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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	1	122
				(2)	I-55 - HWY. 149 (S)			

I-55 - HWY. 149 (S)

CRITTENDEN & POINSETT COUNTIES

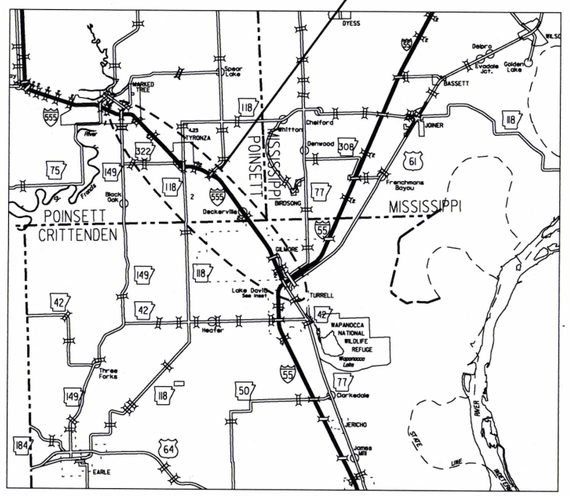
ROUTE 555 SECTIONS 1 & 2

JOB 012340

FEDERAL AID PROJECT NHFP-555-1(2)

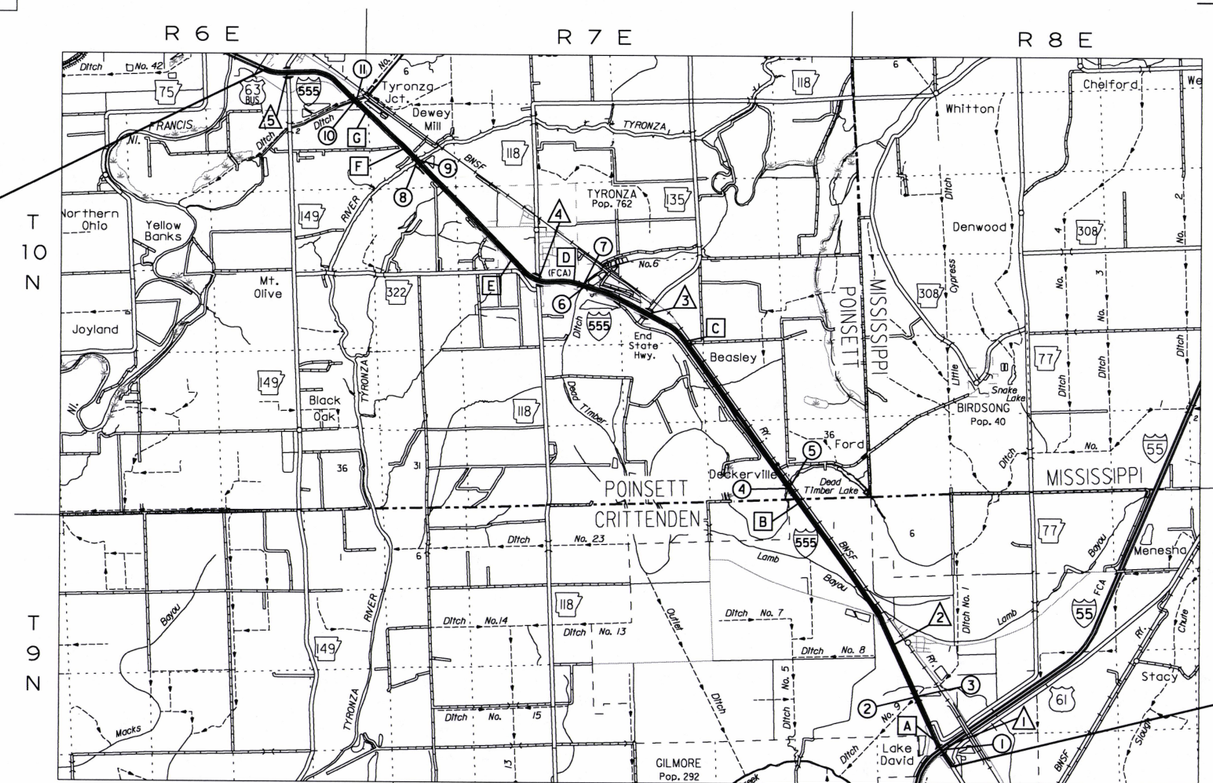
NOT TO SCALE

PROJECT LOCATION



VICINITY MAP

ARKANSAS HIGHWAY DISTRICTS 1 & 10



FOR BRIDGE DATA SEE SHEET NO. 2.

C.L. MEDIAN EQUATIONS

- A STA. 127+00.00 BK. = STA. 17+79.11 AHD.
- B STA. 195+69.19 BK. = STA. 195+90.00 AHD.
- C STA. 325+98.08 BK. = STA. 325+92.03 AHD.
- D STA. 407+78.35 BK. = STA. 409+78.93 AHD.
- E STA. 461+00.00 BK. = STA. 458+75.19 AHD.
- F STA. 558+53.38 BK. = STA. 558+50.60 AHD.
- G STA. 598+99.00 BK. = STA. 0+00.00 AHD.

DESIGN TRAFFIC DATA

DESIGN YEAR	2039
2019 ADT	12,000
2039 ADT	15,000
2039 DHV	1,650
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	26%
DESIGN SPEED	70 MPH

PROJECT COORDINATES

	BEGIN	MID-POINT	END
LATITUDE	N 35°23'20"	N 35°28'13"	N 35°31'17"
LONGITUDE	W 90°16'17"	W 90°19'42"	W 90°25'08"
STATION	101+44.11	335+10.50	78+57.00

LENGTH OF PROJECT CALCULATED ALONG C.L. I-555

GROSS LENGTH OF PROJECT	68545.03 FEET OR	12.982 MILES
NET LENGTH OF ROADWAY	67225.89 FEET OR	12.732 MILES
NET LENGTH OF BRIDGES	1319.14 FEET OR	0.250 MILES
NET LENGTH OF PROJECT	68545.03 FEET OR	12.982 MILES

GARVER LLC
CERTIFICATE OF AUTHORIZATION
No. 766
ARKANSAS-ENGINEER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 13422
JOHN F. CANTABERY
9-13-19

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WORKSPACE: AHTD
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				6	ARK.			
				JOB NO.		012340	2	122
				(2)	BRIDGE DATA			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

BRIDGE DATA

(1) STA. 113+12.83 BR. END
BR. NO. 06998
282.18' CONT. COMP. W-BEAM BRIDGE
52.0' CLEAR ROADWAY
STA. 115+95.01 BR. END
POLYMER OVERLAY

(2) STA. 43+92.00 BR. END
BR. NO. 05539
120.00' R.C. SLAB SPAN BRIDGE
39.0' CLEAR ROADWAY
STA. 45+12.00 BR. END
POLYMER OVERLAY

(3) STA. 44+27.90 BR. END
BR. NO. B6990
125.06' INTEGRAL W-BEAM BRIDGE
40.0' CLEAR ROADWAY
STA. 45+52.96 BR. END
POLYMER OVERLAY

(4) STA. 207+90.00 BR. END
BR. NO. 05607
90.00' R.C. SLAB SPAN BRIDGE
39.0' CLEAR ROADWAY
STA. 208+80.00 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

(5) STA. 208+32.45 BR. END
BR. NO. B7169
96.10' INTEGRAL W-BEAM BRIDGE
40.0' CLEAR ROADWAY
STA. 209+28.55 BR. END
POLYMER OVERLAY

(6) STA. 403+60.00 BR. END
BR. NO. 05608
120.00' R.C. SLAB SPAN BRIDGE
39.0' CLEAR ROADWAY
STA. 404+80.00 BR. END
POLYMER OVERLAY

(7) STA. 403+31.47 BR. END
BR. NO. 07012
121.06' INTEGRAL W-BEAM BRIDGE
40.0' CLEAR ROADWAY
STA. 404+52.53 BR. END
POLYMER OVERLAY

(8) STA. 545+61.89 BR. END
BR. NO. A7170
302.22' CONT. COMP. W-BEAM BRIDGE
40.0' CLEAR ROADWAY
STA. 548+64.11 BR. END
POLYMER OVERLAY

(9) STA. 545+57.28 BR. END
BR. NO. 05609
282.12' COMP. W-BEAM BRIDGE
39.0' CLEAR ROADWAY
STA. 548+39.40 BR. END
POLYMER OVERLAY

(10) STA. 3+01.00 BR. END
BR. NO. 05610
395.00' R.C. SLAB SPAN BRIDGE
39.0' CLEAR ROADWAY
STA. 6+96.00 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

(11) STA. 2+49.83 BR. END
BR. NO. B7171
422.35' CONT. COMP. W-BEAM BRIDGE
40' CLEAR ROADWAY
STA. 6+72.18 BR. END
POLYMER OVERLAY

BRIDGE DATA (OVERPASSES)

△1 STA. 63+27.48 BR. END
BR. NO. 06999 NW RAMP
1027.18' COMP. PLATE GIRDER &
COMP. W-BEAM BRIDGE
25.0' CLEAR ROADWAY
STA. 73+54.66 BR. END
POLYMER OVERLAY

△2 STA. 26+50.73 BR. END
BR. NO. 06989 MENASHA ROAD
292.18' CONT. COMP. W-BEAM BRIDGE
40.0' CLEAR ROADWAY
STA. 29+42.91 BR. END
POLYMER OVERLAY

△3 STA. 14+02.03 BR. END
BR. NO. 07019
310.20' CONT. COMP. W-BEAM BRIDGE
40'-0" CLEAR ROADWAY
STA. 17+12.23 BR. END
POLYMER OVERLAY

△4 STA. 14+74.63 BR. END
BR. NO. 07013
323.34' CONT. COMP. PLATE GIRDER BRIDGE
52'-0" CLEAR ROADWAY
STA. 17+97.97 BR. END
POLYMER OVERLAY

△5 STA. 10+21.62 BR. END
292.16' BR. NO. 06936
40'-0" CLEAR ROADWAY
STA. 13+13.78 BR. END
RETAIN

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				6	ARK.			
				JOB NO.		012340	3	122

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
1	TITLE SHEET		
2	BRIDGE DATA		
3	INDEX OF SHEETS AND STANDARD DRAWINGS		
4	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
5 - 14	TYPICAL SECTIONS OF IMPROVEMENT		
15 - 26	SPECIAL DETAILS		
27 - 51	TEMPORARY EROSION CONTROL DETAILS		
52 - 60	MAINTENANCE OF TRAFFIC DETAILS		
61 - 73	QUANTITIES		
74	SCHEDULE OF BRIDGE QUANTITIES (SHEET 1 OF 2)	05539, 06989, B6990, 06998, 06999	60639
75	SCHEDULE OF BRIDGE QUANTITIES (SHEET 2 OF 2)	05607,05608, 05609, 05610, 07012, 07013, 07019, B7169, A7170, B7171	60639A
76	SUMMARY OF QUANTITIES AND REVISIONS		
77 - 102	PLAN SHEETS		
103	DETAILS OF LATEX MODIFIED CONCRETE OVERLAY	05607, 05610	60640
104	LAYOUT OF BRIDGE OVER I-55 (SHEET 1 OF 2) CRITTENDEN COUNTY - FOR INFORMATION ONLY	06998	46531
105	LAYOUT OF BRIDGE OVER LITTLE CYPRESS BAYOU (SOUTHBOUND LANES) CRITTENDEN COUNTY - FOR INFORMATION ONLY	5539	18297
106	LAYOUT OF BRIDGE OVER LITTLE CYPRESS DITCH (SHEET 1 OF 2) CRITTENDEN COUNTY - FOR INFORMATION ONLY	B6990	50797
107	LAYOUT OF NW RAMP (SHEET 1 OF 3) CRITTENDEN COUNTY - FOR INFORMATION ONLY	06999	46550
108	LAYOUT OF NW RAMP (SHEET 2 OF 3) CRITTENDEN COUNTY - FOR INFORMATION ONLY	06999	46551
109	LAYOUT OF MENASHA ROAD OVERPASS (SHEET OF 1 OF 2) CRITTENDEN COUNTY - FOR INFORMATION ONLY	06989	46328
110	LAYOUT OF BRIDGE OVER DEAD TIMBER LAKE POINSETT COUNTY - FOR INFORMATION ONLY	05607	19008
111	DETAILS OF 30'-0" R.C. SLAB SPANS DEAD TIMBER LAKE POINSETT COUNTY - FOR INFORMATION ONLY	05607	19010
112	LAYOUT OF BRIDGE OVER DEAD TIMBER LAKE DITCH POINSETT COUNTY - FOR INFORMATION ONLY	05608	19011
113	LAYOUT OF BRIDGE OVER TYRONZA RIVER POINSETT COUNTY - FOR INFORMATION ONLY	05609	19014
114	LAYOUT OF BRIDGE OVER DITCH NOS. 1, 47, & 9 POINSETT COUNTY - FOR INFORMATION ONLY	05610	19020
115	DETAILS OF 25'-0" R.C. SLAB SPANS DITCH NOS. 1, 47, & 9 POINSETT COUNTY - FOR INFORMATION ONLY	05610	19023
116	DETAILS OF 40'-0" R.C. SLAB SPANS DITCH NOS. 1, 47, & 9 POINSETT COUNTY - FOR INFORMATION ONLY	05610	19024
117	LAYOUT OF BRIDGE OVER DEAD TIMBER LAKE POINSETT COUNTY - FOR INFORMATION ONLY	07012	46845
118	LAYOUT OF BRIDGE OVER HWY. 63 (SHEET 1 OF 2) POINSETT COUNTY - FOR INFORMATION ONLY	07013	46856
119	LAYOUT OF BRIDGE HWY. 63 OVERPASS POINSETT COUNTY - FOR INFORMATION ONLY	07019	46899
120	LAYOUT OF BRIDGE OVER DEAD TIMBER LAKE (SHEET 1 OF 2) POINSETT COUNTY - FOR INFORMATION ONLY	B7169	50812
121	LAYOUT OF BRIDGE OVER TYRONZA RIVER (SHEET 1 OF 2) POINSETT COUNTY - FOR INFORMATION ONLY	A7170	50824
122	LAYOUT OF BRIDGE OVER DITCH NOS. 1, 47 & 9 (SHEET 1 OF 2) POINSETT COUNTY - FOR INFORMATION ONLY	B7171	50843

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
GR-8	GUARD RAIL DETAILS	11-16-17
GR-8A	GUARD RAIL DETAILS	11-16-17
GR-9	GUARD RAIL DETAILS	04-17-08
GR-9A	GUARD RAIL DETAILS	04-17-08
GR-10	GUARD RAIL DETAILS	11-16-17
GR-11	GUARD RAIL DETAILS	11-16-17
GR-12	GUARD RAIL DETAILS	11-16-17
GRT-1	GUARD RAIL DETAILS	11-16-17
PM-1	PAVEMENT MARKING DETAILS	06-01-17
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	12-08-16
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	07-25-19
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	02-27-14
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	10-15-09
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94

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				JOB NO.		012340	4	122

(2) GOVERNING SPECIFICATIONS AND GENERAL NOTES

GENERAL NOTES

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

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

3. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

4. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.

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

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

7. ALL REQUIRED EROSION CONTROL MEASURES FROM WASTING MATERIALS SHALL BE AT THE CONTRACTORS EXPENSE.

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 012340
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
303-1_____	AGGREGATE BASE COURSE
306-1_____	QUALITY CONTROL AND ACCEPTANCE
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5_____	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6_____	LIQUID ANTI-STRIP ADDITIVE
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2_____	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
600-2_____	INCIDENTAL CONSTRUCTION
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
617-1_____	GUARDRAIL TERMINAL (TYPE 2)
620-1_____	MULCH COVER
621-1_____	FILTER SOCKS
800-1_____	STRUCTURES
804-2_____	REINFORCING STEEL FOR STRUCTURES
JOB 012340__	BIDDING REQUIREMENTS AND CONDITIONS
JOB 012340__	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS
JOB 012340__	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB 012340__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 012340__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 012340__	CARGO PREFERENCE ACT REQUIREMENTS
JOB 012340__	COLD MILLING ASPHALT PAVEMENT
JOB 012340__	CONSTRUCTION PROJECT INFORMATION SIGN
JOB 012340__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 012340__	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 012340__	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB 012340__	FOG SEAL
JOB 012340__	FURNISH AND OPERATION OF MOBILE SPEED NOTIFICATION SYSTEM
JOB 012340__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 012340__	HYDRODEMOLITION
JOB 012340__	JOINT REHABILITATION FOR BRIDGE DECKS
JOB 012340__	LATEX MODIFIED CONCRETE OVERLAY
JOB 012340__	MAINTENANCE OF TRAFFIC
JOB 012340__	MANAGEMENT OF HYDRODEMOLITION WASTEWATER
JOB 012340__	MANDATORY ELECTRONIC CONTRACT
JOB 012340__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 012340__	NESTING SITES OF MIGRATORY BIRDS
JOB 012340__	PARTNERING REQUIREMENTS
JOB 012340__	PERCENT WITHIN LIMITS
JOB 012340__	POLYMER OVERLAY
JOB 012340__	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB 012340__	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB 012340__	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 012340__	ROCK FILL
JOB 012340__	SITE USE (A+C METHOD)-CALENDAR DAY CONTRACT
JOB 012340__	STORM WATER POLLUTION PREVENTION PLAN
JOB 012340__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 012340__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 012340__	TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB 012340__	TRIAL PERIOD FOR LONGITUDINAL JOINT DENSITIES
JOB 012340__	ULTRATHIN BONDED WEARING COURSE
JOB 012340__	UTILITY ADJUSTMENTS
JOB 012340__	VALUE ENGINEERING
JOB 012340__	WARM MIX ASPHALT
JOB 012340__	WATER POLLUTION CONTROL
JOB 012340__	WELLHEAD PROTECTION
JOB 012340__	WOVEN GEOTEXTILE FABRIC

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
11-1-19

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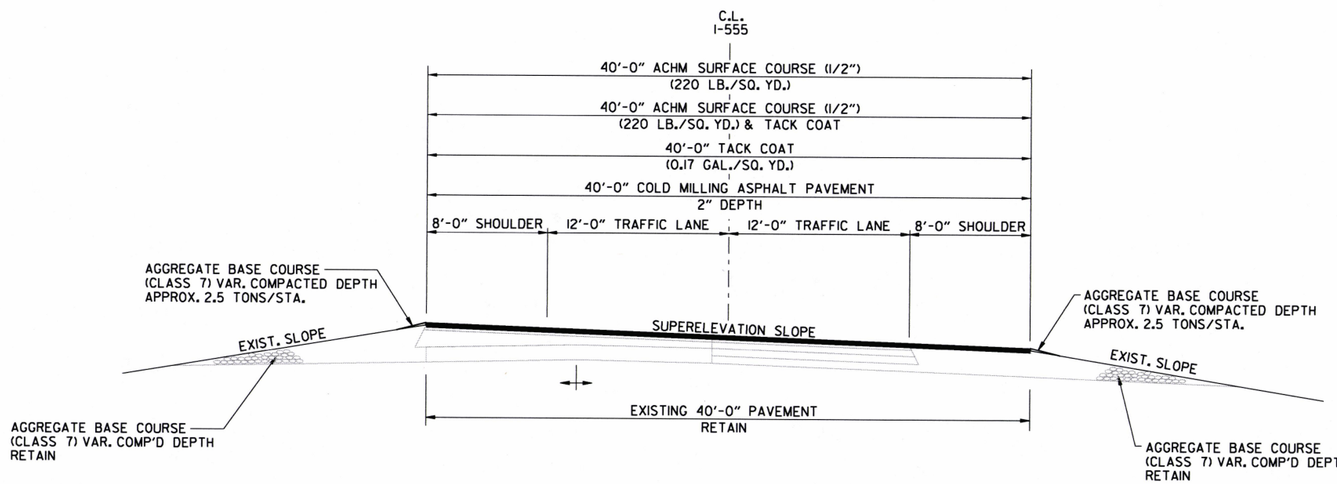
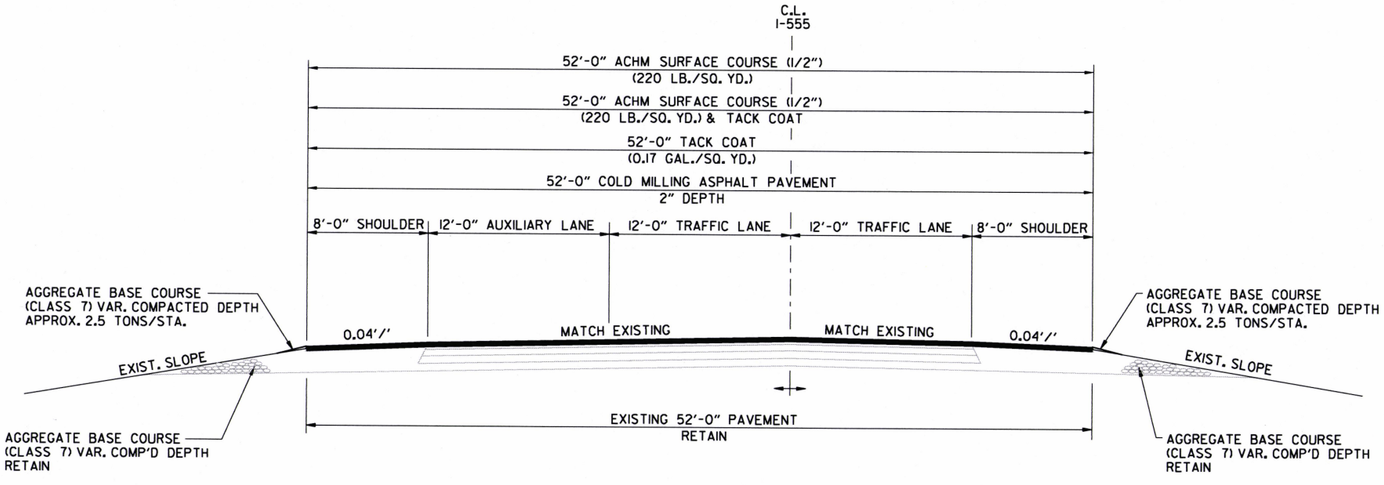
(2) TYPICAL SECTIONS OF IMPROVEMENT



INTERSTATE 555 - MILL, INLAY, & OVERLAY

STA. 101+44.11 TO STA. 111+34.77▲

▲ STATION LIMITS FOR SUPERELEVATION ARE ESTIMATED FROM JOB 110401. ACTUAL LIMITS TO BE DETERMINED IN THE FIELD.



INTERSTATE 555 - MILL, INLAY, & OVERLAY

STA. 111+34.77 TO STA. 112+76.33

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

AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

TYPICAL SECTIONS OF IMPROVEMENT

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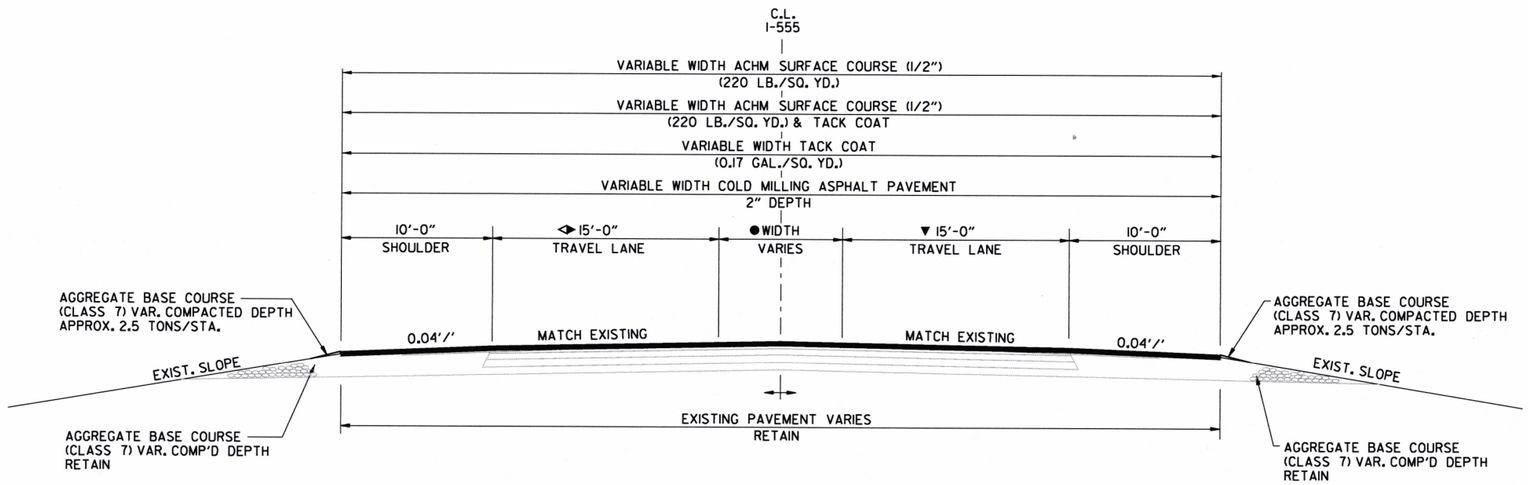


INTERSTATE 555 - MILL, INLAY, & OVERLAY

STA. 116+31.51 TO STA. 122+14.43

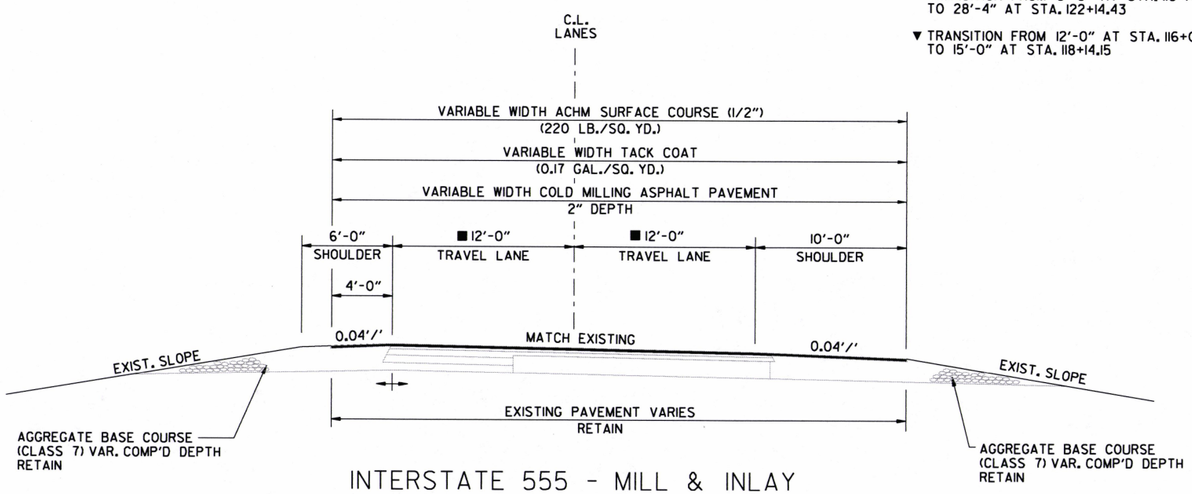
◆ TRANSITION FROM 12'-0" AT STA. 116+07.47 TO 15'-0" AT STA. 118+14.15
TRANSITION FROM 15'-0" AT STA. 121+75.27 TO 15'-9" AT STA. 122+14.43

● 0'-0" FROM STA. 116+31.51 TO STA. 118+14.15.
TRANSITION FROM 0'-0" AT STA. 118+14.15 TO 28'-4" AT STA. 122+14.43

▼ TRANSITION FROM 12'-0" AT STA. 116+07.47 TO 15'-0" AT STA. 118+14.15

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

AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.



INTERSTATE 555 - MILL & INLAY
(SHOWN IN THE DIRECTION OF TRAFFIC)

RT. MAIN LANES
STA. 122+14.43 TO STA. 43+83.58
STA. 45+97.32 TO STA. 93+24.89
STA. 108+04.70 TO STA. 207+86.62

■ 7'-6" FROM STA. 122+14.21 TO STA. 24+61.43.
TRANSITION FROM 15'-0" AT STA. 24+61.43 TO 12'-0" AT STA. 27+61.43.

sadonaldson 9/17/2019 4:02:58 PM
WORKSPACE: AHTD
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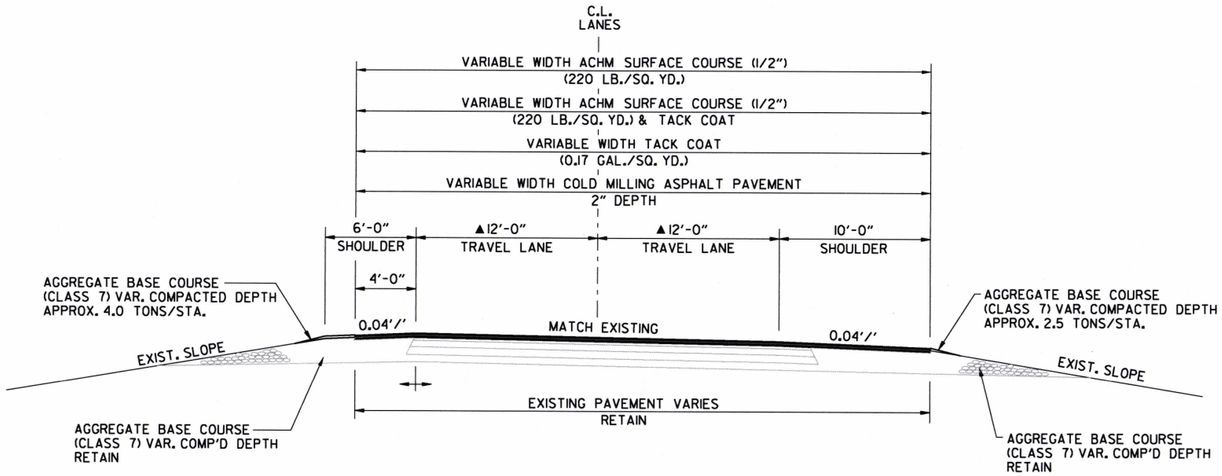
REVISED DATE:

TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	7	122

(2) TYPICAL SECTIONS OF IMPROVEMENT

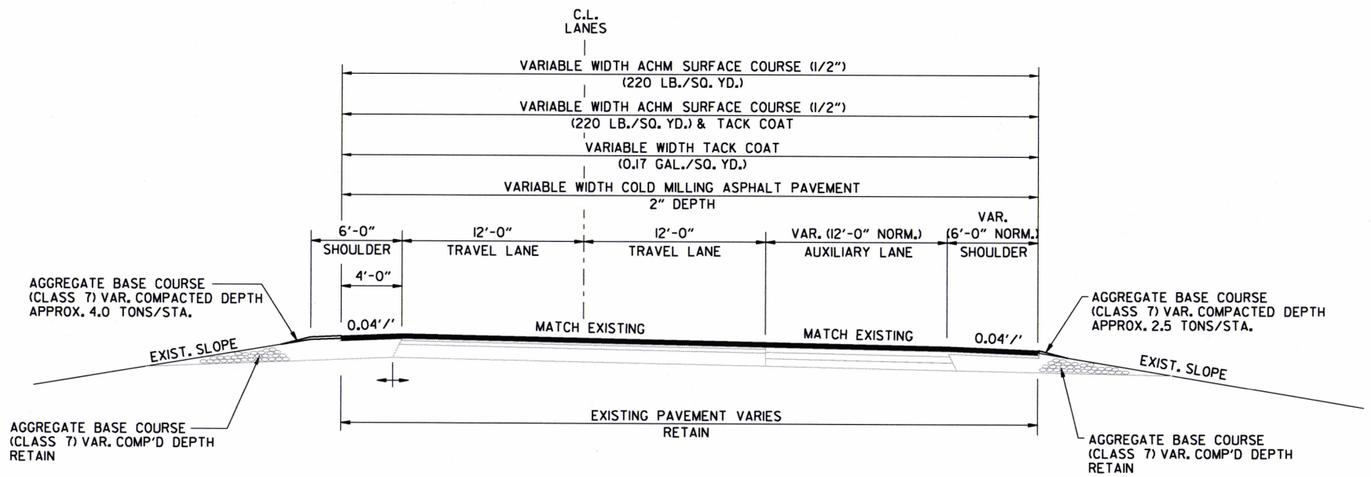
STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-17-19



INTERSTATE 555 - MILL, INLAY, & OVERLAY
(SHOWN IN THE DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 122+14.43 TO STA. 43+74.99
STA. 45+21.80 TO STA. 57+98.91
STA. 67+65.96 TO STA. 96+97.03
STA. 108+04.70 TO STA. 207+75.93

▲ TRANSITION FROM 7'-11" AT STA. 122+14.43 TO 12'-0" AT STA. 126+25.27



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

AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.

INTERSTATE 555 - MILL, INLAY, & OVERLAY
(SHOWN IN THE DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 57+98.91 TO STA. 67+65.96

sadonaldson 9/17/2019 4:02:58 PM
WORKSPACE: AHTD
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REVISED DATE:

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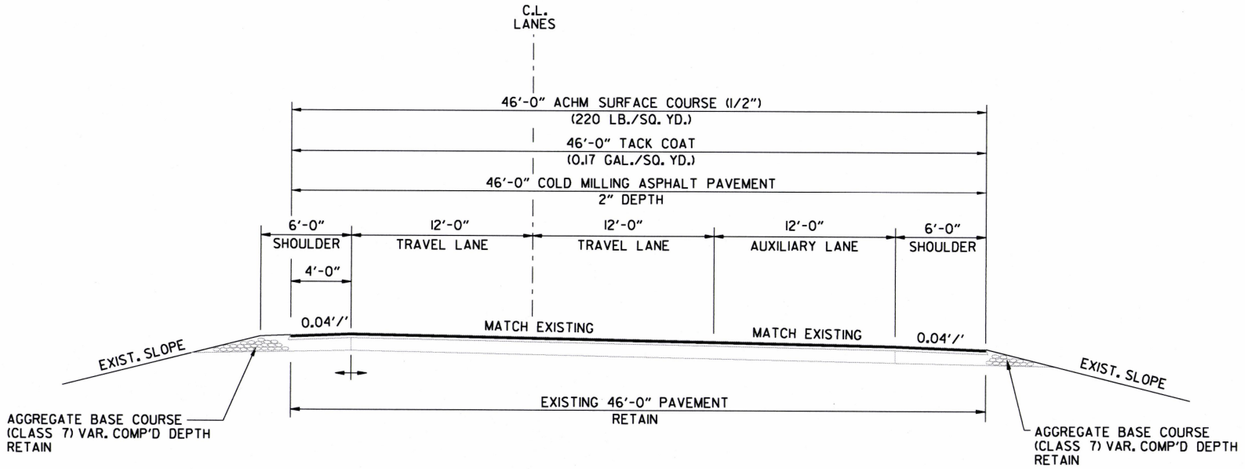
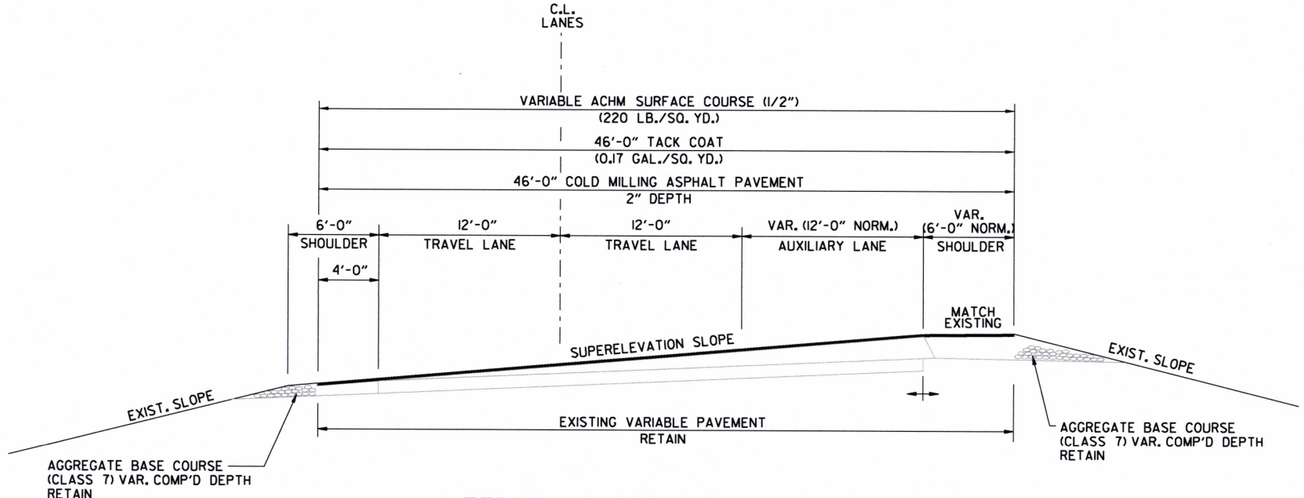
				6	ARK.			
				JOB NO.		012340	8	122

(2) TYPICAL SECTIONS OF IMPROVEMENT



INTERSTATE 555 - MILL & INLAY
(SHOWN IN THE DIRECTION OF TRAFFIC)

RT. MAIN LANES
STA. 93+24.89 TO STA. 96+97.03



INTERSTATE 555 - MILL & INLAY
(SHOWN IN THE DIRECTION OF TRAFFIC)

RT. MAIN LANES
STA. 96+97.03 TO STA. 102+61.52 ▲

▲ STATION LIMITS FOR SUPERELEVATION ARE ESTIMATED FROM JOB 110434. ACTUAL LIMITS TO BE DETERMINED IN THE FIELD.

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

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

TYPICAL SECTIONS OF IMPROVEMENT

sadonaldson 9/11/2019 12:20:40 PM
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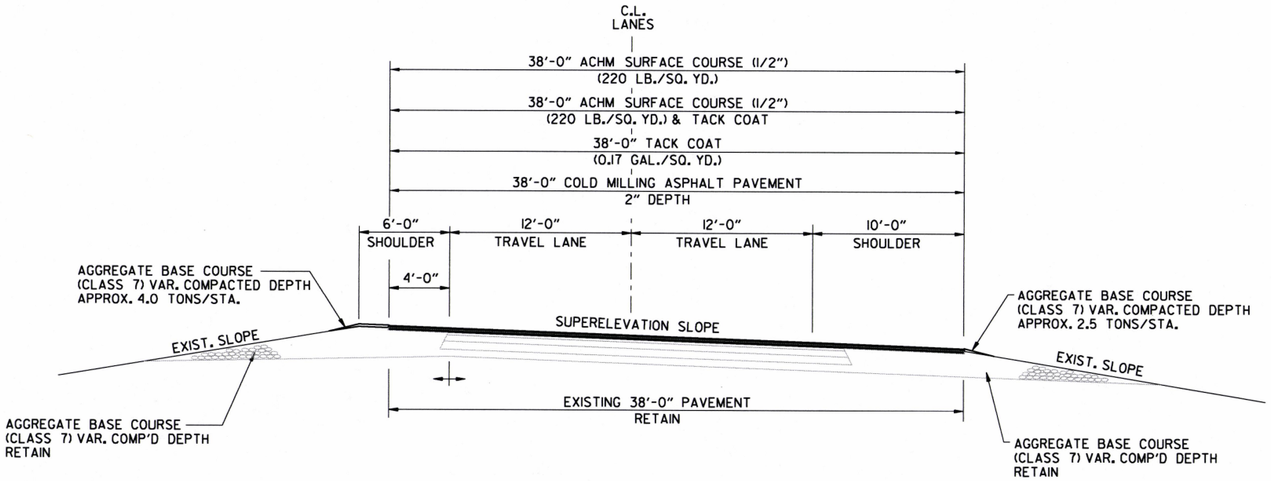
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	9	122

(2) TYPICAL SECTIONS OF IMPROVEMENT

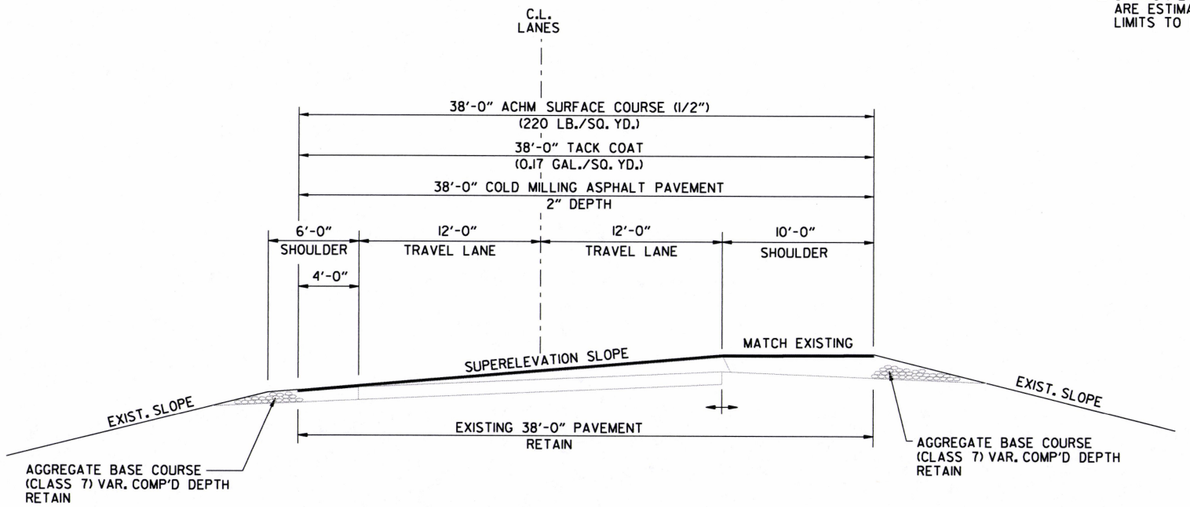


INTERSTATE 555 - MILL, INLAY, & OVERLAY
(SHOWN IN THE DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 96+97.03 TO STA. 108+04.70▲

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

▲ STATION LIMITS FOR SUPERELEVATION ARE ESTIMATED FROM JOB 110434. ACTUAL LIMITS TO BE DETERMINED IN THE FIELD.



INTERSTATE 555 - MILL & INLAY
(SHOWN IN THE DIRECTION OF TRAFFIC)

RT. MAIN LANES
STA. 102+61.52 TO STA. 108+04.70▲

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

AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.

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REVISED DATE:

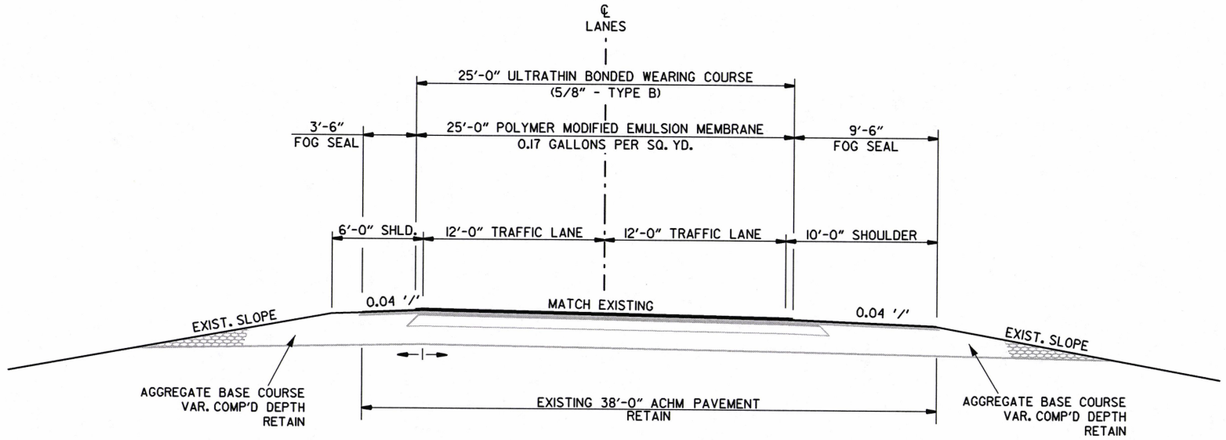
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	10	122

(2) TYPICAL SECTIONS OF IMPROVEMENT

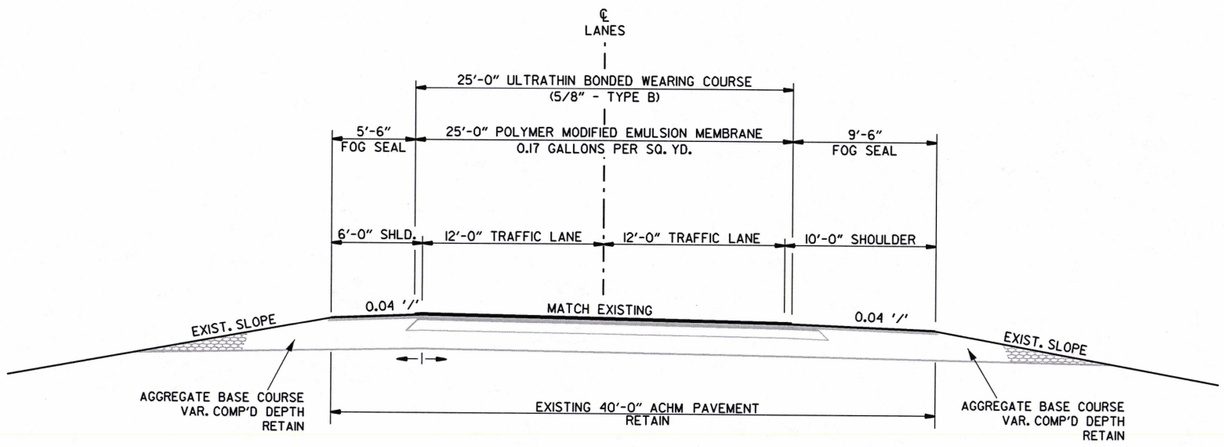
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS



INTERSTATE 555 - UTBWC OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 208+95.00 TO STA. 321+00.00

RT. MAIN LANES
STA. 209+74.38 TO STA. 344+25.15



INTERSTATE 555 - UTBWC OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 321+00.00 TO STA. 344+25.15

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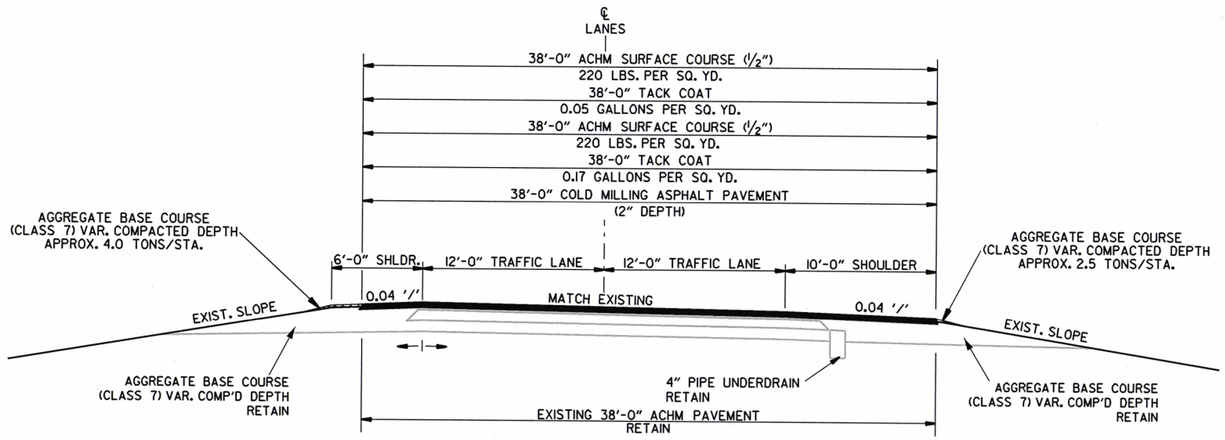
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	II	122

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS



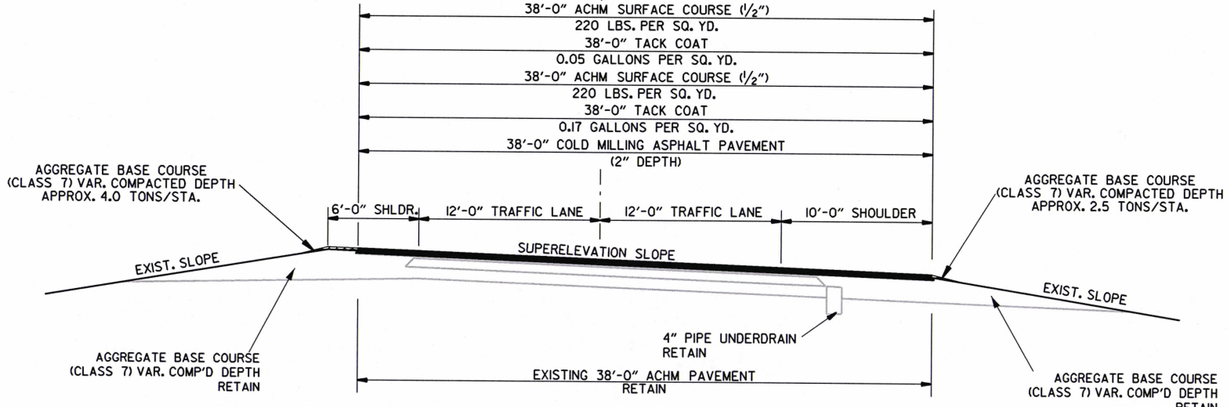
INTERSTATE 555 - MILL, INLAY, & OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 458+75.19 TO STA. 464+39.32

RT. MAIN LANES
STA. 344+25.15 TO STA. 402+95.70
STA. 404+89.76 TO STA. 464+39.32

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

AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.



INTERSTATE 555 - MILL, INLAY, & OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 458+75.19 TO STA. 464+39.32

RT. MAIN LANES
STA. 344+25.15 TO STA. 402+95.70
STA. 404+89.76 TO STA. 464+39.32

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TYPICAL SECTIONS OF IMPROVEMENT

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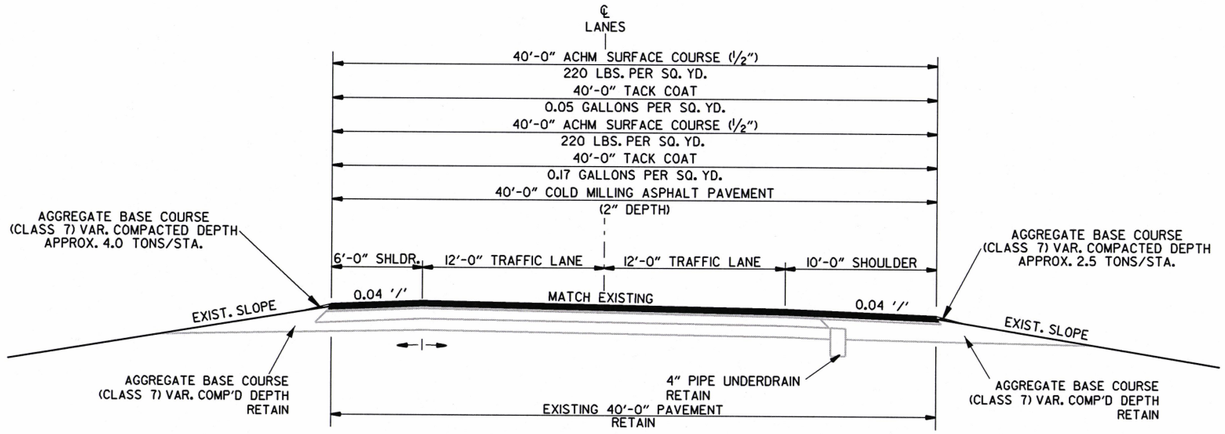
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	12	122

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

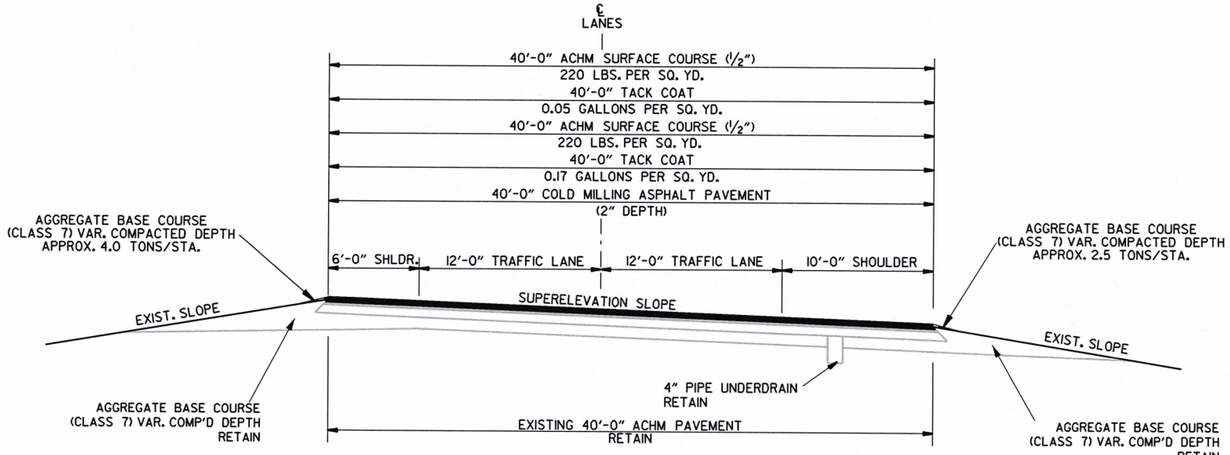


INTERSTATE 555 - MILL, INLAY, & OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 344+25.15 TO STA. 403+22.77
STA. 405+15.77 TO STA. 458+75.19

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

AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.



INTERSTATE 555 - MILL, INLAY, & OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 344+25.15 TO STA. 403+22.77
STA. 405+15.77 TO STA. 458+75.19

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TYPICAL SECTIONS OF IMPROVEMENT

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				6	ARK.			
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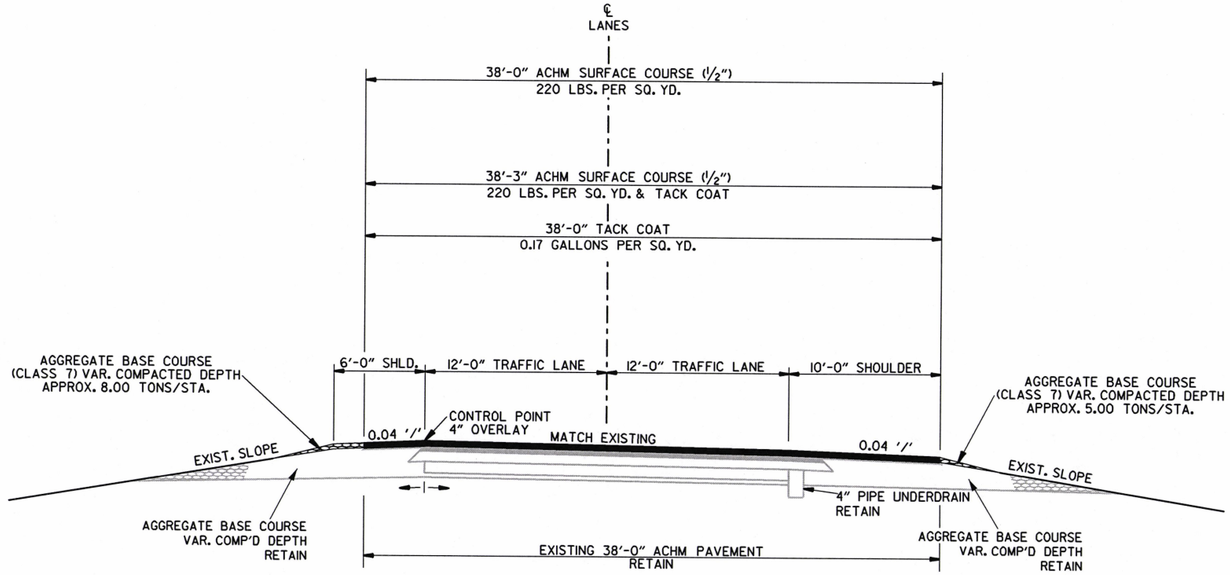
(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

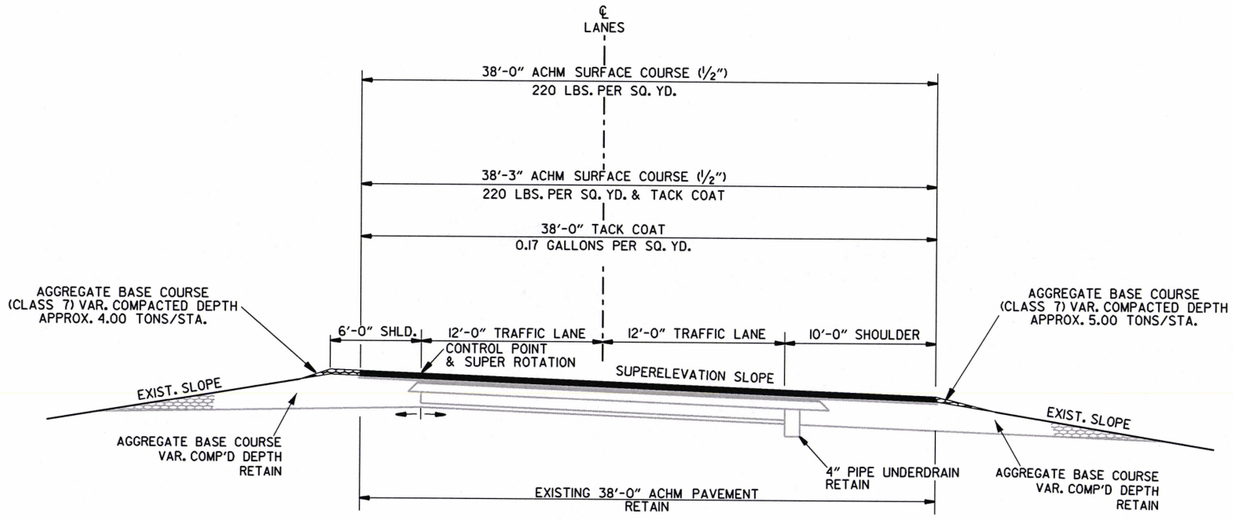


INTERSTATE 555 - 4" OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)
(SOUTHBOUND LANES)

LT. MAIN LANES
STA. 464+39.32 TO STA. 545+21.86
STA. 549+04.14 TO STA. 2+56.86
STA. 7+39.42 TO STA. 78+57.00

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

AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.



INTERSTATE 555 WITH SUPERELEVATION - 4" OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)
(SOUTHBOUND LANES)

LT. MAIN LANES
STA. 464+39.32 TO STA. 545+21.86
STA. 549+04.14 TO STA. 2+56.86
STA. 7+39.42 TO STA. 78+57.00

TYPICAL SECTIONS OF IMPROVEMENT

USER: JH595
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PLOTTED: 9/16/2019 08:26 SCALE: NO

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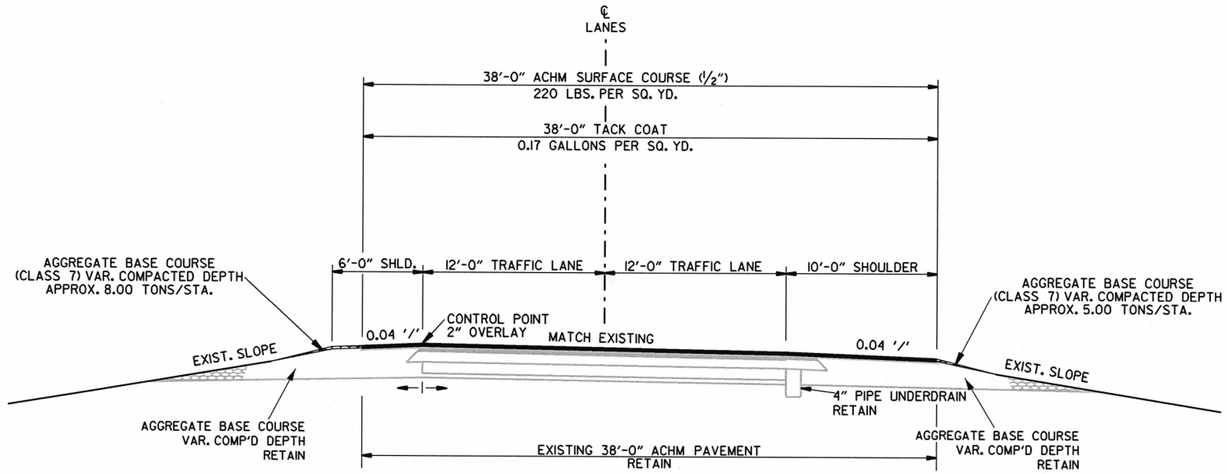
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	14	122

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

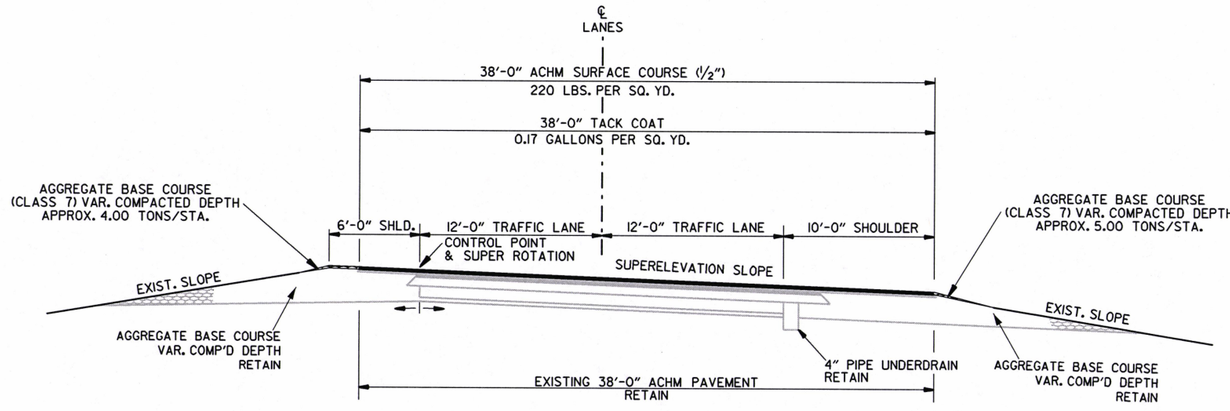


INTERSTATE 555 - 2" OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)
(NORTHBOUND LANES)

RT. MAIN LANES
STA. 464+39.32 TO STA. 545+17.25
STA. 548+79.43 TO STA. 2+06.05
STA. 7+15.96 TO STA. 78+57.00

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

AGGREGATE BASE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS. THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.



INTERSTATE 555 WITH SUPERELEVATION - 2" OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)
(NORTHBOUND LANES)

RT. MAIN LANES
STA. 464+39.32 TO STA. 545+17.25
STA. 548+79.43 TO STA. 2+06.05
STA. 7+15.96 TO STA. 78+57.00

USER: JH5195
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TYPICAL SECTIONS OF IMPROVEMENT

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				JOB NO.		012340	15	122
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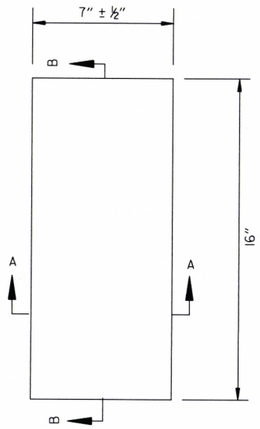
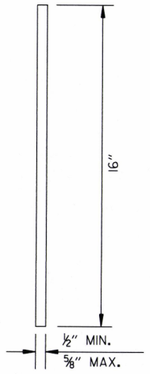
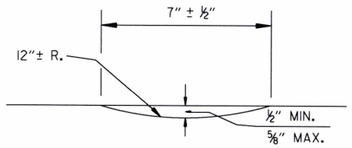


PLAN

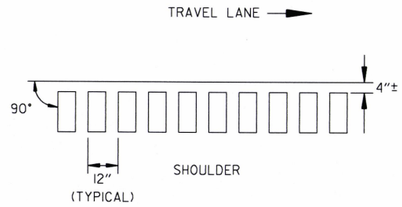


SECTION B-B



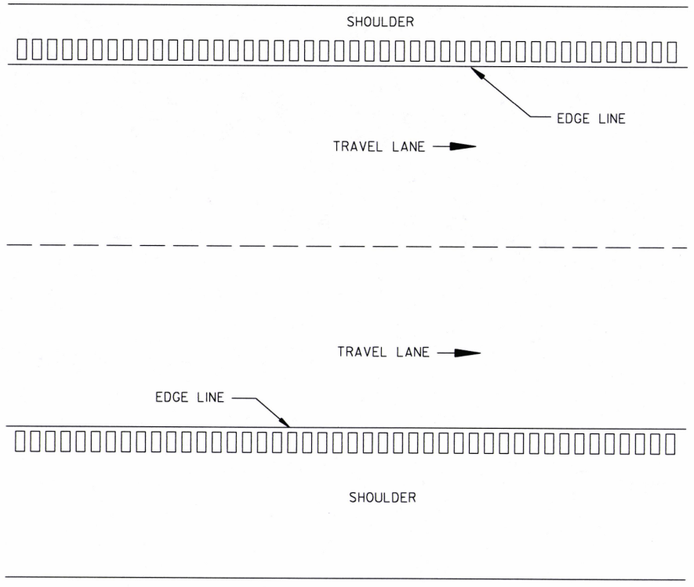
SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19



PLAN VIEW

NOTES:

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

sadonaldson 9/11/2019 12:20:40 PM
WORKSPACE: AHTD
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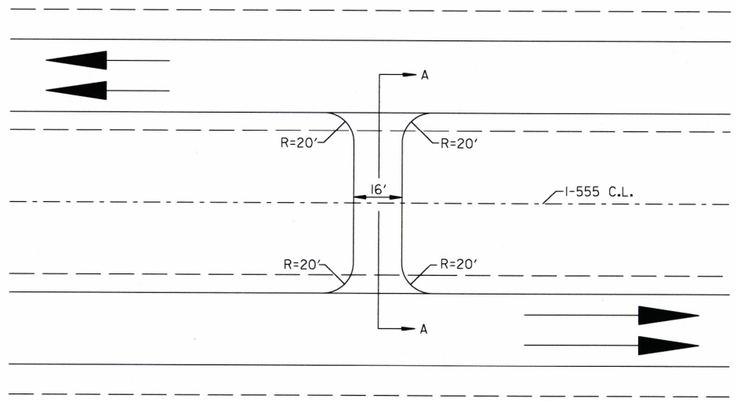
REVISED DATE:

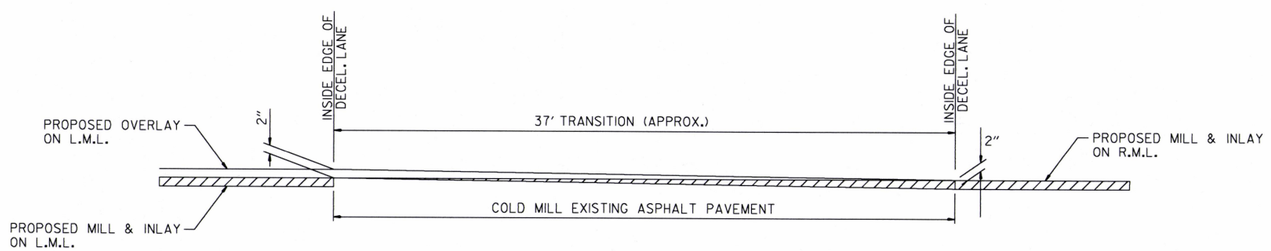
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	16	122
				(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-23-19



DETAIL OF MEDIAN CROSSING
STA. 181+45

NOTE:
EXISTING MEDIAN TURNAROUND - OVERLAY WITH
ACHM SURFACE COURSE ($1/2$") - 220 LBS. PER SQ. YD.
AGGREGATE BASE COURSE (CL. 7) VAR. COMPACTED DEPTH
APPROX. 2.50 TONS/STA. EACH SIDE
SEE SECTION A-A BELOW FOR TRANSITIONING
FROM L.M.L. TO R.M.L.



SECTION A-A

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REVISED DATE:

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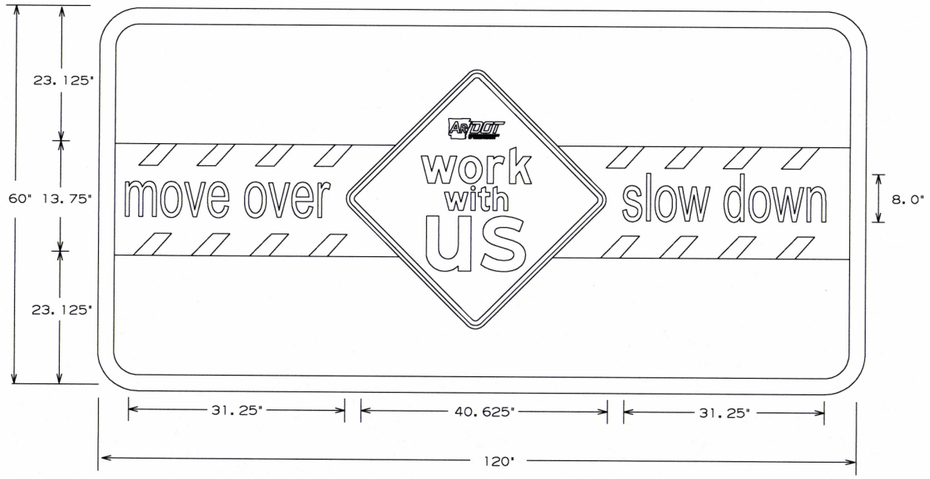
				6	ARK.			
				JOB NO.		012340	17	122
				(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19



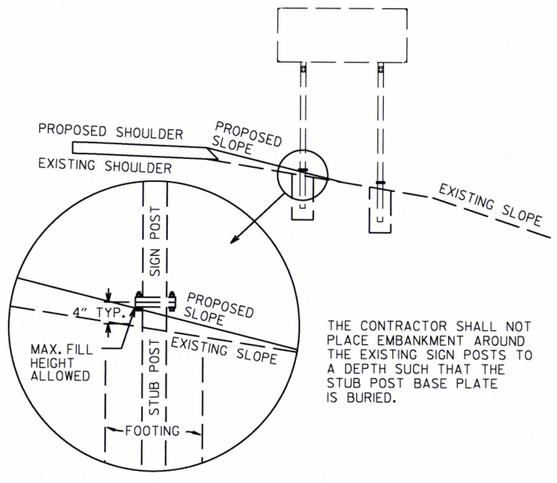
2" WHITE BORDER, 2" RADII, GREEN BACKGROUND
"move over/slow down" 5.31" NIVEAU GROTESK, REGULAR FONT x 1.5Y
"work with us" FRUTIGER LT 75 BLACK FONT

NOTE: DIGITAL ART WORK FILE AVAILABLE FROM ARDOT MAINTENANCE DIVISION SIGN SHOP 501-569-2665.
THIS SIGN SHALL BE PLACED 2640' PRECEDING THE FIRST ADVANCE WARNING SIGN, IN THE DIRECTION OF TRAFFIC.

WORK WITH US SIGN

6.0" Radius, 1.3" Border, Black on Orange;
"Job XXXXXX" C 2K; "Start Date Mo Year" C 2K;
"Est Completion Mo Year" C 2K; "IDRIVE" Arial;
"ARKANSAS.COM " Arial;

CONSTRUCTION PROJECT INFORMATION SIGN

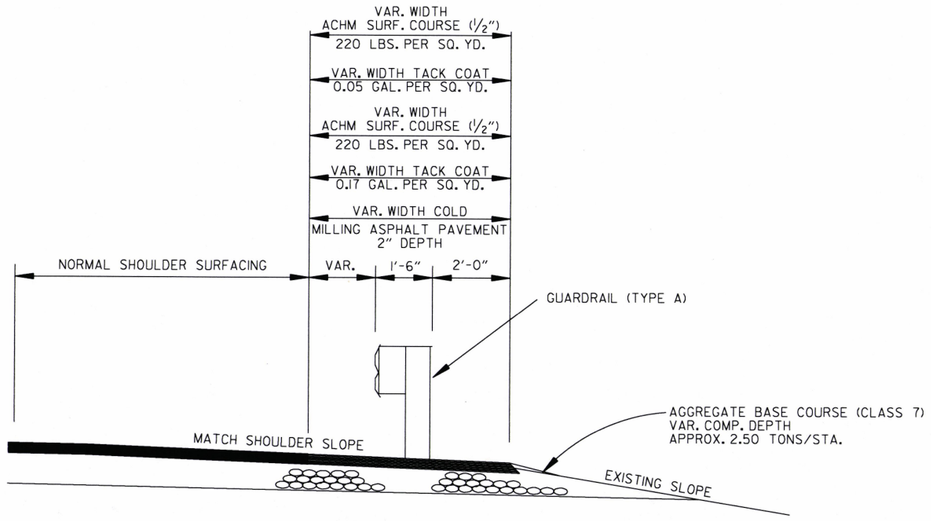


THE CONTRACTOR SHALL NOT PLACE EMBANKMENT AROUND THE EXISTING SIGN POSTS TO A DEPTH SUCH THAT THE STUB POST BASE PLATE IS BURIED.

