DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	1	125
				(2) SO. OF PULASKI CO. LINE - JEFFERSON INTCHNG. (F)				

"A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

CONSTRUCTION PLANS FOR STATE HIGHWAY

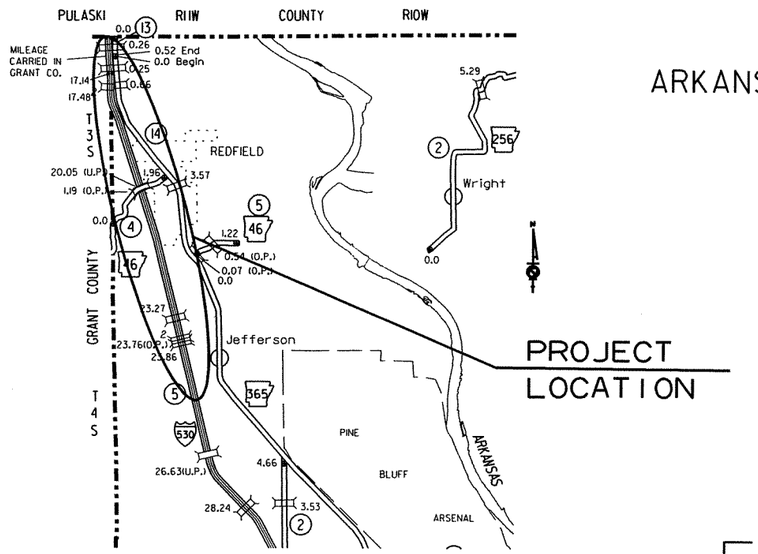
SO. OF PULASKI CO. LINE - JEFFERSON INTCHNG. (F)

GRANT & JEFFERSON COUNTIES

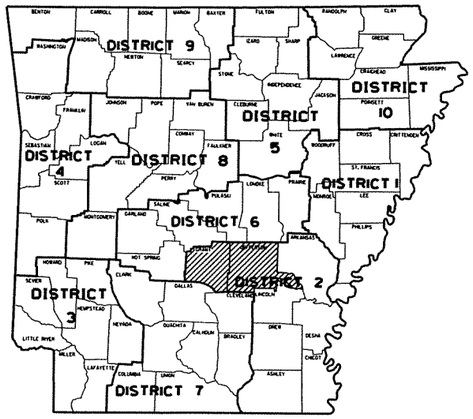
ROUTE I-530 SECTIONS 4 & 5

JOB 020487

FED. AID PROJ. IM-530-1(4)16



VICINITY MAP



ARK. HWY. DIST. NO. 2

BRIDGE DATA (FOR INFORMATION ONLY)

(1) STA. 770+52.15 BRIDGE END
EXISTING 146.46' STEEL WITH CONC. DECK
BR. NO. 5612 A
39'-0" CLEAR ROADWAY
STA. 771+98.61 BRIDGE END
RETAIN

(2) STA. 770+01.39 BRIDGE END
EXISTING 146.47' STEEL WITH CONC. DECK
BR. NO. 5612 B
39'-0" CLEAR ROADWAY
STA. 771+47.86 BRIDGE END
RETAIN

(4) STA. 968+12.00
EXISTING 278.0' STEEL WITH CONC. DECK
BR. NO. 05647
(7° 44' LT. FWD. SKEW)
30'-0" CLEAR ROADWAY
RETAIN

(5) STA. 1102+44.69 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5620 A
39'-0" CLEAR ROADWAY
(35° RT. FWD. SKEW)
STA. 1103+49.69 BRIDGE END
RETAIN

(6) STA. 1103+06.31 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5620 B
39'-0" CLEAR ROADWAY
(35° RT. FWD. SKEW)
STA. 1104+11.31 BRIDGE END
RETAIN

(7) STA. 1124+55.00 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5621 A
39'-0" CLEAR ROADWAY
STA. 1125+60.00 BRIDGE END
RETAIN

(8) STA. 1124+55.00 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5621 B
39'-0" CLEAR ROADWAY
STA. 1125+60.00 BRIDGE END
RETAIN

(9) STA. 0+74.69 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5622 A
39'-0" CLEAR ROADWAY
(35° RT. FWD. SKEW)
STA. 1+79.69 BRIDGE END
RETAIN

(10) STA. 1+36.31 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5622 B
39'-0" CLEAR ROADWAY
(35° RT. FWD. SKEW)
STA. 2+41.31 BRIDGE END
RETAIN

STRUCTURES OVER 20'-0" SPAN (FOR INFORMATION ONLY)

(3) STA. 798+00.00
EXISTING TRI. 7 x 6 x 329'
R.C. BOX CULV'T
NO. X0326 L.M. 23.27
RETAIN

EQUATIONS:

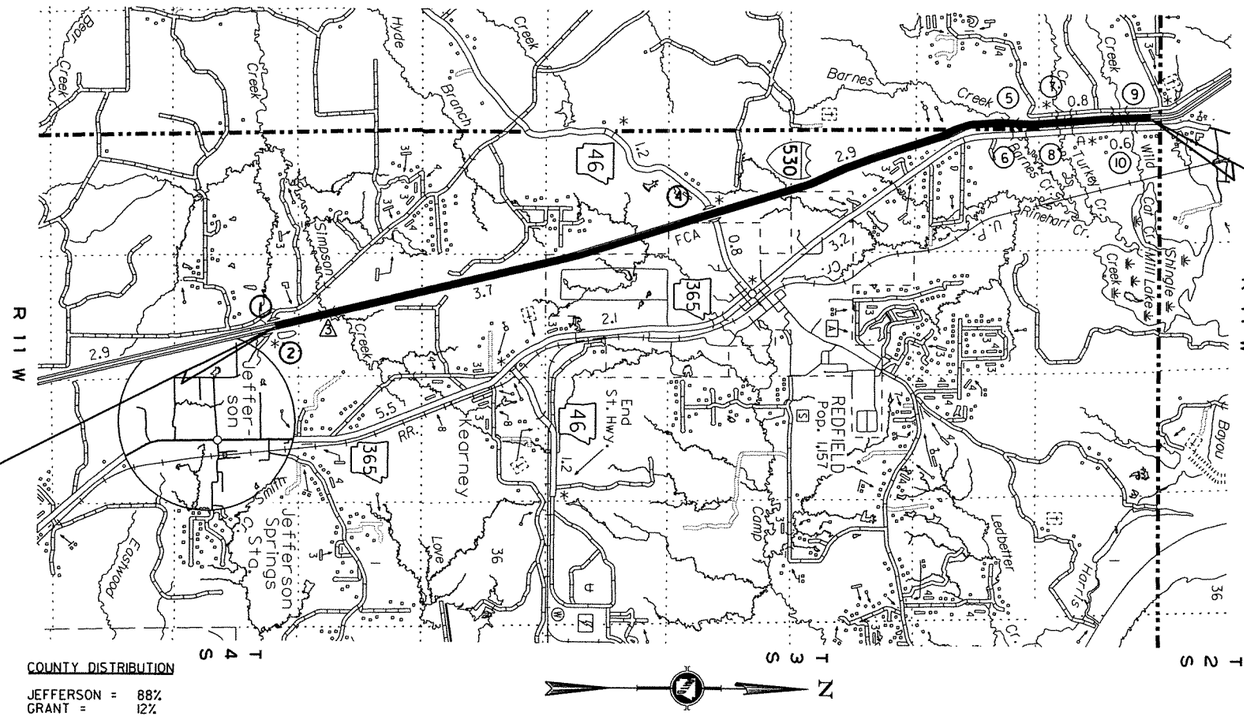
(A) 1114+51.24 BK. = 1113+85.90 AHD.

(B) 1142+97.10 BK. = 1142+94.90 AHD.

(C) 1150+09.00 BK. = 0+00.00 AHD.

(D) 5+00.00 BK. = 0+10.50 AHD.

SCALE: 1" = 1 MILE



STA. 771+73.24
BEGIN JOB 020487
LOG MILE 23.77

STA. 6+50.00
END JOB 020487
LOG MILE 16.38

COUNTY DISTRIBUTION

JEFFERSON =	88%
GRANT =	12%
TOTAL =	100%

GROSS LENGTH OF PROJECT	39042.76	FEET	OR	7.394	MILES
NET " " ROADWAY	38727.76	"	"	7.335	MILES
NET " " BRIDGES	315.00	"	"	0.059	MILES
NET " " PROJECT	38727.76	"	"	7.335	MILES

	BEGIN PROJECT	MID POINT OF PROJECT	END PROJECT
LATITUDE	N 34°23' 14.4"	N 34°26' 22.8"	N 34°29' 34.0"
LONGITUDE	W 92°10' 55.3"	W 92°11' 48.4"	W 92°12' 31.0"

DESIGN TRAFFIC DATA

DESIGN YEAR	2031
2011 ADT	20000
2031 ADT	26000
2031 DHV	2860
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	14%
DESIGN SPEED	70 MPH

APPROVED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 3917
FRANK VOZEL

9/2/11

DEPUTY DIRECTOR AND CHIEF ENGINEER

P.E. 001912
NON-PART.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	2	125

(2) INDEX OF SHEETS, GOVERNING SPECS. & GENERAL NOTES

INDEX OF SHEETS

GENERAL NOTES

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

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

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

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

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

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

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

8. 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.

GOVERNING SPECIFICATIONS

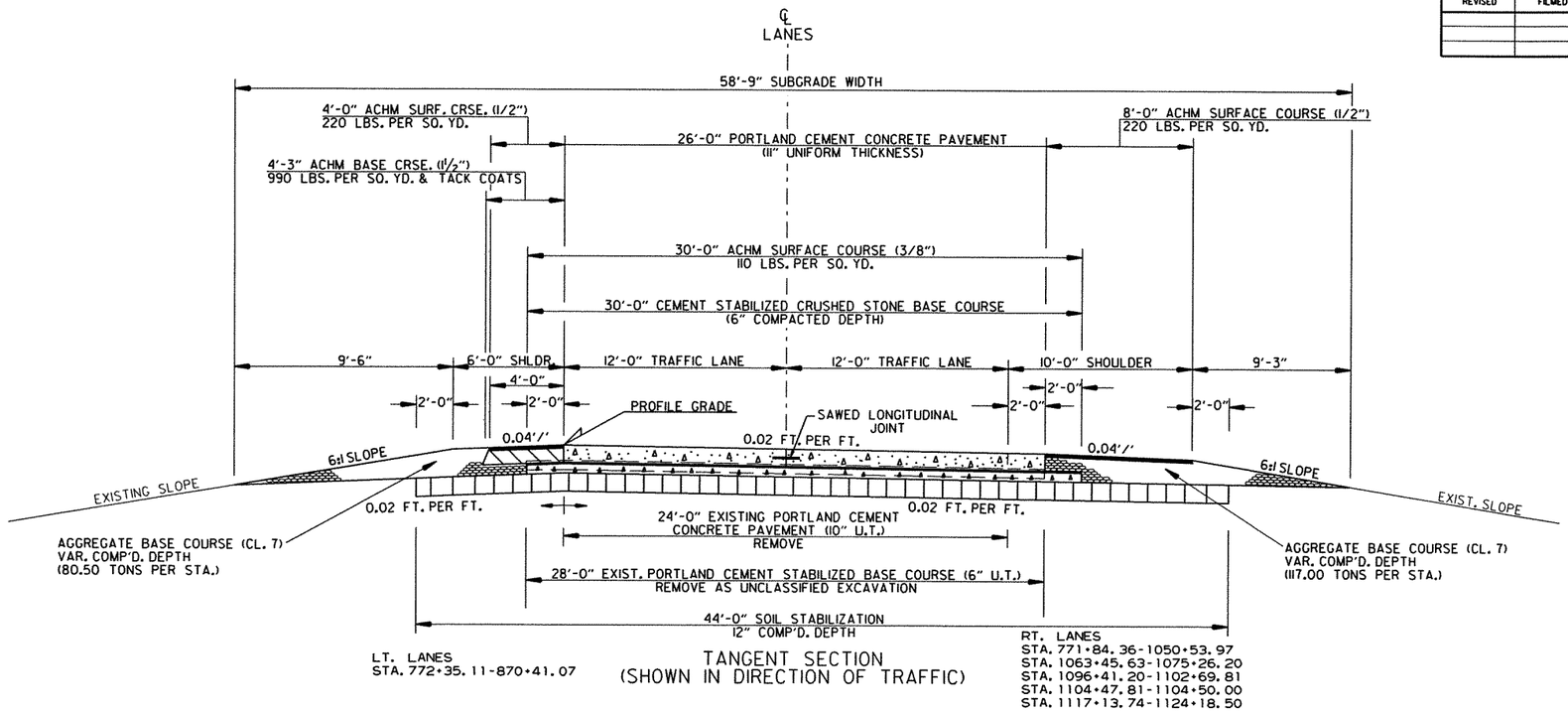
ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2003, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__	FHWA-1273 REVISIONS
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 020487
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-2_____	MANUAL FOR ASSESSING SAFETY HARDWARE (MASH)
103-1_____	DETERMINATION OF DBE PARTICIPATION
105-1_____	CONSTRUCTION CONTROL MARKINGS
105-2_____	EQUIPMENT AND MATERIAL STORAGE ON BRIDGE STRUCTURES
107-1_____	WORKER VISIBILITY
108-1_____	LIQUIDATED DAMAGES
110-1_____	PROTECTION OF WATER QUALITY AND WETLANDS
303-1_____	AGGREGATE BASE COURSE
404-1_____	PRODUCTION VERIFICATION OF ASPHALT CONCRETE HOT MIX
409-1_____	MINERAL AGGREGATES
410-3_____	DENSITY TESTING FOR ACHM LEVELING COURSES AND BOND BREAKERS
411-1_____	ASPHALT CONCRETE COLD PLANT MIX
600-1_____	WATER FOR VEGETATION
603-1_____	MAINTENANCE OF TRAFFIC
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
723-1_____	GENERAL REQUIREMENTS FOR SIGNS
JOB 020487__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 020487__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 020487__	CHANNEL POST SIGN SUPPORTS
JOB 020487__	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB 020487__	GENERAL REQUIREMENTS FOR SIGNS
JOB 020487__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 020487__	HIGH PERFORMANCE PAVEMENT MARKING
JOB 020487__	INTERNET BIDDING
JOB 020487__	MAINTENANCE OF TRAFFIC
JOB 020487__	MODULAR GLARE SHIELD
JOB 020487__	PARTNERING REQUIREMENTS
JOB 020487__	REMOVAL AND DISPOSAL OF GUARDRAIL
JOB 020487__	REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS
JOB 020487__	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB 020487__	SEQUENCE OF CONSTRUCTION
JOB 020487__	SITE USE (A + C METHOD)
JOB 020487__	SOIL STABILIZATION
JOB 020487__	STORM WATER POLLUTION PREVENTION PLAN
JOB 020487__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 020487__	TEMPORARY IMPACT ATTENUATION BARRIER
JOB 020487__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 020487__	UTILITY ADJUSTMENTS
JOB 020487__	VALUE ENGINEERING
JOB 020487__	WARM MIX ASPHALT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	3	125

(2) TYPICAL SECTIONS OF IMPROVEMENT



LT. LANES
STA. 772+35.11-870+41.07

TANGENT SECTION
(SHOWN IN DIRECTION OF TRAFFIC)

RT. LANES
STA. 771+84.36-1050+53.97
STA. 1063+45.63-1075+26.20
STA. 1096+41.20-1102+69.81
STA. 1104+47.81-1104+50.00
STA. 1117+13.74-1124+18.50

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11

NOTES:

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

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

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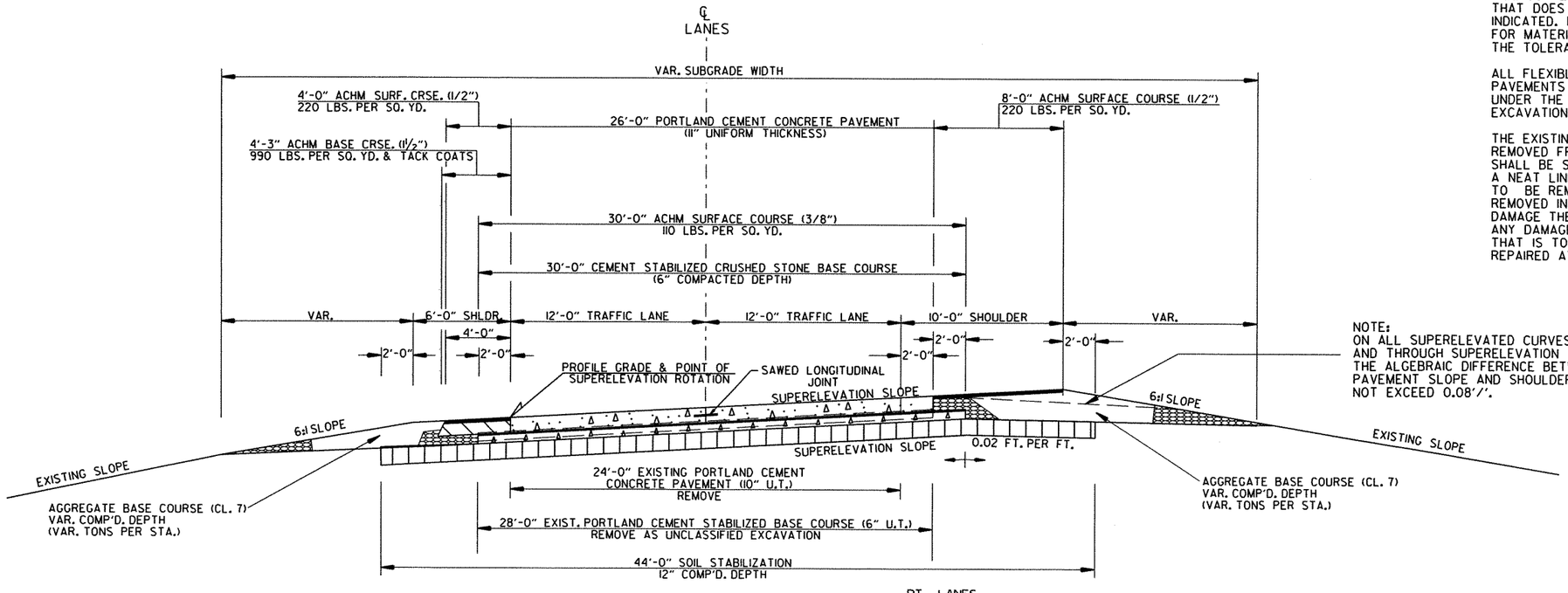


NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

SUPERELEVATION
(SHOWN IN DIRECTION OF TRAFFIC)

