

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

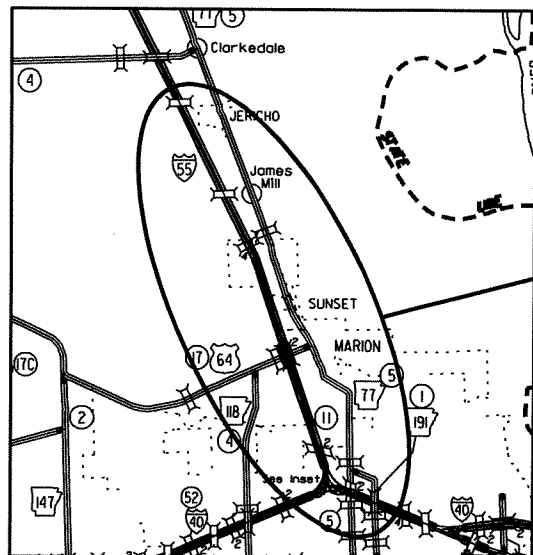
I-40 - JERICHO (S)
CRITTENDEN COUNTY

ROUTE 55 SECTION 11
F.A.P. BIM-B55-0(201)

JOB BB0109

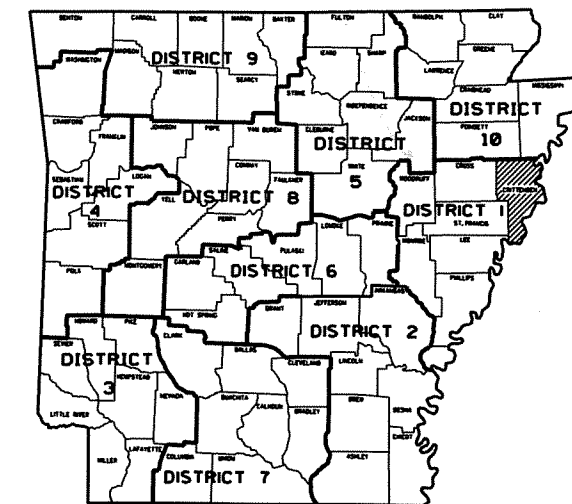
NOT TO SCALE

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO. BBO109			1	86
				I-40 - JERICHO (S)				



VICINITY MAP

PROJECT LOCATION



ARK. HWY. DIST. NO. 1

DESIGN TRAFFIC DATA

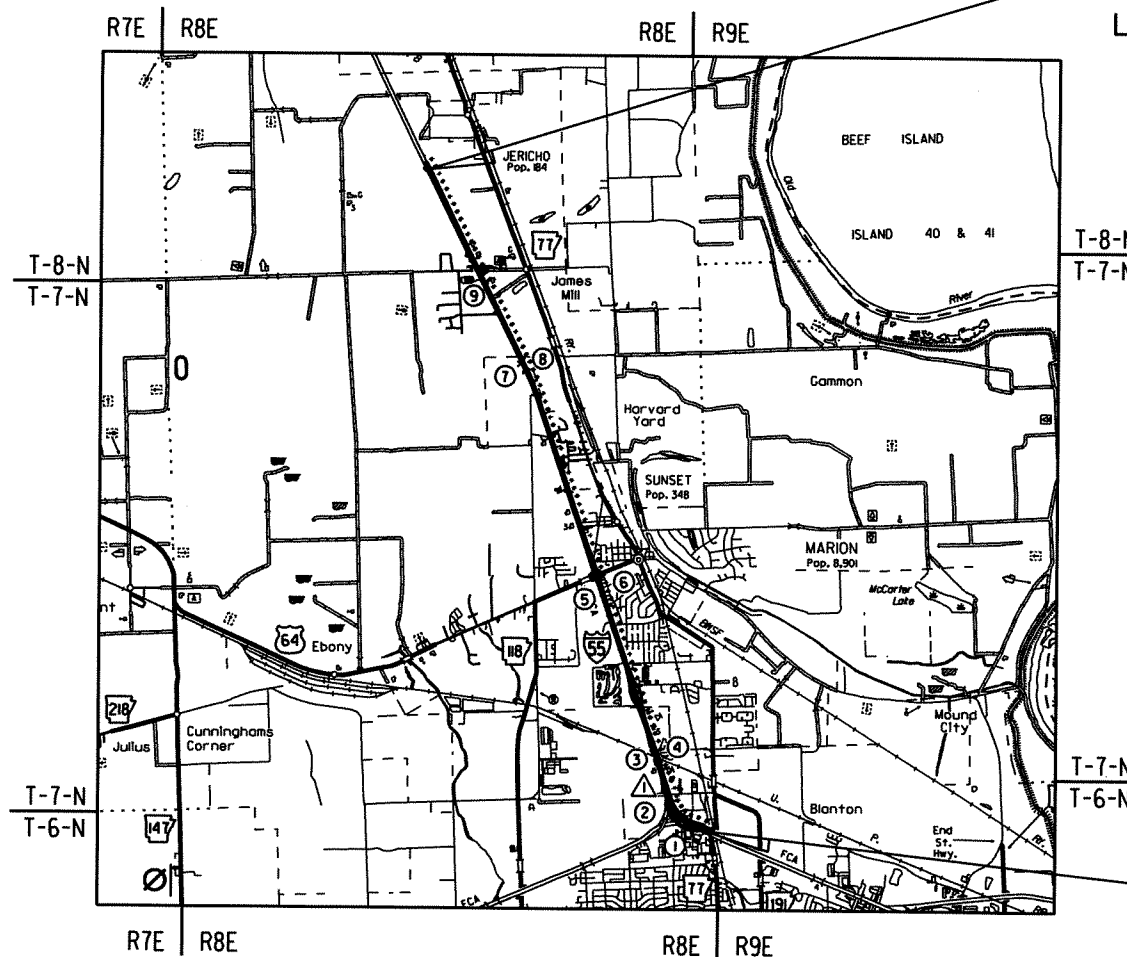
DESIGN YEAR	2033
2013 ADT	34000
2033 ADT	44000
2033 DHV	4840
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	38%
DESIGN SPEED	70 MPH

SEE SHEET 2
FOR EXISTING BRIDGE STRUCTURES

TOTAL LENGTH OF EXCEPTIONS = 951.75 FT.
(COMPUTED ALONG \bar{C} I-55 NORTHBOUND LANES)

EQUATION:

△ STA. 210+52.30 BK.=
STA. 212+85.50 AHD.



STA. 620+00.00
END JOB BB0109
LOG MILE 15.10



STA. 196+27 \bar{C} I-55 NORTHBOUND LANES
BEGIN JOB BB0109
LOG MILE 7.12

LENGTH COMPUTED ALONG \bar{C} I-55 NORTHBOUND LANES

GROSS LENGTH OF PROJECT	42139.80	FEET OR	7.981	MILES
NET LENGTH OF ROADWAY	40614.82	FEET OR	7.692	MILES
NET LENGTH OF BRIDGES	573.23	FEET OR	0.109	MILES
NET LENGTH OF PROJECT	41188.05	FEET OR	7.801	MILES

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35°10'15"	N 35°13'32"	N 35°16'46"
LONGITUDE	W 90°11'27"	W 90°12'41"	W 90°14'13"

P.E. JOB BB0109
NON-PART.



1/22/13

JOB BB0109

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. BBO109	2	86
② EXISTING BRIDGE STRUCTURES								

EXISTING BRIDGE STRUCTURES

- | | |
|---|--|
| <p>① STA. 26+86.21 BRIDGE END
BRIDGE NO. 06102
532'-0" CONT. PLATE GIRDER UNIT
40'-0" CLEAR ROADWAY
535'-10⁵/₁₆" BRIDGE LENGTH
STA. 32+22.07 BRIDGE END</p> | <p>⑤ & ⑥ STA. 356+88.79 BRIDGE END
BRIDGE NO. A3131 & B3131
7'-70'-0" COMP. I-BEAM SPANS
39'-0" CLEAR ROADWAY
492'-2³/₄" BRIDGE LENGTH
STA. 361+11.02 BRIDGE END</p> |
| <p>② STA. 36+81.99 BRIDGE END
BRIDGE NO. 06103
365'-0" CONT. PLATE GIRDER UNIT
40'-0" CLEAR ROADWAY
368'-4³/₄" BRIDGE LENGTH
STA. 40+50.39 BRIDGE END</p> | <p>⑦ STA. 491+66.00 BRIDGE END
BRIDGE NO. A2808
81'-0" CONT. R.C. SLAB UNIT
39'-0" CLEAR ROADWAY
81'-0" BRIDGE LENGTH
STA. 492+47.00 BRIDGE END</p> |
| <p>③ STA. 239+32.25 BRIDGE END
BRIDGE NO. A2671
2-126'-6" CONT. W-BEAM UNITS
12-45'-0" ARTICULATED SPANS
47'± & 43'± TRANSITION SPANS
66'-6" SKEWED SPAN
39'-6" CLEAR ROADWAY
951'-9" BRIDGE LENGTH
STA. 248+84.00 BRIDGE END</p> | <p>⑧ STA. 491+88.00 BRIDGE END
BRIDGE NO. 2808
81'-0" CONT. R.C. SLAB UNIT
39'-0" CLEAR ROADWAY
81'-0" BRIDGE LENGTH
STA. 492+69.00 BRIDGE END</p> |
| <p>④ STA. 239+32.25 BRIDGE END
BRIDGE NO. 2671
2-36'-6" SPANS
16-45'-0" ARTICULATED SPANS
2-45'-0" TRANSITION SPANS
66'-6" SKEWED SPAN
55'-6" CLEAR ROADWAY
951'-9" BRIDGE LENGTH
STA. 248+84.00 BRIDGE END</p> | <p>⑨ STA. 7+63.82 BRIDGE END
BRIDGE NO. 03135
2-40'-0" & 4-65'-0"± COMP. I-BEAM SPANS
25'-0" CLEAR ROADWAY
342'-6¹/₈" BRIDGE LENGTH
STA. 11+06.33 BRIDGE END</p> |



EXISTING BRIDGE STRUCTURES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/19/13				6	ARK.			
				JOB NO.		BBO109	3	86
② INDEX OF SHEETS, GOV. SPECS. & GEN. NOTES								

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO.	DATE
1	TITLE SHEET			
2	EXISTING BRIDGE STRUCTURES			
3	INDEX OF SHEETS, GOVERNING SPECIFICATIONS AND GENERAL NOTES			
4-7	TYPICAL SECTIONS OF IMPROVEMENT			
8-18	SPECIAL DETAILS			
19-36	MAINTENANCE OF TRAFFIC DETAILS			
37-45	QUANTITIES			
46	SCHEDULE OF BRIDGE QUANTITIES	02808, A2808, A3131, B3131	53539	
47	SUMMARY OF QUANTITIES AND REVISIONS			
48-55	PLAN SHEETS			
56	DETAILS OF TYPE P-2 APPROACH GUTTER	06102, 06103	53540	
57	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 1 OF 3)	A3131, B3131	53541	
58	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 2 OF 3)	A3131, B3131	53542	
59	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 3 OF 3)	02808, A2808	53543	
60	LAYOUT OF OVERPASSES OVER HWY. 64 (FOR INFORMATION ONLY)	3131AR, 3131BR	18748	
61	DETAILS OF WIDENING END BENT 1 (BR. "A") & BENT 8 (BR. "B") (FOR INFORMATION ONLY)	3131AR, 3131BR	18749	
62	DETAILS OF WIDENING END BENT 1 (BR. "B") & BENT 8 (BR. "A") (FOR INFORMATION ONLY)	3131AR, 3131BR	18750	
63	DETAILS FOR WIDENING INTERIOR BENTS 2-7 (FOR INFORMATION ONLY)	3131AR, 3131BR	18751	
64	DETAILS FOR WIDENING 70' COMPOSITE W-BEAM SPANS (SHEET 1 OF 2) (FOR INFORMATION ONLY)	3131AR, 3131BR	18752	
65	DETAILS FOR WIDENING 70' COMPOSITE W-BEAM SPANS (SHEET 2 OF 2) (FOR INFORMATION ONLY)	3131AR, 3131BR	18753	
66	LAYOUT OF BRIDGES OVER FIFTEEN MILE BAYOU (FOR INFORMATION ONLY)	2808R, 2808AR	18754	
67	DETAILS FOR WIDENING BENTS (SHEET 1 OF 2) (FOR INFORMATION ONLY)	2808R, 2808AR	18755	
68	DETAILS FOR WIDENING BENTS (SHEET 2 OF 2) (FOR INFORMATION ONLY)	2808R, 2808AR	18756	
69	DETAILS OF 81'-0" CONTINUOUS R.C. SLAB UNIT (SHEET 1 OF 2) (FOR INFORMATION ONLY)	2808R, 2808AR	18757	
70	DETAILS OF 81'-0" CONTINUOUS R.C. SLAB UNIT (SHEET 2 OF 2) (FOR INFORMATION ONLY)	2808R, 2808AR	18758	
71	DETAILS OF STANDARD TYPE "AT" APPROACH GUTTERS (BRIDGES WITH 6" CURB WITH AND TYPE A RAILING)		2092	07-14-10
72	DETAILS OF APPROACH SLAB		2095	07-14-10
73	GUARD RAIL DETAILS		GR-8	07-14-10
74	GUARD RAIL DETAILS		GR-9	04-17-08
75	GUARD RAIL DETAILS		GR-9A	04-17-08
76	GUARD RAIL DETAILS		GR-10	07-14-10
77	GUARD RAIL DETAILS		GR-10A	07-14-10
78	GUARD RAIL DETAILS		GRT-1	07-14-10
79	PAVEMENT MARKING DETAILS		PM-1	11-17-10
80	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS		PM-2	07-26-12
81	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		TC-1	12-15-11
82	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		TC-2	03-11-10
83	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		TC-3	10-15-09
84	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER		TC-4	10-15-09
85	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER		TC-5	10-15-09
86	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMP (NON-REINFORCED)		TR-1A	08-22-02

GENERAL NOTES

- 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.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

GOVERNING SPECIFICATIONS

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

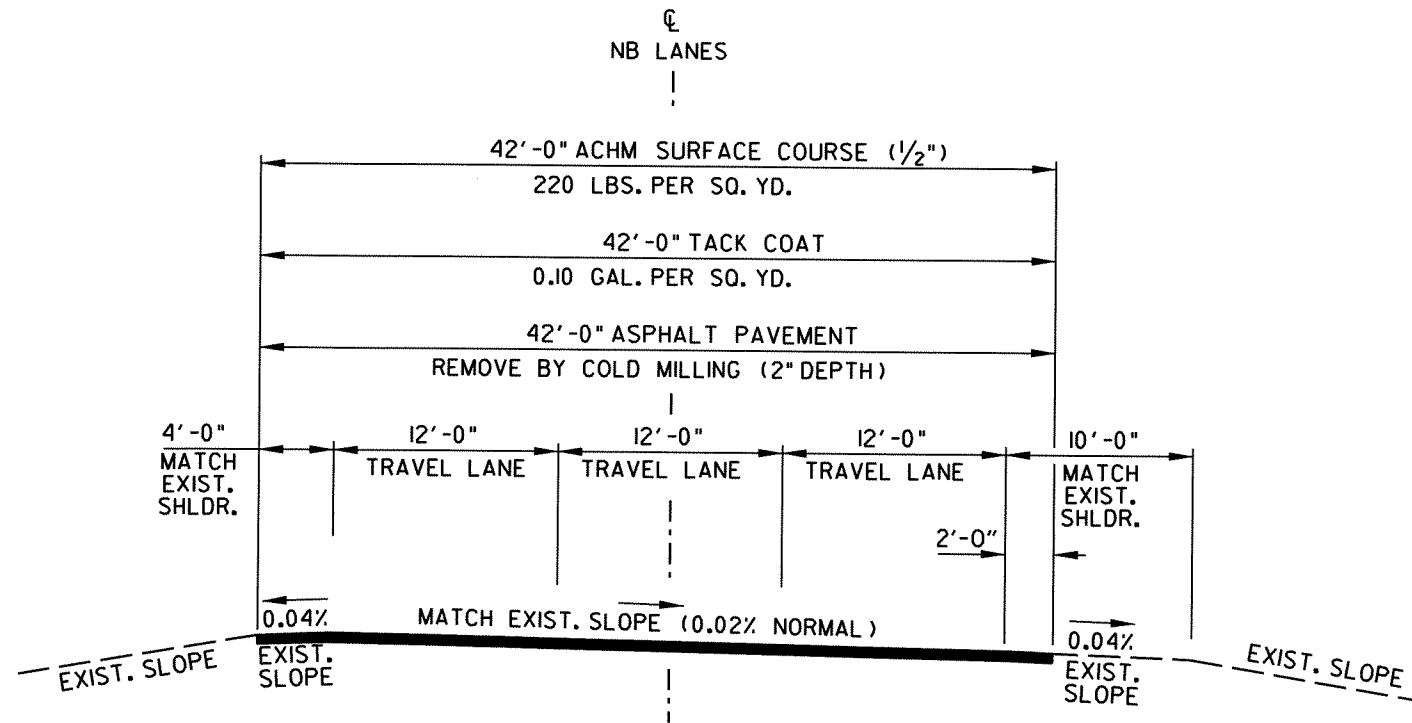
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - 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
303-1	AGGREGATE BASE COURSE
404-1	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
404-2	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
409-1	MINERAL AGGREGATES
410-3	DENSITY TESTING FOR ACHM LEVELING COURSES AND BOND BREAKERS
507-1	INSTALLATION OF DOWEL BARS AND TIE BARS
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
718-2	REFLECTORIZED PAINT PAVEMENT MARKINGS
723-1	GENERAL REQUIREMENTS FOR SIGNS
804-1	INSTALLATION OF DOWEL BARS AND TIE BARS
JOB BBO109	APPROACH SLABS AND GUTTERS
JOB BBO109	BRIDGE DECK REPAIR
JOB BBO109	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BBO109	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB BBO109	COORDINATION OF WORK
JOB BBO109	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BBO109	HIGH PERFORMANCE PAVEMENT MARKINGS
JOB BBO109	HYDRODEMOLITION
JOB BBO109	INTERNET BIDDING
JOB BBO109	MAINTENANCE OF TRAFFIC
JOB BBO109	MANAGEMENT OF HYDRODEMOLITION WASTEWATER
JOB BBO109	MOBILE SPEED NOTIFICATION SYSTEM
JOB BBO109	PARTNERING REQUIREMENTS
JOB BBO109	REMOVAL AND DISPOSAL OF GUARDRAIL
JOB BBO109	SCARIFYING CONCRETE PAVEMENT
JOB BBO109	SILICONE JOINT SEALANT
JOB BBO109	SITE USE (A + C METHOD)
JOB BBO109	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB BBO109	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB BBO109	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BBO109	UTILITY ADJUSTMENTS
JOB BBO109	VALUE ENGINEERING
JOB BBO109	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
JOB BBO109	WARM MIX ASPHALT



INDEX OF SHEETS, GOV. SPECS. & GEN. NOTES

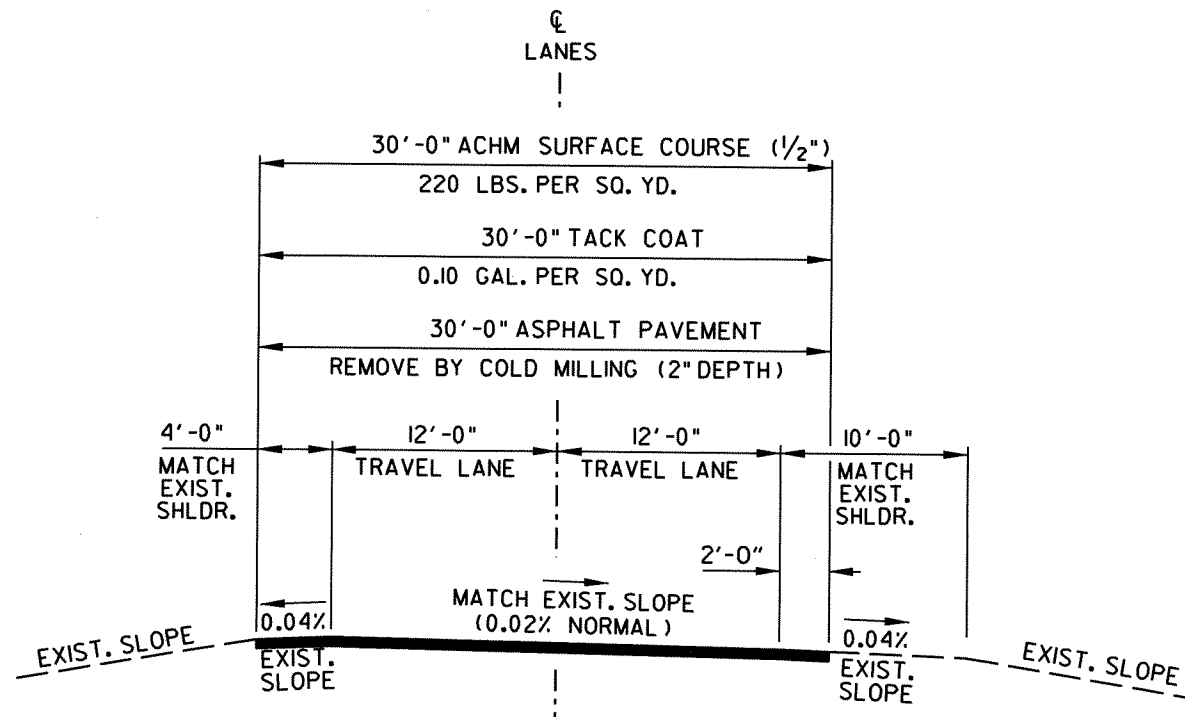
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				6	ARK.			
				JOB NO.	BBO109	4	86	

2 TYPICAL SECTIONS OF IMPROVEMENT



MAIN LANES - THREE LANE SECTION

(SHOWN IN DIRECTION OF TRAFFIC)
STA. 217+25 TO STA. 226+97 NB LANES



MAIN LANES - TWO LANE SECTION

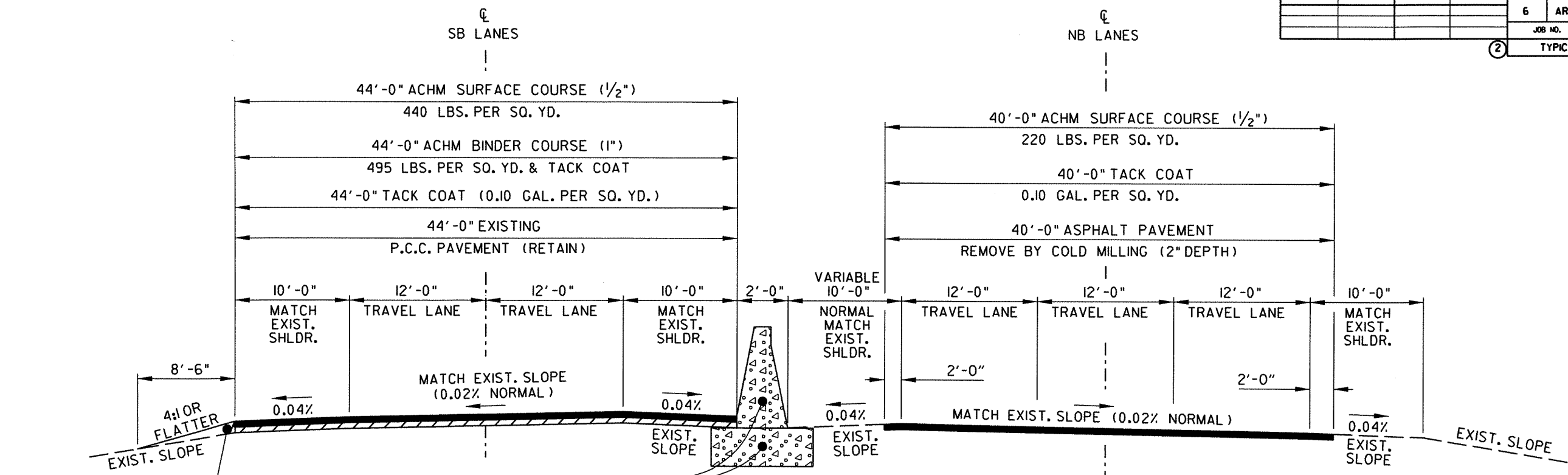
(SHOWN IN DIRECTION OF TRAFFIC)
STA. 32+58.57 TO STA. 36+45.49 SB LANES
STA. 196+27 TO STA. 217+25 NB LANES
STA. 284+71 TO STA. 355+82.29 NB & SB LANES
STA. 361+47.52 TO STA. 491+29.50 SB LANES
STA. 361+47.52 TO STA. 491+51.50 NB LANES
STA. 492+83.50 TO STA. 620+00.00 SB LANES
STA. 493+05.50 TO STA. 620+00.00 NB LANES



TYPICAL SECTIONS OF IMPROVEMENT

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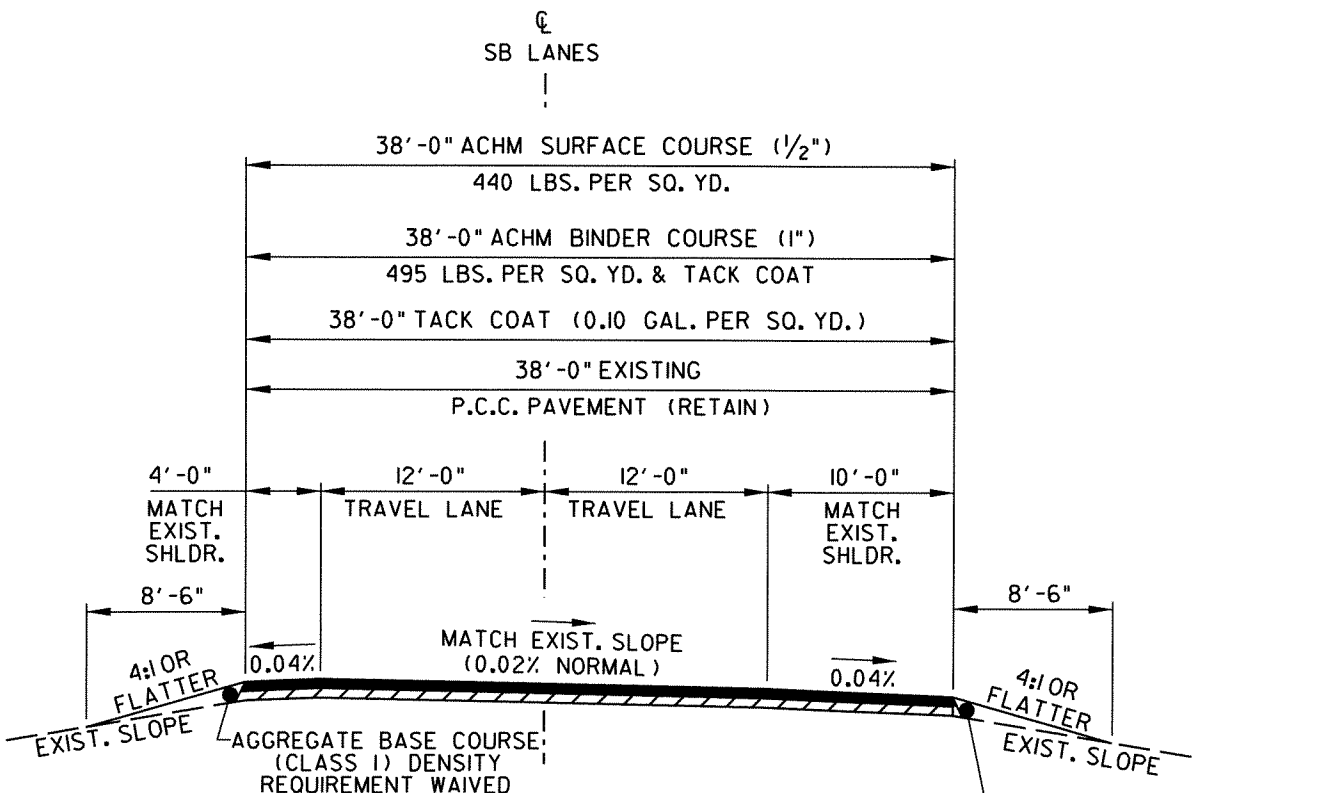
2 TYPICAL SECTIONS OF IMPROVEMENT



PROPOSED CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL) & FOUNDATION (SEE SPECIAL DETAILS)

MAIN LANES - SECTION

(SHOWN IN DIRECTION OF TRAFFIC)
 STA. 226+97 TO STA. 234+70.75 SB LANES
 STA. 226+97 TO STA. 238+95.75 NB LANES



MAIN LANES - TWO LANE SECTION - OVERLAY

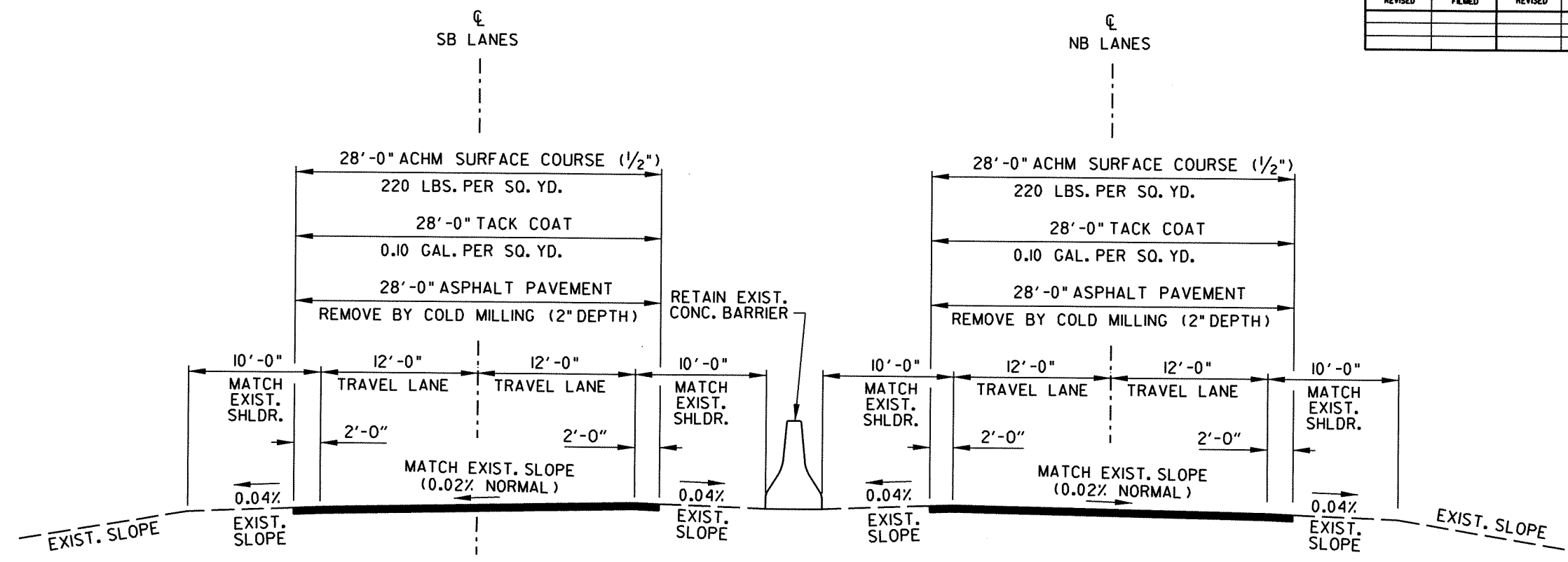
(SHOWN IN DIRECTION OF TRAFFIC)
 STA. 45+11.89 TO STA. 226+97 - SB LANES



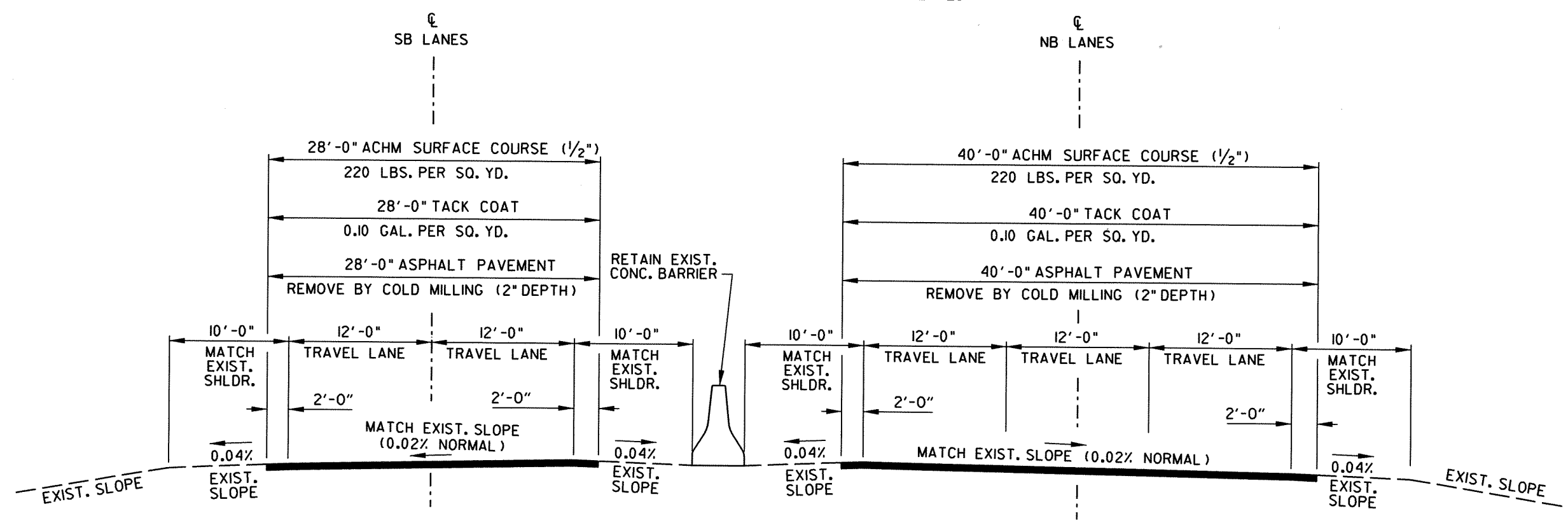
TYPICAL SECTIONS OF IMPROVEMENT

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				JOB NO.	BBO109		6	36

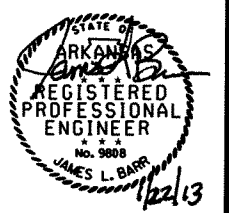
② TYPICAL SECTIONS OF IMPROVEMENT



MAIN LANES - SECTION
 (SHOWN IN DIRECTION OF TRAFFIC)
 STA. 271+50 TO STA. 284+71 NB & SB LANES



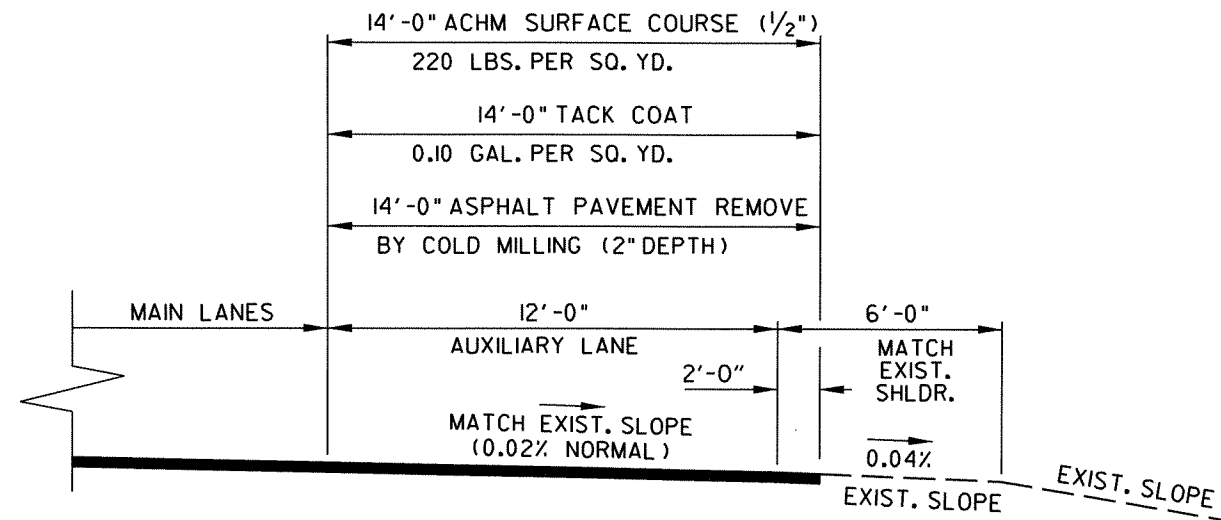
MAIN LANES - SECTION
 (SHOWN IN DIRECTION OF TRAFFIC)
 STA. 249+20.50 TO STA. 271+50 NB & SB LANES



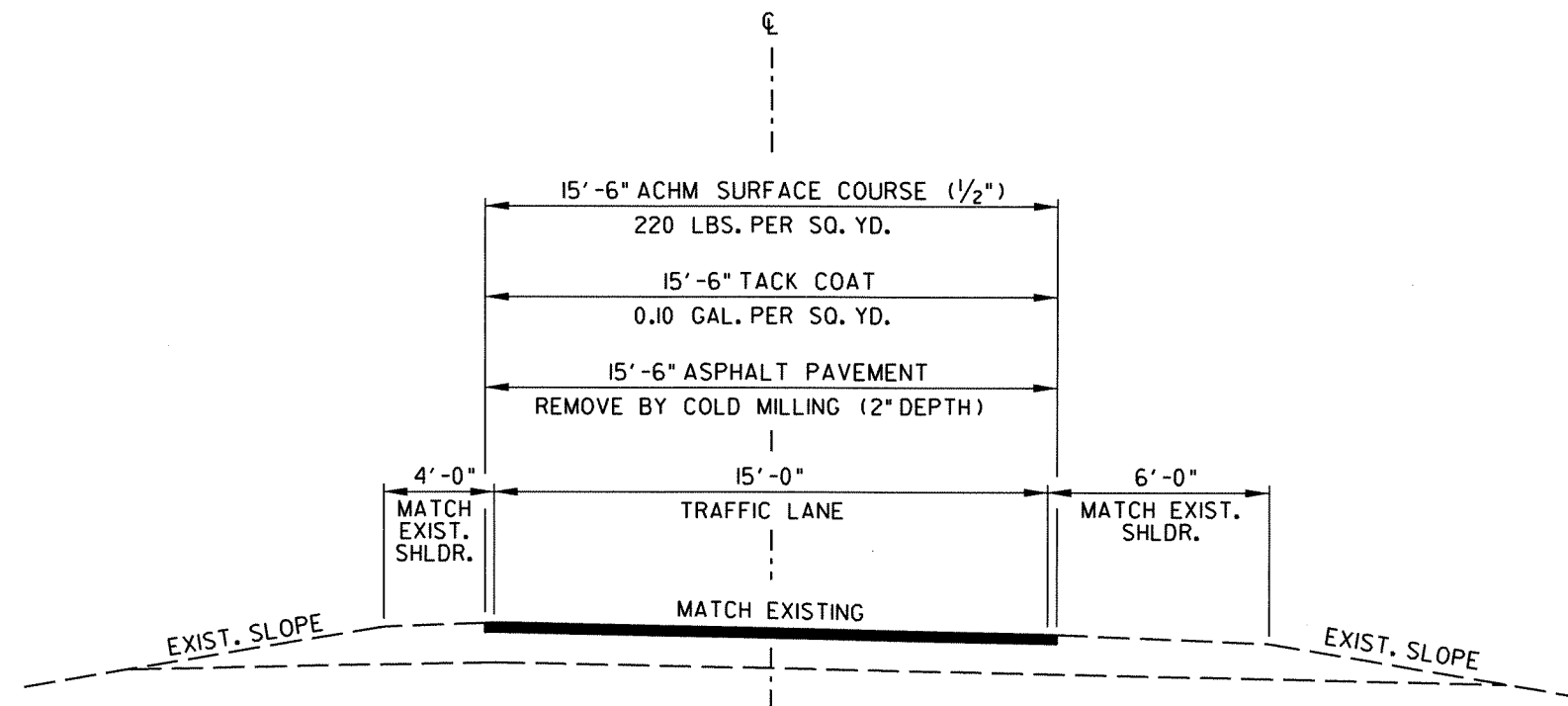
TYPICAL SECTIONS OF IMPROVEMENT

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② TYPICAL SECTIONS OF IMPROVEMENT



AUXILIARY LANES
 (SHOWN IN DIRECTION OF TRAFFIC)



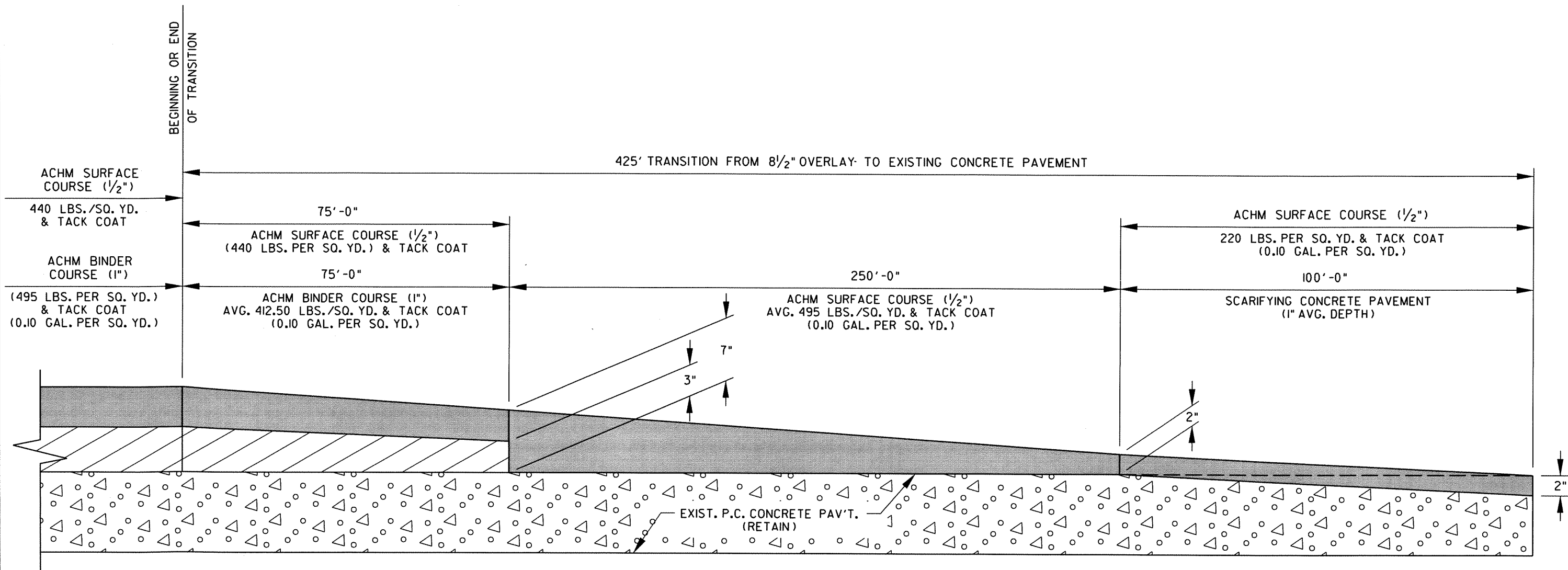
TYPICAL RAMP - MILL & INLAY
 (SHOWN IN DIRECTION OF TRAFFIC)



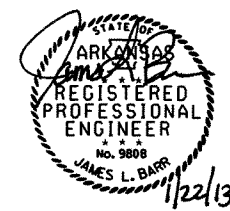
TYPICAL SECTIONS OF IMPROVEMENT

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				6	ARK.			
				JOB NO.	BBO109	8	EX	

2 SPECIAL DETAILS



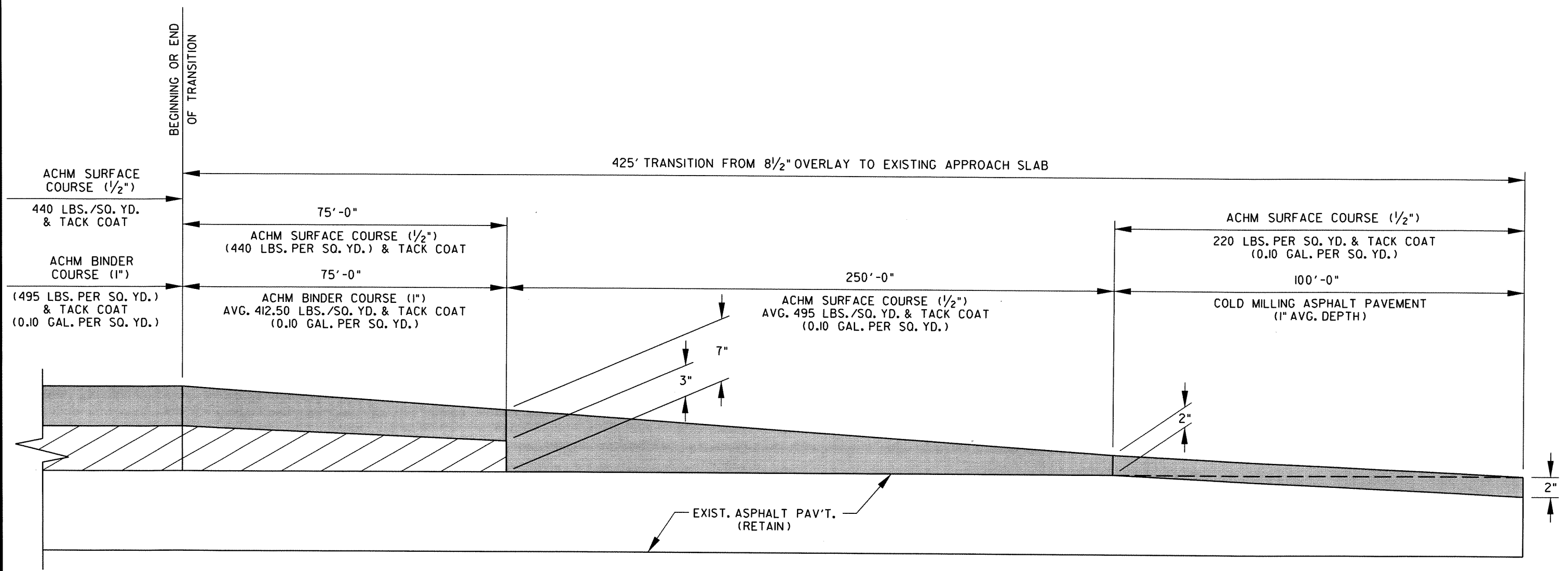
DETAIL OF PAVEMENT TRANSITION
STA. 40+86.89 - STA. 45+11.89
I-55 SOUTHBOUND (RAMP TO I-40 EASTBOUND)
STA. 44+65 - STA. 48+90
I-55 SOUTHBOUND (RAMP TO I-40 WESTBOUND)



SPECIAL DETAILS

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						JOB NO.	BBO109	9

2 SPECIAL DETAILS



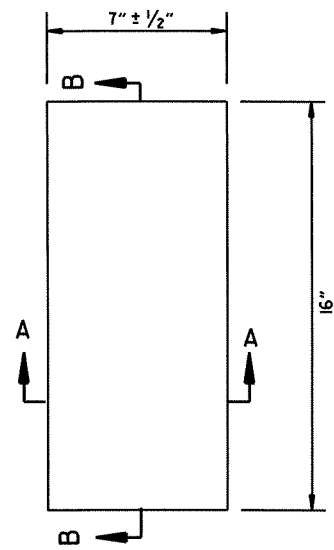
DETAIL OF PAVEMENT TRANSITION
 STA. 234+70.75 - STA. 238+95.75
 I-55 SOUTHBOUND LANES



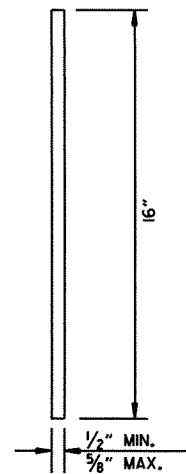
SPECIAL DETAILS

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				6	ARK.			
				JOB NO.		BB0109	10	66

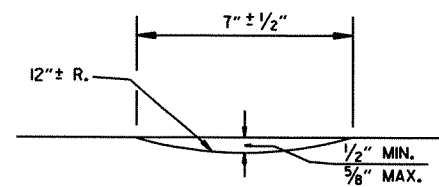
② SPECIAL DETAILS



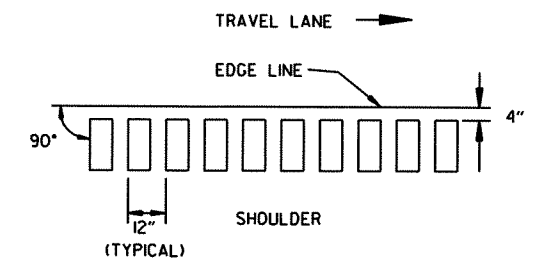
PLAN



SECTION B-B



SECTION A-A

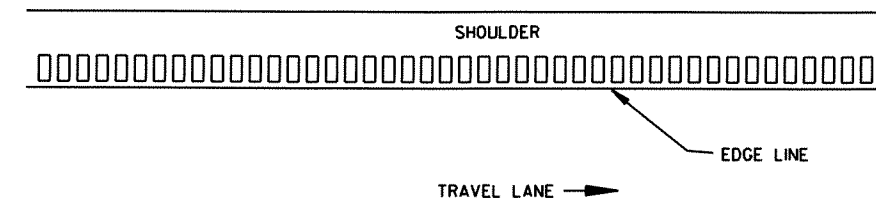


LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

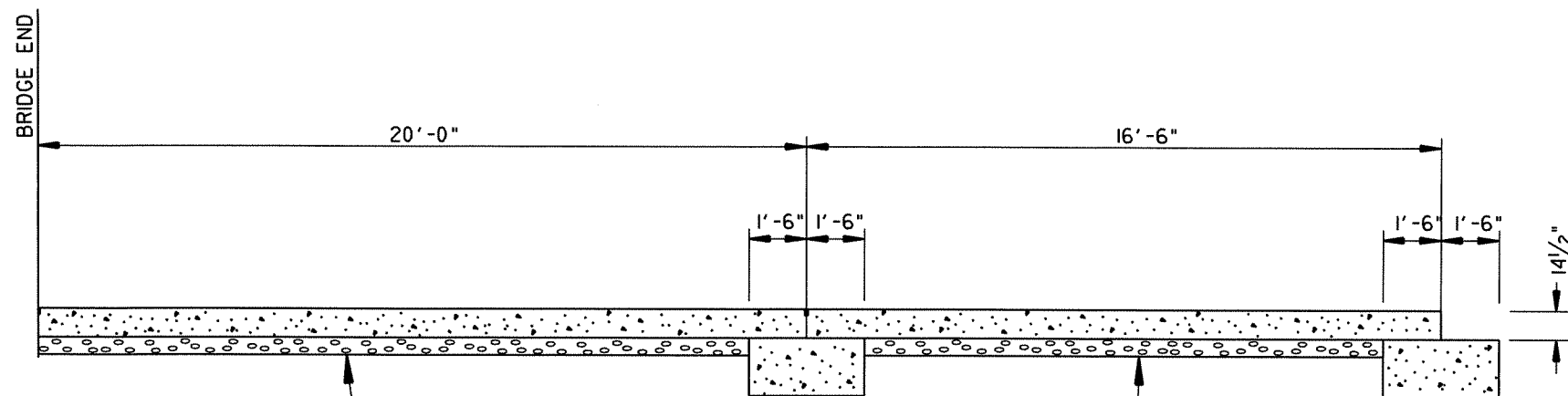
DETAILS OF RUMBLE STRIPS

NOTES:

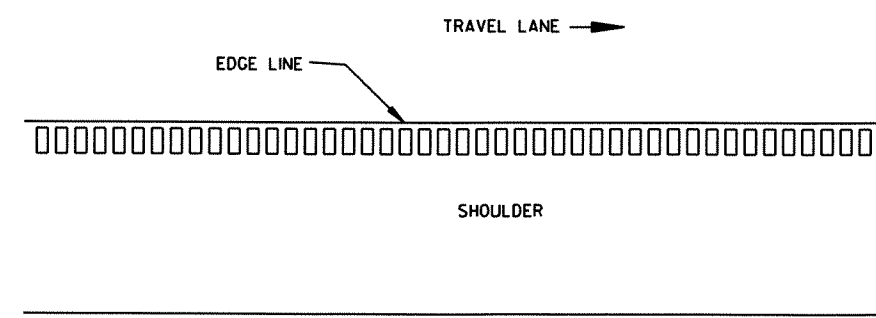
1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE AS WELL AS TO AVOID EXISTING LONGITUDINAL JOINTS.
2. THE 1"±2" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE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



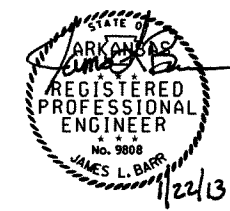
TRAVEL LANE →



SECTION OF APPROACH SLAB



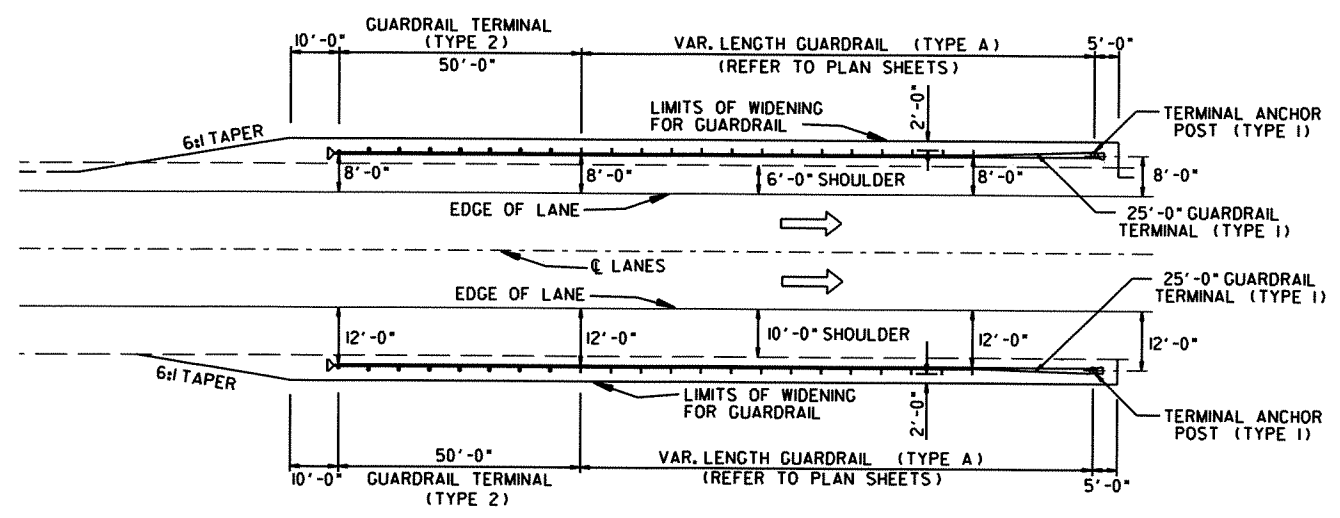
PLAN VIEW



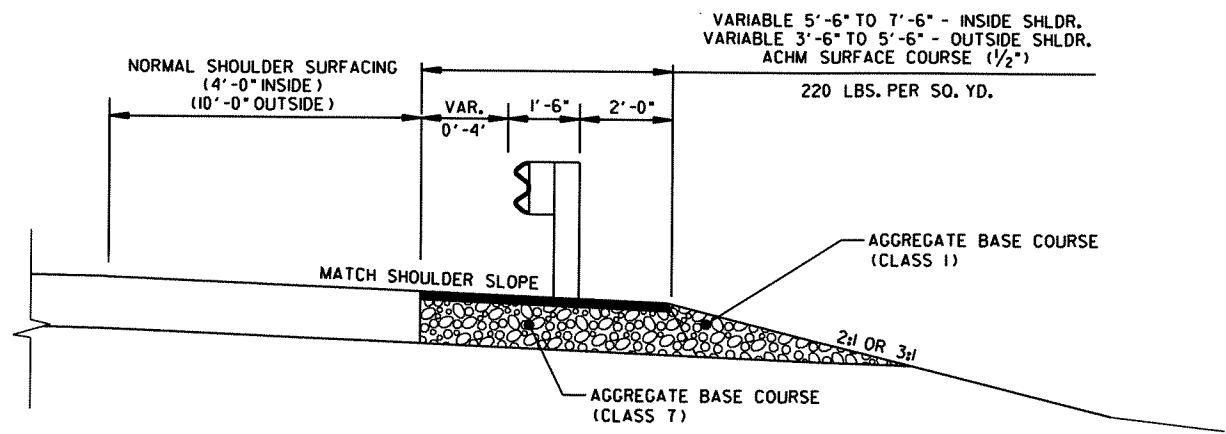
SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		11	86

2 SPECIAL DETAILS

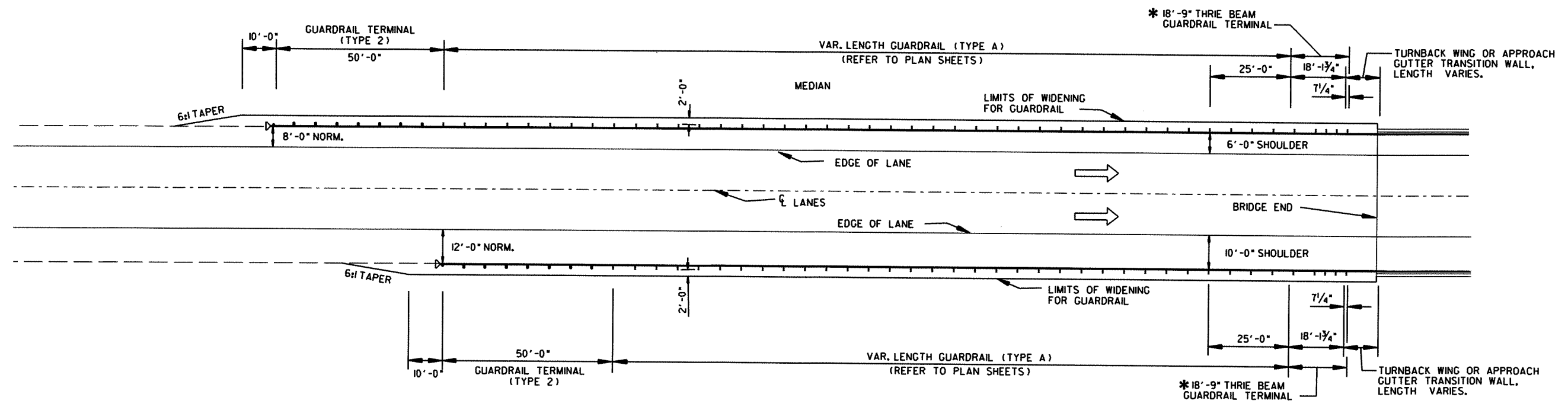


TYPICAL LAYOUT OF GUARDRAIL ALONG ROADWAY



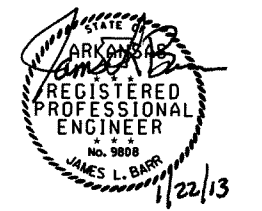
SECTION DETAIL OF WIDENING FOR GUARDRAIL

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



TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

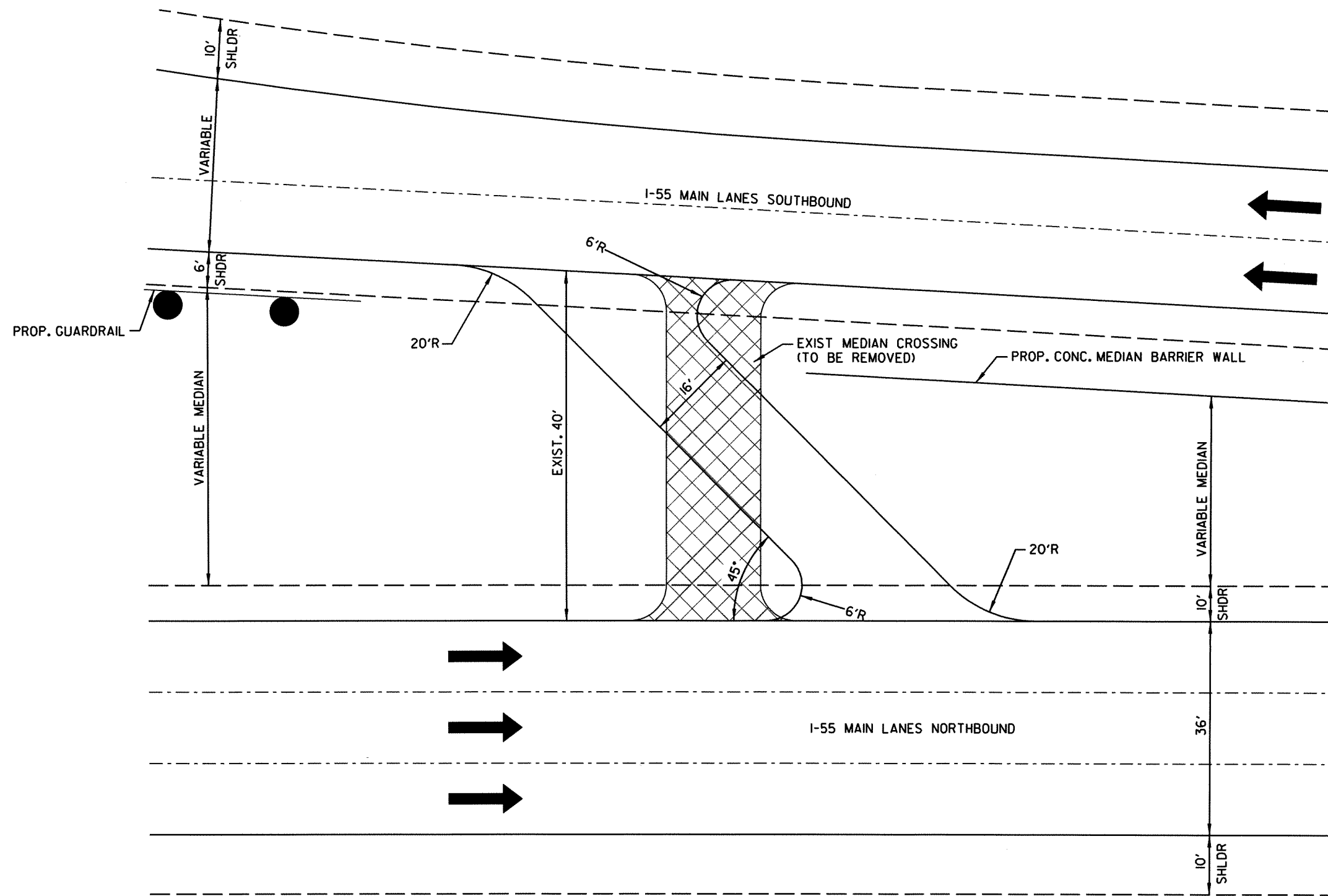
* THE CONTRACTOR SHALL DRILL 1" DIA. HOLES FOR THE NEW THRIE-BEAM CONNECTION BOLTS IN THE EXISTING TRANSITION RAIL. CARE SHALL BE EXERCISED TO AVOID THE EXISTING REINFORCING STEEL IN THE RAIL. THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS CONTRACT ITEMS. SEE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



SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109	12	86	

2 SPECIAL DETAILS



DETAIL OF MEDIAN CROSSING

NOTE:
 MEDIAN CROSSING TO BE CONSTRUCTED OF AGGREGATE BASE COURSE (CLASS 7) - 7" COMPACTED DEPTH & ACHM SURFACE COURSE (1/2") - 220 LBS. PER. SQ. YD. AND SHALL TRANSITION VERTICALLY FROM THE PROPOSED 8 1/2" OVERLAY ON THE I-55 MAIN LANES SOUTHBOUND TO THE EXISTING GRADE ON THE I-55 MAIN LANES NORTHBOUND.



