DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	1	327
				② I-30 - BINGHAM RD. (S)				

"A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONSTRUCTION PLANS FOR STATE HIGHWAY

I-30 - BINGHAM RD. (S)

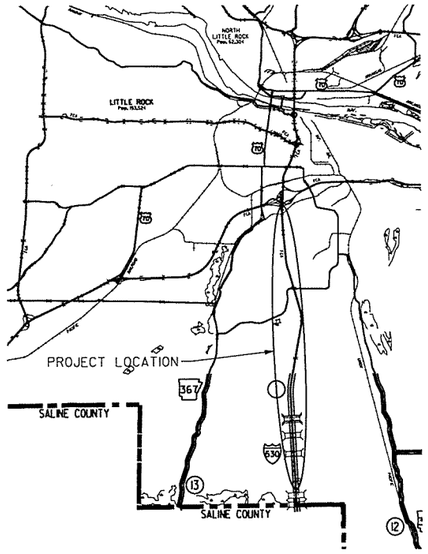
PULASKI COUNTY

JOB BB0613

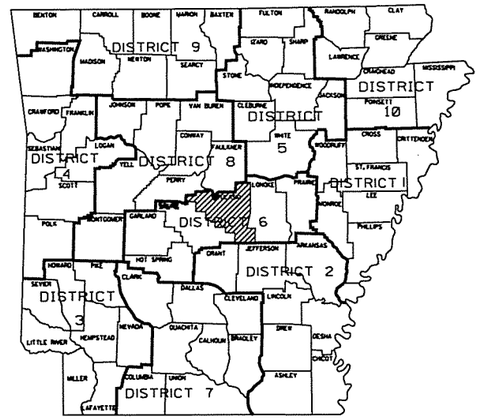
F.A.P. BIM-B530(203) & 9050

ROUTE 530 SECTION 1

NOT TO SCALE

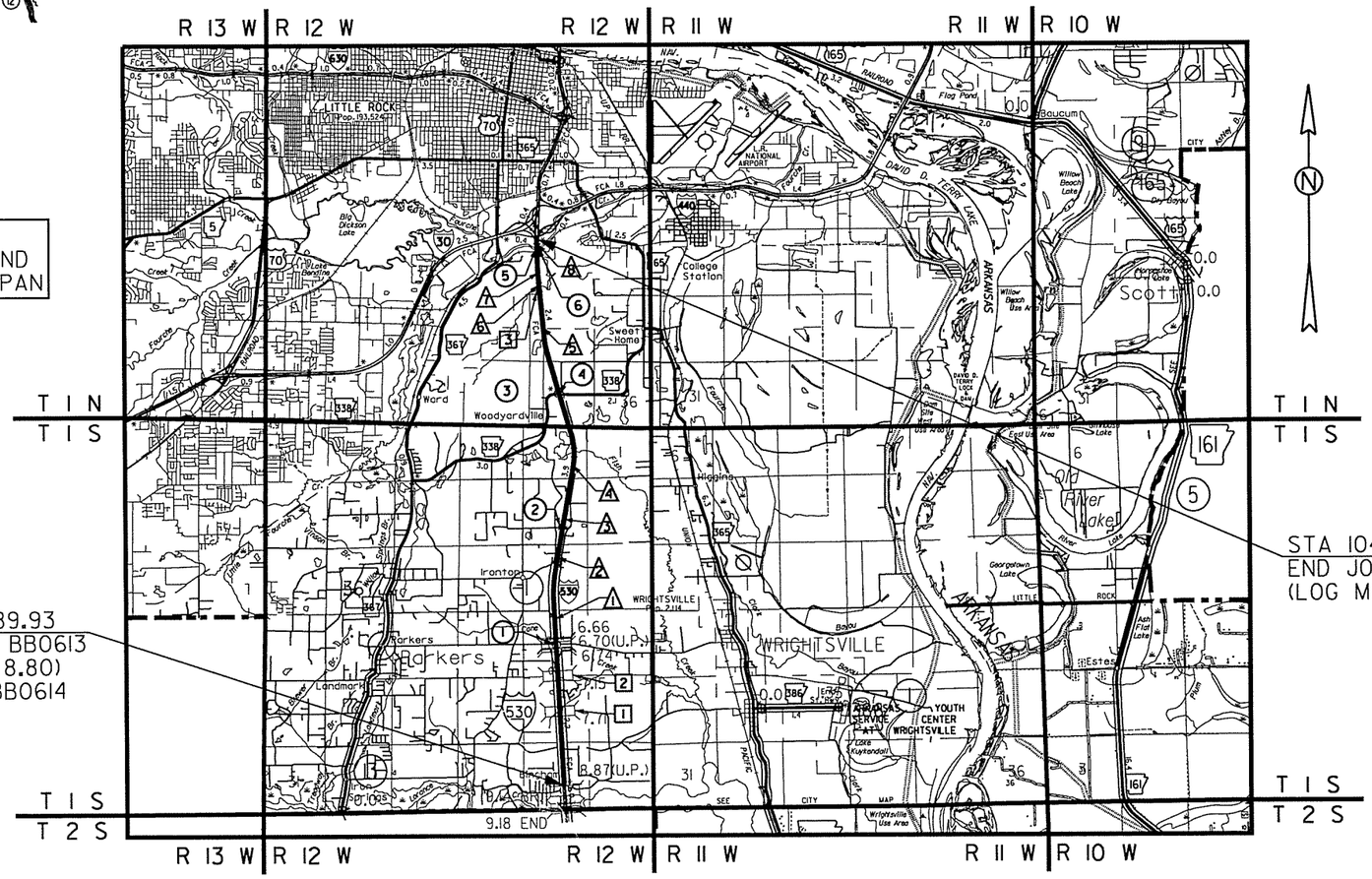


VICINITY MAP



ARK. HWY. DIST. NO. 6

SEE SHEET 2
FOR BRIDGE STRUCTURES AND
STRUCTURES OVER 20'-0" SPAN



STA 406+89.93
BEGIN JOB BB0613
(LOG MILE 8.80)
END JOB BB0614

STA 104+95.14
END JOB BB0613
(LOG MILE 0.50)

· DESIGN TRAFFIC DATA ·

DESIGN YEAR	2034
2014 ADT	40,000
2034 ADT	54,000
2034 DHV	5,940
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	10%
DESIGN SPEED	70 MPH

EQUATION (℄ MEDIAN)

1. STA 548+00.00 BK. = STA 547+98.40 AHD.
2. STA 577+90.30 BK. = STA 577+92.40 AHD.
3. STA 620+06.60 BK. = STA 620+04.60 AHD.
4. STA 661+75.30 BK. = STA 661+71.00 AHD.
5. STA 766+23.40 BK. = STA 762+43.40 AHD.
6. STA 810+01.70 BK. = STA 810+00.00 AHD.
7. STA 827+74.50 BK. = STA 45+00.00 AHD.
8. STA 57+86.30 BK. = STA 100+00.00 AHD.

BEGIN-POINT OF PROJECT
LAT. 34°34'58" N
LONG. 92°16'05" W

MID-POINT OF PROJECT
LAT. 34°38'43" N
LONG. 92°15'56" W

END-POINT OF PROJECT
LAT. 34°42'27" N
LONG. 92°16'12" W

LENGTH COMPUTED ALONG ℄ I-530

GROSS LENGTH OF PROJECT	44,253.51	FT. OR	8.381 MI.
NET LENGTH OF ROADWAY	43,254.34	FT. OR	8.192 MI.
NET LENGTH OF BRIDGES	999.17	FT. OR	0.189 MI.
NET LENGTH OF PROJECT	44,253.51	FT. OR	8.381 MI.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SAAD
03-13-2014

P.E. JOB BB0613

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	2	327
				② STRUCTURES				

BRIDGE STRUCTURES

(1) STA 31+63.32 BRIDGE END
268'-1 3/4" R.C. SLAB SPAN
STEEL BEAMS, SIMPLE SPANS 46' - 87'
BRIDGE NO. 05210
(NO SKEW)
39' CLEAR ROADWAY WIDTH
STA 34+31.47 BRIDGE END
RETAIN

(2) STA 5+04.00 BRIDGE END
217'-3" R.C. SLAB SPAN
STEEL BEAMS, SIMPLE SPANS 32' - 66'
BRIDGE NO. 03489
8° 06' LT FWD SKEW
24' CLEAR ROADWAY WIDTH
STA 7+21.25 BRIDGE END
RETAIN

(3) STA 720+62.31 BRIDGE END
132'-3 1/8" R.C. SLAB SPAN
STEEL BEAMS, SIMPLE SPANS 37' - 50'
BRIDGE NO. A3329 (LT LANES)
16° 50' LT FWD SKEW
40' CLEAR ROADWAY WIDTH
STA 721+94.57 BRIDGE END
REHABILITATE BRIDGE DECK
HYDRODEMOLITION AND LATEX
MODIFIED CONCRETE OVERLAY

(4) STA 720+35.69 BRIDGE END
132'-3 1/8" R.C. SLAB SPAN
STEEL BEAMS, SIMPLE SPANS 37' - 50'
BRIDGE NO. B3329 (RT LANES)
16° 50' LT FWD SKEW
40' CLEAR ROADWAY WIDTH
STA 721+67.95 BRIDGE END
REHABILITATE BRIDGE DECK
HYDRODEMOLITION AND LATEX
MODIFIED CONCRETE OVERLAY

(5) STA 48+97.89 BRIDGE END
758'-2 3/8" R.C. SLAB SPAN
STEEL BEAMS, SIMPLE SPANS 58' - 72'
BRIDGE NO. A2623 (LT LANES)
48' CLEAR ROADWAY WIDTH
STA 56+56.09 BRIDGE END
REHABILITATE BRIDGE DECK
HYDRODEMOLITION AND LATEX
MODIFIED CONCRETE OVERLAY

(6) STA 49+19.40 BRIDGE END
866'-10 15/16 " R.C. SLAB SPAN
STEEL BEAMS, SIMPLE SPANS 53' - 60'
BRIDGE NO. B2623 (RT LANES)
40' - 52' CLEAR ROADWAY WIDTH
STA 57+86.31 BRIDGE END
REHABILITATE BRIDGE DECK
HYDRODEMOLITION AND LATEX
MODIFIED CONCRETE OVERLAY

(7) STA 107+75.00 BRIDGE END
192'-2" R.C. SLAB SPAN
STEEL BEAMS, SIMPLE SPANS 49' - 65'
BRIDGE NO. 03332 (LT LANES)
50° 48' LT FWD SKEW
48' CLEAR ROADWAY WIDTH
STA 109+67.17 BRIDGE END
RETAIN

STRUCTURES OVER 20'-0" SPAN

[1] STA 462+75 IN PLACE
DOUBLE 10'x4'x172' R.C. BOX CULVERT
(NO SKEW)
SPAN = 22.75'
RETAIN

[2] STA 492+15 IN PLACE
TRIPLE 12'x7'x157' R.C. BOX CULVERT
(NO SKEW)
SPAN = 39.67
RETAIN

[3] STA 805+16 IN PLACE
DOUBLE 12'x10'x261' R.C. BOX CULVERT
30° RT FWD SKEW
SPAN = 30.79'
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNIAR ASHRAFI
03-06-2014

STRUCTURES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	3	327

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2	STRUCTURES			
3	INDEX OF SHEETS			
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194 - 195	SIGNING QUANTITIES SHEETS			
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR SIAD
03-13-2014

INDEX OF SHEETS

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GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.

2. ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.

3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.

4. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.

5. ALL 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.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.

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

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

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - TRAINING PROGRAM- JOB BB0613
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL - AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
108-1	LIQUIDATED DAMAGES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
620-1	MULCH COVER
JOB BB0613	AIRPORT CLEARANCE REQUIREMENTS
JOB BB0613	ASPHALT CONCRETE HOT MIX PATCHING OF EXISTING SHOULDERS
JOB BB0613	BORROW
JOB BB0613	BRIDGE DECK REPAIR
JOB BB0613	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB0613	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB BB0613	CHANNEL POST SIGN SUPPORT
JOB BB0613	CONCRETE BARRIER WALL
JOB BB0613	CONCRETE DITCH PAVING
JOB BB0613	COORDINATION OF WORK
JOB BB0613	CULVERT CLEAN OUT
JOB BB0613	ELECTRONIC SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB BB0613	EMPLOYMENT REPORTING
JOB BB0613	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BB0613	HIGH PERFORMANCE PAVEMENT MARKING
JOB BB0613	HYDRODEMOLITION
JOB BB0613	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (3M RAILROAD)
JOB BB0613	MAINTENANCE OF TRAFFIC
JOB BB0613	MANAGEMENT OF HYDRODEMOLITION WASTEWATER
JOB BB0613	MANDATORY USE OF INTERNET BIDDING
JOB BB0613	MODULAR GLARE SHIELD
JOB BB0613	MOTORIST ASSISTANCE PATROL
JOB BB0613	NESTING SITES FOR MIGRATORY BIRDS
JOB BB0613	OMNI-DIRECTIONAL BREAKWAY SIGN SUPPORT
JOB BB0613	PARTNERING REQUIREMENTS
JOB BB0613	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS
JOB BB0613	PORTABLE CAMERA ASSEMBLY
JOB BB0613	PORTABLE CONSTRUCTION LIGHTING
JOB BB0613	PROSECUTION AND PROGRESS - CALENDAR DAY CONTRACT WITH CPM
JOB BB0613	REMOVAL AND DISPOSAL OF GUARDRAIL
JOB BB0613	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIERS
JOB BB0613	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER
JOB BB0613	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB BB0613	ROADWAY CONSTRUCTION CONTROL
JOB BB0613	SEQUENCE OF CONSTRUCTION
JOB BB0613	SHAPING DITCH
JOB BB0613	SIGN PANEL MATERIALS AND FABRICATION
JOB BB0613	SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT
JOB BB0613	SOIL STABILIZATION
JOB BB0613	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB BB0613	STORM WATER POLLUTION PREVENTION PLAN
JOB BB0613	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BB0613	TRAFFIC CONTROL SUPERVISOR
JOB BB0613	TRENCHING AND SHOULDER PREPARATION
JOB BB0613	UTILITY ADJUSTMENTS
JOB BB0613	VALUE ENGINEERING
JOB BB0613	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
JOB BB0613	WARM MIX ASPHALT
JOB BB0613	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB BB0613	WIRE ROPE SAFETY FENCE PARTS
JOB BB0613	WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB BB0613	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB BB0613	WRSF TRAINING WORKSHOP

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
07-10-2014

GOVERNING SPECIFICATIONS & GENERAL NOTES

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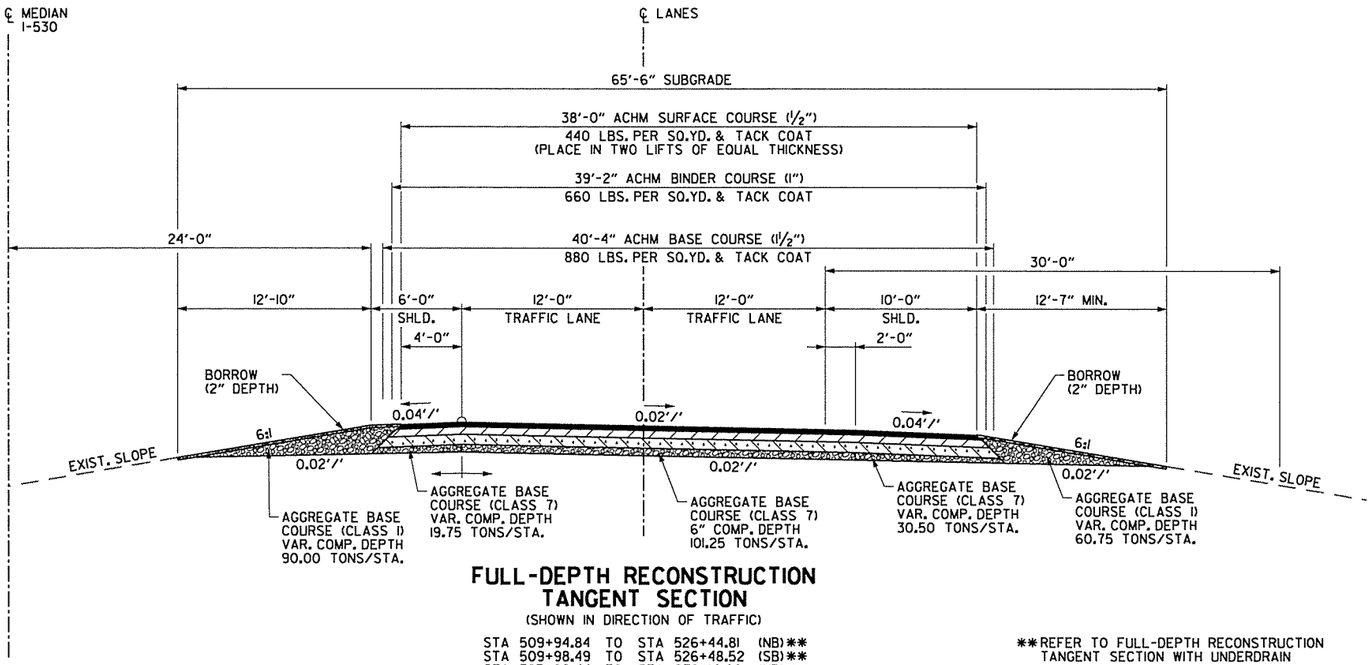
				6	ARK.			
				JOB NO.		BB0613	5	327

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHANNIAR ALI

03-06-2014



FULL-DEPTH RECONSTRUCTION TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA 509+94.84	TO	STA 526+44.81	(NB)**
STA 509+98.49	TO	STA 526+48.52	(SB)**
STA 595+66.44	TO	STA 630+14.44	(NB)**
STA 710+50.69	TO	STA 720+00.69	(NB)
STA 710+77.31	TO	STA 720+27.31	(SB)
STA 722+02.95	TO	STA 731+52.95	(NB)
STA 722+29.57	TO	STA 731+79.57	(SB)
STA 821+97.26	TO	STA 48+62.89	(SB)
STA 822+03.50	TO	STA 48+84.40	(NB)

**REFER TO FULL-DEPTH RECONSTRUCTION TANGENT SECTION WITH UNDERDRAIN

NOTES:

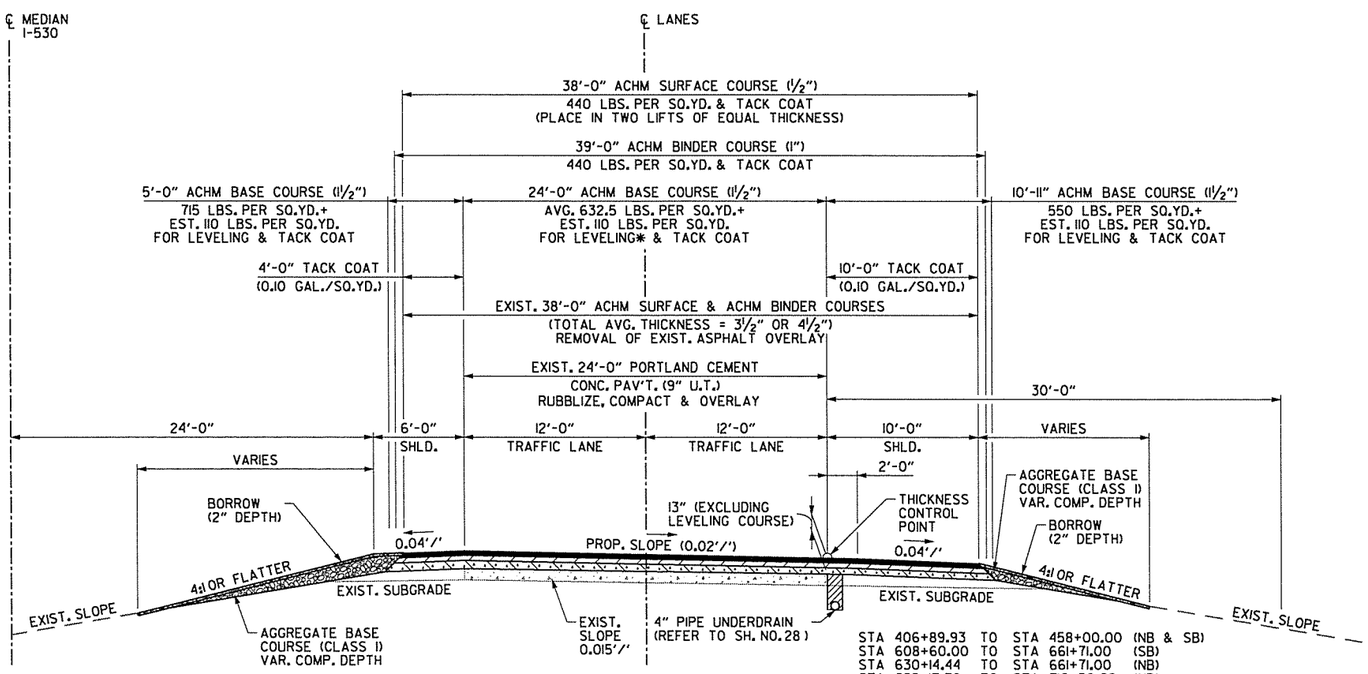
① THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

② ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTION WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

③ AGGREGATE BASE COURSE (CLASS 1) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 OF THE AHTD STD. SPECS. ARE WAIVED.

④ THE THICKNESS OF AGGREGATE BASE COURSE (CLASS 7) SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

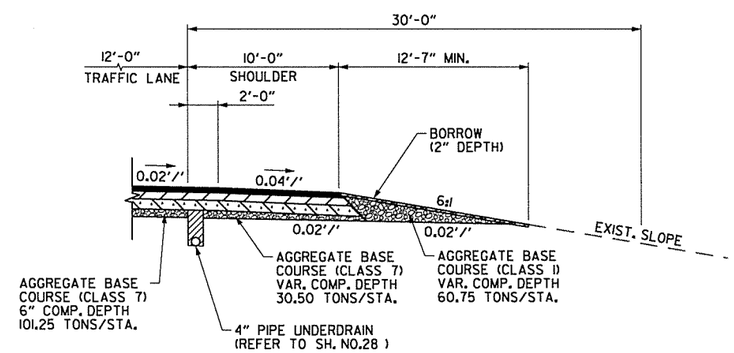
* LEVELING TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER.



RUBBLIZE & OVERLAY TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA 406+89.93	TO	STA 458+00.00	(NB & SB)
STA 608+60.00	TO	STA 661+71.00	(SB)
STA 630+14.44	TO	STA 661+71.00	(NB)
STA 688+17.70	TO	STA 710+50.69	(NB)
STA 688+17.70	TO	STA 710+77.31	(SB)
STA 731+52.95	TO	STA 755+28.40	(NB)
STA 731+79.57	TO	STA 755+28.40	(SB)
STA 766+23.40	TO	STA 822+03.50	(NB)
STA 766+23.40	TO	STA 821+97.26	(SB)



FULL-DEPTH RECONSTRUCTION TANGENT SECTION WITH UNDERDRAIN

(SHOWN IN DIRECTION OF TRAFFIC)

STA 509+94.84	TO	STA 526+44.81	(NB)
STA 509+98.49	TO	STA 526+48.52	(SB)
STA 595+66.44	TO	STA 630+14.44	(NB)

TYPICAL SECTIONS OF IMPROVEMENT

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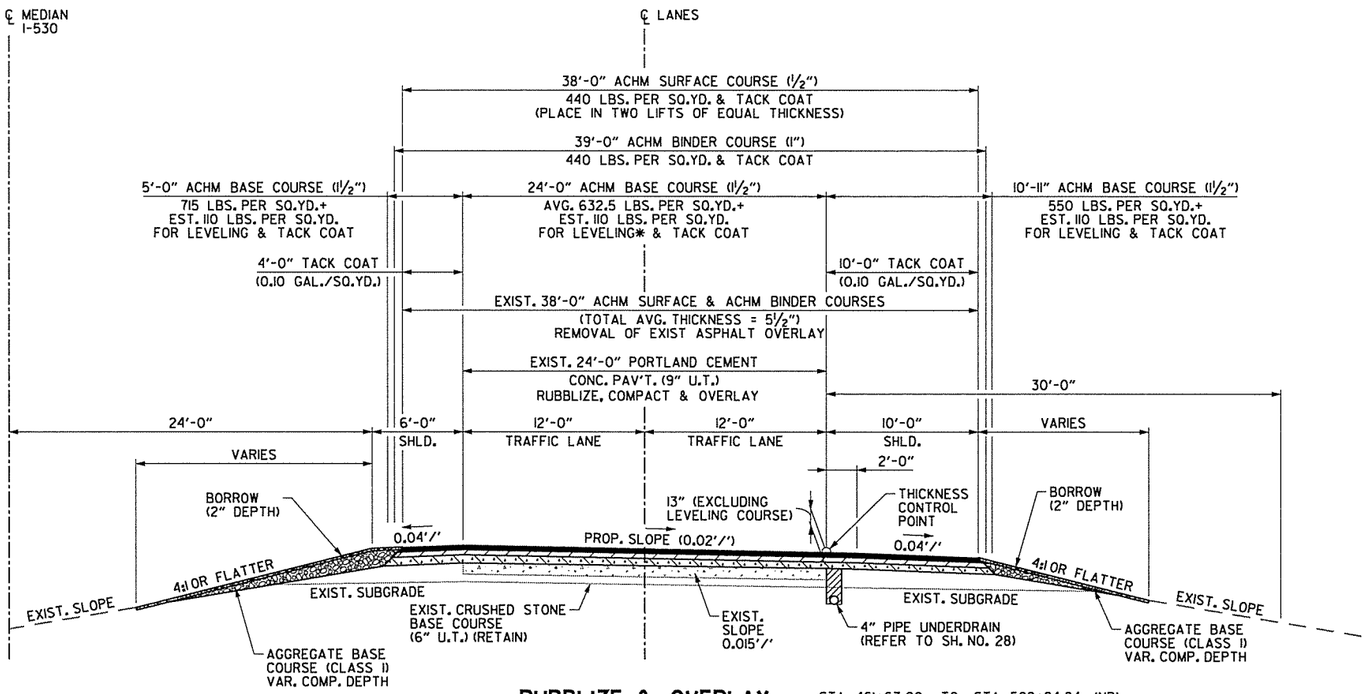
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	6	327

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12604 SHRIAR ABAD

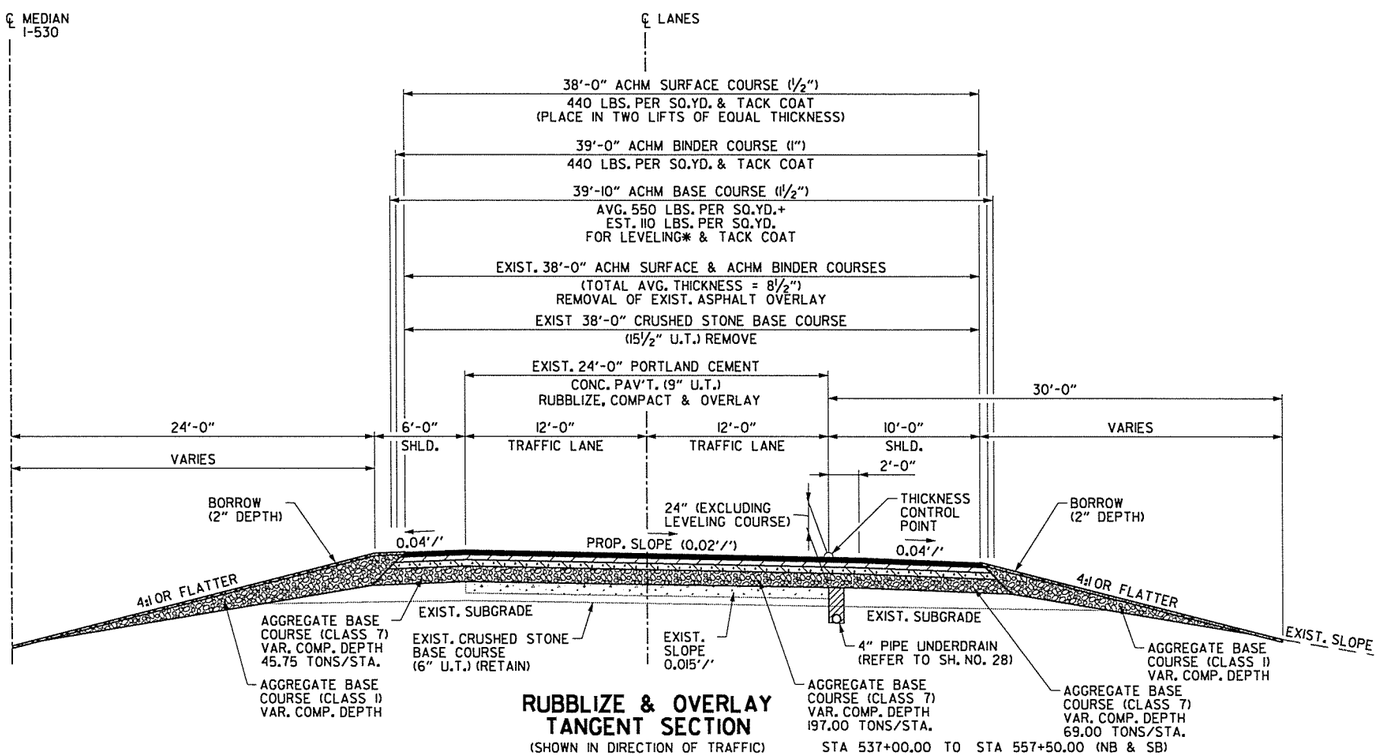
03-06-2014



RUBBLIZE & OVERLAY TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA 461+67.00 TO STA 509+94.84 (NB)
STA 461+67.00 TO STA 509+98.49 (SB)
STA 526+44.81 TO STA 533+00.00 (NB)
STA 526+48.52 TO STA 533+00.00 (SB)
STA 562+50.00 TO STA 595+66.44 (NB)
STA 562+50.00 TO STA 604+93.00 (SB)



RUBBLIZE & OVERLAY TANGENT SECTION

(SHOWN IN DIRECTION OF TRAFFIC)

STA 537+00.00 TO STA 557+50.00 (NB & SB)

NOTES:

① THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

② ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTION WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

③ AGGREGATE BASE COURSE (CLASS I) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 OF THE AHTD STD. SPECS. ARE WAIVED.

④ THE THICKNESS OF AGGREGATE BASE COURSE (CLASS 7) SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

* LEVELING TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER.

TYPICAL SECTIONS OF IMPROVEMENT

3/6/2014 11:28:59 AM

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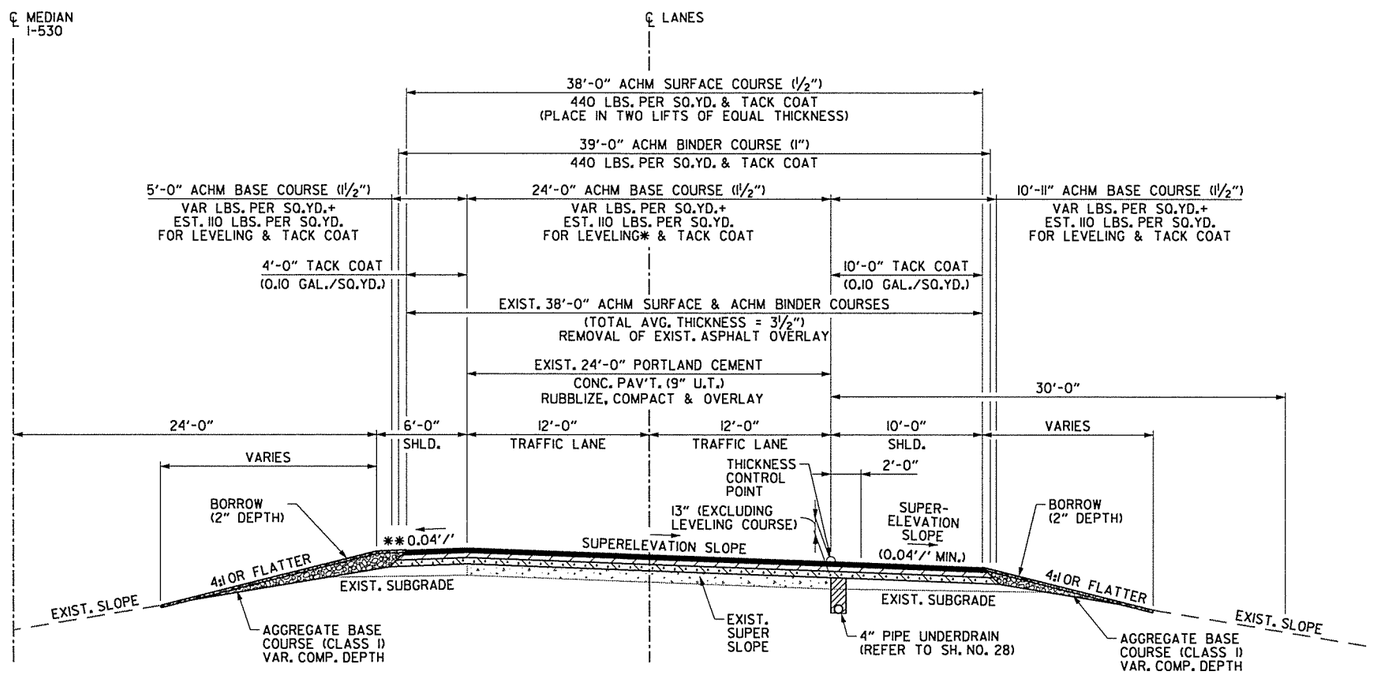
				6	ARK.			
				JOB NO.		BB0613	7	327

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12407 SHARRIAR HEADY

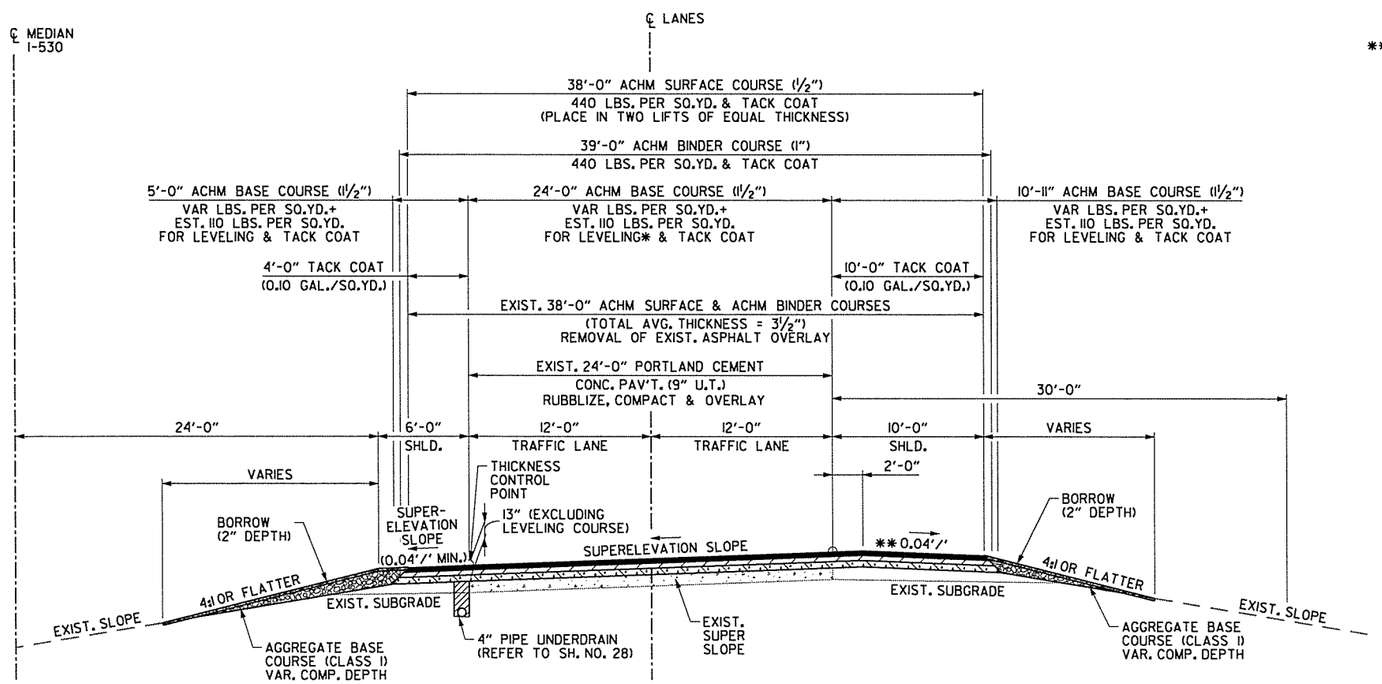
03-06-2014



RUBBLIZE & OVERLAY SUPERELEVATED CURVE TO RIGHT

(SHOWN IN DIRECTION OF TRAFFIC)

STA 661+71.00 TO STA 688+17.70 (SB)
STA 755+28.40 TO STA 766+23.40 (NB)



RUBBLIZE & OVERLAY SUPERELEVATED CURVE TO LEFT

(SHOWN IN DIRECTION OF TRAFFIC)

STA 661+71.00 TO STA 688+17.70 (NB)
STA 755+28.40 TO STA 766+23.40 (SB)

** ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS, THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8%.

NOTES:

1. THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
2. ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTION WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.
3. AGGREGATE BASE COURSE (CLASS I) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 OF THE AHTD STD. SPECS. ARE WAIVED.
4. THE EXACT BEGIN AND END STATIONS OF EXISTING SUPERELEVATION SECTIONS ARE UNKNOWN. THE LIMITS OF SUPERELEVATION SECTIONS MAY BE ADJUSTED AFTER FIELD VERIFICATION AS DIRECTED BY THE ENGINEER.

* LEVELING TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER.

TYPICAL SECTIONS OF IMPROVEMENT

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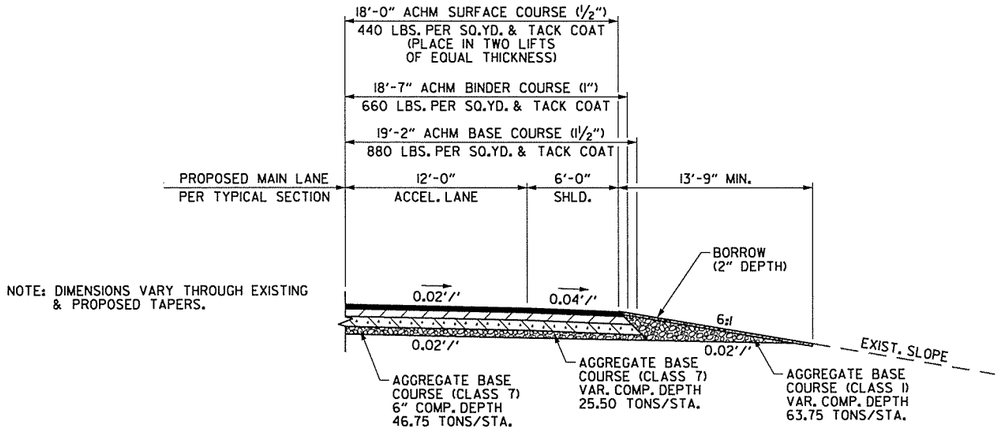
4-10-14				6	ARK.			
				JOB NO.		BB0613	8	327

② TYPICAL SECTIONS OF IMPROVEMENT

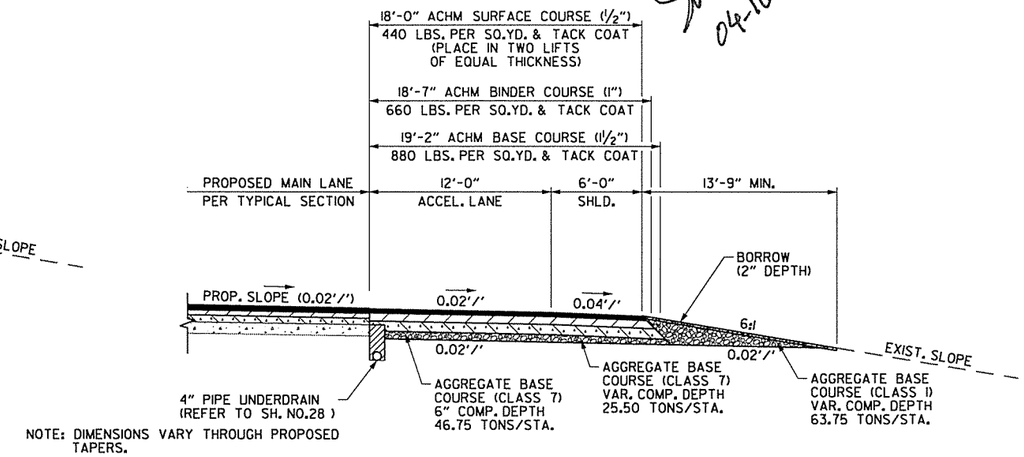
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 STEVEN R. MRIAR 04-10-2014



FULL-DEPTH RECONSTRUCTION ACCELERATION LANE

(SHOWN IN DIRECTION OF TRAFFIC)

STA 509+98.49 TO STA 515+04.30 (SB)
STA 521+37.25 TO STA 526+44.81 (NB)
STA 710+77.31 TO STA 713+32.92 (SB)
STA 728+82.41 TO STA 731+52.95 (NB)
STA 821+97.26 TO STA 48+62.89 (NB)



FULL-DEPTH CONSTRUCTION ACCELERATION LANE

(SHOWN IN DIRECTION OF TRAFFIC)

STA 414+75.00 TO STA 423+61.72 (NB)
STA 498+55.40 TO STA 507+75.00 (SB)
STA 528+25.00 TO STA 537+86.09 (NB)
STA 700+34.57 TO STA 706+15.00 (SB)

NOTES:

① THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.

② ASPHALT FOR LEVELING OF EXISTING PAVEMENT SHALL BE PLACED ONLY IF AND WHERE DIRECTED BY THE ENGINEER. CALCULATIONS FOR THE AMOUNT OF LEVELING AND/OR LEVELING OPERATIONS SHALL BE PERFORMED BEFORE CONSTRUCTION WIDENING. CALCULATIONS WILL NOT BE PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS.

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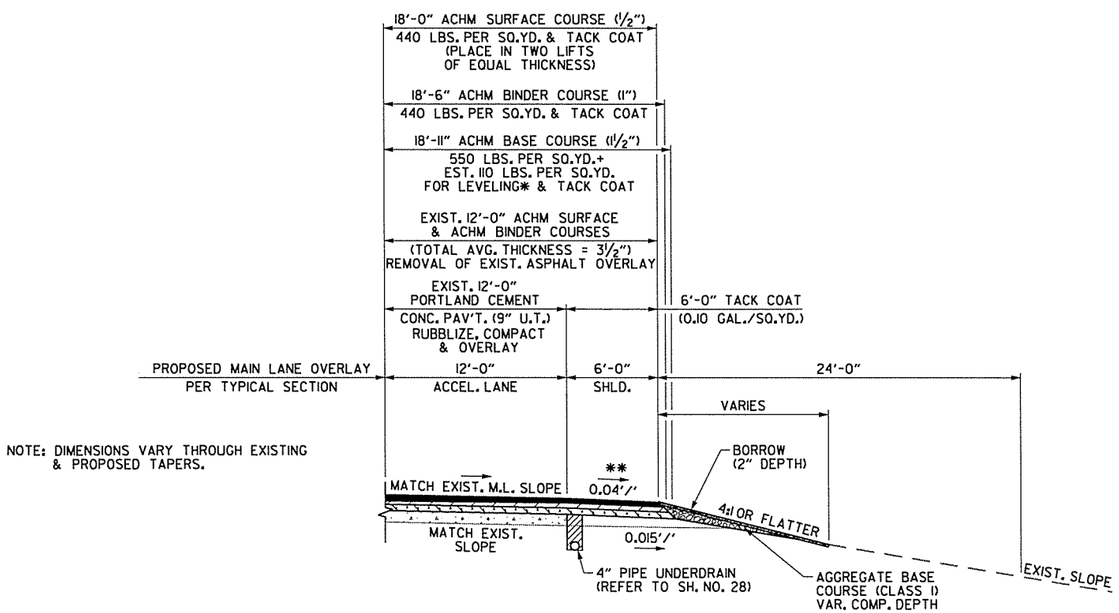
④ THE THICKNESS OF AGGREGATE BASE COURSE (CLASS 7) SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET THE TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑤ THE EXACT BEGIN AND END STATIONS OF EXISTING SUPERELEVATION SECTIONS ARE UNKNOWN. THE LIMITS OF SUPERELEVATION SECTIONS MAY BE ADJUSTED AFTER FIELD VERIFICATION AS DIRECTED BY THE ENGINEER.

✱ LEVELING TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER.

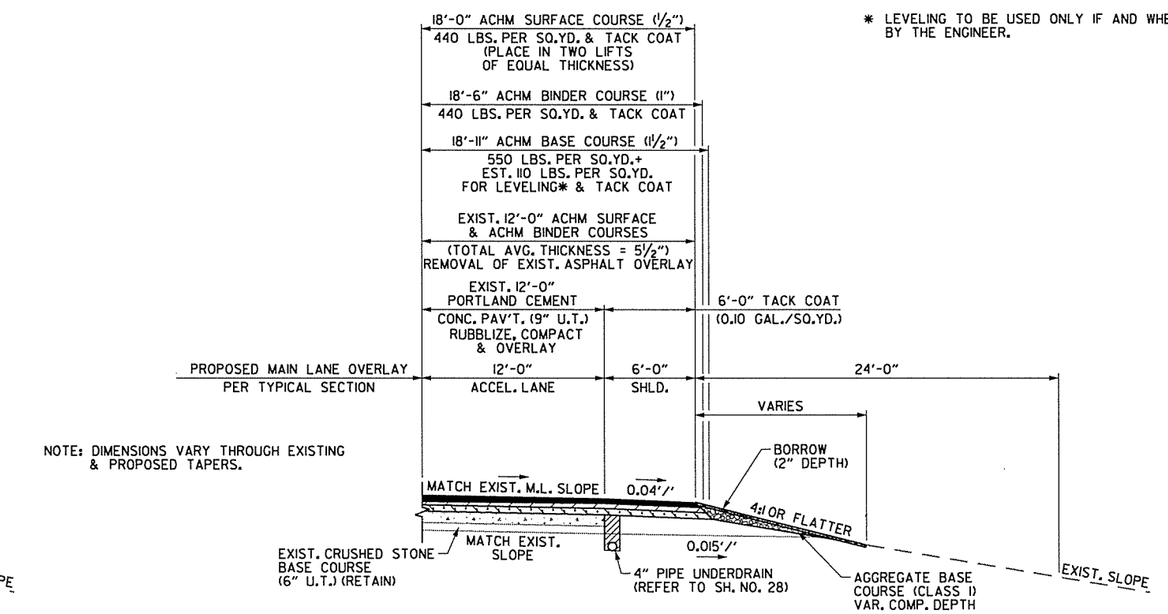


RUBBLIZE & OVERLAY ACCELERATION LANE

(SHOWN IN DIRECTION OF TRAFFIC)

STA 407+13.25 TO STA 414+75.00 (NB)
STA 706+15.00 TO STA 710+77.31 (SB)
STA 731+52.95 TO STA 747+90.00 (NB) (SUPERELEVATED FROM STA 755+28.40 TO STA 747+90.00 NB)
STA 763+00.00 TO STA 765+50.00 (NB) (SUPERELEVATED FROM STA 763+00.00 TO STA 765+50.00 NB)

✱✱ IN SUPERELEVATED SECTION, SHOULDER CROSS SLOPE SHALL MATCH MAIN LANE SUPERELEVATED SLOPE IF GREATER THAN 0.04'/'.



RUBBLIZE & OVERLAY ACCELERATION LANE

(SHOWN IN DIRECTION OF TRAFFIC)

STA 507+75.00 TO STA 509+98.49 (SB)
STA 526+44.81 TO STA 528+25.00 (NB)

TYPICAL SECTIONS OF IMPROVEMENT

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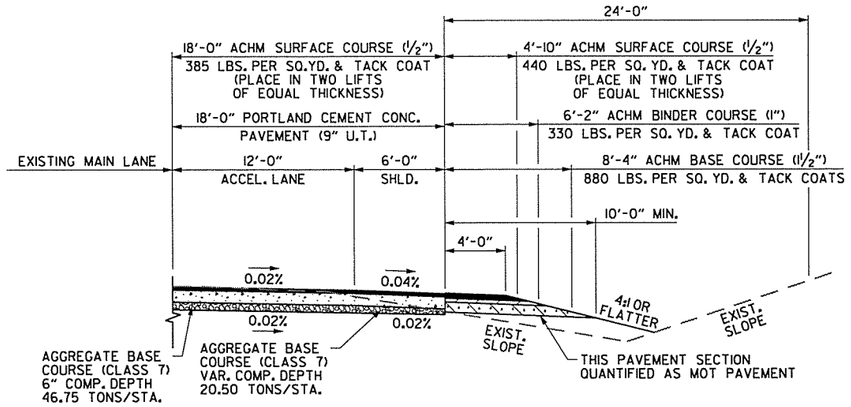
4-10-14				6	ARK.			
				JOB NO.		BB0613	9	327

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 2404
BY KHRIAR AZAD
04-10-2014

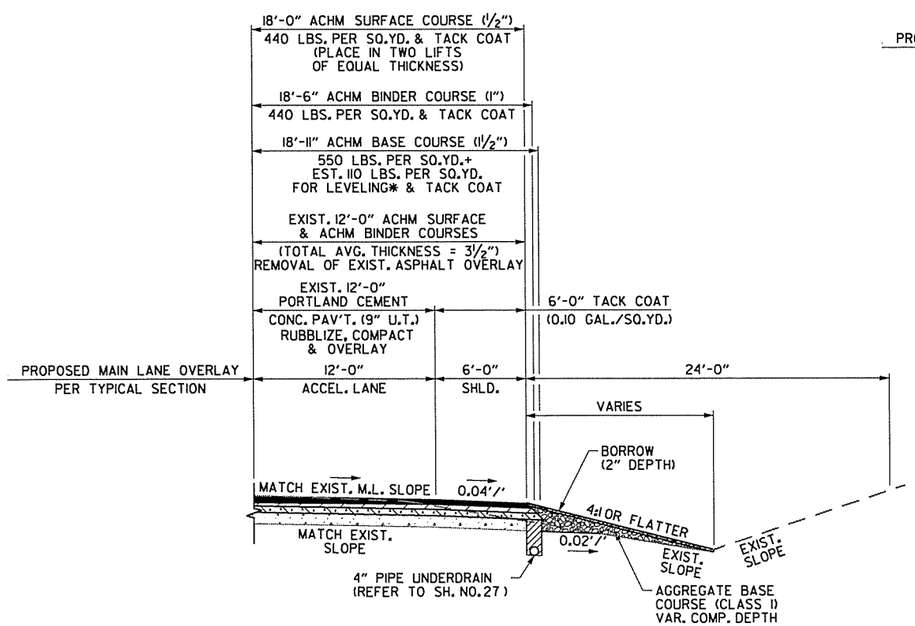


NOTE: DIMENSIONS VARY THROUGH PROPOSED TAPER.

INTERIM SECTION THIRD SOUTHBOUND LANE STAGE 1B

(SHOWN IN DIRECTION OF TRAFFIC)

STA 797+44.37 TO STA 48+62.89 (SB)

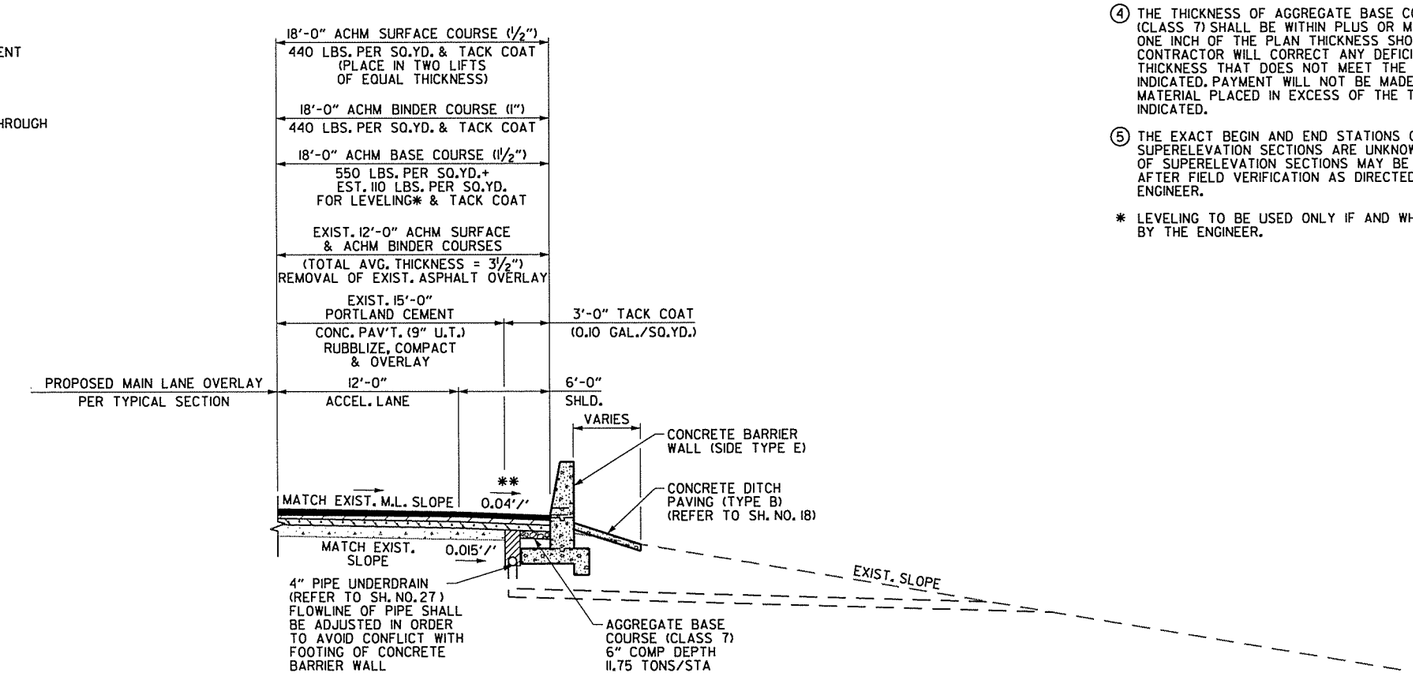


RUBBLIZE & OVERLAY ACCELERATION LANE

(SHOWN IN DIRECTION OF TRAFFIC)

STA 797+44.37 TO STA 821+97.26 (NB)

NOTE: DIMENSIONS VARY THROUGH PROPOSED TAPER.



RUBBLIZE & OVERLAY ACCELERATION LANE

(SHOWN IN DIRECTION OF TRAFFIC)

STA 747+90.00 TO STA 763+00.00 (NB)

** IN SUPERELEVATED SECTION, SHOULDER CROSS SLOPE SHALL MATCH MAIN LANE SUPERELEVATED SLOPE IF GREATER THAN 0.04'/'.

(SUPERELEVATED FROM STA 747+90.00 TO STA 763+00.00 NB)

NOTES:

1. THE FINAL 2" OF ACHM SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
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3. AGGREGATE BASE COURSE (CLASS 1) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 OF THE AHTD STD. SPECS. ARE WAIVED.
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5. THE EXACT BEGIN AND END STATIONS OF EXISTING SUPERELEVATION SECTIONS ARE UNKNOWN. THE LIMITS OF SUPERELEVATION SECTIONS MAY BE ADJUSTED AFTER FIELD VERIFICATION AS DIRECTED BY THE ENGINEER.

* LEVELING TO BE USED ONLY IF AND WHERE DIRECTED BY THE ENGINEER.

TYPICAL SECTIONS OF IMPROVEMENT

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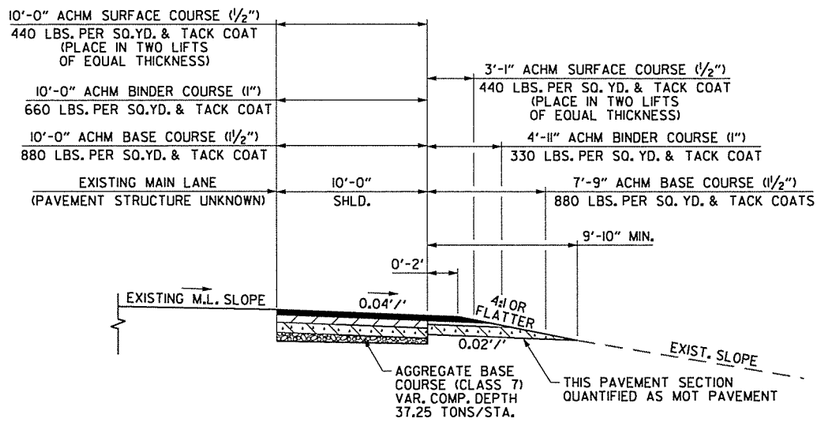
				6	ARK.			
				JOB NO.		BB0613	10	327

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13404 SHAHRIAR AZAD

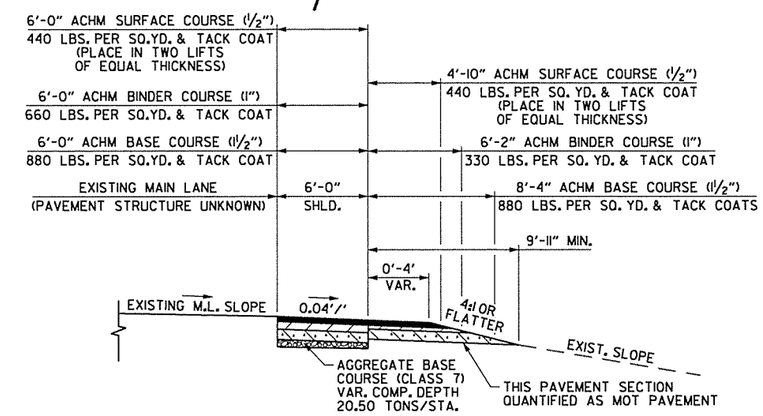
03-06-2014



INTERIM SECTION
FULL-DEPTH RECONSTRUCTION
OUTSIDE SHOULDER

(SHOWN IN DIRECTION OF TRAFFIC)

STA 100+41.93 TO STA 102+92.85 (NB)
STA 104+09.05 TO STA 105+50.00 (SB)

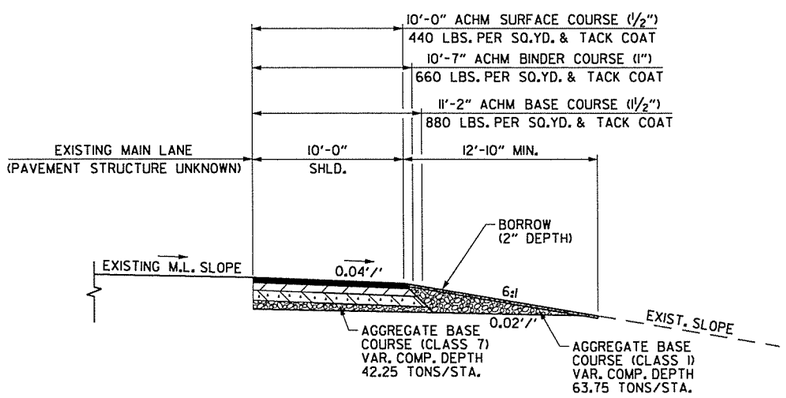


INTERIM SECTION
FULL-DEPTH RECONSTRUCTION
OUTSIDE SHOULDER

(SHOWN IN DIRECTION OF TRAFFIC)

STA 100+35.00 TO STA 103+92.21 (SB)
STA 105+50.00 TO STA 107+67.41 (SB)
STA 110+47.18 TO STA 114+12.02 (SB)

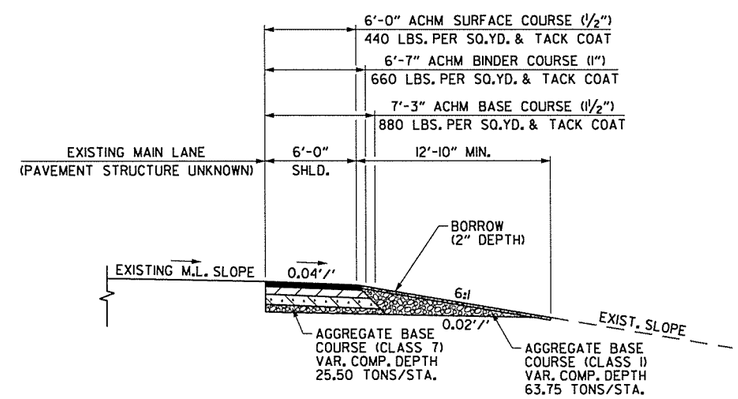
NOTE: DIMENSIONS VARY THROUGH PROPOSED TAPERS



ULTIMATE SECTION
FULL-DEPTH RECONSTRUCTION
OUTSIDE SHOULDER

(SHOWN IN DIRECTION OF TRAFFIC)

STA 100+41.93 TO STA 102+92.85 (NB)
STA 104+09.05 TO STA 105+50.00 (SB)



ULTIMATE SECTION
FULL-DEPTH RECONSTRUCTION
OUTSIDE SHOULDER

(SHOWN IN DIRECTION OF TRAFFIC)

STA 100+35.00 TO STA 103+92.21 (SB)
STA 105+50.00 TO STA 107+67.41 (SB)
STA 110+47.18 TO STA 114+12.02 (SB)

TYPICAL SECTIONS OF IMPROVEMENT

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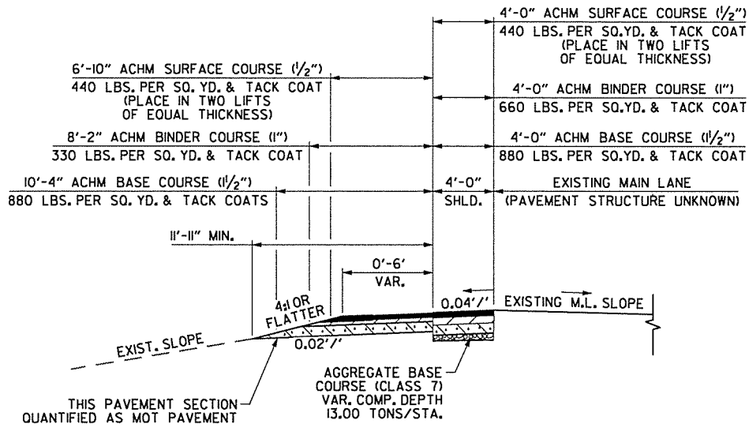
				6	ARK.			
				JOB NO.		BB0613	11	327

(2) TYPICAL SECTIONS OF IMPROVEMENT

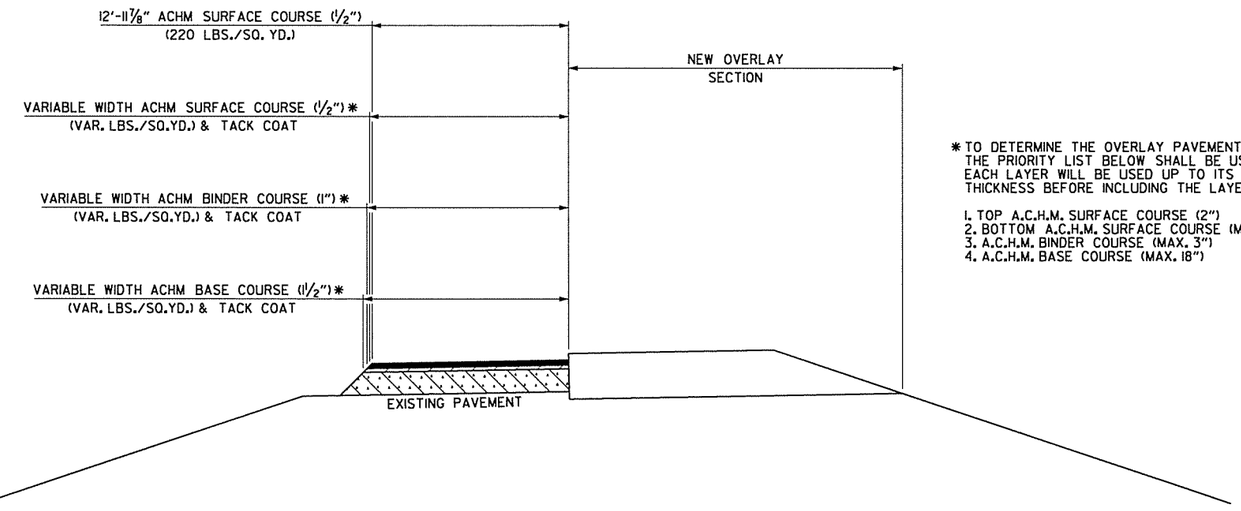
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHRIAR A. AZAD
03-06-2014



INTERIM SECTION
FULL-DEPTH RECONSTRUCTION
INSIDE SHOULDER

(SHOWN IN DIRECTION OF TRAFFIC)

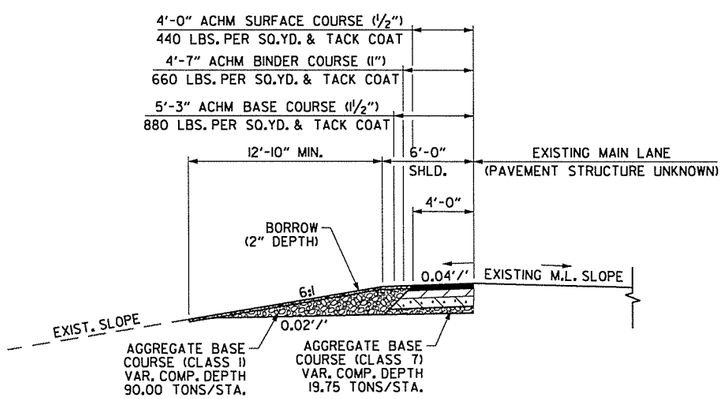
STA 100+35.00 TO STA 107+22.07 (SB)
STA 109+80.89 TO STA 113+69.53 (SB)



* TO DETERMINE THE OVERLAY PAVEMENT LAYERS, THE PRIORITY LIST BELOW SHALL BE USED. EACH LAYER WILL BE USED UP TO ITS MAXIMUM THICKNESS BEFORE INCLUDING THE LAYER BELOW.

1. TOP A.C.H.M. SURFACE COURSE (2")
2. BOTTOM A.C.H.M. SURFACE COURSE (MAX. 2")
3. A.C.H.M. BINDER COURSE (MAX. 3")
4. A.C.H.M. BASE COURSE (MAX. 18")

METHOD OF RAISING GRADE



ULTIMATE SECTION
FULL-DEPTH RECONSTRUCTION
INSIDE SHOULDER

(SHOWN IN DIRECTION OF TRAFFIC)

STA 100+35.00 TO STA 107+22.07 (SB)
STA 109+80.89 TO STA 113+69.53 (SB)

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	12	327

(2) SPECIAL DETAILS

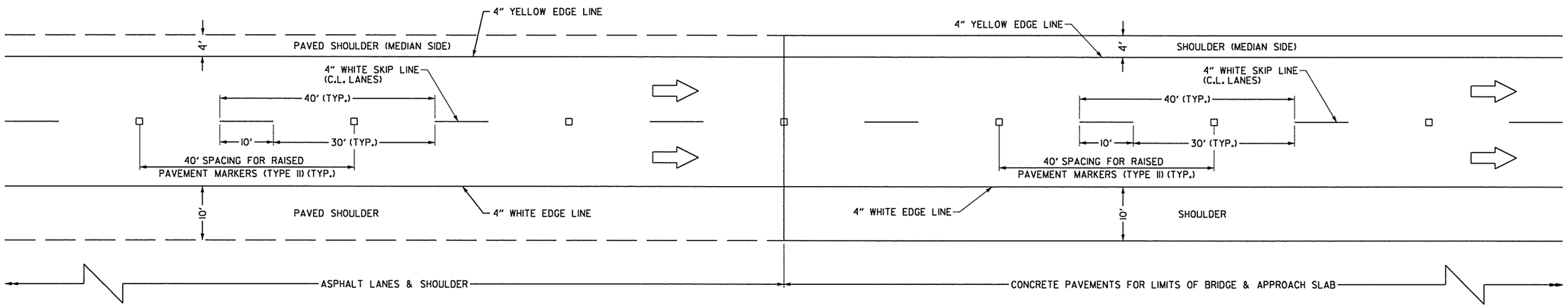
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
03-06-2014

ASPHALT ROADWAY

SKIP LINE - INVERTED 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 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



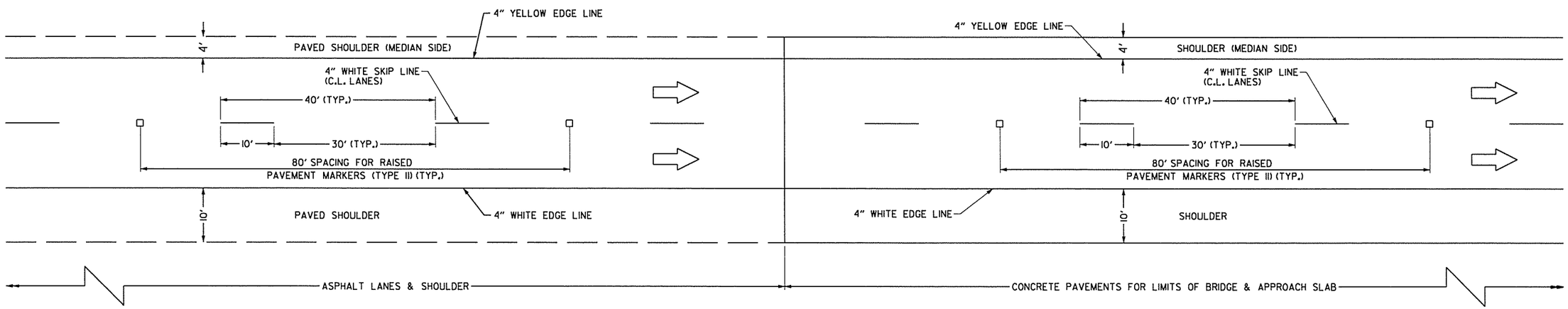
INSIDE AREA OF INTERCHANGE

ASPHALT ROADWAY

SKIP LINE - INVERTED 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 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



OUTSIDE AREA OF INTERCHANGE

PERMANENT PAVEMENT MARKING DETAILS
I-530 MAIN LANES

SPECIAL DETAILS

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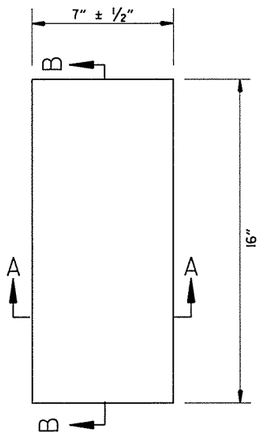
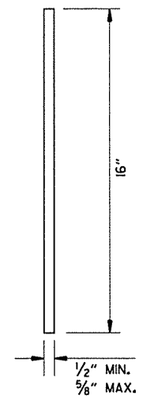
				6	ARK.			
				JOB NO.		BB0613	13	327

② SPECIAL DETAILS

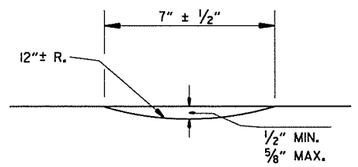
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014



PLAN

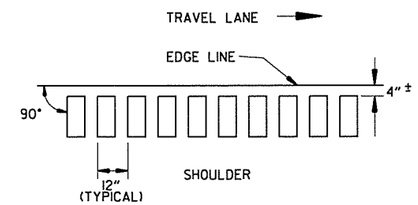


SECTION B-B



SECTION A-A

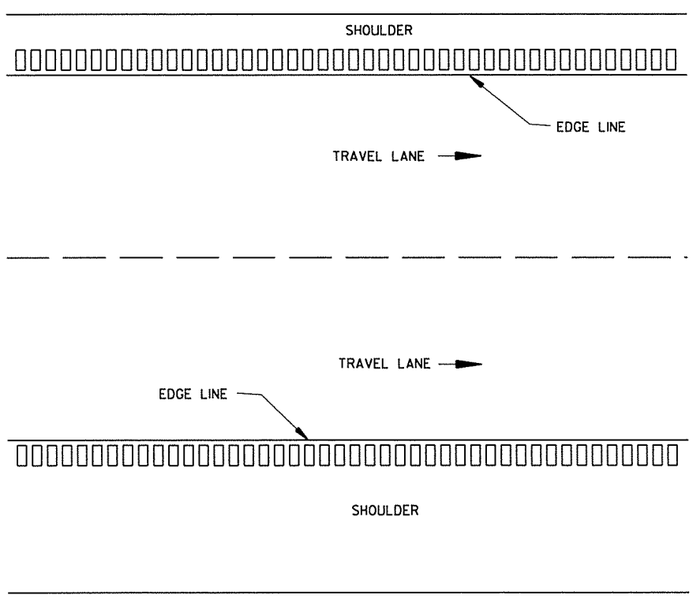
DETAILS OF RUMBLE STRIPS



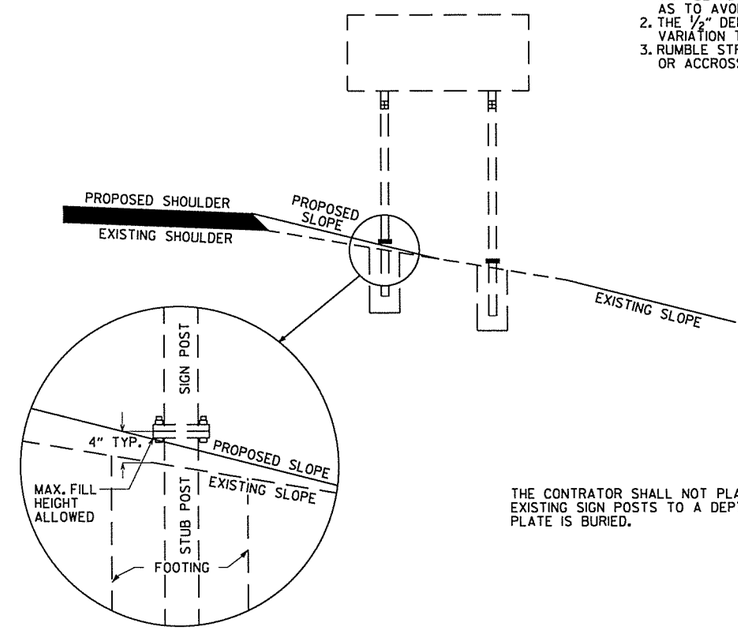
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

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 LINES.
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 ACCROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.



PLAN VIEW



THE CONTRATOR SHALL NOT PLACE EMBANKMENT AROUND THE EXISTING SIGN POSTS TO A DEPTH SUCH THAT THE STUB POST BASE PLATE IS BURIED.

DETAILS FOR MAINTENANCE OF EXISTING
BREAKAWAY SIGN STRUCTURES

SPECIAL DETAILS

3/6/2014 11:29:04 AM

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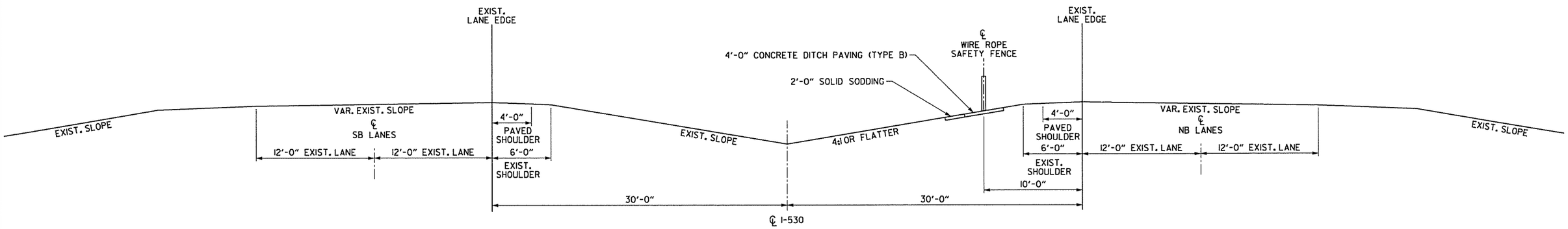
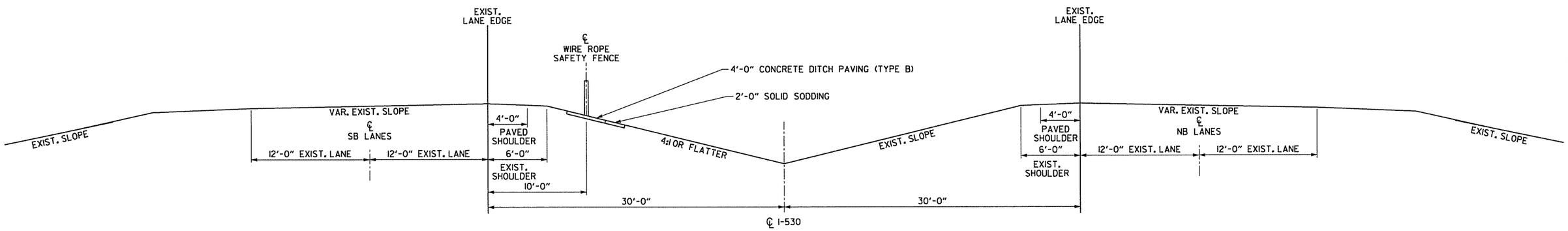
② SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ALI

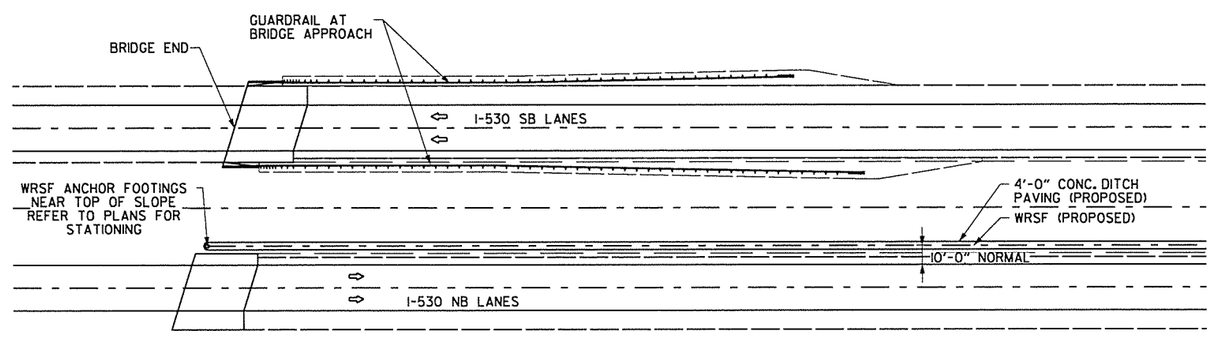
03-06-2014



WIRE ROPE SAFETY FENCE ON NORTHBOUND LANES FORESLOPE



WIRE ROPE SAFETY FENCE ON SOUTHBOUND LANES FORESLOPE



WRSF AND GUARDRAIL ON OPPOSITE SIDES OF MEDIAN

SPECIAL DETAILS

3/6/2014 11:29:05 AM

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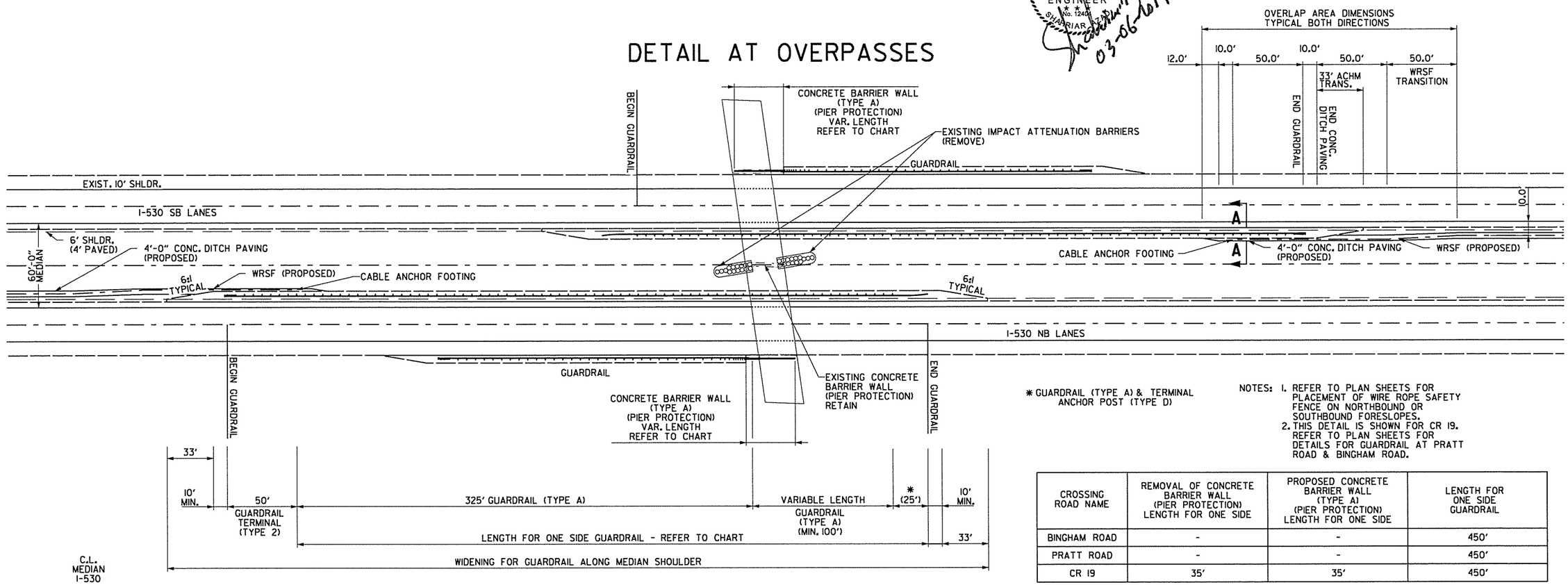
				JOB NO.		BB0613	15	327

(2) SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12403 SHANNON J. ATKINS 03-06-2014

DETAIL AT OVERPASSES

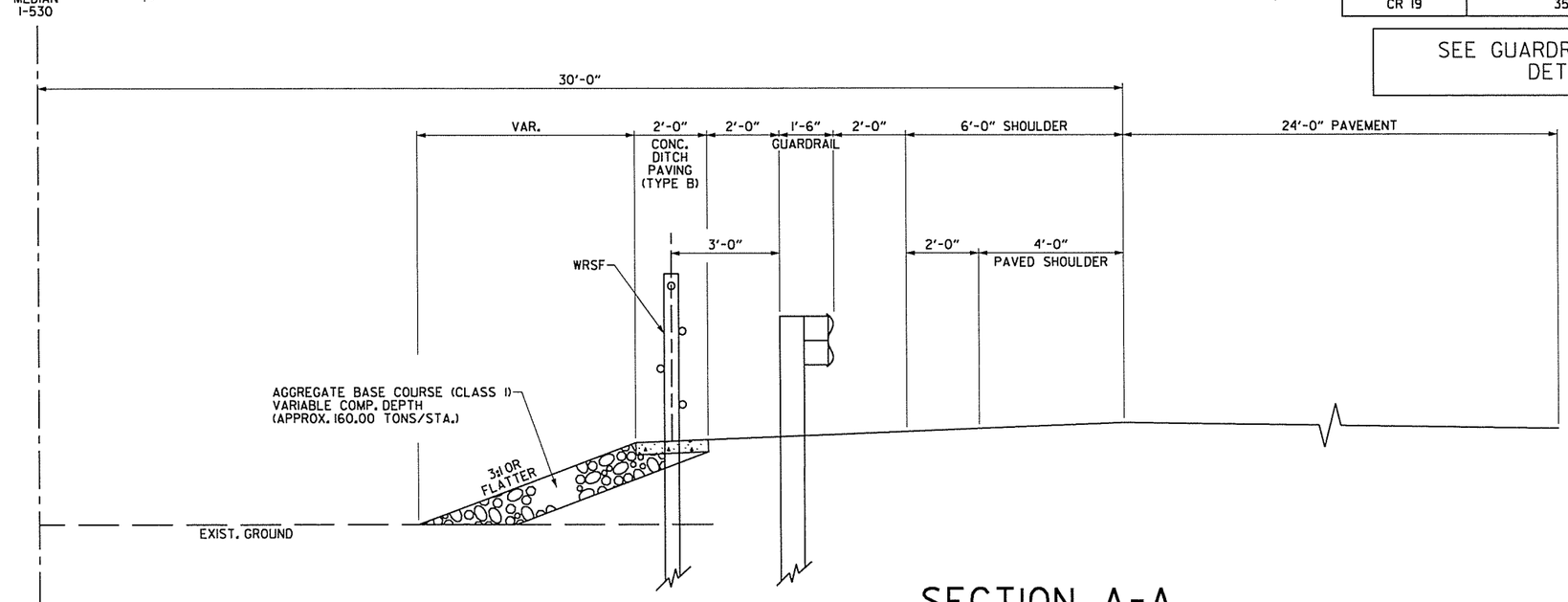


* GUARDRAIL (TYPE A) & TERMINAL ANCHOR POST (TYPE D)

NOTES:
1. REFER TO PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON NORTHBOUND OR SOUTHBOUND FORESLOPES.
2. THIS DETAIL IS SHOWN FOR CR 19. REFER TO PLAN SHEETS FOR DETAILS FOR GUARDRAIL AT PRATT ROAD & BINGHAM ROAD.

CROSSING ROAD NAME	REMOVAL OF CONCRETE BARRIER WALL (PIER PROTECTION) LENGTH FOR ONE SIDE	PROPOSED CONCRETE BARRIER WALL (TYPE A) (PIER PROTECTION) LENGTH FOR ONE SIDE	LENGTH FOR ONE SIDE GUARDRAIL
BINGHAM ROAD	-	-	450'
PRATT ROAD	-	-	450'
CR 19	35'	35'	450'

SEE GUARDRAIL WIDENING DETAILS.



SECTION A-A

SPECIAL DETAILS

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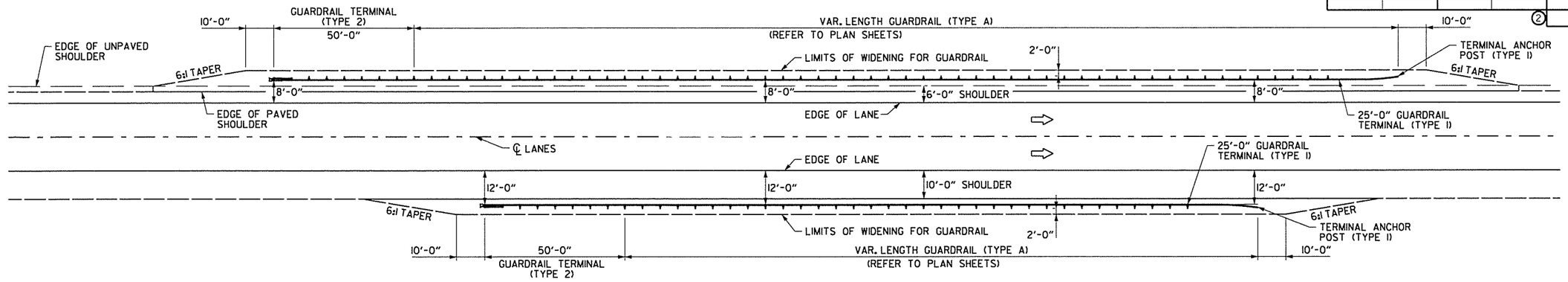
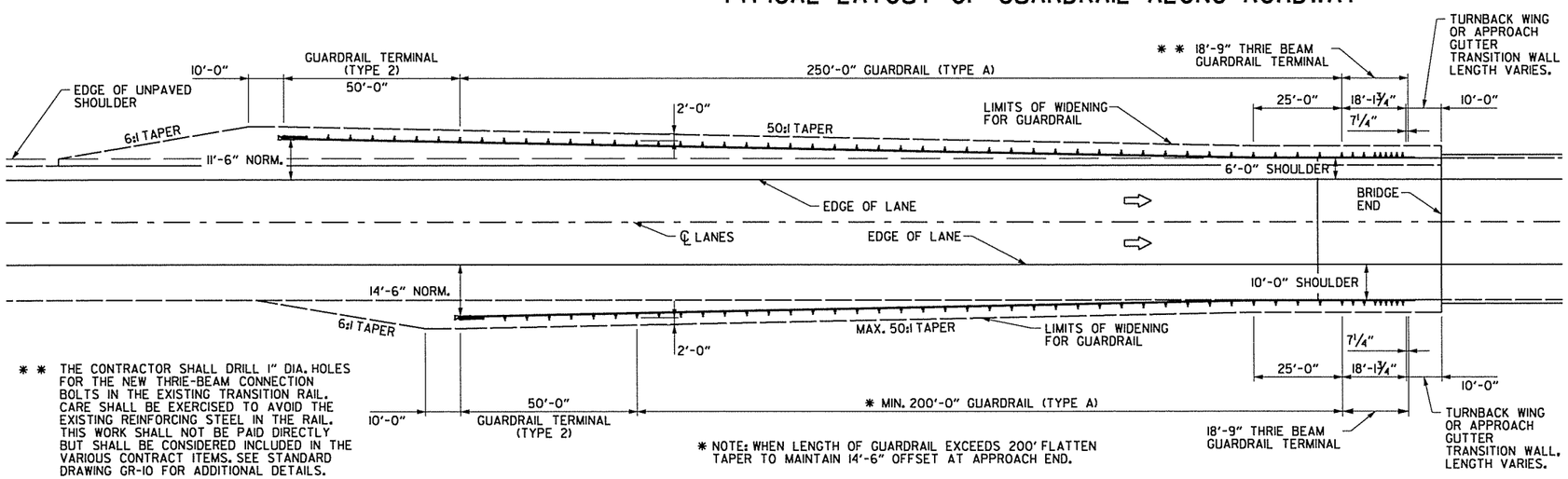
② SPECIAL DETAILS



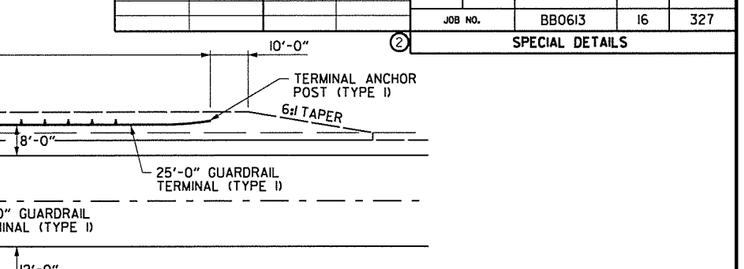
TYPICAL LAYOUT OF GUARDRAIL ALONG ROADWAY



* * 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 SHALL NOT BE PAID DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS CONTRACT ITEMS. SEE STANDARD DRAWING GR-10 FOR ADDITIONAL DETAILS.

* NOTE: WHEN LENGTH OF GUARDRAIL EXCEEDS 200' FLATTEN TAPER TO MAINTAIN 14'-6" OFFSET AT APPROACH END.

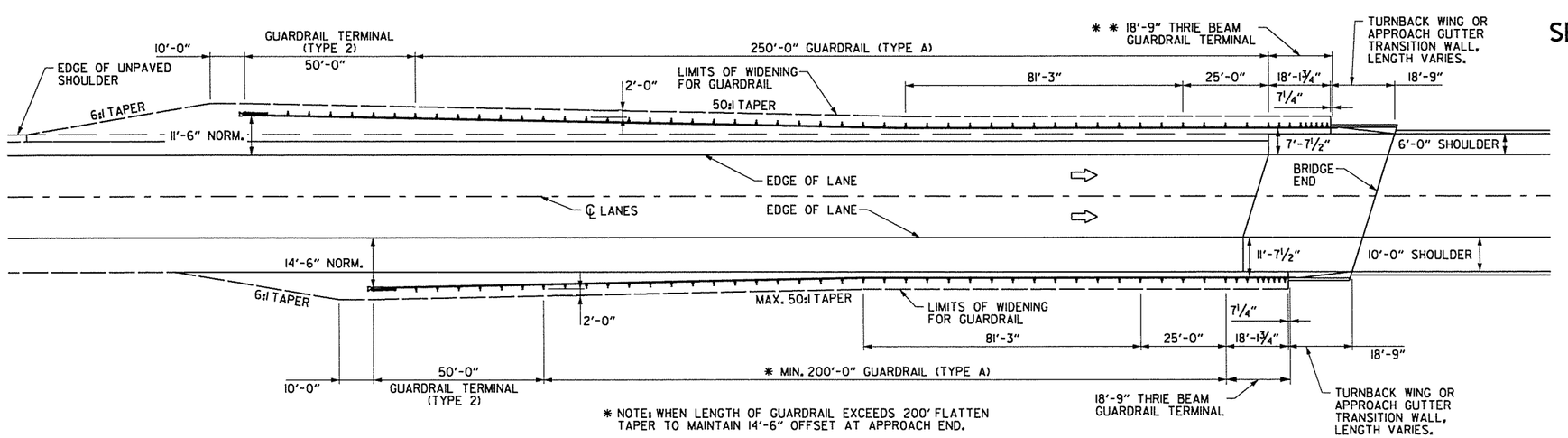
TYPCIAL LAYOUT OF GUARDRAIL AT FOURCHE CREEK BRIDGE ENDS



SECTION DETAIL OF WIDENING FOR GUARDRAIL

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

* NOTE: REFER TO STD. DWG GR-9A FOR SLOPE REQUIREMENTS BEHIND GUARDRAIL.



* NOTE: WHEN LENGTH OF GUARDRAIL EXCEEDS 200' FLATTEN TAPER TO MAINTAIN 14'-6" OFFSET AT APPROACH END.

TYPCIAL LAYOUT OF GUARDRAIL AT SH 338 BRIDGE ENDS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON ARNOLD
03-06-2014

SPECIAL DETAILS

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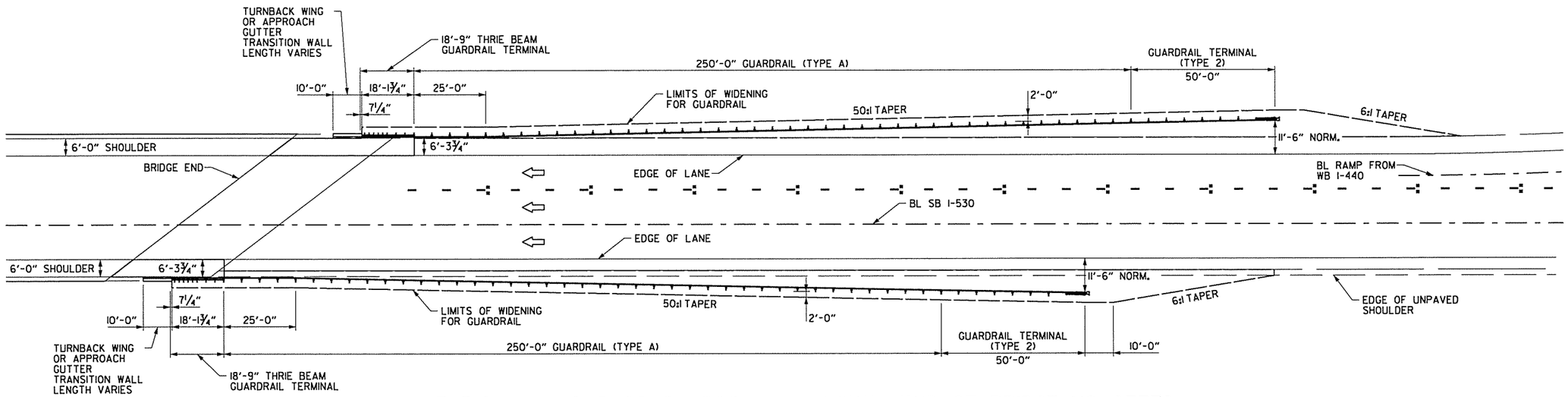
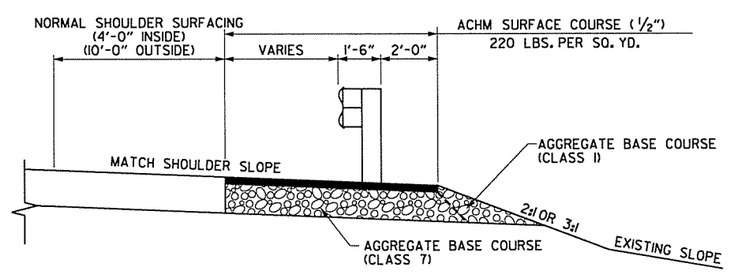
(2) SPECIAL DETAILS



TYPICAL LAYOUT OF GUARDRAIL AT NORTH END OF BRIDGE NO. 03332



SECTION DETAIL OF WIDENING FOR GUARDRAIL

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

* NOTE: REFER TO STD. DWG GR-9A FOR SLOPE REQUIREMENTS BEHIND GUARDRAIL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
03-06-2014

SPECIAL DETAILS

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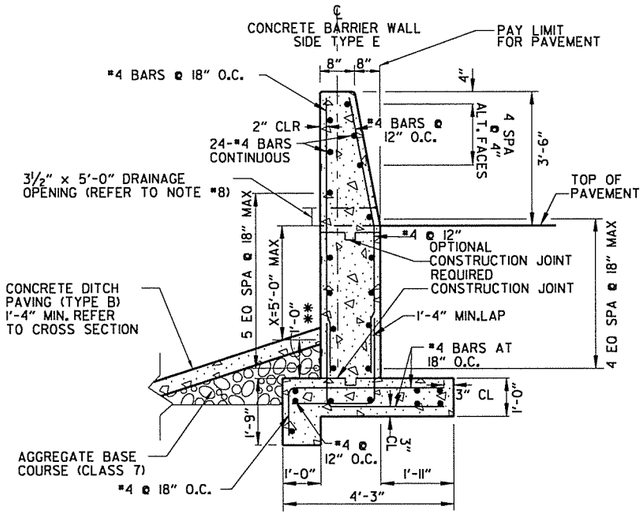
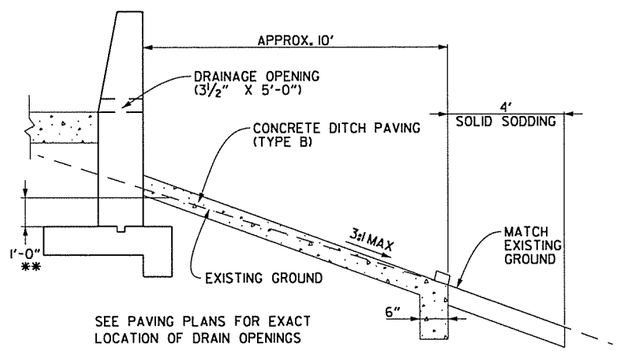
(2) SPECIAL DETAILS



CONCRETE BARRIER WALL
(SIDE TYPE E)
x = 1'-0" to 5'-0" MAX

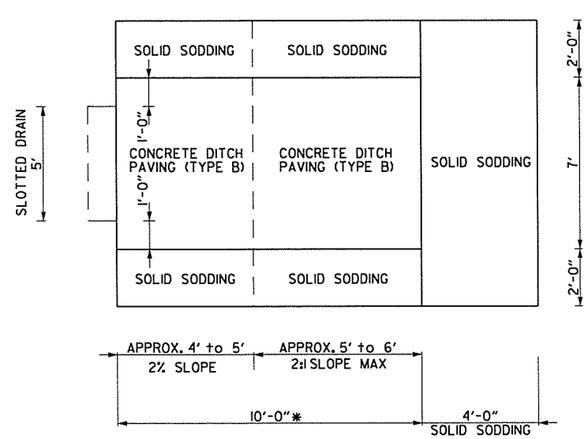
N.T.S.

**FOOTING SHALL BE A MINIMUM OF 1'-0" BELOW EXISTING GROUND OR CONCRETE DITCH PAVING.



SECTION AT DRAIN OPENINGS (3½" X 5'-0") ON
CONCRETE BARRIER WALL (SIDE TYPE E)

N.T.S.



PLAN - CONCRETE DITCH PAVING

N.T.S.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 30'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
5. THE DESIGN OF BARRIER WALL IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
6. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 120 FT. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
7. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
8. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.

* THE WIDTH OF PROPOSED CONCRETE DITCH PAVING SHALL BE 10'-0" MAXIMUM. THE ACTUAL WIDTH SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR PARVIZI
03-06-2014

SPECIAL DETAILS

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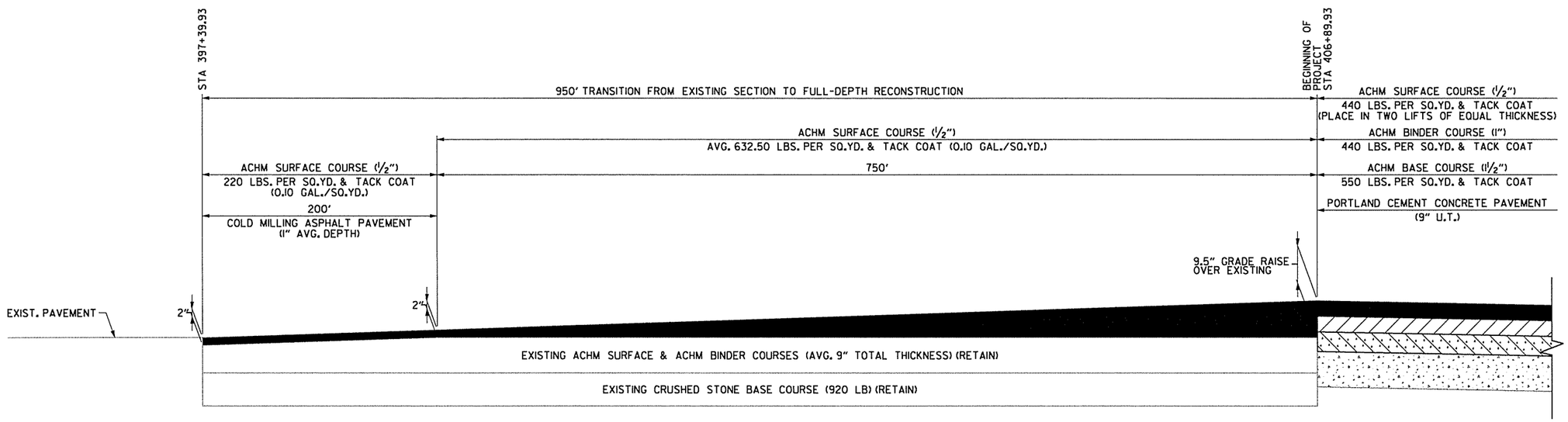
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR AZAD

03-06-2014



DETAIL OF TRANSITION AT BEGINNING OF PROJECT

SPECIAL DETAILS

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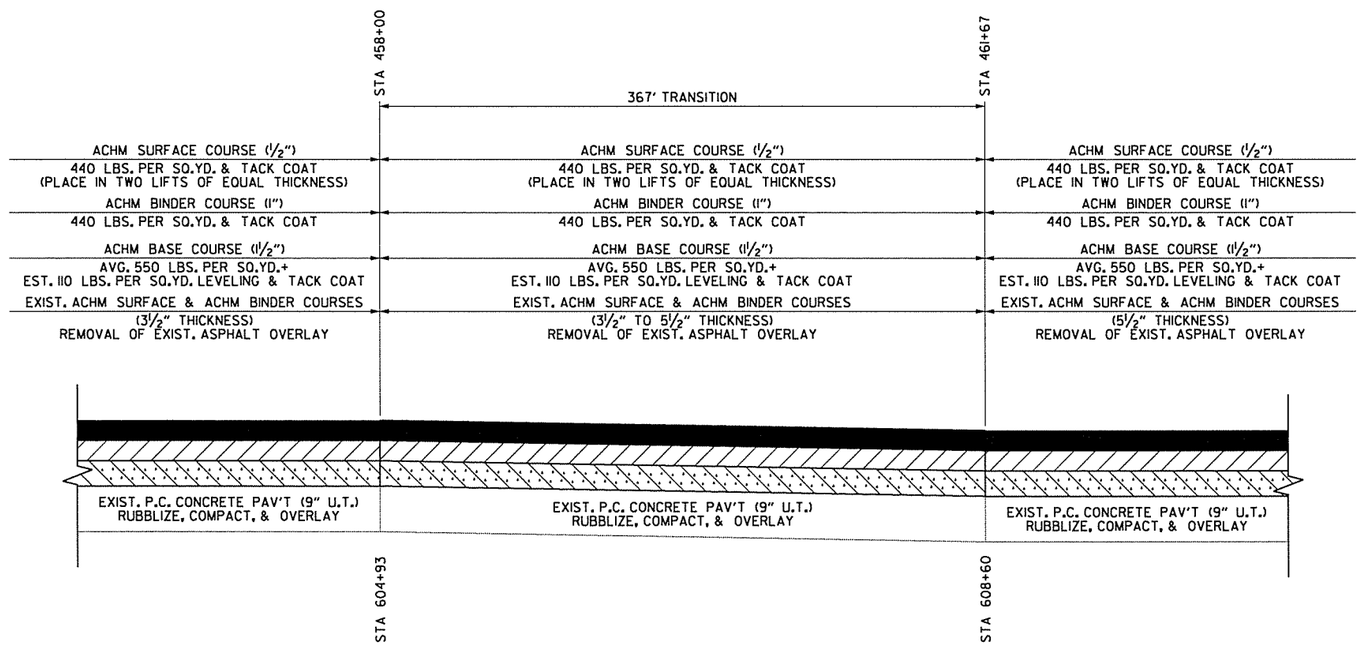
② SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
03-06-2014



DETAIL OF TRANSITION

FROM STA 458+00 TO STA 461+67
FROM STA 604+93 TO 608+60 (SOUTHBOUND ONLY)

THIS TRANSITION DETAIL SHOWS THE DIFFERENCE IN EXISTING OVERLAY BETWEEN TWO DIFFERENT SECTIONS. ONCE THE EXISTING OVERLAY IS REMOVED, THE PROPOSED OVERLAY OF BOTH THE SECTIONS WILL BE THE SAME (13" OF ASPHALT OVER 9" EXISTING PCC).

SPECIAL DETAILS

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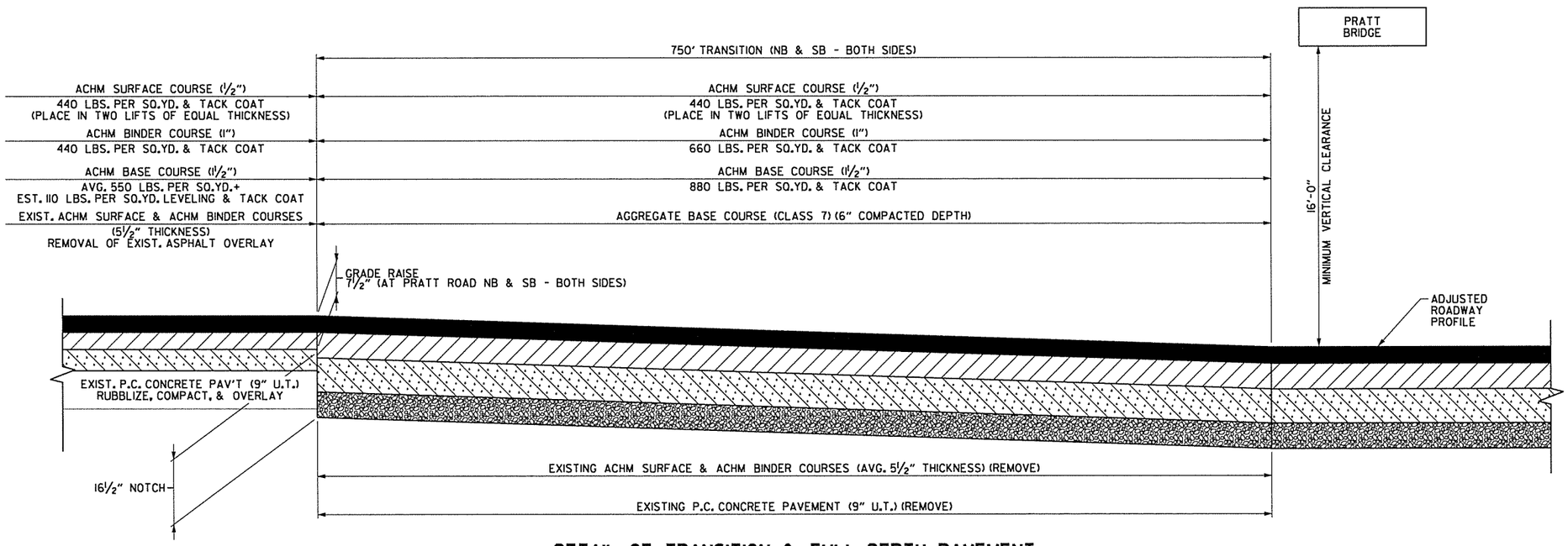
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11404
SHAHRIAR AZAD
03-06-2014



DETAIL OF TRANSITION & FULL-DEPTH PAVEMENT REPLACEMENT UNDER EXISTING PRATT BRIDGE

UNDER PRATT (SB) STA 509+98.49 TO STA 517+48.49
STA 518+98.52 TO STA 526+48.52

UNDER PRATT (NB) STA 509+94.84 TO STA 517+44.84
STA 518+94.84 TO STA 526+44.81

SPECIAL DETAILS

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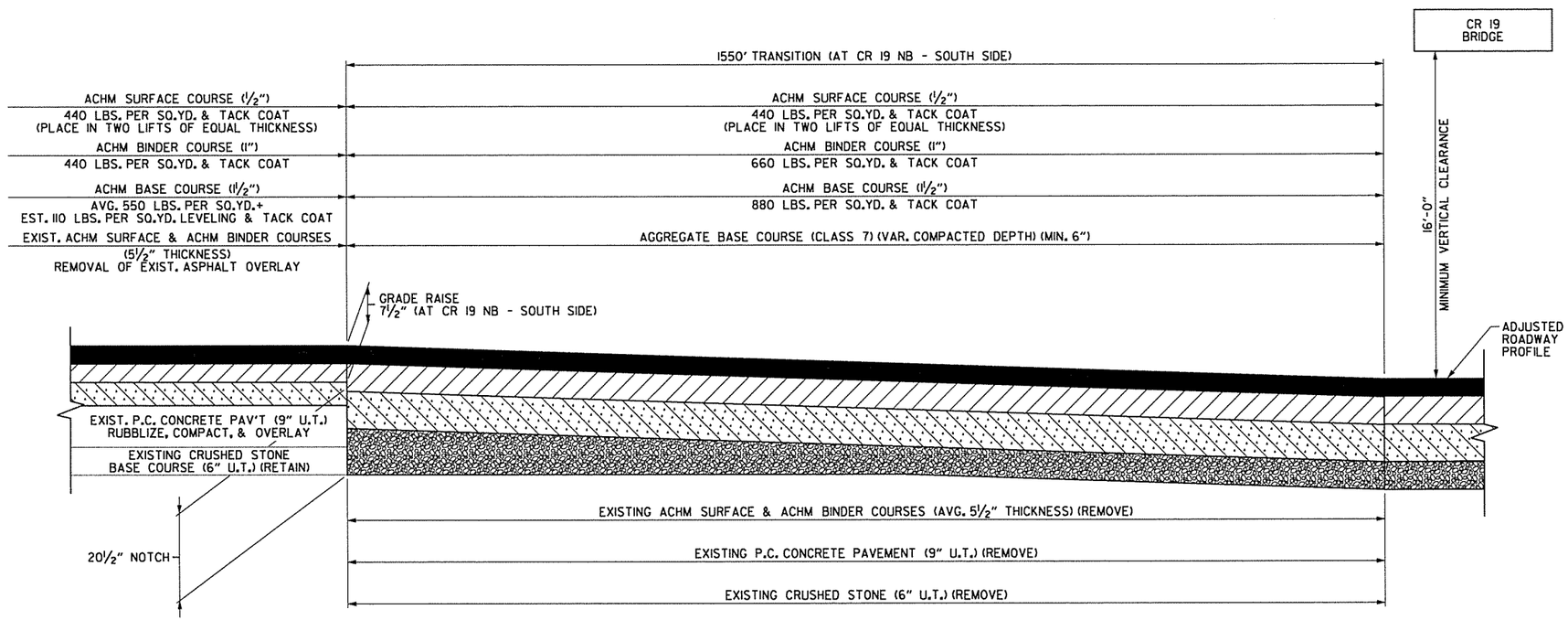
② SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
03-06-2014



DETAIL OF TRANSITION & FULL-DEPTH PAVEMENT REPLACEMENT UNDER EXISTING CR 19 BRIDGE (SOUTH SIDE)

UNDER CR 19 (NB) STA 595+66.44 TO STA 611+16.44

SPECIAL DETAILS

3/6/2014 11:29:11 AM

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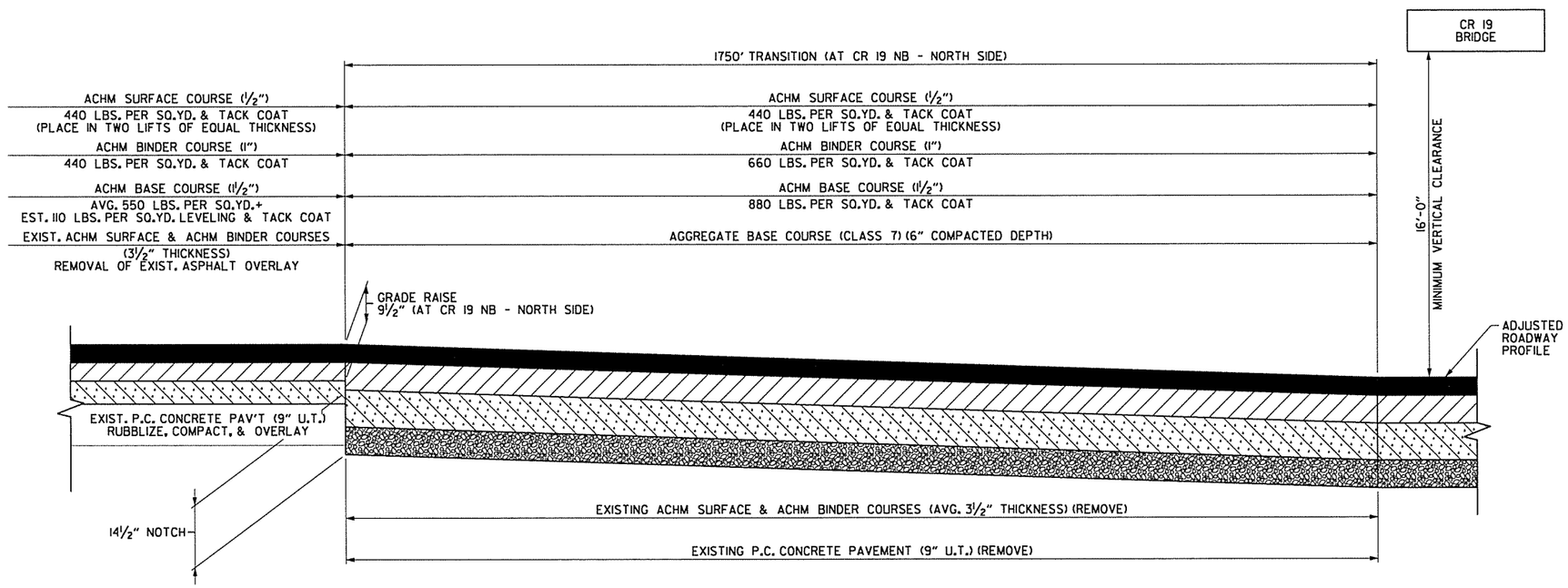
② SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRNAR AZAD
03-06-2014



DETAIL OF TRANSITION & FULL-DEPTH PAVEMENT REPLACEMENT UNDER EXISTING CR 19 BRIDGE (NORTH SIDE)

UNDER CR 19 (NB) STA 612+66.44 TO STA 630+14.44

SPECIAL DETAILS

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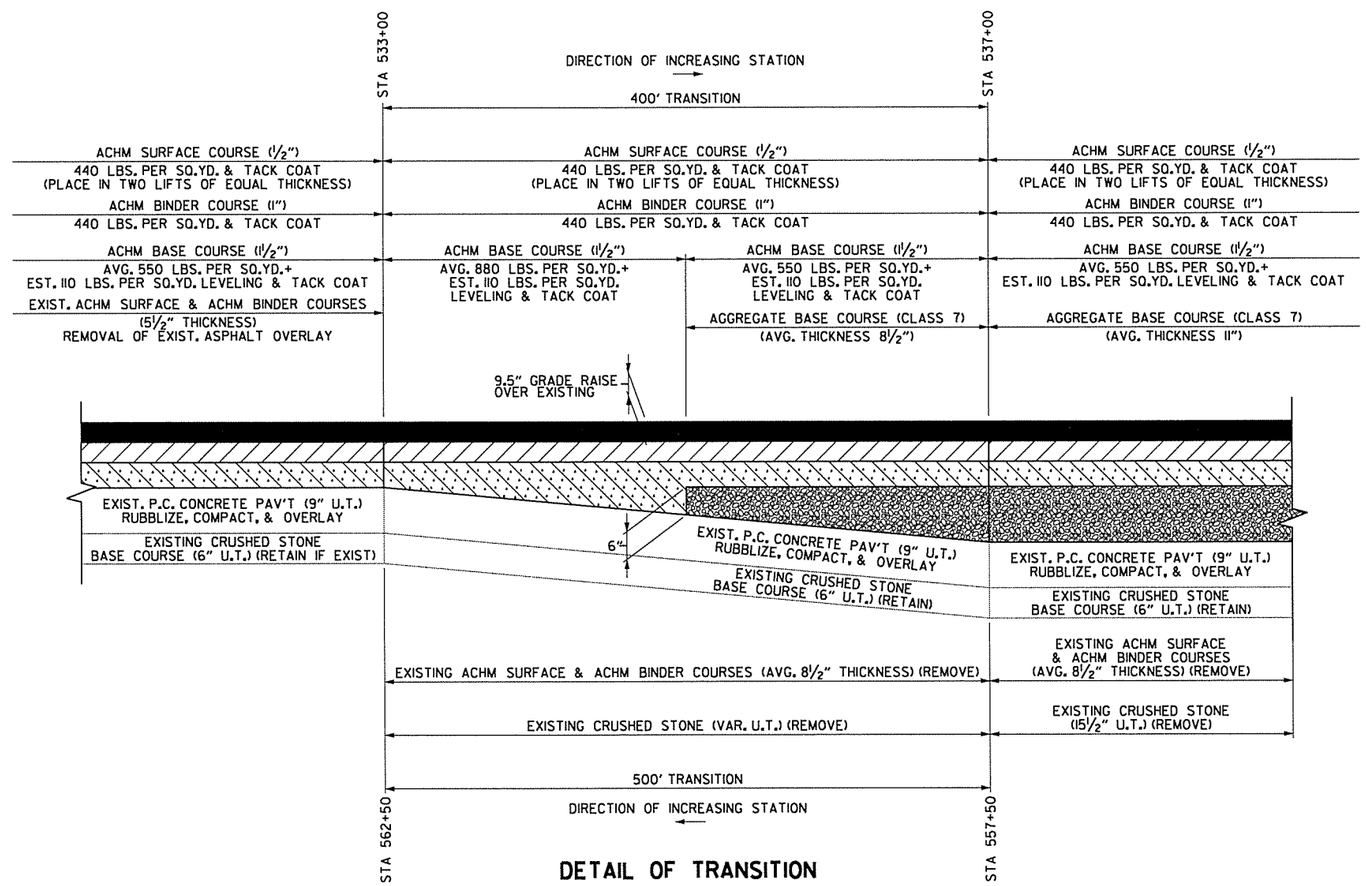
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM

03-06-2014



DETAIL OF TRANSITION

STA 533+00.00 TO STA 537+00.00
STA 562+50.00 TO STA 557+50.00

SPECIAL DETAILS

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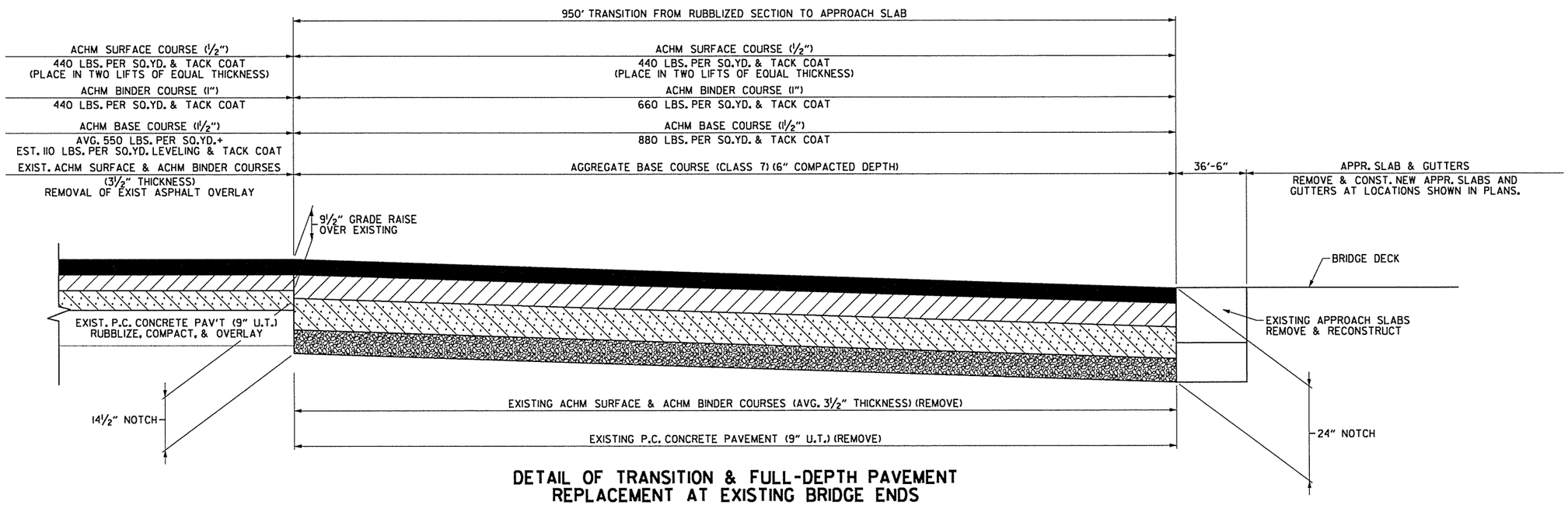
				JOB NO.		BB0613	25	327

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADAMI
03-06-2014



DETAIL OF TRANSITION & FULL-DEPTH PAVEMENT REPLACEMENT AT EXISTING BRIDGE ENDS

SH 338 NB	BL MED STA 710+50.69	TO	STA 720+60.69
	BL MED STA 722+02.95	TO	STA 731+52.95
SH 338 SB	BL MED STA 710+77.31	TO	STA 720+27.31
	BL MED STA 722+29.57	TO	STA 731+79.57
FOURCHE CREEK NB	BL NB STA 822+03.50	TO	STA 48+84.40

SPECIAL DETAILS

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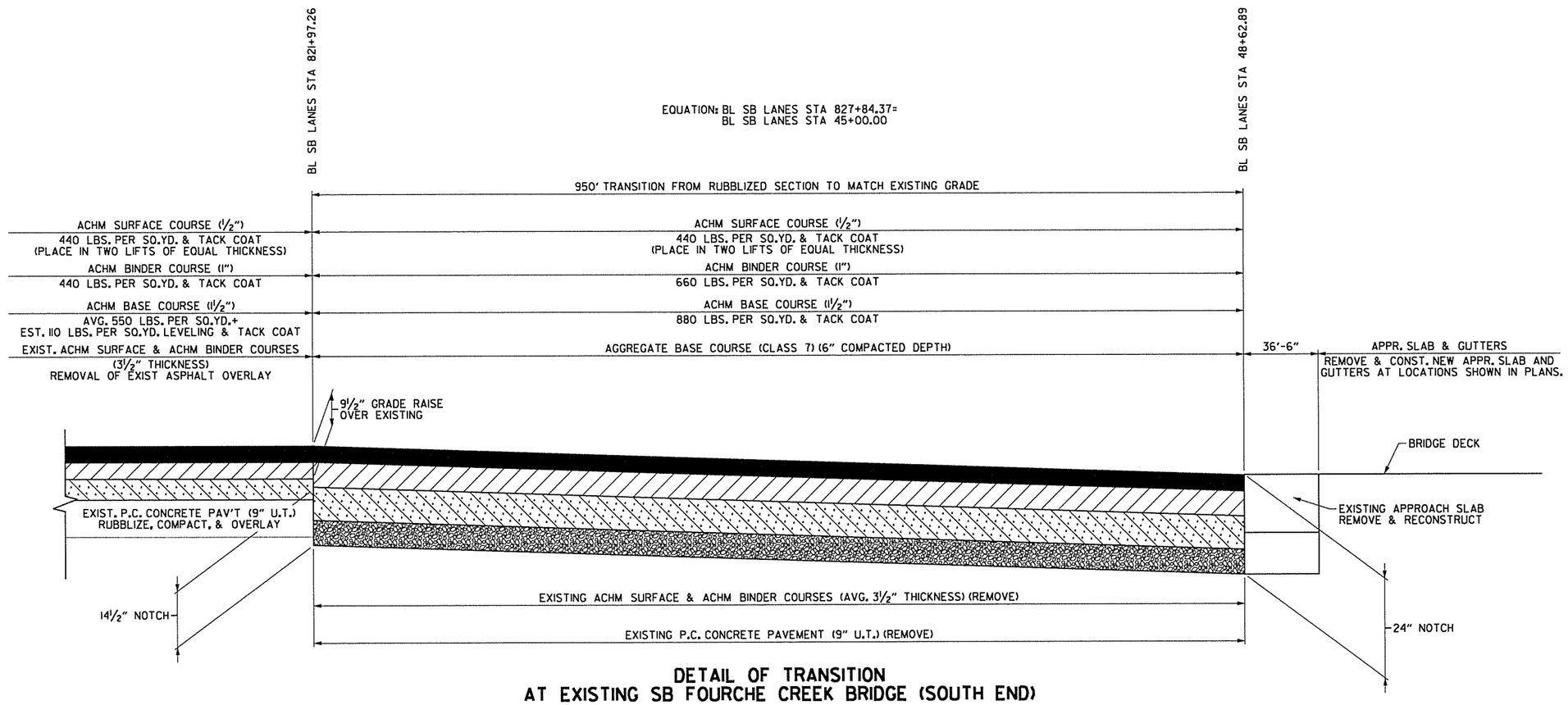
				JOB NO.		BB0613	26	327

② SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

03-06-2014



DETAIL OF TRANSITION
AT EXISTING SB FOURCHE CREEK BRIDGE (SOUTH END)

SPECIAL DETAILS

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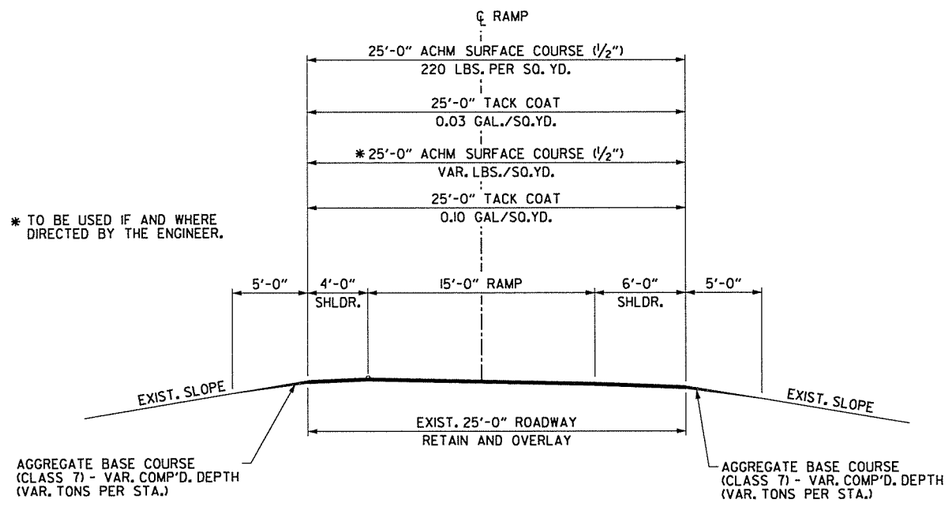
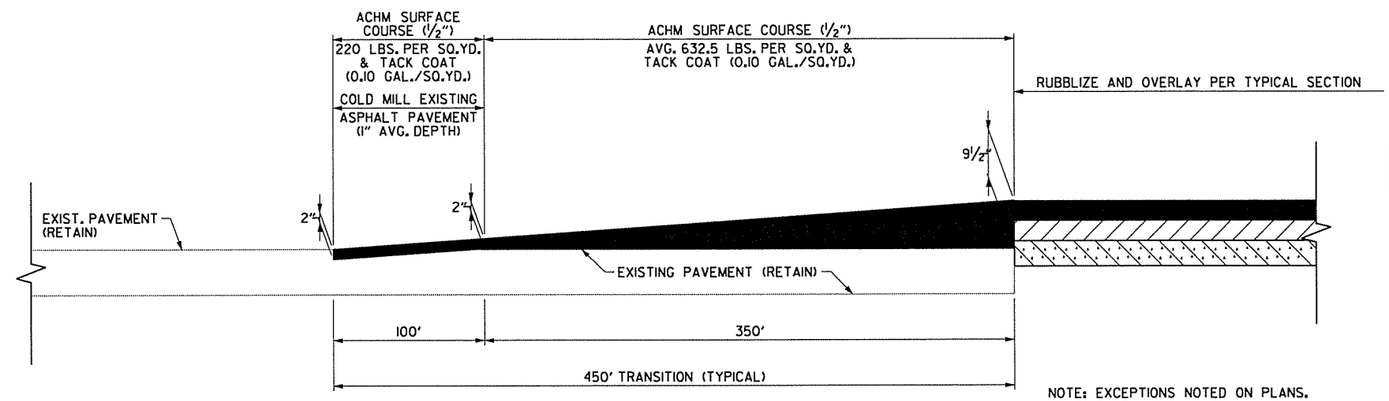
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR R. EAD
03-06-2014



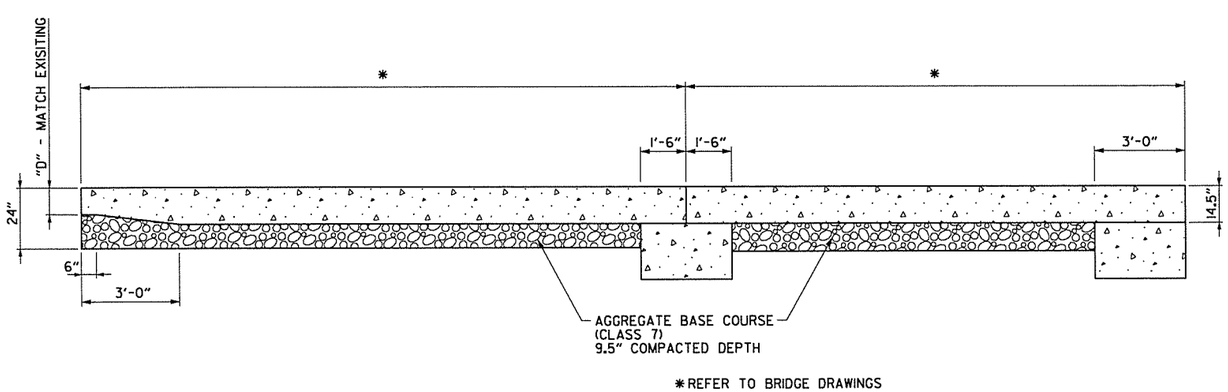
PAVING TRANSITION AT INTERCHANGE RAMPS

(SHOWN IN DIRECTION OF TRAFFIC)

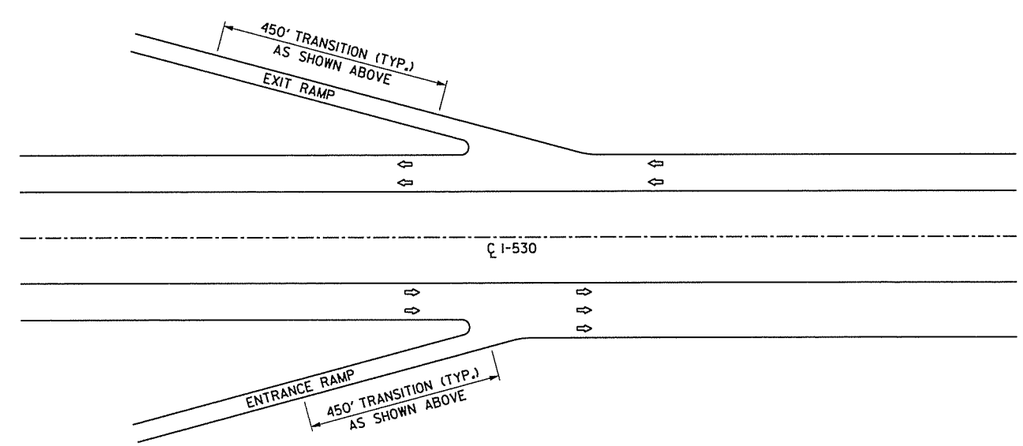


NOTE: EXCEPTIONS NOTED ON PLANS.

PAVING TRANSITION AT INTERCHANGE RAMPS



SECTION OF APPROACH SLAB



PLAN OF PAVING TRANSITION AT RAMPS

SPECIAL DETAILS

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				6	ARK.			
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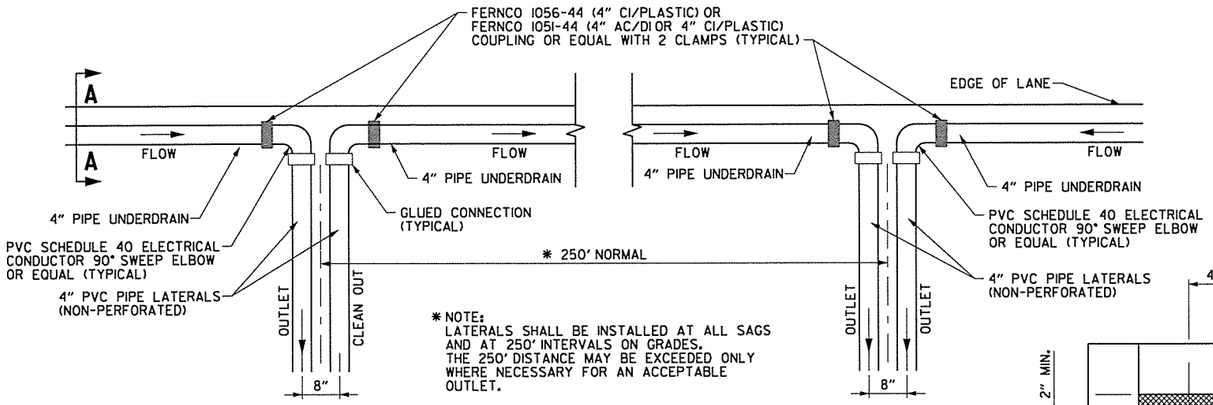
② SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 2404 SHAHRIAR AZAD

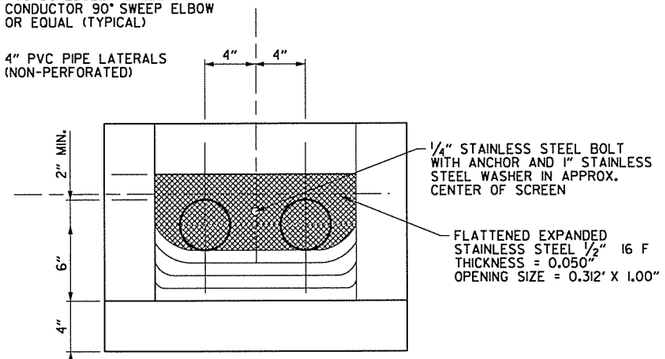
03-06-2013



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

PLAN DETAIL FOR PIPE UNDERDRAIN LATERALS

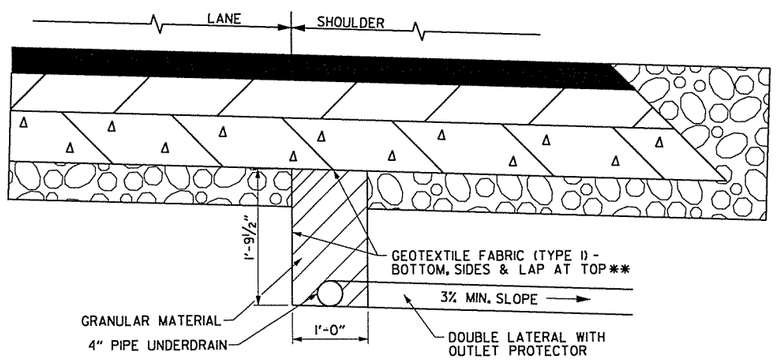
NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE. UNDERDRAIN OUTLET PROTECTORS SHALL BE INSTALLED ON NEW LATERALS. (REFER TO STD. DWG. PU-1 & NOTE * 5.)



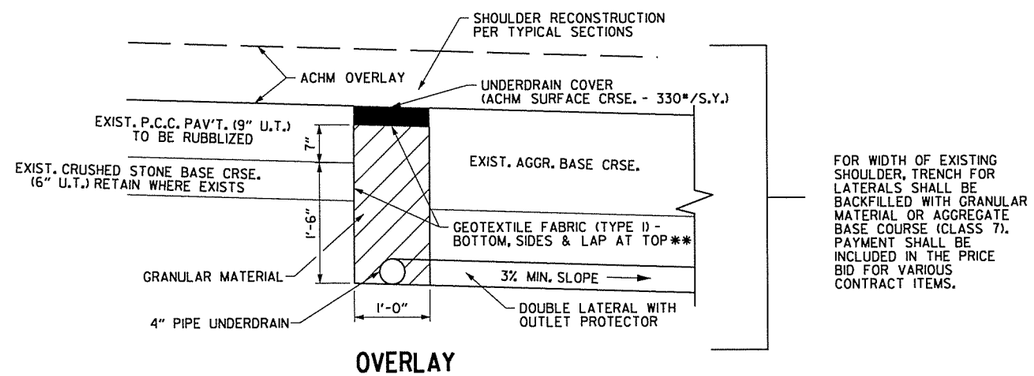
DETAIL OF RODENT SCREEN

NOTES FOR PIPE UNDERDRAINS

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

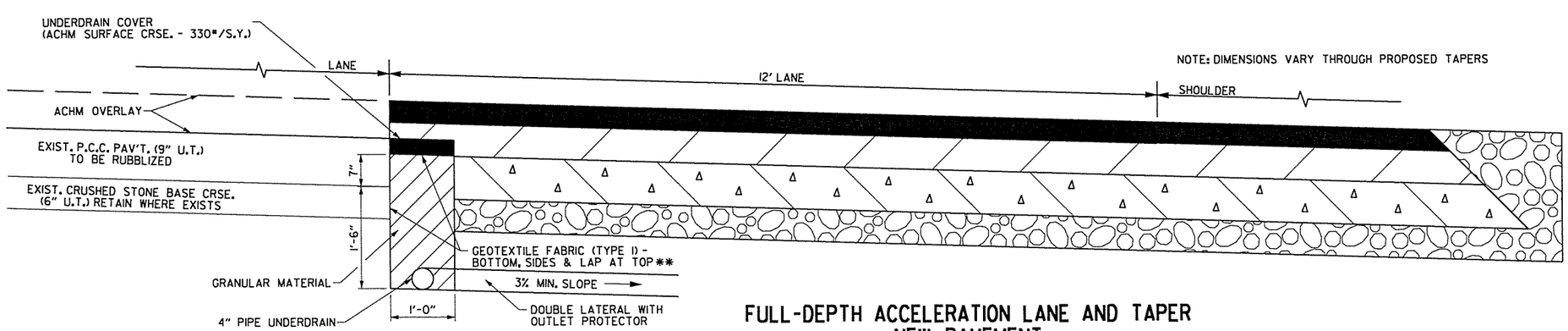


FULL-DEPTH RECONSTRUCTION OUTSIDE SHOULDER



OVERLAY

** IN LIEU OF LAPPING THE GEOTEXTILE FABRIC, THE CONTRACTOR MAY (WITH APPROVAL OF THE ENGINEER) UTILIZE AN ALTERNATE METHOD FOR PROVIDING POSITIVE CLOSURE.



NOTE: DIMENSIONS VARY THROUGH PROPOSED TAPERS

FULL-DEPTH ACCELERATION LANE AND TAPER NEW PAVEMENT

SPECIAL DETAILS

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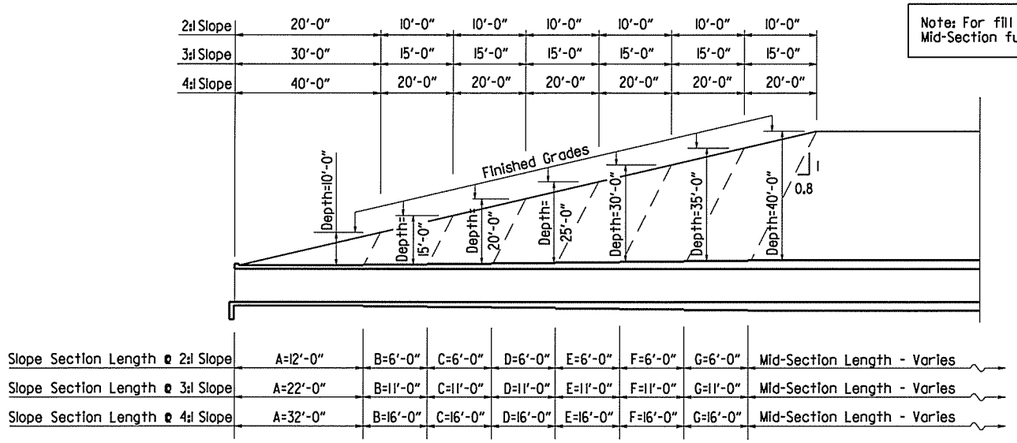
				JOB NO.		BB0613	29	327

1 SPECIAL DETAILS

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
6 Mar 2014

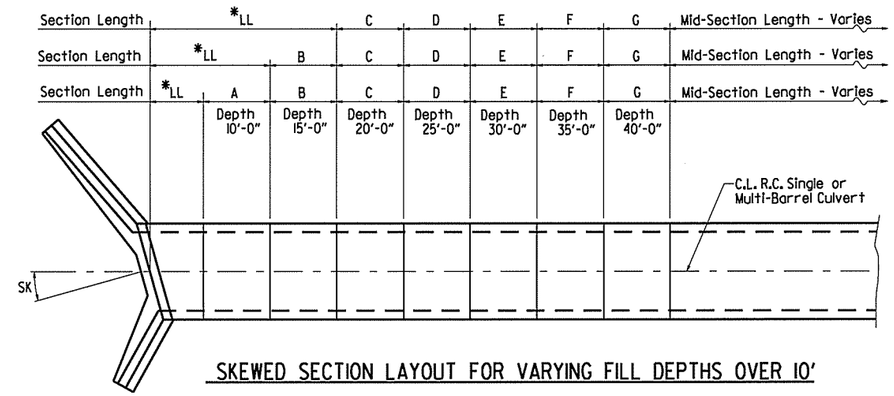


Note: For fill depths 10' and under, use Mid-Section full length of box culvert.

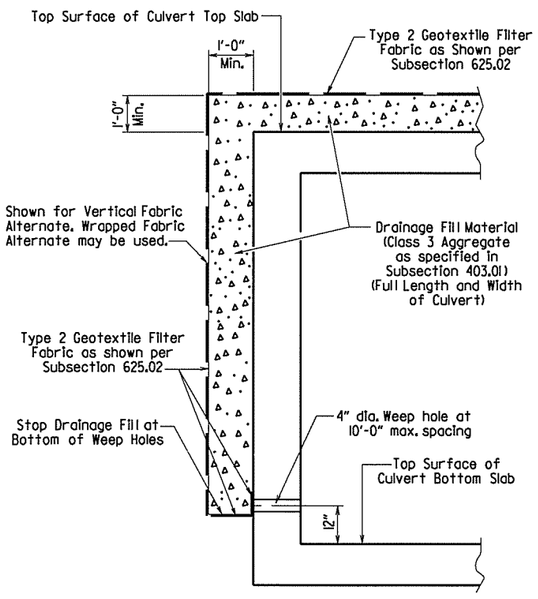
LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

Lengths for Non-Skewed Boxes

*LL = Skewed End Section Length - See "Skewed End Section Details" Length LL varies with skew angle, overall box width and fill depth and may eliminate the need for some slope section lengths as shown.

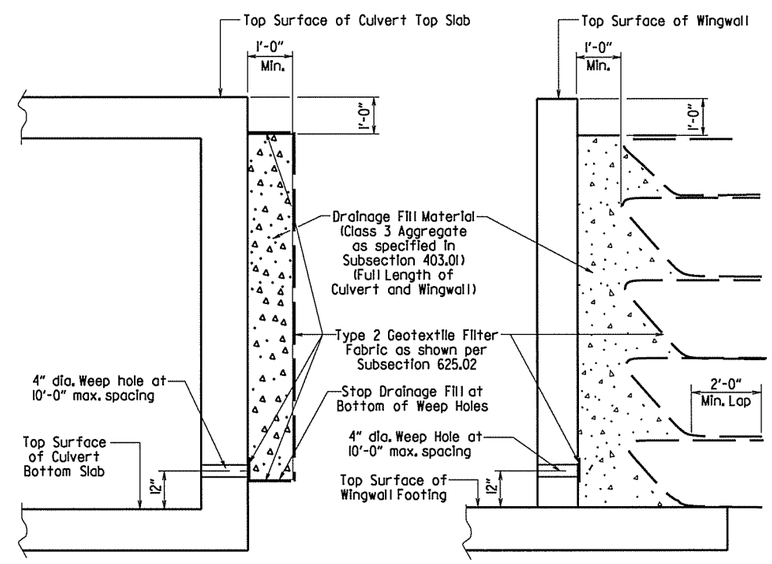


SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'



CULVERT DRAINAGE DETAIL FOR ROCK FILL

This detail shall be used when rock fill is specified for embankment construction.



VERTICAL FABRIC ALTERNATE
(Shown for Culvert, Similar for Wingwall)

WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

WINGWALL & CULVERT DRAINAGE DETAIL

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Construction Specifications unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Fifth Edition (2010) with 2010 interim revisions.

LIVE LOADING: HL-93

All concrete shall be Class S with a minimum 28-day compressive strength of 3,500 psi and shall be poured in the dry. All exposed corners to have ¾" chamfers.

Reinforcing Steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Reinforcing Steel Tolerances: The tolerances for reinforcing steel shall meet those listed in 'Manual of Standard Practice' published by Concrete Reinforcing Steel Institute (CRSI) except that the tolerance for truss bars such as Figure 3 on page 7-4 of the CRSI Manual shall be minus zero to plus 1/2 inch.

Excavation and backfilling shall be in accordance with the requirements of Section 801.

Membrane Waterproofing shall conform to the requirements of Section 815. Membrane Waterproofing shall be Type C and as directed by the Engineer applied to all construction joints in the top slab and the sidewalls of R.C. Box culverts and to the construction joint between wingwalls and R.C. Box culvert walls.

Weep Holes in box culvert walls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. The drain opening shall be 4" diameter and shall be placed 12" above the top of the bottom slab.

Weep Holes in wingwalls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. There shall be a minimum of two (2) weep holes in each wingwall. The drain opening shall be 4" diameter and shall be placed 12" above the top of the wingwall footing.

The barrel components of the culvert may be constructed using continuous pours. For longer culvert construction, the Contractor may use multiple pours with transverse construction joints spaced a minimum of 50 feet apart unless superseded by stage construction or site constraints as approved by the Engineer. Construction joints between footings and walls shall be made only where shown in the Plans. Joints shall be normal to the centerline of barrel and shall be keyed. Longitudinal reinforcing shall be continuous through joints unless shown otherwise. All longitudinal construction joints shall be submitted to the Engineer for approval.

Membrane Waterproofing, Weep Holes, Geotextile Filter Fabric, and Drainage Fill Material will not be paid for directly but shall be considered subsidiary to Class S Concrete.

When the top slab of the box culvert serves as finished roadway surface, curing and finishing shall be in accordance with subsections 802.17 and 802.20 for bridge roadway surface and a tine finish shall be applied in accordance with subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Curing and finishing shall not be paid for directly, but shall be considered incidental to the item "Class S Concrete-Roadway". Class 1 Protective Surface Treatment shall be applied to the roadway surface and this work shall be paid for under the unit price bid for "Class 1 Protective Surface Treatment".

When precast reinforced concrete box culverts are substituted for cast in place box culverts, they shall be manufactured according to ASTM C 1577 and meet the requirements of Section 607. When the top slab of the box culvert serves as the finished roadway surface, a precast reinforced concrete box culvert substitution is not allowed.

SHEET 1 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE

SPECIAL DETAILS

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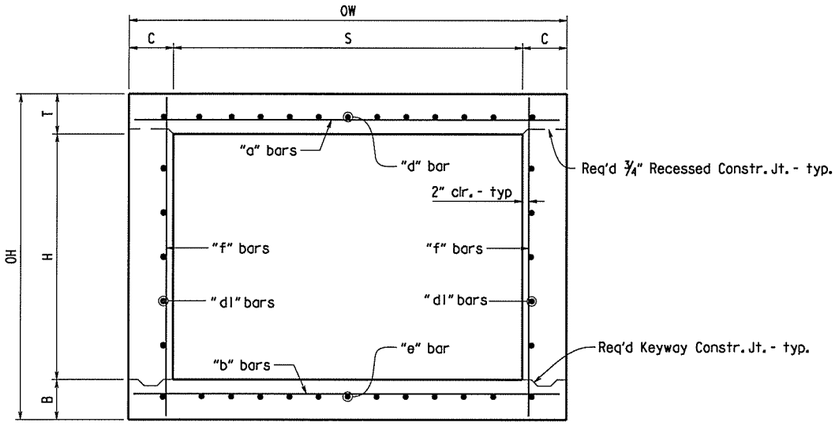
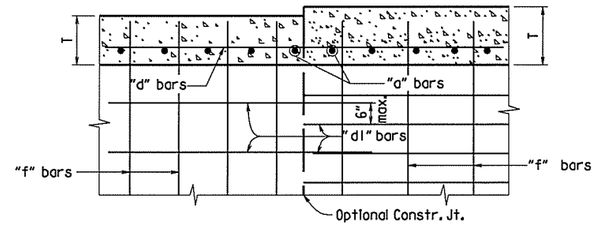
1 SPECIAL DETAILS

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
6 Mar 2014

Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



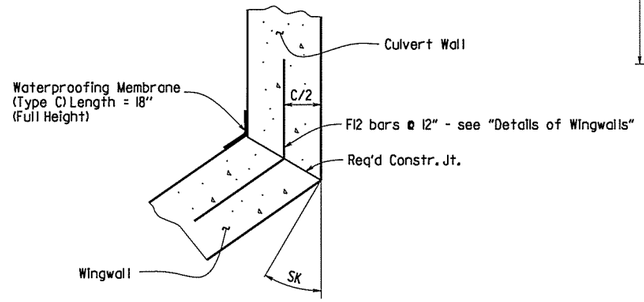
TYPICAL SECTION M-M



Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

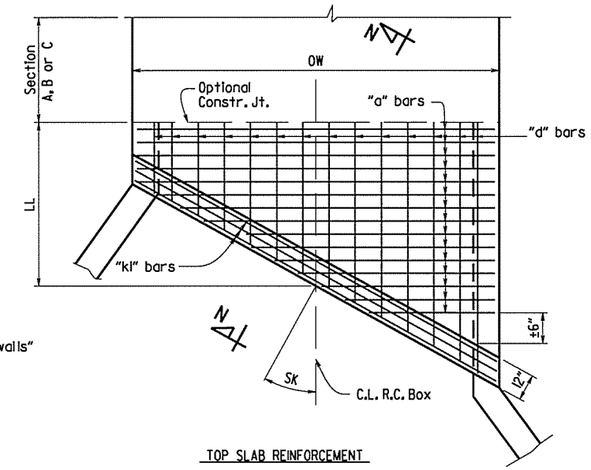
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

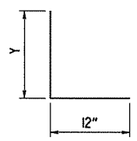


WINGWALL ATTACHMENT

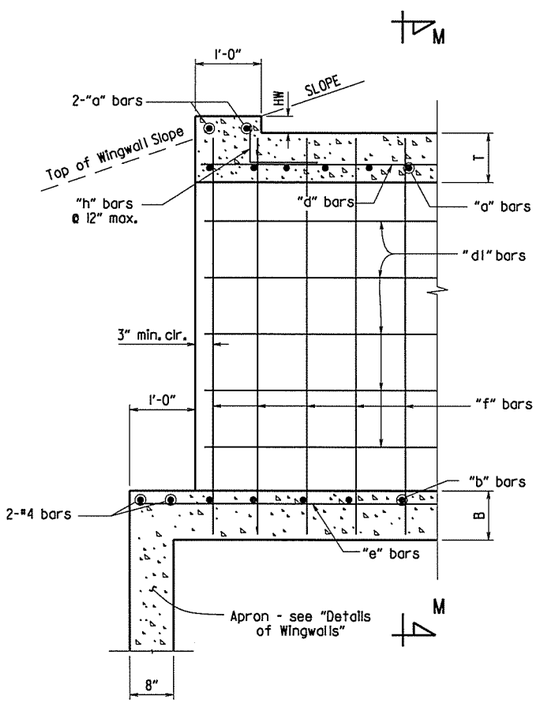
See "Details of Wingwalls" for additional information and wingwall details.



TOP SLAB REINFORCEMENT

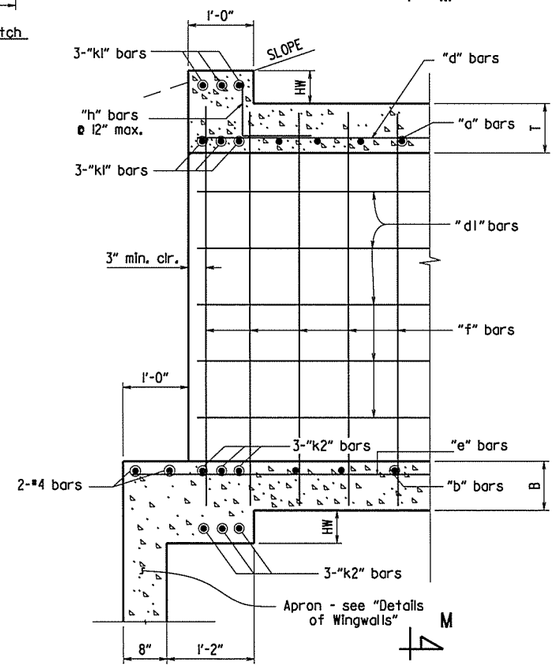


"h" bars sketch



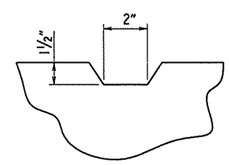
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



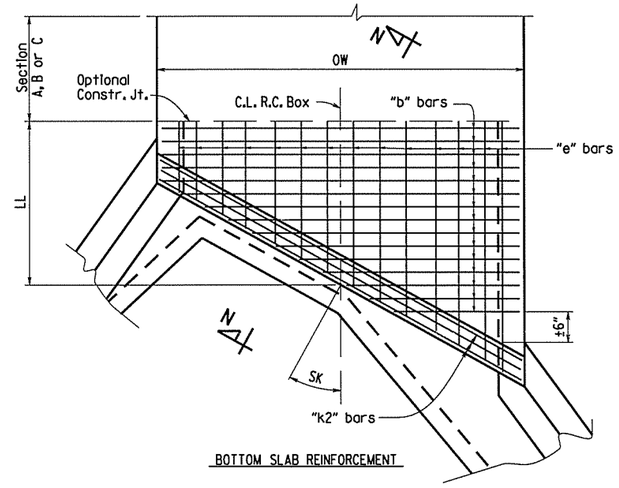
PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)



BOTTOM SLAB REINFORCEMENT

SKEWED END SECTION DETAILS

SHEET 2 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF SINGLE BARREL R.C. BOX CULVERT

SPECIAL DETAILS

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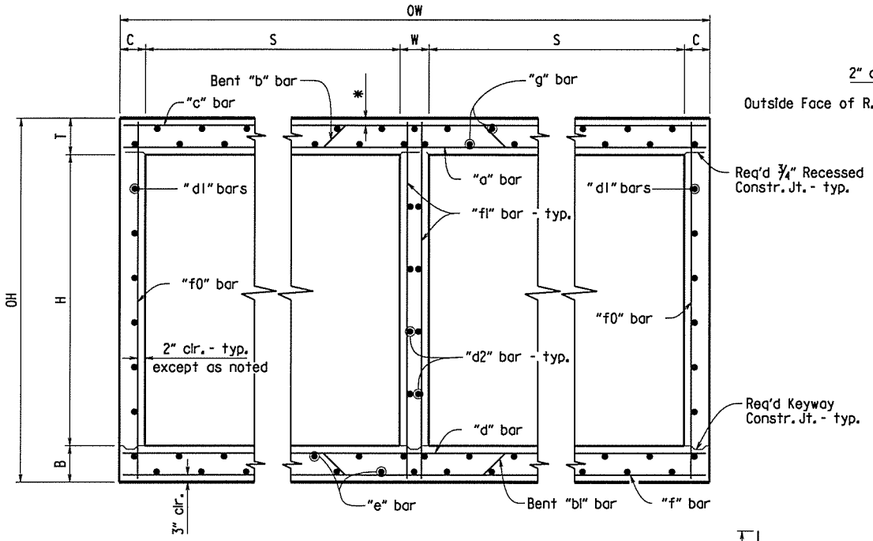
				6	ARK.			
				JOB NO.		BB0613	31	327

1 SPECIAL DETAILS

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
6 Mar 2014

*2" clr. for fill depth (D) greater than 2 ft.
2½" clr. for fill depth (D) equal to or less than 2 ft.

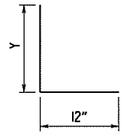
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



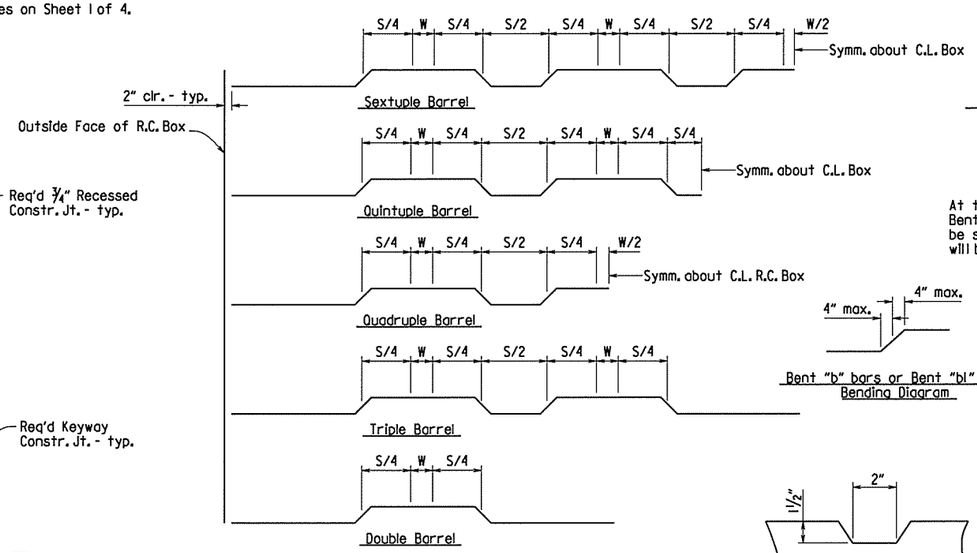
TYPICAL SECTION M-M

Top Slab
Straight "c" bars shall alternate with Bent "b" bars in top.
Straight "a" bars shall alternate with Bent "b" bars in bottom.

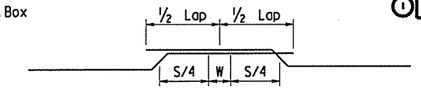
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.



"h" bars sketch



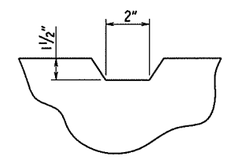
Bent "b" bars or Bent "b1" bars sketch



Lap Detail
For Bent "b" bars and Bent "b1" bars

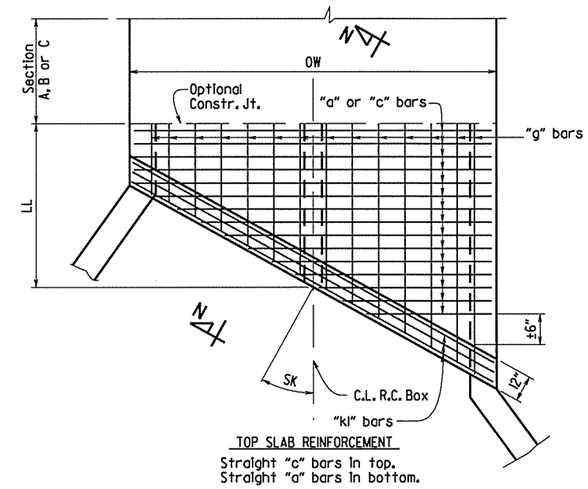
At the Contractor's option in lieu of providing Bent "b" or Bent "b1" bars, one bar top and bottom of equivalent size may be substituted for each bent bar. Payment for the reinforcing will be based on the weight of the "b" or "b1" bar.

Bent "b" bars or Bent "b1" bars Bending Diagram

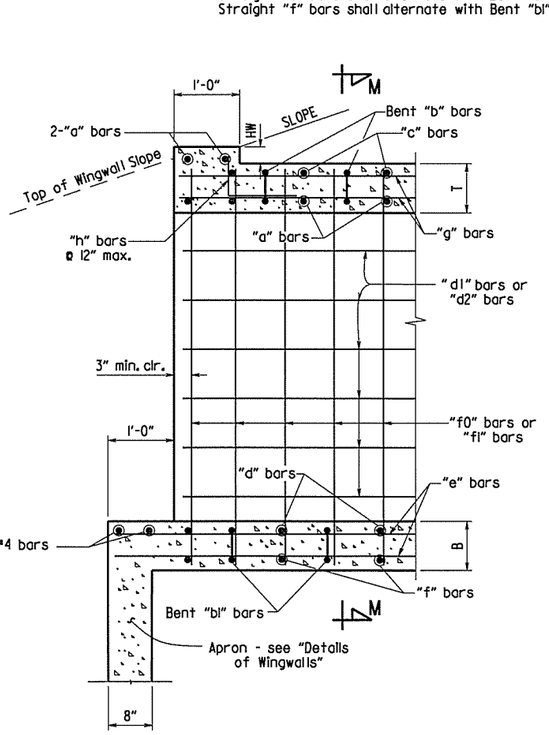


TYPICAL KEYWAY DETAIL

(All Construction Joints)

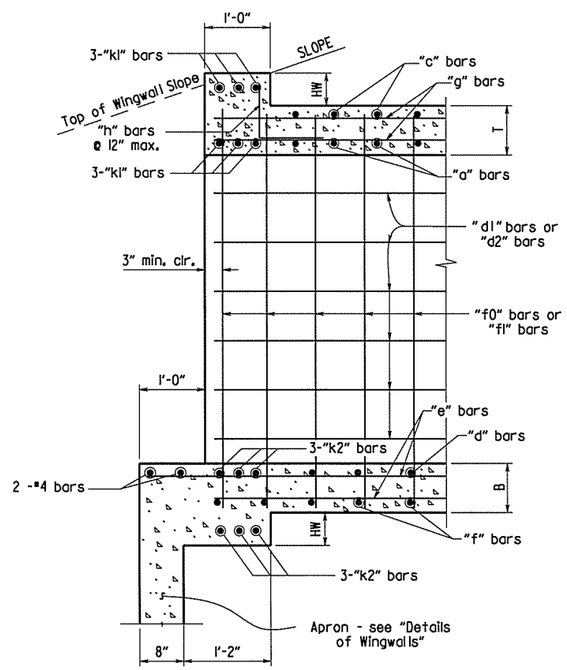


TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



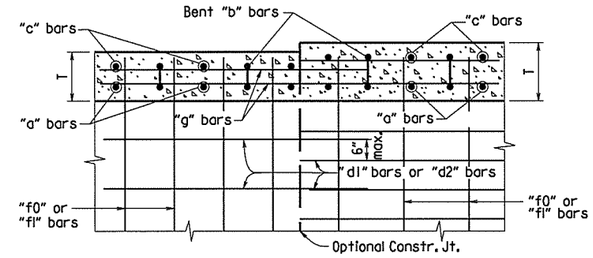
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

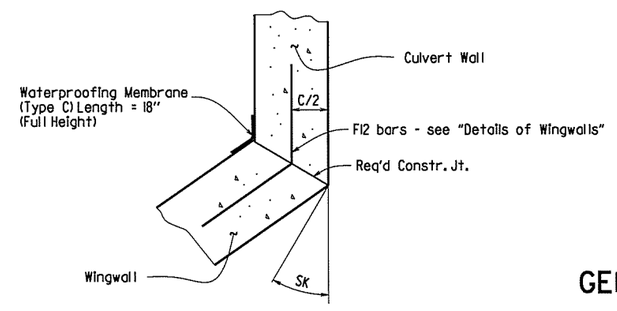
(Skewed Ends)



Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

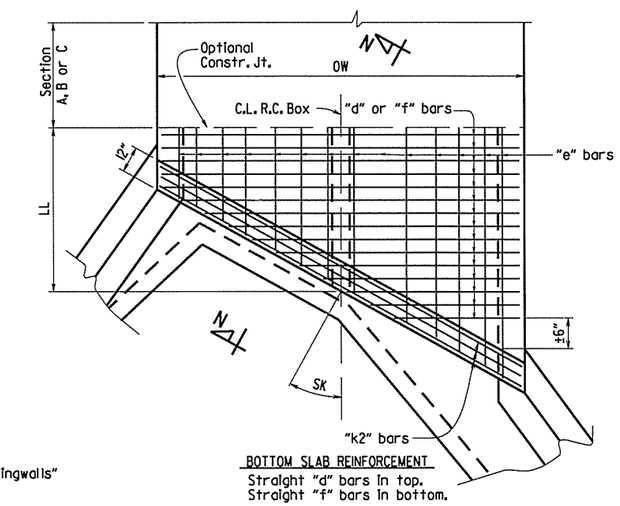
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



WINGWALL ATTACHMENT

See "Details of Wingwalls" for additional information and wingwall details.



BOTTOM SLAB REINFORCEMENT
Straight "d" bars in top.
Straight "f" bars in bottom.

SKEWED END SECTION DETAILS

SHEET 3 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF MULTI-BARREL R.C. BOX CULVERT

SPECIAL DETAILS

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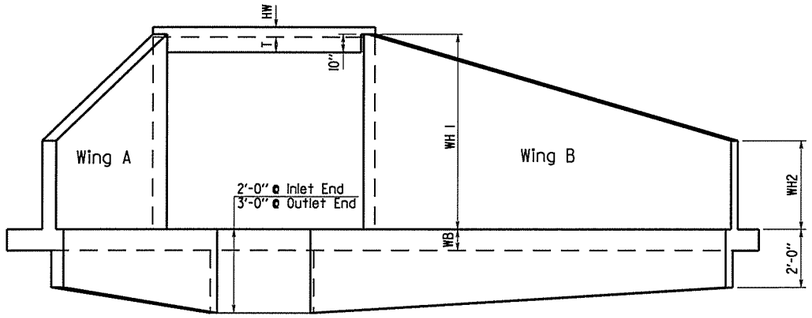
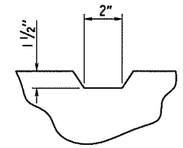
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	32	327

1 SPECIAL DETAILS



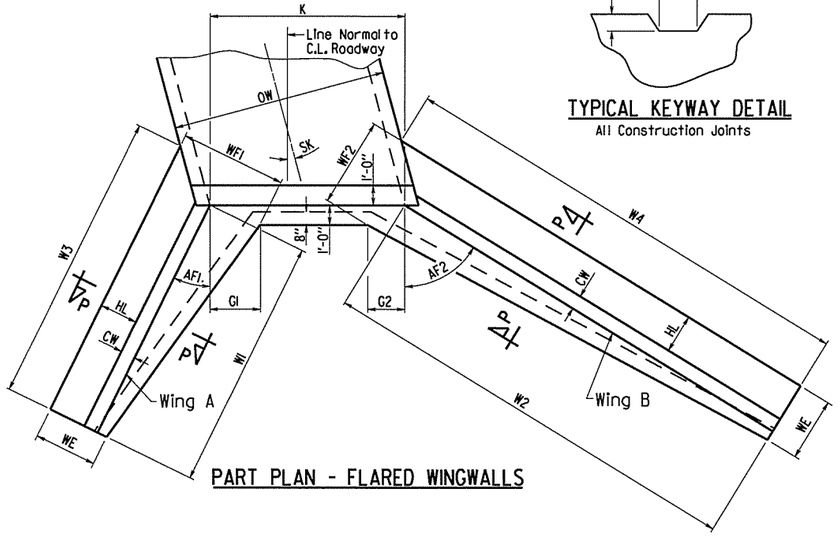
END ELEVATION

Flared Wingwalls Shown

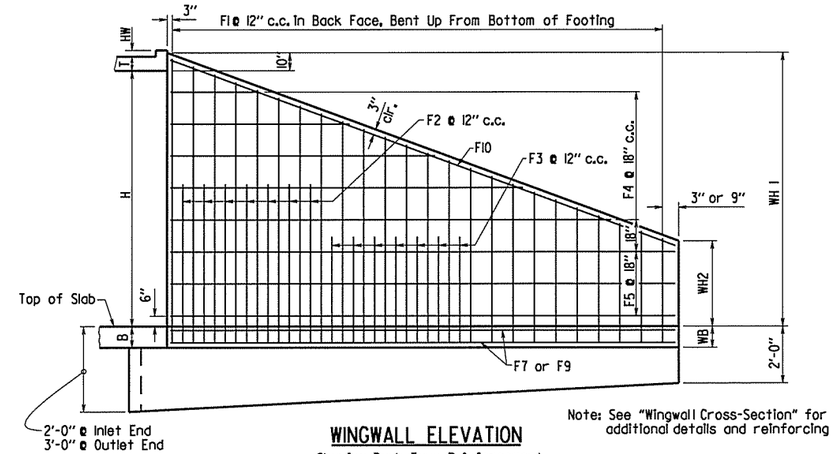


TYPICAL KEYWAY DETAIL

All Construction Joints



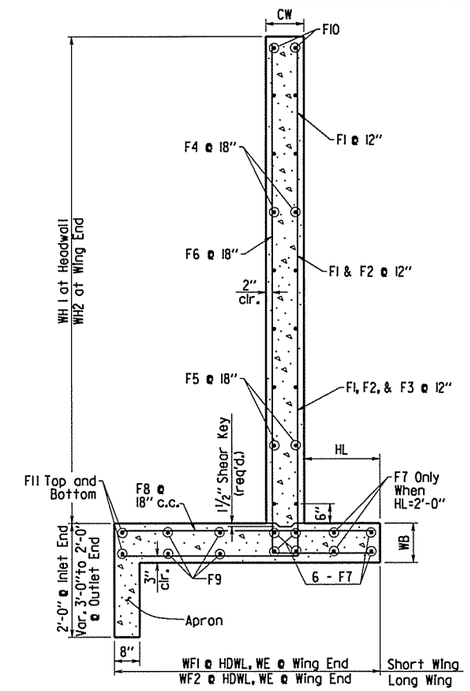
PART PLAN - FLARED WINGWALLS



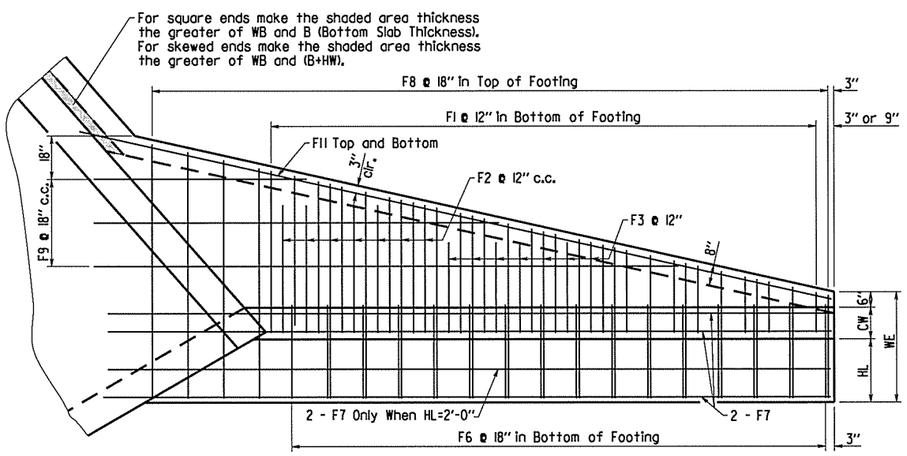
WINGWALL ELEVATION

Showing Back Face Reinforcement

Note: See "Wingwall Cross-Section" for additional details and reinforcing

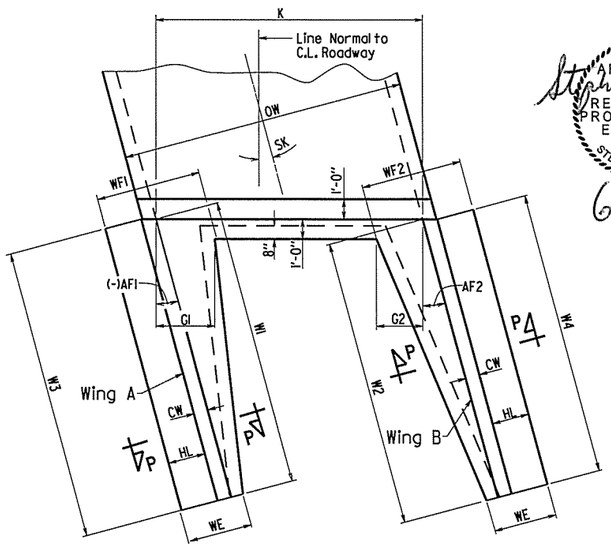


WINGWALL SECTION P-P



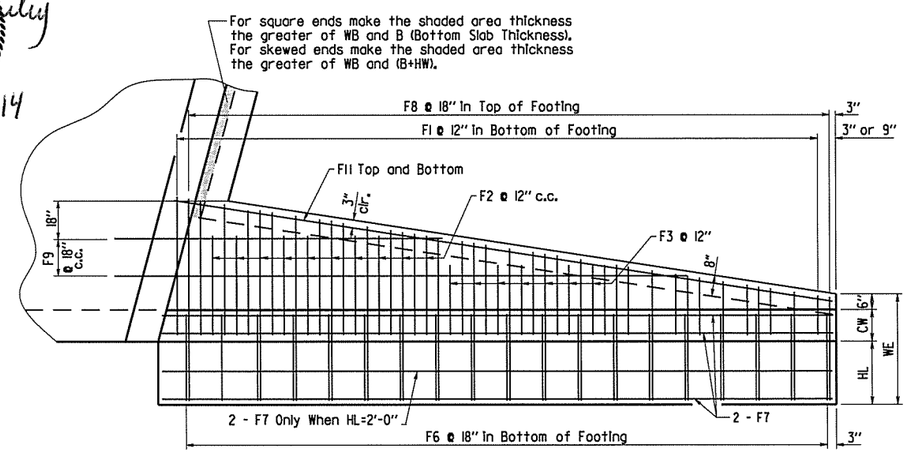
PLAN - FLARED WINGWALLS

Showing Footing Reinforcement



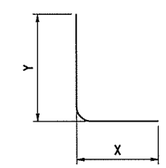
PART PLAN - PARALLEL WINGWALLS

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
6 Mar 2014

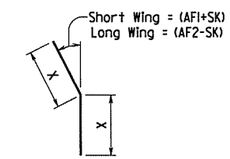


PLAN - PARALLEL WINGWALLS

Showing Footing Reinforcement

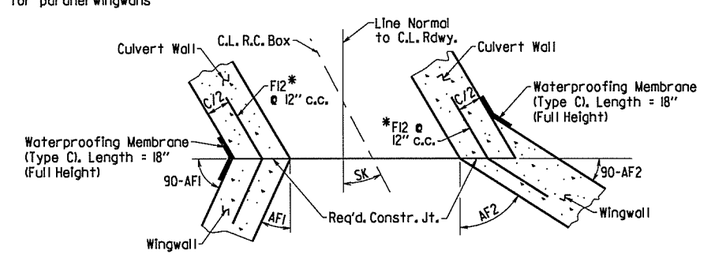


F1, F2, F3, & F6 BARS



*F12 BAR

*F12 is a straight bar for parallel wingwalls



CONSTRUCTION JOINTS

Flared Wingwalls Shown

SHEET 4 OF 4

GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF WINGWALLS

SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	33	327

(1) SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

Stephen T. Smiley

7 Mar 2014

TABULAR DATA BY: STS DATE: 02/24/2014
CHECKED BY: SA DATE: 02/25/2014

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
5'-0"	4'-0"	0'-9"	0'-8"	0	3:1	4'-0"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
4.32	436

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	12	L Min 2'-6" Max 6'-0" X Min 0'-9" Max 1'-1" Y Min 1'-10" Max 5'-0"	-	-	-	L - X - Y -	-	-	-	L - X - Y -	4	18	4	Min 3'-10" Max 9'-0"	4	18	2	11'-8"	4	18	8	L Min 3'-2" Max 6'-3" X Min 1'-4" Max 1'-4" Y Min 1'-11" Max 5'-0"	4	6	14'-9"	4	18	8	Min 1'-8" Max 2'-0"	-	-	-	Min - Max -	4	2	12'-0"	4	2	13'-4"	6	12	4	L 3'-4" X 1'-8"	218
WING B	4	12	12	L Min 2'-6" Max 6'-0" X Min 0'-9" Max 1'-1" Y Min 1'-10" Max 5'-0"	-	-	-	L - X - Y -	-	-	-	L - X - Y -	4	18	4	Min 3'-10" Max 9'-0"	4	18	2	11'-8"	4	18	8	L Min 3'-2" Max 6'-3" X Min 1'-4" Max 1'-4" Y Min 1'-11" Max 5'-0"	4	6	14'-9"	4	18	8	Min 1'-8" Max 2'-0"	-	-	-	Min - Max -	4	2	12'-0"	4	2	13'-4"	6	12	4	L 3'-4" X 1'-8"	218

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF SINGLE-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL HEIGHT	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	SPACEING	LENGTHS VARY	NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH	HDWL "k1", "k2" & "h" BAR	SIZE	NO. REQ'D	LENGTH
SK	SL	D	S	H	LL	T	B	C	HW	OW	OH																												
														Max				Max									Max				Max				LONG	k1			
																																				k2			
														Min				Min									Min				Min				SHORT				
																																				h			Y

CLASS "S" CONCRETE (Includes HDWL)	1 REINFORCING STEEL (GR. 60) (Includes HDWL)
CU. YDS.	LBS.

(1) Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the Item "Reinforcing Steel - Roadway (Gr. 60)."

NOTE:
Contractor shall not order materials for culvert until receipt of written authorization from the Engineer. Contractor shall take field measurements, then provide the Engineer with calculations verifying maximum depth of embankment to be constructed atop the new culvert. Design revision might be necessary if verified depth exceeds tabulated design fill depth. Payment for this work shall be considered subsidiary to the other culvert pay items.

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
	D	S	H	T	B	C	OW	OH	SL																					
	5	4	4																											

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 50)	2 ADTL. REINF. PER LONG. LAP LOCATION	ADDITIONAL CONCRETE FOR HDWL	TOTAL ADDITIONAL REINF. FOR HDWL
CU. YDS. PER LIN. FT.	LBS. PER LIN. FT.	LBS.	CU. YDS.	LBS.
			0.05	13

HDWL THK.	ADDITIONAL REINF. FOR HDWL	"h" bars SIZE	Y	LENGTH	NO. REQ'D
HW	LBS	SIZE	Y	LENGTH	NO. REQ'D
3"	6	4	0'-7"	1'-7"	6

(2) Bar Lap - Add one long. lap for each Slope Section, and one additional long. lap for Slope Sections greater than 40'-0" in length.

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
	D	S	H	T	B	C	OW	OH	SL																					
A	5	4	4	8	9	6	5'-0"	5'-5"	182.00	4	6.5	336	4'-8"	4	11	198	4'-8"	4	8.5	512	5'-1"	4	12	5	4	12	5	4	12	8

CLASS "S" CONCRETE	REINFORCING STEEL (Gr. 60)	3 ADTL. REINF. PER LONG. LAP LOCATION(S)
CU. YDS. PER LIN. FT.	LBS. PER LIN. FT.	LBS.
0.41	31	21

(3) MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
STA 615+20
SPECIAL DETAILS

LRFD

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				6	ARK.			
				JOB NO.		BB0613	34	327

1 SPECIAL DETAILS

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Mar 2014

TABULAR DATA BY: STS DATE: 02/24/2014
CHECKED BY: SA DATE: 02/25/2014

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
5'-0"	4'-0"	0'-9"	0'-8"	0	3:1	4'-0"	1'-0"	4'-10"	1'-4"	30	30	2'-2"	2'-5 3/4"	2'-5 3/4"	0'-4 3/8"	0'-4 3/8"	12'-0"	12'-0"	13'-10 5/8"	13'-10 5/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
4.68	436

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY		F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS		F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS		F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F4 LENGTHS
WING A	4	12	12	L	Min	2'-6"	-	-	-	L	-		-	-	-	L	-		4	18	4	Min	
					Max	6'-0"																3'-10"	
				X	Min	0'-9"				X	-					X	-					Max	
					Max	1'-1"																9'-0"	
				Y	Min	1'-10"				Y	-					Y	-						
					Max	5'-0"																	
WING B	4	12	12	L	Min	2'-6"	-	-	-	L	-		-	-	-	L	-		4	18	4	Min	
					Max	6'-0"																3'-10"	
				X	Min	0'-9"				X	-					X	-					Max	
					Max	1'-1"																9'-0"	
				Y	Min	1'-10"				Y	-					Y	-						
					Max	5'-0"																	

WING	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY		F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	2	11'-8"	4	18	8	L	Min	3'-2"	4	6	14'-9"	4	18	8	Min	-	-	-	Min	4	2	12'-0"	4	2	13'-4"	6	12	4	L	3'-4"	218
									Max	6'-3"							1'-8"				-												
								X	Min	1'-4"																							
									Max	1'-4"							Max				Max										X	1'-8"	
								Y	Min	1'-11"							2'-0"				-												
									Max	5'-0"																							
WING B	4	18	2	11'-8"	4	18	8	L	Min	3'-2"	4	6	14'-9"	4	18	8	Min	-	-	-	Min	4	2	12'-0"	4	2	13'-4"	6	12	4	L	3'-4"	218
									Max	6'-3"							1'-8"				-												
								X	Min	1'-4"																							
									Max	1'-4"							Max				Max										X	1'-8"	
								Y	Min	1'-11"							2'-0"				-												
									Max	5'-0"																							

NOTE:
Contractor shall not order materials for culvert until receipt of written authorization from the Engineer. Contractor shall take field measurements, then provide the Engineer with calculations verifying maximum depth of embankment to be constructed atop the new culvert. Design revision might be necessary if verified depth exceeds tabulated design fill depth. Payment for this work shall be considered subsidiary to the other culvert pay items.

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL HEIGHT	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	SPACING	LENGTHS VARY	NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	SPACEING	LENGTHS VARY	NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	SPACING	NO. REQ'D	LENGTH
SK	SL	D	S	H	LL	T	B	C	HW	OW	OH												
														Max				Max					
														Min				Min					

SKEW (DEGREE)	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH	HDWL "k1", "k2" & "h" BAR	SIZE	NO. REQ'D	LENGTH
SK																
				Max				Max				LONG	k1			
													k2			
				Min				Min				SHORT				
													h			Y

CLASS "S" CONCRETE (Includes HDWL)	1 REINFORCING STEEL (GR. 60) (Includes HDWL)
CU. YDS.	LBS.

1 Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Gr. 60)."

OUTLET SLOPE SECTION(S)

	R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THICKNESS T	BOTTOM SLAB THK. B	SIDE WALL THICKNESS C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
		5	4	4																		

	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D

HDWL THK. HW	ADDITIONAL REINF. FOR HDWL LBS	"h" bars SIZE	Y	LENGTH	NO. REQ'D
3"	6	4	0'-7"	1'-7"	6

CLASS "S" CONCRETE CU. YDS. PER LIN. FT.	REINFORCING STEEL (GR. 50) LBS. PER LIN. FT.	2 ADTL. REINF. PER LONG. LAP LOCATION LBS.	ADDITIONAL CONCRETE FOR HDWL CU. YDS.	TOTAL ADDITIONAL REINF. FOR HDWL LBS.
			0.05	13

2 Bar Lap - Add one long. lap for each Slope Section, and one additional long. lap for Slope Sections greater than 40'-0" in length.

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
STA 615+20
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.		BB0613	35	327

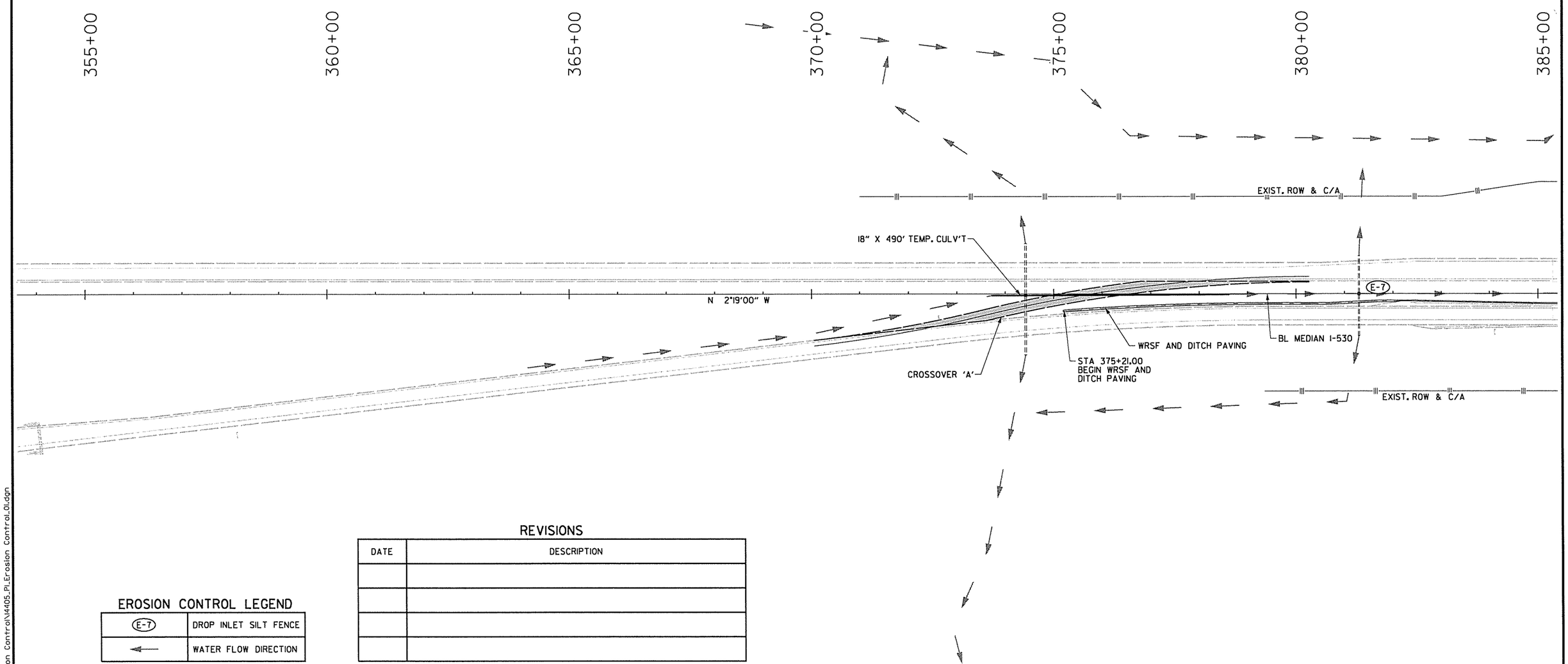
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL

03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

2. ALL FLOWLINES ESTIMATED BASED ON MOST RECENT USGS TOPOGRAPHIC MAPPING AND SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION (SUBSIDIARY TO OTHER ITEMS).



EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
←	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	36	327

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR FIAZI
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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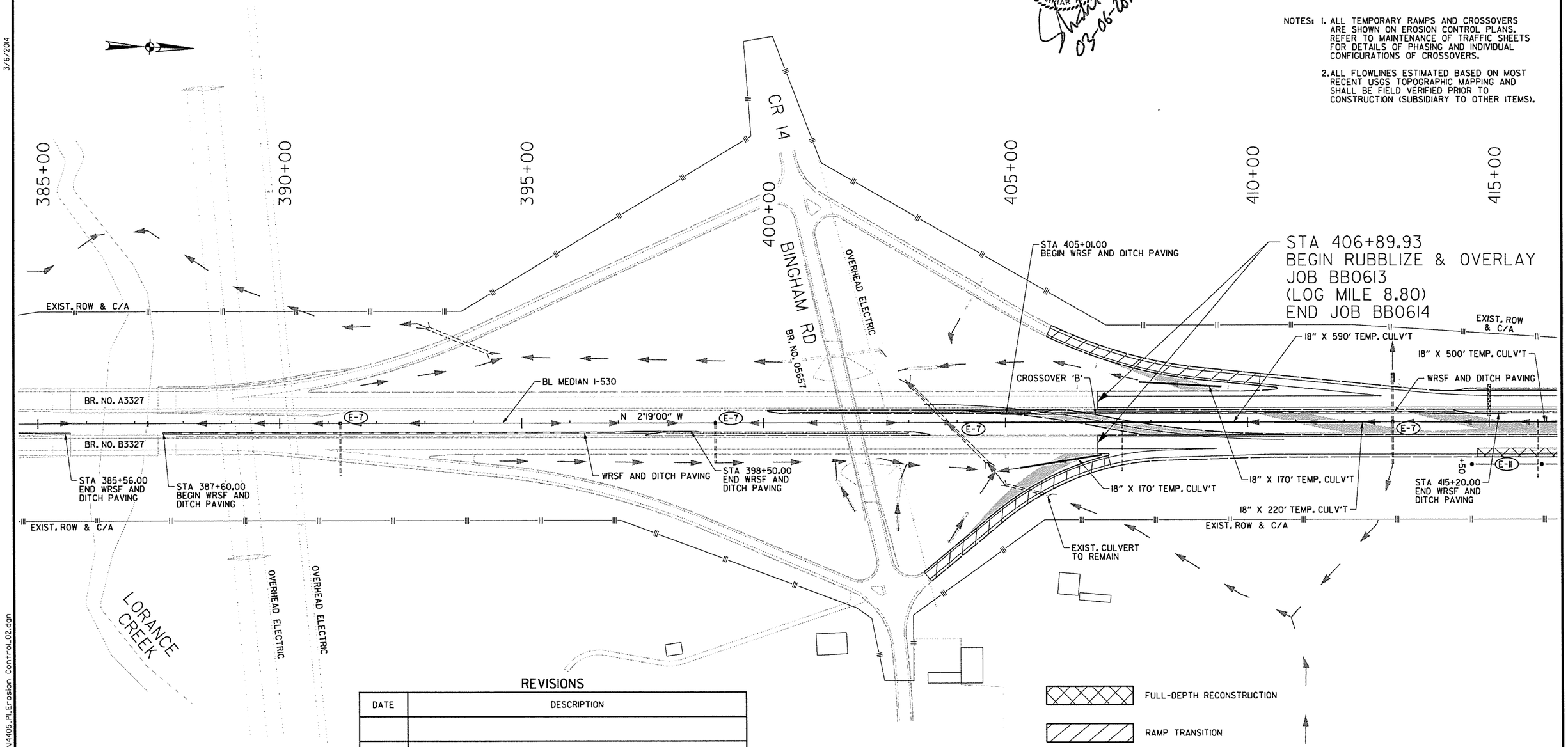

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
←	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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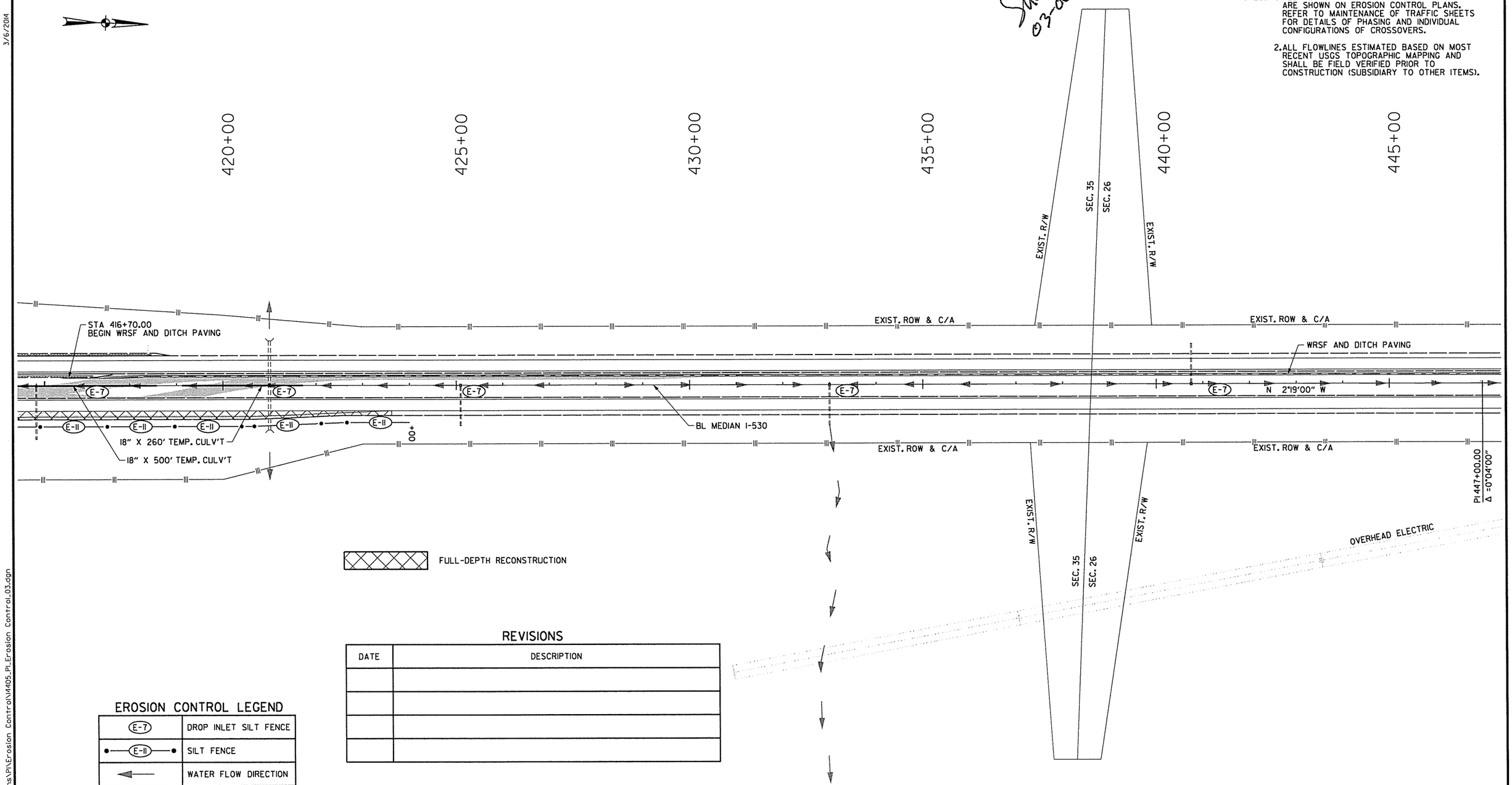
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	37	327

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

2. ALL FLOWLINES ESTIMATED BASED ON MOST RECENT USGS TOPOGRAPHIC MAPPING AND SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION (SUBSIDIARY TO OTHER ITEMS).



EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
◄——	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	38	327

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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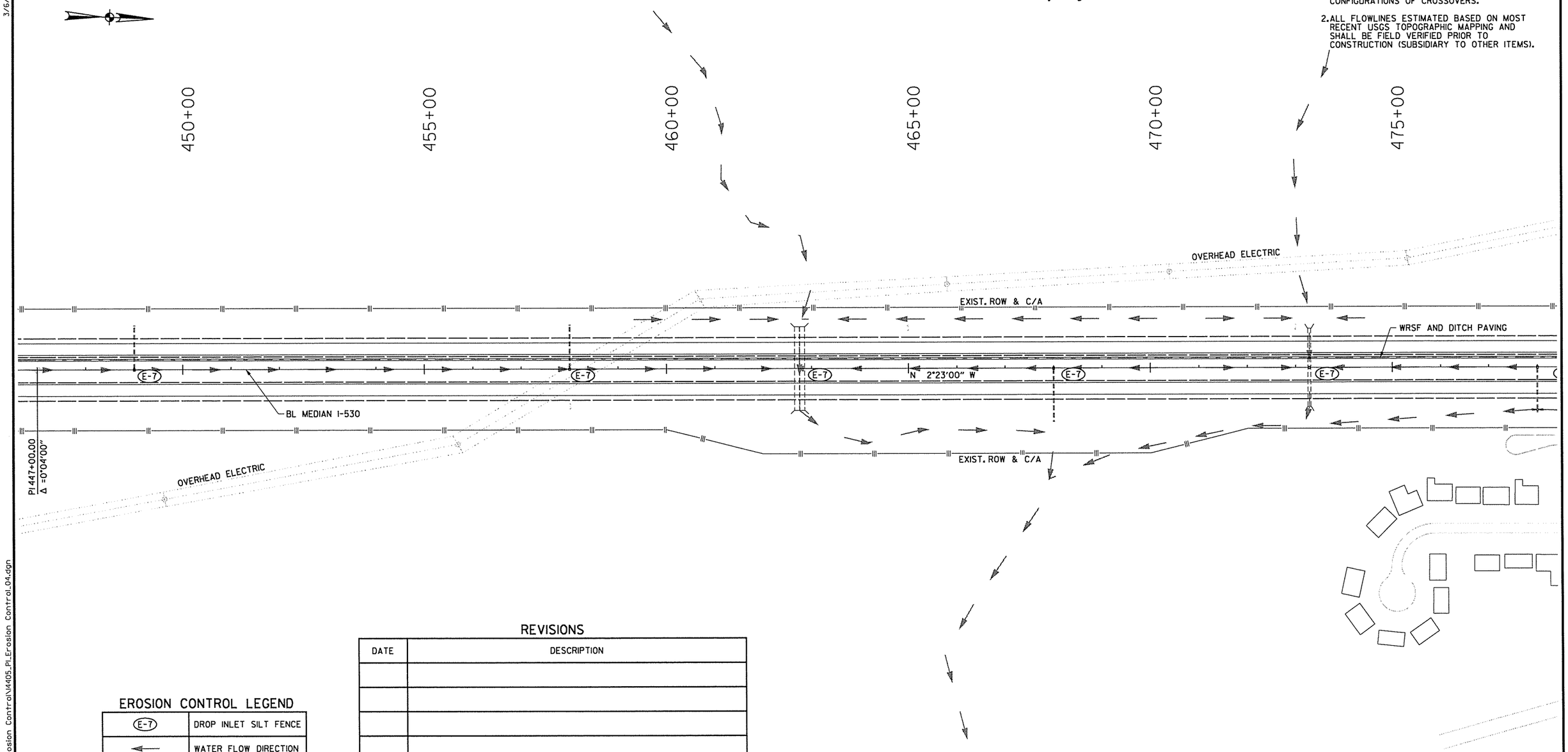

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
←	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	39	327

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
03-06-2014

REVISIONS

DATE	DESCRIPTION

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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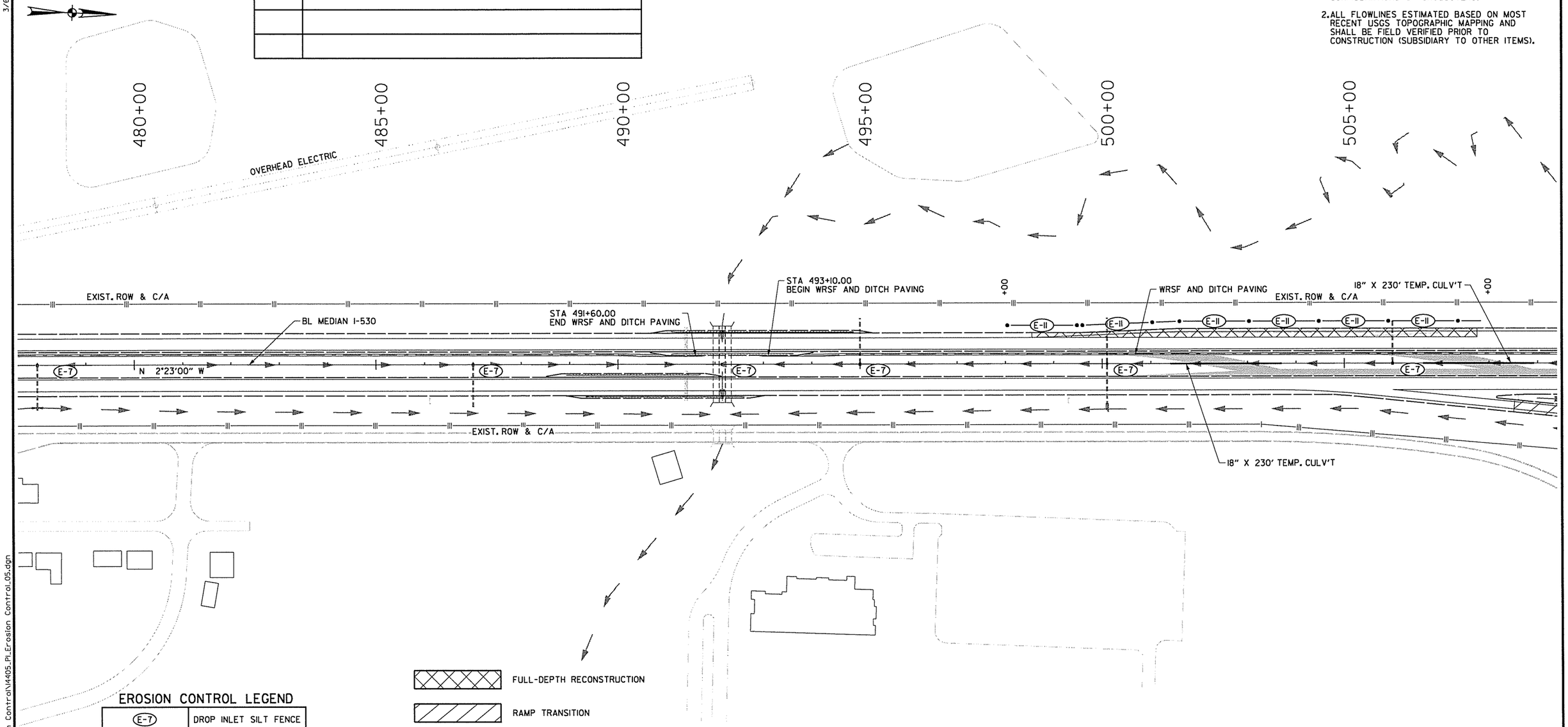

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
←	WATER FLOW DIRECTION

TEMPORARY EROSION CONTROL DETAILS
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	40	327

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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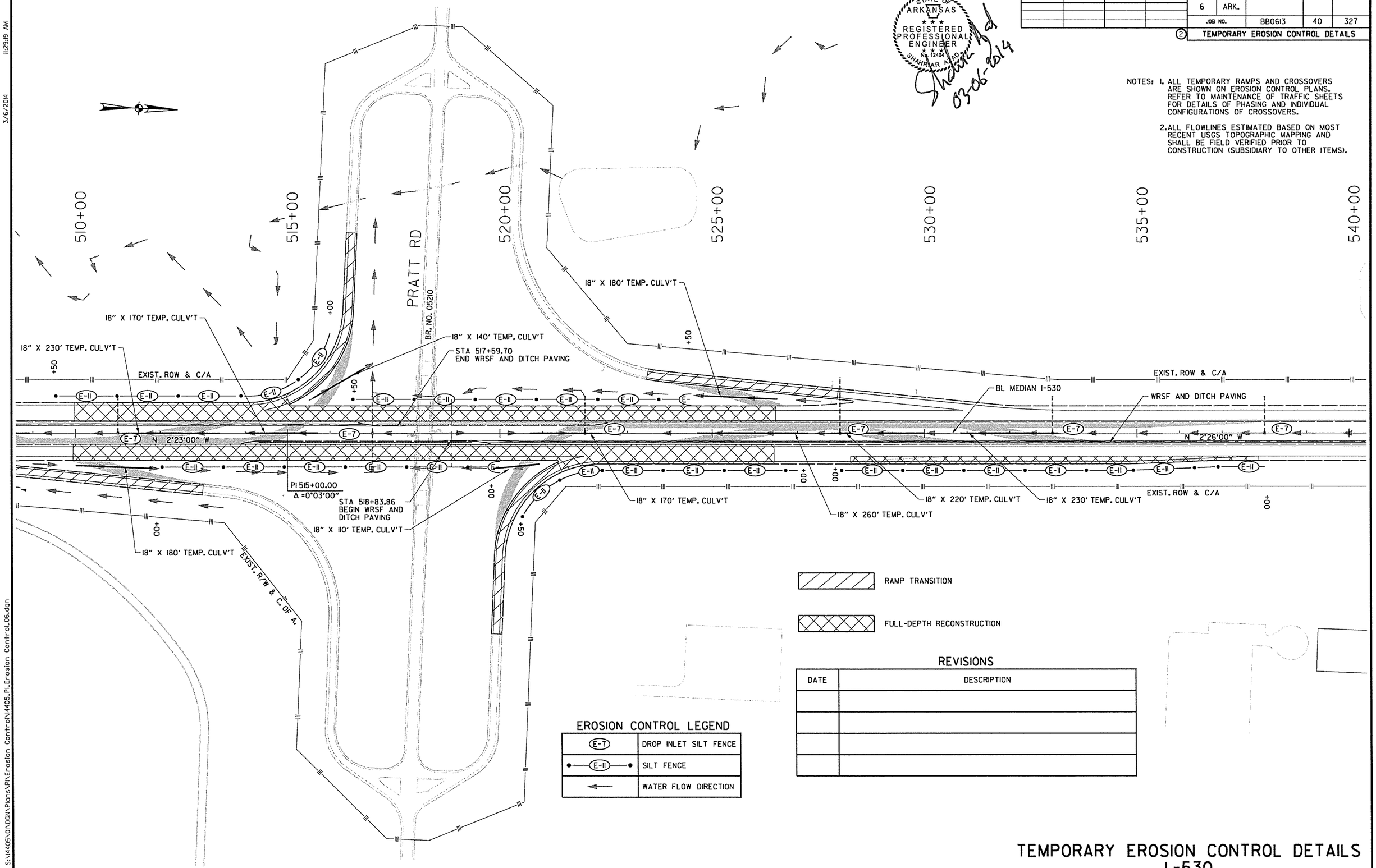

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
←	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	41	327

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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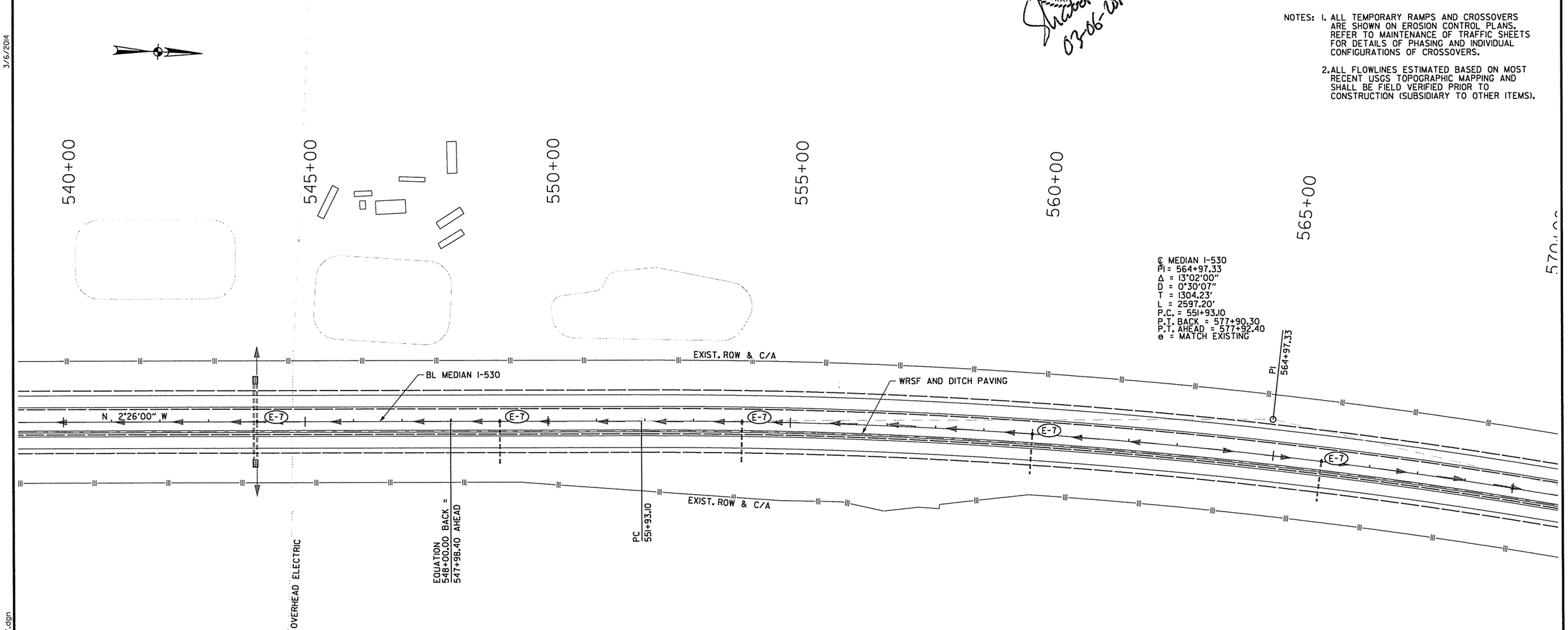

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
←	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	42	327

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12436
SHAHRIAR AZAD
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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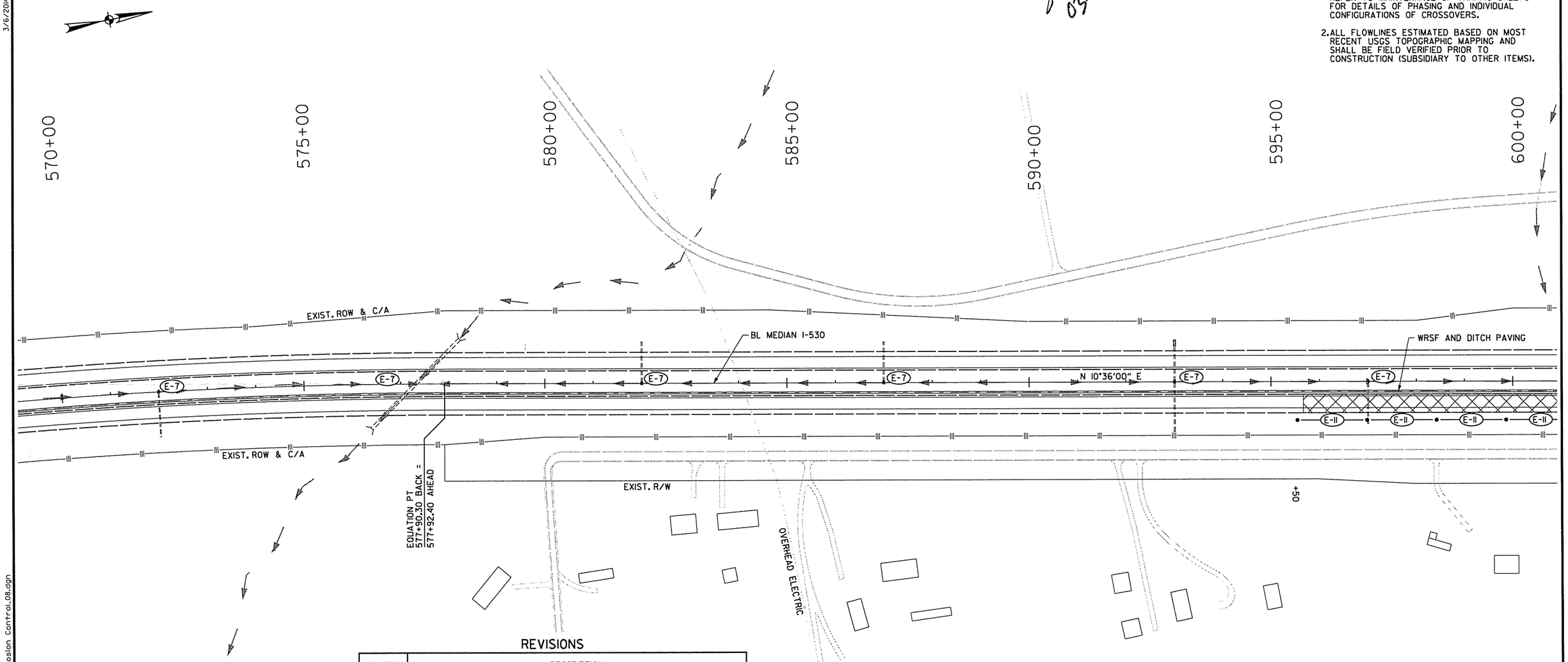

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
←	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

FULL-DEPTH RECONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	43	327

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
03-13-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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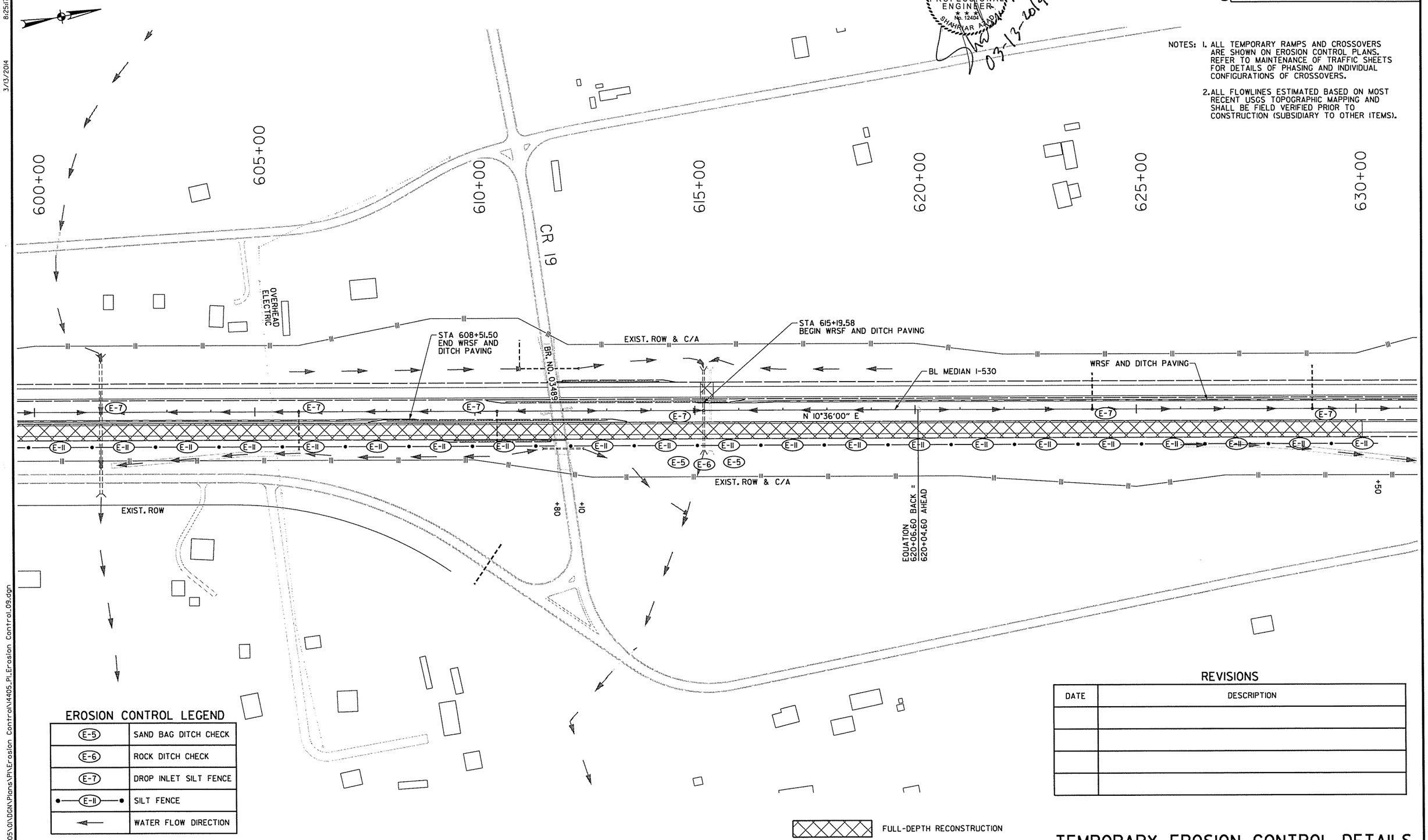

EROSION CONTROL LEGEND

(E-5)	SAND BAG DITCH CHECK
(E-6)	ROCK DITCH CHECK
(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
←	WATER FLOW DIRECTION

FULL-DEPTH RECONSTRUCTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	44	327

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12704
SHAHRIAR AZAD
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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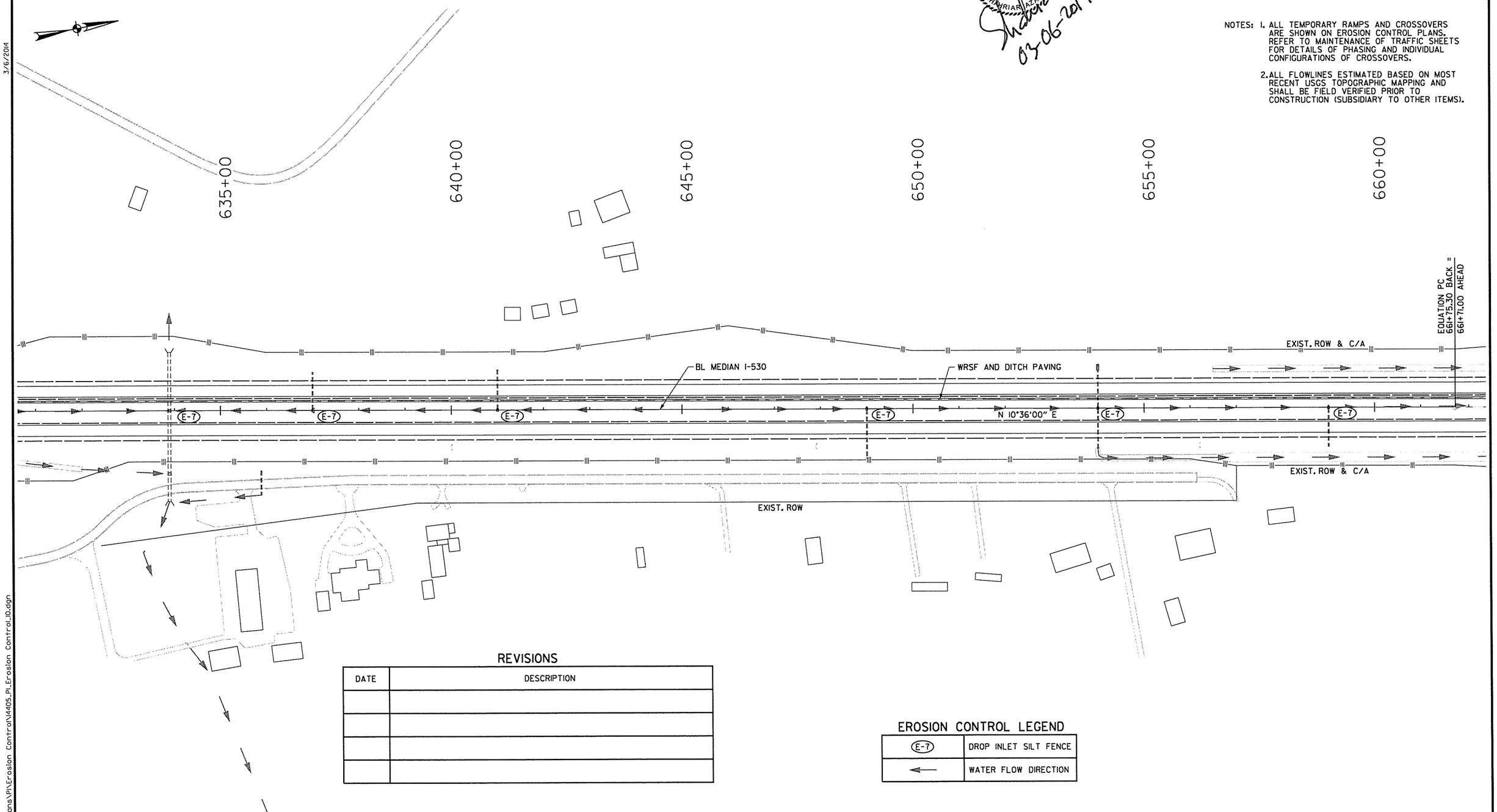

REVISIONS

DATE	DESCRIPTION

EROSION CONTROL LEGEND

E-7	DROP INLET SILT FENCE
←	WATER FLOW DIRECTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	45	327

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
03-06-2014

NOTES:
1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.
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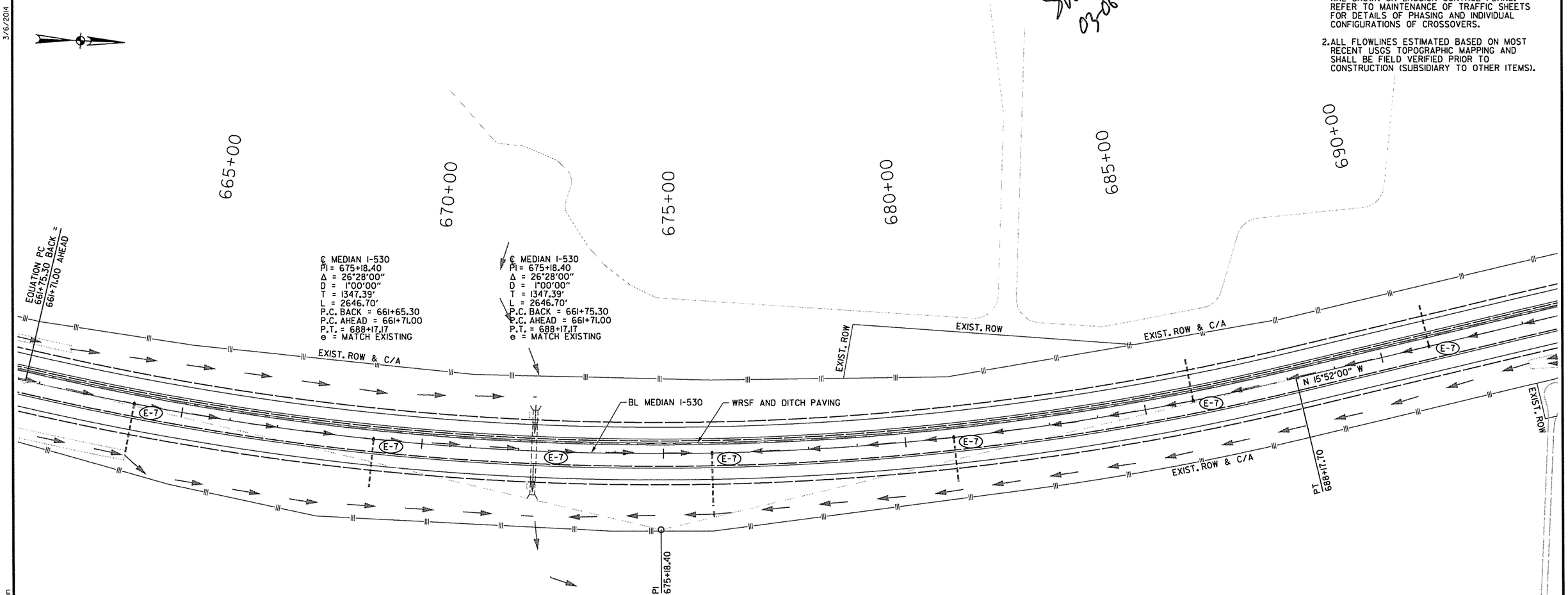

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
←	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	46	327

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahriar Azad
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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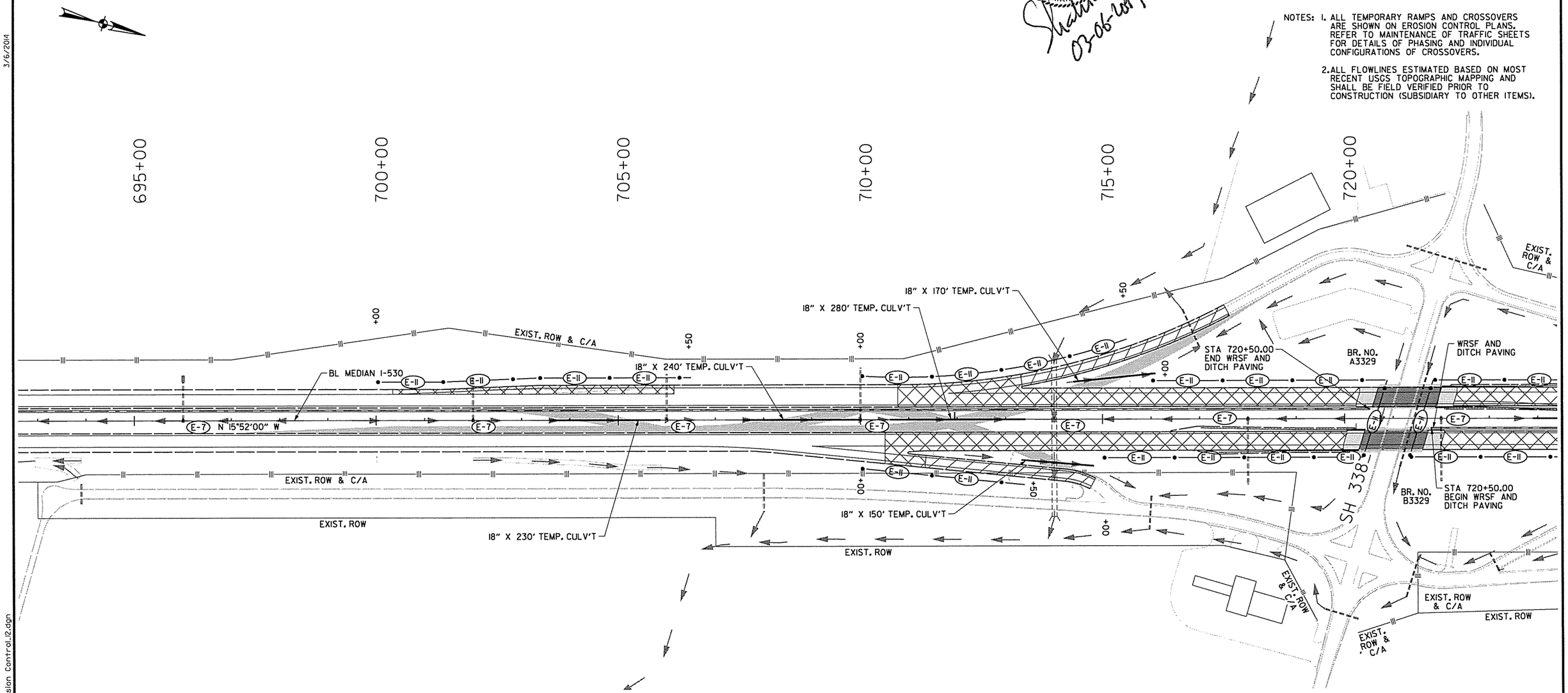

FULL-DEPTH RECONSTRUCTION

RAMP TRANSITION

CONST. HYDRODEMOLITION ON BRIDGE DECKS A3329 & B3329

REMOVE & RECONSTRUCT APPR. SLAB & GUTTERS

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
←	WATER FLOW DIRECTION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	47	327

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABBAD
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

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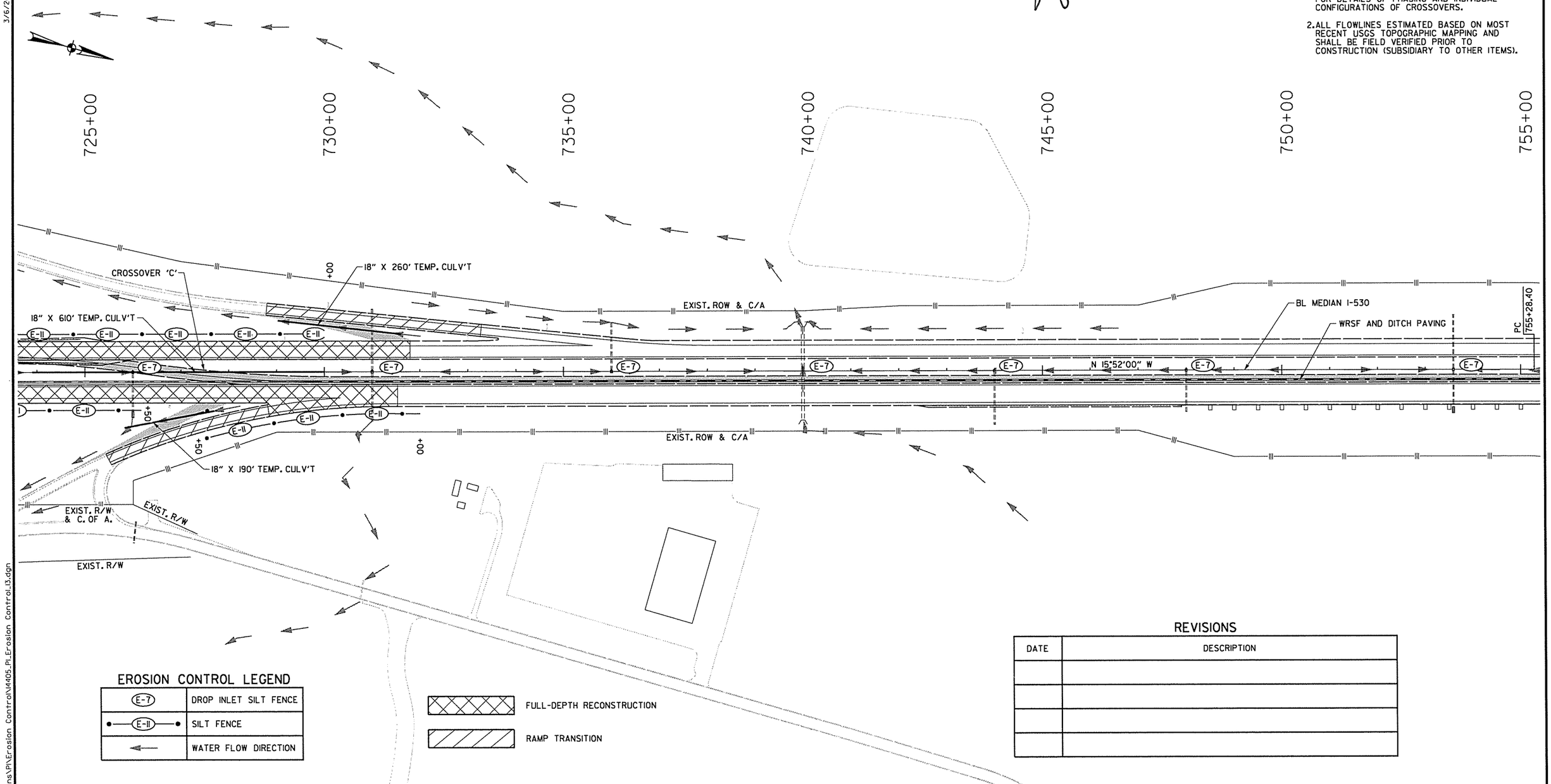

EROSION CONTROL LEGEND

(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
←	WATER FLOW DIRECTION

FULL-DEPTH RECONSTRUCTION

RAMP TRANSITION

REVISIONS

DATE	DESCRIPTION

TEMPORARY EROSION CONTROL DETAILS
I-530

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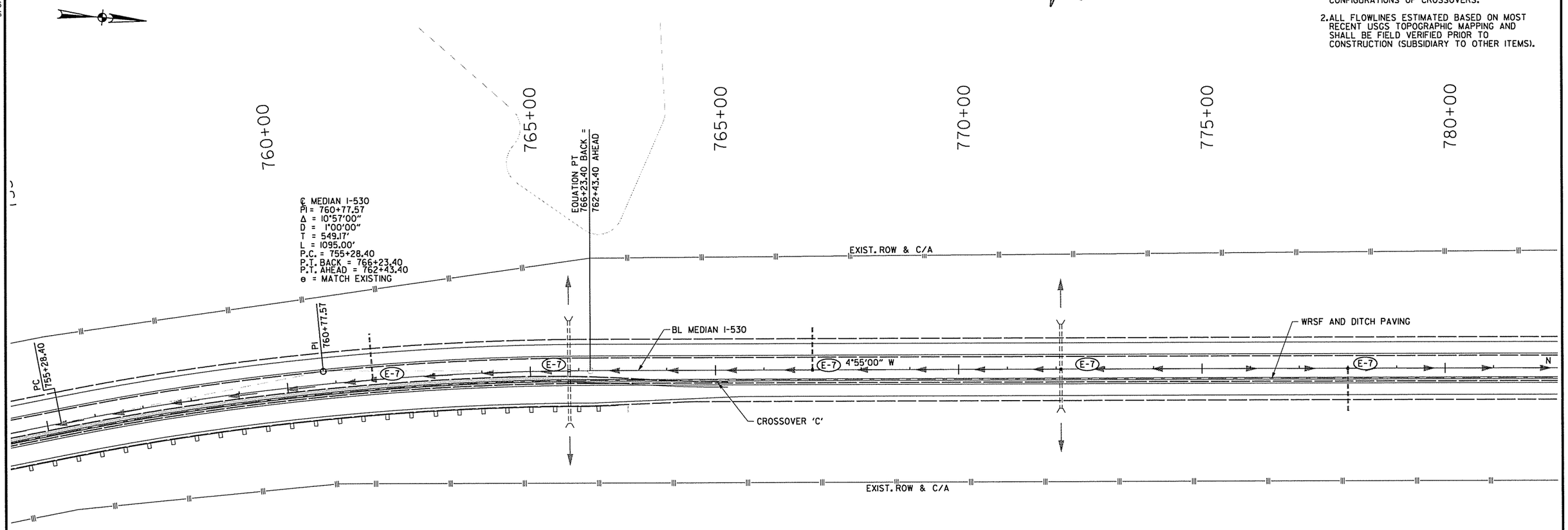
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	48	327

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

2. ALL FLOWLINES ESTIMATED BASED ON MOST RECENT USGS TOPOGRAPHIC MAPPING AND SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION (SUBSIDIARY TO OTHER ITEMS).



REVISIONS

DATE	DESCRIPTION

EROSION CONTROL LEGEND

E-7	DROP INLET SILT FENCE
←	WATER FLOW DIRECTION

TEMPORARY EROSION CONTROL DETAILS
I-530

3/6/2014 11:29:24 AM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	49	327

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 03-06-2014

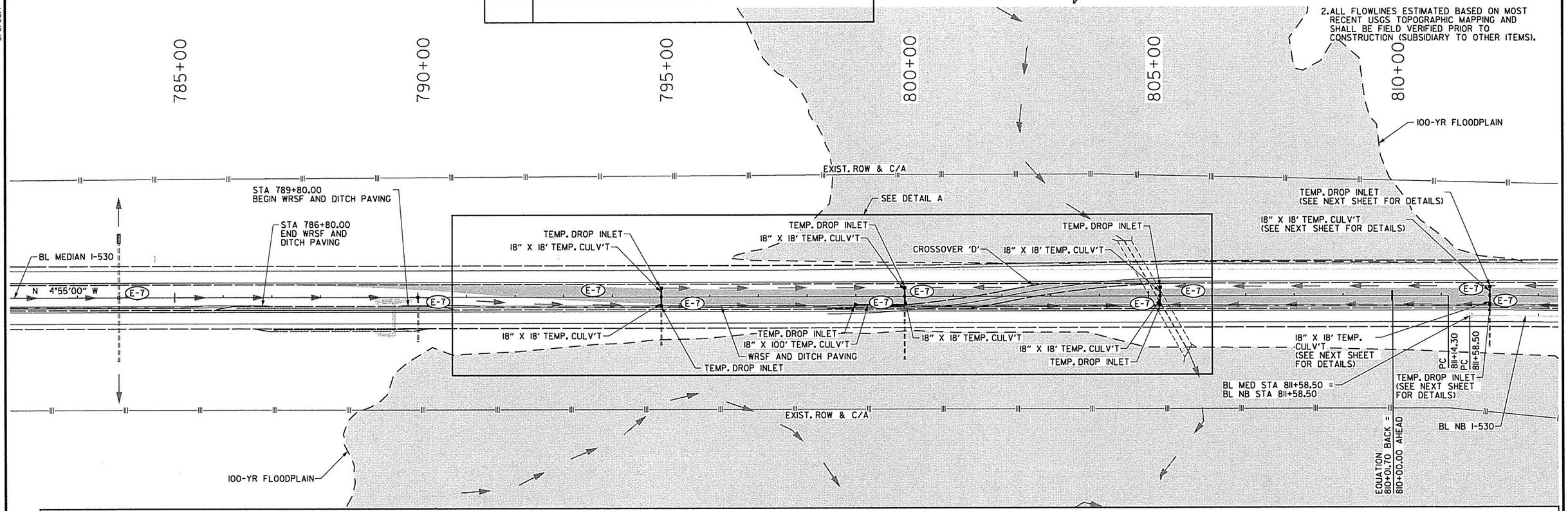
REVISIONS

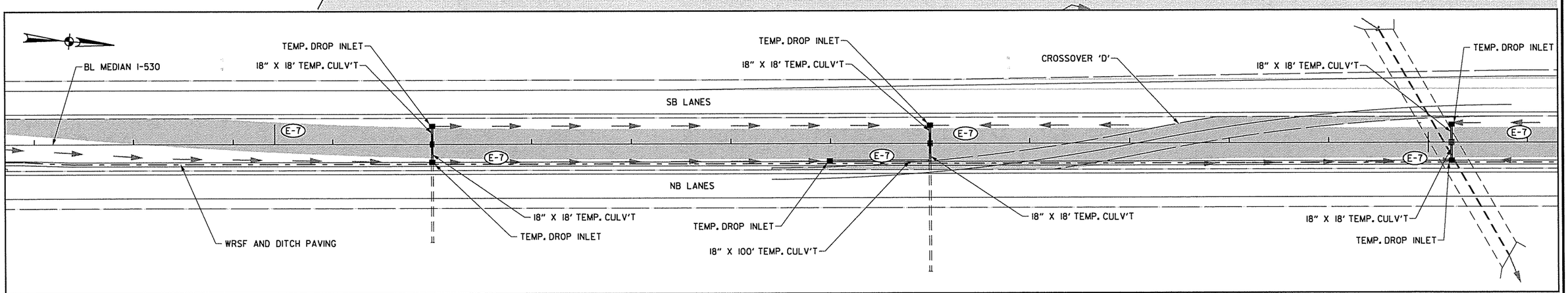
DATE	DESCRIPTION

EROSION CONTROL LEGEND

E-7	DROP INLET SILT FENCE
←	WATER FLOW DIRECTION

NOTES:
1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.
2. ALL FLOWLINES ESTIMATED BASED ON MOST RECENT USGS TOPOGRAPHIC MAPPING AND SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION (SUBSIDIARY TO OTHER ITEMS).





DETAIL A

TEMPORARY EROSION CONTROL DETAILS
I-530

3/6/2014 11:29:25 AM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	50	327

② TEMPORARY EROSION CONTROL DETAILS

CONST. HYDRODEMOLITION ON BRIDGE DECKS A2623 & B2623

REMOVE & RECONSTRUCT APPR. SLAB & GUTTERS

FULL-DEPTH RECONSTRUCTION

REVISIONS

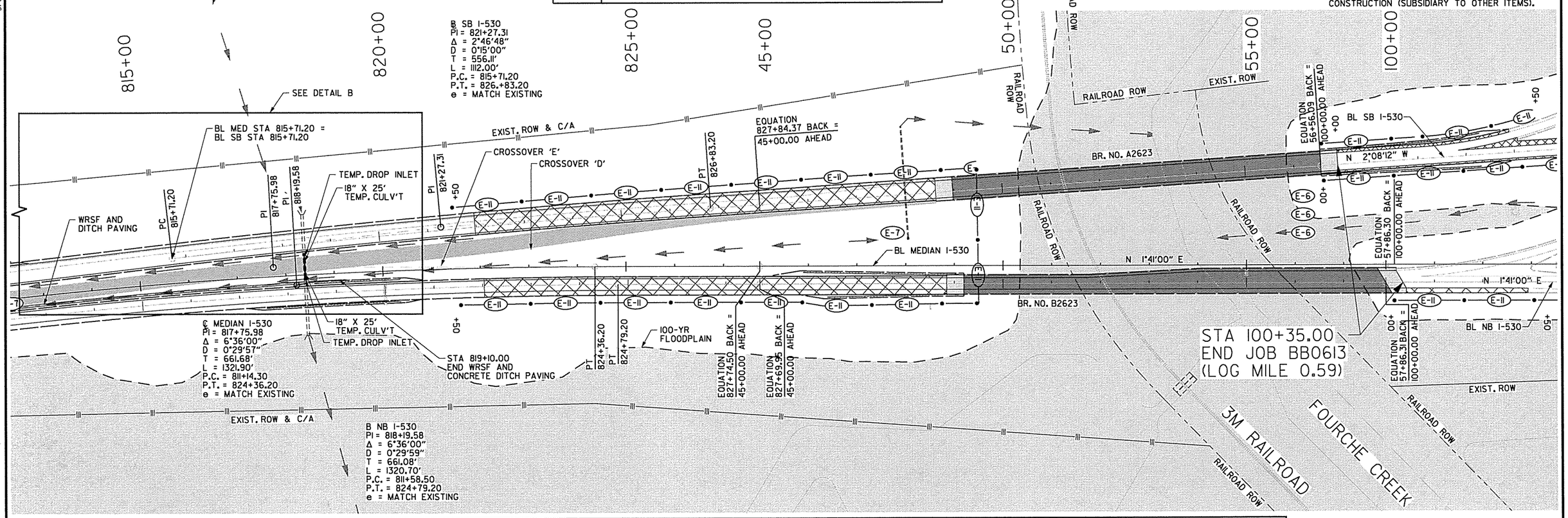
DATE	DESCRIPTION

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHANNON

03-06-2014

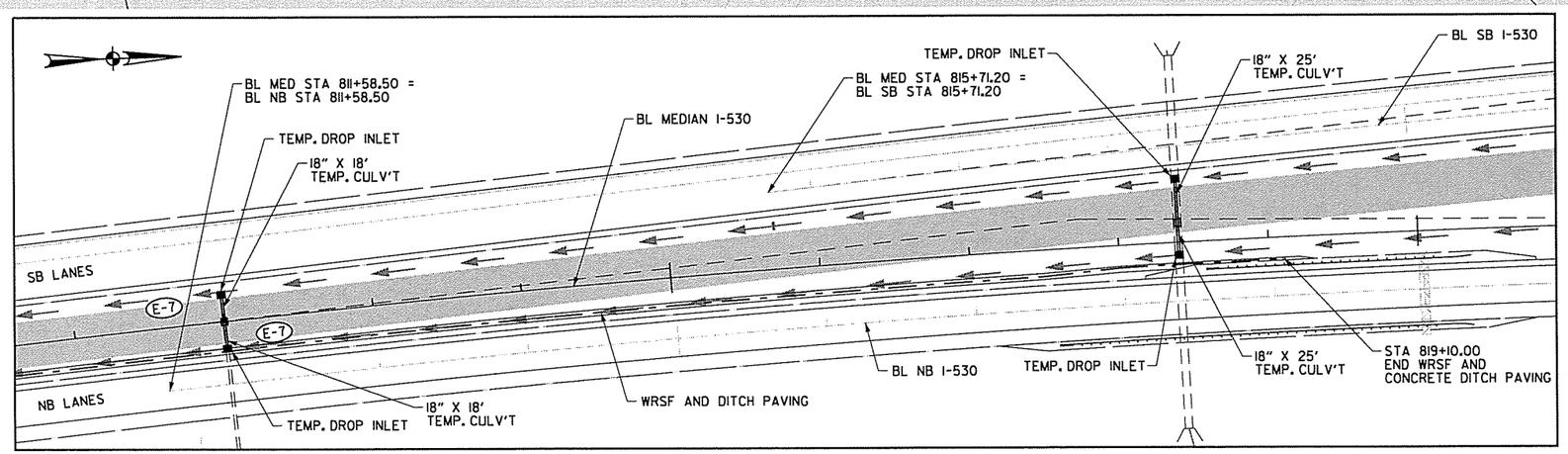
NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

2. ALL FLOWLINES ESTIMATED BASED ON MOST RECENT USGS TOPOGRAPHIC MAPPING AND SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION (SUBSIDIARY TO OTHER ITEMS).



EROSION CONTROL LEGEND

(E-6)	ROCK DITCH CHECK
(E-7)	DROP INLET SILT FENCE
•—(E-11)—•	SILT FENCE
←	WATER FLOW DIRECTION



DETAIL B

TEMPORARY EROSION CONTROL DETAILS
I-530

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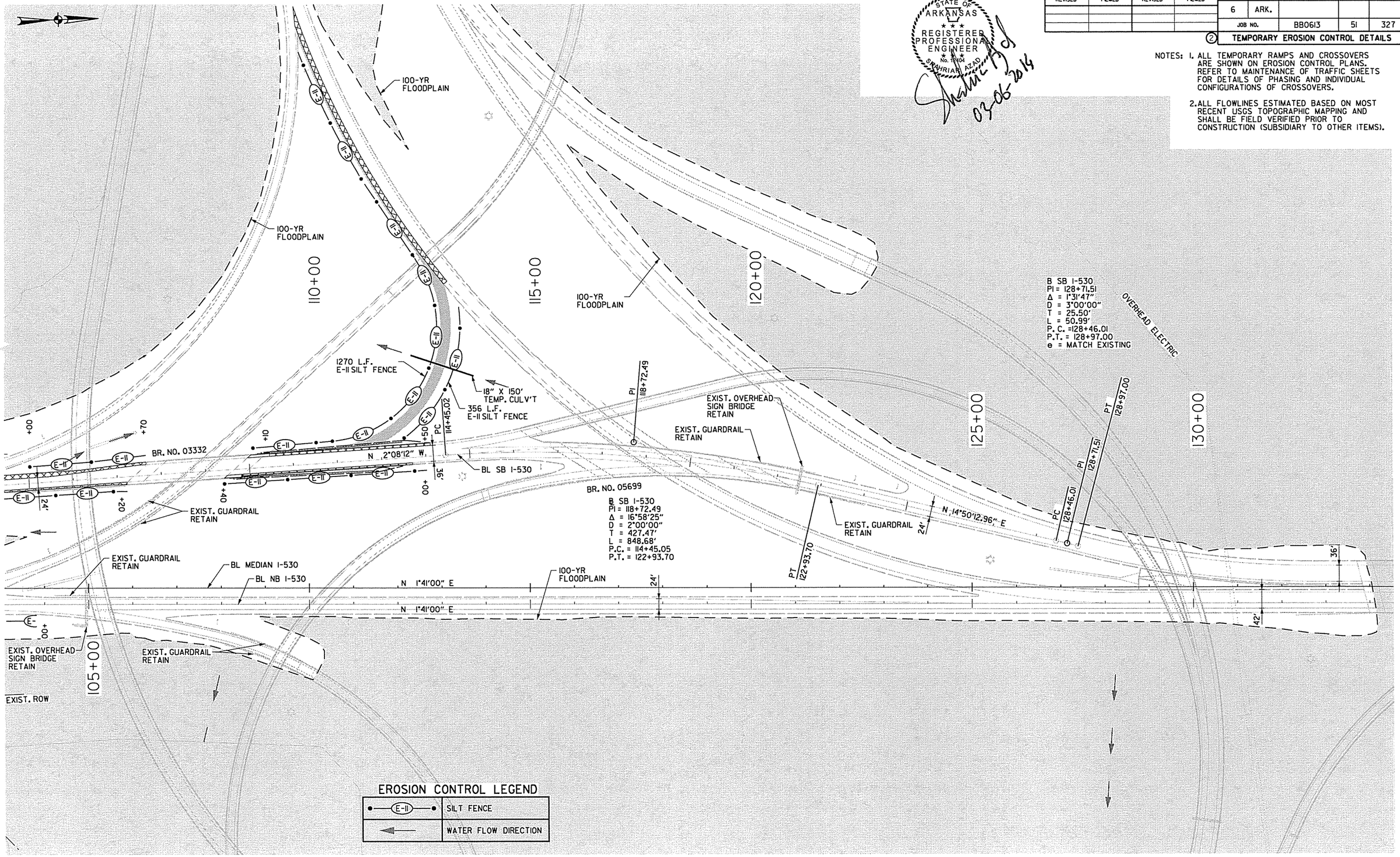
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	51	327

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15404
SHAHRIAR AZAD
03-06-2014

② TEMPORARY EROSION CONTROL DETAILS

NOTES: 1. ALL TEMPORARY RAMPS AND CROSSOVERS ARE SHOWN ON EROSION CONTROL PLANS. REFER TO MAINTENANCE OF TRAFFIC SHEETS FOR DETAILS OF PHASING AND INDIVIDUAL CONFIGURATIONS OF CROSSOVERS.

2. ALL FLOWLINES ESTIMATED BASED ON MOST RECENT USGS TOPOGRAPHIC MAPPING AND SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION (SUBSIDIARY TO OTHER ITEMS).



FULL-DEPTH RECONSTRUCTION

TEMPORARY EROSION CONTROL DETAILS
I-530

3/6/2014 11:29:26 AM

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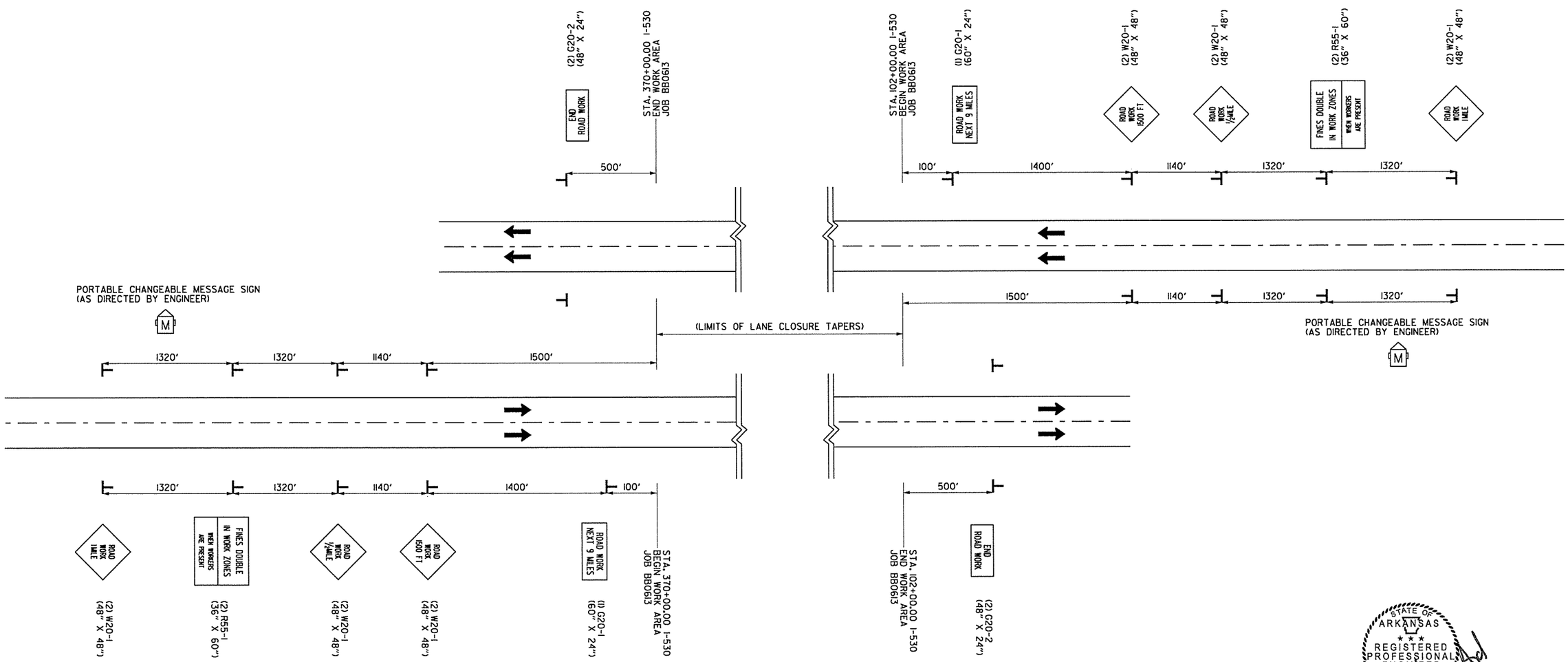
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	52	327

(2) MAINTENANCE OF TRAFFIC

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



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

ADVANCE SIGNS AT BEGINNING AND END OF JOB BB0613

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
03-06-2014

MAINTENANCE OF TRAFFIC
ADVANCE WARNING

3/6/2014 8:10:15 PM

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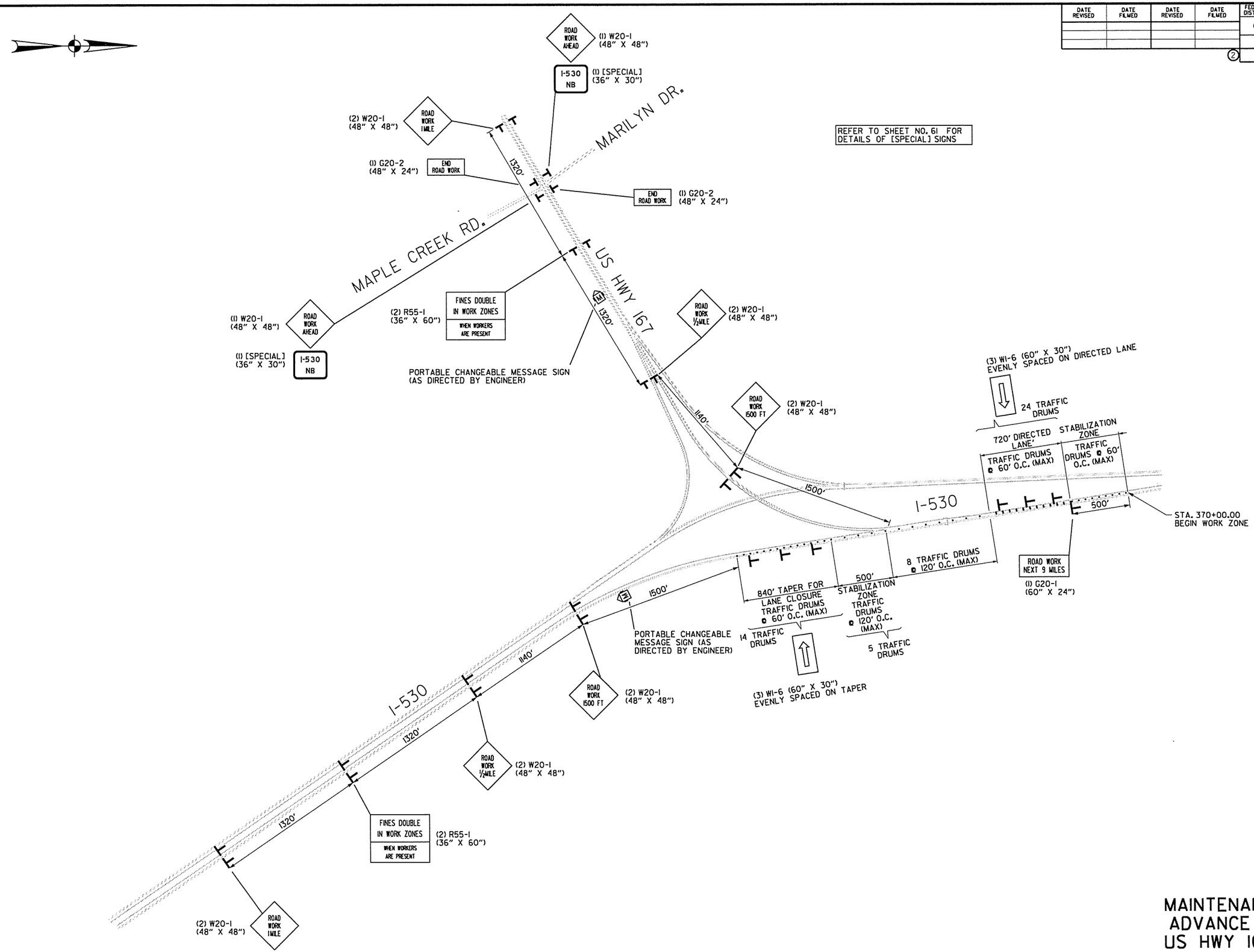
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	53	327

② MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 22404
SHAHRIAR ADAD
03-06-2014



REFER TO SHEET NO. 61 FOR DETAILS OF [SPECIAL] SIGNS

MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS US HWY 167 INTERCHANGE

3/6/2014 8:10:16 PM

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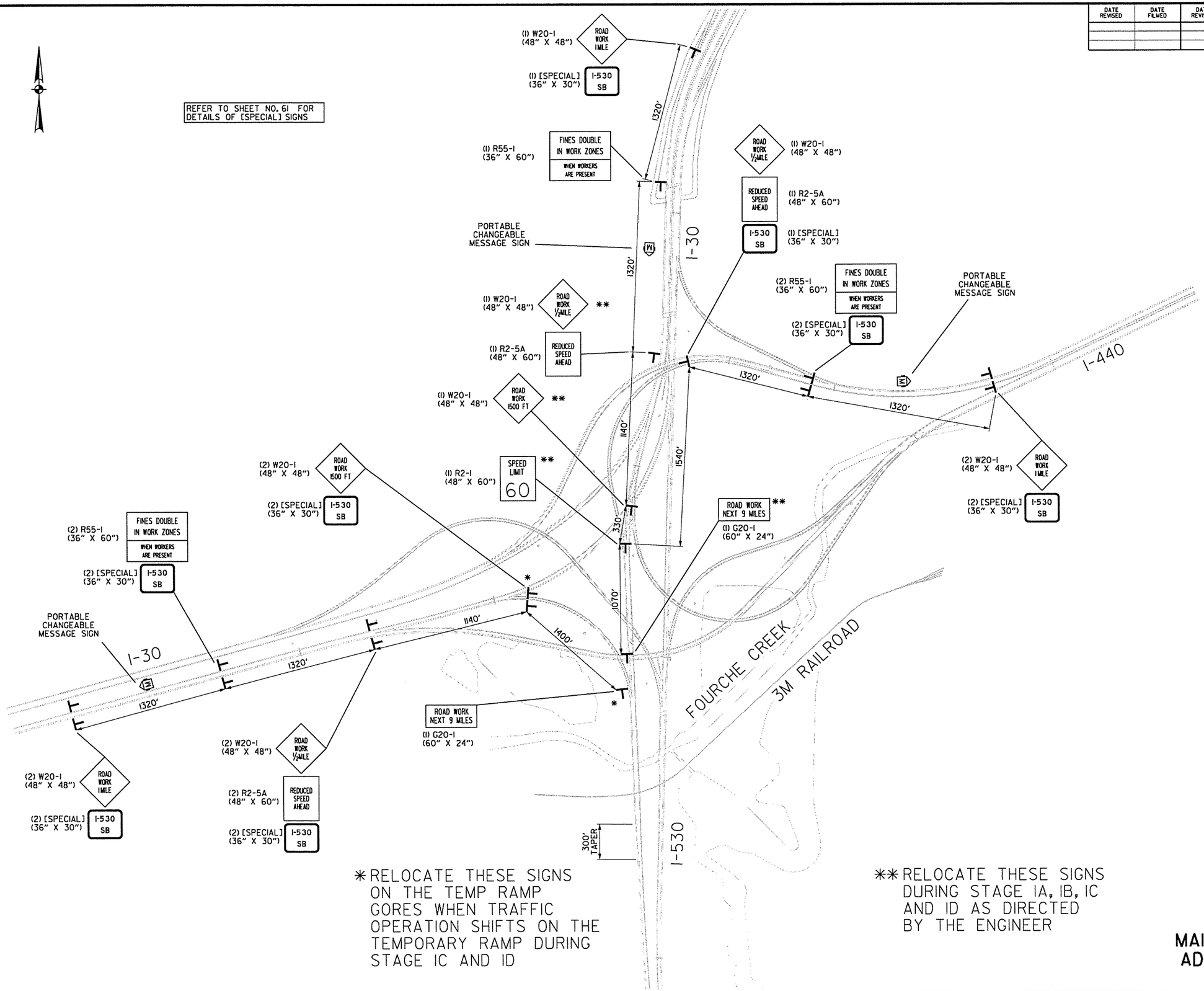
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	54	327

② MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014

REFER TO SHEET NO. 61 FOR DETAILS OF [SPECIAL] SIGNS



*RELOCATE THESE SIGNS ON THE TEMP RAMP GORES WHEN TRAFFIC OPERATION SHIFTS ON THE TEMPORARY RAMP DURING STAGE IC AND ID

**RELOCATE THESE SIGNS DURING STAGE IA, IB, IC AND ID AS DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC ADVANCE WARNING SIGNS SOUTH TERMINAL

3/6/2014 8:10:17 PM

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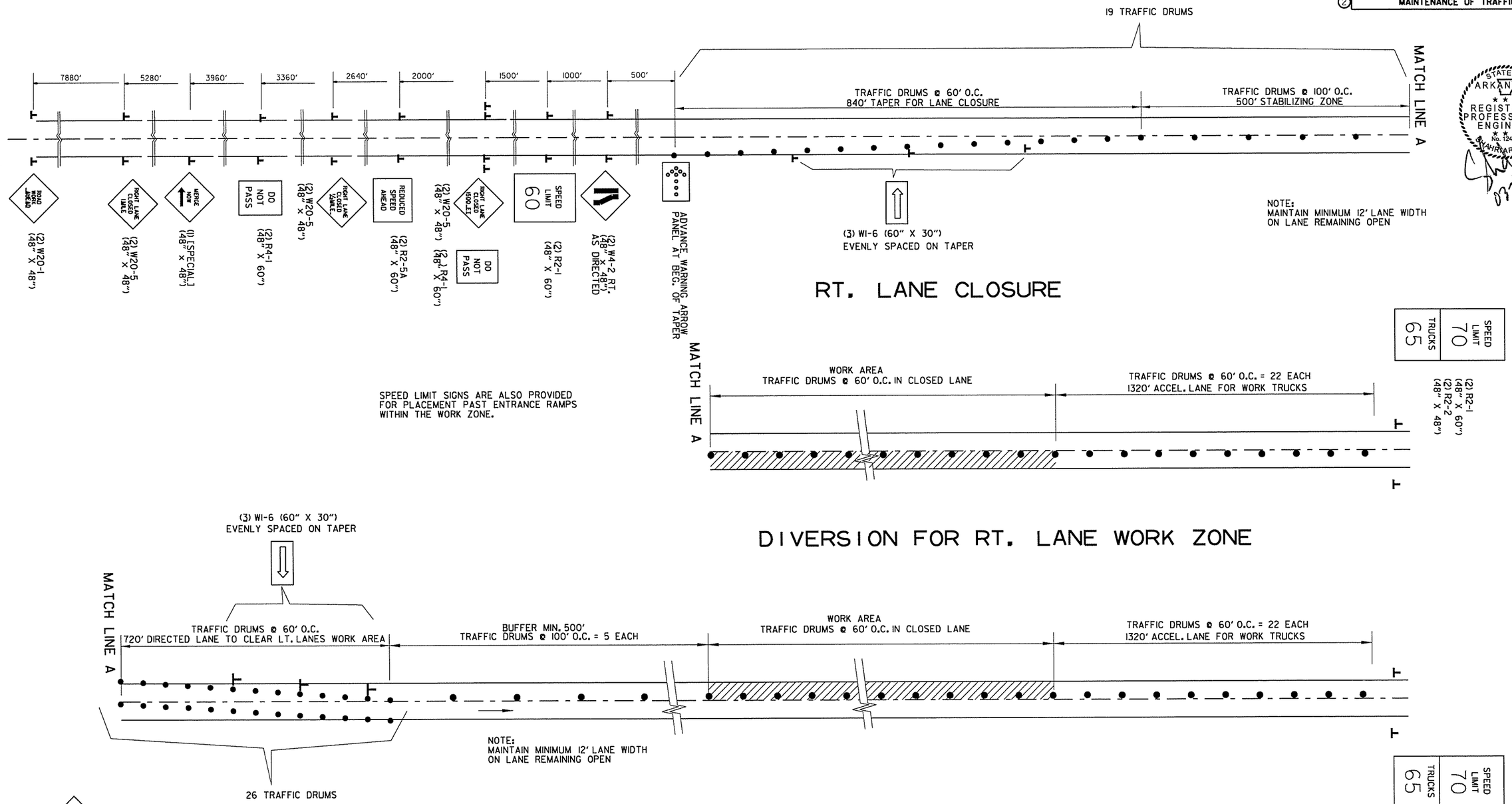
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	55	327

(2) MAINTENANCE OF TRAFFIC



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR NEZAM
03-13-2014

ROAD WORK AHEAD

W20-1
(48" X 48")
2 @ RAMP - BINGHAM RD. INTERCHANGE
2 @ RAMP - PRATT RD. INTERCHANGE
2 @ RAMP - HWY. 338 INTERCHANGE
2 @ RAMP - SOUTH TERMINAL INTERCHANGE

END ROAD WORK

G20-2
(48" X 24")
2 @ RAMP - BINGHAM RD. INTERCHANGE
2 @ RAMP - PRATT RD. INTERCHANGE
2 @ RAMP - HWY. 338 INTERCHANGE
2 @ RAMP - SOUTH TERMINAL INTERCHANGE

MAINTENANCE OF TRAFFIC
LANE CLOSURE

3:56:23 PM
3/13/2014
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	56	327

2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	57	327

2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	58	327

2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	59	327

2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	60	327

2

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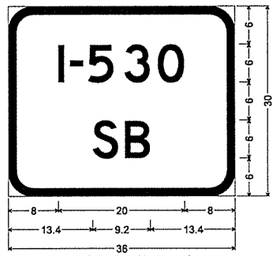
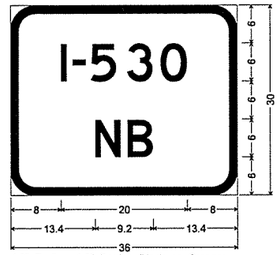
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	61	327

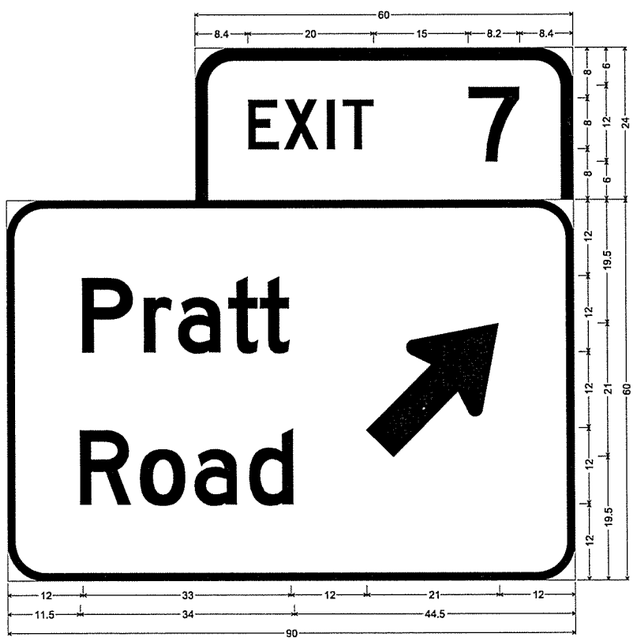
(2) MAINTENANCE OF TRAFFIC



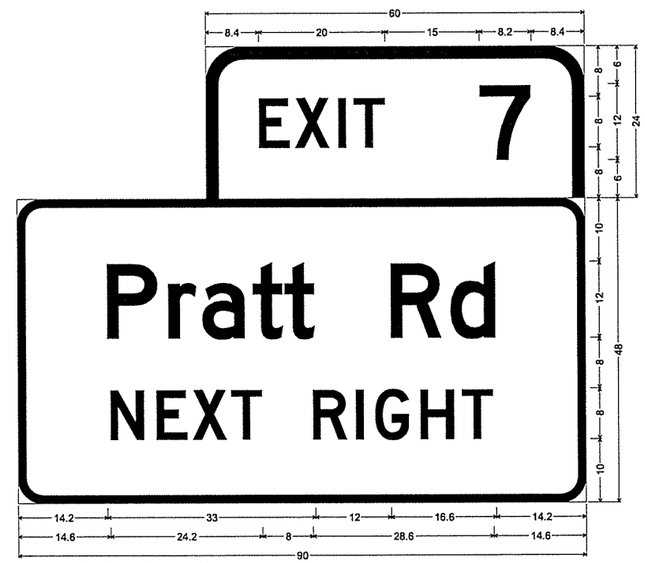
4.0" Radius, 1.3" Border, Black on Orange;
[I-530] D 2K; [SB] D 2K;



4.0" Radius, 1.3" Border, Black on Orange;
[I-530] D 2K; [NB] D 2K;



6.0" Radius, 1.3" Border, Black on Orange;
[EXIT] D 2K; [7] D 2K;
6.0" Radius, 1.3" Border, Black on Orange;
[Pratt] D 2K; [Road] D 2K; Standard Arrow Custom 26.8" X 16.1" 45°;



6.0" Radius, 2.0" Border, Black on Orange;
[EXIT] D 2K; [7] D 2K;
4.0" Radius, 1.3" Border, Black on Orange;
[Pratt Rd] D 2K; [NEXT RIGHT] D 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ATAID
03-06-2014

NOTE: ALL DIMENSIONS SHOWN ARE "INCHES"

MAINTENANCE OF TRAFFIC
SIGN DETAILS

3/6/2014 8:10:22 PM

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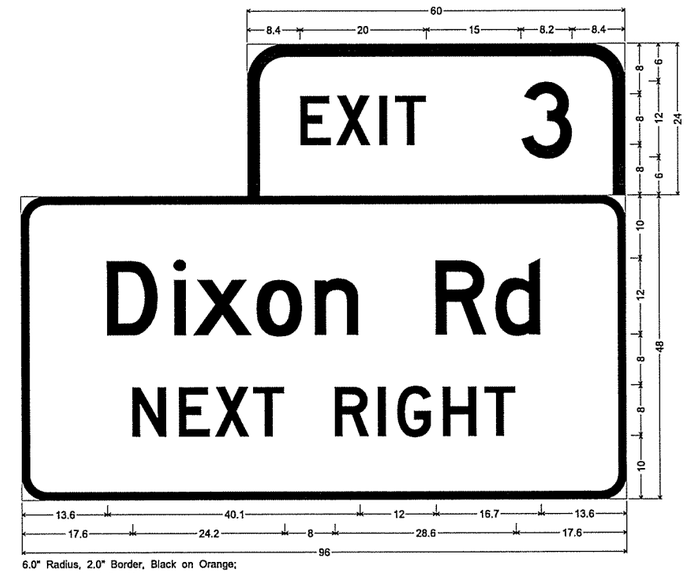
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	62	327

(2) MAINTENANCE OF TRAFFIC

6.0" Radius, 1.3" Border, Black on Orange;
[EXIT] D 2K; [3] D 2K;
6.0" Radius, 1.3" Border, Black on Orange;
[Dixon] D 2K; [Road] D 2K; Standard Arrow Custom 26.8" X 16.1" 45°;



6.0" Radius, 2.0" Border, Black on Orange;
[EXIT] D 2K; [3] D 2K;
4.0" Radius, 1.3" Border, Black on Orange;
[Dixon Rd] D 2K; [NEXT RIGHT] D 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014

NOTE: ALL DIMENSIONS SHOWN ARE "INCHES"

MAINTENANCE OF TRAFFIC
SIGN DETAILS

3/6/2014 8:10:22 PM

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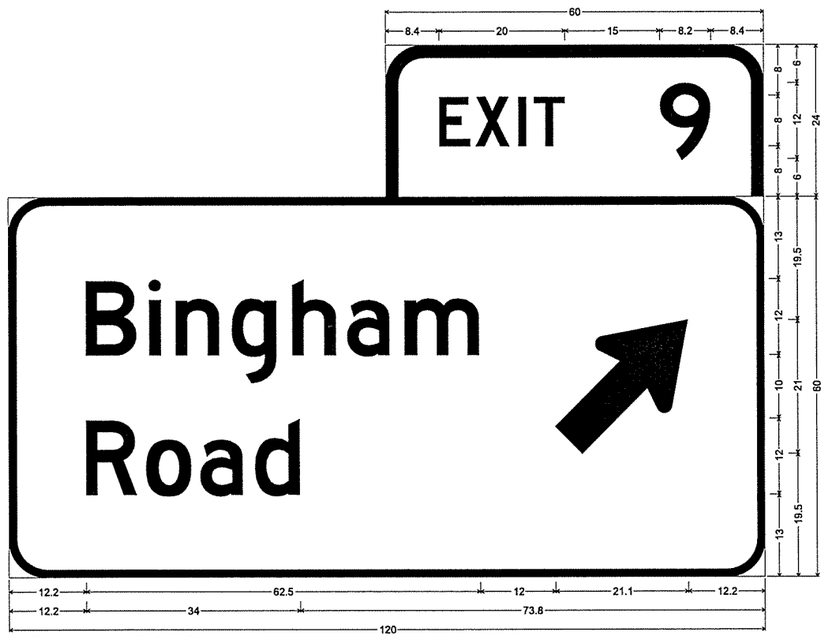
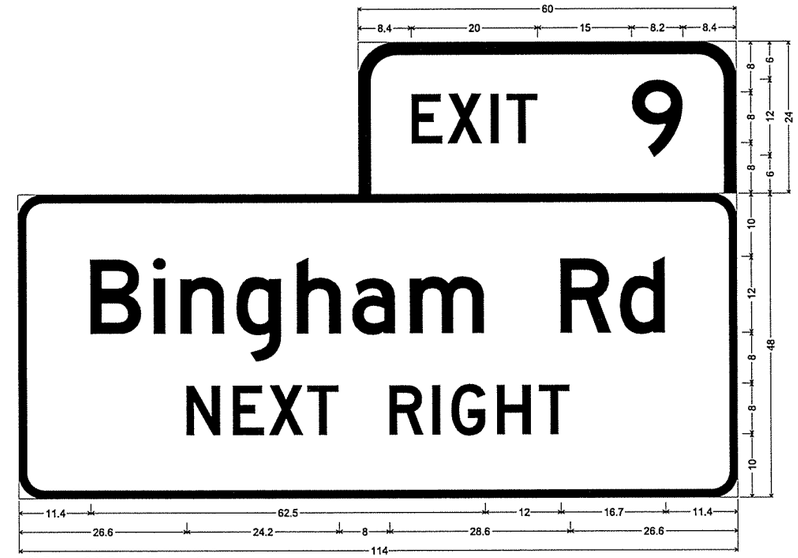
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	63	327

(2) MAINTENANCE OF TRAFFIC



6.0" Radius, 1.3" Border, Black on Orange;
[EXIT] D 2K; [9] D 2K;
6.0" Radius, 1.3" Border, Black on Orange;
[Bingham] D 2K; [Road] D 2K; Standard Arrow Custom 26.8" X 16.1" 45°;



6.0" Radius, 2.0" Border, Black on Orange;
[EXIT] D 2K; [9] D 2K;
4.0" Radius, 1.3" Border, Black on Orange;
[Bingham Rd] D 2K; [NEXT RIGHT] D 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014

NOTE: ALL DIMENSIONS SHOWN ARE "INCHES"

MAINTENANCE OF TRAFFIC
SIGN DETAILS

3/6/2014 8:10:23 PM

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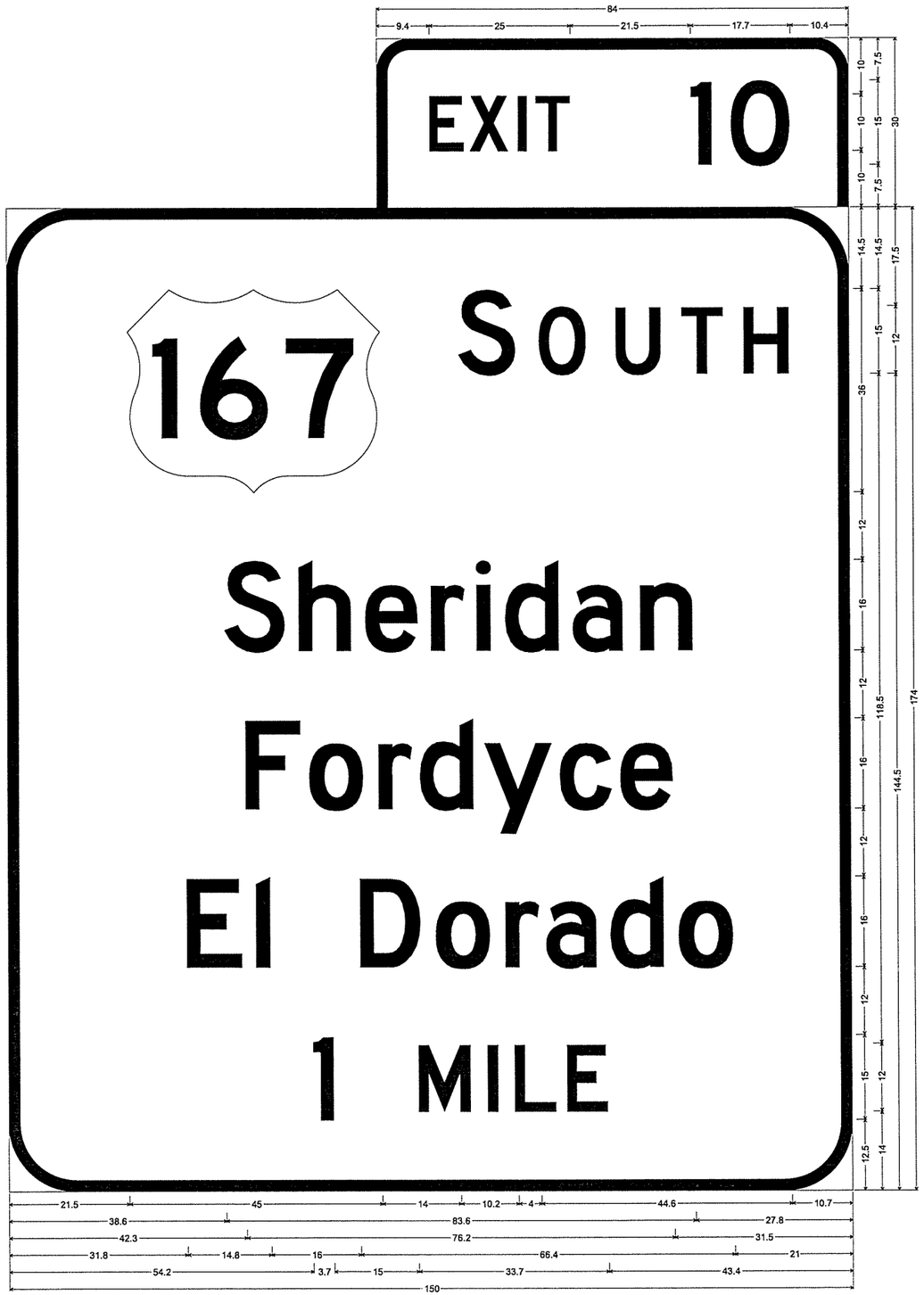
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	64	327
				(2) MAINTENANCE OF TRAFFIC				



6.0" Radius, 2.0" Border, Black on Orange;
[EXIT] D 2K; [10] D 2K;
12.0" Radius, 2.0" Border, Black on Orange;
[SOUTH] D 2K 198% spacing; [Sheridan] D 2K; [Fordyce] D 2K; [El Dorado] D 2K; [1] D 2K; [MILE] D 2K;

NOTE: ALL DIMENSIONS SHOWN ARE "INCHES"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014

MAINTENANCE OF TRAFFIC
SIGN DETAILS

3/6/2014 8:10:24 PM

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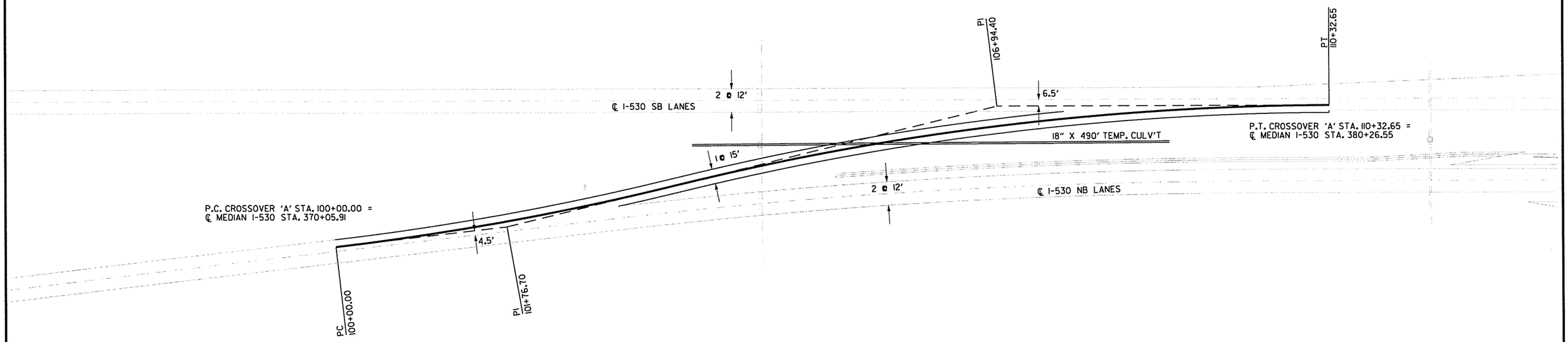
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	65	327

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014

℄ CROSSOVER 'A'
PI = 106+94.40
DELTA = 13°35'38"
DOC = 2°00'00"
T = 341.45'
L = 679.70'
PC = 103+52.95
PT = 110+32.65
(NO SUPER)



℄ CROSSOVER 'A'
PI = 101+76.70
DELTA = 7°03'32"
DOC = 2°00'00"
T = 176.70'
L = 352.95'
PC = 100+00.00
PT = 103+52.95
(NO SUPER)

SPECIAL DETAIL
MEDIAN CROSSOVER 'A'

MAINTENANCE OF TRAFFIC

3/6/2014 8:10:25 PM

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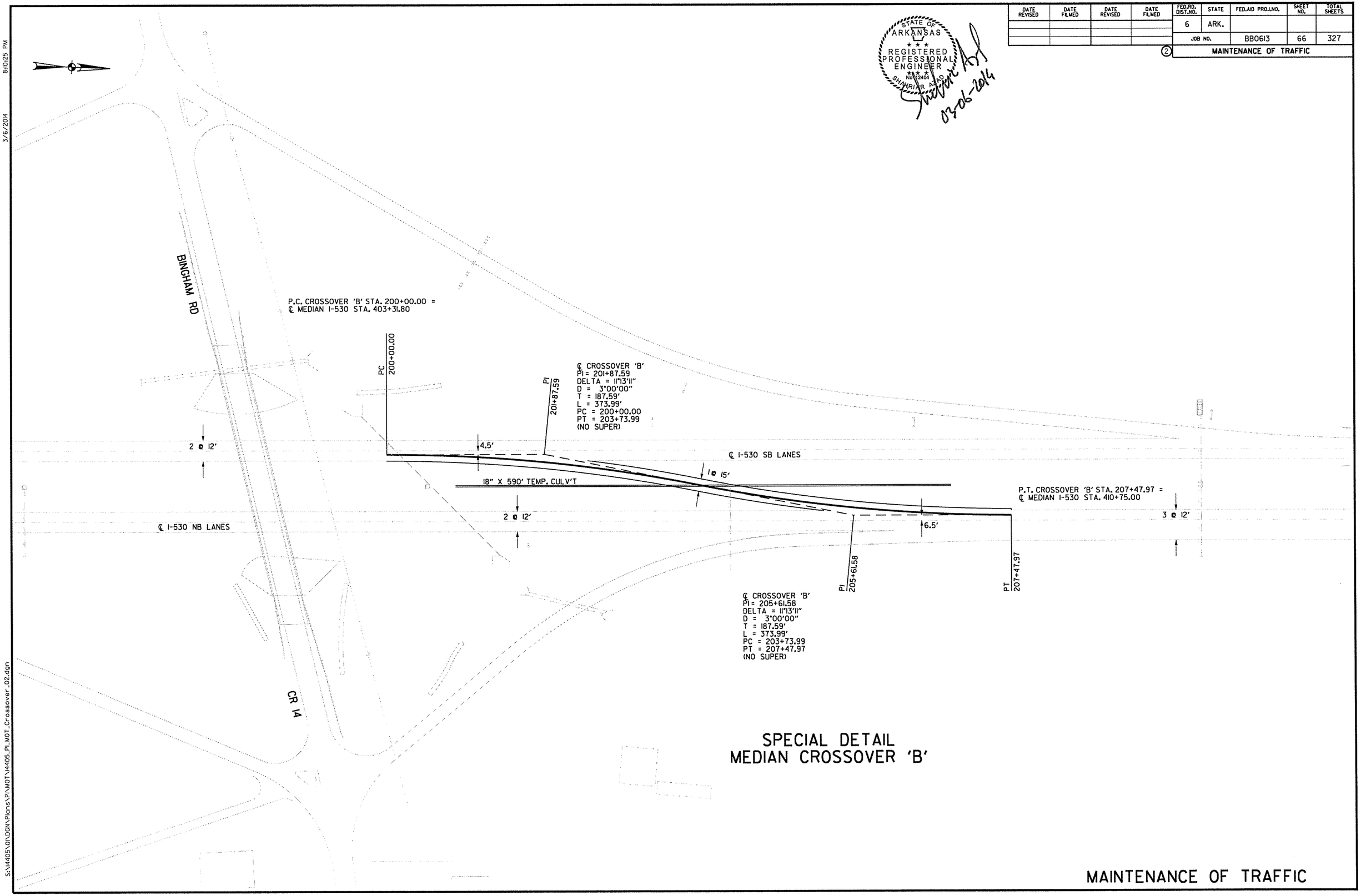
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	66	327

2 MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON A. ARD
03-06-2014



SPECIAL DETAIL
MEDIAN CROSSOVER 'B'

MAINTENANCE OF TRAFFIC

3/6/2014 8:10:25 PM

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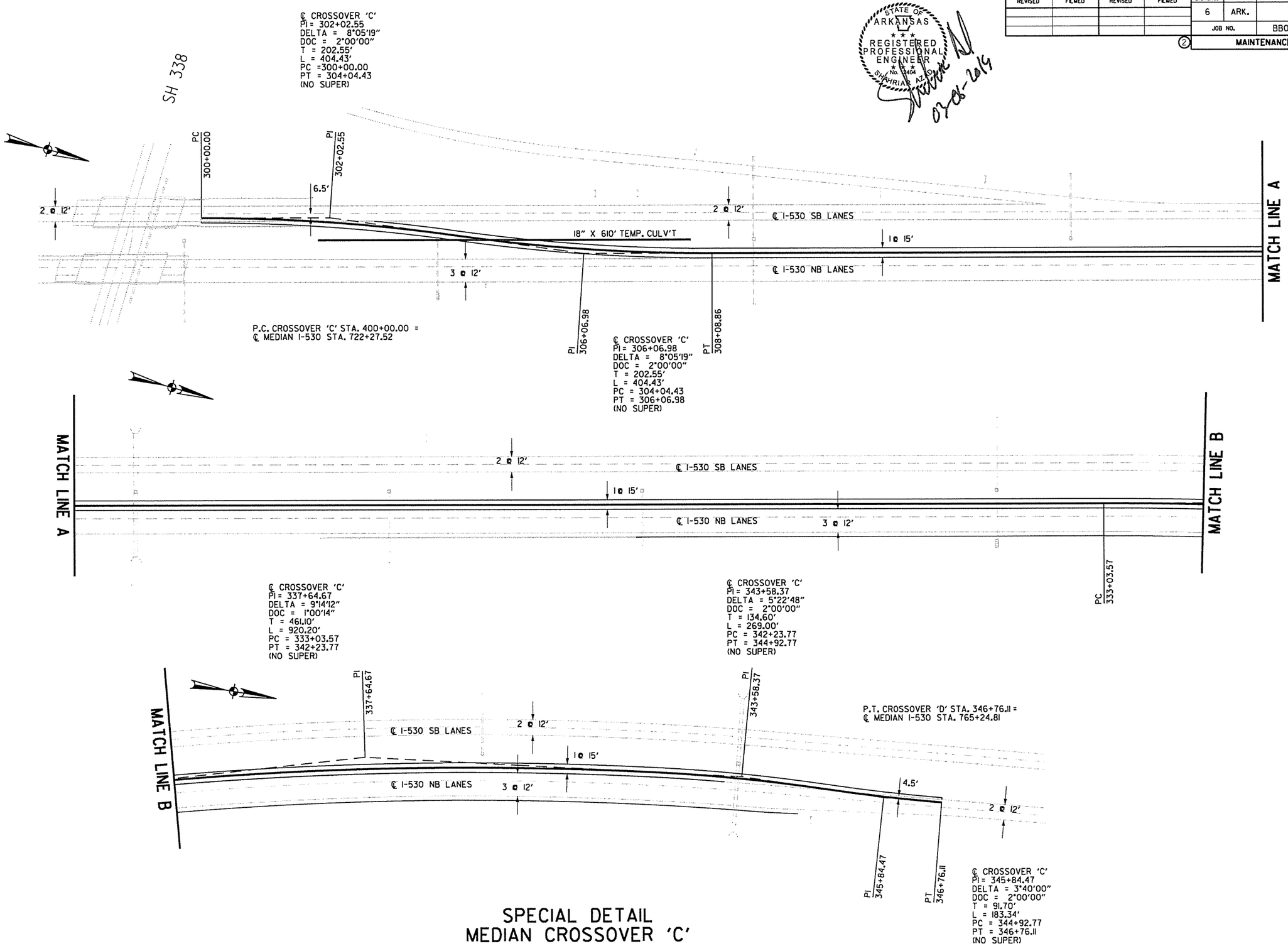
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	67	327

② MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 8404
STEPHANIE A. ZIEGLER
03-06-2014



SPECIAL DETAIL
MEDIAN CROSSOVER 'C'

MAINTENANCE OF TRAFFIC

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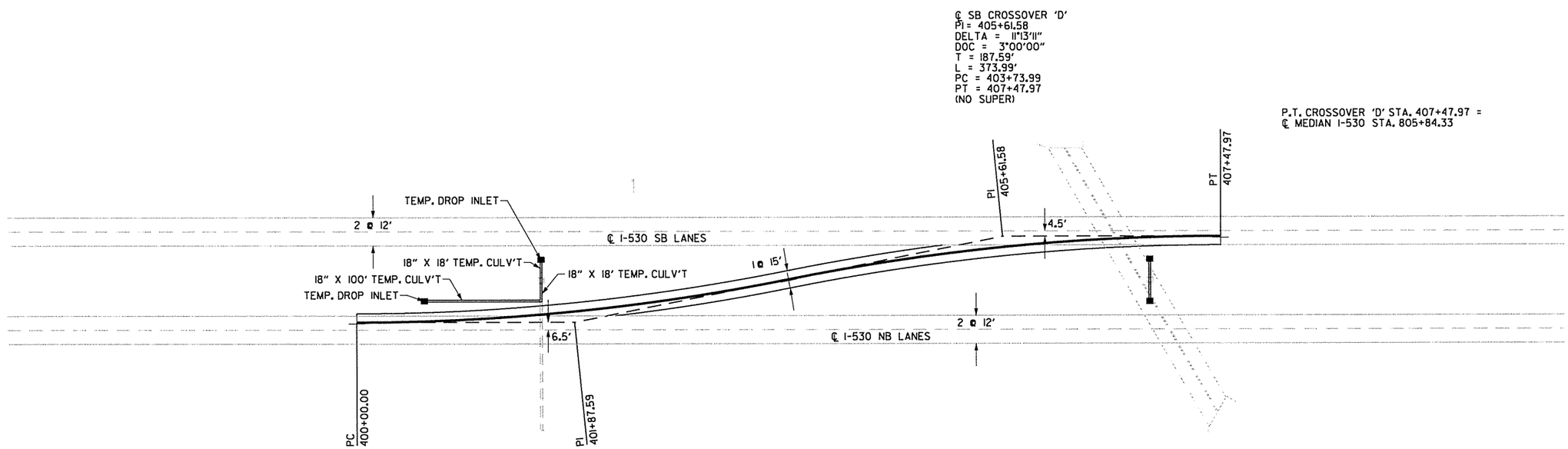
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	68	327

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12904
SHAHRIAR AZAD
03-06-2014



SPECIAL DETAIL
MEDIAN CROSSOVER 'D'

MAINTENANCE OF TRAFFIC

3/6/2014 8:10:27 PM

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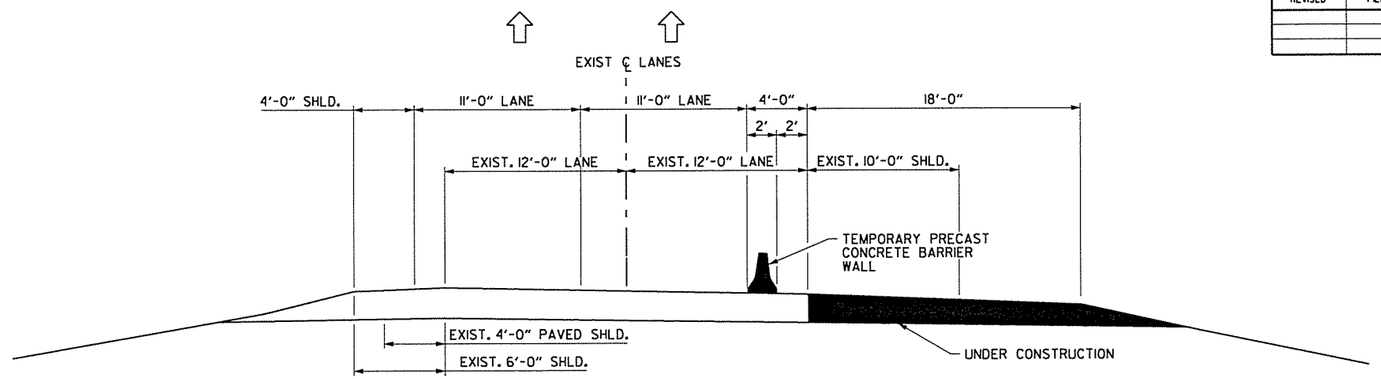
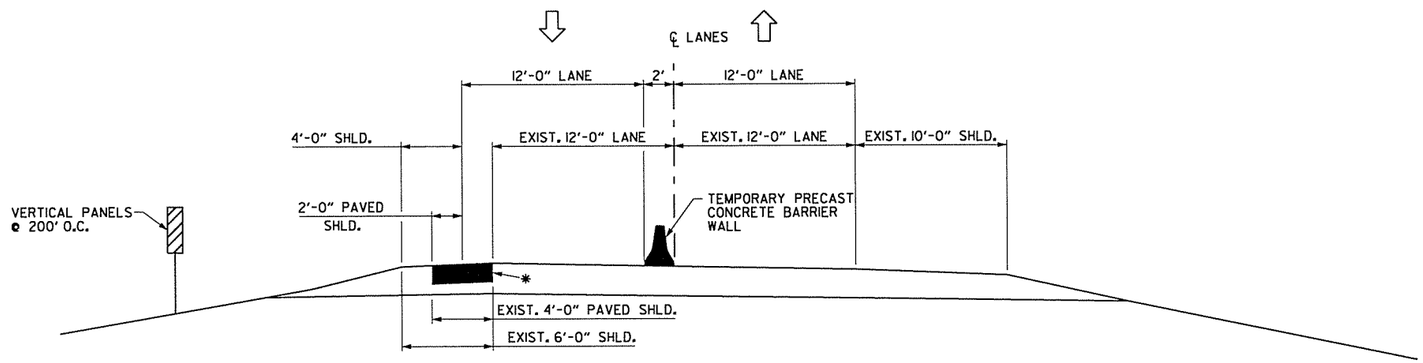
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	69	327

② MAINTENANCE OF TRAFFIC

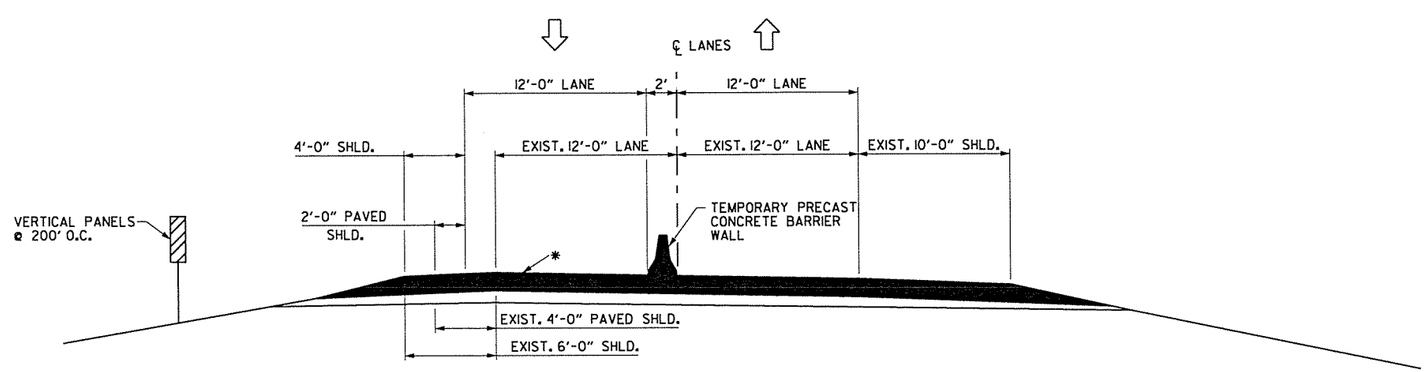


LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WALL FOR MAINTENANCE OF TRAFFIC - SOUTH OF FOURCHE CREEK BRIDGE - STAGE IB (SHOWN IN DIRECTION OF TRAFFIC)



*4' TRENCH AND SHOULDER PREP PRIOR TO TRAFFIC SHIFT (NB ONLY FROM STA 407+45.04 TO STA 48+84.40). REFER TO SHEET 73 FOR ADDTIONAL DETAILS.

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



*PROPOSED OVERLAY PREVIOUSLY CONSTRUCTED DURING STAGE 2.

LOCATION OF TEMPORARY PRECAST CONCRETE BARRIER WALL FOR MAINTENANCE OF TRAFFIC - LT. MAIN LANES - STAGE 4 (SHOWN IN DIRECTION OF TRAFFIC)

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZIZI

03-06-2014

MAINTENANCE OF TRAFFIC

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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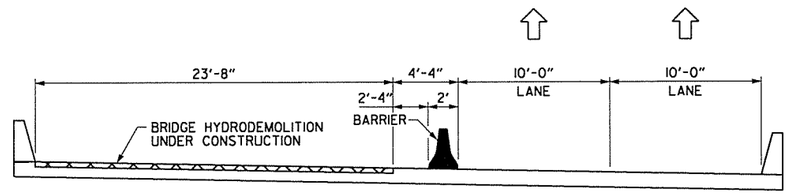
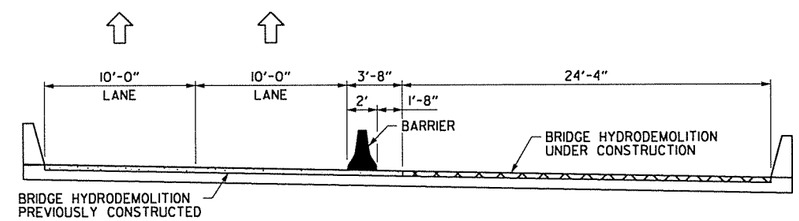
				JOB NO.		BB0613	70	327

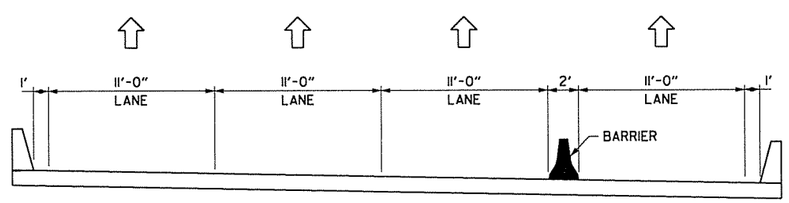
(2) MAINTENANCE OF TRAFFIC



PHASING OF SB FOURCHE CREEK BRIDGE (BRIDGE NO. A2623)
FOR MAINTENANCE OF TRAFFIC - LT. MAIN LANES - STAGE IC
(SHOWN IN DIRECTION OF TRAFFIC)



PHASING OF SB FOURCHE CREEK BRIDGE (BRIDGE NO. A2623)
FOR MAINTENANCE OF TRAFFIC - LT. MAIN LANES - STAGE ID
(SHOWN IN DIRECTION OF TRAFFIC)



MAINTENANCE OF TRAFFIC DETAIL (BRIDGE NO. 03332)
LT. MAIN LANES STAGES IC AND ID
(SHOWN IN THE DIRECTION OF TRAFFIC)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZI
03-06-2014

MAINTENANCE OF TRAFFIC

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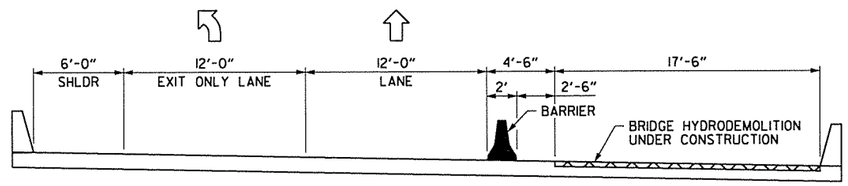
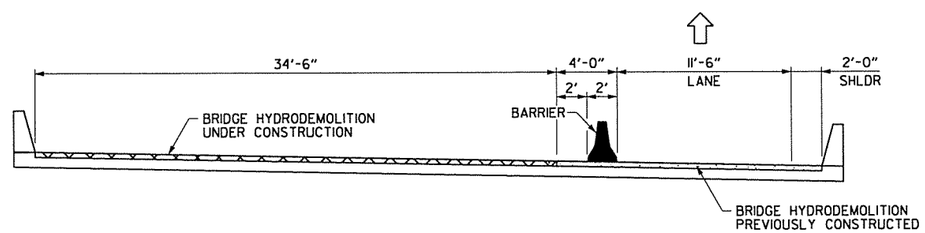
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	71	327

(2) MAINTENANCE OF TRAFFIC



PHASING OF NB FOURCHE CREEK BRIDGE (BRIDGE NO. B2623)
FOR MAINTENANCE OF TRAFFIC - RT. MAIN LANES - STAGE 4B
(SHOWN IN DIRECTION OF TRAFFIC)



PHASING OF NB FOURCHE CREEK BRIDGE (BRIDGE NO. B2623)
FOR MAINTENANCE OF TRAFFIC - RT. MAIN LANES - STAGE 4C
(SHOWN IN DIRECTION OF TRAFFIC)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANTIAR AZAD
03-06-2014

MAINTENANCE OF TRAFFIC

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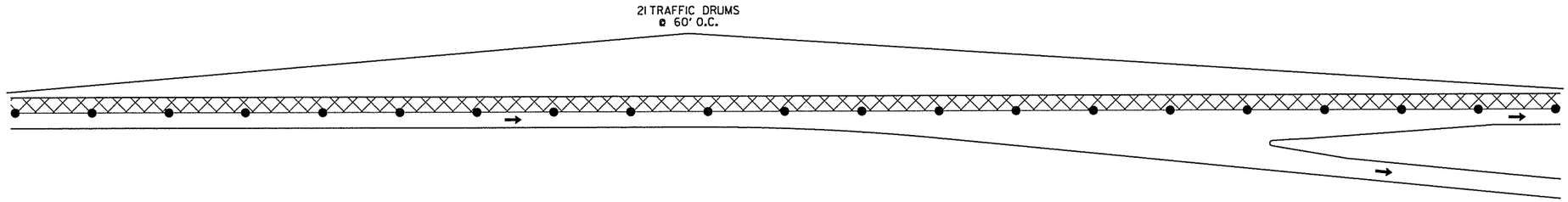
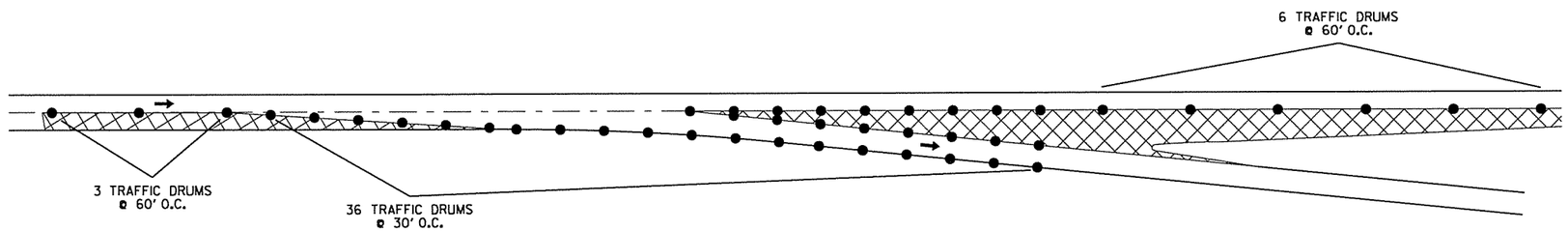
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	72	327

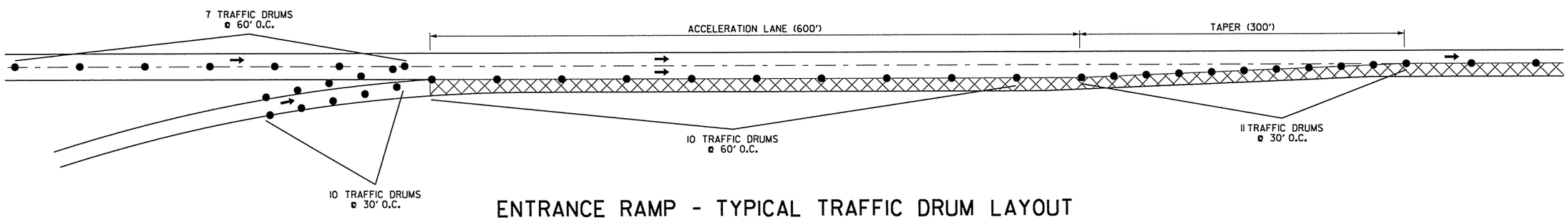
2 MAINTENANCE OF TRAFFIC



EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
INSIDE LANE CLOSURE
(AS NEEDED)



EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE
(AS NEEDED)



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE
(AS NEEDED)

WORK AREA

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR ALI
03-06-2014

DETAIL OF RAMPS WITH LANE CLOSURE

MAINTENANCE OF TRAFFIC

3/6/2014 8:10:29 PM

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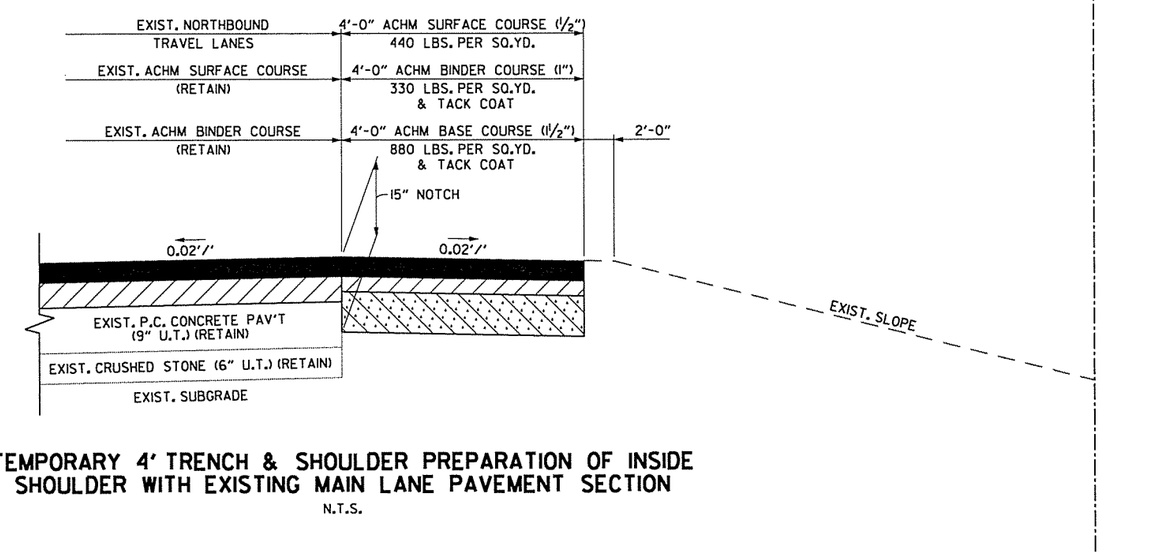
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	73	327

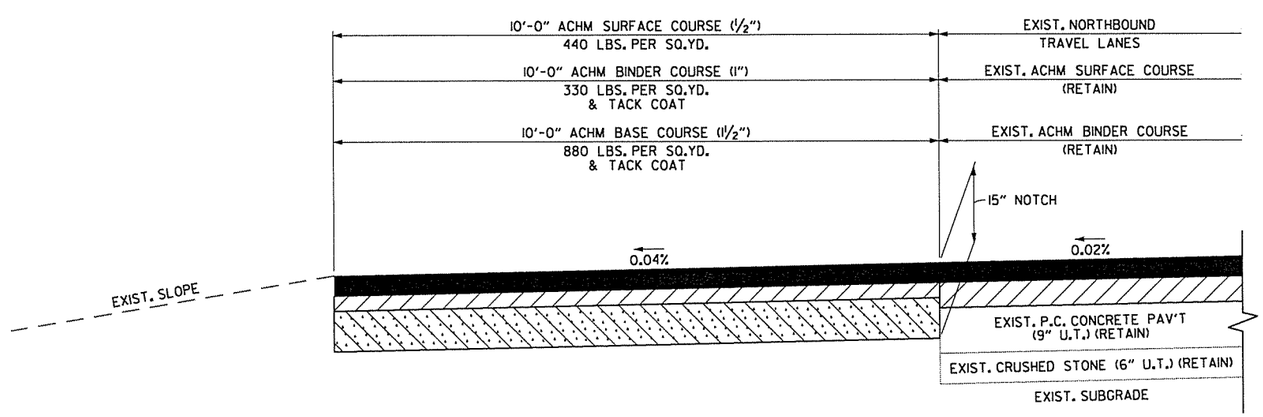
② MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 2404
SHAHRIAR ABAID
03-06-2014



TEMPORARY 4' TRENCH & SHOULDER PREPARATION OF INSIDE SHOULDER WITH EXISTING MAIN LANE PAVEMENT SECTION

N.T.S.



TEMPORARY 10' TRENCH & SHOULDER PREPARATION OF OUTSIDE SHOULDER WITH EXISTING MAIN LANE PAVEMENT SECTION

N.T.S.

MAINTENANCE OF TRAFFIC

3/6/2014 8:10:30 PM

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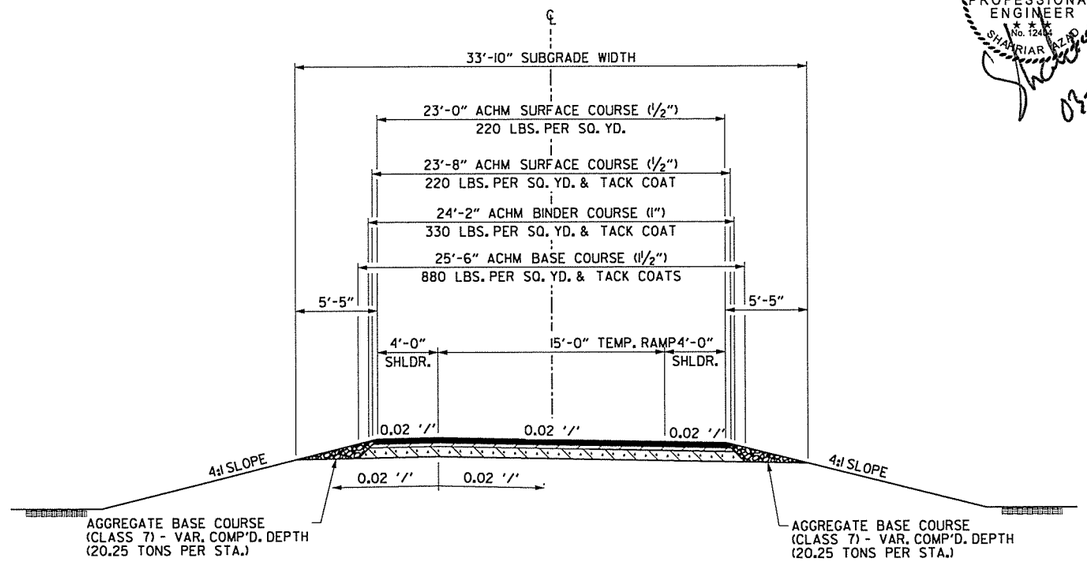
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	74	327

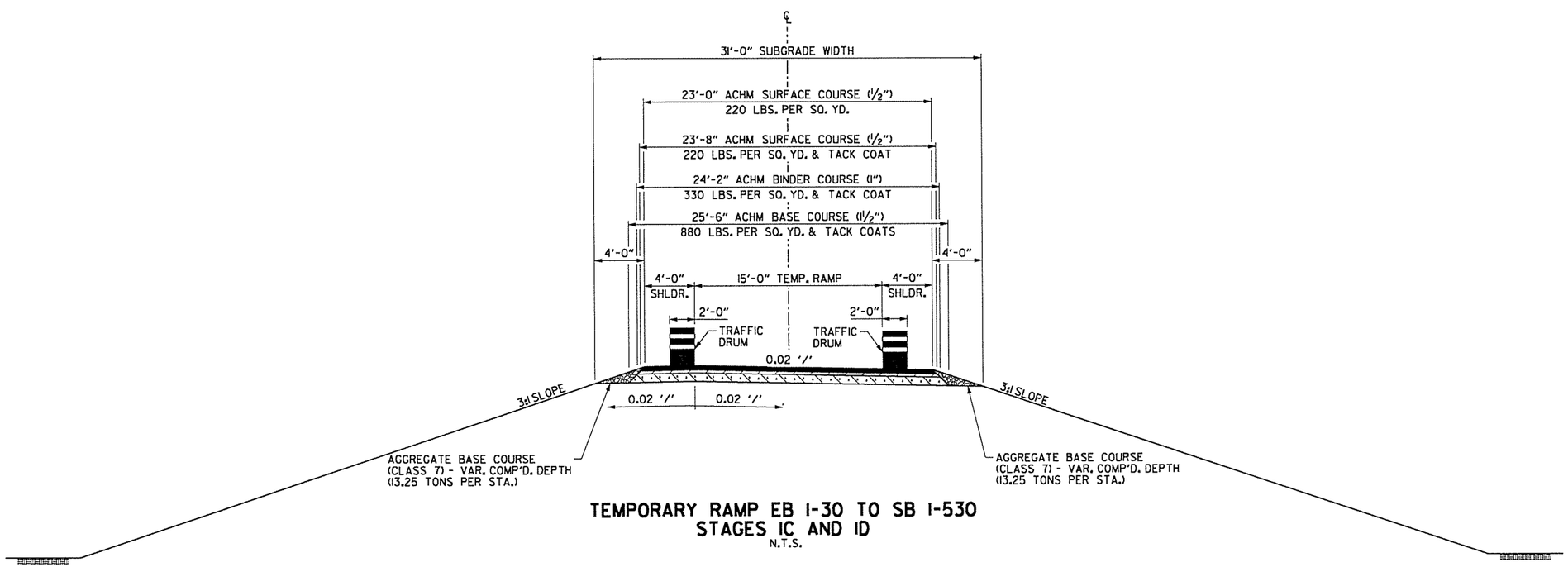
(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12461
SHANNON RIAZI
03-06-2014



TEMPORARY RAMPS AND CROSSOVERS

N.T.S.



TEMPORARY RAMP EB I-30 TO SB I-530
STAGES IC AND ID

N.T.S.

MAINTENANCE OF TRAFFIC

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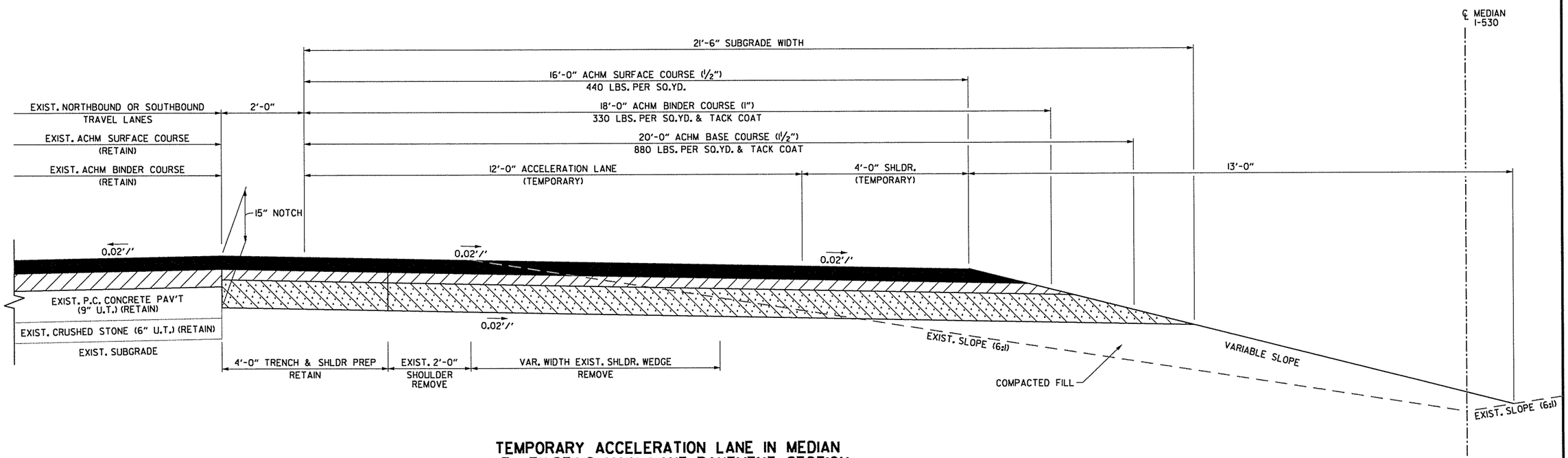
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	75	327

② MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHNIAR KZAD
03-06-2014



TEMPORARY ACCELERATION LANE IN MEDIAN WITH EXISTING MAIN LANE PAVEMENT SECTION

N.T.S.

NOTES:

1. UPON COMPLETION OF INTENDED USE OF TEMPORARY ACCELERATION LANE & TEMPORARY SHOULDER, ALL PROPOSED ACHM & FILL MATERIALS OUTSIDE 4' PAVED PERMANENT SHOULDER SHALL BE REMOVED & REPLACED WITH AGGREGATE BASE COURSE (CLASS 7) TO LIMITS OF 6' PERMANENT SHOULDER AS SHOWN IN PERMANENT TYPICAL SECTIONS.

2. THE FINAL SURFACE COURSE SHALL NOT BE PLACED UNTIL THE LAST STAGE OF THE PROJECT.

MAINTENANCE OF TRAFFIC

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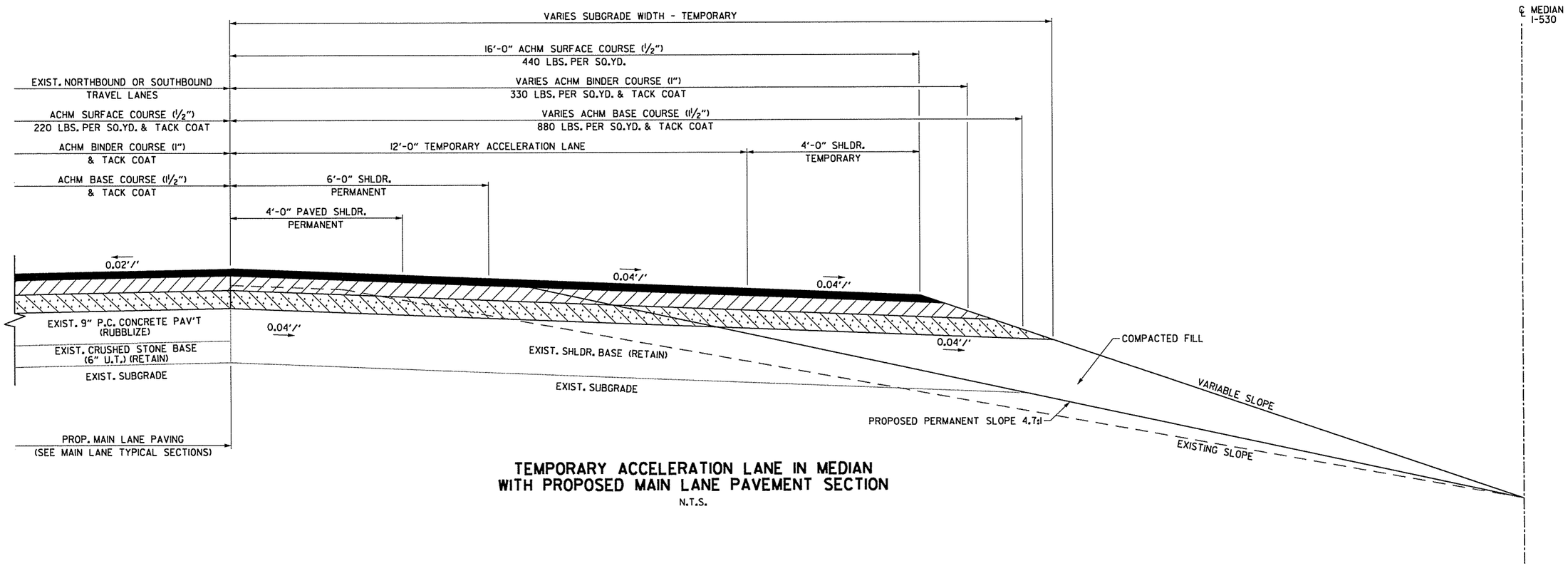
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	76	327

② MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAD
03-06-2014



TEMPORARY ACCELERATION LANE IN MEDIAN WITH PROPOSED MAIN LANE PAVEMENT SECTION

N.T.S.

NOTES:

1. UPON COMPLETION OF INTENDED USE OF TEMPORARY ACCELERATION LANE & TEMPORARY SHOULDER, ALL PROPOSED ACHM & FILL MATERIALS OUTSIDE 4' PAVED PERMANENT SHOULDER SHALL BE REMOVED & REPLACED WITH AGGREGATE BASE COURSE (CLASS 7) TO LIMITS OF 6' PERMANENT SHOULDER AS SHOWN IN PERMANENT TYPICAL SECTIONS.

2. THE FINAL SURFACE COURSE SHALL NOT BE PLACED UNTIL THE LAST STAGE OF THE PROJECT.

MAINTENANCE OF TRAFFIC

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	77	327

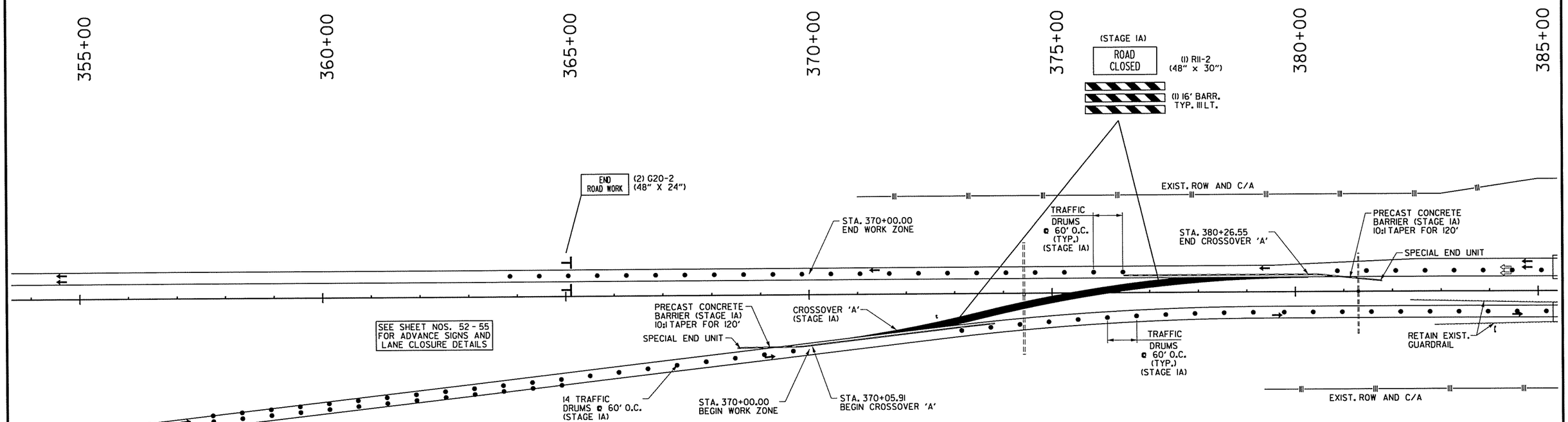
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.

NOTE:

ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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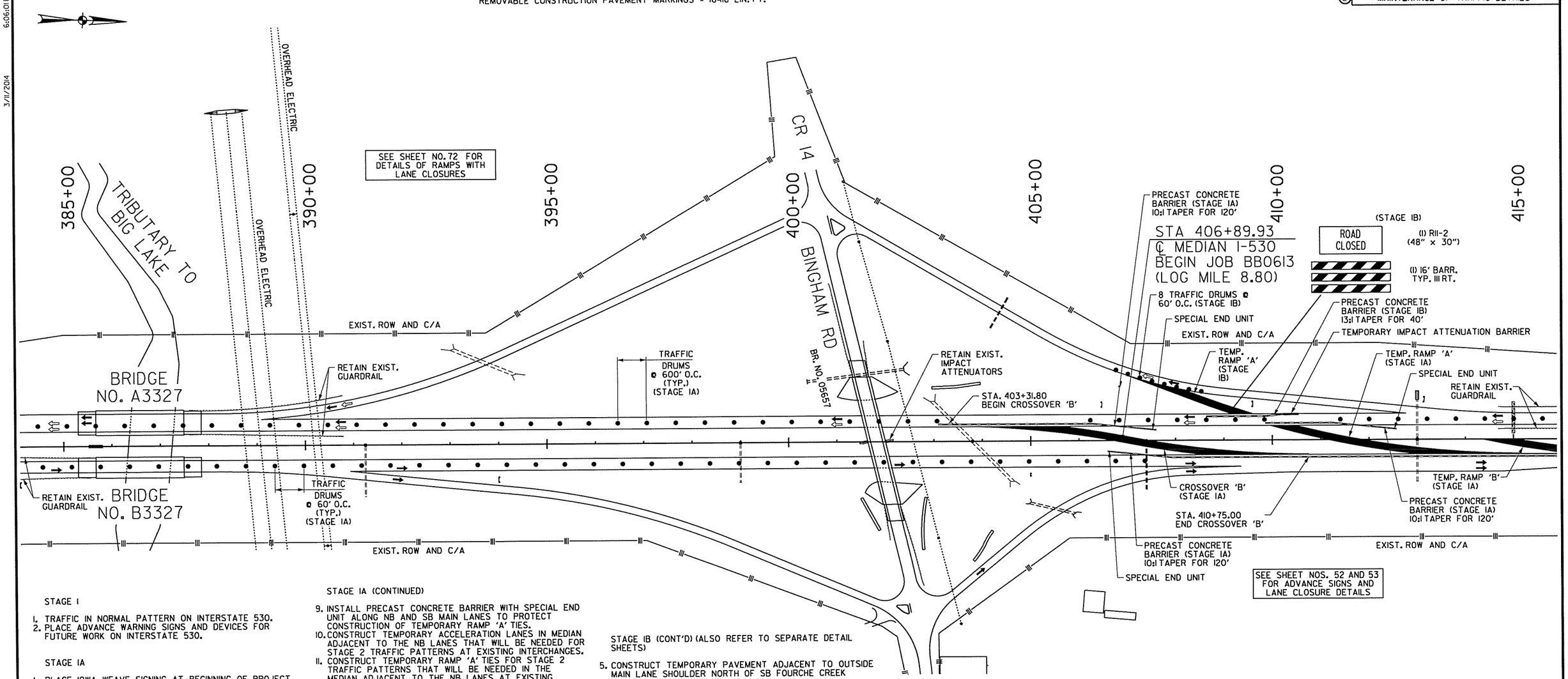
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	78	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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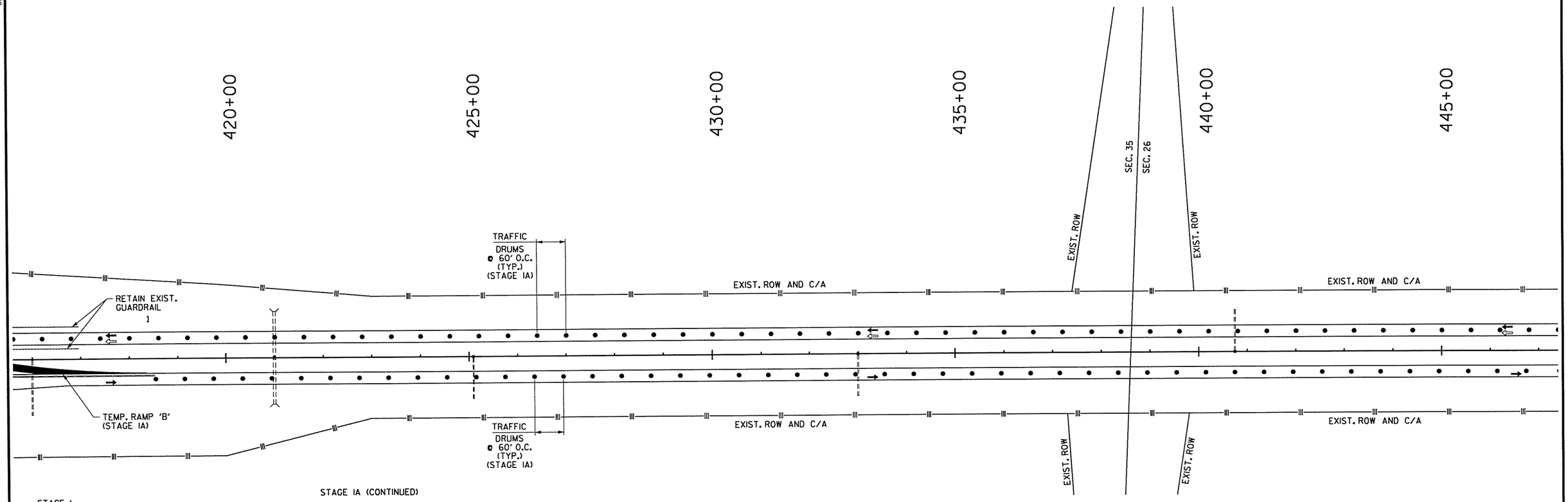
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	79	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- → STAGE IA, IC, ID TRAFFIC
- ⇨ STAGE IB SB TRAFFIC
- • TRAFFIC DRUM

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
S. HARIAR RZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

3/11/2014 6:06:02 PM

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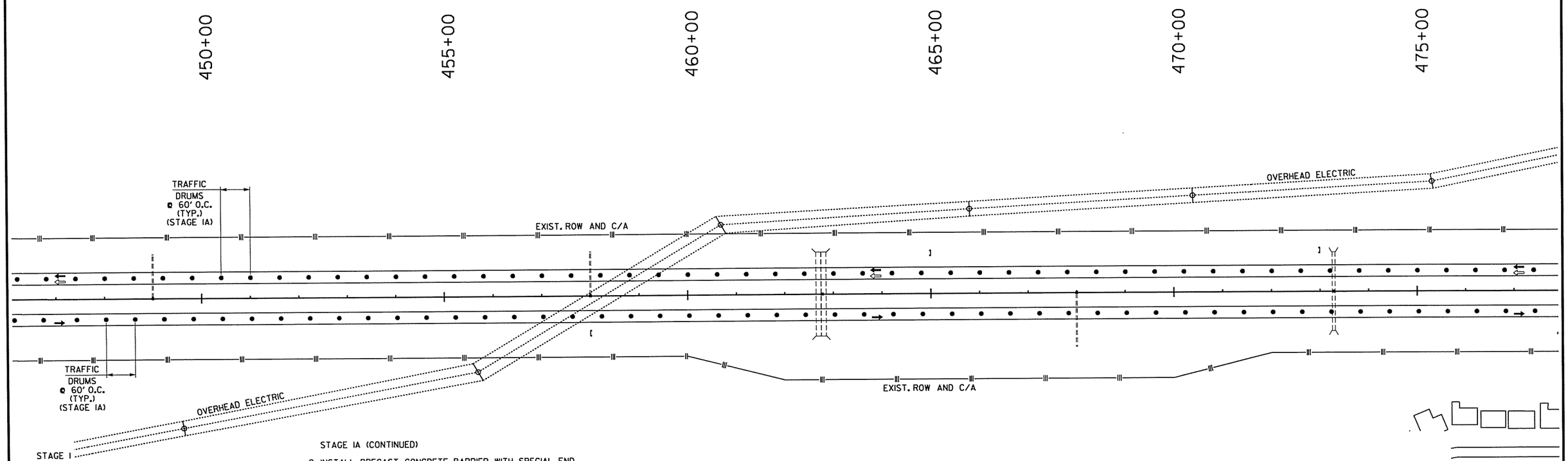
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	80	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
BY WARRIAR A.R.A.D.
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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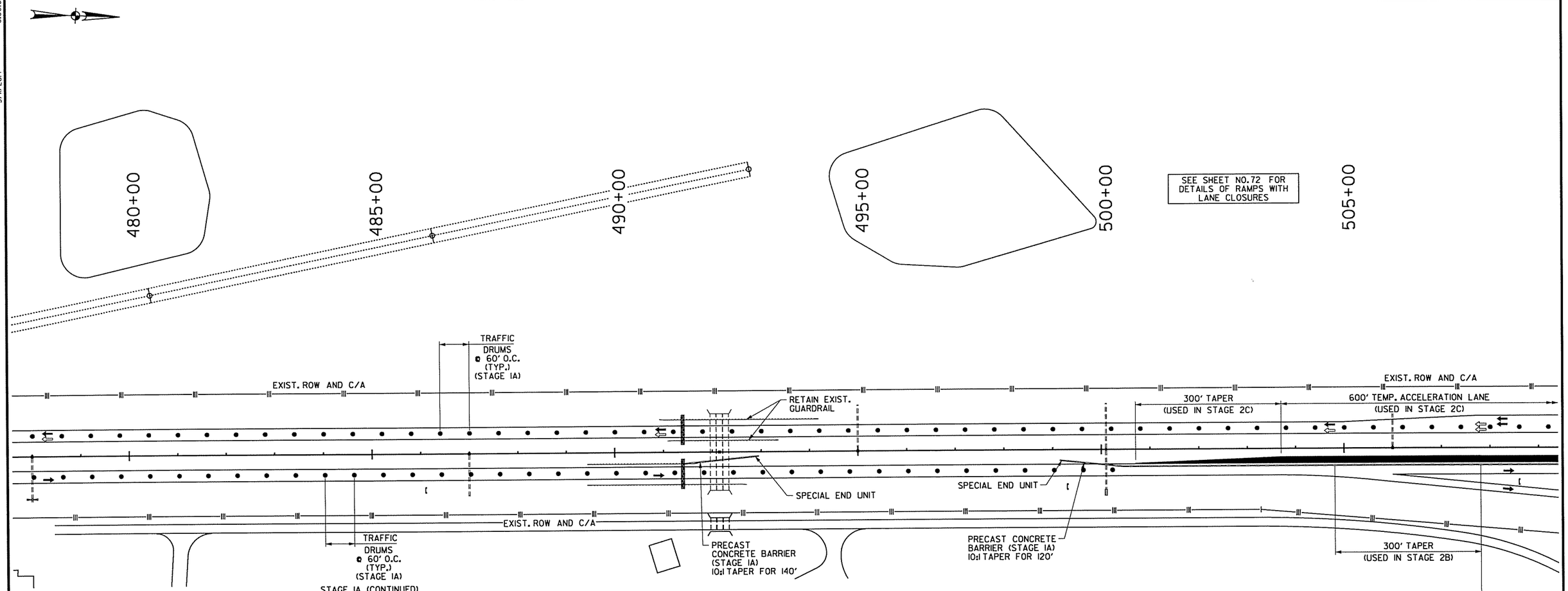
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	81	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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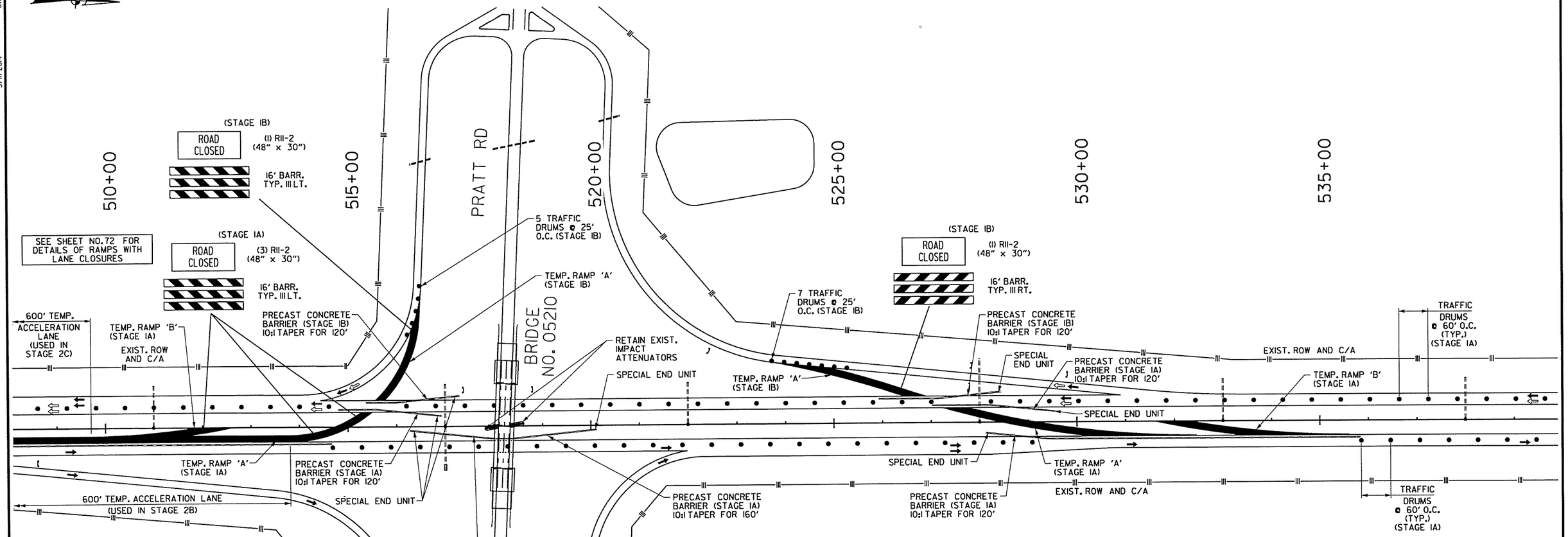
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	82	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
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14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
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4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR NEAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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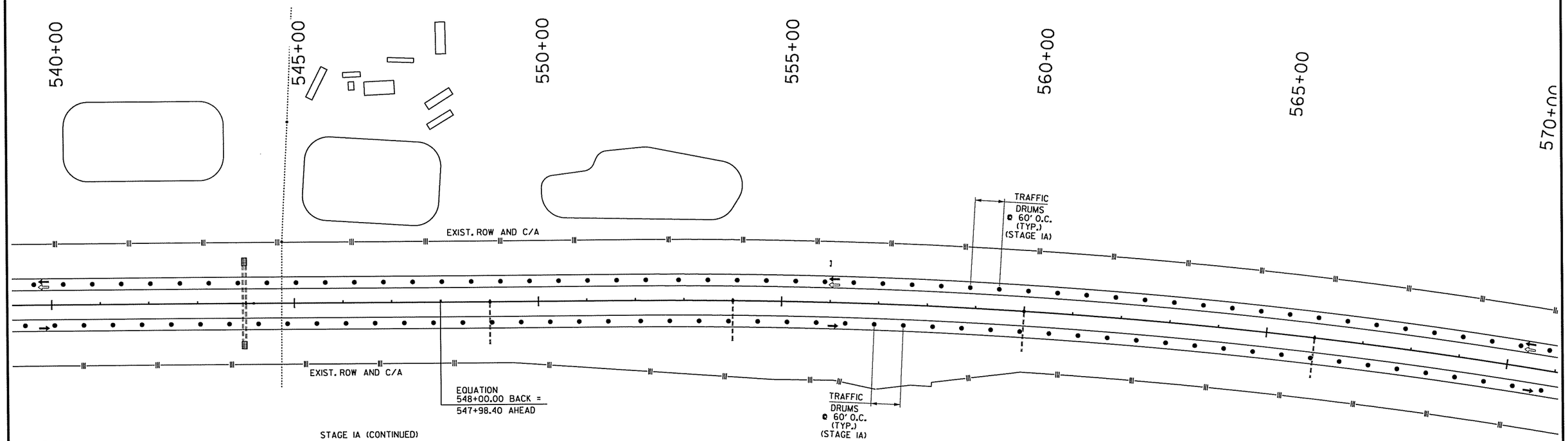
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	83	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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				JOB NO.		BB0613	84	327

2 MAINTENANCE OF TRAFFIC DETAILS

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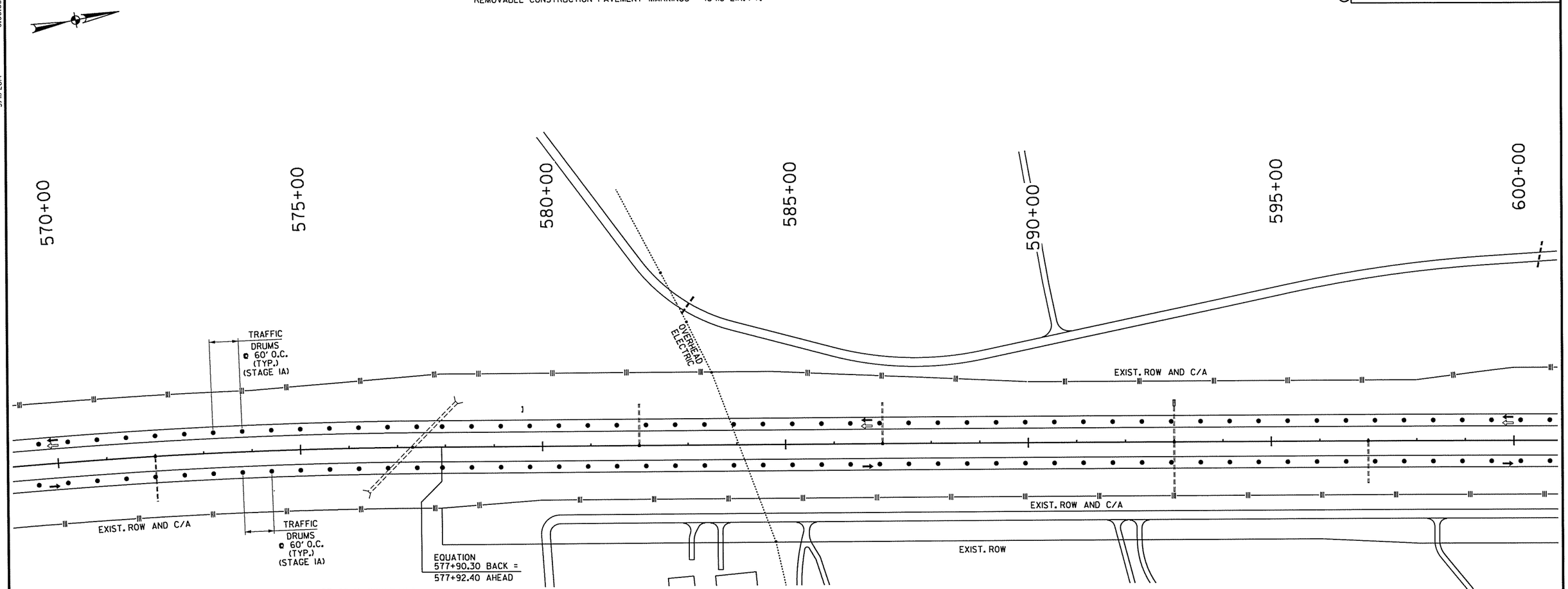

STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
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3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
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STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

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STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
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STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR ALI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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				6	ARK.			
				JOB NO.		BB0613	85	327

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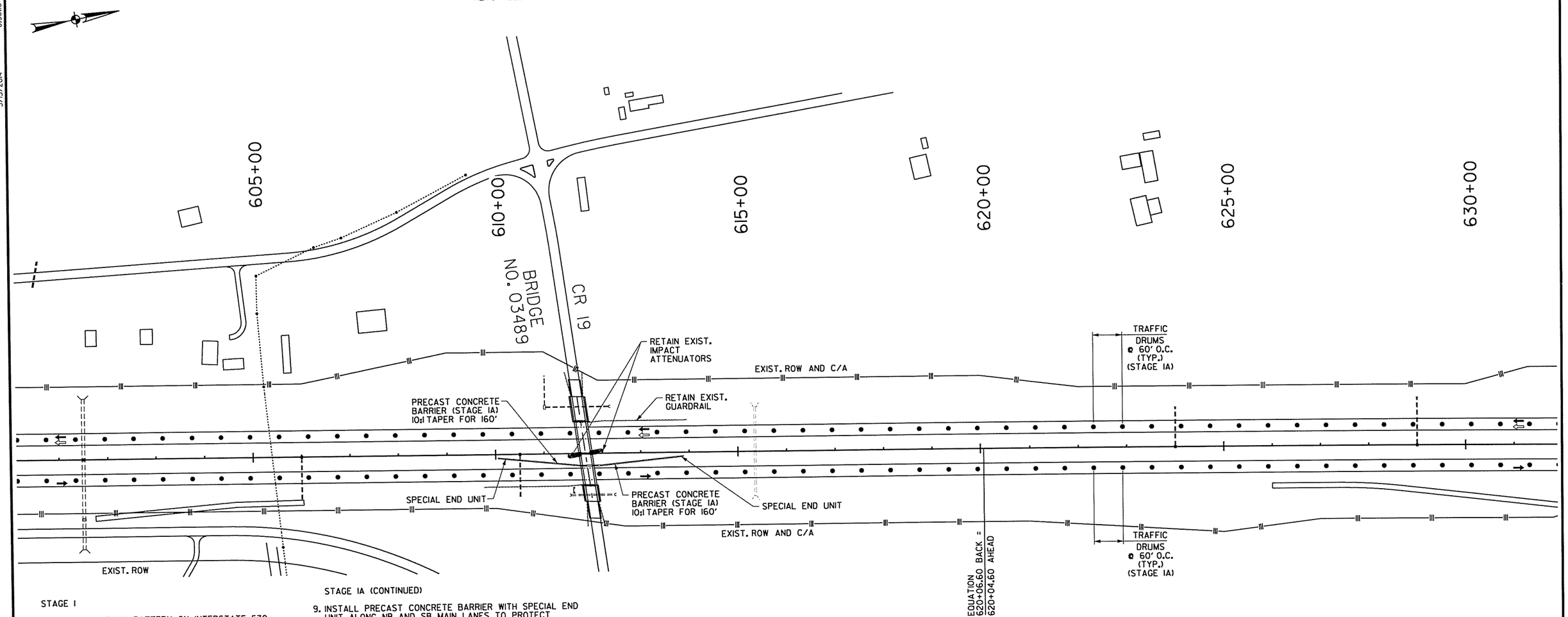

STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

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6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IA (CONTINUED)

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STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

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STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

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STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHANNIAR AZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	86	327

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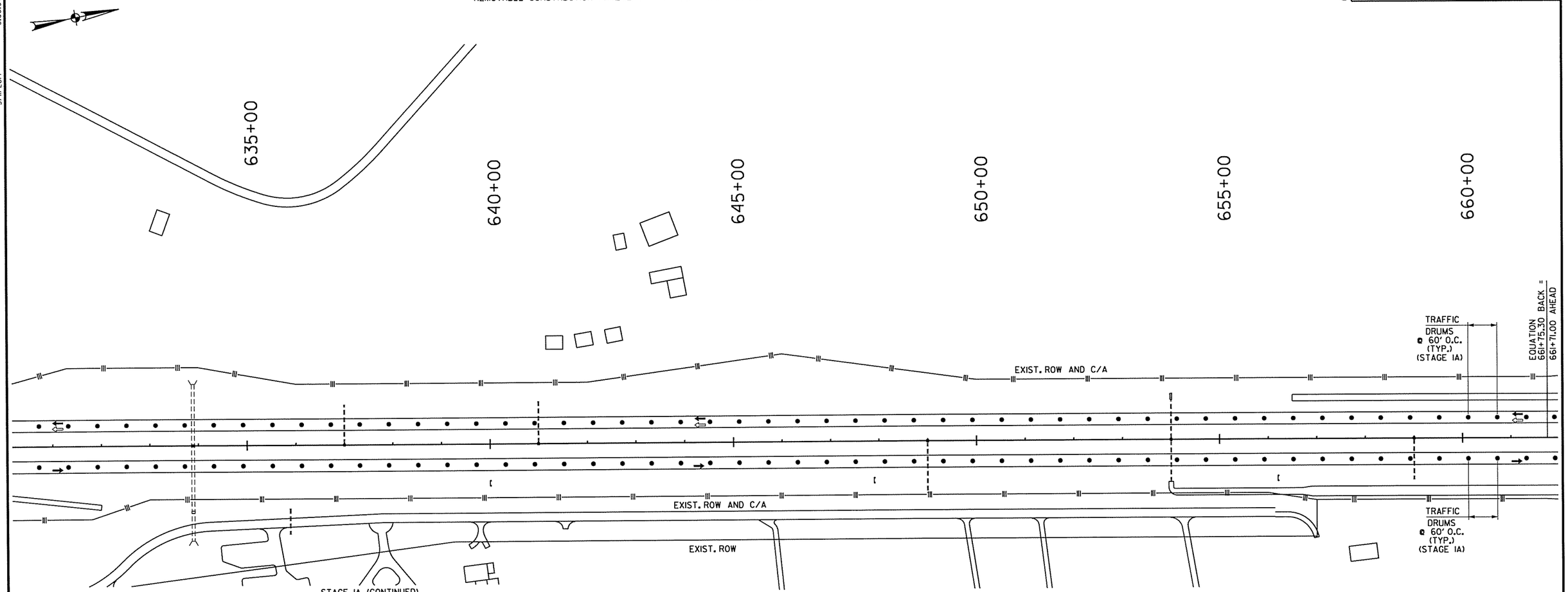

STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

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STAGE IA (CONTINUED)

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STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

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STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

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STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

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LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEVE MIRIAR EZELL
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

3/11/2014 6:06:07 PM
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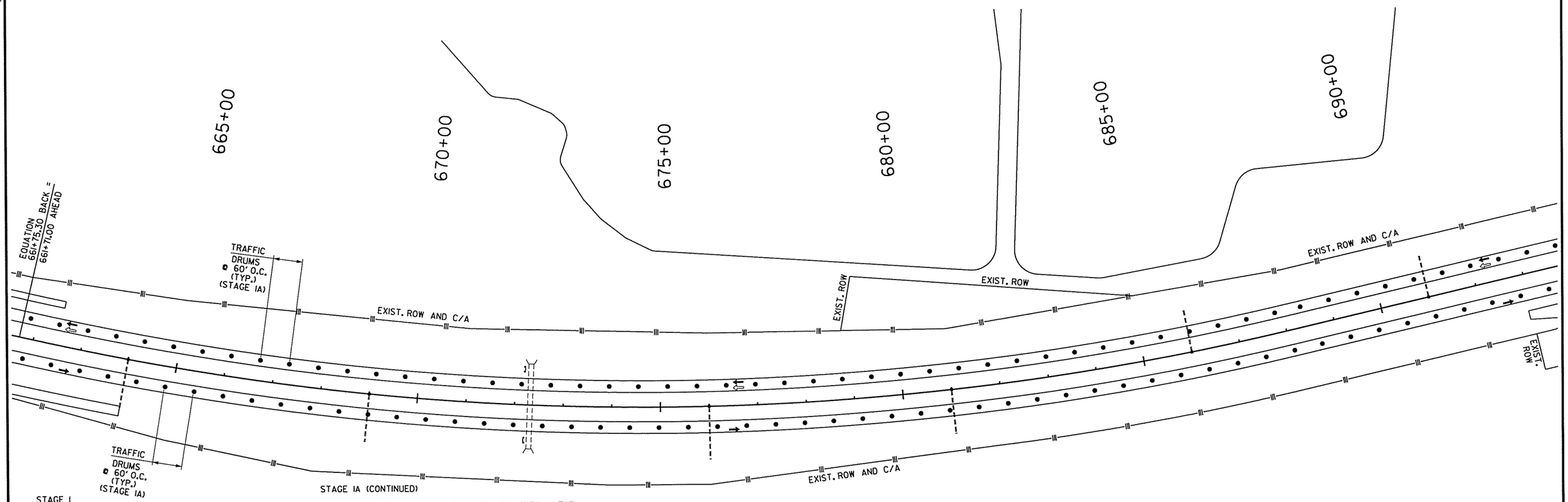

STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

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STAGE IA (CONTINUED)

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10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
02-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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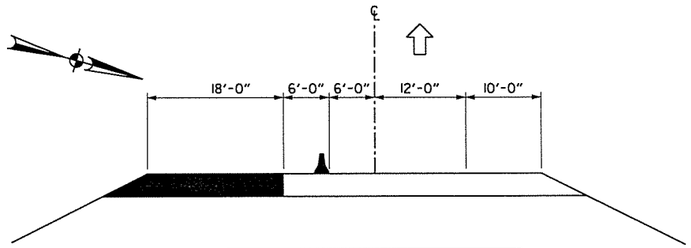
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
4-10-14				6	ARK.			
				JOB NO.		BB0613	88	327

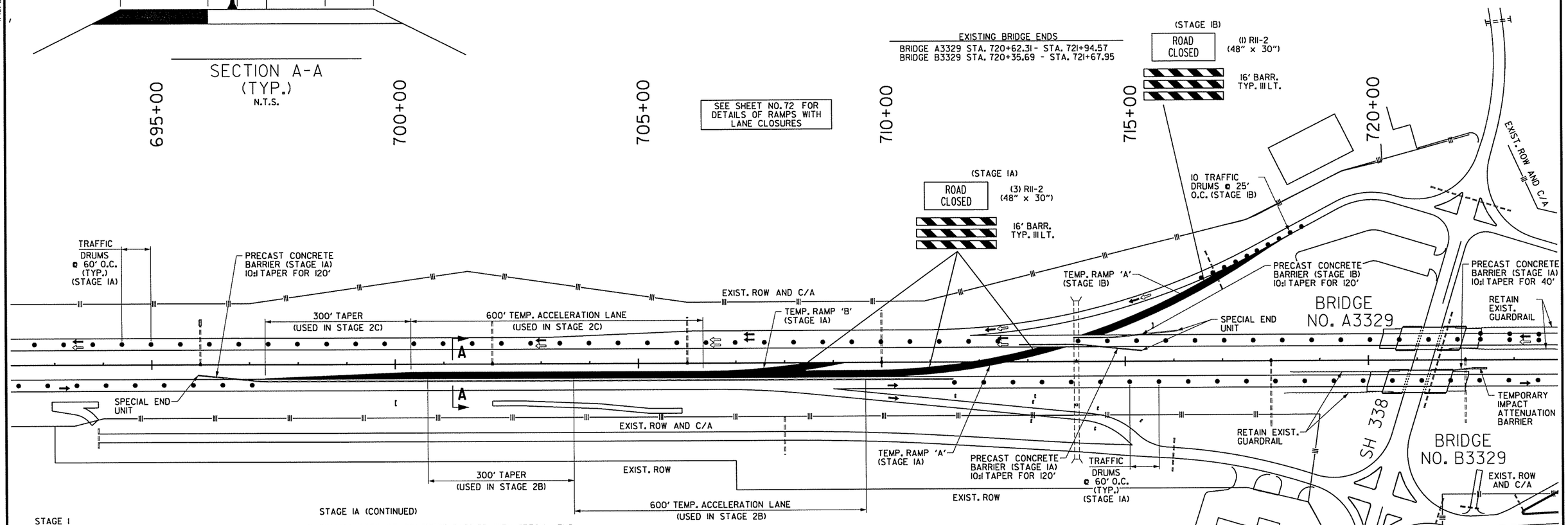
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



SECTION A-A
(TYP.)
N.T.S.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12044
04-10-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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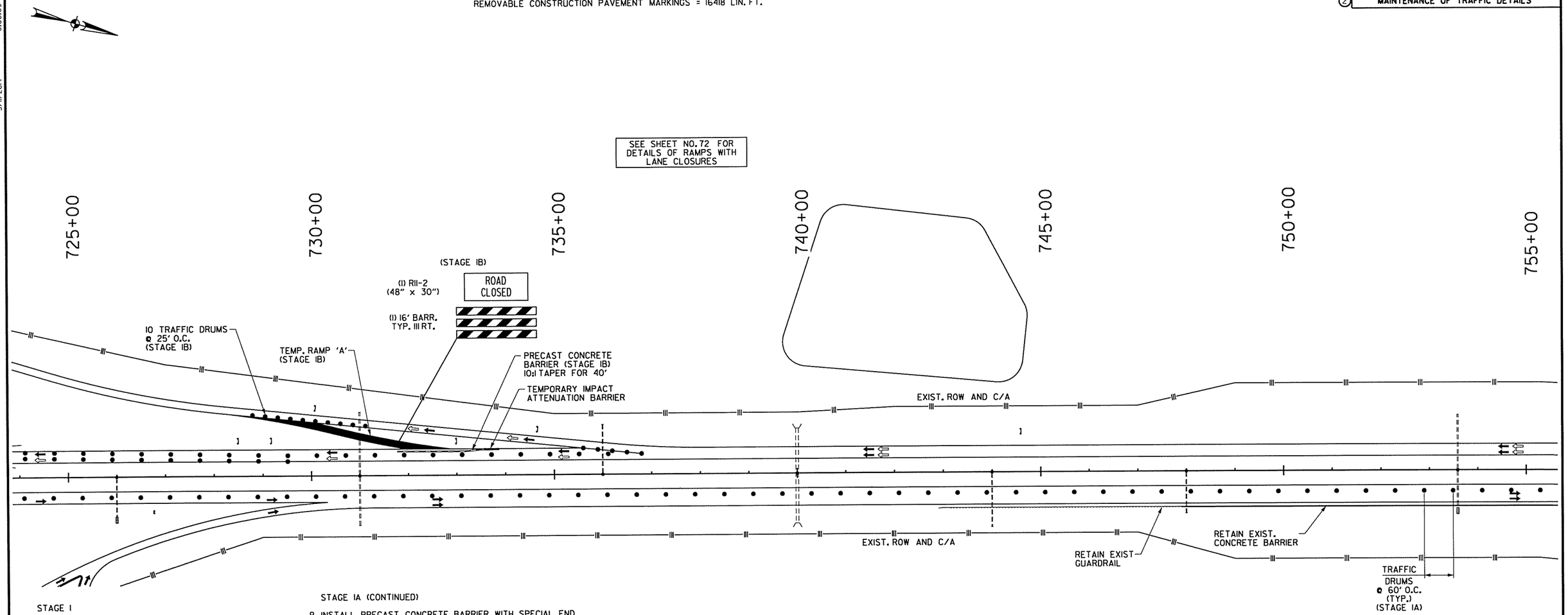
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	89	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- → STAGE IA, IC, ID TRAFFIC
- ⇨ STAGE IB SB TRAFFIC
- • TRAFFIC DRUM

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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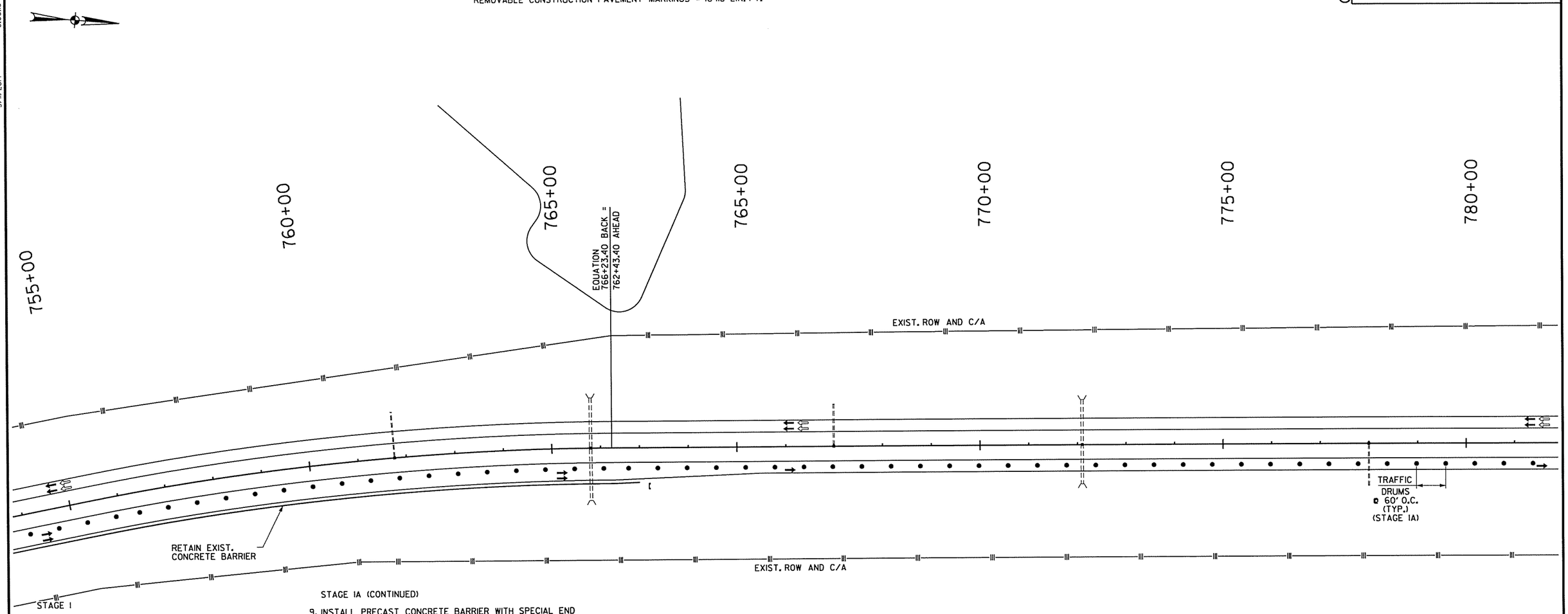
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	90	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHIRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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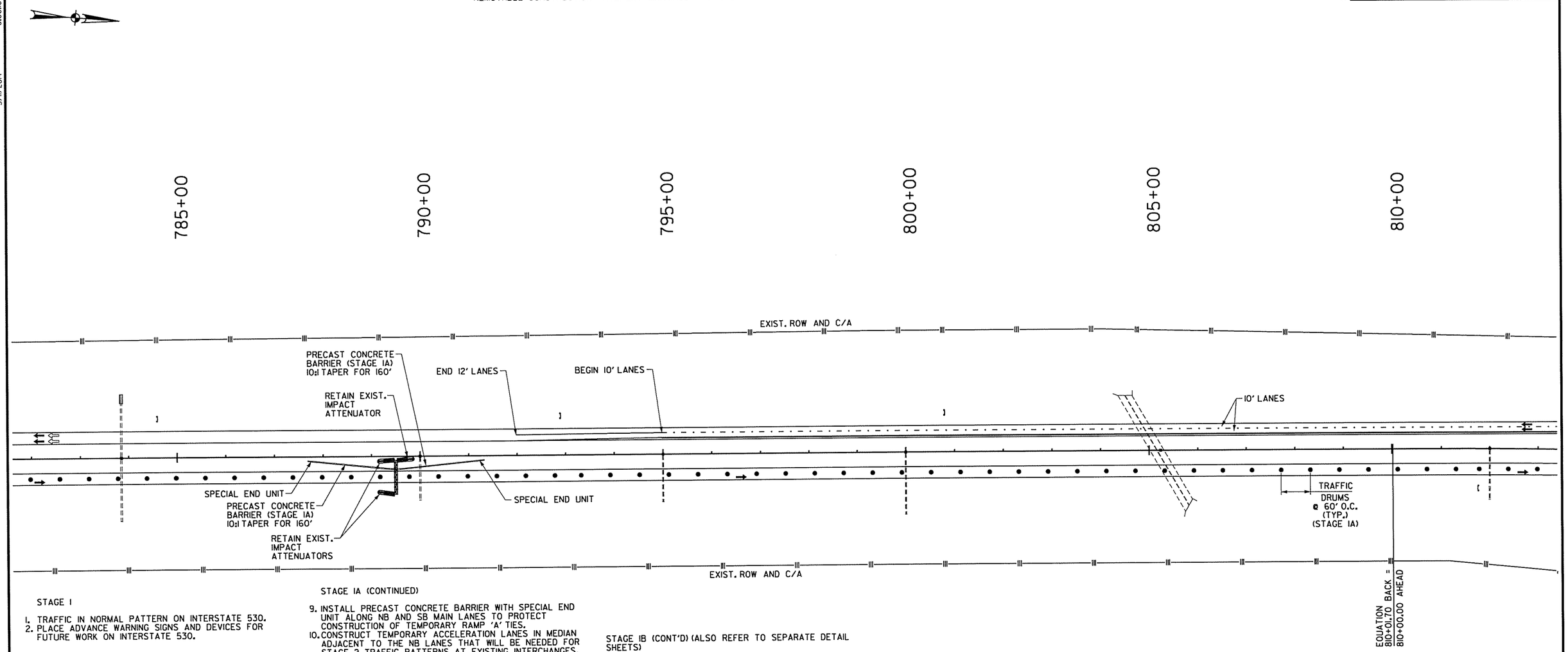
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	91	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 1A QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

STAGE 1B QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE 1

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE 1A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE 1A, 1C, 1D TRAFFIC
- STAGE 1B SB TRAFFIC
- TRAFFIC DRUM

STAGE 1A (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE 1B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE 1B (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE 1C (REFER TO SEPARATE DETAIL SHEETS)

STAGE 1D (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
4-10-14				6	ARK.			
				JOB NO.		BB0613	92	327

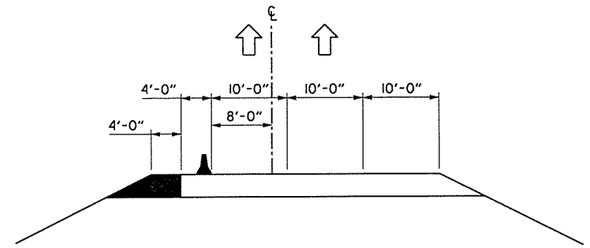
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IA QUANTITIES
TRAFFIC DRUMS = 1377 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 14168 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 16418 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16418 LIN. FT.

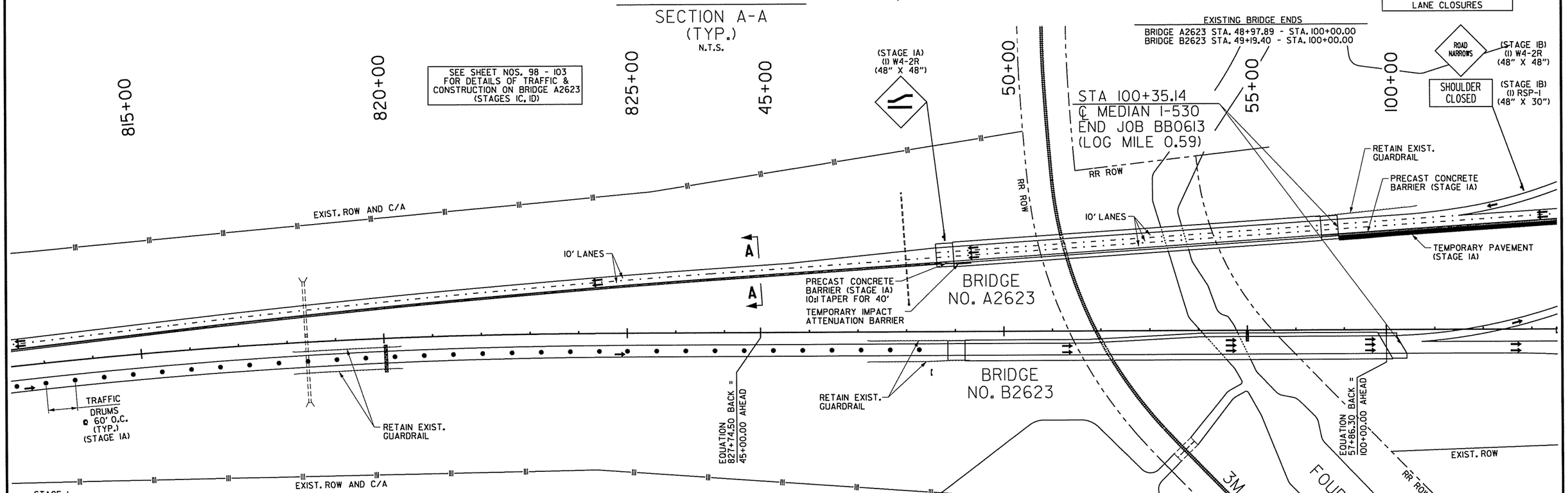
STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



SECTION A-A
(TYP.)
N.T.S.



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE IA, IC, ID TRAFFIC
- STAGE IB SB TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHMAD
04-16-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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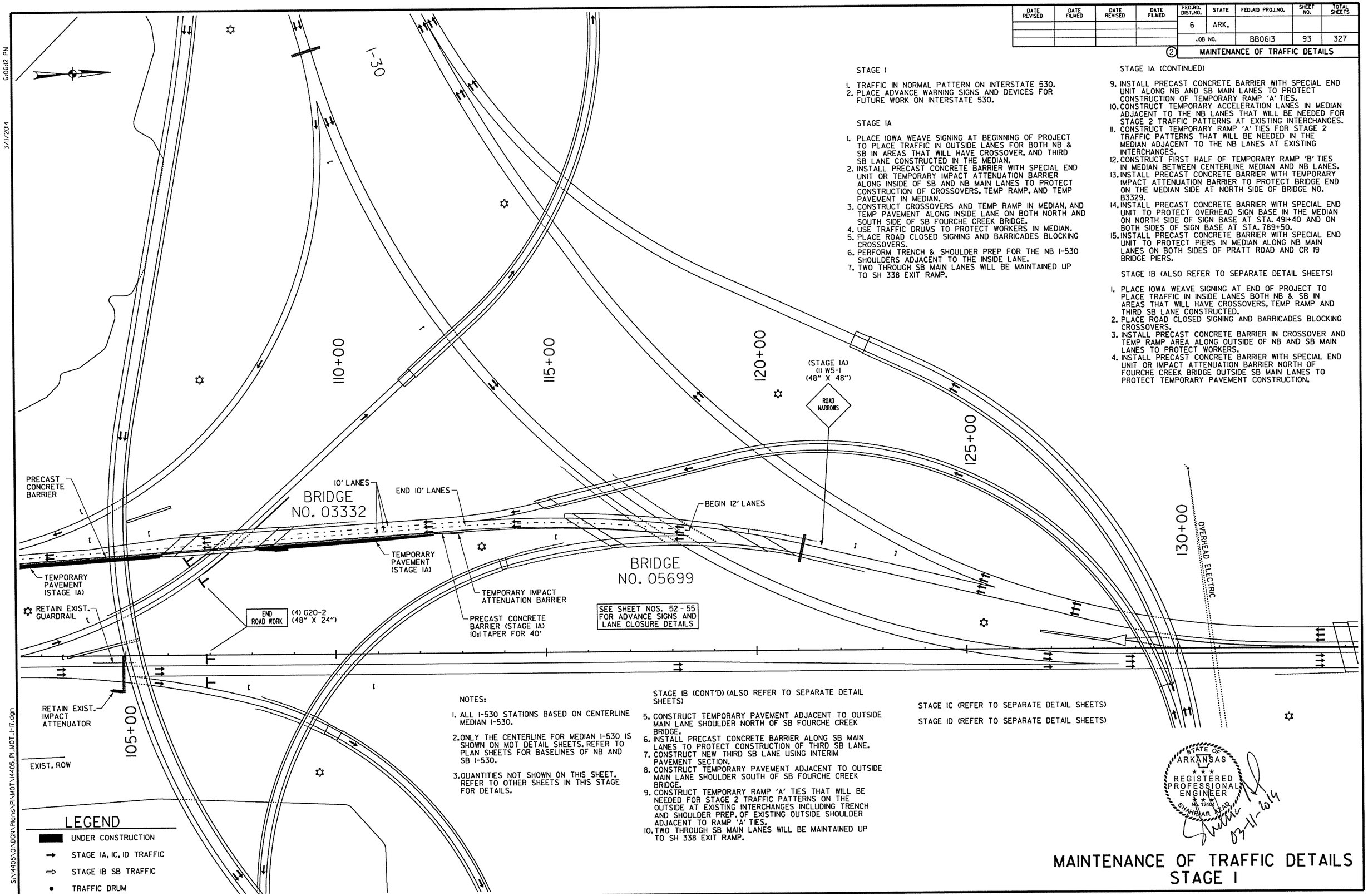
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	93	327

(2) MAINTENANCE OF TRAFFIC DETAILS



STAGE I

1. TRAFFIC IN NORMAL PATTERN ON INTERSTATE 530.
2. PLACE ADVANCE WARNING SIGNS AND DEVICES FOR FUTURE WORK ON INTERSTATE 530.

STAGE IA

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVER, AND THIRD SB LANE CONSTRUCTED IN THE MEDIAN.
2. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF SB AND NB MAIN LANES TO PROTECT CONSTRUCTION OF CROSSOVERS, TEMP RAMP, AND TEMP PAVEMENT IN MEDIAN.
3. CONSTRUCT CROSSOVERS AND TEMP RAMP IN MEDIAN, AND TEMP PAVEMENT ALONG INSIDE LANE ON BOTH NORTH AND SOUTH SIDE OF SB FOURCHE CREEK BRIDGE.
4. USE TRAFFIC DRUMS TO PROTECT WORKERS IN MEDIAN.
5. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
6. PERFORM TRENCH & SHOULDER PREP FOR THE NB I-530 SHOULDERS ADJACENT TO THE INSIDE LANE.
7. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IA (CONTINUED)

9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT ALONG NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF TEMPORARY RAMP 'A' TIES.
10. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE NB LANES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
11. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 2 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE NB LANES AT EXISTING INTERCHANGES.
12. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND NB LANES.
13. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT NORTH SIDE OF BRIDGE NO. B3329.
14. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN THE MEDIAN ON NORTH SIDE OF SIGN BASE AT STA. 491+40 AND ON BOTH SIDES OF SIGN BASE AT STA. 789+50.
15. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT PIERS IN MEDIAN ALONG NB MAIN LANES ON BOTH SIDES OF PRATT ROAD AND CR 19 BRIDGE PIERS.

STAGE IB (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

NOTES:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.
3. QUANTITIES NOT SHOWN ON THIS SHEET. REFER TO OTHER SHEETS IN THIS STAGE FOR DETAILS.

STAGE IB (CONT'D) (ALSO REFER TO SEPARATE DETAIL SHEETS)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STAGE IC (REFER TO SEPARATE DETAIL SHEETS)

STAGE ID (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHAHRIAR KHAN
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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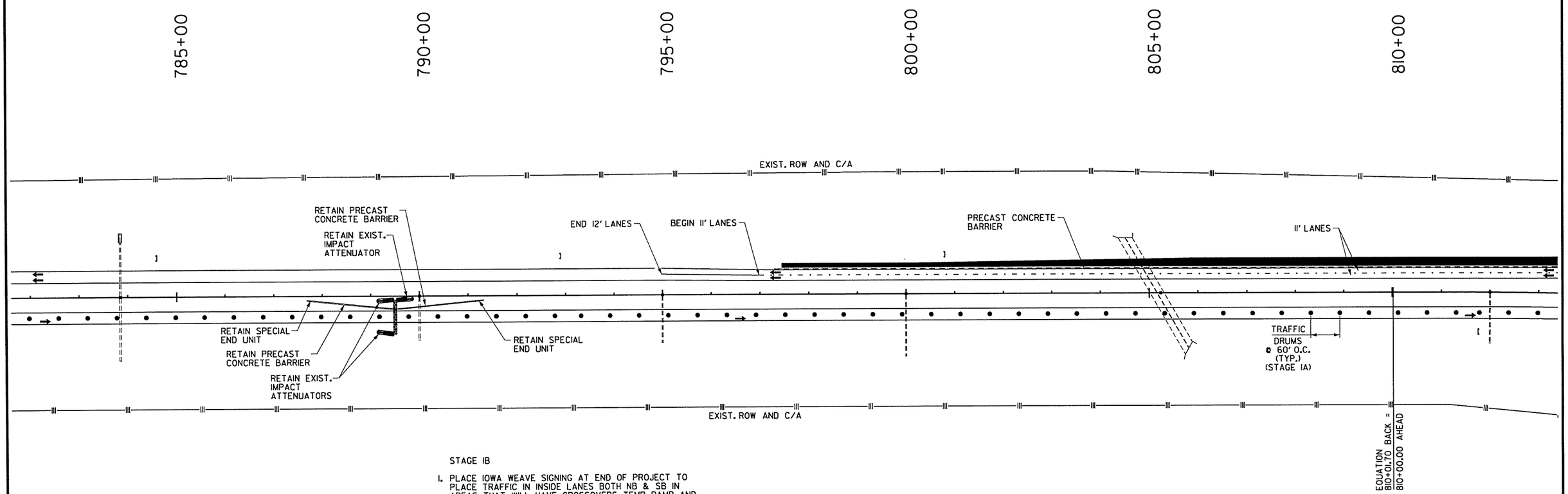
				6	ARK.			
				JOB NO.		BB0613	94	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.



STAGE IB

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.
5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE IB TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
SUBSTAGE IB-1

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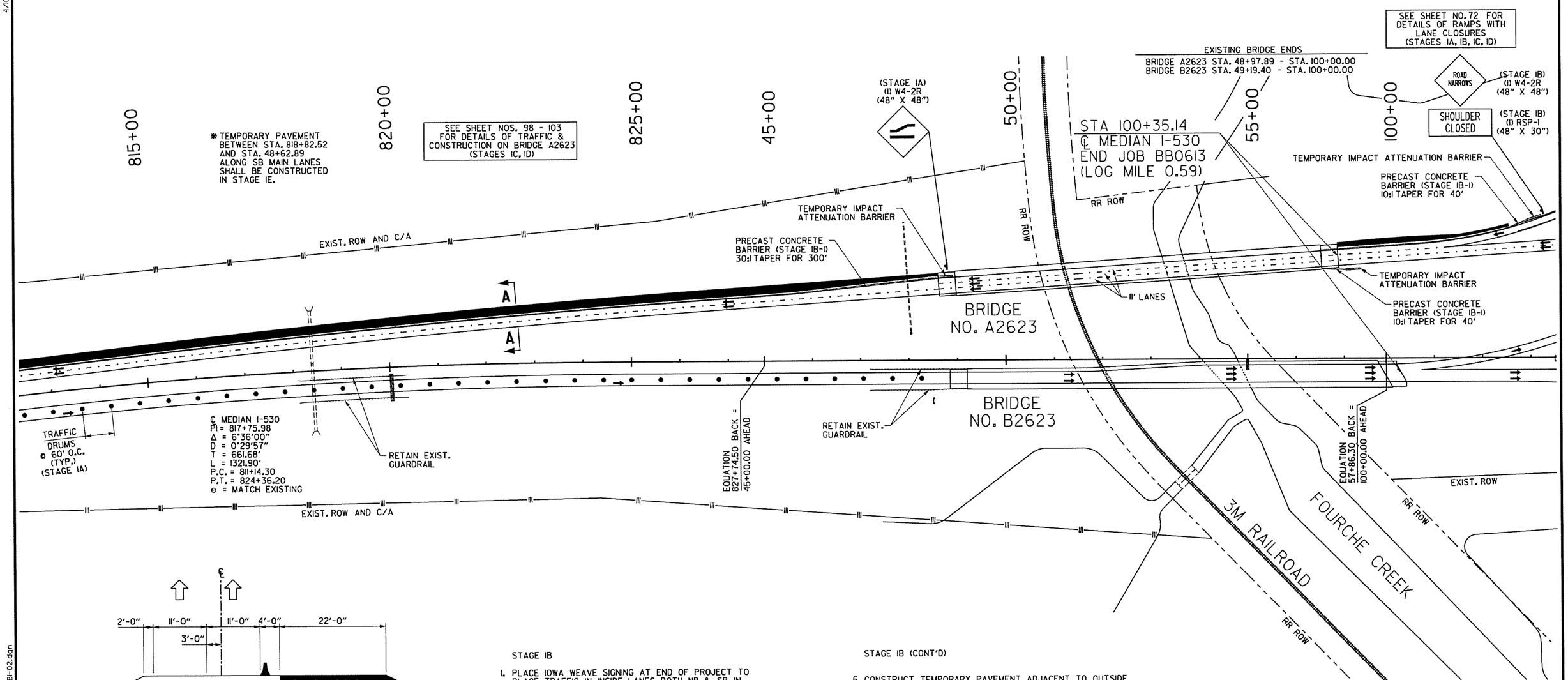
4-10-14				6	ARK.			
				JOB NO.		BB0613	95	327

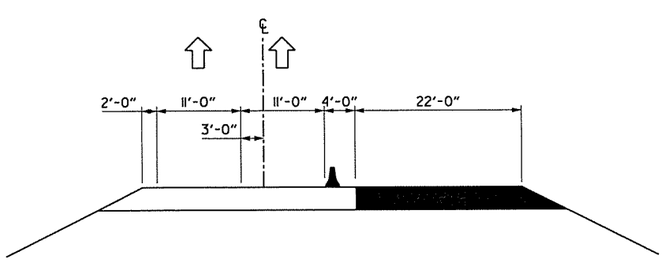
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.





SECTION A-A
(TYP.)
N.T.S.

STAGE IB

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE IB TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZMD
04-10-2014

MAINTENANCE OF TRAFFIC DETAILS
SUBSTAGE IB-1

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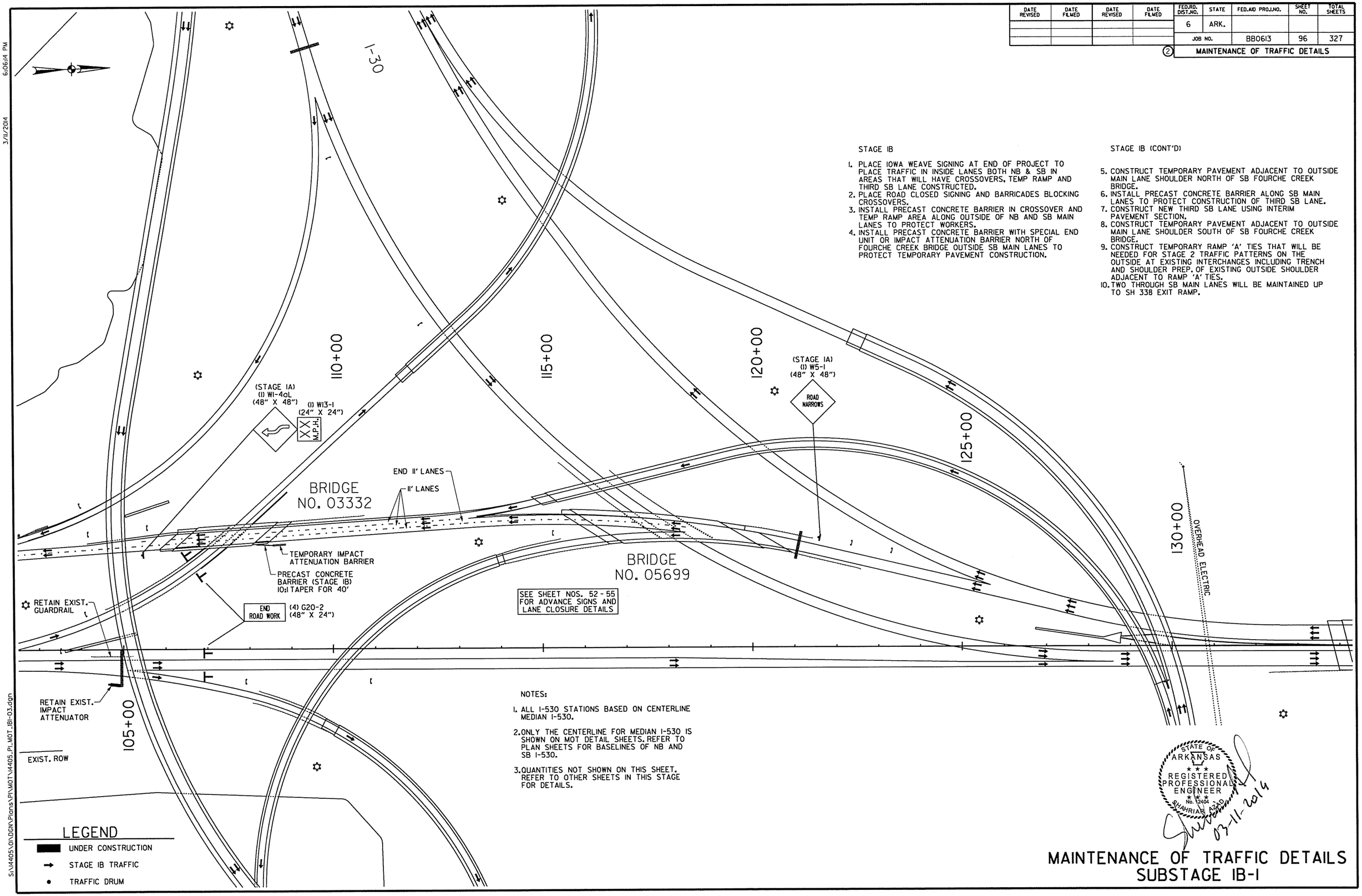
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	96	327

② MAINTENANCE OF TRAFFIC DETAILS



STAGE IB

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. INSTALL PRECAST CONCRETE BARRIER IN CROSSOVER AND TEMP RAMP AREA ALONG OUTSIDE OF NB AND SB MAIN LANES TO PROTECT WORKERS.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT OR IMPACT ATTENUATION BARRIER NORTH OF FOURCHE CREEK BRIDGE OUTSIDE SB MAIN LANES TO PROTECT TEMPORARY PAVEMENT CONSTRUCTION.

STAGE IB (CONT'D)

5. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER NORTH OF SB FOURCHE CREEK BRIDGE.
6. INSTALL PRECAST CONCRETE BARRIER ALONG SB MAIN LANES TO PROTECT CONSTRUCTION OF THIRD SB LANE.
7. CONSTRUCT NEW THIRD SB LANE USING INTERIM PAVEMENT SECTION.
8. CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO OUTSIDE MAIN LANE SHOULDER SOUTH OF SB FOURCHE CREEK BRIDGE.
9. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 2 TRAFFIC PATTERNS ON THE OUTSIDE AT EXISTING INTERCHANGES INCLUDING TRENCH AND SHOULDER PREP. OF EXISTING OUTSIDE SHOULDER ADJACENT TO RAMP 'A' TIES.
10. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

NOTES:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.
3. QUANTITIES NOT SHOWN ON THIS SHEET. REFER TO OTHER SHEETS IN THIS STAGE FOR DETAILS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADLI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
SUBSTAGE IB-1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	97	327

② MAINTENANCE OF TRAFFIC DETAILS

NOTES:

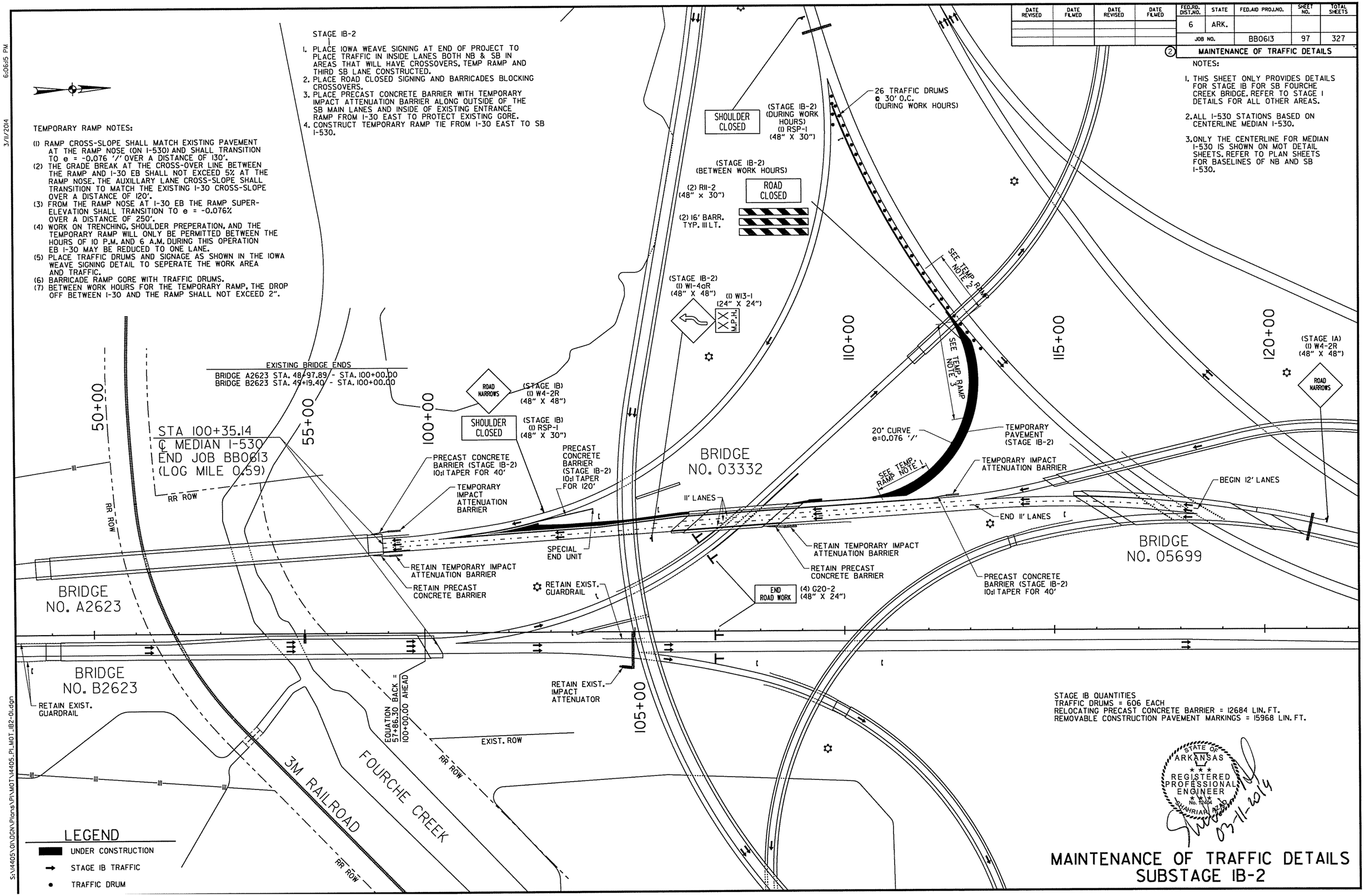
1. THIS SHEET ONLY PROVIDES DETAILS FOR STAGE IB FOR SB FOURCHE CREEK BRIDGE. REFER TO STAGE I DETAILS FOR ALL OTHER AREAS.
2. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
3. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.

STAGE IB-2

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES BOTH NB & SB IN AREAS THAT WILL HAVE CROSSOVERS, TEMP RAMP AND THIRD SB LANE CONSTRUCTED.
2. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.
3. PLACE PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG OUTSIDE OF THE SB MAIN LANES AND INSIDE OF EXISTING ENTRANCE RAMP FROM I-30 EAST TO PROTECT EXISTING GORE.
4. CONSTRUCT TEMPORARY RAMP TIE FROM I-30 EAST TO SB I-530.

TEMPORARY RAMP NOTES:

(1) RAMP CROSS-SLOPE SHALL MATCH EXISTING PAVEMENT AT THE RAMP NOSE (ON I-530) AND SHALL TRANSITION TO e = -0.076 '/' OVER A DISTANCE OF 130'.
(2) THE GRADE BREAK AT THE CROSS-OVER LINE BETWEEN THE RAMP AND I-30 EB SHALL NOT EXCEED 5% AT THE RAMP NOSE. THE AUXILLARY LANE CROSS-SLOPE SHALL TRANSITION TO MATCH THE EXISTING I-30 CROSS-SLOPE OVER A DISTANCE OF 120'.
(3) FROM THE RAMP NOSE AT I-30 EB THE RAMP SUPER-ELEVATION SHALL TRANSITION TO e = -0.076% OVER A DISTANCE OF 250'.
(4) WORK ON TRENCHING, SHOULDER PREPERATION, AND THE TEMPORARY RAMP WILL ONLY BE PERMITTED BETWEEN THE HOURS OF 10 P.M. AND 6 A.M. DURING THIS OPERATION EB I-30 MAY BE REDUCED TO ONE LANE.
(5) PLACE TRAFFIC DRUMS AND SIGNAGE AS SHOWN IN THE IOWA WEAVE SIGNING DETAIL TO SEPERATE THE WORK AREA AND TRAFFIC.
(6) BARRICADE RAMP GORE WITH TRAFFIC DRUMS.
(7) BETWEEN WORK HOURS FOR THE TEMPORARY RAMP, THE DROP OFF BETWEEN I-30 AND THE RAMP SHALL NOT EXCEED 2".



STAGE IB QUANTITIES
TRAFFIC DRUMS = 606 EACH
RELOCATING PRECAST CONCRETE BARRIER = 12684 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15968 LIN. FT.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ADLI 03-11-2014

MAINTENANCE OF TRAFFIC DETAILS SUBSTAGE IB-2

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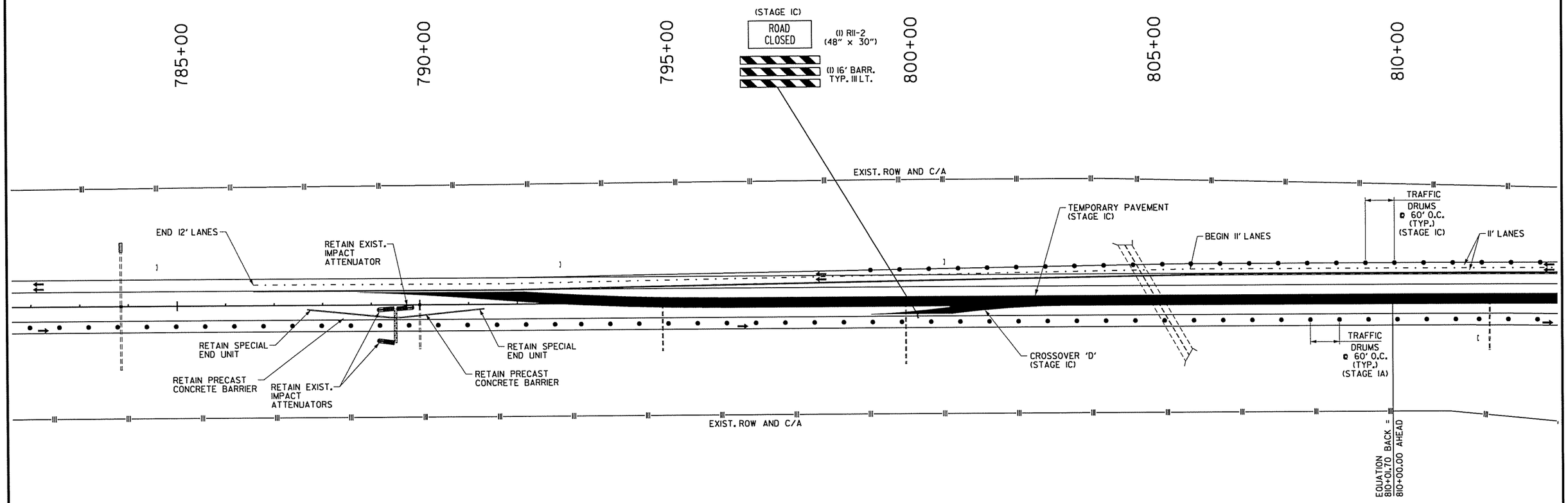
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	98	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IC QUANTITIES
TRAFFIC DRUMS = 104 EACH
RELOCATING PRECAST CONCRETE BARRIER = 4444 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2317 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 4701 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16103 LIN. FT.



STAGE IC

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. SHIFT TRAFFIC FROM EXISTING ENTRANCE RAMP FROM EB I-30 TO TEMPORARY RAMP TIE FROM EB I-30.
3. PLACE BARRICADE AND TRAFFIC DRUMS ACROSS EXISTING RAMP FROM EB I-30.
4. CONSTRUCT INSIDE MAIN LANE SB FOURCHE CREEK BRIDGE (HYDRODEMOLITION AND VESLMC) INCLUDING THE TRANSITION PERMANENT PAVEMENT ALONG WITH THE TEMPORARY PAVEMENT IN THE MEDIAN ON THE SOUTH SIDE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE OUTSIDE AT THE APPROACH SIDE OF BRIDGE NO. A2623.
6. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE IC TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
SUBSTAGE IC

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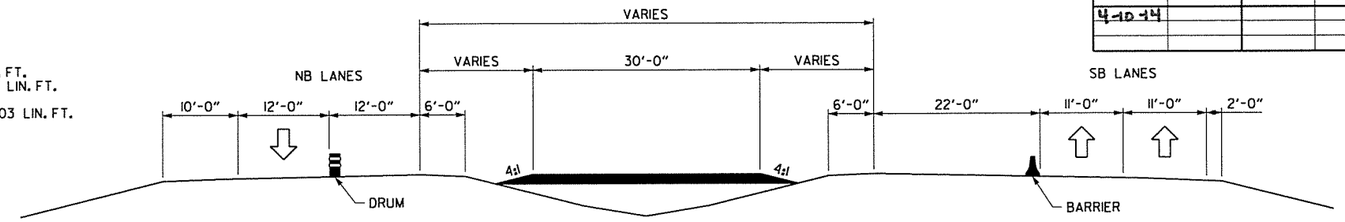
4-10-14			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	99	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE IC QUANTITIES
TRAFFIC DRUMS = 104 EACH
RELOCATING PRECAST CONCRETE BARRIER = 4444 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2317 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 4701 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16103 LIN. FT.



REFER TO SHEET 74 FOR DETAILS OF PAVEMENT SECTIONS

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.

SEE SHEET NO. 72 FOR DETAILS OF RAMPS WITH LANE CLOSURES (STAGES IA, IB, IC, ID)

SECTION A-A (TYP.)

EXISTING BRIDGE ENDS
BRIDGE A2623 STA. 48+97.89 - STA. 100+00.00
BRIDGE B2623 STA. 49+19.40 - STA. 100+00.00

815+00
820+00
825+00
45+00
50+00
55+00
100+00

STA 100+35.14
℄ MEDIAN I-530
END JOB BB0613
(LOG MILE 0.59)

ROAD NARROWS
(STAGE IC) (1) W4-2R (48" X 48")
(STAGE IC) (1) W4-2R (48" X 48")
SHOULDER CLOSED
(STAGE IC) (1) RSP-1 (48" X 30")

TEMPORARY IMPACT ATTENUATION BARRIER
PRECAST CONCRETE BARRIER
END 11' LANES
TRAFFIC DRUMS @ 120' O.C. (TYP.) (STAGE IC)
EXIST. ROW AND C/A
RR ROW
10' LANES
BEGIN 11' LANES
TEMP. PAVE. (STAGE IC)
2" R.C.
RETAIN TEMPORARY IMPACT ATTENUATION BARRIER
RETAIN PRECAST CONCRETE BARRIER
END 10' LANES
BEGIN 10' LANES
BRIDGE NO. A2623
BRIDGE NO. B2623
A
A
TRAFFIC DRUMS @ 60' O.C. (TYP.) (STAGE IA)
℄ MEDIAN I-530
PI = 817+75.98
Δ = 6°36'00"
D = 0°29'57"
T = 661.68'
L = 1321.90'
P.C. = 811+14.30
P.T. = 824+36.20
e = MATCH EXISTING
RETAIN EXIST. GUARDRAIL
EQUATION 827+74.50 BACK = 45+00.00 AHEAD
RETAIN EXIST. GUARDRAIL
EQUATION 57+86.30 BACK = 100+00.00 AHEAD
EXIST. ROW
EXIST. ROW AND C/A
3M RAILROAD
FOURCHE CREEK
RR ROW
RR ROW
RR ROW

STAGE IC

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. SHIFT TRAFFIC FROM EXISTING ENTRANCE RAMP FROM EB I-30 TO TEMPORARY RAMP TIE FROM EB I-30.
3. PLACE BARRICADE AND TRAFFIC DRUMS ACROSS EXISTING RAMP FROM EB I-30.
4. CONSTRUCT INSIDE MAIN LANE SB FOURCHE CREEK BRIDGE (HYDRODEMOLITION AND VESLMC) INCLUDING THE TRANSITION PERMANENT PAVEMENT ALONG WITH THE TEMPORARY PAVEMENT IN THE MEDIAN ON THE SOUTH SIDE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE OUTSIDE AT THE APPROACH SIDE OF BRIDGE NO. A2623.
6. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
04-10-2014

LEGEND
UNDER CONSTRUCTION
STAGE IC TRAFFIC
TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS SUBSTAGE IC

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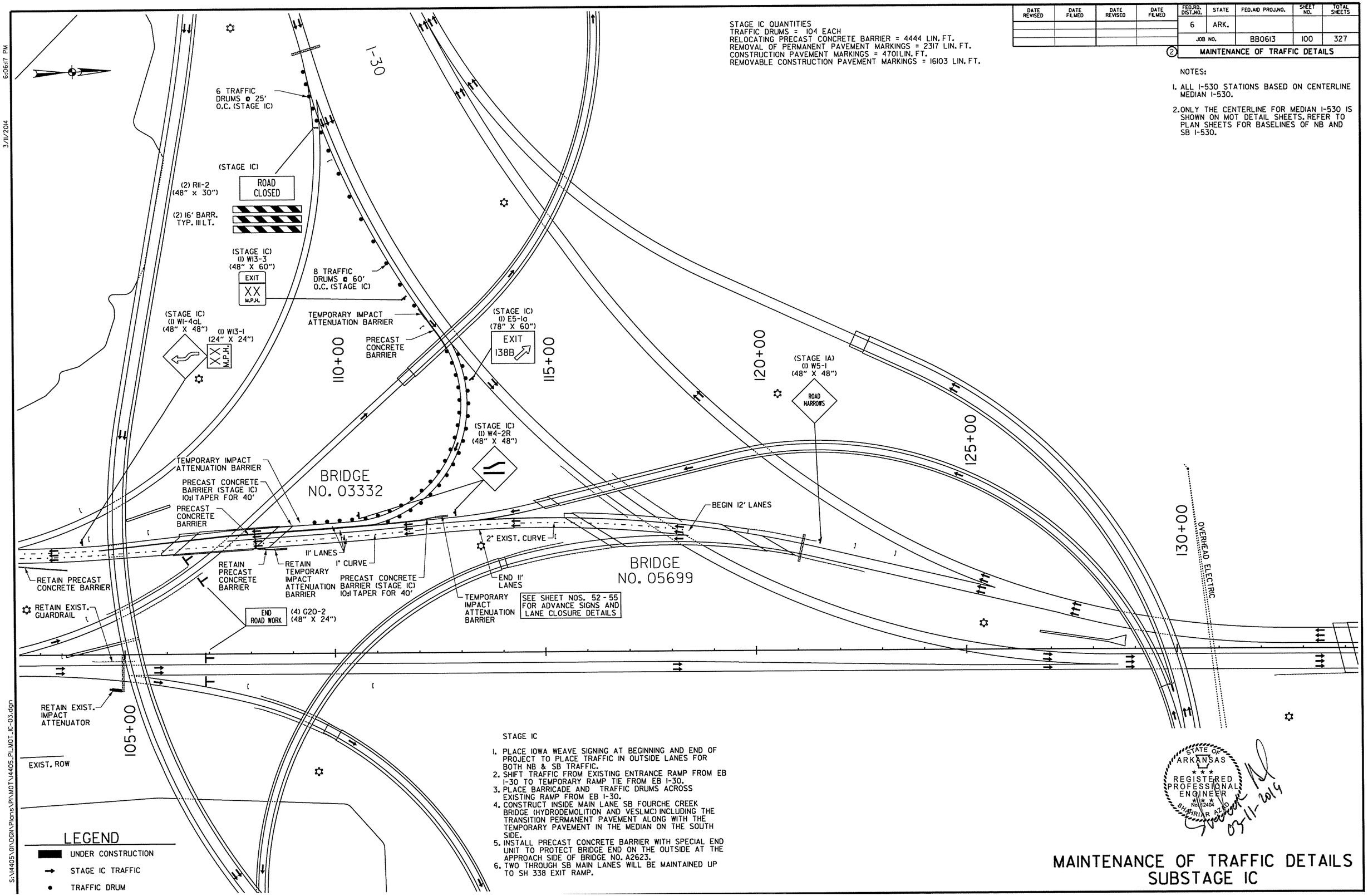
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	100	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE IC QUANTITIES
TRAFFIC DRUMS = 104 EACH
RELOCATING PRECAST CONCRETE BARRIER = 4444 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2317 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 47011 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 16103 LIN. FT.

NOTES:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE IC

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. SHIFT TRAFFIC FROM EXISTING ENTRANCE RAMP FROM EB I-30 TO TEMPORARY RAMP TIE FROM EB I-30.
3. PLACE BARRICADE AND TRAFFIC DRUMS ACROSS EXISTING RAMP FROM EB I-30.
4. CONSTRUCT INSIDE MAIN LANE SB FOURCHE CREEK BRIDGE (HYDRODEMOLITION AND VESLMC) INCLUDING THE TRANSITION PERMANENT PAVEMENT ALONG WITH THE TEMPORARY PAVEMENT IN THE MEDIAN ON THE SOUTH SIDE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE OUTSIDE AT THE APPROACH SIDE OF BRIDGE NO. A2623.
6. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHARRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS SUBSTAGE IC

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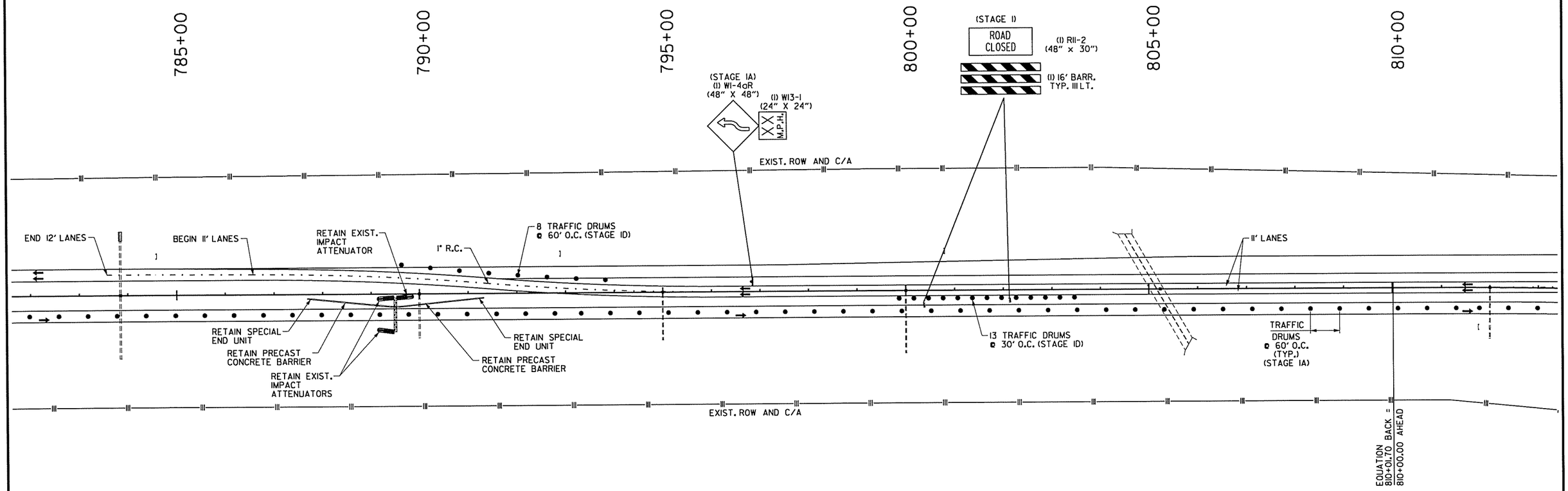
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	101	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE ID QUANTITIES
TRAFFIC DRUMS = 81 EACH
RELOCATING PRECAST CONCRETE BARRIER = 5955 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 900 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 4701 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 13932 LIN. FT.



STAGE 1D

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR SB TRAFFIC.
2. MAINTAIN USE OF TEMPORARY ENTRANCE RAMP FROM EB I-30.
3. CONSTRUCT OUTSIDE MAIN LANE OF SB FOURCHE CREEK BRIDGE (HYDRODEMOLITION AND VESLMC) INCLUDING THE TRANSITION PERMANENT PAVEMENT ON THE SOUTH SIDE.
4. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

LEGEND

- UNDER CONSTRUCTION
- STAGE 1D TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24104
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
SUBSTAGE 1D

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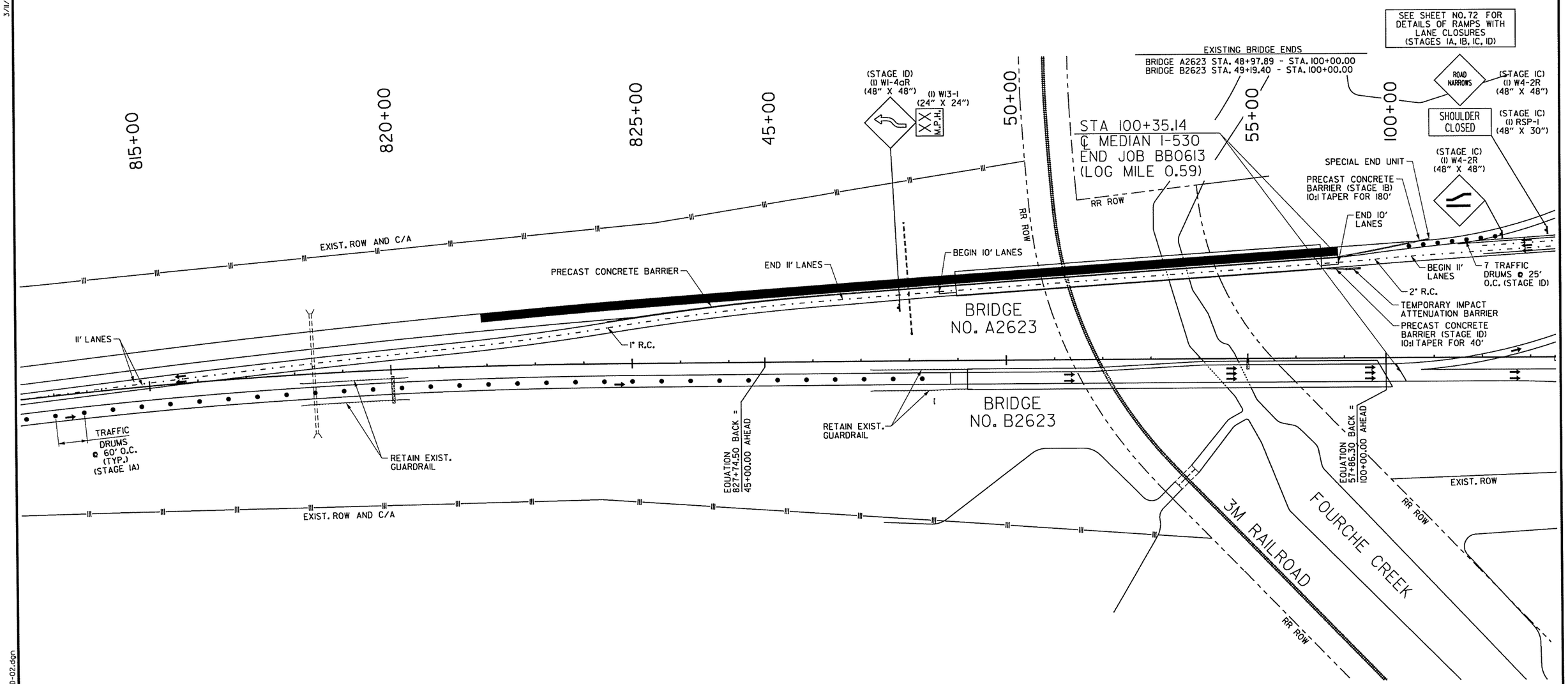
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	102	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE ID QUANTITIES
TRAFFIC DRUMS = 81 EACH
RELOCATING PRECAST CONCRETE BARRIER = 5955 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 900 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 4701 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 13932 LIN. FT.

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE 1D

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR SB TRAFFIC.
2. MAINTAIN USE OF TEMPORARY ENTRANCE RAMP FROM EB I-30.
3. CONSTRUCT OUTSIDE MAIN LANE OF SB FOURCHE CREEK BRIDGE (HYDRODEMOLITION AND VESLMC) INCLUDING THE TRANSITION PERMANENT PAVEMENT ON THE SOUTH SIDE.
4. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHARRIAR AZAD
03-11-2014

LEGEND

- UNDER CONSTRUCTION
- STAGE 1D TRAFFIC
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
SUBSTAGE 1D

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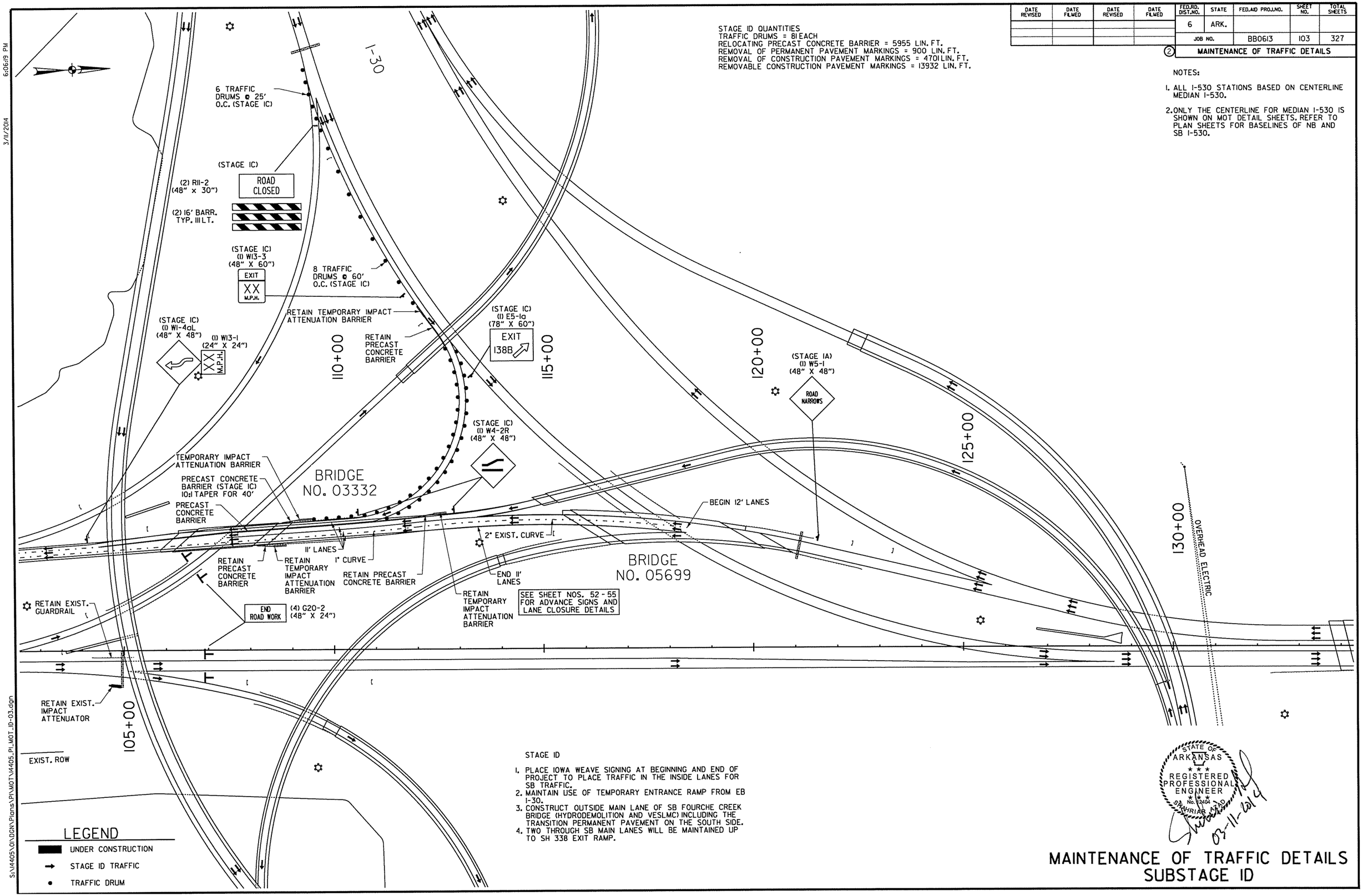
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	103	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE ID QUANTITIES
TRAFFIC DRUMS = 81 EACH
RELOCATING PRECAST CONCRETE BARRIER = 5955 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 900 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 4701 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 13932 LIN. FT.

