schedule is for one Span one Bridge only.
4. For Details of Joint Device, see Drawing No. 28392 & 28393
5. For Details of Temporary Slab, see Drawing No. 28392
6. For Details of Open or Closed Parapet Railing and respective Reinforcement Bending Diagrams, see Drawing No. 28395
7. Temporary Slab, Concrete, Rebar, Expansion Channel Extension, and Closed Cell Foam Joint Filler, will be paid for as Measured Quantities. Removal will be paid for under "Remodeling Existing Bridge Structures". Entire New Expansion Device to be installed for Permanent Slab.

INFORMATION ONLY

Revised joint width & type 8-20-87
Revised Bar P404 8-24-87

BRIDGE ENGINEER

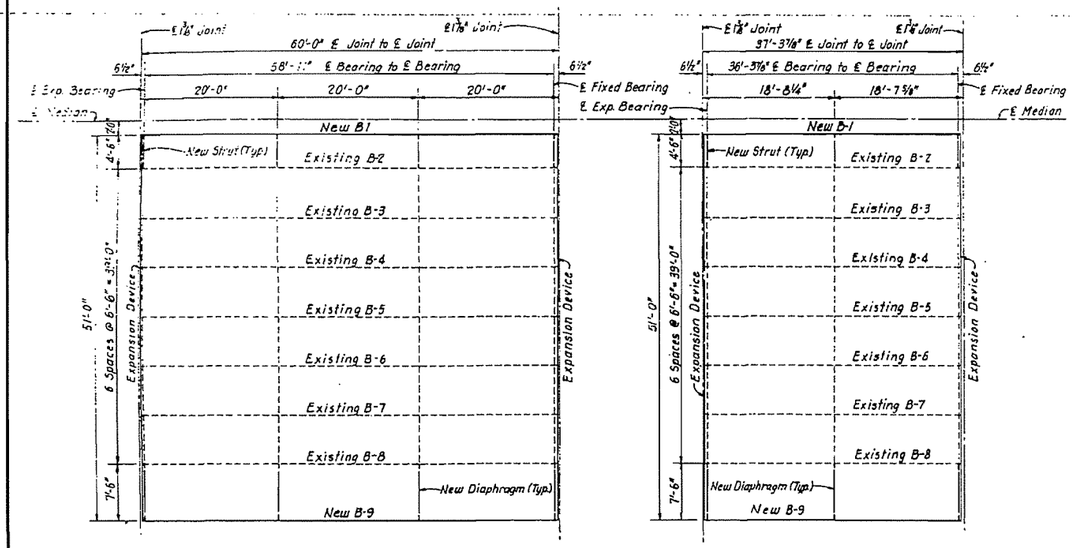
SHEET 1 OF 4
DETAILS OF STRAIGHT W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40 & I-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: GSB DATE: Apr. 1986
CHECKED BY: H.V.P DATE: Apr. 1986
DESIGNED BY: J.F. DATE: Apr. 1986
SCALE: As Shown

BRIDGE NO. 3126 AR & BR DRAWING NO. 54679

DATE	REVISIONS	DATE	REVISIONS
5-20-87	775-5-21-87		

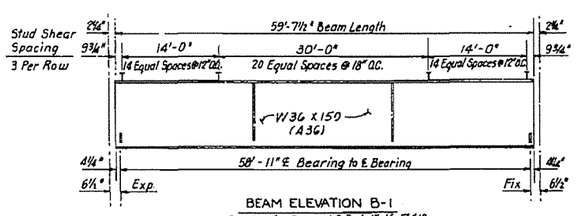


FRAMING PLAN
Bridge A Spans 1,2,3,4,15,16,17 & 18
Bridge B Spans 15,16,17 & 18
Scale: 1/16"=1'-0"

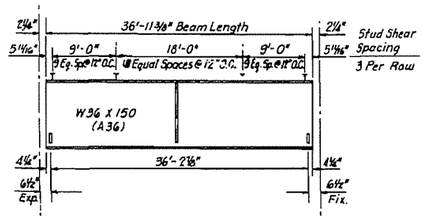
FRAMING PLAN
Bridge A Span 14
Scale: 1/8"=1'-0"

TABLE OF DEAD LOAD DEFLECTIONS											
60'-0" SPAN						37'-3⅞" SPAN					
BEAM SPAN 60'-0"	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL OLD DEFLECTIONS	BEAM SPAN 37'-3⅞"	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL OLD DEFLECTIONS
B-1	¼	1/8"	7/16"	9/16		B-1	¼	0"	1/16"	1/16"	
	½	3/16"	7/16"	¾			½	0"	1/16"	1/16"	
B-2	¼	1/8"	7/16"	9/16		B-2	¼	0"	1/16"	1/16"	
	½	3/16"	5/8"	9/16	⅞"		½	0"	1/16"	1/16"	
B-3 to B-7	¼	1/8"	½"	5/8		B-3 to B-7	¼	0"	3/16"	3/16"	
	½	3/16"	9/16"	⅞	¾"		½	0"	5/16"	5/16"	
B-8	¼	1/8"	½"	5/8		B-8	¼	0"	1/16"	1/16"	
	½	3/16"	11/16"	⅞	⅞"		½	0"	1/8"	1/8"	
B-9	¼	1/8"	½"	5/8		B-9	¼	0"	1/16"	1/16"	
	½	3/16"	11/16"	⅞			½	0"	3/16"	3/16"	

LOAD DISTRIBUTION TABLE			
LOADING	B-1	B-	
Dead Load Non Composite	407 PLF+BM	602 PLF+BM	
Dead Load to Composite Bm includes 20 lb/ft² for future wearing surface	277 PLF	318 PLF	
Live Load to Composite Beam	0.818 Wheels + Impact.	1.127 Wheels + Impact.	

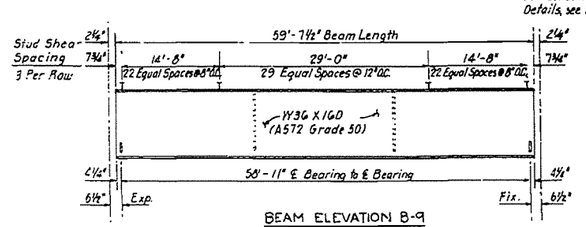


BEAM ELEVATION B-1
Bridge A Spans 1,2,3,4,15,16,17 & 18
Bridge B Spans 15,16,17 & 18
Scale: None



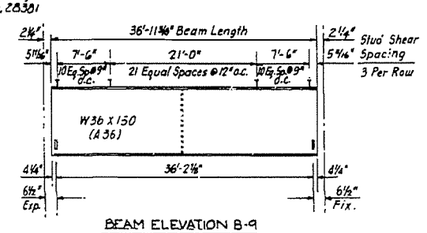
BEAM ELEVATION B-1
Bridge B Span 14
Scale: None

NOTE
For Strut and Diaphragm Details, see Dwg. No. 28381



BEAM ELEVATION B-9
Bridge A Spans 1,2,3,4,15,16,17 & 18
Bridge B Spans 15,16,17 & 18
Scale: None

NOTE:
For Strut and Diaphragm locations, see FRAMING PLAN this Sheet.



BEAM ELEVATION B-9
Bridge B Span 14
Scale: None

Revised joint width 5-20-87

BRIDGE ENGINEER

INFORMATION ONLY

SHEET 2 OF 4

DETAILS OF STRAIGHT W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40 & 55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

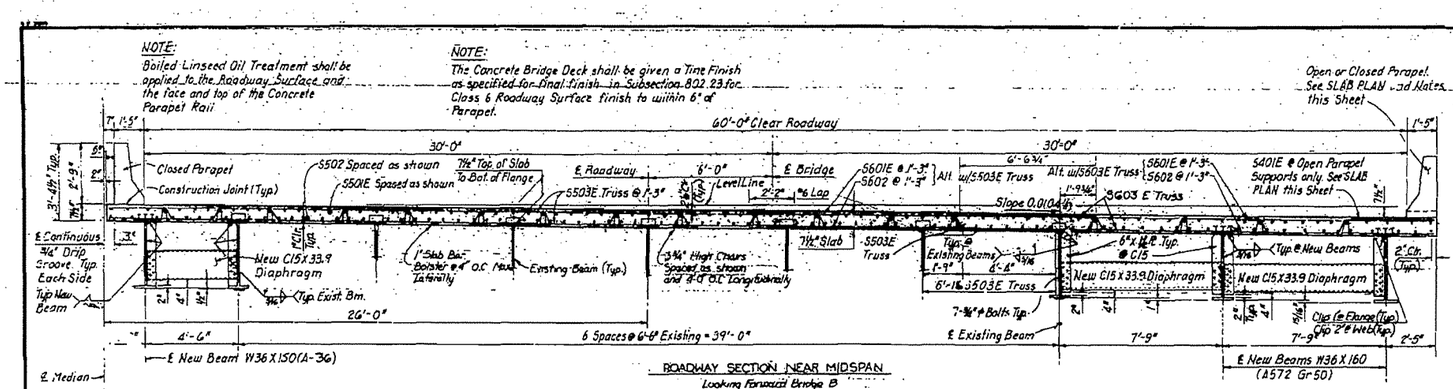
DRAWN BY: GSB DATE: APRIL, 1986
CHECKED BY: HJP DATE: APRIL, 1986
DESIGNED BY: JP DATE: APRIL, 1986
SCALE: AS NOTED

BRIDGE NO. 3126 AR & BR DRAWING NO. 54680

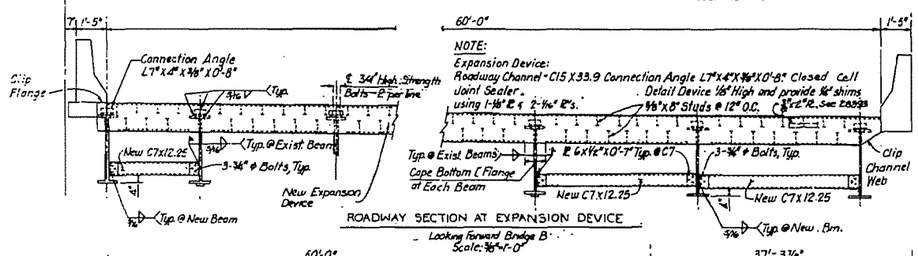
DATE	REVISIONS	DATE	REVISIONS
5-20-87	Title, S-501E, S-401E		
6-24-87	S501E, S401E		

NOTE:
Boiled Linseed Oil Treatment shall be applied to the Roadway Surface and the face and top of the Concrete Parapet Rail

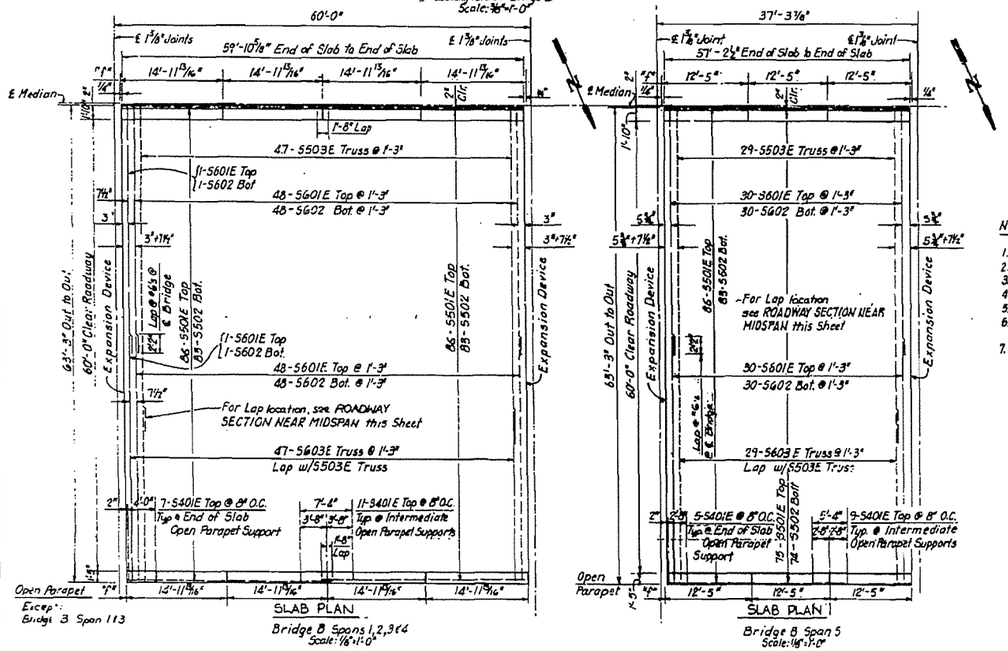
NOTE:
The Concrete Bridge Deck shall be given a Tine Finish as specified for Final Finish in Subsection 802.23 for Class 6 Roadway Surface finish to within 6" of Parapet.



ROADWAY SECTION NEAR MIDSPAN
Looking Forward Bridge B
Scale: ⅜"=1'-0"



ROADWAY SECTION AT EXPANSION DEVICE
Looking Forward Bridge B
Scale: ⅜"=1'-0"



VARIABLES FOR PARAPET RAILING									
"f"	OPEN PARAPET					"f"	CLOSED PARAPET		
	a	b	c	k	m		k	n	
14'-11 13/16"	3'-5 5/16"	8'-0"	7"	4 3/16"	7	14'-11 13/16"	5 15/16	14	
12'-5"	2'-2½"	8'-0"	4"	3 9/16"	7	12'-5"	2 7/16	12	

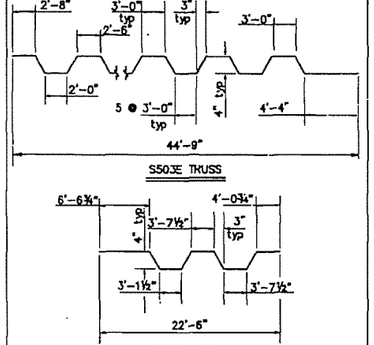
REINFORCEMENT SCHEDULE

SPANS 1,2,3,4				SPAN 5			
MARK	NO.	LENGTH	PIN DIA.	MARK	NO.	LENGTH	PIN DIA.
S501E	172	30'-7"	STR.	S501E	86	36'-10"	STR.
S502	166	30'-7"	STR.	S502	83	36'-10"	STR.
S503E	47	46'-1¼"	2½"	S503E	29	46'-1¼"	2½"
S601E	98	32'-6½"	STR.	S601E	60	32'-6½"	STR.
S602	98	32'-6½"	STR.	S602	60	32'-6½"	STR.
S603E	47	22'-11"	3¾"	S603E	29	22'-11"	3¾"
S401E	47	4'-0"	STR.	S401E	28	4'-0"	STR.
P401	108	6'-3"	2	P401	81	6'-3"	2
P402	48	7'-0"	2	P402	36	7'-0"	2
P403	60	5'-8"	2	P403	45	5'-8"	2
P404	32	3'-2"	2	P404	24	3'-2"	2
P405	32	6'-1"	2	P405	24	6'-1"	2
P406	44	14'-7"	STR.	P406	33	12'-1"	STR.
P601	20	14'-7"	STR.	P601	15	12'-1"	STR.
P401	120	6'-3"	2½"				
P403	120	5'-8"	2½"				
P406	56	14'-7"	STR.				

OPEN PARAPET SPANS*

CLOSED PARAPET SPANS*

COMMON BENDING DIAGRAM



- OPEN PARAPET: BRIDGE B SPAN 5
- OPEN PARAPET: BRIDGE B SPAN 2 & 4
- CLOSED PARAPET: BRIDGE B SPAN 1 & 3

NOTES:
1. Dimensions of Bars are Out to Out.
2. ℄ Indicates that the Bars are to be Epoxy coated.
3. Reinforcement Schedule is for one Span one Bridge only.
4. For Details of Joint Device, see Drawing No. 28392 & 28393
5. For Details of Temporary Slab, see Drawing No. 28392
6. For Details of Open or Closed Parapet Railing and respective Reinforcement Bending Diagrams, see Drawing No. 28395
7. Temporary Slab, Concrete, Re-bars, Expansion Channel Extension and Closed Cell Foam Joint Filler, will be paid for as Measured Quantities. Removal will be paid for under "Removal of Existing Bridge Structures" Entire New Expansion Device to be installed for Permanent Slab

INFORMATION ONLY

Revised joint width & type 5-20-87
Revised Bar P404 6-24-87

BRIDGE ENGINEER

SHEET 3 OF 4

DETAILS OF STRAIGHT W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY

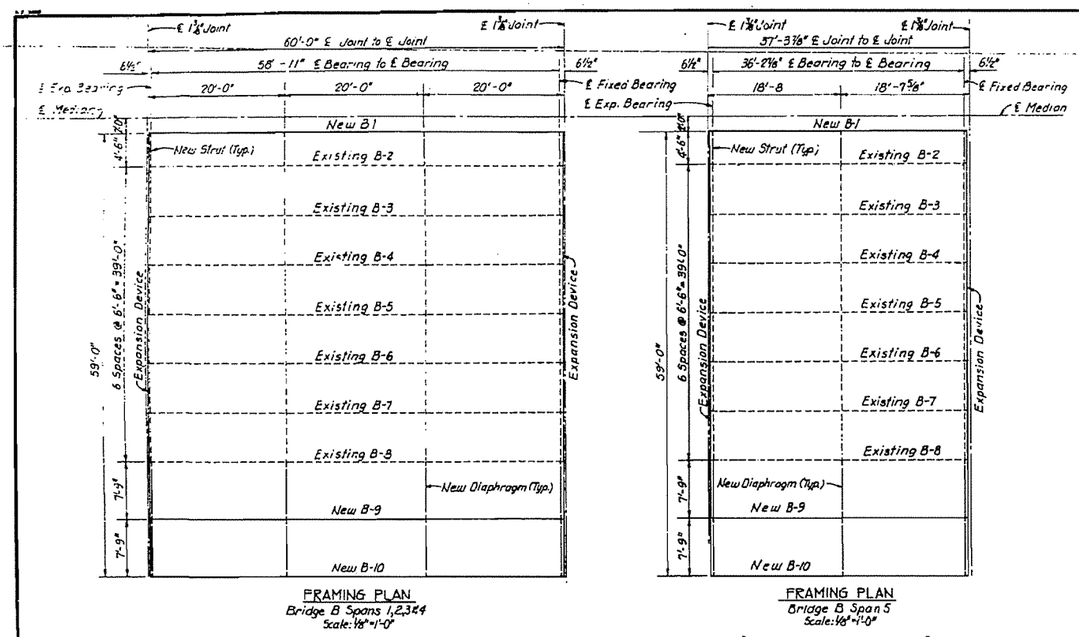
ROUTE I-40 155 SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DESIGNED BY G.S.B DATE Apr. 1986
CHECKED BY H.T.P DATE Apr. 1986
DETAILED BY T.P. DATE Apr. 1986
SCALE As Shown

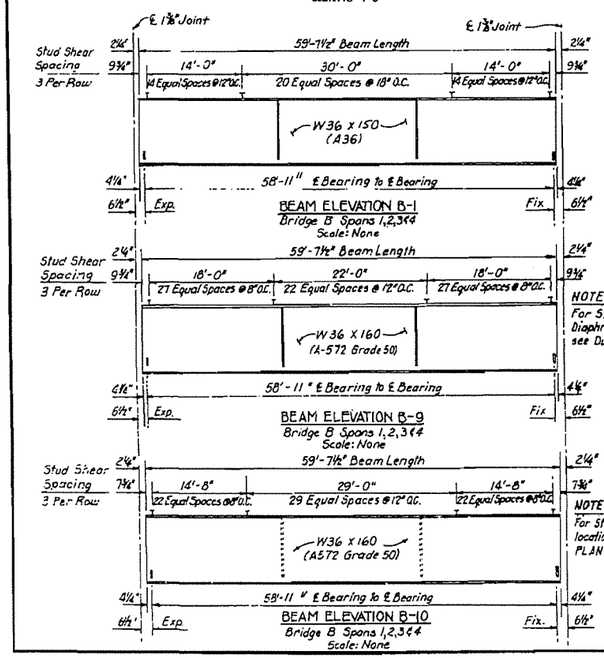
BRIDGE NO. 3126 AR & BR DRAWING NO. 54681

DATE APPROVED	DATE REVISED	DATE APPROVED	DATE REVISED
5-20-87	777-5-2147		



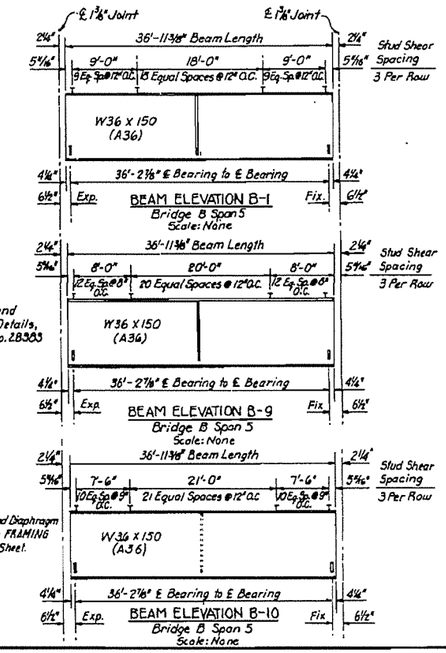
FRAMING PLAN
Bridge B Spans 1,2,3&4
Scale: ⅛" = 1'-0"

FRAMING PLAN
Bridge B Span 5
Scale: ⅛" = 1'-0"



NOTE:
For Strut and Diaphragm Details, see Dwg. No. 28303

NOTE:
For Strut and Diaphragm locations, see FRAMING PLAN this Sheet.



Revised joint width 5-20-87

BRIDGE ENGINEER

TABLE OF DEAD LOAD DEFLECTIONS

60'-0" SPAN						37'-3⅛ SPAN					
BEAM SPAN 60'-0"	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL OLD DEFLECTIONS	BEAM SPAN 37'-3⅛"	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL OLD DEFLECTIONS
B-1	¼	⅛"	7/16"	9/16"		B-1	¼	0"	1/16"	1/16"	
	½	3/16"	9/16"	¾"			½	0"	1/16"	1/16"	
B-2	¼	1/8"	7/16"	9/16"		B-2	¼	0"	1/16"	1/16"	
	½	3/16"	5/8"	13/16"	⅞"		½	0"	1/16"	1/16"	
B-3 to B-7	¼	1/8"	½"	5/8"		B-3 to B-7	¼	0"	3/16"	3/16"	
	½	3/16"	11/16"	⅞"	¾"		½	0"	3/16"	3/16"	
B-8	¼	⅛"	½"	5/8"		B-8	¼	0"	⅛"	⅛"	
	½	3/16"	⅝"	⅞"	⅞"		½	0"	⅛"	⅛"	
B-9	¼	⅛"	½"	5/8"		B-9	¼	0"	1/16"	1/16"	
	½	3/16"	¾"	15/16"			½	0"	1/16"	1/16"	
B-10	¼	⅛"	½"	5/8"		B-10	¼	0"	1/16"	1/16"	
	½	3/16"	11/16"	⅞"			½	0"	3/16"	3/16"	

LOAD DISTRIBUTION TABLE

LOADING	B-1	B-9	B-10
Dead Load Non Composite	407 PLF+Bm.	751 PLF+Bm.	603 PLF+Bm
Dead Load to Composite Bm. includes 20 Lb/ft² for future wearing surface	277 PLF	204 PLF	290 PLF
Live Load to Composite Beam	0.618 Wheels + Impact	1.409 Wheels + Impact	1.306 Wheels + Impact

INFORMATION ONLY

SHEET 4 OF 4

DETAILS OF STRAIGHT W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY

ROUTE I-40 (55) SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: GSB DATE: APRIL, 1986
CHECKED BY: HJP DATE: APRIL, 1986
DESIGNED BY: JP DATE: APRIL, 1986
SCALE: AS NOTED

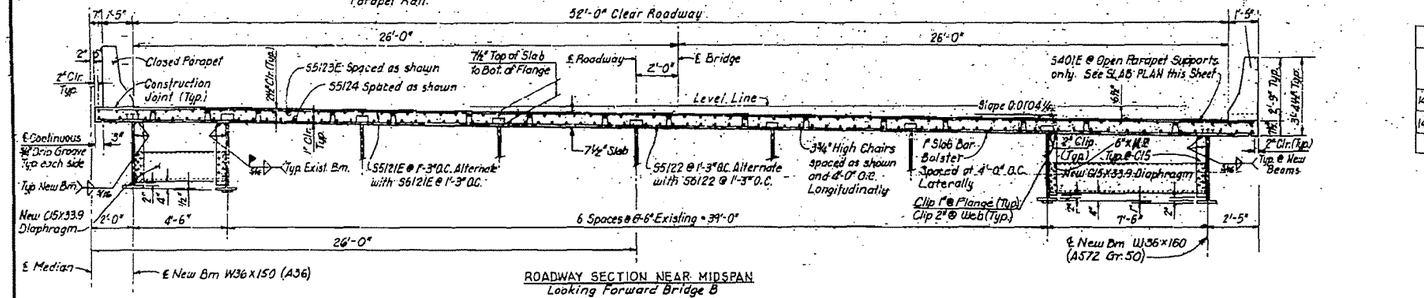
BRIDGE NO. 3126 AR & BR DRAWING NO. 54682

5-20-87	778-S-31-83		
6-24-87	778-S-30-82		

NOTE:
Bailed Linseed Oil Treatment shall be applied to the Roadway Surface and the face and top of the Concrete Parapet Rail.

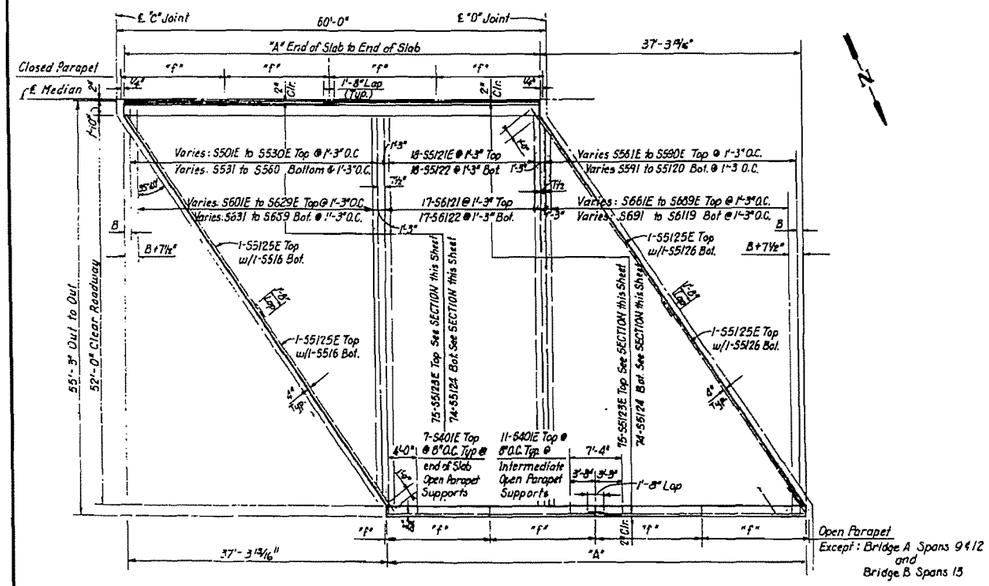
NOTE:
The Concrete Bridge Deck shall be given a Tine Finish as specified for final finish in Subsection 602.23 for Class 6 Roadway Surface finish to within 6" of Parapet.

Open or Closed Parapet. See SLAB PLAN and Notes this Sheet.



ROADWAY SECTION NEAR MIDSPAN
Looking Forward Bridge B
Looking Back Bridge A
Scale: ⅜"=1'-0"

NOTE:
For Roadway Section near Expansion Device See Drwg # 28381



SLAB PLAN

Bridge A Spans 6 through 12 & Bridge B Spans 12 & 13
Scale: ⅛"=1'-0"

VARIABLES FOR PARAPET RAILING

"f"	OPEN PARAPET					"f"	CLOSED PARAPET	
	a	b	c	k	m		k	n
14'-11 9/16"	3'-5 5/16"	8'-0"	7"	4 3/16"	7	14'-11 9/16"	5 13/16"	14
14'-11 9/16"	3'-5 5/16"	8'-0"	7"	4 3/16"	7	14'-11 9/16"	5 13/16"	14

TABLE OF VARIABLES

BRIDGE A SPANS 6 TO 12 & BRIDGE B SPANS 12 TO 13

BRIDGE	SPANS	DIMENSIONS A	B	C	D	"f"
A	6, 7 & 8, 11 & 12	59'-10 5/8"	6 11/16"	1 3/16"	1 3/16"	14'-11 9/16"
A	9	59'-10 5/8"	7 5/16"	1 3/16"	2"	14'-11 9/16"
A	10	59'-10 5/8"	7 5/16"	2"	1 3/16"	14'-11 9/16"
B	12 & 13	59'-10 5/8"	6 11/16"	1 3/16"	1 3/16"	14'-11 9/16"

REINFORCEMENT SCHEDULE

	MARK	NO.	LENGTH	PIN DIA.
	S501E to S530E	1EA	2'-2 1/2" 52'-8"	STR.
	S531 to S560	1EA	2'-2 1/2" 52'-8"	STR.
	S561E to S590E	1EA	1'-9 1/2" 52'-0"	STR.
	S591 to S5120	1EA	1'-9 1/2" 52'-0"	STR.
	S5121E	18	54'-11"	STR.
	S5122	18	54'-11"	STR.
	S5123E	150	30'-7"	STR.
	S5124	148	30'-7"	STR.
	S5125E	4	33'-6"	STR.
	S5126	4	33'-6"	STR.
	S601E to S629E	1EA	3'-0 1/2" 51'-10"	STR.
	S631 to S659	1EA	3'-0 1/2" 51'-10"	STR.
	S661E to S689E	1EA	2'-7 1/2" 51'-1"	STR.
	S691 to S6119	1EA	2'-7 1/2" 51'-1"	STR.
	S6121E	19	54'-11"	STR.
	S6122	19	54'-11"	STR.
	S401E	50	4'-0"	STR.
SKEWS OPEN PARAPET	P401	108	6'-3"	2"
	P402	48	7'-0"	2"
	P403	60	5'-8"	2"
	P404	32	3'-2"	2"
	P405	32	6'-1"	2"
	P406	44	14'-7"	STR.
	P501	20	14'-7"	STR.
SKEWS CLOSED PARAPET	P401	120	6'-3"	2"
	P403	120	5'-8"	2"
	P406	56	14'-7"	STR.

TEMPORARY REINFORCEMENT SCHEDULE BRIDGE "A" ONLY

MARK	NO.	LENGTH	PIN DIA.
T601	206	10'-4"	STR.
T501	52	30'-6"	STR.

* OPEN PARAPET: BRIDGE A SPANS 6,7,8,10 & 11, BRIDGE B SPAN 12
* CLOSED PARAPET: BRIDGE A SPAN 9 & 12, BRIDGE B SPAN 13

NOTES:

1. Dimensions of Bars are Out to Out
2. E Indicates that the Bars are to be Epoxy coated.
3. Reinforcement Schedule is for one Span one Bridge only.
4. For Details of Joint Device, see Drawing No. 28393 & 28392
5. For Details of Temporary Slab, see Drawing No. 28392
6. For Details of Open or Closed Parapet Railing and respective Reinforcement Bending Diagrams, see Drawing No. 28395
7. Temporary Slab, Concrete, Re-bars, Expansion Channel Extension and Closed-Cell Foamed Joint Filler will be paid for as Measured Quantities. Removal will be paid for under "Remodeling Existing Bridge Structures." Entire New Expansion Device to be installed for all Spans for Permanent Slab.

INFORMATION ONLY

Revised joint width 5-20-87
Revised Bar P406 6-24-87

SHEET 1 OF 7

DETAILS OF SKEWED W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40/55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

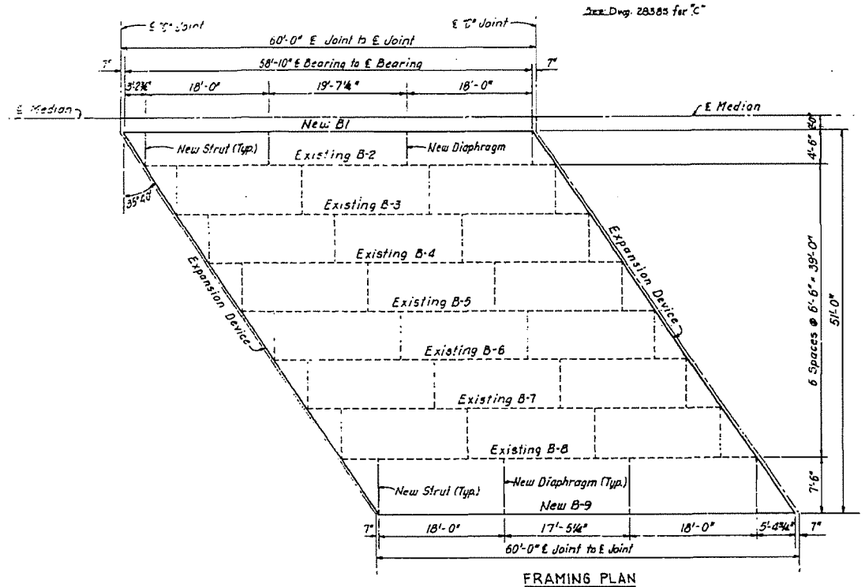
DESIGNED BY: 650 DATE: APRIL, 1986
CHECKED BY: HJP DATE: APRIL, 1986
DRAWN BY: JP DATE: APRIL, 1986
SCALE: AS NOTED

BRIDGE NO. 3126 AR & BR DRAWING NO. 54683

DATE APPROVED	DATE REVISED	DATE APPROVED	DATE REVISED
5-20-87	7-9-87		

Job No. BB0108 143 of 195
Hwy. 77 - I-55 (F)

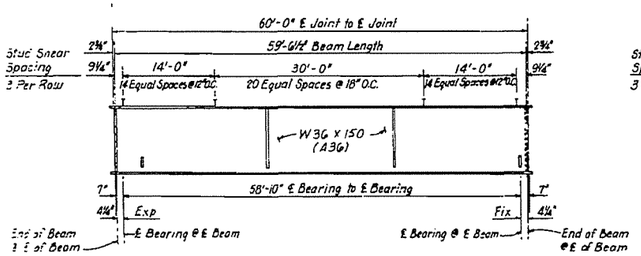
For Information Only



FRAMING PLAN
Bridge A Spans 6 through 12
Bridge B Spans 12 and 13
Scale: 1/8"=1'-0"

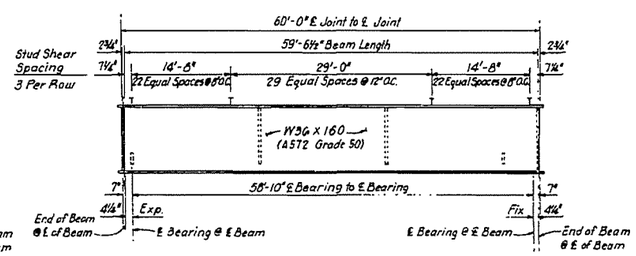
TABLE OF DEAD LOAD DEFLECTIONS 60'-0" SPAN					
BEAM	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL DLD DEFLECTIONS
B-1	¼	1/8"	7/16"	9/16"	
	½	3/16"	9/16"	¼"	
B-2	¼	1/8"	7/16"	9/16"	
	½	3/16"	5/8"	13/16"	7/8"
B-3 to B-7	¼	1/8"	1/2"	5/8"	
	½	3/16"	11/16"	7/8"	15/16"
B-8	¼	1/8"	1/2"	5/8"	
	½	5/16"	11/16"	7/8"	7/8"
B-9	¼	1/8"	1/2"	5/8"	
	½	3/16"	11/16"	7/8"	

LOAD DISTRIBUTION TABLE		
LOADING	B-1	B-9
Dead Load Non Composite	407 PLF+Bm	602 PLF+Bm
Dead Load to Composite Beam includes 20 Lb/ft² for future wearing surface	277 PLF	318 PLF
Live Load to Composite Beam	0.818 Wheels + Impact	1.127 Wheels + Impact



BEAM ELEVATION B-1
Scale: None

NOTE:
For Strut and Diaphragm Details, see Dwg No. 28385



NOTE:
For Strut and Diaphragm locations, see FRAMING PLAN this Sheet.

BEAM ELEVATION B-9
Scale: None

INFORMATION ONLY

Added note 5-20-87

SHEET 2 OF 7

DETAILS OF SKEWED W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40 (55) SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: GSS DATE: APRIL 1986
CHECKED BY: HJP DATE: APRIL 1986
DESIGNED BY: JP DATE: APRIL 1986
SCALE: AS NOTED

BRIDGE NO. 3126 AR & BR DRAWING NO. 54684

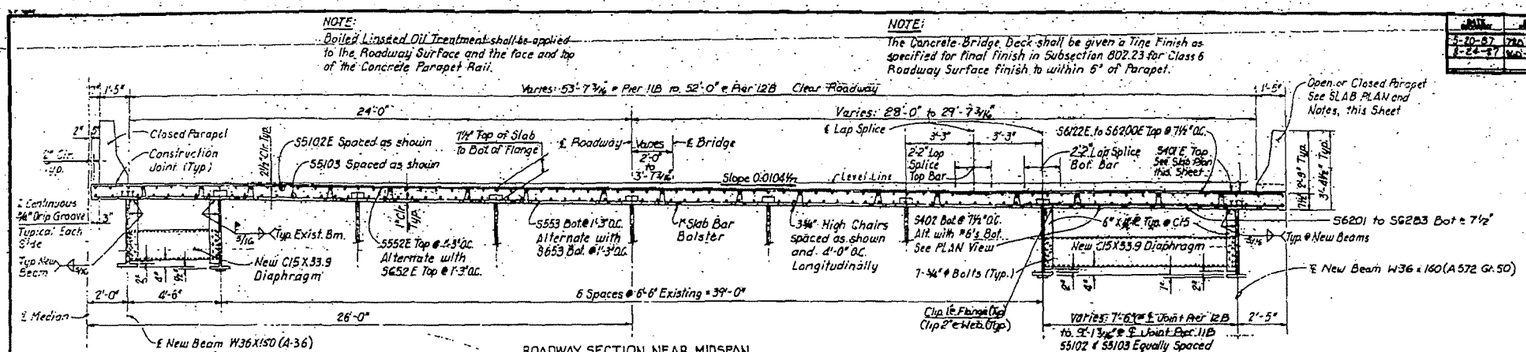
Job No. BB0108 144 of 195
Hwy. 77 - I-55 (F)

For Information Only

DATE	ITEM	DATE	ITEM
5-20-87	Revised Joint Width, Bar Mark, Bar Size		
8-24-87	Revised Bar P606		

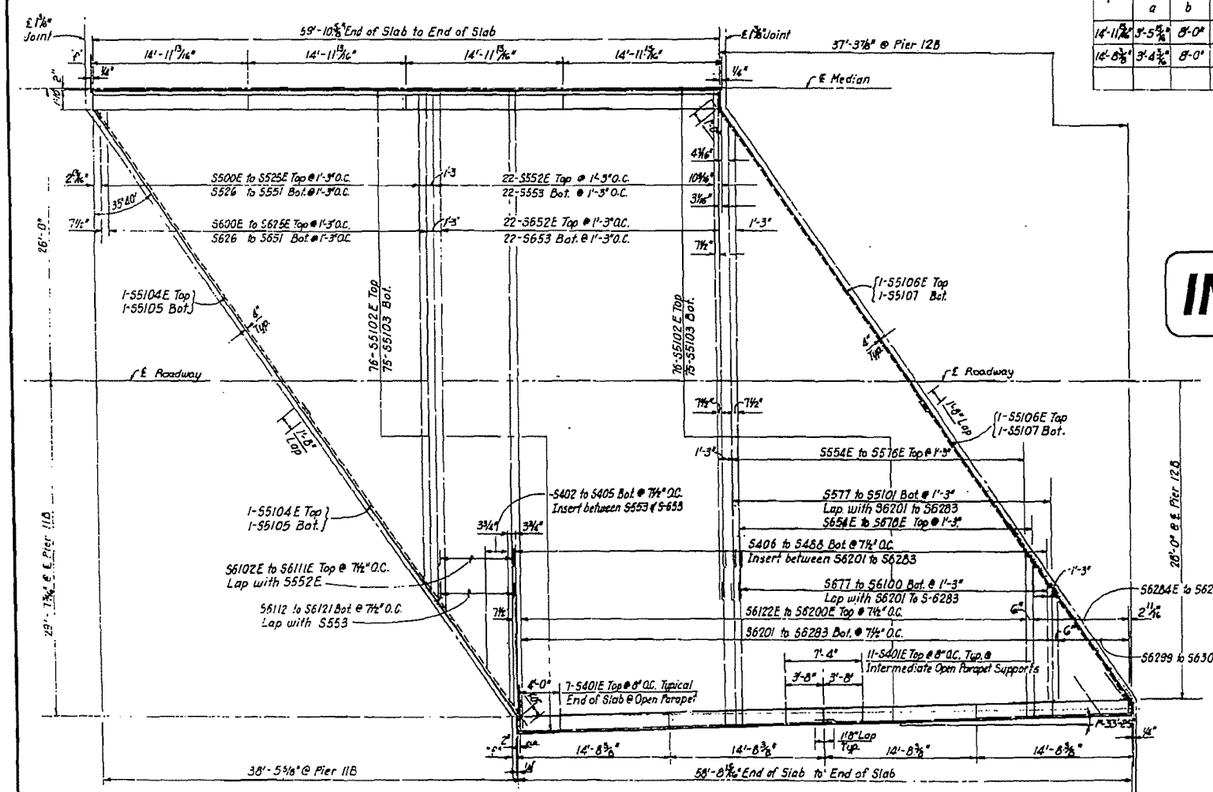
NOTE:
Boiled Linseed Oil Treatment shall be applied to the Roadway Surface and the face and top of the Concrete Parapet Rail.

NOTE:
The Concrete Bridge Deck shall be given a Tine Finish as specified for final finish in Subsection 802.23 for Class 6 Roadway Surface finish to within 6" of Parapet.



ROADWAY SECTION NEAR MIDSPAN
Looking Forward Bridge B
Scale: 3/8"=1'-0"

NOTE
For Roadway Section Near Expansion Device see Drawing No. 28381



SLAB PLAN
Bridge B Span II
Scale: 3/16"=1'-0"

Revised joint width 5-20-87
Revised Bar P606 8-24-87

VARIABLES FOR PARAPET RAILING										
"F"	OPEN PARAPET					"F"	CLOSED PARAPET			
	a	b	c	k	m		k	n		
14'-11 13/16"	3'-5 5/16"	8'-0"	7"	4 3/16"	7	14'-11 13/16"	5 13/16"	14		
14'-8 3/8"	3'-4 3/16"	8'-0"	7"	2 3/8"	7	14'-8 3/8"	4 1/16"	14		

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	PIN DIA.
S500E to S525	1EA	1'-9 1/4" to 45'-3 1/4"	STR.
S526 to S551	1EA	1'-9 1/4" to 45'-3 1/4"	STR.
S552E	22	43'-0"	STR.
S553	22	46'-3"	STR.
S600E to S625E	1EA	2'-8" to 46'-2"	STR.
S626 to S651	1EA	2'-8" to 46'-2"	STR.
S652E	22	43'-0"	STR.
S653	22	46'-3"	STR.
S554E to S576E	1EA	40'-8" to 2'-4"	STR.
S577 to S5101	1EA	43'-11" to 2'-1 1/2"	STR.
S654E to S676E	1EA	39'-9" to 1'-5 1/2"	STR.
S677 to S6100	1EA	43'-0 1/4" to 2'-11 1/2"	STR.
S5104E	2	34'-4"	STR.
S5105	2	34'-4"	STR.
S5106E	2	33'-4"	STR.
S5107	2	33'-4"	STR.
S6102E to S6111E	1EA	6'-3 1/2" to 14'-3"	STR.
S6112 to S6121	1EA	3'-0 3/4" to 11'-0"	STR.
S6122E to S6200E	1EA	15'-8" to 14'-6"	STR.
S6201 to S6283	1EA	12'-5" to 11'-0"	STR.
S6284E to S6298E	1EA	13'-9 1/2" to 1'-3"	STR.
S6299 to S6309	1EA	10'-3" to 1'-6"	STR.
S402 to S405	1EA	8'-5" to 11'-0 1/2"	STR.
S406 to S488	1EA	12'-5 1/2" to 11'-0 1/2"	STR.
S5102E	152	30'-7"	STR.
S5103	150	30'-7"	STR.

PARAPET REINFORCEMENT SCHEDULE				
	MARK	NO.	LENGTH	PIN DIA.
OPEN PARAPET	S401	47	4'-0"	STR.
	P401	108	6'-3"	2"
	P402	48	7'-0"	2"
	P403	60	5'-8"	2"
	P404	32	3'-2"	2"
	P405	32	6'-1"	2"
	P406	44	14'-5"	STR.
	P601	20	14'-5"	STR.

INFORMATION ONLY

NOTES
1. Dimensions of Bars are Out to Out
2. ℄ Indicates that the Bars are to be Epoxy Coated
3. Reinforcement Schedule is for One Span One Bridge only
4. For Details of Joint Device, see Drawing No. 28392 | 28393
5. For Details of Temporary Slab, see Drawing No. 28392
6. For Details of Open or Closed Parapet Railing and respective Reinforcement Bending Diagrams, see Drawing No. 28395
7. Temporary Slab, Concrete, Re-bars, Expansion Channel Extension and Closed-Cell Foamed Joint Filler will be paid for as Measured Quantities. Removal will be paid for under "Remodeling Existing Bridge Structures" Entire New Expansion Device to be installed for all Spans for Permanent Slabs.