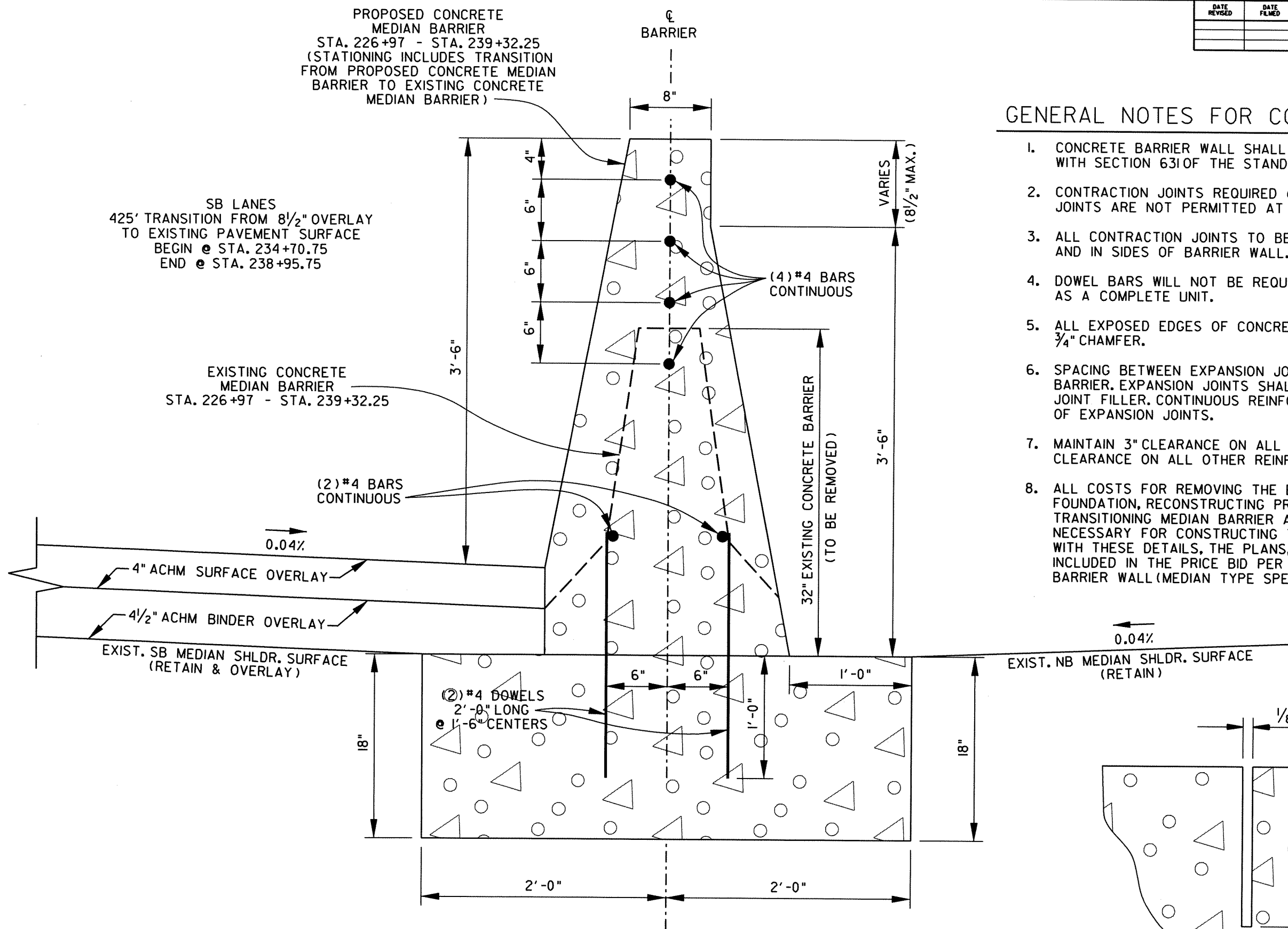
SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	BBD0109	13
② SPECIAL DETAILS								

PROPOSED CONCRETE
MEDIAN BARRIER
STA. 226+97 - STA. 239+32.25
(STATIONING INCLUDES TRANSITION
FROM PROPOSED CONCRETE MEDIAN
BARRIER TO EXISTING CONCRETE
MEDIAN BARRIER)

SB LANES
425' TRANSITION FROM 8 1/2" OVERLAY
TO EXISTING PAVEMENT SURFACE
BEGIN @ STA. 234+70.75
END @ STA. 238+95.75

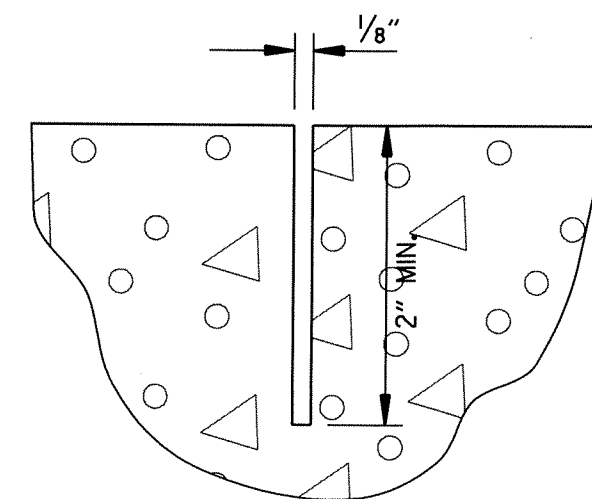
EXISTING CONCRETE
MEDIAN BARRIER
STA. 226+97 - STA. 239+32.25



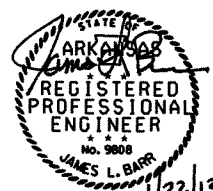
DETAIL OF CONCRETE BARRIER WALL
(MEDIAN TYPE SPECIAL)

GENERAL NOTES FOR CONCRETE BARRIER WALL

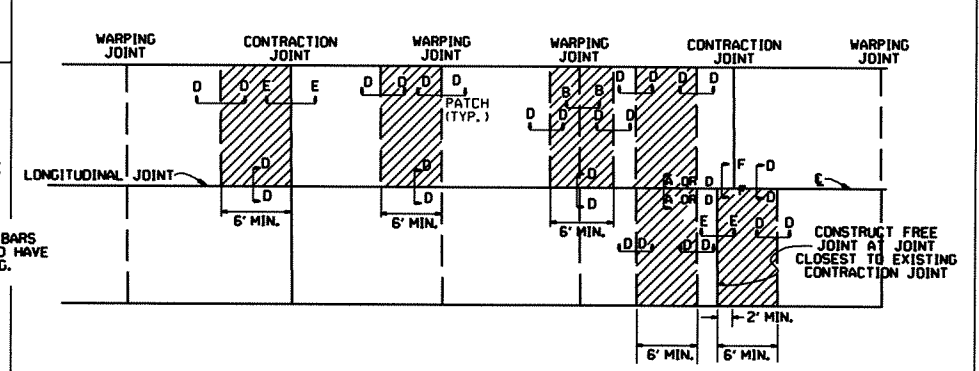
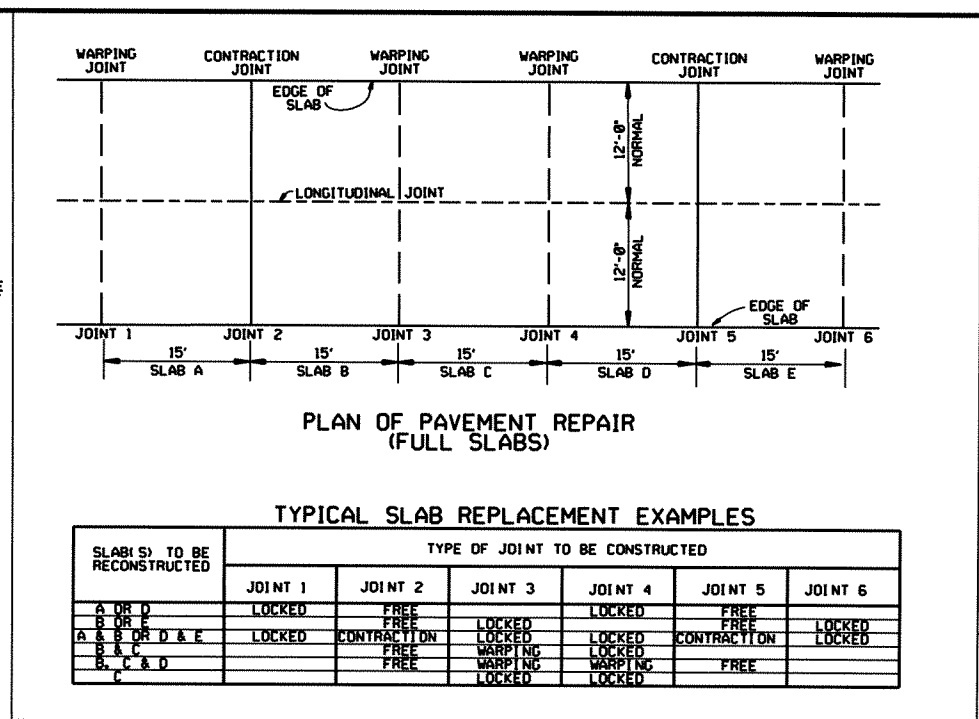
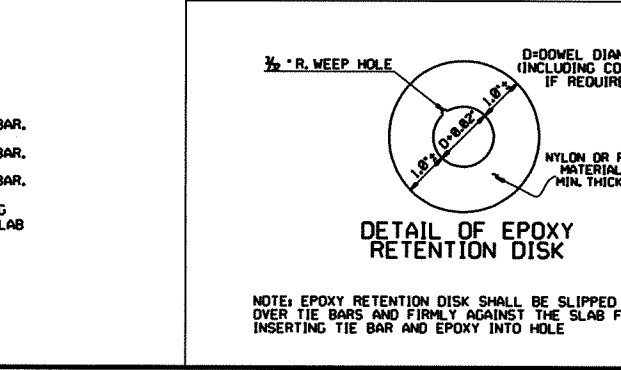
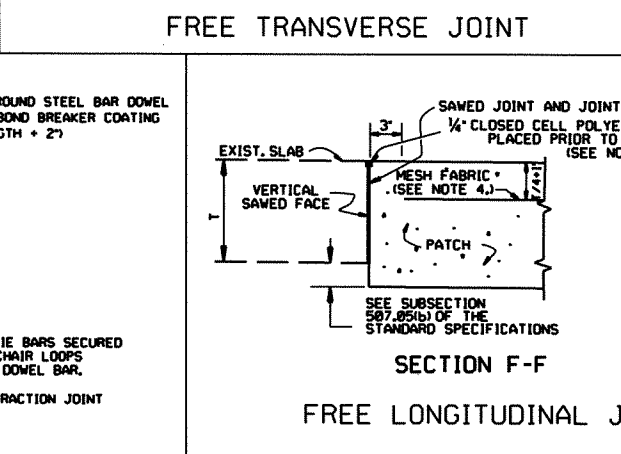
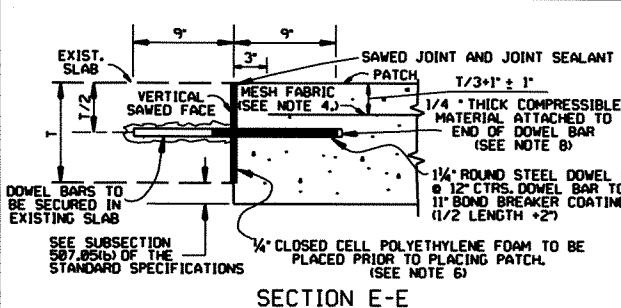
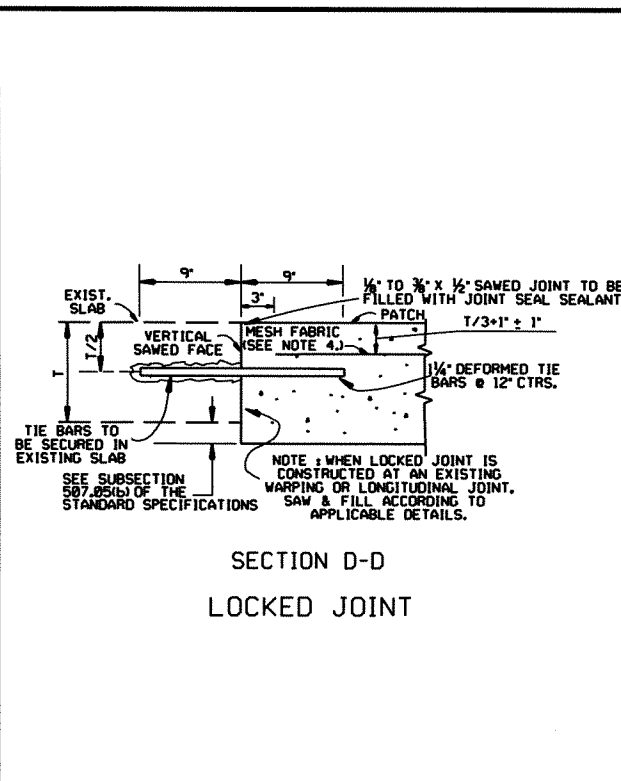
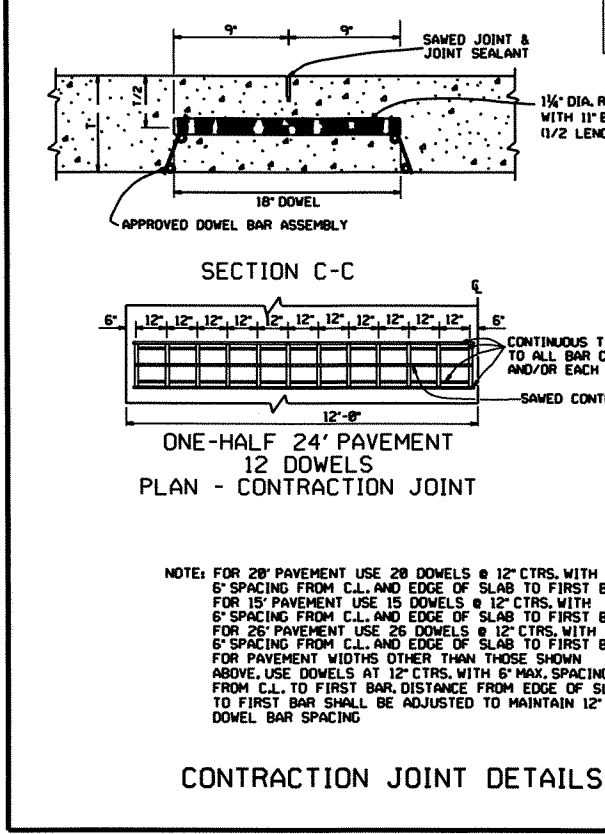
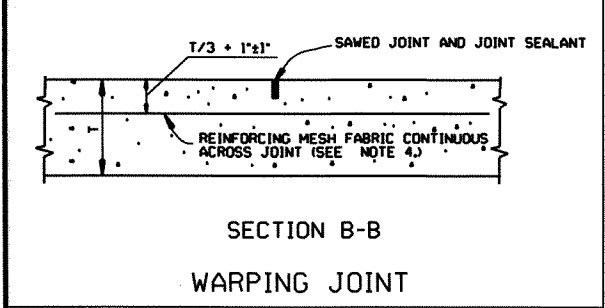
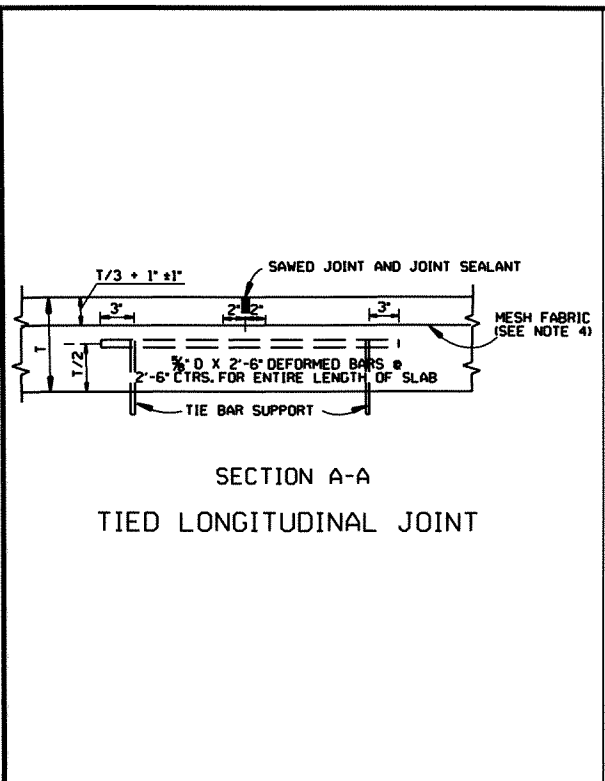
1. CONCRETE BARRIER WALL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2003 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. DOWEL BARS WILL NOT BE REQUIRED IF BARRIER AND BASE ARE CAST AS A COMPLETE UNIT.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A 3/4" CHAMFER.
6. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 180' FOR BARRIER. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
7. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
8. ALL COSTS FOR REMOVING THE EXISTING CONCRETE BARRIER WALL AND FOUNDATION, RECONSTRUCTING PROPOSED BARRIER WALL AND FOUNDATION, TRANSITIONING MEDIAN BARRIER AND ALL OTHER WORK NECESSARY FOR CONSTRUCTING THE MEDIAN BARRIER IN ACCORDANCE WITH THESE DETAILS, THE PLANS, AND THE SPECIFICATIONS SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR ITEM 631, "CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)".



CONTRACTION JOINT DETAIL



SPECIAL DETAILS

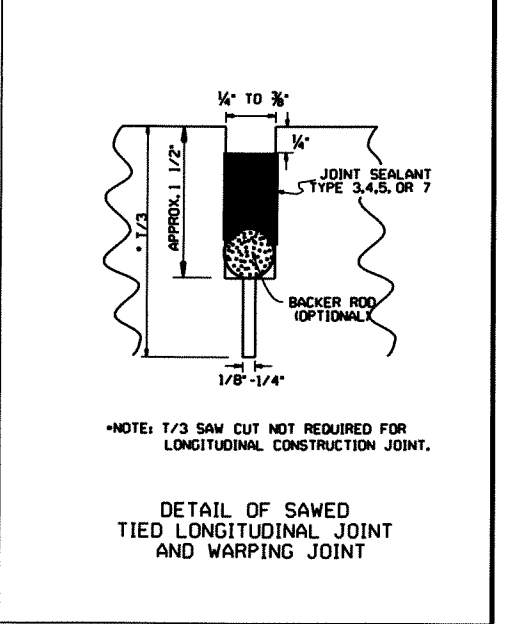
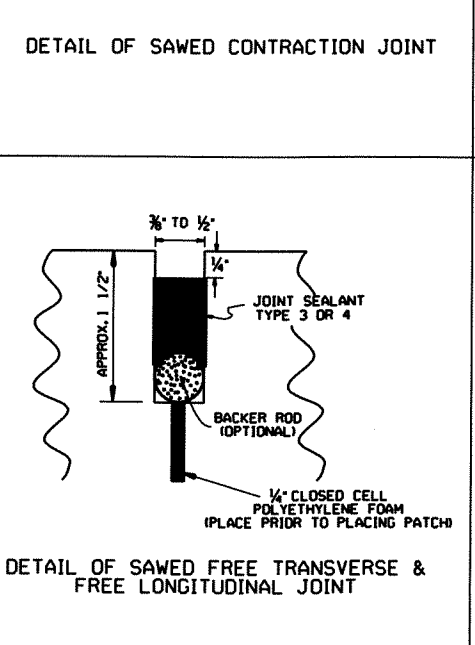
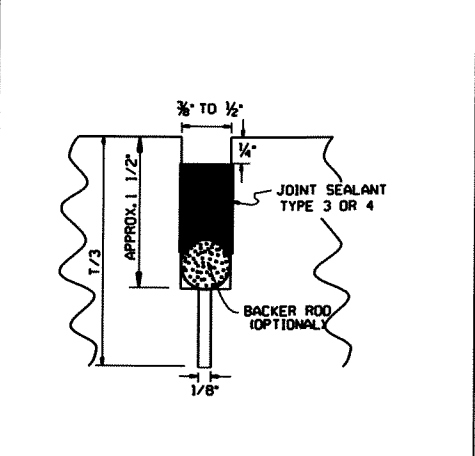


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		14	86

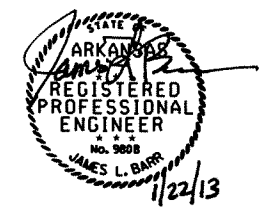
2 SPECIAL DETAILS

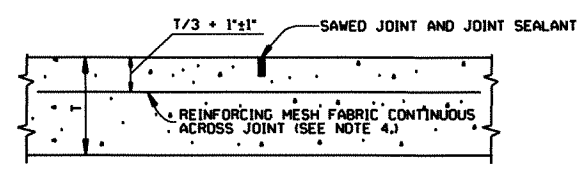
NOTES FOR PAVEMENT REPAIR

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

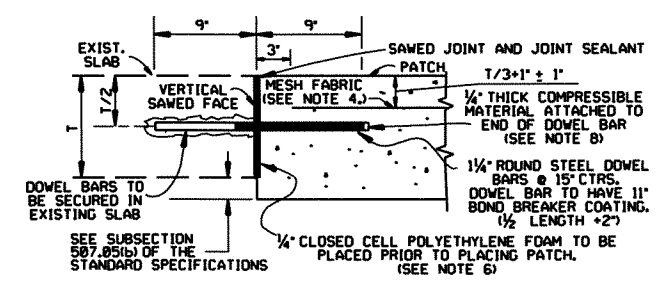


**DETAILS OF PORTLAND CEMENT
CONCRETE PAVEMENT PATCHING
(MAIN LANES)**

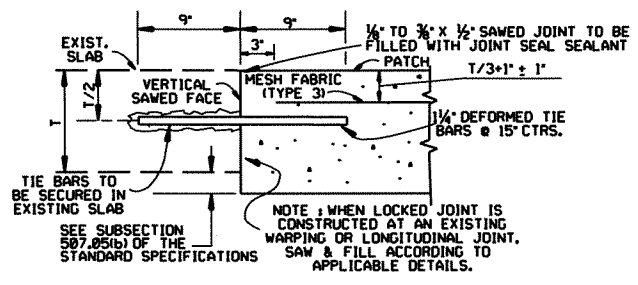




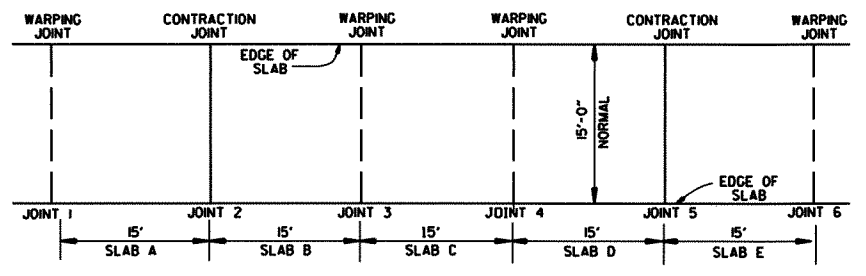
SECTION B-B
WARPING JOINT



SECTION E-E
FREE TRANSVERSE JOINT



SECTION D-D
LOCKED JOINT

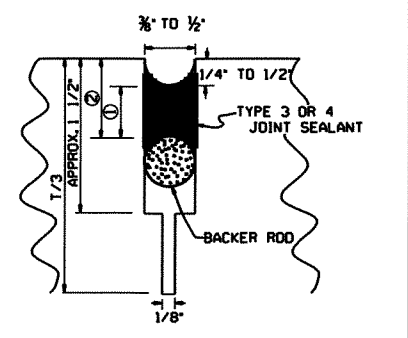


PLAN OF PAVEMENT REPAIR
(FULL SLABS)

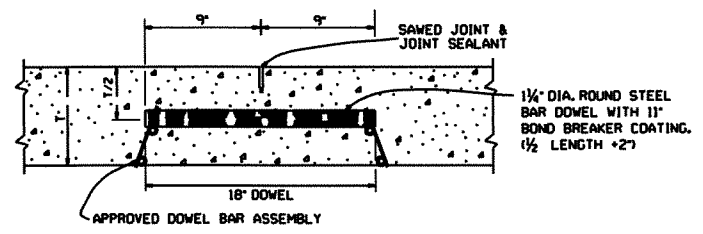
TYPICAL SLAB REPLACEMENT EXAMPLES

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

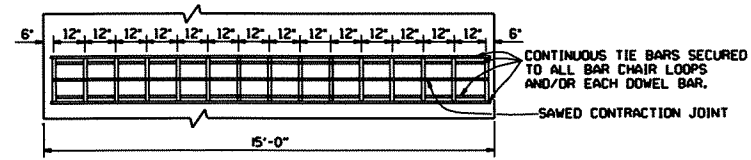
2 SPECIAL DETAILS



DETAIL OF SAWED CONTRACTION JOINT



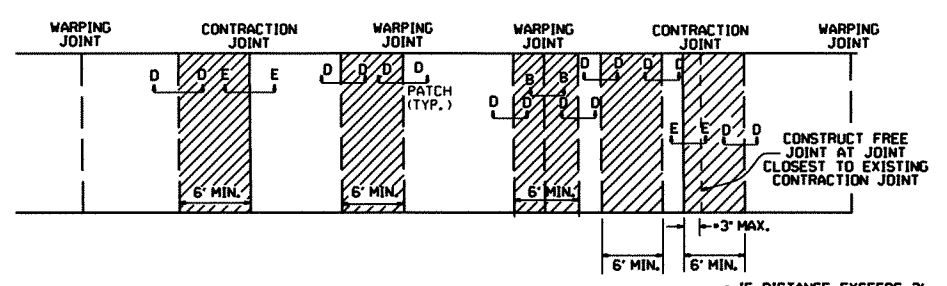
SECTION C-C



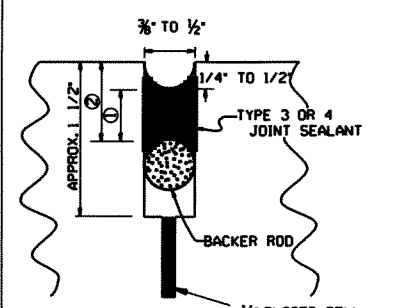
15' PAVEMENT
15 DOWELS
PLAN - CONTRACTION JOINT

NOTE: FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING.

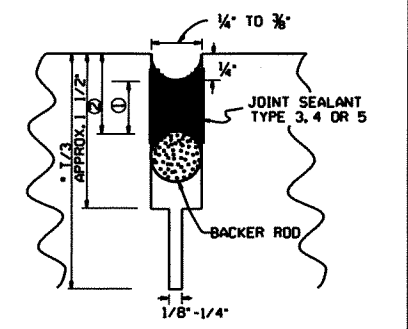
CONTRACTION JOINT DETAILS



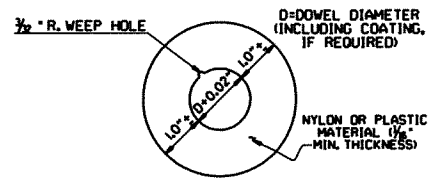
PLAN OF PAVEMENT REPAIR
(PARTIAL SLABS)



DETAIL OF SAWED FREE TRANSVERSE JOINT



DETAIL OF SAWED WARPING JOINT



DETAIL OF EPOXY RETENTION DISK

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

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

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

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

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

- NOTES FOR PAVEMENT REPAIR
- EXACT SIZE AND LOCATION OF AREA TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. ALL PATCHES SHALL EXTEND ACROSS THE FULL WIDTH OF THE SLAB AS SHOWN IN THESE DETAILS.
 - THE FINAL SURFACE FINISH FOR PATCHES SHALL MATCH THAT OF THE EXISTING PAVEMENT.
 - WHEN AREA TO BE REPAIRED INCLUDES AN EXISTING JOINT, THE JOINT SHALL BE RECONSTRUCTED TO THE CONFIGURATION SHOWN IN THESE DETAILS.
 - ALL REPAIRED AREAS SHALL BE REINFORCED WITH MESH FABRIC AS SHOWN. DEPTH OF MESH PLACEMENT SHALL HAVE A TOLERANCE OF ±1 INCH. MESH FABRIC SHALL BE 12" x 12" - 14" x 14" WELDED WIRE FABRIC (MINIMUM WIRE SIZE). LAPS SHALL BE MINIMUM 6" IN EACH DIRECTION.
 - FORMS FOR PAVEMENT REPAIR SHALL BE METAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - 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.
 - WHEN THE PATCH IS PLACED OVER GRANULAR BASE, REMOVE ANY LOOSE BASE MATERIAL, COMPACT REMAINING BASE AS NECESSARY AND PLACE PATCH. WHEN PATCH IS PLACED OVER TREATED BASE, REMOVE ANY LOOSE BASE MATERIAL AND PLACE PATCH.
 - 1/4" THICK COMPRESSIBLE MATERIAL SHALL BE ATTACHED TO THE ENDS OF DOWEL BARS AT ALL FREE TRANSVERSE JOINTS (SEE SECTION E-E). THE MATERIAL SHALL BE THE SAME DIAMETER AS THE DOWEL BAR, A PLASTIC CAP OR OTHER TYPE OF DEVICE MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
 - SAWING AND SEALING OF ALL JOINTS IN AND AROUND CONCRETE PAVEMENT PATCHES SHALL BE DONE BEFORE PATCHED LANE IS RE-OPENED TO TRAFFIC.
 - DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS 1/4" WILL BE ALLOWED FOR THE TILT AND SKEW.

DETAILS OF PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (RAMPS)

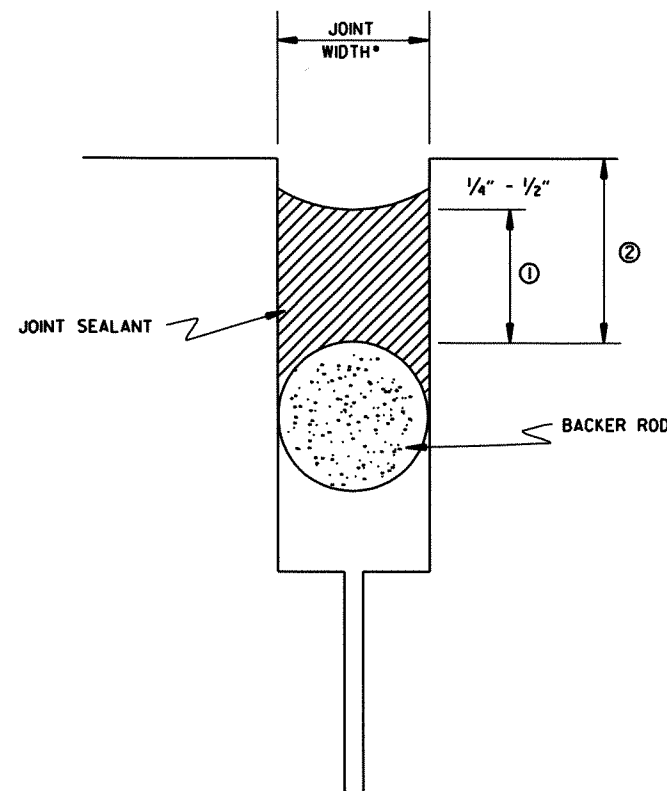
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. BBO109	16	86

② SPECIAL DETAILS

JOINT CONFIGURATION FOR
TYPE 3 & 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2
1/2	1/4	3/8	1/2
5/8	3/8	3/4	3/8
3/4	3/8	7/8	7/8
7/8	7/8	1	7/8
1	1/2	1 1/4	3/4
1 TO 1 1/2	1/2	1 1/4 +	3/4

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

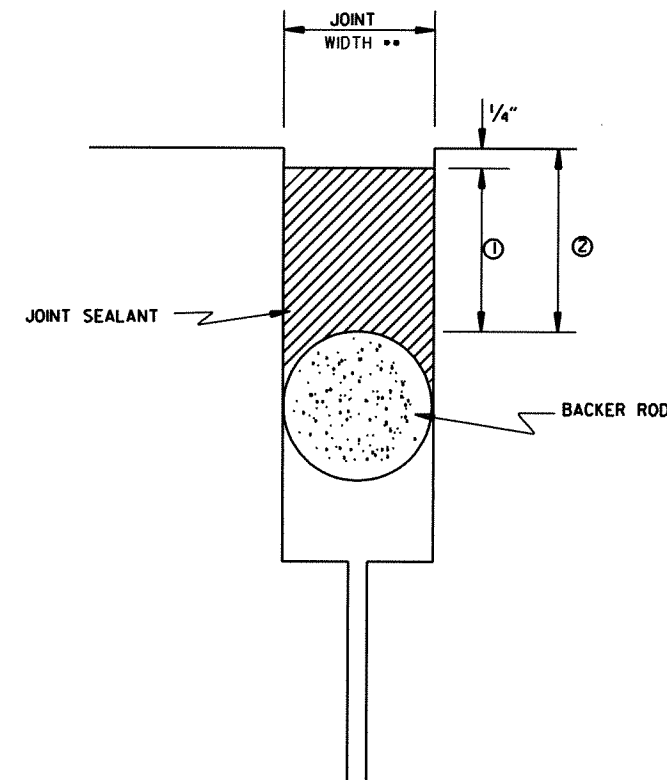


DETAILS OF TYPE A OR TYPE B
JOINT REHABILITATION

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

JOINT CONFIGURATION FOR
TYPE 5 JOINT SEALANT

JOINT WIDTH	APPROX. WIDTH TO DEPTH RATIO	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES				
1/4	1:2	1/2	3/8	3/4
3/8		3/4	1/2	1
1/2		1	5/8	1 1/4
5/8	1:1.75	1 1/4	3/4	1 1/2
3/4		1 3/8	7/8	1 3/8
1	1:1.6	1 1/2	1	1 3/4
1 TO 3		1 5/8	1 1/4	1 3/8
		1 5/8 +	1 1/4 +	1 3/8 +



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

NOTE: FOR JOINTS WIDER THAN 1/2", THE CONTRACTOR SHALL HAVE THE OPTION OF COMPLETELY FILLING THE JOINT IN LIEU OF USING A BACKER ROD.

REFER TO SECTION 509 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION.

DETAILS OF TYPE B
JOINT REHABILITATION



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109	17	86	

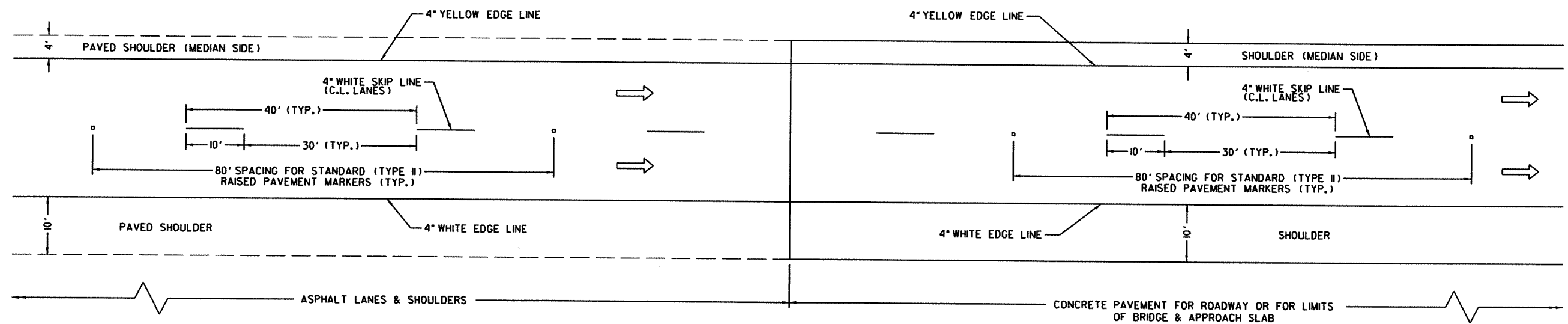
2 SPECIAL DETAILS

ASPHALT ROADWAY

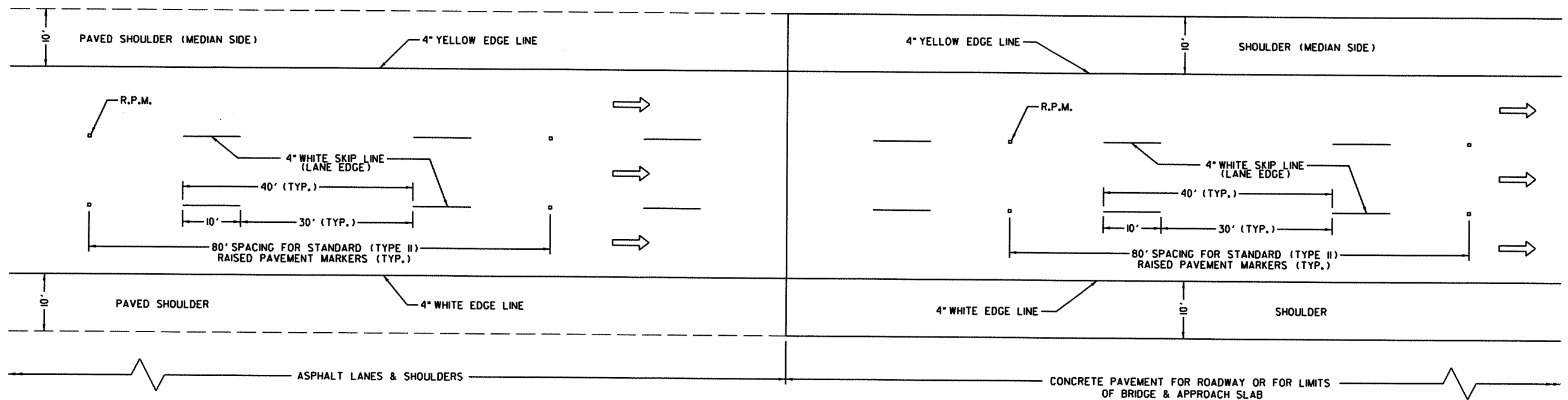
SKIP LINE - PROFILE THERMO OR HIGH PERFORMANCE MARKING TAPE
 EDGE LINES - PROFILE THERMO OR HIGH PERFORMANCE MARKING TAPE
 REFER TO SPECIAL PROVISION - HIGH PERFORMANCE PAVEMENT MARKING

CONCRETE ROADWAY OR CONCRETE BRIDGE

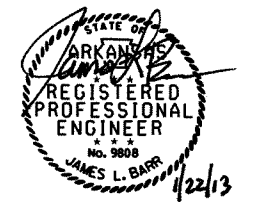
SKIP LINE - CONTRAST PROFILE THERMO OR HIGH PERFORMANCE CONTRAST MARKING TAPE
 EDGE LINES - PROFILE THERMO OR HIGH PERFORMANCE MARKING TAPE
 REFER TO SPECIAL PROVISION - HIGH PERFORMANCE PAVEMENT MARKING



PERMANENT PAVEMENT MARKING DETAILS
2 LANES



PERMANENT PAVEMENT MARKING DETAILS
3 LANES



SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO109	18	86

2 SPECIAL DETAILS

PERMANENT PAVEMENT MARKINGS - NB LANES

STA. 199+07.00 - STA. 210+52.30 4" YELLOW H.P.P.M. EDGE LINE = 1145 LIN. FT.
 STA. 212+85.50 - STA. 216+65.00 4" YELLOW H.P.P.M. EDGE LINE = 380 LIN. FT.
 STA. 217+25.00 - STA. 620+00.00 4" YELLOW H.P.P.M. EDGE LINE = 40275 LIN. FT.

STA. 196+27.00 - STA. 210+52.30 4" WHITE H.P.P.M. EDGE LINE = 1425 LIN. FT.
 STA. 212+85.50 - STA. 274+30.00 4" WHITE H.P.P.M. EDGE LINE = 6145 LIN. FT.
 STA. 275+25.00 - STA. 346+05.00 4" WHITE H.P.P.M. EDGE LINE = 7080 LIN. FT.
 STA. 347+00.00 - STA. 545+30.00 4" WHITE H.P.P.M. EDGE LINE = 19830 LIN. FT.
 STA. 546+25.00 - STA. 620+00.00 4" WHITE H.P.P.M. EDGE LINE = 7375 LIN. FT.

STA. 196+27.00 - STA. 210+52.30 4" WHITE H.P.P.M. SKIP LINE = 360 LIN. FT.
 STA. 212+85.50 - STA. 217+25.00 4" WHITE H.P.P.M. SKIP LINE = 110 LIN. FT.
 STA. 217+25.00 - STA. 238+95.75 4" WHITE H.P.P.M. SKIP LINE = 1080 LIN. FT.
 STA. 249+20.50 - STA. 274+00.00 4" WHITE H.P.P.M. SKIP LINE = 1240 LIN. FT.
 STA. 274+00.00 - STA. 355+82.29 4" WHITE H.P.P.M. SKIP LINE = 2050 LIN. FT.
 STA. 361+47.52 - STA. 491+51.50 4" WHITE H.P.P.M. SKIP LINE = 3250 LIN. FT.
 STA. 493+05.50 - STA. 620+00.00 4" WHITE H.P.P.M. SKIP LINE = 3170 LIN. FT.

STA. 238+95.75 - STA. 249+20.50 4" WHITE H.P.C.P.M. SKIP LINE = 520 LIN. FT.
 STA. 355+82.29 - STA. 361+47.52 4" WHITE H.P.C.P.M. SKIP LINE = 140 LIN. FT.
 STA. 491+51.50 - STA. 493+05.50 4" WHITE H.P.C.P.M. SKIP LINE = 40 LIN. FT.

STA. 196+27.00 - STA. 199+07.00 8" WHITE H.P.P.M. = 280 LIN. FT.
 STA. 200+95.00 - STA. 205+50.00 8" WHITE H.P.P.M. = 219 LIN. FT.
 STA. 216+65.00 - STA. 217+25.00 8" WHITE H.P.P.M. = 120 LIN. FT.
 STA. 271+50.00 - STA. 275+25.00 8" WHITE H.P.P.M. = 655 LIN. FT.
 STA. 291+40.00 - STA. 296+20.00 8" WHITE H.P.P.M. = 225 LIN. FT.
 STA. 343+25.00 - STA. 347+00.00 8" WHITE H.P.P.M. = 655 LIN. FT.
 STA. 374+90.00 - STA. 380+40.00 8" WHITE H.P.P.M. = 243 LIN. FT.
 STA. 542+50.00 - STA. 546+25.00 8" WHITE H.P.P.M. = 655 LIN. FT.
 STA. 569+00.00 - STA. 574+00.00 8" WHITE H.P.P.M. = 231 LIN. FT.

PERMANENT PAVEMENT MARKINGS - SB LANES

STA. 26+49.71 - STA. 26+86.21 4" YELLOW H.P.P.M. EDGE LINE = 37 LIN. FT.
 STA. 32+22.07 - STA. 32+58.57 4" YELLOW H.P.P.M. EDGE LINE = 37 LIN. FT.
 STA. 36+45.49 - STA. 36+81.99 4" YELLOW H.P.P.M. EDGE LINE = 37 LIN. FT.
 STA. 40+50.39 - STA. 40+86.89 4" YELLOW H.P.P.M. EDGE LINE = 37 LIN. FT.
 STA. 40+86.89 - STA. 53+40.00 4" YELLOW H.P.P.M. EDGE LINE = 1253 LIN. FT.
 STA. 226+97.00 - STA. 620+00.00 4" YELLOW H.P.P.M. EDGE LINE = 39303 LIN. FT.
 STA. 44+65.00 - STA. 46+00.00 4" YELLOW H.P.P.M. EDGE LINE = 145 LIN. FT.

STA. 26+49.71 - STA. 26+86.21 4" WHITE H.P.P.M. EDGE LINE = 37 LIN. FT.
 STA. 32+22.07 - STA. 32+58.57 4" WHITE H.P.P.M. EDGE LINE = 37 LIN. FT.
 STA. 36+45.49 - STA. 36+81.99 4" WHITE H.P.P.M. EDGE LINE = 37 LIN. FT.
 STA. 40+50.39 - STA. 40+86.89 4" WHITE H.P.P.M. EDGE LINE = 37 LIN. FT.
 STA. 40+86.89 - STA. 45+00.00 4" WHITE H.P.P.M. EDGE LINE = 428 LIN. FT.
 STA. 44+65.00 - STA. 53+40.00 4" WHITE H.P.P.M. EDGE LINE = 875 LIN. FT.
 STA. 226+97.00 - STA. 288+25.00 4" WHITE H.P.P.M. EDGE LINE = 6128 LIN. FT.
 STA. 289+20.00 - STA. 370+75.00 4" WHITE H.P.P.M. EDGE LINE = 8155 LIN. FT.
 STA. 371+70.00 - STA. 565+25.00 4" WHITE H.P.P.M. EDGE LINE = 19355 LIN. FT.
 STA. 566+20.00 - STA. 620+00.00 4" WHITE H.P.P.M. EDGE LINE = 5380 LIN. FT.

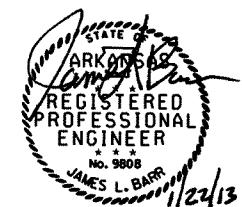
STA. 40+86.89 - STA. 53+40.00 4" WHITE H.P.P.M. SKIP LINE = 310 LIN. FT.
 STA. 226+97.00 - STA. 238+95.75 4" WHITE H.P.P.M. SKIP LINE = 300 LIN. FT.
 STA. 249+20.50 - STA. 355+82.29 4" WHITE H.P.P.M. SKIP LINE = 2670 LIN. FT.
 STA. 361+47.52 - STA. 491+29.50 4" WHITE H.P.P.M. SKIP LINE = 3250 LIN. FT.
 STA. 492+83.50 - STA. 620+00.00 4" WHITE H.P.P.M. SKIP LINE = 3180 LIN. FT.

STA. 26+49.71 - STA. 26+86.21 4" WHITE H.P.C.P.M. SKIP LINE = 10 LIN. FT.
 STA. 32+22.07 - STA. 32+58.57 4" WHITE H.P.C.P.M. SKIP LINE = 10 LIN. FT.
 STA. 36+45.49 - STA. 36+81.99 4" WHITE H.P.C.P.M. SKIP LINE = 10 LIN. FT.
 STA. 40+50.39 - STA. 40+86.89 4" WHITE H.P.C.P.M. SKIP LINE = 10 LIN. FT.
 STA. 238+95.75 - STA. 249+20.50 4" WHITE H.P.C.P.M. SKIP LINE = 260 LIN. FT.
 STA. 355+82.29 - STA. 361+47.52 4" WHITE H.P.C.P.M. SKIP LINE = 140 LIN. FT.
 STA. 491+29.50 - STA. 492+83.50 4" WHITE H.P.C.P.M. SKIP LINE = 40 LIN. FT.

STA. 45+05.00 - STA. 48+90.00 8" WHITE H.P.P.M. = 655 LIN. FT.
 STA. 266+50.00 - STA. 271+00.00 8" WHITE H.P.P.M. = 219 LIN. FT.
 STA. 288+25.00 - STA. 292+00.00 8" WHITE H.P.P.M. = 655 LIN. FT.
 STA. 342+90.00 - STA. 347+80.00 8" WHITE H.P.P.M. = 228 LIN. FT.
 STA. 370+75.00 - STA. 374+50.00 8" WHITE H.P.P.M. = 655 LIN. FT.
 STA. 538+50.00 - STA. 543+00.00 8" WHITE H.P.P.M. = 219 LIN. FT.
 STA. 565+25.00 - STA. 569+00.00 8" WHITE H.P.P.M. = 655 LIN. FT.

H.P.P.M. = HIGH PERFORMANCE PAVEMENT MARKING

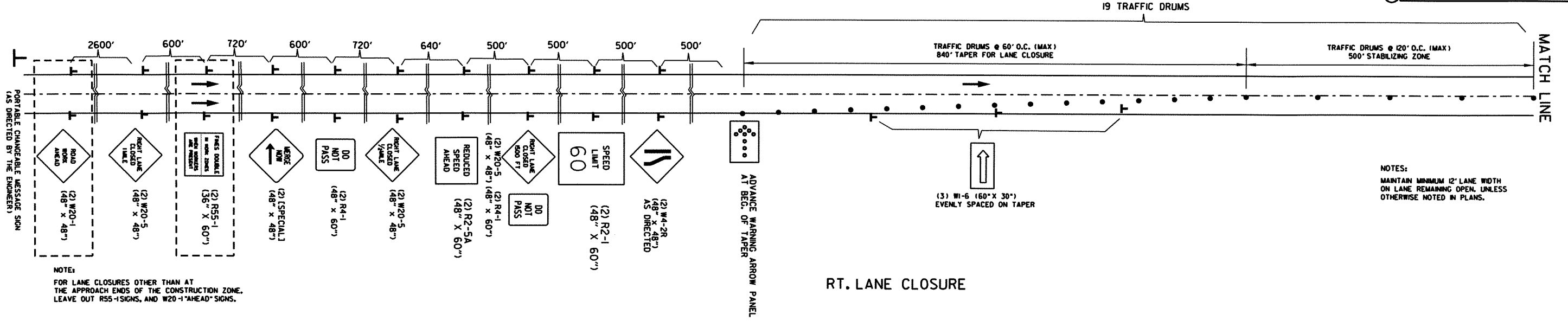
H.P.C.P.M. = HIGH PERFORMANCE CONTRAST PAVEMENT MARKING



SPECIAL DETAILS

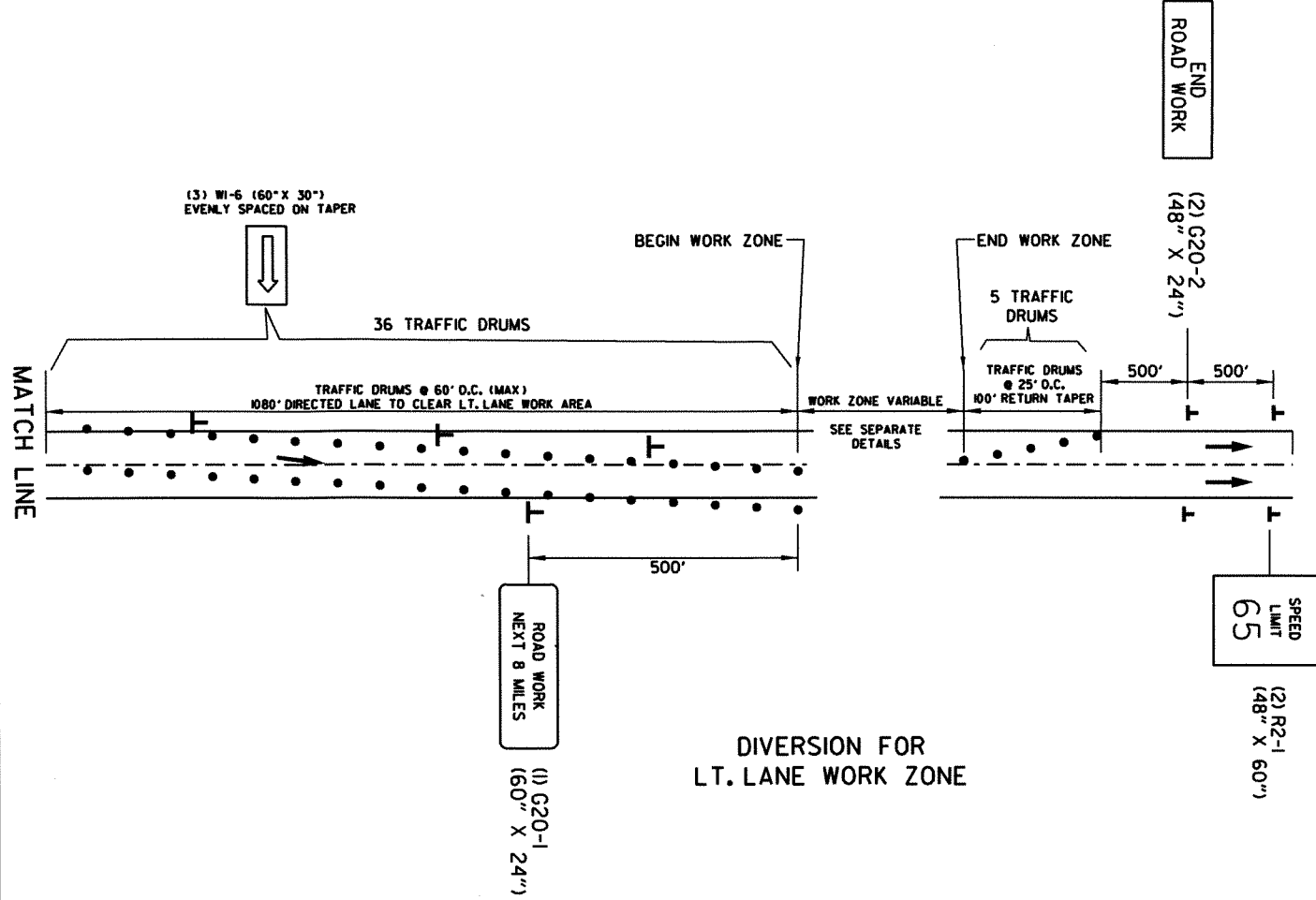
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109	ZD	BC	

② MAINTENANCE OF TRAFFIC DETAILS

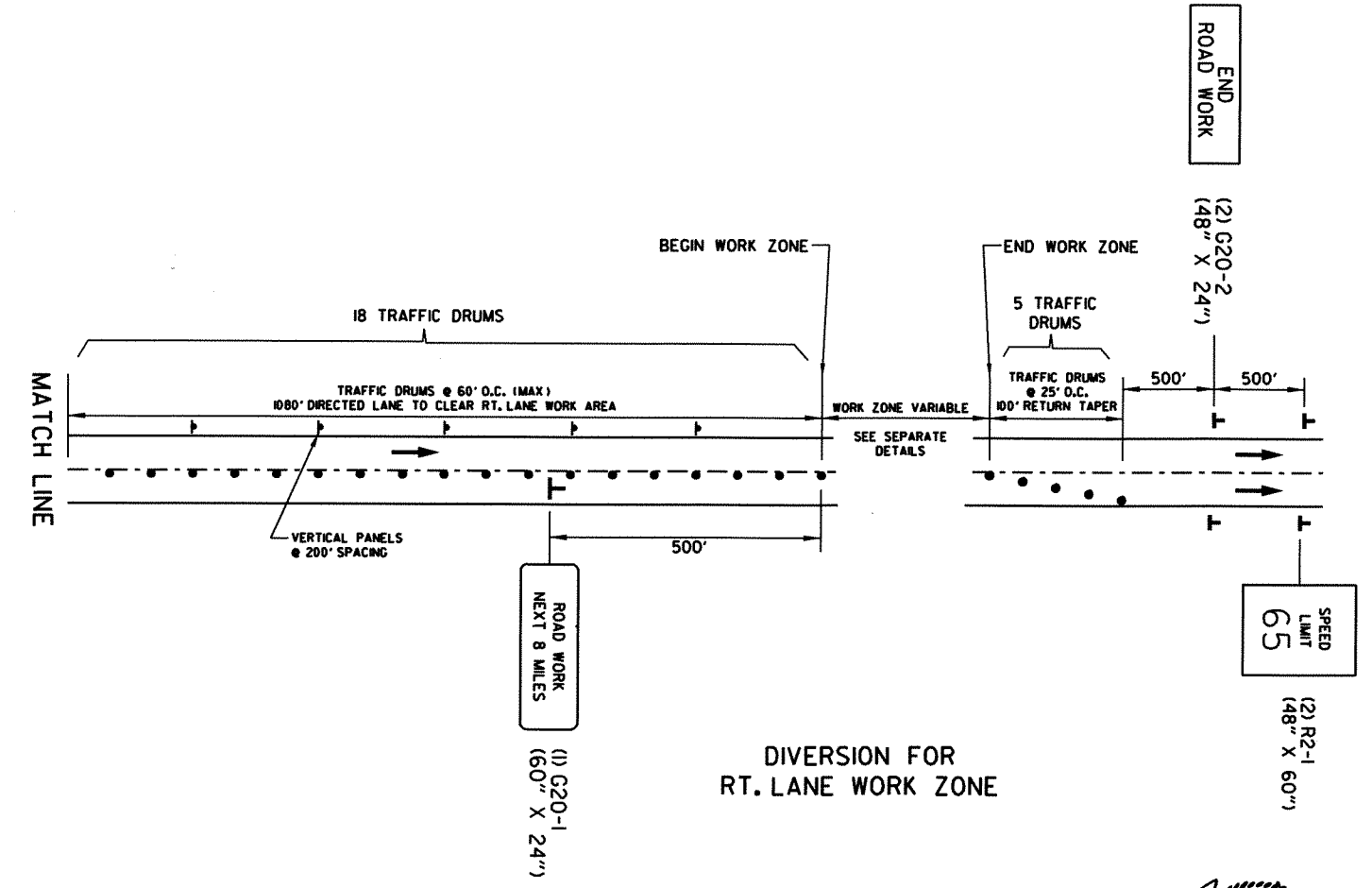


RT. LANE CLOSURE

NOTES:
MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN, UNLESS OTHERWISE NOTED IN PLANS.



DIVERSION FOR LT. LANE WORK ZONE



DIVERSION FOR RT. LANE WORK ZONE

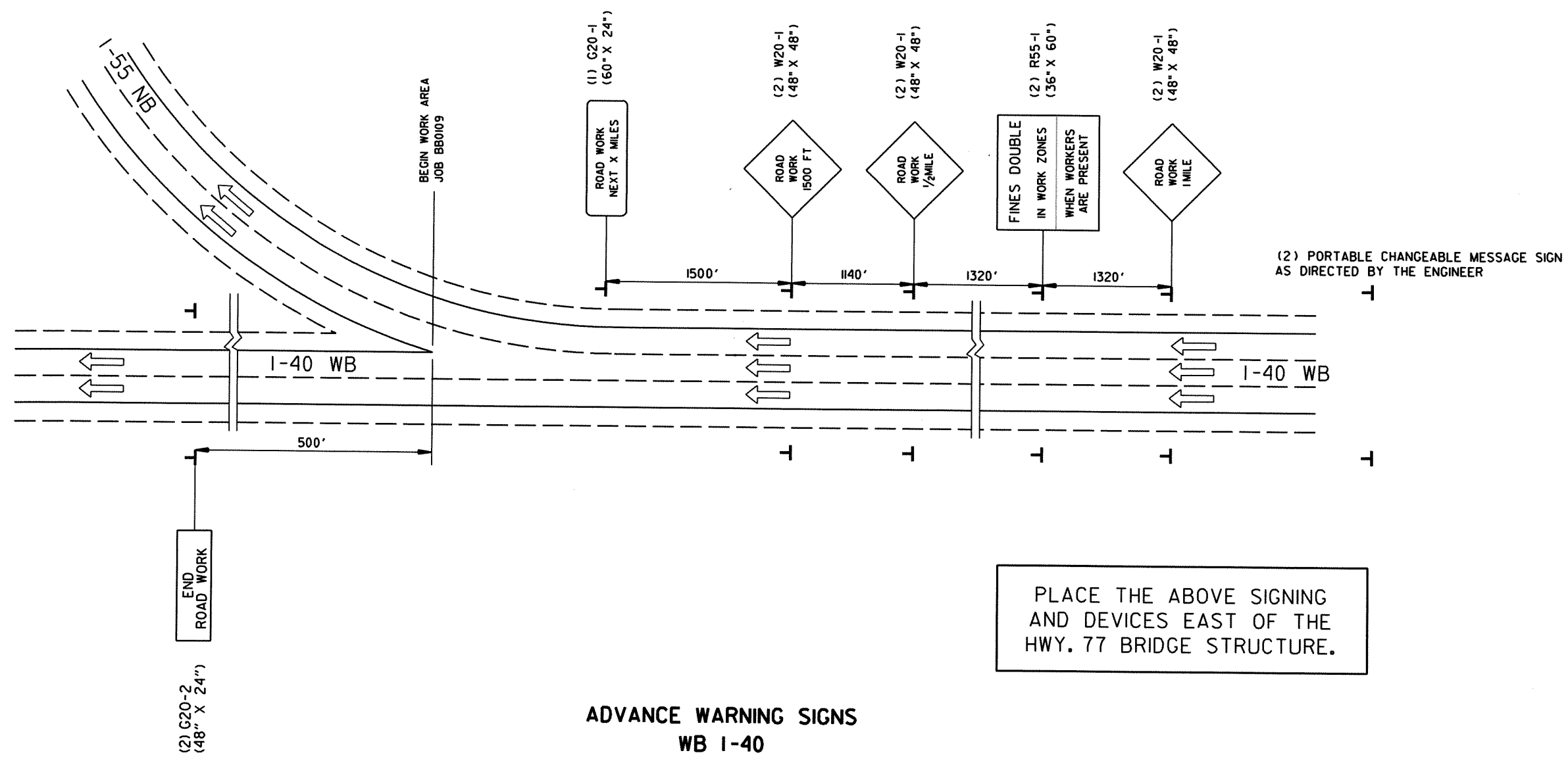
ADVANCE SIGNS AND LANE CLOSURES
ALL STAGES

MAINTENANCE OF TRAFFIC DETAILS



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO109	21	86

② MAINTENANCE OF TRAFFIC DETAILS



DETOUR EXIT NEXT RIGHT USE HWY 64/ HWY 118 TO I-40

150'

S-1

42"

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BBO109							22	80

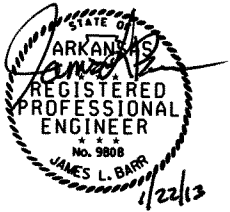
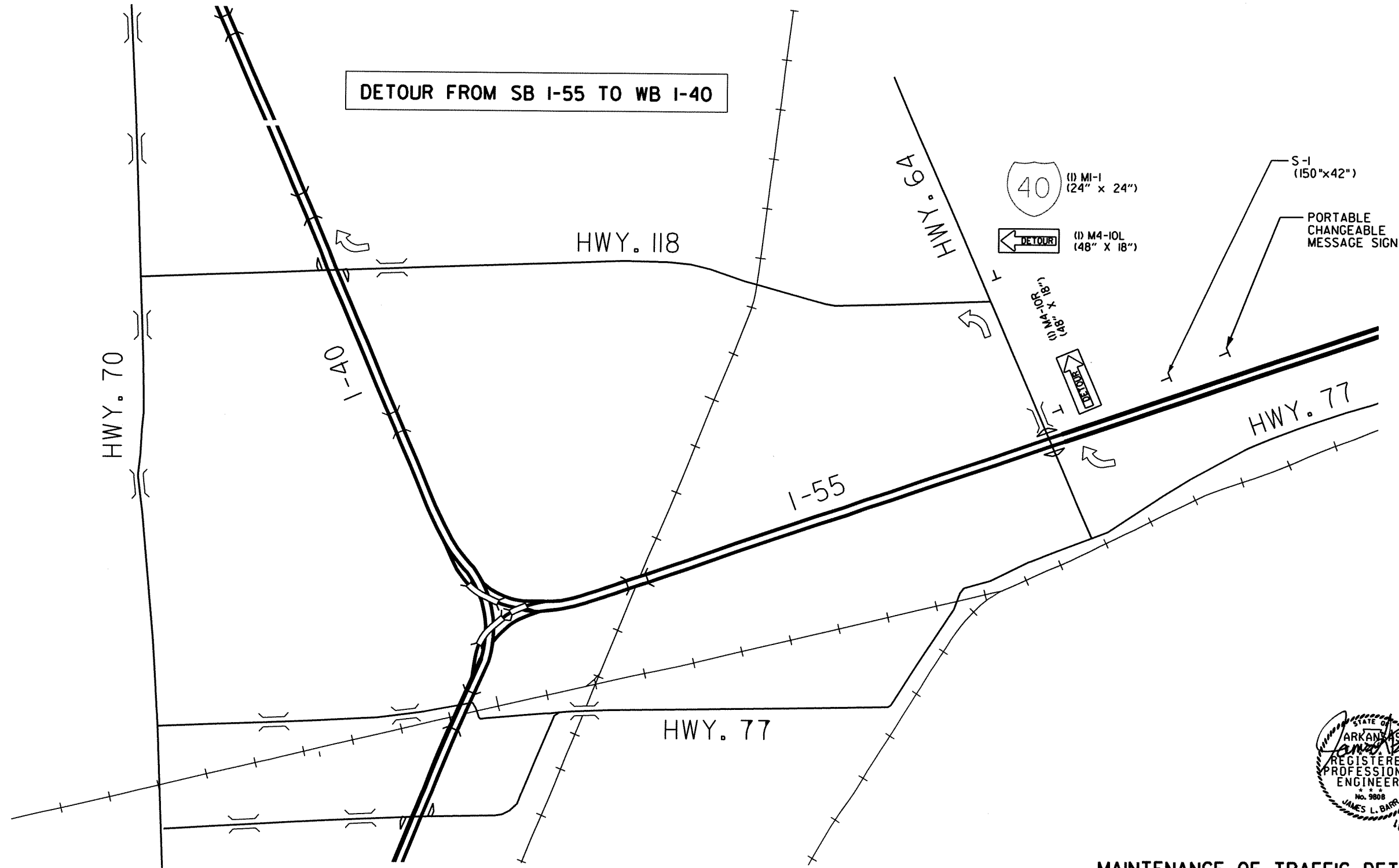
② MAINTENANCE OF TRAFFIC DETAILS



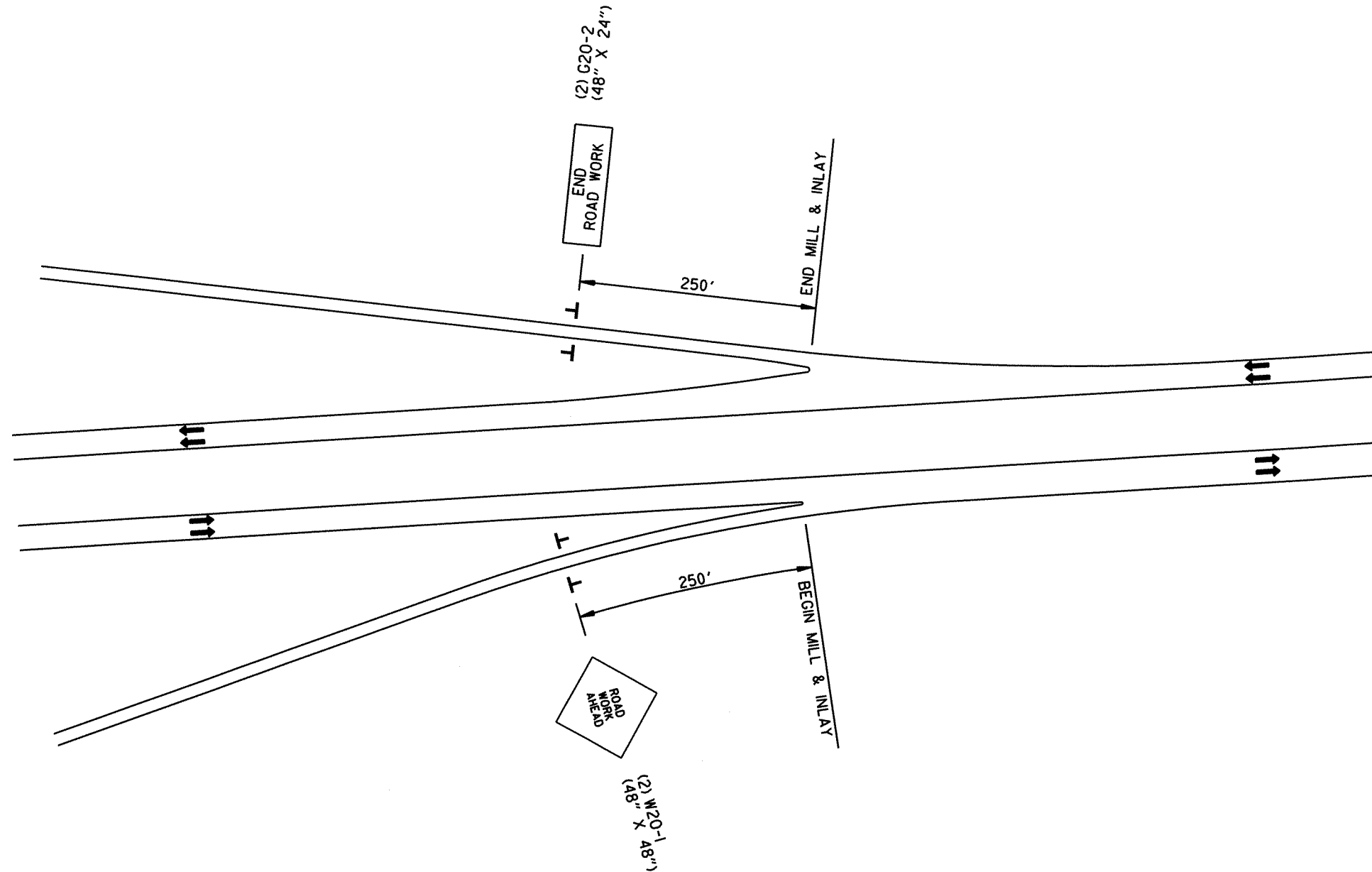
NOTES:

- ① SPECIAL SIGNS SHALL BE CONSTRUCTED USING ORANGE TYPE III BACKGROUND WITH (BLACK) TYPE V LEGEND AND BORDER.
- ② PAYMENT FOR MOUNTING THE GUIDE SIGNS ON TEMPORARY SUPPORTS, RELOCATING THE SIGNS AS REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION, AND REMOVING AND DISPOSING OF THE SIGNS WHEN THE PROJECT IS COMPLETED SHALL BE SUBSIDIARY TO SECTION 604, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2003 EDITION.
- ③ EXACT PLACEMENT OF SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ④ WITH THE APPROVAL OF THE ENGINEER, THE EXIT RAMP AT WEST MEMPHIS FROM I-55 SB TO I-40 WB MAY BE CLOSED WHILE THE 8 1/2" OVERLAY TRANSITION IS BEING PLACED ON THE RAMP TO I-40 WB. IF THE EXIT RAMP TO I-40 WB IS CLOSED, TRAFFIC TRAVELING SB ON I-55 WILL NEED TO EXIT AT MARION (HWY. 64) AND CONTINUE WEST ON HWY. 64 TO HWY. 118. TRAFFIC WOULD THEN TURN LEFT (SOUTH) AND FOLLOW HWY. 118 TO I-40.

DETOUR FROM SB I-55 TO WB I-40

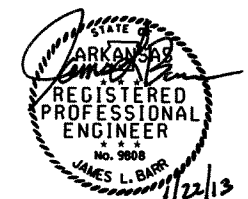


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO.	BBO109	23
						2 MAINTENANCE OF TRAFFIC DETAILS		



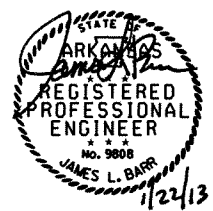
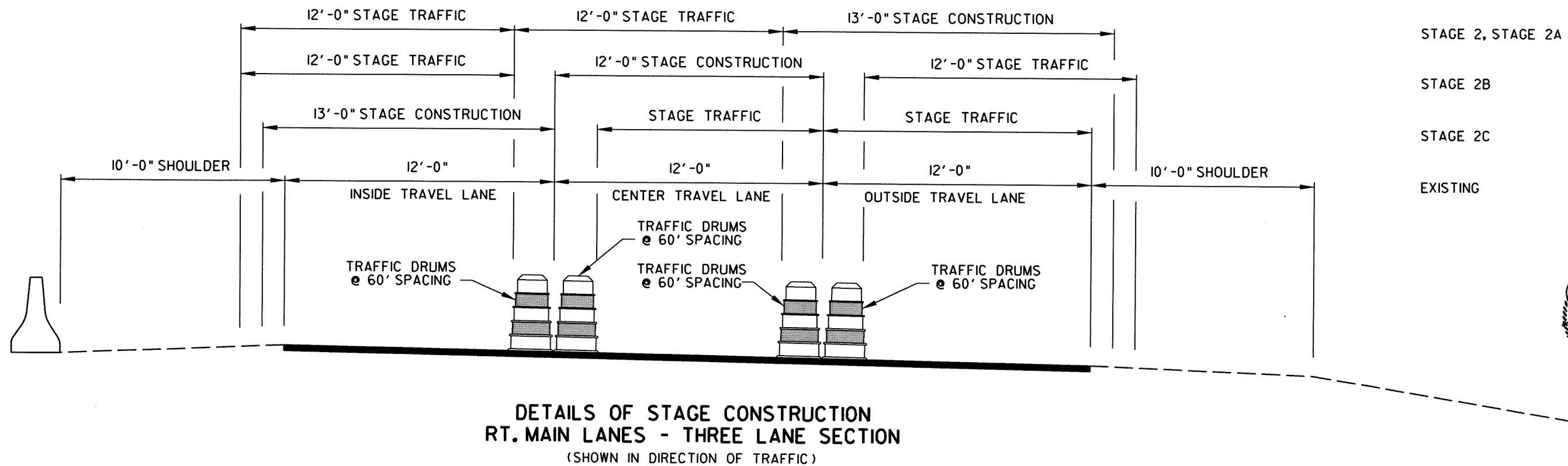
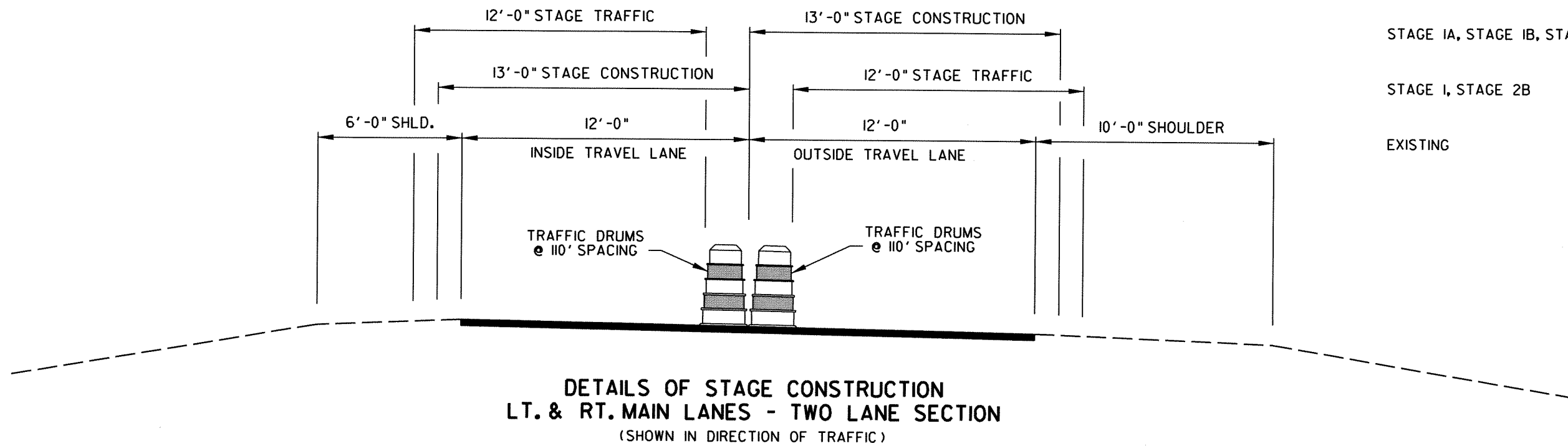
DETAIL OF ENTRANCE AND EXIT RAMPS

SOUTHBOUND WEIGH STATION
 HWY. 64 (MILITARY RD.)
 JAMES MILL RD



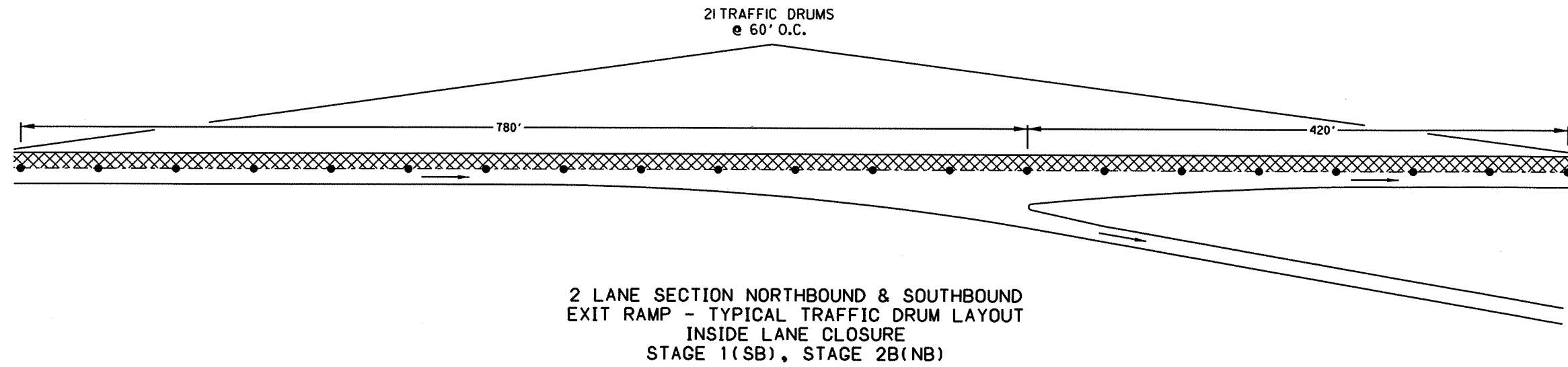
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109	24	86	
② MAINTENANCE OF TRAFFIC DETAILS								

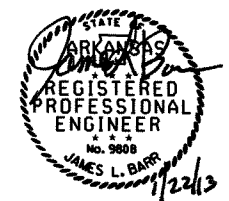
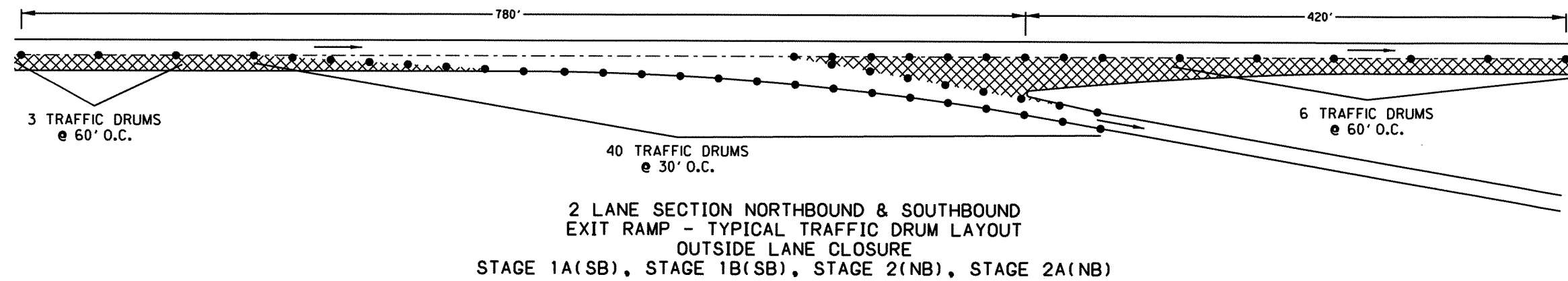


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO109	25	86

② MAINTENANCE OF TRAFFIC DETAILS



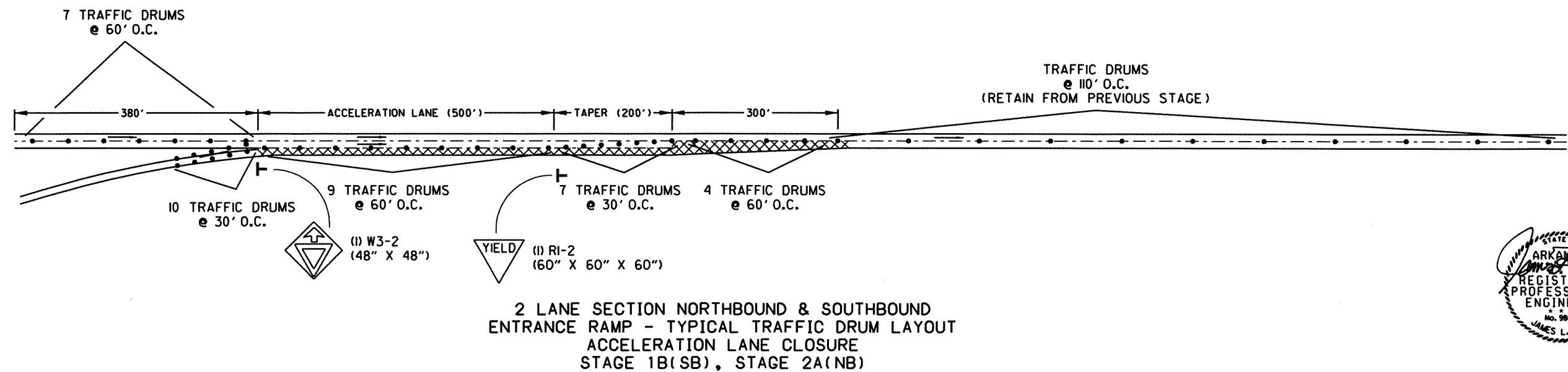
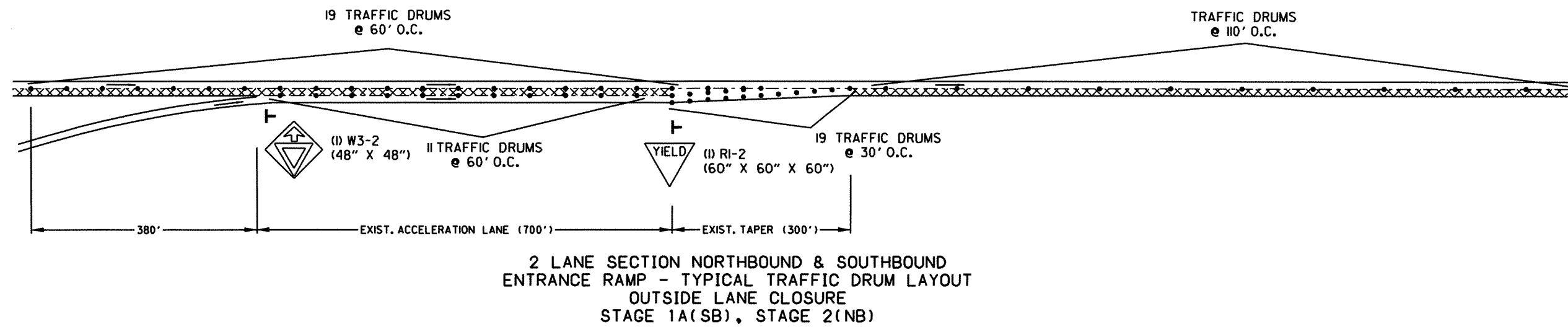
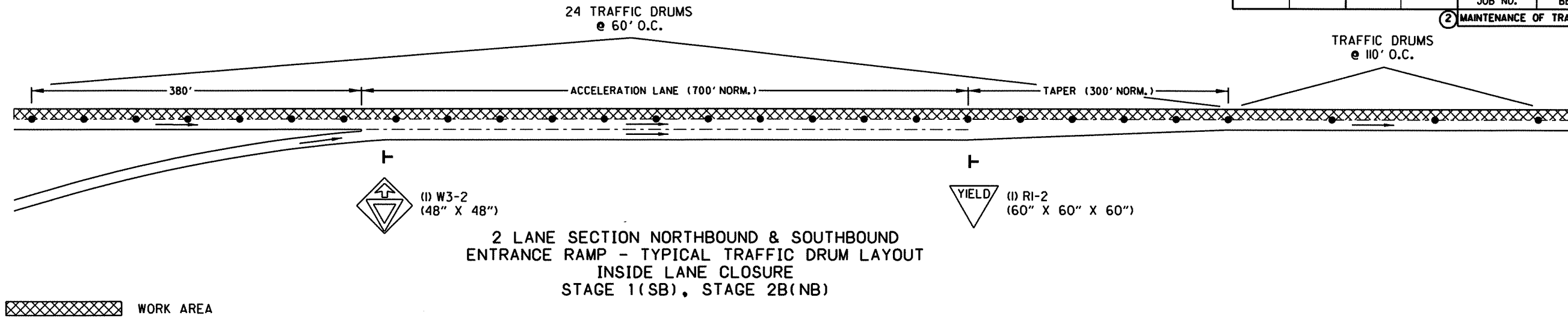
 WORK AREA



MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BBO109							26	30

② MAINTENANCE OF TRAFFIC DETAILS



MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109		27	86
② MAINTENANCE OF TRAFFIC DETAILS								

STAGE I - INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 26+49.71 - STA. 26+86.21 4" YELLOW EDGE LINE = 37 LIN. FT.
 STA. 32+22.07 - STA. 32+58.57 4" YELLOW EDGE LINE = 37 LIN. FT.
 STA. 36+45.49 - STA. 36+81.99 4" YELLOW EDGE LINE = 37 LIN. FT.
 STA. 40+50.39 - STA. 40+86.89 4" YELLOW EDGE LINE = 37 LIN. FT.