NOTES:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE ID

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR SB TRAFFIC.
2. MAINTAIN USE OF TEMPORARY ENTRANCE RAMP FROM EB I-30.
3. CONSTRUCT OUTSIDE MAIN LANE OF SB FOURCHE CREEK BRIDGE (HYDRODEMOLITION AND VESLMC) INCLUDING THE TRANSITION PERMANENT PAVEMENT ON THE SOUTH SIDE.
4. TWO THROUGH SB MAIN LANES WILL BE MAINTAINED UP TO SH 338 EXIT RAMP.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
SUBSTAGE ID

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	104	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

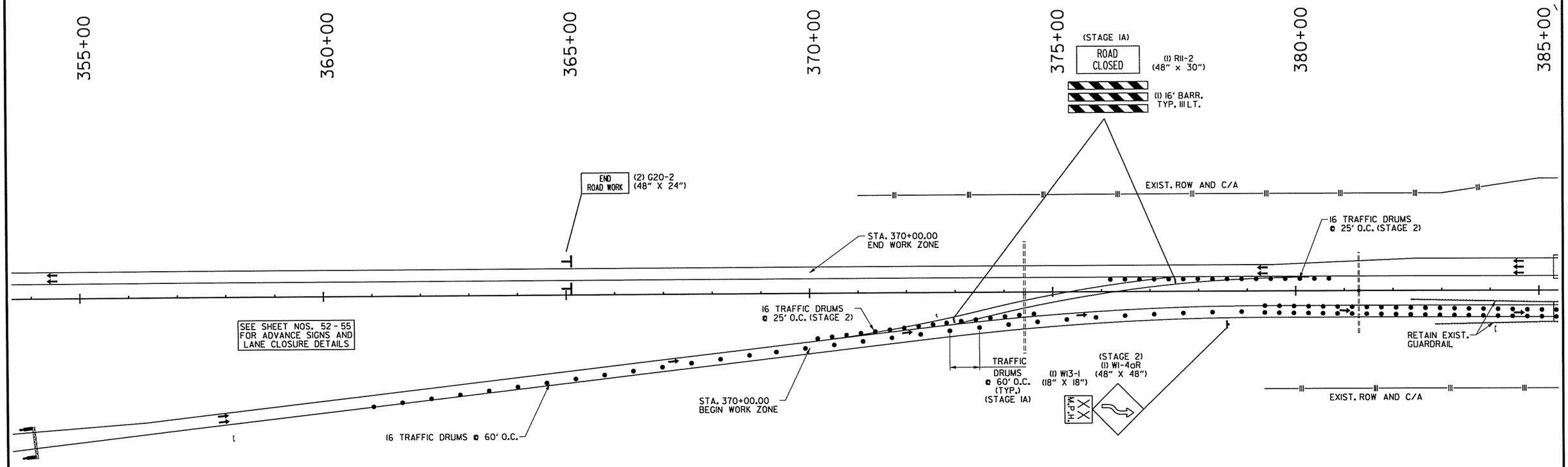
STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 281 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.

NOTE:

ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
S. HARRIAR BLVD.
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	105	327

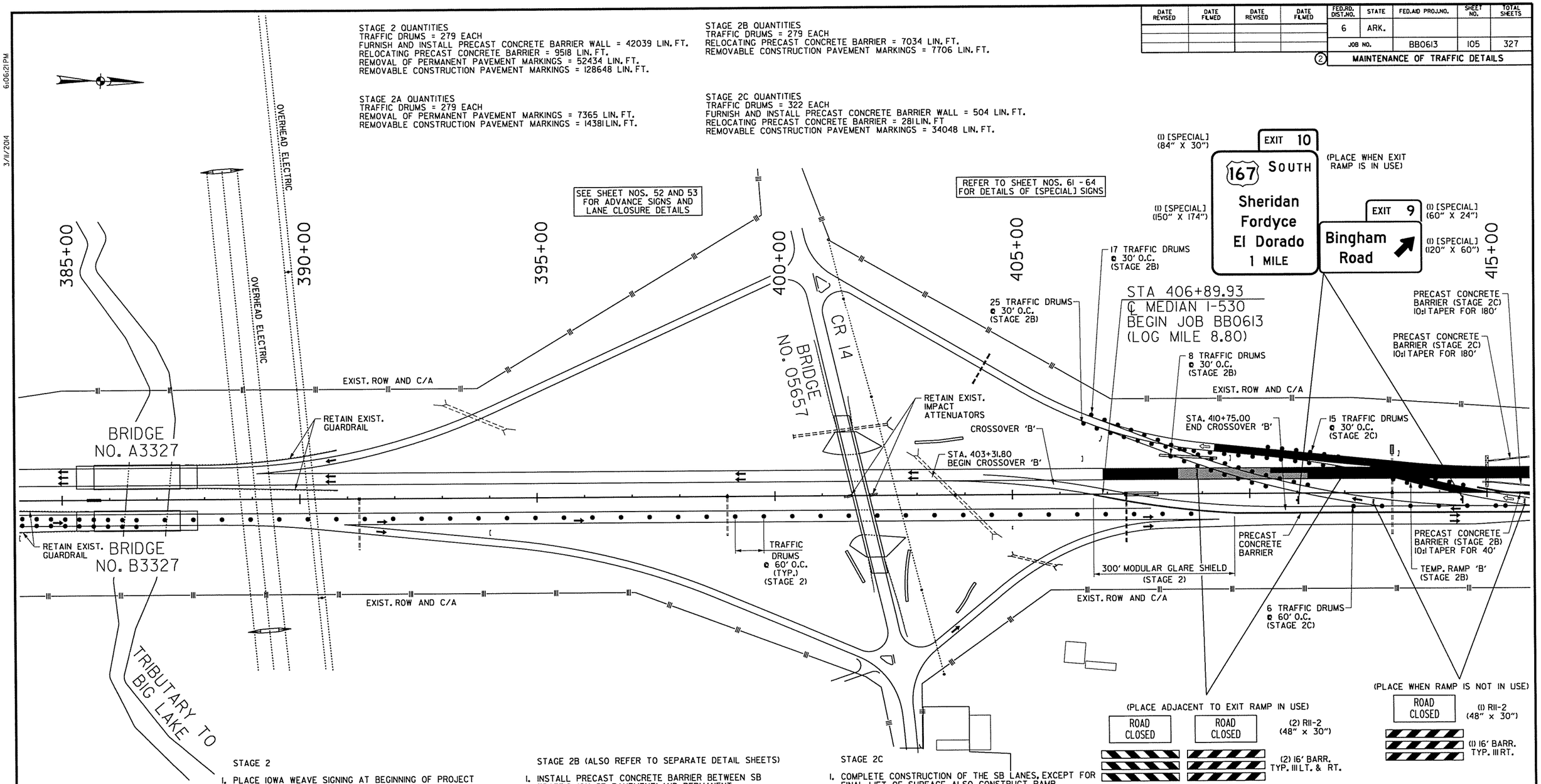
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 281 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
S. HARRIAR
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	106	327

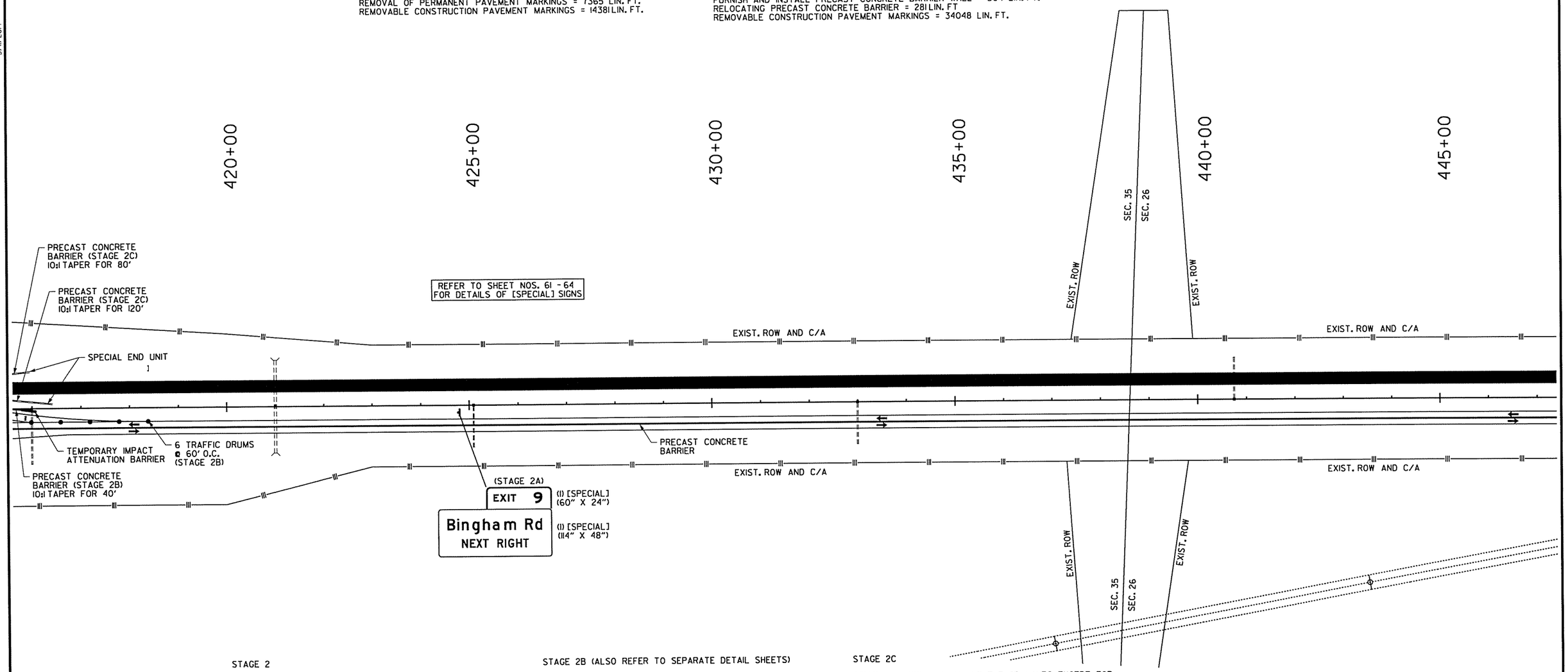
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 281 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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				6	ARK.			
				JOB NO.		BB0613	107	327

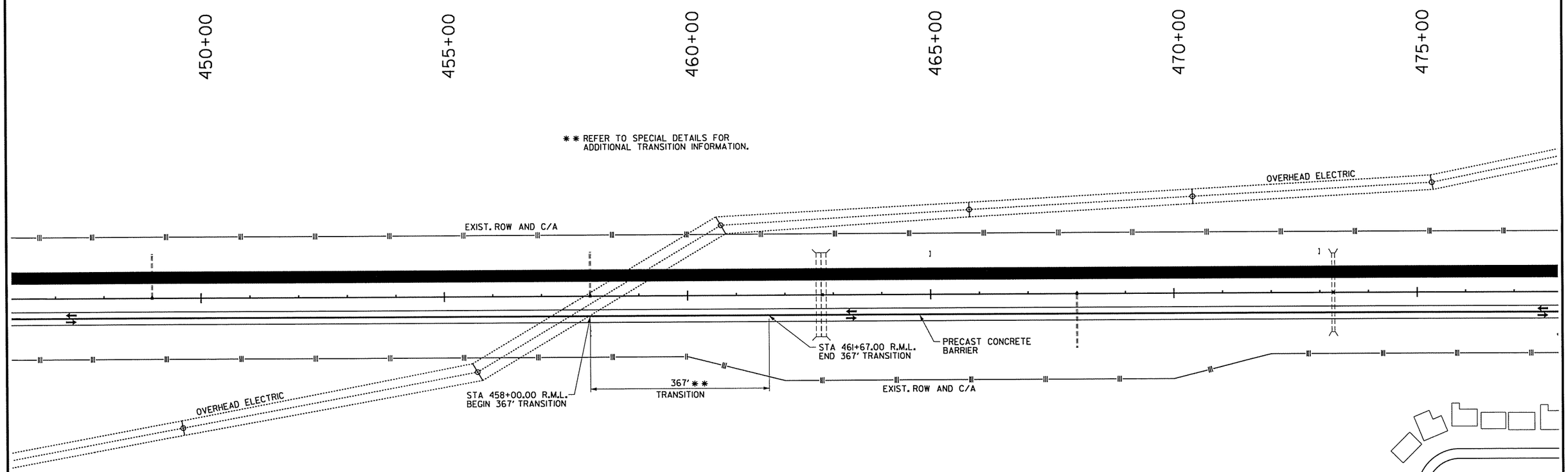
(2) MAINTENANCE OF TRAFFIC DETAILS

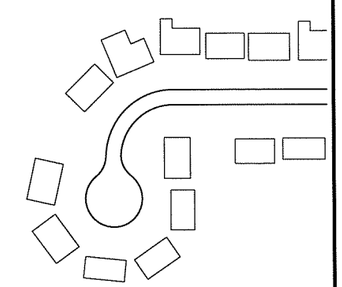
STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 2811LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.





STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	108	327

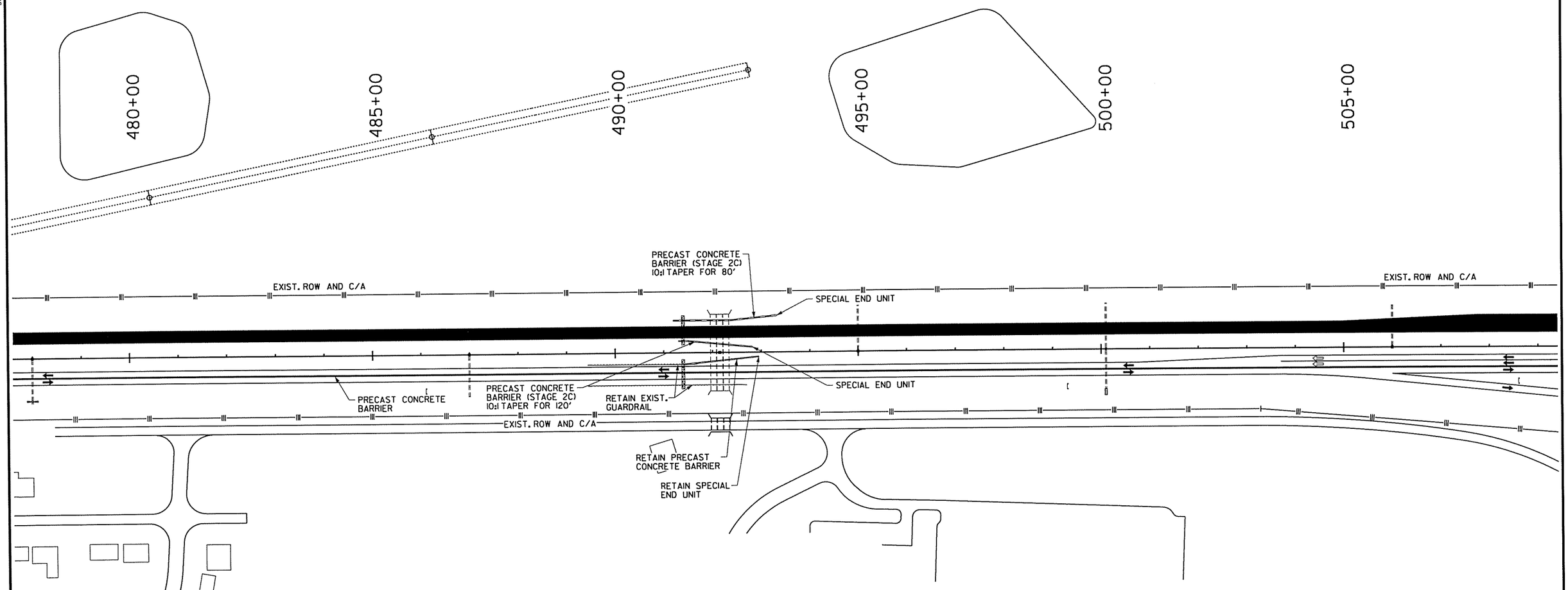
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 281 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12004
STEPHEN R. AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	109	327

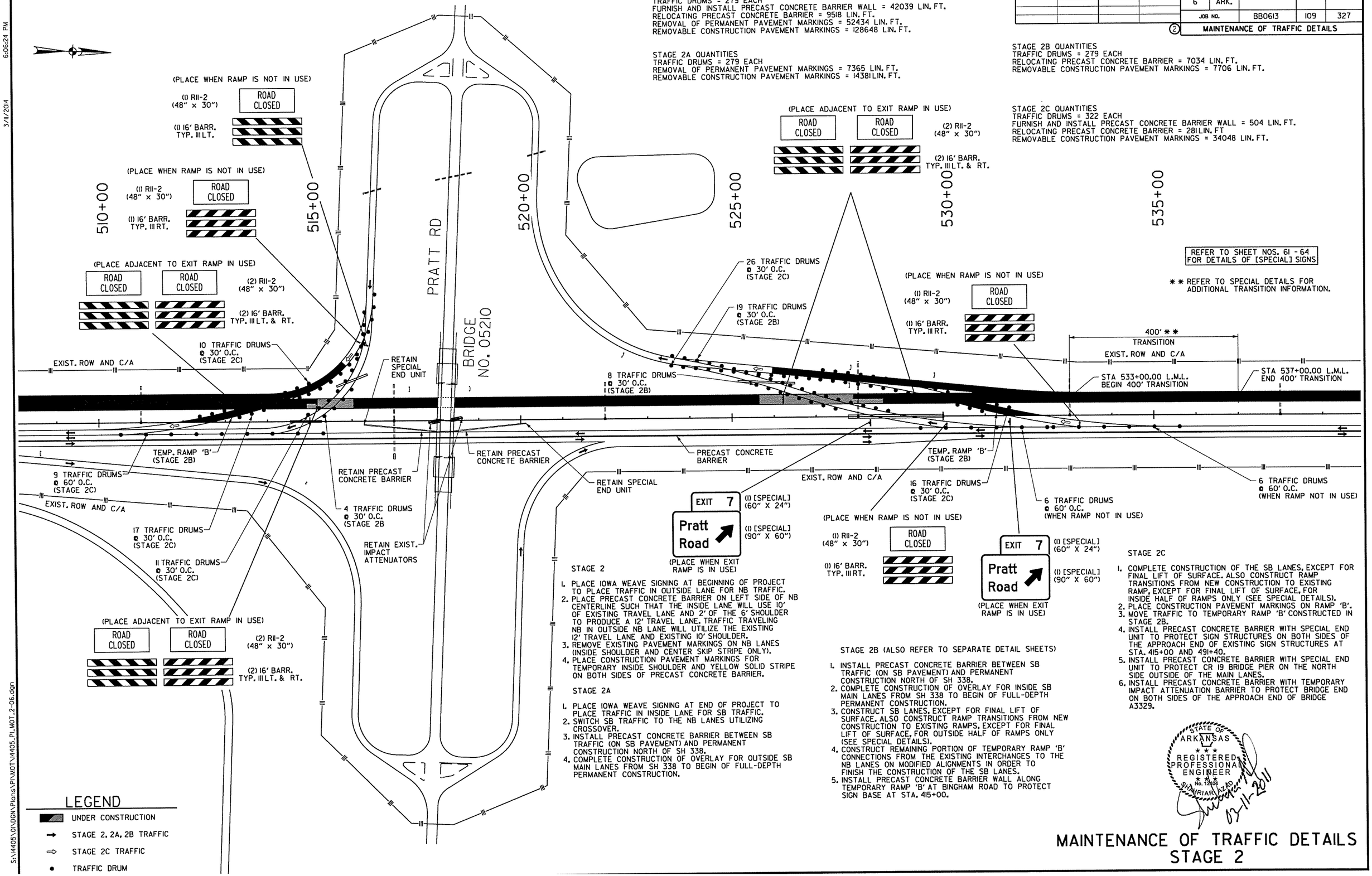
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 281 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
03-11-2011

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	110	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
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STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
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STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
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STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 2811 LIN. FT
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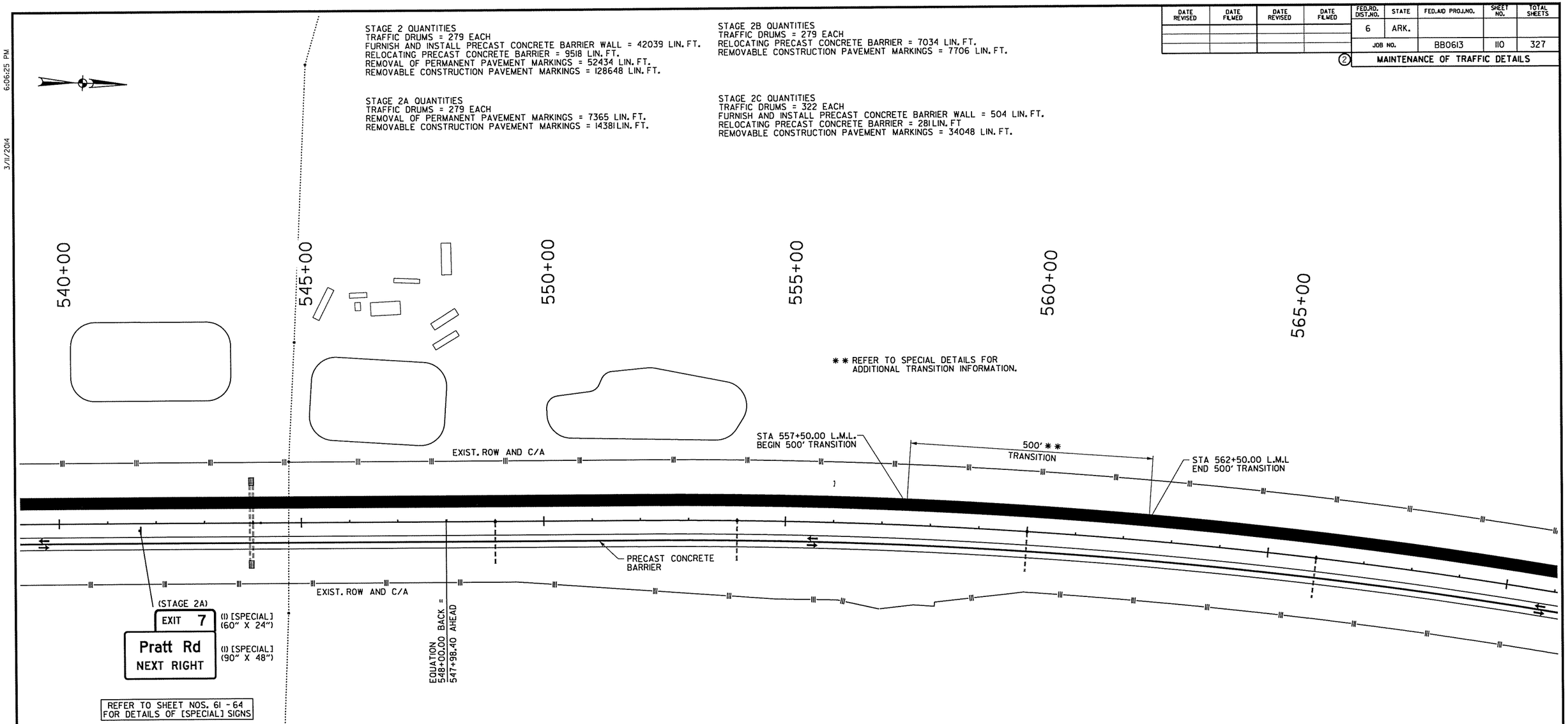

STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHARRIAR IZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	III	327

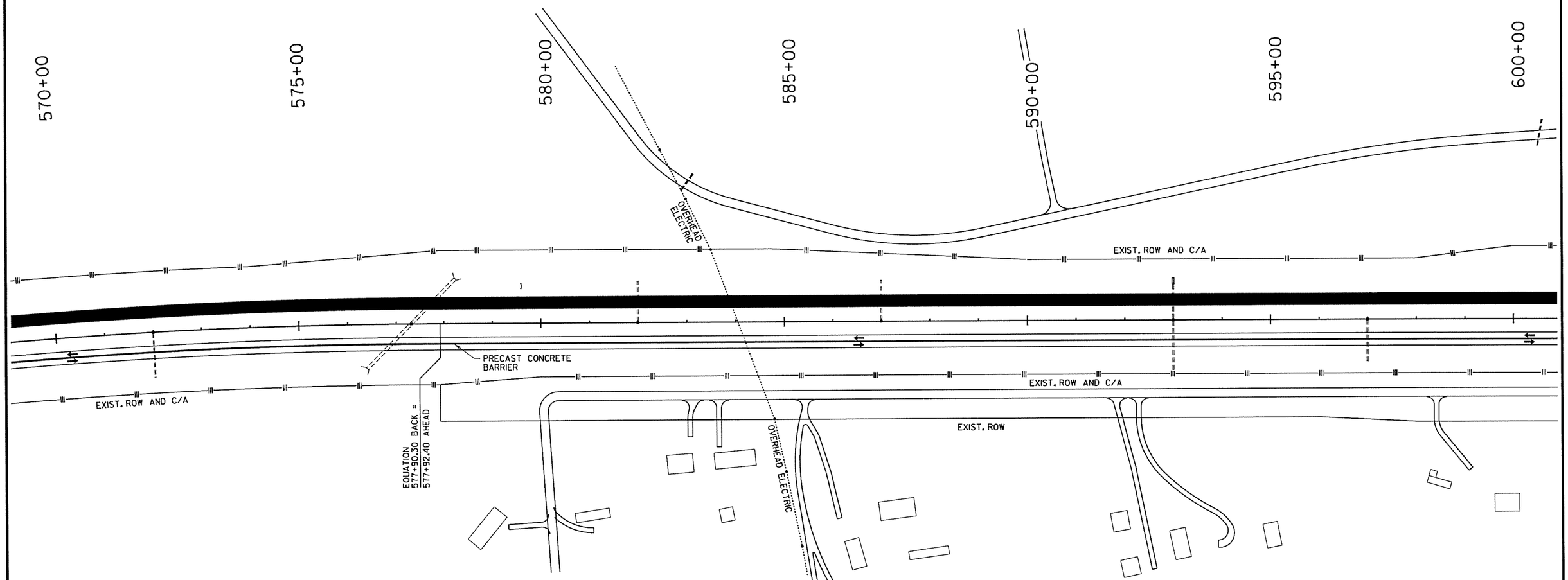
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 2811 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SIAMRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	112	327

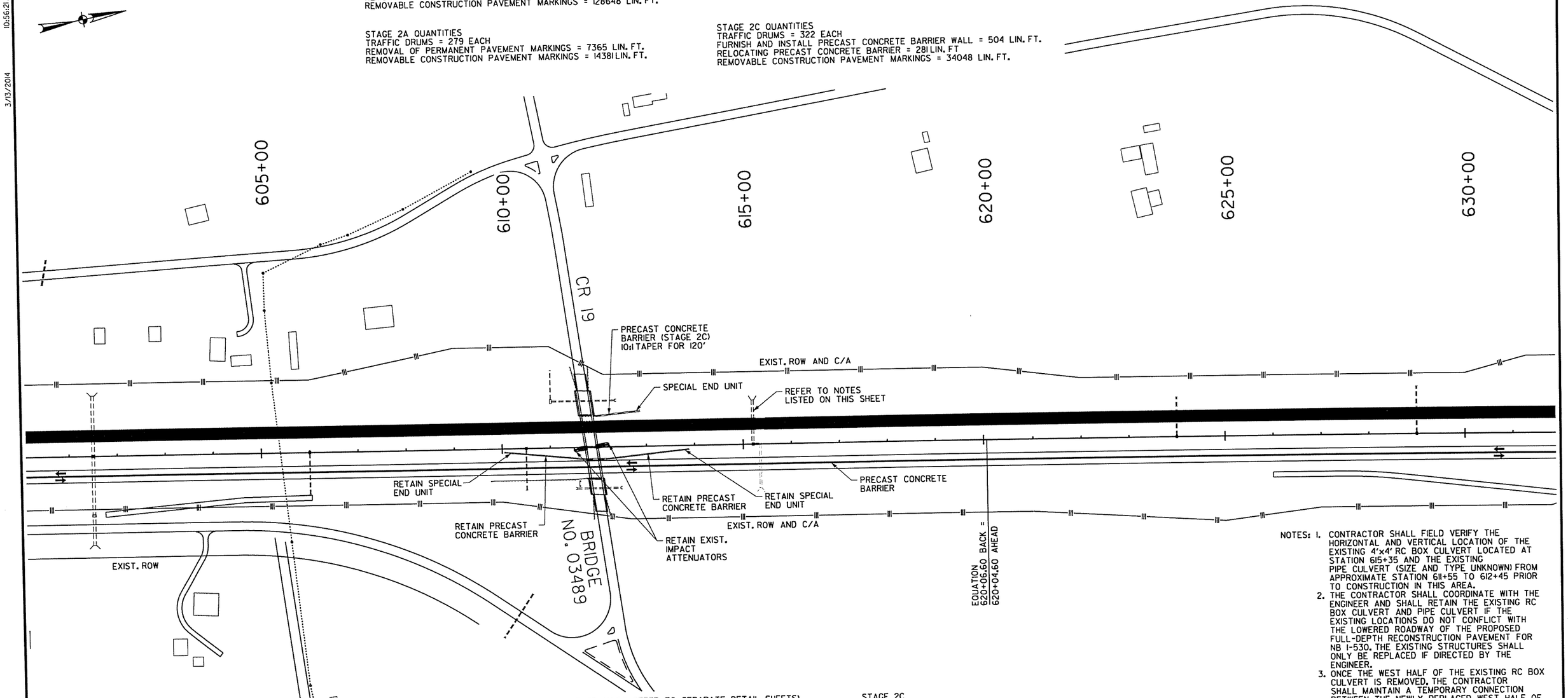
2 MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 281 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



NOTES:
1. CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING 4'x4' RC BOX CULVERT LOCATED AT STATION 615+35 AND THE EXISTING PIPE CULVERT (SIZE AND TYPE UNKNOWN) FROM APPROXIMATE STATION 611+55 TO 612+45 PRIOR TO CONSTRUCTION IN THIS AREA.
2. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND SHALL RETAIN THE EXISTING RC BOX CULVERT AND PIPE CULVERT IF THE EXISTING LOCATIONS DO NOT CONFLICT WITH THE LOWERED ROADWAY OF THE PROPOSED FULL-DEPTH RECONSTRUCTION PAVEMENT FOR NB I-530. THE EXISTING STRUCTURES SHALL ONLY BE REPLACED IF DIRECTED BY THE ENGINEER.
3. ONCE THE WEST HALF OF THE EXISTING RC BOX CULVERT IS REMOVED, THE CONTRACTOR SHALL MAINTAIN A TEMPORARY CONNECTION BETWEEN THE NEWLY REPLACED WEST HALF OF THE RC BOX CULVERT AND THE EAST HALF OF THE EXISTING BOX CULVERT WHICH IS STILL IN PLACE.
4. FIELD VERIFICATION, EXCAVATION OPERATIONS ABOVE THE TOP SLAB BEFORE REMOVAL AND DISPOSAL, COORDINATION FOR THIS WORK AND MAINTAINING THE TEMPORARY CONNECTION SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO OTHER ITEMS.

STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR IZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	113	327

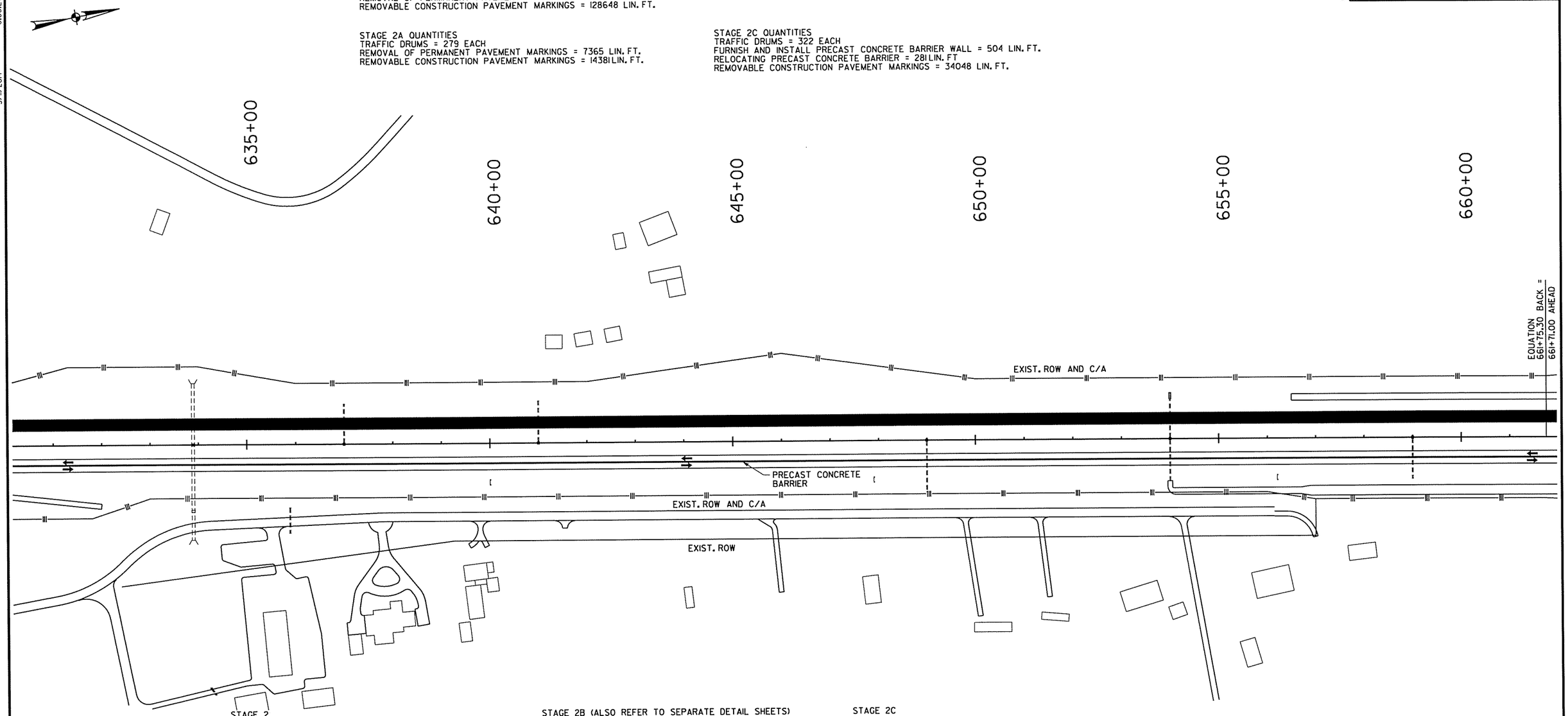
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 2811 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	114	327

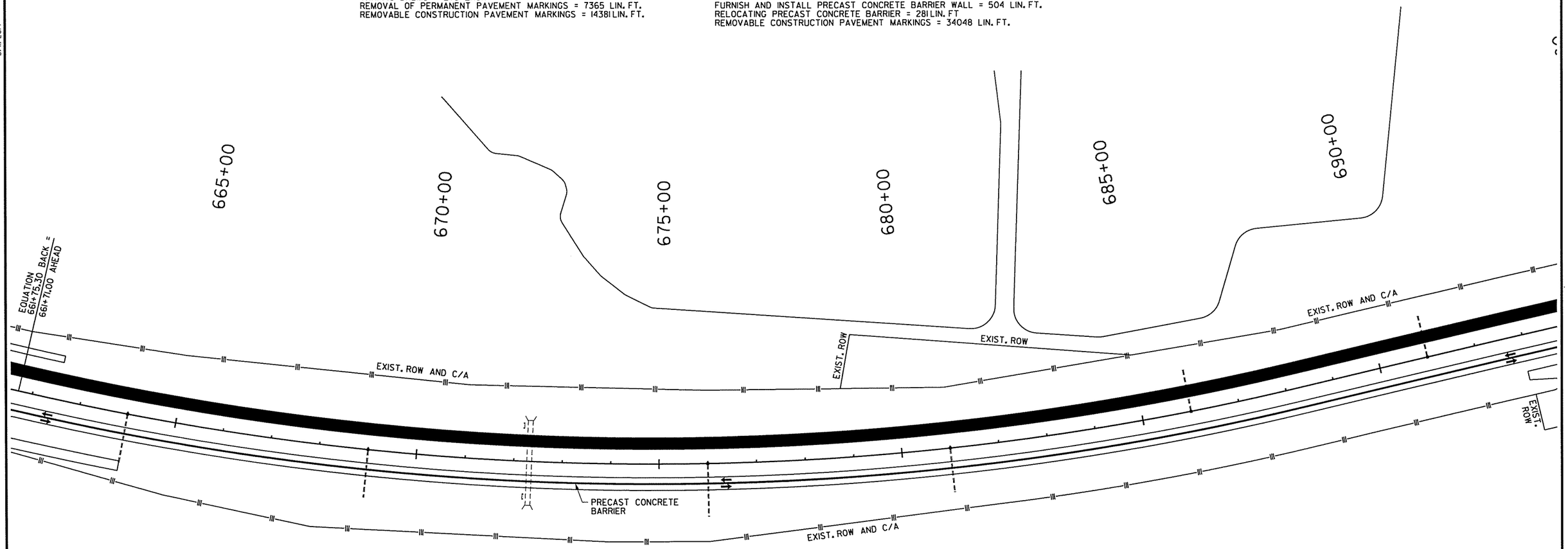
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 281 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR LAO
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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3/11/2014
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	115	327

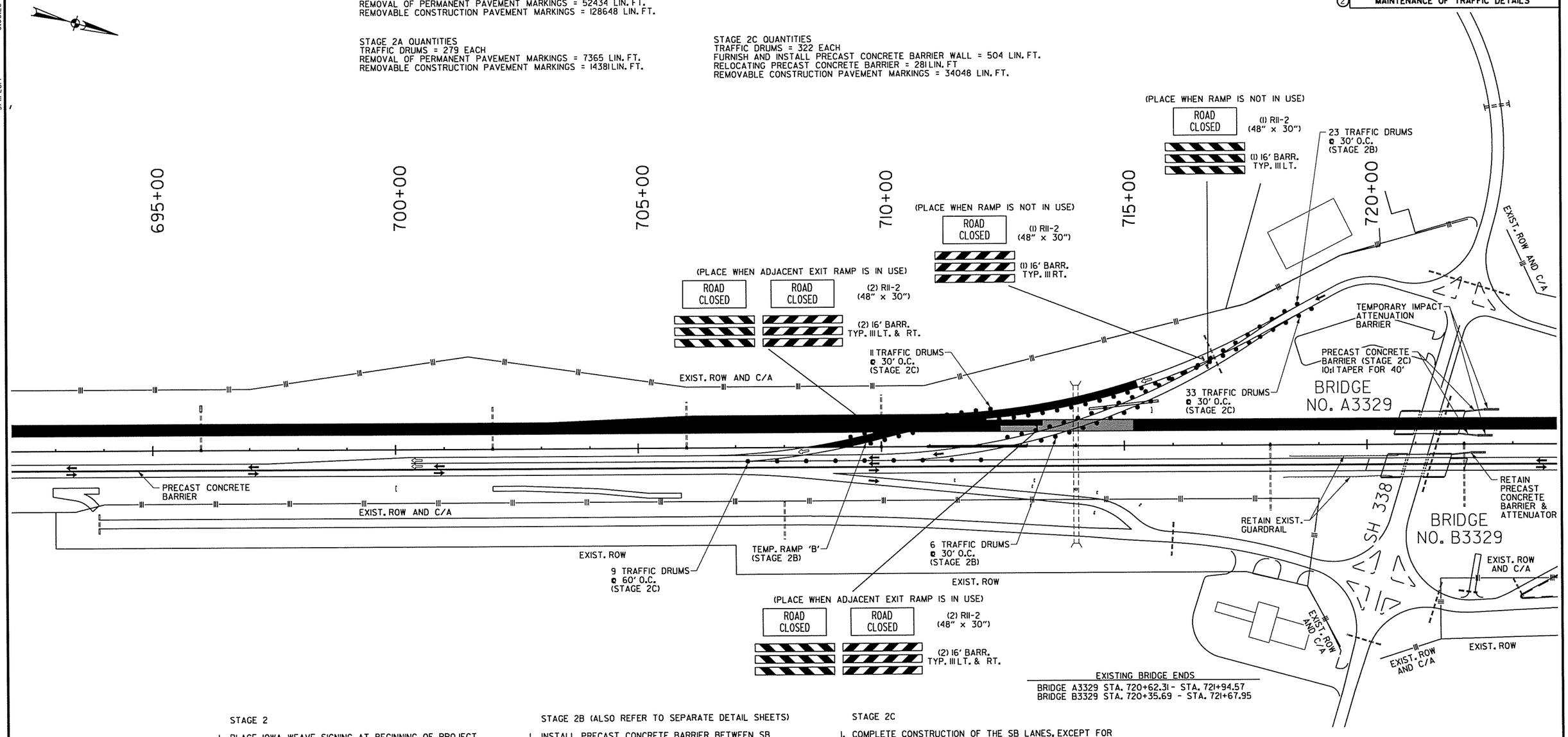
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 281 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



EXISTING BRIDGE ENDS
BRIDGE A3329 STA. 720+62.31 - STA. 721+94.57
BRIDGE B3329 STA. 720+35.69 - STA. 721+67.95

STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASLAMI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	116	327

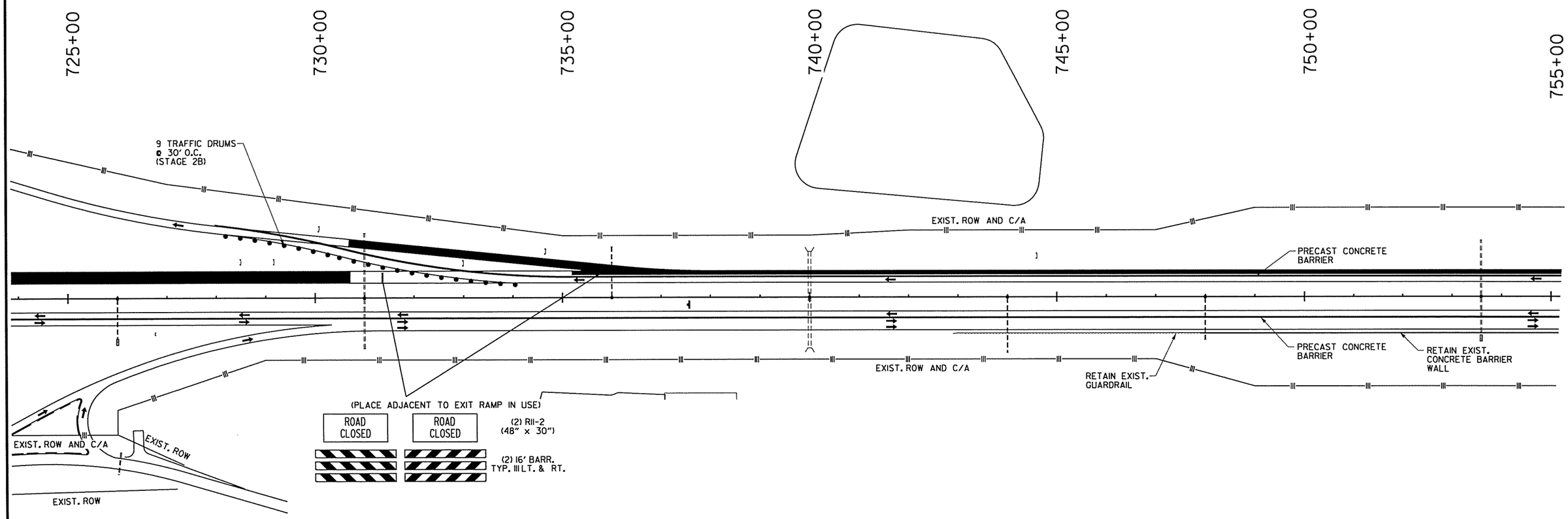
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 2811 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SKAHRIAR ABI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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				6	ARK.			
				JOB NO.		BB0613	117	327

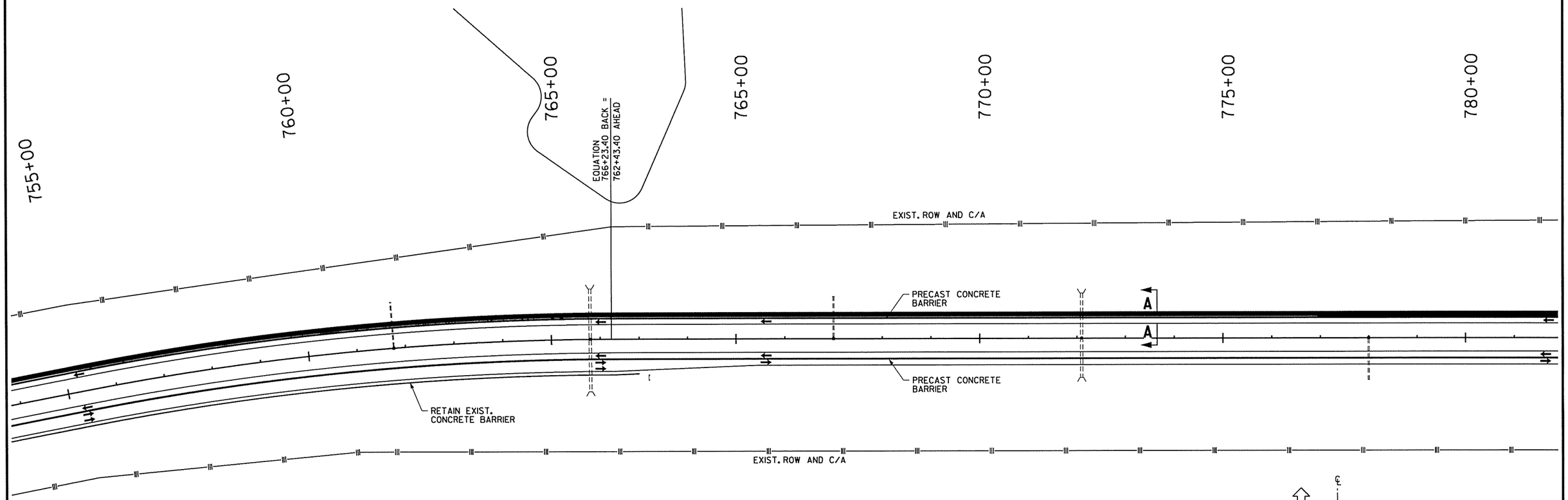
② MAINTENANCE OF TRAFFIC DETAILS

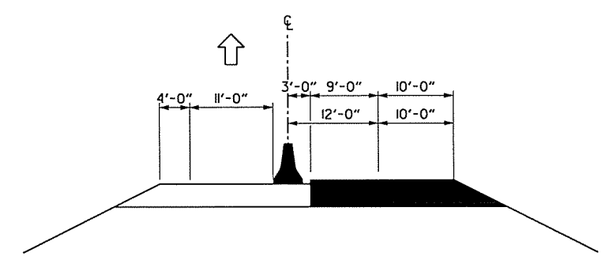
STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 143811 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 2811 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.





SECTION A-A
N.T.S.

STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALI

03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	118	327

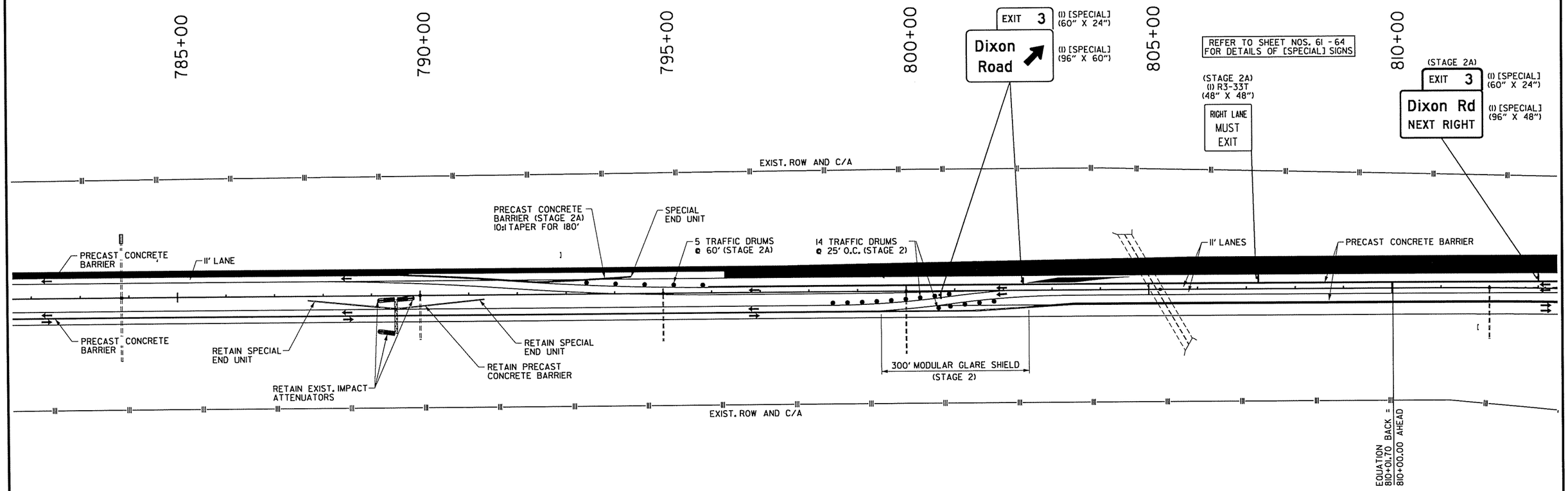
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 2811 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
S. TAYRIAR AZ 18
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	119	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 2 QUANTITIES
TRAFFIC DRUMS = 279 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 42039 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 9518 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 52434 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 128648 LIN. FT.

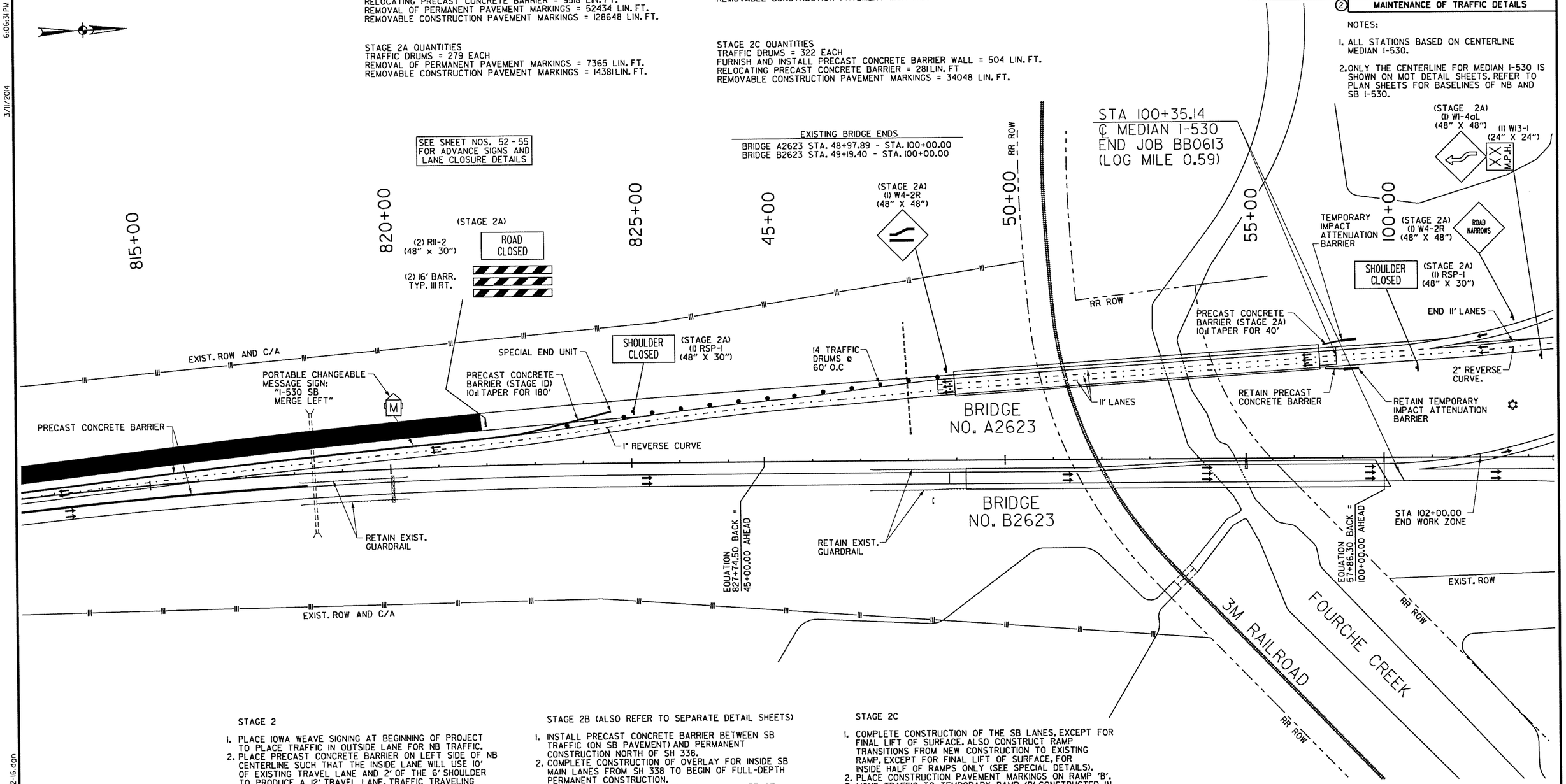
STAGE 2A QUANTITIES
TRAFFIC DRUMS = 279 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7365 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 14381 LIN. FT.

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

STAGE 2C QUANTITIES
TRAFFIC DRUMS = 322 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 504 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 2811 LIN. FT
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 34048 LIN. FT.

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2, 2A, 2B TRAFFIC
- STAGE 2C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
S. KARIAR
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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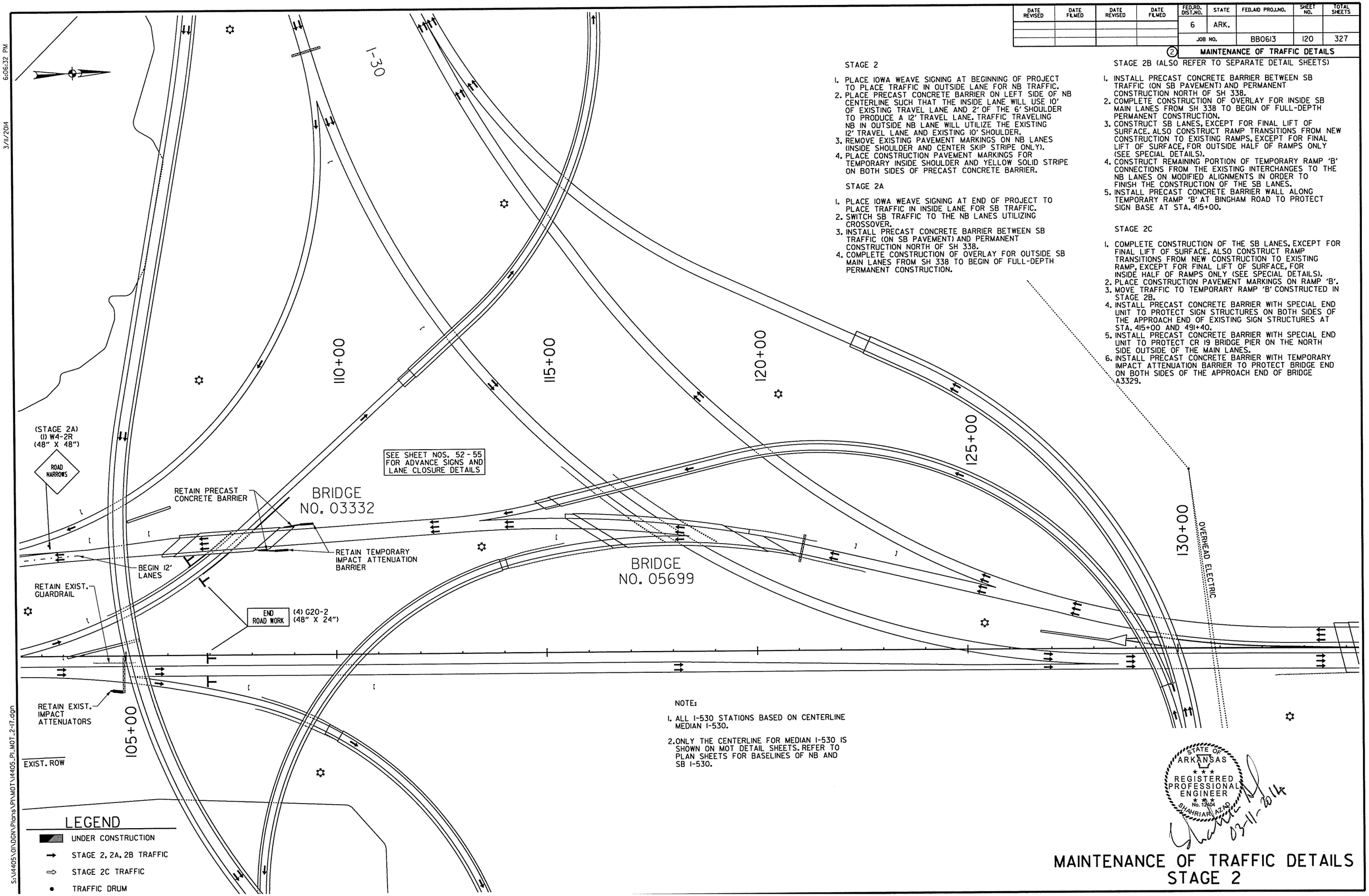
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	120	327

(2) MAINTENANCE OF TRAFFIC DETAILS



STAGE 2

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR NB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON LEFT SIDE OF NB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING NB IN OUTSIDE NB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. REMOVE EXISTING PAVEMENT MARKINGS ON NB LANES (INSIDE SHOULDER AND CENTER SKIP STRIPE ONLY).
4. PLACE CONSTRUCTION PAVEMENT MARKINGS FOR TEMPORARY INSIDE SHOULDER AND YELLOW SOLID STRIPE ON BOTH SIDES OF PRECAST CONCRETE BARRIER.

STAGE 2A

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR SB TRAFFIC.
2. SWITCH SB TRAFFIC TO THE NB LANES UTILIZING CROSSOVER.
3. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
4. COMPLETE CONSTRUCTION OF OVERLAY FOR OUTSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.

STAGE 2B (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

STAGE 2C

1. COMPLETE CONSTRUCTION OF THE SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMP, EXCEPT FOR FINAL LIFT OF SURFACE, FOR INSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
2. PLACE CONSTRUCTION PAVEMENT MARKINGS ON RAMP 'B'.
3. MOVE TRAFFIC TO TEMPORARY RAMP 'B' CONSTRUCTED IN STAGE 2B.
4. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT SIGN STRUCTURES ON BOTH SIDES OF THE APPROACH END OF EXISTING SIGN STRUCTURES AT STA. 415+00 AND 491+40.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER ON THE NORTH SIDE OUTSIDE OF THE MAIN LANES.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON BOTH SIDES OF THE APPROACH END OF BRIDGE A3329.

NOTE:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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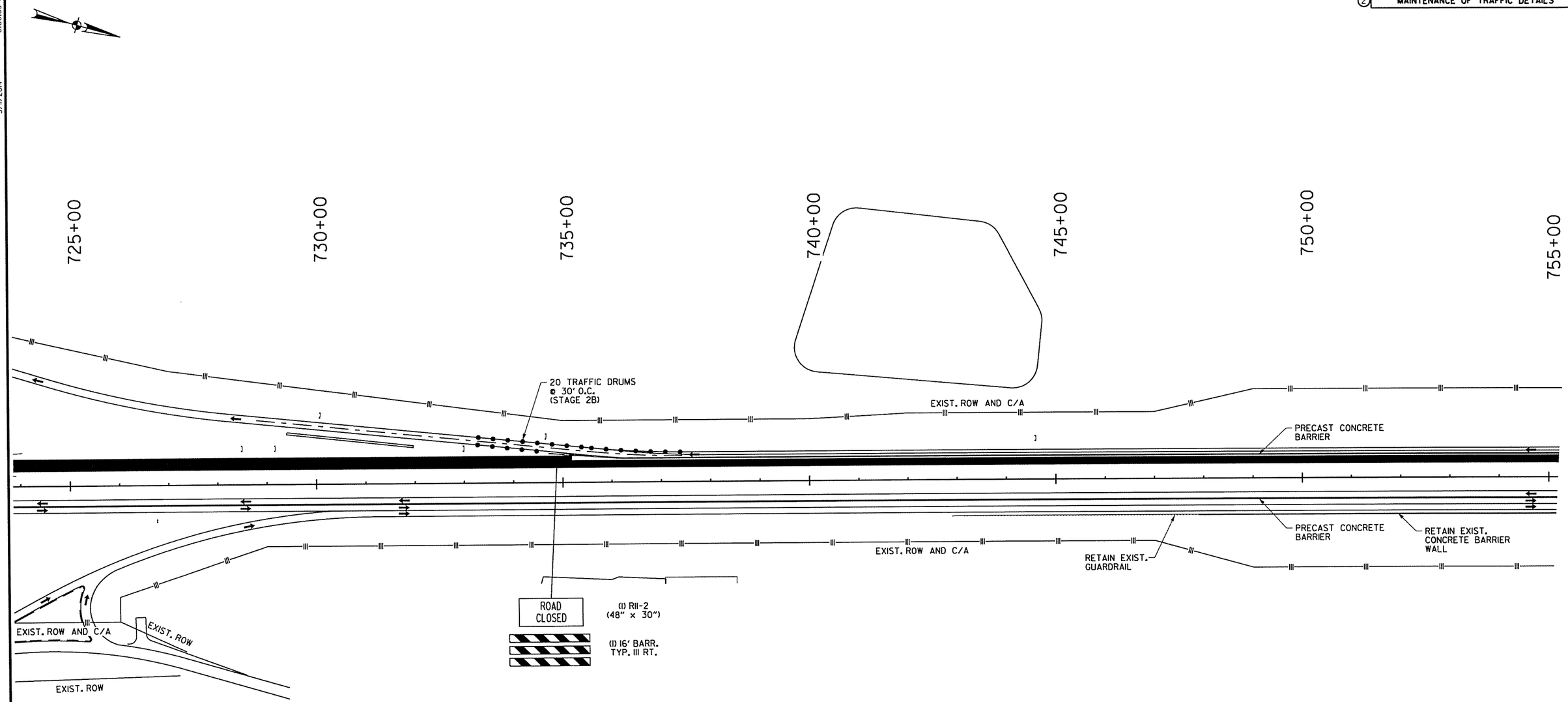
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	121	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.



STAGE 2B

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2B TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHANNIAR ALI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2B

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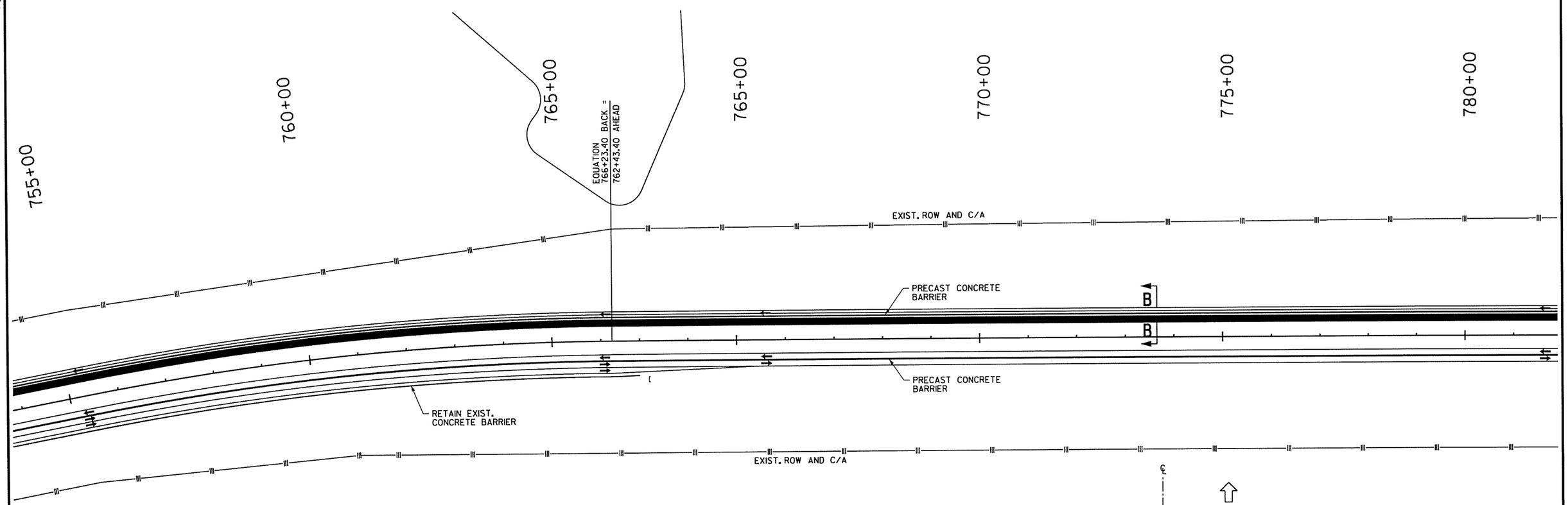
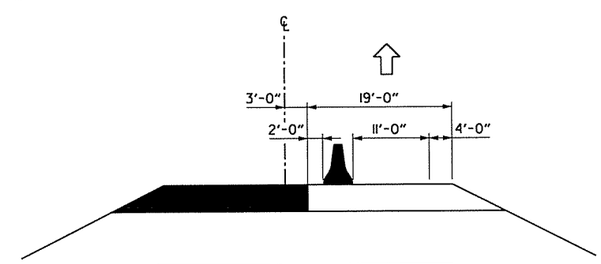
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	122	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.





SECTION B-B
N.T.S.

STAGE 2B

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2B TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR ALAM
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2B

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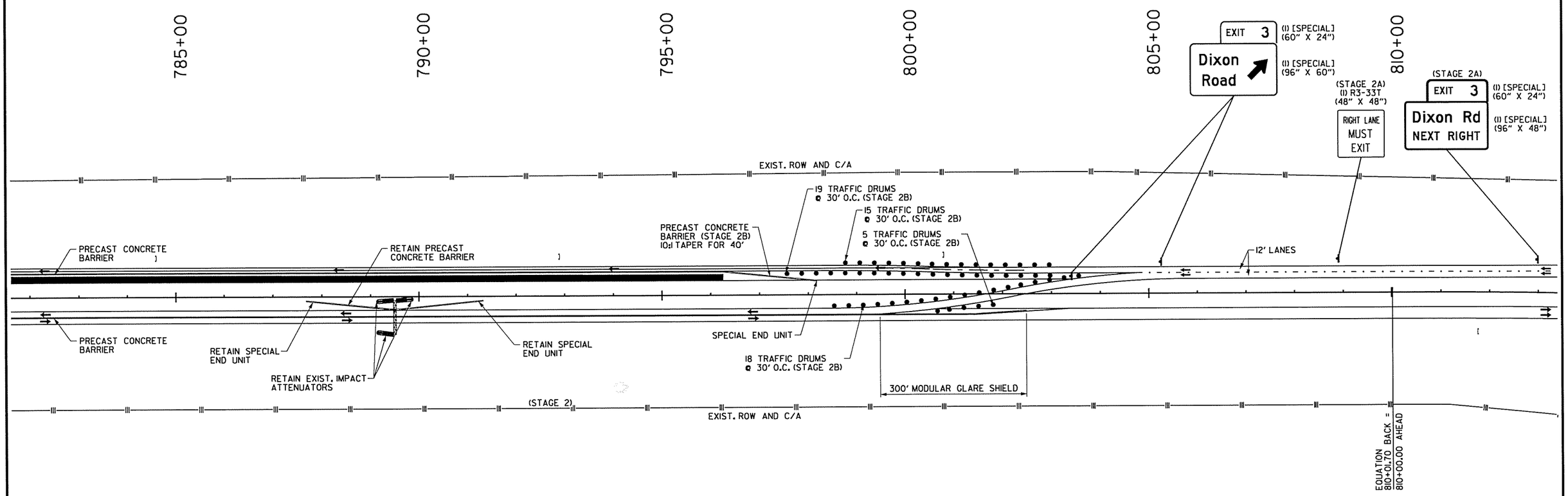
				6	ARK.			
				JOB NO.		BB0613	123	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.



STAGE 2B

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2B TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2B

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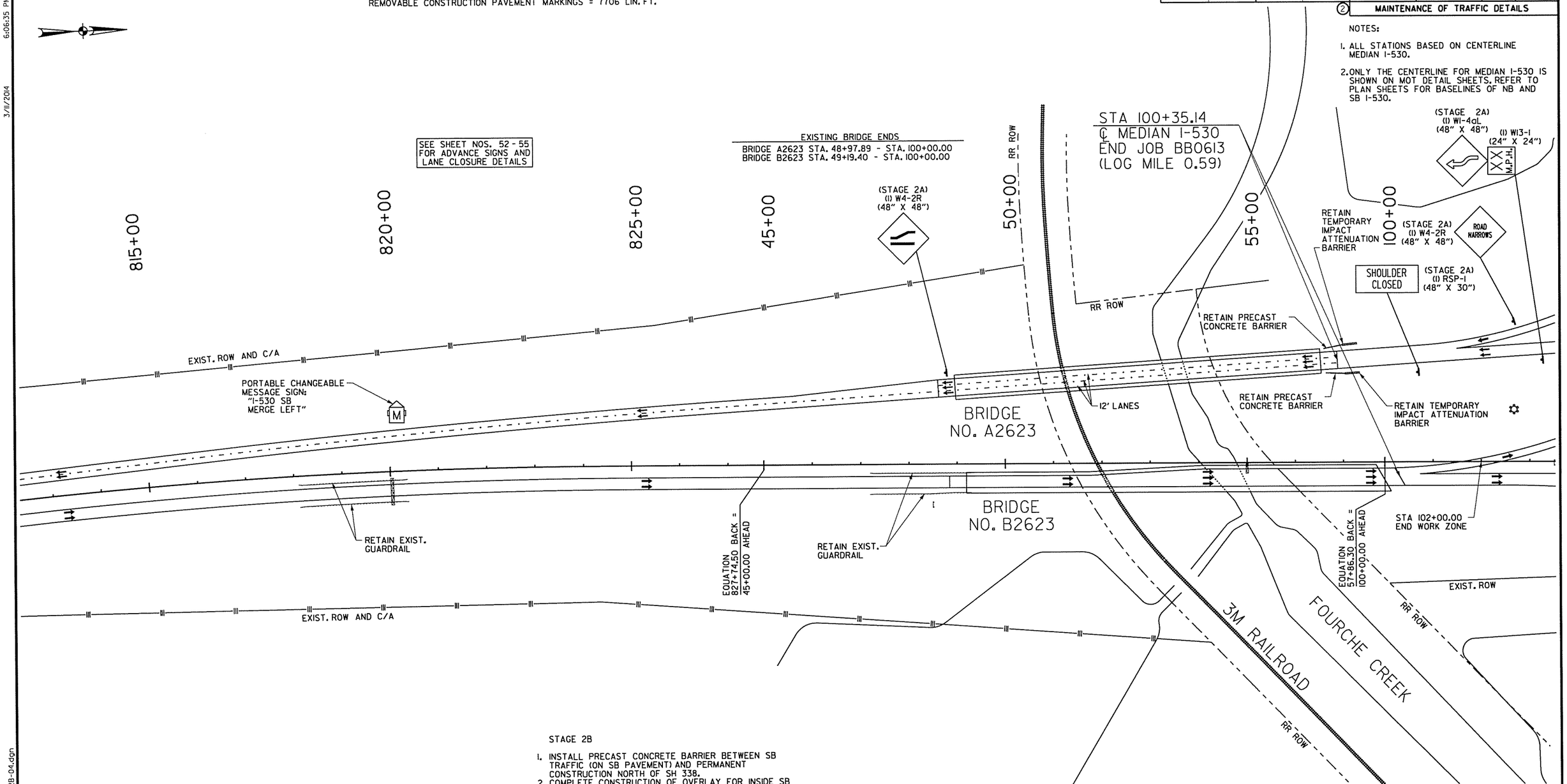
				6	ARK.			
				JOB NO.		BB0613	124	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 2B QUANTITIES
TRAFFIC DRUMS = 279 EACH
RELOCATING PRECAST CONCRETE BARRIER = 7034 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 7706 LIN. FT.

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE 2B

1. INSTALL PRECAST CONCRETE BARRIER BETWEEN SB TRAFFIC (ON SB PAVEMENT) AND PERMANENT CONSTRUCTION NORTH OF SH 338.
2. COMPLETE CONSTRUCTION OF OVERLAY FOR INSIDE SB MAIN LANES FROM SH 338 TO BEGIN OF FULL-DEPTH PERMANENT CONSTRUCTION.
3. CONSTRUCT SB LANES, EXCEPT FOR FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
4. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' CONNECTIONS FROM THE EXISTING INTERCHANGES TO THE NB LANES ON MODIFIED ALIGNMENTS IN ORDER TO FINISH THE CONSTRUCTION OF THE SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WALL ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD TO PROTECT SIGN BASE AT STA. 415+00.

LEGEND

- UNDER CONSTRUCTION
- STAGE 2B TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ABAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2B

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	125	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731LIN. FT.

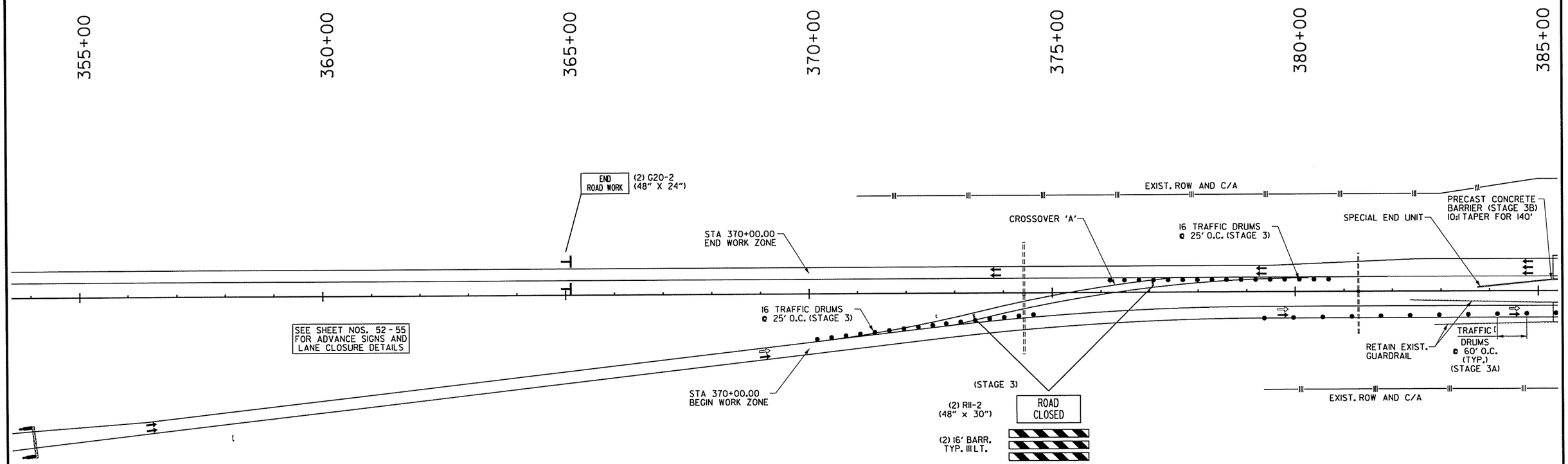
STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.

NOTE:

ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 S. HARRIAR 03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	126	327

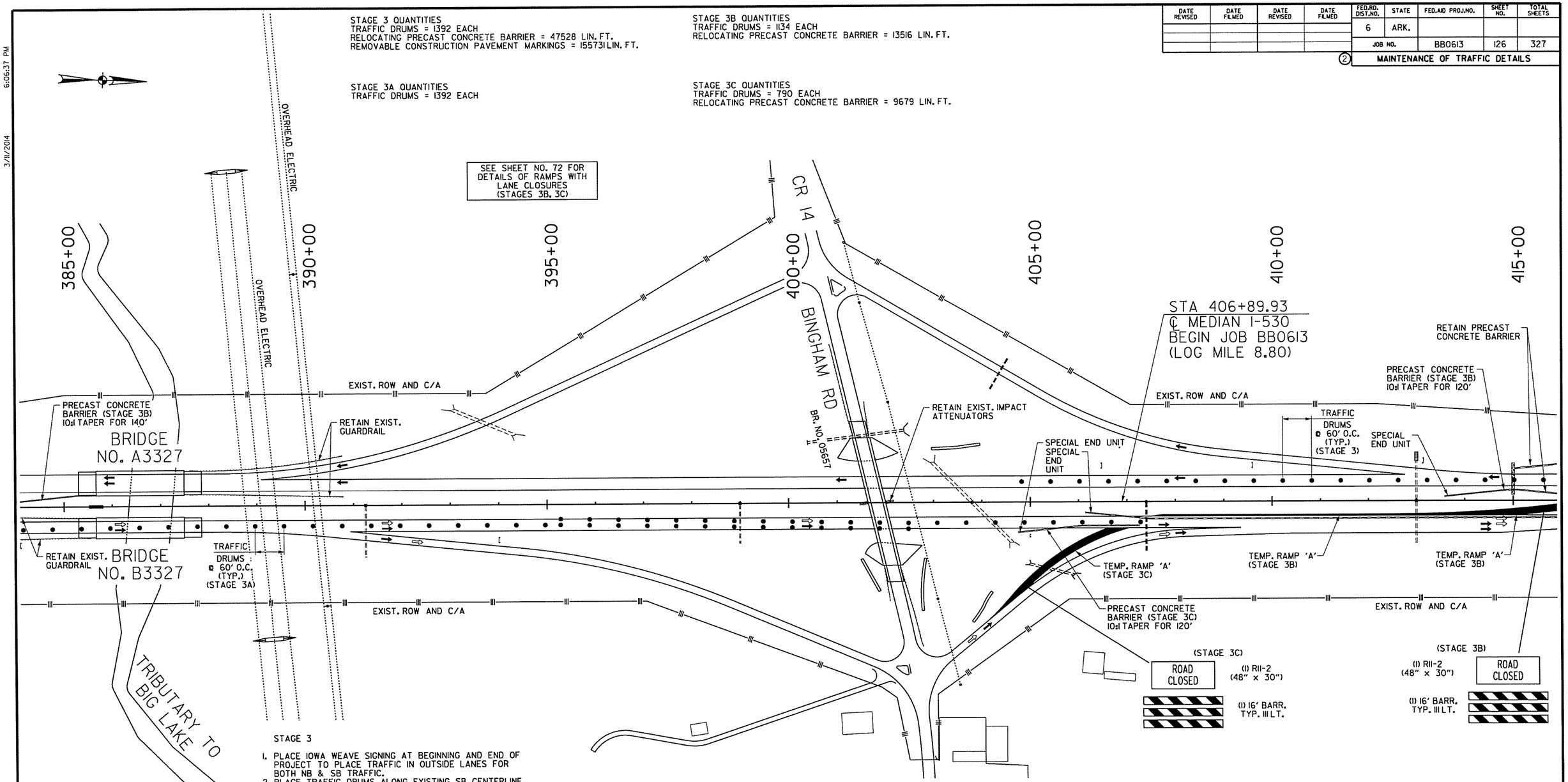
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731 LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHAHRIAR ABDI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	127	327

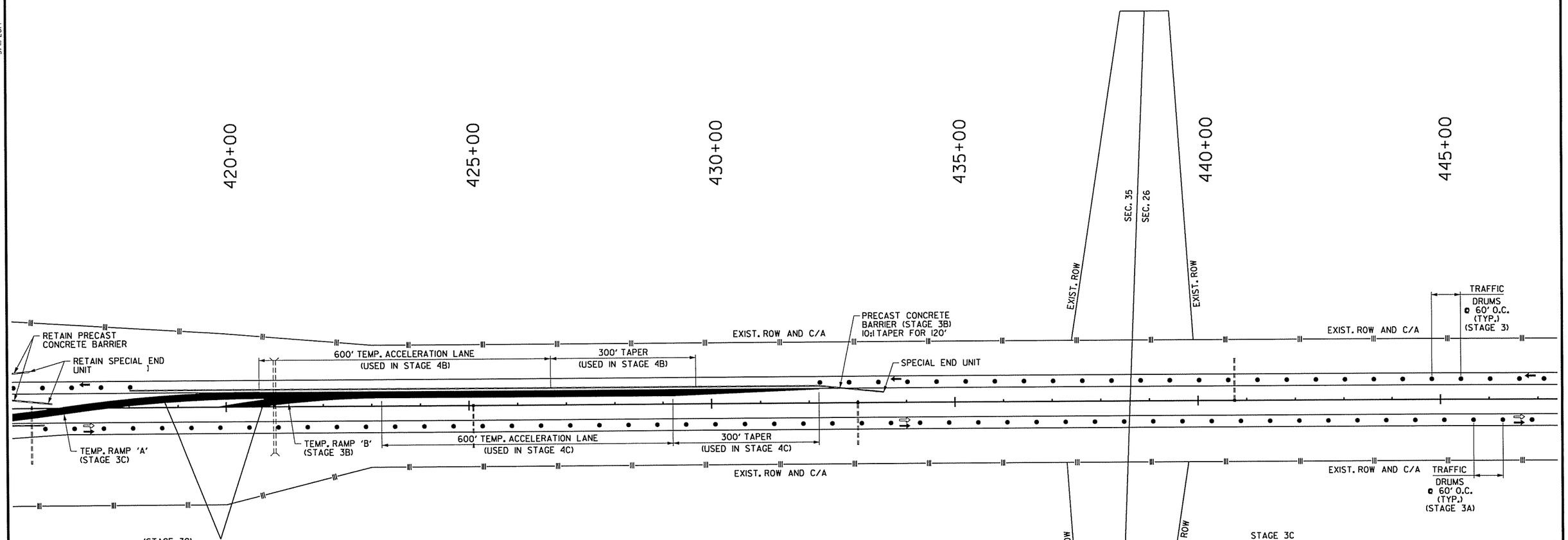
(2) MAINTENANCE OF TRAFFIC DETAILS

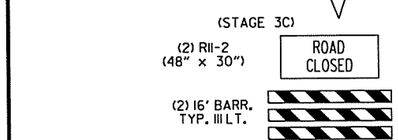
STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731 LIN. FT.

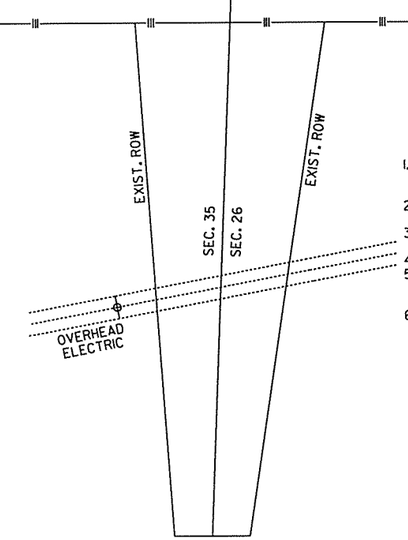
STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.







STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	128	327

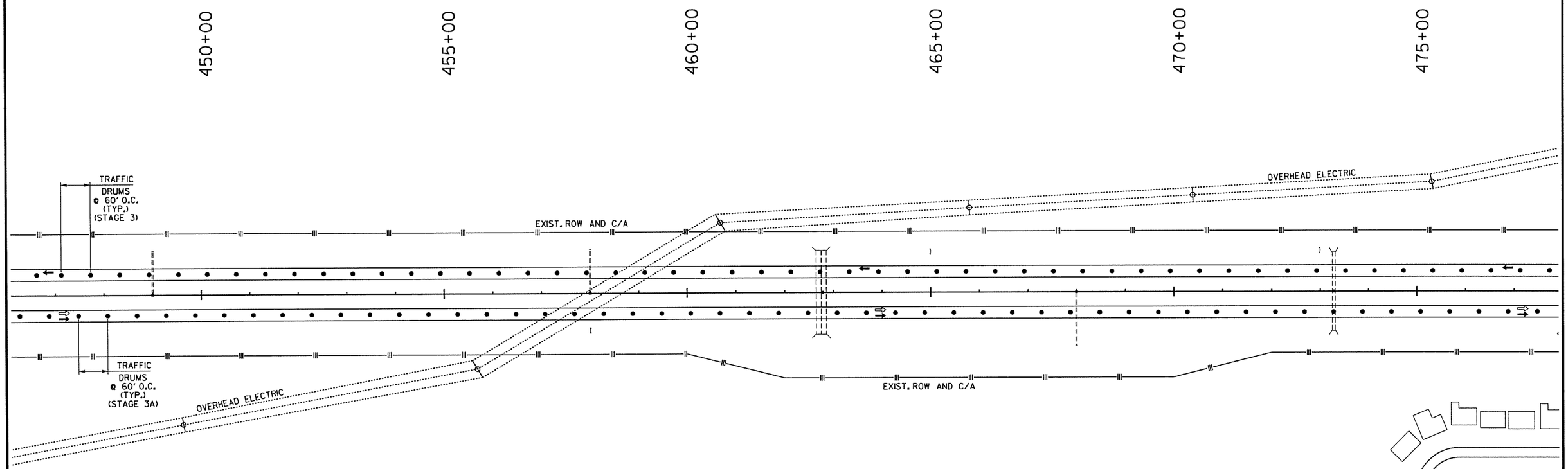
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	129	327

② MAINTENANCE OF TRAFFIC DETAILS

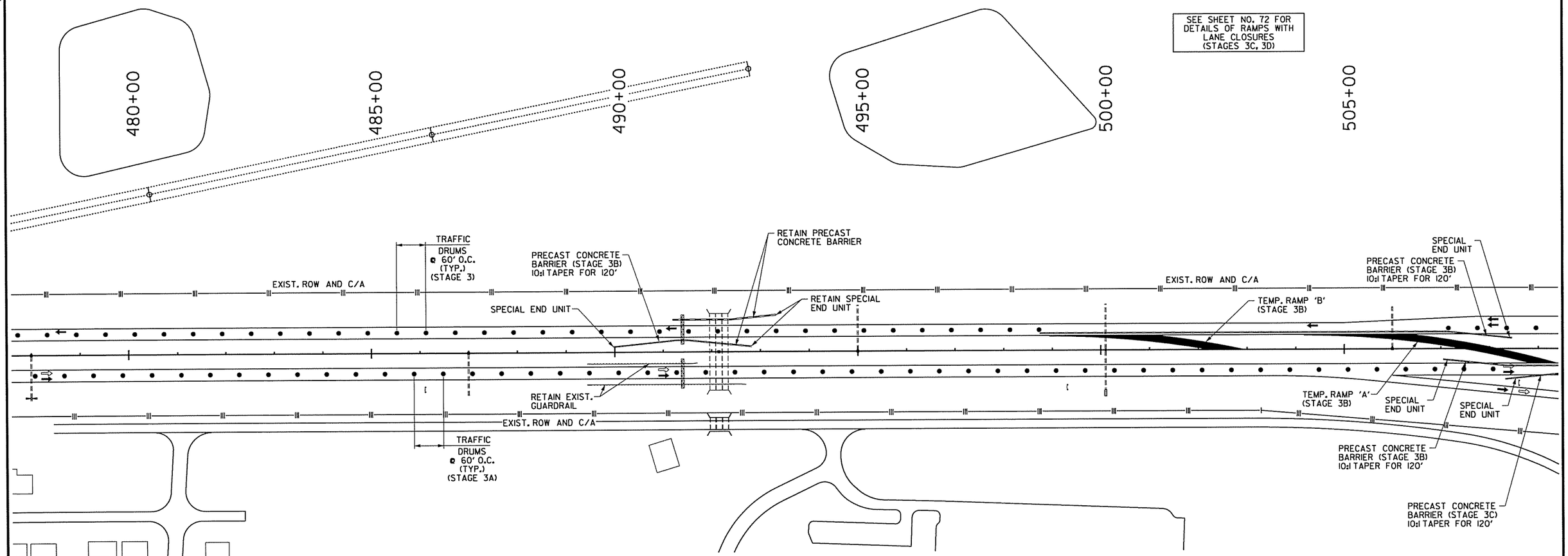
STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.

SEE SHEET NO. 72 FOR DETAILS OF RAMPS WITH LANE CLOSURES (STAGES 3C, 3D)



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12403 SHARIAR REZVANI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	130	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
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STAGE 3A QUANTITIES
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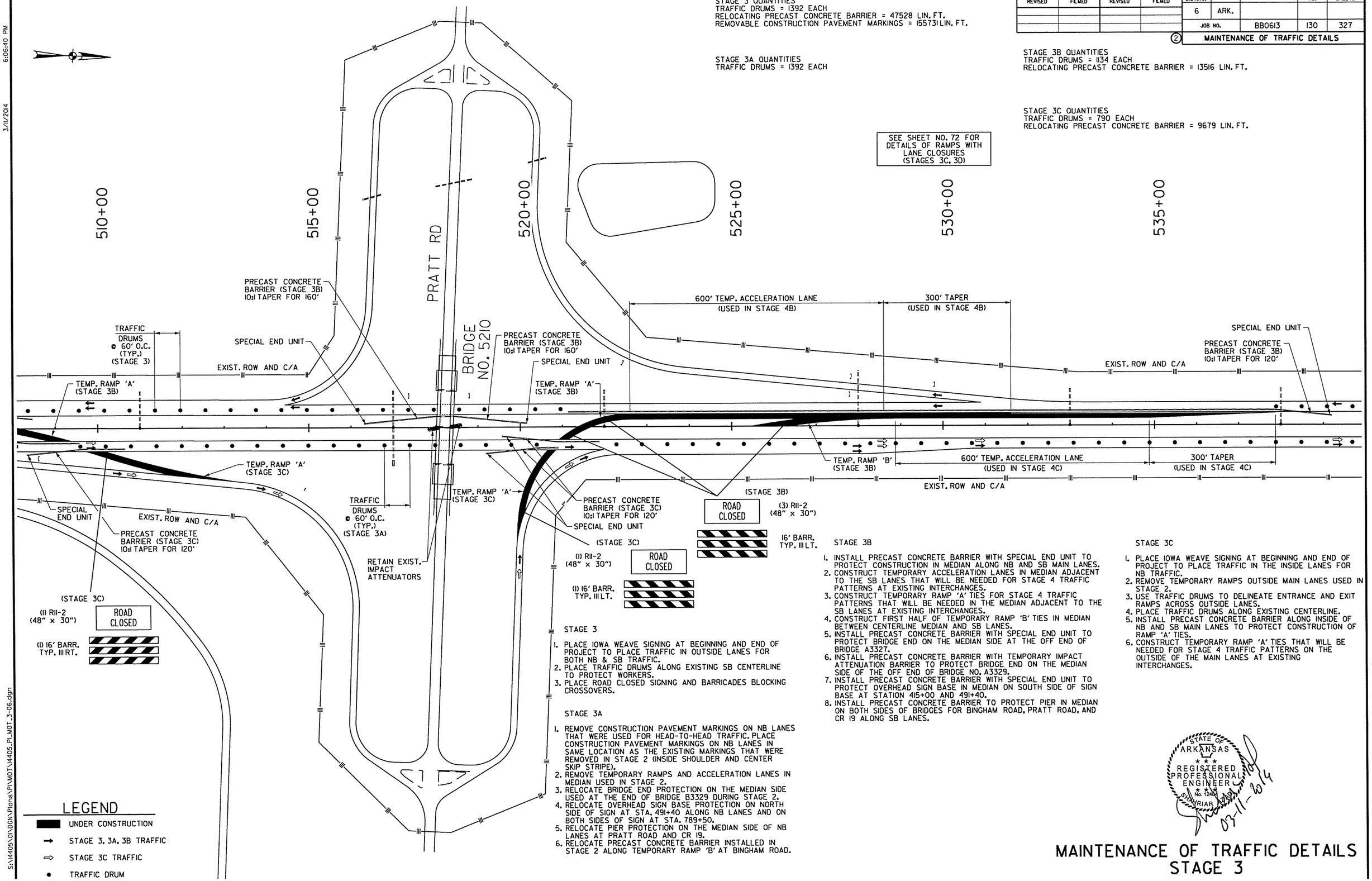
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.

SEE SHEET NO. 72 FOR DETAILS OF RAMPS WITH LANE CLOSURES (STAGES 3C, 3D)



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	131	327

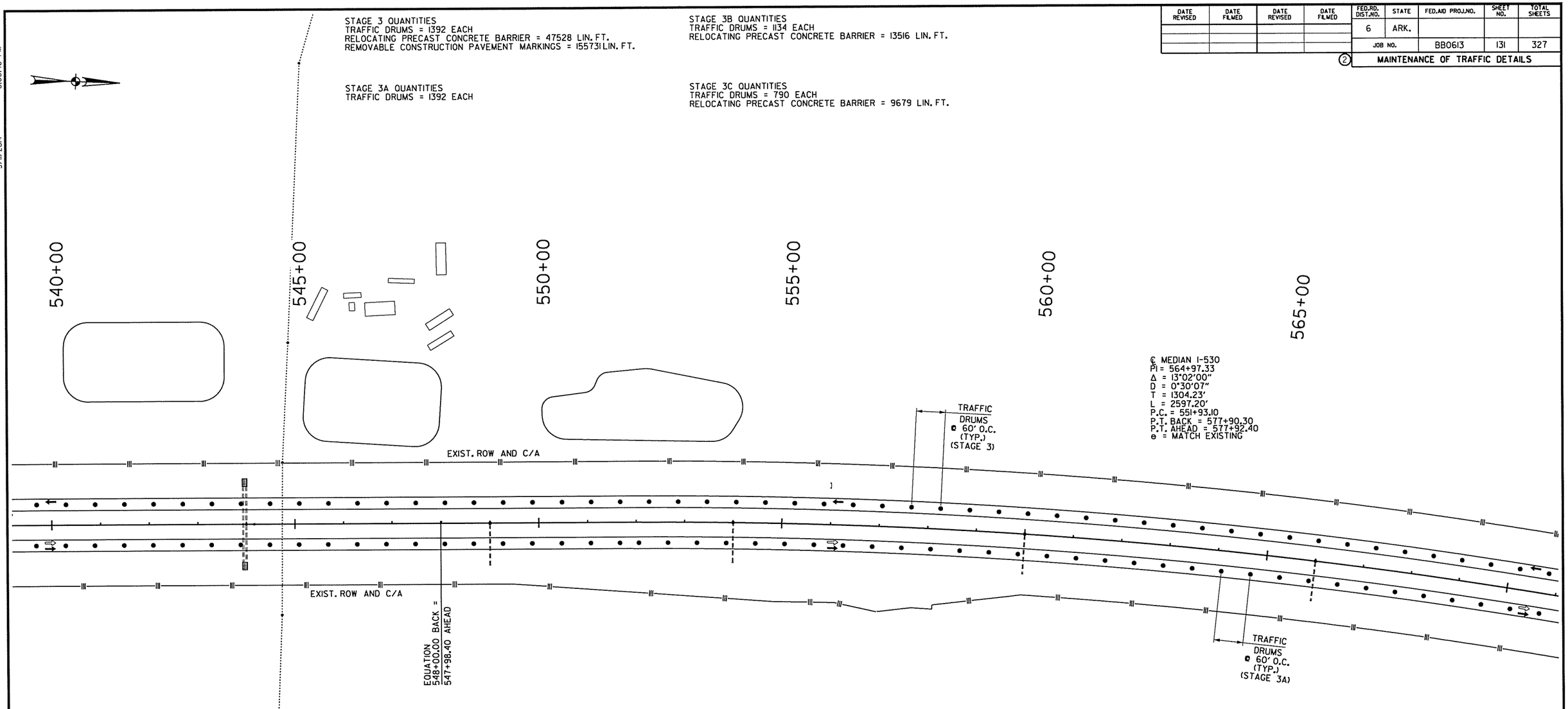
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731 LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	132	327

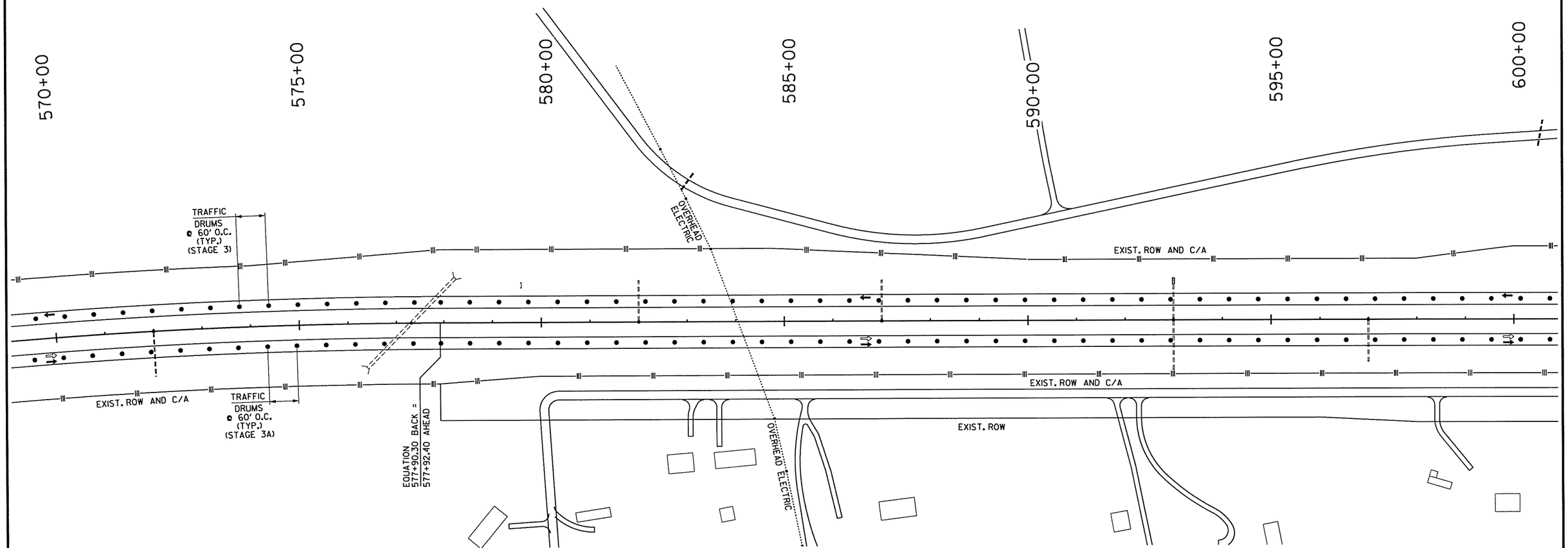
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15573I LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
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3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	133	327

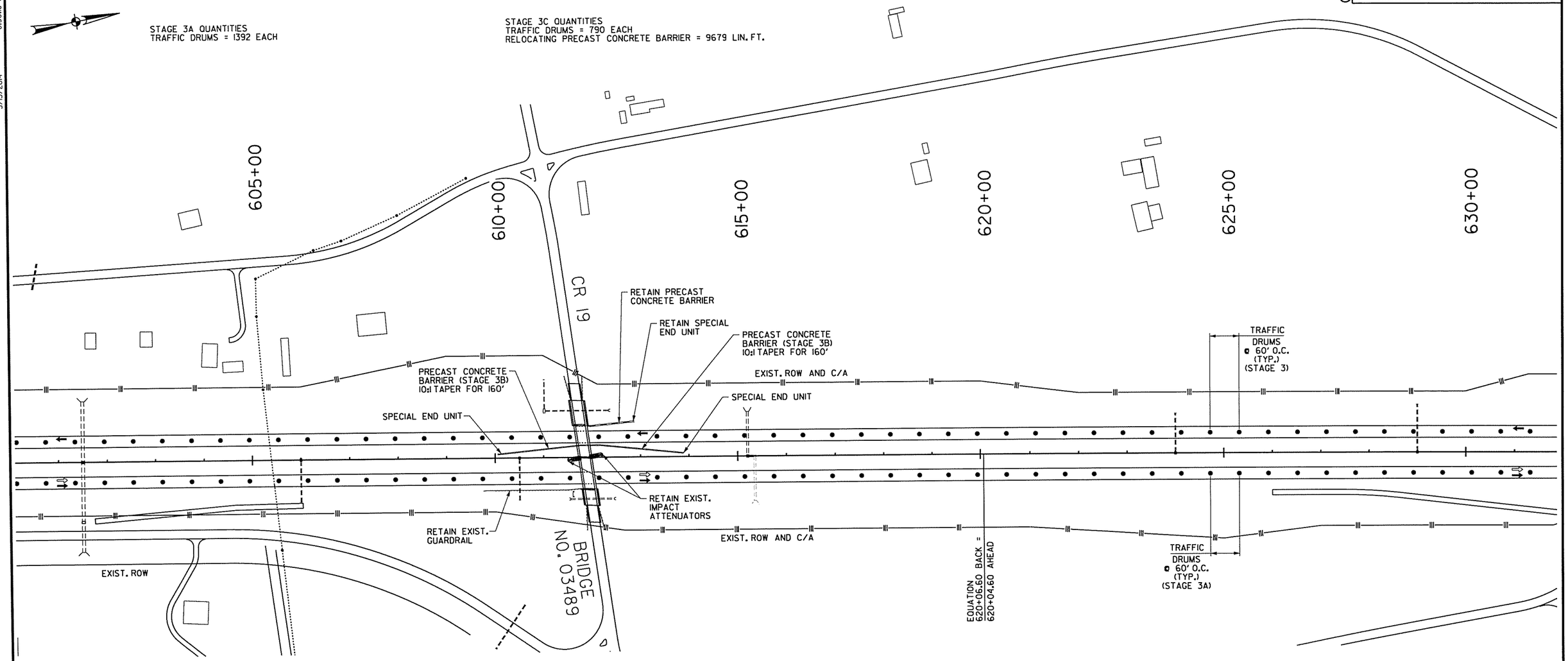
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731 LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHANNIAR FERDAUS
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	134	327

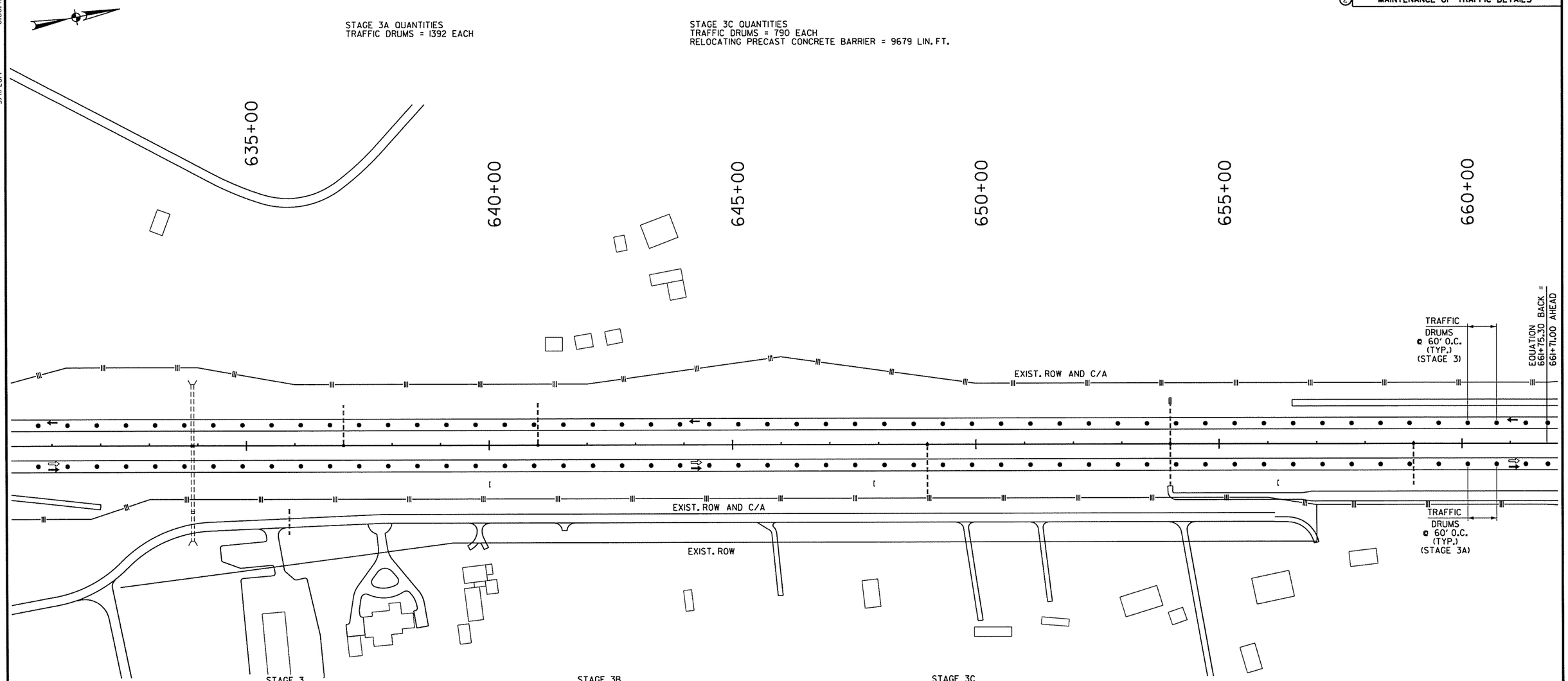
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15573I LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALLEN
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	135	327

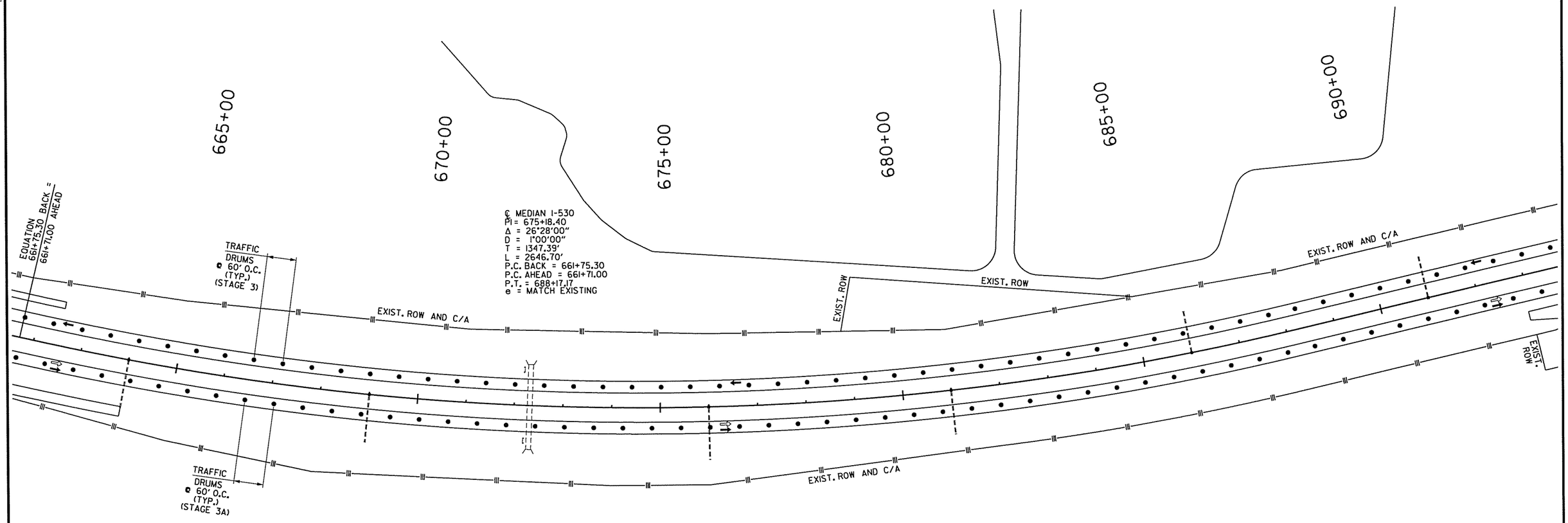
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731 LIN. FT.

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	136	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 15573 LIN. FT.

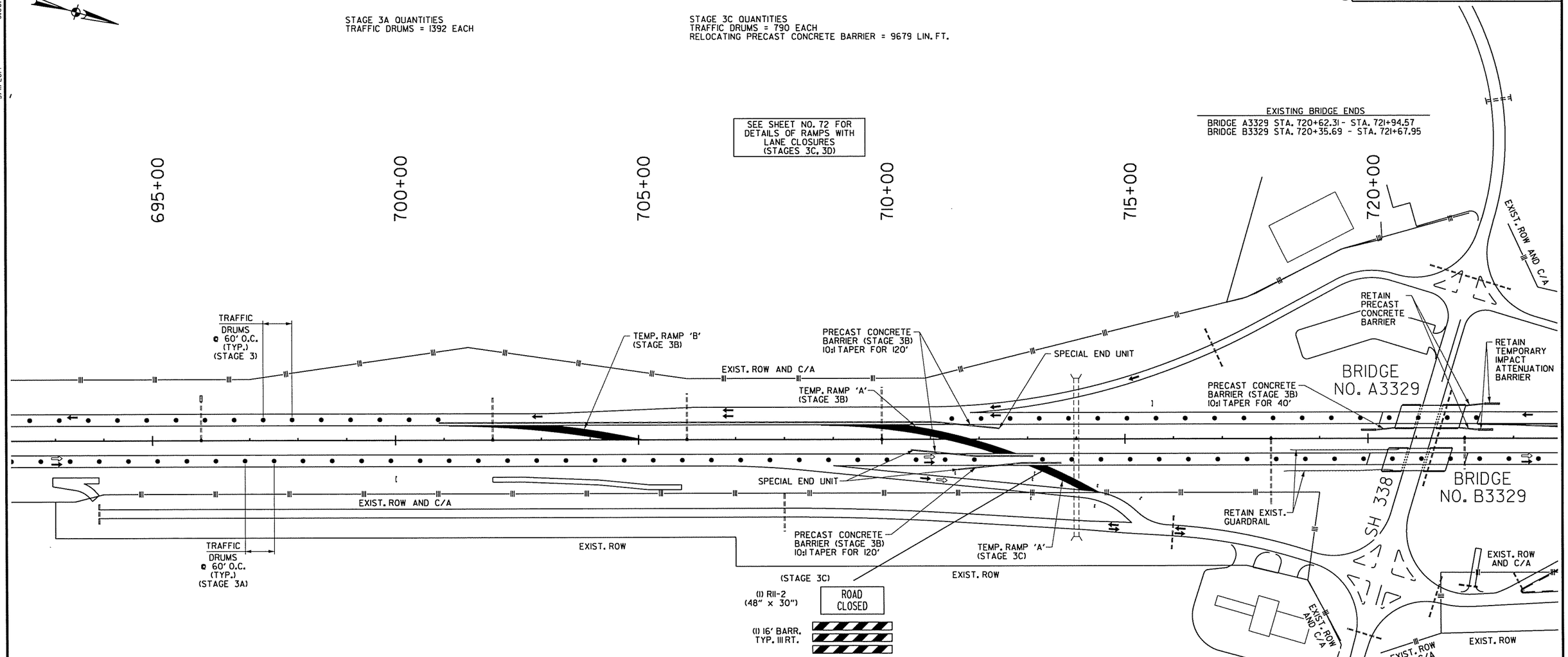
STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.

SEE SHEET NO. 72 FOR DETAILS OF RAMPS WITH LANE CLOSURES (STAGES 3C, 3D)

EXISTING BRIDGE ENDS
BRIDGE A3329 STA. 720+62.31 - STA. 721+94.57
BRIDGE B3329 STA. 720+35.69 - STA. 721+67.95



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHANNIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	137	327

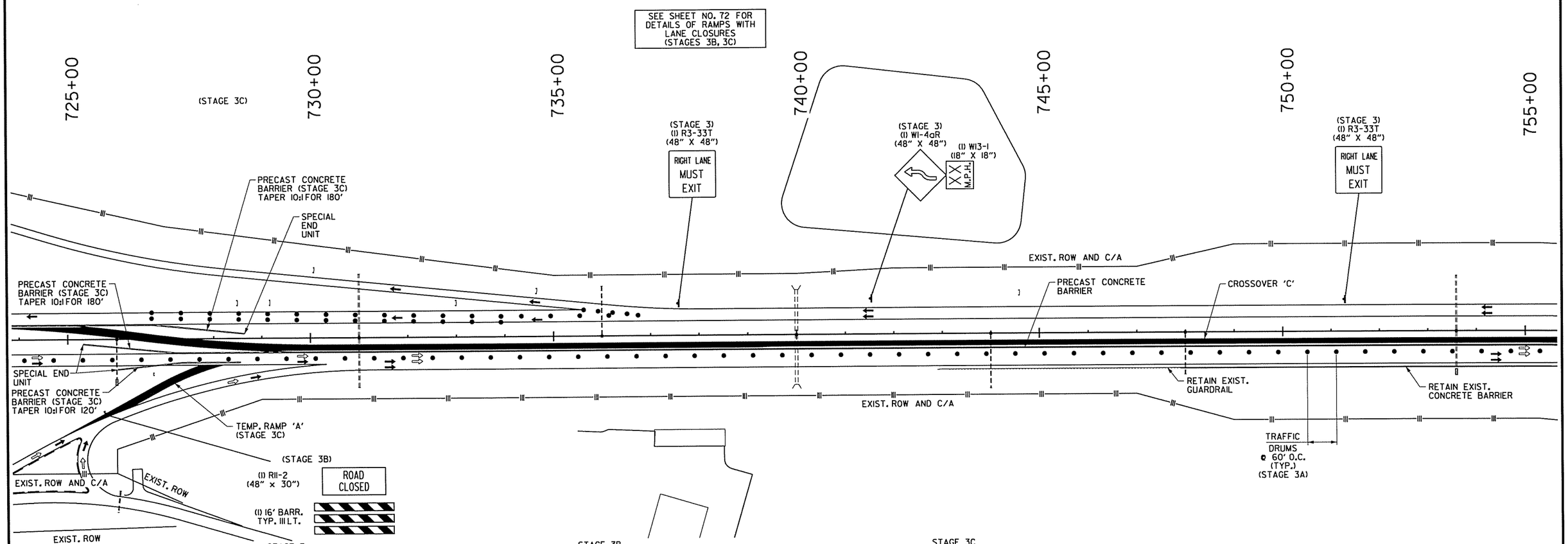
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731 LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	138	327

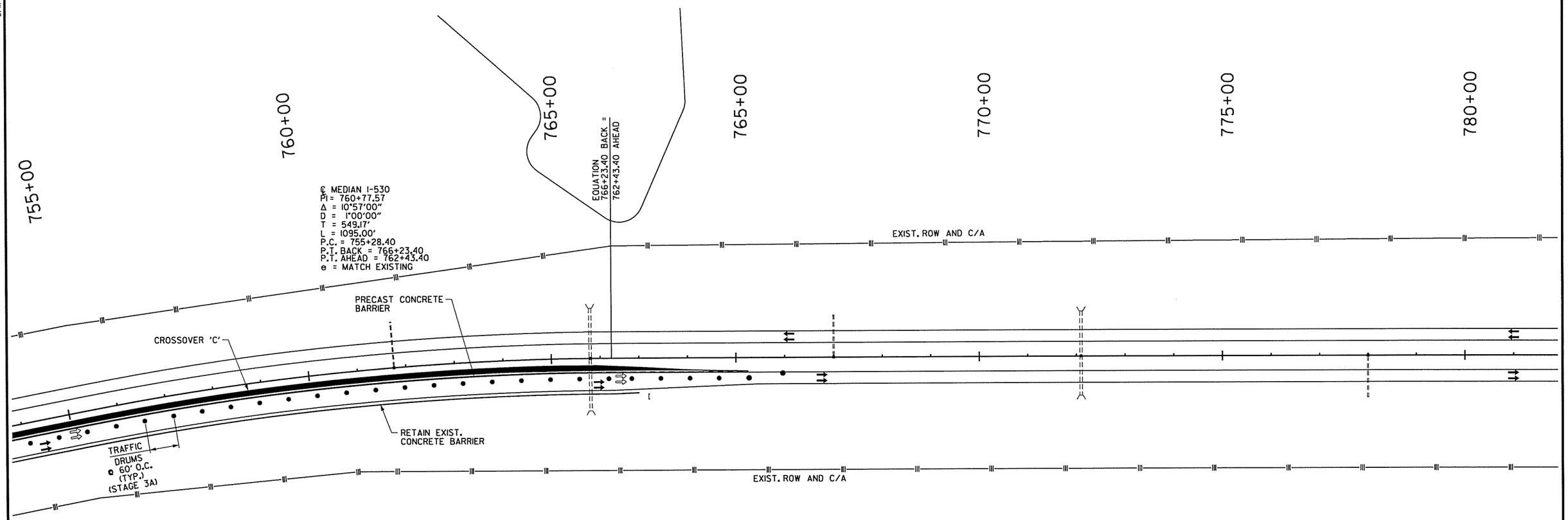
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731 LIN. FT.

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18604
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	139	327

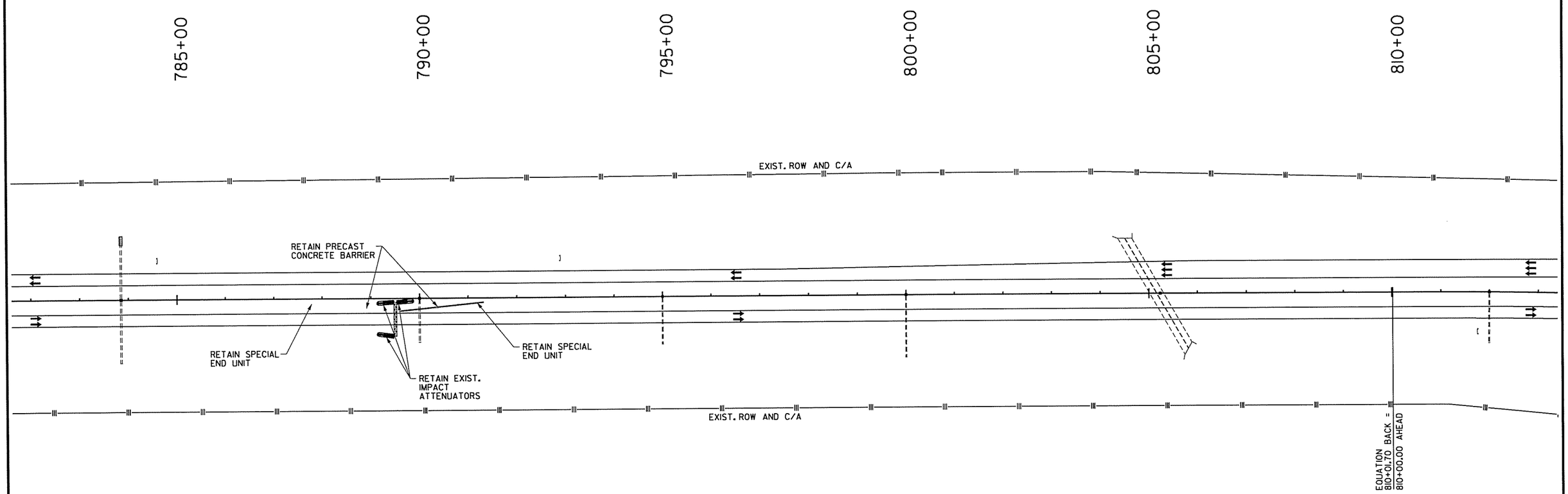
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731LIN. FT.

STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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				6	ARK.			
				JOB NO.		BB0613	140	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 3 QUANTITIES
TRAFFIC DRUMS = 1392 EACH
RELOCATING PRECAST CONCRETE BARRIER = 47528 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 155731 LIN. FT.

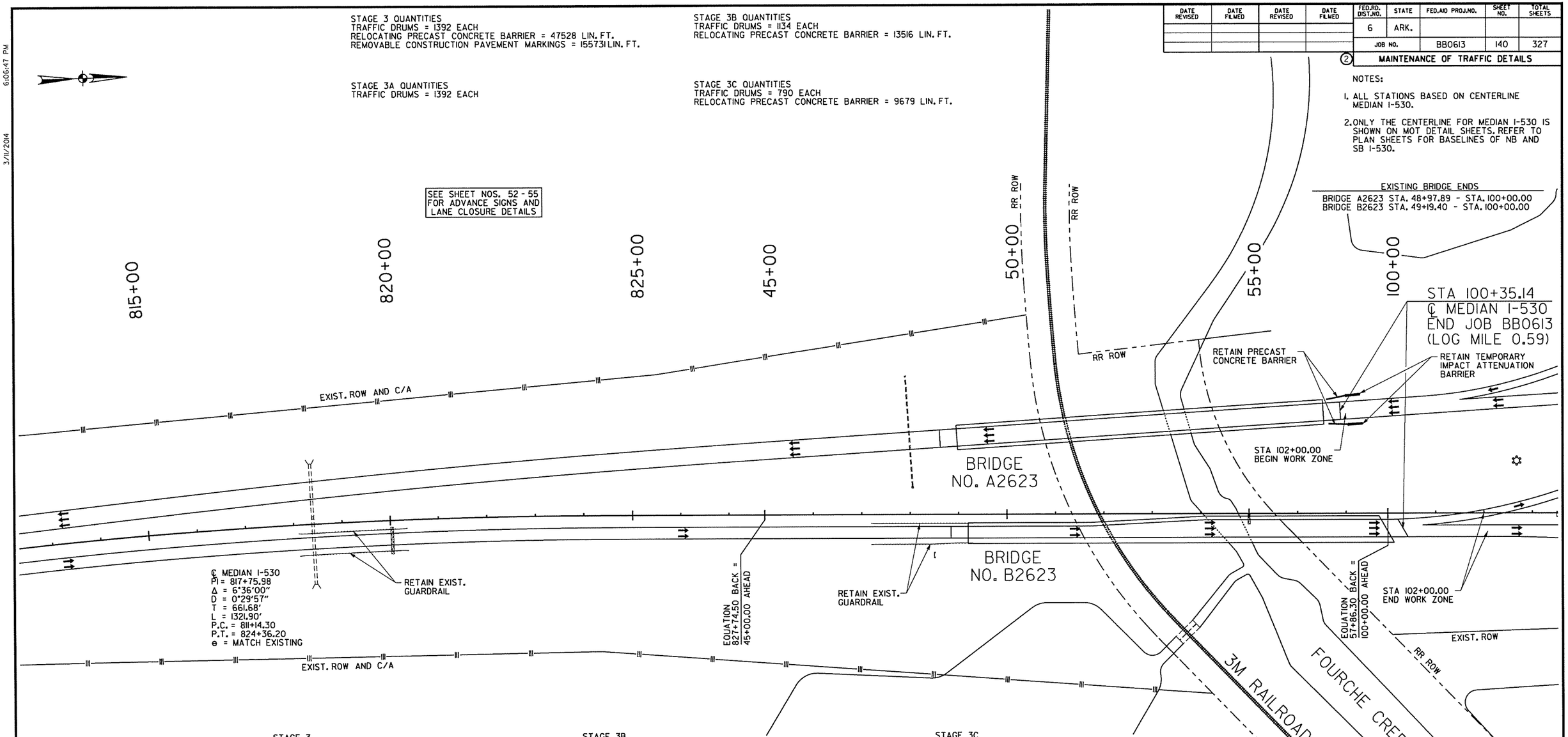
STAGE 3A QUANTITIES
TRAFFIC DRUMS = 1392 EACH

STAGE 3B QUANTITIES
TRAFFIC DRUMS = 1134 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13516 LIN. FT.

STAGE 3C QUANTITIES
TRAFFIC DRUMS = 790 EACH
RELOCATING PRECAST CONCRETE BARRIER = 9679 LIN. FT.

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 3, 3A, 3B TRAFFIC
- STAGE 3C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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				6	ARK.			
				JOB NO.		BB0613	141	327

2 MAINTENANCE OF TRAFFIC DETAILS

STAGE 3

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.
3. PLACE ROAD CLOSED SIGNING AND BARRICADES BLOCKING CROSSOVERS.

STAGE 3A

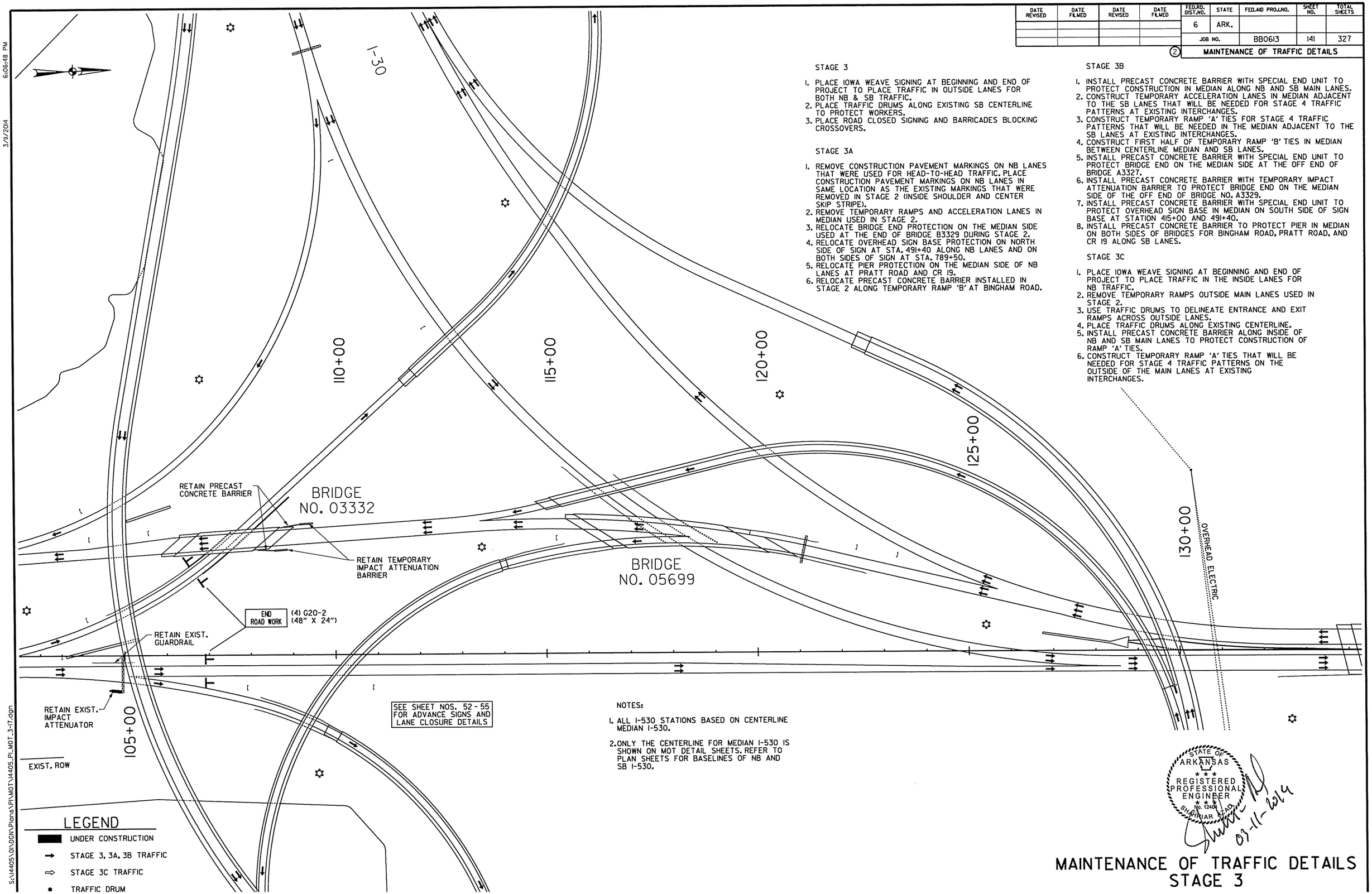
1. REMOVE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES THAT WERE USED FOR HEAD-TO-HEAD TRAFFIC. PLACE CONSTRUCTION PAVEMENT MARKINGS ON NB LANES IN SAME LOCATION AS THE EXISTING MARKINGS THAT WERE REMOVED IN STAGE 2 (INSIDE SHOULDER AND CENTER SKIP STRIPE).
2. REMOVE TEMPORARY RAMPS AND ACCELERATION LANES IN MEDIAN USED IN STAGE 2.
3. RELOCATE BRIDGE END PROTECTION ON THE MEDIAN SIDE USED AT THE END OF BRIDGE B3329 DURING STAGE 2.
4. RELOCATE OVERHEAD SIGN BASE PROTECTION ON NORTH SIDE OF SIGN AT STA. 491+40 ALONG NB LANES AND ON BOTH SIDES OF SIGN AT STA. 789+50.
5. RELOCATE PIER PROTECTION ON THE MEDIAN SIDE OF NB LANES AT PRATT ROAD AND CR 19.
6. RELOCATE PRECAST CONCRETE BARRIER INSTALLED IN STAGE 2 ALONG TEMPORARY RAMP 'B' AT BINGHAM ROAD.

STAGE 3B

1. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CONSTRUCTION IN MEDIAN ALONG NB AND SB MAIN LANES.
2. CONSTRUCT TEMPORARY ACCELERATION LANES IN MEDIAN ADJACENT TO THE SB LANES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS AT EXISTING INTERCHANGES.
3. CONSTRUCT TEMPORARY RAMP 'A' TIES FOR STAGE 4 TRAFFIC PATTERNS THAT WILL BE NEEDED IN THE MEDIAN ADJACENT TO THE SB LANES AT EXISTING INTERCHANGES.
4. CONSTRUCT FIRST HALF OF TEMPORARY RAMP 'B' TIES IN MEDIAN BETWEEN CENTERLINE MEDIAN AND SB LANES.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END ON THE MEDIAN SIDE AT THE OFF END OF BRIDGE A3327.
6. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT BRIDGE END ON THE MEDIAN SIDE OF THE OFF END OF BRIDGE NO. A3329.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT OVERHEAD SIGN BASE IN MEDIAN ON SOUTH SIDE OF SIGN BASE AT STATION 415+00 AND 491+40.
8. INSTALL PRECAST CONCRETE BARRIER TO PROTECT PIER IN MEDIAN ON BOTH SIDES OF BRIDGES FOR BINGHAM ROAD, PRATT ROAD, AND CR 19 ALONG SB LANES.

STAGE 3C

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN THE INSIDE LANES FOR NB TRAFFIC.
2. REMOVE TEMPORARY RAMPS OUTSIDE MAIN LANES USED IN STAGE 2.
3. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE AND EXIT RAMPS ACROSS OUTSIDE LANES.
4. PLACE TRAFFIC DRUMS ALONG EXISTING CENTERLINE.
5. INSTALL PRECAST CONCRETE BARRIER ALONG INSIDE OF NB AND SB MAIN LANES TO PROTECT CONSTRUCTION OF RAMP 'A' TIES.
6. CONSTRUCT TEMPORARY RAMP 'A' TIES THAT WILL BE NEEDED FOR STAGE 4 TRAFFIC PATTERNS ON THE OUTSIDE OF THE MAIN LANES AT EXISTING INTERCHANGES.



NOTES:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR KIAN

03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	142	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

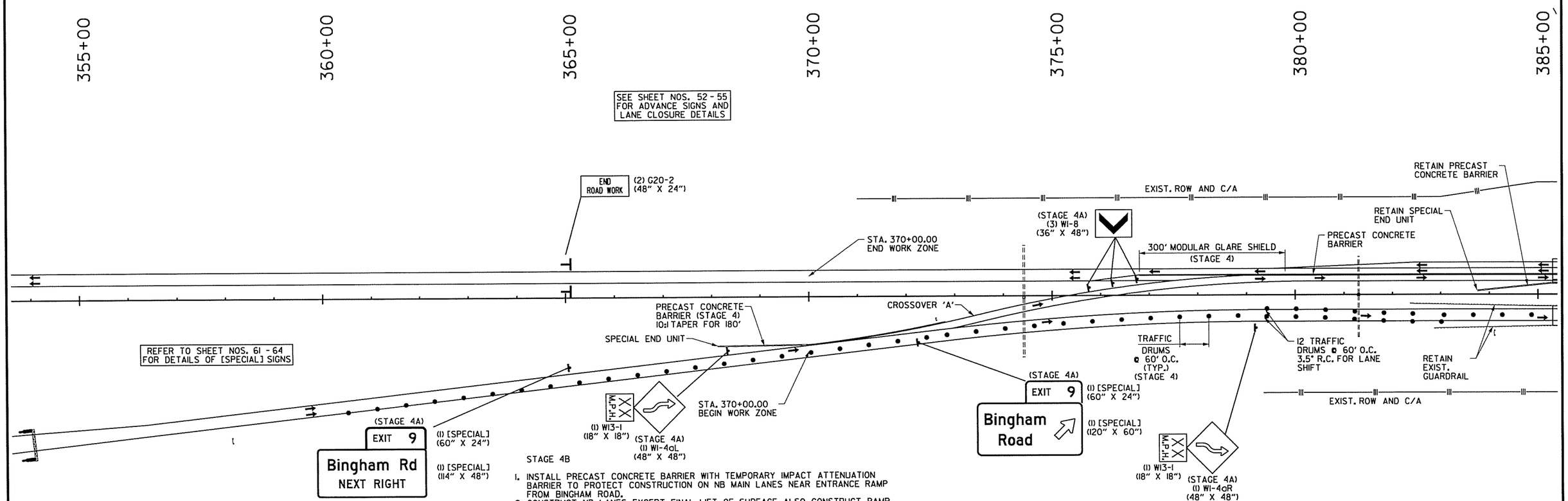
STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.

NOTE:

ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	143	327

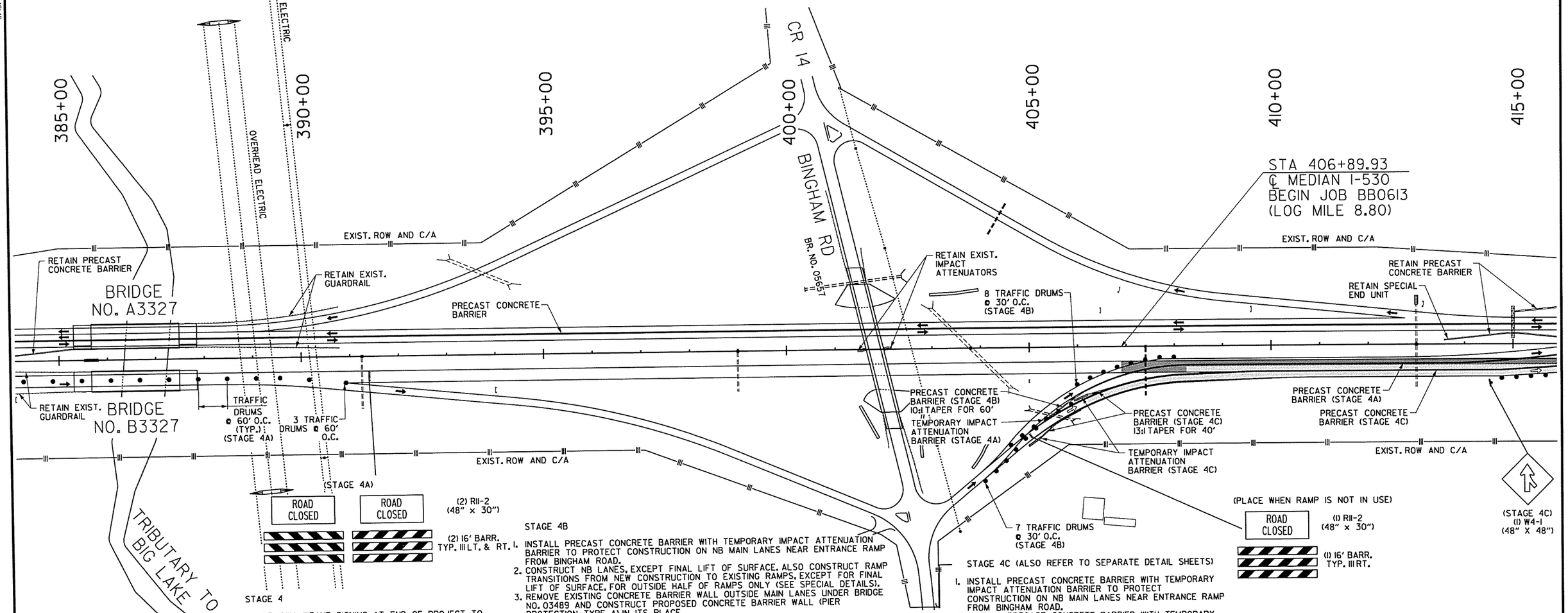
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	144	327

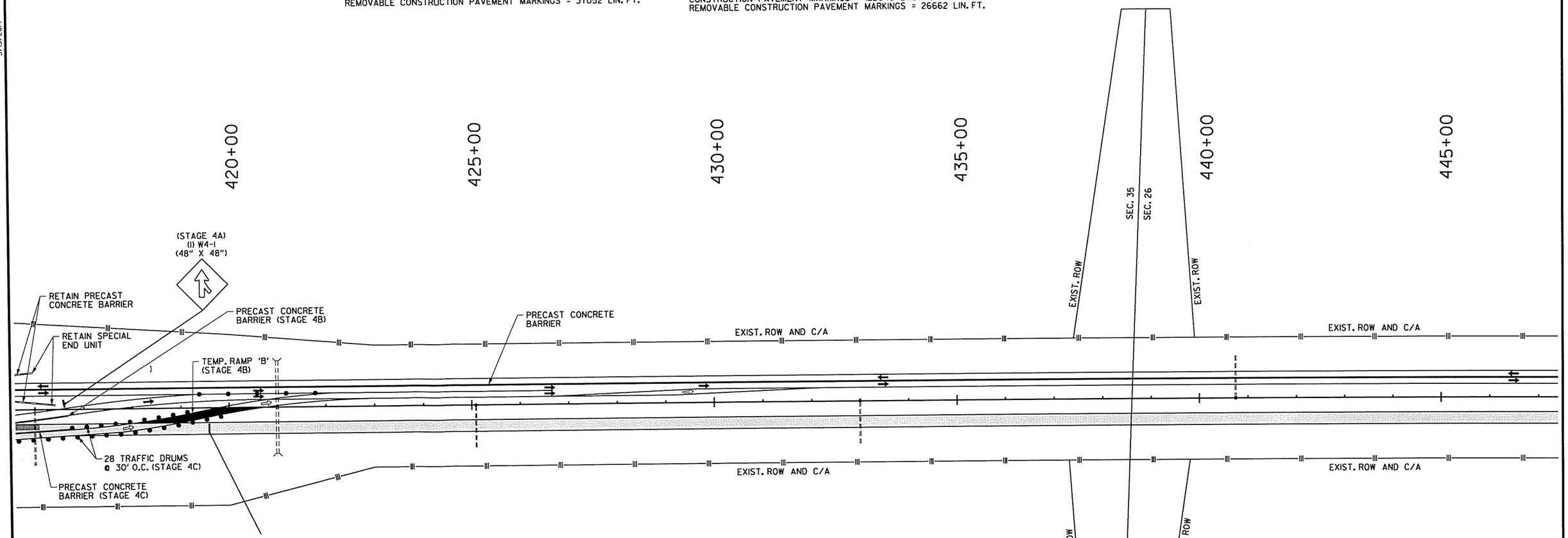
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

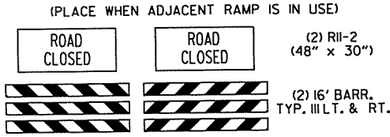
STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



(PLACE WHEN ADJACENT RAMP IS IN USE)



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

LEGEND

- UNDER CONSTRUCTION
- → STAGE 4, 4A, 4B TRAFFIC
- ⇨ STAGE 4C TRAFFIC
- • TRAFFIC DRUM

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR AZIZ
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	145	327

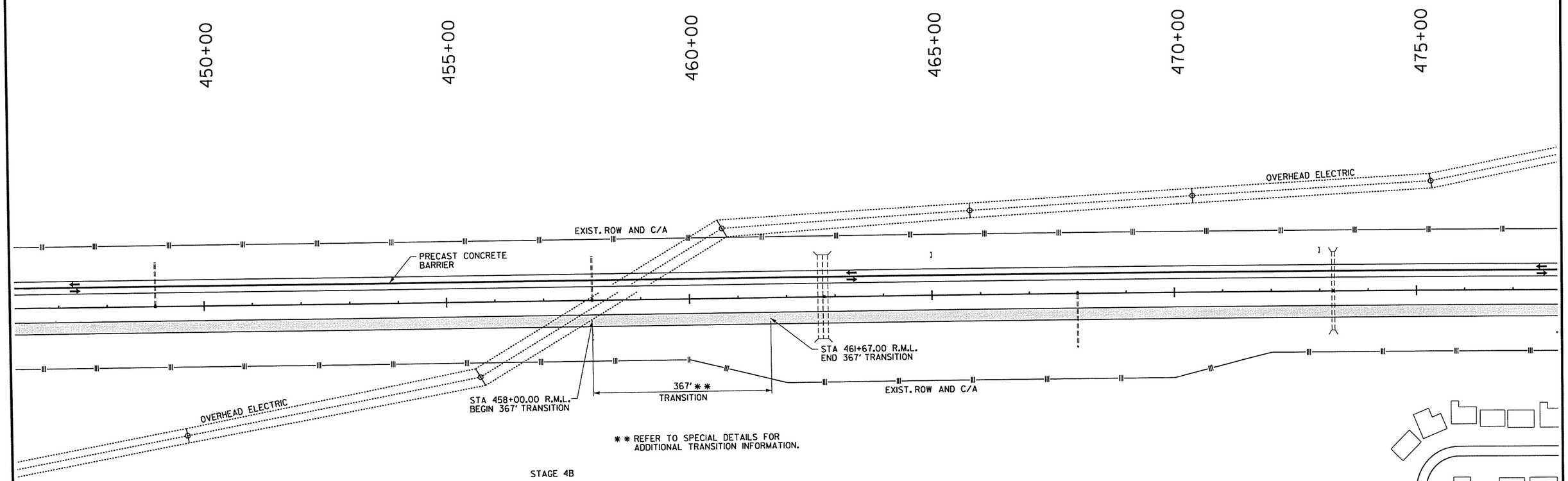
2 MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

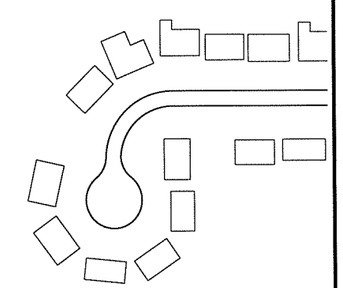
STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



** REFER TO SPECIAL DETAILS FOR ADDITIONAL TRANSITION INFORMATION.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

3/13/2014 8:30:21 AM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	146	327

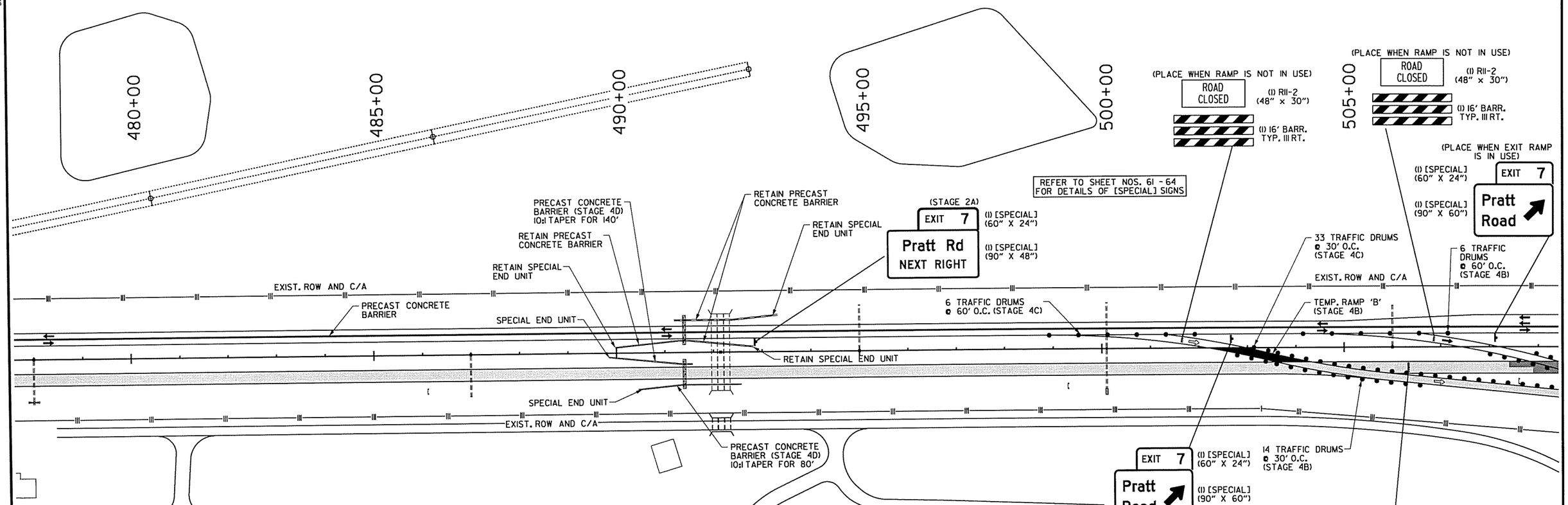
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

3/13/2014 8:30:21 AM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	147	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4

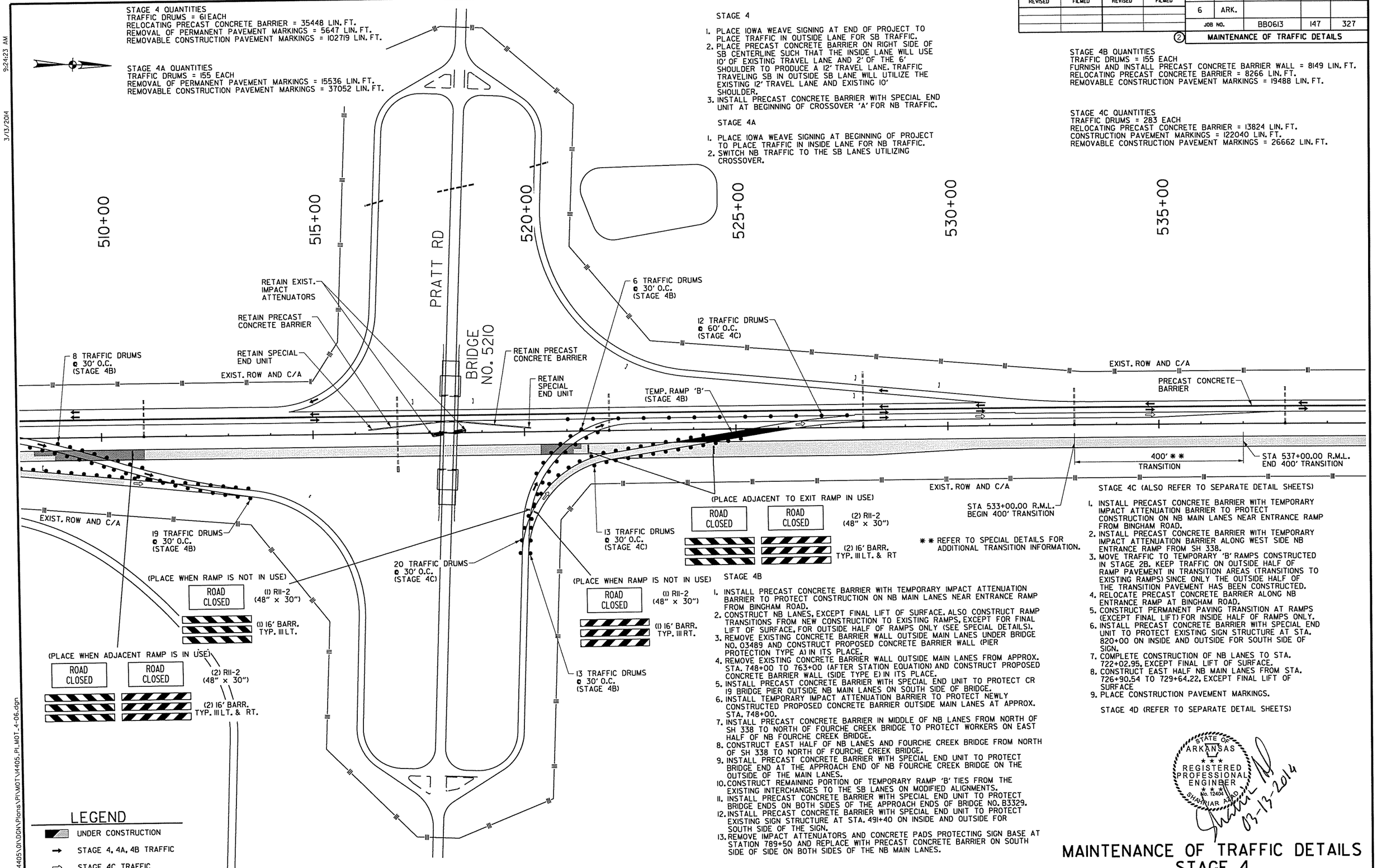
1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAVI
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

9:24:23 AM
3/13/2014
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	148	327

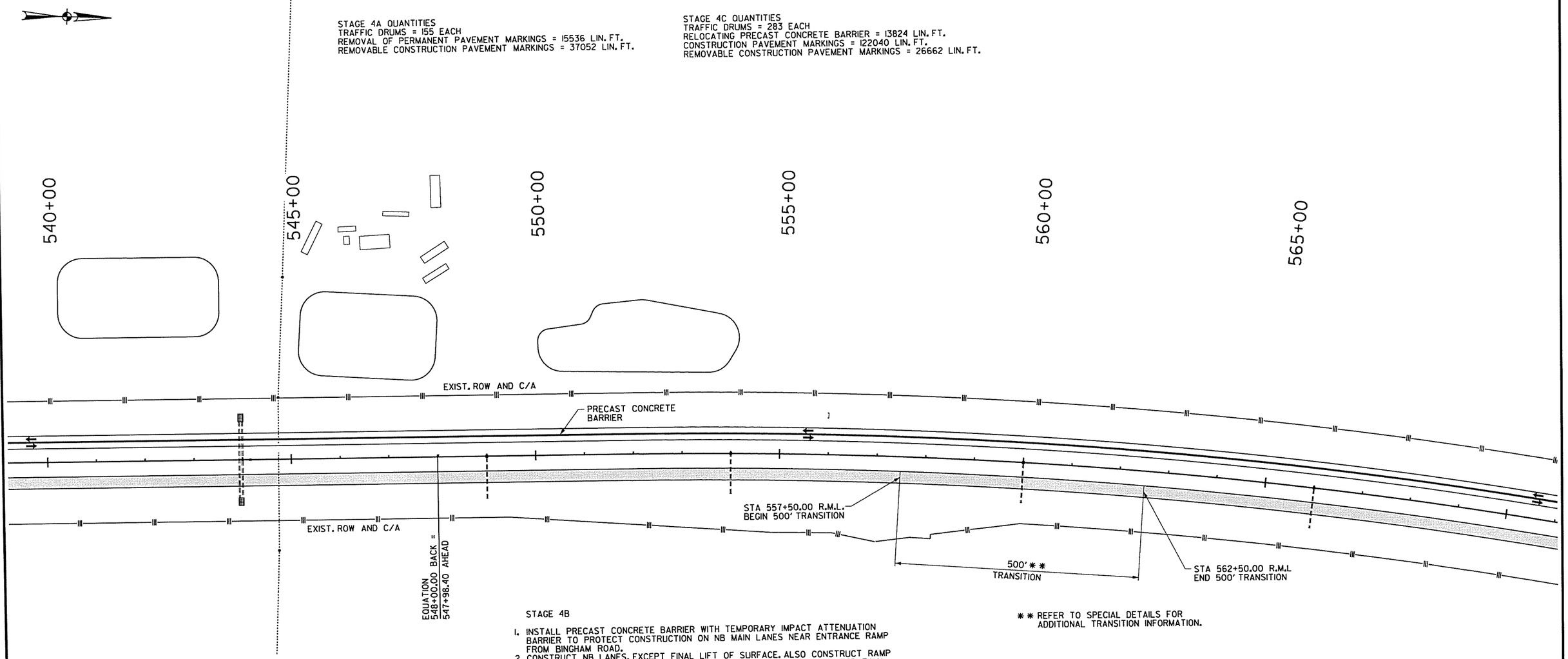
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



** REFER TO SPECIAL DETAILS FOR ADDITIONAL TRANSITION INFORMATION.

STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

3/13/2014 8:30:23 AM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	149	327

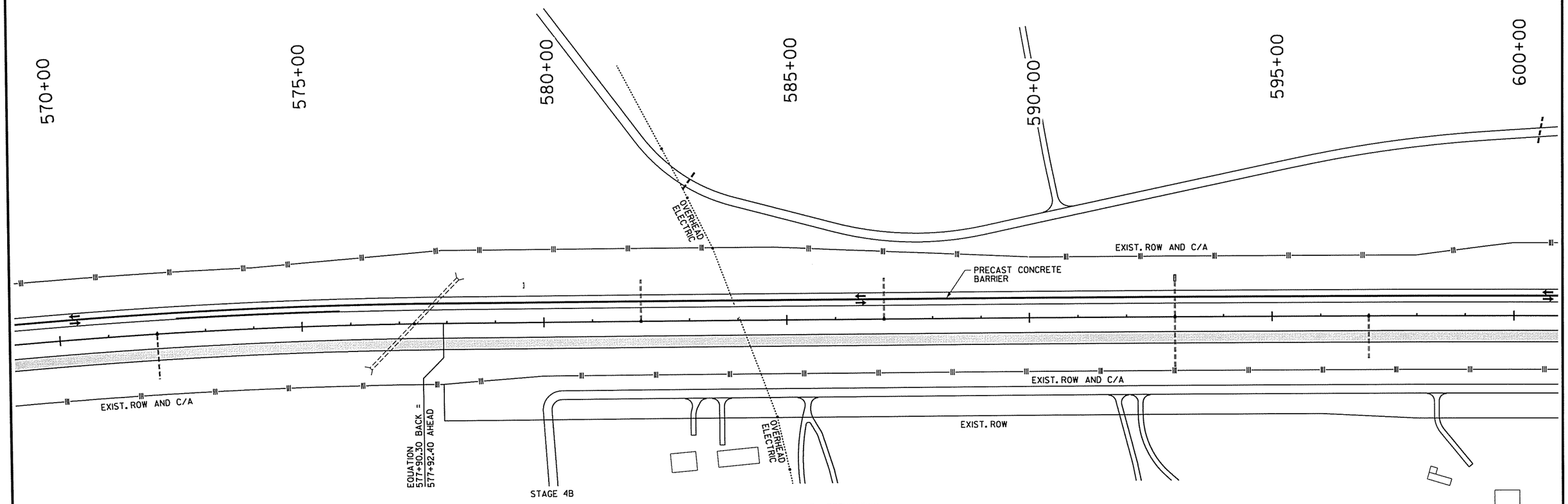
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
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5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHANNON L. PAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	150	327

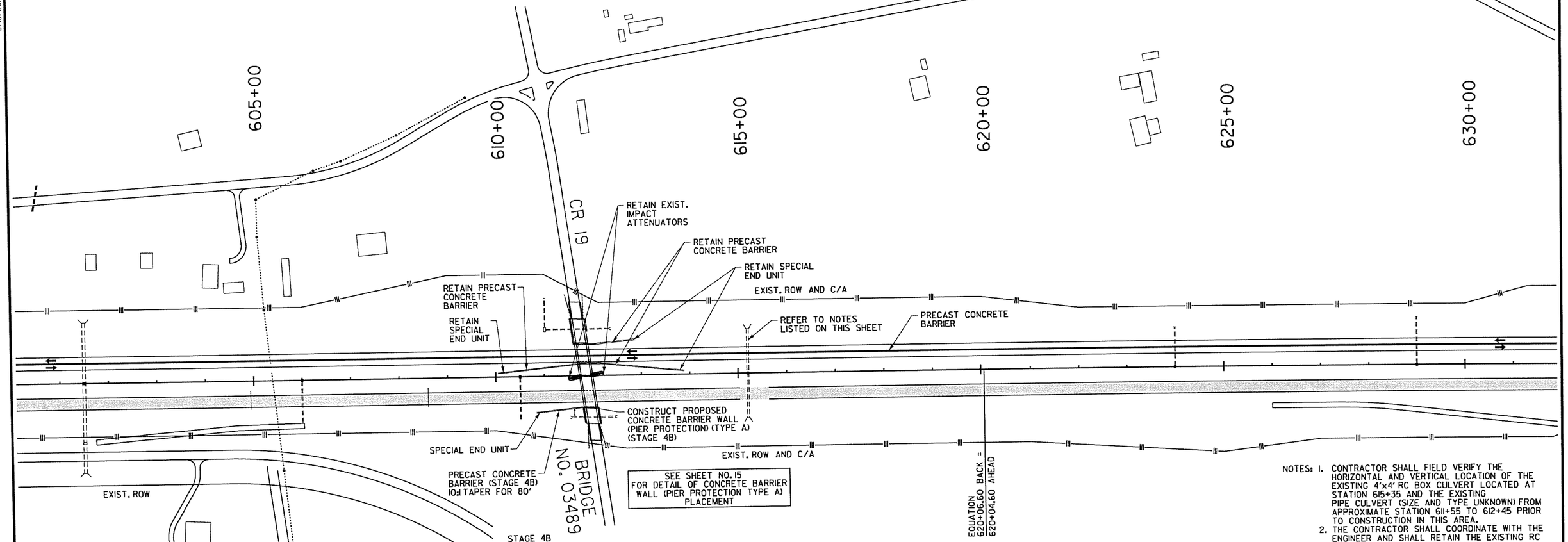
2 MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

NOTES:
1. CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING 4'x4' RC BOX CULVERT LOCATED AT STATION 615+35 AND THE EXISTING PIPE CULVERT (SIZE AND TYPE UNKNOWN) FROM APPROXIMATE STATION 611+55 TO 612+45 PRIOR TO CONSTRUCTION IN THIS AREA.
2. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND SHALL RETAIN THE EXISTING RC BOX CULVERT AND PIPE CULVERT IF THE EXISTING LOCATIONS DO NOT CONFLICT WITH THE LOWERED ROADWAY OF THE PROPOSED FULL-DEPTH RECONSTRUCTION PAVEMENT FOR NB I-530. THE EXISTING STRUCTURES SHALL ONLY BE REPLACED IF DIRECTED BY THE ENGINEER.
3. ONCE THE WEST HALF OF THE EXISTING RC BOX CULVERT IS REMOVED, THE CONTRACTOR SHALL MAINTAIN A TEMPORARY CONNECTION BETWEEN THE NEWLY REPLACED WEST HALF OF THE RC BOX CULVERT AND THE EAST HALF OF THE EXISTING BOX CULVERT WHICH IS STILL IN PLACE.
4. FIELD VERIFICATION, EXCAVATION OPERATIONS ABOVE THE TOP SLAB BEFORE REMOVAL AND DISPOSAL, COORDINATION FOR THIS WORK AND MAINTAINING THE TEMPORARY CONNECTION SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO OTHER ITEMS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
03-13-2014

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	151	327

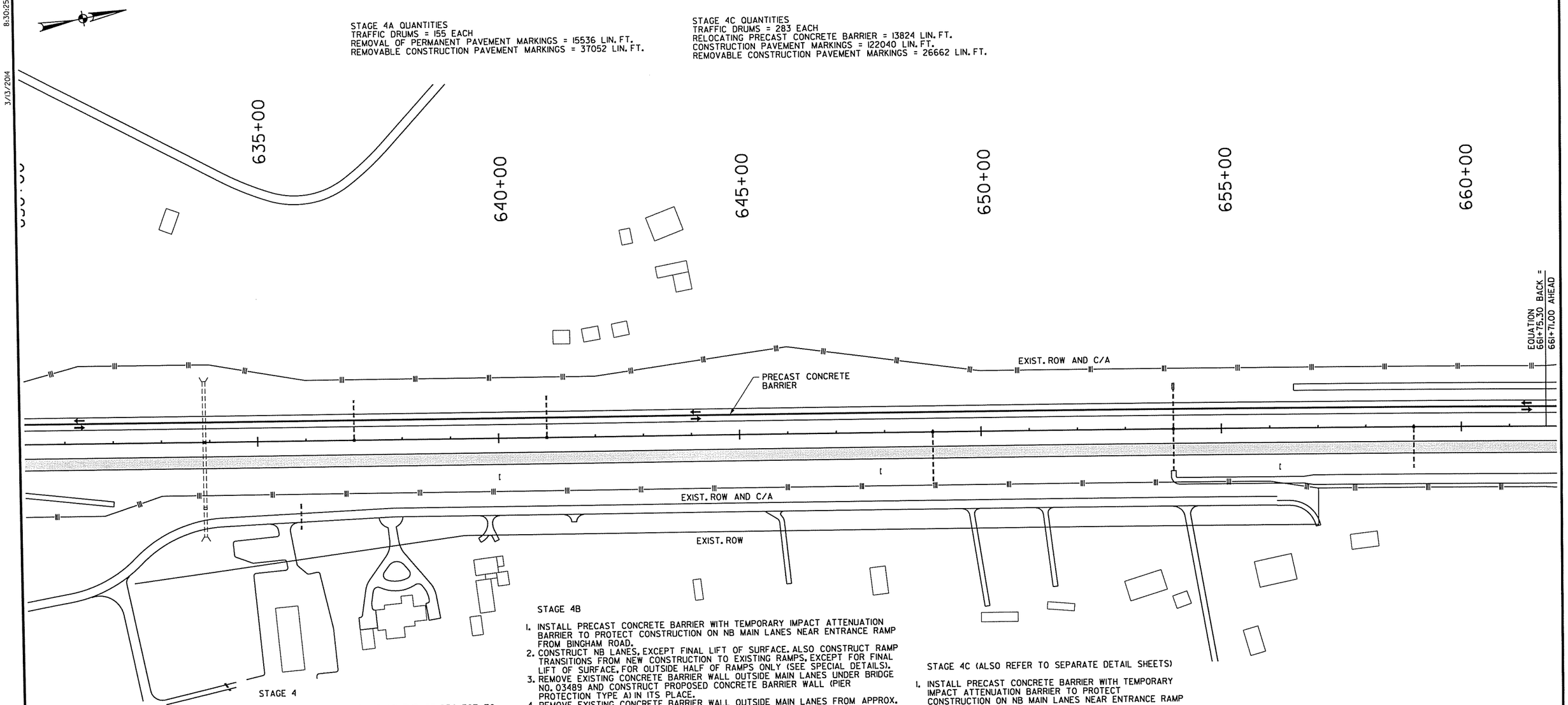
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	152	327

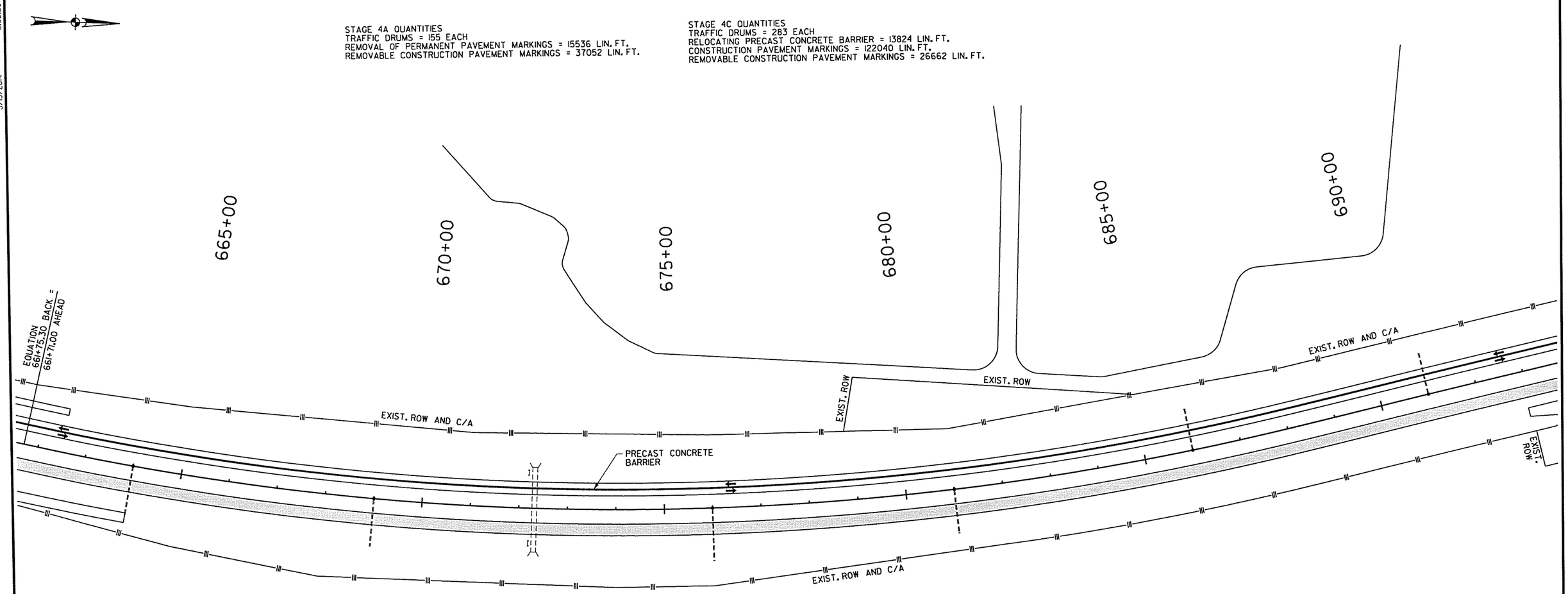
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
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9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWNAR AZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

3/13/2014 8:30:26 AM
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	153	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
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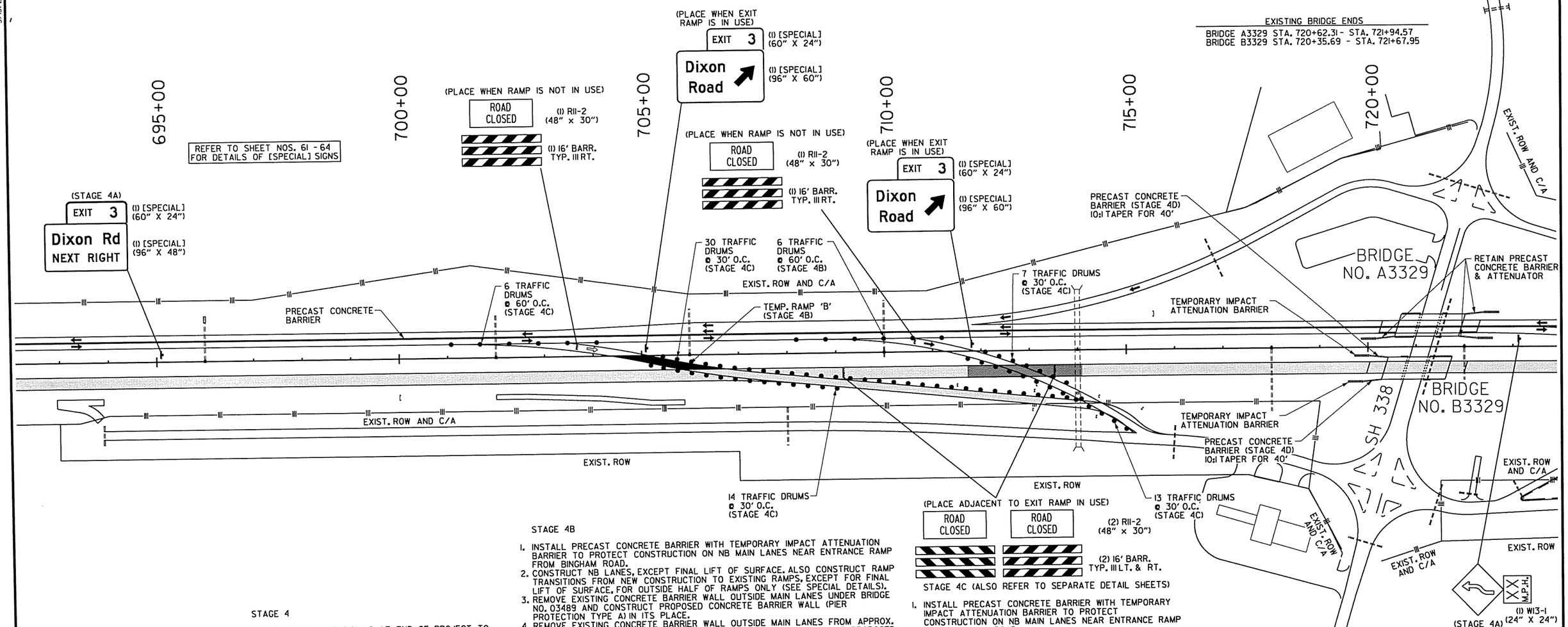
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

3/13/2014 8:30:26 AM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	154	327

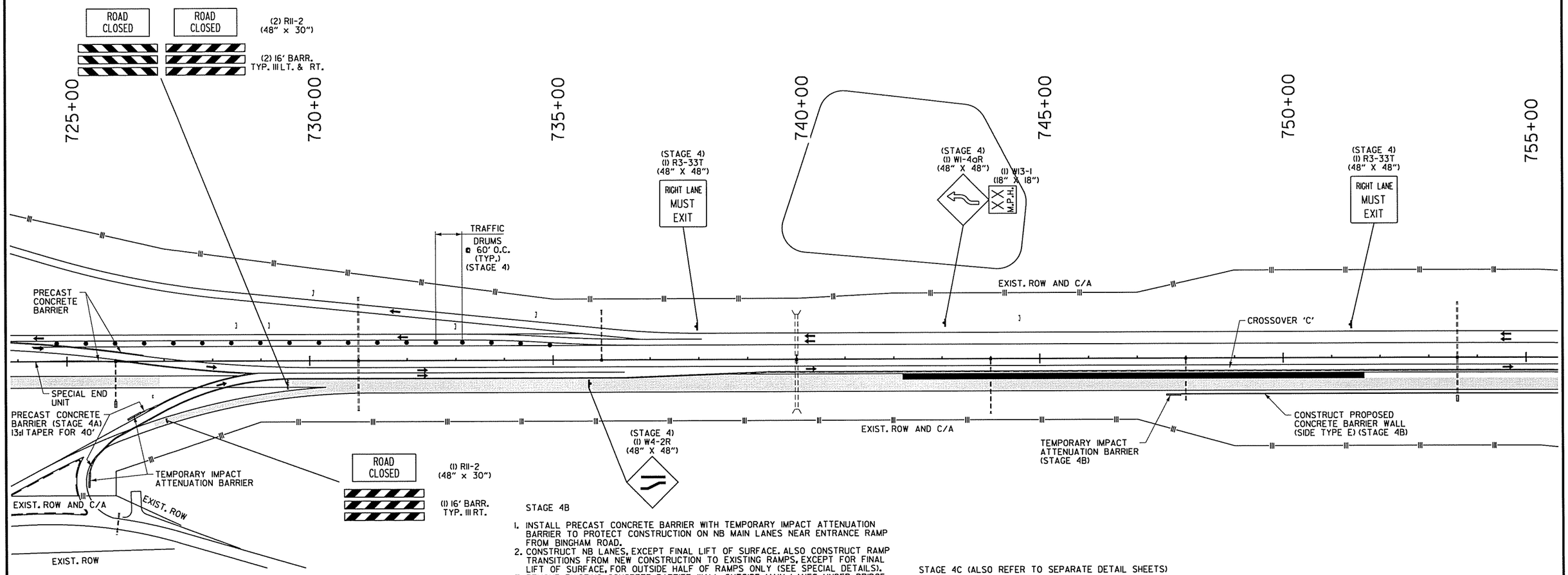
(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

3/11/2014 6:06:58 PM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	155	327

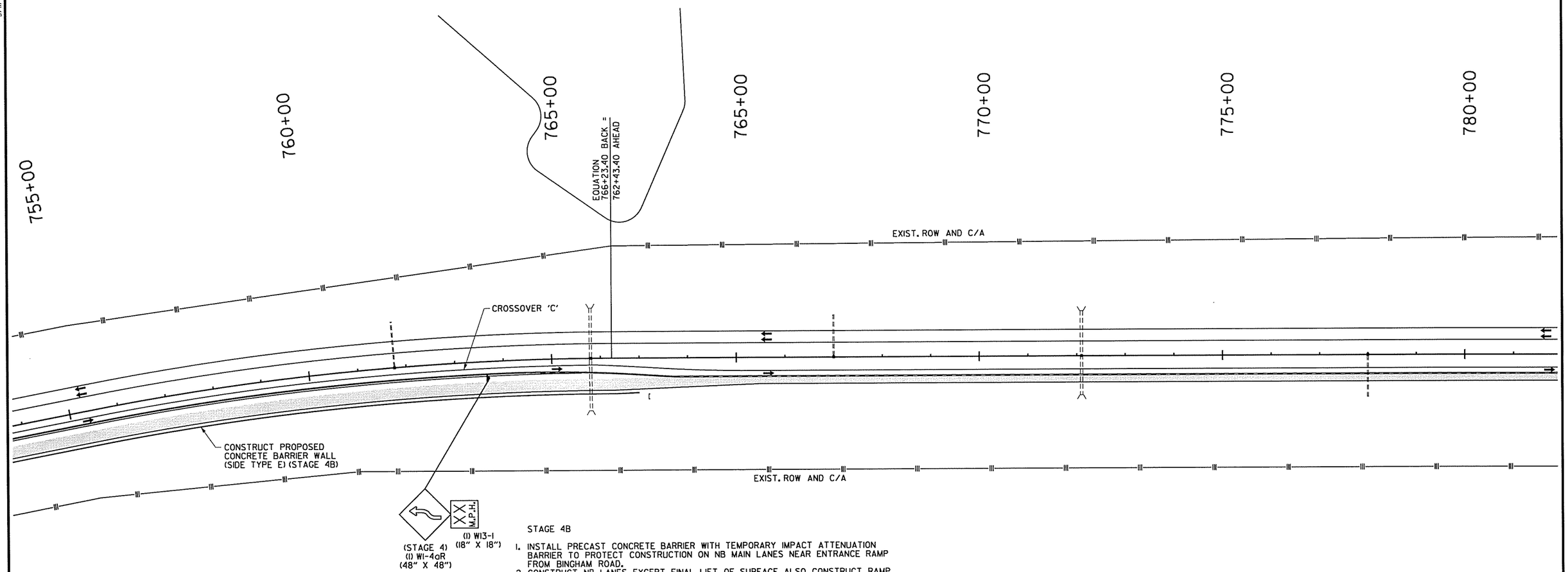
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	156	327

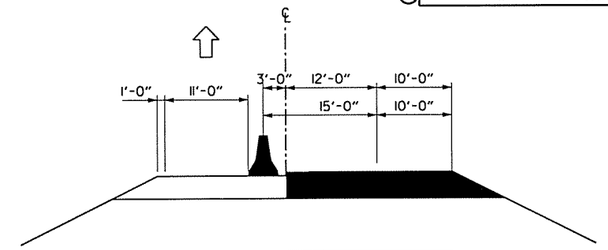
② MAINTENANCE OF TRAFFIC DETAILS

STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



SECTION A-A
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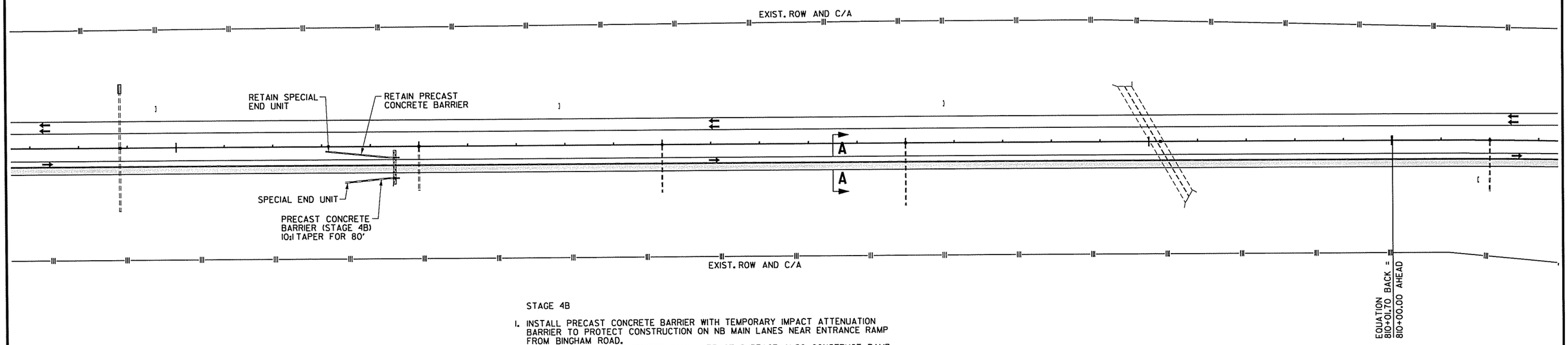

STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KHAN
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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3/11/2014
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	157	327

② MAINTENANCE OF TRAFFIC DETAILS

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.

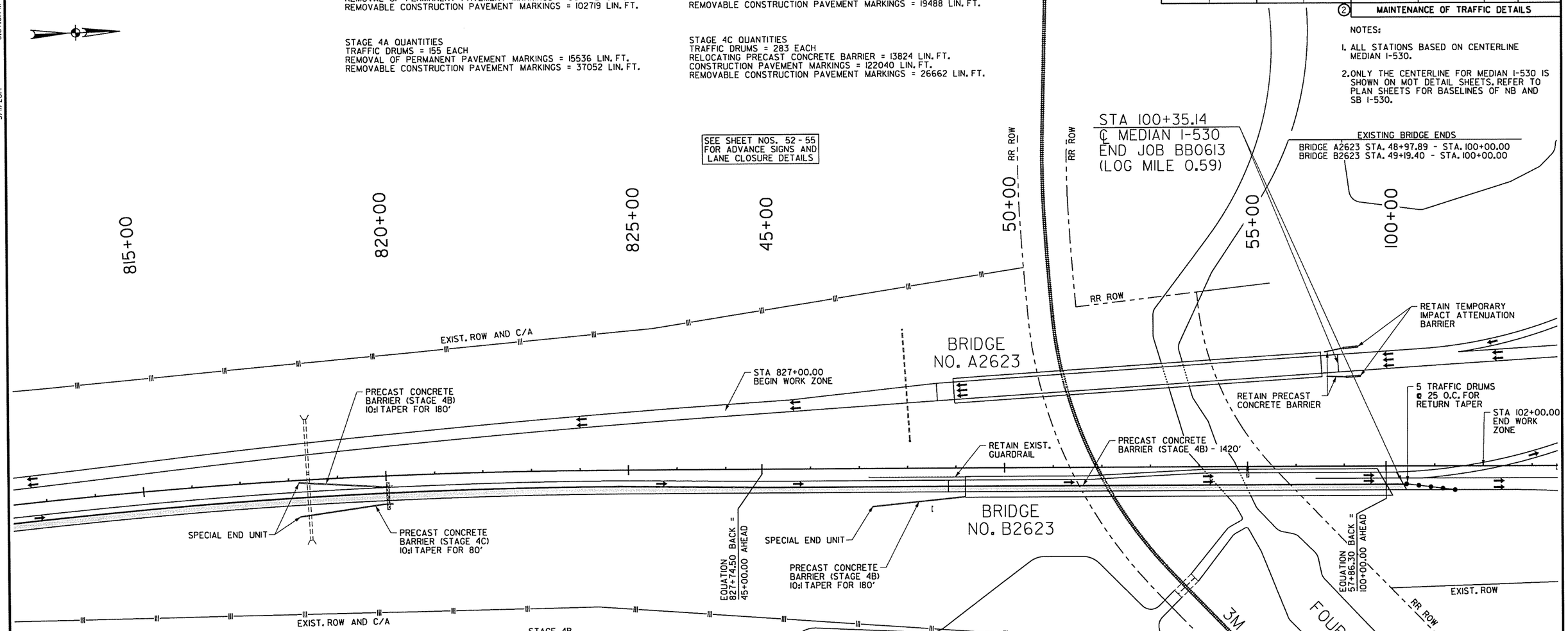
STAGE 4 QUANTITIES
TRAFFIC DRUMS = 61 EACH
RELOCATING PRECAST CONCRETE BARRIER = 35448 LIN. FT.
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 5647 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 102719 LIN. FT.

STAGE 4A QUANTITIES
TRAFFIC DRUMS = 155 EACH
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 15536 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 37052 LIN. FT.

STAGE 4B QUANTITIES
TRAFFIC DRUMS = 155 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 8149 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 8266 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 19488 LIN. FT.

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.

SEE SHEET NOS. 52 - 55 FOR ADVANCE SIGNS AND LANE CLOSURE DETAILS



SEE SHEET NOS. 159 & 160 FOR DETAILS OF TRAFFIC AND CONSTRUCTION (STAGE 4C ONLY)

STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STAGE 4D (REFER TO SEPARATE DETAIL SHEETS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

LEGEND

- UNDER CONSTRUCTION
- STAGE 4, 4A, 4B TRAFFIC
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

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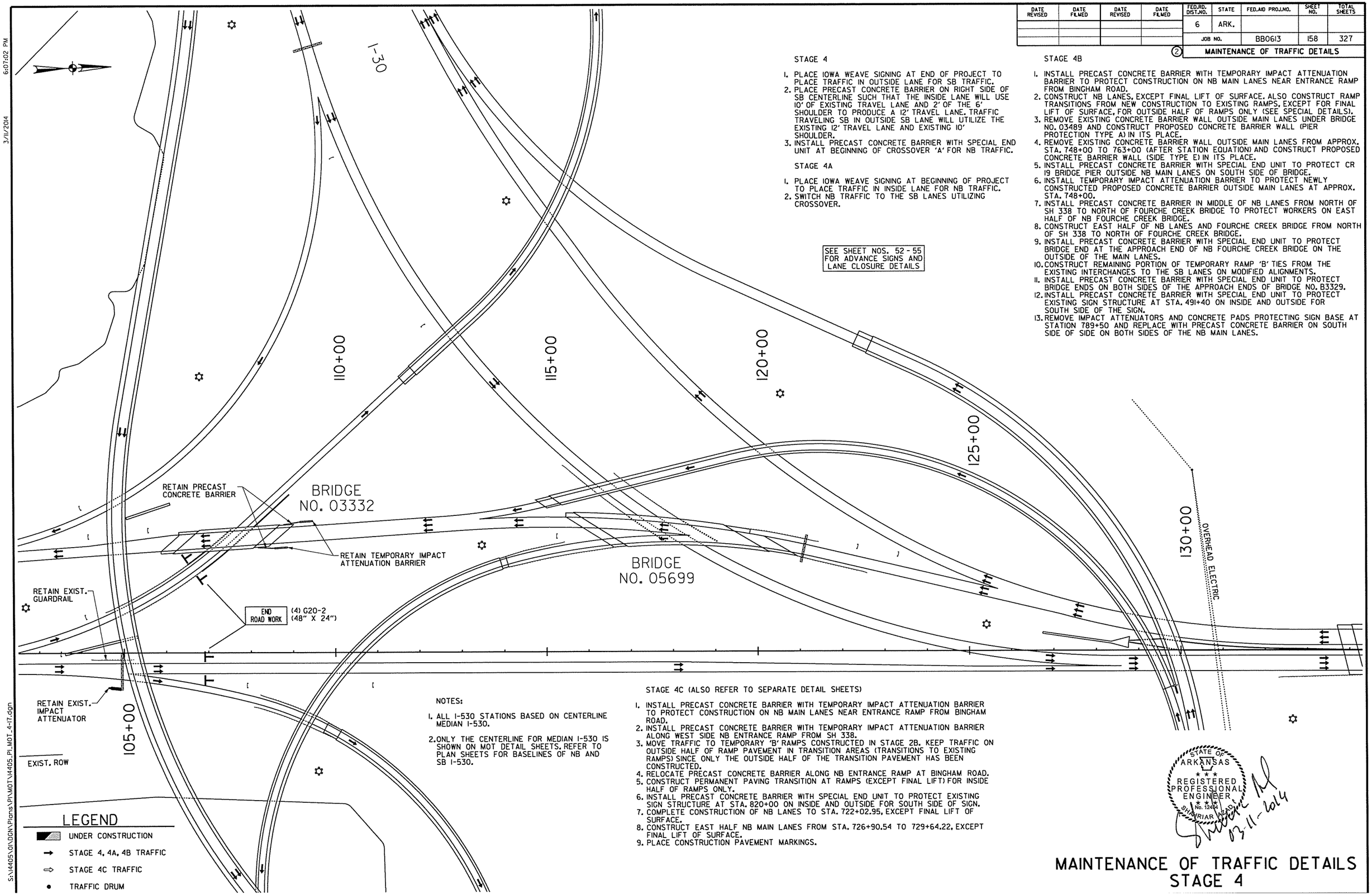
				6	ARK.			
				JOB NO.		BB0613	158	327

② MAINTENANCE OF TRAFFIC DETAILS



STAGE 4

1. PLACE IOWA WEAVE SIGNING AT END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANE FOR SB TRAFFIC.
2. PLACE PRECAST CONCRETE BARRIER ON RIGHT SIDE OF SB CENTERLINE SUCH THAT THE INSIDE LANE WILL USE 10' OF EXISTING TRAVEL LANE AND 2' OF THE 6' SHOULDER TO PRODUCE A 12' TRAVEL LANE. TRAFFIC TRAVELING SB IN OUTSIDE SB LANE WILL UTILIZE THE EXISTING 12' TRAVEL LANE AND EXISTING 10' SHOULDER.
3. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT AT BEGINNING OF CROSSOVER 'A' FOR NB TRAFFIC.

STAGE 4A

1. PLACE IOWA WEAVE SIGNING AT BEGINNING OF PROJECT TO PLACE TRAFFIC IN INSIDE LANE FOR NB TRAFFIC.
2. SWITCH NB TRAFFIC TO THE SB LANES UTILIZING CROSSOVER.

SEE SHEET NOS. 52 - 55 FOR ADVANCE SIGNS AND LANE CLOSURE DETAILS

STAGE 4B

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. CONSTRUCT NB LANES, EXCEPT FINAL LIFT OF SURFACE. ALSO CONSTRUCT RAMP TRANSITIONS FROM NEW CONSTRUCTION TO EXISTING RAMPS, EXCEPT FOR FINAL LIFT OF SURFACE, FOR OUTSIDE HALF OF RAMPS ONLY (SEE SPECIAL DETAILS).
3. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES UNDER BRIDGE NO. 03489 AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION TYPE A) IN ITS PLACE.
4. REMOVE EXISTING CONCRETE BARRIER WALL OUTSIDE MAIN LANES FROM APPROX. STA. 748+00 TO 763+00 (AFTER STATION EQUATION) AND CONSTRUCT PROPOSED CONCRETE BARRIER WALL (SIDE TYPE E) IN ITS PLACE.
5. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT CR 19 BRIDGE PIER OUTSIDE NB MAIN LANES ON SOUTH SIDE OF BRIDGE.
6. INSTALL TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT NEWLY CONSTRUCTED PROPOSED CONCRETE BARRIER OUTSIDE MAIN LANES AT APPROX. STA. 748+00.
7. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON EAST HALF OF NB FOURCHE CREEK BRIDGE.
8. CONSTRUCT EAST HALF OF NB LANES AND FOURCHE CREEK BRIDGE FROM NORTH OF SH 338 TO NORTH OF FOURCHE CREEK BRIDGE.
9. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT THE APPROACH END OF NB FOURCHE CREEK BRIDGE ON THE OUTSIDE OF THE MAIN LANES.
10. CONSTRUCT REMAINING PORTION OF TEMPORARY RAMP 'B' TIES FROM THE EXISTING INTERCHANGES TO THE SB LANES ON MODIFIED ALIGNMENTS.
11. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE ENDS ON BOTH SIDES OF THE APPROACH ENDS OF BRIDGE NO. B3329.
12. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 491+40 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF THE SIGN.
13. REMOVE IMPACT ATTENUATORS AND CONCRETE PADS PROTECTING SIGN BASE AT STATION 789+50 AND REPLACE WITH PRECAST CONCRETE BARRIER ON SOUTH SIDE OF SIDE ON BOTH SIDES OF THE NB MAIN LANES.

NOTES:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.

STAGE 4C (ALSO REFER TO SEPARATE DETAIL SHEETS)

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE.
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHANNIAR AZAD

03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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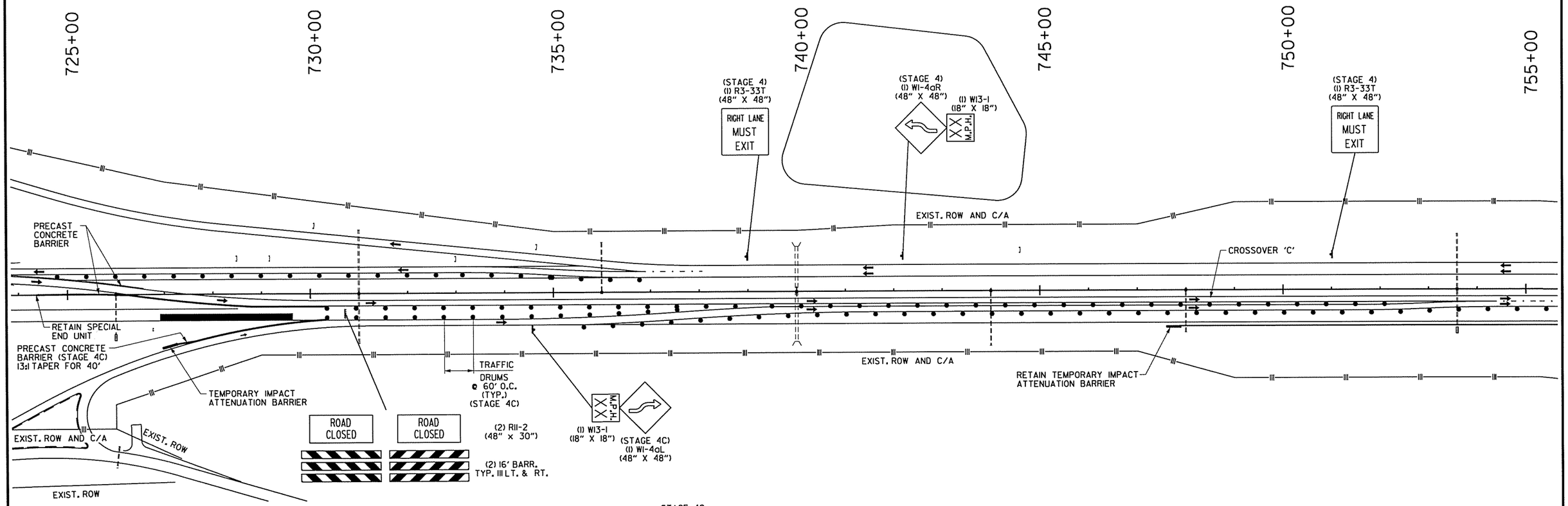
				6	ARK.			
				JOB NO.		BB0613	159	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4C

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

LEGEND

- UNDER CONSTRUCTION
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4C

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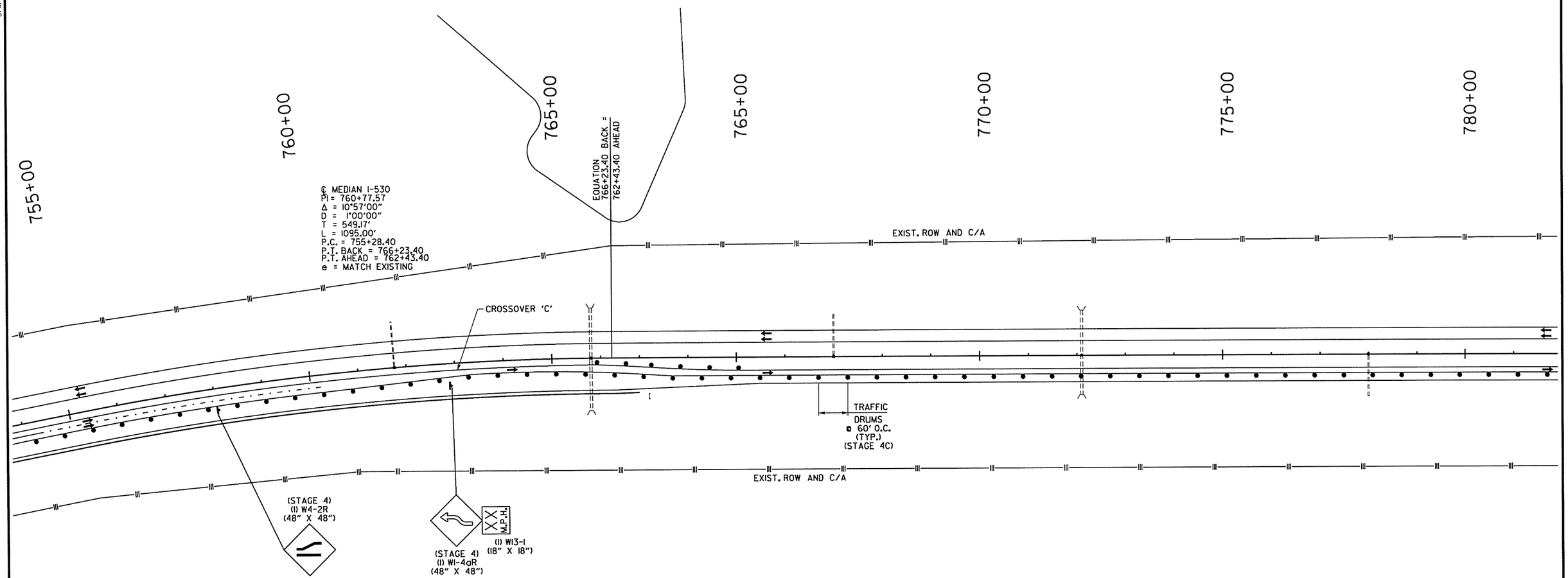
				6	ARK.			
				JOB NO.		BB0613	160	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 4C QUANTITIES
TRAFFIC DRUMS = 283 EACH
RELOCATING PRECAST CONCRETE BARRIER = 13824 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 122040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26662 LIN. FT.



STAGE 4C

1. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER TO PROTECT CONSTRUCTION ON NB MAIN LANES NEAR ENTRANCE RAMP FROM BINGHAM ROAD.
2. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG WEST SIDE NB ENTRANCE RAMP FROM SH 338.
3. MOVE TRAFFIC TO TEMPORARY 'B' RAMPS CONSTRUCTED IN STAGE 2B. KEEP TRAFFIC ON OUTSIDE HALF OF RAMP PAVEMENT IN TRANSITION AREAS (TRANSITIONS TO EXISTING RAMPS) SINCE ONLY THE OUTSIDE HALF OF THE TRANSITION PAVEMENT HAS BEEN CONSTRUCTED.
4. RELOCATE PRECAST CONCRETE BARRIER ALONG NB ENTRANCE RAMP AT BINGHAM ROAD.
5. CONSTRUCT PERMANENT PAVING TRANSITION AT RAMPS (EXCEPT FINAL LIFT) FOR INSIDE HALF OF RAMPS ONLY.
6. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT EXISTING SIGN STRUCTURE AT STA. 820+00 ON INSIDE AND OUTSIDE FOR SOUTH SIDE OF SIGN.
7. COMPLETE CONSTRUCTION OF NB LANES TO STA. 722+02.95, EXCEPT FINAL LIFT OF SURFACE.
8. CONSTRUCT EAST HALF NB MAIN LANES FROM STA. 726+90.54 TO 729+64.22, EXCEPT FINAL LIFT OF SURFACE
9. PLACE CONSTRUCTION PAVEMENT MARKINGS.

LEGEND

- UNDER CONSTRUCTION
- STAGE 4C TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SYAMRIAR AZOD

03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4C

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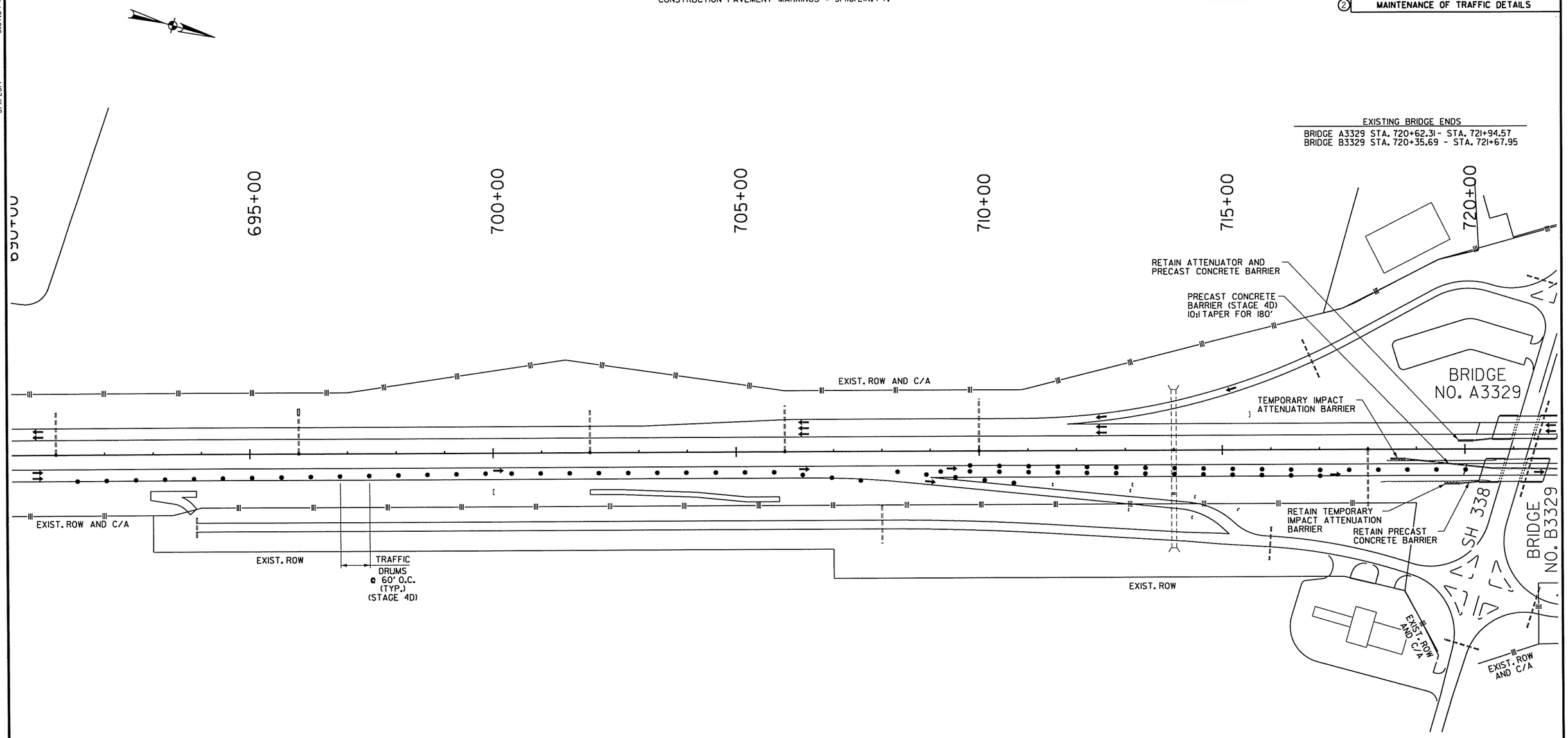
6	ARK.			
JOB NO.		BB0613	161	327

② MAINTENANCE OF TRAFFIC DETAILS

STAGE 4D QUANTITIES
TRAFFIC DRUMS = 88 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 441 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 1208.0 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 31418.1 LIN. FT.

EXISTING BRIDGE ENDS
BRIDGE A3329 STA. 720+62.31 - STA. 721+94.57
BRIDGE B3329 STA. 720+35.69 - STA. 721+67.95



STAGE 4D

1. TRAFFIC IN NORMAL PATTERN ON SB I-530.
2. PLACE IOWA WEAVE SIGNING AT SH 338 BRIDGE TO PLACE NB TRAFFIC IN INSIDE LANE.
3. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG NB MAIN LANES TO PROTECT CONSTRUCTION ON WEST SIDE NB MAIN LANES.
4. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES AT FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON THE WEST HALF OF NB FOURCHE CREEK BRIDGE.
5. CONSTRUCT INSIDE LANE AND SHOULDER FROM BRIDGE B3329 TO BRIDGE B2623.
6. CONSTRUCT WEST HALF NB FOURCHE CREEK BRIDGE.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT APPROACH END OF THE NB FOURCHE CREEK BRIDGE ON THE MEDIAN SIDE OF THE MAIN LANES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 4D TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR HEDAYAT
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 4D

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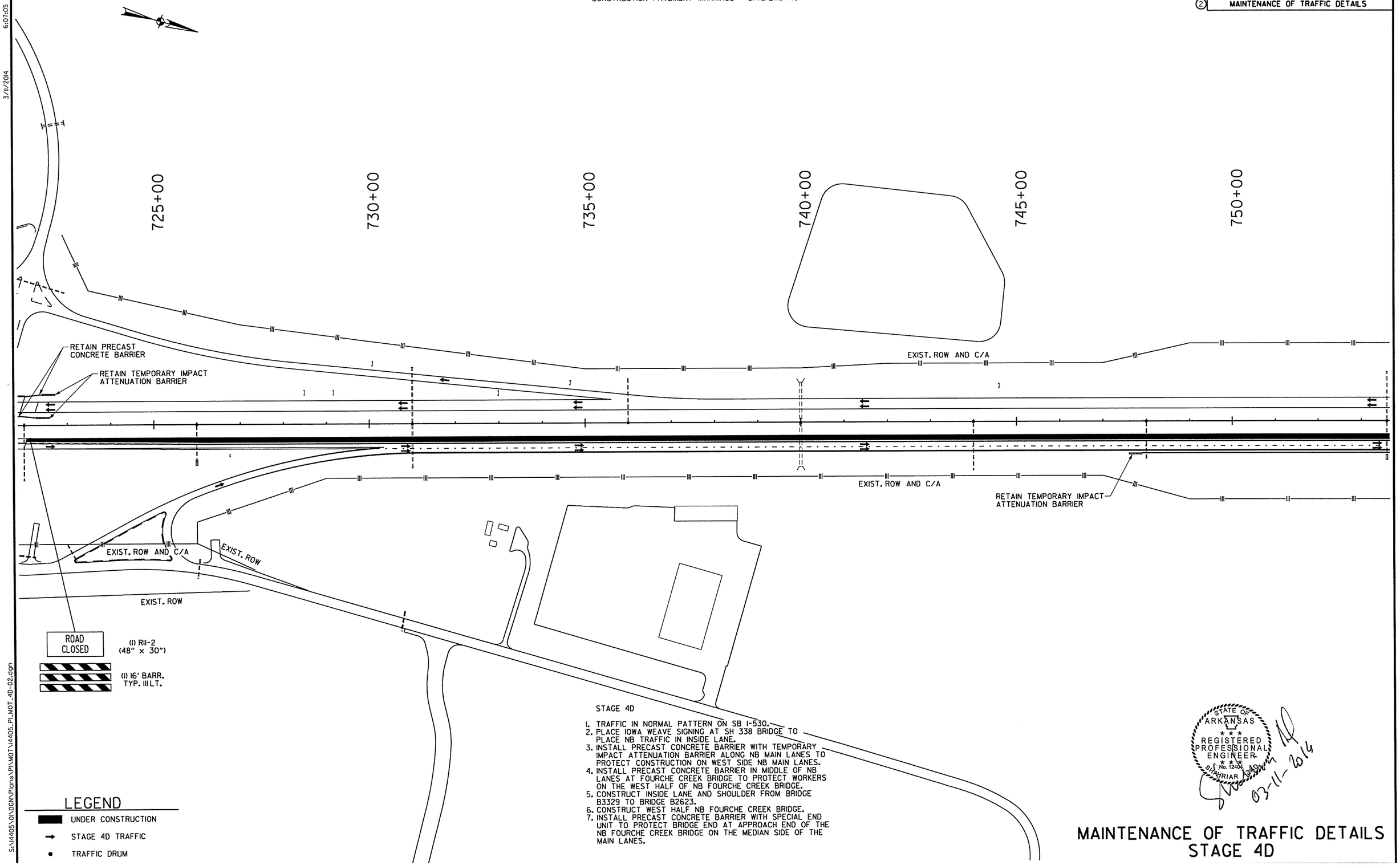
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	162	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4D QUANTITIES
TRAFFIC DRUMS = 88 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 441 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 12080 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 314181 LIN. FT.



STAGE 4D

1. TRAFFIC IN NORMAL PATTERN ON SB I-530.
2. PLACE IOWA WEAVE SIGNING AT SH 338 BRIDGE TO PLACE NB TRAFFIC IN INSIDE LANE.
3. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG NB MAIN LANES TO PROTECT CONSTRUCTION ON WEST SIDE NB MAIN LANES.
4. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES AT FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON THE WEST HALF OF NB FOURCHE CREEK BRIDGE.
5. CONSTRUCT INSIDE LANE AND SHOULDER FROM BRIDGE B3329 TO BRIDGE B2623.
6. CONSTRUCT WEST HALF NB FOURCHE CREEK BRIDGE.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT APPROACH END OF THE NB FOURCHE CREEK BRIDGE ON THE MEDIAN SIDE OF THE MAIN LANES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 4D TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR AGHAY
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4D

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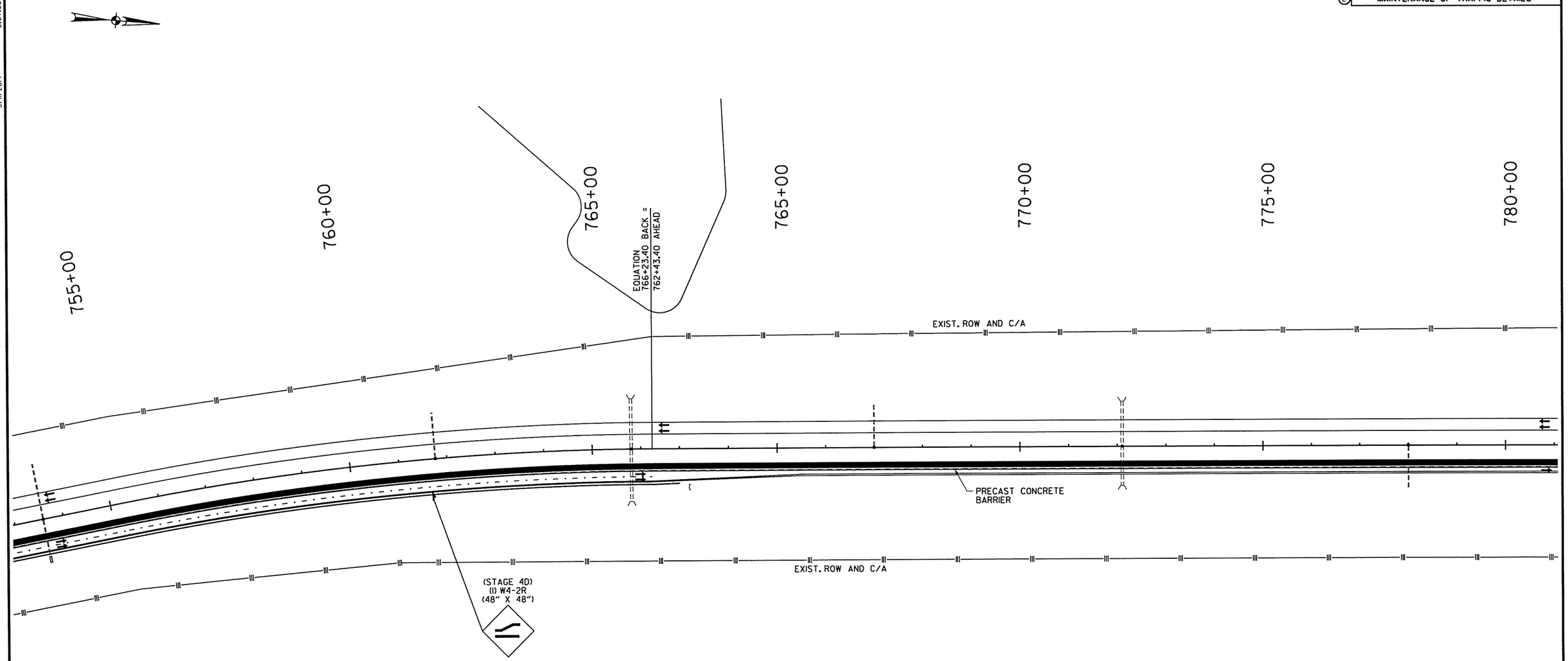
				6	ARK.			
				JOB NO.		BB0613	163	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4D QUANTITIES
TRAFFIC DRUMS = 88 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 441 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 12080 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 314181 LIN. FT.