SHEET 3 OF 7
DETAILS OF SKEWED W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40 (55) SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: G.S.B. DATE: Apr. 1986
CHECKED BY: H.J.P. DATE: Apr. 1986
RECOMMENDED BY: V.P. DATE: Apr. 1986
SCALE: As Shown

BRIDGE NO. 3126 AR & BR DRAWING NO. 54685

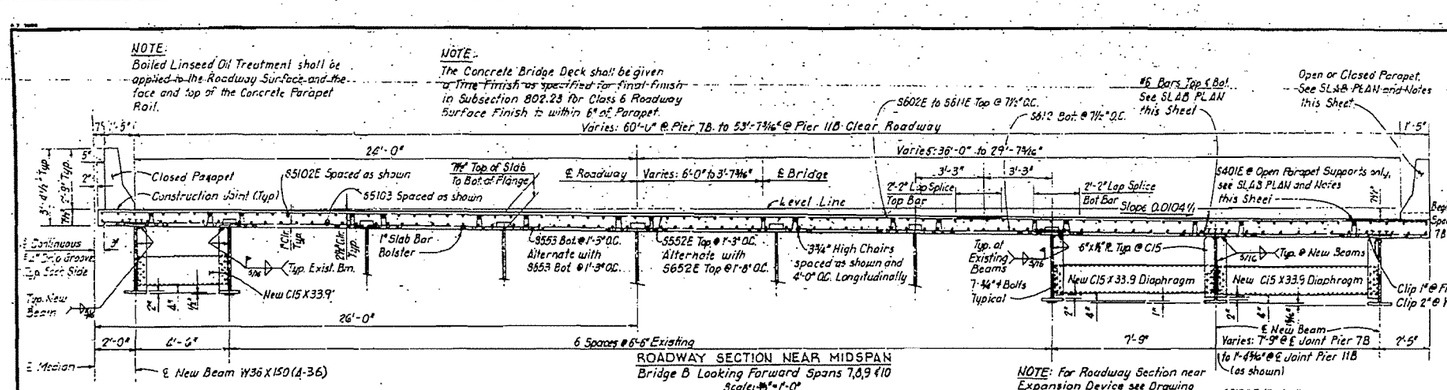
Job No. BB0108 145 of 195
Hwy. 77 - I-55 (F)

For Information Only

DATE	NOTES	DATE	NOTES
5-20-87	731-5-21-87		
8-24-87	761-9-30-87		

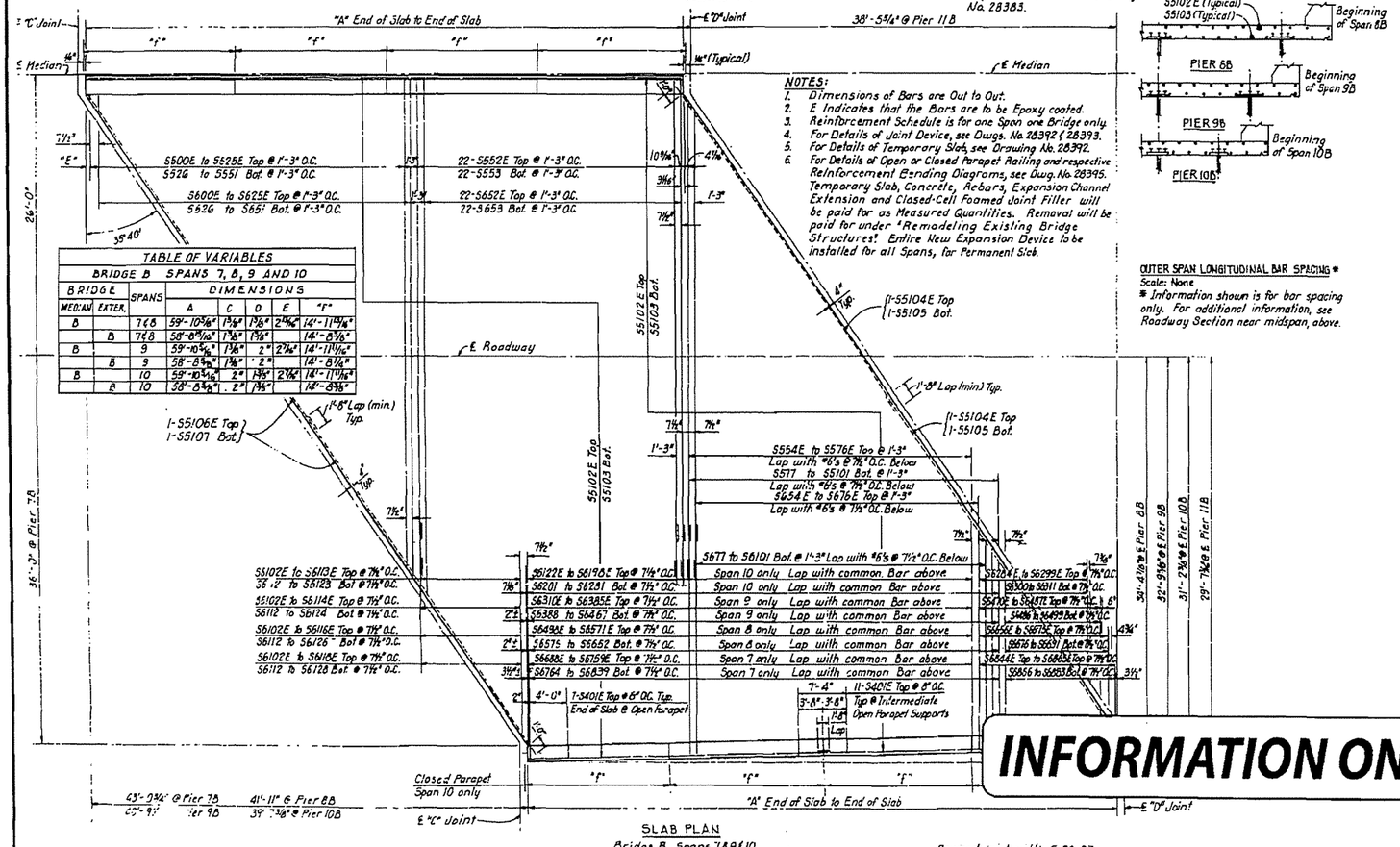
NOTE:
Boiled Linseed Oil Treatment shall be applied to the Roadway Surface and the face and top of the Concrete Parapet Rail.

NOTE:
The Concrete Bridge Deck shall be given a Time Finish as specified for Final Finish in Subsection 802.23 for Class 6 Roadway Surface Finish is within 6" of Parapet.



ROADWAY SECTION NEAR MIDSPAN
Bridge B Looking Forward Spans 7,8,9 &10
Scale: ¾"=1'-0"

NOTE: For Roadway Section near Expansion Device see Drawing No. 28383.



SLAB PLAN
Bridge B Spans 7,8,9&10
Scale: ⅜"=1'-0"

Revised joint width 5-20-87
Revised Bar P604 8-24-87

S5102E (Typical)
S5103 (Typical)
Beginning of Span 8B
PIER 8B
Beginning of Span 9B
PIER 9B
Beginning of Span 10B
PIER 10B

OUTER SPAN LONGITUDINAL BAR SPACING *
Scale: None
* Information shown is for bar spacing only. For additional information, see Roadway Section near midspan, above.

TABLE OF VARIABLES
BRIDGE B SPANS 7, 8, 9 AND 10

BRIDGE MED:AN	BRIDGE EXTER.	SPANS	DIMENSIONS A	C	D	E	"f"
B		7&8	59'-10⅝6"	1'-3⅜"	1'-3⅜"	2'-3⅛"	14'-1 1⅜6"
	B	7&8	58'-8⅝6"	1'-3⅜"	1'-3⅜"		14'-8⅜"
B		9	59'-10⅝6"	1'-1⅜"	2"	2'-3⅛"	14'-1 1⅜6"
	B	9	58'-8⅝6"	1'-1⅜"	2"		14'-8⅜"
B		10	59'-10⅝6"	2"	1'-3⅜"	2'-3⅛"	14'-1 1⅜6"
	B	10	58'-8⅝6"	2"	1'-3⅜"		14'-8⅜"

VARIABLES FOR PARAPET RAILING

"f"	OPEN PARAPET a	b	c	k	m	"f"	CLOSED PARAPET k	n
14'-11⅞"	3'-5 15⅛6"	8'-0"	7"	4⅜6"	7	14'-11⅞"	5⅛6"	14
14'-8¼"	3'-4 1⅛6"	8'-0"	7"	2⅜6"	7	14'-8¼"	4 1⅛6"	14
14'-8⅜"	3'-4 3⅛6"	8'-0"	7"	2⅜6"	7	14'-8⅜"	4⅛8"	14
14'-11⅞"	3'-5 7⅛"	8'-0"	7"	4⅛"	7	14'-11⅞"	5¾"	14

REINFORCEMENT SCHEDULE
SPAN 7

MARK	NO	LENGTH	PIN DIA.
S5500E to S6658E	1EA	22'-1" to 20' 10-1/2"	STR.
S5760E	1EA	18'-10" to 17' 8-1/2"	STR.
S5764 to S6840	1EA	19' 9-1/2" to 1'-8"	STR.
S6544E to S6861E	1EA	18' 3-1/2" to 1'-8"	STR.
S6862 to S6879	1EA	18' 3-1/2" to 1'-8"	STR.
S5102E	182	30'-7"	STR.
S5103	158	30'-7"	STR.
S6112 to S6128	1EA	3'-1/2" to 16'-8"	STR.
S6102E to S6113E	1EA	8' 3-1/2" to 18'-11"	STR.
S5104E	2	37'-4"	STR.
S5105	2	37'-4"	STR.
S5106E	2	38'-4"	STR.
S5107	2	38'-4"	STR.

SPAN 8

MARK	NO	LENGTH	PIN DIA.
S6102E to S6113E	1EA	18' 3-1/2" to 6' 3-1/2"	STR.
S6112E to S6128	1EA	15' 1/2" to 3' 1/2"	STR.
S6496E to S6571E	1EA	20' 5-1/2" to 19' 2-1/2"	STR.
S6575 to S6652	1EA	17' 3-1/2" to 16'-0"	STR.
S6656E to S6675E	1EA	18'-2" to 1' 7-1/2"	STR.
S6676 to S6691	1EA	14' 8-1/2" to 1' 7-1/2"	STR.
S5012	164	30'-7"	STR.
S5103	162	30'-7"	STR.
S5104E	2	36'-4"	STR.
S5105	2	36'-4"	STR.
S5106E	2	37'-4"	STR.
S5107	2	37'-4"	STR.

SPAN 9

MARK	NO	LENGTH	PIN DIA.
S6310E to S6385E	1EA	18'-10" to 17'-7"	STR.
S6388 to S6487	1EA	15'-7" to 14'-5"	STR.
S6470E to S6487E	1EA	16' 6-1/2" to 1'-9"	STR.
S6486 to S6490	1EA	13'-1/2" to 1'-9"	STR.
S5102E	182	30'-7"	STR.
S5103	158	30'-7"	STR.
S6112 to S6124	1EA	3'-1/2" to 1'-5"	STR.
S6102E to S6114E	1EA	6' 3-1/2" to 18'-8"	STR.
S5104E	2	35'-4"	STR.
S5105	2	35'-4"	STR.
S5106E	2	36'-4"	STR.
S5107	2	36'-4"	STR.

REINFORCEMENT SCHEDULE
COMMON ALL SPANS

MARK	NO	LENGTH	PIN DIA.
S5002E to S5025E	1EA	1' 9-1/2" to 45' 3-1/2"	STR.
S5026 to S551	1EA	1' 9-1/2" to 45' 3-1/2"	STR.
S5573	22	43'-0" to 43'-3"	STR.
S553	22	48'-3"	STR.
S6002E to S625E	1EA	2'-8" to 46'-2"	STR.
S6281 to S651	1EA	2'-8" to 46'-2"	STR.
S652E	22	43'-0"	STR.
S653	22	48'-3"	STR.
S554E to S576E	1EA	40'-8" to 1'-4"	STR.
S577 to S5101	1EA	43'-11" to 2' 1-1/2"	STR.
S654E to S676E	1EA	39' 9-1/2" to 1' 5-1/2"	STR.
S677 to S6100	1EA	43'-1/2" to 2' 11-1/2"	STR.

SPAN 10

MARK	NO	LENGTH	PIN DIA.
S6122E to S6199E	1EA	17'-3" to 15' 11-1/2"	STR.
S6200E to S6299E	1EA	14'-0" to 12'-8"	STR.
S6201E to S6281E	1EA	14' 11-3/4" to 1'-11"	STR.
S6284E to S6299E	1EA	11'-6" to 1'-11"	STR.
S6300 to S6311	1EA	3'-0" to 12' 7-1/2"	STR.
S6102E to S6113E	1EA	6' 3-1/2" to 15' 10-1/2"	STR.
S5102E	156	30'-7"	STR.
S5103	154	30'-7"	STR.
S5104E	2	36'-4"	STR.
S5105	2	38'-4"	STR.
S5106E	2	37'-4"	STR.
S5107	2	37'-4"	STR.

PARAPET REINFORCEMENT SCHEDULE

MARK	NO.	LENGTH	PIN DIA.	
S401E	47	4'-0"	STR.	TYPICAL PARAPET
P401	108	8'-3"	2"	
P402	48	7'-0"	2"	
P403	80	5'-6"	2"	
P404	32	3'-9"	2"	
P405	32	8'-1"	2"	
P406	44	14'-5"	STR.	
P801	20	14'-5"	STR.	
P401	120	8'-3"	2"	
P403	120	5'-6"	2"	
P406	56	14'-5"	STR.	

INFORMATION ONLY

SHEET 4 OF 7

DETAILS OF SKEWED W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40X55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY	GSB	DATE	APRIL 1986
CHECKED BY	WJP	DATE	APRIL 1986
DESIGNED BY	JT	DATE	APRIL 1986

SCALE: AS NOTED

BRIDGE ENGINEER

BRIDGE NO. 3126 AR & BR DRAWING NO. 54686

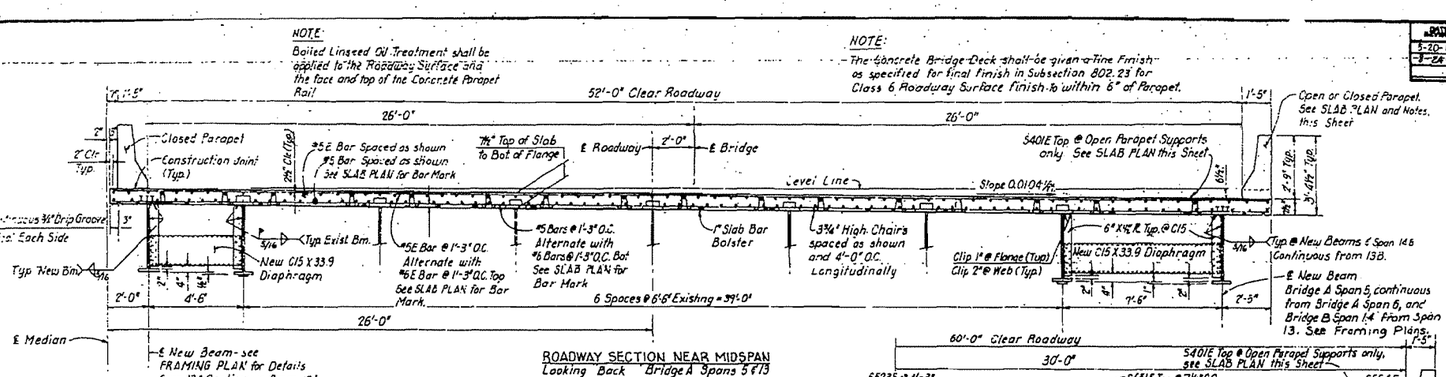
Job No. BB0108 146 of 195
Hwy. 77 - I-55 (F)

For Information Only

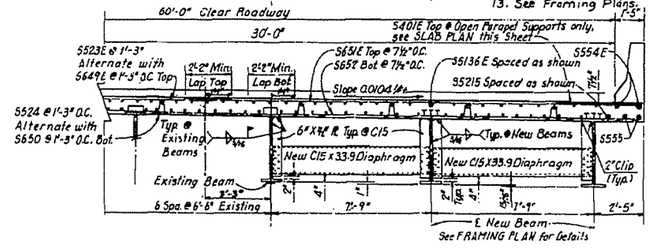
DATE	NUMBER	DATE	NUMBER
5-20-87	7&8-5-21-87		
3-26-87	9&10-7-30-87		

NOTE:
Boiled Linseed Oil Treatment shall be applied to the Roadway Surface and the face and top of the Concrete Parapet Rail.

NOTE:
The concrete Bridge Deck shall be given a Fine Finish as specified for final finish in Subsection 802.23 for Class 6 Roadway Surface Finish to within 6" of Parapet.



ROADWAY SECTION NEAR MIDSPAN
Looking Back Bridge A Spans 5 & 13
Looking Forward Bridge B Span 14
Scale: 3/16"=1'-0"



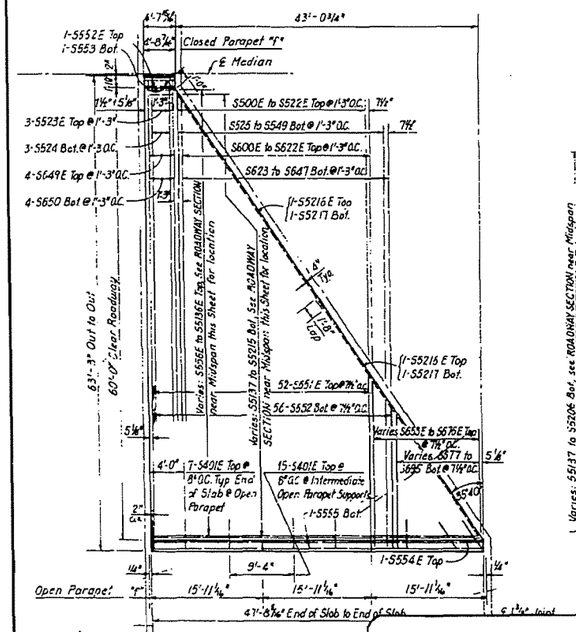
ROADWAY SECTION NEAR MIDSPAN
Looking Forward Bridge B Span 6
Scale: 3/16"=1'-0"

NOTE:
For Roadway Section near Expansion Device, see Drawing No. 28381.

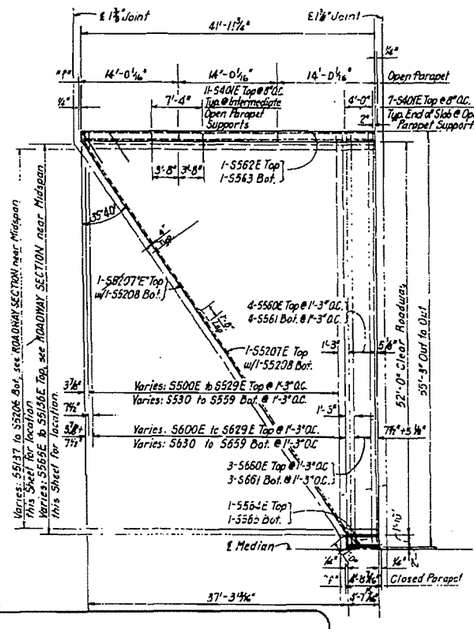
See additional Slab Notes Drawing No. 28388.

VARIABLES FOR PARAPET RAILING

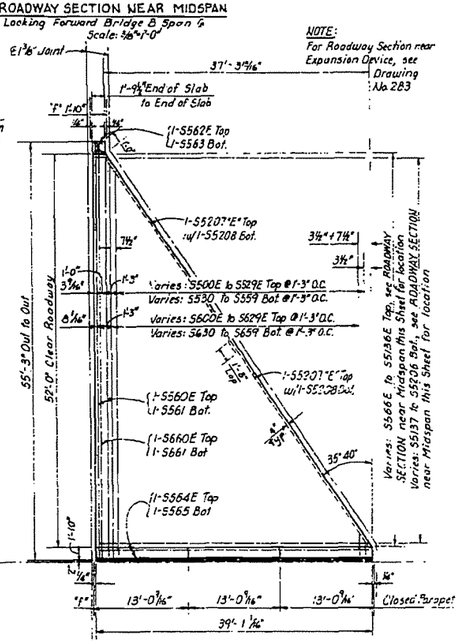
"f"	OPEN PARAPET a	b	c	k	m	"f"	CLOSED PARAPET k	n	
14'-0 1/16"	3'-0 3/16"	8'-0"	6"	3 1/2"	7	13'-1 1/16"	6 1/2"	12	
13'-11 1/16"	3'-11 3/16"	8'-0"	7 1/2"	2 3/16"	7	1'-10"	4 3/16"	1	
						4'-0 7/16"	4"	4	



SLAB PLAN
Bridge B Span 6
Scale: 1/8"=1'-0"



Revised joint width 5-20-87.
Revised for P406



SLAB PLAN
Bridge A Span 5, Bridge B Span 14
Scale: 1/8"=1'-0"

REINFORCEMENT SCHEDULE BRIDGE A SPAN 5, BRIDGE B SPAN 14				REINFORCEMENT SCHEDULE BRIDGE A SPAN 13			
MARK	NO.	LENGTH	PIN DIA.	MARK	NO.	LENGTH	PIN DIA.
S500E to S529E	1EA	1'-6" to 52'-0"	STR.	S500E to S529E	1EA	1'-1" to 52'-0"	STR
S530 to S559	1EA	1'-6" to 52'-0"	STR.	S530 to S559	1EA	1'-1" to 52'-0"	STR
S560E	2	54'-11"	STR.	S560E	4	54'-11"	STR
S561	2	54'-11"	STR.	S561	4	54'-11"	STR
S562E	2	1'-5"	STR.	S562E	2	41'-7 ½"	STR
S563	2	1'-5"	STR.	S563	2	41'-7 ½"	STR
S564E	2	38'-8½"	STR.	S564E	2	4'-4"	STR
S565	2	38'-8½"	STR.	S565	2	4'-4"	STR
S566E to S5136E	1EA	1'-5" to 38'-8½"	STR.	S566E to S5136E	1EA	4'-4" to 41'-7 ½"	STR
S5137 to S5206	1EA	1'-9" to 38'-2"	STR.	S5137 to S5206	1EA	4'-9" to 41'-2"	STR
S5207E	2	33'-4"	STR.	S5207E	2	33'-4"	STR
S5208	2	33'-4"	STR.	S5208	2	33'-4"	STR
S600E to S629E	1EA	2'-4" to 53'-3½"	STR.	S600E to S629E	1EA	1'-11⅛" to 52'-5⅛"	STR
S630 to S659	1EA	2'-4" to 53'-3½"	STR.	S630 to S659	1EA	2'-7⅝" to 52'-10⅛"	STR
S660E	1	54'-11"	STR.	S660E	3	54'-11"	STR
S661	1	54'-11"	STR.	S661	3	54'-11"	STR

PARAPET REINFORCEMENT SCHEDULE				BRIDGE B SPAN 6			
MARK	NO.	LENGTH	PIN DIA.	S500E to S522E	1EA	2'-8" to 40'-11"	STR
BRIDGE A SPAN 5, BRIDGE B SPAN 14				S525 to S549	1EA	2'-5" to 44'-2"	STR
P401	41	6'-3"	2"	S523E	3	43'-0"	STR
P403	41	5'-8"	2"	S524	3	46'-3"	STR
P406	21	12'-8"	STR.	S552E	3	4'-3⅛"	STR
PS406	7	1'-4"	STR.	S553	3	4'-3⅛"	STR
BRIDGE A SPAN 13				S554E	2	47'-4"	STR
S401E	36	4'-0"	STR.	S555	2	47'-4"	STR
P401	41	6'-3"	2"	S556E to S5136E	1EA	4'-3⅛" to 46'-7⅛"	STR
P402	36	7'-0"	2"	S5137 to S5215	1EA	4'-8⅛" to 47'-0"	STR
P403	5	5'-8"	2"	S5216E	2	38'-3"	STR
P404	24	3'-2"	2"	S5217	2	38'-3"	STR
P405	24	6'-1"	2"	S600E to S622E	1EA	1'-10" to 39'-11"	STR
P406	12	13'-8"	STR.	S623 to S647	1EA	1'-7" to 43'-4"	STR
PS406	7	4'-3"	STR.	S649E	4	43'-0"	STR
P601	15	13'-8"	STR.	S650	4	46'-3"	STR
BRIDGE B SPAN 6				S651E	52	22'-1"	STR
S401E	44	4'-0"	STR.	S652	56	18'-10"	STR
P401	41	6'-3"	2"	S653E to S676E	1EA	1'-9" to 21'-10"	STR
P402	36	7'-0"	2"	S677 to S695	1EA	1'-9" to 17'-5"	STR
P403	5	5'-8"	2"				
P404	24	3'-2"	2"				
P405	24	6'-1"	2"				
P406	12	15'-8"	STR.				
PS406	7	4'-3"	STR.				
P601	15	15'-8"	STR.				

TEMPORARY REINFORCEMENT BRIDGE A SPAN 13				TEMPORARY REINFORCEMENT BRIDGE A SPAN 5			
MARK	NO.	LENGTH	PIN DIA.	MARK	NO.	LENGTH	PIN DIA.
T601	112	10'-4"	STR.	T601	6	10'-4"	STR.
T602 to T611	2	10'-4" to 2'-5"	STR.	T602 to T611	2	8'-0" to 1'-0"	STR.
T501	6	41'-7"	STR.	T501	6	1'-5"	STR.
T502 to T511	2	41'-0" to 30'-7"	STR.	T502 to T511	2	11'-6" to 2'-0"	STR.

SHEET 5 OF 7

DETAILS OF SKEWED W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40055 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

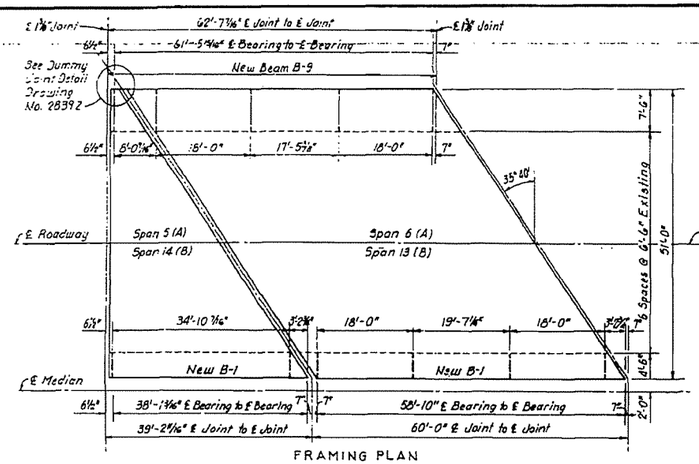
DRAWN BY: JSB DATE: APRIL, 1986
CHECKED BY: MJP DATE: APRIL, 1986
DESIGNED BY: JP DATE: APRIL, 1986
SCALE: AS NOTED

BRIDGE NO. 3126 AR B BR DRAWING No. 54687

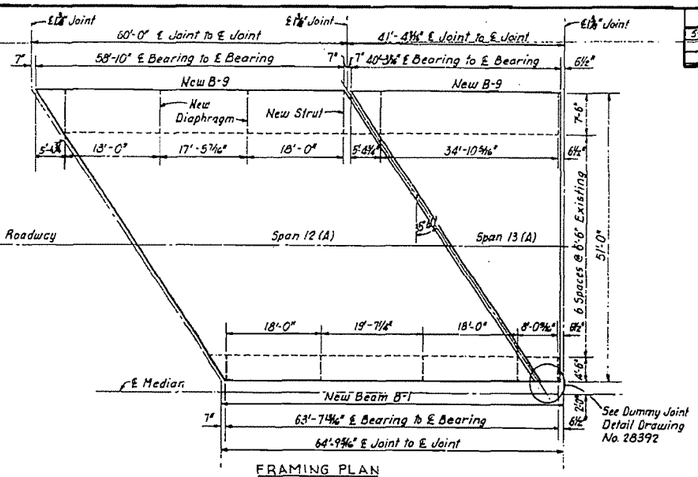
BRIDGE ENGINEER

INFORMATION ONLY

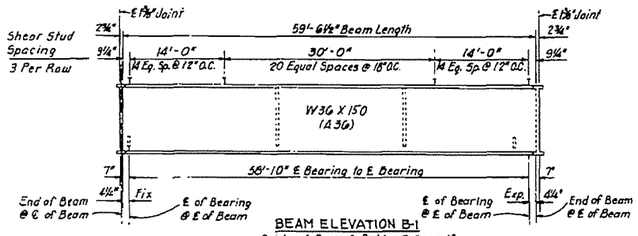
DATE REVISED	DATE	DATE REVISED	DATE
5-20-87	7-22-87		



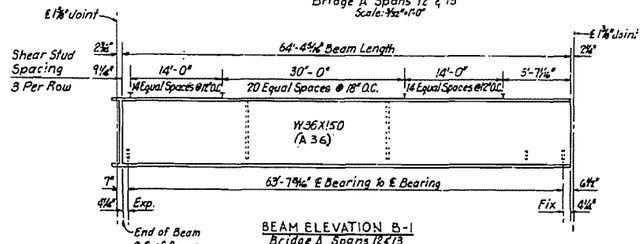
FRAMING PLAN
Bridge A Spans 5 & 6, Bridge B Spans 13 & 14
Scale: ⅛"=1'-0"



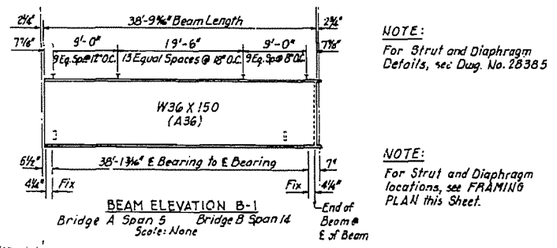
FRAMING PLAN
Bridge A Spans 12 & 13
Scale: ⅛"=1'-0"



BEAM ELEVATION B-1
Bridge A Span 6 Bridge B Span 13
Scale: None



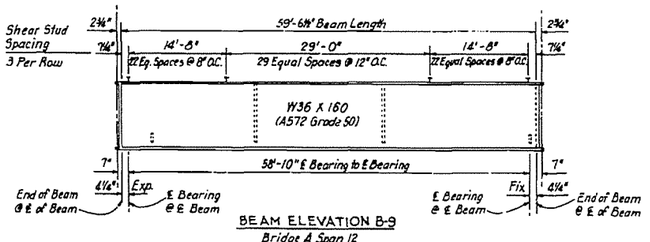
BEAM ELEVATION B-1
Bridge A Spans 12 & 13
Scale: None



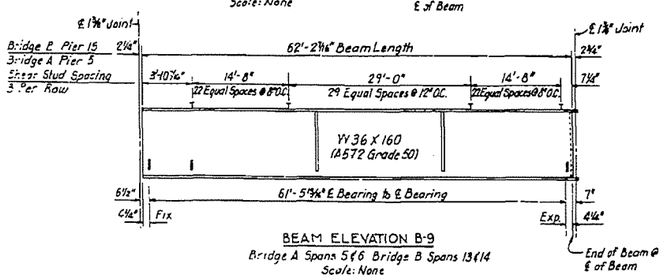
BEAM ELEVATION B-1
Bridge A Span 5 Bridge B Span 14
Scale: None

NOTE:
For Strut and Diaphragm Details, see Dwg. No. 28385

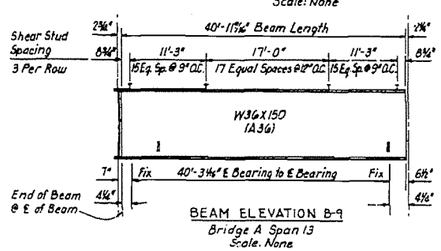
NOTE:
For Strut and Diaphragm locations, see FRAMING PLAN this Sheet.



BEAM ELEVATION B-9
Bridge A Span 12
Scale: None



BEAM ELEVATION B-9
Bridge A Spans 5 & 6 Bridge B Spans 13 & 14
Scale: None



BEAM ELEVATION B-9
Bridge A Span 13
Scale: None

TABLE OF DEAD LOAD DEFLECTIONS

BRIDGE	SPAN	BEAM	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL OLD DEFLECTIONS
A	6	B-1	½	1/16"	7/16"	9/16"	
B	13		½	5/16"	9/16"	7/8"	
A	12	B-1	¼	3/16"	½"	11/16"	
			½	¼"	¾"	1"	
A	5	B-1	¼	0	1/16"	1/16"	
B	14		½	0	1/16"	1/16"	
A	6	B-2	⅛	1/8"	7/16"	9/16"	
			½	5/16"	9/16"	13/16"	7/8"
A	12	B-3 to B-7	¼	1/8"	½"	5/8"	
B	13		½	5/16"	7/16"	3/4"	3/4"
		B-8	⅛	1/8"	½"	5/8"	
			½	3/16"	11/16"	7/8"	7/8"
A	12	B-9	¼	1/8"	½"	5/8"	
			½	5/16"	11/16"	7/8"	
A	6	B-9	⅛	1/16"	5/16"	7/16"	
B	13		½	3/8"	1 3/16"	1"	
A	13	B-9	¼	0	1/8"	1/8"	
			½	1/16"	5/16"	¼"	

LOAD DISTRIBUTION TABLE

LOADING	B-1	B-9
Dead Load Non Composite	407 PLF + Sm	602 PLF + Sm
Dead Load to Composite Beam includes 20 Lb/ft² for future wearing surface	277 PLF	318 PLF
Live Load to Composite Beam	0.818 Wheels + Impact	1.127 Wheels + Impact

Revised joint width 5-20-87

INFORMATION ONLY

SHEET 6 OF 7

DETAILS OF SKEWED W-BEAM SPANS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY
ROUTE I-40055 SEC.

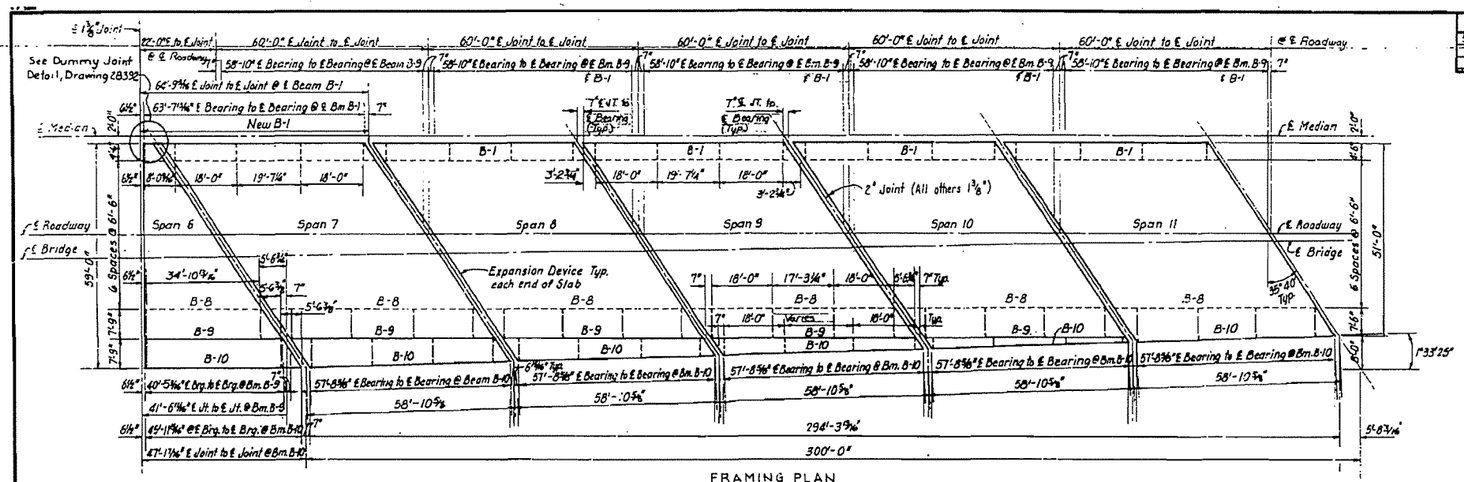
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

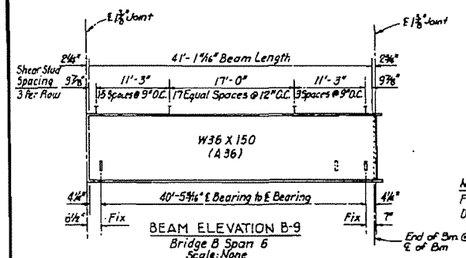
DRAWN BY: GSB DATE: APRIL 1986
CHECKED BY: RJP DATE: APRIL 1986
SCALE: AS NOTED
SUBMITTED BY: VF DATE: APRIL 1986

BRIDGE ENGINEER

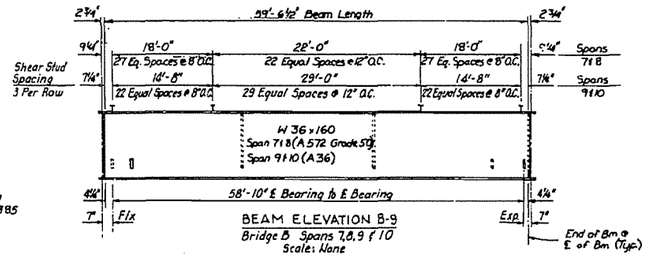
BRIDGE NO. 3126 AR & BR DRAWING NO. 54688

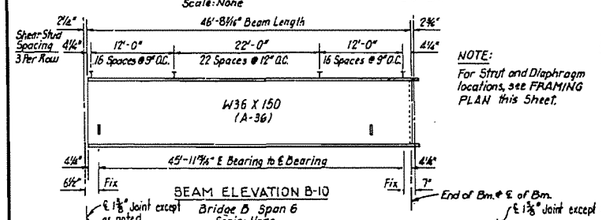
DATE REVISED	DATE REVISED	DATE REVISED	DATE REVISED
5-20-87	7-8-87		



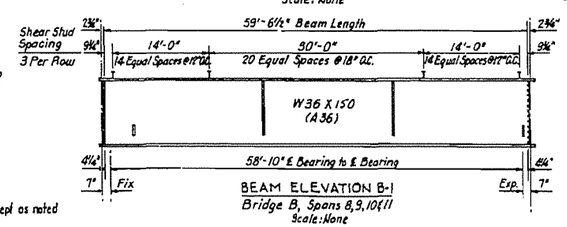


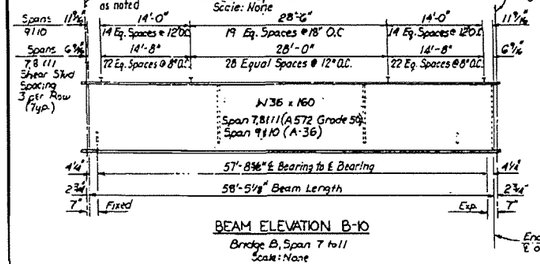
NOTE:
For Strut and Diaphragm Details, see Dwg. No. 28385





NOTE:
For Strut and Diaphragm locations, see FRAMING PLAN this Sheet.





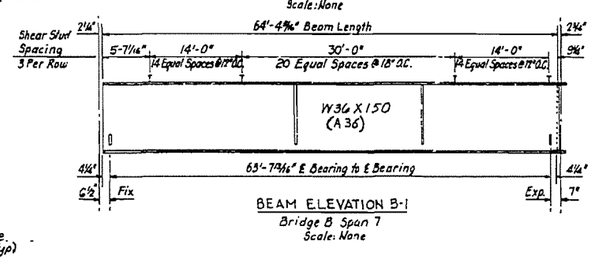


TABLE OF DEAD LOAD DEFLECTIONS					
BEAM	SPAN POINT	STEEL ONLY	CONCRETE ONLY	TOTAL	TOTAL OLD DEFLECTIONS
B-9 Span 6	⅛	0	1/16"	1/8"	
	½	0	3/16"	5/16"	
B-10 Span 6	⅛	1/16"	3/16"	1/4"	
	½	1/16"	1/4"	5/16"	
B-9 Span 7 Span 8	⅛	1/8"	1/4"	3/8"	
	½	3/16"	3/4"	13/16"	
B-9 Span 9 Span 10	¼	1/8"	3/8"	1/2"	
	½	5/16"	9/16"	3/4"	
B-10 Span 7 Span 8 Span 11	¼	1/8"	1/2"	5/8"	
	½	5/16"	11/16"	7/8"	
B-10 Span 9 Span 10	¼	1/8"	5/16"	7/16"	
	½	3/16"	7/16"	5/8"	
B-8 B-7 Span 7 to 11	⅛	1/8"	1/2"	5/8"	
	½	5/16"	11/16"	7/8"	3/4"
B-1 Span 7	¼	3/16"	1/2"	11/16"	
	½	1/4"	3/4"	1"	
B-1 Span 8, 9, 10 & 11	¼	1/8"	7/16"	9/16"	
	½	3/16"	9/16"	3/4"	
B-2 Span 7 to 11	¼	1/8"	7/16"	9/16"	
	½	3/16"	5/8"	13/16"	7/8"
B-8 Span 7 to 11	¼	1/8"	1/2"	5/8"	
	½	3/16"	11/16"	7/8"	7/8"

Revised Joint width 5-20-87

INFORMATION ONLY

SHEET 7 OF 7
DETAILS OF SKEWED W-BEAM SPANS
MISSOURI ST. OVERPASS

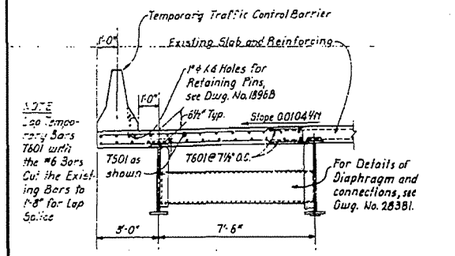
CRITTENDEN COUNTY
ROUTE I-40 & 55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: G.S.B. DATED: Apr. 1986
CHECKED BY: M.V.P. DATED: Apr. 1986
DESIGNED BY: V.P. DATED: Apr. 1986
SCALE: As Shown

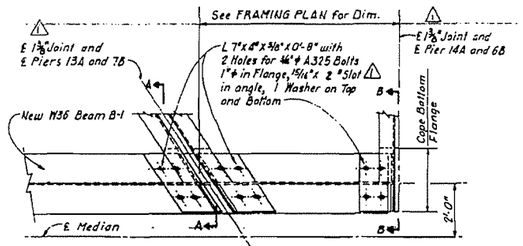
BRIDGE ENGINEER

BRIDGE NO. 3126 AR & BR DRAWING NO. 54689

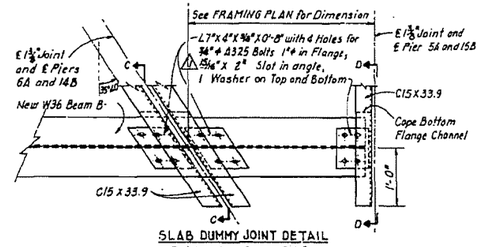
DATE	DATE	DATE	DATE
5-20-67	7155-5-21-67		
6-10-67	7140-6-15-67		



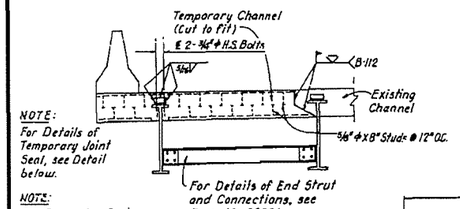
TEMPORARY SLAB FOR STAGE I CONSTRUCTION
Scale: ½"=1'-0"



SLAB DUMMY JOINT DETAIL
Bridge A Spans 12 & 13
Bridge B Spans 6 & 7
Scale: None



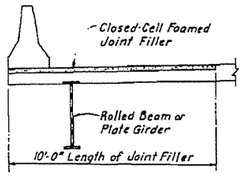
SLAB DUMMY JOINT DETAIL
Bridge A Spans 5 & 6
Bridge B Spans 13 & 14
Scale: None



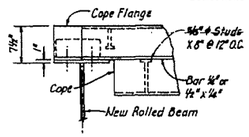
NOTE:
For Details of Temporary Joint Seal, see Detail below.

NOTE:
For Expansion Device, see Dwg. No. 28393.

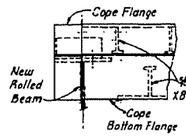
TEMPORARY SECTION NEAR EXPANSION DEVICE
Scale: None



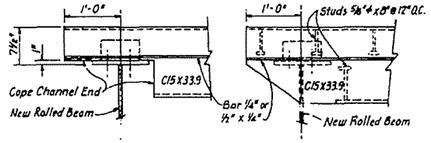
TEMPORARY SEAL PLACEMENT
Scale: None



SECTION A-A



SECTION B-B

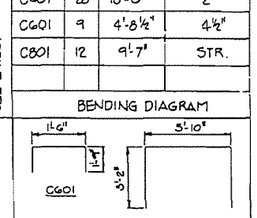


SECTION C-C SECTION D-D

TYPICAL FOR ONE COLUMN REINFORCEMENT SCHEDULE			
MARK	NO	LENGTH	PIN DIA.
C401	28	10'-0"	2"
C601	9	4'-8½"	4½"
C801	12	9'-7"	STR.