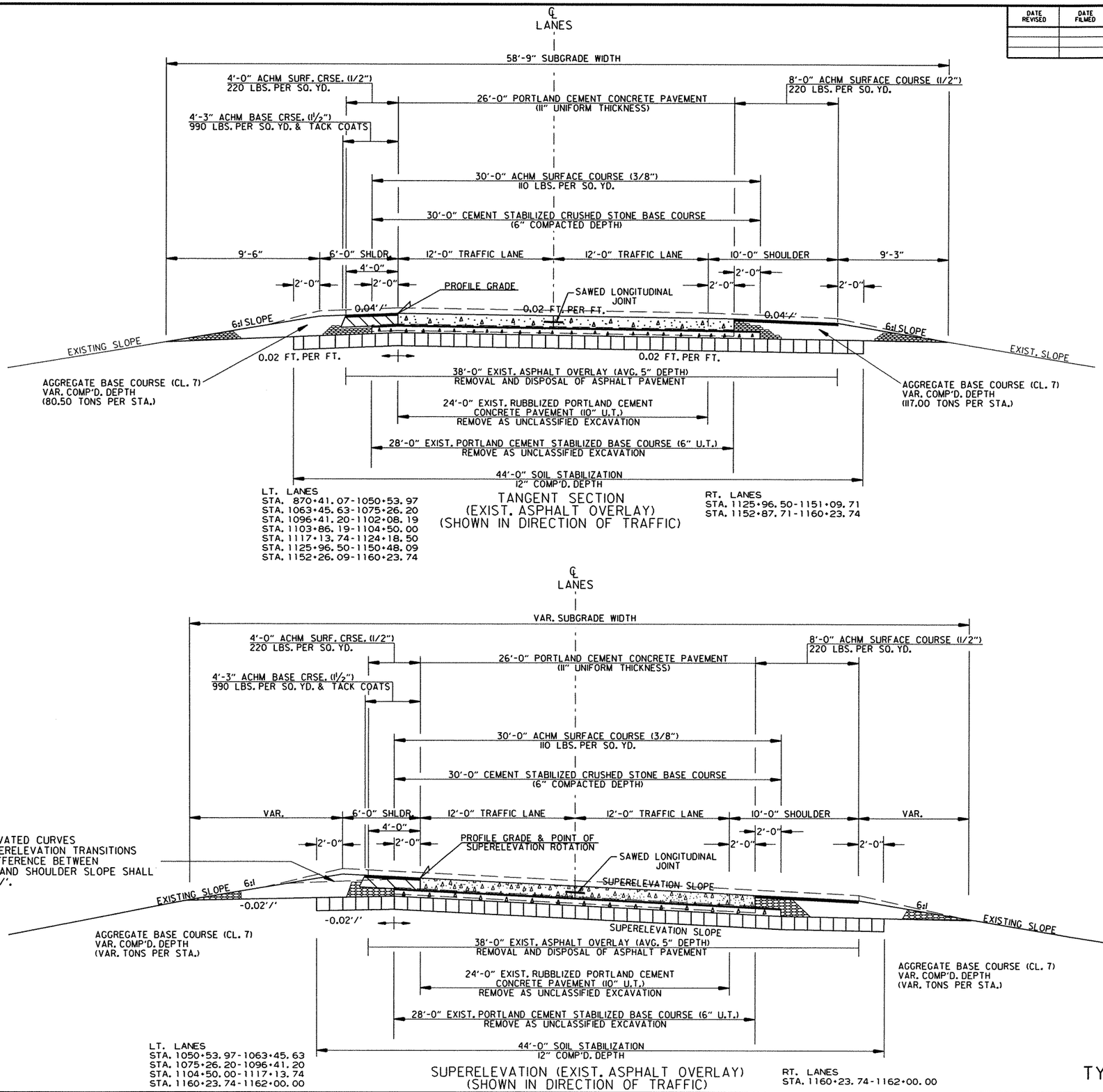
RT. LANES
STA. 1050+53.97-1063+45.63
STA. 1075+26.20-1096+41.20
STA. 1104+50.00-1117+13.74

TYPICAL SECTIONS OF IMPROVEMENT

08-12-2010

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	4	125

(2) TYPICAL SECTIONS OF IMPROVEMENT



LT. LANES
STA. 870+41.07-1050+53.97
STA. 1063+45.63-1075+26.20
STA. 1096+41.20-1102+08.19
STA. 1103+86.19-1104+50.00
STA. 1117+13.74-1124+18.50
STA. 1125+96.50-1150+48.09
STA. 1152+26.09-1160+23.74

TANGENT SECTION
(EXIST. ASPHALT OVERLAY)
(SHOWN IN DIRECTION OF TRAFFIC)

RT. LANES
STA. 1125+96.50-1151+09.71
STA. 1152+87.71-1160+23.74

NOTES:

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

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NOTE:
ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATION TRANSITIONS THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

LT. LANES
STA. 1050+53.97-1063+45.63
STA. 1075+26.20-1096+41.20
STA. 1104+50.00-1117+13.74
STA. 1160+23.74-1162+00.00

SUPERELEVATION (EXIST. ASPHALT OVERLAY)
(SHOWN IN DIRECTION OF TRAFFIC)

RT. LANES
STA. 1160+23.74-1162+00.00

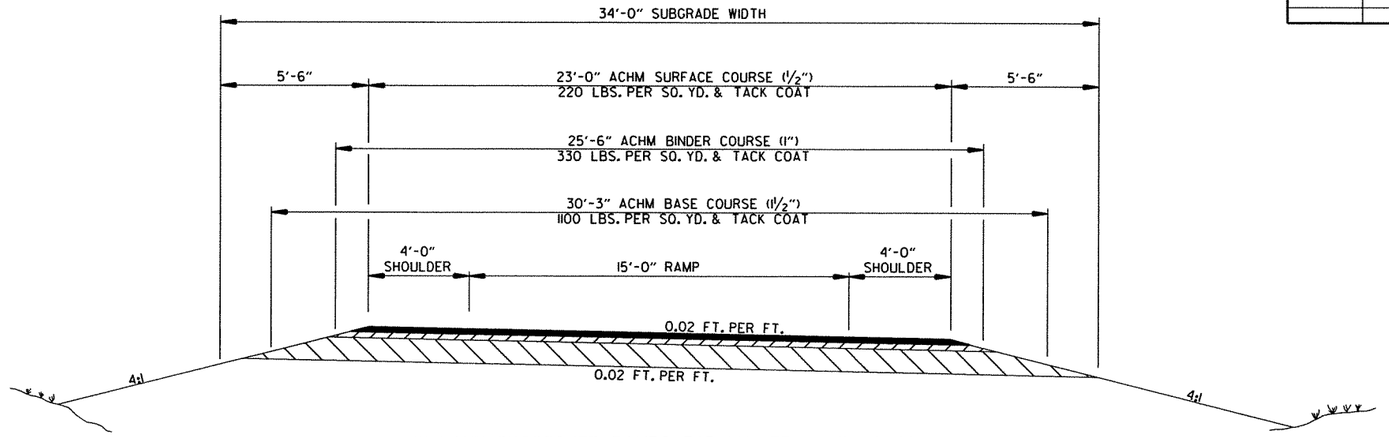
TYPICAL SECTIONS OF IMPROVEMENT

08-12-2010

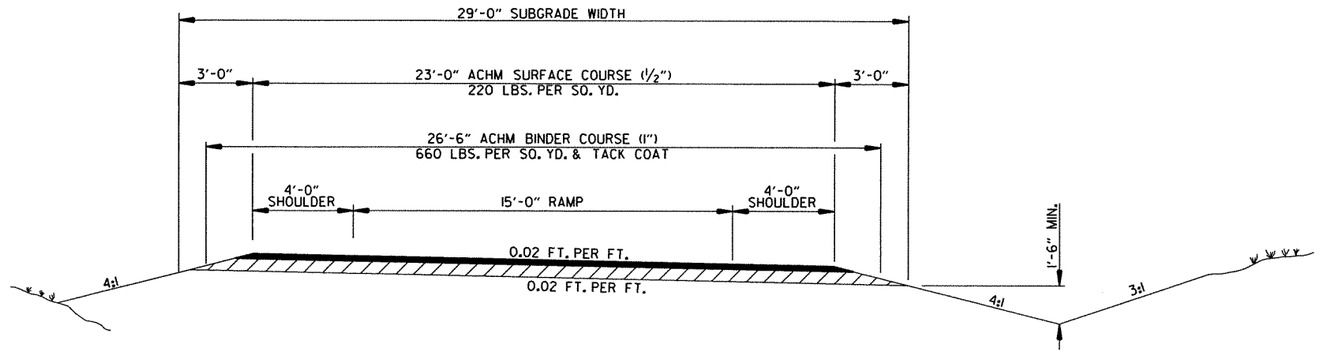
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	5	125

(2) TYPICAL SECTIONS OF IMPROVEMENT

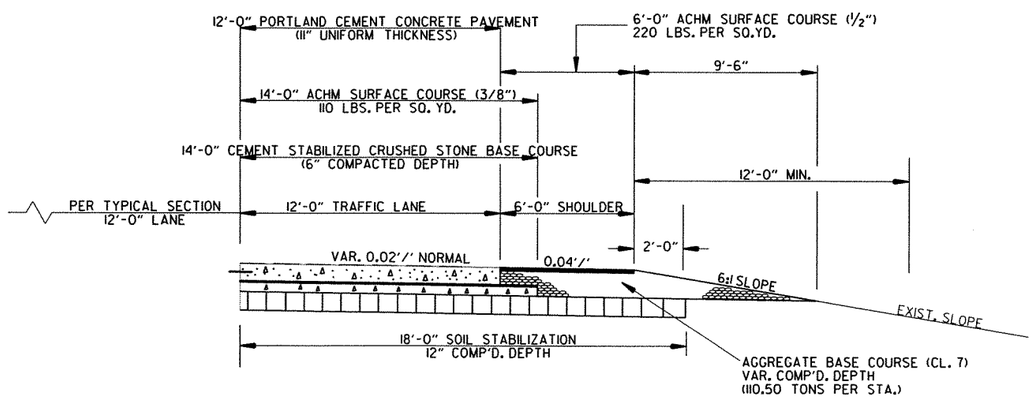
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



MAIN LANE CROSSOVER RAMPS FOR MAINTENANCE OF TRAFFIC



TEMPORARY INTERCHANGE RAMPS FOR MAINTENANCE OF TRAFFIC



ACCELERATION LANE & TAPER

NOTES:

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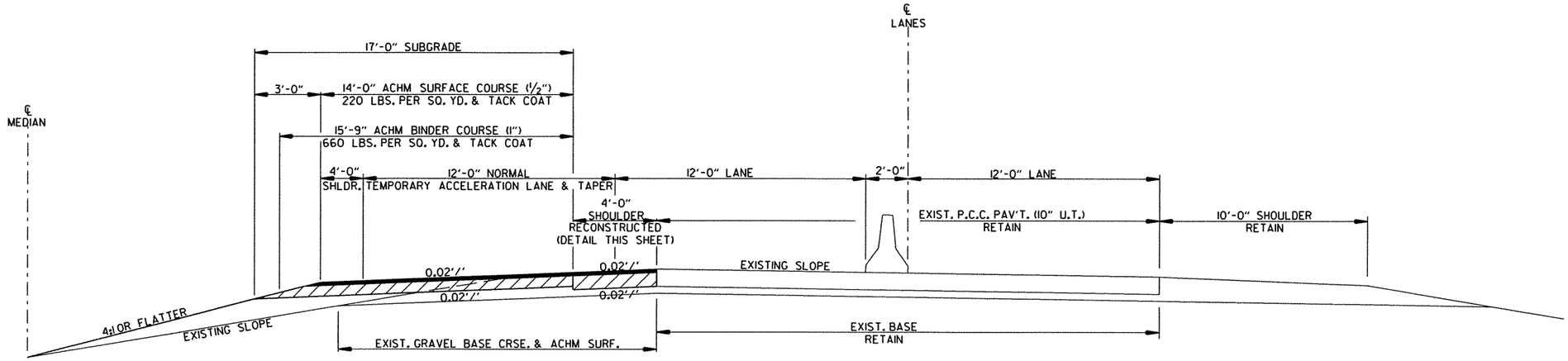
08-12-2010

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.		020487	6	125

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



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

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

NOTES:

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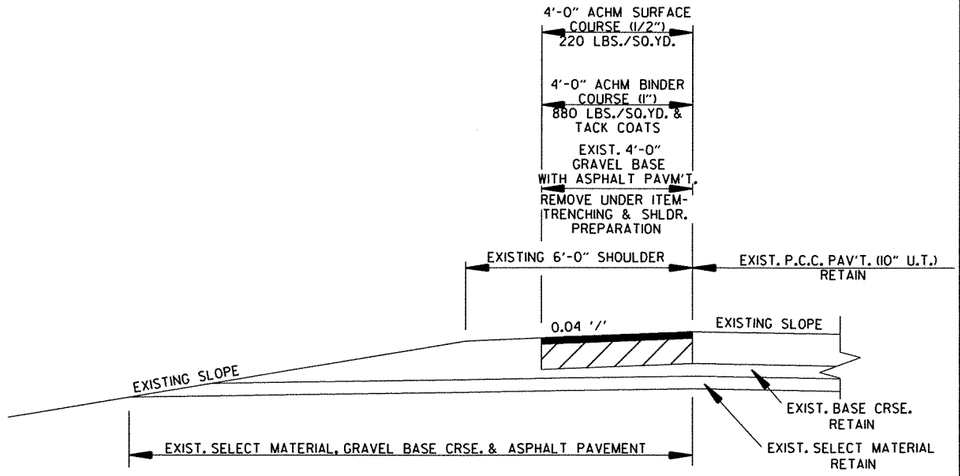
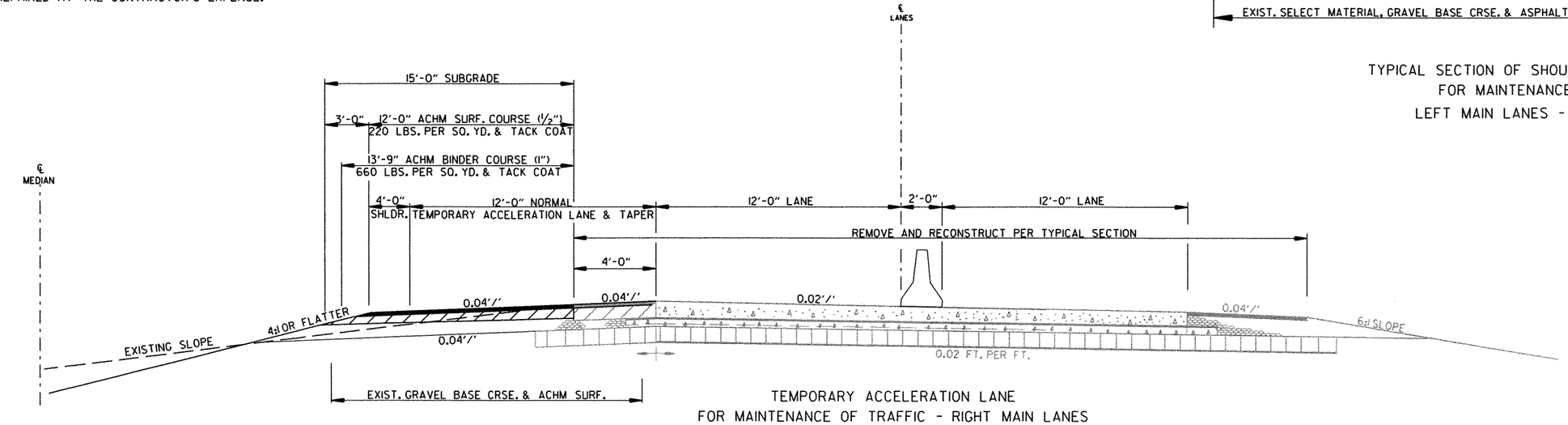


TYPICAL SECTION OF SHOULDER RECONSTRUCTION
FOR MAINTENANCE OF TRAFFIC
LEFT MAIN LANES - INSIDE SHOULDER



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

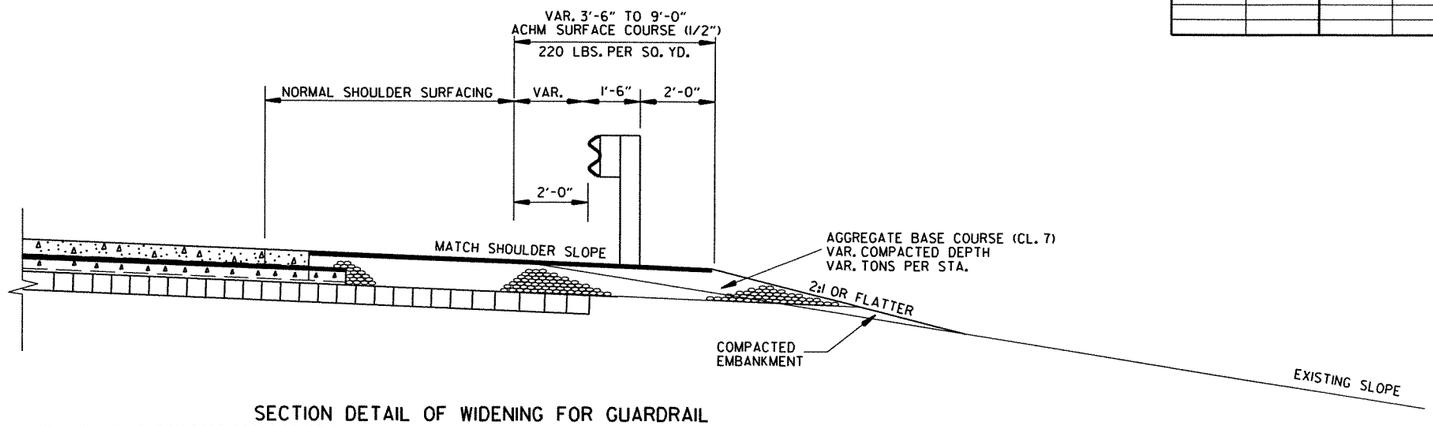
08-12-2010

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.		020487	7	125

(2) SPECIAL DETAILS

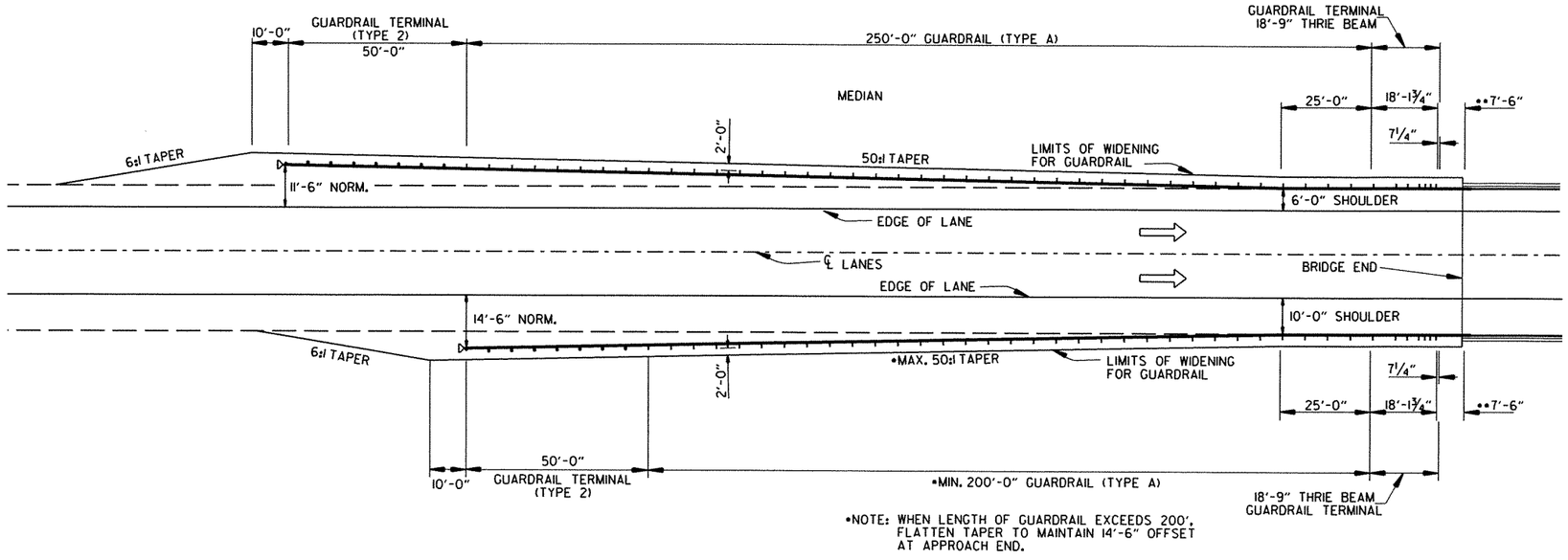
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



SECTION DETAIL OF WIDENING FOR GUARDRAIL

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

NOTE: LAYOUT OF GUARDRAIL AT CONCRETE PIER PROTECTION SHALL BE AS SHOWN FOR RIGHT SIDE OF BRIDGE.