DETAIL FOR THE MAINTENANCE OF EXISTING BREAKAWAY SIGN STRUCTURES

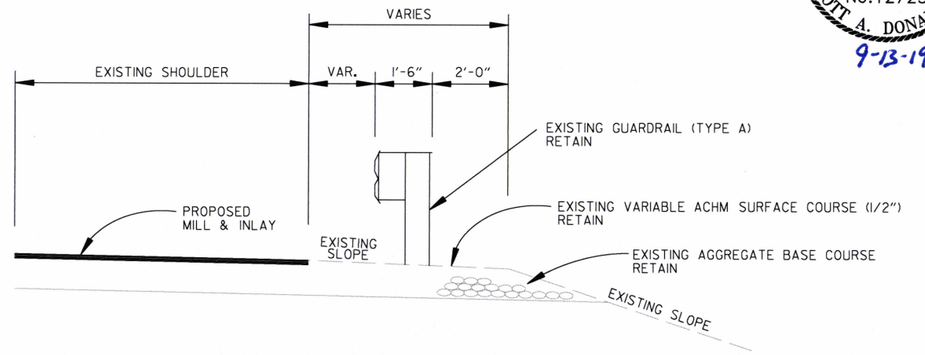
sadonaldson 9/11/2019 12:20:41 PM
WORKSPACE: AHTD
L:\20\7\0\7\570 - 110675 I-55 - Polnsett Co Line\Drawings\r110675_SD_01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	18	122
				(2)	SPECIAL DETAILS			



SECTION DETAIL OF WIDENING FOR GUARDRAIL

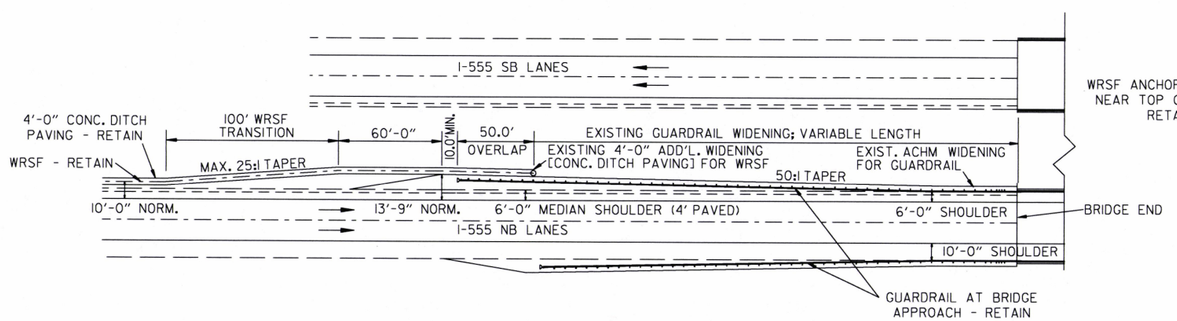
NOTE: REFER TO STANDARD DRAWINGS GR-8, GR-8A,GR-9, GR-10, GR-11, GR-12, GR-13 AND GRT-1 FOR ADDITIONAL INFORMATION.
BR. NO. 06998 & L.M.L. VARIOUS LOCATIONS WITHIN STA. 101+44.11 TO STA. 207+84.95



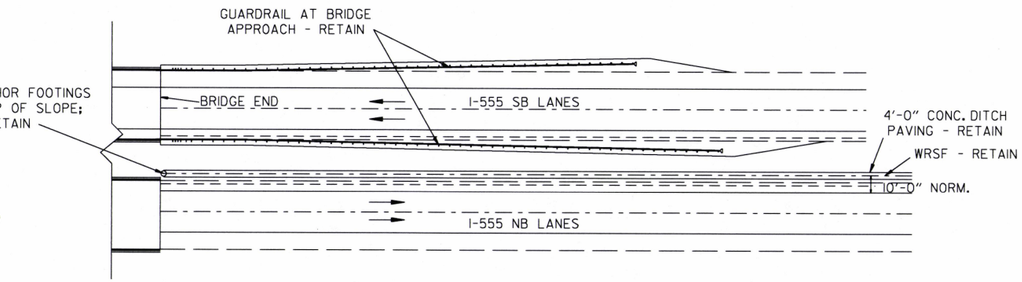
SECTION DETAIL OF EXISTING GUARDRAIL

REFER TO PLAN SHEETS FOR RETAIN LOCATIONS WITHIN
STA. 101+44.11 TO STA. 207+84.95

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19



WRSF AND EXIST. GUARDRAIL
ON SAME SIDE OF MEDIAN



WRSF AND EXIST. GUARDRAIL
ON OPPOSITE SIDES OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

FOR INFORMATION ONLY. REFER TO PLAN SHEETS FOR RETAIN
LOCATIONS WITHIN STA. 101+44.11 TO STA. 207+84.95.

sadonaldson 9/11/2019 12:20:41 PM
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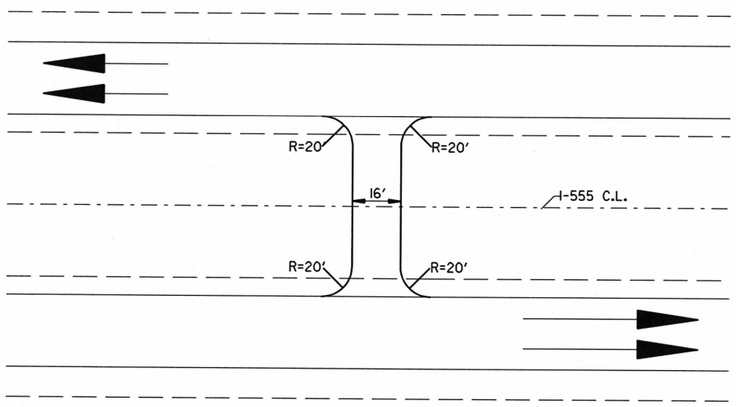
L:\201\101\101570 - 110675 I-55 - Poinsett Co Line\Drawings\r110675_SD_01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	19	122

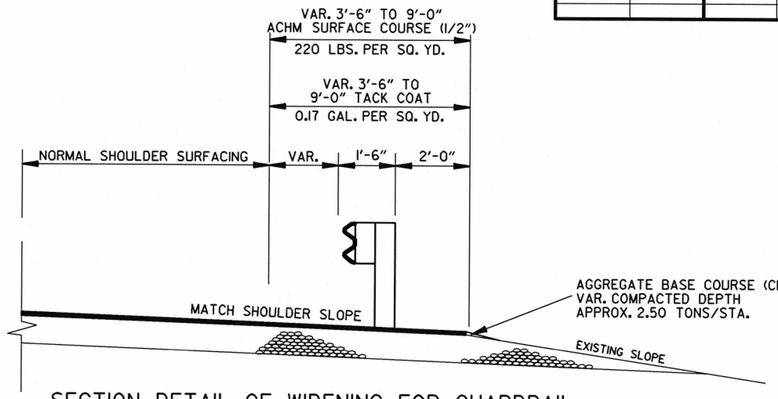
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS



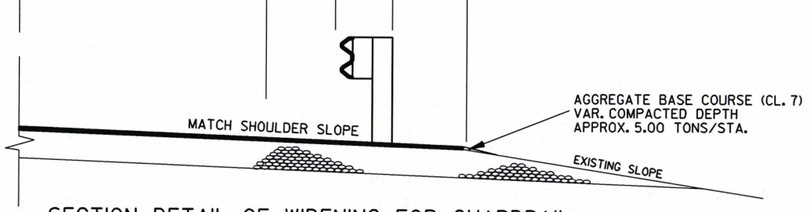
DETAIL OF PAVED MEDIAN CROSSING

NOTE:
EXISTNG MEDIAN CROSSING - OVERLAY WITH
ACHM SURFACE COURSE (½")- 220 LBS. PER SQ. YD.
AGGREGATE BASE COURSE (CL. 7) VAR. COMPACTED DEPTH
APPROX. 2.50 TONS/STA. EACH SIDE.



SECTION DETAIL OF WIDENING FOR GUARDRAIL

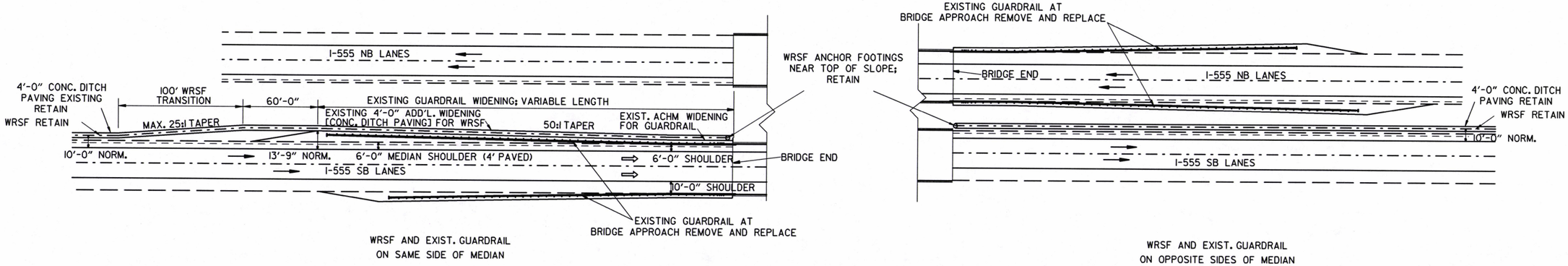
NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-8A, GR-9, GR-9A, GR-10, GR-11, GR-12, GR-13, GRT-1 FOR ADDITIONAL INFORMATION.
L.M.L. VARIOUS LOCATIONS WITHIN STA. 344+35.00 TO STA. 466+00.00
R.M.L. VARIOUS LOCATIONS WITHIN STA. 344+35.00 TO STA. 78+57.00



NOTE:
AGGREGATE BASE COURSE COURSE (CLASS 7) SHALL BE UNIFORMLY COMPACTED, STABLE, AND FREE OF SEGREGATED AREAS.
THE DENSITY REQUIREMENTS OF SECTION 303 ARE WAIVED.

SECTION DETAIL OF WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-8A, GR-9, GR-9A, GR-10, GR-11, GR-12, GR-13, GRT-1 FOR ADDITIONAL INFORMATION.
L.M.L. VARIOUS LOCATIONS WITHIN STA. 466+00.00 TO STA. 78+57.00



DETAIL OF EXISTING WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

REFER TO PLANS FOR RELATIVE PLACEMENT
OF GUARDRAIL AT EACH BRIDGE END

SPECIAL DETAILS

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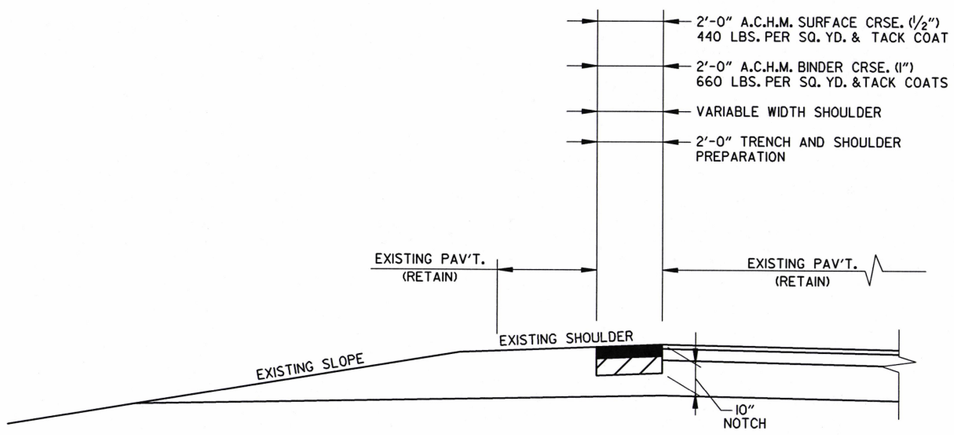
SCALE: 1:10

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	20	122

(2) SPECIAL DETAILS

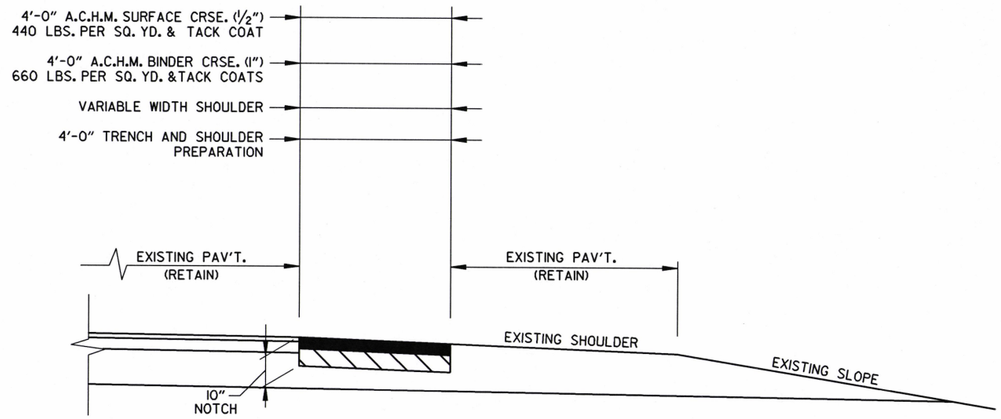
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS



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

NOT TO SCALE

L.M.L. INSIDE SHOULDER	R.M.L. INSIDE SHOULDER
STA. 209+01.53 TO STA. 210+30.00	STA. 209+55.72 TO STA. 210+78.55
STA. 1+51.00 TO STA. 2+56.86	STA. 0+99.83 TO STA. 2+20.61
STA. 7+24.86 TO STA. 8+46.00	STA. 7+15.96 TO STA. 8+22.18



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

NOT TO SCALE

L.M.L. OUTSIDE SHOULDER	R.M.L. OUTSIDE SHOULDER
STA. 208+90.34 TO STA. 211+70.00	STA. 209+74.38 TO STA. 212+18.55
STA. 0+11.00 TO STA. 2+71.42	STA. 598+58.83 TO STA. 2+06.05
STA. 7+39.42 TO STA. 9+86.00	STA. 7+01.40 TO STA. 9+62.18

SPECIAL DETAILS

USER: JH595
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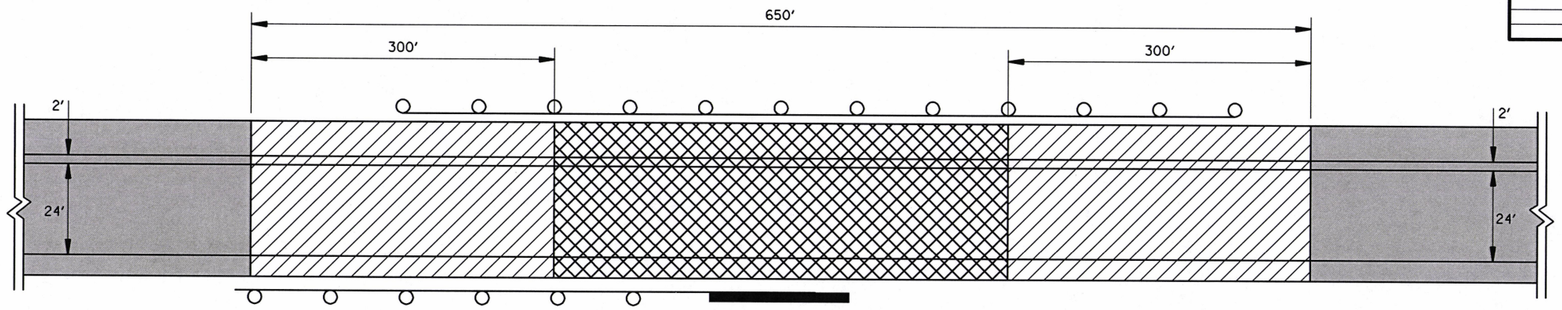
6	ARK.			
JOB NO.		012340	21	122
(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

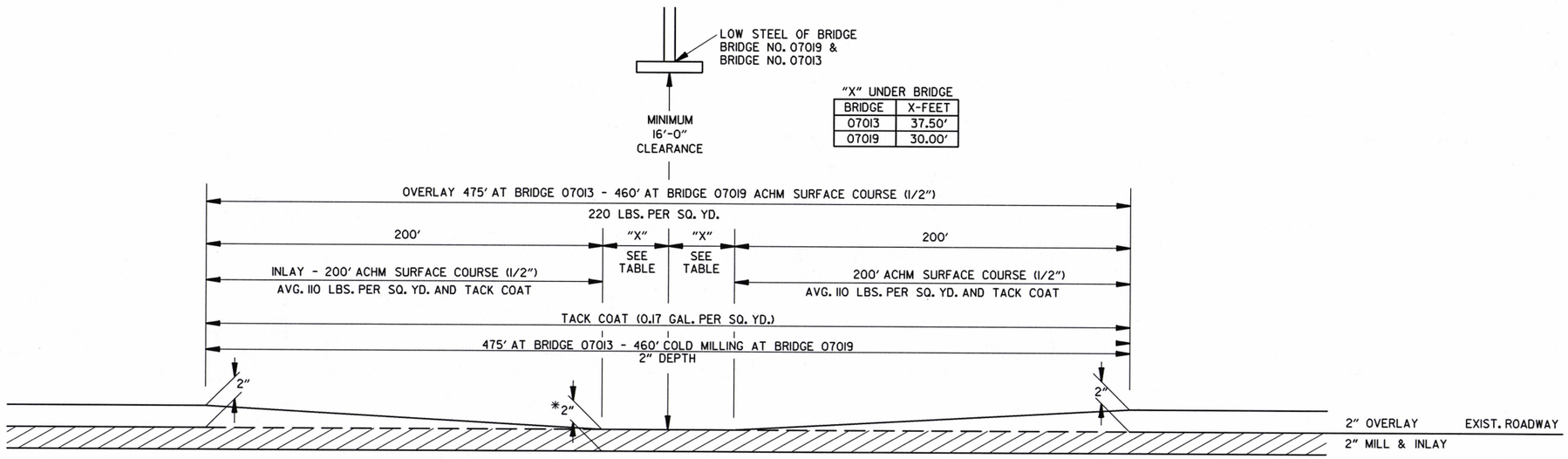


2" MILL & PAVEMENT TRANSITION
4"-2" DEPTH

2"-3" MILL
2" INLAY

2" MILL & INLAY
& 2" OVERLAY

PLAN



"X" UNDER BRIDGE

BRIDGE	X-FEET
07013	37.50'
07019	30.00'

DENOTES EXISTING ASPHALT TO BE REMOVED BY COLD MILLING

DENOTES EXISTING ASPHALT TO BE REMOVED BY COLD MILLING

*DEPTH SHOWN ESTIMATED. ACTUAL DEPTH TO BE DETERMINED IN THE FIELD. PAYMENT FOR MILLING OF EXISTING CONCRETE PAVEMENT, IF REQUIRED, WILL BE INCLUDED IN THE PRICE BID FOR COLD MILLING ASPHALT PAVEMENT. CONCRETE PAVEMENT SHALL NOT BE MILLED MORE THAN 1" DEEP.

PROFILE
MAIN LANES AT S.H. 135 (BRIDGE NO. 07019)
MAIN LANES AT S.H. 118 (BRIDGE NO. 07013)

NOT TO SCALE

SPECIAL DETAILS

USER: JH595
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\special_details\r100954 sd.dgn
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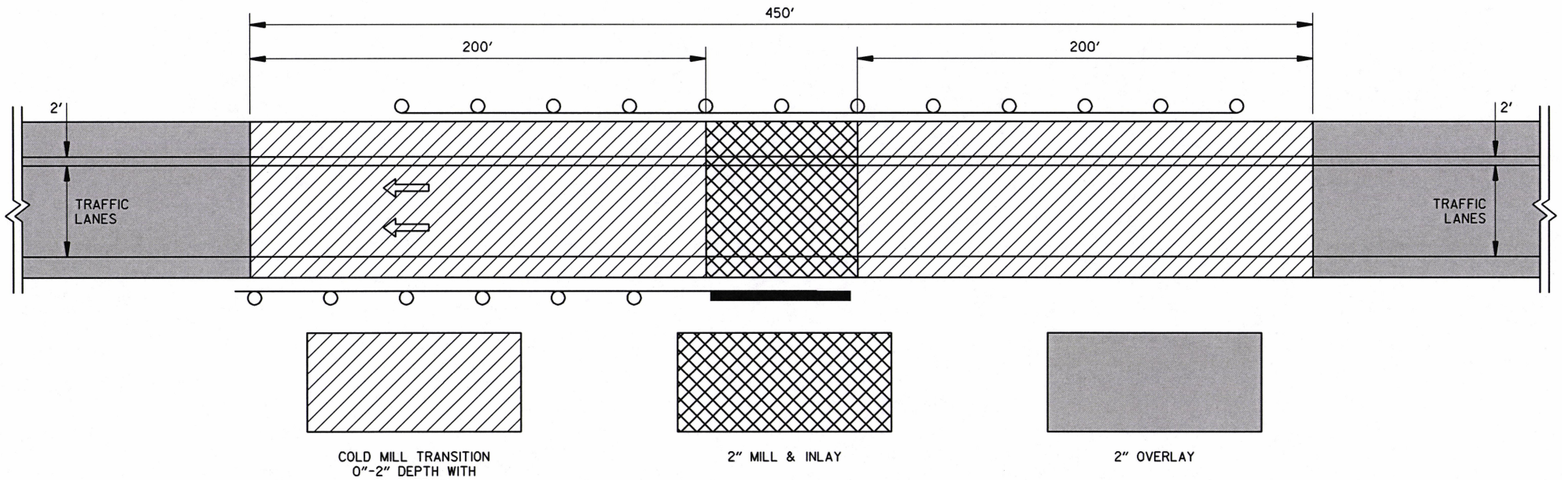
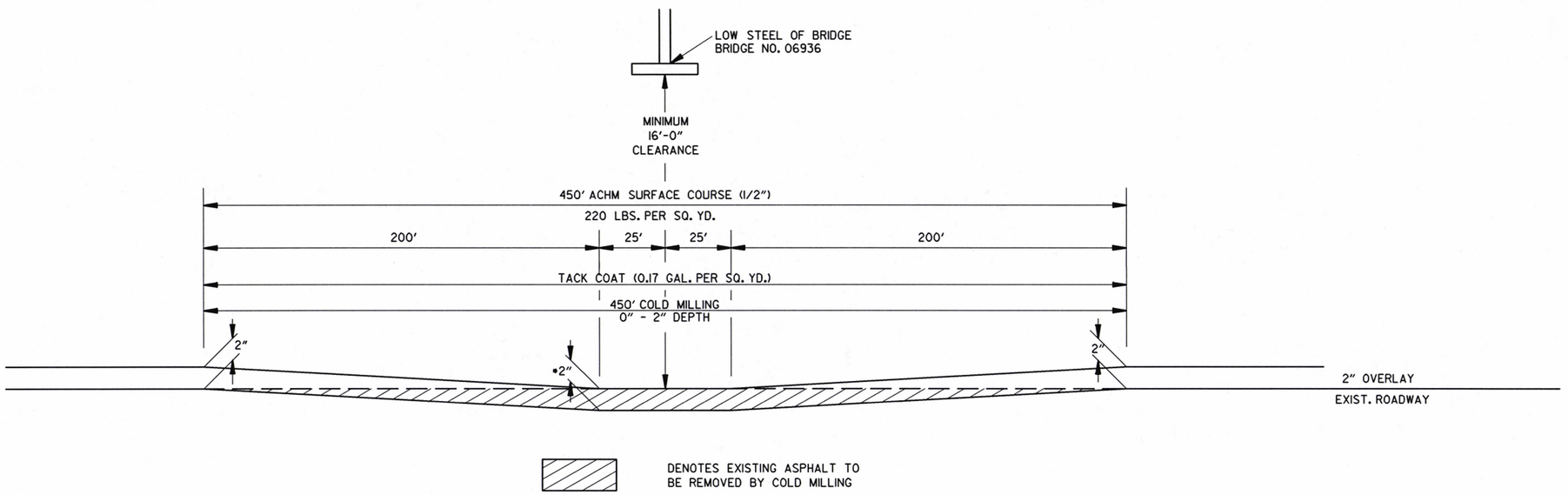
6	ARK.			
JOB NO.		012340	22	122
(2)	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS



PLAN



• DEPTH SHOWN ESTIMATED. ACTUAL DEPTH TO BE DETERMINED IN THE FIELD. PAYMENT FOR MILLING OF EXISTING CONCRETE PAVEMENT, IF REQUIRED, WILL BE INCLUDED IN THE PRICE BID FOR COLD MILLING ASPHALT PAVEMENT. CONCRETE PAVEMENT SHALL NOT BE MILLED MORE THAN 1″ DEEP.

PROFILE
RIGHT MAIN LANES AT S.H. 149 (BRIDGE NO. 06936)
NOT TO SCALE

USER: JH5195
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\special_details\r100954 sd.dgn
PLOTTED: 9/11/2019 13:11 SCALE: 1:10

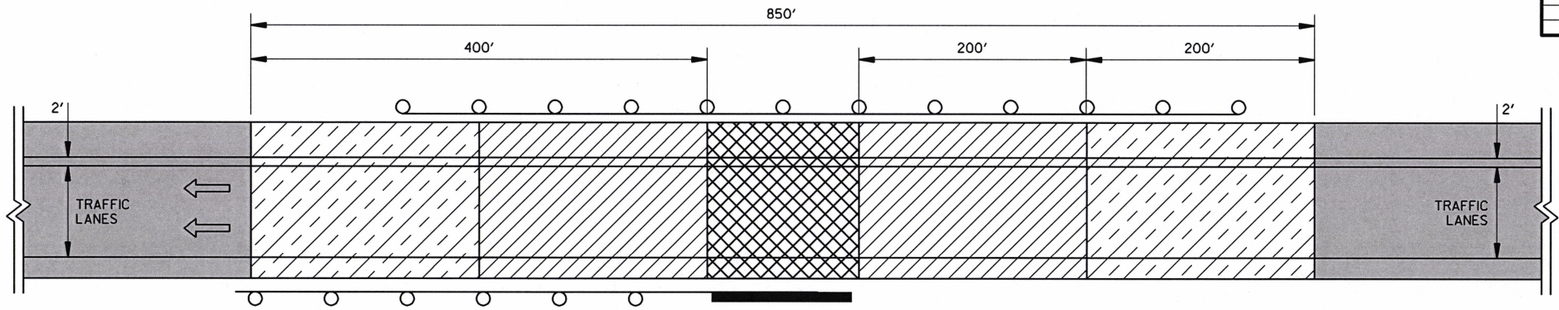
SPECIAL DETAILS

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.		012340	23	122

(2) SPECIAL DETAILS

STATE OF ARKANSAS
HUBERT BURNS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19



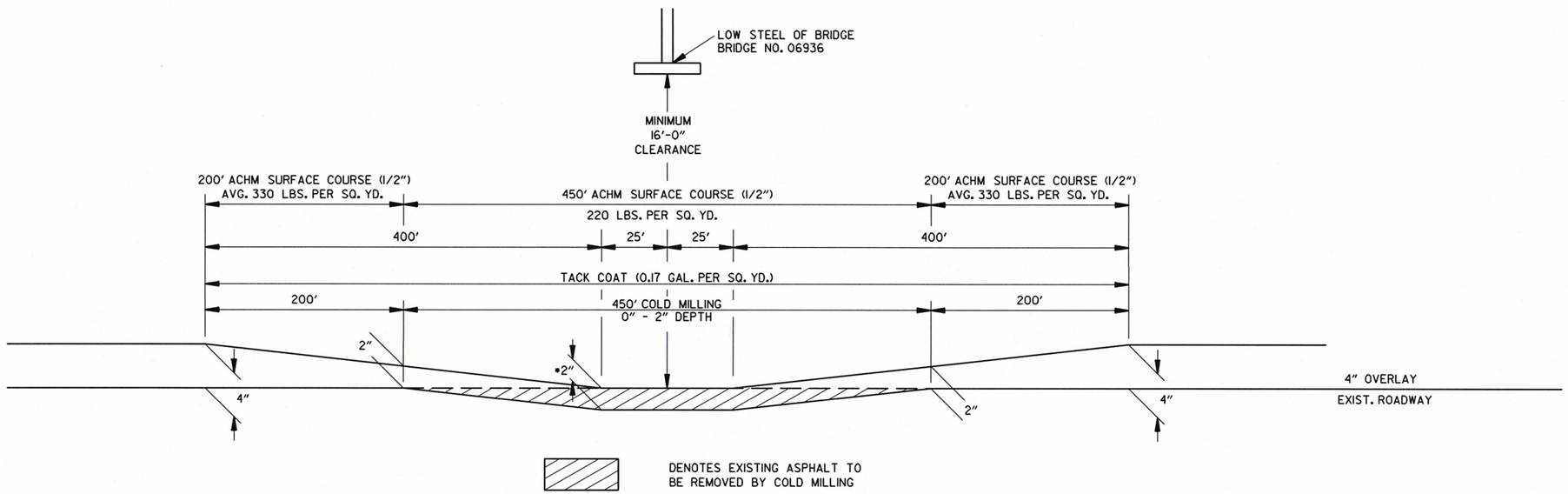
COLD MILL TRANSITION 0"-2" DEPTH WITH 2" OVERLAY

2" MILL & INLAY

2"-4" OVERLAY

4" OVERLAY

PLAN



• DEPTH SHOWN ESTIMATED. ACTUAL DEPTH TO BE DETERMINED IN THE FIELD. PAYMENT FOR MILLING OF EXISTING CONCRETE PAVEMENT, IF REQUIRED, WILL BE INCLUDED IN THE PRICE BID FOR COLD MILLING ASPHALT PAVEMENT. CONCRETE PAVEMENT SHALL NOT BE MILLED MORE THAN 1" DEEP.

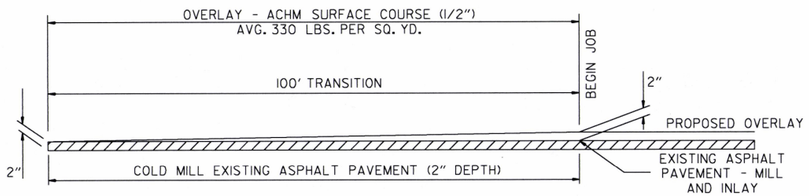
PROFILE
LEFT MAIN LANES AT
S.H. 149 (BRIDGE NO. 06936)
NOT TO SCALE

SPECIAL DETAILS

USER: JH5195
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\special_details\r100954 sd.dgn
PLOTTED: 9/11/2019 13:11
SCALE: 1:10

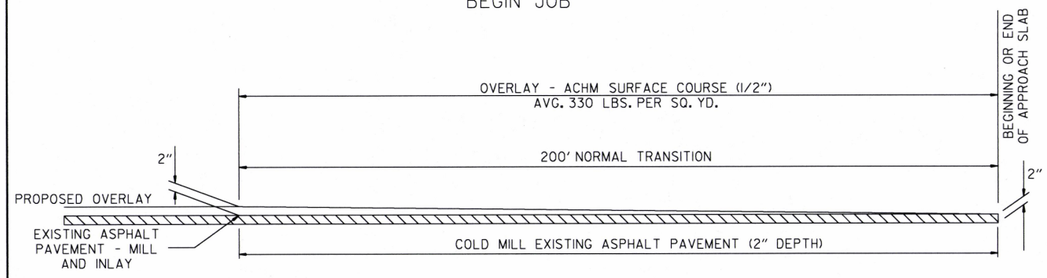
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	24	122

(2) SPECIAL DETAILS



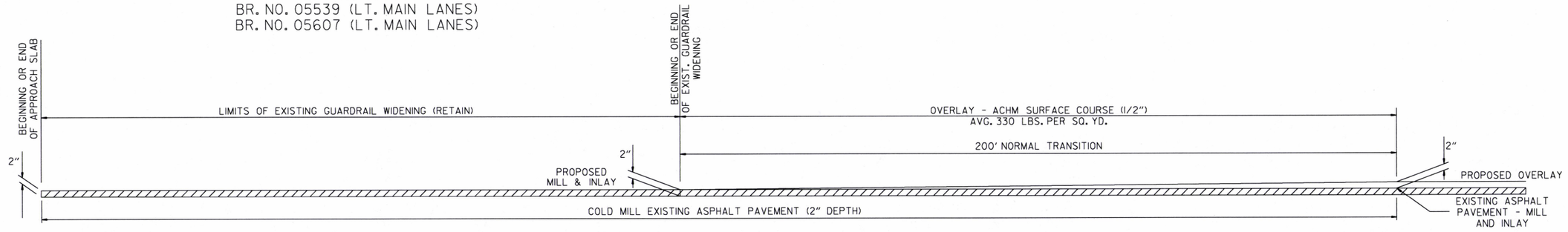
DETAIL FOR PAVEMENT TRANSITIONS

BEGIN JOB



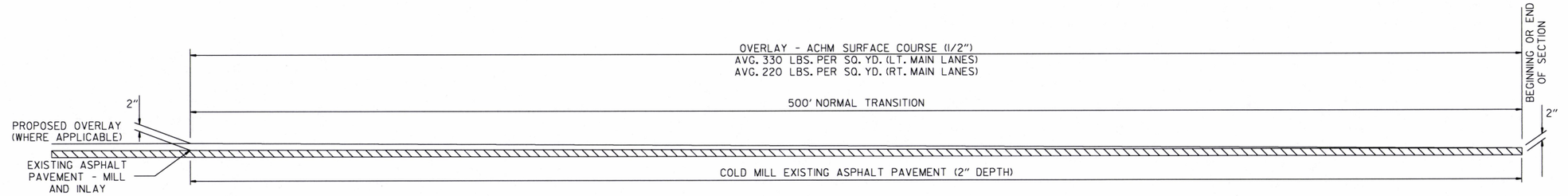
DETAIL FOR PAVEMENT TRANSITIONS

BR. NO. 06998
BR. NO. 05539 (LT. MAIN LANES)
BR. NO. 05607 (LT. MAIN LANES)



DETAIL FOR PAVEMENT TRANSITIONS

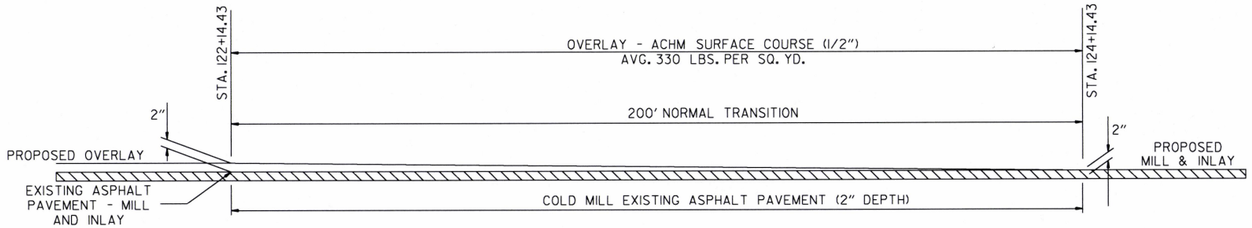
BR. NO. 05539 (LT. MAIN LANES)



DETAIL FOR PAVEMENT TRANSITIONS

RAMPS

NE, WN, SE, EN, & ES RAMPS
MENASHA RAMPS I-4



DETAIL FOR PAVEMENT TRANSITIONS

RT. MAIN LANES

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19

SPECIAL DETAILS

sadonaldson 9/13/2019 9:43:23 AM
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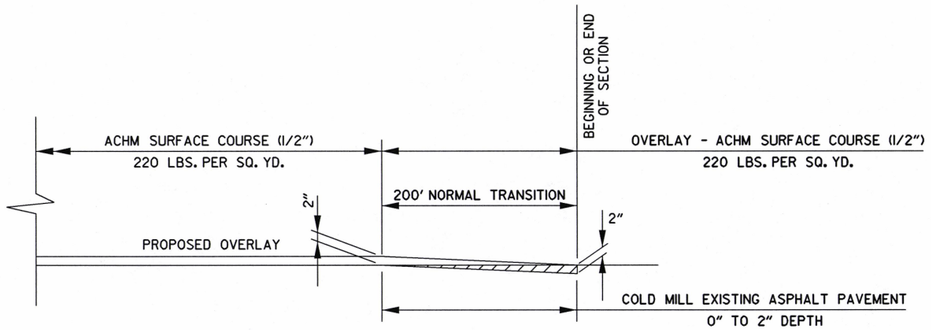
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	25	122

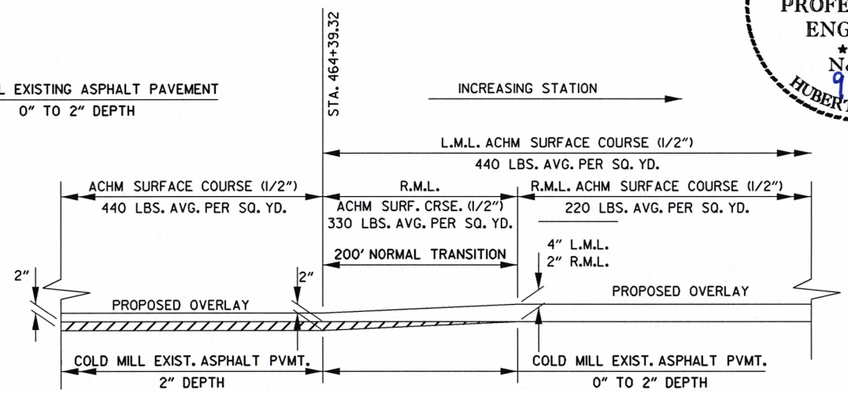
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19



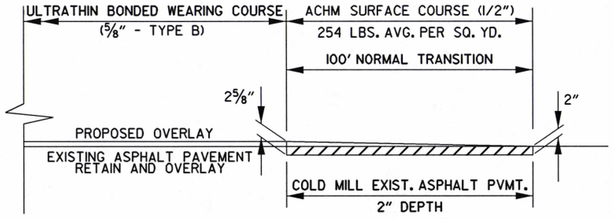
DETAIL FOR PAVEMENT TRANSITIONS

END I-555 R.M.L. RECONSTRUCTION, BRIDGES 05609, B7171, & S.H. 149 RAMPS I-2



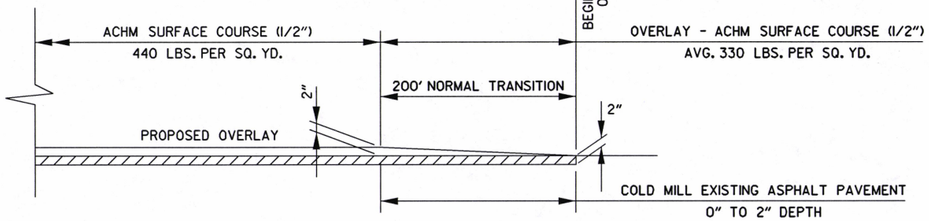
DETAIL FOR PAVEMENT TRANSITIONS

I-555 OVERLAY TRANSITION STA. 464+39.32



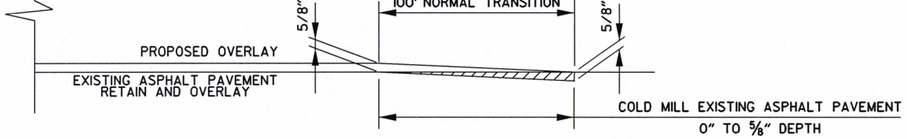
DETAIL FOR PAVEMENT TRANSITIONS

S.H. 135 RAMP 4



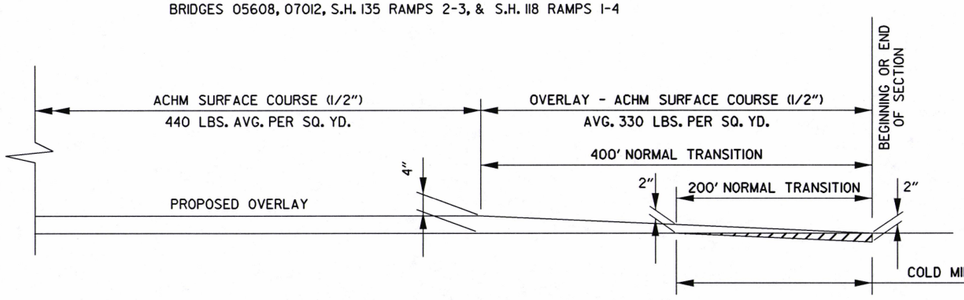
DETAIL FOR PAVEMENT TRANSITIONS

BRIDGES 05608, 07012, S.H. 135 RAMPS 2-3, & S.H. 118 RAMPS I-4



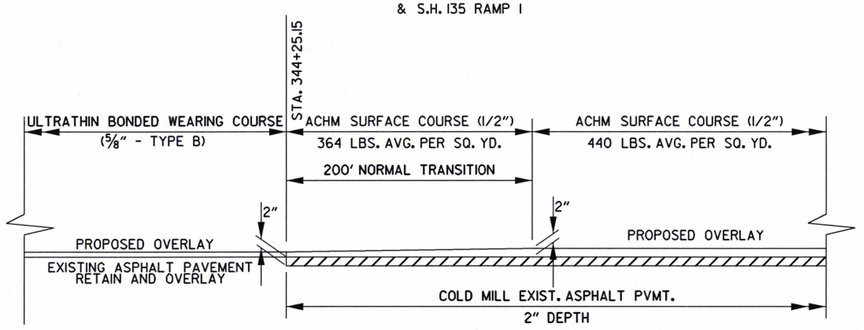
DETAIL FOR PAVEMENT TRANSITIONS

BEGIN I-555 RECONSTRUCTION, BRIDGES 05607 & B7169, & S.H. 135 RAMP I



DETAIL FOR PAVEMENT TRANSITIONS

END I-555 L.M.L. RECONSTRUCTION, BRIDGES A7170, 05610, & S.H. 149 RAMPS 3-4



DETAIL FOR PAVEMENT TRANSITIONS

I-555 OVERLAY TRANSITION STA. 344+25.15

SPECIAL DETAILS

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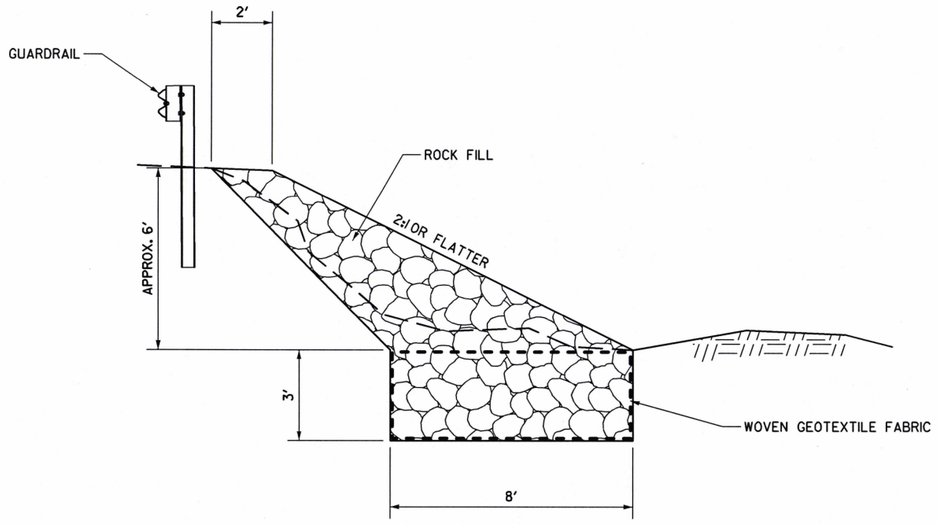
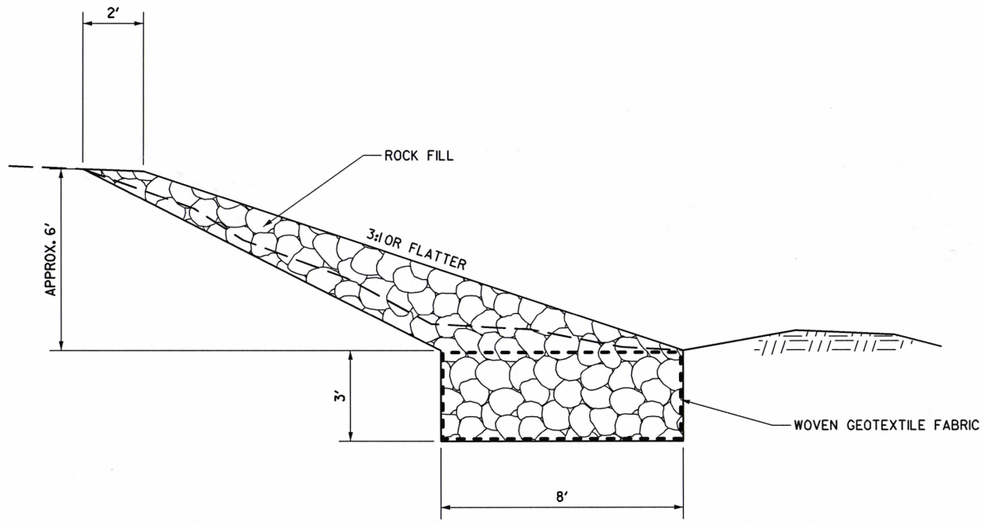
				6	ARK.			
				JOB NO.		012340	26	122

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS



SLOPE REPAIR
BEHIND GUARDRAIL
NOT TO SCALE



SLOPE REPAIR
LOCATIONS WITHOUT GUARDRAIL
NOT TO SCALE

SLOPE REPAIR DETAILS

APPROXIMATE LIMITS
STA. 399+43 TO STA. 403+13 RT.
STA. 7+39 TO STA. 10+89 LT.

SPECIAL DETAILS

USER: JH5195
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\special_details\r100954 sd.dgn
PLOTTED: 9/11/2019 13:11 SCALE: 1:10

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	27	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
SCOTT A. DONALDSON
No. 12723
9-17-19

STA. 101+44.11
BEGIN JOB 012340
L.M. 0.00

EXIST. C/A
ACCESS ROAD
EXIST. R/W
HWY. 77
N30°12'59"W
PI 102+56.17
PC 100+94.56
PT 104+17.25
NE RAMP
N62°16'32"E
PC 107+53.11
EN RAMP
PT 111+07.90
N22°17'56"W
C.L. I-555
N32°56'33"W
BR. NO. 06998
BR. END STA. 113+12.83
I-55
C.L. I-555 STA. 108+83.73 =
C.L. NW RAMP STA. 65+36.24
∢ = 48°07'59"
WN RAMP
PI 109+31.02
C.L. NW RAMP
EXIST. C/A
ACCESS ROAD

100 105 110 115 65

LEGEND
E-13 = FILTER SOCK DROP INLET
E-11 = SILT FENCE

REVISIONS

DATE	REVISION

SE RAMP
N32°56'33"W
BR. NO. 06998
BR. END STA. 115+95.81
PC 119+79.21
PI 122+68.99
PT 125+56.80
EQUATION
STA. 127+00.00 BACK =
STA. 17+79.11 AHEAD
C.L. I-555
N21°23'26"W
PI 86+63.35
ES RAMP
FRONTAGE ROAD
EXIST. C/A
C.L. NW RAMP
PC 81+87.13
FRONTAGE ROAD
EXIST. C/A

120 125 115 20 85 80

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

sadonaldson 9/17/2019 9:56:54 AM
WORKSPACE: AHTD
L:\20\7\10\7570 - 110675 I-55 - Poinsett Co Line\Drawings\r-110675_I555_ECOI.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	28	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-17-19

EXIST. R/W
EXIST. C/A
20
25
30
FRONTAGE ROAD
35
+25
+50
E-11
E-5
E-13
PI 86+63.35
90
C.L. I-555
N21°23'26"W
PT 91+30.95
EXIST. R/W
EXIST. C/A
FRONTAGE ROAD

LEGEND

E-13 = FILTER SOCK DROP INLET
E-5 = SAND BAG DITCH CHECKS
E-11 = SILT FENCE

REVISIONS

DATE	REVISION

EXIST. R/W
EXIST. C/A
35
40
FRONTAGE ROAD
50
25' BUFFER
LITTLE CYPRESS DITCH
25' BUFFER
45
BR. END STA. 43+92.00
PI 44+04.25
Δ = 00°00'56"LT.
BR. END STA. 45+12.00
BR. NO. 05539
N21°23'26"W
C.L. I-555
N21°24'22"W
BR. NO. B6990
BR. END STA. 44+27.90
BR. END STA. 45+52.96
EXIST. C/A
FRONTAGE ROAD
EXIST. R/W
EXIST. R/W

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

sadonaldson 9/17/2019 9:56:54 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	29	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

EXIST. R/W

50 55 FRONTAGE ROAD 60 65

EXIST. C/A

E-11 +50 E-11 +50

N21°24'22"W C.L. I-555

E-13

EXIST. C/A

FRONTAGE ROAD

EXIST. C/A

RAMP 1

LEGEND

- (E-13) = FILTER SOCK DROP INLET
- (E-5) = SAND BAG DITCH CHECKS
- (E-11) = SILT FENCE

REVISIONS

DATE	REVISION

EXIST. R/W

FRONTAGE ROAD

EXIST. C/A

65 70 RAMP 4 75 80

EXIST. C/A

E-5 E-5

N21°24'22"W C.L. I-555

E-13 E-13

RAMP 1

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

sadonaldson 9/11/2019 12:20:42 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	30	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-17-19

N68°29'08"E
C.L. MENASHA ROAD
BR. NO. 06989
BR. END STA. 26+50.73
BR. END STA. 29+42.91
PC 29+97.53
80
85
90
95
RAMP 3
C.L. I-555
N21°24'22"W
E-13
MACADONIA ROAD
EXIST. C/A
RAMP 2

REVISIONS

DATE	REVISION

LEGEND

E-13 = FILTER SOCK DROP INLET

EXIST. R/W
EXIST. R/W
GILMORE ROAD
EXIST. C/A
110
105
EXIST. C/A
MACADONIA ROAD
95
100
PC 99+97.03
PT 105+04.70
N34°05'53"W
RAMP 3
E-13
E-13
C.L. I-555
N21°24'22"W
EXIST. R/W & C/A
PT 102+51.91
RAILROAD
EXIST. R/W & C/A

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

sadonaldson 9/17/2019 9:56:55 AM
WORKSPACE: AHTD
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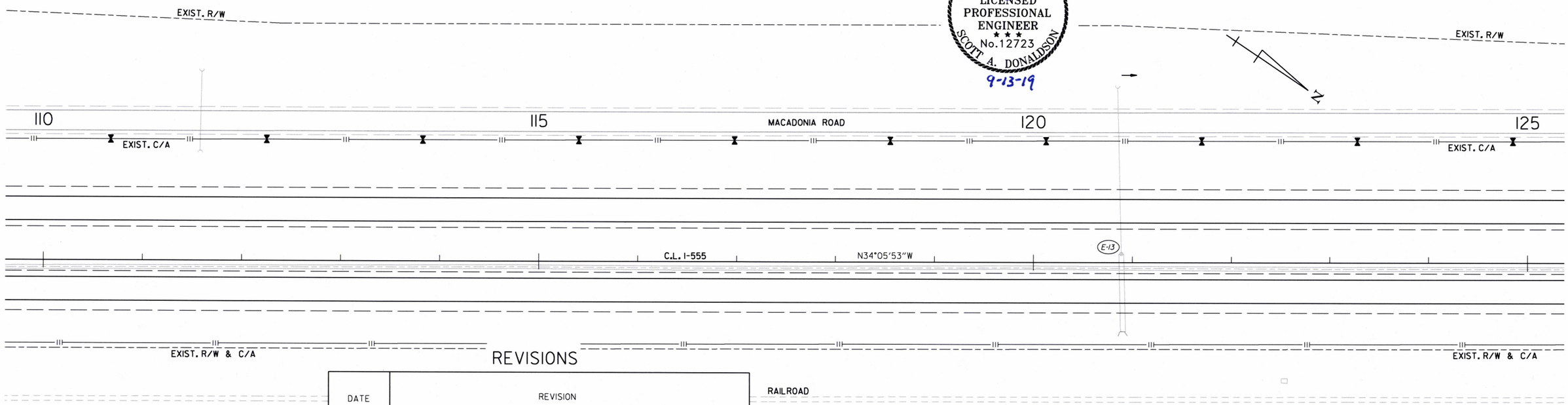
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	31	122
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19



REVISIONS

DATE	REVISION

LEGEND

E-13 = FILTER SOCK DROP INLET

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

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WORKSPACE: AHTD
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REVISED DATE:

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				6	ARK.			
				JOB NO.		012340	32	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

EXIST. R/W

140 145 MACADONIA ROAD 150 155

EXIST. C/A

E-5 E-5

N34°05'53"W C.L. I-555

E-5 E-5

EXIST. R/W & C/A

RAILROAD

LEGEND

E-13 = FILTER SOCK DROP INLET

E-5 = SAND BAG DITCH CHECKS

REVISIONS

DATE	REVISION

EXIST. R/W

155 160 MACADONIA ROAD 165 170

EXIST. C/A

N34°05'53"W C.L. I-555

E-13

EXIST. R/W & C/A

RAILROAD

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

sadonaldson 9/11/2019 12:20:43 PM
WORKSPACE: AHTD
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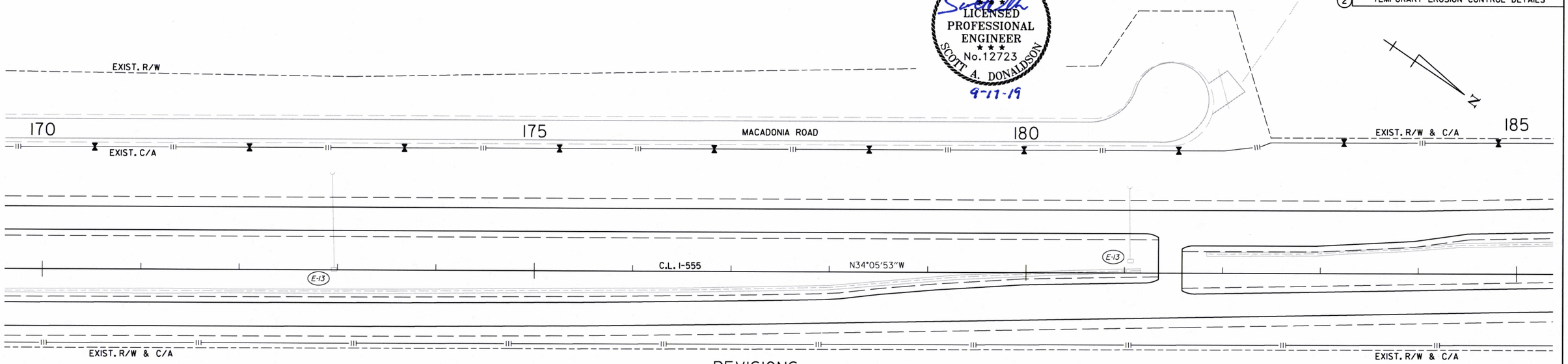
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	33	122
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-17-19

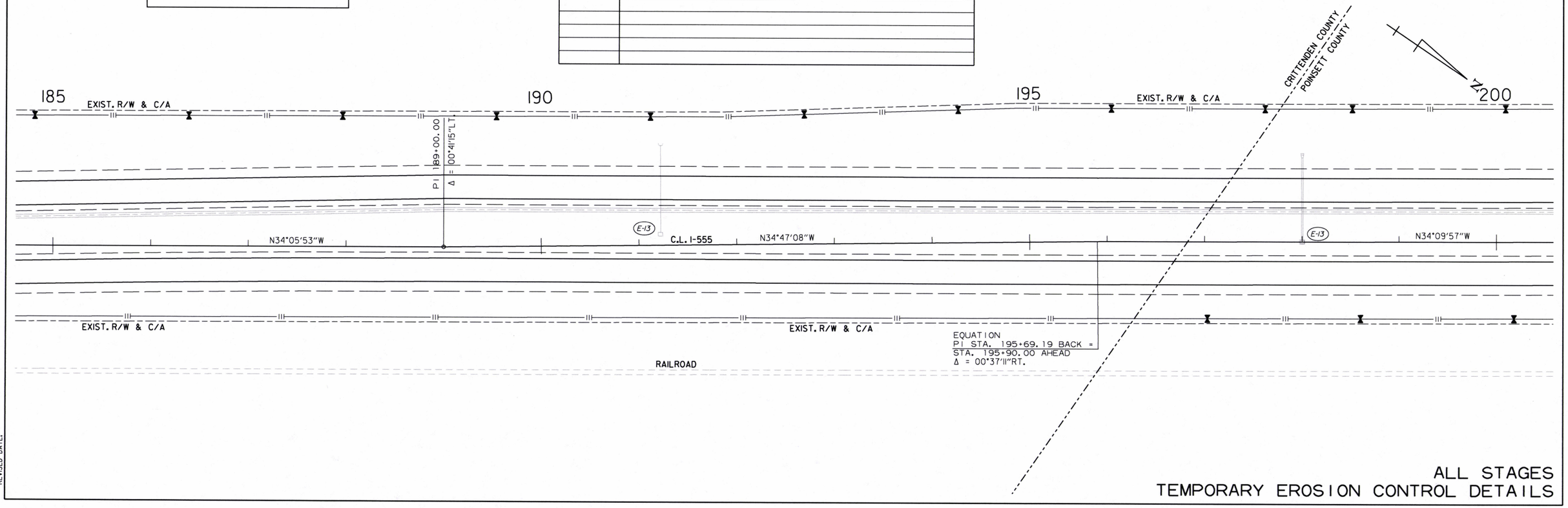


REVISIONS

DATE	REVISION

LEGEND

(E-13) = FILTER SOCK DROP INLET



ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

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WORKSPACE: AHTD
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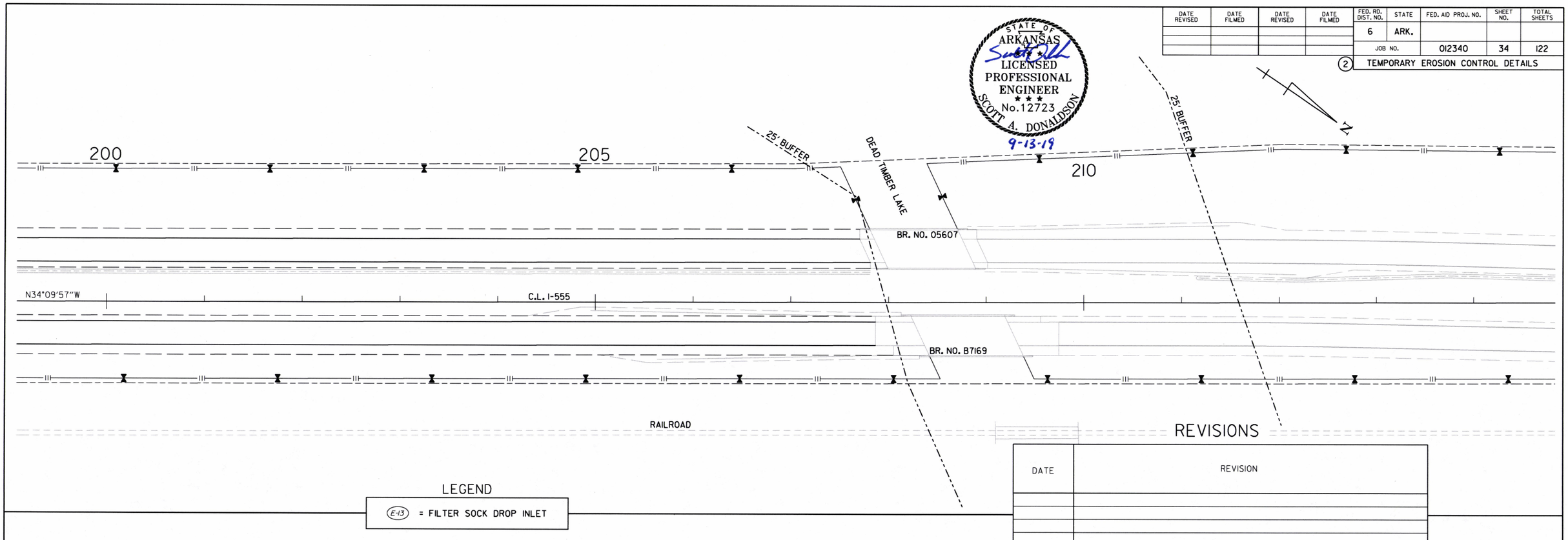
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	34	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19



LEGEND

(E-13) = FILTER SOCK DROP INLET

REVISIONS

DATE	REVISION

SEE NEXT PLAN SHEET FOR
STA. 207+90 TO STA. 220+00

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

sdonaldson 9/11/2019 12:20:44 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	35	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

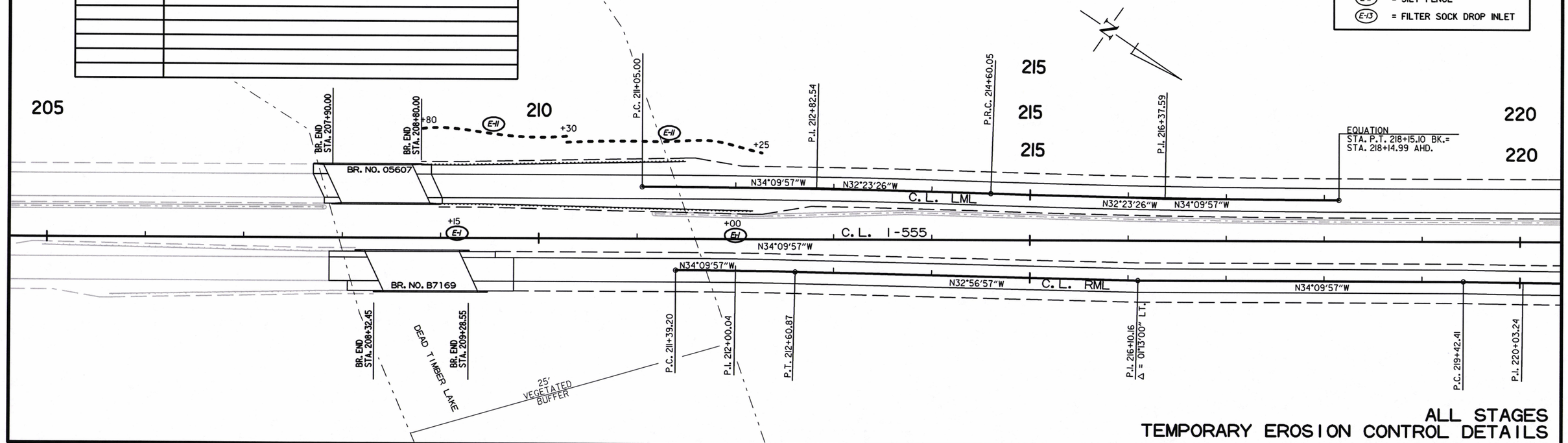
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

SEE PREVIOUS SHEET FOR
STA. 200+00 TO STA. 207+90

REVISIONS

DATE OF REVISION	REVISION

LEGEND
- (E-I) = WATTLE DITCH CHECK
- (E-II) = SILT FENCE
- (E-13) = FILTER SOCK DROP INLET



ALL STAGES
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.		012340	36	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

FRONTAGE ROAD

220 225 230 235

220

P.I. 228+92.10
Δ = 00°01'00" LT.

N34°09'57"W

C. L. I-555

N34°10'57"W

N34°09'57"W

P.I. 220+03.24

EQUATION
STA. P.T. 220+64.08 BK.=
STA. 220+63.98 AHD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-13) = FILTER SOCK DROP INLET

235 240 245 250

P.C. 250+14.30

C. L. I-555 (E-13)

N34°10'57"W

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH595
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PLOTTED: 9/11/2019 13:11
SCALE: 1:100

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

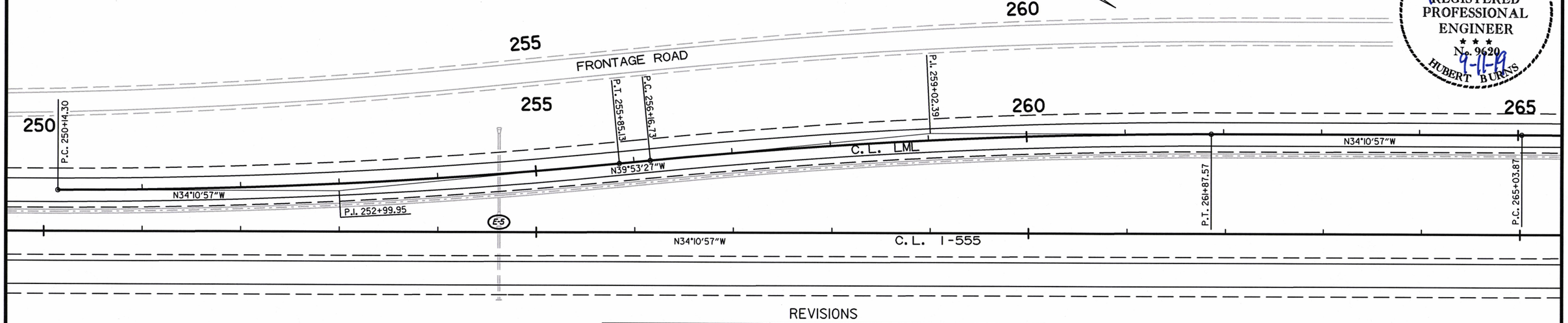
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	37	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

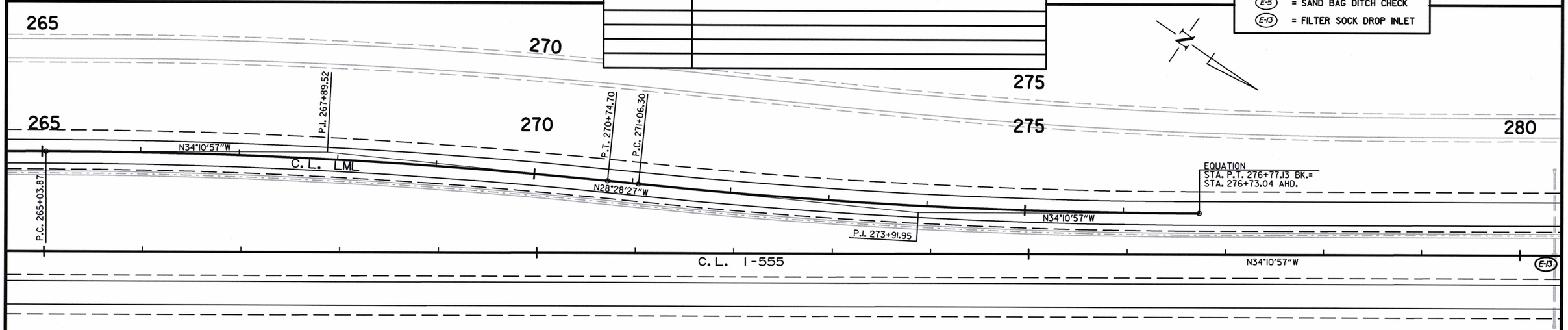
N

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
4-11-19
HUBERT BURNS



REVISIONS

DATE OF REVISION	REVISION



LEGEND

E-5 = SAND BAG DITCH CHECK

E-13 = FILTER SOCK DROP INLET

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
DESIGN FILE: G:\1811030I_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
PLOTTED: 9/11/2019 13:11
SCALE: 1:100

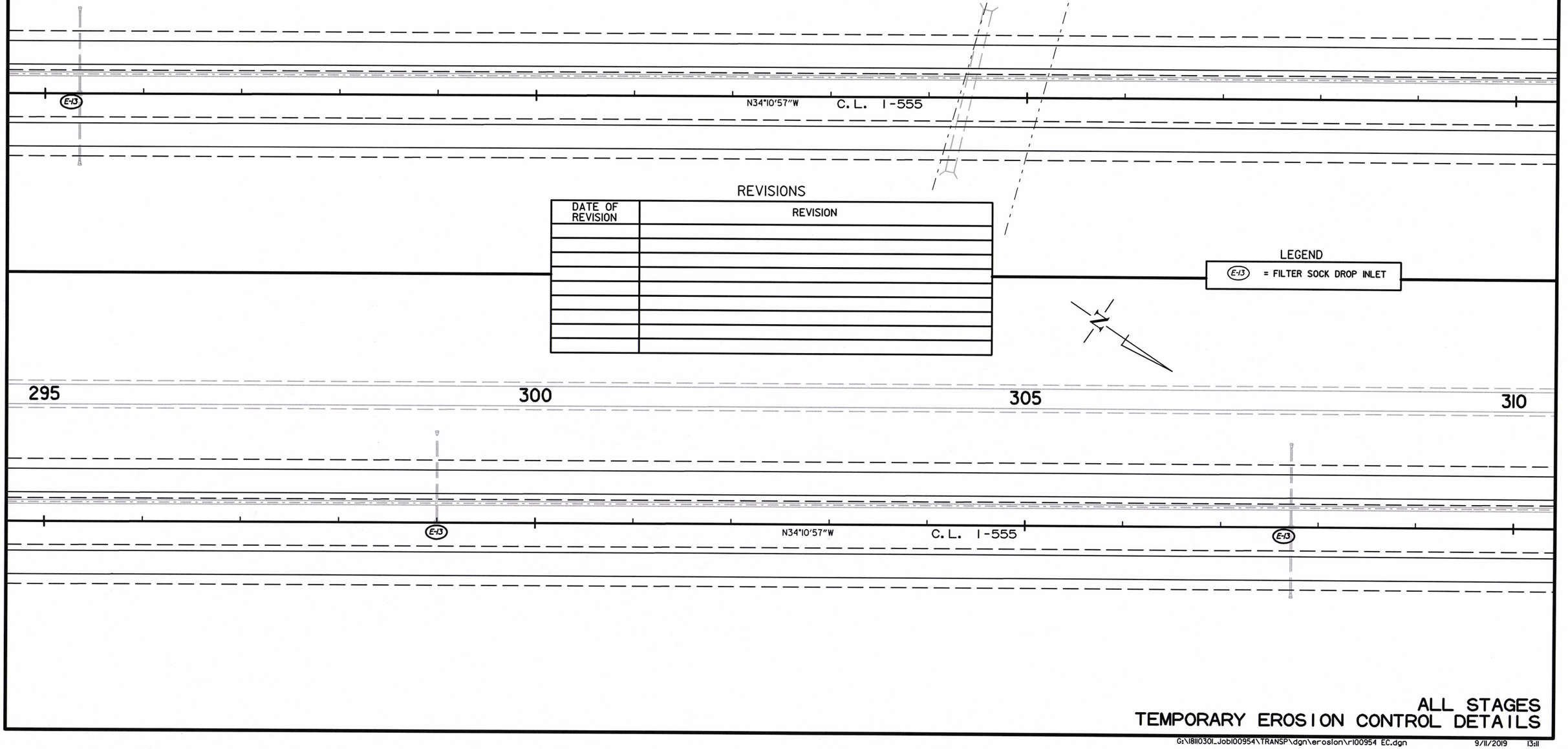
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	38	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS



REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-13) = FILTER SOCK DROP INLET

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
PLOTTED: 9/11/2019 13:11
SCALE: 1:100

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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.		012340	39	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

310 315 FRONTAGE ROAD 320 325

E-13 N34°10'57"W C. L. I-555

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-13 = FILTER SOCK DROP INLET

325 340

EQUATION
P.C. STA. 325+98.08 BACK
STA. 325+92.03 AHEAD

FRONTAGE ROAD

330 335

P.I. 338+93.46

C. L. I-555

N34°10'57"W N60°12'40"W

P.I. 332+54.18

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
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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.		012340	40	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

50 25 0 25 50 100

340 345 350 355

FRONTAGE ROAD

RAMP 4

E-13

N60°12'40"W

C. L. I-555

RAMP 1

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-13 = FILTER SOCK DROP INLET

135

BR. END STA. 17+12.23

355 365 370

S39°47'20"W

N60°12'40"W

N60°12'40"W

C. L. I-555

E-13

15

C.L. MED. I-555 STA. 358+29.25 =
STA. 15+57.03 HWY. 135
Δ = 80°00'00"

BR. NO. 07019

BR. END STA. 14+02.03

135

RAMP 2

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
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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.		012340	41	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

50 25 0 25 50 100

FRONTAGE ROAD

370 RAMP 3 375 380 385

P.C. 380+36.28

C. L. I-555

N60°12'40"W

E-13

N60°12'40"W

LEGEND

E-11 = SILT FENCE

E-13 = FILTER SOCK DROP INLET

REVISIONS

DATE OF REVISION	REVISION

385 FRONTAGE ROAD 390 395 400

P.T. 391+25.21

N60°12'40"W

C. L. I-555

N71°06'01"W

P.I. 385+82.39

E-13

FRONTAGE ROAD

STA. 399+43 TO 403+13 RT.
APPROX. LIMITS OF SLOPE REPAIR
REFER TO SPECIAL DETAILS.