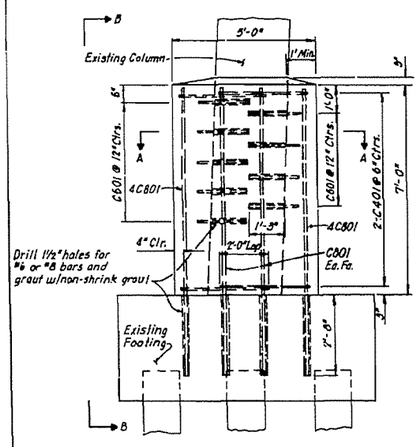
BARS COMMON TO EXISTING ELEMENTS REQUIRING STRENGTHENING SEE LAYOUT

BENDING DIAGRAM

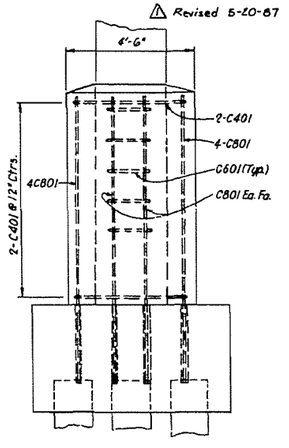


Note: 3 columns / bent = 54 Total

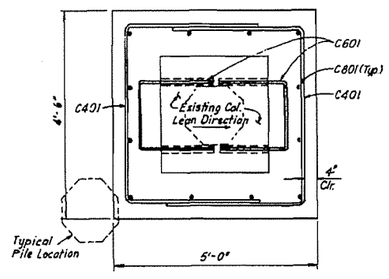
Revised 5-20-67



ELEVATION FROM SIDE OF BRIDGE
Scale: ½"=1'-0"



VIEW B-B
Scale: ½"=1'-0"



SECTION A-A
Scale: ¾"=1'-0"

INFORMATION ONLY

BENT STRENGTHENING

1. Bent Strengthening Collars shall not be constructed until superstructure slabs and expansion device channels are removed.
2. Columns and footing shall be cleaned before new concrete is placed.
3. Class B Concrete, Reinforcing Steel (Grade 60) and Excavation for Structure-Bridge, will be paid for under their respective items. Drilling, grouting and other miscellaneous work will be paid for under Remodeling Existing Bridge Structures.

Revised 6-10-67, Added Bent Strengthening

SHEET 1 OF 1

TEMPORARY SLAB AND DUMMY JOINT DETAILS
DETAILS OF BENT STRENGTHENING
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY

ROUTE I-40455 SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY GSB DATE APRIL, 1966
CHECKED BY HJP DATE APRIL, 1966 SCALE AS NOTED
DESIGNED BY JP DATE APRIL 1966

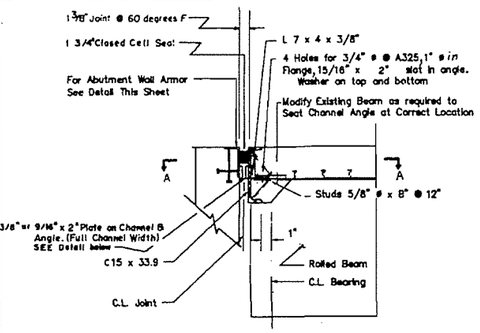
BRIDGE NO. 3126 AR & BR DRAWING NO. 54690

BRIDGE ENGINEER

Job No. BB0108 150 of 195
Hwy. 77 - I-55 (F)

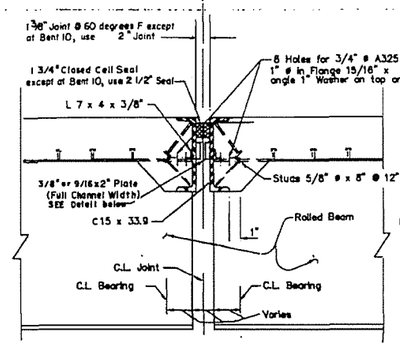
For Information Only

DATE REVISED	DATE	DATE REVISED	DATE
5-20-87	TRK-5-2147		
6-10-87	741-6-15-87		



SECTION OF EXPANSION DEVICE AT ABUTMENT

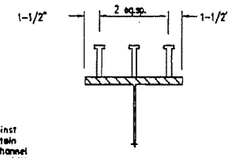
SCALE: NONE



NOTE: Web of C15x33.9 may rest against flange and web of beam to obtain joint width. If necessary, the channel web may be cut to obtain joint width specified, and connection angle welded to beam flange.

SECTION OF EXPANSION DEVICE AT INT. BENTS

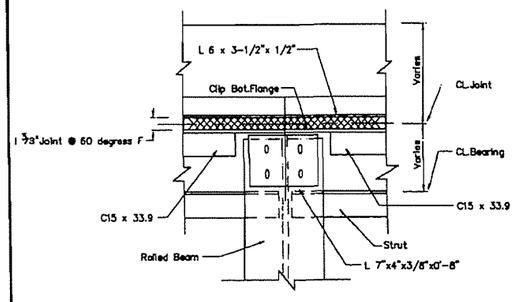
SCALE: NONE



SHEAR CONNECTOR DETAIL

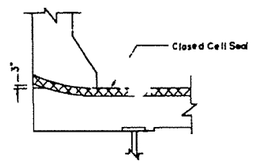
Scale: None

Stud Shear Connectors shown shall be 3/4"ø x 4" long granular Flux Filled solid Fluxed or equal and automatically and welded to Flange in accordance with recommendations of the Manufacturer. The 3/4" ø studs are estimated @ 61.5 lb. per 100 as basic of payment. 7/8" ø studs may be substituted for the 3/4"studs shown at the ratio of 0.73-7/8" studs in place of 1-3/4" stud. Maximum spacing = 24"



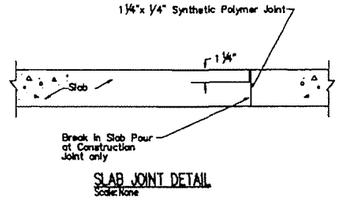
SECTION A-A

Scale: None



SEAL PLACEMENT

Scale : None



SLAB JOINT DETAIL

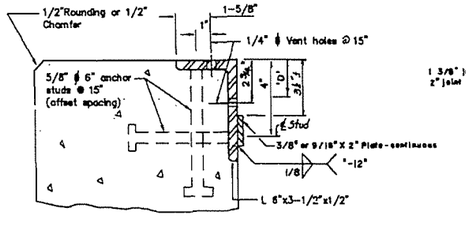
Scale: None

TABLE FOR MINIMUM FILLET WELD SIZE		
Material Thickness of thicker part Joined (inches)	Minimum Size of Fillet Weld (inches)	Single Pass Weld Must be Used
To 1/2" Inclusive	3/16"	
Over 1/2" to 3/4"	1/4"	
Over 3/4"	5/16"	

NOTE: When a Fillet Weld Size, shown on Plan is larger than the minimum,the First Pass shall be at least as Large as that Specified for Minimum Size at Fillet Weld.

Revised joint plate, type and size separator plates 5-20-87
Revise Separator Plates 6-10-87

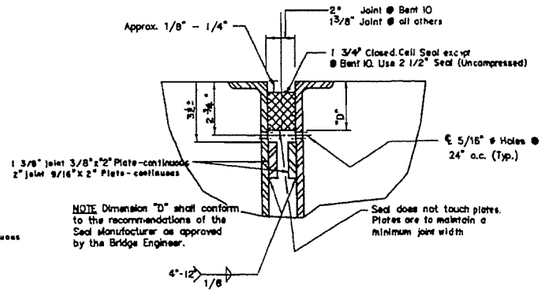
INFORMATION ONLY



NOTE: "D" shall conform to recommendations of Seal Manufacturer.

ARMOR DETAIL

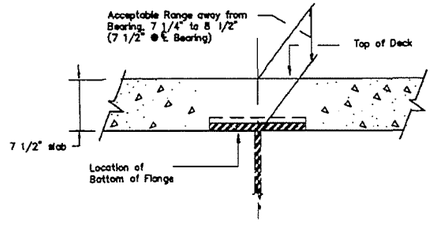
Scale: None



DETAIL OF JOINT SEAL AND PLACEMENT

SCALE: NONE

NOTE: If After Erection of the New Girders, and after Removal of the Slab from the Existing Girders, the Girders are not within the Acceptable Camber Tolerance of ± 1/4", the Contractor shall use a Varying Haunch Thickness along the Beam to obtain the specified slab Thickness and Profile Gradeline. No additional Payment shall be made for Materials or Work Required to Vary Haunch or for Thickening Slab 1/4"



CONSTRUCTION METHOD FOR EXISTING BEAM CAMBER

Scale: None

SHEET 1 OF 2

MISCELLANEOUS DETAILS
MISSOURI ST. OVERPASS

CRITTENDEN COUNTY

ROUTE I-40\55 SEC.

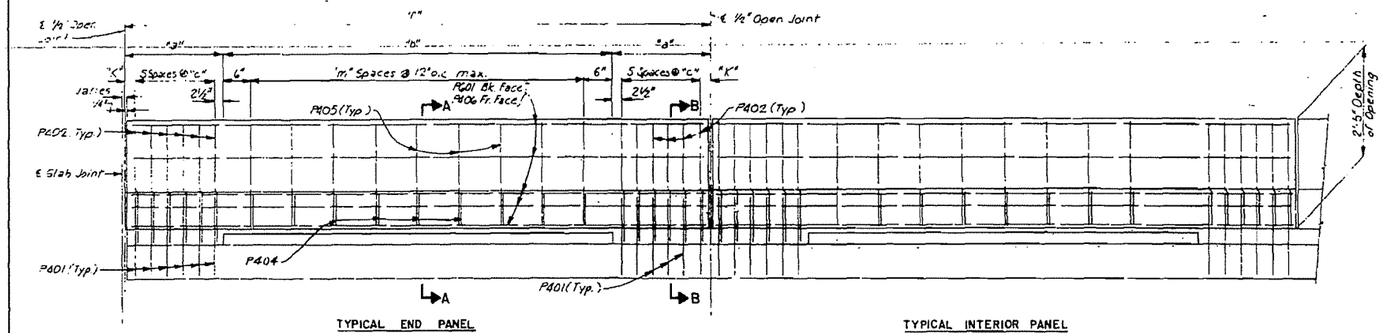
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: LDT DATE: APRIL 1986
CHECKED BY: HJP DATE: APRIL 1986
DESIGNED BY: JP DATE: APRIL 1986
SCALE: AS NOTED

BRIDGE NO. 3126 AR & BR DRAWING NO. 54691

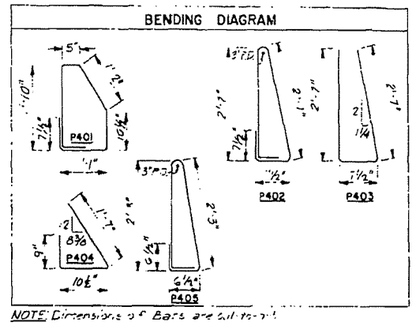
DATE REVISED	DATE REVISED	DATE REVISED	DATE REVISED
8-24-87	9-3-87		



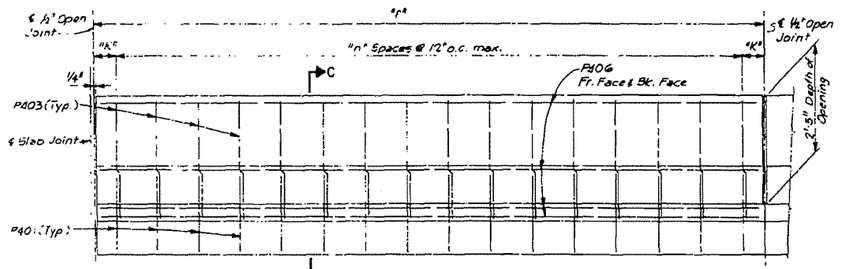
TYPICAL END PANEL

TYPICAL INTERIOR PANEL

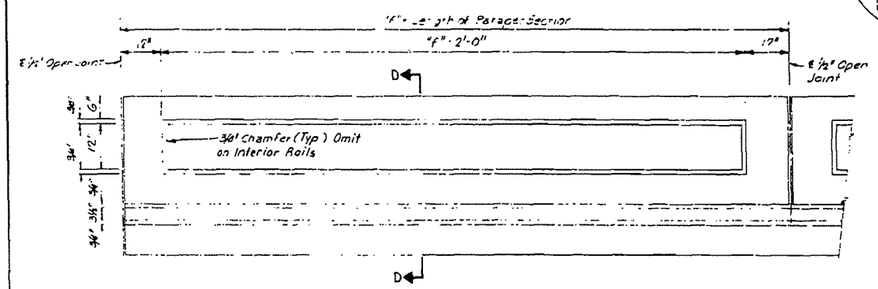
LONGITUDINAL SECTION AT CURB FOR OPEN PARAPET RAIL
N.T.S.



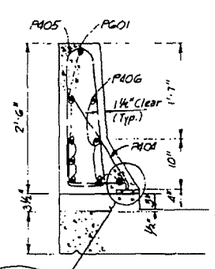
NOTE: Dimensions of Bars are out-to-out.



LONGITUDINAL SECTION AT CURB FOR CLOSED PARAPET RAIL
Scale: 3/8" = 1'-0"



ELEVATION SHOWING TREATMENT FOR OUTSIDE PARAPET RAILING
Scale: 3/8" = 1'-0"

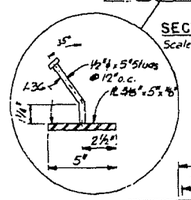


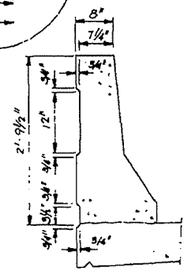
SECTION A-A
Scale: 1"=1'-0"

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

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

*Transition Spans 5 & 13, Bridge A, & Spans 6 & 14, Bridge B have a Parapet with standard Section lengths and P406 Bars, and a short Parapet Section in which the P406 Bars are replaced with PS406 Bars. See Dwg 28389.





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

NOTES:

1. Boiled linseed Oil Treatment shall be applied to the roadway surface and the face and top of the concrete parapet rail.
2. Studs shall be 5" long, granular flux filled, solid fluxed or equal and automatically welded to plate. Studs and plate to be measured and paid for as "Structural Steel in Beam Spans (A36)."
3. The surfaces of the 3/8" Plate which will not be in contact with concrete shall receive two coats of paint in the shop. These coats shall be those specified as First Shop Coat and Second Field Coat in Subsection 807.59(a) and 807.59(c) or SP807-10.

⚠ Removed "Guard Fence Bolt Detail" GEC 8-24-87
Ck'd. HUD 8-24-87

INFORMATION ONLY

SHEET 1 OF 1

RAIL DETAILING
MISSOURI ST. OVERPASS

GRITTENDEN COUNTY
ROUTE I-40/55 SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: VW DATE: APRIL, 1986
CHECKED BY: HJP DATE: APRIL, 1986
DESIGNED BY: JP DATE: APRIL, 1986
SCALE: 3" = 1'-0"

BRIDGE ENGINEER

BRIDGE NO. 3126 AR & BR DRAWING NO. 54692

Job No. BB0108 152 of 195
Hwy. 77 - I-55 (F)

For Information Only

INFORMATION ONLY

PLAN

ELEVATION—BRIDGE NO. 3126A

DESIGN SPECIFICATIONS AASHO 1953

GENERAL NOTES

LAYOUT OF DUAL OVERPASS OVER ST. LOUIS—SAN FRANCISCO RAILROAD CRITTENDEN COUNTY

ROUTE 40 (INT.) SEC.

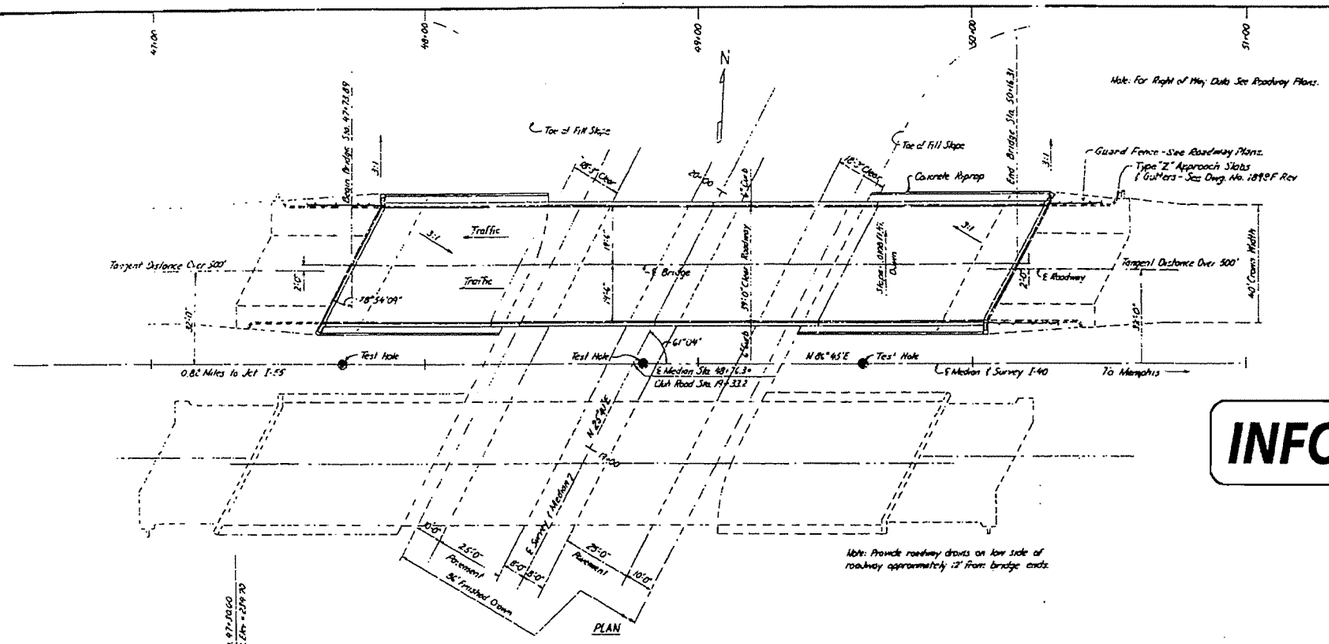
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

BRIDGE NO. 3126A
BRIDGE NO. 3126B

DRAWING NO. 54693

File of 285964



TEST HOLE DATA

Soil No.	Description
1	Med. Firm Brown Clay
2	Brown Clay
3	Brown & Gray Clay
4	Brown Clay - Wet
5	Gray Silty Sand - Wet
6	Firm Fine Gray Silty Sand - Water Bearing
7	Med. Comp. Fine Gray Water Bearing Sand
8	Compact Med. Coarse Water Bearing Sand
9	Brown Silty Clay
10	Fine Gray Silty Water Bearing Sand - Med. Comp.

Depth	Hole No. & Soil No. ①	②	③
0'-40'	1	1	1
40'-55'	2	3	3
55'-90'	3	3	3
90'-105'	3	3	3
105'-140'	3	2	2
140'-155'	2	2	2
155'-170'	4	9	3
170'-205'	4	9	4
205'-240'	5	5	5
240-255'	5	5	5
255'-315'	6	—	—
315'-450'	7	—	—
450'-515'	8	—	—
515'-550'	—	10	—
550'-615'	—	3	—
615'-650'	—	8	—
650'-895'	—	—	10
895'-940'	—	—	7
940'-990'	—	—	8

INFORMATION ONLY

GENERAL NOTES

All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.

In general, all construction joints in bents shall be horizontal and shall be provided with keys not less than 12" high covering the middle third of both dimensions.

All piling shall be 18" octagonal precast concrete or 18" concrete filled metal shells and shall be driven with an approved air, steam, or diesel hammer to a minimum bearing capacity of 36 tons per pile. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 45° test pile in Bent No. 2, Bridge 50144 and one 45° test pile in Bent No. 4, Bridge 50146. These test piles shall be test loaded and paid for according to the Standard Specifications.

Piles in End Bents shall be driven after embankment is in place.

For Details of End Bents see Dwg. No. 13446
For Details of Intermediate Bents, see Dwg. No. 13447
For Details of Composite I-Beam Spans see Dwg. No. 14990C, 14992, 13448, 13449.
For Details of Concrete Piles see Dwgs. Nos. 23814 & 2382.
For Details of Concrete Riprap see Dwg. No. 1891A.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959; the 1966 Supplemental Specifications thereto, and designated Special Provisions.

DESIGN SPECIFICATIONS: AASHO 1961

Live Loading: HS20 and Special Interstate loading of 2-24,000# axles spaced 4'0" on center.

Unit Stresses:

Class A Concrete (f'c=15)	840 psi
Class S Concrete (f'c=10)	1,200 psi
Reinforcing Steel	20,000 psi
Structural Steel (ASTM A 36)	20,000 psi

Rev. 3-14-66 - Pile Load Test. JH
8-2-66 Specs. AH
6-19-67 Guard Fence.

LEFT LANES
LAYOUT OF CLUB ROAD INTERCHANGE
JCT. I-55 - ST. FRANCIS LEVEE
CRITTENDEN COUNTY
INT. ROUTE 40 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: M.L. DATE: 11-4-65
TRACED BY: DATE:
CHECKED BY: J.H. DATE: 11-7-66
SCALE: 1"=20'

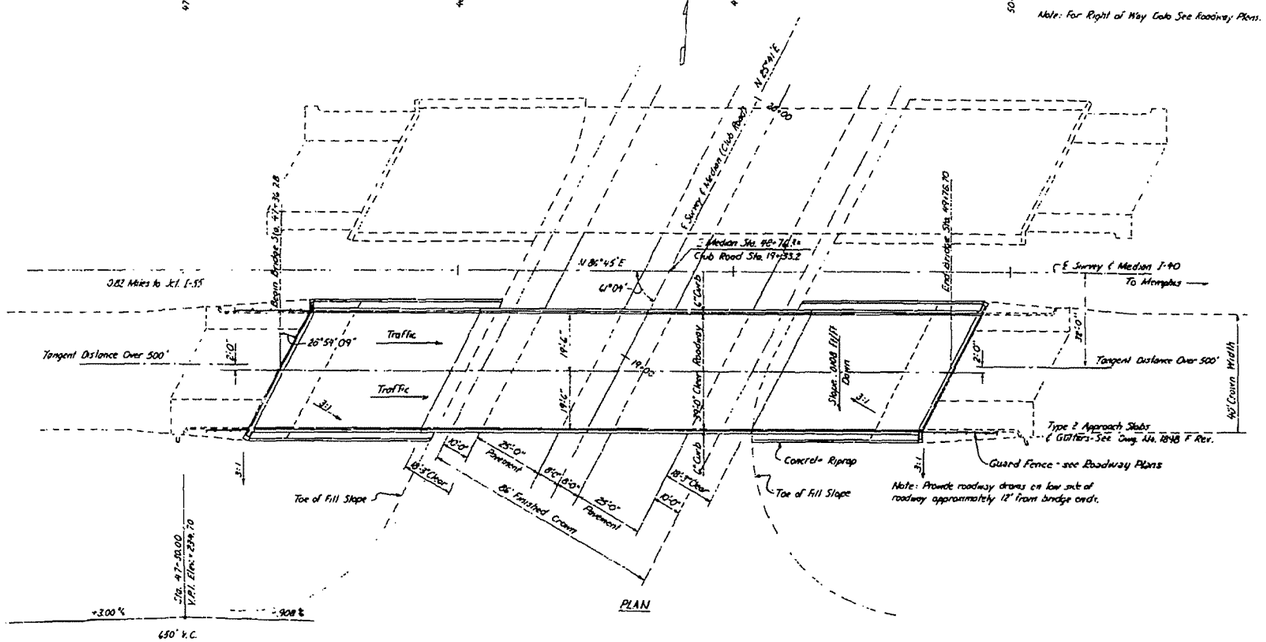
BRIDGE ENGINEER

BRIDGE NO. 5014 A DRAWING NO. 54694

Job No. BB0108 154 of 195
Hwy. 77 - I-55 (F)

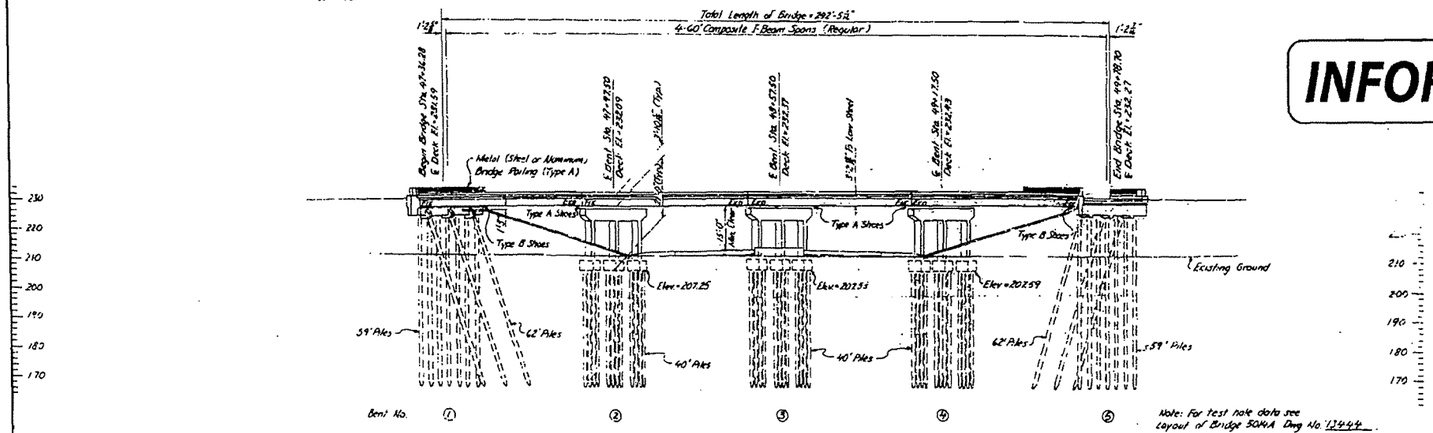
For Information Only

Note: For Right of Way Data See Roadway Plans.



PLAN

For General Notes See Dwg No. 13444



ELEVATION

B.M. N.I.S. Cable Marker Post
-13'-RI-Sta-(E-77)-(E-40)-Elev.=219.97

Rev. Guard Fence 6-19-62

INFORMATION ONLY

RIGHT LANES
LAYOUT OF CLUB ROAD INTERCHANGE
JCT. I-55 – ST. FRANCIS LEVEE
CRITTENDEN COUNTY
INT. ROUTE 40 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

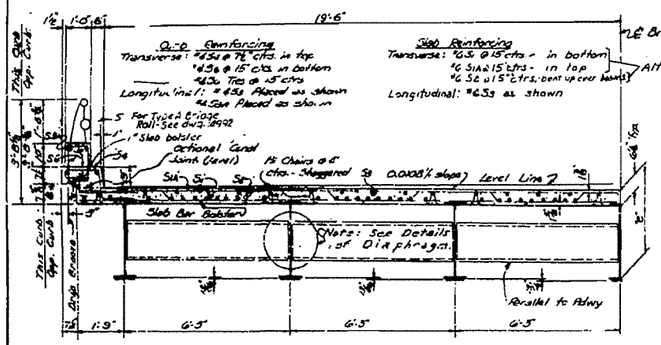
DRAWN BY T.L.L. DATE 11-2-65
TRACED BY DATE
CHECKED BY M.L. DATE 12-6-65
SCALE 1"=20'

BRIDGE NO. 5014 B DRAWING NO. 54695

3

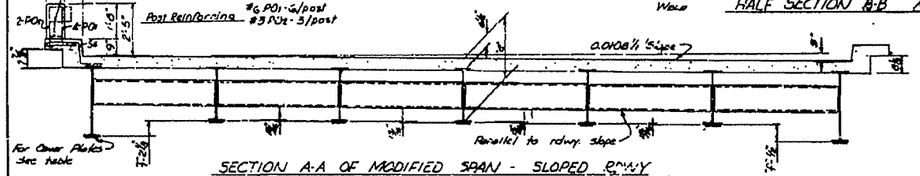
Job No. BB0108 155 of 195
Hwy. 77 - I-55 (F)

For Information Only



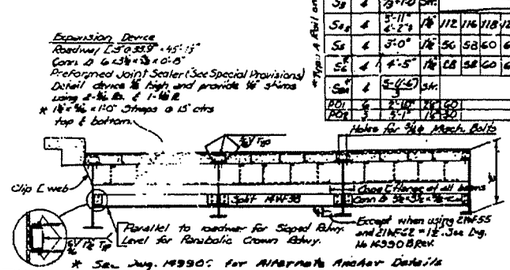
HALF SECTION A-A OF REGULAR SPAN - SLOPED ROWY

(Regular Spans have all beams at equal depth)



SECTION A-A OF MODIFIED SPAN - SLOPED RDWY

Interior beams are same as in regular spans. Exterior beams are the lightest section of the same nominal depth as beams for longest span shown on Bridge Layout.



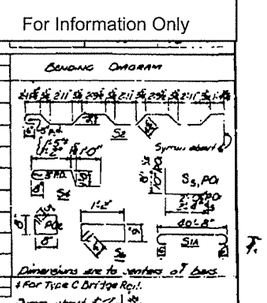
HALF SECTION B-B MODIFIED OR REGULAR SPAN

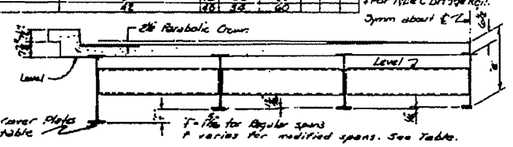
BAR LIST - ONE SPAN

Mark	Size	Length	No.	Number Required Each Span: 35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	55	60	65	70	75
S1	6	40'-0"	2/3																					
S1A	6	42'-0"	2/3	28	29	30	31	32	33	34	35	36	36	37	38	39	40	40	44	48	52	56	60	
S2	6	43'-0"	2/3	27	28	29	30	31	31	32	33	34	35	35	36	37	38	39	39	43	47	51	55	59
S3	4	5'-6"	3/4	102																				
S3	4	3/8+17"	3/4	804																				
S3	4	3/8+16"	3/4	306																				
S3A	4	5'-11" & 6'-2"	⅛	112	116	118	122	124	128	132	134	138	140	146	148	150	154	156	160	176	192	208	224	240
S4	4	5'-0"	⅛	56	58	60	62	62	66	68	70	72	72	74	76	78	78	80	88	96	104	112	120	
S5	4	4'-5"	⅛	68	58	60	62	64	66	66	68	70	72	74	74	76	78	80	88	90	98	106	114	122
S6*	4	5-(6-4")	3/4	12																				
PO1	6	2'-10"	7/8	60					78				84				96		108		120			
PO2	3	2'-7"	⅜	30					54				48				48		48		60			

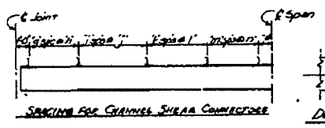
* Type A Rail only.

BENDING DIAGRAM

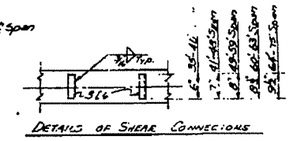




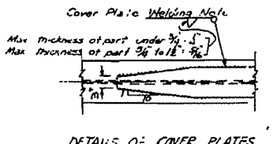
HALF SECTION A-A MODIFIED OR REGULAR SPAN PARABOLIC CROWN



SPACING FOR CHANNEL SHEAR CONNECTORS



DETAILS OF SHEAR CONNECTIONS

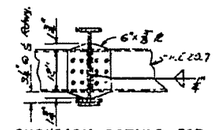


DETAILS OF COVER PLATES

No Scale

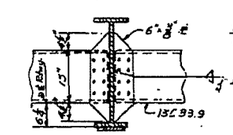
Span No.	Span Length	Span Type	Interior Beam Beam Size	Interior Beam Cover Plate Size	Interior Beam e	Interior Beam Dead Load Deflection With Composite Joint	Interior Beam Dead Load Deflection Without Composite Joint	Exterior Beam Beam Size	Exterior Beam Cover Plate Size	Exterior Beam e	Exterior Beam Dead Load Deflection With Composite Joint	Exterior Beam Dead Load Deflection Without Composite Joint	Diaphragm Spacing	Post Spacing a	Post Spacing b	Post Spacing c	f	Variables of Shear Connector Spacing g	h	l	j	k	l	m	n	p
1	39'-0"	Regular	30WF99	9"x1"x41'-0"	2'-4½"	1½"	1½"	30WF99	8"x⅞"x41'-0"	2'-11½"	1"	1½"	See Dwg. 14990	7'-0"	7'-5"	6'-0"	-	11	9"	8"	11"	7	15"	4	6"	6"

INFORMATION ONLY



DIAPHRAGM DETAILS FOR 21" thru 27" WF BEAMS

Scale: ¾" = 1'-0"



DIAPHRAGM DETAILS FOR 30" thru 36" WF BEAMS

Scale: ¾" = 1'-0"

Revision - Changed numbers of S1 & S2 bars 12-30-66 M.E.W.
Revised 1-6-65. Added Sta. adjacent to Sta. item (2nd rev. 1-3-66)
Revised: Added Type C Bridge Rail 3-3-65 RWM. & FMH
Revised: Added Joint Seal 9-17-65 RWM

NOTE: Stud shear connectors, granular flux filled, solid fluxed, or wires may be used in place of the channels shown of the following ratios: 3/4" diameter stud in place of 1.87 inches of channel. 7/8" diameter stud in place of 2.52 inches of channel. The studs shall be 4" long and automatically end welded to the beam flanges in accordance with recommendations of the manufacturer.

Channel sections will be used as basis for measurement of structural steel in shear connectors.

This drawing to be used with drawing 14990 C.

DESIGN SPECIFICATIONS: AASHO 1961

Live Loading: H 20 and Special Interstate Loading of 2 - 24,000# axles spaced 64'0" ctrs.

1. DEAD LOAD (Type A Rail) — Interior Beam — Exterior Beam
   a. To N.C. Beam (without coast. jt.) 508 #/ft + 2.15 #/ft/in of wt² — 518 #/ft + 1.15#/ft/in of wt²
   (with coast. jt.) 308 #/ft + 1.15#/ft/in of wt² — 416 #/ft + 1.15#/ft/in of wt²
   b. To Composite Beam (without coast. jt.) 110 #/ft — 110 #/ft
   (with coast. jt.) 156 #/ft — 156 #/ft
2. LIVE LOAD: a. To N.C. Composite Deck — 1.136 Wheels + Impact — 1.123 Wheels + Impact
3. UNIT STRESSES: Class S Concrete (f'c = 4000 psi) 1,200 psi
   Structural Steel (A-36) 20,000 psi
   Reinforcing Steel 20,000 psi
   a. To N.C. Beam (without coast. jt.) — 2 Type 3 Mech. Couplers 508 #/ft + 1.15(Wt/ft of wt²) — 2 Type 3 Mech. Couplers 518 #/ft + 1.15(Wt/ft of wt²)
   (with coast. jt.) — 2 Type 3 Mech. Couplers 308 #/ft + 1.15(Wt/ft of wt²) — 2 Type 3 Mech. Couplers 416 #/ft + 1.15(Wt/ft of wt²)
   b. To Composite Beam (without coast. jt.) — 78 #/ft — 78 #/ft
   (with coast. jt.) — 133 #/ft — 133 #/ft

DETAILS OF STANDARD

35'-75' COMPOSITE I-BEAM SPANS

39'-0" CLEAR RDWY 0'-6" CURB

PARABOLIC CROWN OR 0.0108 ft/ft SLOPE

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DESIGNED BY: LAS	DATE: 12-7-64	SCALE: 3/16"=1'-0" unless shown	
TRACED BY:	DATE:		
CHECKED BY: RWM	DATE: 10-8-64		
T-DATA CHK'D:	DATE: 11-22-66		

L.D. Carlson — STATE ENGINEER

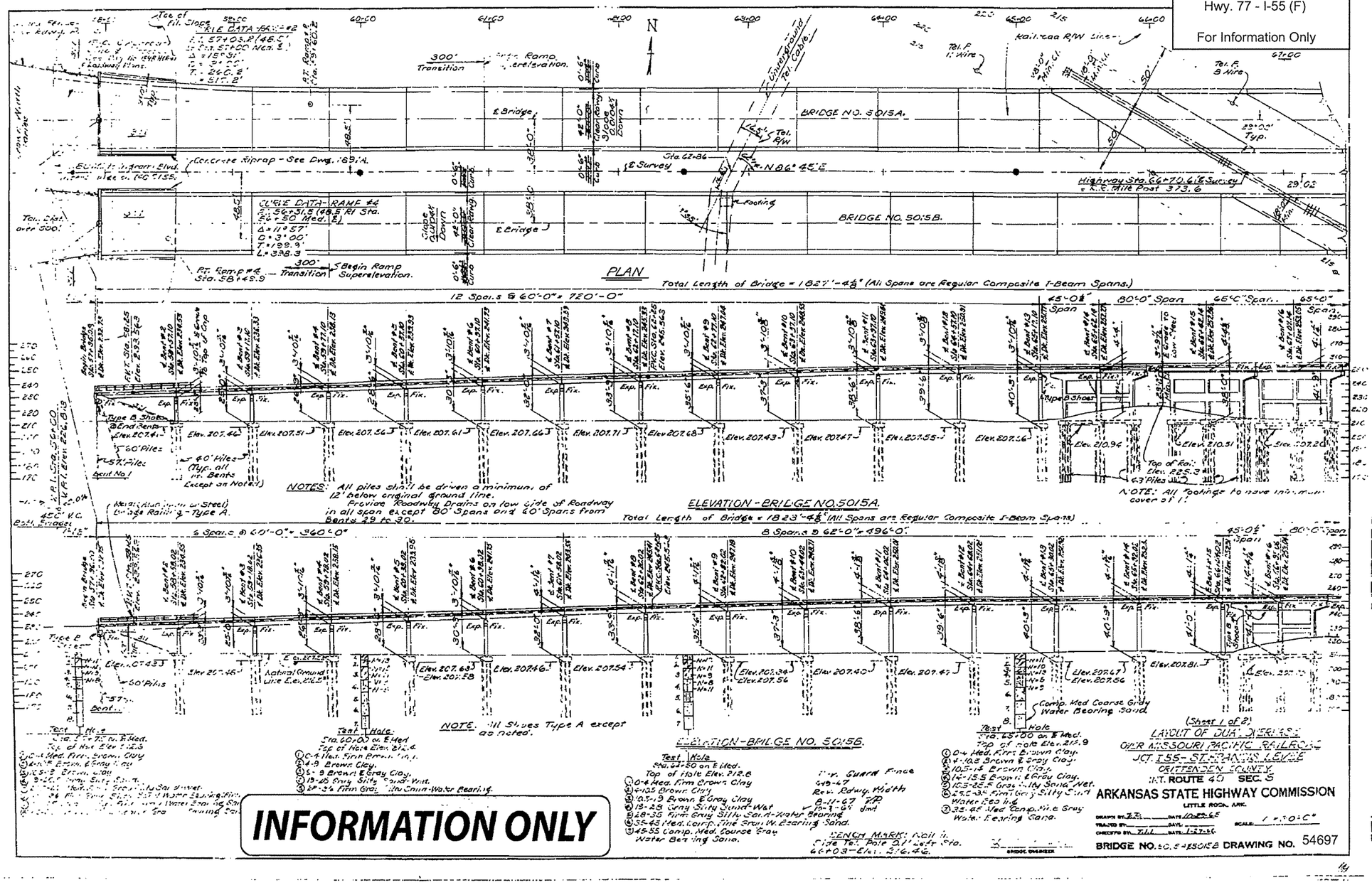
BRIDGE NO. 4478 DRAWING NO. 54696

This dwg. adapted from Std. Dwg. 15120. T.I.L. 1-3-66 CHK'D BY JRB

Job No. BB0108 155 of 195
Hwy. 77 - I-55 (F)
For Information Only

Job No. BB0108 156 of 195
Hwy. 77 - I-55 (F)

For Information Only


PLAN
Total Length of Bridge = 1827'-4⅝" (All Spans are Regular Composite I-Beam Spans.)
BRIDGE NO. 5015A.
BRIDGE NO. 5015B.
CURVE DATA-RAMP #2
CURVE DATA-RAMP #4
Begin Ramp Superelevation.
300' Transition
Concrete Riprap - See Dwg. 1691A.
Highway Sta. 66+70.6 & Survey = K.C. Mile Post 373.6
N 86° 45' E
Sta. 62+86
12 Spans @ 60'-0" = 720'-0"
6 Spans @ 60'-0" = 360'-0"
8 Spans @ 62'-0" = 496'-0"
45'-0" Span
80'-0" Span
65'-0" Span
NOTES: All piles shall be driven a minimum of 12' below original ground line. Provide Roadway Drains on low side of Roadway in all span except 80' Spans and 60' Spans from Bents 29 to 30.
ELEVATION - BRIDGE NO. 5015A.
Total Length of Bridge = 1823'-4⅝" (All Spans are Regular Composite I-Beam Spans)
Type A Shoes
Type B Shoes
Exp.
Fix.
40' Piles (Typ. all Pr. Bents Except as Noted)
50' Piles
57' Piles
Bent No. 1
Natural Ground Line Elev. 216.5
Elev. 207.46
Elev. 207.51
Elev. 207.56
Elev. 207.61
Elev. 207.66
Elev. 207.71
Elev. 207.68
Elev. 207.43
Elev. 207.47
Elev. 207.55
Elev. 207.56
Elev. 210.94
Elev. 210.31
Elev. 207.20
Top of Rail Elev. 225.3
63' Piles
NOTE: All footings to have minimum cover of 1'.
Elev. 207.48
Elev. 207.46
Elev. 207.68
Elev. 207.58
Elev. 207.46
Elev. 207.54
Elev. 207.34
Elev. 207.56
Elev. 207.40
Elev. 207.47
Elev. 207.47
Elev. 207.56
Elev. 207.81
Elev. 207.20
Comp. Med. Coarse Gray Water Bearing Sand.
NOTE: All Slopes Type A except as noted.
ELEVATION - BRIDGE NO. 5015B.
Test Hole Sta. 60+00 ± E Bent
Test Hole Sta. 62+50 ± E Bent
Test Hole Sta. 64+00 ± E Bent
Test Hole Sta. 65+00 ± E Bent
Test Hole Sta. 66+00 ± E Bent
Test Hole Sta. 67+00 ± E Bent
Bench Mark: Nail in Side Tel. Pole 21' Left Sta. 46+03 - Elev. 216.46
Pr. Guard Fence
Rev. Rdwy. Width
8-11-67 FHP
Jnt
Jnt
Jnt

Job No. BB0108 157 of 195
Hwy. 77 - I-55 (F)
For Information Only

INFORMATION ONLY

REFERENCE POINTS & RIGHT-OF-WAY DATA
See Roadway Plans.

N

Toe of Fl. Slope
Guard Fence - See Roadway Plans.

℄ Bridge — Traffic — BRIDGE NO. 5015A

Railroad R/W Line

Test Hole Sta. 37+09.75

℄ Survey 2 — N 86°45' E

The Contractor shall excavate a relocated ditch as shown and as directed by the Engineer. Approximately 300 Cu. Yds.

Concrete Riprap - See Dwg. No. 1891A

℄ County Road = ℄ Survey Sta. 75+32.5

Tip & Approach Slab & Gutters See Dwg No. 1878 H

Tan. Dist. 231.18

Tan. Dist. 328.66

℄ Bridge — Traffic — BRIDGE NO. 5015B.

The existing ditch shall be filled to provide a minimum cover of 6'-1" for the footings.

FLAN

Total Length of Bridge = 1827'-4⅝" (All Spans are Regular Composite I-Beam)

2 Spans @ 45'-0" = 130'-0" — 45'-0" Span — 10 Spans @ 62'-0" = 620'-0" — 2 Spans @ 60'-0" = 120'-0"

Type B Shoes

Elev. 207.20 — Elev. 206.64 — Elev. 206.09 — Elev. 207.66 — Elev. 207.21 — 5-6 Med. Firm Bn. Clay — 9-16 Brown & Gray Clay — 20.5-32 Fine Gray Silty Sand - Water Bearing — 3-55 Comp. Med. Coarse Gray Water Bearing Sand — Elev. 207.43 — Elev. 207.33 — 4-9 Brown Clay — 14-20.5 Gray Silty Sand - Wet — 32.5-43 Med. Comp. Fine Gray Water Bearing Sand. — Elev. 207.52 — Elev. 207.40 — Elev. 207.32 — Elev. 207.21 — Elev. 207.35 — Elev. 207.12 — Elev. 207.24 — Elev. 216.8 — Elev. 207.33

157 Piles

40' Piles (Typ. all Interior Bents except as noted)

N Values apx. Same as Shown at Sta. 74+85

ELEVATION - BRIDGE 5015A.

Total Length of Bridge = 1823'-4⅝" (All Spans are Regular Composite I-Beam Spans)

80'-0" Span — 3 Spans @ 65'-0" = 195'-0" — 45'-0" Span. — 10 Spans @ 60'-0" = 600'-0"

Type B Shoes

Elev. 210.64 — Elev. 206.78 — Elev. 205.69 — Elev. 208.6 — Elev. 207.35 — Elev. 207.44 — Elev. 207.45 — Elev. 207.55 — Elev. 207.42 — Elev. 207.37 — Elev. 207.52 — Elev. 207.57 — Elev. 217.3 — Elev. 207.47 — Elev. 207.42

Top of Rail Elev. 225.4

43' Piles

Test Hole Sta. 72+25 on ℄ Med. Top of Hole Elev. 214.4
(A) 0-4 Med. Firm Brown Clay.
(B) 4-14 Brown Clay.
(C) 14-20.5 Gray Silty Sand.
(D) 20.5-32 Gray Silty Sand Water Bearing (Firm)
(E) 32-42 Med. Comp. Fine Gray Water Bearing Sand.
(F) 42-55 Comp. Med. Coarse Gray Water Bearing Sand.