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

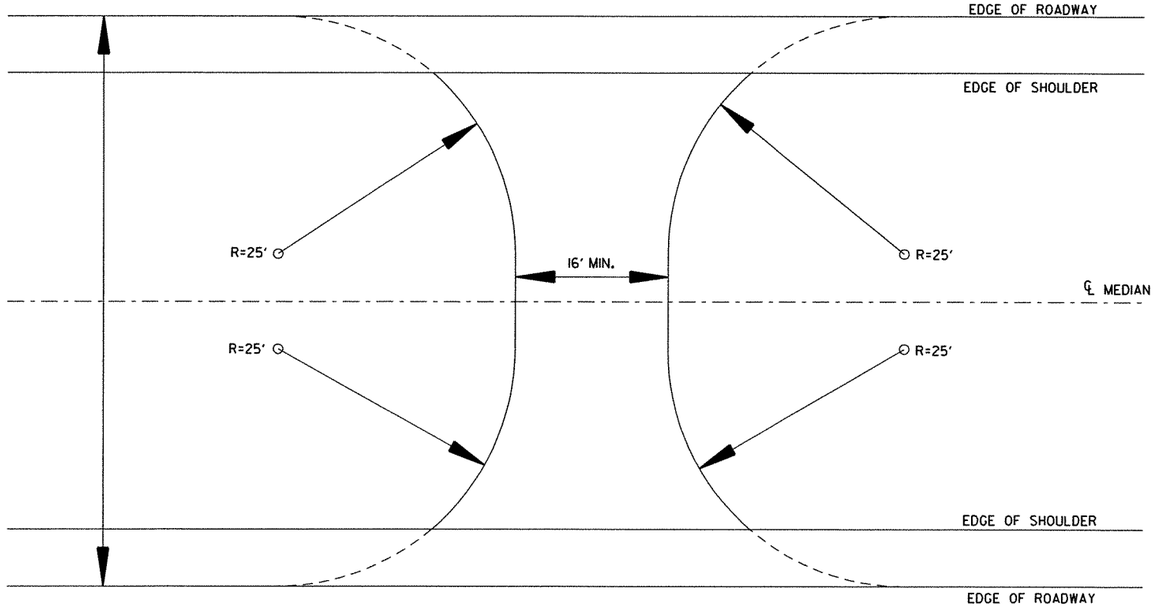
TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

08-12-2010

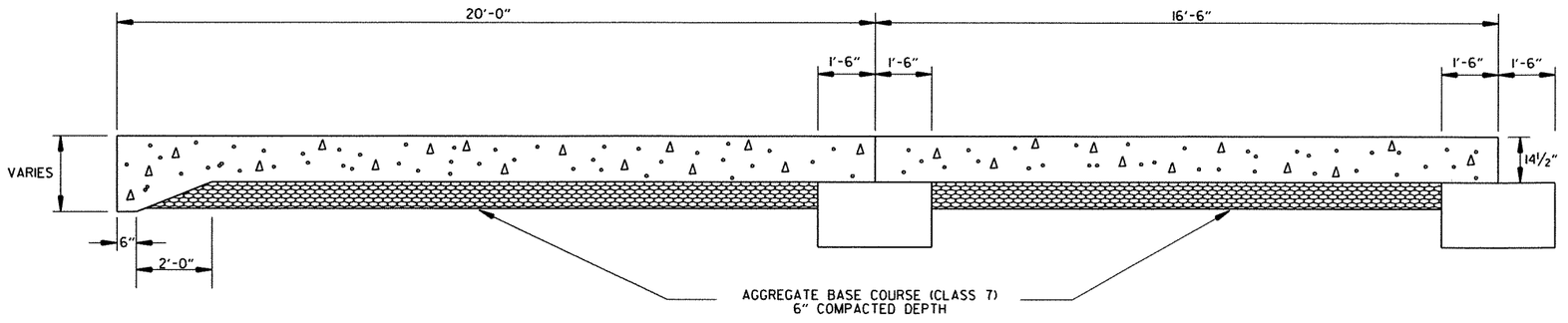
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	8	125

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



NOTE: MEDIAN CROSSING TO BE CONSTRUCTED OF AGGREGATE BASE COURSE (CLASS 7) - 10½" COMPACTED DEPTH & ACHM SURFACE COURSE (1/2") - 220 LBS. PER SQ. YD.

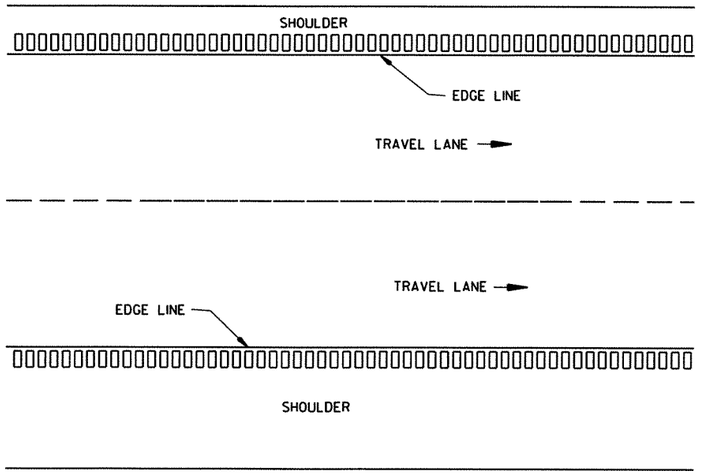


DETAIL OF APPROACH SLAB

08-12-2010

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	9	125

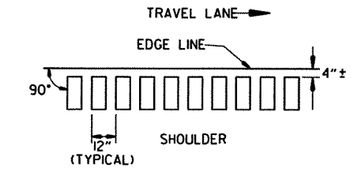
(2) SPECIAL DETAILS



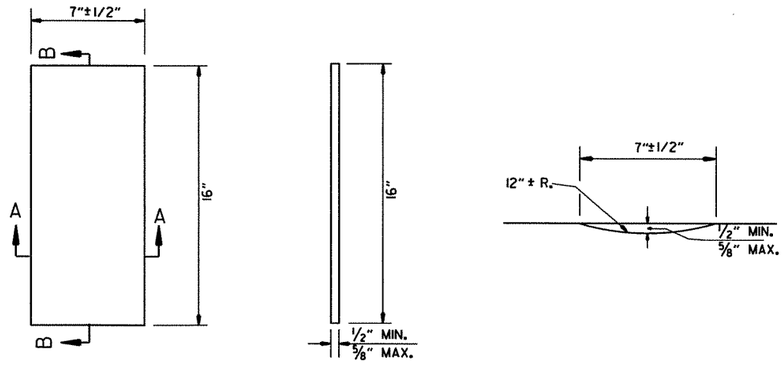
PLAN VIEW

NOTES:

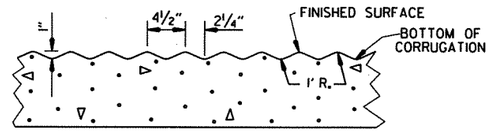
1. ALIGNMENT OF RUMBLE STRIPS SHALL GENERALLY BE STRAIGHT AND OFFSET APPROXIMATELY 4" FROM THE OUTER EDGE OF THE EDGE LINE. THIS OFFSET MAY BE ADJUSTED TO ACCOMMODATE VARIATIONS IN THE EDGE LINE.
2. THE 1/2" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.



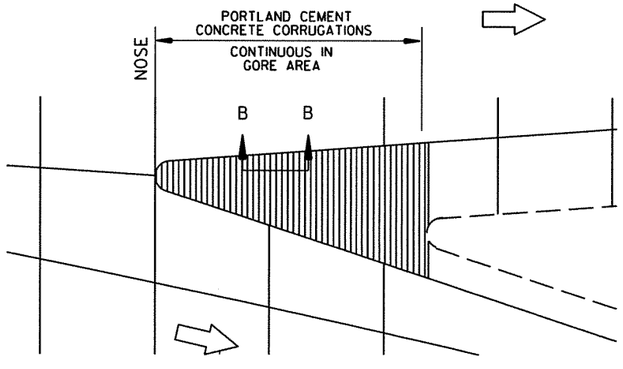
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER



DETAILS OF RUMBLE STRIPS



SECTION B-B

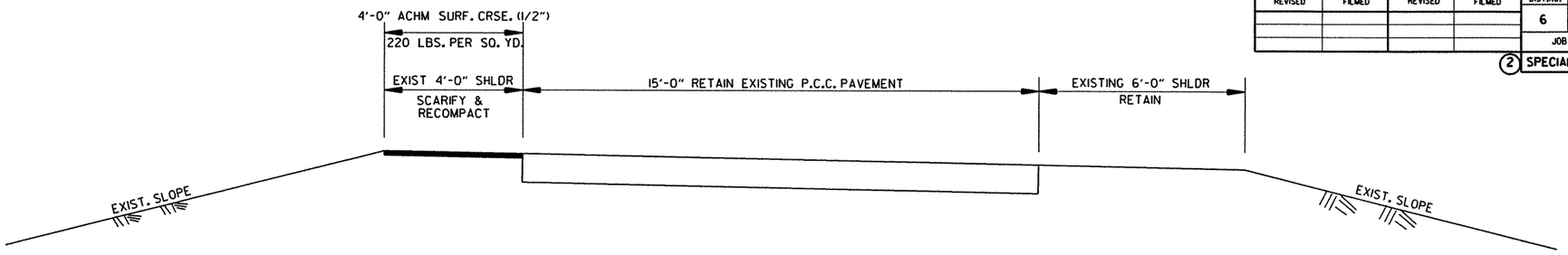


LAYOUT OF SHOULDER CORRUGATIONS
IN EXIT GORE AREAS

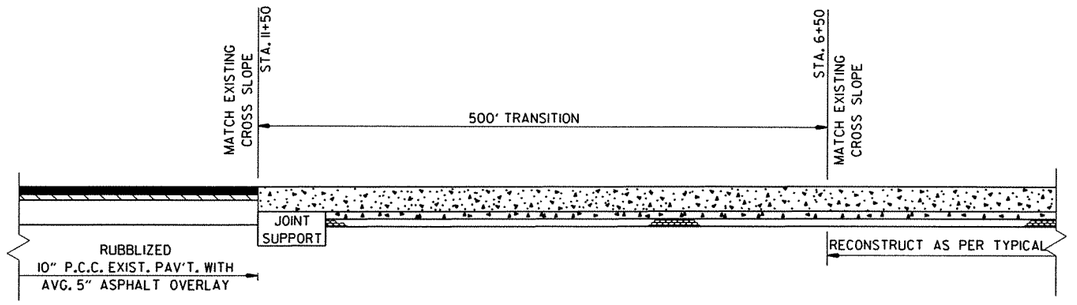
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	10	125

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



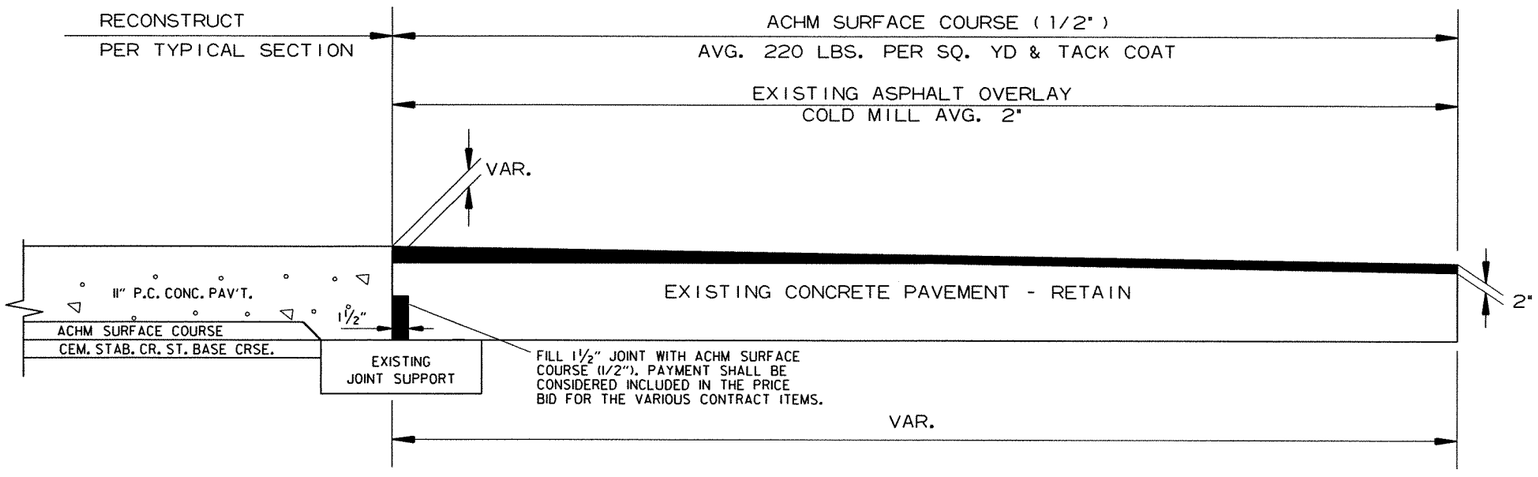
PAVEMENT REHABILITATION - RAMPS



MAIN LANE PAVING TRANSITION AT END OF JOB

RIGHT & LEFT MAIN LANES

STA. 6+50-11+50



PAVING TRANSITION AT RAMPS

05-15-00 RB80103.001

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	11	125

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. RUGETT
9-2-11

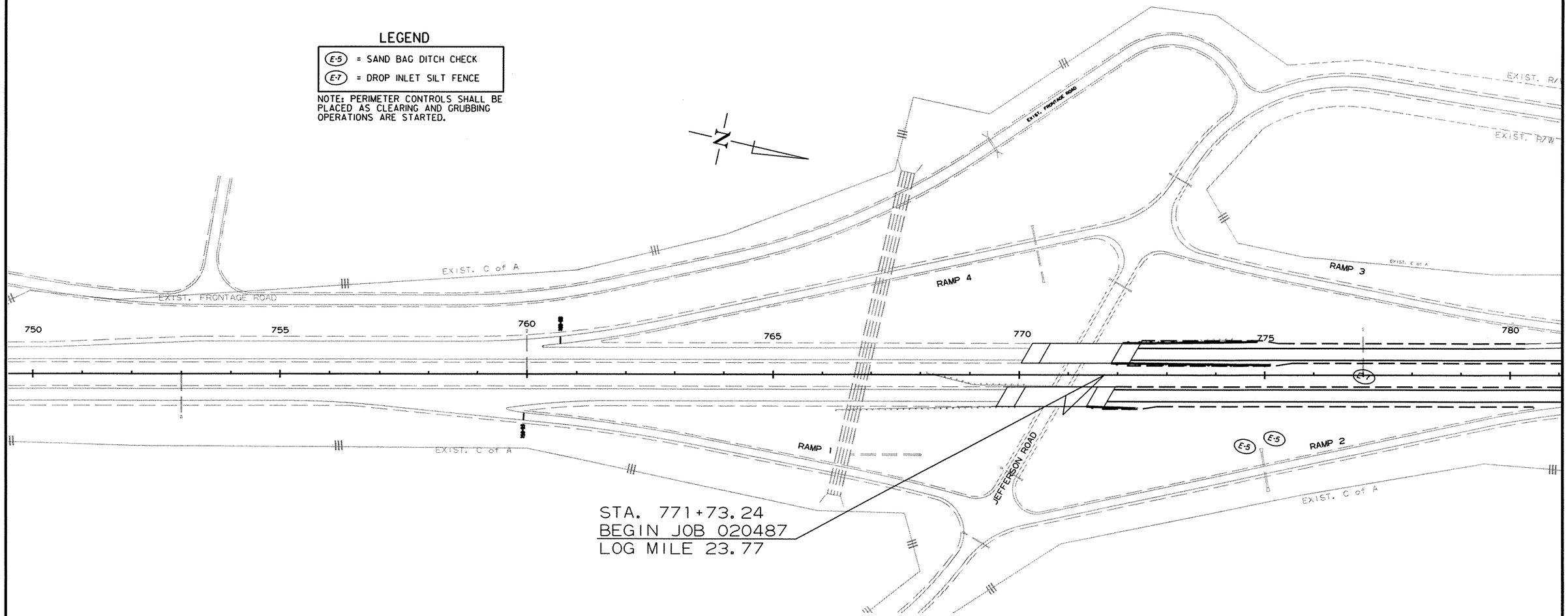
REVISION BOX

DATE OF REVISION	REVISION

LEGEND

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

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



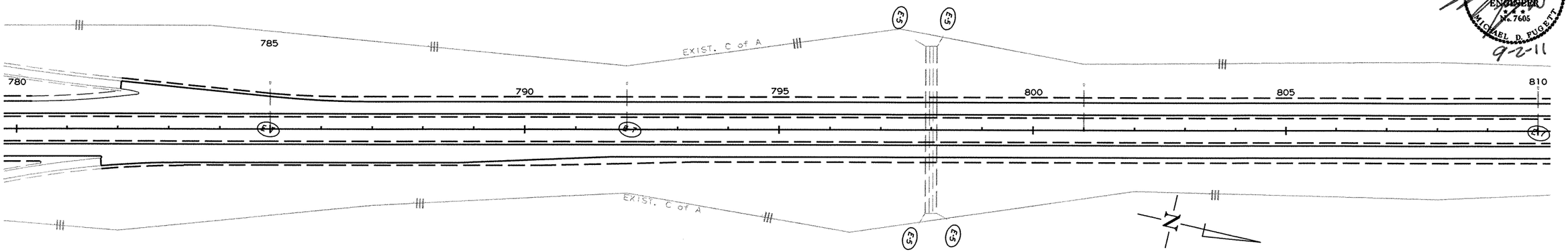
R020487.DGN 9/1/2011

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.		020487	12	125

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



REVISION BOX

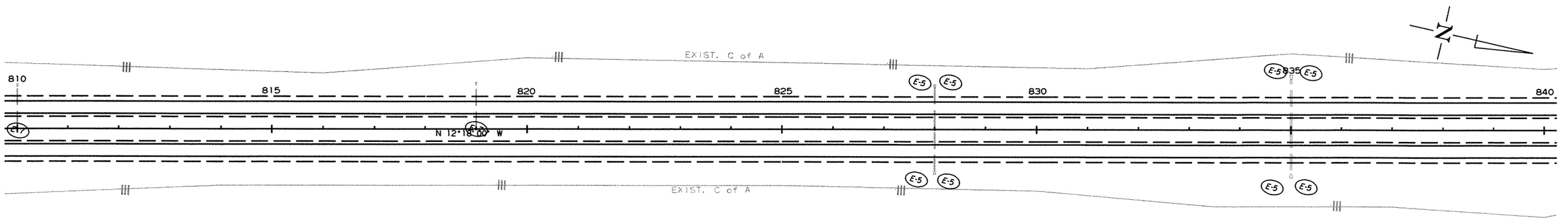
DATE OF REVISION	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECK

(E-7) = DROP INLET SILT FENCE

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



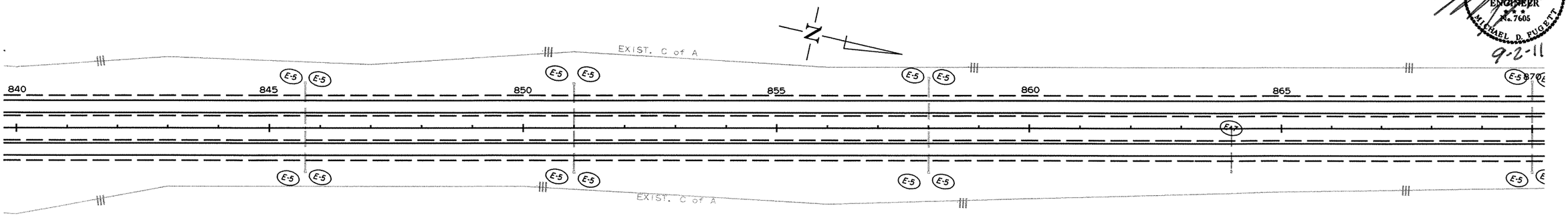
R020487.DGN 9/1/2011

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.		020487	13	125

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



REVISION BOX

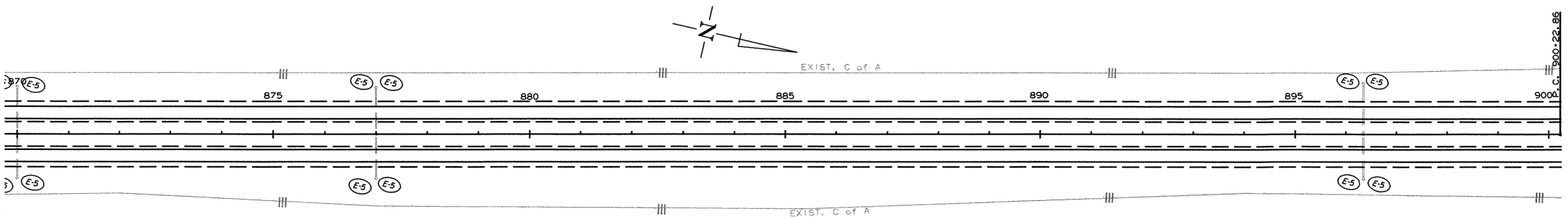
DATE OF REVISION	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECK

(E-7) = DROP INLET SILT FENCE

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



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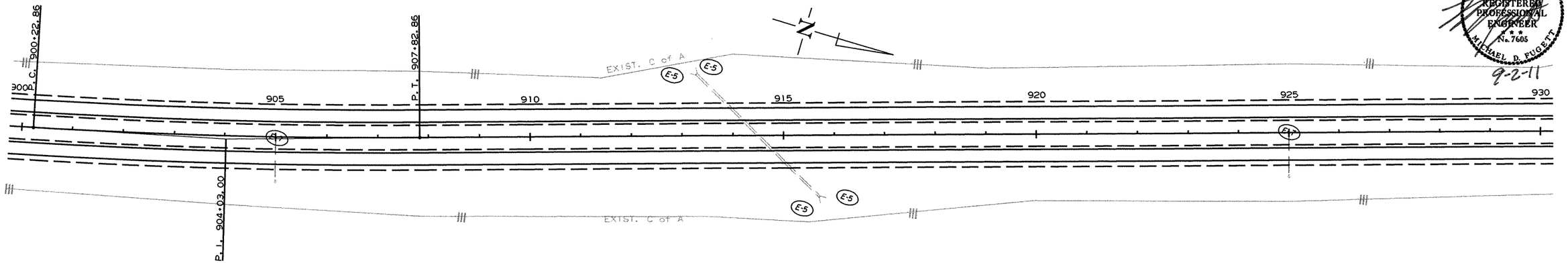
TEMPORARY EROSION CONTROL DETAILS

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.		020487	14	125

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



REVISION BOX

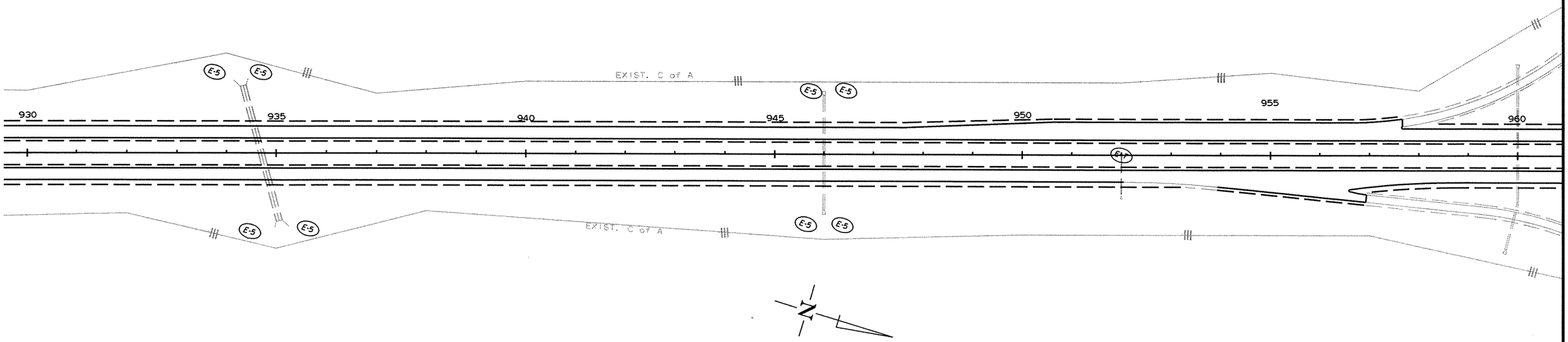
DATE OF REVISION	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECK

(E-7) = DROP INLET SILT FENCE

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



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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.		020487	15	125

(2) TEMPORARY EROSION CONTROL DETAILS

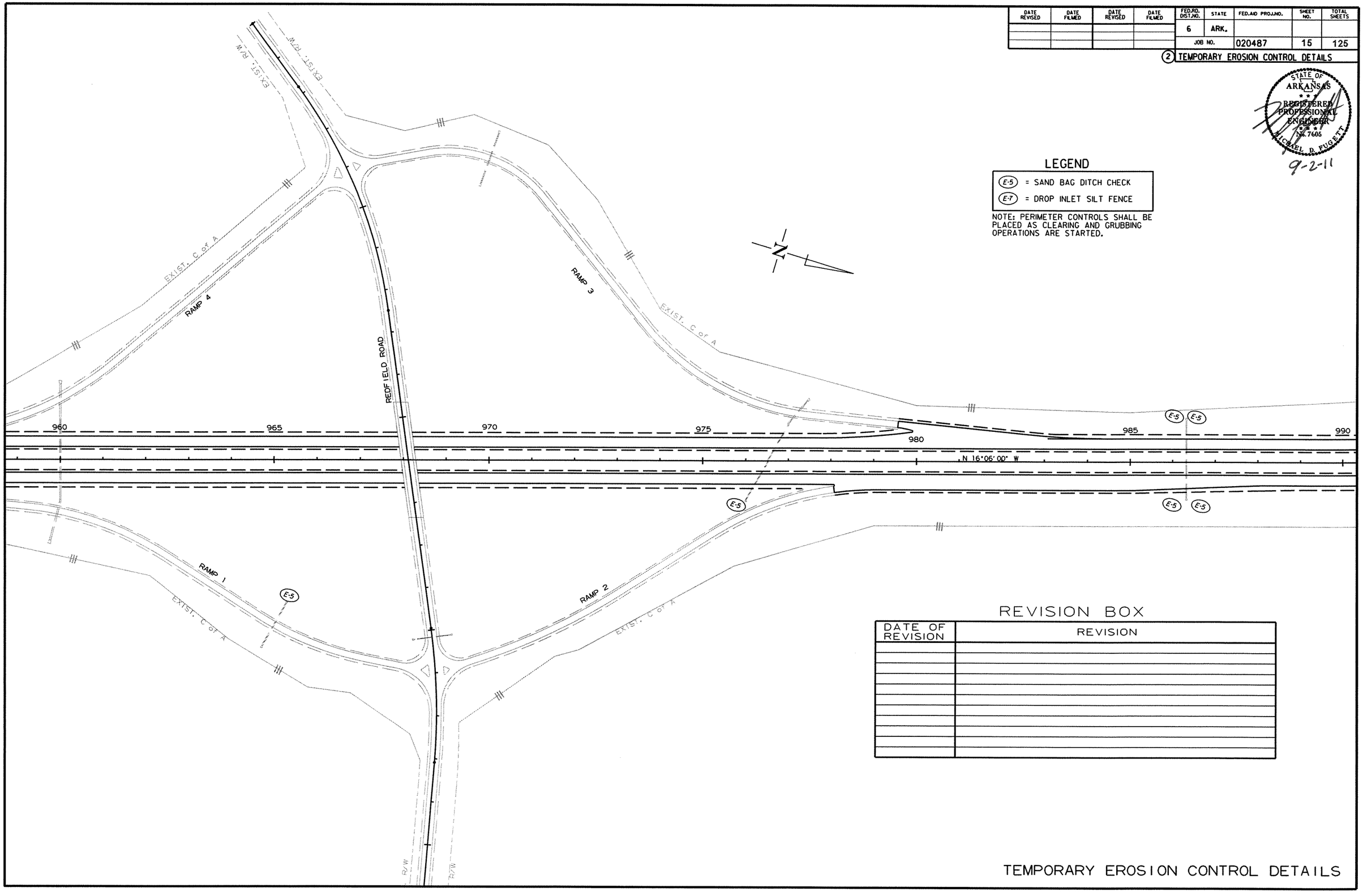
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

LEGEND

(E-5) = SAND BAG DITCH CHECK

(E-7) = DROP INLET SILT FENCE

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



REVISION BOX

DATE OF REVISION	REVISION

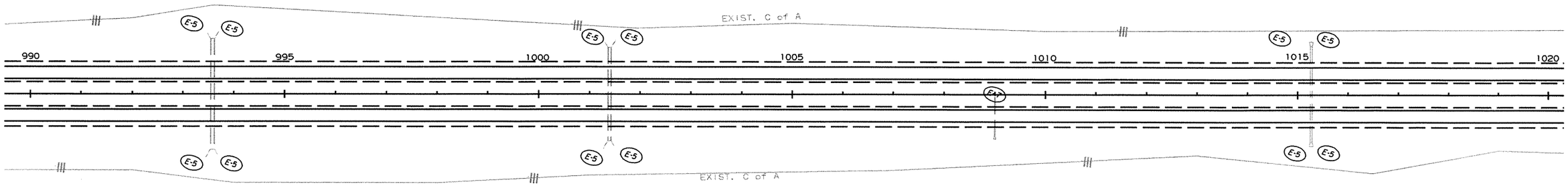
TEMPORARY EROSION CONTROL DETAILS

R020487.DGN 9/1/2011

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	16	125

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7603
MICHAEL D. FUGETT
9-2-11



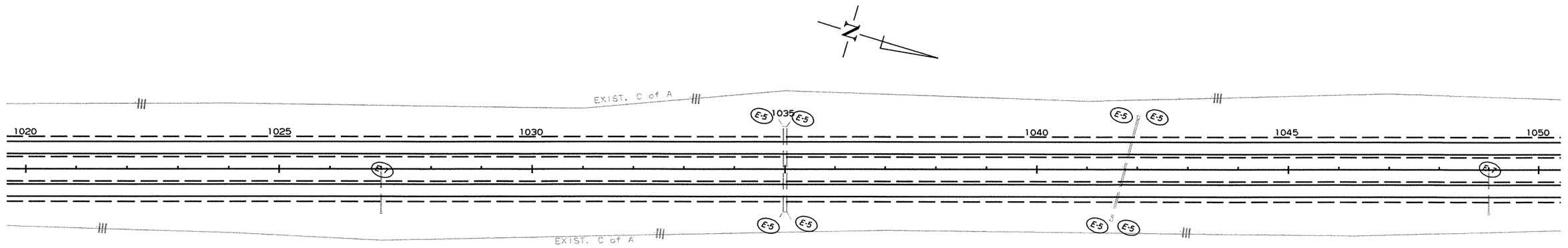
REVISION BOX

DATE OF REVISION	REVISION

LEGEND

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

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



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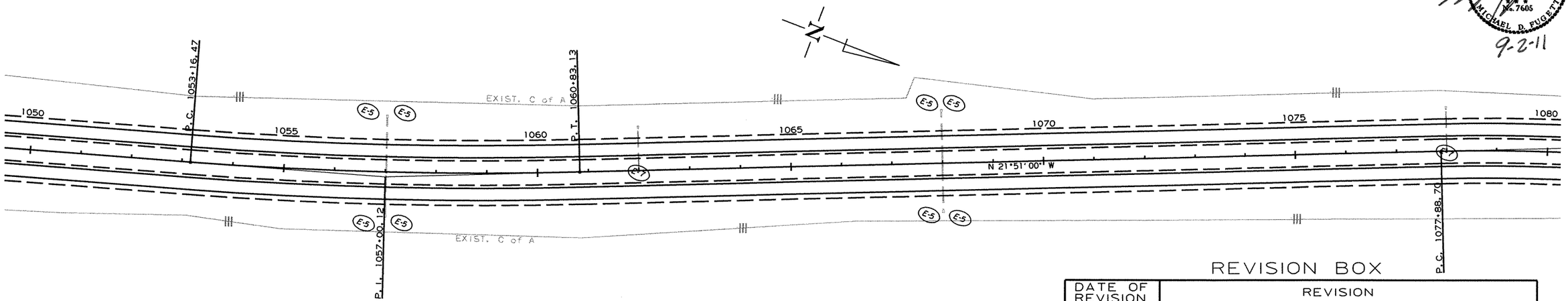
TEMPORARY EROSION CONTROL DETAILS

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.		020487	17	125

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



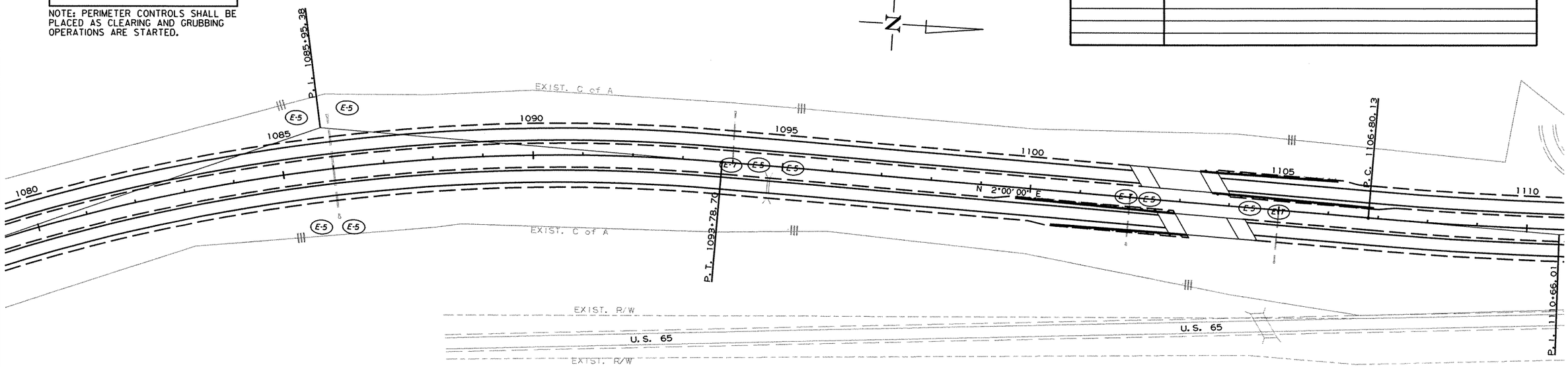
LEGEND

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

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

REVISION BOX

DATE OF REVISION	REVISION



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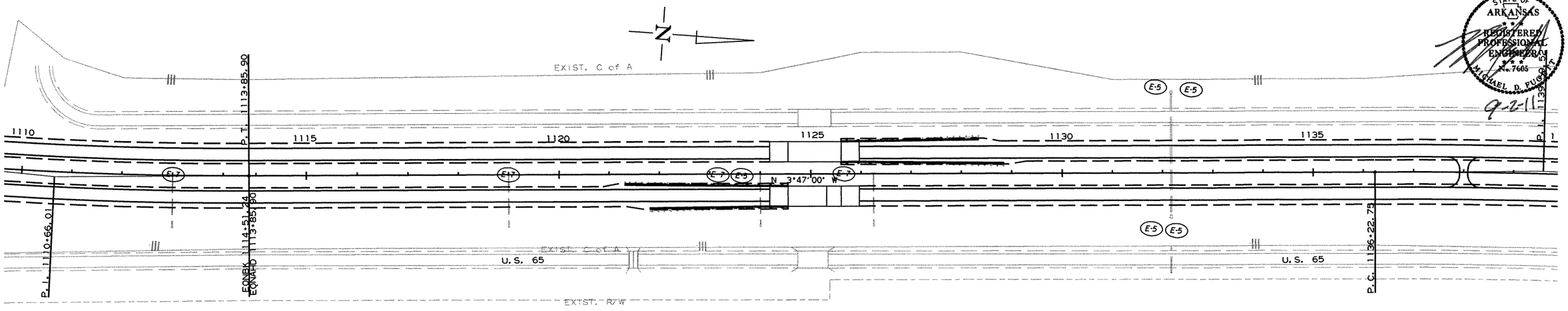
TEMPORARY EROSION CONTROL DETAILS