+50 E-11

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
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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.		012340	42	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

400 405 415 420 425 430

BR. END STA. 403+60.00
BR. END STA. 404+80.00
DEAD TIMBER LAKE
25' VEGETATED BUFFER
BR. NO. 05608
BR. NO. 07012
EQUATION P.C. STA. 407+78.35 BACK = STA. 409+78.93 AHEAD
C. L. I-555
N71°06'01"W
S88°48'56"W
P.I. 416+55.34
STA. 399+43 TO 403+13 RT.
APPROX. LIMITS OF SLOPE REPAIR
REFER TO SPECIAL DETAILS.
BR. END STA. 403+31.47
BR. END STA. 404+52.53
RAMP 4
RAMP 3
RAMP 1
P.T. 423+17.86
P.C. 428+52.59

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECK
- (E-11) = SILT FENCE
- (E-13) = FILTER SOCK DROP INLET

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH595
DESIGN FILE: G:\1811030I_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
PLOTTED: 9/11/2019 13:11
SCALE: 1:100

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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.		012340	43	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
Hubert Burns 9-17-19
HUBERT BURNS

50 25 0 25 50 100

P.I. 438+93.32
BR. END STA. 14+74.63
S88°48'56"W
N42°20'18"W
BR. NO. 07013
N01°19'46"W
BR. END STA. 17+97.97
C.L. MED. I-555 STA. 436+77.98 = STA. 16+41.71 HWY. 118
Δ = 69°13'13"
118
118
I-555
435
440
445
450
455
460
460
RAMP 3
RAMP 2
RAMP 2
FRONTAGE ROAD
C.L., I-555
C.L., I-555
E-13
E-13
E-13
P.T. 448+06.43
EQUATION STA. 461+00.00 BACK = STA. 458+75.19 AHEAD
N42°20'18"W

LEGEND
E-13 = FILTER SOCK DROP INLET

REVISIONS

DATE OF REVISION	REVISION

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
PLOTTED: 9/16/2019 08:26
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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.		012340	44	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

460 465 FRONTAGE ROAD 470 475

C. L. I-555
N42°20'18"W

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-13 = FILTER SOCK DROP INLET

475 FRONTAGE ROAD 480 485 490

E-13

C. L. I-555
N42°20'18"W

25' VEGETATED BUFFER

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH595
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
PLOTTED: 9/11/2019 13:11
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

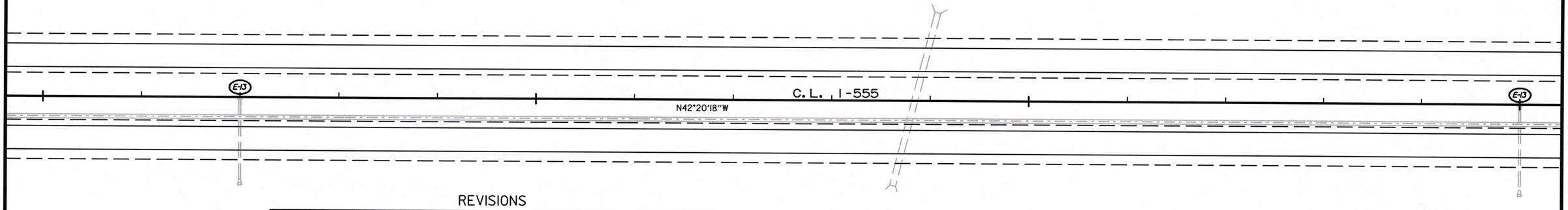
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	45	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

50 25 0 25 50 100

490 495 500 505



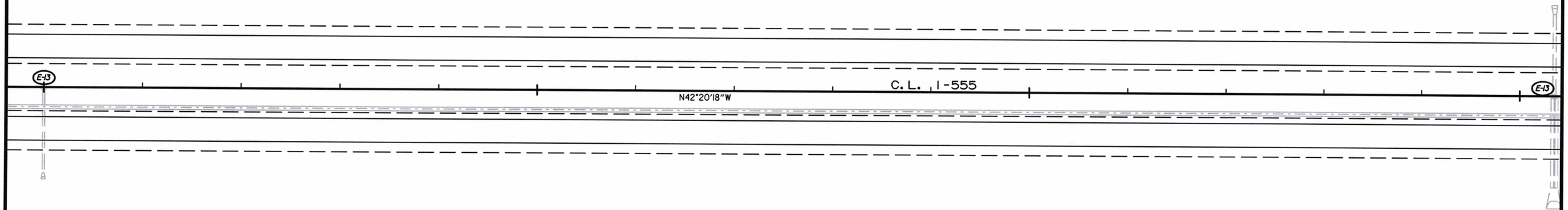
REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-13 = FILTER SOCK DROP INLET

505 510 515 520



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PLOTTED: 9/11/2019 13:11
SCALE: 1:100

ALL STAGES
TEMPORARY EROSION CONTROL 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.		012340	46	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

520 525 530 535

E-13 N42°20'18"W C.L. I-555 E-13

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-I = WATTLE DITCH CHECK
E-II = SILT FENCE
E-13 = FILTER SOCK DROP INLET

535 540 545 550

BR. END STA. 545+61.89
TYRONZA RIVER
BR. END STA. 548+64.11
E-II +40 +55
BR. NO. A7170
E-13 N42°20'18"W C.L. I-555 +50 E-I +50 E-I +30 E-I
BR. NO. 05609
+05 +75 +50
E-II E-II
BR. END STA. 545+57.28
50' VEGETATED BUFFER
BR. END STA. 548+39.40

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH595
DESIGN FILE: G:\1811030I_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
PLOTTED: 9/11/2019 13:11
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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.		012340	47	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

50 25 0 25 50 100

550 555 560 565

+40 E-II +25

+60 E-I

N42°20'18"W

P.I. 555+89.05
Δ = 00°31'33" LT.

C.L. I-555

EQUATION
P.C. STA. 558+53.38 BACK =
STA. 558+50.60 AHEAD

N42°51'51"W

P.T. 561+57.33

N45°55'53"W

P.I. 560+04.00

570 570 575 580 565

P.C. 567+42.14

N45°55'53"W

P.I. 569+17.59

N42°25'25"W

C.L. LML

P.I. 570+79.74

EQUATION
STA. P.T. 570+92.93 BK.=
STA. 570+91.62 AHD.

P.T. 572+55.08

E-I3

C.L. I-555

N45°55'53"W

N42°25'25"W

N45°55'53"W

C.L. RML

N42°25'25"W

P.C. 569+04.29

P.C. 570+67.60

P.I. 572+43.05

EQUATION
STA. P.T. 574+18.39 BK.=
STA. 574+19.50 AHD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-I = WATTLE DITCH CHECK
E-II = SILT FENCE
E-I3 = FILTER SOCK DROP INLET

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
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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.		012340	48	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURRIS
9-11-19

50 25 0 25 50 100

580 585 590 595

C.L. I-555 (E-13) N42°25'25"W

REVISIONS

DATE OF REVISION	REVISION

595 5 10

EQUATION STA. 598+99.00 BACK = STA. 0+00.00 AHEAD

BR. END STA. 3+01.00 (ORIG. JOB 10851 STA. 602+00.00)

BR. END STA. 6+96.00 (ORIG. JOB 10851 STA. 605+95.00)

STA. 7+39 TO 10+89 LT. APPROX. LIMITS OF SLOPE REPAIR REFER TO SPECIAL DETAILS.

LEGEND
(E-1) = WATTLE DITCH CHECK
(E-11) = SILT FENCE
(E-13) = FILTER SOCK DROP INLET

BR. NO. 05610

BR. NO. B7171

N42°25'25"W C.L. I-555

+00 +60 +85 +15

+00 +70 +40

+00 +70 +45

BR. END STA. 2+49.83 (ORIG. JOB 00992 STA. 601+48.83)

BR. END STA. 6+72.18 (ORIG. JOB 00992 STA. 605+71.18)

25' VEGETATED BUFFER

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH595
DESIGN FILE: G:\181I030I_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
PLOTTED: 9/11/2019 13:12
SCALE: 1:100

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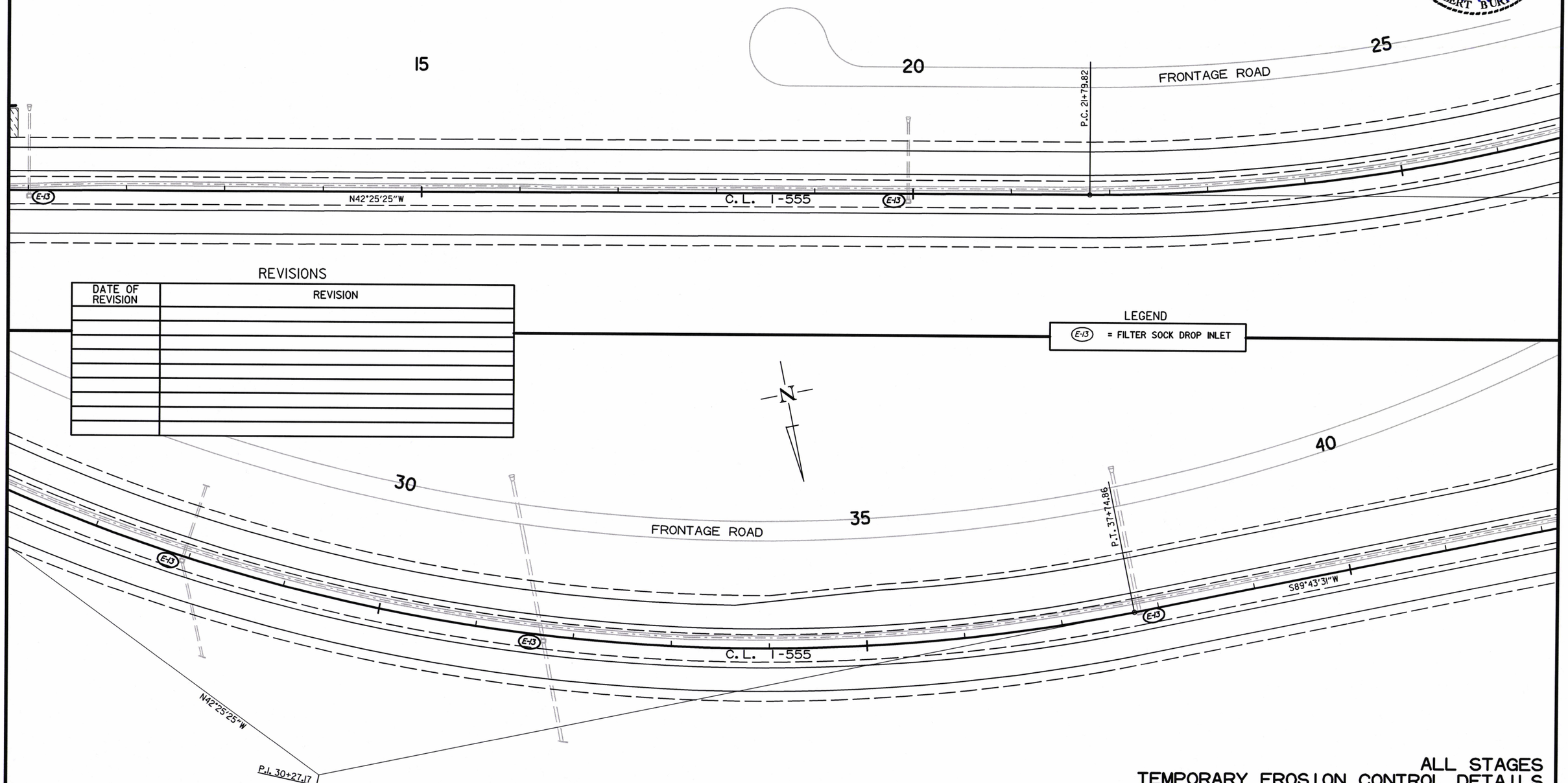
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	49	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19



REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-13) = FILTER SOCK DROP INLET

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
DESIGN FILE: G:\18II030I_Job100954\TRANSP\dgn\erosion\r100954 EC.dgn
PLOTTED: 9/16/2019 08:26
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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.		012340	50	122

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-17-19
HUBERT BURNS

N

50 25 0 25 50 100

FRONTAGE ROAD

RAMP 4

45 50 55

E-13 S89°43'31"W C.L. I-555 E-13

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-13 = FILTER SOCK DROP INLET

149

BR. END STA. 10+21.62

BR. NO. 06936

C.L. MED. I-555 STA. 57+93.29 = STA. 11+61.70 HWY. 149
Δ = 88°52'23"

60

P.C. 61+08.85

65

P.I. 67+74.96

FRONTAGE ROAD

RAMP 3

70

E-13 S89°43'31"W E-13

N64°05'44"W

C.L. I-555

RAMP 1

BR. END STA. 13+13.78

149

N

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
DESIGN FILE: G:\18II030I_Job100954\TRANSP\dgn\eroslon\r100954 EC.dgn
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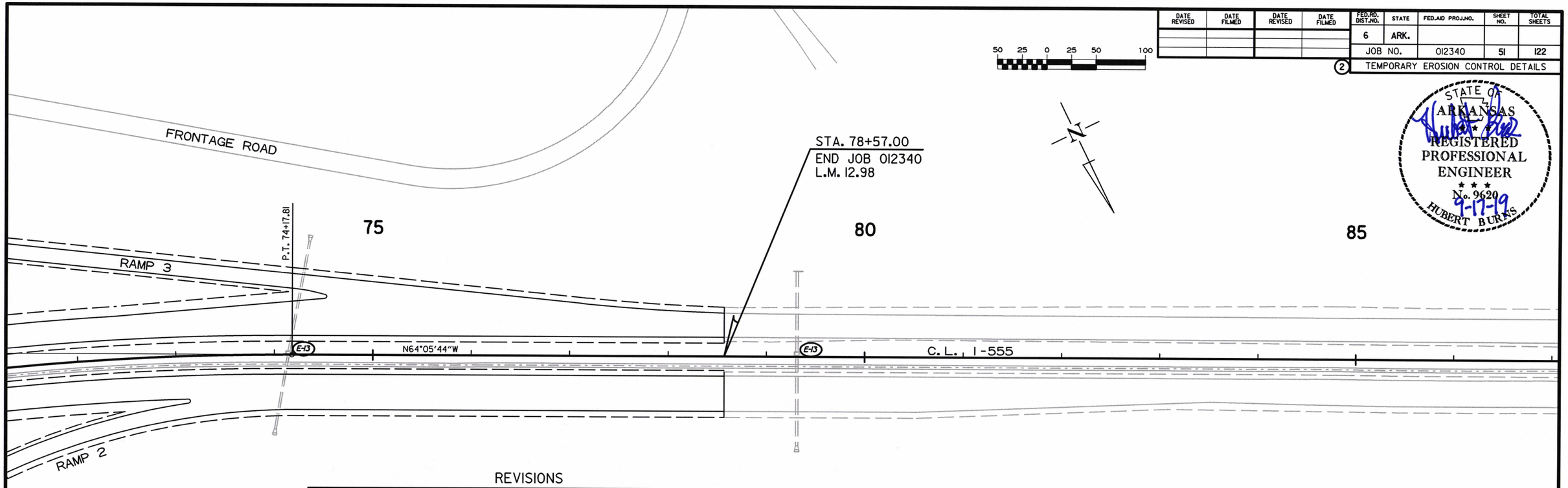
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	51	122

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-13 = FILTER SOCK DROP INLET

ALL STAGES
TEMPORARY EROSION CONTROL DETAILS

USER: JH5195
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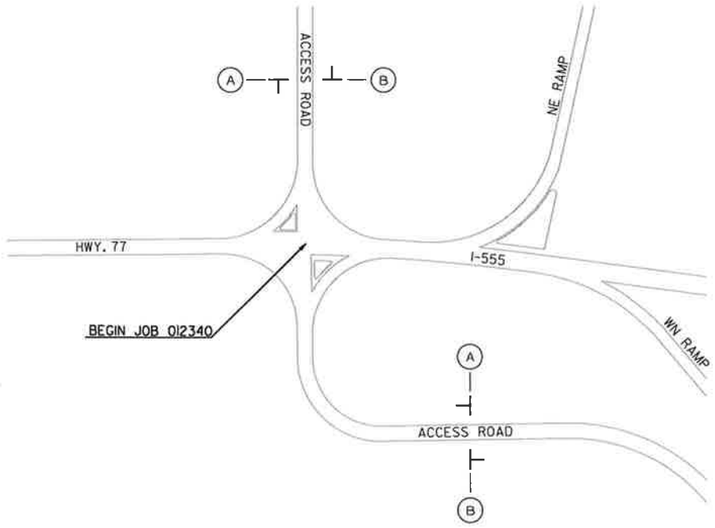
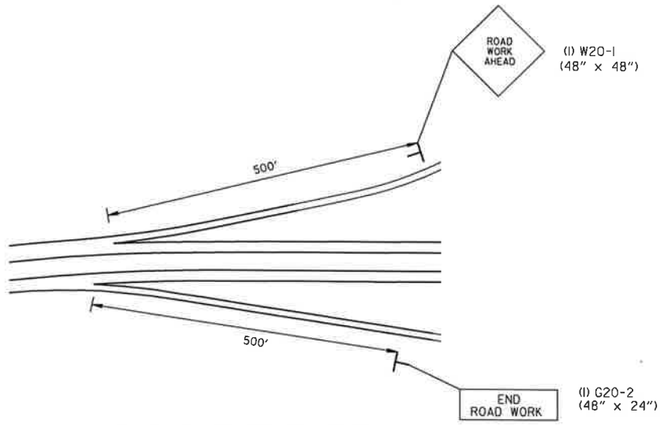
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-24-19				6	ARK.			
				JOB NO.		012340	52	122
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

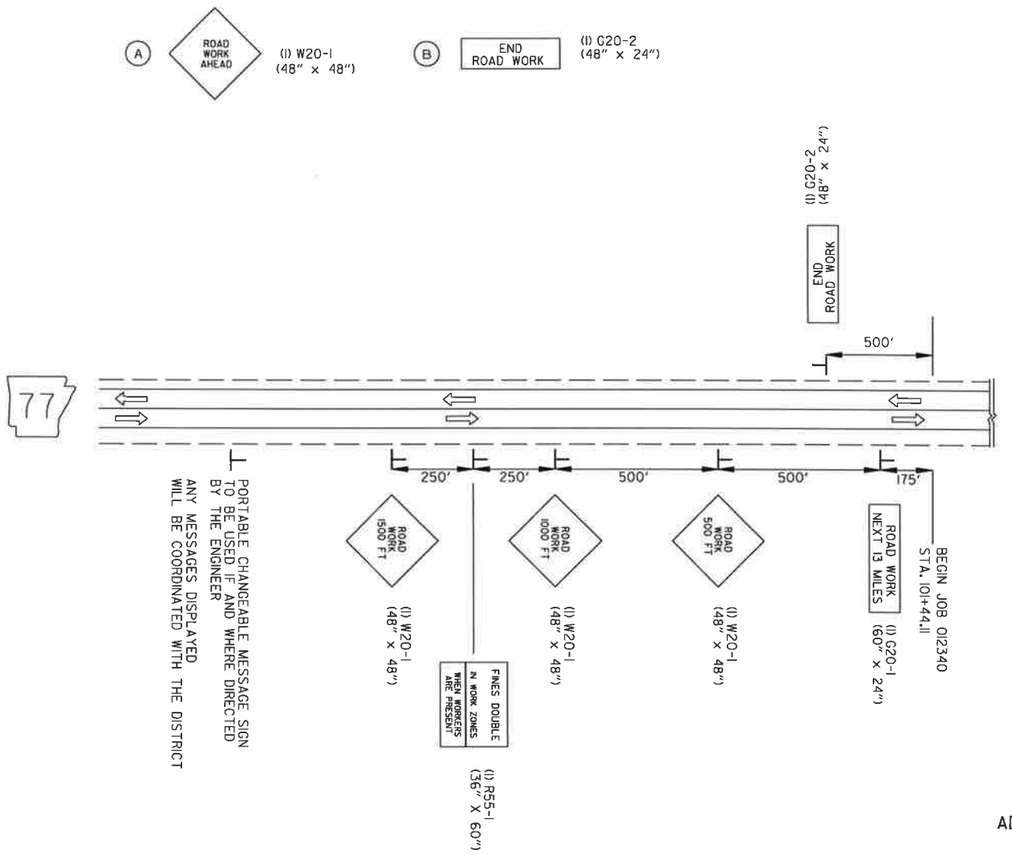


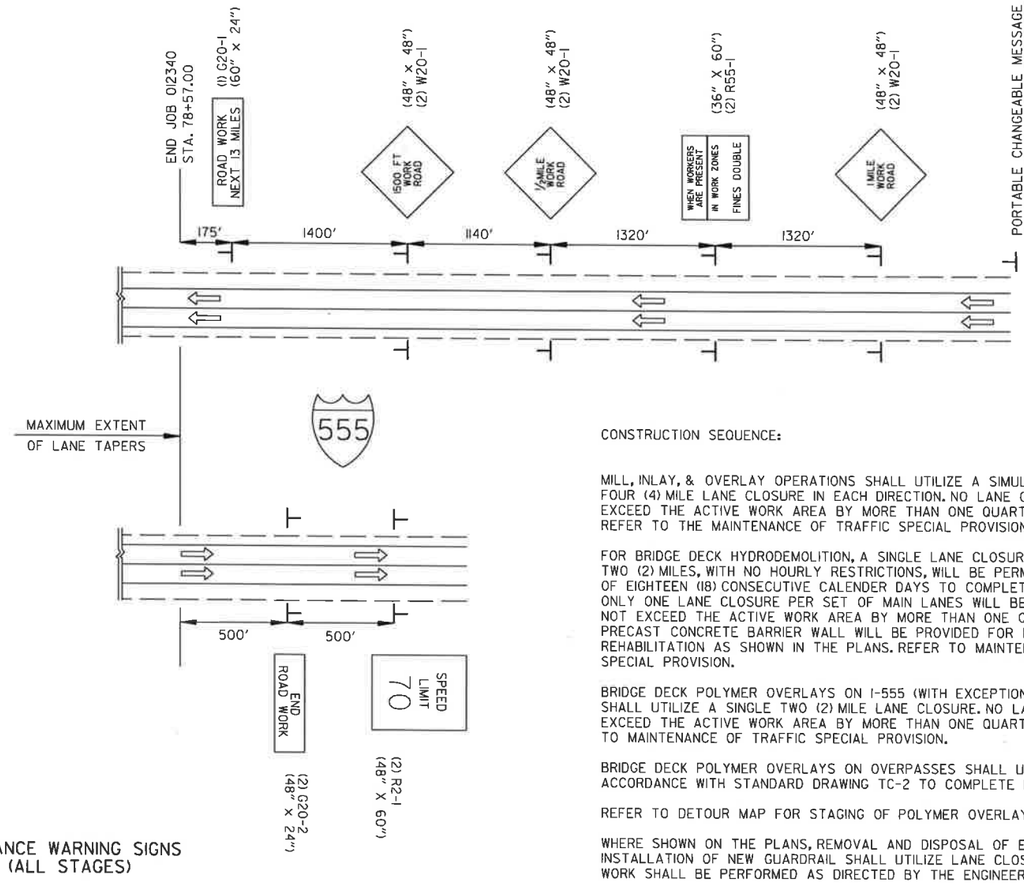
A — ROAD WORK AHEAD — (1) W20-1 (48" x 48")

B — END ROAD WORK — (1) G20-2 (48" x 24")



DETAIL OF ENTRANCE AND EXIT RAMPS
(ALL STAGES)
I-555 EXIT 2, 7, 8 & 13
I-55 EXIT 23, 23A & 23B





ADVANCE WARNING SIGNS
(ALL STAGES)

CONSTRUCTION SEQUENCE:

MILL, INLAY, & OVERLAY OPERATIONS SHALL UTILIZE A SIMULTANEOUS FOUR (4) MILE LANE CLOSURE IN EACH DIRECTION. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

FOR BRIDGE DECK HYDRODEMOLITION, A SINGLE LANE CLOSURE OF NO MORE THAN TWO (2) MILES, WITH NO HOURLY RESTRICTIONS, WILL BE PERMITTED FOR A MAXIMUM OF EIGHTEEN (18) CONSECUTIVE CALENDER DAYS TO COMPLETE EACH BRIDGE DECK. ONLY ONE LANE CLOSURE PER SET OF MAIN LANES WILL BE ALLOWED AND SHALL NOT EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. PRECAST CONCRETE BARRIER WALL WILL BE PROVIDED FOR BRIDGE DECK REHABILITATION AS SHOWN IN THE PLANS. REFER TO MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

BRIDGE DECK POLYMER OVERLAYS ON I-555 (WITH EXCEPTION OF BR. NO. 06998) SHALL UTILIZE A SINGLE TWO (2) MILE LANE CLOSURE. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

BRIDGE DECK POLYMER OVERLAYS ON OVERPASSES SHALL UTILIZE FLAGGERS IN ACCORDANCE WITH STANDARD DRAWING TC-2 TO COMPLETE DECK WORK.

REFER TO DETOUR MAP FOR STAGING OF POLYMER OVERLAY OF BRIDGE 06999.

WHERE SHOWN ON THE PLANS, REMOVAL AND DISPOSAL OF EXISTING GUARDRAIL AND INSTALLATION OF NEW GUARDRAIL SHALL UTILIZE LANE CLOSURES. ALL GUARDRAIL WORK SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
10-24-19

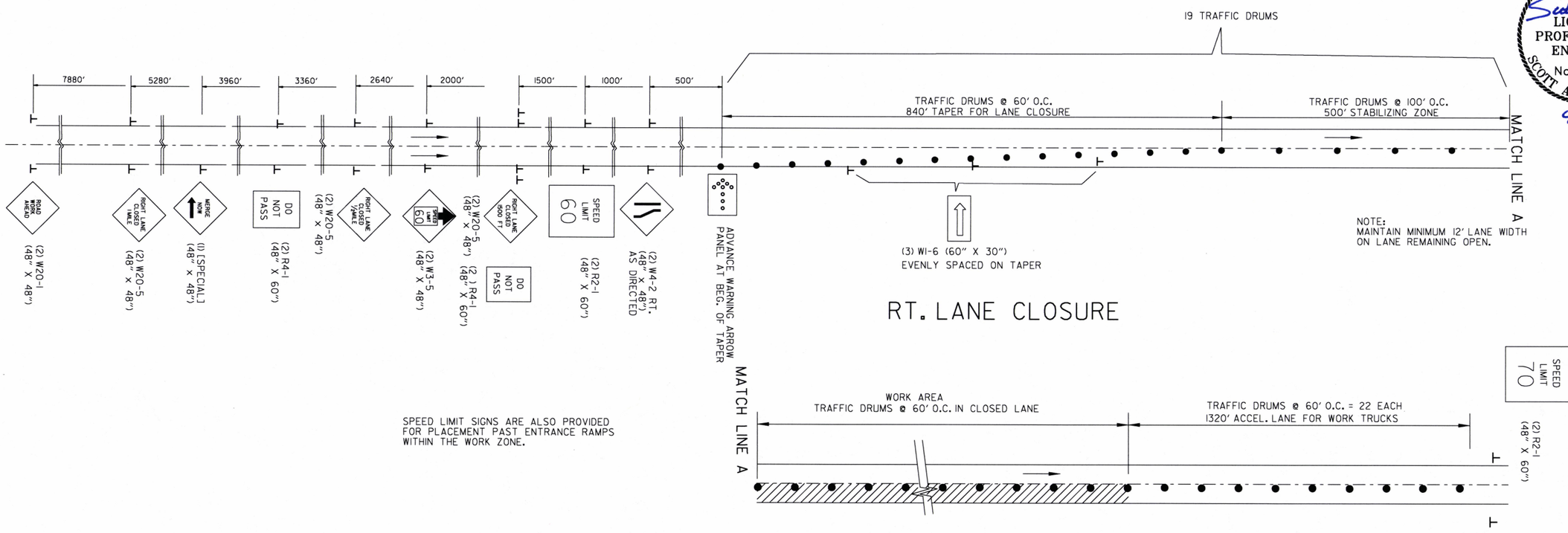
ADVANCE WARNING MAINTENANCE OF TRAFFIC DETAILS

sadonaldson 10/24/2019 12:26:16 PM
WORKSPACE: AHTD
L:\ROW\TIO\7570 - 106751-55 - Polnsett Co Line\Drawings\r106751_I-555_MOT_SD_01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	53	122
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

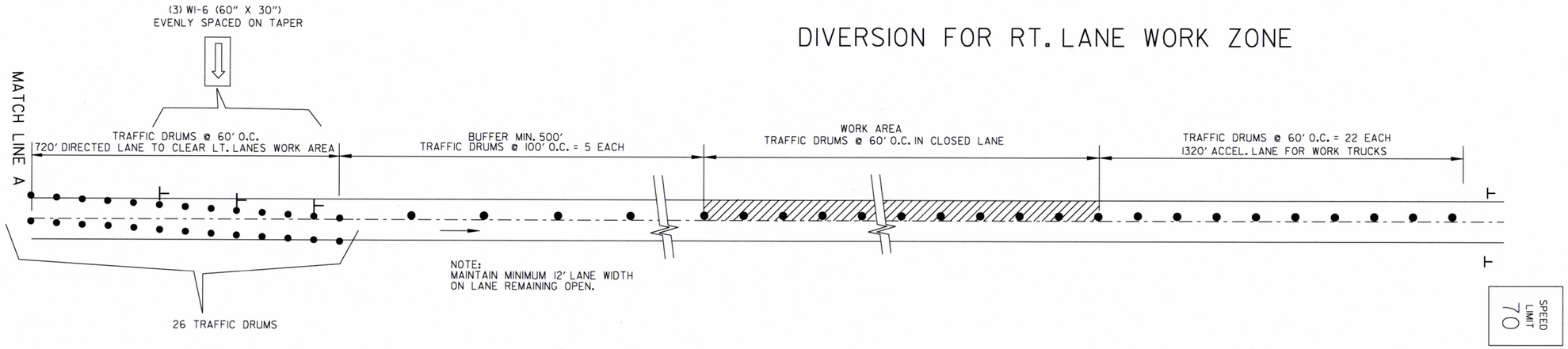
PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



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

RT. LANE CLOSURE

DIVERSION FOR RT. LANE WORK ZONE



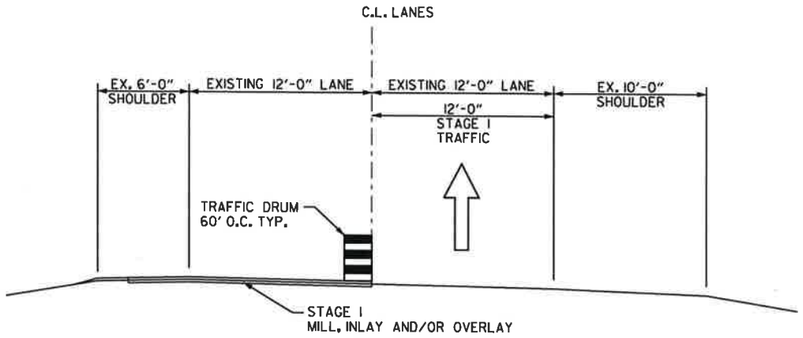
DIVERSION FOR LT. LANE WORK ZONE

I-555
WORK ZONE - LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

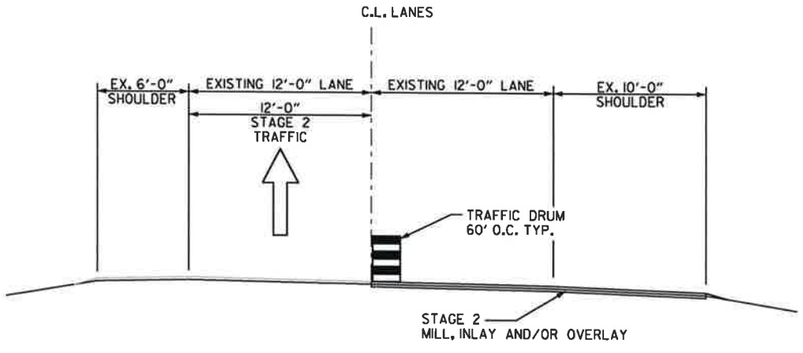
sadonaldson 9/11/2019 12:20:44 PM
WORKSPACE: AHTD
L:\2017\170175\0 - 110675 I-55 - Poinsett Co Line\Drawings\v110675_I-555_MOT_SD_01.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-24-19				6	ARK.			
				JOB NO.		012340	54	122
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
10-24-19



LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
STAGE 1
(SHOWN IN DIRECTION OF TRAFFIC)



LOCATION OF TRAFFIC DRUMS FOR MAINTENANCE OF TRAFFIC
STAGE 2
(SHOWN IN DIRECTION OF TRAFFIC)

CONSTRUCTION SEQUENCE:

STAGE 1

MILL, INLAY AND/OR OVERLAY INSIDE LANE & SHOULDER AND INSTALL GUARDRAIL WHERE SHOWN.

STAGE 2

MILL, INLAY AND/OR OVERLAY OUTSIDE LANE & SHOULDER AND INSTALL GUARDRAIL WHERE SHOWN. INSTALL RUMBLE STRIPS & PERMANENT PAVEMENT MARKINGS.

NOTES:

MILL, INLAY, & OVERLAY OPERATIONS SHALL UTILIZE A SIMULTANEOUS FOUR (4) MILE LANE CLOSURE IN EACH DIRECTION. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

FOR BRIDGE DECK HYDRODEMOLITION, A SINGLE LANE CLOSURE OF NO MORE THAN TWO (2) MILES, WITH NO HOURLY RESTRICTIONS, WILL BE PERMITTED FOR A MAXIMUM OF EIGHTEEN (18) CONSECUTIVE CALENDER DAYS TO COMPLETE EACH BRIDGE DECK. ONLY ONE LANE CLOSURE PER SET OF MAIN LANES AND SHALL NOT EXCEED THE CLOSURE PER SET OF MAIN LANES WILL BE ALLOWED AND SHALL NOT EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. PRECAST CONCRETE BARRIER WALL WILL BE PROVIDED FOR BRIDGE DECK REHABILITATION AS SHOWN IN THE PLANS. REFER TO MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

BRIDGE DECK POLYMER OVERLAYS ON I-555 (WITH EXCEPTION OF BR. NO. 06998) SHALL UTILIZE A SINGLE TWO (2) MILE LANE CLOSURE. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

BRIDGE DECK POLYMER OVERLAYS ON OVERPASSES SHALL UTILIZE FLAGGERS IN ACCORDANCE WITH STANDARD DRAWING TC-2 TO COMPLETE DECK WORK.

REFER TO DETOUR MAP FOR STAGING OF POLYMER OVERLAY OF BRIDGE 06999.

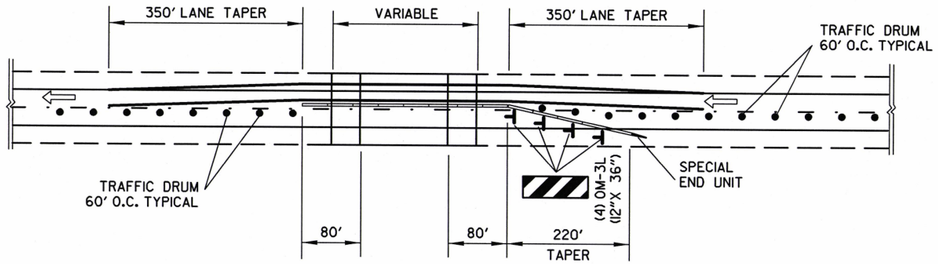
WHERE SHOWN ON THE PLANS, REMOVAL AND DISPOSAL OF EXISTING GUARDRAIL AND INSTALLATION OF NEW GUARDRAIL SHALL UTILIZE LANE CLOSURES. ALL GUARDRAIL WORK SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.

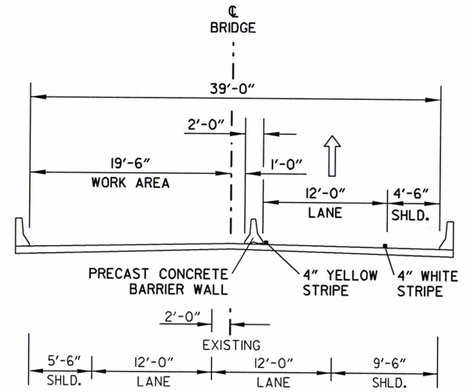
MAINTENANCE OF TRAFFIC DETAILS

sdonaldson 10/24/2019 3:43:44 PM
WORKSPACE: MTD
L:\2017\170175\10 - 10675 I-55 - Poinsett Co Line\Drawings\r10675_I-555_MOT_TYP_SEC.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	55	122
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

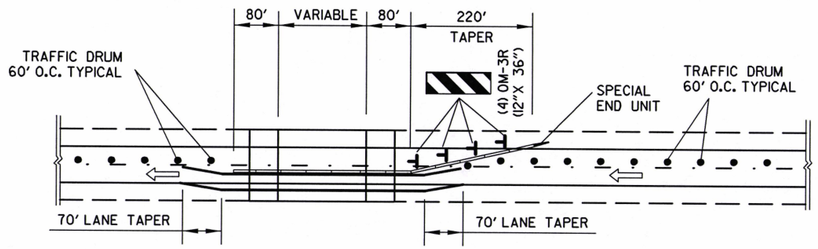
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

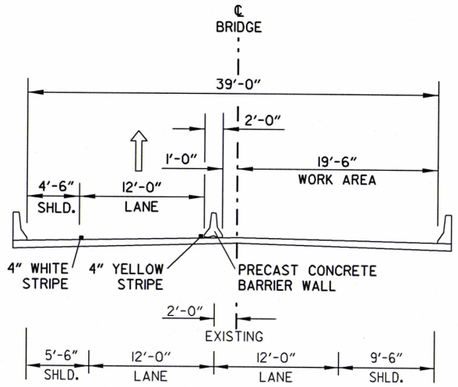




STAGE 1
(LOOKING IN DIRECTION OF TRAFFIC)

NOTE: SEE LANE CLOSURE DETAILS FOR TRAFFIC DRUM SPACING AND TAPERS.





STAGE 2
(LOOKING IN DIRECTION OF TRAFFIC)

STAGE 1

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 91300 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 178540 LIN. FT.
FURNISH & INSTALL P.C.C.B. = 793 LIN. FT.
RELOCATE P.C.C.B. = 1921 LIN. FT.

STAGE 2

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 6075 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 188000 LIN. FT.
RELOCATE P.C.C.B. = 1286 LIN. FT.

QUANTITIES SHOWN INCLUDE STAGE TOTAL EXCEPT THE QUANTITIES REQUIRED AT BRIDGE NOS. 07013 & 07019.

BRIDGES 05607 & 05610
HYDRODEMOLITION, OVERLAY AND RESURFACING I-555 BRIDGES
MAINTENANCE OF TRAFFIC DETAILS

USER: JH595
DESIGN FILE: G:\1811030I_Job100954\TRANSP\dgn\maint_of_traffic\r100954 mot.dgn
PLOTTED: 9/11/2019 13:44 SCALE: 1:100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	56	122

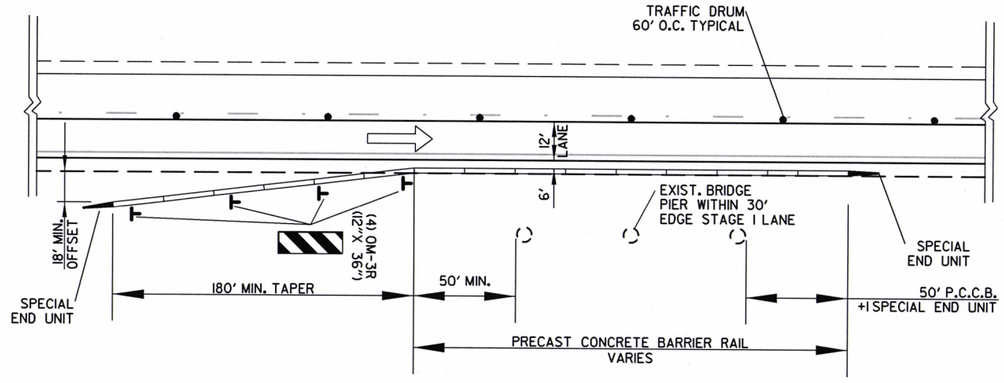
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

PRECAST CONCRETE BARRIER RAIL

BEGIN STATION	END STATION	DIRECTION	LIN. FT.*
355+44	358+91	NB	347
357+67	361+13	SB	347
434+22	438+00	NB	367
435+57	439+12	SB	367

*LENGTHS INCLUDE 2 SPECIAL END UNITS.



MAINTENANCE OF TRAFFIC AT BRIDGES 07013 & 07019
STAGE I
(SHOWN IN DIRECTION OF TRAFFIC)

MAINTENANCE OF TRAFFIC DETAILS

USER: JH595
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\maint_of_traffic\r100954 mot.dgn
PLOTTED: 9/11/2019 13:44
SCALE: 1:100

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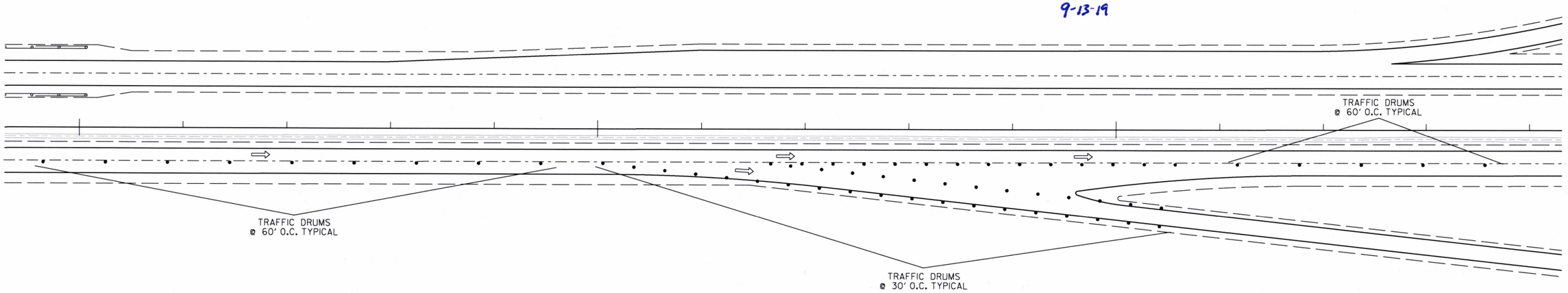
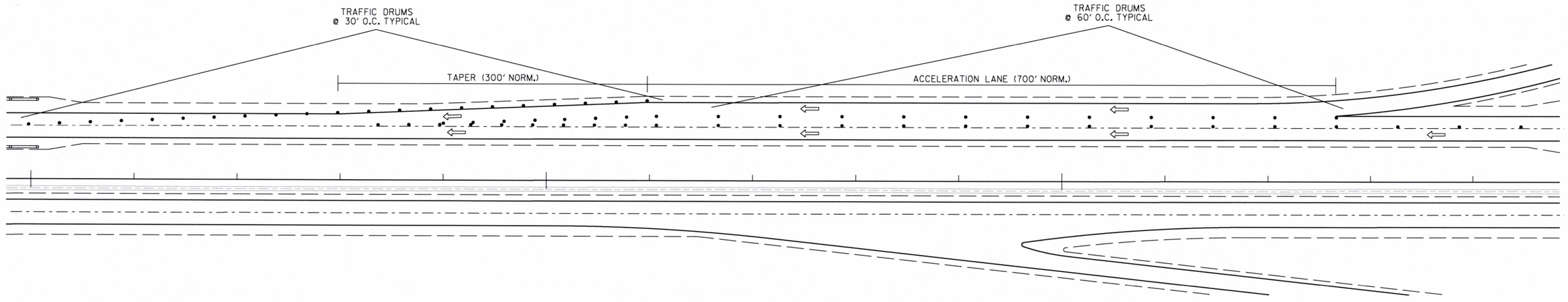
				6	ARK.			
				JOB NO.		012340	57	122
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19



EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE

EXIT 1A:
SOUTHBOUND EXIT = 36 TRAFFIC DRUMS

EXIT 2:
NORTHBOUND EXIT = 36 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 39 TRAFFIC DRUMS

SOUTHBOUND EXIT = 36 TRAFFIC DRUMS
SOUTHBOUND ENTRANCE = 39 TRAFFIC DRUMS

EXIT 7:
NORTHBOUND EXIT = 36 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 39 TRAFFIC DRUMS

SOUTHBOUND EXIT = 36 TRAFFIC DRUMS
SOUTHBOUND ENTRANCE = 39 TRAFFIC DRUMS

EXIT 8:
NORTHBOUND EXIT = 36 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 39 TRAFFIC DRUMS

SOUTHBOUND EXIT = 36 TRAFFIC DRUMS
SOUTHBOUND ENTRANCE = 39 TRAFFIC DRUMS

EXIT 13:
NORTHBOUND EXIT = 36 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 39 TRAFFIC DRUMS

SOUTHBOUND EXIT = 36 TRAFFIC DRUMS
SOUTHBOUND ENTRANCE = 39 TRAFFIC DRUMS

DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

sdonaldson 9/11/2019 12:20:45 PM
WORKSPACE: AHTD
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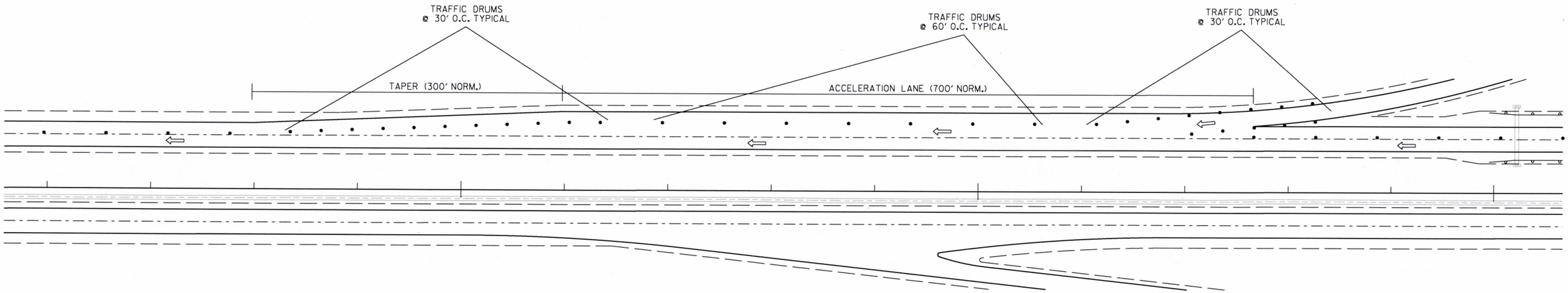
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	58	122
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

EXIT 2:
NORTHBOUND ENTRANCE = 16 TRAFFIC DRUMS

SOUTHBOUND ENTRANCE = 16 TRAFFIC DRUMS

EXIT 7:
NORTHBOUND EXIT = 36 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 16 TRAFFIC DRUMS

SOUTHBOUND ENTRANCE = 16 TRAFFIC DRUMS

EXIT 8:
NORTHBOUND EXIT = 36 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 16 TRAFFIC DRUMS

SOUTHBOUND ENTRANCE = 16 TRAFFIC DRUMS

EXIT 13:
NORTHBOUND EXIT = 36 TRAFFIC DRUMS
NORTHBOUND ENTRANCE = 16 TRAFFIC DRUMS

SOUTHBOUND ENTRANCE = 16 TRAFFIC DRUMS

DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

sadonaldson 9/11/2019 12:20:45 PM
WORKSPACE: AHTD
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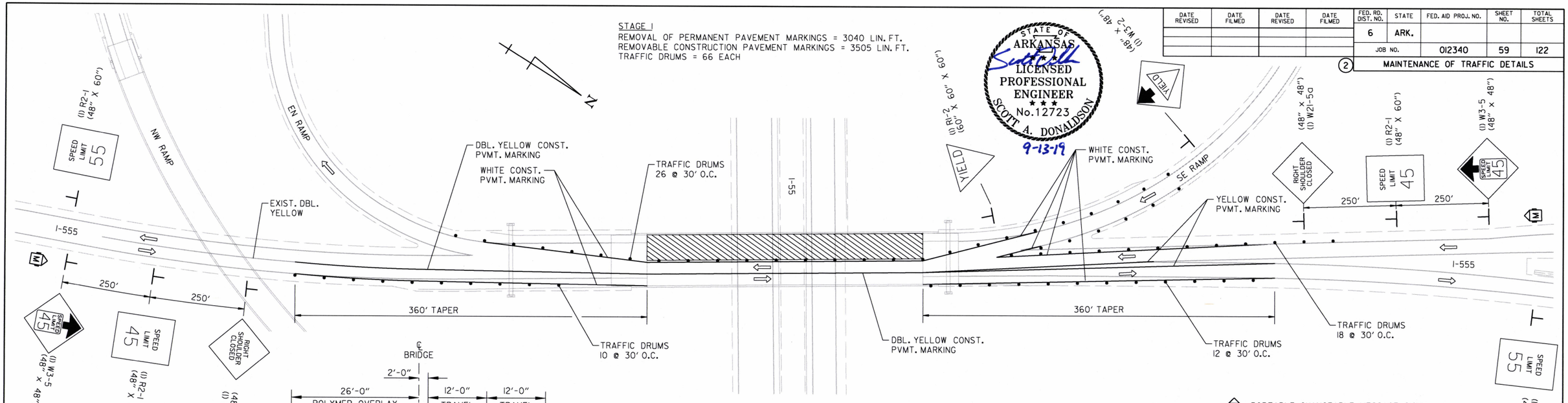
REVISED DATE:

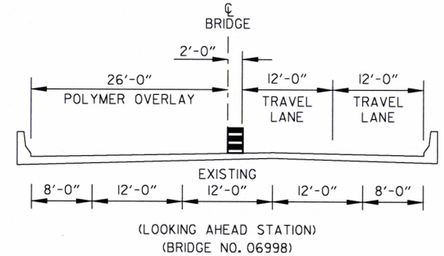
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	59	122

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 3040 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 3505 LIN. FT.
TRAFFIC DRUMS = 66 EACH





(LOOKING AHEAD STATION)
(BRIDGE NO. 06998)

STAGE 1

STAGE 1

1) INSTALL ADVANCE WARNING SIGNS.

2) FURNISH & INSTALL TRAFFIC DRUMS & TEMPORARY STRIPING.

3) REPAIR BRIDGE DECK - SOUTHBOUND (WEST SIDE).

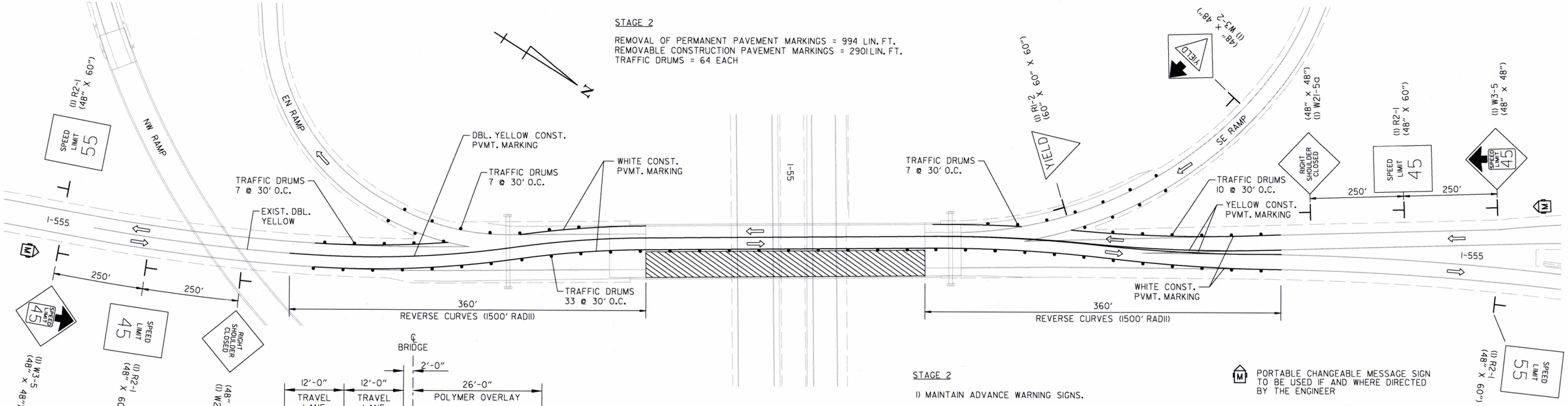
(M) PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

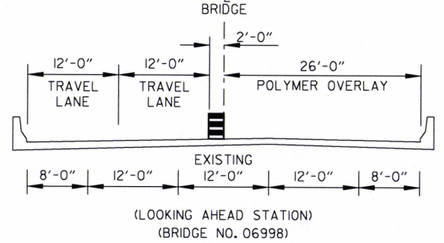
ANY MESSAGES DISPLAYED WILL BE COORDINATED WITH THE DISTRICT

NOTE: STAGING ON OVERPASSES IS NOT DIRECTLY RELATED TO THE STAGING ON I-555 MAIN LANES. WORK ON THE OVERPASSES CAN BE COMPLETED ANY TIME DURING I-555 WORK, PRIOR TO FINAL 2" OF SURFACE COURSE.

STAGE 2

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 994 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 2901 LIN. FT.
TRAFFIC DRUMS = 64 EACH





(LOOKING AHEAD STATION)
(BRIDGE NO. 06998)

STAGE 2

STAGE 2

1) MAINTAIN ADVANCE WARNING SIGNS.

2) RELOCATE TRAFFIC DRUMS TO SHIFT TRAFFIC TO EAST SIDE OF BRIDGE. REMOVE CONFLICTING PAVEMENT MARKINGS AND INSTALL STAGE 2 CONSTRUCTION PAVEMENT MARKINGS.

3) REPAIR BRIDGE DECK - NORTHBOUND (EAST SIDE).

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

ANY MESSAGES DISPLAYED WILL BE COORDINATED WITH THE DISTRICT

STAGE 1 & 2
BR. NO. 06998 POLYMER OVERLAY
MAINTENANCE OF TRAFFIC DETAILS

sadonaldson 9/11/2019 12:20:45 PM
WORKSPACE: AHTD
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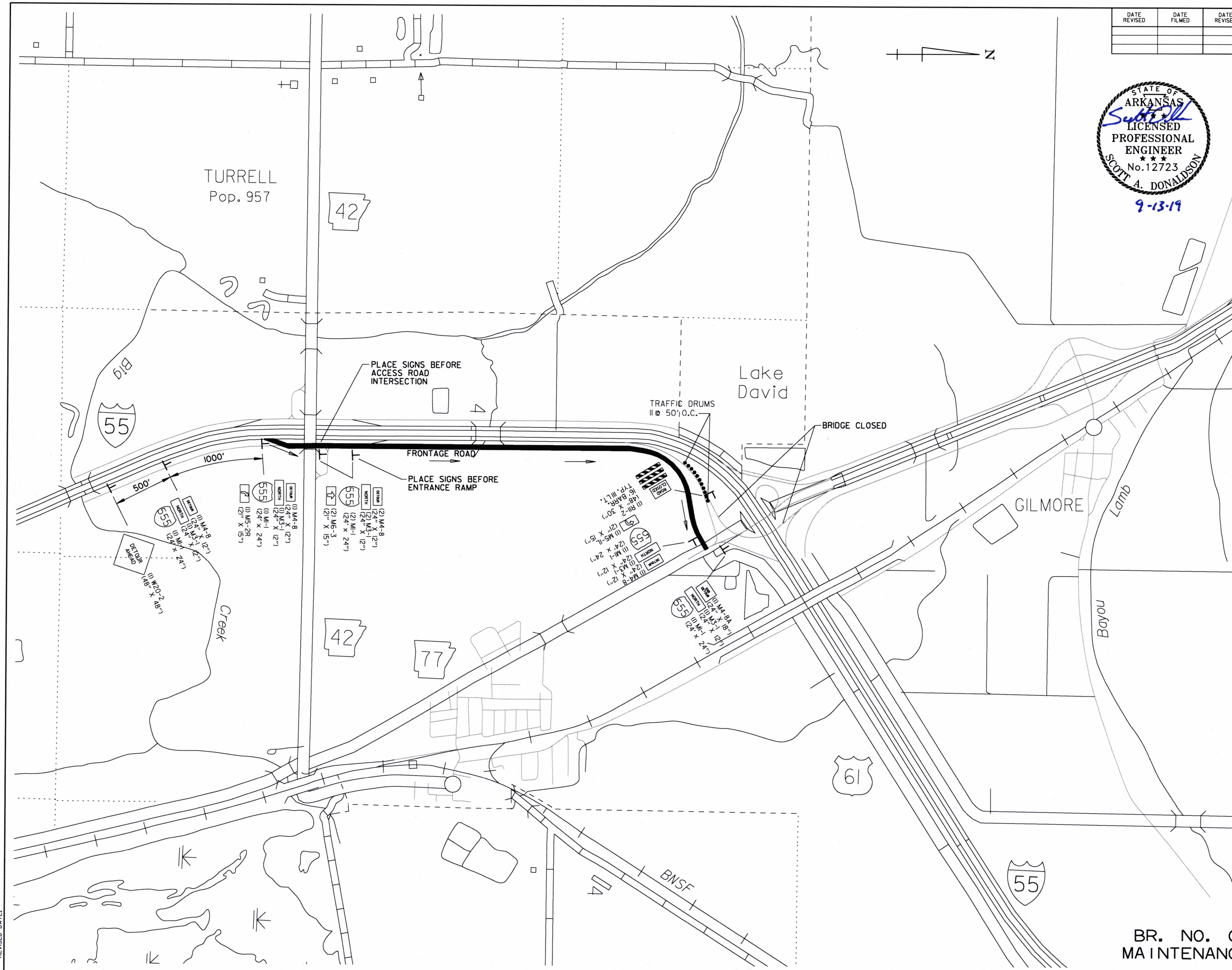
REVISED DATE:



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	60	122

(2) MAINTENANCE OF TRAFFIC DETAILS

STAGE 1

1) INSTALL DETOUR SIGNS. DETOUR NORTHBOUND I-555 TRAFFIC FROM NORTHBOUND I-55 TO EXIT 21 ALONG THE FRONTAGE ROAD FOR ACCESS TO I-555 NORTH.

2) REPAIR DECK ON BRIDGE 06999.

STAGE 2

1) REMOVE DETOUR SIGNS AND RETURN TRAFFIC TO ORIGINAL PATTERN.

DETOUR MAP FOR BR. NO. 06999 POLYMER OVERLAY MAINTENANCE OF TRAFFIC DETAILS

sodonaldson 9/11/2019 12:20:46 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	61	122
				(2)		QUANTITIES		

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	325	650
DIRECTED BY THE ENGINEER		
TOTALS:	**325**	**650**

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-17-19

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	BARRICADES (TYPE III)	FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	* MOBILE SPEED NOTIFICATION SYSTEM
			LIN. FT. - EACH			NO.	SQ. FT.	EACH	LEFT	LIN. FT.		DAY	WEEK	EACH	EACH
G20-1	ROAD WORK NEXT 13 MILES	60"x24"	2	2	2	2	20.0								
G20-2	END ROAD WORK	48"x24"	16	16	16	16	128.0								
M1-1	INTERSTATE ROUTE 555	24"x24"	6		6	6	24.0								
M3-1	CARDINAL DIRECTION AUXILLARY (NORTH)	24"x12"	6		6	6	12.0								
M4-8	DETOUR	24"x12"	5		5	5	10.0								
M4-8A	END DETOUR	24"x18"	1		1	1	3.0								
M5-1L	DIRECTIONAL ARROW AUXILLARY	21"x15"	1		1	1	2.2								
M5-2R	DIRECTIONAL ARROW AUXILLARY	21"x15"	1		1	1	2.2								
M6-3	DIRECTIONAL ARROW AUXILLARY	21"x15"	2		2	2	4.4								
OM-3L	OBJECT MARKER	12"x36"	4		4	4	12.0								
OM-3R	OBJECT MARKER	12"x36"	4	4	4	4	12.0								
R11-2	ROAD CLOSED	48"x30"	1		1	1	10.0								
R1-2	YIELD	60"x60"x60"	1	1	1	1	10.8								
R2-1	SPEED LIMIT 70	48"x60"	4	4	4	4	80.0								
R2-1	SPEED LIMIT 60	48"x60"	4	4	4	4	80.0								
R2-1	SPEED LIMIT 55	48"x60"	2	2	2	2	40.0								
R2-1	SPEED LIMIT 45	48"x60"	2	2	2	2	40.0								
R4-1	DO NOT PASS	48"x60"	4	4	4	4	80.0								
R55-1	FINES DOUBLE	36"x60"	3	3	3	3	45.0								
W1-6	LARGE ARROW	60"x30"	6	3	6	6	75.0								
W20-1	ROAD WORK 1 MI.	48"x48"	2	2	2	2	32.0								
W20-1	ROAD WORK 1/2 MI.	48"x48"	2	2	2	2	32.0								
W20-1	ROAD WORK 1500 FT.	48"x48"	3	3	3	3	48.0								
W20-1	ROAD WORK 1000 FT.	48"x48"	1	1	1	1	16.0								
W20-1	ROAD WORK 500 FT.	48"x48"	1	1	1	1	16.0								
W20-1	ROAD WORK AHEAD	48"x48"	15	15	15	15	240.0								
W20-2	DETOUR AHEAD	48"x48"	1		1	1	16.0								
W20-5	RIGHT LANE CLOSED 1 MI.	48"x48"	2	2	2	2	32.0								
W20-5	RIGHT LANE CLOSED 1/2 MI.	48"x48"	2	2	2	2	32.0								
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	2	2	2	2	32.0								
W21-5A	RIGHT SHOULDER CLOSED	48"x48"	2	2	2	2	32.0								
W3-2	YIELD AHEAD	48"x48"	1	1	1	1	16.0								
W3-5	REDUCED SPEED AHEAD (60)	48"x48"	2	2	2	2	32.0								
W3-5	REDUCED SPEED AHEAD (45)	48"x48"	2	2	2	2	32.0								
W4-2R	LANE ENDS	48"x48"	2	2	2	2	32.0								
SPECIAL	MERGE NOW W/ ARROW	48"x48"	1	1	1	1	16.0								
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	96"x48"	2	2	2	2	64.0								
SPECIAL	WORK WITH US SIGN (MOVE OVER, SLOW DOWN)	120"x60"	2	2	2	2	100.0								
	TRAFFIC DRUMS		501	757	757			757							
	TYPE III BARRICADE-LT. (16')		1	1	1				16						
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		793		793					793					
	RELOCATING PRECAST CONCRETE BARRIER		1921	1286	3207						3207				
	ADVANCE WARNING ARROW PANEL		1	1	2							160			
	PORTABLE CHANGEABLE MESSAGE SIGN		5	5	10								52		
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE				10									10	
	MOBILE SPEED NOTIFICATION SYSTEM		2	2	2										2
TOTALS:							**1510.6**	**757**	**16**	**793**	**3207**	**160**	**52**	**10**	**2**

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

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

QUANTITIES
ENTIRE PROJECT

sdonaldson 9/17/2019 9:56:55 AM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	62	122
				(2)		QUANTITIES		

STATE OF ARKANSAS
Scott A. Donaldson
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS (BOX 1 OF 2) (CRITTENDEN CO.)

DESCRIPTION	STAGE 1	STAGE 2	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			REFLECTORIZED PAINT PAVEMENT MARKING	
						TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)	6" WHITE	6" YELLOW	8" WHITE	6" WHITE	6" YELLOW
	LIN. FT. - EACH			LIN. FT.	LIN. FT.	EACH		LIN. FT.			LIN. FT.	
REMOVAL OF PERMANENT PAVEMENT MARKINGS	3040	994		4034								
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	3505	2901			6406							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)			900			900						
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)			40				40					
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")			57405					57405				
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			46805						46805			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")			3500							3500		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")		584									584	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")		584										584
TOTALS (BOX 1 OF 2) (CRITTENDEN CO.):				**4034**	**6406**	**900**	**40**	**57405**	**46805**	**3500**	**584**	**584**

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

NOTE: NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

saddonaldson 9/11/2019 12:20:55 PM
WORKSPACE: AHTD
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REVISED DATE:

QUANTITIES
CRITTENDEN COUNTY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	63	122
				(2)		QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-17-19

COLD MILLING ASPHALT PAVEMENT (BOX 1 OF 3) (CRITTENDEN CO.)

STATION	STATION	LOCATION	LENGTH FEET	AVG. WIDTH FEET	COLD MILLING ASPHALT PAVEMENT SQ. YDS.
MAIN LANES					
100+30.32	101+44.11	HWY. 77	113.79	40.00	505.73
101+44.11	102+60.31	I-555	116.20	40.00	516.44
101+44.11		I-555 - ACCESS RD. LT.	94.32	VAR.	645.97
101+44.11		I-555 - ACCESS RD. RT.	97.68	VAR.	668.81
102+60.31	110+76.33	I-555	816.02	40.00	3626.76
110+76.33	111+34.77	I-555	58.44	40.00	259.73
111+34.77	112+76.33	I-555	141.56	52.00	817.90
116+31.51	118+31.51	I-555	200.00	47.35	1052.22
118+31.51	122+14.43	I-555	382.92	65.48	2785.96
122+14.43	124+14.43	I-555 RT. MAIN LANES	200.00	29.00	644.44
124+14.43	127+00.00	I-555 RT. MAIN LANES	285.57	29.00	920.17
17+79.11	24+61.43	I-555 RT. MAIN LANES	682.32	29.00	2198.59
24+61.43	27+61.43	I-555 RT. MAIN LANES	300.00	41.00	1366.67
27+61.43	43+83.58	I-555 RT. MAIN LANES	1622.15	38.00	6849.08
45+97.32	93+24.89	I-555 RT. MAIN LANES	4727.57	38.00	19960.85
93+24.89	94+08.30	I-555 RT. MAIN LANES	83.41	47.50	440.22
94+08.30	99+65.82	I-555 RT. MAIN LANES	557.52	46.00	2849.55
99+65.82	102+65.82	I-555 RT. MAIN LANES	300.00	42.00	1400.00
102+65.82	195+69.19	I-555 RT. MAIN LANES	9303.37	38.00	39280.90
195+90.00	207+86.62	I-555 RT. MAIN LANES	1196.62	38.00	5052.40
122+14.43	126+25.27	I-555 LT. MAIN LANES	410.84	34.75	1586.30
126+25.27	127+00.00	I-555 LT. MAIN LANES	74.73	38.00	315.53
17+79.11	41+74.99	I-555 LT. MAIN LANES	2395.88	38.00	10115.94
41+74.99	43+74.99	I-555 LT. MAIN LANES	200.00	38.00	844.44
45+21.80	49+04.12	I-555 LT. MAIN LANES	382.32	38.00	1614.24
49+04.12	57+98.91	I-555 LT. MAIN LANES	894.79	38.00	3778.00
57+98.91	60+98.91	I-555 LT. MAIN LANES	300.00	42.00	1400.00
60+98.91	68+80.85	I-555 LT. MAIN LANES	781.94	46.00	3996.58
68+80.85	195+69.19	I-555 LT. MAIN LANES	12688.34	38.00	53572.99
195+90.00	205+84.95	I-555 LT. MAIN LANES	994.95	38.00	4200.90
205+84.95	207+75.93	I-555 LT. MAIN LANES	190.98	38.00	806.36
ADDITIONAL FOR RAMPS					
103+72		NE RAMP	500.00	25.00	1388.89
105+35		WN RAMP	500.00	25.00	1388.89
111+34.77		EN RAMP	500.00	25.00	1388.89
116+95		SE RAMP	500.00	25.00	1388.89
19+69	21+81.00	ES RAMP	212.00	VAR.	95.39
21+81		ES RAMP	500.00	25.00	1388.89
21+81	24+95.00	ES RAMP	314.00	VAR.	567.46
24+61.43		NW RAMP	283.50	18.00	567.00
24+61.43		NW RAMP	59.50	25.00	165.28
24+61.43		NW RAMP	157.00	28.95	505.02
61+46.00	64+61.00	RAMP 1	315.00	VAR.	616.34
64+61		RAMP 1	500.00	25.00	1388.89
64+61	66+81.00	RAMP 1	220.00	VAR.	111.38
67+66		RAMP 4	500.00	25.00	1388.89
93+24.89		RAMP 2	500.00	25.00	1388.89
92+16.00	94+45.00	RAMP 3	229.00	VAR.	136.09
94+45		RAMP 3	500.00	25.00	1388.89
94+45	97+65.00	RAMP 3	320.00	VAR.	562.70
SUBTOTAL (BOX 1 OF 3) (CRITTENDEN CO.):					**189900.34**

NOTE: AVERAGE MILLING DEPTH 2".

COLD MILLING ASPHALT PAVEMENT (BOX 2 OF 3) (CRITTENDEN CO.)

STATION	STATION	LOCATION	LENGTH FEET	AVG. WIDTH FEET	COLD MILLING ASPHALT PAVEMENT SQ. YDS.
ADDITIONAL FOR WIDENING					
109+82.00	110+76.33	RT. OF I-555		VAR.	46.88
110+76.33	112+96.83	RT. OF I-555		VAR.	121.66
111+15.00	112+96.83	LT. OF I-555		VAR.	87.94
116+11.01	117+82.00	RT. OF I-555		VAR.	58.01
116+11.01		LT. OF I-555		VAR.	217.43
24+92.00	27+78.00	RT. OF L.M.L.		VAR.	218.17
24+95.00	27+78.00	LT. OF L.M.L.		VAR.	154.45
52+64.00	55+50.00	LT. OF L.M.L.		VAR.	154.63
52+64.00	55+50.00	RT. OF L.M.L.		VAR.	218.14
69+53.00	72+38.00	LT. OF L.M.L.		VAR.	154.45
69+53.00	72+38.00	RT. OF L.M.L.		VAR.	217.89
78+81.00	85+42.00	RT. OF L.M.L.		VAR.	530.68
177+91.00	181+59.00	LT. OF R.M.L.		VAR.	449.58
181+35.00	181+59.00	I-555 MEDIAN TURNAROUND	24.00	25.46	67.89
181+35.00	184+51.00	RT. OF L.M.L.		VAR.	411.42
SUBTOTAL (BOX 1 OF 3) (CRITTENDEN CO.):					**189900.34**
SUBTOTAL (BOX 2 OF 3) (CRITTENDEN CO.):					**3109.22**
TOTAL (CRITTENDEN CO.):					**193009.56**

NOTE: AVERAGE MILLING DEPTH 2".

QUANTITIES
CRITTENDEN COUNTY

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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.		012340	64	122
				(2)		QUANTITIES		

RUMBLE STRIPS IN ASPHALT SHOULDERS (BOX 1 OF 2) (CRITTENDEN CO.)

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
102+48	112+97	LT. OF MAIN LANES	1049
116+11	122+14	LT. OF MAIN LANES	603
102+60	112+97	RT. OF MAIN LANES	1037
116+11	122+14	RT. OF MAIN LANES	603
122+14	43+75	LT. OF L.M.L.	3082
45+15	207+85	LT. OF L.M.L.	16249
122+14	43+75	RT. OF L.M.L.	3082
45+30	181+35	RT. OF L.M.L.	13605
181+59	207+85	RT. OF L.M.L.	2605
122+14	44+09	LT. OF R.M.L.	3116
45+82	181+35	LT. OF R.M.L.	13553
181+59	208+13	LT. OF R.M.L.	2633
122+14	44+25	RT. OF R.M.L.	3132
45+97	208+32	RT. OF R.M.L.	16214
TOTAL (BOX 1 OF 2) (CRITTENDEN CO.):			**80563**

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

GUARDRAIL (BOX 1 OF 2) (CRITTENDEN CO.)