STAGE 4D

1. TRAFFIC IN NORMAL PATTERN ON SB I-530.
2. PLACE IOWA WEAVE SIGNING AT SH 338 BRIDGE TO PLACE NB TRAFFIC IN INSIDE LANE.
3. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG NB MAIN LANES TO PROTECT CONSTRUCTION ON WEST SIDE NB MAIN LANES.
4. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES AT FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON THE WEST HALF OF NB FOURCHE CREEK BRIDGE.
5. CONSTRUCT INSIDE LANE AND SHOULDER FROM BRIDGE B3329 TO BRIDGE B2623.
6. CONSTRUCT WEST HALF NB FOURCHE CREEK BRIDGE.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT APPROACH END OF THE NB FOURCHE CREEK BRIDGE ON THE MEDIAN SIDE OF THE MAIN LANES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
03-11-2014

LEGEND

- UNDER CONSTRUCTION
- STAGE 4D TRAFFIC
- TRAFFIC DRUM

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4D

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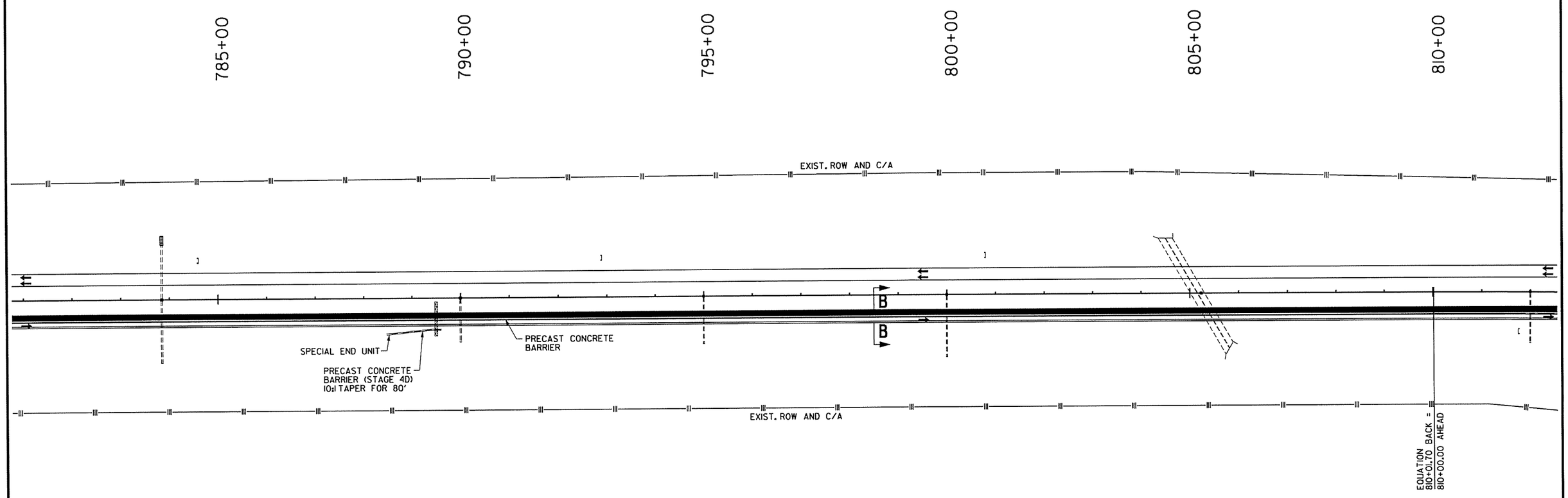
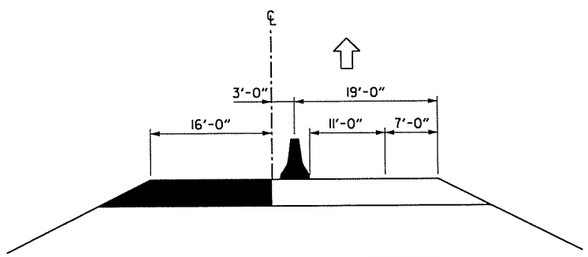
				6	ARK.			
				JOB NO.		BB0613	164	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4D QUANTITIES
TRAFFIC DRUMS = 88 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 441 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 12080 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 314181 LIN. FT.





SECTION B-B
N.T.S.

STAGE 4D

1. TRAFFIC IN NORMAL PATTERN ON SB I-530.
2. PLACE IOWA WEAVE SIGNING AT SH 338 BRIDGE TO PLACE NB TRAFFIC IN INSIDE LANE.
3. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG NB MAIN LANES TO PROTECT CONSTRUCTION ON WEST SIDE NB MAIN LANES.
4. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES AT FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON THE WEST HALF OF NB FOURCHE CREEK BRIDGE.
5. CONSTRUCT INSIDE LANE AND SHOULDER FROM BRIDGE B3329 TO BRIDGE B2623.
6. CONSTRUCT WEST HALF NB FOURCHE CREEK BRIDGE.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT APPROACH END OF THE NB FOURCHE CREEK BRIDGE ON THE MEDIAN SIDE OF THE MAIN LANES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 4D TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4D

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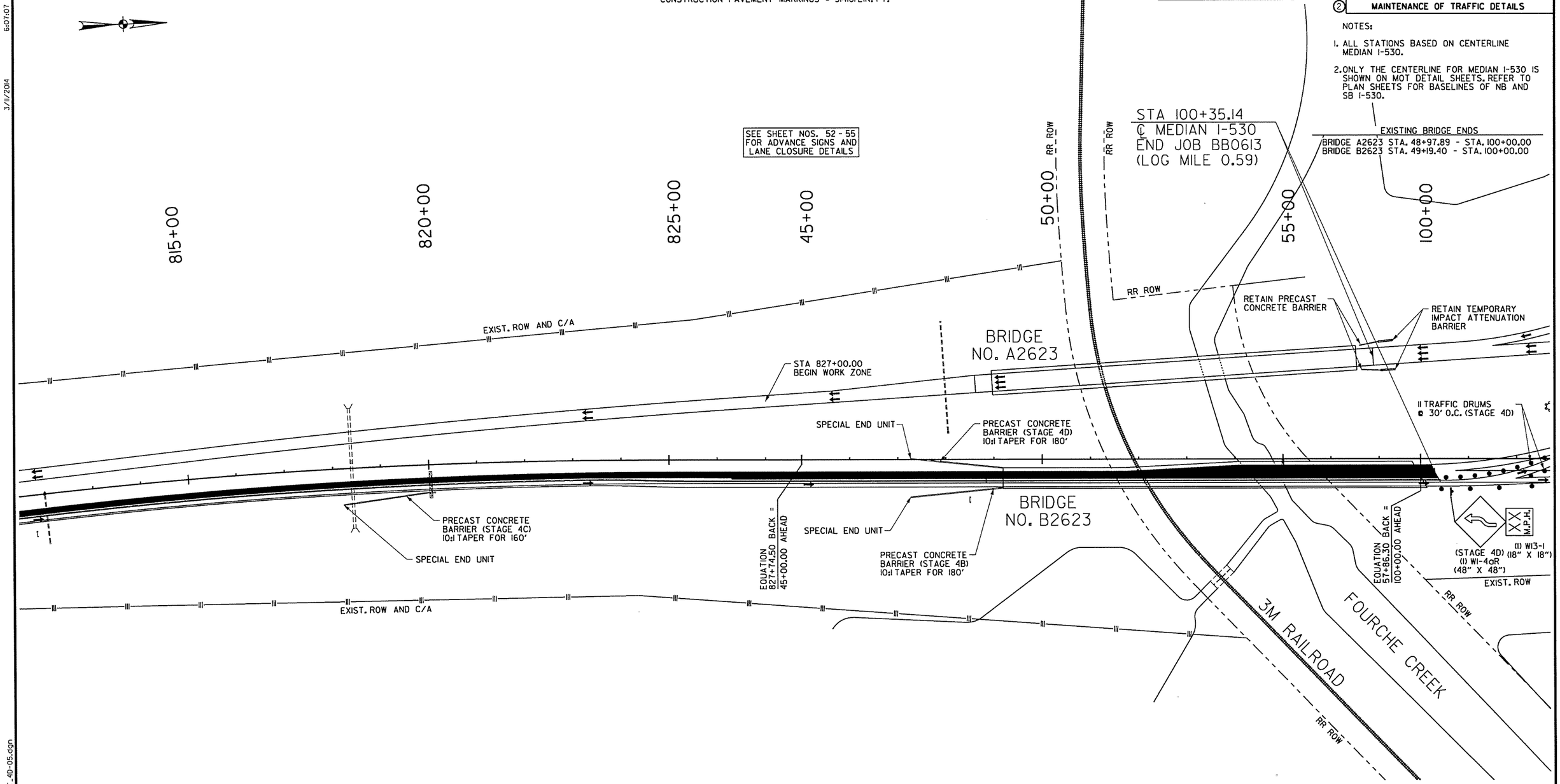
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	165	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 4D QUANTITIES
TRAFFIC DRUMS = 88 EACH
FURNISH AND INSTALL PRECAST CONCRETE BARRIER WALL = 441 LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER = 12080 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 314181 LIN. FT.

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE 4D

1. TRAFFIC IN NORMAL PATTERN ON SB I-530.
2. PLACE IOWA WEAVE SIGNING AT SH 338 BRIDGE TO PLACE NB TRAFFIC IN INSIDE LANE.
3. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG NB MAIN LANES TO PROTECT CONSTRUCTION ON WEST SIDE NB MAIN LANES.
4. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES AT FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON THE WEST HALF OF NB FOURCHE CREEK BRIDGE.
5. CONSTRUCT INSIDE LANE AND SHOULDER FROM BRIDGE B3329 TO BRIDGE B2623.
6. CONSTRUCT WEST HALF NB FOURCHE CREEK BRIDGE.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT APPROACH END OF THE NB FOURCHE CREEK BRIDGE ON THE MEDIAN SIDE OF THE MAIN LANES.

LEGEND

- UNDER CONSTRUCTION
- STAGE 4D TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4D

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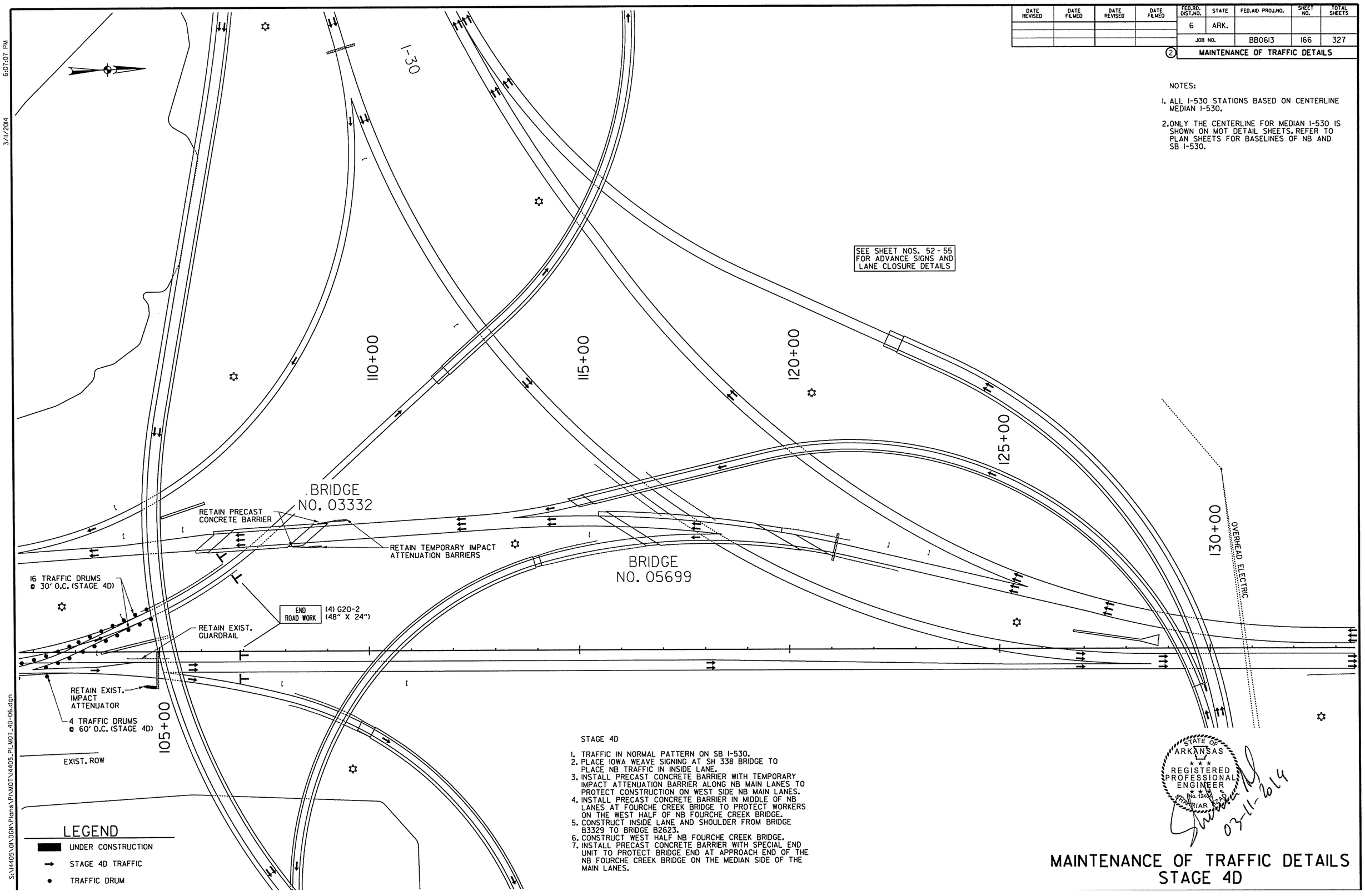
				6	ARK.			
				JOB NO.		BB0613	166	327

(2) MAINTENANCE OF TRAFFIC DETAILS

NOTES:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE 4D

1. TRAFFIC IN NORMAL PATTERN ON SB I-530.
2. PLACE IOWA WEAVE SIGNING AT SH 338 BRIDGE TO PLACE NB TRAFFIC IN INSIDE LANE.
3. INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG NB MAIN LANES TO PROTECT CONSTRUCTION ON WEST SIDE NB MAIN LANES.
4. INSTALL PRECAST CONCRETE BARRIER IN MIDDLE OF NB LANES AT FOURCHE CREEK BRIDGE TO PROTECT WORKERS ON THE WEST HALF OF NB FOURCHE CREEK BRIDGE.
5. CONSTRUCT INSIDE LANE AND SHOULDER FROM BRIDGE B3329 TO BRIDGE B2623.
6. CONSTRUCT WEST HALF NB FOURCHE CREEK BRIDGE.
7. INSTALL PRECAST CONCRETE BARRIER WITH SPECIAL END UNIT TO PROTECT BRIDGE END AT APPROACH END OF THE NB FOURCHE CREEK BRIDGE ON THE MEDIAN SIDE OF THE MAIN LANES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
STANLIAR
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGE 4D

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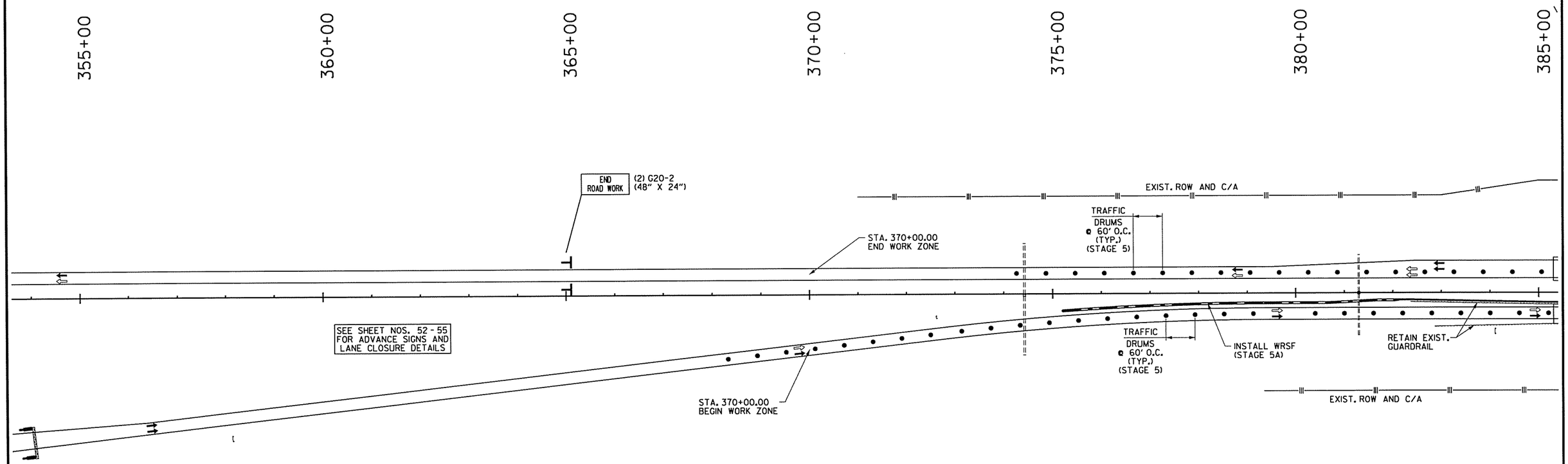
				6	ARK.			
				JOB NO.		BB0613	167	327

(2) MAINTENANCE OF TRAFFIC DETAILS

NOTE:

ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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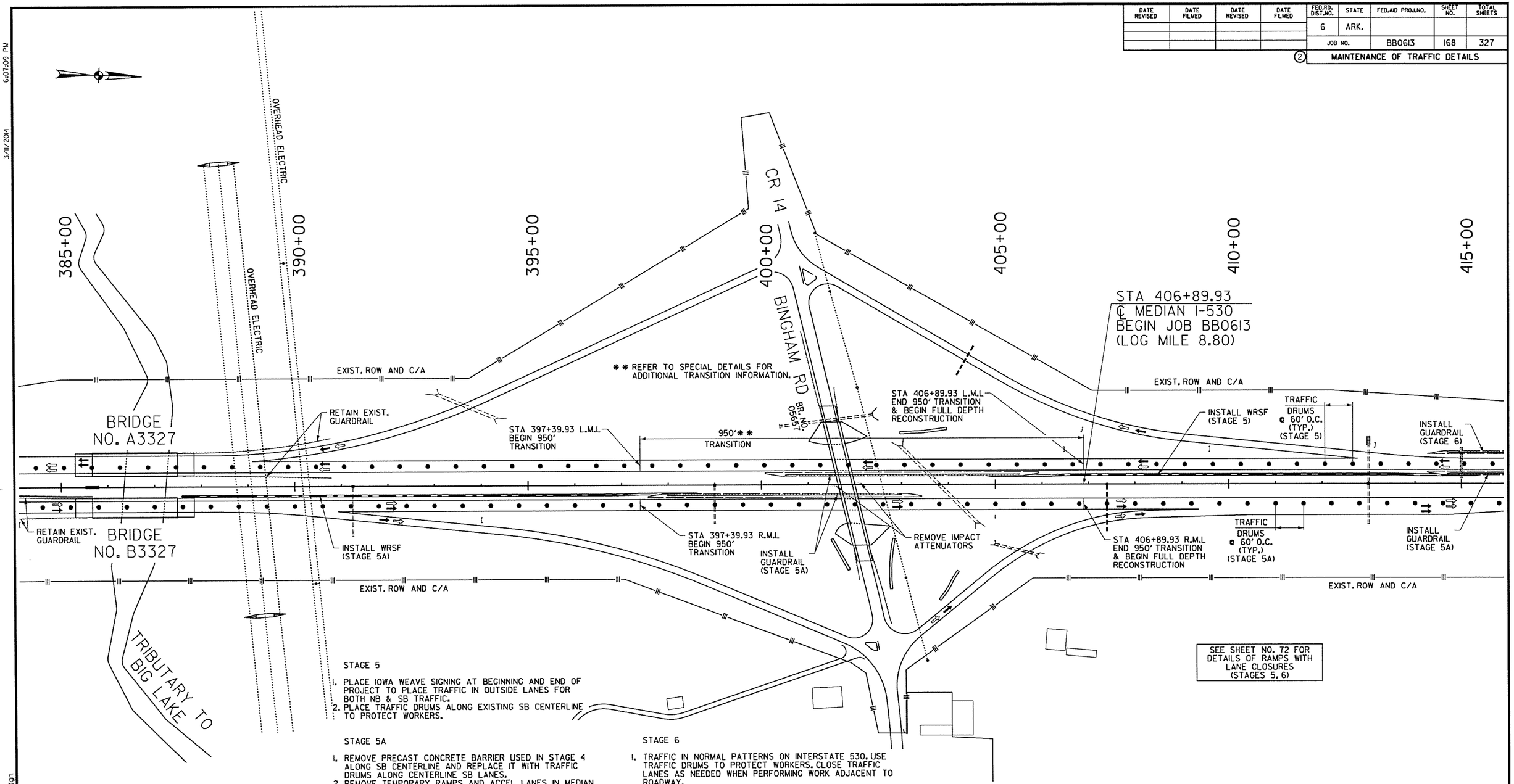
				JOB NO.		BB0613	168	327

(2) MAINTENANCE OF TRAFFIC DETAILS



SEE SHEET NO. 72 FOR DETAILS OF RAMPS WITH LANE CLOSURES (STAGES 5, 6)

STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

→ STAGE 5A TRAFFIC

⇨ STAGE 5B TRAFFIC

• TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
J. MARK FRIAR
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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				6	ARK.			
				JOB NO.		BB0613	169	327

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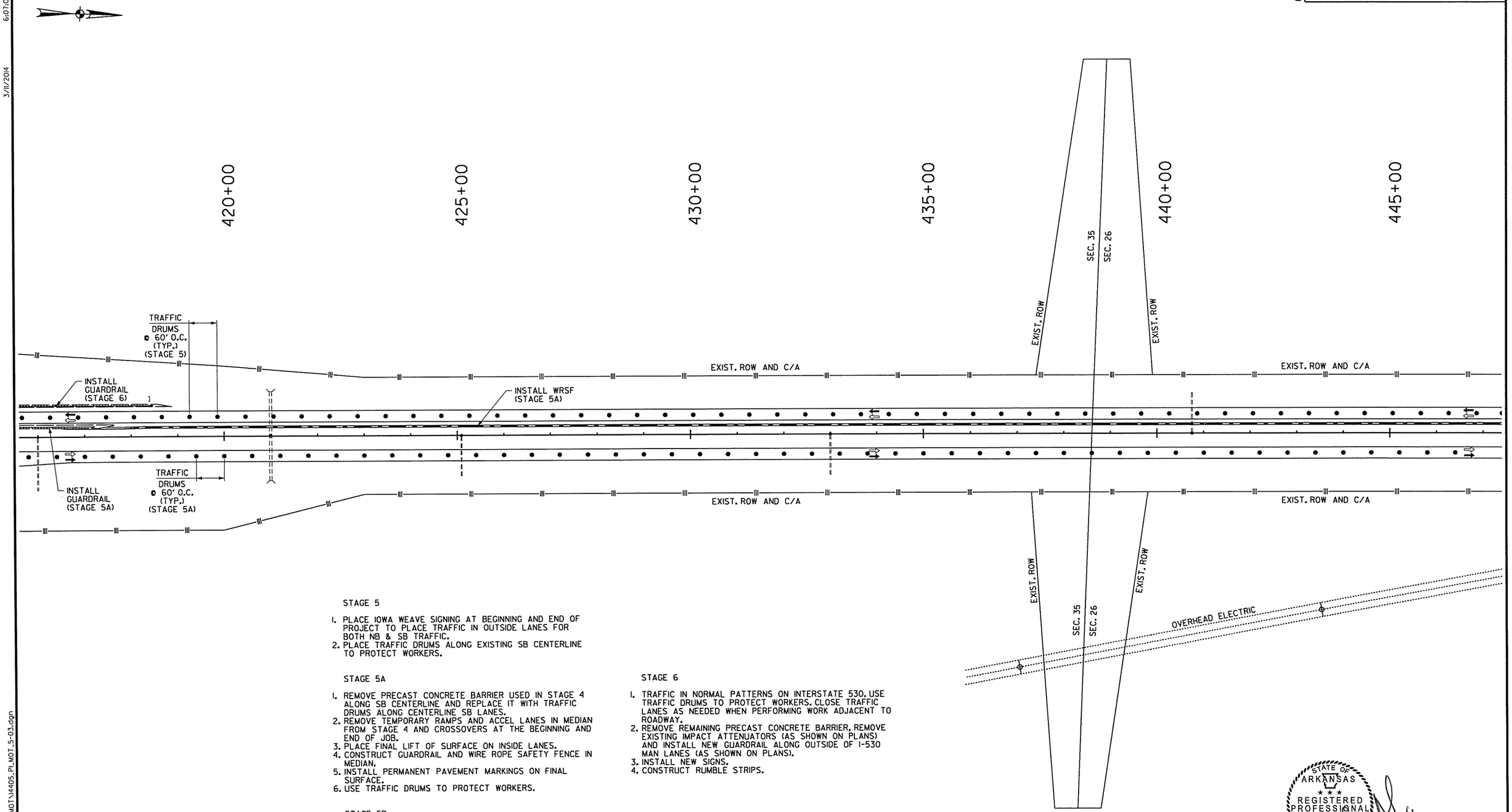

STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAIN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- STAGE 5A TRAFFIC
- STAGE 5B TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHIR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		BB0613	170	327

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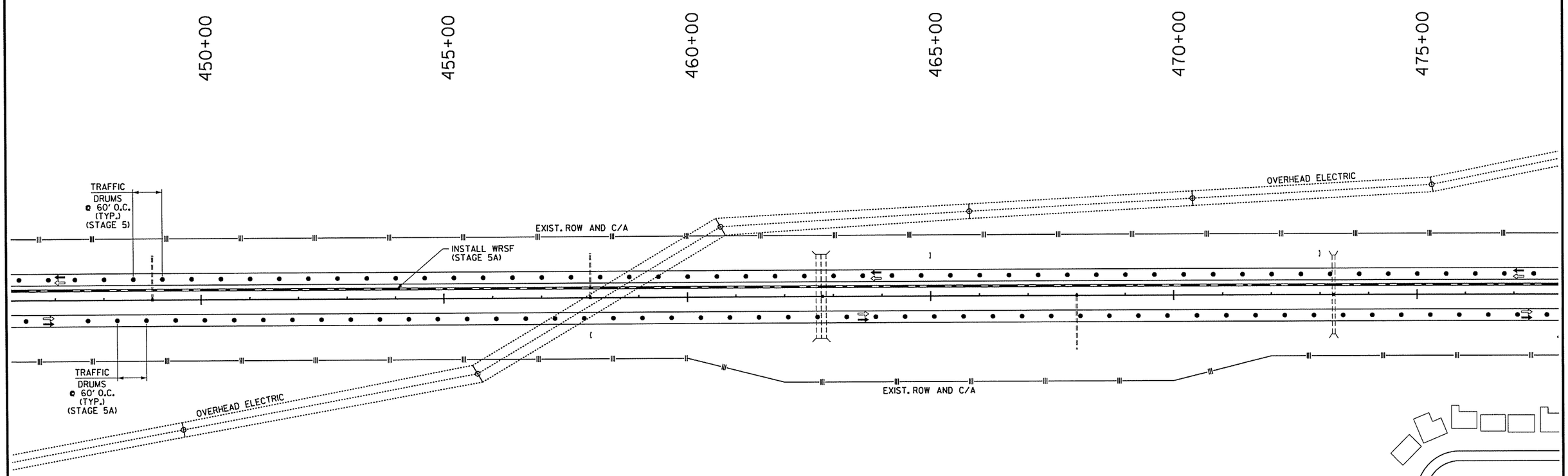


STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

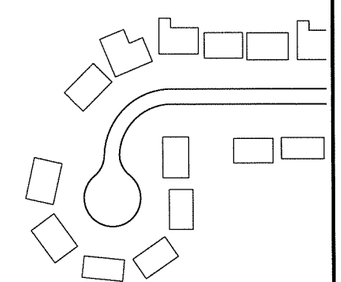
1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGES 5 & 6

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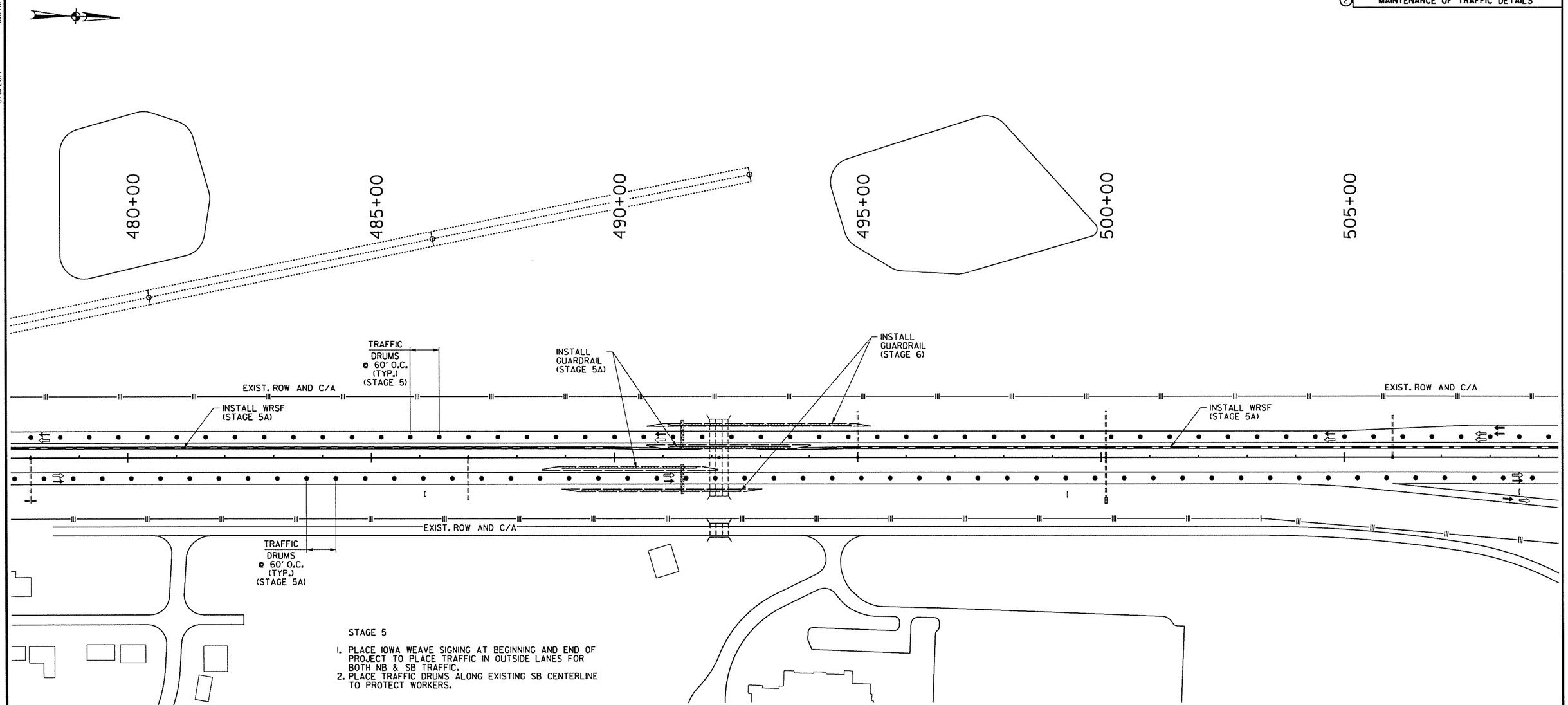
				6	ARK.			
				JOB NO.		BB0613	171	327

(2) MAINTENANCE OF TRAFFIC DETAILS



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAIN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KHAN
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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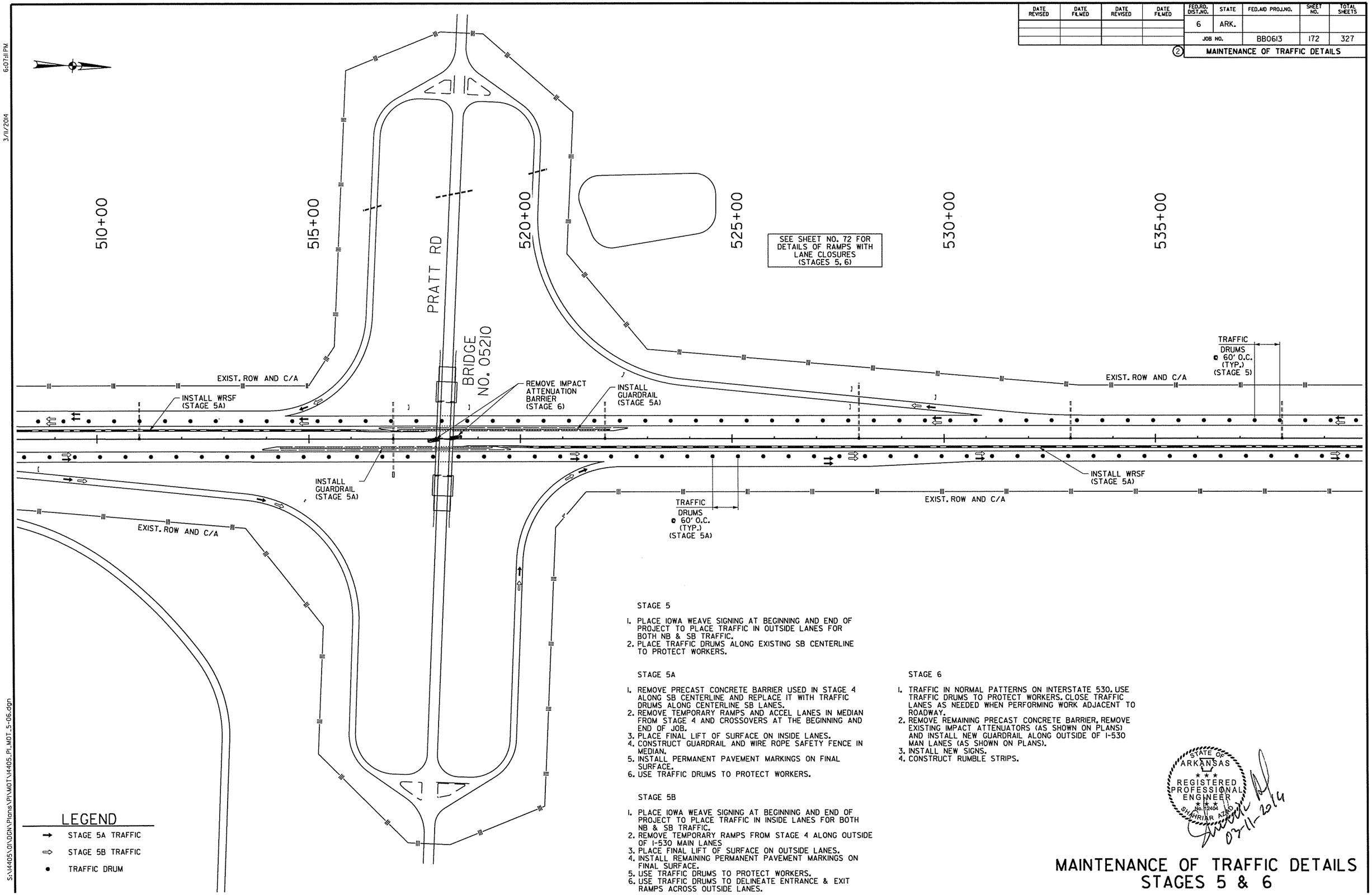
				6	ARK.			
				JOB NO.		BB0613	172	327

2 MAINTENANCE OF TRAFFIC DETAILS



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAIN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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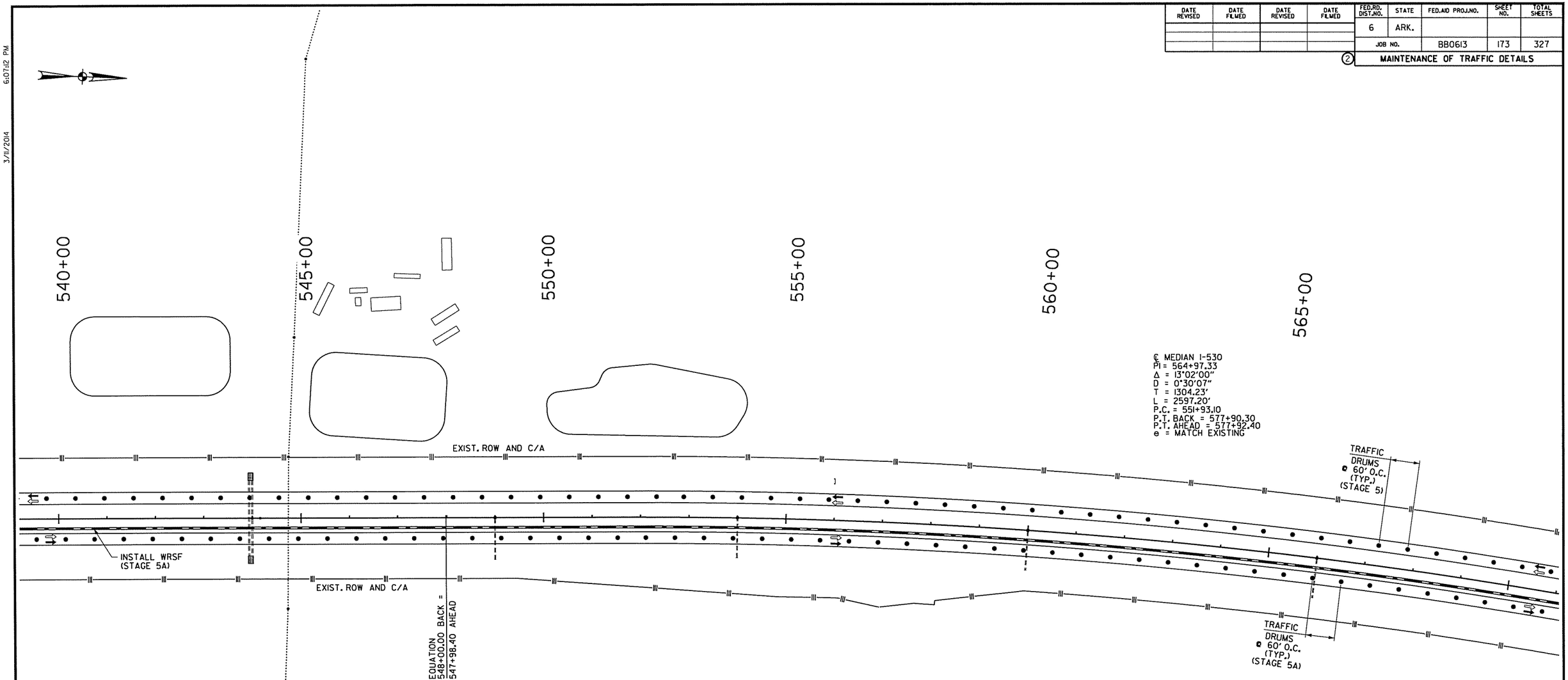
				JOB NO.		BB0613	173	327

2 MAINTENANCE OF TRAFFIC DETAILS



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAIN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ALI

03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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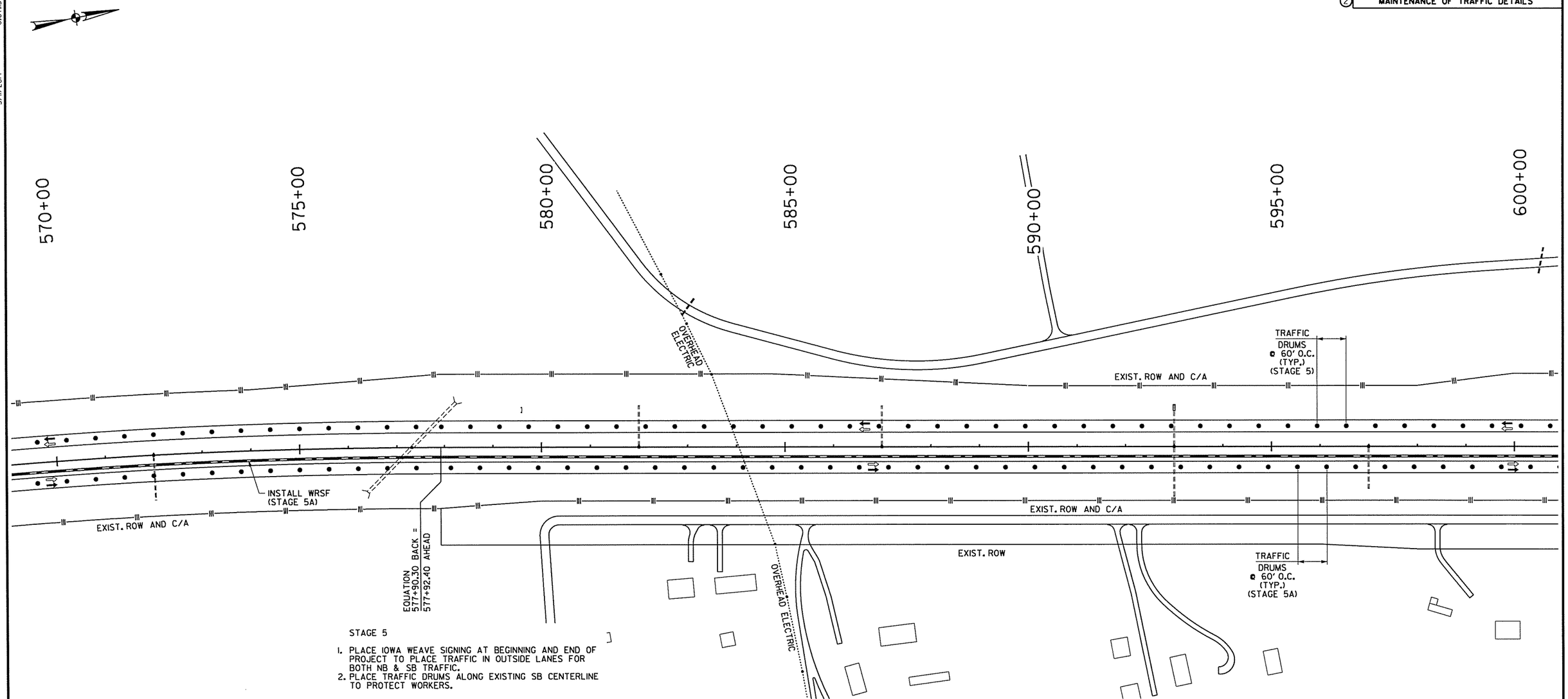
				JOB NO.		BB0613	174	327

(2) MAINTENANCE OF TRAFFIC DETAILS



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIMI
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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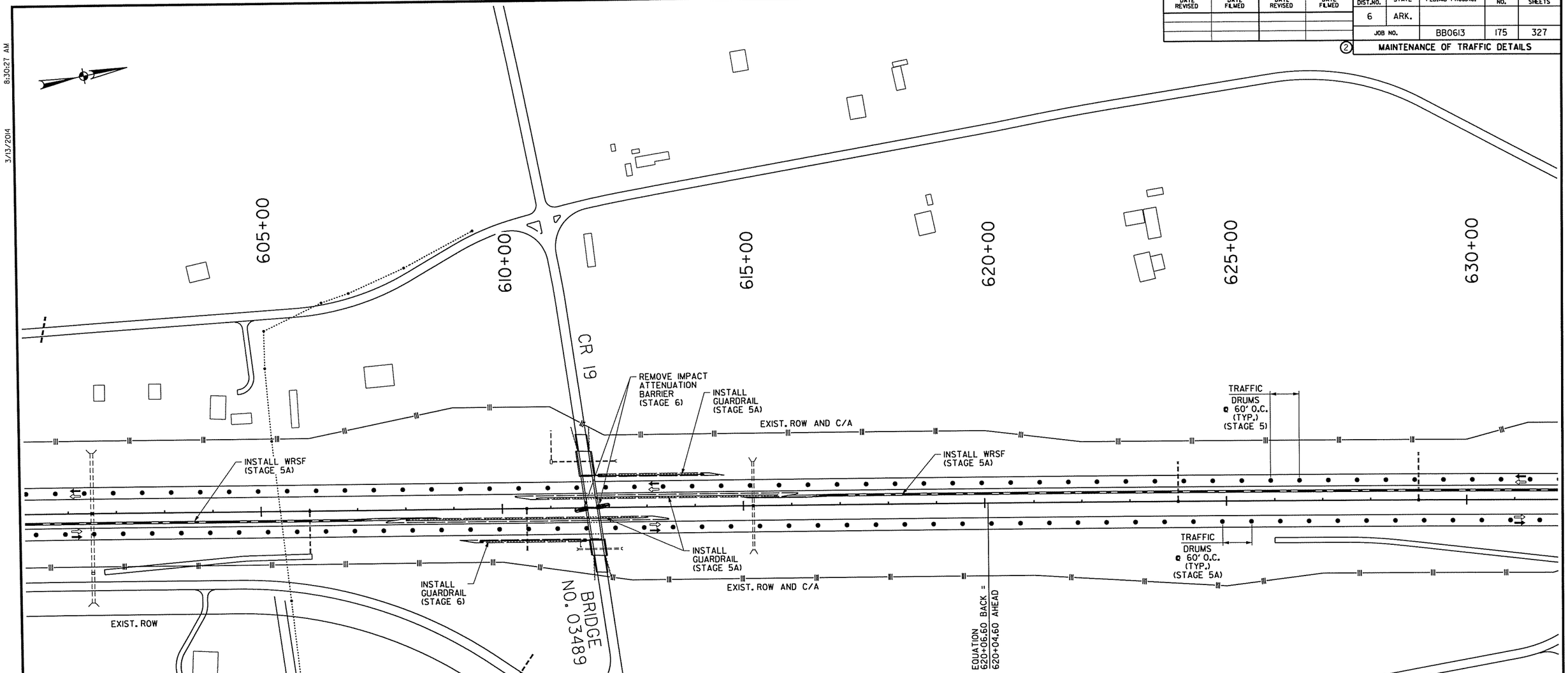
JOB NO.		BB0613	175	327

2 MAINTENANCE OF TRAFFIC DETAILS



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER. REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- STAGE 5A TRAFFIC
- STAGE 5B TRAFFIC
- TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR IZAD
03-13-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGES 5 & 6

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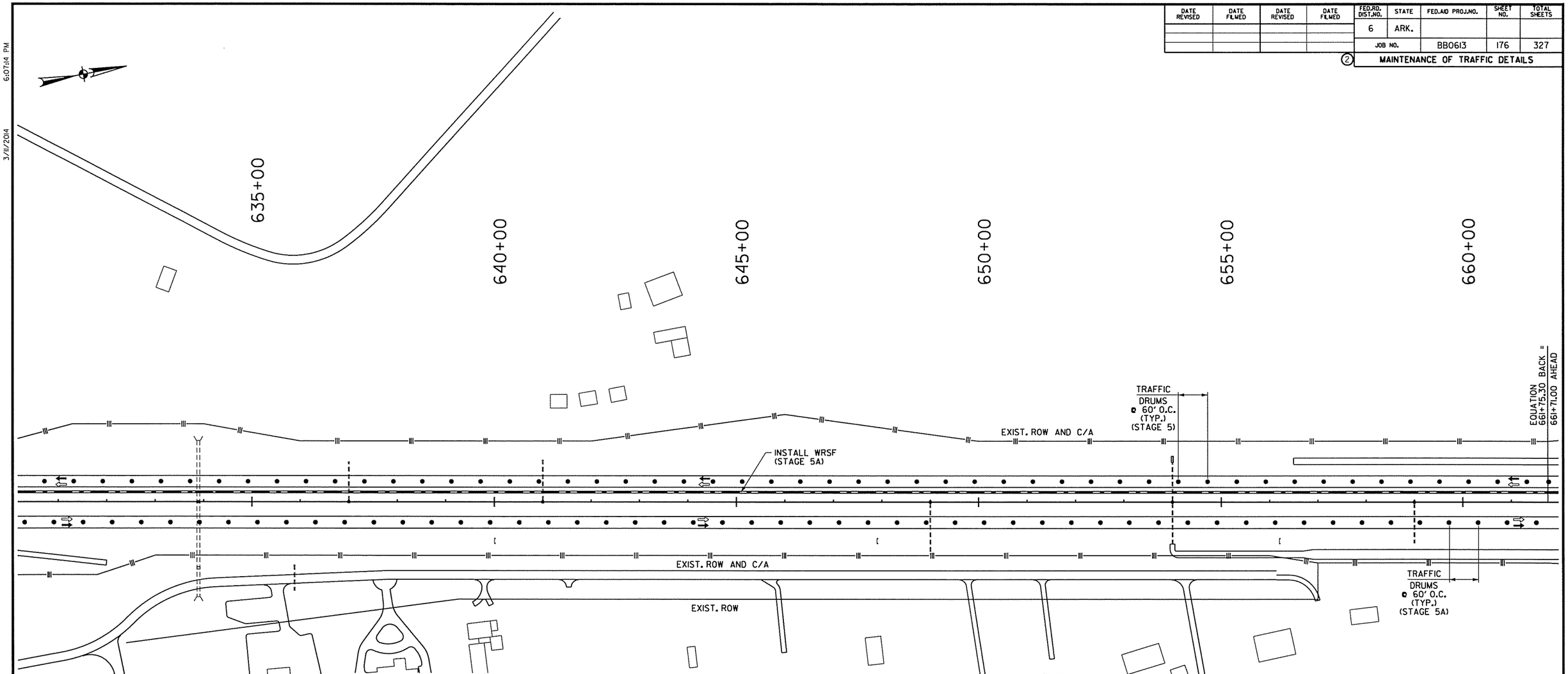
JOB NO.		BB0613	176	327

2 MAINTENANCE OF TRAFFIC DETAILS



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAIN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN R. MARIAR
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS
STAGES 5 & 6

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				JOB NO.		BB0613	177	327

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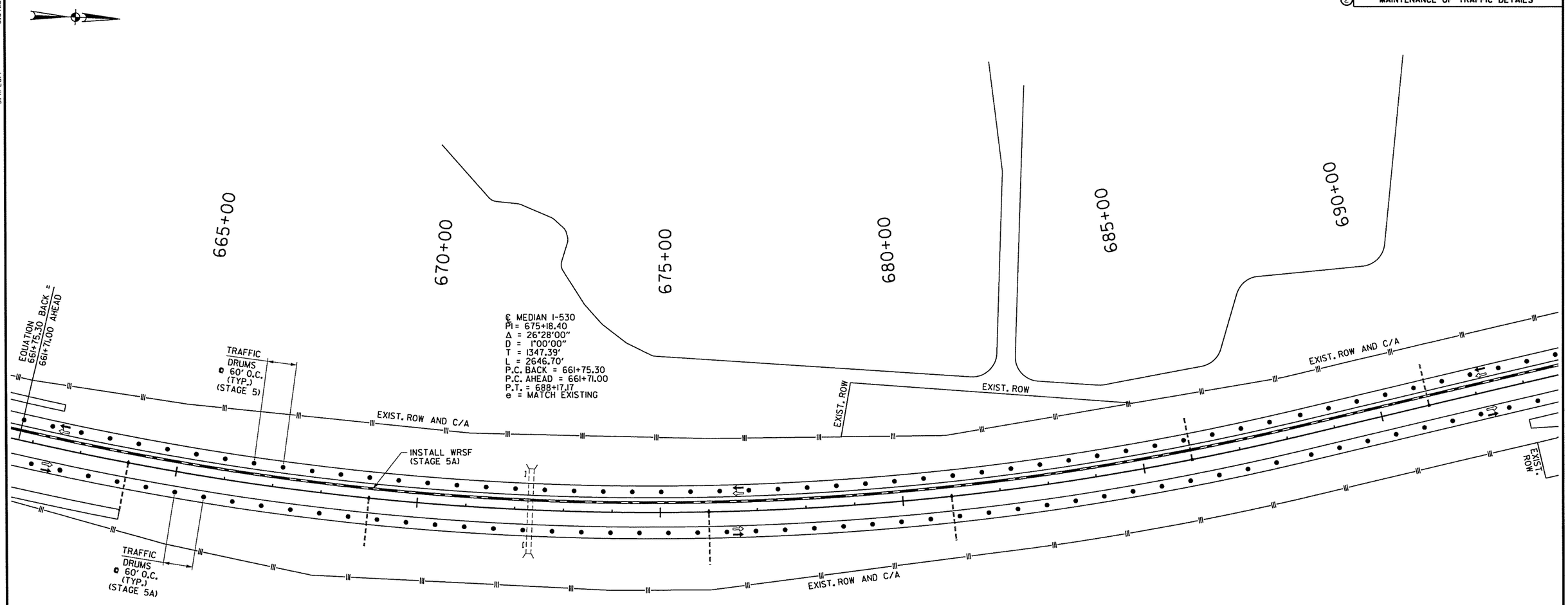

STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12604
SHAHRIAR KAZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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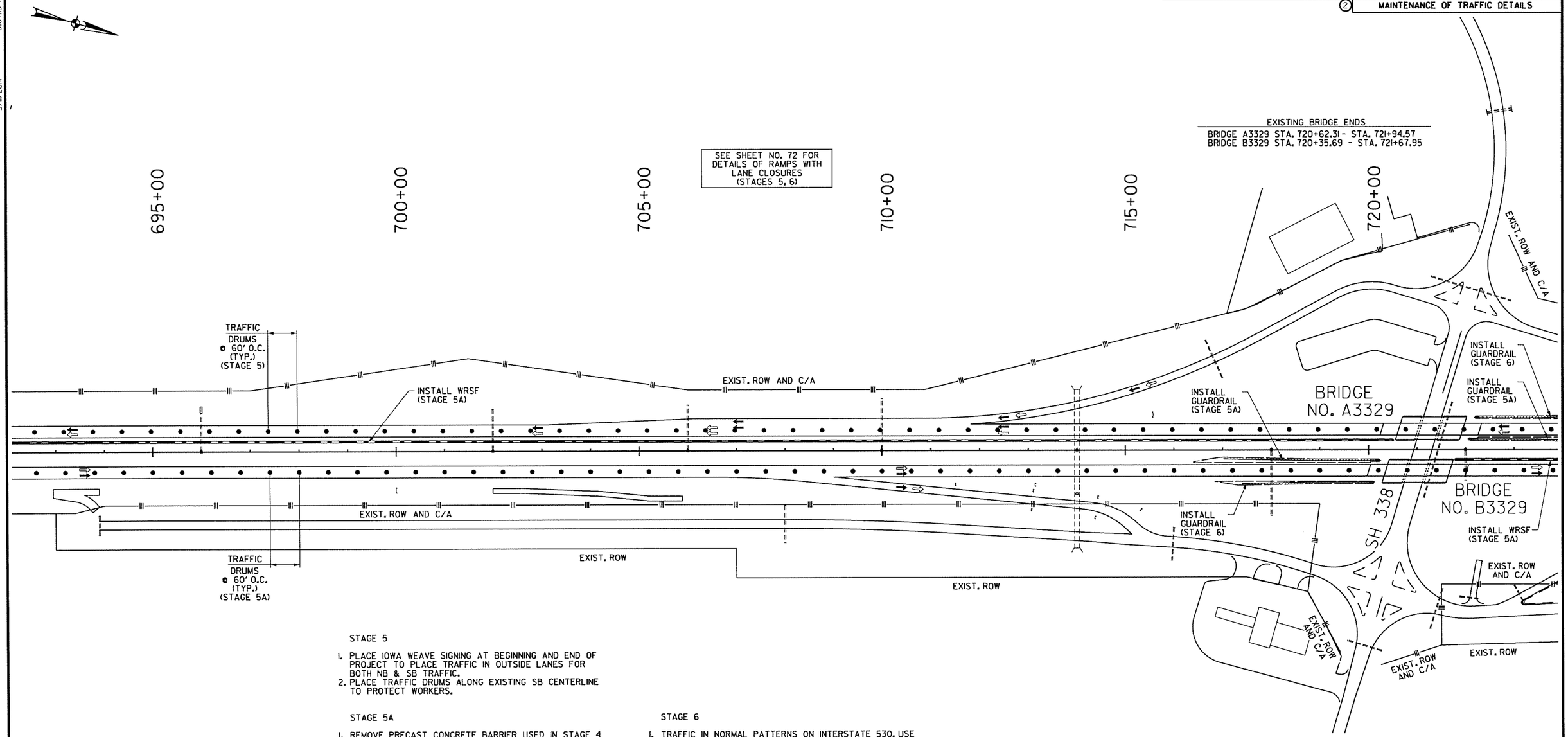

STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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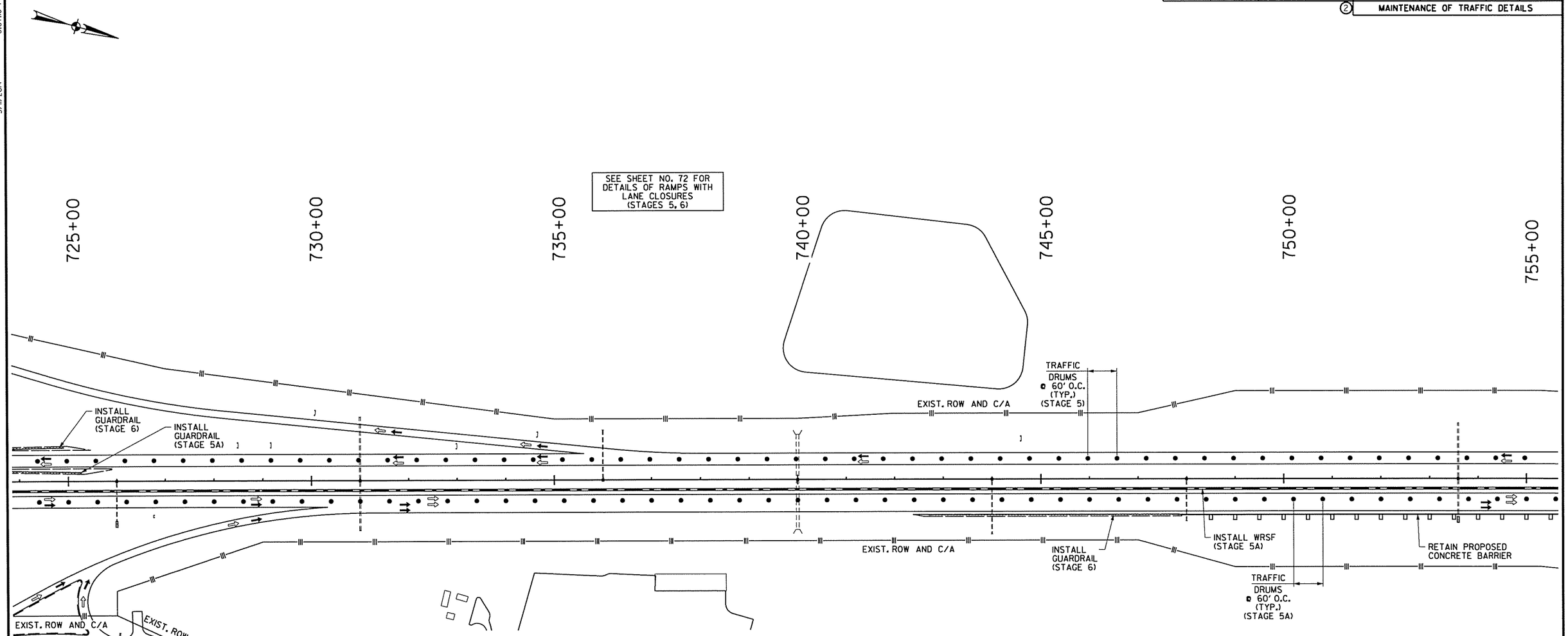

STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAZ NAZIR
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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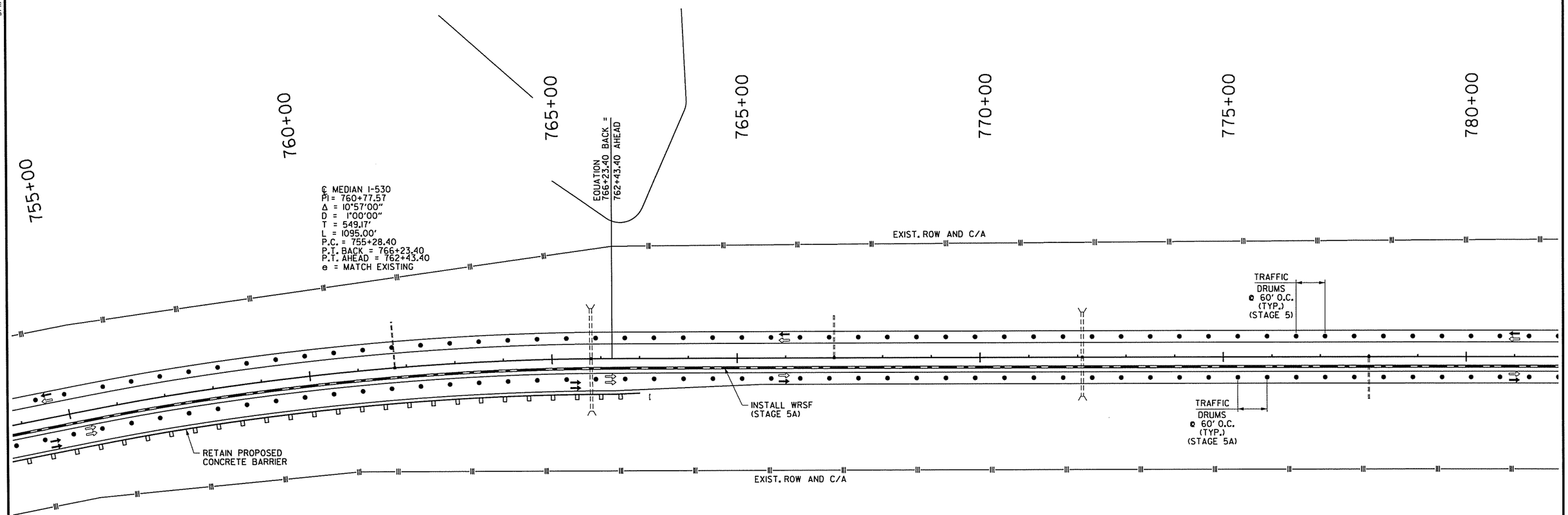
② MAINTENANCE OF TRAFFIC DETAILS



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR ADL
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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				JOB NO.		BB0613	181	327

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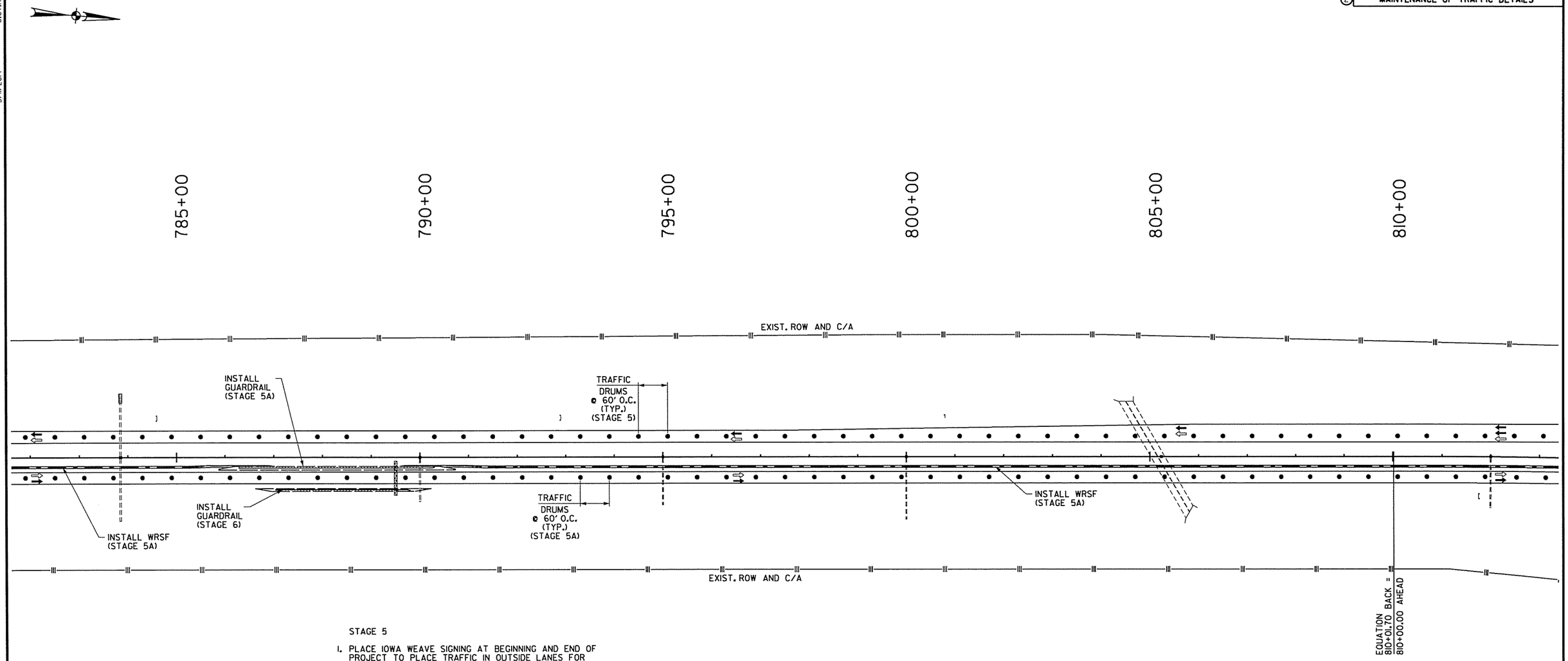

STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER. REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12604
SHAHRIAR AZAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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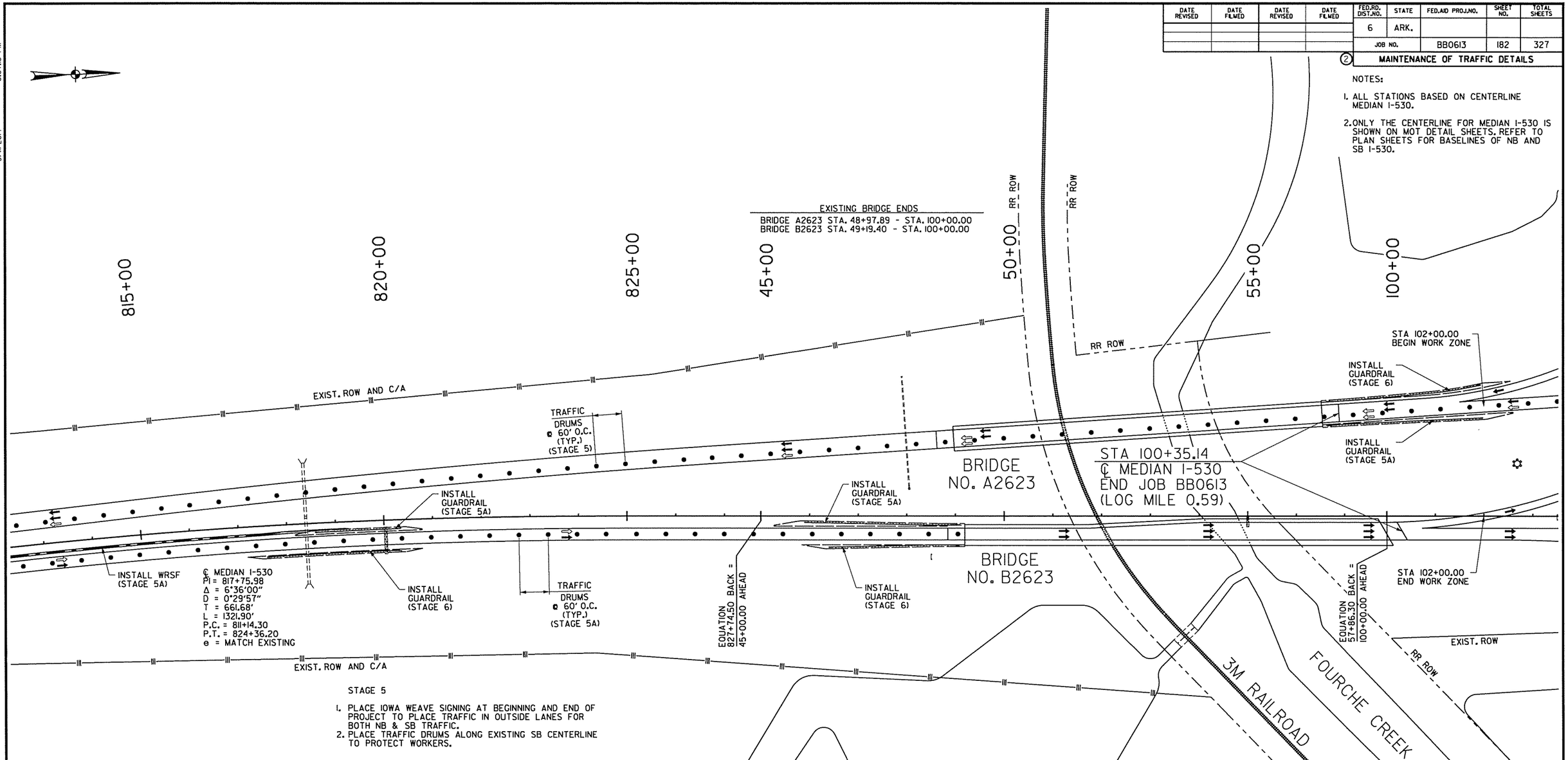
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	182	327

2 MAINTENANCE OF TRAFFIC DETAILS

NOTES:

1. ALL STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.



STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.

LEGEND

- → STAGE 5A TRAFFIC
- ⇨ STAGE 5B TRAFFIC
- • TRAFFIC DRUM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
BRIAN BRAD
03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	183	327

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 5

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN OUTSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. PLACE TRAFFIC DRUMS ALONG EXISTING SB CENTERLINE TO PROTECT WORKERS.

STAGE 5A

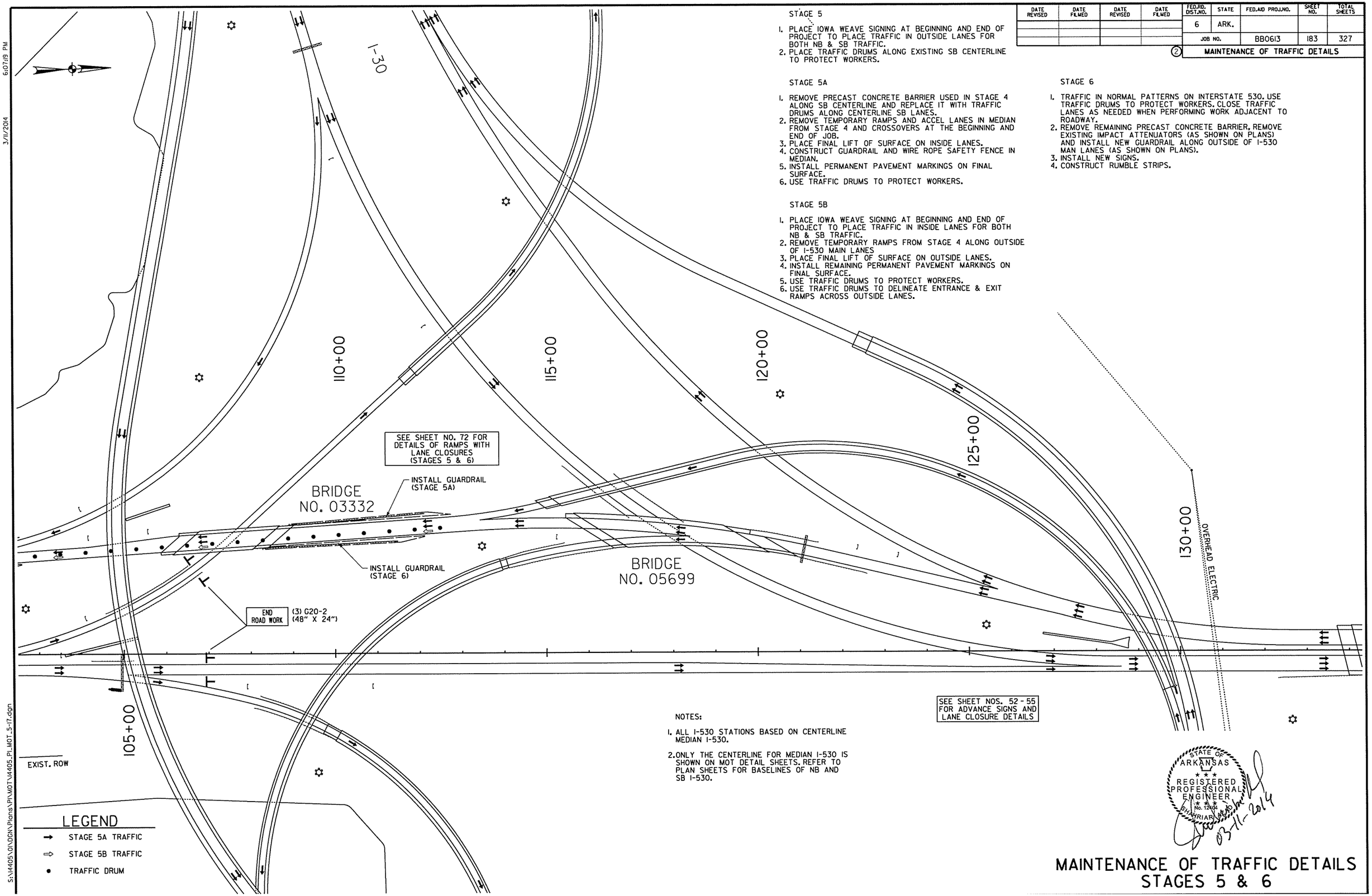
1. REMOVE PRECAST CONCRETE BARRIER USED IN STAGE 4 ALONG SB CENTERLINE AND REPLACE IT WITH TRAFFIC DRUMS ALONG CENTERLINE SB LANES.
2. REMOVE TEMPORARY RAMPS AND ACCEL LANES IN MEDIAN FROM STAGE 4 AND CROSSOVERS AT THE BEGINNING AND END OF JOB.
3. PLACE FINAL LIFT OF SURFACE ON INSIDE LANES.
4. CONSTRUCT GUARDRAIL AND WIRE ROPE SAFETY FENCE IN MEDIAN.
5. INSTALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
6. USE TRAFFIC DRUMS TO PROTECT WORKERS.

STAGE 5B

1. PLACE IOWA WEAVE SIGNING AT BEGINNING AND END OF PROJECT TO PLACE TRAFFIC IN INSIDE LANES FOR BOTH NB & SB TRAFFIC.
2. REMOVE TEMPORARY RAMPS FROM STAGE 4 ALONG OUTSIDE OF I-530 MAIN LANES
3. PLACE FINAL LIFT OF SURFACE ON OUTSIDE LANES.
4. INSTALL REMAINING PERMANENT PAVEMENT MARKINGS ON FINAL SURFACE.
5. USE TRAFFIC DRUMS TO PROTECT WORKERS.
6. USE TRAFFIC DRUMS TO DELINEATE ENTRANCE & EXIT RAMPS ACROSS OUTSIDE LANES.

STAGE 6

1. TRAFFIC IN NORMAL PATTERNS ON INTERSTATE 530. USE TRAFFIC DRUMS TO PROTECT WORKERS. CLOSE TRAFFIC LANES AS NEEDED WHEN PERFORMING WORK ADJACENT TO ROADWAY.
2. REMOVE REMAINING PRECAST CONCRETE BARRIER, REMOVE EXISTING IMPACT ATTENUATORS (AS SHOWN ON PLANS) AND INSTALL NEW GUARDRAIL ALONG OUTSIDE OF I-530 MAN LANES (AS SHOWN ON PLANS).
3. INSTALL NEW SIGNS.
4. CONSTRUCT RUMBLE STRIPS.



NOTES:

1. ALL I-530 STATIONS BASED ON CENTERLINE MEDIAN I-530.
2. ONLY THE CENTERLINE FOR MEDIAN I-530 IS SHOWN ON MOT DETAIL SHEETS. REFER TO PLAN SHEETS FOR BASELINES OF NB AND SB I-530.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHANIAR NAZIF

03-11-2014

MAINTENANCE OF TRAFFIC DETAILS STAGES 5 & 6

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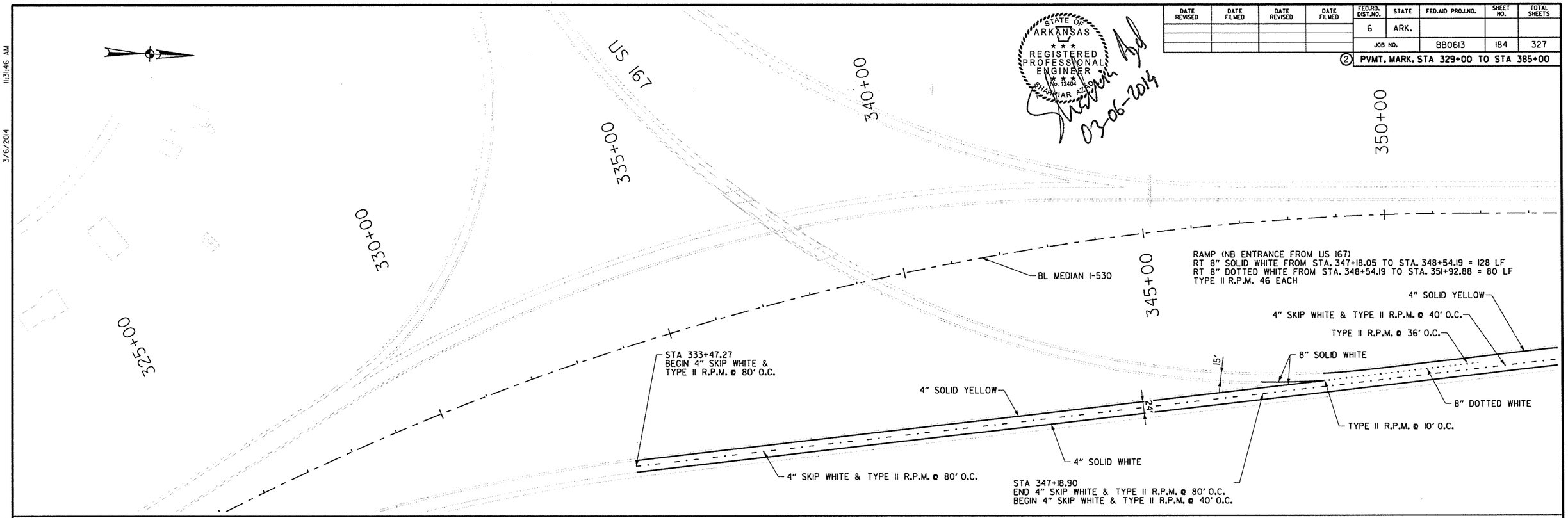
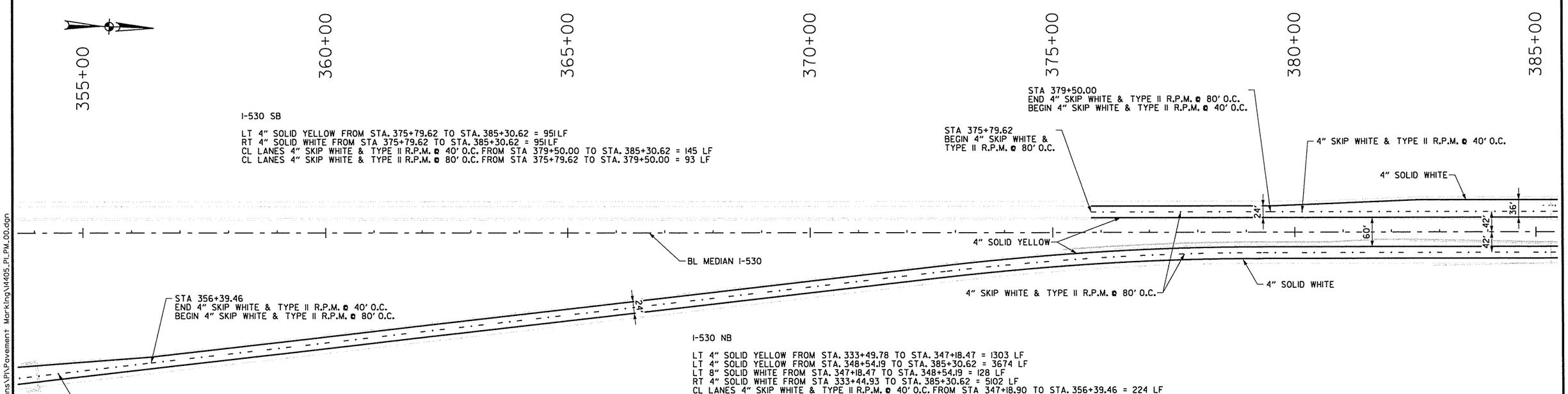
				6	ARK.			
				JOB NO.		BB0613	184	327

(2) PVMT. MARK. STA 329+00 TO STA 385+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
BHARRIAR AZAD
03-06-2014





NOTE: 1. ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.
2. REFER TO PLAN SHEETS FOR DETAILS OF PROPOSED ACCELERATION LANES AND TAPERS.
3. REFER TO STANDARD DRAWING PM-2 FOR DETAILS AT RAMPS.

PERMANENT PAVEMENT MARKING DETAIL

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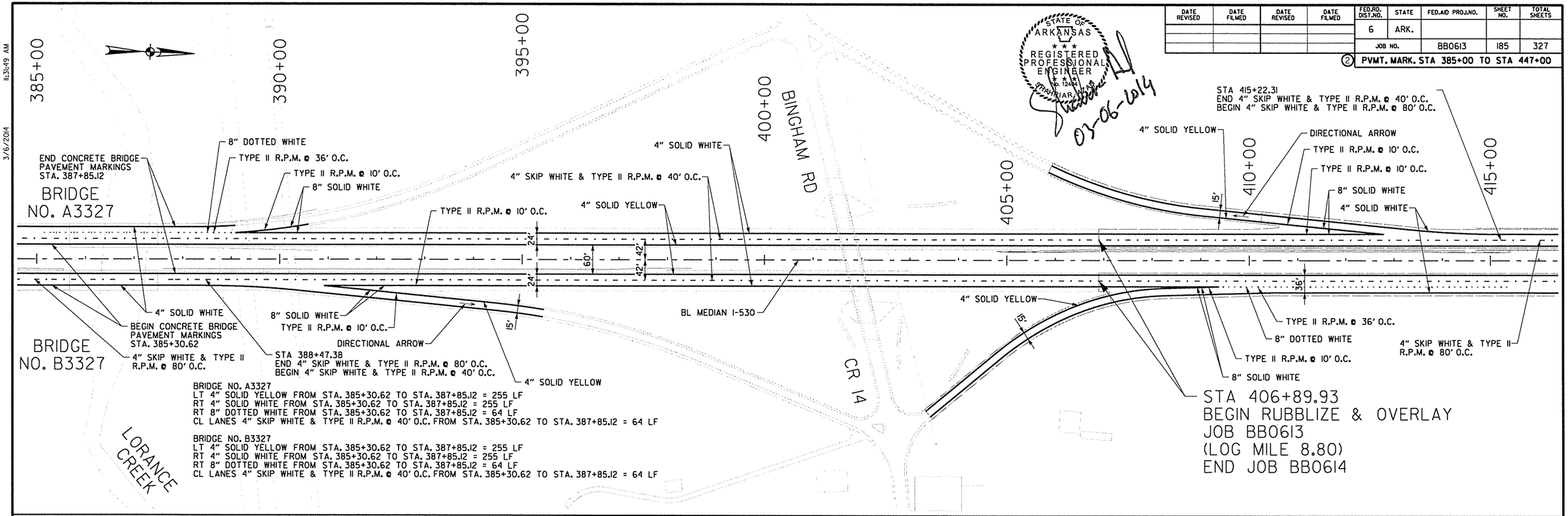
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	185	327

② PVMT. MARK. STA 385+00 TO STA 447+00

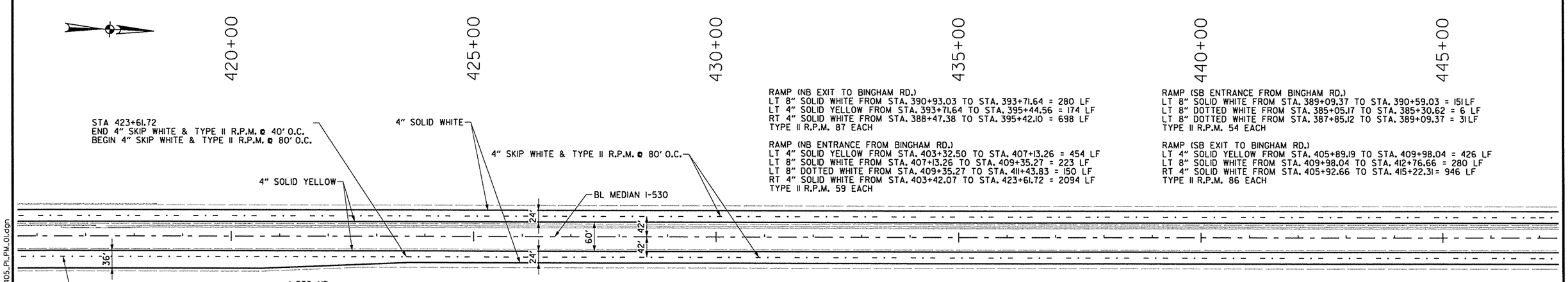
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12464 STANLEY R. HILL

03-06-2014



BRIDGE NO. A3327
LT 4" SOLID YELLOW FROM STA. 385+30.62 TO STA. 387+85.12 = 255 LF
RT 4" SOLID WHITE FROM STA. 385+30.62 TO STA. 387+85.12 = 255 LF
RT 8" DOTTED WHITE FROM STA. 385+30.62 TO STA. 387+85.12 = 64 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 385+30.62 TO STA. 387+85.12 = 64 LF

BRIDGE NO. B3327
LT 4" SOLID YELLOW FROM STA. 385+30.62 TO STA. 387+85.12 = 255 LF
RT 4" SOLID WHITE FROM STA. 385+30.62 TO STA. 387+85.12 = 255 LF
RT 8" DOTTED WHITE FROM STA. 385+30.62 TO STA. 387+85.12 = 64 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 385+30.62 TO STA. 387+85.12 = 64 LF



RAMP (NB EXIT TO BINGHAM RD.)
LT 8" SOLID WHITE FROM STA. 390+93.03 TO STA. 393+71.64 = 280 LF
LT 4" SOLID YELLOW FROM STA. 393+71.64 TO STA. 395+44.56 = 174 LF
RT 4" SOLID WHITE FROM STA. 388+47.38 TO STA. 395+42.10 = 698 LF
TYPE II R.P.M. 87 EACH

RAMP (NB ENTRANCE FROM BINGHAM RD.)
LT 4" SOLID YELLOW FROM STA. 403+32.50 TO STA. 407+13.26 = 454 LF
LT 8" SOLID WHITE FROM STA. 407+13.26 TO STA. 409+35.27 = 223 LF
LT 8" DOTTED WHITE FROM STA. 409+35.27 TO STA. 411+43.83 = 150 LF
RT 4" SOLID WHITE FROM STA. 403+42.07 TO STA. 423+61.72 = 2094 LF
TYPE II R.P.M. 59 EACH

RAMP (SB ENTRANCE FROM BINGHAM RD.)
LT 8" SOLID WHITE FROM STA. 389+09.37 TO STA. 390+59.03 = 151 LF
LT 8" DOTTED WHITE FROM STA. 385+05.17 TO STA. 385+30.62 = 6 LF
LT 8" DOTTED WHITE FROM STA. 387+85.12 TO STA. 389+09.37 = 31 LF
TYPE II R.P.M. 54 EACH

RAMP (SB EXIT TO BINGHAM RD.)
LT 4" SOLID YELLOW FROM STA. 405+89.19 TO STA. 409+98.04 = 426 LF
LT 8" SOLID WHITE FROM STA. 409+98.04 TO STA. 412+76.66 = 280 LF
RT 4" SOLID WHITE FROM STA. 405+92.66 TO STA. 415+22.31 = 946 LF
TYPE II R.P.M. 86 EACH

I-530 NB

LT 4" SOLID YELLOW FROM STA. 348+54.19 TO STA. 385+30.62 = 3674 LF
LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+04.48 = 33232 LF
RT 4" SOLID WHITE FROM STA 333+44.93 TO STA. 385+30.62 = 5102 LF
RT 4" SOLID WHITE FROM STA. 387+85.12 TO STA. 388+47.38 = 63 LF
RT 8" SOLID WHITE FROM STA. 390+93.03 TO STA. 394+68.03 = 375 LF
RT 4" SOLID WHITE FROM STA. 394+68.03 TO STA. 407+13.25 = 1245 LF
RT 8" SOLID WHITE FROM STA. 407+13.25 TO STA. 409+35.27 = 222LF
RT 4" SOLID WHITE FROM STA. 423+61.72 TO STA. 503+54.62 = 7993 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 356+39.46 TO STA. 385+30.62 = 726 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 387+85.15 TO STA. 388+47.38 = 16 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 388+47.38 TO STA. 423+61.72 = 879 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 423+61.72 TO STA. 503+54.62 = 1998 LF

I-530 SB

LT 4" SOLID YELLOW FROM STA. 375+79.62 TO STA. 385+30.62 = 951LF
LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+23.52 = 33237 LF
RT 4" SOLID WHITE FROM STA 375+79.62 TO STA. 385+30.62 = 951LF
RT 4" SOLID WHITE FROM STA 387+85.12 TO STA. 389+08.40 = 124 LF
RT 4" SOLID WHITE FROM STA 390+60.01 TO STA. 409+01.66 = 1842 LF
RT 4" SOLID WHITE FROM STA 415+22.31 TO STA. 498+55.40 = 8333 LF
RT 8" SOLID WHITE FROM STA 389+09.37 TO STA. 390+60.01 = 151LF
RT 8" SOLID WHITE FROM STA 409+01.66 TO STA. 412+76.66 = 375 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 379+50.00 TO STA. 385+30.62 = 145 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 387+85.12 TO STA. 415+22.31 = 684 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 415+22.31TO STA. 498+55.40 = 2083 LF

NOTE: 1. ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.
2. REFER TO PLAN SHEETS FOR DETAILS OF PROPOSED ACCELERATION LANES AND TAPERS.
3. REFER TO STANDARD DRAWING PM-2 FOR DETAILS AT RAMPS.

PERMANENT PAVEMENT MARKING DETAIL

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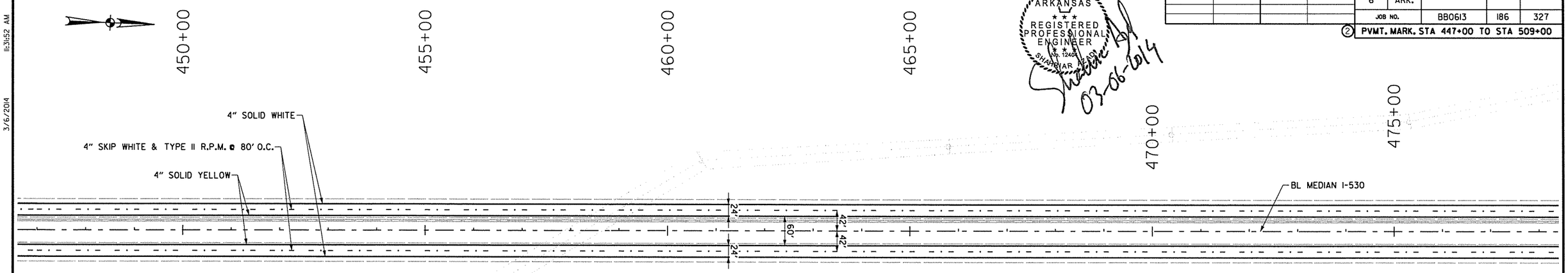
				6	ARK.			
				JOB NO.		BB0613	186	327

② PVMT. MARK. STA 447+00 TO STA 509+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHANNIAR ALAM
03-06-2014

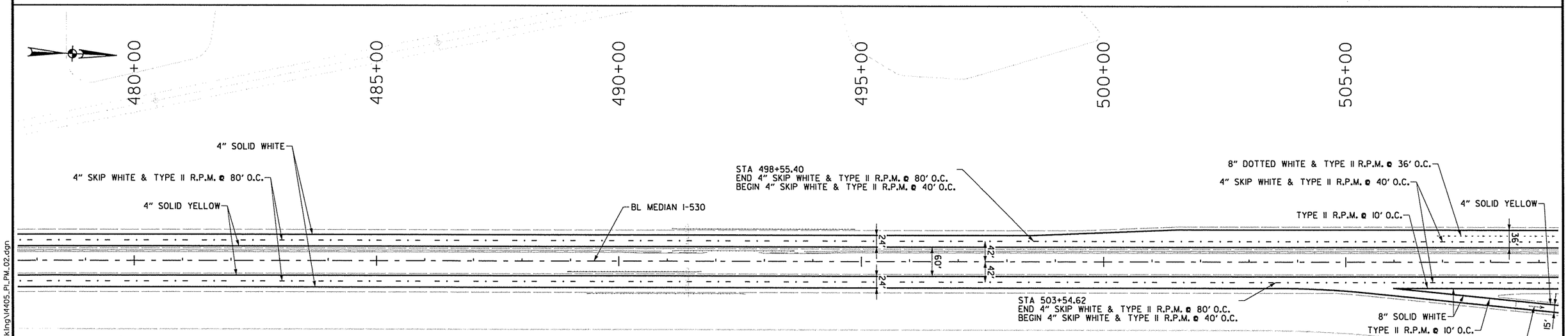


I-530 NB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+04.48 = 33232 LF
RT 4" SOLID WHITE FROM STA. 423+61.72 TO STA. 503+54.62 = 7993 LF
RT 8" SOLID WHITE FROM STA. 506+00.28 TO STA. 509+75.28 = 375 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 416+75.00 TO STA. 503+54.62 = 2170 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 503+54.62 TO STA. 530+75.00 = 680 LF

I-530 SB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+23.52 = 33237 LF
RT 4" SOLID WHITE FROM STA 415+22.31 TO STA. 498+55.40 = 8333 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 415+22.31 TO STA. 498+55.40 = 2083 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 498+55.40 TO STA. 533+35.78 = 870 LF



RAMP (NB EXIT TO PRATT RD.)
LT 8" SOLID WHITE FROM STA. 506+00.28 TO STA. 508+78.89 = 280 LF
LT 4" SOLID YELLOW FROM STA. 508+78.89 TO STA. 513+60.68 = 484 LF
RT 4" SOLID WHITE FROM STA. 503+54.62 TO STA. 513+58.78 = 1009 LF
TYPE II R.P.M. 86 EACH

RAMP (SB ENTRANCE FROM PRATT RD.)
LT 8" DOTTED WHITE FROM STA. 506+80.02 TO STA. 514+43.75 = 191 LF
LT 8" SOLID WHITE FROM STA. 514+43.75 TO STA. 515+03.81 = 63 LF
LT 4" SOLID YELLOW FROM STA. 515+03.81 TO STA. 516+45.10 = 458 LF
RT 4" SOLID WHITE FROM STA. 505+00.00 TO STA. 516+45.10 = 1442 LF
TYPE II R.P.M. 54 EACH

NOTE: 1. ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.
2. REFER TO PLAN SHEETS FOR DETAILS OF PROPOSED ACCELERATION LANES AND TAPERS.
3. REFER TO STANDARD DRAWING PM-2 FOR DETAILS AT RAMPS.

PERMANENT PAVEMENT MARKING DETAIL

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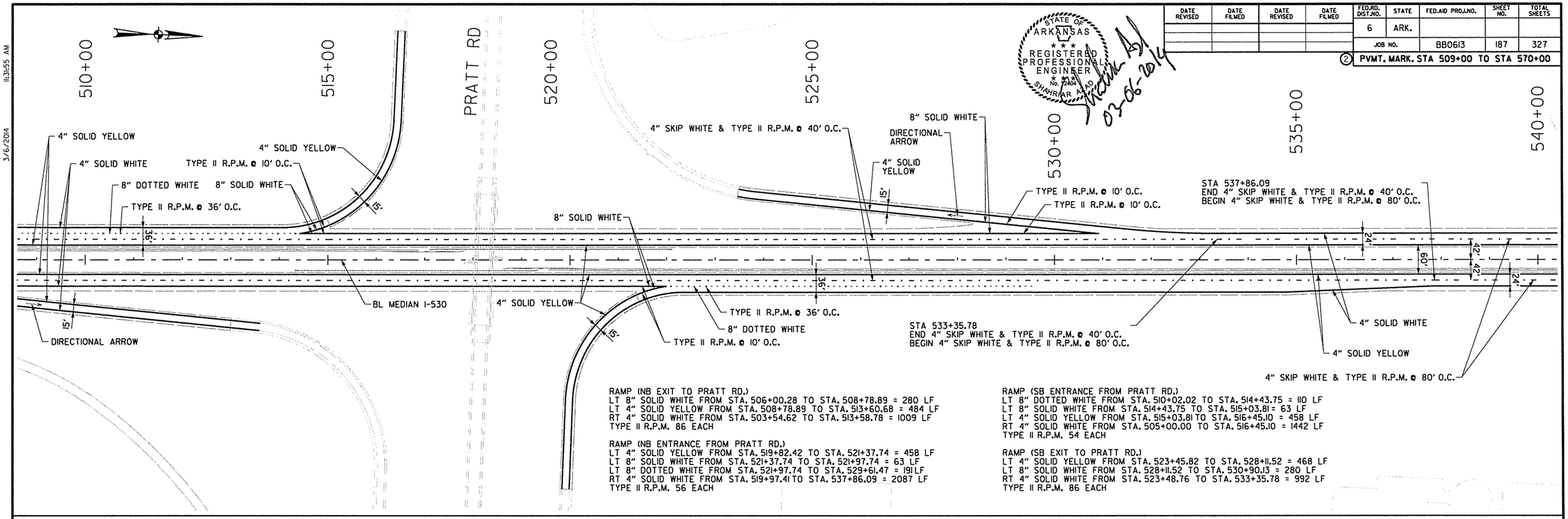
				6	ARK.			
				JOB NO.		BB0613	187	327

② PVMT. MARK. STA 509+00 TO STA 570+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ALI

03-06-2014

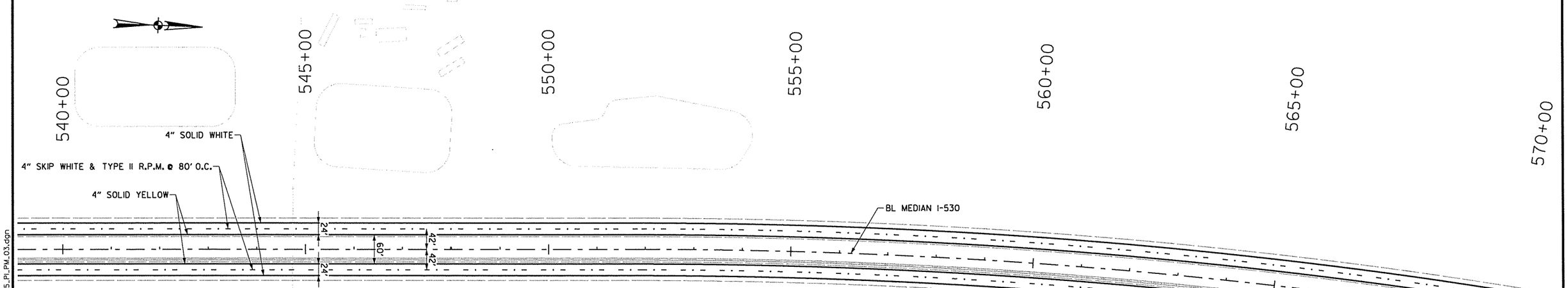


RAMP (NB EXIT TO PRATT RD.)
LT 8" SOLID WHITE FROM STA. 506+00.28 TO STA. 508+78.89 = 280 LF
LT 4" SOLID YELLOW FROM STA. 508+78.89 TO STA. 513+60.68 = 484 LF
RT 4" SOLID WHITE FROM STA. 503+54.62 TO STA. 513+58.78 = 1009 LF
TYPE II R.P.M. 86 EACH

RAMP (NB ENTRANCE FROM PRATT RD.)
LT 4" SOLID YELLOW FROM STA. 519+82.42 TO STA. 521+37.74 = 458 LF
LT 8" SOLID WHITE FROM STA. 521+37.74 TO STA. 521+97.74 = 63 LF
LT 8" DOTTED WHITE FROM STA. 521+97.74 TO STA. 529+61.47 = 191 LF
RT 4" SOLID WHITE FROM STA. 519+97.41 TO STA. 537+86.09 = 2087 LF
TYPE II R.P.M. 56 EACH

RAMP (SB ENTRANCE FROM PRATT RD.)
LT 8" DOTTED WHITE FROM STA. 510+02.02 TO STA. 514+43.75 = 110 LF
LT 8" SOLID WHITE FROM STA. 514+43.75 TO STA. 515+03.81 = 63 LF
LT 4" SOLID YELLOW FROM STA. 515+03.81 TO STA. 516+45.10 = 458 LF
RT 4" SOLID WHITE FROM STA. 505+00.00 TO STA. 516+45.10 = 1442 LF
TYPE II R.P.M. 54 EACH

RAMP (SB EXIT TO PRATT RD.)
LT 4" SOLID YELLOW FROM STA. 523+45.82 TO STA. 528+11.52 = 468 LF
LT 8" SOLID WHITE FROM STA. 528+11.52 TO STA. 530+90.13 = 280 LF
RT 4" SOLID WHITE FROM STA. 523+48.76 TO STA. 533+35.78 = 992 LF
TYPE II R.P.M. 86 EACH



I-530 NB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+04.48 = 33232 LF
RT 4" SOLID WHITE FROM STA. 509+75.28 TO STA. 521+37.74 = 1163 LF
RT 4" SOLID WHITE FROM STA. 537+86.09 TO STA. 706+54.85 = 16887 LF
RT 8" SOLID WHITE FROM STA. 506+00.28 TO STA. 509+75.28 = 375 LF
RT 8" SOLID WHITE FROM STA. 521+37.74 TO STA. 521+97.74 = 60 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 537+86.09 TO STA. 706+54.85 = 4221 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 503+54.62 TO STA. 537+86.09 = 858 LF

I-530 SB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+23.52 = 33237 LF
RT 4" SOLID WHITE FROM STA. 515+03.80 TO STA. 527+15.13 = 1211 LF
RT 4" SOLID WHITE FROM STA. 533+35.78 TO STA. 703+15.13 = 16972 LF
RT 8" SLOID WHITE FROM STA. 514+43.75 TO STA. 515+03.80 = 60 LF
RT 8" SOLID WHITE FROM STA. 527+15.13 TO STA. 530+90.13 = 375 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 505+00.00 TO STA. 533+35.78 = 709 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 533+35.78 TO STA. 703+15.00 = 4244 LF

NOTE: 1. ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.
2. REFER TO PLAN SHEETS FOR DETAILS OF PROPOSED ACCELERATION LANES AND TAPERS.
3. REFER TO STANDARD DRAWING PM-2 FOR DETAILS AT RAMPS.

PERMANENT PAVEMENT MARKING DETAIL

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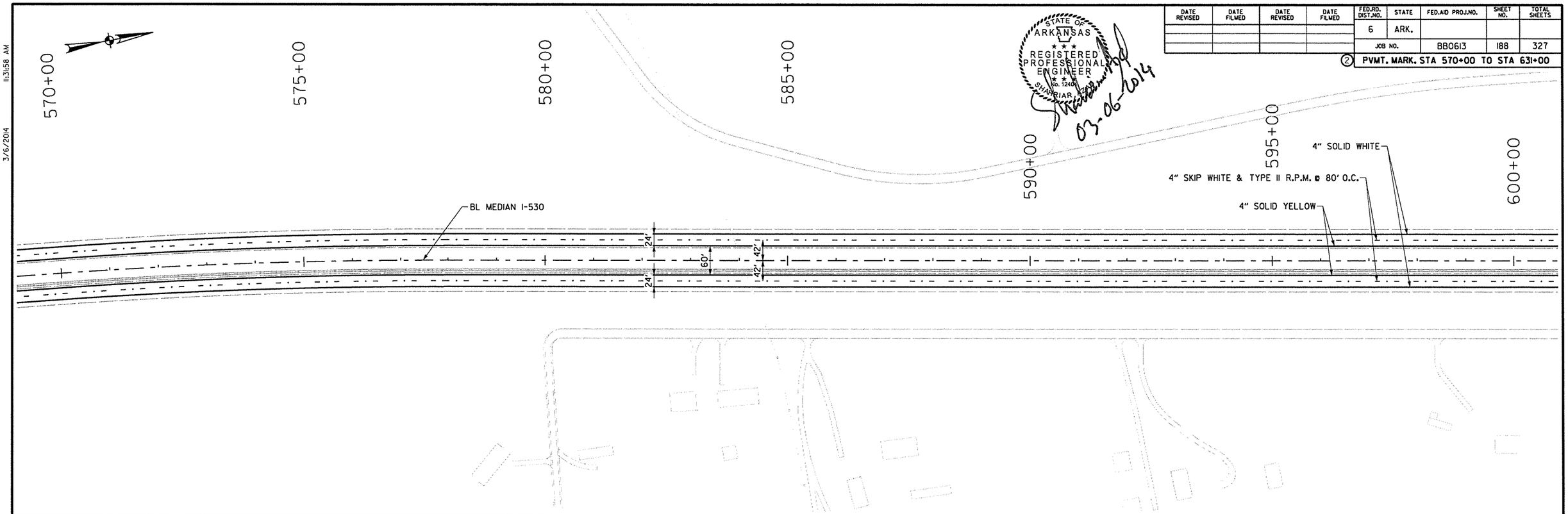
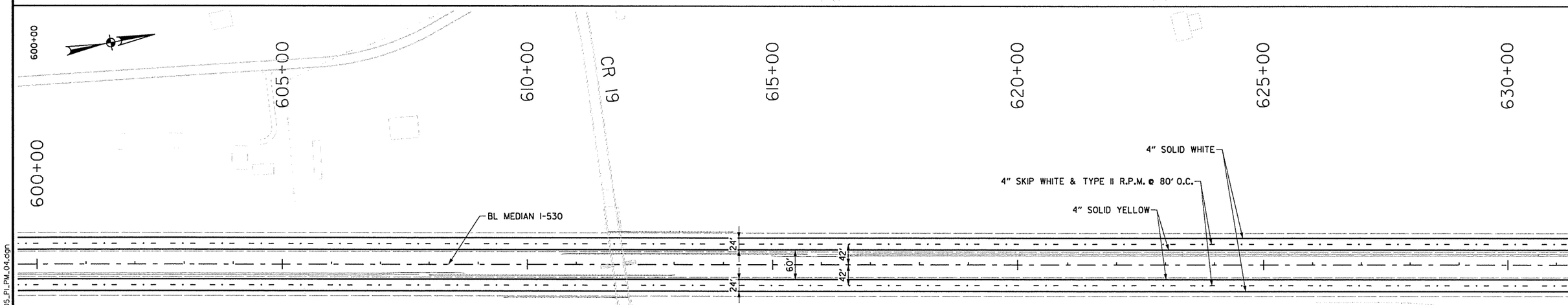
				6	ARK.			
				JOB NO.		BB0613	188	327

② PVMT. MARK. STA 570+00 TO STA 631+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
03-06-2014





I-530 NB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+04.48 = 33232 LF
RT 4" SOLID WHITE FROM STA. 537+86.09 TO STA. 706+54.85 = 16887 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 537+86.09 TO STA. 706+54.85 = 4221 LF

I-530 SB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+23.52 = 33237 LF
RT 4" SOLID WHITE FROM STA. 533+35.78 TO STA. 700+34.57 = 16692 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 533+35.78 TO STA. 700+34.57 = 4174 LF

NOTE: ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.

PERMANENT PAVEMENT MARKING DETAIL

3/6/2014 11:31:58 AM
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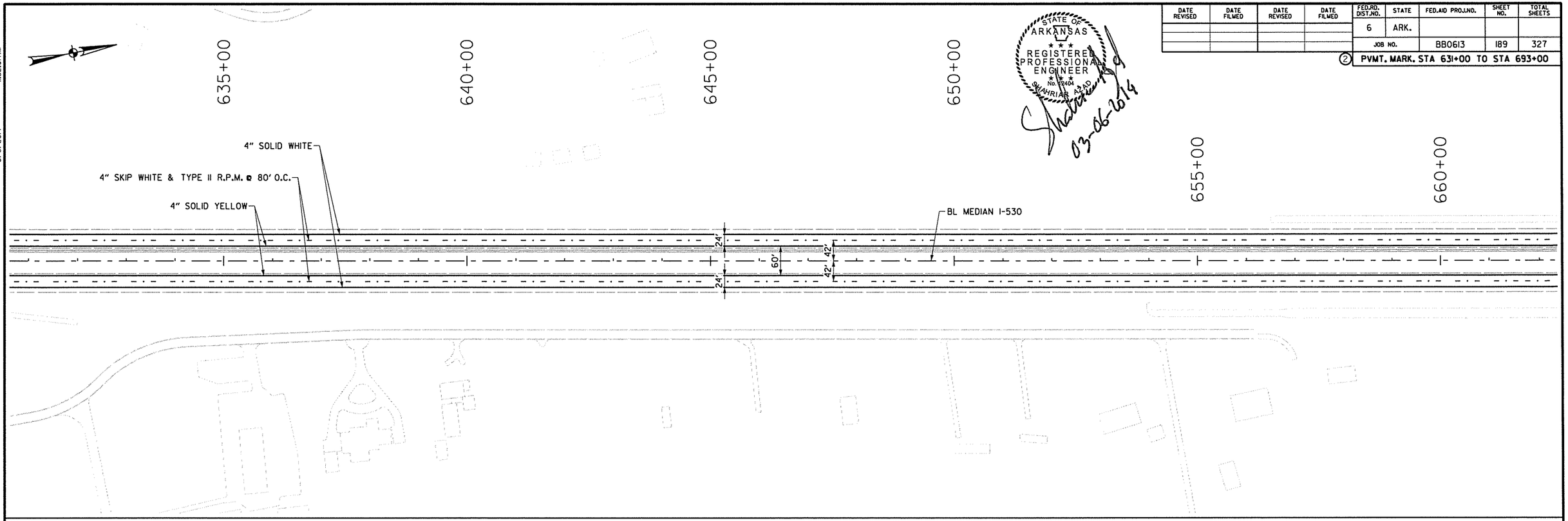
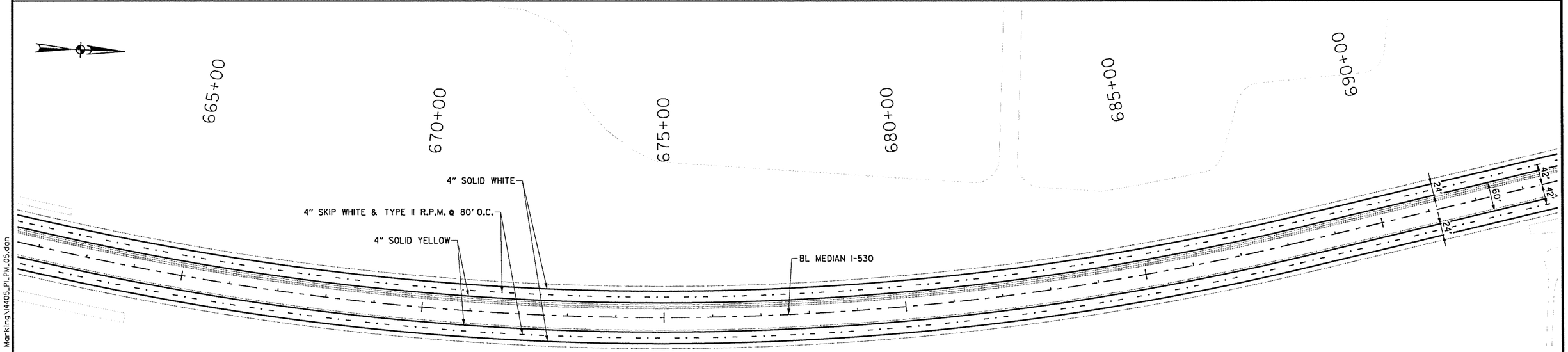
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	189	327

(2) PVMT. MARK. STA 631+00 TO STA 693+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZIZI

03-06-2014





I-530 NB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+04.48 = 33232 LF
RT 4" SOLID WHITE FROM STA. 537+86.09 TO STA. 706+54.85 = 16887 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 537+86.09 TO STA. 706+54.85 = 4221 LF

I-530 SB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+23.52 = 33237 LF
RT 4" SOLID WHITE FROM STA. 533+35.78 TO STA. 700+34.57 = 16692 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 533+35.78 TO STA. 700+34.57 = 4174 LF

NOTE: ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.

PERMANENT PAVEMENT MARKING DETAIL

11:32:01 AM 3/6/2014
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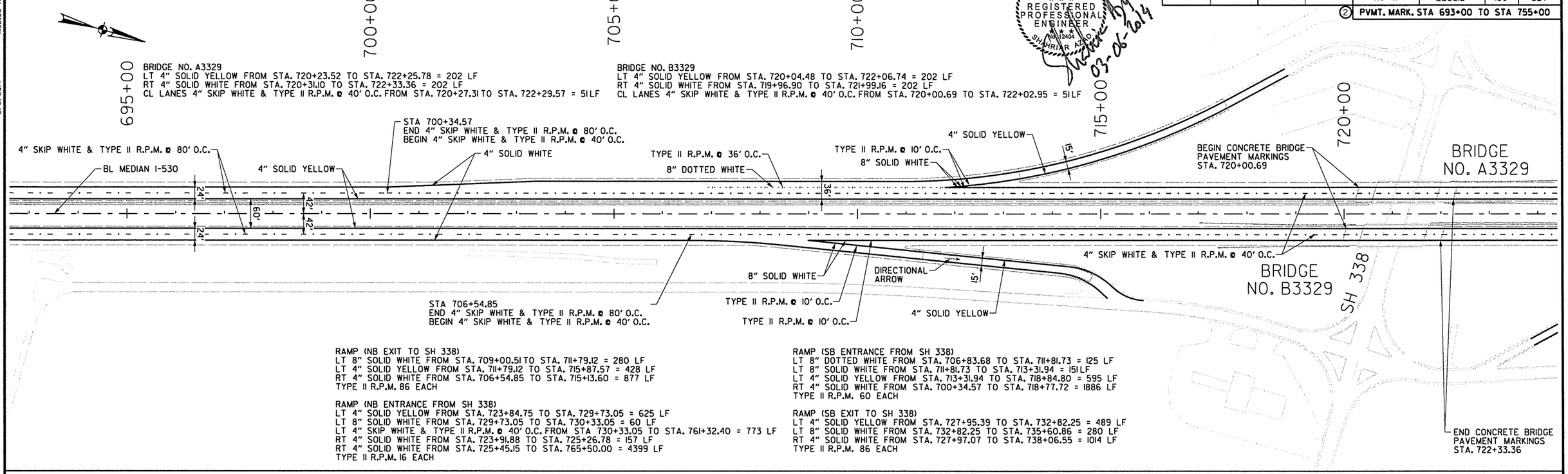
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	190	327

② PVMT. MARK. STA 693+00 TO STA 755+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHRIHAR A. ZIDO

03-06-2014

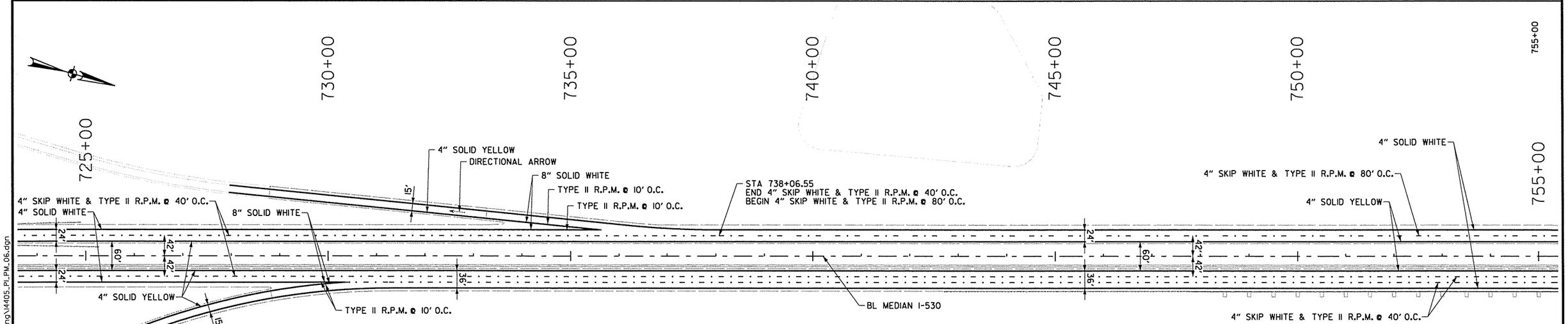


RAMP (NB EXIT TO SH 338)
LT 8" SOLID WHITE FROM STA. 709+00.51 TO STA. 711+79.12 = 280 LF
LT 4" SOLID YELLOW FROM STA. 711+79.12 TO STA. 715+87.57 = 428 LF
RT 4" SOLID WHITE FROM STA. 706+54.85 TO STA. 715+13.60 = 877 LF
TYPE II R.P.M. 86 EACH

RAMP (NB ENTRANCE FROM SH 338)
LT 4" SOLID YELLOW FROM STA. 723+84.75 TO STA. 729+73.05 = 625 LF
LT 8" SOLID WHITE FROM STA. 729+73.05 TO STA. 730+33.05 = 60 LF
LT 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 730+33.05 TO STA. 761+32.40 = 773 LF
RT 4" SOLID WHITE FROM STA. 723+91.88 TO STA. 725+26.78 = 157 LF
RT 4" SOLID WHITE FROM STA. 725+45.15 TO STA. 765+50.00 = 4399 LF
TYPE II R.P.M. 16 EACH

RAMP (SB ENTRANCE FROM SH 338)
LT 8" DOTTED WHITE FROM STA. 706+83.68 TO STA. 711+81.73 = 125 LF
LT 8" SOLID WHITE FROM STA. 711+81.73 TO STA. 713+31.94 = 151 LF
LT 4" SOLID YELLOW FROM STA. 713+31.94 TO STA. 718+84.80 = 595 LF
RT 4" SOLID WHITE FROM STA. 700+34.57 TO STA. 718+77.72 = 1886 LF
TYPE II R.P.M. 60 EACH

RAMP (SB EXIT TO SH 338)
LT 4" SOLID YELLOW FROM STA. 727+95.39 TO STA. 732+82.25 = 489 LF
LT 8" SOLID WHITE FROM STA. 732+82.25 TO STA. 735+60.86 = 280 LF
RT 4" SOLID WHITE FROM STA. 727+97.07 TO STA. 738+06.55 = 1014 LF
TYPE II R.P.M. 86 EACH



I-530 NB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+04.48 = 33232 LF
LT 4" SOLID YELLOW FROM STA. 722+06.74 TO STA. 48+84.40 = 11325 LF
RT 4" SOLID WHITE FROM STA. 537+86.09 TO STA. 706+54.85 = 16887 LF
RT 4" SOLID WHITE FROM STA. 712+75.51 TO STA. 719+96.90 = 721 LF
RT 4" SOLID WHITE FROM STA. 721+99.16 TO STA. 729+73.05 = 774 LF
RT 8" SOLID WHITE FROM STA. 709+00.51 TO STA. 712+75.51 = 375 LF
RT 8" SOLID WHITE FROM STA. 729+73.05 TO STA. 730+33.05 = 60 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 537+86.09 TO STA. 706+54.85 = 4221 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 706+54.85 TO STA. 720+04.48 = 336 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 722+02.95 TO STA. 765+50.00 = 1180 LF

I-530 SB

LT 4" SOLID YELLOW FROM STA. 387+85.12 TO STA. 720+23.52 = 33237 LF
LT 4" SOLID YELLOW FROM STA. 722+25.78 TO STA. 48+62.89 = 11308 LF
RT 4" SOLID WHITE FROM STA. 533+35.78 TO STA. 700+34.57 = 16692 LF
RT 4" SOLID WHITE FROM STA. 713+32.92 TO STA. 720+31.10 = 698 LF
RT 4" SOLID WHITE FROM STA. 722+33.36 TO STA. 731+85.86 = 953 LF
RT 4" SOLID WHITE FROM STA. 738+06.55 TO STA. 45+89.81 = 9460 LF
RT 8" SOLID WHITE FROM STA. 711+81.73 TO STA. 713+32.92 = 151 LF
RT 8" SOLID WHITE FROM STA. 731+85.86 TO STA. 735+60.86 = 375 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 533+35.78 TO STA. 700+34.57 = 4174 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 738+06.55 TO STA. 45+89.81 = 2364 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 700+34.57 TO STA. 720+27.31 = 498 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 722+29.57 TO STA. 738+06.55 = 394 LF

NOTE: 1. ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.
2. REFER TO PLAN SHEETS FOR DETAILS OF PROPOSED ACCELERATION LANES AND TAPERS.
3. REFER TO STANDARD DRAWING PM-2 FOR DETAILS AT RAMPS.

PERMANENT PAVEMENT MARKING DETAIL

3/6/2014 11:32:05 AM

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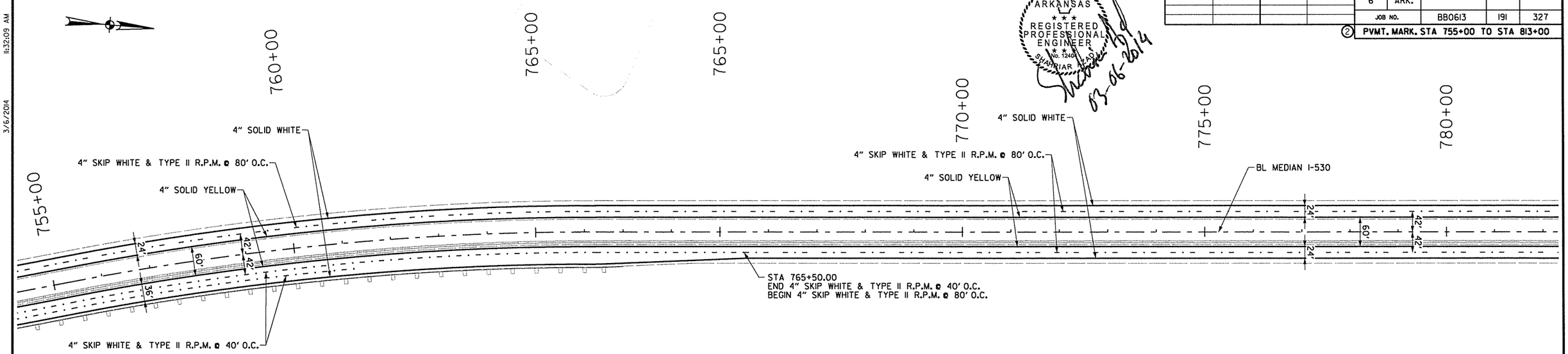
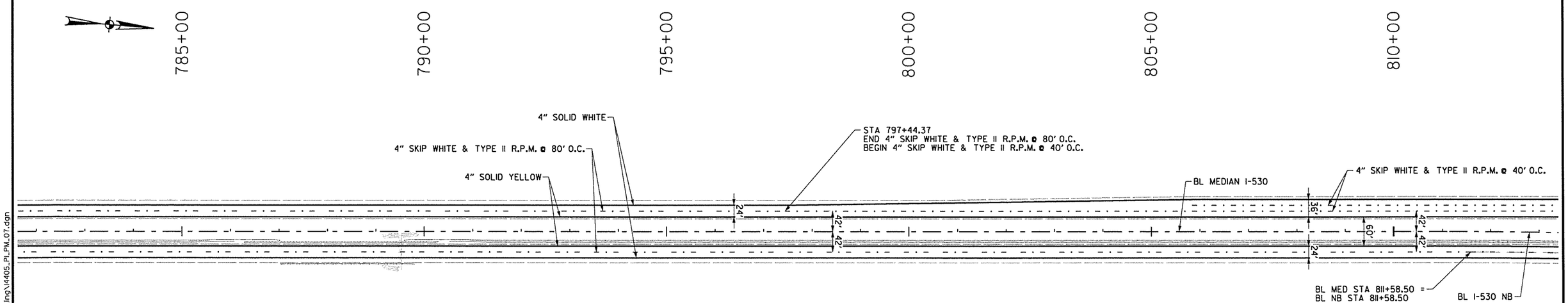
				6	ARK.			
				JOB NO.		BB0613	191	327

(2) PVMT. MARK. STA 755+00 TO STA 813+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR KHAN
03-06-2014





I-530 NB

LT 4" SOLID YELLOW FROM STA. 722+06.74 TO STA. 48+84.40 = 11325 LF
RT 4' SOLID WHITE FROM STA. 765+50.00 TO STA. 48+84.40 = 6605 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 722+02.95 TO STA. 765+50.00 = 1180 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 765+50.00 TO STA. 45+89.81 = 1578 LF

I-530 SB

LT 4" SOLID YELLOW FROM STA. 722+25.78 TO STA. 48+62.89 = 11308 LF
RT 4" SOLID WHITE FROM STA. 738+06.55 TO STA. 797+44.37 = 6328 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 738+06.55 TO STA. 797+44.37 = 1582 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 797+44.37 TO STA. 48+62.09 = 851 LF

RAMP (SB ENTRANCE FROM I-30 EAST)
LT 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 805+84.37 TO STA. 48+62.09 = 641 LF
RT 4" SOLID WHITE FROM STA. 797+44.37 TO STA. 48+60.49 = 3406 LF

NOTE: 1. ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.
2. REFER TO PLAN SHEETS FOR DETAILS OF PROPOSED ACCELERATION LANES AND TAPERS.

PERMANENT PAVEMENT MARKING DETAIL

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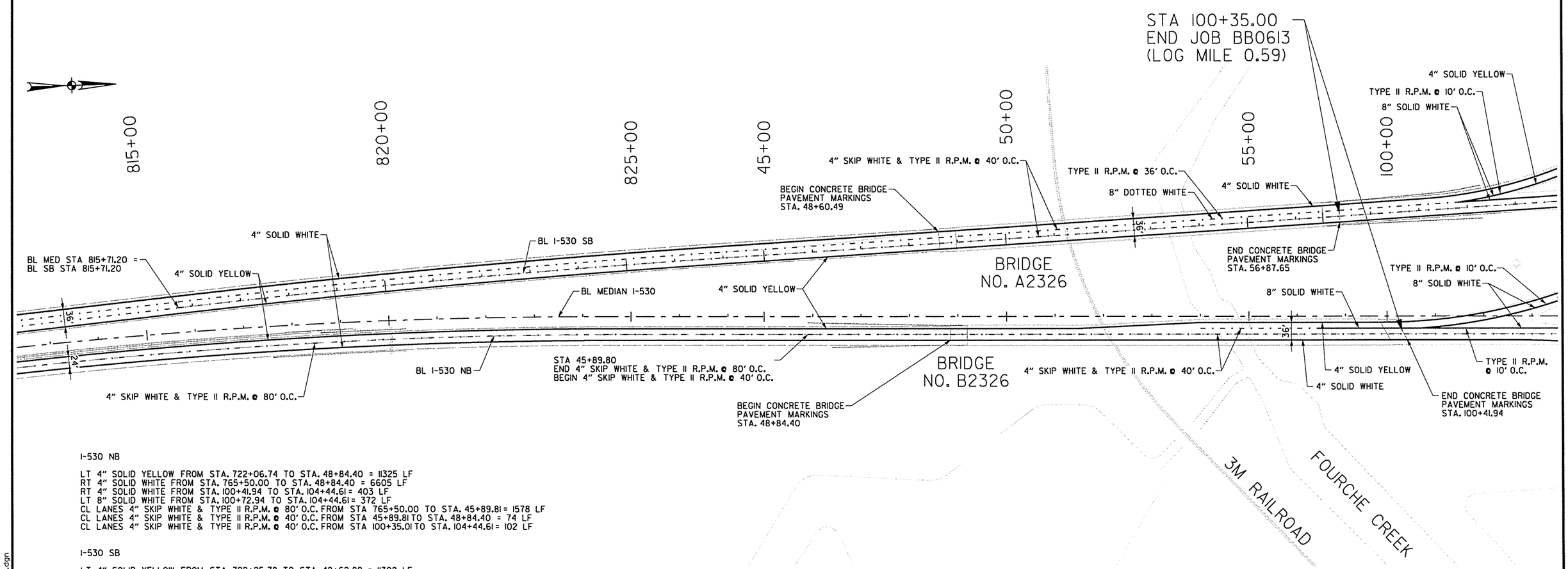
				6	ARK.			
				JOB NO.		BB0613	192	327

(2) PVMT. MARK. STA 813+00 TO STA 103+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-06-2014



I-530 NB

LT 4" SOLID YELLOW FROM STA. 722+06.74 TO STA. 48+84.40 = 11325 LF
RT 4" SOLID WHITE FROM STA. 765+50.00 TO STA. 48+84.40 = 6605 LF
RT 4" SOLID WHITE FROM STA. 100+41.94 TO STA. 104+44.61 = 403 LF
LT 8" SOLID WHITE FROM STA. 100+72.94 TO STA. 104+44.61 = 372 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 80' O.C. FROM STA 765+50.00 TO STA. 45+89.81 = 1578 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 45+89.81 TO STA. 48+84.40 = 74 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 100+35.01 TO STA. 104+44.61 = 102 LF

I-530 SB

LT 4" SOLID YELLOW FROM STA. 722+25.78 TO STA. 48+62.89 = 11308 LF
LT 4" SOLID YELLOW FROM STA. 56+89.25 TO STA. 104+16.00 = 515 LF
RT 4" SOLID WHITE FROM STA. 102+72.62 TO STA. 104+16.00 = 143 LF
RT 8" SOLID WHITE FROM STA. 101+50.19 TO STA. 102+72.62 = 123 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 797+44.37 TO STA. 48+62.09 = 851 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 56+88.45 TO STA. 104+16.00 = 129 LF

RAMP (NB EXIT TO I-30 WEST)
LT 4" SOLID YELLOW FROM STA. 100+21.16 TO STA. 104+78.25 = 473 LF
RT 4" SOLID WHITE FROM STA. 100+28.08 TO STA. 100+72.94 = 45 LF
RT 8" SOLID WHITE FROM STA. 100+72.94 TO STA. 103+47.04 = 280 LF
RT 4" SOLID WHITE FROM STA. 103+47.04 TO STA. 104+80.76 = 144 LF
TYPE II R.P.M. 86 EACH

RAMP (SB ENTRANCE FROM I-30 EAST)
LT 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 805+84.37 TO STA. 48+62.09 = 641 LF
LT 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 56+87.65 TO STA. 101+50.19 = 62 LF
LT 8" SOLID WHITE FROM STA. 101+50.19 TO STA. 102+71.40 = 124 LF
LT 4" SOLID YELLOW FROM STA. 102+71.40 TO STA. 104+71.38 = 216 LF
RT 4" SOLID WHITE FROM STA. 797+44.37 TO STA. 48+60.49 = 3406 LF
RT 4" SOLID WHITE FROM STA. 56+86.85 TO STA. 104+60.87 = 580 LF
TYPE II R.P.M. 59 EACH

BRIDGE NO. A2326
LT 4" SOLID YELLOW FROM STA. 48+62.89 TO STA. 56+89.25 = 828 LF
RT 4" SOLID WHITE FROM STA. 48+60.49 TO STA. 56+86.85 = 828 LF
4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C FROM STA. 48+61.29 TO STA. 56+87.65 = 207 LF
4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 48+62.09 TO STA. 56+88.45 = 207 LF

BRIDGE NO. B2326
LT 4" SOLID YELLOW FROM STA. 48+84.40 TO STA. 100+21.16 = 923 LF
RT 4" SOLID WHITE FROM STA. 48+84.40 TO STA. 100+41.94 = 944 LF
4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 54+00.00 TO STA. 56+41.22 = 60 LF
8" SOLID WHITE FROM STA. 56+41.22 TO STA. 100+28.08 = 173 LF
4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA. 48+84.40 TO STA. 100+35.01 = 234 LF

NOTE: 1. ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.
2. REFER TO PLAN SHEETS FOR DETAILS OF PROPOSED ACCELERATION LANES AND TAPERS.
3. REFER TO STANDARD DRAWING PM-2 FOR DETAILS AT RAMPS.

PERMANENT PAVEMENT MARKING DETAIL

3/6/2014 11:32:12 AM

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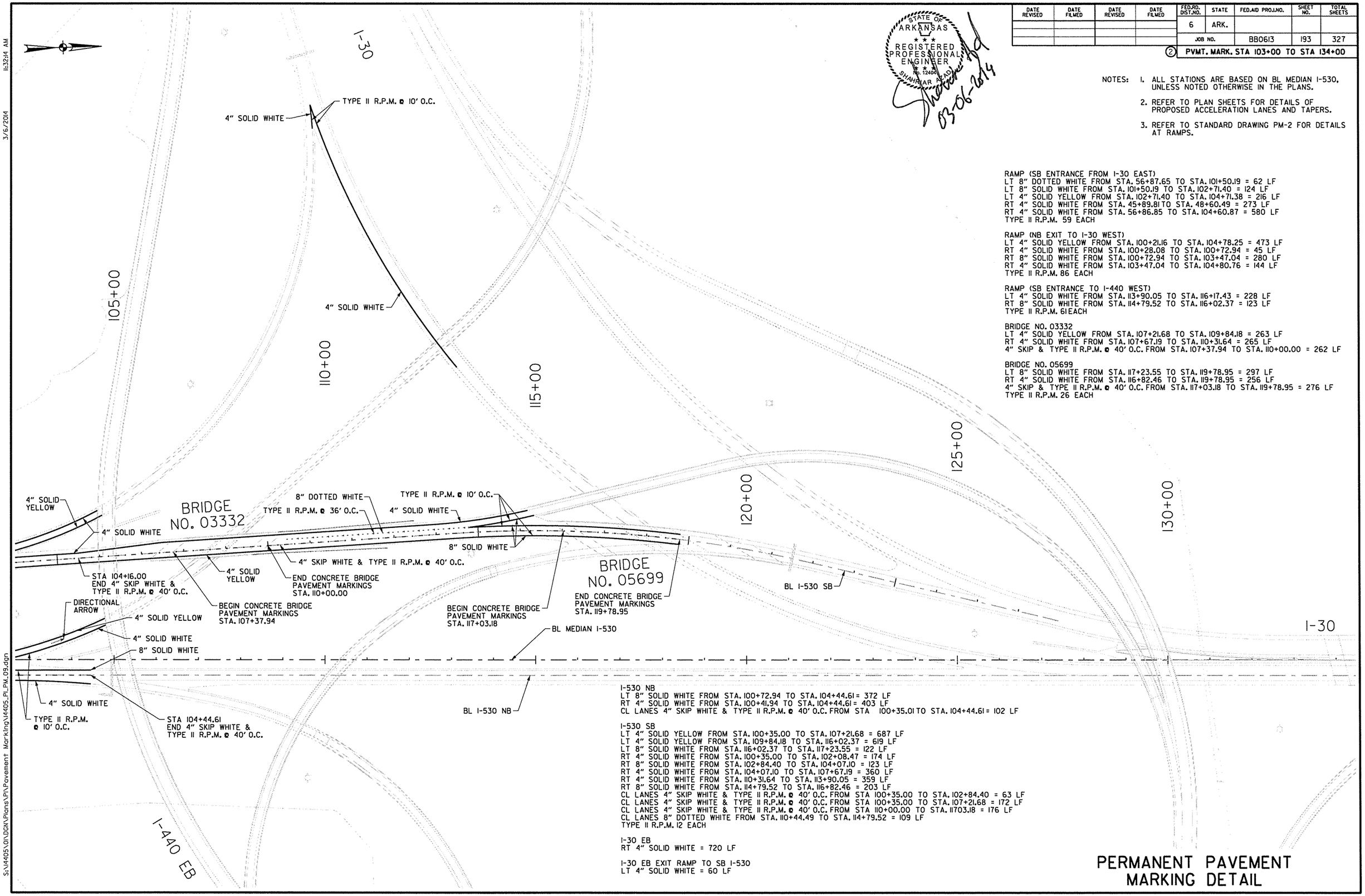
				6	ARK.			
				JOB NO.		BB0613	193	327

(2) PVMT. MARK. STA 103+00 TO STA 134+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ADLI

03-06-2014

NOTES:
1. ALL STATIONS ARE BASED ON BL MEDIAN I-530, UNLESS NOTED OTHERWISE IN THE PLANS.
2. REFER TO PLAN SHEETS FOR DETAILS OF PROPOSED ACCELERATION LANES AND TAPERS.
3. REFER TO STANDARD DRAWING PM-2 FOR DETAILS AT RAMPS.



I-530 NB
LT 8" SOLID WHITE FROM STA. 100+72.94 TO STA. 104+44.61 = 372 LF
RT 4" SOLID WHITE FROM STA. 100+41.94 TO STA. 104+44.61 = 403 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 100+35.01 TO STA. 104+44.61 = 102 LF

I-530 SB
LT 4" SOLID YELLOW FROM STA. 100+35.00 TO STA. 107+21.68 = 687 LF
LT 4" SOLID YELLOW FROM STA. 109+84.18 TO STA. 116+02.37 = 619 LF
LT 8" SOLID WHITE FROM STA. 116+02.37 TO STA. 117+23.55 = 122 LF
RT 4" SOLID WHITE FROM STA. 100+35.00 TO STA. 102+08.47 = 174 LF
RT 8" SOLID WHITE FROM STA. 102+84.40 TO STA. 104+07.10 = 123 LF
RT 4" SOLID WHITE FROM STA. 104+07.10 TO STA. 107+67.19 = 360 LF
RT 4" SOLID WHITE FROM STA. 110+31.64 TO STA. 113+90.05 = 359 LF
RT 8" SOLID WHITE FROM STA. 114+79.52 TO STA. 116+82.46 = 203 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 100+35.00 TO STA. 102+84.40 = 63 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 100+35.00 TO STA. 107+21.68 = 172 LF
CL LANES 4" SKIP WHITE & TYPE II R.P.M. @ 40' O.C. FROM STA 110+00.00 TO STA. 11703.18 = 176 LF
CL LANES 8" DOTTED WHITE FROM STA. 110+44.49 TO STA. 114+79.52 = 109 LF
TYPE II R.P.M. 12 EACH

I-30 EB
RT 4" SOLID WHITE = 720 LF

I-30 EB EXIT RAMP TO SB I-530
LT 4" SOLID WHITE = 60 LF

RAMP (SB ENTRANCE FROM I-30 EAST)
LT 8" DOTTED WHITE FROM STA. 56+87.65 TO STA. 101+50.19 = 62 LF
LT 8" SOLID WHITE FROM STA. 101+50.19 TO STA. 102+71.40 = 124 LF
LT 4" SOLID YELLOW FROM STA. 102+71.40 TO STA. 104+71.38 = 216 LF
RT 4" SOLID WHITE FROM STA. 45+89.81 TO STA. 48+60.49 = 273 LF
RT 4" SOLID WHITE FROM STA. 56+86.85 TO STA. 104+60.87 = 580 LF
TYPE II R.P.M. 59 EACH

RAMP (NB EXIT TO I-30 WEST)
LT 4" SOLID YELLOW FROM STA. 100+21.16 TO STA. 104+78.25 = 473 LF
RT 4" SOLID WHITE FROM STA. 100+28.08 TO STA. 100+72.94 = 45 LF
RT 8" SOLID WHITE FROM STA. 100+72.94 TO STA. 103+47.04 = 280 LF
RT 4" SOLID WHITE FROM STA. 103+47.04 TO STA. 104+80.76 = 144 LF
TYPE II R.P.M. 86 EACH

RAMP (SB ENTRANCE TO I-440 WEST)
LT 4" SOLID WHITE FROM STA. 113+90.05 TO STA. 116+17.43 = 228 LF
RT 8" SOLID WHITE FROM STA. 114+79.52 TO STA. 116+02.37 = 123 LF
TYPE II R.P.M. 61 EACH

BRIDGE NO. 03332
LT 4" SOLID YELLOW FROM STA. 107+21.68 TO STA. 109+84.18 = 263 LF
RT 4" SOLID WHITE FROM STA. 107+67.19 TO STA. 110+31.64 = 265 LF
4" SKIP & TYPE II R.P.M. @ 40' O.C. FROM STA. 107+37.94 TO STA. 110+00.00 = 262 LF

BRIDGE NO. 05699
LT 8" SOLID WHITE FROM STA. 117+23.55 TO STA. 119+78.95 = 297 LF
RT 4" SOLID WHITE FROM STA. 116+82.46 TO STA. 119+78.95 = 256 LF
4" SKIP & TYPE II R.P.M. @ 40' O.C. FROM STA. 117+03.18 TO STA. 119+78.95 = 276 LF
TYPE II R.P.M. 26 EACH

PERMANENT PAVEMENT MARKING DETAIL

3/6/2014 11:32:14 AM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	144	327
				②	SIGNING QUANTITIES SHEET			

STANDARD SIGNS FLAT SHEET
OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS

SIGN NO./ LOCATION	TYPE G1 EA.	G2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	STANDARD SIGN SQ. FT.
SS-530-420+00NB		1											14.38
SS-530-540+00NB		1											14.38
SS-530-733+00NB		1											14.38
SS-530-503+00SB		1											14.38
SS-530-700+00SB		1											14.38
SS-530-46+00SB		1											14.38
SS-530-734+50SB		1											20.00
SS-530-708+50NB		1											20.00
SS-530-530+50NB		1											20.00
SS-530-505+00NB		1											20.00
SS-530-822+00SB		1											36.00
SS-530-742+00NB		1											36.00
SS-530-685+00SB		1											36.00
SS-530-550-00NB		1											36.00
SS-530-485+00SB		1											36.00
SS-530-430+00NB		1											36.00
SS-530-814+00NB-A		1											20.00
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SS-530-425+00NB		1											20.00
SS-530-692+00SB		1											20.00
SS-530-545+00NB		1											20.00
SS-530-730+20NB		1											20.00
SS-530-783+00SB		1											20.00
SS-530-496+00SB		1											20.00
SS-530-809+00NB-A		1											16.00
SS-530-809+00NB-B		1											16.00
SS-530-695+00SB		1											16.00
SS-530-652+00NB		1											16.00
SS-530-517+90NB		1											16.00
SS-530-519+00SB		1											16.00
SS-530-726+20NB		1											16.00
SS-530-715+50SB		1											16.00
SS-530-822+00NB		1											16.00
SS-530-730+00SB		1											16.00
SS-530-713+00NB		1											16.00
TOTALS:		**35**											**718.28**

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	2273	SQ. FT.
726	STANDARD SIGNS	739	SQ. FT.
727	EXIT NUMBER PANEL (TYPE A)	158	SQ. FT.
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	35	EACH
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	16	EACH
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	17317	POUND

STANDARD SIGNS FLAT SHEET
CHANNEL POST SIGN SUPPORTS

SIGN NO./ LOCATION	TYPE U1 EA.	U2 EA.	U2-1 EA.	U2-2 EA.	U2-3 EA.	U2-4 EA.	U2-5 EA.	U2-6 EA.	U2-7 EA.	U2-8 EA.	U2-9 EA.	U2-10 EA.	STANDARD SIGN SQ. FT.
SS-530-452+80NB	1												1.30
SS-530-452+80SB	1												1.30
SS-530-499+20SB	1												1.30
SS-530-499+20NB	1												1.30
SS-530-552+60SB	1												1.30
SS-530-552+60NB	1												1.30
SS-530-605+40NB	1												1.30
SS-530-605+40SB	1												1.30
SS-530-658+40NB	1												1.30
SS-530-658+40SB	1												1.30
SS-530-711+80NB	1												1.30
SS-530-711+80SB	1												1.30
SS-530-765+00SB	1												1.30
SS-530-765+00NB	1												1.30
SS-530-813+00SB	1												1.30
SS-530-813+00NB	1												1.30
TOTALS:	**16**												**20.80**

NOTES:

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF SIGNS, SUPPORTS AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND SUPPORTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.

EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
3/10/14
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	195	327
				②	SIGNING QUANTITIES SHEET			

MAIN LANES SIGNING QUANTITIES

SIGN NO./ LOCATION	STRUCTURE TYPE ST	CL	OH	BM	G-2	GUIDE SIGN Length LIN. FT.	Height LIN. FT.	SQ. Ft.	BREAKAWAY SIGN SUPPORT STEEL SECT. A-572 BEAM	LBS	SIGN POST LENGTH H - 1 LIN FT	H - 2	H - 3	STUB POST H - 1 LIN FT	H - 2	H - 3	FOOTINGS DIA. LIN FT	DEPTH	EMBED.	SIGN POST AND STUB POUND	EXIT NUMBER PANEL LEGEND	TYPE A SQ. FT.	B	C
EXIT 9																								
ML-530-465+00SB					1	11.50	8.00	92.00	W8	18	15.00	16.00		3.99	3.99		2.00	5.50	3.66	701.64	9	17.50		
LG-530-473+00SB					1	12.00	10.00	120.00	W8	21	17.00	18.00		4.99	4.99		2.50	7.00	4.66	944.58				
EXIT 7																								
ML-530-500+00NB					1	14.50	5.50	79.75	W8	18	12.00	13.00		3.99	3.99		2.00	5.50	3.66	593.64	7	17.50		
ML-530-534+00SB					1	14.50	5.50	79.75	W8	18	12.00	13.00		3.99	3.99		2.00	5.50	3.66	593.64	7	17.50		
ML-530-458+00NB					1	15.50	7.50	116.25	W8	21	15.00	16.00		3.99	3.99		2.50	5.50	3.66	818.58	7	17.50		
ML-530-583+00SB					1	15.50	7.50	116.25	W8	21	15.00	16.00		3.99	3.99		2.50	5.50	3.66	818.58	7	17.50		
EX-530-508+50NB					1	6.00	7.00	42.00	W6	9	14.00	15.00		2.33	2.33		1.50	3.00	2.00	302.94				
EX-530-527+90SB					1	6.00	5.00	30.00	W6	9	14.00	12.00		2.33	2.33		1.50	3.00	2.00	275.94				
ML-530-556+00SB					1	12.00	4.50	54.00	W8	18	12.00	13.00		3.99	3.99		2.50	5.50	3.66	593.64				
ML-530-486+00NB					1	12.00	4.50	54.00	W8	18	12.00	13.00		3.99	3.99		2.50	5.50	3.66	593.64				
EXIT 3																								
EX-530-711+40NB					1	6.00	7.00	42.00	W6	9	14.00	15.00		2.33	2.33		1.50	3.00	2.00	302.94				
EX-530-733+00SB					1	6.00	5.00	30.00	W6	9	12.00	13.00		2.33	2.33		1.50	3.00	2.00	266.94				
ML-530-655+00NB					1	12.00	9.50	114.00	W8	21	17.00	18.00		3.99	3.99		2.50	5.50	3.66	902.58	3	17.50		
ML-530-701+00NB					1	14.50	7.50	108.75	W8	21	15.00	16.00		3.99	3.99		2.50	5.50	3.66	818.58	3	17.50		
ML-530-740+00SB					1	14.50	7.50	108.75	W8	21	15.00	16.00		3.99	3.99		2.50	5.50	3.66	818.58	3	17.50		
ML-530-786+00SB					1	12.00	9.50	114.00	W8	21	17.00	18.00		3.99	3.99		2.50	5.50	3.66	902.58	3	17.50		
LG-530-794+00SB					1	12.00	13.50	162.00	W8	21	21.00	22.00		5.99	5.99		3.00	7.00	5.66	1154.58				
LG-530-648+00NB					1	12.00	13.50	162.00	W8	21	21.00	22.00		5.99	5.99		3.00	7.00	5.66	1154.58				
LF-530-802+00SB					1	12.00	13.50	162.00	W8	21	21.00	22.00		5.99	5.99		3.00	7.00	5.66	1154.58				
LF-530-640+00NB					1	12.00	13.50	162.00	W8	21	21.00	22.00		5.99	5.99		3.00	7.00	5.66	1154.58				
ML-530-815+00SB					1	13.50	5.00	67.50	W8	18	12.00	13.00		3.99	3.99		2.00	5.50	3.66	593.64				
ML-530-800+00NB					1	15.50	7.50	116.25	W8	18	15.00	16.00		3.99	3.99		2.00	5.50	3.66	701.64				
ML-530-48+00NB					1	20.00	7.00	140.00	W8	21	21.00	22.00		5.99	5.99		3.00	7.00	5.66	1154.58				
GUIDE SIGNS ROADSIDE MOUNTED TOTALS;								2,273.25			-	-	-											
TOTALS:	-	-	-	-	23.00			2,273.25												17,317.20		157.50	-	-

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
2/12/14
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	196	327

② SIGN LAYOUT SHEET

STANDARD SIGNS

G-2

M3-1 30"X15"

M1-1 45"X36"

SS-530-420+00NB
SS-530-540+00NB
SS-530-733+00NB

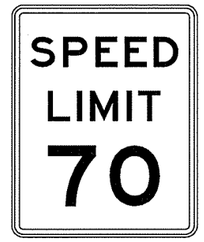
G-2

M3-3 30"X15"

M1-1 45"X36"

SS-530-503+00SB
SS-530-700+00SB
SS-530-46+00SB

G-2

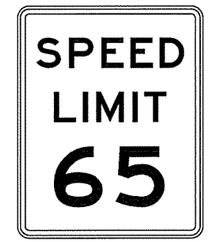


R2-1 48"X60"

R2-2 48"X48"

SS-530-822+00SB
SS-530-742+00NB
SS-530-685+00SB
SS-530-550+00NB
SS-530-485+00SB
SS-530-430+00NB

G-2



R2-1 48"X60"

SS-530-814+00NB-A
SS-530-814+00NB-B

G-2

R4-3 48"X60"

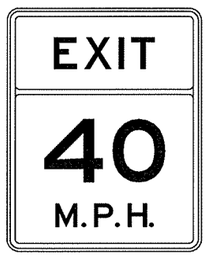
SS-530-425+00NB
SS-530-692+00SB
SS-530-545+00NB
SS-530-730+20NB
SS-530-783+00SB
SS-530-496+00SB

G-2

W8-13 48"X48"

SS-530-809+00NB-A
SS-530-809+00NB-B

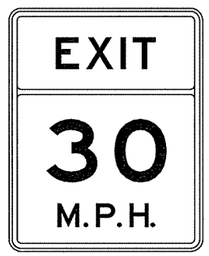
G-2



W13-3 48"X60"

SS-530-734+50SB

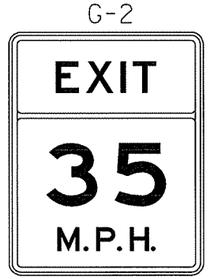
G-2



W13-3 48"X60"

SS-530-708+50NB

G-2



W13-3 48"X60"

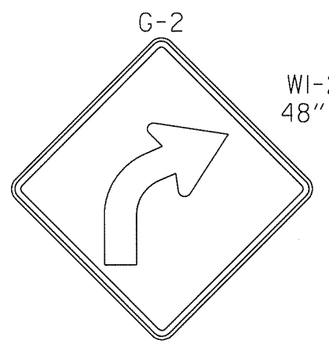
SS-530-530+50NB

G-2

W13-3 48"X60"

SS-530-500+50NB

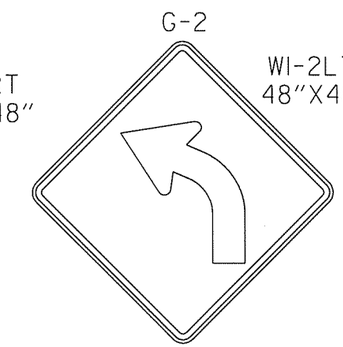
G-2



W1-2RT 48"X48"

SS-530-695+00SB

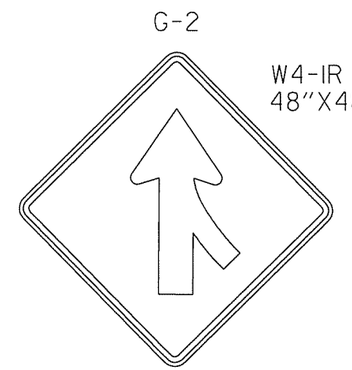
G-2



W1-2LT 48"X48"

SS-530-652+00NB

G-2



W4-1R 48"X48"

SS-530-517+90NB
SS-530-518+00SB
SS-530-726+20NB
SS-530-715+50SB

G-2

W8-13 48"X48"

SS-530-822+00NB
SS-530-730+00SB
SS-530-713+00NB

U1-1

D10-2 10"X18"

SS-530-452+80NB
SS-530-452+80SB

U1-1

D10-2 10"X18"

SS-530-499+20SB
SS-530-499+20NB

U1-1

D10-2 10"X18"

SS-530-552+60SB
SS-530-552+60NB

U1-1

D10-2 10"X18"

SS-530-605+40NB
SS-530-605+40SB

U1-1

D10-2 10"X18"

SS-530-658+40NB
SS-530-658+40SB

U1-1

D10-2 10"X18"

SS-530-711+80NB
SS-530-711+80SB

U1-1

D10-2 10"X18"

SS-530-765+00SB
SS-530-765+00NB

U1-1

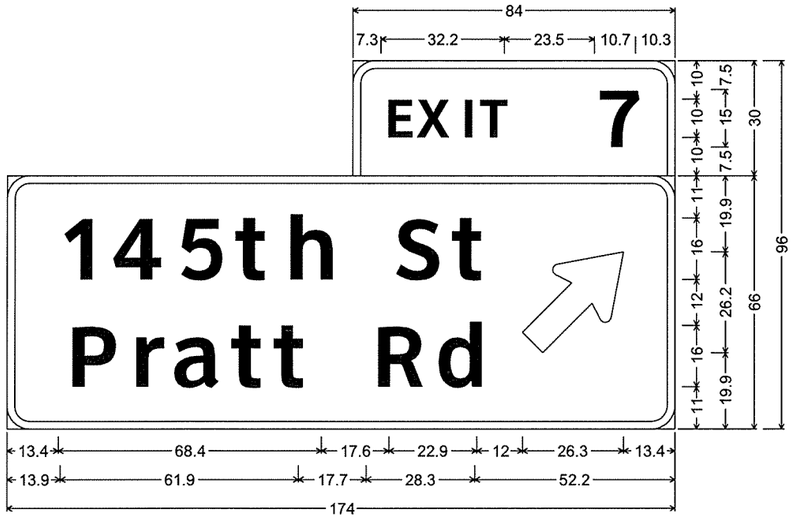
D10-2 10"X18"

SS-530-813+00SB
SS-530-813+00NB

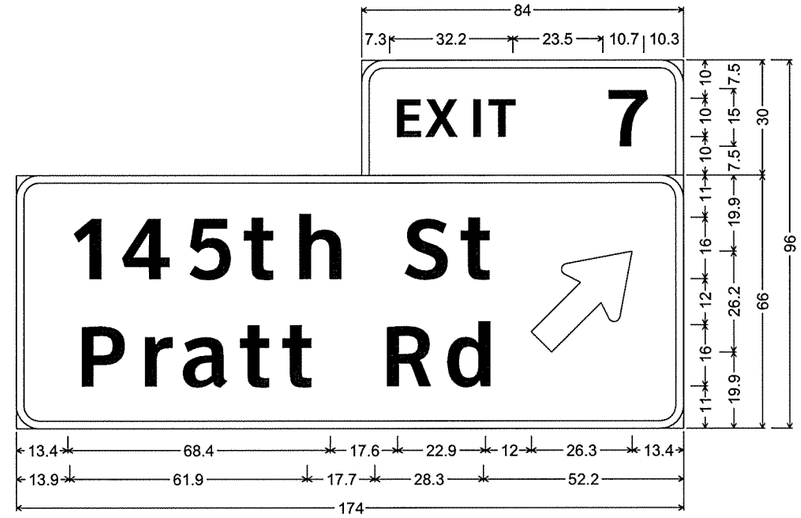
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
7/12/14
TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	197	327

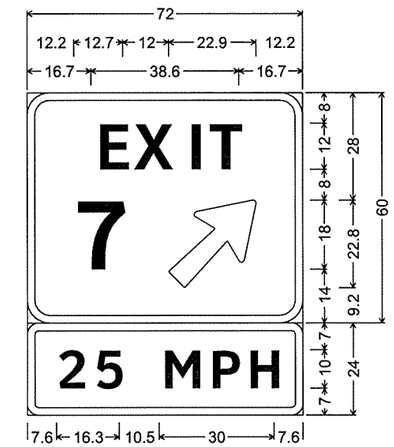
② SIGN LAYOUT SHEET



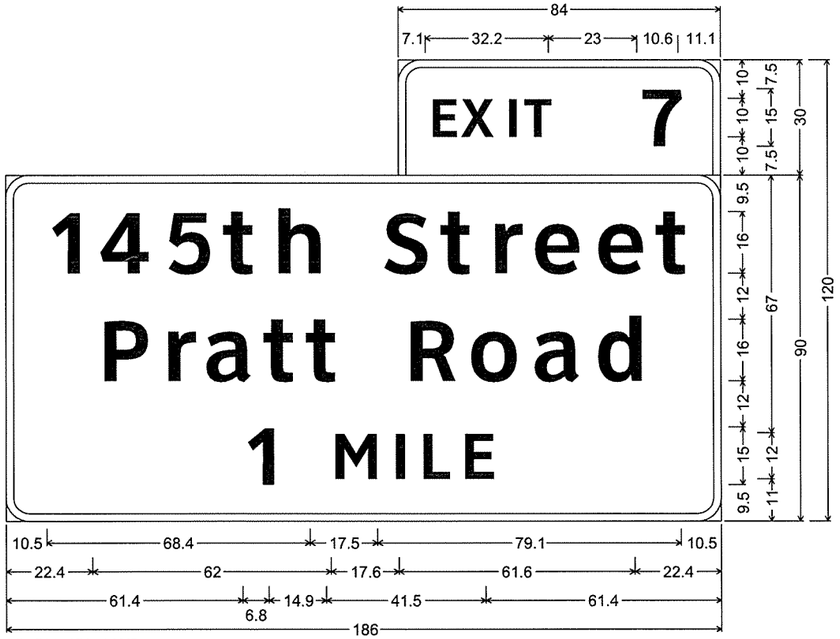
ML-530-500+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [7] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[145th St] ClearviewHwy-5-W; [Pratt Rd] ClearviewHwy-5-W;
Standard Arrow Custom 33.4" X 20.3" 45°;



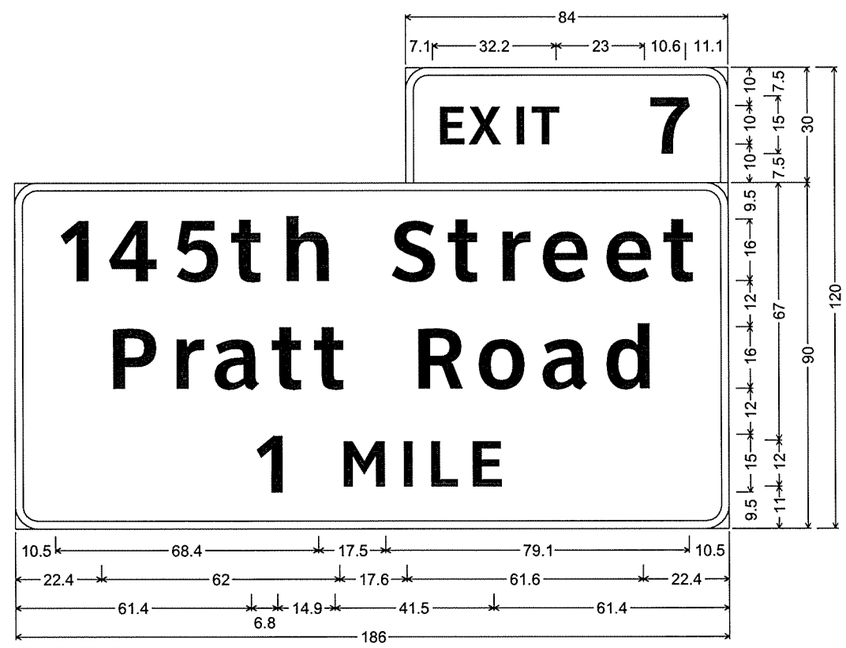
ML-530-534+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [7] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[145th St] ClearviewHwy-5-W; [Pratt Rd] ClearviewHwy-5-W;
Standard Arrow Custom 33.4" X 20.3" 45°;



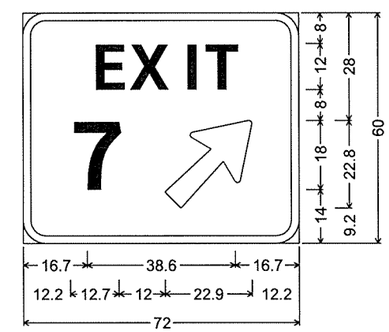
EX-530-508+50NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[7] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;
3.0" Radius, 2.0" Border, Black on Yellow;
[25 MPH] ClearviewHwy-5-W-R;



ML-530-458+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [7] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[145th Street] ClearviewHwy-5-W; [Pratt Road] ClearviewHwy-5-W;
[1 MILE] ClearviewHwy-5-W;



ML-530-583+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [7] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[145th Street] ClearviewHwy-5-W; [Pratt Road] ClearviewHwy-5-W;
[1 MILE] ClearviewHwy-5-W;

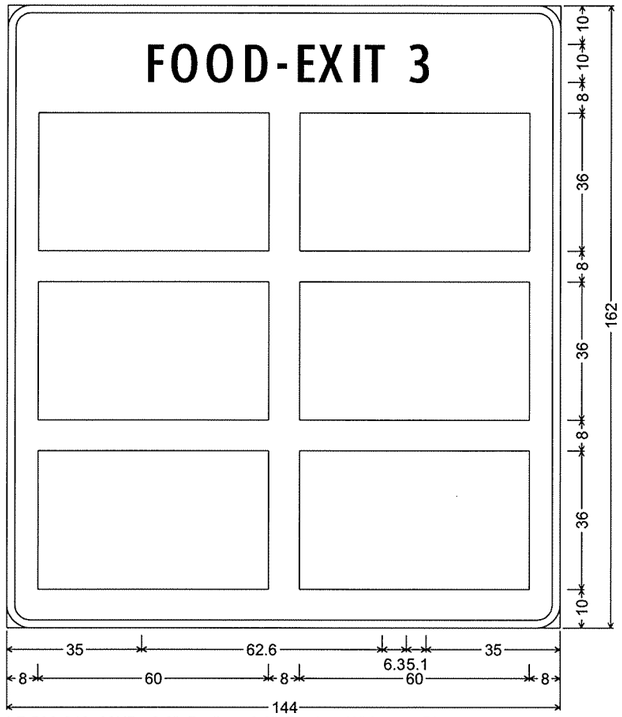


EX-530-527+90SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[7] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;

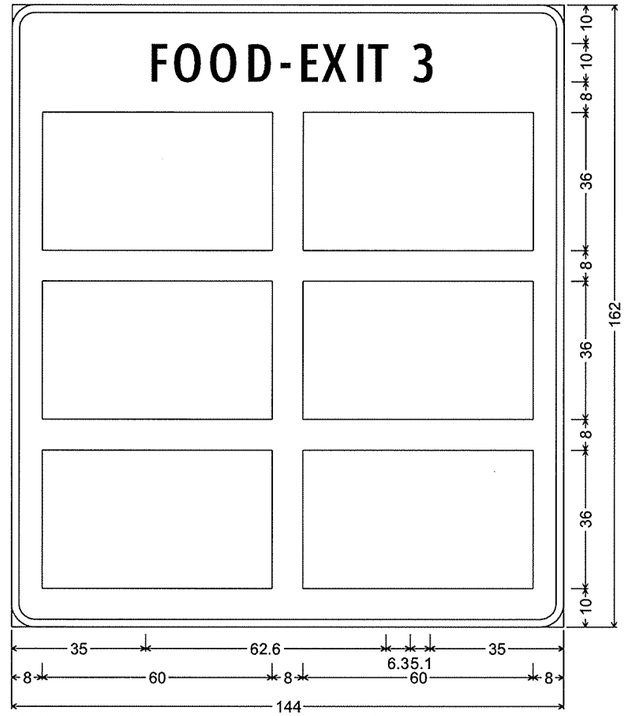
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
9/12/14
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	198	327

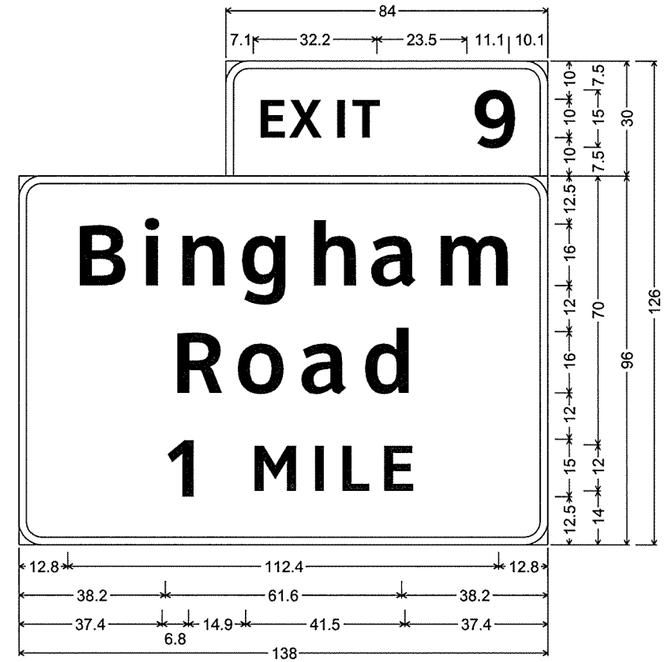
② SIGN LAYOUT SHEET



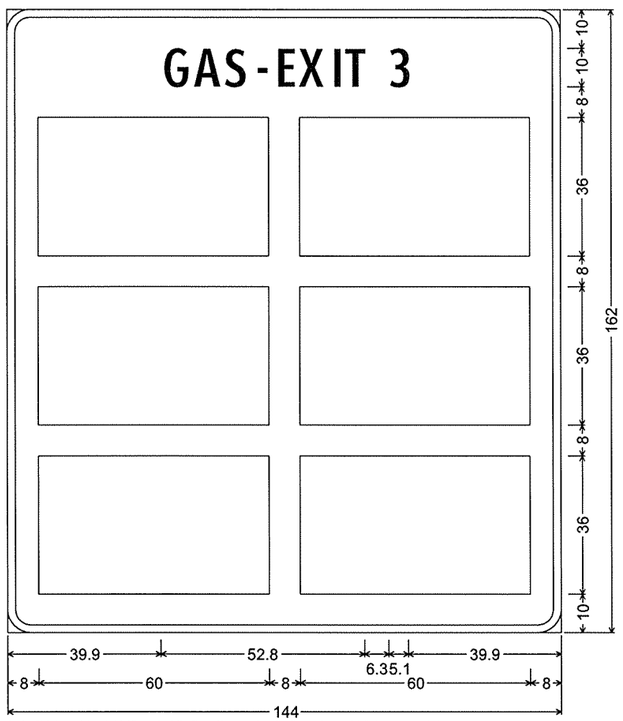
LF-530-640+00NB; 6.0" Radius, 2.0" Border, White on Blue;
[FOOD-EXIT 3] ClearviewHwy-2-W;



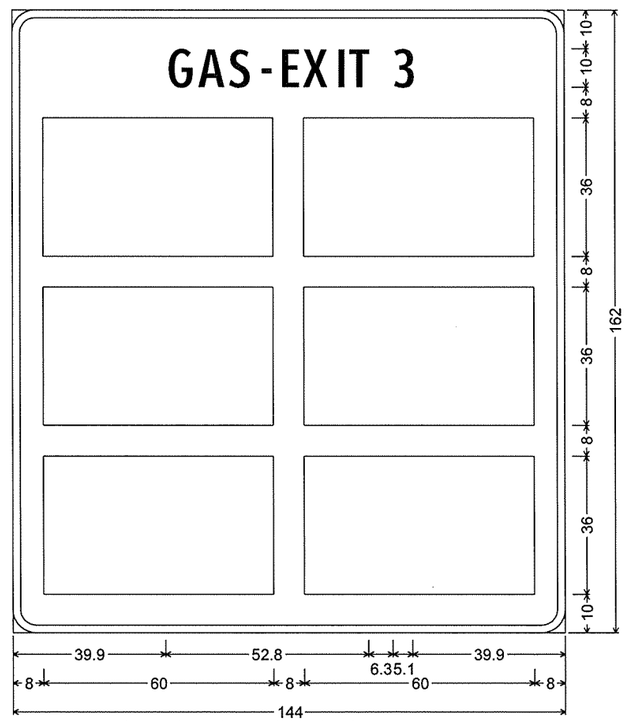
LF-530-802+00SB; 6.0" Radius, 2.0" Border, White on Blue;
[FOOD-EXIT 3] ClearviewHwy-2-W;



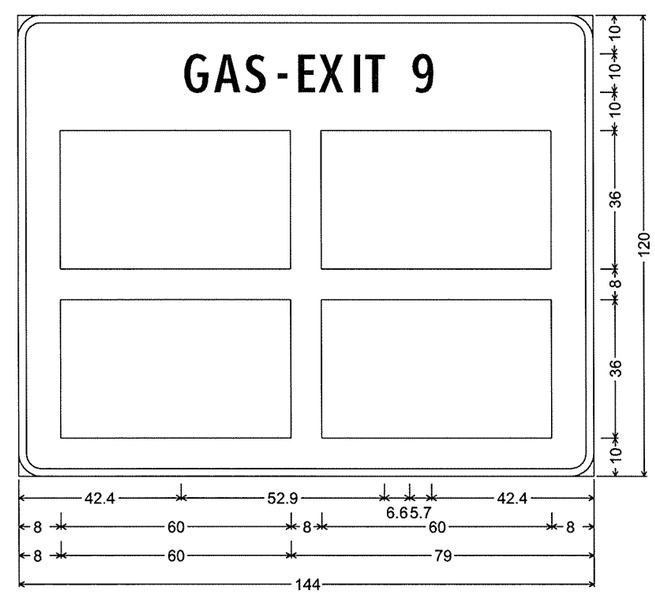
ML-530-465+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [9] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Bingham] ClearviewHwy-5-W; [Road] ClearviewHwy-5-W;
[1 MILE] ClearviewHwy-5-W;



LG-530-648+00NB; 6.0" Radius, 2.0" Border, White on Blue;
[GAS-EXIT 3] ClearviewHwy-2-W;



LF-530-794+00SB; 6.0" Radius, 2.0" Border, White on Blue;
[GAS-EXIT 3] ClearviewHwy-2-W;



LG530-473+00SB; 6.0" Radius, 2.0" Border, White on Blue;
[GAS-EXIT 9] ClearviewHwy-2-W;

STATE OF ARKANSAS
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2/12/14
TONY SULLIVAN

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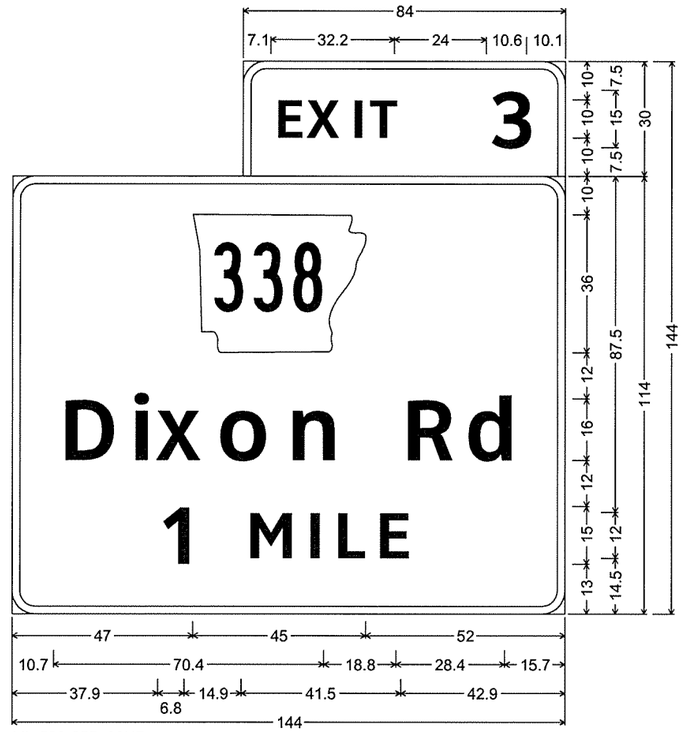
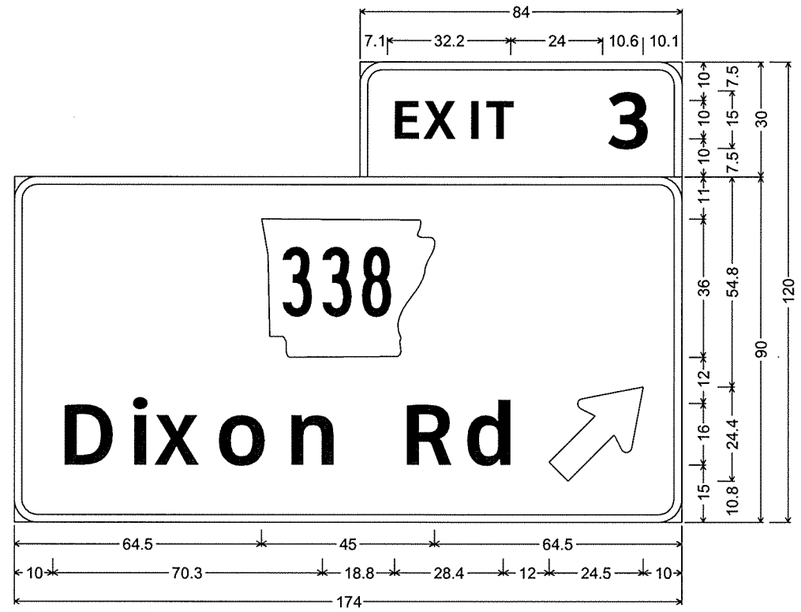
				JOB NO.		BB0613	199	327

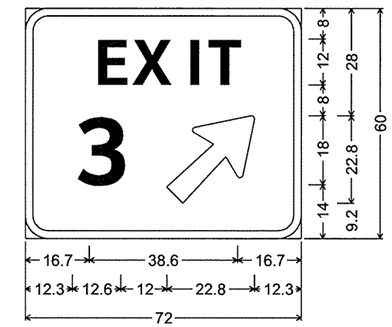
② SIGN LAYOUT SHEET



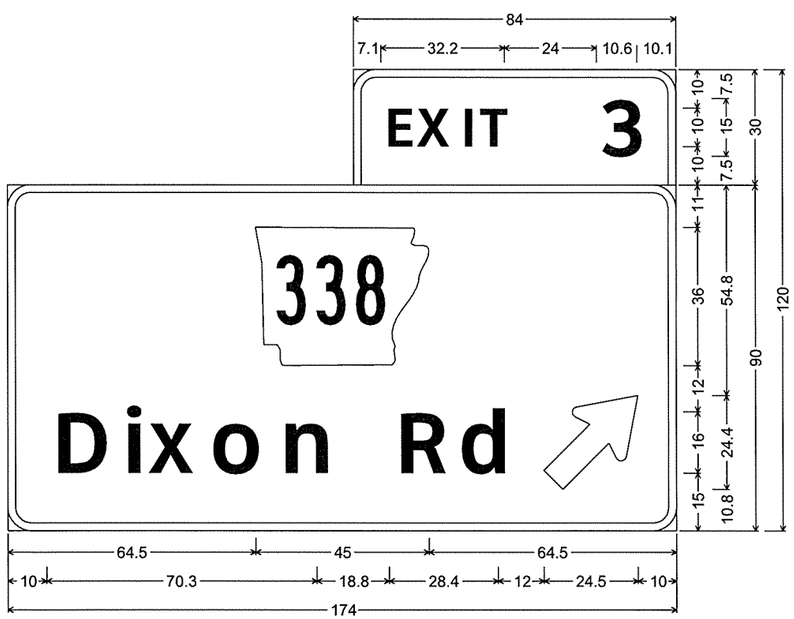
ML-530-655+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [3] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Dixon Rd] ClearviewHwy-5-W; [1 MILE] ClearviewHwy-5-W;



ML-530-701+00NB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [3] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Dixon Rd] ClearviewHwy-5-W; Standard Arrow Custom 31.1" X 18.8" 45°;

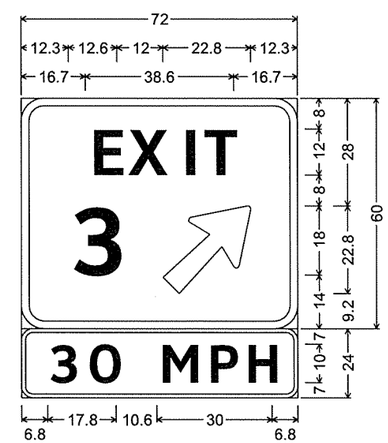


EX-530-733+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[3] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;



ML-530-740+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [3] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Dixon Rd] ClearviewHwy-5-W; Standard Arrow Custom 31.1" X 18.8" 45°;

ML-530-786+00SB;
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [3] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Dixon Rd] ClearviewHwy-5-W; [1 MILE] ClearviewHwy-5-W;

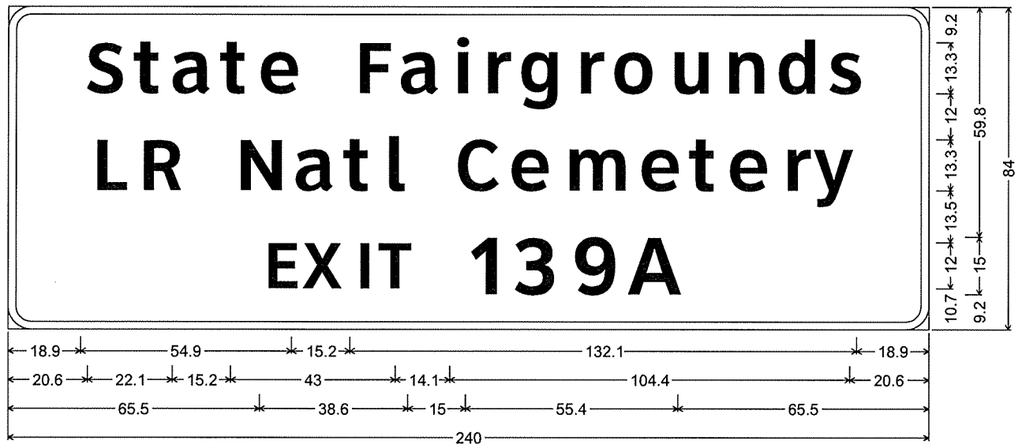


EX-530-711+40NB; 6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[3] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;
3.0" Radius, 1.0" Border, Black on Yellow;
[30 MPH] ClearviewHwy-5-W-R;

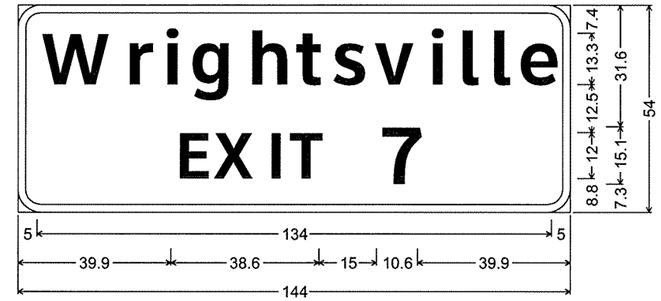
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
L. TONY SULLIVAN
2/12/14

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	200	327

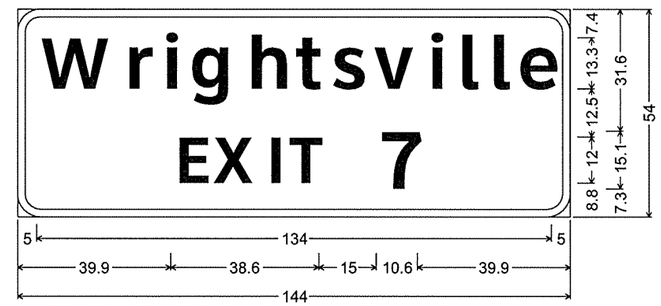
(2) SIGN LAYOUT SHEET



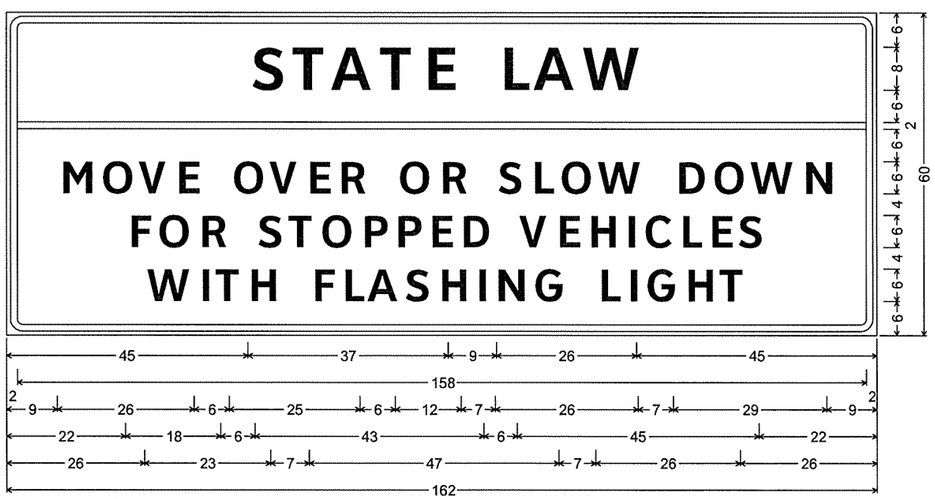
ML-530-48+00NB; 6.0" Radius, 2.0" Border, White on Green;
[State Fairgrounds] ClearviewHwy-5-W; [LR Natl Cemetery] ClearviewHwy-5-W; [EXIT] ClearviewHwy-5-W;
[139A] ClearviewHwy-5-W;



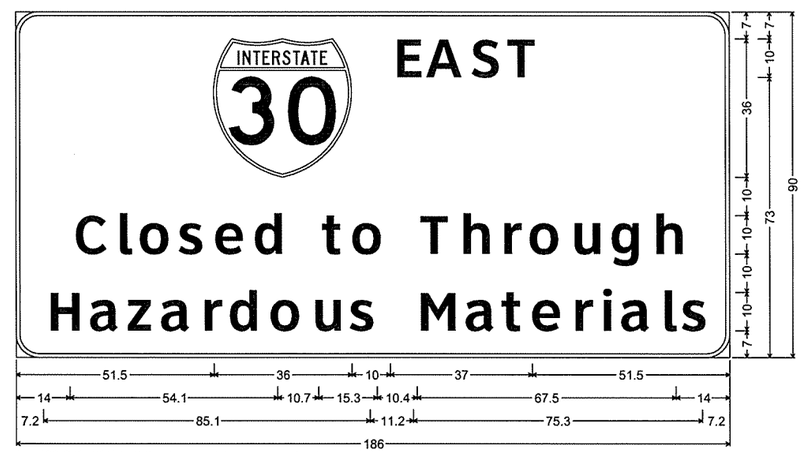
ML-530-556+00SB; 6.0" Radius, 2.0" Border, White on Green;
[Wrightsville] ClearviewHwy-5-W; [EXIT] ClearviewHwy-5-W;
[7] ClearviewHwy-5-W;



ML-530-486+00NB; 6.0" Radius, 2.0" Border, White on Green;
[Wrightsville] ClearviewHwy-5-W; [EXIT] ClearviewHwy-5-W;
[7] ClearviewHwy-5-W;



ML-530-815+00SB; 3" Radius, 1" Border, 1" Indent, Black on White;
[STATE LAW] ClearviewHwy-5-W; [MOVE OVER OR SLOW DOWN] ClearviewHwy-5-W;
[FOR STOPPED VEHICLES] ClearviewHwy-5-W; [WITH FLASHING LIGHT] ClearviewHwy-5-W;



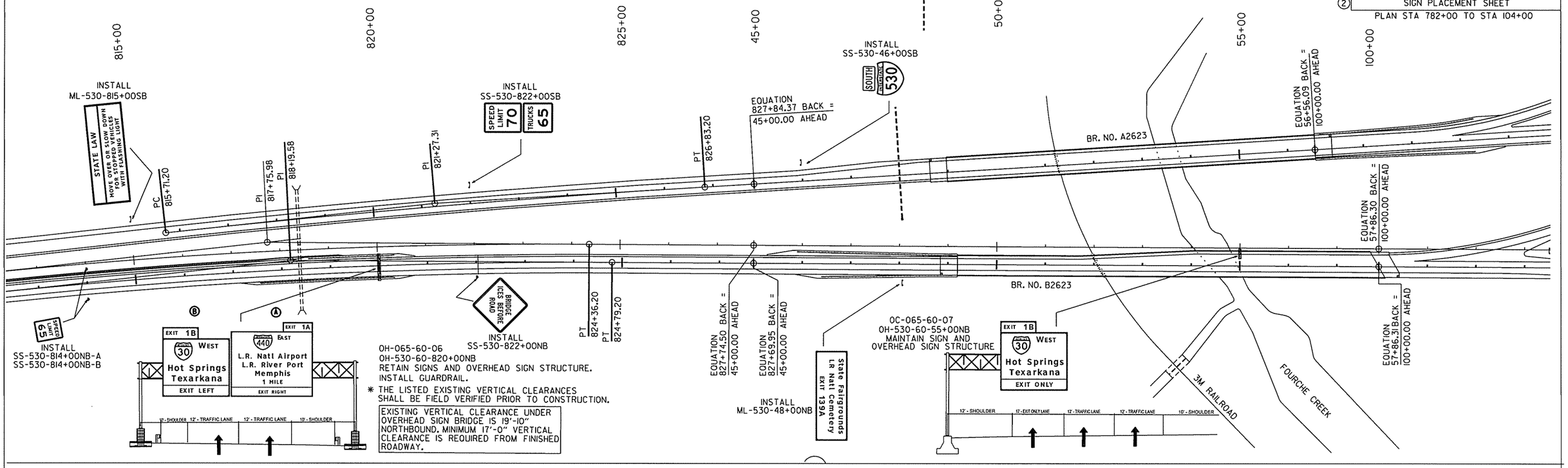
ML-530-800+00NB; 6.0" Radius, 1.0" Border, Black on White;
[EAST] ClearviewHwy-5-W; [Closed to Through] ClearviewHwy-5-W; [Hazardous Materials] ClearviewHwy-5-W;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
2/12/14
L. TONY SUMNER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	201	327

(2) SIGN PLACEMENT SHEET

PLAN STA 782+00 TO STA 104+00

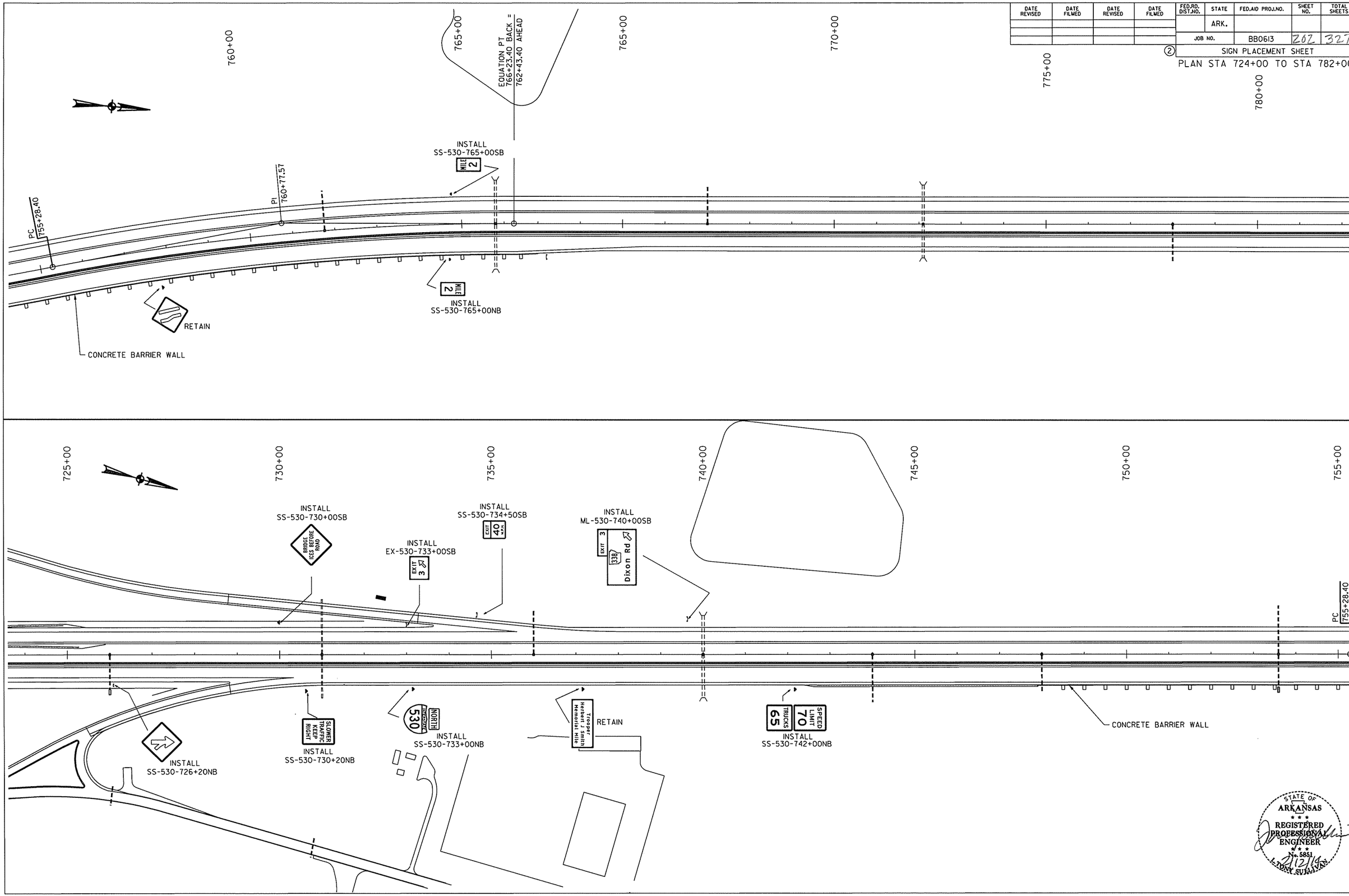


STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
2/12/14
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	202	327

(2) SIGN PLACEMENT SHEET

PLAN STA 724+00 TO STA 782+00

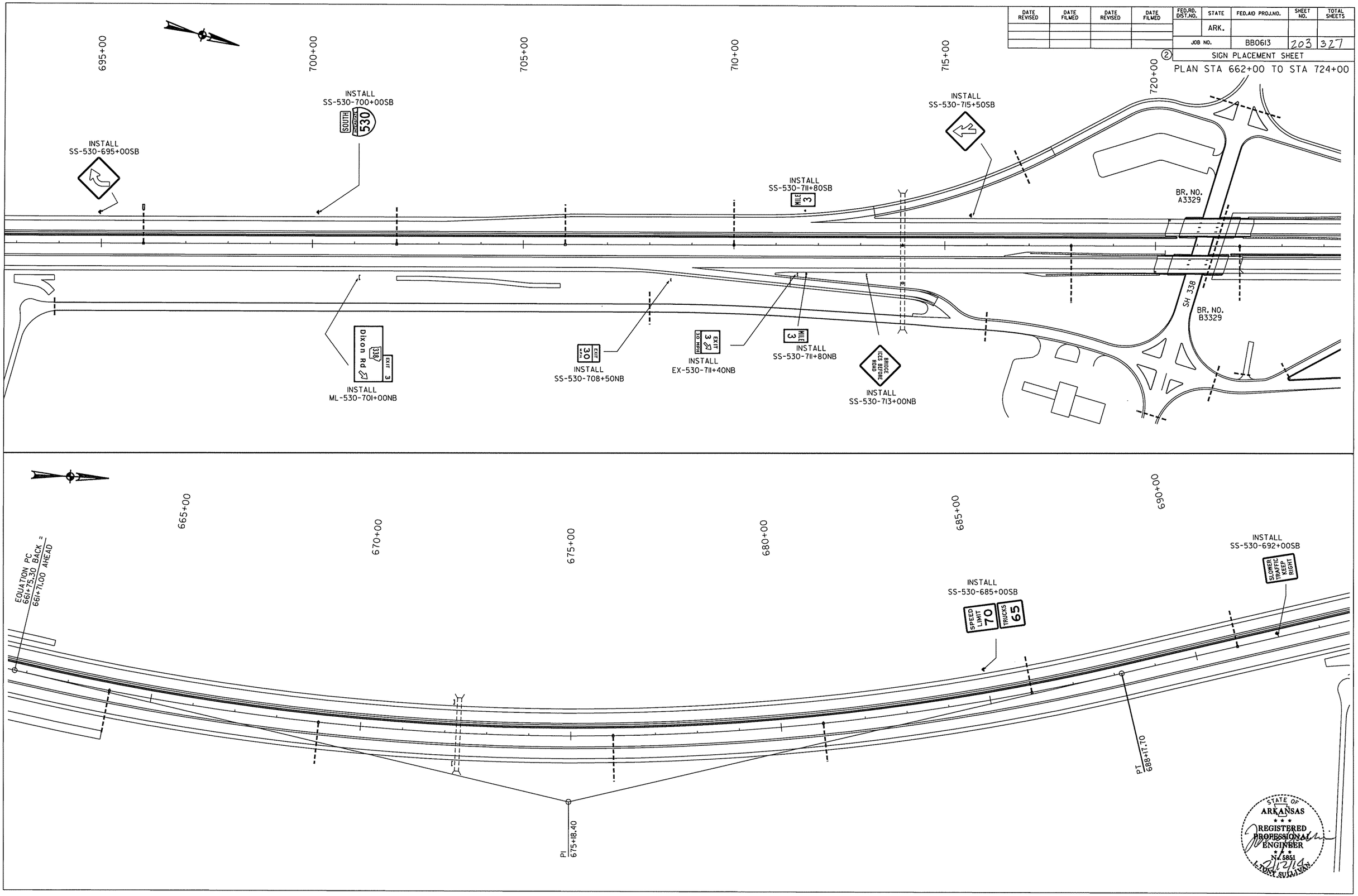


STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
J. TONY SULLIVAN
7/12/13

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	203	327

② SIGN PLACEMENT SHEET

PLAN STA 662+00 TO STA 724+00

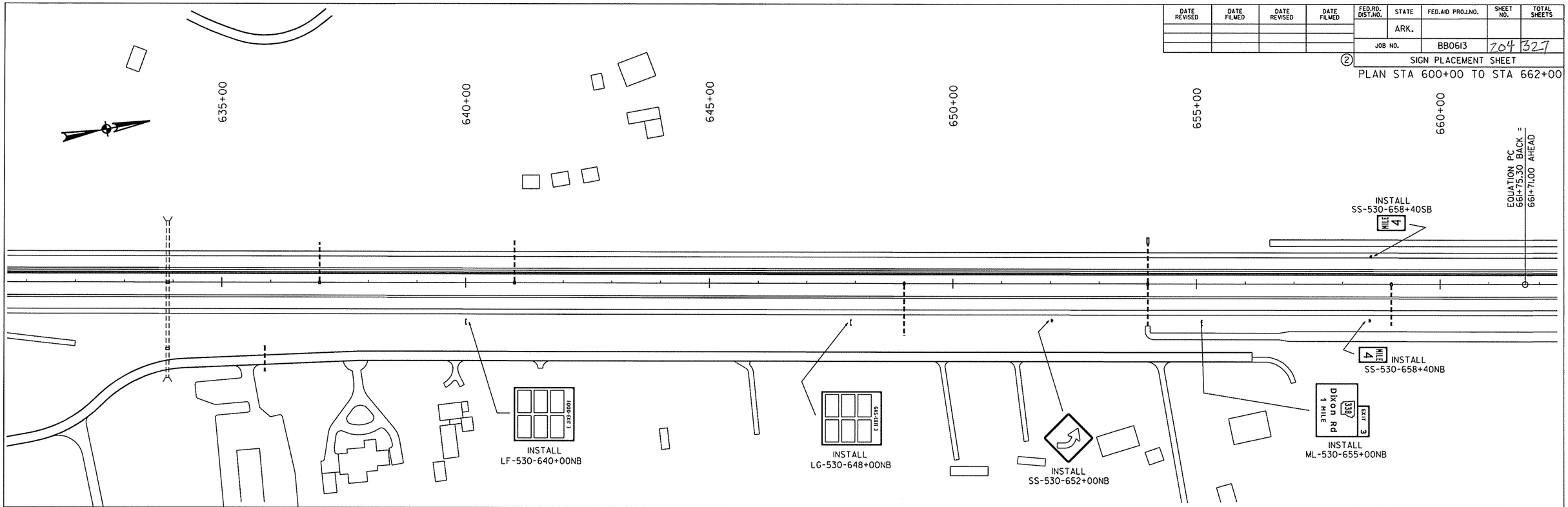


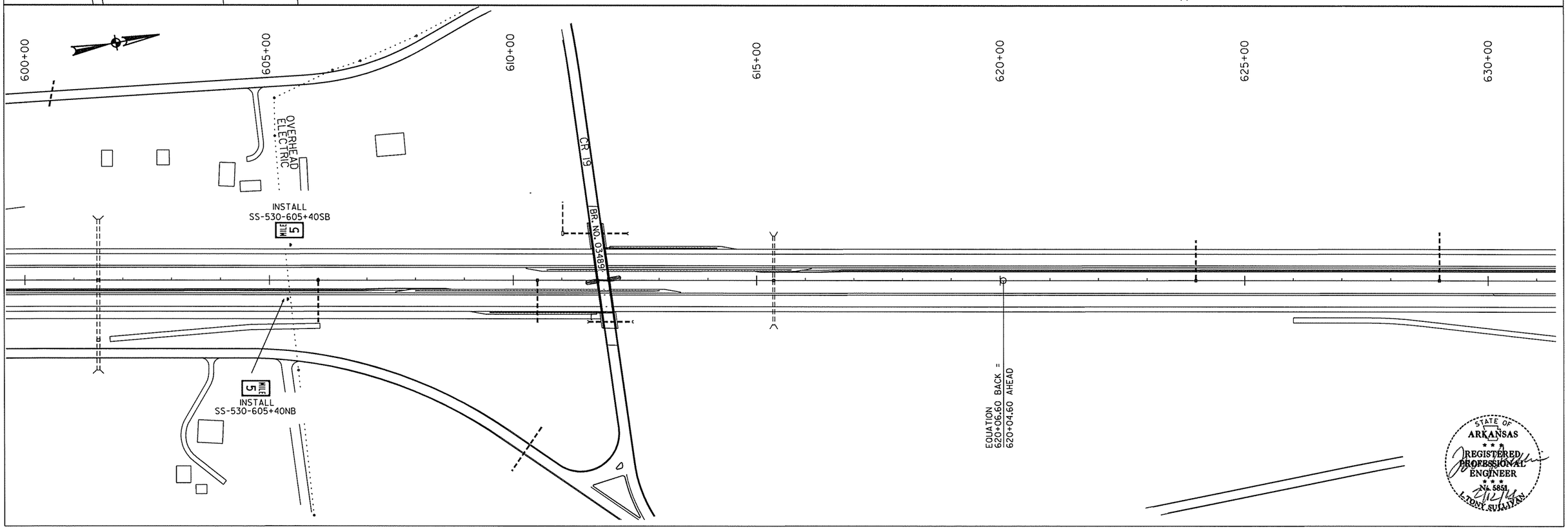
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N.L. 5851
L. TONY SULLIVAN
7/12/19

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	204	327

(2) SIGN PLACEMENT SHEET

PLAN STA 600+00 TO STA 662+00

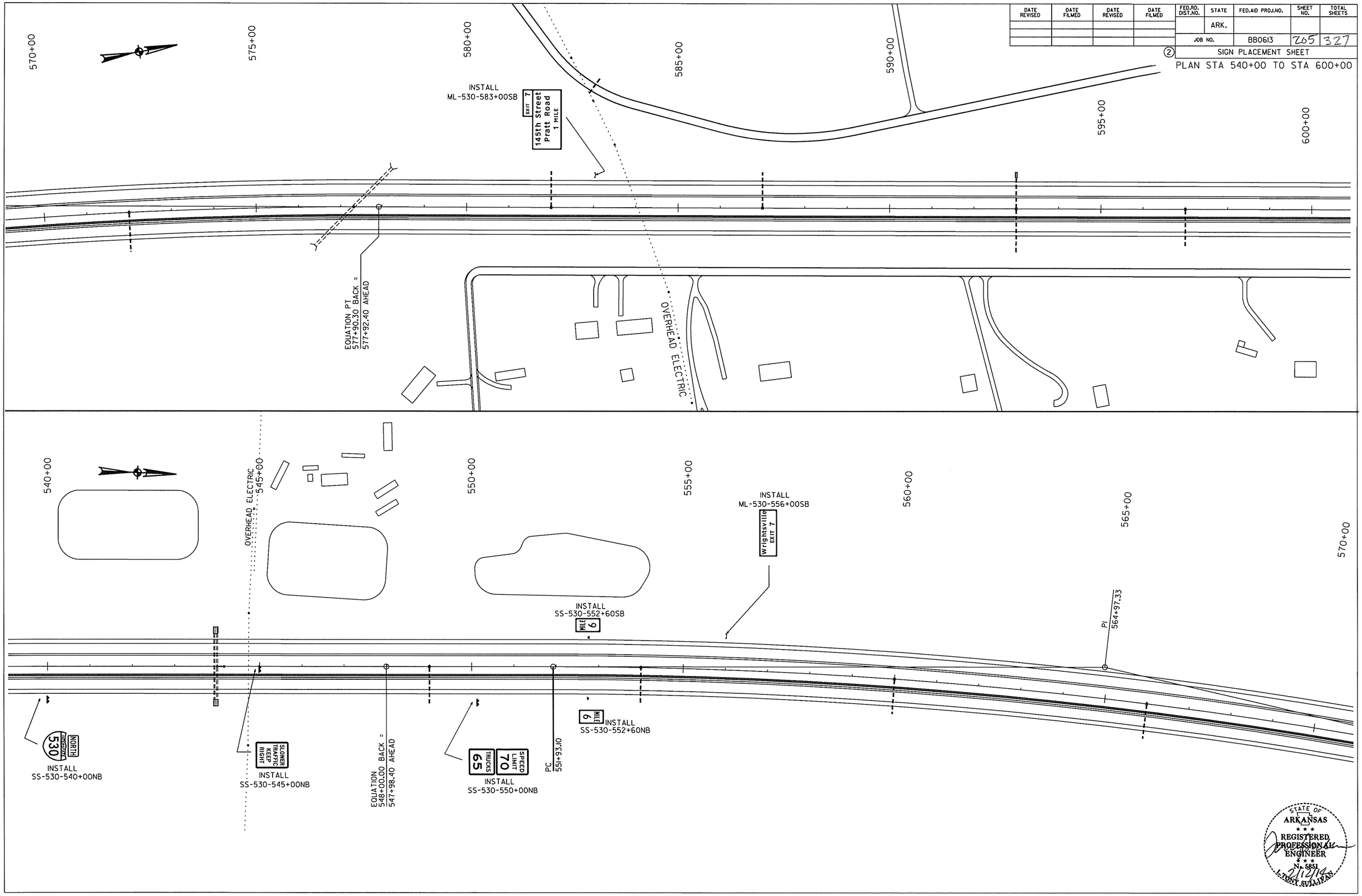




DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	205	327

(2) SIGN PLACEMENT SHEET

PLAN STA 540+00 TO STA 600+00

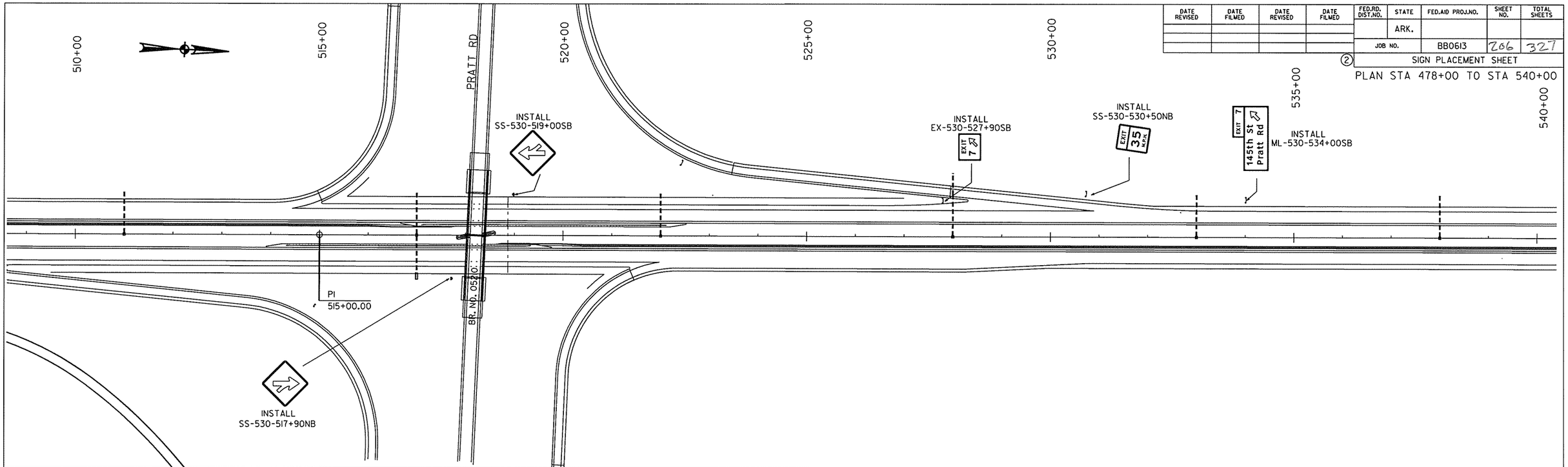


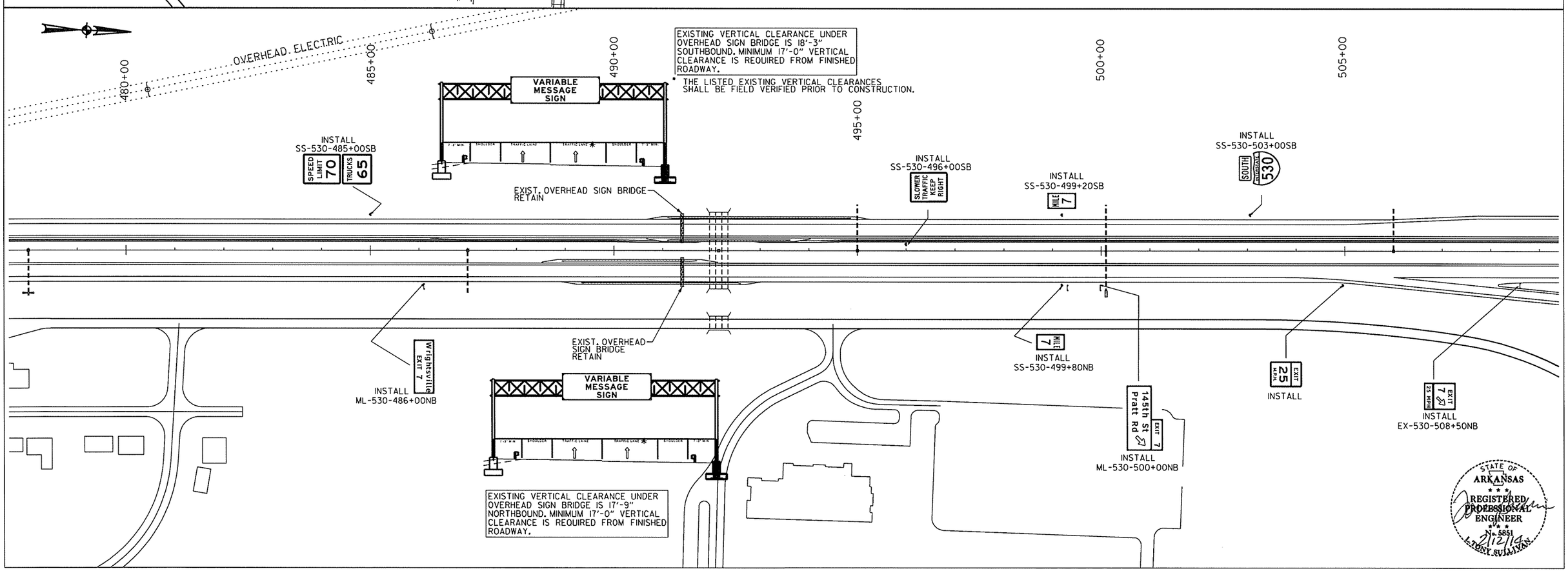
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
7/12/14
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	266	327

(2) SIGN PLACEMENT SHEET

PLAN STA 478+00 TO STA 540+00



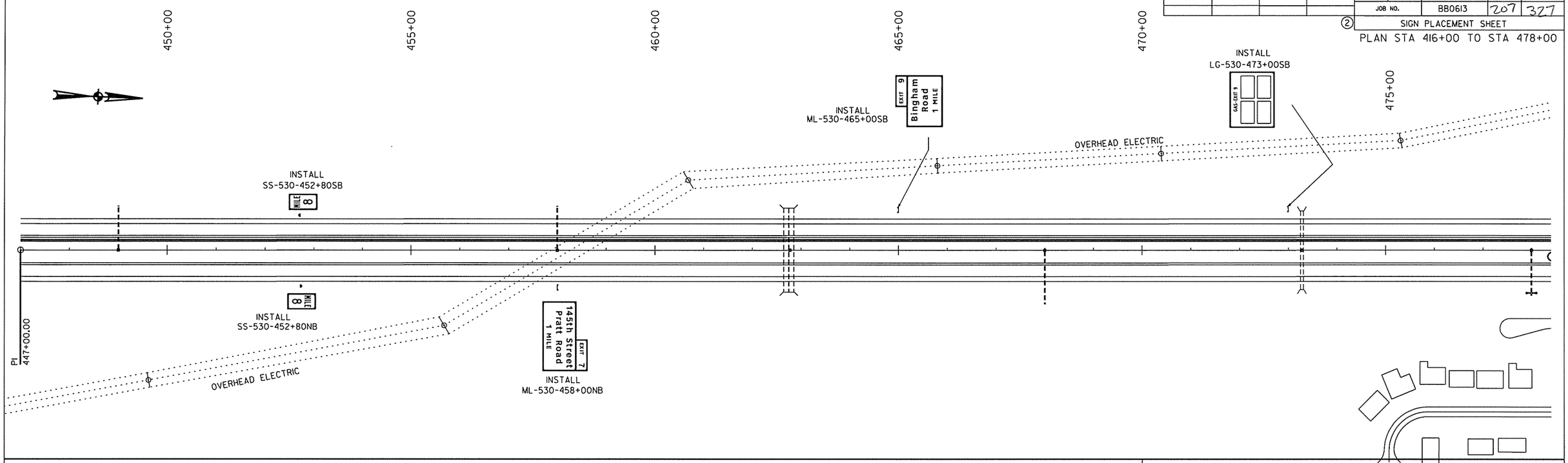


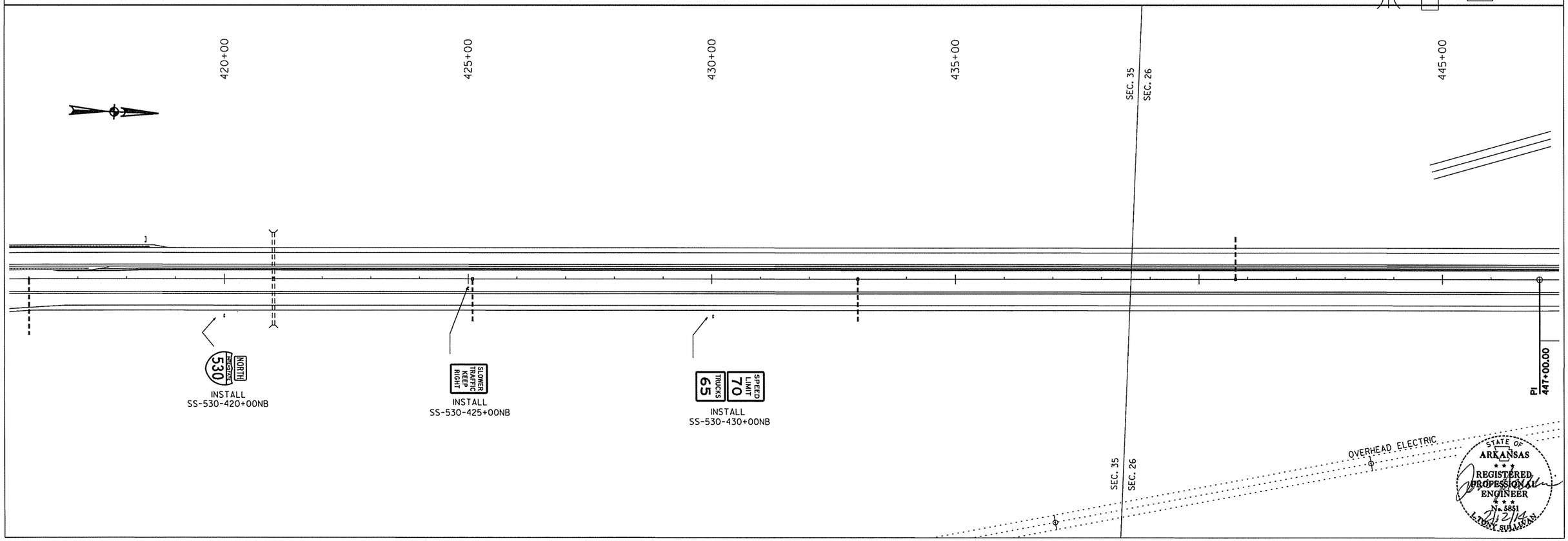
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
7/12/14
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	207	327

(2) SIGN PLACEMENT SHEET

PLAN STA 416+00 TO STA 478+00



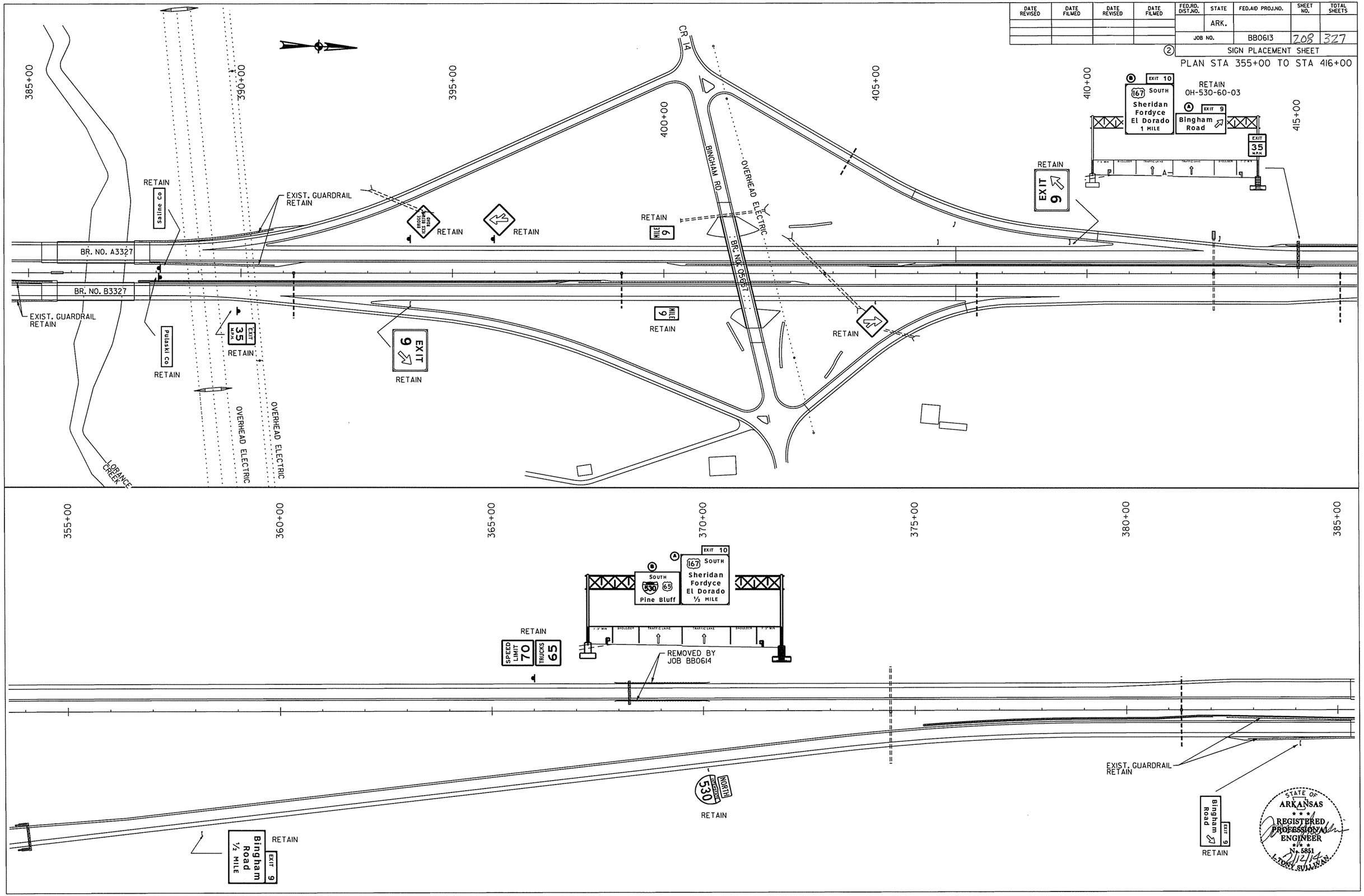


STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
2/12/14
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		BB0613	208	327

(2) SIGN PLACEMENT SHEET

PLAN STA 355+00 TO STA 416+00



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

ADVANCE WARNING SIGNS & DEVICES - STAGE I

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE I	STAGE IA	STAGE IB-1	STAGE IB-2	STAGE IC	STAGE ID	TOTAL SIGNS REQUIRED	
			LIN. FT. - EACH						NO.	SQ. FT.
G20-1	ROAD WORK NEXT XX MILES	(60" X 24")	4	4	4	4	4	4	4	40.00
G20-2	END ROAD WORK	(48" X 24")	12	12	12	12	12	12	12	96.00
R2-1	SPEED LIMIT (60MPH)	(48" X 60")	4	4	4	4	4	4	4	80.00
R2-1	SPEED LIMIT (70MPH)	(48" X 60")	4	4	4	4	4	4	4	80.00
R2-2	SPEED LIMIT (TRUCKS 65 MPH)	(48" X 48")	4	4	4	4	4	4	4	64.00
R2-5A	REDUCED SPEED AHEAD	(48" X 60")	6	6	6	6	6	6	6	120.00
R4-1	DO NOT PASS	(48" X 60")	8	8	8	8	8	8	8	160.00
R11-2	ROAD CLOSED	(48" X 30")	0	8	13	14	16	13	16	160.00
R55-1	FINES DOUBLE	(36" X 60")	9	9	9	9	9	9	9	135.00
RSP-1	SHOULDER CLOSED	(48" X 30")	0	0	1	2	1	1	2	20.00
W1-4AL	REVERSE CURVE LEFT	(48" X 48")	0	0	0	1	1	2	2	32.00
W1-4AR	REVERSE CURVE RIGHT	(48" X 48")	0	0	1	0	0	1	1	16.00
W1-6	LARGE ARROW	(48" X 48")	12	12	12	12	12	12	12	192.00
W4-2R	RIGHT LANE CLOSED	(48" X 48")	4	5	5	5	7	7	7	112.00
W5-1	ROAD NARROWS	(48" X 48")	0	1	2	2	2	2	2	32.00
W13-1	XX M.P.H.	(24" X 24")	0	0	1	1	1	3	3	12.00
W13-3	EXIT XX M.P.H.	(48" X 60")	0	0	0	0	1	1	1	20.00
W20-1	ROAD WORK (1 MILE)	(48" X 48")	9	9	9	9	9	9	9	144.00
W20-1	ROAD WORK (1/2 MILE)	(48" X 48")	8	8	8	8	8	8	8	128.00
W20-1	ROAD WORK (1500 FT)	(48" X 48")	7	7	7	7	7	7	7	112.00
W20-1	ROAD WORK (AHEAD)	(48" X 48")	12	12	12	12	12	12	12	192.00
W20-5	RIGHT LANE CLOSED (1 MILE)	(48" X 48")	4	4	4	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1/2 MILE)	(48" X 48")	4	4	4	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1500 FT)	(48" X 48")	4	4	4	4	4	4	4	64.00
SPECIAL	MERGE NOW	(48" X 48")	4	4	4	4	4	4	4	64.00
SPECIAL	I-530 SB	(36" X 30")	12	12	12	12	12	12	12	90.00
SPECIAL	I-530 NB	(36" X 30")	2	2	2	2	2	2	2	15.00
SPECIAL	EXIT SIGNS	VAR.								486.25
									TOTAL	2794.25

								TOTAL	UNITS
MODULAR GLARE SHIELD	0	0	0	0	0	0	0	LIN. FT
ADVANCE WARNING ARROW PANEL	2	2	2	2	2	2	2	EACH
PORTABLE CHANGEABLE MESSAGE SIGN	5	5	5	5	5	5	5	EACH
VERTICAL PANELS	14	14	14	14	14	14	14	EACH
TRAFFIC DRUMS	1377	1377	606	26	104	81	1377	EACH
TYPE III BARRICADE- RT (16')	0	0	3	3	3	3	48	LIN. FT.
TYPE III BARRICADE- LT (16')	0	8	10	11	13	10	208	LIN. FT.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	0	14168	0	0	0	0	14168	LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER	0	0	12684	1495	4444	5955	24578	LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER	0	3	7	7	8	7	8	EACH
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	0	3	7	7	8	7	8	EACH

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

NOTE: THE QUANTITY OF TRAFFIC DRUM PROVIDED IS FOR BOTH SIDES OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	210	327

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

ADVANCE WARNING SIGNS & DEVICES - STAGE 2

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 2	STAGE 2A	STAGE 2B	STAGE 2C	TOTAL SIGNS REQUIRED	
			LIN. FT. - EACH				NO.	SQ. FT.
G20-1	ROAD WORK NEXT XX MILES	(60" X 24")	4	4	4	4	4	40.00
G20-2	END ROAD WORK	(48" X 24")	12	12	12	12	12	96.00
R2-1	SPEED LIMIT (60MPH)	(48" X 60")	4	4	4	4	4	80.00
R2-1	SPEED LIMIT (70MPH)	(48" X 60")	4	4	4	4	4	80.00
R2-2	SPEED LIMIT (TRUCKS 65 MPH)	(48" X 48")	4	4	4	4	4	64.00
R2-5A	REDUCED SPEED AHEAD	(48" X 60")	6	6	6	6	6	120.00
R4-1	DO NOT PASS	(48" X 60")	8	8	8	8	8	160.00
R11-2	ROAD CLOSED	(48" X 30")	18	18	18	20	20	200.00
R55-1	FINES DOUBLE	(36" X 60")	9	9	9	9	9	135.00
RSP-1	SHOULDER CLOSED	(48" X 30")	1	1	1	1	1	10.00
W1-4AL	REVERSE CURVE LEFT	(48" X 48")	1	1	1	1	1	16.00
W1-4AR	REVERSE CURVE RIGHT	(48" X 48")	1	1	1	1	1	16.00
W1-6	LARGE ARROW	(48" X 48")	12	12	12	12	12	192.00
W1-8	CHEVRON	(36" X 48")	0	3	3	3	3	36.00
W4-2R	RIGHT LANE CLOSED	(48" X 48")	5	5	5	5	5	80.00
W5-1	ROAD NARROWS	(48" X 48")	2	2	2	2	2	32.00
W13-1	XX M.P.H.	(24" X 24")	2	2	2	2	2	8.00
W20-1	ROAD WORK (1 MILE)	(48" X 48")	9	9	9	9	9	144.00
W20-1	ROAD WORK (1/2 MILE)	(48" X 48")	8	8	8	8	8	128.00
W20-1	ROAD WORK (1500 FT)	(48" X 48")	7	7	7	7	7	112.00
W20-1	ROAD WORK (AHEAD)	(48" X 48")	12	12	12	12	12	192.00
W20-5	RIGHT LANE CLOSED (1 MILE)	(48" X 48")	4	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1/2 MILE)	(48" X 48")	4	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1500 FT)	(48" X 48")	4	4	4	4	4	64.00
SPECIAL	MERGE NOW	(48" X 48")	4	4	4	4	4	64.00
SPECIAL	I-530 SB	(36" X 30")	12	12	12	12	12	90.00
SPECIAL	I-530 NB	(36" X 30")	2	2	2	2	2	15.00
SPECIAL	EXIT SIGNS	VAR.					0	486.25
							TOTAL	2788.25

	STAGE 2	STAGE 2A	STAGE 2B	STAGE 2C	TOTAL	UNITS
MODULAR GLARE SHIELD	600	600	600	600	600	LIN. FT
ADVANCE WARNING ARROW PANEL	2	2	2	2	2	EACH
PORTABLE CHANGEABLE MESSAGE SIGN	5	5	5	5	5	EACH
VERTICAL PANELS	197	197	197	197	197	EACH
TRAFFIC DRUMS	279	279	279	322	322	EACH
TYPE III BARRICADE- RT (16')	9	9	9	6	144	LIN. FT.
TYPE III BARRICADE- LT (16')	9	9	9	14	224	LIN. FT.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	42039	0	0	504	42543	LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER	9518	0	7034	281	16833	LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER	6	8	8	8	8	EACH
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	6	8	8	8	8	EACH

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

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QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	211	327

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
03-13-2014

ADVANCE WARNING SIGNS & DEVICES - STAGE 3

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 3	STAGE 3A	STAGE 3B	STAGE 3C	TOTAL SIGNS REQUIRED	
			LIN. FT. - EACH				NO.	SQ. FT.
G20-1	ROAD WORK NEXT XX MILES	(60" X 24")	4	4	4	4	4	40.00
G20-2	END ROAD WORK	(48" X 24")	12	12	12	12	12	96.00
R2-1	SPEED LIMIT (60MPH)	(48" X 60")	4	4	4	4	4	80.00
R2-1	SPEED LIMIT (70MPH)	(48" X 60")	4	4	4	4	4	80.00
R2-2	SPEED LIMIT (TRUCKS 65 MPH)	(48" X 48")	4	4	4	4	4	64.00
R2-5A	REDUCED SPEED AHEAD	(48" X 60")	6	6	6	6	6	120.00
R3-33T	RIGHT LANE MUST EXIT	(48" X 48")	2	2	2	2	2	32.00
R4-1	DO NOT PASS	(48" X 60")	8	8	8	8	8	160.00
R11-2	ROAD CLOSED	(48" X 30")	4	4	10	18	18	180.00
R55-1	FINES DOUBLE	(36" X 60")	9	9	9	9	9	135.00
W1-4AR	REVERSE CURVE RIGHT	(48" X 48")	1	1	1	0	1	16.00
W1-6	LARGE ARROW	(48" X 48")	12	12	12	6	12	192.00
W4-2R	RIGHT LANE CLOSED	(48" X 48")	4	4	4	4	4	64.00
W20-1	ROAD WORK (1 MILE)	(48" X 48")	9	9	9	9	9	144.00
W20-1	ROAD WORK (1/2 MILE)	(48" X 48")	8	8	8	8	8	128.00
W20-1	ROAD WORK (1500 FT)	(48" X 48")	7	7	7	7	7	112.00
W20-1	ROAD WORK (AHEAD)	(48" X 48")	12	12	12	12	12	192.00
W20-5	RIGHT LANE CLOSED (1 MILE)	(48" X 48")	4	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1/2 MILE)	(48" X 48")	4	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1500 FT)	(48" X 48")	4	4	4	4	4	64.00
SPECIAL	MERGE NOW	(48" X 48")	4	4	4	4	4	64.00
SPECIAL	I-530 SB	(36" X 30")	14	14	14	14	14	105.00
SPECIAL	I-530 NB	(36" X 30")	2	2	2	2	2	15.00
SPECIAL	EXIT SIGNS	VAR.						486.25
							TOTAL	2697.25

						TOTAL	UNITS
MODULAR GLARE SHIELD	0	0	0	0	0	LIN. FT
ADVANCE WARNING ARROW PANEL	2	2	2	2	2	EACH
PORTABLE CHANGEABLE MESSAGE SIGN	5	5	5	5	5	EACH
VERTICAL PANELS	14	14	14	14	14	EACH
TRAFFIC DRUMS	1392	1392	1134	790	1392	EACH
TYPE III BARRICADE- RT (16')	0	0	0	2	32	LIN. FT.
TYPE III BARRICADE- LT (16')	4	4	10	16	256	LIN. FT.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	0	0	0	0	0	LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER	47528	0	13516	9679	70723	LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER	8	8	8	8	8	EACH
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	8	8	8	8	8	EACH

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

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QUANTITIES

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STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 03-13-2014

ADVANCE WARNING SIGNS & DEVICES - STAGE 4

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 4	STAGE 4A	STAGE 4B	STAGE 4C	STAGE 4D	TOTAL SIGNS REQUIRED	
			LIN. FT. - EACH					NO.	SQ. FT.
G20-1	ROAD WORK NEXT XX MILES	(60" X 24")	4	4	4	4	4	4	40.00
G20-2	END ROAD WORK	(48" X 24")	12	12	12	12	12	12	96.00
R2-1	SPEED LIMIT (60MPH)	(48" X 60")	4	4	4	4	4	4	80.00
R2-1	SPEED LIMIT (70MPH)	(48" X 60")	4	4	4	4	4	4	80.00
R2-2	SPEED LIMIT (TRUCKS 65 MPH)	(48" X 48")	4	4	4	4	4	4	64.00
R2-5A	REDUCED SPEED AHEAD	(48" X 60")	6	6	6	6	6	6	120.00
R3-33T	RIGHT LANE MUST EXIT	(48" X 48")	2	2	2	2	0	2	32.00
R4-1	DO NOT PASS	(48" X 60")	8	8	8	8	8	8	160.00
R11-2	ROAD CLOSED	(48" X 30")	18	19	19	18	18	19	190.00
R55-1	FINES DOUBLE	(36" X 60")	9	9	9	9	9	9	135.00
W1-4AL	REVERSE CURVE LEFT	(48" X 48")	1	2	2	3	0	3	48.00
W1-4AR	REVERSE CURVE RIGHT	(48" X 48")	3	1	1	2	0	3	48.00
W1-6	LARGE ARROW	(48" X 48")	12	12	12	12	12	12	192.00
W1-8	CHEVRON	(36" X 48")	0	3	3	3	3	3	36.00
W4-1	MERGE	(48" X 48")	0	1	1	1	0	1	16.00
W4-2R	RIGHT LANE CLOSED	(48" X 48")	5	5	5	5	5	5	80.00
W13-1	XX M.P.H.	(24" X 24")	4	4	4	5	5	5	20.00
W20-1	ROAD WORK (1 MILE)	(48" X 48")	9	9	9	9	9	9	144.00
W20-1	ROAD WORK (1/2 MILE)	(48" X 48")	8	8	8	8	8	8	128.00
W20-1	ROAD WORK (1500 FT)	(48" X 48")	7	7	7	7	7	7	112.00
W20-1	ROAD WORK (AHEAD)	(48" X 48")	12	12	12	12	12	12	192.00
W20-5	RIGHT LANE CLOSED (1 MILE)	(48" X 48")	4	4	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1/2 MILE)	(48" X 48")	4	4	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1500 FT)	(48" X 48")	4	4	4	4	4	4	64.00
SPECIAL	MERGE NOW	(48" X 48")	4	4	4	4	4	4	64.00
SPECIAL	I-530 SB	(36" X 30")	14	14	14	14	14	14	105.00
SPECIAL	I-530 NB	(36" X 30")	2	2	2	2	2	2	15.00
SPECIAL	EXIT SIGNS	VAR.						0	486.25
								TOTAL	2875.25

							TOTAL	UNITS
MODULAR GLARE SHIELD	600	600	600	600	600	600	LIN. FT
ADVANCE WARNING ARROW PANEL	2	2	2	2	2	2	EACH
PORTABLE CHANGEABLE MESSAGE SIGN	5	5	5	5	5	5	EACH
VERTICAL PANELS	14	188	188	188	14	188	EACH
TRAFFIC DRUMS	61	155	155	283	88	283	EACH
TYPE III BARRICADE- RT (16')	2	11	11	8	8	176	LIN. FT.
TYPE III BARRICADE- LT (16')	16	8	8	10	10	256	LIN. FT.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	0	0	8149	0	441	8590	LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER	35448	0	8266	13824	12080	69618	LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER	8	8	12	11	9	12	EACH
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	8	8	12	11	9	12	EACH

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
03-13-2014

ADVANCE WARNING SIGNS & DEVICES - STAGE 5

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 5	STAGE 5A	STAGE 5B	TOTAL SIGNS REQUIRED	
			LIN. FT. - EACH			NO.	SQ. FT.
G20-1	ROAD WORK NEXT XX MILES	(60" X 24")	2	2	2	2	20.00
G20-2	END ROAD WORK	(48" X 24")	12	12	12	12	96.00
R2-1	SPEED LIMIT (60MPH)	(48" X 60")	4	4	4	4	80.00
R2-1	SPEED LIMIT (70MPH)	(48" X 60")	4	4	4	4	80.00
R2-2	SPEED LIMIT (TRUCKS 65 MPH)	(48" X 48")	4	4	4	4	64.00
R2-5A	REDUCED SPEED AHEAD	(48" X 60")	6	6	6	6	120.00
R4-1	DO NOT PASS	(48" X 60")	8	8	8	8	160.00
R11-2	ROAD CLOSED	(48" X 30")	20	4	0	20	200.00
R55-1	FINES DOUBLE	(36" X 60")	9	9	9	9	135.00
W1-4AL	REVERSE CURVE LEFT	(48" X 48")	1	1	1	1	16.00
W1-4AR	REVERSE CURVE RIGHT	(48" X 48")	1	1	1	1	16.00
W1-6	LARGE ARROW	(48" X 48")	12	12	12	12	192.00
W4-2R	RIGHT LANE CLOSED	(48" X 48")	4	4	4	4	64.00
W13-1	XX M.P.H.	(24" X 24")	2	2	2	2	8.00
W20-1	ROAD WORK (1 MILE)	(48" X 48")	9	9	9	9	144.00
W20-1	ROAD WORK (1/2 MILE)	(48" X 48")	8	8	8	8	128.00
W20-1	ROAD WORK (1500 FT)	(48" X 48")	7	7	7	7	112.00
W20-1	ROAD WORK (AHEAD)	(48" X 48")	12	12	12	12	192.00
W20-5	RIGHT LANE CLOSED (1 MILE)	(48" X 48")	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1/2 MILE)	(48" X 48")	4	4	4	4	64.00
W20-5	RIGHT LANE CLOSED (1500 FT)	(48" X 48")	4	4	4	4	64.00
SPECIAL	MERGE NOW	(48" X 48")	4	4	4	4	64.00
SPECIAL	I-530 SB	(36" X 30")	14	14	14	14	105.00
SPECIAL	I-530 NB	(36" X 30")	2	2	2	2	15.00
SPECIAL	EXIT SIGNS	VAR.					486.25
						TOTAL	2689.25

				TOTAL	UNITS
MODULAR GLARE SHIELD	0	0	0	0	LIN. FT
ADVANCE WARNING ARROW PANEL	2	2	2	2	EACH
PORTABLE CHANGEABLE MESSAGE SIGN	2	2	2	2	EACH
VERTICAL PANELS	0	0	0	0	EACH
TRAFFIC DRUMS	1392	1392	1392	1392	EACH
TYPE III BARRICADE- RT (16')	2	0	0	32	LIN. FT.
TYPE III BARRICADE- LT (16')	18	4	0	288	LIN. FT.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	0	0	0	0	LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER	0	0	0	0	LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER	0	0	0	0	EACH
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	0	0	0	0	EACH

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHARRIAR NADIM
03-14-2014

ADVANCE WARNING SIGNS & DEVICES - STAGE 6

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 6	TOTAL SIGNS REQUIRED	
			LIN. FT.	NO.	SQ. FT.
G20-1	ROAD WORK NEXT XX MILES	(60" X 24")	2	2	20.00
G20-2	END ROAD WORK	(48" X 24")	12	12	96.00
R55-1	FINES DOUBLE	(36" X 60")	9	9	135.00
W20-1	ROAD WORK (1 MILE)	(48" X 48")	9	9	144.00
W20-1	ROAD WORK (1/2 MILE)	(48" X 48")	8	8	128.00
W20-1	ROAD WORK (1500 FT)	(48" X 48")	7	7	112.00
W20-1	ROAD WORK (AHEAD)	(48" X 48")	12	12	192.00
SPECIAL	EXIT SIGNS	VAR.	0	0	486.25
				TOTAL	1313.25

		TOTAL	UNITS
MODULAR GLARE SHIELD	0	0	LIN. FT
ADVANCE WARNING ARROW PANEL	2	2	EACH
PORTABLE CHANGEABLE MESSAGE SIGN	2	2	EACH
VERTICAL PANELS	0	0	EACH
TRAFFIC DRUMS	1392	1392	EACH
TYPE III BARRICADE- RT (16')	0	0	LIN. FT.
TYPE III BARRICADE- LT (16')	0	0	LIN. FT.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	0	0	LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER	0	0	LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER	0	0	EACH
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	0	0	EACH

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CONSTRUCTION AND PERMANENT PAVEMENT MARKINGS (ALL STAGES)

DESCRIPTION	UNITS	STAGE 1A	STAGE 1B	STAGE 1C	STAGE 1D	STAGE 2	STAGE 2A	STAGE 2B	STAGE 2C	STAGE 3	STAGE 4	STAGE 4A	STAGE 4B	STAGE 4C	STAGE 4D	FINAL	TOTAL REQUIRED
REMOVAL OF PERMANENT PAVEMENT MARKINGS	LIN. FT.	16418		2317	900	52434	7365				5647	15536				0	100617
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	LIN. FT.				4701											0	4701
CONSTRUCTION PAVEMENT MARKINGS	LIN. FT.			4701										122040	31481	0	158222
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	LIN. FT.	16418	15968	16103	13932	128648	14381	7706	34048	155731	102719	37052	19488	26662		0	588856
RAISED PAVEMENT MARKERS TYPE II	EACH															2932	2932
* HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (4")	LIN. FT.															1137	1137
* HIGH PERFORMANCE PAVEMENT MARKING (SKIP LINE) WHITE (4")	LIN. FT.															25655	25655
* HIGH PERFORMANCE PAVEMENT MARKING WHITE (4")	LIN. FT.															105444	105444
* HIGH PERFORMANCE PAVEMENT MARKING WHITE (8")	LIN. FT.															7316	7316
* HIGH PERFORMANCE PAVEMENT MARKING YELLOW (4")	LIN. FT.															105013	105013
* HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (8")	LIN. FT.															64	64

* DENOTES ALTERNATE BID ITEMS.