STAGE I - INSIDE LANE
CONSTRUCTION PAVEMENT MARKINGS

STA. 32+58.57 - STA. 36+45.49 4" YELLOW EDGE LINE = 387 LIN. FT.
 STA. 40+86.89 - STA. 53+00.00 4" YELLOW EDGE LINE = 1213 LIN. FT.
 STA. 226+97.00 - STA. 238+95.75 4" YELLOW EDGE LINE = 1199 LIN. FT.
 STA. 249+20.50 - STA. 275+00.00 4" YELLOW EDGE LINE = 2580 LIN. FT.

STAGE IA, IB & IC - OUTSIDE LANE & ACCEL LANES
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 26+49.71 - STA. 26+86.21 4" WHITE EDGE LINE = 37 LIN. FT.
 STA. 26+49.71 - STA. 26+86.21 4" WHITE C SKIP LINE = 9 LIN. FT.
 STA. 32+22.07 - STA. 32+58.57 4" WHITE EDGE LINE = 37 LIN. FT.
 STA. 32+22.07 - STA. 32+58.57 4" WHITE C SKIP LINE = 9 LIN. FT.
 STA. 36+45.49 - STA. 36+81.99 4" WHITE EDGE LINE = 37 LIN. FT.
 STA. 36+45.49 - STA. 36+81.99 4" WHITE C SKIP LINE = 9 LIN. FT.
 STA. 40+50.39 - STA. 40+86.89 4" WHITE EDGE LINE = 37 LIN. FT.
 STA. 40+50.39 - STA. 40+86.89 4" WHITE C SKIP LINE = 9 LIN. FT.

STAGE IA, IB & IC - OUTSIDE LANE & ACCEL LANES
CONSTRUCTION PAVEMENT MARKINGS

STA. 32+58.57 - STA. 36+45.49 4" WHITE EDGE LINE = 387 LIN. FT.
 STA. 32+58.57 - STA. 36+45.49 4" WHITE C SKIP LINE = 97 LIN. FT.
 STA. 40+86.89 - STA. 48+90.00 4" WHITE EDGE LINE = 803 LIN. FT.
 RAMP TO I-40 WB 4" YELLOW EDGE LINE = 425 LIN. FT.
 RAMP TO I-40 WB 4" WHITE EDGE LINE = 425 LIN. FT.
 STA. 48+90.00 - STA. 53+00.00 4" WHITE EDGE LINE = 410 LIN. FT.
 STA. 40+86.89 - STA. 53+00.00 4" WHITE C SKIP LINE = 303 LIN. FT.
 STA. 226+97.00 - STA. 238+95.75 4" WHITE EDGE LINE = 1199 LIN. FT.
 STA. 226+97.00 - STA. 238+95.75 4" WHITE C SKIP LINE = 300 LIN. FT.
 STA. 249+20.50 - STA. 270+00.00 4" WHITE EDGE LINE = 2080 LIN. FT.
 STA. 249+20.50 - STA. 275+00.00 4" WHITE C SKIP LINE = 645 LIN. FT.
 STA. 271+00.00 - STA. 275+00.00 4" WHITE EDGE LINE = 400 LIN. FT.
 STA. 262+00.00 - STA. 271+00.00 4" WHITE SKIP LINE (ACCEL) = 113 LIN. FT.

CONSTRUCTION PAVEMENT MARKINGS
SB LANES SOUTH OF STA. 275+00



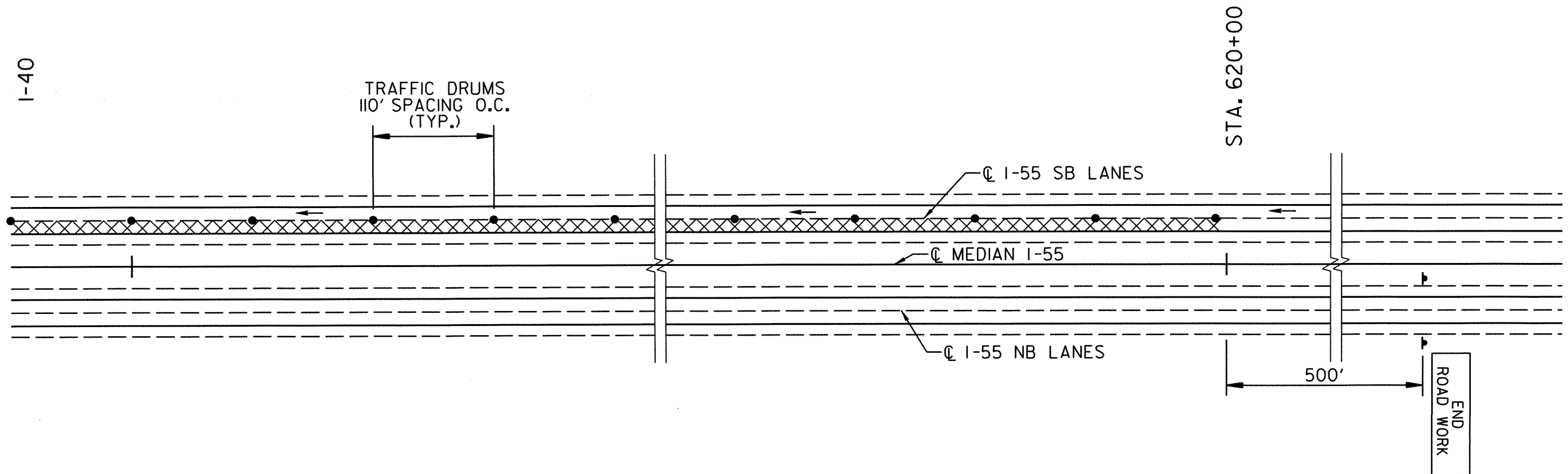
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/21/13				6	ARK.			
						BBO109	28	86

② MAINTENANCE OF TRAFFIC DETAILS

WORK AREA

STAGE I
I-55 SOUTHBOUND
(STA. 275+00 - STA. 620+00)



STAGE 1 - WORK IN SOUTHBOUND LANES

1. INSTALL IOWA WEAVE SIGNING AND TRAFFIC CONTROL DEVICES FOR SB I-55 TRAFFIC.
2. CLOSE THE INSIDE LANE (NEXT TO MEDIAN) AND PLACE TRAFFIC IN THE OUTSIDE LANE.
3. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE AS SHOWN IN THE PLANS.
4. FURNISH AND INSTALL TEMPORARY PRECAST CONCRETE BARRIER AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE INSIDE SHOULDER WORKING ON THE REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER FROM STATION 226+97.00 TO STATION 239+32.55.
5. PLACE TRAFFIC DRUMS IN THE INSIDE NORTHBOUND LANE AS SHOWN ON THE PLANS.
6. CONSTRUCT CONCRETE MEDIAN BARRIER WALL (MEDIAN TYPE SPECIAL) AS SHOWN IN THE PLANS.
7. MILL AND INLAY THE INSIDE LANE WITHIN THE LIMITS SHOWN IN THE PLANS.
8. PLACE AN 8 1/2" OVERLAY AND TRANSITION ON THE INSIDE LANE SOUTH OF THE RR OVERPASS IN THE LIMITS SHOWN IN THE PLANS.
9. REMOVE AND RECONSTRUCT APPROACH SLABS AND GUTTERS FOR BRIDGE NUMBERS 06102 AND 06103 IN THE INSIDE LANE AND SHOULDER AS SHOWN IN THE PLANS.
10. REMOVE AND RECONSTRUCT ANY SUBSTANDARD GUARDRAIL ADJACENT TO THE INSIDE SHOULDER AS SHOWN IN THE PLANS.
11. PLACE A "YIELD AHEAD" SIGN ON ENTRANCE RAMP AT ITS MERGE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

CONSTRUCTION PAVEMENT MARKINGS

STA. 275+00.00 - STA. 355+82.29 4" YELLOW EDGE LINE = 8082 LIN. FT.
 STA. 361+47.52 - STA. 620+00.00 4" YELLOW EDGE LINE = 25853 LIN. FT.

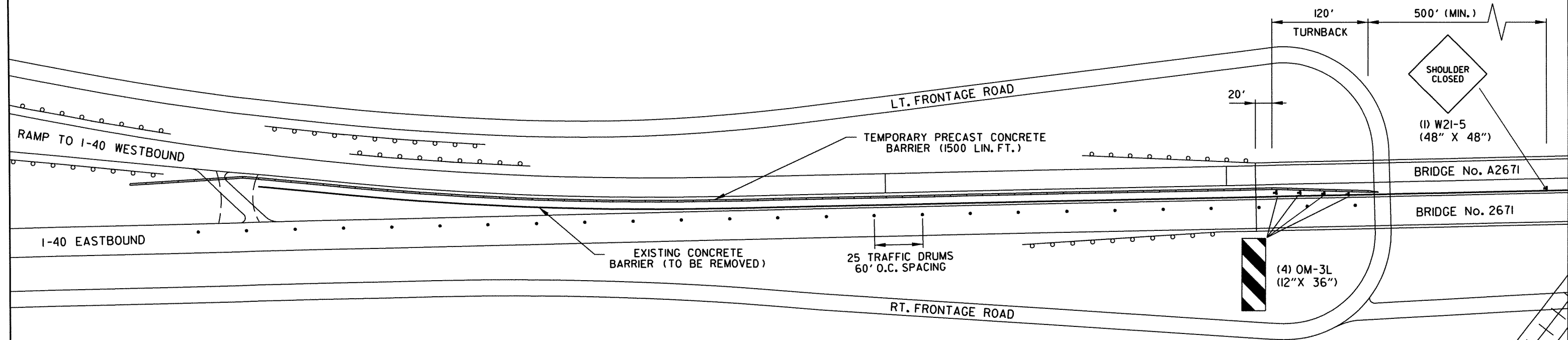
(2) G20-2
 (48" X 24")



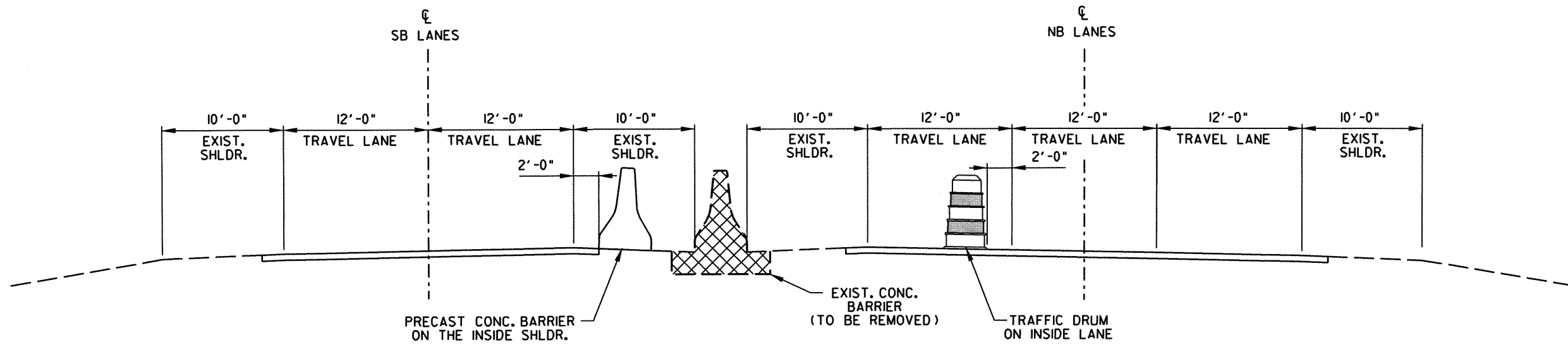
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/21/13				6	ARK.			
				JOB NO.	BBO109	28A	36	

② MAINTENANCE OF TRAFFIC DETAILS



REFER TO STANDARD DRAWING TC-5 FOR DETAILS OF PLACEMENT OF P.C.C.B. TURNBACKS.



DETAILS OF REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER
 STA. 226+97.00 TO STA. 239+32.55

NOTE: SEE SHEET 13 FOR CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)



MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109	29	86	

② MAINTENANCE OF TRAFFIC DETAILS

CONSTRUCTION PAVEMENT MARKINGS

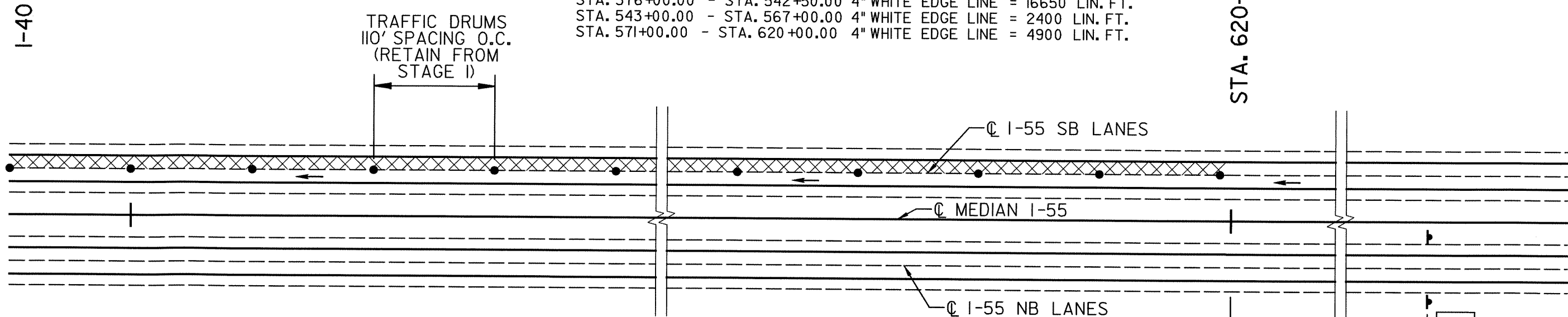
STA. 275+00.00 - STA. 355+82.29 4" WHITE \odot SKIP LINE = 2021 LIN. FT.
 STA. 361+47.52 - STA. 620+00.00 4" WHITE \odot SKIP LINE = 6463 LIN. FT.
 STA. 337+75.00 - STA. 347+75.00 4" WHITE SKIP LINE (ACCEL) = 125 LIN. FT.
 STA. 534+00.00 - STA. 544+00.00 4" WHITE SKIP LINE (ACCEL) = 125 LIN. FT.

STAGE IA & STAGE IB & STAGE IC

**I-55 SOUTHBOUND
(STA. 275+00 - STA. 620+00)**

CONSTRUCTION PAVEMENT MARKINGS

STA. 275+00.00 - STA. 291+00.00 4" WHITE EDGE LINE = 1600 LIN. FT.
 STA. 294+50.00 - STA. 347+50.00 4" WHITE EDGE LINE = 5300 LIN. FT.
 STA. 347+75.00 - STA. 355+82.29 4" WHITE EDGE LINE = 807 LIN. FT.
 STA. 361+47.52 - STA. 373+00.00 4" WHITE EDGE LINE = 1153 LIN. FT.
 STA. 376+00.00 - STA. 542+50.00 4" WHITE EDGE LINE = 16650 LIN. FT.
 STA. 543+00.00 - STA. 567+00.00 4" WHITE EDGE LINE = 2400 LIN. FT.
 STA. 571+00.00 - STA. 620+00.00 4" WHITE EDGE LINE = 4900 LIN. FT.



STAGE 1A - WORK IN SOUTHBOUND LANES

1. RETAIN THE IOWA WEAVE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 1 FOR I-55 SB TRAFFIC.
2. CLOSE THE OUTSIDE LANE AND PLACE TRAFFIC IN THE INSIDE LANE.
3. RETAIN TRAFFIC DRUMS THAT WERE PLACED ALONG THE CENTERLINE IN STAGE 1.
4. MILL AND INLAY THE OUTSIDE LANE WITHIN THE LIMITS SHOWN IN THE PLANS.
5. PLACE AN 8 1/2" OVERLAY AND TRANSITION ON OUTSIDE LANE SOUTH OF RR OVERPASS IN THE LIMITS SHOWN IN THE PLANS.
6. PLACE AN 8 1/2" OVERLAY TRANSITION ON THE RAMP FROM I-55 SOUTHBOUND TO I-40 WESTBOUND SOUTH OF RR OVERPASS IN THE LIMITS SHOWN IN THE PLANS. (SEE NOTE 11 FOR ADDITIONAL INFORMATION.)
7. REMOVE AND RECONSTRUCT APPROACH SLABS AND GUTTERS FOR BRIDGE NUMBERS 06102 AND 06103 IN THE OUTSIDE LANE AND SHOULDER AS SHOWN IN THE PLANS.
8. REMOVE AND RECONSTRUCT ANY SUBSTANDARD GUARDRAIL ADJACENT TO THE OUTSIDE SHOULDER AS SHOWN IN THE PLANS.
9. AT EXIT RAMPS, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ACROSS THE OUTSIDE LANES TO DELINEATE THE EXITS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
10. AT ENTRANCE RAMPS, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS TO DELINEATE MERGES ACROSS THE OUTSIDE LANE AT THE ENDS OF THE ACCEL LANES. PLACE A "YIELD AHEAD" SIGN ON ENTRANCE RAMPS AT ITS MERGE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
11. WITH THE APPROVAL OF THE ENGINEER, THE EXIT RAMP AT WEST MEMPHIS FROM I-55 SB TO I-40 WB MAY BE CLOSED WHILE THE 8 1/2" OVERLAY TRANSITION IS BEING PLACED ON THE RAMP TO I-40 WB. IF THE EXIT RAMP TO I-40 WB IS CLOSED, TRAFFIC TRAVELING SB ON I-55 WILL EXIT AT MARION (HWY. 64) AND CONTINUE WEST ON HWY. 64 TO HWY. 118. TRAFFIC WOULD THEN TURN LEFT (SOUTH) AND FOLLOW HWY. 118 TO I-40.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 1B - WORK IN SOUTHBOUND LANES

1. RETAIN ALL SIGNING AND TRAFFIC CONTROL DEVICES USED IN STAGE 1A.
2. MILL AND INLAY THE ACCELERATION LANES AND TAPERS.
3. AT ENTRANCE RAMPS, PLACE TRAFFIC DRUMS AT THE NOSE AS SHOWN IN THE PLANS TO DIRECT TRAFFIC TO THE OUTSIDE LANE TO USE AS AN ACCELERATION LANE WHILE CONSTRUCTION ACTIVITIES ARE TAKING PLACE IN THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMPS AND A "YIELD" SIGN AT THE BEGINNING OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE ACCELERATION LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 1C - WORK IN SOUTHBOUND LANES

1. REMOVE ALL SIGNING AND TRAFFIC CONTROL DEVICES USED FOR THE SB LANES.

WORK AREA

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



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109		30	86
② MAINTENANCE OF TRAFFIC DETAILS								

☒ WORK AREA

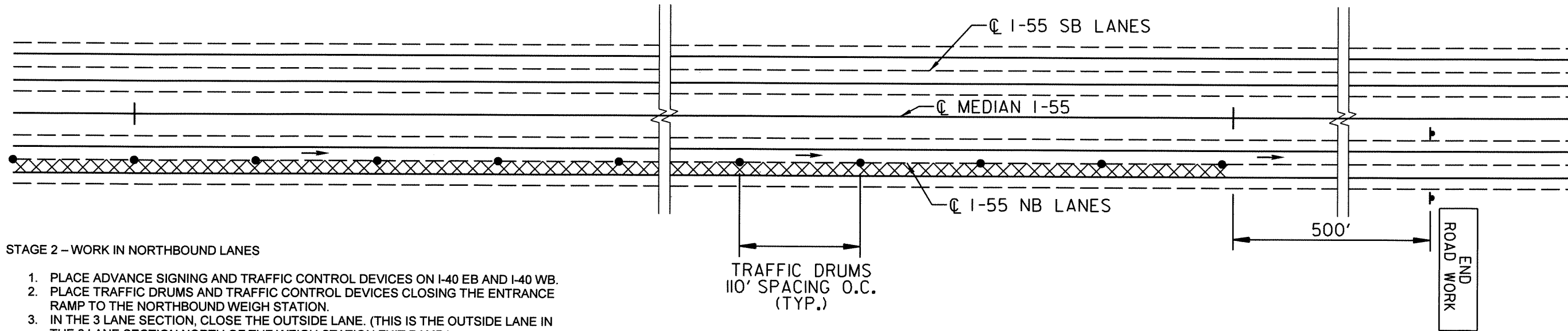
STAGE 2 & STAGE 2A
I-55 NORTHBOUND
(STA. 275+00 - STA. 620+00)

CONSTRUCTION PAVEMENT MARKINGS

STA. 275+00

STA. 275+00.00 - STA. 291+50.00	4" WHITE EDGE LINE = 1650 LIN. FT.
STA. 292+50.00 - STA. 341+50.00	4" WHITE EDGE LINE = 4900 LIN. FT.
STA. 345+00.00 - STA. 355+82.29	4" WHITE EDGE LINE = 1082 LIN. FT.
STA. 361+47.52 - STA. 375+00.00	4" WHITE EDGE LINE = 1353 LIN. FT.
STA. 376+00.00 - STA. 540+00.00	4" WHITE EDGE LINE = 16400 LIN. FT.
STA. 544+00.00 - STA. 569+00.00	4" WHITE EDGE LINE = 2500 LIN. FT.
STA. 570+00.00 - STA. 620+00.00	4" WHITE EDGE LINE = 5000 LIN. FT.
STA. 291+50.00 - STA. 301+50.00	4" WHITE SKIP LINE (ACCEL) = 125 LIN. FT.
STA. 375+00.00 - STA. 386+00.00	4" WHITE SKIP LINE (ACCEL) = 138 LIN. FT.
STA. 569+00.00 - STA. 580+00.00	4" WHITE SKIP LINE (ACCEL) = 138 LIN. FT.

STA. 620+00



STAGE 2 - WORK IN NORTHBOUND LANES

1. PLACE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES ON I-40 EB AND I-40 WB.
2. PLACE TRAFFIC DRUMS AND TRAFFIC CONTROL DEVICES CLOSING THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
3. IN THE 3 LANE SECTION, CLOSE THE OUTSIDE LANE. (THIS IS THE OUTSIDE LANE IN THE 2 LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP.)
4. IN THE 2 LANE SECTION, CLOSE THE OUTSIDE LANE.
5. PLACE TRAFFIC DRUMS ALONG THE LANE LINE SEPARATING THE OUTSIDE LANE AND CENTER LANE IN THE 3 LANE SECTION AS SHOWN IN THE PLANS.
6. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
7. PLACE TRAFFIC IN THE INSIDE 2 LANES OF THE 3 LANE SECTION AND IN THE INSIDE LANE (NEXT TO MEDIAN) OF THE 2 LANE SECTION.
8. MILL AND INLAY THE OUTSIDE LANE OF THE 3 LANE SECTION AND THE OUTSIDE LANE OF THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
9. AT EXIT RAMP, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ACROSS THE OUTSIDE LANE TO DELINEATE THE EXITS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
10. AT ENTRANCE RAMP, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS TO DELINEATE MERGES ACROSS THE OUTSIDE LANE AT THE ENDS OF THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMP AT ITS MERGE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
11. PLACE TRAFFIC DRUMS AND SIGNING AS SHOWN ON THE PLANS IN THE 3 LANE SECTION FOR TRAFFIC TRAVELING ON I-40 WB AND I-55 NB IN THE OUTSIDE LANE.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.

STAGE 2A - WORK IN NORTHBOUND LANES

1. RETAIN ALL SIGNING AND TRAFFIC CONTROL DEVICES USED IN STAGE 2.
2. MILL AND INLAY THE ACCELERATION LANE AND TAPER FROM THE NORTH FRONTAGE ROAD ENTRANCE IN THE 3 LANE SECTION.
3. MILL AND INLAY THE ACCELERATION LANES AND TAPERS IN THE 2 LANE SECTION.
4. AT ENTRANCE RAMP, PLACE TRAFFIC DRUMS AT THE NOSE AS SHOWN IN THE PLANS TO DIRECT TRAFFIC TO THE OUTSIDE LANE TO USE AS AN ACCELERATION LANE WHILE CONSTRUCTION ACTIVITIES ARE TAKING PLACE IN THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMP AND A "YIELD" SIGN AT THE BEGINNING OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE ACCELERATION LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

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



MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BB0109						31	86	
② MAINTENANCE OF TRAFFIC DETAILS								

WORK AREA

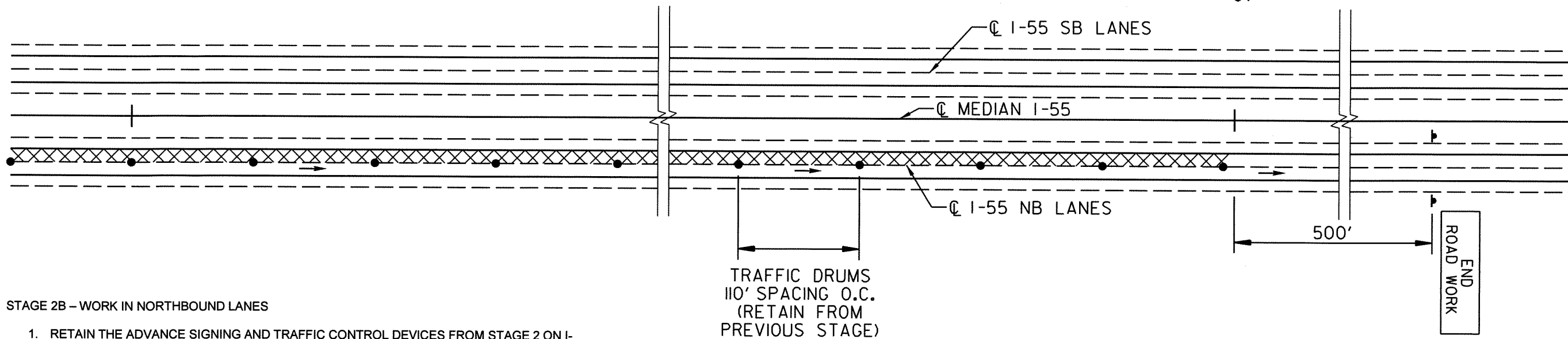
STAGE 2B
I-55 NORTHBOUND
(STA. 275+00 - STA. 620+00)

CONSTRUCTION PAVEMENT MARKINGS

STA. 275+00.00 - STA. 355+82.29 4" YELLOW EDGE LINE = 8082 LIN. FT.
 STA. 361+47.52 - STA. 620+00.00 4" YELLOW EDGE LINE = 25853 LIN. FT.
 STA. 275+00.00 - STA. 355+82.29 4" WHITE C SKIP LINE = 2021 LIN. FT.
 STA. 361+47.52 - STA. 620+00.00 4" WHITE C SKIP LINE = 6463 LIN. FT.

STA. 275+00

STA. 620+00



STAGE 2B - WORK IN NORTHBOUND LANES

1. RETAIN THE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 2 ON I-40 EB AND I-40 WB AND AT THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
2. IN THE 3 LANE SECTION, CLOSE THE CENTER LANE (THIS LANE IS THE INSIDE LANE, NEXT TO MEDIAN, OF THE TWO LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP).
3. IN THE 2 LANE SECTION, CLOSE THE INSIDE LANE (NEXT TO MEDIAN).
4. RETAIN TRAFFIC DRUMS THAT WERE PLACED IN STAGE 2 ALONG THE CENTERLINE IN THE 2 LANE SECTION.
5. PLACE TRAFFIC DRUMS ON THE LANE LINES LEFT AND RIGHT OF THE CENTER LANE IN THE 3 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
6. PLACE TRAFFIC IN THE INSIDE AND THE OUTSIDE LANE OF THE 3 LANE SECTION, AND IN THE OUTSIDE LANE OF THE 2 LANE SECTION.
7. MILL AND INLAY THE CENTER LANE OF THE 3 LANE SECTION AND THE INSIDE LANE IN THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
8. PLACE A "YIELD AHEAD" SIGN ON ENTRANCE RAMP AT ITS NOSE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS.
9. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.

(2) G20-2
(48" X 24")



MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 - WORK IN NORTHBOUND LANES

1. PLACE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES ON I-40 EB AND I-40 WB.
2. PLACE TRAFFIC DRUMS AND TRAFFIC CONTROL DEVICES CLOSING THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
3. IN THE 3 LANE SECTION, CLOSE THE OUTSIDE LANE. (THIS IS THE OUTSIDE LANE IN THE 2 LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP.)
4. IN THE 2 LANE SECTION, CLOSE THE OUTSIDE LANE.
5. PLACE TRAFFIC DRUMS ALONG THE LANE LINE SEPARATING THE OUTSIDE LANE AND CENTER LANE IN THE 3 LANE SECTION AS SHOWN IN THE PLANS.
6. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
7. PLACE TRAFFIC IN THE INSIDE 2 LANES OF THE 3 LANE SECTION AND IN THE INSIDE LANE (NEXT TO MEDIAN) OF THE 2 LANE SECTION.
8. MILL AND INLAY THE OUTSIDE LANE OF THE 3 LANE SECTION AND THE OUTSIDE LANE OF THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
9. AT EXIT RAMP, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ACROSS THE OUTSIDE LANE TO DELINEATE THE EXITS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
10. AT ENTRANCE RAMPS, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS TO DELINEATE MERGES ACROSS THE OUTSIDE LANE AT THE ENDS OF THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMPS AT ITS MERGE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
11. PLACE TRAFFIC DRUMS AND SIGNING AS SHOWN ON THE PLANS IN THE 3 LANE SECTION FOR TRAFFIC TRAVELING ON I-40 WB AND I-55 NB IN THE OUTSIDE LANE.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.

STAGE 2A - WORK IN NORTHBOUND LANES

1. RETAIN ALL SIGNING AND TRAFFIC CONTROL DEVICES USED IN STAGE 2.
2. MILL AND INLAY THE ACCELERATION LANE AND TAPER FROM THE NORTH FRONTAGE ROAD ENTRANCE IN THE 3 LANE SECTION.
3. MILL AND INLAY THE ACCELERATION LANES AND TAPERS IN THE 2 LANE SECTION.
4. AT ENTRANCE RAMPS, PLACE TRAFFIC DRUMS AT THE NOSE AS SHOWN IN THE PLANS TO DIRECT TRAFFIC TO THE OUTSIDE LANE TO USE AS AN ACCELERATION LANE WHILE CONSTRUCTION ACTIVITIES ARE TAKING PLACE IN THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMPS AND A "YIELD" SIGN AT THE BEGINNING OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE ACCELERATION LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 2B - WORK IN NORTHBOUND LANES

1. RETAIN THE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 2 ON I-40 EB AND I-40 WB AND AT THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
2. IN THE 3 LANE SECTION, CLOSE THE CENTER LANE (THIS LANE IS THE INSIDE LANE, NEXT TO MEDIAN, OF THE TWO LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP).
3. IN THE 2 LANE SECTION, CLOSE THE INSIDE LANE (NEXT TO MEDIAN).
4. RETAIN TRAFFIC DRUMS THAT WERE PLACED IN STAGE 2 ALONG THE CENTERLINE IN THE 2 LANE SECTION.
5. PLACE TRAFFIC DRUMS ON THE LANE LINES LEFT AND RIGHT OF THE CENTER LANE IN THE 3 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
6. PLACE TRAFFIC IN THE INSIDE AND THE OUTSIDE LANE OF THE 3 LANE SECTION, AND IN THE OUTSIDE LANE OF THE 2 LANE SECTION.
7. MILL AND INLAY THE CENTER LANE OF THE 3 LANE SECTION AND THE INSIDE LANE IN THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
8. PLACE A "YIELD AHEAD" SIGN ON ENTRANCE RAMPS AT ITS NOSE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS.
9. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.

STAGE 2C - WORK IN NORTHBOUND LANES

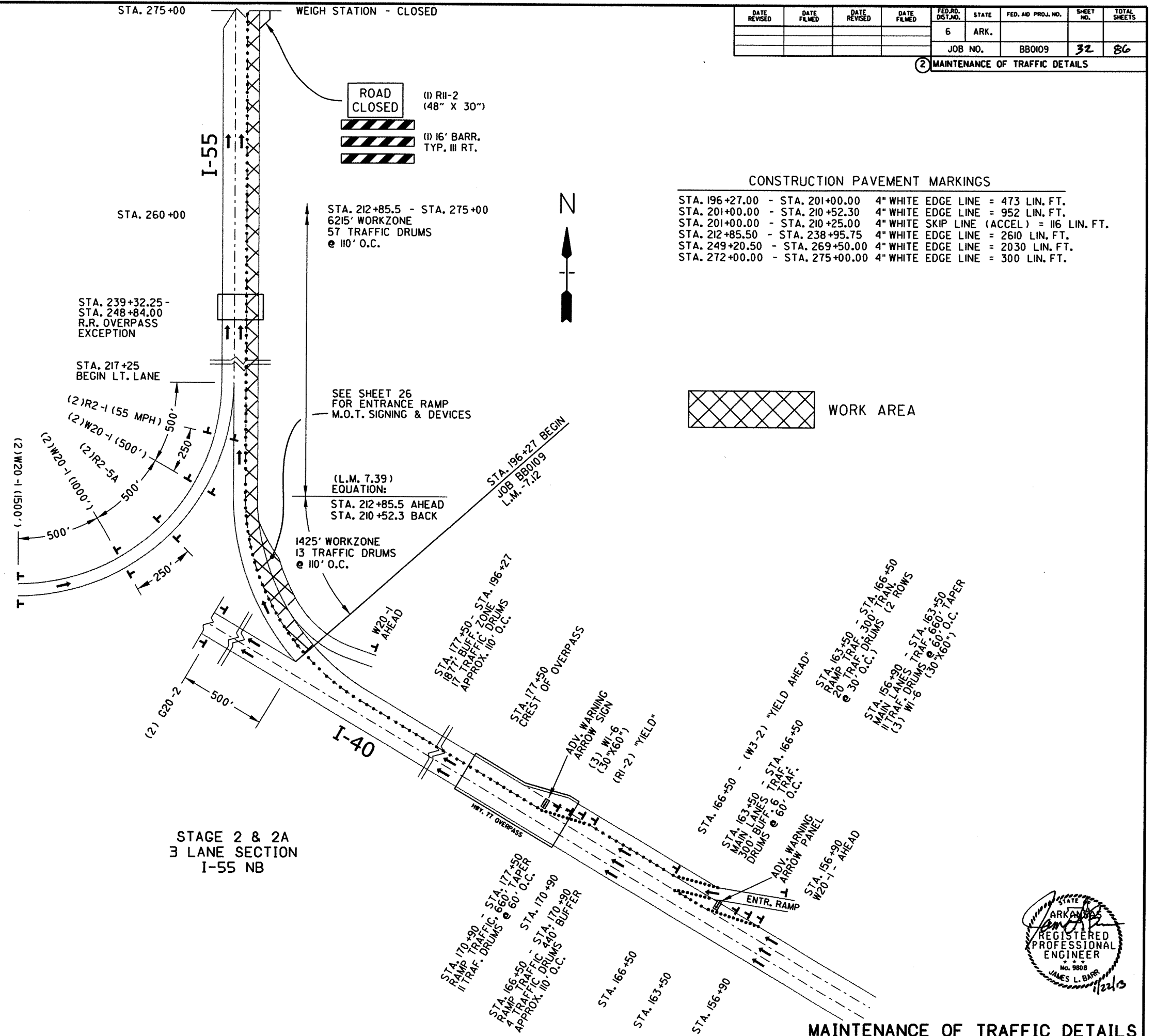
1. RETAIN THE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 2 ON I-40 EB AND I-40 WB AND AT THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
2. IN THE 3 LANE SECTION, CLOSE THE INSIDE LANE (NEXT TO MEDIAN).
3. PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ALONG THE LANE LINE SEPARATING THE INSIDE LANE AND CENTER LANE IN THE 3 LANE SECTION.
4. PLACE TRAFFIC IN THE OUTSIDE 2 LANES OF THE 3 LANE SECTION.
5. TRAFFIC IN THE 2 LANE SECTION WOULD NOT BE AFFECTED DURING THE CONSTRUCTION OF THIS STAGE.
6. MILL AND INLAY THE INSIDE LANE OF THE 3 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
7. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 3 LANE SECTION.

STAGE 2D - WORK IN NORTHBOUND LANES

1. REMOVE ALL SIGNING AND TRAFFIC CONTROL DEVICES USED FOR THE NB LANES.

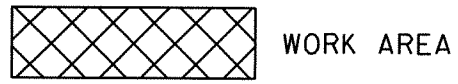
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BBO109							32	86

2 MAINTENANCE OF TRAFFIC DETAILS

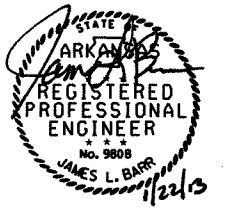


CONSTRUCTION PAVEMENT MARKINGS

Station Range	Marking Description	Length (Lin. Ft.)
STA. 196+27.00 - STA. 201+00.00	4" WHITE EDGE LINE	= 473 LIN. FT.
STA. 201+00.00 - STA. 210+52.30	4" WHITE EDGE LINE	= 952 LIN. FT.
STA. 201+00.00 - STA. 210+25.00	4" WHITE SKIP LINE (ACCEL)	= 116 LIN. FT.
STA. 212+85.50 - STA. 238+95.75	4" WHITE EDGE LINE	= 2610 LIN. FT.
STA. 249+20.50 - STA. 269+50.00	4" WHITE EDGE LINE	= 2030 LIN. FT.
STA. 272+00.00 - STA. 275+00.00	4" WHITE EDGE LINE	= 300 LIN. FT.



STAGE 2 & 2A
3 LANE SECTION
I-55 NB



STAGE 2 - WORK IN NORTHBOUND LANES

1. PLACE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES ON I-40 EB AND I-40 WB.
2. PLACE TRAFFIC DRUMS AND TRAFFIC CONTROL DEVICES CLOSING THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
3. IN THE 3 LANE SECTION, CLOSE THE OUTSIDE LANE. (THIS IS THE OUTSIDE LANE IN THE 2 LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP.)
4. IN THE 2 LANE SECTION, CLOSE THE OUTSIDE LANE.
5. PLACE TRAFFIC DRUMS ALONG THE LANE LINE SEPARATING THE OUTSIDE LANE AND CENTER LANE IN THE 3 LANE SECTION AS SHOWN IN THE PLANS.
6. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
7. PLACE TRAFFIC IN THE INSIDE 2 LANES OF THE 3 LANE SECTION AND IN THE INSIDE LANE (NEXT TO MEDIAN) OF THE 2 LANE SECTION.
8. MILL AND INLAY THE OUTSIDE LANE OF THE 3 LANE SECTION AND THE OUTSIDE LANE OF THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
9. AT EXIT RAMPS, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ACROSS THE OUTSIDE LANE TO DELINEATE THE EXITS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
10. AT ENTRANCE RAMPS, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS TO DELINEATE MERGES ACROSS THE OUTSIDE LANE AT THE ENDS OF THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMPS AT ITS MERGE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
11. PLACE TRAFFIC DRUMS AND SIGNING AS SHOWN ON THE PLANS IN THE 3 LANE SECTION FOR TRAFFIC TRAVELING ON I-40 WB AND I-55 NB IN THE OUTSIDE LANE.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.

STAGE 2A - WORK IN NORTHBOUND LANES

1. RETAIN ALL SIGNING AND TRAFFIC CONTROL DEVICES USED IN STAGE 2.
2. MILL AND INLAY THE ACCELERATION LANE AND TAPER FROM THE NORTH FRONTAGE ROAD ENTRANCE IN THE 3 LANE SECTION.
3. MILL AND INLAY THE ACCELERATION LANES AND TAPERS IN THE 2 LANE SECTION.
4. AT ENTRANCE RAMPS, PLACE TRAFFIC DRUMS AT THE NOSE AS SHOWN IN THE PLANS TO DIRECT TRAFFIC TO THE OUTSIDE LANE TO USE AS AN ACCELERATION LANE WHILE CONSTRUCTION ACTIVITIES ARE TAKING PLACE IN THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMPS AND A "YIELD" SIGN AT THE BEGINNING OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE ACCELERATION LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 2B - WORK IN NORTHBOUND LANES

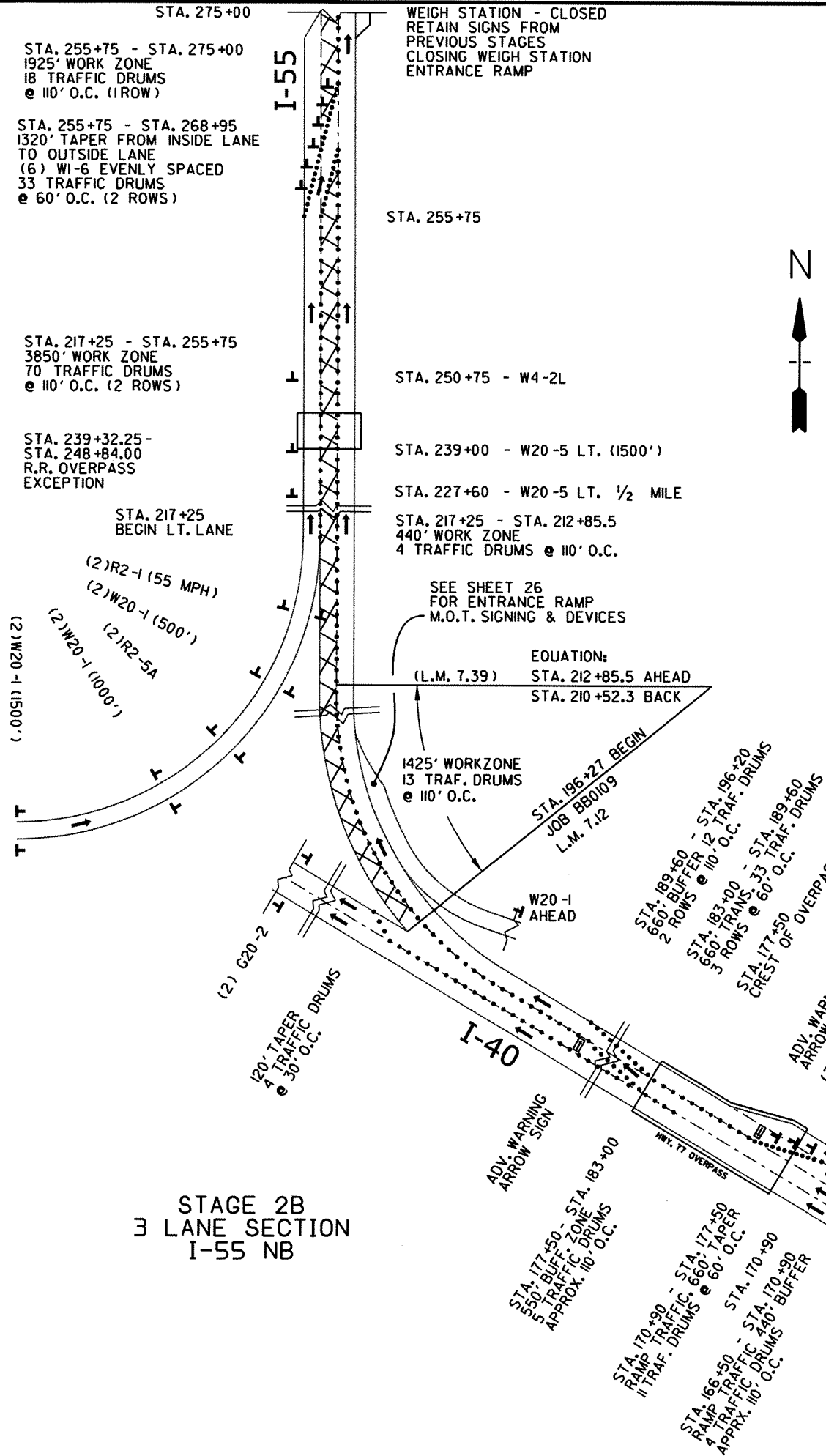
1. RETAIN THE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 2 ON I-40 EB AND I-40 WB AND AT THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
2. IN THE 3 LANE SECTION, CLOSE THE CENTER LANE (THIS LANE IS THE INSIDE LANE, NEXT TO MEDIAN, OF THE TWO LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP).
3. IN THE 2 LANE SECTION, CLOSE THE INSIDE LANE (NEXT TO MEDIAN).
4. RETAIN TRAFFIC DRUMS THAT WERE PLACED IN STAGE 2 ALONG THE CENTERLINE IN THE 2 LANE SECTION.
5. PLACE TRAFFIC DRUMS ON THE LANE LINES LEFT AND RIGHT OF THE CENTER LANE IN THE 3 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
6. PLACE TRAFFIC IN THE INSIDE AND THE OUTSIDE LANE OF THE 3 LANE SECTION, AND IN THE OUTSIDE LANE OF THE 2 LANE SECTION.
7. MILL AND INLAY THE CENTER LANE OF THE 3 LANE SECTION AND THE INSIDE LANE IN THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
8. PLACE A "YIELD AHEAD" SIGN ON ENTRANCE RAMPS AT ITS NOSE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS.
9. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.

STAGE 2C - WORK IN NORTHBOUND LANES

1. RETAIN THE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 2 ON I-40 EB AND I-40 WB AND AT THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
2. IN THE 3 LANE SECTION, CLOSE THE INSIDE LANE (NEXT TO MEDIAN).
3. PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ALONG THE LANE LINE SEPARATING THE INSIDE LANE AND CENTER LANE IN THE 3 LANE SECTION.
4. PLACE TRAFFIC IN THE OUTSIDE 2 LANES OF THE 3 LANE SECTION.
5. TRAFFIC IN THE 2 LANE SECTION WOULD NOT BE AFFECTED DURING THE CONSTRUCTION OF THIS STAGE.
6. MILL AND INLAY THE INSIDE LANE OF THE 3 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
7. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 3 LANE SECTION.

STAGE 2D - WORK IN NORTHBOUND LANES

1. REMOVE ALL SIGNING AND TRAFFIC CONTROL DEVICES USED FOR THE NB LANES.



STAGE 2B
3 LANE SECTION
I-55 NB

WEIGH STATION - CLOSED
RETAIN SIGNS FROM
PREVIOUS STAGES
CLOSING WEIGH STATION
ENTRANCE RAMP

STA. 255+75

STA. 250+75 - W4-2L

STA. 239+00 - W20-5 LT. (1500')

STA. 227+60 - W20-5 LT. 1/2 MILE

STA. 217+25 - STA. 212+85.5
440' WORK ZONE
4 TRAFFIC DRUMS @ 110' O.C.

SEE SHEET 26
FOR ENTRANCE RAMP
M.O.T. SIGNING & DEVICES

EQUATION:
(L.M. 7.39)
STA. 212+85.5 AHEAD
STA. 210+52.3 BACK

1425' WORKZONE
13 TRAF. DRUMS
@ 110' O.C.

STA. 196+27 BEGIN
L.M. 7.12

STA. 189+60 - STA. 196+20
660' BUFFER 12 TRAF. DRUMS
@ 110' O.C.

STA. 183+00 - STA. 189+60
660' TRANS. 33 TRAF. DRUMS
@ 60' O.C.

STA. 177+50
CREST OF OVERPASS

ADV. WARNING
ARROW SIGN
(3) W1-6
(30' X 60")
(R1-2) "YIELD"

STA. 166+50 - (W3-2) "YIELD AHEAD"

STA. 163+50
MAIN LANES TRAF. DRUMS
@ 60' O.C.

ADV. WARNING
ARROW PANEL
(2) W20-SR (1000')

STA. 163+50 - STA. 166+50
RAMP TRAF. 300' TRAF. DRUMS
@ 30' O.C.

STA. 156+90 - STA. 163+50
MAIN LANES TRAF. DRUMS
@ 60' O.C.

(2) PCMS MESSAGE:
LT. LANE - I-40 WB
CENTER LANE - I-55 NB
(2) PCMS MESSAGE:
RIGHT LANE CLOSED AHEAD

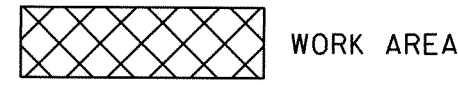
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AD PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109		33	86

MAINTENANCE OF TRAFFIC DETAILS

FROM BEGINNING OF JOB
TO STA. 275+00 - NB LANES
CONSTRUCTION PAVEMENT MARKINGS

- STA. 196+27.00 - STA. 210+52.30 4" YELLOW EDGE LINE = 1425 LIN. FT.
- STA. 212+85.50 - STA. 217+25.00 4" YELLOW EDGE LINE = 440 LIN. FT.
- STA. 196+27.00 - STA. 210+52.30 4" WHITE C SKIP LINE = 356 LIN. FT.
- STA. 212+85.50 - STA. 238+95.75 4" WHITE C SKIP LINE & LANE LINE = 653 LIN. FT.
- STA. 249+20.50 - STA. 275+00.00 4" WHITE SKIP LANE LINE = 645 LIN. FT.

1. CONSTRUCT CENTER LANE FROM I-40 TO STA. 238+00.
2. AFTER CENTER LANE IS COMPLETED TO STA. 238+00, RELOCATE LANE CLOSURES SIGNS AND DRUMS TO STA. 234+80 - STA. 238+00.
3. REMOVE CENTER LANE CLOSURE SOUTH OF STA. 217+00. RELOCATE TRAFFIC DRUMS AS NEEDED TO STA. 238+00 - STA. 275+00.



STAGE 2 - WORK IN NORTHBOUND LANES

1. PLACE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES ON I-40 EB AND I-40 WB.
2. PLACE TRAFFIC DRUMS AND TRAFFIC CONTROL DEVICES CLOSING THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
3. IN THE 3 LANE SECTION, CLOSE THE OUTSIDE LANE. (THIS IS THE OUTSIDE LANE IN THE 2 LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP.)
4. IN THE 2 LANE SECTION, CLOSE THE OUTSIDE LANE.
5. PLACE TRAFFIC DRUMS ALONG THE LANE LINE SEPARATING THE OUTSIDE LANE AND CENTER LANE IN THE 3 LANE SECTION AS SHOWN IN THE PLANS.
6. PLACE TRAFFIC DRUMS ALONG THE CENTERLINE IN THE 2 LANE SECTION AS SHOWN IN THE PLANS.
7. PLACE TRAFFIC IN THE INSIDE 2 LANES OF THE 3 LANE SECTION AND IN THE INSIDE LANE (NEXT TO MEDIAN) OF THE 2 LANE SECTION.
8. MILL AND INLAY THE OUTSIDE LANE OF THE 3 LANE SECTION AND THE OUTSIDE LANE OF THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
9. AT EXIT RAMP, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ACROSS THE OUTSIDE LANE TO DELINEATE THE EXITS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
10. AT ENTRANCE RAMP, PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS TO DELINEATE MERGES ACROSS THE OUTSIDE LANE AT THE ENDS OF THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMP AT ITS MERGE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE OUTSIDE LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
11. PLACE TRAFFIC DRUMS AND SIGNING AS SHOWN ON THE PLANS IN THE 3 LANE SECTION FOR TRAFFIC TRAVELING ON I-40 WB AND I-55 NB IN THE OUTSIDE LANE.
12. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.

STAGE 2A - WORK IN NORTHBOUND LANES

1. RETAIN ALL SIGNING AND TRAFFIC CONTROL DEVICES USED IN STAGE 2.
2. MILL AND INLAY THE ACCELERATION LANE AND TAPER FROM THE NORTH FRONTAGE ROAD ENTRANCE IN THE 3 LANE SECTION.
3. MILL AND INLAY THE ACCELERATION LANES AND TAPERS IN THE 2 LANE SECTION.
4. AT ENTRANCE RAMP, PLACE TRAFFIC DRUMS AT THE NOSE AS SHOWN IN THE PLANS TO DIRECT TRAFFIC TO THE OUTSIDE LANE TO USE AS AN ACCELERATION LANE WHILE CONSTRUCTION ACTIVITIES ARE TAKING PLACE IN THE ACCELERATION LANES. PLACE A "YIELD AHEAD" SIGN ON THE ENTRANCE RAMP AND A "YIELD" SIGN AT THE BEGINNING OF THE ACCELERATION LANE TAPERS. AS WORK PROGRESSES IN THE ACCELERATION LANE, TRAFFIC DRUMS AND SIGNS WILL NEED TO BE SHIFTED TO AVOID TRAFFIC IN THE WORK AREA.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 2B - WORK IN NORTHBOUND LANES

1. RETAIN THE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 2 ON I-40 EB AND I-40 WB AND AT THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
2. IN THE 3 LANE SECTION, CLOSE THE CENTER LANE (THIS LANE IS THE INSIDE LANE, NEXT TO MEDIAN, OF THE TWO LANE SECTION NORTH OF THE WEIGH STATION EXIT RAMP).
3. IN THE 2 LANE SECTION, CLOSE THE INSIDE LANE (NEXT TO MEDIAN).
4. RETAIN TRAFFIC DRUMS THAT WERE PLACED IN STAGE 2 ALONG THE CENTERLINE IN THE 2 LANE SECTION.
5. PLACE TRAFFIC DRUMS ON THE LANE LINES LEFT AND RIGHT OF THE CENTER LANE IN THE 3 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
6. PLACE TRAFFIC IN THE INSIDE AND THE OUTSIDE LANE OF THE 3 LANE SECTION, AND IN THE OUTSIDE LANE OF THE 2 LANE SECTION.
7. MILL AND INLAY THE CENTER LANE OF THE 3 LANE SECTION AND THE INSIDE LANE IN THE 2 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
8. PLACE A "YIELD AHEAD" SIGN ON ENTRANCE RAMP AT ITS NOSE WITH THE MAIN LANES AND A "YIELD" SIGN AT THE ENDS OF THE ACCELERATION LANE TAPERS.
9. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 2 LANE AND 3 LANE SECTIONS.

STAGE 2C - WORK IN NORTHBOUND LANES

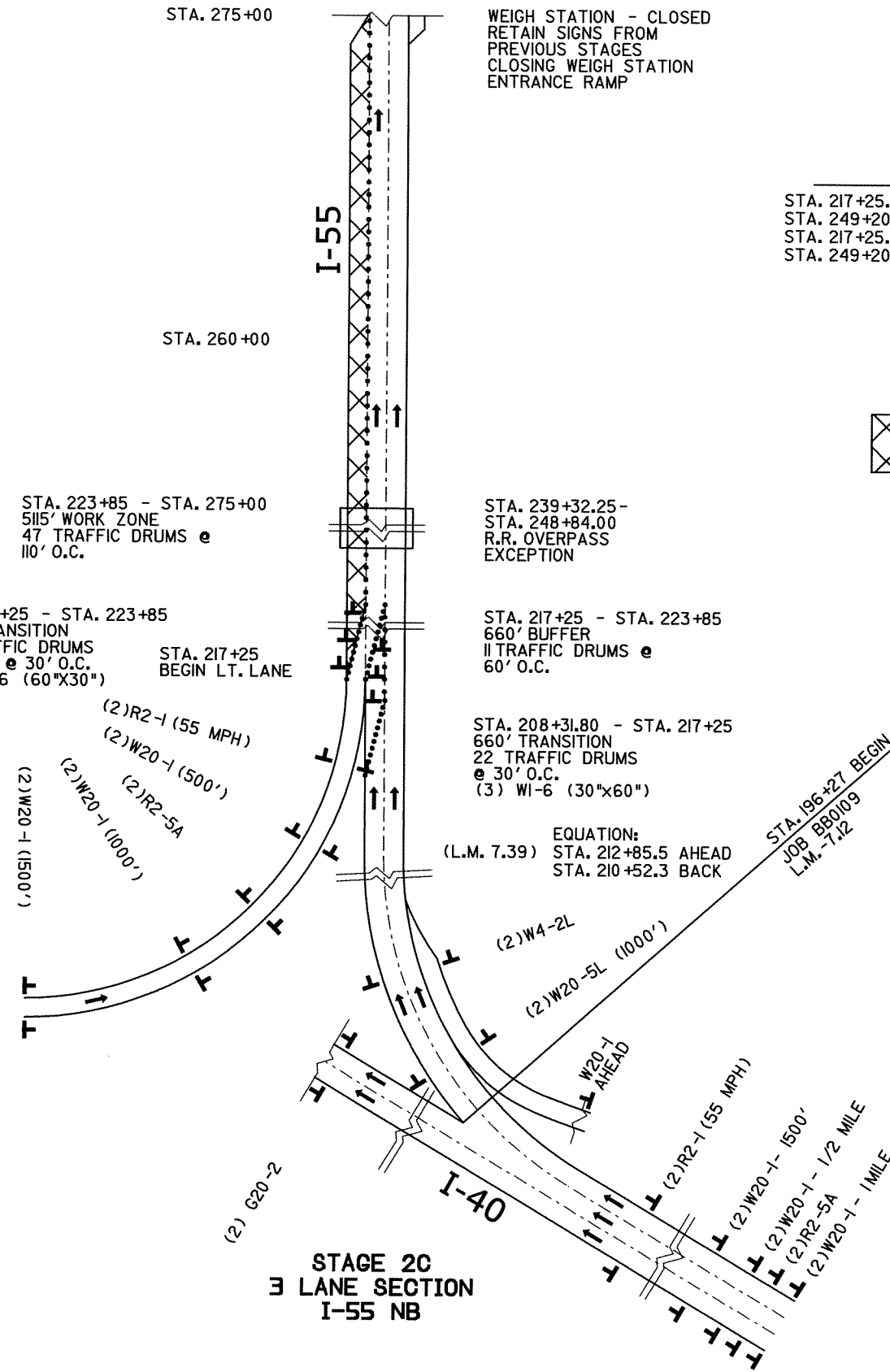
1. RETAIN THE ADVANCE SIGNING AND TRAFFIC CONTROL DEVICES FROM STAGE 2 ON I-40 EB AND I-40 WB AND AT THE ENTRANCE RAMP TO THE NORTHBOUND WEIGH STATION.
2. IN THE 3 LANE SECTION, CLOSE THE INSIDE LANE (NEXT TO MEDIAN).
3. PLACE TRAFFIC DRUMS AS SHOWN IN THE PLANS ALONG THE LANE LINE SEPARATING THE INSIDE LANE AND CENTER LANE IN THE 3 LANE SECTION.
4. PLACE TRAFFIC IN THE OUTSIDE 2 LANES OF THE 3 LANE SECTION.
5. TRAFFIC IN THE 2 LANE SECTION WOULD NOT BE AFFECTED DURING THE CONSTRUCTION OF THIS STAGE.
6. MILL AND INLAY THE INSIDE LANE OF THE 3 LANE SECTION WITHIN THE LIMITS SHOWN IN THE PLANS.
7. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED IN THE 3 LANE SECTION.

STAGE 2D - WORK IN NORTHBOUND LANES

1. REMOVE ALL SIGNING AND TRAFFIC CONTROL DEVICES USED FOR THE NB LANES.

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				6	ARK.			
JOB NO.						BBO109	34	86

② MAINTENANCE OF TRAFFIC DETAILS



CONSTRUCTION PAVEMENT MARKINGS
 STA. 217+25.00 - STA. 238+95.75 4" YELLOW EDGE LINE = 2171 LIN. FT.
 STA. 249+20.50 - STA. 275+00.00 4" YELLOW EDGE LINE = 2580 LIN. FT.
 STA. 217+25.00 - STA. 238+95.75 4" WHITE SKIP LANE LINE = 543 LIN. FT.
 STA. 249+20.50 - STA. 275+00.00 4" WHITE SKIP LANE LINE = 645 LIN. FT.



PRECAST CONCRETE BARRIER WALL (4 LOCATIONS - 8 INSTALLATIONS)
 (1) FURNISH AND INSTALL = 860 LIN. FT.
 (7) RELOCATE = 4420 LIN. FT.

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							JOB NO. BBO109	35

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANES

1. PLACE TRAFFIC DRUMS AND SIGNING DEVICES AS SHOWN IN THE PLANS TO SHIFT I-55 NORTHBOUND TRAFFIC TO THE INSIDE LANE (NEXT TO MEDIAN) SOUTH OF THE HIGHWAY 64 BRIDGE.
2. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER PLACED IN STAGE 1 AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE OUTSIDE LANE AND SHOULDER.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE OUTSIDE LANE AND SHOULDER OF BRIDGE NUMBER B3131.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 3A - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANES

1. PLACE TRAFFIC DRUMS AND SIGNING DEVICES AS SHOWN IN THE PLANS TO SHIFT I-55 NORTHBOUND TRAFFIC TO THE OUTSIDE LANE SOUTH OF THE HIGHWAY 64 BRIDGE.
2. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER PLACED IN STAGE 3 AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE INSIDE LANE AND SHOULDER.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE INSIDE LANE AND SHOULDER OF BRIDGE NUMBER B3131.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 3B - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANES

1. PLACE TRAFFIC DRUMS AND SIGNING DEVICES AS SHOWN IN THE PLANS TO SHIFT I-55 NORTHBOUND TRAFFIC TO THE INSIDE LANE SOUTH OF THE FIFTEEN MILE BAYOU BRIDGE.
2. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER PLACED IN STAGE 3A AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE OUTSIDE LANE AND SHOULDER.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE OUTSIDE LANE AND SHOULDER OF BRIDGE NUMBER 2808.
4. REMOVE AND RECONSTRUCT THE APPROACH SLABS AND GUTTERS FOR BRIDGE NUMBER 2808 IN THE OUTSIDE LANE AND SHOULDER AS SHOWN IN THE PLANS.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 3C - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN NORTHBOUND LANES

1. PLACE TRAFFIC DRUMS AND SIGNING DEVICES AS SHOWN IN THE PLANS TO SHIFT I-55 NORTHBOUND TRAFFIC TO THE OUTSIDE LANE SOUTH OF THE FIFTEEN MILE BAYOU BRIDGE.
2. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER PLACED IN STAGE 3B AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE INSIDE LANE AND SHOULDER.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE INSIDE LANE AND SHOULDER OF BRIDGE NUMBER 2808.
4. REMOVE AND RECONSTRUCT APPROACH SLABS AND GUTTERS FOR BRIDGE NUMBER 2808 IN THE INSIDE LANE AND SHOULDER AS SHOWN IN THE PLANS.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 4 - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN SOUTHBOUND LANES

1. PLACE TRAFFIC DRUMS AND SIGNING DEVICES AS SHOWN IN THE PLANS TO SHIFT I-55 SOUTHBOUND TRAFFIC TO THE INSIDE LANE NORTH OF THE FIFTEEN MILE BAYOU BRIDGE.
2. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER PLACED IN STAGE 3C AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE OUTSIDE LANE AND SHOULDER.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE OUTSIDE LANE AND SHOULDER OF BRIDGE NUMBER A2808.
4. REMOVE AND RECONSTRUCT APPROACH SLABS AND GUTTERS FOR BRIDGE NUMBER A2808 IN THE OUTSIDE LANE AND SHOULDER AS SHOWN IN THE PLANS.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 4A - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN SOUTHBOUND LANES

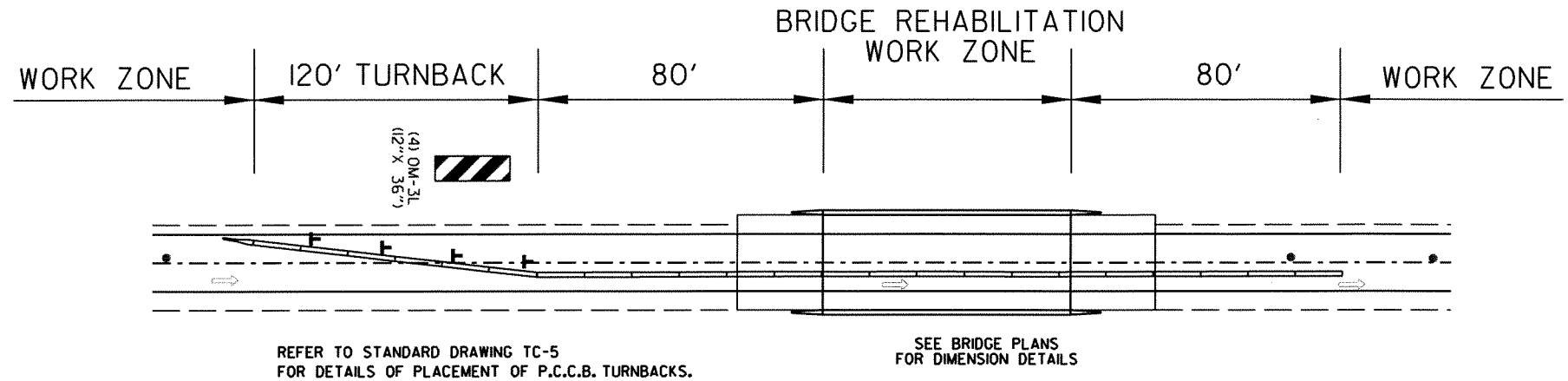
1. PLACE TRAFFIC DRUMS AND SIGNING DEVICES AS SHOWN IN THE PLANS TO SHIFT I-55 SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE NORTH OF THE FIFTEEN MILE BAYOU BRIDGE.
2. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER PLACED IN STAGE 4 AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE INSIDE LANE AND SHOULDER.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE INSIDE LANE AND SHOULDER OF BRIDGE NUMBER A2808.
4. REMOVE AND RECONSTRUCT APPROACH SLABS AND GUTTERS FOR BRIDGE NUMBER A2808 IN THE INSIDE LANE AND SHOULDER AS SHOWN IN THE PLANS.
5. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

STAGE 4B - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN SOUTHBOUND LANES

1. PLACE TRAFFIC DRUMS AND SIGNING DEVICES AS SHOWN IN THE PLANS TO SHIFT I-55 SOUTHBOUND TRAFFIC TO THE INSIDE LANE NORTH OF THE HIGHWAY 64 BRIDGE.
2. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER PLACED IN STAGE 4A AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE OUTSIDE LANE AND SHOULDER.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE OUTSIDE LANE AND SHOULDER OF BRIDGE NUMBER A3131.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.

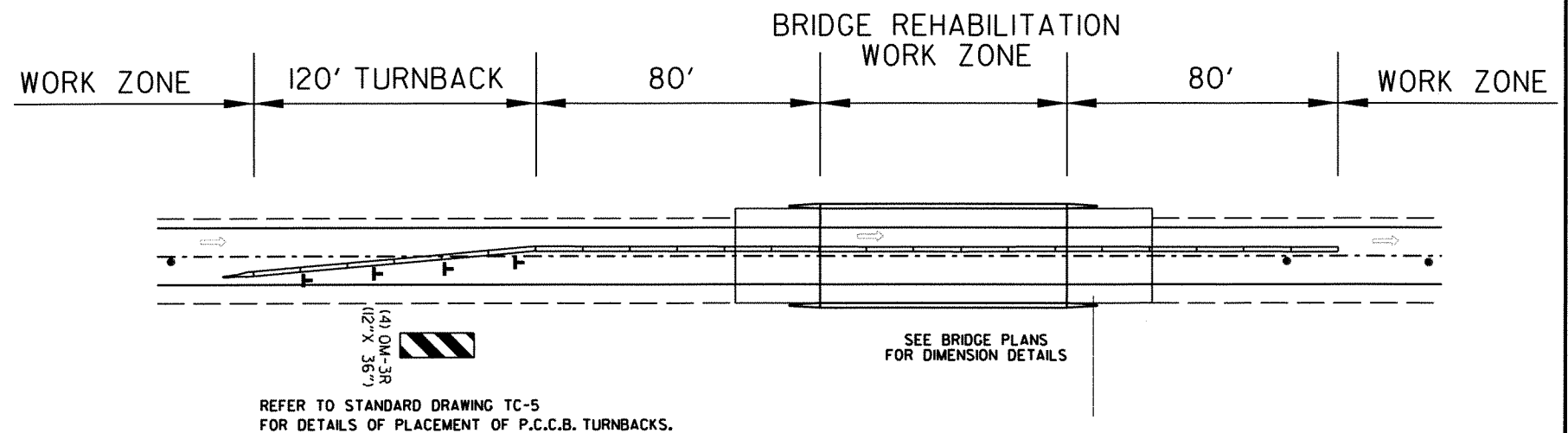
STAGE 4C - HYDRODEMOLITION WORK FOR SPECIFIED BRIDGES IN SOUTHBOUND LANES

1. PLACE TRAFFIC DRUMS AND SIGNING DEVICES AS SHOWN IN THE PLANS TO SHIFT I-55 SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE NORTH OF THE HIGHWAY 64 BRIDGE.
2. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER PLACED IN STAGE 4B AND PLACE AT LOCATIONS DETAILED IN THE PLANS TO PROTECT WORKERS IN THE INSIDE LANE AND SHOULDER.
3. PERFORM HYDRODEMOLITION WORK AND OVERLAY ON THE BRIDGE DECK ACCORDING TO THE DETAILS SHOWN IN THE PLANS FOR THE OUTSIDE LANE AND SHOULDER OF BRIDGE NUMBER A3131.
4. PLACE CONSTRUCTION PAVEMENT MARKINGS AS NEEDED.