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
110+28.08	112+96.83	RT. OF I-555	200	1	1	
111+53.08	112+96.83	LT. OF I-555	75	1	1	
116+11.01	118+29.76	LT. OF I-555	150	1	1	
116+11.01	117+54.76	RT. OF I-555	75	1	1	
25+35.00	27+35.00	LT. OF R.M.L.	150		1	1
25+35.00	27+35.00	RT. OF R.M.L.	150		1	1
53+07.00	55+07.00	LT. OF L.M.L.	150		1	1
53+07.00	55+07.00	RT. OF L.M.L.	150		1	1
69+95.00	71+95.00	LT. OF L.M.L.	150		1	1
69+95.00	71+95.00	RT. OF L.M.L.	150		1	1
79+24.00	84+99.00	RT. OF L.M.L.	525		1	1
TOTALS (BOX 1 OF 2) (CRITTENDEN CO.):			**1925**	**4**	**11**	**7**

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-17-19

REMOVAL AND DISPOSAL OF ITEMS (BOX 1 OF 2) (CRITTENDEN CO.)

STATION	STATION	LOCATION	GUARDRAIL
			LIN. FT.
110+78	112+97	RT. OF I-555	219
111+53	112+97	LT. OF I-555	144
116+11	118+30	LT. OF I-555	219
116+11	117+05	RT. OF I-555	94
25+35	27+35	LT. OF L.M.L.	200
25+35	27+35	RT. OF L.M.L.	200
53+07	55+07	LT. OF L.M.L.	200
53+07	55+07	RT. OF L.M.L.	200
69+95	71+95	LT. OF L.M.L.	200
69+95	71+95	RT. OF L.M.L.	200
79+24	84+99	RT. OF L.M.L.	575
TOTAL (BOX 1 OF 2) (CRITTENDEN CO.):			**2451**

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

ACHM PATCHING OF EXISTING ROADWAY (BOX 1 OF 2) (CRITTENDEN CO.)

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	300
DIRECTED BY THE ENGINEER	
TOTAL (BOX 1 OF 2) (CRITTENDEN CO.):	**300**

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

EROSION CONTROL (BOX 1 OF 2) (CRITTENDEN CO.)

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL						
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	FILTER SOCK (18") (E-13)	SILT FENCE (E-11)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	ALL STAGES									176	756	1360	
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			2.00	4.00	2.00	204.0	2.00	2.00	2.00	40.8				30
TOTALS (BOX 1 OF 2) (CRITTENDEN CO.):			**2.00**	**4.00**	**2.00**	**204.0**	**2.00**	**2.00**	**2.00**	**40.8**	**176**	**756**	**1360**	**30**

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
DROP INLET FILTER SOCK.....36 LIN. FT. / LOCATION

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

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

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QUANTITIES
CRITTENDEN COUNTY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	65	122
				(2)		QUANTITIES		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-17-19

BASE AND SURFACING (BOX 1 OF 5) (CRITTENDEN CO.)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	TON
MAIN LANES																					
100+30.32	101+44.11	HWY. 77	113.79	5.00	5.69	40.00	505.73	25.29	40.00	505.73	85.97	111.26	40.00	505.73	330.00	83.45					83.45
101+44.11	102+60.31	I-555	116.20	5.00	5.81	40.00	516.44	25.82	40.00	516.44	87.79	113.61	40.00	516.44	220.00	56.81	40.00	516.44	220.00	56.81	113.62
101+44.11		I-555 - ACCESS RD. LT.	117.02	5.00	5.85				VAR.	645.97	109.81	109.81	VAR.	645.97	330.00	106.59					106.59
101+44.11		I-555 - ACCESS RD. RT.	94.42	5.00	4.72				VAR.	668.81	113.70	113.70	VAR.	668.81	330.00	110.35					110.35
102+60.31	110+76.33	I-555	816.02	5.00	40.80	40.00	3626.76	181.34	40.00	3626.76	616.55	797.89	40.00	3626.76	220.00	398.94	40.00	3626.76	220.00	398.94	797.88
110+76.33	111+34.77	I-555	58.44	5.00	2.92				40.00	259.73	44.15	44.15	40.00	259.73	407.86	52.97					52.97
111+34.77	112+76.33	I-555	141.56	5.00	7.08				52.00	817.90	139.04	139.04	52.00	817.90	297.86	121.81					121.81
116+31.51	118+31.51	I-555	200.00	5.00	10.00				47.35	1052.22	178.88	178.88	47.35	1052.22	330.00	173.62					173.62
118+31.51	122+14.43	I-555	382.92	5.00	19.15	65.48	2785.96	139.30	65.48	2785.96	473.61	612.91	65.48	2785.96	220.00	306.46	65.48	2785.96	220.00	306.46	612.92
122+14.43	124+14.43	I-555 RT. MAIN LANES	200.00						29.00	644.44	109.55	109.55	29.00	644.44	330.00	106.33					106.33
124+14.43	127+00.00	I-555 RT. MAIN LANES	285.57						29.00	920.17	156.43	156.43	29.00	920.17	220.00	101.22					101.22
17+79.11	24+61.43	I-555 RT. MAIN LANES	682.32						29.00	2198.59	373.76	373.76	29.00	2198.59	220.00	241.84					241.84
24+61.43	27+61.43	I-555 RT. MAIN LANES	300.00						41.00	1366.67	232.33	232.33	41.00	1366.67	220.00	150.33					150.33
27+61.43	43+83.58	I-555 RT. MAIN LANES	1622.15						38.00	6849.08	1164.34	1164.34	38.00	6849.08	220.00	753.40					753.40
45+97.32	93+24.89	I-555 RT. MAIN LANES	4727.57						38.00	19960.85	3393.34	3393.34	38.00	19960.85	220.00	2195.69					2195.69
93+24.89	94+08.30	I-555 RT. MAIN LANES	83.41						47.50	440.22	74.84	74.84	47.50	440.22	220.00	48.42					48.42
94+08.30	96+97.03	I-555 RT. MAIN LANES	288.73						46.00	1475.73	250.87	250.87	46.00	1475.73	220.00	162.33					162.33
96+97.03	99+65.82	I-555 RT. MAIN LANES	268.79						46.00	1373.82	233.55	233.55	46.00	1373.82	220.00	151.12					151.12
99+65.82	102+61.52	I-555 RT. MAIN LANES	295.70						42.00	1379.93	234.59	234.59	42.00	1379.93	220.00	151.79					151.79
102+61.52	102+65.82	I-555 RT. MAIN LANES	4.30						42.00	20.07	3.41	3.41	42.00	20.07	220.00	2.21					2.21
102+65.82	108+04.70	I-555 RT. MAIN LANES	538.88						38.00	2275.27	386.80	386.80	38.00	2275.27	220.00	250.28					250.28
108+04.70	195+69.19	I-555 RT. MAIN LANES	8764.49						38.00	37005.62	6290.96	6290.96	38.00	37005.62	220.00	4070.62					4070.62
195+90.00	207+86.62	I-555 RT. MAIN LANES	1196.62						38.00	5052.40	858.91	858.91	38.00	5052.40	220.00	555.76					555.76
122+14.43	126+25.27	I-555 LT. MAIN LANES	410.84	6.50	26.70	34.75	1586.30	79.32	34.75	1586.30	269.67	348.99	34.75	1586.30	220.00	174.49	34.75	1586.30	220.00	174.49	348.98
126+25.27	127+00.00	I-555 LT. MAIN LANES	74.73	6.50	4.86	38.00	315.53	15.78	38.00	315.53	53.64	69.42	38.00	315.53	220.00	34.71	38.00	315.53	220.00	34.71	69.42
17+79.11	41+74.99	I-555 LT. MAIN LANES	2395.88	6.50	155.73	38.00	10115.94	505.80	38.00	10115.94	1719.71	2225.51	38.00	10115.94	220.00	1112.75	38.00	10115.94	220.00	1112.75	2225.50
41+74.99	43+74.99	I-555 LT. MAIN LANES	200.00	6.50	13.00				38.00	844.44	143.55	143.55	38.00	844.44	330.00	139.33					139.33
45+21.80	49+04.12	I-555 LT. MAIN LANES	382.32						38.00	1614.24	274.42	274.42	38.00	1614.24	220.00	177.57					177.57
49+04.12	51+04.12	I-555 LT. MAIN LANES	200.00						38.00	844.44	143.55	143.55	38.00	844.44	330.00	139.33					139.33
51+04.12	57+98.91	I-555 LT. MAIN LANES	694.79	6.50	45.16	38.00	2933.56	146.68	38.00	2933.56	498.71	645.39	38.00	2933.56	220.00	322.69	38.00	2933.56	220.00	322.69	645.38
57+98.91	60+98.91	I-555 LT. MAIN LANES	300.00	6.50	19.50	42.00	1400.00	70.00	42.00	1400.00	238.00	308.00	42.00	1400.00	220.00	154.00	42.00	1400.00	220.00	154.00	308.00
60+98.91	67+65.96	I-555 LT. MAIN LANES	667.05	6.50	43.36	46.00	3409.37	170.47	46.00	3409.37	579.59	750.06	46.00	3409.37	220.00	375.03	46.00	3409.37	220.00	375.03	750.06
67+65.96	68+80.85	I-555 LT. MAIN LANES	114.89	6.50	7.47	46.00	587.22	29.36	46.00	587.22	99.83	129.19	46.00	587.22	220.00	64.59	46.00	587.22	220.00	64.59	129.18
68+80.85	96+97.03	I-555 LT. MAIN LANES	2816.18	6.50	183.05	38.00	11890.54	594.53	38.00	11890.54	2021.39	2615.92	38.00	11890.54	220.00	1307.96	38.00	11890.54	220.00	1307.96	2615.92
96+97.03	108+04.70	I-555 LT. MAIN LANES	1107.67	6.50	72.00	38.00	4676.83	233.84	38.00	4676.83	795.06	1028.90	38.00	4676.83	220.00	514.45	38.00	4676.83	220.00	514.45	1028.90
108+04.70	195+69.19	I-555 LT. MAIN LANES	8764.49	6.50	569.69	38.00	37005.62	1850.28	38.00	37005.62	6290.96	8141.24	38.00	37005.62	220.00	4070.62	38.00	37005.62	220.00	4070.62	8141.24
195+90.00	205+75.93	I-555 LT. MAIN LANES	985.93	6.50	64.09	38.00	4162.82	208.14	38.00	4162.82	707.68	915.82	38.00	4162.82	220.00	457.91	38.00	4162.82	220.00	457.91	915.82
205+75.93	207+75.93	I-555 LT. MAIN LANES	200.00	6.50	13.00				38.00	844.44	143.55	143.55	38.00	844.44	330.00	139.33					139.33
ADDITIONAL FOR RAMPS																					
103+72		NE RAMP	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	330.00	229.17					229.17
105+35		WN RAMP	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	330.00	229.17					229.17
111+35		EN RAMP	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	330.00	229.17					229.17
116+95		SE RAMP	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	330.00	229.17					229.17
19+69	21+81	ES RAMP	212.00						VAR.	95.39	16.22	16.22	VAR.	95.39	330.00	15.74					15.74
21+81		ES RAMP	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	330.00	229.17					229.17
21+81	24+95	ES RAMP	314.00						VAR.	567.46	96.47	96.47	VAR.	567.46	330.00	93.63					93.63
24+61		NW RAMP	283.50						18.00	567.00	96.39	96.39	18.00	567.00	220.00	62.37					62.37
24+61		NW RAMP	59.50						25.00	165.28	28.10	28.10	25.00	165.28	220.00	18.18					18.18
24+61		NW RAMP	157.00						28.95	505.02	85.85	85.85	28.95	505.02	220.00	55.55					55.55
61+46	64+61	MENASHA RAMP 1	315.00						VAR.	616.34	104.78	104.78	VAR	616.34	220.00	67.80					67.80
64+61		MENASHA RAMP 1	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	220.00	152.78					152.78
64+61	66+81	MENASHA RAMP 1	220.00						VAR.	111.38	18.93	18.93	VAR	111.38	220.00	12.25					12.25
67+66		MENASHA RAMP 4	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	330.00	229.17					229.17
93+25		MENASHA RAMP 2	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	220.00	152.78					152.78
92+16	94+45	MENASHA RAMP 3	229.00						VAR.	136.09	23.14	23.14	VAR	136.09	330.00	22.45					22.45
94+45		MENASHA RAMP 3	500.00						25.00	1388.89	236.11	236.11	25.00	1388.89	330.00	229.17					229.17
94+45	97+65	MENASHA RAMP 3	320.00						VAR.	562.70	95.66	95.66	VAR	562.70	330.00	92.85					92.85
SUBTOTALS (BOX 1 OF 5) (CRITTENDEN CO.):					**1319.63**		**85518.62**	**4275.95**		**189900.34**	**32283.02**	**36558.97**		**189900.34**		**21887.67**		**85012.89**		**9351.41**	**31239.08**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES
CRITTENDEN COUNTY

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WORKSPACE: AHTD
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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.		012340	66	122
				(2)		QUANTITIES		

STATE OF ARKANSAS
Scott Donaldson
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-17-19

BASE AND SURFACING (BOX 2 OF 5) (CRITTENDEN CO.)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON
ADDITIONAL FOR WIDENING																					
109+82.22	110+76.33	RT. OF I-555	94.11			VAR.	46.88	2.34	VAR.	46.88	7.97	10.31	VAR.	46.88	220.00	5.16	VAR.	46.88	220.00	5.16	10.32
110+76.33	112+96.83	RT. OF I-555	220.50							121.66	20.68	20.68	VAR.	121.66	279.40	17.00					17.00
111+14.53	112+96.83	LT. OF I-555	182.30							87.94	14.95	14.95	VAR.	87.94	297.86	13.10					13.10
116+10.98	117+82.05	RT. OF I-555	171.07						VAR.	58.01	9.86	9.86	VAR.	58.01	330.00	9.57					9.57
116+10.98		LT. OF I-555							VAR.	217.43	36.96	36.96	VAR.	217.43	330.00	35.88					35.88
24+92.00	27+78.00	RT. OF L.M.L.	286.00			VAR.	218.17	10.91	VAR.	218.17	37.09	48.00	VAR.	218.17	220.00	24.00	VAR.	218.17	220.00	24.00	48.00
24+95.00	27+78.00	LT. OF L.M.L.	283.00			VAR.	154.45	7.72	VAR.	154.45	26.26	33.98	VAR.	154.45	220.00	16.99	VAR.	154.45	220.00	16.99	33.98
52+64.00	55+50.00	LT. OF L.M.L.	286.00			VAR.	154.63	7.73	VAR.	154.63	26.29	34.02	VAR.	154.63	220.00	17.01	VAR.	154.63	220.00	17.01	34.02
52+64.00	55+50.00	RT. OF L.M.L.	286.00			VAR.	218.14	10.91	VAR.	218.14	37.08	47.99	VAR.	218.14	220.00	24.00	VAR.	218.14	220.00	24.00	48.00
69+53.00	72+38.00	LT. OF L.M.L.	285.00			VAR.	154.45	7.72	VAR.	154.45	26.26	33.98	VAR.	154.45	220.00	16.99	VAR.	154.45	220.00	16.99	33.98
69+53.00	72+38.00	RT. OF L.M.L.	285.00			VAR.	217.89	10.89	VAR.	217.89	37.04	47.93	VAR.	217.89	220.00	23.97	VAR.	217.89	220.00	23.97	47.94
78+81.00	85+42.00	RT. OF L.M.L.	661.00			VAR.	530.68	26.53	VAR.	530.68	90.22	116.75	VAR.	530.68	220.00	58.37	VAR.	530.68	220.00	58.37	116.74
177+91.00	181+59.00	LT. OF R.M.L.	368.00						VAR.	449.58	76.43	76.43	VAR.	449.58	220.00	49.45					49.45
181+35.00	181+59.00	I-555 MEDIAN TURNAROUND	24.00	5.00	1.20				25.46	67.89	11.54	11.54	24.00	67.89	220.00	7.47					7.47
181+35.00	184+51.00	RT. OF L.M.L.	316.00			VAR.	411.42	20.57	VAR.	411.42	69.94	90.51	VAR.	411.42	220.00	45.26	VAR.	411.42	220.00	45.26	90.52
SUBTOTALS (BOX 1 OF 5) (CRITTENDEN CO.):					**1319.63**		**85518.62**	**4275.95**		**189900.34**	**32283.02**	**36558.97**		**189900.34**		**21887.67**		**85012.89**		**9351.41**	**31239.08**
SUBTOTALS (BOX 2 OF 5) (CRITTENDEN CO.):					**1.20**		**2106.71**	**105.32**		**3109.22**	**528.57**	**633.89**		**3109.22**		**364.22**		**2106.71**		**231.75**	**595.97**
TOTALS (CRITTENDEN CO.):					**1320.83**		**87625.33**	**4381.27**		**193009.56**	**32811.59**	**37192.86**		**193009.56**		**22251.89**		**87119.60**		**9583.16**	**31835.05**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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QUANTITIES
CRITTENDEN COUNTY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	67	122

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS (BOX 2 OF 2) (POINSETT CO.)

DESCRIPTION	STAGE 1	STAGE 2	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			THERMOPLASTIC PAVEMENT MARKING	
							TYPE II (WHITE/RED)	TYPE II (YELLOW/YELLOW)	6" WHITE	6" YELLOW	8" WHITE	6" WHITE	6" YELLOW
	LIN. FT. - EACH			LIN. FT.			EACH		LIN. FT.				
REMOVAL OF PERMANENT PAVEMENT MARKINGS	94020	6075		100095									
CONSTRUCTION PAVEMENT MARKINGS	179810	188000			367810								
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	2250	3520				5770							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)			1914				1914						
RAISED PAVEMENT MARKERS TYPE II (YELLOW/YELLOW)			10					10					
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")			119490						119490				
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			94825							94825			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")			5990								5990		
THERMOPLASTIC PAVEMENT MARKING WHITE (6")			3470									3470	
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")			3720										3720
TOTALS (BOX 2 OF 2) (POINSETT CO.):				**100095**	**367810**	**5770**	**1914**	**10**	**119490**	**94825**	**5990**	**3470**	**3720**

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

NOTE: NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

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QUANTITIES
POINSETT COUNTY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
10-11-19				6	ARK.			
				JOB NO.	012340		68	122

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
10-11-19
HUBERT BURNS

COLD MILLING ASPHALT PAVEMENT (BOX 3 OF 3) (POINSETT CO.)

	STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
				FEET	SQ. YD.
*	209+01.53	210+01.53	LML - TRANS AT BRIDGE NO. 05607	38.00	422.22
*	209+74.38	210+74.38	RML - TRANS AT BRIDGE NO. B7169	38.00	422.22
	344+25.15	403+22.77	LML	40.00	26211.64
	344+25.15	402+95.70	RML	38.00	24786.77
	367+17.89	382+26.30	RML - RAMP 2 AUX LANE & TAPER	7.68	1287.18
	404+89.76	464+39.32	RML	38.00	25120.36
	405+15.77	458+75.19	LML	40.00	24818.80
	411+33.32	420+29.28	LML - RAMP 4 AUX LANE & TAPER	7.68	764.55
	423+84.87	425+84.87	RML	15.00	333.33
	432+42.78	439+27.54	LML - RAMP 3 AUX LANE & TAPER	7.91	601.83
	449+50.07	459+24.60	RML - RAMP 2 AUX LANE & TAPER	7.57	1008.78
	458+75.19	464+39.32	LML	38.00	2381.88
**	464+39.32	466+39.32	LML - TRANS	38.00	844.44
**	464+39.32	466+39.32	RML - TRANS	38.00	844.44
**	543+17.25	545+17.25	RML - TRANS AT BRIDGE NO. 05609	38.00	844.44
**	543+21.86	545+21.86	LML - TRANS AT BRIDGE NO. A7170	38.00	844.44
**	548+79.43	550+79.43	RML - TRANS AT BRIDGE NO. 05609	38.00	844.44
**	549+04.14	551+04.14	LML - TRANS AT BRIDGE NO. A7170	38.00	844.44
**	0+06.05	2+06.05	RML - TRANS AT BRIDGE NO. B7171	38.00	844.44
**	0+56.86	2+56.86	LML - TRANS AT BRIDGE NO. 05610	38.00	844.44
**	7+15.96	9+15.96	RML - TRANS AT BRIDGE NO. B7171	38.00	844.44
**	7+39.42	9+39.42	LML - TRANS AT BRIDGE NO. 05610	38.00	844.44
**	55+68.29	57+68.29	LML - TRANS AT BRIDGE NO. 06936	44.40	986.67
**	55+68.29	57+68.29	RML - TRANS AT BRIDGE NO. 06936	53.50	1188.89
	57+68.29	58+18.29	LML - UNDER BRIDGE NO. 06936	45.50	252.78
	57+68.29	58+18.29	RML - UNDER BRIDGE NO. 06936	53.50	297.22
**	58+18.29	60+18.29	LML - TRANS AT BRIDGE NO. 06936	45.50	1011.11
**	58+18.29	60+18.29	RML - TRANS AT BRIDGE NO. 06936	51.88	1152.89
**	76+57.00	78+57.00	LML - TRANS AT END JOB	40.73	905.11
**	76+57.00	78+57.00	RML - TRANS AT END JOB	46.00	1022.22
*	342+12.67	343+12.67	HWY. 135 RAMP 1 TRANS	25.00	277.78
	365+17.89	367+17.89	HWY. 135 RAMP 2 TRANS	25.00	555.56
	373+44.74	375+44.74	HWY. 135 RAMP 3 TRANS	25.00	555.56
	375+44.74	378+76.53	HWY. 135 RAMP 3 AT NOSE	16.00	589.85
	344+25.15	345+25.16	HWY. 135 RAMP 4 TRANS	25.00	277.81
	424+88.80	426+88.80	HWY. 118 RAMP 1 TRANS	25.00	555.56
	447+50.07	449+50.07	HWY. 118 RAMP 2 TRANS	25.00	555.56
	430+42.78	432+42.78	HWY. 118 RAMP 3 TRANS	25.00	555.56
	420+29.28	422+29.28	HWY. 118 RAMP 4 TRANS	25.00	555.56
**	61+22.86	63+22.86	HWY. 149 RAMP 1 TRANS	25.00	555.56
**	71+20.88	73+20.88	HWY. 149 RAMP 2 TRANS	25.00	555.56
**	70+56.91	72+56.91	HWY. 149 RAMP 3 TRANS	25.00	555.56
**	44+72.53	46+72.53	HWY. 149 RAMP 4 TRANS	25.00	555.56
	ENTIRE PROJECT		ADD'L AT GUARDRAIL WIDENING	VAR.	2053.54
	TOTAL (BOX 3 OF 3) (POINSETT CO.):				132175.43

NOTE: AVERAGE MILLING DEPTH 2".
* AVERAGE MILLING DEPTH 5/16".
** AVERAGE MILL DEPTH 1".

THE CONTRACTOR SHALL HAUL MATERIAL GENERATED FROM COLD MILLING OPERATIONS TO ARDOT DISTRICT 10 WHERE IT SHALL BECOME THE PROPERTY OF THE DEPARTMENT. THE CONTRACTOR SHALL STOCKPILE THE MATERIAL IN A WAY THAT IT CAN BE EASILY MEASURED BY THE AVERAGE END AREA METHOD.

EROSION CONTROL (BOX 2 OF 2) (POINSETT CO.)

			WATTLE (20") DITCH CHECKS	SAND BAG DITCH CHECKS	SILT FENCE	FILTER SOCK (18")	SEDIMENT BASIN	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			(E-1)	(E-5)	(E-11)	(E-13)	(E-14)		
			LIN. FT.	BAG	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	ALL STAGES	90	22	2520	1224			172
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			45	22	1000	144	500	500	551
TOTALS (BOX 2 OF 2) (POINSETT CO.):			135	44	3520	1368	500	500	723

BASIS OF ESTIMATE:
WATTLE DITCH CHECKS.....9 LIN. FT. / LOCATION
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
FILTER SOCK INLET PROTECTION...36 LIN.FT./LOCATION

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

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

REMOVAL AND DISPOSAL OF ITEMS (BOX 2 OF 2) (POINSETT CO.)

STATION	STATION	LOCATION	GUARDRAIL
			LIN. FT.
208+80	211+49	I-555 LML LT.	269
208+98	212+17	I-555 LML RT.	319
355+25	361+00	I-555 RML LT.	575
356+83	362+58	I-555 LML RT.	575
400+10	403+29	I-555 RML LT.	319
400+45	403+14	I-555 RML RT.	269
404+84	410+03	I-555 LML RT.	318
405+02	407+70	I-555 LML LT.	268
432+60	438+35	I-555 RML LT.	575
435+30	441+05	I-555 LML RT.	575
542+32	545+51	I-555 RML LT.	319
542+75	545+44	I-555 RML RT.	269
548+71	551+90	I-555 LML RT.	319
548+82	551+50	I-555 LML LT.	268
598+28	2+48	I-555 RML LT.	319
598+39	2+84	I-555 LML RT.	344
598+63	2+33	I-555 RML RT.	269
6+98	10+17	I-555 LML RT.	319
7+12	9+81	I-555 LML LT.	269
54+28	59+03	I-555 RML LT.	475
56+83	61+58	I-555 LML RT.	475
TOTAL (BOX 2 OF 2) (POINSETT CO.):			7707

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

WOVEN GEOTEXTILE FABRIC

STATION	STATION	LOCATION	LENGTH	SQ. YDS.
			LIN. FT.	
399+43	403+13	I-555 RT SIDE SLOPE REPAIR	370.00	904.44
7+39	10+89	I-555 LT SIDE SLOPE REPAIR	350.00	855.56
TOTAL:				1760.00

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	* ROCK FILL
			CU. YD.	TON
399+43	403+13	I-555 RT SIDE SLOPE REPAIR	500	1480
7+39	10+89	I-555 LT SIDE SLOPE REPAIR	475	1400
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	500	500
		DIRECTED BY THE ENGINEER		
TOTALS:			1475	3380

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

NOTE: EARTHWORK QUANTITIES SHOWN ABOVE SHALL BE PAID AS PLAN QUANTITY.

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QUANTITIES
POINSETT COUNTY

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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.		012340	69	122

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

RUMBLE STRIPS IN ASPHALT SHOULDERS (BOX 2 OF 2) (POINSETT CO.)

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
344+25	403+31	I-555 LML - LT	5906
405+24	545+29	I-555 LML - LT	14029
549+04	02+71	I-555 LML - LT	5270
07+39	78+57	I-555 LML - LT	7118
344+25	403+16	I-555 LML - RT	5891
405+09	545+22	I-555 LML - RT	14037
548+97	02+57	I-555 LML - RT	5263
07+25	78+57	I-555 LML - RT	7132
344+25	403+02	I-555 RML - LT	5877
404+96	545+24	I-555 RML - LT	14052
548+79	02+21	I-555 RML - LT	5243
07+16	78+57	I-555 RML - LT	7141
344+25	402+88	I-555 RML - RT	5863
404+82	545+17	I-555 RML - RT	14059
548+72	02+06	I-555 RML - RT	5235
07+01	78+57	I-555 RML - RT	7156
TOTAL (BOX 2 OF 2) (POINSETT CO.):			129272

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

GUARDRAIL (BOX 2 OF 2) (POINSETT CO.)

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
208+80.30	211+49.05	I-555 LML LT.	200	1	1	
208+98.46	212+17.21	I-555 LML RT.	250	1	1	
355+25.00	361+00.00	I-555 RML LT.	525		1	1
356+82.50	362+57.50	I-555 RML RT.	525		1	1
400+09.86	403+28.61	I-555 RML LT.	250	1	1	
400+45.30	403+14.05	I-555 RML RT.	200	1	1	
404+83.57	410+02.90	I-555 LML RT.	250	1	1	
405+01.54	407+70.29	I-555 LML LT.	200	1	1	
432+60.00	438+35.00	I-555 RML LT.	525		1	1
435+30.00	441+05.00	I-555 LML RT.	525		1	1
542+31.92	545+50.67	I-555 RML LT.	250	1	1	
542+74.86	545+43.61	I-555 RML RT.	200	1	1	
548+71.32	551+90.07	I-555 LML RT.	250	1	1	
548+81.90	551+50.65	I-555 LML LT.	200	1	1	
598+27.96	2+47.71	I-555 RML LT.	250	1	1	
598+39.21	2+83.96	I-555 LML RT.	325	1		1
598+63.40	2+33.15	I-555 RML RT.	200	1	1	
6+97.75	10+16.50	I-555 LML RT.	250	1	1	
7+12.31	9+81.06	I-555 LML LT.	200	1	1	
54+28.00	59+03.00	I-555 RML LT.	425		1	1
56+83.00	61+57.97	I-555 LML RT.	425		1	1
TOTALS (BOX 2 OF 2) (POINSETT CO.):			6425	15	20	7

ULTRATHIN BONDED WEARING COURSE (5/8" - TYPE B)

STATION	STATION	LOCATION	LENGTH	WIDTH	SQ. YD.
			FEET		
208+95.93	344+25.15	I-555 LML	13539.47	25.00	37609.64
209+74.38	344+25.15	I-555 RML	13456.92	25.00	37380.33
333+91.74	342+12.67	I-555 RML - S.H. 135 RAMP 1 AUX LANE	820.93	14.90	1359.10
334+32.98	344+25.15	I-555 RML - S.H. 135 RAMP 4 AUX LANE	992.17	10.44	1150.92
342+12.67	343+12.67	S.H. 135 RAMP 1	100.00	15.00	166.67
TOTAL:					77666.66

NOTE: CONTRACTOR IS RESPONSIBLE IN ASSURING A MINIMUM VERTICAL CLEARANCE AT ALL OVERPASSES OF 16' IS MAINTAINED AFTER THE ULTRATHIN BONDED WEARING COURSE IS PLACED.

FOG SEAL

STATION	STATION	LOCATION	LENGTH	WIDTH	FOG SEAL	
			FEET		SQ. YD.	GALLON
209+80.34	334+32.98	I-555 LML - OUTSIDE SHOULDER	12462.89	9.50	13155.27	1315.53
209+01.53	321+00.00	I-555 LML - INSIDE SHOULDER	11202.67	3.50	4356.59	435.66
321+00.00	344+25.15	I-555 LML - INSIDE SHOULDER	2331.20	5.50	1424.62	142.46
334+32.98	335+55.02	I-555 LML - OUTSIDE SHOULDER TRANSITION	122.04	8.00	108.48	10.85
335+55.02	344+25.15	I-555 LML - OUTSIDE SHOULDER	870.13	5.50	531.75	53.18
209+55.72	344+25.15	I-555 RML - INSIDE SHOULDER	13475.58	3.50	5240.50	524.05
209+74.38	333+91.74	I-555 RML - OUTSIDE SHOULDER	12423.51	9.50	13113.71	1311.37
333+91.74	334+65.09	I-555 RML - OUTSIDE SHOULDER TRANSITION	73.35	8.35	68.05	6.81
334+65.09	342+12.67	I-555 RML - OUTSIDE SHOULDER	747.58	5.50	456.85	45.69
342+12.67	344+25.15	I-555 RML - OUTSIDE SHOULDER	212.48	9.50	224.28	22.43
342+12.67	343+12.67	S.H. 135 RAMP 1 - OUTSIDE SHOULDER	100.00	5.50	61.11	6.11
342+12.67	343+12.67	S.H. 135 RAMP 1 - INSIDE SHOULDER	100.00	3.50	38.89	3.89
TOTALS:					38780.10	3878.03

FOG SEAL SHALL BE TYPE SS-H1
BASIS OF ESTIMATE: FOG SEAL = 0.10 GALLON PER SQ. YD.

USER: JH595
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\quantities\r100954 QTY.dgn
PLOTTED: 9/11/2019 13:49 SCALE: 1:1

QUANTITIES
POINSETT COUNTY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	70	122

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

TRENCHING AND SHOULDER PREPARATION

STATION	STATION	LOCATION	LENGTH	TRENCHING AND SHOULDER PREPARATION	TACK COAT (0.05 GAL. PER SQ. YD.)				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
					TOTAL WID.	SQ.YD.	GALLON	TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
				STATION	FEET				FEET			TON	FEET			TON
M.O.T. STAGE 1																
208+90.34	211+70.00	I-555 LML OUTSIDE SHOULDER	279.66	2.80	12.00	372.88	18.64	18.64	4.00	124.29	660.00	41.02	4.00	124.29	440.00	27.34
0+11.00	2+71.42	I-555 LML OUTSIDE SHOULDER	260.42	2.60	12.00	347.23	17.36	17.36	4.00	115.74	660.00	38.19	4.00	115.74	440.00	25.46
7+39.43	9+86.00	I-555 LML OUTSIDE SHOULDER	246.57	2.47	12.00	328.76	16.44	16.44	4.00	109.59	660.00	36.16	4.00	109.59	440.00	24.11
209+74.38	212+18.55	I-555 RML OUTSIDE SHOULDER	244.17	2.44	12.00	325.56	16.28	16.28	4.00	108.52	660.00	35.81	4.00	108.52	440.00	23.87
598+58.83	2+06.05	I-555 RML OUTSIDE SHOULDER	246.22	2.46	12.00	328.29	16.41	16.41	4.00	109.43	660.00	36.11	4.00	109.43	440.00	24.07
7+01.40	9+62.18	I-555 RML OUTSIDE SHOULDER	260.78	2.61	12.00	347.71	17.39	17.39	4.00	115.90	660.00	38.25	4.00	115.90	440.00	25.50
M.O.T. STAGE 2																
209+01.53	210+30.00	I-555 LML INSIDE SHOULDER	128.47	1.28	6.00	85.65	4.28	4.28	2.00	28.55	660.00	9.42	2.00	28.55	440.00	6.28
1+51.00	2+56.86	I-555 LML INSIDE SHOULDER	105.86	1.06	6.00	70.57	3.53	3.53	2.00	23.52	660.00	7.76	2.00	23.52	440.00	5.17
7+24.86	8+46.00	I-555 LML INSIDE SHOULDER	121.14	1.21	6.00	80.76	4.04	4.04	2.00	26.92	660.00	8.88	2.00	26.92	440.00	5.92
209+55.72	210+78.55	I-555 RML INSIDE SHOULDER	122.83	1.23	6.00	81.89	4.09	4.09	2.00	27.30	660.00	9.01	2.00	27.30	440.00	6.01
0+99.83	2+20.61	I-555 RML INSIDE SHOULDER	120.78	1.21	6.00	80.52	4.03	4.03	2.00	26.84	660.00	8.86	2.00	26.84	440.00	5.90
7+15.96	8+22.18	I-555 RML INSIDE SHOULDER	106.22	1.06	6.00	70.81	3.54	3.54	2.00	23.60	660.00	7.79	2.00	23.60	440.00	5.19
TOTALS:				**22.43**		**2520.63**	**126.03**	**126.03**		**840.20**		**277.26**		**840.20**		**184.82**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

ACHM PATCHING OF EXISTING ROADWAY (BOX 2 OF 2) (POINSETT CO.)

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	
DIRECTED BY THE ENGINEER	300
TOTAL (BOX 2 OF 2) (POINSETT CO.):	**300**

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

USER: JH595
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\quantities\r100954 QTY.dgn
PLOTTED: 9/17/2019 11:06 SCALE: 1=1

QUANTITIES
POINSETT COUNTY

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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.		012340	71	122
				(2)		QUANTITIES		

BASE AND SURFACING (BOX 3 OF 5) (POINSETT CO.)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	TON
MAIN LANES																					
344+25.15	346+25.15	I-555 LML PAVEMENT TRANSITION	200.00	6.50	13.00	40.00	888.89	44.44	40.00	888.89	151.11	195.55					40.00	888.89	364.00	161.78	161.78
346+25.15	356+05.00	I-555 LML	979.85	6.50	63.69	40.00	4354.89	217.74	40.00	4354.89	740.33	958.07	40.00	4354.89	220.00	479.04	40.00	4354.89	220.00	479.04	958.08
356+05.00	358+05.00	I-555 LML TRANSITION AT BRIDGE 07019	200.00	6.50	13.00	40.00	888.89	44.44	40.00	888.89	151.11	195.55					40.00	888.89	330.00	146.67	146.67
358+05.00	358+65.00	I-555 LML UNDER BRIDGE 07019	60.00	6.50	3.90				40.00	266.67	45.33	45.33					40.00	266.67	220.00	29.33	29.33
358+65.00	360+65.00	I-555 LML TRANSITION AT BRIDGE 07019	200.00	6.50	13.00	40.00	888.89	44.44	40.00	888.89	151.11	195.55					40.00	888.89	330.00	146.67	146.67
360+65.00	401+22.77	I-555 LML	4057.77	6.50	263.76	40.00	18034.53	901.73	40.00	18034.53	3065.87	3967.60	40.00	18034.53	220.00	1983.80	40.00	18034.53	220.00	1983.80	3967.60
401+22.77	403+22.77	I-555 LML TRANSITION AT BRIDGE 05608	200.00	6.50	13.00	40.00	888.89	44.44	40.00	888.89	151.11	195.55					40.00	888.89	330.00	146.67	146.67
405+15.77	407+15.77	I-555 LML TRANSITION AT BRIDGE 05608	200.00	6.50	13.00	40.00	888.89	44.44	40.00	888.89	151.11	195.55					40.00	888.89	330.00	146.67	146.67
407+15.77	407+78.35BK	I-555 LML	62.58	6.50	4.07	40.00	278.13	13.91	40.00	278.13	47.28	61.19	40.00	278.13	220.00	30.59	40.00	278.13	220.00	30.59	61.18
409+78.93AH	434+25.00	I-555 LML	2446.07	6.50	158.99	40.00	10871.42	543.57	40.00	10871.42	1848.14	2391.71	40.00	10871.42	220.00	1195.86	40.00	10871.42	220.00	1195.86	2391.72
434+25.00	436+25.00	I-555 LML TRANSITION AT BRIDGE 07013	200.00	6.50	13.00	40.00	888.89	44.44	40.00	888.89	151.11	195.55					40.00	888.89	330.00	146.67	146.67
436+25.00	437+00.00	I-555 LML UNDER BRIDGE 07013	75.00	6.50	4.88				40.00	333.33	56.67	56.67					40.00	333.33	220.00	36.67	36.67
437+00.00	439+00.00	I-555 LML TRANSITION AT BRIDGE 07013	200.00	6.50	13.00	40.00	888.89	44.44	40.00	888.89	151.11	195.55					40.00	888.89	330.00	146.67	146.67
439+00.00	461+00.00BK	I-555 LML	2200.00	6.50	143.00	40.00	9777.78	488.89	40.00	9777.78	1662.22	2151.11	40.00	9777.78	220.00	1075.56	40.00	9777.78	220.00	1075.56	2151.12
458+75.19AH	464+39.32	I-555 LML	564.13	6.50	36.67	38.00	2381.88	119.09	38.00	2381.88	404.92	524.01	38.00	2381.88	220.00	262.01	38.00	2381.88	220.00	262.01	524.02
464+39.32	541+21.86	I-555 LML	7682.54	13.00	998.73	38.25	32650.80	1632.54	38.00	32437.39	5514.36	7146.90	38.25	32650.80	220.00	3591.59	38.00	32437.39	220.00	3568.11	7159.70
541+21.86	545+21.86	I-555 LML TRANSITION AT BRIDGE 07170	400.00	13.00	52.00	38.25	1700.00	85.00	38.00	1688.89	287.11	372.11					38.00	1688.89	330.00	278.67	278.67
549+04.14	553+04.14	I-555 LML TRANSITION AT BRIDGE 07170	400.00	13.00	52.00	38.25	1700.00	85.00	38.00	1688.89	287.11	372.11					38.00	1688.89	330.00	278.67	278.67
553+04.14	558+53.38BK	I-555 LML	549.24	13.00	71.40	38.25	2334.27	116.71	38.00	2319.01	394.23	510.94	38.25	2334.27	220.00	256.77	38.00	2319.01	220.00	255.09	511.86
558+50.60AH	597+55.86	I-555 LML	3905.26	13.00	507.68	38.25	16597.36	829.87	38.00	16488.88	2803.11	3632.98	38.25	16597.36	220.00	1825.71	38.00	16488.88	220.00	1813.78	3639.49
597+55.86	598+99.00BK	I-555 LML TRANSITION AT BRIDGE 05610	143.14	13.00	18.61	38.25	608.35	30.42	38.00	604.37	102.74	133.16					38.00	604.37	330.00	99.72	99.72
0+00.00 AH	2+56.86	I-555 LML TRANSITION AT BRIDGE 05610	256.86	13.00	33.39	38.25	1091.66	54.58	38.00	1084.52	184.37	238.95					38.00	1084.52	330.00	178.95	178.95
7+39.42	11+39.42	I-555 LML TRANSITION AT BRIDGE 05610	400.00	13.00	52.00	38.25	1700.00	85.00	38.00	1688.89	287.11	372.11					38.00	1688.89	330.00	278.67	278.67
11+39.42	53+68.29	I-555 LML	4228.87	13.00	549.75	38.25	17972.70	898.64	38.00	17855.23	3035.39	3934.03	38.25	17972.70	220.00	1977.00	38.00	17855.23	220.00	1964.08	3941.08
53+68.29	55+68.29	I-555 LML TRANSITION AT BRIDGE 06936	200.00	13.00	26.00	38.25	850.00	42.50	38.00	844.44	143.55	186.05					38.00	844.44	330.00	139.33	139.33
55+68.29	60+18.29	I-555 LML UNDER BRIDGE 06936	450.00	13.00	58.50				38.00	1900.00	323.00	323.00					38.00	1900.00	220.00	209.00	209.00
60+18.29	62+18.29	I-555 LML TRANSITION AT BRIDGE 06936	200.00	13.00	26.00	38.25	850.00	42.50	38.00	844.44	143.55	186.05					38.00	844.44	330.00	139.33	139.33
62+18.29	76+57.00	I-555 LML	1438.71	13.00	187.03	38.25	6114.52	305.73	38.00	6074.55	1032.67	1338.40	38.25	6114.52	220.00	672.60	38.00	6074.55	220.00	668.20	1340.80
76+57.00	78+57.00	I-555 LML PAVEMENT TRANSITION	200.00	13.00	26.00	38.25	850.00	42.50	38.00	844.44	143.55	186.05					38.00	844.44	330.00	139.33	139.33
344+25.15	346+25.15	I-555 RML PAVEMENT TRANSITION	200.00	6.50	13.00	38.00	844.44	42.22	38.00	844.44	143.55	185.77					38.00	844.44	364.00	153.69	153.69
346+25.15	355+90.00	I-555 RML	964.85	6.50	62.72	38.00	4073.81	203.69	38.00	4073.81	692.55	896.24	38.00	4073.81	220.00	448.12	38.00	4073.81	220.00	448.12	896.24
355+90.00	357+90.00	I-555 RML TRANSITION AT BRIDGE 07019	200.00	6.50	13.00	38.00	844.44	42.22	38.00	844.44	143.55	185.77					38.00	844.44	330.00	139.33	139.33
357+90.00	358+50.00	I-555 RML UNDER BRIDGE 07019	60.00	6.50	3.90				38.00	253.33	43.07	43.07					38.00	253.33	220.00	27.87	27.87
358+50.00	360+50.00	I-555 RML TRANSITION AT BRIDGE 07019	200.00	6.50	13.00	38.00	844.44	42.22	38.00	844.44	143.55	185.77					38.00	844.44	330.00	139.33	139.33
360+50.00	400+95.70	I-555 RML	4045.70	6.50	262.97	38.00	17081.84	854.09	38.00	17081.84	2903.91	3758.00	38.00	17081.84	220.00	1879.00	38.00	17081.84	220.00	1879.00	3758.00
400+95.70	402+95.70	I-555 RML TRANSITION AT BRIDGE 07012	200.00	6.50	13.00	38.00	844.44	42.22	38.00	844.44	143.55	185.77					38.00	844.44	330.00	139.33	139.33
404+89.76	406+89.76	I-555 RML TRANSITION AT BRIDGE 07012	200.00	6.50	13.00	38.00	844.44	42.22	38.00	844.44	143.55	185.77					38.00	844.44	330.00	139.33	139.33
406+89.76	407+78.35BK	I-555 RML	88.59	6.50	5.76	38.00	374.05	18.70	38.00	374.05	63.59	82.29	38.00	374.05	220.00	41.15	38.00	374.05	220.00	41.15	82.30
409+78.93AH	434+57.00	I-555 RML	2478.07	6.50	161.07	38.00	10462.96	523.15	38.00	10462.96	1778.70	2301.85	38.00	10462.96	220.00	1150.93	38.00	10462.96	220.00	1150.93	2301.86
434+57.00	436+57.00	I-555 RML TRANSITION AT BRIDGE 07013	200.00	6.50	13.00	38.00	844.44	42.22	38.00	844.44	143.55	185.77					38.00	844.44	330.00	139.33	139.33
436+57.00	437+32.00	I-555 RML UNDER BRIDGE 07013	75.00	6.50	4.88				38.00	316.67	53.83	53.83					38.00	316.67	220.00	34.83	34.83
437+32.00	439+32.00	I-555 RML TRANSITION AT BRIDGE 07013	200.00	6.50	13.00	38.00	844.44	42.22	38.00	844.44	143.55	185.77					38.00	844.44	330.00	139.33	139.33
439+32.00	461+00.00BK	I-555 RML	2168.00	6.50	140.92	38.00	9153.78	457.69	38.00	9153.78	1556.14	2013.83	38.00	9153.78	220.00	1006.92	38.00	9153.78	220.00	1006.92	2013.84
458+75.19AH	464+39.32	I-555 RML	564.13	6.50	36.67	38.00	2381.88	119.09	38.00	2381.88	404.92	524.01	38.00	2381.88	220.00	262.01	38.00	2381.88	220.00	262.01	524.02
464+39.32	466+39.32	I-555 RML PAVEMENT TRANSITION	200.00	6.50	13.00	38.00	844.44	42.22	38.00	844.44	143.55	185.77					38.00	844.44	330.00	139.33	139.33
466+39.32	545+17.25	I-555 RML	7877.93	6.50	512.07				38.00	33262.37	5654.60	5654.60					38.00	33262.37	220.00	3658.86	3658.86
548+79.43	558+53.38BK	I-555 RML	973.95	6.50	63.31				38.00	4112.23	699.08	699.08					38.00	4112.23	220.00	452.35	452.35
558+50.60AH	598+99.00BK	I-555 RML	4048.40	6.50	263.15				38.00	17093.24	2905.85	2905.85					38.00	17093.24	220.00	1880.26	1880.26
0+00.00 AH	2+06.05	I-555 RML	206.05	6.50	13.39				38.00	869.99	147.90	147.90					38.00	869.99	220.00	95.70	95.70
7+15.96	78+57.00	I-555 RML	7141.04	6.50	464.17				38.00	30151.06	5125.68	5125.68					38.00	30151.06	220.00	3316.62	3316.62
SUBTOTALS (BOX 3 OF 5) (POINSETT CO.):					**5451.34**		**187224.36**	**9361.17**		**275227.53**	**46788.60**	**56149.77**		**164896.60**		**18138.66**		**275227.53**		**31529.21**	**49667.87**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-12-19
HUBERT BURNS

QUANTITIES
POINSETT COUNTY

USER: JH595
DESIGN FILE: G:\18II030I_JobI00954\TRANSP\dgn\quantities\rI00954 QTY.dgn
PLOTTED: 9/12/2019 07:12
SCALE: NI

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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.		012340	72	122
				(2)		QUANTITIES		

BASE AND SURFACING (BOX 4 OF 5) (POINSETT CO.)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
						TOTAL WID.	SQ.YD.	GALLON	TOTAL WID.	SQ.YD.	GALLON										
			FEET			FEET			FEET				FEET			TON	FEET			TON	TON
AUX. LANES & RAMPS																					
367+17.89	380+48.72	I-555 RML AUX. LANE - S.H. 135 RAMP 2	1330.83			8.00	1182.96	59.15	8.00	1182.96	201.10	260.25	8.00	1182.96	220.00	130.13	8.00	1182.96	220.00	130.13	260.26
375+44.74	378+76.53	I-555 LML - S.H. 135 RAMP 3 GORE	331.79			18.02	664.32	33.22	18.02	664.32	112.93	146.15	18.02	664.32	220.00	73.08	18.02	664.32	220.00	73.08	146.16
380+48.72	382+26.30	I-555 RML AUX. LANE TAPER	177.58			5.29	104.38	5.22	5.29	104.38	17.74	22.96	5.29	104.38	220.00	11.48	5.29	104.38	220.00	11.48	22.96
411+33.32	413+30.45	I-555 LML AUX. LANE TAPER	197.13			5.20	113.90	5.70	5.20	113.90	19.36	25.06	5.20	113.90	220.00	12.53	5.20	113.90	220.00	12.53	25.06
413+30.45	418+80.75	I-555 LML AUX. LANE - S.H. 118 RAMP 4	550.30			8.00	489.16	24.46	8.00	489.16	83.16	107.62	8.00	489.16	220.00	53.81	8.00	489.16	220.00	53.81	107.62
418+19.99	419+30.84	I-555 RML AUX. LANE TAPER	110.85			5.38	66.26	3.31	5.38	66.26	11.26	14.57	5.38	66.26	220.00	7.29	5.38	66.26	220.00	7.29	14.58
418+80.75	420+29.28	I-555 LML AUX. LANE - S.H. 118 RAMP 4 TRANSITION	148.53			10.28	169.65	8.48	10.28	169.65	28.84	37.32	10.28	169.65	220.00	18.66	10.28	169.65	220.00	18.66	37.32
419+30.84	422+70.51	I-555 RML AUX LANE - S.H. 118 RAMP 1	339.67			8.00	301.93	15.10	8.00	301.93	51.33	66.43	8.00	301.93	220.00	33.21	8.00	301.93	220.00	33.21	66.42
422+70.51	426+96.98	I-555 RML - S.H. 118 RAMP 1 TRANSITION & GORE	426.47			10.41	493.28	24.66	10.41	493.28	83.86	108.52	10.41	493.28	220.00	54.26	10.41	493.28	220.00	54.26	108.52
432+42.78	432+96.47	I-555 LML AUX. LANE - S.H. 118 RAMP 3 TRANSITION	53.69			9.88	58.94	2.95	9.88	58.94	10.02	12.97	9.88	58.94	220.00	6.48	9.88	58.94	220.00	6.48	12.96
432+96.47	434+25.00	I-555 LML AUX LANE - S.H. 118 RAMP 3	128.53			8.00	114.25	5.71	8.00	114.25	19.42	25.13	8.00	114.25	220.00	12.57	8.00	114.25	220.00	12.57	25.14
434+25.00	436+25.00	I-555 LML AUX LANE TRANSITION AT BRIDGE 07013	200.00			8.00	177.78	8.89	8.00	177.78	30.22	39.11					8.00	177.78	330.00	29.33	29.33
436+25.00	437+00.00	I-555 LML AUX LANE UNDER BRIDGE 07013	75.00						8.00	66.67	11.33	11.33					8.00	66.67	220.00	7.33	7.33
437+00.00	438+16.63	I-555 LML AUX LANE TRANSITION AT BRIDGE 07013	116.63			8.00	103.67	5.18	8.00	103.67	17.62	22.80					8.00	103.67	330.00	17.11	17.11
438+16.63	439+27.54	I-555 LML AUX LANE TAPER	110.91			5.44	67.04	3.35	5.44	67.04	11.40	14.75					5.44	67.04	330.00	11.06	11.06
449+50.07	450+71.02	I-555 RML AUX. LANE - S.H. 118 RAMP 2 TRANSITION	120.95			10.31	138.55	6.93	10.31	138.55	23.55	30.48	10.31	138.55	220.00	15.24	10.31	138.55	220.00	15.24	30.48
450+71.02	459+49.41	I-555 RML AUX. LANE - S.H. 118 RAMP 2	878.39			8.00	780.79	39.04	8.00	780.79	132.73	171.77	8.00	780.79	220.00	85.89	8.00	780.79	220.00	85.89	171.78
459+49.41	461+00.00BK	I-555 RML AUX LANE TAPER	150.59			4.99	83.49	4.17	4.99	83.49	14.19	18.36					4.99	83.49	330.00	13.78	13.78
458+75.19AH	459+24.60	I-555 RML AUX LANE TAPER	49.41			0.99	5.44	0.27	0.99	5.44	0.92	1.19					0.99	5.44	330.00	0.90	0.90
34+00.66	35+17.42	I-555 LML AUX. LANE TAPER	116.76						4.00	51.89	8.82	8.82					4.00	51.89	220.00	5.71	5.71
35+17.42	41+24.51	I-555 LML AUX. LANE - S.H. 149 RAMP 4	607.09			8.00	539.64	26.98	8.00	539.64	91.74	118.72	8.00	539.64	220.00	59.36	8.00	539.64	220.00	59.36	118.72
41+24.51	42+72.53	I-555 LML AUX. LANE - S.H. 149 RAMP 4 TRANSITION	148.02			9.79	161.01	8.05	9.79	161.01	27.37	35.42	9.79	161.01	220.00	17.71	9.79	161.01	220.00	17.71	35.42
54+04.18	55+24.38	I-555 RML AUX. LANE TAPER	120.20						4.00	53.42	9.08	9.08					4.00	53.42	220.00	5.88	5.88
55+24.38	60+18.29	I-555 RML AUX. LANE - S.H. 149 RAMP 1	493.91						8.00	439.03	74.64	74.64					8.00	439.03	220.00	48.29	48.29
60+18.29	61+22.86	I-555 RML AUX. LANE - S.H. 149 RAMP 1 TRANSITION	104.57						8.69	100.97	17.16	17.16					8.69	100.97	220.00	11.11	11.11
72+40.68	76+57.00	I-555 LML - S.H. 149 RAMP 3 TRANSITION & GORE	416.32			13.35	617.54	30.88	13.35	617.54	104.98	135.86	13.35	617.54	220.00	67.93	13.35	617.54	220.00	67.93	135.86
76+57.00	77+83.70	I-555 LML - S.H. 149 RAMP 3 TRANSITION & GORE	126.70						5.39	75.88	12.90	12.90					5.39	75.88	220.00	8.35	8.35
344+25.16	345+25.16	S.H. 135 RAMP 4 PAVEMENT TRANSITION	100.00						25.00	277.78	47.22	47.22					25.00	277.78	254.00	35.28	35.28
365+17.89	367+17.89	S.H. 135 RAMP 2 PAVEMENT TRANSITION	200.00						25.00	555.56	94.45	94.45					25.00	555.56	330.00	91.67	91.67
373+44.74	375+44.74	S.H. 135 RAMP 3 PAVEMENT TRANSITION	200.00						25.00	555.56	94.45	94.45					25.00	555.56	330.00	91.67	91.67
420+29.28	422+29.28	S.H. 118 RAMP 4 PAVEMENT TRANSITION	200.00						25.00	555.56	94.45	94.45					25.00	555.56	330.00	91.67	91.67
424+88.80	426+88.80	S.H. 118 RAMP 1 PAVEMENT TRANSITION	200.00						25.00	555.56	94.45	94.45					25.00	555.56	330.00	91.67	91.67
430+42.78	432+42.78	S.H. 118 RAMP 3 PAVEMENT TRANSITION	200.00						25.00	555.56	94.45	94.45					25.00	555.56	330.00	91.67	91.67
447+50.07	449+50.07	S.H. 118 RAMP 2 PAVEMENT TRANSITION	200.00						25.00	555.56	94.45	94.45					25.00	555.56	330.00	91.67	91.67
42+72.53	46+72.53	S.H. 149 RAMP 4 PAVEMENT TRANSITION	400.00						25.00	1111.11	188.89	188.89					25.00	1111.11	330.00	183.33	183.33
61+22.86	63+22.86	S.H. 149 RAMP 1 PAVEMENT TRANSITION	200.00						25.00	555.56	94.45	94.45					25.00	555.56	220.00	61.11	61.11
70+56.91	74+56.91	S.H. 149 RAMP 3 PAVEMENT TRANSITION	400.00						25.00	1111.11	188.89	188.89					25.00	1111.11	330.00	183.33	183.33
71+20.88	73+20.88	S.H. 149 RAMP 2 PAVEMENT TRANSITION	200.00						25.00	555.56	94.45	94.45					25.00	555.56	220.00	61.11	61.11
SUBTOTALS (BOX 4 OF 5) (POINSETT CO.):						6433.98	321.70		14166.32	2408.27	2729.97		5996.56		659.63		14166.32		1892.66	2552.29

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-12-19

QUANTITIES
POINSETT COUNTY

USER: JH595
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\quantities\r100954 QTY.dgn
PLOTTED: 9/12/2019 07:13
SCALE: NI

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	73	122
				(2)	QUANTITIES			

BASE AND SURFACING (BOX 5 OF 5) (POINSETT CO.)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT							ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	(0.05 GAL. PER SQ. YD.)			(0.17 GAL. PER SQ. YD.)			TOTAL GALLONS	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			TOTAL WID. FEET	SQ.YD.	GALLON	TOTAL WID. FEET	SQ.YD.	GALLON		FEET			TON	FEET			TON	TON
ADDITIONAL FOR GUARDRAIL WIDENING																					
208+88	212+27	I-555 LML RT	339.00	5.00	16.95				15.67	590.24	100.34	100.34					15.67	590.24	220.00	64.93	64.93
208+71	211+60	I-555 LML RT	289.00	2.50	7.23				18.38	590.20	100.33	100.33					18.38	590.20	220.00	64.92	64.92
354+82.00	361+67.00	I-555 RML LT	685.00	2.50	17.13				7.75	589.86	100.28	100.28					7.75	589.86	220.00	64.88	64.88
356+15.50	363+00.50	I-555 LML RT	685.00	2.50	17.13				5.75	437.64	74.40	74.40					5.75	437.64	220.00	48.14	48.14
399+45.86	403+28.61	I-555 RML LT	382.75	2.50	9.57				7.61	323.64	55.02	55.02					7.61	323.64	220.00	35.60	35.60
399+87.30	403+14.05	I-555 RML RT	326.75	2.50	8.17				5.25	190.60	32.40	32.40					5.25	190.60	220.00	20.97	20.97
404+83.57	410+74.44	I-555 LML RT	390.29	2.50	9.76				5.71	247.62	42.10	42.10					5.71	247.62	220.00	27.24	27.24
405+01.54	410+27.28	I-555 LML LT	325.16	2.50	8.13				5.26	190.04	32.31	32.31					5.26	190.04	220.00	20.90	20.90
432+15.35	439+07.77	I-555 RML LT	692.42	2.50	17.31				7.65	588.56	100.06	100.06					7.65	588.56	220.00	64.74	64.74
434+77.46	441+46.37	I-555 LML RT	668.91	2.50	16.72				5.87	436.28	74.17	74.17					5.87	436.28	220.00	47.99	47.99
541+67.92	545+50.67	I-555 RML LT	382.75	2.50	9.57				7.69	327.04	55.60	55.60					7.69	327.04	220.00	35.97	35.97
542+16.87	545+43.61	I-555 RML RT	326.74	2.50	8.17				5.26	190.96	32.46	32.46					5.26	190.96	220.00	21.01	21.01
548+71.32	552+66.01	I-555 LML RT	394.69	5.00	19.73				7.48	328.03	55.77	55.77					7.48	328.03	220.00	36.08	36.08
548+81.90	552+08.04	I-555 LML LT	326.14	5.00	16.31				5.26	190.61	32.40	32.40					5.26	190.61	440.00	41.93	41.93
597+63.96	2+47.71	I-555 RML LT	382.75	2.50	9.57				7.77	330.44	56.17	56.17					7.77	330.44	220.00	36.35	36.35
598+01.96	2+83.96	I-555 LML RT	381.00	5.00	19.05				5.26	222.67	37.85	37.85					5.26	222.67	220.00	24.49	24.49
598+05.40	2+33.15	I-555 RML RT	326.75	2.50	8.17				5.26	190.97	32.46	32.46					5.26	190.97	220.00	21.01	21.01
6+97.75	10+80.50	I-555 LML RT	382.75	5.00	19.14				7.62	324.06	55.09	55.09					7.62	324.06	220.00	35.65	35.65
7+12.31	10+39.07	I-555 LML LT	326.76	5.00	16.34				5.26	190.97	32.46	32.46					5.26	190.97	440.00	42.01	42.01
53+84.93	59+58.41	I-555 RML LT	573.48	2.50	14.34				7.56	481.72	81.89	81.89					7.56	481.72	220.00	52.99	52.99
56+28.44	62+05.78	I-555 LML RT	577.34	2.50	14.43				7.48	479.83	81.57	81.57					7.48	479.83	220.00	52.78	52.78
ADDITIONAL FOR MEDIAN CROSSINGS																					
52+50.00		MEDIAN CROSSING	52.00	5.00	2.60				16.00	92.44	15.71	15.71					16.00	92.44	220.00	10.17	10.17
SUBTOTALS (BOX 3 OF 5) (POINSETT CO.):					**5451.34**		**187224.36**	**9361.17**		**275227.53**	**46788.60**	**56149.77**		**164896.60**		**18138.66**		**275227.53**		**31529.21**	**49667.87**
SUBTOTALS (BOX 4 OF 5) (POINSETT CO.):							**6433.98**	**321.70**		**14166.32**	**2408.27**	**2729.97**		**5996.56**		**659.63**		**14166.32**		**1892.66**	**2552.29**
SUBTOTALS (BOX 5 OF 5) (POINSETT CO.):					**261.34**					**6353.98**	**1080.17**	**1080.17**						**7534.42**		**740.90**	**740.90**
TOTALS (POINSETT CO.):					**5712.68**		**193658.34**	**9682.87**		**295747.83**	**50277.04**	**59959.91**		**170893.16**		**18798.29**		**296928.27**		**34162.77**	**52961.06**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-12-19
HUBERT BURNS

QUANTITIES
POINSETT COUNTY

USER: JH595
DESIGN FILE: G:\18II030I_Job100954\TRANSP\dgn\quantities\r100954 QTY.dgn
PLOTTED: 9/12/2019 07:13 SCALE: 1:1

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	74	122
(1) 05539, 06989, B6690, 06998, 06999		BRIDGE QUANTITIES		60639

SCHEDULE OF BRIDGE QUANTITIES - JOB 012340

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SP & 509	SS & 802	803	803	SS & 804	SS & 804	SP JOB 012340	SP JOB 012340	SP JOB 012340	SP JOB 012340	SP JOB 012340
		ITEM	JOINT REHABILITATION (TYPE A)	GROOVING	CLASS I PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL-BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL-BRIDGE (GRADE 60)	HYDRODEMOLITION	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	LATEX MODIFIED CONCRETE OVERLAY (1½" THICK)	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY
		UNIT	LIN. FT.	SQ. YD.	GAL.	LIN. FT.	LBS.	LBS.	SQ. YD.	SQ. FT.	SQ. YD.	SQ. FT.	SQ. YD.
0.98	(3) EXISTING BRIDGE NO. 05539		166				200					235	520
1.68	(4) EXISTING BRIDGE NO. 06989							495				580	1,289
0.99	(4) EXISTING BRIDGE NO. B6990							215				250	552
0.21	(4) EXISTING BRIDGE NO. 06998							620				730	1,618
0.13	(5) EXISTING BRIDGE NO. 06999							1,090				1,280	2,848
	TOTALS FOR THIS SHEET		166	-	-	-	(1) 200	(1) 2,420	-	-	-	(1) 3,075	6,827

(1) QUANTITY SHOWN IS FOR ESTIMATING ANG BIDDING PURPOSES ONLY. ACUTAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.

(2) QUANTITY INCLUDES BOTH APPROACH SLABS AND GUTTERS.

(3) EXISTING BRIDGE DECK HAS AN ASPHALTIC OVERLAY.

(4) EXISTING BRIDGE DECK DOES NOT HAVE AN ASPHALTIC OVERLAY.

(5) EXISTING BRIDGE DECK HAS A HIGH FRICTION SURFACE TREATMENT.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 8017
JOHN H. RUDDELL
9-13-19
BRIDGE ENGINEER

SHEET 1 OF 2
SCHEDULE OF BRIDGE QUANTITIES
I-55 - HWY. 149 (S)
CRITTENDEN & POINSETT COUNTIES

ROUTE 555 SEC. 1 & 2

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DWY DATE: 08-05-2019 FILENAME: bll0675_q2.dgn
CHECKED BY: JHR DATE: 08-07-2019 SCALE: NO SCALE
DESIGNED BY: SAD DATE: 08-06-2018
BRIDGE NO. 05539, 06989, B6690, 06998, 06999 DRAWING NO. 60639

CWThomas 9/11/2019 4:49 PM
WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	75	122

(1) 05607, 05608, 05609, 05610, 07012, 07013, 07019, B7169, A7170, B7171 BRIDGE QUANTITIES 60639A

SCHEDULE OF BRIDGE QUANTITIES - JOB 012340

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SP & 509	SS & 802	803	803	SS & 804	SS & 804	SP JOB 012340	SP JOB 012340	SP JOB 012340	SP JOB 012340	SP JOB 012340
		ITEM	JOINT REHABILITATION (TYPE A)	GROOVING	CLASS I PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL - BRIDGE (GRADE 60)	HYDRODEMOLITION	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	LATEX MODIFIED CONCRETE OVERLAY (1½" THICK)	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY
		UNIT	LIN. FT.	SQ. YD.	GAL.	LIN. FT.	LBS.	LBS.	SQ. YD.	SQ. FT.	SQ. YD.	SQ. FT.	SQ. YD.
4.07	EXISTING BRIDGE NO. 05607		172	480.0 (2)	10.4 (2)	180	500		520 (2)	527	521 (2)		
7.78	EXISTING BRIDGE NO. 05608		166				200					234	520
10.48	EXISTING BRIDGE NO. 05609						460					546	1213
11.54	EXISTING BRIDGE NO. 05610		498	1580.0	34.2	790	500		1712	2,312	1715		
7.78	EXISTING BRIDGE NO. 07012							204				240	533
8.38	EXISTING BRIDGE NO. 07013							710				835	1855
6.93	EXISTING BRIDGE NO. 07019							524				616	1369
4.08	EXISTING BRIDGE NO. B7169							162				190	422
10.47	EXISTING BRIDGE NO. A7170							510				600	1333
11.54	EXISTING BRIDGE NO. B7171							720				840	1867
	TOTALS FOR THIS SHEET		836	2,060	44.6	970	1660 (1)	2,830 (1)	2,232	2,839 (1)	2,236	4,101 (1)	9,112
	TOTALS FOR SHEET 1		166	-	-	-	200 (1)	2,420 (1)	-	-	-	3,075 (1)	6,827
	TOTALS FOR JOB NO. 012340		1002	2,060	44.6	970	1860	5,250	2,232	2,839	2,236	7,176	15,939

(1) QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.

(2) QUANTITY INCLUDES BOTH APPROACH SLABS AND GUTTERS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11856
CHARLES A. WIPF
6/9/19

SHEET 2 OF 2
SCHEDULE OF BRIDGE QUANTITIES
CRITTENDEN CO. LINE - HWY. 149 (S)
POINSETT COUNTY
ROUTE 555 SEC. 2
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BWC DATE: 10-15-18
CHECKED BY: CAW DATE: 04-18-19
DESIGNED BY: KRM DATE: 10-10-18
FILENAME: bl00954_ql.dgn
SCALE: NO SCALE

BRIDGE NOS. 05607, 05608, 05609, 05610, 07012, 07013, 07019, B7169, A7170, B7171

DRAWING NO. 60639A

USER: lg5169
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\bridge\bl00954_ql.dgn
PLOTTED: 9/11/2019 10:50
SCALE: 1:2

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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
10-11-19				6	ARK.			
10-24-19				JOB NO.		012340	76	122
11-1-19				(2)	SUMMARY OF QUANTITIES AND REVISIONS			

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF GUARDRAIL	10158	LIN. FT.
210	UNCLASSIFIED EXCAVATION	1475	CU. YD.
SP & 210	ROCK FILL	3380	CU. YD.
SP & 215	TRENCHING AND SHOULDER PREPARATION	22	STATION
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	7047	TON
SP	FOG SEAL	3878	GAL.
SS & 401	TACK COAT	97929	GAL.
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	265	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	12	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	80562	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	4419	TON
SP	ULTRATHIN BONDED WEARING COURSE (5/8"-TYPE B)	77667	SQ. YD.
SP & 412	COLD MILLING ASPHALT PAVEMENT	325185	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	325	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	600	TON
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	1511	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	10	EACH
SS & 604	BARRICADES	16	LIN. FT.
SS & 604	TRAFFIC DRUMS	757	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	793	LIN. FT.
SP	MOBILE SPEED NOTIFICATION SYSTEM	2	EACH
604	RELOCATING PRECAST CONCRETE BARRIER	3207	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	367810	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	12176	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	104129	LIN. FT.
604	ADVANCE WARNING ARROW PANEL	160	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	52	WEEK
SS & 617	GUARDRAIL (TYPE A)	8350	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)	14	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	31	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL	19	EACH
620	LIME	4	TON
620	SEEDING	2.00	ACRE
SS & 620	MULCH COVER	4.00	ACRE
620	WATER	244.8	M. GAL.
621	TEMPORARY SEEDING	2.00	ACRE
621	SILT FENCE	4880	LIN. FT.
621	SAND BAG DITCH CHECKS	220	BAG
621	SEDIMENT BASIN	500	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	500	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	753	CU. YD.
SS & 621	FILTER SOCK (18")	2124	LIN. FT.
621	WATTLE (20")	135	LIN. FT.
623	SECOND SEEDING APPLICATION	2.00	ACRE
SP	WOVEN GEOTEXTILE FABRIC	1760	SQ. YD.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	209835	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")	584	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")	584	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	3470	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	3720	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	176895	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")	9490	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	141630	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	2864	EACH
	STRUCTURES OVER 20' SPAN		
SP & 509	JOINT REHABILITATION (TYPE A)	1002	LIN. FT.
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
SS & 802	GROOVING	2060	SQ. YD.
803	CLASS 1 PROTECTIVE SURFACE TREATMENT	44.6	GAL.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT	970	LIN. FT.
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	1860	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	5250	POUND
SP	HYDRODEMOLITION	2232	SQ. YD.
SP	BRIDGE DECK REPAIR FOR LATEX MODIFIED CONCRETE OVERLAYS	2839	SQ. FT.
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	7176	SQ. FT.
SP	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	2236	SQ. YD.
SP	POLYMER OVERLAY	15939	SQ. YD.

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
11-1-19

REVISIONS

DATE	REVISION	SHEET NUMBER
10/11/2019	ADDED PAY ITEM "OBLITERATION OF SEDIMENT BASIN".	68, 76
10/24/2019	REVISED MAINTENANCE OF TRAFFIC SPECIAL PROVISION, REVISED NOTES ON MAINTENANCE OF TRAFFIC DETAILS.	52, 54, 76
11/1/2019	ADDED "BROADBAND INTERNET SERVICE FOR FIELD OFFICE" SPECIAL PROVISION, ADDED PAY ITEM "FURNISHING FIELD OFFICE".	4, 76

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	77	122
(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-17-19

STA. 101+44.11
BEGIN JOB 012340
L.M. 0.00

EXIST. C/A
ACCESS ROAD
EXIST. R/W
100' TRANSITION (APPROX.) TO MATCH EXISTING
HWY. 77
N30°21'59"W
PI 102+56.17
NE RAMP
500' TRANSITION
N62°16'32"E
C.L. I-555
PI = 109+31.02
Δ = 10°38'37"LT.
D = 03°00'00"
T = 177.91'
L = 354.79'
PC= 107+53.11
PT= 111+07.90
MATCH EXISTING SUPER
EN RAMP
500' TRANSITION
PT 111+07.90
PC 107+53.11
N22°17'56"W
C.L. I-555
N32°56'33"W
BR. NO. 06998
BR. END STA. 115+12.83
I-55
PC 100+94.56
EXIST. R/W
C.L. I-555
PI = 102+56.17
Δ = 08°04'03"RT.
D = 02°30'00"
T = 161.61'
L = 322.69'
PC= 100+94.56
PT= 104+17.25
MATCH EXISTING SUPER
PT 104+17.25
500' TRANSITION
WN RAMP
EXIST. C/A
ACCESS ROAD
C.L. I-555 STA. 108+83.74 =
C.L. NW RAMP STA. 65+36.24
Δ = 48°07'59"
PI 109+31.02
C.L. NW RAMP
500' TRANSITION
110
65
105
100
115

NOTE:
TRANSTIONS ON THE ACCESS ROAD AND HIGHWAY 77 SHALL BE TO THE RADIUS RETURNS.