40' Piles (Typ. all Int. Bents except as noted)

Test Hole Sta. 74+75 on ℄ Med. Top of Hole Elev. 212.1
(A) 0-4 Med. Firm Brown Clay
(B) 4-14 Brown Clay
(C) 14-20.5 Fine Gray Silty Sand - Wet
(D) 20.5-31 Fine Gray Silty Sand
(E) 31-42 Med. Comp. Fine Gray Sand.
(F) 42-55 Comp. Med. Coarse Gray Sand.
Water Bearing

Lyon Piles

Excavation to this Elevation to allow Stockpiling

GENERAL NOTES

All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.

Construction joints in bents shall be horizontal and shall be provided with keys not less than 12" high covering the middle third of both elevations.

All piling shall be 12" octagonal precast concrete or 12" concrete filled metal shells and shall be driven with an approved air, steam, or diesel hammer to a minimum bearing capacity of 36 tons per pile. Lengths of piling shown are for estimating quantities only. Actual lengths to be determined in the field. Drive one 55' test pile in Bents 24, 26, 28B and one 61' test pile in Bent 18. These test piles shall be test loaded and paid for according to the Standard Specifications.

Piles in end bents to be driven after embankment to substage is in place.

For Details of Concrete Piles see Dwg. No. 2341 and 2341A.
For Details of Bents see Dwgs. 13453 - 13461 incl.
For Details of Superstructure see Dwgs. 14390A, 14390C, 14972, 13442 - 12467 incl.
For Slope Pollcups and Plate Thickening see Drawings 13452—13455, 13459—13461 & 13466.

ELEVATION - BRIDGE 5015B

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1958, the 1960 Supplemental Specifications thereto, and designated Special Provisions.

DESIGN SPECIFICATIONS: AASHO 1961

Live Loading: H320 and Special Interstate Loading of 3-24,000# axles spaced 4'-0" on center.

Unit Stresses:

Class A Concrete (n=15)	840 psi
Class S Concrete (n=10)	1,700 psi
Reinforcing Steel	20,000 psi
Structural Steel (A36)	20,000 psi

Rev. 6-13-67 Guard Fence.
Rev. 8-2-66 Spans, A.I.
Rev. 3-14-64 Pile Lengths Test Hole

BRIDGE ENGINEER

(Sheet 2 of 2)

LAYOUT OF DUAL OVERPASS
OVER MISSOURI PACIFIC RAILROAD
ON I55 - ST. FRANCIS LEVEE
CRITTENDEN COUNTY

INT. ROUTE 40 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JEB DATE: 10-29-65
TRACED BY: DATE:
CHECKED BY: TLL DATE: 1-17-66
SCALE: 1" = 30'-0"

BRIDGE NO. 5015A & 5015B DRAWING NO. 54698

Job No. BB0108 158 of 195
Hwy. 77 - I-55 (F)

For Information Only

INFORMATION ONLY

ELEVATION SHOWING TYPE B RAILING
Scale: ½" = 1'-0"

ELEVATION SHOWING TYPE A RAILING
Scale: ½" = 1'-0"

PLAN OF DUMMY JOINT

PLAN OF OPEN JOINT

DETAILS OF TYPE A RAILING
Scale: 1"=1'-0"

SECTION THRU DRAIN
Scale: ½"=1'-0"

JOINT AT END BENT
Scale: ½"=1'-0"

JOINT AT INT. BENT
Scale: ½"=1'-0"

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

DETAIL 'A' (Typical)
Scale: 1½"=1'-0"

ANCHOR BOLT DETAIL

CAMBER DIAGRAMS

OPTIONAL BEAM BUILDUP
No Scale

DETAILS OF BEAM BUILDUP
No Scale

DETAILS OF ALTERNATE ANCHORS
Scale: 1"=1'-0"

TYPE "B" FIXED or EXPANSION SHOE

Use for end bents - all spans.
Use for int. bents - 35'-50' spans, unless otherwise shown.

TYPE 'A' FIXED SHOE

TYPE 'A' EXPANSION SHOE

JOINT AT INT. BENT SHOWING MODIFIED AND REGULAR SPAN
Scale: ½"=1'-0"

Revised - Intermediate Diaphragms.
VC-6-64 VAS
ad. - Bridge Rails - 3-15-65 - RC

GENERAL NOTES

All concrete to be Class S. All exposed corners to be chamfered ¾" unless otherwise noted.

Field connections to be riveted or bolted with high strength bolts. Rivets: ⅞" ϕ, open holes ⅞" ϕ except where noted otherwise.

Structural shapes of equal or greater strength may be substituted for shapes shown, but payment will be made on the basis of shapes shown or those actually used, whichever is less.

All welded connections to be ⅜" fillet shop welds except as noted.

All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, current edition.

Shop Paint: All structural steel except surfaces in contact with concrete shall be given one coat of red lead and raw linseed oil before shipment.

Field Paint: First coat - red lead tinted with lamp black. Second coat, aluminum paint.

All metal bearing and roadway expansion devices to be paid for as "Structural Steel in Beam Spans." Bearings shall be finally seated in accordance with Sec. 916 (including Heavy Duty) This work and material are to be considered as subsidiary items to "Structural Steel in Beam Spans" and will not be paid for directly.

This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approval secured before fabrication is begun.

All Steel shall be ASTM A-36 unless otherwise noted.

Anchor bolts shall be galvanized to conform to ASTM Specification, Designation A 153.

Reinforcing steel to be deformed bars of intermediate or hard grade. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports sufficient in number and size to prevent displacement during the course of construction. The wire supports will not be paid for directly but will be considered subsidiary to the item of Reinforcing Steel.

Shop bills and bending diagrams of reinforcing steel, including wire ties, shall be submitted and approval secured before fabrication is begun.

All chamfers on concrete risers for rail are to be ¾".

Shop drawings showing details of railing shall be submitted and approval secured before fabrication is begun.

For details of Bridge Railing see Dwg. No. 14393 or 14392 as shown on Bridge Layout.

Slab Pouring Note:
Floor slabs may be poured in one continuous operation with a strikeoff extending over the whole span length, or may be poured in increments with the center section (between piers) the same length poured first. After the center sections poured not less than 72 hours shall elapse before pouring the end sections. End sections may be poured simultaneously. If not poured simultaneously, 48 hours shall elapse between End Sections pours.

SPECIFICATIONS:
Arkansas State Highway Commission Standard Specifications for Highway Construction Edition of 1957, including Supplemental Specifications thereto, and/or Job Special Provisions.

This Drawing is a modification of Dwg. No. 14390

Note: Beam buildups are required where modified spans are used, or adjacent regular beams have different "S" plus shoe height. (See accompanying drawings.)

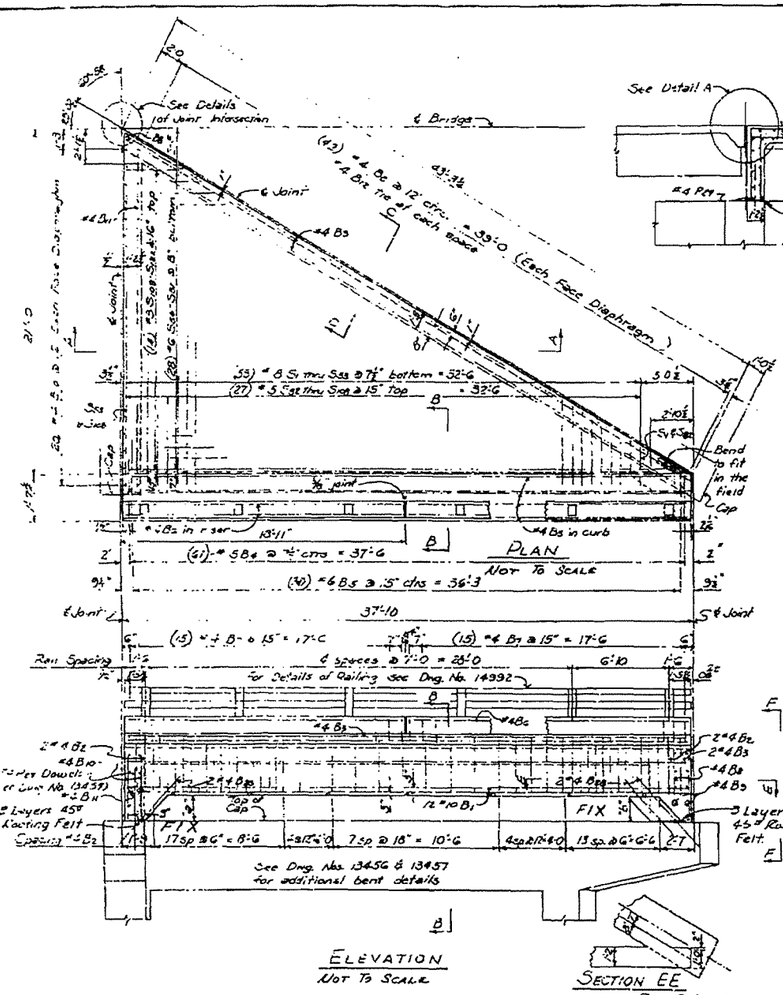
DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS
20', 24', 26', 28', 35'-40' ROADWAYS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DESIGNED BY: CTD DATE: 2-26-62
DRAWN BY: RLS DATE: 2-27-62
TRACED BY: DATE:
CHECKED BY: J.K. DATE: 3-8-62
SCALE: As Shown

BRIDGE NO. 301 R & B

DRAWING NO 54699
File as Dwg

INFORMATION ONLY


See Details at Joint Intersection
℄ Bridge
℄ Joint
#4 Bs
#4 Bs in curb
#4 Bs in r ser
(55) #8 S1 thru S55 @ 7½" bottom = 32'-6
(27) #5 S47 thru S74 @ 15" Top = 32'-6
Bend to fit in the field
Cap
(61) #5 B84 @ 6" ctrs = 37'-6
(30) #6 B5 @ 15" ctrs = 36'-3
PLAN
NOT TO SCALE
37'-10
(15) #4 B7 @ 15" = 17'-6
Rail Spacing
6 spaces @ 1'-0 = 25'-0
for Details of Railing See Dwg. No. 14992
#4 B8
#4 B10
Tapered Dowels (See Dwg. No. 13457)
2 Layers 45# Roofing Felt
Concrete #4 B2
FIX
Top of Cap
12"x10 B1
17 sp @ 6"-6" = 8'-6"
7 sp @ 18" = 10'-6"
13 sp @ 6"-6" = 6'-6"
See Dwg. Nos. 13456 & 13457 for additional bent details
ELEVATION
NOT TO SCALE
See Detail A
#3 S29-S32 @ 16" ctrs
#5 S41-S68 @ 15" ctrs
#8 S1-S55 @ 7½" ctrs
#6 S56-S81 @ 8" ctrs
#4 P29
3 Layers 45# Roofing Felt
SECTION A-A
#4 Skewed Joint
End Protected Joint System
Cope 1½"
℄ Beam & ℄ Roadway
Chamfer
Abut. B
VIEW U-U
DETAIL OF JOINT INTERSECTIONS
Scale 1½"=1'-0
Rdwy. sloped 0.010ft/ft up from ℄ Rdwy. for Bent Nos. 14A & 20B and reverse or down for Bent Nos. 16B & 18A
#5 S2-S66 @ 15"
#3 S69-S72 @ 16"
#6 S1-S55
#8 S1-S55
#6 B5
#4 B2
#4 B7
#4 B4
#4 B8
#4 B9
#4 B6
#4 B10
#4 B11
#4 B12
#4 B13
#4 B14
#4 B15
#4 B16
#4 B17
#4 B18
#4 B19
#4 B20
#4 B21
#4 B22
#4 B23
#4 B24
#4 B25
#4 B26
#4 B27
#4 B28
#4 B29
#4

Job No. BB0108 160 of 195
Hwy. 77 - I-55 (F)

For Information Only

CURVE DATA - RAMP NO 2

SLOPE RAMP No 2 ROADWAY - PER POINT OF TRANSITION

Point	10	9	8	7	6	5	4	3	2	1	0
Dist	300	270	240	210	180	150	120	90	60	30	0
Slope %											

PART PLAN OF SPAN NO. 2 - SHOWING ROADWAY WIDENING

PLAN OF SPAN NOS. 1 AND 2 OF LEFT LANES - BRIDGE NO. 5015-A

PART EAST SIDE ELEVATION OF LEFT LANES BRIDGE NO. 5015-A

SPAN NO. 1

SPAN NO. 2

HALF SPAN NO. 2

INT. BENT NO. 2-A

INT. BENT NO. 3-A

INFORMATION ONLY

SHEET NO. 1 OF 2

DETAILS OF SPAN NOS. 1, 2 & 5 OF
LEFT LANES BRIDGE NO. 5015-A
OVERPASS OVER MISSOURI PACIFIC RAILROAD
JCT. I55 - ST. FRANCIS LEVEE
CRITTENDEN COUNTY
INT. ROUTE 40 SEC. 5

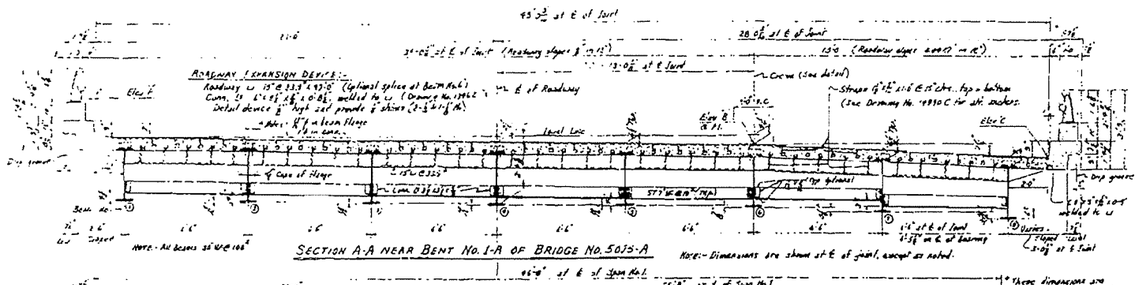
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

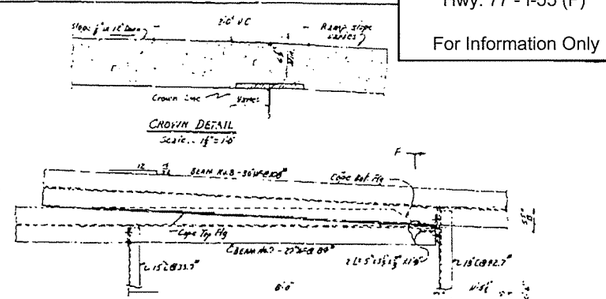
DRAWN BY: K.J.H. DATE: 12-17-65
TRACED BY: W.C.H. DATE: 12-15-65
CHECKED BY: DWS DATE: 1-12-66
SCALE: 1"=10'

BRIDGE NO. 5015-A DRAWING NO. 54701

Job No. BB0108 161 of 195
Hwy. 77 - I-55 (F)

For Information Only




Slope 1" in 12" (Typ.)
Ramp slope (Varies)
Crown Line
Normal
CROWN DETAIL
Scale:- 1" = 1'-0"
BEAM No.6 - 36"WF 210#
Curb Bolt Pl.
Curb Top Plg
℄ Beam No.7 - 27"WF 84#
2 L 5"x3½"x 7/16"
15 C 33.9
BENT No. 2-A FRAMING DETAILS AT END OF 27"WF @ 84#
Scale:- ½" = 1'-0"
℄ Bent
18" @ 90.7# @ 6'-0"
Slab Rft.
Slab Rft. Spaced @ 1'-0"
Slab Rft. Spaced @ 1'-6"
Slab Rft. Spaced @ 2'-0"
Slab Rft. Spaced @ 3'-0"
Slab Rft. Spaced @ 4'-0"
Slab Rft. Spaced @ 6'-0"
Slab Rft. Spaced @ 8'-0"
Slab Rft. Spaced @ 12'-0"
Slab Rft. Spaced @ 24'-0"
Slab Rft. Spaced @ 48'-0"
Slab Rft. Spaced @ 96'-0"
Slab Rft. Spaced @ 192'-0"
Slab Rft. Spaced @ 384'-0"
Slab Rft. Spaced @ 768'-0"
Slab Rft. Spaced @ 1536'-0"
Slab Rft. Spaced @ 3072'-0"
Slab Rft. Spaced @ 6144'-0"
Slab Rft. Spaced @ 12288'-0"
Slab Rft. Spaced @ 24576'-0"
Slab Rft. Spaced @ 49152'-0"
Slab Rft. Spaced @ 98304'-0"
Slab Rft. Spaced @ 196608'-0"
Slab Rft. Spaced @ 393216'-0"
Slab Rft. Spaced @ 786432'-0"
Slab Rft. Spaced @ 1572864'-0"
Slab Rft. Spaced @ 3145728'-0"
Slab Rft. Spaced @ 6291456'-0"
Slab Rft. Spaced @ 12582912'-0"
Slab Rft. Spaced @ 25165824'-0"
Slab Rft. Spaced @ 50331648'-0"
Slab Rft. Spaced @ 100663296'-0"
Slab Rft. Spaced @ 201326592'-0"
Slab Rft. Spaced @ 402653184'-0"
Slab Rft. Spaced @ 805306368'-0"
Slab Rft. Spaced @ 1610612736'-0"
Slab Rft. Spaced @ 3221225472'-0"
Slab Rft. Spaced @ 6442450944'-0"
Slab Rft. Spaced @ 12884901888'-0"
Slab Rft. Spaced @ 25769803776'-0"
Slab Rft. Spaced @ 51539607552'-0"
Slab Rft. Spaced @ 103079215104'-0"
Slab Rft. Spaced @ 206158430208'-0"
Slab Rft. Spaced @ 412316860416'-0"
Slab Rft. Spaced @ 824633720832'-0"
Slab Rft. Spaced @ 1649267441664'-0"
Slab Rft. Spaced @ 3298534883328'-0"
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Slab Rft. Spaced @ 13194139533312'-0"
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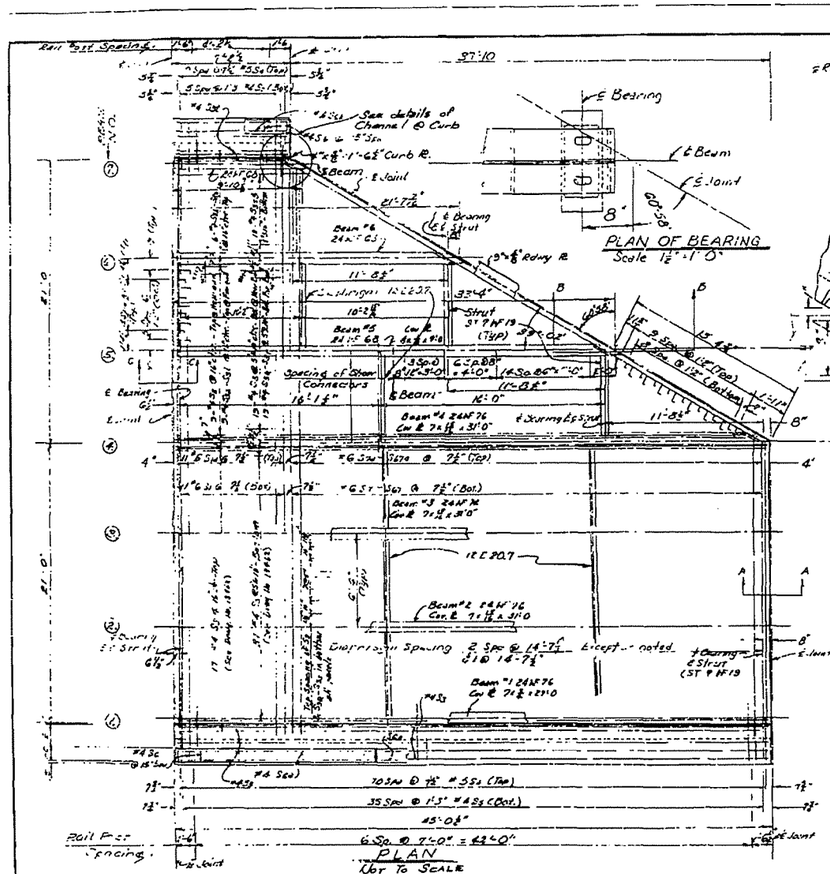
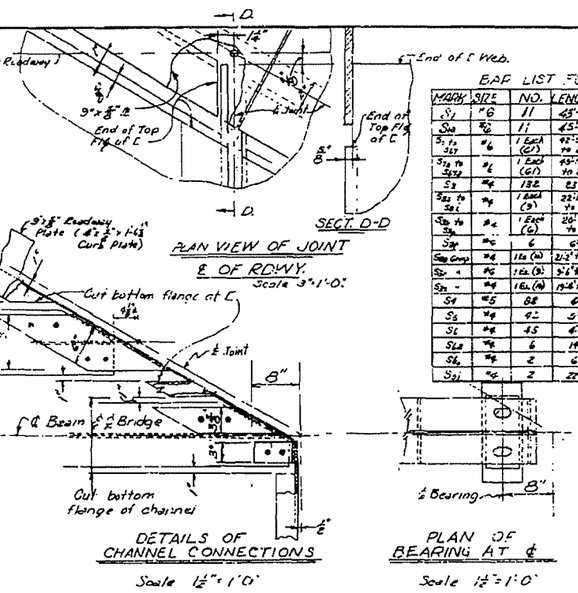
Job No. BB0108 162 of 195
Hwy. 77 - I-55 (F)

For Information Only

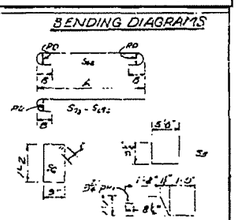




BAR LIST FOR ONE SPAN

MARK	SIZE	NO.	LENGTH	A	B	Bnding
S1	#6	11	43'-8			Str.
S10	#6	11	45'-0"	43'-8	6"	3'
S11 to S17	#6	1 Each (G1)	42'-5 to 21'-7"			Str.
S18 to S23	#6	1 Each (G1)	43'-7" to 22'-5	42'-5 to 21'-7"	6"	3'
S2	#4	132	23'-2"			Str.
S24 to S26	#4	1 Each (G)	23'-1" to 21'-1			Str.
S27 to S29	#4	1 Each (G)	20'-1" to 8'-1"			Str.
S30	#4	6	6'-0			Str.
Stay Comp	#4	126 (W)	21'-3" to 18'-8"			Str.
S31	#6	126 (B)	3'-6" to 2'-10			Str.
S32	#4	126 (W)	19'-8" to 16'-1			Str.
S4	#5	88	6'-1"			1'-8"
S5	#4	92	5'-5"			1'-8"
S6	#4	45	4'-5"			1'-8"
S7	#4	6	19'-9"			Str.
S8	#4	2	6'-9			Str.
S9	#6	2	25'-2	24'-0		

BENDING DIAGRAMS



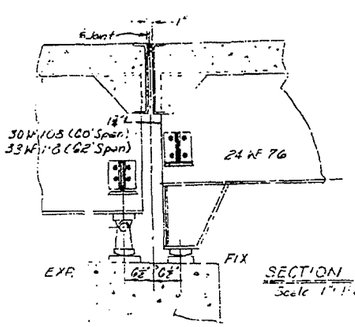
Dimensions are to face of bars.

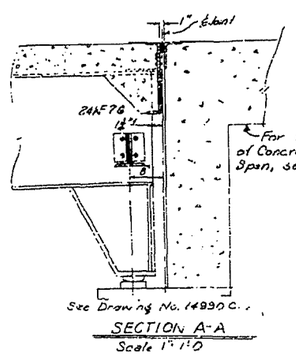
For details not shown of General Notes See dwg. # 14990C, 14991E, 14991F & 14992E.

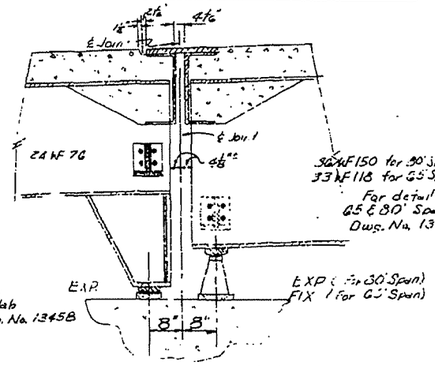
BEAM BUILDUP

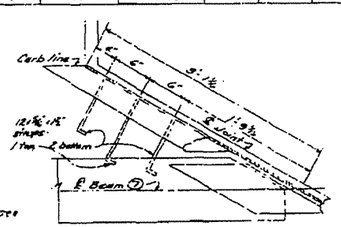
BRIDGE	BENT	BUILDUP
50158	16	1-7⅞
	18	1-8⅞
	16	1-7⅞
	20	1-8⅞

BEAM NO	BEAM SIZE	COVER PL SIZE	DEAD LOAD DEFLECTION AT MID SPAN	DEAD LOAD DEFLECTION AT ℄ JOINT	SHEAR CONNECTORS
1	24 WF 76	7"x2⅞"x27'-0"	9/16"	7/16"	Dwg. 13462
2 thru 4	24 WF 76	7"x1⅞"x31'-0"	11/16"	5/8"	Dwg. 13462
5	24 WF 68	4"x⅝"x 7'-0"	¼"	3/16"	See Plan
6	24 WF 68	none	0	0	None
7	24 WF 68	none	0	0	None









Revision 60' to 65' Bdwy., Added Detail of Channel @ Curb THIS 3-19-67
" JWH 10-5-67

SUPPLEMENTAL SPAN DETAILS OF 45'-0" TRANSITION SPAN OVERPASS OVER MO. PAC. R.R. JCT. I-55 - ST. FRANCIS LEVEE CRITTENDEN COUNTY
INT ROUTE 40 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY JL DATE 1-9-68
TRACED BY DATED
CHECKED BY JWH DATE 1-15-68
SCALE As Noted

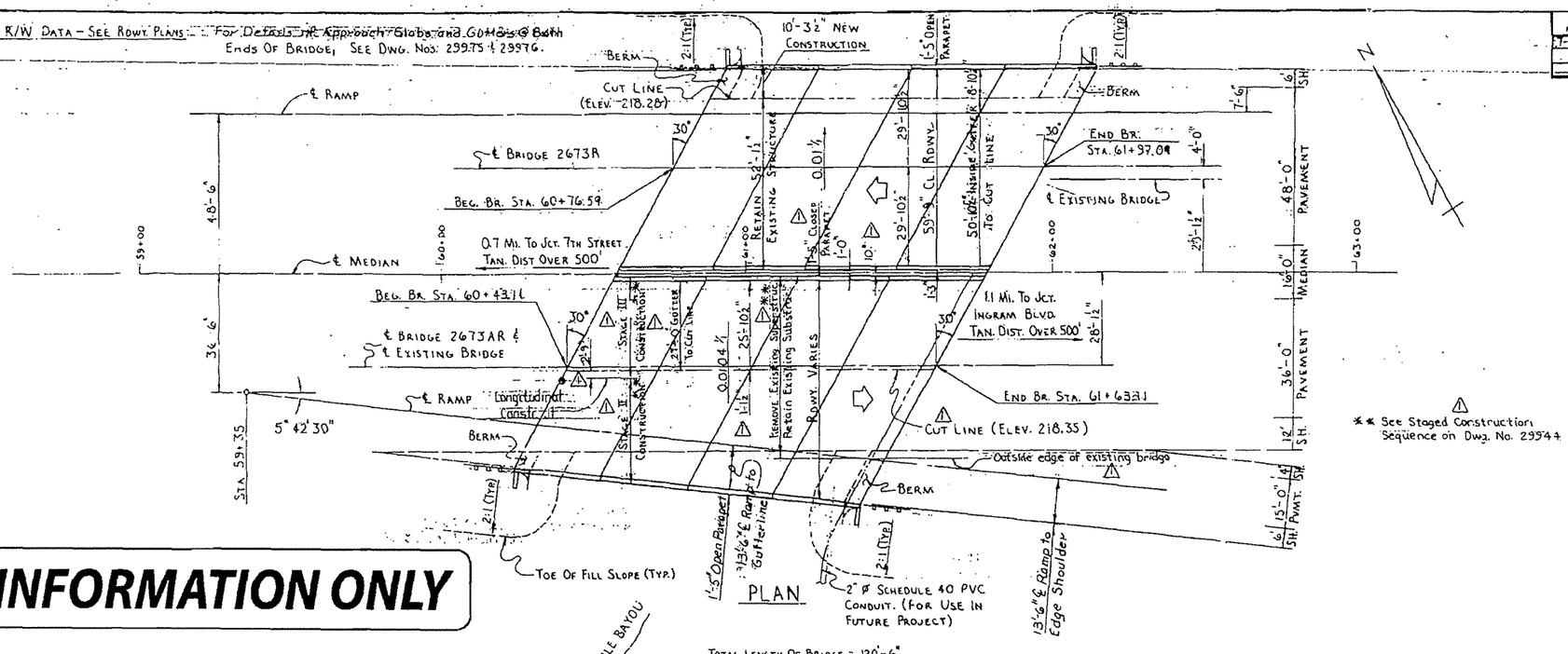
BRIDGE NO. 50158 DRAWING NO. 54703

INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
7-12-89	8-30-89		

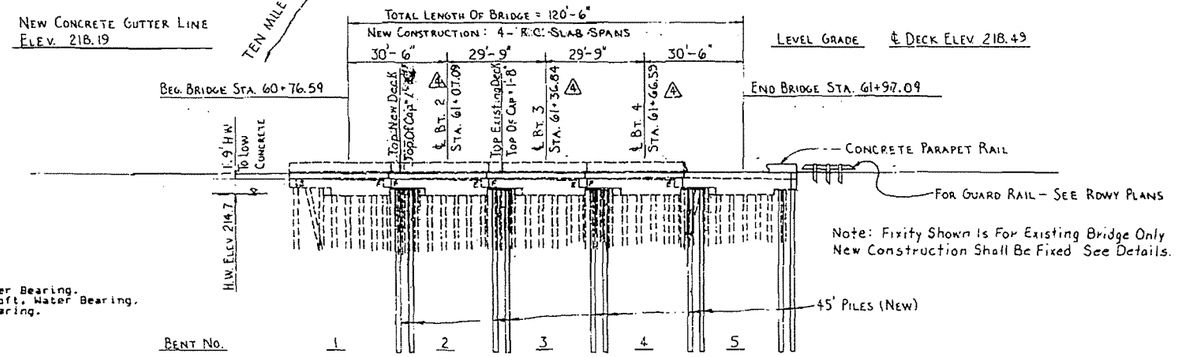
(1)

For R/W Data - See Rowy Plans. ~~For Details of Approach Slabs and Gutters @ Both~~ Ends Of Bridge, See Dwg. Nos: 29975 & 29976.



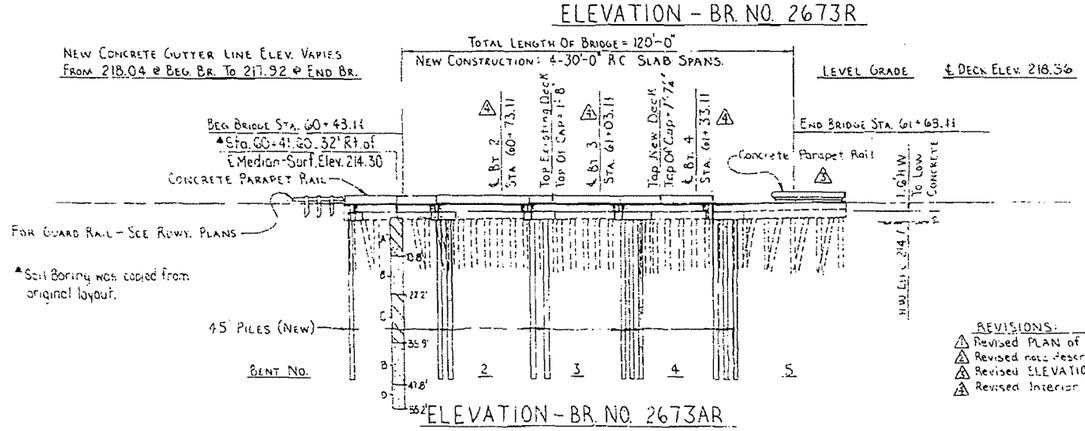
INFORMATION ONLY

⚠ ** See Staged Construction Sequence on Dwg. No. 29544



ELEVATION - BR. NO. 2673R

BORING LEGEND
A. Medium Firm, Brown, Sandy Clay (Wet).
B. Medium Fine, Gray Sand, Medium Comp., Water Bearing.
C. Medium Fine, Gray Sand and Clay, Medium Soft, Water Bearing.
D. Medium Coarse, Gray Sand, Comp., Water Bearing.



ELEVATION - BR. NO. 2673AR

HYDRAULIC DATA ⚠

Flood	Frequency	Discharge (cfs)	Natural Water Surface Elevation	Water Surface Elevation with Backwater Existing Embankment
Design	Q50	154	214.7	214.7
Base	Q100	161	215.0	215.0
Probable Maximum	Q500	251	215.4	215.4

REVISIONS:
⚠ Revised PLAN of Bridge 2673AR. (DRB, 7-12-89)
⚠ Revised note describing proposed work (DRB, 7-12-89)
⚠ Revised ELEVATION of Bridge 2673AR (DRB, 7-12-89)
⚠ Revised Interior Bent Stations (DRB, 7-12-89)

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 1988 edition, with applicable supplemental specifications and special provisions.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges, 1983 with current interim specifications.

LIVE LOADING: HS20 METHOD OF DESIGN: Load Factor

DETAIL DRAWINGS:	DRAWING NO.
Bents	29968-29970
Spans	29971-29973
Staged Construction Sequence	29944
Embankment Construction	1888A
Concrete Bearing Piling	2383
Guard Rail Connection	GR-8 & GR-8A
Type C Bridge Name Plates	2389A
Approach Slabs	29976
Approach Gutters	29975
Median Parapet Rail Repair	29974
Temporary Precast Barriers	1896B

BOILED LINSEED OIL: Boiled linseed oil treatment shall be applied to the roadway surface and to the face and top of the concrete parapet rail (New construction only).

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in subsection 802.20 for Class S Bridge Roadway Surface Finish (New construction only).

CONCRETE PILING: Piling for Bents 1 through 5 shall be 16" octagonal* precast concrete and shall be driven with an approved air, steam, or diesel hammer to a minimum bearing of 44 tons per pile. Drive all piles to a minimum penetration of 20' below natural ground. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field.

⚠ The proposed work for bridge 2673R consists of widening the outer side of the bridge; removing some existing approach gutters; widening existing approach slabs; adding new approach gutters; modifying all existing bents; removing and replacing portions of the median rail. See Job Special Provisions.

The contractor shall make check measurements of the existing bridge and make adjustments necessary to fit the new work to the existing structure.

All existing material not used in the finished structure shall become the property of the contractor.

For maintenance of traffic, see Job Special Provisions and Stage Construction Sequence on Drawing No. 29944

Half-size sheets of the existing bridge may be obtained upon request to the Bridge Division of the Arkansas State Highway and Transportation Department.

* In lieu of using 16" octagonal precast concrete piling, 16" square precast concrete piling may be used. New pile shapes shall not be mixed.

⚠ The proposed work for bridge 2673AR consists of removing the existing superstructure; adding a new superstructure; removing all existing approach slabs and gutters; adding new approach slabs and gutters; modifying all existing bents. See Job Special Provisions.

LAYOUT OF BRIDGE OVER
TEN MILE BAYOU
WEST MEMPHIS INTERCHANGE - I-55

CRITTENDEN COUNTY
ROUTE I-40 I-55 SEC. 52
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DRB DATE 10-13-87
CHECKED BY D H P DATE 7-12-88
DESIGNED BY DRB DATE 10-13-87
SCALE: 1" = 20'-0"

Verdal Pemberton
BRIDGE ENGINEER

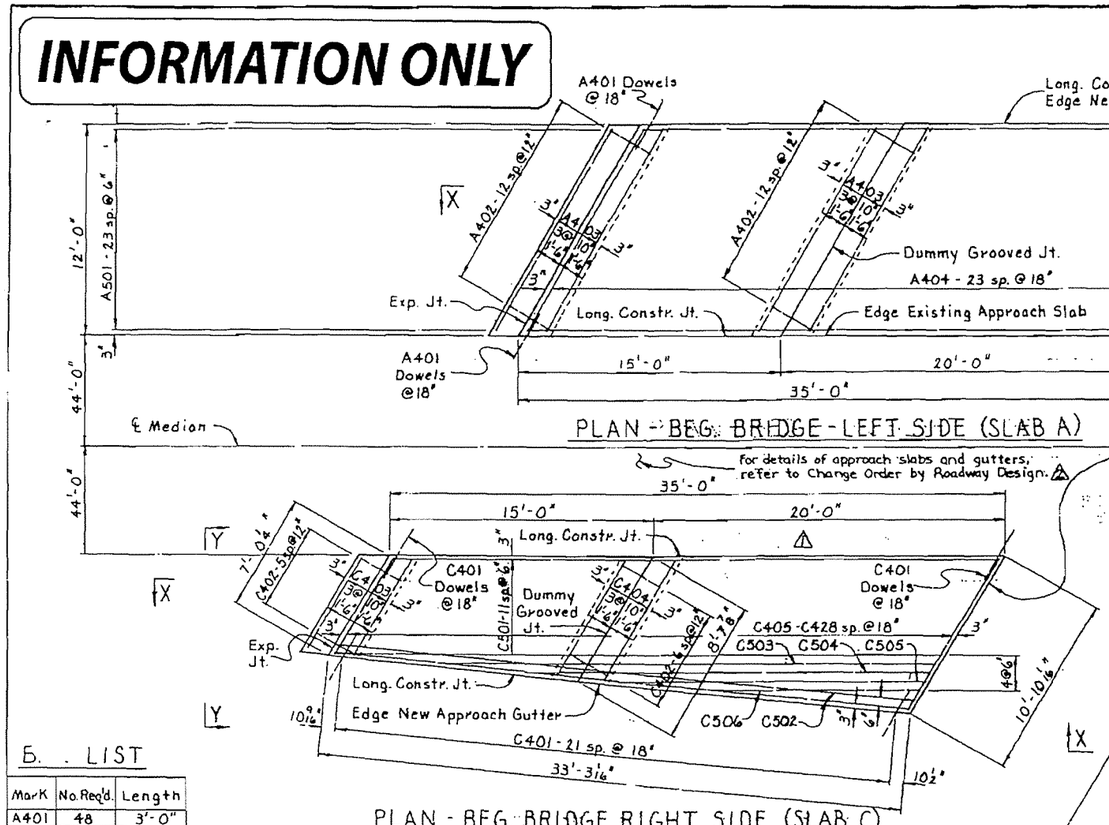
BRIDGE NO. 2673R & AR DRAWING NO. 54704

INFORMATION ONLY

Job No. BB0108 164 of 195
Hwy. 77 - I-55 (F)

For Information Only

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
7-12-89	8-15-1-24-89		

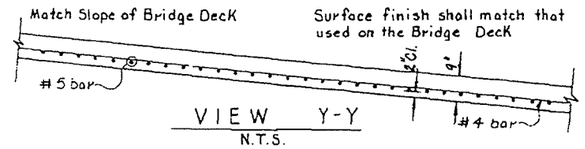


QUANTITIES

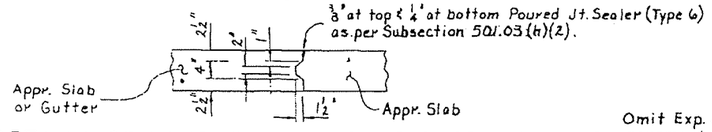
Approach Slabs	Concrete	Reinforcing
A	18.0	1293
B	18.0	1293
C	11.0	879
D	33.0	2365
Total	80.0	5830

B. . LIST

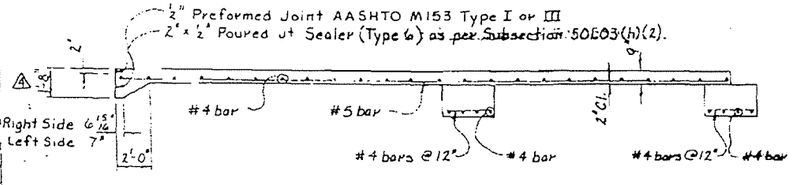
Mark	No. Req'd.	Length
A401	48	3'-0"
A402	26	2'-7"
A403	8	13'-5"
A404	24	13'-5"
A501	24	34'-7"
B401	48	3'-0"
B402	26	2'-7"
B403	8	13'-5"
B404	24	13'-5"
B501	24	34'-7"
C401	46	3'-0"
C402	13	2'-7"
C403	4	6'-5"
C404	4	8'-0"
C405 -C428	1 ea.	6'-7" - 10'-4"
C501	12	34'-7"
C502	2	32'-10"
C503	1	29'-3"
C504	1	24'-0"
C505	1	18'-8"
C506	1	13'-5"
D401	46	3'-0"
D402	51	2'-7"
D403	4	25'-6"
D404	4	27'-2"
D405 -D428	1 ea.	23'-7" - 27'-4"
D501	41	34'-7"
D502	2	32'-10"
D503	1	29'-3"
D504	1	24'-0"
D505	1	18'-8"
D506	1	13'-5"



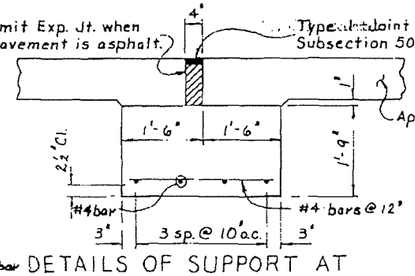
VIEW Y-Y
N.T.S.



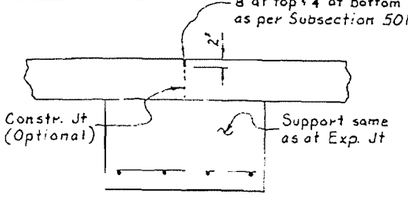
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
N.T.S



SECTION X-X
¼" = 1'-0"



DETAILS OF SUPPORT AT EXPANSION JOINT
¾" = 1'-0"



DETAILS OF DUMMY GROOVED JOINT
¾" = 1'-0"

GENERAL NOTES

CONCRETE SHALL BE CLASS S OR CLASS S(AE) OR MIXTURE USED FOR PORTLAND CEMENT CONCRETE PAVEMENT.

REINFORCEMENT STEEL SHALL CONFORM TO ASTM A615 OR A617. GRADE 60 (fy = 60,000 PSI).

APPROACH SLABS AND APPROACH GUTTERS WILL BE MEASURED AND PAID FOR IN ACCORDANCE WITH SECTION 504 OF THE STANDARD SPECIFICATIONS.

⚠4 NOTE: REPLACE EXISTING APPROACH SLABS AND GUTTERS WITH NEW APPROACH SLABS AND GUTTERS AS SHOWN. RETAIN REINFORCING STEEL EXTENDING FROM EXISTING APPROACH SLAB. PROVIDE ADDITIONAL DOWELS AS SHOWN. DOWEL BARS SHALL BE DRILLED AND GROUTED 18" INTO EXISTING CONCRETE USING 1" DIA. HOLES AND NON-SHRINK GROUT. CLEAN AND ROUGHEN CONTACT SURFACE TO INSURE A GOOD BOND. PAYMENT FOR PLACING DOWEL BARS WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "APPROACH SLABS AND GUTTERS."