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.		020487	18	125

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGATT
9-2-11



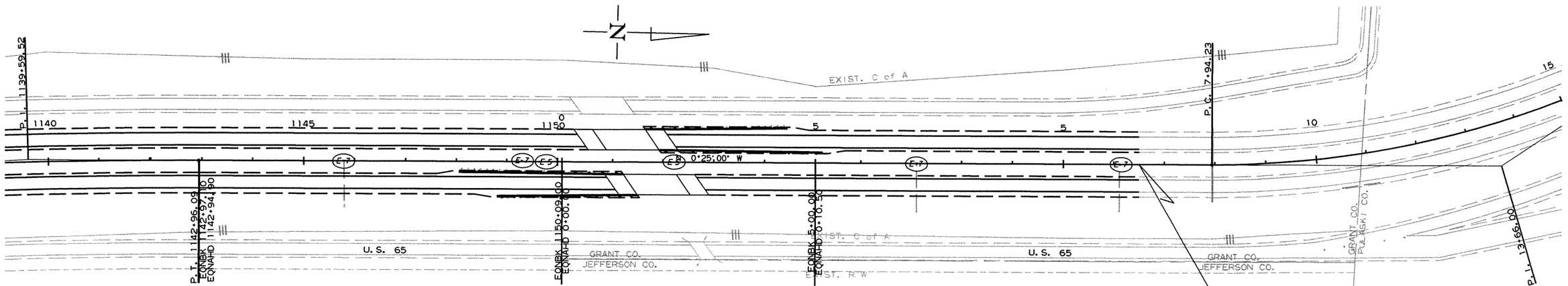
REVISION BOX

DATE OF REVISION	REVISION

LEGEND

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

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



STA. 6+50.00 END JOB 020487
LOG MILE 16.38

TEMPORARY EROSION CONTROL DETAILS

R020487.DGN 9/1/2011

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	19	125

(2) TEMPORARY EROSION CONTROL DETAILS

REVISION BOX

DATE OF REVISION	REVISION

LEGEND

(E-5) = SAND BAG DITCH CHECK

(E-7) = DROP INLET SILT FENCE

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

STATE OF ARKANSAS
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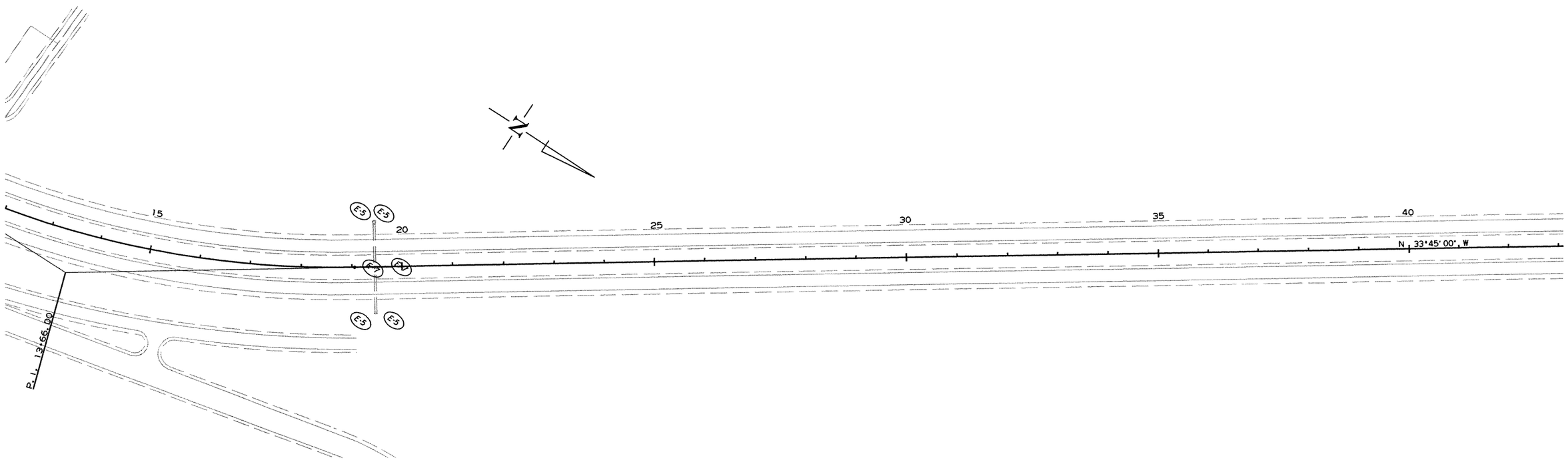
No. 7605
MICHAEL D. FUGETT
9-2-11



R020487.DGN 9/1/2011

TEMPORARY EROSION CONTROL DETAILS

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				6	ARK.			
				JOB NO.		020487	20	125

(2) MAINTENANCE OF TRAFFIC

SUMMARY OF SEQUENCE OF CONSTRUCTION:

STAGE I-A OPERATIONS
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES & RAMPS
& ACHM PATCHING OF EXISTING ROADWAY (WHERE DIRECTED BY THE ENGINEER)

STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANES
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES
AND REMOVE SELECTED PREVIOUS TEMP. RAMPS

STAGE III-A OPERATIONS:
ROUTE NB I-530 TRAFFIC ONTO OUTSIDE OF RECONSTRUCTED NB I-530 LANES
LEAVE SB I-530 TRAFFIC IN OUTSIDE SB I-530 LANES.
CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS WHERE DIRECTED BY THE ENGINEER
REMOVE SELECTED TEMPORARY RAMPS & CROSSOVERS

STAGE III-B OPERATIONS:
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSOVER ONTO INSIDE LANE OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN

STAGE III-C OPERATIONS:
RETAIN STAGE III-B TRAFFIC PATH FOR SB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SB LANES
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

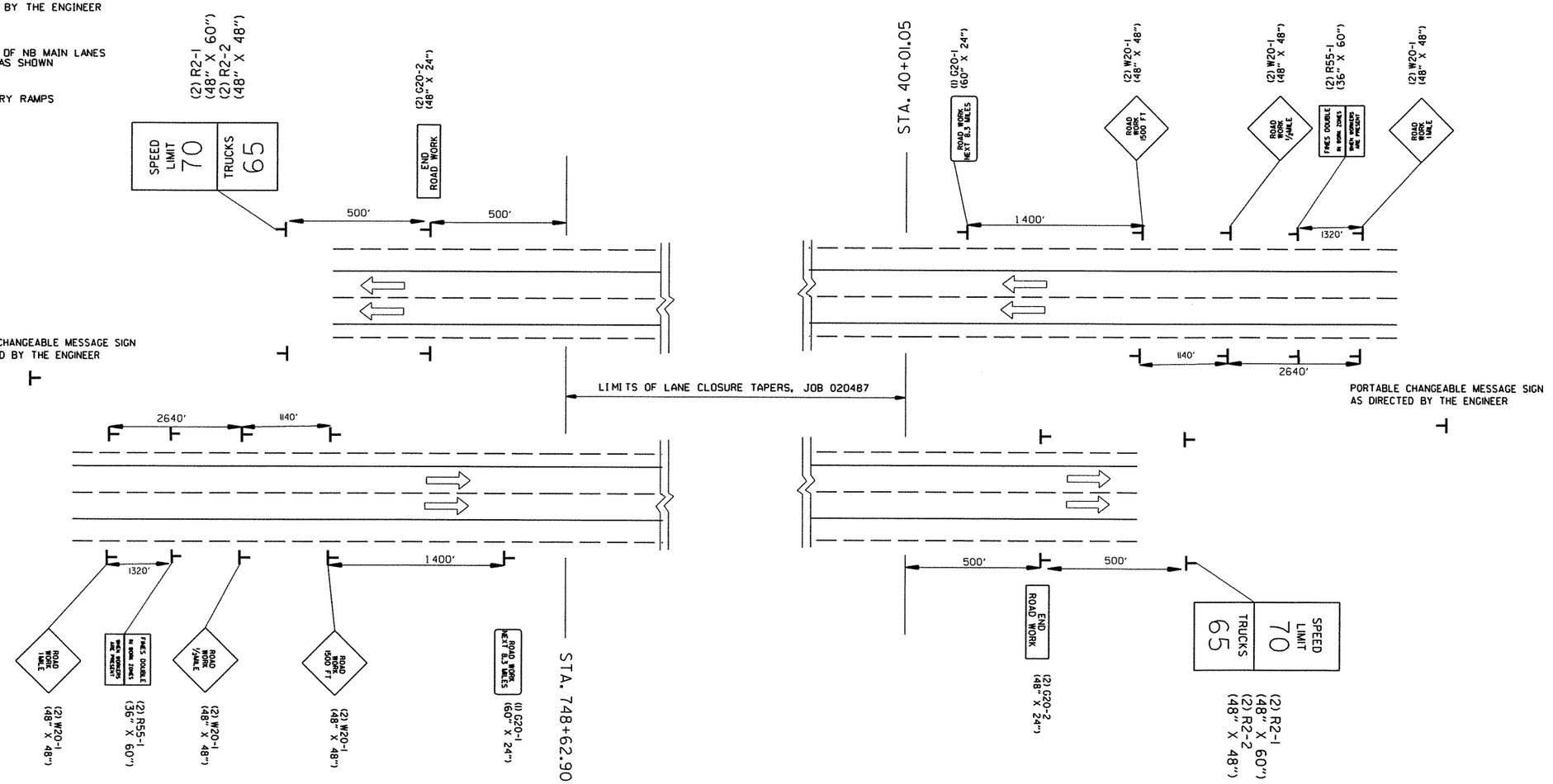
STAGE IV-A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PCCB AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE REMAINING CROSS OVERS AND TEMP. RAMPS
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

DO NOT PASS
(14) R4-1 (48" X 60")

TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 7605
MICHAEL D. FUGETT
9-2-11

NOTE ;
W20-1(1/2 MILE) AND (1500 FEET) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.



NOTE ;
W20-1(1/2 MILE) AND (1500 FEET) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.

ADVANCE SIGNS AT BEGINNING AND END OF JOB
ALL STAGES

ALL STAGES
MAINTENANCE OF TRAFFIC

SUMMARY OF SEQUENCE OF CONSTRUCTION:

STAGE I-A OPERATIONS
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES & RAMPS
& ACHM PATCHING OF EXISTING ROADWAY (WHERE DIRECTED BY THE ENGINEER)

STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANES
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES
AND REMOVE SELECTED PREVIOUS TEMP. RAMPS

STAGE III-A OPERATIONS:
ROUTE NB I-530 TRAFFIC ONTO OUTSIDE OF RECONSTRUCTED NB I-530 LANES
LEAVE SB I-530 TRAFFIC IN OUTSIDE SB I-530 LANES.
CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS WHERE DIRECTED BY THE ENGINEER
REMOVE SELECTED TEMPORARY RAMPS & CROSSOVERS

SUMMARY OF SEQUENCE OF CONSTRUCTION CONTINUED:

STAGE III-B OPERATIONS:
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSOVER ONTO INSIDE LANE OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN

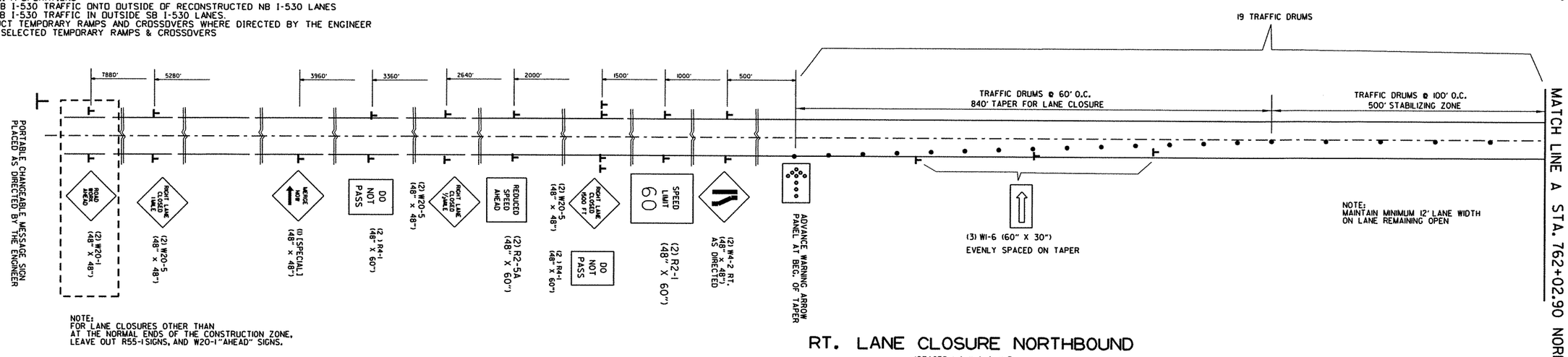
STAGE III-C OPERATIONS:
RETAIN STAGE III-B TRAFFIC PATH FOR SB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SB LANES
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

STAGE IV-A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PCCB AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE REMAINING CROSS OVERS AND TEMP. RAMPS
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

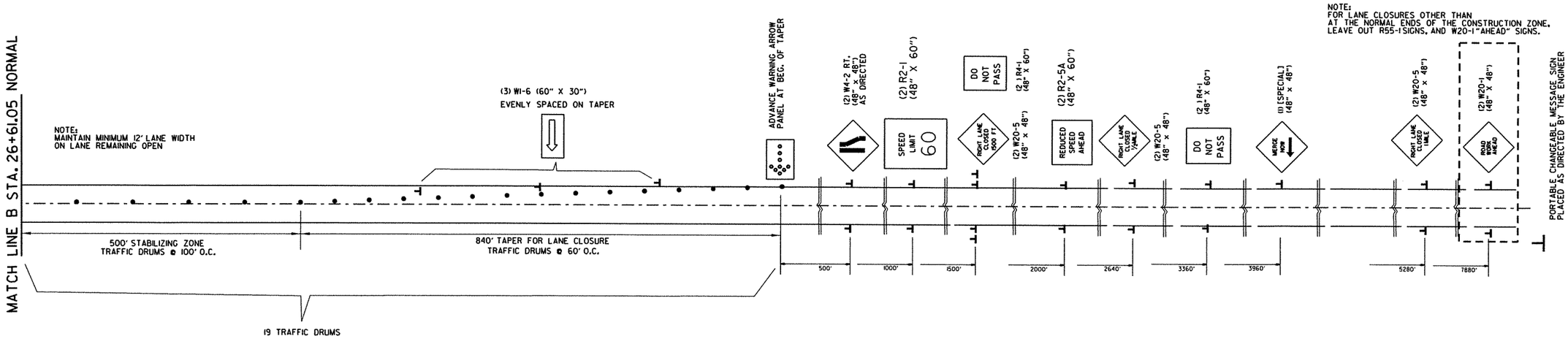
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	21	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12760
MICHAEL D. FUGETT
9-2-11



RT. LANE CLOSURE NORTHBOUND
(STAGES I-A, II-A, & II-B)



RT. LANE CLOSURE SOUTHBOUND
(STAGES I-A, III-B, & III-C)

NOTE:
QUANTITY BOX WILL SHOW MAXIMUM NUMBERS REQUIRED FOR STAGES I, II, III WHICH HAVE MULTIPLE PHASES.

ALL STAGES MAINTENANCE OF TRAFFIC

SUMMARY OF SEQUENCE OF CONSTRUCTION:

STAGE I-A OPERATIONS
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES & RAMPS
& ACHM PATCHING OF EXISTING ROADWAY (WHERE DIRECTED BY THE ENGINEER)

STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANES
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES
AND REMOVE SELECTED PREVIOUS TEMP. RAMPS

STAGE III-A OPERATIONS:
ROUTE NB I-530 TRAFFIC ONTO OUTSIDE OF RECONSTRUCTED NB I-530 LANES
LEAVE SB I-530 TRAFFIC IN OUTSIDE SB I-530 LANES.
CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS WHERE DIRECTED BY THE ENGINEER
REMOVE SELECTED TEMPORARY RAMPS & CROSSOVERS

SUMMARY OF SEQUENCE OF CONSTRUCTION CONTINUED:

STAGE III-B OPERATIONS:
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSOVER ONTO INSIDE LANE OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN

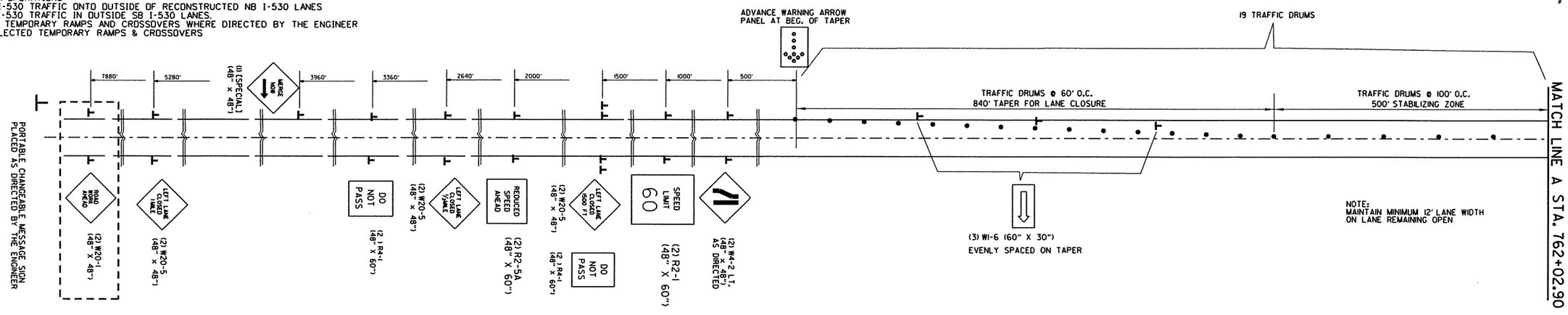
STAGE III-C OPERATIONS:
RETAIN STAGE III-B TRAFFIC PATH FOR SB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SB LANES
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

STAGE IV-A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PCCB AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE REMAINING CROSS OVERS AND TEMP. RAMPS
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	22	125

(2) MAINTENANCE OF TRAFFIC

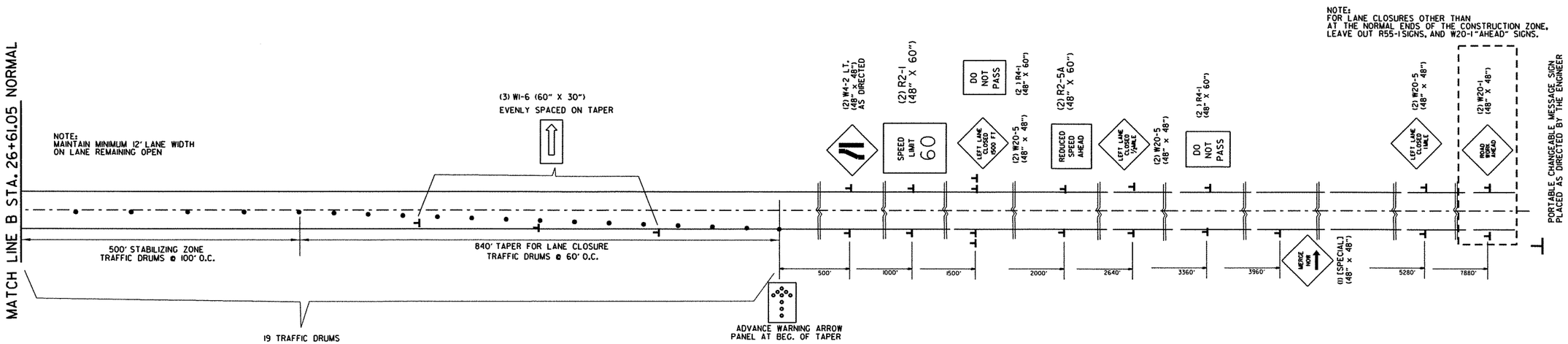
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



NOTE:
FOR LANE CLOSURES OTHER THAN
AT THE NORMAL ENDS OF THE CONSTRUCTION ZONE,
LEAVE OUT R55-1 SIGNS, AND W20-1 "AHEAD" SIGNS.