STA. 113+12.83 BR. END
BR. NO. 06998
282.18' CONT. COMP. W-BEAM BRIDGE
52.0' CLEAR ROADWAY
STA. 115+95.01 BR. END
POLYMER OVERLAY

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
110+78	112+97	RT. OF I-555	219
111+53	112+97	LT. OF I-555	144

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
110+28.08	112+96.83	RT. OF I-555	200 LIN. FT.	1 EACH	1 EACH
111+53.08	112+96.83	LT. OF I-555	75 LIN. FT.	1 EACH	1 EACH

STA. 120+55 IN PLACE
DBL. 36" X 136' R.C. PIPE CULVERT
WITH FES LT. AND RT.
RETAIN

STA. 125+05 IN PLACE
TYPE "RM" DROP INLET IN MEDIAN
4' X 3' X H = 2'-8" WITH
18" X 90' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
116+11	118+30	LT. OF I-555	219
116+11	117+05	RT. OF I-555	94

SE RAMP
500' TRANSITION
120
115
N32°56'33"W
BR. NO. 06998
BR. END STA. 115+95.01
PI 122+68.99
450' TAPER
125
ES RAMP
EXIST. C/A
FRONTAGE ROAD
500' TRANSITION
20
C.L. I-555
N21°23'26"W
PI 86+63.35
PC 119+79.21
PT 125+56.80
EQUATION
STA. 127+00.00 BACK =
STA. 17+79.11 AHEAD
85
80
C.L. I-555
PI = 122+68.99
Δ = 11°33'07"RT.
D = 02°00'00"
T = 289.78'
L = 577.59'
PC= 119+79.21
PT= 125+56.80
MATCH EXISTING SUPER
C.L. NW RAMP
500' TRANSITION
EXIST. C/A
FRONTAGE ROAD
PC 81+87.13
C.L. NW RAMP
PI = 86+63.35
Δ = 11°33'07"RT.
D = 02°00'00"
T = 476.22'
L = 943.82'
PC= 81+87.13
PT= 91+30.95
MATCH EXISTING SUPER

STA. 113+12.83 BR. END
BR. NO. 06998
282.18' CONT. COMP. W-BEAM BRIDGE
52.0' CLEAR ROADWAY
STA. 115+95.01 BR. END
POLYMER OVERLAY

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
116+11.01	118+29.76	LT. OF I-555	150 LIN. FT.	1 EACH	1 EACH
116+11.01	117+54.76	RT. OF I-555	75 LIN. FT.	1 EACH	1 EACH

I-555

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WORKSPACE: AHTD
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REVISED DATE:

STA. 89+87 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
H = 3'-6" WITH
18" X 106 R.C. PIPE OUTLET
WITH FES LT.
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN. FT.
25+35	27+35	LT. OF L.M.L.	200
25+35	27+35	RT. OF L.M.L.	200

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
25+35.00	27+35.00	LT. OF R.M.L.	150 LIN. FT.	1 EACH	1 EACH
25+35.00	27+35.00	RT. OF R.M.L.	150 LIN. FT.	1 EACH	1 EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-17-19

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	78	122
				(2)	PLAN SHEETS			

STA. 34+61 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
WITH 2 18" X 6' R.C. OUTLETS
5' X 3' X 248' R.C. BOX CULVERT
WITH 2 24" X 12' R.C. OUTLETS LT.
WITH FES NORTH AND SOUTH
RETAIN

EXIST. R/W

EXIST. C/A

500' TRANSITION

20 25 30 FRONTAGE ROAD 35

EXIST. C/A

10' 24' 6'

PI 86+63.35

90

C.L. I-555 N21°23'26"W

6' 15' 4' 15' 10' 4' 22.8' 10'

6' 30' 10'

6' 24' 10'

300' TAPER

500' TRANSITION

EXIST. C/A

FRONTAGE ROAD

EXIST. C/A

C.L. NW RAMP
PI = 86+63.35
Δ = 11°33'07" RT.
D = 02°00'00"
T = 476.22'
L = 943.82'
PC = 81+87.13
PT = 91+30.95
MATCH EXISTING SUPER

PT 91+30.95

EXIST. R/W

EXIST. R/W

EXIST. R/W

EXIST. R/W

25' BUFFER

LITTLE CYPRESS DITCH

25' BUFFER

STA. 43+92.00 BR. END
BR. NO. 05539
120.0' R.C. SLAB SPAN BRIDGE
39.0' CLEAR ROADWAY
STA. 45+12.00 BR. END
POLYMER OVERLAY

STA. 49+50 IN PLACE
TYPE "RM" DROP INLET IN MEDIAN
4' X 3' X H = 7'-8" WITH
24" X 173' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

35 40 FRONTAGE ROAD 45 50

EXIST. C/A

EXIST. C/A

BR. END STA. 43+92.00

BR. END STA. 45+12.00

PI 44+04.25 Δ = 00°00'56" LT.

BR. NO. 05539

10' 24' 6'

N21°23'26"W C.L. I-555 N21°24'22"W

BR. NO. B6990

6' 24' 10'

EXIST. C/A

EXIST. C/A

FRONTAGE ROAD

BR. END STA. 44+27.90

BR. END STA. 45+52.96

STA. 44+27.90 BR. END
BR. NO. B6990
125.06' INTEGRAL W-BEAM BRIDGE
40.0' CLEAR ROADWAY
STA. 45+52.96 BR. END
POLYMER OVERLAY

EXIST. R/W

EXIST. R/W

GUARDRAIL

STA. 40+90 TO 44+09	LT. OF RML	RETAIN
STA. 41+56 TO 44+25	RT. OF RML	RETAIN
STA. 45+15 TO 47+84	LT. OF LML	RETAIN
STA. 45+30 TO 48+49	RT. OF LML	RETAIN

I-555

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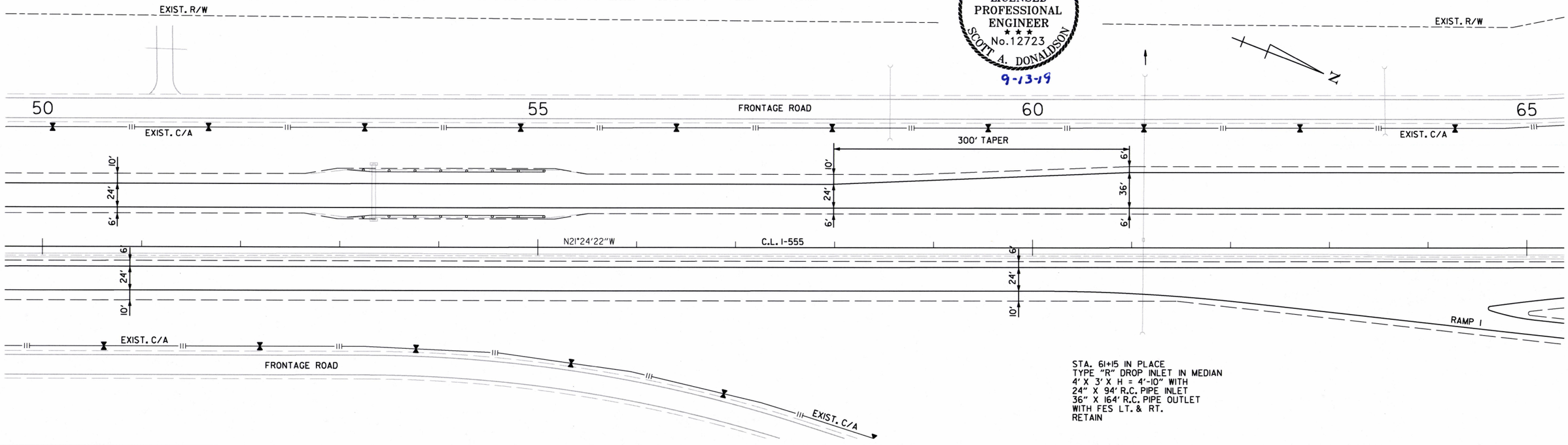
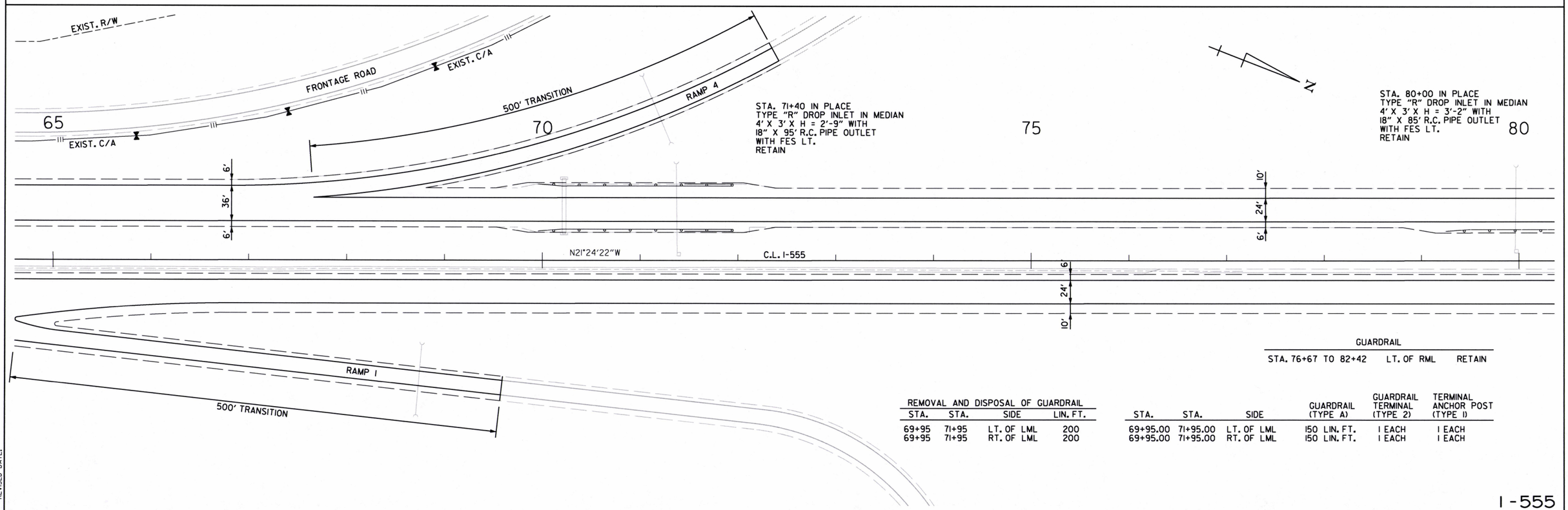
REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN. FT.
53+07	55+07	LT. OF L.M.L.	200
53+07	55+07	RT. OF L.M.L.	200

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
53+07.00	55+07.00	LT. OF L.M.L.	150 LIN. FT.	1 EACH	1 EACH
53+07.00	55+07.00	RT. OF L.M.L.	150 LIN. FT.	1 EACH	1 EACH

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	79	122
				(2)	PLAN SHEETS			





GUARDRAIL		
STA. 76+67 TO 82+42	LT. OF RML	RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN. FT.
69+95	71+95	LT. OF LML	200
69+95	71+95	RT. OF LML	200

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
69+95.00	71+95.00	LT. OF LML	150 LIN. FT.	1 EACH	1 EACH
69+95.00	71+95.00	RT. OF LML	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.		012340	80	122
				(2)		PLAN SHEETS		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
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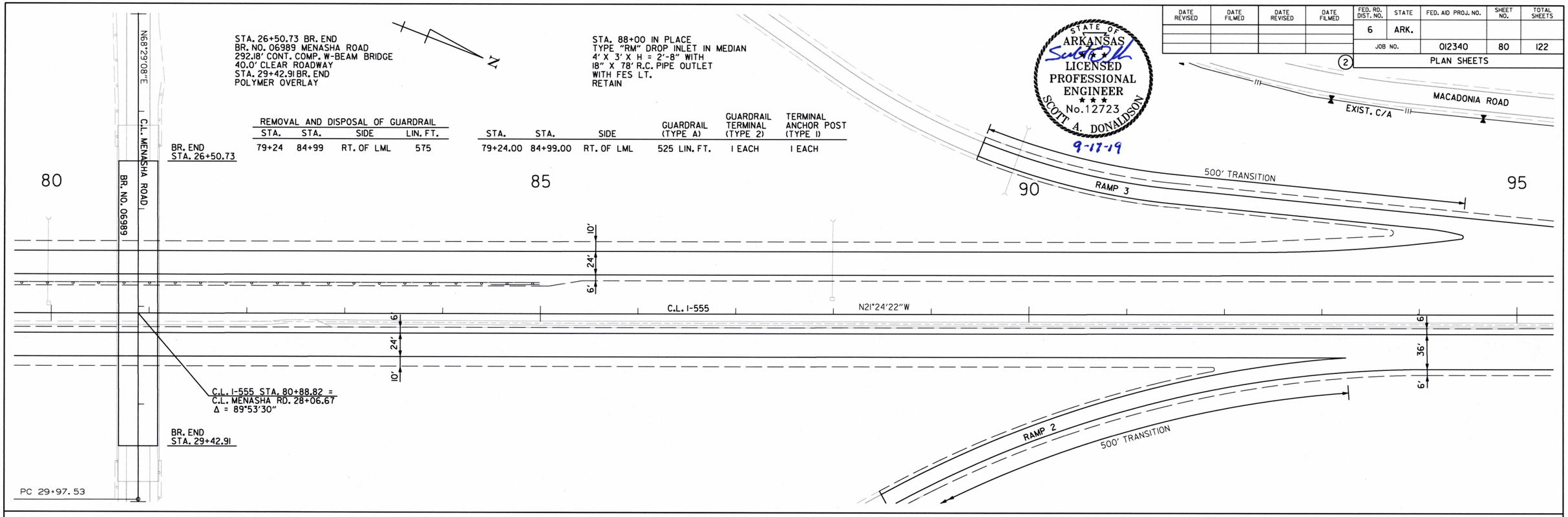
9-17-19

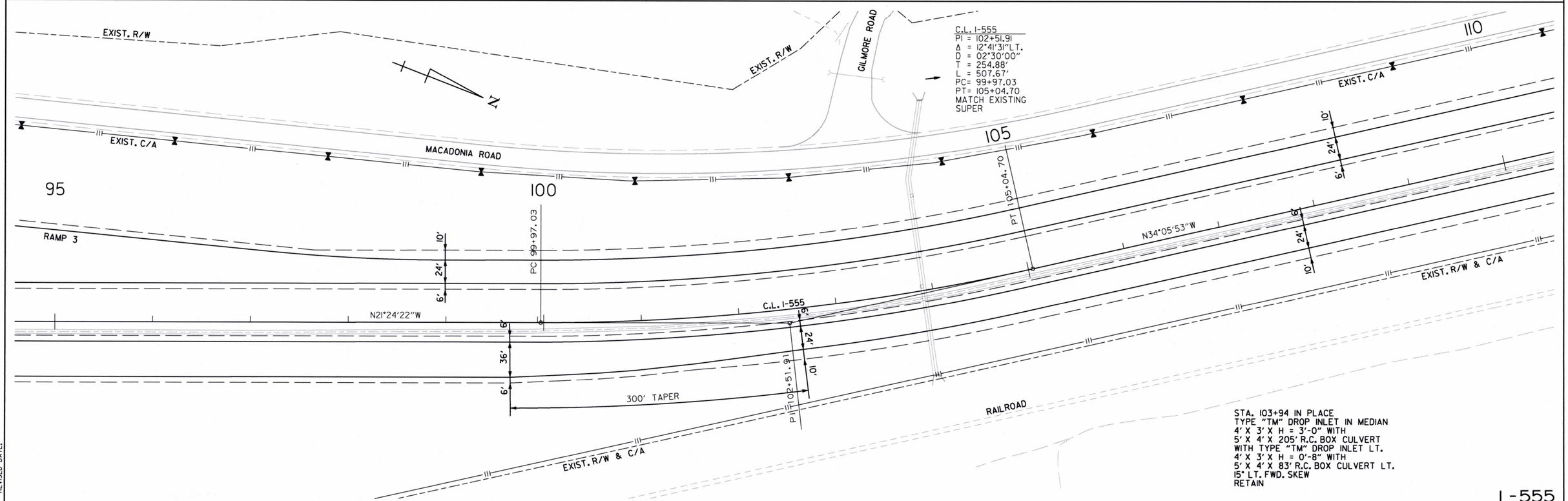
STA. 26+50.73 BR. END
BR. NO. 06989 MENASHA ROAD
292.18' CONT. COMP. W-BEAM BRIDGE
40.0' CLEAR ROADWAY
STA. 29+42.91 BR. END
POLYMER OVERLAY

STA. 88+00 IN PLACE
TYPE "RM" DROP INLET IN MEDIAN
4' X 3' X H = 2'-8" WITH
18" X 78' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN. FT.
79+24	84+99	RT. OF LML	575

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
79+24.00	84+99.00	RT. OF LML	525 LIN. FT.	1 EACH	1 EACH





STA. 103+94 IN PLACE
TYPE "TM" DROP INLET IN MEDIAN
4' X 3' X H = 3'-0" WITH
5' X 4' X 205' R.C. BOX CULVERT
WITH TYPE "TM" DROP INLET LT.
4' X 3' X H = 0'-8" WITH
5' X 4' X 83' R.C. BOX CULVERT LT.
15° LT. FWD. SKEW
RETAIN

I-555

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WORKSPACE: AHTD
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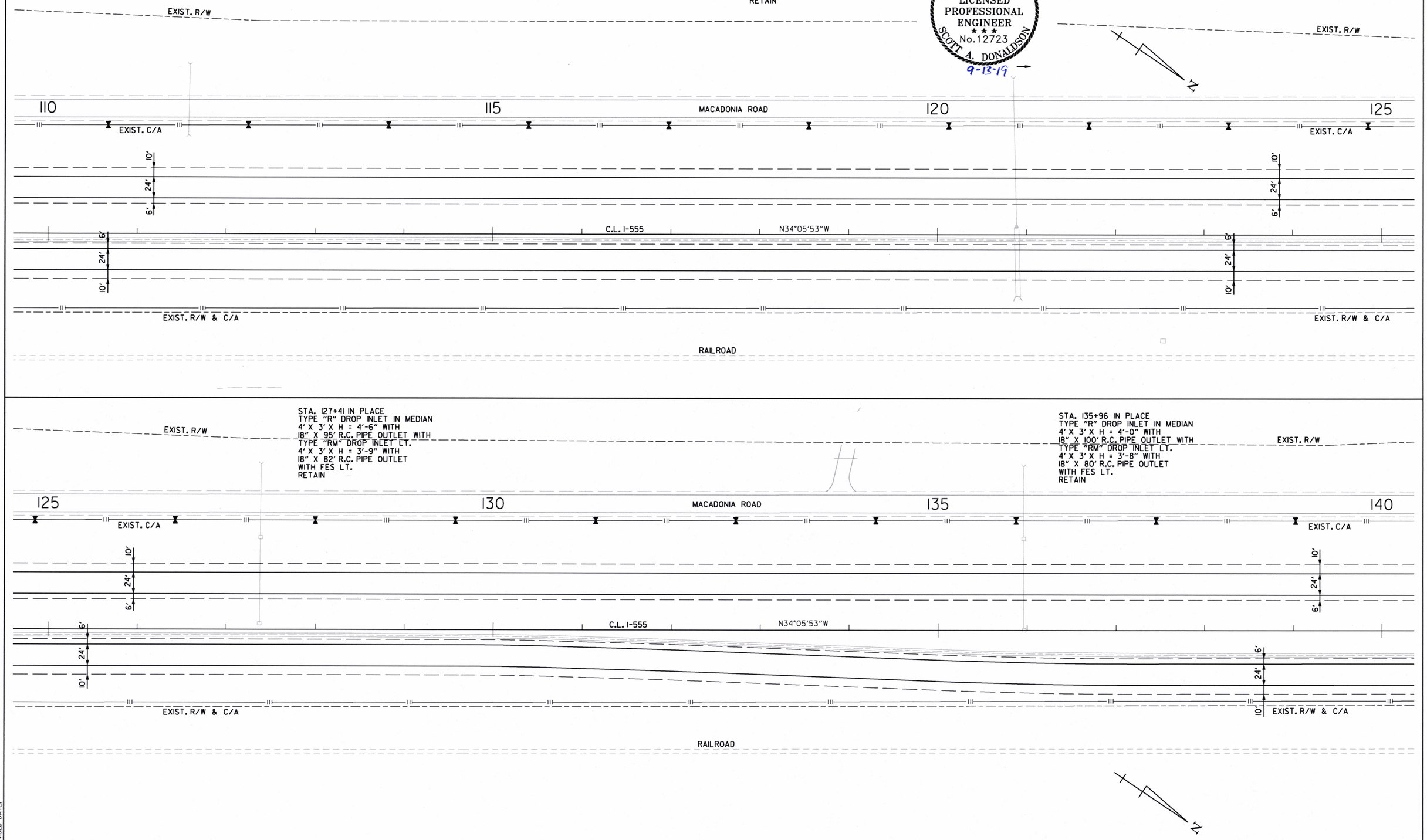
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	81	122
				(2)		PLAN SHEETS		

STA. 120+92 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
5' X 3' X H = 7'-1" WITH
5' X 4' X 78' R.C. BOX CULVERT INLET
48" X 168' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19



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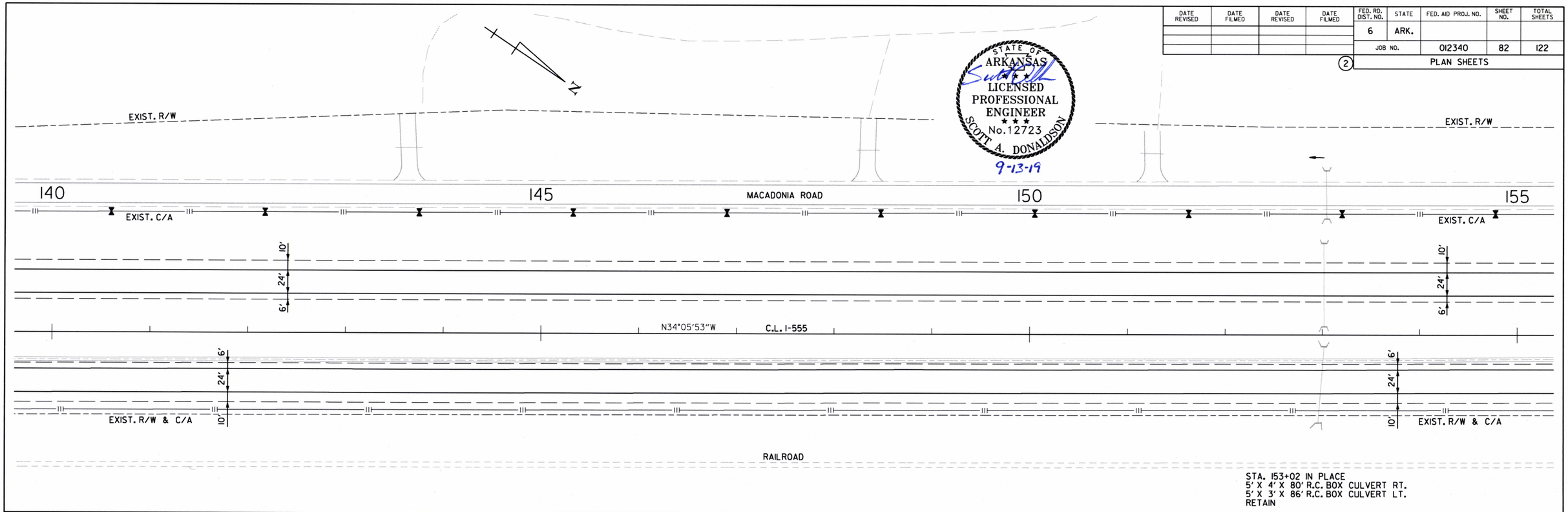
REVISED DATE:

I-555

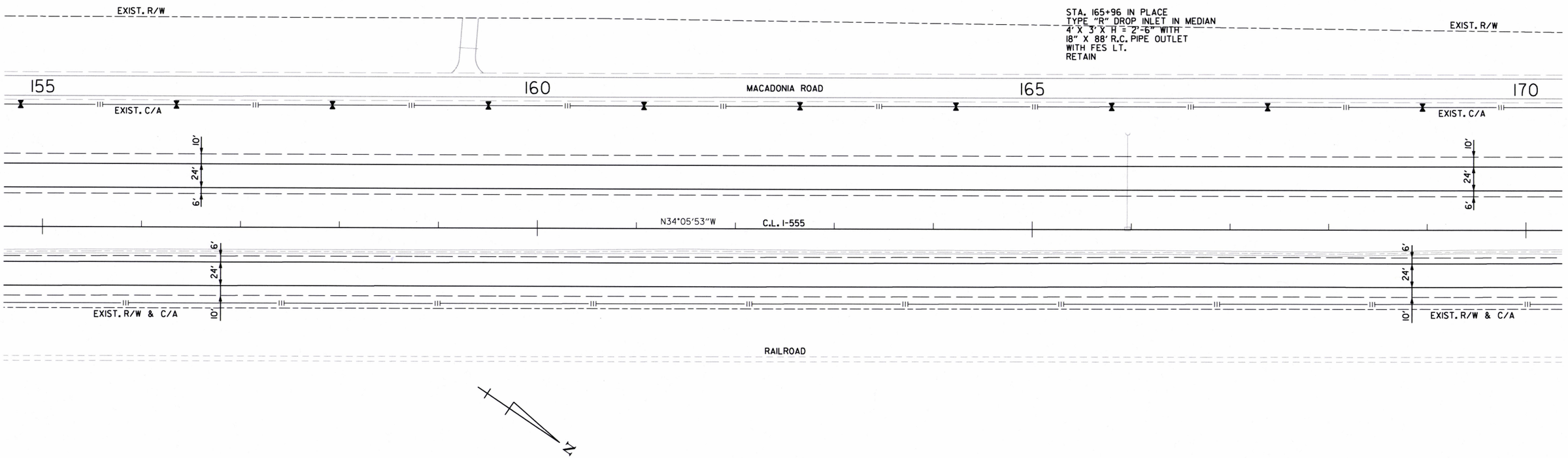
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	82	122
				(2)		PLAN SHEETS		

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19



STA. 153+02 IN PLACE
5' X 4' X 80' R.C. BOX CULVERT RT.
5' X 3' X 86' R.C. BOX CULVERT LT.
RETAIN

STA. 165+96 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' X 3' X H = 2'-6" WITH
18" X 88' R.C. PIPE OUTLET
WITH FES LT.
RETAIN



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REVISED DATE:

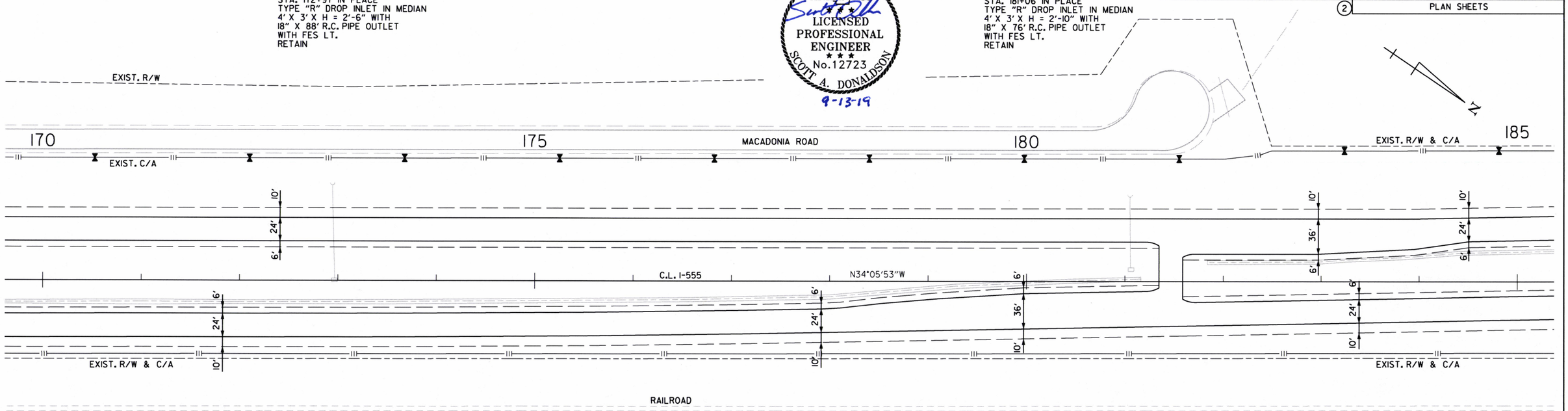
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

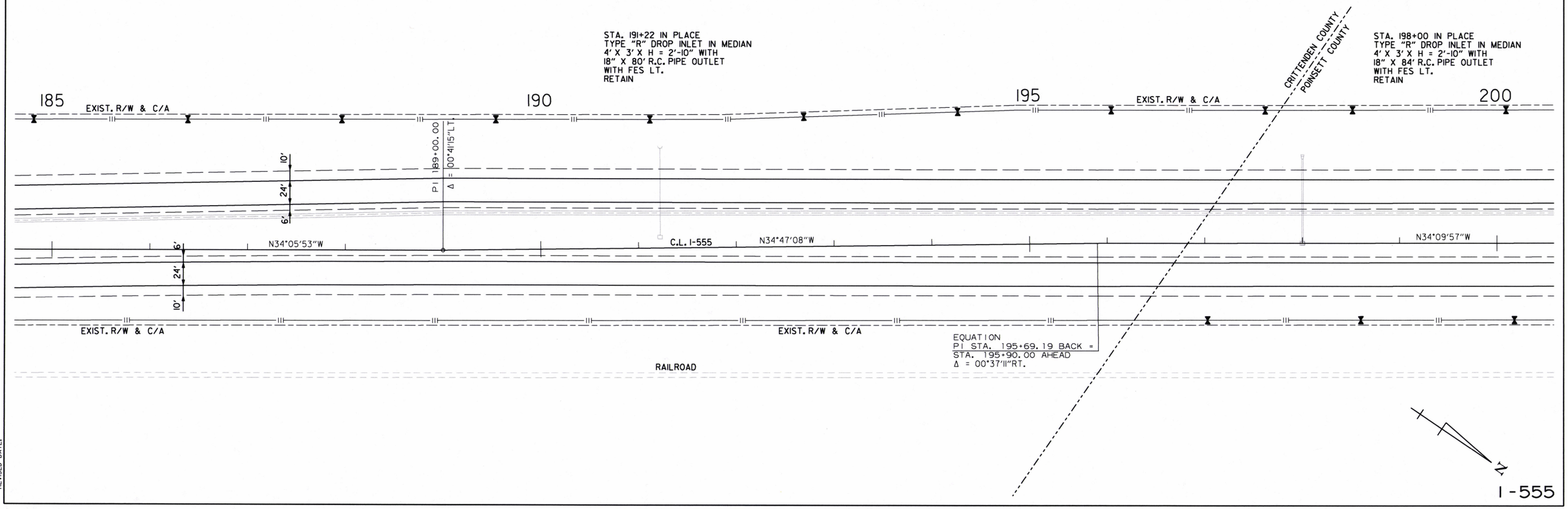
FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	83	122
(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-13-19

STA. 172+97 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' X 3' X H = 2'-6" WITH
18" X 88' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

STA. 181+06 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' X 3' X H = 2'-10" WITH
18" X 76' R.C. PIPE OUTLET
WITH FES LT.
RETAIN





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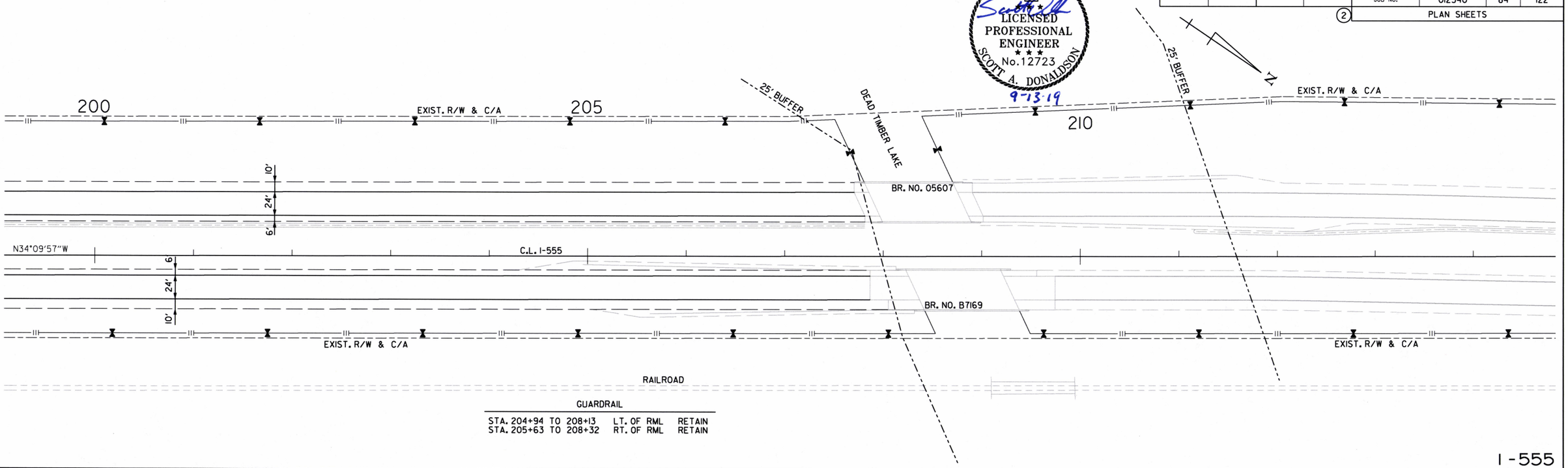
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	84	122
(2)	PLAN SHEETS			

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No.12723
SCOTT A. DONALDSON
9-13-19



GUARDRAIL

STA. 204+94 TO 208+13	LT. OF RML	RETAIN
STA. 205+63 TO 208+32	RT. OF RML	RETAIN

I-555

SEE NEXT PLAN SHEET FOR STA. 207+90 TO STA. 220+00

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WORKSPACE: AHTD
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REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	85	122
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

SEE PREVIOUS SHEET FOR
STA. 200+00 TO STA. 207+90

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
208+80.30	211+49.05	LT. OF LML	200 LIN.FT.	1 EACH	1 EACH
208+98.46	212+17.21	RT. OF LML	250 LIN.FT.	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
208+80	211+49	LT. OF LML	269
208+98	212+17	RT. OF LML	319

STA. 207+90.00 BR. END
BRIDGE NO. 05607
90.00' R.C. SLAB SPAN BRIDGE
39'-0" CLEAR ROADWAY
STA. 208+80.00 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

205 210 215 220

BR. END STA. 207+90.00
BR. END STA. 208+80.00
BR. NO. 05607

P.C. 211+05.00
P.I. 212+82.54
P.R.C. 214+60.05
P.I. 216+37.59

C.L. L.M.L. I-555
PI = 212+82.54
Δ = 01°46'31" RT.
D = 00°30'00"
T = 177.54'
L = 355.05'
PC = 211+05.00
PRC = 214+60.05
NO SUPER

C.L. L.M.L. I-555
PI = 216+37.59
Δ = 01°46'31" LT.
D = 00°30'00"
T = 177.54'
L = 355.05'
PRC = 214+60.05
PT = 218+15.10
NO SUPER

EQUATION
STA. P.T. 218+15.10 BK.=
STA. 218+14.99 AHD.

N34°09'57"W
N32°23'26"W
C. L. LML
N32°23'26"W
N34°09'57"W

C. L. I-555
N34°09'57"W

BR. NO. B7169
N34°09'57"W
N32°56'57"W
C. L. RML
N34°09'57"W

STA. 208+32.45 BR. END
BRIDGE NO. B7169
96.10' INTEGRAL W-BEAM BRIDGE
40'-0" CLEAR ROADWAY
STA. 209+28.55 BR. END
IN PLACE
POLYMER OVERLAY

BR. END STA. 208+32.45
BR. END STA. 209+28.55
DEAD TIMBER LAKE
25' VEGETATED BUFFER

P.C. 211+39.20
P.I. 212+00.04
P.T. 212+60.87

C.L. R.M.L. I-555
PI = 212+00.04
Δ = 01°13'00" RT.
D = 01°00'00"
T = 60.84'
L = 121.67'
PC = 211+39.20
PT = 212+60.87
NO SUPER

P.I. 216+10.16
Δ = 01°13'00" LT.

C.L. R.M.L. I-555
PI = 220+03.24
Δ = 01°13'00" LT.
D = 01°00'00"
T = 60.83'
L = 121.67'
PC = 219+42.41
PT = 220+64.08
NO SUPER

P.C. 219+42.41
P.I. 220+03.24

I-555

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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.		012340	86	122
				(2)	PLAN SHEETS			

50 25 0 25 50 100

N

FRONTAGE ROAD

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

220 225 230 235

220

P.I. 228+92.10
Δ = 00°01'00" LT.

N34°09'57"W C. L. I-555 N34°10'57"W

C. L. RML
N34°09'57"W

P.I. 220+03.24

EQUATION
STA. P.T. 220+64.08 BK.=
STA. 220+63.98 AHD.

C.L. R.M.L. I-555
PI = 220+03.24
Δ = 01°13'00" LT.
D = 01°00'00"
T = 60.83'
L = 121.67'
PC = 219+42.41
PT = 220+64.08
NO SUPER

STA. 239+92 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4'-0" X 3'-0" X H = 3'-0" WITH
24" X 73' R.C. PIPE INLET
24" X 174' R.C. PIPE OUTLET
RETAIN

N

235 240 245 250

P.C. 250+14.30

C. L. I-555 N34°10'57"W

I-555

USER: JH5195
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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.		012340	87	122

(2) PLAN SHEETS

50 25 0 25 50 100

C.L. L.M.L. I-555
PI = 252+99.95
Δ = 05°42'30" LT.
D = 01°00'00"
T = 285.65'
L = 570.83'
PC = 250+14.30
PT = 255+85.13
MATCH EXIST. SUPERELEVATION

STA 254+68 IN PLACE
LT. MAIN LANES
24" X 80' R.C. PIPE CULVERT
WITH F.E.S. LT. & RT.
RETAIN

STA. 254+69 IN PLACE
RT. MAIN LANES
24" X 65' R.C. PIPE CULVERT
WITH F.E.S. ON LT.
RETAIN

C.L. L.M.L. I-555
PI = 259+02.39
Δ = 05°42'30" RT.
D = 01°00'00"
T = 285.66'
L = 570.84'
PC = 256+16.73
PT = 261+87.57
MATCH EXIST. SUPERELEVATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

250 255 260 265

FRONTAGE ROAD

P.C. 250+14.30

P.I. 252+99.95

P.T. 255+85.13

P.C. 256+16.73

P.I. 259+02.39

P.T. 261+87.57

P.C. 265+03.87

N34°10'57"W

N39°53'27"W

C. L. LML

C. L. I-555

265 270 275 280

P.C. 265+03.87

P.I. 267+89.52

P.T. 270+74.70

P.C. 271+06.30

P.I. 273+91.95

N28°28'27"W

STA. 280+43 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4'-0" X 3'-0" X H = 2'-10" WITH
24" X 69' R.C. PIPE INLET
24" X 84' R.C. PIPE OUTLET
WITH F.E.S. ON LT.
RETAIN

EQUATION
STA. P.T. 276+77.13 BK.=
STA. 276+73.04 AHD.

C.L. L.M.L. I-555
PI = 267+89.52
Δ = 05°42'30" RT.
D = 01°00'00"
T = 285.65'
L = 570.83'
PC = 265+03.87
PT = 270+74.70
MATCH EXIST. SUPERELEVATION

C.L. L.M.L. I-555
PI = 273+91.95
Δ = 05°42'30" LT.
D = 01°00'00"
T = 285.65'
L = 570.83'
PC = 271+06.30
PT = 276+77.13
MATCH EXIST. SUPERELEVATION

I-555

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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.		012340	88	122

(2) PLAN SHEETS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

STA. 280+43 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4'-0" X 3'-0" X H = 2'-10" WITH
24" X 69' R.C. PIPE INLET
24" X 84' R.C. PIPE OUTLET
WITH F.E.S. ON LT.
RETAIN

STA. 289+60 IN PLACE
9' X 6' X 257' R.C. BOX CULVERT
(15° LT. FWD. SKEW)
RETAIN

25' VEGETATED BUFFER

280 285 FRONTAGE ROAD 290 295

N34°10'57"W C. L. I-555

STA. 299+08 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4'-0" X 3'-0" X H = 4'-5"
18" X 162' R.C. PIPE OUTLET
RETAIN

STA. 307+79 IN PLACE
TYPE "R' DROP INLET IN MEDIAN
4'-0" X 3'-0" X H = 2'-10"
24" X 66' R.C. PIPE INLET
24" X 166' R.C. PIPE OUTLET
RETAIN

295 300 305 310

N34°10'57"W C. L. I-555

I-555

USER: JH5195
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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.		012340	89	122
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

STA. 314+62 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4'-0" X 3'-0" X H = 2'-6"
6' X 3' X 152' R.C. BOX CULVERT WITH
18" X 88' R.C. PIPE STUB INLET
RETAIN

310 315 FRONTAGE ROAD 320 325

N34°10'57"W C. L. I-555

325 330 FRONTAGE ROAD 335 340

EQUATION
P.C. STA. 325+98.08 BACK
STA. 325+92.03 AHEAD

P.T. 338+93.46

C.L. I-555

N34°10'57"W N60°12'40"W

P.I. 332+54.18

C.L. MED. I-555
PI = 332+54.18
Δ = 26°01'43" LT.
D = 02°00'00"
T = 662.15'
L = 1301.43'
PC = 325+92.03
PT = 338+93.46
MATCH EXIST. SUPERELEVATION

I-555

USER: JH5195
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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.		012340	90	122
(2)	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

50 25 0 25 50 100

FRONTAGE ROAD

STA. 343+00 IN PLACE
TYPE 'RM' DROP INLET IN MEDIAN WITH
4'-0" X 3'-0" X H = 6'-1"
30" X 138' R.C. PIPE INLET
30" X 100' R.C. PIPE OUTLET
WITH F.E.S. ON RT. & LT.
RETAIN

340 345 350 355

RAMP 4

100' TRANSITION

STA. 351+50 IN PLACE
TYPE 'RM' DROP INLET IN MEDIAN WITH
4'-0" X 3'-0" X H = 6'-6"
30" X 92' R.C. PIPE INLET
30" X 92' R.C. PIPE OUTLET
WITH F.E.S. ON RT. & LT.
RETAIN

N60°12'40"W

C. L. I-555

RAMP 1

100' TRANSITION

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
355+25	361+00	LT. OF RML	575
356+83	362+58	RT. OF LML	575

355 360 365 370

135

BR. END STA. 17+12.23

S39°47'20"W

STA. 14+02.03 BR. END
BRIDGE NO. 07019
310.20' CONT. COMP. W-BEAM BRIDGE
40'-0" CLEAR ROADWAY
STA. 17+12.23 BR. END
IN PLACE
POLYMER OVERLAY

STA. 365+00 IN PLACE
TYPE 'RM' DROP INLET IN MEDIAN WITH
4'-0" X 3'-0" X H = 4'-7" WITH
18" X 94' R.C. PIPE OUTLET
RETAIN

RAMP 3

STA. 368+93 IN PLACE
30" X 200' R.C. PIPE CULVERT
WITH F.E.S. ON RT. & LT.
RETAIN

N60°12'40"W

N60°12'40"W

C. L. I-555

I 5

C.L. MED. I-555 STA. 358+29.25 =
STA. 15+57.03 HWY. 135
Δ = 80°00'00"

BR. NO. 07019

BR. END STA. 14+02.03

135

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)
355+25.00	361+00.00	LT. OF RML	525 LIN.FT.	1 EACH	1 EACH
356+82.50	362+57.50	RT. OF LML	525 LIN.FT.	1 EACH	1 EACH

RAMP 2

200' TRANSITION

I-555

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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.		012340	91	122

(2) PLAN SHEETS

50 25 0 25 50 100

STATE OF ARKANSAS
HUBERT BURNS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19

C.L. MED. I-555
PI = 385+82.39
Δ = 10°53'21" LT.
D = 01°00'00"
T = 546.11'
L = 1088.93'
PC = 380+36.28
PT = 391+25.21
MATCH EXIST. SUPERELEVATION

370 RAMP 3 375 380 385

200' TRANSITION

STA. 377+75 IN PLACE
TYPE 'RM' DROP INLET IN MEDIAN WITH
4'-0" X 3'-0" X H = 3'-11" WITH
18" X 102' R.C. PIPE OUTLET
RETAIN

P.C. 380+36.28

C.L. I-555

N60°12'40"W

N60°12'40"W

385 FRONTAGE ROAD 390 395 400

C.L. MED. I-555
PI = 385+82.39
Δ = 10°53'21" LT.
D = 01°00'00"
T = 546.11'
L = 1088.93'
PC = 380+36.28
PT = 391+25.21
MATCH EXIST. SUPERELEVATION

STA. 391+02 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4'-0" X 3'-0" X H = 7'-6" WITH
24' X 106' R.C. PIPE OUTLET
RETAIN PORTION OF PIPE CULV'T.
IN PLACE TYPE 'RM' DROP INLET 1' RT.
C.L. HWY. 63
4'-0" X 3'-0" X H 9'-4" 1/2"
EXTEND 82' LT. WITH F.E.S. ON LT.
USE 86' R.C. PIPE CULVERT (CL. III)
RETAIN

P.T. 391+25.21

N60°12'40"W

C.L. I-555

N71°06'01"W

P.I. 385+82.39

FRONTAGE ROAD

STA. 399+43 TO 403+13 RT.
APPROX. LIMITS OF SLOPE REPAIR
REFER TO SPECIAL DETAILS.

I-555

USER: JH595
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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.		012340	92	122

(2) PLAN SHEETS

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
400+09.86	403+28.61	LT. OF RML	250 LIN.FT.	1 EACH	1 EACH
400+45.30	403+14.05	RT. OF RML	200 LIN.FT.	1 EACH	1 EACH
404+83.57	410+02.90	RT. OF LML	250 LIN.FT.	1 EACH	1 EACH
405+01.54	407+70.29	LT. OF LML	200 LIN.FT.	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
400+10	403+29	LT. OF RML	319
400+45	403+14	RT. OF RML	269
404+84	410+03	RT. OF LML	318
405+02	407+70	LT. OF LML	268

50 25 0 25 50 100

STA. 411+00 CONST.
TYPE 'RM' DROP INLET IN MEDIAN
3'-0" X 4'-0" X H = 8'-4" WITH
18" X 100' R.C. PIPE OUTLET (CL. III)
WITH F.E.S. LT.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURRIS
9-17-19

STA. 403+60.00 BR. END
BRIDGE NO. 05608
120.00' R.C. SLAB SPAN BRIDGE
39'-0" CLEAR ROADWAY
STA. 404+80.00 BR. END
IN PLACE
POLYMER OVERLAY

25' VEGETATED BUFFER

DEAD TIMBER LAKE

400 405 410 415

BR. END STA. 403+60.00

BR. END STA. 404+80.00

EQUATION P.C. STA. 407+78.35 BACK = STA. 409+78.93 AHEAD

C.L. MED. I-555
PI = 416+55.34
Δ = 20°05'03" LT.
D = 01°30'00"
T = 676.41'
L = 1338.93'
PC = 409+78.93
PT = 423+17.86
MATCH EXIST. SUPERELEVATION

STA. 417+00 CONST.
TYPE 'RM' DROP INLET IN MEDIAN
3'-0" X 4'-0" X H = 7'-6" WITH
18" X 110' R.C. PIPE OUTLET (CL. III)
WITH F.E.S. LT.
RETAIN

BR. NO. 05608

C.L. I-555

N71°06'01"W

S88°48'56"W

P.I. 416+55.34

BR. NO. 07012

STA. 399+43 TO 403+13 RT.
APPROX. LIMITS OF SLOPE REPAIR
REFER TO SPECIAL DETAILS.

BR. END STA. 403+31.47

BR. END STA. 404+52.53

STA. 403+31.47 BR. END
BRIDGE NO. 07012
121.06' INTEGRAL W-BEAM BRIDGE
40'-0" CLEAR ROADWAY
STA. 404+52.53 BR. END
IN PLACE
POLYMER OVERLAY

STA. 417+00 CONST.
TYPE 'RM' DROP INLET IN MEDIAN
3'-0" X 4'-0" X H = 7'-6" WITH
18" X 110' R.C. PIPE OUTLET (CL. III)
WITH F.E.S. LT.
RETAIN

RAMP 4

420 425 430

200' TRANSITION

P.T. 423+17.86

P.C. 428+52.59

RAMP 3

200' TRANSITION

S88°48'56"W

C. L. I-555

S88°48'56"W

C.L. MED. I-555
PI = 416+55.34
Δ = 20°05'03" LT.
D = 01°30'00"
T = 676.41'
L = 1338.93'
PC = 409+78.93
PT = 423+17.86
MATCH EXIST.
SUPERELEVATION

RAMP 1

200' TRANSITION

C.L. MED. I-555
PI = 438+93.32
Δ = 48°50'46" RT.
D = 02°30'00"
T = 1040.73'
L = 1953.84'
PC = 428+52.59
PT = 448+06.43
MATCH EXIST. SUPERELEVATION

I-555

USER: JH5195
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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.		012340	93	122
(2)	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
432+60	438+35	LT. OF RML	575
435+30	441+05	RT. OF LML	575

50 25 0 25 50 100

P.I. 438+93.32

BR. END STA. 14+74.63

S88°48'56"W

N42°20'18"W

STA. 14+74.63 BR. END
BRIDGE NO. 07013
323.34' CONT. COMP.
PLATE GIRDER BRIDGE
52'-0" CLEAR ROADWAY
STA. 17+97.97 BR. END
IN PLACE
POLYMER OVERLAY

STA. 442+00 CONST.
TYPE 'RM' DROP INLET IN MEDIAN
3'-0" X 4'-0" X H = 5'-9" WITH
18" X 106' R.C. PIPE OUTLET (CL. III)
WITH F.E.S. LT.
RETAIN

435 440 445

RAMP 3

BR. NO. 07013

N01°19'46"W

C.L., I-555

STA. 445+50 CONST.
24" X200' R.C. PIPE CULV'T. (CL. III)
WITH F.E.S. LT. & RT.
RETAIN

BR. END STA. 17+97.97

C.L. MED. I-555 STA. 436+77.98 =
STA. 16+41.71 HWY. 118
Δ = 69°13'13"

118

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
432+60.00	438+35.00	LT. OF RML	525 LIN.FT.	I EACH	I EACH
435+30.00	441+05.00	RT. OF LML	525 LIN.FT.	I EACH	I EACH

C.L. MED. I-555
PI = 438+93.32
Δ = 48°50'46" RT.
D = 02°30'00"
T = 1040.73'
L = 1953.84'
PC = 428+52.59
PT = 448+06.43
MATCH EXIST. SUPERELEVATION

20

RAMP 2

N

FRONTAGE ROAD

450 455 460

P.T. 448+06.43

STA. 453+00 CONST.
TYPE 'RM' DROP INLET IN MEDIAN
3'-0" X 4'-0" X H = 4'-11" WITH
18" X 96' R.C. PIPE OUTLET (CL. III)
WITH F.E.S. LT.
RETAIN

EQUATION
STA. 461+00.00 BACK =
STA. 458+75.19 AHEAD

460

C.L., I-555

N42°20'18"W

RAMP 2

200' TRANSITION

C.L. MED. I-555
PI = 438+93.32
Δ = 48°50'46" RT.
D = 02°30'00"
T = 1040.73'
L = 1953.84'
PC = 428+52.59
PT = 448+06.43
MATCH EXIST. SUPERELEVATION

I-555

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6	ARK.			
JOB NO.		012340	94	122
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
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9-11-19
HUBERT BURNS

460 465 FRONTAGE ROAD 470 475

C. L. I-555
N42°20'18"W

STA. 479+73 IN PLACE
TYPE 'T' DROP INLET IN MEDIAN
DBL. 4' X 4' X 240 R.C. BOX CULV'T.
(45° LT. FWD. SKEW)
RETAIN & EXTEND
100' LR. TO A COMPLETED LENGTH OF 340'
RETAIN

475 FRONTAGE ROAD 480 485 490

C. L. I-555
N42°20'18"W

25' VEGETATED BUFFER

I-555

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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.		012340	95	122
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

490

STA. 492+00 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
24" X 82' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

495

STA. 498+60 IN PLACE
6' X 3' X 184' R.C. BOX CULV'T.
(45° LT. FWD. SKEW)
RETAIN

500

STA. 505+00 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
24" X 86' R.C. PIPE OUTLET
WITH F.E.S. RT.
RETAIN

505

C. L. I-555
N42°20'18"W

505

STA. 505+00 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
24" X 86' R.C. PIPE OUTLET
WITH F.E.S. RT.
RETAIN

510

515

STA. 520+35 IN PLACE
DBL. 36" X 82' R.CC. PIPE CUL'T.
RETAIN & IN PLACE
TYPE "R" DROP INLT IN MED.
(4'-0"X3'-0"X6'-0")
DBL. 36"X92' R.C. PIPE INLET EXT. TO RT.
WITH FLARED END SECTION
RETAIN

520

C. L. I-555
N42°20'18"W

I-555

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	96	122
(2)	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

50 25 0 25 50 100

520 525 530 535

STA. 520+35 IN PLACE
DBL. 36" X 82' R.CC. PIPE CUL'T.
RETAIN & IN PLACE
TYPE "R" DROP INLT IN MED.
(4'-0"X3'-0"X6'-0")
DBL. 36"X92' R.C. PIPE INLET EXT. TO RT.
WITH FLARED END SECTION
RETAIN

STA. 534+13 IN PLACE
36"X97' R.C. PIPE CUL'T
RETAIN

C.L. I-555
N42°20'18"W

535 540 545 550

STA. 537+58 IN PLACE
6' X 6' X 65' R.C. BOX CULV'T
RETAIN & EXTEND 120' RT.
CONSTR. TYPE "T" DROP INLET IN MED.
(2'-6" X 3'-0" X 0'-6")
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
542+32	545+51	LT. OF RML	319
542+75	545+44	RT. OF RML	269
548+71	551+90	RT. OF LML	319
548+82	551+50	LT. OF LML	268

STA. 545+61.89 BR. END
BRIDGE NO. A7170
302.22' CONT. COMP. W-BEAM BRIDGE
40'-0" CLEAR ROADWAY
STA. 548+64.11 BR. END
IN PLACE
POLYMER OVERLAY

TYRONZA RIVER

BR. END STA. 545+61.89
BR. END STA. 548+64.11
BR. NO. A7170
BR. NO. 05609
BR. END STA. 545+57.28
BR. END STA. 548+39.40
50' VEGETATED BUFFER

STA. 545+57.28 BR. END
BRIDGE NO. 05609
282.12' COMP. W-BEAM BRIDGE
39'-0" CLEAR ROADWAY
STA. 548+39.40 BR. END
IN PLACE
POLYMER OVERLAY

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
542+31.92	545+50.67	LT. OF RML	250 LIN.FT.	1 EACH	1 EACH
542+74.86	545+43.61	RT. OF RML	200 LIN.FT.	1 EACH	1 EACH
548+71.32	551+90.07	RT. OF LML	250 LIN.FT.	1 EACH	1 EACH
548+81.90	551+50.65	LT. OF RML	200 LIN.FT.	1 EACH	1 EACH

I-555

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	97	122

(2) PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-11-19
HUBERT BURNS

50 25 0 25 50 100

C.L. MED. I-555
PI = 560+04.00
Δ = 03°04'02" LT.
D = 01°00'00"
T = 153.40'
L = 306.73'
PC = 558+50.60
PT = 561+57.33
MATCH EXIST. SUPERELEVATION

550 555 560 565

EXISTING EMERGENCY CROSSING

P.I. 555+89.05
Δ = 00°31'33" LT.

EQUATION
P.C. STA. 558+53.38 BACK =
STA. 558+50.60 AHEAD

P.T. 561+57.33

N42°20'18"W

C.L. I-555

N42°51'51"W

N45°55'53"W

P.I. 560+04.00

565 570 570 575 580

C.L. L.M.L. I-555
PI = 569+17.59
Δ = 03°30'28" RT.
D = 01°00'00"
T = 175.45'
L = 350.79'
PC = 567+42.14
PT = 570+92.93
MATCH EXIST. SUPERELEVATION

P.C. 567+42.14

P.I. 569+17.59

P.I. 570+79.74

EQUATION
STA. P.T. 570+92.93 BK.=
STA. 570+91.62 AHD.

P.T. 572+55.08

STA. 573+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN
WITH 24" R.C. PIPE OUTLET
RETAIN

N45°55'53"W

N42°25'25"W

C.L. LML

C.L. I-555

N45°55'53"W

N42°25'25"W

C.L. RML

N45°55'53"W

N42°25'25"W

P.C. 569+04.29

P.C. 570+67.60

P.I. 572+43.05

EQUATION
STA. P.T. 574+18.39 BK.=
STA. 574+19.50 AHD.

C.L. R.M.L. I-555
PI = 572+43.05
Δ = 03°30'28" RT.
D = 01°00'00"
T = 175.45'
L = 350.79'
PC = 570+67.60
PT = 574+18.39
MATCH EXIST. SUPERELEVATION

C.L. MED. I-555
PI = 570+79.74
Δ = 03°30'28" RT.
D = 01°00'00"
T = 175.45'
L = 350.79'
PC = 569+04.29
PT = 572+55.08
MATCH EXIST. SUPERELEVATION

I-555

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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.		012340	98	122
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-17-19
HUBERT BURNS

580 585 590 595

STA. 587+00 - IN PLACE
TYPE R DROP INLET IN MEDIAN
WITH 24" R.C. PIPE OUTLET
RETAIN

C.L. I-555 N42°25'25"W

595 5 10

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
598+28	2+48	LT. OF RML	319
598+39	2+84	RT. OF LML	344
598+63	2+33	RT. OF RML	269
6+98	10+17	RT. OF LML	319
7+12	9+81	LT. OF LML	269

EQUATION
STA. 598+99.00 BACK =
STA. 0+00.00 AHEAD

STA. 3+01.00 BR. END
BRIDGE NO. 05610
395.00' R.C. SLAB SPAN BRIDGE
39'-0" CLEAR ROADWAY
STA. 6+96.00 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

BR. END
STA. 3+01.00
(ORIG. JOB 10851
STA. 602+00.00)

BR. END
STA. 6+96.00
(ORIG. JOB 10851
STA. 605+95.00)

STA. 11+01 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=4'-0" WITH
24" X 85' R.C. PIPE OUTLET
RETAIN

STA. 7+39 TO 10+89 LT.
APPROX. LIMITS OF SLOPE REPAIR
REFER TO SPECIAL DETAILS.

BR. NO. 05610

N42°25'25"W C.L. I-555

BR. NO. B7171

BR. END
STA. 2+49.83
(ORIG. JOB 100992
STA. 604+48.83)

25' VEGETATED BUFFER

BR. END
STA. 6+72.18
(ORIG. JOB 100992
STA. 605+71.80)

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	TERMINAL ANCHOR POST (TYPE 1)	GUARDRAIL TERMINAL (TYPE 2)
598+27.96	2+47.71	LT. OF RML	250 LIN.FT.	1 EACH		1 EACH
598+39.21	2+83.96	RT. OF LML	325 LIN.FT.	1 EACH	1 EACH	
598+63.40	2+33.15	RT. OF RML	200 LIN.FT.	1 EACH		1 EACH
6+97.75	10+16.50	RT. OF LML	250 LIN.FT.	1 EACH		1 EACH
7+12.31	9+81.06	LT. OF LML	200 LIN.FT.	1 EACH		1 EACH

STA. 2+49.83 BR. END
BRIDGE NO. B7171
422.35' CONT. COMP.
W-BEAM BRIDGE
40'-0" CLEAR ROADWAY
STA. 6+72.18 BR. END
IN PLACE
POLYMER OVERLAY

I-555

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6	ARK.			
JOB NO.		012340	99	122
PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-11-19

50 25 0 25 50 100

STA. 19+95 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=4'-0" WITH
24" X 78' R.C. PIPE OUTLET
RETAIN

C.L. MED. I-555
PI = 30+27.17
Δ = 47°51'04" LT.
D = 03°00'00"
T = 847.35'
L = 1595.04'
PC = 21+79.82
PT = 37+74.86
MATCH EXIST.
SUPERELEVATION

STA. 11+01 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=4'-0" WITH
24" X 85' R.C. PIPE OUTLET
RETAIN

15 20 25

FRONTAGE ROAD

P.C. 21+79.82

N42°25'25"W

C. L. I-555

STA. 19+95 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=4'-0" WITH
24" X 78' R.C. PIPE OUTLET
RETAIN

STA. 27+94 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=4'-6" WITH
24" X 100' R.C. PIPE INLET
30° RT. FWD. SKEW
24" X 90' R.C. PIPE OUTLET
RETAIN

C.L. MED. I-555
PI = 30+27.17
Δ = 47°51'04" LT.
D = 03°00'00"
T = 847.35'
L = 1595.04'
PC = 21+79.82
PT = 37+74.86
MATCH EXIST. SUPERELEVATION

STA. 31+70 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=9'-0" WITH
36" X 104' R.C. PIPE INLET
36" X 164' R.C. PIPE OUTLET
15° RT. FWD. SKEW
RETAIN

STA. 37+80 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=4'-6" WITH
36" X 144' R.C. PIPE OUTLET
RETAIN

30 35 40

FRONTAGE ROAD

P.T. 37+74.86

S89°43'31"W

C. L. I-555

N42°25'25"W

P.I. 30+27.17

I-555

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	100	122
(2)	PLAN SHEETS			

50 25 0 25 50 100

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
54+28	59+03	LT. OF RML	475
56+83	61+58	RT. OF LML	475

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

FRONTAGE ROAD

400' TRANSITION

RAMP 4

45

STA. 47+80 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=4'-6" WITH
24" X 80' R.C. PIPE OUTLET
RETAIN

50

STA. 55+80 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=8'-11" WITH
24" X 108' R.C. PIPE INLET
24" X 106' R.C. PIPE OUTLET
RETAIN

55

S89°43'31"W

C. L. I-555

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
54+28.00	59+03.00	LT. OF RML	425 LIN.FT.	1 EACH	1 EACH
56+83.00	61+57.97	RT. OF LML	425 LIN.FT.	1 EACH	1 EACH

149

C.L. MED. I-555 STA. 57+93.29 =
STA. 11+61.70 HWY. 149
Δ = 88°52'23"

60

BR. END
STA. 10+21.62

BR. NO. 06936

P.C. 61+08.85

65

STA. 65+80 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=3-0" WITH
36" X 82' R.C. PIPE OUTLET
RETAIN

C.L. MED. I-555
PI = 67+74.96
Δ = 26°10'45" RT.
D = 02°00'00"
T = 666.11'
L = 1308.96'
PC = 61+08.85
PT = 74+17.81
MATCH EXIST. SUPERELEVATION

P.I. 67+74.96

FRONTAGE ROAD

RAMP 3

70

400' TRANSITION

S89°43'31"W

N64°05'44"W

C.L. I-555

BR. END
STA. 13+13.78

STA. 10+21.62 BR. END
292.16' BRIDGE NO. 06936
40'-0" CLEAR ROADWAY
STA. 13+13.78 BR. END
IN PLACE
RETAIN

STA. 59+55 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=8'-7" WITH
42" X 86' R.C. PIPE INLET
42" X 108' R.C. PIPE OUTLET
RETAIN

200' TRANSITION

RAMP 1

RAMP 2

I-555

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	101	122
(2)	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
9-17-19

50 25 0 25 50 100

STA. 74+14 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=3'-8" WITH
24" X 76' R.C. PIPE INLET
24" X 114' R.C. PIPE OUTLET
15° LT. FWD. SKEW
RETAIN

C.L. MED. I-555
PI = 67+74.96
Δ = 26°10'45" RT.
D = 02°00'00"
T = 666.11'
L = 1308.96'
PC = 61+08.85
PT = 74+17.81
MATCH EXIST.
SUPERELEVATION

FRONTAGE ROAD

400' TRANSITION

P.T. 74+17.81

RAMP 3

75

STA. 78+57.00
END JOB 012340
L.M. 12.98

80

STA. 79+31 - IN PLACE
TYPE R DROP INLET IN MEDIAN
H=3'-0" WITH
30" X 92' R.C. PIPE INLET
30" X 82' R.C. PIPE OUTLET
RETAIN

85

N64°05'44"W

C. L., I-555

RAMP 2

200' TRANSITION

I-555

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FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		012340	102	122
PLAN SHEETS				

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 12723
SCOTT A. DONALDSON
9-17-19

N

PC 59+59.67

EN RAMP

60

110

PT 111+07.90

C.L. I-555

115

I-55

SE RAMP

N32°56'33"W

PC 119+79.21

75

PT 74+24.56

BR. END STA. 73+54.66

4'

5'

6'

BR. END STA. 63+27.48

BR. NO. 06999

65

N62°16'32"E

PC 107+53.11

C.L. NW RAMP
PI = 69+80.29
Δ = 102°32'34"LT.
D = 07°00'00"
T = 1020.62'
L = 1464.89'
PC= 59+59.67
PT= 74+24.56
MATCH EXISTING SUPER

70

SW RAMP

105

C.L. NW RAMP

PI 109+31.02

C.L. I-555 STA. 108+83.74 =
C.L. NW RAMP STA. 65+36.24
Δ = 48°07'59"

N22°17'56"W

STA. 63+27.48 BR. END
BR. NO. 06999 NW RAMP
1027.18' COMP. PLATE GIRDER &
COMP. W-BEAM BRIDGE
25.0' CLEAR ROADWAY
STA. 73+54.66 BR. END
POLYMER OVERLAY

N40°16'02"W

PT 104+17.26

WN RAMP

PI 69+80.29

ACCESS ROAD

EXIST. C/A

EXIST. R/W

EXIST. C/A

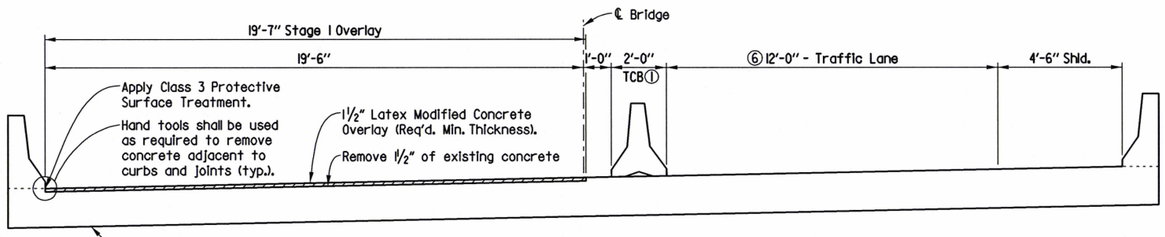
NW RAMP

sadonaldson 9/17/2019 9:57:20 AM
WORKSPACE: AHTD
L:\2017\170\7570 - 110675 I-55 - Poinsett Co Line\Drawings\r110675_I555_P09_NW_Ramp.dgn
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		012340	103	122
				(1) 05607, 05610		LMC OVERLAY		60640

NOTE:
The minimum overlay placement length shall be from joint to joint. Refer to existing bridge drawings.

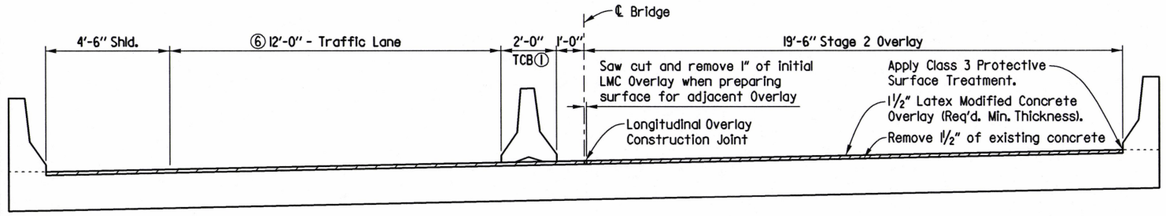
⑥ Refer to Bridge Rehabilitation work zones as shown in Maintenance of Traffic details. See Roadway Plans.



STAGE 1 LATEX MODIFIED CONCRETE OVERLAY

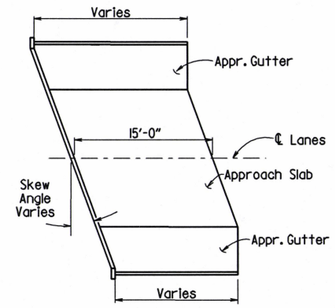
(Looking Ahead)
Scale: 3/8" = 1'-0"

①Temporary Construction Barrier shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4 for additional details.



STAGE 2 LATEX MODIFIED CONCRETE OVERLAY

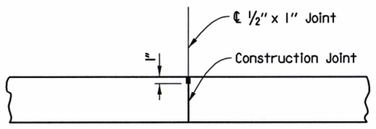
(Looking Ahead)
Scale: 3/8" = 1'-0"



LATEX MODIFIED OVERLAY ON BRIDGE APPROACHES

(Br. No. 05607 only)

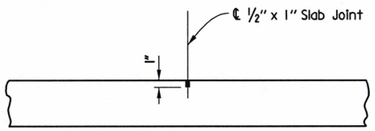
The Contractor shall remove 1/2" of existing concrete using hydrodemolition and construct a 1/2" min. thickness LMC Overlay on the surface of the approach slabs and approach gutters to match LMC overlay grade on the bridge decks. All materials and methods shall conform to appropriate Job Special Provisions and the surface finish shall match that specified for the bridge deck. Joint treatments shall conform to the details on this drawing.



Use 1/2" 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 LMC Overlay. Sealant must be gray or other color similar to concrete.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

No Scale

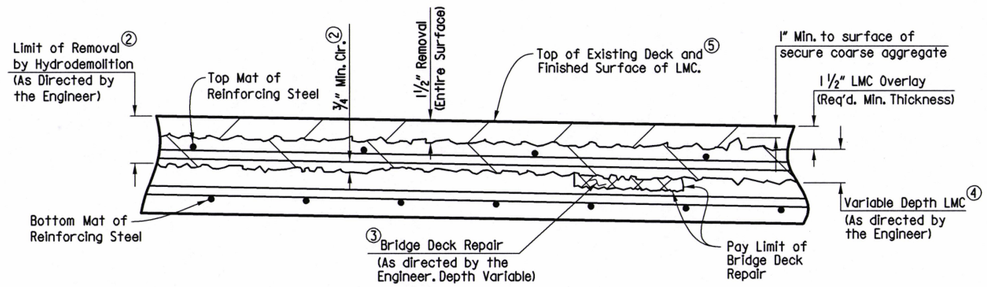


Use 1/2" X 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer rod shall not be installed. Joint Sealer shall be measured and paid for as LMC Overlay. Slab joints shall extend from gutterline to gutterline. Slab joints shall be placed at all pouring sequence construction joints and are required at existing slab joint locations. Sealant must be gray or other color similar to concrete.

TRANSVERSE OVERLAY 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.



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

No Scale

② Removal of unsound concrete beyond 1½" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of ¾" clearance below the bar. This removal shall be subsidiary to the item SP Job 012340 "Hydrodemolition".

③ Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the SP Job 012340 "Bridge Deck Repair for Latex Modified Concrete Overlays".

④ Depth Varies to achieve minimum clearance below top mat of reinforcing steel, where required.

⑤ Finished Surface of LMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required LMC 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 structures.

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, approach slabs, and approach gutters shall receive hydrodemolition in accordance with the SP Job 012340 "Hydrodemolition" to a planned depth of 1½" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer 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 012340 "Hydrodemolition". Prior to hydrodemolition, cold milling of the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with the existing reinforcing.

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 012340 "Bridge Deck Repair for Latex Modified Concrete Overlays".

LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck, approach slabs, and approach gutters shall receive a Latex Modified Concrete (LMC) Overlay to a planned depth of 1½" below the existing bridge deck surface, in accordance with the SP Job 012340 "Latex Modified Concrete Overlay". This area shall be measured by the square yard and shall be paid for at the unit price bid for the item "Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1½" below the existing bridge deck surface shall be filled with LMC concurrent to the placement of the 1½" LMC Overlay. This area shall be measured and paid for in accordance with SP Job 012340 "Latex Modified Concrete Overlay".

SURFACE FINISH: The LMC Overlay surface of the bridge deck, approach slabs, and approach gutters 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 012340 "Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the LMC 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 012340 "Latex Modified Concrete Overlay". Longitudinal and transverse construction joints separating adjacent overlay placements shall be prepared and sealed as shown.

The roadway surface of the LMC Overlay shall be given a Class 1 Protective Surface Treatment as specified in Section 803.

JOINT REHABILITATION: After the placement of the LMC Overlay, the existing joints shall be given a Type A Joint Rehabilitation as specified in Section 509 and SP Job 012340 "Joint Rehabilitation for Bridge Decks".