REVISIONS:
⚠1 Removed note. (DRB, 7-12-89)
⚠2 Added note. (DRB, 7-12-89)
⚠3 Revised note. (DRB, 7-12-89)
⚠4 Changed dimension. (DRB, 7-12-89)

DETAILS OF APPROACH SLABS
TEN MILE BAYOU

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: D.H.P DATE: 6-2-88
CHECKED BY: D.R.B DATE: 8-19-88
DESIGNED BY: D.H.P. DATE: 3-16-88
SCALE: 4"=1'-0" or as shown

Vessel Pinkerton
BRIDGE ENGINEER

BRIDGE NO. 2673R&AR DRAWING NO. 54705

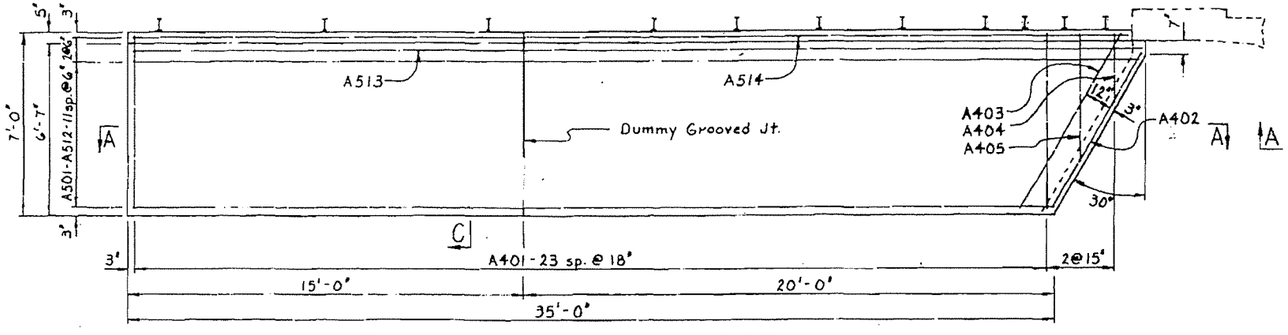
INFORMATION ONLY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

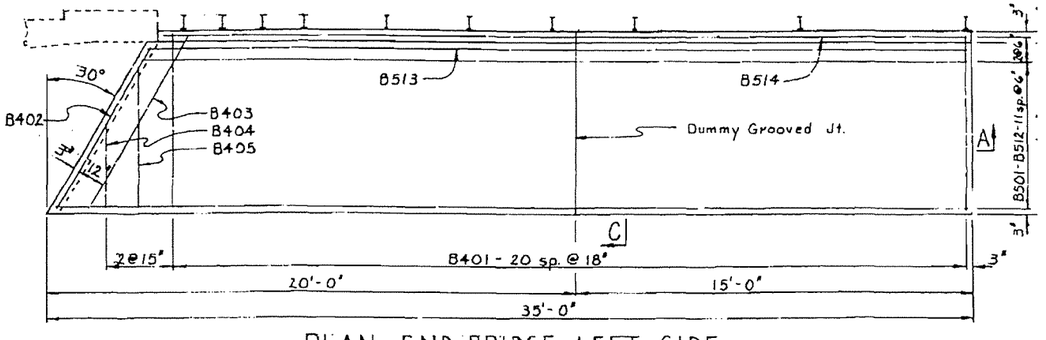
For Information Only

QUANTITIES

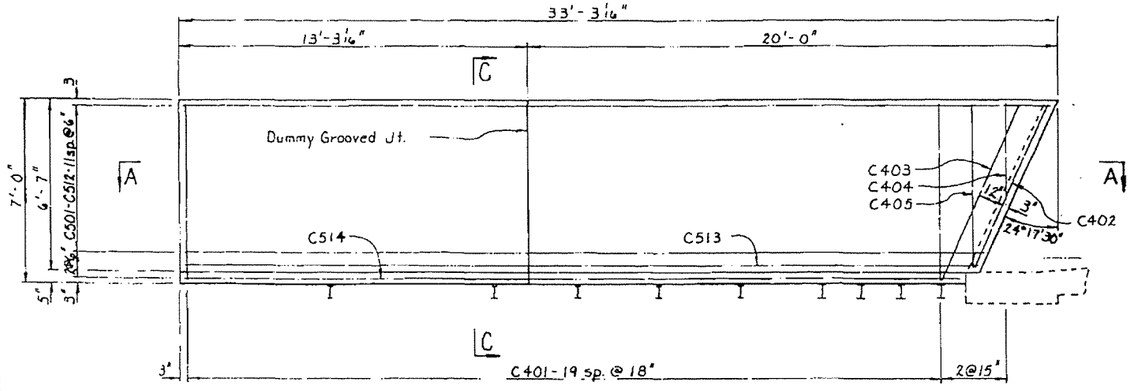
Approach Gutters	Concrete	Reinforcing
A	7.9	655
B	7.0	585
C	6.7	563
D	7.4	617
Total	29.0	2420



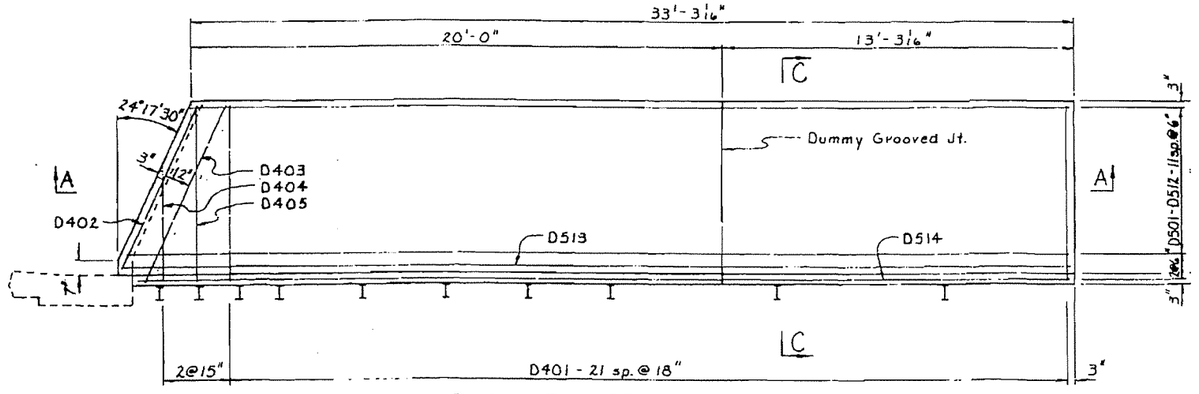
PLAN - BEG. BRIDGE - LEFT SIDE
(GUTTER A)



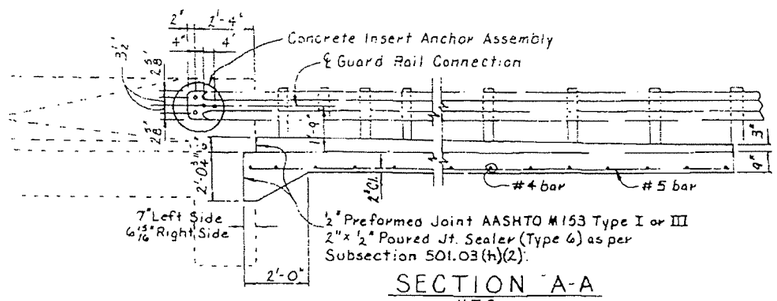
PLAN - END BRIDGE - LEFT SIDE
(GUTTER B)



PLAN - BEG. BRIDGE - RIGHT SIDE
(GUTTER C)



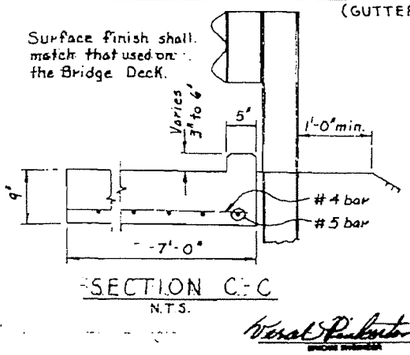
PLAN - END BRIDGE - RIGHT SIDE
(GUTTER D)



SECTION A-A
N.T.S.

BAR LIST

Mark	No. Req'd.	Length	Mark	No. Req'd.	Length	Mark	No. Req'd.	Length	Mark	No. Req'd.	Length
A401	24	6'-8"	B401	21	6'-8"	C401	20	6'-8"	D401	22	6'-8"
A402	1	6'-8"	B402	1	7'-2"	C402	1	6'-10"	D402	1	6'-10"
A403	1	7'-8"	B403	1	7'-8"	C403	1	7'-3"	D403	1	7'-3"
A404	1	2'-7"	B404	1	3'-4"	C404	1	3'-11"	D404	1	4'-3"
A405	1	4'-9"	B405	1	5'-6"	C405	1	6'-3"	D405	1	6'-8"
A501 - A512	lea.	34'-9" - 31'-11"	B501 - B512	lea.	34'-6" - 31'-3"	C501 - C512	lea.	32'-9" - 30'-3"	D501 - D512	lea.	33'-0" - 35'-6"
A513	1	38'-5"	B513	1	31'-0"	C513	1	30'-1"	D513	1	35'-7"
A514	1	37'-6"	B514	1	30'-3"	C514	1	29'-4"	D514	1	36'-0"



SECTION C-C
N.T.S.

For General Notes See Dwg. 29976

DETAILS OF APPROACH GUTTERS
TEN MILE BAYOU

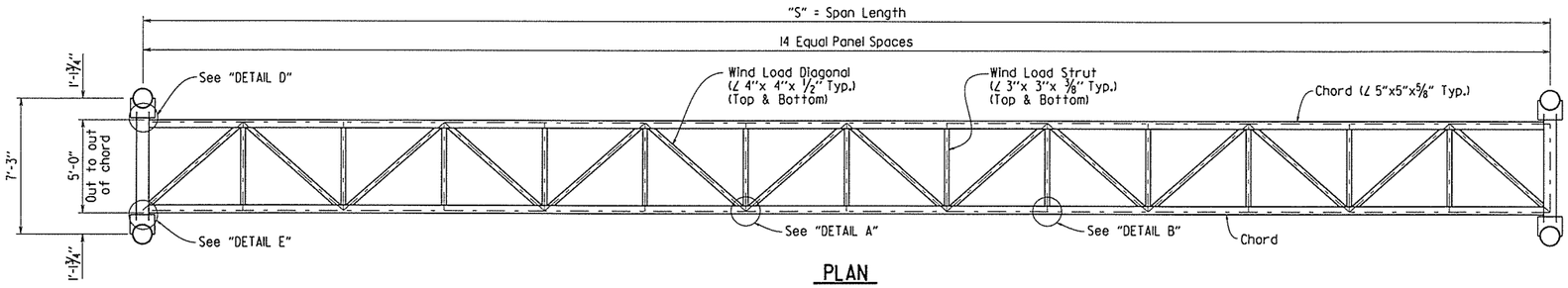
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISS
LITTLE ROCK, ARK.

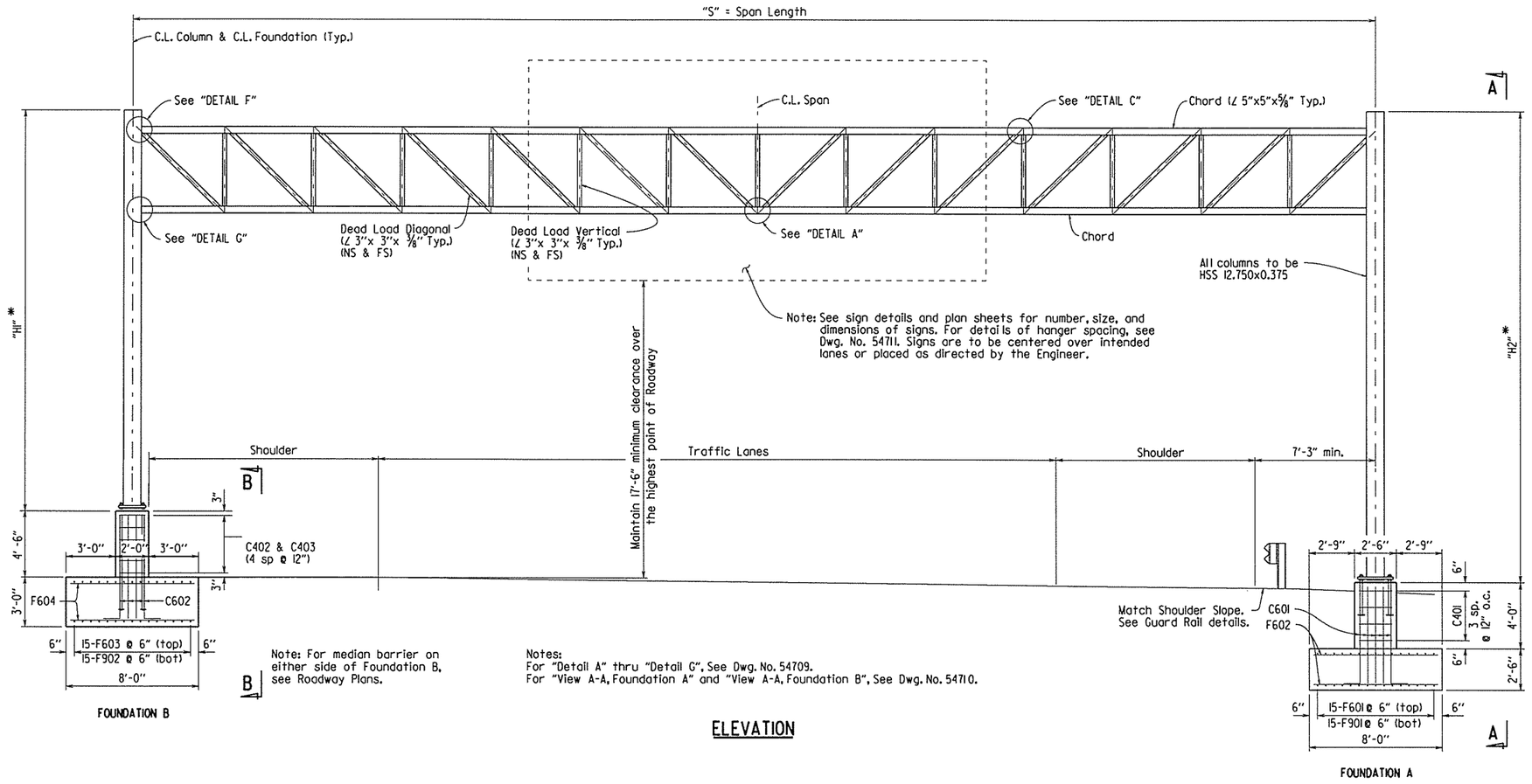
DRAWN BY: D. H. P. DATE: 6-2-88
CHECKED BY: DRB DATE: 6-19-88
DESIGNED BY: D. H. P. DATE: 2-16-88
SCALE: 3/8"=1'-0" or as sh

BRIDGE NO. 2673R & AR DRAWING NO. 54706

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.		BB0108	1(a)	195
				1 OH-040-18-12 OH-040-18-30		SIGN STRUCTURE		54707



PLAN



Note: For median barrier on either side of Foundation B, see Roadway Plans.

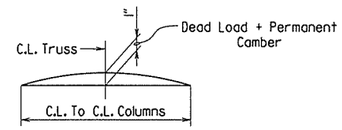
FOUNDATION B

Notes:
For "Detail A" thru "Detail G", See Dwg. No. 54709.
For "View A-A, Foundation A" and "View A-A, Foundation B", See Dwg. No. 54710.

ELEVATION

FOUNDATION A

* Note: The Contractor shall make field measurements to determine the Column heights "HI" and "H2" that are required to maintain the minimum vertical clearance with the centerline of the sign located at the centerline of the truss. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements. If the structure height ("HI" or "H2") exceeds 30'-0" contact the Engineer. The Contractor shall also verify that the variable span length (65'-0" to 75'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.



TRUSS CAMBER DIAGRAM

SPAN LENGTH TABLE

STRUCTURE NO.	"S"
OH-040-18-12	68'-8"
OH-040-18-30	71'-0"

*** APPROXIMATE QUANTITIES FOR FOUNDATION (FOR INFORMATION ONLY)

FOUNDATION	CLASS S CONCRETE (Cu. Yds.)	REINFORCING STEEL (Lbs.)	EXCAVATION (Cu. Yds.)
A	17.2	2659	51
B	22.0	3137	26

*** Note: Bar List and Quantities for Foundation B based on 4'-6" column height.

BAR LIST-FOUNDATION 'A'

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
				Dimensions are out to out of bars.
C401	8	18'-2"	3"	6'-9", 2'-1", 5" (Typ.), 45°, 5'-11", 12" — C401, C601
C601	48	6'-9"	4½"	
F601	15	17'-6"	Str.	
F602	70	7'-6"	Str.	
F901	15	17'-6"	Str.	

BAR LIST-FOUNDATION 'B'

MARK	NO. REQ'D	LENGTH	P.D.	BENDING DIAGRAMS
				Dimensions are out to out of bars.
C402	10	17'-8"	3"	7'-0", 10'-6", 1'-7", 5" (Typ.), 45°, 6'-11", 12" — C402, C403, C602
*** C403	5	24'-8"	3"	
C602	74	7'-9"	4½"	
F603	15	17'-6"	Str.	
F604	70	7'-6"	Str.	
F902	15	17'-6"	Str.	

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL J. FUSELIER
8/26/13
BRIDGE ENGINEER

SHEET 1 OF 5
DETAILS FOR 65' TO 75'
STEEL OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JGT DATE: 07/11/13 FILENAME: bBB0108_ohsign.dgn
CHECKED BY: CJF DATE: 8/23/13 SCALE: NOT TO SCALE
DESIGNED BY: STD DATE:
STR. NO. OH-040-18-12, OH-040-18-30 DRAWING NO. 54707

PRINT DATE: 8/23/2013

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
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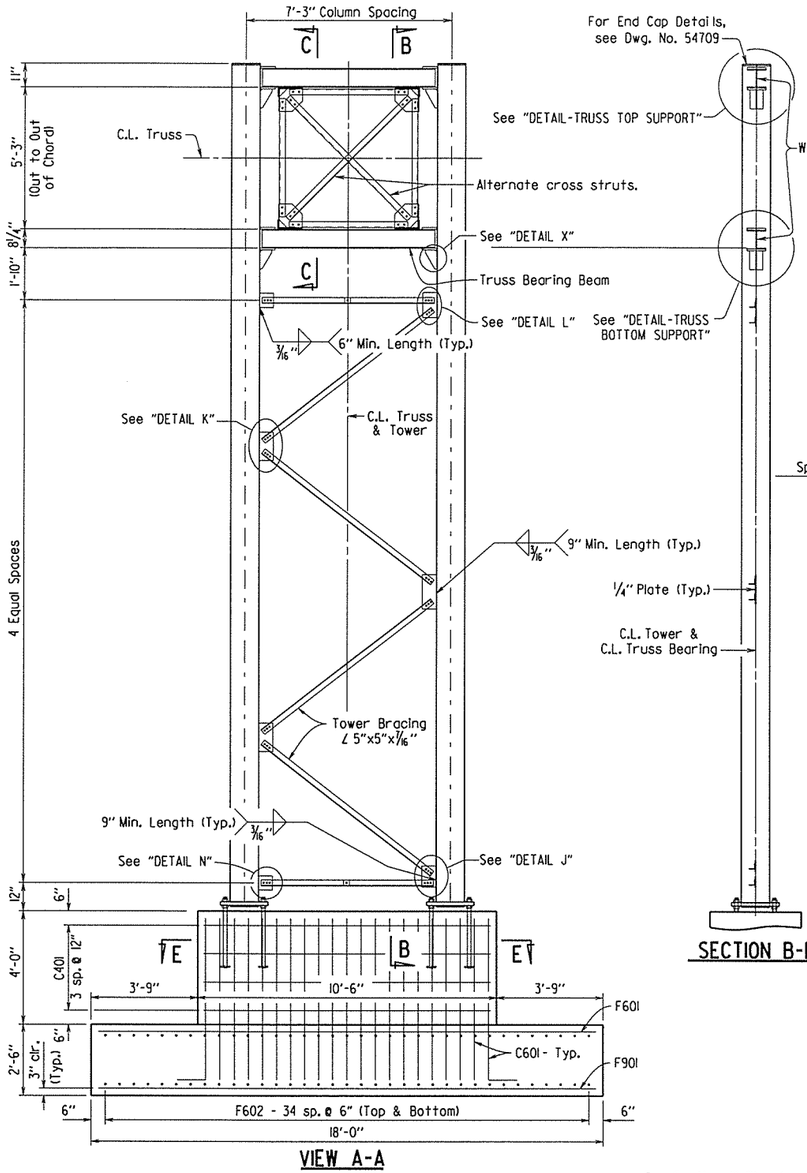
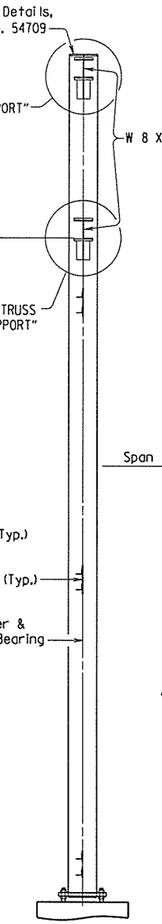
				① OH-040-18-12 OH-040-18-30		SIGN STRUCTURE	54708	

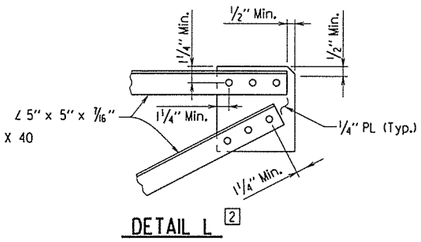


VIEW A-A

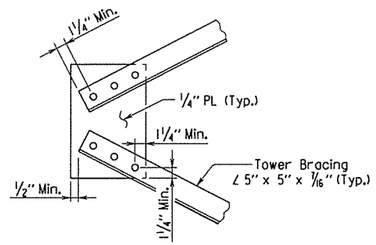
VIEW B-B



SECTION B-B



DETAIL L [2]



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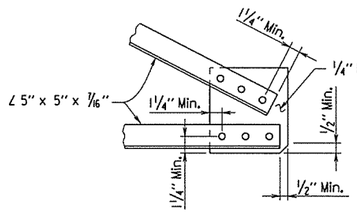

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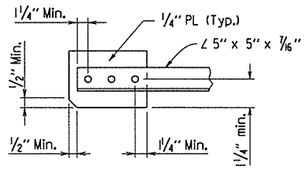

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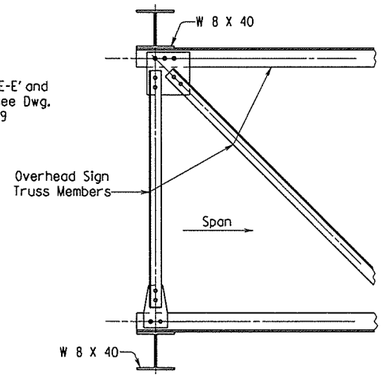
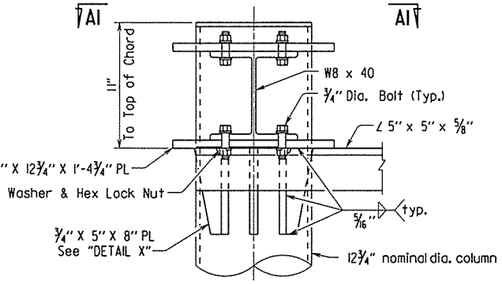
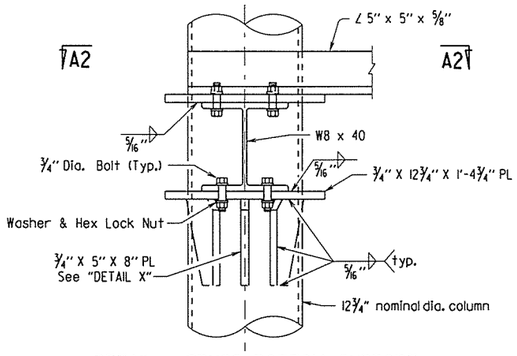


SECTION C-C

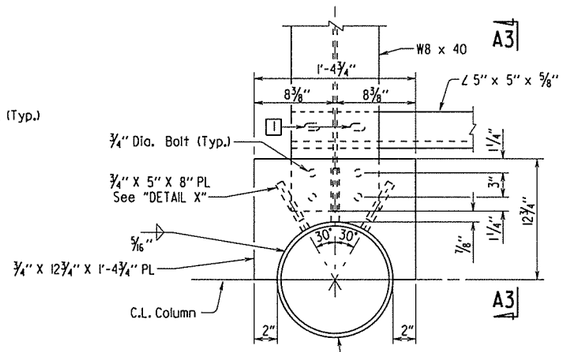
For Section 'E-E' and Section 'F-F' see Dwg. No. 54709



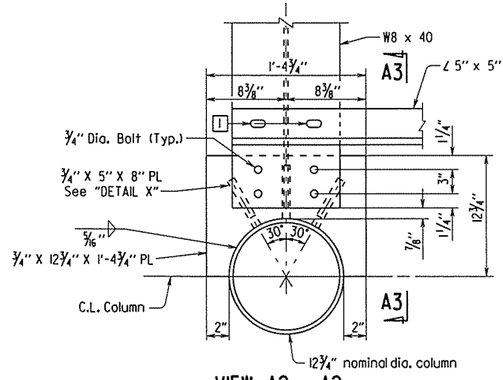
DETAIL - TRUSS TOP SUPPORT



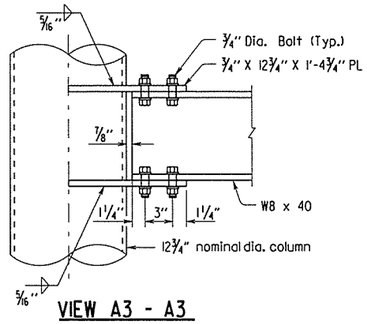
DETAIL - TRUSS BOTTOM SUPPORT



VIEW A1 - A1

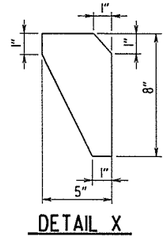


VIEW A2 - A2



VIEW A3 - A3

¾" X 5" X 8" Plate not shown for clarity



DETAIL X

1 Slotted Hole in Chord Angle 11/16" X 2". Use plate washer on Chord Angle side.

2 Bolts shall be ¾" Dia. and open holes shall be 13/16". Minimum spacing shall be 2¼".

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 7510 CARL J. FUSELIER 8/26/13

BRIDGE ENGINEER

SHEET 2 OF 5
DETAILS FOR 65' TO 75' STEEL OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: JGT DATE: 07/11/13 FILENAME: bBB0108_ohsign.dgn

CHECKED BY: LWB DATE: 8/23/13 SCALE: NOT TO SCALE

DESIGNED BY: STD DATE:

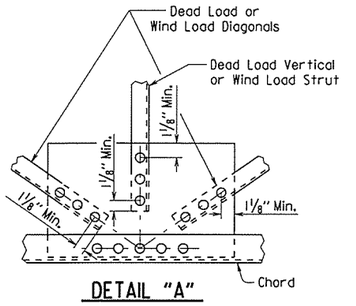
STR. NO. OH-040-18-12, OH-040-18-30 DRAWING NO. 54708

PRINT DATE: 8/23/2013

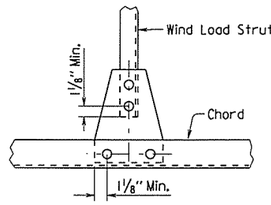
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	11,8	195
				(1) OH-040-18-12 OH-040-18-30		SIGN STRUCTURE		54709

Note: All Gusset Plate thicknesses shall be ⅜".

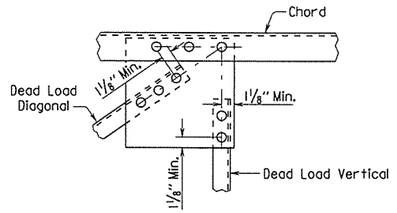
[1] Slotted Hole in Gusset Plate and Chord Angle 11/16" X 2". Use plate washer on Gusset plate side.



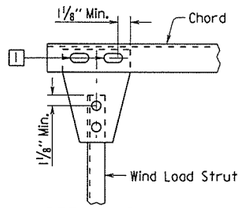
DETAIL "A"



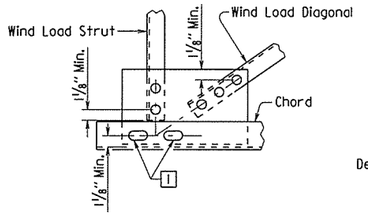
DETAIL "B"



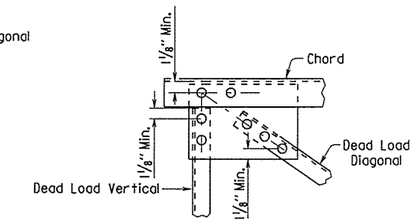
DETAIL "C"



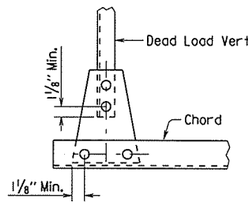
DETAIL "D"



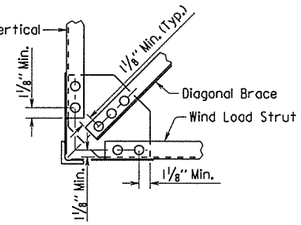
DETAIL "E"



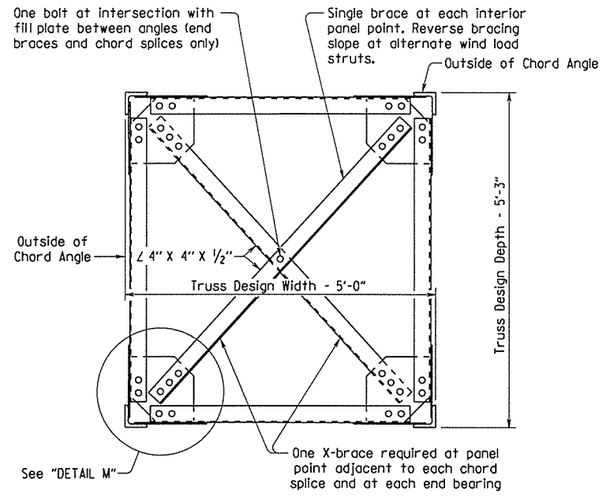
DETAIL "F"



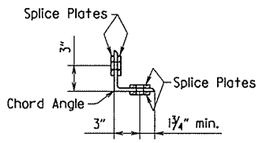
DETAIL "G"



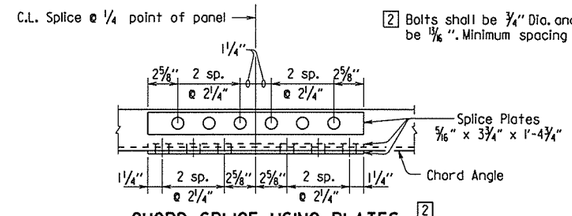
DETAIL "M"



TRUSS SECTION

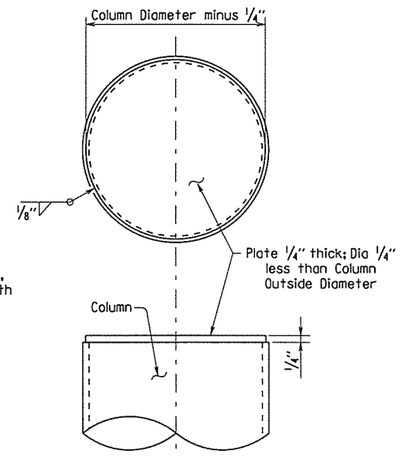


SECTION ON C.L. SPLICE

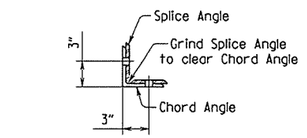


[2] Bolts shall be ¾" Dia. and open holes shall be 13/16". Minimum spacing shall be 2¼".

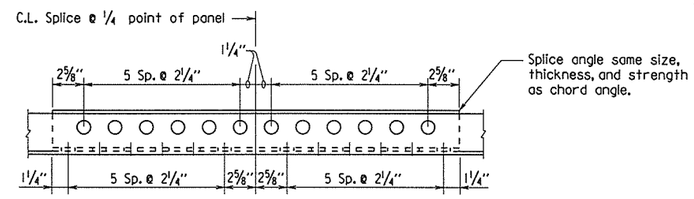
CHORD SPLICE USING PLATES [2]



END CAP DETAILS



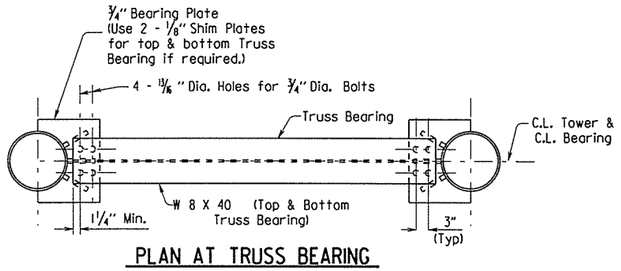
SECTION ON C.L. SPLICE



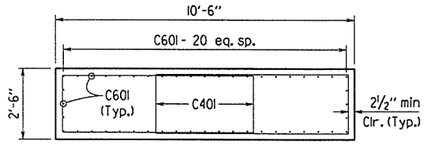
OPTIONAL CHORD SPLICE USING ANGLES [2]

Place Splice Angle on inside of Truss

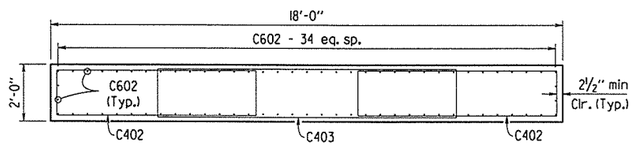
Note: Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



PLAN AT TRUSS BEARING



SECTION "E-E"
Foundation A



SECTION "F-F"
Foundation B

PRINT DATE: 8/23/2013

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL J. FUSELIER
8/23/13

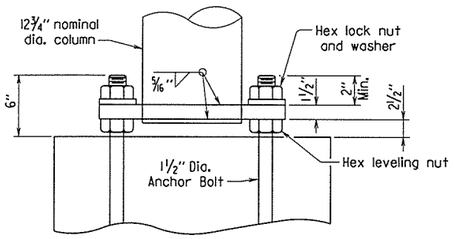
BRIDGE ENGINEER

SHEET 3 OF 5
DETAILS FOR 65' TO 75'
STEEL OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

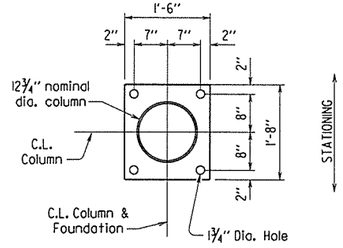
DRAWN BY: JGT DATE: 07/11/13
CHECKED BY: LJB DATE: 8/23/13
DESIGNED BY: STD DATE:
FILENAME: bBB0108_ohsign.dgn
SCALE: NOT TO SCALE

STR. NO. OH-040-18-12, OH-040-18-30 DRAWING NO. 54709

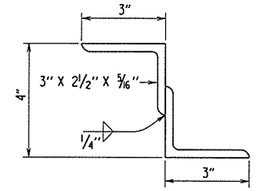
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	169	193
				① 0H-040-18-12 0H-040-18-30		SIGN STRUCTURE	54710	



ELEVATION - COLUMN BASE

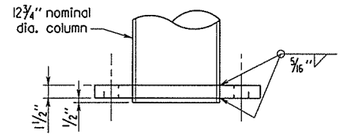


PLAN - COLUMN BASE



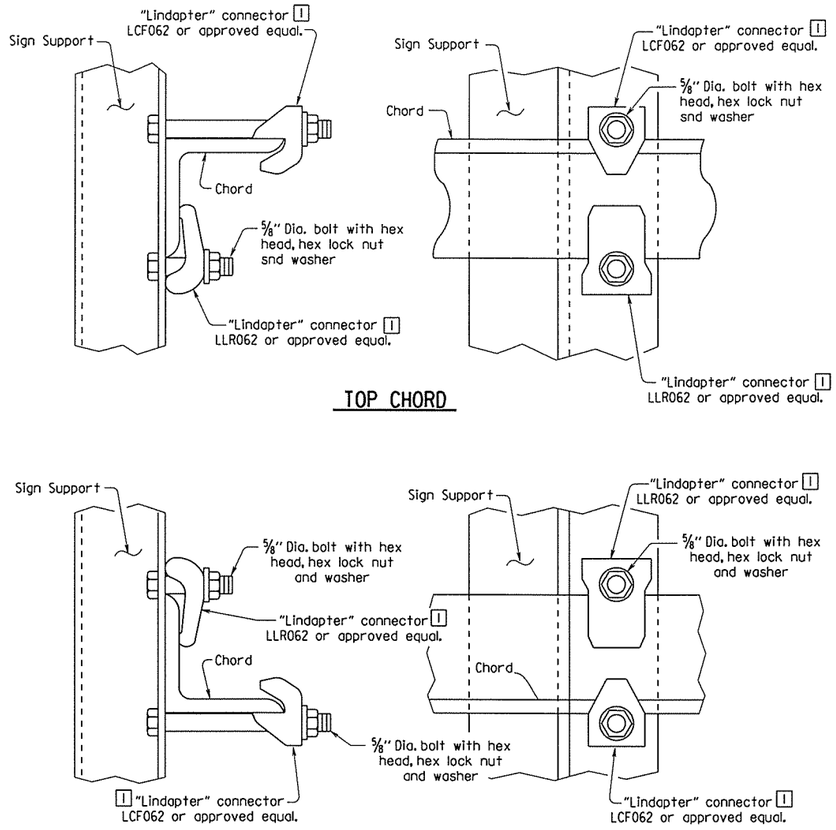
NOTE: Structural Z support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SUPPORT



Note: Diameter of hole in base plate to be 1/8" larger than column diameter.

DETAIL OF COLUMN CONNECTION TO BASE PLATE



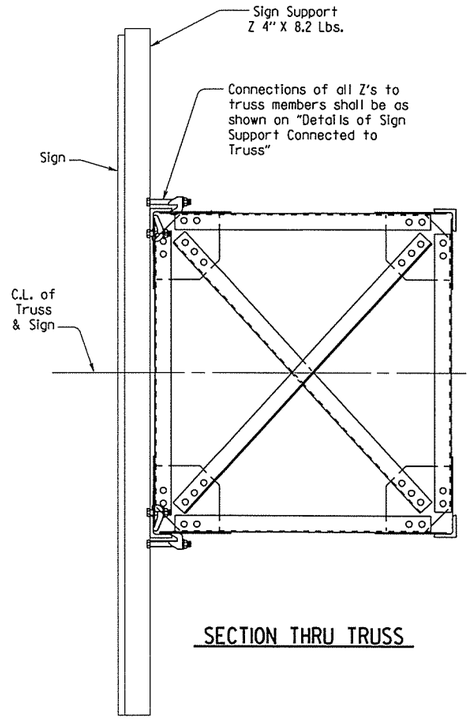
TOP CHORD

BOTTOM CHORD

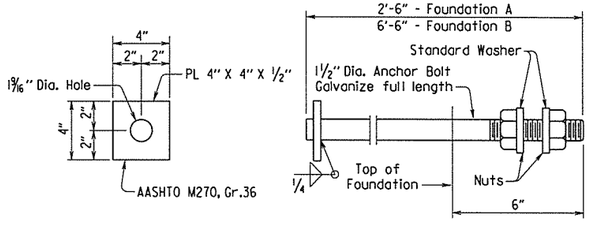
[1] Note: All "Lindapter" connectors or approved equal shall be installed according to manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

Note: Install all support connectors clear of the gusset plates and splice locations.

DETAIL OF SIGN SUPPORT CONNECTED TO TRUSS



SECTION THRU TRUSS



Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

ANCHOR BOLT DETAIL

STATE OF ARKANSAS
CARL J. AUSTIN
No. 7519
REGISTERED PROFESSIONAL ENGINEER
8/26/13
PUBLISHED

BRIDGE ENGINEER

SHEET 4 OF 5
DETAILS FOR 65' TO 75'
STEEL OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JGT DATE: 07/11/13
CHECKED BY: LJB DATE: 8/23/13
DESIGNED BY: STD DATE:
FILENAME: bBB0108_ohsign.dgn
SCALE: NOT TO SCALE

STR. NO. 0H-040-18-12, 0H-040-18-30 DRAWING NO. 54710

PRINT DATE: 8/23/2013

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.		BB0108	170	195
				(1) OH-040-18-12 OH-040-18-30		SIGN STRUCTURE	54711	

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2003 Edition, with applicable supplemental specifications and special provisions. Section and subsection refer to the Standard Construction Specifications unless otherwise noted in the plans.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, Fifth Edition, 2009.

Basic Wind Speed = 90 mph.
Fatigue Category: I

This structure is approved for a maximum sign area equal to 75% of the span length times a sign height of 15 feet with a weight of 2.5 lbs. per sq. foot and an additional load of 1200 lbs. for a Variable Message Sign panel when required under this contract or for future installation. Use of additional sign area must be approved by the Engineer. If the structure height ("H1" or "H2") exceeds 30'-0" contact the Engineer.

FOUNDATION MATERIALS AND STRENGTHS:
Class S Concrete f'c = 3,500 psi
Reinforcing Steel (Grade 60, AASHTO M 31 or M 322, Type A) fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	AASHTO M 270, Grade 36 (Fy = 36,000 psi)
	AASHTO M 270, Grade 50 (Fy = 50,000 psi)
Plate, W-Section:	ASTM A 139, Gr. C, straight-seam welded (Fy = 42,000 psi),
Pipe:	ASTM A 500, Gr. B (Fy = 42, 000 psi),
	ASTM A 501, Gr. B (Fy = 50,000 psi),
	ASTM A 714, Class 2, Grade II, Type E or S (Fy = 50,000 psi)
	All grades of pipe require Heat traceability back to the original melting mill.
Z-Shapes:	AASHTO M 270, Grade 36 (Fy = 36,000 psi)
Shim Plates:	ASTM A 1101, SS, Grade 36, Type 2, or Grade 40
Bolts:	ASTM A 325, Type 1
Locknuts	Approved Type - Meeting or exceeding AASHTO M 292
Washers:	ASTM F 436
Nuts:	ASTM A 563 or AASHTO M 292, Grade DH or Grade 2H

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structure to the existing conditions.

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

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

All steel shall be galvanized according to subsection 807.19. Steel completely encased in concrete may not be galvanized. Galvanized coating damaged during transport, handling or erection shall be field repaired in accordance with subsection 807.88.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-Notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Job Special Provision "Steel Overhead Sign Structures".

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices and they shall be spaced a minimum of 15 feet apart.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports. All truss member connections shall be bolted connections.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to subsection 807.26.

No circumferential butt welds will be allowed in any pipe sections.

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Connections shall be bolted with high-strength bolts. Unless otherwise noted, bolts shall be ⅞" diameter and open holes shall be 1/16 ". Bolt spacing shall be 2¼" for ⅞" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

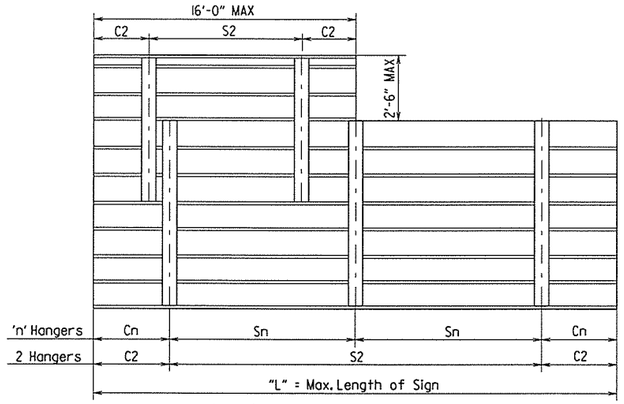
All truss frame bolts shall comply with AASHTO M 164 Type 1, galvanized according to subsection 807.06. Nuts and washers for AASHTO M 164 Type 1 bolts shall be furnished and galvanized in accordance with subsection 807.06.

Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Lock nuts to be installed according to manufacturer's recommendations.

Anchor bolts shall comply with AASHTO M 314, Grade 55 including Supplementary Requirement S1, and galvanized according to subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with subsection 807.07.

Shoring may be required to protect existing shoulders during excavation. Any shoring required shall not be paid for directly, but shall be considered incidental to the item "Steel Overhead Sign Structure". The excavations for the footings shall be backfilled before the structure is attached to the foundations.

PRINT DATE: 8/23/2013



Note: See sign details and plan sheets for number, size and dimensions of signs.

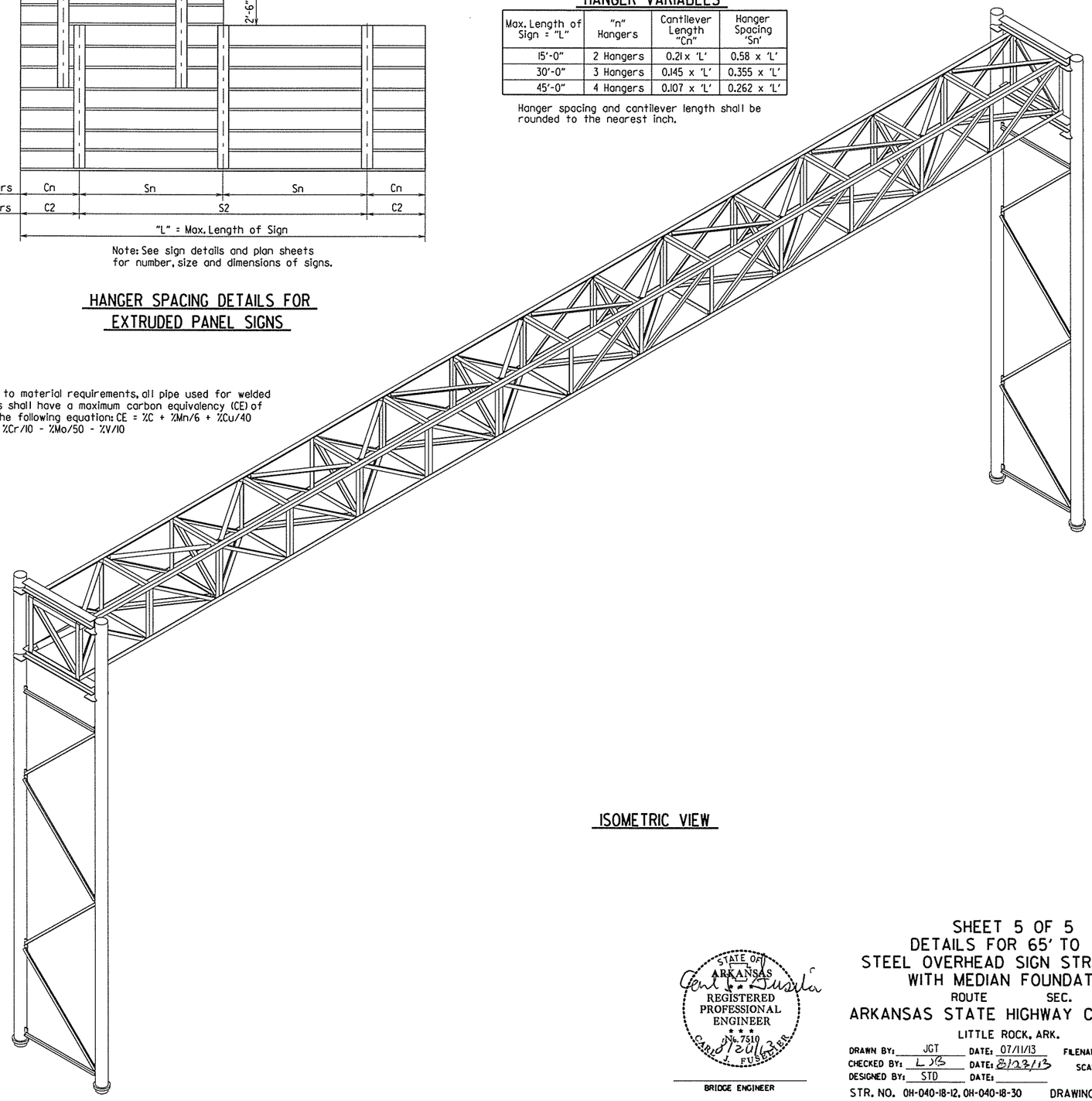
HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS

(1) In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation: CE = %C + %Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing 'Sn'
15'-0"	2 Hangers	0.21 x 'L'	0.58 x 'L'
30'-0"	3 Hangers	0.145 x 'L'	0.355 x 'L'
45'-0"	4 Hangers	0.107 x 'L'	0.262 x 'L'

Hanger spacing and cantilever length shall be rounded to the nearest inch.