DIVERSION FOR LT. LANE BRIDGE DECK REHABILITATION

1 SET OF THIS NEEDED FOR JOB BBO109.



DIVERSION FOR RT. LANE BRIDGE DECK REHABILITATION

1 SET OF THIS NEEDED FOR JOB BBO109.

NOTE:
 BRIDGE DECK REHABILITATION MAY BEGIN FOLLOWING THE COMPLETION OF MAIN LANE MILL & INLAY OPERATIONS IN THAT SET OF MAIN LANES. REFER TO SHEET 20 FOR DETAIL OF TRAFFIC SHIFT USING TRAFFIC DRUMS.



MAINTENANCE OF TRAFFIC DETAILS
 WORK ZONE - BRIDGE DECK REHABILITATION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. BBO109	36	86

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 - HWY. 64 NB BRIDGE &
APPROACH SLAB OUTSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 355+82.29 - STA. 361+47.52 4" WHITE EDGE LINE = 565 LIN. FT.

STAGE 3A - HWY. 64 NB BRIDGE &
APPROACH SLAB INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 355+82.29 - STA. 361+47.52 4" YELLOW EDGE LINE = 565 LIN. FT.
STA. 355+82.29 - STA. 361+47.52 4" WHITE \oslash SKIP LINE = 141 LIN. FT.

STAGE 3B - FIFTEEN MILE BAYOU NB BRIDGE &
APPROACH SLAB OUTSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 491+51.50 - STA. 493+05.50 4" WHITE EDGE LINE = 154 LIN. FT.

STAGE 3C - FIFTEEN MILE BAYOU NB BRIDGE &
APPROACH SLAB INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 491+51.50 - STA. 493+05.50 4" YELLOW EDGE LINE = 154 LIN. FT.
STA. 491+51.50 - STA. 493+05.50 4" WHITE \oslash SKIP LINE = 39 LIN. FT.

STAGE 4 - FIFTEEN MILE BAYOU SB BRIDGE &
APPROACH SLAB OUTSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 491+29.50 - STA. 492+83.50 4" WHITE EDGE LINE = 154 LIN. FT.

STAGE 4A - FIFTEEN MILE BAYOU SB BRIDGE &
APPROACH SLAB INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 491+29.50 - STA. 492+83.50 4" YELLOW EDGE LINE = 154 LIN. FT.
STA. 491+29.50 - STA. 492+83.50 4" WHITE \oslash SKIP LINE = 39 LIN. FT.

STAGE 4B - HWY. 64 SB BRIDGE &
APPROACH SLAB OUTSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 355+82.29 - STA. 361+47.52 4" WHITE EDGE LINE = 565 LIN. FT.

STAGE 4C - HWY. 64 SB BRIDGE &
APPROACH SLAB INSIDE LANE
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS

STA. 355+82.29 - STA. 361+47.52 4" YELLOW EDGE LINE = 565 LIN. FT.
STA. 355+82.29 - STA. 361+47.52 4" WHITE \oslash SKIP LINE = 141 LIN. FT.



MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
				JOB NO.	BBO109		37	86	
								②	QUANTITIES

CONSTRUCTION PAVEMENT MARKINGS

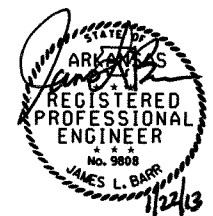
DESCRIPTION	STAGE 1	STAGE 1A	STAGE 1B	STAGE 2	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 3	STAGE 3A	STAGE 3B	STAGE 3C	STAGE 4	STAGE 4A	STAGE 4B	STAGE 4C	CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
	LIN.FT.																
CONSTRUCTION PAVEMENT MARKINGS	39314	38939	10192	39250	517	45938	5939									180089	
REMOVABLE CONSTRUCTION PAVT MARKINGS	148	148	36					565	706	154	193	154	193	545	706		3548
TOTALS:																180089	3548

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

PERMANENT PAVEMENT MARKING

DESCRIPTION	RAISED PAVEMENT MARKERS	HIGH PERFORMANCE CONTRAST PAVEMENT MARKING	HIGH PERFORMANCE PAVEMENT MARKING		
	TYPE II	4" WHITE	4"		8" WHITE
			WHITE	YELLOW	
EACH	LIN.FT.				
RAISED PAVEMENT MARKERS TYPE II	1878				
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE		1180			
HIGH PERFORMANCE PAVEMENT MARKING WHITE			103294		6569
HIGH PERFORMANCE PAVEMENT MARKING YELLOW				82649	
TOTALS:	1878	1180	103294	82649	6569

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



QUANTITIES

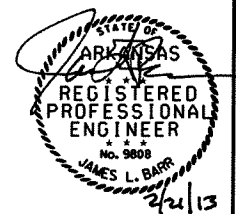
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/21/13				6	ARK.			
							JOB NO. BBO109	38
							QUANTITIES	

2

ADVANCE WARNING SIGNS AND DEVICES - SB LANES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1 - NORTH	STAGE 1 - SOUTH	STAGE 1A - NORTH	STAGE 1A - SOUTH	STAGE 1B - NORTH	STAGE 1B - SOUTH	TOTAL SIGNS REQUIRED	
									NO.	SQ. FT.
G20-1	ROAD WORK NEXT xx MILES	60"x24"	1	1	1	1	1	1	1	10
G20-2	END ROAD WORK	48"x24"	4	8	4	8	4	8	8	64
M1-1	INTERSTATE ROUTE	24"x24"				1		1	1	4
M4-10L	DETOUR LEFT	48"x18"				1		1	1	6
M4-10R	DETOUR RIGHT	48"x18"				1		1	1	6
OM-3L	OBJECT MARKERS LEFT	12"x36"	4						4	12
R1-2	YIELD	60"x60"x60"	1	2	1	2	1	2	2	25
R2-1	SPEED LIMIT (60 MPH)	48"x60"	2	2	2	2	2	2	2	40
R2-1	SPEED LIMIT (65 MPH)	48"x60"	2	2	2	2	2	2	2	40
R2-5A	REDUCED SPEED AHEAD	48"x60"	2	2	2	2	2	2	2	40
R4-1	DO NOT PASS	48"x60"	4	4	4	4	4	4	4	80
R55-1	FINES DOUBLE	36"x60"	2	2	2	2	2	2	2	30
S-1	DETOUR NEXT RIGHT	150"x42"				1		1	1	44
SPECIAL	MERGE NOW	48"x48"	2	2	2	2	2	2	2	32
W1-6	LARGE ARROW	60"x30"	6	6	3	3	3	3	6	75
W3-2	YIELD AHEAD	48"x48"	1	2	1	2	1	2	2	32
W4-2R	RIGHT LANE CLOSED	48"x48"	2	2	2	2	2	2	2	32
W20-1	ROAD WORK (1/2 MILE)	48"x48"		2		2		2	2	32
W20-1	ROAD WORK (1500 FT)	48"x48"		2		2		2	2	32
W20-1	ROAD WORK (AHEAD)	48"x48"	4	6	4	6	4	6	6	96
W20-5	RIGHT LANE CLOSED (1 MILE)	48"x48"	2	2	2	2	2	2	2	32
W20-5	RIGHT LANE CLOSED (1/2 MILE)	48"x48"	2	2	2	2	2	2	2	32
W20-5	RIGHT LANE CLOSED (1500 FT)	48"x48"	2	2	2	2	2	2	2	32
W21-5	SHOULDER CLOSED	48"x48"	1						1	16
844										
UNITS										
ADVANCE WARNING ARROW PANEL			1	1	1	1	1	1		DAY
PORTABLE CHANGEABLE MESSAGE SIGN						1		1		WEEK
VERTICAL PANELS					5	5	5	5	5	EACH
TRAFFIC DRUMS			300	309	308	423	296	399	423	EACH
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER			1500						1500	LIN. FT.

NOTE: THE QUANTITIES SHOWN ABOVE INCLUDE THE QUANTITIES NECESSARY FOR A MAXIMUM WORK AREA OF 4 MILES. SEE SPECIAL PROVISION "MAINTENANCE OF TRAFFIC" FOR ADDITIONAL INFORMATION.



QUANTITIES

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
				JOB NO.	BBO109		39	86	
								2	QUANTITIES

ADVANCE WARNING SIGNS AND DEVICES - NB LANES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 2 - NORTH	STAGE 2 - SOUTH	STAGE 2A - NORTH	STAGE 2A - SOUTH	STAGE 2B - NORTH	STAGE 2B - SOUTH	STAGE 2C	TOTAL SIGNS REQUIRED	
										NO.	SQ. FT.
G20-1	ROAD WORK NEXT xx MILES	60"x24"	1	1	1	1	1	1	1	1	10
G20-2	END ROAD WORK	48"x24"	4	6	4	6	4	8	2	8	64
R1-2	YIELD	60"x60"x60"	1	4	1	4	1	4		4	50
R2-1	SPEED LIMIT (55 MPH)	48"x60"		2		2			4	4	80
R2-1	SPEED LIMIT (60 MPH)	48"x60"	2		2		2			2	40
R2-1	SPEED LIMIT (65 MPH)	48"x60"	2	2	2	2	2	2		2	40
R2-5A	REDUCED SPEED AHEAD	48"x60"	2	2	2	2	2	2	4	4	80
R4-1	DO NOT PASS	48"x60"	4		4		4			4	80
R11-2	ROAD CLOSED	48"x30"		1		1		1	1	1	10
R55-1	FINES DOUBLE	36"x60"	4	2	4	2	4	2	2	4	60
SPECIAL	MERGE NOW	48"x48"	2		2		2			2	32
W1-6	LARGE ARROW	60"x30"	3	6	3	6	6	12	6	12	150
W3-2	YIELD AHEAD	48"x48"	1	4	1	4	1	4		4	64
W4-2L	LEFT LANE CLOSED	48"x48"						1	2	2	32
W4-2R	RIGHT LANE CLOSED	48"x48"	2		2		2			2	32
W20-1	ROAD WORK (1 MILE)	48"x48"	2	2	2	2	2	2	2	2	32
W20-1	ROAD WORK (1/2 MILE)	48"x48"	4	2	4	2	4	2	2	4	64
W20-1	ROAD WORK (1500 FT)	48"x48"	4	4	4	4	4	4	4	4	64
W20-1	ROAD WORK (1000 FT)	48"x48"		2		2		2	2	2	32
W20-1	ROAD WORK (500 FT)	48"x48"		2		2		2	2	2	32
W20-1	ROAD WORK (AHEAD)	48"x48"	4	8	4	8	4	7	1	8	128
W20-5L	LEFT LANE CLOSED (1/2 MILE)	48"x48"						1		1	16
W20-5L	LEFT LANE CLOSED (1500 FT)	48"x48"						1		1	16
W20-5L	LEFT LANE CLOSED (1000 FT)	48"x48"							1	1	16
W20-5	RIGHT LANE CLOSED (1 MILE)	48"x48"	2		2		2			2	32
W20-5	RIGHT LANE CLOSED (1/2 MILE)	48"x48"	2		2		2			2	32
W20-5	RIGHT LANE CLOSED (1500 FT)	48"x48"	2		2		2			2	32
W20-5	RIGHT LANE CLOSED (1000 FT)	48"x48"						2		2	32
										1352	
										UNITS	
ADVANCE WARNING ARROW PANEL			1	2	1	2	1	3			DAY
PORTABLE CHANGEABLE MESSAGE SIGN			2	2	2	2	2	6	2		WEEK
VERTICAL PANELS			5		5					5	EACH
TRAFFIC DRUMS			308	413	320	449	309	424	124	449	EACH
TYPE III BARRICADE-RT. (16')				16		16		16		16	LIN. FT.

NOTE: THE QUANTITIES SHOWN ABOVE INCLUDE THE QUANTITIES NECESSARY FOR A MAXIMUM WORK AREA OF 4 MILES. SEE SPECIAL PROVISION "MAINTENANCE OF TRAFFIC" FOR ADDITIONAL INFORMATION.



QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/21/13				6	ARK.			
				JOB NO.	BBO109	40	86	

2 QUANTITIES

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 3	STAGE 3A	STAGE 3B	STAGE 3C	TOTAL SIGNS REQUIRED		
							NO.	SQ. FT.	
G20-1	ROAD WORK NEXT xx MILES	60"x24"	1	1	1	1	1	10	
G20-2	END ROAD WORK	48"x24"	4	4	4	4	4	32	
OM-3L	OBJECT MARKER LEFT	12"x36"		4		4	4	12	
OM-3R	OBJECT MARKER RIGHT	12"x36"	4		4		4	12	
R2-1	SPEED LIMIT (60 MPH)	48"x60"	2	2	2	2	2	40	
R2-1	SPEED LIMIT (65 MPH)	48"x60"	2	2	2	2	2	40	
R2-5A	REDUCED SPEED AHEAD	48"x60"	2	2	2	2	2	40	
R4-1	DO NOT PASS	48"x60"	4	4	4	4	4	80	
R55-1	FINES DOUBLE	36"x60"	4	4	4	4	4	60	
SPECIAL	MERGE NOW	48"x48"	2	2	2	2	2	32	
W1-6	LARGE ARROW	60"x30"	3	6	3	6	6	75	
W4-2R	RIGHT LANE CLOSED	48"x48"	2	2	2	2	2	32	
W20-1	ROAD WORK (1 MILE)	48"x48"	2	2	2	2	2	32	
W20-1	ROAD WORK (1/2 MILE)	48"x48"	4	4	4	4	4	64	
W20-1	ROAD WORK (1500 FT)	48"x48"	4	4	4	4	4	64	
W20-1	ROAD WORK (AHEAD)	48"x48"	2	2	2	2	2	32	
W20-5	RIGHT LANE CLOSED (1 MILE)	48"x48"	2	2	2	2	2	32	
W20-5	RIGHT LANE CLOSED (1/2 MILE)	48"x48"	2	2	2	2	2	32	
W20-5	RIGHT LANE CLOSED (1500 FT)	48"x48"	2	2	2	2	2	32	
							753		
								UNITS	
ADVANCE WARNING ARROW PANEL							1	1	DAY
PORTABLE CHANGEABLE MESSAGE SIGN							2	2	WEEK
VERTICAL PANELS							5	5	EACH
TRAFFIC DRUMS							42	60	EACH
RELOCATING PRECAST CONCRETE BARRIER							860	860	LIN. FT.

NOTE: THE QUANTITIES SHOWN ABOVE INCLUDE THE NECESSARY QUANTITIES TO COMPLETE THE STAGES LISTED ABOVE AND ARE INDEPENDENT OF ANY OTHER STAGE.

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 4	STAGE 4A	STAGE 4B	STAGE 4C	TOTAL SIGNS REQUIRED		
							NO.	SQ. FT.	
G20-1	ROAD WORK NEXT xx MILES	60"x24"	1	1	1	1	1	10	
G20-2	END ROAD WORK	48"x24"	4	4	4	4	4	32	
OM-3L	OBJECT MARKER LEFT	12"x36"		4		4	4	12	
OM-3R	OBJECT MARKER RIGHT	12"x36"	4		4		4	12	
R2-1	SPEED LIMIT (60 MPH)	48"x60"	2	2	2	2	2	40	
R2-1	SPEED LIMIT (65 MPH)	48"x60"	2	2	2	2	2	40	
R2-5A	REDUCED SPEED AHEAD	48"x60"	2	2	2	2	2	40	
R4-1	DO NOT PASS	48"x60"	4	4	4	4	4	80	
R55-1	FINES DOUBLE	36"x60"	4	4	4	4	4	60	
SPECIAL	MERGE NOW	48"x48"	2	2	2	2	2	32	
W1-6	LARGE ARROW	60"x30"	3	6	3	6	6	75	
W4-2R	RIGHT LANE CLOSED	48"x48"	2	2	2	2	2	32	
W20-1	ROAD WORK (1 MILE)	48"x48"	2	2	2	2	2	32	
W20-1	ROAD WORK (1/2 MILE)	48"x48"	4	4	4	4	4	64	
W20-1	ROAD WORK (1500 FT)	48"x48"	4	4	4	4	4	64	
W20-1	ROAD WORK (AHEAD)	48"x48"	2	2	2	2	2	32	
W20-5	RIGHT LANE CLOSED (1 MILE)	48"x48"	2	2	2	2	2	32	
W20-5	RIGHT LANE CLOSED (1/2 MILE)	48"x48"	2	2	2	2	2	32	
W20-5	RIGHT LANE CLOSED (1500 FT)	48"x48"	2	2	2	2	2	32	
							753		
								UNITS	
ADVANCE WARNING ARROW PANEL							1	1	DAY
PORTABLE CHANGEABLE MESSAGE SIGN							2	2	WEEK
VERTICAL PANELS							5	5	EACH
TRAFFIC DRUMS							42	60	EACH
RELOCATING PRECAST CONCRETE BARRIER							860	860	LIN. FT.

NOTE: THE QUANTITIES SHOWN ABOVE INCLUDE THE NECESSARY QUANTITIES TO COMPLETE THE STAGES LISTED ABOVE AND ARE INDEPENDENT OF ANY OTHER STAGE.



QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/21/13				6	ARK.			
						BBO109	41	86

② QUANTITIES

ADVANCE WARNING SIGNS AND DEVICES - SUMMARY

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	TOTAL SIGNS REQUIRED	
							NO.	SQ. FT.
G20-1	ROAD WORK NEXT xx MILES	60"x24"	1	1	1	1	1	10
G20-2	END ROAD WORK	48"x24"	8	8	4	4	8	64
M1-1	INTERSTATE ROUTE	24"x24"	1				1	4
M4-10L	DETOUR LEFT	48"x18"	1				1	6
M4-10R	DETOUR RIGHT	48"x18"	1				1	6
OM-3L	OBJECT MARKER LEFT	12"x36"	4		4	4	4	12
OM-3R	OBJECT MARKER RIGHT	12"x36"			4	4	4	12
R1-2	YIELD	60"x60"x60"	2	4			4	50
R2-1	SPEED LIMIT (55 MPH)	48"x60"		4			4	80
R2-1	SPEED LIMIT (60 MPH)	48"x60"	2	2	2	2	2	40
R2-1	SPEED LIMIT (65 MPH)	48"x60"	2	2	2	2	2	40
R2-5A	REDUCED SPEED AHEAD	48"x60"	2	4	2	2	4	80
R4-1	DO NOT PASS	48"x60"	4	4	4	4	4	80
R11-2	ROAD CLOSED	48"x30"		1			1	10
R55-1	FINES DOUBLE	36"x60"	2	4	4	4	4	60
S-1	DETOUR NEXT RIGHT	150"x42"	1				1	44
SPECIAL	MERGE NOW	48"x48"	2	2	2	2	2	32
W1-6	LARGE ARROW	60"x30"	6	12	6	6	12	150
W3-2	YIELD AHEAD	48"x48"	2	4			4	64
W4-2L	LEFT LANE CLOSED	48"x48"		2			2	32
W4-2R	RIGHT LANE CLOSED	48"x48"	2	2	2	2	2	32
W20-1	ROAD WORK (1 MILE)	48"x48"		2	2	2	2	32
W20-1	ROAD WORK (1/2 MILE)	48"x48"	2	4	4	4	4	64
W20-1	ROAD WORK (1500 FT)	48"x48"	2	4	4	4	4	64
W20-1	ROAD WORK (1000 FT)	48"x48"		2			2	32
W20-1	ROAD WORK (500 FT)	48"x48"		2			2	32
W20-1	ROAD WORK (AHEAD)	48"x48"	6	8	2	2	8	128
W20-5L	LEFT LANE CLOSED (1/2 MILE)	48"x48"		1			1	16
W20-5L	LEFT LANE CLOSED (1500 FT)	48"x48"		1			1	16
W20-5L	LEFT LANE CLOSED (1000 FT)	48"x48"		1			1	16
W20-5	RIGHT LANE CLOSED (1 MILE)	48"x48"	2	2	2	2	2	32
W20-5	RIGHT LANE CLOSED (1/2 MILE)	48"x48"	2	2	2	2	2	32
W20-5	RIGHT LANE CLOSED (1500 FT)	48"x48"	2	2	2	2	2	32
W20-5	RIGHT LANE CLOSED (1000 FT)	48"x48"		2			2	32
W21-5	SHOULDER CLOSED	48"x48"	1				1	16
							1452	
								UNITS
ADVANCE WARNING ARROW PANEL							270	DAY
PORTABLE CHANGEABLE MESSAGE SIGN							60	WEEK
VERTICAL PANELS							5	EACH
TRAFFIC DRUMS							423	EACH
TYPE III BARRICADE-RT. (16')							16	LIN. FT.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER							1500	LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER							2640	LIN. FT.

NOTE: THE QUANTITIES SHOWN ABOVE INCLUDE THE QUANTITIES NECESSARY FOR A MAXIMUM WORK AREA OF 4 MILES. SEE SPECIAL PROVISION "MAINTENANCE OF TRAFFIC" FOR ADDITIONAL INFORMATION.



QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109	42	86	

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT	
				AVG. MILLING DEPTH 1"	AVG. MILLING DEPTH 2"
				SQ. YD.	
196+27.00	200+95.00	NB LANES - MILL AND INLAY	30.0		1560.0
200+95.00	207+95.00	NB LANES - MILL AND INLAY - AUX. LANE	42.0		3266.7
207+95.00	210+05.00	NB LANES - MILL & INLAY - TAPER	36.0		840.0
210+05.00	210+52.30	NB LANES - MILL & INLAY	30.0		157.7
212+85.50	217+25.00	NB LANES - MILL & INLAY	30.0		1465.0
217+25.00	226+97.00	NB LANES - MILL & INLAY	42.0		4536.0
226+97.00	238+95.75	NB LANES - MILL & INLAY	40.0		5328.0
249+20.50	267+00.00	NB LANES - MILL & INLAY	40.0		7908.9
267+00.00	271+50.00	NB LANES - MILL & INLAY - TAPER	61.0		3050.0
271+50.00	274+00.00	NB LANES - MILL & INLAY - TAPER	49.5		1375.0
274+00.00	282+00.00	NB LANES - MILL & INLAY - TAPER	34.0		3022.2
282+00.00	284+71.00	NB LANES - MILL & INLAY	28.0		843.1
284+71.00	291+40.00	NB LANES - MILL & INLAY	30.0		2230.0
291+40.00	298+00.00	NB LANES - MILL & INLAY - AUX. LANE	42.0		3080.0
298+00.00	301+00.00	NB LANES - MILL & INLAY - TAPER	36.0		1200.0
301+00.00	338+90.00	NB LANES - MILL & INLAY	30.0		12633.3
338+90.00	343+90.00	NB LANES - MILL & INLAY - TAPER	48.0		2666.7
343+90.00	346+15.00	NB LANES - MILL & INLAY - TAPER	48.0		1200.0
346+15.00	355+82.29	NB LANES - MILL & INLAY	30.0		3224.3
361+47.52	374+90.00	NB LANES - MILL & INLAY	30.0		4475.0
374+90.00	377+50.00	NB LANES - MILL & INLAY - TAPER	36.0		1040.0
377+50.00	383+50.00	NB LANES - MILL & INLAY - AUX. LANE	42.0		2800.0
383+50.00	386+00.00	NB LANES - MILL & INLAY - TAPER	36.0		1000.0
386+00.00	491+51.50	NB LANES - MILL & INLAY	30.0		35171.7
491+51.50	493+05.50	NB LANES - MILL	40.0		684.4
493+05.50	538+10.00	NB LANES - MILL & INLAY	30.0		15015.0
538+10.00	542+60.00	NB LANES - MILL & INLAY - TAPER	48.0		2400.0
542+60.00	546+10.00	NB LANES - MILL & INLAY - TAPER	48.0		1866.7
546+10.00	569+00.00	NB LANES - MILL & INLAY	30.0		7633.3
569+00.00	571+00.00	NB LANES - MILL & INLAY - TAPER	36.0		800.0
571+00.00	576+00.00	NB LANES - MILL & INLAY - AUX. LANE	42.0		2333.3
576+00.00	579+00.00	NB LANES - MILL & INLAY - TAPER	36.0		1200.0
579+00.00	620+00.00	NB LANES - MILL & INLAY	30.0		13666.7
237+95.75	238+95.75	SB LANES - OVERLAY - TRANSITION	44.0	488.9	
249+20.50	262+00.00	SB LANES - MILL & INLAY	28.0		3980.7
262+00.00	264+50.00	SB LANES - MILL & INLAY - TAPER	34.0		944.4
264+50.00	269+50.00	SB LANES - MILL & INLAY - AUX. LANE	40.0		2222.2
269+50.00	271+00.00	SB LANES - MILL & INLAY - TAPER	45.0		750.0
271+00.00	271+50.00	SB LANES - MILL & INLAY	28.0		155.6
271+50.00	284+71.00	SB LANES - MILL & INLAY	28.0		4109.8
284+71.00	288+50.00	SB LANES - MILL & INLAY	30.0		1263.3
288+50.00	291+00.00	SB LANES - MILL & INLAY - TAPER	37.0		1027.8
291+00.00	295+00.00	SB LANES - MILL & INLAY - TAPER	50.5		2244.4
295+00.00	338+00.00	SB LANES - MILL & INLAY	30.0		14333.3
338+00.00	340+50.00	SB LANES - MILL & INLAY - TAPER	36.0		1000.0
340+50.00	347+80.00	SB LANES - MILL & INLAY - AUX. LANE	42.0		3406.7
347+80.00	355+82.29	SB LANES - MILL & INLAY	30.0		2674.3
361+47.52	370+50.00	SB LANES - MILL & INLAY	30.0		3008.3
370+50.00	373+75.00	SB LANES - MILL & INLAY - TAPER	48.0		1733.3
373+75.00	379+25.00	SB LANES - MILL & INLAY - TAPER	48.0		2933.3
379+25.00	491+29.50	SB LANES - MILL & INLAY	30.0		37348.3
491+29.50	492+83.50	SB LANES - MILL	40.0		684.4
492+83.50	534+00.00	SB LANES - MILL & INLAY	30.0		13721.7
534+00.00	537+00.00	SB LANES - MILL & INLAY - TAPER	36.0		1200.0
537+00.00	543+00.00	SB LANES - MILL & INLAY - AUX. LANE	42.0		2800.0
543+00.00	566+50.00	SB LANES - MILL & INLAY	30.0		7833.3
566+50.00	568+00.00	SB LANES - MILL & INLAY - TAPER	48.0		800.0
568+00.00	573+50.00	SB LANES - MILL & INLAY - TAPER	48.0		2933.3
573+50.00	620+00.00	SB LANES - MILL & INLAY	30.0		15500.0
32+58.57	36+45.49	SB LANES - MILL & INLAY	30.0		1289.7
* BRIDGE TRANS. NB & SB LANES - NORTH & SOUTH OF FIFTEEN MILE BAYOU BRS.			30.0	2666.7	
TOTALS:			3155.6		279571.1

* NOTE: QUANTITIES ESTIMATED. REFER TO SECTION 104.03 OF THE STANDARD SPECIFICATIONS.

MEDIAN CROSSING

STATION	LOCATION	WIDTH	LENGTH	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)
				SQ. YD.	TON	
226+75	CL MEDIAN I-55	16	76	135.1	14.9	78.3
TOTALS:					14.9	78.3

BASIS OF ESTIMATE:

ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.8%, ASPHALT BINDER (PG 64-22) = 5.2%

SCARIFYING CONCRETE PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	SCARIFYING CONCRETE PAVEMENT	
				AVG. SCARIFYING DEPTH 1"	SQ. YD.
40+86.69	41+86.69	I-55 SB LANES - OVERLAY - TRANSITION	38.0		422.2
44+65.00	45+65.00	I-40 WB ENTR. RAMP - TRANSITION	38.0		422.2
TOTAL:					844.4

RUMBLE STRIPS

STATION	STATION	LOCATION	RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN. FT.
196+27.00	210+52.30	NB LANES - LT. & RT.	2850.6
212+85.50	238+95.75	NB LANES - LT. & RT.	5220.5
248+84.00	356+18.79	NB LANES - LT. & RT.	21469.6
361+11.02	491+88.00	NB LANES - LT. & RT.	26154.0
492+69.00	620+00.00	NB LANES - LT. & RT.	25462.0
40+86.69	54+40.00	SB LANES - LT. & RT.	2706.6
226+97.00	238+95.75	SB LANES - LT. & RT.	2397.5
248+84.00	356+18.79	SB LANES - LT. & RT.	21469.6
361+11.02	491+66.00	SB LANES - LT. & RT.	26110.0
492+47.00	620+00.00	SB LANES - LT. & RT.	25506.0
TOTAL:			159346.4



QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO.						BBO109	43	86

APPROACH SLABS & GUTTERS

STATION	STATION	LOCATION	APPROACH GUTTERS (TYPE P-2)	APPROACH GUTTERS (TYPE 'AT')	APPROACH SLABS	REINFORCING STEEL - RDWY. (GRADE 60)	AGGREGATE BASE CRS. (CLASS 7)
			CU. YD.	CU. YD.	CU. YD.	POUND	TON
26+49.71	26+86.21	BR. NO. 06102 - ON-RAMP FROM I-55 SOUTH	34.21		50.19	9040	56.8
32+22.07	32+58.57	BR. NO. 06102 - ON-RAMP FROM I-55 SOUTH	38.44		50.19	9181	56.8
36+45.49	36+81.99	BR. NO. 06103 - ON-RAMP FROM I-55 SOUTH	38.29		50.19	9157	56.8
40+50.39	40+86.89	BR. NO. 06103 - ON-RAMP FROM I-55 SOUTH	34.85		50.19	9004	56.8
491+29.50	491+66.00	BR. NO. A2808 - SB LANES		30.84	50.19	8243	56.8
491+55.50	491+88.00	BR. NO. 2808 - NB LANES		30.84	50.19	8243	56.8
492+47.00	492+83.50	BR. NO. A2808 - SB LANES		30.84	50.19	8243	56.8
492+69.00	493+05.50	BR. NO. 2808 - NB LANES		30.84	50.19	8243	56.8
TOTALS:			145.79	123.36	401.52	69354	454.4

② QUANTITIES

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL TYPE A	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POSTS (TYPE 1)
			LIN. FT.	EACH		
24+42.46	26+86.21	C.L I-55 S.B. - RT.	225	1		1
25+92.46	26+86.21	C.L I-55 S.B. - LT.	75	1		1
32+22.07	36+81.99	C.L I-55 S.B. - RT.	412.5	2		
32+22.07	36+81.99	C.L I-55 S.B. - LT.	337.5	2		
40+50.39	42+69.14	C.L I-55 S.B. - LT.	150	1	1	
40+50.39	42+69.14	C.L I-55 S.B. - RT.	150	1	1	
223+25.00	225+75.00	C.L I-55 S.B. - LT.	200		1	1
223+25.00	225+75.00	C.L I-55 S.B. - RT.	200		1	1
228+00.00	230+25.00	C.L I-55 S.B. - LT.	175		1	1
237+13.50	239+32.25	C.L I-55 S.B. - LT.	200	1		1
TOTALS:			2125	9	5	6

DELINEATOR

LOCATION	REMOVAL & DISPOSAL OF DELINEATOR POST	DELINEATOR (TYPE 1)		
		WHITE	YELLOW	TOTAL
EACH				
ENTIRE PROJECT - RAMPS	250	190	60	250
TOTALS:				
	250	190	60	250

NOTE: DELINEATORS SHALL BE INSTALLED AT 50' CENTERS IN ACCORDANCE WITH SECTION 728 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)

STATION	STATION	DESCRIPTION	LIN. FT.
226+97.00	239+32.25	I-55 MEDIAN CONCRETE BARRIER WALL	1235.25
TOTAL:			1235.25

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
ENTIRE PROJECT - IF AND WHERE DIRECTED BY THE ENGINEER				
			*1000	*1000
TOTALS:			1000	1000

*QUANTITY ESTIMATED. SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS.

REMOVAL & DISPOSAL OF GUARDRAIL

STATION	STATION	LOCATION	LIN. FT.
24+61.21	26+86.21	C.L I-55 S.B. - RT.	225
26+11.21	26+86.21	C.L I-55 S.B. - LT.	75
32+22.07	36+81.99	C.L I-55 S.B. - RT.	450
32+22.07	36+81.99	C.L I-55 S.B. - LT.	375
40+50.39	42+50.39	C.L I-55 S.B. - LT.	200
40+50.39	42+50.39	C.L I-55 S.B. - RT.	200
223+25.00	225+75.00	C.L I-55 S.B. - LT.	250
223+25.00	225+75.00	C.L I-55 S.B. - RT.	250
228+00.00	230+25.00	C.L I-55 S.B. - LT.	225
237+13.50	239+32.25	C.L I-55 S.B. - LT.	219
TOTAL:			2469

REMOVAL & DISPOSAL OF CONCRETE MEDIAN BARRIER

STATION	STATION	DESCRIPTION	LIN. FT.
226+97.00	239+32.25	I-55 MEDIAN CONCRETE BARRIER WALL	1235.25
TOTAL:			1235.25

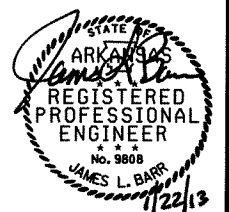
MOBILE SPEED NOTIFICATION SYSTEM

STATION	STATION	LOCATION	EACH
ENTIRE PROJECT - AS DIRECTED BY THE ENGINEER			
TOTAL:			2

REMOVAL & DISPOSAL OF APPROACH SLAB & GUTTERS

STATION	STATION	LOCATION	EACH
26+49.71	26+86.21	BR. NO. 06102 - ON-RAMP FROM I-55 SOUTH	1
32+22.07	32+58.57	BR. NO. 06102 - ON-RAMP FROM I-55 SOUTH	1
36+45.49	36+81.99	BR. NO. 06103 - ON-RAMP FROM I-55 SOUTH	1
40+50.39	40+86.89	BR. NO. 06103 - ON-RAMP FROM I-55 SOUTH	1
491+29.50	491+66.00	BR. NO. A2808 - SB LANES	1
492+47.00	492+83.50	BR. NO. A2808 - SB LANES	1
491+51.50	491+88.00	BR. NO. 2808 - NB LANES	1
492+69.00	493+05.50	BR. NO. 2808 - NB LANES	1
TOTAL:			8

NOTE: EACH UNIT TO BE REMOVED SHALL CONSIST OF 1 APPROACH SLAB & 2 APPROACH GUTTERS.



QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/19/13				6	ARK.			
							JOB NO.	
							BBO109	44
								86
								② QUANTITIES

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - IF AND WHERE DIRECTED BY THE ENGINEER	200
TOTAL:	200

NOTE: QUANTITY IS ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECIFICATIONS. FOR ACHM PATCHING OF THE EXISTING ROADWAY, THE PG BINDER WILL MATCH THE PG BINDER OF THE ACHM SURFACE COURSE USED ON THE LANES.

PORTLAND CEMENT CONCRETE PAVEMENT PATCHING

STATION	STATION	LOCATION / DESCRIPTION	REMOVAL & DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (10" U.T.)
			SQ. YD.	
ENTIRE	PROJECT	IF AND WHERE DIRECTED BY THE ENGINEER	* 250	* 250
TOTALS:			250	250

* QUANTITY ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS. PORTLAND CEMENT CONCRETE PAVEMENT PATCHING SHALL BE DONE AT LOCATIONS DESIGNATED BY THE ENGINEER.



QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. B80109	45	86

② QUANTITIES

BASE AND SURFACING

STATION	STATION	LOCATION	LENGTH FEET	ACHM BINDER COURSE (1")					ACHM SURFACE COURSE (1/2")					TACK COAT						AGGREGATE BASE COURSE											
														0.10 GAL. PER SQ. YD.			0.03 GAL. PER SQ. YD.			CLASS 1		CLASS 7									
				AVG. WID. FEET	SQ. YD.	POUND / SQ. YD.	PG 76-22 TON		AVG. WID. FEET	SQ. YD.	POUND / SQ. YD.	PG 64-22 TON	PG 76-22 TON	TOTAL WID. FEET	SQ. YD.	GALLONS / SQ. YD.	GALLON	TOTAL WID. FEET	SQ. YD.	GALLONS / SQ. YD.	GALLON	TOTAL GALLONS	TON / STATION	TON	TON / STATION	TON					
				CL I-55																											
196+27.00	200+95.00	NB LANES - MILL & INLAY	468.0							30.0	1560.0	220.0		171.6	30.0	1560.0	0.10	156.0								156.0					
200+95.00	207+95.00	NB LANES - MILL & INLAY - AUX LANE	700.0							42.0	3266.7	220.0		359.3	42.0	3266.7	0.10	326.7									326.7				
207+95.00	210+05.00	NB LANES - MILL & INLAY - TAPER	210.0							36.0	840.0	220.0		92.4	36.0	840.0	0.10	84.0									84.0				
210+05.00	210+52.30	NB LANES - MILL & INLAY	47.3							30.0	157.7	220.0		17.3	30.0	157.7	0.10	15.8									15.8				
212+85.50	217+25.00	NB LANES - MILL & INLAY	439.5							30.0	1465.0	220.0		161.2	30.0	1465.0	0.10	146.5									146.5				
217+25.00	226+97.00	NB LANES - MILL & INLAY	972.0							42.0	4536.0	220.0		499.0	42.0	4536.0	0.10	453.6									453.6				
226+97.00	238+95.75	NB LANES - MILL & INLAY	1198.8							40.0	5328.0	220.0		586.1	40.0	5328.0	0.10	532.8									532.8				
249+20.50	267+00.00	NB LANES - MILL & INLAY	1779.5							40.0	7908.9	220.0		870.0	40.0	7908.9	0.10	790.9									790.9				
267+00.00	271+50.00	NB LANES - MILL & INLAY - TAPER	450.0							61.0	3050.0	220.0		335.5	61.0	3050.0	0.10	305.0									305.0				
271+50.00	274+00.00	NB LANES - MILL & INLAY - TAPER	250.0							49.5	1375.0	220.0		151.3	49.5	1375.0	0.10	137.5									137.5				
274+00.00	282+00.00	NB LANES - MILL & INLAY - TAPER	800.0							34.0	3022.2	220.0		332.4	34.0	3022.2	0.10	302.2									302.2				
282+00.00	284+71.00	NB LANES - MILL & INLAY	271.0							28.0	843.1	220.0		92.7	28.0	843.1	0.10	84.3									84.3				
284+71.00	291+40.00	NB LANES - MILL & INLAY	669.0							30.0	2230.0	220.0		245.3	30.0	2230.0	0.10	223.0									223.0				
291+40.00	298+00.00	NB LANES - MILL & INLAY - AUX LANE	660.0							42.0	3080.0	220.0		338.8	42.0	3080.0	0.10	308.0									308.0				
298+00.00	301+00.00	NB LANES - MILL & INLAY - TAPER	300.0							36.0	1200.0	220.0		132.0	36.0	1200.0	0.10	120.0									120.0				
301+00.00	338+90.00	NB LANES - MILL & INLAY	3790.0							30.0	12633.3	220.0		1389.7	30.0	12633.3	0.10	1263.3									1263.3				
338+90.00	343+90.00	NB LANES - MILL & INLAY - TAPER	500.0							48.0	2666.7	220.0		293.3	48.0	2666.7	0.10	266.7									266.7				
343+90.00	346+15.00	NB LANES - MILL & INLAY - TAPER	225.0							48.0	1200.0	220.0		132.0	48.0	1200.0	0.10	120.0									120.0				
346+15.00	355+82.29	NB LANES - MILL & INLAY	967.3							30.0	3224.3	220.0		354.7	30.0	3224.3	0.10	322.4									322.4				
361+47.52	374+90.00	NB LANES - MILL & INLAY	1342.5							30.0	4475.0	220.0		492.3	30.0	4475.0	0.10	447.5									447.5				
374+90.00	377+50.00	NB LANES - MILL & INLAY - TAPER	260.0							36.0	1040.0	220.0		114.4	36.0	1040.0	0.10	104.0									104.0				
377+50.00	383+50.00	NB LANES - MILL & INLAY - AUX LANE	600.0							42.0	2800.0	220.0		308.0	42.0	2800.0	0.10	280.0									280.0				
383+50.00	386+00.00	NB LANES - MILL & INLAY - TAPER	260.0							36.0	1000.0	220.0		110.0	36.0	1000.0	0.10	100.0									100.0				
386+00.00	491+51.50	NB LANES - MILL & INLAY	10551.5							30.0	35171.7	220.0		3868.9	30.0	35171.7	0.10	3517.2									3517.2				
493+05.50	538+10.00	NB LANES - MILL & INLAY	4504.5							30.0	15015.0	220.0		1651.7	30.0	15015.0	0.10	1501.5									1501.5				
538+10.00	542+60.00	NB LANES - MILL & INLAY - TAPER	450.0							48.0	2400.0	220.0		264.0	48.0	2400.0	0.10	240.0									240.0				
542+60.00	546+10.00	NB LANES - MILL & INLAY - TAPER	350.0							48.0	1866.7	220.0		205.3	48.0	1866.7	0.10	186.7									186.7				
546+10.00	569+00.00	NB LANES - MILL & INLAY	2290.0							30.0	7633.3	220.0		839.7	30.0	7633.3	0.10	763.3									763.3				
569+00.00	571+00.00	NB LANES - MILL & INLAY - TAPER	200.0							36.0	800.0	220.0		88.0	36.0	800.0	0.10	80.0									80.0				
571+00.00	576+00.00	NB LANES - MILL & INLAY - AUX LANE	500.0							42.0	2333.3	220.0		256.7	42.0	2333.3	0.10	233.3									233.3				
576+00.00	579+00.00	NB LANES - MILL & INLAY - TAPER	300.0							38.0	1200.0	220.0		132.0	38.0	1200.0	0.10	120.0									120.0				
579+00.00	620+00.00	NB LANES - MILL & INLAY	4100.0							30.0	13666.7	220.0		1503.3	30.0	13666.7	0.10	1366.7									1366.7				
32+58.57	36+45.49	SB LANES - MILL & INLAY	386.9							30.0	1289.7	220.0		141.9	30.0	1289.7	0.10	129.0									129.0				
40+86.69	41+86.69	SB LANES - OVERLAY - TRANSITION	100.0							38.0	422.2	220.0		46.4	38.0	422.2	0.10	42.2									42.2	12.50	12.5		
41+86.69	44+36.69	SB LANES - OVERLAY - TRANSITION	250.0							38.0	1055.6	495.0		261.3	38.0	1055.6	0.10	105.6			38.0	1055.6	0.03	31.7	137.3	25.00	62.5				
44+36.69	45+11.69	SB LANES - OVERLAY - TRANSITION	75.0	38.0	316.7	412.5	65.3	38.0	316.7	440.0	69.7	38.0	316.7	0.10	31.7	76.0	633.3	0.03	19.0	50.7	43.00	32.3									
45+11.69	46+61.69	SB LANES - OVERLAY	150.0	38.0	633.3	495.0	156.7	38.0	633.3	440.0	139.3	38.0	633.3	0.10	63.3	76.0	1266.7	0.03	38.0	101.3	47.00	70.5									
46+61.69	48+90.00	SB LANES - OVERLAY - TAPER	228.3	45.0	1141.5	495.0	282.5	45.0	1141.5	440.0	251.1	45.0	1141.5	0.10	114.2	90.0	2283.0	0.03	68.5	182.7	47.00	107.3									
48+90.00	53+40.00	SB LANES - OVERLAY - TAPER	450.0	59.0	2950.0	495.0	730.1	59.0	2950.0	440.0	649.0	59.0	2950.0	0.10	295.0	118.0	5900.0	0.03	177.0	472.0	47.00	211.5									
226+97.00	234+70.75	SB LANES - OVERLAY	773.8	44.0	3783.0	495.0	936.3	44.0	3783.0	440.0	832.3	44.0	3783.0	0.10	378.3	88.0	7566.0	0.03	227.0	605.3	23.50	181.8									
234+70.75	235+45.75	SB LANES - OVERLAY - TRANSITION	75.0	44.0	366.7	412.5	75.6	44.0	366.7	440.0	80.7	44.0	366.7	0.10	36.7	88.0	733.3	0.03	22.0	58.7	21.50	16.1									
235+45.75	237+95.75	SB LANES - OVERLAY - TRANSITION	250.0					44.0	1222.2	495.0	302.5	44.0	1222.2	0.10	122.2	44.0	1222.2	0.03	36.7	158.9	12.50	31.3									
237+95.75	238+95.75	SB LANES - OVERLAY - TRANSITION	100.0					44.0	488.9	22																					

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	46	80
				JOB NO.	QUANTITIES	
				BB0109	53539	

SCHEDULE OF BRIDGE QUANTITIES - JOB BB0109

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	509	802	803	SS & 804	SP JOB BB0109	SP JOB BB0109	SP JOB BB0109	SP JOB BB0109	SP JOB BB0109
		ITEM	JOINT REHABILITATION (TYPE A)	GROOVING	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	HYDRODEMOLITION	BRIDGE DECK REPAIR	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE (VARIABLE DEPTH)	SILICONE JOINT SEALANT
		UNIT	LIN. FT.	SQ. YD.	LIN. FT.	LBS.	SQ. YD.	SQ. FT.	SQ. YD.	CJ. YD.	LIN. FT.
112.5	EXISTING BRIDGE NO. A3131			1997	971	500	2104.5	2841	2109.0	29.2	316
112.5	EXISTING BRIDGE NO. B3131			1997	971	500	2104.5	2841	2109.0	29.2	316
104.8	EXISTING BRIDGE NO. Q2808		79	333	162		351.0		351.8	4.9	
104.8	EXISTING BRIDGE NO. A2808		79	333	162		351.0		351.8	4.9	
TOTALS FOR JOB NO. BB0109			158	4,660	2,266	1,000 (1)	4,911.0	5,682 (1)	4,921.6	68.2 (1)	632

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

SCHEDULE OF BRIDGE QUANTITIES
1-40 - JERICO (S)
CRITTENDEN COUNTY
 ROUTE 1-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.



DRAWN BY: LLM DATE: 11-12 FILENAME: bbb0109.dwg
 CHECKED BY: SSP DATE: 12-12-12 SCALE: None
 DESIGNED BY: LLM DATE: 11-12
 BRIDGE NO. ABB3131 DRAWING NO. 53539
 02808, A2808

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2/19/13				6	ARK.			
2/21/13								
				JOB NO.		BB0109	47	86

SUMMARY OF QUANTITIES

② SUMMARY OF QUANTITIES & REVISIONS

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS	8	EACH
202	REMOVAL AND DISPOSAL OF DELINEATOR POST	250	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER	1235	LIN. FT.
SP	REMOVAL AND DISPOSAL OF GUARDRAIL	2469	LIN. FT.
210	UNCLASSIFIED EXCAVATION	1000	CU. YD.
210	COMPACTED EMBANKMENT	1000	CU. YD.
SS & 303	AGGREGATE BASE COURSE (CLASS 1)	895	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	748	TON
401	TACK COAT	29908	GAL.
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	2213	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	99	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	32034	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	6	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	1751	TON
SP	SCARIFYING CONCRETE PAVEMENT	844	SQ. YD.
412	COLD MILLING ASPHALT PAVEMENT	282727	SQ. YD.
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	200	TON
SP & 504	APPROACH SLABS	401.52	CU. YD.
SP & 504	APPROACH GUTTERS	269.15	CU. YD.
SS & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (10" UNIFORM THICKNESS)	250.00	SQ. YD.
507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	250.00	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
SS & 604	SIGNS	1452	SQ. FT.
SS & 604	BARRICADES	16	LIN. FT.
SS & 604	TRAFFIC DRUMS	449	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	1500	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER	5280	LIN. FT.
SS & 604	CONSTRUCTION PAVEMENT MARKINGS	180089	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	3548	LIN. FT.
SS & 604	VERTICAL PANELS	5	EACH
SP, SS, & 604	ADVANCE WARNING ARROW PANEL	270	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	60	WEEK
SS & 617	GUARDRAIL (TYPE A)	2125	LIN. FT.
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	5	EACH
SS & 617	THREE BEAM GUARDRAIL TERMINAL	9	EACH
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	6	EACH
631	CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)	1235	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	159346	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (4") (ALTERNATE NO. 1)	103294	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (4") (ALTERNATE NO. 2)	103294	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING YELLOW (4") (ALTERNATE NO. 1)	82649	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE YELLOW (4") (ALTERNATE NO. 2)	82649	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (4") (ALTERNATE NO. 1)	1180	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4") (ALTERNATE NO. 2)	1180	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (8") (ALTERNATE NO. 1)	6569	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (8") (ALTERNATE NO. 2)	6569	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	1878	EACH
SS & 728	DELINEATOR (TYPE 1)	250	EACH
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	69354	POUND
SP	MOBILE SPEED NOTIFICATION SYSTEM	2	EACH
STRUCTURES OVER 20' SPAN			
509	JOINT REHABILITATION (TYPE A)	158	LIN. FT.
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
802	GROOVING	4660	SQ. YD.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT	2266	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	1000	POUND
SP	BRIDGE DECK REPAIR	5682	SQ. FT.
SP	HYDRODEMOLITION	4911.0	SQ. YD.
SP	SILICONE JOINT SEALANT	632	LIN. FT.
SP	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	4921.6	SQ. YD.
SP	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE (VARIABLE DEPTH)	68.2	CU. YD.

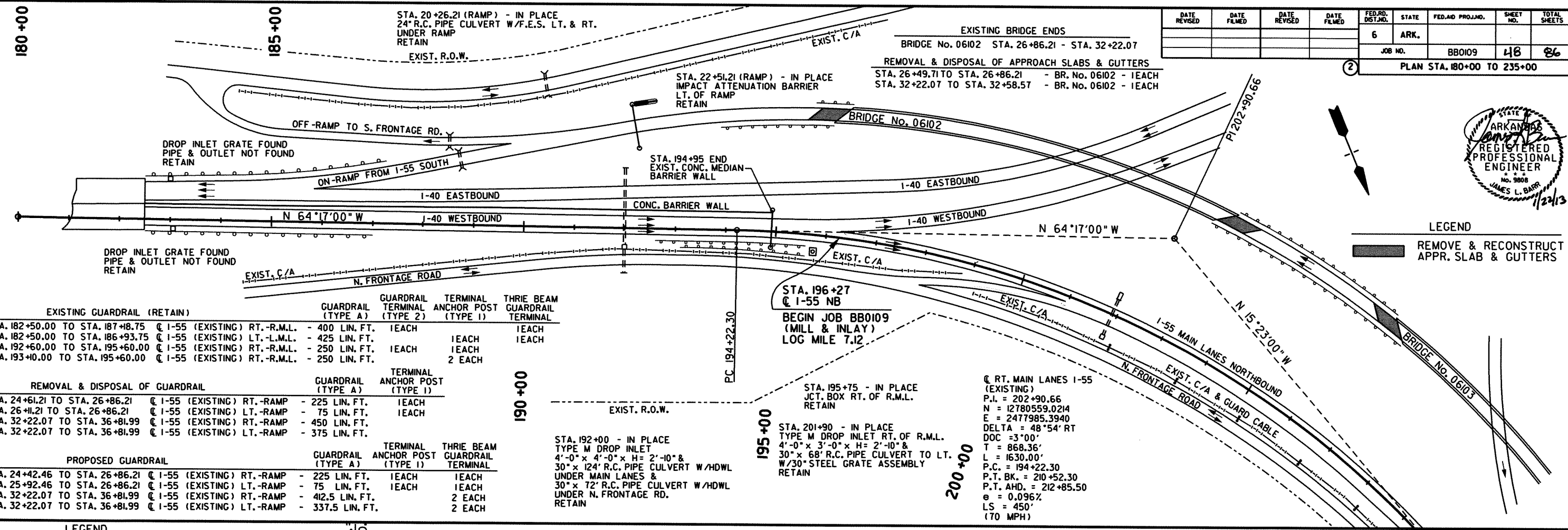
* ALTERNATE BID ITEMS

REVISIONS

DATE	REVISION	SHEET NUMBER
2/19/2013	REMOVED GOVERNING SPECIFICATION: FWHA - 1273 SUPPLEMENT - TRAINING PROGRAM - JOB BB0109. ADDED NOTE TO QUANTITY BOX FOR ACHM PATCHING OF EXISTING ROADWAY.	3, 44 & 47
2/21/2013	REVISED MAINTENANCE OF TRAFFIC DETAILS AND QUANTITIES. ADDED SHEET NO. 28A	19, 28, 28A, 35, 38, 40, 41, & 47



SUMMARY OF QUANTITIES & REVISIONS



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. PROJ. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109	48	86	
PLAN STA. 180+00 TO 235+00								

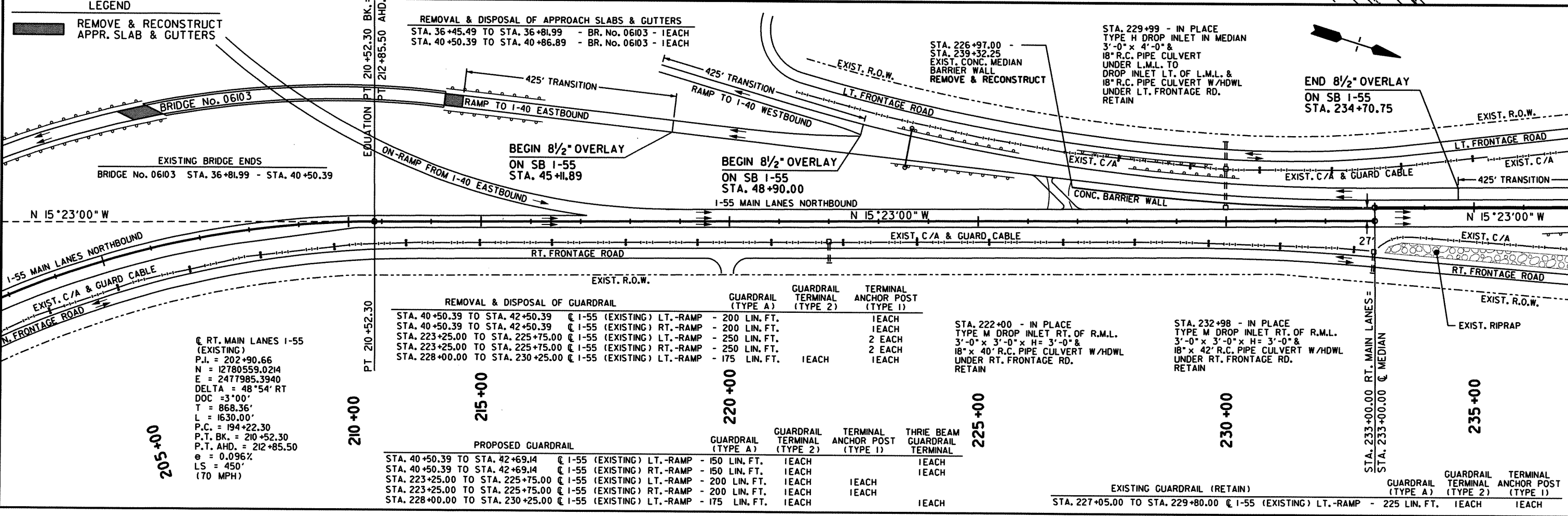


LEGEND
 REMOVE & RECONSTRUCT APPR. SLAB & GUTTERS

EXISTING GUARDRAIL (RETAIN)			
STATION	TYPE	LENGTH	REMARKS
STA. 182+50.00 TO STA. 187+18.75	RT.-R.M.L.	400 LIN. FT.	IEACH
STA. 182+50.00 TO STA. 186+93.75	LT.-L.M.L.	425 LIN. FT.	IEACH
STA. 192+60.00 TO STA. 195+60.00	RT.-R.M.L.	250 LIN. FT.	IEACH
STA. 193+10.00 TO STA. 195+60.00	RT.-R.M.L.	250 LIN. FT.	2 EACH

REMOVAL & DISPOSAL OF GUARDRAIL			
STATION	TYPE	LENGTH	REMARKS
STA. 24+61.21 TO STA. 26+86.21	RT.-RAMP	225 LIN. FT.	IEACH
STA. 26+11.21 TO STA. 26+86.21	LT.-RAMP	75 LIN. FT.	IEACH
STA. 32+22.07 TO STA. 36+81.99	RT.-RAMP	450 LIN. FT.	IEACH
STA. 32+22.07 TO STA. 36+81.99	LT.-RAMP	375 LIN. FT.	IEACH

PROPOSED GUARDRAIL			
STATION	TYPE	LENGTH	REMARKS
STA. 24+42.46 TO STA. 26+86.21	RT.-RAMP	225 LIN. FT.	IEACH
STA. 25+92.46 TO STA. 26+86.21	LT.-RAMP	75 LIN. FT.	IEACH
STA. 32+22.07 TO STA. 36+81.99	RT.-RAMP	412.5 LIN. FT.	2 EACH
STA. 32+22.07 TO STA. 36+81.99	LT.-RAMP	337.5 LIN. FT.	2 EACH



REMOVAL & DISPOSAL OF GUARDRAIL			
STATION	TYPE	LENGTH	REMARKS
STA. 40+50.39 TO STA. 42+50.39	LT.-RAMP	200 LIN. FT.	IEACH
STA. 40+50.39 TO STA. 42+50.39	RT.-RAMP	200 LIN. FT.	IEACH
STA. 223+25.00 TO STA. 225+75.00	LT.-RAMP	250 LIN. FT.	2 EACH
STA. 223+25.00 TO STA. 225+75.00	RT.-RAMP	250 LIN. FT.	2 EACH
STA. 228+00.00 TO STA. 230+25.00	LT.-RAMP	175 LIN. FT.	IEACH

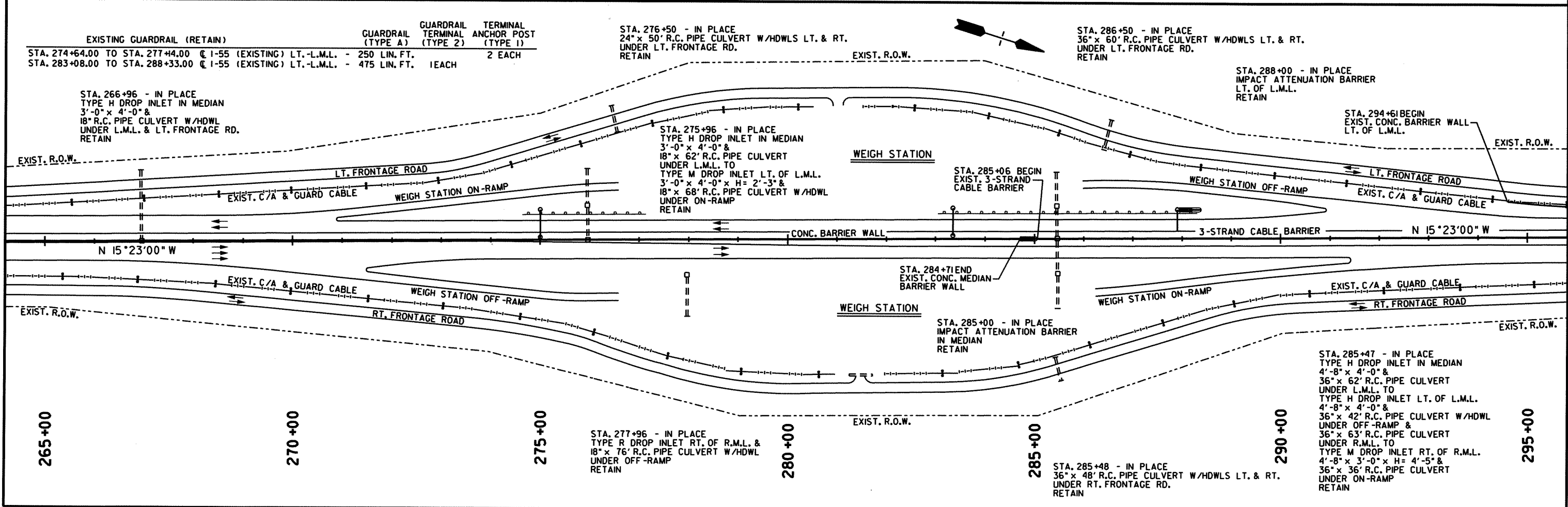
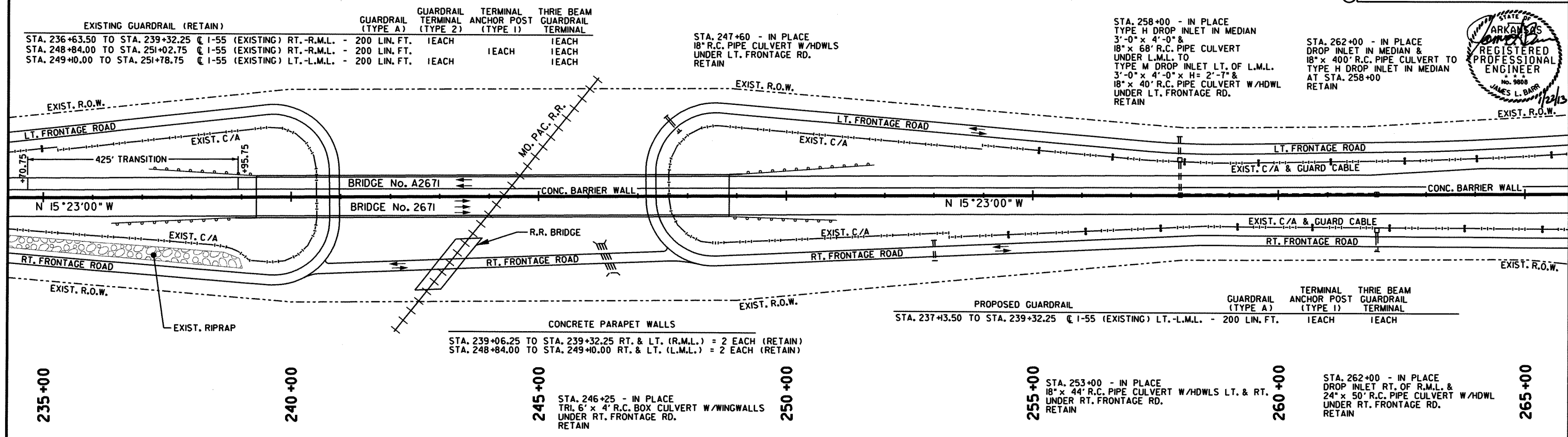
PROPOSED GUARDRAIL			
STATION	TYPE	LENGTH	REMARKS
STA. 40+50.39 TO STA. 42+69.14	LT.-RAMP	150 LIN. FT.	IEACH
STA. 40+50.39 TO STA. 42+69.14	RT.-RAMP	150 LIN. FT.	IEACH
STA. 223+25.00 TO STA. 225+75.00	LT.-RAMP	200 LIN. FT.	IEACH
STA. 223+25.00 TO STA. 225+75.00	RT.-RAMP	200 LIN. FT.	IEACH
STA. 228+00.00 TO STA. 230+25.00	LT.-RAMP	175 LIN. FT.	IEACH

EXISTING GUARDRAIL (RETAIN)			
STATION	TYPE	LENGTH	REMARKS
STA. 227+05.00 TO STA. 229+80.00	LT.-RAMP	225 LIN. FT.	IEACH

REMOVAL & DISPOSAL OF GUARDRAIL				GUARDRAIL (TYPE A)		TERMINAL ANCHOR POST (TYPE 1)	THRE BEAM GUARDRAIL TERMINAL	EXISTING BRIDGE ENDS				DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
STA. 237+3.50 TO STA. 239+32.25 @ I-55 (EXISTING) LT.-L.M.L. - 200 LIN. FT.						1 EACH	1 EACH	BRIDGE No. A2671	STA. 239+32.25 - STA. 248+84.00						6	ARK.			44	86
EXISTING GUARDRAIL (RETAIN)				GUARDRAIL (TYPE A)		GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)	THRE BEAM GUARDRAIL TERMINAL	STA. 247+60 - IN PLACE											
STA. 236+63.50 TO STA. 239+32.25 @ I-55 (EXISTING) RT.-R.M.L. - 200 LIN. FT.						1 EACH		1 EACH	18" R.C. PIPE CULVERT W/HDWLS UNDER LT. FRONTAGE RD. RETAIN											
STA. 248+84.00 TO STA. 251+02.75 @ I-55 (EXISTING) RT.-R.M.L. - 200 LIN. FT.																				
STA. 249+0.00 TO STA. 251+78.75 @ I-55 (EXISTING) LT.-L.M.L. - 200 LIN. FT.						1 EACH		1 EACH												

PLAN STA. 235+00 TO 295+00

REGISTERED PROFESSIONAL ENGINEER
 JAMES L. BARR
 No. 9868
 1/21/13



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO109	50	66
PLAN STA. 295+00 TO 355+00								

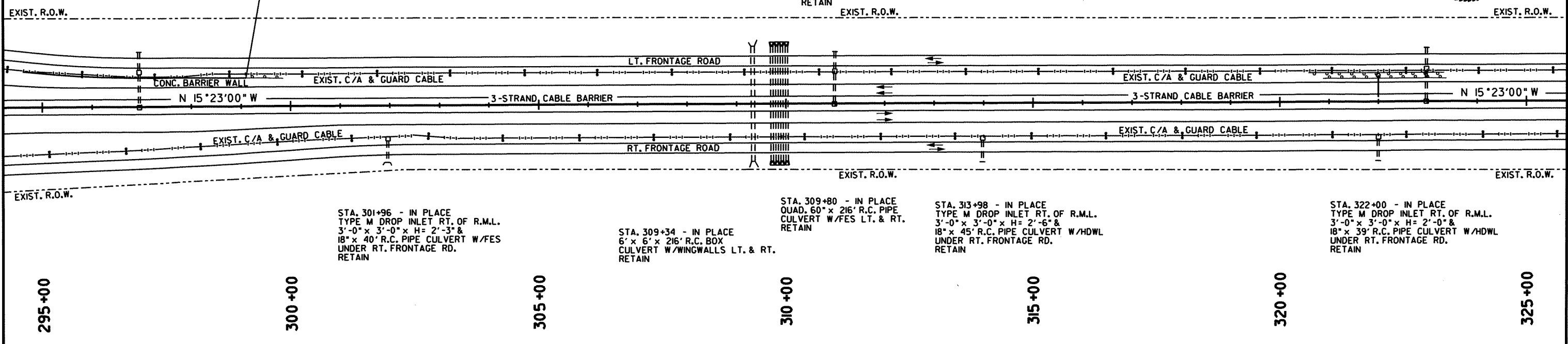


STA. 296+96 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" x 103' R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE M DROP INLET LT. OF L.M.L.
3'-0" x 3'-0" x H= 2'-1" &
18" x 36' R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD.
RETAIN

EXISTING GUARDRAIL (RETAIN)	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
STA. 299+11.00 TO STA. 299+86.00	1-55 (EXISTING) LT.-L.M.L. - 25 LIN. FT.	1 EACH	1 EACH
STA. 321+38.00 TO STA. 323+88.00	1-55 (EXISTING) LT.-L.M.L. - 200 LIN. FT.	1 EACH	1 EACH
STA. 321+08.00 TO STA. 323+58.00	1-55 (EXISTING) LT.-L.M.L. - 200 LIN. FT.	1 EACH	1 EACH

STA. 310+98 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" x 64' R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE M DROP INLET LT. OF L.M.L.
3'-0" x 4'-0" x H= 2'-0" &
18" x 37' R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD.
RETAIN

STA. 322+98 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" x 59' R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE M DROP INLET LT. OF L.M.L.
3'-0" x 4'-0" x H= 2'-2" &
18" x 37' R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD.
RETAIN



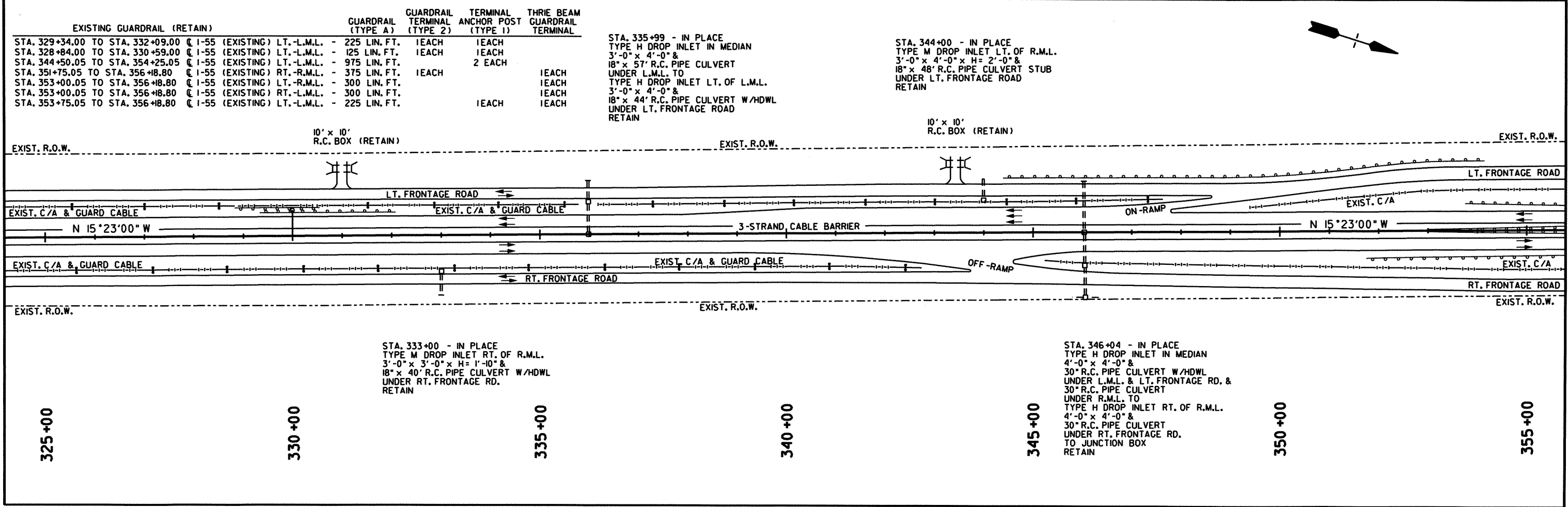
STA. 301+96 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H= 2'-3" &
18" x 40' R.C. PIPE CULVERT W/FES
UNDER RT. FRONTAGE RD.
RETAIN

STA. 309+34 - IN PLACE
6' x 6' x 216' R.C. BOX
CULVERT W/WINGWALLS LT. & RT.
RETAIN

STA. 309+80 - IN PLACE
QUAD. 60' x 216' R.C. PIPE
CULVERT W/FES LT. & RT.
RETAIN

STA. 313+98 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H= 2'-6" &
18" x 45' R.C. PIPE CULVERT W/HDWL
UNDER RT. FRONTAGE RD.
RETAIN

STA. 322+00 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H= 2'-0" &
18" x 39' R.C. PIPE CULVERT W/HDWL
UNDER RT. FRONTAGE RD.
RETAIN



EXISTING GUARDRAIL (RETAIN)	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)	THREE BEAM GUARDRAIL TERMINAL
STA. 329+34.00 TO STA. 332+09.00	1-55 (EXISTING) LT.-L.M.L. - 225 LIN. FT.	1 EACH	1 EACH	
STA. 328+84.00 TO STA. 330+59.00	1-55 (EXISTING) LT.-L.M.L. - 125 LIN. FT.	1 EACH	1 EACH	
STA. 344+50.05 TO STA. 354+25.05	1-55 (EXISTING) LT.-L.M.L. - 975 LIN. FT.		2 EACH	
STA. 351+75.05 TO STA. 356+18.80	1-55 (EXISTING) RT.-R.M.L. - 375 LIN. FT.	1 EACH		1 EACH
STA. 353+00.05 TO STA. 356+18.80	1-55 (EXISTING) LT.-R.M.L. - 300 LIN. FT.			1 EACH
STA. 353+00.05 TO STA. 356+18.80	1-55 (EXISTING) RT.-L.M.L. - 300 LIN. FT.			1 EACH
STA. 353+75.05 TO STA. 356+18.80	1-55 (EXISTING) LT.-L.M.L. - 225 LIN. FT.		1 EACH	1 EACH

STA. 335+99 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" x 57' R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE H DROP INLET LT. OF L.M.L.
3'-0" x 4'-0" &
18" x 44' R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE ROAD
RETAIN