REFERENCE TABLE

BR. NO.	EXISTING DRAWING NUMBERS
05607	19008, 19010
05610	19020, 19023, 19024

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11856
CHARLES A. WIPF
09/2/19

DETAILS OF LATEX MODIFIED CONCRETE OVERLAY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	BWC	DATE:	12-13-18	FILENAME:	bl00954_lmc.dgn
CHECKED BY:	CAW	DATE:	12-20-18	SCALE:	SEE DETAILS
DESIGNED BY:	KRM	DATE:	12-06-18		

BRIDGE NOS. 05607, 05610 DRAWING NO. 60640

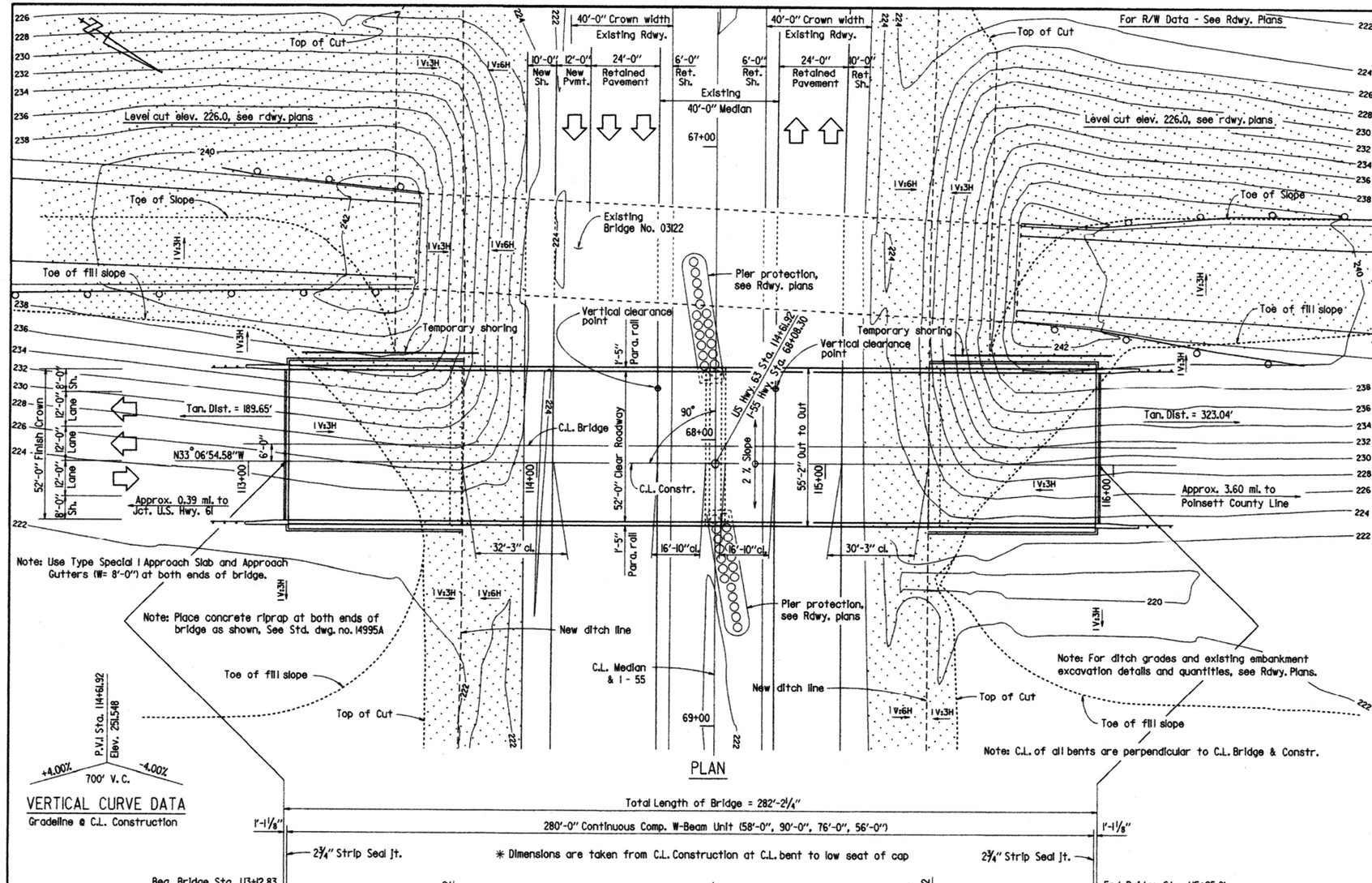
USER: lg8169
DESIGN FILE: G:\18110301_Job100954\TRANSP\dgn\bridge\bl00954_lmc.dgn
PLOTTED: 9/11/2019 10:50
SCALE: 1=5.3333

G:\18110301_Job100954\TRANSP\dgn\bridge\bl00954_lmc.dgn 9/11/2019 10:50

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.		110401	121	367

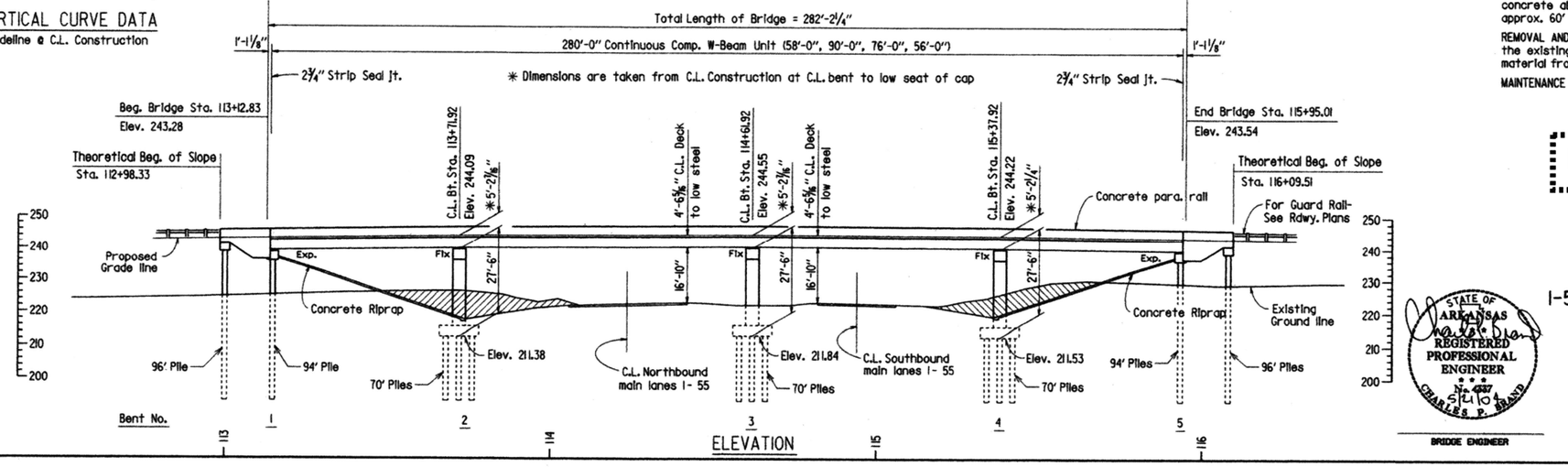
JOB NO.	SHEET NO.	TOTAL SHEETS
012340	104	122

(1) 06998 LAYOUT-BRIDGE OVER I-55 46531



VERTICAL CURVE DATA

Gradeline @ C.L. Construction



ELEVATION

BENCH MARK: TBM Chsld Sq. on HW, 90.15' Lt., Sta. 914+40.59, Elev. 222.35.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (2003 Edition), with applicable supplemental specifications and special provisions. Unless otherwise noted in the plans, Section and subsection numbers refer to the Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges, (2002 Edition)

LIVE LOADING: HS20 and Military Loading — METHOD OF DESIGN: Load Factor
SEISMIC PERFORMANCE CATEGORY: D

MATERIALS AND STRENGTHS:

Class S(AE) Concrete	f'c = 4,000 psi
Class S Concrete	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M53, Gr. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr. 50)	Fy = 50,000 psi
Structural Steel (AASHTO M270, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

PILING: All piling shall be 18" diameter concrete filled steel shell piles and shall be driven to a minimum safe bearing capacity of 60 tons per pile. All piling shall be driven with an approved air, steam, or diesel hammer. Piling in Bents 1 and 5 shall be driven after embankment to bottom of cap is in place. Piling in Bents 1 thru 5 shall be driven to a minimum tip elevation of 143 or lower.

The lengths of piling shown are for estimating quantities only. Actual lengths to be determined in the field. Test piles are not required, but may be driven for the Contractor's information in accordance with subsection 805.08(g). There will be no additional payment for cut-off or build-up of the piles.

JETTING: Water jetting or other methods as approved by the Engineer will be needed to achieve the minimum pile penetration. Any cost associated with achieving the minimum pile penetration shall be included in the item "Steel Shell Piling (18" dia.)".

TEMPORARY SHORING: Shoring will be required to excavate embankment while maintaining traffic. Payment for these items shall be in accordance with SP Job 110401 "Shoring".

FOOTINGS: The top of footings for Bents 2, 3, & 4 shall be set a minimum of 2'-0" below top of finished ground. Foundations for footings shall be prepared in accordance with Section 801.04 and shall be backfilled in accordance with Section 801.08.

BRIDGE DECK: The concrete bridge deck shall be given a surface finish specified as Class 5 Tined Bridge Roadway Surface Finish in subsection 802.19.

PROTECTIVE SURFACE TREATMENT: Class I Protective Surface Treatment shall be applied to the roadway surface.

TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to bridge surfaces as specified in SP Job 110401 "Textured Coating Finish" and in accordance with Section 802.19. Textured Coating Finish shall not be applied on surfaces where Boiled Linseed Oil is applied.

DETAIL DRAWINGS:

	DRAWING NO.
End Bents	46533-46535
Intermediate Bents	46536, 46537
280' Cont. W-Beam Unit	46539-46546
Concrete Filled Steel Shell Piling	46538
Type Special I Approach Gutters & Slab	46548, 46549
Elastomeric Bearings	46547

EXISTING BRIDGE: The existing bridge No. 03122 (log mile 3.6) is 33.7' wide and 211' long and consists of reinforced concrete deck and steel girder superstructure supported by concrete abutments and concrete column int. bents. The existing bridge is located approx. 60' west of new bridge.

REMOVAL AND SALVAGE: After the proposed new bridge is complete and open to traffic, the existing bridge No. 03122 shall be removed in accordance with Section 205. All material from the existing bridge shall become the property of the contractor.

MAINTENANCE OF TRAFFIC: See Roadway Plans.

FOR INFORMATION ONLY

STATE OF ARKANSAS — CHARLES P. BRAND — No. 9110 — REGISTERED PROFESSIONAL ENGINEER

BRIDGE ENGINEER

SHEET 1 OF 2

LAYOUT OF BRIDGE OVER I-55
I-55/HWY. 63 INTERCHANGE IMPROVEMENTS (F)
CRITTENDEN COUNTY

ROUTE 63 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: LM	DATE: 4-28-03	FILENAME:	BI10401XL.LI
CHECKED BY: CSL	DATE: May 2003	SCALE:	1" = 20'
DESIGNED BY: CSL	DATE: Jan 2003		

BRIDGE NO. 06998 DRAWING NO. 46531

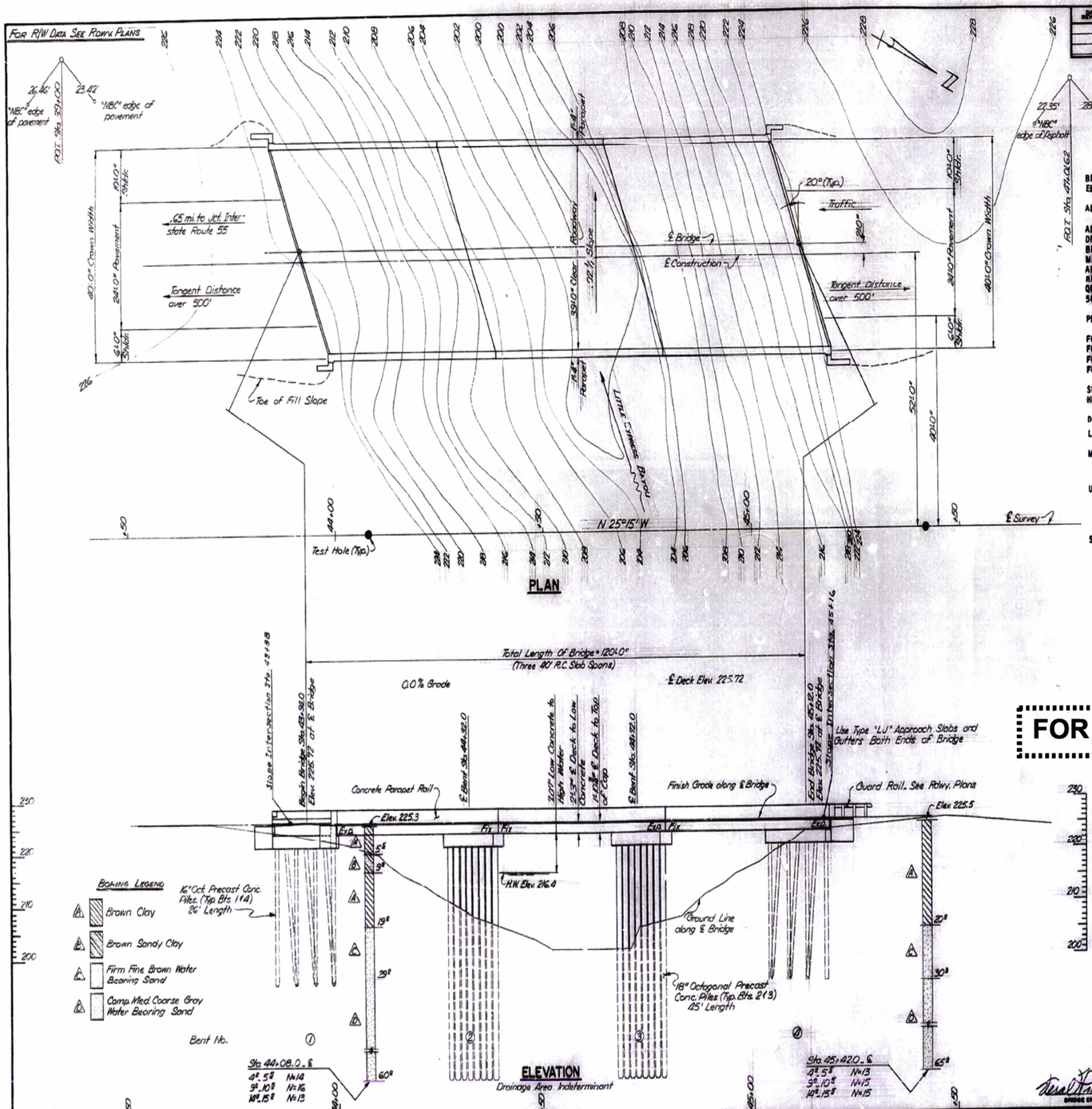
121

DATE PLOTTED	DATE PLOTTED	DATE REVISED	DATE PLOTTED	FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				6	ARK.				
				JOB NO. 11836				21	85

Ⓓ 5539 - LAYOUT - 18297

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	105	122

FOR R/W DATA SEE ROWK PLANS



GENERAL NOTES

BENCH MARK - SQUARE CUT IN CORNER OF NORTHWEST WINGWALL 5' RT. STA. 45+26.0, ELEV. 225.91.

ALL CONCRETE SHALL BE CLASS "S" OR "SA(E)" AND SHALL BE POURED IN THE DRY.

ALL PILING IN END BENTS SHALL BE 16" OCTAGONAL PRECAST CONCRETE AND SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 44 TONS PER PILE. PILING IN INTERIOR BENTS SHALL BE 18" OCTAGONAL PRECAST CONCRETE AND SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE. ALL PILING SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM PENETRATION OF 20' BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 50' TEST PILE IN BENT NO. 2.

PILES IN END BENTS TO BE DRIVEN AFTER EMBANKMENT TO SUBGRADE IS IN PLACE.

FOR DETAILS OF END BENTS, SEE DWG. NO. 18298.
FOR DETAILS OF INTERIOR BENTS, SEE DWG. NO. 18298.
FOR DETAILS OF 40' R.C. SLAB SPANS, SEE DWG. NO. 18299 & 18300.
FOR DETAILS OF PRECAST CONCRETE PILING, SEE DWG. NO. 2382.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHO 1973

LIVE LOADING: HS20

METHOD OF DESIGN:
SUPERSTRUCTURE: LOAD FACTOR DESIGN
SUBSTRUCTURE: SERVICE LOAD DESIGN

UNIT STRESSES:
SUPERSTRUCTURE:
f'_c = COMPRESSIVE STRENGTH OF CLASS "S(AE)" CONCRETE = 4,000 PSI
f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

SUBSTRUCTURE:
f'_c = COMPRESSIVE STRENGTH OF CLASS "S" CONCRETE = 3,000 PSI
f_y = YIELD STRENGTH OF REINFORCING STEEL = 40,000 PSI

FOR INFORMATION ONLY

LAYOUT OF BRIDGE OVER
LITTLE CYPRESS BAYOU
(SOUTHBOUND LANES)
LAKE DAVID-POINSETT COUNTY LINE
CRITTENDEN COUNTY
ROUTE 63 SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY K.M.G. DATE 28 JUNE 73
TRACED BY DATE
CHECKED BY E.H. DATE 7-25-73
SCALE 1" = 10'-0"

BRIDGE ENGINEER

BRIDGE NO. 5539 DRAWING NO. 18297

JOB 11836

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	106	122

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.		001992	53	138
				(1) B6990 -		LAYOUT		- 50797

For R/W Data, see Rdwy. Plans

Place Type C Approach Gutters ("w" = 6'-0" & 10'-0") and Type Special I Approach Slabs at both ends of bridge. See Std. Dwg. No. 2016C & Dwg. Nos. 50809 & 50810.

Place Type P-3 Approach Gutters ("w" = 6'-0" & 10'-0") at existing Bridge No. 05539. See Roadway Plans and Dwg. No. 50811.

Existing Bridge No. 05539

(1) The new bridge is positioned to avoid interference with the existing piling. The Contractor shall verify measurements before driving any piling. Any adjustments necessary to fit the new bridge to the existing conditions shall be submitted for the Engineer's approval.

℄ Median

N21°22'56.85"W

Approx. 0.73 mi. to Jct. I-55

Approx. 2.87 mi. to Poinsett Co. Line

Equation Sta. 153+24.01 Back = Sta. 44+19.02 Ahead

Toe of Fill

Toe of Cut

Top of Cut

Test Hole-typ.

PAVED SHOULDER

6'-0" Shdr.

10'-0" Shdr.

54'-0"

40'-0" Finished Crown

2 - 12'-0" Lanes

Profile Grade Line

Tangent Dist. over 500'

40'-0" Clear Rdwy.

43'-2" out to out

2.0% Cross Slope

1'-5" Para.

45°

45°-typ.

25'

20'-typ.

℄ Lanes

2'-0"

℄ Bridge & Constr.

Existing Bridge No. 02005

Top of Cut

Toe of Cut

Note: The Contractor shall excavate the existing embankment as shown to Elev. 221.00. Approx. 440 cu. yds. of excavation.

LITTLE CYPRESS DITCH

1'-6" Dumped Riprap placed on Filter Blanket. Top of riprap Elev. 217.00. See Std. Dwg. No. 1891F. Riprap and filter blanket shall extend to meet riprap placed near Exist. Br. No. D6990

Existing Bridge No. D6990

PLAN

PVI Sta. 44+73.60
Elev. 227.42
+.48% -.48%
L = 250'
VERTICAL CURVE DATA ALONG PROFILE GRADE LINE

Total Length of Bridge = 125'-0¾"
124'-0" Integral W-Beam Unit (39', 46', 39')
6¾" 6¾"

Note: For Hydraulic Data & Soil Boring Information, see Dwg. No. 50798.

Slope Intercept Sta. 44+34.50

Guard Rail See Rdwy. Plans

Begin Bridge Sta. 44+41.47 Elev. 226.82

℄ Deck to Low Steel = 3'-3⅜"

℄ Bent 2 - Sta. 44+81.00 Elev. 226.84

℄ Bridge at ℄ Bent 2 to Low Side Top of Cap = 3'-9¼"

Low Steel to Design High Water = 7.2'

℄ Bent 3 - Sta. 45+27.00 Elev. 226.79

℄ Bridge at ℄ Bent 3 to Low Side Top of Cap = 3'-9½"

End Bridge Sta. 45+66.53 Elev. 226.67

Concrete Parapet Rail

Slope Intercept Sta. 45+73.50

Proposed Grade Line ℄ ℄ Bridge

Existing Ground Line ℄ ℄ Bridge

Int

Fix

Note: Stations & elevations shown are along ℄ Bridge.

45' Piles

50' Piles

Pile Encasement Typ. for Bents 2 & 3 See Dwg. No. 50801. Top of Encasement = Elev. 215.00-typ.

Design High Water (050) = Elev. 216.2

60' Piles - Typ. Bents 2 & 3

ELEVATION

Bent No. ① ② ③ ④

240 230 220 210 200 190 180 170 160 150

152+00 153+00 45+00 46+00

GENERAL NOTES

BENCH MARK: Square cut in SW corner of bridge 58.04' Lt. C.L. Median Sta. 45+17.86, Elev. 225.56.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2003 edition) with applicable supplemental specifications and special provisions. Section and Subsection refer to the Standard Construction Specification unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (4th Edition, 2007 with 2008 Interims).

LIVE LOADING: HL-93 SEISMIC ZONE: 4

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M53, Gr. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr. 36)	Fy = 36,000 psi
Structural Steel (AASHTO M270, Gr. 50W)	Fy = 50,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

(1) STEEL SHELL PILING: Piling for Bents 1 & 4 shall be 18" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 151 tons per pile and to a tip elevation of 173 or lower for Bent 1 and 179 or lower for Bent 4. Piling for Bents 2 & 3 shall be 24" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 220 tons per pile and to a tip elevation of 161 or lower. All piling shall be driven with an approved air, steam, or diesel hammer. Piling in end bents shall be driven after embankment to bottom of cap is in place.

Length of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. No payment will be made for cut-off or build-up. Test piles are not required but may be driven for the Contractor's information in accordance with Subsection 805.08(g). No piles will be paid for as test piles.

DRIVING SYSTEM: The driving system approval and ultimate bearing capacity determination for piling shall be based on the requirements of Subsection 805.09(b) "Method B - Wave Equation Analysis (WEAP)". It is estimated that a minimum rated hammer energy of 28,000 ft. lbs. per blow will be required to obtain the ultimate bearing capacity at Bent Nos. 1 & 4. It is estimated that a minimum rated hammer energy of 28,000 ft. lbs. per blow will be required to obtain the ultimate bearing capacity at Bent Nos. 2 & 3.

PILE DESIGN CAPACITY: Bent Nos. 1 & 4: Steel Shell Piling (18" Dia.) = 55 tons
Bent Nos. 2 & 3: Steel Shell Piling (24" Dia.) = 80 tons

PREBORING:
BENTS 1 & 4: Preboring in accordance with Subsection 805.08(a) is required. All piles shall be prebored to a 24" diameter for a depth of 10' below the bottom of the cap. This 10' depth shall be backfilled with sand or pea gravel after the piles are in place, and temporary casings or other methods may be required to maintain a 3" annulus until the backfill is placed. Temporary casings, if used, and backfilling will not be paid for directly but shall be considered subsidiary to the item "Preboring". Additional preboring may be needed to obtain minimum pile penetration requirements. Unless otherwise directed by the Engineer, the first pile at each bent shall be prebored a minimum, additional 10' below the bottom of the 24" diameter hole. The prebore depths for the remaining piles will be established by the Engineer based on previous piles driven.

BENTS 2 & 3: Preboring in accordance with Subsection 805.08(a) may be needed to obtain minimum pile penetration. Unless otherwise directed by the Engineer, the first pile driven at each bent shall be prebored a minimum of 20' below natural ground. The prebore depths for the remaining piles will be established by the Engineer based on previous piles driven.

PILE ENCASEMENTS: Pile encasements are required for Bents 2 and 3. See Dwg. No. 50801.

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PIPE UNDERDRAIN: One pipe underdrain with outlet protectors shall be installed behind each bridge end in accordance with Section 611. Pipe underdrains and outlet protectors will not be paid for directly but shall be considered subsidiary to "Unclassified Excavation".

DETAIL DRAWINGS:	DRAWING NO.
End Bents	50799
Int. Bents	50800
124' Integral W-Beam Unit	50802-50807
Elastomeric Bearings	50808
Concrete Filled Steel Shell Piles	50801
Type C Approach Gutters	2016C
Type Special I Approach Slabs	50809, 50810

EXISTING BRIDGE: Existing Bridge No. 02005 (log mile 2.87) is 30.4' wide and 92' long and consists of three 30' reinforced concrete deck girder spans supported by concrete trestle pile bents. The existing bridge occupies the same location as the proposed new bridge.

REMOVAL AND SALVAGE: The Existing Bridge No. 02005 shall be removed in accordance with Section 205. All material from the existing bridge shall become the property of the Contractor.

MAINTENANCE OF TRAFFIC: See Roadway Plans.

FOR INFORMATION ONLY

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13327 CHARLES P. BRANDT

BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF BRIDGE OVER LITTLE CYPRESS DITCH MARKED TREE - I-55
STRUCTURES REPLACEMENT (F)
CRITTENDEN COUNTY
ROUTE 63 SEC. 10

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 4-2-2008 FILENAME: b001992x1_11.dgn
CHECKED BY: MCB DATE: 4/08 SCALE: 1" = 20'
DESIGNED BY: DATE: 03-08

BRIDGE NO. B6990 DRAWING NO. 50797

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.		110401	140	367
06999		LAYOUT-NW RAMP		46550

For R/W Data - See Rdwy. plans

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	107	122

Note: Use Type Special 2 Approach Slabs & Approach Gutters (W=4'-0" & W= 6'-0") at this end of bridge, See dwg. nos. 46587 & 46588

Toe of fill slope

Existing roads to be removed

Proposed EN Ramp

Proposed C.L. U.S. Hwy. 63

Existing Ramp to be removed

C.L. NW Ramp

Profile Grade line

North line

Concrete Riprap See Std. Dwg. 14995A

C.L. Existing U.S. Hwy. 63

Point of minimum vertical clearance Existing U.S. Hwy. 63

Point of minimum vertical clearance Proposed U.S. Hwy. 63

Intersection Point US Hwy. 63 Sta. 65+34.08 NW Ramp Sta. 108+82.01

PC Sta 107+70.598

Test Hole (typ.)

4'-0" Shoulder

6'-0" Pvmt.

6'-0" Shoulder

8'-0" Shldr.

24'-0" Pvmt.

8'-0" Shldr.

30'-6" CL

25'-0" Clr. Roadway

1'-5" Para.

1'-5" Para.

28'-2" out to out

7'-6"

9.8% Slope

31'-6" CL

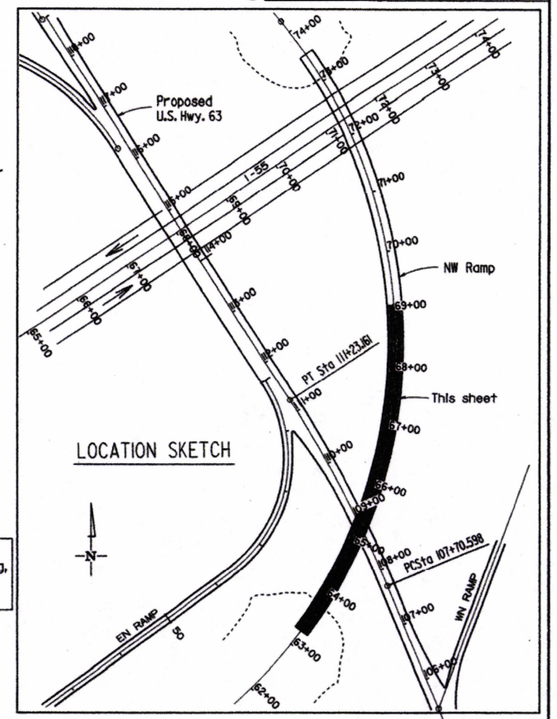
Horizontal Curve Data

P.I. = 69+78.802
P.C. = 59+55.250
P.T. = 74+22.435
△ = 102° 42' 10.5" Lt.
D = 7°00'00"
T = 1023.5517'
L = 1467.1847'
R = 818.5111'

** Note: C.L. NW Ramp is on a 7°00' curve left. Longitudinal lines shall be constructed on curves concentric with C.L. NW Ramp. Stationing, Elevations, and Span lengths are shown along C.L. NW Ramp. Bents are constructed along radial lines to the C.L. Ramp.

NOTE: Embankment at bridge ends shall be constructed using an internal reinforcement, uniaxial geogrid. See Rdwy. Plans.

PLAN



Total Length of Bridge = 1027'-2¼"

1'-1⅛"

360'-0" Comp. Plate Girder Unit (55' - 85' - 135' - 85')

223'-6" Comp. W-Beam Unit (74'-6" - 74'-6" - 74'-6")

* Measured from top of deck at C.L. NW Ramp to low side top of cap.

2¾" Strip Seal Jt.

Beg. of Bridge Sta. 63+27.48
Elev. 251.03

Theoretical Beg. of Slope
Sta. 63+10.98

For Guard Rail See Rdwy. Plans

** Bent No. 2 Sta. 63+83.57 Elev. 252.19 * 6'-9⅛"

C.L. NW Ramp to low steel = 5'-6½" ** Bent No. 3 Sta. 64+68.57 Elev. 253.60 * 6'-11⅛"

C.L. NW Ramp to low steel = 5'-6½"

** Bent No. 4 Sta. 66+03.57 Elev. 255.00 * 6'-11⅛"

* 6'-10⅝" ** Bent No. 5 Sta. 66+88.57 Elev. 255.35 * 5'-6½"

** Bent No. 6 Sta. 67+63.07 Elev. 255.32 * 5'-8¼"

** Bent No. 7 Sta. 68+37.57 Elev. 254.98 * 5'-8½"

C.L. NW Ramp to low steel = 5'-0"

* 5'-6⅝" ** Bent No. 8 Sta. 69+12.07 Elev. 254.32

2¾" Strip Seal Jt.

2¾" Strip Seal Jt.

Concrete Parapet Rail

Proposed Grade Line

Existing Ground Line

Fix Exp

27'-6"

19'-10"

29'-0"

17'-4"

33'-0"

33'-6"

35'-6"

35'-6"

34'-0"

Ramp to be removed

115' Piles

110' Piles

85' Piles

75' Piles (Typ. Bents 3 thru 7)

Elev. 217.91

Elev. 217.68

Elev. 215.08

Elev. 214.95

Elev. 214.13

Elev. 213.79

Elev. 214.77

C.L. Existing U.S. Hwy. 63 (to be removed)

C.L. Proposed U.S. Hwy. 63

Sta. 63+36-Surf. El. 223.6 C. L. Constr. of Ramp

Sta. 63+84-Surf. El. 223.8 C. L. Constr. of Ramp

Sta. 64+80-Surf. El. 223.4 C. L. Constr. of Ramp

Sta. 65+84-Surf. El. 222.3 C. L. Constr. of Ramp

Sta. 66+89-Surf. El. 221.4 C. L. Constr. of Ramp

Sta. 67+63-Surf. El. 220.7 C. L. Constr. of Ramp

Sta. 68+38-Surf. El. 220.8 C. L. Constr. of Ramp

ELEVATION

Bent No. 1 2 3 4 5 6 7

63 64 65 66 67 68

P.V.I. Sta. 66+96.93
Elev. 258.61

2.25 % -2.0 %

750' V. C.

VERTICAL CURVE DATA
Along Profile Grade Line

For General Notes, see dwg. no. 46552
For Soil Boring Legend, see dwg. no. 46552
For removal of existing ramps, see rdwy. plans

FOR INFORMATION ONLY

STATE OF ARKANSAS
No. 7434
REGISTERED PROFESSIONAL ENGINEER
CHARLES P. BRAND
5/21/04
BRIDGE ENGINEER

SHEET 1 OF 3
LAYOUT OF NW RAMP
I-55/HWY. 63 INTERCHANGE IMPROVEMENTS (F)
CRITTENDEN COUNTY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LM DATE: 5-15-03 FILENAME: B110401X2.L1
CHECKED BY: CSL DATE: May 20, 2003 SCALE: 1" = 30'
DESIGNED BY: CSL DATE: Jan 2003

BRIDGE NO. 06999 DRAWING NO. 46550

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	108	122

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.		110401	141	367
				1	06999	LAYOUT-NW RAMP		46551

For R/W Data - See Rdwy. plans

Horizontal Curve Data
P.I. = 69+78.802
P.C. = 59+55.250
P.T. = 74+22.435
Δ = 102° 42' 10.5" Lt.
D = 7°00'00"
T = 1023.5517'
L = 1467.1847'
R = 818.5111'

PLAN

** Note: C.L. NW Ramp is on a 7°00' curve left. Longitudinal lines shall be constructed on curves concentric with C.L. NW Ramp. Stationing, Elevations, and Span lengths are shown along C.L. NW Ramp. Bents are constructed along radial lines to the C.L. Ramp.

LOCATION SKETCH

NOTE: Embankment at bridge ends shall be constructed using an internal reinforcement, uniaxial geogrid. See Rdwy. Plans.

* Measured from top of deck at C.L. NW Ramp to low side top of cap.

ELEVATION

P.V.I. Sta. 66+96.93
Elev. 258.61
2.25 %
-2.0 %
750' V. C.
VERTICAL CURVE DATA
Along Profile Grade line

For General Notes, see dwg. no. 46552
For Soil Boring Legend, see dwg. no. 46552
For removal of existing ramps, see rdwy. plans

FOR INFORMATION ONLY

SHEET 2 OF 3
LAYOUT OF NW RAMP
I-55/HWY. 63 INTERCHANGE IMPROVEMENTS (F)
CRITTENDEN COUNTY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STATE OF ARKANSAS
CHARLES P. BRAND
REGISTERED PROFESSIONAL ENGINEER
No. 4937
5/10/04
BRIDGE ENGINEER

DRAWN BY: LM DATE: 5-9-03 FILENAME: BI1040IX2.L2
CHECKED BY: CSL DATE: May 20, 2003 SCALE: 1" = 30'
DESIGNED BY: CSL DATE: June 2003
BRIDGE NO. 06999 DRAWING NO. 46551

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	109	122

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.		110434	79	314
				① 06989		LAYOUT		46328

For R/W Data - see Rdwy. plans

Toe of fill slope.

1V : 3H

Use Type C (w=8'-0") Approach Gutters and Approach Slabs at both ends of Bridge. For Details, see Std. Dwg. Nos. 2016C and 2018.

82+00 ℄ Survey

10'-0" Sh. | 2 - 12' Lanes Existing Pvmt. | 4'-0" Sh. | 4'-0" Sh. | 2 - 12' Lanes Existing Pvmt. | 10'-0" Sh.

Pier Protection - see Rdwy. plans

Intersection Point
Sta. 81+04.84 ℄ Survey
Sta. 27+90.08 ℄ Menasha Road

Soil Boring (typ.)

30'-6" min. clear

Clearance Point

Clearance Point

27'-11" min. clear

Varies @ Std. 28+70.45*

* See Cross Slope Transition Sketch.

Approx. 0.83 mi. to Jct. St. Hwy. 77

1'-5" Conc. Parapet

40'-0" Finished Crown | 8'-0" Shdr. | 24'-0" Pvmt. | 8'-0" Shdr.

40'-0" Cr. Rdwy.

43'-2" Out to Out

2.0%

N 68°55'32.0" E

27+00 | 28+00 | 29+00

81+00

℄ Bridge & Constr.

Tangent Distance 58.79'

Tangent Distance Over 500'

Pier Protection - see Rdwy. plans

SOUTHBOUND LANES U.S. 63

NORTHBOUND LANES U.S. 63

30'-6" min. clear

45° (typ.)

Concrete Riprap at each end of the bridge as shown. See Std. Dwg. no. 14995A.

Concrete Riprap

220 | 220 | 222 | 224 | 224 | 224 | 224 | 222 | 222 | 222

PLAN

Left Gutter | 8'-0" Shldr. | 12'-0" | 12'-0" | 8'-0" Shldr. | Right Gutter

2% ℄ Sta. 30+45.45

Rotation Point & Profile Grade at Working Point, see dwg. no. 46338.

-2% ℄ Sta. 28+70.45

-2% ℄ Sta. 28+70.45

CROSS SLOPE TRANSITION SKETCH

P.I. Sta. 27+96.82
Elev. 254.44

+5.00% | -5.00%

600' V.C.

VERTICAL CURVE DATA
Gradeline at ℄ Bridge

NOTE: All elevations shown at centerline deck are working point elevations. See Drawing No. 46338 for further details.

Total Length of Bridge = 292'-2 1/8"

290'-0" Continuous Composite W-Beam Unit (59'-86'-86'-59')

1'-1 1/16" | 1'-1 1/16"

Beg. Br. Sta. 26+50.73
Centerline Deck Elev. 245.16

℄ 2 1/8" Strip Seal Jt. (4" Movement Rating)

Slope Intercept Sta. 26+37.73 Centerline Deck Elev. 244.83

℄ Bent Sta. 27+40.82 Centerline Deck Elev. 246.32

4'-9 5/8" ℄ Deck to Low Seat of Cap

4'-4 1/8" ℄ Deck to Low Steel

℄ Bent Sta. 27+96.82 Centerline Deck Elev. 246.94

Concrete Parapet Railing

℄ Bent Sta. 28+82.82 Centerline Deck Elev. 246.32

℄ 2 1/8" Strip Seal Jt. (4" Movement Rating)

End Br. Sta. 29+42.91
Centerline Deck Elev. 245.16

Slope Intercept Sta. 29+55.91 Centerline Deck Elev. 244.83

Guard Rail-See Rdwy. Plans

Proposed Grade Line

Existing Ground Line

18'-2" | 27'-9" (typ.) | 17'-5"

30' Piles | 115' Piles | 95' Piles (typ. Bents 2-4) | 115' Piles | 30' Piles

Concrete Riprap | Concrete Riprap

Elev. 213.77 | Elev. 214.39 | Elev. 213.77

2'-0" min. (typ.)

260 | 250 | 240 | 230 | 220 | 210 | 200 | 190

Bent No. 1 | 2 | 3 | 4 | 5

26+00 | 27+00 | 28+00 | 29+00 | 30+00

ELEVATION

NOTE: For boring data and General Notes, see dwg. no. 46329.

FOR INFORMATION ONLY

STATE OF ARKANSAS
CHARLES P. BRAND
No. 4537
REGISTERED PROFESSIONAL ENGINEER
BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF MENASHA ROAD OVERPASS
GILMORE INTERCHANGE (F)
CRITTENDEN COUNTY
ROUTE 63 SEC. 10
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

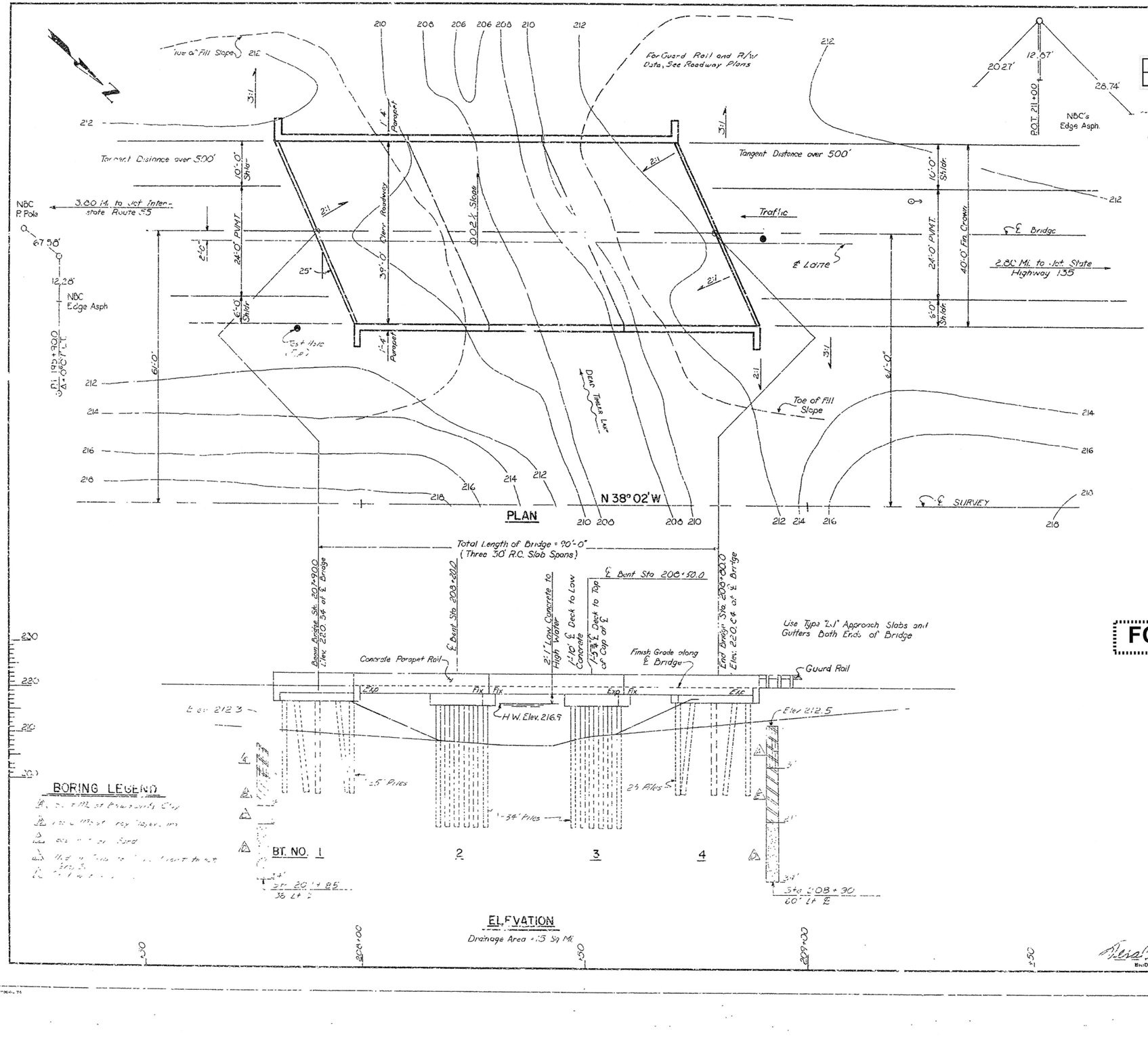
DRAWN BY: K.W.Y. DATE: 5-28-03
CHECKED BY: DATE: 1-7-04
DESIGNED BY: K.W.Y. DATE: 8-11-03
FILENAME: bl10434x1.11
SCALE: 1" = 20'

BRIDGE NO. 06989 DRAWING NO. 46328

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	ED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				G	ARK.			
				JOB NO.		10851	38	165

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	110	122

① 5607 - LAYOUT 19008



BORING LEGEND

GENERAL NOTES

BENCH MARK - DISK IN TOP OF NORTHEAST END OF RAIL FOOTING 42' RT. STA. 209+11 "N174 1956", ELEV. 221.50

ALL CONCRETE SHALL BE CLASS "S" OR "S(AE)" AND SHALL BE POURED IN THE DRY.

ALL PILING SHALL BE 16" OCTAGONAL PRECAST CONCRETE AND SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 44 TONS PER PILE. ALL PILING SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM PENETRATION OF 20' BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 39' TEST PILE IN BENT NO. 3.

PILES IN END BENTS TO BE DRIVEN AFTER EMBANKMENT TO SUBGRADE IS IN PLACE.

FOR DETAILS OF BENTS, SEE DWG. NO. 19009
FOR DETAILS OF 30' R.C. SLAB SPANS, SEE DWG. NO. 19010
FOR DETAILS OF PRECAST CONCRETE PILING, SEE DWG. NO. 2382

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1973 AND 1974 INTERIM

LIVE LOADING: HS20

METHOD OF DESIGN:
SUPERSTRUCTURE: LOAD FACTOR DESIGN
SUBSTRUCTURE: SERVICE LOAD DESIGN

UNIT STRESSES:
SUPERSTRUCTURE:
f'c = COMPRESSIVE STRENGTH OF CLASS "S(AE)" CONCRETE = 3,500 PSI
fy = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

SUBSTRUCTURE:
f'c = COMPRESSIVE STRENGTH OF CLASS "S" CONCRETE = 3,000 PSI
fy = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

FOR INFORMATION ONLY

LAYOUT OF BRIDGE OVER
DEAD TIMBER LAKE
CRITTENDEN CO. LINE –
MARKED TREE BYPASS
POINSETT CO.

ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: [illegible] DATE:
DESIGNED BY: [illegible] DATE: 11-26-74
CHECKED BY: JRW DATE: 12-5-74
SCALE: 1" = 10'-0"

Vera Pinkerton
BRIDGE ENGINEER

BRIDGE NO. 5607 DRAWING NO. 19008

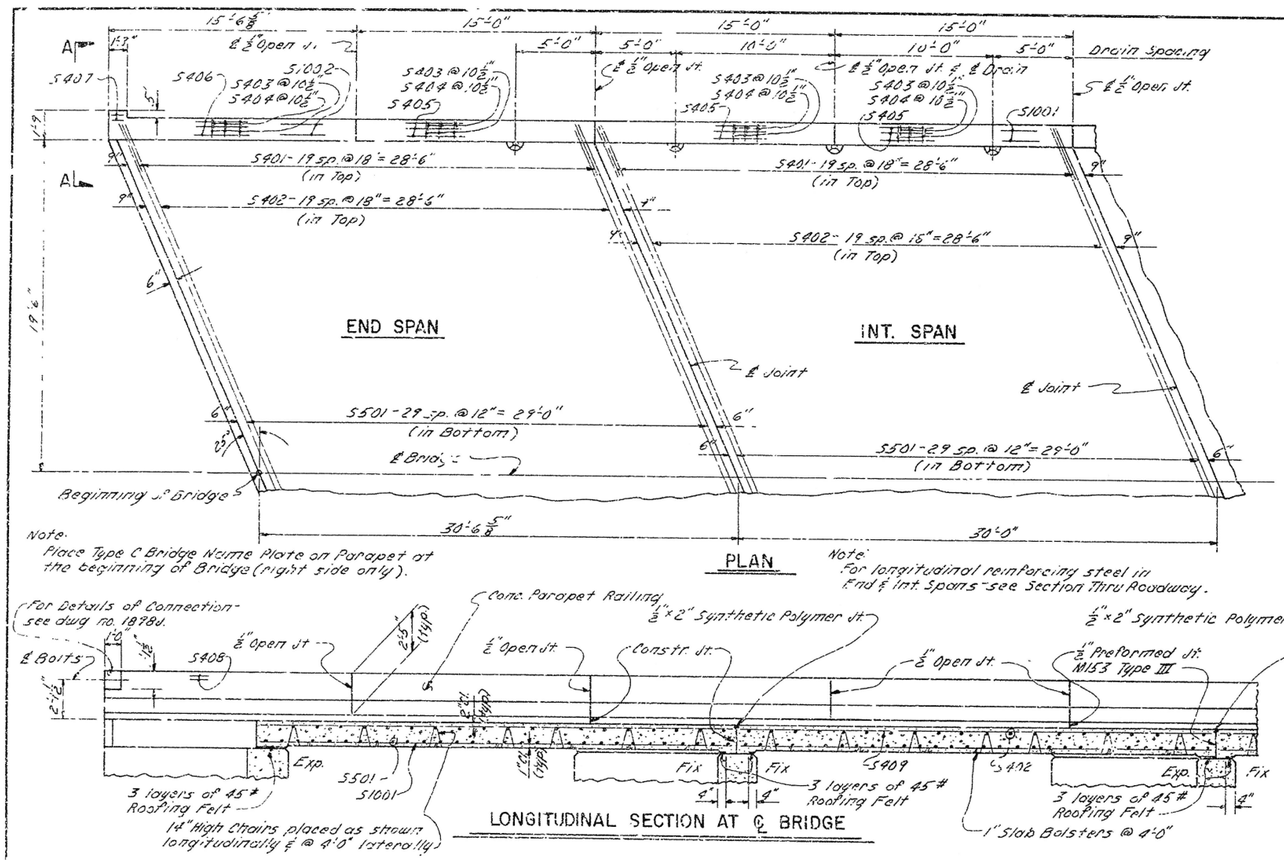
40

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	111	122

FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
G	ARK.			
JOB NO.		10851	40	163

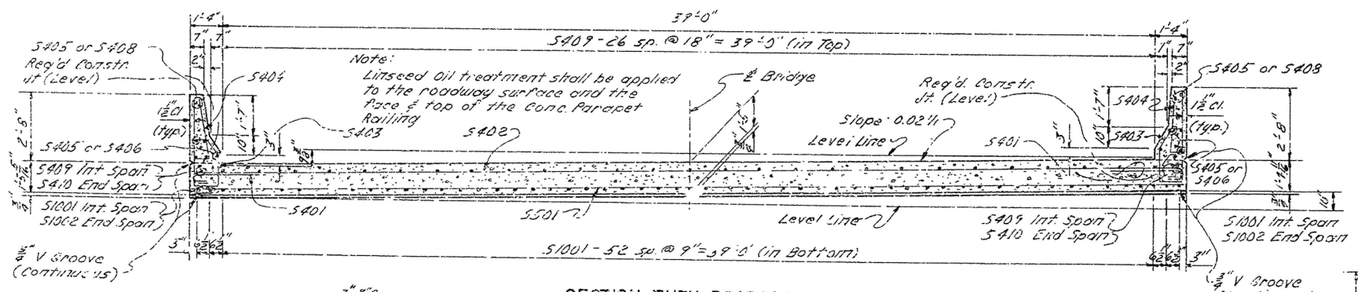
5607 SPAN DTLS. 19010



Note:
Place Type C Bridge Name Plate on Parapet at the beginning of Bridge (right side only).

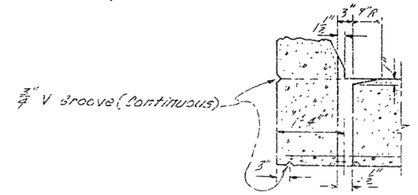
Note:
For longitudinal reinforcing steel in End & Int. Spans - see Section Thru Roadway.

LONGITUDINAL SECTION AT ℄ BRIDGE



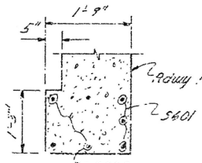
Note:
Linseed Oil treatment shall be applied to the roadway surface and the face & top of the Conc. Parapet Railing

SECTION THRU ROADWAY
Scale: ¾" = 1'-0"

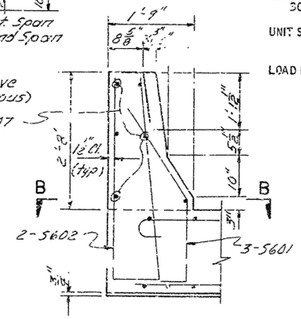


DRAIN DETAIL
No Scale

Note:
Drain opening to taper from 3"x6" at top to 3½"x7" at bottom. Place Drain on left side only. Spread reinforcing steel for drain.



SECTION B-B
Scale: ¾" = 1'-0"

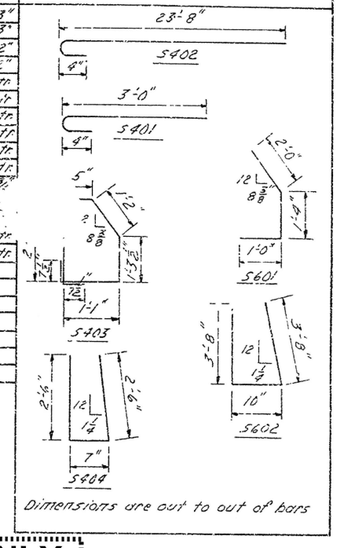


VIEW A-A
Scale: ¾" = 1'-0"

BAR LIST PER SPAN

MK.	No. Req'd. End	No. Req'd. Int.	Length	Pin Dia.
S401	40	40	3'-6"	3"
S402	40	40	24'-2"	3"
S403	70	72	7'-1"	2"
S404	70	72	5'-3"	2"
S405	12	27	14'-7"	Str.
S406	8		13'-2"	Str.
S407	12		1'-0"	Str.
S408	4		14'-2"	Str.
S409	27	29	29'-7"	Str.
S410	2		30'-2"	Str.
S601	6		4'-2"	3½"
S602	4		7'-11"	3"
S1001	53	57	29'-1"	3"
S1002	4		30'-2"	Str.
S501	30	30	45'-7"	Str.

Bending Diagrams



Dimensions are out to out of bars

FOR INFORMATION ONLY

GENERAL NOTES

ALL CONCRETE TO BE CLASS S(AE). ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.
REINFORCING STEEL TO BE ASTM A615, GRADE 60. SHOP LISTS AND BENDING DIAGRAMS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

BAR SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL". SHOP LISTS AND DIAGRAMS OF BAR SUPPORTS SHALL BE SUBMITTED FOR APPROVAL BEFORE FABRICATION IS BEGUN.

ROOFING FELT, PREFORMED JOINT, AND SYNTHETIC POLYMER JOINTS SHALL BE MEASURED AND PAID FOR AS CLASS S(AE) CONCRETE

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1973 & 1974 INTERIM
DESIGN LIVE LOADING: HS 20
LOAD DISTRIBUTION TO SLAB: DEAD LOAD 251 PSF; LIVE LOAD .171 WHEELS/FT. OF WIDTH PLUS 30% IMPACT.

UNIT STRESSES. COMPRESSIVE STRENGTH OF CLASS S(AE) CONCRETE = 3,500 PSI
YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

LOAD FACTOR USED FOR DESIGN OF SLAB.

DETAILS OF 30'-0" R.C. SLAB SPANS DEAD TIMBER LAKE CRITTENDEN CO. LINE— MARKED TREE BYPASS POINSETT COUNTY ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.P.S. DATE: 7-29-74
DESIGNED BY: DATE:
CHECKED BY: DATE:
SCALE: ¾" = 1'-0" or as noted

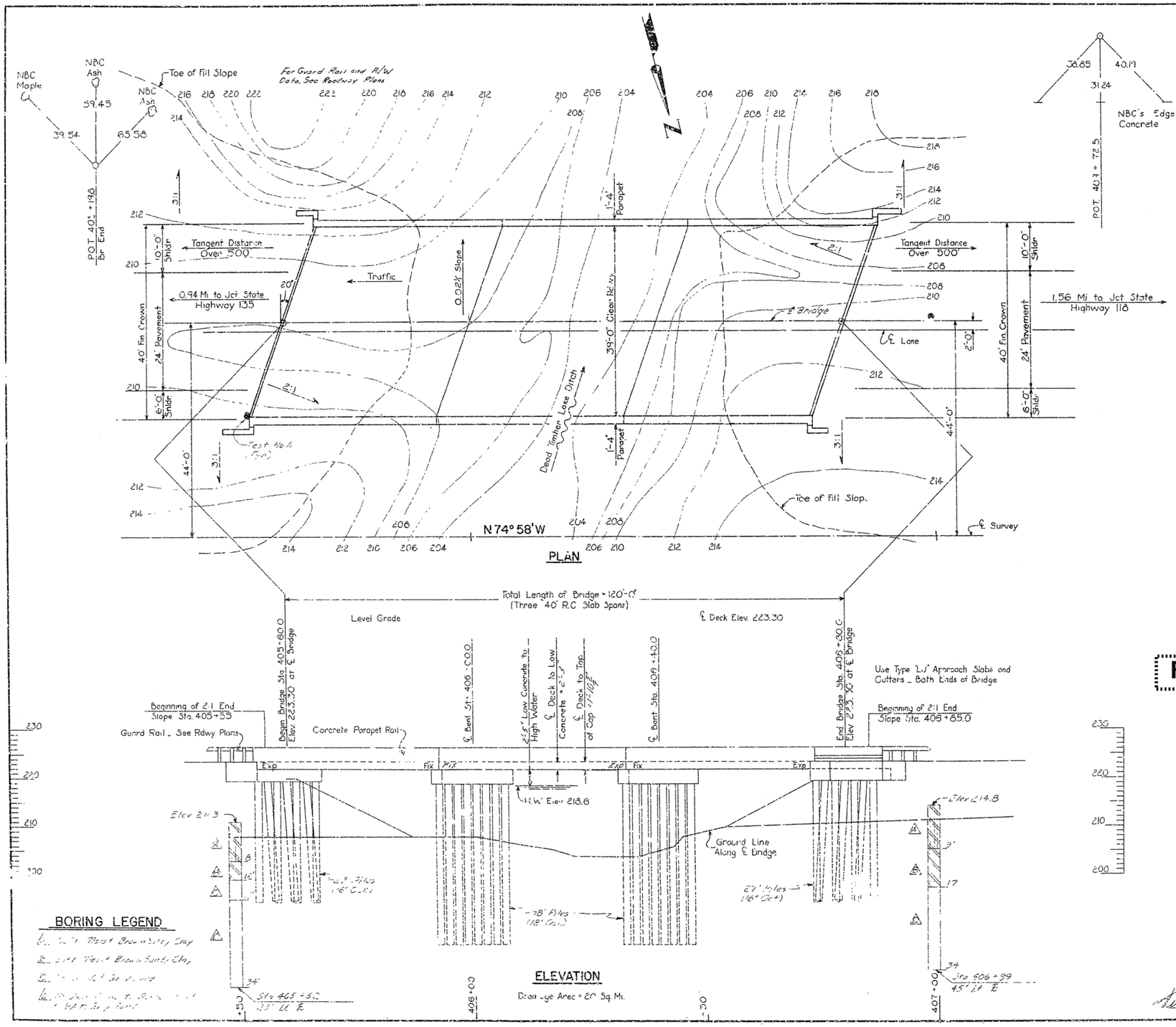
Visual Pinkerton
BRIDGE ENGINEER

BRIDGE NO. 5607 DRAWING NO. 19010

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						1085!	41	165

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	112	122

1 3608 LAYOUT 19011



BORING LEGEND

[illegible] Medium Brown Silty Clay

[illegible] Medium Brown Sandy Clay

[illegible]

[illegible] Brown Sandy Silt

GENERAL NOTES

BENCH MARK - "D" CUT IN NORTHEAST CORNER OF BRIDGE END 6' RT. STA. 405+20, ELEV. 224.00.

ALL PILING IN END BENTS SHALL BE 16" OCTAGONAL PRECAST CONCRETE SHALL DRIVEN TO A MINIMUM BEARING CAPACITY OF 44 TONS PER PILE. PILING IN INTERIOR BENTS SHALL BE 18" OCTAGONAL PRECAST CONCRETE AND SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE. ALL PILING SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM PENETRATION OF 10' BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 42' TEST PILE IN BENT NO. 2.

PILES IN END BENTS TO BE DRIVEN AFTER EMBANKMENT TO SUBGRADE IS IN PLACE.

FOR DETAILS OF BENTS, SEE DWG. NO. 19012
FOR DETAILS OF 40' R.C. SLAB SPANS, SEE DWG. NO. 19013
FOR DETAILS OF PRECAST CONCRETE PILING, SEE DWG. NO. 2382

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1973 AND 1974 INTERIM

LIVE LOADING: HS20

METHOD OF DESIGN:
SUPERSTRUCTURE: LOAD FACTOR DESIGN
SUBSTRUCTURE: SERVICE LOAD DESIGN

UNIT STRESSES:
SUPERSTRUCTURE:
f'_c = COMPRESSIVE STRENGTH OF CLASS "S(AE)" CONCRETE = 3500 PSI
f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

SUBSTRUCTURE:
f'_c = COMPRESSIVE STRENGTH OF CLASS "S" CONCRETE = 3000 PSI
f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

FOR INFORMATION ONLY

LAYOUT OF BRIDGE OVER DEAD TIMBER LAKE DITCH CRITTENDEN CO. LINE -- MARKED TREE BYPASS POINSETT - CO.

ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: [illegible] DATE: 6-27-74
CHECKED BY: [illegible] DATE: 7-25-74
MISC. BY: [illegible] DATE: [illegible]

SCALE 1" = 10' - 0"

[illegible] BRIDGE ENGINEER

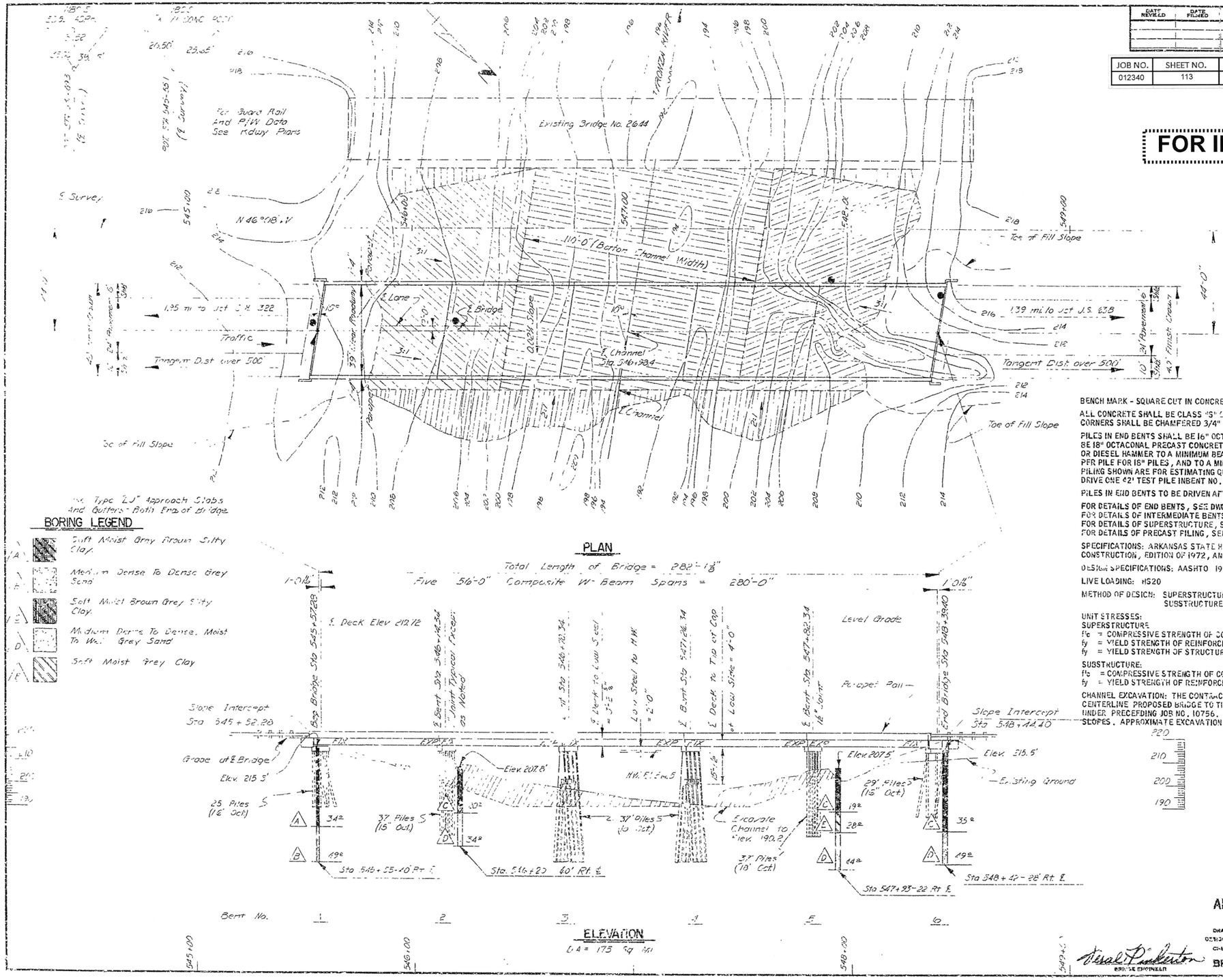
BRIDGE NO. 5608 DRAWING NO. 19011

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		NBSI	44	165

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	113	122

5608 - LAYOUT - 9014

FOR INFORMATION ONLY



PLAN

Total Length of Bridge = 282'-1⅜"

Five 56'-0" Composite W Beam Spans = 280'-0"

ELEVATION

L.A = 175 Sq Mi

BORING LEGEND

A — Soft Moist Grey Brown Silty Clay.

B — Medium Dense To Dense Grey Sand

C — Soft Moist Brown Grey Silty Clay.

D — Medium Dense To Dense, Moist To Wet Grey Sand

E — Soft Moist Grey Clay

GENERAL NOTES

BENCH MARK - SQUARE CUT IN CONCRETE AT BRIDGE END 60' LT. STA. 545+70, ELEV. 220.31

ALL CONCRETE SHALL BE CLASS "S" OR CLASS "S(AE)" AND SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

PILES IN END BENTS SHALL BE 16" OCTAGONAL PRECAST CONCRETE. PILES IN INTERMEDIATE BENTS SHALL BE 18" OCTAGONAL PRECAST CONCRETE. ALL PILING SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 44 TONS PER PILE FOR 16" PILES AND 55 TONS PER PILE FOR 18" PILES, AND TO A MINIMUM PENETRATION OF 20' BELOW THE GROUND LINE. LENGTHS OF PILING SHOWN ARE FOR ESTIMATING QUANTITIES ONLY. ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 42' TEST PILE INBENT NO. 2 AND ONE 42' TEST PILE IN BENT NO. 4.

PILES IN END BENTS TO BE DRIVEN AFTER EMBANKMENT TO SUBGRADE IS IN PLACE.

FOR DETAILS OF END BENTS, SEE DWG. NO. 19015
FOR DETAILS OF INTERMEDIATE BENTS, SEE DWG. NO. 19016 & 19017
FOR DETAILS OF SUPERSTRUCTURE, SEE DWG. NO. 19018, 19019 & 13995F
FOR DETAILS OF PRECAST PILING, SEE DWG. NO. 2382

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1973 AND 1974 INTERIM

LIVE LOADING: HS20

METHOD OF DESIGN: SUPERSTRUCTURE: LOAD FACTOR DESIGN
SUBSTRUCTURE: SERVICE LOAD DESIGN

UNIT STRESSES:
SUPERSTRUCTURE
f'c = COMPRESSIVE STRENGTH OF CONCRETE = 3500 PSI
fy = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI
fy = YIELD STRENGTH OF STRUCTURAL STEEL (A36) = 36,000 PSI

SUBSTRUCTURE:
f'c = COMPRESSIVE STRENGTH OF CONCRETE = 3000 PSI
fy = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

CHANNEL EXCAVATION: THE CONTRACTOR SHALL EXCAVATE A CHANNEL FROM 25' UPSTREAM OF CENTERLINE PROPOSED BRIDGE TO THE INTERSECTION DOWN STREAM WITH A CHANNEL TO BE EXCAVATED UNDER PRECEEDING JOB NO. 10756. THE CHANNEL SHALL HAVE A 110' BOTTOM WIDTH WITH 3:1 S.S.E SLOPES. APPROXIMATE EXCAVATION 5300 CU. YDS.

LAYOUT OF BRIDGE OVER TYRONZA RIVER CRITTENDEN CO. LINE - MARKED TREE & PASS POINSETT COUNTY

ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: TEH DATE: 7/11/74
DESIGNED BY: [illegible] DATE: 4-5-74 SCALE: 1" = 50'
CHECKED BY: APW DATE: 5-25-74

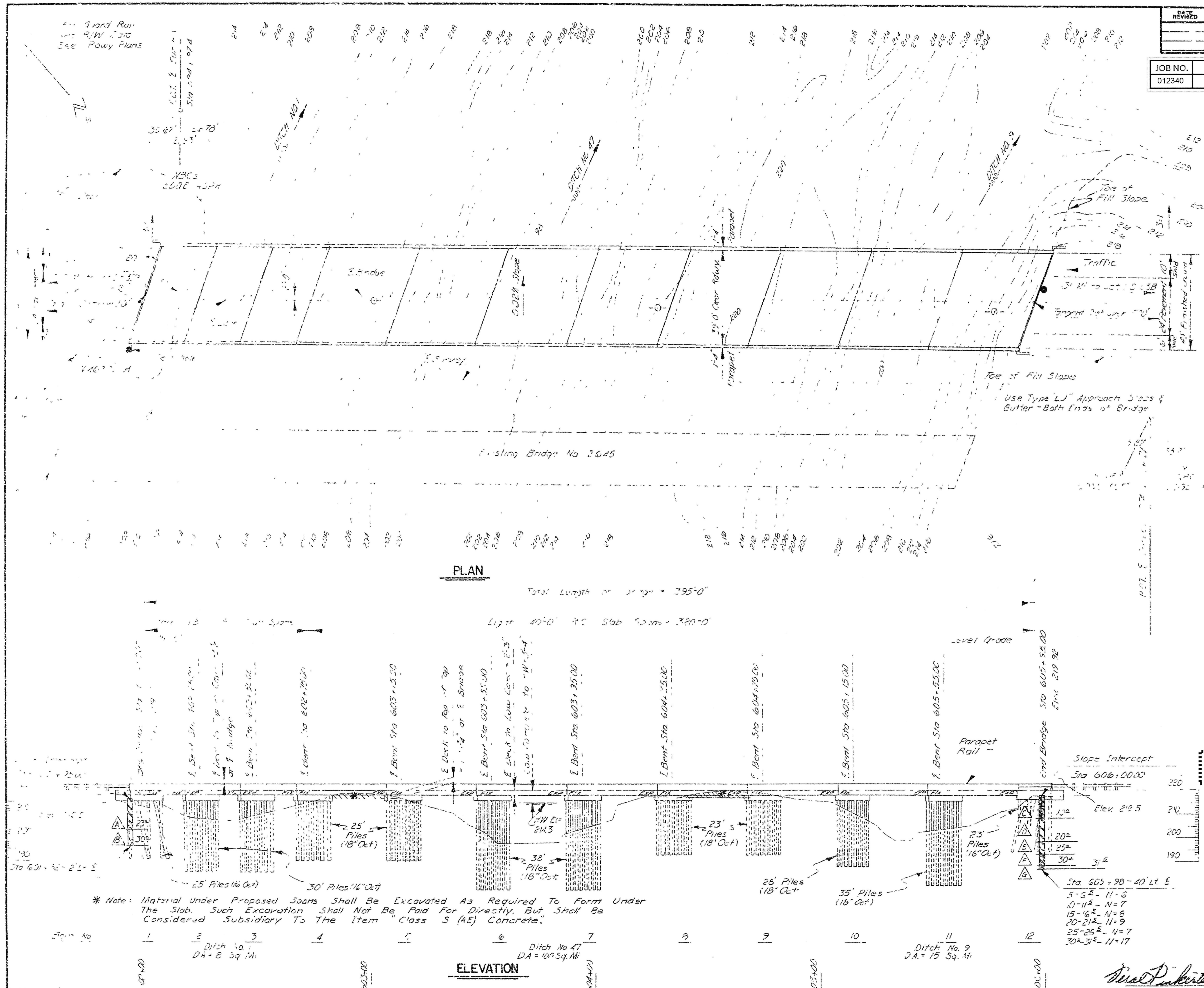
Terral Pinkerton
BRIDGE ENGINEER

BRIDGE NO. 5609 DRAWING NO. 19014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		10851	50	165

① 5610 - LAYOUT 19020

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	114	122



BORING LEGEND

- A — Soft Moist Grey Brown Clay
- B — Medium Dense, Moist To Wet Sand
- C — Moist Grey Silty Clay. Medium Stiff Moist Grey Clay.
- D — Medium Stiff Moist Grey Clay.
- E — Stiff Moist Grey Clay
- F — Medium Stiff Moist Grey Sandy Clay
- G — Medium Dense Moist To Wet, Grey Sand.

GENERAL NOTES

BENCH MARK - SQUARE CUT IN CONCRETE ... ELEV. 220.41

ALL CONCRETE SHALL BE CLASS "S" OR "S(AE)" AND SHALL BE POURED IN THE DRY.

PILING IN BENTS 1 THRU 3 AND 12 SHALL BE 16" OCTAGONAL PRECAST CONCRETE AND SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 44 TONS PER PILE. PILING IN BENTS 4 THRU 11 SHALL BE 18" OCTAGONAL PRECAST CONCRETE AND SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 55 TONS PER PILE. ALL PILING SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM PENETRATION OF 20' 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, ONE 43' TEST PILE IN BENT NO. 6, AND ONE 40' TEST PILE IN BENT NO. 11.