LT. LANE CLOSURE NORTHBOUND

(STAGES I-B, III-A, III-B, III-C, & IV-A)



LT. LANE CLOSURE SOUTHBOUND

(STAGES I-B, II-A, II-B, III-A, & IV-A)

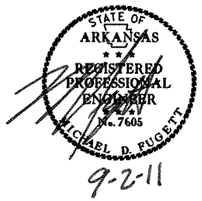
NOTE:
QUANTITY BOX WILL SHOW MAXIMUM NUMBERS REQUIRED
FOR STAGES I, II, III WHICH HAVE MULTIPLE PHASES.

ALL STAGES
MAINTENANCE OF TRAFFIC

STAGE I-A OPERATIONS
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES & RAMPS
& ACHM PATCHING OF EXISTING ROADWAY (WHERE DIRECTED BY THE ENGINEER)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	23	125

(2) MAINTENANCE OF TRAFFIC



I-530 LANES
DETAIL OF PLACEMENT OF TRAFFIC DRUMS

STA.748+63-40+01 SOUTHBOUND
REMOVAL OF PERMANENT PAVEMENT MARKINGS - 11177 LIN.FT.

STA.748+63-40+01 SOUTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 44709 LIN.FT.

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

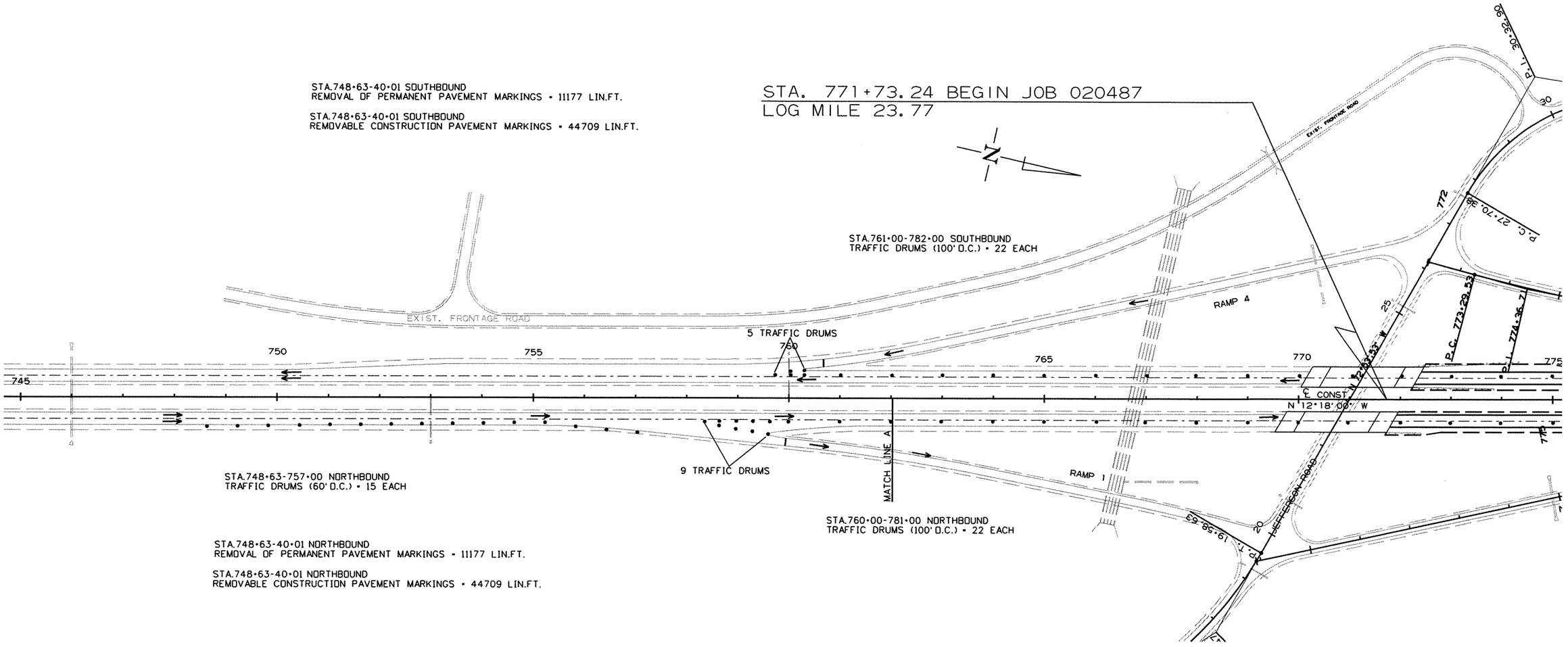
STA.761+00-782+00 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) - 22 EACH

STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) - 15 EACH

STA.760+00-781+00 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) - 22 EACH

STA.748+63-40+01 NORTHBOUND
REMOVAL OF PERMANENT PAVEMENT MARKINGS - 11177 LIN.FT.

STA.748+63-40+01 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 44709 LIN.FT.



STAGE I-A
MAINTENANCE OF TRAFFIC

STAGE I-A OPERATIONS
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES & RAMPS
& ACHM PATCHING OF EXISTING ROADWAY (WHERE DIRECTED BY THE ENGINEER)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	24	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.

STA.785+00-787+40 SOUTHBOUND
TRAFFIC DRUMS (60' O.C.) = 5 EACH

STA.788+00-944+00 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 156 EACH

STA.791+69-795+29 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) = 7 EACH

STA.796+00-952+00 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) = 156 EACH

STA.944+00-947+64 SOUTHBOUND
TRAFFIC DRUMS (60' O.C.) = 7 EACH

STA.952+00-954+40 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) = 5 EACH

STA.957+00-977+00 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) = 21 EACH

STA.958+00-979+00 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 22 EACH

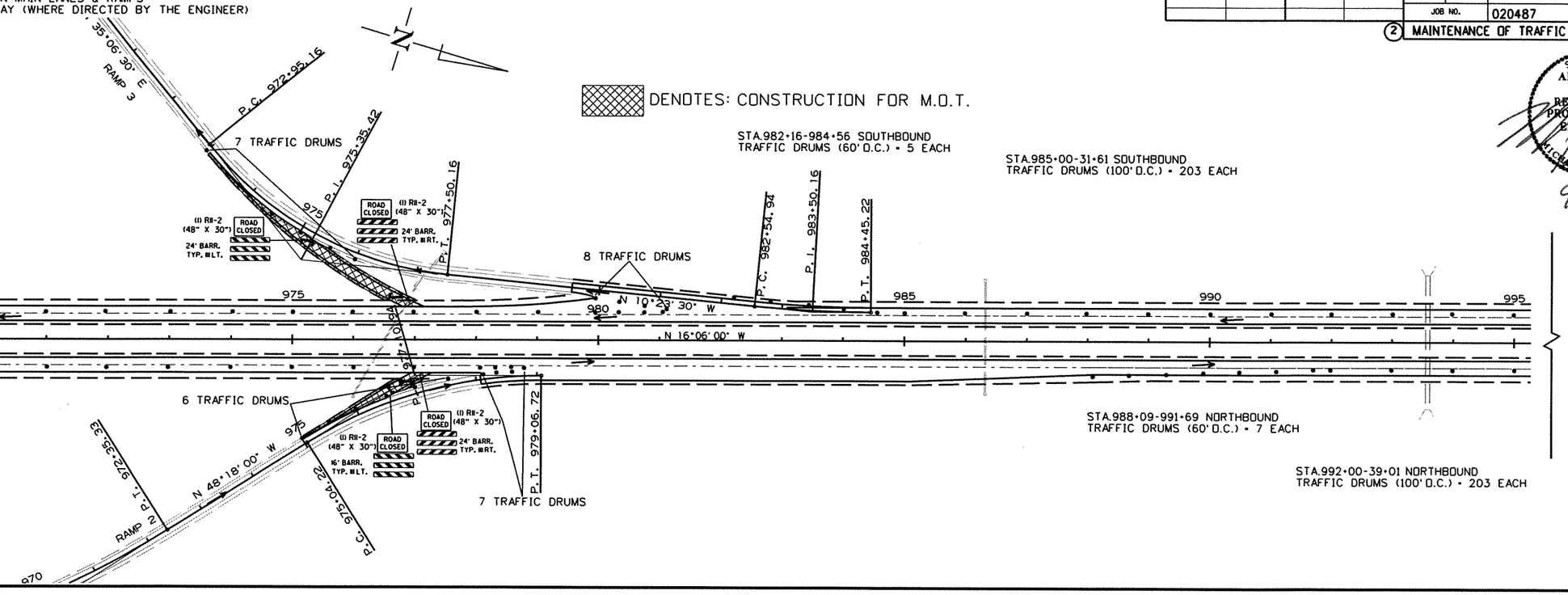
STAGE I-A MAINTENANCE OF TRAFFIC

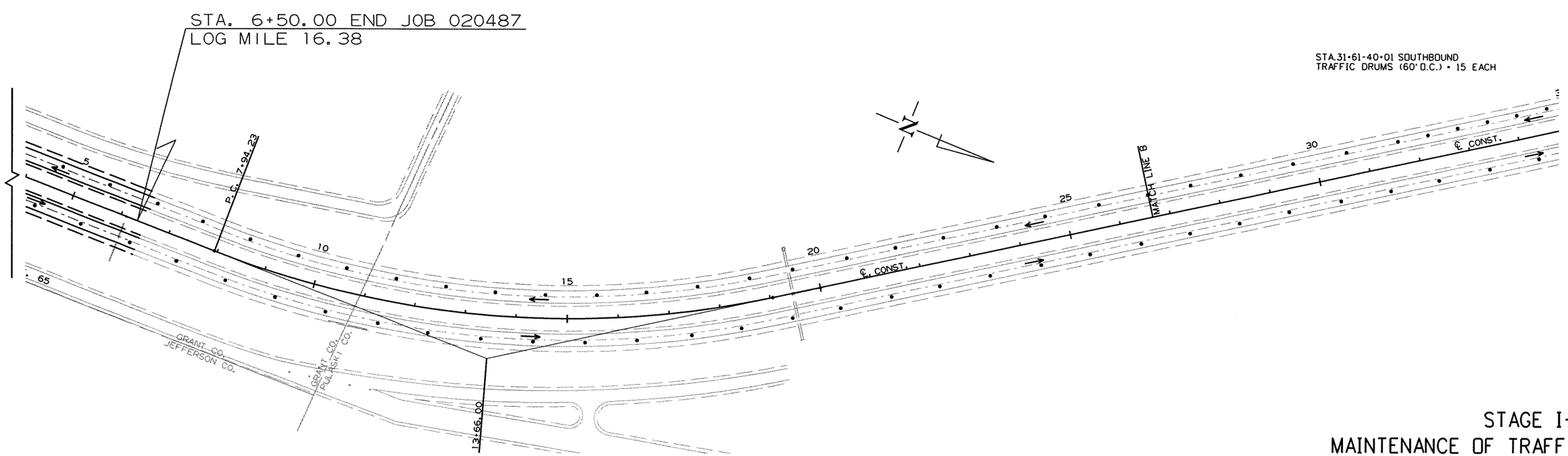
STAGE I-A OPERATIONS
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES & RAMPS
& ACHM PATCHING OF EXISTING ROADWAY (WHERE DIRECTED BY THE ENGINEER)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	25	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11





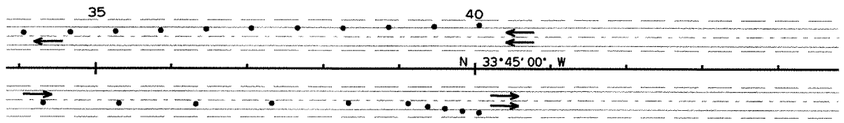
STAGE I-A
MAINTENANCE OF TRAFFIC

STAGE I-A OPERATIONS
CLOSE OUTSIDE LANE ON MAIN LANES
CONSTRUCT TEMPORARY RAMPS BETWEEN MAIN LANES & RAMPS
& ACHM PATCHING OF EXISTING ROADWAY (WHERE DIRECTED BY THE ENGINEER)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	26	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



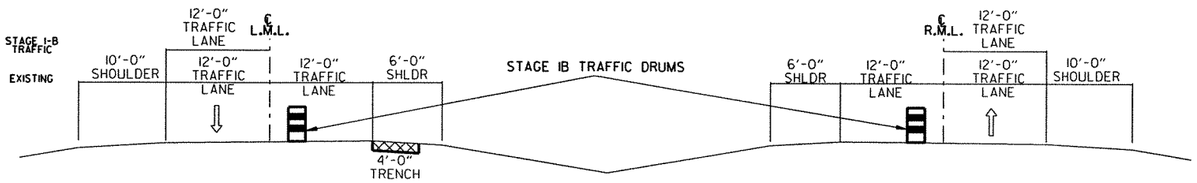
STA.39+01-40+01 NORTHBOUND
TRAFFIC DRUMS - 5 EACH

STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANES
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	27	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 7605
MICHAEL D. FUGETT
9-2-11



DETAIL OF PLACEMENT OF TRAFFIC DRUMS

DENOTES: CONSTRUCTION FOR M.O.T.

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

STA.748+63-40+01 SOUTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS • 44709 LIN.FT.

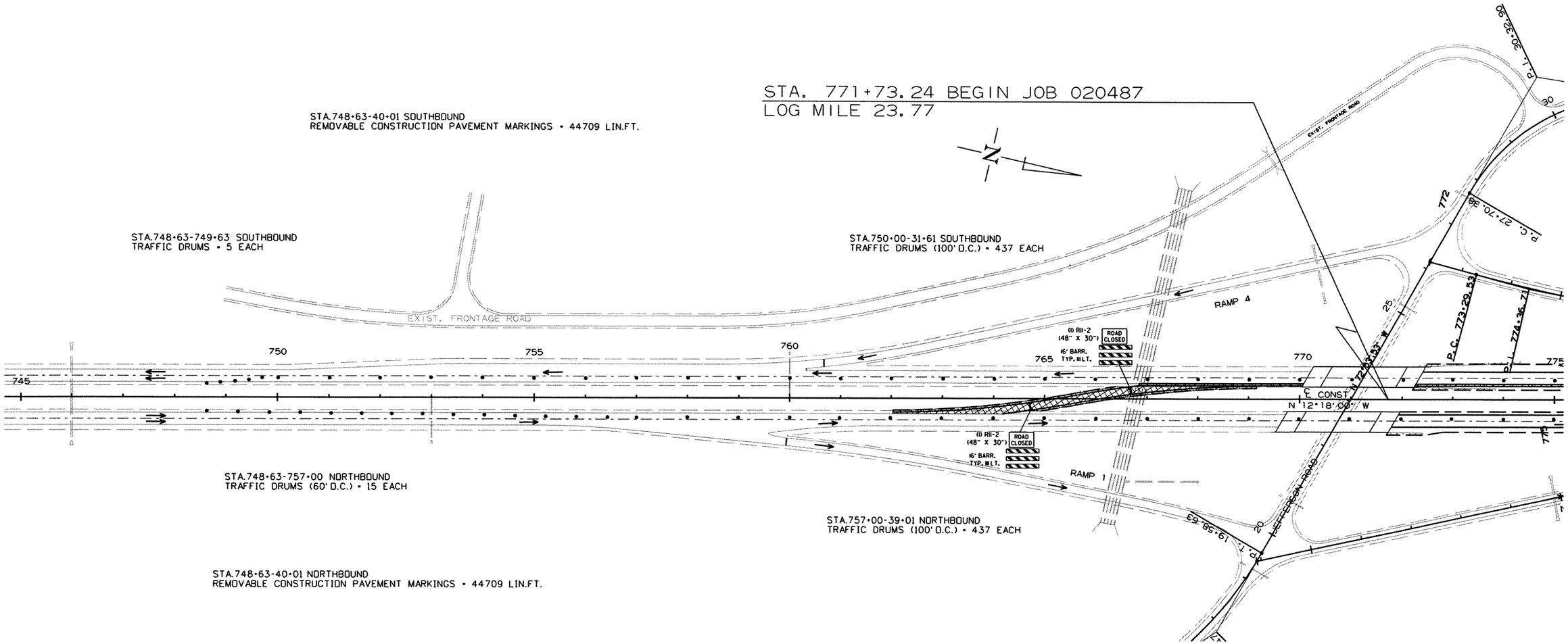
STA.748+63-749+63 SOUTHBOUND
TRAFFIC DRUMS • 5 EACH

STA.750+00-31+61 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) • 437 EACH

STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) • 15 EACH

STA.757+00-39+01 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) • 437 EACH

STA.748+63-40+01 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS • 44709 LIN.FT.