STA. 344+00 - IN PLACE
TYPE M DROP INLET LT. OF R.M.L.
3'-0" x 4'-0" x H= 2'-0" &
18" x 48' R.C. PIPE CULVERT STUB
UNDER LT. FRONTAGE ROAD
RETAIN

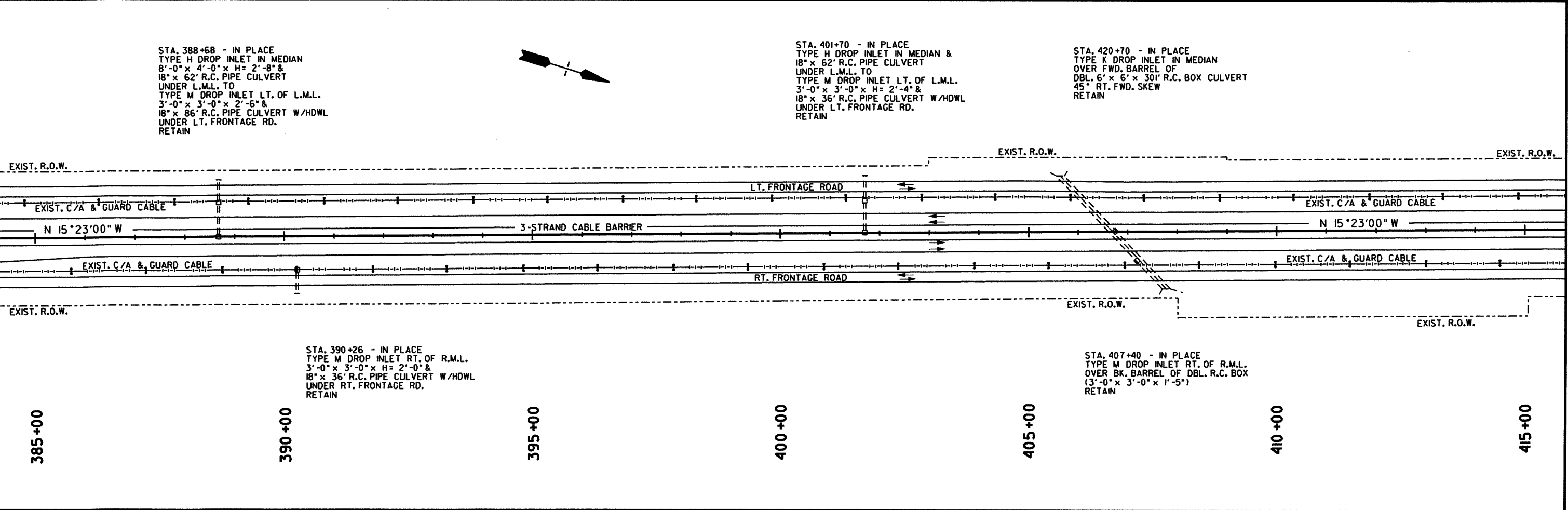
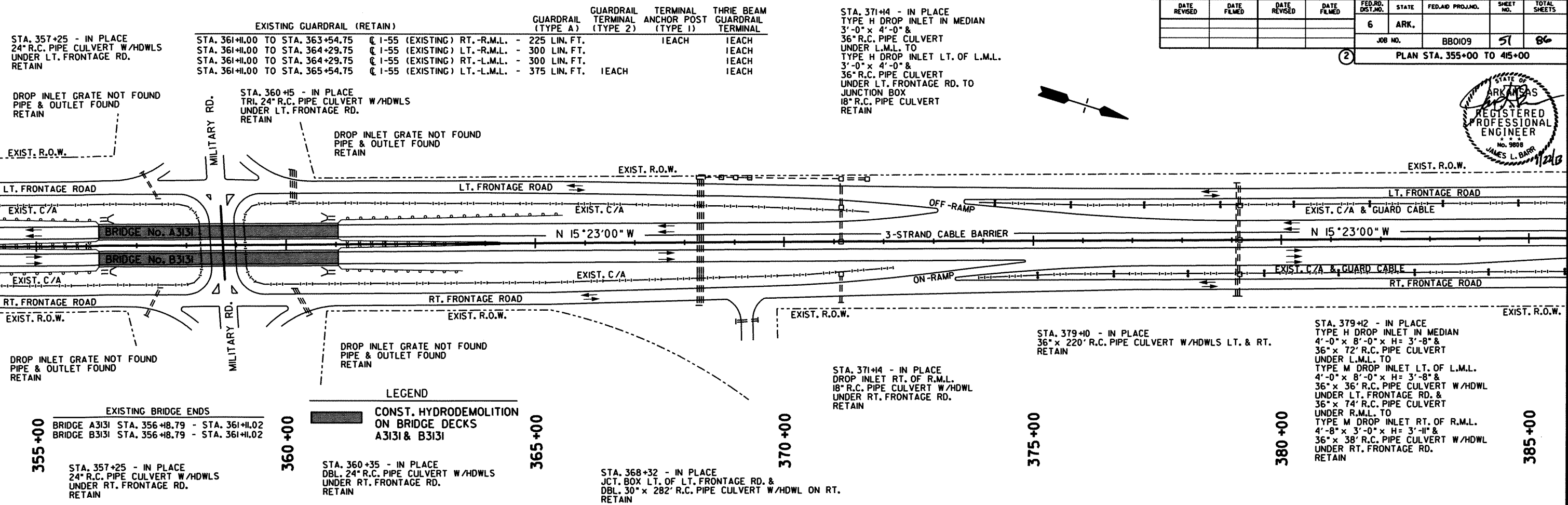
10' x 10'
R.C. BOX (RETAIN)

10' x 10'
R.C. BOX (RETAIN)

STA. 333+00 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H= 1'-10" &
18" x 40' R.C. PIPE CULVERT W/HDWL
UNDER RT. FRONTAGE RD.
RETAIN

STA. 346+04 - IN PLACE
TYPE H DROP INLET IN MEDIAN
4'-0" x 4'-0" &
30" R.C. PIPE CULVERT W/HDWL
UNDER L.M.L. & LT. FRONTAGE RD. &
30" R.C. PIPE CULVERT
UNDER R.M.L. TO
TYPE H DROP INLET RT. OF R.M.L.
4'-0" x 4'-0" &
30" R.C. PIPE CULVERT
UNDER RT. FRONTAGE RD.
TO JUNCTION BOX
RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		51	86
				JOB NO.	BBO109			
				PLAN STA. 355+00 TO 415+00				

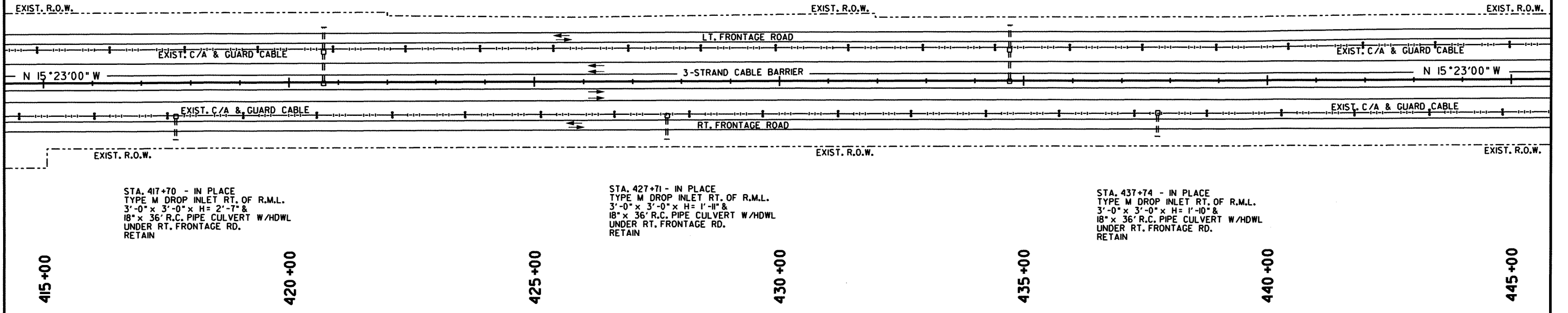


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO109	52	86
				PLAN STA. 415+00 TO 475+00				



STA. 420+70 - IN PLACE
 TYPE H DROP INLET IN MEDIAN
 3'-0" x 4'-0" &
 18" x 54' R.C. PIPE CULVERT
 UNDER L.M.L. TO
 TYPE M DROP INLET LT. OF L.M.L.
 3'-0" x 4'-0" x H= 2'-8" &
 18" x 40' R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD.
 RETAIN

STA. 434+71 - IN PLACE
 TYPE H DROP INLET IN MEDIAN
 3'-0" x 4'-0" &
 18" x 59' R.C. PIPE CULVERT
 UNDER L.M.L. TO
 TYPE M DROP INLET LT. OF L.M.L.
 3'-0" x 3'-0" x H= 3'-1" &
 18" x 40' R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD.
 RETAIN



STA. 417+70 - IN PLACE
 TYPE M DROP INLET RT. OF R.M.L.
 3'-0" x 3'-0" x H= 2'-7" &
 18" x 36' R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE RD.
 RETAIN

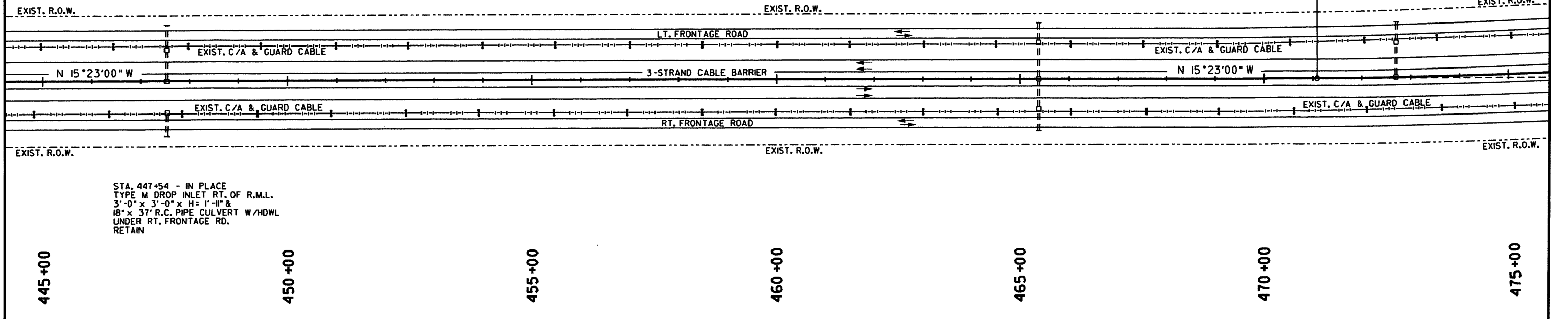
STA. 427+71 - IN PLACE
 TYPE M DROP INLET RT. OF R.M.L.
 3'-0" x 3'-0" x H= 1'-11" &
 18" x 36' R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE RD.
 RETAIN

STA. 437+74 - IN PLACE
 TYPE M DROP INLET RT. OF R.M.L.
 3'-0" x 3'-0" x H= 1'-10" &
 18" x 36' R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE RD.
 RETAIN

STA. 447+54 - IN PLACE
 TYPE H DROP INLET IN MEDIAN
 3'-0" x 4'-0" &
 18" x 62' R.C. PIPE CULVERT
 UNDER L.M.L. TO
 TYPE M DROP INLET LT. OF L.M.L.
 3'-0" x 3'-0" x H= 2'-5" &
 18" x 39' R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD.
 RETAIN

STA. 465+38 - IN PLACE
 TYPE H DROP INLET IN MEDIAN
 4'-8" x 4'-0" &
 36" x 62' R.C. PIPE CULVERT
 UNDER L.M.L. TO
 TYPE M DROP INLET LT. OF L.M.L.
 4'-8" x 4'-0" x H= 3'-6" &
 36" x 36' R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD. &
 36" x 62' R.C. PIPE CULVERT
 UNDER R.M.L. TO
 TYPE M DROP INLET RT. OF R.M.L.
 4'-8" x 4'-0" x H= 3'-11" &
 36" x 36' R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE RD.
 RETAIN

STA. 472+70 - IN PLACE
 TYPE H DROP INLET IN MEDIAN
 3'-0" x 4'-0" &
 18" x 61' R.C. PIPE CULVERT
 UNDER L.M.L. TO
 TYPE M DROP INLET LT. OF L.M.L.
 3'-0" x 3'-0" x H= 2'-10" &
 18" x 39' R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD.
 RETAIN



STA. 447+54 - IN PLACE
 TYPE M DROP INLET RT. OF R.M.L.
 3'-0" x 3'-0" x H= 1'-11" &
 18" x 37' R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE RD.
 RETAIN

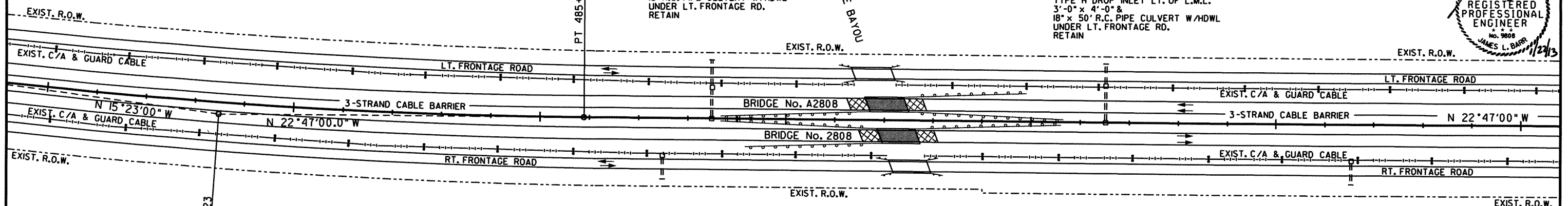
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		53	86
				JOB NO. BB0109				
				PLAN STA. 475+00 TO 535+00				



EXISTING GUARDRAIL (RETAIN)	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRE BEAM GUARDRAIL TERMINAL
STA. 489+7.25 TO STA. 491+86.00 @ 1-55 (EXISTING) RT.-R.M.L. - 200 LIN. FT.		1EACH	1EACH
STA. 488+67.25 TO STA. 491+86.00 @ 1-55 (EXISTING) LT.-R.M.L. - 300 LIN. FT.			1EACH
STA. 488+72.25 TO STA. 491+66.00 @ 1-55 (EXISTING) RT.-L.M.L. - 275 LIN. FT.			1EACH
STA. 492+67.00 TO STA. 495+60.75 @ 1-55 (EXISTING) LT.-R.M.L. - 275 LIN. FT.			1EACH
STA. 492+47.00 TO STA. 495+65.75 @ 1-55 (EXISTING) RT.-L.M.L. - 300 LIN. FT.			1EACH
STA. 492+47.00 TO STA. 494+90.75 @ 1-55 (EXISTING) LT.-L.M.L. - 175 LIN. FT.		1EACH	1EACH

STA. 488+49 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE H DROP INLET LT. OF L.M.L.
3'-0" x 4'-0" &
18" R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD.
RETAIN

STA. 496+52 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" x 62" R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE H DROP INLET LT. OF L.M.L.
3'-0" x 4'-0" &
18" x 50" R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD.
RETAIN



① MEDIAN 1-55 (EXISTING)
P.I. = 478+50.23
N = 12807002.0929
E = 2470682.0302
DELTA = 7°24' LT
DOC = 0°30'
T = 741.03'
L = 1480.00'
P.C. = 471+09.20
P.T. = 485+89.20
NO SUPER
(70 MPH)

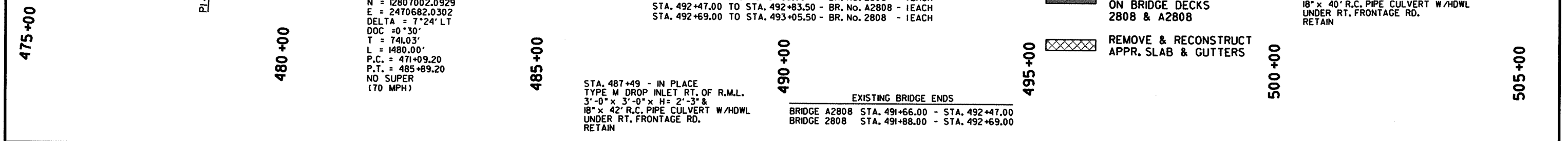
REMOVAL & DISPOSAL OF APPROACH SLABS & GUTTERS
STA. 491+29.50 TO STA. 491+66.00 - BR. No. A2808 - 1EACH
STA. 491+51.50 TO STA. 491+88.00 - BR. No. 2808 - 1EACH
STA. 492+47.00 TO STA. 492+83.50 - BR. No. A2808 - 1EACH
STA. 492+69.00 TO STA. 493+05.50 - BR. No. 2808 - 1EACH

LEGEND

STA. 501+54 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H = 2'-6" &
18" x 40" R.C. PIPE CULVERT W/HDWL
UNDER RT. FRONTAGE RD.
RETAIN

STA. 487+49 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H = 2'-3" &
18" x 42" R.C. PIPE CULVERT W/HDWL
UNDER RT. FRONTAGE RD.
RETAIN

EXISTING BRIDGE ENDS
BRIDGE A2808 STA. 491+66.00 - STA. 492+47.00
BRIDGE 2808 STA. 491+88.00 - STA. 492+69.00



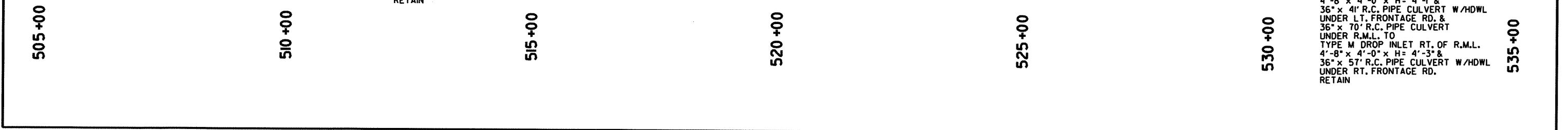
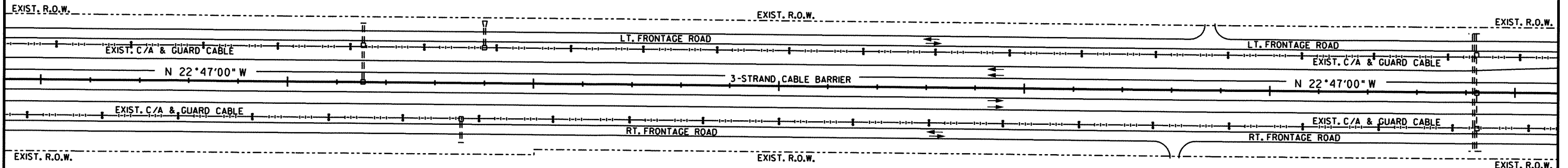
STA. 511+53 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" x 62" R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE M DROP INLET LT. OF L.M.L.
3'-0" x 3'-0" x H = 2'-0" &
18" x 42" R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD.
RETAIN

STA. 514+00 - IN PLACE
TYPE M DROP INLET LT. OF L.M.L.
3'-0" x 3'-0" x H = 1'-8" &
18" x 34" R.C. PIPE CULVERT W/FES
UNDER LT. FRONTAGE RD. WITH
RETAIN

STA. 534+8 - IN PLACE
36" x 240" R.C. PIPE CULVERT W/HDWLS LT. & RT.
RETAIN

STA. 513+54 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H = 2'-10" &
18" x 34" R.C. PIPE CULVERT W/HDWL
UNDER RT. FRONTAGE RD.
RETAIN

STA. 534+8 - IN PLACE
TYPE H DROP INLET IN MEDIAN
4'-8" x 4'-0" &
36" x 70" R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE M DROP INLET LT. OF L.M.L.
4'-8" x 4'-0" x H = 4'-1" &
36" x 41" R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD. &
36" x 70" R.C. PIPE CULVERT
UNDER R.M.L. TO
TYPE M DROP INLET RT. OF R.M.L.
4'-8" x 4'-0" x H = 4'-3" &
36" x 57" R.C. PIPE CULVERT W/HDWL
UNDER RT. FRONTAGE RD.
RETAIN

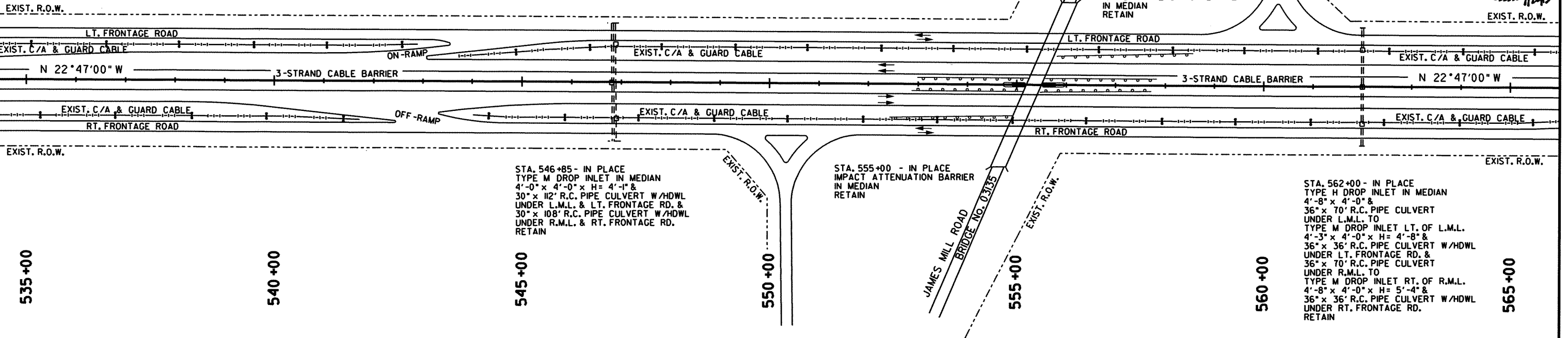


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109		54	86
PLAN STA. 535+00 TO 595+00								



EXISTING GUARDRAIL (RETAIN)	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
STA. 552+39.5 TO STA. 554+89.50 @ I-55 (EXISTING) RT.-R.M.L. - 200 LIN. FT.	IEACH		
STA. 553+00.00 TO STA. 557+50.00 @ I-55 (EXISTING) LT.-R.M.L. - 400 LIN. FT.	IEACH		IEACH
STA. 553+00.00 TO STA. 557+50.00 @ I-55 (EXISTING) RT.-L.M.L. - 400 LIN. FT.	IEACH		IEACH
STA. 555+89.50 TO STA. 556+64.50 @ I-55 (EXISTING) LT.-L.M.L. - 225 LIN. FT.	IEACH		

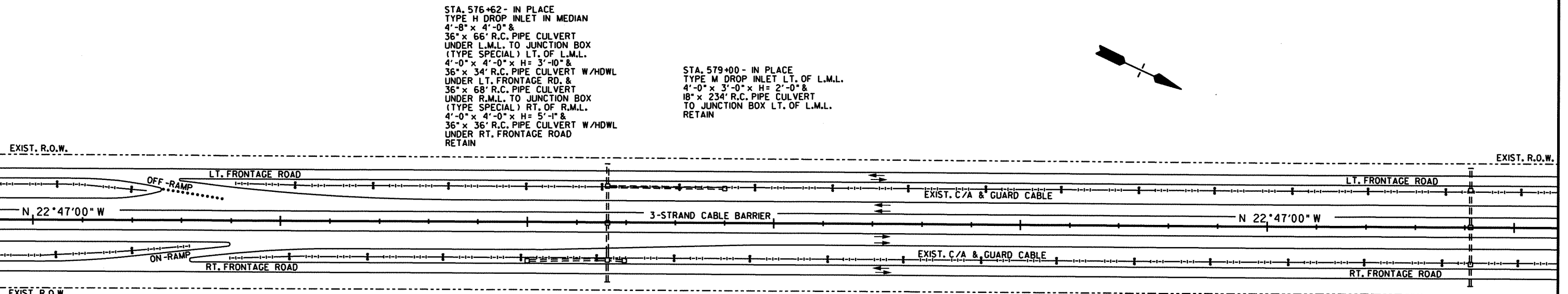
STA. 546+87- IN PLACE
 TYPE M DROP INLET LT. OF L.M.L.
 4'-0" x 8'-0" x H= 3'-4" &
 30" x 38" R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD. &
 30" x 104" R.C. PIPE CULVERT
 UNDER L.M.L. & R.M.L. TO
 TYPE M DROP INLET RT. OF R.M.L.
 4'-0" x 3'-0" x H= 3'-7" &
 30" x 38" R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE RD.
 RETAIN



STA. 546+85- IN PLACE
 TYPE M DROP INLET IN MEDIAN
 4'-0" x 4'-0" x H= 4'-1" &
 30" x 112" R.C. PIPE CULVERT W/HDWL
 UNDER L.M.L. & LT. FRONTAGE RD. &
 30" x 108" R.C. PIPE CULVERT W/HDWL
 UNDER R.M.L. & RT. FRONTAGE RD.
 RETAIN

STA. 555+00 - IN PLACE
 IMPACT ATTENUATION BARRIER
 IN MEDIAN
 RETAIN

STA. 562+00- IN PLACE
 TYPE H DROP INLET IN MEDIAN
 4'-8" x 4'-0" &
 36" x 70" R.C. PIPE CULVERT
 UNDER L.M.L. TO
 TYPE M DROP INLET LT. OF L.M.L.
 4'-3" x 4'-0" x H= 4'-8" &
 36" x 36" R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD. &
 36" x 70" R.C. PIPE CULVERT
 UNDER R.M.L. TO
 TYPE M DROP INLET RT. OF R.M.L.
 4'-8" x 4'-0" x H= 5'-4" &
 36" x 36" R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE RD.
 RETAIN



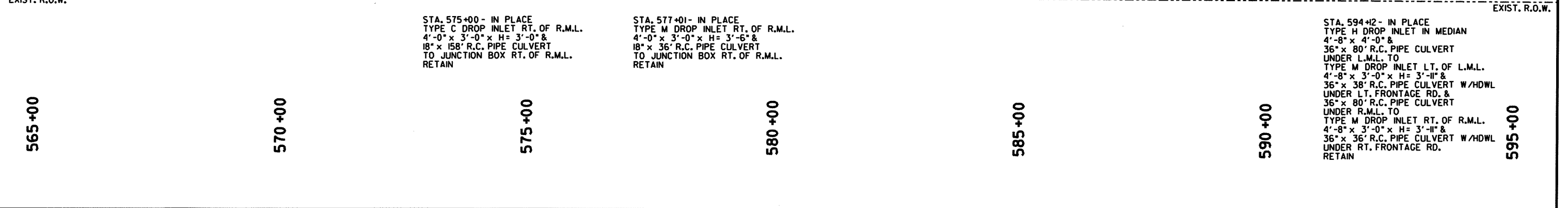
STA. 576+62- IN PLACE
 TYPE H DROP INLET IN MEDIAN
 4'-8" x 4'-0" &
 36" x 66" R.C. PIPE CULVERT
 UNDER L.M.L. TO JUNCTION BOX
 (TYPE SPECIAL) LT. OF L.M.L.
 4'-0" x 4'-0" x H= 3'-10" &
 36" x 34" R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD. &
 36" x 68" R.C. PIPE CULVERT
 UNDER R.M.L. TO JUNCTION BOX
 (TYPE SPECIAL) RT. OF R.M.L.
 4'-0" x 4'-0" x H= 5'-1" &
 36" x 36" R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE ROAD
 RETAIN

STA. 579+00- IN PLACE
 TYPE M DROP INLET LT. OF L.M.L.
 4'-0" x 3'-0" x H= 2'-0" &
 18" x 234" R.C. PIPE CULVERT
 TO JUNCTION BOX LT. OF L.M.L.
 RETAIN

STA. 575+00 - IN PLACE
 TYPE C DROP INLET RT. OF R.M.L.
 4'-0" x 3'-0" x H= 3'-0" &
 18" x 158" R.C. PIPE CULVERT
 TO JUNCTION BOX RT. OF R.M.L.
 RETAIN

STA. 577+01- IN PLACE
 TYPE M DROP INLET RT. OF R.M.L.
 4'-0" x 3'-0" x H= 3'-6" &
 18" x 36" R.C. PIPE CULVERT
 TO JUNCTION BOX RT. OF R.M.L.
 RETAIN

STA. 594+12- IN PLACE
 TYPE H DROP INLET IN MEDIAN
 4'-8" x 4'-0" &
 36" x 80" R.C. PIPE CULVERT
 UNDER L.M.L. TO
 TYPE M DROP INLET LT. OF L.M.L.
 4'-8" x 3'-0" x H= 3'-11" &
 36" x 38" R.C. PIPE CULVERT W/HDWL
 UNDER LT. FRONTAGE RD. &
 36" x 80" R.C. PIPE CULVERT
 UNDER R.M.L. TO
 TYPE M DROP INLET RT. OF R.M.L.
 4'-8" x 3'-0" x H= 3'-11" &
 36" x 36" R.C. PIPE CULVERT W/HDWL
 UNDER RT. FRONTAGE RD.
 RETAIN



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO109	55	86	

PLAN STA. 595+00 TO 620+00



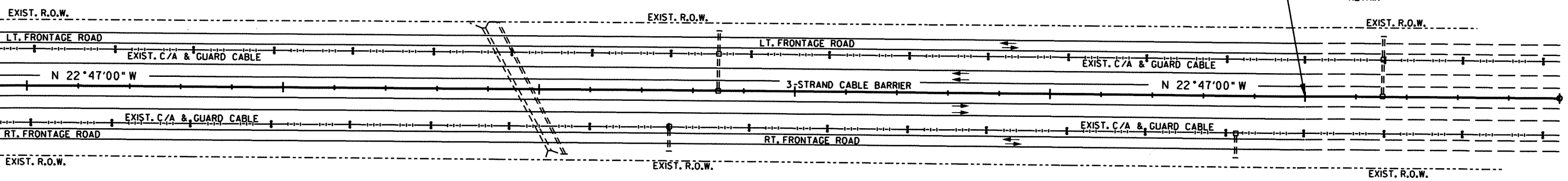
STA. 620+00.00
END JOB BBO109

STA. 604+56 - IN PLACE
6' x 6' x 25' R.C. BOX CULVERT
30° RT. FWD. SKEW W/WINGWALLS LT. & RT.
RETAIN

STA. 604+85 - IN PLACE
48" x 268' R.C. PIPE CULVERT
30° RT. FWD. SKEW W/HDWLS LT. & RT.
RETAIN

STA. 608+49 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" x 64' R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE M DROP INLET LT. OF L.M.L.
3'-0" x 3'-0" x H= 2'-0" &
18" x 38' R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD.
RETAIN

STA. 621+54 - IN PLACE
TYPE H DROP INLET IN MEDIAN
3'-0" x 4'-0" &
18" x 65' R.C. PIPE CULVERT
UNDER L.M.L. TO
TYPE M DROP INLET LT. OF L.M.L.
3'-0" x 4'-0" x H= 2'-1" &
18" x 39' R.C. PIPE CULVERT W/HDWL
UNDER LT. FRONTAGE RD.
RETAIN

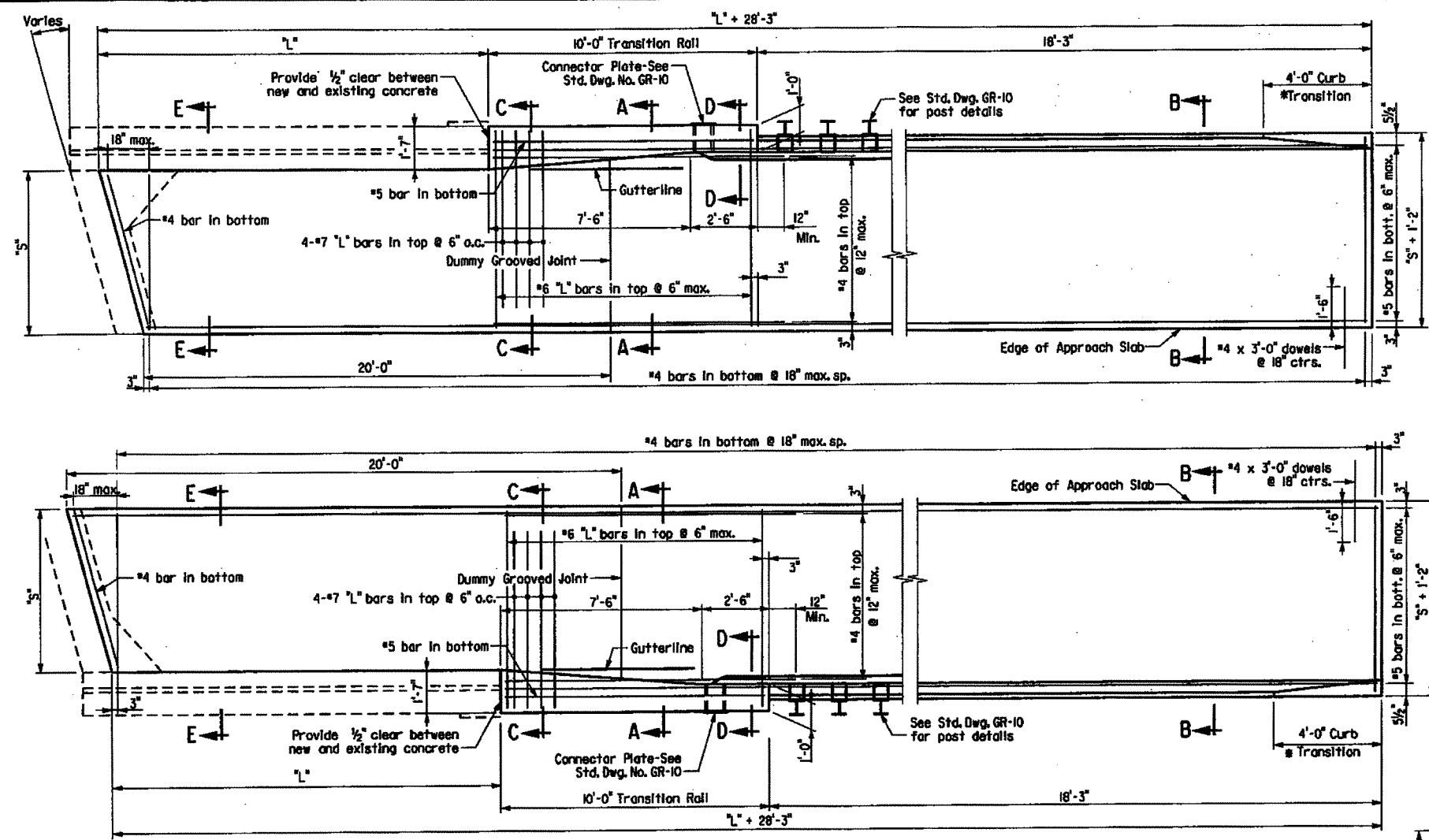


STA. 607+54 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H= 3'-0" &
18" x 40' R.C. PIPE CULVERT W/HDWL
UNDER RT. FRONTAGE RD.
RETAIN

STA. 618+60 - IN PLACE
TYPE M DROP INLET RT. OF R.M.L.
3'-0" x 3'-0" x H= 2'-2" &
18" x 35' R.C. PIPE CULVERT
UNDER RT. FRONTAGE RD. W/HDWL
RETAIN

595+00 600+00 605+00 610+00 615+00 620+00 625+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		56	80
				JOB NO.		BB0109		56
				06102, 06103		TYPE P-2 APPROX. GUTTER		53540

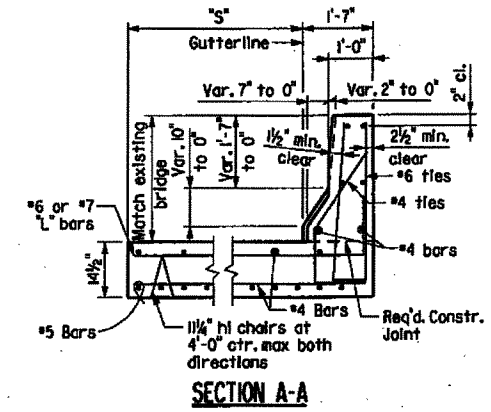


NOTE: "S" = Distance from gutterline to edge of shoulder or edge of approach slab, if present, but in no case less than 3'-0".

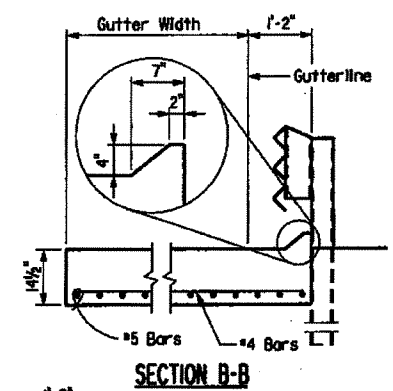
PLAN - SKEWED BRIDGE

NOTE: C.L. Ramp is on a 3°00' curve. Longitudinal lines shall be constructed on curves concentric to C.L. Ramp.

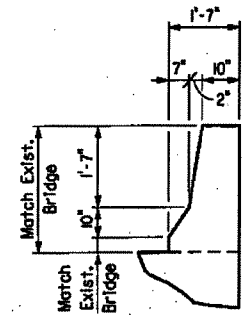
*Construct curb with height transition as shown. If drop inlet is not used at end of gutter, construct curb full height (no height transition) if drop inlet is used at end of gutter. Curb height transition placed on drop inlet. See drop inlet details.



SECTION A-A

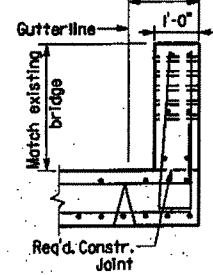


SECTION B-B



SECTION C-C

At End of Transition Roll



SECTION D-D

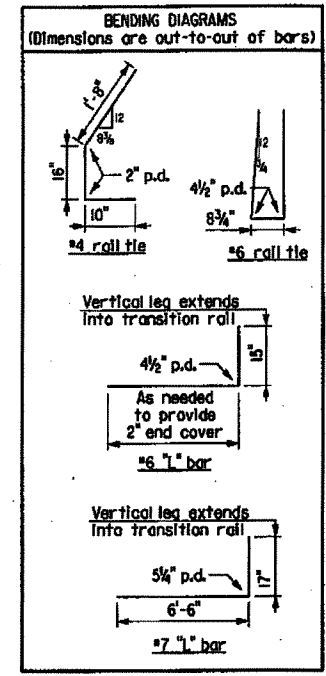
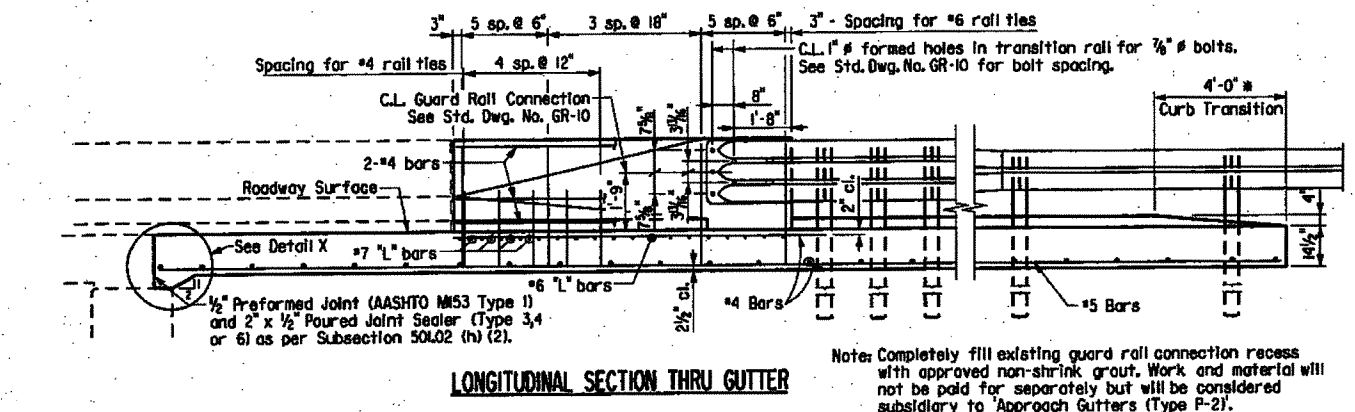


TABLE OF QUANTITIES FOR APPROACH GUTTERS

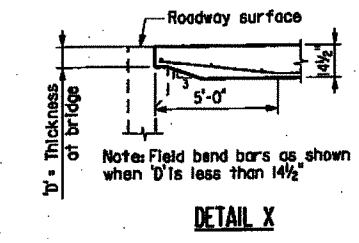
Bridge	Location	"S"	"L"	Reinforcing Steel (lbs.)	Concrete (c.y.)
06102	Bent 1	6'	15'-7"	1,603	16.29
	Bent 5	10'	14'-6"	1,858	17.92
	Bent 5	6'	15'-2"	1,397	13.83
	Bent 5	10'	14'-10"	2,205	24.61
06103	Bent 1	6'	15'-3"	1,397	13.93
	Bent 1	10'	14'-7"	2,188	24.36
	Bent 4	6'	15'-6"	1,553	15.91
	Bent 4	10'	14'-6"	1,872	18.94

NOTE: "S" = Distance from gutterline to edge of shoulder or edge of approach slab, if present.

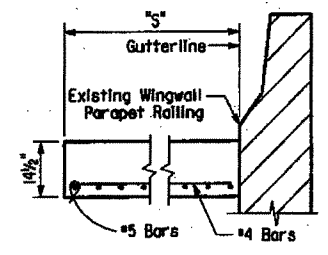


LONGITUDINAL SECTION THRU GUTTER

NOTE: Completely fill existing guard rail connection recess with approved non-shrink grout. Work and material will not be paid for separately but will be considered subsidiary to Approach Gutters (Type P-2).



DETAIL X



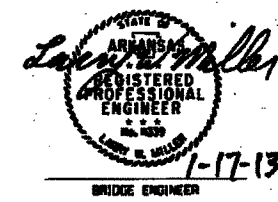
SECTION E-E

GENERAL NOTES

Concrete shall be Class S or Class S (AE) or mixture used for Portland Cement Concrete Pavement.
Reinforcing Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi). Fabricate bar lengths to provide 2" minimum cover at each end.
Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

DETAILS OF TYPE P-2 APPROACH GUTTER 1-40 - JERICO (S)

ROUTE 1-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



DRAWN BY: LLM DATE: 12-12 FILENAME: hbb0109_sag.dgn
CHECKED BY: SSP DATE: 12-12-12
DESIGNED BY: LLM DATE: 12-12 SCALE: None
BRIDGE NO. 06102, 06103 DRAWING NO. 53540

DATE REVISION	DATE FILMED	DATE REVISION	DATE FILMED	FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					6	APC		
				JOB NO.	BB0109		51	86
				A313, B313		VESLMC OVERLAY		53541

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 vehicles, equipment and/or materials on the subject bridges 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 1/2" 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 BB0109 "Hydrodemolition."

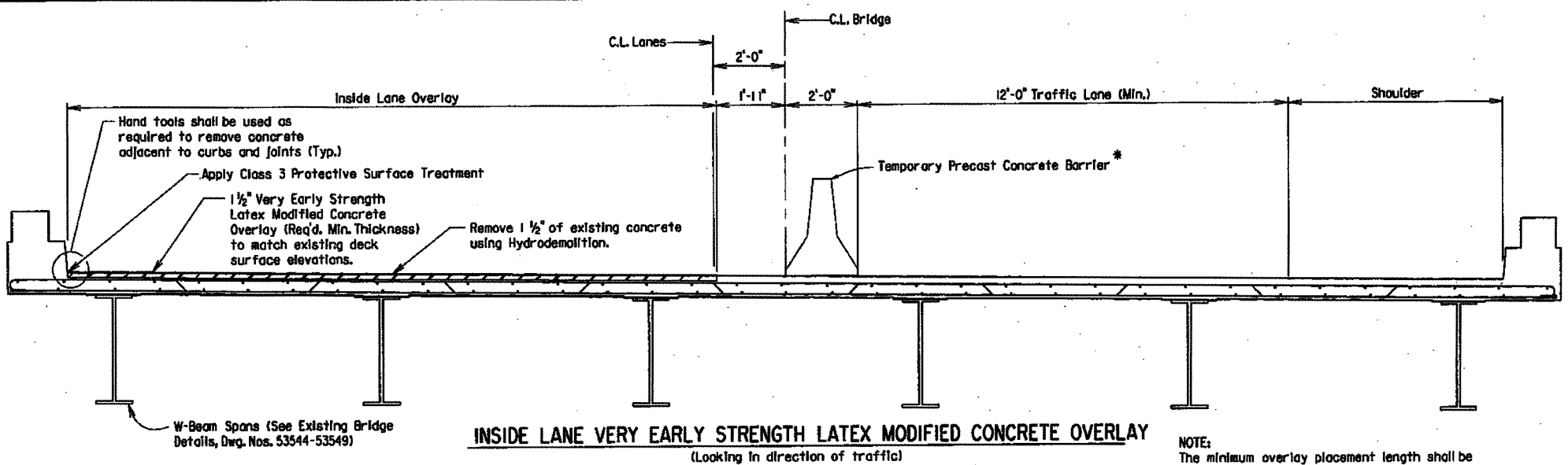
Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

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 BB0109 "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 1/2" 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 BB0109 "Very Early Strength Latex Modified Concrete Overlay (1/2" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1/2" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1/2" VESLMC Overlay. This area shall be measured and paid for as SP Job BB0109 "Very Early Strength Latex Modified Concrete (Variable Depth)" at the unit price bid for the item.

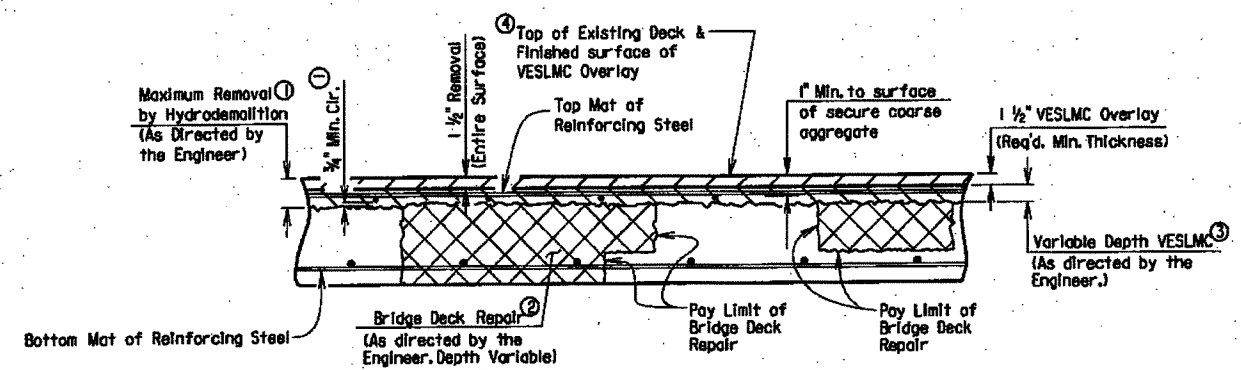
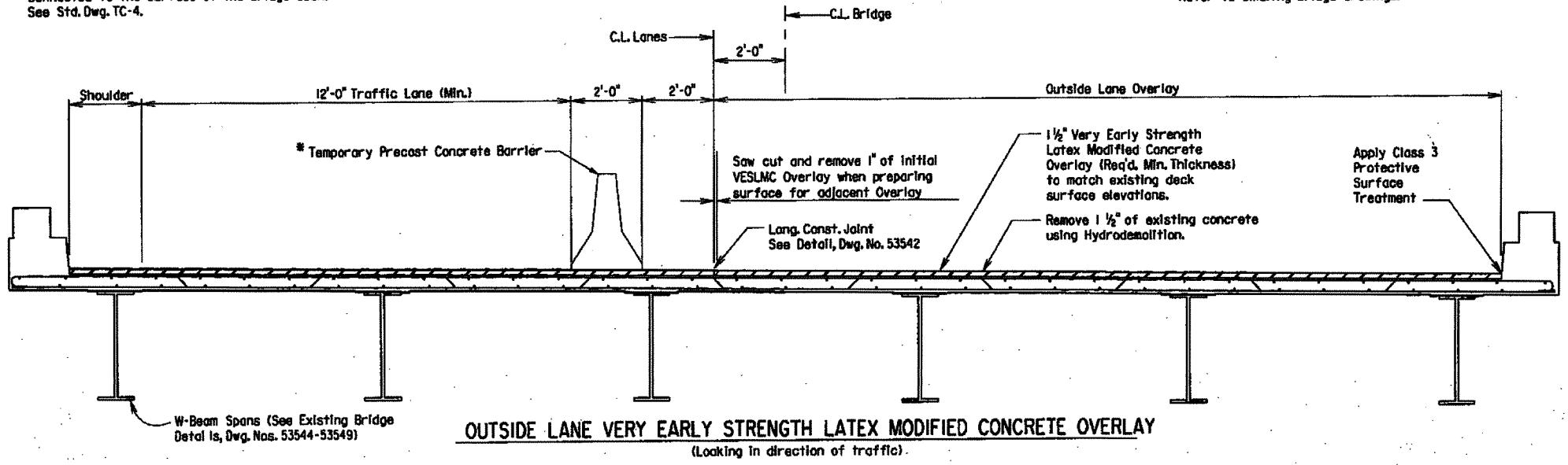
BRIDGE DECK: The VESLMC Overlay surface shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay".

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".



* Temporary Precast Concrete Barrier shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4.

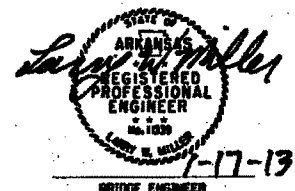
NOTE:
 The minimum overlay placement length shall be a full span on simple span bridges and to an existing slab joint on continuous unit bridges. Refer to existing bridge drawings.



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

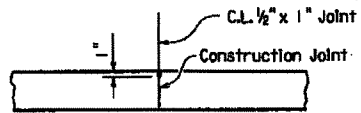
- ① Removal of unsound concrete beyond 1/2" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of 3/4" clearance below the bar.
- ② Areas requiring 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 1 1/2" cover to reinforcing steel.

SHEET 1 OF 3
 DETAILS OF VERY EARLY STRENGTH
 LATEX MODIFIED CONCRETE OVERLAY
 1-40 - JERICO (S)

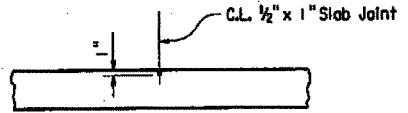


ROUTE 1-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: LJM DATE: 12-12 FILENAME: hbb0109.dwg
 CHECKED BY: SSP DATE: 12-12 SCALE: None
 DESIGNED BY: LJM DATE: 12-12
 BRIDGE NO. A313, B313 DRAWING NO. 53541

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0109		50	80
				A3131, B3132 VESLMC OVERLAY			53542	



Use 1/2" 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.

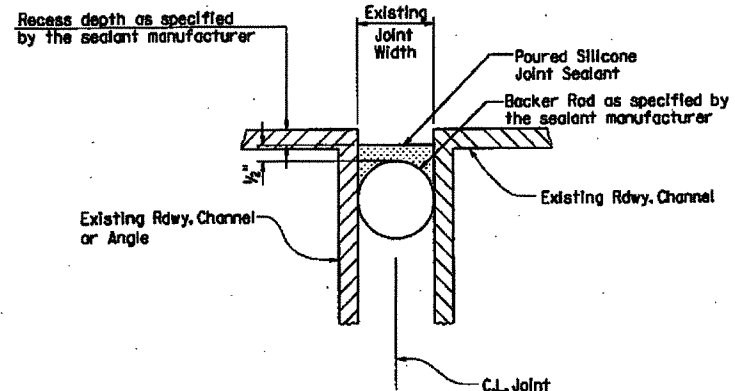


Use 1/2" x 1" Type 3, 4 or 6 Joint Sealer. See subsections 501.02 (h) and 501.05 (j). Backer rod shall not be installed. Joint Sealer shall be measured and paid for as VESLMC Overlay. Slab joints shall extend to the outside edge of the deck slab. Slab joints shall be placed at all pouring sequence construction 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.

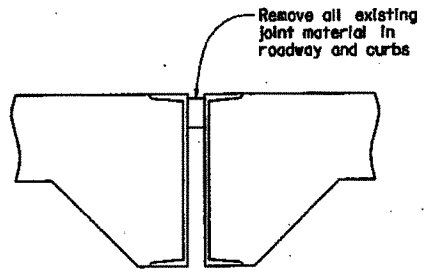
LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL
No Scale

OVERLAY JOINT DETAIL
No Scale

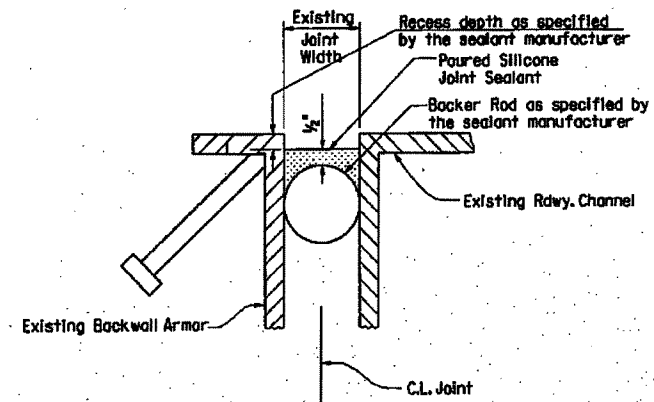


Notes: Backer rods shall be extended beyond the length of the poured joint in the initial joint rehabilitation area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint rehabilitation. Manufacturer's recommendations shall be followed to prevent sealant 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 details 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".

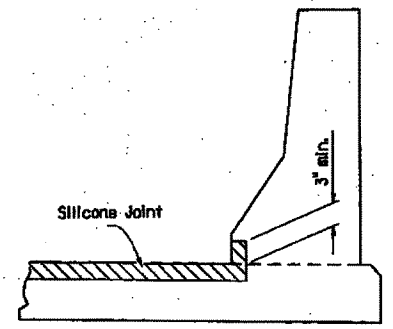
POURED SILICONE JOINT SEAL DETAILS
TYPE B JOINT REHABILITATION
No Scale



REMOVAL DETAILS AT INT. BENTS
TYPE B JOINT REHABILITATION
Scale: 1/2" = 1'-0"

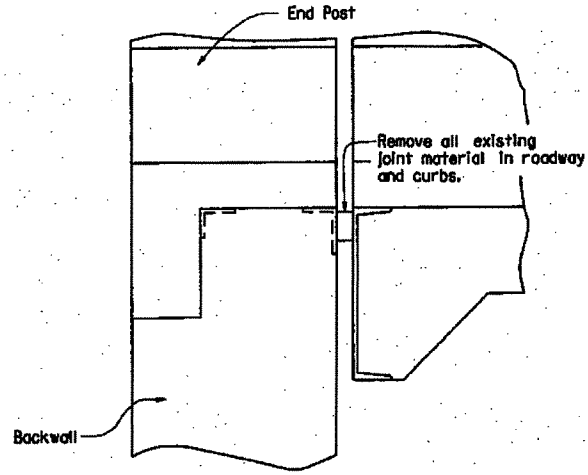


POURED SILICONE JOINT SEAL DETAILS
AT END BENTS
No Scale



Note: Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.

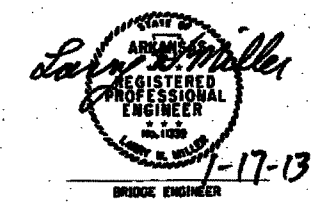
JOINT SEAL PLACEMENT AT CURB
No Scale



REMOVAL DETAILS AT END BENTS
TYPE B JOINT REHABILITATION
No Scale

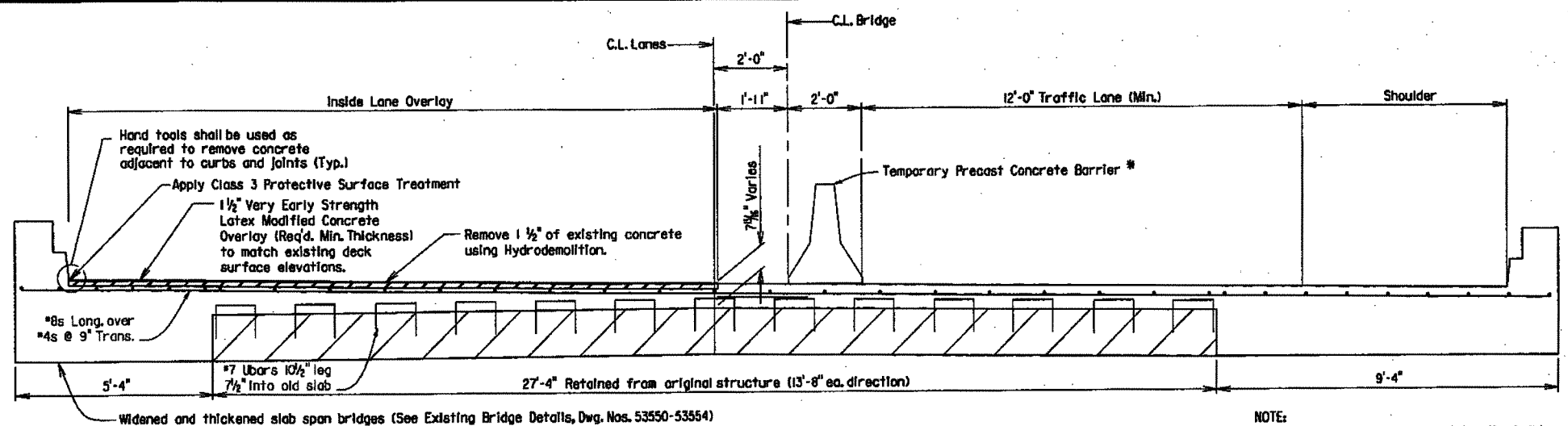
SHEET 2 OF 3
DETAILS OF VERY EARLY STRENGTH
LATEX MODIFIED CONCRETE OVERLAY
I-40 - JERICHO (S)

ROUTE I-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.



DRAWN BY: LM DATE: 11-12 FILENAME: hbb0109_d2.dgn
CHECKED BY: SSP DATE: 12-12-12 SCALE: As Shown
DESIGNED BY: LM DATE: 11-12
BRIDGE NO. A3131, B3131 DRAWING NO. 53542

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				5	ARK.			
				JOB NO.		BB0109	59	80
				02808, A2808	VESLMC OVERLAY			53543



INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

If the hydrodemolition equipment blows through the deck, that area shall be the responsibility of the Contractor and shall be repaired at the Contractor's expense. The Contractor shall provide a method of handling unexpected blow through of the deck.

Bridge No. 02808 (Looking in direction of traffic)
 Bridge NO. A2808 (Reverse - looking in direction of traffic)

NOTE:
 The minimum overlay placement length shall be a full span on simple span bridges and to an existing slab joint on continuous unit bridges. Refer to existing bridge drawings.

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 1 1/2" 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 BB0109 'Hydrodemolition'.

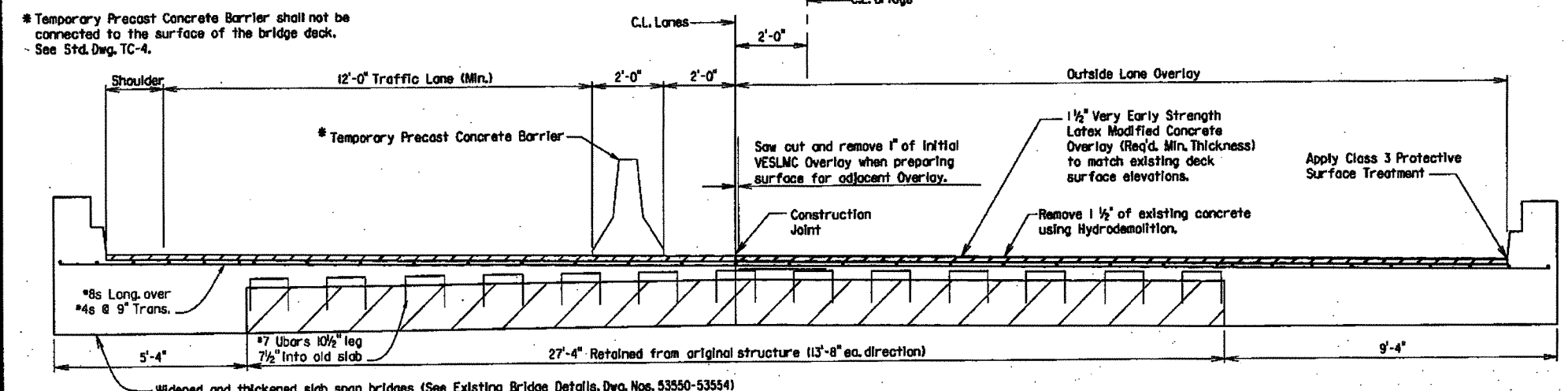
Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

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 1 1/2" 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 BB0109 'Very Early Strength Latex Modified Concrete Overlay (1 1/2" Thick)'. Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1 1/2" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1 1/2" VESLMC Overlay. This area shall be measured and paid for as SP Job BB0109 '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'.

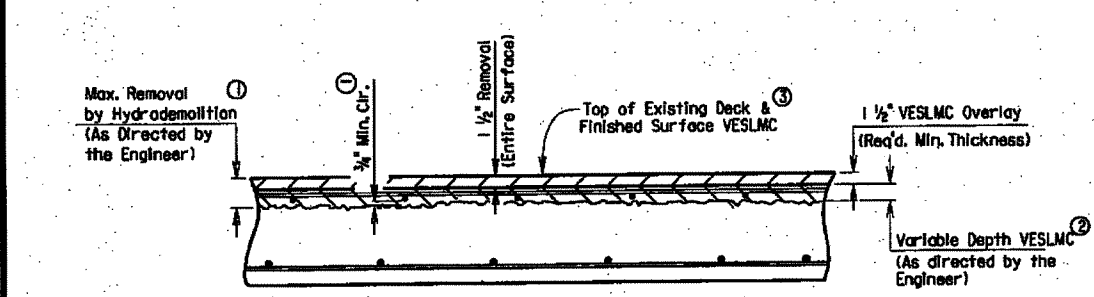
PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision 'Very Early Strength Latex Modified Concrete Overlay'.

TRANSVERSE JOINT REHABILITATION: After the placement of the VESLMC Overlay, the existing expansion joints at the intermediate bents shall be given a Type A Joint Rehabilitation as specified in Section 509.



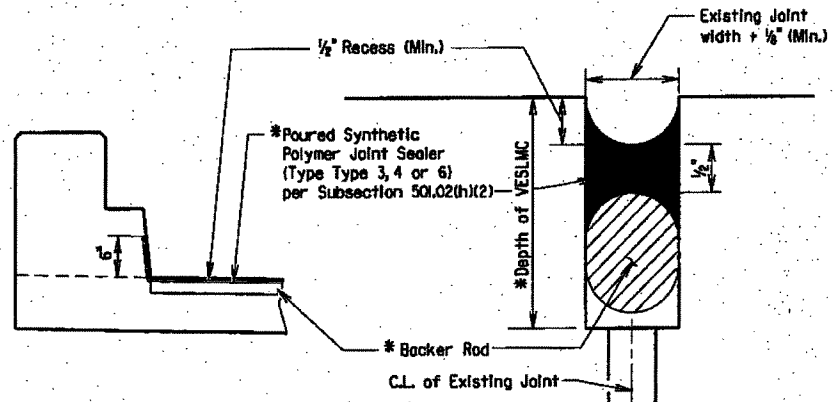
OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

Bridge No. 02808 (Looking in direction of traffic)
 Bridge NO. A2808 (Reverse - looking in direction of traffic)



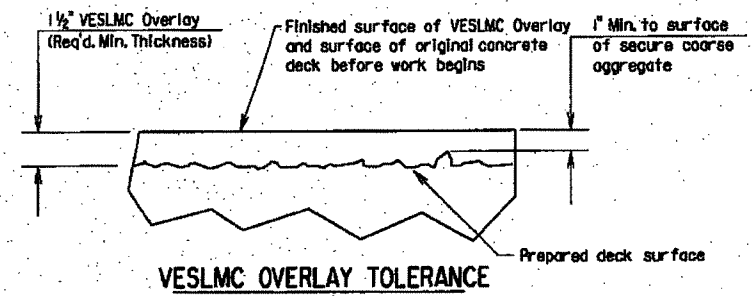
DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

- ① Removal of unsound concrete beyond 1 1/2" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and reinforcing steel is destroyed, then the concrete shall be removed to a minimum of 3/4" clearance below the bar.
- ② Depth Varies to achieve minimum clearance below top mat of reinforcing steel
- ③ Finished Surface of VESLMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required VESLMC Overlay thickness and 1 1/2" minimum cover to reinforcing steel.



DETAILS OF TYPE A JOINT REHABILITATION

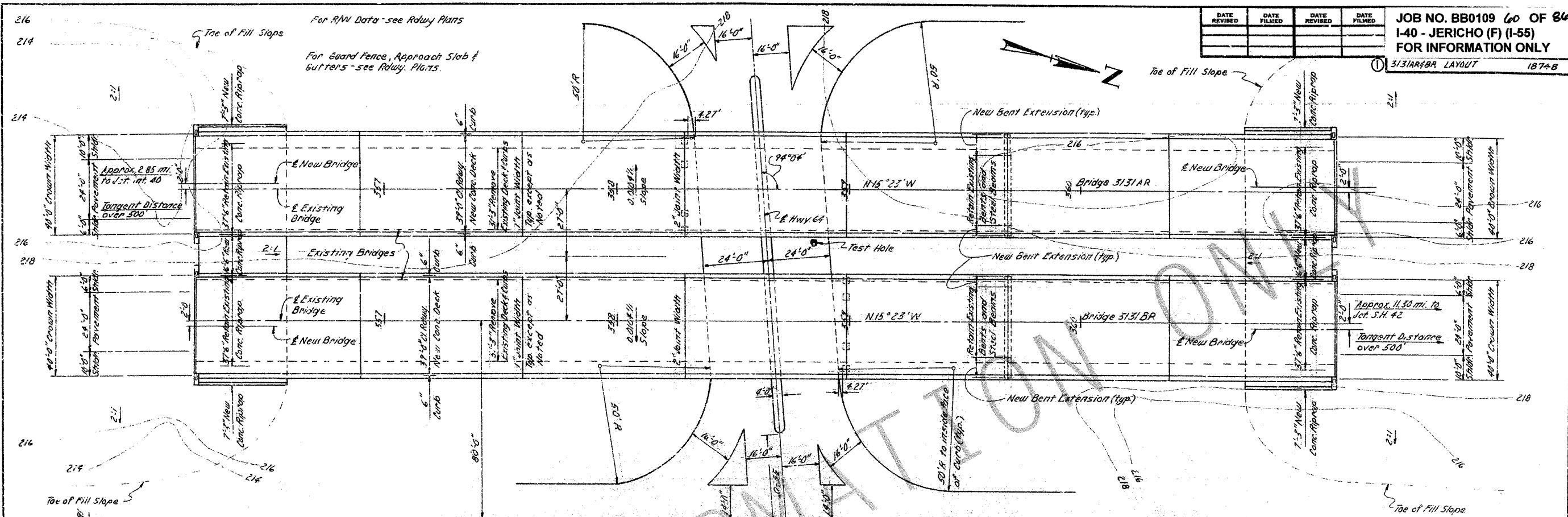
NOTE: Saw, cut or router ends of slab to achieve joint width as shown. Sawing beyond the face of curb is not required. See Section 509 for additional information & payment.
*** NOTE:** Depth of joint and joint installation shall be in accordance with manufacturer's recommendations.



**SHEET 3 OF 3
 DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
 I-40 - JERICO (S)**

ROUTE 1-55 SEC.
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: LLM DATE: 11-12 FILENAME: hbb0109_d3.dgn
 CHECKED BY: SSP DATE: 12-12-12 SCALE: None
 DESIGNED BY: LLM DATE: 11-12
 BRIDGE NO. 02808, A2808 DRAWING NO. 53543

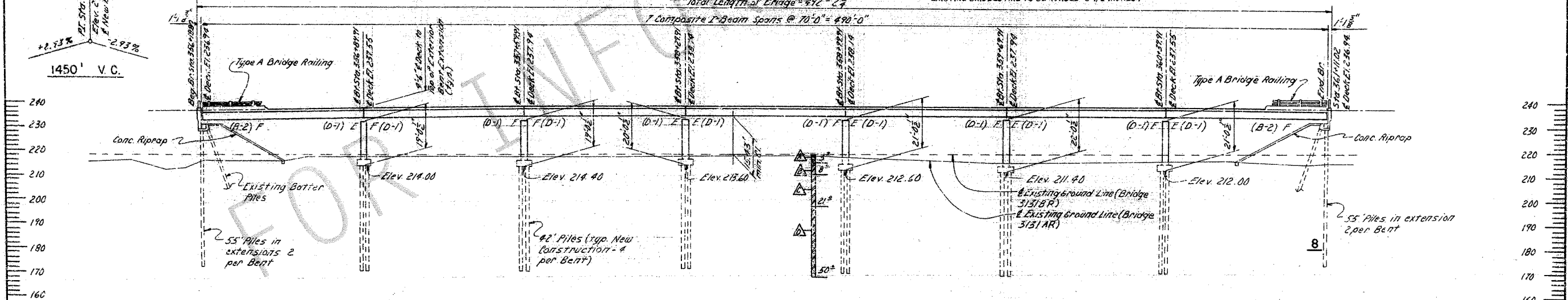
STATE OF ARKANSAS
 REGISTERED PROFESSIONAL ENGINEER
 LARRY MILLER
 1-17-13
 BRIDGE ENGINEER



THE WORK CONTEMPLATED CONSISTS OF RAISING AND WIDENING EXISTING BRIDGES NO. 3131AR & 3131BR IN ACCORDANCE WITH THESE PLANS AND SPECIAL PROVISION NO. 11829. EXISTING BRIDGES ARE TO BE RAISED 8-1/2 INCHES.

PLAN

Total Length of Bridge = 492'-2 1/2"
 1 Composite I-Beam Span @ 70'-0" = 490'-0"



ELEVATION

LAYOUT OF OVERPASSES
 OVER HWY. 64
 WEST MEMPHIS-CLARKDELA RECONSTRUCTION
 CRITTENDEN COUNTY
 ROUTE 55 SEC. 11
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

- BORING LEGEND**
- ▲ Gravel & Clay (Fill material)
 - ▲ Med Firm Blue Sandy Clay
 - ▲ Med Soft Brown Clay
 - ▲ Soft Gray Sandy Clay & silt (Fine)

Note
 New & of Bridges 3131AR & BR are at the same Elevations.
 All Deck Elevations are at the & of New Bridges.

GENERAL NOTES

BENCH MARK: "a" CUT IN CONCRETE OF BRIDGE END 9' LT. STA. 356+18, ELEV. 237.21
 ALL PILING SHALL BE 16" OCTAGONAL PRECAST CONCRETE AND SHALL BE 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 GROUND LINE. LENGTHS OF PILING SHOWN ARE BASED ON PILING DRIVEN IN THE EXISTING BRIDGE NO. 3131A & B.
 THE CONTRACTOR SHALL MAKE CHECK MEASUREMENTS OF THE EXISTING BRIDGE AND MAKE ADJUSTMENTS NECESSARY TO FIT THE NEW WORK TO THE EXISTING STRUCTURE.
 FOR DETAILS OF CONCRETE RIPRAP, SEE DWG. NO. 14995A
 FOR DETAILS OF WIDENING SPANS, SEE DWG. NOS. 18752, 18753, & 14990F
 FOR DETAILS OF WIDENING BENTS, SEE DWG. NO. 18749 - 18751, 18747 FOR DETAILS OF EXISTING BRIDGE, SEE DWG. NOS. 5457, 5457B & 346P
 HALF SIZE PLANS OF EXISTING BRIDGE MAY BE OBTAINED UPON REQUEST.