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QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	215	327
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-17-2014

ADVANCE WARNING SIGNS & DEVICES - SUMMARY

SIGN NUMBER	DESCRIPTION	SIGN SIZE	SIGN AREA	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	TOTAL SIGNS REQUIRED	
				LIN. FT. - EACH						NO.	SQ. FT.
G20-1	ROAD WORK NEXT XX MILES	(60" X 24")	10	4	4	4	4	2	2	4	40.00
G20-2	END ROAD WORK	(48" X 24")	8	12	12	12	12	12	12	12	96.00
R2-1	SPEED LIMIT (60MPH)	(48" X 60")	20	4	4	4	4	4	0	4	80.00
R2-1	SPEED LIMIT (70MPH)	(48" X 60")	20	4	4	4	4	4	0	4	80.00
R2-2	SPEED LIMIT (TRUCKS 65 MPH)	(48" X 48")	16	4	4	4	4	4	0	4	64.00
R2-5A	REDUCED SPEED AHEAD	(48" X 60")	20	6	6	6	6	6	0	6	120.00
R3-33T	RIGHT LANE MUST EXIT	(48" X 48")	16	0	0	2	2	0	0	2	32.00
R4-1	DO NOT PASS	(48" X 60")	20	8	8	8	8	8	0	8	160.00
R11-2	ROAD CLOSED	(48" X 30")	10	9	20	18	19	20	0	20	200.00
R55-1	FINES DOUBLE	(36" X 60")	15	2	9	9	9	9	9	9	135.00
RSP-1	SHOULDER CLOSED	(48" X 30")	10	2	1	0	0	0	0	2	20.00
W1-4AL	REVERSE CURVE LEFT	(48" X 48")	16	1	1	0	3	1	0	3	48.00
W1-4AR	REVERSE CURVE RIGHT	(48" X 48")	16	1	1	1	3	1	0	3	48.00
W1-6	LARGE ARROW	(48" X 48")	16	0	12	12	12	12	0	12	192.00
W1-8	CHEVRON	(36" X 48")	12	0	3	0	3	0	0	3	36.00
W4-1	MERGE	(48" X 48")	16	0	0	0	1	0	0	1	16.00
W4-2R	RIGHT LANE CLOSED	(48" X 48")	16	7	5	4	5	4	0	7	112.00
W5-1	ROAD NARROWS	(48" X 48")	16	2	2	0	0	0	0	2	32.00
W13-1	XX M.P.H.	(24" X 24")	4	3	2	0	5	2	0	5	20.00
W13-3	EXIT XX M.P.H.	(48" X 60")	20	1	0	0	0	0	0	1	20.00
W20-1	ROAD WORK (1 MILE)	(48" X 48")	16	9	9	9	9	9	9	9	144.00
W20-1	ROAD WORK (1/2 MILE)	(48" X 48")	16	8	8	8	8	8	8	8	128.00
W20-1	ROAD WORK (1500 FT)	(48" X 48")	16	7	7	7	7	7	7	7	112.00
W20-1	ROAD WORK (AHEAD)	(48" X 48")	16	12	12	12	12	12	12	12	192.00
W20-5	RIGHT LANE CLOSED (1 MILE)	(48" X 48")	16	4	4	4	4	4	0	4	64.00
W20-5	RIGHT LANE CLOSED (1/2 MILE)	(48" X 48")	16	4	4	4	4	4	0	4	64.00
W20-5	RIGHT LANE CLOSED (1500 FT)	(48" X 48")	16	4	4	4	4	4	0	4	64.00
SPECIAL	MERGE NOW	(48" X 48")	16	4	4	4	4	4	0	4	64.00
SPECIAL	I-530 SB	(36" X 30")	7.5	12	12	14	14	14	0	14	105.00
SPECIAL	I-530 NB	(36" X 30")	7.5	2	2	2	2	2	0	2	15.00
SPECIAL	EXIT SIGNS	VAR.	486.25								486.25
										TOTAL	2989.25

							TOTAL	UNITS
MODULAR GLARE SHIELD	0	600	0	600	0	0	600	LIN. FT
ADVANCE WARNING ARROW PANEL	2	2	2	2	2	2	738	DAY
PORTABLE CHANGEABLE MESSAGE SIGN	5	5	5	5	2	2	265	WEEK
VERTICAL PANELS	14	197	14	188	0	0	197	EACH
TRAFFIC DRUMS	1377	322	1392	283	1392	1392	1392	EACH
TYPE III BARRICADE- RT (16')	48	144	32	176	32	0	176	LIN. FT.
TYPE III BARRICADE- LT (16')	208	224	256	256	288	0	288	LIN. FT.
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	14168	42543	0	8590	0	0	65301	LIN. FT.
RELOCATING PRECAST CONCRETE BARRIER	24578	16833	70723	69618	0	0	181752	LIN. FT.
TEMPORARY IMPACT ATTENUATION BARRIER	8	8	8	12	0	0	12	EACH
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	8	8	8	12	0	0	12	EACH

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

NOTE: THE QUANTITY OF TRAFFIC DRUM PROVIDED IS FOR BOTH SIDES OF THE ROADWAY FOR THE FULL LENGTH OF THE JOB. HOWEVER, THE INSTALLATION OF TRAFFIC DRUMS SHALL NEVER EXCEED THE ACTUAL WORK AREA BY MORE THAN 1/4 MILE, UNLESS APPROVED BY THE ENGINEER.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHANNAR ALI

03-13-2014

APPROACH SLABS AND GUTTERS

LOCATION / DESCRIPTION	APPROACH GUTTERS			APPROACH SLABS				REINFORCING STEEL - RDWY. (GRADE 60)	AGGREGATE BASE CRS. (CLASS 7)	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULV'T. (16 GAUGE)	CONCRETE SPILLWAY (TYPE A)	DROP INLET (TYPE N-1)
	TYPE PT	TYPE SPECIAL 1	TYPE SPECIAL 2	TYPE SPECIAL 1	TYPE SPECIAL 2	TYPE SPECIAL 3	TYPE SPECIAL 4					
	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	POUND	TON	LIN. FT.	EACH	
BRIDGE A3329 SOUTH INSIDE SHOULDER		16.33						1765	17.95			
BRIDGE A3329 SOUTH OUTSIDE SHOULDER		22.97						2481	26.94	100	1	1
BRIDGE A3329 SOUTH							49.43	5544	53.94			
BRIDGE A3329 NORTH INSIDE SHOULDER		16.33						1765	17.95			
BRIDGE A3329 NORTH OUTSIDE SHOULDER		22.97						2481	26.94			
BRIDGE A3329 NORTH							49.43	5544	53.94			
BRIDGE B3329 SOUTH INSIDE SHOULDER		16.33						1765	17.95			
BRIDGE B3329 SOUTH OUTSIDE SHOULDER		22.97						2481	26.94	100	1	1
BRIDGE B3329 SOUTH							49.43	5544	53.94			
BRIDGE B3329 NORTH INSIDE SHOULDER		16.33						1765	17.95			
BRIDGE B3329 NORTH OUTSIDE SHOULDER		22.97						2481	26.94			
BRIDGE B3329 NORTH							49.43	5544	53.94			
BRIDGE A2623 SOUTH INSIDE SHOULDER	13.34							1296	17.95			
BRIDGE A2623 SOUTH OUTSIDE SHOULDER	13.34							1296	17.95	100	1	1
BRIDGE A2623 SOUTH				73.48				8337	53.94			
BRIDGE A2623 NORTH INSIDE SHOULDER	13.34							1296	17.95			
BRIDGE A2623 NORTH OUTSIDE SHOULDER	13.34							1296	17.95	100	1	1
BRIDGE A2623 NORTH				73.48				8337	53.94			
BRIDGE B2623 SOUTH INSIDE SHOULDER	13.34							1296	17.95			
BRIDGE B2623 SOUTH OUTSIDE SHOULDER	20.07							1815	26.94	100	1	1
BRIDGE B2623 SOUTH					48.99			5600	53.94			
BRIDGE B2623 NORTH INSIDE SHOULDER	13.34							1296	17.95			
BRIDGE B2623 NORTH OUTSIDE SHOULDER	20.07							1815	26.94	100	1	1
BRIDGE B2623 NORTH						75.75		8693	53.94			
BRIDGE 03332 NORTH INSIDE SHOULDER			12.40					1285	17.95			
BRIDGE 03332 NORTH OUTSIDE SHOULDER			15.28					1447	17.95			
TOTALS	120.18	157.20	27.68	146.96	48.99	75.75	197.72	84265	808.56	600	6	6

R.C. BOX CULVERTS

STATION	LOCATION / DESCRIPTION	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE ROADWAY	REINF. STEEL ROADWAY (GRADE 60)	UNCL. EXC. FOR STR.- ROADWAY	SOLID SODDING	WATER	STD. DWG. NOS.
		LIN. FT.			CU. YD.	POUND	CU. YD.	SQ. YD.	M.GAL	
615+20.00	CONSTRUCT R.C. BOX CULVERT WITH 3:1 WINGS LT. & RT.	4	4	182	74.62	6624.00	41.80	25.78	0.32	SPECIAL DETAILS, PBC-1, RCB-1, RCB-2.
TOTALS					74.62	6624.00	41.80	25.78	0.32	

BASIS OF ESTIMATE: WATER = 12.6 GAL. / SQ. YD. OF SOLID SODDING
NOTE: RC BOX SHOWN ABOVE SHALL BE CONSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.
REFER TO NOTE UNDER REMOVAL AND DISPOSAL ITEMS BOX ON PLAN SHEET 223.

QUANTITIES

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STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12481 SHANNON L. FRIAR 03-13-2014

MOT EARTHWORK (BOX 1 OF 3)

BL	STATION	STATION	LOCATION DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
				CU. YD	
MED	372+59.40	373+58.30	CROSSOVER A - TAPER	1449	
MED	373+58.30	376+81.00	CROSSOVER A	1458	
MED	376+81.00	377+93.40	CROSSOVER A - TAPER	1401	
MED	405+41.10	406+26.40	CROSSOVER B - TAPER	1199	
MED	406+26.40	407+93.40	CROSSOVER B	753	
MED	407+93.40	408+84.70	CROSSOVER B - TAPER	1142	
MED	791+50.10	792+83.70	CROSSOVER C - TAPER	1408	917
MED	725+73.06	728+33.95	CROSSOVER C	1167	797
MED	795+55.60	796+77.20	CROSSOVER C - TAPER	810	527
MED	730+33.69	764+52.07	CROSSOVER C	13785	8979
MED	764+52.07	762+94.37	CROSSOVER C - TAPER	1825	1188
MED	800+31.38	801+22.72	CROSSOVER D - TAPER	1144	745
MED	801+22.72	802+89.70	CROSSOVER D	753	515
MED	802+89.70	803+75.06	CROSSOVER D - TAPER	1197	779
SB EXIT TO BINGHAM			OFF RAMP A (IB) - TAPER	854	556
			OFF RAMP A (IB)	129	100
			OFF RAMP A (IB) - TAPER	291	189
			OFF RAMP A (IA) - TAPER	371	242
			OFF RAMP A (IA)	696	476
			OFF RAMP A (IA) - TAPER	1142	744
			OFF RAMP B (IA) - TAPER	488	318
			OFF RAMP B (IA)	95	65
			OFF RAMP B (IA) - TAPER	1142	744
SB ENTR FROM PRATT			ON RAMP A (IB) - TAPER	493	321
			ON RAMP A (IB)	696	540
			ON RAMP A (IB) - TAPER	121	79
			ON RAMP A (IA) - TAPER	161	105
			ON RAMP A (IA)	349	239
			ON RAMP A (IA) - TAPER	279	181
			ON RAMP A - ACCEL LANE	2319	1571
			ON RAMP A - ACCEL LANE - TAPER	344	233
			ON RAMP B (IA) - ACCEL LANE - TAPER	1033	673
SB EXIT TO PRATT			OFF RAMP A (IB) - TAPER	775	505
			OFF RAMP A (IB)	413	321
			OFF RAMP A (IB) - TAPER	299	195
			OFF RAMP A (IA) - TAPER	299	195
			OFF RAMP A (IA)	696	476
			OFF RAMP A (IA) - TAPER	1142	744
			OFF RAMP B (IA) - TAPER	488	318
			OFF RAMP B (IA)	95	65
			OFF RAMP B (IA) - TAPER	1142	744
SB ENTR FROM SH 338			ON RAMP A (IB) - TAPER	1187	773
			ON RAMP A (IB)	999	775
			ON RAMP A (IB) - TAPER	270	176
			ON RAMP A (IA) - TAPER	355	231
			ON RAMP A (IA)	1108	860
			ON RAMP A (IA) - TAPER	650	423
			ON RAMP A ACCEL. LANE	2145	1453
			ON RAMP A ACCEL. LANE - TAPER	344	233
			ON RAMP B (IA) - TAPER	1038	676
SUBTOTALS THIS BOX:				53939	30986

MOT EARTHWORK (BOX 2 OF 3)

BL	STATION	STATION	LOCATION DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
				CU. YD	
SB EXIT TO SH 338			OFF RAMP A (IB) - TAPER	1106	721
			OFF RAMP A (IB)	375	291
			OFF RAMP A (IB) - TAPER	529	344
TWO LANE MEDIAN RAMP I-530 SB			ON RAMP (IC) - TAPER	2775	1933
			ON RAMP (IC)	3862	2547
			ON RAMP (IC) - TAPER	908	633
			OFF RAMP (IC) - TAPER	1171	816
			OFF RAMP (IC)	10469	6904
			OFF RAMP (IC) - TAPER	2349	1637
SB EXIT TO BINGHAM			OFF RAMP B (2B) - TAPER	375	245
			OFF RAMP B (2B)	71	49
			OFF RAMP B (2B) - TAPER	493	321
SB ENTR FROM PRATT			ON RAMP B (2B) - TAPER	533	347
			ON RAMP B (2B)	71	49
			ON RAMP B (2B) - TAPER	359	234
SB EXIT TO PRATT			OFF RAMP B (2B) - TAPER	371	242
			OFF RAMP B (2B)	71	49
			OFF RAMP B (2B) - TAPER	488	318
SB ENTR FROM SH 338			ON RAMP B (2B) - TAPER	533	347
			ON RAMP B (2B)	71	49
			ON RAMP B (2B) - TAPER	388	252
NB ENTR FROM BINGHAM			ON RAMP A (3C) - TAPER	807	526
			ON RAMP A (3C)	643	499
			ON RAMP A (3C) - TAPER	254	166
			ON RAMP A (3B) - TAPER	113	74
			ON RAMP A (3B)	2167	1481
			ON RAMP A (3B) - TAPER	1332	868
			ON RAMP A (3B)	1123	767
			ON RAMP A (3B) - TAPER	916	597
			ON RAMP A (3C) ACCEL LANE	1958	1326
			ON RAMP A (3C) ACCEL LANE - TAPER	344	233
			ON RAMP B (3B) - WEST HALF	602	392
			ON RAMP B (3B) - EAST HALF	602	392
NB EXIT TO PRATT			OFF RAMP B (3B) - TAPER	1142	744
			OFF RAMP B (3B)	95	65
			OFF RAMP B (3B) - TAPER	488	318
			OFF RAMP A (3B) - TAPER	1142	744
			OFF RAMP A (3B)	696	476
			OFF RAMP A (3B) - TAPER	371	242
			OFF RAMP A (3C) - TAPER	311	202
			OFF RAMP A (3C)	362	281
			OFF RAMP A (3C) - TAPER	1009	657
NB ENTR FROM PRATT			ON RAMP A (3C) - TAPER	493	321
			ON RAMP A (3C)	701	544
			ON RAMP A (3C) - TAPER	125	82
			ON RAMP A (3B) - TAPER	157	103
			ON RAMP A (3B)	349	239
			ON RAMP A (3B) - TAPER	279	181
			ON RAMP A (3B) ACCEL. LANE	2818	1909
			ON RAMP A (3B) ACCEL. LANE - TAPER	344	233
			ON RAMP B (3B) - WEST HALF	440	287
			ON RAMP B (3B) - EAST HALF	440	287
SUBTOTALS THIS BOX:				49991	33564

QUANTITIES

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STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ADLI

03-13-2014

MOT EARTHWORK (BOX 3 OF 3)

BL	STATION	STATION	LOCATION DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
				CU. YD	
NB EXIT TO SH 338			OFF RAMP B (3B) - TAPER	1142	744
			OFF RAMP B (3B)	95	65
			OFF RAMP B (3B) - TAPER	493	321
			OFF RAMP A (3B) - TAPER	888	579
			OFF RAMP A (3B)	546	373
			OFF RAMP A (3B) - TAPER	287	187
			OFF RAMP A (3C) - TAPER	230	150
			OFF RAMP A (3C)	206	160
			OFF RAMP A (3C) - TAPER	246	160
NB ENTR FROM SH 338			ON RAMP A (3C) - TAPER	1038	676
			ON RAMP A (3C)	486	377
			ON RAMP A (3C) - TAPER	270	176
NB ENTR FROM BINGHAM			ON RAMP B (4B) SOUTH HALF	569	371
			ON RAMP B (4B) NORTH HALF	614	400
NB EXIT TO PRATT			OFF RAMP B (4B) - TAPER	493	321
			OFF RAMP B (4B)	71	49
			OFF RAMP B (4B) - TAPER	436	284
NB ENTR FROM PRATT			ON RAMP B (4B) - TAPER	597	389
			ON RAMP B (4B)	94	64
			ON RAMP B (4B) - TAPER	646	421
NB EXIT TO SH 338			OFF RAMP B (4B) - TAPER	493	321
			OFF RAMP B (4B)	74	51
			OFF RAMP B (4B) - TAPER	533	347
SB TEMPORARY ENTR FROM I-30 EB			ON RAMP A (IB) - TAPER	1114	726
			ON RAMP A (IB)	5427	4824
			ON RAMP A (IB) - TAPER	207	184
SB	46+62.89	48+62.89	SHOULDER WIDENING - INSIDE SB MAINLANES (STAGE IA)	96	23
SB	100+34.84	102+86.11	SHOULDER WIDENING - OUTSIDE SB MAINLANES (STAGE IB)	120	28
SB	104+07.06	104+73.68	SHOULDER WIDENING - OUTSIDE SB MAINLANES (STAGE IB)	32	7
SB	111+74.89	114+15.94	SHOULDER WIDENING - OUTSIDE EB I-30 MAINLANES (IB)	167	12
SB	100+35.00	103+05.97	SHOULDER WIDENING - INSIDE SB MAINLANES (STAGE IA)	200	47
SB	109+50.51	113+69.53	SHOULDER WIDENING - INSIDE SB MAINLANES (STAGE IA)	326	77
NB	824+17.81	827+69.95	SHOULDER WIDENING - OUTSIDE NB MAINLANES (STAGE 4B)	63	0
NB	45+00.00	49+19.40	SHOULDER WIDENING - OUTSIDE NB MAINLANES (STAGE 4B)	75	0
NB	100+13.52	101+49.14	SHOULDER WIDENING - OUTSIDE NB MAINLANES (STAGE 4B)	24	0
SUBTOTALS THIS BOX:				18398	12914
TOTALS				122328	77464

SHAPING DITCH

LOCATION	STATION
ENTIRE PROJECT AS DIRECTED BY ENGINEER	15.00
TOTAL:	15.00

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	219	327

(2) QUANTITIES

EARTHWORK (BOX 1 OF 2)

BL	STATION	STATION	LOCATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	** SELECTED MATERIAL (SM-3)	*** SOIL STABILIZATION
				CU. YD.	CU. YD.	CU. YD.	TON
MED	406+89.93	410+25.01	L.M.L.	33			
MED	410+25.01	413+99.20	L.M.L. - LANES & RAMP	37			
MED	413+99.20	458+00.00	L.M.L.	436			
MED	458+00.00	461+67.00	L.M.L.	46			
MED	461+67.00	505+00.00	L.M.L.	668			
MED	505+00.00	507+75.00	L.M.L. - TAPER	42			
MED	507+75.00	509+98.49	L.M.L. - ACCEL LANE	34			
MED	509+98.49	514+05.43	L.M.L. FULL DEPTH RECON - TRANSITION - ACCEL LANE	935			
MED	514+05.43	515+00.88	L.M.L. FULL DEPTH RECON - TRANSITION - LANES & RAMP	225			
MED	515+00.88	515+67.00	L.M.L. FULL DEPTH RECON - TRANSITION	142			
MED	515+67.00	521+33.00	L.M.L. FULL DEPTH RECON - TRANSITION	1257			
MED	521+33.00	522+00.00	L.M.L. FULL DEPTH RECON - TRANSITION	144			
MED	522+00.00	526+48.52	L.M.L. FULL DEPTH RECON - TRANSITION	930			
MED	526+48.52	527+94.81	L.M.L.	23			
MED	527+94.81	532+12.68	L.M.L. - LANES & RAMP	65			
MED	532+12.68	533+00.00	L.M.L.	13			
MED	533+00.00	537+00.00	L.M.L.	563			
MED	537+00.00	548+00.00	L.M.L.	2927			
MED	547+98.40	557+50.00	L.M.L.	2532			
MED	557+50.00	562+50.00	L.M.L.	704			
MED	562+50.00	577+90.30	L.M.L.	238			
MED	577+92.40	604+93.00	L.M.L.	417			
MED	604+93.00	608+60.00	L.M.L.	46			
MED	608+60.00	615+13.00	L.M.L.	65			
MED	615+13.00	615+42.00	L.M.L. FULL DEPTH RECON - TRANSITION	71			
MED	615+42.00	620+06.60	L.M.L.	46			
MED	620+04.60	661+75.30	L.M.L.	414			
MED	661+71.00	703+15.00	L.M.L.	411			
MED	703+15.00	706+15.00	L.M.L. - TAPER	30			
MED	706+15.00	710+77.31	L.M.L. - ACCEL LANE	46			
MED	710+77.31	710+88.50	L.M.L. FULL DEPTH RECON - TRANSITION - ACCEL LANE	30			
MED	710+88.50	713+32.62	L.M.L. FULL DEPTH RECON - TRANSITION - LANES & RAMP	650			
MED	713+32.62	720+27.31	L.M.L. FULL DEPTH RECON - TRANSITION	1691			
MED	722+29.57	731+79.57	L.M.L. FULL DEPTH RECON - TRANSITION	2312			
MED	731+79.57	733+27.02	L.M.L.	15			
MED	733+27.02	736+83.44	L.M.L. - LANES & RAMP	35			
MED	736+83.44	766+23.40	L.M.L.	292			
MED	762+43.40	797+44.37	L.M.L.	348			
MED	797+44.37	805+84.37	L.M.L. - TAPER	83			
MED	805+84.37	809+38.37	L.M.L. - ACCEL LANE	35			
MED	809+38.37	810+01.70	L.M.L.	6			
MED	810+00.00	815+71.20	L.M.L.	57			
SB	815+71.20	821+97.26	L.M.L.	62			
SB	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON - TRANSITION - ACCEL LANE	1429			
SB	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON - TRANSITION - ACCEL LANE	883			
MED	498+55.40	499+55.28	L.M.L. FULL DEPTH RECON - ACCEL LANES AND TAPERS	29			
MED	499+55.28	501+55.28	L.M.L. FULL DEPTH RECON - ACCEL LANES AND TAPERS	65			
MED	501+55.28	505+00.00	L.M.L. FULL DEPTH RECON - ACCEL LANES AND TAPERS	122			
MED	505+00.00	507+75.00	L.M.L. FULL DEPTH RECON - ACCEL LANES AND TAPERS	94			
MED	700+34.57	701+34.45	L.M.L. FULL DEPTH RECON - ACCEL LANES AND TAPERS	29			
MED	701+34.45	703+34.45	L.M.L. FULL DEPTH RECON - ACCEL LANES AND TAPERS	65			
MED	703+34.57	706+15.00	L.M.L. FULL DEPTH RECON - ACCEL LANES AND TAPERS	96			
SB	109+51.85	112+70.60	GUARDRAIL		5020		
SB	110+15.85	112+84.60	GUARDRAIL		4341		
			SUBTOTALS THIS BOX:	21968	9361	0	0

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

** NOTE: IF ONLY SMALL, ISOLATED AREAS OF UNSTABLE SOIL ARE ENCOUNTERED IN THE EXPOSED SUBGRADE, UNDERCUT TO THE DEPTH OF STABLE MATERIAL FOR A MAXIMUM OF 2 FEET.

*** NOTE: IF LARGER, MORE WIDESPREAD AREAS OF INSTABILITY ARE ENCOUNTERED, STABILIZATION OF THE EXISTING SOIL TO A DEPTH OF 16 INCHES WITH PORTLAND CEMENT. IT IS ESTIMATED THAT APPROXIMATELY 9% PORTLAND CEMENT (BY DRY WEIGHT OF SOIL) WOULD BE NEEDED TO STABILIZE THE SOIL.

EARTHWORK (BOX 2 OF 2)

BL	STATION	STATION	LOCATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	** SELECTED MATERIAL (SM-3)	*** SOIL STABILIZATION
				CU. YD.	CU. YD.	CU. YD.	TON
MED	406+89.93	407+14.38	R.M.L.	2			
MED	407+14.38	410+43.44	R.M.L. - LANES & RAMP	33			
MED	410+43.44	414+75.00	R.M.L. - ACCEL LANE	43			
MED	414+75.00	416+75.00	R.M.L. - TAPER	20			
MED	416+75.00	458+00.00	R.M.L.	409			
MED	458+00.00	461+67.00	R.M.L.	46			
MED	461+67.00	504+77.73	R.M.L.	666			
MED	504+77.73	508+51.96	R.M.L. - LANES & RAMP	58			
MED	508+51.96	509+94.84	R.M.L.	22			
MED	509+94.84	515+00.00	R.M.L. FULL DEPTH RECON - TRANSITION	1047			
MED	515+00.00	515+67.00	R.M.L. FULL DEPTH RECON - TRANSITION	144			
MED	515+67.00	521+33.00	R.M.L. FULL DEPTH RECON - TRANSITION	1257			
MED	521+33.00	521+40.69	R.M.L. FULL DEPTH RECON - TRANSITION	17			
MED	521+40.69	522+36.06	R.M.L. FULL DEPTH RECON - TRANSITION - LANES & RAMP	225			
MED	522+36.06	526+44.81	R.M.L. FULL DEPTH RECON - TRANSITION - ACCEL LANE	939			
MED	526+44.81	528+24.96	R.M.L. - ACCEL LANE	28			
MED	528+24.96	530+74.98	R.M.L. - TAPER	39			
MED	530+74.98	533+00.00	R.M.L.	35			
MED	533+00.00	537+00.00	R.M.L.	563			
MED	537+00.00	548+00.00	R.M.L.	2927			
MED	547+98.40	557+50.00	R.M.L.	2532			
MED	557+50.00	562+50.00	R.M.L.	704			
MED	562+50.00	577+90.30	R.M.L.	238			
MED	577+92.40	595+66.44	R.M.L.	274			
MED	595+66.44	604+93.00	R.M.L. FULL DEPTH RECON - TRANSITION	1920			
MED	604+93.00	608+60.00	R.M.L. FULL DEPTH RECON - TRANSITION	842			
MED	608+60.00	620+06.60	R.M.L. FULL DEPTH RECON - TRANSITION	2790			
MED	620+04.60	630+14.44	R.M.L. FULL DEPTH RECON - TRANSITION	2458			
MED	630+14.44	661+75.30	R.M.L.	313			
MED	661+71.00	707+77.96	R.M.L.	457			
MED	707+77.96	710+50.69	R.M.L. - LANES & RAMP	27			
MED	710+50.69	711+34.26	R.M.L. FULL DEPTH RECON -TRANSITION - LANES & RAMP	223			
MED	711+34.26	720+00.69	R.M.L. FULL DEPTH RECON - TRANSITION	2109			
MED	722+02.95	728+82.71	R.M.L. FULL DEPTH RECON - TRANSITION	1654			
MED	728+82.71	731+25.95	R.M.L. FULL DEPTH RECON - TRANSITION - LANES & RAMP	645			
MED	731+25.95	731+52.95	R.M.L. FULL DEPTH RECON - TRANSITION	66			
MED	731+52.95	766+23.40	R.M.L. - ACCEL LANE	344			
MED	762+43.40	762+50.00	R.M.L. - ACCEL LANE	1			
MED	762+50.00	765+50.00	R.M.L. - TAPER	30			
MED	765+50.00	810+01.70	R.M.L.	441			
MED	810+00.00	811+58.50	R.M.L.	16			
NB	811+58.50	822+03.50	R.M.L.	104			
NB	822+03.50	827+69.95	R.M.L. FULL DEPTH RECON - TRANSITION	1379			
NB	45+00.00	45+84.40	R.M.L. FULL DEPTH RECON - TRANSITION	205			
MED	414+75.00	416+75.00	R.M.L. FULL DEPTH RECON - TRANSITION	69			
MED	416+75.00	420+61.84	R.M.L. FULL DEPTH RECON - TRANSITION	137			
MED	420+61.84	422+61.84	R.M.L. FULL DEPTH RECON - TRANSITION	65			
MED	422+61.84	423+61.72	R.M.L. FULL DEPTH RECON - TRANSITION	29			
MED	528+25.00	530+75.00	R.M.L. FULL DEPTH RECON - TRANSITION	86			
MED	530+75.00	534+86.21	R.M.L. FULL DEPTH RECON - TRANSITION	146			
MED	534+86.21	536+86.21	R.M.L. FULL DEPTH RECON - TRANSITION	65			
MED	536+86.21	537+86.09	R.M.L. FULL DEPTH RECON - TRANSITION	29			
	ENTIRE	PROJECT	GUARDRAIL WIDENING LOCATION		1500		
*	ENTIRE	PROJECT	AS DIRECTED BY ENGINEER			125	125
			SUBTOTALS THIS BOX:	28918	1500	125	125
			TOTALS	50886	10861	125	125

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	220	327
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-14-2014

BORROW

BL	STATION	STATION	LOCATION	LENGTH	OUTSIDE		INSIDE		TOTAL
				LIN. FT.	SQ. FT.	CU. YD.	SQ. FT.	CU. YD.	CU. YD.
MED	406+89.93	498+55.40	L.M.L.	9165.5	1.92	650	2.99	1015	1665
MED	498+55.40	507+75.00	L.M.L. (INSIDE - OVERLAY, OUTSIDE - FULL DEPTH RECON)	919.6	2.10	72	2.99	102	173
MED	507+75.00	509+98.49	L.M.L.	223.5	1.92	16	2.99	25	41
MED	509+98.49	526+48.52	L.M.L. FULL DEPTH RECON	1652.7	2.10	128	2.49	152	281
MED	526+48.52	537+00.00	L.M.L.	1053.5	1.92	75	2.99	117	191
MED	537+00.00	548+00.00	L.M.L.	1100.0	3.41	139	4.44	181	320
MED	547+98.40	557+50.00	L.M.L.	951.6	3.41	120	4.44	156	277
MED	557+50.00	577+90.30	L.M.L.	2040.3	1.92	145	2.99	226	371
MED	577+92.40	620+06.60	L.M.L.	4214.2	1.92	299	2.99	467	766
MED	620+04.60	661+75.30	L.M.L.	4170.7	1.92	296	2.99	462	758
MED	661+71.00	688+17.70	L.M.L.	2627.3	1.92	186	2.77	270	456
MED	688+17.70	700+34.57	L.M.L.	1216.9	1.92	86	2.99	135	221
MED	700+34.57	706+15.00	L.M.L. (INSIDE - OVERLAY, OUTSIDE - FULL DEPTH RECON)	580.4	2.10	45	2.99	64	109
MED	706+15.00	710+77.31	L.M.L.	462.3	1.92	33	2.99	51	84
MED	710+77.31	720+27.31	L.M.L. FULL DEPTH RECON	951.2	2.10	74	2.49	88	162
MED	722+29.57	731+79.57	L.M.L. FULL DEPTH RECON	950.0	2.10	74	2.49	88	162
MED	731+79.57	755+28.40	L.M.L.	2348.8	1.92	167	2.99	260	427
MED	755+28.40	766+23.40	L.M.L.	1095.0	1.92	78	2.77	112	190
MED	762+43.40	809+38.37	L.M.L.	4695.0	1.92	333	2.99	520	853
MED	809+38.37	810+01.70	L.M.L.	63.3	1.92	5	2.99	7	12
MED	810+00.00	815+71.20	L.M.L.	571.2	1.92	41	2.99	63	104
SB	815+71.20	821+97.26	L.M.L.	626.1	1.92	45	2.99	69	114
SB	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON	587.1	2.10	46	2.49	54	100
SB	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON	362.9	2.10	28	2.49	33	61
SB	103+92.11	107+21.47	L.M.L. FULL DEPTH RECON	329.4			2.49	30	30
SB	104+09.05	107+67.30	L.M.L. FULL DEPTH RECON	358.3	2.10	28			28
			EB I-30 FULL DEPTH RECON	661.7	2.10	51			51
MED	406+89.93	414+75.00	R.M.L.	785.1	1.92	56	2.99	87	143
MED	414+75.00	423+61.72	R.M.L. (INSIDE - OVERLAY, OUTSIDE - FULL DEPTH RECON)	886.7	2.10	69	2.99	98	167
MED	423+61.72	509+94.84	R.M.L.	8633.1	1.92	614	2.99	956	1570
MED	509+94.84	526+44.81	R.M.L. FULL DEPTH RECON	1652.7	2.10	128	2.49	152	280
MED	526+44.81	528+25.00	R.M.L.	180.2	1.92	13	2.99	20	33
MED	528+25.00	537+00.00	R.M.L. (INSIDE - OVERLAY, OUTSIDE - FULL DEPTH RECON)	875.0	2.10	68	2.99	97	165
MED	537+00.00	537+86.09	R.M.L. (INSIDE - OVERLAY, OUTSIDE - FULL DEPTH RECON)	86.1	2.10	7	4.44	14	21
MED	537+86.09	548+00.00	R.M.L.	1013.9	3.41	128	4.44	167	295
MED	547+98.40	557+50.00	R.M.L.	951.6	3.41	120	4.44	156	276
MED	557+50.00	577+90.30	R.M.L.	2040.3	1.92	145	2.99	226	371
MED	577+92.40	595+66.44	R.M.L.	1774.0	1.92	126	2.99	196	322
MED	595+66.44	620+06.60	R.M.L. FULL DEPTH RECON	2440.2	2.10	190	2.49	225	415
MED	620+04.60	630+14.44	R.M.L. FULL DEPTH RECON	1009.8	2.10	79	2.49	93	172
MED	630+14.44	661+75.30	R.M.L.	3160.9	1.92	224	2.99	350	574
MED	661+71.00	688+17.70	R.M.L.	2666.1	1.92	189	2.77	274	463
MED	688+17.70	710+50.69	R.M.L.	2234.3	1.92	159	2.99	247	406
MED	710+50.69	720+00.69	R.M.L. FULL DEPTH RECON	950.4	2.10	74	2.49	88	162
MED	722+02.95	731+52.95	R.M.L. FULL DEPTH RECON	950.0	2.10	74	2.49	88	162
MED	731+52.95	755+28.40	R.M.L.	2375.5	1.92	169	2.99	263	432
MED	755+28.40	766+23.40	R.M.L.	1095.0	1.92	78	2.77	112	190
MED	762+43.40	810+01.70	R.M.L.	4758.3	1.92	338	2.99	527	865
MED	810+00.00	811+58.50	R.M.L.	158.5	1.92	11	2.99	18	29
NB	811+58.50	822+03.50	R.M.L.	1045.0	1.92	74	2.99	116	190
NB	822+03.50	827+69.95	R.M.L. FULL DEPTH RECON	566.5	2.10	44	2.49	52	96
NB	45+00.00	48+84.40	R.M.L. FULL DEPTH RECON	384.4	2.10	30	2.49	35	65
NB	100+41.93	102+92.85	R.M.L. FULL DEPTH RECON	250.9	2.10	20			20
TOTALS						6487		9404	15891

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
04-10-14				6	ARK.			
07-10-14				JOB NO.		BB0613	221	327
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 7404
07-10-2014

STRUCTURES

	BL	STATION	LOCATION / DESCRIPTION	REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	FLARED END SECTIONS FOR R.C. PIPE CULVERTS	TEMPORARY PIPE CULVERT	DROP INLET		CULVERT CLEAN OUT	STD. DWG. NOS.
				24"	24"	18"	***RM	TM		
				LIN. FT.	EACH	LIN. FT.	EACH		EACH	
	MED	376+17.00	I-530 TEMP. CROSSOVER			490				PCC-1, PCM-1
	MED	406+14.24	TEMP. RAMP			170				PCC-1, PCM-1
	MED	407+08.48	I-530 TEMP. CROSSOVER			590				PCC-1, PCM-1
	MED	408+60.28	TEMP. RAMP			170				PCC-1, PCM-1
	MED	411+64.88	TEMP. RAMP			220				PCC-1, PCM-1
	MED	416+07.82	TEMP. RAMP			510				PCC-1, PCM-1
	MED	420+41.58	TEMP. RAMP			260				PCC-1, PCM-1
	MED	502+55.22	TEMP. RAMP			230				PCC-1, PCM-1
	MED	507+77.72	TEMP. RAMP			230				PCC-1, PCM-1
	MED	510+91.06	TEMP. RAMP			180				PCC-1, PCM-1
	MED	512+24.76	TEMP. RAMP			230				PCC-1, PCM-1
	MED	514+86.17	TEMP. RAMP			170				PCC-1, PCM-1
	MED	516+21.58	TEMP. RAMP			140				PCC-1, PCM-1
	MED	520+38.36	TEMP. RAMP			110				PCC-1, PCM-1
	MED	521+55.57	TEMP. RAMP			170				PCC-1, PCM-1
	MED	525+62.57	TEMP. RAMP			180				PCC-1, PCM-1
	MED	525+94.44	TEMP. RAMP			260				PCC-1, PCM-1
	MED	528+88.73	TEMP. RAMP			220				PCC-1, PCM-1
	MED	531+98.67	TEMP. RAMP			230				PCC-1, PCM-1
**	MED	611+55.00	R.C. PIPE CULVERT *	91	2					FES-1, FES-2, PCC-1, PCM-1
**	MED	615+20.00	R.C. BOX CULVERT					1		FPC-9D, PBC-1
	MED	704+72.31	TEMP. RAMP			230				PCC-1, PCM-1
	MED	708+77.61	TEMP. RAMP			240				PCC-1, PCM-1
	MED	712+00.48	TEMP. RAMP			295				PCC-1, PCM-1
	MED	714+06.91	TEMP. RAMP			150				PCC-1, PCM-1
	MED	715+24.42	TEMP. RAMP			170				PCC-1, PCM-1
	MED	726+75.69	TEMP. RAMP			190				PCC-1, PCM-1
	MED	726+95.02	I-530 TEMP. CROSSOVER			610				PCC-1, PCM-1
	MED	730+32.16	TEMP. RAMP			260				PCC-1, PCM-1
	MED	795+00.00	I-530 TEMP. CROSSOVER			18	1			FPC-9D, PCC-1, PCM-1
	MED	795+00.00	I-530 TEMP. CROSSOVER			18	1			FPC-9D, PCC-1, PCM-1
	MED	799+50.00	I-530 TEMP. CROSSOVER			100	1			FPC-9D, PCC-1, PCM-1
	MED	800+00.00	I-530 TEMP. CROSSOVER			18	1			FPC-9D, PCC-1, PCM-1
	MED	800+00.00	I-530 TEMP. CROSSOVER			18				PCC-1, PCM-1
	MED	805+23.51	TEMP. RAMP			18	1			FPC-9D, PCC-1, PCM-1
	MED	805+23.51	TEMP. RAMP			18	1			FPC-9D, PCC-1, PCM-1
	MED	812+00.00	TEMP. RAMP			18	1			FPC-9D, PCC-1, PCM-1
	MED	812+00.00	TEMP. RAMP			18	1			FPC-9D, PCC-1, PCM-1
	MED	818+40.00	TEMP. RAMP			25	1			FPC-9D, PCC-1, PCM-1
	MED	818+40.00	TEMP. RAMP			25	1			FPC-9D, PCC-1, PCM-1
	SB	114+45.00	TEMP. RAMP			150				PCC-1, PCM-1
			ENTIRE PROJECT						87	
			TOTALS	91	2	7349	10	1	87	

NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

* PROPOSED PIPE CULVERT SHALL MATCH THE EXISTING PIPE CULVERT SIZE, TYPE, AND LENGTH WHICH SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION.

** 1. CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING 4'x4' RC BOX CULVERT LOCATED AT STATION 615+35 AND THE EXISTING PIPE CULVERT (SIZE AND TYPE UNKNOWN) FROM APPROXIMATE STATION 611+55 TO 612+45 PRIOR TO CONSTRUCTION IN THIS AREA.
2. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND SHALL RETAIN THE EXISTING RC BOX CULVERT AND PIPE CULVERT IF THE EXISTING LOCATIONS DO NOT CONFLICT WITH THE LOWERED ROADWAY OF THE PROPOSED FULL-DEPTH RECONSTRUCTION PAVEMENT FOR NB I-530. THE EXISTING STRUCTURES SHALL ONLY BE REPLACED IF DIRECTED BY THE ENGINEER.
3. ONCE THE WEST HALF OF THE EXISTING RC BOX CULVERT IS REMOVED, THE CONTRACTOR SHALL MAINTAIN A TEMPORARY CONNECTION BETWEEN THE NEWLY REPLACED WEST HALF OF THE RC BOX CULVERT AND THE EAST HALF OF THE EXISTING BOX CULVERT WHICH IS STILL IN PLACE.
4. FIELD VERIFICATION, EXCAVATION OPERATIONS ABOVE THE TOP SLAB BEFORE REMOVAL AND DISPOSAL, COORDINATION FOR THIS WORK AND MAINTAINING THE TEMPORARY CONNECTION SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO OTHER ITEMS.

*** BASIS OF ESTIMATE = 5'. THE DEPTH OF DROP INLETS WILL BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

WIRE ROPE SAFETY FENCE (WRSF)

	BL	STATION	STATION	LOCATION	***** WIRE ROPE SAFETY FENCE	WRSF MAINTENANCE MATERIALS	WIRE ROPE SAFETY FENCE (POST REPAIR)
					LIN. FT.	LUMP SUM	EACH
	ENTIRE PROJECT					1.00	
****	ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER						100
	MED	375+21	385+56	LT. - R.M.L.	1035.00		
	MED	387+60	398+50	LT. - R.M.L.	1090.00		
	MED	405+01	415+20	RT. - L.M.L.	1019.00		
	MED	416+70	491+60	RT. - L.M.L.	7490.00		
	MED	493+10	517+60	RT. - L.M.L.	2449.70		
	MED	518+84	548+00	LT. - R.M.L.	2916.14		
	MED	547+98	577+90	LT. - R.M.L.	2991.90		
	MED	577+92	608+52	LT. - R.M.L.	3059.10		
	MED	615+20	620+07	RT. - L.M.L.	487.02		
	MED	620+05	661+75	RT. - L.M.L.	4170.70		
	MED	661+71	720+50	RT. - L.M.L.	5879.00		
	MED	721+80	766+23	LT. - R.M.L.	4443.40		
	MED	762+43	786+80	LT. - R.M.L.	2436.61		
	MED	789+80	810+02	LT. - R.M.L.	2021.70		
	MED	810+00	811+59	LT. - R.M.L.	158.50		
	NB	811+59	819+10	LT. - R.M.L.	751.50		
	TOTALS				42399.27	1.00	100

**** QUANTITY IS ESTIMATED. SEE SECTION 104.03 OF THE STD SPECIFICATIONS.

***** REFER TO "WIRE ROPE SAFETY FENCE PARTS" SPECIAL PROVISION FOR ADDITIONAL INFORMATION.

CONCRETE BARRIER WALL PIER PROTECTION (TYPE A)

BL	STATION	STATION	LOCATION	LENGTH
				LIN. FT.
MED	611+64.00	611+99.00	LT. - L.M.L.	35
MED	611+72.00	612+07.00	RT. - R.M.L.	35
TOTAL				70

CONCRETE BARRIER WALL (SIDE TYPE E)

BL	STATION	STATION	LOCATION	LENGTH
				LIN. FT.
MED	747+90.00	763+00.00	RT. - R.M.L.	1877
TOTAL				1877

BASIS OF ESTIMATE : X= 1'-0". THE "X" DIMENSION WILL BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-14-2014

CONCRETE DITCH PAVING (WRSF)

BL	STATION	STATION	LOCATION	LENGTH	WIDTH	CONCRETE DITCH PAVING (TYPE B)	SOLID SODDING	WATER	AGGREGATE BASE COURSE (CLASS I)	
				LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	M. GAL	TON / STATION	TON
MED	375+21.00	382+16.45	LT. - R.M.L.	695	4'-0"	309.09	154.55	1.9		
MED	382+16.45	385+56.00	LT. - R.M.L.	340	2'-0"	75.46	75.46	1.0	160.0	543.3
MED	387+60.00	397+90.00	LT. - R.M.L.	1030	4'-0"	457.78	228.89	2.9		
MED	397+90.00	398+72.00	LT. - R.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	404+79.00	405+61.00	RT. - L.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	405+61.00	414+60.00	RT. - L.M.L.	899	4'-0"	399.56	199.78	2.5		
MED	414+60.00	415+42.00	RT. - L.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	416+48.00	417+30.00	RT. - L.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	417+30.00	491+00.00	RT. - L.M.L.	7370	4'-0"	3275.56	1637.78	20.6		
MED	491+00.00	491+82.00	RT. - L.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	492+88.00	493+70.00	RT. - L.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	493+70.00	516+99.70	RT. - L.M.L.	2330	4'-0"	1035.43	517.72	6.5		
MED	516+99.70	517+81.70	RT. - L.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	518+61.86	519+43.86	LT. - R.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	519+43.86	548+00.00	LT. - R.M.L.	2856	4'-0"	1269.40	634.70	8.0		
MED	547+98.40	577+90.30	LT. - R.M.L.	2992	4'-0"	1329.74	664.87	8.4		
MED	577+92.40	607+91.50	LT. - R.M.L.	2999	4'-0"	1332.94	666.47	8.4		
MED	607+91.50	608+73.50	LT. - R.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	614+97.58	615+79.58	RT. - L.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	615+79.58	620+06.60	RT. - L.M.L.	427	4'-0"	189.79	94.90	1.2		
MED	620+04.60	661+75.30	RT. - L.M.L.	4171	4'-0"	1853.65	926.83	11.7		
MED	661+71.00	720+52.00	RT. - L.M.L.	5881	4'-0"	2613.78	1306.89	16.5		
MED	721+78.00	766+23.40	LT. - R.M.L.	4445	4'-0"	1975.74	987.87	12.4		
MED	762+43.40	786+20.00	LT. - R.M.L.	2377	4'-0"	1056.27	528.14	6.7		
MED	786+20.00	787+02.00	LT. - R.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	789+58.00	790+40.00	LT. - R.M.L.	82	2'-0"	18.23	18.23	0.2	160.0	131.2
MED	790+40.00	810+01.70	LT. - R.M.L.	1962	4'-0"	871.87	435.94	5.5		
MED	810+00.00	811+58.50	LT. - R.M.L.	159	4'-0"	70.45	35.23	0.4		
NB	811+58.50	818+49.94	LT. - R.M.L.	691	4'-0"	307.31	153.66	1.9		
NB	818+49.94	819+32.06	LT. - R.M.L.	82	2'-0"	18.25	18.25	0.2	160.0	131.4
MED	748+46.50	762+63.54	RT. - R.M.L. BEHIND BARRIER WALL	370	7'-0"	287.78	345.34	4.4		
TOTALS						18948.61	9832.03	123.5		2249.1

WATER = 12.6 GAL. / SQ. YD. OF SOLID SODDING

BASED ON USE OF AGGREGATE BASE COURSE (CLASS I)

GUARDRAIL

BL	STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POSTS (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
				LIN. FT.	EACH	EACH	EACH
MED	398+00.00	403+00.00	LT. - R.M.L.	450	1	1	
MED	400+51.00	405+51.00	RT. - L.M.L.	450	1	1	
MED	414+70.00	417+20.00	RT. - L.M.L.	200	1	1	
MED	414+70.00	418+45.00	LT. - L.M.L.	325	1	1	
MED	488+95.00	491+70.00	LT. - R.M.L.	225	1	1	
MED	489+35.00	492+60.00	RT. - R.M.L.	275	1	1	
MED	491+10.00	493+60.00	RT. - L.M.L.	200	1	1	
MED	491+10.00	494+85.00	LT. - L.M.L.	325	1	1	
MED	514+30.00	519+30.00	LT. - R.M.L.	450	1	1	
MED	517+10.00	522+10.00	RT. - L.M.L.	450	1	1	
MED	608+00.00	613+00.00	LT. - R.M.L.	450	1	1	
MED	609+51.25	611+70.00	RT. - R.M.L.	150		1	1
MED	610+70.00	615+70.00	RT. - L.M.L.	450	1	1	
MED	612+00.00	614+18.75	LT. - L.M.L.	150		1	1
MED	717+02.50	720+21.25	LT. - R.M.L.	250		1	1
MED	717+42.50	720+11.25	RT. - R.M.L.	200		1	1
MED	722+08.75	725+27.50	RT. - L.M.L.	250		1	1
MED	722+18.75	724+87.50	LT. - L.M.L.	200		1	1
MED	742+71.25	747+90.00	RT. - R.M.L.	450		1	1
MED	786+30.00	790+30.00	LT. - R.M.L.	350	1	1	
MED	787+05.00	789+80.00	RT. - R.M.L.	225	1	1	
NB	817+54.60	820+31.80	RT. - R.M.L.	225	1	1	
NB	818+55.60	820+31.90	LT. - R.M.L.	125	1	1	
NB	45+89.70	49+09.40	LT. - R.M.L.	250		1	1
NB	46+39.70	49+09.40	RT. - R.M.L.	200		1	1
SB	100+09.40	103+29.20	LT. - L.M.L.	250		1	1
SB	100+09.40	103+29.70	RT. - L.M.L.	250		1	1
SB	109+63.45	112+82.20	RT. - L.M.L.	250		1	1
SB	110+29.85	113+48.60	LT. - L.M.L.	250		1	1
TOTALS				8275	16	29	13

NOTE: ADDITIONAL SURFACE COURSE AND AGGREGATE BASE COURSE DUE TO WIDENING FOR GUARDRAIL ARE QUANTIFIED UNDER BASE AND SURFACING TABULATED QUANTITIES.

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL										
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	WATTLE (20") (E-1)	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	SEDIMENT BASIN (E-14)	SEDIMENT REMOVAL AND DISPOSAL	OBLITERATION OF SEDIMENT BASIN
			ACRE	TON	ACRE	M. GAL.	ACRE	ACRE	ACRE	M. GAL.	LIN. FT.	BAGS	CU. YD.	LIN. FT.	LIN. FT.	CU. YD.		
ENTIRE	PROJECT	AS SHOWN ON PLANS										80	24	2958	21770			
ENTIRE	PROJECT	* TO BE USED IF AND WHEN DIRECTED BY THE ENGINEER	10.00	20	10.00	1020.0	10.00	10.00	10.00	204.0	500					750	1595	750
TOTALS			10.00	20	10.00	1020.0	10.00	10.00	10.00	204.0	500	80	24	2958	21770	750	1595	750

BASIS OF ESTIMATE:
WATER = 20.4 M. G. PER ACRE TEMPORARY SEEDING
ROCK DITCH CHECKS = 6 CU. YD. PER LOCATION
SAND BAG DITCH CHECKS = 40 BAGS PER LOCATION
LIME = 2 TONS / ACRE OF SEEDING
WATER = 102.0 M.G. / ACRE OF SEEDING
SEDIMENT BASIN = (5 LOCATIONS APPROX. 150 CU. YD. EACH) W = 20' LENGTH = 40' DEPTH = 5'

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

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

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
4-10-14				6	ARK.			
				JOB NO.		BB0613	223	327

② QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ASAD
04-10-2014

REMOVAL AND DISPOSAL OF ITEMS

	BL	STATION	STATION	LOCATION	DESCRIPTION	PIPE CULVERTS	BOX CULVERTS	CONCRETE RIPRAP	GUARDRAIL	APPROACH SLAB	APPROACH GUTTER	IMPACT ATTENUATION BARRIERS	CONCRETE BARRIER WALL **	PIER PROTECTION	DROP INLETS	PLOWABLE PAVEMENT MARKERS
						EACH	EACH	SQ. YD.	LIN. FT.	EACH	EACH	EACH	LIN. FT.	LIN. FT.	EACH	EACH
	MED	401+64.00		MEDIAN	IMPACT ATTENUATION BARRIER			23.8				1				
	MED	402+00.00		MEDIAN	IMPACT ATTENUATION BARRIER			23.8				1				
	MED	414+70.00	417+20.00	RT. - L.M.L.	GUARDRAIL				250							
	MED	414+70.00	418+45.00	LT. - L.M.L.	GUARDRAIL				375							
	MED	489+43.80	492+68.80	RT. - R.M.L.	GUARDRAIL				325							
	MED	489+43.80	491+68.80	LT. - R.M.L.	GUARDRAIL				225							
	MED	490+92.10	494+17.10	LT. - L.M.L.	GUARDRAIL				325							
	MED	491+08.60	493+33.60	RT. - L.M.L.	GUARDRAIL				225							
	MED	518+08.00		MEDIAN	IMPACT ATTENUATION BARRIER			23.8				1				
	MED	518+34.00		MEDIAN	IMPACT ATTENUATION BARRIER			23.8				1				
	MED	609+75.50	611+75.50	RT. - R.M.L.	GUARDRAIL				200							
*	MED	611+55.00	612+45.00	UNKNOWN	24" PIPE CULVERT	1										
	MED	611+64.00	611+99.00	LT. - L.M.L.	PIER PROTECTION									35		
	MED	611+72.00	612+07.00	RT. - R.M.L.	PIER PROTECTION									35		
	MED	611+76.00		MEDIAN	IMPACT ATTENUATION BARRIER			23.8				1				
	MED	611+94.00		MEDIAN	IMPACT ATTENUATION BARRIER			23.8				1				
	MED	611+95.60	613+95.60	LT. - L.M.L.	GUARDRAIL				200							
*	MED	615+35.00	615+35.00	MEDIAN	R.C. BOX CULVERT		1								1	
	MED	718+26.80	720+51.80	RT. - R.M.L.	GUARDRAIL				225							
	MED	718+39.40	720+64.40	LT. - R.M.L.	GUARDRAIL				225							
	MED	720+00.69	720+35.69	LT. & RT. - R.M.L.	APPROACH GUTTERS						2					
	MED	720+00.69	720+35.69	R.M.L.	APPROACH SLAB					1						
	MED	720+27.31	720+62.31	LT. & RT. - L.M.L.	APPROACH GUTTERS						2					
	MED	720+27.31	720+62.31	L.M.L.	APPROACH SLAB					1						
	MED	721+65.90	723+90.90	RT. - L.M.L.	GUARDRAIL				225							
	MED	721+67.95	722+02.95	LT. & RT. - R.M.L.	APPROACH GUTTERS						2					
	MED	721+67.95	722+02.95	R.M.L.	APPROACH SLAB					1						
	MED	721+78.50	724+03.50	LT. - L.M.L.	GUARDRAIL				225							
	MED	721+94.57	722+29.57	LT. & RT. - L.M.L.	APPROACH GUTTERS						2					
	MED	721+94.57	722+29.57	L.M.L.	APPROACH SLAB					1						
	MED	742+90.00	747+90.00	RT. - R.M.L.	GUARDRAIL				500							
	MED	747+90.00	763+00.00	RT. - R.M.L.	CONCRETE BARRIER WALL								1877			
	MED	789+50.00		LT. - R.M.L.	IMPACT ATTENUATION BARRIER			30.3				1				
	MED	789+50.00		RT. - R.M.L.	IMPACT ATTENUATION BARRIER			30.3				1				
	MED	789+50.00		LT. - R.M.L.	IMPACT ATTENUATION BARRIER			30.3				1				
	NB	818+07.30	820+32.30	RT. - R.M.L.	GUARDRAIL				225							
	NB	818+07.60	820+32.60	LT. - R.M.L.	GUARDRAIL				225							
	NB	47+19.40	49+44.40	RT. - R.M.L.	GUARDRAIL				225							
	NB	47+19.40	49+44.40	LT. - R.M.L.	GUARDRAIL				225							
	SB	48+62.89	48+97.89	LT. & RT. - L.M.L.	APPROACH GUTTERS						2					
	SB	48+62.89	48+97.89	L.M.L.	APPROACH SLAB					1						
	NB	48+84.40	49+19.40	LT. & RT. - R.M.L.	APPROACH GUTTERS						2					
	NB	48+84.40	49+19.40	R.M.L.	APPROACH SLAB					1						
	SB	56+46.10	56+56.09	RT. - L.M.L.	GUARDRAIL				10							
	SB	100+00.00	101+99.84	RT. - L.M.L.	GUARDRAIL				215							
	SB	56+46.10	56+56.09	LT. - L.M.L.	GUARDRAIL				10							
	SB	100+00.00	101+99.87	LT. - L.M.L.	GUARDRAIL				215							
	NB	100+00.00	100+35.00	LT. & RT. - R.M.L.	APPROACH GUTTERS						2					
	NB	100+00.00	100+35.00	R.M.L.	APPROACH SLAB					1						
	SB	100+00.00	100+35.00	LT. & RT. - L.M.L.	APPROACH GUTTERS						2					
	SB	100+00.00	100+35.00	L.M.L.	APPROACH SLAB					1						
	SB	109+25.20	111+50.20	RT. - L.M.L.	GUARDRAIL				225							
		109+65.00	110+00.00	LT. & RT. - R.M.L.	APPROACH GUTTERS						2					
	SB	109+88.50	112+13.50	LT. - L.M.L.	GUARDRAIL				225							
	NB				PLOWABLE PAVEMENT MARKERS											350
	SB				PLOWABLE PAVEMENT MARKERS											460
	ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER				PLOWABLE PAVEMENT MARKERS											50
	TOTALS					1	1	233.7	5325	8	18	9	1877	70	1	860

NOTES:
1. PIPE CULVERT REMOVAL QUANTITIES SHALL INCLUDE REMOVAL AND DISPOSAL OF ALL HEADWALLS AND FLARED END SECTIONS, IF APPLICABLE.
2. THE REMOVAL AND DISPOSAL OF APPROACH GUTTERS SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE DROP INLETS, SPILLWAY PIPES, AND SPILLWAY OUTLETS AS DIRECTED IN SECTION 202 OF THE STANDARD SPECIFICATIONS.
3. REMOVAL AND DISPOSAL OF DROP INLETS SHALL INCLUDE REMOVAL & DISPOSAL OF ADJOINING PIPE CULVERTS UP TO FIRST JOINTS IF APPLICABLE. REMOVAL AND DISPOSAL OF ADJOINING PIPE CULVERTS IS SUBSIDIARY TO DROP INLETS.
4. REMOVAL AND DISPOSAL OF GUARDRAIL TERMINAL (TYPE 2) SHALLBE PAID FOR BY THE LINEAR FOOT AS REMOVAL AND DISPOSAL OF GUARDRAIL.
5. THE GUARDRAIL QUANTITY SHOWN ABOVE SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ANY TERMINAL ANCHOR POSTS.

** 6. REMOVAL AND DISPOSAL OF CONCRETE BARRIER WALL SHALL INCLUDE PAYMENT FOR REMOVAL AND DISPOSAL OF 3' ADJACENT CONCRETE PAVEMENT WHICH SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO OTHER ITEMS.

* 1. CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING 4'x4' RC BOX CULVERT LOCATED AT STATION 615+35 AND THE EXISTING PIPE CULVERT (SIZE AND TYPE UNKNOWN) FROM APPROXIMATE STATION 611+55 TO 612+45 PRIOR TO CONSTRUCTION IN THIS AREA.
2. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND SHALL RETAIN THE EXISTING RC BOX CULVERT AND PIPE CULVERT IF THE EXISTING LOCATIONS DO NOT CONFLICT WITH THE LOWERED ROADWAY OF THE PROPOSED FULL-DEPTH RECONSTRUCTION PAVEMENT FOR NB I-530. THE EXISTING STRUCTURES SHALL ONLY BE REPLACED IF DIRECTED BY THE ENGINEER.
3. ONCE THE WEST HALF OF THE EXISTING RC BOX CULVERT IS REMOVED, THE CONTRACTOR SHALL MAINTAIN A TEMPORARY CONNECTION BETWEEN THE NEWLY REPLACED WEST HALF OF THE RC BOX CULVERT AND THE EAST HALF OF THE EXISTING BOX CULVERT WHICH IS STILL IN PLACE.
4. FIELD VERIFICATION, EXCAVATION OPERATIONS ABOVE THE TOP SLAB BEFORE REMOVAL AND DISPOSAL, COORDINATION FOR THIS WORK AND MAINTAINING THE TEMPORARY CONNECTION SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO OTHER ITEMS.

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
4-10-14				6	ARK.			
				JOB NO.		BB0613	224	327

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
04-10-2014

RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT (BOX 1 OF 2)

BL	STATION	STATION	LOCATION	LENGTH	REMOVAL OF EXISTING ASPHALT OVERLAY		RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	
				LIN. FT.	AVG. WIDTH FEET	SQ. YD.	AVG. WIDTH FEET	SQ. YD.
MED	406+89.93	410+25.01	L.M.L.	335.09	38.0	1414.83	24.0	893.58
MED	410+25.01	413+99.20	L.M.L. - LANES & RAMP	375.95	47.1	1967.48	37.1	1549.75
MED	413+99.20	505+00.00	L.M.L.	9100.80	38.0	38425.60	24.0	24268.80
MED	505+00.00	507+75.00	L.M.L. - TAPER	275.00	42.0	1283.34	30.0	916.67
MED	507+75.00	509+98.49	L.M.L. - ACCEL LANE	223.49	46.0	1142.29	36.0	893.96
MED	509+98.49	514+05.43	L.M.L. FULL DEPTH RECON - TRANSITION - ACCEL LANE	406.95	38.0	1718.24		
MED	514+05.43	515+00.88	L.M.L. FULL DEPTH RECON - TRANSITION - LANES & RAMP	98.11	48.0	522.71		
MED	515+00.88	526+48.52	L.M.L. FULL DEPTH RECON - TRANSITION	1147.64	38.0	4845.60		
MED	526+48.52	527+94.81	L.M.L.	146.30	38.0	617.72	24.0	390.14
MED	527+94.81	532+12.68	L.M.L. - LANES & RAMP	419.85	47.3	2206.55	37.3	1740.05
MED	532+12.68	548+00.00	L.M.L.	1587.32	38.0	6702.02	24.0	4232.86
MED	547+98.40	577+90.30	L.M.L.	2991.90	38.0	12632.47	24.0	7978.40
MED	577+92.40	615+13.00	L.M.L.	3720.60	38.0	15709.20	24.0	9921.60
MED	615+13.00	615+42.00	L.M.L. FULL DEPTH RECON - TRANSITION	29.00	38.0	122.45	24.0	
MED	615+42.00	620+06.60	L.M.L.	464.60	38.0	1961.65	24.0	1238.94
MED	620+04.60	661+75.30	L.M.L.	4170.70	38.0	17609.63	24.0	11121.87
MED	661+71.00	703+15.00	L.M.L.	4144.00	38.0	17496.89	24.0	11050.67
MED	703+15.00	706+15.00	L.M.L. - TAPER	300.00	42.0	1400.00	30.0	1000.00
MED	706+15.00	710+77.31	L.M.L. - ACCEL LANE	462.31	46.0	2362.92	36.0	1849.24
MED	710+77.31	710+88.50	L.M.L. FULL DEPTH RECON - TRANSITION - ACCEL LANE	11.20	46.0	57.25		
MED	710+88.50	713+32.62	L.M.L. FULL DEPTH RECON - TRANSITION - LANES & RAMP	245.30	38.2	1041.17		
MED	713+32.62	720+27.31	L.M.L. FULL DEPTH RECON - TRANSITION	694.70	38.0	2933.18		
MED	722+29.57	731+79.57	L.M.L. FULL DEPTH RECON - TRANSITION	950.00	38.0	4011.12		
MED	731+79.57	733+27.02	L.M.L.	147.45	38.0	622.57	24.0	393.20
MED	733+27.02	736+83.44	L.M.L. - LANES & RAMP	356.42	47.4	1877.15	37.4	1482.32
MED	736+83.44	766+23.40	L.M.L.	2939.96	38.0	12413.17	24.0	7839.90
MED	762+43.40	797+44.37	L.M.L.	3500.97	38.0	14781.88	24.0	9335.92
MED	797+44.37	805+84.37	L.M.L. - TAPER (MAIN LANES + INSIDE SHOULDER)	840.00	34.0	3173.34	30.0	2800.00
MED	805+84.37	809+38.37	L.M.L. - ACCEL LANE (MAIN LANES + INSIDE SHOULDER)	354.00	40.0	1573.34	36.0	1416.00
MED	809+38.37	810+01.70	L.M.L. - ACCEL LANE (MAIN LANES + INSIDE SHOULDER)	63.34	40.0	281.52	36.0	253.36
MED	810+00.00	815+71.20	L.M.L. - ACCEL LANE (MAIN LANES + INSIDE SHOULDER)	571.20	40.0	2538.67	36.0	2284.80
SB	815+71.20	821+97.26	L.M.L. - ACCEL LANE (MAIN LANES + INSIDE SHOULDER)	626.06	40.0	2782.49	36.0	2504.24
SB	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON - ACCEL LANE (MAIN LANES + INSIDE SHOULDER)	587.12	40.0	2609.43		
SB	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON - ACCEL LANE (MAIN LANES + INSIDE SHOULDER)	362.89	40.0	1612.85		
MED	797+44.37	805+84.37	L.M.L. - TAPER (OUTSIDE SHOULDER)	840.00	8.0	746.67	8.0	746.67
MED	805+84.37	809+38.37	L.M.L. - ACCEL LANE (OUTSIDE SHOULDER)	354.00	6.0	236.00	6.0	236.00
MED	809+38.37	810+01.70	L.M.L. - ACCEL LANE (OUTSIDE SHOULDER)	63.34	6.0	42.23	6.0	42.23
MED	810+00.00	815+71.20	L.M.L. - ACCEL LANE (OUTSIDE SHOULDER)	571.20	6.0	380.80	6.0	380.80
SB	815+71.20	821+97.26	L.M.L. - ACCEL LANE (OUTSIDE SHOULDER)	626.06	6.0	417.38	6.0	417.38
SB	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON - ACCEL LANE (OUTSIDE SHOULDER)	587.12	6.0	391.42		
SB	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON - ACCEL LANE (OUTSIDE SHOULDER)	362.89	6.0	241.93		
SUBTOTALS THIS BOX:						184907.15		109179.35

RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT (BOX 2 OF 2)

BL	STATION	STATION	LOCATION	LENGTH	REMOVAL OF EXISTING ASPHALT OVERLAY		RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT	
				LIN. FT.	AVG. WIDTH FEET	SQ. YD.	AVG. WIDTH FEET	SQ. YD.
MED	406+89.93	407+14.38	R.M.L.	24.45	38.0	103.24	24.0	65.20
MED	407+14.38	410+43.44	R.M.L. - LANES & RAMP	330.18	48.5	1779.31	38.5	1412.44
MED	410+43.44	414+75.00	R.M.L. - ACCEL LANE	431.56	46.0	2205.76	36.0	1726.24
MED	414+75.00	416+75.00	R.M.L. - TAPER	200.00	42.0	933.34	30.0	666.67
MED	416+75.00	504+77.73	R.M.L.	8802.73	38.0	37167.09	24.0	23473.95
MED	504+77.73	508+51.96	R.M.L. - LANES & RAMP	376.00	47.1	1967.73	37.1	1549.95
MED	508+51.96	509+94.84	R.M.L.	142.88	38.0	603.28	24.0	381.02
MED	509+94.84	521+40.69	R.M.L. FULL DEPTH RECON - TRANSITION	1145.86	38.0	4838.08		
MED	521+40.69	522+36.06	R.M.L. FULL DEPTH RECON - TRANSITION - LANES & RAMP	98.10	48.0	522.66		
MED	522+36.06	526+44.81	R.M.L. FULL DEPTH RECON - TRANSITION - ACCEL LANE	408.75	46.0	2089.17		
MED	526+44.81	528+24.96	R.M.L. - ACCEL LANE	180.16	46.0	920.82	36.0	720.64
MED	528+24.96	530+74.98	R.M.L. - TAPER	250.03	42.0	1166.81	30.0	833.44
MED	530+74.98	548+00.00	R.M.L.	1725.02	38.0	7283.42	24.0	4600.06
MED	547+98.40	577+90.30	R.M.L.	2991.90	38.0	12632.47	24.0	7978.40
MED	577+92.40	595+66.44	R.M.L.	1774.04	38.0	7490.40	24.0	4730.78
MED	595+66.44	620+06.60	R.M.L. FULL DEPTH RECON - TRANSITION	2440.16	38.0	10302.90		
MED	620+04.60	630+14.44	R.M.L. FULL DEPTH RECON - TRANSITION	1009.84	38.0	4263.77		
MED	630+14.44	661+75.30	R.M.L.	3160.86	38.0	13345.86	24.0	8428.96
MED	661+71.00	707+77.96	R.M.L.	4606.97	38.0	19451.66	24.0	12285.26
MED	707+77.96	710+50.69	R.M.L. - LANES & RAMP	273.98	46.4	1412.52	36.4	1108.10
MED	710+50.69	711+34.26	R.M.L. FULL DEPTH RECON -TRANSITION - LANES & RAMP	83.98	48.9	456.30		
MED	711+34.26	720+00.69	R.M.L. FULL DEPTH RECON - TRANSITION	866.44	38.0	3658.31		
MED	722+02.95	728+82.71	R.M.L. FULL DEPTH RECON - TRANSITION	679.77	38.0	2870.14		
MED	728+82.71	731+25.95	R.M.L. FULL DEPTH RECON - TRANSITION - LANES & RAMP	243.24	48.2	1302.69		
MED	731+25.95	731+52.95	R.M.L. FULL DEPTH RECON - TRANSITION	27.00	46.0	138.00		
MED	731+52.95	747+90.00	R.M.L. - ACCEL LANE	1637.05	46.0	8367.15	36.0	6548.20
MED	747+90.00	763+00.00	R.M.L. - ACCEL LANE	1510.00	46.0	7717.78	39.0	6543.34
MED	763+00.00	766+23.40	R.M.L. - ACCEL LANE	323.40	46.0	1652.94	36.0	1293.60
MED	762+43.40	762+50.00	R.M.L. - ACCEL LANE	6.61	46.0	33.79	36.0	26.44
MED	762+50.00	765+50.00	R.M.L. - TAPER	300.00	42.0	1400.00	30.0	1000.00
MED	765+50.00	810+01.70	R.M.L.	4451.70	38.0	18796.07	24.0	11871.20
MED	810+00.00	811+58.50	R.M.L.	158.50	38.0	669.23	24.0	422.67
NB	811+58.50	822+03.50	R.M.L.	1045.00	38.0	4412.23	24.0	2786.67
NB	822+03.50	827+69.95	R.M.L. FULL DEPTH RECON - TRANSITION	566.45	38.0	2391.68		
NB	45+00.00	45+84.40	R.M.L. FULL DEPTH RECON - TRANSITION	84.40	38.0	356.36		
			SUBTOTALS THIS BOX:			184702.96		100453.23
			TOTALS			369610.11		209632.58

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.		BB0613	225	327
				②	QUANTITIES			

STATE OF ARKANSAS ★★★ REGISTERED PROFESSIONAL ENGINEER ★★★ No. 12404 SHAHRIAR ALI AHMED

03-13-2014

4" PIPE UNDERDRAIN

BL	STATION	STATION	LOCATION	UNDERDRAIN COVER	4" PIPE UNDERDRAINS				UNDERDRAINS OUTLET PROTECTORS	UNDERDRAIN VIDEO INSPECTION
					EDGE DRAINS	LATERALS (NON - PERFORATED)		TOTAL		
				LIN. FT.	LIN. FT.	NO.	LIN. FT.	LIN. FT.	EACH	LIN. FT.
MED	406+89.93	498+55.40	LT. - L.M.L.	9165	9165	38	2280	11445	38	11445
MED	498+55.40	507+75.00	LT. - L.M.L.	920	920	5	300	1220	5	1220
MED	507+75.00	509+98.49	LT. - L.M.L.	223	223	2	120	343	2	343
MED	526+48.52	548+00.00	LT. - L.M.L.	2151	2151	10	600	2751	10	2751
MED	547+98.40	577+90.30	LT. - L.M.L.	2992	2992	13	780	3772	13	3772
MED	577+92.40	620+06.60	LT. - L.M.L.	4214	4214	18	1080	5294	18	5294
MED	620+04.60	661+75.30	LT. - L.M.L.	4171	4171	18	1080	5251	18	5251
MED	661+71.00	700+34.57	LT. - L.M.L.	3864	3864	17	1020	4884	17	4884
MED	700+34.57	706+15.00	LT. - L.M.L.	580	580	4	240	820	4	820
MED	706+15.00	710+77.31	LT. - L.M.L.	462	462	3	180	642	3	642
MED	731+79.57	755+28.40	LT. - L.M.L.	2349	2349	11	660	3009	11	3009
MED	755+28.40	766+23.40	RT. - L.M.L.	1095	1095	6	360	1455	6	1455
MED	762+43.40	815+71.20	LT. - L.M.L.	5328	5328	23	1380	6708	23	6708
SB	815+71.20	821+97.26	LT. - L.M.L.	626	626	4	240	866	4	866
MED	406+89.93	414+75.00	RT. - R.M.L.	785	785	5	300	1085	5	1085
MED	414+75.00	423+61.72	RT. - R.M.L.	887	887	5	300	1187	5	1187
MED	423+61.72	509+94.84	RT. - R.M.L.	8633	8633	36	2160	10793	36	10793
MED	526+44.81	528+25.00	RT. - R.M.L.	180	180	2	120	300	2	300
MED	528+25.00	537+86.09	RT. - R.M.L.	961	961	5	300	1261	5	1261
MED	537+86.09	548+00.00	RT. - R.M.L.	1014	1014	5	300	1314	5	1314
MED	547+98.40	577+90.30	RT. - R.M.L.	2992	2992	13	780	3772	13	3772
MED	577+92.40	595+66.44	RT. - R.M.L.	1774	1774	8	480	2254	8	2254
MED	630+14.44	661+75.30	RT. - R.M.L.	3161	3161	14	840	4001	14	4001
MED	661+71.00	688+17.70	LT. - R.M.L.	2647	2647	12	720	3367	12	3367
MED	688+17.70	710+50.69	RT. - R.M.L.	2233	2233	10	600	2833	10	2833
MED	731+52.95	766+23.40	RT. - R.M.L.	3470	3470	15	900	4370	15	4370
MED	762+43.40	810+01.70	RT. - R.M.L.	4758	4758	20	1200	5958	20	5958
MED	810+00.00	811+58.50	RT. - R.M.L.	159	159	2	120	279	2	279
NB	811+58.50	822+03.50	RT. - R.M.L.	1045	1045	6	360	1405	6	1405
TOTALS				72839	72839		19800	92639	330	92639

STRUCTURES (FOR CONTRACTOR'S INFORMATION ONLY)

BL	STATION	LOCATION / DESCRIPTION	REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	DROP INLET TYPE	
			24"	30"	36"	42"	RM	TM
			LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	
MED	374+72.00	R.C. PIPE CULVERT				8	1	
* MED	407+40.00	R.C. PIPE CULVERT			8		1	
MED	413+00.00	R.C. PIPE CULVERT			8		1	
MED	416+00.00	R.C. PIPE CULVERT	8				1	
MED	421+00.00	R.C. BOX CULVERT						1
MED	425+09.00	R.C. PIPE CULVERT	8				1	
MED	500+10.00	R.C. PIPE CULVERT	8				1	
MED	506+00.00	R.C. PIPE CULVERT	8				1	
MED	511+00.00	R.C. PIPE CULVERT	8				1	
MED	522+00.00	R.C. PIPE CULVERT	8				1	
MED	528+00.00	R.C. PIPE CULVERT	8				1	
MED	533+00.00	R.C. PIPE CULVERT	8				1	
MED	702+00.00	R.C. PIPE CULVERT	8				1	
MED	706+00.00	R.C. PIPE CULVERT	8				1	
MED	710+00.00	R.C. PIPE CULVERT	8				1	
MED	714+00.00	R.C. BOX CULVERT						1
MED	726+00.00	R.C. PIPE CULVERT	8				1	
MED	731+00.00	R.C. PIPE CULVERT		8			1	
MED	736+00.00	R.C. PIPE CULVERT	8				1	
MED	740+00.00	R.C. BOX CULVERT						1
MED	744+00.00	R.C. PIPE CULVERT	8				1	
MED	748+00.00	R.C. PIPE CULVERT	8				1	
MED	753+59.00	R.C. PIPE CULVERT	8				1	
MED	761+76.00	R.C. PIPE CULVERT	8				1	
MED	765+80.00	R.C. BOX CULVERT						1
MED	790+00.00	R.C. PIPE CULVERT		8			1	
MED	795+00.00	R.C. PIPE CULVERT	8				1	
MED	800+00.00	R.C. PIPE CULVERT	8				1	
MED	805+16.00	R.C. BOX CULVERT						1
MED	812+00.00	R.C. PIPE CULVERT	8				1	
MED	818+40.00	R.C. BOX CULVERT						1

* EXISTING DIAMETER UNKNOWN, SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION

NOTES: 1. QUANTITIES FOR INFORMATION ONLY.

2. ALL EXISTING DROP INLETS LISTED ABOVE SHALL BE PROTECTED PRIOR TO PLACEMENT OF ANY FILL MATERIAL AND SHALL BE RETAINED.

3. REPLACEMENT OF DAMAGED OR DESTROYED INLETS ALONG WITH THE ADJACENT PIPE CULVERTS SHALL BE AT THE CONTRACTOR'S EXPENSE.

SELECTED PIPE BEDDING

DESCRIPTION	SELECTED PIPE BEDDING
	CU. YD.
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	200
TOTAL	200

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

QUANTITIES

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STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12496 SHAHRIAR AZAD

04-10-2014

MAINTENANCE OF TRAFFIC ITEMS

STATION	STATION	LOCATION / DESCRIPTION	MOTORIST ASSISTANCE PATROL	PORTABLE CAMERA ASSEMBLY		PORTABLE CONSTRUCTION LIGHTNING	
			LUMP SUM	EACH	WEEK	TOTAL NO. REQUIRED	DAY
ENTIRE PROJECT IF AND WHERE DIRECTED BY THE ENGINEER			1.00	4	212		
ENITRE PROJECT IF AND WHERE DIRECTED BY THE ENGINEER - CROSSOVER LOCATIONS AND TEMPORARY RAMPS						2	738
TOTALS			1.00	4	212	2	738

CLEARING AND GRUBBING

BL	STATION	STATION	CLEARING	GRUBBING	DESCRIPTION
			STATION	STATION	
MED	414+00.00	423+00.00	9	9	FULL-DEPTH RECONSTRUCTION - BINGHAM ROAD NB ENTRANCE RAMP - ACCEL LANE
MED	499+00.00	508+00.00	9	9	FULL-DEPTH RECONSTRUCTION - PRATT ROAD SB ENTRANCE RAMP - ACCEL LANE
MED	516+00.00	517+00.00	1	1	TEMP. RAMP IN AREA WITH EXISTING TREES - PRATT ROAD SB ENTRANCE RAMP
MED	520+00.00	521+00.00	1	1	TEMP. RAMP IN AREA WITH EXISTING TREES - PRATT ROAD NB ENTRANCE RAMP
MED	528+00.00	532+00.00	4	4	FULL-DEPTH RECONSTRUCTION - PRATT ROAD NB ENTRANCE RAMP - ACCEL LANE
MED	702+00.00	705+00.00	3	3	FULL-DEPTH RECONSTRUCTION - SH 338 SB ENTRANCE RAMP - ACCEL LANE
MED	724+00.00	726+00.00	2	2	TEMP. RAMP IN AREA WITH EXISTING TREES - SH 338 NB ENTRANCE RAMP
MED	728+00.00	730+00.00	2	2	TEMP. RAMP IN AREA WITH EXISTING TREES - SH 338 SB EXIT RAMP
MED	815+00.00	823+00.00	8	8	FULL-DEPTH RECONSTRUCTION - SB I-530 ADDITIONAL THIRD LANE
SB	110+00.00	115+00.00	5	5	TEMP. RAMP IN AREA WITH EXISTING TREES - I-30 EB TO I-530 SB RAMP
TOTALS			44	44	

ACHM PATCHING OF EXISTING SHOULDERS

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	250
TOTAL	250

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

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	250
TOTAL	250

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

ACHM CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

DESCRIPTION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	225	450
TOTALS	225	450

NOTE: QUANTITY IS ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECIFICATIONS.
BASIS OF ESTIMATE: ACHM CONCRETE PATCHING = 25 TON / MILE
TACK COAT = 50 GAL / MILE

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

BL	STATION	STATION	LOCATION	PORTLAND CEMENT CONCRETE PAVEMENT
				SQ. YD.
I-530 MEDIAN	414+75	416+75	R.M.L. FULL DEPTH RECON - ACCEL LANE AND TAPER	133.3
I-530 MEDIAN	505+00	507+75	L.M.L. FULL DEPTH RECON - ACCEL LANE AND TAPER	183.3
I-530 MEDIAN	509+94.84	526+44.81	R.M.L. FULL DEPTH RECON	5100.1
I-530 MEDIAN	509+98.49	526+48.52	L.M.L. FULL DEPTH RECON	5097.6
I-530 MEDIAN	528+25.00	530+75.00	R.M.L. FULL DEPTH RECON - ACCEL LANE AND TAPER	166.7
I-530 MEDIAN	595+66.44	620+06.60	R.M.L. FULL DEPTH RECON	6507.0
I-530 MEDIAN	620+04.60	630+14.44	R.M.L. FULL DEPTH RECON	2692.9
I-530 MEDIAN	615+13.00	615+42.00	L.M.L. FULL DEPTH RECON	77.3
I-530 MEDIAN	703+15.00	706+15.00	L.M.L. FULL DEPTH RECON - ACCEL LANE AND TAPER	200.0
I-530 MEDIAN	710+50.69	720+00.69	R.M.L. FULL DEPTH RECON	2533.3
I-530 MEDIAN	710+77.31	720+27.31	L.M.L. FULL DEPTH RECON	2936.3
I-530 MEDIAN	722+02.95	731+52.95	R.M.L. FULL DEPTH RECON	2956.1
I-530 MEDIAN	722+29.57	731+79.57	L.M.L. FULL DEPTH RECON	2533.3
SB LANES	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON	1565.0
SB LANES	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON	1166.0
NB LANES	822+03.50	827+69.95	R.M.L. FULL DEPTH RECON	1510.5
NB LANES	45+00.00	48+84.40	R.M.L. FULL DEPTH RECON	1025.1
SB LANES	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON - INTERIM SECTION	1174.2
SB LANES	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON - INTERIM SECTION	725.8
TOTALS				38283.8

COLD MILLING ASPHALT PAVEMENT

BL	STATION	STATION	LOCATION	LENGTH	WIDTH	COLD MILLING ASPHALT PAVEMENT
				LIN. FT.	FEET	SQ. YD.
			BINGHAM ROAD NB ENTRANCE RAMP	100.0	25	278
			PRATT ROAD NB EXIT RAMP	100.0	25	278
			PRATT ROAD NB ENTR RAMP	100.0	25	278
			SH 338 NB EXIT RAMP	100.0	25	278
			SH 338 NB ENTRANCE RAMP	100.0	25	278
			BINGHAM ROAD SB EXIT RAMP	100.0	25	278
			PRATT ROAD SB ENTRANCE RAMP	100.0	25	278
			PRATT ROAD SB EXIT RAMP	100.0	25	278
			SH 338 SB ENTRANCE RAMP	100.0	25	278
			SH 338 SB EXIT RAMP	100.0	25	278
MED	397+39.93	399+39.93	R.M.L. & SHOULDERS	200.0	38	845
MED	397+39.93	399+39.93	L.M.L. & SHOULDERS	200.0	38	845
TOTAL						4470

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	227	327

(2) QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13404 SHAHRIAR AZAD

03-14-2014

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BASE AND SURFACING - LANES ONLY (BOX 1 OF 2)

BL	STATION	STATION	LOCATION / DESCRIPTION	LENGTH	PORTLAND CEMENT CONCRETE PAVEMENT (9" U.T.)		ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1-1/2") LEVELING				ACHM BASE COURSE (1-1/2") NORMAL				ACHM BASE COURSE (1-1/2") TOTAL	TACK COAT 0.03 GAL. PER SQ. YD.			TACK COAT 0.10 GAL. PER SQ. YD.			TACK COAT TOTAL	AGGREGATE BASE COURSE (CLASS 7)	
					AVG. WIDTH	SQ. YD.	AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	PG 76-22	TOTAL WIDTH	SQ. YD.	GAL	TOTAL WIDTH	SQ. YD.	GAL	GAL	TON/STA.	TON
				FEET	FEET		FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	TON	FEET			FEET					
MED	397+39.93	399+39.93	L.M.L. BEGIN OF PROJECT	200.0			24.0	533.34	220.0	58.7																	24.0	533.34	53.4	53.4		
MED	399+39.93	406+89.93	L.M.L. BEGIN OF PROJECT	750.0			24.0	2000.00	632.5	632.5														43.2	3600.00	108.0	24.0	2000.00	200.0	308.0		
MED	406+89.93	410+25.01	L.M.L. REHAB - LANES ONLY	335.1			24.0	893.58	440.0	196.6	24.0	893.58	440.0	196.6	24.0	893.58	110.0	49.2	24.0	893.58	632.5	282.6	331.8	120.0	4467.87	134.1	24.0	893.58	89.4	223.5		
MED	410+25.01	413+99.20	L.M.L. REHAB - LANES & RAMP	376.0			37.1	1549.75	440.0	341.0	37.1	1549.75	440.0	341.0	37.1	1549.75	110.0	85.2	37.1	1549.75	632.5	490.1	575.3	185.5	7748.75	232.5	37.1	1549.75	155.0	387.5		
MED	413+99.20	498+55.40	L.M.L. REHAB - LANES ONLY	8456.2			24.0	22549.87	440.0	4961.0	24.0	22549.87	440.0	4961.0	24.0	22549.87	110.0	1240.3	24.0	22549.87	632.5	7131.4	8371.7	120.0	112749.34	3382.5	24.0	22549.87	2255.0	5637.5		
MED	498+55.40	501+55.40	L.M.L. REHAB - LANES ONLY	300.0			24.0	800.00	440.0	176.0	24.0	800.00	440.0	176.0	24.0	800.00	110.0	44.0	24.0	800.00	632.5	253.0	297.0	120.0	4000.00	120.0	24.0	800.00	80.0	200.0		
MED	498+55.40	501+55.40	L.M.L. FULL DEPTH RECON - TAPER - LANES ONLY	300.0			6.0	200.00	440.0	44.0	6.0	200.00	660.0	66.0					6.0	200.00	880.0	88.0	88.0	36.0	1200.00	36.0				36.0	23.38	70.1
MED	501+55.40	507+75.00	L.M.L. REHAB - LANES ONLY	619.6			24.0	1652.27	440.0	363.5	24.0	1652.27	440.0	363.5	24.0	1652.27	110.0	90.9	24.0	1652.27	632.5	522.5	613.4	120.0	8261.34	247.9	24.0	1652.27	165.3	413.2		
MED	501+55.40	507+75.00	L.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	619.6			12.0	826.14	440.0	181.8	12.0	826.14	660.0	272.6					12.0	826.14	880.0	363.5	363.5	72.0	4956.80	148.8				148.8	46.75	289.7
MED	507+75.00	509+98.49	L.M.L. REHAB - ACCEL LANE - LANES ONLY	223.5			36.0	893.96	440.0	196.7	36.0	893.96	440.0	196.7	36.0	893.96	110.0	49.2	36.0	893.96	605.0	270.4	319.6	180.0	4469.80	134.1	36.0	893.96	89.4	223.5		
MED	509+98.49	514+05.43	L.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	407.0			36.0	1627.80	440.0	358.1	36.0	1627.80	660.0	537.2					36.0	1627.80	880.0	716.2	716.2	216.0	9766.80	293.1				293.1	147.75	601.3
MED	514+05.43	515+00.88	L.M.L. FULL DEPTH RECON - LANES & RAMP	98.0			38.2	416.00	440.0	91.5	38.2	416.00	660.0	137.3					38.2	416.00	880.0	183.0	183.0	229.2	2495.99	74.9				74.9	147.75	144.8
MED	515+00.88	526+48.52	L.M.L. FULL DEPTH RECON - LANES ONLY	1147.6			26.0	3315.41	440.0	729.4	26.0	3315.41	660.0	1094.1					26.0	3315.41	880.0	1458.8	1458.8	156.0	19892.43	596.8				596.8	101.00	1159.1
MED	526+48.52	527+94.81	L.M.L. REHAB - LANES ONLY	146.3			24.0	390.14	440.0	85.8	24.0	390.14	440.0	85.8	24.0	390.14	110.0	21.5	24.0	390.14	632.5	123.4	144.9	120.0	1950.67	58.6	24.0	390.14	39.1	97.7		
MED	527+94.81	532+12.68	L.M.L. REHAB - LANES & RAMP	419.9			37.3	1740.05	440.0	382.8	37.3	1740.05	440.0	382.8	37.3	1740.05	110.0	95.7	37.3	1740.05	632.5	550.3	646.0	186.5	8700.23	261.1	37.3	1740.05	174.1	435.2		
MED	532+12.68	533+00.00	L.M.L. REHAB - LANES ONLY	87.3			24.0	232.86	440.0	51.2	24.0	232.86	440.0	51.2	24.0	232.86	110.0	12.8	24.0	232.86	632.5	73.7	86.5	120.0	1164.27	35.0	24.0	232.86	23.3	58.3		
MED	533+00.00	535+00.00	L.M.L. REHAB - TRANS - LANES ONLY	200.0			24.0	533.34	440.0	117.3	24.0	533.34	440.0	117.3	24.0	533.34	110.0	29.3	24.0	533.34	880.0	234.7	264.0	120.0	2666.67	80.1	24.0	533.34	53.4	133.5		
MED	535+00.00	537+00.00	L.M.L. REHAB - TRANS - LANES ONLY	200.0			24.0	533.34	440.0	117.3	24.0	533.34	440.0	117.3	24.0	533.34	110.0	29.3	24.0	533.34	550.0	146.7	176.0	120.0	2666.67	80.1	24.0	533.34	53.4	133.5	155.25	310.5
MED	537+00.00	548+00.00	L.M.L. REHAB - LANES ONLY	1100.0			26.0	3177.78	440.0	699.1	26.0	3177.78	440.0	699.1	26.0	3177.78	110.0	174.8	26.0	3177.78	550.0	873.9	1048.7	130.0	15888.89	476.7	26.0	3177.78	317.8	794.5	197.00	2167.0
MED	547+98.40	557+50.00	L.M.L. REHAB - LANES ONLY	951.6			26.0	2749.07	440.0	604.8	26.0	2749.07	440.0	604.8	26.0	2749.07	110.0	151.2	26.0	2749.07	550.0	756.0	907.2	130.0	13745.34	412.4	26.0	2749.07	275.0	687.4	197.00	1874.7
MED	557+50.00	560+00.00	L.M.L. REHAB - TRANS - LANES ONLY	250.0			24.0	666.67	440.0	146.7	24.0	666.67	440.0	146.7	24.0	666.67	110.0	36.7	24.0	666.67	550.0	183.3	220.0	120.0	3333.34	100.1	24.0	666.67	66.7	166.8	155.25	388.1
MED	560+00.00	562+50.00	L.M.L. REHAB - TRANS - LANES ONLY	250.0			24.0	666.67	440.0	146.7	24.0	666.67	440.0	146.7	24.0	666.67	110.0	36.7	24.0	666.67	880.0	293.3	330.0	120.0	3333.34	100.1	24.0	666.67	66.7	166.8		
MED	562+50.00	577+90.30	L.M.L. REHAB - LANES ONLY	1540.3			24.0	4107.47	440.0	903.7	24.0	4107.47	440.0	903.7	24.0	4107.47	110.0	225.9	24.0	4107.47	632.5	1299.0	1524.9	120.0	20537.34	616.2	24.0	4107.47	410.8	1027.0		
MED	577+92.40	615+13.00	L.M.L. REHAB - LANES ONLY	3720.6			24.0	9921.60	440.0	2182.8	24.0	9921.60	440.0	2182.8	24.0	9921.60	110.0	545.7	24.0	9921.60	632.5	3137.7	3683.4	120.0	49608.00	1488.3	24.0	9921.60	992.2	2480.5		
MED	615+13.00	615+42.00	L.M.L. FULL DEPTH RECON - LANES ONLY	29.0			26.0	83.78	440.0	18.4	26.0	83.78	660.0	27.7	26.0	83.78			26.0	83.78	880.0	36.9	36.9	156.0	502.67	15.1				15.1	101.00	29.3
MED	615+42.00	620+06.60	L.M.L. REHAB - LANES ONLY	464.6			24.0	1238.94	440.0	272.6	24.0	1238.94	440.0	272.6	24.0	1238.94	110.0	68.2	24.0	1238.94	632.5	391.8	460.0	120.0	6194.67	185.9	24.0	1238.94	123.9	309.8		
MED	620+04.60	661+75.30	L.M.L. REHAB - LANES ONLY	4170.7			24.0	11121.87	440.0	2446.8	24.0	11121.87	440.0	2446.8	24.0	11121.87	110.0	611.7	24.0	11121.87	632.5	3517.3	4129.0	120.0	55609.34	1668.3	24.0	11121.87	1112.2	2780.5		
MED	661+71.00	688+17.70	L.M.L. REHAB - SUPERELEVATION - LANES ONLY	2646.7			24.0	7057.87	440.0	1552.7	24.0	7057.87	440.0	1552.7					24.0	7057.87	550.0	1940.9	1940.9	120.0	35289.34	1058.7	24.0	7057.87	705.8	1764.5		
MED	688+17.70	700+34.57	L.M.L. REHAB - LANES ONLY	1216.9			24.0	3245.02	440.0	713.9	24.0	3245.02	440.0	713.9	24.0	3245.02	110.0	178.5	24.0	3245.02	632.5	1026.2	1204.7	120.0	16225.07	486.8	24.0	3245.02	324.6	811.4		
MED	700+34.57	703+34.57	L.M.L. REHAB - LANES ONLY	300.0			24.0	800.00	440.0	176.0	24.0	800.00	440.0	176.0	24.0	800.00	110.0	44.0	24.0	800.00	632.5	253.0	297.0	120.0	4000.00	120.0	24.0	800.00	80.0	200.0		
MED	700+34.57	703+34.57	L.M.L. FULL DEPTH RECON - TAPER - LANES ONLY	300.0			6.0	200.00	440.0	44.0	6.0	200.00	660.0	66.0					6.0	200.00	880.0	88.0	88.0	36.0	1200.00	36.0				36.0	23.38	70.1
MED	703+34.57	706+15.00	L.M.L. REHAB - LANES ONLY	280.4			24.0	747.82	440.0	164.5	24.0	747.82	440.0	164.5	24.0	747.82	110.0	41.1	24.0	747.82	632.5	236.5	277.6	120.0	3739.07	112.2	24.0	747.82	74.8	187.0		
MED	703+34.57	706+15.00	L.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	280.4			12.0	373.91	440.0	82.3	12.0	373.91	660.0	123.4					12.0	373.91	880.0	164.5	164.5	72.0	2243.44	67.4				67.4	46.75	131.1
MED	706+15.00	710+77.31	L.M.L. REHAB - ACCEL LANE - LANES ONLY	462.3			36.0	1849.24	440.0	406.8	36.0	1849.24	440.0	406.8	36.0	1849.24	110.0	101.7	36.0	1849.24	605.0	559.4	661.1	180.0	9246.20	277.4	36.0	1849.24	185.0	462.4		
MED	710+77.31	710+88.50	L.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	11.2			36.0	44.80	440.0	9.9	36.0	44.80	660.0	14.8					36.0	44.80	880.0	19.7	19.7	216.0	268.80	8.1				8.1	147.75	16.5
MED	710+88.50	713+32.62	L.M.L. FULL DEPTH RECON - LANES & RAMP	245.3			38.2	1041.17	440.0	229.1	38.2	1041.17	660.0	343.6					38.2	1041.17	880.0	458.1	458.1	229.2	6246.98	187.5				187.5	147.75	362.4
MED	713+32.62	720+27.31	L.M.L. FULL DEPTH RECON - LANES ONLY	694.7			26.0	2006.92	440.0	441.5	26.0	2006.92	660.0	662.3					26.0	2006.92	880.0	883.1	883.1	156.0	12041.47	361.3				361.3	101.00	701.6
MED	722+29.57	731+79.57	L.M.L. FULL DEPTH RECON - LANES ONLY	950.0			26.0	2744.45	440.0	603.8	26.0	2744.45	660.0	905.7					26.0	2744.45	880.0	1207.6	1207.6	156.0	16466.67	494.1				494.1	101.00	959.5
MED	731+79.57	733+27.02	L.M.L. REHAB - LANES ONLY	147.5			24.0	393.20	440.0	86.5	24.0	393.20	440.0	86.5	24.0	393.20	110.0	21.6	24.0	393.20	632.5	124.4	146.0	120.0	1966.00	59.0	24.0	393.20	39.4	98.4		
MED	733+27.02	736+83.44	L.M.L. REHAB - LANES & RAMP	356.4			37.4	1482.32	440.0	326.1	37.4	1482.32	440.0	326.1	37.4	1482.32	110.0	81.5	37.4	1482.32	632.5	468.8	550.3	187.2	7411.56	222.4	37.4	1482.32	148.3	370.7		
MED	736+83.44	755+28.40	L.M.L. REHAB - LANES ONLY	1845.0			24.0	4919.90	440.0	1082.4	24.0	4919.90	440.0	1082.4	24.0	4919.90	110.0	270.6	24.0	4919.90	632.5	1555.9	1826.5	120.0	24599.47	738.0	24.0	4919.90	492.0	1230.0		
MED	755+28.40	766+23.40	L.M.L. REHAB - SUPERELEVATION - LANES ONLY	1095.0			24.0	2920.00	440.0	642.4	24.0	2920.00	440.0	642.4					24.0	2920.00	550.0	803.0	803.0	120.0	14600.00	438.0	24.0	2920.00	292.0	730.0		
MED	762+43.40	797+44.37	L.M.L. REHAB - LANES ONLY	3501.0			24.0	9335.92	440.0	2053.9	24.0	9335.92	440.0	2053.9	24.0	9335.92	110.0	513.5	24.0	9335.92	632.5	2952.5	3466.0	120.0	46679.60	1400.4	24.0	9335.92	933.6	2334.0		
MED	797+44.37	805+84.37	L.M.L. REHAB - TAPER - LANES ONLY	840.0			30.0	2800.00	440.0	616.0	30.0	2800.00	440.0	616.0	30.0	2800.00	110.0	154.0	30.0	2800.00	616.0	862.4	1016.4	150.0	14000.00	420.0	30.0	2800.00	280.0	700.0		
MED	805+84.37	810+01.70	L.M.L. REHAB - ACCEL LANE - LANES ONLY	417.3			36.0	1669.36	440.0	367.3	36.0	1669.36	440.0	367.3	36.0	1669.36	110.0	91.8	36.0	1669.36	605.0	505.0	596.8	180.0	8346.80	250.5	36.0	1669.36	167.0	417.5		
MED	810+00.00	815+71.20	L.M.L. REHAB - ACCEL LANE - LANES ONLY	571.2			36.0	2284.80	440.0	502.7	36.0	2284.80	440.0	502.7	36.0	2284.80	110.0	125.7	36.0	2284.80	605.0	691.2	816.9	180.0	11424.00	342.8	36.0	2284.80	228.5	571.3		
SB	815+71.20	821+97.26	L.M.L. REHAB - ACCEL LANE - LANES ONLY	626.1			36.0	2504.24	440.0	550.9	36.0	2504.24	440.0	550.9	36.0	2504.24	110.0	137.7	36.0	2504.24	605.0	757.5	895.2	180.0	12521.20	375.7	36.0	2504.24	250.5	626.2		
SB	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON - ACCEL LANE	587.1			36.0	2348.48	440.0	516.7	36.0	2348.48	660.0	775.0					36.0	2348.48	880.0	1033.3	1033.3	216.0	14090.88	422.8				422.8	147.75	867.5
SB	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON - ACCEL LANE	362.9			36.0	1451.56	440.0	319.4	36.0	1451.56	660.0	479.0					36.0	1451.56	880.0	638.7	638.7	216.0	8709.36	261.3				261.3	147.75	536.2
MED	797+44.37	805+84.37	L.M.L. INTERIM SECTION - TAPER	840.0	6.0	560.0	6.0	560.00	385.0	107.8														6.0	560.00	16.8				16.8	23.38	196.4
MED	805+84.37	810+01.70	L.M.L. INTERIM SECTION	417.3	12.0	556.5	12.0	556.46	385.0	107.1														12.0	556.46	16.7				16.7	46.75	195.1
MED	810+00.00	815+71.20	L.M.L. INTERIM SECTION	571.2	12.0	761.6	12.0	761.60	385.0	146.6														12.0	761.60	22.9				22.9	46.75	267.0
SB	815+71.20	827+84.37	L.M.L. INTERIM SECTION	1213.2	12.0	1617.6	12.0	1617.56	385.0	311.4														12.0	1617.56	48.6				48.6	46.75	567.2
SB	45+00.00	48+62.89	L.M.L. INTERIM SECTION	362.9	12.0	483.9	12.0	483.86	385.0	93.2														12.0	483.86	14.6				14.6	46.75	169.7
			SUBTOTALS THIS SHEET:			3979.6		130622.16		28761.7		124109.34		29139.2		97534.83		5360.0		124109.34		40607.2	45967.2		644805.95	19346.7		109962.26	10997.6	30344.3		12074.9

BASIS OF ESTIMATE:
ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	228	327
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAR
03-14-2014

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

BL	STATION	STATION	LOCATION / DESCRIPTION	LENGTH	PORTLAND CEMENT CONCRETE PAVEMENT (9" U.T.)		ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1-1/2")									TACK COAT							AGGREGATE BASE COURSE (CLASS 7)	
															LEVELING				NORMAL				TOTAL	0.03 GAL. PER SQ. YD.			0.10 GAL. PER SQ. YD.			TOTAL		
					AVG. WIDTH	SQ. YD.	AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	PG 76-22	TOTAL WIDTH	SQ. YD.	GAL	TOTAL WIDTH	SQ. YD.	GAL	GAL	TON/STA.	TON
				FEET	FEET		FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	TON	FEET			FEET					
MED	397+39.93	399+39.93	R.M.L. BEGIN OF PROJECT	200.0			24.0	533.34	220.0	58.7																	24.0	533.34	53.4	53.4		
MED	399+39.93	406+89.93	R.M.L. BEGIN OF PROJECT	750.0			24.0	2000.00	632.5	632.5														43.2	3600.00	108.0	24.0	2000.00	200.0	308.0		
MED	406+89.93	407+14.38	R.M.L. REHAB - LANES ONLY	24.5			24.0	65.20	440.0	14.4	24.0	65.20	440.0	14.4	24.0	65.20	110.0	3.6	24.0	65.20	632.5	20.6	24.2	120.0	326.00	9.8	24.0	65.20	6.6	16.4		
MED	407+14.38	410+43.44	R.M.L. REHAB - LANES & RAMP	330.2			38.5	1412.44	440.0	310.7	38.5	1412.44	440.0	310.7	38.5	1412.44	110.0	77.7	38.5	1412.44	632.5	446.7	524.4	192.5	7062.19	211.9	38.5	1412.44	141.3	353.2		
MED	410+43.44	414+75.00	R.M.L. REHAB - ACCEL LANE - LANES ONLY	431.6			36.0	1726.24	440.0	379.8	36.0	1726.24	440.0	379.8	36.0	1726.24	110.0	95.0	36.0	1726.24	605.0	522.2	617.2	180.0	8631.20	259.0	36.0	1726.24	172.7	431.7		
MED	414+75.00	420+61.72	R.M.L. REHAB - LANES ONLY	586.7			24.0	1564.62	440.0	344.2	24.0	1564.62	440.0	344.2	24.0	1564.62	110.0	86.1	24.0	1564.62	632.5	494.8	580.9	120.0	7823.07	234.7	24.0	1564.62	156.5	391.2		
MED	414+75.00	420+61.72	R.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	586.7			12.0	782.31	440.0	172.1	12.0	782.31	660.0	258.2					12.0	782.31	880.0	344.2	344.2	72.0	4693.84	140.9				140.9	46.75	274.3
MED	420+61.72	423+61.72	R.M.L. REHAB - LANES ONLY	300.0			24.0	800.00	440.0	176.0	24.0	800.00	440.0	176.0	24.0	800.00	110.0	44.0	24.0	800.00	632.5	253.0	297.0	120.0	4000.00	120.0	24.0	800.00	80.0	200.0		
MED	420+61.72	423+61.72	R.M.L. FULL DEPTH RECON - TAPER - LANES ONLY	300.0			6.0	200.00	440.0	44.0	6.0	200.00	660.0	66.0					6.0	200.00	880.0	88.0	88.0	36.0	1200.00	36.0				36.0	23.38	70.1
MED	423+61.72	504+77.73	R.M.L. REHAB - LANES ONLY	8116.0			24.0	21642.70	440.0	4761.4	24.0	21642.70	440.0	4761.4	24.0	21642.70	110.0	1190.4	24.0	21642.70	632.5	6844.5	8034.9	120.0	108213.47	3246.5	24.0	21642.70	2164.3	5410.8		
MED	504+77.73	508+51.96	R.M.L. REHAB - LANES & RAMP	376.0			37.1	1549.96	440.0	341.0	37.1	1549.96	440.0	341.0	37.1	1549.96	110.0	85.3	37.1	1549.96	632.5	490.2	575.5	185.5	7749.78	232.5	37.1	1549.96	155.0	387.5		
MED	508+51.96	509+94.84	R.M.L. REHAB - LANES ONLY	142.9			24.0	381.02	440.0	83.8	24.0	381.02	440.0	83.8	24.0	381.02	110.0	21.0	24.0	381.02	632.5	120.5	141.5	120.0	1905.07	57.2	24.0	381.02	38.2	95.4		
MED	509+94.84	521+40.69	R.M.L. FULL DEPTH RECON - LANES ONLY	1145.9			26.0	3310.27	440.0	728.3	26.0	3310.27	660.0	1092.4					26.0	3310.27	880.0	1456.5	1456.5	156.0	19861.58	595.9				595.9	101.00	1157.3
MED	521+40.69	522+36.06	R.M.L. FULL DEPTH RECON - LANES & RAMP	98.1			38.2	416.38	440.0	91.6	38.2	416.38	660.0	137.4					38.2	416.38	880.0	183.2	183.2	229.2	2498.28	75.0				75.0	147.75	144.9
MED	522+36.06	526+44.81	R.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	408.8			36.0	1635.00	440.0	359.7	36.0	1635.00	660.0	539.6					36.0	1635.00	880.0	719.4	719.4	216.0	9810.00	294.3				294.3	147.75	603.9
MED	526+44.81	528+25.00	R.M.L. REHAB - ACCEL LANE - LANES ONLY	180.2			36.0	720.80	440.0	158.6	36.0	720.80	440.0	158.6	36.0	720.80	110.0	39.7	36.0	720.80	605.0	218.1	257.8	180.0	3604.00	108.2	36.0	720.80	72.1	180.3		
MED	528+25.00	533+00.00	R.M.L. REHAB - LANES ONLY	475.0			24.0	1266.67	440.0	278.7	24.0	1266.67	440.0	278.7	24.0	1266.67	110.0	69.7	24.0	1266.67	632.5	400.6	470.3	120.0	6333.34	190.1	24.0	1266.67	126.7	316.8		
MED	528+25.00	533+00.00	R.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	475.0			12.0	633.34	440.0	139.3	12.0	633.34	660.0	209.0					12.0	633.34	880.0	278.7	278.7	72.0	3800.00	114.0				114.0	46.75	222.1
MED	533+00.00	534+86.09	R.M.L. REHAB - TRANS - LANES ONLY	186.1			24.0	496.24	440.0	109.2	24.0	496.24	440.0	109.2	24.0	496.24	110.0	27.3	24.0	496.24	880.0	218.4	245.7	120.0	2481.20	74.5	24.0	496.24	49.7	124.2		
MED	533+00.00	534+86.09	R.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	186.1			12.0	248.12	440.0	54.6	12.0	248.12	660.0	81.9					12.0	248.12	880.0	109.2	109.2	72.0	1488.72	44.7				44.7	46.75	87.0
MED	534+86.09	535+00.00	R.M.L. REHAB - TRANS - LANES ONLY	13.9			24.0	37.12	440.0	8.2	24.0	37.12	440.0	8.2	24.0	37.12	110.0	2.1	24.0	37.12	880.0	16.3	18.4	120.0	185.60	5.6	24.0	37.12	3.8	9.4		
MED	534+86.09	535+00.00	R.M.L. FULL DEPTH RECON - TAPER - LANES ONLY	13.9			6.0	9.28	440.0	2.1	6.0	9.28	660.0	3.1					6.0	9.28	880.0	4.1	4.1	36.0	55.68	1.7				1.7	23.38	3.3
MED	535+00.00	537+00.00	R.M.L. REHAB - TRANS - LANES ONLY	200.0			24.0	533.34	440.0	117.3	24.0	533.34	440.0	117.3	24.0	533.34	110.0	29.3	24.0	533.34	550.0	146.7	176.0	120.0	2666.67	80.1	24.0	533.34	53.4	133.5	155.25	310.5
MED	535+00.00	537+00.00	R.M.L. FULL DEPTH RECON - TAPER - LANES ONLY	200.0			6.0	133.34	440.0	29.3	6.0	133.34	660.0	44.0					6.0	133.34	880.0	58.7	58.7	36.0	800.00	24.0				24.0	23.38	46.8
MED	537+00.00	537+86.09	R.M.L. REHAB - LANES ONLY	86.1			26.0	248.71	440.0	54.7	26.0	248.71	440.0	54.7	26.0	248.71	110.0	13.7	26.0	248.71	550.0	68.4	82.1	130.0	1243.53	37.4	26.0	248.71	24.9	62.3	197.00	169.6
MED	537+00.00	537+86.09	R.M.L. FULL DEPTH RECON - TAPER - LANES ONLY	86.1			6.0	57.40	440.0	12.6	6.0	57.40	660.0	19.0					6.0	57.40	880.0	25.3	25.3	36.0	344.36	10.4				10.4	23.38	20.1
MED	537+86.09	548+00.00	R.M.L. REHAB - LANES ONLY	1013.9			26.0	2929.08	440.0	644.4	26.0	2929.08	440.0	644.4	26.0	2929.08	110.0	161.1	26.0	2929.08	550.0	805.5	966.6	130.0	14645.37	439.4	26.0	2929.08	293.0	732.4	197.00	1997.4
MED	547+98.40	557+50.00	R.M.L. REHAB - LANES ONLY	951.6			26.0	2749.07	440.0	604.8	26.0	2749.07	440.0	604.8	26.0	2749.07	110.0	151.2	26.0	2749.07	550.0	756.0	907.2	130.0	13745.34	412.4	26.0	2749.07	275.0	687.4	197.00	1874.7
MED	557+50.00	560+00.00	R.M.L. REHAB - TRANS - LANES ONLY	250.0			24.0	666.67	440.0	146.7	24.0	666.67	440.0	146.7	24.0	666.67	110.0	36.7	24.0	666.67	550.0	183.3	220.0	120.0	3333.34	100.1	24.0	666.67	66.7	166.8	155.25	388.1
MED	560+00.00	562+50.00	R.M.L. REHAB - TRANS - LANES ONLY	250.0			24.0	666.67	440.0	146.7	24.0	666.67	440.0	146.7	24.0	666.67	110.0	36.7	24.0	666.67	880.0	293.3	330.0	120.0	3333.34	100.1	24.0	666.67	66.7	166.8		
MED	562+50.00	577+90.30	R.M.L. REHAB - LANES ONLY	1540.3			24.0	4107.47	440.0	903.7	24.0	4107.47	440.0	903.7	24.0	4107.47	110.0	225.9	24.0	4107.47	632.5	1299.0	1524.9	120.0	20537.34	616.2	24.0	4107.47	410.8	1027.0		
MED	577+92.40	595+66.44	R.M.L. REHAB - LANES ONLY	1774.0			24.0	4730.78	440.0	1040.8	24.0	4730.78	440.0	1040.8	24.0	4730.78	110.0	260.2	24.0	4730.78	632.5	1496.1	1756.3	120.0	23653.87	709.7	24.0	4730.78	473.1	1182.8		
MED	595+66.44	620+06.60	R.M.L. FULL DEPTH RECON - LANES ONLY	2440.2			26.0	7049.36	440.0	1550.9	26.0	7049.36	660.0	2326.3					26.0	7049.36	880.0	3101.7	3101.7	156.0	42296.11	1268.9				1268.9	101.00	2464.6
MED	620+04.60	630+14.44	R.M.L. FULL DEPTH RECON - LANES ONLY	1009.8			26.0	2917.32	440.0	641.8	26.0	2917.32	660.0	962.7					26.0	2917.32	880.0	1283.6	1283.6	156.0	17503.90	525.2				525.2	101.00	1019.9
MED	630+14.44	661+75.30	R.M.L. REHAB - LANES ONLY	3160.9			24.0	8428.96	440.0	1854.4	24.0	8428.96	440.0	1854.4	24.0	8428.96	110.0	463.6	24.0	8428.96	632.5	2665.7	3129.3	120.0	42144.80	1264.4	24.0	8428.96	842.9	2107.3		
MED	661+71.00	688+17.70	R.M.L. REHAB SUPERELEVATION - LANES ONLY	2646.7			24.0	7057.87	440.0	1552.7	24.0	7057.87	440.0	1552.7					24.0	7057.87	550.0	1940.9	1940.9	120.0	35289.34	1058.7	24.0	7057.87	705.8	1764.5		
MED	688+17.70	707+77.96	R.M.L. REHAB - LANES ONLY	1960.3			24.0	5227.39	440.0	1150.0	24.0	5227.39	440.0	1150.0	24.0	5227.39	110.0	287.5	24.0	5227.39	632.5	1653.2	1940.7	120.0	26136.94	784.2	24.0	5227.39	522.8	1307.0		
MED	707+77.96	710+50.69	R.M.L. REHAB - LANES & RAMP	274.0			36.4	1108.10	440.0	243.8	36.4	1108.10	440.0	243.8	36.4	1108.10	110.0	61.0	36.4	1108.10	632.5	350.4	411.4	182.0	5540.49	166.3	36.4	1108.10	110.9	277.2		
MED	710+50.69	711+34.26	R.M.L. FULL DEPTH RECON - LANES & RAMP	84.0			38.9	362.99	440.0	79.9	38.9	139.98	660.0	46.2					38.9	362.99	880.0	159.7	159.7	233.4	2177.89	65.4				65.4	147.75	124.1
MED	711+34.26	720+00.69	R.M.L. FULL DEPTH RECON - LANES ONLY	866.4			26.0	2503.05	440.0	550.7	26.0	2503.05	660.0	826.0					26.0	2503.05	880.0	1101.4	1101.4	156.0	15018.30	450.6				450.6	101.00	875.1
MED	722+02.95	728+82.71	R.M.L. FULL DEPTH RECON - LANES ONLY	679.8			26.0	1963.78	440.0	432.0	26.0	1963.78	660.0	648.1					26.0	1963.78	880.0	864.1	864.1	156.0	11782.68	353.5				353.5	101.00	686.6
MED	728+82.71	731+25.95	R.M.L. FULL DEPTH RECON - LANES & RAMP	243.2			38.2	1032.42	440.0	227.1	38.2	1032.42	660.0	340.7					38.2	1032.42	880.0	454.3	454.3	229.2	6194.52	185.9				185.9	147.75	359.4
MED	731+25.95	731+52.95	R.M.L. FULL DEPTH RECON - ACCEL LANE - LANES ONLY	27.0			36.0	108.00	440.0	23.8	36.0	108.00	660.0	35.6					36.0	108.00	880.0	47.5	47.5	216.0	648.00	19.5				19.5	101.00	27.3
MED	731+52.95	755+28.40	R.M.L. REHAB - ACCEL LANE - LANES ONLY	2375.5			36.0	9501.80	440.0	2090.4	36.0	9501.80	440.0	2090.4	36.0	9501.80	110.0	522.6	36.0	9501.80	605.0	2874.3	3396.9	180.0	47509.00	1425.3	36.0	9501.80	950.2	2375.5		
MED	755+28.40	766+23.40	R.M.L. REHAB - SUPERELEVATION - ACCEL LANE - LANES ONLY	1095.0			36.0	4380.00	440.0	963.6	36.0	4380.00	440.0	963.6					36.0	4380.00	550.0	1204.5	1204.5	180.0	21900.00	657.0	36.0	4380.00	438.0	1095.0		
MED	762+43.40	762+50.00	R.M.L. REHAB - ACCEL LANE - LANES ONLY	6.6			36.0	26.44	440.0	5.8	36.0	26.44	440.0	5.8	36.0	26.44	110.0	1.5	36.0	26.44	605.0	8.0	9.5	180.0	132.20	4.0	36.0	26.44	2.7	6.7		
MED	762+50.00	765+50.00	R.M.L. REHAB - TAPER - LANES ONLY	300.0			30.0	1000.00	440.0	220.0	30.0	1000.00	440.0	220.0	30.0	1000.00	110.0	55.0	30.0	1000.00	616.0	308.0	363.0	150.0	5000.00	150.0	30.0	1000.00	100.0	250.0		
MED	765+50.00	810+01.70	R.M.L. REHAB - LANES ONLY	4451.7			24.0	11871.20	440.0	2611.7	24.0	11871.20	440.0	2611.7	24.0	11871.20	110.0	652.9	24.0	11871.20	632.5	3754.3	4407.2	120.0	59356.00	1780.7	24.0	11871.20	1187.2	2967.9		
MED	810+00.00	811+58.50	R.M.L. REHAB - LANES ONLY	158.5			24.0	422.67	440.0	93.0	24.0	422.67	440.0	93.0	24.0	422.67	110.0	23.3	24.0	422.67	632.5	133.7	157.0	120.0	2113.34	63.5	24.0	422.67	42.3	105.8		
NB	811+58.50	822+03.50	R.M.L. REHAB - LANES ONLY	1045.0			24.0	2786.67	440.0	613.1	24.0	2786.67	440.0	613.1	24.0	2786.67	110.0	153.3	24.0	2786.67	632.5	881.3	1034.6	120.0	13933.34	418.1	24.0	2786.67	278.7	696.8		
NB	822+03.50	827+69.95	R.M.L. FULL DEPTH RECON - LANES ONLY	566.5			26.0	1636.42	440.0	360.0	26.0	1636.42	660.0	540.0					26.0	1636.42	880.0	720.0	720.0	156.0	9818.47	294.6				294.6	101.00	572.1
NB	45+00.00	48+84.40	R.M.L. FULL DEPTH RECON - LANES ONLY	384.4			26.0	1110.49	440.0	244.3	26.0	1110.49	660.0	366.5					26.0	1110.49	880.0	488.6	488.6	156.0	6662.94	199.9				199.9	101.00	388.2
SUBTOTALS THIS SHEET:						0		128748.51		28458.9		125992.16		30566.3		88668.03		4877.4		126215.17		42356.7	47234.1		660784.44	19826.0		102639.24	10265.4	30091.4		13887.4
TOTALS						3979.6		259370.67		57220.6		250101.50		59705.5		186202.86		10237.4		250324.51		82963.9	93201.3		1305590.39	39172.7		212601.50	21263.0	60435.7		25962.3

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2")- MINERAL AGGREGATE = 96.2% ASPHALT BINDER (PG 76-22)= 3.8%
ACHM BINDER COURSE (1")- MINERAL AGGREGATE = 95.7% ASPHALT BINDER (PG 76-22)= 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9% ASPHALT BINDER (PG 76-22)= 5.1%
Nmax = 205 (PG 76-22)

QUANTITIES

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STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 03-14-2014

BASE AND SURFACING - SHOULDERS (BOX 1 OF 4)

BL	STATION	STATION	LOCATION / DESCRIPTION	LENGTH	PORTLAND CEMENT CONCRETE PAVEMENT (9" U.T.) AVG. WIDTH	PCC SQ. YD.	ACHM SURFACE COURSE (1/2") AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	ACHM BINDER COURSE (1") AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	ACHM BASE COURSE (1-1/2") LEVELING AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	NORMAL AVG. WIDTH	SQ. YD.	LBS. PER	PG 76-22	TOTAL PG 76-22	TACK COAT 0.03 GAL. PER SQ. YD. TOTAL WIDTH	SQ. YD.	GAL	0.10 GAL. PER SQ. YD. TOTAL WIDTH	SQ. YD.	GAL	TOTAL GAL	AGGREGATE BASE COURSE (CLASS 7) TON/STA.	TON	AGGREGATE BASE COURSE (CLASS 1) TON/STA.	TON	RUMBLE STRIPS ASPHALT LIN.FT.
				FEET	FEET		FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	TON	FEET			FEET								
MED	397+39.93	399+39.93	L.M.L. BEGIN OF PROJECT - LT. SHLD.	200.0			10.2	226.67	220.0	24.9																	24.0	533.34	53.4	53.4					200
MED	397+39.93	399+39.93	L.M.L. BEGIN OF PROJECT - RT. SHLD.	200.0			4.2	93.34	220.0	10.3																	24.0	533.34	53.4	53.4					200
MED	399+39.93	406+89.93	L.M.L. BEGIN OF PROJECT - LT. SHLD.	750.0			10.2	850.00	632.5	268.8														18.0	1500.00	45.0	24.0	2000.00	200.0	245.0					750
MED	399+39.93	406+89.93	L.M.L. BEGIN OF PROJECT - RT. SHLD.	750.0			4.2	350.00	632.5	110.7														7.2	600.00	18.0	24.0	2000.00	200.0	218.0					750
MED	406+89.93	410+25.01	L.M.L. REHAB - LT. SHLD.	335.1			10.2	379.77	440.0	83.6	10.52	391.69	440.0	86.2	10.92	406.58	110.0	22.4	10.92	406.58	550.0	111.8	134.2	52.7	1961.40	58.9	11.1	414.77	41.5	100.4			23.75	79.6	335
MED	406+89.93	410+25.01	L.M.L. REHAB - RT. SHLD.	335.1			4.2	156.38	440.0	34.4	4.52	168.29	440.0	37.0	4.98	185.42	110.0	10.2	4.98	185.42	715.0	66.3	76.5	22.7	846.67	25.5	5.3	195.85	19.6	45.1			70.50	236.2	335
MED	410+25.01	413+99.20	L.M.L. REHAB - RAMP - LT. SHLD.	376.0			6.2	258.99	440.0	57.0	6.52	272.36	440.0	59.9	6.92	289.07	110.0	15.9	6.92	289.07	550.0	79.5	95.4	32.7	1365.12	41.0	7.1	298.26	29.9	70.9			23.75	89.3	376
MED	410+25.01	413+99.20	L.M.L. REHAB - RAMP - RT. SHLD.	376.0			4.2	175.45	440.0	38.6	4.52	188.82	440.0	41.6	4.98	208.03	110.0	11.5	4.98	208.03	715.0	74.4	85.9	22.7	949.91	28.5	5.3	219.73	22.0	50.5			70.50	265.0	376
			RAMP GORE AREA - BINGHAM ROAD SB EXIT RAMP	252.8			11.6	324.99	440.0	71.5	11.57	324.99	440.0	71.5	11.57	324.99	110.0	17.9	11.57	324.99	550.0	89.4	107.3	57.9	1624.95	48.8	11.6	324.99	32.5	81.3					
MED	413+99.20	498+55.40	L.M.L. REHAB - LT. SHLD.	8456.2			10.2	9583.70	440.0	2108.4	10.52	9884.36	440.0	2174.6	10.92	10260.19	110.0	564.3	10.92	10260.19	550.0	2821.6	3385.9	52.7	49496.96	1485.0	11.1	10466.90	1046.7	2531.7			23.75	2008.3	8456
MED	413+99.20	498+55.40	L.M.L. REHAB - RT. SHLD.	8456.2			4.2	3946.23	440.0	868.2	4.52	4246.90	440.0	934.3	4.98	4679.10	110.0	257.4	4.98	4679.10	715.0	1672.8	1930.2	22.7	21366.00	641.0	5.3	4942.18	494.3	1135.3			70.50	5961.6	8456
MED	498+55.40	499+55.28	L.M.L. FULL DEPTH RECON - TAPER - LT. SHLD.	99.9			8.2	91.01	440.0	20.0	8.61	95.56	660.0	31.5					9.14	101.44	880.0	44.6	44.6	52.4	581.42	17.5				17.5	30.50	30.5	63.75	63.7	100
MED	498+55.40	499+55.28	L.M.L. REHAB - RT. SHLD.	99.9			4.2	46.62	440.0	10.3	4.52	50.17	440.0	11.0	4.98	55.27	110.0	3.0	4.98	55.27	715.0	19.8	22.8	22.7	252.37	7.6	5.3	58.38	5.9	13.5			70.50	70.4	100
MED	499+55.28	501+55.28	L.M.L. FULL DEPTH RECON - TAPER - LT. SHLD.	200.0			6.2	137.78	440.0	30.3	6.61	146.89	660.0	48.5					7.22	160.45	880.0	70.6	70.6	40.4	897.56	27.0				27.0	25.50	51.0	63.75	127.5	200
MED	499+55.28	501+55.28	L.M.L. REHAB - RT. SHLD.	200.0			4.2	93.34	440.0	20.5	4.52	100.45	440.0	22.1	4.98	110.67	110.0	6.1	4.98	110.67	715.0	39.6	45.7	22.7	505.34	15.2	5.3	116.89	11.7	26.9			70.50	141.0	200
MED	501+55.28	507+75.00	L.M.L. FULL DEPTH RECON - ACCEL LANE - LT. SHLD.	619.7			6.2	426.93	440.0	93.9	6.61	455.16	660.0	150.2					7.22	497.17	880.0	218.8	218.8	40.4	2781.22	83.5				83.5	25.50	158.0	63.75	395.1	620
MED	501+55.28	507+75.00	L.M.L. REHAB - RT. SHLD.	619.7			4.2	289.21	440.0	63.6	4.52	311.25	440.0	68.5	4.98	342.92	110.0	18.9	4.98	342.92	715.0	122.6	141.5	22.7	1565.86	47.0	5.3	362.20	36.3	83.3			70.50	436.9	620
MED	507+75.00	509+98.49	L.M.L. REHAB - ACCEL LANE - LT. SHLD.	223.5			6.2	153.96	440.0	33.9	6.52	161.91	440.0	35.6	6.92	171.84	110.0	9.5	6.92	171.84	550.0	47.3	56.8	32.7	811.52	24.4	7.1	177.31	17.8	42.2			23.75	53.1	223
MED	507+75.00	509+98.49	L.M.L. REHAB - ACCEL LANE - RT. SHLD.	223.5			4.2	104.30	440.0	23.0	4.52	112.25	440.0	24.7	4.98	123.67	110.0	6.8	4.98	123.67	715.0	44.2	51.0	22.7	564.69	17.0	5.3	130.62	13.1	30.1			70.50	157.6	223
MED	509+98.49	514+05.43	L.M.L. FULL DEPTH RECON - ACCEL LANE - LT. SHLD.	407.0			6.2	280.35	440.0	61.7	6.61	298.89	660.0	98.6					7.22	326.47	880.0	143.7	143.7	40.4	1826.31	54.8				54.8	25.50	103.8	63.75	259.4	407
MED	509+98.49	514+05.43	L.M.L. FULL DEPTH RECON - ACCEL LANE - RT. SHLD.	407.0			4.2	189.91	440.0	41.8	4.61	208.45	660.0	68.8					5.22	236.04	880.0	103.9	103.9	28.4	1283.71	38.6				38.6	19.75	80.4	90.00	366.3	407
MED	514+05.43	515+00.88	L.M.L. FULL DEPTH RECON - RAMP - LT. SHLD.	98.1			6.2	67.59	440.0	14.9	6.61	72.06	660.0	23.8					7.22	78.71	880.0	34.6	34.6	40.4	440.30	13.3				13.3	25.50	25.0	63.75	62.5	98
MED	514+05.43	515+00.88	L.M.L. FULL DEPTH RECON - RAMP - RT. SHLD.	98.1			4.2	45.79	440.0	10.1	4.61	50.26	660.0	16.6					5.22	56.91	880.0	25.1	25.1	28.4	309.49	9.3				9.3	19.75	19.4	90.00	88.3	98
			RAMP GORE AREA - PRATT ROAD SB ENTRANCE RAMP	57.0			7.3	46.45	440.0	10.2	7.33	46.45	660.0	15.3					7.33	46.45	880.0	20.4	20.4	44.0	278.70	8.4				8.4	28.50	16.3			
MED	515+00.88	526+48.52	L.M.L. FULL DEPTH RECON - LT. SHLD.	1147.6			8.2	1045.63	440.0	230.0	8.61	1097.91	660.0	362.3					9.14	1165.50	880.0	512.8	512.8	52.4	6680.54	200.5				200.5	30.50	350.0	60.75	697.2	1148
MED	515+00.88	526+48.52	L.M.L. FULL DEPTH RECON - RT. SHLD.	1147.6			4.2	535.57	440.0	117.8	4.61	587.85	660.0	194.0					5.22	665.64	880.0	292.9	292.9	28.4	3620.17	108.7				108.7	19.75	226.7	90.00	1032.9	1148
MED	526+48.52	527+94.81	L.M.L. REHAB - LT. SHLD.	146.3			10.2	165.81	440.0	36.5	10.52	171.01	440.0	37.6	10.92	177.52	110.0	9.8	10.92	177.52	550.0	48.8	58.6	52.7	856.35	25.7	11.1	181.09	18.2	43.9			23.75	34.7	146
MED	526+48.52	527+94.81	L.M.L. REHAB - RT. SHLD.	146.3			4.2	68.28	440.0	15.0	4.52	73.48	440.0	16.2	4.98	80.96	110.0	4.5	4.98	80.96	715.0	29.0	33.5	22.7	369.66	11.1	5.3	85.51	8.6	19.7			70.50	103.1	146
MED	527+94.81	532+12.68	L.M.L. REHAB - RAMP - LT. SHLD.	419.9			6.2	289.23	440.0	63.6	6.52	304.16	440.0	66.9	6.92	322.82	110.0	17.8	6.92	322.82	550.0	88.8	106.6	32.7	1524.53	45.8	7.1	333.09	33.4	79.2			23.75	99.7	420
MED	527+94.81	532+12.68	L.M.L. REHAB - RAMP - RT. SHLD.	419.9			4.2	195.93	440.0	43.1	4.52	210.86	440.0	46.4	4.98	232.32	110.0	12.8	4.98	232.32	715.0	83.1	95.9	22.7	1060.83	31.9	5.3	245.38	24.6	56.5			70.50	296.0	420
			RAMP GORE AREA - PRATT ROAD SB EXIT RAMP	296.5			13.9	457.93	440.0	100.8	13.90	457.93	440.0	100.8	13.9	457.93	110.0	25.2	13.9	457.93	550.0	125.9	151.1	69.5	2289.64	68.7	13.9	457.93	45.8	114.5					
MED	532+12.68	533+00.00	L.M.L. REHAB - LT. SHLD.	87.3			10.2	98.97	440.0	21.8	10.52	102.07	440.0	22.5	10.92	105.95	110.0	5.8	10.92	105.95	880.0	46.6	52.4	52.7	511.12	15.4	11.1	108.09	10.9	26.3			23.75	20.7	87
MED	532+12.68	533+00.00	L.M.L. REHAB - RT. SHLD.	87.3			4.2	40.75	440.0	9.0	4.52	43.86	440.0	9.7	4.98	48.32	110.0	2.7	4.98	48.32	880.0	21.3	24.0	22.7	220.63	6.7	5.3	51.04	5.2	11.9			70.50	61.6	87
MED	533+00.00	535+00.00	L.M.L. REHAB - TRANS - LT. SHLD.	200.0			10.2	226.67	440.0	49.9	10.52	233.78	440.0	51.4	10.92	242.67	110.0	13.4	10.92	242.67	880.0	106.8	120.2	52.7	1170.67	35.2	11.1	247.56	24.8	60.0			23.75	47.5	200
MED	533+00.00	535+00.00	L.M.L. REHAB - TRANS - RT. SHLD.	200.0			4.2	93.34	440.0	20.5	4.52	100.45	440.0	22.1	4.98	110.67	110.0	6.1	4.98	110.67	880.0	48.7	54.8	22.7	505.34	15.2	5.3	116.89	11.7	26.9			70.50	141.0	200
MED	535+00.00	537+00.00	L.M.L. REHAB - TRANS - LT. SHLD.	200.0			10.2	226.67	440.0	49.9	10.52	233.78	440.0	51.4	10.92	242.67	110.0	13.4	10.92	242.67	550.0	66.7	80.1	52.7	1170.67	35.2	11.1	247.56	24.8	60.0	53.50	107.0	23.75	47.5	200
MED	535+00.00	537+00.00	L.M.L. REHAB - TRANS - RT. SHLD.	200.0			4.2	93.34	440.0	20.5	4.52	100.45	440.0	22.1	4.98	110.67	110.0	6.1	4.98	110.67	550.0	30.4	36.5	22.7	505.34	15.2	5.3	116.89	11.7	26.9	37.00	74.0	70.50	141.0	200
MED	537+00.00	548+00.00	L.M.L. REHAB - LT. SHLD.	1100.0			8.2	1002.23	440.0	220.5	8.52	1041.34	440.0	229.1	8.92	1090.23	110.0	60.0	8.92	1090.23	550.0	299.8	359.8	42.7	5216.45	156.5	9.1	1117.12	111.8	268.3	69.00	759.0	95.75	1053.3	1100
MED	537+00.00	548+00.00	L.M.L. REHAB - RT. SHLD	1100.0			4.2	513.34	440.0	112.9	4.52	552.45	440.0	121.5	4.98	608.67	110.0	33.5	4.98	608.67	550.0	167.4	200.9	22.7	2779.34	83.4	5.3	642.89	64.3	147.7	45.75	503.3	177.00	1947.0	1100
MED	547+98.40	557+50.00	L.M.L. REHAB - LT. SHLD.	951.6			8.2	867.02	440.0	190.8	8.52	900.85	440.0	198.2	8.92	943.15	110.0	51.9	8.92	943.15	550.0	259.4	311.3	42.7	4512.70	135.4	9.1	966.41	96.7	232.1	69.00	656.6	95.75	911.2	952
MED	547+98.40	557+50.00	L.M.L. REHAB - RT. SHLD	951.6			4.2	444.08	440.0	97.7	4.52	477.92	440.0	105.2	4.98	526.56	110.0	29.0	4.98	526.56	550.0	144.8	173.8	22.7	2404.38	72.2	5.3	556.16	55.7	127.9	45.75	435.4	177.00	1684.3	952
MED	557+50.00	560+00.00	L.M.L. REHAB - TRANS - LT. SHLD.	250.0			10.2	283.34	440.0	62.3	10.52	292.23	440.0	64.3	10.92	303.34	110.0	16.7	10.92	303.34	550.0	83.4	100.1	52.7	1463.34	44.0	11.1	309.45	31.0	75.0	53.50	133.8	23.75	59.4	250
MED	557+50.00	560+00.00	L.M.L. REHAB - TRANS - RT. SHLD.	250.0			4.2	116.67	440.0	25.7	4.52	125.56	440.0	27.6	4.98	138.34	110.0	7.6	4.98	138.34	550.0	38.1	45.7	22.7	631.67	19.0	5.3	146.12	14.7	33.7	37.00	92.5	70.50	176.3	250
MED	560+00.00	562+50.00	L.M.L. REHAB - TRANS - LT. SHLD.	250.0			10.2	283.34	440.0	62.3	10.52	292.23	440.0	64.3	10.92	303.34	110.0	16.7	10.92	303.34	880.0	133.5	150.2	52.7	1463.34	44.0	11.1	309.45	31.0	75.0			23.75	59.4	250
MED	560+00.00	562+50.00	L.M.L. REHAB - TRANS - RT. SHLD.	250.0			4.2	116.67	440.0	25.7	4.52	125.56	440.0	27.6	4.98	138.34	110.0	7.6	4.98	138.34	880.0	60.9	68.5	22.7	631.67	19.0	5.3	146.12	14.7	33.7			70.50	176.3	250
MED	562+50.00	577+90.30	L.M.L. REHAB - LT. SHLD.	1540.3			10.2	1745.68	440.0	384.1	10.52	1800.44	440.0	396.1	10.92	1868.90	110.0	102.8	10.92	1868.90	550.0	514.0	616.8	52.7	9015.89	270.5	11.1	1906.55	190.7	461.2			23.75	365.8	1540
MED	562+50.00	577+90.00	L.M.L. REHAB - RT. SHLD.	1540.0			4.2	718.67	440.0	158.1	4.52	773.43	440.0	170.2	4.98	852.14	110.0	46.9	4.98	852.14	715.0	304.7	351.6	22.7	3891.07	116.8	5.3	900.05	90.1	206.9			70.50	1085.7	1540
MED	577+92.40	615+13.00	L.M.L. REHAB - LT. SHLD.	3720.6			10.2	4216.68	440.0	927.7	10.52	4348.97	440.0	956.8	10.92	4514.33	110.0	248.3	10.92	4514.33	550.0	1241.5	1489.8	52.7	21777.92	653.4	11.1	4605.28	460.6	1114.0			23.75	883.6	3721
MED	577+92.40	615+13.00	L.M.L. REHAB - RT. SHLD.	3720.6			4.2	1736.28	440.0	382.0	4.52	1868.57	440.0	411.1	4.98	2058.74	110.0	113.2	4.98	2058.74	715.0	736.0	849.2	22.7	9400.72	282.1	5.3	2174.49	217.5	499.6			70.50	2623.0	3721
MED	615+13.00	615+42.00	L.M.L. FULL DEPTH RECON - LT. SHLD.	29.0			8.2	26.43	440.0	5.8	8.61	27.75	660.0	9.2					9.14	29.46	880.0	13.0	13.0	52.4	168.82	5.1				5.1	30.50	8.8	60.75	17.6	29
MED	615+13.00	615+42.00	L.M.L. FULL DEPTH RECON - RT. SHLD.	29.0			4.2	13.54	440.0	3.0	4.61	14.86	660.0	4.9					5.22	16.82	880.0	7.4	7.4	28.4	91.48	2.8				2.8	19.75	5.7	90.00	26.1	29
MED	615+42.00	620+06.60	L.M.L. REHAB - LT. SHLD.	464.6			10.2	526.55	440.0	115.9	10.52	543.07	440.0	119.5	10.92	563.72	110.0	31.0	10.92	563.72	550.0	155.0	186.0	52.7	2719.46	81.6	11.1	575.08	57.6	139.2			23.75	110.3	465
MED	615+42.00	620+06.60	L.M.L. REHAB - RT. SHLD.	464.6			4.2	216.82	440.0	47.7	4.52	233.34	440.0	51.3	4.98	257.08	110.0	14.1	4.98	257.08	715.0	91.9	106.0	22.7	1173.89	35.3	5.3	271.54	27.2	62.5			70.50	327.5	465
MED	620+04.60	661+75.30	L.M.L. REHAB - LT. SHLD.	4170.7			10.2	4726.80	440.0	1039.9	10.52	4875.09	440.0	1072.5	10.92	5060.45	110.0	278.3	10.92	5060.45	550.0	1391.6	1669.9	52.7	24412.50	732.4	11.1	5162.40	516.3	1248.7			23.75	990.5	4171
MED	620+04.60	661+75.30	L.M.L. REHAB - RT. SHLD.	4170.7			4.2	1946.33	440.0	428.2	4.52	2094.62	440.0	460.8	4.98	2307.79	110.0	126.9	4.98	2307.79	715.0	825.0	951.9	22.7	10537.97	316.2	5.3	2437.55	243.8	560.0			70.50	2940.3	4171
MED	661+71.00	688+17.70	L.M.L. REHAB - SUPERELEVATION - LT. SHLD.	2646.7			10.2	2999.60	440.0	659.9	10.52	3093.70	440.0	680.6					10.92	3211.33	550.0	883.1	883.1	52.7	15492.02	464.8	11.1	3276.03	327.7	792.5			23.75	628.6	2647
MED	661+71.00	688+17.70	L.M.L. REHAB - SUPERELEVATION - RT. SHLD.	2646.7			4.2	1235.13	440.0	271.7	4.52	1329.24	440.0	292.4					4.98	1464.51	715.0	523.6	523.6	22.7	6687.33	200.7	5.3	1546.85	154.7	355.4			70.50	1865.9	2647
MED	688+17.70	700+34.57	L.M.L. REHAB - LT. SHLD.	1216.9			10.2	1379.14	440.0	303.4	10.52	1422.40	440.0	312.9	10.92	1476.49	110.0	81.2	10.92	1476.49	550.0	406.0	487.2	52.7	7122.81	213.7	11.1	1506.23	150.7	364.4			23.75	289.0	1217
MED	688+17.70	700+34.57	L.M.L. REHAB - RT. SHLD.	1216.9			4.2	567.88	440.0	124.9	4.52	611.15	440.0	134.5	4.98	673.35	110.0	37.0	4.98	673.35	715.0	240.7	277.7	22.7	3074.66	92.3	5.3	711.20	71.2	163.5			70.50	857.9	1217
MED	700+34.57	701+34.45	L.M.L. FULL DEPTH RECON - TAPER - LT. SHLD.	99.9			8.2	91.01	440.0	20.0	8.61	95.56	660.0	31.5					9.14	101.44	880.0	44.6	44.6	52.4	581.42	17.5				17.5	30.50	30.5	63.75	63.7	100
MED	700+34.57	701+34.45	L.M.L. REHAB - RT. SHLD.	99.9			4.2	46.62	440.0	10.3	4.52	50.17	440.0	11.0	4.98	55.27	110.0	3.0	4.98	55.27	715.0	19.8	22.8	22.7	252.37	7.6	5.3	58.38	5.9	13.5			70.50	70.4	100
MED	701+34.45	703+34.45	L.M.L. FULL DEPTH RECON - TAPER - LT. SHLD.	200.0			6.2	137.78	440.0	30.3	6.61	146.89	660.0	48.5					7.22	160.45	880.0	70.6	70.6	40.4	897.56	27.0				27.0	25.50	51.0	63.75	127.5	200
MED	701+34.45	703+34.45	L.M.L. REHAB - RT. SHLD.	200.0			4.2	93.34	440.0	20.5	4.52	100.45	440.0	22.1	4.98	110.67	110.0	6.1	4.98	110.67	715.0	39.6	45.7	22.7	505.34	15.2	5.3	116.89	11.7	26.9			70.50	141.0	200
MED	703+34.45	706+15.00	L.M.L. FULL DEPTH RECON - ACCEL LANE - LT. SHLD.	280.6			6.2	193.28	440.0	42.5	6.61	206.06	660.0	68.0					7.22	225.08	880.0	99.0	99.0	40.4	1259.10	37.8				37.8	25.50	71.5	63.75	178.9	281
MED	703+34.45	706+15.00	L.M.L. REHAB - TAPER - RT. SHLD.	280.6			4.2	130.93	440.0	28.8	4.52	140.91	440.0	31.0	4.98	155.25	110.0	8.5	4.98	155.25	715.0	55.5	64.0	22.7	708.89	21.3	5.3	163.98	16.4	37.7			70.50	197.8	281
			SUBTOTALS THIS SHEET:			0		48232.06		10691.6		48889.56		11146.4		43296.40		2381.8		51840.27		16202.7	18584.5		25169.10	7538.2		54572.01	5459.8	12998.0		3990.2		33443.0	61778

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	230	327

② QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 14404 SHAHRIAR AZAD

03-14-2014

3/14/2014 4:22:31 PM

BASE AND SURFACING - SHOULDERS (BOX 2 OF 4)

BL	STATION	STATION	LOCATION / DESCRIPTION	LENGTH	PORTLAND CEMENT CONCRETE PAVEMENT (9" U.T.)		ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1-1/2") LEVELING				ACHM BASE COURSE (1-1/2") NORMAL				ACHM BASE COURSE (1-1/2") TOTAL	TACK COAT 0.03 GAL. PER SQ. YD.			TACK COAT 0.10 GAL. PER SQ. YD.			TACK COAT TOTAL	AGGREGATE BASE COURSE (CLASS 7)		AGGREGATE BASE COURSE (CLASS 1)		RUMBLE STRIPS ASPHALT
					AVG. WIDTH	SQ. YD.	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	PG 76-22 TON	TOTAL WIDTH	SQ. YD.	GAL	TOTAL WIDTH	SQ. YD.	GAL	GAL	TON/STA.	TON	TON/STA.	TON	LIN.FT.
				FEET	FEET		FEET				FEET				FEET				FEET					FEET			FEET								
MED	706+15.00	710+77.31	L.M.L. REHAB - ACCEL LANE - LT. SHLD.	462.3			6.2	318.49	440.0	70.1	6.52	334.92	440.0	73.7	6.92	355.47	110.0	19.6	6.92	355.47	550.0	97.8	117.4	32.7	1678.70	50.4	7.1	366.77	36.7	87.1			23.75	109.8	462
MED	706+15.00	710+77.31	L.M.L. REHAB - ACCEL LANE - RT. SHLD.	462.3			4.2	215.75	440.0	47.5	4.52	232.19	440.0	51.1	4.98	255.82	110.0	14.1	4.98	255.82	715.0	91.5	105.6	22.7	1168.11	35.1	5.3	270.20	27.1	62.2			70.50	325.9	462
MED	710+77.31	710+88.50	L.M.L. FULL DEPTH RECON - ACCEL LANE - LT. SHLD.	11.2			6.2	7.72	440.0	1.7	6.61	8.23	660.0	2.7					7.22	8.99	880.0	4.0	4.0	40.4	50.27	1.6				1.6	25.50	2.9	63.75	7.1	11
MED	710+77.31	710+88.50	L.M.L. FULL DEPTH RECON - ACCEL LANE - RT. SHLD.	11.2			4.2	5.23	440.0	1.2	4.61	5.74	660.0	1.9					5.22	6.50	880.0	2.9	2.9	28.4	35.33	1.1				1.1	19.75	2.2	90.00	10.1	11
MED	710+88.50	713+32.62	L.M.L. FULL DEPTH RECON - RAMP - LT. SHLD.	245.3			6.2	168.99	440.0	37.2	6.61	180.16	660.0	59.5					7.22	196.79	880.0	86.6	86.6	40.4	1100.86	33.1				33.1	30.50	74.8	63.75	156.4	245
MED	710+88.50	713+32.62	L.M.L. FULL DEPTH RECON - RAMP - RT. SHLD.	245.3			4.2	114.48	440.0	25.2	4.60	125.38	660.0	41.4					5.22	142.28	880.0	62.6	62.6	28.4	772.97	23.2				23.2	19.75	48.4	90.00	220.8	245
			RAMP GORE AREA - SH 338 SB ENTRANCE RAMP	150.9			7.6	126.93	440.0	27.9	7.57	126.93	660.0	41.9					7.57	126.93	880.0	55.9	55.9	45.4	761.55	22.9				22.9	29.50	44.5			
MED	713+32.62	720+27.31	L.M.L. FULL DEPTH RECON - LT. SHLD.	694.7			8.2	632.95	440.0	139.3	8.61	664.60	660.0	219.3					9.14	705.51	880.0	310.4	310.4	52.4	4043.93	121.4				121.4	30.50	211.9	60.75	422.0	695
MED	713+32.62	720+27.31	L.M.L. FULL DEPTH RECON - RT. SHLD.	694.7			4.2	324.20	440.0	71.3	4.61	355.85	660.0	117.4					5.22	402.93	880.0	177.3	177.3	28.4	2191.40	65.8				65.8	19.75	137.2	90.00	625.2	695
MED	722+29.57	731+79.57	L.M.L. FULL DEPTH RECON - LT. SHLD.	950.0			8.2	865.56	440.0	190.4	8.61	908.84	660.0	299.9					9.14	964.78	880.0	424.5	424.5	52.4	5530.06	166.0				166.0	30.50	289.8	60.75	577.1	950
MED	722+29.57	731+79.57	L.M.L. FULL DEPTH RECON - RT. SHLD.	950.0			4.2	443.34	440.0	97.5	4.61	486.62	660.0	160.6					5.22	551.00	880.0	242.4	242.4	28.4	2996.73	90.0				90.0	19.75	187.6	90.00	855.0	950
MED	731+79.57	733+27.02	L.M.L. REHAB - LT. SHLD.	147.5			10.2	167.11	440.0	36.8	10.52	172.36	440.0	37.9	10.92	178.91	110.0	9.9	10.92	178.91	550.0	49.2	59.1	52.7	863.08	25.9	11.1	182.52	18.3	44.2			23.75	35.0	147
MED	731+79.57	733+27.02	L.M.L. REHAB - RT. SHLD.	147.5			4.2	68.81	440.0	15.1	4.52	74.06	440.0	16.3	4.98	81.59	110.0	4.5	4.98	81.59	715.0	29.2	33.7	22.7	372.56	11.2	5.3	86.18	8.7	19.9			70.50	104.0	147
MED	733+27.02	736+83.44	L.M.L. REHAB - RAMP - LT. SHLD.	356.4			6.2	245.54	440.0	54.0	6.52	258.21	440.0	56.8	6.92	274.05	110.0	15.1	6.92	274.05	550.0	75.4	90.5	32.7	1294.21	38.9	7.1	282.76	28.3	67.2			23.75	84.6	356
MED	733+27.02	736+83.44	L.M.L. REHAB - RAMP - RT. SHLD.	356.4			4.2	166.33	440.0	36.6	4.52	179.01	440.0	39.4	4.98	197.22	110.0	10.9	4.98	197.22	715.0	70.5	81.4	22.7	900.56	27.1	5.3	208.31	20.9	48.0			70.50	251.3	356
			RAMP GORE AREA - SH 338 SB EXIT RAMP	235.0			10.7	278.33	440.0	61.2	10.66	278.33	440.0	61.2	10.66	278.33	110.0	15.3	10.66	278.33	550.0	76.6	91.9	53.3	1391.61	41.8	10.7	278.33	27.9	69.7					
MED	736+83.44	755+28.40	L.M.L. REHAB - LT. SHLD.	1845.0			10.2	2090.96	440.0	460.0	10.52	2156.56	440.0	474.5	10.92	2238.56	110.0	123.1	10.92	2238.56	550.0	615.6	738.7	52.7	10799.17	324.0	11.1	2283.66	228.4	552.4			23.75	438.2	1845
MED	736+83.44	755+28.40	L.M.L. REHAB - RT. SHLD.	1845.0			4.2	860.99	440.0	189.4	4.52	926.58	440.0	203.9	4.98	1020.88	110.0	56.2	4.98	1020.88	715.0	365.0	421.2	22.7	4661.60	139.9	5.3	1078.28	107.9	247.8			70.50	1300.7	1845
MED	755+28.40	766+23.40	L.M.L. REHAB - SUPERELEVATION - LT. SHLD.	1095.0			10.2	1241.00	440.0	273.0	10.52	1279.94	440.0	281.6					10.92	1328.60	550.0	365.4	365.4	52.7	6409.40	192.3	11.1	1355.37	135.6	327.9			23.75	260.1	1095
MED	755+28.40	766+23.40	L.M.L. REHAB - SUPERELEVATION - RT. SHLD.	1095.0			4.2	511.00	440.0	112.4	4.52	549.94	440.0	121.0					4.98	605.90	715.0	216.6	216.6	22.7	2766.70	83.1	5.3	639.97	64.0	147.1			70.50	772.0	1095
MED	762+43.40	797+44.37	L.M.L. REHAB - LT. SHLD.	3501.0			10.2	3967.77	440.0	872.9	10.52	4092.25	440.0	900.3	10.92	4247.85	110.0	233.6	10.92	4247.85	550.0	1168.2	1401.8	52.7	20492.35	614.8	11.1	4333.43	433.4	1048.2			23.75	831.5	3501
MED	762+43.40	797+44.37	L.M.L. REHAB - RT. SHLD.	3501.0			4.2	1633.79	440.0	359.4	4.52	1758.27	440.0	386.8	4.98	1937.21	110.0	106.6	4.98	1937.21	715.0	692.6	799.2	22.7	8845.79	265.4	5.3	2046.13	204.7	470.1			70.50	2468.2	3501
MED	797+44.37	805+84.37	L.M.L. REHAB - TAPER - LT. SHLD.	840.0			8.2	765.34	440.0	168.4	8.52	795.20	440.0	175.0	8.92	832.54	110.0	45.8	8.92	832.54	550.0	229.0	274.8	42.7	3983.47	119.6	9.1	853.07	85.4	205.0			23.75	199.5	840
MED	797+44.37	805+84.37	L.M.L. REHAB - TAPER - RT. SHLD.	840.0			4.2	392.00	440.0	86.2	4.52	421.87	440.0	92.8	4.98	464.80	110.0	25.6	4.98	464.80	715.0	166.2	191.8	22.7	2122.40	63.7	5.3	490.94	49.1	112.8			70.50	592.2	840
MED	805+84.37	810+01.70	L.M.L. REHAB - ACCEL LANE - LT. SHLD.	417.3			6.2	287.51	440.0	63.3	6.52	302.34	440.0	66.5	6.92	320.89	110.0	17.7	6.92	320.89	550.0	88.3	106.0	32.7	1515.41	45.5	7.1	331.09	33.2	78.7			23.75	99.1	417
MED	805+84.37	810+01.70	L.M.L. REHAB - ACCEL LANE - RT. SHLD.	417.3			4.2	194.76	440.0	42.9	4.52	209.60	440.0	46.1	4.98	230.93	110.0	12.7	4.98	230.93	715.0	82.6	95.3	22.7	1054.48	31.7	5.3	243.92	24.4	56.1			70.50	294.2	417
MED	810+00.00	815+71.20	L.M.L. REHAB - ACCEL LANE - LT. SHLD.	571.2			6.2	393.50	440.0	86.6	6.52	413.81	440.0	91.0	6.92	439.19	110.0	24.2	6.92	439.19	550.0	120.8	145.0	32.7	2074.10	62.3	7.1	453.16	45.4	107.7			23.75	135.7	571
MED	810+00.00	815+71.20	L.M.L. REHAB - ACCEL LANE - RT. SHLD.	571.2			4.2	266.56	440.0	58.7	4.52	286.87	440.0	63.1	4.98	316.07	110.0	17.4	4.98	316.07	715.0	113.0	130.4	22.7	1443.24	43.3	5.3	333.84	33.4	76.7			70.50	402.7	571
MED	815+71.20	821+97.26	L.M.L. REHAB - ACCEL LANE - LT. SHLD.	626.1			6.2	431.29	440.0	94.9	6.52	453.55	440.0	99.8	6.92	481.38	110.0	26.5	6.92	481.38	550.0	132.4	158.9	32.7	2273.30	68.2	7.1	496.68	49.7	117.9			23.75	148.7	626
MED	815+71.20	821+97.26	L.M.L. REHAB - ACCEL LANE - RT. SHLD.	626.1			4.2	292.17	440.0	64.3	4.52	314.43	440.0	69.2	4.98	346.42	110.0	19.1	4.98	346.42	715.0	123.9	143.0	22.7	1581.85	47.5	5.3	365.90	36.6	84.1			70.50	441.4	626
MED	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON - ACCEL LANE - LT SHLD.	587.1			6.2	404.47	440.0	89.0	6.61	431.21	660.0	142.3					7.22	471.01	880.0	207.3	207.3	40.4	2634.87	79.1				79.1	25.50	149.7	63.75	374.3	587
MED	821+97.26	827+84.37	L.M.L. FULL DEPTH RECON - ACCEL LANE - RT SHLD.	587.1			4.2	273.99	440.0	60.3	4.61	300.74	660.0	99.3					5.22	340.53	880.0	149.8	149.8	28.4	1852.04	55.6				55.6	19.75	116.0	90.00	528.4	587
MED	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON - ACCEL LANE - LT SHLD.	362.9			6.2	250.00	440.0	55.0	6.61	266.53	660.0	88.0					7.22	291.12	880.0	128.1	128.1	40.4	1628.57	48.9				48.9	25.50	92.5	63.75	231.3	363
MED	45+00.00	48+62.89	L.M.L. FULL DEPTH RECON - ACCEL LANE - RT SHLD.	362.9			4.2	169.35	440.0	37.3	4.61	185.89	660.0	61.4					5.22	210.48	880.0	92.6	92.6	28.4	1144.72	34.4				34.4	19.75	71.7	90.00	326.6	363
MED	797+44.37	805+84.37	L.M.L. INTERIM SECTION - TAPER - RT. SHLD.	840.0	8.0	746.7	8.0	746.67	385.0	143.7														8.0	746.67	22.5				22.5	20.50	172.2			
MED	805+84.37	810+01.70	L.M.L. INTERIM SECTION - ACCEL LANE - RT. SHLD.	417.3	6.0	278.2	6.0	278.23	385.0	53.6														6.0	278.23	8.4				8.4	20.50	85.6			
MED	810+00.00	815+71.20	L.M.L. INTERIM SECTION - ACCEL LANE - RT. SHLD.	571.2	6.0	380.8	6.0	380.80	385.0	73.3														6.0	380.80	11.5				11.5	20.50	117.1			
SB	815+71.20	827+84.37	L.M.L. INTERIM SECTION - ACCEL LANE - RT. SHLD.	1213.2	6.0	808.8	6.0	808.78	385.0	155.7														6.0	808.78	24.3				24.3	20.50	248.7			
SB	45+00.00	48+62.89	L.M.L. INTERIM SECTION - ACCEL LANE - RT. SHLD.	362.9	6.0	241.9	6.0	241.93	385.0	46.6														6.0	241.93	7.3				7.3	20.50	74.4			
SB	100+35.00	103+91.62	L.M.L. FULL DEPTH RECON - LT SHLD.	356.6			6.0	237.76	440.0	52.3	6.00	237.76	660.0	78.5					6.00	237.76	880.0	104.6	104.6	36.0	1426.52	42.8				42.8	20.50				357
SB	100+35.00	103+92.11	L.M.L. FULL DEPTH RECON - RT SHLD.	357.1			4.0	158.72	440.0	34.9	4.00	158.72	660.0	52.4					4.00	158.72	880.0	69.8	69.8	24.0	952.32	28.6				28.6	13.75				357
SB	103+92.11	106+86.47	L.M.L. FULL DEPTH RECON - RT SHLD.	294.4			4.2	137.37	440.0	30.2	4.61	150.78	660.0	49.8					5.22	170.73	880.0	75.1	75.1	31.3	1024.38	30.8				30.8	19.75		90.00	264.9	294
SB	106+86.47	107+21.47	L.M.L. FULL DEPTH RECON - RT SHLD.	35.0			5.2	20.23	440.0	4.5	5.61	21.82	660.0	7.2					6.22	24.19	880.0	10.7	10.7	37.3	145.14	4.4				4.4	22.50		90.00	31.5	35
SB	102+84.40	104+09.05	RAMP GORE AREA	124.7			7.6	105.13	440.0	23.1	7.60	105.26	660.0	34.7					7.60	105.26	880.0	46.3	46.3	45.6	631.56	19.0				19.0	26.00				
SB	104+09.05	105+50.00	L.M.L. FULL DEPTH RECON - LT SHLD.	141.0			10.2	159.76	440.0	35.2	10.61	166.18	660.0	54.8					11.14	174.48	880.0	76.8	76.8	66.8	1046.87	31.5				31.5	38.00		63.75	89.9	141
SB	105+50.00	106+16.49	L.M.L. FULL DEPTH RECON - LT SHLD.	66.5			8.2	60.58	440.0	13.3	8.61	63.61	660.0	21.0					9.14	67.53	880.0	29.7	29.7	54.8	405.15	12.2				12.2	30.50		63.75	42.4	66
SB	106+16.49	107+67.30	L.M.L. FULL DEPTH RECON - LT SHLD.	150.8			6.2	103.90	440.0	22.9	6.61	110.77	660.0	36.6					7.22	120.99	880.0	53.2	53.2	43.3	725.90	21.8				21.8	25.50		63.75	96.1	151
SB	110+47.18	114+11.93	L.M.L. FULL DEPTH RECON - LT SHLD.	364.8			6.0	243.17	440.0	53.5	6.00	243.17	660.0	80.3					6.00	243.17	880.0	107.0	107.0	36.0	1459.00	43.8				43.8	20.50				365
SB	109+80.89	113+46.66	L.M.L. FULL DEPTH RECON - RT SHLD.	365.8			4.0	162.57	440.0	35.8	4.00	162.57	660.0	53.7					4.00	162.57	880.0	71.5	71.5	24.0	975.39	29.3				29.3	13.75				366
SB	113+46.66	113+69.53	L.M.L. FULL DEPTH RECON - RT SHLD.	22.9			4.2	10.68	440.0	2.4	4.61	11.72	660.0	3.9					5.22	13.28	880.0	5.9	5.9	31.3	79.63	2.4				2.4	19.75		90.00	20.6	23
			EB I-30	661.9			10.2	750.16	440.0	165.0	10.61	780.31	660.0	257.5					11.14	819.29	880.0	360.5	360.5	66.8	4915.72	147.5				147.5	38.00		63.75	422.0	662
			EB I-30	14.4			10.0	16.05	440.0	3.5	10.00	16.05	660.0	5.3					10.00	16.05	880.0	7.1	7.1	60.0	96.27	2.9				2.9	34.00				
			EB I-30	42.5			5.0	23.62	440.0	5.2	5.00	23.62	660.0	7.8					5.00	23.62	880.0	10.4	10.4	30.0	141.70	4.3				4.3	17.00				
			SUBTOTALS THIS SHEET:			2456.4		23222.32		5041.7		21789.35		5487.1		14498.11		797.9		23189.10		7942.8	8740.7		118917.35	3570.1		16980.51	1699.1	5269.2		2127.2		14596.5	28239

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	231	327

2 QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahriar Azad 03-14-2014

BASE AND SURFACING - SHOULDERS (BOX 3 OF 4)

BL	STATION	STATION	LOCATION / DESCRIPTION	LENGTH	PORTLAND CEMENT CONCRETE PAVEMENT (9" U.T.) AVG. WIDTH	PORTLAND CEMENT CONCRETE PAVEMENT (9" U.T.) SO. YD.	ACHM SURFACE COURSE (1/2") AVG. WIDTH	ACHM SURFACE COURSE (1/2") SO. YD.	ACHM SURFACE COURSE (1/2") LBS. PER SO. YD.	ACHM SURFACE COURSE (1/2") PG 76-22	ACHM BINDER COURSE (1") AVG. WIDTH	ACHM BINDER COURSE (1") SO. YD.	ACHM BINDER COURSE (1") LBS. PER SO. YD.	ACHM BINDER COURSE (1") PG 76-22
				FEET	FEET		FEET		SO. YD.	TON	FEET		SO. YD.	TON
MED	397+39.93	399+39.93	R.M.L. BEGIN OF PROJECT - LT. SHLD.	200.0			4.2	93.34	220.0	10.3				
MED	397+39.93	399+39.93	R.M.L. BEGIN OF PROJECT - RT. SHLD.	200.0			10.2	226.67	220.0	24.9				
MED	399+39.93	406+89.93	R.M.L. BEGIN OF PROJECT - LT. SHLD.	750.0			4.2	350.00	632.5	110.7				
MED	399+39.93	406+89.93	R.M.L. BEGIN OF PROJECT - RT. SHLD.	750.0			10.2	850.00	632.5	268.8				
MED	406+89.93	407+14.38	R.M.L. REHAB - LT. SHLD.	24.5			4.2	11.41	440.0	2.5	4.52	12.28	440.0	2.7
MED	406+89.93	407+14.38	R.M.L. REHAB - RT. SHLD.	24.5			10.2	27.71	440.0	6.1	10.52	28.58	440.0	6.3
MED	407+14.38	410+43.44	R.M.L. REHAB - RAMP - LT. SHLD.	330.2			4.2	154.09	440.0	33.9	4.52	165.83	440.0	36.5
MED	407+14.38	410+43.44	R.M.L. REHAB - RAMP - RT. SHLD.	330.2			6.2	227.46	440.0	50.1	6.52	239.20	440.0	52.6
			RAMP GORE AREA - BINGHAM ROAD NB ENTRANCE RAMP	220.9			5.0	122.96	440.0	27.1	5.01	122.96	440.0	27.1
MED	410+43.44	414+75.00	R.M.L. REHAB - ACCEL LANE - LT. SHLD.	431.6			4.2	201.40	440.0	44.3	4.52	216.74	440.0	47.7
MED	410+43.44	414+75.00	R.M.L. REHAB - ACCEL LANE - RT. SHLD.	431.6			6.2	297.30	440.0	65.4	6.52	312.65	440.0	68.8
MED	414+75.00	420+61.84	R.M.L. REHAB - LT. SHLD.	586.8			4.2	273.86	440.0	60.3	4.52	294.73	440.0	64.9
MED	414+75.00	420+61.84	R.M.L. FULL DEPTH RECON - ACCEL LANE - RT SHLD.	586.8			6.2	404.27	440.0	88.9	6.61	431.01	660.0	142.2
MED	420+61.84	422+61.84	R.M.L. REHAB - LT. SHLD.	200.0			4.2	93.34	440.0	20.5	4.52	100.45	440.0	22.1
MED	420+61.84	422+61.84	R.M.L. FULL DEPTH RECON - TAPER - RT SHLD.	200.0			6.2	137.78	440.0	30.3	6.61	146.89	660.0	48.5
MED	422+61.84	423+61.72	R.M.L. REHAB - LT. SHLD.	99.9			4.2	46.62	440.0	10.3	4.52	50.17	440.0	11.0
MED	422+61.84	423+61.72	R.M.L. FULL DEPTH RECON - TAPER - RT SHLD.	99.9			8.2	91.02	440.0	20.0	8.61	95.57	660.0	31.5
MED	423+61.72	504+77.73	R.M.L. REHAB - LT. SHLD.	8116.0			4.2	3787.48	440.0	833.3	4.52	4076.05	440.0	896.7
MED	423+61.72	504+77.73	R.M.L. REHAB - RT. SHLD.	8116.0			10.2	9198.15	440.0	2023.6	10.52	9486.72	440.0	2087.1
MED	504+77.33	508+51.96	R.M.L. REHAB - RAMP - LT. SHLD.	376.0			4.2	175.47	440.0	38.6	4.52	188.84	440.0	41.6
MED	504+77.33	508+51.96	R.M.L. REHAB - RAMP - RT. SHLD.	376.0			6.2	259.03	440.0	57.0	6.52	272.40	440.0	59.9
			RAMP GORE AREA - PRATT ROAD NB EXIT RAMP	251.7			11.6	323.83	440.0	71.3	11.58	323.83	440.0	71.3
MED	508+51.96	509+94.84	R.M.L. REHAB - LT. SHLD.	142.9			4.2	66.68	440.0	14.7	4.52	71.76	440.0	15.8
MED	508+51.96	509+94.84	R.M.L. REHAB - RT. SHLD.	142.9			10.2	161.94	440.0	35.6	10.52	167.02	440.0	36.8
MED	509+94.84	521+40.69	R.M.L. FULL DEPTH RECON - LT. SHLD.	1145.9			4.2	534.74	440.0	117.7	4.61	586.94	660.0	193.7
MED	509+94.84	521+40.69	R.M.L. FULL DEPTH RECON - RT. SHLD.	1145.9			8.2	1044.01	440.0	229.7	8.61	1096.21	660.0	361.8
MED	521+40.69	522+36.06	R.M.L. FULL DEPTH RECON - RAMP - LT. SHLD.	98.1			4.2	45.78	440.0	10.1	4.61	50.25	660.0	16.6
MED	521+40.69	522+36.06	R.M.L. FULL DEPTH RECON - RAMP - RT. SHLD.	98.1			6.2	67.58	440.0	14.9	6.61	72.05	660.0	23.8
			RAMP GORE AREA - PRATT ROAD NB ENTRANCE RAMP	57.0			7.3	46.46	440.0	10.2	7.33	46.46	660.0	15.3
MED	522+36.06	526+44.81	R.M.L. FULL DEPTH RECON - ACCEL LANE - LT. SHLD.	408.8			4.2	190.75	440.0	42.0	4.61	209.38	660.0	69.1
MED	522+36.06	526+44.81	R.M.L. FULL DEPTH RECON - ACCEL LANE - RT. SHLD.	408.8			6.2	281.59	440.0	62.0	6.61	300.21	660.0	99.1
MED	526+44.81	528+25.00	R.M.L. REHAB - ACCEL LANE - LT. SHLD.	180.2			4.2	84.10	440.0	18.5	4.52	90.51	440.0	19.9
MED	526+44.81	528+25.00	R.M.L. REHAB - ACCEL LANE - RT. SHLD.	180.2			6.2	124.14	440.0	27.3	6.52	130.55	440.0	28.7
MED	528+25.00	533+00.00	R.M.L. REHAB - LT. SHLD.	475.0			4.2	221.67	440.0	48.8	4.52	238.56	440.0	52.5
MED	528+25.00	533+00.00	R.M.L. FULL DEPTH RECON - ACCEL LANE - RT. SHLD.	475.0			6.2	327.23	440.0	72.0	6.61	348.87	660.0	115.1
MED	533+00.00	534+86.21	R.M.L. REHAB - TRANS - LT. SHLD.	186.2			4.2	86.90	440.0	19.1	4.52	93.52	440.0	20.6
MED	533+00.00	534+86.21	R.M.L. FULL DEPTH RECON - ACCEL LANE - RT. SHLD.	186.2			6.2	128.28	440.0	28.2	6.61	136.77	660.0	45.1
MED	534+86.21	535+00.00	R.M.L. REHAB - TRANS - LT. SHLD.	13.8			4.2	6.44	440.0	1.4	4.52	6.94	440.0	1.5
MED	534+86.21	535+00.00	R.M.L. FULL DEPTH RECON - TAPER - RT. SHLD.	13.8			8.2	12.58	440.0	2.8	8.61	13.21	660.0	4.4
MED	535+00.00	537+00.00	R.M.L. REHAB - TRANS - LT. SHLD.	200.0			4.2	93.34	440.0	20.5	4.52	100.45	440.0	22.1
MED	535+00.00	537+00.00	R.M.L. FULL DEPTH RECON - TAPER - RT. SHLD.	200.0			8.2	182.23	440.0	40.1	8.61	191.34	660.0	63.2
MED	537+00.00	537+86.09	R.M.L. REHAB - LT. SHLD.	86.1			4.2	40.18	440.0	8.8	4.52	43.24	440.0	9.5
MED	537+00.00	537+86.09	R.M.L. FULL DEPTH RECON - TAPER - RT. SHLD.	86.1			8.2	78.44	440.0	17.3	8.61	82.36	660.0	27.2
MED	537+86.09	548+00.00	R.M.L. REHAB - LT. SHLD.	1013.9			4.2	473.16	440.0	104.1	4.52	509.21	440.0	112.0
MED	537+86.09	548+00.00	R.M.L. REHAB - RT. SHLD.	1013.9			8.2	923.79	440.0	203.2	8.52	959.84	440.0	211.2
MED	547+98.40	557+50.00	R.M.L. REHAB - LT. SHLD.	951.6			4.2	444.08	440.0	97.7	4.52	477.92	440.0	105.2
MED	547+98.40	557+50.00	R.M.L. REHAB - RT. SHLD.	951.6			8.2	867.02	440.0	190.8	8.52	900.85	440.0	198.2
MED	557+50.00	560+00.00	R.M.L. REHAB - TRANS - LT. SHLD.	250.0			4.2	116.67	440.0	25.7	4.52	125.56	440.0	27.6
MED	557+50.00	560+00.00	R.M.L. REHAB - TRANS - RT. SHLD.	250.0			10.2	283.34	440.0	62.3	10.52	292.23	440.0	64.3
MED	560+00.00	562+50.00	R.M.L. REHAB - TRANS - LT. SHLD.	250.0			4.2	116.67	440.0	25.7	4.52	125.56	440.0	27.6
MED	560+00.00	562+50.00	R.M.L. REHAB - TRANS - RT. SHLD.	250.0			10.2	283.34	440.0	62.3	10.52	292.23	440.0	64.3
MED	562+50.00	577+90.30	R.M.L. REHAB - LT. SHLD.	1540.3			4.2	718.81	440.0	158.1	4.52	773.58	440.0	170.2
MED	562+50.00	577+90.30	R.M.L. REHAB - RT. SHLD.	1540.3			10.2	1745.68	440.0	384.1	10.52	1800.44	440.0	396.1
MED	577+92.40	595+66.44	R.M.L. REHAB - LT. SHLD.	1774.0			4.2	827.89	440.0	182.1	4.52	890.97	440.0	196.0
MED	577+92.40	595+66.44	R.M.L. REHAB - RT. SHLD.	1774.0			10.2	2010.58	440.0	442.3	10.52	2073.66	440.0	456.2
MED	595+66.44	620+06.60	R.M.L. FULL DEPTH RECON - LT. SHLD.	2440.2			4.2	1138.75	440.0	250.5	4.61	1249.91	660.0	412.5
MED	595+66.44	620+06.60	R.M.L. FULL DEPTH RECON - RT. SHLD.	2440.2			8.2	2223.26	440.0	489.1	8.61	2334.42	660.0	770.4
MED	620+04.60	630+14.44	R.M.L. FULL DEPTH RECON - LT. SHLD.	1009.8			4.2	471.26	440.0	103.7	4.61	517.27	660.0	170.7
MED	620+04.60	630+14.44	R.M.L. FULL DEPTH RECON - RT. SHLD.	1009.8			8.2	920.08	440.0	202.4	8.61	966.09	660.0	318.8
			SUBTOTALS THIS SHEET:			0		34742.63		7724.0		34931.24		8661.6

BL	STATION	STATION	ACHM BASE COURSE (1-1/2") LEVELING AVG. WIDTH	LEVELING SO. YD.	LEVELING LBS. PER SO. YD.	LEVELING PG 76-22	NORMAL AVG. WIDTH	NORMAL SO. YD.	NORMAL LBS. PER SO. YD.	NORMAL PG 76-22	TOTAL PG 76-22	TACK COAT 0.03 GAL. PER SO. YD. TOTAL WIDTH	0.03 SO. YD.	0.03 GAL	0.10 GAL. PER SO. YD. TOTAL WIDTH	0.10 SO. YD.	0.10 GAL	TOTAL GAL	AGGREGATE BASE COURSE (CLASS 7)		AGGREGATE BASE COURSE (CLASS 1)		RUMBLE STRIPS ASPHALT
			FEET		SO. YD.	TON	FEET		SO. YD.	TON	TON	FEET			FEET				TON/STA.	TON	TON/STA.	TON	LIN.FT.
MED	397+39.93	399+39.93													24.0	533.34	53.4	53.4					200
MED	397+39.93	399+39.93													24.0	533.34	53.4	53.4					200
MED	399+39.93	406+89.93										7.2	600.00	18.0	24.0	2000.00	200.0	218.0					750
MED	399+39.93	406+89.93										18.0	1500.00	45.0	24.0	2000.00	200.0	245.0					750
MED	406+89.93	407+14.38	4.98	13.53	110.0	0.8	4.98	13.53	715.0	4.8	5.6	22.7	61.78	1.9	5.3	14.29	1.5	3.4			70.50	17.2	24
MED	406+89.93	407+14.38	10.92	29.67	110.0	1.6	10.92	29.67	550.0	8.2	9.8	52.7	143.12	4.3	11.1	30.27	3.1	7.4			23.75	5.8	24
MED	407+14.38	410+43.44	4.98	182.70	110.0	10.1	4.98	182.70	715.0	65.3	75.4	22.7	834.26	25.1	5.3	192.98	19.3	44.4			70.50	232.8	330
MED	407+14.38	410+43.44	6.92	253.88	110.0	14.0	6.92	253.88	550.0	69.8	83.8	32.7	1198.93	36.0	7.1	261.95	26.2	62.2			23.75	78.4	330
			5.01	122.96	110.0	6.8	5.01	122.96	550.0	33.8	40.6	25.1	614.79	18.5	5.0	122.96	12.3	30.8					
			4.98	238.80	110.0	13.1	4.98	238.80	715.0	85.4	98.5	22.7	1090.41	32.8	5.3	252.23	25.3	58.1			70.50	304.2	432
MED	410+43.44	414+75.00	6.92	331.83	110.0	18.3	6.92	331.83	550.0	91.3	109.6	32.7	1567.05	47.1	7.1	342.38	34.3	81.4			23.75	102.5	432
MED	410+43.44	414+75.00	4.98	324.72	110.0	17.9	4.98	324.72	715.0	116.1	134.0	22.7	1482.75	44.5	5.3	342.98	34.3	78.8			70.50	413.7	587
MED	414+75.00	420+61.84					7.22	470.78	880.0	207.2	207.2	40.4	2633.61	79.1				79.1	25.50	149.6	63.75	374.1	587
MED	414+75.00	420+61.84	4.98	110.67	110.0	6.1	4.98	110.67	715.0	39.6	45.7	22.7	505.34	15.2	5.3	116.89	11.7	26.9			70.50	141.0	200
MED	420+61.84	422+61.84					7.22	160.45	880.0	70.6	70.6	40.4	897.56	27.0				27.0	25.50	51.0	63.75	127.5	200
MED	420+61.84	422+61.84	4.98	55.28	110.0	3.1	4.98	55.28	715.0	19.8	22.9	22.7	252.39	7.6	5.3	58.39	5.9	13.5			70.50	70.4	100
MED	422+61.84	423+61.72					9.14	101.45	880.0	44.6	44.6	52.4	581.48	17.5				17.5	30.50	30.5	63.75	63.7	100
MED	422+61.84	423+61.72	4.98	4490.86	110.0	247.0	4.98	4490.86	715.0	1605.5	1852.5	22.7	20506.46	615.2	5.3	4743.36	474.4	1089.6			70.50	5721.8	8116
MED	423+61.72	504+77.73	10.92	9847.43	110.0	541.6	10.92	9847.43	550.0	2708.1	3249.7	52.7	47505.72	1425.2	11.1	10045.82	1004.6	2429.8			23.75	1927.6	8116
MED	423+61.72	504+77.73	4.98	564.50	110.0	31.1	4.98	208.06	715.0	74.4	105.5	22.7	950.03	28.6	5.3	219.76	22.0	50.6			70.50	265.1	376
MED	504+77.33	508+51.96	6.92	564.50	110.0	31.1	6.92	289.11	550.0	79.5	110.6	32.7	1365.30	41.0	7.1	298.30	29.9	70.9			23.75	89.3	376
MED	504+77.33	508+51.96	11.58	564.50	110.0	31.1	11.58	323.83	550.0	89.1	120.2	57.9	1619.15	48.6	11.6	323.83	32.4	81.0					
			4.98	79.07	110.0	4.4	4.98	79.07	715.0	28.3	32.7	22.7	361.02	10.9	5.3	83.51	8.4	19.3			70.50	100.7	143
MED	508+51.96	509+94.84	10.92	173.37	110.0	9.5	10.92	173.37	550.0	47.7	57.2	52.7	836.33	25.1	11.1	176.86	17.7	42.8			23.75	33.9	143
MED	508+51.96	509+94.84					5.22	664.60	880.0	292.4	292.4	28.4	3614.56	108.5				108.5	19.75	226.3	90.00	1031.3	1146
MED	509+94.84	521+40.69					9.14	1163.69	880.0	512.0	512.0	52.4	6670.18	200.2				200.2	30.50	349.5	60.75	696.1	1146
MED	509+94.84	521+40.69					5.22	56.90	880.0	25.0	25.0	28.4	309.46	9.3				9.3	19.75	19.4	90.00	88.3	98
MED	521+40.69	522+36.06					7.22	78.70	880.0	34.6	34.6	40.4	440.26	13.3				13.3	25.50	25.0	63.75	62.5	98
MED	521+40.69	522+36.06					7.33	46.46	880.0	20.5	20.5	44.0	278.74	8.4				8.4	28.50	16.3			
							5.22	237.08	880.0	104.3	104.3	28.4	1289.38	38.7				38.7	19.75	80.7	90.00	367.9	409
MED	522+36.06	526+44.81					7.22	327.91	880.0	144.3	144.3	40.4	1834.38	55.1				55.1	25.50	104.2	63.75	260.6	409
MED	522+36.06	526+44.81	4.98	99.72	110.0	5.5	4.98	99.72	715.0	35.7	41.2	22.7	455.31	13.7	5.3	105.32	10.6	24.3			70.50	127.0	180
MED	526+44.81	528+25.00	6.92	138.56	110.0	7.6	6.92	138.56	550.0	38.1	45.7	32.7	654.33	19.7	7.1	142.96	14.3	34.0			23.75	42.8	180
MED	526+44.81	528+25.00	4.98	262.84	110.0	14.5	4.98	262.84	715.0	94.0	108.5	22.7	1200.17	36.1	5.3	277.62	27.8	63.9			70.50	334.9	475
MED	528+25.00	533+00.00					7.22	381.06	880.0	167.7	167.7	40.4	2131.70	64.0				64.0	25.50	121.1	63.75	302.8	475
MED	528+25.00	533+00.00					4.98	103.04	715.0	36.8	42.5	22.7	470.50	14.2	5.3	108.83	10.9	25.1			70.50	131.3	186
MED	533+00.00	534+86.21	4.98	103.04	110.0	5.7	7.22	149.39	880.0	65.7	65.7	40.4	835.67	25.1				25.1	25.50	47.5	63.75	118.7	186
MED	533+00.00	534+86.21					4.98	7.64	715.0	2.7	3.1	22.7	34.87	1.1	5.3	8.07	0.9	2.0		0.0	70.50	9.7	14
MED	534+86.21	535+00.00	4.98	7.64	110.0	0.4	9.14	14.02	880.0	6.2	6.2	52.4	80.34	2.5				2.5	30.50	4.2	63.75	8.8	14
MED	534+86.21	535+00.00					4.98	110.67	715.0	39.6	45.7	22.7	505.34	15.2	5.3	116.89	11.7	26.9	37.00	74.0	70.50	141.0	200
MED	535+00.00	537+00.00	4.98	110.67	110.0	6.1	9.14	203.12	880.0	89.4	89.4	52.4	1164.23	35.0				35.0	30.50	61.0	63.75	127.5	200
MED	535+00.00	537+00.00					4.98	47.64	715.0	17.0	19.6	22.7	217.53	6.6	5.3	50.32	5.1	11.7	45.75	39.4	70.50	60.7	86
MED	537+00.00	537+86.09	4.98	47.64	110.0	2.6	9.14	87.43	880.0	38.5	38.5	52.4	501.14	15.1				15.1	30.50	26.3	63.75	54.9	86
MED	537+00.00	537+86.09					4.98	561.04	550.0	154.3	185.2	22.7	2561.82	76.9	5.3	592.58	59.3	136.2	45.75	463.9	177.00	1794.6	1014
MED	537+86.09	548+00.00	4.98	561.04	110.0	30.9	8.92	1004.90	550.0	276.4	331.7	42.7	4808.19	144.3	9.1	1029.69	103.0	247.3	69.00	699.6	95.75	970.8	1014
MED	537+86.09	548+00.00	8.92	1004.90	110.0	55.3	4.98	526.56	550.0	144.8	173.8	22.7	2404.38	72.2	5.3	556.16	55.7	127.9	45.75	435.4	177.00	1684.3	952
MED	547+98.40	557+50.00	4.98	526.56	110.0	29.0	8.92	943.15	550.0	259.4	311.3	42.7	4512.70	135.4	9.1	966.41	96.7	232.1	69.00	656.6	95.75	911.2	952
MED	547+98.40	557+50.00	8.92	943.15	110.0	51.9	4.98	138.34	550.0	38.1	45.7	22.7	631.67	19.0	5.3	146.12	14.7	33.7	37.00	92.5	70.50	176.3	250
MED	557+50.00	560+00.00	4.98	138.34	110.0	7.6	10.92	303.34	550.0	83.4	100.1	52.7	1463.34	44.0	11.1	309.45	31.0	75.0	53.50	133.8	23.75	59.4	250
MED	557+50.00	560+00.00	10.92	303.34	110.0	16.7	4.98	138.34	880.0	60.9	68.5	22.7	631.67	19.0	5.3	146.12	14.7	33.7			70.50	176.3	250
MED	560+00.00	562+50.00	4.98	138.34	110.0	7.6	10.92	303.34	880.0	133.5	150.2	52.7	1463.34	44.0	11.1	309.45	31.0	75.0			23.75	59.4	250
MED	560+00.00	562+50.00	10.92	303.34	110.0	16.7	4.98	852.30	715.0	304.7	351.6	22.7	3891.83	116.8	5.3	900.22	90.1	206.9			70.50	1085.9	1540
MED	562+50.00	577+90.30	4.98	852.30	110.0	46.9	10.92	1868.90	550.0	514.0	616.8	52.7	9015.89	270.5	11.1	1906.55	190.7	461.2			23.75	365.8	1540
MED	562+50.00	577+90.30	10.92	1868.90	110.0	102.8	4.98	981.64	715.0	350.9	404.9	22.7	4482.41	134.5	5.3	1036.83	103.7	238.2			70.50	1250.7	1774
MED	577+92.40	595+66.44	4.98	981.64	110.0	54.0	10.92	2152.51	550.0	592.0	710.4	52.7	10384.05	311.6	11.1	2195.87	219.6	531.2			23.75	421.3	1774
MED	577+92.40	595+66.44	10.92	2152.51	110.0	118.4	5.22	1415.30	880.0	622.7	622.7	28.4	7697.35	231.0				231.0	19.75	481.9	90.00	2196.1	2440
MED	595+66.44	620+06.60					9.14	2478.12	880.0	1090.4	1090.4	52.4	14204.45	426.2				426.2	30.50	744.2	60.75	1482.4	2440
MED	595+66.44	620+06.60					5.22	585.71	880.0	257.7	257.7	28.4	3185.49	95.6				95.6	19.75	199.4	90.00	908.9	1010
MED	620+04.60	630+14.44					9.14	1025.55	880.0	451.3	451.3	52.4	5878.40	176.4				176.4	30.50	308.0	60.75	613.5	1010
MED	620+04.60	630+14.44																					
				28492.74		1567.8		37267.96		12588.1	14155.9		187012.55	5613.4		33598.90	3361.6	8975.0		5641.3		28193.4	46564