PILES IN END BENTS TO BE DRIVEN AFTER EMBANKMENT TO SUBGRADE IS IN PLACE

FOR DETAILS OF BENTS, SEE DWG. NOS. 19021 & 19022
FOR DETAILS OF R.C. SLAB SPANS, SEE DWG. NO. 19023 & 19024
FOR DETAILS OF PRECAST CONCRETE PILING, SEE DWG. NO. [illegible]82

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO 1973 AND 1974 INTERIM
LIVE LOADING: HS20

METHOD OF DESIGN:
SUPERSTRUCTURE: LOAD FACTOR DESIGN
SUBSTRUCTURE: SERVICE LOAD DESIGN

UNIT STRESSES:
SUPERSTRUCTURE:
$f'c$ = COMPRESSIVE STRENGTH OF CLASS "S(AE)" CONCRETE = 3,500 PSI
f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

SUBSTRUCTURE:
$f'c$ = COMPRESSIVE STRENGTH OF CLASS "S" CONCRETE = 3,000 PSI
f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

FOR INFORMATION ONLY

LAYOUT OF
BRIDGE OVER DITCH NOS. 1, 47, & 9
CRITTENDEN CO. LINE -
MARKED TREE BYPASS
POINSETT COUNTY

ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

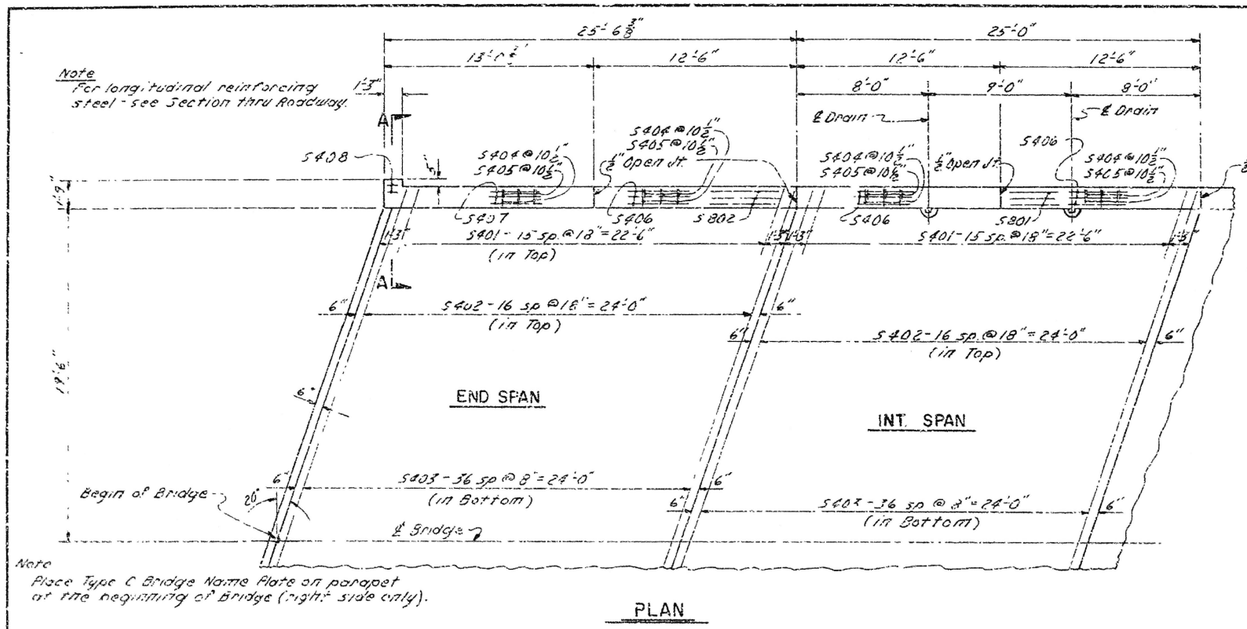
DRAWN BY: TEB DATE: 7/11/74
DESIGNED BY: [illegible] DATE: June 74
CHECKED BY: DV DATE: 9-25-74
SCALE: 1" = 20'

[signature] BRIDGE ENGINEER

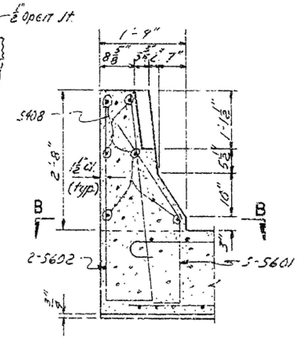
BRIDGE NO. 5610 DRAWING NO. 19020

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		10851	53	165
				1	5610	SPAN DTL'S.	19023	

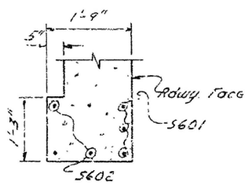
JOB NO.	SHEET NO.	TOTAL SHEETS
012340	115	122



PLAN



SECTION A-A
Scale: ¾" = 1'-0"

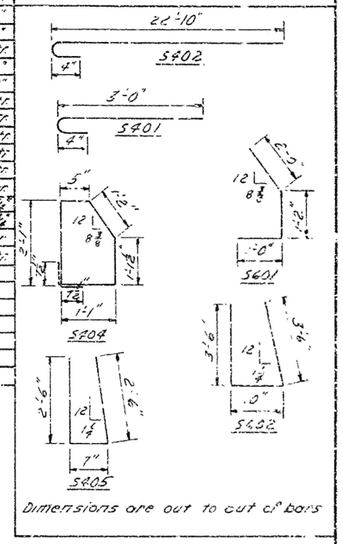


SECTION B-B
Scale: ¾" = 1'-0"

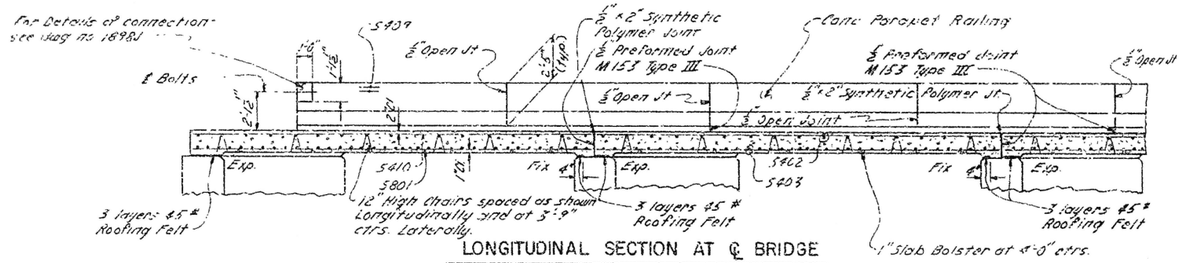
BAR LIST PER SPAN

MK.	No. Req'd End	No. Req'd Int.	Length	Pin Dia.
S401	32	32	3'-6"	3"
S402	34	34	23'-4"	3"
S403	74	74	22'-10"	Str.
S404	58	60	6'-7"	2"
S405	58	60	5'-5"	2"
S406	12	24	12'-1"	Str.
S407	8		12'-7"	Str.
S408	12		1'-3"	Str.
S409	4		12'-8"	Str.
S410	27	29	24'-7"	Str.
S411	2		25'-1"	Str.
S601	6		4'-0"	3⅜
S602	4		7'-7"	3⅜
S801	67	73	24'-7"	Str.
S802	6		25'-1"	Str.

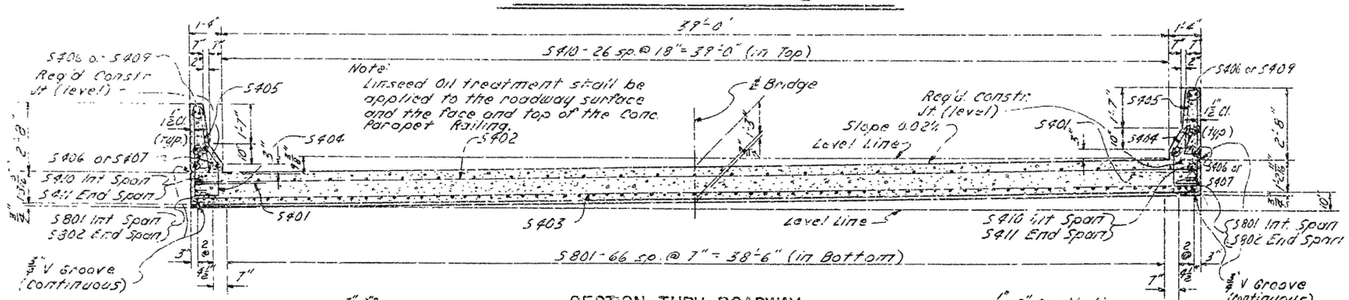
Bending Diagrams



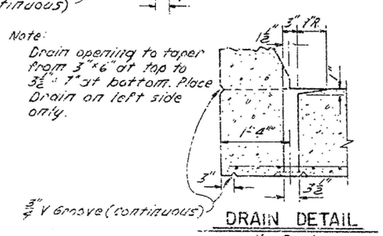
Dimensions are out to out of bars



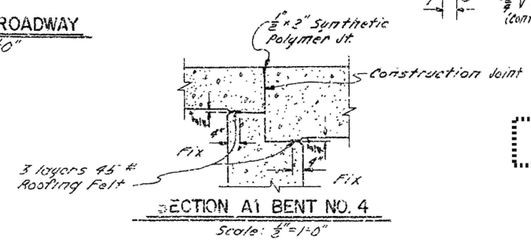
LONGITUDINAL SECTION AT ℄ BRIDGE



SECTION THRU ROADWAY
Scale: ⅜" = 1'-0"



DRAIN DETAIL
No Scale



SECTION A1 BENT NO. 4
Scale: ½" = 1'-0"

GENERAL NOTES

ALL CONCRETE TO BE CLASS S(AE). ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REINFORCING STEEL TO BE ASTM A615, GRADE 60. SHOP LISTS AND BENDING DIAGRAMS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

BAR SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL". SHOP LISTS AND DIAGRAMS OF BAR SUPPORTS SHALL BE SUBMITTED FOR APPROVAL BEFORE FABRICATION IS BEGUN.

ROOFING FELT, PREFORMED JOINT, AND SYNTHETIC POLYMER JOINTS SHALL BE MEASURED AND PAID FOR AS CLASS S(AE) CONCRETE

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1970, AS AMENDED BY SPECIAL PROVISIONS

DESIGN SPECIFICATIONS: AASHO 1973 & 1974 INTERIM
DESIGN LIVE LOADING: HS20
LOAD DISTRIBUTION TO SLAB: DEAD LOAD 230 PSF; LIVE LOAD .184 WHEELS/FT. OF WIDTH PLUS 30% IMPACT.

UNIT STRESSES: COMPRESSIVE STRENGTH OF CLASS S(AE) CONCRETE = 3,500 PSI
YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI

LOAD FACTOR USED FOR DESIGN OF SLAB.

FOR INFORMATION ONLY

DETAILS OF 25'-0" R.C. SLAB SPANS DITCH NOS. 1, 47, 89 CRITTENDEN CO. LINE— MARKED TREE BYPASS POINSETT COUNTY ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: J.P.S. DATE: 7-22-74
DESIGNED BY: A.R.N. DATE: 6-27-74
CHECKED BY: T.P.H. DATE: 8-2-74
SCALE: 1" = 1'-0" or as noted

Final Production
BRIDGE ENGINEER

BRIDGE NO. 5610 DRAWING NO. 19023

54

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED

FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		10857	54	165

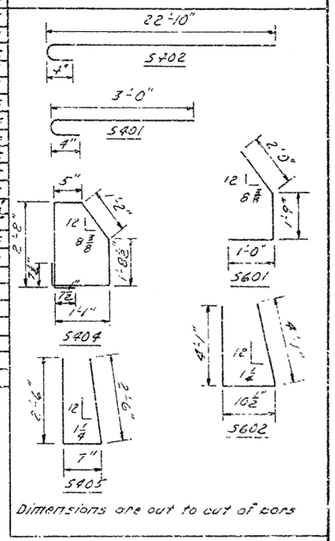
JOB NO.	SHEET NO.	TOTAL SHEETS
012340	116	122

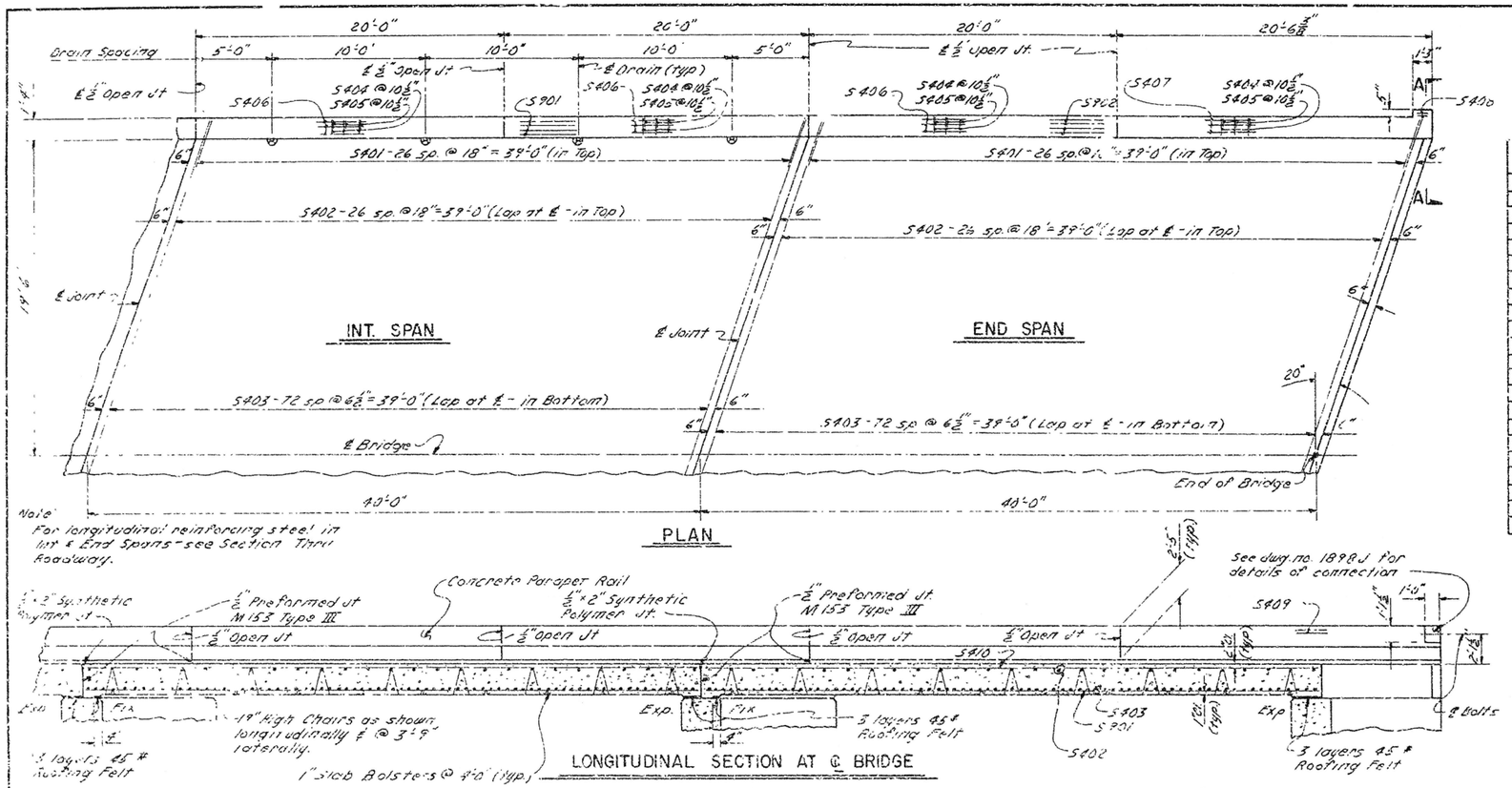
① 5610 SPAN DTLS. 19024

BAR LIST PER SPAN

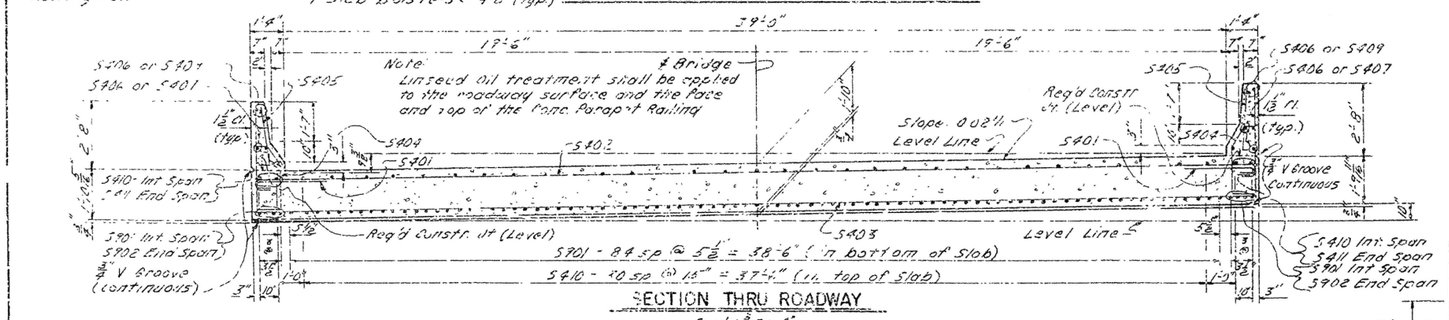
MK	No. Req'd. End	No. Req'd. Int.	Length	Pin Dia.
S401	54	54	3'-6"	3"
S402	54	54	23'-9	3"
S403	146	146	22'-10"	STR.
S404	92	92	1'-11"	2"
S405	92	92	5'-5"	2"
S406	12	24	19'-7"	STR.
S407	8		20'-1"	STR.
S408	12		1'-0"	STR.
S409	4		18'-11"	STR.
S410	31	35	39'-7"	STR.
S411	4		40'-2"	STR.
S601	6		4'-7"	3⅝"
S602	4		8'-3"	3⅝"
S901	85	93	39'-7"	STR.
S902	8		40'-2"	STR.

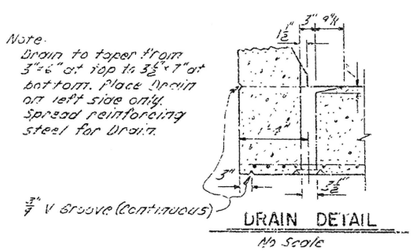
Bending Diagrams

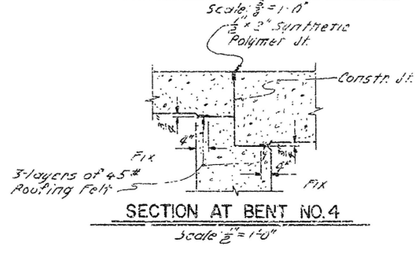


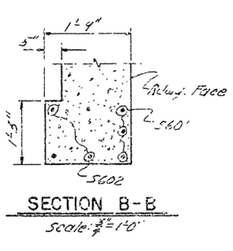


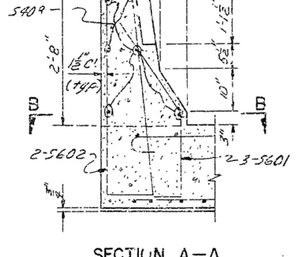
Note:
For longitudinal reinforcing steel in Int & End Spans - see Section Thru Roadway.











FOR INFORMATION ONLY

GENERAL NOTES

ALL CONCRETE TO BE CLASS S (AE). ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REINFORCING STEEL TO BE ASTM A615, GRADE 60. SHOP LISTS AND BENDING DIAGRAMS MUST BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

B R SUPPORTS FOR REINFORCING BARS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL". SHOP LISTS AND DIAGRAMS OF BAR SUPPORTS SHALL BE SUBMITTED FOR APPROVAL BEFORE FABRICATION IS BEGUN.

ROOFING FELT, PREFORMED JOINT, AND SYNTHETIC POLYMER JOINTS SHALL BE MEASURED AND PAID FOR AS CLASS S(AE) CONCRETE

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1972 AND APPLICABLE SPECIAL PROVISIONS

DESIGN SPECIFICATIONS: AASHO 1973 & 1979 INTERIM
DESIGN LIVE LOADING: HS20
LOAD DISTRIBUTION TO SLAB: DEAD LOAD 299 PSF; LIVE LOAD .158 WHEEL/FT. OF WIDTH PLUS 30% IMPACT.

UNIT STRESSES: COMPRESSIVE ST. ENGTH OF CLASS S (AE) CONCRETE= 3,500 PSI
YIELD STRENGTH OF REINFORCING STEEL= 60,000 PSI
LOAD FACTOR USED FOR DESIGN OF SLAB.

DETAILS OF 40'-0" R.C. SLAB SPANS

DITCH NOS. 1, 47, & 9
CRITTENDEN CO. LINE—MARKED TREE BYPASS
POINSETT COUNTY
ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

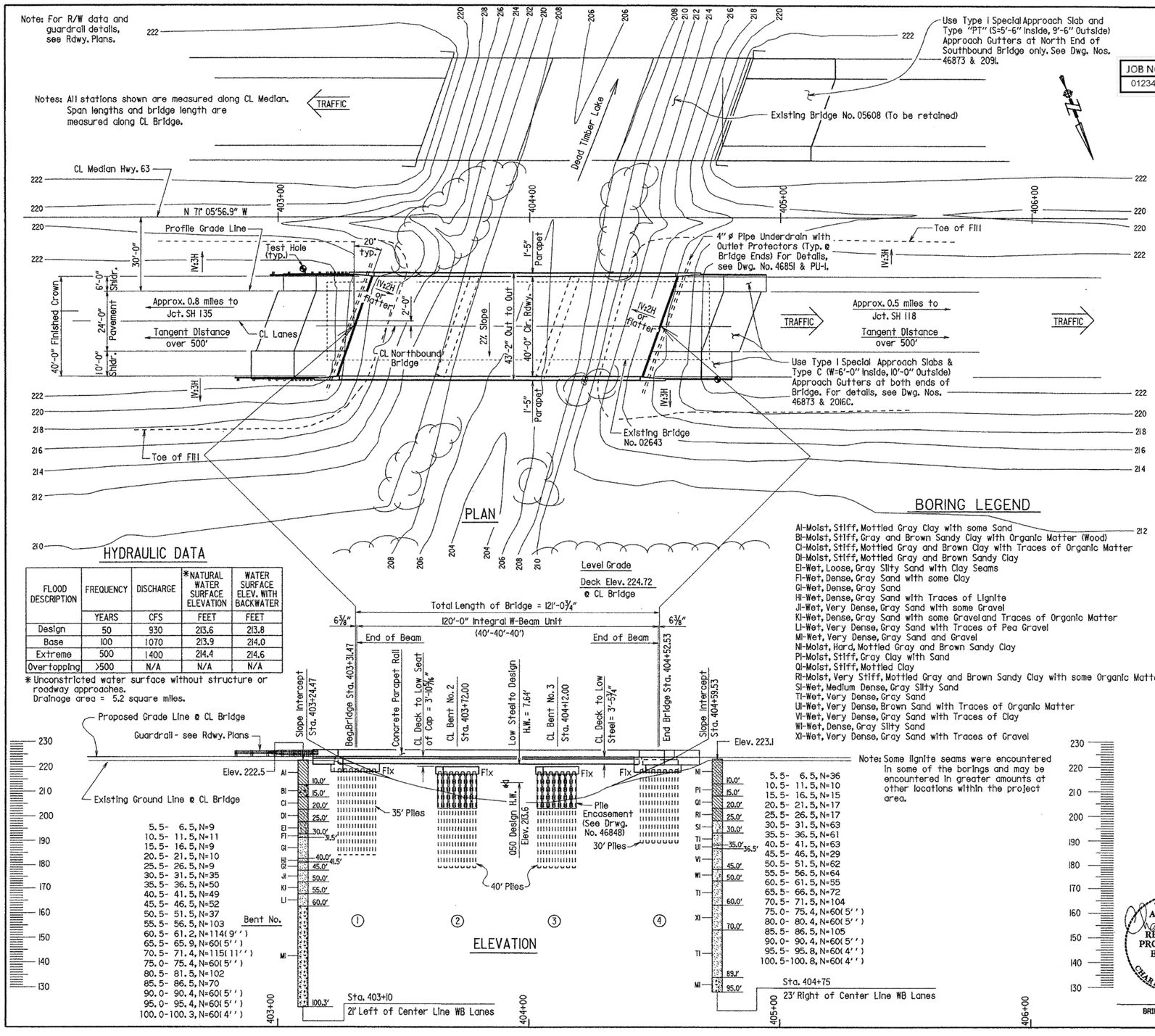
DRAWN BY: J.P.S. DATE: 7-25-74
DESIGNED BY: J.P.S. DATE: JUNE 74
CHECKED BY: T.P.D. DATE: 7-25-74
SCALE: ½" = 1'-0" or as noted

Russell Pinkerton
BRIDGE ENGINEER

BRIDGE NO. 5610 DRAWING NO. 19024

Note: For R/W data and guardrail details, see Rdwy. Plans.

Notes: All stations shown are measured along CL Median. Span lengths and bridge length are measured along CL Bridge.



PLAN

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	DISCHARGE	*NATURAL WATER SURFACE ELEVATION	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	FEET	FEET
Design	50	930	213.6	213.8
Base	100	1070	213.9	214.0
Extreme	500	1400	214.4	214.6
Overtopping	>500	N/A	N/A	N/A

* Unconstricted water surface without structure or roadway approaches.
Drainage area = 5.2 square miles.

ELEVATION

BORING LEGEND

Al-Moist, Stiff, Mottled Gray Clay with some Sand
Bl-Moist, Stiff, Gray and Brown Sandy Clay with Organic Matter (Wood)
Cl-Moist, Stiff, Mottled Gray and Brown Clay with Traces of Organic Matter
Dl-Moist, Stiff, Mottled Gray and Brown Sandy Clay
El-Wet, Loose, Gray Silty Sand with Clay Seams
Fl-Wet, Dense, Gray Sand with some Clay
Gl-Wet, Dense, Gray Sand
Hl-Wet, Dense, Gray Sand with Traces of Lignite
Jl-Wet, Very Dense, Gray Sand with some Gravel
Kl-Wet, Dense, Gray Sand with some Gravel and Traces of Organic Matter
Ll-Wet, Very Dense, Gray Sand with Traces of Pea Gravel
Ml-Wet, Very Dense, Gray Sand and Gravel
Nl-Moist, Hard, Mottled Gray and Brown Sandy Clay
Pl-Moist, Stiff, Gray Clay with Sand
Ql-Moist, Stiff, Mottled Clay
Rl-Moist, Very Stiff, Mottled Gray and Brown Sandy Clay with some Organic Matter
Sl-Wet, Medium Dense, Gray Silty Sand
Tl-Wet, Very Dense, Gray Sand
Ul-Wet, Very Dense, Brown Sand with Traces of Organic Matter
Vl-Wet, Very Dense, Gray Sand with Traces of Clay
Wl-Wet, Dense, Gray Silty Sand
Xl-Wet, Very Dense, Gray Sand with Traces of Gravel

Note: Some lignite seams were encountered in some of the borings and may be encountered in greater amounts at other locations within the project area.

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.		100523	113	288
				①		07012	LAYOUT	46845

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	117	122

GENERAL NOTES

BENCH MARK: TBM 938 on southbound existing bridge, 66.97' Left of CL Median Hwy. 63 Sta. 404+88.29, Elev. 223.05

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2003 edition) with applicable supplemental specifications and special provisions. Unless otherwise noted, section and subsection numbers in the plans refer to the Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges (2002 edition).

LIVE LOADING: HS20 METHOD OF DESIGN: Load Factor

SEISMIC PERFORMANCE CATEGORY: D

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M53, GR. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr. 36)	Fy = 36,000 psi
Structural Steel (AASHTO M270, Gr. 50W)	Fy = 50,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

STEEL SHELL PILING: Piling in Bents 1 & 4 shall be 14" diameter concrete filled steel shell piles and shall be driven to a minimum safe bearing capacity of 44 tons per pile. Piling in Bents 2 & 3 shall be 18" diameter concrete filled steel shell piles and shall be driven to a minimum safe bearing capacity of 55 tons per pile. All piling shall be driven with an approved air, steam, or diesel hammer. Piling in Bents 1, 2 & 3 shall be driven to a minimum tip elevation of 185.0. Piling in Bent 4 shall be driven to a minimum tip elevation of 192.0. Piling in end bents shall be driven after embankment to bottom of the cap is in place.

Water jetting or other methods as approved by the Engineer may be required to achieve the minimum tip elevation. Any cost for these methods shall be included in the item "Steel Shell Piling". The depth of water jetting shall be as approved by the Engineer.

Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. No additional payment will be made for cut-off or build-up. Test piles are not required, but may be driven for the Contractor's information in accordance with subsection 805.08 (g).

PREBORING: Preboring is required for all piling at Bents 1 and 4 to a depth of 10' below bottom of cap. Prebored holes shall be 6" greater than the diameter of the pile and shall be backfilled with loose sand after piles are in place. The Contractor shall be responsible for keeping prebored holes free of debris prior to backfilling, which may require the use of temporary casings or other methods. Preboring and temporary casing if necessary will not be paid for directly, but will be considered subsidiary to "Steel Shell Piling".

PILE ENCASEMENT: Pile Encasement for Bents 2 and 3 shall extend from bottom of Cap to 3' below natural ground.

PIPE UNDERDRAIN: One Pipe Underdrain with Outlet Protectors shall be installed behind each Bridge End in accordance with Section 611. Pipe Underdrains will not be paid for directly but shall be considered subsidiary to "Unclassified Excavation".

BRIDGE DECKS: The concrete bridge deck shall be given a tine finish as specified for final finishing in subsection 802.19 for Class S Tined Bridge Roadway Surface Finish.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	46846
Int. Bents	46847
Concrete Filled Steel Shell Piles	46848
120' Integral W-Beam Unit	46849-46854
Elastomeric Bearings	46855

EXISTING BRIDGE: Existing Bridge No. 02643 (log mile 5.88) is 31.8' wide and 152' long and consists of five 30' W-Beam spans supported by concrete trestle bents.

REMOVAL AND SALVAGE: Existing Bridge No. 02643 shall be removed in accordance with Section 205. All material from the existing bridge shall become the property of the Contractor except for the approach guard rail which shall remain the property of the State.

MAINTENANCE OF TRAFFIC: See Roadway Plans for maintenance of traffic.

LAYOUT OF BRIDGE OVER DEAD TIMBER LAKE HWY. 118 INTERCHANGE (TYRONZA) (F) POINSETT COUNTY

ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

STATE OF ARKANSAS CHARLES P. BRAND REGISTERED PROFESSIONAL ENGINEER No. 4337 9/10/04

BRIDGE ENGINEER

DRAWN BY: JAC DATE: 11-26-03 FILENAME: B100523XL.LI.DGN
CHECKED BY: CPB DATE: 12/03 SCALE: 1" = 20'
DESIGNED BY: JAC DATE: 8-7-03

BRIDGE NO. 07012 DRAWING NO. 46845

FOR INFORMATION ONLY

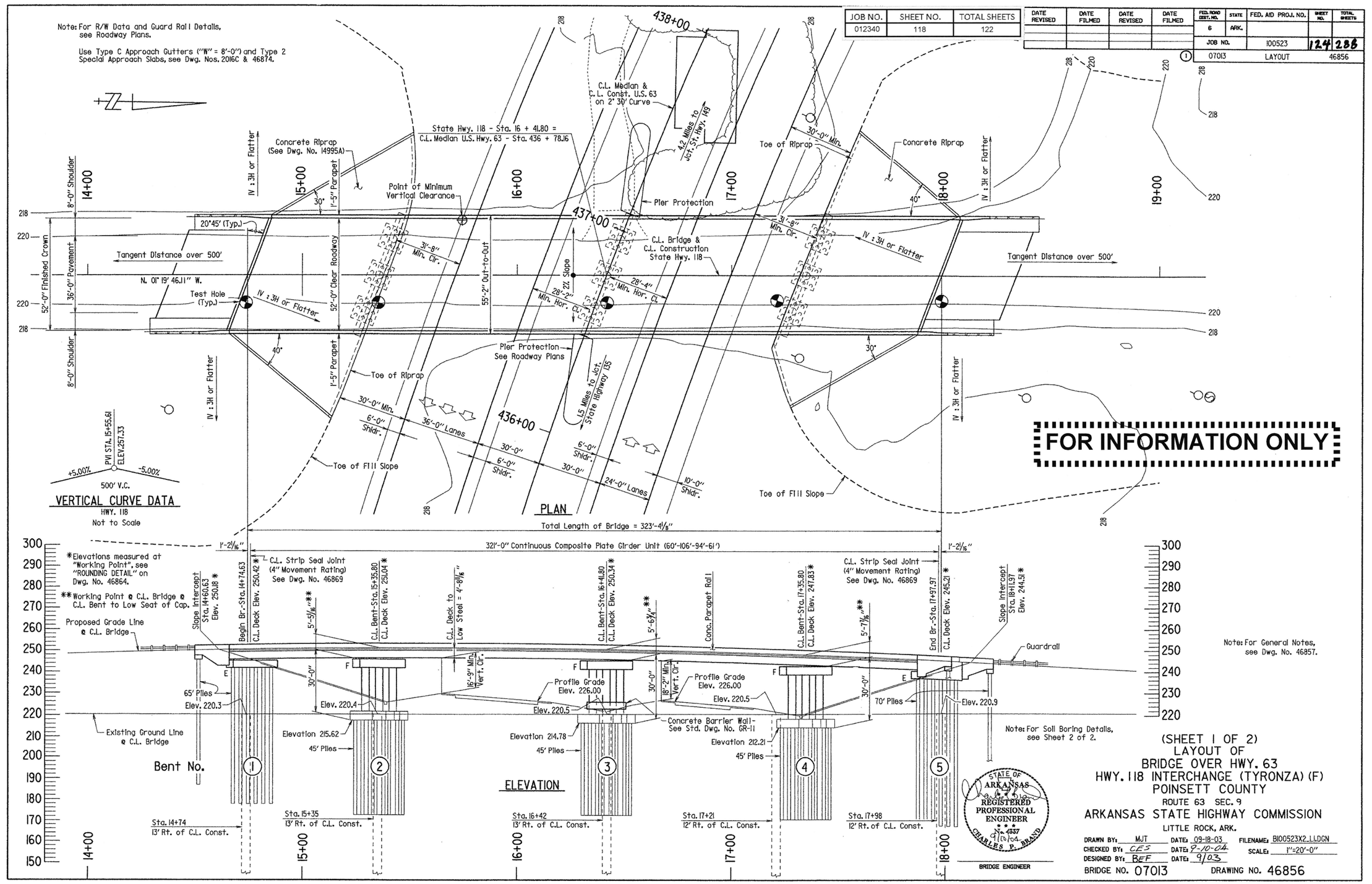
JOB NO.	SHEET NO.	TOTAL SHEETS
012340	118	122

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.		100523	124	288
1 07013		LAYOUT		46856

Note: For R/W Data and Guard Rail Details, see Roadway Plans.

Use Type C Approach Gutters ("W" = 8'-0") and Type 2 Special Approach Slabs, see Dwg. Nos. 2016C & 46874.



FOR INFORMATION ONLY

Note: For General Notes, see Dwg. No. 46857.

Note: For Soil Boring Details, see Sheet 2 of 2.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7337
10/6/04
CHARLES P. BRAND
BRIDGE ENGINEER

(SHEET 1 OF 2)
LAYOUT OF
BRIDGE OVER HWY. 63
HWY. 118 INTERCHANGE (TYRONZA) (F)
POINSETT COUNTY
ROUTE 63 SEC. 9
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

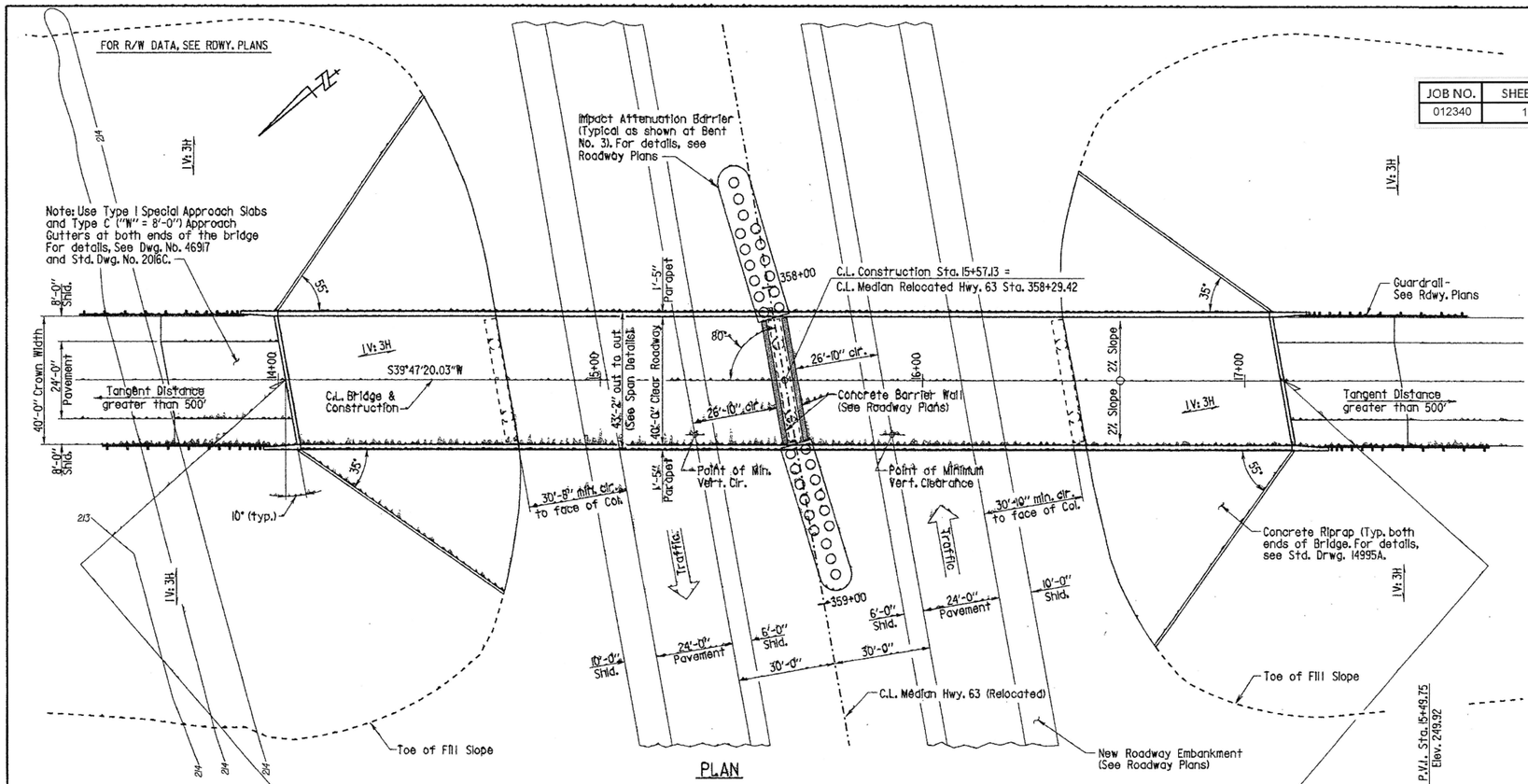
DRAWN BY: MJT DATE: 09-18-03
CHECKED BY: CES DATE: 9-10-04
DESIGNED BY: BEF DATE: 9/03
FILENAME: BI00523X2_LI.DGN
SCALE: 1"=20'-0"

BRIDGE NO. 07013 DRAWING NO. 46856

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.		100547	105	331
① 07019		LAYOUT	46899	

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	119	122



GENERAL NOTES

BENCH MARK: Cotton Picker Spindle in power pole, 138.15' right of centerline construction Sta. 12+87.63. Elev. 214.90.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2003 edition) with applicable supplemental specifications and special provisions. Unless otherwise noted in the plans, Section and Subsection refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges (2002 edition).

LIVE LOADING: HS20 METHOD OF DESIGN: Load Factor
SEISMIC PERFORMANCE CATEGORY: D

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M53, GR. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, GR. 50)	Fy = 50,000 psi
Structural Steel (AASHTO M270, GR. 36)	Fy = 36,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class S Tined Bridge Roadway Surface Finish.

FOOTINGS: The top of the footings at Bents 2 thru 4 shall be set a minimum of 2 feet below natural ground. Foundations for footings shall be prepared in accordance with Subsection 801.04.

STEEL SHELL PILING: Piling for Bents 1 thru 5 shall be 18" diameter concrete filled steel shell piles and shall be driven to a minimum safe bearing capacity of 55 tons per pile. All piling shall be driven with an approved air, steam or diesel hammer. Drive piles in Bents 1 thru 3 to a minimum tip elevation of 155.0 or lower. Drive piles in Bents 4 & 5 to a minimum tip elevation of 165.0 or lower. Piles in end bents are to be driven after embankment to bottom of cap is in place.

Lengths of piling shown are assumed for estimating quantities only. Actual lengths are to be determined in the field. No additional payment will be made for cut-off or build-up. Test piles are not required but may be driven for the Contractor's information in accordance with Subsection 805.08(g).

Water jetting or other methods as approved by the Engineer may be required to achieve minimum penetration. This work shall not be paid for directly, but shall be considered incidental to the item "Steel Shell Piling (18" Dia.)."

PAINTING: All new structural steel except galvanized members, machined surfaces, and some surfaces in contact with concrete shall be painted as specified in Subsection 807.75. The color of the paint shall be Aluminum and shall match the Federal Standard 595A Color Chip No. 37200.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	46901 - 46903
Intermediate Bents	46904 - 46906
Concrete Filled Steel Shell Piling	46907
Elastomeric Bearings	46908
308'-0" Cont. W-Beam Unit	46909 - 46916
Type I Special Approach Slab	46917
Type C Approach Gutters	2016C

NOTE: For Soil Boring Information, see Drwg. No. 46900.

FOR INFORMATION ONLY

STATE OF ARKANSAS
CHARLES P. BRAND
No. 4237
REGISTERED PROFESSIONAL ENGINEER
9-7-04
BRIDGE ENGINEER

LAYOUT OF BRIDGE
HWY. 63 OVERPASS
HWY. 135 INTERCHANGE (F)
POINSETT COUNTY

ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 7/31/03 FILENAME: B100547X1.L11
CHECKED BY: J.A.C. DATE: 9-7-04 SCALE: 1"=20'
DESIGNED BY: A.M.S. DATE: 7/23/03

BRIDGE NO. 07019 DRAWING NO. 46899

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	120	122

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.		001992	68	138
B7169 -		LAYOUT	- 50812	

For R/W Data, see Rdwy. Plans

Existing Bridge No. 05607

Place Type C Approach Gutters ("w" = 6'-0" & 10'-0") and Type Special 2 Approach Slabs at both ends of bridge. See Std. Dwg. No. 2016C & Dwg. Nos. 50809 & 50823.

Place Type P-3 Approach Gutters ("w" = 6'-0" & 10'-0") at existing Bridge No. 05607. See Roadway Plans and Dwg. No. 50811.

① The new bridge is positioned to avoid interference with the existing piling. The Contractor shall verify measurements before driving any piling. Any adjustments necessary to fit the new bridge to the existing conditions shall be submitted for the Engineer's approval.

Test Hole-typ.

℄ Median

Toe of Cut

N34°09'56.85"W

Existing Bridge No. 02642

Toe of Fill

Profile Grade Line

Approx. 3.8 mi. to Jct. I-55

Tangent Dist. over 500'

Top of Cut

Approx. 2.8 mi. to Jct. S.H. 135

℄ Lanes

℄ Bridge & Constr.

25'-typ.

Tangent Dist. over 500'

Toe of Cut

10'

1'-6" Dumped Riprap placed on Filter Blanket. Top of Riprap Elev. 216.00. See Std. Dwg. No. 1891F.

Note: The Contractor shall excavate the existing embankment as shown to Elev. 216.00. Approx. 160 cu. yds. of excavation.

DEAD TIMBER LAKE

Existing Railroad Bridge

PLAN

Level Grade
Profile Grade Elev. 221.70
℄ Bridge Elev. 221.42

Note: Stations & elevations shown are along ℄ Bridge.

Total Length of Bridge = 96'-1¼"
95'-0" Integral W-Beam Unit (31', 33', 31')
6⅝" 6⅝"

Begin Bridge 208+32.45
℄ Deck to Low Steel = 3'-0⅝"
℄ Bent 2 - Sta. 208+64.00
Low Steel to Design High Water = 3.7'
℄ Bent 3 - Sta. 208+97.00
℄ Bridge at ℄ Bent to Low Side Top of Cap = 3'-5⅛"
End Bridge Sta. 209+28.55
Concrete Parapet Rail

Slope Intercept Sta. 208+26.33
Guard Rail See Rdwy. Plans
Slope Intercept Sta. 209+34.67
Proposed Grade Line
Existing Ground Line

Int Fix Fix Int

50' Piles - Typ. Bents 1 - 4

Design High Water (050) = Elev. 214.7

Pile Encasement, extend to Bottom of Cap. Typ. for Bents 2 & 3 See Dwg. No. 50801.

Bent No. ① ② ③ ④

ELEVATION

Note: For Hydraulic Data & Soil Boring Information, see Dwg. No. 50813.

FOR INFORMATION ONLY

GENERAL NOTES

BENCH MARK: NGS Point K 174 - Brass cap on bridge, 49.68' Right of C.L. Median Sta. 209+18.69, Elev. 221.68.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2003 edition), with applicable supplemental specifications and special provisions. Section and Subsection refer to the Standard Construction Specification unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (4th Edition, 2007 with 2008 Interims).

LIVE LOADING: HL-93 SEISMIC ZONE: 4

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M53, Gr. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr. 36)	Fy = 36,000 psi
Structural Steel (AASHTO M270, Gr. 50W)	Fy = 50,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

① STEEL SHELL PILING: Piling for Bents 1 & 4 shall be 18" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 151 tons per pile and to a tip elevation of 167 or lower. Piling for Bents 2 & 3 shall be 24" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 220 tons per pile and to a tip elevation of 167 or lower. All piling shall be driven with an approved air, steam, or diesel hammer. Piling in end bents shall be driven after embankment to bottom of cap is in place.

Length of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. No payment will be made for cut-off or build-up. Test piles are not required but may be driven for the Contractor's information in accordance with Subsection 805.08(g). No piles will be paid for as test piles.

DRIVING SYSTEM: The driving system approval and ultimate bearing capacity determination for piling shall be based on the requirements of Subsection 805.09(b) "Method B - Wave Equation Analysis (WEAP)". It is estimated that a minimum rated hammer energy of 39,000 ft. lbs. per blow will be required to obtain the ultimate bearing capacity at Bent Nos. 1 & 4. It is estimated that a minimum rated hammer energy of 39,000 ft. lbs. per blow will be required to obtain the ultimate bearing capacity at Bent Nos. 2 & 3.

PILE DESIGN CAPACITY: Bent Nos. 1 & 4: Steel Shell Piling (18" Dia.) = 55 tons
Bent Nos. 2 & 3: Steel Shell Piling (24" Dia.) = 80 tons

PREBORING:
BENTS 1 & 4: Preboring in accordance with Subsection 805.08(a) is required. All piles shall be prebored to a 24" diameter for a depth of 10' below the bottom of the cap. This 10' depth shall be backfilled with sand or pea gravel after the piles are in place, and temporary casings or other methods may be required to maintain a 3" annulus until the backfill is placed. Temporary casings, if used, and backfilling will not be paid for directly but shall be considered subsidiary to the Item "Preboring". Additional preboring may be needed to obtain minimum pile penetration requirements. Unless otherwise directed by the Engineer, the first pile at each bent shall be prebored a minimum, additional 10' below the bottom of the 24" diameter hole. The prebore depths for the remaining piles will be established by the Engineer based on previous piles driven.

BENTS 2 & 3: Preboring in accordance with Subsection 805.08(a) may be needed to obtain minimum pile penetration. Unless otherwise directed by the Engineer, the first pile driven at each bent shall be prebored a minimum of 20' below natural ground. The prebore depths for the remaining piles will be established by the Engineer based on previous piles driven.

PILE ENCASEMENTS: Pile encasements are required for Bents 2 and 3. See Dwg. No. 50801.

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

PIPE UNDERDRAIN: One pipe underdrain with outlet protectors shall be installed behind each bridge end in accordance with Section 611. Pipe underdrains and outlet protectors will not be paid for directly but shall be considered subsidiary to "Unclassified Excavation".

DETAIL DRAWINGS:	DRAWING NO.
End Bents	50814
Int. Bents	50815
95' Integral W-Beam Unit	50816-50821
Elastomeric Bearings	50822
Concrete Filled Steel Shell Piles	50801
Type C Approach Gutters	2016C
Type Special 2 Approach Slabs	50809, 50823

EXISTING BRIDGE: Existing Bridge No. 02642 (log mile 9.62) is 31.8' wide and 92' long and consists of three 30' concrete deck with steel beam spans supported by concrete trestle pile bents. The existing bridge occupies the same location as the proposed new bridge.

REMOVAL AND SALVAGE: The Existing Bridge No. 02642 shall be removed in accordance with Section 205. All material from the existing bridge shall become the property of the Contractor.

MAINTENANCE OF TRAFFIC: See Roadway Plans.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
2/10/09
CHARLES P. BRAND

BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF BRIDGE OVER DEAD TIMBER LAKE MARKED TREE - I-55 STRUCTURES REPLACEMENT (F) POINSETT COUNTY

ROUTE 63 SEC. 9

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 4-7-2008 FILENAME: b001992x2_11.dgn
CHECKED BY: MCB DATE: 4/08 SCALE: 1" = 20'
DESIGNED BY: DH DATE: 03-08

BRIDGE NO. B7169 DRAWING NO. 50812

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.		001992	80	138

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	121	122

① A7170 - LAYOUT - 50824

For R/W Data, see Rdwy. Plans

Place Type C Approach Gutters ("w" = 6'-0" & 10'-0") and Type Special 3 Approach Slabs at both ends of bridge. See Std. Dwg. No. 2016C & Dwg. Nos. 50809 & 50842.

① The new bridge is positioned to avoid interference with the existing piling. The Contractor shall verify measurements before driving any piling. Any adjustments necessary to fit the new bridge to the existing conditions shall be submitted for the Engineer's approval.

TYRONZA RIVER

Toe of Cut
Top of Cut
Toe of Fill
Test Hole-typ.
10"-typ.
10'-0" Shdr.
1V: 3H
40'-0" Finished Crown
2 - 12'-0" Lanes
Approx. 2.09 mi. to Jct. S.H. 118
1V: 2H
6'-0" Shdr.
Tangent Dist. over 500'
55°
25'
Profile Grade Line
℄ Bridge & Constr.
N42°20'18.26"W
℄ Median
1'-5" Para.
43'-2" out to out
40'-0" Clear Rdwy.
2.0% Cross Slope
2'-0"
Existing Br. No. A2644
℄ Lanes
Existing Br. No. 05609
Tangent Dist. over 500'
Approx. 1.39 mi. to Jct. U.S. 63B
45°
44'-0"
Toe of Fill
Top of Cut
Toe of Cut
545+00
546+00
547+00
548+00
549+00

Note: The Contractor shall excavate the existing embankment as shown to Elev. 214.00. Approx. 390 cu. yds. of excavation.

Place Type P-3 Approach Gutters ("w" = 6'-0" & 10'-0") at existing Bridge No. 05609. See Roadway Plans and Dwg. No. 50811.

PLAN

Total Length of Bridge = 302'-2⅝"
1'-1⅝" 300'-0" Cont. Comp. W-Beam Unit (54', 64', 64', 64', 54') 1'-1⅝"

℄ 2¼" Poured Silicone Joint
℄ 2¼" Poured Silicone Joint
Concrete Parapet Rail
Proposed Grade Line along ℄ Bridge
Existing Ground Line along ℄ Bridge
Guard Rail See Rdwy. Plans

Slope Intercept Sta. 545+54.50
Begin Bridge Sta. 545+61.89 Elev. 220.89
℄ Bent 2 Sta. 546+17.00 Elev. 220.91
℄ Deck to Low Steel = 3'-9⅛"
℄ Bent 3 Sta. 546+81.00 Elev. 220.84
Low Steel to Design High Water = 4.4'
℄ Bent 4 Sta. 547+45.00 Elev. 220.77
℄ Bent 5 Sta. 548+09.00 Elev. 220.69
End Bridge Sta. 548+64.11 Elev. 220.62
Slope Intercept Sta. 548+71.50

EXP. FIX FIX FIX EXP.

Pile Encasement Typ. for Bents 2 & 5 See Dwg. No. 50801. Top of Encasement = Elev. 211.00

37'-6"
14'-0"
Elev. 165.16
Design High Water (Q50) - Elev. 212.4
37'-6"
14'-0"
Elev. 165.08

72' Piles
76' Piles
47' Piles
*47' Test Piles
66' Piles
66' Piles

Note: Stations & elevations shown are along ℄ Bridge.

Bent No.	℄ Bridge at ℄ Bent to Low Side Top of Cap
2	4'-2¼"
3	4'-2⅜16"
4	4'-2¼"
5	4'-2⅜16"

Bent No. ① ② ③ ④ ⑤ ⑥

ELEVATION

*Estimated length of test pile left in place. Assumed for estimating quantities only.

0.38% PVI Sta. 545+51.30 Elev. 221.28 -0.12%
L = 200'
VERTICAL CURVE DATA ALONG PROFILE GRADE

FOR INFORMATION ONLY

Note: For General Notes, Hydraulic Data and soil boring information, see Dwg. No. 50825.

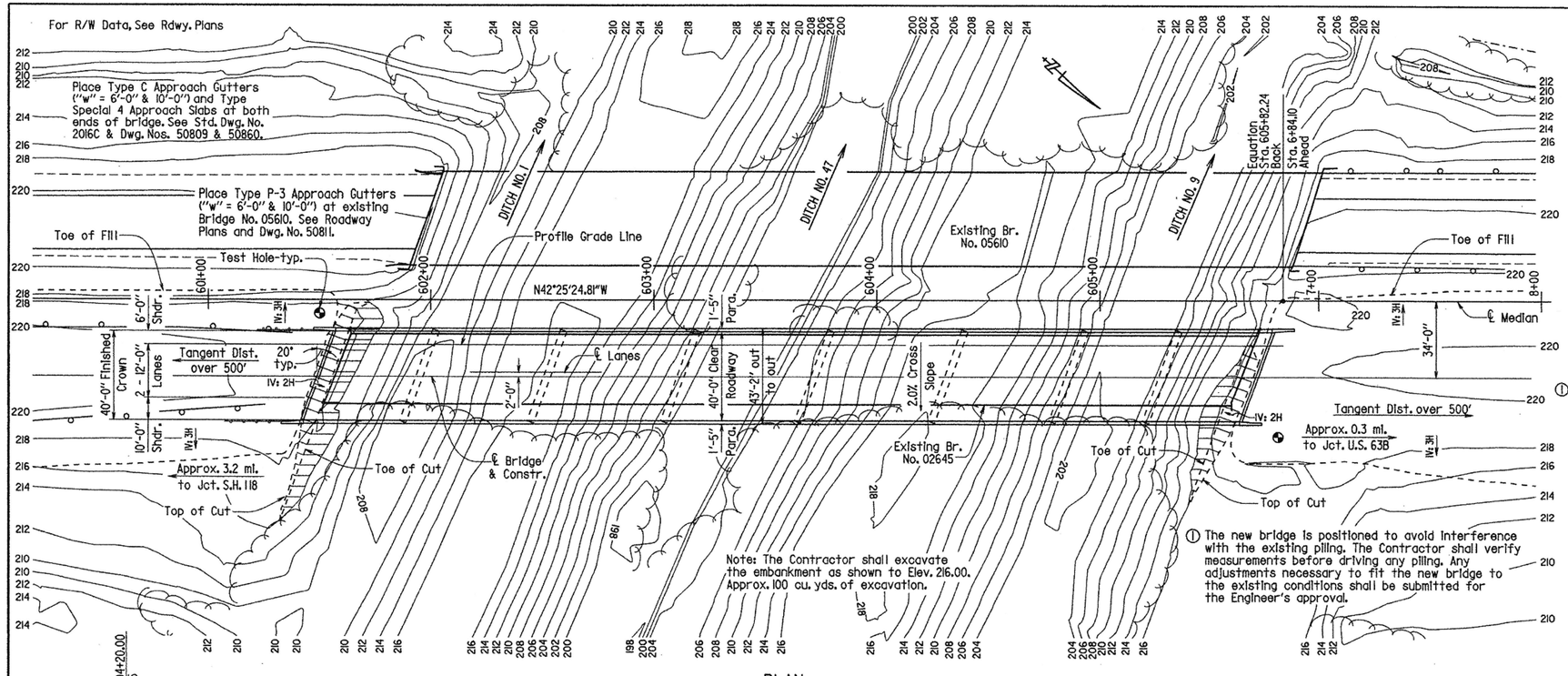
STATE OF ARKANSAS
CHARLES P. BRAND
REGISTERED PROFESSIONAL ENGINEER
No. 13637
BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF BRIDGE OVER TYRONZA RIVER
MARKED TREE - I-55
STRUCTURES REPLACEMENT (F)
POINSETT COUNTY

ROUTE 63 SEC. 9
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 4-22-08 FILENAME: b001992x3_11.dgn
CHECKED BY: MCB DATE: 4/08 SCALE: 1" = 20'
DESIGNED BY: S.P DATE: 3-08

BRIDGE NO. A7170 DRAWING NO. 50824



Bent No.	℄ Bridge at ℄ Bent to Low Side Top of Cap
2	3'-11⅞"
3	3'-11⅝"
4	3'-11½"
5	3'-11¼"
6	3'-11⅛"
7	3'-10⅞"
8	3'-10⅝"

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.		001992	99	138
				① B7171 -		LAYOUT	- 50843	

GENERAL NOTES

BENCH MARK: Square cut in SW corner of bridge 58.48' Left of C.L. Median Sta. 7+01.95, Elev. 219.54.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2003 edition) with applicable supplemental specifications and special provisions. Section and Subsection refer to the Standard Construction Specification unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (4th Edition, 2007 with 2008 Interims).

LIVE LOADING: HL-93 SEISMIC ZONE: 4

JOB NO.	SHEET NO.	TOTAL SHEETS
012340	122	122

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M53, Gr. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr. 36)	Fy = 36,000 psi
Structural Steel (AASHTO M270, Gr. 50W)	Fy = 50,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division.

① STEEL SHELL PILING: Piling for Bents 1 & 9 shall be 18" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 179 tons per pile and to a tip elevation of 146 or lower for Bent 1 and 152 or lower for Bent 9. Piling for Bents 2 thru 8 shall be 24" diameter concrete filled steel shell piles and shall be driven to a minimum ultimate bearing capacity of 261 tons per pile and to a tip elevation of 134 or lower. All piling shall be driven with an approved air, steam, or diesel hammer. Piling in end bents shall be driven after embankment to bottom of cap is in place.

Length of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. No payment will be made for cut-off or build-up. Test piles are not required but may be driven for the Contractor's information in accordance with Subsection 805.08(g). No piles will be paid for as test piles.

DRIVING SYSTEM: The driving system approval and ultimate bearing capacity determination for piling shall be based on the requirements of subsection 805.09(b) "Method B - Wave Equation Analysis (WEAP)". It is estimated that a minimum rated hammer energy of 28,000 ft. lbs. per blow will be required to obtain the ultimate bearing capacity at Bent Nos. 1 & 9. It is estimated that a minimum rated hammer energy of 48,000 ft. lbs. per blow will be required to obtain the ultimate bearing capacity at Bent Nos. 2 - 8.

PILE DESIGN CAPACITY: Bent Nos. 1 & 9: Steel Shell Piling (18" Dia.) = 65 tons
Bent Nos. 2 - 8: Steel Shell Piling (24" Dia.) = 95 tons

PREBORING: Preboring in accordance with Subsection 805.08(a) may be needed to obtain minimum pile penetration. Unless otherwise directed by the Engineer, the first pile driven at each bent shall be prebored a minimum of 20' below natural ground. The prebore depths for the remaining piles will be established by the Engineer based on previous piles driven.

PILE ENCASEMENTS: Pile encasements are required for Bents 2 - 8. See Dwg. No. 50801.

BRIDGE DECK: The concrete bridge deck shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	50845-50847
Int. Bents	50848
420' Cont. Comp. W-Beam Unit	50849-50858
Elastomeric Bearings	50859
Concrete Filled Steel Shell Piles	50801
Type C Approach Gutters	2016C
Type Special 4 Approach Slabs	50809, 50860

EXISTING BRIDGE: Existing Bridge No. 02645 (log mile 2.11) is 31.9' wide and 407' long and consists of three R.C. slab spans and twelve steel beam spans supported by concrete trestle pile bents. The existing bridge occupies the same location as the proposed new bridge.

REMOVAL AND SALVAGE: The Existing Bridge No. 02645 shall be removed in accordance with Section 205. All material from the existing bridge shall become the property of the Contractor.

MAINTENANCE OF TRAFFIC: See Roadway Plans.

STATE OF ARKANSAS
CHARLES P. BRAND
REGISTERED PROFESSIONAL ENGINEER
No. 4337
5/7/08
BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF BRIDGE OVER DITCH NOS. 1, 47 & 9
MARKED TREE - I-55
STRUCTURES REPLACEMENT (F)
POINSETT COUNTY

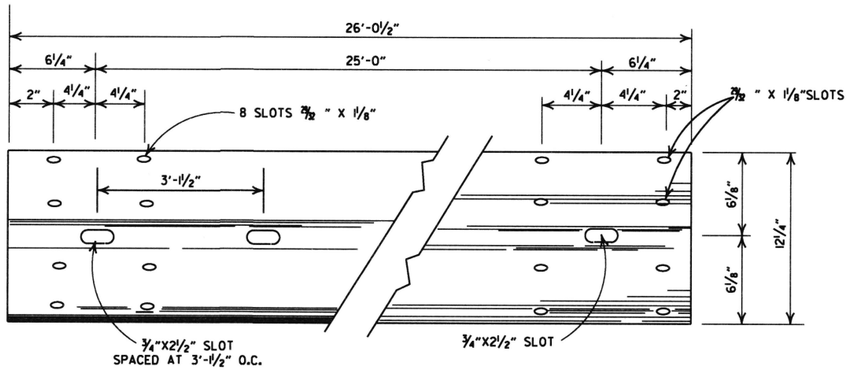
ROUTE 63 SEC. 9

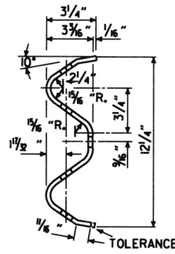
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 5-5-08
CHECKED BY: MCB DATE: 5/08
DESIGNED BY: [illegible] DATE: 4-08
FILENAME: b001992x4_11.dgn
SCALE: 1" = 30'

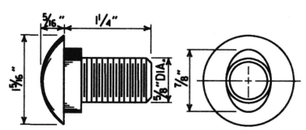
BRIDGE NO. B7171 DRAWING NO. 50843



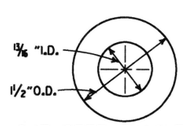


DETAILS OF W-BEAM GUARD RAIL

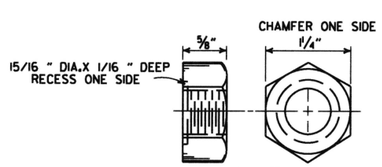
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



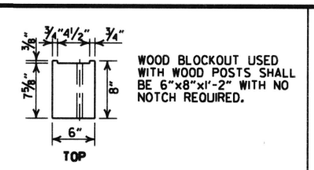
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

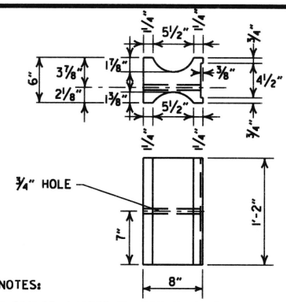


NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

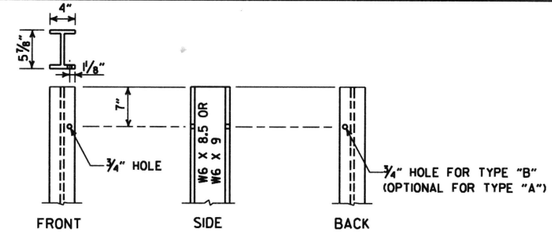
WOOD BLOCKOUT (W-BEAM)



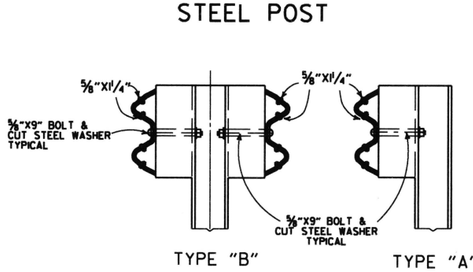
NOTES:

1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT (W-BEAM)



STEEL POST



TYPE "B" TYPE "A"

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

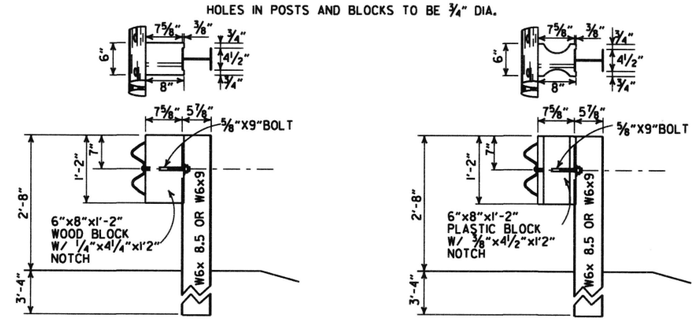
USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

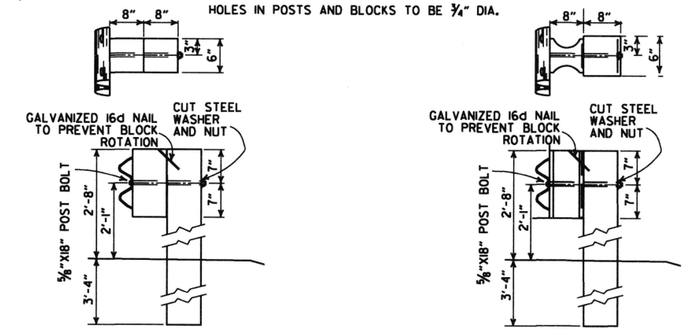
HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.



WOOD BLOCKOUT CONNECTIONS PLASTIC BLOCKOUT CONNECTIONS

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

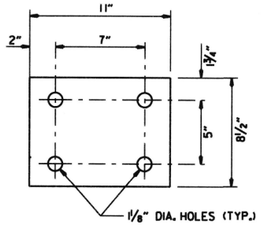
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	FILMED
11-16-17	REVISED GENERAL NOTES AND RAISED GUARD RAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
03-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
01-12-00	ADDED PLASTIC BLOCKOUT	
08-12-98	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	
04-03-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
06-02-94	ADDED ALT. STEEL POST SIZE	
08-05-93	REVISED STEEL POST SIZE	8-5-93
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED WASHER NOTE	8-15-91
08-02-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
07-15-88	REVISED SECTION 3 & GENERAL NOTES	
03-04-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-09-87	REDRAWN & REVISED	802-10-9-87

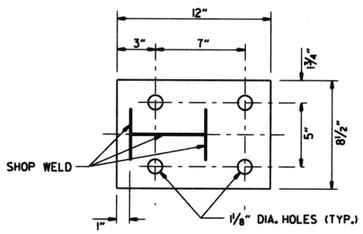
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8

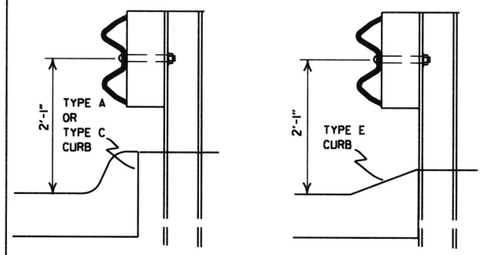


WASHER PLATE



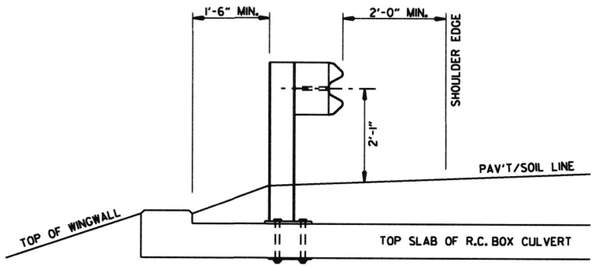
BASE PLATE

Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.

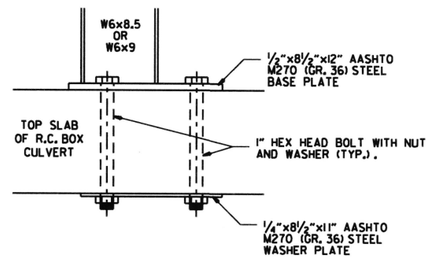


DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

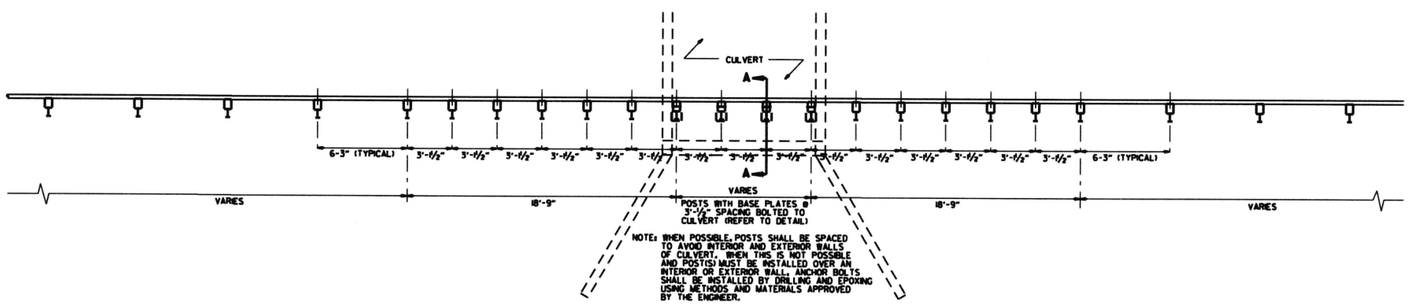
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.



SECTION A-A



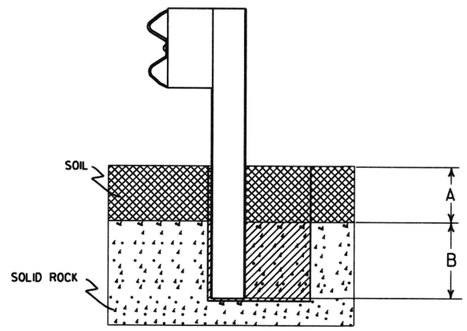
DETAIL OF CONNECTION



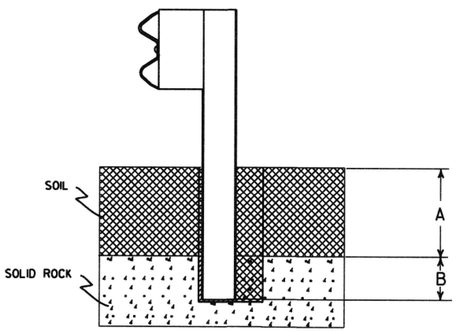
PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

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. DRG. GR-8.