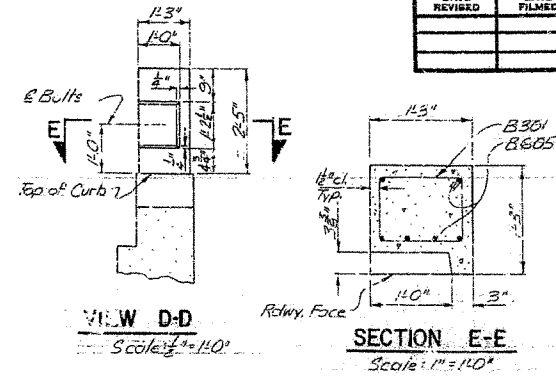
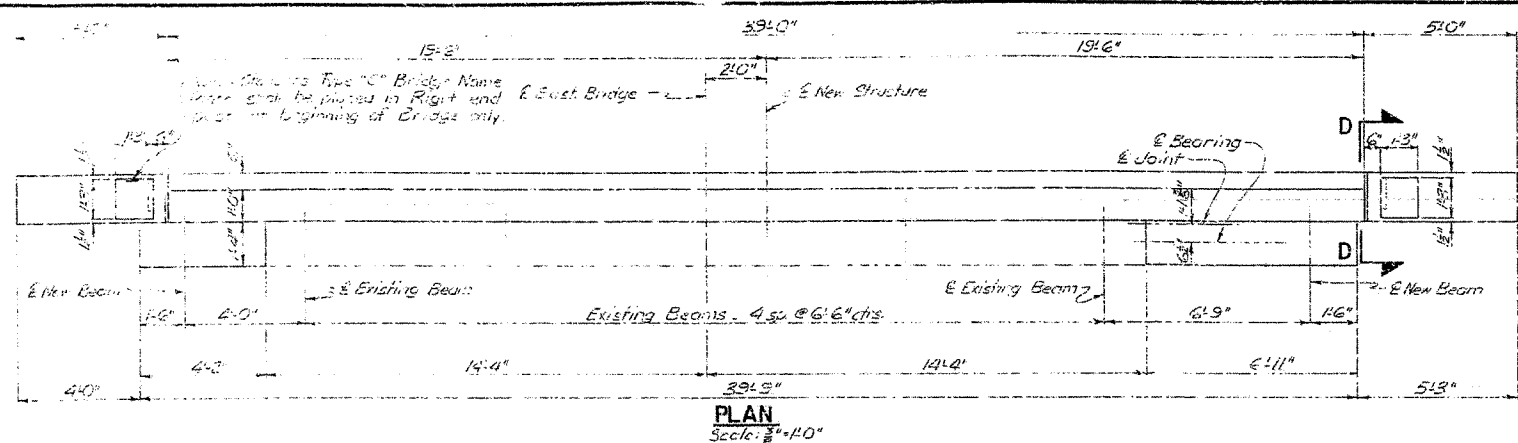
FOR DETAILS OF TYPE A RAILING, SEE DWG. NO. 14992A
 SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972 AND APPLICABLE SPECIAL PROVISIONS.
 DESIGN SPECIFICATIONS: AASHTO 1973
 LIVE LOADING: HS 20 AND SPECIAL INTERSTATE LOADING
 UNIT STRESSES: CLASS 5(A) CONCRETE (N=10) 1,400 PSI
 CLASS 5 CONCRETE (N=10) 1,200 PSI
 REINFORCING STEEL - GRADE 40 20,000 PSI
 REINFORCING STEEL - GRADE 60 24,000 PSI

DRAWN BY: J.P.S. DATE: 9-27-78
 CHECKED BY: D.V. DATE: 6-29-79
 DESIGNED BY: E.H. DATE: 3-78
 SCALE: 1" = 20'-0"
 BRIDGE NO. 3131AR
 3131BR
 DRAWING NO. 18748

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

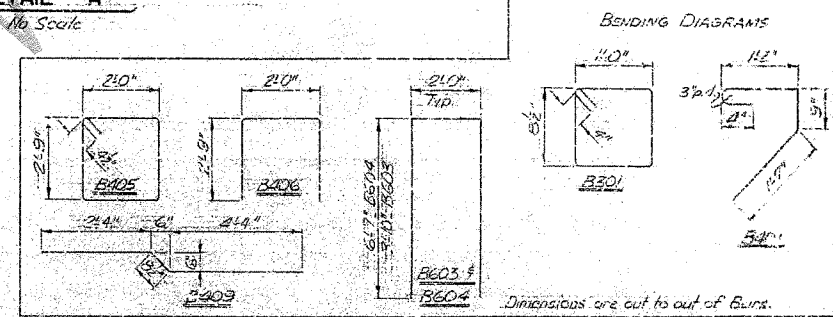
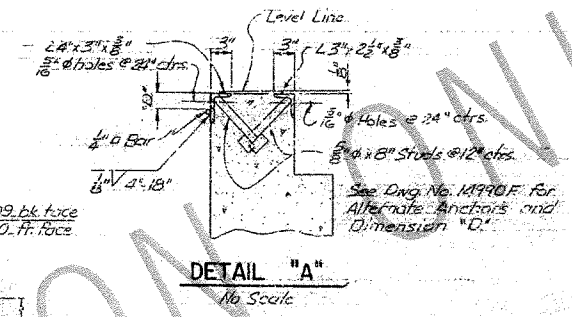
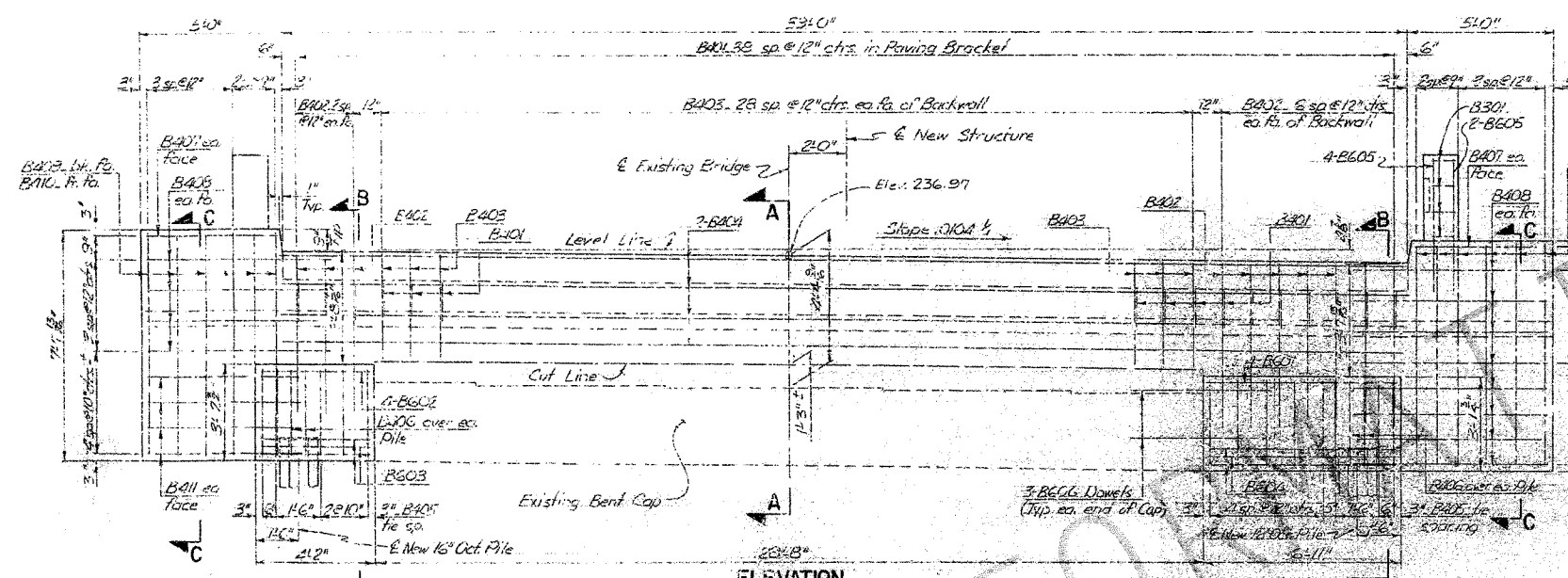
JOB NO. BB0109 61 OF 86
 I-40 - JERICO (F) (I-55)
 FOR INFORMATION ONLY

3131 AR BR BENT DETLS 13749



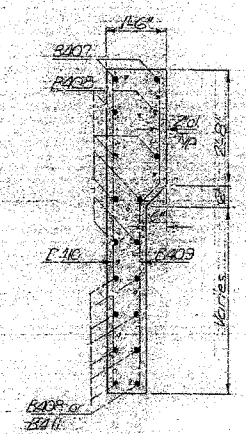
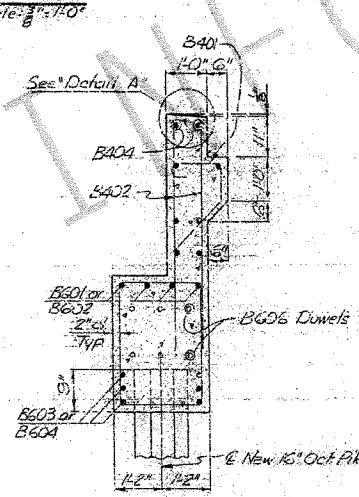
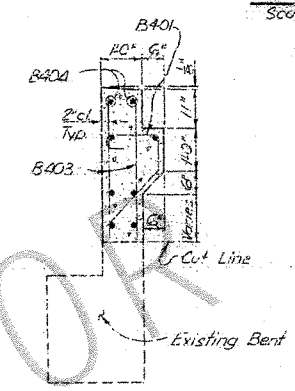
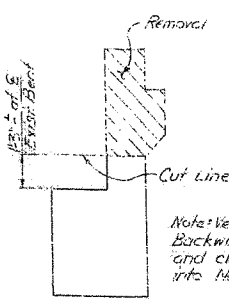
BAR LIST

MARK	NO. REQ'D	LENGTH	BAR DIA.
B301	8	3'-11"	1 1/2"
B401	39	3'-7 1/2"	2"
B402	20	5'-3"	3/4"
B403	58	2'-11"	3/4"
B404	5	39'-0"	3/4"
B405	13	10'-0"	2"
B406	4	7'-0"	2"
B407	4	4'-6"	3/4"
B408	24	6'-9"	3/4"
B409	12	7'-4"	2"
B410	12	7'-2"	3/4"
B411	8	5'-6"	3/4"
B601	4	6'-7"	3/4"
B602	4	3'-0"	3/4"
B603	3	9'-5"	3/4"
B604	3	14'-11"	3/4"
B605	12	4'-9"	3/4"
B606	12	2'-0"	3/4"



NOTES:

- ALL CONCRETE SHALL BE CLASS S AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
- REINFORCING STEEL TO BE A615, GRADE 40. SHOP LIST AND BENDING DIAGRAMS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.
- ALL STRUCTURAL STEEL IN END BENTS SHALL BE A 36.
- ALL NEW PILING SHALL BE 16" OCT. PRECAST PILING.
- STRIP, CLEAN, AND RETAIN A MINIMUM LENGTH OF 1'-8" OF VERTICAL REINFORCING IN BACKWALL AND HORIZONTAL REINFORCING STEEL IN WINDWALL EXTENDING FROM EXISTING BENT CAP.

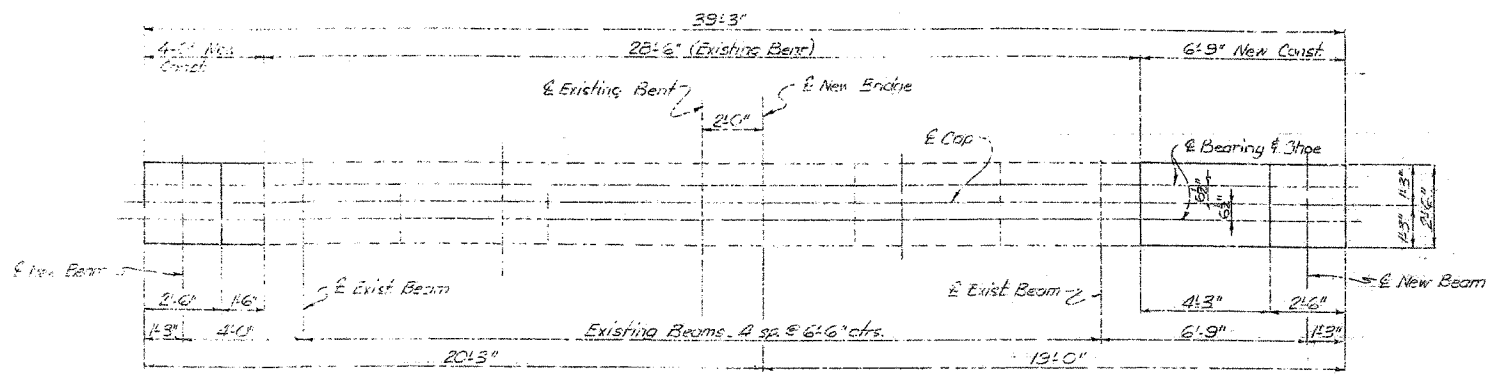


DETAILS OF
 WIDENING END BENT 1 (BR "A") & BENT 8 (BR "B")
 OVERPASSES OVER HWY. 64
 W. MEMPHIS - CLARKDALE RECONST.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. 11
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

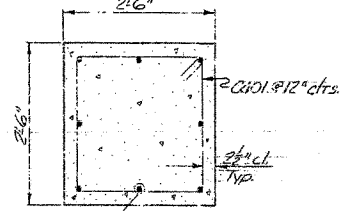
DRAWN BY: K.M.G. DATE: 29 Nov. 75
 CHECKED BY: E.E.J. DATE: Nov. 75
 DESIGNED BY: R.V. DATE: Nov. 75
 SCALE: As Shown

BRIDGE NO. 3131 AR
 3131 BR
 BRIDGE ENGINEER

DRAWING NO. 18743



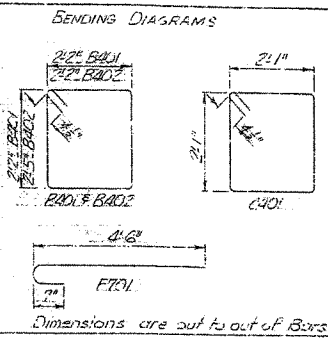
PLAN
 Scale: 3/8" = 1'-0"



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

BAR LIST PER BENT

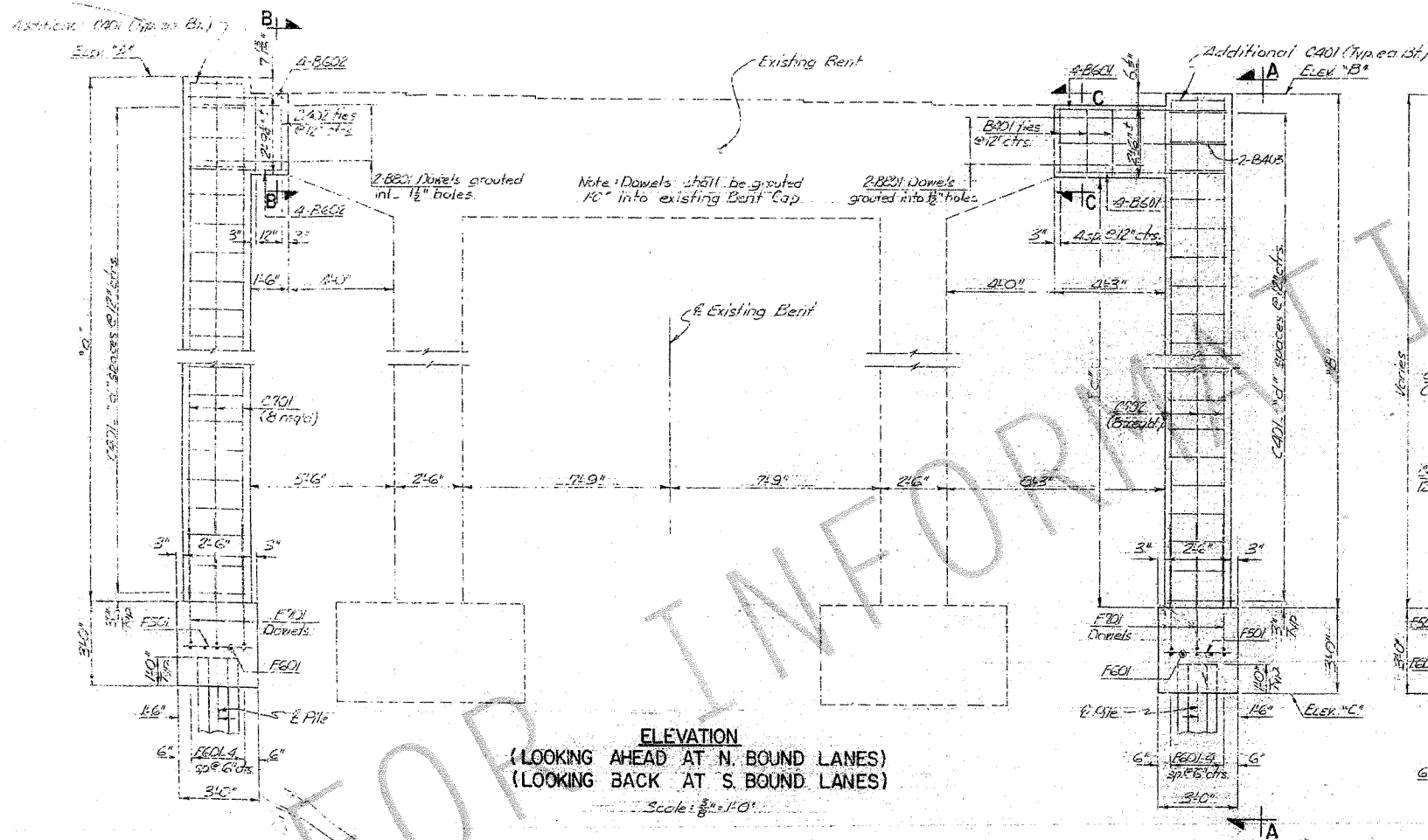
MARK	NO. REQ'D				LENGTH	PIN DIA.
	B's 2+3	St. A	B's 5+7	Bt. 6		
B401	5	5	5	5	9'-2"	2"
B402	2	2	2	2	9'-8"	2"
B601	8	8	8	8	10'-4"	St.
B602	8	8	8	8	3'-7"	St.
B801	8	8	8	8	2'-0"	St.
C701	34	36	38	40	8'-10"	2"
C702	8	8	8	8	*	St.
C703	8	8	8	8	*	St.
F501	14	14	14	14	2'-6"	St.
F701	10	10	10	10	5'-2"	St.
F702	16	16	16	16	5'-2"	St.
B403	2	2	2	2	6'-8"	St.



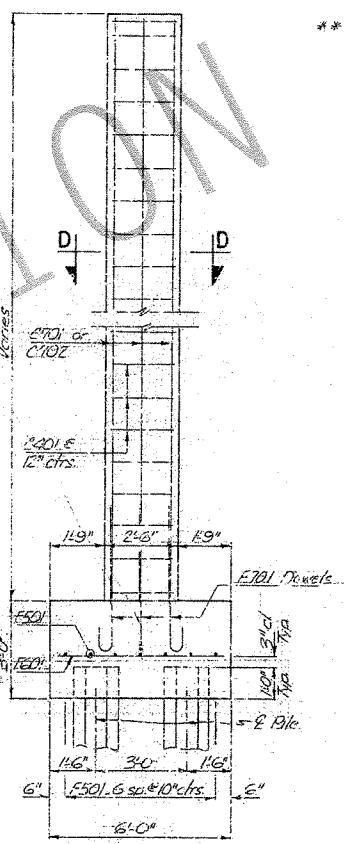
* Length of C701 = 16'-3" for B's 2+3
 = 17'-2" for St. A
 = 13'-3" for B's 5+7
 = 19'-3" for St. 6
 ** Length of C702 = 13'-10" for B's 2+3
 = 16'-10" for St. A
 = 17'-10" for B's 5+7
 = 18'-10" for St. 6

NOTES:

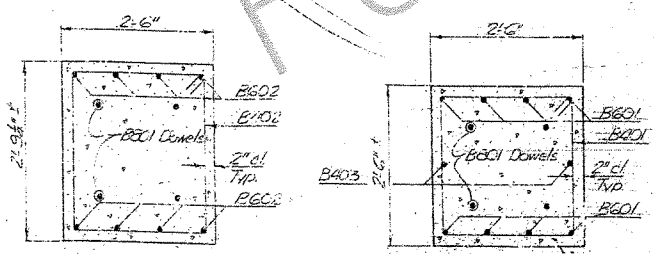
- ALL CONCRETE SHALL BE CLASS "S" AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
- REINFORCING STEEL TO BE A615, GRADE 40. SHOP LISTS AND BENDING DIAGRAMS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.
- NEW PILING SHALL BE 16" OCT. PRECAST PILING.
- FOR REPAIRS TO EXISTING BENTS, SEE DRAWING 18747.



ELEVATION
 (LOOKING AHEAD AT N. BOUND LANES)
 (LOOKING BACK AT S. BOUND LANES)
 Scale: 3/8" = 1'-0"



VIEW A-A
 Scale: 3/8" = 1'-0"



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

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

TABLE OF VARIABLES

	"a"	"b"	"c"	"d"	Elev. "A"	Elev. "B"	Elev. "C"
Bent 2	16'-5 1/2"	16'-0 1/2"	13'-0"	15	233.42	233.04	214.00
Bent 3	16'-5 1/2"	16'-0 1/2"	13'-0"	15	233.62	233.44	214.40
Bent 4	17'-5 1/2"	17'-0 1/2"	14'-0"	16	234.02	233.64	213.60
Bent 5	18'-5 1/2"	18'-0 1/2"	15'-0"	17	234.32	233.64	212.60
Bent 6	18'-5 1/2"	17'-0 1/2"	16'-0"	18	233.52	233.44	211.40
Bent 7	18'-5 1/2"	16'-0 1/2"	15'-0"	17	233.42	233.04	212.00

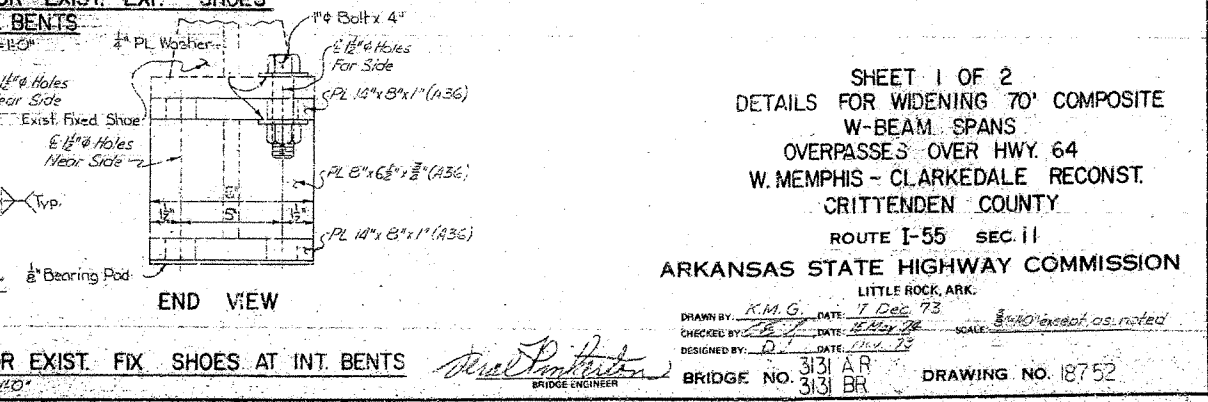
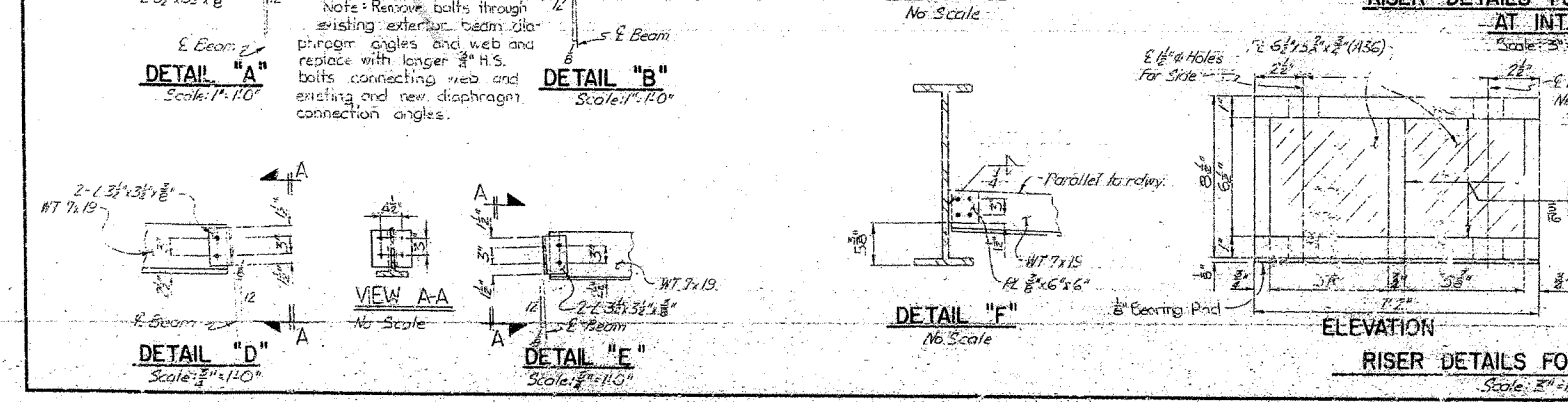
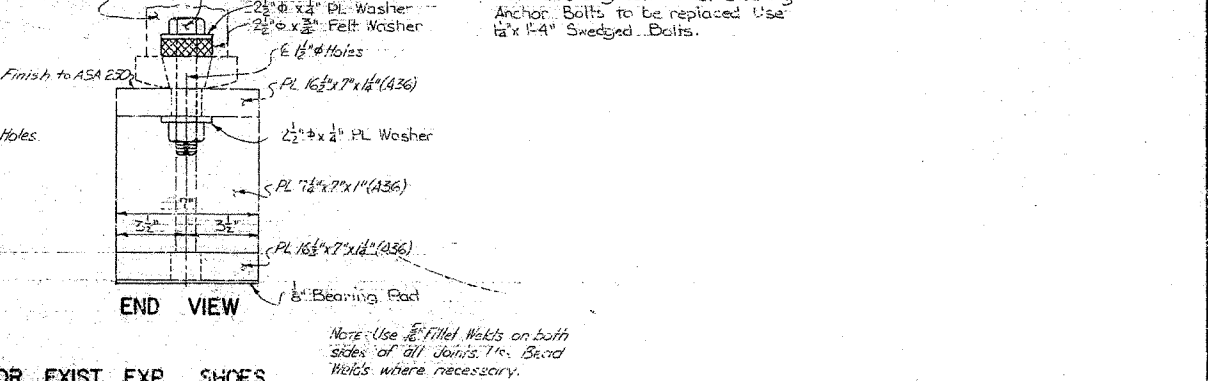
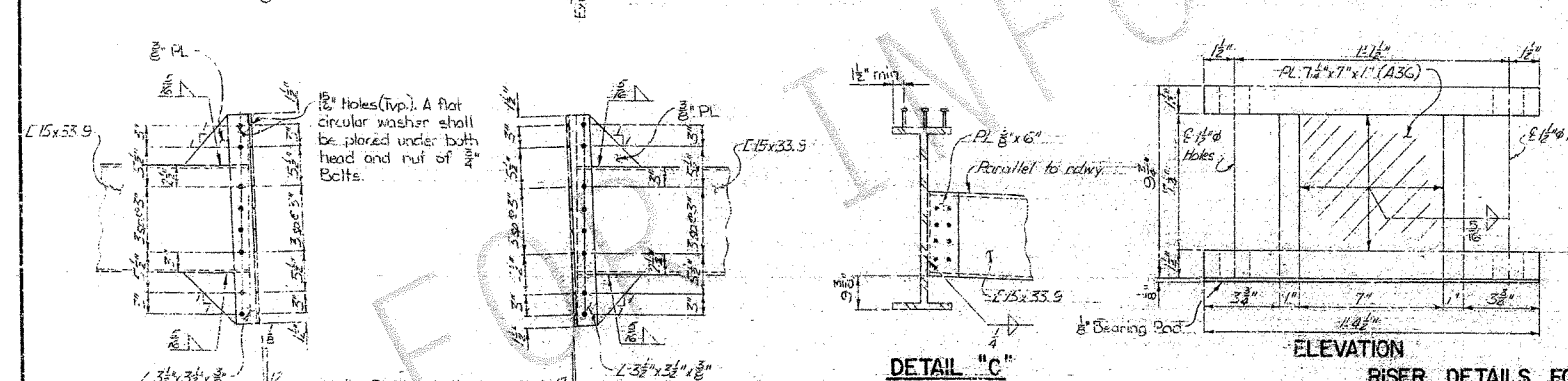
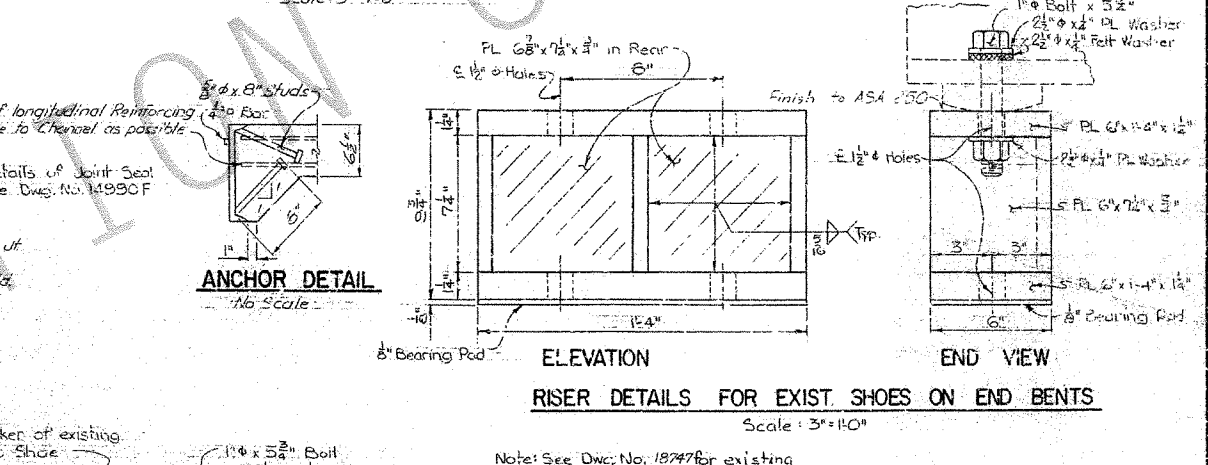
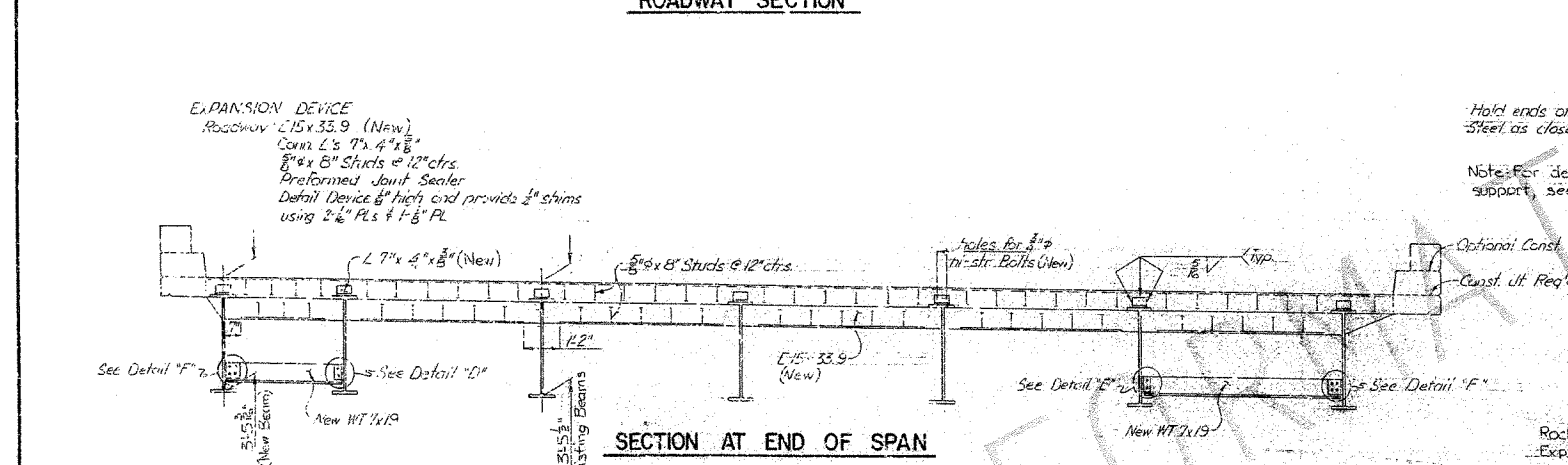
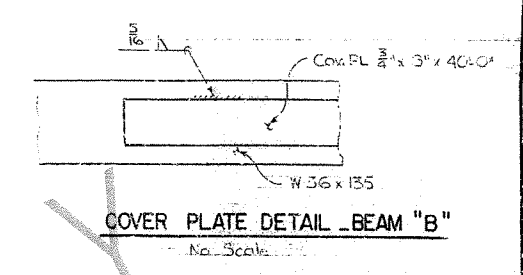
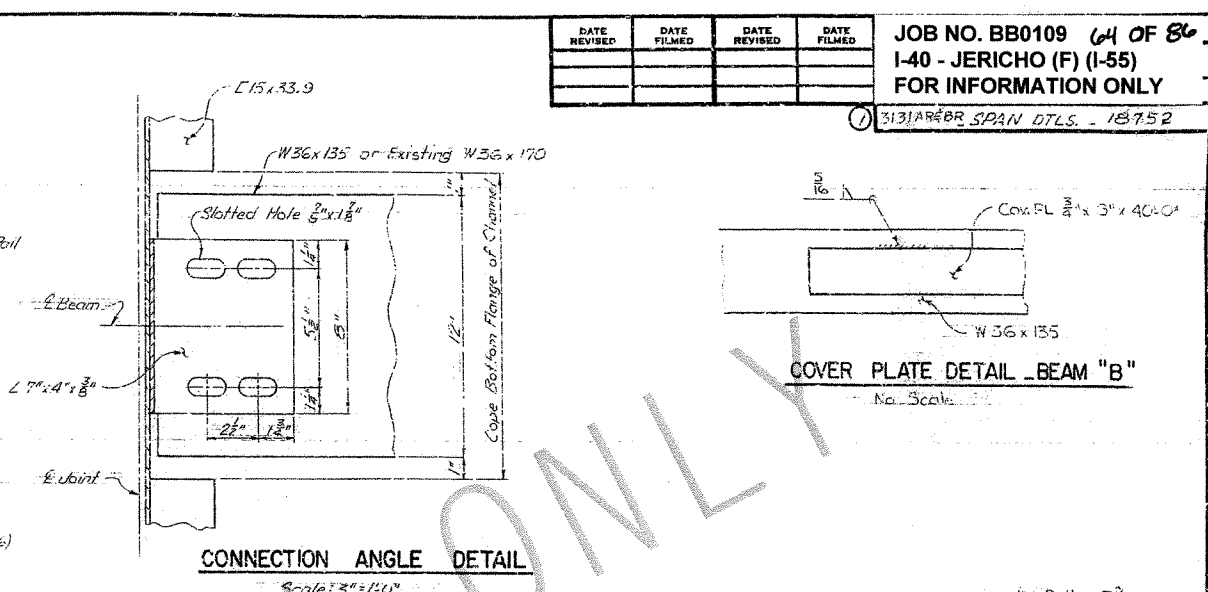
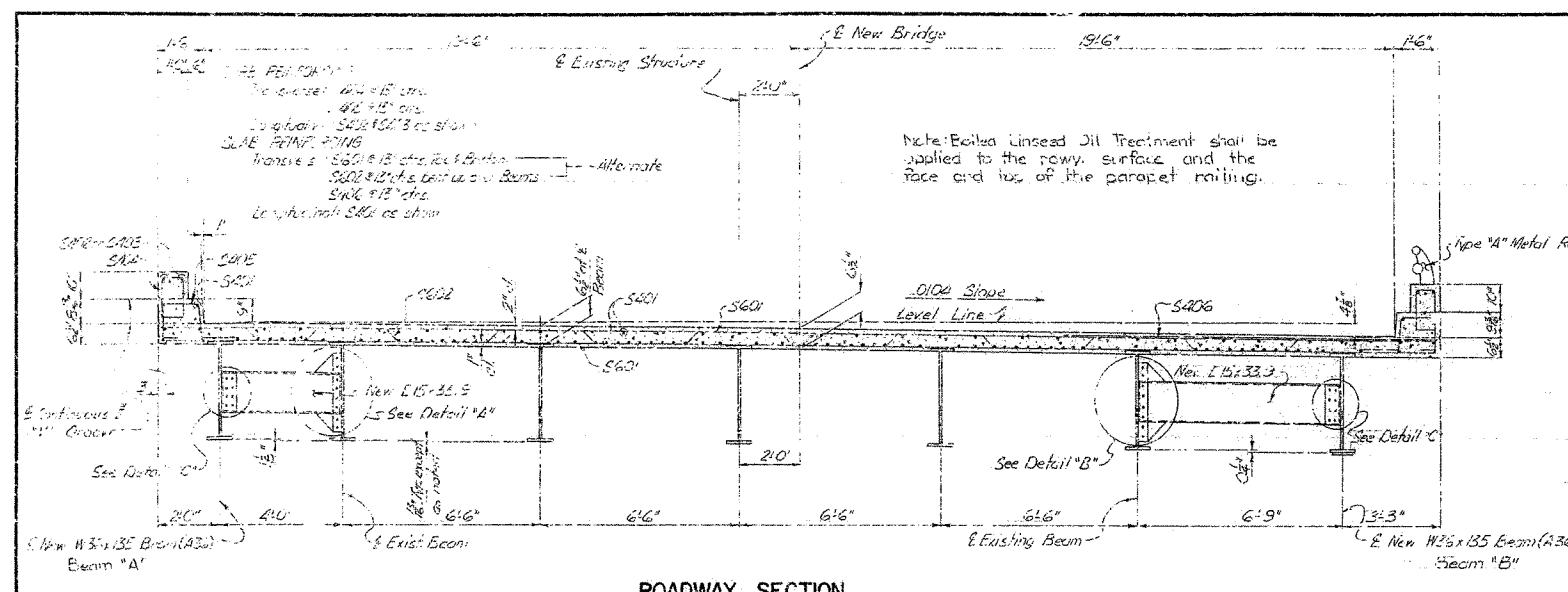
DETAILS FOR
 WIDENING INTERIOR BENTS 2-7
 OVERPASSES OVER HWY. 64
 W. MEMPHIS-CLARKDALE RECONST.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. 11
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DESIGNED BY: *Steve D. Denton*
 BRIDGE ENGINEER

BRIDGE NO. 3131 AR
 331 BR
 DRAWING NO. 18751

DATE REVISION	DATE FILMED	DATE REVISION	DATE FILMED

JOB NO. BB0109 64 OF 86
 I-40 - JERICHO (F) (I-55)
 FOR INFORMATION ONLY
 3131 AR 60R SPAN DTLS. - 18752



SHEET 1 OF 2
 DETAILS FOR WIDENING 70' COMPOSITE
 W-BEAM SPANS
 OVERPASSES OVER HWY. 64
 W. MEMPHIS - CLARKDELA RECONSTR.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. II
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: K.M.G. DATE: 7 Dec 73
 CHECKED BY: DATE: 12/14/73
 DESIGNED BY: DATE: 11/15/73

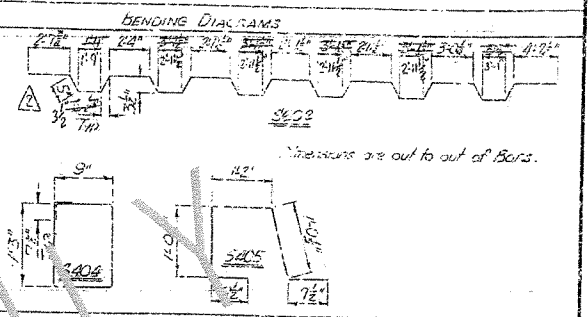
BRIDGE NO. 3131 AR 3131 BR
 DRAWING NO. 18752

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
7-1-74	6-23-74		
6-9-75	9-7-75		

JOB NO. BB0109 65 OF 80
 I-40 - JERICHO (F) (I-55)
 FOR INFORMATION ONLY

BAR LIST - PER SPAN

MARK	NO. RE-210	LENGTH	PIN DIA.
S401	232	35.6"	Sfr.
S402	8	21.7"	Sfr.
S403	4	25.0"	Sfr.
S404	130 #4	4.10"	2"
S405	130 #4	4.12"	2"
S406	65	12.4"	Sfr.
S601	130	4.18"	Sfr.
S602	64	22.8"	3/8"

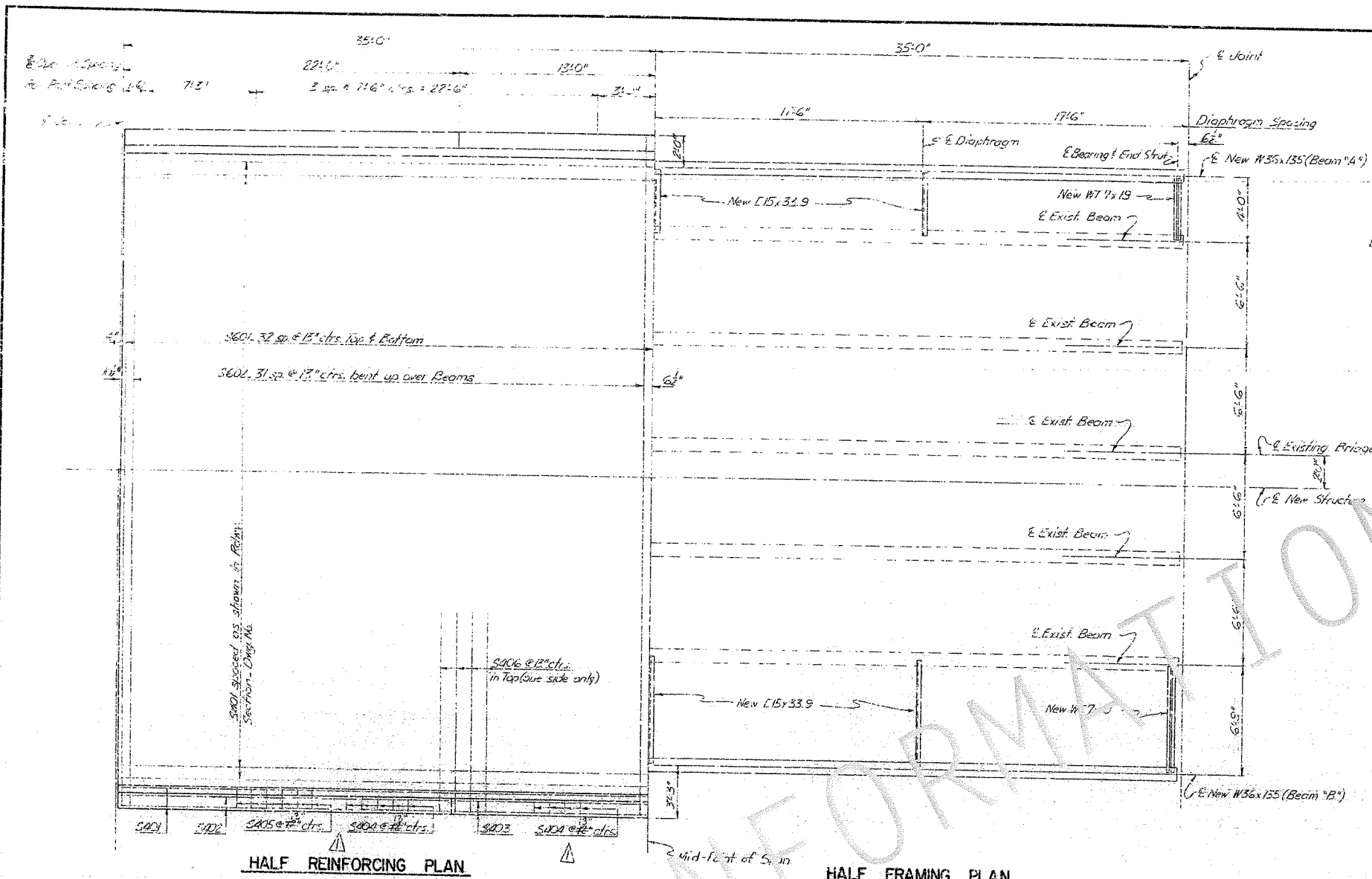


DEAD LOAD	LOAD	DEFLECTION
BEAM "A"	1.18	1/8"
BEAM "B"	1.18	1/8"

Note: Vertical Curve camber not included in above values.

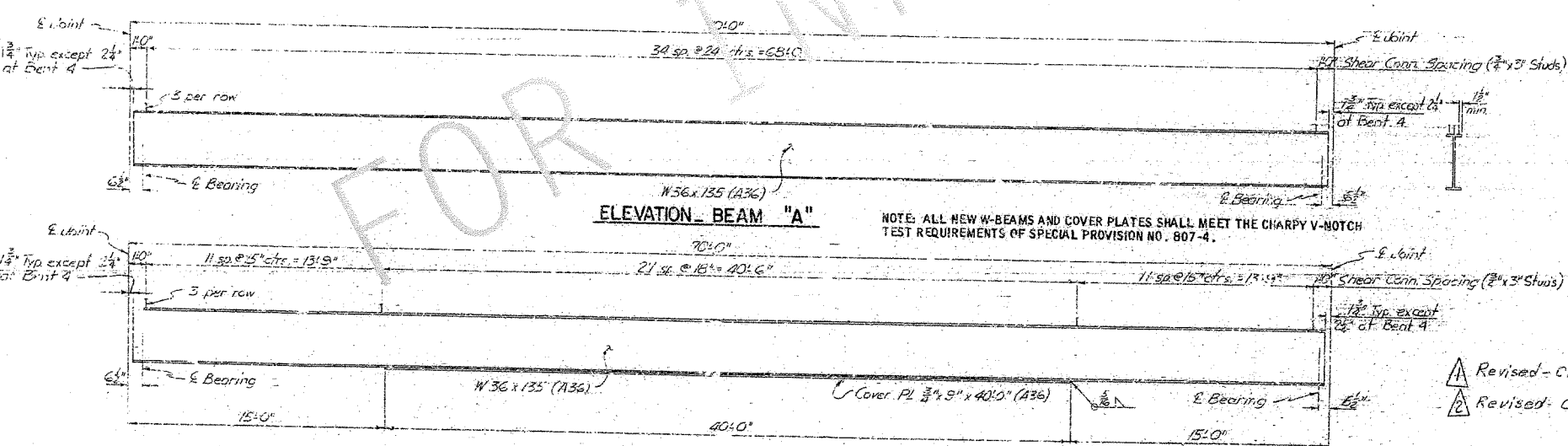
GENERAL NOTES

- THE EXISTING CONCRETE DECK AND EXPANSION DEVICES SHALL BE REMOVED. THE EXISTING STRUCTURAL STEEL FRAMEWORK SHALL BE RAISED 8-1/2 INCHES AND METAL RISERS SHALL BE PLACED BETWEEN THE EXISTING SHOES AND BENT CAPS.
- CONCRETE FOR SUPERSTRUCTURE SHALL BE CLASS (S/AE). ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
- REINFORCING STEEL SHALL BE DEFORMED BARS A615, GRADE 60 STEEL. SHOP LISTS AND BENDING DIAGRAMS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.
- ALL STRUCTURAL STEEL SHALL BE PAID FOR AT THE PRICE PER POUND BID FOR "STRUCTURAL STEEL IN BEAM SPANS (A36)". THESE DRAWINGS SHALL BE USED WITH DRAWINGS I4990F AND I4992A.
- SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.
- DESIGN SPECIFICATIONS: AASHTO 1973
- LOADING: HS20 AND SPECIAL INTERSTATE LOADING
- DEAD LOAD: BEAM "A" 3.25 k/ft (WT/FT OF WF) BEAM "B" 5.38 k/ft (WT/FT OF WF)
- A. TO WF BEAM 3.25 k/ft (WT/FT OF WF)
- B. TO COMPOSITE BEAM 8.9 k/ft
- LIVE LOAD: TO EACH COMPOSITE BEAM 0.727 WHEELS + IMPACT 1.187 WHEELS + IMPACT
- UNIT STRESSES: CLASS (S/AE) CONCRETE (f'c=10) 1,400 PSI
- REINFORCING STEEL (A615, GRADE 60) 24,000 PSI
- STRUCTURAL STEEL (A36) 20,000 PSI
- MASONRY PLATES OF EXISTING EXPOSED CORNERS SHALL BE REPAIR OR REPLACE AS SHOWN IN SEE RISE DETAIL ON DWG. NO. I4990F



HALF REINFORCING PLAN

HALF FRAMING PLAN



ELEVATION BEAM "A"

ELEVATION BEAM "B"

NOTE: ALL NEW W-BEAMS AND COVER PLATES SHALL MEET THE CHARPY V-NOTCH TEST REQUIREMENTS OF SPECIAL PROVISION NO. 807-4.

NOTE: 7/8" STUDS MAY BE USED IN PLACE OF THE 3/4" STUDS THAT ARE SHOWN, AT THE RATIO OF D. 735-7/8" STUD IN PLACE OF ONE 3/4" STUD. THE STUD CONNECTORS SHALL BE 3" LONG AND MAY BE GRANULAR FLUX FILLED, SOLID FLUXED, OR EQUAL, AND AUTOMATICALLY END WELDED TO THE BEAM FLANGES IN ACCORDANCE WITH RECOMMENDATIONS OF THE MANUFACTURER. 3/4" STUDS WILL BE USED AS BASIS FOR MEASUREMENT OF STRUCTURAL STEEL IN SHEAR CONNECTORS.

- Revised - Changed S404 & S405 As Shown. 9-11-74 LDF
- Revised - Changed S602 As Shown. 6-9-75 LDF

SHEET 2 OF 2
 DETAILS FOR WIDENING 70' COMPOSITE
 W-BEAM SPANS
 OVERPASSES OVER HWY. 64
 W. MEMPHIS - CLARKDALE RECONST.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. 11

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.
 DRAWN BY: R.M.G. DATE: 7 Dec 73
 CHECKED BY: C.B. DATE: 15 May 74
 DESIGNED BY: D.V. DATE: 20 Jun 73

BRIDGE NO. 313 AR
 313 BR
 DRAWING NO. 18753

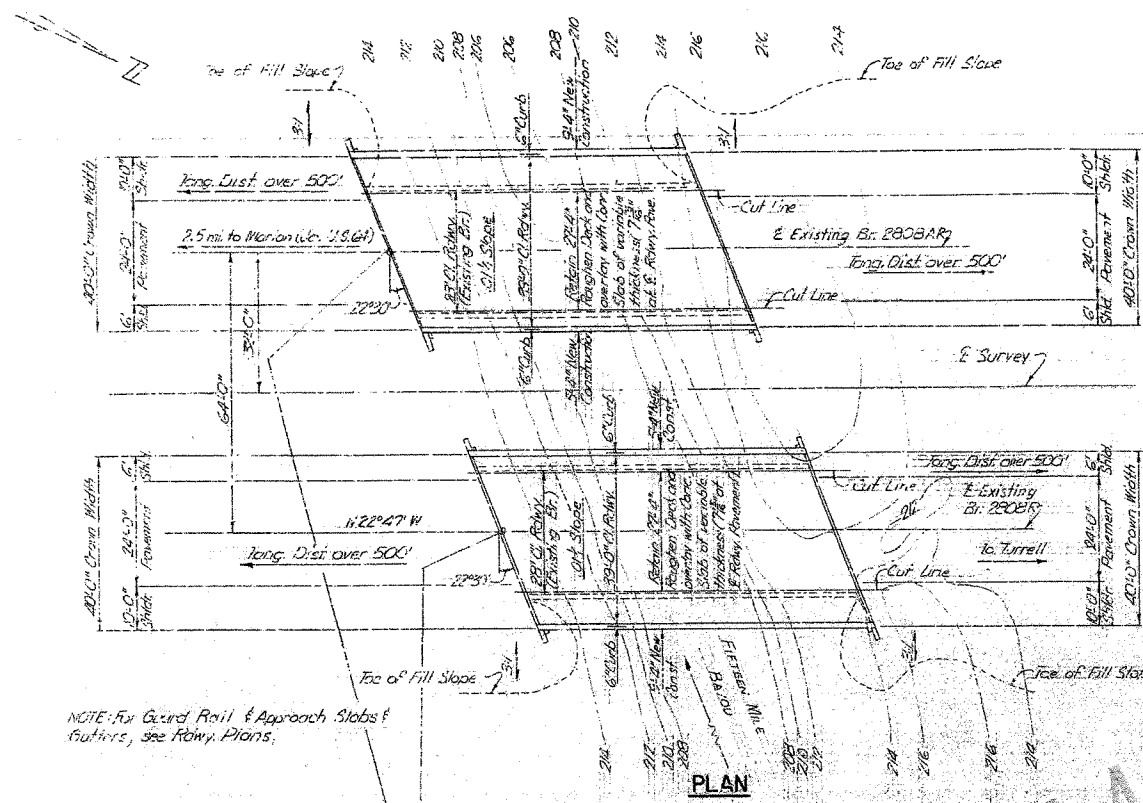
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

JOB NO. BB0109 44 OF 86
 I-40 - JERICHO (F) (I-55)
 FOR INFORMATION ONLY
 2808R, 2808AR LAYOUTS 18754

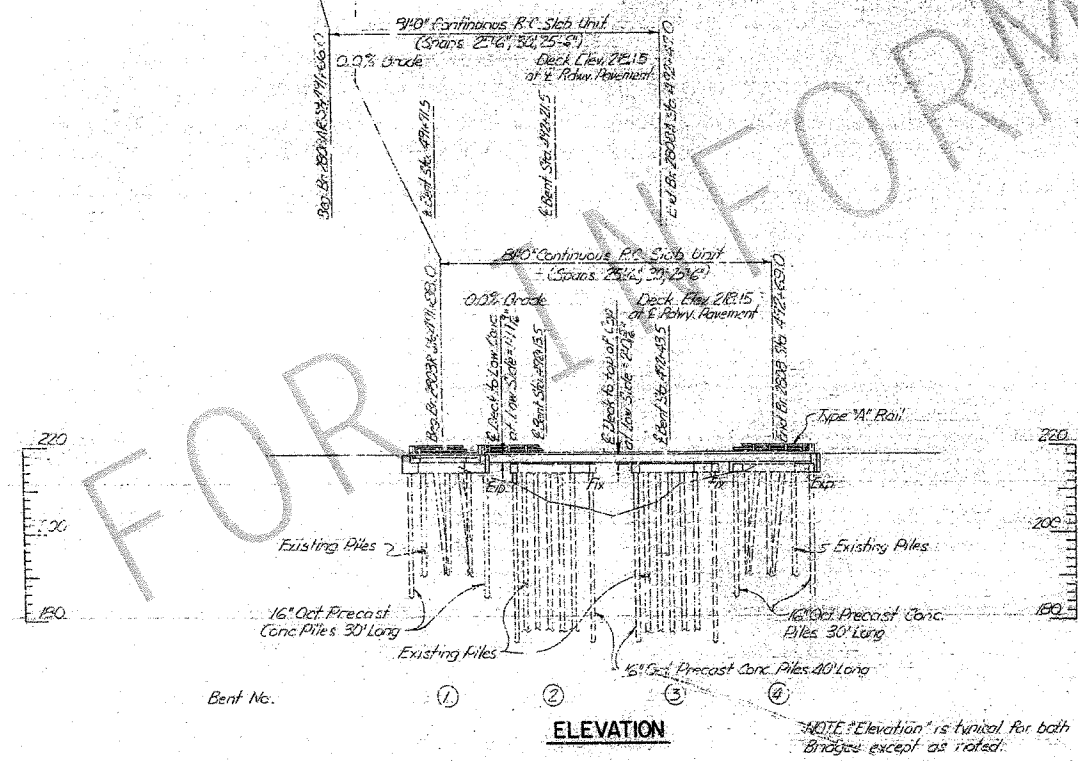
GENERAL NOTES

- BENCH MARK: 6" CL. ON DROP INLET ON @ STA. 496+54, ELEV. 214.05.
- ALL PILING SHALL BE 16" OCTAGONAL PRECAST CONCRETE AND SHALL BE 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 FEET BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE BASED ON PILING DRIVEN IN THE EXISTING BRIDGE NO. 2808A.
- ALL CONCRETE IN THE SUPERSTRUCTURE SHALL BE CLASS S(AE). ALL CONCRETE IN THE SUBSTRUCTURE SHALL BE CLASS S AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL MAKE CHECK MEASUREMENTS OF THE EXISTING BRIDGE AND MAKE ADJUSTMENTS NECESSARY TO FIT THE NEW WORK TO THE EXISTING STRUCTURE.
- PLANS OF THE EXISTING STRUCTURE WILL BE MADE AVAILABLE TO THE CONTRACTOR UPON REQUEST.
- FOR PLANS OF EXISTING STRUCTURE, SEE DWG. NO. 8011, 5451, 5452, 5386 & 8869.
- FOR DETAILS OF WIDENING BENTS, SEE DWG. NO. 18755 & 18756
 FOR DETAILS OF WIDENING SPANS, SEE DWG. NOS. 18757 & 18758
- SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972 AND APPLICABLE SPECIAL PROVISIONS.
- DESIGN SPECIFICATIONS: AASHTO 1973
- LIVE LOADING: HS20 AND SPECIAL INTERSTATE LOADING
- UNIT STRESSES:
 SUPERSTRUCTURE: CLASS S(AE) CONCRETE (F=10) 1,400 PSI
 REINFORCING STEEL (A615, GRADE 60) 24,000 PSI
 SUBSTRUCTURE: CLASS S CONCRETE (F=10) 1,200 PSI
 REINFORCING STEEL (A615, GRADE 40) 20,000 PSI

P.L. N/A DATE, SEE ROW PLANS



NOTE: For Guard Rail & Approach Slabs & Gutters, see ROW PLANS.



NOTE: Elevation is typical for both bridges except as noted.

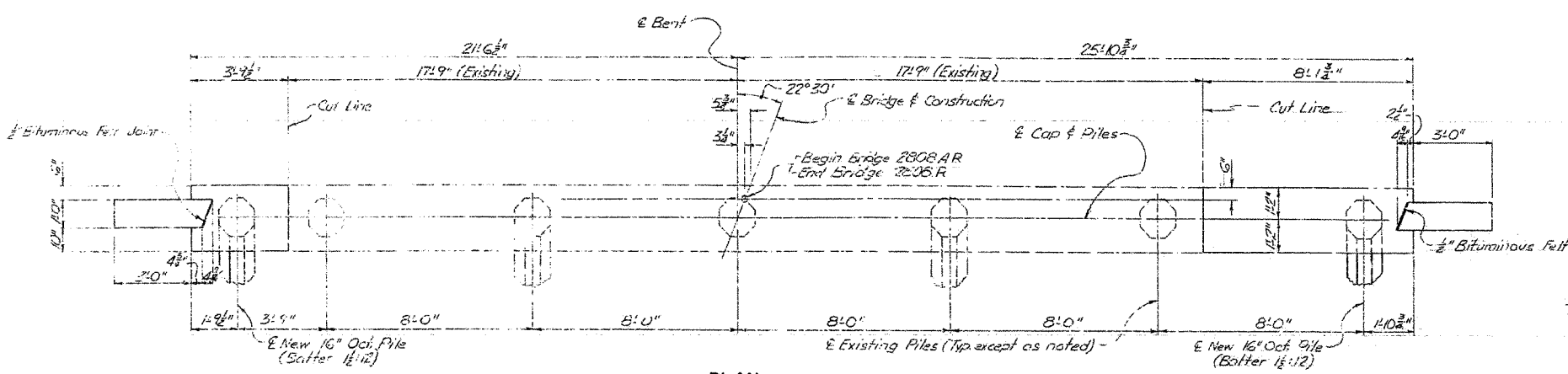
LAYOUT OF BRIDGES OVER
 FIFTEEN MILE BAYOU
 W. MEMPHIS - CLARKSDALE RECONSTR.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. 11
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: G DATE: _____
 TRACED BY: _____ DATE: _____
 CHECKED BY: ETE DATE: 1 APR 74
 BRIDGE NO. 2808 R DRAWING NO. 18754
 2808 AR

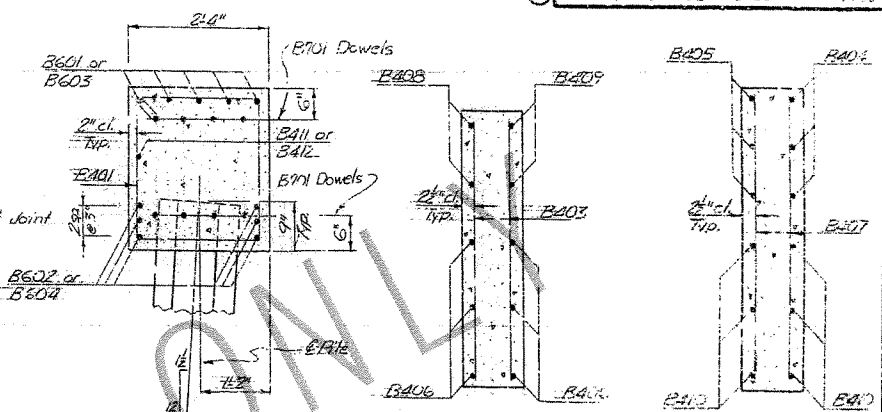
Steve R. ...
 BRIDGE ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

JOB NO. BB0109 67 OF 86
 I-40 - JERICHO (F) (I-55)
 FOR INFORMATION ONLY
 2808 R, 2808 AR BENT DTLS



PLAN



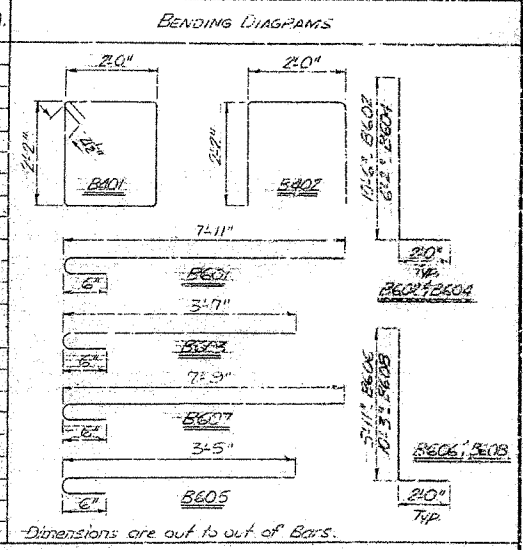
SECTION B-B
Scale: 1/4" = 1'-0"

SECTION C-C
Scale: 1/4" = 1'-0"

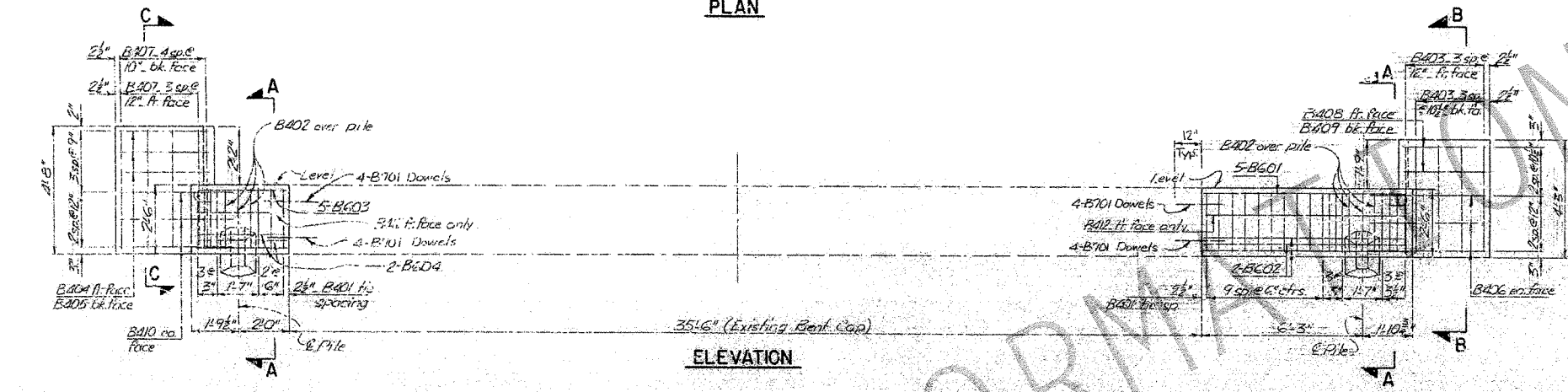
SECTION A-A
Scale: 1/4" = 1'-0"

BAR LIST PER BENT

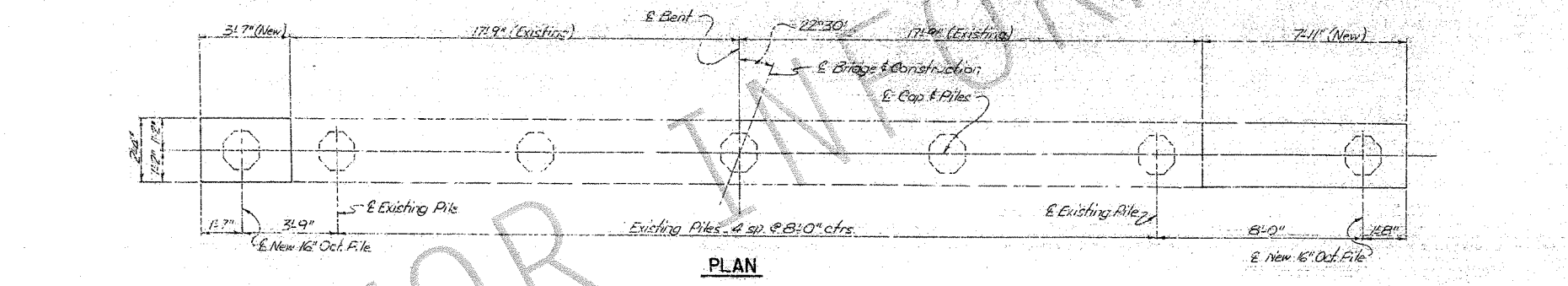
MARK	NO. REQ'D		LENGTH	PIN DIA.
	END	INT.		
B401	24	23	8'-10"	2"
B402	6	6	6'-2"	2"
B403	8		3'-11"	5/8"
B404	3		3'-1"	5/8"
B405	3		3'-7"	5/8"
B406	6		4'-6"	5/8"
B407	9		4'-4"	5/8"
B408	2		3'-5"	5/8"
B409	2		2'-10"	4/8"
B410	6		3'-4"	5/8"
B411	1		3'-6"	5/8"
B412	1		7'-10"	5/8"
B413	2		3'-5"	5/8"
B414	2		7'-7"	5/8"
B601	5		8'-7"	4"
B602	6		7'-11"	3 3/8"
B603	5		4'-3"	3 3/8"
B604	6		3'-7"	3 3/8"
B605	5		4'-1"	4 1/2"
B606	6		3'-5"	3 3/8"
B607	5		8'-5"	4 1/2"
B608	6		7'-0"	3 3/8"
B701	16	16	7'-0"	3/4"



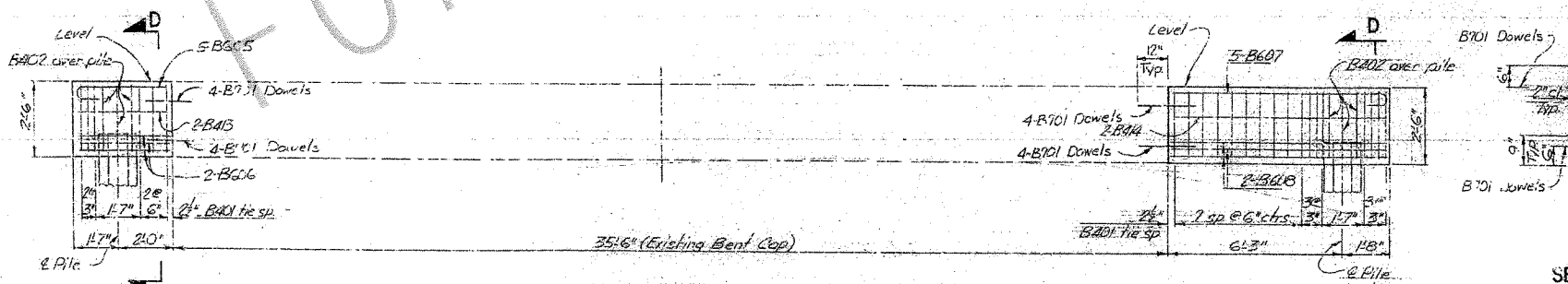
Dimensions are out to out of Bars.



ELEVATION



PLAN



ELEVATION

LOOKING NORTH FOR BR.2808R
 LOOKING SOUTH FOR BR.2808AR

SECTION D-B
Scale: 1/4" = 1'-0"

SHEET 1 OF 2
 DETAILS FOR WIDENING BENTS
 BRIDGE OVER FIFTEEN MILE BAYOU
 W. MEMPHIS - CLARKDALE RECONST.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. II

ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

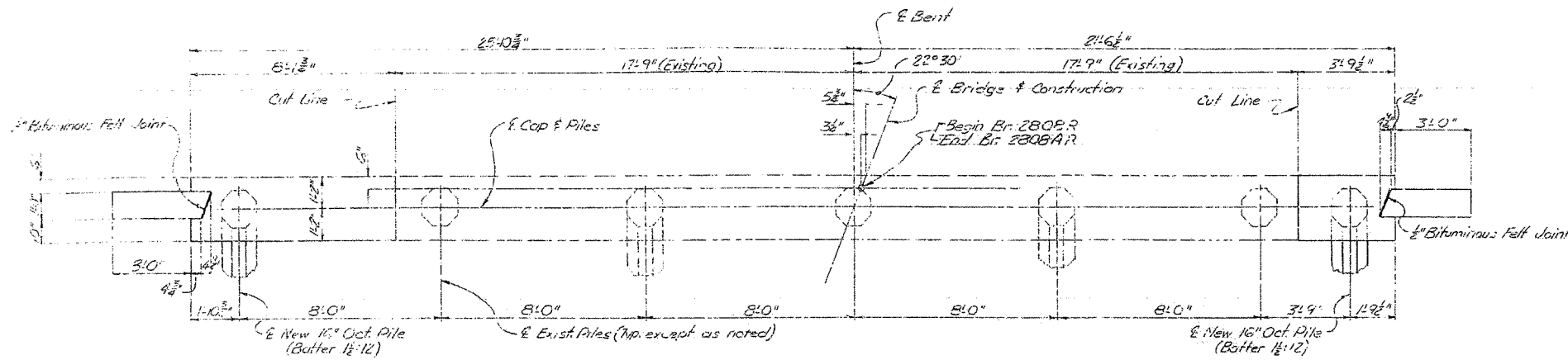
DRAWN BY: K.H.G. DATE: 11/20/74
 CHECKED BY: DATE: 15/20/74
 DESIGNED BY: DATE: 2/20/74

BRIDGE NO. 2808R
 2808AR
 DRAWING NO. 18755

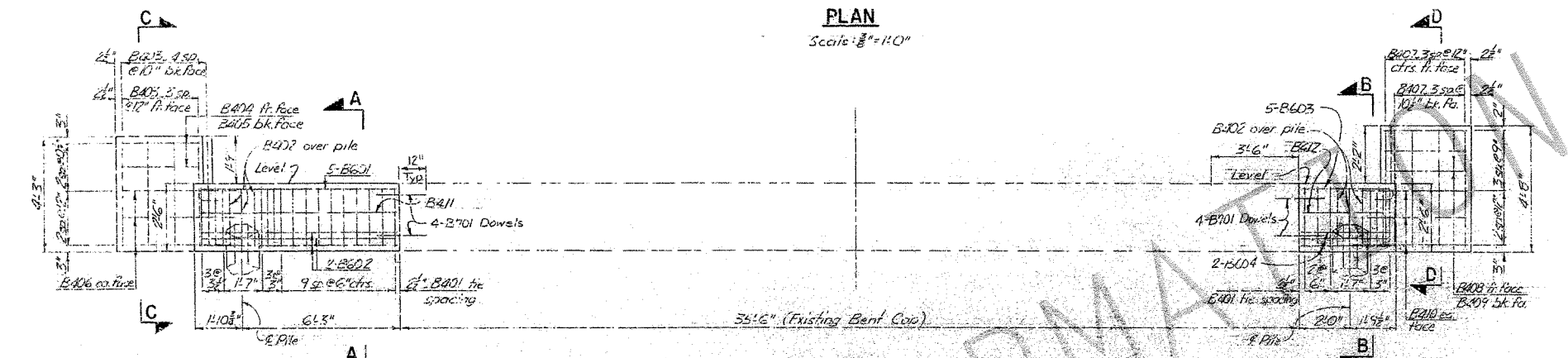
DATE REVISION	DATE FILMED	DATE REVISION	DATE FILMED

JOB NO. BB0109 18 OF 26
 I-40 - JERICHO (F) (I-55)
 FOR INFORMATION ONLY

2808R 2808AR BENT DTLS 18756



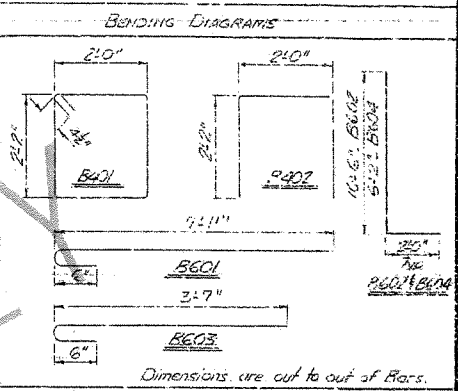
PLAN
 Scale: 3/8" = 1'-0"



ELEVATION
 Scale: 3/8" = 1'-0"

BAR LIST PER BENT

MARK	NO. REQ'D	LENGTH	PIN DIA.
B401	24	8'-10"	2"
B402	6	6'-2"	2"
B403	9	2'-11"	Str.
B404	2	3'-1"	Str.
B405	2	3'-7"	Str.
B406	6	4'-6"	Str.
B407	3	4'-3"	Str.
B408	3	3'-3"	Str.
B409	3	2'-10"	Str.
B410	6	4'-8"	Str.
B411	1	7'-10"	Str.
B601	5	8'-7"	4 1/2"
B602	6	7'-1"	5 1/2"
B603	5	4'-3"	4 1/2"
B604	6	3'-7"	3 1/2"
B412	1	3'-6"	Str.
B401	16	2'-0"	Str.