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
4-10-14				6	ARK.			
				JOB NO.		BB0613	232	327

(2) QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAM

04-10-2014

BASE AND SURFACING - SHOULDERS (BOX 4 OF 4)

BL	STATION	STATION	LOCATION / DESCRIPTION	LENGTH	PORTLAND CEMENT CONCRETE PAVEMENT (9" U.T.)		ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1-1/2") LEVELING				ACHM BASE COURSE (1-1/2") NORMAL				ACHM BASE COURSE (1-1/2") TOTAL	TACK COAT 0.03 GAL. PER SQ. YD.			TACK COAT 0.10 GAL. PER SQ. YD.			TACK COAT TOTAL	AGGREGATE BASE COURSE (CLASS 7)		AGGREGATE BASE COURSE (CLASS 1)		RUMBLE STRIPS ASPHALT
					AVG. WID	SQ. YD.	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	PG 76-22 TON	TOTAL WIDTH	SQ. YD.	GAL	TOTAL WIDTH	SQ. YD.	GAL	GAL	TON/STA.	TON	TON/STA.	TON	LIN.FT.
				FEET	FEET		FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	FEET		SQ. YD.	TON	TON	FEET			FEET								
MED	630+14.44	661+75.30	R.M.L. REHAB - LT. SHLD.	3160.9			4.2	1475.07	440.0	324.5	4.52	1587.46	440.0	349.3	4.98	1749.01	110.0	96.2	4.98	1749.01	715.0	625.3	721.5	22.7	7986.44	239.6	5.3	1847.35	184.8	424.4			70.50	2228.4	3161
MED	630+14.44	661+75.30	R.M.L. REHAB - RT. SHLD.	3160.9			10.2	3582.31	440.0	788.1	10.52	3694.70	440.0	812.8	10.92	3835.18	110.0	210.9	10.92	3835.18	550.0	1054.7	1265.6	52.7	18501.57	555.1	11.1	3912.45	391.3	946.4			23.75	750.7	3161
MED	661+71.00	688+17.70	R.M.L. REHAB - SUPERELEVATION - LT. SHLD.	2646.7			4.2	1235.13	440.0	271.7	4.52	1329.24	440.0	292.4					4.98	1464.51	715.0	523.6	523.6	22.7	6687.33	200.7	5.3	1546.85	154.7	355.4			70.50	1865.9	2647
MED	661+71.00	688+17.70	R.M.L. REHAB - SUPERELEVATION - RT. SHLD.	2646.7			10.2	2999.60	440.0	659.9	10.52	3093.70	440.0	680.6					10.92	3211.33	550.0	883.1	883.1	52.7	15492.02	464.8	11.1	3276.03	327.7	792.5			23.75	628.6	2647
MED	688+17.70	707+77.96	R.M.L. REHAB - LT. SHLD.	1960.3			4.2	914.80	440.0	201.3	4.52	984.50	440.0	216.6	4.98	1084.69	110.0	59.7	4.98	1084.69	715.0	387.8	447.5	22.7	4952.95	148.6	5.3	1145.67	114.6	263.2			70.50	1382.0	1960
MED	688+17.70	707+77.96	R.M.L. REHAB - RT. SHLD.	1960.3			10.2	2221.64	440.0	488.8	10.52	2291.34	440.0	504.1	10.92	2378.47	110.0	130.8	10.92	2378.47	550.0	654.1	784.9	52.7	11474.12	344.3	11.1	2426.38	242.7	587.0			23.75	465.6	1960
MED	707+77.96	710+50.69	R.M.L. REHAB - RAMP - LT. SHLD.	274.0			4.2	127.86	440.0	28.1	4.52	137.60	440.0	30.3	4.98	151.61	110.0	8.3	4.98	151.61	715.0	54.2	62.5	22.7	692.26	20.8	5.3	160.13	16.1	36.9			70.50	193.2	274
MED	707+77.96	710+50.69	R.M.L. REHAB - RAMP - RT. SHLD.	274.0			6.2	188.75	440.0	41.5	6.52	198.49	440.0	43.7	6.92	210.67	110.0	11.6	6.92	210.67	550.0	57.9	69.5	32.7	994.86	29.9	7.1	217.36	21.8	51.7			23.75	65.1	274
			RAMP GORE AREA - SH 338 NB EXIT RAMP	234.9			10.7	278.22	440.0	61.2	10.66	278.22	660.0	91.8					10.66	278.22	880.0	122.4	122.4	64.0	1669.29	50.1				50.1	41.50	97.5			
MED	710+50.69	711+34.26	R.M.L. FULL DEPTH RECON - RAMP - LT. SHLD.	84.0			4.2	39.20	440.0	8.6	4.61	43.02	660.0	14.2					5.22	48.71	880.0	21.4	21.4	28.4	264.92	8.0				8.0	19.75	16.6	90.00	75.6	84
MED	710+50.69	711+34.26	R.M.L. FULL DEPTH RECON - RAMP - RT. SHLD.	84.0			6.2	57.86	440.0	12.7	6.61	61.68	660.0	20.4					7.22	67.38	880.0	29.7	29.7	40.4	376.89	11.4				11.4	25.50	21.4	63.75	53.5	84
MED	711+34.26	720+00.69	R.M.L. FULL DEPTH RECON - LT. SHLD.	866.4			4.2	404.34	440.0	89.0	4.61	443.81	660.0	146.5					5.22	502.54	880.0	221.1	221.1	28.4	2733.14	82.0				82.0	19.75	171.1	90.00	779.8	866
MED	711+34.26	720+00.69	R.M.L. FULL DEPTH RECON - RT. SHLD.	866.4			8.2	789.43	440.0	173.7	8.61	828.90	660.0	273.5					9.14	879.92	880.0	387.2	387.2	52.4	5043.65	151.4				151.4	30.50	264.3	60.75	526.4	866
MED	722+02.95	728+82.71	R.M.L. FULL DEPTH RECON - LT. SHLD.	679.8			4.2	317.23	440.0	69.8	4.61	348.20	660.0	114.9					5.22	394.27	880.0	173.5	173.5	28.4	2144.30	64.4				64.4	19.75	134.3	90.00	611.8	680
MED	722+02.95	728+82.71	R.M.L. FULL DEPTH RECON - RT. SHLD.	679.8			8.2	619.35	440.0	136.3	8.61	650.32	660.0	214.6					9.14	690.35	880.0	303.8	303.8	52.4	3957.02	118.8				118.8	30.50	207.3	60.75	413.0	680
MED	728+82.71	731+25.95	R.M.L. FULL DEPTH RECON - RAMP - LT. SHLD.	244.4			4.2	114.07	440.0	25.1	4.61	125.20	660.0	41.3					5.22	141.77	880.0	62.4	62.4	28.4	771.01	23.2				23.2	19.75	48.3	90.00	220.0	244
MED	728+82.71	731+25.95	R.M.L. FULL DEPTH RECON - RAMP - RT. SHLD.	244.4			6.2	168.38	440.0	37.1	6.61	179.52	660.0	59.3					7.22	196.08	880.0	86.3	86.3	40.4	1096.91	33.0				33.0	25.50	62.3	63.75	155.8	244
			RAMP GORE AREA - SH 338 NB ENTRANCE RAMP	150.3			7.6	126.46	440.0	27.8	7.57	126.46	660.0	41.7					7.57	126.46	880.0	55.7	55.7	45.4	758.72	22.8				22.8	29.50	44.4			
MED	731+25.95	731+52.95	R.M.L. FULL DEPTH RECON - ACC LANE - LT. SHLD.	27.0			4.2	12.60	440.0	2.8	4.61	13.83	660.0	4.6					5.22	15.66	880.0	6.9	6.9	28.4	85.17	2.6				2.6	19.75	5.3	90.00	24.3	27
MED	731+25.95	731+52.95	R.M.L. FULL DEPTH RECON - ACC LANE - RT. SHLD.	27.0			6.2	18.60	440.0	4.1	6.61	19.83	660.0	6.6					7.22	21.66	880.0	9.5	9.5	40.4	121.17	3.7				3.7	30.50	8.2	63.75	17.2	27
MED	731+52.95	755+28.40	R.M.L. REHAB - ACCEL LANE - LT. SHLD.	2375.5			4.2	1108.55	440.0	243.9	4.52	1193.01	440.0	262.5	4.98	1314.42	110.0	72.3	4.98	1314.42	715.0	469.9	542.2	22.7	6001.98	180.1	5.3	1388.32	138.9	319.0			70.50	1674.7	2375
MED	731+52.95	755+28.40	R.M.L. REHAB - ACCEL LANE - RT. SHLD.	2375.5			6.2	1636.43	440.0	360.0	6.52	1720.89	440.0	378.6	6.92	1826.46	110.0	100.5	6.92	1826.46	550.0	502.3	602.8	32.7	8625.53	258.8	7.1	1884.53	188.5	447.3			23.75	564.2	2375
MED	755+28.40	766+23.40	R.M.L. REHAB - SUPERELEVATION - ACCEL LANE - LT. SHLD.	1095.0			4.2	511.00	440.0	112.4	4.52	549.94	440.0	121.0					4.98	605.90	715.0	216.6	216.6	22.7	2766.70	83.1	5.3	639.97	64.0	147.1			70.50	772.0	1095
MED	755+28.40	766+23.40	R.M.L. REHAB - SUPERELEVATION - ACCEL LANE- RT. SHLD.	1095.0			6.2	754.34	440.0	166.0	6.52	793.27	440.0	174.5					6.92	841.94	550.0	231.5	231.5	32.7	3976.07	119.3	7.1	868.70	86.9	206.2			23.75	260.1	1095
MED	762+43.40	762+50.00	R.M.L. REHAB - ACCEL LANE - LT. SHLD.	6.6			4.2	3.09	440.0	0.7	4.52	3.32	440.0	0.7	4.98	3.66	110.0	0.2	4.98	3.66	715.0	1.3	1.5	22.7	16.71	0.6	5.3	3.87	0.4	1.0			70.50	4.7	7
MED	762+43.40	762+50.00	R.M.L. REHAB - ACCEL LANE - RT. SHLD.	6.6			6.2	4.56	440.0	1.0	6.52	4.79	440.0	1.1	6.92	5.09	110.0	0.3	6.92	5.09	550.0	1.4	1.7	32.7	24.01	0.8	7.1	5.25	0.6	1.4			23.75	1.6	7
MED	762+50.00	765+50.00	R.M.L. REHAB - TAPER - LT. SHLD.	300.0			4.2	140.00	440.0	30.8	4.52	150.67	440.0	33.2	4.98	166.00	110.0	9.1	4.98	166.00	715.0	59.4	68.5	22.7	758.00	22.8	5.3	175.34	17.6	40.4			70.50	211.5	300
MED	762+50.00	765+50.00	R.M.L. REHAB - TAPER - RT. SHLD.	300.0			8.2	273.34	440.0	60.1	8.52	284.00	440.0	62.5	8.92	297.34	110.0	16.4	8.92	297.34	550.0	81.8	98.2	42.7	1422.67	42.7	9.1	304.67	30.5	73.2			23.75	71.3	300
MED	765+50.00	810+01.70	R.M.L. REHAB - LT. SHLD.	4451.7			4.2	2077.46	440.0	457.1	4.52	2235.75	440.0	491.9	4.98	2463.28	110.0	135.5	4.98	2463.28	715.0	880.6	1016.1	22.7	11247.97	337.5	5.3	2601.78	260.2	597.7			70.50	3138.4	4452
MED	765+50.00	810+01.70	R.M.L. REHAB - RT. SHLD.	4451.7			10.2	5045.26	440.0	1110.0	10.52	5203.55	440.0	1144.8	10.92	5401.40	110.0	297.1	10.92	5401.40	550.0	1485.4	1782.5	52.7	26057.29	781.8	11.1	5510.22	551.1	1332.9			23.75	1057.3	4452
MED	810+00.00	811+58.50	R.M.L. REHAB - LT. SHLD.	158.5			4.2	73.97	440.0	16.3	4.52	79.61	440.0	17.5	4.98	87.71	110.0	4.8	4.98	87.71	715.0	31.4	36.2	22.7	400.48	12.1	5.3	92.64	9.3	21.4			70.50	111.7	159
MED	810+00.00	811+58.50	R.M.L. REHAB - RT. SHLD.	158.5			10.2	179.64	440.0	39.5	10.52	185.27	440.0	40.8	10.92	192.32	110.0	10.6	10.92	192.32	550.0	52.9	63.5	52.7	927.76	27.9	11.1	196.19	19.7	47.6			23.75	37.6	159
NB	811+58.50	822+03.50	R.M.L. REHAB - LT. SHLD.	1045.0			4.2	487.67	440.0	107.3	4.52	524.83	440.0	115.5	4.98	578.24	110.0	31.8	4.98	578.24	715.0	206.7	238.5	22.7	2640.37	79.3	5.3	610.75	61.1	140.4			70.50	736.7	1045
NB	811+58.50	822+03.50	R.M.L. REHAB - RT. SHLD.	1045.0			10.2	1184.34	440.0	260.6	10.52	1221.49	440.0	268.7	10.92	1267.94	110.0	69.7	10.92	1267.94	550.0	348.7	418.4	52.7	6116.74	183.6	11.1	1293.48	129.4	313.0			23.75	248.2	1045
NB	822+03.50	827+69.95	R.M.L. FULL DEPTH RECON - LT. SHLD.	566.5			4.2	264.35	440.0	58.2	4.61	290.15	660.0	95.8					5.22	328.55	880.0	144.6	144.6	28.4	1786.84	53.7				53.7	19.75	111.9	90.00	509.8	566
NB	822+03.50	827+69.95	R.M.L. FULL DEPTH RECON - RT. SHLD.	566.5			8.2	516.10	440.0	113.6	8.61	541.91	660.0	178.8					9.14	575.27	880.0	253.1	253.1	52.4	3297.37	99.0				99.0	30.50	172.8	60.75	344.1	566
NB	45+00.00	48+84.40	R.M.L. FULL DEPTH RECON - LT. SHLD.	384.4			4.2	179.39	440.0	39.5	4.61	196.90	660.0	65.0					5.22	222.96	880.0	98.1	98.1	28.4	1212.57	36.4				36.4	19.75	75.9	90.00	346.0	384
NB	45+00.00	48+84.40	R.M.L. FULL DEPTH RECON - RT. SHLD.	384.4			8.2	350.24	440.0	77.1	8.61	367.75	660.0	121.4					9.14	390.38	880.0	171.8	171.8	52.4	2237.64	67.2				67.2	30.50	117.2	60.75	233.5	384
NB	100+41.93	102+92.85	R.M.L. FULL DEPTH RECON - RT. SHLD.	250.9			10.2	284.38	440.0	62.6	10.61	295.81	660.0	97.6					11.14	310.59	880.0	136.7	136.7	66.8	1863.50	56.0				56.0	38.00	95.3	63.75	160.0	251
MED	747+90.00	763+00.00	RT. - R.M.L. FRONT OF BARRIER WALL	1510.0																											11.75	177.4			
MED	748+46.50	762+63.54	RT. - R.M.L. BEHIND BARRIER WALL	259.0																											129.75	336.1			
SUBTOTALS THIS SHEET:						0		30765.01		6768.8		32278.93		7631.1		23013.49		1265.8		34327.94		11094.8	12360.6		167183.94	5017.9		30107.93	3011.9	8029.8		2167.6		20940.3	40903
TOTALS						2456.4		136962.02		30226.1		137889.08		32926.2		109300.74		6013.3		146625.27		47828.4	53841.7		724282.94	21739.6		135259.35	13532.4	35272.0		13926.3		97173.2	177484

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	233	327
				QUANTITIES				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR SHAD
03-13-2014

BASE AND SURFACING - RAMP TRANSITIONS

BL	STATION	STATION	LOCATION	LENGTH	ACHM SURFACE COURSE (1/2")				TACK COAT						
									0.03 GAL. PER SQ. YD.			0.10 GAL. PER SQ. YD.			TOTAL GALLONS
					AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	TOTAL WIDTH	SQ. YD.	GAL	AVG. WIDTH	SQ. YD.	GAL	
				FEET	FEET			TON	FEET			FEET			
MED	403+37.30	407+14.38	BINGHAM ROAD NB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	403+37.30	407+14.38	BINGHAM ROAD NB ENTR. RAMP TRANS. - LANE WITH SHLDS	350.00	25.0	972.23	632.50	307.5	45.2	1,757.78	52.8	25.00	972.23	97.3	150.1
MED	508+51.96	512+99.72	PRATT ROAD NB EXIT RAMP TRANS. - LANE WITH SHLDS	350.00	25.0	972.23	632.50	307.5	45.3	1,761.67	52.9	25.00	972.23	97.3	150.2
MED	508+51.96	512+99.72	PRATT ROAD NB EXIT RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	519+89.92	521+40.69	PRATT ROAD NB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	519+89.92	521+40.69	PRATT ROAD NB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	350.00	25.0	972.23	632.50	307.5	45.3	1,761.67	52.9	25.00	972.23	97.3	150.2
MED	711+34.26	714+79.87	SH 338 NB EXIT RAMP TRANS. - LANE WITH SHLDS	250.00	25.0	694.45	632.50	219.6	47.1	1,308.34	39.3	25.00	694.45	69.5	108.8
MED	711+34.26	714+79.87	SH 338 NB EXIT RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	725+48.44	728+82.71	SH 338 NB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	725+48.44	728+82.71	SH 338 NB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	250.00	25.0	694.45	632.50	219.6	47.1	1,308.34	39.3	25.00	694.45	69.5	108.8
MED	405+89.43	410+25.01	BINGHAM ROAD SB EXIT RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	405+89.43	410+25.01	BINGHAM ROAD SB EXIT RAMP TRANS. - LANE WITH SHLDS	350.00	25.0	972.23	632.50	307.5	45.3	1,761.67	52.9	25.00	972.23	97.3	150.2
MED	515+00.88	516+52.60	PRATT ROAD SB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	350.00	25.0	972.23	632.50	307.5	45.3	1,761.67	52.9	25.00	972.23	97.3	150.2
MED	515+00.88	516+52.60	PRATT ROAD SB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	523+47.29	527+94.81	PRATT ROAD SB EXIT RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	523+47.29	527+94.81	PRATT ROAD SB EXIT RAMP TRANS. - LANE WITH SHLDS	350.00	25.0	972.23	632.50	307.5	45.3	1,761.67	52.9	25.00	972.23	97.3	150.2
MED	713+32.62	717+57.20	SH 338 SB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	350.00	25.0	972.23	632.50	307.5	45.3	1,761.67	52.9	25.00	972.23	97.3	150.2
MED	713+32.62	717+57.20	SH 338 SB ENTRANCE RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	728+79.25	733+27.02	SH 338 SB EXIT RAMP TRANS. - LANE WITH SHLDS	100.00	25.0	277.78	220.00	30.6				25.00	277.78	27.8	27.8
MED	728+79.25	733+27.02	SH 338 SB EXIT RAMP TRANS. - LANE WITH SHLDS	350.00	25.0	972.23	632.50	307.5	45.3	1,761.67	52.9	25.00	972.23	97.3	150.2
			TOTALS			11,944.54		3,205.2		16,706.15	501.7		11944.54	1195.4	1697.1

BASIS OF ESTIMATE: ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	234	327
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-13-2014

BASE AND SURFACING - GUARDRAIL WIDENING

BL	STATION	STATION	LOCATION	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 64-22 TON
MED	398+00.00	403+00.00	LT. - R.M.L.	VAR.	505.0	VAR.	496.7	220	54.6
MED	400+51.00	405+51.00	RT. - L.M.L.	VAR.	477.5	VAR.	468.2	220	51.5
MED	414+70.00	417+20.00	RT. - L.M.L.	VAR.	177.7	VAR.	259.8	220	28.6
MED	414+70.00	418+45.00	LT. - L.M.L.	VAR.	182.9	VAR.	261.6	220	28.8
MED	488+95.00	491+70.00	LT. - R.M.L.	VAR.	191.9	VAR.	280.7	220	30.9
MED	489+35.00	492+60.00	RT. - R.M.L.	VAR.	161.5	VAR.	231.0	220	25.4
MED	491+10.00	493+60.00	RT. - L.M.L.	VAR.	177.7	VAR.	259.8	220	28.6
MED	491+10.00	494+85.00	LT. - L.M.L.	VAR.	182.9	VAR.	261.6	220	28.8
MED	514+30.00	519+30.00	LT. - R.M.L.	VAR.	477.5	VAR.	468.2	220	51.5
MED	517+10.00	522+10.00	RT. - L.M.L.	VAR.	477.1	VAR.	468.2	220	51.5
MED	608+00.00	613+00.00	LT. - R.M.L.	VAR.	477.5	VAR.	468.2	220	51.5
MED	609+51.25	611+70.00	RT. - R.M.L.	VAR.	157.6	VAR.	149.5	220	16.4
MED	610+70.00	615+70.00	RT. - L.M.L.	VAR.	319.5	VAR.	468.2	220	51.5
MED	612+00.00	614+18.75	LT. - L.M.L.	VAR.	104.5	VAR.	149.5	220	16.4
MED	717+02.50	720+21.25	LT. - R.M.L.	VAR.	344.5	VAR.	340.7	220	37.5
MED	717+42.50	720+11.25	RT. - R.M.L.	VAR.	214.7	VAR.	205.9	220	22.6
MED	722+08.75	725+27.50	RT. - L.M.L.	VAR.	344.5	VAR.	340.7	220	37.5
MED	722+18.75	724+87.50	LT. - L.M.L.	VAR.	214.7	VAR.	205.9	220	22.6
MED	742+71.25	747+90.00	RT. - R.M.L.	VAR.	172.1	VAR.	240.1	220	26.4
MED	786+30.00	790+30.00	LT. - R.M.L.	VAR.	260.8	VAR.	384.8	220	42.3
MED	787+05.00	789+80.00	RT. - R.M.L.	VAR.	140.4	VAR.	200.5	220	22.0
NB	817+54.60	820+31.80	RT. - R.M.L.	VAR.	140.0	VAR.	197.2	220	21.7
NB	818+55.60	820+31.90	LT. - R.M.L.	VAR.	135.1	VAR.	200.1	220	22.0
NB	45+89.70	49+09.40	LT. - R.M.L.	VAR.	340.5	VAR.	335.8	220	36.9
NB	46+39.70	49+09.40	RT. - R.M.L.	VAR.	204.9	VAR.	194.6	220	21.4
SB	100+09.40	103+29.20	LT. - L.M.L.	VAR.	172.0	VAR.	248.2	220	27.3
SB	100+09.40	103+29.70	RT. - L.M.L.	VAR.	227.4	VAR.	335.8	220	36.9
SB	109+63.45	112+82.20	RT. - L.M.L.	VAR.	341.1	VAR.	337.0	220	37.1
SB	110+29.85	113+48.60	LT. - L.M.L.	VAR.	262.0	VAR.	255.6	220	28.1
TOTALS					7585.5		8714.1		958.3

BASIS OF ESTIMATE: ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9% ASPHALT BINDER (PG 64-22) = 5.1%

Nmax = 115 (PG 64-22)

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	235	327
				QUANTITIES				

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ABAD

03-14-2014

BASE AND SURFACING - TEMP.RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES (BOX 1 OF 6)

STATION	STATION	LOCATION	LENGTH	ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1 1/2")				TACK COAT 0.03 GAL. PER SQ. YD.				AGGREGATE BASE COURSE (CLASS 7)	
			FEET	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	TOTAL WIDTH FEET	SQ. YD.	GALLONS/ SQ. YD.	GALLON	TON/STA.	TON
STAGE 1 BEGIN & END OF JOB TEMP. MEDIAN CROSSOVERS																					
724+60.63	725+73.06	CROSSOVER C - TAPER	113.02	27.8	349.73	440	77.0	28.4	357.05	330	58.9	29.3	368.56	880	162.2	140.4	1763.26	0.03	52.9	26.75	30.2
725+73.06	728+33.95	CROSSOVER C	262.56	23.3	680.73	440	149.8	23.9	697.75	330	115.1	24.8	724.49	880	318.8	120.7	3520.32	0.03	105.7	53.50	140.5
728+33.95	730+33.69	CROSSOVER C - TAPER	199.91	18.7	414.27	440	91.1	19.2	427.23	330	70.5	20.2	447.59	880	196.9	94.4	2097.25	0.03	63.0	26.75	53.5
730+33.69	764+52.07	CROSSOVER C	3414.71	15.3	5817.65	440	1279.9	15.9	6038.98	330	996.4	16.8	6386.77	880	2810.2	120.7	45782.35	0.03	1373.5	53.50	1826.9
764+52.07	762+94.37	CROSSOVER C - TAPER	221.69	21.2	521.90	440	114.8	21.8	536.26	330	88.5	22.7	558.84	880	245.9	107.1	2638.20	0.03	79.2	26.75	59.3
800+31.38	801+22.72	CROSSOVER D - TAPER	95.64	26.8	284.65	440	62.6	27.4	290.85	330	48.0	28.3	300.59	880	132.3	135.1	1435.62	0.03	43.1	26.75	25.6
801+22.72	802+89.70	CROSSOVER D	169.54	23.3	439.54	440	96.7	23.9	450.53	330	74.3	24.8	467.80	880	205.8	120.7	2273.04	0.03	68.2	53.50	90.7
802+89.70	803+75.06	CROSSOVER D - TAPER	86.12	26.5	253.55	440	55.8	27.1	259.13	330	42.8	28.0	267.90	880	117.9	133.7	1278.89	0.03	38.4	26.75	23.0
STAGE 1 TEMP. RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES																					
SB EXIT TO BINGHAM		OFF RAMP A (1B) - TAPER	61.70	26.5	181.79	440	40.0	27.1	185.79	330	30.7	28.0	192.07	880	84.5	133.7	916.92	0.03	27.6	26.75	16.5
		OFF RAMP A (1B)	20.00	23.3	51.86	440	11.4	23.9	53.15	330	8.8	24.8	55.19	880	24.3	120.7	268.15	0.03	8.1	53.50	10.7
		OFF RAMP A (1B) - TAPER	33.20	23.5	86.75	440	19.1	24.1	88.91	330	14.7	25.0	92.29	880	40.6	118.7	438.05	0.03	13.2	26.75	8.9
		OFF RAMP A (1A) - TAPER	46.70	23.0	119.34	440	26.3	23.6	122.36	330	20.2	24.5	127.12	880	55.9	116.2	602.72	0.03	18.1	26.75	12.5
		OFF RAMP A (1A)	156.70	23.3	406.26	440	89.4	23.9	416.42	330	68.7	24.8	432.38	880	190.3	120.7	2100.95	0.03	63.1	53.50	83.8
		OFF RAMP A (1A) - TAPER	92.10	27.8	284.53	440	62.6	28.4	290.50	330	47.9	29.3	299.88	880	132.0	140.2	1434.56	0.03	43.1	26.75	24.6
		OFF RAMP B (1A) - TAPER	64.80	22.8	163.98	440	36.1	23.4	168.18	330	27.8	24.3	174.78	880	76.9	115.0	828.26	0.03	24.9	26.75	17.3
		OFF RAMP B (1A)	21.40	23.3	55.49	440	12.2	23.9	56.87	330	9.4	24.8	59.05	880	26.0	120.7	286.92	0.03	8.7	53.50	11.4
		OFF RAMP B (1A) - TAPER	92.10	27.8	284.53	440	62.6	28.4	290.50	330	47.9	29.3	299.88	880	132.0	140.2	1434.56	0.03	43.1	26.75	24.6
											0.0										
SB ENTR FROM PRATT		ON RAMP A (1B) - TAPER	44.70	24.5	121.75	440	26.8	25.1	124.65	330	20.6	26.0	129.20	880	56.9	123.7	614.51	0.03	18.5	26.75	12.0
		ON RAMP A (1B)	108.00	23.3	280.00	440	61.6	23.9	287.00	330	47.4	24.8	298.00	880	131.1	120.7	1448.00	0.03	43.5	53.50	57.8
		ON RAMP A (1B) - TAPER	9.60	23.6	25.14	440	5.5	24.1	25.76	330	4.3	25.1	26.74	880	11.8	119.0	126.91	0.03	3.9	26.75	2.6
		ON RAMP A (1A) - TAPER	17.50	23.0	44.69	440	9.8	23.6	45.83	330	7.6	24.5	47.61	880	21.0	116.1	225.72	0.03	6.8	26.75	4.7
		ON RAMP A (1A)	78.60	23.3	203.78	440	44.8	23.9	208.88	330	34.5	24.8	216.88	880	95.4	120.7	1053.83	0.03	31.7	53.50	42.1
		ON RAMP A (1A) - TAPER	67.20	17.1	127.79	440	28.1	17.7	132.15	330	21.8	18.6	138.99	880	61.2	86.7	647.66	0.03	19.5	26.75	18.0
		ON RAMP A - ACCEL LANE	1010.60	14.7	1646.91	440	362.3	15.8	1777.91	330	293.4	17.7	1983.78	880	872.9	91.3	10255.72	0.03	307.7		
		ON RAMP A - ACCEL LANE - TAPER	300.00	8.7	288.89	440	63.6	9.8	327.78	330	54.1	11.7	388.89	880	171.1	45.7	1522.23	0.03	45.7		
		ON RAMP B (1A) - ACCEL LANE - TAPER	78.90	25.3	222.19	440	48.9	25.9	227.31	330	37.5	26.8	235.34	880	103.6	130.7	1146.01	0.03	34.4		
SB EXIT TO PRATT		OFF RAMP A (1B) - TAPER	72.50	24.9	200.53	440	44.1	25.5	205.23	330	33.9	26.4	212.62	880	93.6	125.6	1012.04	0.03	30.4	26.75	19.4
		OFF RAMP A (1B)	64.10	23.3	166.19	440	36.6	23.9	170.34	330	28.1	24.8	176.87	880	77.8	120.7	859.42	0.03	25.8	53.50	34.3
		OFF RAMP A (1B) - TAPER	35.00	23.4	91.04	440	20.0	24.0	93.31	330	15.4	24.9	96.87	880	42.6	118.2	459.72	0.03	13.8	26.75	9.4
SUBTOTALS THIS SHEET:					13815.45		3039.5		14356.61		2369.2		15206.97		6691.5		88471.79		2655.6		2660.3

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	236	327

2 QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER NO. 12404 SHAHRIAR ZAD

03-14-2014

BASE AND SURFACING - TEMP.RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES (BOX 2 OF 6)

STATION	STATION	LOCATION	LENGTH	ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1 1/2")				TACK COAT 0.03 GAL. PER SQ. YD.				AGGREGATE BASE COURSE (CLASS 7)	
				AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	TOTAL WIDTH	SQ. YD.	GALLONS/ SQ. YD.	GALLON	TON/STA.	TON
			FEET	FEET			TON	FEET			TON	FEET			TON	FEET					
STAGE I TEMP. RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES																					
SB EXIT TO PRATT		OFF RAMP A (IA) - TAPER	46.70	23.0	119.34	440	26.3	23.6	122.36	330	20.2	24.5	127.12	880	55.9	116.2	602.72	0.03	18.1	26.75	12.5
		OFF RAMP A (IA)	156.70	23.3	406.26	440	89.4	23.9	416.42	330	68.7	24.8	432.38	880	190.3	120.7	2100.95	0.03	63.1	53.50	83.8
		OFF RAMP A (IA) - TAPER	92.10	27.8	284.53	440	62.6	28.4	290.50	330	47.9	29.3	299.88	880	132.0	140.2	1434.56	0.03	43.1	26.75	24.6
		OFF RAMP B (IA) - TAPER	64.80	22.8	163.98	440	36.1	23.4	168.18	330	27.8	24.3	174.78	880	76.9	115.0	828.26	0.03	24.9	26.75	17.3
		OFF RAMP B (IA)	21.40	23.3	55.49	440	12.2	23.9	56.87	330	9.4	24.8	59.05	880	26.0	120.7	286.92	0.03	8.7	53.50	11.4
		OFF RAMP B (IA) - TAPER	92.80	27.6	284.55	440	62.6	28.2	290.57	330	48.0	29.1	300.02	880	132.0	139.1	1434.78	0.03	43.1	26.75	24.8
SB ENTR FROM SH 338		ON RAMP A (IB) - TAPER	110.10	24.2	295.82	440	65.1	24.8	302.95	330	50.0	25.7	314.17	880	138.2	122.1	1493.34	0.03	44.9	26.75	29.5
		ON RAMP A (IB)	155.00	23.3	401.86	440	88.4	23.9	411.90	330	68.0	24.8	427.69	880	188.2	120.7	2078.15	0.03	62.4	53.50	82.9
		ON RAMP A (IB) - TAPER	30.30	23.5	79.25	440	17.4	24.1	81.21	330	13.4	25.0	84.30	880	37.1	118.9	400.14	0.03	12.1	26.75	8.1
		ON RAMP A (IB) - TAPER	45.60	23.0	116.33	440	25.6	23.5	119.28	330	19.7	24.5	123.93	880	54.5	116.0	587.54	0.03	17.7	26.75	12.2
		ON RAMP A (IB)	172.00	23.3	445.93	440	98.1	23.9	457.08	330	75.4	24.8	474.60	880	208.8	120.7	2306.08	0.03	69.2	53.50	92.0
		ON RAMP A (IB) - TAPER	160.00	17.3	307.48	440	67.7	17.9	317.85	330	52.5	18.8	334.15	880	147.0	87.6	1558.12	0.03	46.8	26.75	42.8
		ON RAMP A ACCEL. LANE	934.10	14.7	1522.24	440	334.9	15.8	1643.33	330	271.2	17.7	1833.61	880	806.8	91.3	9479.39	0.03	284.4		
		ON RAMP A ACCEL. LANE - TAPER	300.00	8.7	288.89	440	63.6	9.8	327.78	330	54.1	11.7	388.89	880	171.1	45.7	1522.23	0.03	45.7		
		ON RAMP B (IA) - TAPER	78.20	25.6	222.17	440	48.9	26.2	227.24	330	37.5	27.1	235.20	880	103.5	131.8	1145.57	0.03	34.4	26.75	20.9
SB EXIT TO SH 338		OFF RAMP A (IB) - TAPER	84.00	26.7	249.22	440	54.8	27.3	254.66	330	42.0	28.2	263.22	880	115.8	134.7	1256.95	0.03	37.8	26.75	22.5
		OFF RAMP A (IB)	58.17	23.3	150.82	440	33.2	23.9	154.60	330	25.5	24.8	160.52	880	70.6	120.7	779.96	0.03	23.4	53.50	31.1
		OFF RAMP A (IB) - TAPER	58.29	24.1	156.24	440	34.4	24.7	160.01	330	26.4	25.6	165.95	880	73.0	121.8	788.71	0.03	23.7	26.75	15.6
TWO LANE MEDIAN RAMP I-530 SB		ON RAMP (IC) - TAPER	200.00	33.4	741.32	440	163.1	33.9	754.28	330	124.5	34.9	774.65	880	340.9	168.0	3732.50	0.03	112.0	26.75	53.5
		ON RAMP (IC)	755.56	30.3	2546.52	440	560.2	30.9	2595.49	330	428.3	31.8	2672.44	880	1175.9	120.7	10130.09	0.03	304.0	53.50	404.2
		ON RAMP (IC) - TAPER	116.27	22.1	285.42	440	62.8	22.7	292.96	330	48.3	23.6	304.80	880	134.1	111.6	1442.16	0.03	43.3	26.75	31.1
		OFF RAMP (IC) - TAPER	109.05	33.1	400.79	440	88.2	33.7	407.85	330	67.3	34.6	418.96	880	184.4	166.6	2018.05	0.03	60.6	26.75	29.2
		OFF RAMP (IC)	2048.38	30.3	6903.79	440	1518.8	30.9	7036.56	330	1161.0	31.8	7245.19	880	3187.9	120.7	27463.42	0.03	824.0	53.50	1095.9
		OFF RAMP (IC) - TAPER	238.50	34.3	909.19	440	200.0	34.9	924.65	330	152.6	35.8	948.94	880	417.5	172.7	4576.84	0.03	137.4	26.75	63.8
SB SOUTH OF FOURCHE CREEK BRIDGE		SHOULDER WIDENING - INSIDE SB MAINLANES (STAGE IC)	200.00	7.7	170.38	440	37.5	8.8	196.30	330	32.4	10.7	237.04	880	104.3	58.3	1296.30	0.03	38.9		
SB NORTH OF FOURCHE CREEK BRIDGE		SHOULDER WIDENING - OUTSIDE SB MAINLANES (STAGE IB)	251.00	5.7	160.23	440	35.3	6.9	192.76	330	31.8	8.7	243.89	880	107.3	46.8	1305.30	0.03	39.2		
		SHOULDER WIDENING - OUTSIDE SB MAINLANES (STAGE IB)	66.00	2.2	16.00	440	3.5	3.3	24.56	330	4.1	5.2	38.00	880	16.7	25.4	186.45	0.03	5.6		
		ON RAMP (IB) - TAPER	276.00	7.0	213.69	440	47.0	8.1	249.47	330	41.2	10.0	305.69	880	134.5	54.1	1660.37	0.03	49.9	53.50	147.7
		ON RAMP (IB)	407.00	23.3	1055.19	440	232.2	23.9	1081.57	330	178.5	24.8	1123.02	880	494.1	120.7	5456.82	0.03	163.8	53.50	217.7
		ON RAMP (IB) - TAPER	31.00	27.4	94.35	440	20.8	28.6	98.37	330	16.2	30.4	104.68	880	46.1	176.7	608.57	0.03	18.3	53.50	16.6
		SHOULDER WIDENING - OUTSIDE EB I-30 MAINLANES (IB)	571.23	4.6	291.99	440	64.2	5.8	366.04	330	60.4	7.6	482.40	880	212.3	39.9	2534.70	0.03	76.1		
		SHOULDER WIDENING - INSIDE SB MAINLANES (STAGE IA)	418.63	5.1	235.63	440	51.8	6.2	289.90	330	47.8	8.1	375.18	880	165.1	42.7	1987.45	0.03	59.7		
		SHOULDER WIDENING - INSIDE SB MAINLANES (STAGE IA)	682.00	5.7	434.61	440	95.6	6.9	523.02	330	86.3	8.7	661.94	880	291.3	46.7	3542.23	0.03	106.3		
		SUBTOTALS THIS SHEET:			20009.50		4402.3		20836.57		3438.4		22136.28		9740.1		98025.62		2942.6		2591.7

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	237	327

② QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12484 SHAHRIAR AZAD

03-14-2014

BASE AND SURFACING - TEMP.RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES (BOX 3 OF 6)

STATION	STATION	LOCATION	LENGTH	ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1 1/2")				TACK COAT 0.03 GAL. PER SQ. YD.				AGGREGATE BASE COURSE (CLASS 7)	
			FEET	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	TOTAL WIDTH FEET	SQ. YD.	GALLONS/ SQ. YD.	GALLON	TON/STA.	TON
STAGE 2 TEMP. RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES																					
SB EXIT TO BINGHAM		OFF RAMP B (2B) - TAPER	46.70	23.1	119.78	440	26.4	23.7	122.80	330	20.3	24.6	127.56	880	56.1	116.6	604.92	0.03	18.2	26.75	12.5
		OFF RAMP B (2B)	16.00	23.3	41.49	440	9.1	23.9	42.52	330	7.0	24.8	44.15	880	19.4	120.7	214.52	0.03	6.5	53.50	8.6
		OFF RAMP B (2B) - TAPER	54.50	24.0	145.30	440	32.0	24.6	148.84	330	24.6	25.5	154.39	880	67.9	121.1	733.56	0.03	22.1	26.75	14.6
SB ENTR FROM PRATT		ON RAMP B (2B) - TAPER	45.60	30.0	152.03	440	33.5	30.6	154.98	330	25.6	31.5	159.63	880	70.2	151.2	766.03	0.03	23.0	26.75	12.2
		ON RAMP B (2B)	16.00	23.3	41.49	440	9.1	23.9	42.52	330	7.0	24.8	44.15	880	19.4	120.7	214.52	0.03	6.5	53.50	8.6
		ON RAMP B (2B) - TAPER	56.20	18.7	116.72	440	25.7	19.3	120.36	330	19.9	20.2	126.09	880	55.5	94.6	590.87	0.03	17.8	26.75	15.0
SB EXIT TO PRATT		OFF RAMP B (2B) - TAPER	46.70	23.0	119.34	440	26.3	23.6	122.36	330	20.2	24.5	127.12	880	55.9	116.2	602.72	0.03	18.1	26.75	12.5
		OFF RAMP B (2B)	16.00	23.3	41.49	440	9.1	23.9	42.52	330	7.0	24.8	44.15	880	19.4	120.7	214.52	0.03	6.5	53.50	8.6
		OFF RAMP B (2B) - TAPER	54.50	24.0	145.30	440	32.0	24.6	148.84	330	24.6	25.5	154.39	880	67.9	121.1	733.56	0.03	22.1	26.75	14.6
SB ENTR FROM SH 338		ON RAMP B (2B) - TAPER	45.80	29.9	152.04	440	33.5	30.5	155.00	330	25.6	31.4	159.67	880	70.3	150.5	766.09	0.03	23.0	26.75	12.3
		ON RAMP B (2B)	16.00	23.3	41.49	440	9.1	23.9	42.52	330	7.0	24.8	44.15	880	19.4	120.7	214.52	0.03	6.5	53.50	8.6
		ON RAMP B (2B) - TAPER	56.20	19.0	118.55	440	26.1	19.6	122.19	330	20.2	20.5	127.92	880	56.3	96.1	600.02	0.03	18.1	26.75	15.0
STAGE 3 TEMP. RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES																					
NB ENTR FROM BINGHAM		ON RAMP A (3C) - TAPER	93.70	22.6	235.73	440	51.9	23.2	241.80	330	39.9	24.1	251.35	880	110.6	114.4	1190.77	0.03	35.8	26.75	25.1
		ON RAMP A (3C)	99.80	23.3	258.75	440	56.9	23.9	265.21	330	43.8	24.8	275.38	880	121.2	120.7	1338.06	0.03	40.2	53.50	53.4
		ON RAMP A (3C) - TAPER	26.50	24.0	70.73	440	15.6	24.6	72.45	330	12.0	25.5	75.15	880	33.1	121.3	357.08	0.03	10.8	26.75	7.1
		ON RAMP A (3B) - TAPER	28.40	2.5	7.83	440	1.7	3.1	9.67	440	2.1	4.0	12.56	550	3.5	13.6	42.82	0.03	1.3		
		ON RAMP A (3B)	487.60	4.3	234.78	440	51.7	4.9	266.38	440	58.6	5.8	316.04	550	86.9	38.3	2076.82	0.03	62.4		
		ON RAMP A (3B) - TAPER	122.10	28.1	381.66	440	84.0	28.7	389.57	330	64.3	29.6	402.01	880	176.9	141.8	1924.09	0.03	57.8	26.75	32.7
		ON RAMP A (3B)	252.70	23.3	655.15	440	144.1	23.9	671.53	330	110.8	24.8	697.27	880	306.8	120.7	3388.06	0.03	101.7	53.50	135.2
		ON RAMP A (3B) - TAPER	226.70	17.3	436.09	440	95.9	17.9	450.78	330	74.4	18.8	473.87	880	208.5	87.7	2209.82	0.03	66.3	26.75	60.6
		ON RAMP A (3C) ACCEL LANE	852.60	14.7	1389.43	440	305.7	15.8	1499.95	440	330.0	17.7	1673.63	550	460.3	98.3	9315.45	0.03	279.5		
		ON RAMP A (3C) ACCEL LANE - TAPER	300.00	8.7	288.89	440	63.6	9.8	327.78	440	72.1	11.7	388.89	550	107.0	49.2	1638.89	0.03	49.2		
		ON RAMP B (3B) - WEST HALF	89.20	13.1	129.54	440	28.5	13.7	135.32	330	22.3	14.6	144.41	880	63.6	66.5	659.24	0.03	19.8	53.50	47.7
		ON RAMP B (3B) - EAST HALF	89.20	13.1	129.54	440	28.5	13.7	135.32	330	22.3	14.6	144.41	880	63.6	66.5	659.24	0.03	19.8	53.50	47.7
NB EXIT TO PRATT		OFF RAMP B (3B) - TAPER	92.10	27.8	284.53	440	62.6	28.4	290.50	330	47.9	29.3	299.88	880	132.0	140.2	1434.56	0.03	43.1	26.75	24.6
		OFF RAMP B (3B)	21.40	23.3	55.49	440	12.2	23.9	56.87	330	9.4	24.8	59.05	880	26.0	120.7	286.92	0.03	8.7	53.50	11.4
		OFF RAMP B (3B) - TAPER	64.80	22.8	163.98	440	36.1	23.4	168.18	330	27.8	24.3	174.78	880	76.9	115.0	828.26	0.03	24.9	26.75	17.3
		OFF RAMP A (3B) - TAPER	92.10	27.8	284.53	440	62.6	28.4	290.50	330	47.9	29.3	299.88	880	132.0	140.2	1434.56	0.03	43.1	26.75	24.6
		OFF RAMP A (3B)	156.70	23.3	406.26	440	89.4	23.9	416.42	330	68.7	24.8	432.38	880	190.3	120.7	2100.95	0.03	63.1	53.50	83.8
		OFF RAMP A (3B) - TAPER	46.70	23.0	119.34	440	26.3	23.6	122.36	330	20.2	24.5	127.12	880	55.9	116.2	602.72	0.03	18.1	26.75	12.5
		OFF RAMP A (3C) - TAPER	37.7	23.2	97.05	440	21.4	23.8	99.49	330	16.4	24.7	103.33	880	45.5	117.0	490.12	0.03	14.8	26.75	10.1
		OFF RAMP A (3C)	56.10	23.3	145.45	440	32.0	23.9	149.09	330	24.6	24.8	154.80	880	68.1	120.7	752.16	0.03	22.6	53.50	30.0
		OFF RAMP A (3C) - TAPER	84.00	26.0	242.91	440	53.5	26.6	248.36	330	41.0	27.5	256.91	880	113.1	131.3	1225.43	0.03	36.8	26.75	22.5
SUBTOTALS THIS SHEET:					7252.68		1596.1		7572.98		1365.5		8076.47		3159.5		40211.87		1208.2		789.4

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	238	327
				QUANTITIES				

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

03-14-2014

BASE AND SURFACING - TEMP.RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES (BOX 4 OF 6)

STATION	STATION	LOCATION	LENGTH	ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1 1/2")				TACK COAT 0.03 GAL. PER SQ. YD.				AGGREGATE BASE COURSE (CLASS 7)	
				AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	TOTAL WIDTH	SQ. YD.	GALLONS/ SQ. YD.	GALLON	TON/STA.	TON
			FEET	FEET			TON	FEET			TON	FEET			TON	FEET					
STAGE 3 TEMP. RAMP CONNECTIONS & ACCEL. LANES																					
NB ENTR FROM PRATT		ON RAMP A (3C) - TAPER	44.70	24.5	121.88	440	26.8	25.1	124.78	330	20.6	26.0	129.33	880	56.9	123.9	615.17	0.03	18.5	26.75	12.0
		ON RAMP A (3C)	108.80	23.3	282.08	440	62.1	23.9	289.13	330	47.7	24.8	300.21	880	132.1	120.7	1458.73	0.03	43.8	53.50	58.2
		ON RAMP A (3C) - TAPER	9.60	23.5	25.11	440	5.5	24.1	25.73	330	4.3	25.0	26.71	880	11.8	118.8	126.78	0.03	3.9	26.75	2.6
		ON RAMP A (3B) - TAPER	17.40	23.1	44.62	440	9.8	23.7	45.75	330	7.6	24.6	47.52	880	20.9	116.6	225.34	0.03	6.8	26.75	4.7
		ON RAMP A (3B)	78.60	23.3	203.78	440	44.8	23.9	208.88	330	34.5	24.8	216.88	880	95.4	120.7	1053.83	0.03	31.7	53.50	42.1
		ON RAMP A (3B) - TAPER	67.20	17.1	127.79	440	28.1	17.7	132.15	330	21.8	18.6	138.99	880	61.2	86.7	647.66	0.03	19.5	26.75	18.0
		ON RAMP A (3B) ACCEL. LANE	1227.20	14.7	1999.89	440	440.0	14.9	2033.98	660	671.2	15.8	2158.97	880	950.0	91.3	12453.81	0.03	373.7		
		ON RAMP A (3B) ACCEL. LANE - TAPER	300.00	8.7	288.89	440	63.6	8.9	297.23	660	98.1	9.8	327.78	880	144.2	45.7	1522.23	0.03	45.7		
		ON RAMP B (3B) - WEST HALF	88.70	13.1	129.12	440	28.4	13.7	134.87	330	22.3	14.6	143.91	880	63.3	66.7	657.10	0.03	19.8	53.50	47.5
		ON RAMP B (3B) - EAST HALF	88.70	13.1	129.12	440	28.4	13.7	134.87	330	22.3	14.6	143.91	880	63.3	66.7	657.10	0.03	19.8	53.50	47.5
NB EXIT TO SH 338		OFF RAMP B (3B) - TAPER	92.10	27.8	284.53	440	62.6	28.4	290.50	330	47.9	29.3	299.88	880	132.0	140.2	1434.56	0.03	43.1	26.75	24.6
		OFF RAMP B (3B)	21.40	23.3	55.49	440	12.2	23.9	56.87	330	9.4	24.8	59.05	880	26.0	120.7	286.92	0.03	8.7	53.50	11.4
		OFF RAMP B (3B) - TAPER	64.80	22.8	163.98	440	36.1	23.4	168.18	330	27.8	24.3	174.78	880	76.9	115.0	828.27	0.03	24.9	26.75	17.3
		OFF RAMP A (3B) - TAPER	71.00	27.8	219.30	440	48.3	28.4	223.90	330	37.0	29.3	231.13	880	101.7	140.2	1105.67	0.03	33.2	26.75	19.0
		OFF RAMP A (3B)	122.90	23.3	318.63	440	70.1	23.9	326.60	330	53.9	24.8	339.12	880	149.2	120.7	1647.78	0.03	49.5	53.50	65.8
		OFF RAMP A (3B) - TAPER	35.60	23.0	91.17	440	20.1	23.6	93.47	330	15.4	24.5	97.10	880	42.7	116.4	460.43	0.03	13.9	26.75	9.5
		OFF RAMP A (3C) - TAPER	24.90	23.5	65.13	440	14.3	24.1	66.74	330	11.0	25.0	69.28	880	30.5	118.9	328.85	0.03	9.9	26.75	6.7
		OFF RAMP A (3C)	32.00	23.3	82.97	440	18.3	23.9	85.04	330	14.0	24.8	88.30	880	38.9	120.7	429.04	0.03	12.9	53.50	17.1
		OFF RAMP A (3C) - TAPER	28.70	23.2	74.15	440	16.3	23.8	76.01	330	12.6	24.7	78.93	880	34.7	117.4	374.43	0.03	11.3	26.75	7.7
NB ENTR FROM SH 338		ON RAMP A (3C) - TAPER	78.97	25.2	220.89	440	48.6	25.8	226.01	330	37.3	26.7	234.05	880	103.0	127.0	1114.67	0.03	33.5	26.75	21.1
		ON RAMP A (3C)	75.48	23.3	195.68	440	43.1	23.9	200.57	330	33.1	24.8	208.26	880	91.6	120.7	1011.94	0.03	30.4	53.50	40.4
		ON RAMP A (3C) - TAPER	29.23	24.4	79.21	440	17.4	25.0	81.10	330	13.4	25.9	84.08	880	37.0	123.1	399.80	0.03	12.0	26.75	7.8
		TRANSITION PAVEMENT (4B)																			
STAGE 4 TEMP. RAMP CONNECTIONS & ACCEL. LANES																					
NB ENTR FROM BINGHAM		ON RAMP B (4B) SOUTH HALF	144.50	12.3	196.87	440	43.3	12.8	206.24	330	34.0	13.8	220.95	880	97.2	62.5	1003.06	0.03	30.1	53.50	77.3
		ON RAMP B (4B) NORTH HALF	144.50	12.3	196.87	440	43.3	12.8	206.24	330	34.0	13.8	220.95	880	97.2	62.5	1003.06	0.03	30.1	53.50	77.3
NB EXIT TO PRATT		OFF RAMP B (4B) - TAPER	54.50	24.0	145.30	440	32.0	24.6	148.84	330	24.6	25.5	154.39	880	67.9	121.1	733.56	0.03	22.1	26.75	14.6
		OFF RAMP B (4B)	16.00	23.3	41.49	440	9.1	23.9	42.52	330	7.0	24.8	44.15	880	19.4	120.7	214.52	0.03	6.5	53.50	8.6
		OFF RAMP B (4B) - TAPER	49.40	23.8	130.85	440	28.8	24.4	134.05	330	22.1	25.3	139.08	880	61.2	120.4	660.61	0.03	19.9	26.75	13.2
NB ENTR FROM PRATT		ON RAMP B (4B) - TAPER	73.00	23.3	189.25	440	41.6	23.9	193.99	330	32.0	24.8	201.42	880	88.6	117.8	955.71	0.03	28.7	26.75	19.5
		ON RAMP B (4B)	21.10	23.3	54.71	440	12.0	23.9	56.08	330	9.3	24.8	58.23	880	25.6	120.7	282.90	0.03	8.5	53.50	11.3
		ON RAMP B (4B) - TAPER	73.00	23.9	193.68	440	42.6	24.5	198.41	330	32.7	25.4	205.84	880	90.6	120.6	977.83	0.03	29.4	26.75	19.5
NB EXIT TO SH 338		OFF RAMP B (4B) - TAPER	54.50	24.0	145.53	440	32.0	24.6	149.06	330	24.6	25.5	154.61	880	68.0	121.3	734.70	0.03	22.1	26.75	14.6
		OFF RAMP B (4B)	16.70	23.3	43.30	440	9.5	23.9	44.38	330	7.3	24.8	46.08	880	20.3	120.7	223.91	0.03	6.8	53.50	8.9
		OFF RAMP B (4B) - TAPER	58.60	24.1	157.09	440	34.6	24.7	160.89	330	26.6	25.6	166.86	880	73.4	121.8	793.03	0.03	23.8	26.75	15.7
742+17.99	751+67.99	TRANSITION PAVEMENT (4B)	950.00	13.3	1407.41	348	244.9	13.9	1468.99	140	102.8	14.8	1565.75	50	39.2	120.7	12737.04	0.03	382.2		
NB SOUTH OF FOURCHE		SHOULDER WIDENING - OUTSIDE NB MAINLANES (STAGE 4B)	771.43	2.6	225.63	440	49.6	3.8	325.63	330	53.7	5.6	482.77	880	212.4	28.1	2410.90	0.03	72.4		
NB NORTH OF FOURCHE		SHOULDER WIDENING - OUTSIDE NB MAINLANES (STAGE 4B)	136.44	2.1	32.37	440	7.1	3.3	50.06	330	8.3	5.1	77.85	880	34.3	25.1	381.20	0.03	11.5		
		SUBTOTALS THIS SHEET:			8363.76		1775.3		8707.74		1682.2		9337.10		3458.6		51952.14		1560.6		761.5

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	239	327
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
03-14-2014

BASE AND SURFACING - TEMP.RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES (BOX 5 OF 6)

STATION	STATION	LOCATION	LENGTH	TRENCHING & SHOULDER PREPARATION	ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1 1/2")				TACK COAT 0.03 GAL. PER SQ. YD.				AGGREGATE BASE COURSE (CLASS 7)	
					AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	AVG. WIDTH	SQ. YD.	LBS. PER SQ. YD.	PG 76-22	TOTAL WIDTH	SQ. YD.	GALLONS/ SQ. YD.	GALLON	TON/STA.	TON
			FEET	STATION	FEET			TON	FEET			TON	FEET			TON	FEET					
TRENCH & SHOULDER PREP																						
407+45.04	548+00.00	INSIDE SHOULDER - RT. MAIN LANES	14054.96	141	4.0	6246.65	440	1374.3	4.0	6246.65	330	1030.7	4.0	6246.65	880	2748.5	20.0	31233.25	0.03	937.0		
547+98.40	577+90.30	INSIDE SHOULDER - RT. MAIN LANES	2991.90	30	4.0	1329.74	440	292.6	4.0	1329.74	330	219.4	4.0	1329.74	880	585.1	20.0	6648.67	0.03	199.5		
577+92.40	620+06.60	INSIDE SHOULDER - RT. MAIN LANES	4214.20	43	4.0	1872.98	440	412.1	4.0	1872.98	330	309.1	4.0	1872.98	880	824.1	20.0	9364.89	0.03	281.0		
620+04.60	661+75.30	INSIDE SHOULDER - RT. MAIN LANES	4170.70	42	4.0	1853.65	440	407.8	4.0	1853.65	330	305.9	4.0	1853.65	880	815.6	20.0	9268.23	0.03	278.1		
661+71.00	766+23.40	INSIDE SHOULDER - RT. MAIN LANES	10452.40	105	4.0	4645.52	440	1022.0	4.0	4645.52	330	766.5	4.0	4645.52	880	2044.0	20.0	23227.56	0.03	696.9		
762+43.40	811+58.50	INSIDE SHOULDER - RT. MAIN LANES	4915.10	50	4.0	2184.49	440	480.6	4.0	2184.49	330	360.5	4.0	2184.49	880	961.2	20.0	10922.45	0.03	327.7		
811+58.50	827+69.95	INSIDE SHOULDER - RT. MAIN LANES	1611.45	17	4.0	716.20	440	157.6	4.0	716.20	330	118.2	4.0	716.20	880	315.1	20.0	3581.00	0.03	107.5		
45+00.00	48+84.40	INSIDE SHOULDER - RT. MAIN LANES	384.40	4	4.0	170.85	440	37.6	4.0	170.85	330	28.2	4.0	170.85	880	75.2	20.0	854.23	0.03	25.7		
370+04.83	373+61.15	INSIDE SHOULDER - RT. MAIN LANES	356.32	4	4.0	158.37	440	34.9	4.0	158.37	330	26.1	4.0	158.37	880	69.7	20.0	791.83	0.03	23.8		
376+79.62	380+26.55	INSIDE SHOULDER - LT. MAIN LANES	346.93	4	4.0	154.20	440	33.9	4.0	154.20	330	25.5	4.0	154.20	880	67.9	20.0	770.96	0.03	23.2		
401+93.16	406+28.20	INSIDE SHOULDER - LT. MAIN LANES	435.04	5	4.0	193.36	440	42.5	4.0	193.36	330	31.9	4.0	193.36	880	85.1	20.0	966.76	0.03	29.1		
403+90.68	405+50.63	INSIDE SHOULDER - NB ENTR RAMP FROM BINGHAM RD	159.95	2	4.0	71.09	440	15.6	4.0	71.09	330	11.7	4.0	71.09	880	31.3	20.0	355.45	0.03	10.7		
406+23.47	406+86.88	OUTSIDE SHOULDER - RT. MAIN LANES	63.41	*	10.0	70.46	440	15.5	4.0	28.19	330	4.7	4.0	28.19	880	12.4	20.0	140.92	0.03	4.3		
406+57.98	408+62.22	INSIDE SHOULDER - SB EXIT RAMP TO BINGHAM RD	204.24	3	4.0	90.78	440	20.0	4.0	90.78	330	15.0	4.0	90.78	880	40.0	20.0	453.87	0.03	13.7		
408+72.92	409+45.24	OUTSIDE SHOULDER - LT. MAIN LANES	72.32	1	10.0	80.36	440	17.7	4.0	32.15	330	5.3	4.0	32.15	880	14.2	20.0	160.72	0.03	4.9		
409+91.94	410+83.70	INSIDE SHOULDER - LT. MAIN LANES	91.76	1	4.0	40.79	440	9.0	4.0	40.79	330	6.7	4.0	40.79	880	18.0	20.0	203.92	0.03	6.2		
413+09.95	414+03.33	INSIDE SHOULDER - LT. MAIN LANES	93.38	1	4.0	41.51	440	9.1	4.0	41.51	330	6.9	4.0	41.51	880	18.3	20.0	207.52	0.03	6.3		
509+88.12	510+65.08	OUTSIDE SHOULDER - RT. MAIN LANES	76.96	1	10.0	85.52	440	18.8	4.0	34.21	330	5.7	4.0	34.21	880	15.1	20.0	171.03	0.03	5.2		
511+12.75	513+60.94	INSIDE SHOULDER - NB EXIT RAMP TO PRATT RD	248.19	3	4.0	110.31	440	24.3	4.0	110.31	330	18.2	4.0	110.31	880	48.5	20.0	551.54	0.03	16.6		
512+96.92	513+85.76	INSIDE SHOULDER - LT. MAIN LANES	88.84	1	4.0	39.49	440	8.7	4.0	39.49	330	6.5	4.0	39.49	880	17.4	20.0	197.43	0.03	6.0		
515+13.23	515+52.70	INSIDE SHOULDER - LT. MAIN LANES	39.47	1	4.0	17.55	440	3.9	4.0	17.55	330	2.9	4.0	17.55	880	7.7	20.0	87.72	0.03	2.7		
515+60.16	515+90.98	OUTSIDE SHOULDER - LT. MAIN LANES	30.82	1	10.0	34.25	440	7.5	4.0	13.70	330	2.3	4.0	13.70	880	6.0	20.0	68.49	0.03	2.1		
516+19.06	516+53.66	INSIDE SHOULDER - SB ENTR RAMP FROM PRATT RD	34.60	1	4.0	15.38	440	3.4	4.0	15.38	330	2.5	4.0	15.38	880	6.8	20.0	76.89	0.03	2.4		
519+88.04	520+22.19	INSIDE SHOULDER - NB ENTR RAMP FROM PRATT RD	34.15	1	4.0	15.18	440	3.3	4.0	15.18	330	2.5	4.0	15.18	880	6.7	20.0	75.89	0.03	2.3		
520+50.43	520+81.23	OUTSIDE SHOULDER - RT. MAIN LANES	30.80	*	10.0	34.23	440	7.5	4.0	13.69	330	2.3	4.0	13.69	880	6.0	20.0	68.45	0.03	2.1		
523+54.08	525+45.13	INSIDE SHOULDER - SB EXIT RAMP TO PRATT RD	191.05	2	4.0	84.92	440	18.7	4.0	84.92	330	14.0	4.0	84.92	880	37.4	20.0	424.56	0.03	12.8		
525+99.68	526+73.57	OUTSIDE SHOULDER - LT. MAIN LANES	73.89	1	10.0	82.10	440	18.1	4.0	32.84	330	5.4	4.0	32.84	880	14.5	20.0	164.20	0.03	5.0		
527+20.28	528+12.05	INSIDE SHOULDER - LT. MAIN LANES	91.77	1	4.0	40.79	440	9.0	4.0	40.79	330	6.7	4.0	40.79	880	18.0	20.0	203.94	0.03	6.2		
530+35.79	531+26.77	INSIDE SHOULDER - LT. MAIN LANES	90.98	1	4.0	40.44	440	8.9	4.0	40.44	330	6.7	4.0	40.44	880	17.8	20.0	202.18	0.03	6.1		
709+58.92	710+54.87	INSIDE SHOULDER - LT. MAIN LANES	95.95	1	4.0	42.65	440	9.4	4.0	42.65	330	7.0	4.0	42.65	880	18.8	20.0	213.23	0.03	6.4		
712+92.95	713+81.79	INSIDE SHOULDER - LT. MAIN LANES	88.84	1	4.0	39.49	440	8.7	4.0	39.49	330	6.5	4.0	39.49	880	17.4	20.0	197.43	0.03	6.0		
713+13.07	713+69.58	OUTSIDE SHOULDER - RT. MAIN LANES	56.51	*	10.0	62.79	440	13.8	4.0	25.12	330	4.2	4.0	25.12	880	11.1	20.0	125.58	0.03	3.8		
713+88.00	714+48.91	INSIDE SHOULDER - NB EXIT RAMP TO SH 338	60.91	1	4.0	27.08	440	6.0	4.0	27.08	330	4.5	4.0	27.08	880	11.9	20.0	135.36	0.03	4.1		
714+25.02	714+91.98	OUTSIDE SHOULDER - LT. MAIN LANES	66.96	1	10.0	74.40	440	16.4	4.0	29.76	330	4.9	4.0	29.76	880	13.1	20.0	148.80	0.03	4.5		
716+22.75	718+85.75	INSIDE SHOULDER - SB ENTR RAMP FROM SH 338	263.00	3	4.0	116.89	440	25.7	4.0	116.89	330	19.3	4.0	116.89	880	51.4	20.0	584.45	0.03	17.6		
723+82.85	726+62.14	INSIDE SHOULDER - NB ENTR RAMP FROM SH 338	279.29	3	4.0	124.13	440	27.3	4.0	124.13	330	20.5	4.0	124.13	880	54.6	20.0	620.65	0.03	18.7		
727+34.30	728+14.52	OUTSIDE SHOULDER - RT. MAIN LANES	80.22	*	10.0	89.14	440	19.6	4.0	35.66	330	5.9	4.0	35.66	880	15.7	20.0	178.27	0.03	5.4		
727+95.17	730+68.09	INSIDE SHOULDER - SB EXIT RAMP TO SH 338	272.92	3	4.0	121.30	440	26.7	4.0	121.30	330	20.0	4.0	121.30	880	53.4	20.0	606.49	0.03	18.2		
731+19.33	732+54.12	OUTSIDE SHOULDER - LT. MAIN LANES	134.79	2	10.0	149.77	440	33.0	4.0	59.91	330	9.9	4.0	59.91	880	26.4	20.0	299.54	0.03	9.0		
794+98.19	810+01.70	INSIDE SHOULDER - LT. MAIN LANES	1503.51	16	4.0	668.23	440	147.0	4.0	668.23	330	110.3	4.0	668.23	880	294.0	20.0	3341.14	0.03	100.3		
810+00.00	815+71.20	INSIDE SHOULDER - LT. MAIN LANES	571.20	6	4.0	253.87	440	55.9	4.0	253.87	330	41.9	4.0	253.87	880	111.7	20.0	1269.34	0.03	38.1		
815+71.20	827+84.37	INSIDE SHOULDER - LT. MAIN LANES	1213.17	13	4.0	539.19	440	118.6	4.0	539.19	330	89.0	4.0	539.19	880	237.3	20.0	2695.94	0.03	80.9		
45+00.00	48+62.89	INSIDE SHOULDER - LT. MAIN LANES	362.89	4	4.0	161.29	440	35.5	4.0	161.29	330	26.6	4.0	161.29	880	71.0	20.0	806.43	0.03	24.2		
		SUBTOTALS THIS SHEET:		521		22991.38		5058.5		22533.59		3718.5		22533.59		9915.4		112667.20		3382.3		0

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

* THESE LENGTHS PROVIDED FOR CONTRACTOR'S INFORMATION ONLY AND ARE NOT INCLUDED IN THE TOTAL TRENCHING AND SHOULDER PREPARATION QUANTITY FOR THIS PROJECT SINCE THE METHOD OF MEASURMENT INCLUDES BOTH SHOULDERS, PER SECTION 215.03 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014.

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	240	327

② QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 18404 SHAHRIAR AZAD

03-14-2014

BASE AND SURFACING - TEMP.RAMP CONNECTIONS CROSSOVERS & ACCEL.LANES (BOX 6 OF 6)

STATION	STATION	LOCATION	LENGTH	TRENCHING & SHOULDER PREPARATION	ACHM SURFACE COURSE (1/2")				ACHM BINDER COURSE (1")				ACHM BASE COURSE (1 1/2")				TACK COAT 0.03 GAL. PER SQ. YD.				AGGREGATE BASE COURSE (CLASS 7)	
			FEET	STATION	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	AVG. WIDTH FEET	SQ. YD.	LBS. PER SQ. YD.	PG 76-22 TON	TOTAL WIDTH FEET	SQ. YD.	GALLONS/ SQ. YD.	GALLON	TON/STA.	TON
INTERIM THIRD SB LANE TEMP PVMT																						
800+24.33	48+62.89		3114.80		4.3	1499.72	220	165.0	5.2	1788.13	330	295.1	7.0	2422.63	880	1066.0	31.7	10959.49	0.03	328.8		
SOUTH TERMINAL FULL-DEPTH SHOULDER RECONSTRUCTION AREAS																						
100+12.70	102+92.85	OUTSIDE SHOULDER - RT. MAIN LANES	280.15	3																		
100+35.00	107+21.68	INSIDE SHOULDER - LT. MAIN LANES	686.68	7																		
100+32.00	103+91.62	OUTSIDE SHOULDER - LT. MAIN LANES	359.62	*																		
103+71.79	105+97.34	OUTSIDE SHOULDER - LT. MAIN LANES	225.55	*																		
105+97.34	108+10.92	OUTSIDE SHOULDER - LT. MAIN LANES	213.58	*																		
109+45.23	113+69.53	INSIDE SHOULDER - LT. MAIN LANES	424.30	5																		
110+14.90	112+91.72	OUTSIDE SHOULDER - LT. MAIN LANES	276.82	*																		
114+15.94	114+62.79	OUTSIDE SHOULDER - EB I-30	106.00	2																		
SUBTOTALS THIS SHEET:				17		1499.72		165.0		1788.13		295.1		2422.63		1066.0		10959.49		328.8		0
TOTALS				538		73932.49		16036.7		75795.62		12868.9		79713.04		34031.1		402288.11		12078.1		6802.9

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%
ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%
ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%
Nmax = 205 (PG 76-22)

* THESE LENGTHS PROVIDED FOR CONTRACTOR'S INFORMATION ONLY AND ARE NOT INCLUDED IN THE TOTAL TRENCHING AND SHOULDER PREPARATION QUANTITY FOR THIS PROJECT SINCE THE METHOD OF MEASURMENT INCLUDES BOTH SHOULDERS, PER SECTION 215.03 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014.

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADLI
04-10-2014

BASE AND SURFACING - SUMMARY

LOCATION	AGGREGATE BASE COURSE (CLASS 1)	AGGREGATE BASE COURSE (CLASS 7)	ACHM SURFACE COURSE (1/2") (PG 64-22)	ACHM SURFACE COURSE (1/2") (PG 76-22)	ACHM BINDER COURSE (1") (PG 76-22)	ACHM BASE COURSE (1-1/2") (PG 76-22)	P.C.C PAVEMENT (9" U.T.)	RUMBLE STRIPS IN ASPHALT SHOULDERS	TACK COAT	TRENCHING & SHOULDER PREPARATION
	TON						SQ. YD.	LIN. FT.	GALLON	STATION
I-530 - LANES ONLY		25962.3		57220.6	59705.5	93201.3	3979.6		60435.7	
I-530 - SHOULDERS	97173.2	13926.3		30226.1	32926.2	53841.7	2456.4	177484	35272.0	
GUARDRAIL WIDENING		7585.5	958.3							
RAMP TRANSITIONS				3205.2					1697.1	
STAGE CONST. TEMP. RAMP CONNECTIONS		6802.9		16036.7	12868.9	34031.1			12078.1	538
TOTALS	97173.2	54277.0	958.3	106688.6	105500.6	181074.1	6436.0	177484	109482.9	538

BASIS OF ESTIMATE: ACHM BASE COURSE (1 1/2") - MINERAL AGGREGATE = 96.2%, ASPHALT BINDER (PG 76-22) = 3.8%

ACHM BINDER COURSE (1") - MINERAL AGGREGATE = 95.7%, ASPHALT BINDER (PG 76-22) = 4.3%

ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 64-22) = 5.1%

ACHM SURFACE COURSE (1/2") - MINERAL AGGREGATE = 94.9%, ASPHALT BINDER (PG 76-22) = 5.1%

Nmax = 115 (PG 64-22)

Nmax = 205 (PG 76-22)

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
4-9-14			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0613	242	327

(1) A&B3329,A&B2623 BRIDGE QUANTITIES 55623

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
9 Apr 2014

SCHEDULE OF BRIDGE QUANTITIES - JOB BB0613

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	802	803	804	809	809	821	SP JOB BB0613	SP JOB BB0613	SP JOB BB0613	SP JOB BB0613
		ITEM	GROOVING	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60) *	ARMORED JOINT WITH NEOPRENE STRIP SEAL	SILICONE JOINT SEALANT	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO.)	HYDRODEMOLITION	BRIDGE DECK REPAIR *	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1 3/4 " THICK)	~~VERY EARLY STRENGTH LATEX MODIFIED CONCRETE (VARIABLE DEPTH) *~~
		UNIT	SQ.YD.	LIN. FT.	POUND	LINEAR FOOT	LINEAR FOOT	LUMP SUM	SQ. YD.	SQ. FT.	SQ. YD.	~~CU. YD.~~
2.82	EXISTING BRIDGE NO. A3329		534	260	500	-	169	1	577.8	780	577.8	~~9.4~~
2.82	EXISTING BRIDGE NO. B3329		534	260	500	-	169	1	577.8	780	577.8	9.4
0.67	EXISTING BRIDGE NO. A2623		3,780	1,512	3,000	48	-	1	4,032.0	5,443	4,032.0	65.3
0.67	EXISTING BRIDGE NO. B2623		4,200	1,730	3,000	-	-	-	4,488.6	6,060	4,488.6	72.7
TOTALS FOR JOB NO. BB0613			9,048	3,762	7,000	48	338		9,676.2	13,063	9,676.2	156.8 (1)

* QUANTITY IS SHOWN FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.

(1) Removed Pay Item 4-9-14 STS

SCHEDULE OF BRIDGE QUANTITIES
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY: ASM DATE: 02/18/14
CHECKED BY: STS DATE: 03/04/14
DESIGNED BY: STS DATE: 02/18/14
FILENAME: bbb0613m_q
SCALE: N.T.S.

BRIDGE NO. A&B3329,A&B2623 DRAWING NO. 55623

4/8/2014 5:17:13 PM
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SUMMARY OF QUANTITIES (SHEET 1 OF 2)

ITEM NUMBER	ITEM	9050	BIM - B530 (203)	TOTAL	UNIT
201	CLEARING		44	44	STA.
201	GRUBBING		44	44	STA.
202	REMOVAL AND DISPOSAL OF BARRIER WALL		1877	1877	LIN. FT.
202	REMOVAL AND DISPOSAL OF PIER PROTECTION		70	70	LIN. FT.
202	REMOVAL AND DISPOSAL OF APPROACH SLABS		8	8	EACH
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS		18	18	EACH
202	REMOVAL AND DISPOSAL OF DROP INLETS		1	1	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS		1	1	EACH
202	REMOVAL AND DISPOSAL OF BOX CULVERTS		1	1	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE RIPRAP		234	234	SQ. YD.
SP & 202	REMOVAL AND DISPOSAL OF GUARDRAIL		5325	5325	LIN. FT.
SP	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER		9	9	EACH
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT		38284	38284	SQ. YD.
SP	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER		860	860	EACH
210	UNCLASSIFIED EXCAVATION		173214	173214	CU. YD.
210	COMPACTED EMBANKMENT		88325	88325	CU. YD.
SP & 210	BORROW		15891	15891	CU. YD.
SP & 210	SOIL STABILIZATION		125	125	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION		538	538	STA.
302	SELECTED MATERIAL (CLASS SM-3)		125	125	CU. YD.
303	AGGREGATE BASE COURSE (CLASS 1)	2249	97173	99422	TON
303	AGGREGATE BASE COURSE (CLASS 7)		55086	55086	TON
401	TACK COAT		109933	109933	GAL.
SP & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")		174193	174193	TON
SP & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")		6881	6881	TON
SP, SS & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")		100964	100964	TON
SP, SS & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")		4537	4537	TON
SP, SS & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		102157	102157	TON
SP, SS & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")		49	49	TON
SP, SS & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")		5441	5441	TON
412	COLD MILLING ASPHALT PAVEMENT		4470	4470	SQ. YD.
SP & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC		225	225	TON
SP & 415	ACHM PATCHING OF EXISTING ROADWAY		250	250	TON
SP	ACHM PATCHING OF EXISTING SHOULDERS		250	250	TON
501	PORTLAND CEMENT CONCRETE PAVEMENT (9" UNIFORM THICKNESS)		6436	6436	SQ. YD.
504	APPROACH SLABS		469.42	469.42	CU. YD.
504	APPROACH GUTTERS		305.06	305.06	CU. YD.
513	RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT		209633	209633	SQ. YD.
513	REMOVAL OF EXISTING ASPHALT OVERLAY		369610	369610	SQ. YD.
601	MOBILIZATION		1.00	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE		1	1	EACH
SP & 603	MAINTENANCE OF TRAFFIC		1.00	1.00	LUMP SUM
SP & 603	TRAFFIC CONTROL SUPERVISOR		1.00	1.00	LUMP SUM
603	18" TEMPORARY CULVERT		7349	7349	LIN. FT.
604	SIGNS		2989	2989	SQ. FT.
604	BARRICADES		464	464	LIN. FT
604	TRAFFIC DRUMS		1392	1392	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		65301	65301	LIN. FT
604	RELOCATING PRECAST CONCRETE BARRIER		181752	181752	LIN. FT
604	CONSTRUCTION PAVEMENT MARKINGS		158222	158222	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		588856	588856	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		4701	4701	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS		100617	100617	LIN. FT.
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN		265	265	WEEK
604	ADVANCE WARNING ARROW PANEL		738	738	DAY
604	VERTICAL PANELS		197	197	EACH
SP	MOTORIST ASSISTANCE PATROL		1.00	1.00	LUMP SUM
SP	PORTABLE CONSTRUCTION LIGHTING		738	738	DAY
SP	PORTABLE CAMERA ASSEMBLY		212	212	WEEK
SP & 605	CONCRETE DITCH PAVING (TYPE B)	18661	288	18949	SQ. YD.
SP	CULVERT CLEAN OUT		87	87	EACH
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)		91	91	LIN. FT.
606	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)		600	600	LIN. FT.
606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS		2	2	EACH
606	SELECTED PIPE BEDDING		200	200	CU. YD.
609	DROP INLETS (TYPE NI)		6	6	EACH
609	DROP INLETS (TYPE RM)		10	10	EACH
609	DROP INLETS (TYPE TM)		1	1	EACH
611	UNDERDRAIN COVER		72839	72839	LIN. FT.
611	UNDERDRAIN OUTLET PROTECTORS		330	330	EACH
611	4" PIPE UNDERDRAINS		92639	92639	LIN. FT.
611	UNDERDRAIN VIDEO INSPECTION		92639	92639	LIN. FT.
614	CONCRETE SPILLWAY (TYPE A)		6	6	EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 8[illegible]
STEPHANIE L. ALLEN
05-22-2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
04-10-14			
05-16-14			

FED.ROD. DISTRICT	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		243	327

JOB NO. BB0613

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES (SHEET 1 OF 2)

SUMMARY OF QUANTITIES (SHEET 2 OF 2)

ITEM NUMBER	ITEM	9050	BIM - B530 (203)	TOTAL	UNIT
617	GUARDRAIL (TYPE A)		8275	8275	LIN. FT.
617	TERMINAL ANCHOR POSTS (TYPE I)		16	16	EACH
617	GUARDRAIL TERMINAL (TYPE 2)		29	29	EACH
617	THRIE BEAM GUARDRAIL TERMINAL		13	13	EACH
SP	WIRE ROPE SAFETY FENCE	42399		42399	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00		1.00	LUMP SUM
620	LIME		20	20	TON
620	SEEDING		10.00	10.00	ACRE
SS & 620	MULCH COVER		20.00	20.00	ACRE
620	WATER	119.1	1228.7	1347.8	M. GAL.
621	TEMPORARY SEEDING		10.00	10.00	ACRE
621	SILT FENCE		21770	21770	LIN. FT.
621	SAND BAG DITCH CHECKS		80	80	BAG
621	DROP INLET SILT FENCE		2958	2958	LIN. FT.
621	SEDIMENT BASIN		750	750	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN		750	750	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL		1595	1595	CU. YD.
621	ROCK DITCH CHECKS		24	24	CU. YD.
621	WATTLE (20")		500	500	LIN. FT.
623	SECOND SEEDING APPLICATION		10.00	10.00	ACRE
624	SOLID SODDING	9487	371	9858	SQ. YD.
631	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)		70	70	LIN. FT.
SP & 631	CONCRETE BARRIER WALL (SIDE TYPE E)		1877	1877	LIN. FT.
SP & 635	ROADWAY CONSTRUCTION CONTROL		1.00	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS		177484	177484	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (4") - ALTERNATE NO. 1		105444	105444	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (4") - ALTERNATE NO. 2		105444	105444	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING (SKIP LINE) WHITE (4") - ALTERNATE NO. 1		25655	25655	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE (SKIP LINE) WHITE (4") - ALTERNATE NO. 2		25655	25655	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING WHITE (8") - ALTERNATE NO. 1		7316	7316	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE WHITE (8") - ALTERNATE NO. 2		7316	7316	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC PAVEMENT MARKING YELLOW (4") - ALTERNATE NO. 1		105013	105013	LIN. FT.
* SP	HIGH PERFORMANCE MARKING TAPE YELLOW (4") - ALTERNATE NO. 2		105013	105013	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (4") - ALTERNATE NO. 1		1137	1137	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4") - ALTERNATE NO. 2		1137	1137	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (8") - ALTERNATE NO. 1		64	64	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (8") - ALTERNATE NO. 2		64	64	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)		2932	2932	EACH
725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)		2273	2273	SQ. FT.
726	STANDARD SIGN		739	739	SQ. FT.
727	EXIT NUMBER PANEL (TYPE A)		158	158	SQ. FT.
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)		16	16	EACH
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)		17317	17317	LB.
731	TEMPORARY IMPACT ATTENUATION BARRIER		12	12	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		12	12	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY		42	42	CU. YD.
802	CLASS S CONCRETE- ROADWAY		74.62	74.62	CU. YD.
804	REINFORCING STEEL - ROADWAY (GRADE 60)		90889	90889	LB.
SP	OMNI-DIRECTIONAL BREAKWAY SIGN SUPPORTS (TYPE G-2)		35	35	EACH
SP	MODULAR GLARE SHIELD		600	600	LIN. FT
SP	SHAPING DITCH		15.00	15.00	STA.
SP	WIRE ROPE SAFETY FENCE (POST REPAIR)	100		100	EACH

* DENOTES ALTERNATE BID ITEM

STRUCTURES OVER 20'-0" SPAN

636	BRIDGE CONSTRUCTION CONTROL		1.00	1.00	LUMP SUM
802	GROOVING		9048	9048	SQ. YD.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT		3762	3762	LIN. FT.
804	REINFORCING STEEL - BRIDGE (GRADE 60)		7000	7000	LB.
809	ARMORED JOINT WITH NEOPRENE STRIP SEAL		48	48	LIN. FT.
809	SILICONE JOINT SEALANT		338	338	LIN. FT.
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A3329)		1.00	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B3329)		1.00	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A2623)		1.00	1.00	LUMP SUM
SP	HYDRODEMOLITION		9676.2	9676.2	SQ. YD.
SP	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1 3/4" THICK)		9676.2	9676.2	SQ. YD.
~~SP~~	~~VERY EARLY STRENGTH LATEX MODIFIED CONCRETE (VARIABLE DEPTH)~~		~~156.8~~	~~156.8~~	~~CU. YD.~~
SP	BRIDGE DECK REPAIR		13063	13063	SQ. FT.

REVISIONS

DATE	REVISION	SHEET NO.
4/9/2014	Removed Pay Item "Very Early Strength Latex Modified Concrete (Variable Depth)"	242,244,267, 269
4/10/2014	ADJUSTED STATION RANGES; ADDED TYPICAL SECTION FOR RUBBLIZE AND OVERLAY (ACCEL LANE) WITHIN LIMITS OF EXISTING CONCRETE BARRIER WALL. ADDED MOT SECTIONS.	8,9,88,92,95,99
4/10/2014	ADJUSTED QUANTITIES FOR CLEARING, GRUBBING, PORTABLE CAMERA ASSEMBLY, AGGREGATE BASE COURSE (CLASS 7), RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT AND ADDED BASIS OF ESTIMATE CLARIFICATION.	221,223,224,226, 232,241,243,244
5/16/2014	REVISED SP'S "PROSECUTION AND PROGRESS" AND "SITE USE (A&C METHOD)". DELETED "SP &" FROM PAY ITEM "ADVANCE WARNING ARROW PANEL".	4, 243, 244
6/13/2014	REVISED SP'S "PROSECUTION AND PROGRESS-CALENDAR DAY CONTRACT WITH CPM" AND "SITE USE (A+C METHOD)-CALENDAR DAY CONTRACT"	244
7/2/2014	REVISED SP'S "MAINTENANCE OF TRAFFIC" AND "VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY"	244
7/10/2014	REVISED "WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS" SP, ADDED "WIRE ROPE SAFETY FENCE PARTS" SP, ADDED NOTE TO WIRE ROPE SAFETY FENCE QUANTITY BOX.	4, 221, 244
7/16/2014	REVISED SP'S "MAINTENANCE OF TRAFFIC" AND "EMPLOYMENT REPORTING"	244

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12405
07-16-2014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
4-9-14		07-02-14	
05-16-14		07-10-14	
06-13-14		07-16-14	

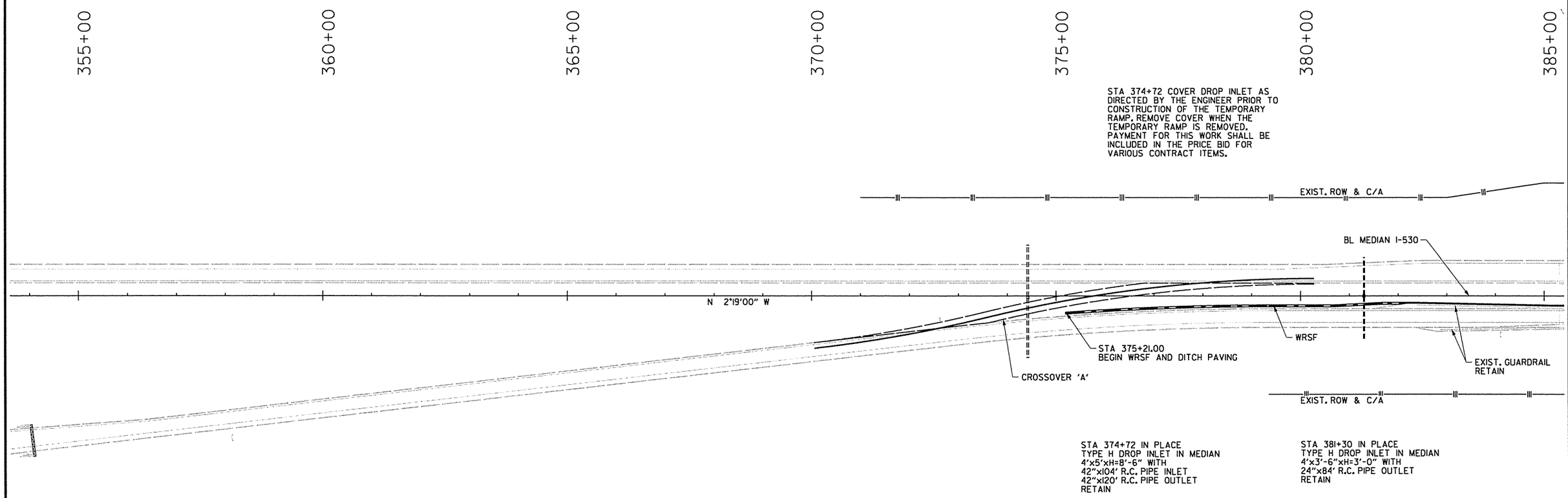
2 SUMMARY OF QUANTITIES AND REVISIONS

FEDERAL PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	BB063	244	327

SUMMARY OF QUANTITIES & REVISIONS (SHEET 2 OF 2)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	245	327
				(2)	PLAN STA 355+00 TO STA 385+00			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SAJAD
03-06-2014



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	246	327

(2) PLAN STA 385+00 TO STA 416+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ADBAR 03-06-2014

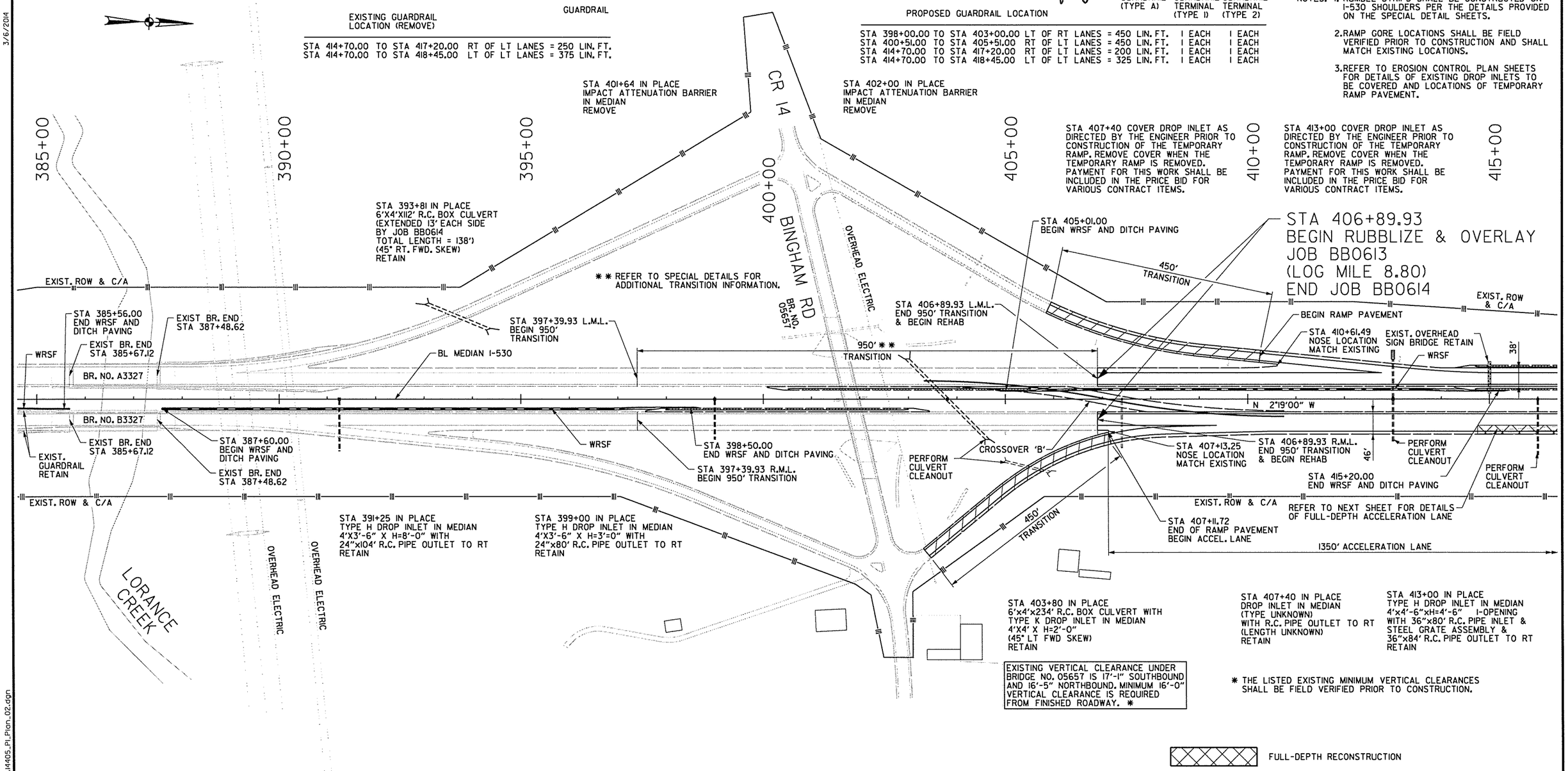
EXISTING GUARDRAIL LOCATION (REMOVE)

STA 414+70.00 TO STA 417+20.00 RT OF LT LANES = 250 LIN. FT.
STA 414+70.00 TO STA 418+45.00 LT OF LT LANES = 375 LIN. FT.

PROPOSED GUARDRAIL LOCATION

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
STA 398+00.00 TO STA 403+00.00 LT OF RT LANES = 450 LIN. FT.		1 EACH	1 EACH
STA 400+51.00 TO STA 405+51.00 RT OF LT LANES = 450 LIN. FT.		1 EACH	1 EACH
STA 414+70.00 TO STA 417+20.00 RT OF LT LANES = 200 LIN. FT.		1 EACH	1 EACH
STA 414+70.00 TO STA 418+45.00 LT OF LT LANES = 325 LIN. FT.		1 EACH	1 EACH

NOTES:
1. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.
2. RAMP GORE LOCATIONS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND SHALL MATCH EXISTING LOCATIONS.
3. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	247	327

② PLAN STA 416+00 TO STA 447+00

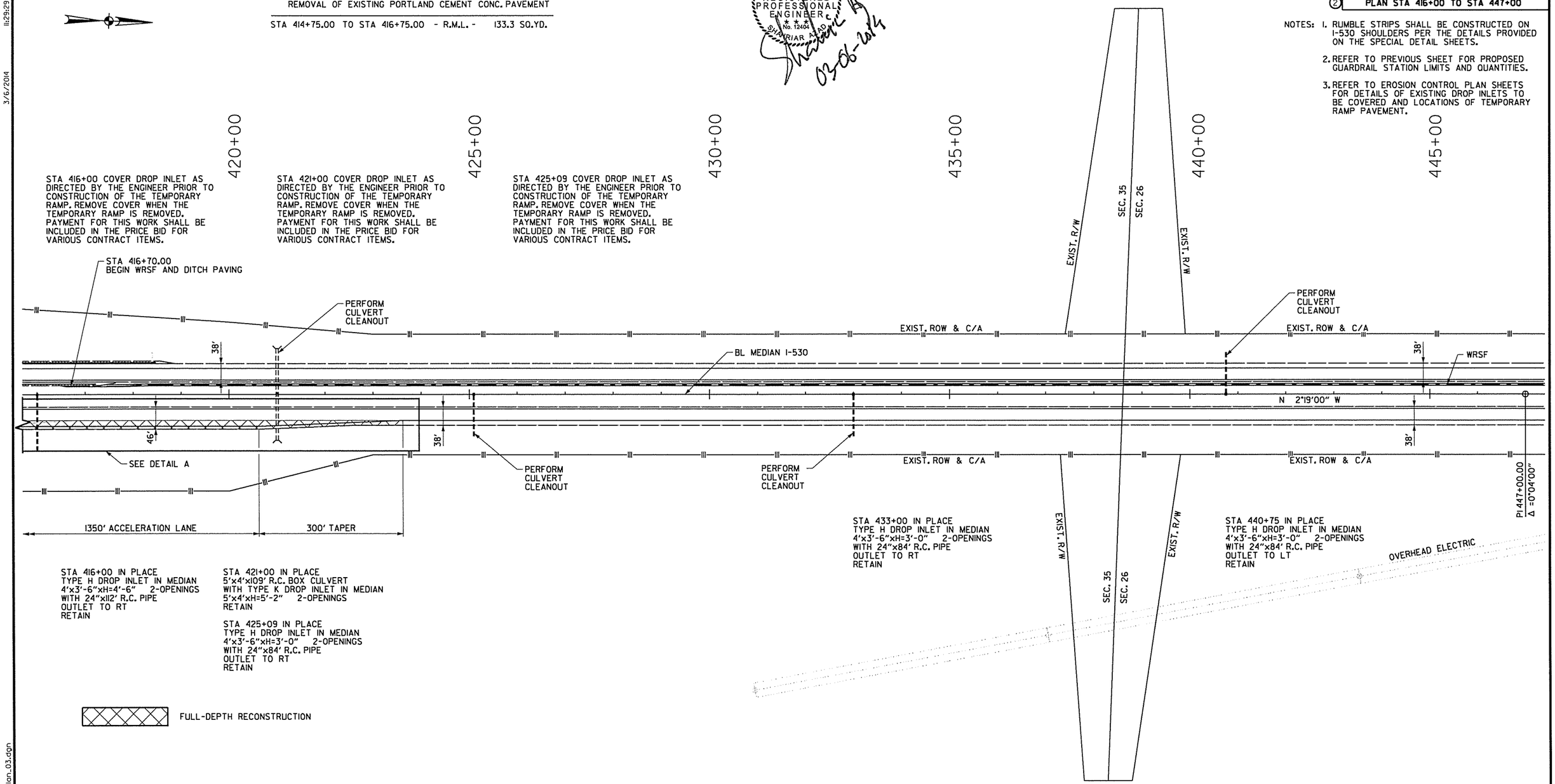
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ALAD

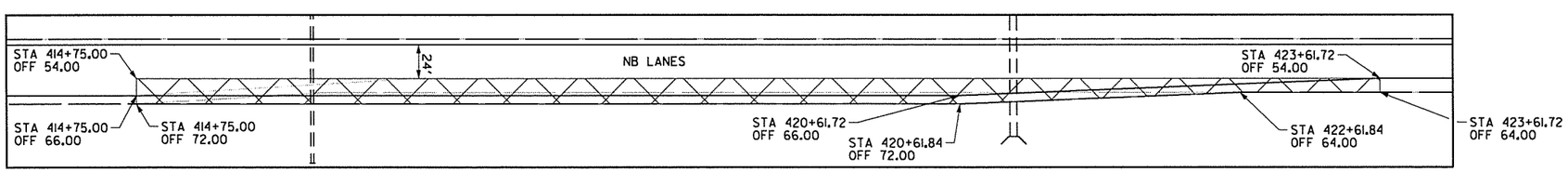
03-06-2014

REMOVAL OF EXISTING PORTLAND CEMENT CONC. PAVEMENT

STA 414+75.00 TO STA 416+75.00 - R.M.L. - 133.3 SQ.YD.

NOTES:
1. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.
2. REFER TO PREVIOUS SHEET FOR PROPOSED GUARDRAIL STATION LIMITS AND QUANTITIES.
3. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.





DETAIL A

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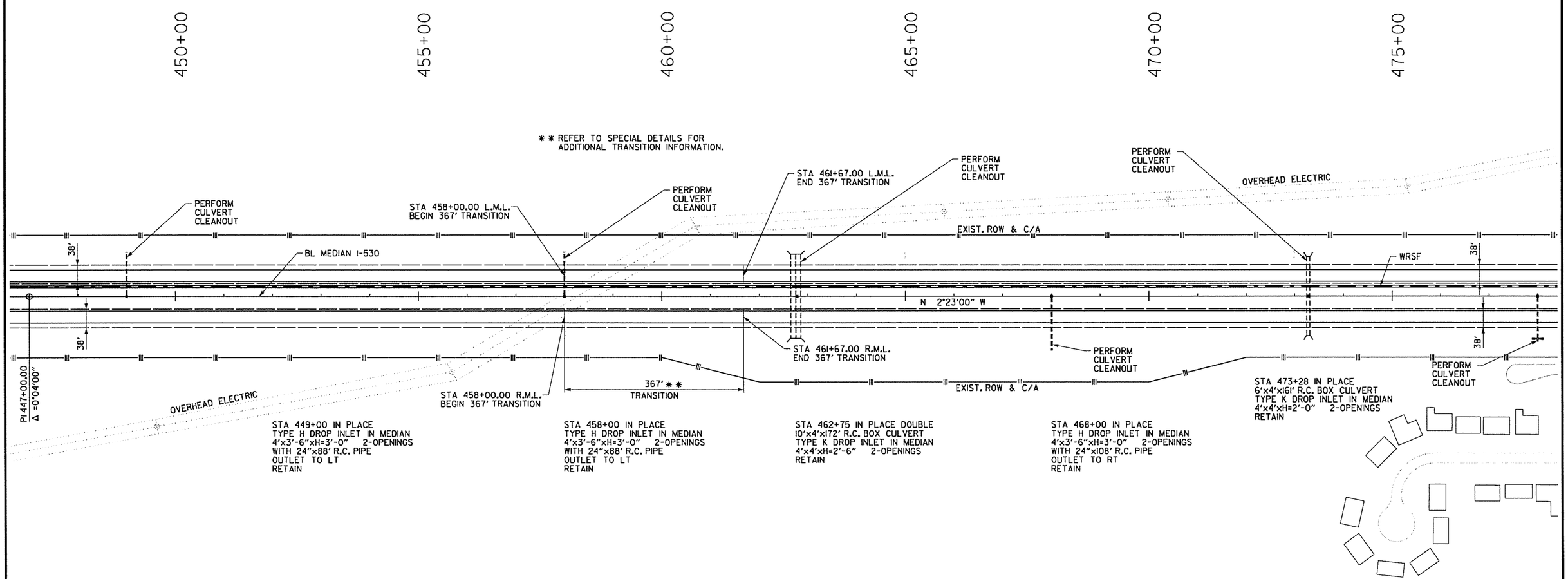
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	248	327
				(2) PLAN STA 447+00 TO STA 478+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
03-06-2014

NOTE: RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.



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				6	ARK.			
				JOB NO.		BB0613	249	327

(2) PLAN STA 478+00 TO STA 509+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZIZI 03-06-2014

REMOVAL OF EXISTING PORTLAND CEMENT CONC. PAVEMENT

STA 505+00.00 TO STA 507+75.00 - L.M.L. - 183.3 SQ.YD.

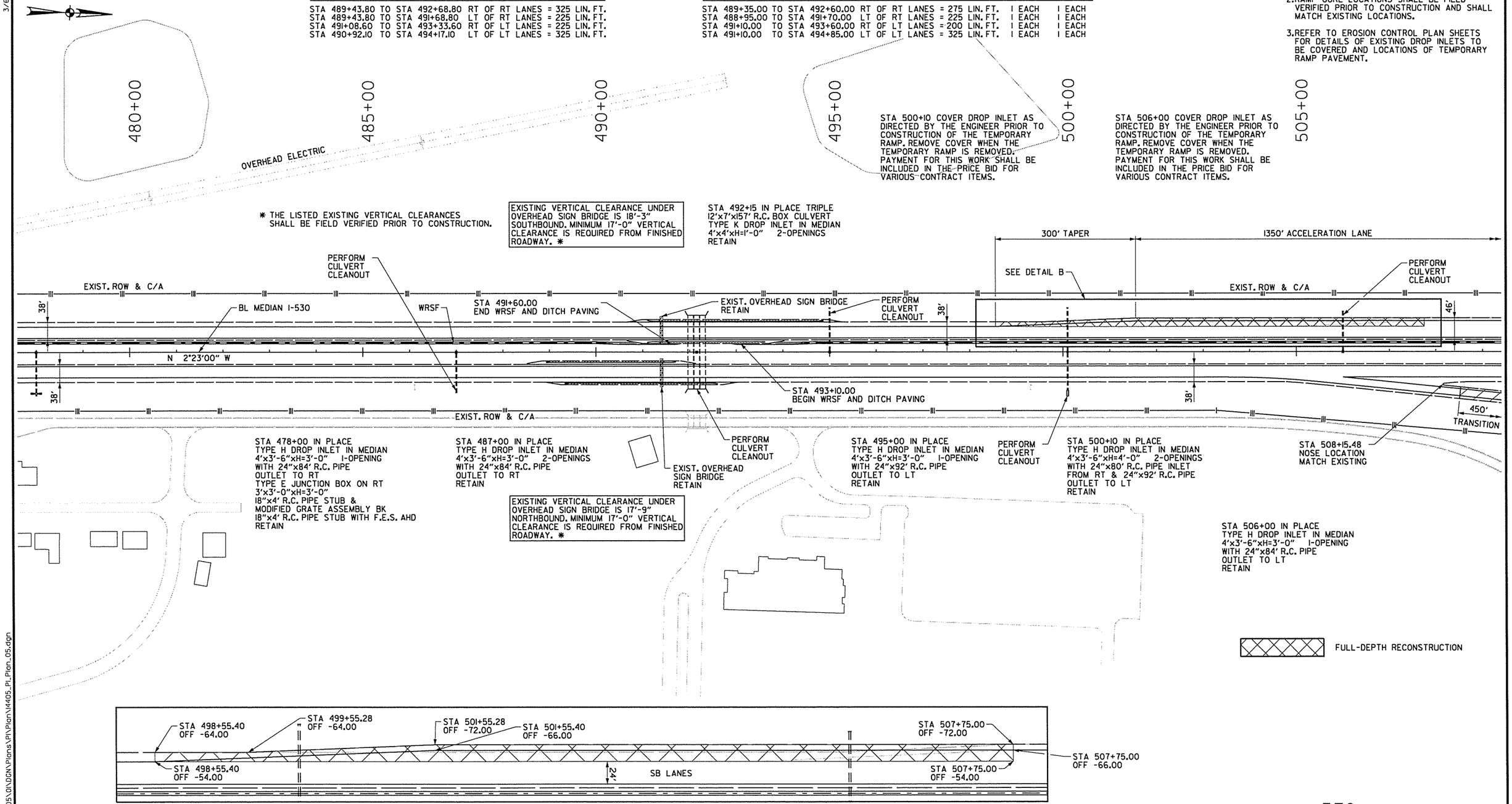
EXISTING GUARDRAIL LOCATION (REMOVE)

STA 489+43.80 TO STA 492+68.80 RT OF RT LANES = 325 LIN. FT.
STA 489+43.80 TO STA 491+68.80 LT OF RT LANES = 225 LIN. FT.
STA 491+08.60 TO STA 493+33.60 RT OF LT LANES = 225 LIN. FT.
STA 490+92.10 TO STA 494+17.10 LT OF LT LANES = 325 LIN. FT.

PROPOSED GUARDRAIL LOCATION

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
STA 489+35.00 TO STA 492+60.00 RT OF RT LANES	= 275 LIN. FT.	1 EACH	1 EACH
STA 488+95.00 TO STA 491+70.00 LT OF RT LANES	= 225 LIN. FT.	1 EACH	1 EACH
STA 491+10.00 TO STA 493+60.00 RT OF LT LANES	= 200 LIN. FT.	1 EACH	1 EACH
STA 491+10.00 TO STA 494+85.00 LT OF LT LANES	= 325 LIN. FT.	1 EACH	1 EACH

NOTES:
1. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.
2. RAMP GORE LOCATIONS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND SHALL MATCH EXISTING LOCATIONS.
3. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.



DETAIL B

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	250	327

(2) PLAN STA 509+00 TO STA 540+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHERRIAN A. 03-06-2014

NOTES:
1. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.
2. RAMP GORE LOCATIONS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND SHALL MATCH EXISTING LOCATIONS.
3. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.

FULL-DEPTH RECONSTRUCTION

PROPOSED GUARDRAIL LOCATION

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
STA 514+30.00 TO STA 519+30.00 LT OF RT LANES = 450 LIN. FT.	1 EACH	1 EACH	
STA 517+10.00 TO STA 522+10.00 RT OF LT LANES = 450 LIN. FT.	1 EACH	1 EACH	

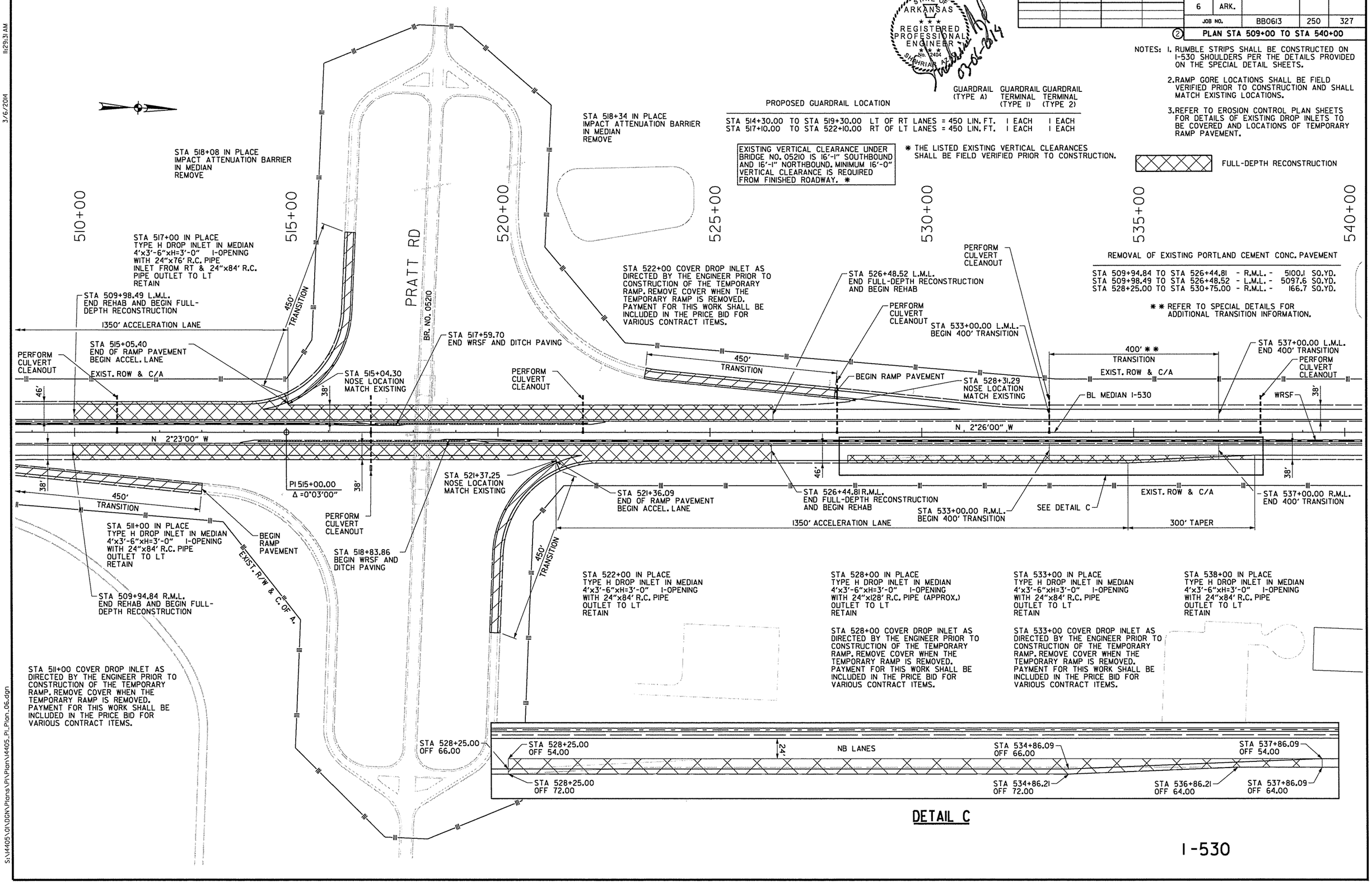
EXISTING VERTICAL CLEARANCE UNDER BRIDGE NO. 05210 IS 16'-1" SOUTHBOUND AND 16'-1" NORTHBOUND. MINIMUM 16'-0" VERTICAL CLEARANCE IS REQUIRED FROM FINISHED ROADWAY. *

* THE LISTED EXISTING VERTICAL CLEARANCES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

REMOVAL OF EXISTING PORTLAND CEMENT CONC. PAVEMENT

STA 509+94.84 TO STA 526+44.81	- R.M.L. -	5100.1 SQ.YD.
STA 509+98.49 TO STA 526+48.52	- L.M.L. -	5097.6 SQ.YD.
STA 528+25.00 TO STA 530+75.00	- R.M.L. -	166.7 SQ.YD.

** REFER TO SPECIAL DETAILS FOR ADDITIONAL TRANSITION INFORMATION.



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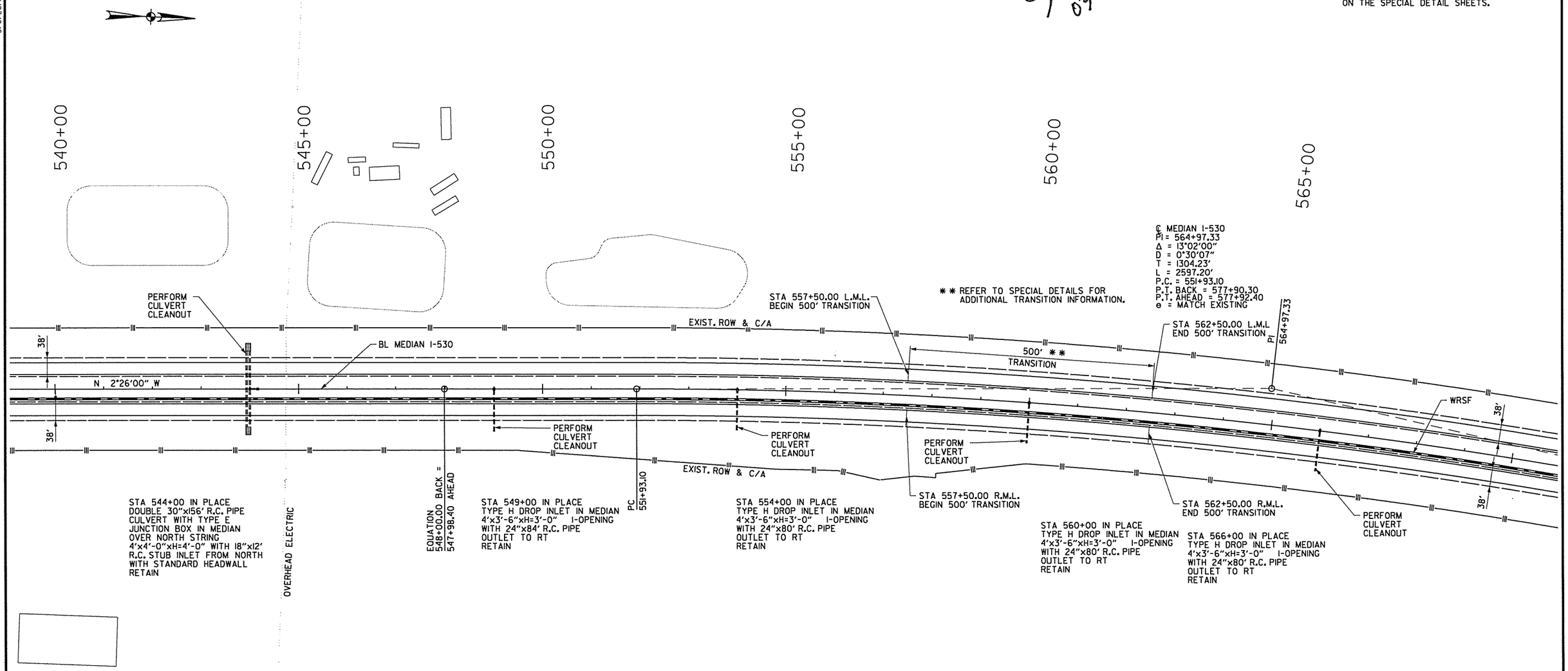
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	251	327

(2) PLAN STA 540+00 TO STA 570+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 03-06-2014

NOTE: RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.



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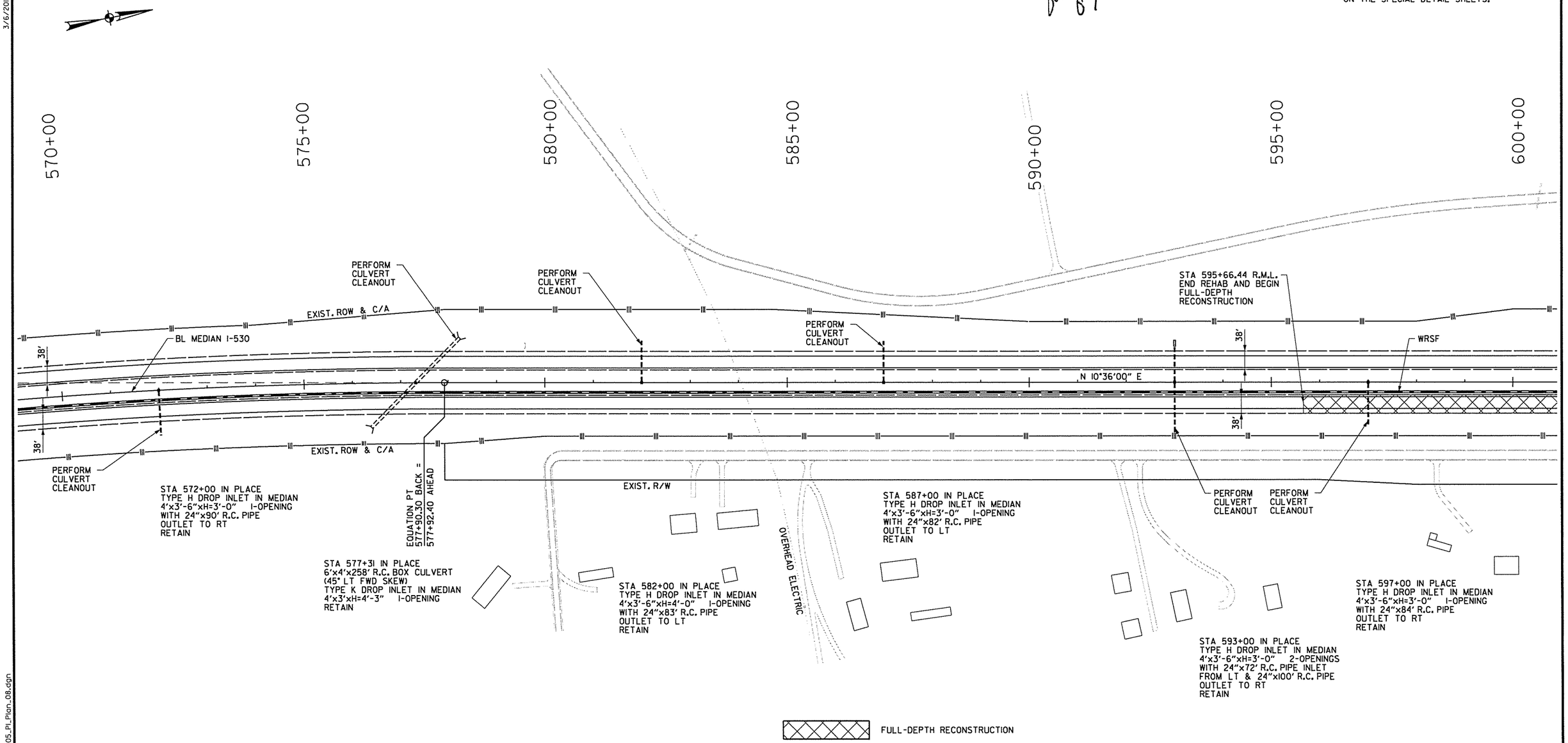
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	252	327

(2) PLAN STA 570+00 TO STA 600+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
03-06-2014

NOTE: RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	253	327

(2) PLAN STA 600+00 TO STA 631+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
3/13/2014

NOTE: RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.

EXISTING GUARDRAIL LOCATION (REMOVE)

STA 609+75.50 TO STA 611+75.50 RT OF RT LANES = 200 LIN. FT.
STA 611+95.60 TO STA 613+95.60 LT OF LT LANES = 200 LIN. FT.

GUARDRAIL (TYPE A)

REMOVAL OF EXISTING PORTLAND CEMENT CONC. PAVEMENT

STA 595+66.44 TO STA 630+14.44 - R.M.L. - 9200.0 SQ.YD.
STA 615+13.00 TO STA 615+42.00 - L.M.L. - 77.3 SQ.YD.

PROPOSED CONCRETE BARRIER WALL (PIER PROTECTION) (TYPE A)

STA 611+72.00 TO STA 612+07.00 RT OF RT LANES = 35 LIN. FT.
STA 611+64.00 TO STA 611+99.00 LT OF LT LANES = 35 LIN. FT.

CONCRETE BARRIER WALL (PIER PROTECTION) (REMOVE)

STA 611+72.00 TO STA 612+07.00 RT OF RT LANES = 35 LIN. FT.
STA 611+64.00 TO STA 611+99.00 LT OF LT LANES = 35 LIN. FT.

STA 601+50 IN PLACE
6'x4'x309' R.C. BOX CULVERT
TYPE K DROP INLET IN MEDIAN
4'x6'xH=13'-7" 1-OPENING
TYPE K DROP INLET 123' RT
4'x6'xH=4'-0" 1-OPENING
RETAIN

STA 606+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4'x3'-6"xH=3'-0" 1-OPENING
WITH 24"x84' R.C. PIPE
OUTLET TO RT
RETAIN

STA 611+76 IN PLACE
IMPACT ATTENUATION BARRIER
IN MEDIAN
REMOVE

STA 611+94 IN PLACE
IMPACT ATTENUATION BARRIER
IN MEDIAN
REMOVE

600+00 605+00 610+00 615+00 620+00 625+00 630+00

CR 19

EXISTING VERTICAL CLEARANCE UNDER BRIDGE NO. 03489 IS 18'-7" SOUTHBOUND AND 15'-5" NORTHBOUND. MINIMUM 16'-0" VERTICAL CLEARANCE IS REQUIRED FROM FINISHED ROADWAY. *

* THE LISTED EXISTING VERTICAL CLEARANCES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

** REFER TO SPECIAL DETAILS FOR ADDITIONAL TRANSITION INFORMATION.

367' **
TRANSITION

OVERHEAD ELECTRIC

PERFORM CULVERT CLEANOUT

STA 604+93.00 L.M.L.
BEGIN 367' TRANSITION

STA 611+02 IN PLACE
18"x60' PIPE CULVERT ON LT
RETAIN

STA 608+60.00 L.M.L.
END 367' TRANSITION

STA 608+51.50
END WRSF AND
DITCH PAVING

BR. NO. 03489

APPROXIMATE LOCATION IN PLACE
CULVERT (TYPE & SIZE UNKNOWN)
RETAIN

STA 615+35 IN PLACE
4'x4'x91' R.C. BOX CULVERT
RETAIN & CONNECT TO PROPOSED
TYPE RM DROP INLET

EXIST. ROW & C/A

STA 615+19.58
BEGIN WRSF
AND DITCH PAVING

GRADE AREA AROUND PROPOSED
CULVERT OUTLET TO TIE INTO
EXISTING GROUND (SUBSIDIARY
TO BOX CULVERT)

PERFORM CULVERT CLEANOUT

BL MEDIAN I-530

WRSF

STA 630+14.44 R.M.L.
END FULL-DEPTH RECONSTRUCTION
AND BEGIN REHAB

PERFORM CULVERT CLEANOUT

38'

N 10°36'00" E

PERFORM CULVERT CLEANOUT

PERFORM CULVERT CLEANOUT

EXIST. ROW

EXIST. ROW & C/A

APPROXIMATE LOCATION IN PLACE
CULVERT (TYPE & SIZE UNKNOWN)
WITH TWO HEADWALLS
(TYPE & SIZE UNKNOWN)
REMOVE

GRADE AREA AROUND PROPOSED
CULVERT OUTLET TO TIE INTO
EXISTING GROUND (SUBSIDIARY
TO BOX CULVERT)

EQUATION
620+06.60 BACK =
620+04.60 AHEAD

STA 624+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4'x3'-6"xH=3'-0" 1-OPENING
WITH 24"x80' R.C. PIPE
OUTLET TO LT
RETAIN

STA 629+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4'x3'-6"xH=3'-0" 1-OPENING
WITH 24"x96' R.C. PIPE
OUTLET TO LT
RETAIN

STA 615+35 IN PLACE
TYPE K DROP INLET
REMOVE
4'x4'x182' R.C. BOX CULVERT
REMOVE
2 CULVERT HEADWALLS
REMOVE

STA 615+20 CONSTRUCT
TYPE TM DROP INLET IN MEDIAN
(H=6'-0")
CONSTRUCT ON R.C. BOX CULVERT

STA 615+20 CONSTRUCT
4'x4'x182' R.C. BOX CULVERT
WITH 3:1 WINGS LT. & RT.
D.A. = 19.29 ACRES
Q_{50} = 64.28 CFS

STA 610+50 IN PLACE
TYPE H DROP INLET IN MEDIAN
4'x3'-6"xH=3'-0" 1-OPENING
WITH 24"x84' R.C. PIPE
OUTLET TO RT
RETAIN

APPROXIMATE LOCATION IN PLACE
CULVERT (TYPE & SIZE UNKNOWN)
RETAIN

APPROX STA 611+55 TO
APPROX STA 612+45
CONSTRUCT 24"x90' R.C. PIPE CULVERT
CLASS III TYPE 3 BEDDING
WITH FES LT. AND RT.
***

FULL-DEPTH RECONSTRUCTION

NOTES:
1. CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING 4'x4' RC BOX CULVERT LOCATED AT STATION 615+35 AND THE EXISTING PIPE CULVERT (SIZE AND TYPE UNKNOWN) FROM APPROXIMATE STATION 611+55 TO 612+45 PRIOR TO CONSTRUCTION IN THIS AREA.
2. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND SHALL RETAIN THE EXISTING RC BOX CULVERT AND PIPE CULVERT IF THE EXISTING LOCATIONS DO NOT CONFLICT WITH THE LOWERED ROADWAY OF THE PROPOSED FULL-DEPTH RECONSTRUCTION PAVEMENT FOR NB I-530. THE EXISTING STRUCTURES SHALL ONLY BE REPLACED IF DIRECTED BY THE ENGINEER.
3. ONCE THE WEST HALF OF THE EXISTING RC BOX CULVERT IS REMOVED, THE CONTRACTOR SHALL MAINTAIN A TEMPORARY CONNECTION BETWEEN THE NEWLY REPLACED WEST HALF OF THE RC BOX CULVERT AND THE EAST HALF OF THE EXISTING BOX CULVERT WHICH IS STILL IN PLACE.
4. FIELD VERIFICATION, EXCAVATION OPERATIONS ABOVE THE TOP SLAB BEFORE REMOVAL AND DISPOSAL, COORDINATION FOR THIS WORK AND MAINTAINING THE TEMPORARY CONNECTION SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO OTHER ITEMS.

*** PROPOSED PIPE CULVERT SHALL MATCH THE EXISTING PIPE CULVERT SIZE, TYPE, AND LENGTH WHICH SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION

STA 615+35.00, 0.00' RT TO
STA 615+35.00, 100.00' RT
REMOVE EXISTING DROP INLET (1 EA)
REMOVE EXISTING 4'x4'x91' R.C. BOX CULVERT
REMOVE EXISTING HEADWALL

PROPOSED GUARDRAIL LOCATION

		GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA 609+51.25 TO STA 611+70.00	RT OF RT LANES = 150 LIN. FT.			1 EACH	1 EACH
STA 608+00.00 TO STA 613+00.00	LT OF RT LANES = 450 LIN. FT.		1 EACH	1 EACH	
STA 610+70.00 TO STA 615+70.00	RT OF LT LANES = 450 LIN. FT.		1 EACH	1 EACH	
STA 612+00.00 TO STA 614+18.75	LT OF LT LANES = 150 LIN. FT.			1 EACH	1 EACH

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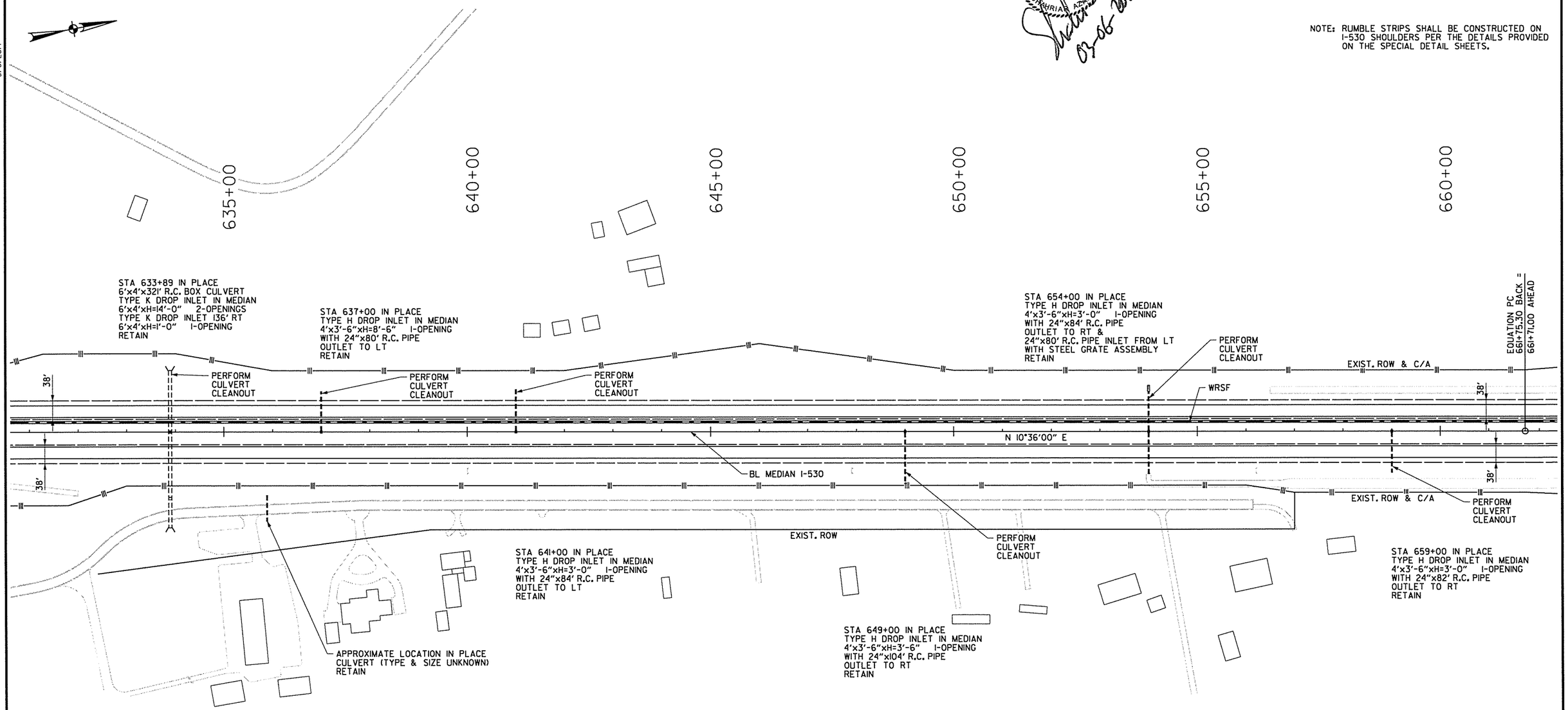
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	254	327

(2) PLAN STA 631+00 TO STA 662+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 03-06-2014

NOTE: RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.



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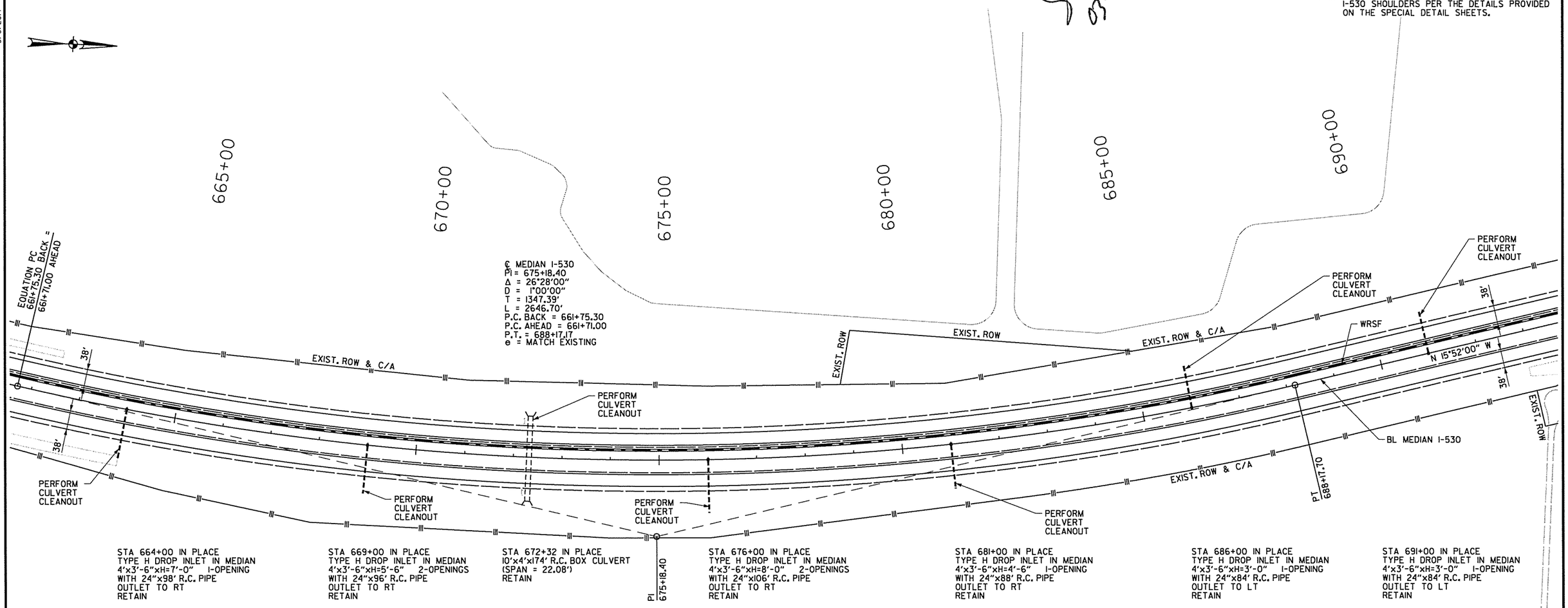
				6	ARK.			
				JOB NO.		BB0613	255	327

(2) PLAN STA 662+00 TO STA 693+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
03-06-2014

NOTE: RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.



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				6	ARK.			
				JOB NO.		BB0613	256	327

(2) PLAN STA 693+00 TO STA 724+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12406 SHANDIAR ALI KHAD 03-06-2014

PROPOSED APPROACH SLABS (TYPE SPECIAL 4)
HIGH EARLY STRENGTH CONCRETE
PER SECTION 501.08 OF THE STANDARD SPECIFICATIONS (2014)

STA 721+67.95 TO STA 722+02.95 - R.M.L. - 1 EACH
STA 720+00.69 TO STA 720+35.69 - R.M.L. - 1 EACH
STA 721+94.57 TO STA 722+29.57 - L.M.L. - 1 EACH
STA 720+27.31 TO STA 720+62.31 - L.M.L. - 1 EACH

PROPOSED APPROACH GUTTERS (TYPE SPECIAL 1)
HIGH EARLY STRENGTH CONCRETE
PER SECTION 501.08 OF THE STANDARD SPECIFICATIONS (2014)

STA 720+00.69 TO STA 720+35.69 - LT. - R.M.L. - 1 EACH 6 FEET
STA 720+00.69 TO STA 720+35.69 - RT. - R.M.L. - 1 EACH 10 FEET
STA 721+67.95 TO STA 722+02.95 - LT. - R.M.L. - 1 EACH 6 FEET
STA 721+67.95 TO STA 722+02.95 - RT. - R.M.L. - 1 EACH 10 FEET
STA 720+27.31 TO STA 720+62.31 - LT. - L.M.L. - 1 EACH 10 FEET
STA 720+27.31 TO STA 720+62.31 - RT. - L.M.L. - 1 EACH 6 FEET
STA 721+94.57 TO STA 722+29.57 - LT. - L.M.L. - 1 EACH 10 FEET
STA 721+94.57 TO STA 722+29.57 - RT. - L.M.L. - 1 EACH 6 FEET

NOTES:
1. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.
2. RAMP GORE LOCATIONS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND SHALL MATCH EXISTING LOCATIONS.
3. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.

REMOVAL AND DISPOSAL OF APPROACH GUTTERS

STA 721+67.95 TO STA 722+02.95 - LT. & RT. - R.M.L. - 2 EACH
STA 720+00.69 TO STA 720+35.69 - LT. & RT. - R.M.L. - 2 EACH
STA 721+94.57 TO STA 722+29.57 - LT. & RT. - L.M.L. - 2 EACH
STA 720+27.31 TO STA 720+62.31 - LT. & RT. - L.M.L. - 2 EACH

REMOVAL AND DISPOSAL OF APPROACH SLABS

STA 721+67.95 TO STA 722+02.95 - R.M.L. - 1 EACH
STA 720+00.69 TO STA 720+35.69 - R.M.L. - 1 EACH
STA 721+94.57 TO STA 722+29.57 - L.M.L. - 1 EACH
STA 720+27.31 TO STA 720+62.31 - L.M.L. - 1 EACH

REMOVAL OF EXISTING PORTLAND CEMENT CONC. PAVEMENT

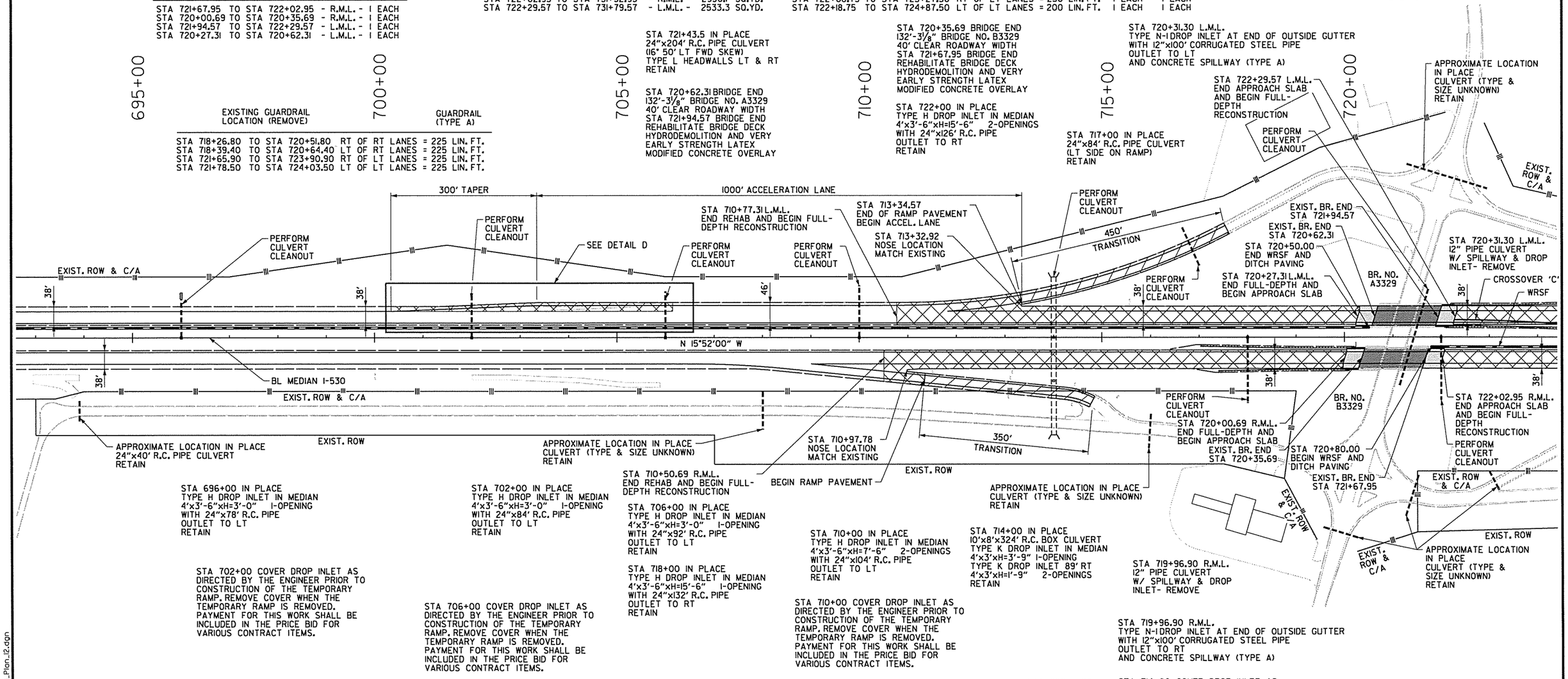
STA 703+15.00 TO STA 706+15.00 - L.M.L. - 200.0 SQ.YD.
STA 710+50.69 TO STA 720+00.69 - R.M.L. - 2533.3 SQ.YD.
STA 710+77.31 TO STA 720+27.31 - L.M.L. - 2936.3 SQ.YD.
STA 722+02.95 TO STA 731+52.95 - R.M.L. - 2956.1 SQ.YD.
STA 722+29.57 TO STA 731+79.57 - L.M.L. - 2533.3 SQ.YD.

PROPOSED GUARDRAIL LOCATION

		GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA 717+42.50 TO STA 720+11.25	RT OF RT LANES = 200 LIN. FT.	1 EACH		1 EACH
STA 717+02.50 TO STA 720+21.25	LT OF RT LANES = 250 LIN. FT.	1 EACH		1 EACH
STA 722+08.75 TO STA 725+27.50	RT OF LT LANES = 250 LIN. FT.	1 EACH		1 EACH
STA 722+18.75 TO STA 724+87.50	LT OF LT LANES = 200 LIN. FT.	1 EACH		1 EACH

EXISTING GUARDRAIL LOCATION (REMOVE) / GUARDRAIL (TYPE A)

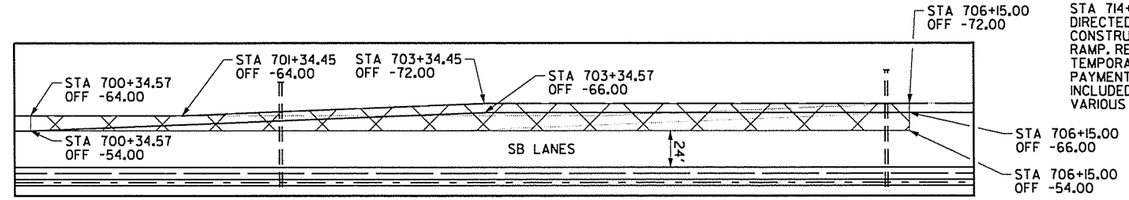
STA 718+26.80 TO STA 720+51.80 RT OF RT LANES = 225 LIN. FT.
STA 718+39.40 TO STA 720+64.40 LT OF RT LANES = 225 LIN. FT.
STA 721+65.90 TO STA 723+90.90 RT OF LT LANES = 225 LIN. FT.
STA 721+78.50 TO STA 724+03.50 LT OF LT LANES = 225 LIN. FT.



CONST. HYDRODEMOLITION ON BRIDGE DECKS A3329 & B3329

REMOVE & RECONSTRUCT APPR. SLAB & GUTTERS

FULL-DEPTH RECONSTRUCTION



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	257	327

② PLAN STA 724+00 TO STA 755+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR KHODAI

Revised - AD 03-06-2014

3/6/2014 11:29:36 AM

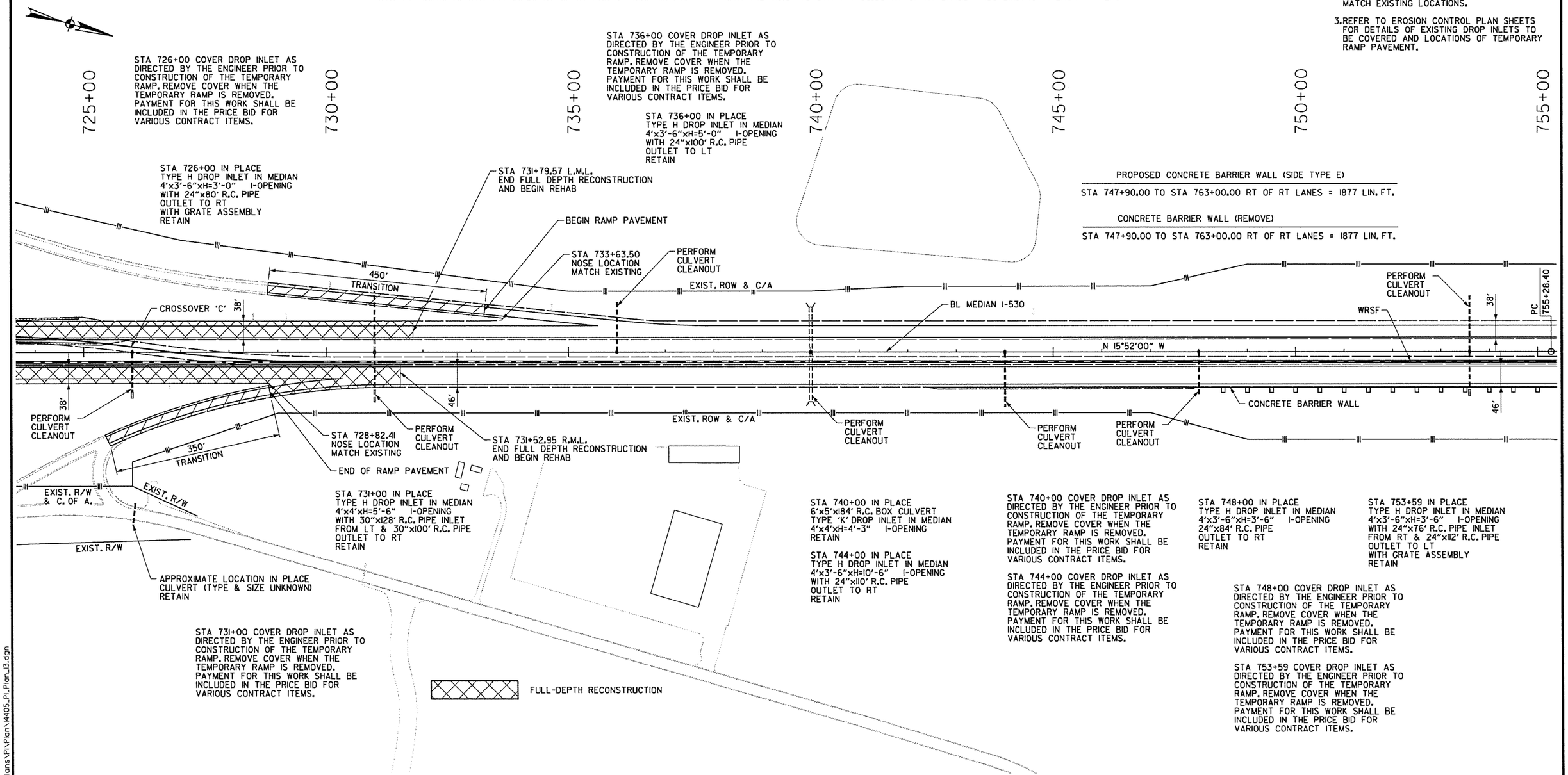
EXISTING GUARDRAIL LOCATION (REMOVE) — GUARDRAIL (TYPE A)

STA 742+90.00 TO STA 747+90.00 RT OF RT LANES = 500 LIN. FT.

PROPOSED GUARDRAIL LOCATION — GUARDRAIL (TYPE A) — GUARDRAIL TERMINAL (TYPE 2) — THRIE BEAM GUARDRAIL TERMINAL

STA 742+71.25 TO STA 747+90.00 RT OF RT LANES = 450 LIN. FT. — 1 EACH — 1 EACH

NOTES:
1. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.
2. RAMP GORE LOCATIONS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND SHALL MATCH EXISTING LOCATIONS.
3. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.



I-530

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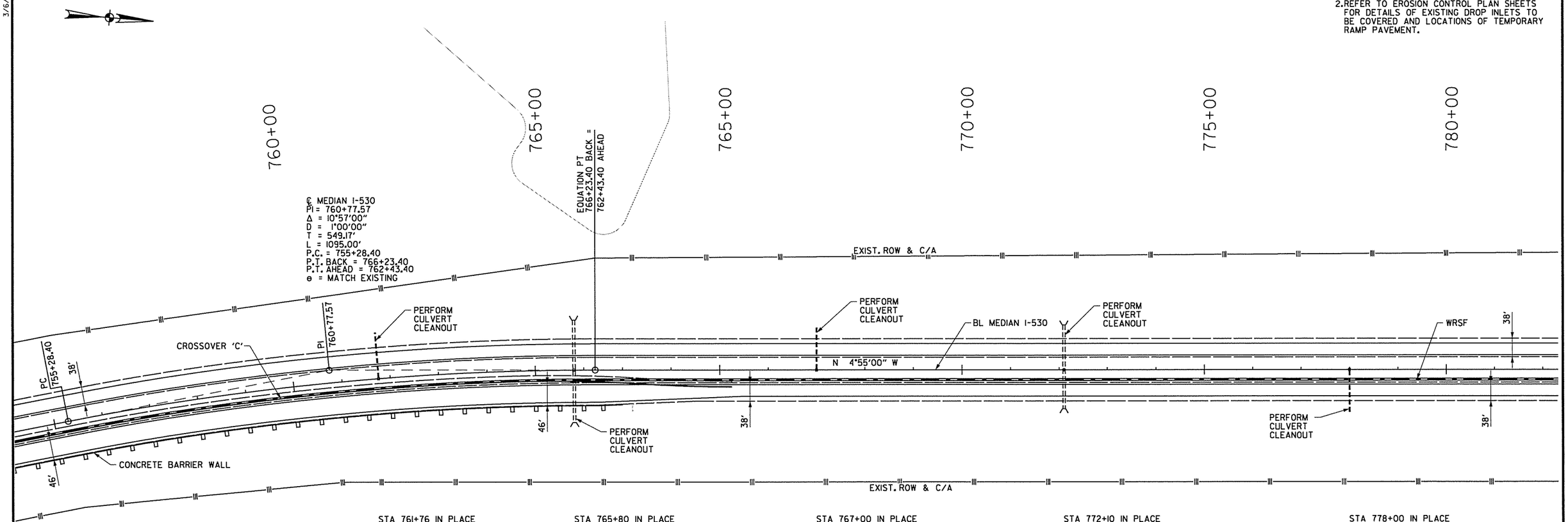
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	258	327
				(2) PLAN STA 755+00 TO STA 782+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
02-06-2014

NOTES: 1. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.

2. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.



STA 761+76 IN PLACE
TYPE H DROP INLET IN MEDIAN
4'x3'-6"xH=3'-6" 1-OPENING
WITH 24"x92' R.C. PIPE
OUTLET TO LT
RETAIN

STA 765+80 IN PLACE
5'x3'x210' R.C. BOX CULVERT
TYPE K DROP INLET IN MEDIAN
4'x5'xH=4'-6" 1-OPENING
RETAIN

STA 767+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4'x3'-6"xH=3'-0" 1-OPENING
WITH 24"x84' R.C. PIPE
OUTLET TO LT
RETAIN

STA 772+10 IN PLACE
5'x3'x172' R.C. BOX CULVERT
TYPE K DROP INLET IN MEDIAN
4'x3'xH=2'-6" 1-OPENING
RETAIN

STA 778+00 IN PLACE
TYPE H DROP INLET IN MEDIAN
4'x3'-6"xH=3'-0" 1-OPENING
WITH 24"x84' R.C. PIPE
OUTLET TO RT
RETAIN

STA 761+76 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA 765+80 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	259	327

(2) PLAN STA 782+00 TO STA 813+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SYAHRIAR KIA

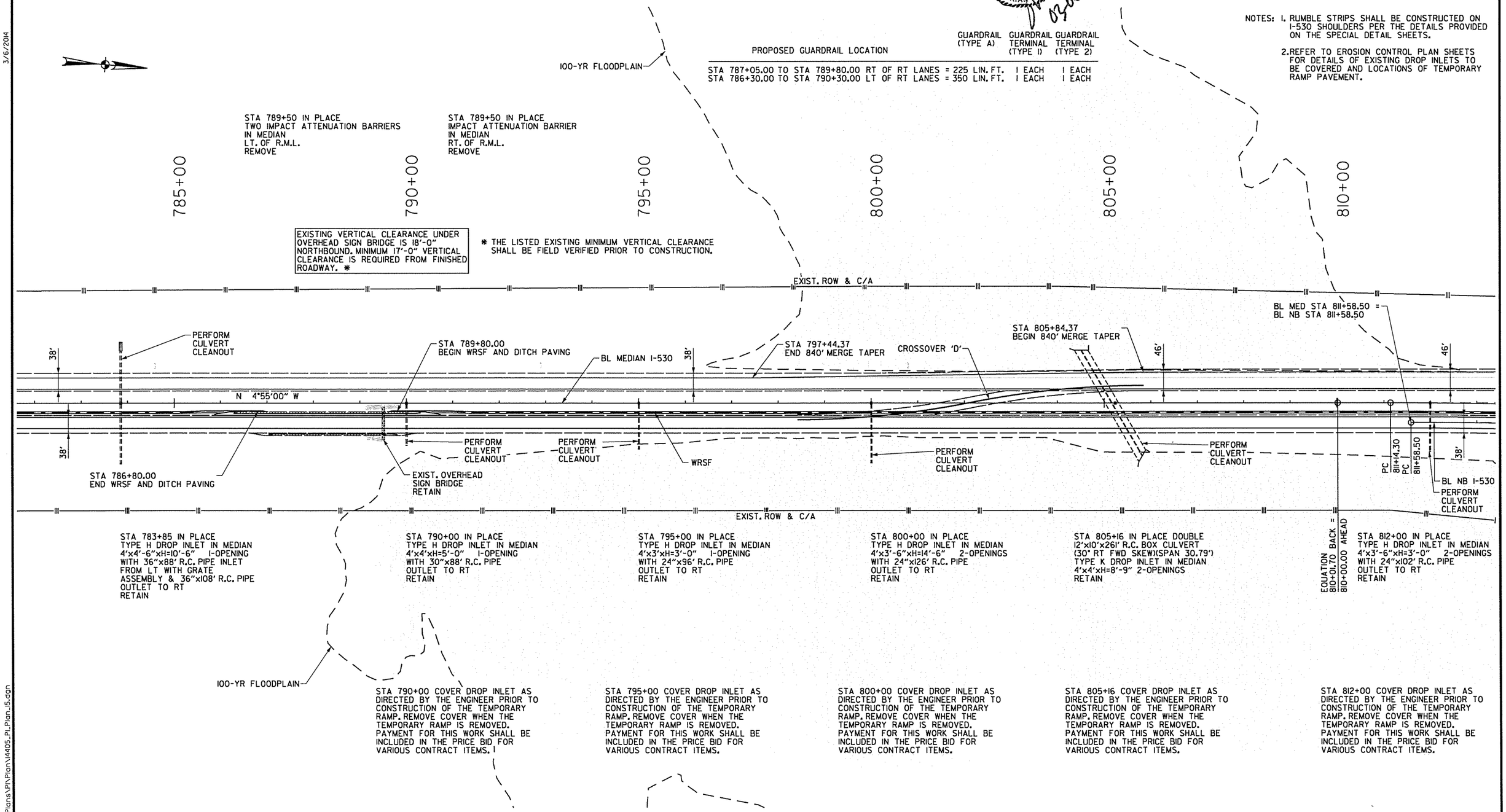
03-06-2014

NOTES: 1. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.

2. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.

PROPOSED GUARDRAIL LOCATION

	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
STA 787+05.00 TO STA 789+80.00 RT OF RT LANES = 225 LIN. FT.		1 EACH	1 EACH
STA 786+30.00 TO STA 790+30.00 LT OF RT LANES = 350 LIN. FT.		1 EACH	1 EACH



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	260	327

(2) PLAN STA 813+00 TO STA 104+00

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZIZI 03-06-2014

NOTES: 1. I-530 STATIONS BASED ON NB AND SB BASELINES UNLESS NOTED OTHERWISE.

2. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.

3. REFER TO EROSION CONTROL PLAN SHEETS FOR DETAILS OF EXISTING DROP INLETS TO BE COVERED AND LOCATIONS OF TEMPORARY RAMP PAVEMENT.

REMOVAL OF EXISTING PORTLAND CEMENT CONC. PAVEMENT

STA 822+03.50 TO STA 48+84.40	- R.M.L. -	2535.1 SQ.YD.
STA 821+97.26 TO STA 48+62.89	- L.M.L. -	2731.7 SQ.YD.

EXISTING GUARDRAIL LOCATION (REMOVE)	GUARDRAIL (TYPE A)
STA 47+19.40 TO STA 49+44.40 RT OF RT LANES	= 225 LIN. FT.
STA 47+19.40 TO STA 49+44.40 LT OF RT LANES	= 225 LIN. FT.
STA 818+07.30 TO STA 820+32.30 RT OF RT LANES	= 225 LIN. FT.
STA 818+07.60 TO STA 820+32.60 LT OF RT LANES	= 225 LIN. FT.
STA 56+46.10 TO STA 101+99.84 RT OF LT LANES	= 225 LIN. FT.
STA 56+46.10 TO STA 101+99.87 LT OF LT LANES	= 225 LIN. FT.

PROPOSED GUARDRAIL LOCATION

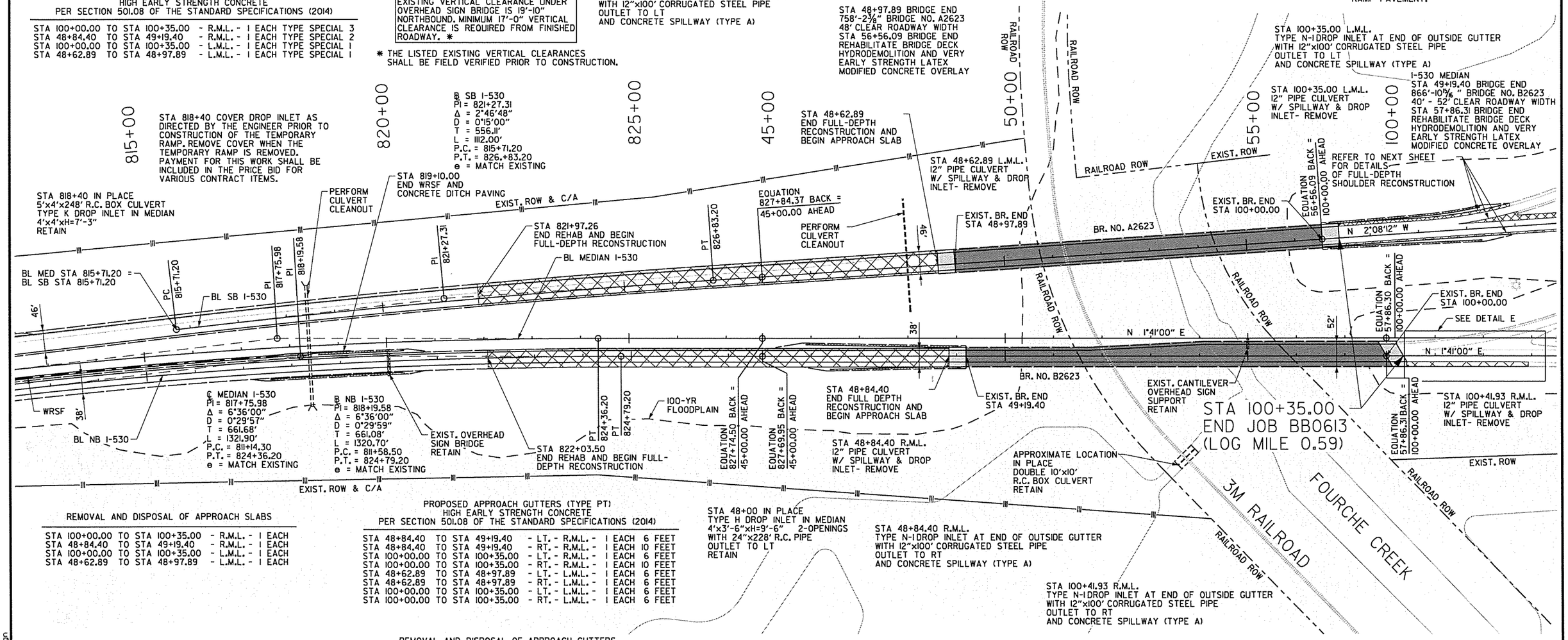
	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA 46+39.70 TO STA 49+09.40 RT OF RT LANES	= 200 LIN. FT.		1 EACH	1 EACH
STA 45+89.70 TO STA 49+09.40 LT OF RT LANES	= 250 LIN. FT.		1 EACH	1 EACH
STA 817+54.60 TO STA 820+31.80 RT OF RT LANES	= 225 LIN. FT.	1 EACH	1 EACH	
STA 818+55.60 TO STA 820+31.90 LT OF RT LANES	= 125 LIN. FT.	1 EACH	1 EACH	
STA 100+09.40 TO STA 103+29.70 RT OF LT LANES	= 250 LIN. FT.		1 EACH	1 EACH
STA 100+09.40 TO STA 103+29.20 LT OF LT LANES	= 250 LIN. FT.		1 EACH	1 EACH

PROPOSED APPROACH SLABS
HIGH EARLY STRENGTH CONCRETE
PER SECTION 501.08 OF THE STANDARD SPECIFICATIONS (2014)

STA 100+00.00 TO STA 100+35.00	- R.M.L. - 1 EACH TYPE SPECIAL 3
STA 48+84.40 TO STA 49+19.40	- R.M.L. - 1 EACH TYPE SPECIAL 2
STA 100+00.00 TO STA 100+35.00	- L.M.L. - 1 EACH TYPE SPECIAL 1
STA 48+62.89 TO STA 48+97.89	- L.M.L. - 1 EACH TYPE SPECIAL 1

EXISTING VERTICAL CLEARANCE UNDER OVERHEAD SIGN BRIDGE IS 19'-10" NORTHBOUND. MINIMUM 17'-0" VERTICAL CLEARANCE IS REQUIRED FROM FINISHED ROADWAY. *

* THE LISTED EXISTING VERTICAL CLEARANCES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION.



REMOVAL AND DISPOSAL OF APPROACH SLABS

STA 100+00.00 TO STA 100+35.00	- R.M.L. - 1 EACH
STA 48+84.40 TO STA 49+19.40	- R.M.L. - 1 EACH
STA 100+00.00 TO STA 100+35.00	- L.M.L. - 1 EACH
STA 48+62.89 TO STA 48+97.89	- L.M.L. - 1 EACH

PROPOSED APPROACH GUTTERS (TYPE PT)
HIGH EARLY STRENGTH CONCRETE
PER SECTION 501.08 OF THE STANDARD SPECIFICATIONS (2014)

STA 48+84.40 TO STA 49+19.40	- LT. - R.M.L. -	1 EACH 6 FEET
STA 48+84.40 TO STA 49+19.40	- RT. - R.M.L. -	1 EACH 10 FEET
STA 100+00.00 TO STA 100+35.00	- LT. - R.M.L. -	1 EACH 6 FEET
STA 100+00.00 TO STA 100+35.00	- RT. - R.M.L. -	1 EACH 10 FEET
STA 48+62.89 TO STA 48+97.89	- LT. - L.M.L. -	1 EACH 6 FEET
STA 48+62.89 TO STA 48+97.89	- RT. - L.M.L. -	1 EACH 6 FEET
STA 100+00.00 TO STA 100+35.00	- LT. - L.M.L. -	1 EACH 6 FEET
STA 100+00.00 TO STA 100+35.00	- RT. - L.M.L. -	1 EACH 6 FEET

REMOVAL AND DISPOSAL OF APPROACH GUTTERS

STA 100+00.00 TO STA 100+35.00	- LT. & RT. - R.M.L. - 2 EACH
STA 48+84.40 TO STA 49+19.40	- LT. & RT. - R.M.L. - 2 EACH
STA 100+00.00 TO STA 100+35.00	- LT. & RT. - L.M.L. - 2 EACH
STA 48+62.89 TO STA 48+97.89	- LT. & RT. - L.M.L. - 2 EACH

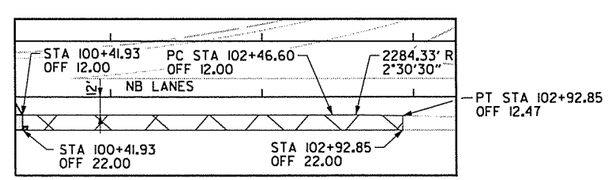
REMOVAL OF EXISTING PORTLAND CEMENT CONC. PAVEMENT (INTERIM SECTION)

STA 821+97.26 TO STA 48+62.89	- L.M.L. -	1900.0 SQ.YD.

CONST. HYDRODEMOLITION ON BRIDGE DECKS A2623 & B2623

REMOVE & RECONSTRUCT APPR. SLAB & GUTTERS

FULL-DEPTH RECONSTRUCTION



DETAIL E

I-530

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				6	ARK.			
				JOB NO.		BB0613	261	327

(2) PLAN STA 104+00 TO STA 134+00

NOTES: 1. I-530 STATIONS BASED ON NB AND SB BASELINES UNLESS NOTED OTHERWISE.

2. RUMBLE STRIPS SHALL BE CONSTRUCTED ON I-530 SHOULDERS PER THE DETAILS PROVIDED ON THE SPECIAL DETAIL SHEETS.

DETAIL H

NOTE: LENGTH DIMENSIONS MEASURED ALONG OUTSIDE EDGE OF OUTSIDE EB I-30 SHOULDER

REMOVAL AND DISPOSAL OF APPROACH GUTTERS *

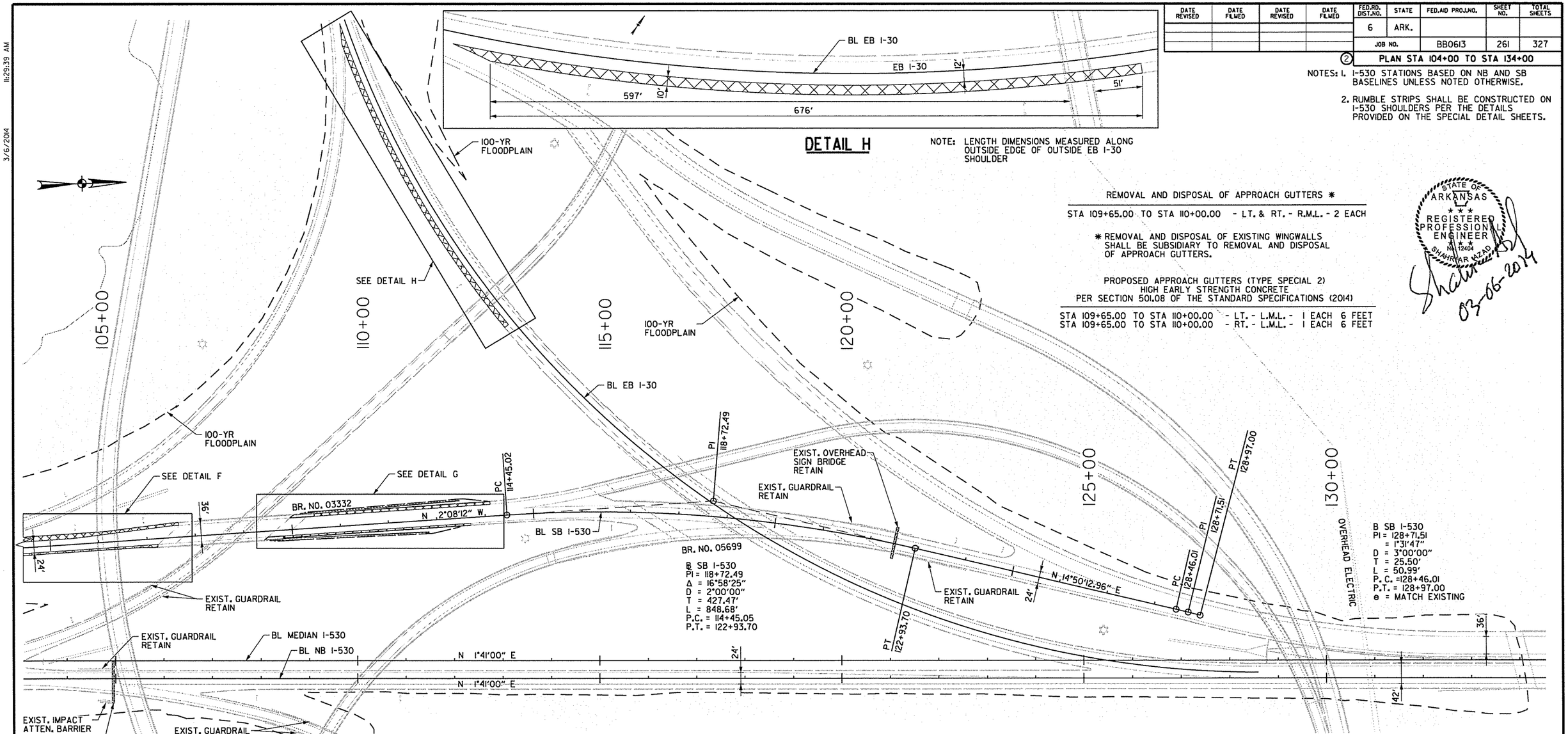
STA 109+65.00 TO STA 110+00.00 - LT. & RT. - R.M.L. - 2 EACH

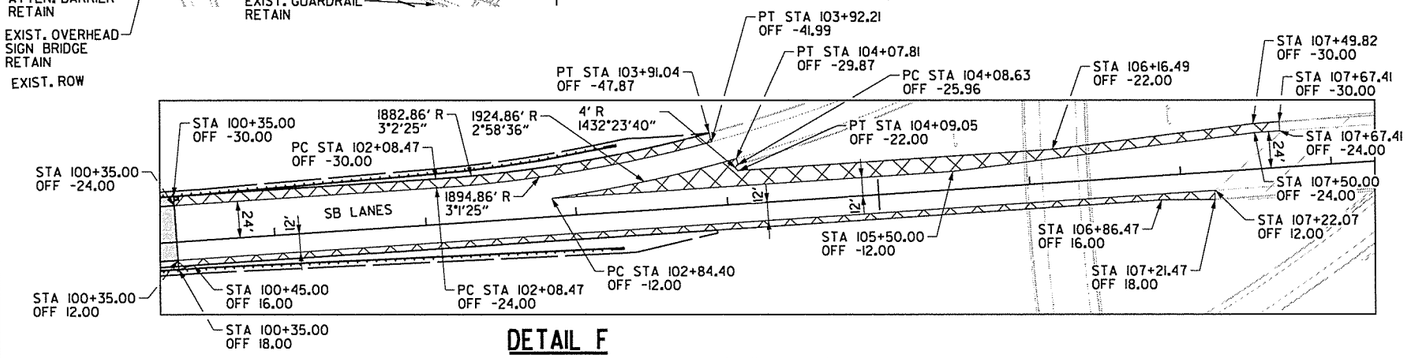
* REMOVAL AND DISPOSAL OF EXISTING WINGWALLS SHALL BE SUBSIDIARY TO REMOVAL AND DISPOSAL OF APPROACH GUTTERS.

PROPOSED APPROACH GUTTERS (TYPE SPECIAL 2)
HIGH EARLY STRENGTH CONCRETE
PER SECTION 501.08 OF THE STANDARD SPECIFICATIONS (2014)

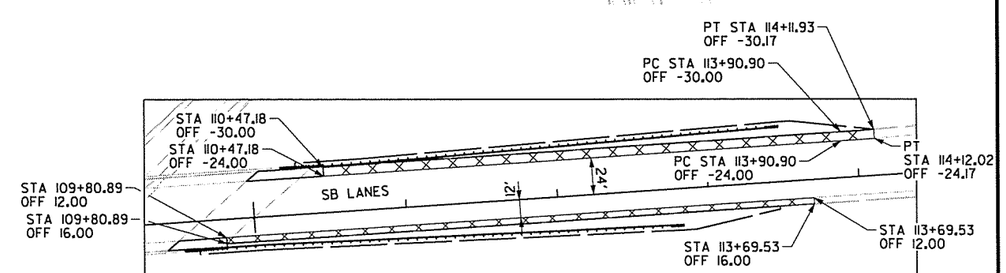
STA 109+65.00 TO STA 110+00.00 - LT. - L.M.L. - 1 EACH 6 FEET
STA 109+65.00 TO STA 110+00.00 - RT. - L.M.L. - 1 EACH 6 FEET

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR MZAD
03-06-2014





DETAIL F



DETAIL G

FULL-DEPTH RECONSTRUCTION

EXISTING GUARDRAIL LOCATION (REMOVE)		GUARDRAIL (TYPE A)
STA 109+88.50 TO STA 112+13.50	LT OF LT LANES	= 225 LIN. FT.
STA 109+25.20 TO STA 111+50.20	RT OF LT LANES	= 225 LIN. FT.

PROPOSED GUARDRAIL LOCATION		GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	THRIE BEAM GUARDRAIL TERMINAL
STA 110+29.85 TO STA 113+48.60	LT OF LT LANES	= 250 LIN. FT.	1 EACH	1 EACH
STA 109+63.45 TO STA 112+82.20	RT OF LT LANES	= 250 LIN. FT.	1 EACH	1 EACH

I-530

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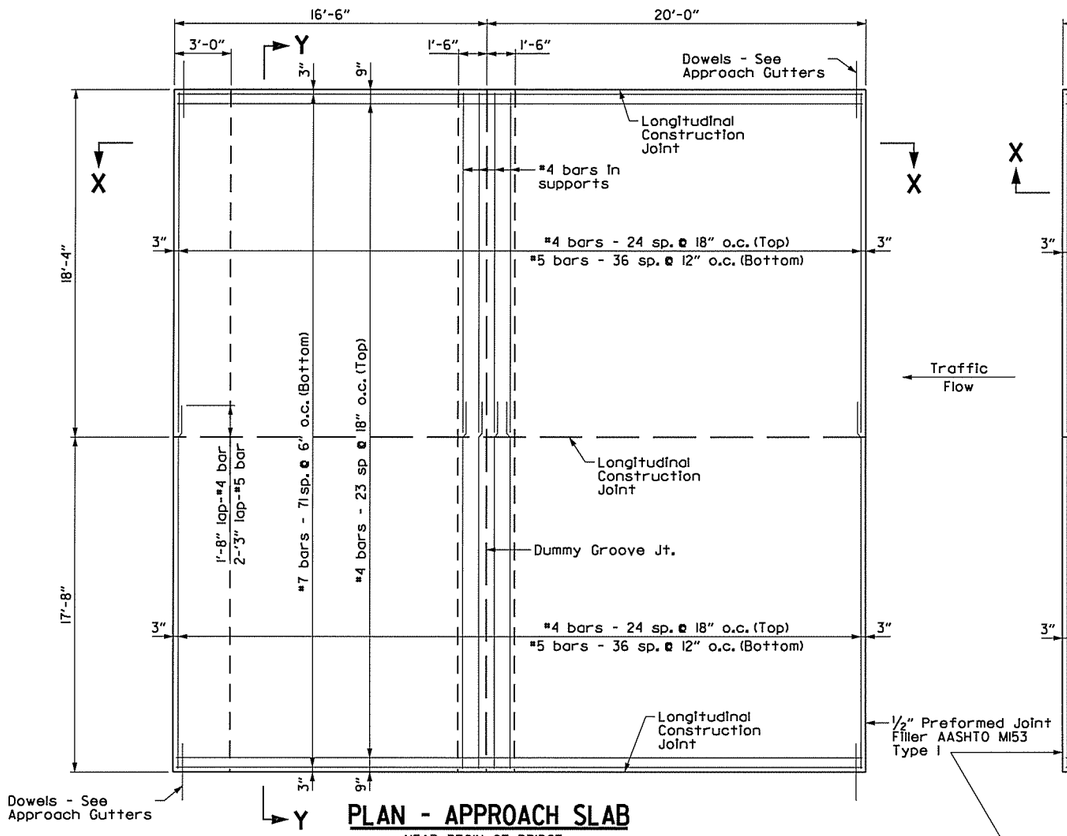
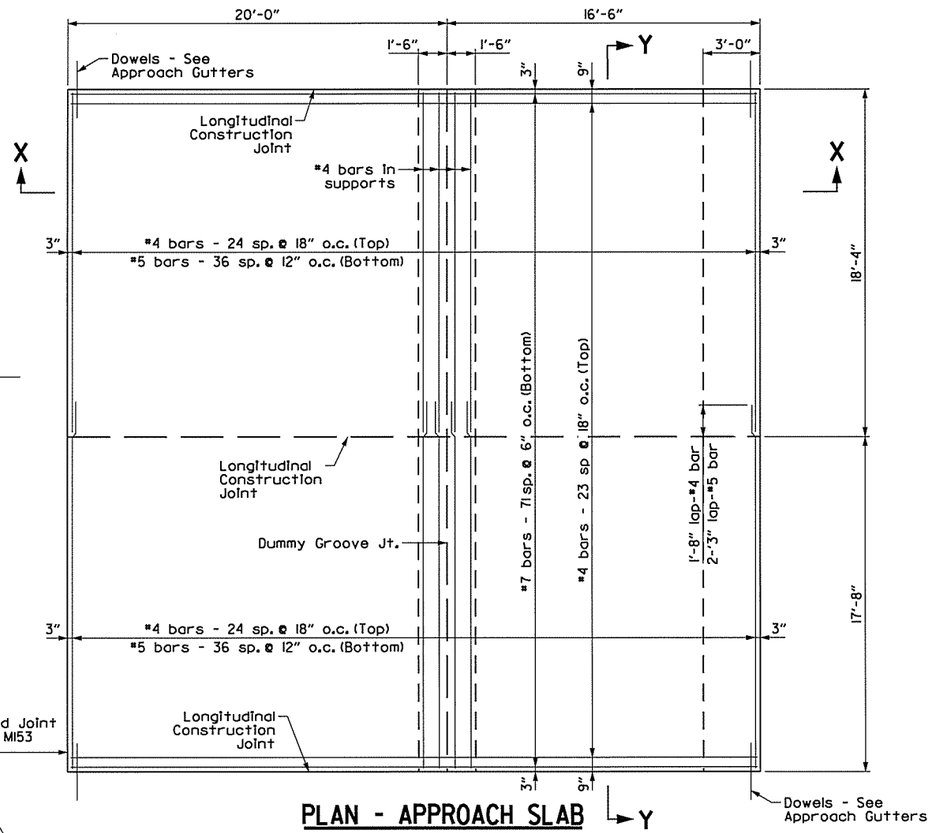
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	262	327
				(1) A2623		APPROACH SLAB		55624



PLAN - APPROACH SLAB

NEAR BEGIN OF BRIDGE
1/4" = 1'-0"



PLAN - APPROACH SLAB

NEAR END OF BRIDGE
1/4" = 1'-0"

GENERAL NOTES

This drawing to be used with Std. Type 'PT' Approach Gutters Dwg.No. 55035.

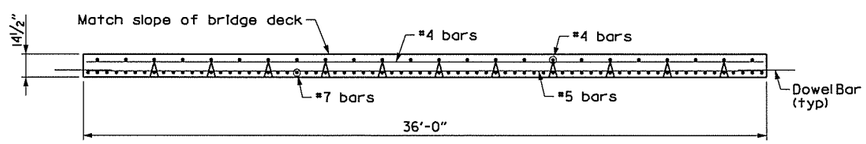
All concrete, including adjacent Gutters, shall be High Early Strength Concrete Pavement per Section 501.08 of the Standard Specifications (f'c = 4,000 psi).

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.

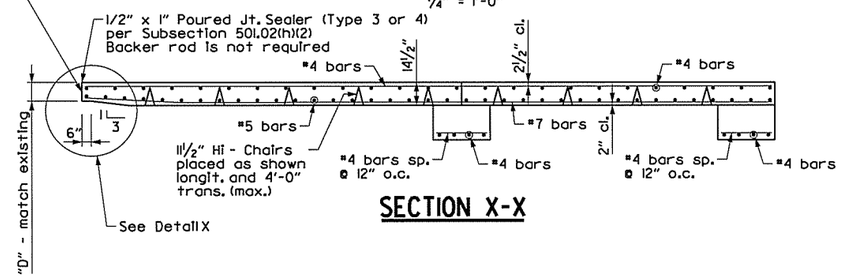
Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

TABLE OF QUANTITIES FOR ONE APPROACH SLAB

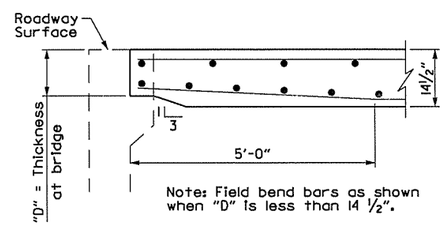
Reinforcing Steel (lb)	Concrete (Cu. Yds.)
8,337	73.48



SECTION Y-Y



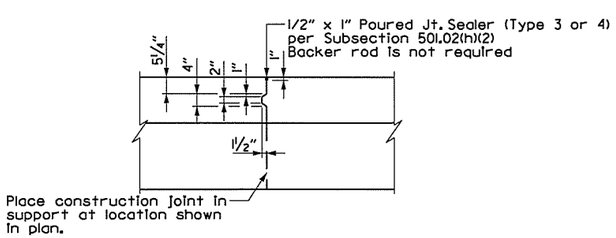
SECTION X-X



Note: Field bend bars as shown when "D" is less than 14 1/2".

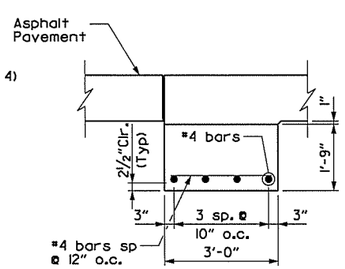
DETAIL X

No Scale



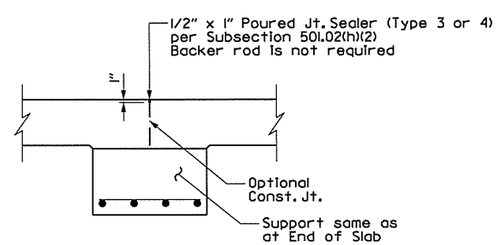
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

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



DETAILS OF SUPPORT AT END OF SLAB

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



DETAILS OF DUMMY GROOVED JOINT

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

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
13 Mar 2014

DETAILS OF APPROACH SLAB
TYPE SPECIAL I
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. I
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY:	AKH	DATE:	11/01/13	FILENAME:	bbb0613_aprchslabl
CHECKED BY:	STS	DATE:	11/01/13	SCALE:	AS SHOWN
DESIGNED BY:	STS	DATE:	11/01/13		

BRIDGE NO. A2623 DRAWING NO. 55624

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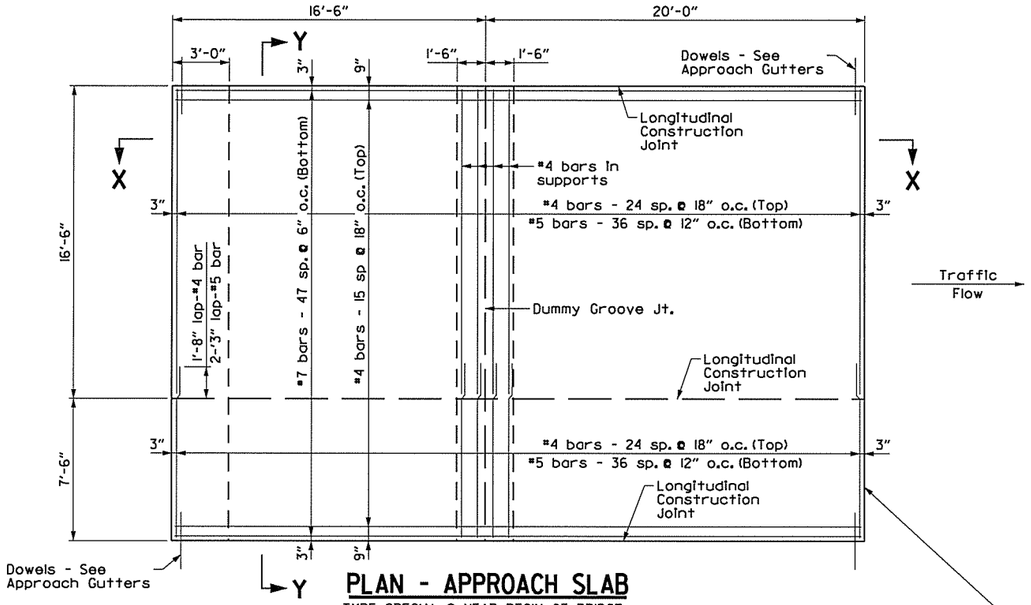
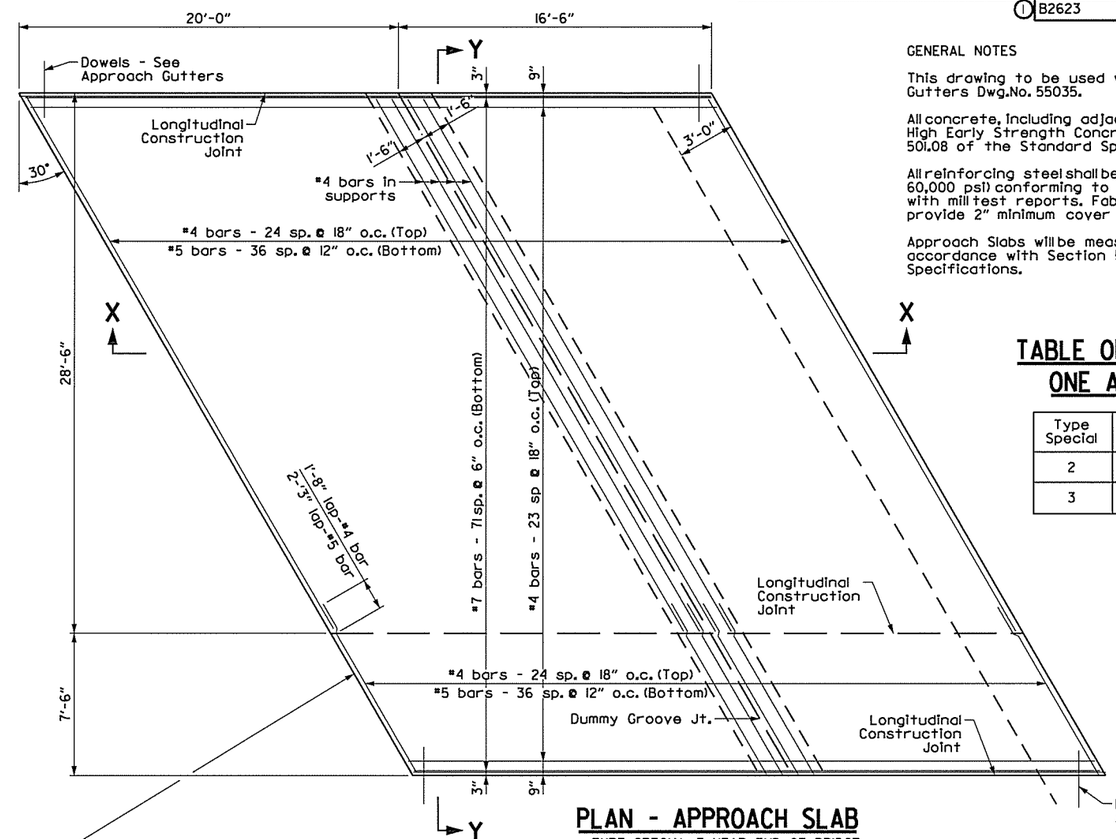
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	263	327
				(1) B2623		APPROACH SLAB		55625



PLAN - APPROACH SLAB

TYPE SPECIAL 2 NEAR BEGIN OF BRIDGE
1/4" = 1'-0"



PLAN - APPROACH SLAB

TYPE SPECIAL 3 NEAR END OF BRIDGE
1/4" = 1'-0"

GENERAL NOTES

This drawing to be used with Std. Type 'PT' Approach Gutters Dwg.No. 55035.

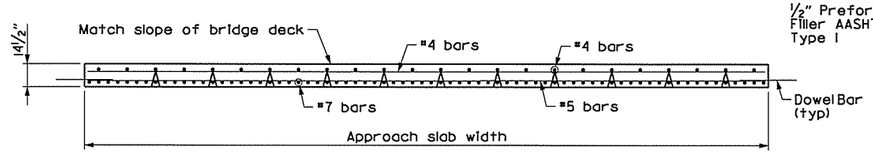
All concrete, including adjacent Gutters, shall be High Early Strength Concrete Pavement per Section 501.08 of the Standard Specifications (f'c = 4,000 psi).

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.

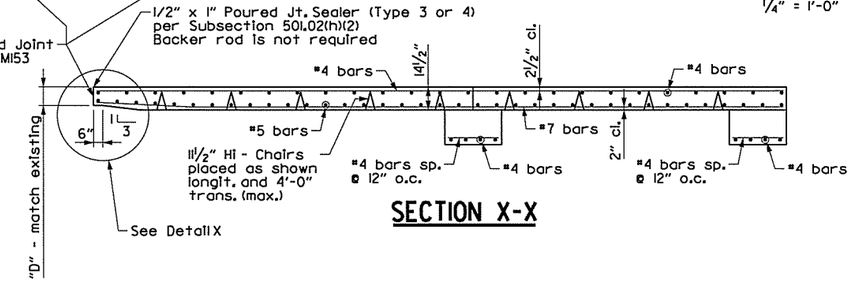
Approach Slabs will be measured and paid for in accordance with Section 504 of the Standard Specifications.

TABLE OF QUANTITIES FOR ONE APPROACH SLAB

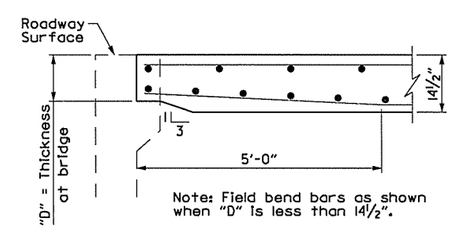
Type Special	Reinforcing Steel (lb)	Concrete (Cu. Yds.)
2	5,600	48.99
3	8,693	75.75



SECTION Y-Y



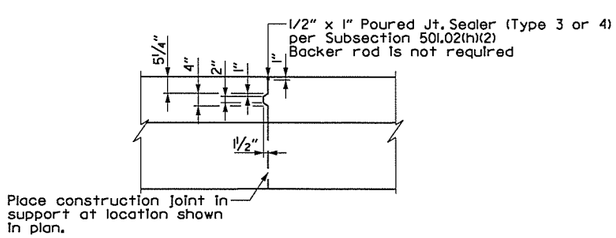
SECTION X-X



Note: Field bend bars as shown when "D" is less than 14 1/2".

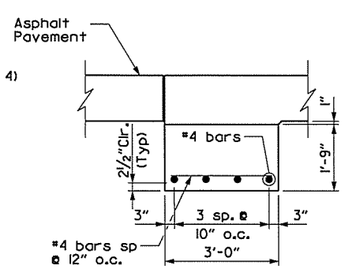
DETAIL X

No Scale



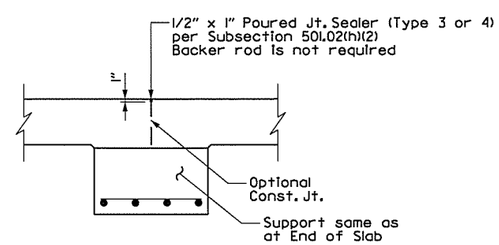
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

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



DETAILS OF SUPPORT AT END OF SLAB

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



DETAILS OF DUMMY GROOVED JOINT

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

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
13 Mar 2014

DETAILS OF APPROACH SLAB
TYPE SPECIAL 2 & 3
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY:	AKH	DATE:	11/01/13	FILENAME:	bbb0613_aprchslab2
CHECKED BY:	STS	DATE:	11/01/13	SCALE:	AS SHOWN
DESIGNED BY:	STS	DATE:	11/01/13		

BRIDGE NO. B2623 DRAWING NO. 55625

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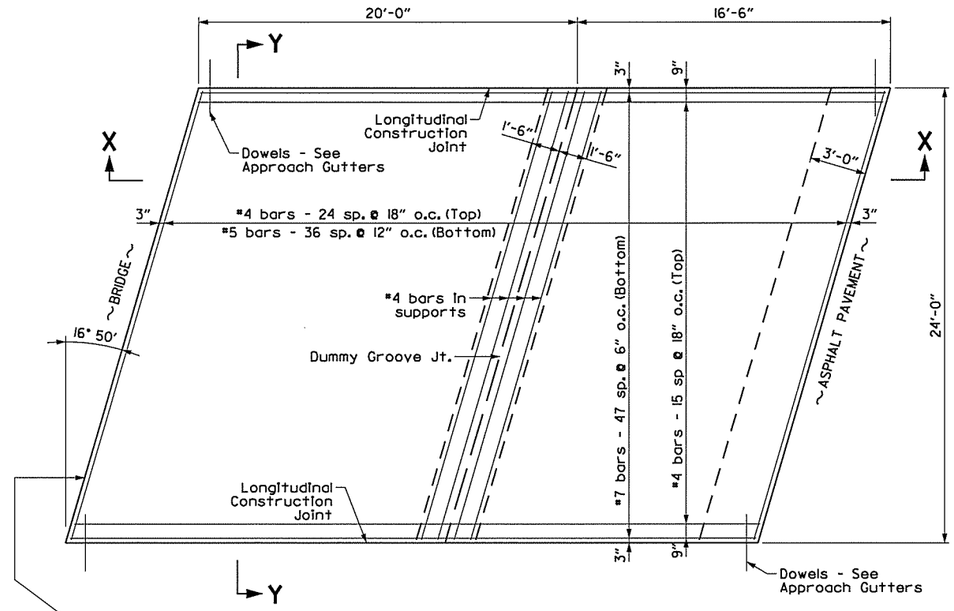
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	264	327
				(1) A&B3329		APPROACH SLAB		55626



PLAN - APPROACH SLAB

1/4" = 1'-0"

GENERAL NOTES

Concrete shall be High Early Strength Concrete Pavement per Section 501.08 of the Standard Specifications (f'c = 4,000 psi).

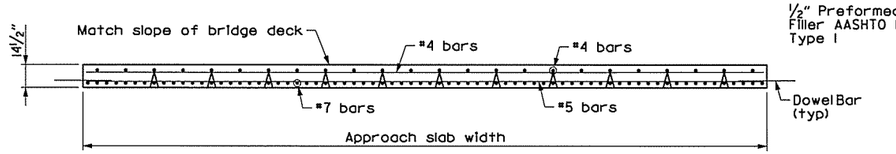
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.

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

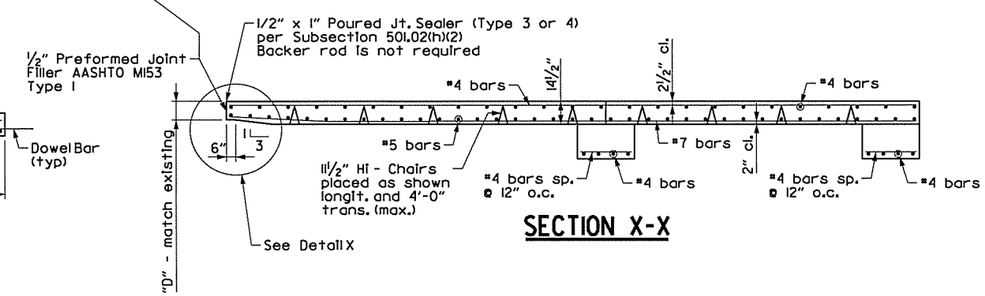
This drawing to be used with Approach Gutters Type Special 1 Dwg.No. 55627

TABLE OF QUANTITIES FOR ONE APPROACH SLAB

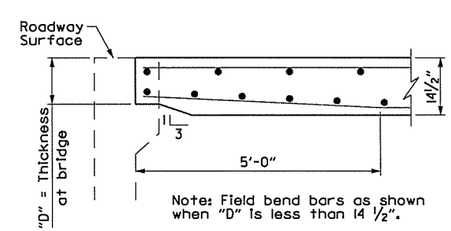
Reinforcing Steel (lb)	Concrete (Cu. Yds.)
5,544	49.43



SECTION Y-Y



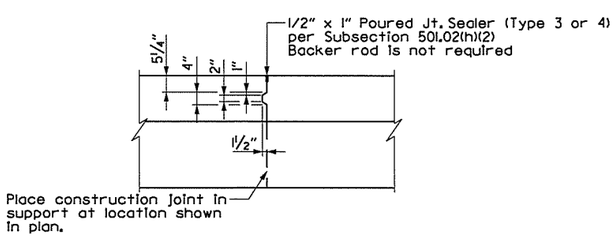
SECTION X-X



Note: Field bend bars as shown when "D" is less than 14 1/2".

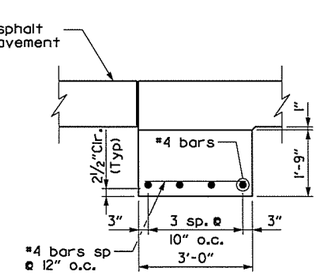
DETAIL X

No Scale



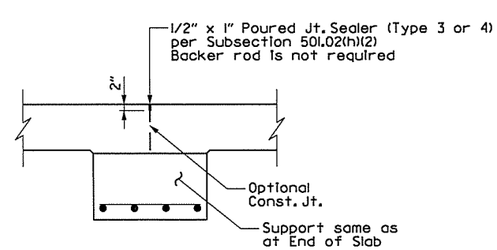
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

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



DETAILS OF SUPPORT AT END OF SLAB

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



DETAILS OF DUMMY GROOVED JOINT

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

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

13 Mar 2014

DETAILS OF APPROACH SLAB
TYPE SPECIAL 4
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY:	AKH	DATE:	11/01/13	FILENAME:	bbb0613_aprchslab3
CHECKED BY:	STS	DATE:	11/01/13	SCALE:	AS SHOWN
DESIGNED BY:	STS	DATE:	11/01/13		

BRIDGE NO. A&B3329 DRAWING NO. 55626

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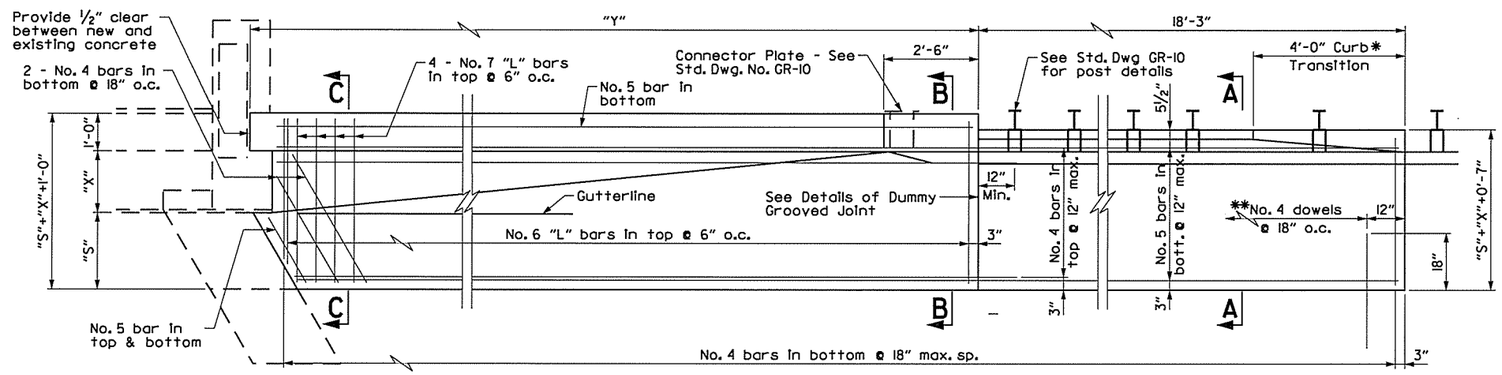
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	265	327
				(1) A&B3329		APPROACH GUTTER		55627

NOTE: bridge end may vary from that shown. Adjust gutter as required to provide similar rail transition.



NOTE: Reinforcing Steel is similar as shown for opposite side.

PLAN - SKEWED BRIDGES

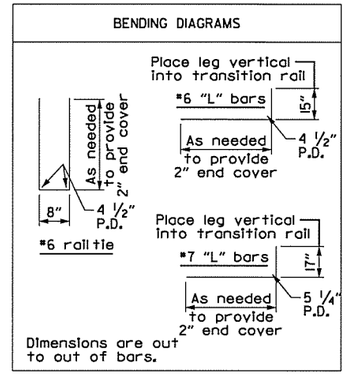
Scale: ½" = 1'-0"

TABLE OF VARIABLES

"X"	"Y"	"Z"*	APPROX. QUANTITIES FOR INFORMATION ONLY: CONCRETE CU. YD.	REINFORCING STEEL LB.
1'-7 ½"	18'-9"	9"	("S" x 1.66) + 6.37	("S" x 179) + 691

NOTE: "S"= Distance from gutterline to edge of shoulder or edge of approach slab, if present, but in no case less than 3'-0".
"X"= Distance from gutterline to face of existing end post.
"Z"= Height of bridge curb.

BENDING DIAGRAMS

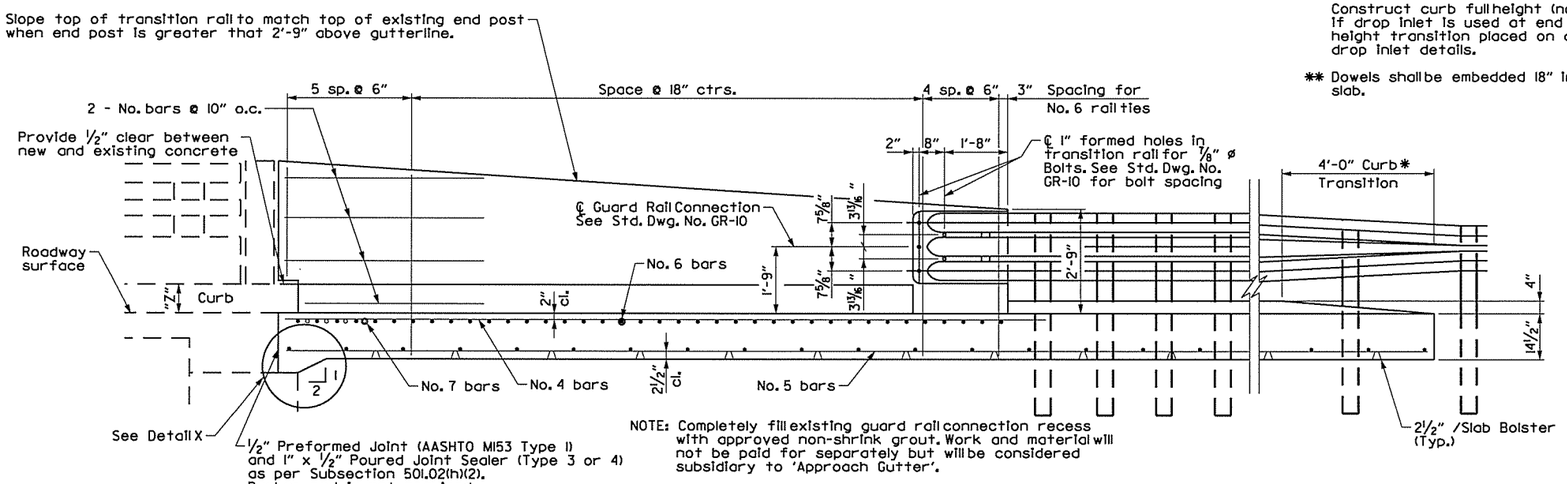


Dimensions are out to out of bars.

* 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.

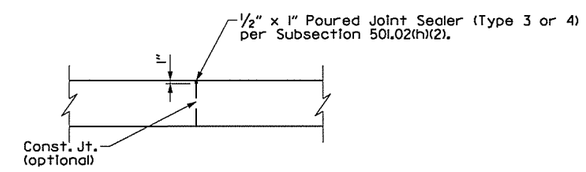
** Dowels shall be embedded 18" into new approach slab.



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 Gutter'.

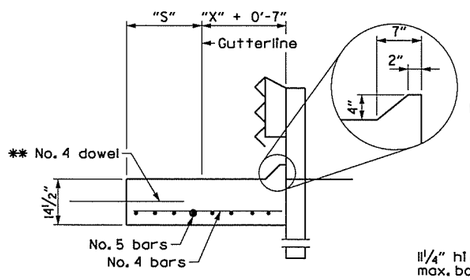
LONGITUDINAL SECTION THRU GUTTER

Scale: ½" = 1'-0"



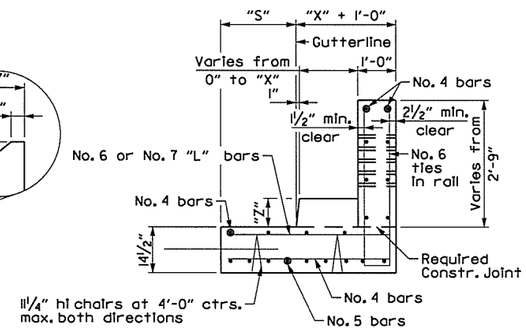
DETAILS OF DUMMY GROOVED JOINT

SCALE: ½" = 1'-0"



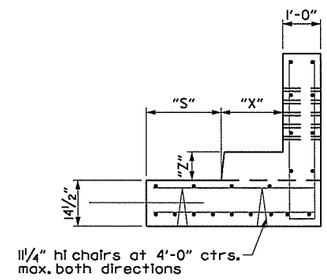
SECTION A-A

Scale: ½" = 1'-0"



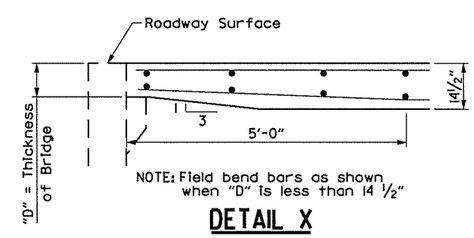
SECTION B-B

Scale: ½" = 1'-0"



SECTION C-C

At end of Transition Rail
Scale: ½" = 1'-0"



NOTE: Field bend bars as shown when "D" is less than 14 ½"

DETAIL X

No Scale

GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Section 501.8 of the Standard Specifications (f'c = 4,000 psi).

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provied 2" minimum cover at each end.