STAGE I-B
MAINTENANCE OF TRAFFIC

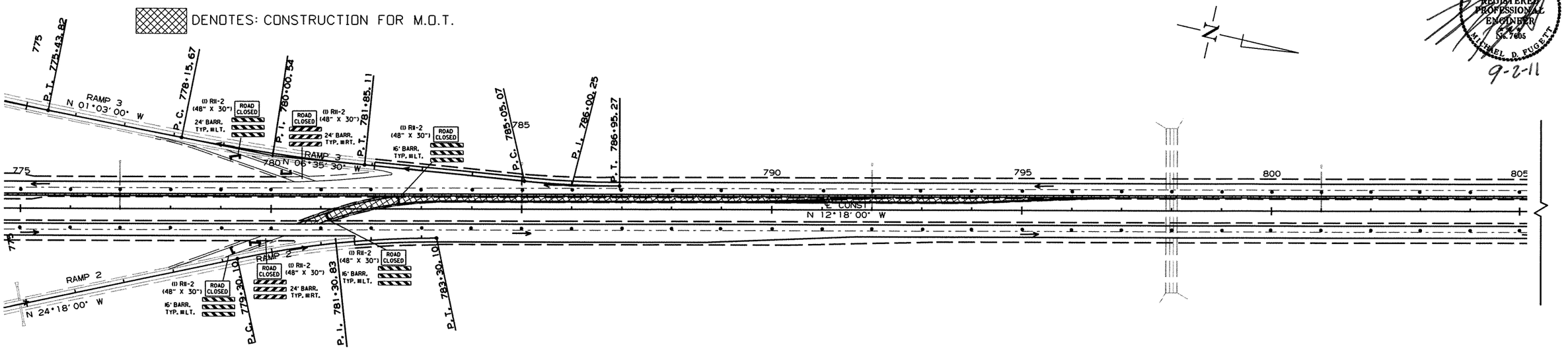
STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANES
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	28	125

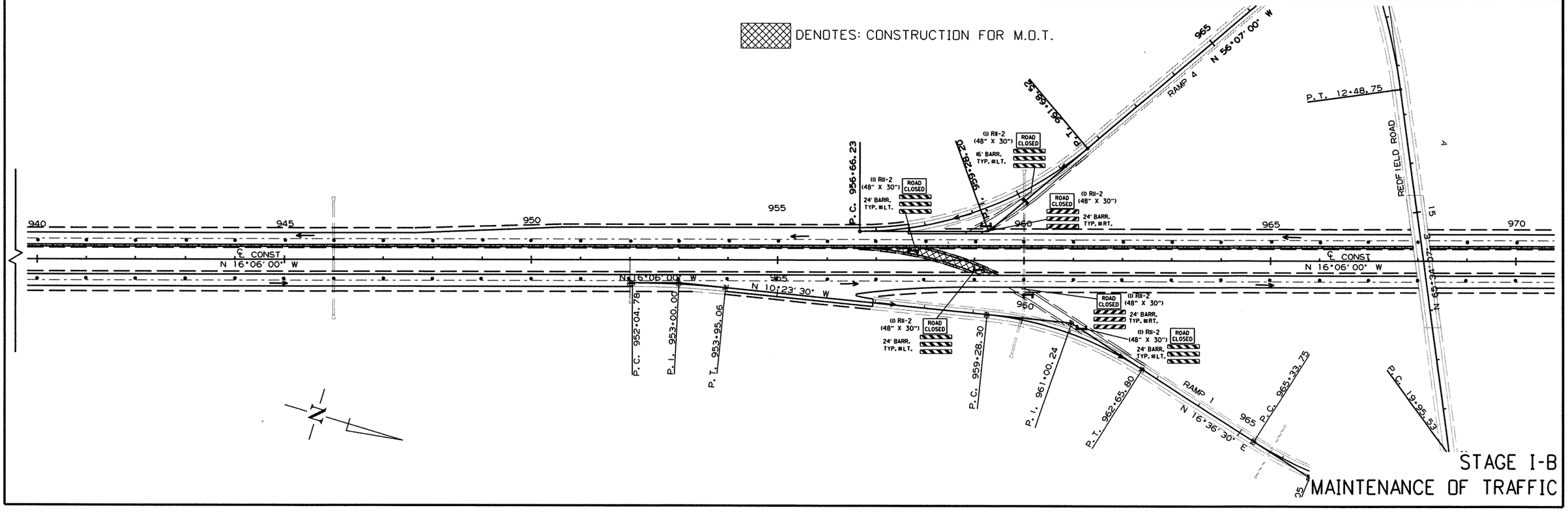
(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.



DENOTES: CONSTRUCTION FOR M.O.T.



STAGE I-B
MAINTENANCE OF TRAFFIC

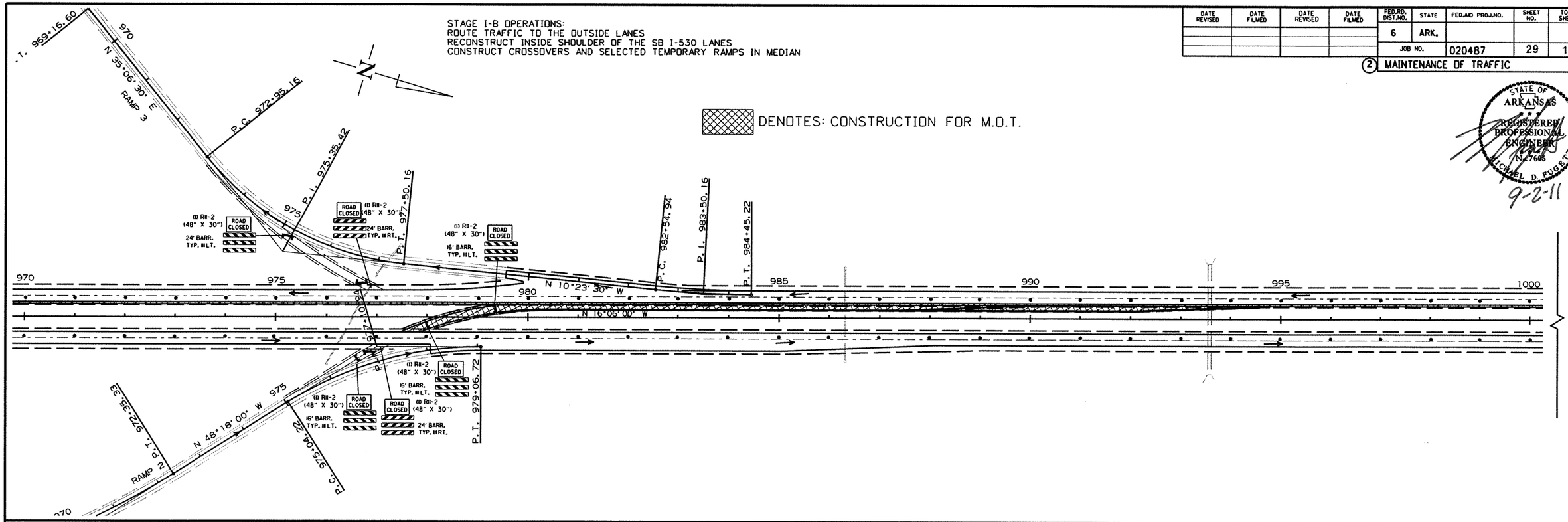
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	29	125

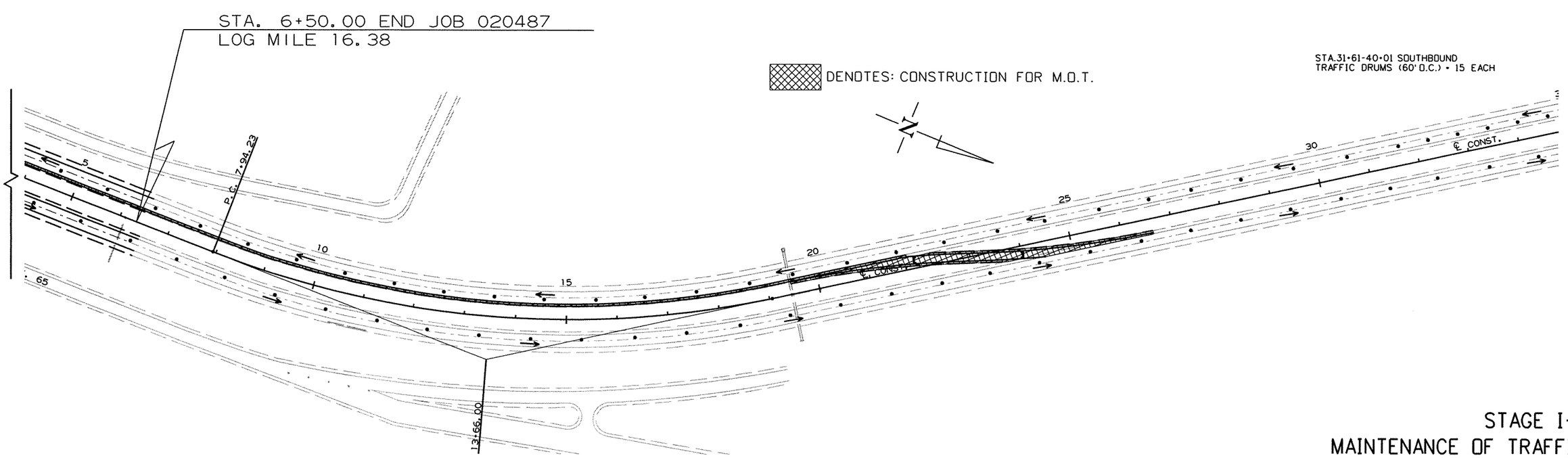
(2) MAINTENANCE OF TRAFFIC

STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANES
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

DENOTES: CONSTRUCTION FOR M.O.T.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



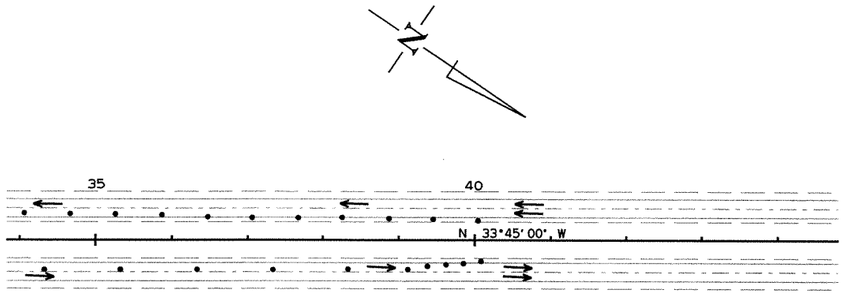


STAGE I-B
MAINTENANCE OF TRAFFIC

STAGE I-B OPERATIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANES
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	30	125
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



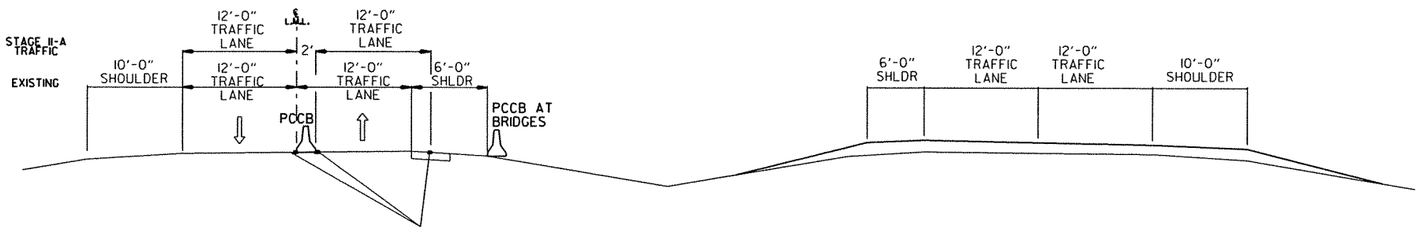
STA.39+01-40+01 NORTHBOUND
TRAFFIC DRUMS - 5 EACH

STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	31	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
LT. & RT. EDGE LINES FOR CROSSED-OVER NORTHBOUND TRAFFIC

DENOTES: CONSTRUCTION FOR M.O.T.

STA.765+87-22+47 C.L. NORTHBOUND LANES
FURNISHING AND INSTALLING PRECAST
CONCRETE BARRIER = 41226 LIN.FT.
WITH S.E.U.

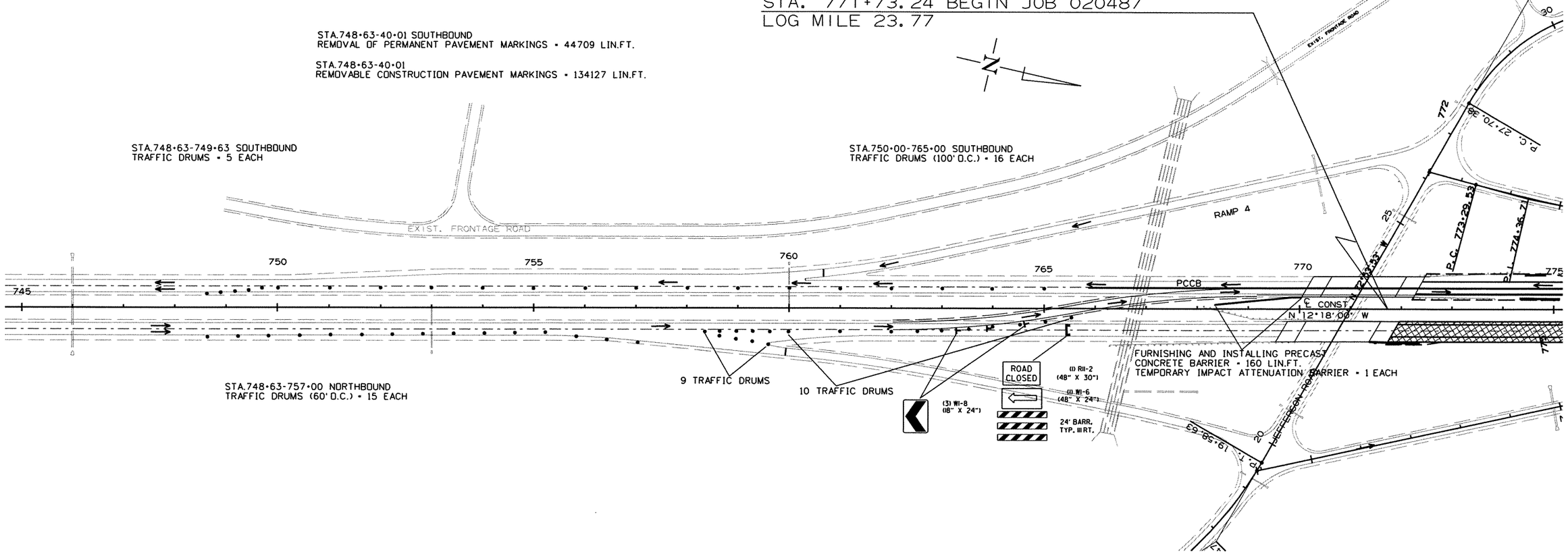
STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

STA.748+63-40+01 SOUTHBOUND
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 44709 LIN.FT.

STA.748+63-40+01
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 134127 LIN.FT.

STA.748+63-749+63 SOUTHBOUND
TRAFFIC DRUMS = 5 EACH

STA.750+00-765+00 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 16 EACH



STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH

STAGE II-A
MAINTENANCE OF TRAFFIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	32	125

(2) MAINTENANCE OF TRAFFIC

STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7603
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.

STA.790+00-796+00
TRAFFIC DRUMS (50' O.C.) = 13 EACH

RAMP 3
N 01°03'00" W
P.T. 775+43.82
P.C. 778+15.67
P.I. 780+00.54
P.T. 781+85.11
P.C. 785+05.07
P.I. 786+00.25
P.T. 786+95.27

RAMP 3
N 06°35'30" W

RAMP 2
N 24°18'00" W
P.C. 779+30.10
P.I. 781+30.83
P.I. 783+30.10

14 TRAFFIC DRUMS

℄ CONST
N 12°18'00" W

PCCB

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

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

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III RT.

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
24' BARR. TYP. III RT.

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

ROAD CLOSED

775 780 785 790 795 800 805

DENOTES: CONSTRUCTION FOR M.O.T.

RAMP 4
N 56°07'00" W
P.C. 956+66.23
P.I. 959+89.96
P.T. 962+65.80

RAMP 1
N 16°36'30" E
P.C. 965+33.75
P.C. 19+95.53

REDFIELD ROAD
P.T. 12+48.75
N 16°36'30" E

℄ CONST
N 16°06'00" W

PCCB

P.C. 952+04.78
P.I. 953+00.00
P.T. 953+95.06
N 10°42'30" W

P.C. 959+28.30
P.I. 961+00.24

17 TRAFFIC DRUMS

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

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

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
24' BARR. TYP. III LT.

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

ROAD CLOSED

940 945 950 955 960 965 970

STAGE II-A
MAINTENANCE OF TRAFFIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	33	125

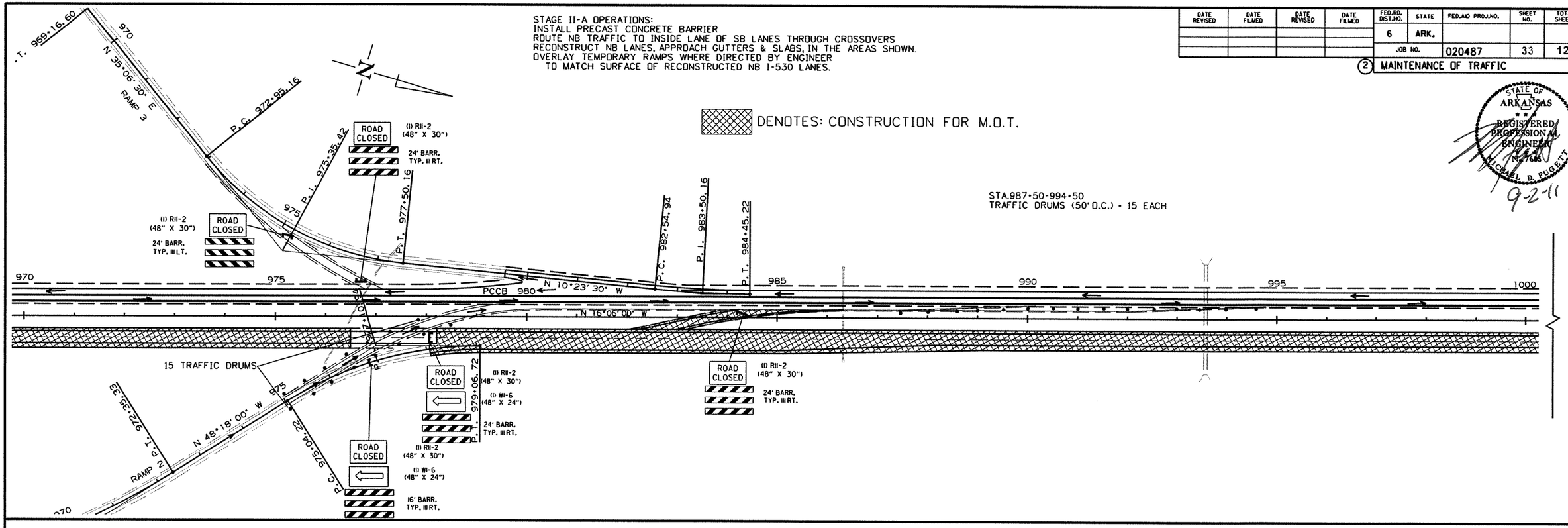
(2) MAINTENANCE OF TRAFFIC

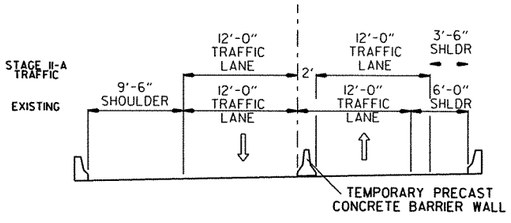
STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

DENOTES: CONSTRUCTION FOR M.O.T.