GENERAL NOTES

STRIP, CLEAN, AND RETAIN EXISTING WINGWALL REINFORCEMENT EXTENDING FROM THE EXISTING END BENT CAP INTO THE NEW CAP A MINIMUM OF 2'-0".

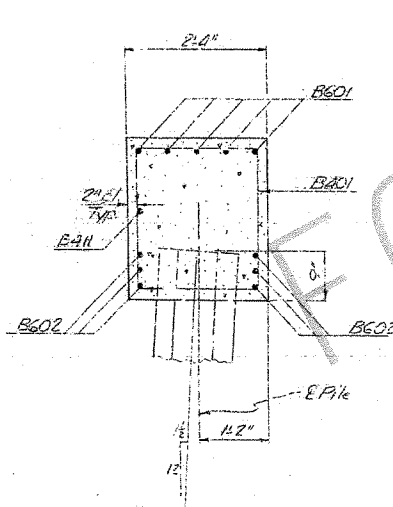
ALL NEW CONCRETE IN THE SUBSTRUCTURE WILL BE CLASS S. ALL EXPOSED CORNERS WILL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

NEW REINFORCING SHALL BE ASTM A615, GRADE 40. SHOP LISTS AND BENDING DIAGRAMS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

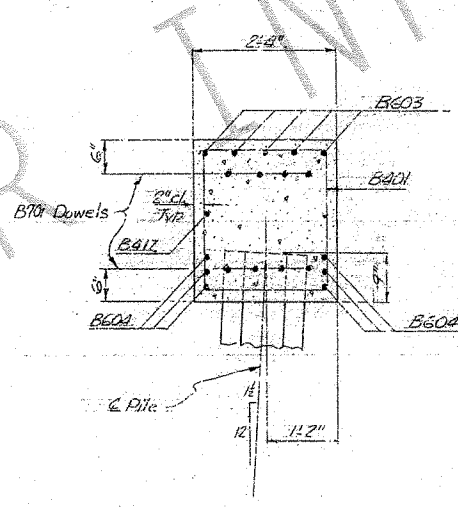
IN GENERAL, ALL CONSTRUCTION JOINTS SHALL BE HORIZONTAL AND PROVIDED WITH KEYS NOT LESS THAN 1-1/2" HIGH COVERING THE MIDDLE 1/3RD OF BOTH DIMENSIONS.

FOR ADDITIONAL GENERAL NOTES, SEE BRIDGE LAYOUT DRAWING NO. 18754.

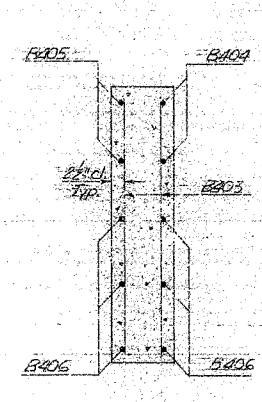
UNIT STRESSES: CLASS S CONCRETE (N=10) 1,200 PSI
 REINFORCING (A615-40) 20,000 PSI



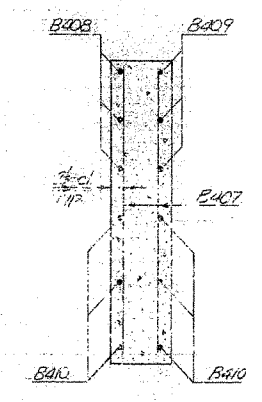
SECTION A-A
 Scale: 3/8" = 1'-0"



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



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



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

SHEET 2 OF 2
 DETAILS FOR WIDENING BENTS
 BRIDGE OVER FIFTEEN MILE BAYOU
 W. MEMPHIS - CLARKDALE RECONST.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. 11

ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: K.M.G. DATE: 11/20/74
 CHECKED BY: E.T.H. DATE: 12/20/74
 DESIGNED BY: E.T.H. DATE: 2/20/74
 BRIDGE NO. 2808R DRAWING NO. 18756

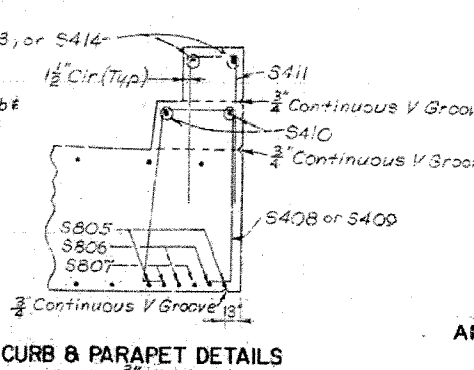
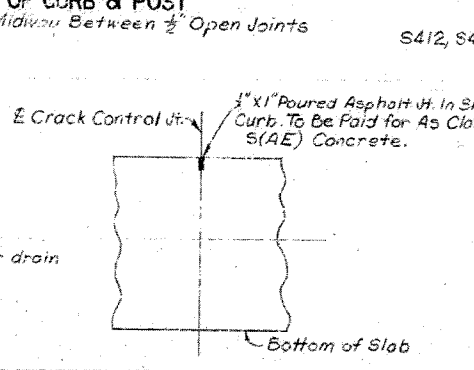
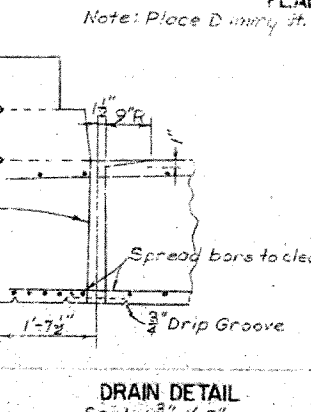
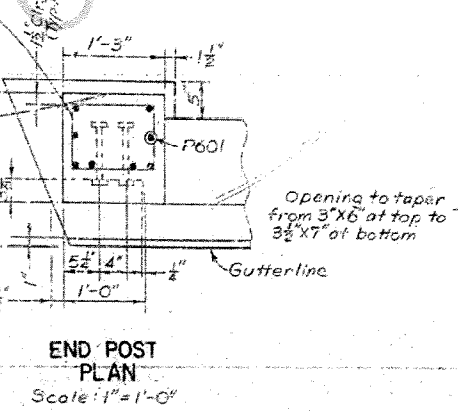
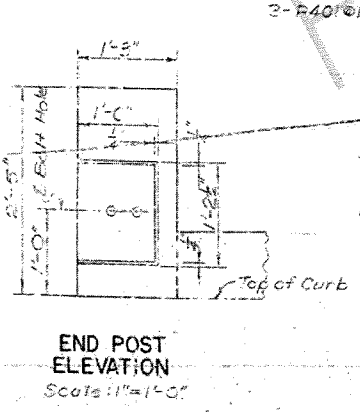
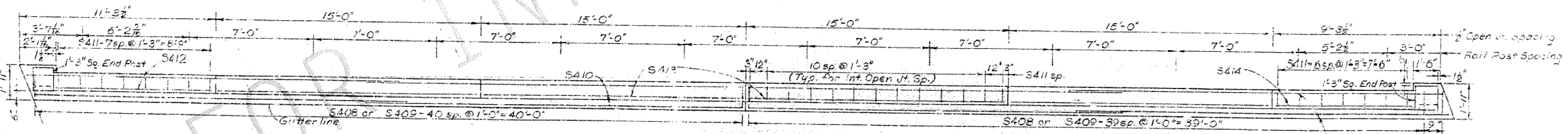
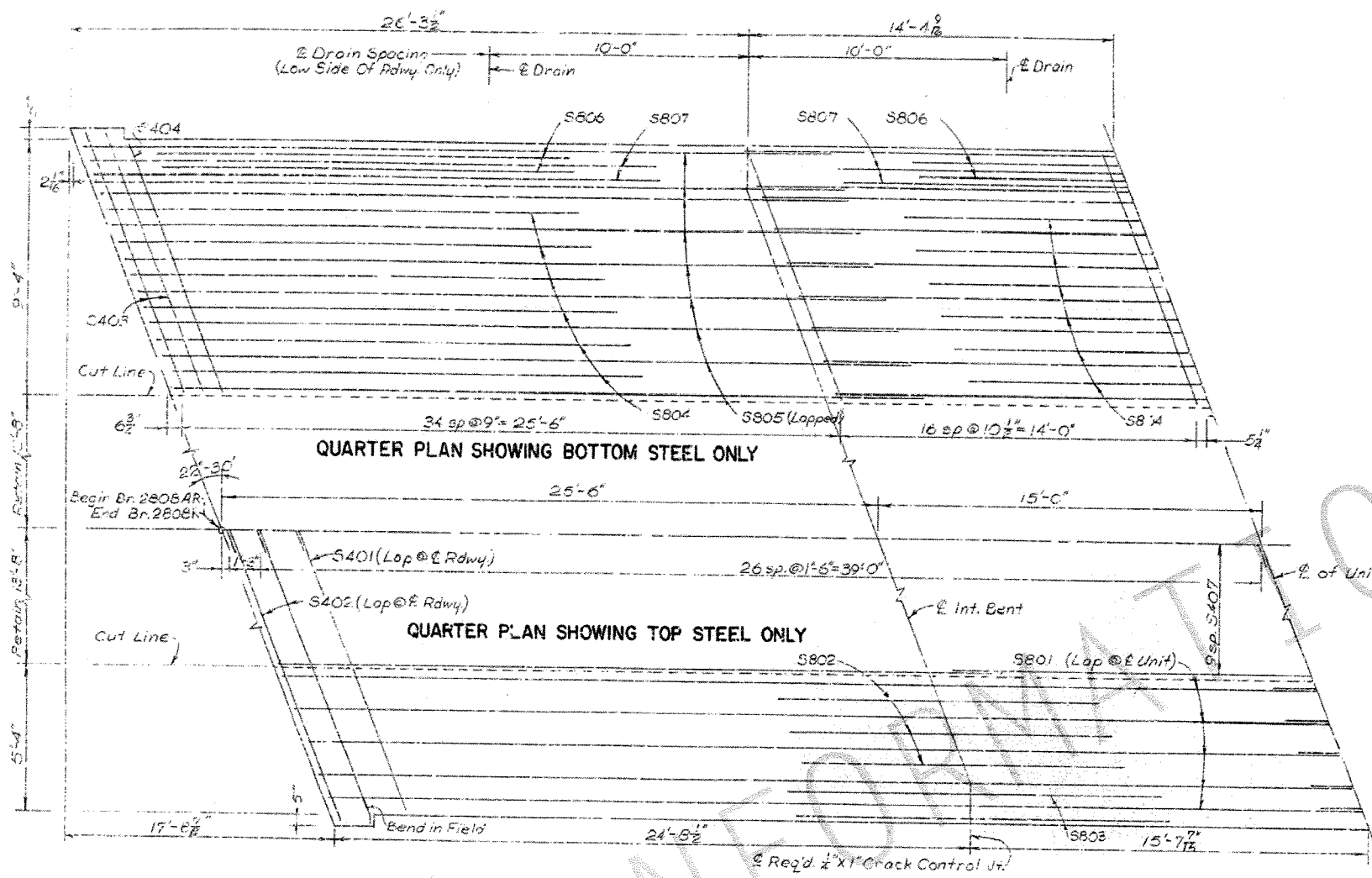
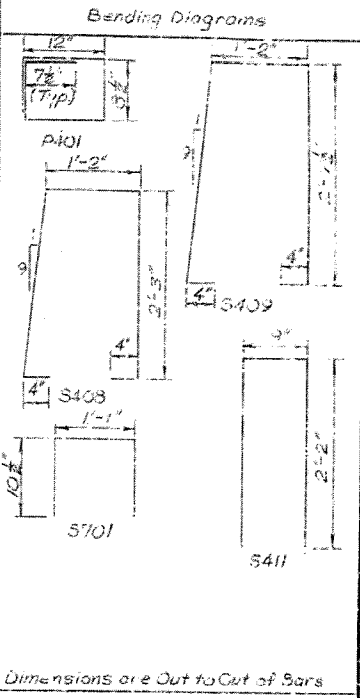
BRIDGE ENGINEER

DATE REVISED: _____ DATE FILMED: _____ DATE REVISED: _____ DATE FILMED: _____
 JOB NO. BB0109 *A* OF 86
 I-40 - JERICHO (F) (I-55)
 FOR INFORMATION ONLY

2808 R Span Details - 13/757

BAR LIST PER 81'-0" CONTINUOUS UNIT

Mark	No. Req'd	Length	Pin Dia.
S401	102	23'-4"	Str.
S402	8	23'-10"	Str.
S403	4	10'-1"	Str.
S404	33	4'-9"	Str.
S405	4	5'-10"	Str.
S406	98	5'-5"	Str.
S407	57	28'-0"	Str.
S408	32	6'-0"	2"
S409	32	6'-9"	2"
S410	16	21'-4"	Str.
S411	134	4'-11"	2"
S412	4	9'-0"	Str.
S413	16	14'-8"	Str.
S414	4	8'-0"	Str.



SHEET 1 OF 2
 DETAILS OF 81'-0"
 CONTINUOUS R C SLAB UNIT
 BRIDGE OVER FIFTEEN MILE BAYOU
 W. MEMPHIS-CLARKDALE RECONST.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. 11
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: DV DATE: 1-2-74 SCALE: 3/4" = 1'-0" as noted
 CHECKED BY: _____ DATE: 1-2-74
 DESIGNED BY: _____ DATE: 1-2-74
 BRIDGE NO. 2808 R DRAWING NO. 18757

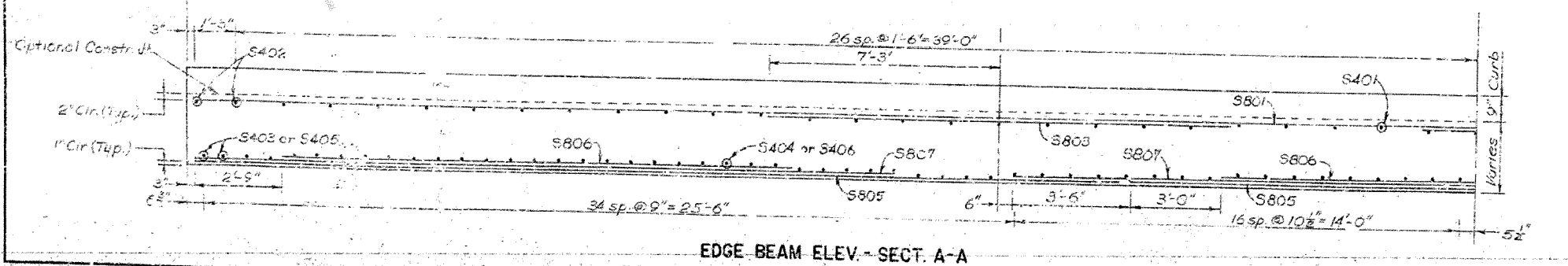
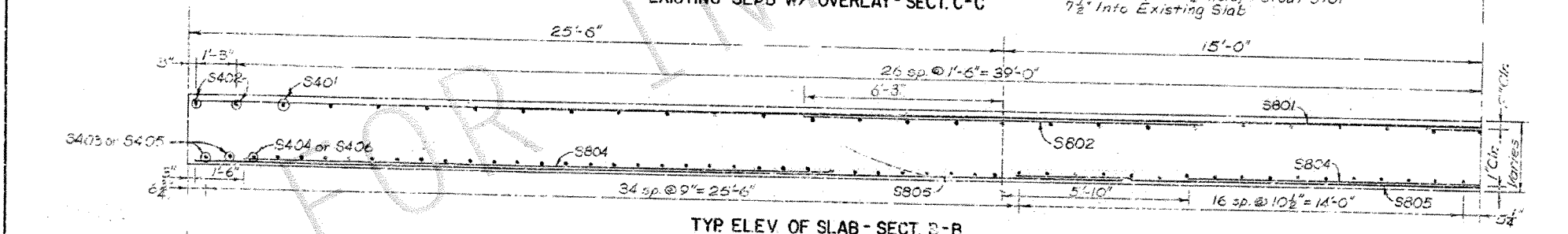
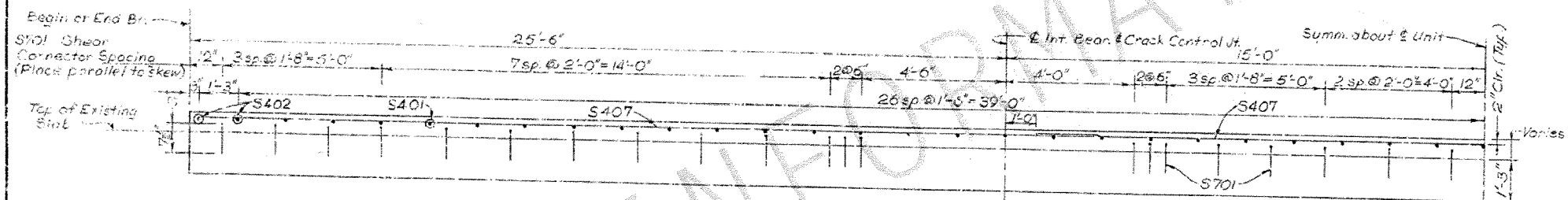
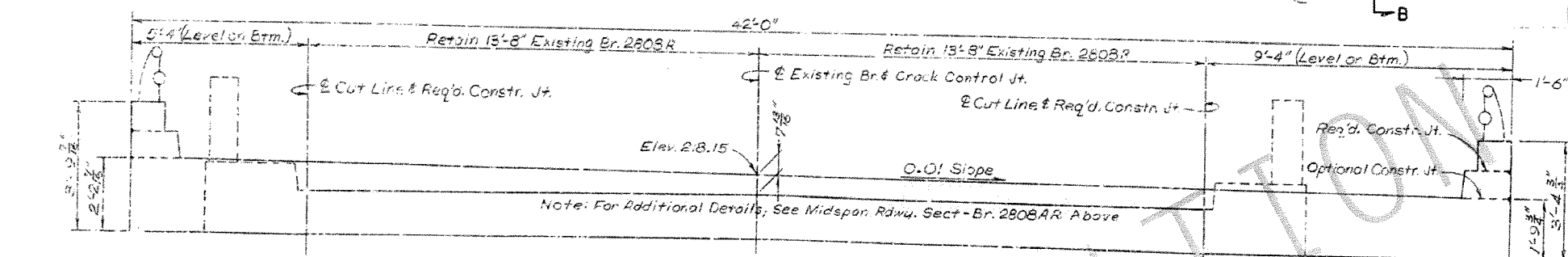
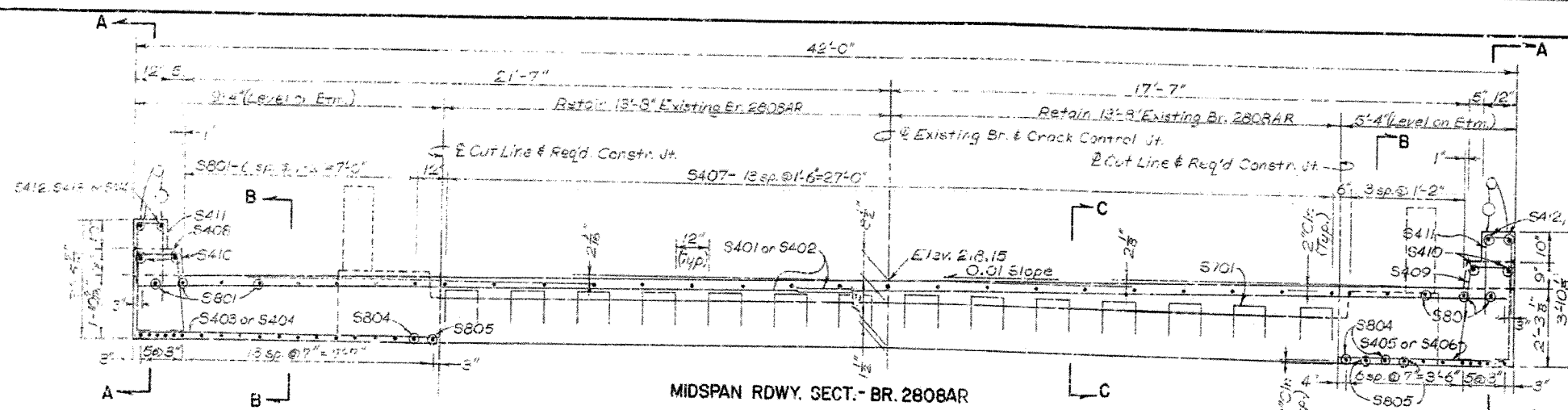
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

JOB NO. BB0109 70 OF 86
 I-40 - JERICHO (F) (I-55)
 FOR INFORMATION ONLY

① 2808 R - Span Details - 18758

GENERAL NOTES

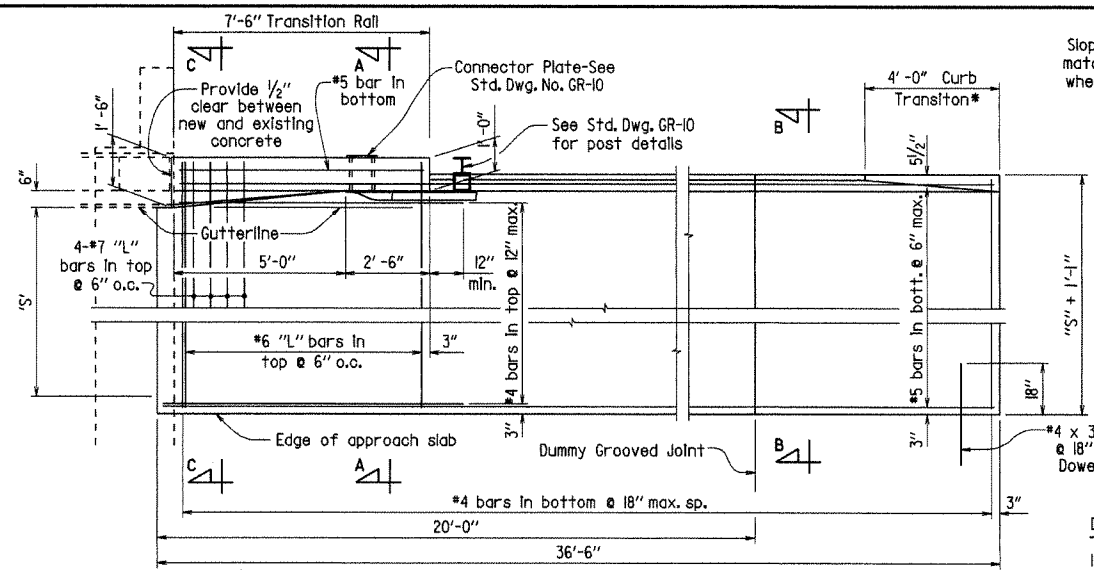
- STRIP, CLEAN AND RETAIN EXISTING TOP AND BOTTOM TRANSVERSE REINFORCING EXTENDING FROM THE CUT LINES INTO THE NEW SLAB A MINIMUM OF 2'-0".
- ALL NEW CONCRETE IN THE SUPERSTRUCTURE WILL BE CLASS (A/E). ALL EXPOSED CORNERS WILL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
- NEW REINFORCING STEEL SHALL BE ASTM A 615, GRADE 60. SHOP LISTS AND BENDING DIAGRAMS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.
- WIRE SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM REINFORCING STEEL. SHOP LISTS AND DIAGRAMS OF WIRE SUPPORTS MUST BE SUBMITTED FOR APPROVAL BEFORE FABRICATION IS BEGUN.
- BEAM BOLSTERS AND HIGH LAMES SHALL HAVE A MAXIMUM LONGITUDINAL AND TRANSVERSE SPACING OF 4'-0".
- DEAD LOAD DEFLECTION FOR THE THREE SPAN UNIT IS NEGLIGIBLE.
- FOR ADDITIONAL GENERAL NOTES, SEE BRIDGE LAYOUT DRAWING NO. 15 254 FOR DETAILS OF TYPE A BRIDGE RAILING, SEE DWG. NO. 14992A.
- SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.
- DESIGN SPECIFICATIONS: AASHTO 1973
- LIVE LOAD: 0.18 (8 WHEELS/FT. OF WIDTH PLUS 30% IMPACT. HS20
- UNIT STRESSES: CLASS (A/E) CONCRETE (f'_c) 1,400 PSI
 REINFORCING STEEL (A615, GRADE 60) 24,000 PSI



SHEET 2 OF 2
 DETAILS OF 81'-0"
 CONTINUOUS R C SLAB UNIT
 BRIDGE OVER FIFTEEN MILE BOUQU
 W. MEMPHIS-CLARKEDALE RECONST.
 CRITTENDEN COUNTY
 ROUTE I-55 SEC. 11
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: E.F. DATE: 29 Nov 73
 CHECKED BY: D.V. DATE: 1-4-78
 DESIGNED BY: E.F. DATE: 10 Dec 73
 BRIDGE NO. 2808 R
 2808AR
 DRAWING NO. 18758

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-10-2003				6	ARK.		71	
07-14-2010								

TYPE AT APPR. GUTTER - 2092



PLAN - SQUARE BRIDGES

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

'S' = Distance from gutterline to edge of approach slab.

Slope top of transition rail to match top of existing end post when end post is greater than 2'-9" above gutterline.

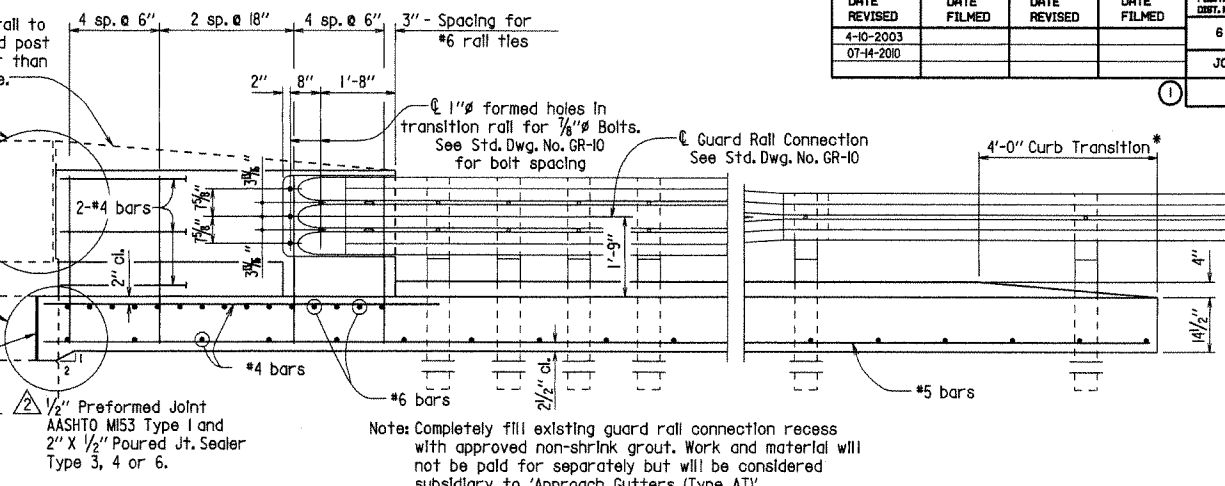
See Alternate Details

Roadway surface

DOWELING NOTE

If new approach slab is used, place dowels into approach slab using 18" embedment.

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

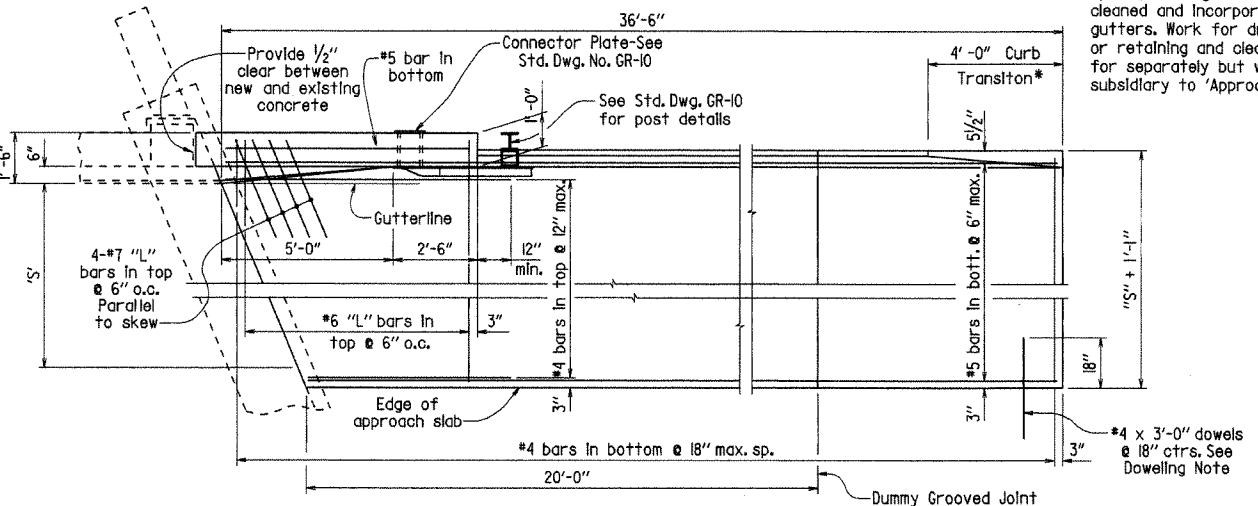


LONGITUDINAL SECTION THRU GUTTER

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

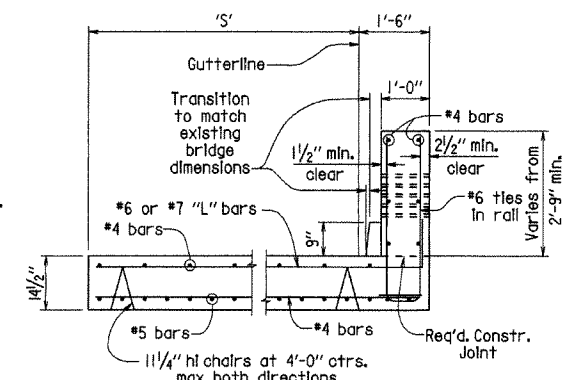
* Construct curb with height-transition as shown if drop inlet is not used at end of gutter.

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



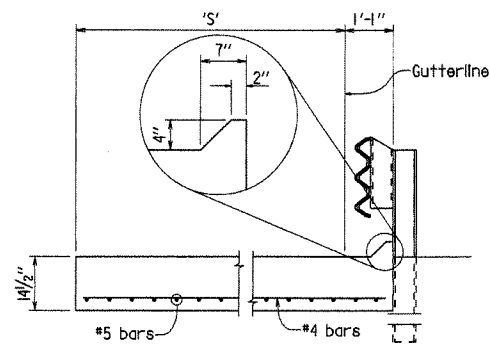
PLAN - SKEWED BRIDGES

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



SECTION A-A

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



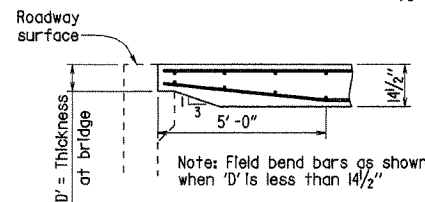
SECTION B-B

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

SECTION C-C

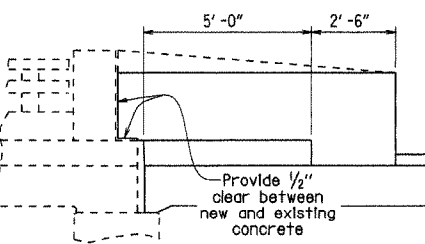
At end of Transition Rail

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



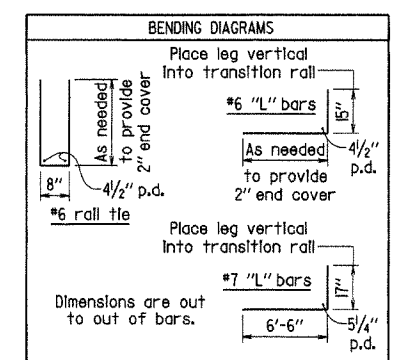
DETAIL X

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



ALTERNATE DETAILS

No Scale



QUANTITIES FOR ONE SQUARE APPROACH GUTTER

'S'	Concrete	Reinforcing Steel
5'-6"	12.06 cu.yd.	1091 lb.
9'-6"	18.78 cu.yd.	1573 lb.

GENERAL NOTES

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

Reinforcing steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi). Fabricate bar lengths to provide 2" minimum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504 of the Standard Specifications.

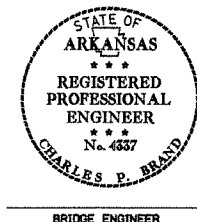
Revised and redrawn 4-10-2003. By KDH Ck. By: CJF 4-10-2003

Added Joint sealer type 07-14-2010 by MJT Checked by: CJF 7-14-2010

DETAILS OF STANDARD TYPE 'AT' APPROACH GUTTERS (BRIDGES WITH 6" CURB WIDTH & TYPE A RAILING)

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

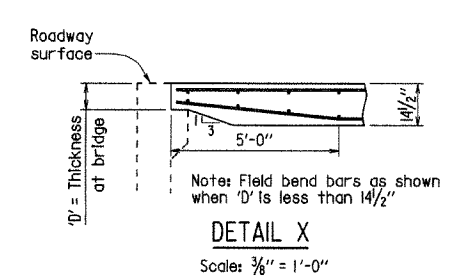
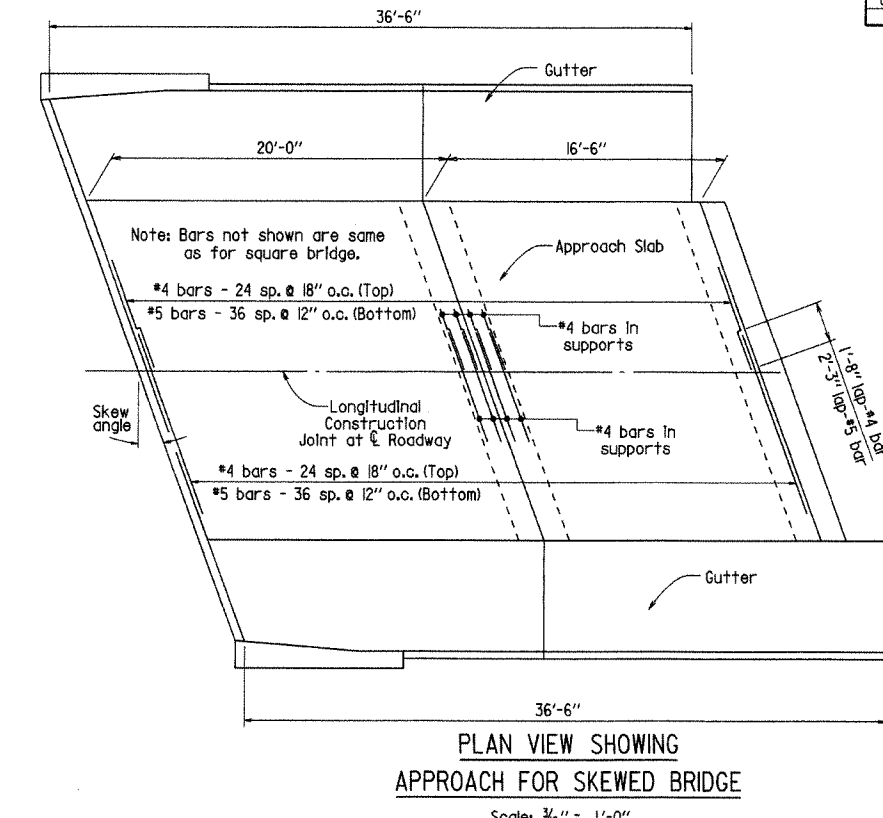
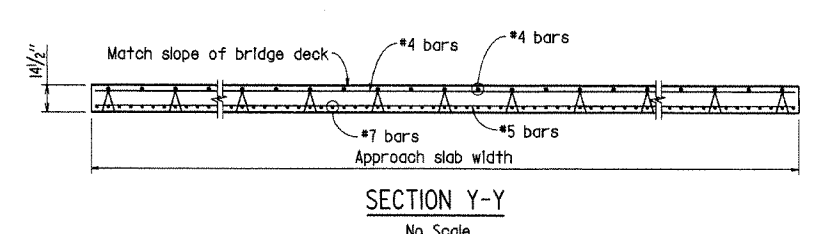
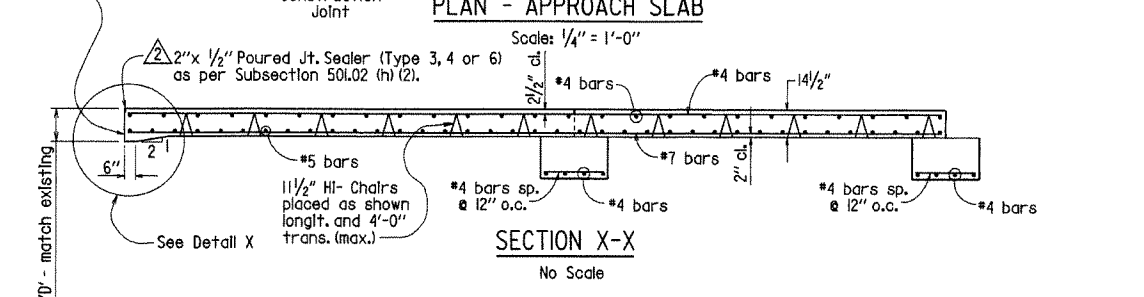
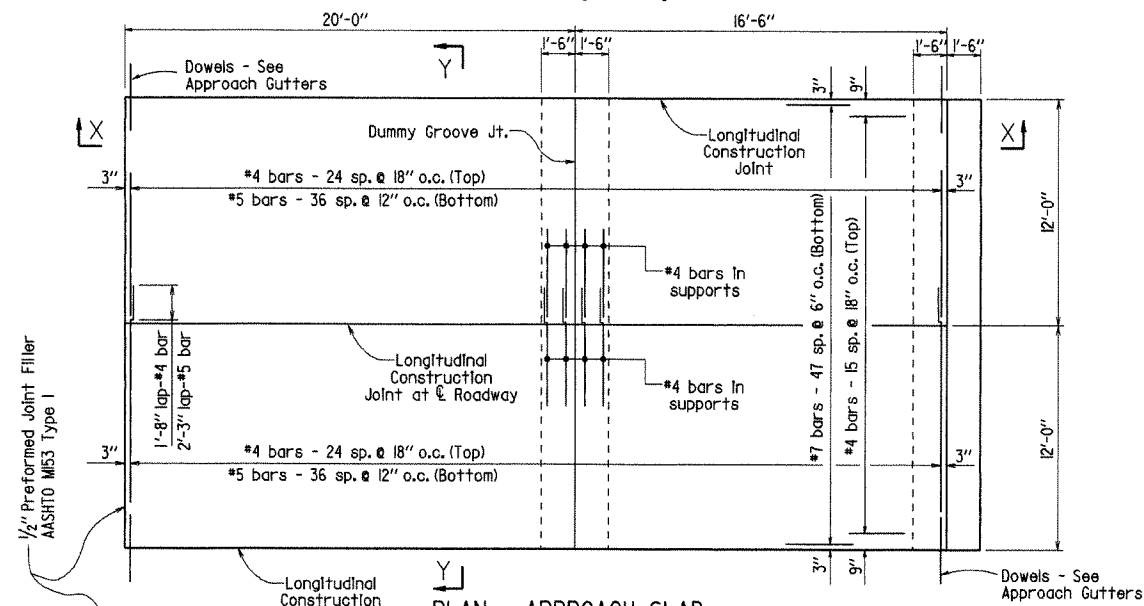
DRAWN BY: KDH DATE: 4-10-2003 FILENAME: B2092.STD
CHECKED BY: CJF DATE: 4-10-2003 SCALE: AS NOTED
DESIGNED BY: STD. DATE: BRIDGE NO. DRAWING NO. 2092



BRIDGE ENGINEER

Note: Top of approach slab shall be given a fine finish as specified for final finishing in subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-10-2003				6	ARK.		72	
07-14-2010								
JOB NO.							APPROACH SLAB - 2095	



GENERAL NOTES

Concrete shall be Class (SAE) (f'c = 4,000 psi).

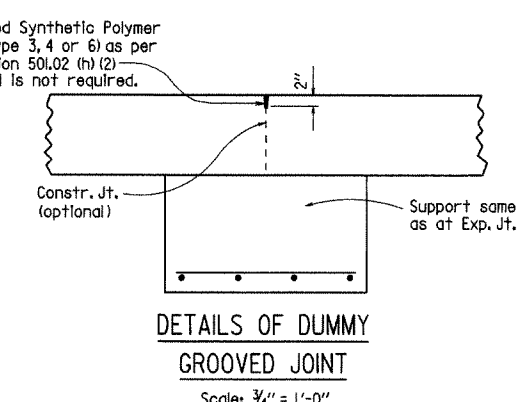
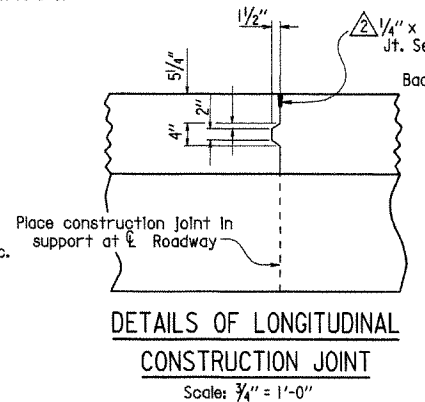
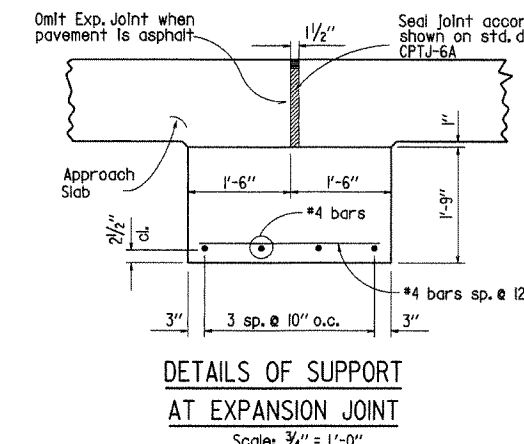
Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi). Fabricate bar lengths to provide 2" minimum cover at each end.

Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

This drawing to be used with Std. Dwg. 2091 or 2092.

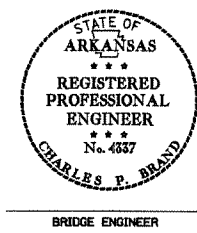
Revised for CPB P.E. Seal 4-10-2003. By KDH Ck. By: CJF 4-10-2003

Added Joint sealer type 07-14-2010 By MJT Ck. By: CDF 07-14-2010



QUANTITIES FOR ONE SQUARE APPROACH SLAB

Slab Width	Reinforcing Steel	Concrete (Cu. Yds.)
24'-0"	5579 lb.	50.19

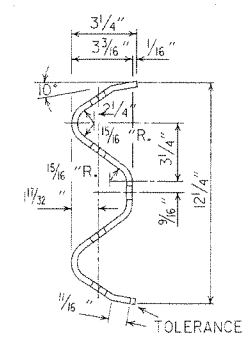
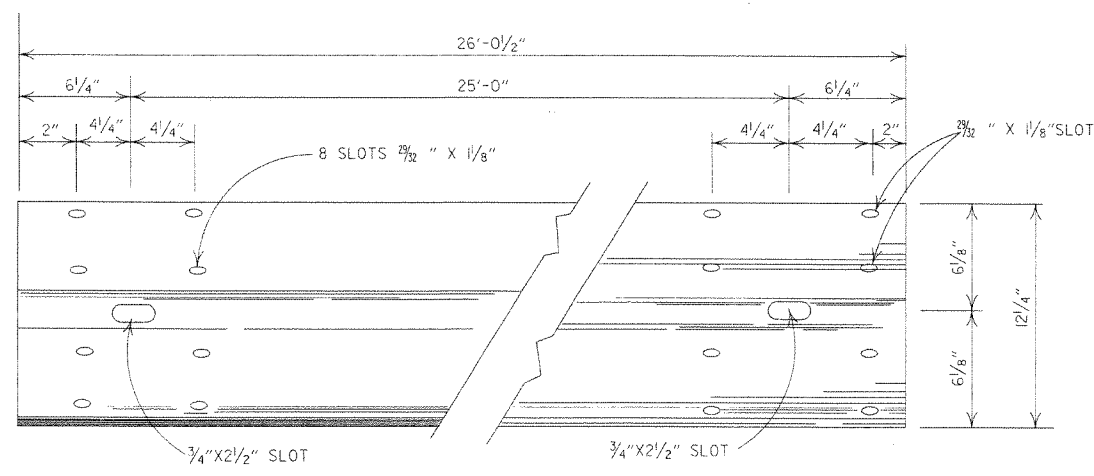


DETAILS OF APPROACH SLAB

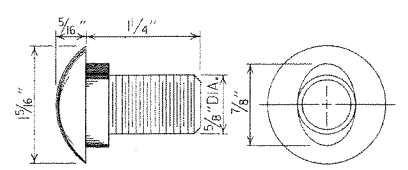
ROUTE SEC. ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

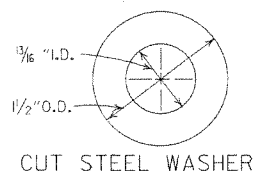
DRAWN BY: KDH DATE: 3-30-2000 FILENAME: B2095.STD
 CHECKED BY: CPB DATE: 3-30-2000 SCALE: AS NOTED
 DESIGNED BY: STD. DATE: BRIDGE ENGINEER
 BRIDGE NO. DRAWING NO. 2095



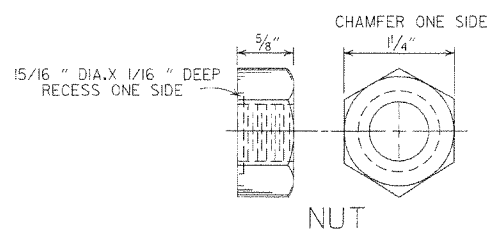
DETAILS OF W-BEAM GUARD RAIL
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



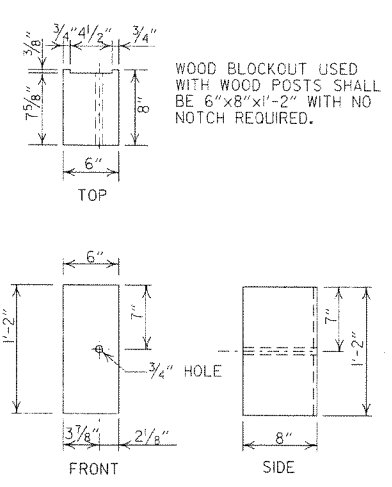
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



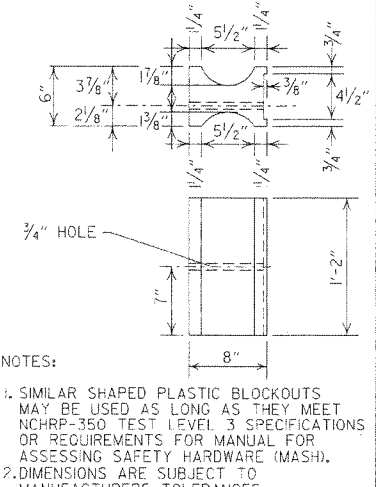
CUT STEEL WASHER



NUT

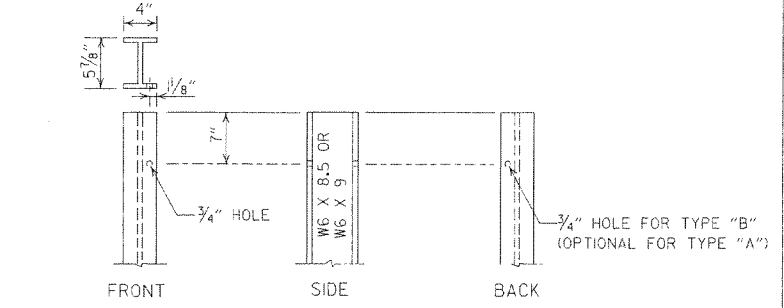


WOOD BLOCKOUT (W-BEAM)

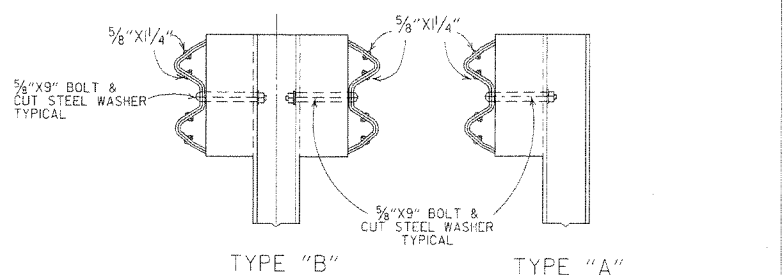


PLASTIC BLOCKOUT (W-BEAM)

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.



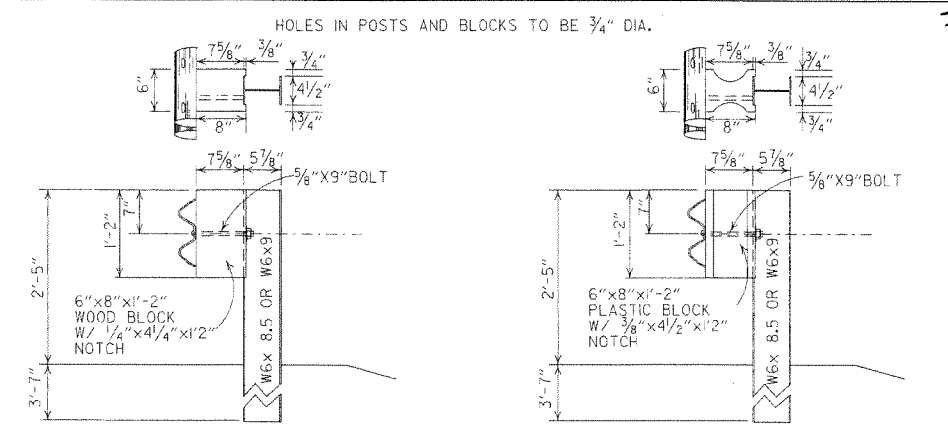
STEEL POST



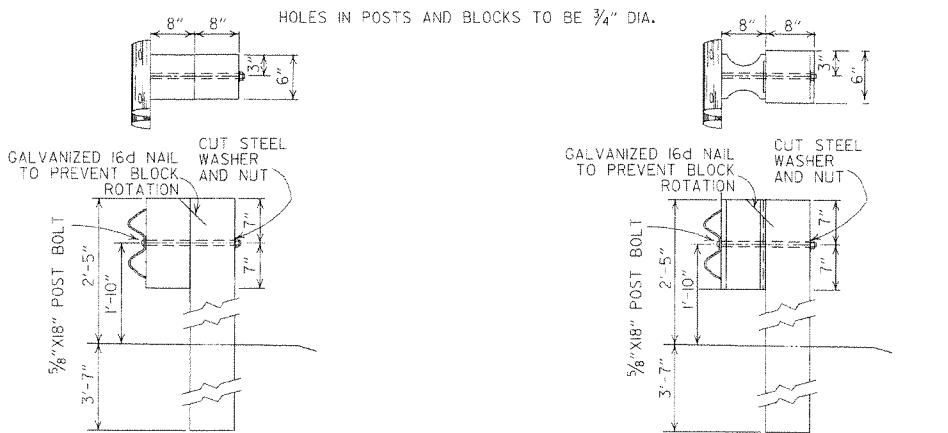
DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 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 9.7F (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.



WOOD BLOCKOUT CONNECTIONS
PLASTIC BLOCKOUT CONNECTIONS
DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



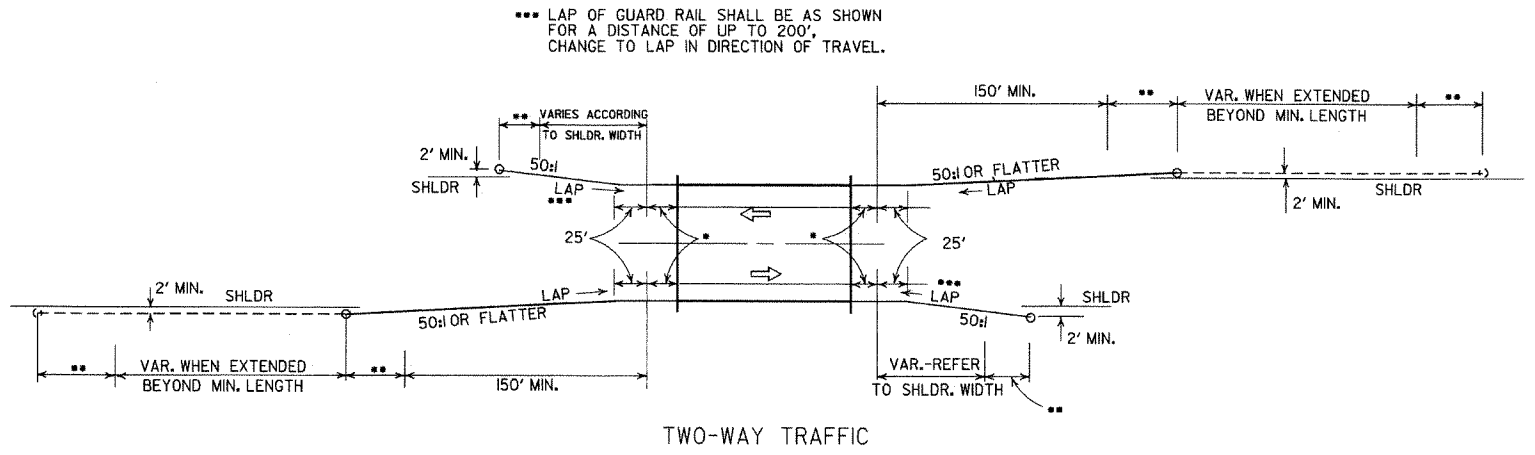
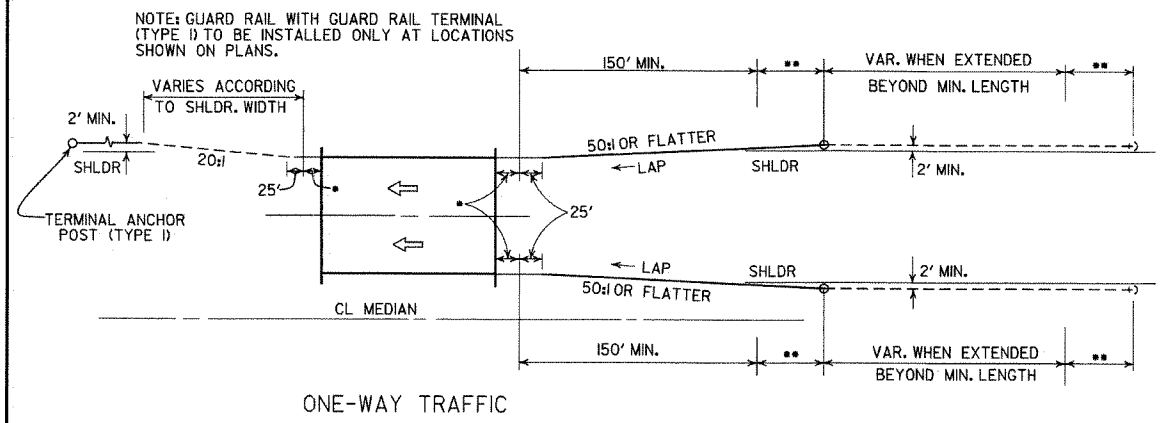
WOOD BLOCKOUT CONNECTIONS
PLASTIC BLOCKOUT CONNECTIONS
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

7-4-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-5-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	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 AT 1. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-5-91
8-2-90	REV. GEN. NOTE & DEPTH 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
0-9-87	REDRAWN & REVISED	802-10-9-87
DATE	REVISION	DATE FILED

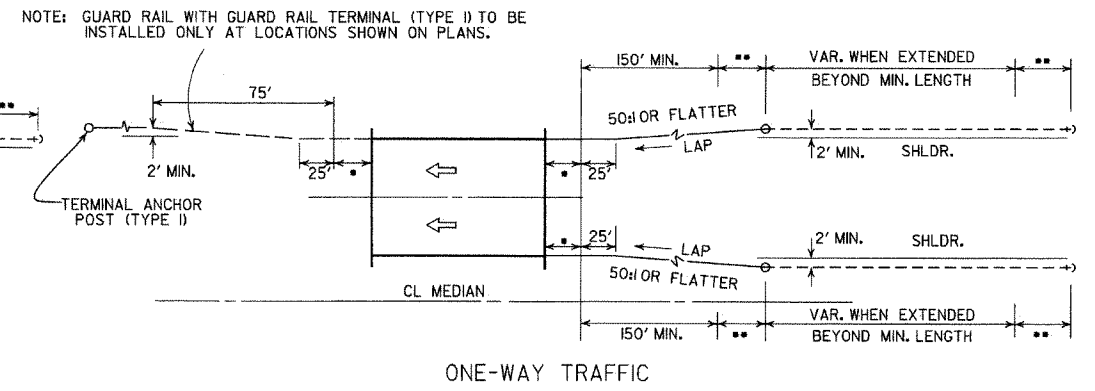
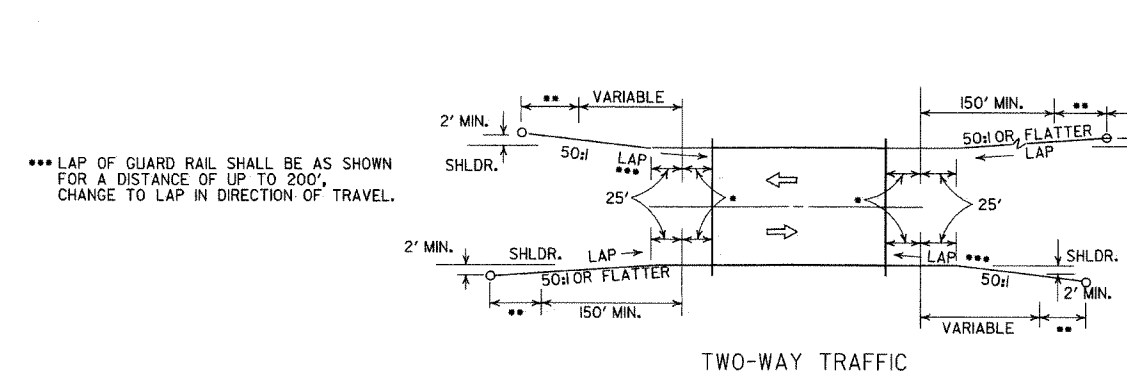
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

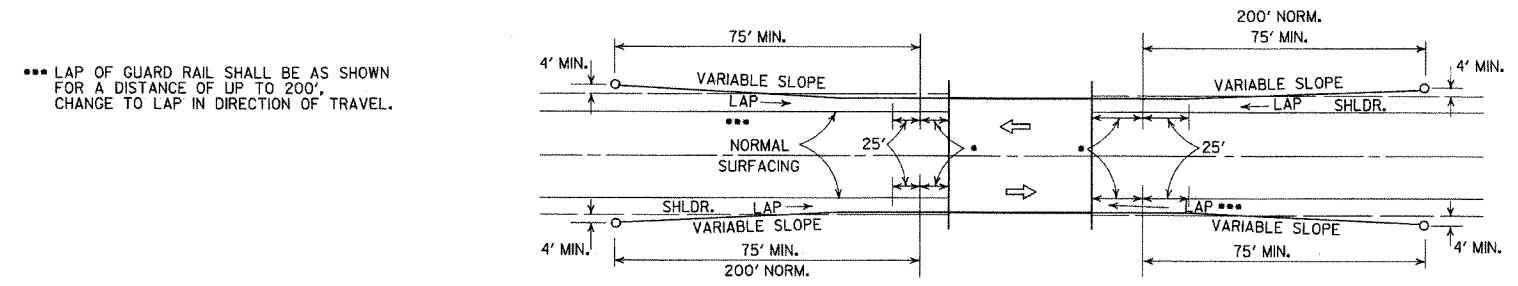
STANDARD DRAWING GR-8



METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)



METHOD OF INSTALLATION OF GUARD RAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

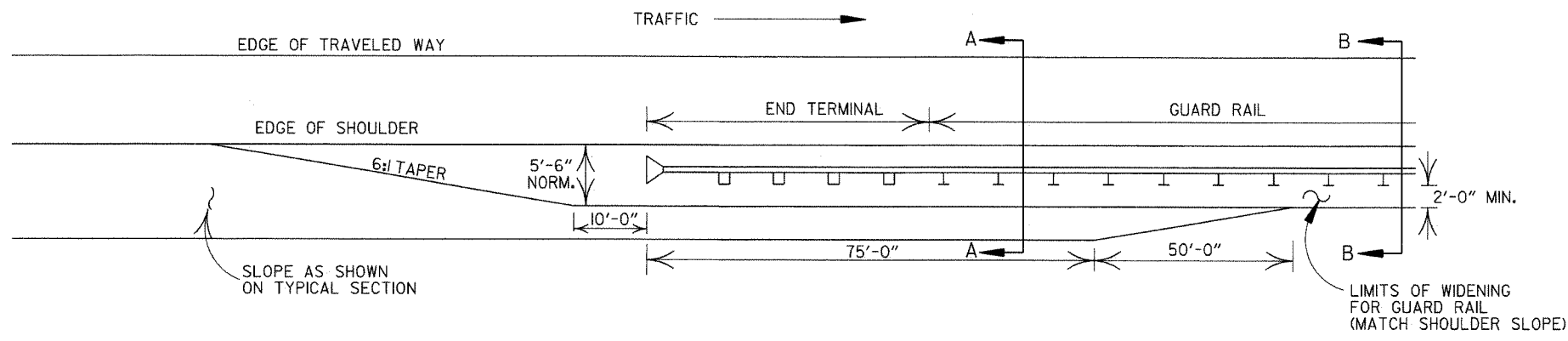


LEGEND

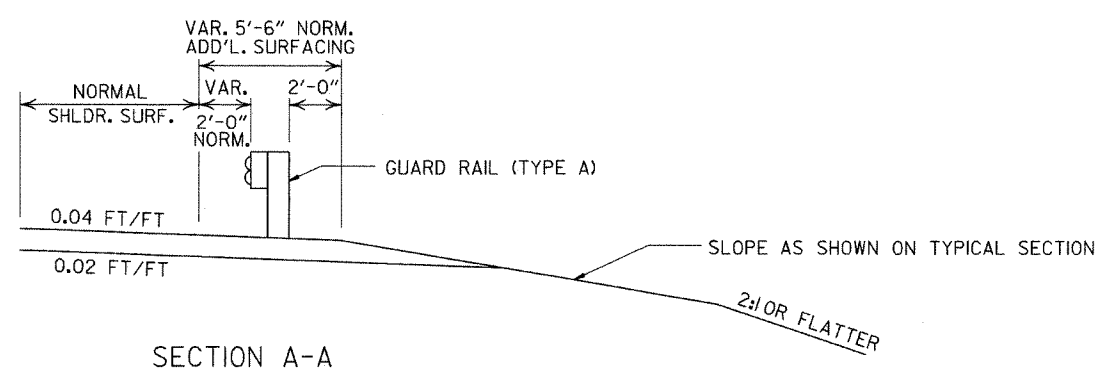
- THRIE BEAM GUARD RAIL TERMINAL
- GUARD RAIL TERMINAL (TYPE 2)

METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

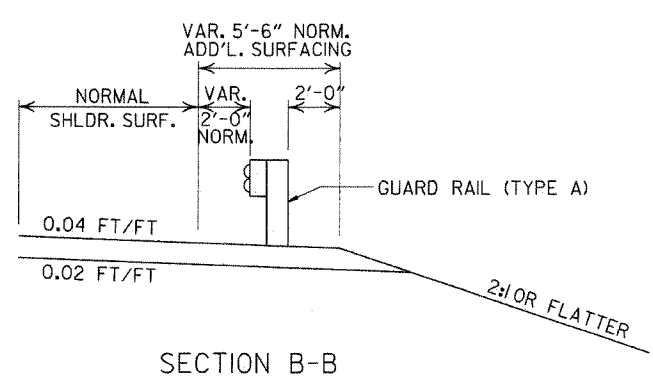
ARKANSAS STATE HIGHWAY COMMISSION		
GUARD RAIL DETAILS		
STANDARD DRAWING GR-9		
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
10-9-87	ADDED NOTE	
10-9-87	REDRAWN & REVISED	
DATE	REVISION	DATE FILM



NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARD RAIL.

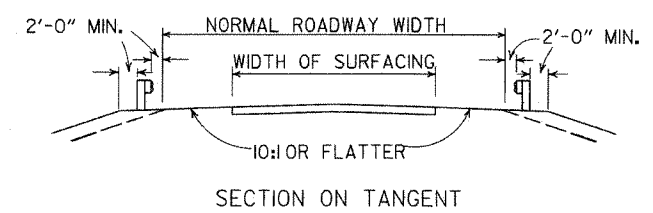


SECTION A-A

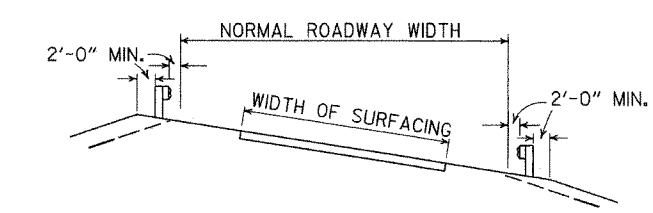


SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

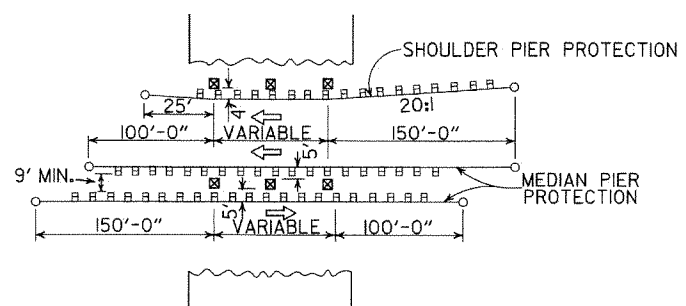


SECTION ON TANGENT



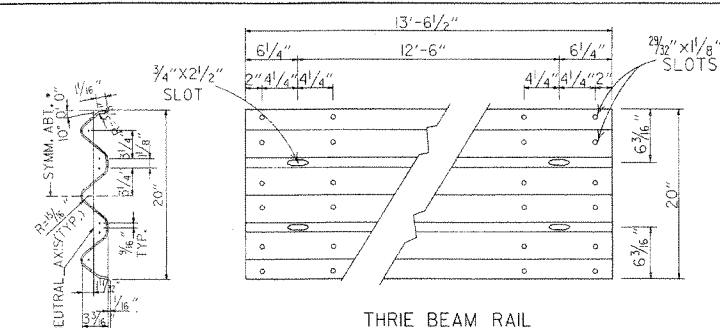
SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

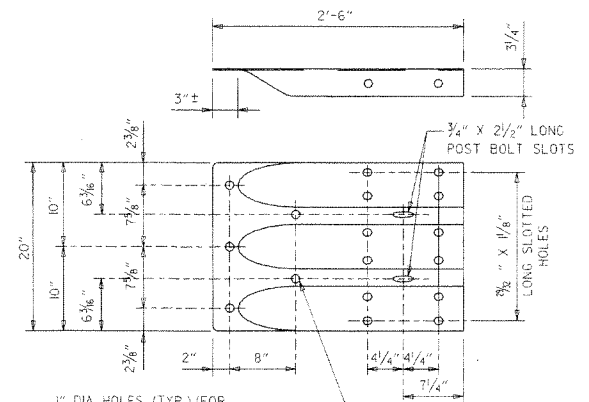


METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

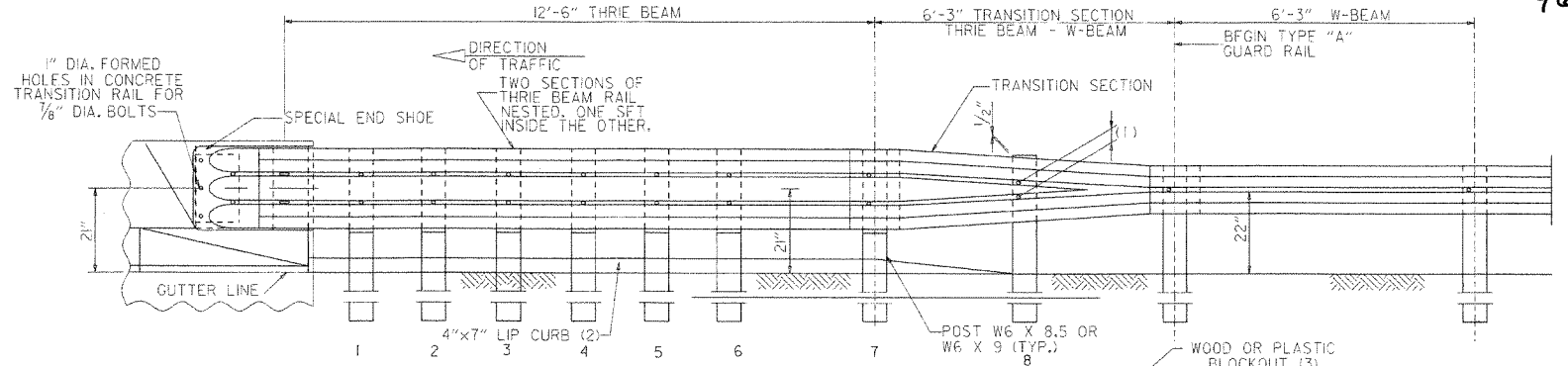
				ARKANSAS STATE HIGHWAY COMMISSION	
				GUARD RAIL DETAILS	
				STANDARD DRAWING GR-9A	
4-17-08	MINOR REVISION				
11-10-05	DRAWN				
DATE	REVISION			DATE	FILM



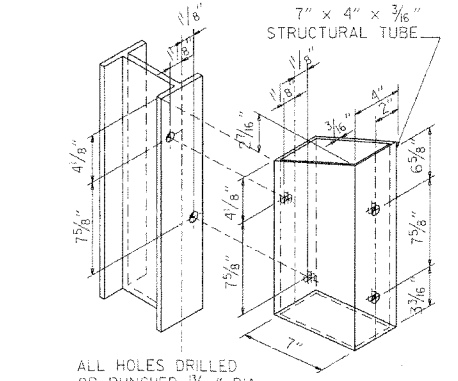
SECTION THRU THRIE BEAM RAIL



SPECIAL END SHOE



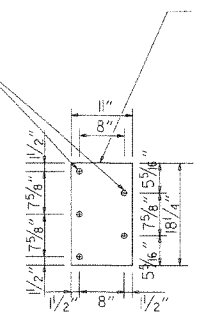
ELEVATION



STRUCTURAL STEEL TUBING BLOCKOUT DETAIL

ATTACH BLOCKOUT TO POST USING 5/8\"/>

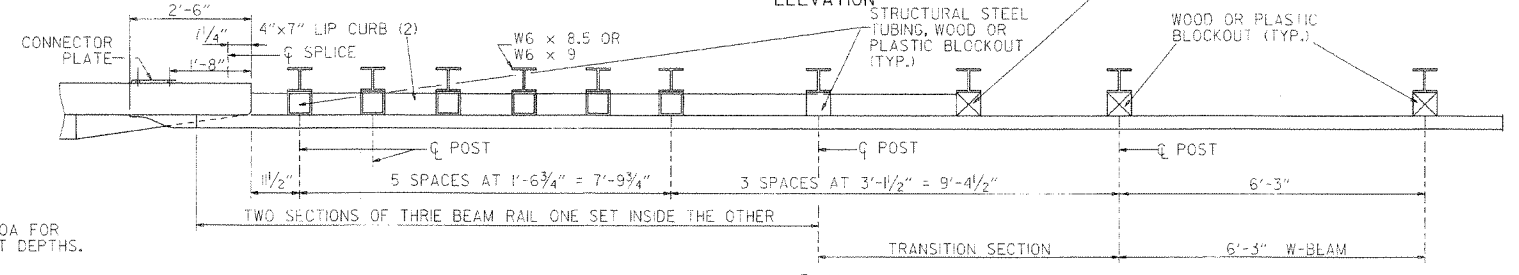
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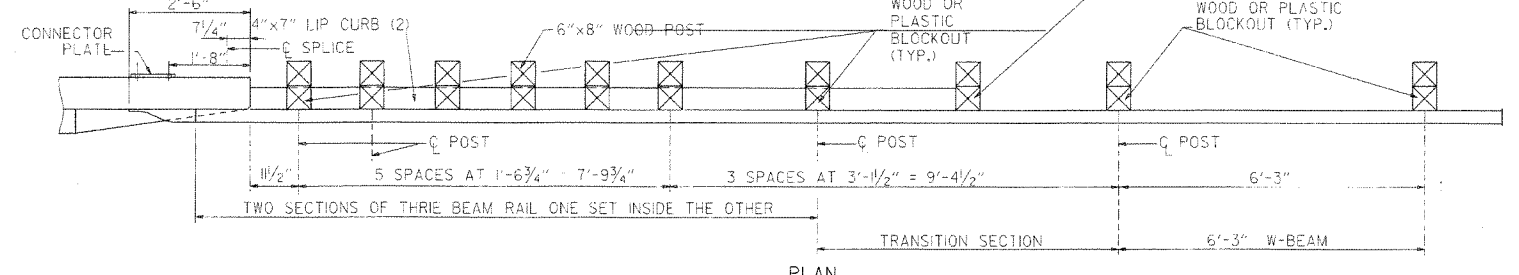
CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING 1/2\"/>

NOTE: SEE STANDARD DRAWING GR-10A FOR GUARD RAIL POST EMBEDMENT DEPTHS.