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

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
13 Mar 2014

DETAILS OF APPROACH GUTTERS
TYPE SPECIAL I
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. I
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY:	ASM	DATE:	02/18/14	FILENAME:	bbb0613_gl
CHECKED BY:	STS	DATE:	02/18/14	SCALE:	AS SHOWN
DESIGNED BY:	STS	DATE:	02/18/14		

BRIDGE NO. A&B3329 DRAWING NO. 55627

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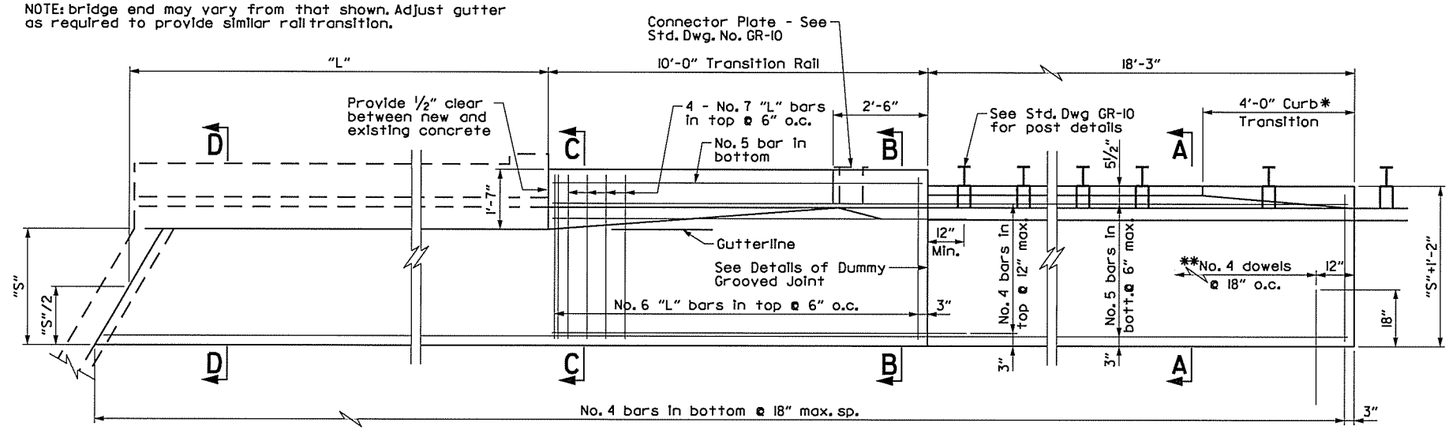
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	266	327
				(1) 03332		APPROACH GUTTER		55628

NOTE: bridge end may vary from that shown. Adjust gutter as required to provide similar rail transition.



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 BRIDGES

Scale: ½" = 1'-0"

TABLE OF VARIABLES

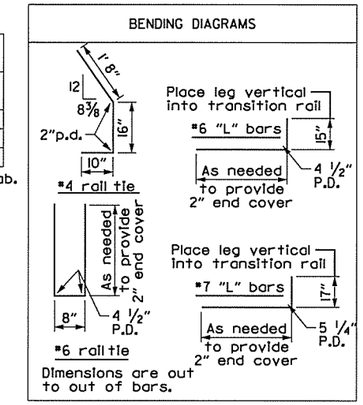
	Approx. "L"	APPROX. QUANTITIES FOR INFORMATION ONLY CONCRETE	REINFORCING STEEL
SIDE	FT.	CU. YD.	LB.
RIGHT	7'-5"	("S" x 1.60) + 2.80	("S" x 97) + 703
LEFT	18'-4"	("S" x 2.08) + 2.80	("S" x 124) + 703

Re-build gutters each side of North Approach slab. Orientation of Side, is from perspective looking North in direction of Project Station Increase.

** DOWELING NOTE

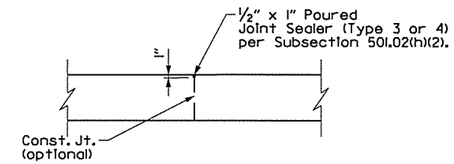
If new approach slab is used, place dowels into approach slab using 18" embedment.

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 Special 2).



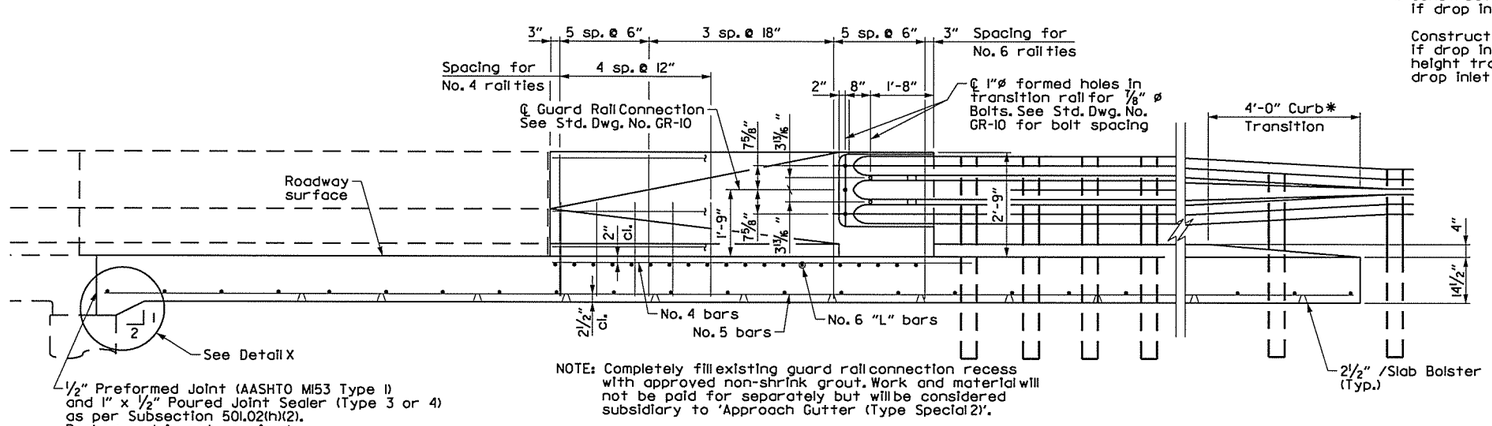
* Construct curb with height-transition as shown if drop inlet is not used at end of gutter.

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



DETAILS OF DUMMY GROOVED JOINT

SCALE: ½" = 1'-0"



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 Gutter (Type Special 2)'.

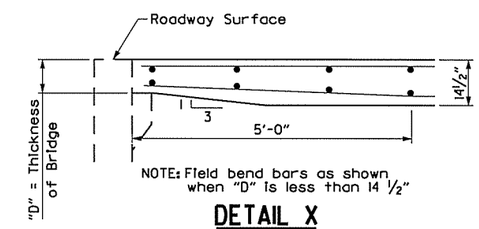
LONGITUDINAL SECTION THRU GUTTER

Scale: ½" = 1'-0"

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

Stephen T. Smiley

13 Mar 2014



DETAIL X

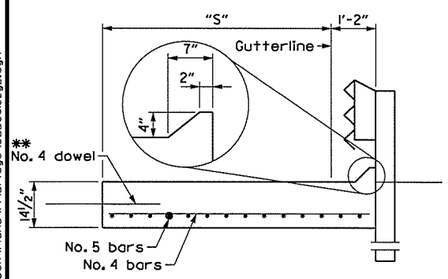
No Scale

GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Section 501.8 of the Standard Specifications (f'c = 4,000 psi).

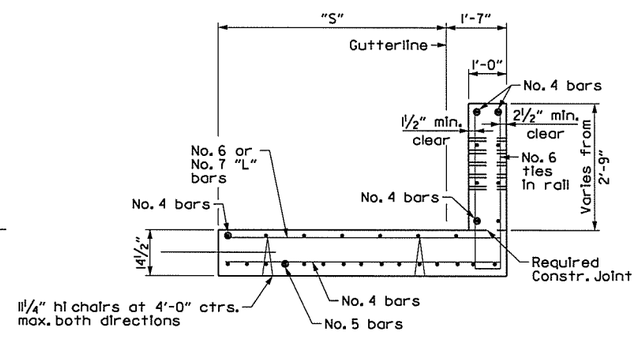
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports. Fabricate bar lengths to provied 2" minimum cover at each end.

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



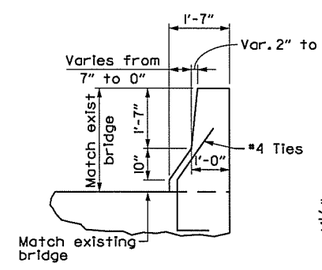
SECTION A-A

Scale: ½" = 1'-0"



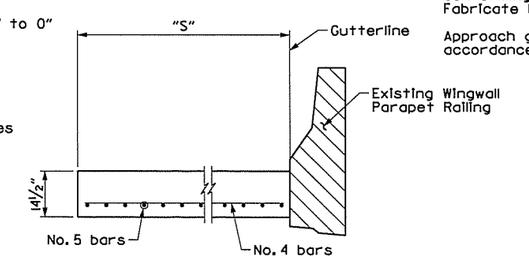
SECTION B-B

Scale: ½" = 1'-0"



SECTION C-C

At end of Transition Rail
Scale: ½" = 1'-0"



SECTION D-D

Scale: ½" = 1'-0"

DETAILS OF APPROACH GUTTERS
TYPE SPECIAL 2
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. I
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY:	AKH	DATE:	02/28/14	FILENAME:	bbb0613_g2
CHECKED BY:	STS	DATE:	03/03/14	SCALE:	AS SHOWN
DESIGNED BY:	STS	DATE:	02/27/14		

BRIDGE NO. 03332 DRAWING NO. 55628

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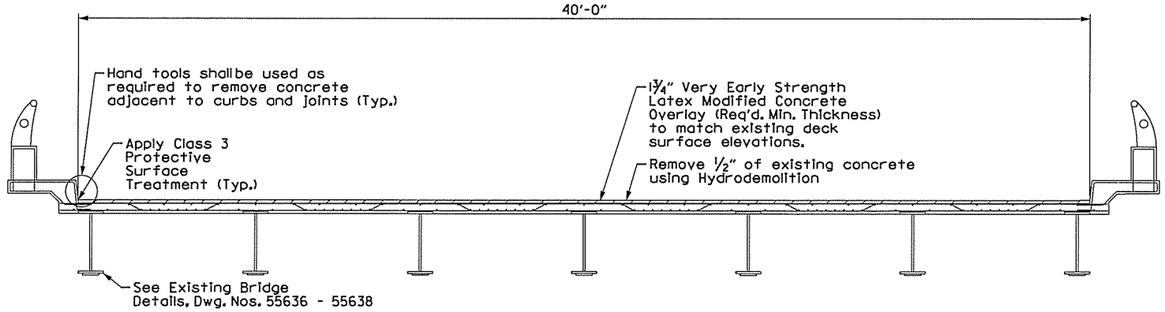
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
4-9-14				6	ARK.			
				JOB NO.		BB0613	267	327
				(1) A&B3329		VESLMC OVERLAY		55629

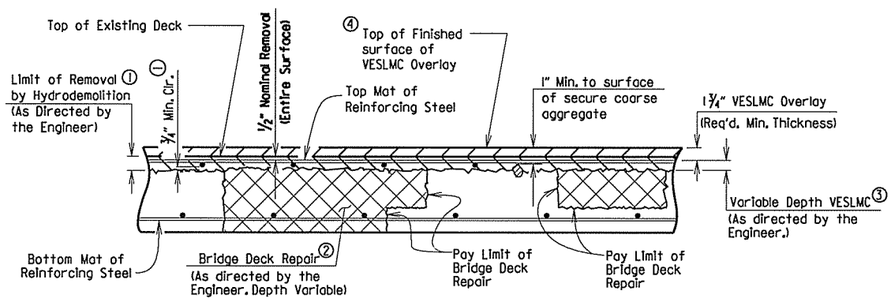
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

Stephen T. Smiley 9 Apr 2014



VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

BRIDGE A3329 STAGE 2B
BRIDGE B3329 STAGE 4B



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

① Removal of unsound concrete beyond ½" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of ¾" clearance below the bar.

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, where required.

④ Finished Surface of VESLMC Overlay shall be increased as required to maintain minimum required VESLMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.

GENERAL NOTES:
CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, 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 necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

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 ½" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer and up to the limits detailed. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0613 "Hydrodemolition."

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 BB0613 "Bridge Deck Repair".

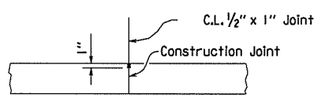
VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (VESLMC) Overlay with a required minimum thickness of 1¾", in accordance with SP Job BB0613 "Very Early Strength Latex Modified Concrete Overlay".
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 exisitng bridge drawings. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0613 "Very Early Strength Latex Modified Concrete Overlay (1¾" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than ½" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1¾" VESLMC Overlay. This area shall be measured and paid for ~~as SP Job BB0613 "Very Early Strength Latex Modified Concrete (Variable Depth)" at the unit price bid for the item.~~ In accordance with SP Job BB0613 "Very Early Strength Latex Modified Concrete Overlay". (1)

SURFACE FINISH: 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 SP Job BB0613 "Very Early Strength Latex Modified Concrete Overlay".

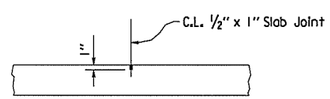
PROTECTIVE SURFACE TREATMENT : The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with SP Job BB0613 "Very Early Strength Latex Modified Concrete Overlay".

Transverse and longitudinal construction joints separating adjacent overlay placements shall be prepared and sealed in accordance with the joint details on this drawing.

(1) Revised Payment for Variable Depth VESLMC. 4-9-14 STS



Use ½" X 1" Type 3 or 4 Joint Sealer. See Subsections 501.02 (h) and 501.05 (j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as VESLMC Overlay. Sealant must be gray or other color similar to concrete.



Use ½" X 1" Type 3 or 4 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

TRANSVERSE OVERLAY JOINT DETAIL
No Scale

SHEET 1 OF 2
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY WITH GRADE RAISE
I-30 - BINGHAM RD. (S)
ROUTE 530 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY:	AP	DATE:	10/02/13	FILENAME:	bbb0613_lmc_01
CHECKED BY:	STS	DATE:	03/03/14	SCALE:	N.T.S.
DESIGNED BY:	SA	DATE:	09/30/13		

BRIDGE NO. A&B3329 DRAWING NO. 55629

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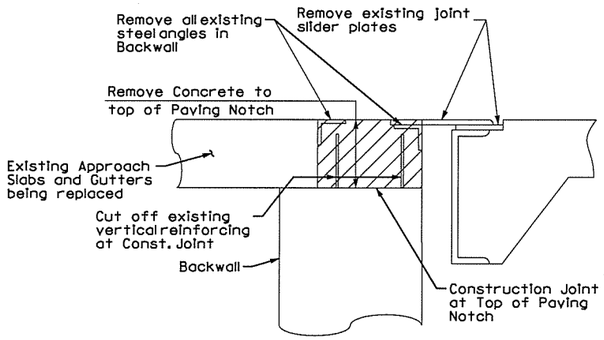
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	268	327
				(1) A&B3329		VESLMC OVERLAY		55630

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

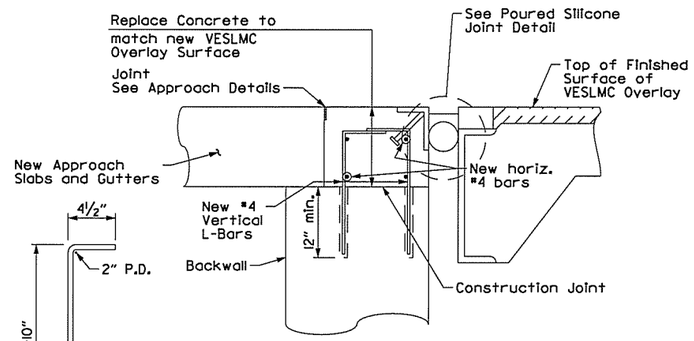
Stephen T. Smiley 13 Mar 2014

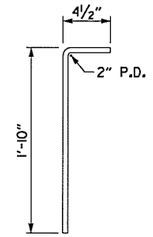


REMOVAL DETAILS AT END BENTS

No Scale

All removed portions of the existing backwall and joint materials shall become the property of the Contractor and shall be disposed of in accordance with Section 205.





#4 L-BAR

DETAILS OF BACKWALL MODIFICATION

No Scale

Grout new #4 L-bars into drilled holes spaced to avoid existing reinforcing steel (12" o.c. max.). Grout shall be an approved non-shrink or epoxy grout listed on the QPL. Hole diameter and installation procedure shall be as required by the grout manufacturer.

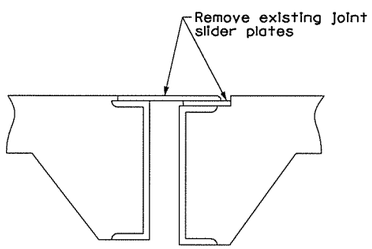
Structural Steel (lb.)	Reinforcing Steel (lb.)	Concrete (cu. yd.)
20.5	2.67	0.034

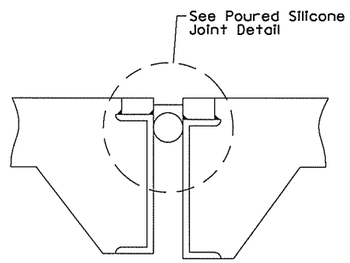
APPROXIMATE QUANTITIES FOR BACKWALL MODIFICATION (5)

Quantities shown are per foot of backwall and are for information only.

(5) The Contractor shall make measurements for the backwall at each end of the bridge affected prior to beginning work on the bridge. The top surface of the backwall shall match the top surface of the finished VESLMC Overlay on the adjacent bridge deck and the adjacent approach slabs and approach gutters.

Replacement concrete at end bents shall be High Early Strength Portland Cement Concrete Pavement per section 501.8 of the Standard Specifications (f'c = 4,000 psi). Reinforcing Steel shall conform to Section 804. Structural Steel and welding shall conform to Section 807. All Materials, Labor, Tools and Equipment shall not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure".





Structural Steel (lb.)
41.5

APPROXIMATE QUANTITIES FOR JOINT MODIFICATION AT INTERIOR BENTS

Quantities shown are per foot of joint and are for information only. (7)

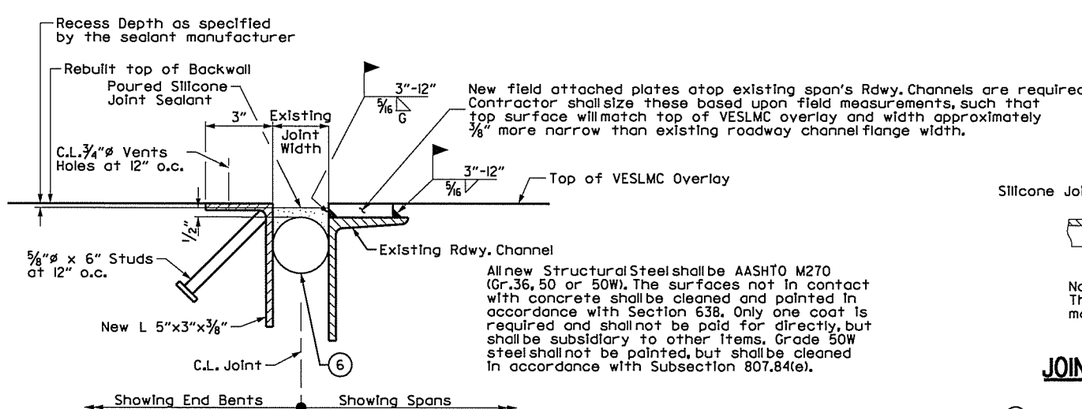
(7) Structural Steel and welding shall conform to Section 807. All Materials, Labor, Tools and Equipment shall not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure".

REMOVAL DETAILS AT INTERIOR BENTS

No Scale

JOINT MODIFICATION AT INTERIOR BENTS

No Scale

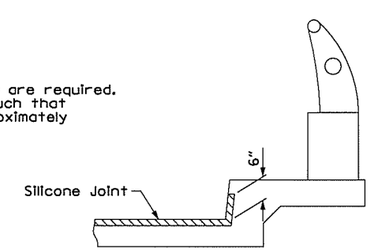


Existing joint-covering Slider-Plates shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details and Manufacturer's Instructions. Removal of existing joint components will not be paid for directly, but shall be considered incidental to the item "Modification of Existing Bridge Structure".

Note: Manufacturer's recommendations shall be followed to prevent sealant leakage during rehabilitation work.

POURED SILICONE JOINT SEAL DETAILS

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

(6) Backer rods shall be appropriately sized and set to the depth shown in the joint sealant manufacturer's literature based on the joint width at the time of sealing. Except as noted, do not install more backer rod than can be sealed in the same day. The Contractor shall verify separation of the backer rod from the joint material after joint material has set.

Backer rod shall be notched or otherwise fit around any existing seal supports or bumper plates to maintain its proper depth as defined above.

For GENERAL NOTES and shared details, see Dwg.No. 55629

SHEET 2 OF 2
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY WITH GRADE RAISE
I-30 - BINGHAM RD. (S)
ROUTE 530 SEC. I
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY:	AP	DATE:	10/02/13	FILENAME:	bbb0613_lmc_02
CHECKED BY:	STS	DATE:	03/03/14	SCALE:	N.T.S.
DESIGNED BY:	SA	DATE:	09/30/13		

BRIDGE NO. A&B3329 DRAWING NO. 55630

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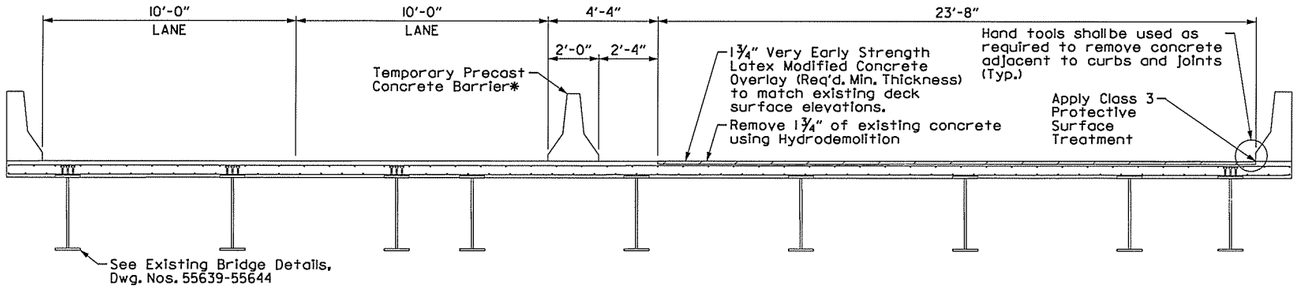
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
4-9-14				6	ARK.			
				JOB NO.		BB0613	269	327
				1	A2623	VESLMC OVERLAY		55631

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

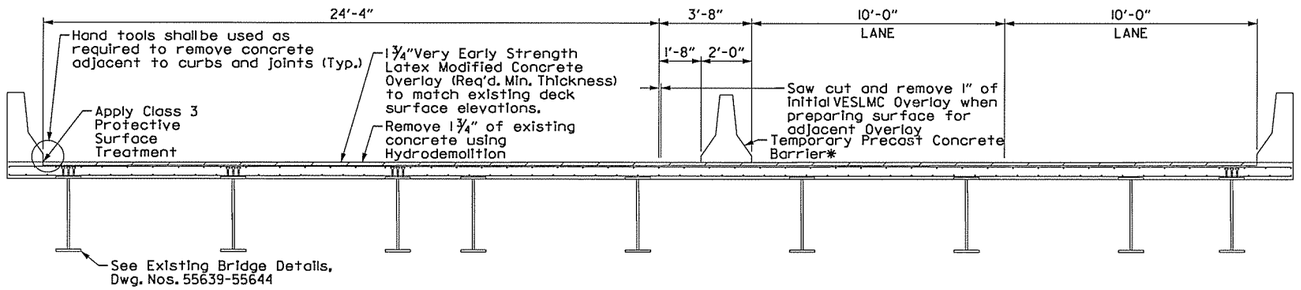
Stephen T. Smiley 9 Apr 2014



INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

BRIDGE A2623 STAGE IE

(Looking in direction of Station Increase)



OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

BRIDGE A2623 STAGE IF

(Looking in direction of Station Increase)

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

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, 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 evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

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 1¾" 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 BB0613 "HYDRODEMOLITION."

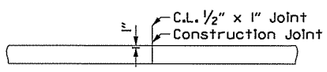
Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

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 BB0613 "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 1¾" 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 BB0613 "Very Early Strength Latex Modified Concrete Overlay (1¾" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1¾" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1¾" VESLMC overlay. This area shall be measured and paid for ~~as SP Job BB0613 "Very Early Strength Latex Modified Concrete (Variable Depth)" at the unit price bid for the item.~~ in accordance with SP Job BB0613 "Very Early Strength Latex Modified Concrete Overlay". 1
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.

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".

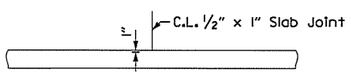


Use ½"x1" Type 3 or 4 Joint Sealer. See subsections 501.02 (h) and 501.05 (j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as VESLMC Overlay. Sealant must be gray or other color similar to concrete.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

No Scale

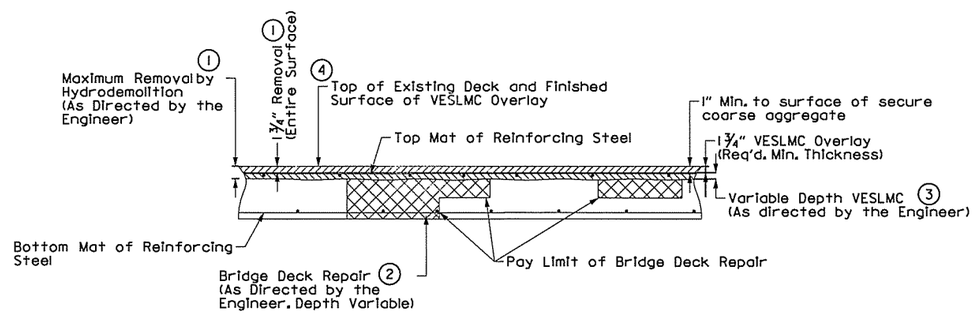
Slab joints and longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the Overlay.



Use ½"x1" Type 3 or 4 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.

OVERLAY JOINT DETAIL

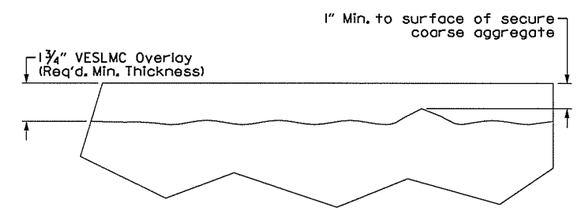
No Scale



DETAILS OF HYDRODEMOLITION AND LATEX MODIFED CONCRETE OVERLAY

No Scale

1. Removal of unsound concrete beyond 1¾" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of ¾" clearance below the bar.
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 required VESLMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.



VESLMC OVERLAY TOLERANCE

No Scale

1 Revised Payment for Variable Depth VESLMC. 4-9-14 STS

For shared MINIMUM CONSTRUCTION CLEARANCES detail, see Dwg.No. 55633

SHEET 1 OF 3
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

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CHECKED BY:	STS	DATE:	03/03/14	SCALE:	N.T.S.
DESIGNED BY:	SA	DATE:	09/30/13		

BRIDGE NO. A2623 DRAWING NO. 55631

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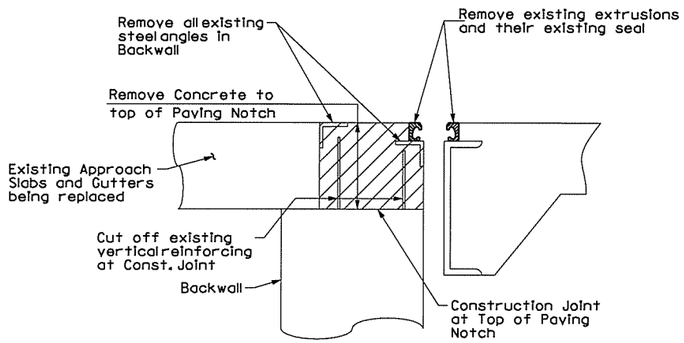
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0613	270	327
				(1) A2623		VESLMC OVERLAY		55632

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

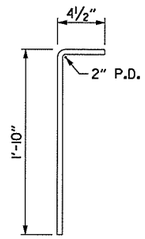
Stephen T. Smiley 13 Mar 2014



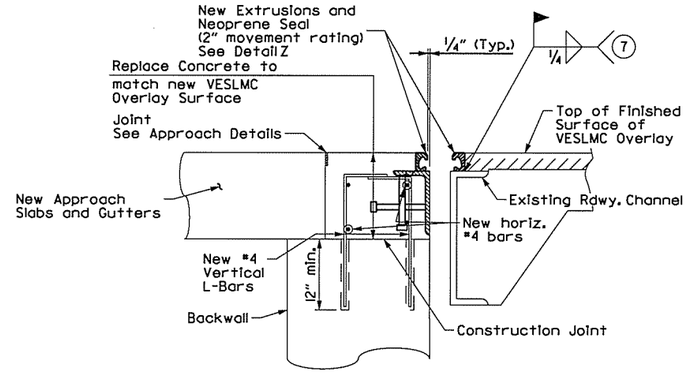
REMOVAL DETAILS AT END BENT 1

No Scale

All removed portions of the existing backwall and joint materials shall become the property of the Contractor and shall be disposed of in accordance with Section 205.



#4 L-BAR

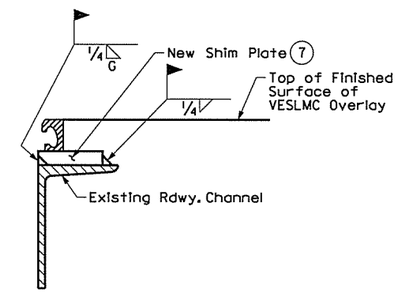


DETAILS OF BACKWALL MODIFICATION AT END BENT 1

No Scale

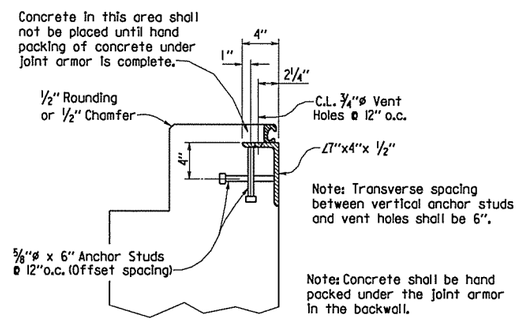
Grout new #4 L-bars into drilled holes spaced to avoid existing reinforcing steel (12" o.c. max.). Grout shall be an approved non-shrink or epoxy grout listed on the QPL. Hole diameter and installation procedure shall be as required by the grout manufacturer.

(7) Align top of replacement extrusion with top of VESLMC Overlay. If necessary, use continuously welded plate, with thickness based upon field measurements, beneath. See DETAIL A.



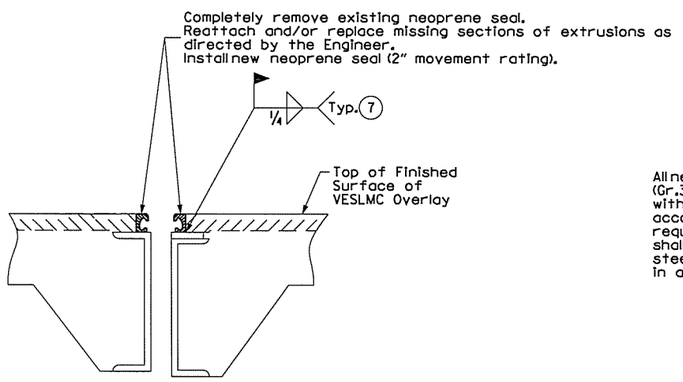
DETAIL A

No Scale



DETAIL Z

No Scale



MODIFICATION DETAILS AT INTERIOR BENT #9

No Scale

All new Structural Steel shall be AASHTO M270 (Gr.36, 50 or 50W). The surfaces not in contact with concrete shall be cleaned and painted in accordance with Section 638. Only one coat is required and shall not be paid for directly, but shall be subsidiary to other items. Grade 50W steel shall not be painted, but shall be cleaned in accordance with Subsection 807.84(e).

Structural Steel (lb.)	Reinforcing Steel (lb.)	Concrete (cu. yd.)
23.5	2.67	0.04

APPROXIMATE QUANTITIES FOR BACKWALL MODIFICATION (8)

Quantities shown are per foot of backwall and are for information only.

(8) The Contractor shall make measurements for the backwall at each end of the bridge affected prior to beginning work on the bridge. The top surface of modified backwall shall match the top surface of the finished VESLMC Overlay on the adjacent bridge deck and the adjacent approach slabs and approach gutters.

Replacement concrete at modified end bent 1 shall be High Early Strength Portland Cement Concrete Pavement per section 501.8 of the Standard Specifications (f'c = 4,000 psi). Reinforcing Steel shall conform to Section 804. Structural Steel and welding shall conform to Section 807. Except as noted otherwise on this drawing, all Materials, Labor, Tools and Equipment shall not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure".

For GENERAL NOTES and shared details, see Dwg.No. 55631

Measurement and payment for work detailed on this drawing:
Removals are subsidiary to the item "Modification of Existing Bridge Structure".
Work and materials for new extrusions and neoprene seal at Bent 1 shall be paid as Item 809 "Armored Joint with Neoprene Strip Seal".
Work and new materials at bent 9, are subsidiary to the item "Modification of Existing Bridge Structure".

SHEET 2 OF 3
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY: STS DATE: 02/24/14
CHECKED BY: STS DATE: 03/03/14
DESIGNED BY: SA DATE: 09/30/13
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BRIDGE NO. A2623 DRAWING NO. 55632

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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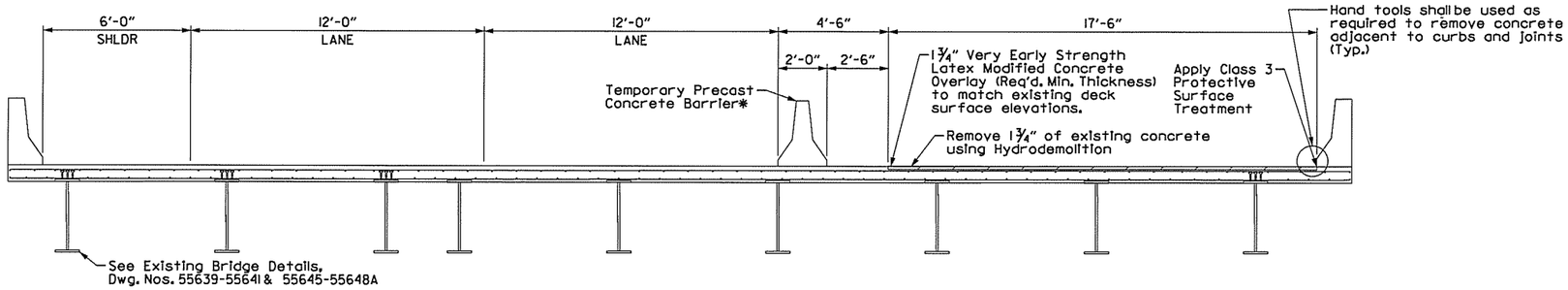
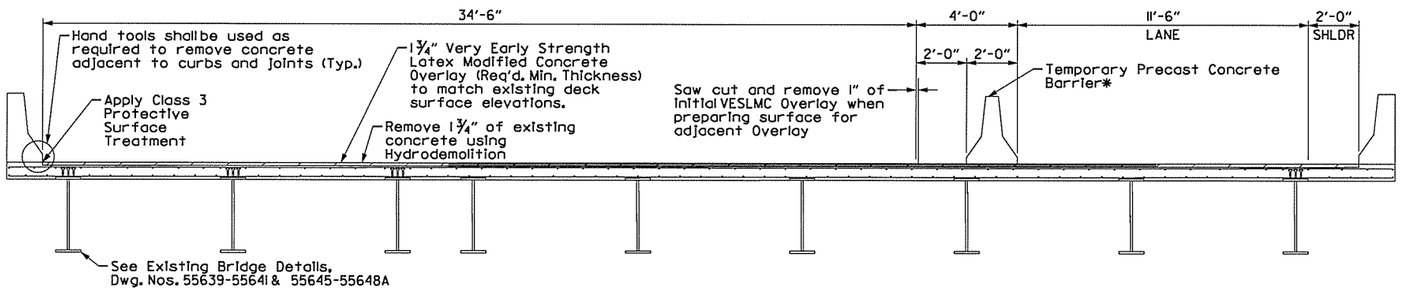
				(1) B2623		VESLMC OVERLAY		55633



OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

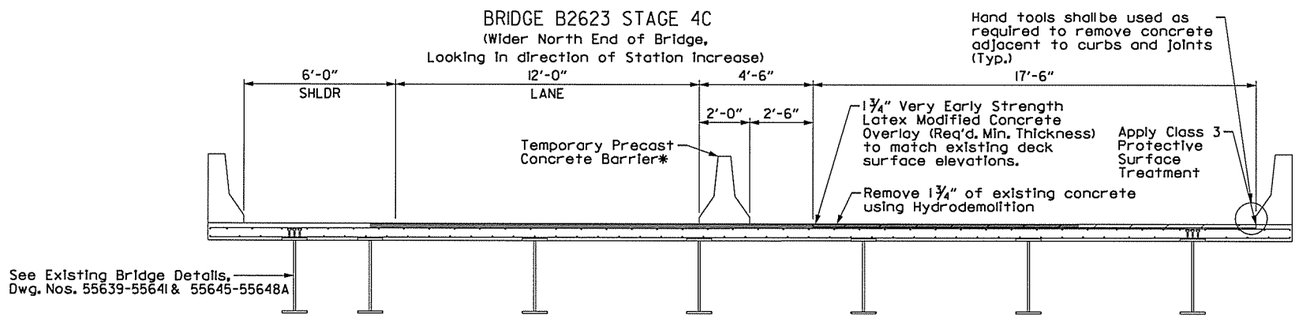
BRIDGE B2623 STAGE 4B
(Wider North End of Bridge, Looking in direction of Station Increase)

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



INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

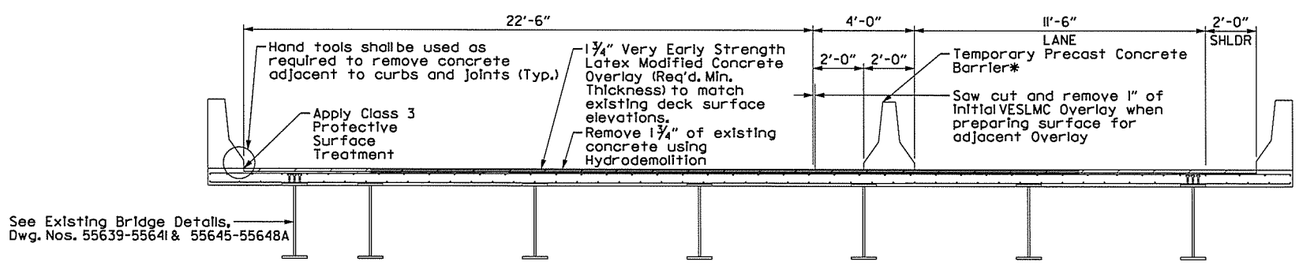
BRIDGE B2623 STAGE 4C
(Wider North End of Bridge, Looking in direction of Station Increase)



OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

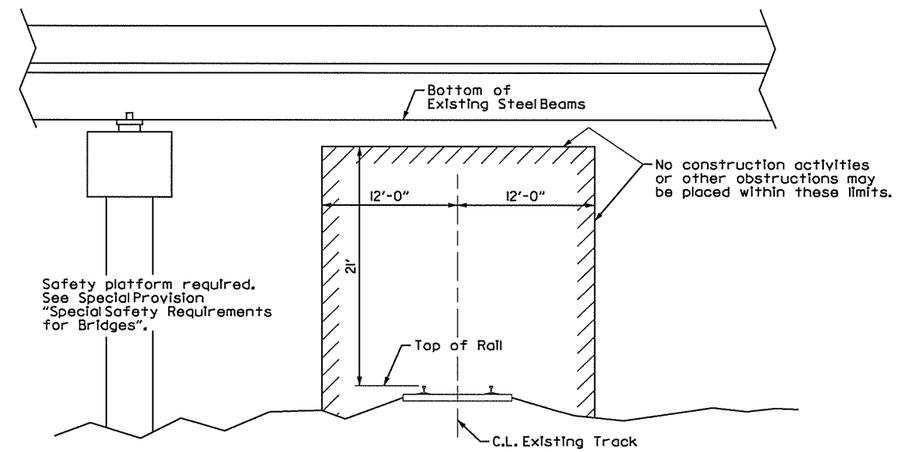
BRIDGE B2623 STAGE 4B
(Narrower South End of Bridge, Looking in direction of Station Increase)

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



INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

BRIDGE B2623 STAGE 4C
(Narrower South End of Bridge, Looking in direction of Station Increase)



MINIMUM CONSTRUCTION CLEARANCES

BRIDGES A&B2623
No Scale
Dimensions are measured normal to Railroad

Note:
Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
13 Mar 2014

For GENERAL NOTES and shared details, see Dwg.No. 55631

SHEET 3 OF 3
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
I-30 - BINGHAM RD. (S)

ROUTE 530 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
PULASKI COUNTY, ARK.

DRAWN BY:	AP	DATE:	10/02/13	FILENAME:	bbb0613_lmc_05
CHECKED BY:	STS	DATE:	03/03/14	SCALE:	N.T.S.
DESIGNED BY:	SA	DATE:	09/30/13		

BRIDGE NO. B2623 DRAWING NO. 55633

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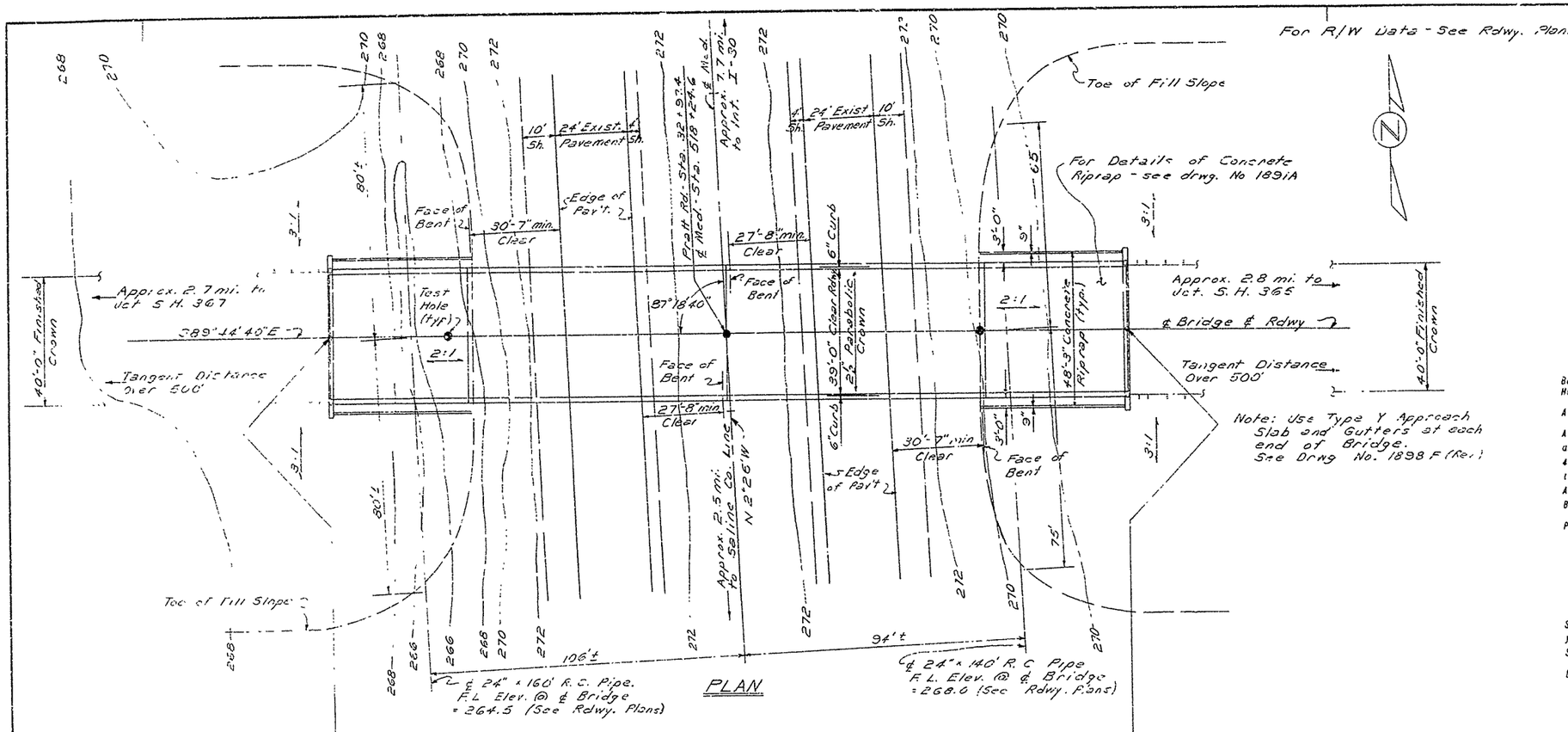
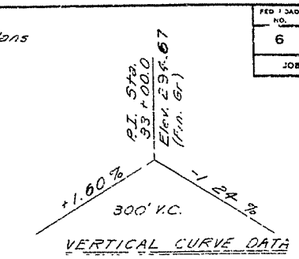
FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.			272	327
JOB NO.		~~6902~~		~~23~~	~~76~~

Job BB0613





GENERAL NOTES

Bench Mark · · corner of Drop Inlet Station 517+00, Centerline Median Elev

All concrete . .d in the dry.

All piling shall be 18" 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 assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 35' test pile in Bent No. 2 & 4.

Piles in end bents to be driven after embankment to subgrade is in place.

For Details of End Bents see Dwg. No. 15709
For Details of Intermediate Bents see Dwg. No. 15708
For Details of Composite I-Beam Spans see Dwg. Nos. 14990D and 15707
For Details of Precast Concrete Piling see Dwg. No. 2382.

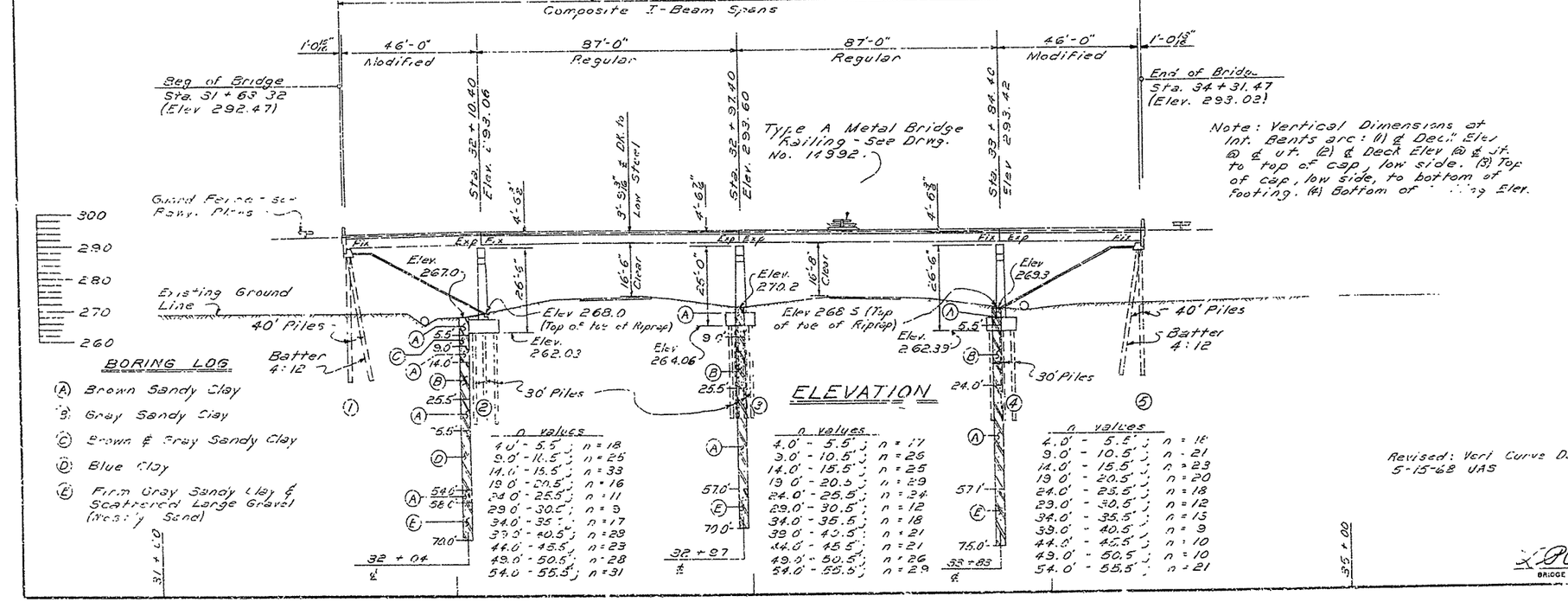
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, the 1966 Supplemental Specifications, and applicable Special Provisions.

DESIGN SPECIFICATIONS: AASHO 1965

Live Loading: HS20

Unit Stresses:

Class A Concrete (n-16)	840 psi
Class S Concrete (n-10)	1,200 psi
Reinforcing Steel	20,000 psi
Structural Steel (A 36)	20,000 psi



Revised: Vert Curve Data 5-15-68 UAS

INFORMATION ONLY

LAYOUT OF PRATT ROAD INTERCHANGE
PRATT ROAD INTERCHANGE
PULASKI COUNTY
ROUTE 65 SEC. 12
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: UAS DATE: 10-18-67
TRACED BY: DATE:
CHECKED BY: OFL DATE: 10/23/67
SCALE: 1" = 20'

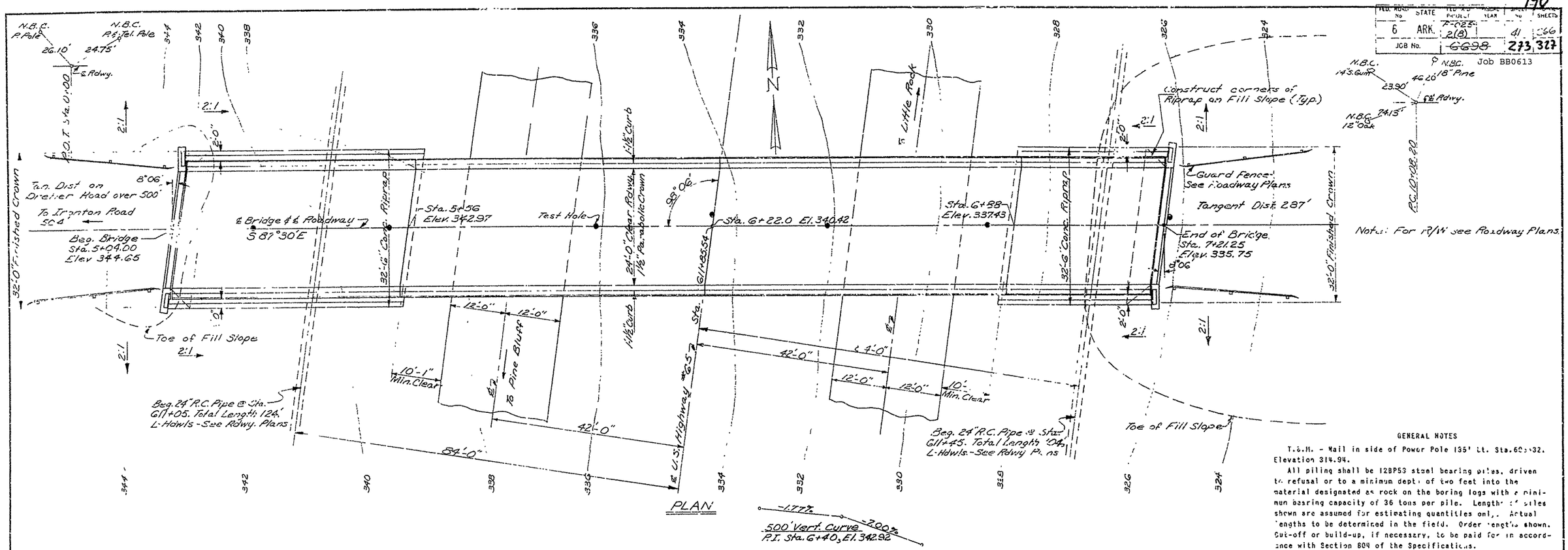
BRIDGE ENGINEER

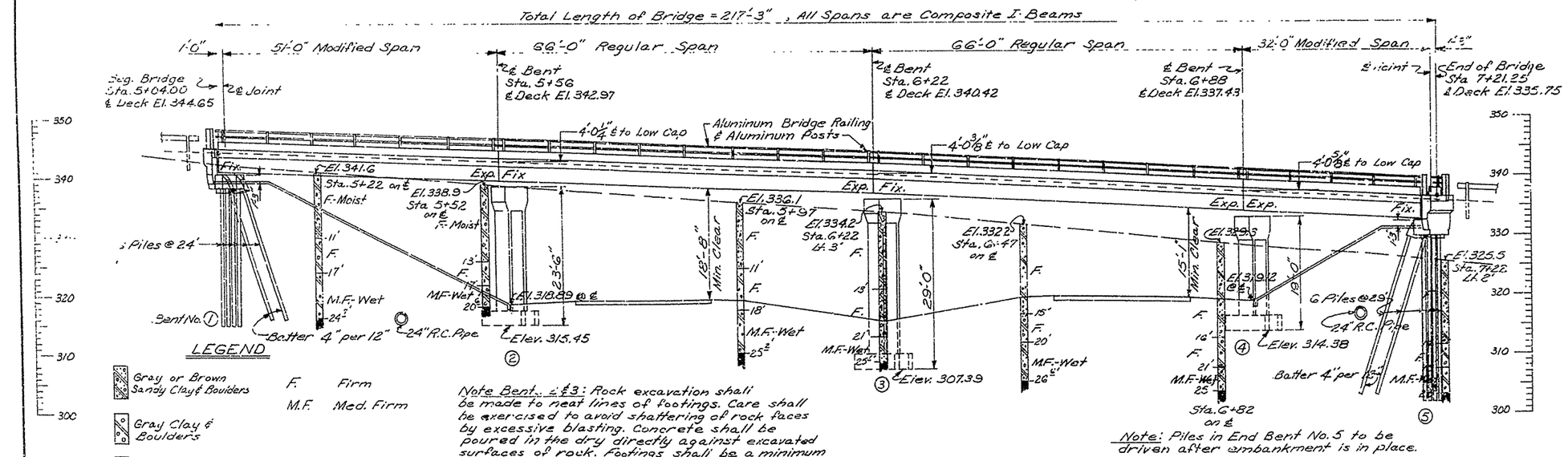
BRIDGE NO. 5210 DRAWING NO. ~~15706~~ 55634

190

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.	F-025 2(8)		41	66
JOB No.	6698			273	327

Job BB0613





LEGEND

- Gray or Brown Sandy Clay & Boulders
- Gray Clay & Boulders
- Gray Sandy Clay
- Rock

F. Firm
M.F. Med. Firm

Note Bent. ℄ #3: Rock excavation shall be made to neat lines of footings. Care shall be exercised to avoid shattering of rock faces by excessive blasting. Concrete shall be poured in the dry directly against excavated surfaces of rock. Footings shall be a minimum of 1'-6" into solid rock.

Note Bent No. 4: In order not to disturb the founding material the final one foot of footing excavation shall be done carefully by hand methods to neat lines of footings. All pits shall be kept dry.

ELEVATION

Note: Piles in End Bent No. 5 to be driven after embankment is in place.

GENERAL NOTES

T.B.M. - Nail in side of Power Pole 135' Lt. Sta. 6+32. Elevation 314.94.

All piling shall be 12BP53 steel bearing piles, driven to refusal or to a minimum depth of two feet into the material designated as rock on the boring logs with a minimum bearing capacity of 36 tons per pile. Lengths of piles shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Order lengths shown. Cut-off or build-up, if necessary, to be paid for in accordance with Section 804 of the Specifications.

For details of Superstructure see Drawing Nos. 5460, 5462, and 11485.

For details of Substructure see Drawing Nos. 11486 & 11487.

For details of Concrete Riprap see Drawing No. 11483.

Loading: H15 AASHO (1957)

Stresses:	Class A Concrete (n=15)	840 psi
	Class S Concrete (n=10)	1,200 psi
	Structural Steel	18,000 psi
	Reinforcing Steel	20,000 psi
Foundation Pressure:	4,050 p.f. DL+LL	

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

INFORMATION ONLY

LAYOUT OF DREHER CUT-OFF UNDERPASS BINGHAM ROAD - FOURCHE CREEK PULASKI COUNTY

ROUTE 65 SEC. 12

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

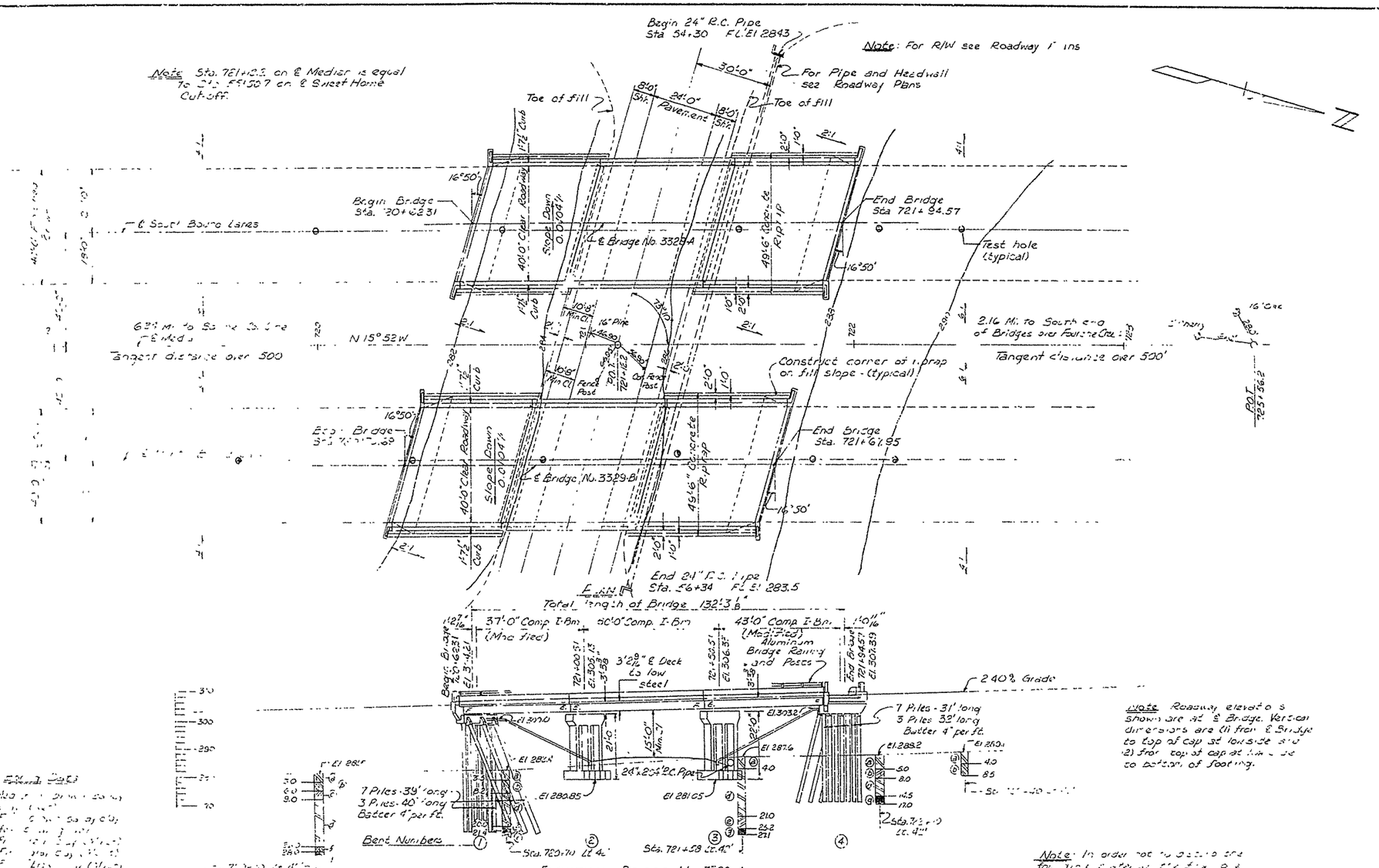
DRAWN BY: B.J.P. DATE: 5-17-61
TRACED BY: DATE:
CHECKED BY: DATE: 5-22-61
SCALE: 1" = 10'

55635

BRIDGE ENGINEER

BRIDGE NO. 3489 DRAWING NO. 11484

FED. ROAD DIST. | STATE | FED. AID PROJ. NO. | SHEET | TOTAL SHEETS
(F-025-2.3) | 25 | 274/327
Job BB0613



Note: Roadway elevations shown are at ℄ Bridge. Vertical dimensions are (1) from ℄ Bridge to top of cap at roadside and (2) from top of cap at roadside to bottom of footing.

Note: In order to [illegible] fill slopes at the ends of bridges [illegible] hand methods to meet lines of footings. All pits shall be kept dry.

GENERAL NOTES

Bench Mark - Nail in Root of 36" Twin Elm 60' Rt. Sta. 716+05.0. Elevation 279.00.

All piling shall be 12 BP 53 steel bearing piles, driven to refusal or to a minimum depth of two feet into the material designated as rock on the boring logs with a minimum bearing capacity of 36 tons per pile. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Order lengths shown. Cut-off or build-up, if necessary, to be paid for in accordance with Standard Specifications. Piles in end bents are to be driven after embankment is in place.

For details of substructure see Drawing Nos. 10797, 10798, and 10799.

For details of superstructure see Drawings Nos. 9462, 10795, and 10796.

For details of concrete riprap see Drawing No. 11183

Loading:	A.A.S.H.O. (1957) H20-S16	
Stresses:	Class A Concrete (n=15)	840 psi
	Class S Concrete (n=10)	1,200 psi
	Structural Steel	16,000 psi
	Reinforcing Steel	20,000 psi

Foundation Pressure: 4500 psf D.L. L.L.

Specifications: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

INFORMATION ONLY

LAYOUT OF
SWEET HOME INTERCHANGE
BINGHAM ROAD-FOURCHE CREEK
PULASKI COUNTY
ROUTE 65 SEC. 12

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: S.E.V. DATE: 5-61
TRACED BY: DATE:
CHECKED BY: D.V. DATE: 5-19-61
SCALE: 1" = 20'

55636

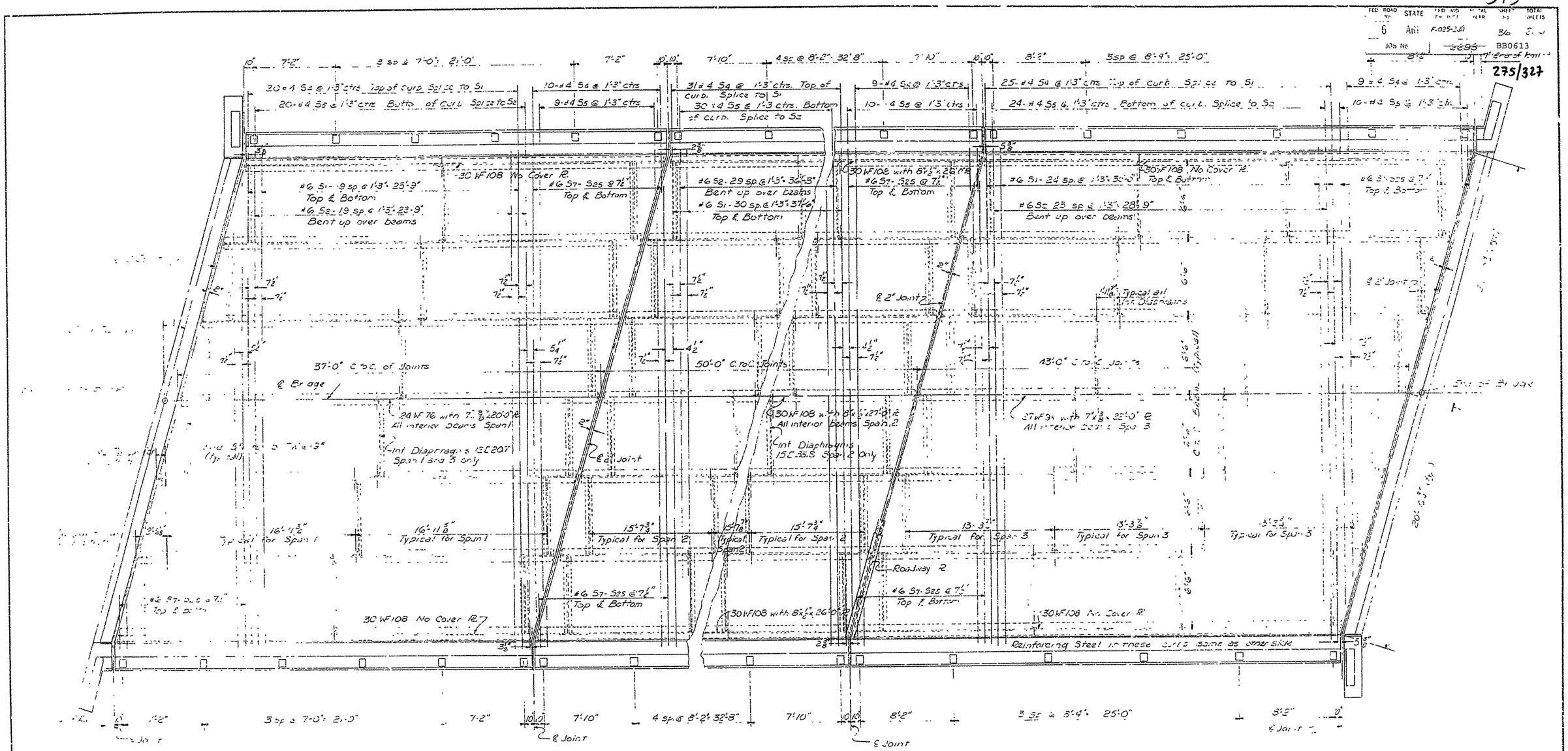
BRIDGE ENGINEER

BRIDGE NO. 3329A, 3329B DRAWING NO. ~~10792~~

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK	F-025-3(8)		316	

Job No. 2695 BB0613

275/327



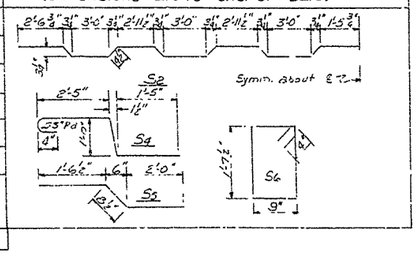
SPAN 1 — SPAN 2 — SPAN 3

PLAN VIEW

BAR LIST

Mk.	Bar Size	No. Required Span 1	Span 2	Span 3	Length Span 1	Span 2	Span 3	Pin Dia.
S1	6	40	62	50	41'-2"	41'-2"	41'-2"	Str.
S2	6	20	30	24	42'-0"	42'-0"	42'-0"	2¼"
S3	4	103	206	206	36'-6"	25'-7"	22'-1"	Str.
S4	4	60	80	58	5'-3"	5'-3"	5'-3"	1½"
S5	4	58	80	66	4'-3"	4'-3"	4'-3"	1½"
S6	4	60	82	70	5'-4"	5'-4"	5'-4"	1½"
S7-S8	4	4ea	4ea.	4ea	Var. 22'-39'-1" to 1'-11½" by 2'-0¾"	Var. 22'-39'-1" to 1'-11½" by 2'-0¾"	Var. 22'-39'-1" to 1'-11½" by 2'-0¾"	Str
S39	4	12	12	12	11'-3"	16'-1"	13'-9"	Str

Bending Diagram (Dimensions are to ctrs. of bars)



Notes:

For General Notes and details not shown see drwg. nos. 5462 & 10796
Place drains in Span 1 & 3 only
Details for 28' Roadway on drwg. no. 5462 are to be used for Spans 1, 2, & 3.

INFORMATION ONLY

SHEET 1

DETAILS OF SPANS

SWEET HOME INTERCHANGE

BINGHAM ROAD- FOURCHE CREEK

PULASKI COUNTY

ROUTE 65 SEC. 12

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK ARK.

DRAWN BY CEJ DATE 3-1-61
TRACED BY DATE
CHECKED BY FMH DATE 6-15-61
SCALE 1/4"=1'-0"

55637

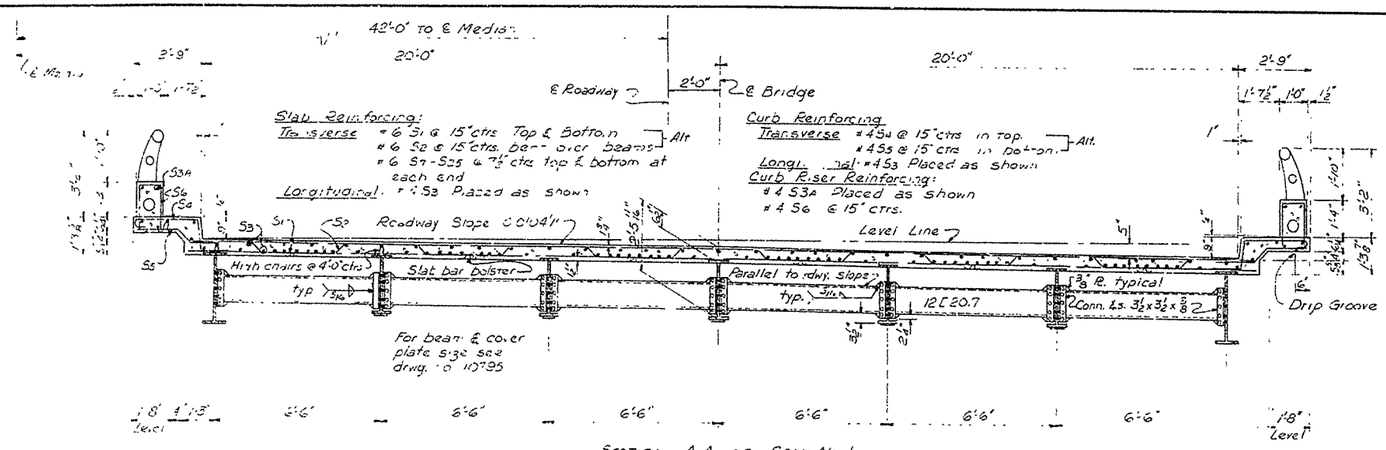
BRIDGE NO. 3329A, 3329B DRAWING NO. ~~10795~~

BRIDGE ENGINEER

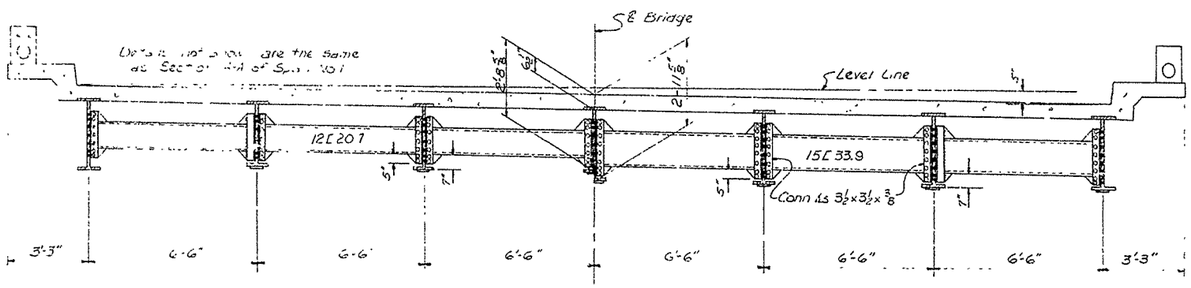
374

FED. ROAD NO.	STATE	[illegible]	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	A	F-025-3(3)		57	[illegible]
JOB NO.	~~6008~~			276	327

Job BB0613

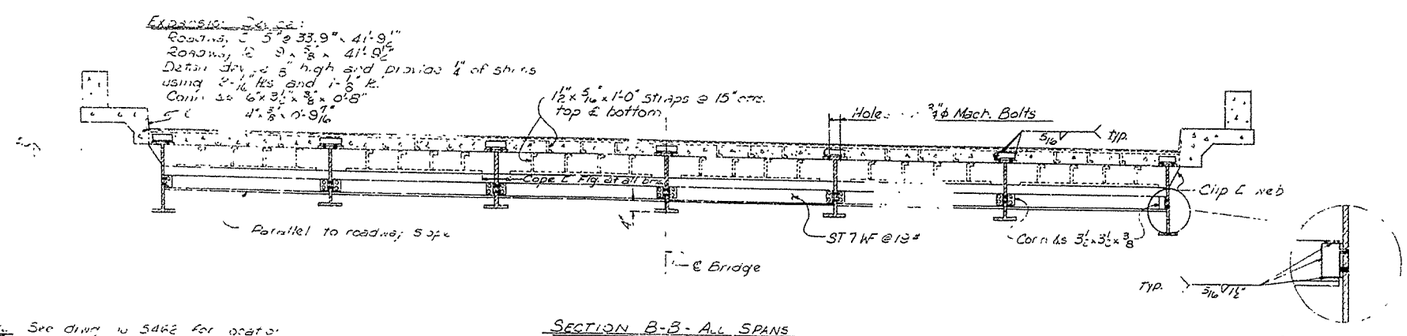


SECTION A-A OF SPAN No. 1
Bridge No. 3329 B Looking Forward
Bridge No. 3329 A Looking Back



HALF SECTION A-A OF SPAN No. 3
Bridge No. 3329 B Looking Forward
Bridge No. 3329 A Looking Back

HALF SECTION A-A OF SPAN No. 2
Bridge No. 3329 B Looking Forward
Bridge No. 3329 A Looking Back



Note: See drwg. No. 5462 for location of Sections A-A & B-B.

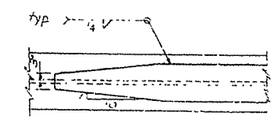
SECTION B-B - ALL SPANS
Bridge No. 3329 B Looking Forward
Bridge No. 3329 A Looking Back

Loading H20-S16 A.A.S.H.O. 1957

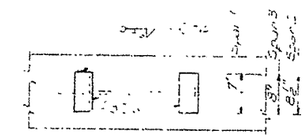
	Interior Beam	Exterior Beam
Dead Load:		
a. ∠ WF Beam	Size #11 + 1 (wt/ft. of WF)	76 #/ft + 1 (wt/ft. of WF)
b. 8 Composite Beam	62#	145 #/ft
Live Load		
To Beam	1.82 wheels + Impact	1.156 wheels + Impact

Unit Stresses:

Class S Concrete n=10	1,200 psi
Structural Steel	18,000 psi
Reinforcing Steel	20,000 psi

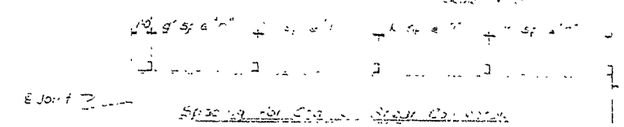


Details of Cover Plates
Scale 3" = 1'-0"



Details of Drip Groove
Scale 3" = 1'-0"

Note: [illegible]



Spacing for Cover Plate Connection

℄ Joint

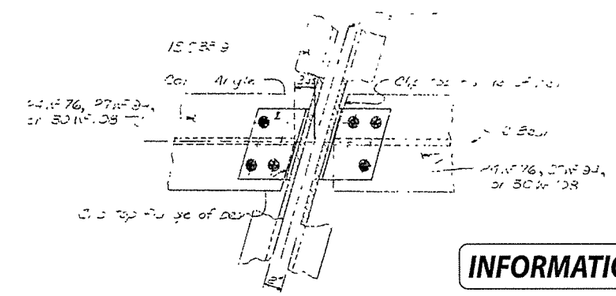
Table of Variations for Span [illegible]

Span	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Note: [illegible]

Joint Seal

Span	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]



DETAILS OF CHANNEL CONNECTION
Scale 1½" = 1'-0"
For additional details see drwg. No. 5462. Use details shown for 28' R.P. [illegible]

INFORMATION ONLY

SHEET 2

DETAILS OF SPANS

SWEET HOME INTERCHANGE

BINGHAM ROAD - FOURCHE CREEK

PULASKI COUNTY

ROUTE 65 SEC. 12

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: CEV DATE: [illegible]
TRACED BY: DATE:
CHECKED BY: FMH DATE: 6-15-61
SCALE: 3/8" = 1'-0" [illegible]

55638

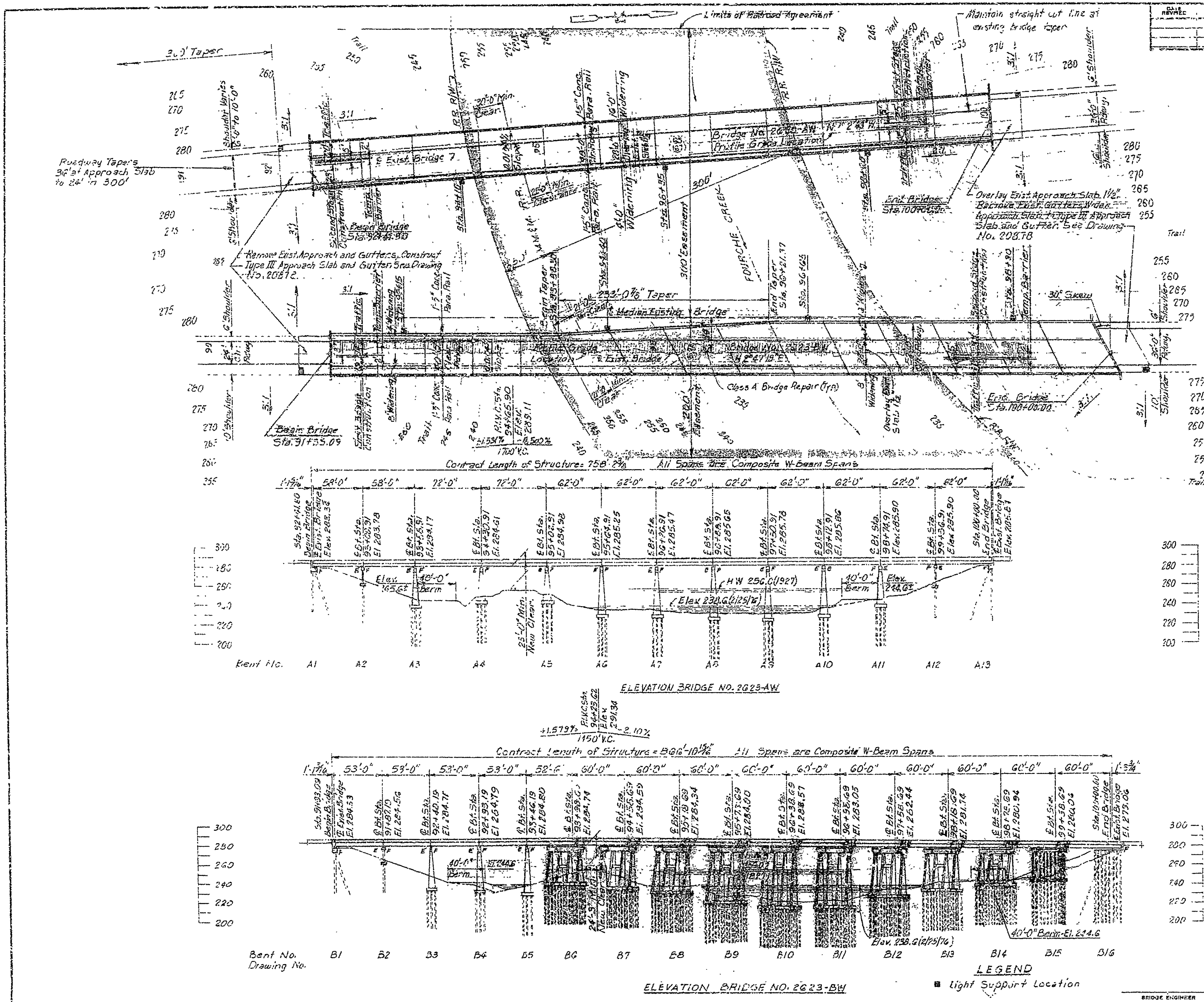
BRIDGE NO. 3329A, 3329B DRAWING NO. ~~10796~~

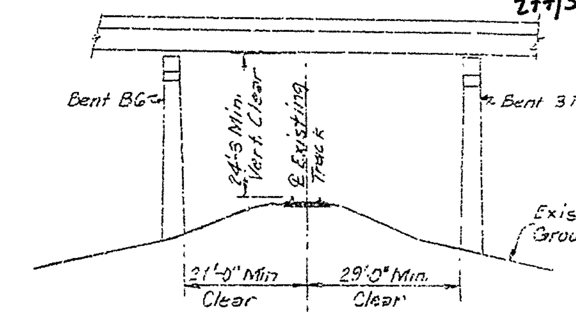
BRIDGE ENGINEER

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	430-2(148)138	71	79
				JOB NO		~~60065~~		135

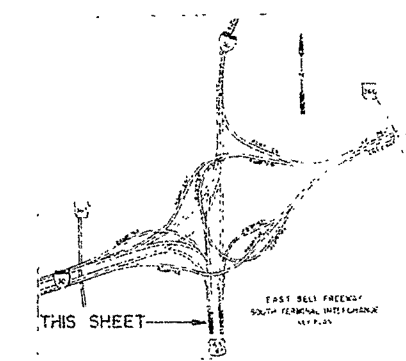
(1) 2623AW&BW LAYOUT BRIDGE WIDNG 20846

Job BB0613 277/327





SECTION NORMAL TO BENTS
Scale None



LEGEND
■ Light Support Location

INFORMATION ONLY

SHEET 1 OF 1

LAYOUT OF BRIDGE WIDENING
US HIGHWAY 65-167 OVER FOURCHE CREEK
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE - HWY 365
PULASKI COUNTY
ROUTE SEC

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY D.M.F. DATE
CHECKED BY T.B.H. DATE
DESIGNED BY T.B.H. DATE
SCALE 1"=50'

BRIDGE ENGINEER

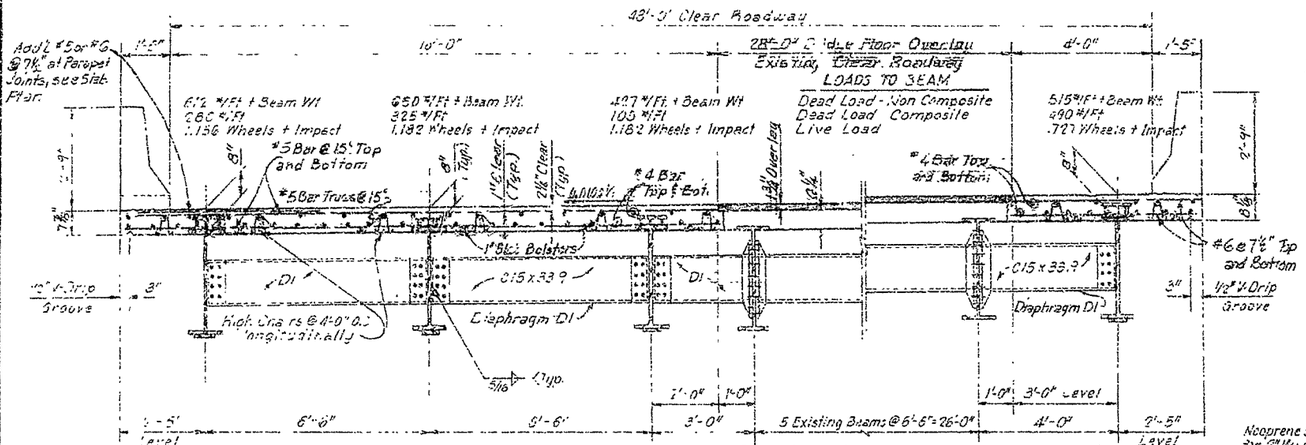
55639
BRIDGE NO. 2623 AW & BW DRAWING NO. ~~20846~~

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				8	ARK.	I-30-2(148)138	91	127
				JOB NO.				155

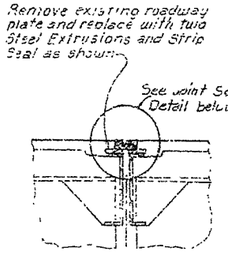
(1) 2623AW & BW DETAILS BRIDGE NO. 2623 29868

Job BB0613

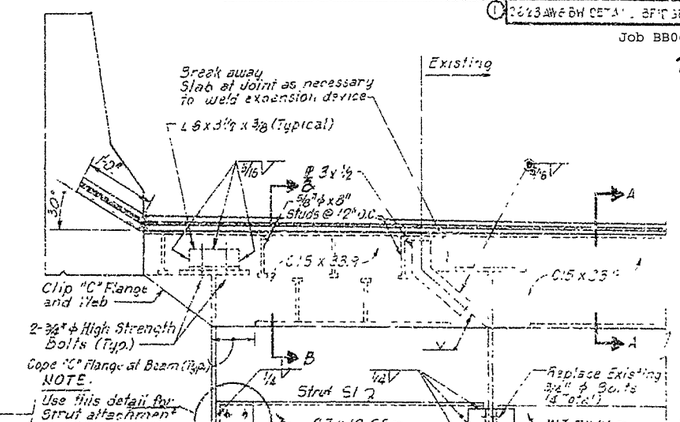
278/327



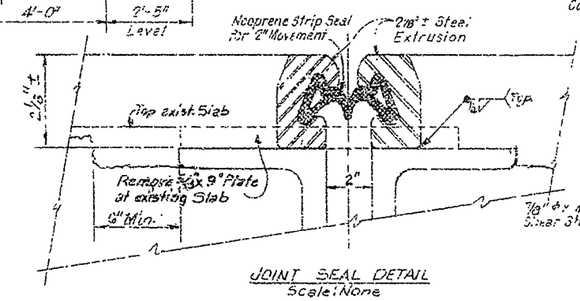
WIDENING SECTION BRIDGE 2623AW
Scale: ½" = 1'-0"



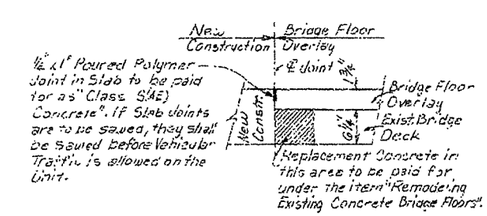
SECTION A-A
Scale: ¾" = 1'-0"



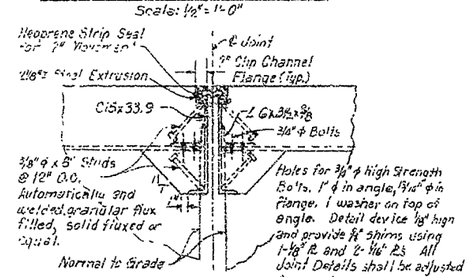
EXPANSION DEVICE JUNCTION WITH EXISTING SLAB
Scale: 1" = 1'-0"



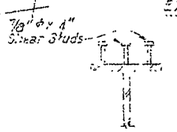
JOINT SEAL DETAIL
Scale: None



LONGITUDINAL SLAB JOINT
Scale: None



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



STUD SHEAR CONNECTOR DETAIL
Scale: 1" = 1'-0"

NOTE
Stud Shear Connectors shown shall be 4" long, granular flux filled, solid fluxed or equal, and automatically welded to beam flanges in accordance with recommendations of the manufacturer. ¾" diameter studs may be substituted for the ⅞" diameter studs shown at the ratio of 1.37 - ¾" studs in place of 1 - ⅞" studs. The ⅞" shall be used as the basis of payment of 91.0 lbs. per one hundred studs.

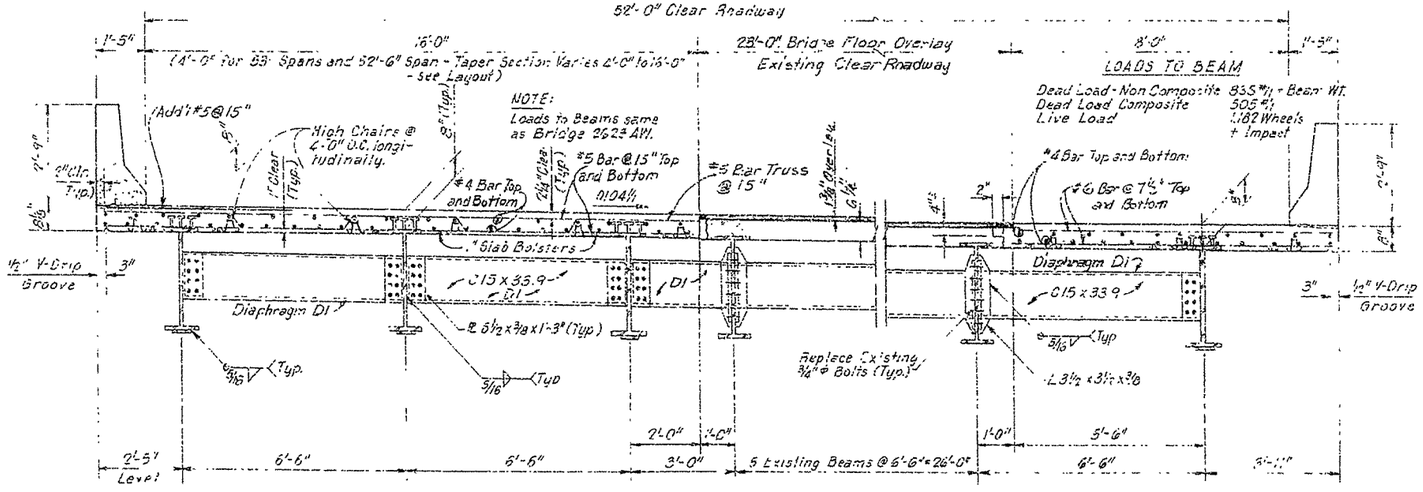
NOTES:

1. For Parapet Details and Reinforcing, see Drawing No. [illegible]
2. Boiled Linseed Oil treatment shall be applied to the final Roadway surface of the entire Roadway and to the face and top of Parapet Rail.
3. For Shoes and Beam Build Up Details, see Drawing No. [illegible]
4. Composite Dead Load to Beams includes [illegible] for future wearing surface.
5. Contractor shall verify location and configuration of Strut and Diaphragm connections to existing Exterior Beams prior to fabrication.
6. WF Beams and Cover Plates shall be A588 or [illegible] or A572 Gr 50. All other Structural Steel shall be A36. A572 steel [illegible] be paid for as "Structural Steel" in Beam Spans A588.
7. New structural steel [illegible] be painted [illegible] 807.52 of the Specs. Existing Structural Steel shall be painted in accordance with SP "Painting Existing Structural Steel".
8. See Drawing No. 20826 for additional General Notes.

UNIT STRESSES

Concrete	f'_c =	3500 p.s.i.
Reinforcing Steel	f_y =	60,000 p.s.i.
Structural Steel A588	F_y =	50,000 p.s.i.
A36	F_y =	36,000 p.s.i.

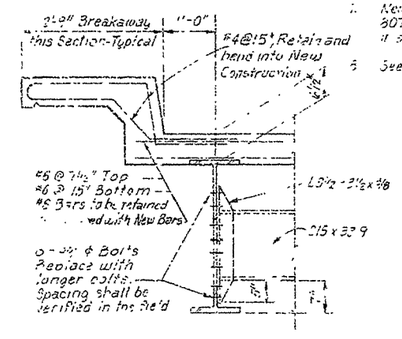
METHOD OF DESIGN: Load Factor



NOTE:
See Bridge 2623AW Section above for 4'-0" Widening Section.

WIDENING SECTION BRIDGE 2623BW
Scale: ½" = 1'-0"

NOTE:
For Slab Reinforcing and Beam Spacing of Tapered Spans, see Slab and Framing Plans Drawing No. 20877



EXISTING CURB SECTION
Scale: ¾" = 1'-0"

INFORMATION ONLY

BRIDGE ENGINEER

SHEET 1 OF 1

DETAILS OF BRIDGE WIDENING
EAST BELT FREEWAY
SOUTH TERMINUS INTERCHANGE - HWY. 365
PULASKI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: [illegible] DATE: [illegible]
CHECKED BY: [illegible] DATE: [illegible]
DESIGNED BY: [illegible] DATE: [illegible]
SCALE: As Noted

55640

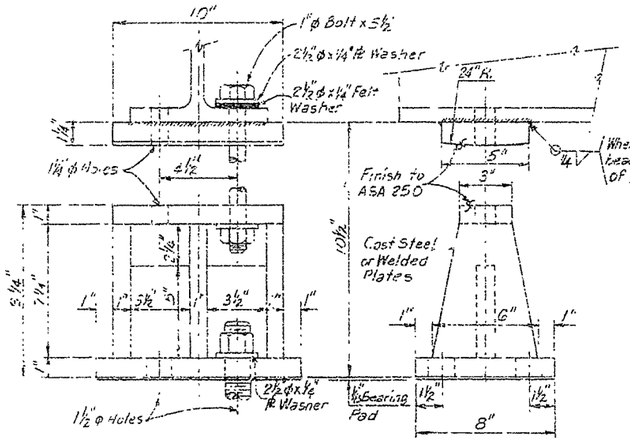
BRIDGE NO. 2623AW & BW DRAWING NO. ~~20868~~

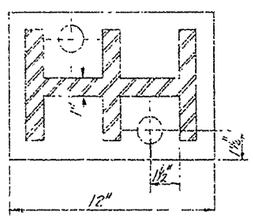
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-30-2,148(13)	92	129
				JOB NO		60003	98	135

(1) 2623AB SHOE ANCH BLT MISC DTL 20869

Job BB0613

279/327

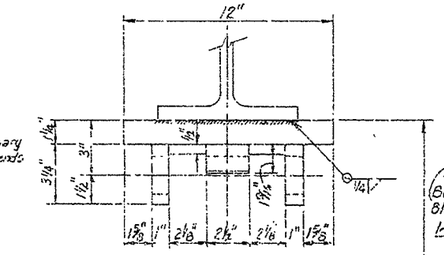


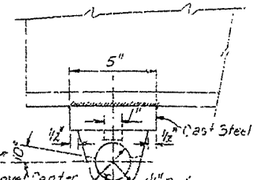


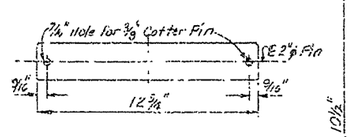
NOTE: If Fixed Shoe is made from welded plates, all intersecting surfaces of 90° shall be joined by ¼ inch fillet welds, all others shall be joined by ⅛ inch bead welds.

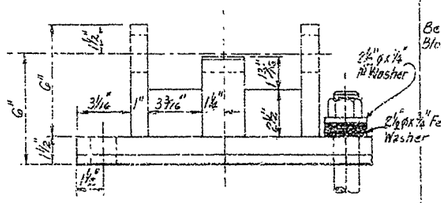
Type "D1" Shoes as shown on Standard Drawing No. 14990 F may be used in place of Type "A" Shoes as shown.

TYPE "A" FIXED SHOE
Scale: None









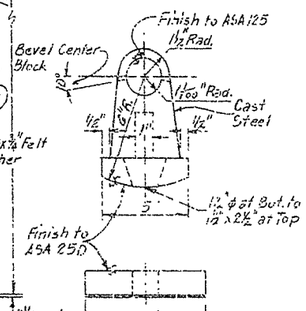
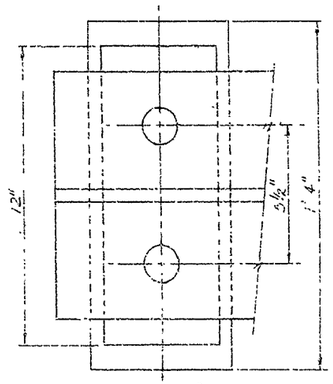


Plate material for shoes shall be ASTM A36, A588 or A572-50. Castings shall meet ASTM A27 Gr. 70-36.

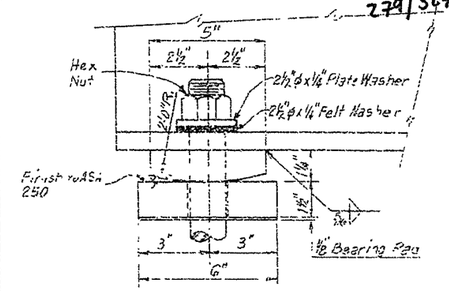
TYPE "A" EXPANSION SHOE
Scale: None



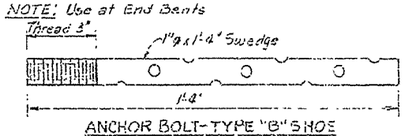
1½"ϕ holes in Masonry Plate, Sole Plate and ℄ Bottom Flange.

NOTE. Use Type "B" Fixed Shoe at End Bents.

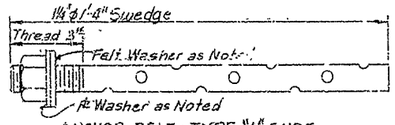
TYPE "B" FIXED SHOE
Scale: None



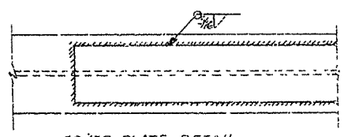
NOTE: Use at End Bents



ANCHOR BOLT-TYPE "B" SHOE
Scale: None

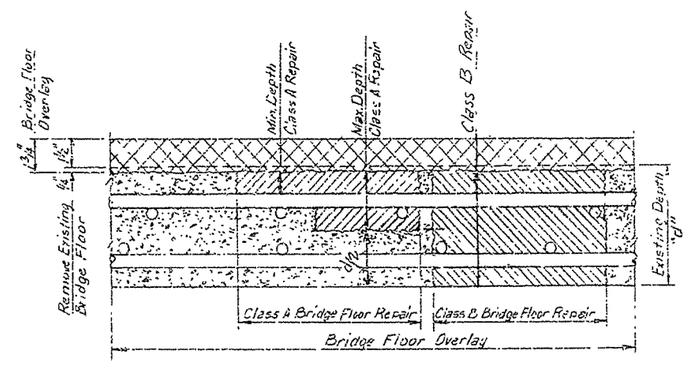


ANCHOR BOLT-TYPE "A" SHOE
Scale: None

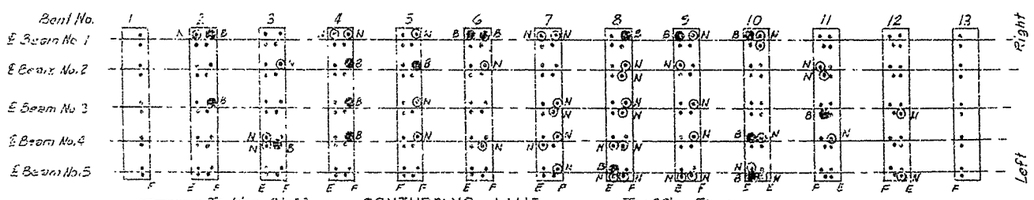


COVER PLATE DETAIL
Scale: None

NOTE: See Beam Elevation for Cover Plate Size.



LIMITS OF WORK FOR BRIDGE FLOOR OVERLAY AND REPAIR
Scale: None



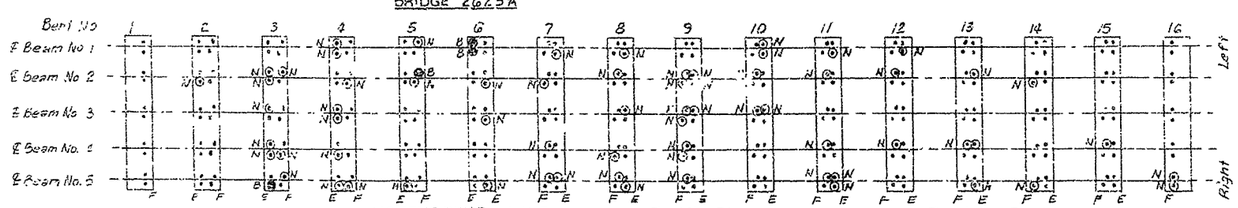
SOUTHBOUND LANE
BRIDGE 2623A

LEGEND

⊙N = Replace Anchor Bolt Nut
●B = Replace Anchor Bolt and Nut

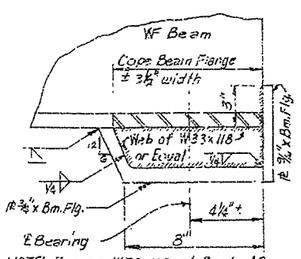
Totals	⊙N	●B
Bridge 2623A	42	16
Bridge 2623B	61	4

All existing Anchor Bolts are 1½"ϕ x 1'-4" Swedge



NORTHBOUND LANE
BRIDGE 2623B

ANCHOR BOLT LAYOUT EXISTING BRIDGES
Scale: None



NOTE: Use on W33x118 at Bents A2 and A5 and on W30x99 at Bent B6.

DETAILS OF BEAM SUPPORT
Scale: None

INFORMATION ONLY

SHEET 1 OF 1

SHOES, ANCHOR BOLTS AND MISCELLANEOUS DETAILS
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE—HWY. 365
PULASKI COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: D.N.F. DATE: 5-
CHECKED BY: E.G.W. DATE: 5-
DESIGNED BY: E.G.W. DATE: 5-
SCALE: As Noted

BRIDGE ENGINEER

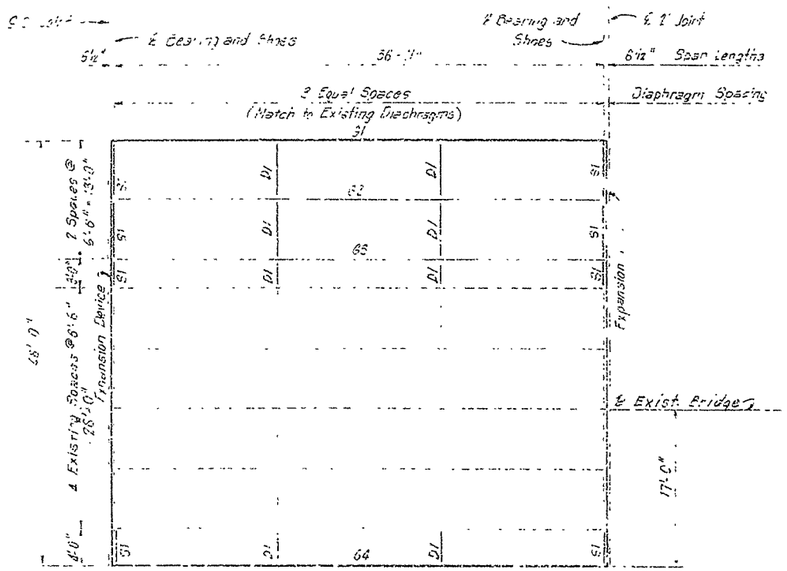
BRIDGE NO. 2623A, 2623B DRAWING NO. ~~20869~~ 55641

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	ST.	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-30-2(48)138	93	129
				JOB NO.		60062	95	125

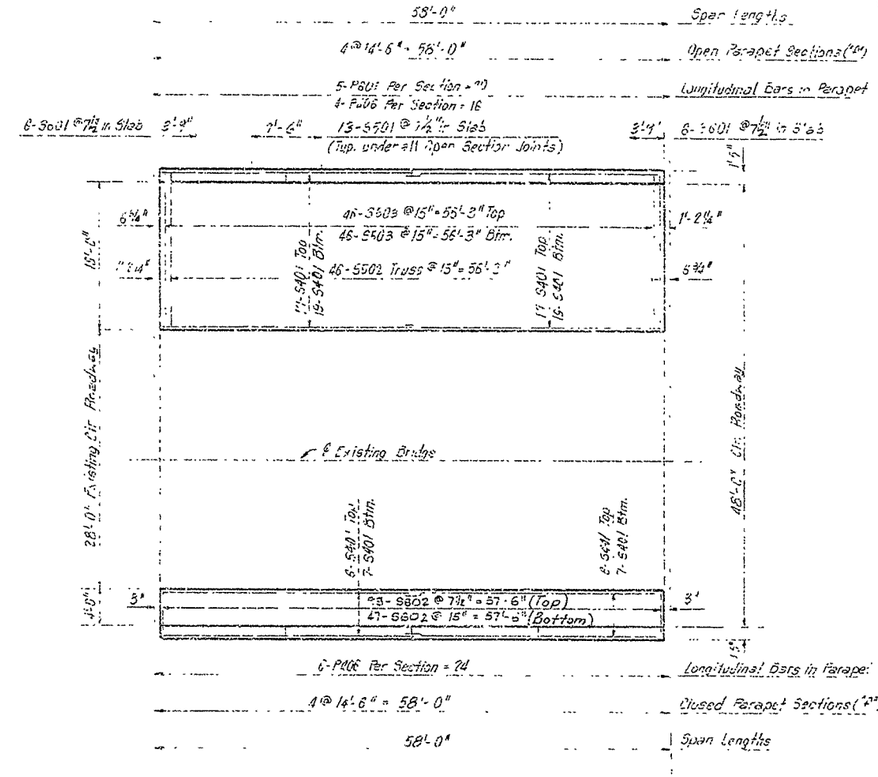
(1) 2673AW DT - 58'0" W-BEAM SPANS 20870

Job BB0613

280/327



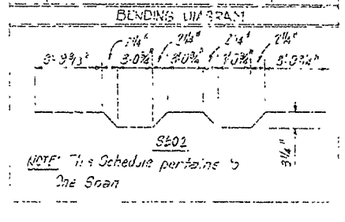
FRAMING PLAN
Scale: 1/8" = 1'-0"



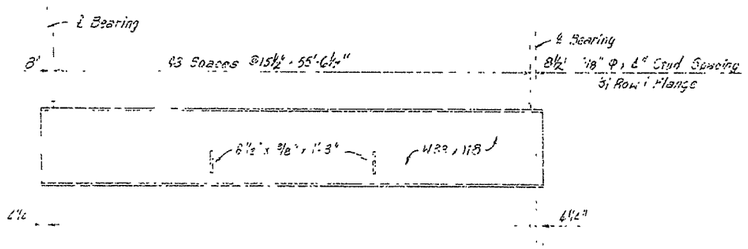
SLAB PLAN
Scale: 1/8" = 1'-0"

REINFORCEMENT SCHEDULE				
	MARK	NO.	LENGTH	BAR DIA.
SLAB	S401	98	27'-7"	Str.
	S402	47	[illegible]	Str.
	S502	46	12'-9½"	2½"
	S503	92	[illegible]	[illegible]
	S601	12	41'-3"	Str.
	S602	140	57'-3	Str.
OPEN PARAPET	P401	32	[illegible]	[illegible]
	P402	32	7'-9	[illegible]
	P404	40	[illegible]	[illegible]
	P405	40	[illegible]	[illegible]
	P601	5	14'-[illegible]	Str.
	P602	20	14'-[illegible]	Str.
CLOSED PARAPET	P401	30	6'-0	[illegible]
	P403	60	[illegible]	2"
	P405	[illegible]	[illegible]	Str.

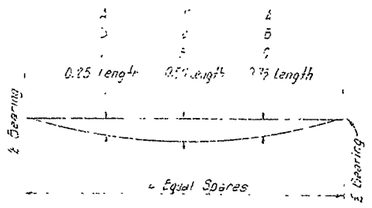
BENDING DIAGRAM



NOTE: This Schedule pertains to One Span



BEAM ELEVATION
Scale: None



DEAD LOAD DEFLECTION TABLE						
LOCATION	A	B	C	D	E	F
0'	1/8	5/8	1 1/8	3/4	1	1 3/16
32'	1/8	3/4	1 1/8	3/4	1	1 3/16
63'	1/8	7/16	3/4	7/16	7/16	9/16
32'	1/8	3/4	1 1/8	5/16	1/4	1 3/16

NOTE: W Beams and Cover Plates shall be A588 Gr. 50 or A572 Gr. 50
All other Structural Steel shall be A36.

DEAD LOAD DIAPHRAGM AND TABLE
Scale: None

NOTE: Camber Beams as required for Dead Load Deflection and Vertical Curve Correction. Acceptable Tolerance is ± 1/4"

VARIABLES FOR PARAPET RAILING							
"φ"	OPEN PARAPET					CLOSED PARAPET	
	a	b	c	k	m	g	h
4'-6"	2'-3"	10'-0"	[illegible]	3"	9	3"	14

NOTES:

SLAB PLAN

1. For Typical Cross Section, see Drawing No. 20868
2. Dimensions of Reinforcing Bars are Out to Out

PARAPET

1. For Variable Dimensions, Details, Reinforcing and Bar Bending Diagrams, see Drawing No. 20867.
2. Longitudinal Bars shown in Plan

FRAMING PLAN

1. For Shoe Details, see Drawing No. 20867

INFORMATION ONLY

SHEET 1 OF 1

DETAILS OF 58'-0" W-BEAM SPANS
BRIDGE WIDENING
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE-HWY. 365
PULASKI COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY [illegible] DATE [illegible]
CHIEF ENG. [illegible] DATE [illegible]
DRAWN BY [illegible] DATE [illegible]
SCALE: As Noted

BRIDGE ENGINEER

55642

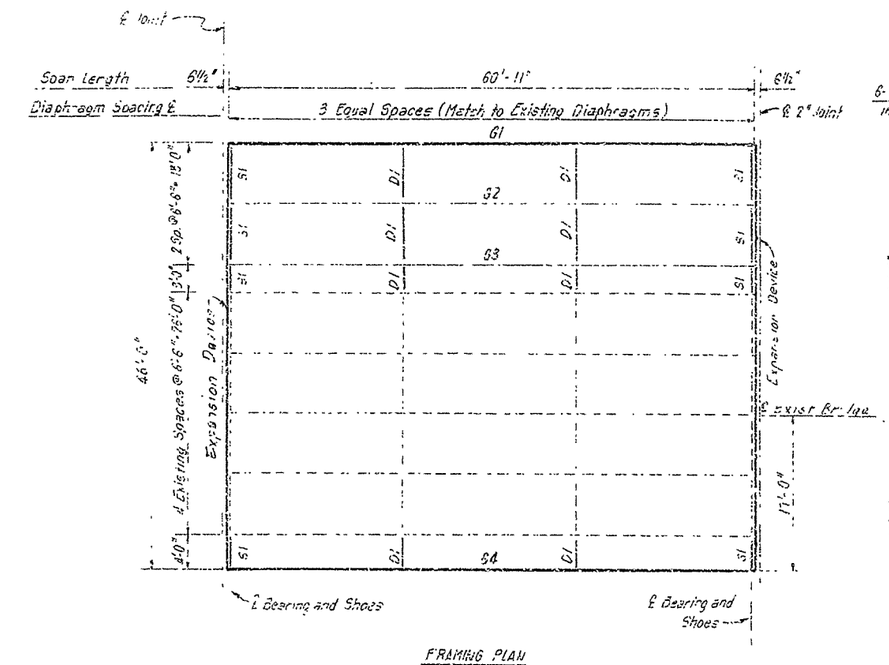
BRIDGE NO. 2673 AW DRAWING NO. ~~20870~~

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				G	ARK.	I-30-2(142)138	94	129
				JOB NO.		60083	100	135

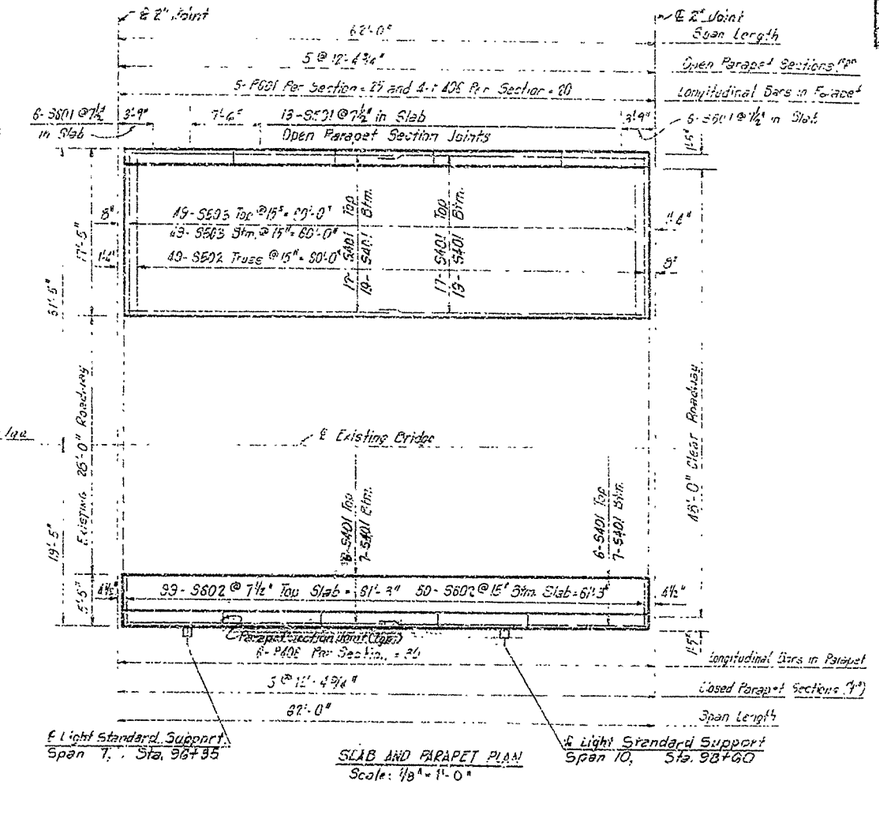
(1) 2 23AW DTL 62'0" W-BEAM SPANS 20871

Job BB0613

281/327



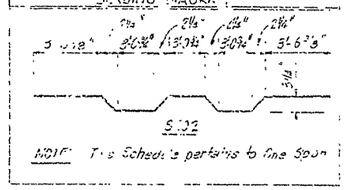
FRAMING PLAN
Scale: 1/8" = 1'-0"



SLAB AND PARAPET PLAN
Scale: 1/8" = 1'-0"

REINFORCEMENT SCHEDULE				
	MARK	NO.	LENGTH	FIN. DIA.
SLAB	S401	93	21'-7"	Str.
	S501	27	5'-6"	Str.
	S602	49	17'-6½"	2½"
	S603	98	17'-3"	Str.
	S801	12	5'-5"	Str.
	S802	149	5'-3"	Str.
OPEN PARAPET	P301	40	6'-0"	7"
	P402	40	7'-0"	2"
	P404	40	3'-3"	2"
	P405	40	8'-4"	2"
	P406	20	12'-0"	Str.
	P601	75	12'-0"	Str.
CLOSED PARAPET	P401	85	5'-0"	2"
	P408	85	5'-0"	2"
	P406	30	12'-0"	Str.

BENDING DIAGRAM



NOTE: This Schedule pertains to one Span

NOTES:

SLAB PLAN

1. For Typical Cross Section, see Drawing No. 20368
2. Dimensions or Reinforcing Bars are Out to Out

PARAPET

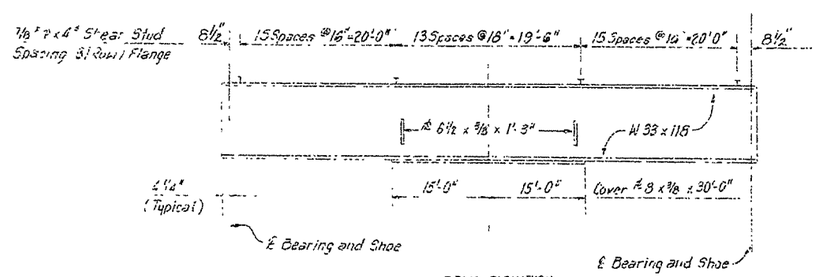
1. For Variable Dimension, Details, Reinforcing and Bar Bending Diagrams, see Drawing No. 20879.
2. Longitudinal Bars shown in Plan.

FRAMING PLAN

1. For Shoe Details, see Drawing No. 20969

LIGHT STANDARD SUPPORT

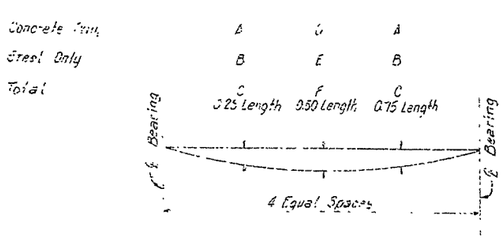
1. For Details and Reinforcing, see Drawing No. 20882



BEAM ELEVATION
Scale: None

VARIABLES FOR PARAPET FAILING								
"p"	OPEN PARAPET						CLOSED PARAPET	
	a	b	c	k	m	g	n
11'-4⅝"	4'-2⅜"	8'-0"	7⅛"	2⅞"	7	2⅞"	12

NOTE:
The Existing 82" Span between Bents 12 and 13 is a Tapered Span which has 8 WF Beams. The sixth Beam is supporting the Tapered Span on the West side of the Slab. This Beam and Shoes are to be removed and delivered to the District Six Central Shop in Jacksonville.



DEAD LOAD DEFLECTION DIAGRAM AND TABLE
Scale: None

DEAD LOAD DEFLECTION TABLE						
BEAM	A	B	C	D	E	F
G1	7/16	3/16	1	13/16	1/4	1 7/16
G2	7/8	3/16	1 1/16	1 1/4	1/4	1 1/2
G3	1/2	3/16	7/16	1 1/16	1/4	15/16
G4	1	3/16	1 1/16	1 3/8	1/4	1 5/8

NOTE: WF Beams and Cover Plates shall be A588 Gr. 50 or A572 Gr. 50. All other Structural Steel shall be A36.

NOTE:
Camber Beams as required for Dead Load Deflection and Vertical Curve Correction.
Acceptable Tolerance is ± ¼".

INFORMATION ONLY

SHEET 1 OF 1

DETAILS OF 62'-0" W-BEAM SPANS
BRIDGE WIDENING
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE - HWY. 365
PULASKI COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: C.R.R. DATE: 2-77
CHECKED BY: G.F.H. DATE: 2-77
DESIGNED BY: T.R.H. DATE: 2-77
SCALE: As Noted

BRIDGE ENGINEER

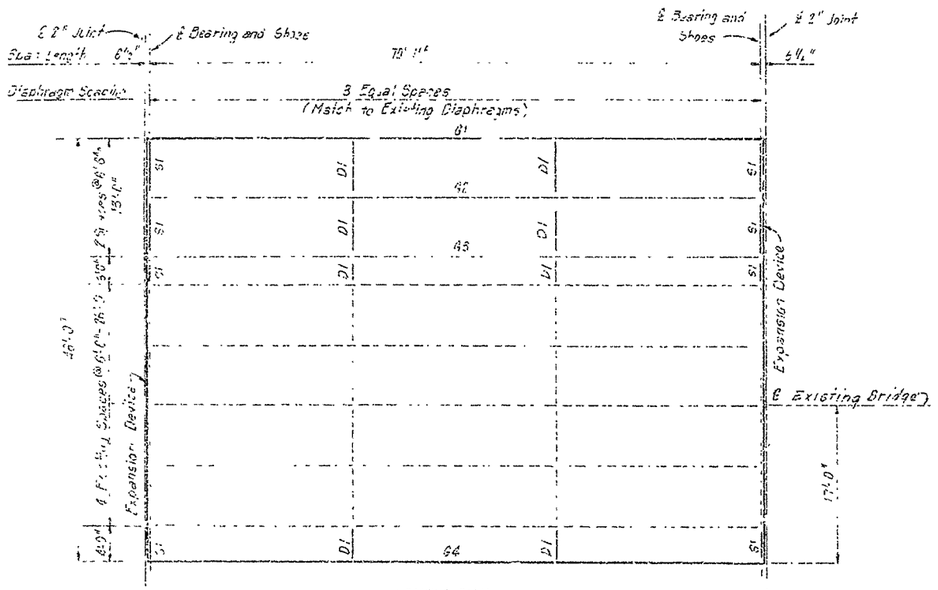
BRIDGE NO. 2523 AW DRAWING NO. 55643 ~~20871~~

DATE REVISED	DATE REVISED	DATE REVISED	DATE REVISED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-30-2(148)138	95	129
				JOB NO		69083	101	135

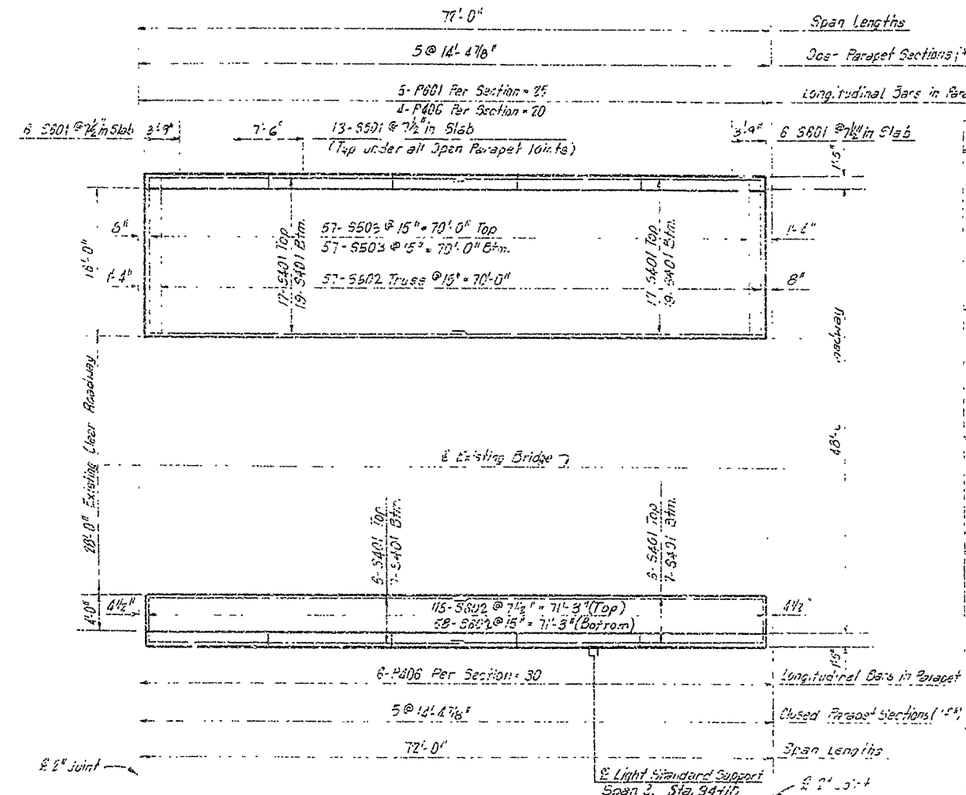
(1) 2623AW DTL 72'-0" W-BEAM SPANS 20872

Job BB0613

282/327



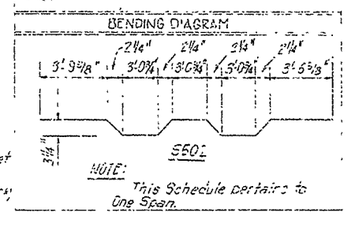
FRAMING PLAN
Scale: 1/8" = 1'-0"



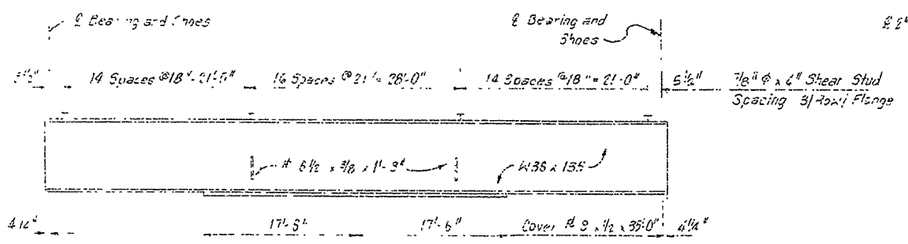
SLAB PLAN
Scale: 1/8" = 1'-0"

REINFORCEMENT SCHEDULE				
	MARK	NO.	LENGTH	PIN DIA.
SLAB	S401	98	36'-7"	Str.
	S501	52	5'-6"	Str.
	S502	57	71'-6½"	2½"
	S503	114	17'-3"	Str.
	S601	12	5'-5"	Str.
	S602	173	5'-3"	Str.
OPEN PARAPET	P601	40	5'-0"	2"
	P602	40	7'-0"	2"
	P604	50	8'-5"	2"
	P605	50	5'-2"	2"
	P606	30	14'-1"	Str.
CLOSED PARAPET	P601	5	5'-0"	2"
	P605	5	5'-2"	2"
	P606	30	14'-1"	Str.

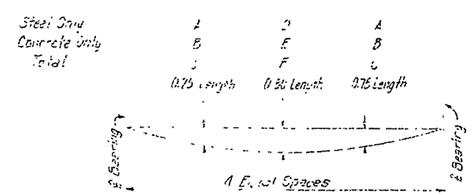
BENDING DIAGRAM



NOTE:
This Schedule pertains to One Span.



BEAM ELEVATION
Scale: None



DEAD LOAD DEFLECTION TABLE						
BEAM	A	B	C	D	E	F
B1	1/4	1 1/8	1 3/8	3/8	1 9/16	1 5/16
B2	1/4	1 1/8	1 3/8	3/8	1 5/8	2
B3	1/4	7/8	1	3/8	1 1/8	1 1/2
B4	1/4	1 1/4	1 1/2	3/8	1 13/16	2 3/16

DEAD LOAD DEFLECTION AND TABLE
Scale: None

NOTE:
Camber Beams as required for Dead Load Deflection and Vertical Curve Correction.
Accepted Tolerance is ± 1/4"

NOTE:
WF Beams and Cover Plates shall be A588 Gr. 50 or A572 Gr. 50
All Structural Steel shall be A36.

VARIABLES FOR PARAPET RAILING							
"P"	OPEN PARAPET					CLOSED PARAPET	
	a	b	c	k	m	y	h
14'-4 7/8"	2'-2 9/16"	10'-0"	7"	3"	9	2 3/16"	11"

NOTES:

SLAB PLAN

1. For Typical Cross Section see Drawing No. 20862
2. Dimensions of Reinforcing Bars are to "℄"

PARAPET

1. For Variable Dimension, Details, Reinforcing and Bar Bending Diagrams, see Drawing No. 20871
2. Longitudinal Bars shown in Plan

FRAMING PLAN

1. For Sign Details, see Drawing No. 20864

INFORMATION ONLY

SHEET 1 OF 1

DETAILS OF 72'-0" W-BEAM SPANS
BRIDGE WIDENING
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE - HWY. 365
PULASKI COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK

DRAWN BY: [illegible] DATE: [illegible]
CHECKED BY: [illegible] DATE: [illegible]
DESIGNED BY: [illegible] DATE: [illegible]
SCALE: As Noted

BRIDGE ENGINEER

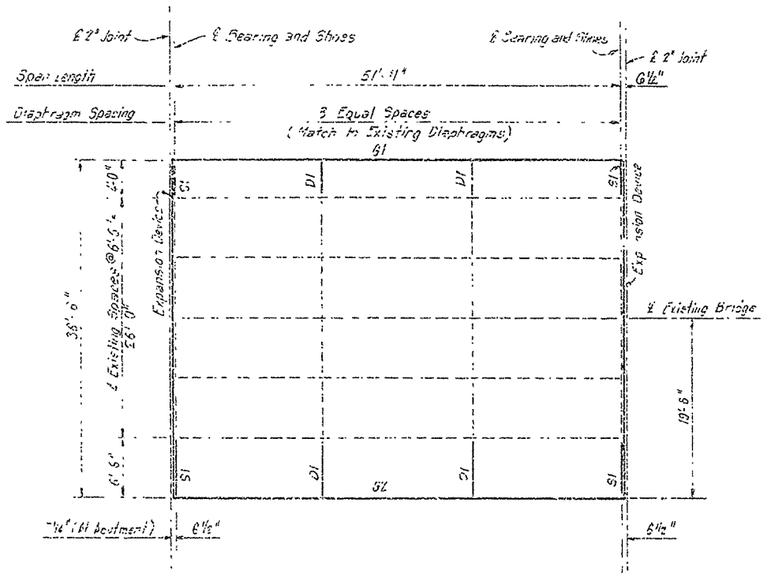
BRIDGE NO. 2623 AW DRAWING NO. ~~20872~~ 55644

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				5	ARK	I-30-2(48)138	33	129
				JOB NO		~~20873~~		~~125~~

(1) 26736W DTL 55'0" W-BEAM SPANS 20873

Job BB0613

283/327



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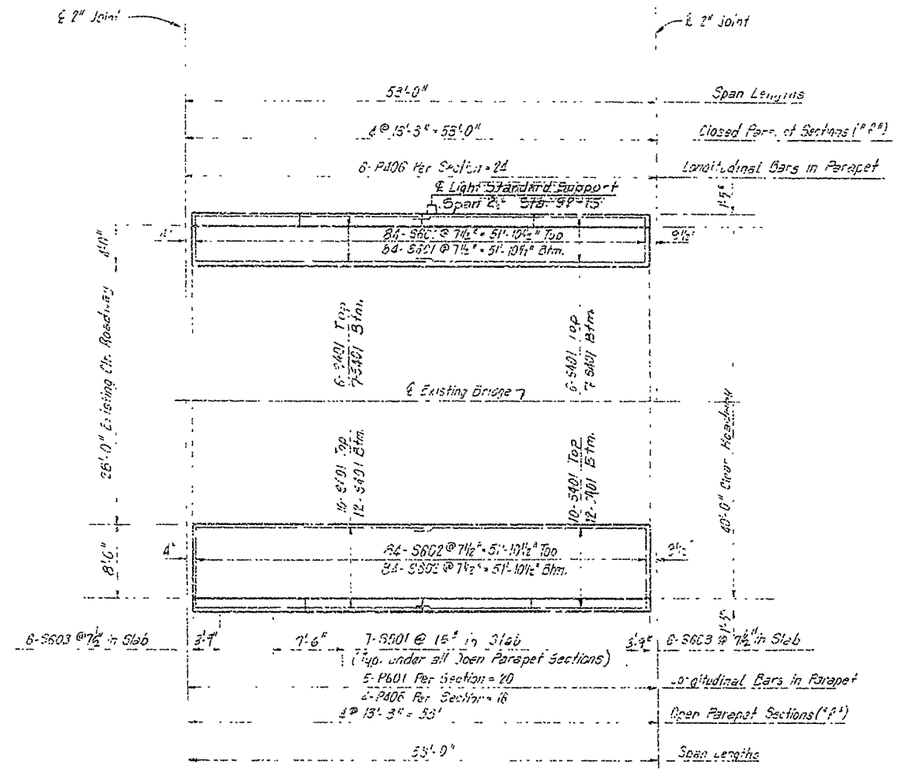
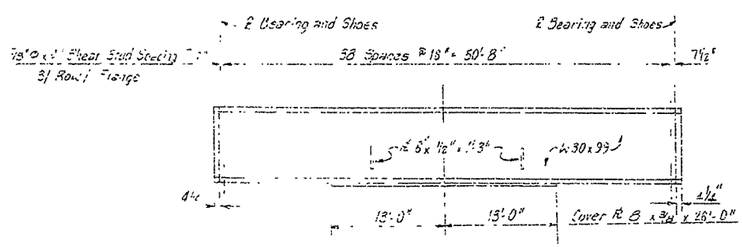


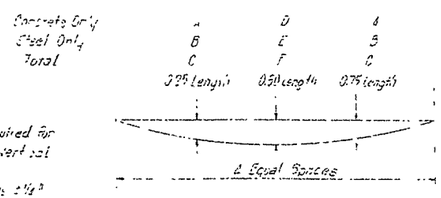
SLAB PLAN
Scale: 1/8" = 1'-0"

REINFORCEMENT SCHEDULE				
	MARK	NO.	LENGTH	Pin. Dia.
SLAB	S-01	70	27'-1"	Str.
	S501	21	7'-0"	Str.
	S601	168	51'-3"	Str.
	S602	168	51'-3"	Str.
	S603	12	7'-0"	Str.
OPEN PARAPET	P601	32	5'-0"	2"
	P602	32	5'-0"	2"
	P603	40	5'-3"	2"
	P605	40	5'-4"	2"
	P606	15	12'-11"	Str.
	P607	30	12'-11"	Str.
CLOSED PARAPET	P401	55	6'-0"	2"
	P403	55	5'-7"	2"
	P406	24	12'-11"	Str.



BEAM ELEVATION
Scale: None

VARIABLES FOR PARAPET RAILING							
"P"	OPEN PARAPET					CLOSED PARAPET	
	a	b	c	k	m	a	c
13'-3"	1'-7½"	10'-0"	3"	9"	9	1½"	13



NOTE:
Camber Beams as required for Dead Load Deflection and vertical Curve Correction
Acceptable Tolerance ± 1/8"

DEAD LOAD DEFLECTION TABLE						
BEAM	A	B	C	D	E	F
G1	5/16"	9/16"	11/16"	1"	9/16"	13/16"
G2	7/16"	" "	" "	1"	11/16"	15/16"

DEAD LOAD DEFLECTION DIAGRAM AND TABLE
Scale: None

NOTE: WF Beams and Cover Plates shall be ASTM Gr.50 or A572 Gr.50
All other Structural Steel shall be A36.

NOTES:

SLAB PLAN

1. For Typical Cross Section, see Drawing No. 20868
2. Dimensions of Reinforcing Bars are Out to Out

PARAPET

1. For Variable Dimension, Details, Reinforcing and Bar Bending Diagrams, see Drawing No. 20879
2. Longitudinal Bars shown in Plan

FORMING PLAN

1. For Edge Details, see Drawing No. 20867

LIGHT STANDARD SUPPORT

1. For Details and Reinforcing, see Drawing No. 20882

SHEET 1 OF 1

DETAILS OF 53'-0" W-BEAM SPANS
BRIDGE WIDENING
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE-HWY. 365
PULASKI COUNTY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: TAT
CHECKED BY: DATE:
DESIGNED BY: DATE:
SCALE:

INFORMATION ONLY

BRIDGE ENGINEER

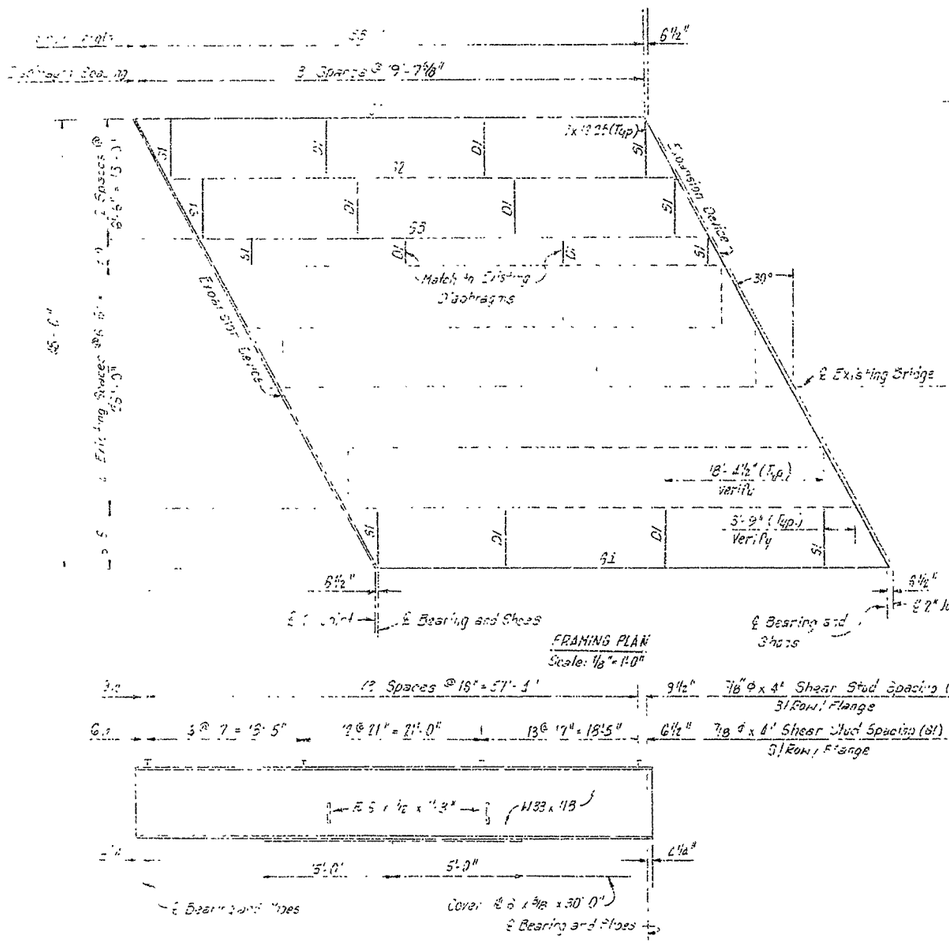
BRIDGE NO. 2623 BW DRAWING NO. 55645 ~~20873~~

DATE REVISED	DATE REVISED	DATE REVISED	DATE REVISED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-30-2(148)138	97	129
				JOB NO.		60063		35

(1) 2623BW DTL 60'-0" W-BEAM SPANS 20874

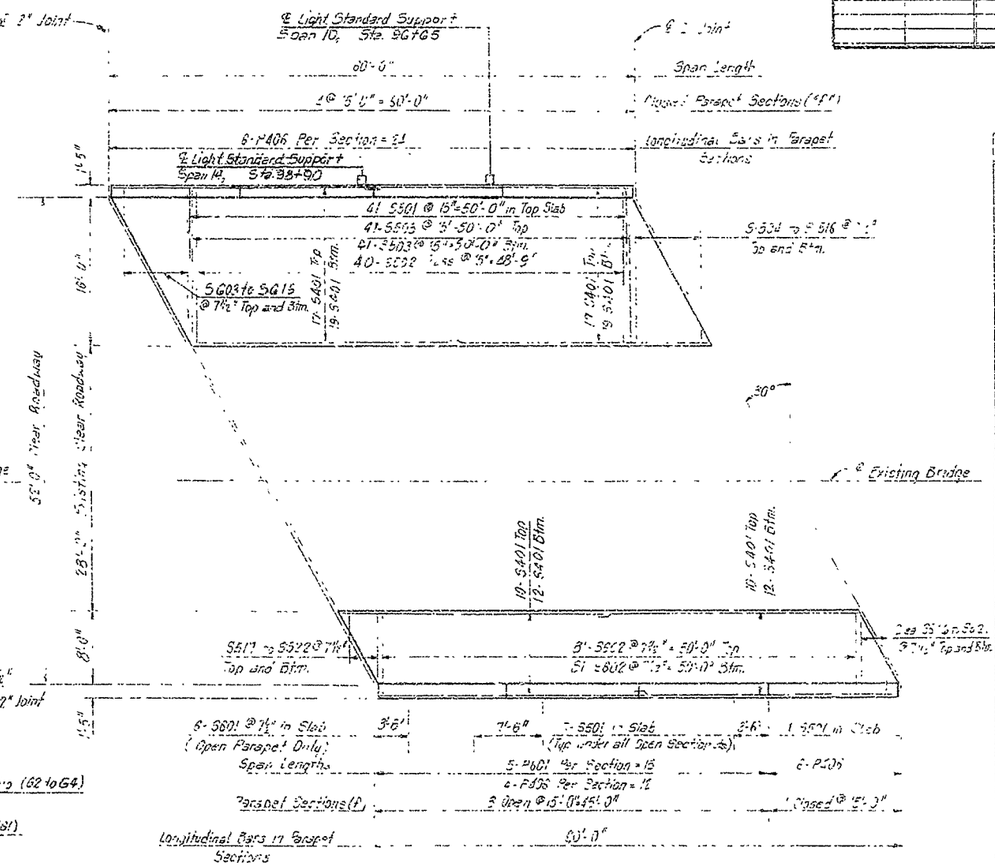
Job BB0613

284/327



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

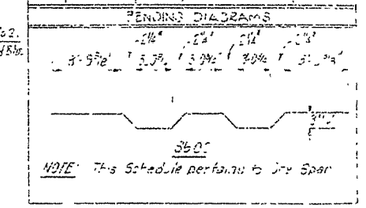
BEAM ELEVATION
Scale None



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

REINFORCEMENT SCHEDULE				
	MARK	NO.	LENGTH	Pin Int.
SLAB	S401	116	30'-7"	Str.
	S501	89	77'-0"	Str.
	S502	40	[illegible]	[illegible]
	S503	82	[illegible]	Str.
	S504-S516	2 Ea.	15'-3" to [illegible]	Str.
	S517-S562	2 Ea.	7'-10" to 2'-5"	Str.
	S601	12	77'-0"	Str.
	S602	162	[illegible]	[illegible]
	S603-S615	2 Ea.	15'-10" to 2'-0"	Str.
	S616-S621	2 Ea.	8'-3" to 2'-10"	Str.
OPEN PARAPET	P401	18	4'-0"	[illegible]
	P402	36	7'-0"	[illegible]
	P403	36	[illegible]	[illegible]
	P405	36	[illegible]	[illegible]
	P406	12	14'-9"	Str.
	P601	15	14'-8"	Str.
CLOSED PARAPET	P501	15	2'-0"	[illegible]
	P503	[illegible]	5'-7"	[illegible]
	P506	30	14'-9"	Str.

BENDING DIAGRAMS



NOTE: This Schedule pertains to One Span

NOTES:

SLAB PLAN

1. For Typical Cross Section, see Drawing No. 03366
2. Dimensions of Reinforcing Bars are [illegible]

PARAPET

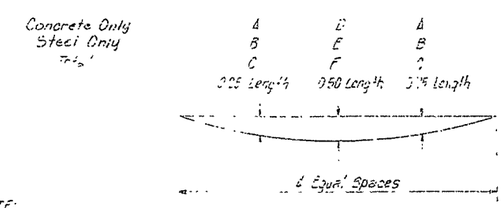
1. For Concrete Dimensions, Details of Reinforcement and Bar Bending Diagrams, see Drawing No. 03877
2. Longitudinal Bars shown in [illegible]

FRAMING PLAN

1. For Shoe Details, see Drawing [illegible]

LIGHT STANDARD SUPPORT

1. For Details of Reinforcing, see Drawing No. 03791



NOTE:
Camber Beams as Required to Dead Load Deflection and Vertical Curve Correction
Acceptable Tolerance is ¼" ±.

DEAD LOAD DEFLECTION TABLE

BEAM	A	B	C	D	E	F
G1	¾"	1⅛"	1⅞"	1 11/16"	1½"	1 11/16"
G2	¾"	1⅛"	⅞"	1 11/16"	1 3/16"	1 11/16"
G3	½"	1/16"	5/8"	¾"	15/16"	1 5/16"
G4	⅛"	11/16"	11/16"	11/16"	11/16"	11/16"

NOTE: WF Beams and Cover Plates shall be A588 Gr. 50 or A572 Gr. 50. All other Structural Steel shall be A36.

DEAD LOAD DEFLECTION DIAGRAM AND TABLE
Scale: None

VARIABLES FOR PARAPET BUILDING

[illegible]	OPEN PARAPET					CLOSED PARAPET	
	a	b	c	k	m	g	n
15'-0"	1'-6"	12'-0"	4½"	2"	11	5"	14

INFORMATION ONLY

SHEET 1 OF 1

DETAILS OF 60'-0" W-BEAM SPANS
BRIDGE WIDENING
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE - HWY. 365
PULASKI COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY [illegible] DATE [illegible]
CHECKED BY [illegible] DATE [illegible]
DESIGNED BY [illegible] DATE [illegible]
SCALE [illegible]

BRIDGE ENGINEER

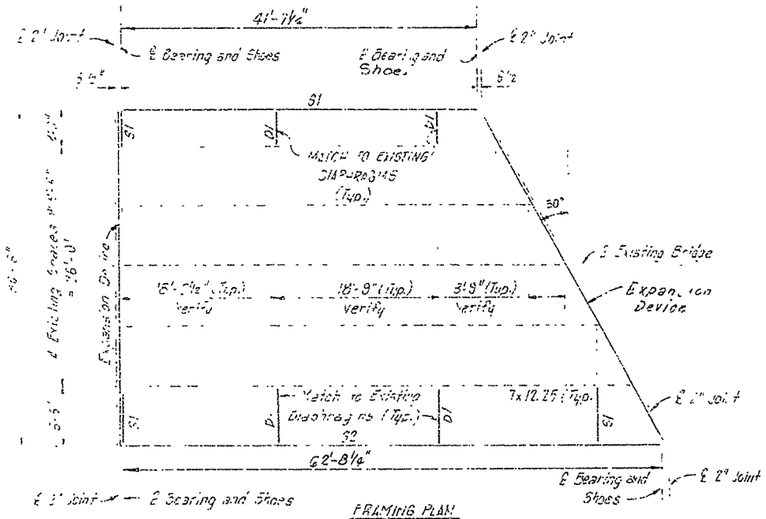
BRIDGE NO. 2623 BW DRAWING NO. 55646 ~~20874~~

DATE REVISED	DATE PLOTTED	DATE REVIEWED	DATE FILMED	FED. ROAD I.D.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-30-2(143)138	98	127
				JOB NO.		~~60083~~	~~104~~	~~135~~

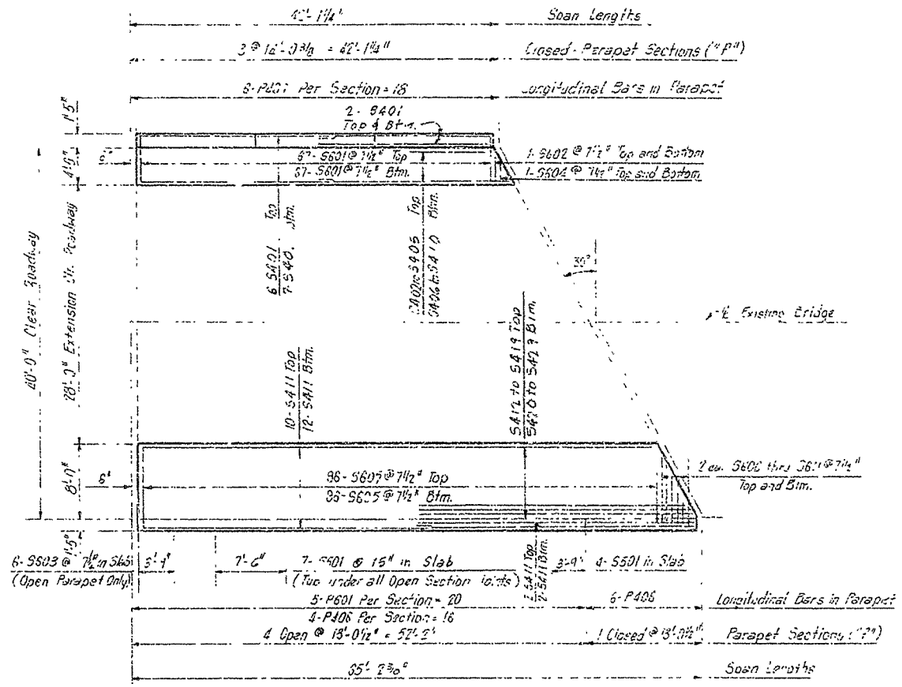
(1) 2623BW DTL 52'6" W-BEAM SPANS 20875

Job BB0613

285/327



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



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

REINFORCEMENT SCHEDULE				
	MARK	NO	LENGTH	Fy Dia.
SLAB	S401	16	21'-3"	Str.
	S402 to S405	1 ea.	21'-11" to 23'-8"	Str.
	S406 to S410	1 ea.	21'-10" to 23'-8"	Str.
	S411	22	35'-2"	Str.
	S412 to S419	1 ea.	32'-4" to 28'-8"	Str.
	S420 to S429	1 ea.	32'-10" to 28'-8"	Str.
	S601	29	21'-0"	Str.
	S602	124	5'-3"	Str.
	S603	2	31'-2"	Str.
	S604	6	11'-0"	Str.
	S605	2	21'-3"	Str.
	S606	192	9'-3"	Str.
	S606 to S611	2 ea.	6'-1" to 21'-9"	Str.
OPEN PARAPET	P401	32	6'-0"	2"
	P402	32	7'-0"	2"
	P404	20	21'-3"	2"
	P405	20	21'-1"	
	P406	6	12'-3"	Str.
	P407	16	12'-3"	Str.
CLOSED PARAPET	P401	55	6'-0"	2"
	P403	55	7'-7"	2"
	P406	6	12'-3"	Str.
	P407	16	12'-3"	Str.

NOTES:

SLAB PLAN

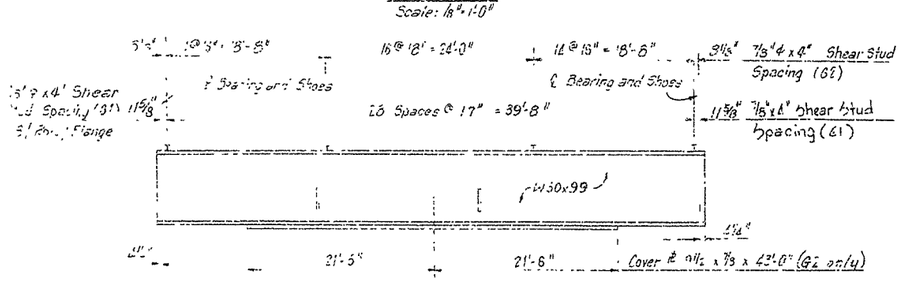
1. For Typical Cross Section, See Drawing No. 20568.
2. Dimensions of Reinforcing Bars are out to out.

PARAPET PLAN

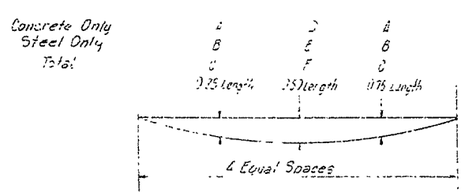
1. For Location of Variable Dimensions, Details, Reinforcing and Bar Bending Diagrams, see Drawing No. 20879
2. Longitudinal Bars shown in Plan

FRAMING PLAN

1. For Shoe Details, see Drawing No. 20968



BEAM ELEVATION
Scale: None



NOTE:
Camber Beams as Required for Dead Load Deflection and Vertical Curve Correction
Acceptable Tolerance is ¼".

DEAD LOAD DEFLECTION TABLE						
BEAM	A	B	C	D	E	F
G1	1¼	1 1/16	5/16	7/16	1/16	1/2
G2	1 1/2	1¼	1 3/8	1 21/32	5/16	1 5/16

NOTE: WF Beams and Cover Plates shall be A588 Gr. 50 or A572 Gr. 50. All other Structural Steel shall be A36.

DEAD LOAD DEFLECTION DIAGRAM AND TABLE
Scale: None

HORIZONTAL GEOMETRY TABLE		
BEAM	TYPE	℄ to ℄ BEARING
G1	W30x99	41'-7¼"
G2		42'-6 1/2"

VARIABLES FOR PARAPET RAILING								
"P"	OPEN PARAPET					CLOSED PARAPET	
	a	b	c	k	n	g	n
18'-0½"	1'-6½"	10'-0"	4 1/2"	2"	3	-	-
18'-0½"	-	-	-	-	-	6 1/8"	12
18'-0⅜"	-	-	-	-	-	6 1/8	13

INFORMATION ONLY

SHEET 1 OF 1

DETAILS OF 52'-6" W-BEAM SPAN
BRIDGE WIDENING
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE - HWY. 365
PULASKI COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: [illegible] DATE: [illegible]
CHECKED BY: [illegible] DATE: [illegible]
DESIGNED BY: [illegible] DATE: [illegible]
SCALE: As Noted

BRIDGE ENGINEER

BRIDGE NO. 2623 BW

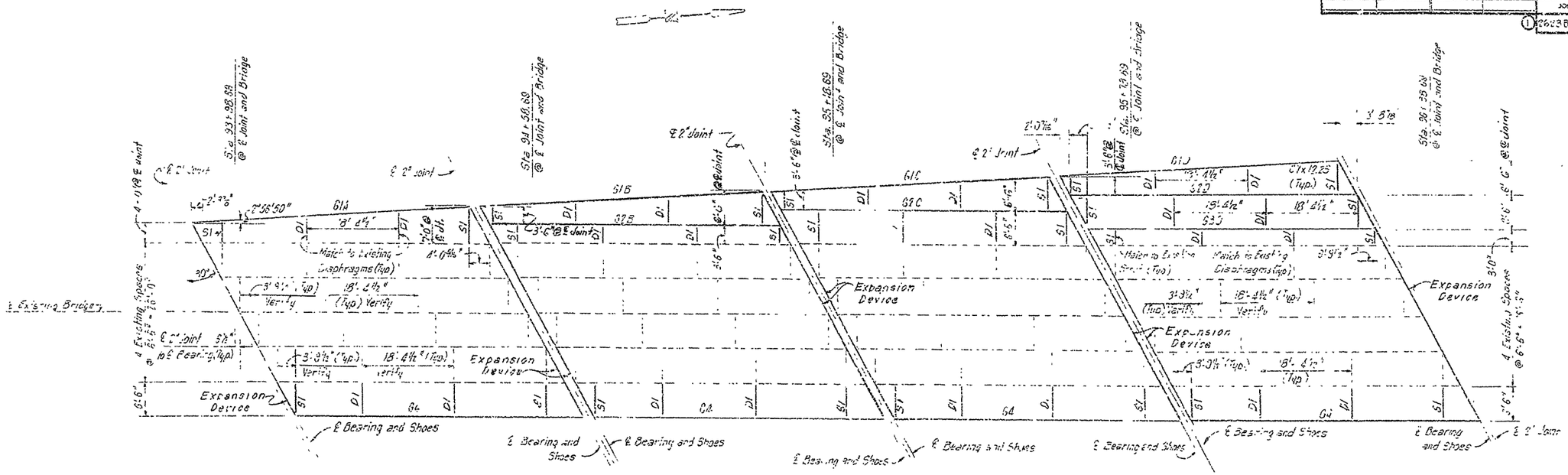
DRAWING NO. ~~20875~~ 55647

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	I-30-2(48)139	99	139
				JOB NO.		70083	105	135

(1) 2623BW (FL. OF W-BEAM TAPER 2.67%)

Job BB0613

286/327



FRAMING PLAN
Scale: 3/32" = 1'-0"

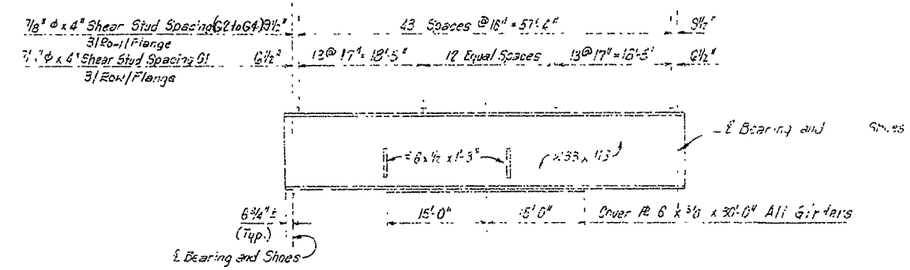
NOTES:

1. Beam Spacings are @ ℄ Bearing
2. Beam S1A, B, C, D ℄ is positioned Parallel to, and 1'-0" in from Gutter.
3. Diaphragm Spacing is the same from Sta. 94+58.69 to Sta. 95+38.69

BEAM SCHEDULE		
MARK	BEAM	℄ TO ℄ BEARING
S1	W33x118	57'-3½"
G2 to G4	W33x118	58'-1"

NOTES:

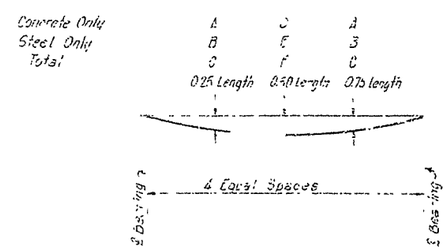
1. Length of Beams are from ℄ Bearing to ℄ Bearing.



BEAM ELEVATION
Scale: None

NOTES:

1. For Typical Cross Section and Bridge Widening Details See Drawing No. 20838
2. For Step Details, See Drawing No. 20869.



NOTE:
Camber All Beams for Dead Load Deflection and Vertical Curve Correction
Acceptable Tolerance is ± ¼"

DEAD LOAD DEFLECTION TABLE						
BEAM	A	B	C	D	E	F
G1A	13/16	15/16	15/16	1 1/16	15/16	5/16
G1B	1	1	7/8	1 1/16	15/16	1 1/4
G1C	5/4	15/16	7/8	1 1/16	15/16	1 1/4
G1D	5/4	15/16	7/8	1 1/16	15/16	1 1/4
G2B	1 1/4	15/16	15/16	1 5/16	15/16	1
G2C	3/4	15/16	7/8	1 1/16	15/16	1 1/4
G2D	3/4	15/16	7/8	1 1/16	15/16	1 1/4
G3D	1/2	15/16	5/8	7/8	15/16	15/16
G4	1	15/16	1 1/16	1 1/4	15/16	1 1/4

DEAD LOAD DEFLECTION DIAGRAM AND TABLE
Scale: None

NOTE: W-Beams and Cover Plates shall be A588 Gr. 50 or A572 Gr. 50. All other Structural Steel shall be A36.

INFORMATION ONLY

SHEET 1 OF 2

DETAILS OF 60'-0" W-BEAM SPANS
BRIDGE WIDENING WITH TAPER
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE - HWY. 365
PULASKI COUNTY
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: CEF DATE:
CHECKED BY: CFH DATE:
DESIGNED BY: DATE:
SCALE: As Noted

BRIDGE ENGINEER

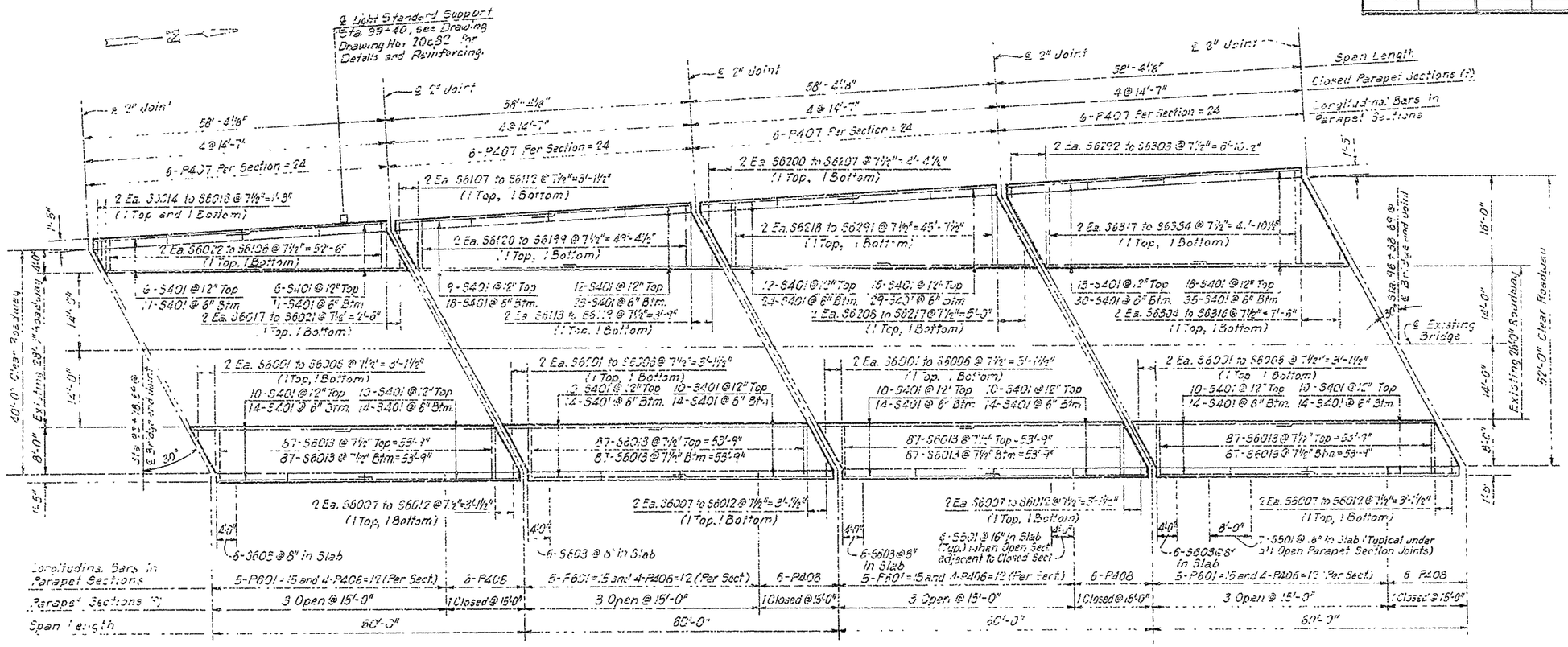
BRIDGE NO. 2623 BW DRAWING NO. 55648 ~~20876~~

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK	I-30-2(14)138	100	101
				JOB NO.		36003	6	135

(1) 2623BW DTL 60' W-BEAM SPAN TAPER 2 77

Job BB0613

287/327



4-SPAN SLAB PLAN

Scale: 3/32" = 1'-0"

REINFORCEMENT SCHEDULE				
	MARK	NO.	LENGTH	PIN DIA.
SLAB	S401	234	30'-8"	Str.
	S501	72	7'-0"	Str.
	S603	24	7'-0"	Str.
	S6001 to S6006	8 Ea.	7'-8" to 2'-3"	Str.
	S6007 to S6012	8 Ea.	8'-4" to 2'-11"	Str.
	S6013	696	9'-3"	Str.
	S6014 to S6016	2 Ea.	5'-0" to 2'-10"	Str.
	S6017 to S6021	2 Ea.	6'-6" to 2'-2"	Str.
	S6022 to S6106	2 Ea.	8'-3" to 5'-5"	Str.
	S6107 to S6112	2 Ea.	8'-5" to 2'-6"	Str.
	S6113 to S6119	2 Ea.	8'-8" to 7'-2"	Str.
	S6120 to S6199	2 Ea.	11'-2" to 8'-6"	Str.
	S6200 to S6207	2 Ea.	11'-6" to 2'-7"	Str.
	S6208 to S6217	2 Ea.	12'-1" to 2'-4	Str.
	S6218 to S6291	2 Ea.	14'-2" to 11'-7"	Str.
	S6292 to S6303	2 Ea.	14'-7" to 7'-4"	Str.
	S6304 to S6316	2 Ea.	15'-6" to 2'-6"	Str.
	S6317 to S6384	2 Ea.	17'-2" to 14'-8"	Str.
OPEN PARAPET	P401	96	6'-0"	2"
	P402	96	7'-0"	2"
	P404	144	3'-3"	2"
	P405	144	6'-6"	2"
	P406	48	14'-7"	Str.
	P601	60	14'-7"	Str.
CLOSED PARAPET	P401	304	6'-6"	2"
	P403	304	5'-2"	2"
	P407	96	14'-2"	Str.
	P408	24	14'-7"	Str.

NOTE:
Totals on this Schedule include all spans on this Sheet.

VARIABLES FOR PARAPET RAILING							
"H"	OPEN PARAPET					CLOSED PARAPET	
	a	b	c	k	m	g	n
14'-7"	—	—	—	—	—	5½"	14
15'-0"	1'-5"	12'-0"	4½"	2"	11	6"	15

NOTES:

1. Dimensions of Reinforcing Bars are Out to Out.
2. For Typical Cross Section and Bridge Widening Details, see Drwg. No. 20358.
3. For Parapet Variable Dimensions, Details, Reinforcing and Bar Bending Diagrams, see Drawing No. 21879

INFORMATION ONLY

SHEET 2 OF 2

DETAILS OF 60'-0" W-BEAM SPANS
BRIDGE WIDENING WITH TAPER
EAST BELT FREEWAY
SOUTH TERMINAL INTERCHANGE - HWY. 365
PULASKI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: S.A.S. DATE:
CHECKED BY: J.D.D. DATE:
DESIGNED BY: T.B.H. DATE:
SCALE: As Noted

BRIDGE ENGINEER

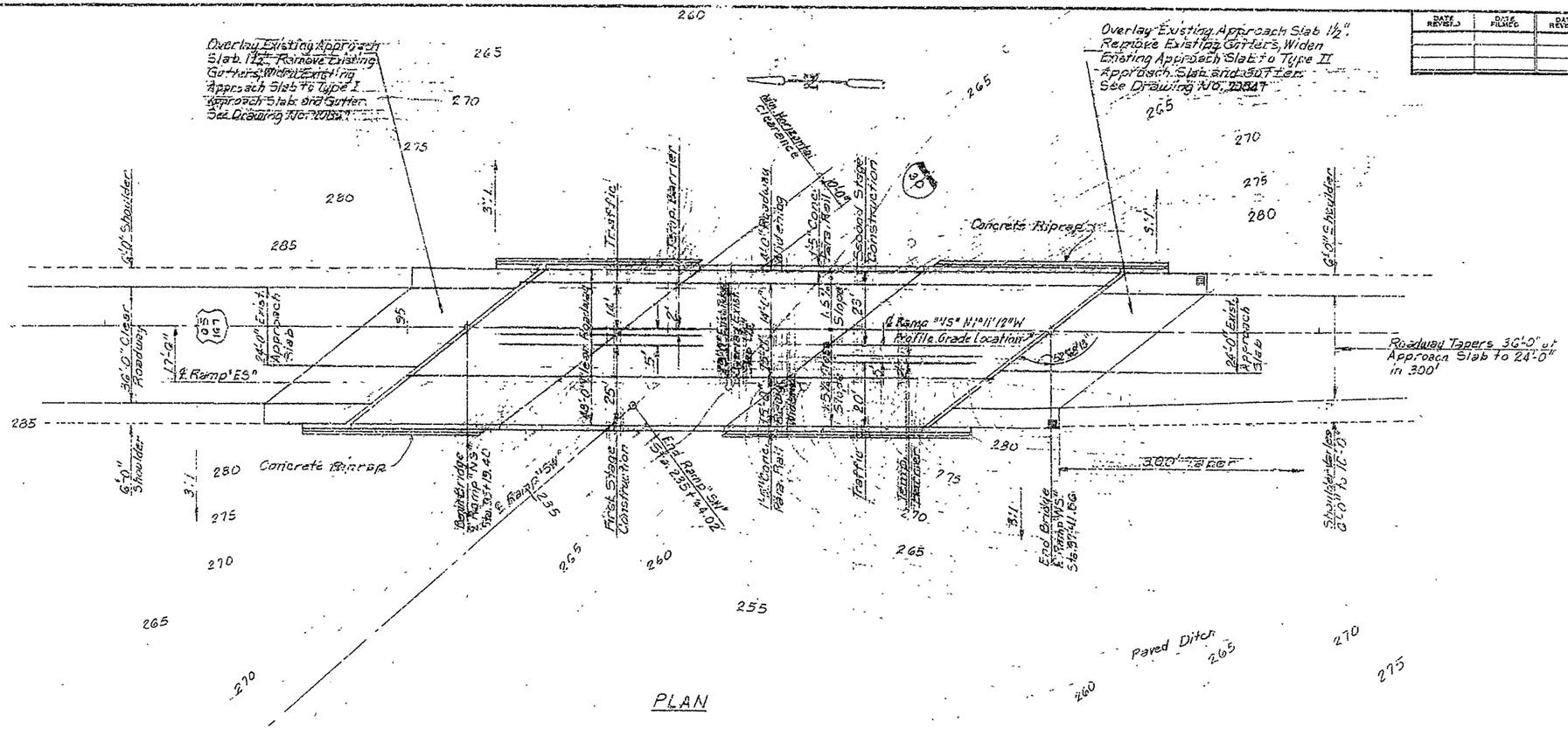
BRIDGE NO. 2623 BW DRAWING NO. 55648A ~~29877~~

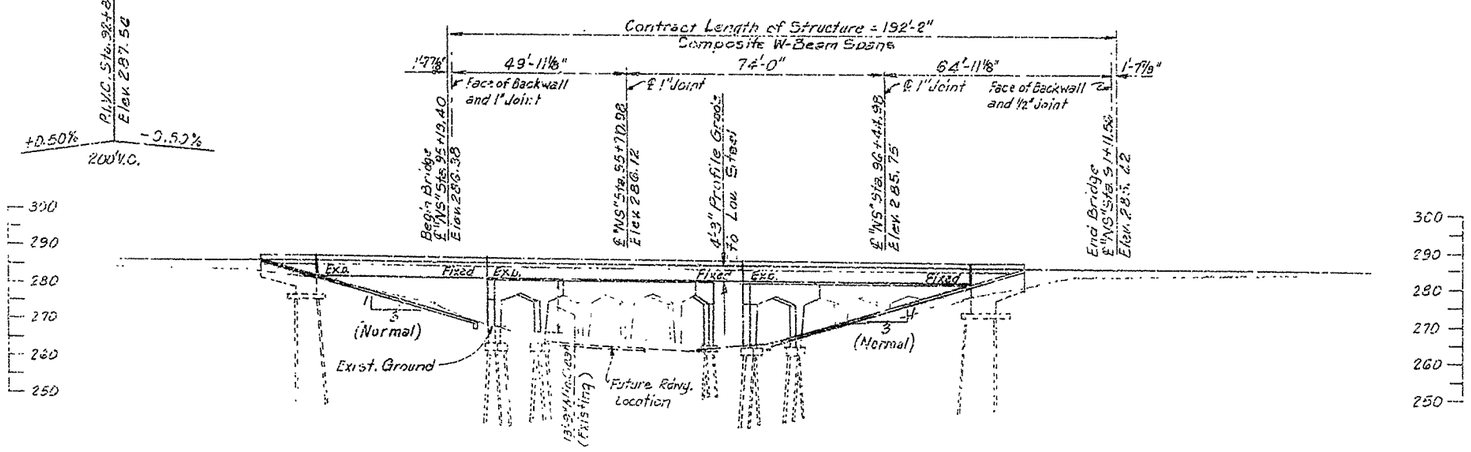
DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	M24-051-1(21)	90	91
						F30-3(16)136	62	127
				JOB NO.		60-93	38	135

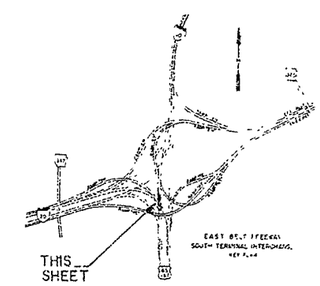
(1) 3332W LAYOUT "NS" RAMP WIDENING 20839

Job BB0613

288/327







INFORMATION ONLY

SHEET 1 OF 1

LAYOUT OF HWY. 65/167 RAMP "NS"

I-30 RAMP "SW"

EAST BELT FREEWAY

SOUTH TERMINAL INTERCHANGE - HWY. 365

PULASKI COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: D.M.E. DATE 4-77
CHECKED BY: T.B.H. DATE 4-77
DESIGNED BY: T.B.H. DATE 4-77

SCALE 1" = 20'

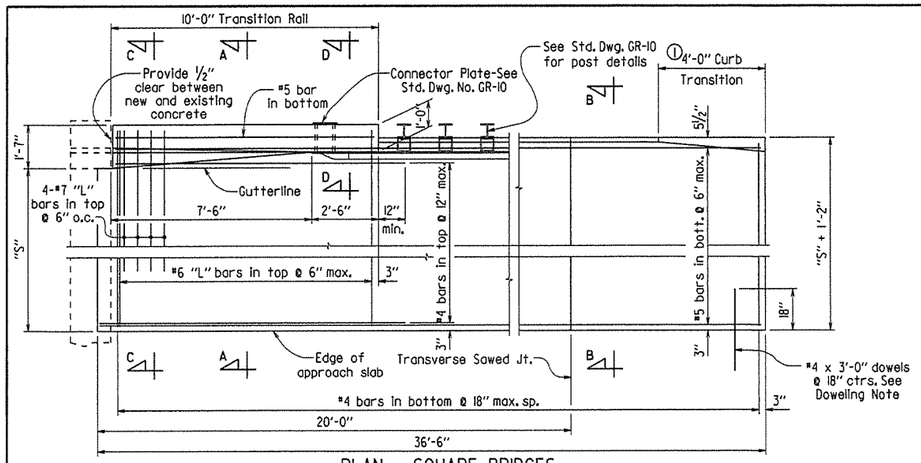
55648B

BRIDGE ENGINEER

BRIDGE NO. 3332 W

DRAWING NO. ~~20839~~

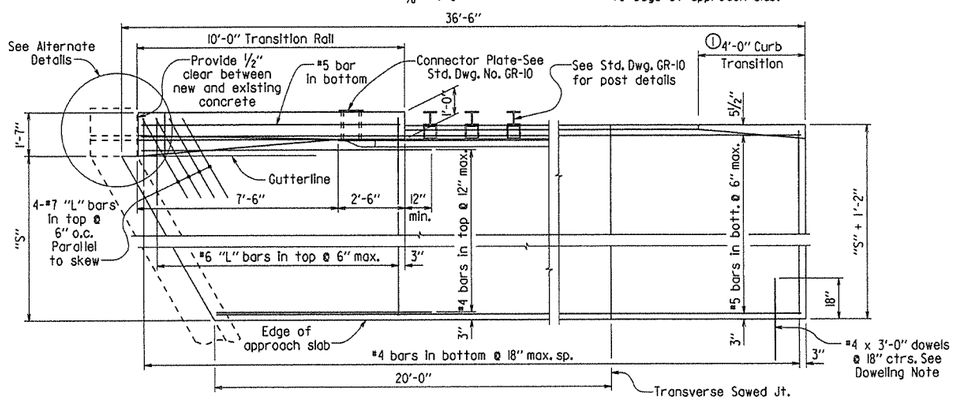
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		289	
				JOB NO.				
				① TYPE PT GUTTERS			55035	

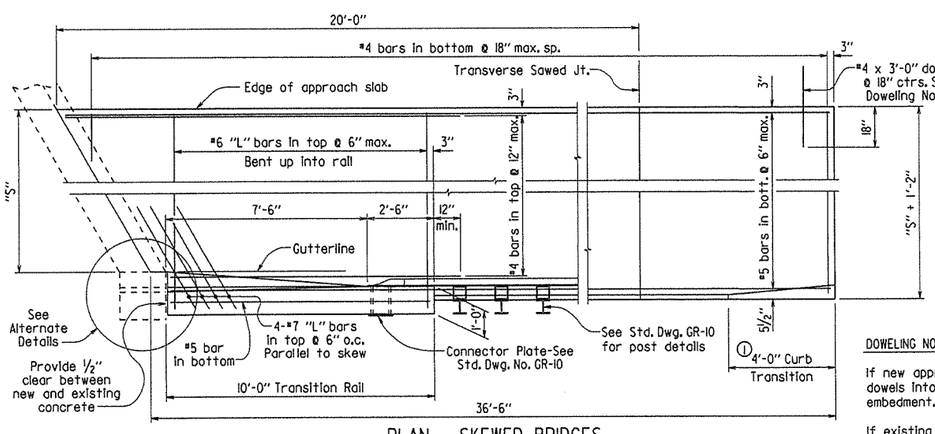


PLAN - SQUARE BRIDGES

3/8" = 1'-0"

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





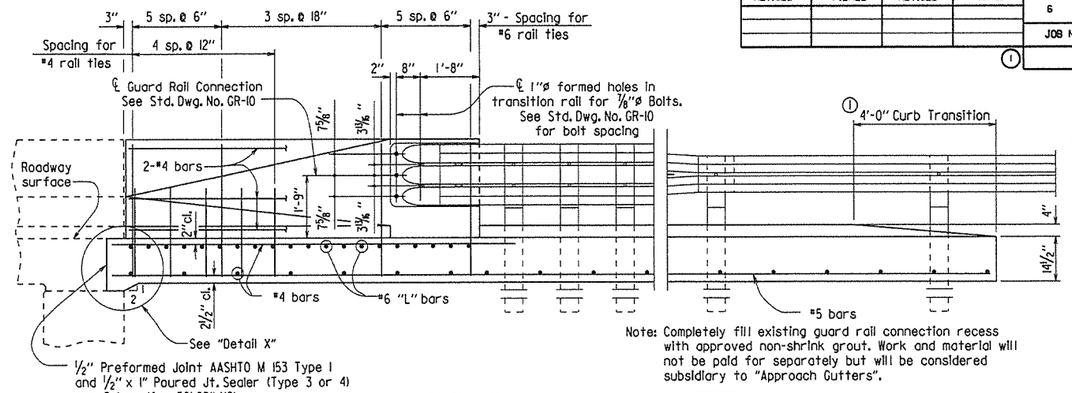
PLAN - SKEWED BRIDGES

3/8" = 1'-0"

DOWELING NOTE

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

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



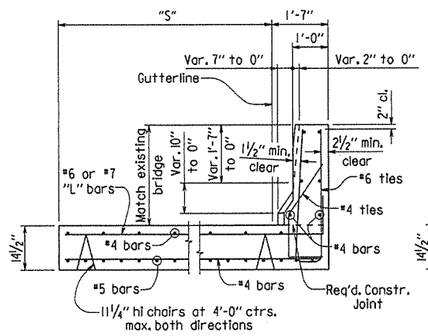
Note: Completely fill existing guard rail connection recess with approved non-shrink grout. Work and material will not be paid for separately but will be considered subsidiary to "Approach Gutters".

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

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

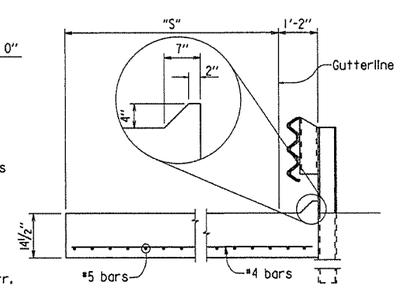
LONGITUDINAL SECTION THRU GUTTER

1/2" = 1'-0"



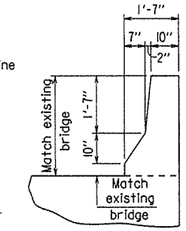
SECTION A-A

1/2" = 1'-0"



SECTION B-B

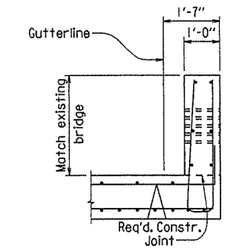
1/2" = 1'-0"



SECTION C-C

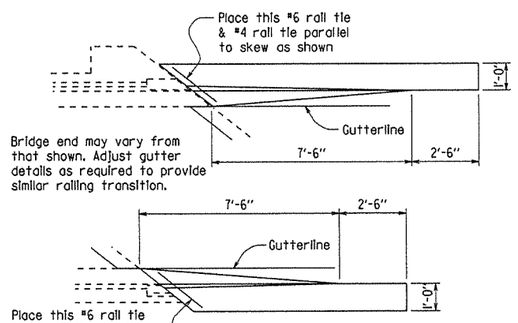
At End of Transition Rail

1/2" = 1'-0"



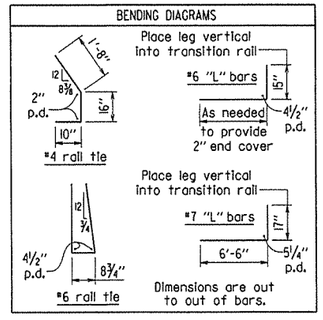
SECTION D-D

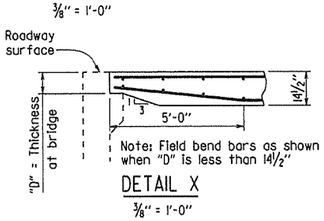
1/2" = 1'-0"



ALTERNATE DETAILS

3/8" = 1'-0"





Note: Field bend bars as shown when "D" is less than 14 1/2"

DETAIL X

3/8" = 1'-0"

This document was originally issued and sealed by Carl J. Fuselier, PE No. 7510, on February 27, 2014. This copy is not a signed and sealed document.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7510
CARL J. FUSELIER

BRIDGE ENGINEER

GENERAL NOTES

All concrete shall be Class S or S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

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

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

QUANTITIES FOR ONE SQUARE APPROACH GUTTER

(FOR INFORMATION ONLY)

"S"	Concrete	Reinforcing Steel
5'-6"	12.49 cu.yd.	1227 lb.
5'-9"	12.91 cu.yd.	1276 lb.
6'-0"	13.34 cu.yd.	1296 lb.
9'-6"	19.23 cu.yd.	1746 lb.
9'-9"	19.65 cu.yd.	1795 lb.
10'-0"	20.07 cu.yd.	1815 lb.

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

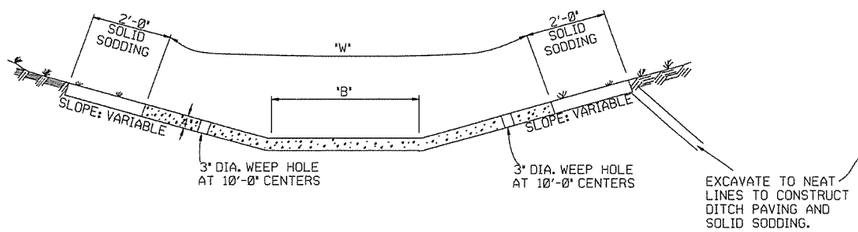
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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

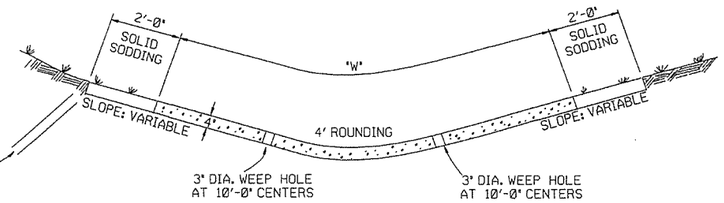
DRAWING NO. 55035

REFER TO TABULATION OF QUANTITIES
FOR 'W' & 'B' DIMENSIONS



TYPE A

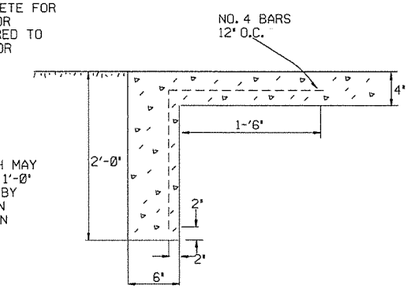
REFER TO TABULATION OF QUANTITIES
FOR 'W' DIMENSIONS



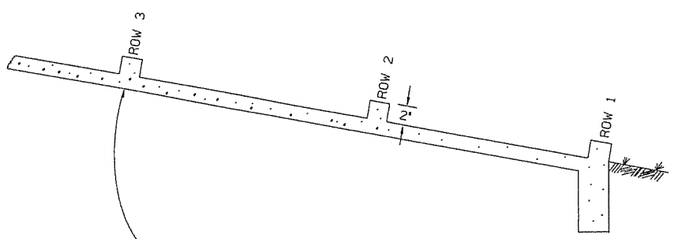
TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR 'CONCRETE DITCH PAVING.'

TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

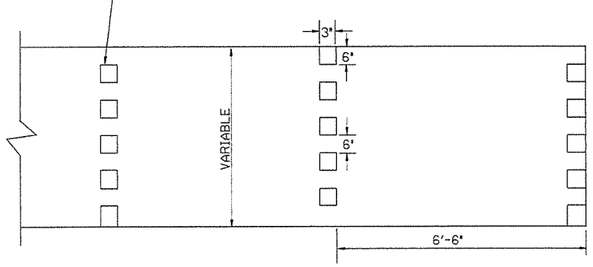


TOE WALL DETAIL FOR
CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE UNCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

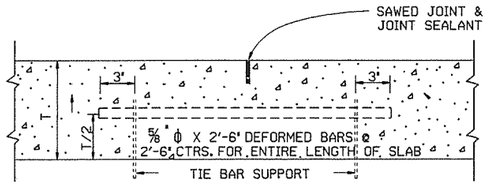
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-8	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	653-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	532-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPED A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

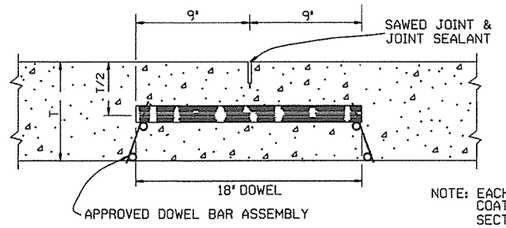
CONCRETE DITCH PAVING

STANDARD DRAWING CDP-1



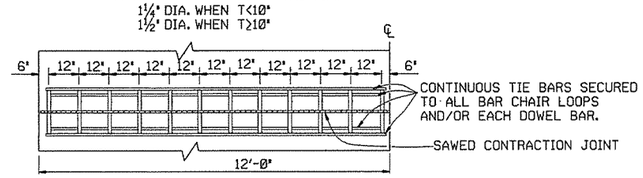
LONGITUDINAL JOINT

NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.
TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.



NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

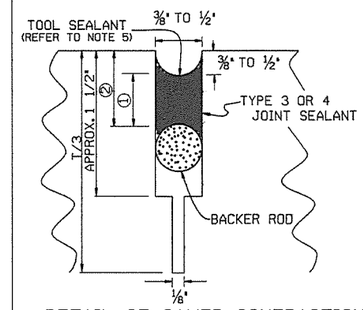
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



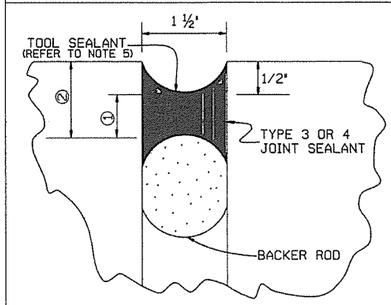
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



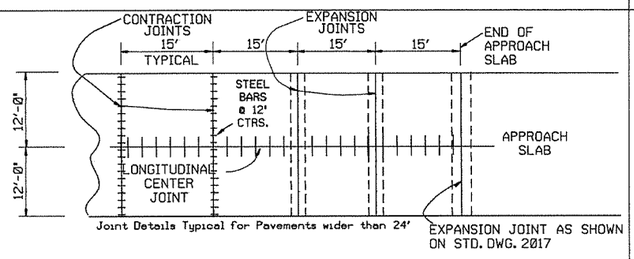
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

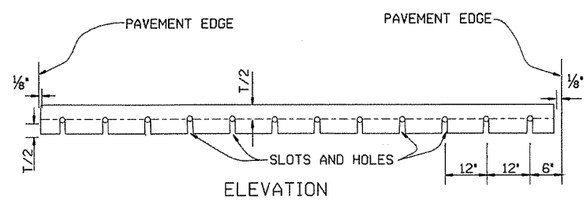
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
⅝	5/16	¾	9/16
¾	⅜	⅞	⅞
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	½	⅜	¾
⅜	¾	½	1

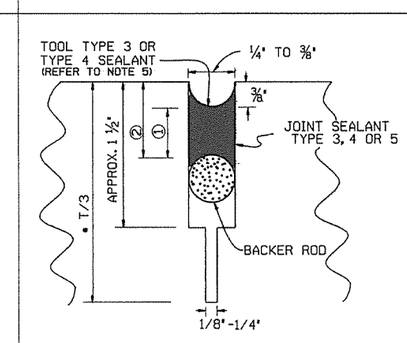


PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



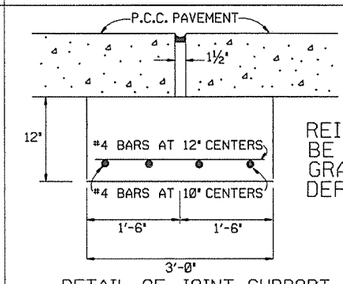
ELEVATION

NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.



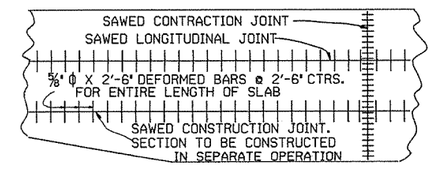
*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

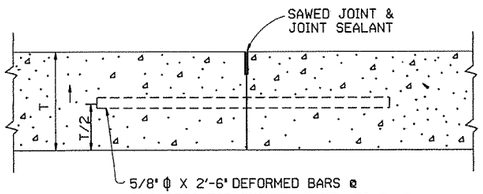
DETAIL OF SAWED
LONGITUDINAL JOINT
AND LONGITUDINAL CONSTRUCTION JOINT



REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

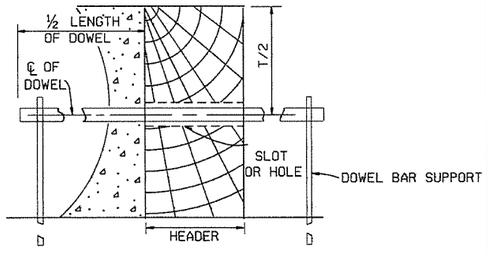
DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS





NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

TRANSVERSE
CONSTRUCTION JOINT

GENERAL NOTES

1. 'T' DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2' GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
3. THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS 'A', 'S' OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

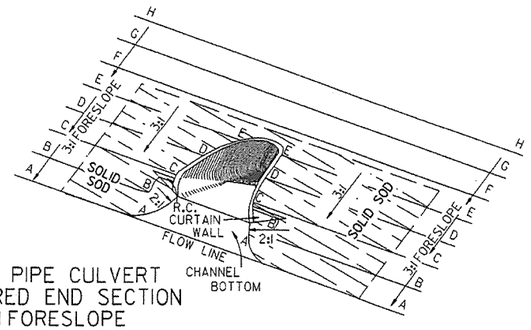
DATE	REVISION	DATE FILMED
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11- 3-94	ADDED NOTE RE: REINF. BARS	
4- 1-93	REVISED DOWEL BARS & GEN. NOTES	4- 1-93
10- 1-92	REVISED DOWEL SPACING	10- 1-92
8- 15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88

ARKANSAS STATE HIGHWAY COMMISSION

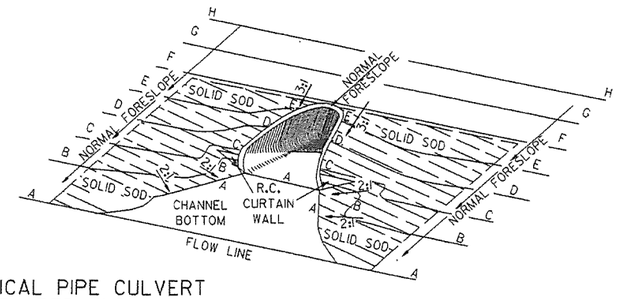
TRANSVERSE & LONGITUDINAL JOINTS
FOR CONCRETE PAVEMENT (NON-REINFORCED)

STANDARD DRAWING CPTJ - 6A

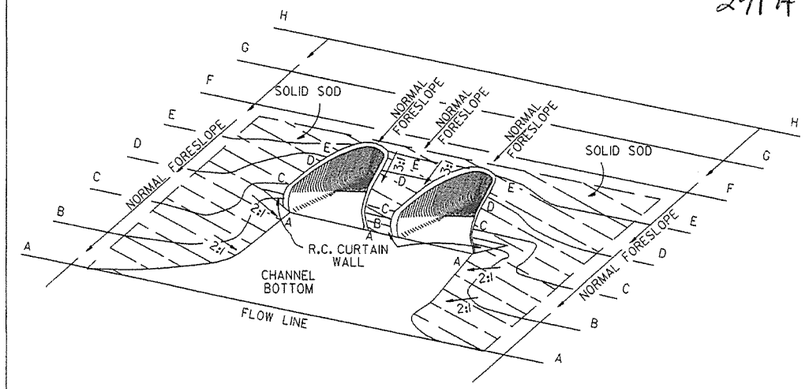
291 A



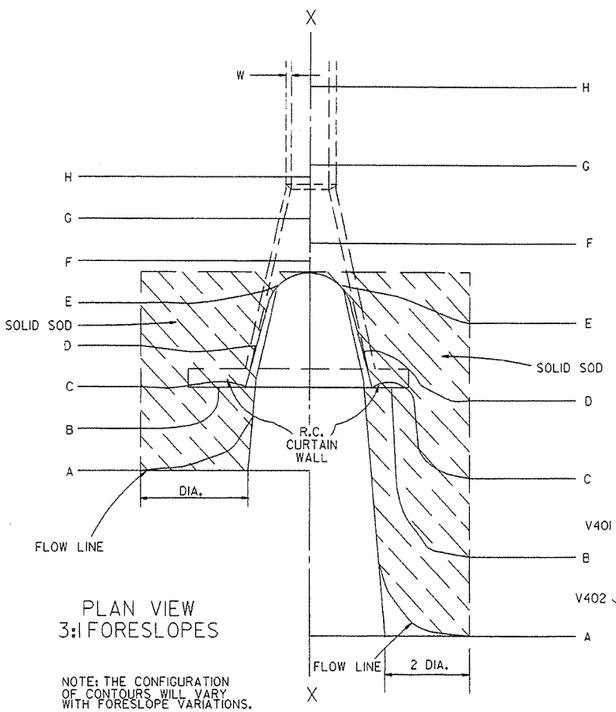
TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES



TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES



PLAN VIEW
3:1 FORESLOPES

NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES

R.C. CURTAIN WALL DIMENSIONS & QUANTITIES

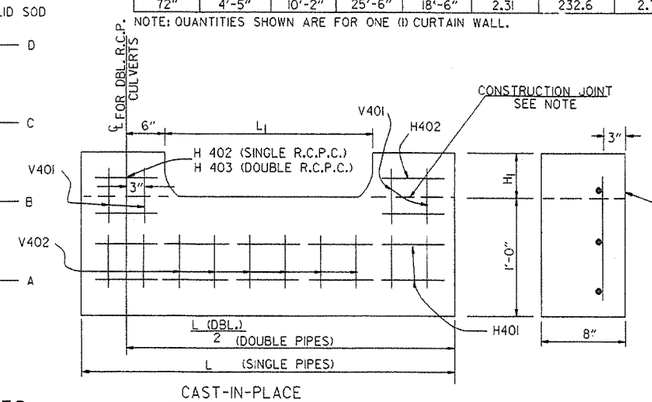
PIPE DIA.	H_1	L_1	L	L (DBL.)/2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	0.67	59.0
36"	1'-7"	6'-8"	13'-0"	10'-6"	0.58	52.6	0.83	73.9
42"	2'-1½"	7'-3"	15'-6"	12'-0"	0.82	77.1	1.10	100.7
48"	2'-5"	7'-10"	17'-0"	13'-0"	0.98	94.9	1.27	120.4
54"	2'-9½"	8'-5"	18'-6"	14'-0"	1.16	115.8	1.47	143.7
60"	3'-4"	9'-0"	20'-6"	15'-6"	1.47	149.7	1.84	180.3
72"	4'-5"	10'-2"	25'-6"	18'-6"	2.31	232.6	2.73	271.0

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.

REINFORCING STEEL SCHEDULE

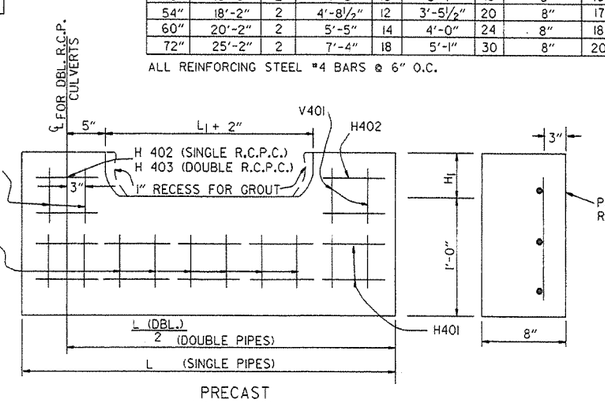
PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	V401 L	V401 NO.	V402 L	V402 NO.	DOUBLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	H403 L	H403 NO.	V401 L	V401 NO.	V402 L	V402 NO.
18"	7'-8"	2	1'-11½"	4	1'-7½"	8	8"	8	12'-2"	2	1'-11½"	4	8"	2	1'-7½"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8½"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8½"	12	8"	18
30"	10'-8"	2	2'-4½"	4	1'-11½"	10	8"	12	17'-8"	2	2'-4½"	4	8"	2	1'-11½"	14	8"	22
36"	12'-8"	2	2'-10"	6	2'-3"	12	8"	14	20'-8"	2	2'-10"	6	8"	3	2'-3"	14	8"	28
42"	15'-2"	2	3'-9½"	8	2'-9½"	16	8"	15	23'-8"	2	3'-9½"	8	8"	4	2'-9½"	18	8"	30
48"	16'-8"	2	4'-3"	10	3'-1"	18	8"	16	25'-8"	2	4'-3"	10	8"	5	3'-1"	20	8"	32
54"	18'-2"	2	4'-8½"	12	3'-5½"	20	8"	17	27'-8"	2	4'-9"	12	8"	6	3'-5½"	22	8"	34
60"	20'-2"	2	5'-5"	14	4'-0"	24	8"	18	30'-8"	2	5'-5"	14	8"	7	4'-0"	26	8"	36
72"	25'-2"	2	7'-4"	18	5'-1"	30	8"	20	36'-8"	2	7'-4"	18	8"	9	5'-1"	33	8"	40

ALL REINFORCING STEEL #4 BARS @ 6" O.C.



CAST-IN-PLACE

NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



PRECAST

NOTE: THE PRECAST CURTAIN WALL WILL BE SET AND BACKFILLED WITH COMPACTED MATERIAL. THE FLARED END SECTION SHALL THEN BE SET IN PLACE AND THE 1" RECESS FILLED WITH GROUT. WHERE "L" EXCEEDS 11' THE CURTAIN WALL MAY BE CAST IN TWO (2) OR MORE SECTIONS. THE METHOD OF JOINING THE SECTIONS FOR INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

R.C. CURTAIN WALL DETAILS

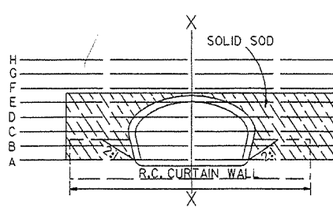
SOLID SODDING

PIPE DIA.	SINGLE R.C.P.C. 3:1	SINGLE R.C.P.C. 4:1	SINGLE R.C.P.C. 6:1	DOUBLE R.C.P.C. 3:1	DOUBLE R.C.P.C. 4:1	DOUBLE R.C.P.C. 6:1
	SQ. YDS.			SQ. YDS.		
18"	5	7	12	6	8	13
24"	8	12	19	9	13	20
30"	13	18	29	14	19	30
36"	17	26	41	18	28	43
42"	23	35	55	25	37	57
48"	29	46	68	31	48	70
54"	35	57	85	37	59	87
60"	45	62	104	48	65	107
72"	64	92	156	67	95	159

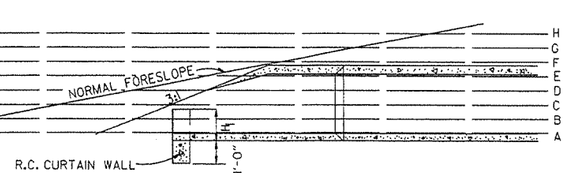
NOTE: QUANTITIES SHOWN ABOVE ARE FOR ONE (1) END OF F.E.S.

GENERAL NOTES

1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL AND CONCRETE; FOR FORMS, MIXING AND PLACING; FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾".
3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. WELDED WIRE MESH 3 x 3 W/10 x W10 MAY BE USED IN LIEU OF REINFORCING BARS.



END VIEW



SECTIONAL VIEW "X-X"

DATE	REVISION	FILMED
10-18-96	ADDED NOTE TO SOLID SODDING	10-18-96
10-12-95	CORRECTED SPELLING	
11-3-94	ADDED GENERAL NOTE NO. 4	
8-15-91	REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT.	
3-2-81	ALLOW PRECAST IN 2 OR MORE PIECES CHAMFER EDGES	
5-15-80	ADDED PRECAST WALL & GENERAL NOTES	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

STANDARD DRAWING FES-1

2913

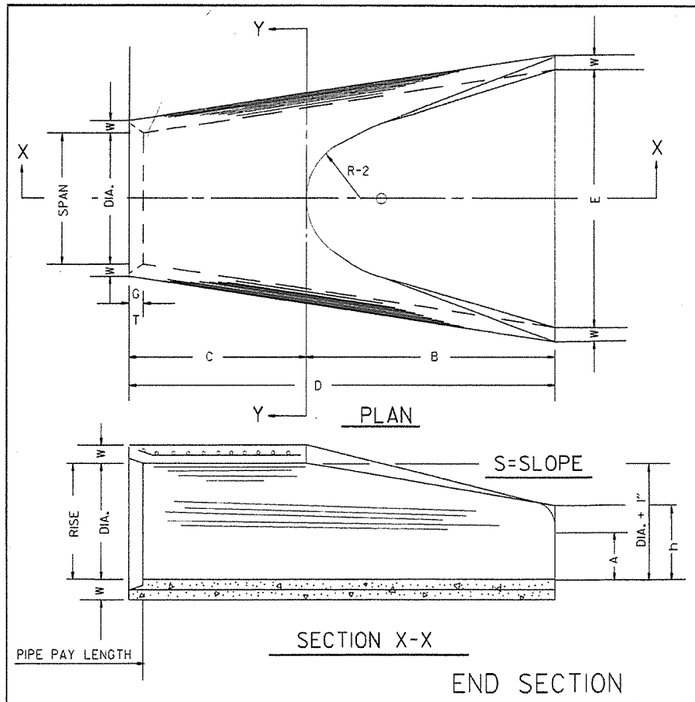


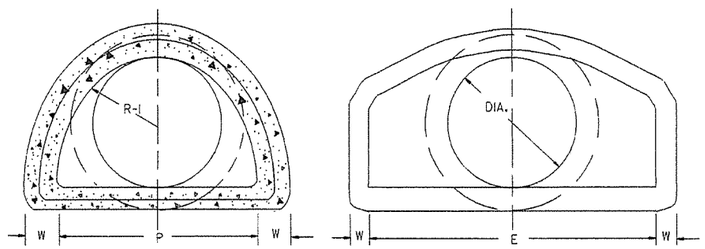
TABLE OF DIMENSIONS

DIA.	WALL	A	B	C	D	E	S	DIA. ± 1"	P	R-1	R-2	G-T	WT.	h
18"	2½"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3:1	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3:1	25"	33 3/16"	16 13/16"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7¾"	6'-1¾"	5'-0"	3:1	31"	37"	18½"	15"	3¼"	1940	1'-4⅝"
36"	4"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	6'-0"	3:1	37"	47 11/16"	24 5/16"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3:1	43"	53⅞"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3:1	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3:1	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3:1	61"	72½"	36 11/16"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3:1	73"	77 13/16"	38 13/16"	24"	5"	13250	4'-6"

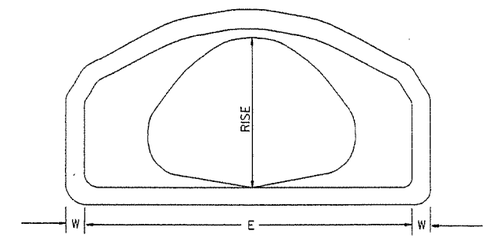
ARCH PIPE

EQUIV. DIA.	* SPAN AASHTO M 206	* SPAN AHD NOMINAL	* RISE AASHTO M 206	* RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
INCHES														
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½:1
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36 11/16"	15"	2½"	2½:1
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47 13/16"	20"	3"	2½:1
36	43¾	44	26⅝	27	4"	10½"	4'-0"	2'-1½"	6'-1½"	6'-6"	54 7/16"	22"	3½"	2½:1
42	51⅛	51	31 5/16	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½:1
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70 5/16"	24"	4¼"	2½:1
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72 1/16"	24"	4¾"	2¼:1
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77 13/16"	24"	5"	2¼:1

* THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.

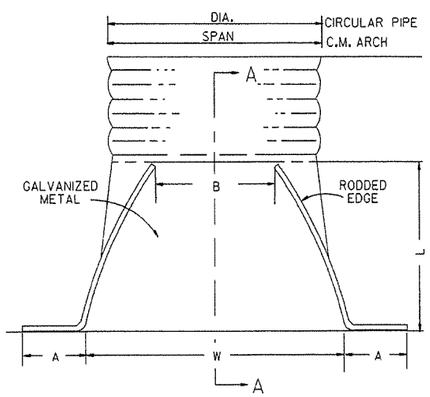


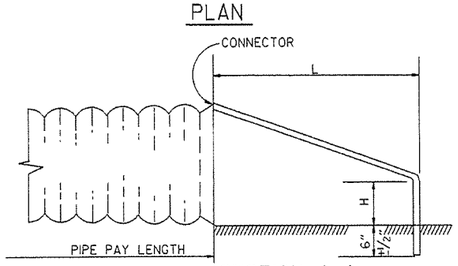
NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

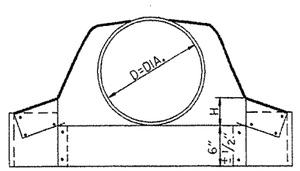


END VIEW
CONCRETE ARCH PIPE

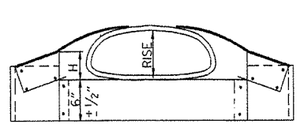
END SECTION
FOR REINFORCED CONCRETE PIPE CULVERTS







CIRCULAR PIPE



C.M. ARCH PIPE

CIRCULAR PIPE

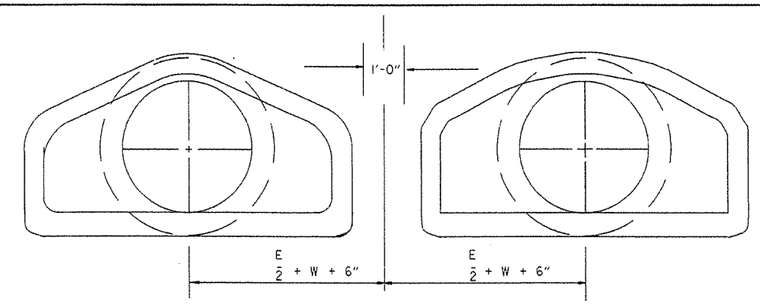
D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
INCHES							
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	84	102	2:1
60	12	18	33	12	87	114	1¾:1
66	12	18	36	12	87	120	1½:1
72	12	18	39	12	87	126	1 1/3:1

C.M. ARCH PIPE

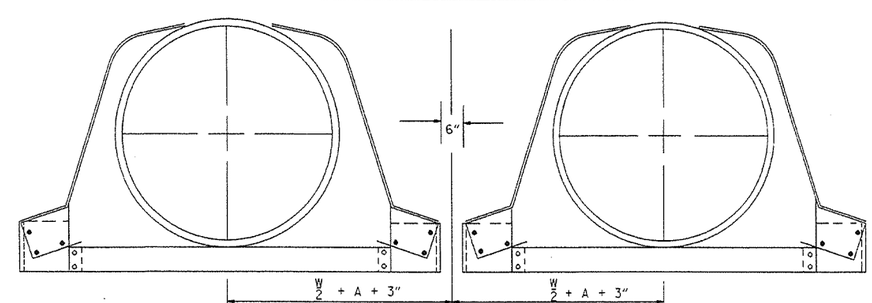
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
INCHES									
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
48"	57	38	18	26	12	63	90	2½:1	12
54"	64	43	18	30	12	70	102	2¼:1	12
60"	71	47	18	33	12	77	114	2¼:1	12

NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS



MULTIPLE R.C. PIPE CULVERTS



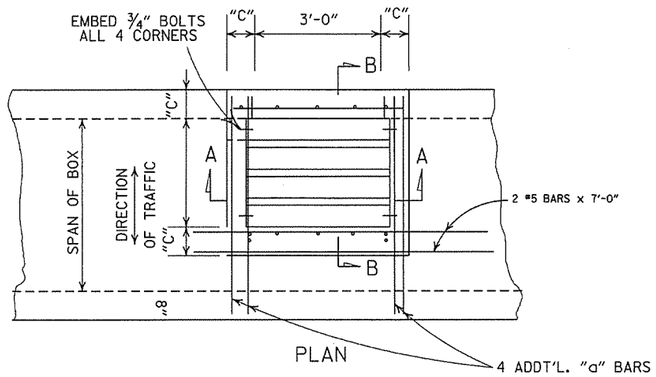
MULTIPLE C.M. PIPE CULVERTS

DATE	REVISION	FILMED
10-18-96	REVISED ASTM REF. TO AASHTO	16-178-96
5-15-80	REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S.	664-5-15-80
7-14-78	C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES	752-7-14-78
8-22-75	ADDED MULTIPLE PIPE CULVERTS	517-8-22-75
12-5-74	REMOVED NOTE RE REINF. FOR R.C. F.E.S.	500-12-5-74
5-24-73	CMP END SECTION, SHOW PIPE PAY LENGTH	627-5-24-73
10-2-72	REVISED AND REDRAWN	760-10-2-72

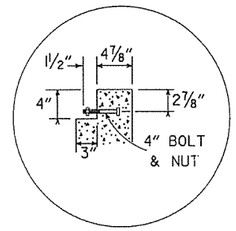
ARKANSAS STATE HIGHWAY COMMISION

FLARED END SECTION

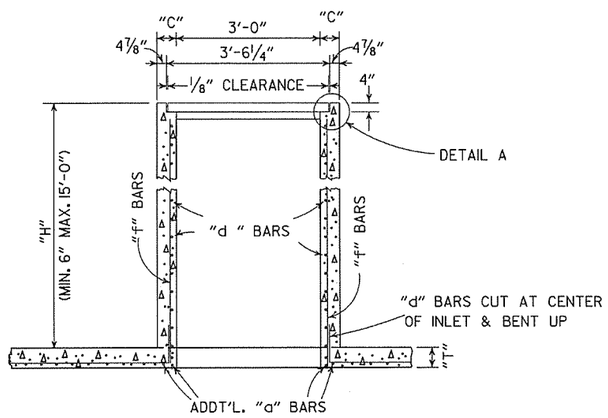
STANDARD DRAWING FES-2



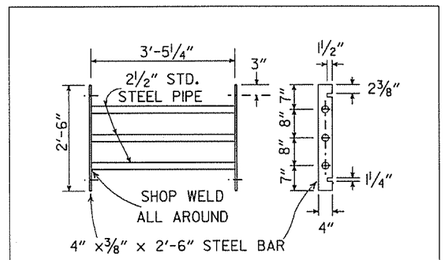
PLAN



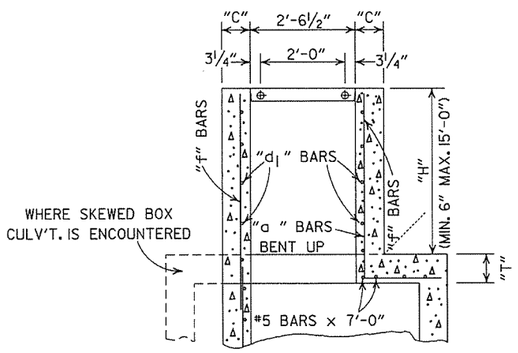
DETAIL A



SECTION A-A



GRATE DETAIL

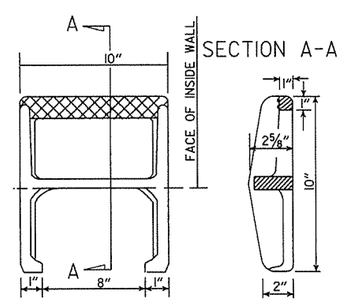


SECTION B-B

NOTE: ADDT'L.REINF. STEEL TO BE INCLUDED IN UNIT PRICE BID PER TYPE "TM" D.I.