ISOMETRIC VIEW

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
8/20/13
CARL J. FUSELIER

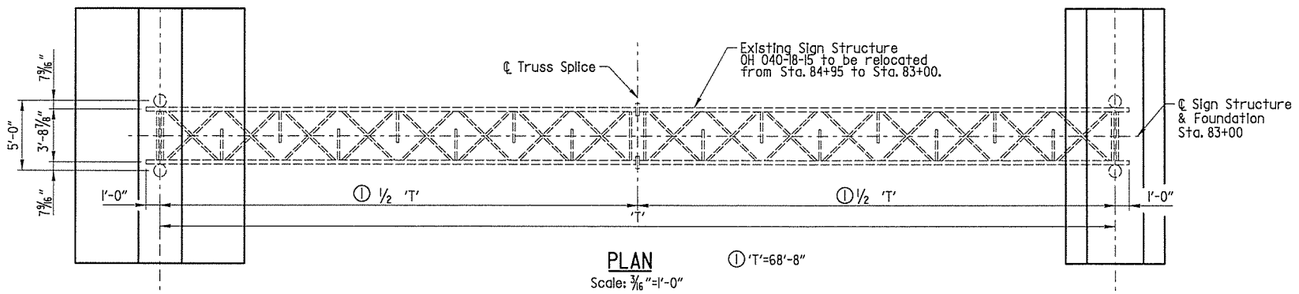
BRIDGE ENGINEER

SHEET 5 OF 5
DETAILS FOR 65' TO 75'
STEEL OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

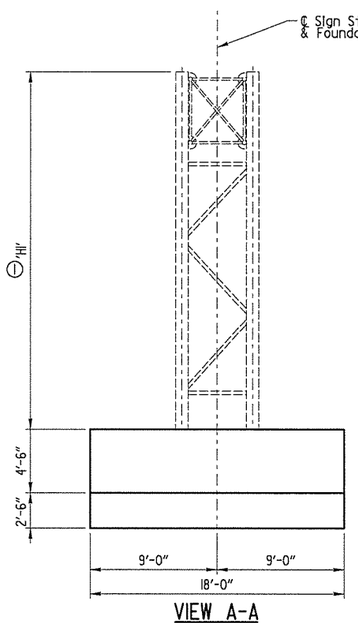
DRAWN BY: JGT DATE: 07/11/13 FILENAME: bBB0108_ohsign.dgn
CHECKED BY: LJB DATE: 8/23/13 SCALE: NOT TO SCALE
DESIGNED BY: STD DATE:

STR. NO. OH-040-18-12, OH-040-18-30 DRAWING NO. 54711

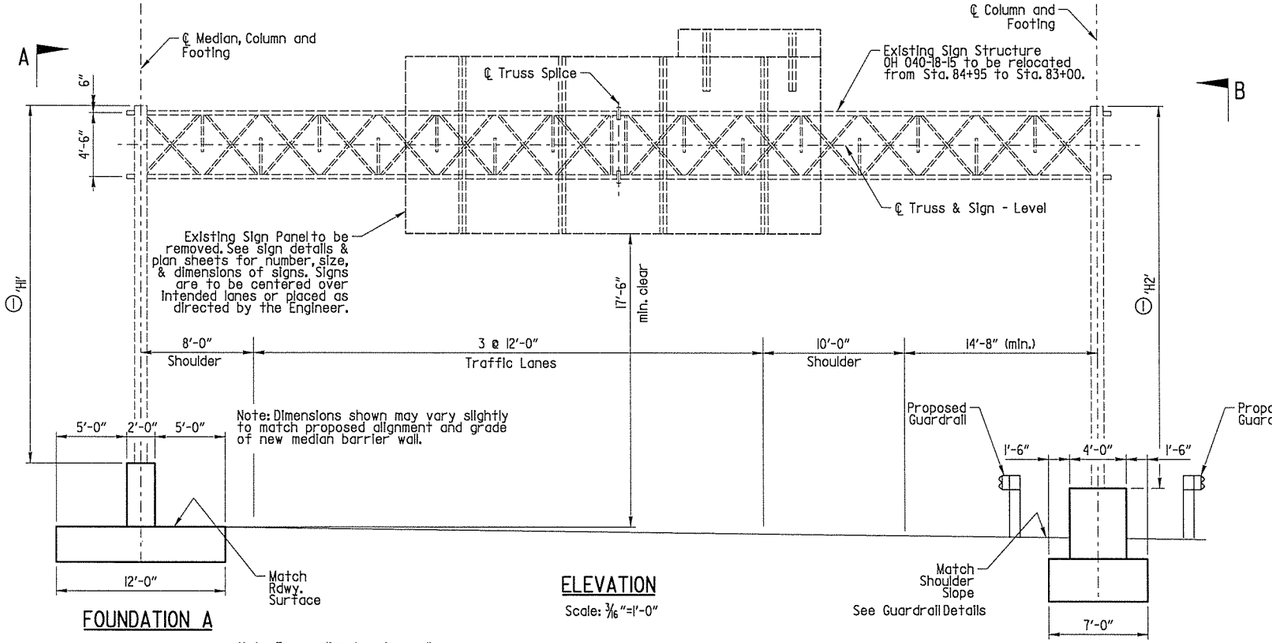
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	171	195
				① OH 040-18-15 OVERHEAD SIGN - 54712				



PLAN ① 'T'=68'-8"
Scale: 3/16"=1'-0"



VIEW A-A
Scale: 3/16"=1'-0"

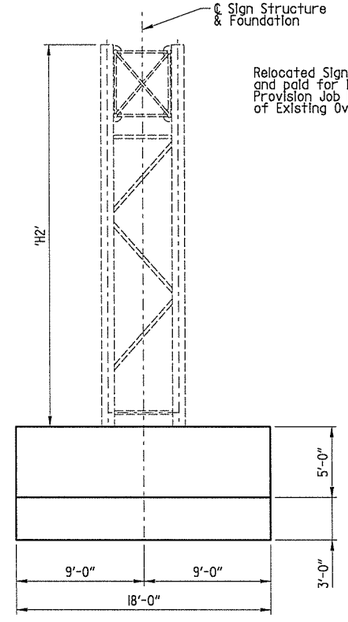


FOUNDATION A

Note: For median barrier wall on either side of Foundation A, see Roadway Plans.

ELEVATION
Scale: 3/16"=1'-0"

FOUNDATION B



VIEW B-B
Scale: 3/16"=1'-0"

① Note: The Contractor shall make field measurements to determine the existing column heights 'H1' & 'H2'. The minimum vertical clearance with the C.L. of the sign located at the C.L. of the truss shall be verified before foundation construction begins. If the structure height ('H1' or 'H2') exceeds 28'-0" contact the Engineer. The Contractor shall also verify that the variable 'T' is sufficient to meet the minimum clearances and to fit the existing structure to the proposed conditions. Notify the Engineer of any variations which will require design modifications.

GENERAL NOTES

Construction Specifications: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2003, with applicable Special Provisions and Supplemental Specifications.

Design Specification: Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, AASHTO Sixth Edition.

Basic Wind Speed = 90 m.p.h.

This foundation is approved for 600 square feet of sign panel area. Use of additional sign area must be approved by the Engineer.

If the existing structure height ('H1' or 'H2') exceeds 28'-0" contact the Engineer.

FOUNDATION MATERIAL AND STRENGTHS:
Class S Concrete.....f'c = 4,000 psi
Reinforcing Steel (AASHTO M31 or M53, Grade 60).....fy = 60,000 psi

Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

The excavations for the footings shall be back-filled before the structure is attached to the foundations.

The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the existing structures to the proposed conditions.

The Contractor shall provide new bolts, u-bolts, nuts, washers, lock washers or any other connection item to replace items disassembled for the relocation of the sign structure.

Utilities: Underground utilities are known to be within the construction limits of the overhead signs. The Contractor is required to notify One Call Center at 1-800-482-8998 48 hours prior to digging in order that underground utilities in area can be located.

Relocated Sign Structures will be measured and paid for in accordance with Special Provision Job No. BB0108, "Relocation of Existing Overhead Sign Structures."

APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

STRUCTURE NUMBER	CLASS S CONCRETE (cu. yd.)	REINFORCING STEEL (pounds)	EXCAVATION (cu. yd.)
OH 040-18-15	53.33	6,312	76

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 8940
MARK ASHER
10/9/13

BRIDGE ENGINEER
PRINT DATE: 10/9/2013

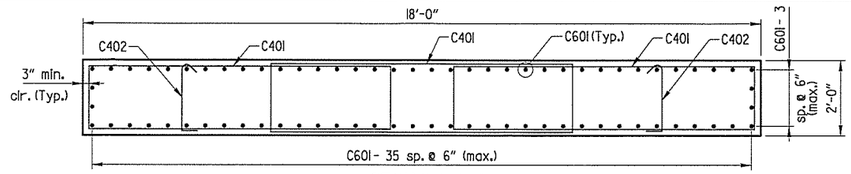
SHEET 1 OF 2
DETAILS FOR RELOCATION OF EXISTING OVERHEAD SIGN STRUCTURES
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: LHG DATE: 8/8/13 FILENAME: BB0108XX.TXI
CHECKED BY: CGW DATE: 8/8/13
DESIGNED BY: JRS DATE: 8/1/13 SCALE: 3/16"=1'-0"
STRUCTURE NO. OH 040-18-15 DRAWING NO. 54712

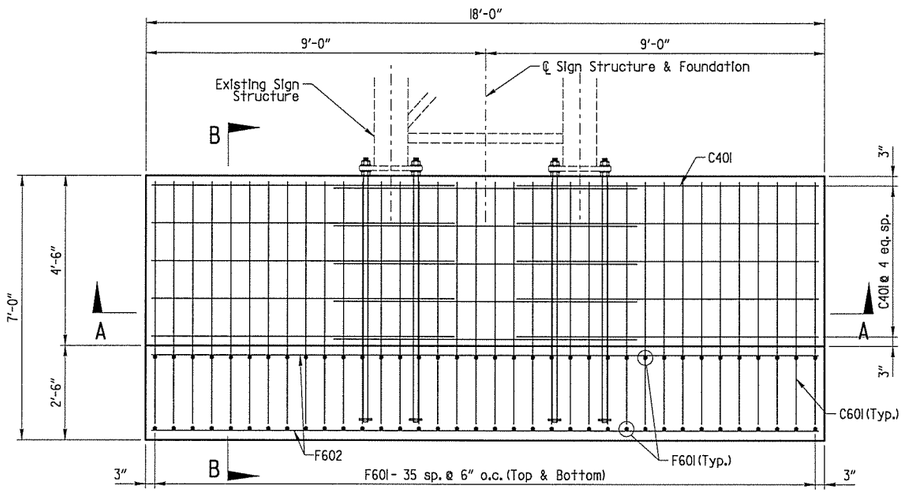
JACOBS

10/9/2013 4:23:37 PM T:\Job\WLXM2600 AHTD On-Call 2011 Task Order B003\BB0108\TOD CADD Files\709 Structural Files\Drawings\REHBB0108overheadsign01.dgn

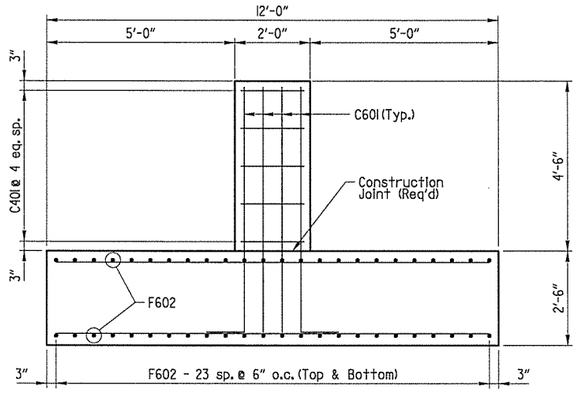
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0108	172	195
				(1) OH 040-18-15, OVERHEAD SIGNS - 54713				



SECTION A-A
No Scale



FOOTING A
No Scale



SECTION B-B
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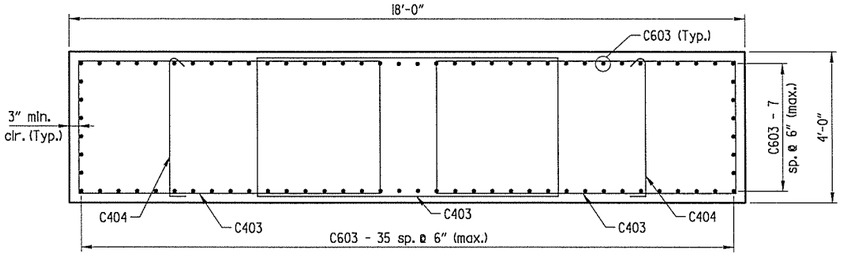
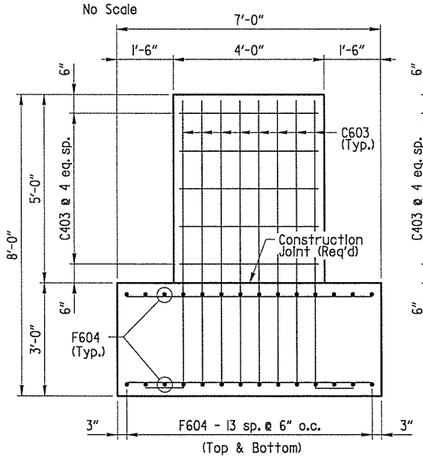
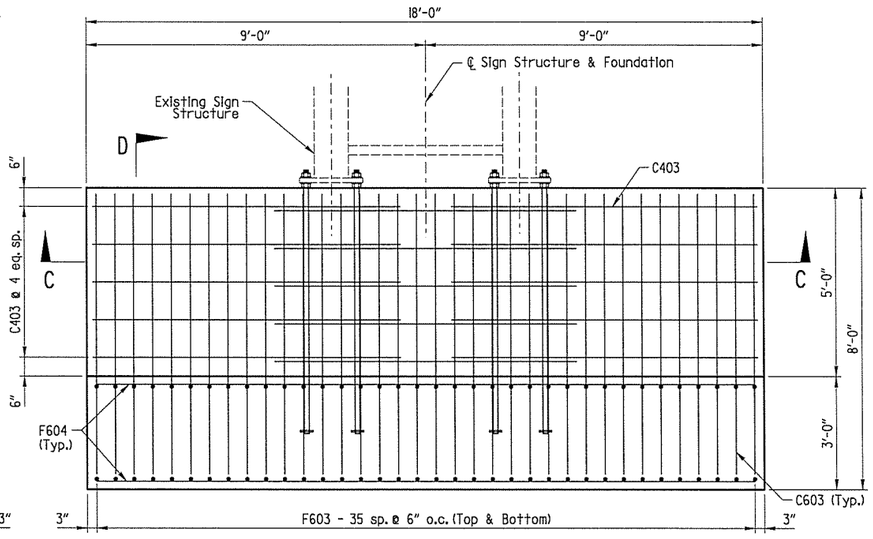


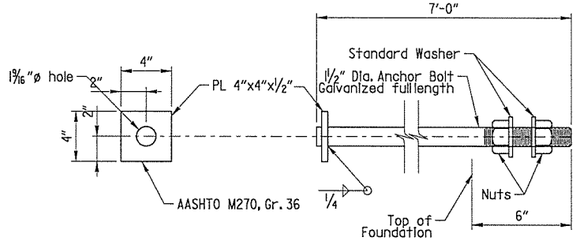
SECTION C-C
No Scale



SECTION D-D
No Scale

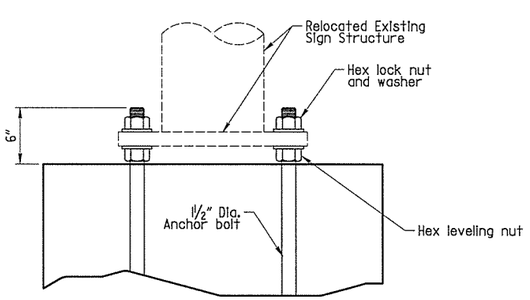


FOOTING B
No Scale



Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

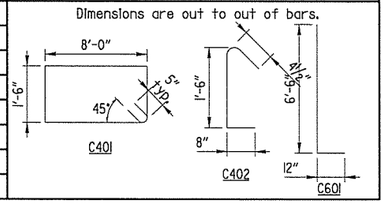
ANCHOR BOLT DETAIL
No Scale



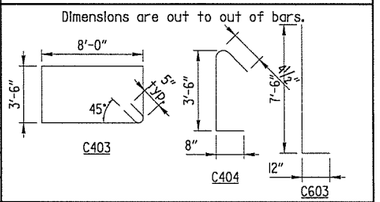
ELEVATION - COLUMN BASE
No Scale

APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

MARK	BAR LIST - FOOTING A			
	NO. REQ'D.	LENGTH	P.D.	BENDING DIAGRAMS
C401	15	19'-6"	3"	Dimensions are out to out of bars.
C402	10	2'-7"	3"	
C601	76	7'-4"	4 1/2"	
F601	72	11'-6"	Str.	
F602	48	17'-6"	Str.	



MARK	BAR LIST - FOOTING B			
	NO. REQ'D.	LENGTH	P.D.	BENDING DIAGRAMS
C403	15	23'-6"	3"	Dimensions are out to out of bars.
C404	10	4'-7"	3"	
C603	84	8'-4"	4 1/2"	
F603	72	6'-6"	Str.	
F604	28	17'-6"	Str.	



BRIDGE ENGINEER
PRINT DATE: 10/9/2013

SHEET 2 OF 2
DETAILS FOR RELOCATION OF EXISTING
OVERHEAD SIGN STRUCTURES
CRITTENDEN COUNTY
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

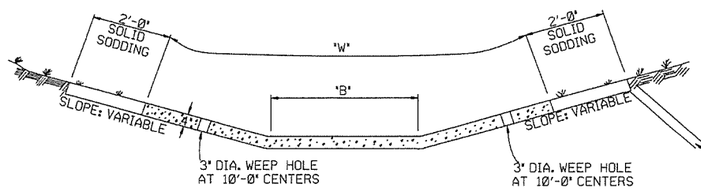
DRAWN BY:	LHG	DATE:	8/8/13	FILENAME:	BB0108_XX_TX2
CHECKED BY:	CGW	DATE:	8/8/13		
DESIGNED BY:	JRS	DATE:	8/8/13	SCALE:	No Scale

STRUCTURE NO. OH-040-18-15 DRAWING NO. 54713

JACOBS

10/9/2013 4:24:42 PM T:\Job\WL\XM2600 AHTD On-Call 2011 Task Order B003\BB0106\700 CADD Files\709 StructuralFiles\Drawings\RELHBB0108overheadsign02.dgn

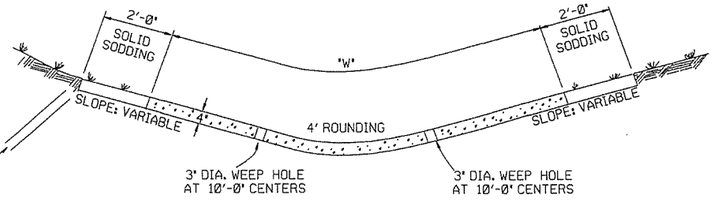
REFER TO TABULATION OF QUANTITIES
FOR 'W' & 'B' DIMENSIONS



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

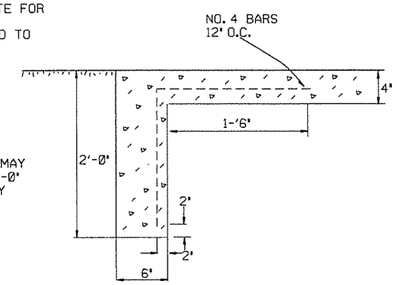
TYPE A

REFER TO TABULATION OF QUANTITIES
FOR 'W' DIMENSIONS



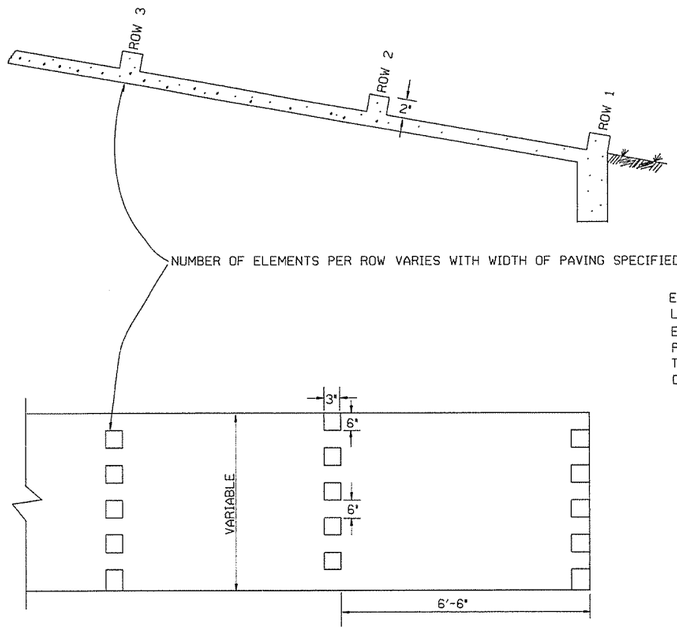
TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR 'CONCRETE DITCH PAVING.'



TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

TOE WALL DETAIL FOR CONCRETE DITCH PAVING



ENERGY DISSIPATORS
(NO SCALE)

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE UNCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

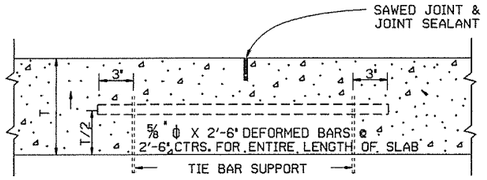
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

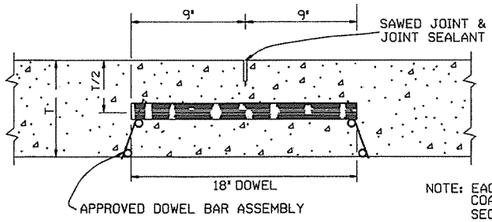
CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1



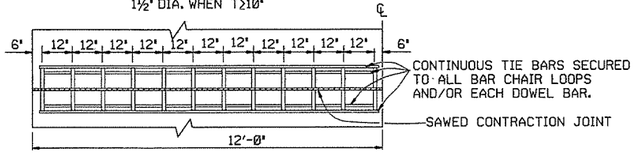
LONGITUDINAL JOINT

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.

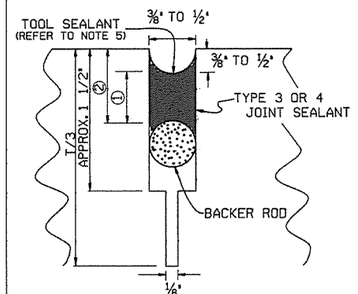
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



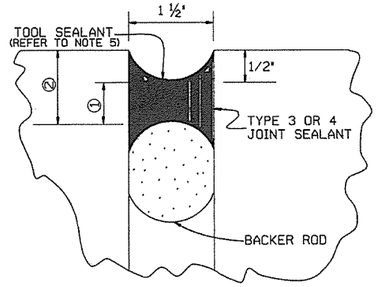
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

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



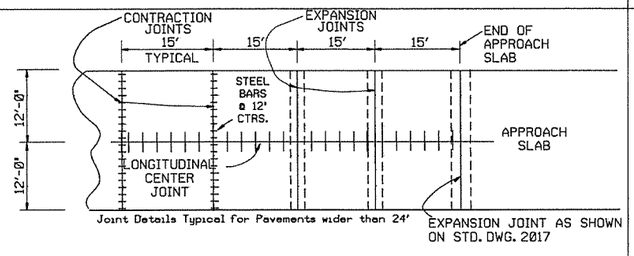
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

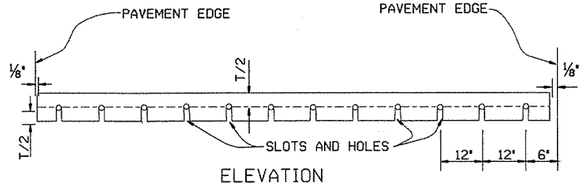
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	½	½
½	⅜	⅝	½
⅝	⅜	¾	⅝
¾	⅜	⅞	⅞
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	½	⅜	⅜
¾	¾	½	1

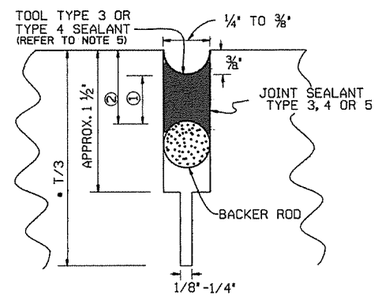


PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



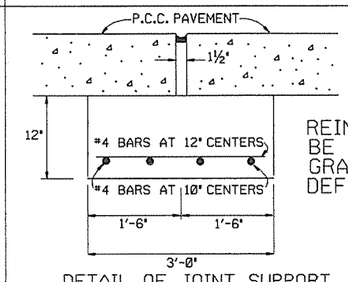
ELEVATION

NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



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

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

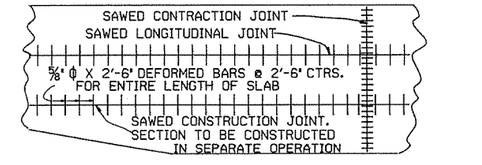


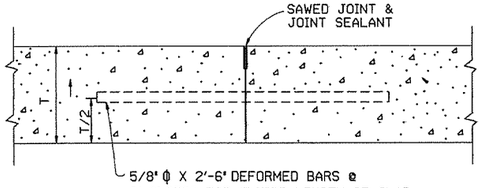
REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

GENERAL NOTES

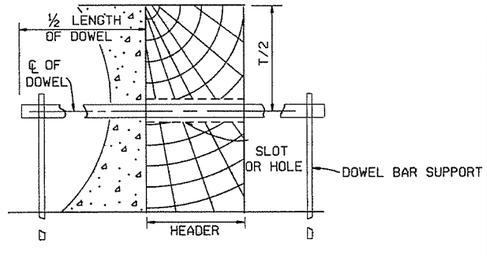
1. "T" DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED 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.





NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

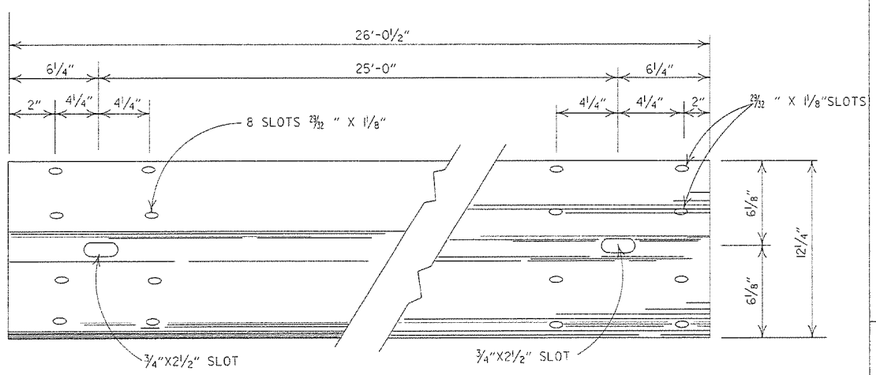
TRANSVERSE CONSTRUCTION JOINT

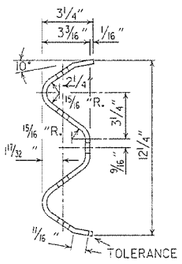
DATE	REVISION	DATE FILMED
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11- 3-94	ADDED NOTE RE: REINF. BARS	
4- 1-93	REVISED DOWEL BARS & GEN. NOTES	4- 1-93
10- 1-92	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

ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

STANDARD DRAWING CPTJ - 6A

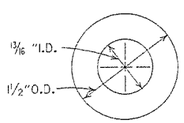




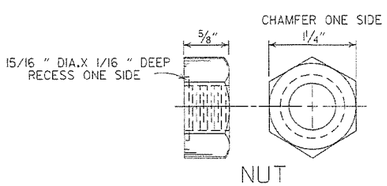
DETAILS OF W-BEAM GUARD RAIL

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

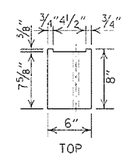
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

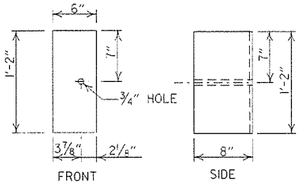


NUT

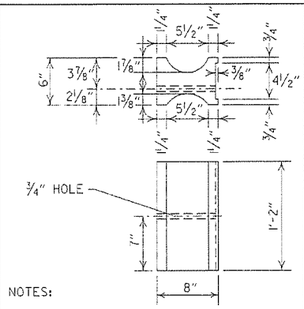


WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

TOP



WOOD BLOCKOUT (W-BEAM)

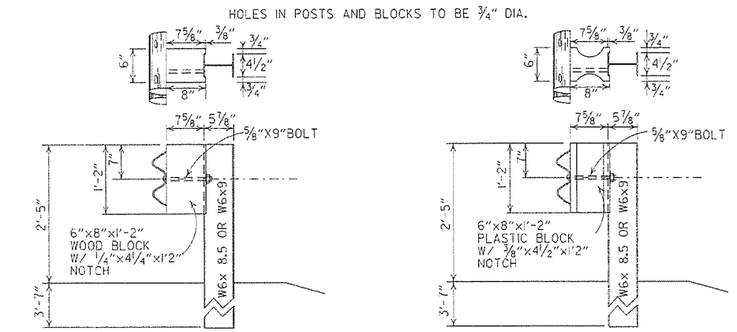


NOTES:

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)

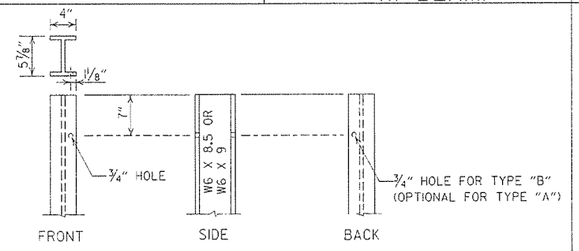
HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.



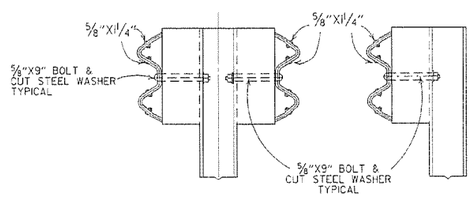
WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



STEEL POST



TYPE "B" TYPE "A"

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

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

USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

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

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.

POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - 1/4".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

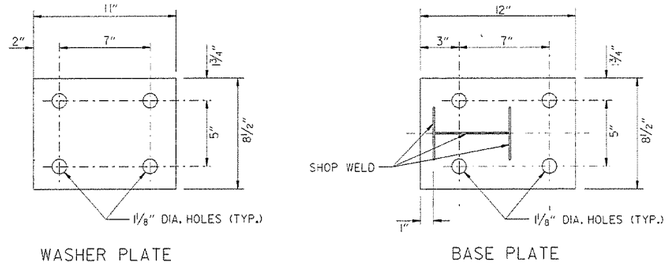
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

7-4-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
9-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
1-12-00	ADDED PLASTIC BLOCKOUT	
8-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
4-3-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
6-2-94	ADDED ALT. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-15-91
8-2-90	REV. GEN. NOTE & DEPHT OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87
DATE	REVISION	DATE FILM

ARKANSAS STATE HIGHWAY COMMISSION

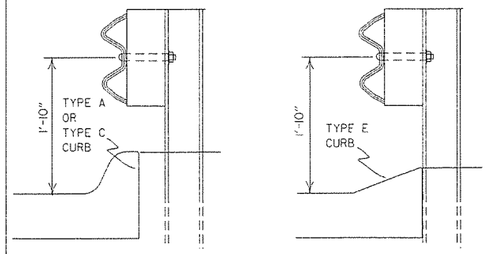
GUARD RAIL DETAILS

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

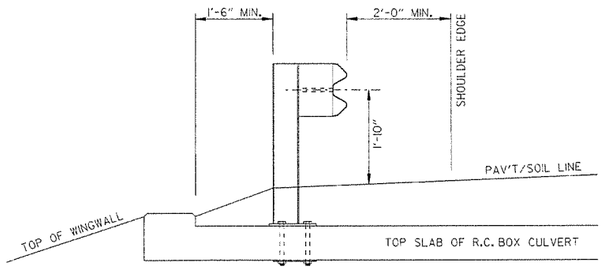
ALIGN FACE OF GUARD RAIL WITH FACE OF CURB.

FOR DESIGN SPEEDS OF 55 MPH OR MORE

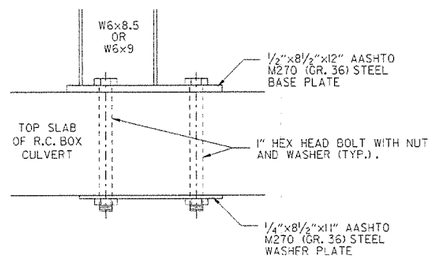
PLACE GUARD RAIL POSTS AGAINST BACK OF CURB.

DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

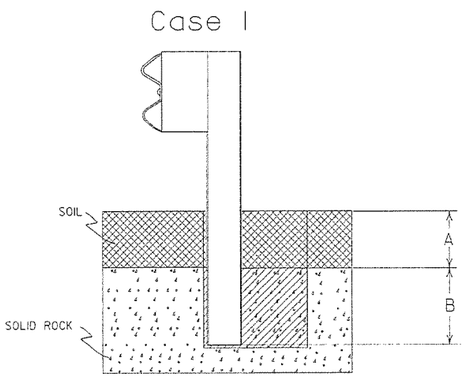
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.

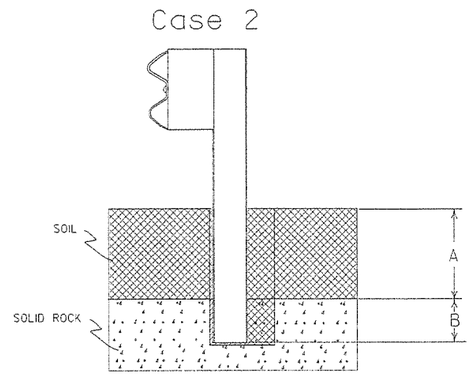


SECTION A-A



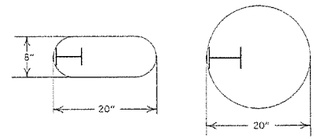
DETAIL OF CONNECTION

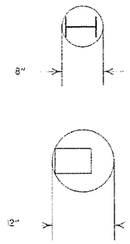




Plan View Steel Posts

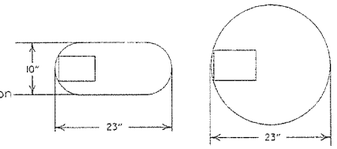
Either hole configuration acceptable





Plan View Wood Posts

Either hole configuration acceptable



Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

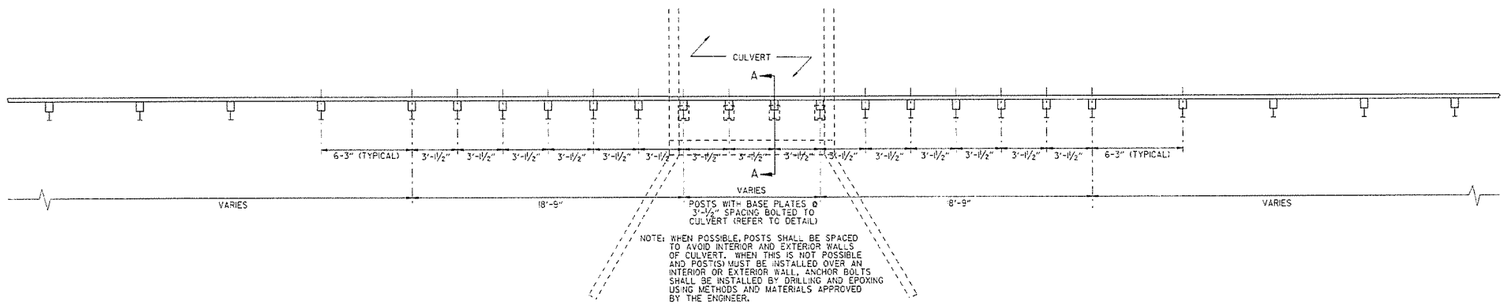
Zone A:
Backfill according to Section 617.03(a).

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

Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



NOTE: WHEN POSSIBLE, POSTS SHALL BE SPACED TO AVOID INTERIOR AND EXTERIOR WALLS OF CULVERT. WHEN THIS IS NOT POSSIBLE AND POST(S) MUST BE INSTALLED OVER AN INTERIOR OR EXTERIOR WALL, ANCHOR BOLTS SHALL BE INSTALLED BY DRILLING AND EPOXING USING METHODS AND MATERIALS APPROVED BY THE ENGINEER.

PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

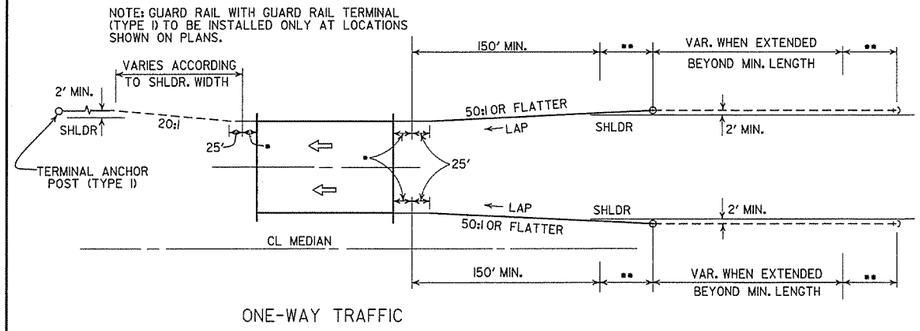
NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DWG. GR-8.

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	
8-5-93	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

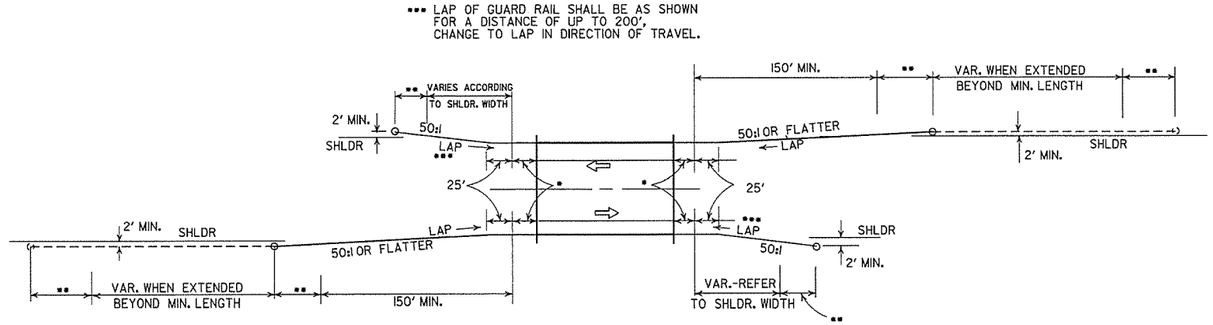
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8A

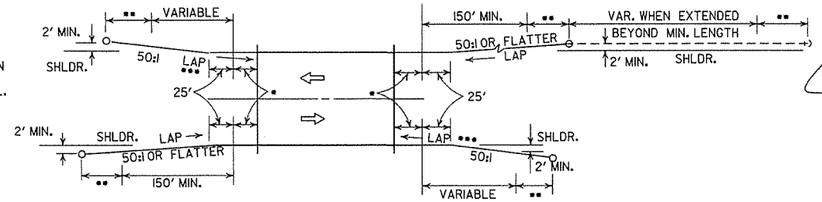


ONE-WAY TRAFFIC

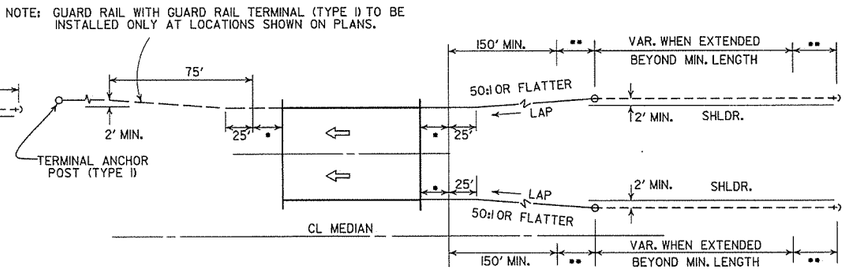


TWO-WAY TRAFFIC

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



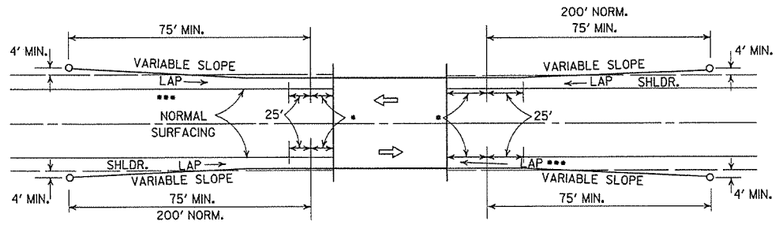
TWO-WAY TRAFFIC



ONE-WAY TRAFFIC

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

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



LEGEND

- ▪ THRIE BEAM GUARD RAIL TERMINAL
- ▪▪ GUARD RAIL TERMINAL (TYPE 2)

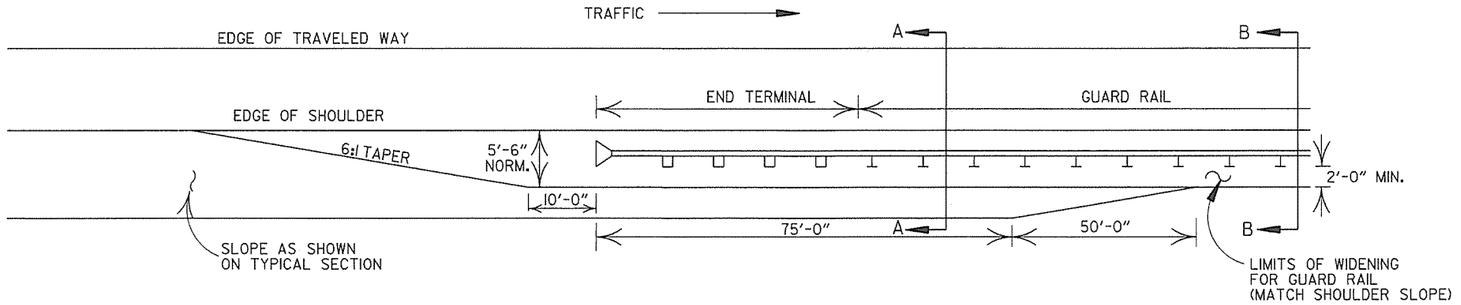
METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

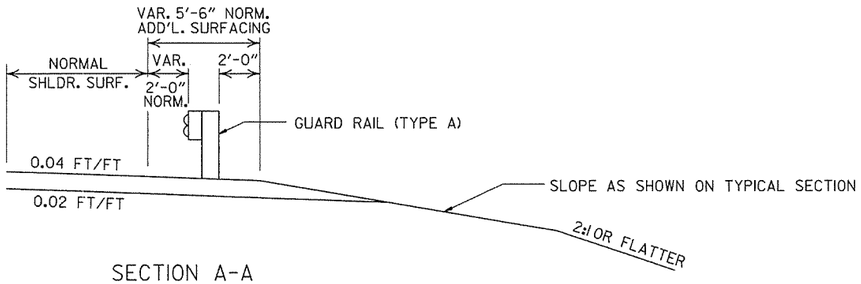
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87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

ARKANSAS STATE HIGHWAY COMMISSION

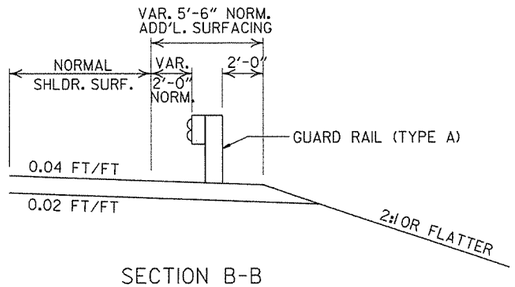
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





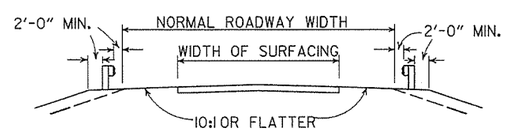
SECTION A-A



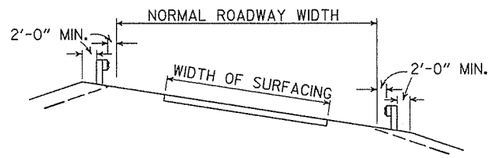
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

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

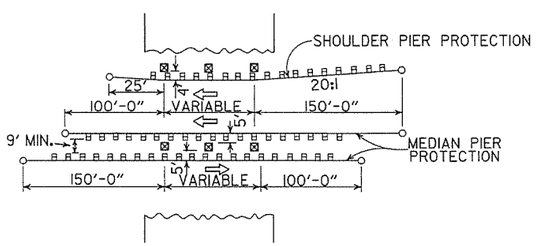


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



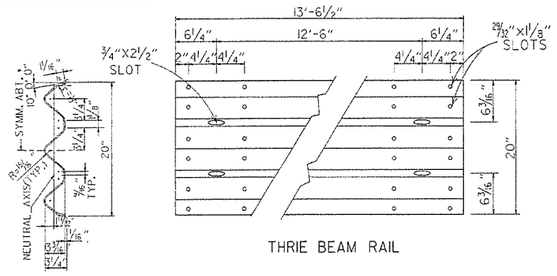
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

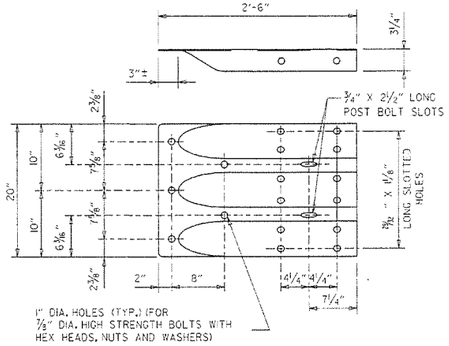
GUARD RAIL DETAILS

STANDARD DRAWING GR-9A

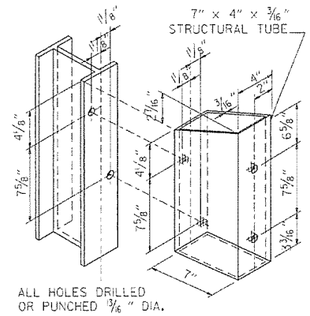


THRIE BEAM RAIL

SECTION THRU THRIE BEAM RAIL

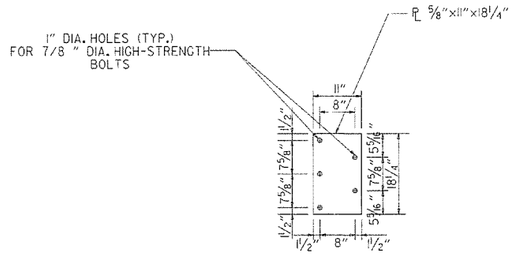


SPECIAL END SHOE



STRUCTURAL STEEL TUBING BLOCKOUT DETAIL

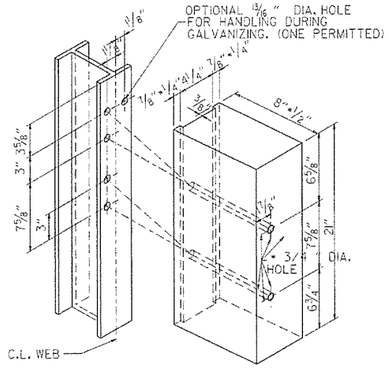
ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.