PLAN



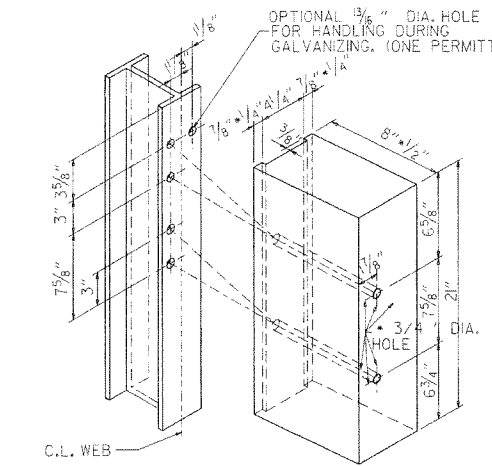
PLAN

- (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

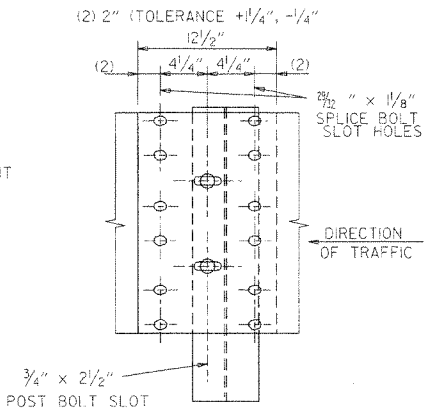
GENERAL NOTES:

- 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 3/4\"/>
- 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 9.7f (1400 f) OR NO. 1 (350 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.

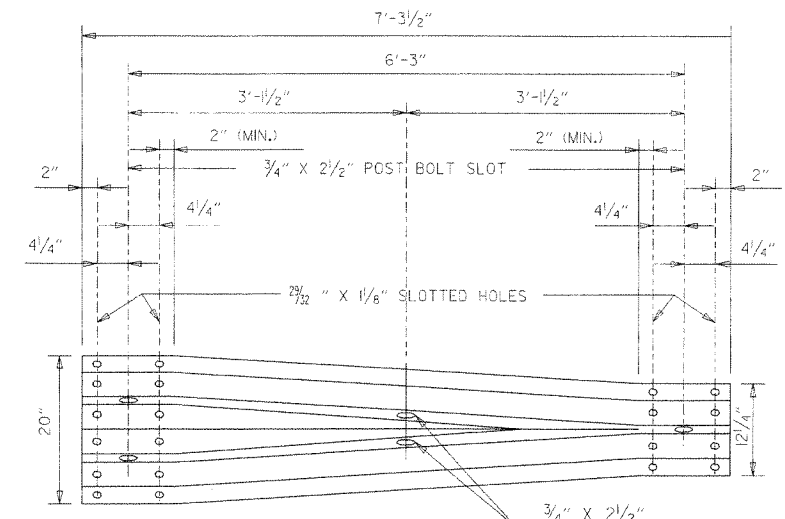


HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.

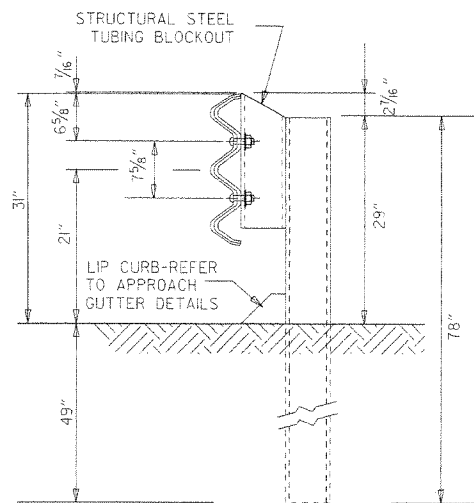


THRIE BEAM RAIL SPLICE AT POST

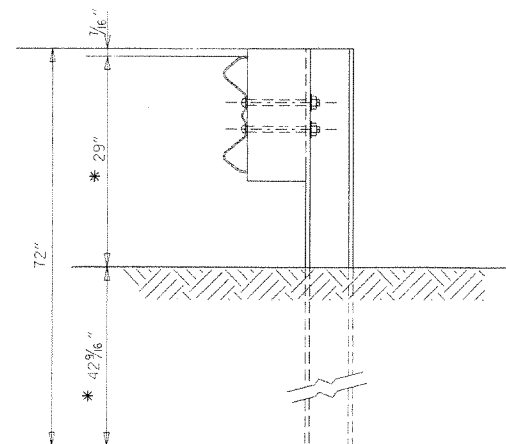


TRANSITION SECTION

7-14-10	RAISED HEIGHT OF W-BEAM 1"	ARKANSAS STATE HIGHWAY COMMISSION	
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	GUARD RAIL DETAILS	
8-22-02	REVISED NOTE (2)		
6-29-00	MOVED DIMENSION LINES		
5-18-00	ADDED NOTE		
3-30-00	DRAWN & ISSUED		
DATE	REVISION	DATE FILM	STANDARD DRAWING GR-10

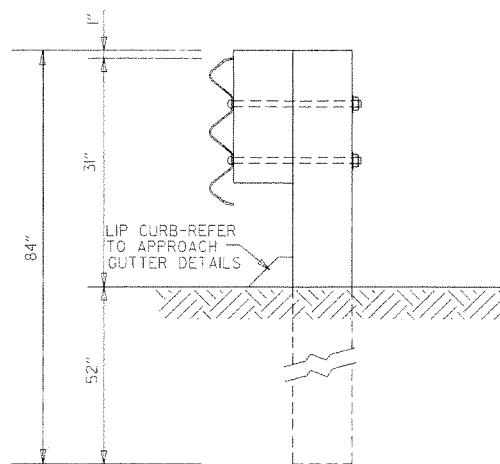


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7

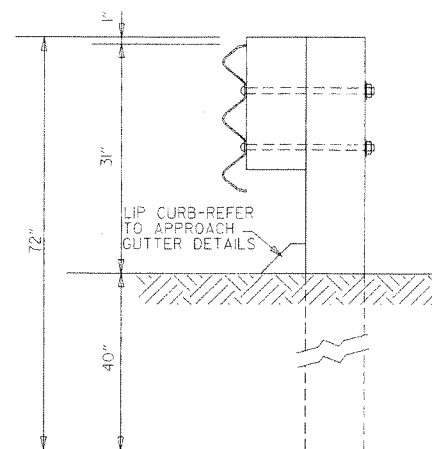


W-BEAM TO THRIE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

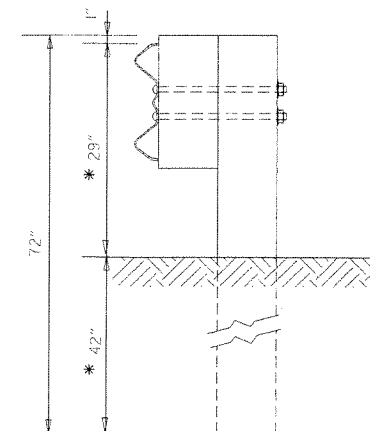
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



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.

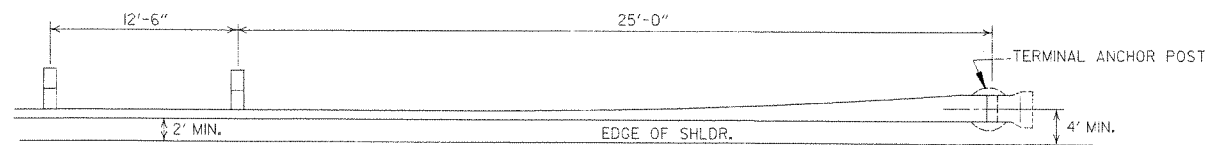
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 (350 f) SOUTHERN PINE.

DATE	REVISION	DATE FILM
7-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
8-22-02	REVISED LIP CURB NOTE	
3-30-00	DRAWN & ISSUED	

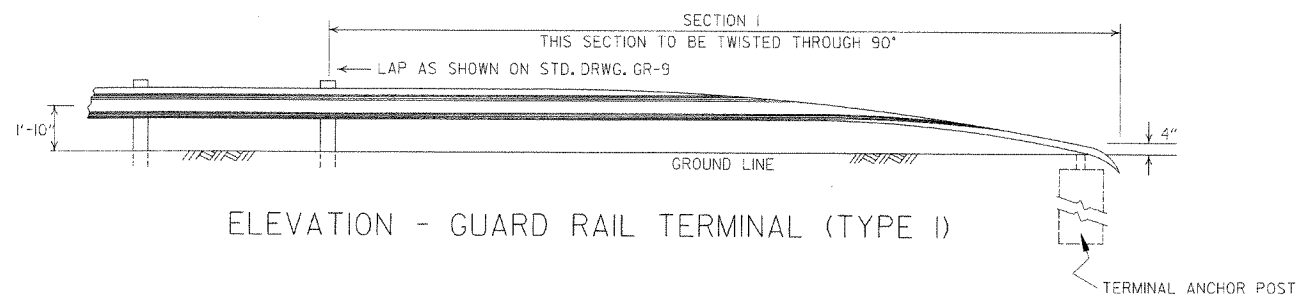
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

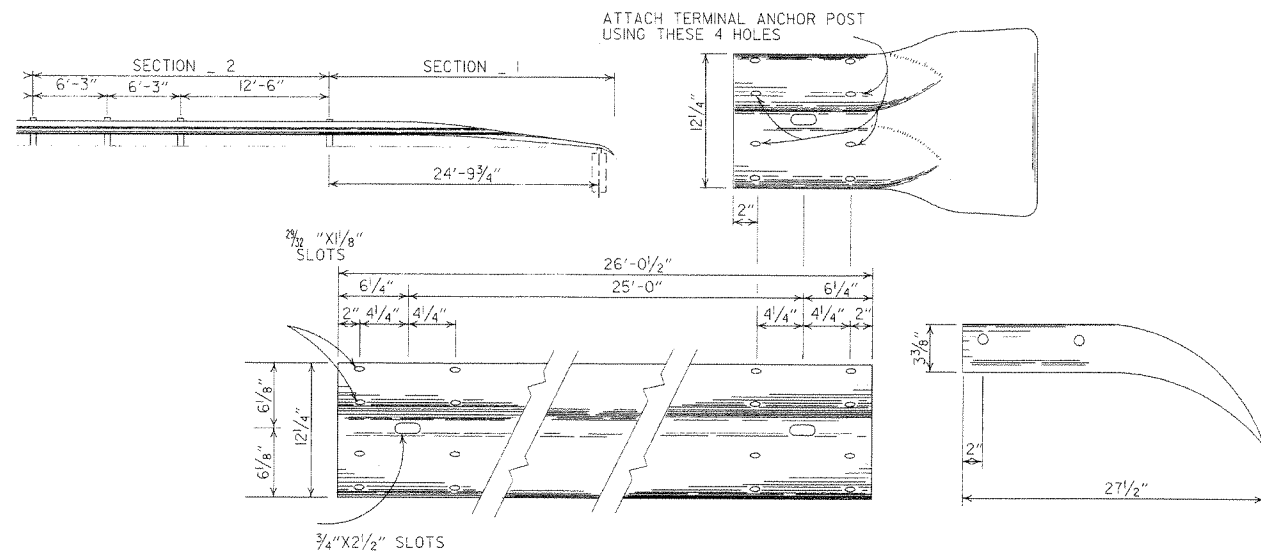


PLAN - GUARD RAIL TERMINAL (TYPE I)



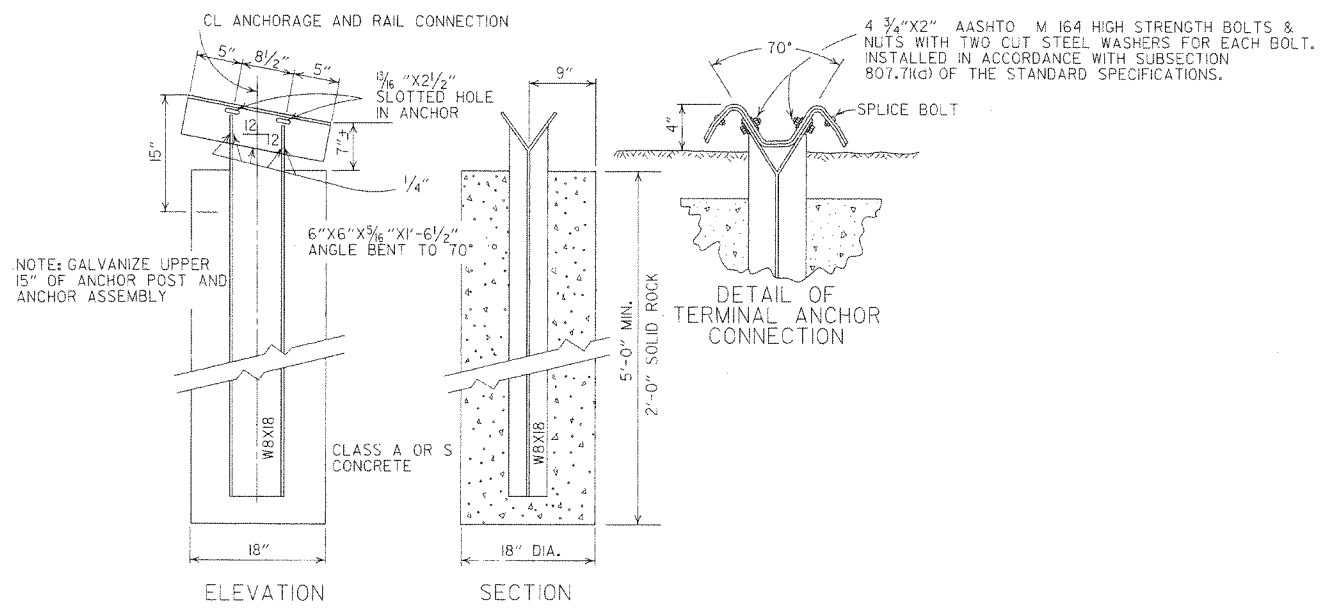
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE:
SECTIONS 1 AND 2 OF GUARD RAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARD RAIL SPECIFIED.



SECTION I

TERMINAL SECTION



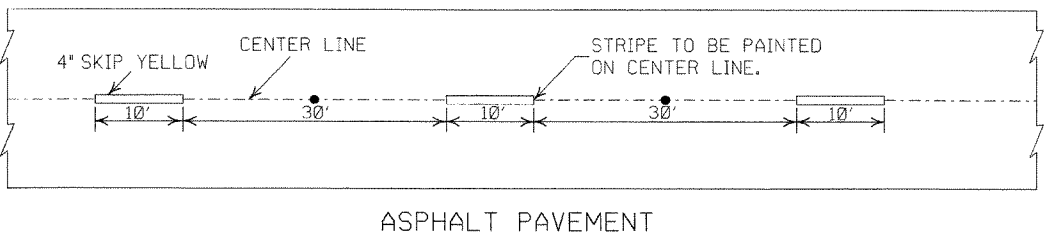
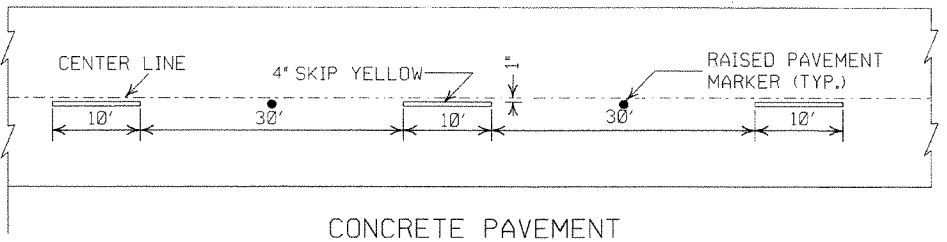
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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 W/ 17 POST IF CONTRACTOR SO DESIRES.

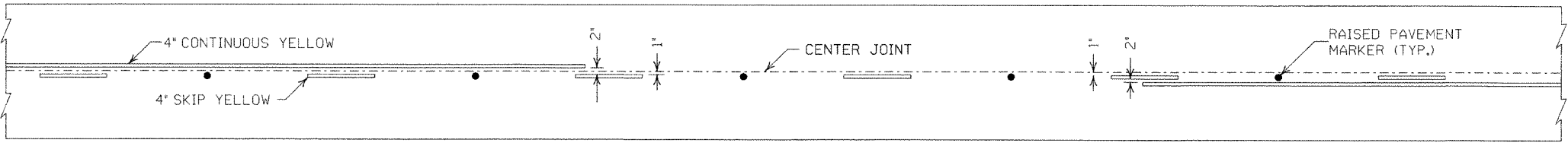
		ARKANSAS STATE HIGHWAY COMMISSION
		GUARD RAIL DETAILS
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	STANDARD DRAWING GRT-1
6-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-3-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	
10-1-92	DRAWN & ISSUED	
DATE	REVISION	DATE FILM

NOTES:

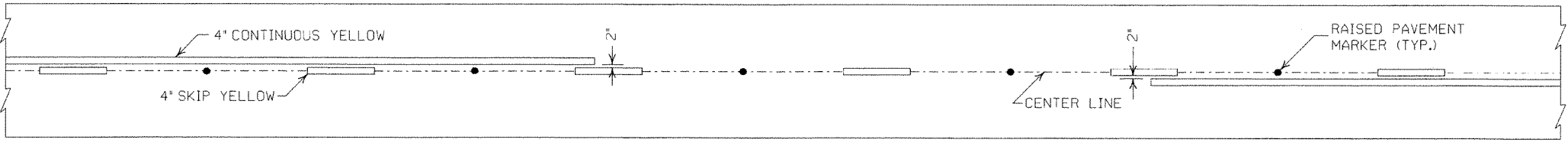
1. ALL LINES SHALL HAVE A WIDTH OF 4 INCHES.
2. THE THICKNESS AND RATE OF PAINT APPLICATION SHALL BE AS SPECIFIED IN SECTION 718 OF THE STANDARD SPECIFICATIONS.
3. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. RAISED PAVEMENT MARKERS SHALL BE CENTERED BETWEEN SKIP LINES ON 40 FEET SPACING UNLESS OTHERWISE SHOWN ON THE PLANS.



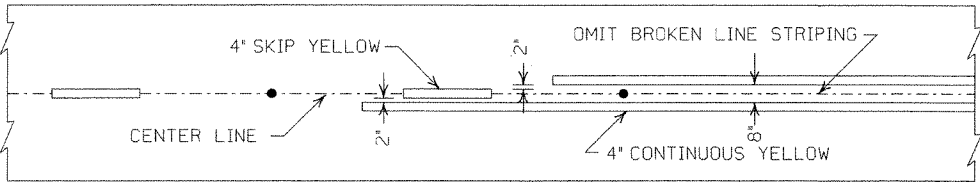
BROKEN LINE STRIPING



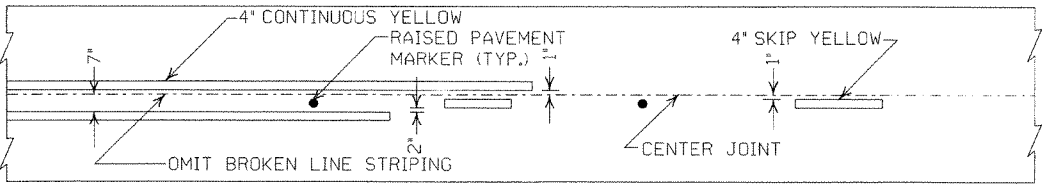
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

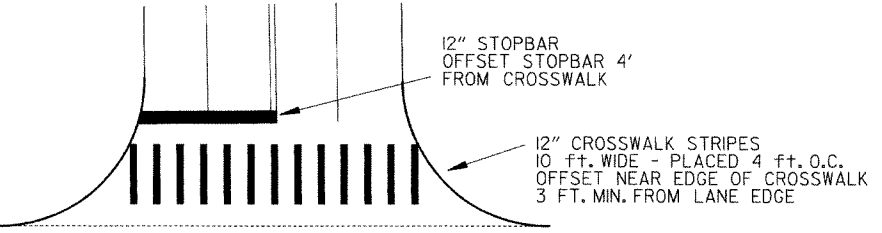


ASPHALT PAVEMENT



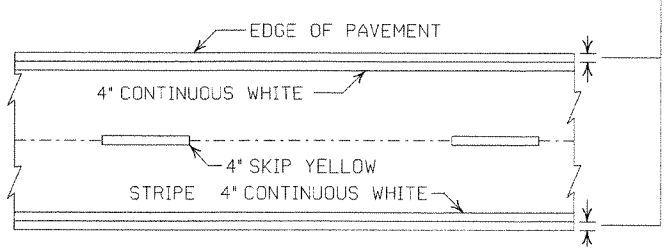
CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

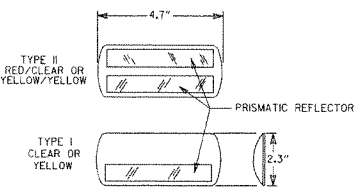


CROSSWALK AND STOPBAR DETAILS

2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING



NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

GENERAL NOTES:
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND RAISED PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

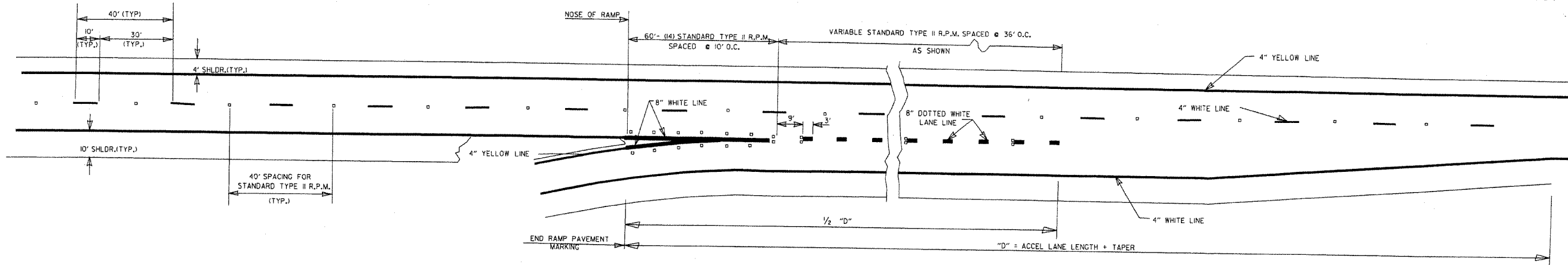
STANDARD DRAWING PM-1

ENTRANCE RAMP

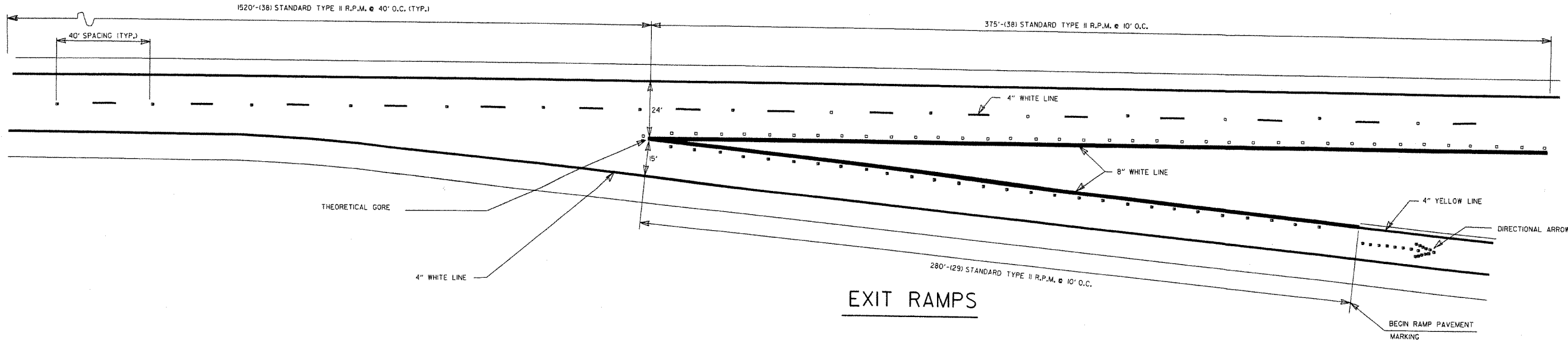
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 36 EACH

EXIT RAMP

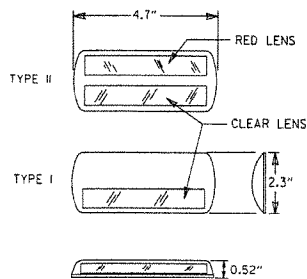
4" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 36 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 46 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 36 EACH



ENTRANCE RAMPS

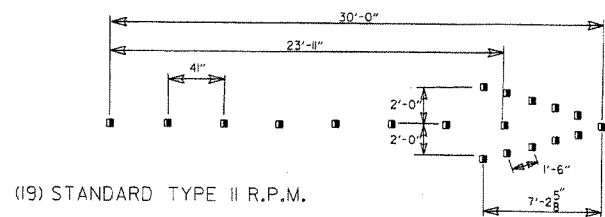


EXIT RAMPS



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

NOTE: THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER, REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
7/26/12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-7-10	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

ADVANCE DISTANCES (XXXX)


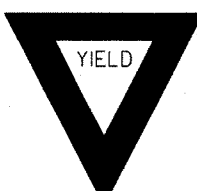
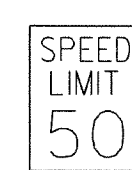
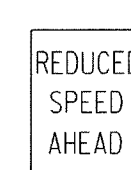



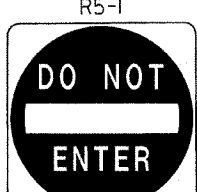

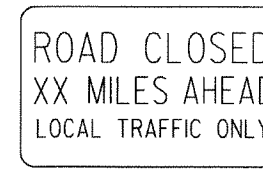
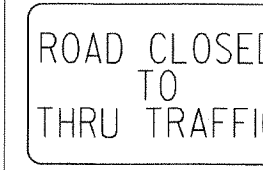
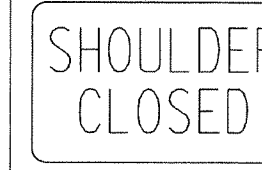
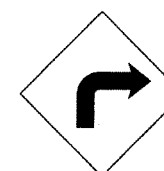
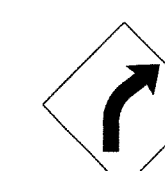
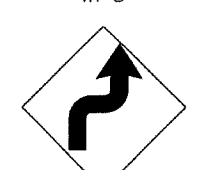

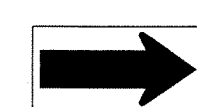
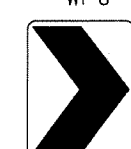
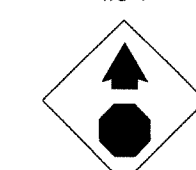
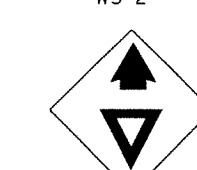
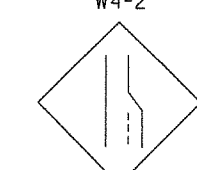
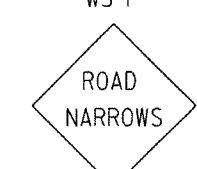
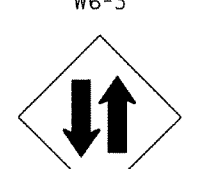
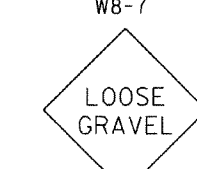
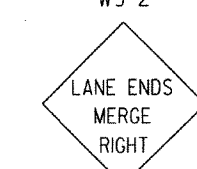

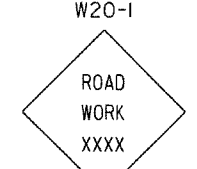
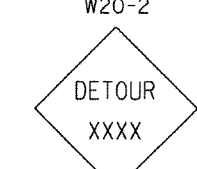
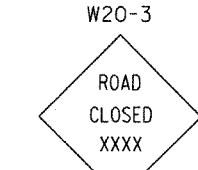

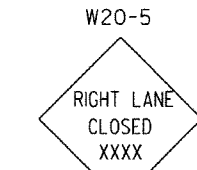


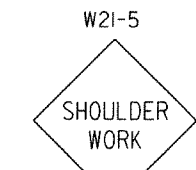
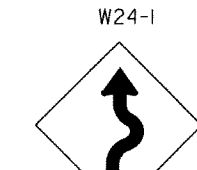
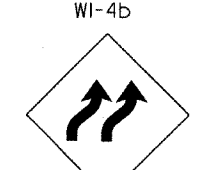
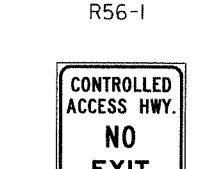
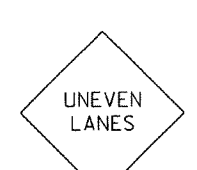
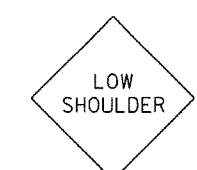
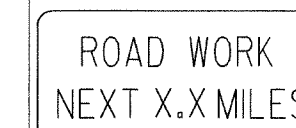
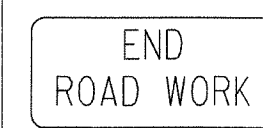
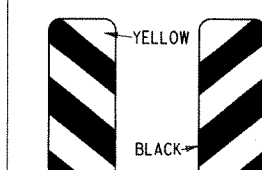


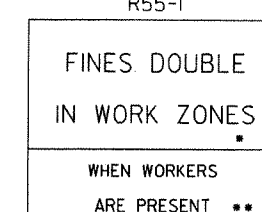
500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD

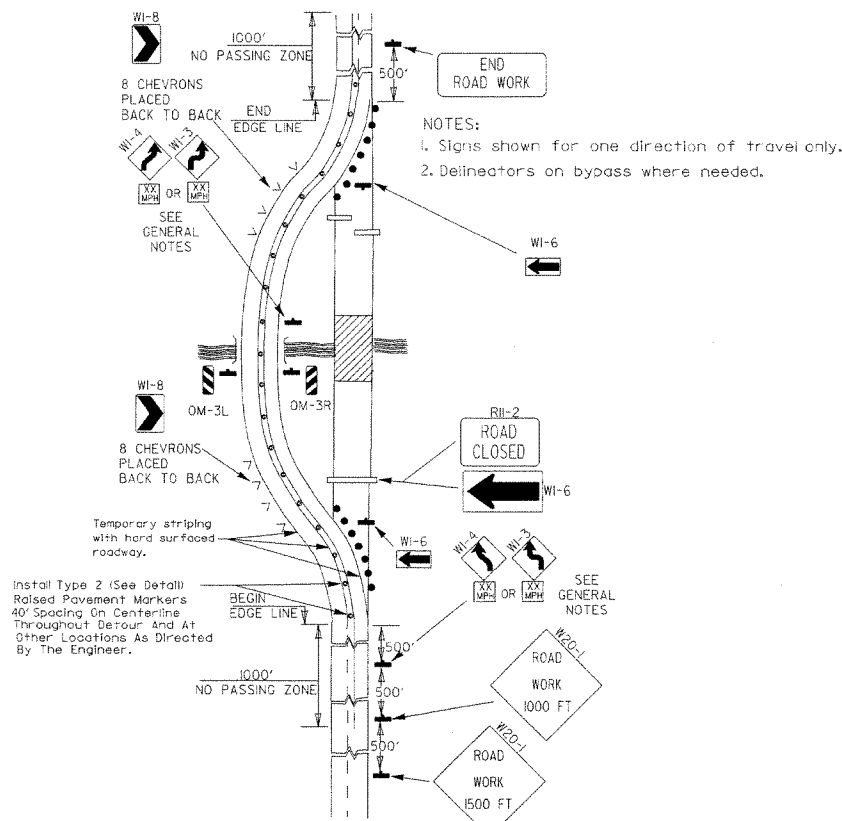
GENERAL NOTES:

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- 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.
- 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.

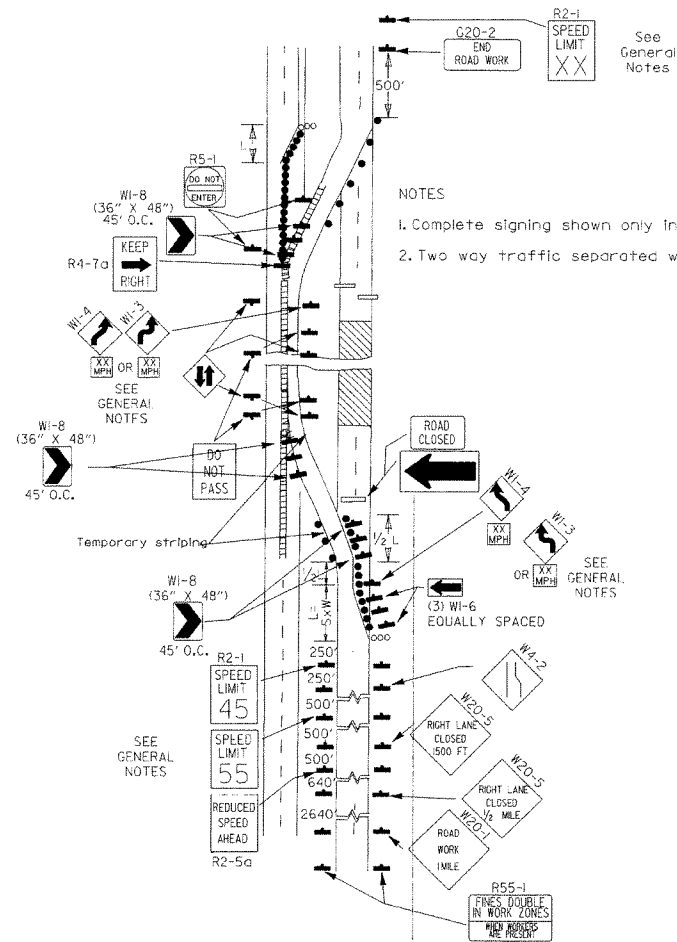
* NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9g & 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	
DATE	REVISION	FILMED

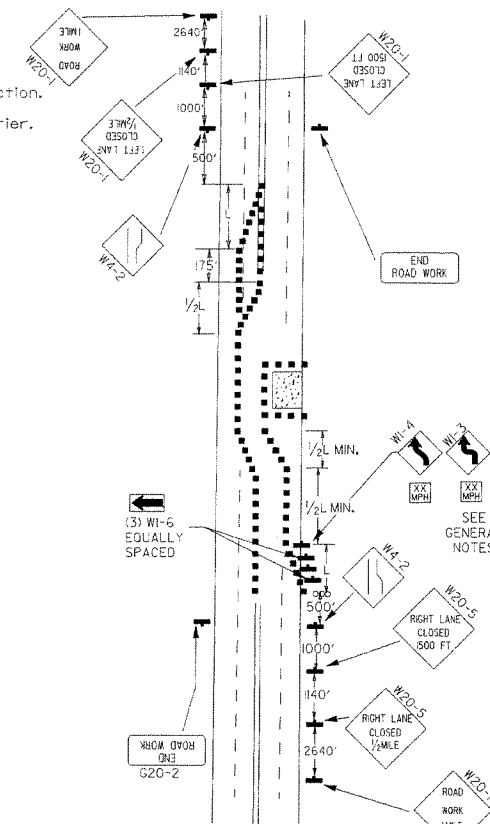
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5A</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R2-5C</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>RSP-1</p>  <p>48"x30"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>
<p>W20-3</p>  <p>STD. 48"x48"</p>	<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>
<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>	<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>
<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>* USE 6" C LETTERS ** USE 4" D LETTERS</p>				



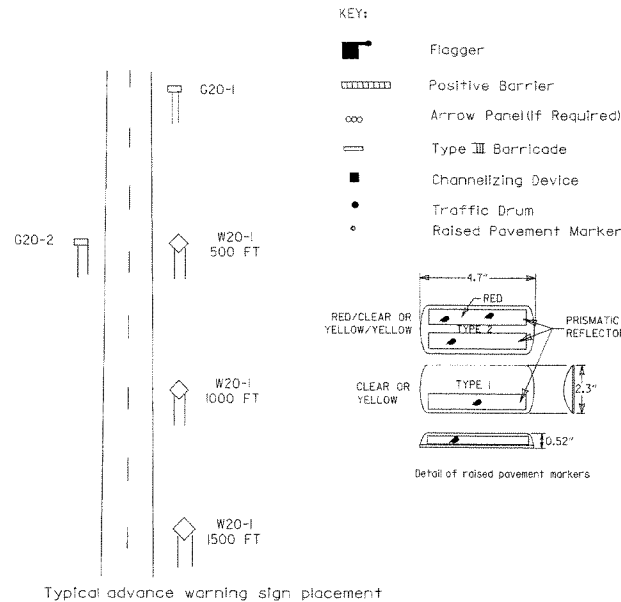
(A) Typical application of traffic control devices on a 2-lane highway where the entire roadway is closed and a bypass detour is provided.



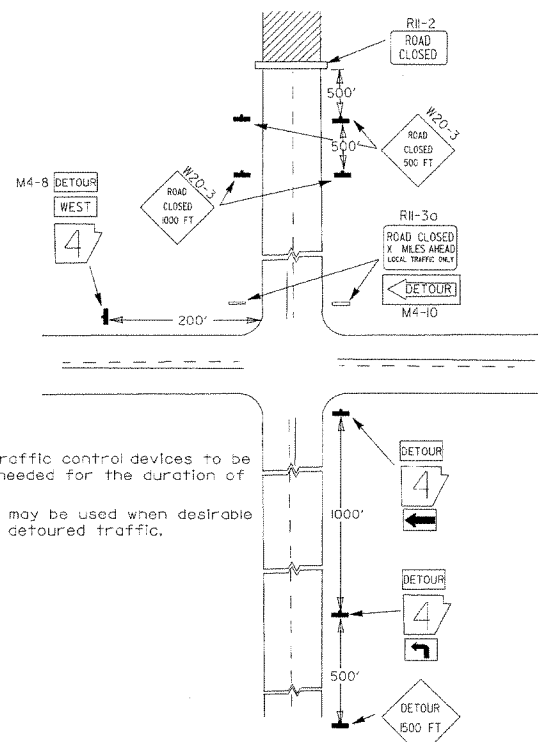
(B) Typical application - 4-lane divided roadway where one roadway is closed.



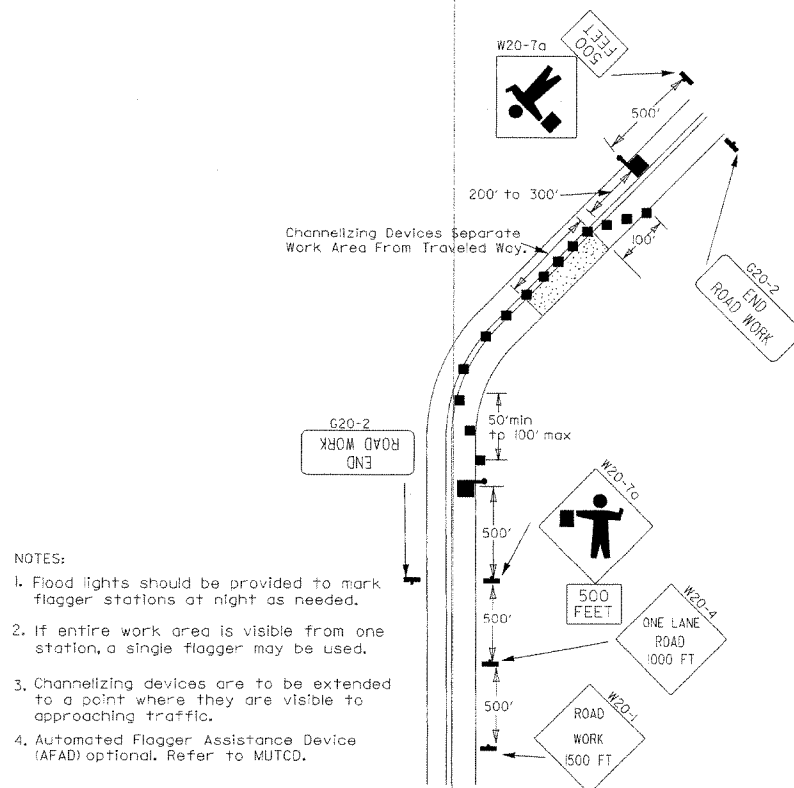
(C) Typical application - 4-lane undivided roadway where half of the roadway is closed.



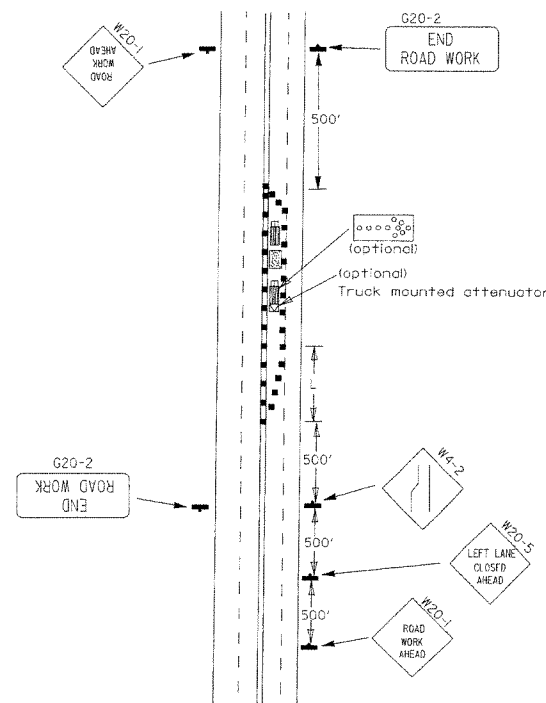
GENERAL NOTES:
 1. Advisory speed posted on WI-3 or WI-4 curve warning signs to be determined at site. Use WI-4 when speed is greater than 30mph and WI-3 when 30mph or less.
 2. When the existing speed limit is 45mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-1(45) shall be installed at that location. Additional R2-1(45) speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(45) 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(55) speed limit signs shall be installed at a maximum of 1/2 mile intervals. At the end of the work area a R2-1(55) 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.



(D) Typical application - roadway closed beyond detour point.



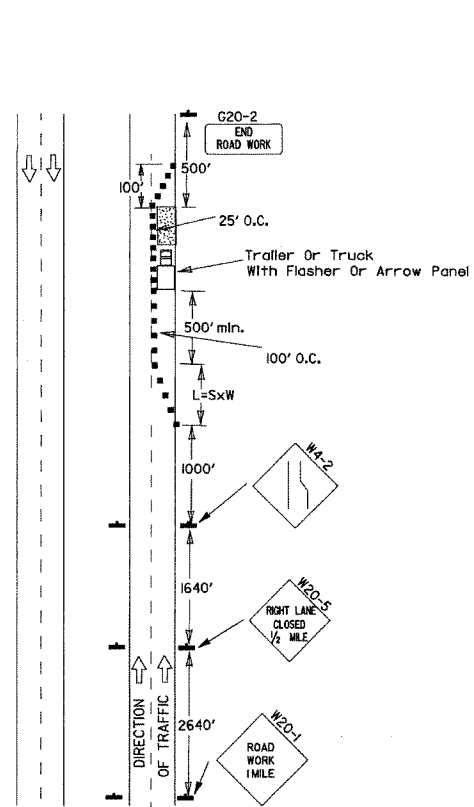
(E) Typical application of traffic control devices on 2-lane highway where one lane is closed and flagging is provided.



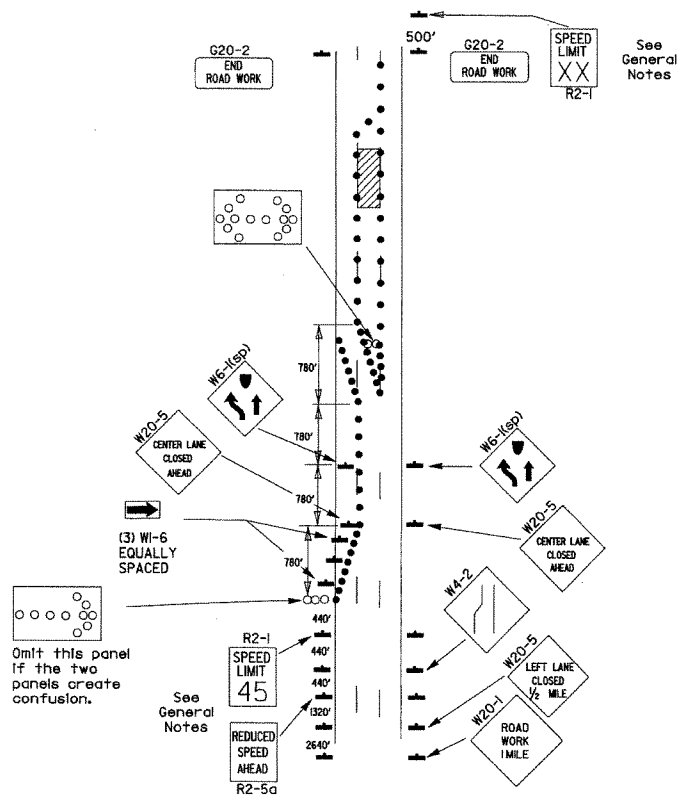
(F) Typical application - 4-lane undivided roadway with inside lane closed.

DATE	REVISION	FILMED
3-11-80	ADDED (AFAD)	
4-20-88	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON WI-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

Channelizing devices



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.

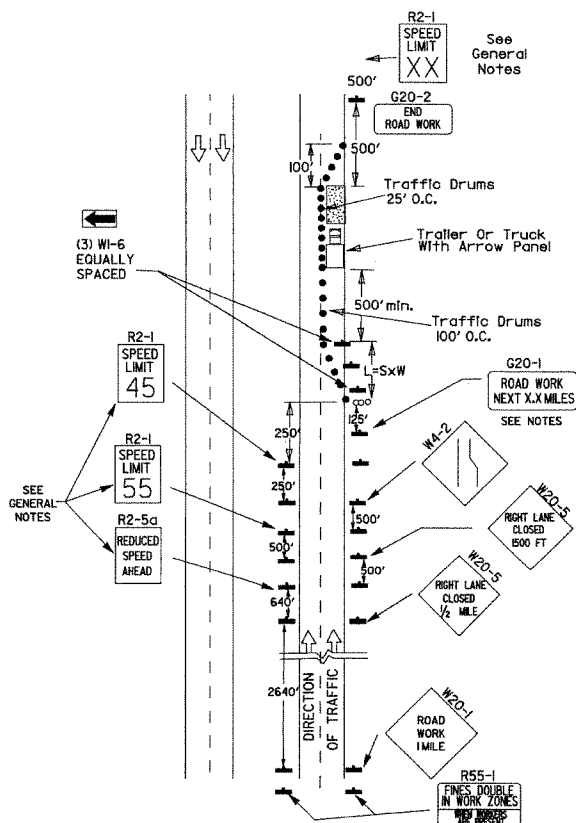


(B) Typical application - 3-lane one-way roadway where center lane is closed.

- KEY:
- Arrow Panel (if Required)
 - Channelizing Device
 - Traffic drum

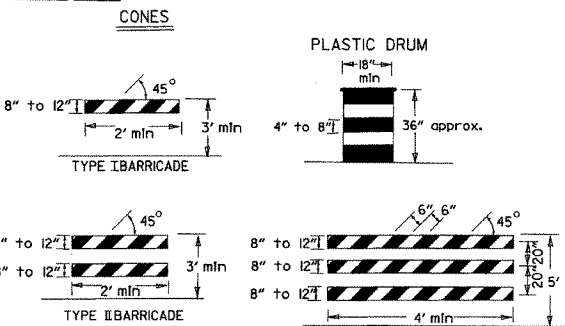
GENERAL NOTES:

1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 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.

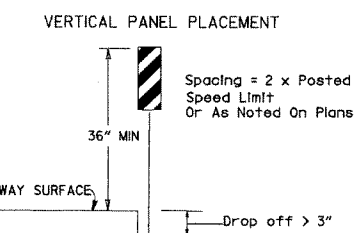
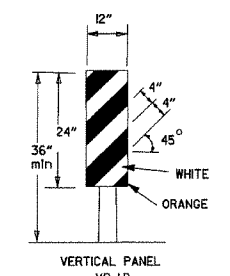


(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

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.



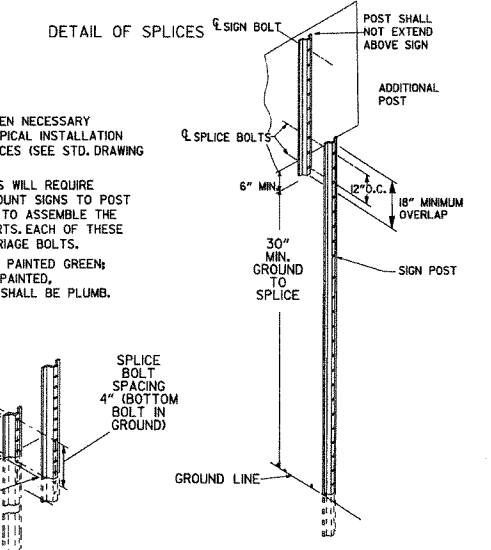
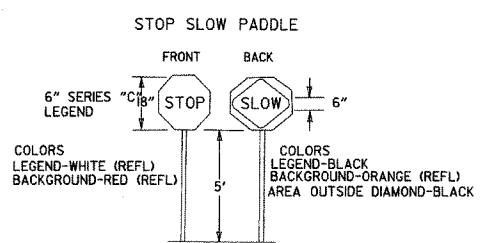
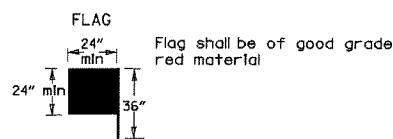
NOTE: For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



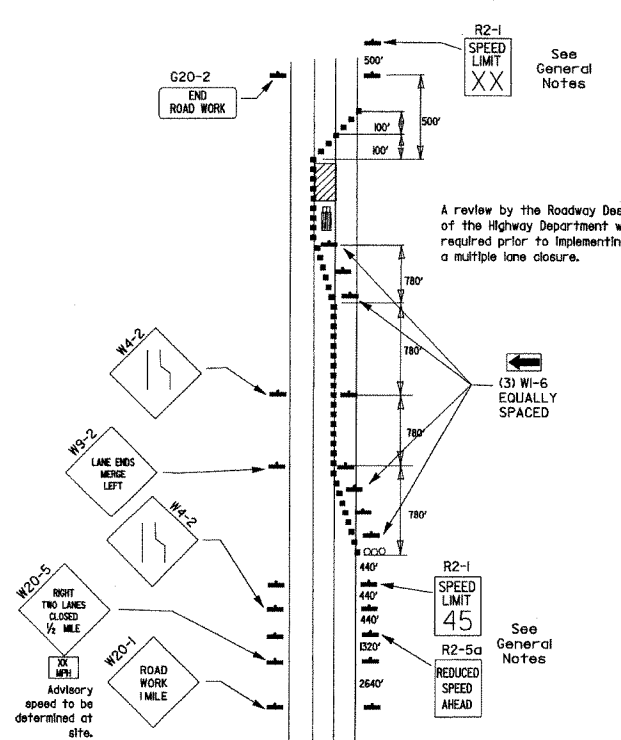
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

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.



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.

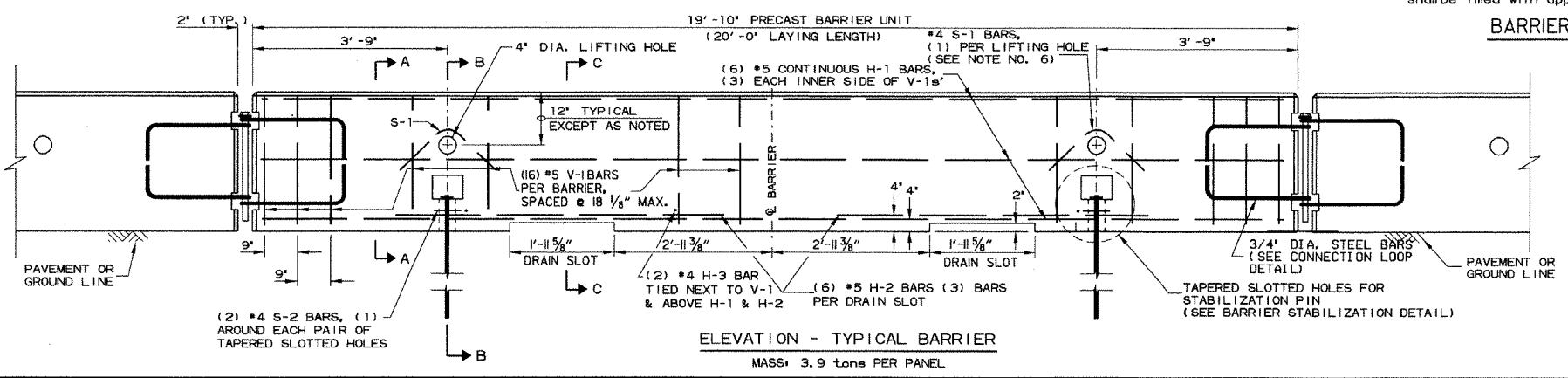
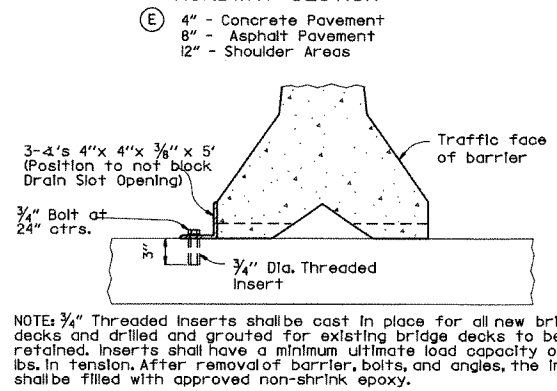
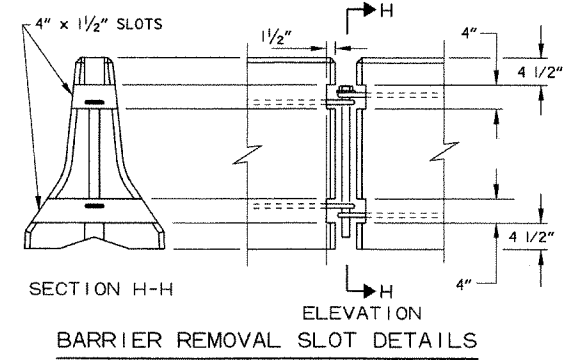
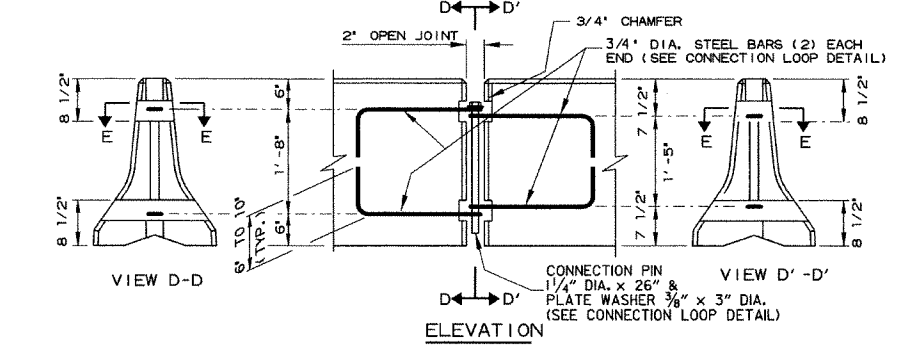
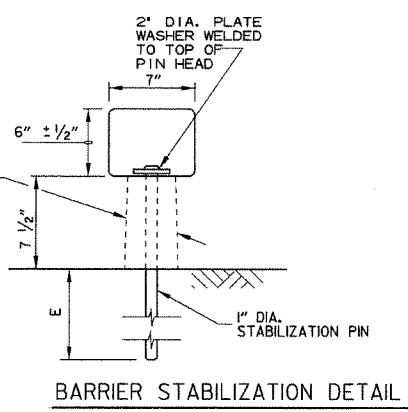
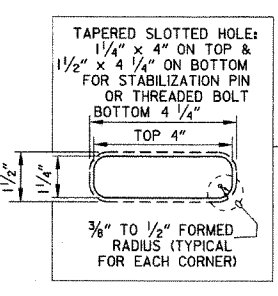
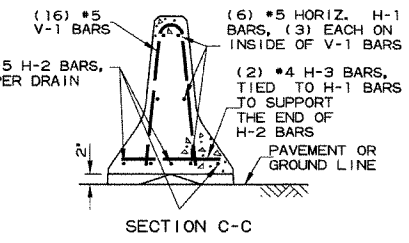
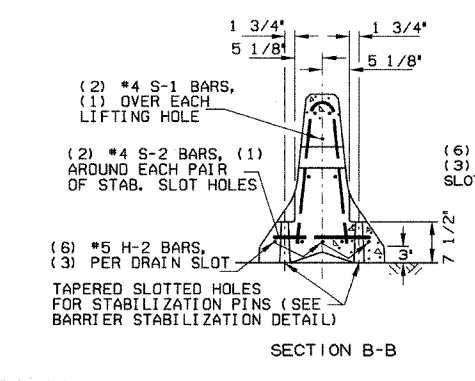
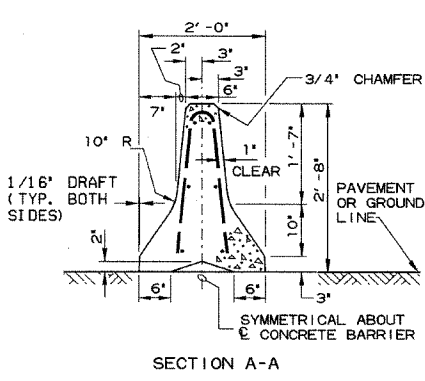
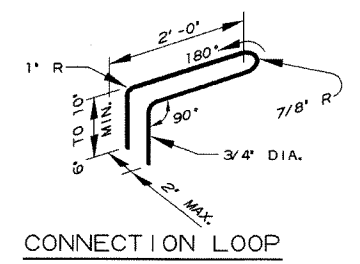
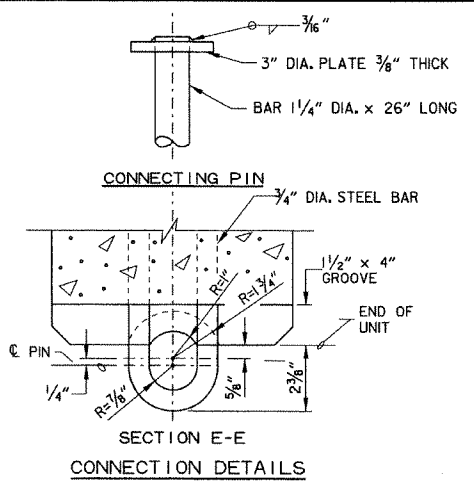


(D) Typical application - closing multiple lanes of a multilane highway.

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 (ISP) 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)	
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S & DRAIN SLOTS	#4 (2)	
V-1	VERTICAL IN BARRIER (3) EACH END & (2) AT EACH DRAIN SLOTS	#5 (16)	



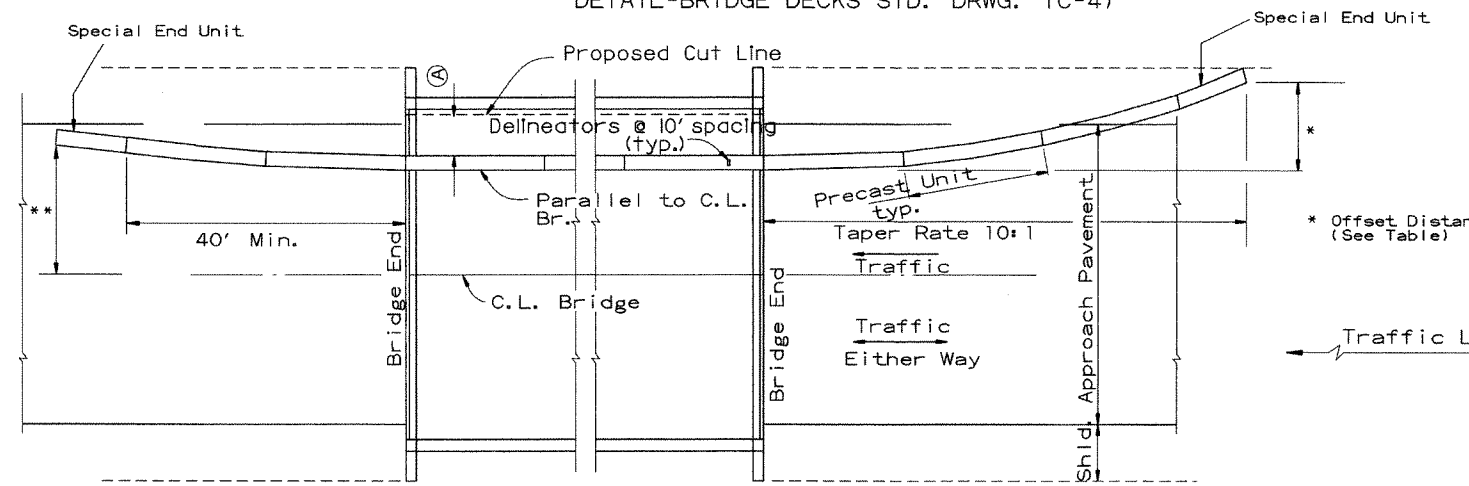
- General Notes**
- The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.
 - Materials shall meet the following 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 walls 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.
 - 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.
 - 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.
 - Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.
 - 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

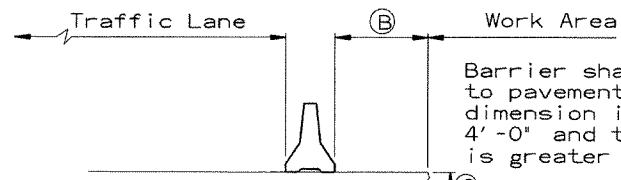
(A) 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

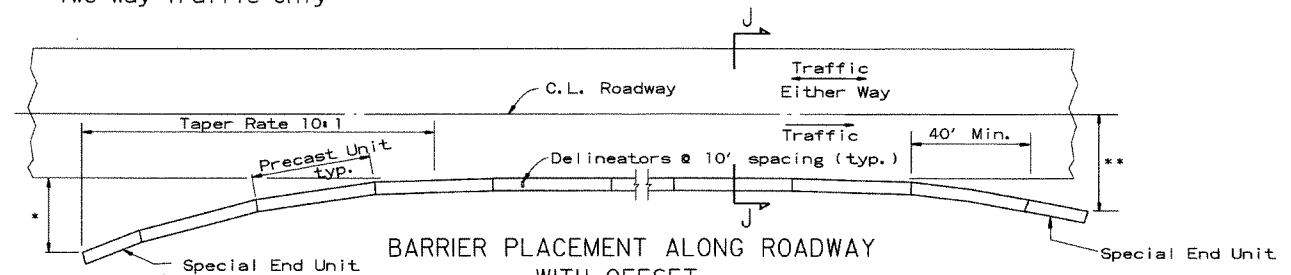
No Scale

** Offset Distance for Two Way Traffic Only



SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

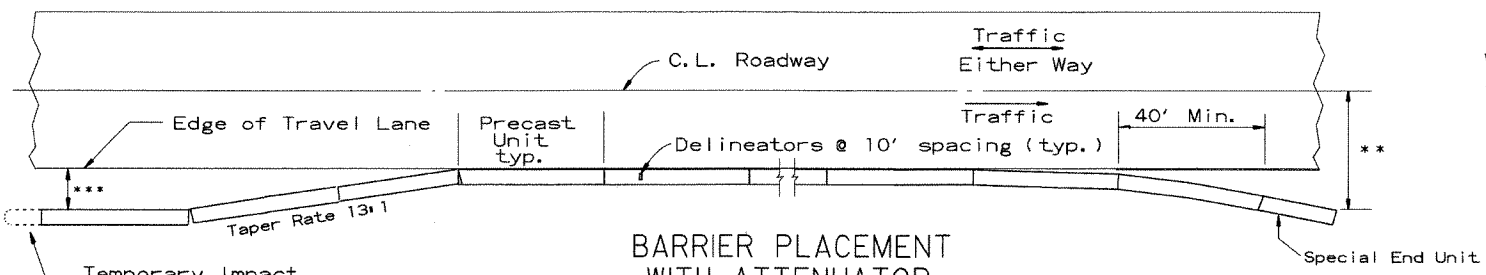
* Offset Distance (See Table)

** 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.

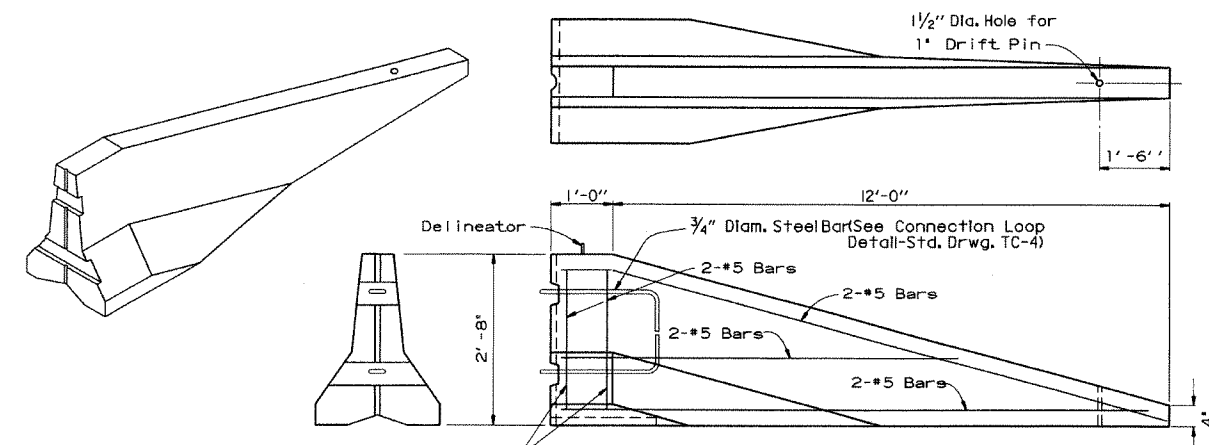


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

***Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

** Offset Distance For Two Way Traffic Only



SPECIAL END UNIT

No Scale

General Notes

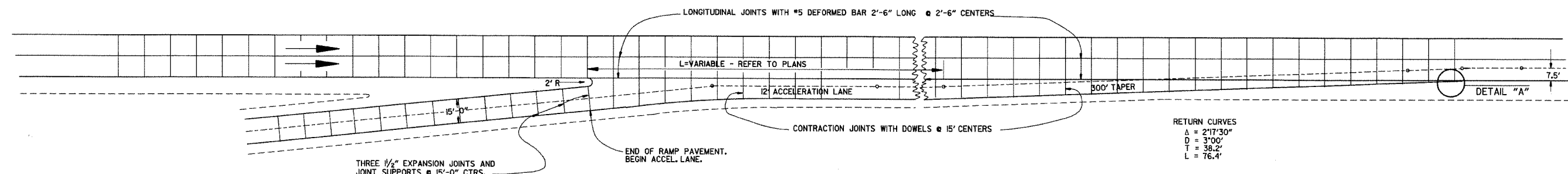
When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

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

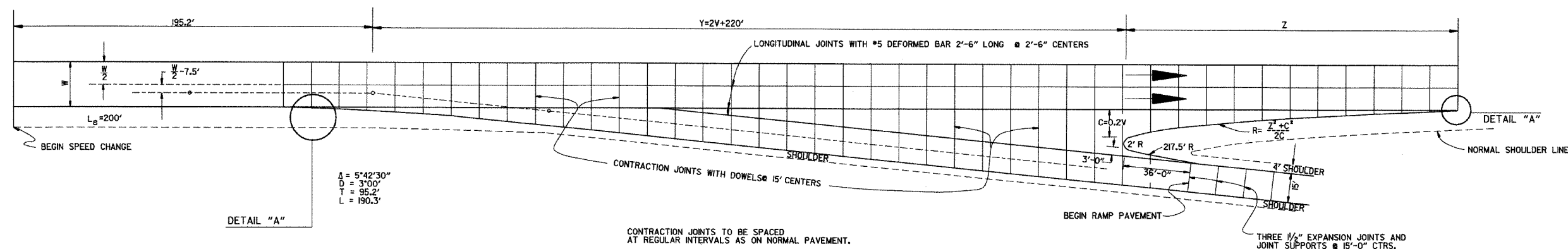
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-5



ENTRANCE RAMP

NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



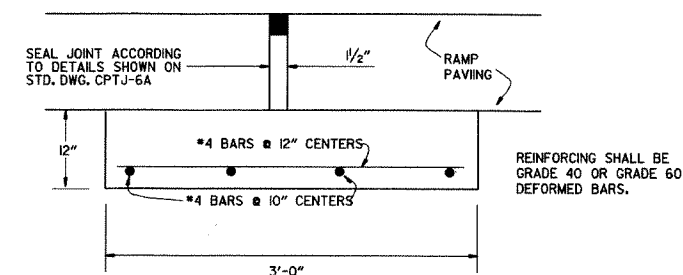
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	168.0	1182.0	790.55
70	360.0	14.0	210.0	1582.0	902.27



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED. THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

DATE	REVISION	DATE FILM'D
8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORM D TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT

FOR

ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A