DIMENSIONS & REINF. BARS FOR D.I. TO BE THE SAME AS THOSE SHOWN ON APPLICABLE STD. BARREL DRAWING FOR R.C. BOX CULVERTS.

DROP INLET TYPE "TM"
FOR REINFORCED CONC. BOX CULVERTS



APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET

GENERAL NOTES:

1. STEEL PIPE FOR GRATES AND BOLTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 807. BOLTS SHALL CONFORM TO ONE OF THE FOLLOWING: ASTM A193, GRADE B8 CLASS 1 OR 2, ASTM A307 OR AASHTO M 164.
2. STEEL PIPE FOR GRATES SHALL BE "STANDARD WEIGHT" PIPE CONFORMING TO ASTM A53 NATIONAL STANDARD PIPE.
3. BOLTS, NUTS, WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232 OR AASHTO M 298, CLASS 40 OR 50.
4. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
5. ALL #4 AND #5 REINFORCING BARS TO HAVE 1½" COVER. LARGER SIZES TO HAVE 2" COVER.
6. THE COMPLETE PIPE GRATE SHALL BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

TABLE OF "W" DIMENSIONS

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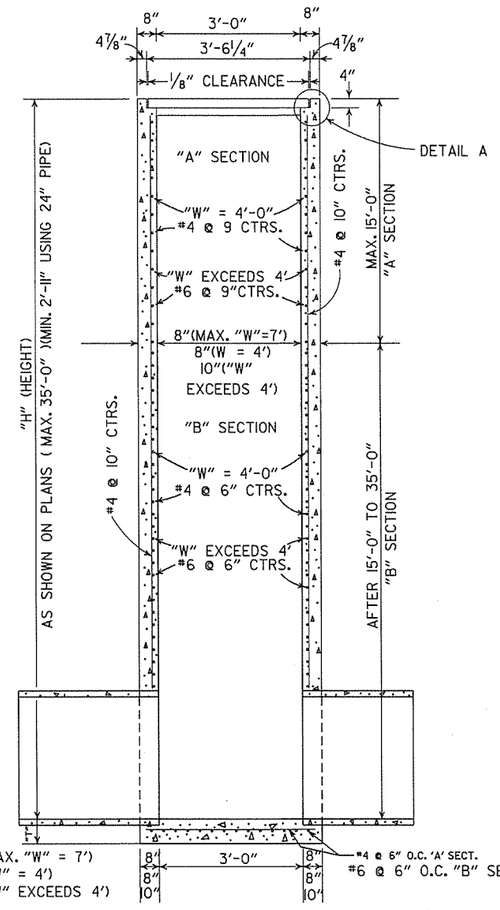
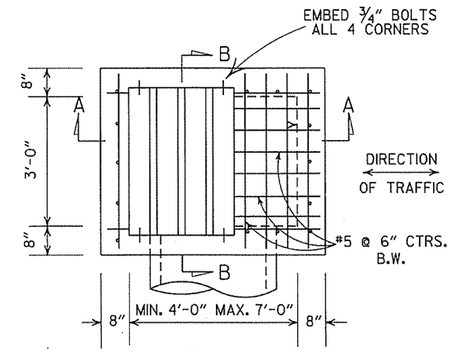
I.D. PIPE	SKEW OF CROSS DRAIN		
	STRAIGHT	30°	45°
	"W"	"W"	"W"
24"	4'-0"	4'-0"	4'-0"
30"	4'-0"	4'-0"	4'-5"
36"	4'-0"	4'-3"	5'-3"
42"	4'-3"	4'-11"	6'-1"
48"	4'-10"	5'-7"	6'-11"

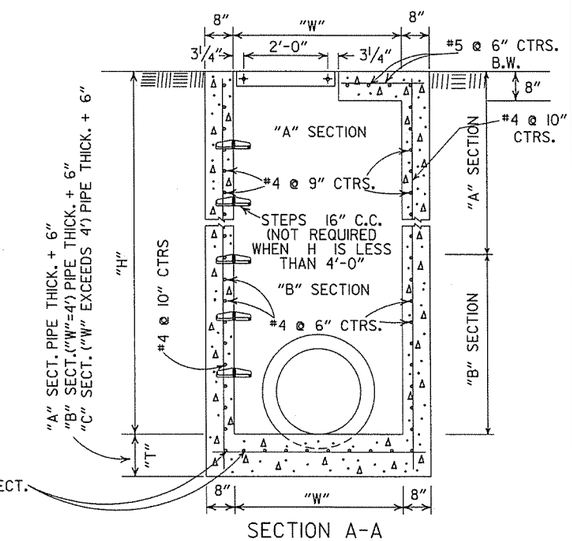
NOTE: DIMENSIONS SHOWN ABOVE ARE FOR PIPES INTERSECTING DROP INLET ON ONE SIDE ONLY. FOR SKEWED PIPES INTERSECTING BOTH SIDES OF DROP INLET, "W" WILL NEED TO BE INCREASED OR AXIS OF INTERSECTING PIPES WILL NEED TO BE SHIFTED.



SECTION B-B



PLAN



SECTION A-A

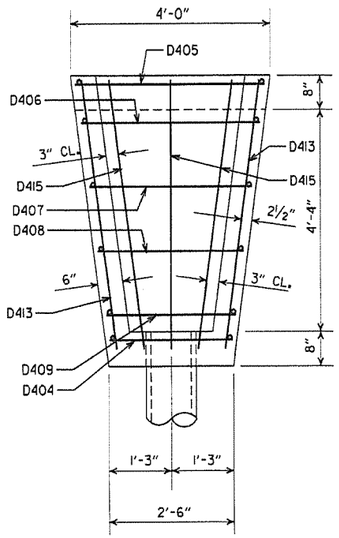
DROP INLET(TYPE RM)

REVISED		DATE FILMED
8-22-02	ADDED & REVISED DIMENSION TO SECTION A-A	
1-12-00	CORRECTED DIMENSION ON SECTION B-B	
11-06-97	ADDED DIMENSION TO SECTION A-A	
10-18-96	REVISED ASTM REF. TO AASHTO AND ADDED NOTE TO TABLE OF "W" DIMENSIONS	
10-1-92	ADDED DIRECTION OF TRAFFIC	10-1-92
8-15-91	ADDED NOTE ABOUT PAINTING OF GRATE	8-15-91
11-30-89	ALTERED DETAIL A	11-30-89
7-15-88	REVISED STEP DETAIL,TM & RM D.I. & GRATE DETAIL	719-7-15-88
10-2-72	REVISED AND REDRAWN	542-10-2-72

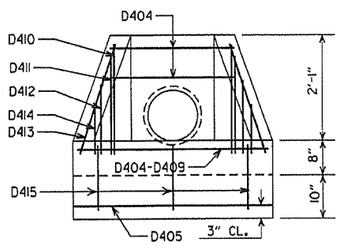
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

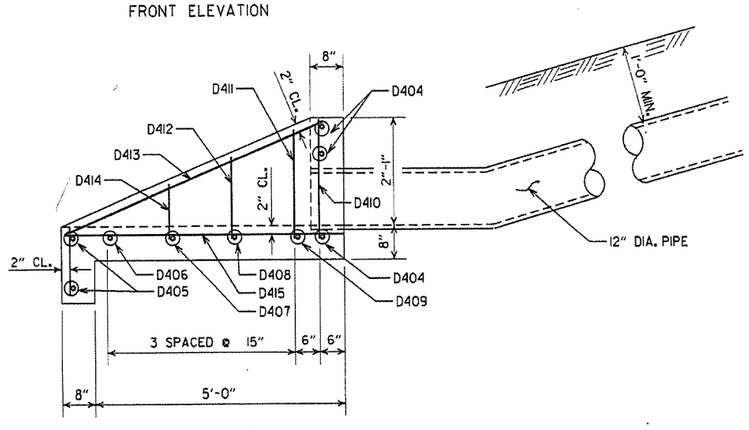
STANDARD DRAWING FPC-9D



PLAN



FRONT ELEVATION

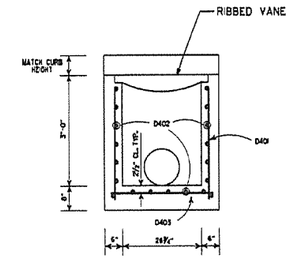


SIDE ELEVATION
CONCRETE SPILLWAY

BAR LIST (CONCRETE SPILLWAY)

MARK	NO. REQ'D.	LENGTH	BENDING DIAGRAM
D404	3	2'-2"	5'-4"
D405	2	3'-8"	
D406	1	3'-5"	
D407	1	3'-1"	
D408	1	2'-9"	1'-2" 2" P.D.
D409	1	2'-5"	
D410	2	2'-5"	D415
D411	2	2'-2"	
D412	2	1'-9"	
D413	2	5'-6"	
D414	2	1'-2"	
D415	3	6'-5"	

DETAILS OF CONCRETE SPILLWAY (TYPE A)

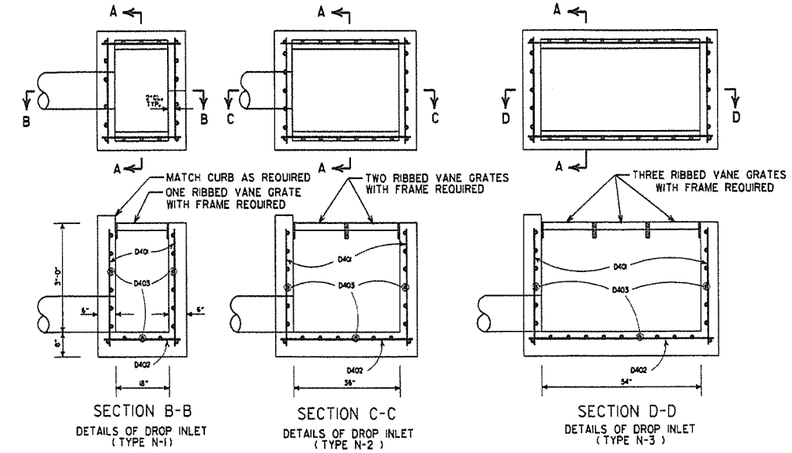


SECTION A-A

BAR LIST (DROP INLET)

MARK	TYPE N-1		TYPE N-2		TYPE N-3	
	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH
D401	20	3'-0"	26	3'-0"	32	3'-0"
D402	19	2'-2"	19	3'-8"	19	5'-2"
D403	17	2'-11"	20	2'-11"	23	2'-11"

ALL BARS #4 @ 6" SPACING



SECTION B-B
DETAILS OF DROP INLET
(TYPE N-1)

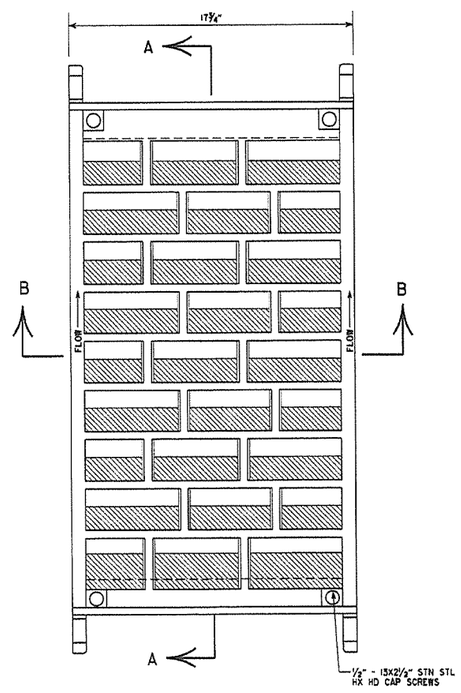
SECTION C-C
DETAILS OF DROP INLET
(TYPE N-2)

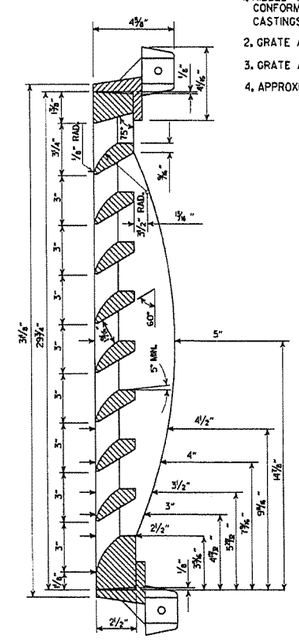
SECTION D-D
DETAILS OF DROP INLET
(TYPE N-3)

DETAILS OF DROP INLET

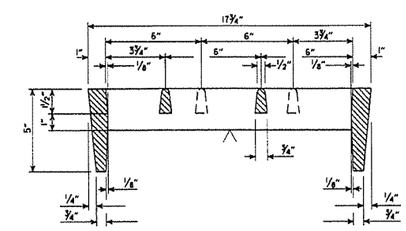
GENERAL NOTES (GRATE & FRAME)

1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.

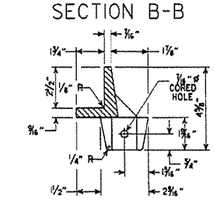




SECTION A-A



SECTION B-B



SECTION THRU FRAME

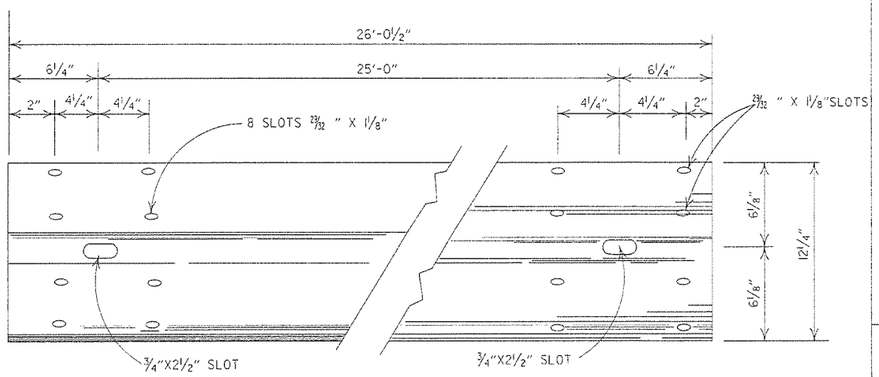
DETAILS OF RIBBED VANE GRATE AND FRAME

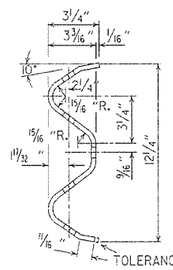
DATE REVISED	DATE FILMED	DESCRIPTION
7-02-98	7-2-98	REVISED SECT. A-A DETAIL OF DROP INLET & ADDED AASHTO REF. TO NOTE 1. REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
8-15-91		ISSUED

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS AND SPILLWAY OUTLET

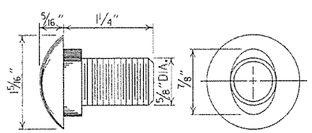
STANDARD DRAWING FPC-9N



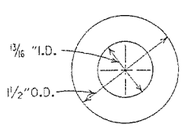


DETAILS OF
W-BEAM GUARD RAIL

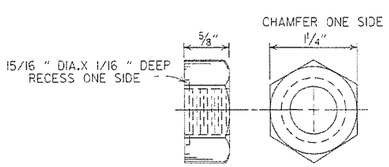
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



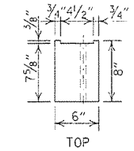
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



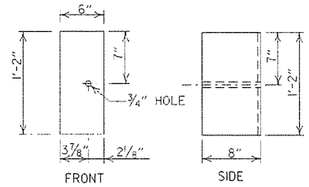
CUT STEEL WASHER



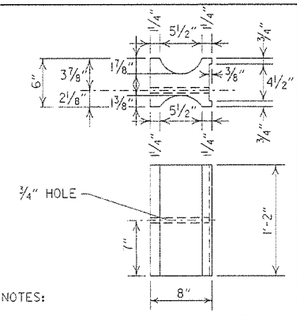
NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.



WOOD BLOCKOUT
(W-BEAM)

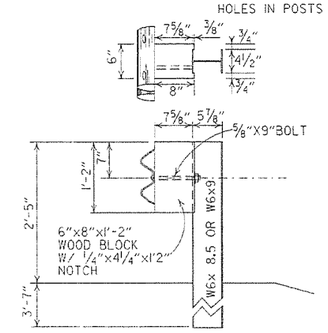


NOTES:

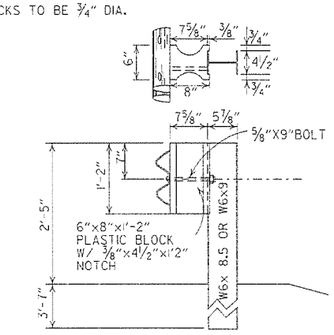
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT
(W-BEAM)

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.

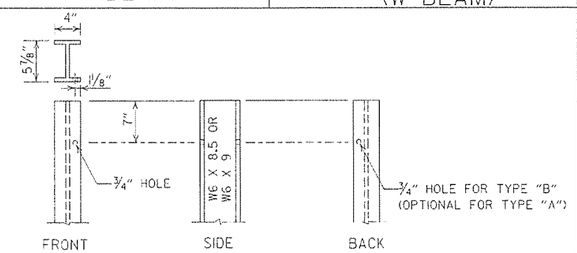


WOOD BLOCKOUT CONNECTIONS

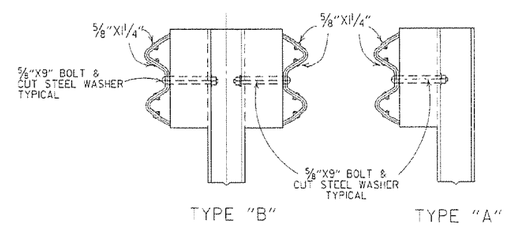


PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS
(W-BEAM)

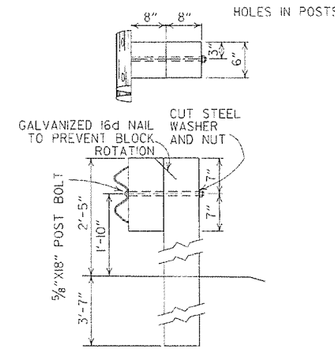


STEEL POST



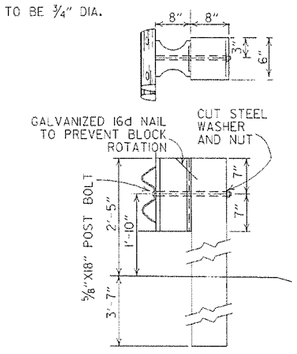
DETAILS OF STEEL LINE POST CONNECTIONS
(W-BEAM)

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.



POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - 1/4".

WOOD BLOCKOUT CONNECTIONS



PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF WOOD LINE POST CONNECTIONS
(W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

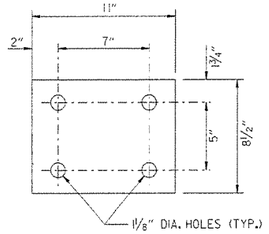
CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
0-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
1-12-00	ADDED PLASTIC BLOCKOUT	
8-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
4-3-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
6-2-94	ADDED ALT. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-15-91
8-2-90	REV. GEN. NOTE & DEPHT OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87

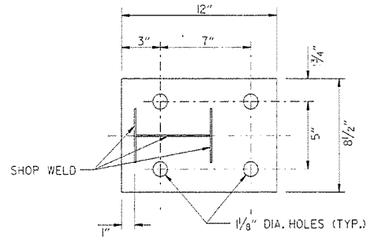
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8

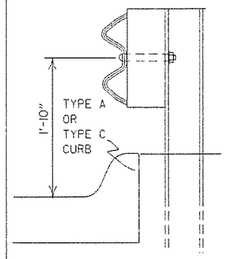


WASHER PLATE



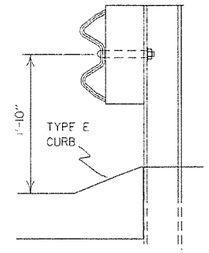
BASE PLATE

Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 801 of the Standard Specifications.



FOR DESIGN SPEEDS OF 50 MPH OR LESS

ALIGN FACE OF GUARD RAIL WITH FACE OF CURB.



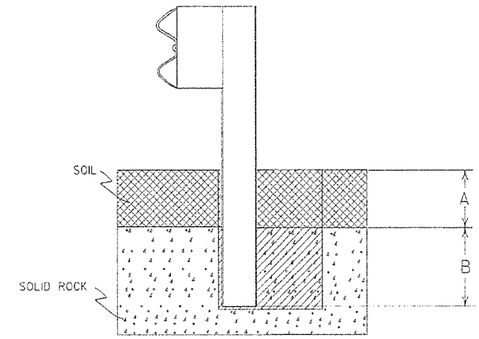
FOR DESIGN SPEEDS OF 55 MPH OR MORE

PLACE GUARD RAIL POSTS AGAINST BACK OF CURB.

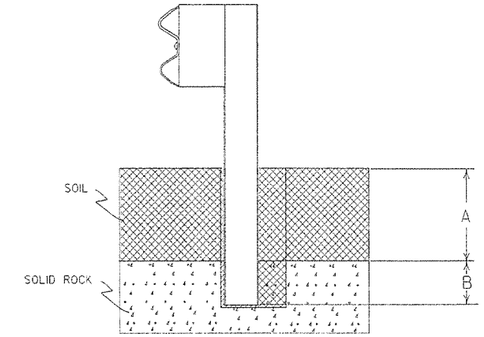
DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.

Case 1

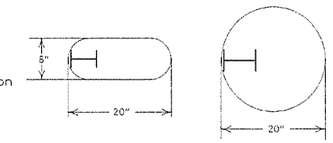


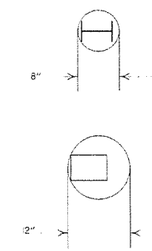
Case 2



Plan View Steel Posts

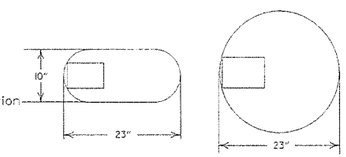
Either hole configuration acceptable





Plan View Wood Posts

Either hole configuration acceptable



Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

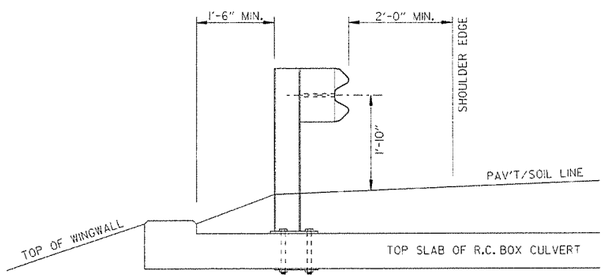
Zone A:
Backfill according to Section 617.03(a).

Zone B:
Backfill hole in 6" lifts with material meeting the requirements of Section 802.02(c) - Alternate gradation. Compact to 95% maximum dry density per ASTM D-698.

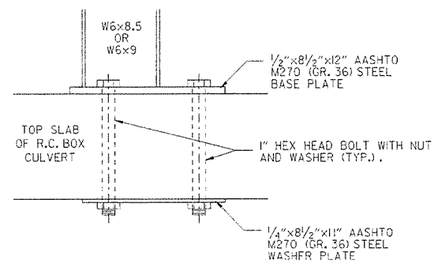
Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

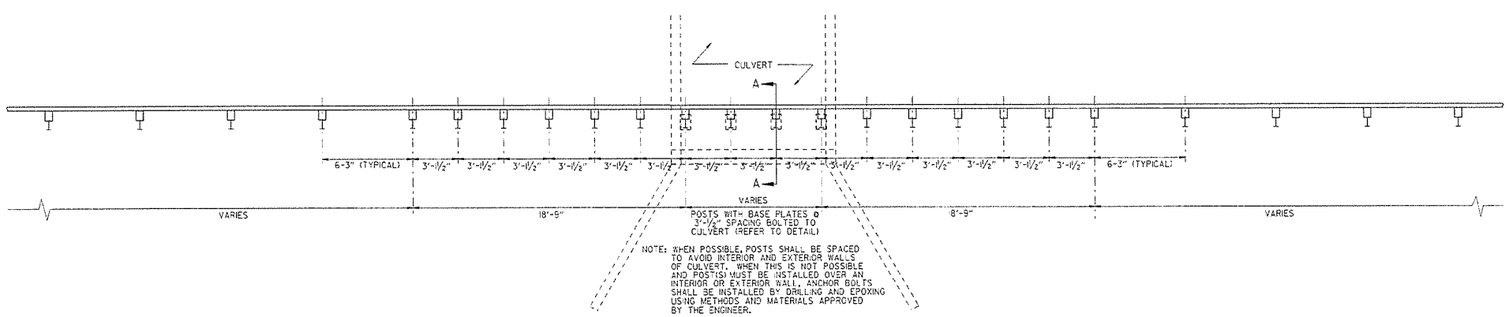
DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



SECTION A-A



DETAIL OF CONNECTION



PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

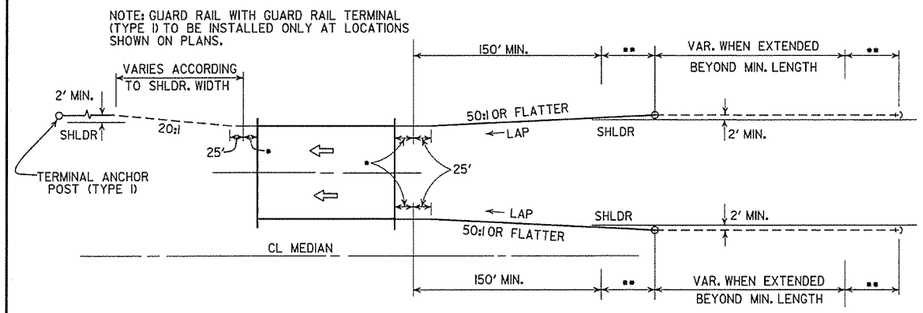
NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DWG. GR-8.

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
4-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
3-30-00	REMOVED CONCRETE INSERT ANCHOR	
8-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADD. DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T. DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
4-3-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
6-2-94	REVISED ALTERNATE POST SIZE	
8-5-93	REVISED STEEL POST SIZE	
10-1-92	REDRAWN & REVISED	10-1-92
8-2-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
7-15-88	CONFORMED TO 1988 SPECS	
3-4-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-9-87	REDRAWN & REVISED	803-10-9-87

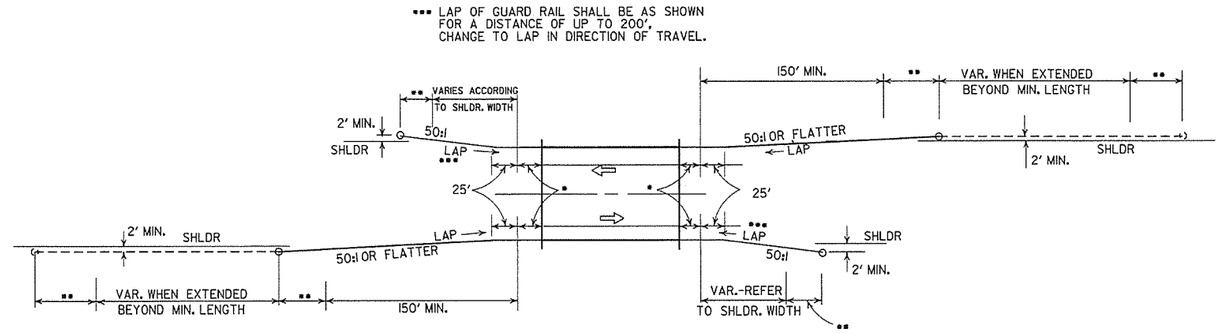
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8A



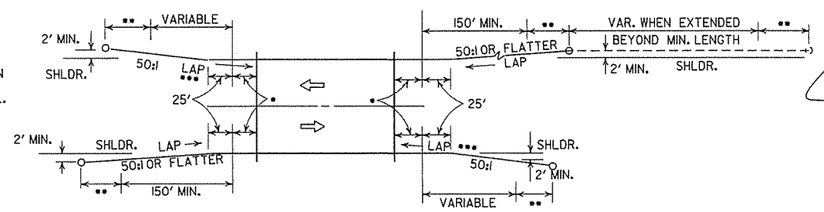
ONE-WAY TRAFFIC



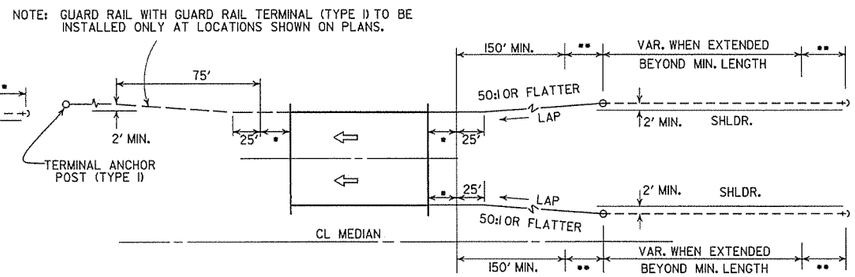
TWO-WAY TRAFFIC

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

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



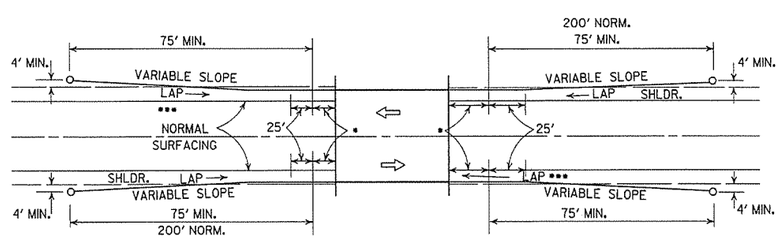
TWO-WAY TRAFFIC



ONE-WAY TRAFFIC

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

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



LEGEND

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

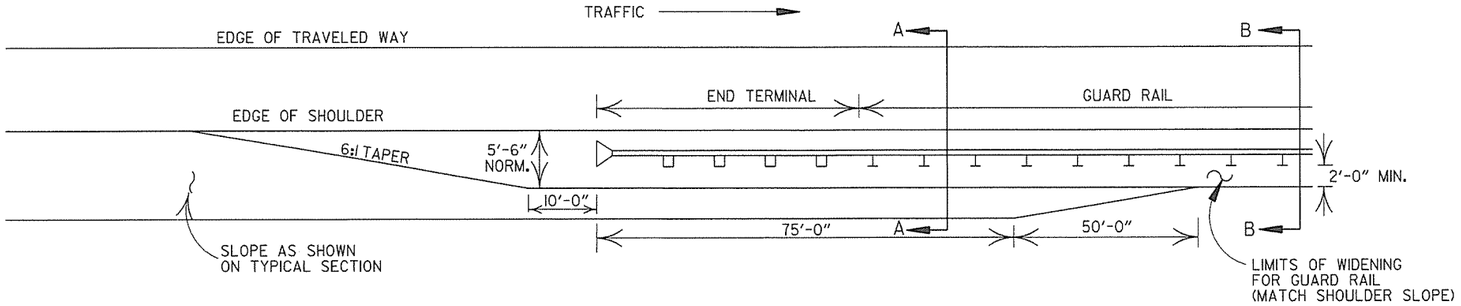
METHOD OF INSTALLATION OF GUARD RAIL
USING GUARD RAIL TERMINAL (TYPE I)
(FULL SHOULDER WIDTH OR LESS BRIDGES)

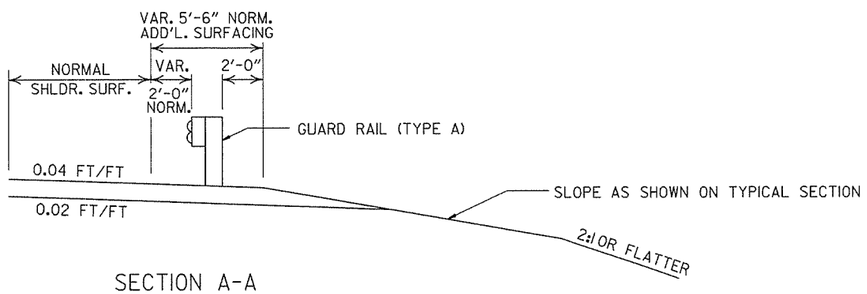
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87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

ARKANSAS STATE HIGHWAY COMMISSION

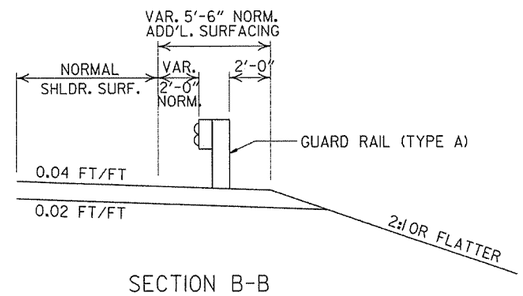
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





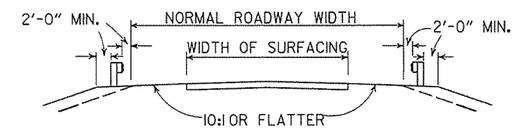
SECTION A-A



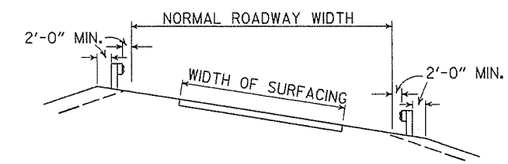
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

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

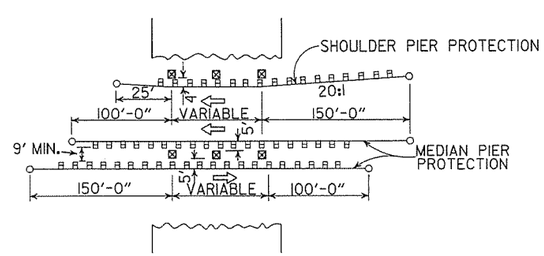


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



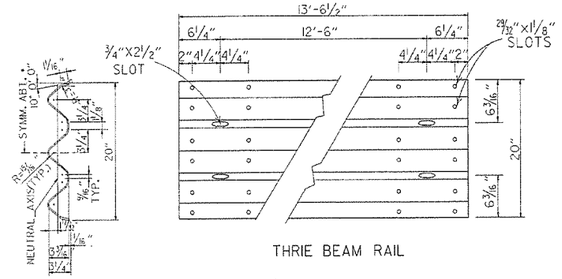
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

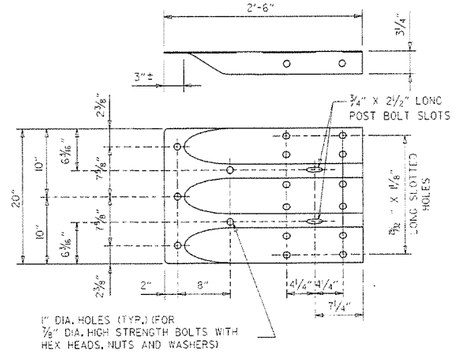
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

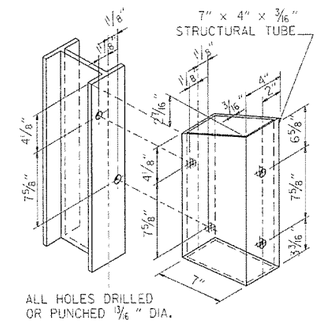
STANDARD DRAWING GR-9A



SECTION THRU THRIE BEAM RAIL

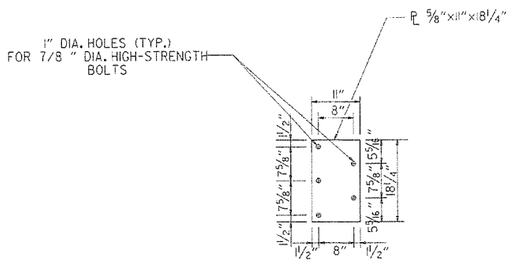


SPECIAL END SHOE



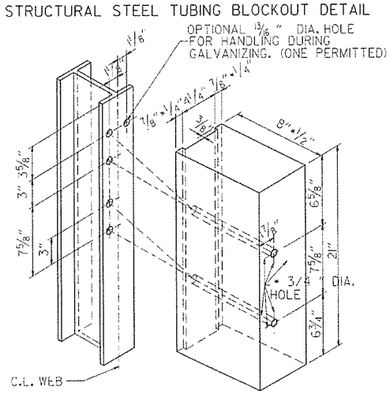
ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.

STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



CONNECTOR PLATE

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

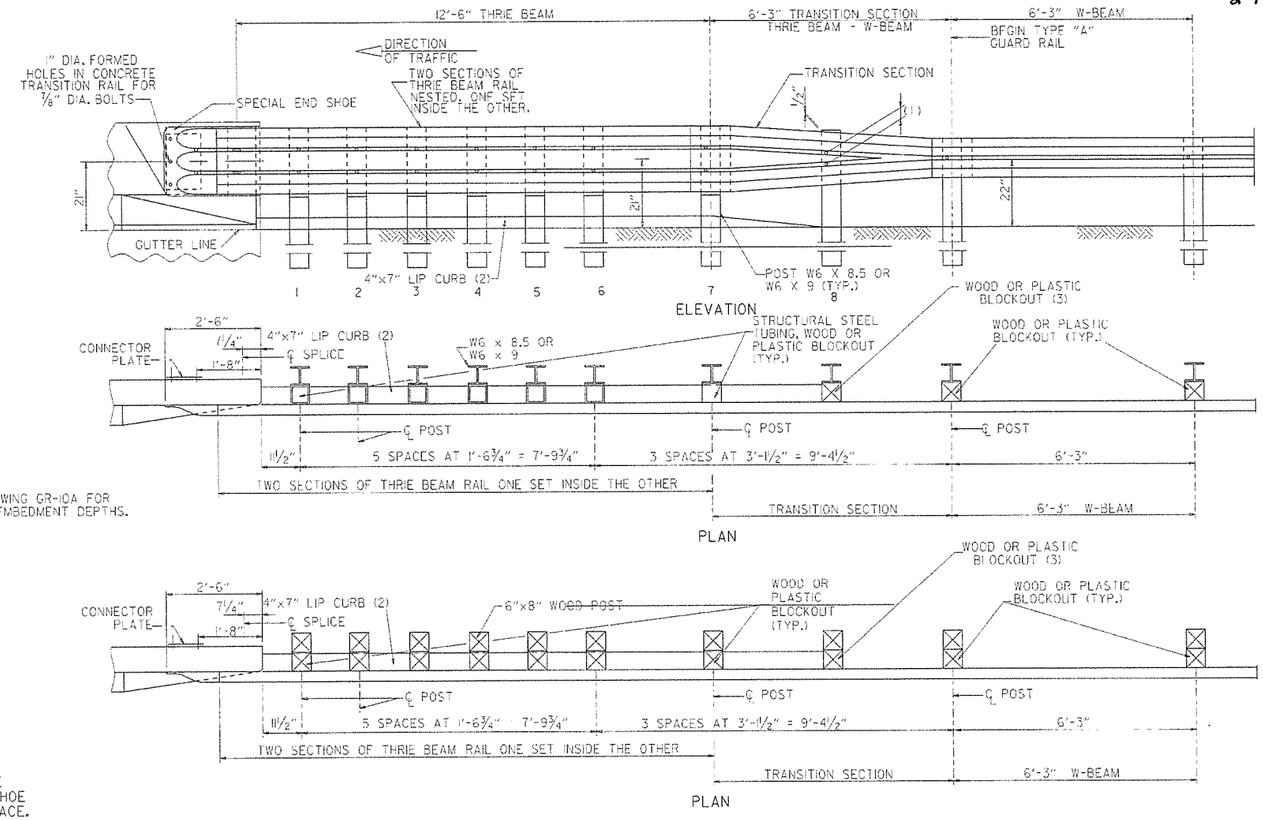


ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL
FOR STEEL POST & WOOD
OR PLASTIC BLOCKOUTS

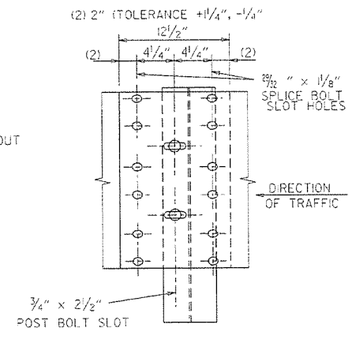
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.

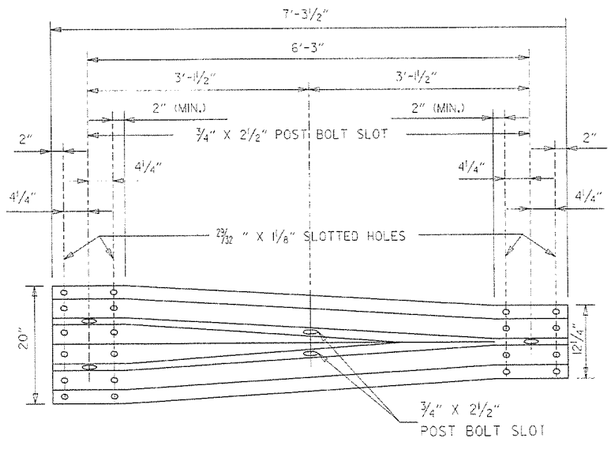


(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS



THRIE BEAM RAIL
SPLICE AT POST



TRANSITION SECTION

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE 1.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-11.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 #) OR NO. 1 (1350 #) SOUTHERN PINE.

REFER TO STD. DRWG. GR-10A FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

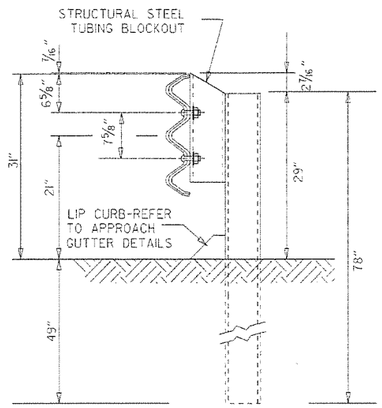
THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED NOTE (2)	
6-29-00	MOVED DIMENSION LINES	
5-18-00	ADDED NOTE	
3-30-00	DRAWN & ISSUED	

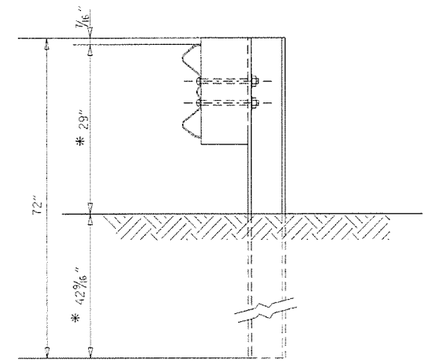
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10

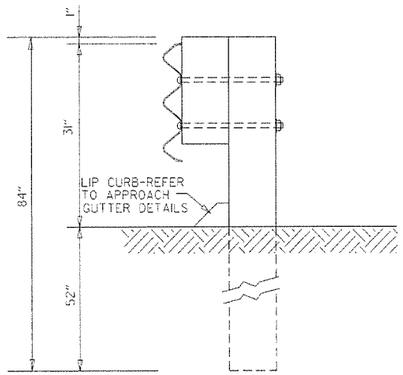


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7

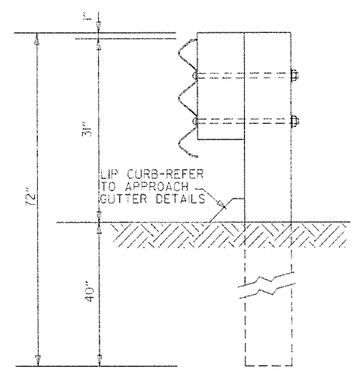


W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

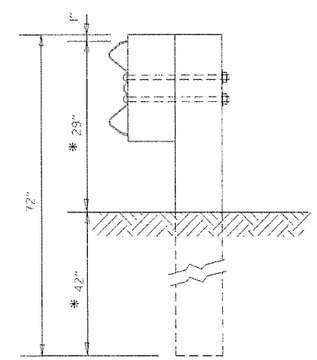
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



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

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

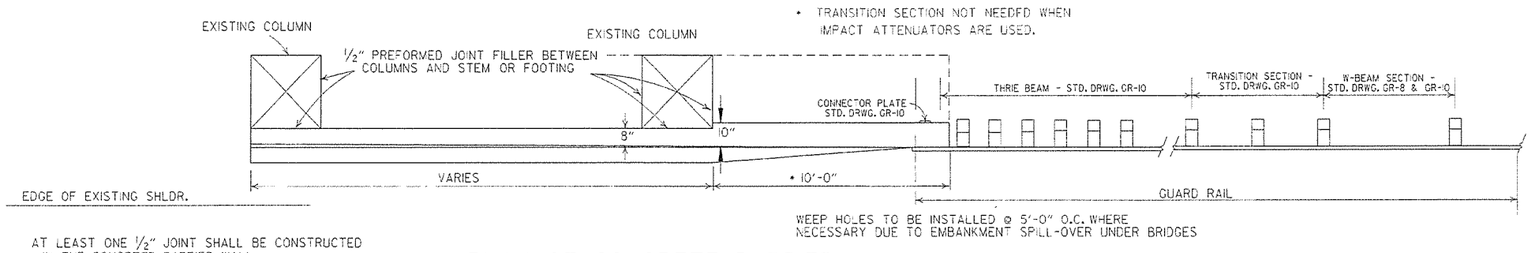
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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

ARKANSAS STATE HIGHWAY COMMISSION

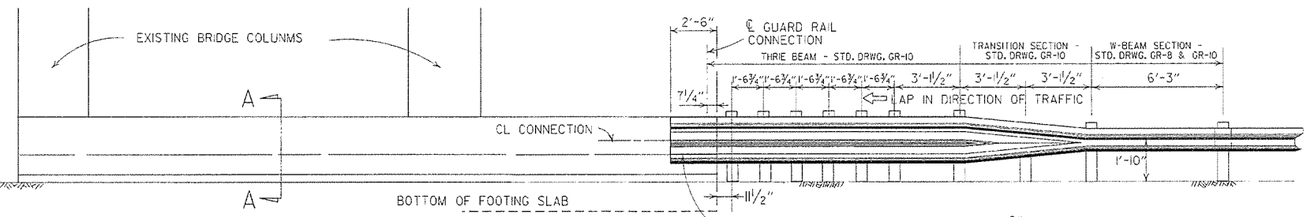
GUARD RAIL DETAILS

STANDARD DRAWING GR-10A



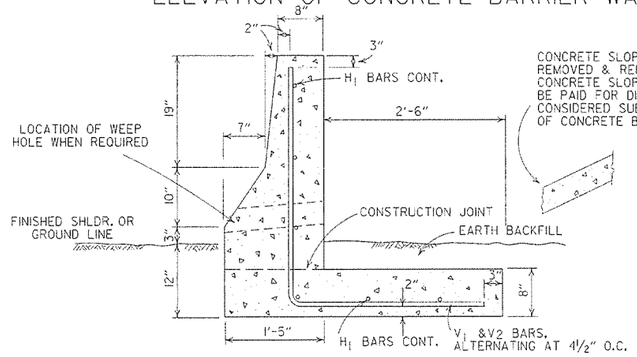
AT LEAST ONE 1/2" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL



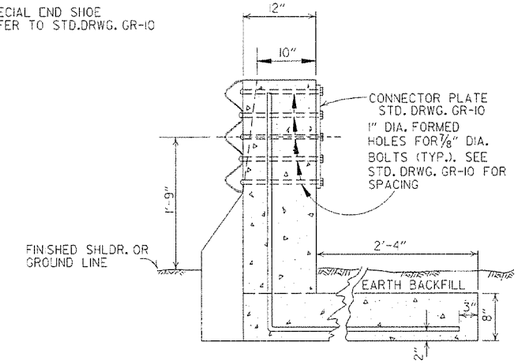
NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL

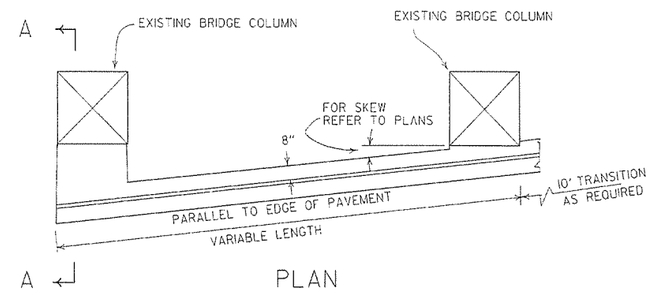


CONCRETE SLOPE PAVING TO BE REMOVED & REPLACED WHERE REQ'D. CONCRETE SLOPE PAVING WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM OF CONCRETE BARRIER WALL.

SECTION A-A

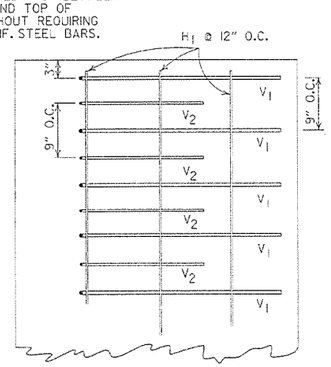


SECTION THRU CONNECTION



PLAN

IF FOR ANY REASON IT IS NECESSARY TO CONSTRUCT THE FOOTING AT A LOWER ELEVATION THAN IS SHOWN, THE STEM MAY BE LENGTHENED 1'-0" BETWEEN FIN. SHLDR. AND TOP OF FOOTING WITHOUT REQUIRING HEAVIER REINF. STEEL BARS.

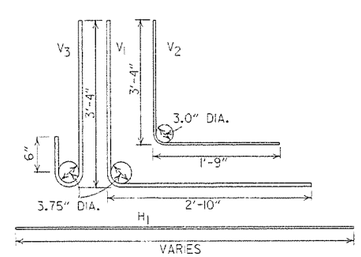


PLAN OF REINFORCING STEEL IN FOOTING

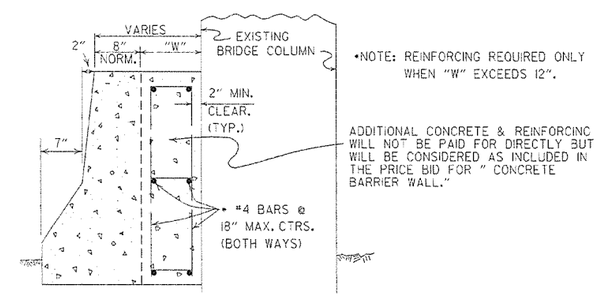
BAR LIST

MARK	NO.	SIZE	LENGTH
V1		#5	6'-2 1/2"
V2		#4	5'-1"
V3		#5	2'-11/8"
H1	6	4	VAR.

THE V3 BARS SHALL BE USED IN PLACE OF THE V1 & V2 BARS IN FRONT OF PIERS.



BEND DIAGRAMS



*NOTE: REINFORCING REQUIRED ONLY WHEN "W" EXCEEDS 12".

ADDITIONAL CONCRETE & REINFORCING WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED AS INCLUDED IN THE PRICE BID FOR " CONCRETE BARRIER WALL."

SECTION A-A

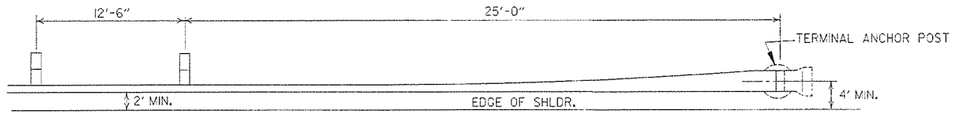
DETAILS OF CONCRETE BARRIER WALL WHEN PIERS ARE SKEWED TO ROADWAY

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF W-BEAM 1"	
8-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
6-29-00	MOVED DIMENSION LINE	
5-18-00	ADDED NOTE	
3-30-00	REVISED TO INCLUDE THRIE BEAM	
6-2-94	ADDED TRANSITION SECTION NOTE	
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
2-16-89	ADDED SKEWED DETAILS	594-2-16-89
7-14-88	CHANGED TITLE	
10-9-87	REDRAWN & REVISED	

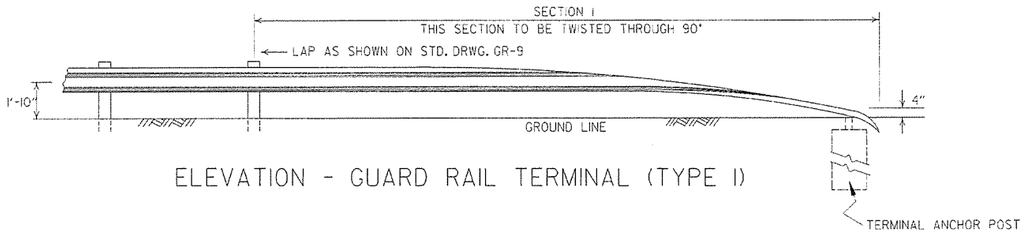
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL
(PIER PROTECTION TYPE A)

STANDARD DRAWING GR-11

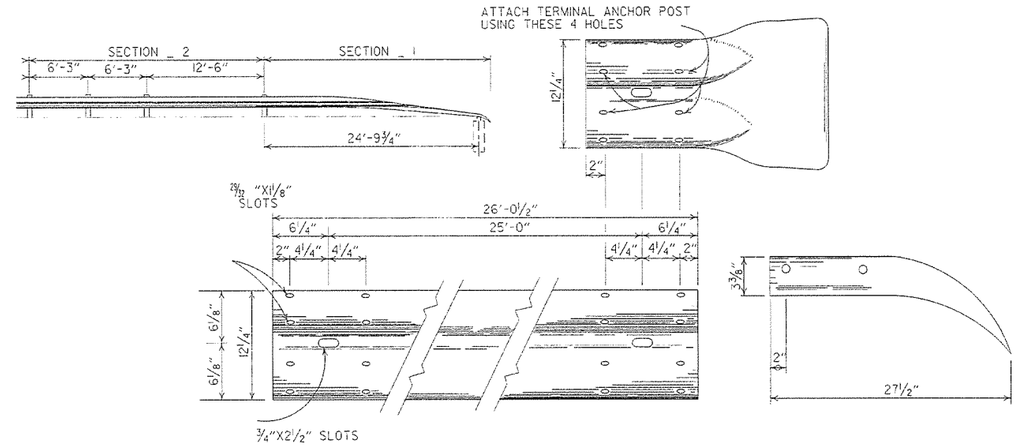


PLAN - GUARD RAIL TERMINAL (TYPE I)



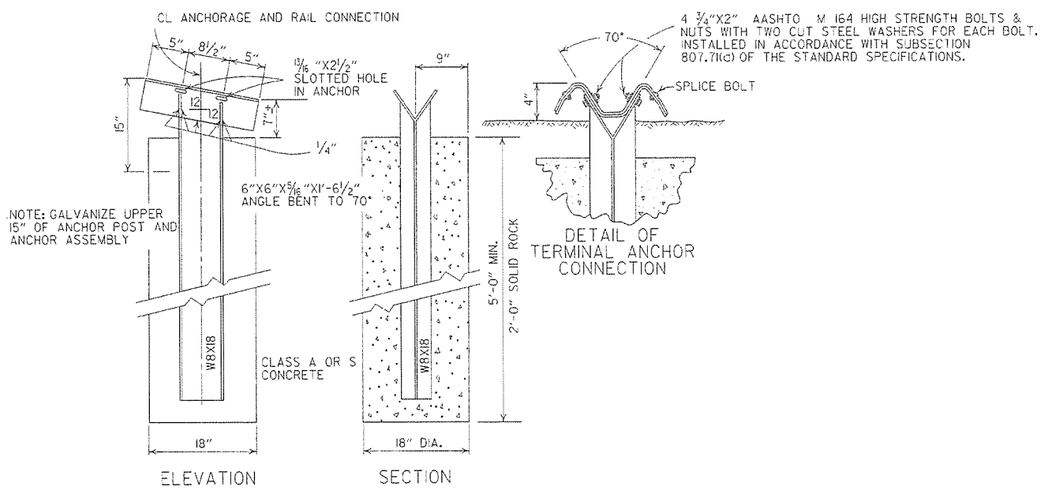
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

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



SECTION 1

TERMINAL SECTION



ELEVATION

SECTION

DETAIL OF TERMINAL ANCHOR CONNECTION

NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

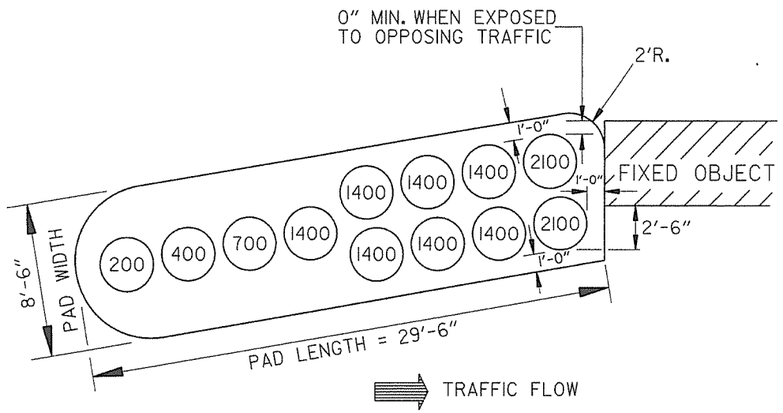
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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

ARKANSAS STATE HIGHWAY COMMISSION

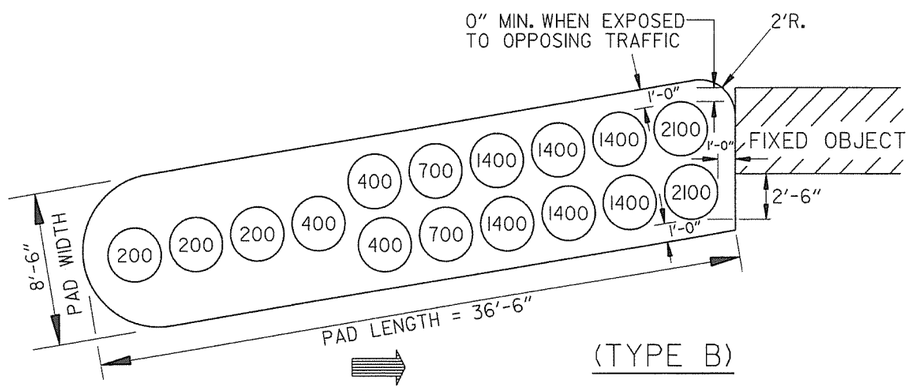
GUARD RAIL DETAILS

STANDARD DRAWING GRT-1



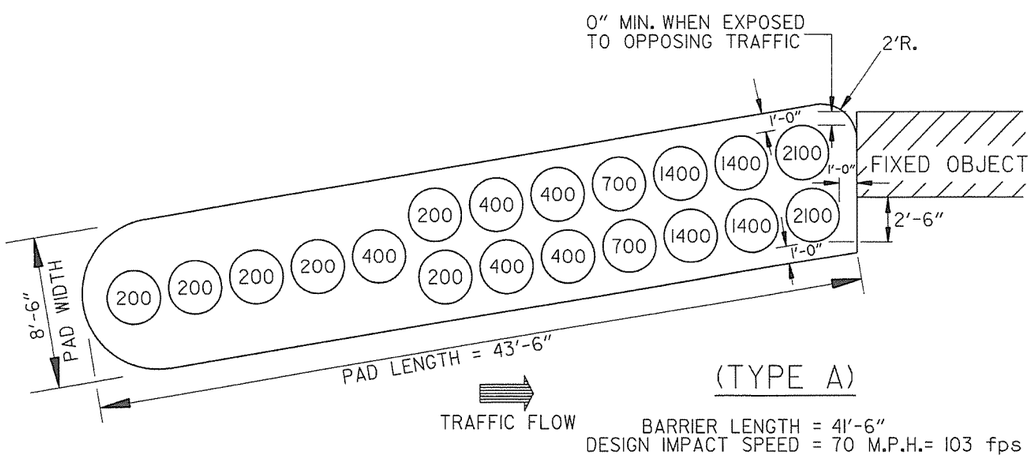
(TYPE C)

BARRIER LENGTH = 27'-6"
DESIGN IMPACT SPEED = 50 M.P.H.= 73.3 fps



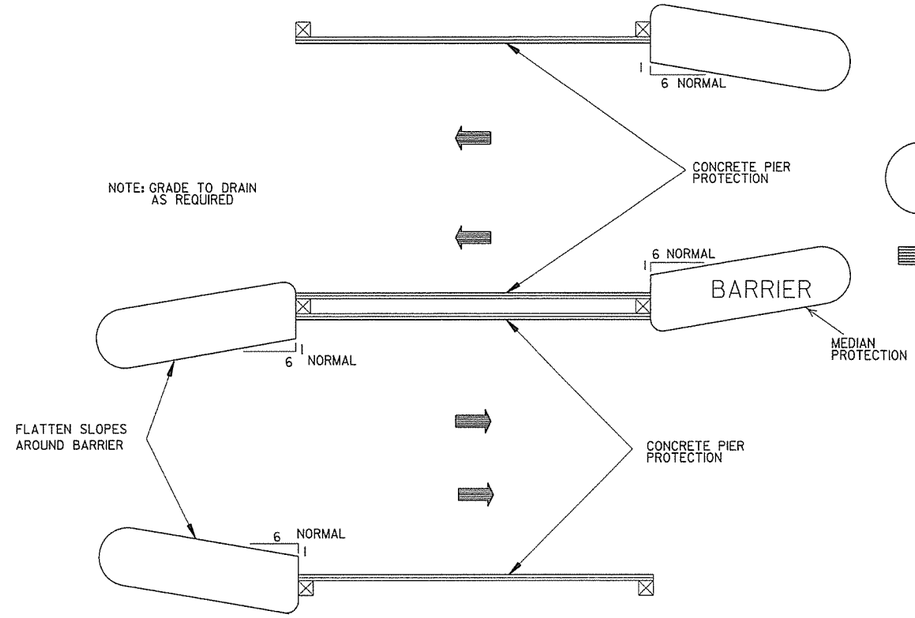
(TYPE B)

BARRIER LENGTH = 34'-6"
DESIGN IMPACT SPEED = 60 M.P.H.= 88 fps

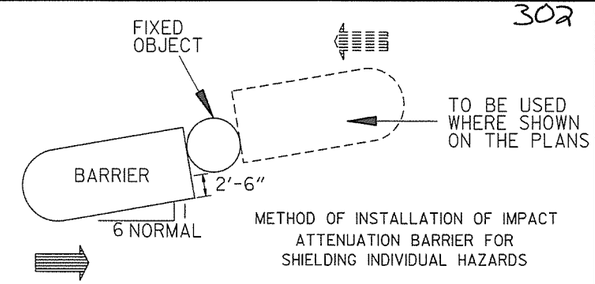


(TYPE A)

BARRIER LENGTH = 41'-6"
DESIGN IMPACT SPEED = 70 M.P.H.= 103 fps



METHOD OF INSTALLATION OF IMPACT ATTENUATION BARRIER FOR PIER PROTECTION



METHOD OF INSTALLATION OF IMPACT ATTENUATION BARRIER FOR SHIELDING INDIVIDUAL HAZARDS

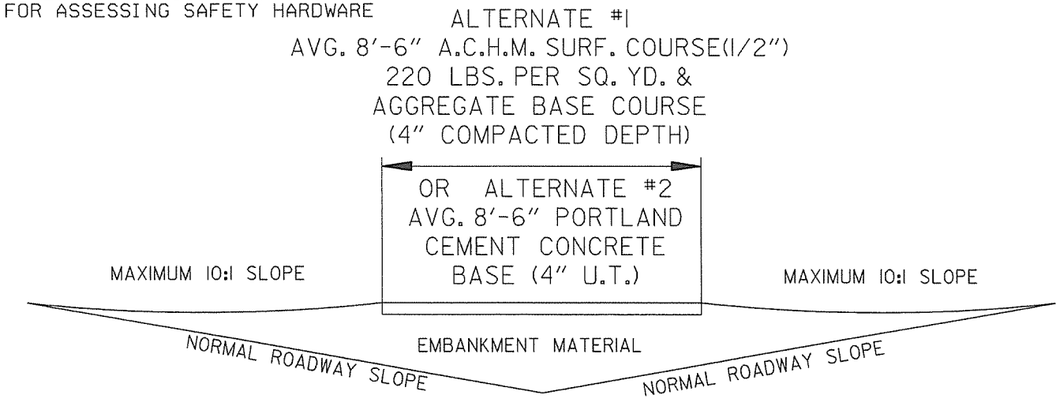
APPROXIMATE QUANTITIES PER PAD

TYPE	ALTERNATE #1		ALTERNATE #2
	AGGR. BASE COURSE	A.C.H.M. SURFACE COURSE	P.C.CONC. BASE (4"U.T.)
	TONS	TONS	SQ.YDS.
A	9.7	4.6	41.6
B	8.1	3.8	34.9
C	6.6	3.1	28.3

NOTE: APPROXIMATE QUANTITIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. PAYMENT TO BE INCLUDED IN UNIT PRICE BID FOR IMPACT ATTENUATION BARRIER.

GENERAL NOTES

1. DIMENSIONS SHOWN ARE TO TOP OF PLASTIC MODULES.
2. SPACING BETWEEN PLASTIC MODULES SHALL NOT EXCEED 6" AT THE TOP.
3. PLASTIC MODULES SHALL MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



DETAIL OF BARRIER PAD

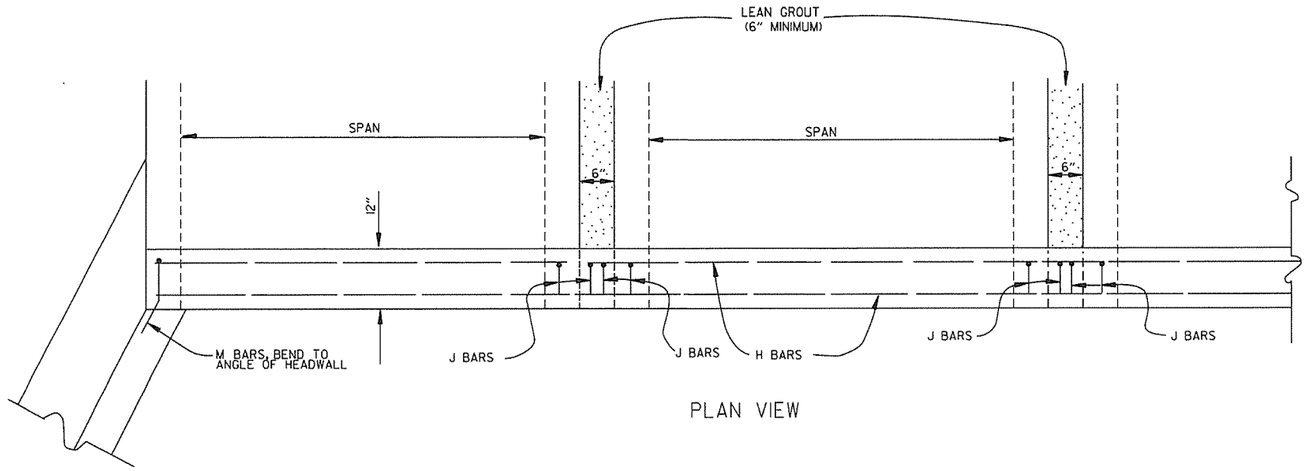
NOTE: BARRIER PAD TO BE SKEWED TOWARD ONCOMING TRAFFIC A MAXIMUM OF 6:1 WITH 6:1 BEING NORMAL

DATE	REVISION	DATE FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-29-07	REVISED TY. A & TY. C ARRAYS	
11-19-98	REVISED FIXED OBJECT	
11-18-98	REV. NOTES & TYPE A MOD. WTS.	
10-18-96	REDRAWN	
7-15-88	CONFORMED TO 1988 SPECS	
7-29-87	REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

IMPACT ATTENUATION BARRIER

STANDARD DRAWING IB-1



PLAN VIEW

BAR LIST

BAR	NO.	SIZE	LENGTH	BAR BENDING DIAGRAM
H	2	#4	•	6", 11", J BAR; 20", 18", L BAR
I	•	#4	•	
J	•	#4	1'-5"	
L	•	#4	3'-2"	
M	•	#4	1'-8"	

• NOTE: LENGTH AND NUMBER OF BARS VARIES WITH SIZE OF CULVERT

GENERAL NOTES

WINGS, CURTAIN WALLS AND APRONS SHALL BE TIED TO THE PRECAST CULVERT SECTION BY CASTING BARS IN CULVERT END SECTIONS AS SHOWN OR BY DOWELING AND GROUTING. J BARS AND M BARS SHALL BE EMBEDDED A MINIMUM OF 10" IN PRECAST BOX.

WINGS, FOOTINGS, APRONS AND CURTAIN WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE WING DRAWING, STEEL AND CONCRETE QUANTITIES WILL BE ADJUSTED TO FIT THE IN-PLACE WIDTH & HEIGHT OF THE PRECAST CONCRETE BOX CULVERTS.

ALL EXPOSED CORNERS TO HAVE ¾" CHAMFERS.

WINGWALLS AND FOOTINGS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.

ALL CONCRETE, REINFORCING STEEL, LEAN GROUT, MEMBRANE WATERPROOFING, DRAINAGE FILL MATERIAL, GEOTEXTILE FILTER FABRIC, LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR INSTALLING PRECAST BOX CULVERTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR THE ITEMS AS SPECIFIED IN SECTION 607 OF THE STANDARD SPECIFICATIONS.

LEAN GROUT SHALL CONSIST OF A SAND CEMENT MIXTURE MEETING THE FOLLOWING REQUIREMENTS:
PORTLAND CEMENT SHALL BE TYPE I AND SHALL MEET THE REQUIREMENTS OF AASHTO M 85.
SAND SHALL MEET THE REQUIREMENTS OF FINE AGGREGATE AS SPECIFIED IN SECTION 802.02 OF THE STANDARD SPECIFICATIONS.
THE SAND CEMENT MIXTURE SHALL CONSIST OF NOT LESS THAN 1.5 SACKS OF PORTLAND CEMENT PER TON OF MATERIAL MIXTURE.
THE MIXTURE SHALL CONTAIN SUFFICIENT WATER TO HYDRATE THE CEMENTS. THE SAND CEMENT MIXTURE SHALL BE PLACED IN MAXIMUM 8 INCH THICK LIFTS, LOOSE MEASURE, AND THOROUGHLY RODDED AND TAMPED AROUND BOX TO THOROUGHLY FILL ALL VOIDS.

MEMBRANE WATERPROOFING CONFORMING TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO ALL BOX CULVERT JOINTS.

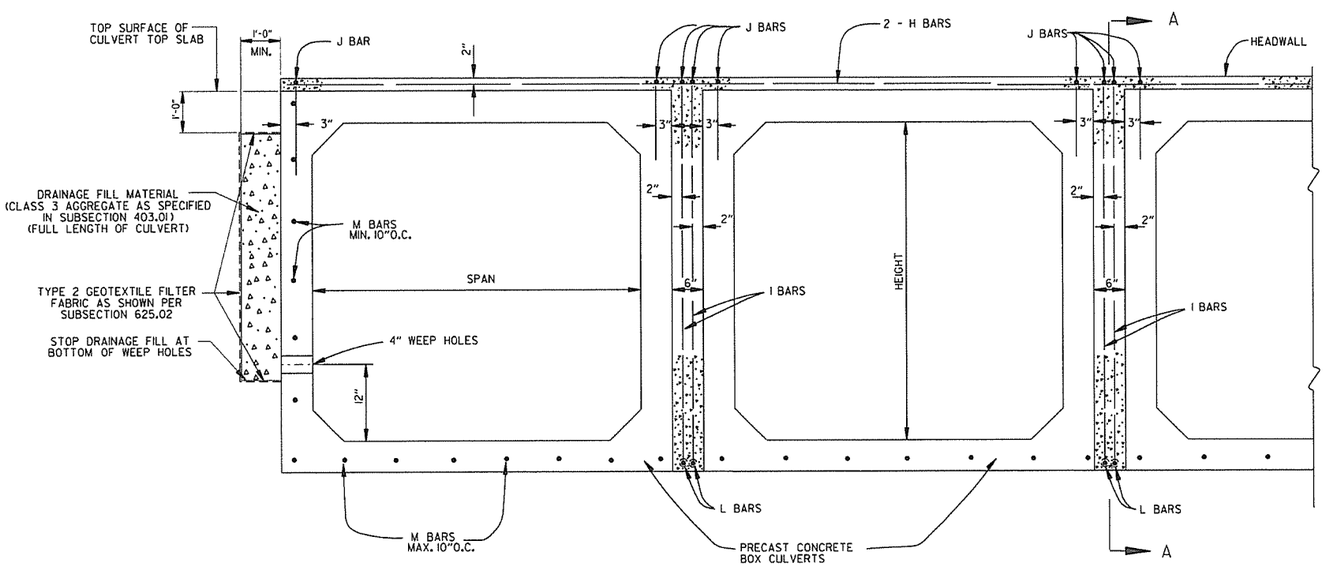
THE MEMBRANE WATERPROOFING WILL BE REQUIRED ON THE TOP EXTERNAL JOINT AND SHALL EXTEND 1 FOOT DOWN THE SIDES OF THE CULVERT.

IN OUTER BARRELS, ONE WEEP HOLE IS REQUIRED IN EXTERIOR WALLS OF EACH PRECAST CULVERT SECTION. WEEP HOLES SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" IN THE ASSEMBLED CULVERT AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

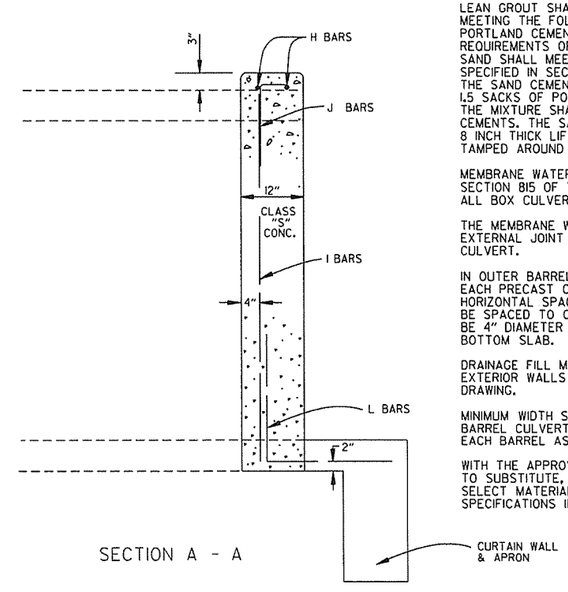
DRAINAGE FILL MATERIAL WITH GEOTEXTILE FABRIC IS REQUIRED AT THE EXTERIOR WALLS OF THE ASSEMBLED CULVERT, SEE DETAILS ON THIS DRAWING.

MINIMUM WIDTH SHALL BE 12" (6" ON EACH SIDE OF JOINT). ON MULTIPLE BARREL CULVERTS, MEMBRANE WATERPROOFING SHALL BE APPLIED TO EACH BARREL AS DESCRIBED ABOVE.

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE, AT NO ADDITIONAL COST TO THE DEPARTMENT, FLOWABLE SELECT MATERIAL CONFORMING TO SECTION 206 OF THE STANDARD SPECIFICATIONS IN LIEU OF LEAN GROUT.



END VIEW



SECTION A - A

DATE	REVISION	DATE FILMED
12-15-11	ADDED NOTE & DTLS FOR WEEP HOLE AND DRAINAGE FILL	
10-15-09	ADDED GENERAL NOTE	
11-10-05	REVISED SPACING OF "M" BARS	
4-10-03	REVISED GENERAL NOTES	
10-18-96	CORRECTED AASHTO REF.	
10-1-92	ADDED NOTE FOR MEMBRANE WATERPROOFING	
8-15-91	ADDED NOTE FOR LEAN GROUT	
11- 8-90	REVISED FOR 1991 SPECS	
11-30-89	ISSUED; JABE	

ARKANSAS STATE HIGHWAY COMMISSION

PRECAST CONCRETE BOX CULVERTS

STANDARD DRAWING PBC-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31 5/16	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

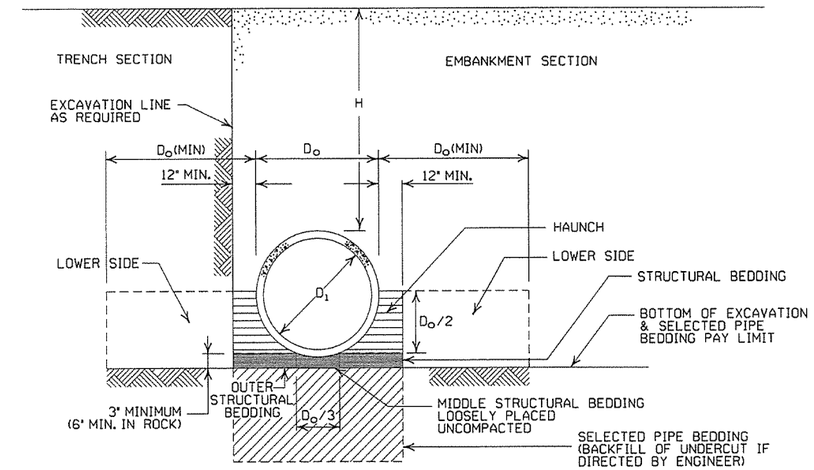
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_o = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
= UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

*SM-3 WILL NOT BE ALLOWED.

**MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CORRUGATED METAL PIPE ARCHES

EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL					ALUMINUM		
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)		MAX. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)	MAX. HEIGHT OF FILL, "H" (FT.)
				INSTALLATION		INSTALLATION			INSTALLATION	INSTALLATION
				TYPE 1		TYPE 1			TYPE 1	TYPE 1
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM					2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM		
15	17x13	3	0.064	2		15		0.060	2	15
18	21x15	3	0.064	2		15		0.060	2	15
21	24x18	3	0.064	2.25		15		0.060	2.25	15
24	28x20	3	0.064	2.5		15		0.075	2.5	15
30	35x24	3	0.079	3		12		0.075	3	12
36	42x29	3½	0.079	3		12		0.105	3	12
42	49x33	4	0.079	3		12		0.105	3	12
48	57x38	5	0.109	3		13		0.135	3	13
54	64x43	6	0.109	3		14		0.135	3	14
60	71x47	7	0.138	3		15		0.164	3	15
66	77x52	8	0.168	3		15				
72	83x57	9	0.168	3		15				
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM							
				INSTALLATION		INSTALLATION				
				TYPE 2	TYPE 1	TYPE 2	TYPE 1			
36	40x31	5	0.079	3	2	12	15			
42	46x36	6	0.079	3	2	13	15			
48	53x41	7	0.079	3	2	13	15			
54	60x46	8	0.079	3	2	13	15			
60	66x51	9	0.079	3	2	13	15			
66	73x55	12	0.079	3	2	15	15			
72	81x59	14	0.079	3	2	15	15			
78	87x63	14	0.079	3	2	15	15			
84	95x67	16	0.109	3	2	15	15			
90	103x71	16	0.109	3	2	15	15			
96	112x75	18	0.109	3	2	15	15			
102	117x79	18	0.109	3	2	15	15			
108	128x83	18	0.138	3	2	15	15			

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

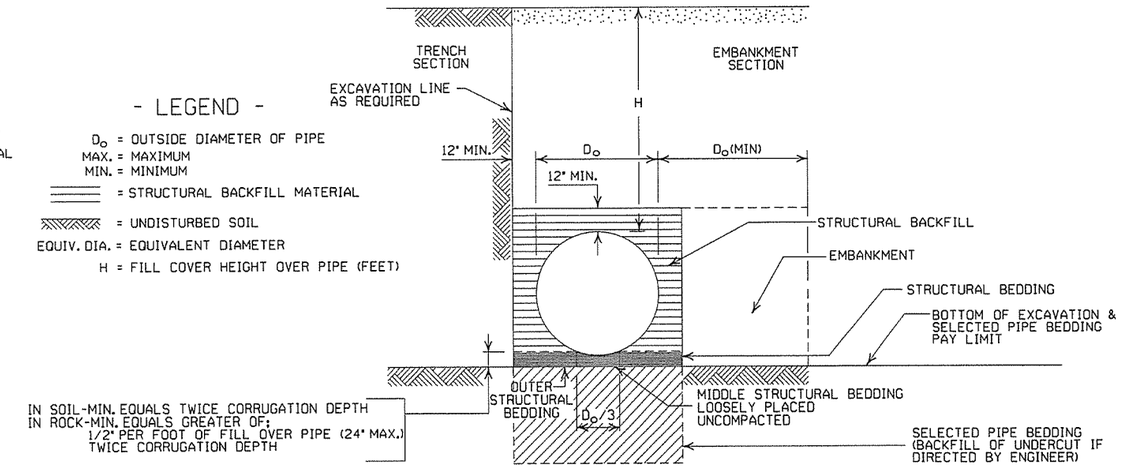
METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3" x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

- LEGEND -

D_o = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

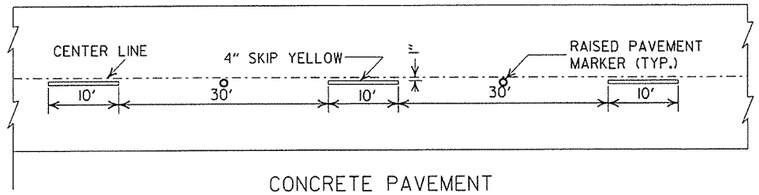
ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

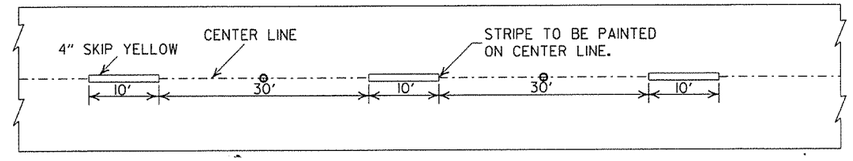
STANDARD DRAWING PCM-1

NOTES:

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

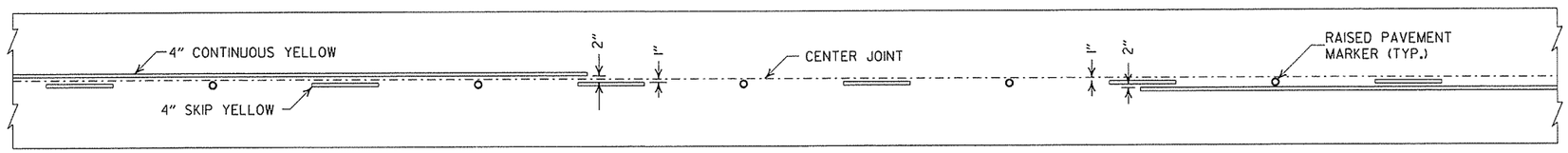


CONCRETE PAVEMENT

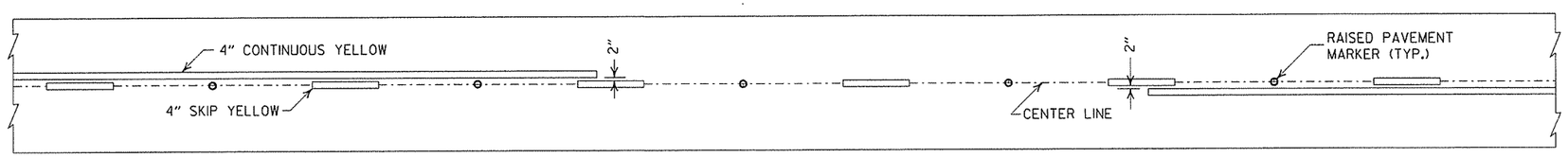


ASPHALT PAVEMENT

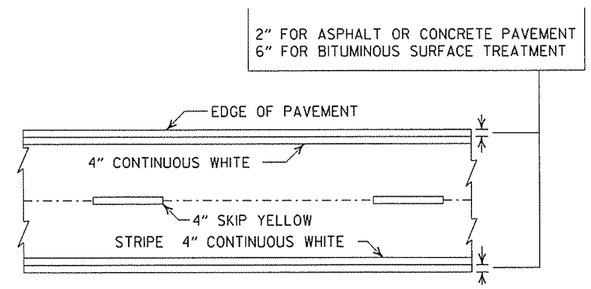
BROKEN LINE STRIPING



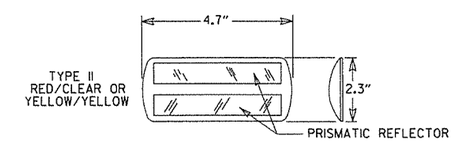
SOLID LINE STRIPING ON CONCRETE PAVEMENT



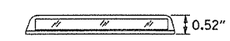
SOLID LINE STRIPING ON ASPHALT PAVEMENT



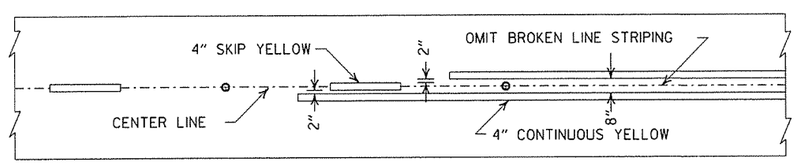
PAVEMENT EDGE LINE MARKING



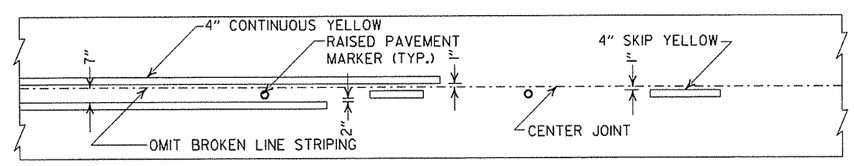
NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



DETAIL OF STANDARD RAISED PAVEMENT MARKERS



ASPHALT PAVEMENT



CONCRETE PAVEMENT

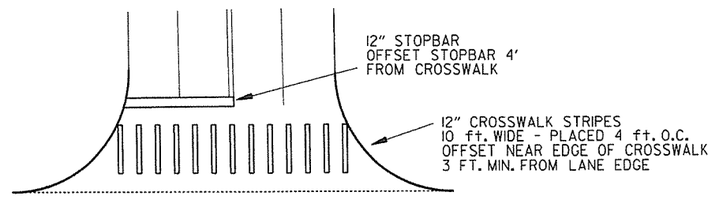
STRIPING AT ADJACENT NO PASSING LANES

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.



CROSSWALK AND STOPBAR DETAILS

DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

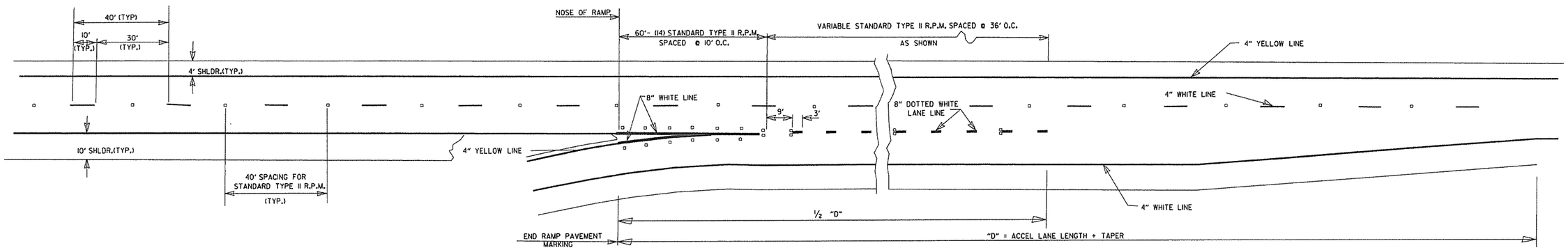
STANDARD DRAWING PM-1

PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

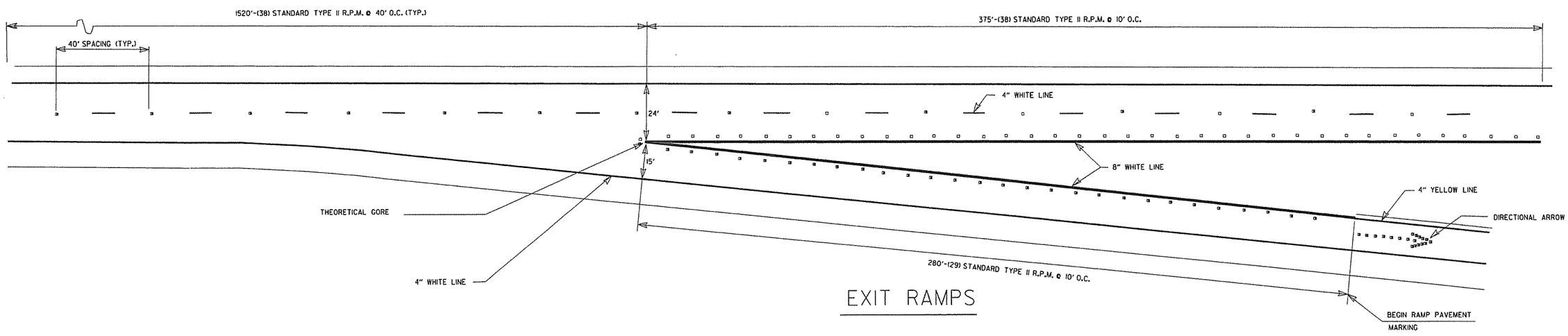
ENTRANCE RAMP

8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

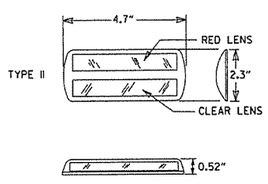
EXIT RAMP
4" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

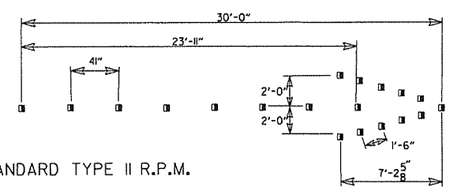


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



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

DIRECTIONAL ARROWS

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

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

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

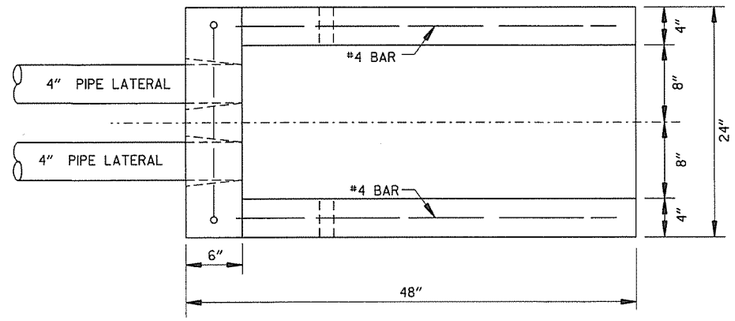
DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

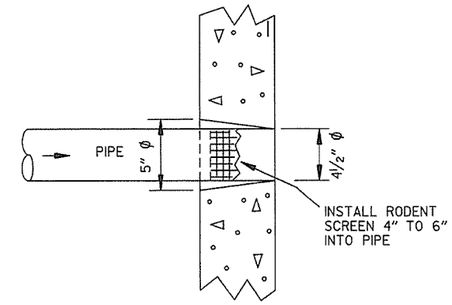
PERMANENT PAVEMENT MARKING
ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

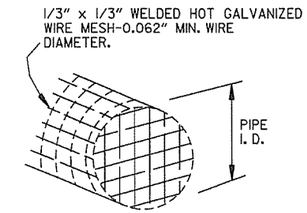
NOTE:
1. GRANULAR BACKFILL TO BE SUBSIDIARY TO PIPE UNDERDRAIN.
2. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.
3. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.



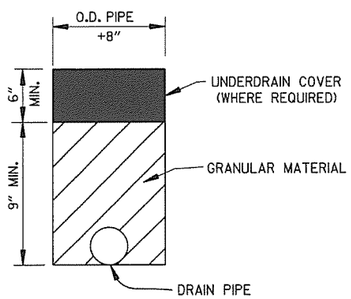
PLAN VIEW

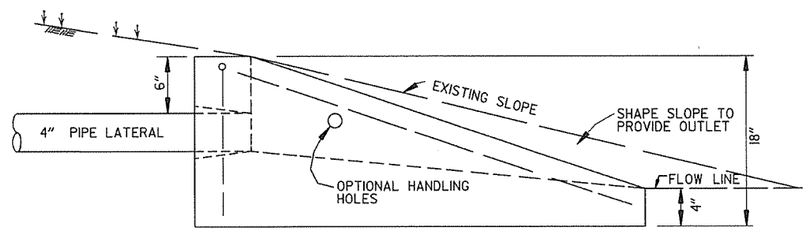


DETAIL OF HOLE FOR 4" PIPE

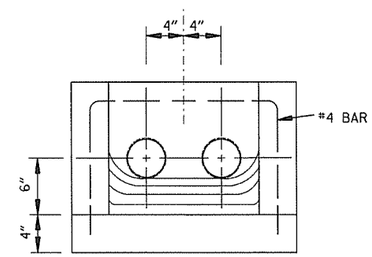


DETAIL OF RODENT SCREEN

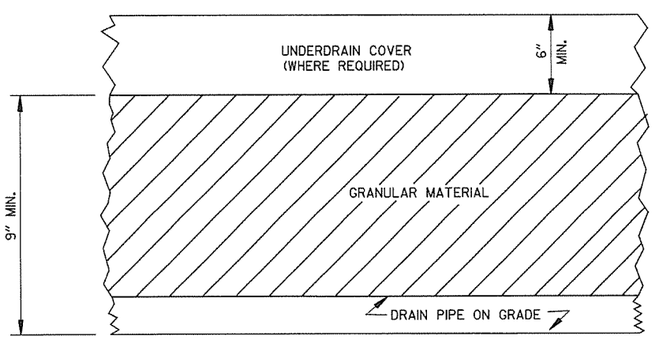




SIDE VIEW

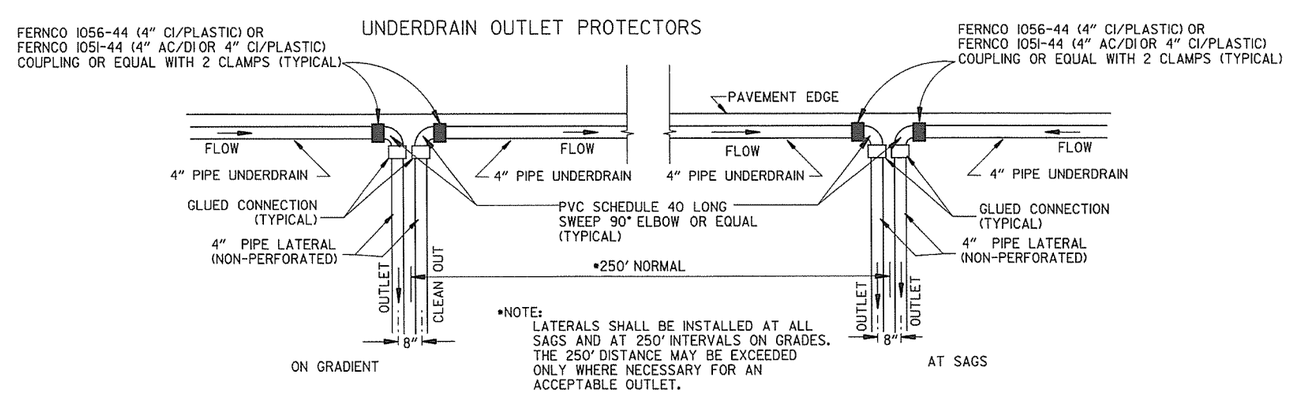


FRONT VIEW



DETAILS OF PIPE UNDERDRAIN

UNDERDRAIN OUTLET PROTECTORS



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

DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF PIPE UNDERDRAIN

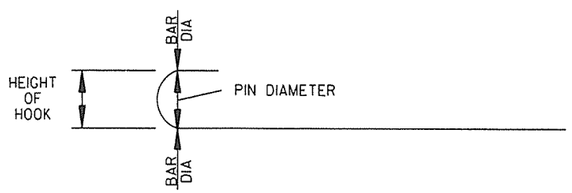
STANDARD DRAWING PU-1

7-20-95 INSTD.PUI

STEEL FABRICATION: REINFORCING STEEL FABRICATION SHALL CONFORM TO THE DIMENSIONS LISTED IN THE TABLE BELOW:

BAR SIZE	PIN DIAMETER	HOOK EXTENSION "K"
3	2¼"	4"
4	3 "	4½"
5	3¾"	5"
6	4½"	6"
7	5¼"	7"
8	6"	8"

IF THE OVERALL HEIGHT OF THE HOOK (SEE DIAGRAM BELOW) FOR A "b", "b1", "b2" or "b3" BENT BAR IS GREATER THAN THE CORRESPONDING TOP OR BOTTOM SLAB THICKNESS, LESS 2¾ INCHES, EACH BENT BAR SHALL BE REPLACED WITH ONE HOOKED BAR AND ONE STRAIGHT BAR, USING LENGTHS AS SHOWN IN THE TABLE BELOW. THE TWO BARS SHALL BE THE SAME DIAMETER AS, AND PLACED AT THE SAME SPACING AS, THE "b", "b1", "b2" OR "b3" BENT BARS THEY REPLACE.



NOTE: DIMENSIONS OF BARS ARE MEASURED OUT TO OUT OF BARS.

OVERALL HEIGHT OF HOOKED BAR DIAGRAM

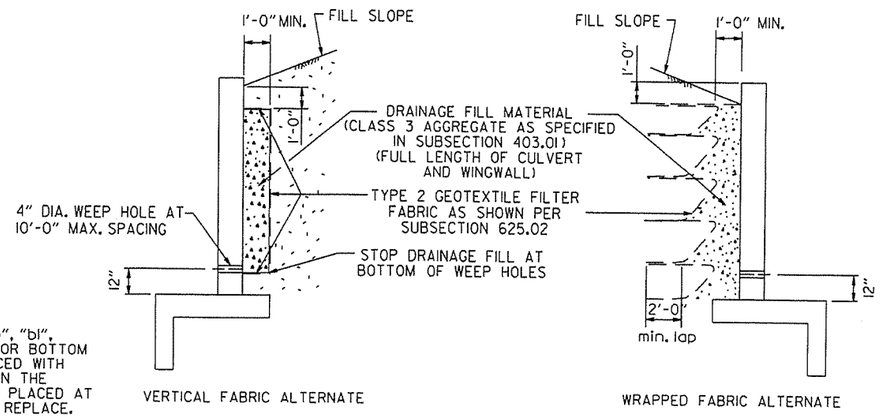
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

FOR SKEWED CULVERTS, THE REPLACEMENT STRAIGHT BAR MAY HAVE TO BE CUT IN FIELD TO FIT.

REPLACEMENT BAR LENGTHS TABLE

BAR SIZE: "b", "b1", "b2" OR "b3"	LENGTH OF HOOKED BAR	LENGTH OF STRAIGHT BAR
#4	L + 1' - 0"	SEE "c" BAR LENGTH
#5	L + 1' - 2"	SEE "c" BAR LENGTH
#6	L + 1' - 4"	SEE "c" BAR LENGTH
#7	L + 1' - 8"	SEE "c" BAR LENGTH
#8	L + 1' - 10"	SEE "c" BAR LENGTH
#9	L + 2' - 6"	SEE "c" BAR LENGTH

L = "OW" - 3 INCHES



WINGWALL & CULVERT DRAINAGE DETAIL

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI.

REINFORCING STEEL SHALL BE AASHTO M 31 OR M 53, GRADE 60.

CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND GRANULAR MATERIAL, SHALL BE SUBSIDIARY TO THE BID ITEM, "CLASS S CONCRETE".

MEMBRANE WATERPROOFING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS.

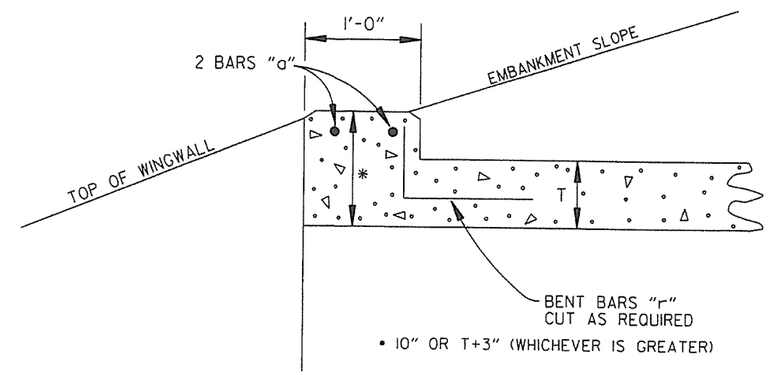
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

REINFORCING STEEL TOLERANCES: THE TOLERANCES FOR REINFORCING STEEL SHALL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUSS BARS SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSI MANUAL SHALL BE MINUS ZERO TO PLUS ½ INCH.

WEEP HOLES IN BOX CULVERT WALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

WEEP HOLES IN WINGWALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THERE SHALL BE A MINIMUM OF TWO (2) WEEP HOLES IN EACH WINGWALL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE WINGWALL FOOTING.

THE REQUIREMENTS SHOWN ON THIS DRAWING SHALL SUPERCEDE THE CORRESPONDING REQUIREMENTS ON ALL REINFORCED CONCRETE BOX CULVERT STANDARD DRAWINGS.



NOTE: FOR ALL SKEWED R.C. BOX CULVERTS THE LENGTH "K" OF THE MODIFIED HEADWALL SHALL BE EQUAL TO THE ROADWAY LENGTH "RL". THE ENDS OF THE HEADWALL SHALL BE CONSTRUCTED PARALLEL TO THE SKEW ANGLE OF THE BOX CULVERT.

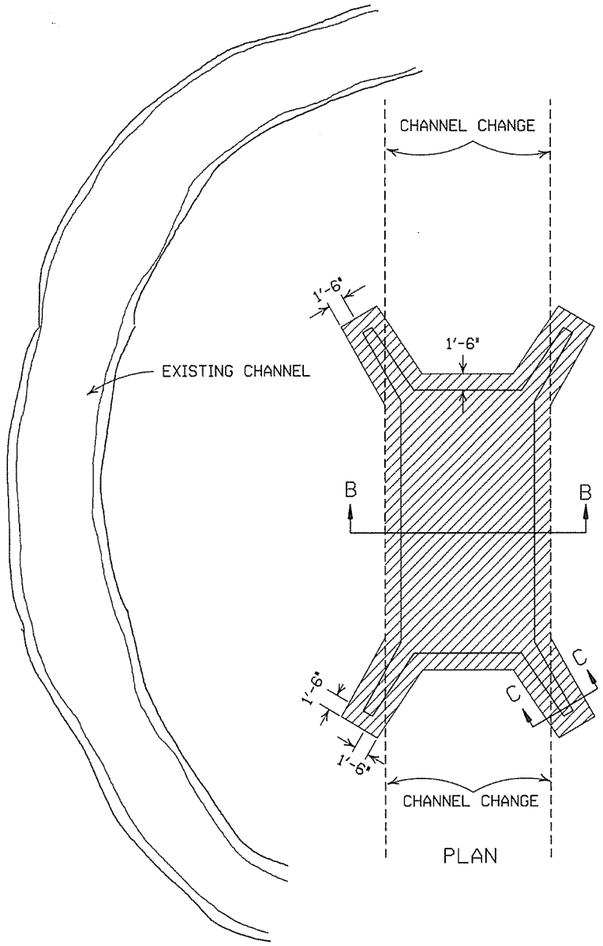
R.C. BOX CULVERT HEADWALL MODIFICATIONS

DATE	REVISION	DATE FILMED
7/26/12	REV. DRAINAGE FILL MATERIAL & DETAIL	
12/15/11	REQUIRE WEEP HOLES IN BOX CULVERT WALLS	
5-25-06	REV. GEN. NOTES AND DETAILS FOR WEEP HOLES; BAR DIAGRAM	
11-16-01	ADDED WINGWALL DRAINAGE DETAIL/EDITED GEN. NOTES	
10-18-96	REV. ASTM REF. TO AASHTO & ADDED BAR DIAGRAM	
10-12-95	MOVED SOLID SODDING DETAIL TO RCB-2	
6-2-94	ADDED SOLID SODDING PLAN DETAIL	
8-5-93	REVISED PIN DIAMETER TO SPECS.	
8-15-91	DRAWN AND ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

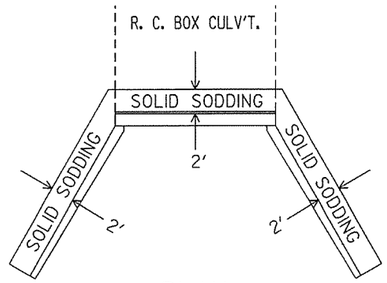
REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



PLAN

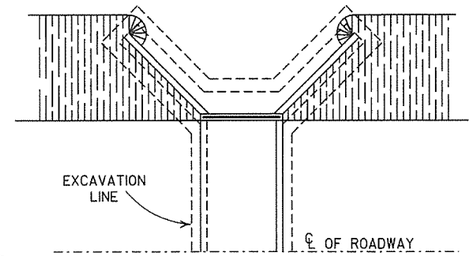
SOLID SODDING



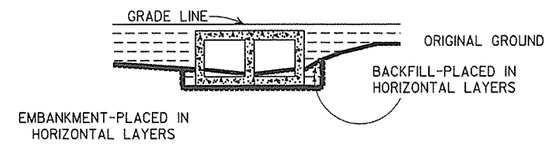
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

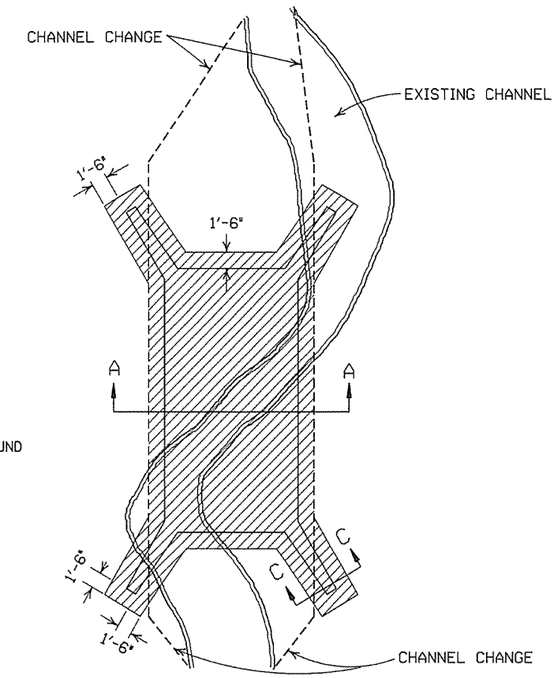


PLAN

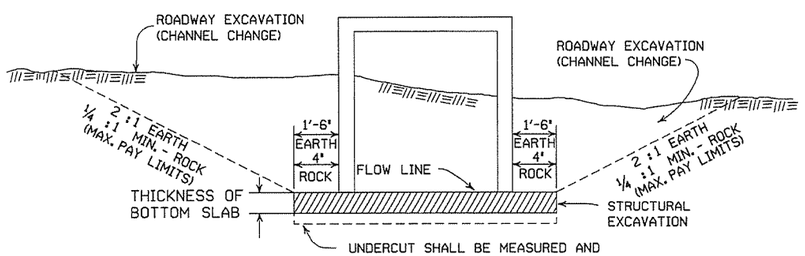


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

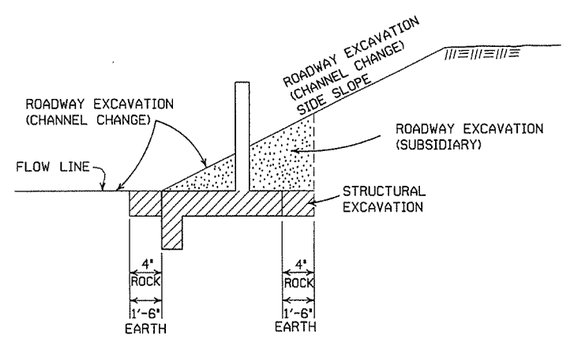


PLAN

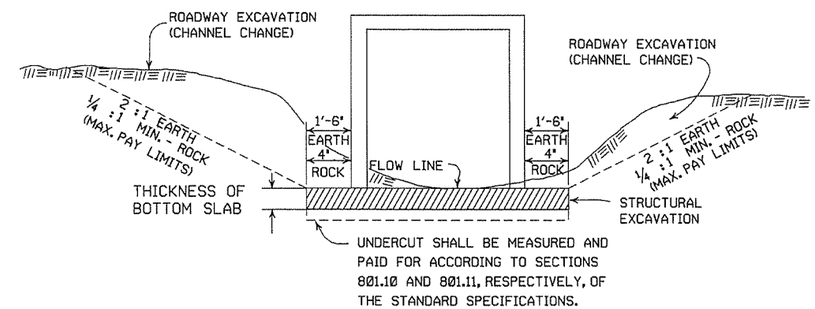


SECTION B-B

DETAILS FOR NEW CHANNELS



SECTION C-C



SECTION A-A

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:

ROADWAY EXCAVATION (CHANNEL CHANGE) WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION (CHANNEL CHANGE) SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS SHOWN AND SHALL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE.

ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

DATE	REVISION	FILMED
11-20-03	REVISED SECTION A-A NOTE	
8-22-02	REVISED SECTION B-B NOTE	
10-12-95	COMBINED 1891B AND 1888A	
1-4-83	REVISED GENERAL NOTES AND ADDED MAXIMUM PAY LIMIT NOTES.	674-1-4-83
2-2-76	EXCAV. PAY LIMITS	917-2-2-76
10-2-72	REVISED AND REDRAWN	564-10-16-72

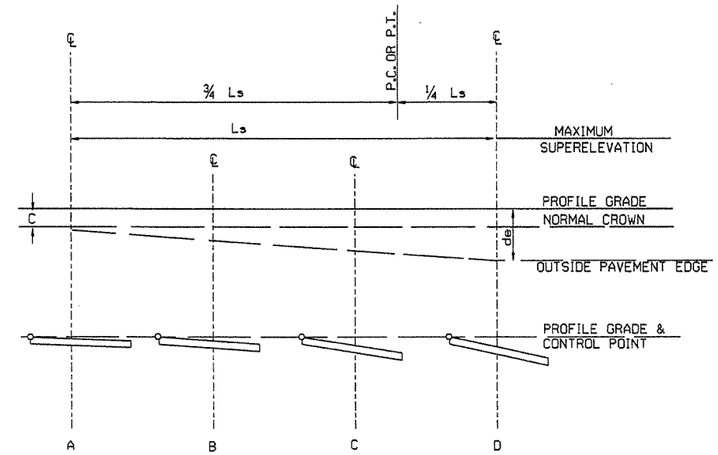
ARKANSAS STATE HIGHWAY COMMISSION

EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

STANDARD DRAWING RCB-2

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	50 MPH e	50 MPH Ls (FT) MINIMUM	50 MPH Ls (FT) DESIRABLE	55 MPH e	55 MPH Ls (FT) MINIMUM	55 MPH Ls (FT) DESIRABLE	60 MPH e	60 MPH Ls (FT) MINIMUM	60 MPH Ls (FT) DESIRABLE	65 MPH e	65 MPH Ls (FT) MINIMUM	65 MPH Ls (FT) DESIRABLE	70 MPH e	70 MPH Ls (FT) MINIMUM	70 MPH Ls (FT) DESIRABLE
0° 15′	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 30′	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 45′	N.C.			N.C.			R.C.			0.022			0.023			0.025			0.028		
1° 00′	N.C.			N.C.			0.021			0.026			0.030			0.033	250		0.037	275	350
1° 15′	N.C.			R.C.			0.026			0.032			0.037	250		0.041		350	0.046		
1° 30′	N.C.			0.021			0.031	200		0.037	225		0.043			0.048			0.054		
1° 45′	N.C.			0.025	175		0.036			0.043		350	0.049			0.055			0.062		
2° 00′	R.C.			0.028			0.040			0.048			0.055			0.062			0.070		
2° 15′	R.C.			0.031			0.045		300	0.053			0.061			0.069	265		0.078	300	400
2° 30′	0.021			0.034			0.049			0.058			0.067			0.075	280		0.085	315	
2° 45′	0.023			0.037			0.053			0.063			0.072			0.081	300		0.091	335	
3° 00′	0.025	150		0.040		250	0.057			0.067	230		0.077	260		0.087	315		0.096	350	450
3° 15′	0.027			0.043			0.061			0.072	245		0.082	275		0.090	325		0.098	360	
3° 30′	0.029			0.046			0.065	205		0.076	255		0.086	285		0.095	340	400	0.100	360	
3° 45′	0.031		250	0.049			0.069	215		0.080	265		0.090	295	400	0.097	345				
4° 00′	0.033			0.051			0.072	225		0.083	270		0.093	305		0.099	350				
4° 30′	0.037			0.056			0.078	240		0.087	280		0.096	315							
5° 00′	0.040			0.061			0.083	250		0.091	295	400	0.098	320							
5° 30′	0.043			0.066	185		0.088	260		0.094	300										
6° 00′	0.046			0.070	190		0.092	270	350	0.096	305										
6° 30′	0.050			0.074	200		0.095	280		0.100	315										
7° 00′	0.053			0.078	210		0.098	285													
7° 30′	0.056			0.081	215		0.099	290													
8° 00′	0.058			0.084	220	300	0.100	290													
8° 30′	0.061			0.087	225																
9° 00′	0.063			0.089	230																
10° 00′	0.068	160		0.094	235																
11° 00′	0.072	170		0.097	250																
12° 00′	0.076	175		0.099	250																
13° 00′	0.080	180		0.100	250																
14° 00′	0.083	190																			
15° 00′	0.086	195																			
16° 00′	0.089	200																			
17° 00′	0.091	200																			
18° 00′	0.093	205																			
19° 00′	0.095	210																			
20° 00′	0.097	215	300																		
21° 00′	0.098	215																			
22° 00′	0.099	215																			
23° 00′	0.099	215																			
24° 00′	0.100	220																			
D MAX = 24° 45′				D MAX = 13° 15′			D MAX = 8° 15′			D MAX = 6° 30′			D MAX = 5° 15′			D MAX = 4° 15′			D MAX = 3° 30′		



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$

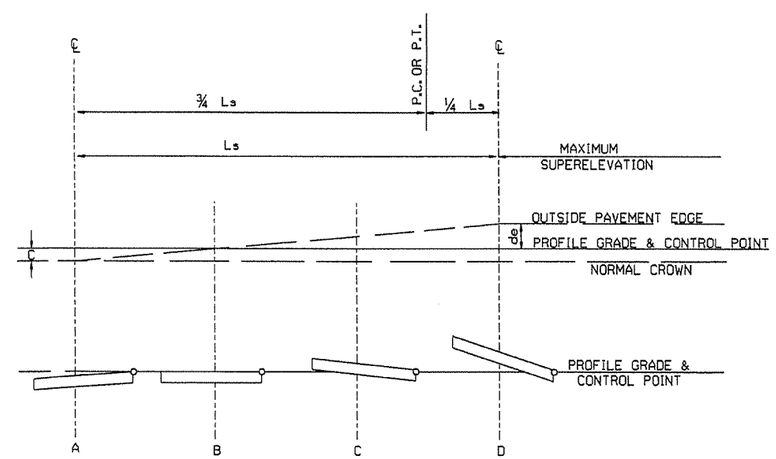
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)

GENERAL NOTES

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%



ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

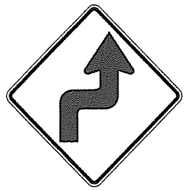
DATE	REVISION	DATE FILMED
01-09-87	ISSUED	578-1-15-87

ARKANSAS STATE HIGHWAY COMMISSION

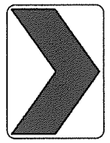
TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

R1-1
30"X30"

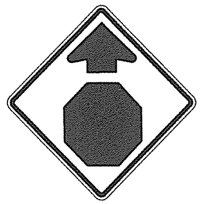


W1-3
30"X30"
(LT. OR RT.)



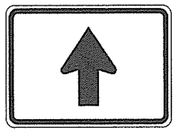
W1-8
18"X24"

W2-5
30"X30"

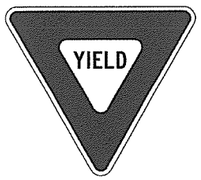


W3-1
36"X36"

W5-1
36"X36"

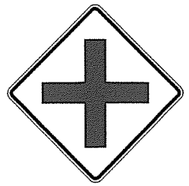


M6-3
21"X15"



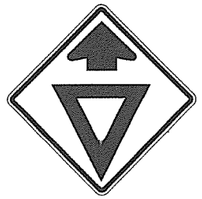
R1-2
36"X36"X36"

W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"

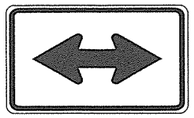
S1-1
36"X36"



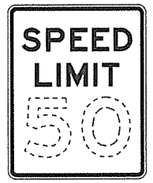
W3-2
36"X36"

County
Route Marker
M1-6
24"X24"

NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



M6-4
21"X15"



R2-1
24"X30"

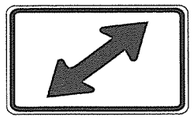
W1-5
30"X30"
(LT. or RT.)

W2-2
30"X30"

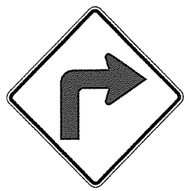
W5-2
36"X36"

W8-3
36"X36"

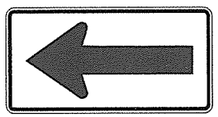
R1-3P
18"X6"



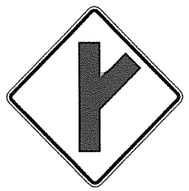
M6-5
21"X15"



W1-1
30"X30"
(LT. or RT.)

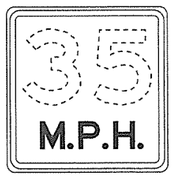


W1-6
48"X24"

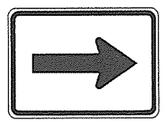


W2-3
30"X30"
(LT. or RT.)

W5-3
36"X36"

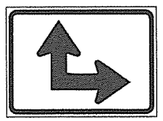


W13-1P
18"X18"

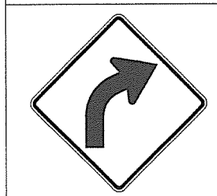


M6-1
21"X15"

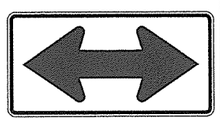
NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.



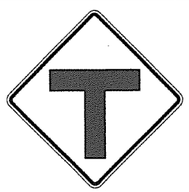
M6-6
21"X15"



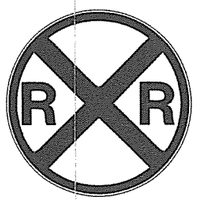
W1-2
30"X30"
(LT. or RT.)



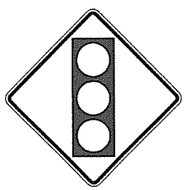
W1-7
48"X24"



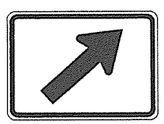
W2-4
30"X30"



W10-1
36" DIAMETER

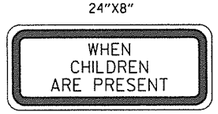


W3-3
36"X36"

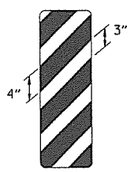


M6-2
21"X15"

S4-3P
24"X8"



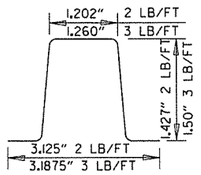
S4-2P
24"X10"



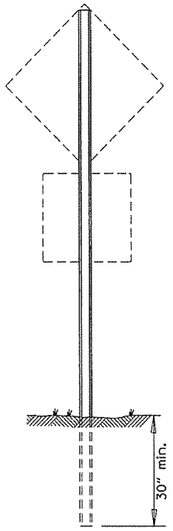
OM-3
12"X36"
(LT. or RT.)

MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION

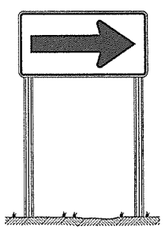


(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES

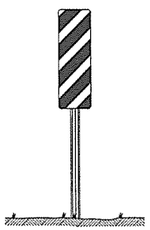


TYPE A

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.



TYPE B



TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

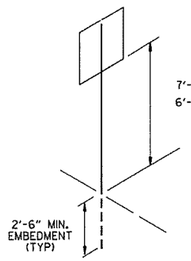
SUPPORT ASSEMBLIES

DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED R1-3 TO R1-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1& W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED W1-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED W14-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2#-3#; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72

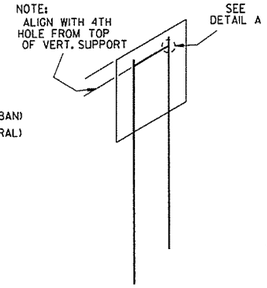
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS
AND SUPPORT ASSEMBLIES

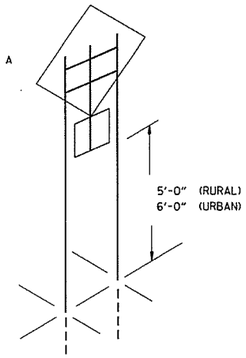
STANDARD DRAWING SHS-1



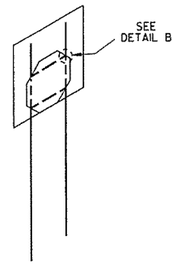
U-1



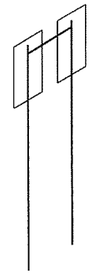
U-2



U-2 (A)



U-2 (B)



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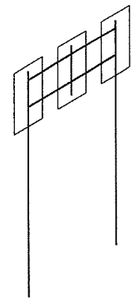

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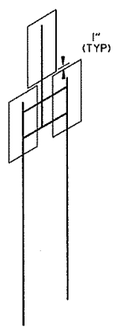

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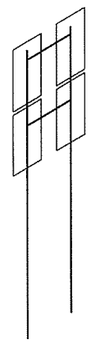
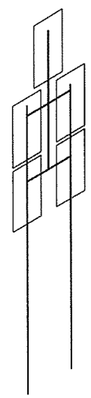


U-2 (4)



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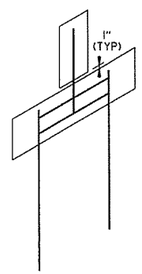
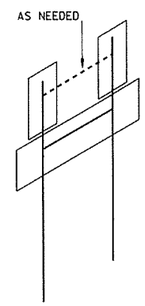
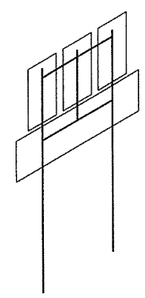


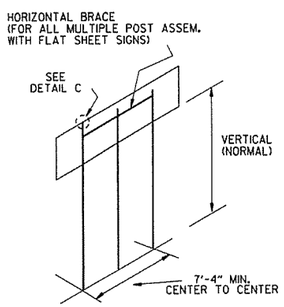
U-2 (6)



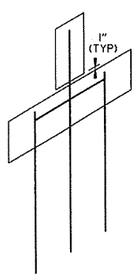
U-2 (7)



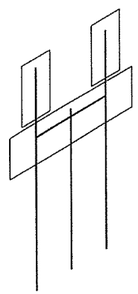
U-2 (8)



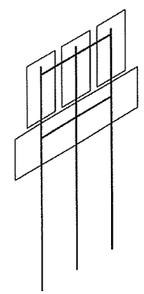
U-3



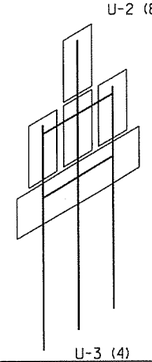
U-3 (I)



U-3 (2)



U-3 (3)



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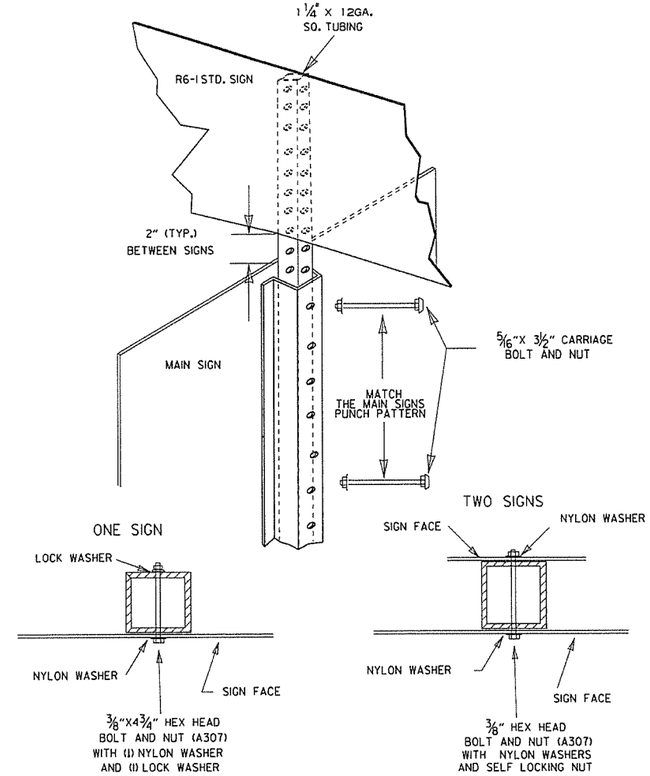
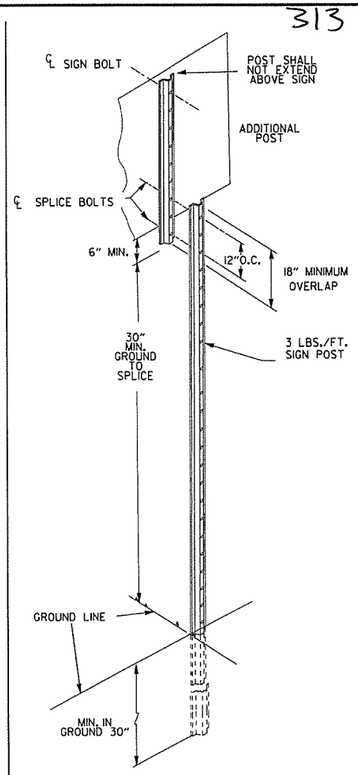


DETAIL E
R6-1 EXTENSION
FOR U-CHANNEL POST



DETAIL F
DETAIL OF SPLICES

NOTES:

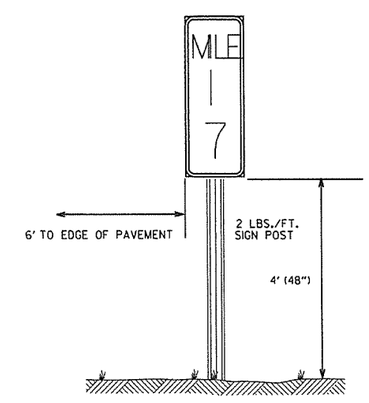
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

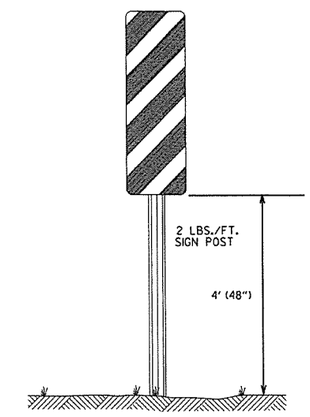
NORMAL INSTALLATIONS WILL REQUIRE 5/16 " DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

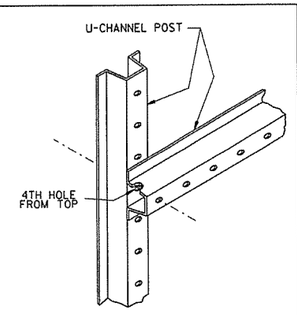
THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.



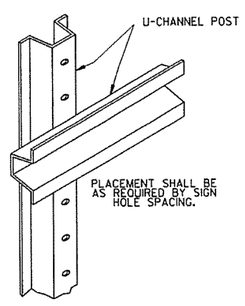
TYPICAL MILE MARKER INSTALLATION



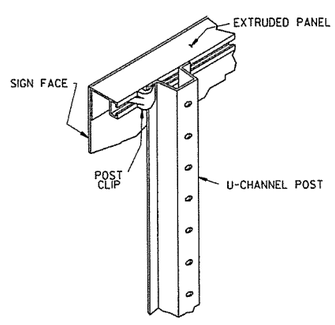
TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION



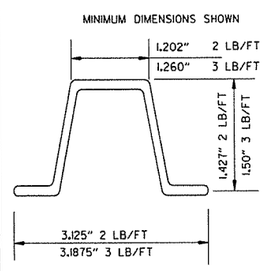
DETAIL A
SHOWING HORIZONTAL BRACE



DETAIL B
SHOWING BACK-TO-BACK INSTALLATION



DETAIL C
SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



DETAIL C
U-CHANNEL POST

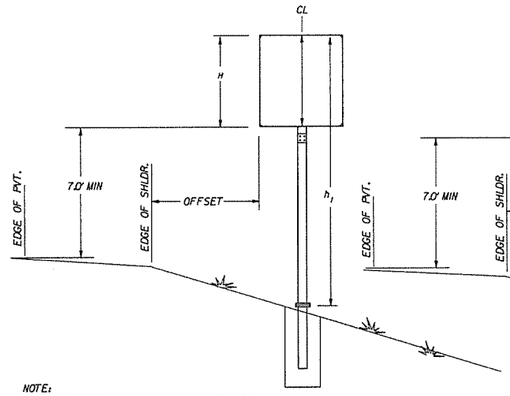
DATE	REVISION	FILMED
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

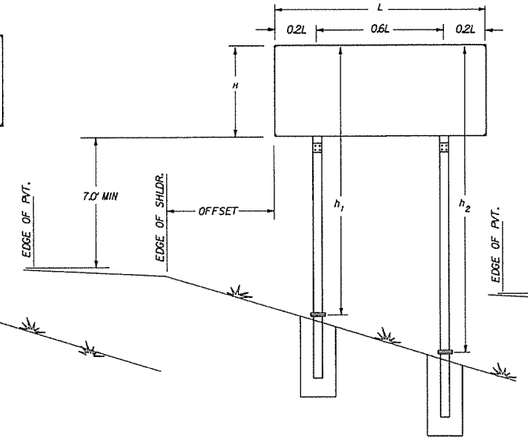
U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2

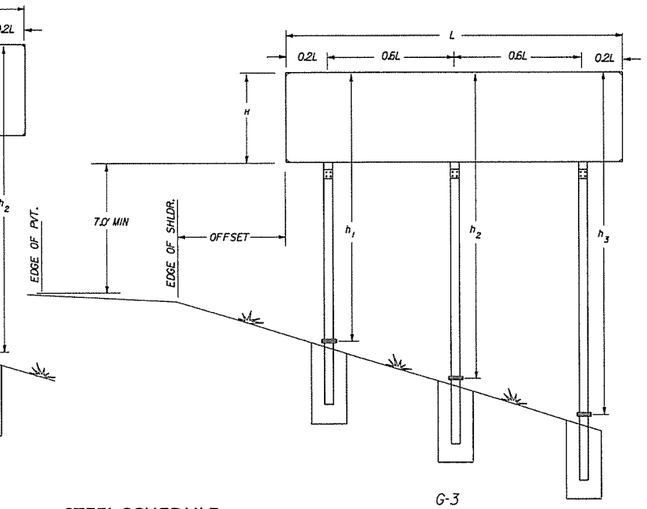
POST SIZE	BASE CONNECTION DATA										FUSE PLATE DATA									
	BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	F	G		J	K	M	d_1	d_2	t_3	BOLT SIZE	WT. OF EACH FUSE PLATE LBS.
W 6X9	5/8" x 2 3/4"	450"-680"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	9/32"	4 1/4"	2"		4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X12												5"	2 1/2"		6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	5/8" x 2 1/4"	2.51
W 6X15												5"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1 1/16"	3/8"	3/4" x 2 1/4"	2.26
W 8X18	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	13/32"	5 1/2"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 8X21												6"	3"		5 3/4"	2 3/4"	1 3/8"	13/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X22												6"	3"		6 1/2"	3 1/2"	1 5/8"	13/16"	1 5/16"	1/2"	3/4" x 2 1/4"	4.47
W 10X26																						
W 12X26																						



G-1

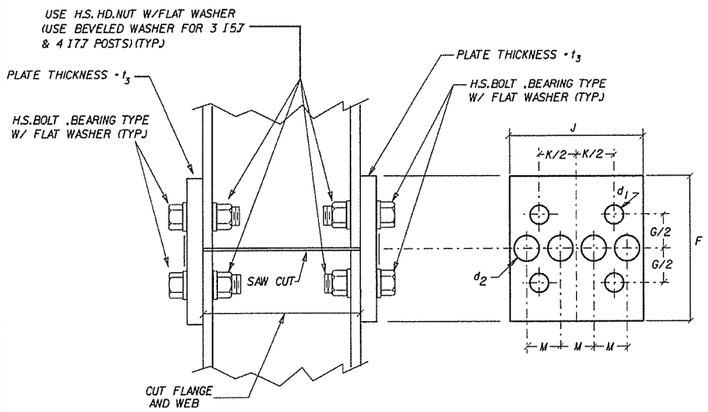


G-2



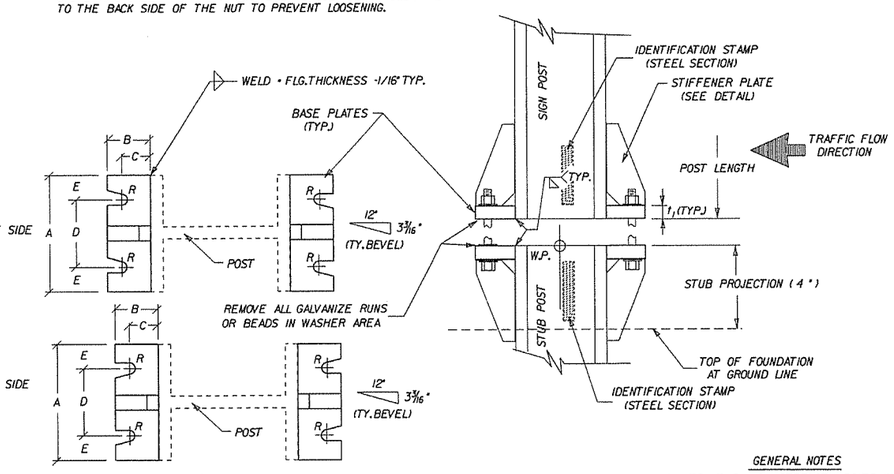
G-3

NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER



NOTE: USE H.S. HEX HEAD BOLTS, HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS. HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36, ASTM-A441, ASTM-572 GRADE 50, OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

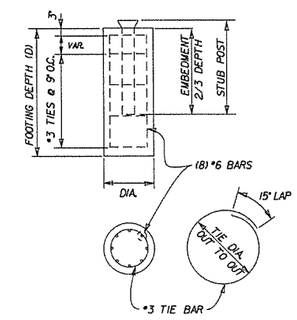
NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S. BOLTS WITH HEX HD., HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT. SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC. IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST, THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE). THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.



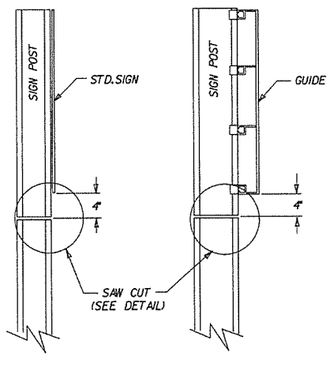
STEEL SCHEDULE

FOOTING DIAMETER	#3 TIE BARS		
	DIAMETER	BAR LENGTH	POUNDS
INCHES	INCHES	FEET	
18	12	4.39	1.65
24	18	5.96	2.24
30	24	7.53	2.83
36	30	9.1	3.42

FOOTINIG DEPTH	#6 STRAIGHT BARS		
	BAR LENGTH	NUMBER REQ'D.	POUNDS
FEET	FEET		
2.50	2.00	8	24.03
3.00	2.50	8	30.04
3.50	3.00	8	36.05
4.00	3.50	8	42.06
4.50	4.00	8	48.06
5.00	4.50	8	54.07
5.50	5.00	8	60.08
6.00	5.50	8	66.09
6.50	6.00	8	72.10
7.00	6.50	8	78.10
7.50	7.00	8	84.11
8.00	7.50	8	90.12



NOTE: BOLT HOLES, USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.

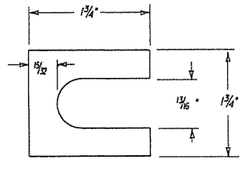


NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED. AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED. WITH AN APPROVED ZINC SOLDER MEETING THE FEDERAL SPEC. O-G-93 (STICK ONLY).

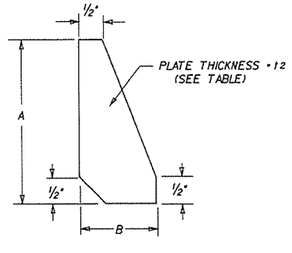
STANDARD SIGNS

GUIDE SIGNS

FUSE PLATE DETAILS



SHIM DETAIL



STIFFENER PLATE DETAIL

GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

REFER TO THE PLANS FOR FOOTING DIMENSIONS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.

FOOTING QUANTITIES

FOOTINIG DEPTH	NUMBER TIE BARS REQ'D	18" DIAMETER		24" DIAMETER		30" DIAMETER		36" DIAMETER	
		CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL
FEET		CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)
2.50	4	0.16	31						
3.00	4	0.20	37						
3.50	5	0.23	44						
4.00	6	0.26	52	0.47	56				
4.50	6	0.29	58	0.52	62				
5.00	7	0.33	66	0.58	70	0.91	74		
5.50	8			0.64	78	1.00	83		
6.00	8			0.70	84	1.09	89	1.57	93
6.50	9					1.18	98	1.70	103
7.00	10					1.27	106	1.83	112
7.50	10							1.96	118
8.00	11							2.09	128

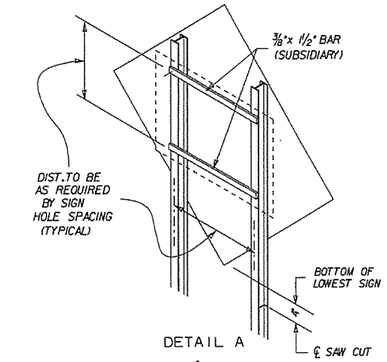
SIGN POST AND STUB POST

DATE	REVISION	FILMED
9-12-13	ISSUED	

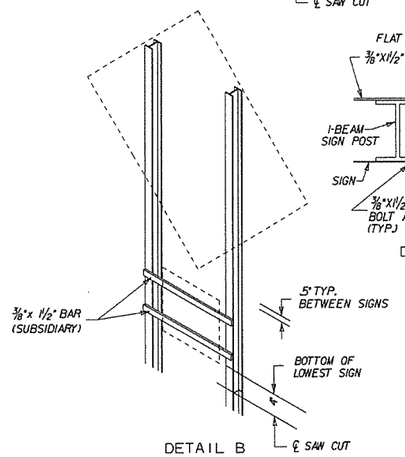
ARKANSAS STATE HIGHWAY COMMISSION

DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

STANDARD DRAWING SHS-3

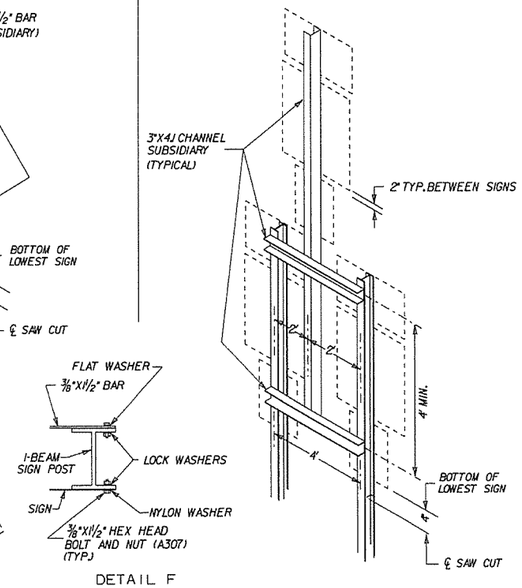


DETAIL A



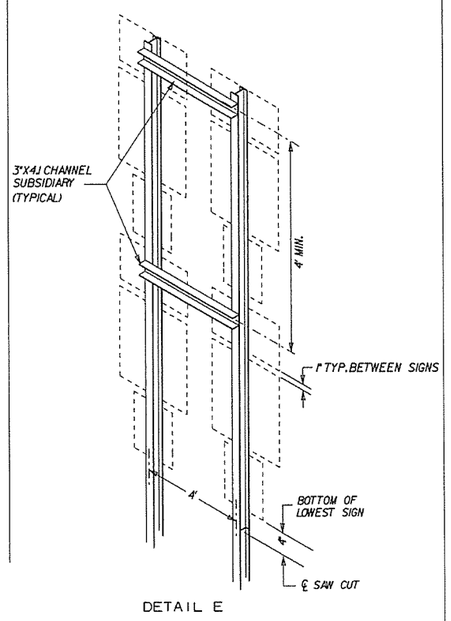
DETAIL B

DETAIL C



DETAIL F

DETAIL D



DETAIL E

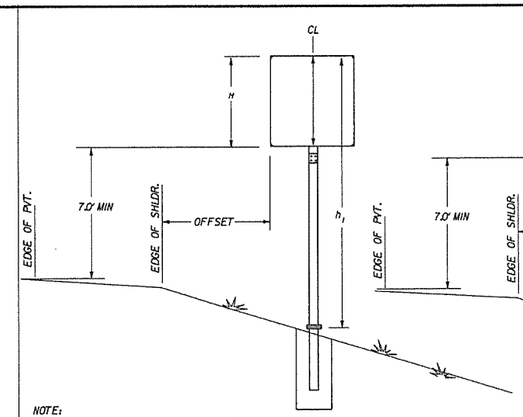
NOTE

ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED SUBSIDIARY TO THE MAIN SUPPORT.

THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.

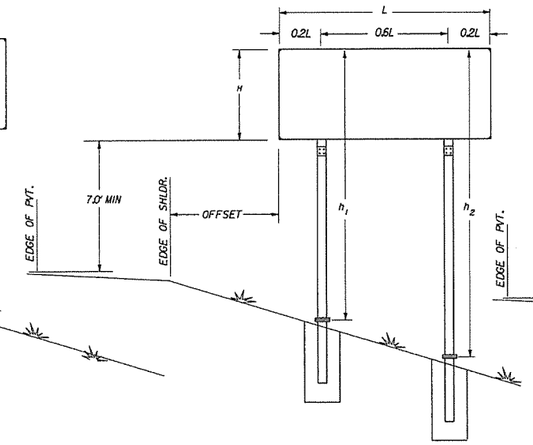
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

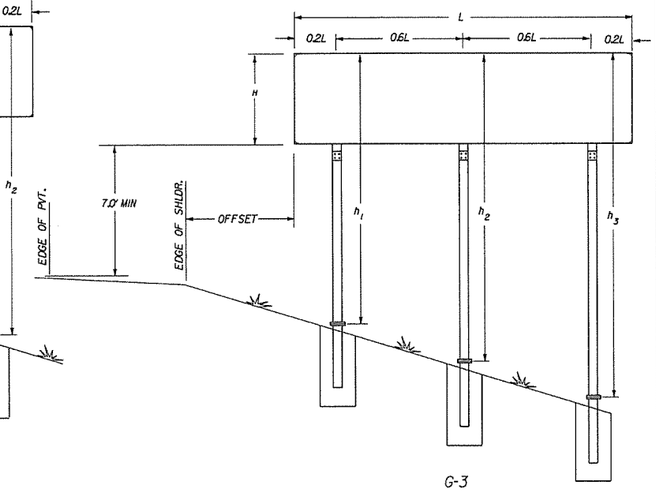


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.

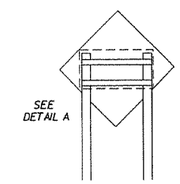
G-1



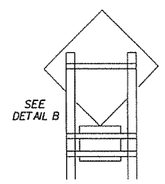
G-2



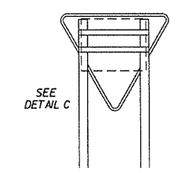
G-3



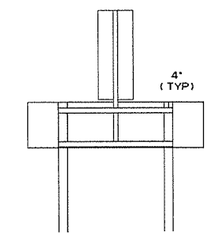
G2-1



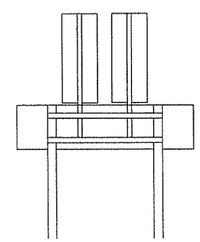
G2-2



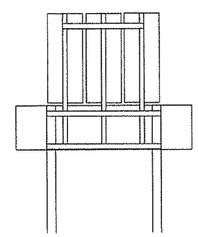
G2-3



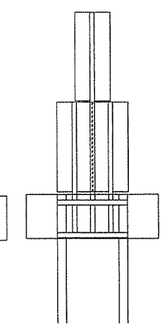
G2-4



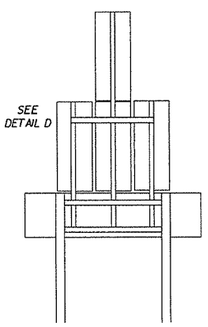
G2-5



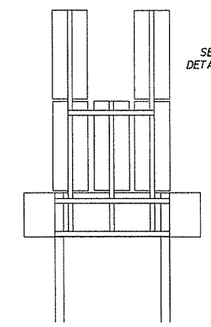
G2-6



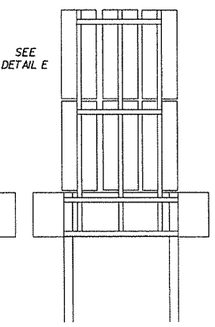
G2-7



G2-8



G2-9

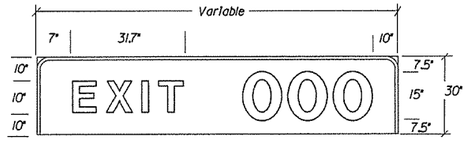


G2-10

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-4
DATE	REVISION	FILMED	

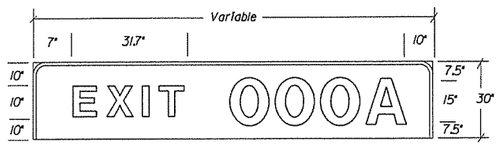
TYPICAL DETAIL

TYPE A



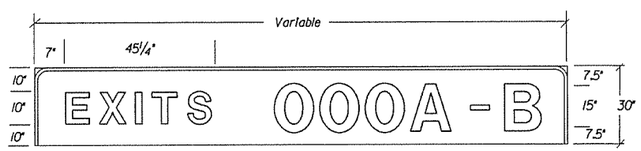
EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B



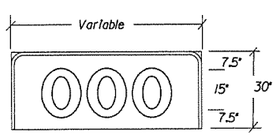
EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C



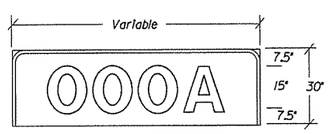
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30"=5.0 SF
2 DIGITS 42"X30"=8.75 SF
3 DIGITS 60"X30"=12.50 SF

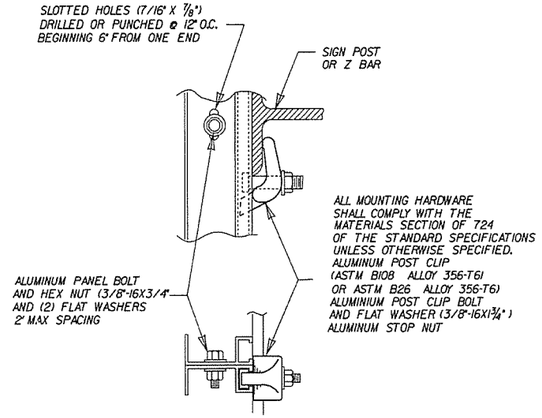
TYPE E

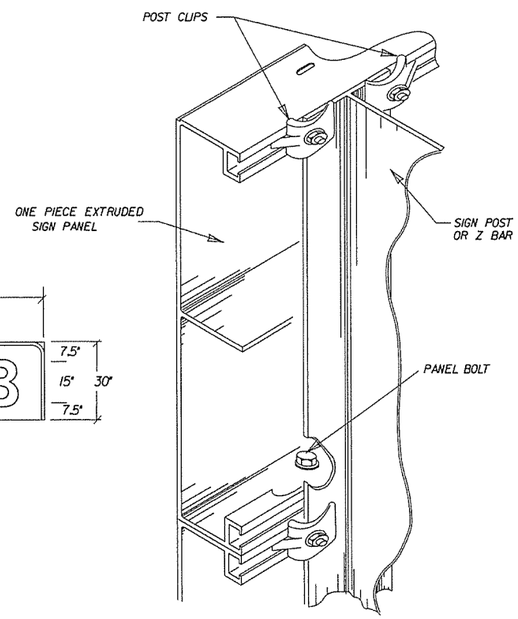


1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

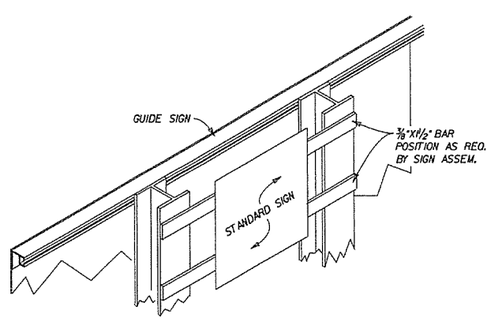
EXIT PANEL DETAILS

NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL".

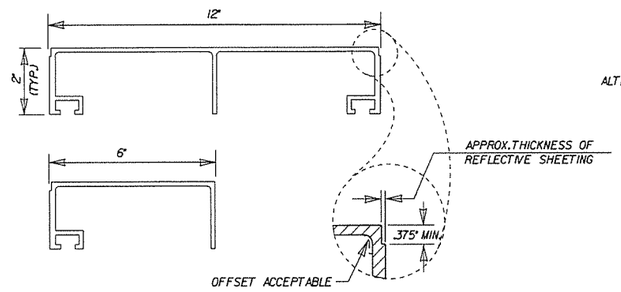




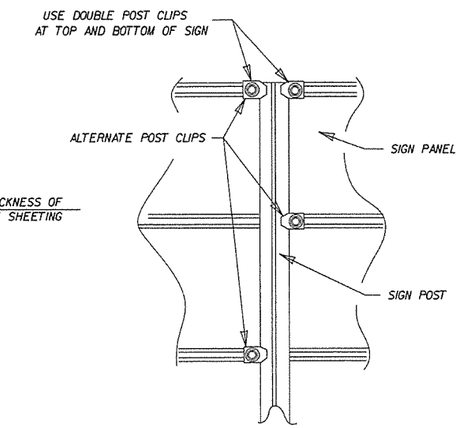
MOUNTING HARDWARE



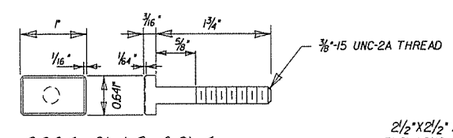
SECONDARY SIGN INSTALLATION
ON BACKSIDE OF GUIDE SIGN



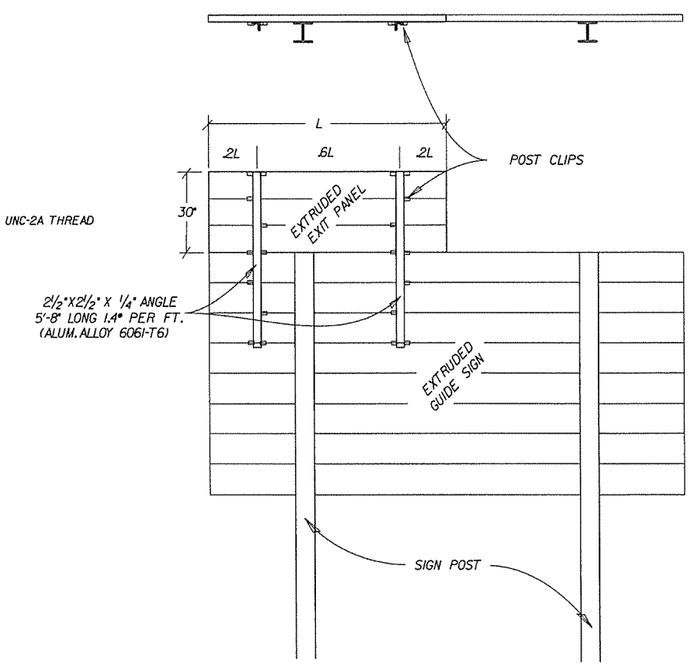
ONE PIECE EXTRUDED
SIGN PANELS



POST CLIP PLACEMENT



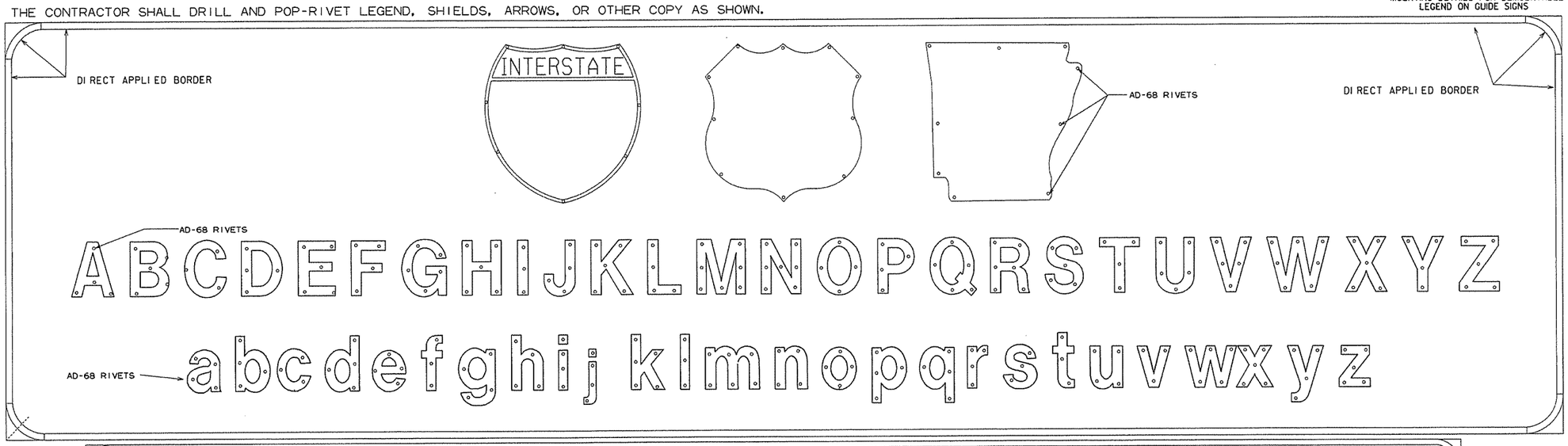
POST CLIP BOLT

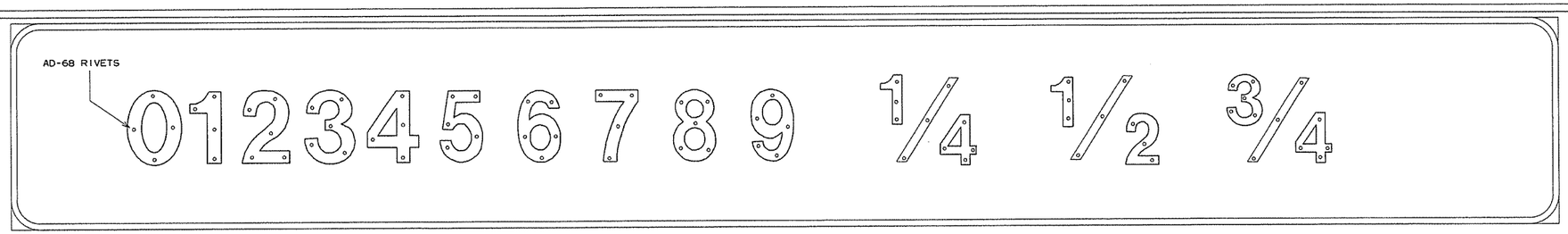


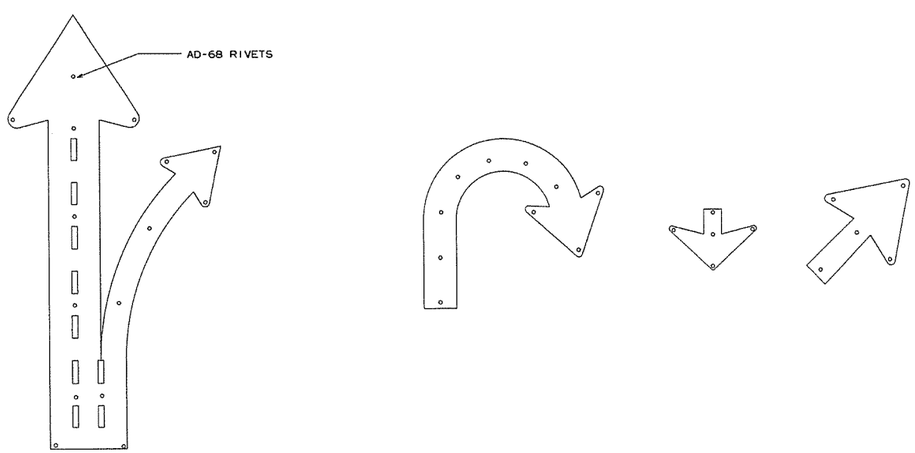
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF GUIDE SIGN PANELS
9-12-13	ISSUED		STANDARD DRAWING SHS-5
DATE	REVISION	FILMED	

THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS







NOTES:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND. LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED. THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

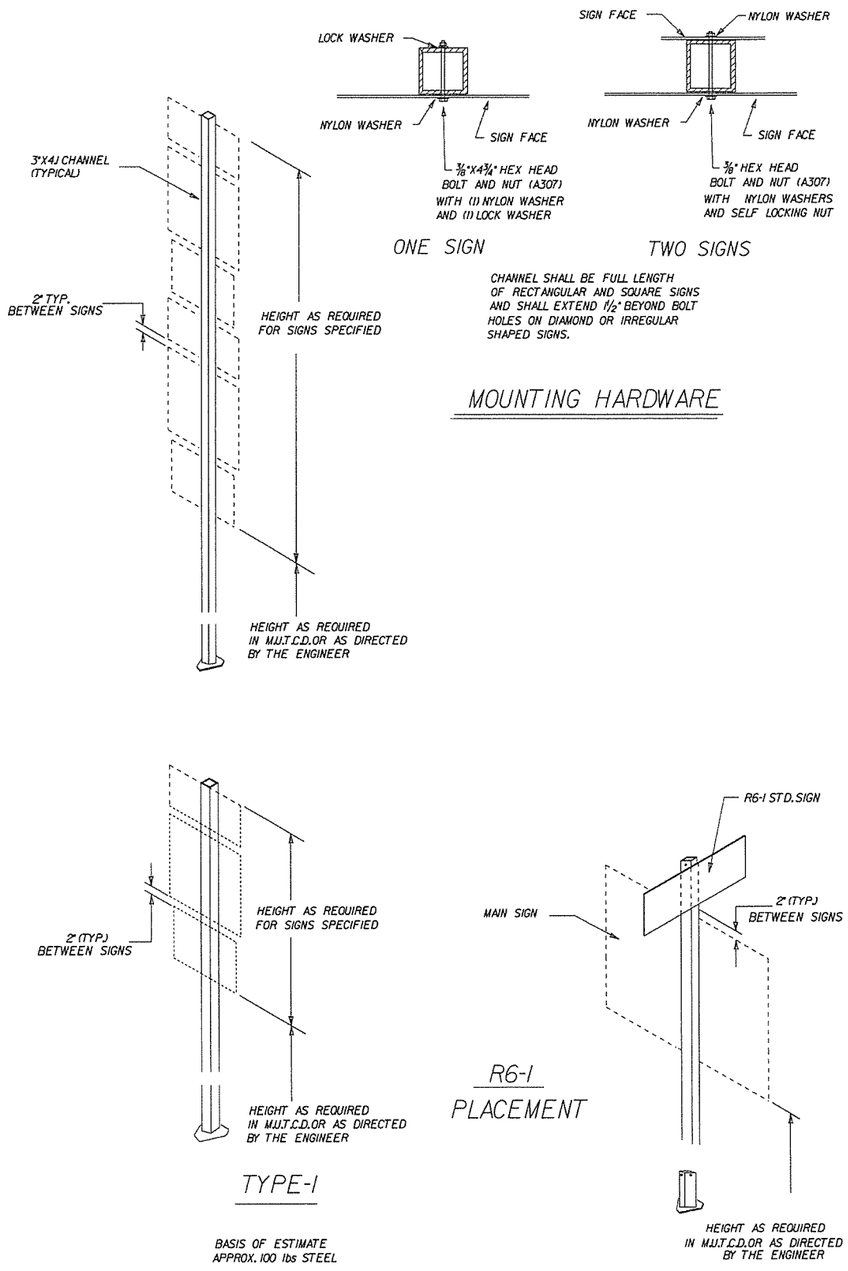
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

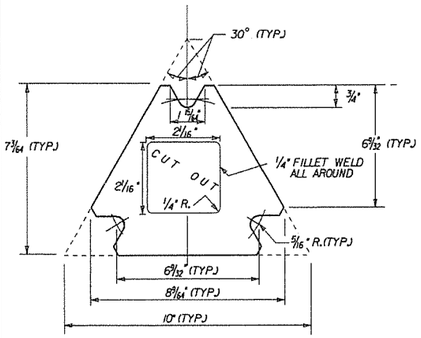
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

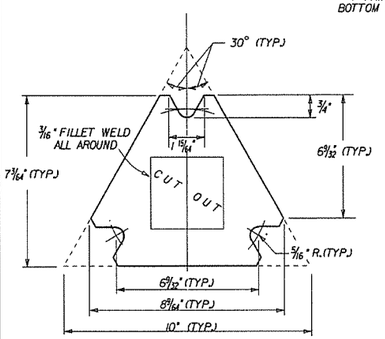
SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

			ARKANSAS STATE HIGHWAY COMMISSION
			MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-6
DATE	REVISION	FILMED	





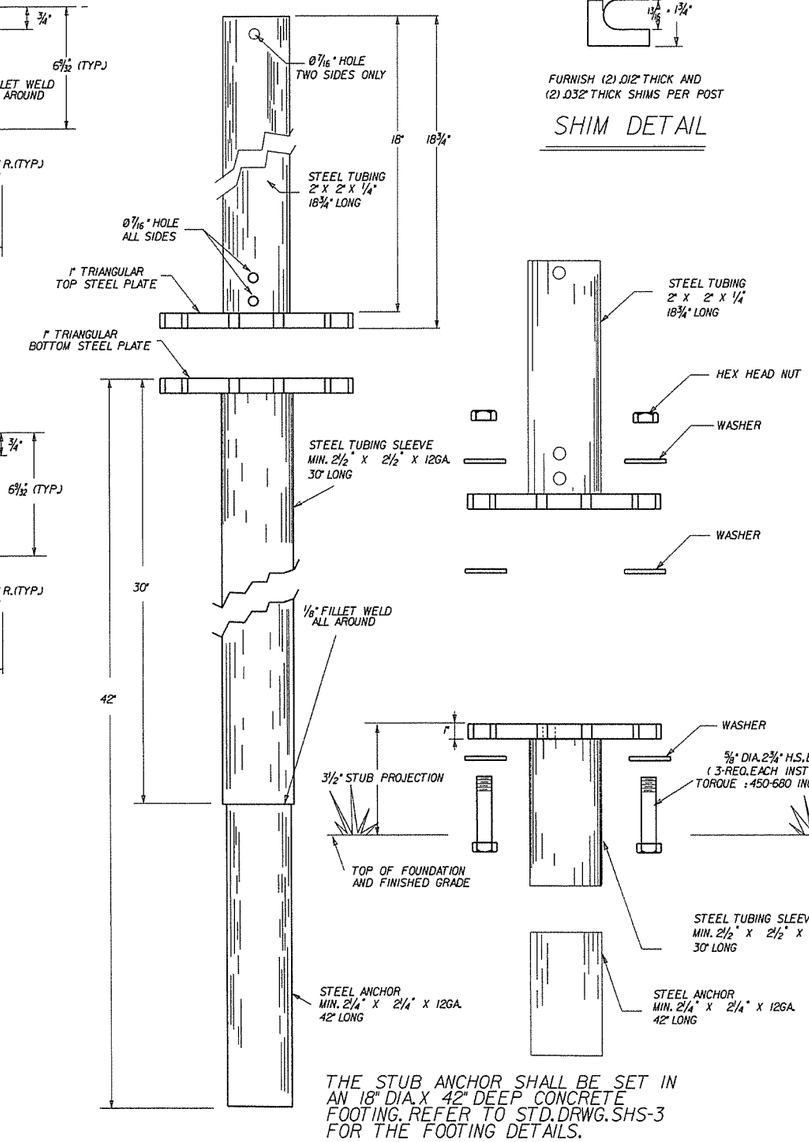


GENERAL NOTES:

THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

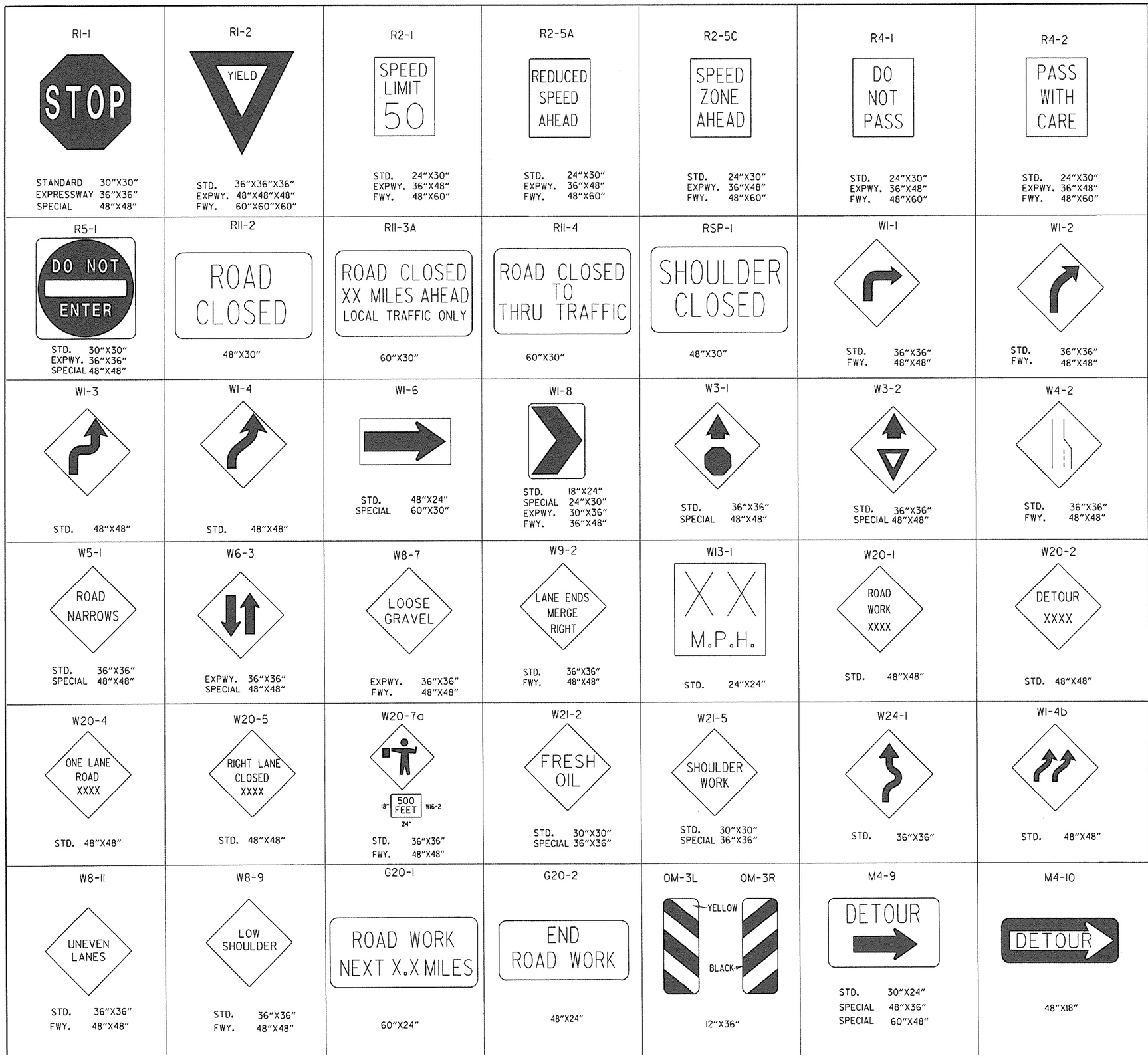
INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS SHOWN. THE BEVEL END SHALL BE TANGENT TO THE BOLT HOLE. ANY MISALIGNMENT SHALL BE REMOVED BY GRINDING. FACE OF BEVEL SHALL BE FINISHED TO A MINIMUM SMOOTHNESS OF 1-500.

OTHER MASH COMPLIANT BREAKAWAY SIGN SUPPORTS THAT HAVE THE SAME TOP PLATE DIMENSIONS AND SUPPORT 2 1/4" X 2 1/4" SQUARE TUBE SIGN POSTS MAY BE SUBSTITUTED AS APPROVED BY THE ENGINEER.



THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD. DRWG. SHS-3 FOR THE FOOTING DETAILS.

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS
9-12-13	ISSUED		STANDARD DRAWING SHS-7
DATE	REVISION	FILMED	



ADVANCE DISTANCES
(XXXX)

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

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.

2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.

3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.

• 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.

• 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.

6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.

7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.

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

9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.

10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

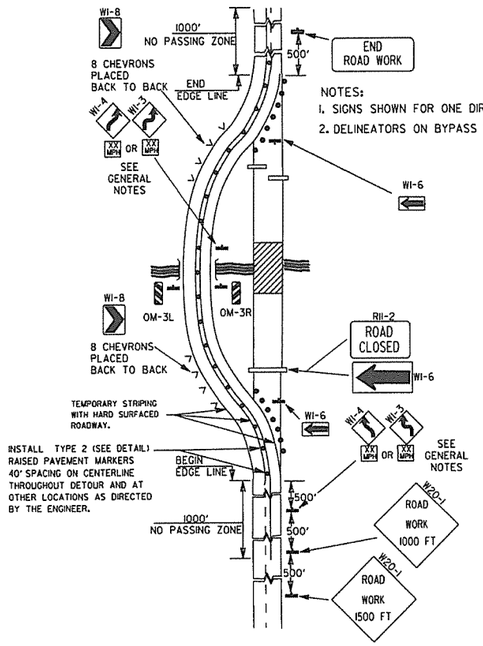
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY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

DATE	REVISION	FILMED
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

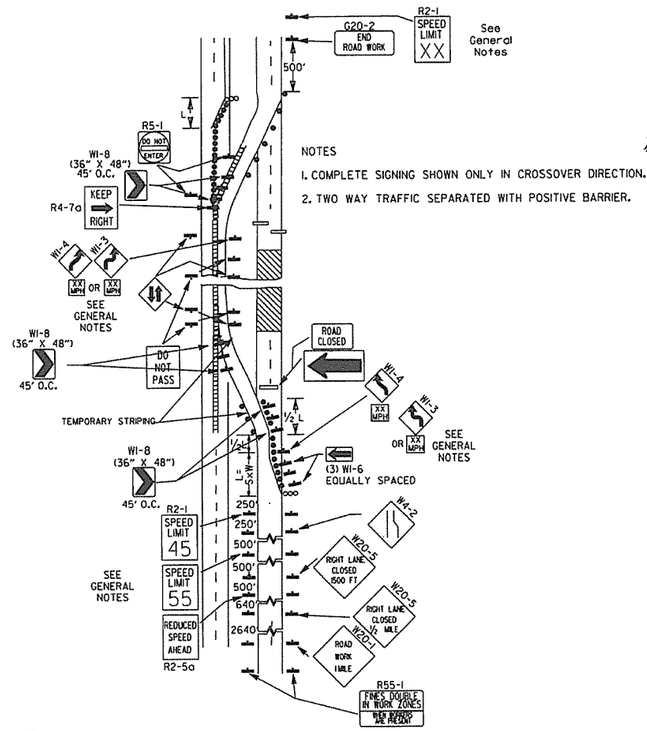
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



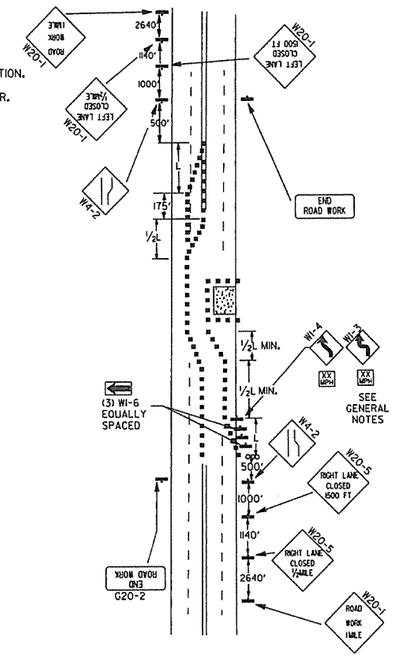
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

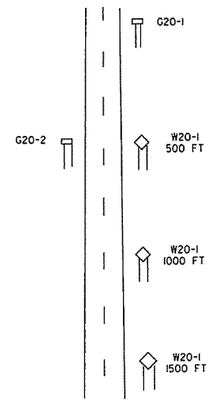


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.

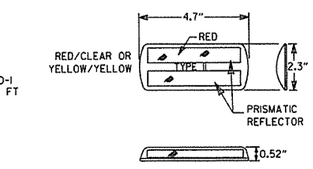


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



TYPICAL ADVANCE WARNING SIGN PLACEMENT

KEY:
- FLAGGER
- POSITIVE BARRIER
- ARROW PANEL (IF REQUIRED)
- TYPE III BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC DRUM
- RAISED PAVEMENT MARKER



DETAIL OF RAISED PAVEMENT MARKERS

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:

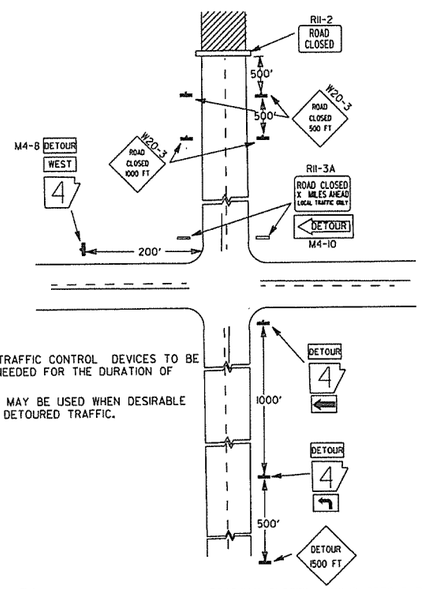
L= MINIMUM LENGTH OF TAPER.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W= WIDTH OF OFFSET.

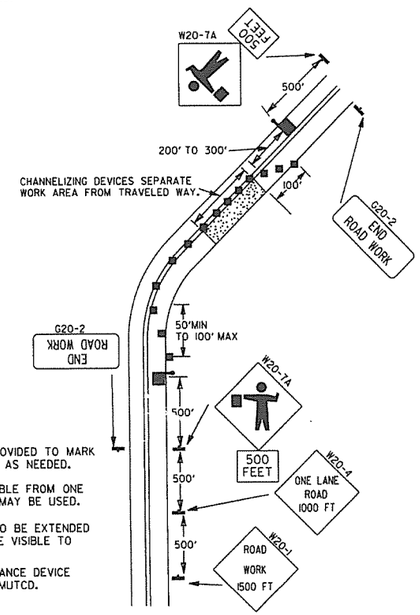
GENERAL NOTES:

1. ADVISORY SPEED POSTED ON WI-3 OR WI-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE WI-4 WHEN SPEED IS GREATER THAN 30MPH AND WI-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE R2-5A SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 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. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.



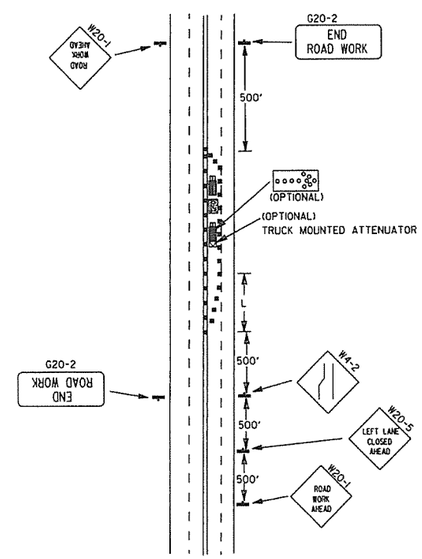
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



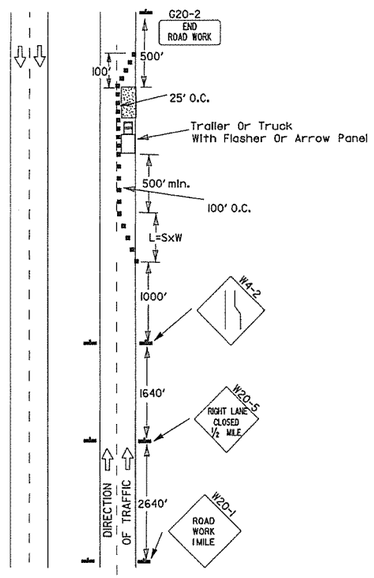
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON WI-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

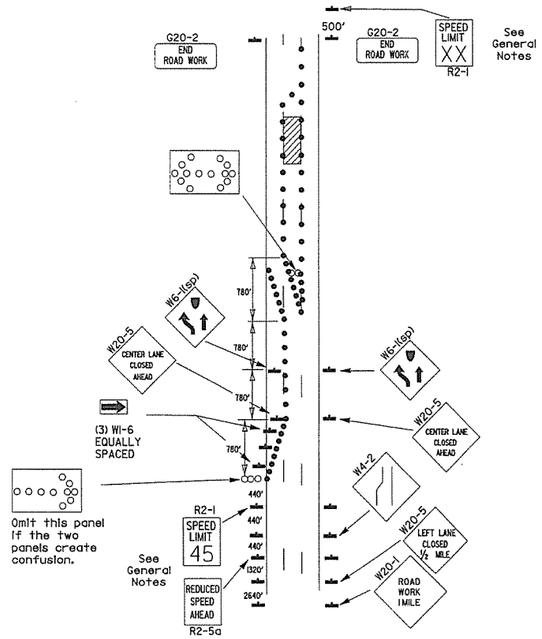
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-2



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



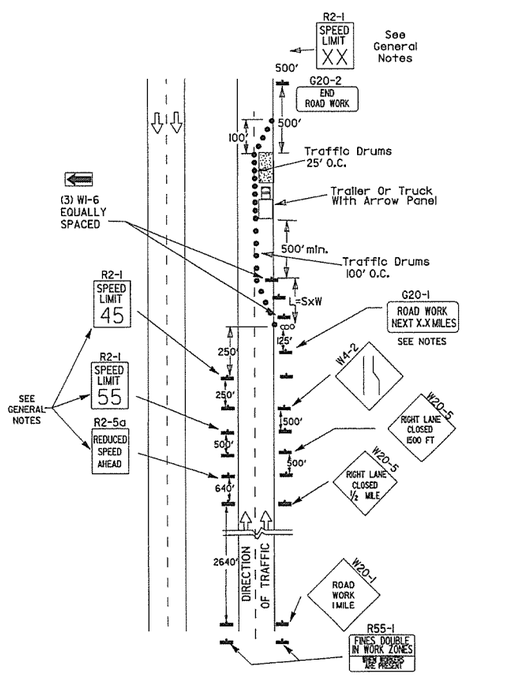
(B) Typical application - 3-lane oneway roadway where center lane is closed.

KEY:

- ooo Arrow Panel (If Required)
- ■ Channelizing Device
- ● Traffic drum

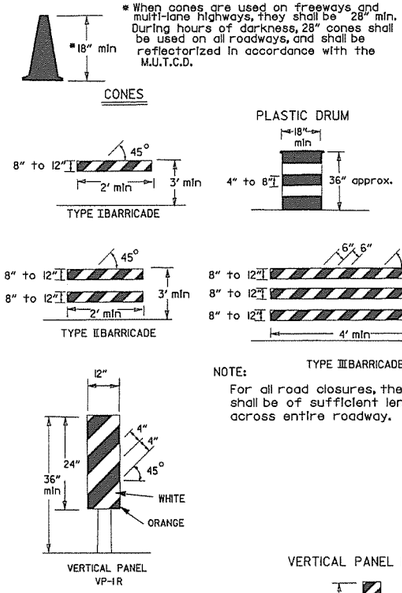
GENERAL NOTES:

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.

Channelizing devices



* When cones are used on freeways and multi-lane highways, they shall be 28" min. During hours of darkness, 28" cones shall be used on all roadways, and shall be reflectorized in accordance with the M.U.T.C.D.

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

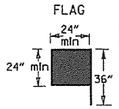
TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

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.

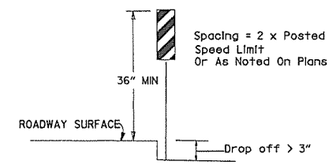
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

FLAG



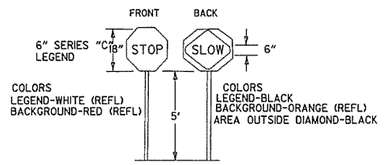
Flag shall be of good grade red material

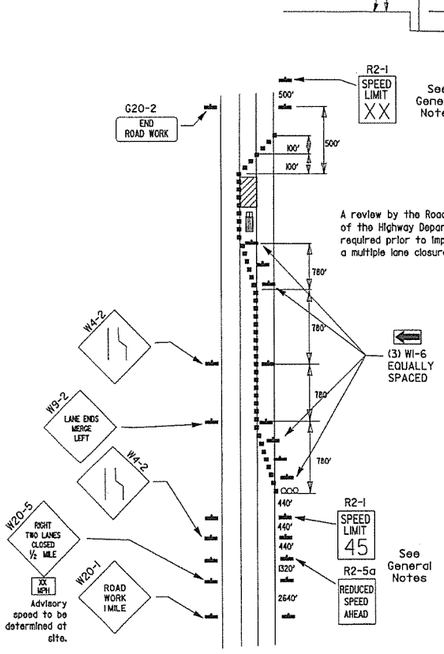
VERTICAL PANEL PLACEMENT



Spacing = 2 x Posted Speed Limit Or As Noted On Plans

STOP SLOW PADDLE

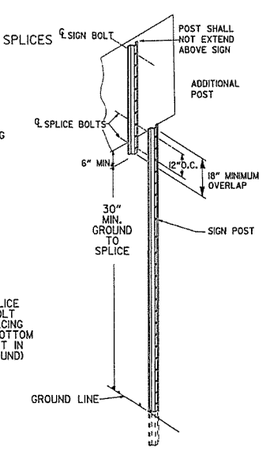




A review by the Roadway Design Division of the Highway Department will be required prior to implementing a multiple lane closure.

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

DETAIL OF SPLICES



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.

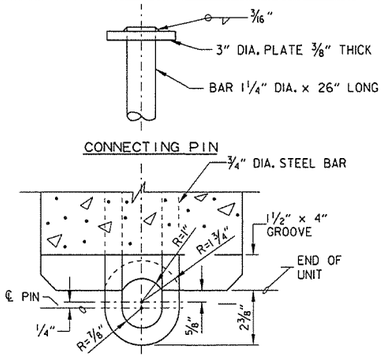
DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

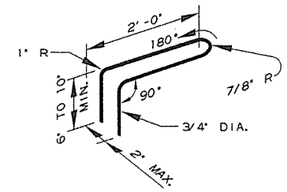
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-3

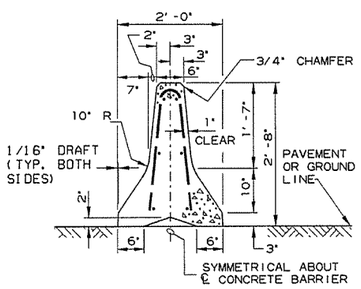
REINFORCING BAR TABLE PER BARRIER UNIT				
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2. TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5"; LIFTING HOLE; 90°; 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R; SLOTS; 7"; 1" MIN. CLEAR TO BAR; 1'-6"; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9"; 2 3/16" R; 12°; 1/2"; 9"; 2'-1 3/8"; 4 3/8"



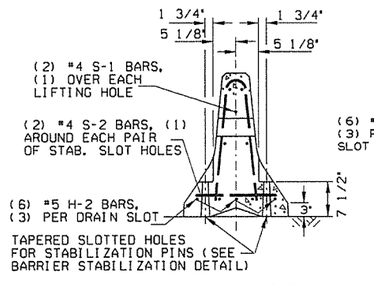
CONNECTION DETAILS



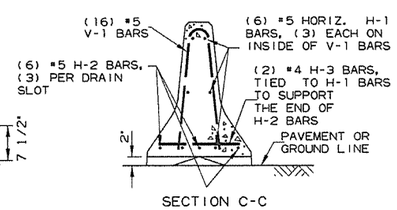
CONNECTION LOOP



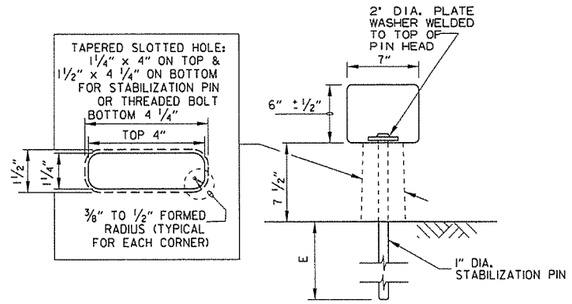
SECTION A-A



SECTION B-B



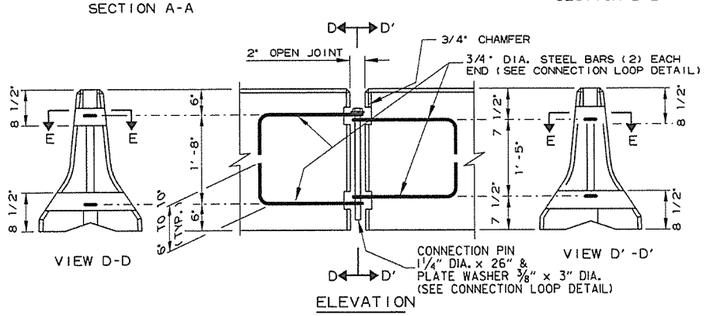
SECTION C-C



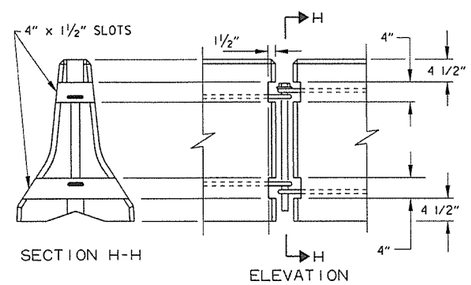
BARRIER STABILIZATION DETAIL

ROADWAY SECTION

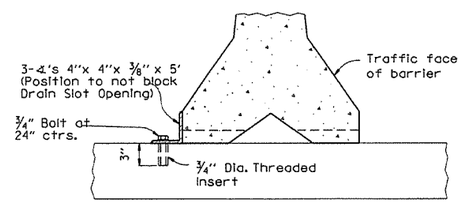
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas



ELEVATION



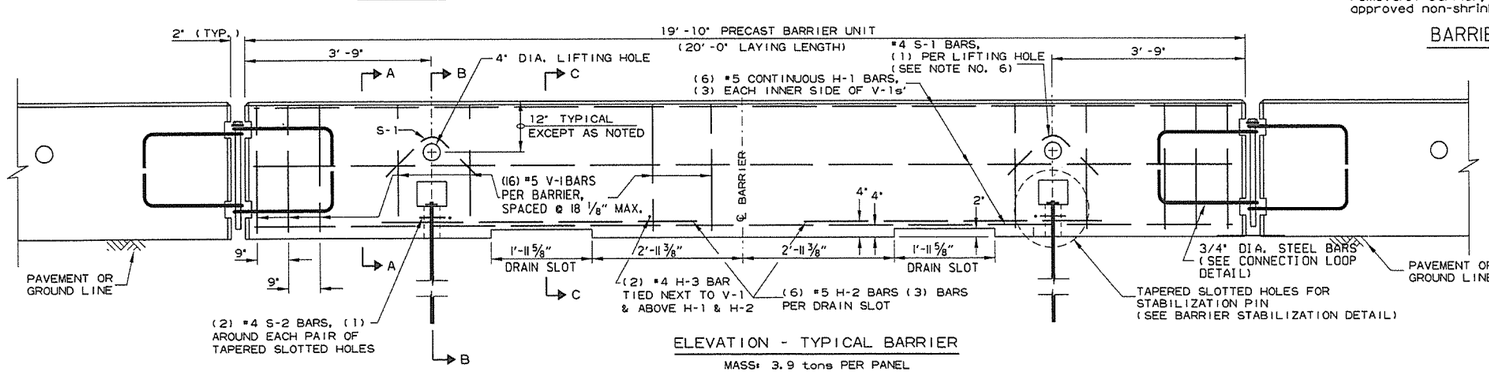
BARRIER REMOVAL SLOT DETAILS



NOTE: 3/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the Inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL

BRIDGE DECKS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

General Notes

1. The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

2. Materials shall meet the following minimum requirements;
   Concrete: 2500 psi compressive strength at 28 days.
   Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
   Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
   Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

   In applications where barrier wall is within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
   Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
   Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

3. Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

4. Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

5. Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

6. A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

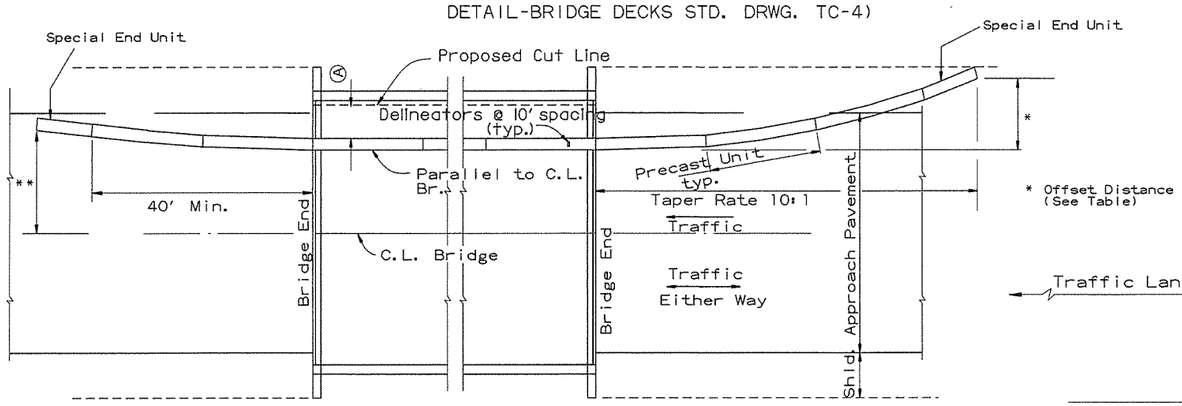
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

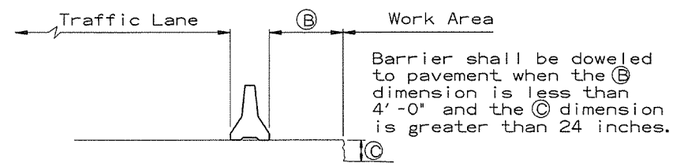
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

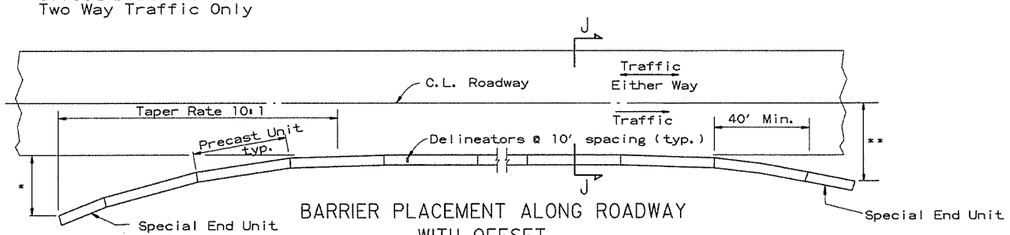
** Offset Distance for Two Way Traffic Only



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

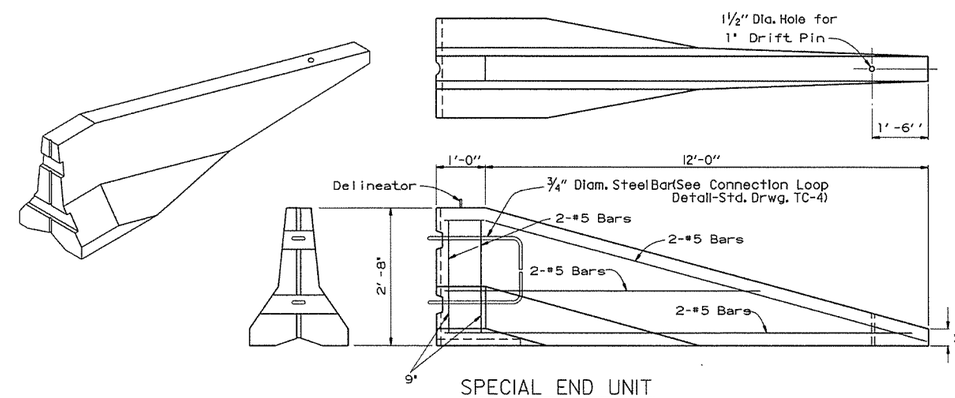
** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Offset Distance Table

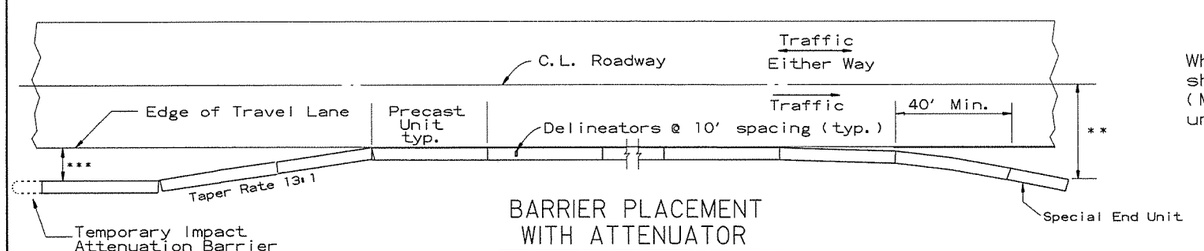
Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see 'Barrier Placement With Attenuator' Detail shown below.



SPECIAL END UNIT

No Scale



BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

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

General Notes

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

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

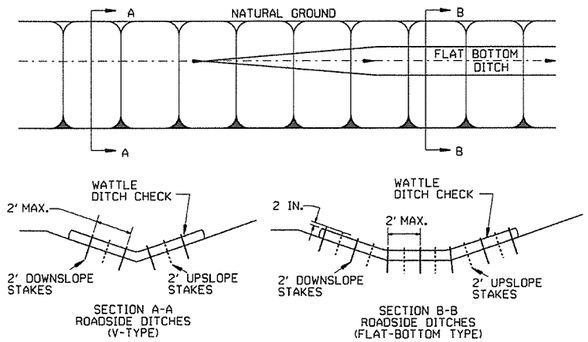
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

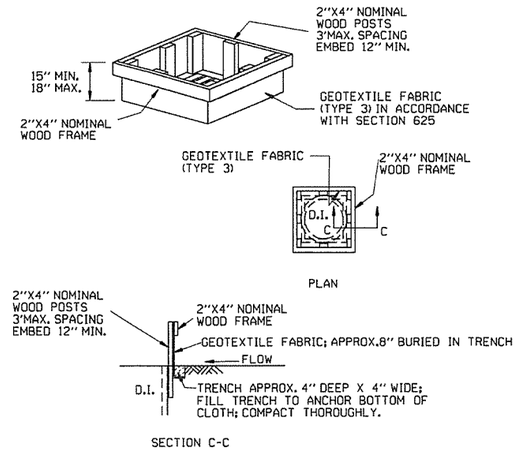
STANDARD DRAWING TC-5

GENERAL NOTES

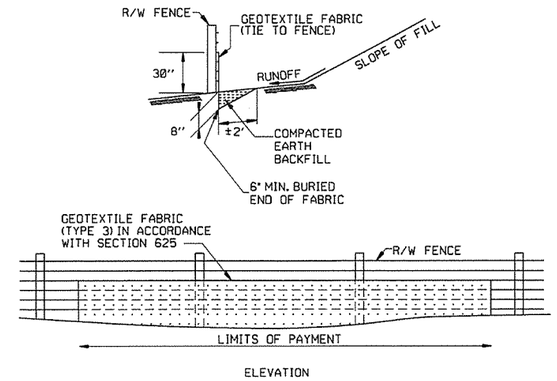
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)



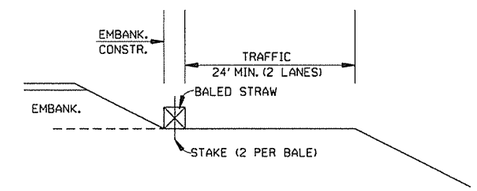
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

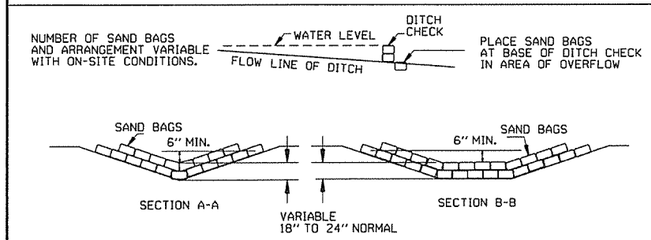
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

GENERAL NOTES

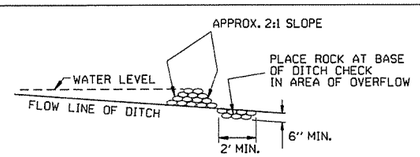
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
2. NO GAPS SHALL BE LEFT BETWEEN BALES.
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.

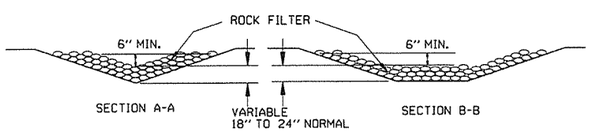


BALED STRAW FILTER BARRIER (E-2)

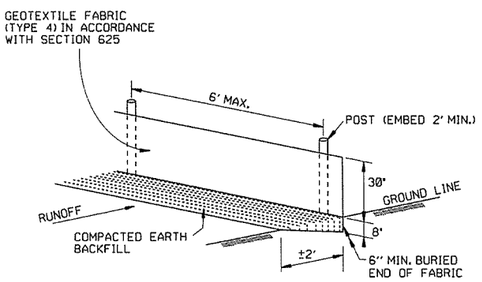


SAND BAG DITCH CHECK (E-5)





ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)

GENERAL NOTES

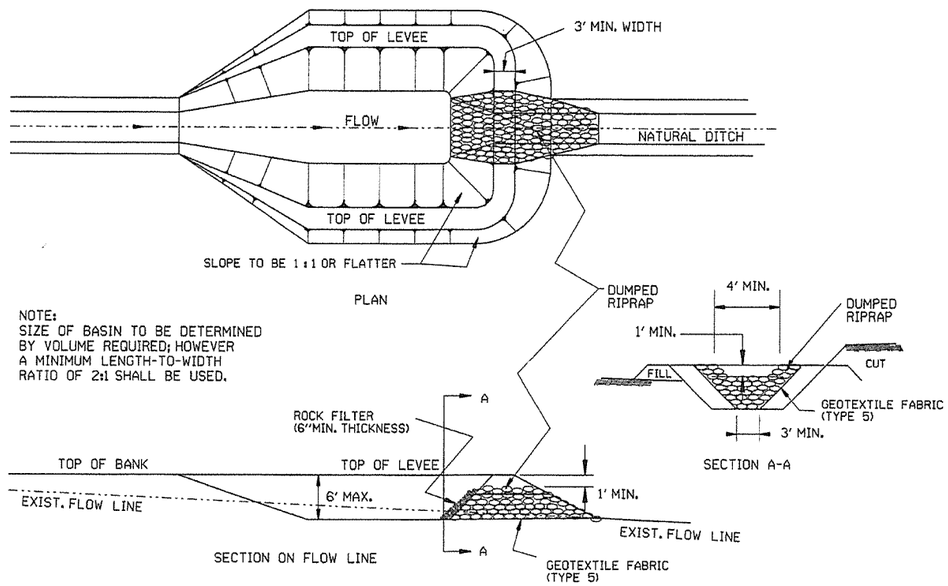
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

DATE	REVISION	FILMED
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
6-2-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
4-1-93	REDRAWN	
10-1-92	REDRAWN	
8-2-76	ISSUED R.D.M.	298-7-28-76

ARKANSAS STATE HIGHWAY COMMISSION

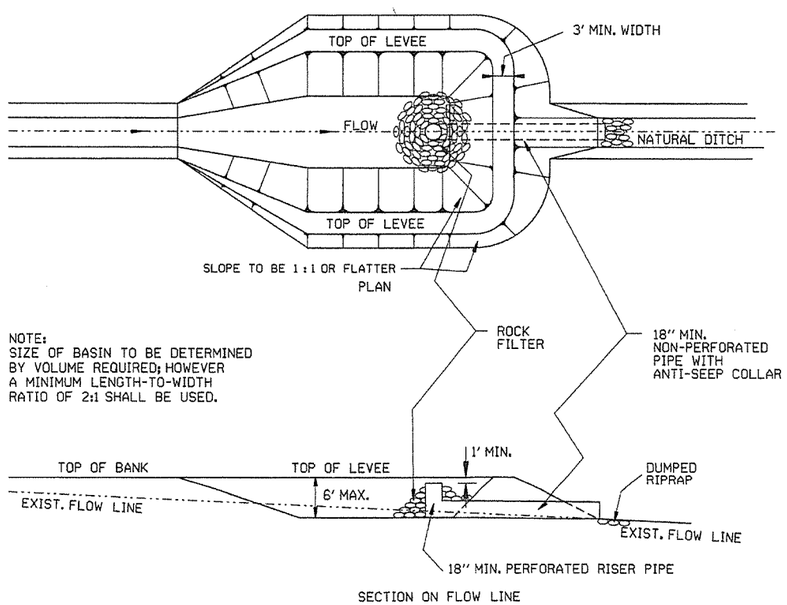
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-1



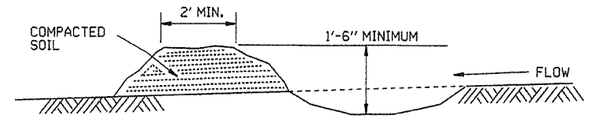
NOTE:
SIZE OF BASIN TO BE DETERMINED BY VOLUME REQUIRED; HOWEVER A MINIMUM LENGTH-TO-WIDTH RATIO OF 2:1 SHALL BE USED.

SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)

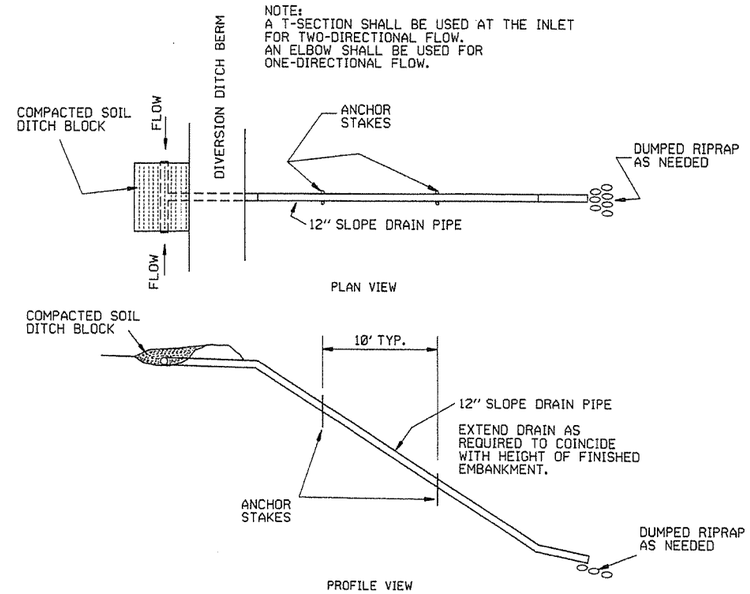


NOTE:
SIZE OF BASIN TO BE DETERMINED BY VOLUME REQUIRED; HOWEVER A MINIMUM LENGTH-TO-WIDTH RATIO OF 2:1 SHALL BE USED.

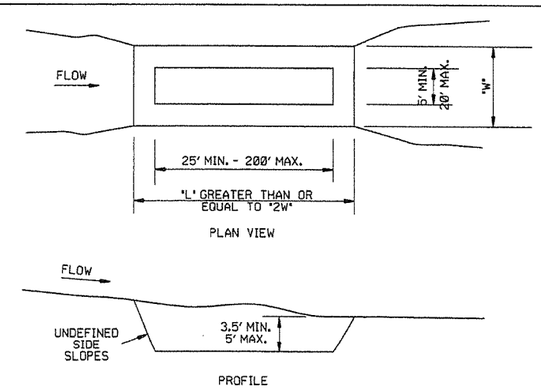
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

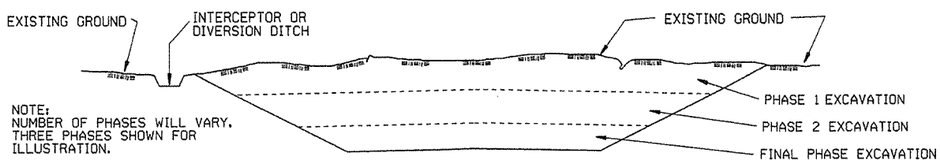
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



NOTE:
NUMBER OF PHASES WILL VARY. THREE PHASES SHOWN FOR ILLUSTRATION.

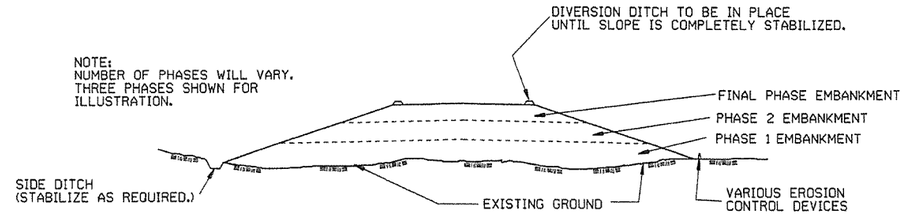
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



NOTE:
NUMBER OF PHASES WILL VARY. THREE PHASES SHOWN FOR ILLUSTRATION.

GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

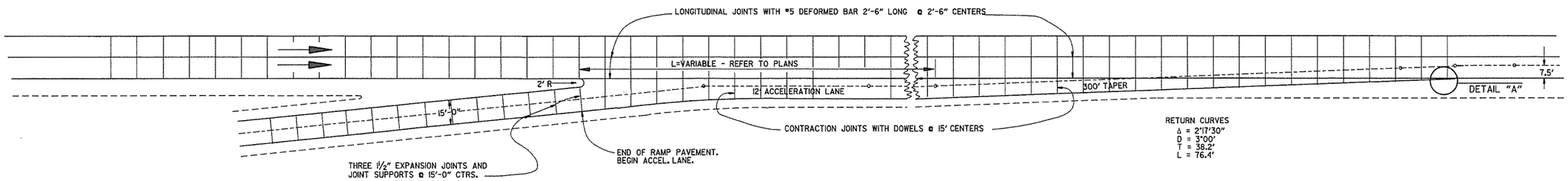
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

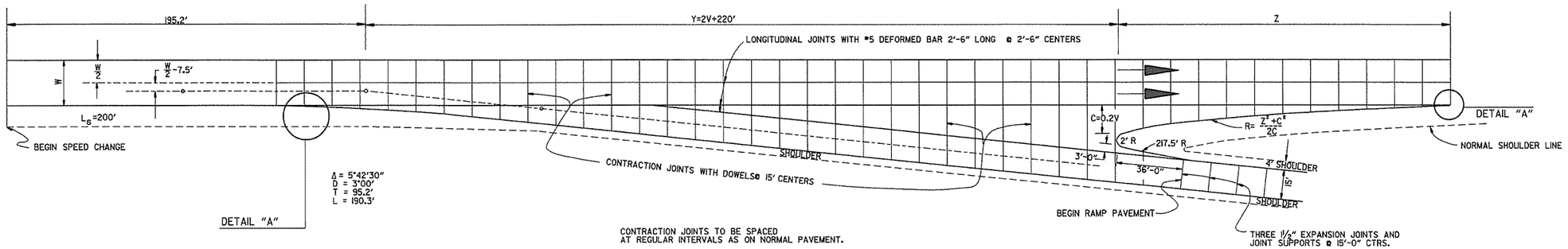
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3



ENTRANCE RAMP

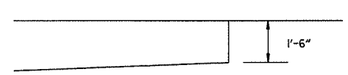
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



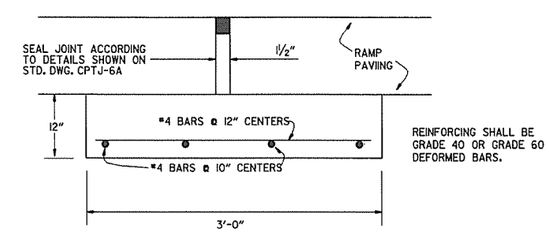
EXIT RAMP

EXIT RAMP

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



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

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

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

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A