CONNECTOR PLATE

NOTE:
SEE STANDARD DRAWING GR-10A FOR GUARD RAIL POST EMBEDMENT DEPTHS.

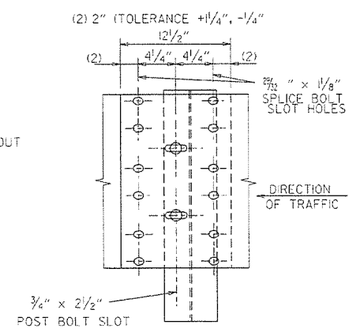
CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



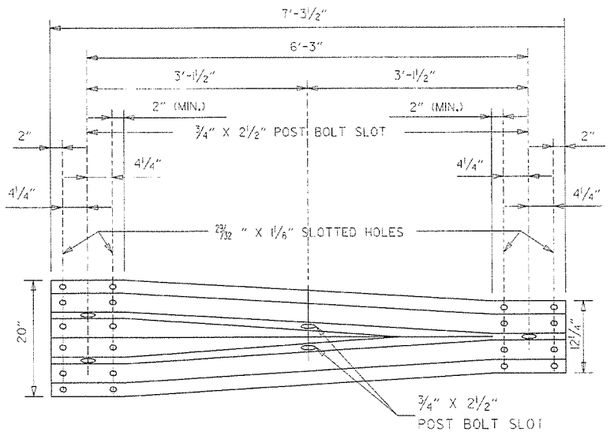
ALL HOLES 1⅛" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL
FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

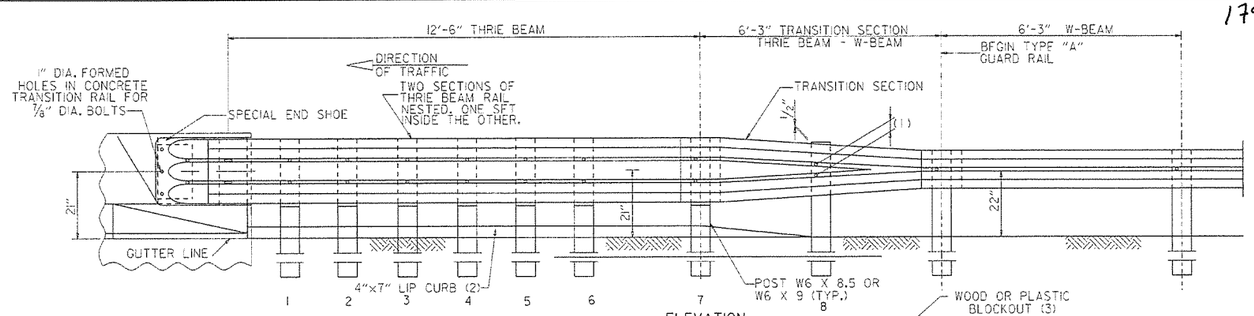
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



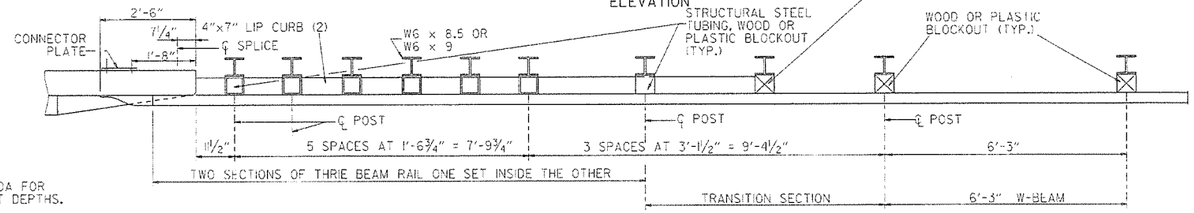
THRIE BEAM RAIL SPLICE AT POST



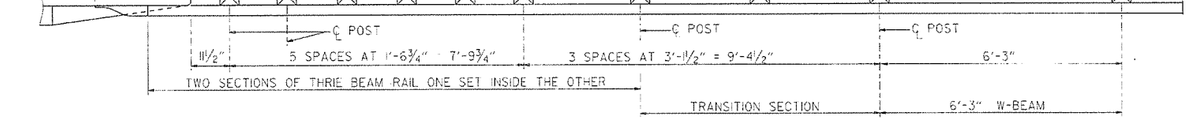
TRANSITION SECTION



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 I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-11.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 ℔) 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.

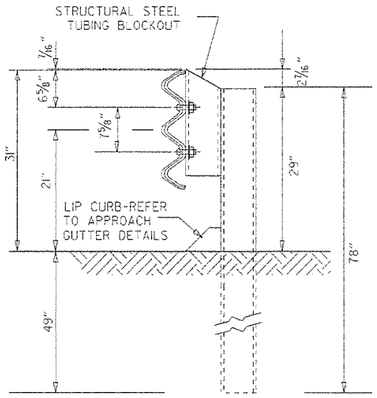
THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

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	

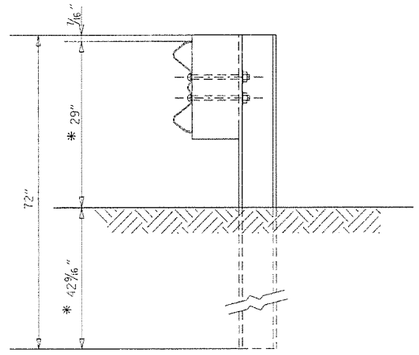
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10

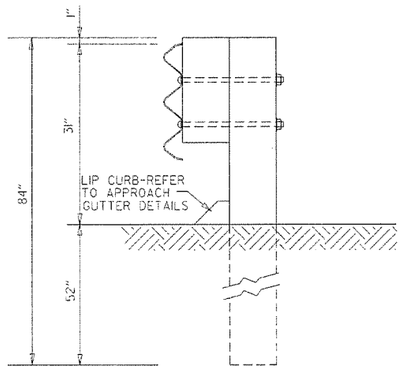


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7

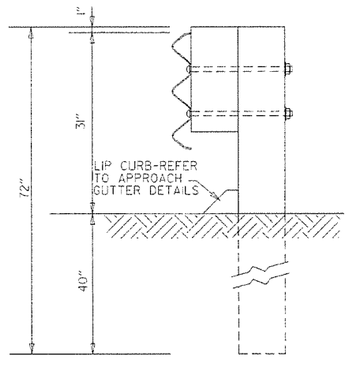


W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

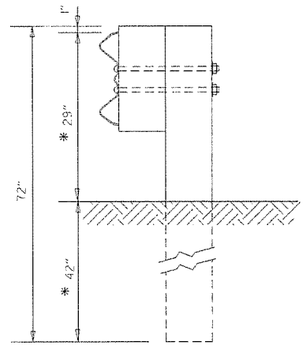
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



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.

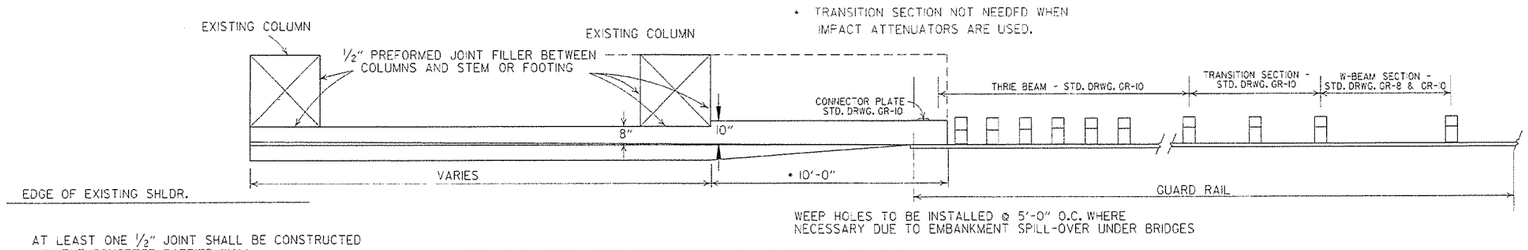
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	DATE FILM
7-14-10	REVISED POST & DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
6-22-02	REVISED LIP CURB NOTE	
3-30-00	DRAWN & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

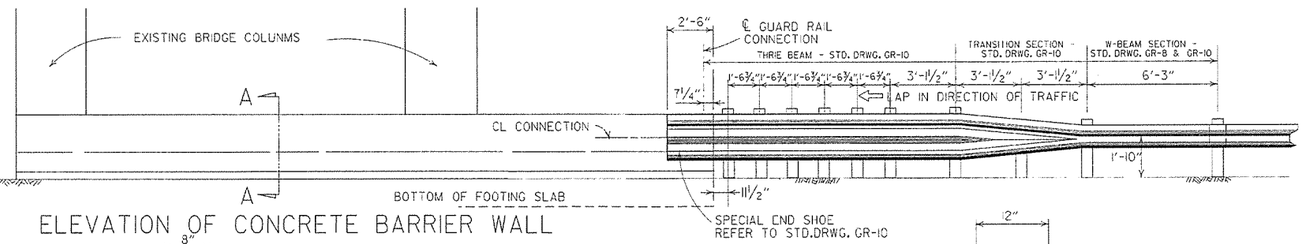


• TRANSITION SECTION NOT NEEDED WHEN IMPACT ATTENUATORS ARE USED.

WEEP HOLES TO BE INSTALLED @ 5'-0" O.C. WHERE NECESSARY DUE TO EMBANKMENT SPILL-OVER UNDER BRIDGES

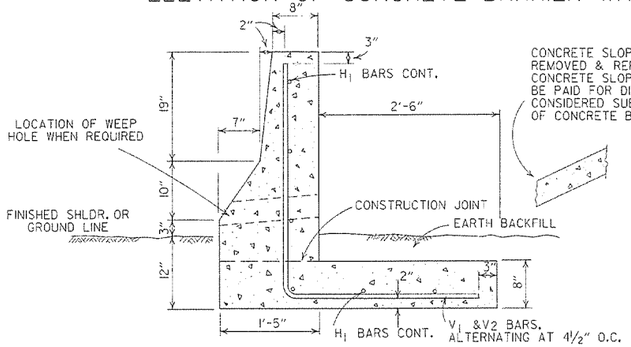
AT LEAST ONE ½" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL



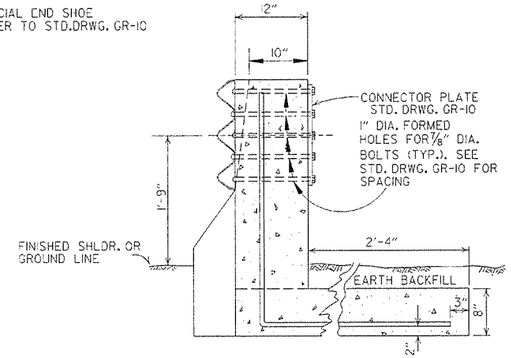
NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL



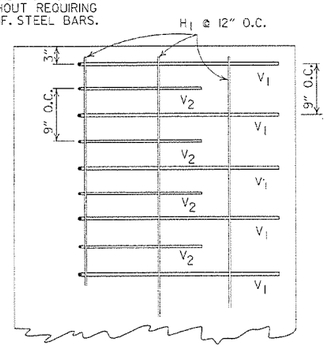
CONCRETE SLOPE PAVING TO BE REMOVED & REPLACED WHERE REQ'D. CONCRETE SLOPE PAVING WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM OF CONCRETE BARRIER WALL.

SECTION A-A



SECTION THRU CONNECTION

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.

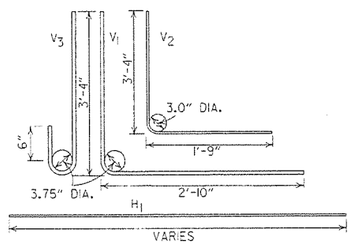


PLAN OF REINFORCING STEEL IN FOOTING

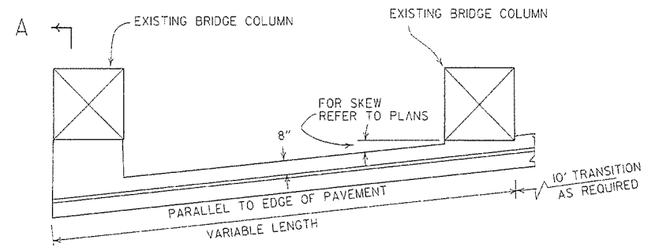
BAR LIST

MARK	NO.	SIZE	LENGTH
V1		#5	6'-2½"
V2		#4	5'-1"
V3		#5	2'-11⅛"
H1	6	4	VAR.

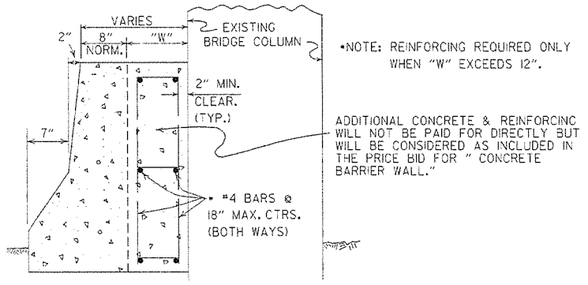
THE V3 BARS SHALL BE USED IN PLACE OF THE V1 & V2 BARS IN FRONT OF PIERS.



BEND DIAGRAMS



PLAN



•NOTE: REINFORCING REQUIRED ONLY WHEN "W" EXCEEDS 12".

ADDITIONAL CONCRETE & REINFORCING WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED AS INCLUDED IN THE PRICE BID FOR " CONCRETE BARRIER WALL."

SECTION A-A

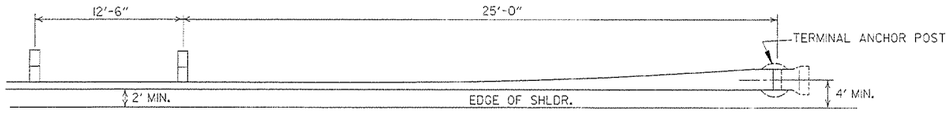
DETAILS OF CONCRETE BARRIER WALL WHEN PIERS ARE SKEWED TO ROADWAY

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	

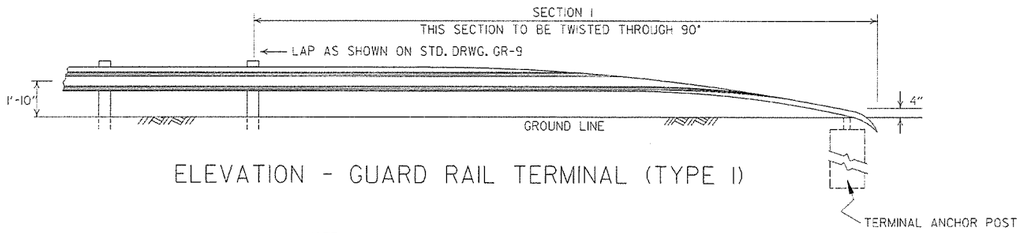
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-11

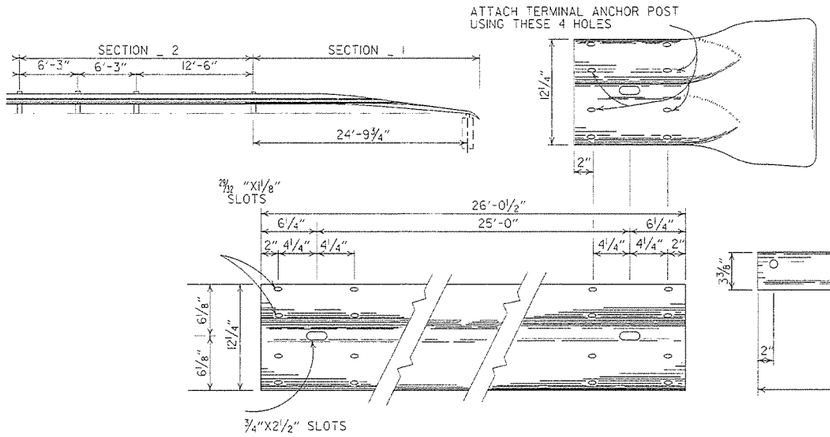


PLAN - GUARD RAIL TERMINAL (TYPE I)



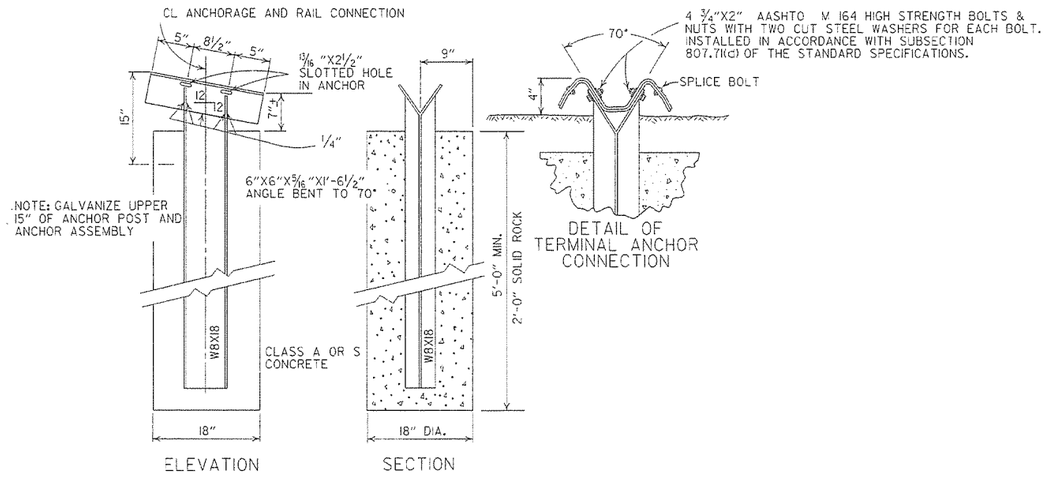
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE:
SECTIONS I 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



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.

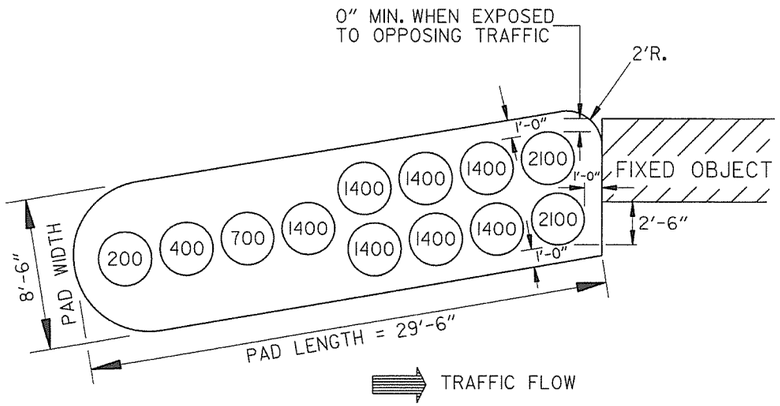
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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

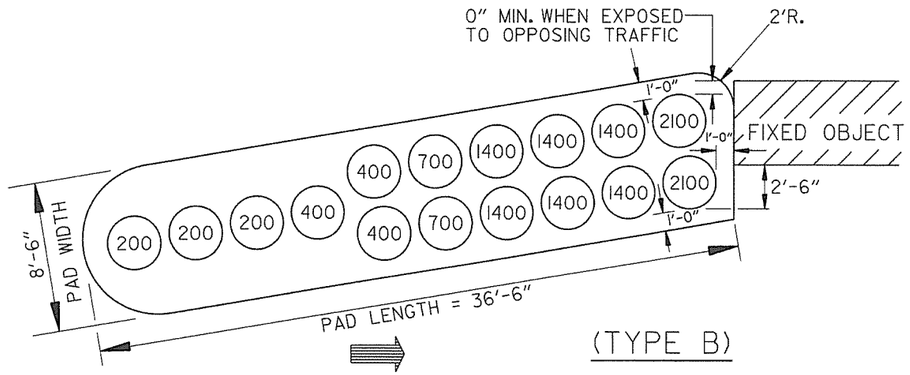
GUARD RAIL DETAILS

STANDARD DRAWING GRT-1



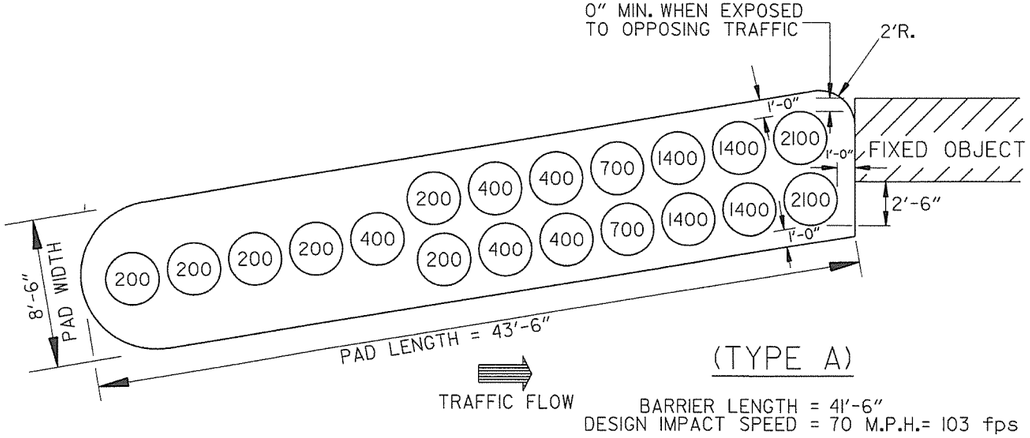
(TYPE C)

BARRIER LENGTH = 27'-6"
DESIGN IMPACT SPEED = 50 M.P.H.= 73.3 fps



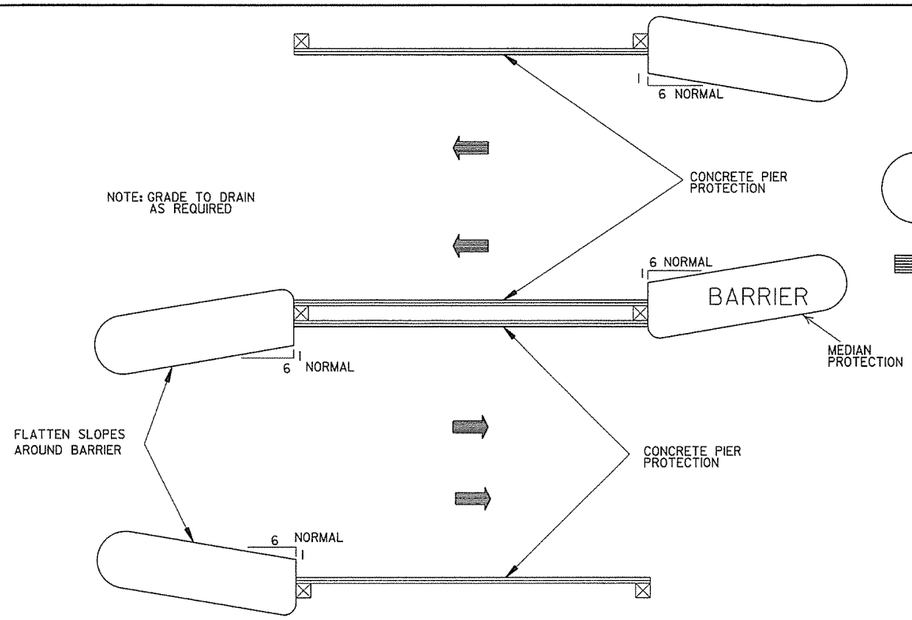
(TYPE B)

BARRIER LENGTH = 34'-6"
DESIGN IMPACT SPEED = 60 M.P.H.= 88 fps

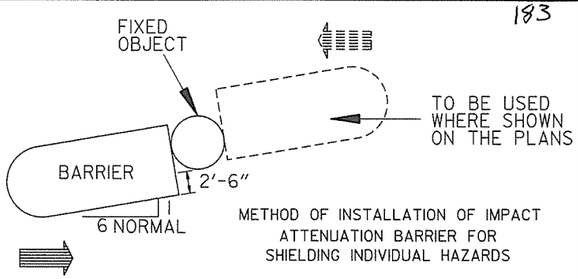


(TYPE A)

BARRIER LENGTH = 41'-6"
DESIGN IMPACT SPEED = 70 M.P.H.= 103 fps



METHOD OF INSTALLATION OF
IMPACT ATTENUATION BARRIER
FOR PIER PROTECTION



METHOD OF INSTALLATION OF IMPACT
ATTENUATION BARRIER FOR
SHIELDING INDIVIDUAL HAZARDS

GENERAL NOTES

1. DIMENSIONS SHOWN ARE TO TOP OF PLASTIC MODULES.
2. SPACING BETWEEN PLASTIC MODULES SHALL NOT EXCEED 6" AT THE TOP.
3. PLASTIC MODULES SHALL MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

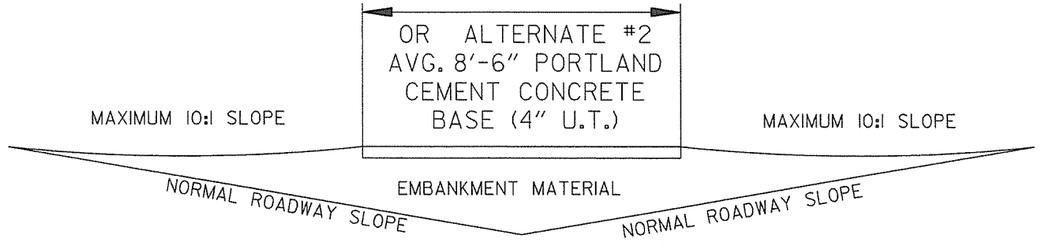
APPROXIMATE QUANTITIES PER PAD

TYPE	ALTERNATE #1		ALTERNATE #2
	AGGR. BASE COURSE	A.C.H.M. SURFACE COURSE	P.C.CONC. BASE (4"U.T.)
	TONS	TONS	SQ.YDS.
A	9.7	4.6	41.6
B	8.1	3.8	34.9
C	6.6	3.1	28.3

NOTE: APPROXIMATE QUANTITIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. PAYMENT TO BE INCLUDED IN UNIT PRICE BID FOR IMPACT ATTENUATION BARRIER.

ALTERNATE #1
AVG. 8'-6" A.C.H.M. SURF. COURSE(1/2")
220 LBS. PER SQ. YD. &
AGGREGATE BASE COURSE
(4" COMPACTED DEPTH)

OR ALTERNATE #2
AVG. 8'-6" PORTLAND
CEMENT CONCRETE
BASE (4" U.T.)



DETAIL OF BARRIER PAD

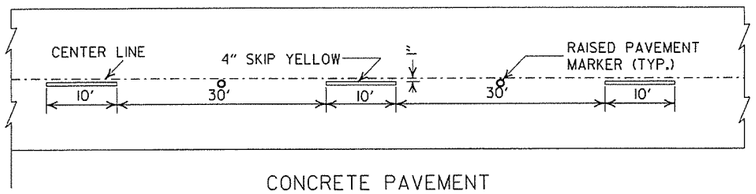
NOTE: BARRIER PAD TO BE SKEWED TOWARD ONCOMING TRAFFIC
A MAXIMUM OF 6:1 WITH 6:1 BEING NORMAL

DATE	REVISION	DATE FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-29-07	REVISED TY. A & TY. C ARRAYS	
11-19-98	REVISED FIXED OBJECT	
11-18-98	REV. NOTES & TYPE A MOD. WTS.	
10-18-96	REDRAWN	
7-15-88	CONFORMED TO 1988 SPECS	
7-29-87	REDRAWN	

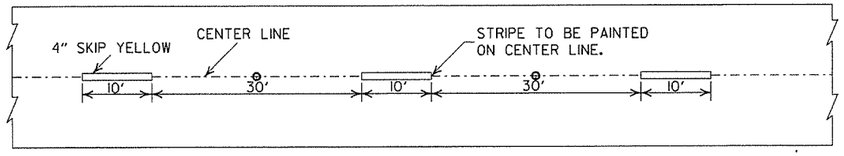
ARKANSAS STATE HIGHWAY COMMISSION

IMPACT ATTENUATION BARRIER

STANDARD DRAWING IB-1

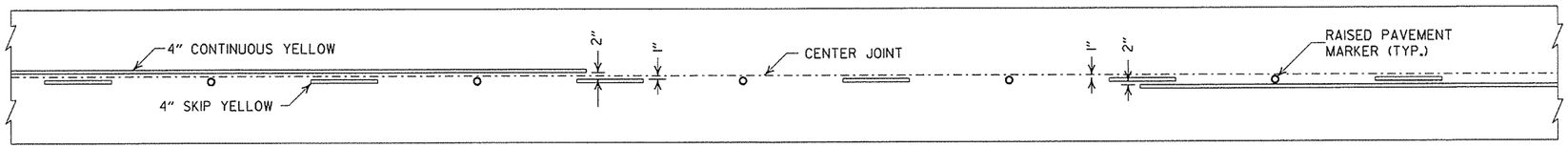


CONCRETE PAVEMENT

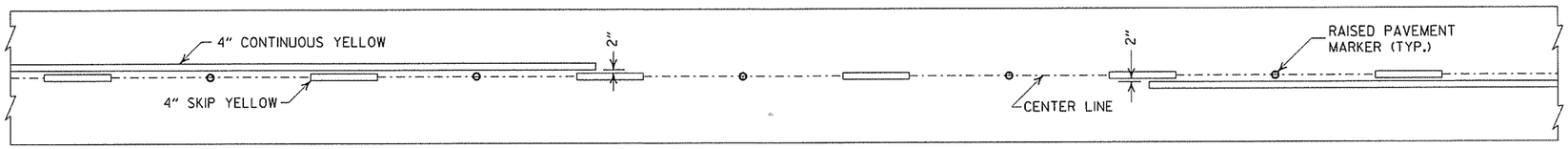


ASPHALT PAVEMENT

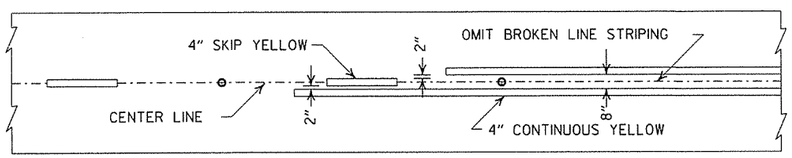
BROKEN LINE STRIPING



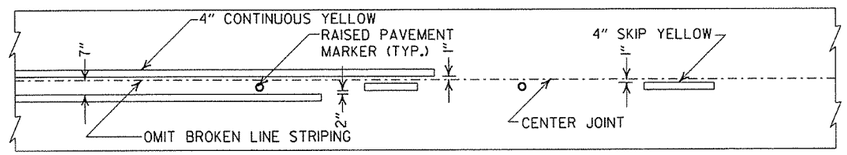
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT



ASPHALT PAVEMENT



CONCRETE PAVEMENT

GENERAL NOTES:

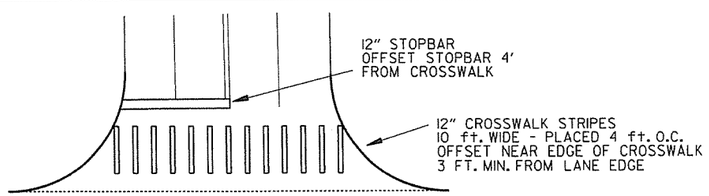
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

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.

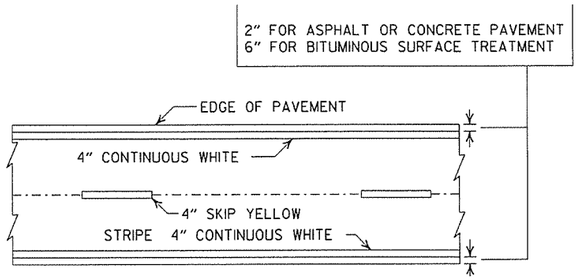
STRIPING AT ADJACENT NO PASSING LANES



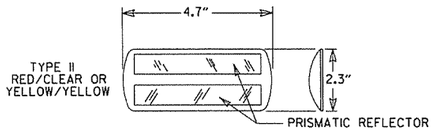
CROSSWALK AND STOPBAR DETAILS

NOTES:

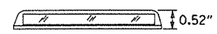
1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKIP LINES ON 40 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.



PAVEMENT EDGE LINE MARKING



NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

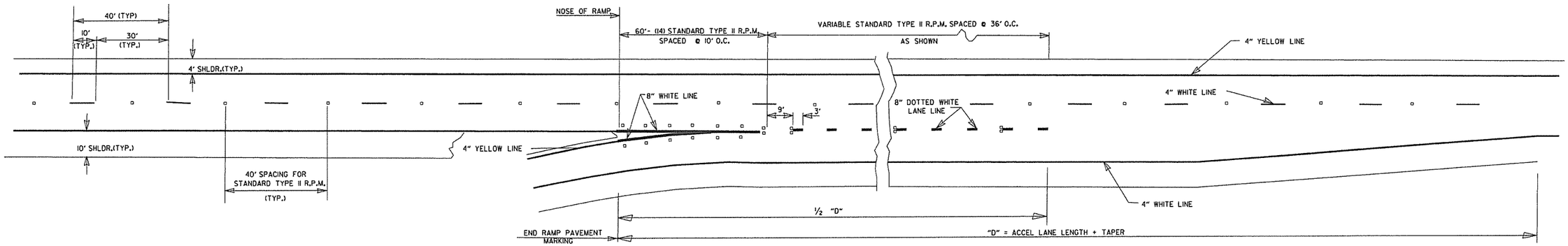
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

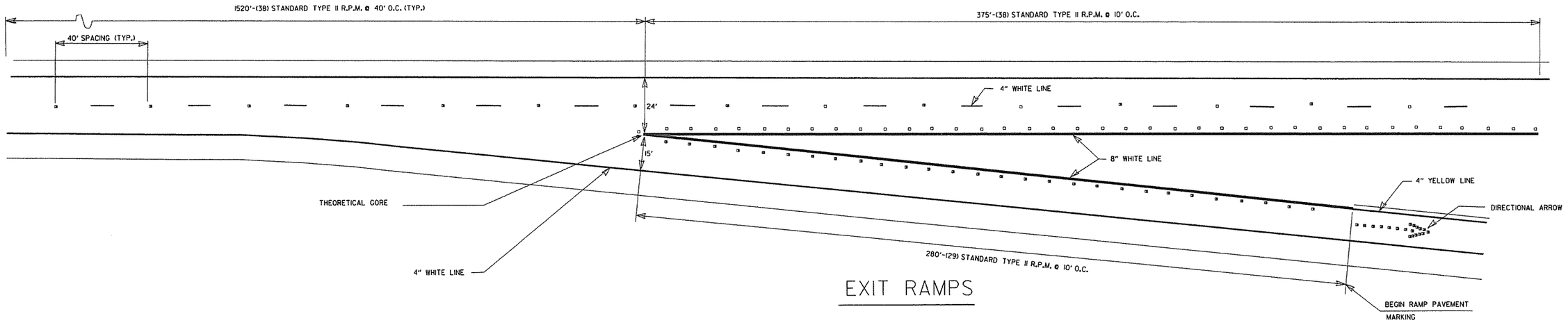
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

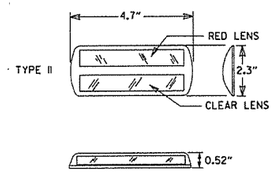
4" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

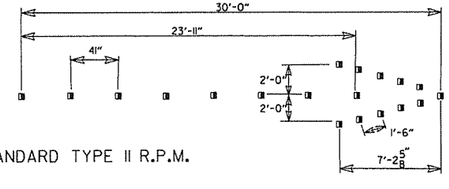


EXIT RAMPS



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.

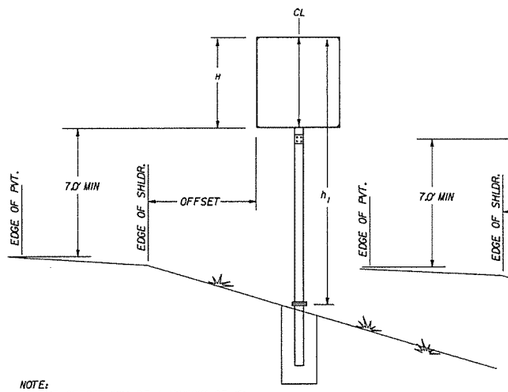
DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & 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

ARKANSAS STATE HIGHWAY COMMISSION

PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

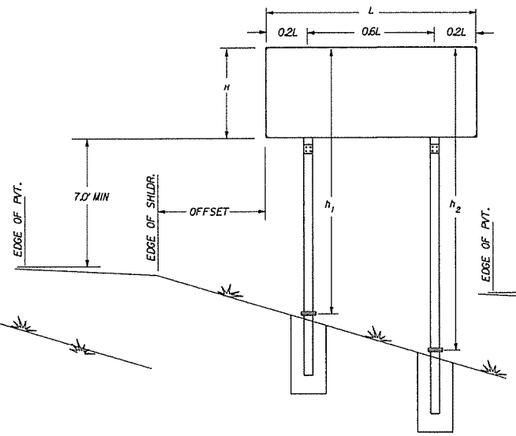
STANDARD DRAWING PM-2

POST SIZE	BASE CONNECTION DATA										FUSE PLATE DATA									WT. OF EACH FUSE PLATE LBS.
	BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	F	G	J	K	M	d_1	d_2	t_3	BOLT SIZE
W 6X9																				
W 6X12	5/8" x 2 3/4"	450"-680"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"	4 1/4"	2"	4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X15												5"	2 1/2"	6"	3 1/2"	1 1/2"	1 1/16"	1 1/4"	3/8"	5/8" x 2 1/4"	2.51
W 8X18												5"	2 1/2"	5 1/4"	2 3/4"	1 1/4"	1 3/16"	1 1/16"	3/8"	3/4" x 2 1/4"	2.26
W 8X21												5 1/2"	2 1/2"	5 1/4"	2 3/4"	1 1/4"	1 3/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 10X22	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 7/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	11/32"	6"	3"	5 3/4"	2 3/4"	1 3/8"	1 3/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X26																					
W 12X26												6"	3"	6 1/2"	3 1/2"	1 5/8"	1 7/16"	1 5/16"	1/2"	3/4" x 2 1/4"	4.47

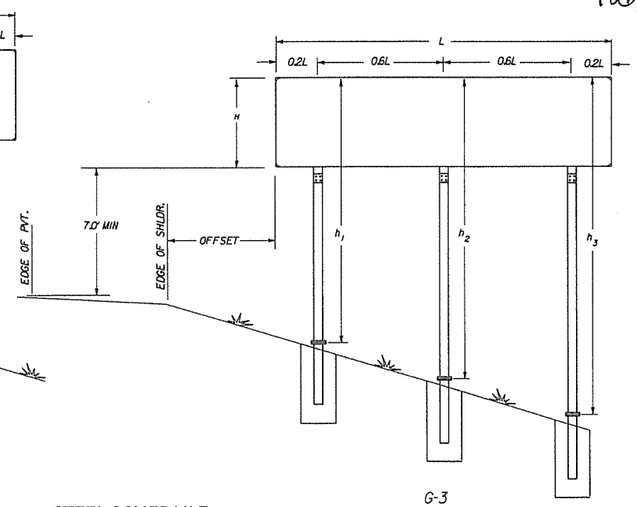


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

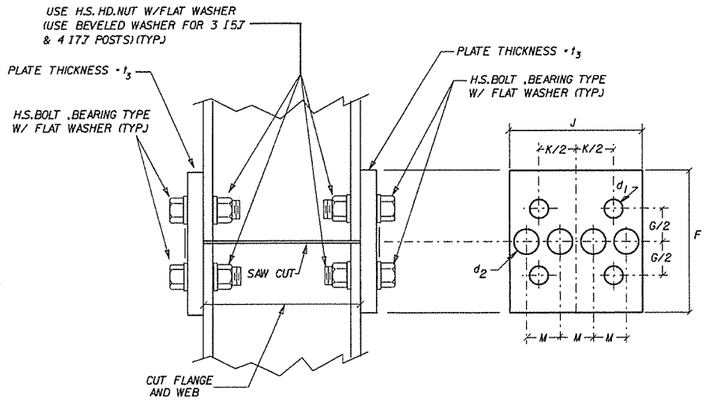
G-1



G-2

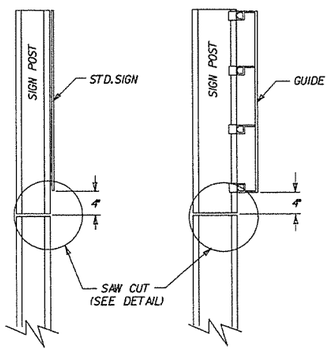


G-3



NOTE: USE H.S. HEX HEAD BOLTS, HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS. HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36, ASTM-A441, ASTM-572 GRADE 50, OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

NOTE: BOLT HOLES, USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.

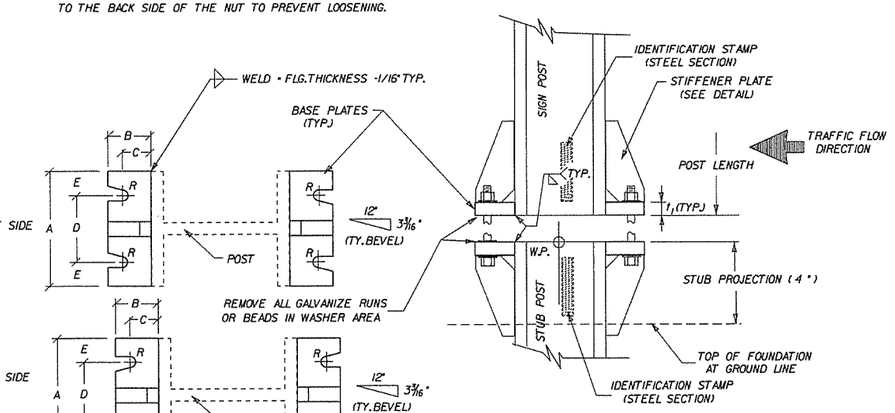


STANDARD SIGNS GUIDE SIGNS

FUSE PLATE DETAILS

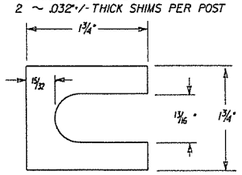
NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED, AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED, WITH AN APPROVED ZINC SOLDER MEETING THE FEDERAL SPEC. O-G-93 (STICK ONLY).

NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S. BOLTS WITH HEX HD., HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT. SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC. IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST, THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE). THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.

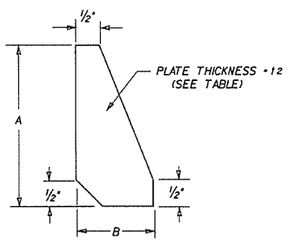


SHIM DETAIL

FURNISH 2 ~ .012"+/- THICK AND 2 ~ .032"+/- THICK SHIMS PER POST



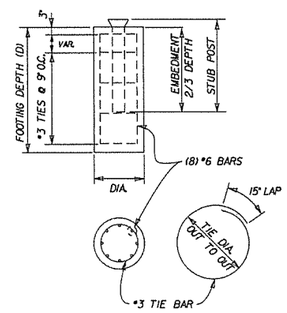
STIFFENER PLATE DETAIL



STEEL SCHEDULE

FOOTING DIAMETER	#3 TIE BARS DIAMETER	BAR LENGTH	POUNDS
INCHES	INCHES	FEET	
18	12	4.39	1.65
24	18	5.96	2.24
30	24	7.53	2.83
36	30	9.1	3.42

FOOTINIG DEPTH	#6 STRAIGHT BARS BAR LENGTH	NUMBER REQ'D.	POUNDS
FEET	FEET		
2.50	2.00	8	24.03
3.00	2.50	8	30.04
3.50	3.00	8	36.05
4.00	3.50	8	42.06
4.50	4.00	8	48.06
5.00	4.50	8	54.07
5.50	5.00	8	60.08
6.00	5.50	8	66.09
6.50	6.00	8	72.10
7.00	6.50	8	78.10
7.50	7.00	8	84.11
8.00	7.50	8	90.12



FOOTING QUANTITIES

FOOTINIG DEPTH	NUMBER TIE BARS REQ'D	18" DIAMETER CLASS S CONCRETE	18" DIAMETER REINF STEEL	24" DIAMETER CLASS S CONCRETE	24" DIAMETER REINF STEEL	30" DIAMETER CLASS S CONCRETE	30" DIAMETER REINF STEEL	36" DIAMETER CLASS S CONCRETE	36" DIAMETER REINF STEEL
FEET		CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)
2.50	4	0.16	31						
3.00	4	0.20	37						
3.50	5	0.23	44						
4.00	6	0.26	52	0.47	56				
4.50	6	0.29	58	0.52	62				
5.00	7	0.33	66	0.58	70	0.91	74		
5.50	8			0.64	78	1.00	83		
6.00	8			0.70	84	1.09	89	1.57	93
6.50	9					1.18	98	1.70	103
7.00	10					1.27	106	1.83	112
7.50	10							1.96	118
8.00	11							2.09	128

GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

REFER TO THE PLANS FOR FOOTING DIMENSIONS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.

SIGN POST AND STUB POST

DATE	REVISION	FILMED
9-12-13	ISSUED	

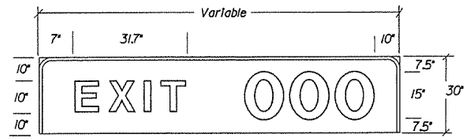
ARKANSAS STATE HIGHWAY COMMISSION

DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

STANDARD DRAWING SHS-3

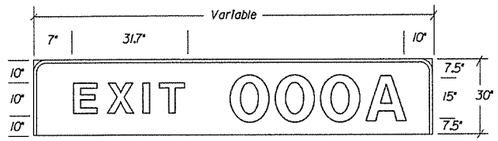
TYPICAL DETAIL

TYPE A



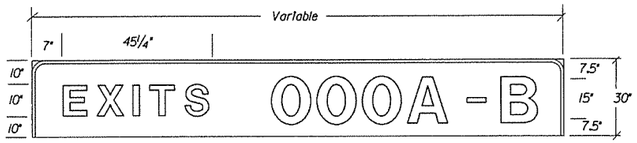
EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B



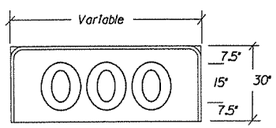
EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C



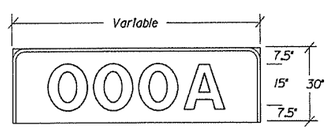
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30"=5.0 SF
2 DIGITS 42"X30"=8.75 SF
3 DIGITS 60"X30"=12.50 SF

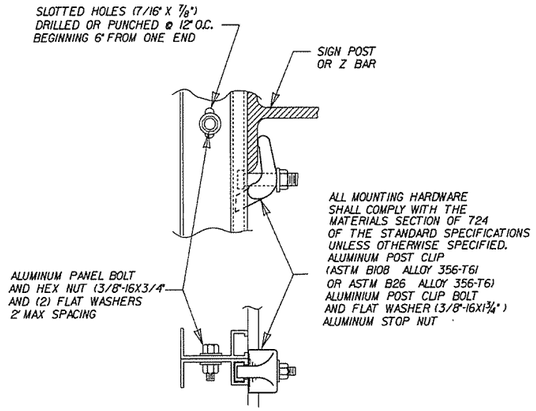
TYPE E

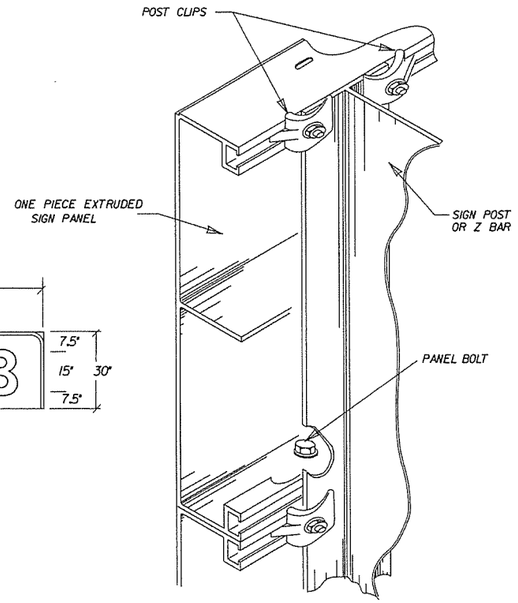


1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

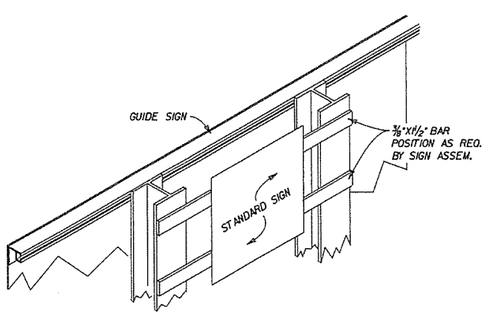
EXIT PANEL DETAILS

NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL".

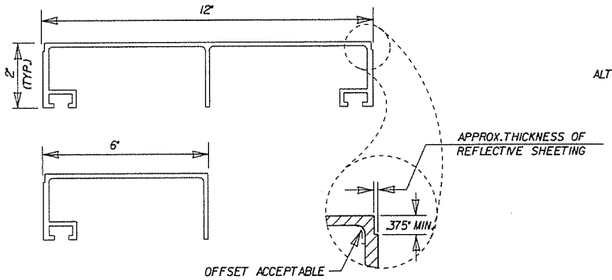




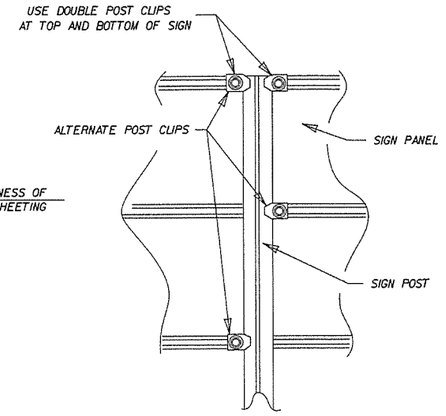
MOUNTING HARDWARE



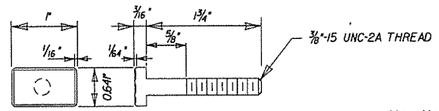
SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



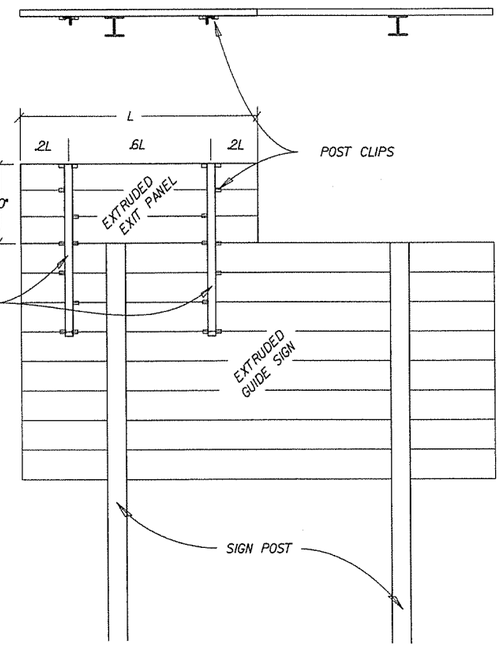
ONE PIECE EXTRUDED SIGN PANELS



POST CLIP PLACEMENT



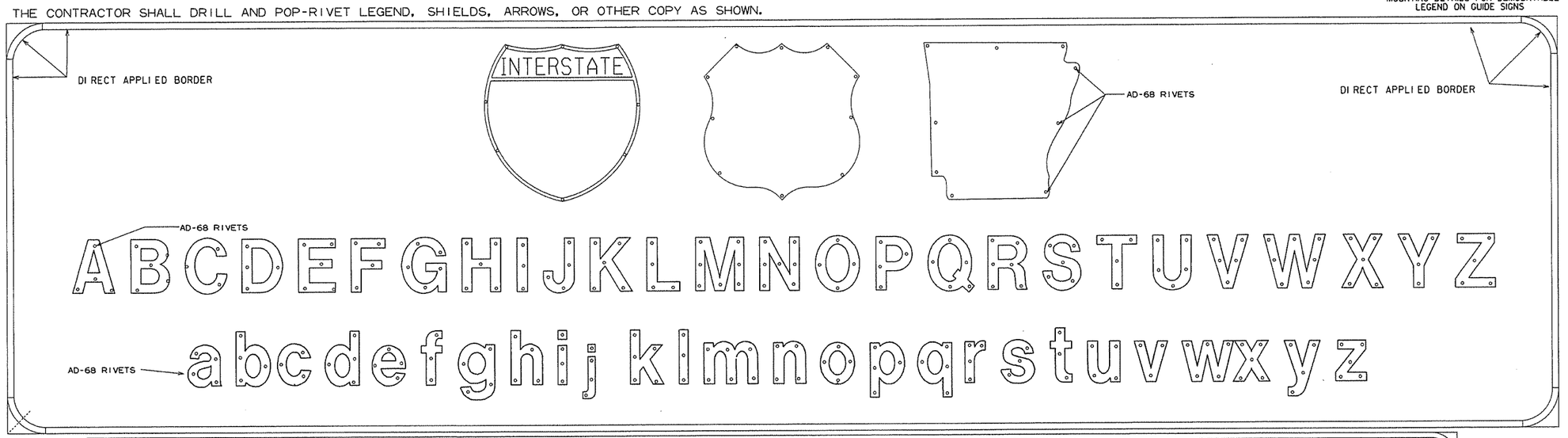
POST CLIP BOLT

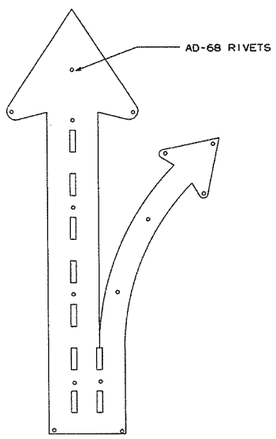


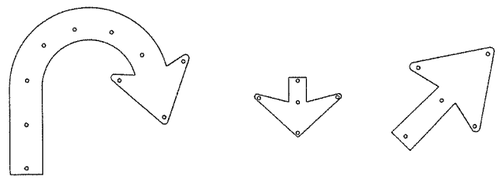
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF GUIDE SIGN PANELS
9-12-13	ISSUED		STANDARD DRAWING SHS-5
DATE	REVISION	FILMED	

THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS







NOTES:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND. LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED. THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

			ARKANSAS STATE HIGHWAY COMMISSION
			MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-6
DATE	REVISION	FILMED	

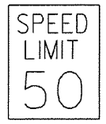
R1-1

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"

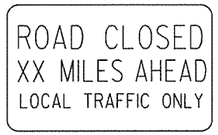
R5-1

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

RII-2

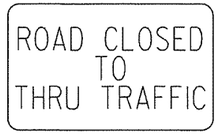
48"X30"

RII-3A



60"X30"

RII-4

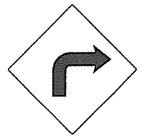


60"X30"

RSP-1

48"X30"

WI-1



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

WI-2

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

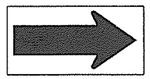
WI-3

STD. 48"X48"

WI-4

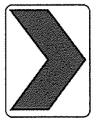
STD. 48"X48"

WI-6



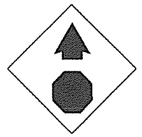
STD. 48"X24"
SPECIAL 60"X30"

WI-8



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

WI-3

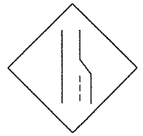


STD. 36"X36"
SPECIAL 48"X48"

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"

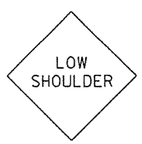
R56-1

STD. 18"X18"

W8-11

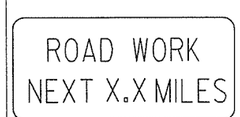
STD. 36"X36"
FWY. 48"X48"

W8-9



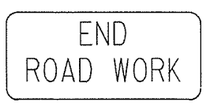
STD. 36"X36"
FWY. 48"X48"

G20-1



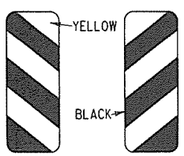
60"X24"

G20-2



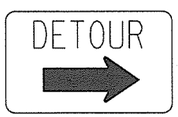
48"X24"

OM-3L OM-3R



12"X36"

M4-9



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

M4-10

48"X18"

R55-1

FINES DOUBLE
IN WORK ZONES *
WHEN WORKERS
ARE PRESENT **

36"X60"

* USE 6" C LETTERS
** USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

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

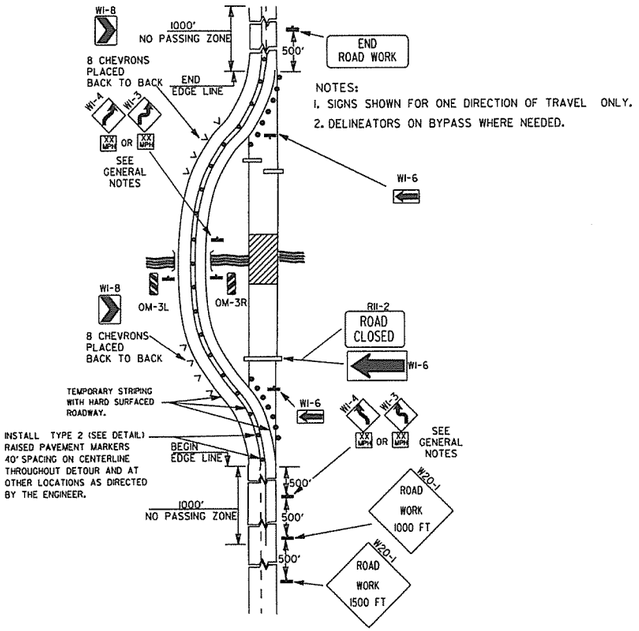
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

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

ARKANSAS STATE HIGHWAY COMMISSION

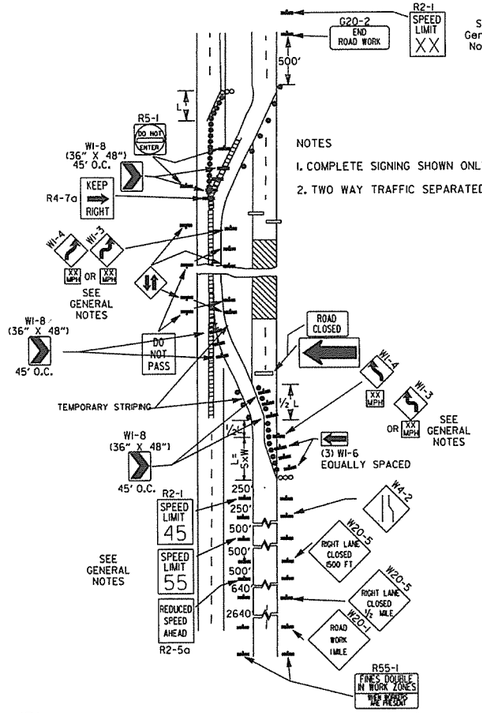
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



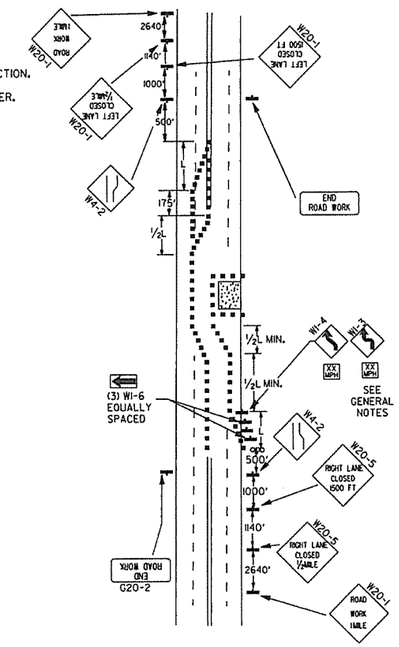
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

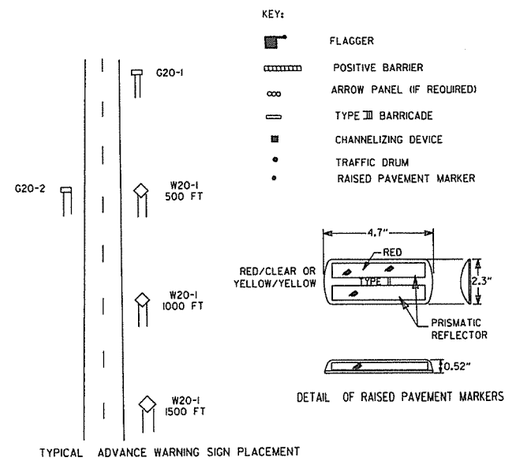


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(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.



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

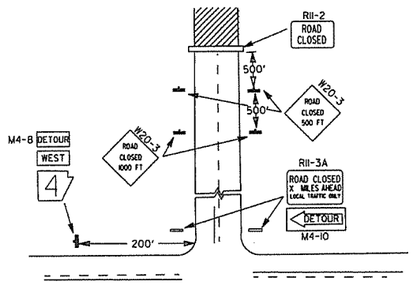
L=SXW FOR SPEEDS OF 45MPH OR MORE.

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

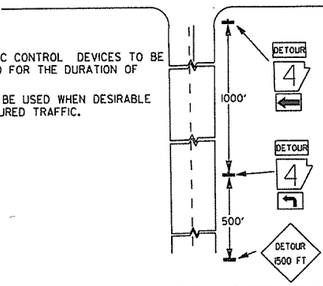
WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

GENERAL NOTES:

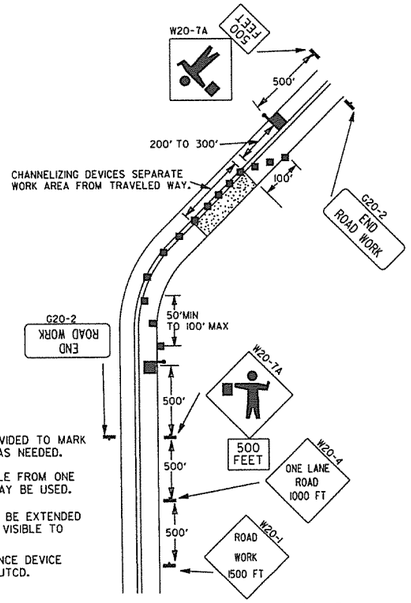
1. ADVISORY SPEED POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE R2-5A SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.



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

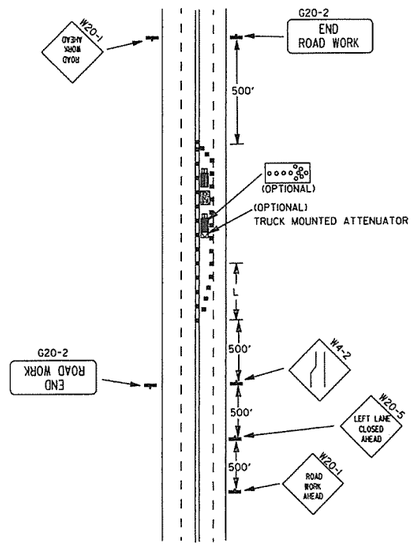


(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



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

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



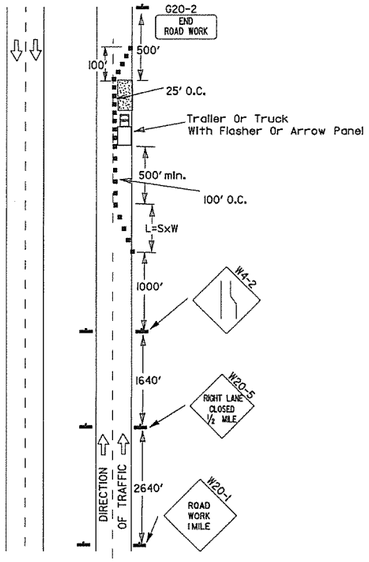
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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

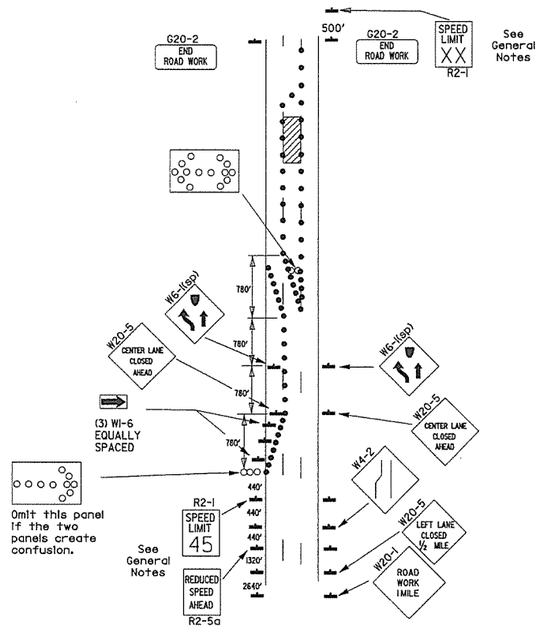
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

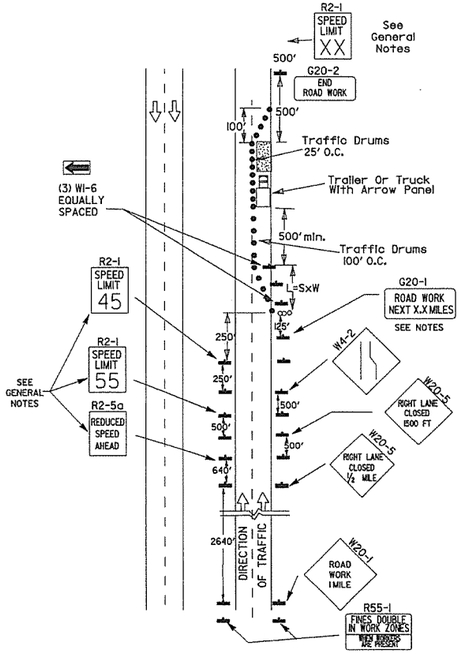
STANDARD DRAWING TC-2



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



(B) Typical application - 3-lane oneway roadway where center lane is closed.



(C) Typical application - construction operatipns of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

KEY:

○○○ Arrow Panel (If Required)

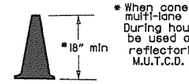
■ Channelizing Device

❶ Traffic drum

GENERAL NOTES:

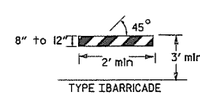
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

Channelizing devices



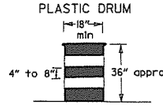
* When cones are used on freeways and multi-lane highways, they shall be 28" min. During hours of darkness, 28" cones shall be used on all roadways, and shall be reflectorized in accordance with the M.U.T.C.D.

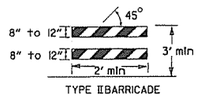
CONES



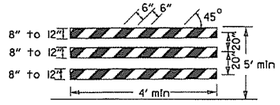
TYPE I BARRICADE

PLASTIC DRUM



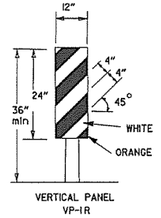


TYPE II BARRICADE



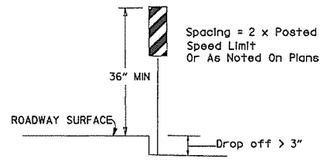
TYPE III BARRICADE

NOTE:
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



VERTICAL PANEL
VP-1R

VERTICAL PANEL PLACEMENT



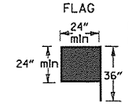
TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

* When shown on the plans concrete barrier will be used.

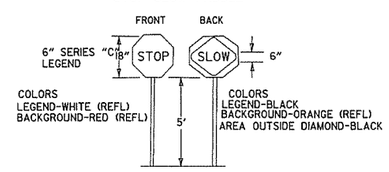
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

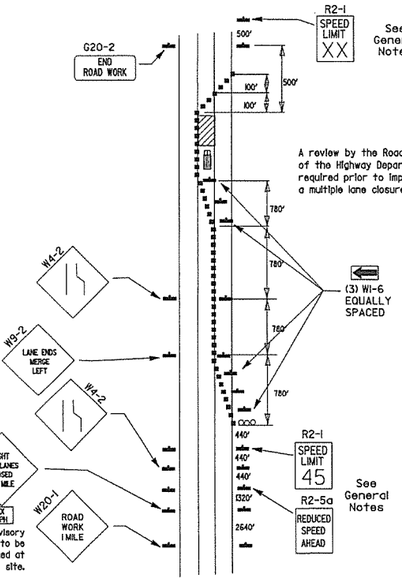
FLAG



Flag shall be of good grade red material

STOP SLOW PADDLE





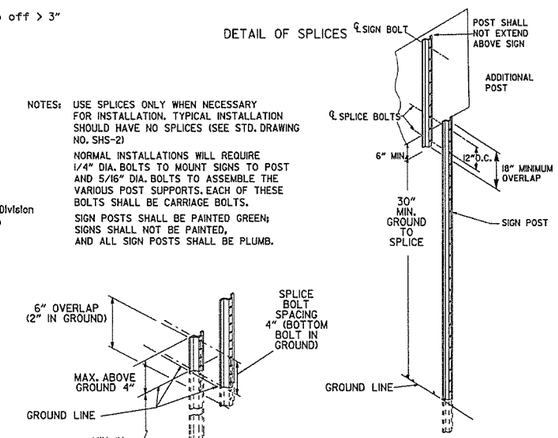
(D) Typical application - closing multiple lanes of a multilane highway.

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.

DETAIL OF SPLICES



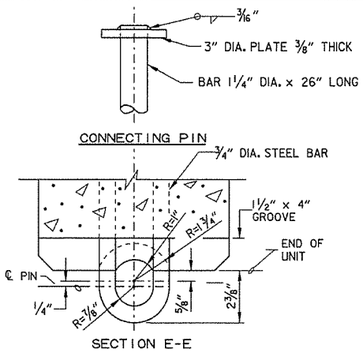
DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

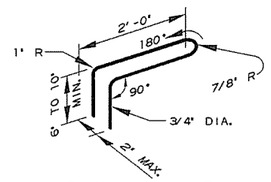
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

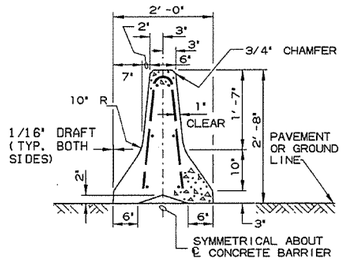
REINFORCING BAR TABLE PER BARRIER UNIT				
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", 90°, 3 3/8" R, LIFTING HOLE
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 9 1/2", 2'-1 3/8", 4 3/8"



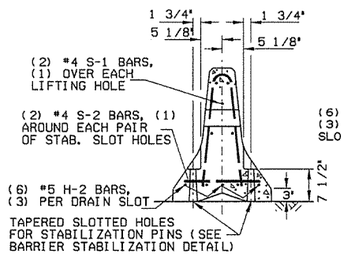
CONNECTION DETAILS



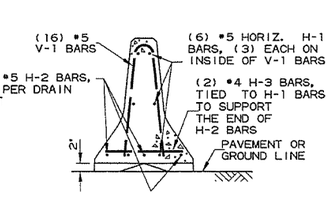
CONNECTION LOOP



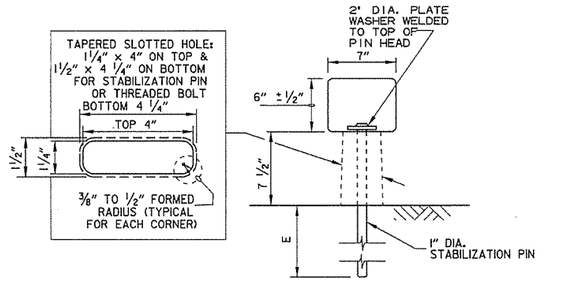
SECTION A-A



SECTION B-B



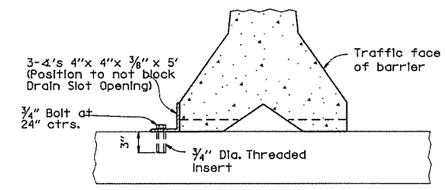
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

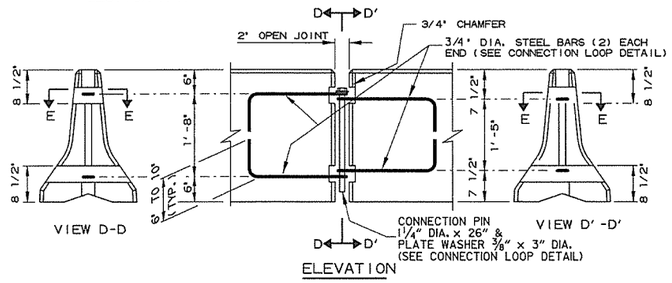
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas



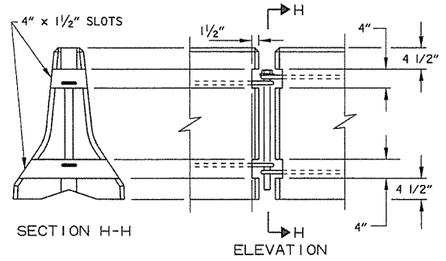
NOTE: 3/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks to be retained. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL

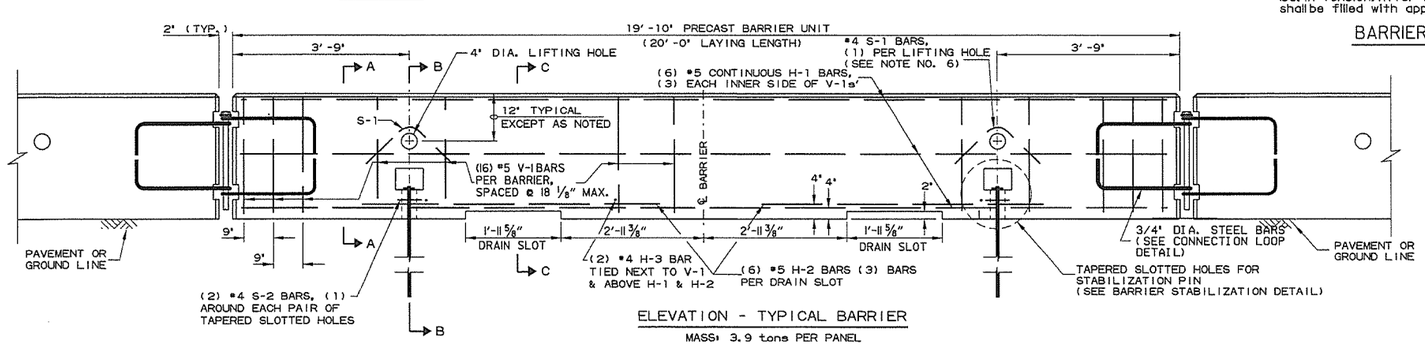
BRIDGE DECKS



ELEVATION



BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

General Notes

(1) The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

(2) Materials shall meet the following minimum requirements;
Concrete: 2500 psi compressive strength at 28 days.
Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

In applications where barrier wall is within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

(3) Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

(4) Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

(5) Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

(6) A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

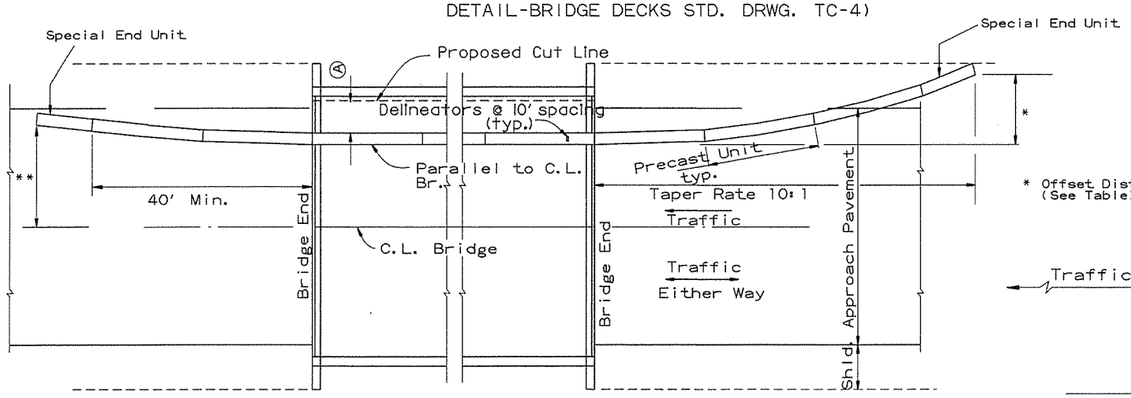
DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)

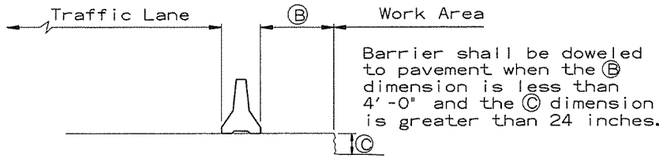


BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

* Offset Distance (See Table)

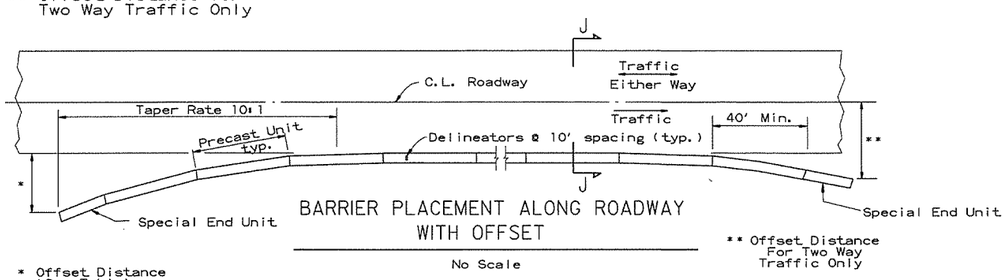
** Offset Distance for Two Way Traffic Only



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

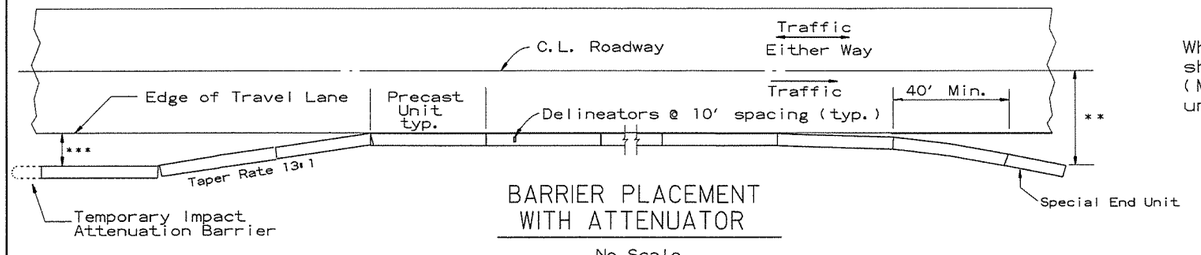
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see 'Barrier Placement With Attenuator' Detail shown below.

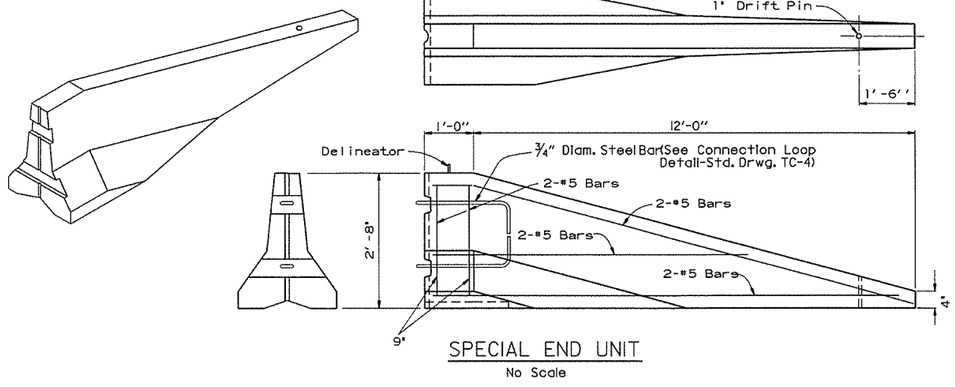


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

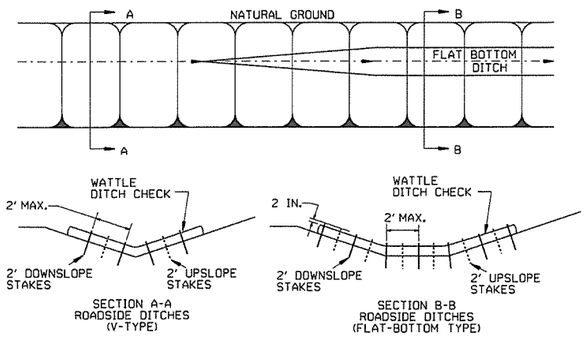
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

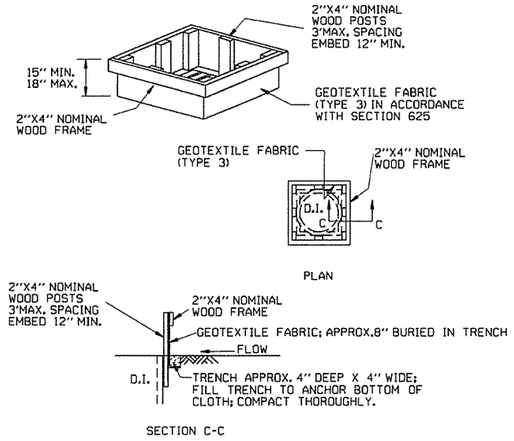
STANDARD DRAWING TC-5

GENERAL NOTES

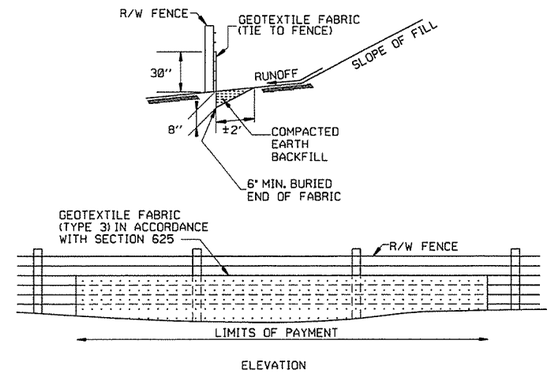
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)



SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

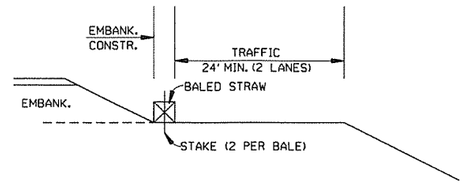
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

GENERAL NOTES

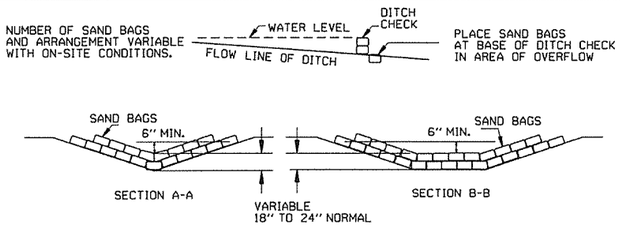
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

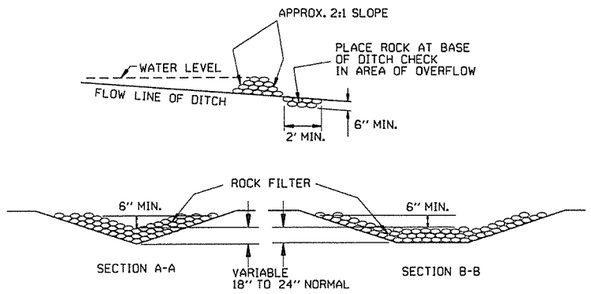
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



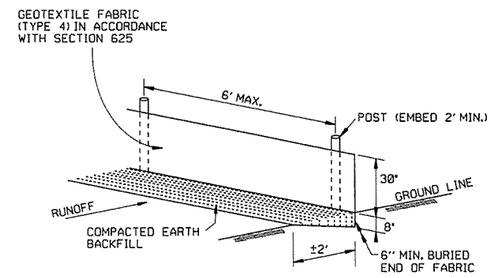
BALED STRAW FILTER BARRIER (E-2)



SAND BAG DITCH CHECK (E-5)



ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)

GENERAL NOTES

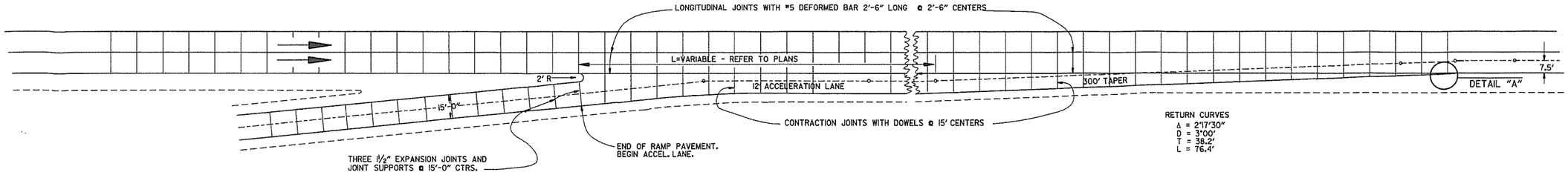
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

DATE	REVISION	FILMED
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
6-2-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
4-1-93	REDRAWN	
10-1-92	REDRAWN	
8-2-76	ISSUED R.D.M.	298-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

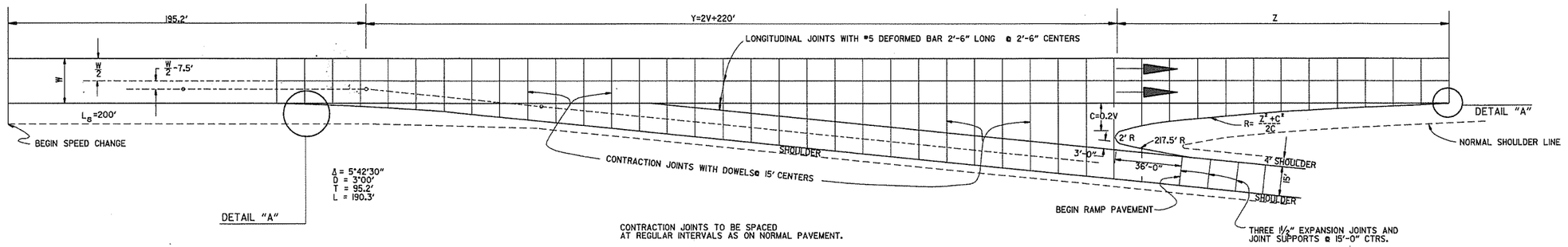
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1



ENTRANCE RAMP

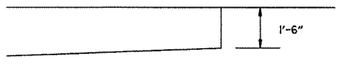
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



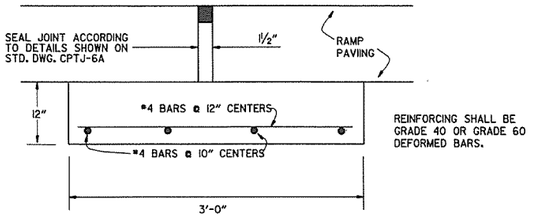
EXIT RAMP

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	790.85
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	611-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A