Case 1

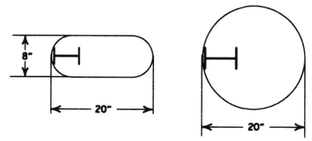


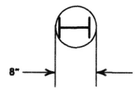
Case 2



Plan View Steel Posts

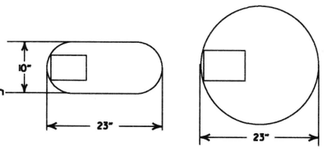
Either hole configuration acceptable

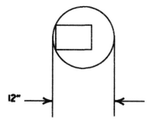




Plan View Wood Posts

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)

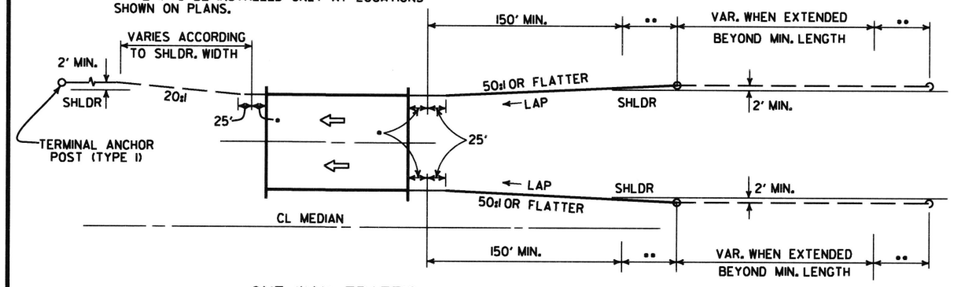
DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
04-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS, ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
03-30-00	REMOVED CONCRETE INSERT ANCHOR	
08-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADDED DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T., DELETED DET. OF STEEL LINE POST CONN'L & ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POSTPLACE. IN SOLID ROCK	
04-03-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
06-02-94	REVISED ALTERNATE POST SIZE	
08-05-93	REVISED STEEL POST SIZE	
10-01-92	REDRAWN & REVISED	10-1-92
08-02-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
07-15-88	CONFORMED TO 1988 SPECS	
03-04-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-09-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

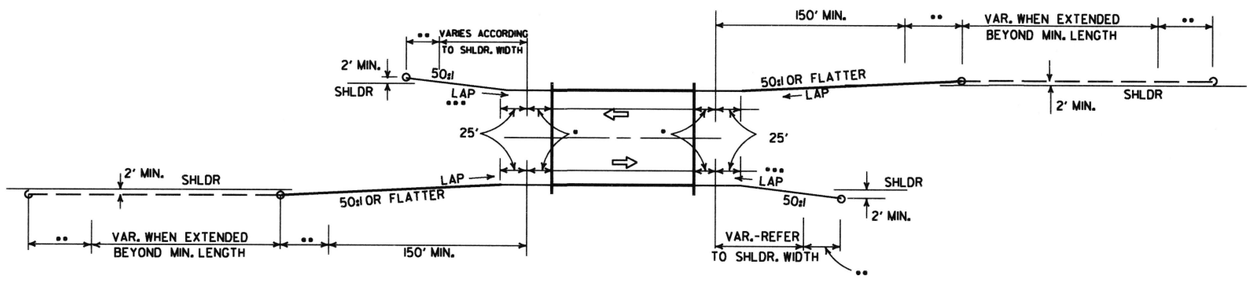
STANDARD DRAWING GR-8A

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

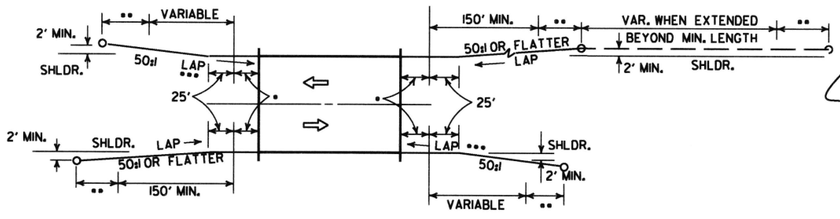
••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

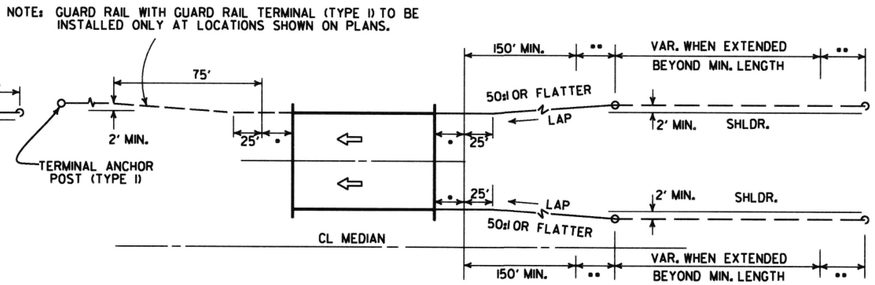
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

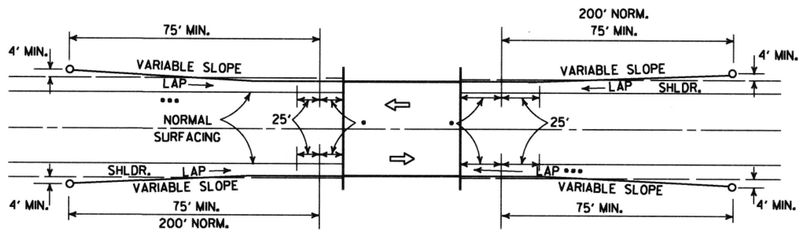
NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

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

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



LEGEND

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

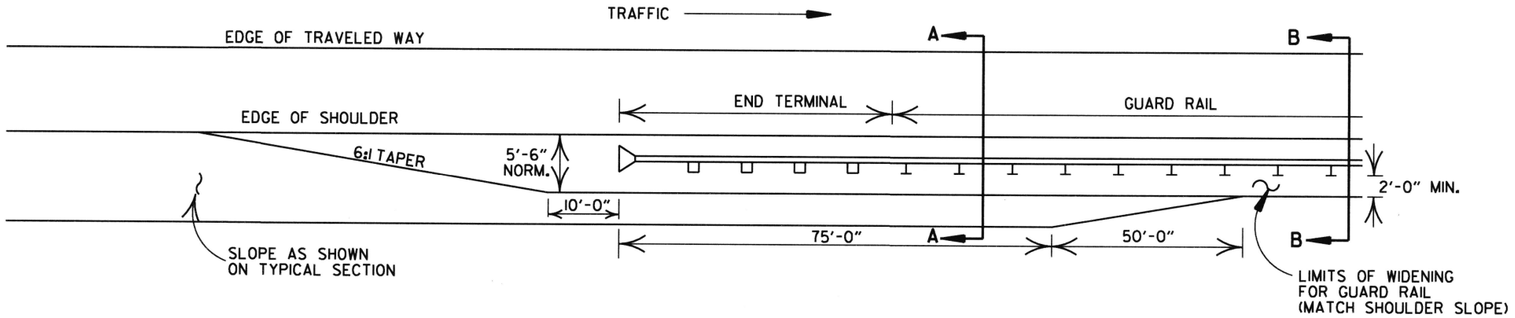
METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

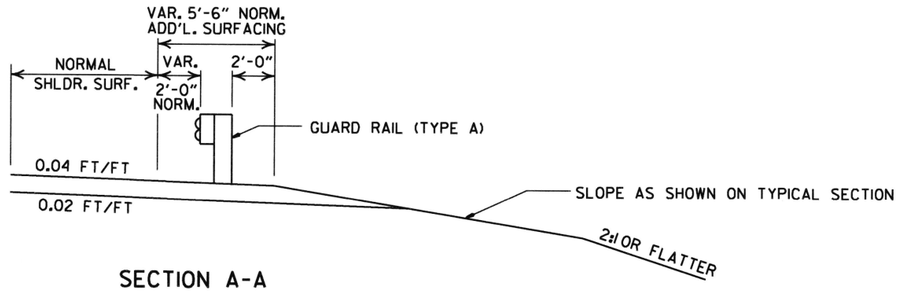
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87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

ARKANSAS STATE HIGHWAY COMMISSION

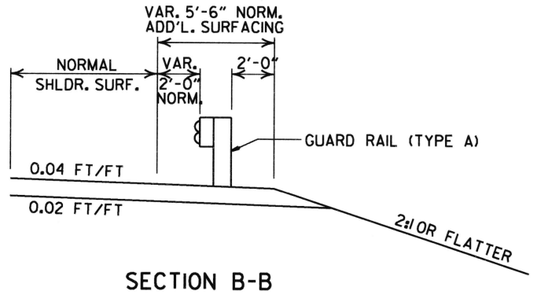
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





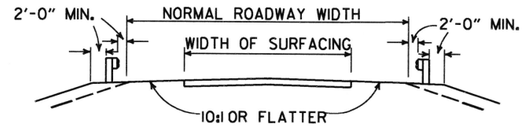
SECTION A-A



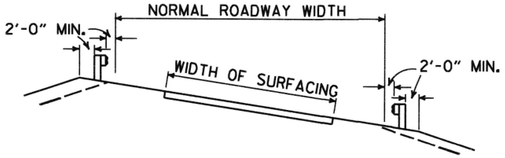
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

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

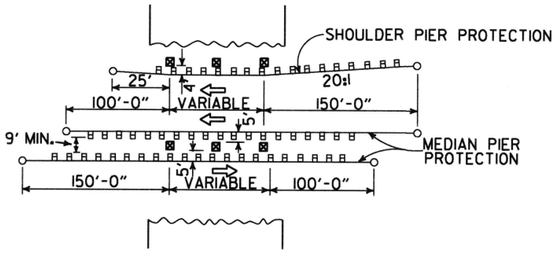


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



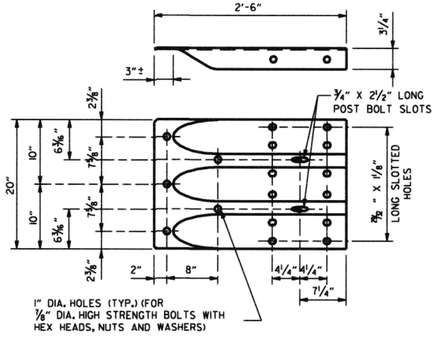
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

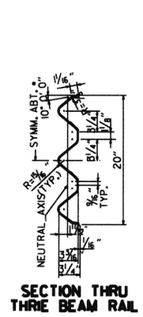
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

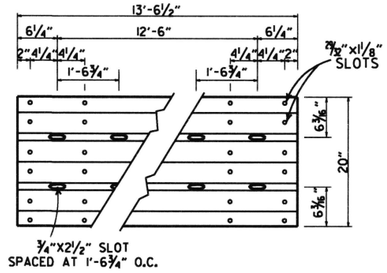
STANDARD DRAWING GR-9A



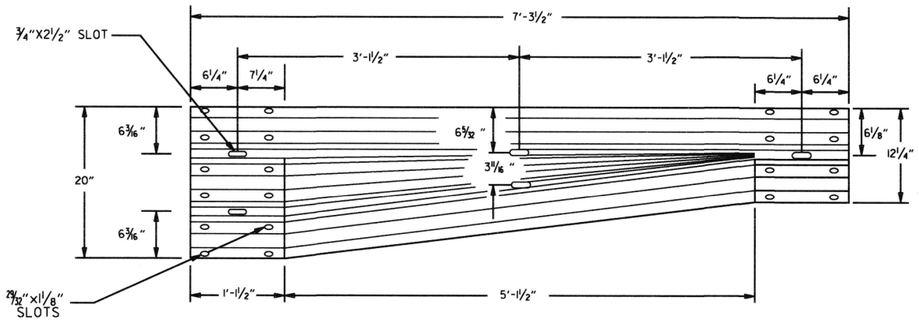
SPECIAL END SHOE



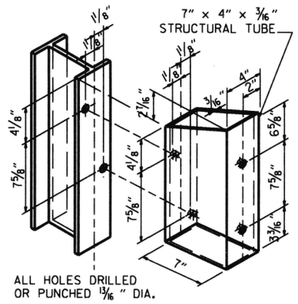
SECTION THRU THRIE BEAM RAIL



THRIE BEAM RAIL

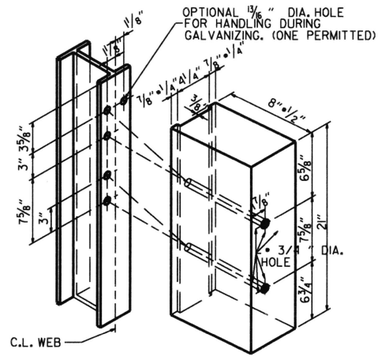


TRANSITION SECTION



ATTACH BLOCKOUT TO POST USING 5/8" DIA. HEX HEAD BOLTS WITH 1 1/2" O.D. CUT STEEL WASHERS AND NUT.

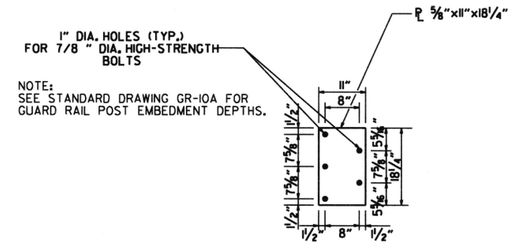
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

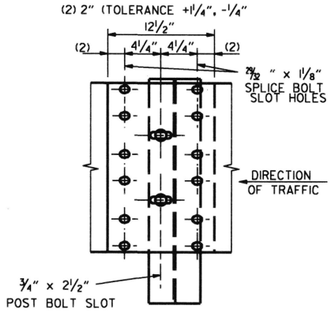
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



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

CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING 7/8" 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.



THRIE BEAM RAIL SPLICE AT POST

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3*4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-13.

REFER TO STD. DRWG. GR-11 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.

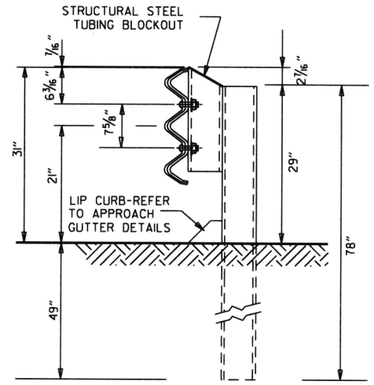
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	REVISED TRANSITION SECTION, GUARD RAIL HEIGHT, AND GENERAL NOTES; MOVED THRIE BEAM GUARD RAIL CONNECTIONS AT BRIDGES ENDS TO STD. DRWG. GR-12	
07-14-10	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	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED NOTE (2)	
06-29-00	MOVED DIMENSION LINES	
05-18-00	ADDED NOTE	
03-30-00	DRAWN & ISSUED	

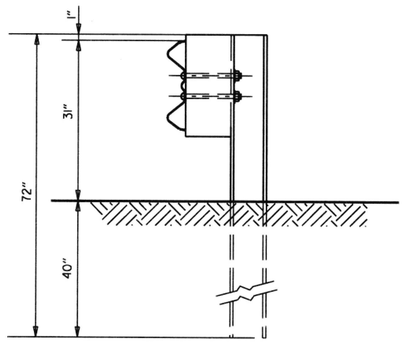
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

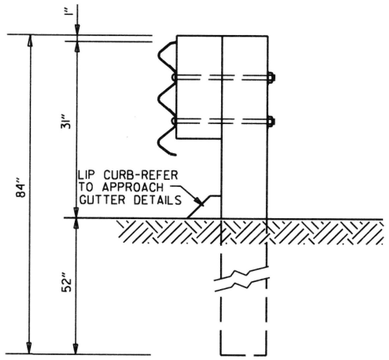
STANDARD DRAWING GR-10



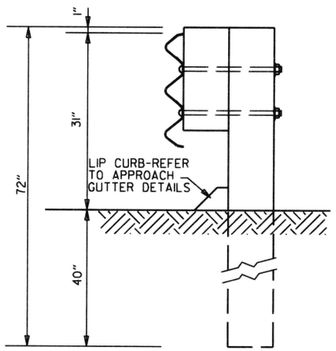
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



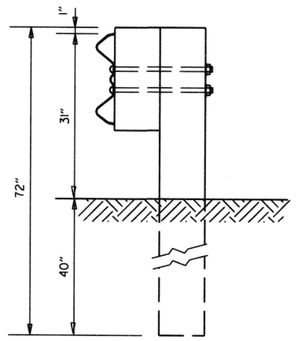
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



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.

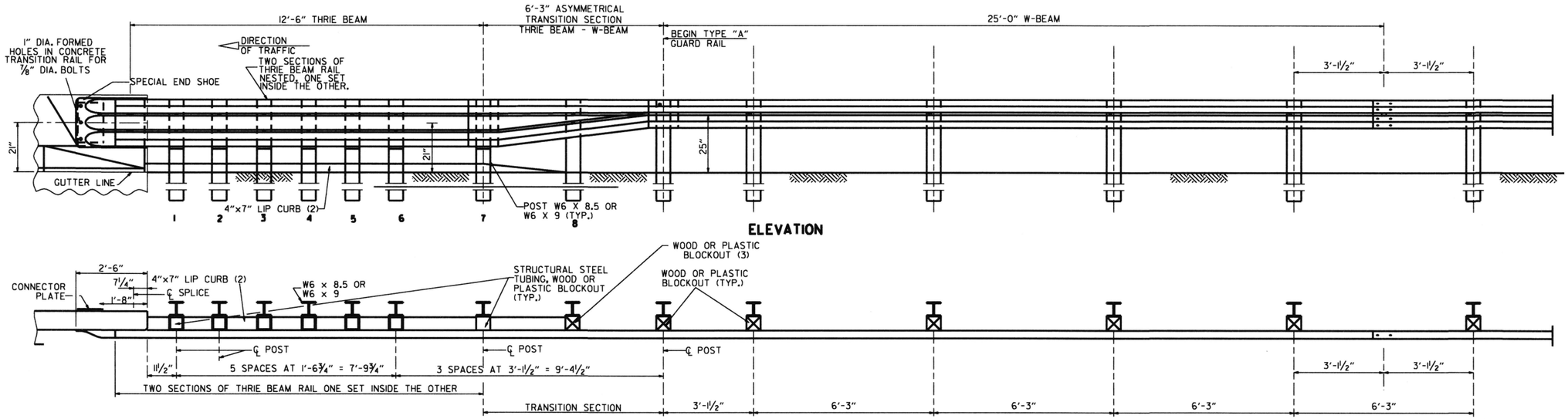
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT, CHANGED STD. DWG. NUMBER FROM GR-10A TO GR-11	
07-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
08-22-02	REVISED LIP CURB NOTE	
03-30-00	DRAWN & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-11



(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3"4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-13.

REFER TO STD. DRWG. GR-11 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.

POSTS SHALL BE PLACED AT THE MID-SPAN OF THE W-BEAM.

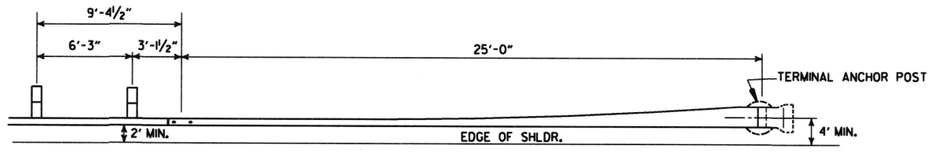
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	RE-DRAWN FROM STD. DWG. GR-10 & ISSUED	

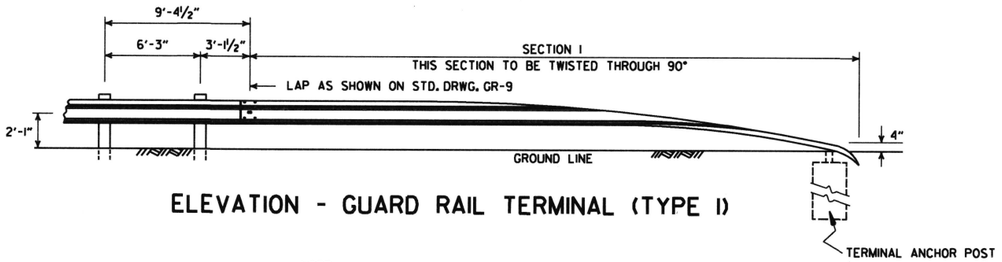
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-12

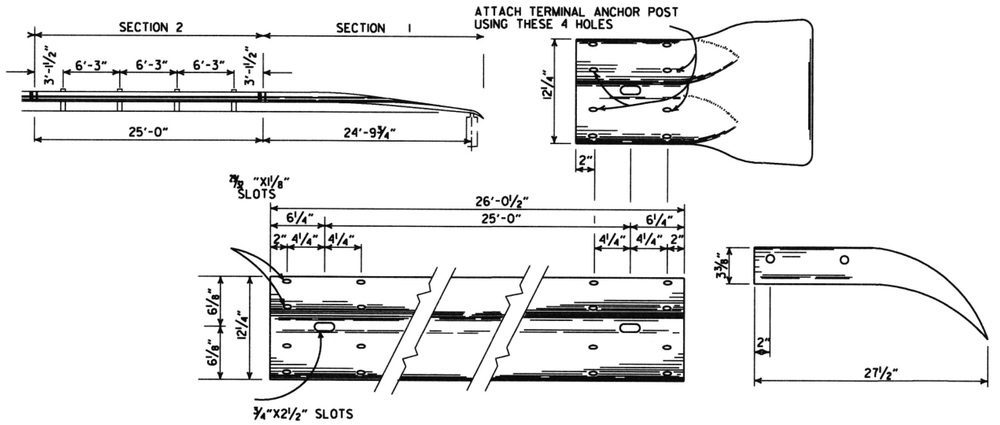


PLAN - GUARD RAIL TERMINAL (TYPE I)



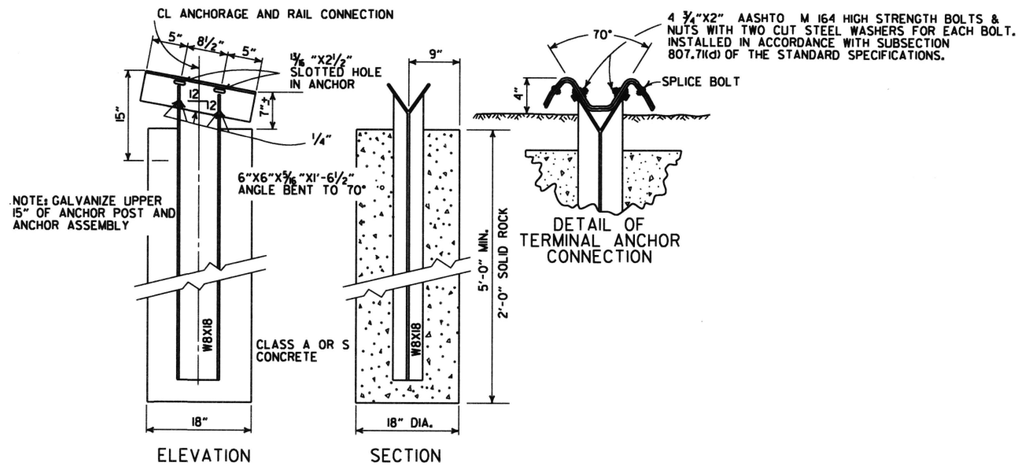
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

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



SECTION I

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

DETAIL OF TERMINAL ANCHOR POST (TYPE I)

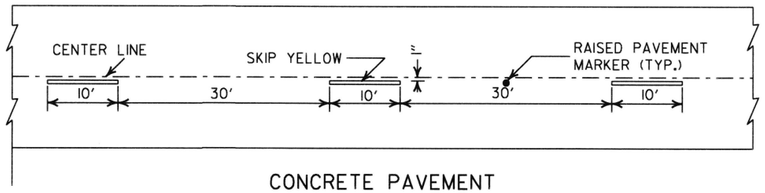
DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT AND LOCATION OF POSTS	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
06-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-03-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-01-92	DRAWN & ISSUED	10-1-92

ARKANSAS STATE HIGHWAY COMMISSION

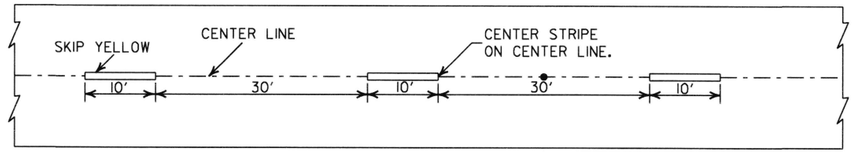
GUARD RAIL DETAILS

STANDARD DRAWING GRT-1

NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

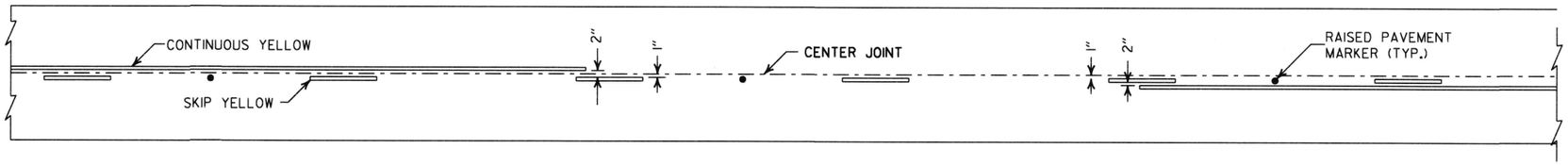


CONCRETE PAVEMENT

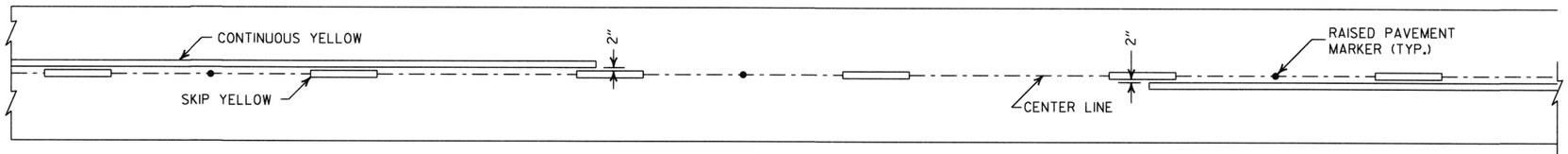


ASPHALT PAVEMENT

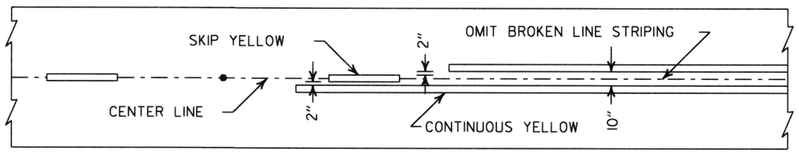
BROKEN LINE STRIPING



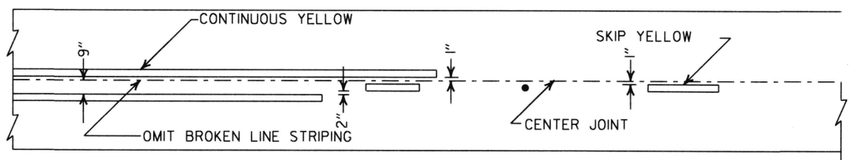
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

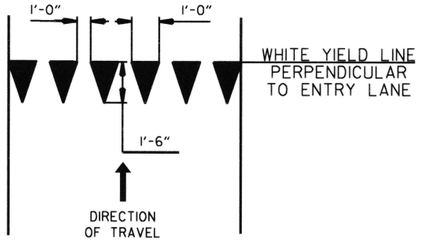


ASPHALT PAVEMENT

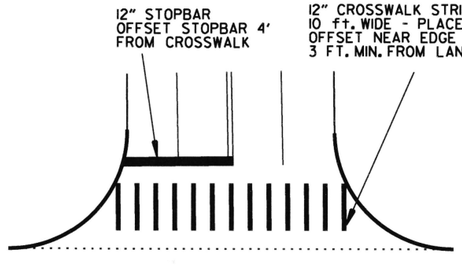


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

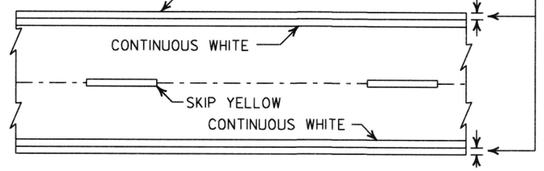


YIELD LINE DETAIL



CROSSWALK AND STOPBAR DETAILS

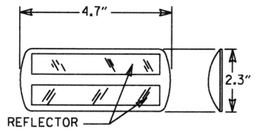
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



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.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
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

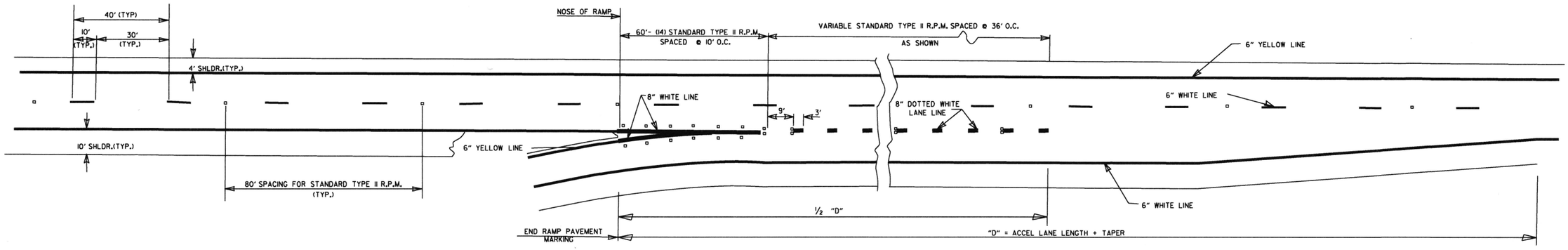
STANDARD DRAWING PM-1

PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

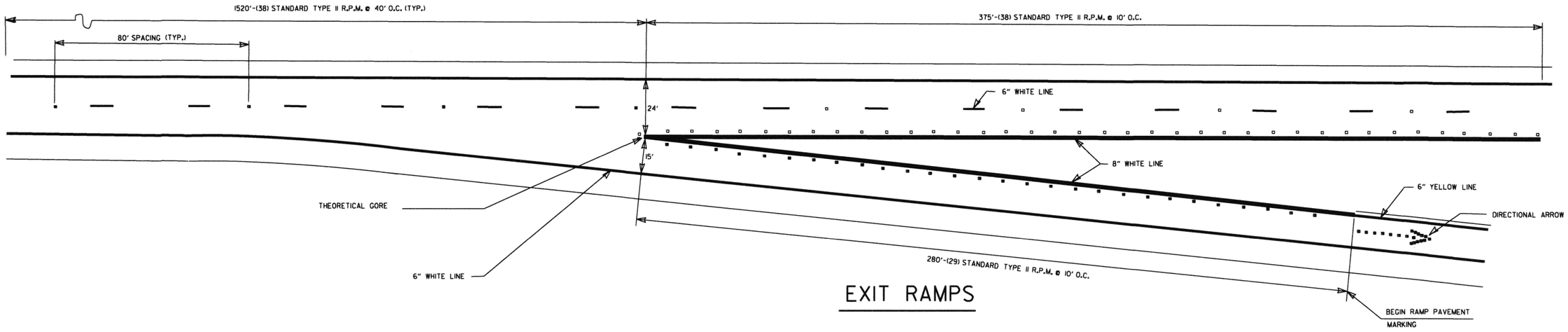
ENTRANCE RAMP

8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

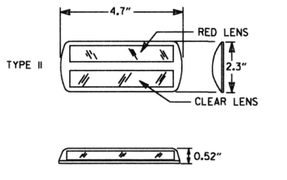
EXIT RAMP
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

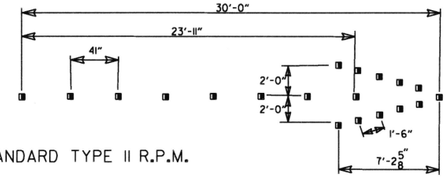


EXIT RAMPS



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
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
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

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2

STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

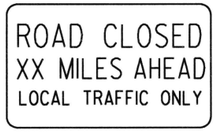
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2

48"X30"

RII-3A



60"X30"

RII-4

60"X30"

W21-5a

STD. 36"X36"
FWY. 48"X48"

W1-1

STD. 36"X36"
FWY. 48"X48"

W1-2

STD. 36"X36"
FWY. 48"X48"

W1-3

STD. 48"X48"

W1-4

STD. 48"X48"

W1-6

STD. 48"X24"
SPECIAL 60"X30"

W1-8

STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

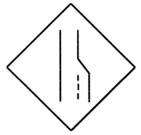
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2

STD. 36"X36"
FWY. 48"X48"

W13-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

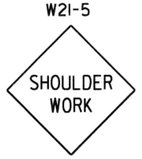
W20-7a

STD. 36"X36"
FWY. 48"X48"

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5



STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

W1-4b

STD. 48"X48"

R56-1

STD. 18"X18"

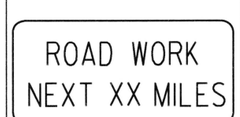
W8-11

STD. 36"X36"
FWY. 48"X48"

W8-9

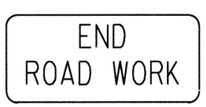
STD. 36"X36"
FWY. 48"X48"

G20-1



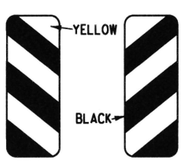
60"X24"

G20-2



48"X24"

OM-3L OM-3R



12"X36"

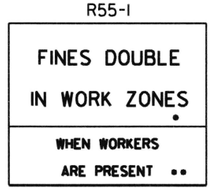
M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1



36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

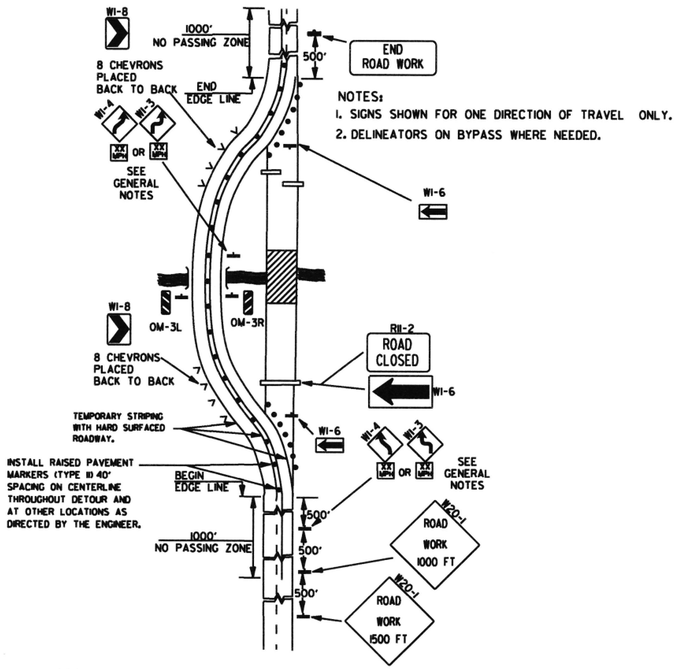
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY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

DATE	REVISION	FILMED
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
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

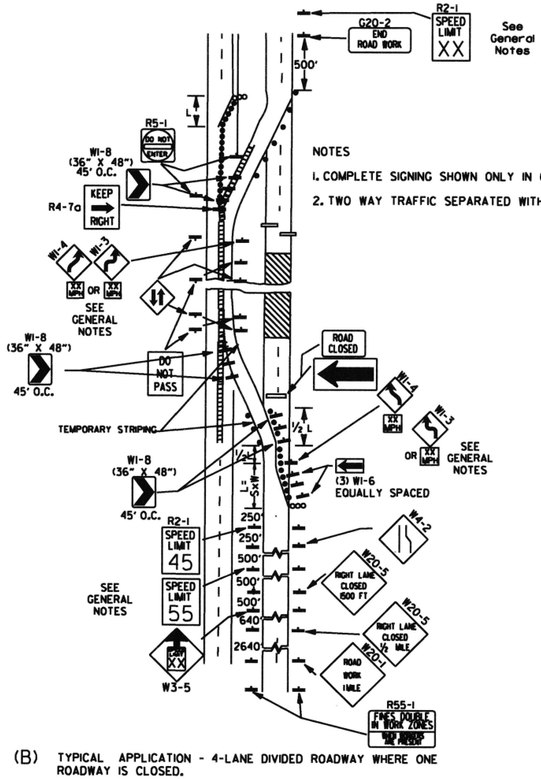
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



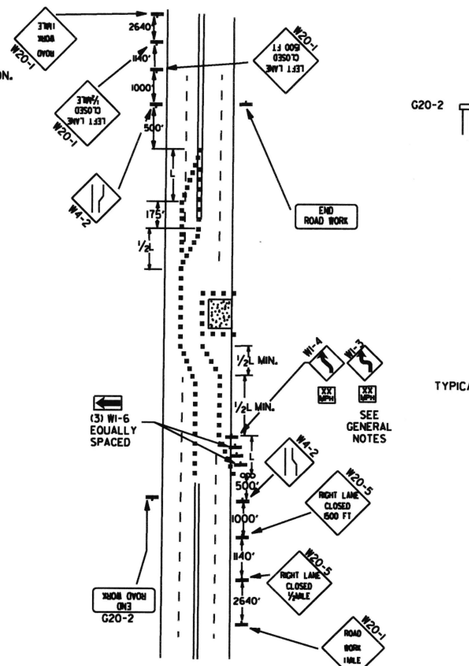
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

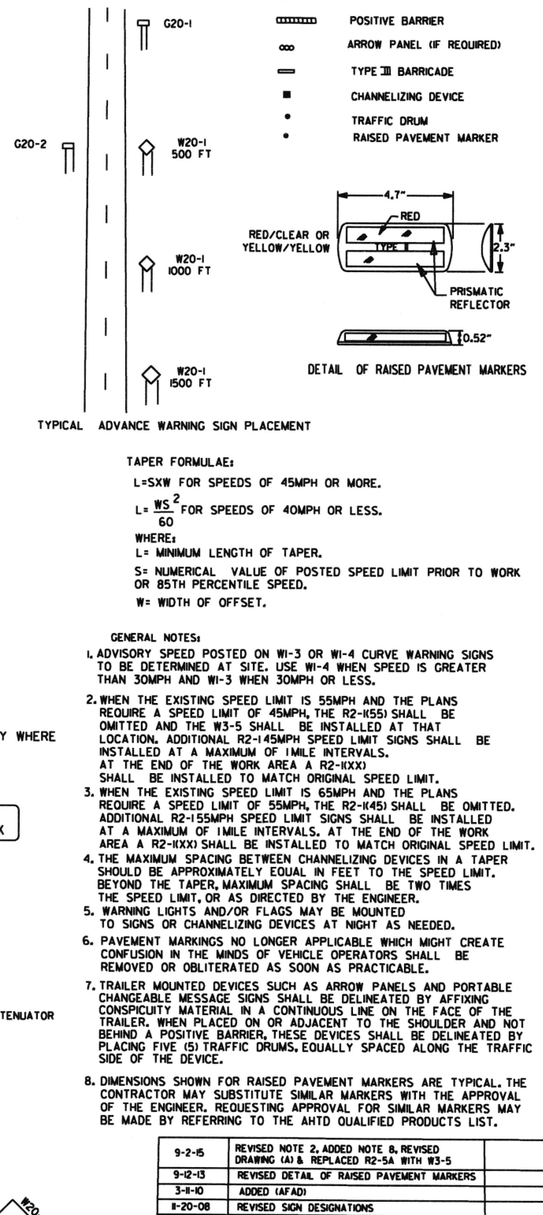


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

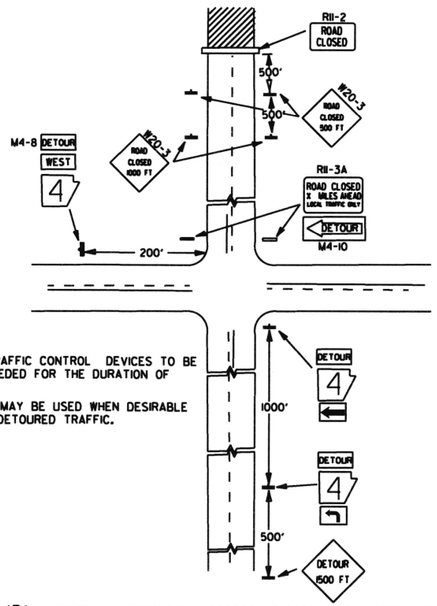
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.

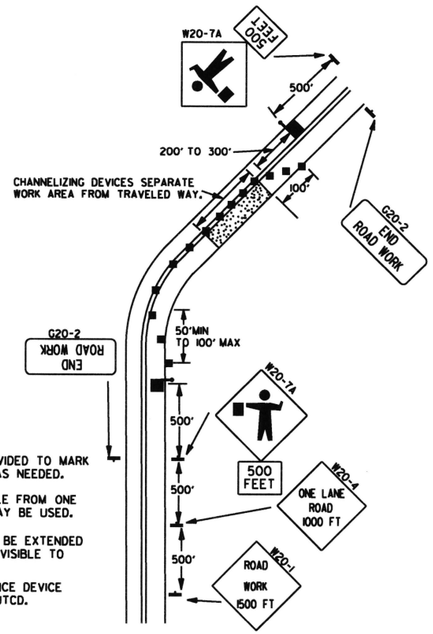


GENERAL NOTES:
1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 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.
8. 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.



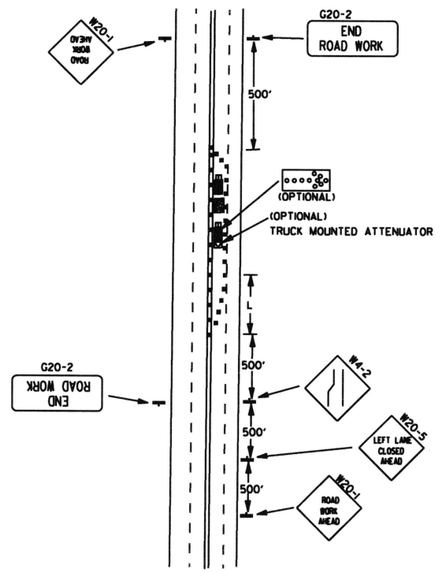
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(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.



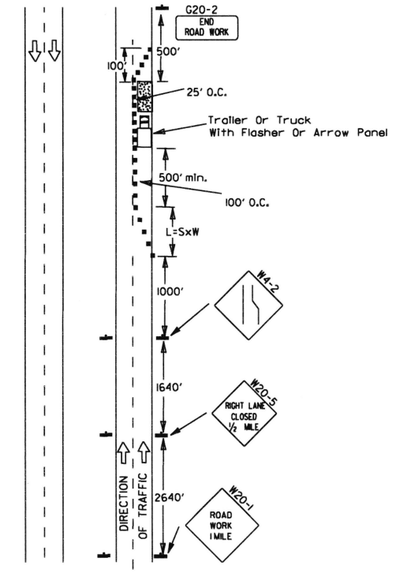
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

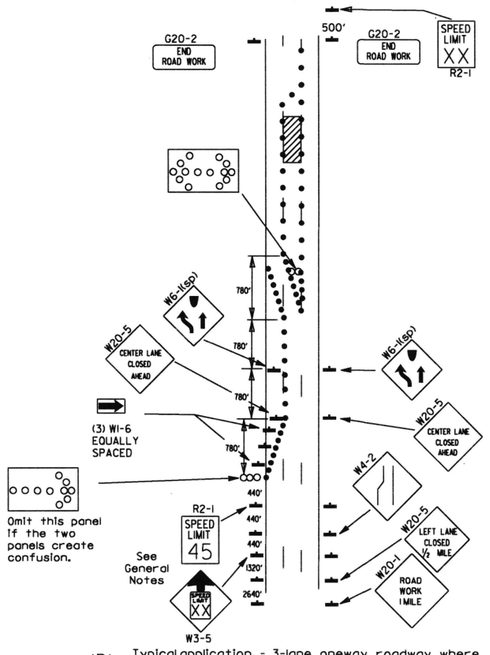
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

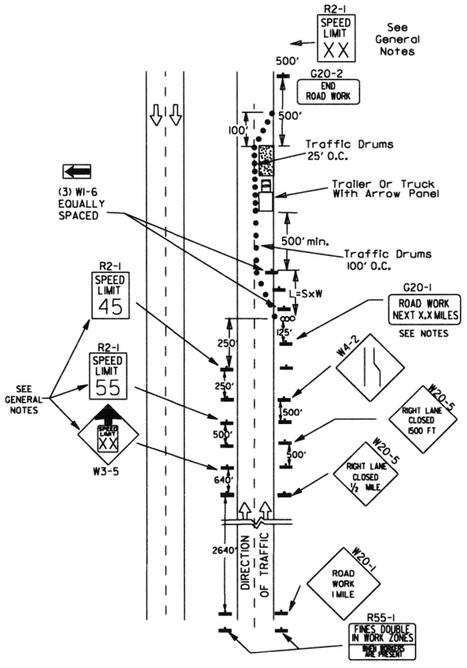
STANDARD DRAWING TC-2



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

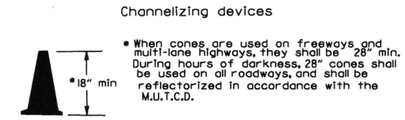


(B) Typical application - 3-lane oneway roadway where center lane is closed.

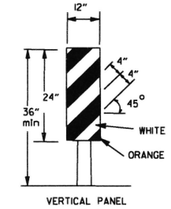


(C) Typical application - construction operatipns of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

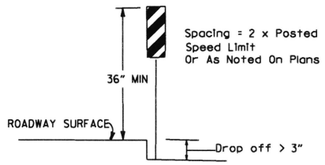
Channelizing devices

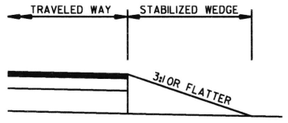


NOTE:
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



VERTICAL PANEL PLACEMENT

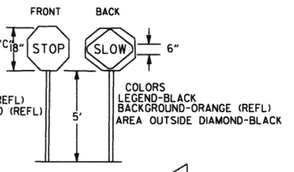




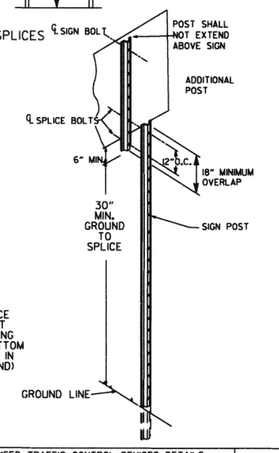
STABILIZED WEDGE

NOTE:
MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

STOP SLOW PADDLE



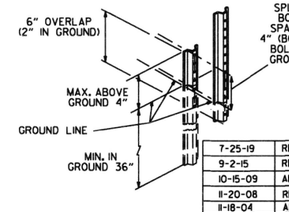
DETAIL OF SPLICES



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.



TRAFFIC CONTROL DEVICES

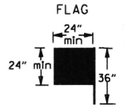
NON-INTERSTATE			
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
> 2"	CENTERLINE	STANDARD LANE CLOSURE	STANDARD LANE CLOSURE
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS
> 3" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS
> 6" ≤ 12"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 12" ≤ 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[1]	PRECAST CONCRETE BARRIER[3] & EDGE LINES
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER[3] & EDGE LINES	PRECAST CONCRETE BARRIER[3] & EDGE LINES

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 2"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 2" ≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS[2]
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

GENERAL NOTES:
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
3. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
4. W21-5, W21-5a, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.

FLAG



Flag shall be of good grade red material

KEY:

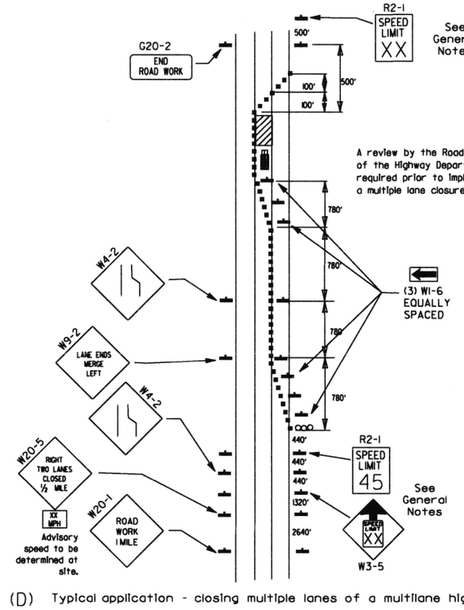
ooo Arrow Panel (If Required)

■ 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 W3-5 shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.



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

DATE	REVISION	FILMED
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
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	

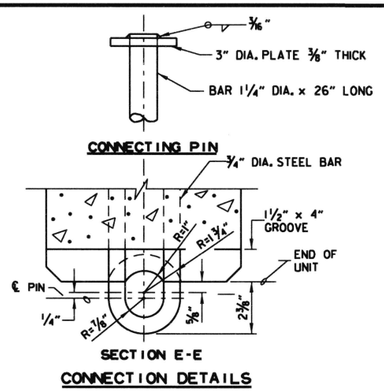
ARKANSAS STATE HIGHWAY COMMISSION

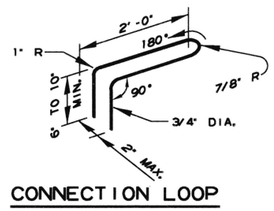
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

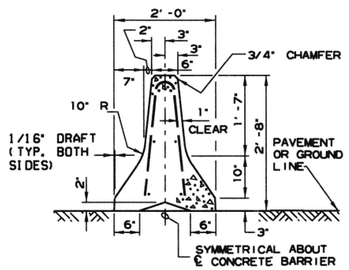
STANDARD DRAWING TC-3

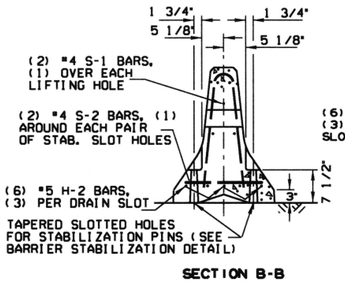
REINFORCING BAR TABLE PER BARRIER UNIT

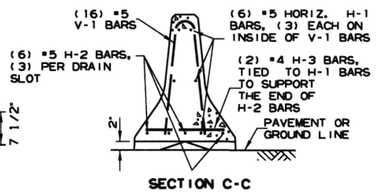
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-3", 90°, 3 3/8" R, LIFTING HOLE
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 9 1/2", 2'-1 3/8", 4 3/8"

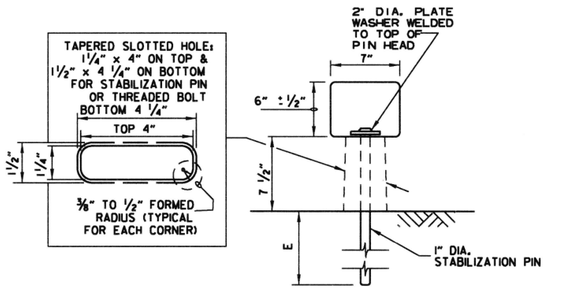






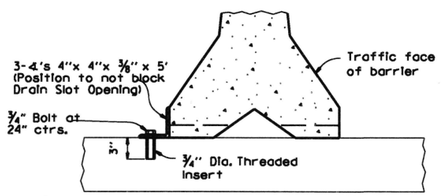






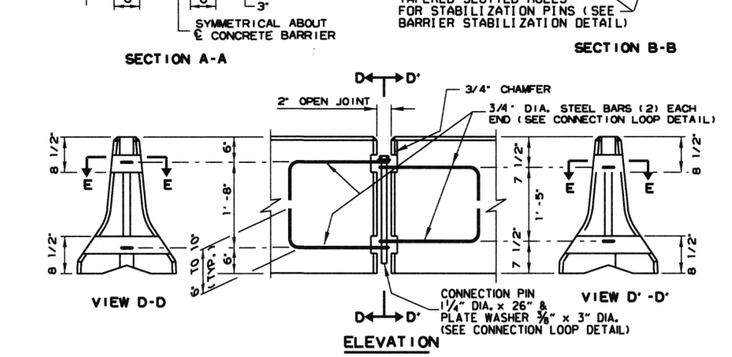
ROADWAY SECTION

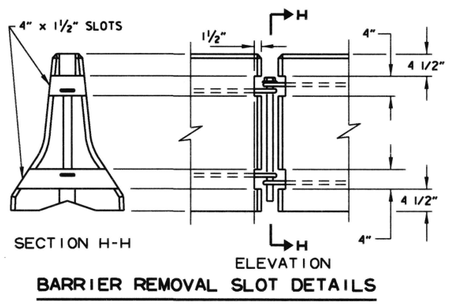
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas

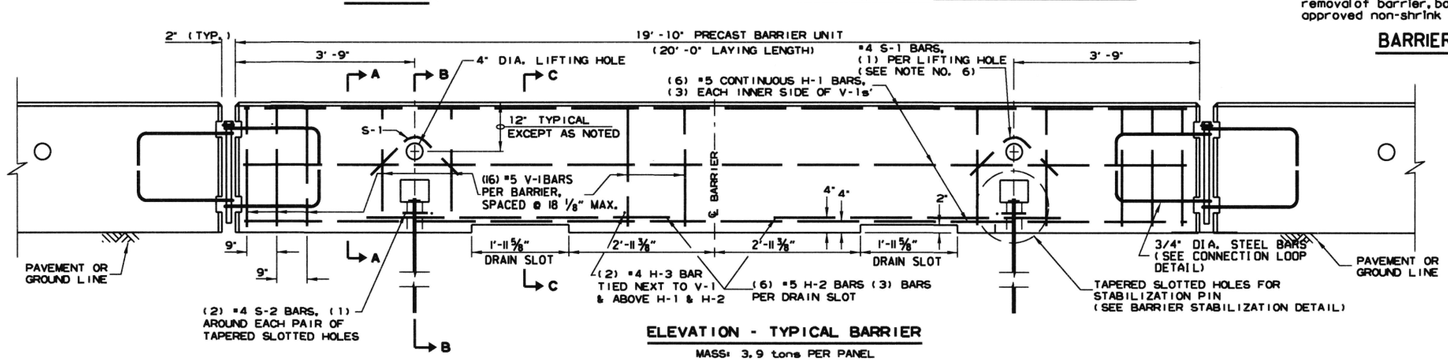


NOTE: 3/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL
BRIDGE DECKS







General Notes

1. The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

2. Materials shall meet the following minimum requirements:
   Concrete: 2500 psi compressive strength at 28 days.
   Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
   Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
   Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

   In applications where barrier wall is within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
   Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
   Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

3. Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

4. Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

5. Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

6. A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

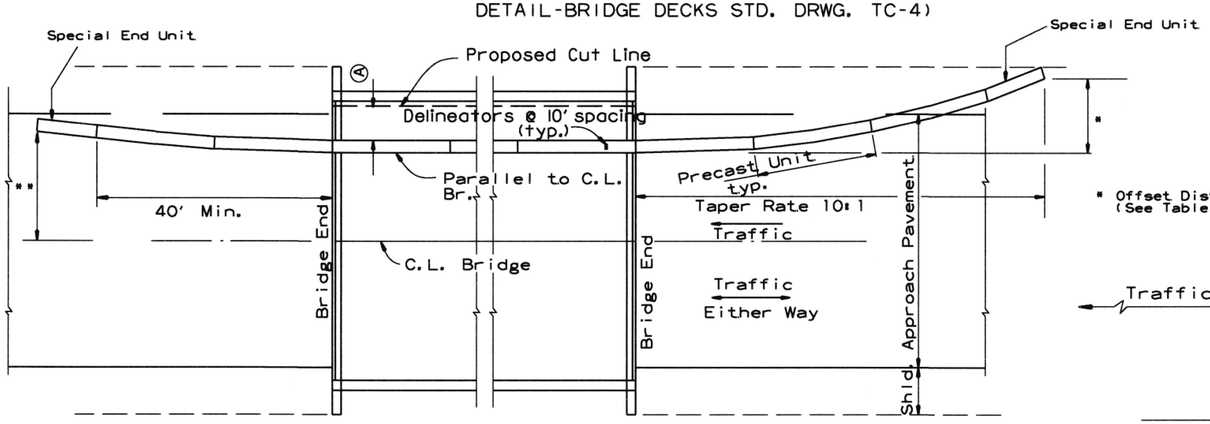
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

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

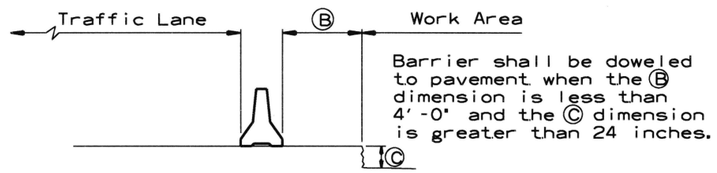


BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

** Offset Distance for Two Way Traffic Only

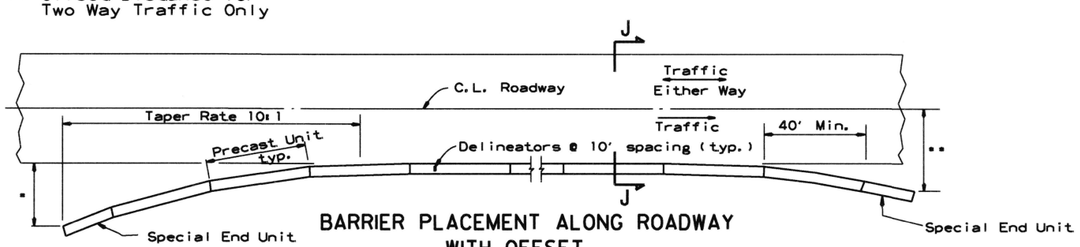
* Offset Distance (See Table)



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

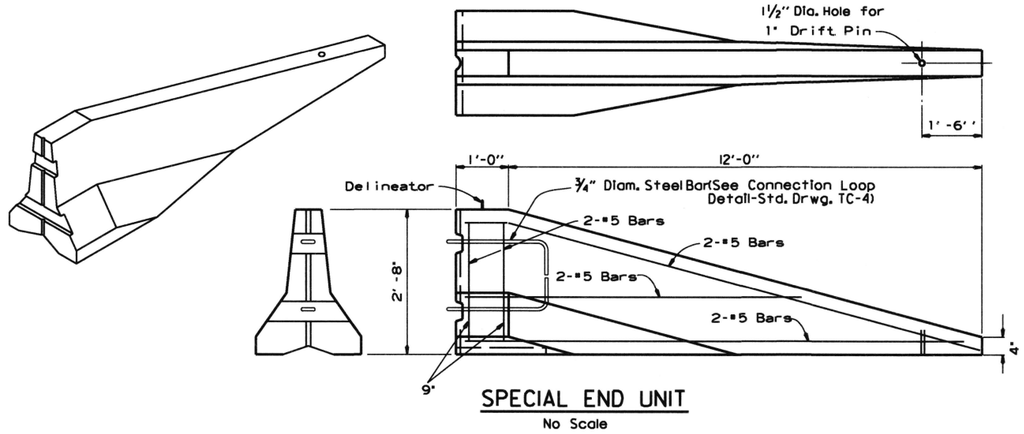
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

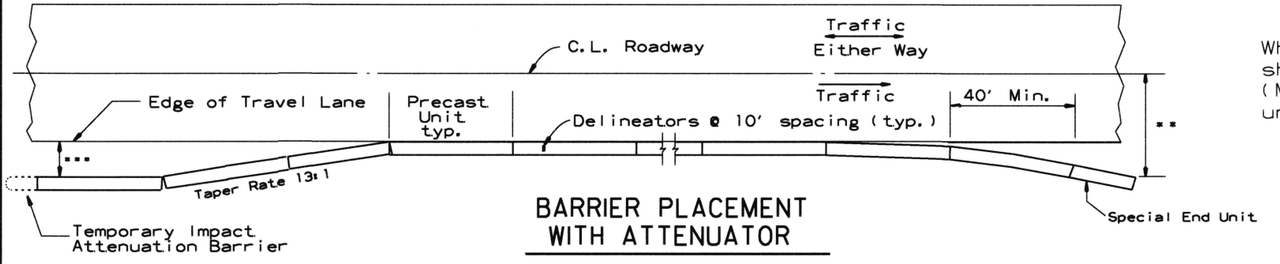
Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.



SPECIAL END UNIT

No Scale



BARRIER PLACEMENT WITH ATTENUATOR

No Scale

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

** Offset Distance For Two Way Traffic Only

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	

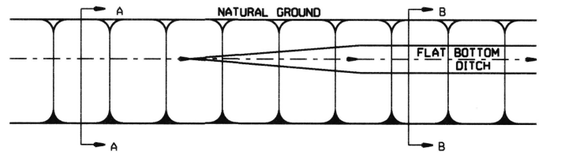
ARKANSAS STATE HIGHWAY COMMISSION

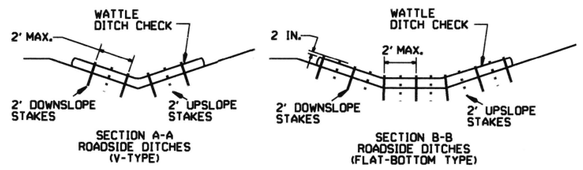
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-5

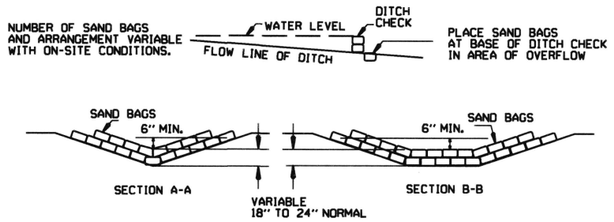
GENERAL NOTES

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

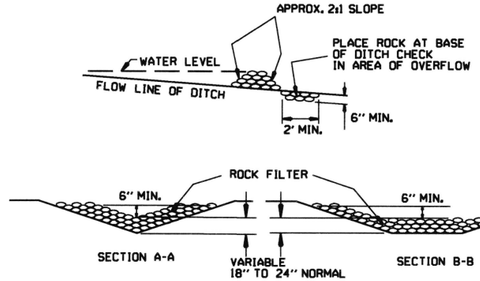




WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

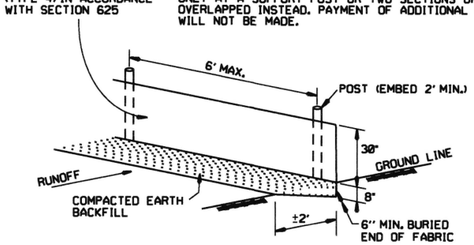


ROCK DITCH CHECK (E-6)

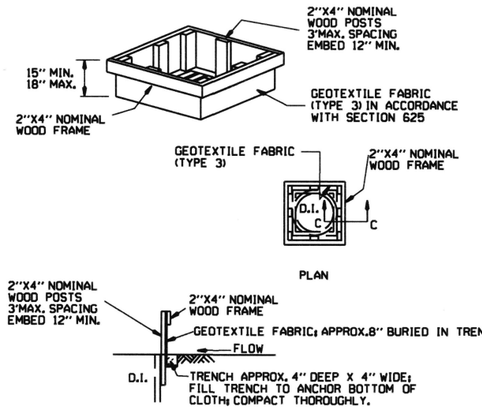
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

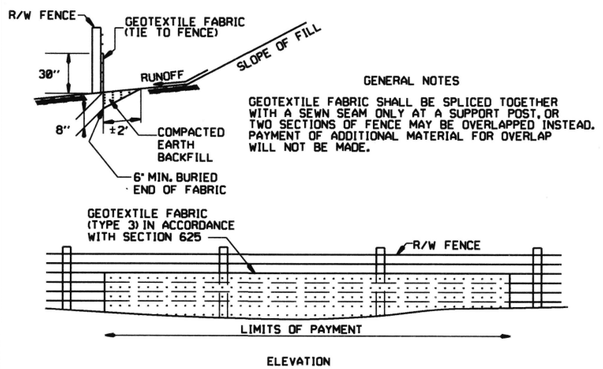
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILT FENCE (E-11)



DROP INLET SILT FENCE (E-7)



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.

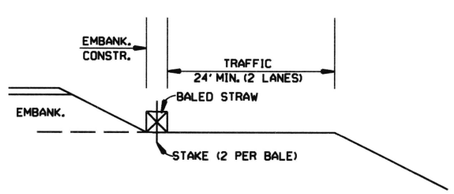
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

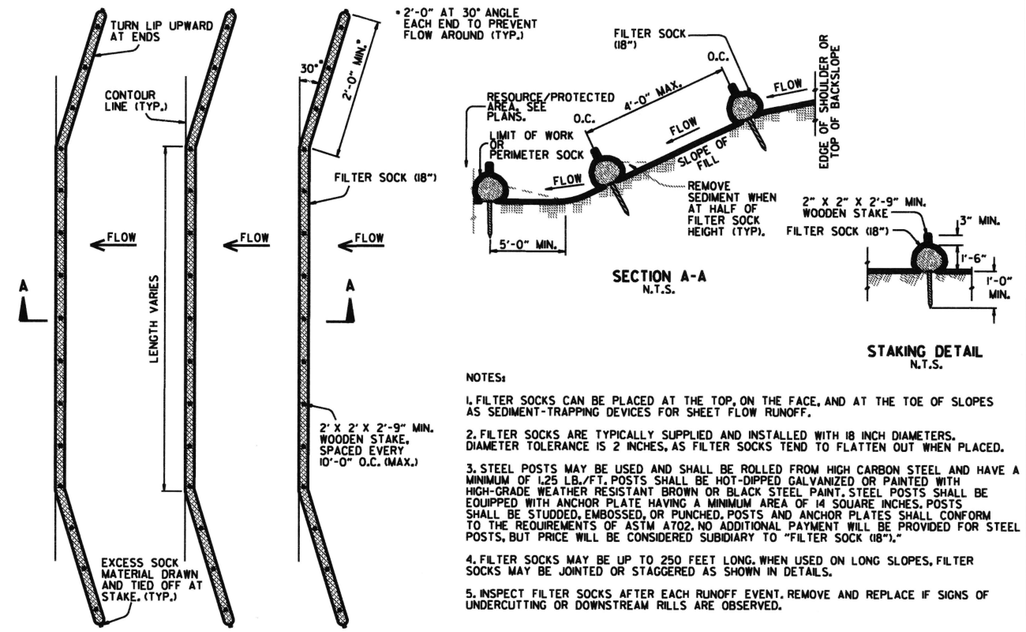
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

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)



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

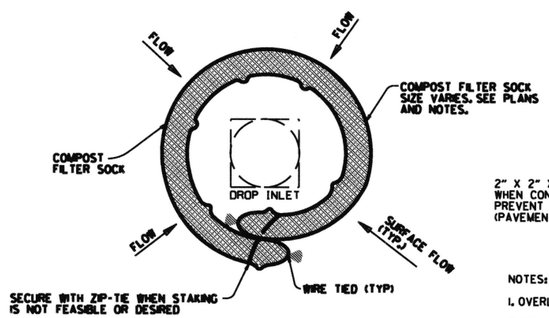
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

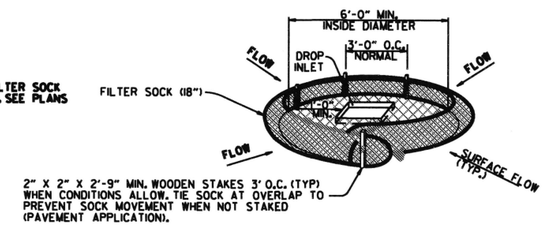
3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBSIDIARY TO "FILTER SOCK (18")."

4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)





NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN, 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

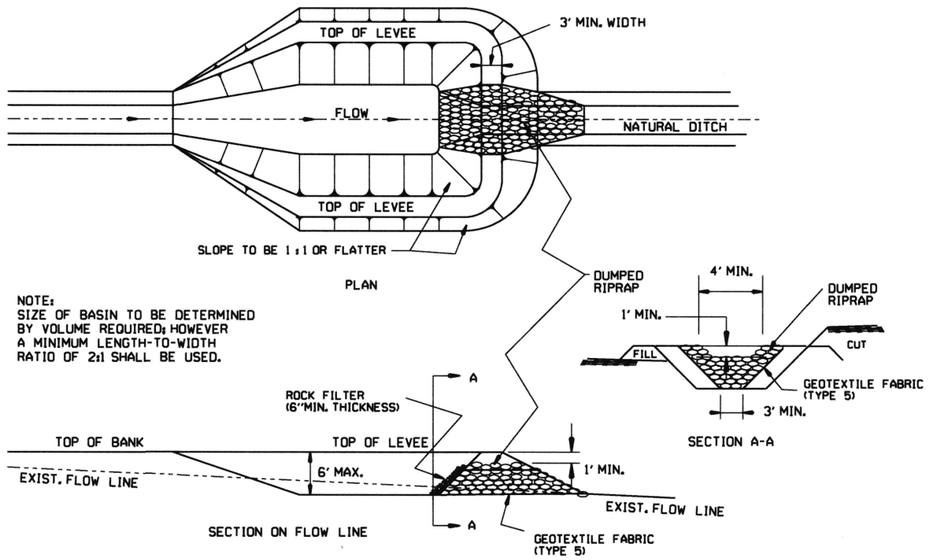
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

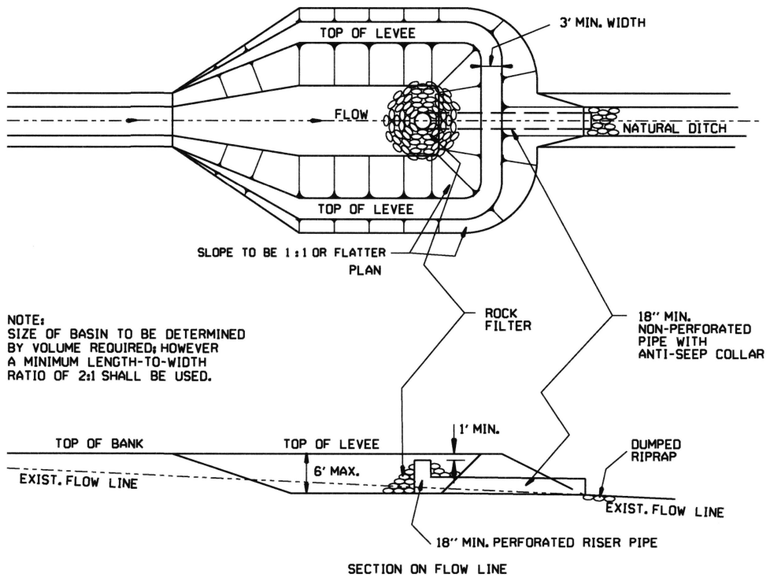
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

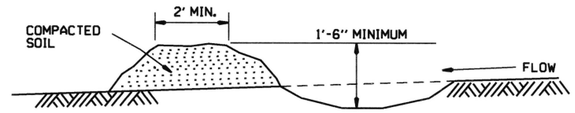
STANDARD DRAWING TEC-1



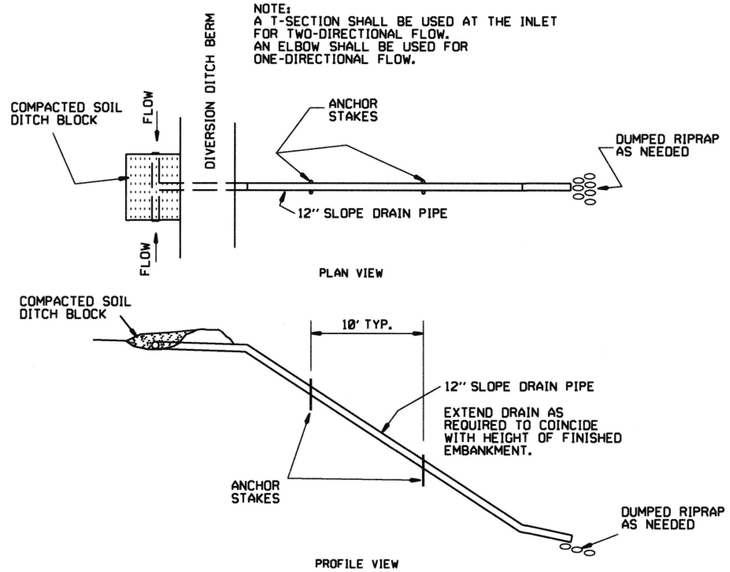
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



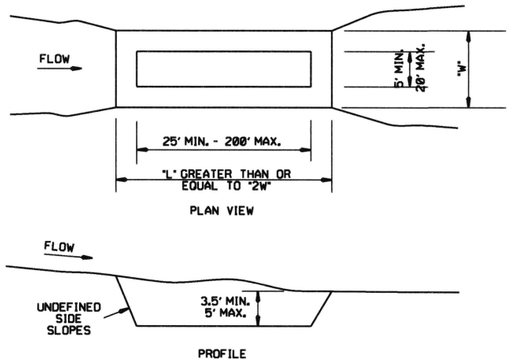
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

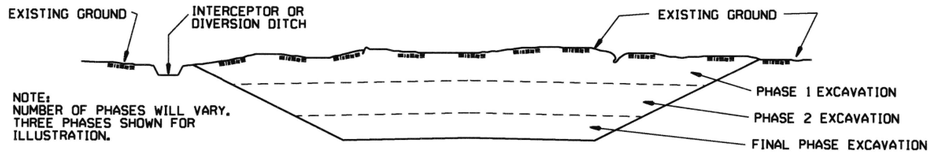
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



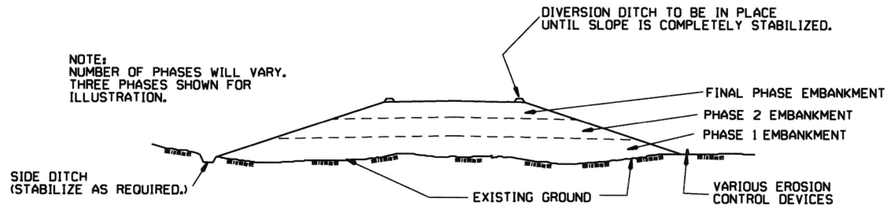
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES, CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3