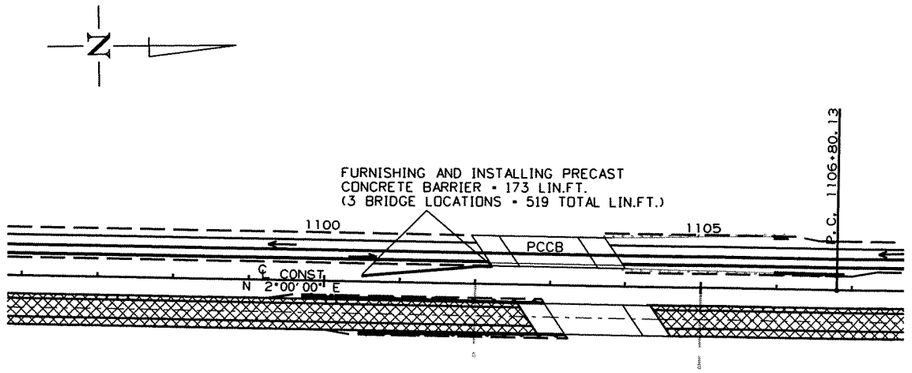
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11

STA.987+50-994+50
TRAFFIC DRUMS (50' O.C.) - 15 EACH





DETAIL OF PLACEMENT OF P.C.C.B. ON BRIDGE DECKS



STAGE II-A
MAINTENANCE OF TRAFFIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	34	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 7605
MICHAEL D. FUGETT
9-2-11

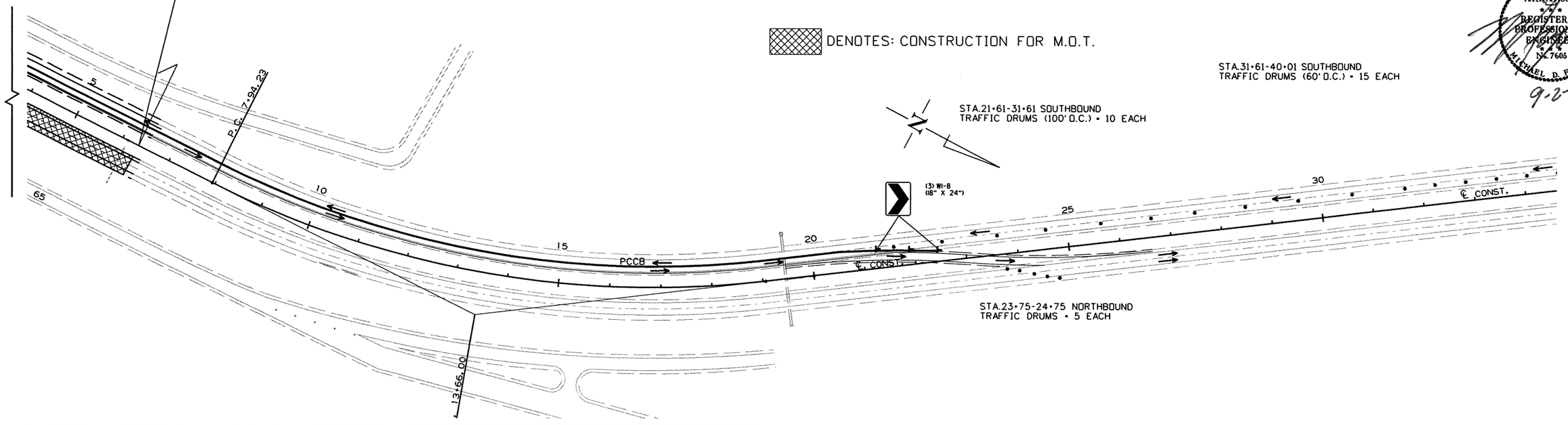
STA. 6+50.00 END JOB 020487
LOG MILE 16.38

STAGE II-A OPERATIONS:
INSTALL PRECAST CONCRETE BARRIER
ROUTE NB TRAFFIC TO INSIDE LANE OF SB LANES THROUGH CROSSOVERS
RECONSTRUCT NB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN.
OVERLAY TEMPORARY RAMPS WHERE DIRECTED BY ENGINEER
TO MATCH SURFACE OF RECONSTRUCTED NB I-530 LANES.

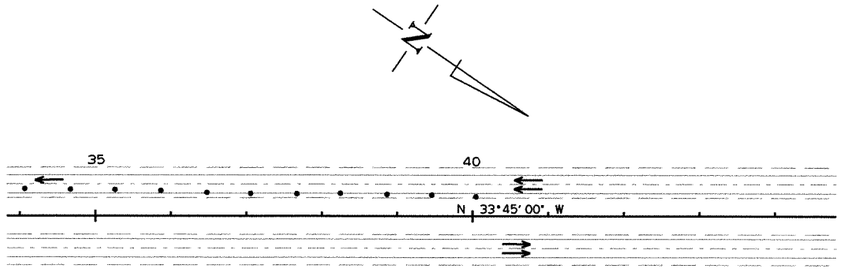
DENOTES: CONSTRUCTION FOR M.O.T.

STA.31+61-40+01 SOUTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH

STA.21+61-31+61 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 10 EACH



STA.23+75-24+75 NORTHBOUND
TRAFFIC DRUMS = 5 EACH



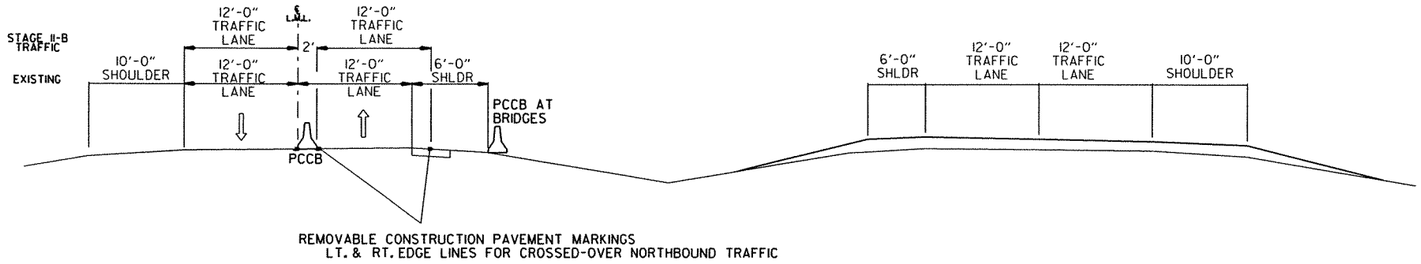
STAGE II-A
MAINTENANCE OF TRAFFIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	35	125

(2) MAINTENANCE OF TRAFFIC

STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES
AND REMOVE SELECTED PREVIOUS TEMP. RAMPS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



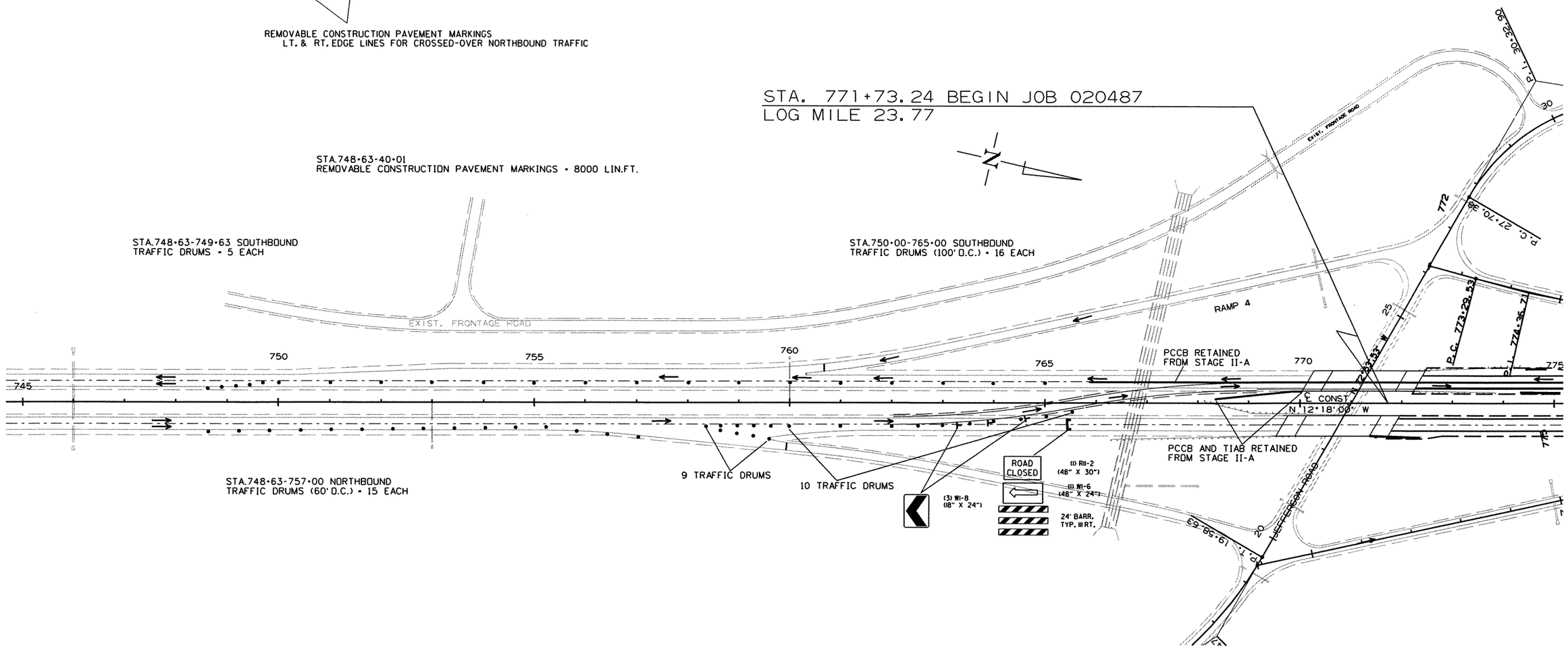
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
LT. & RT. EDGE LINES FOR CROSSED-OVER NORTHBOUND TRAFFIC

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

STA.748+63-40+01
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 8000 LIN.FT.

STA.748+63-749+63 SOUTHBOUND
TRAFFIC DRUMS = 5 EACH

STA.750+00-765+00 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 16 EACH



STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH

STAGE II-B
MAINTENANCE OF TRAFFIC

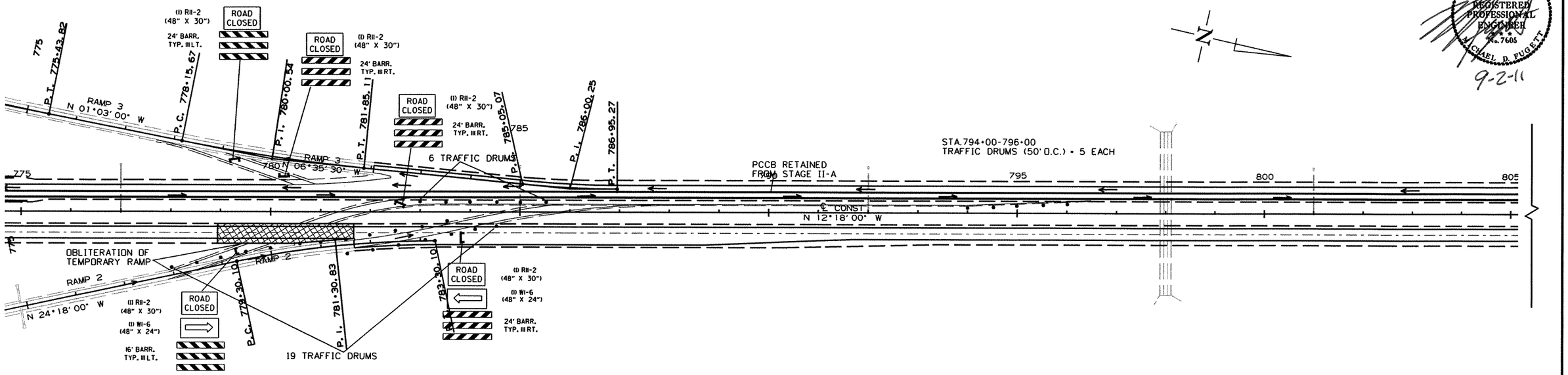
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	36	125

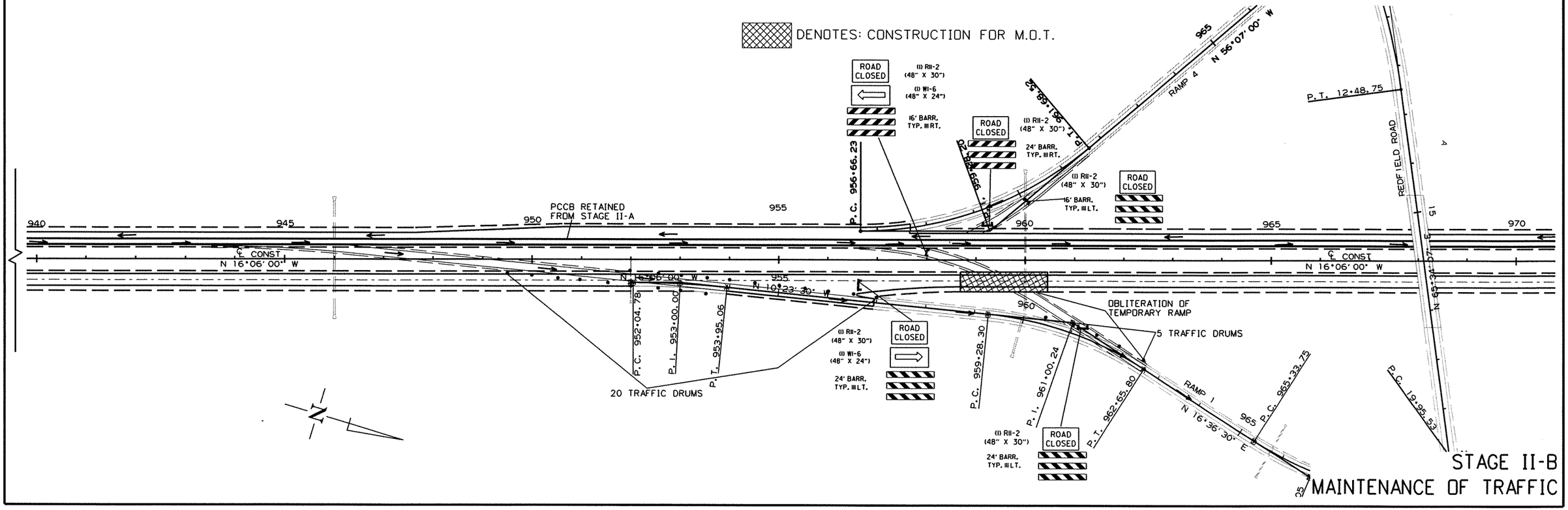
(2) MAINTENANCE OF TRAFFIC

STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES
AND REMOVE SELECTED PREVIOUS TEMP. RAMPS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.





STAGE II-B
MAINTENANCE OF TRAFFIC

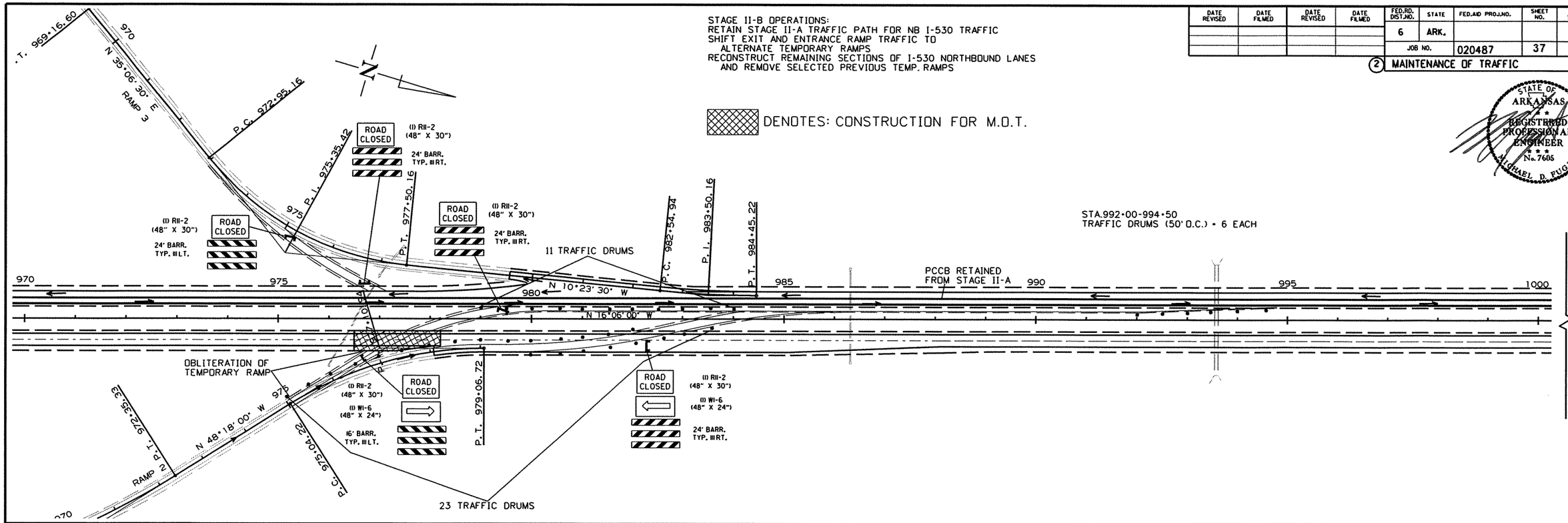
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	37	125

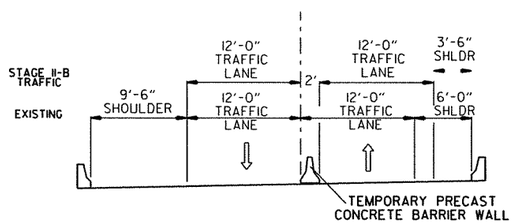
(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGBETT

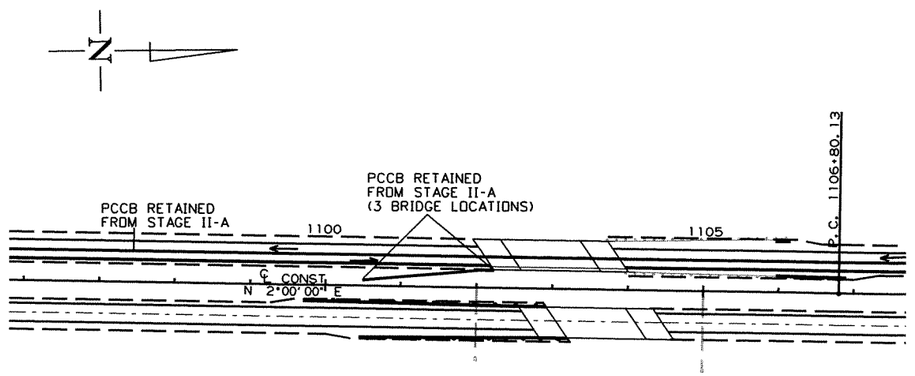
STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES
AND REMOVE SELECTED PREVIOUS TEMP. RAMPS

DENOTES: CONSTRUCTION FOR M.O.T.





DETAIL OF PLACEMENT OF P.C.C.B. ON BRIDGE DECKS



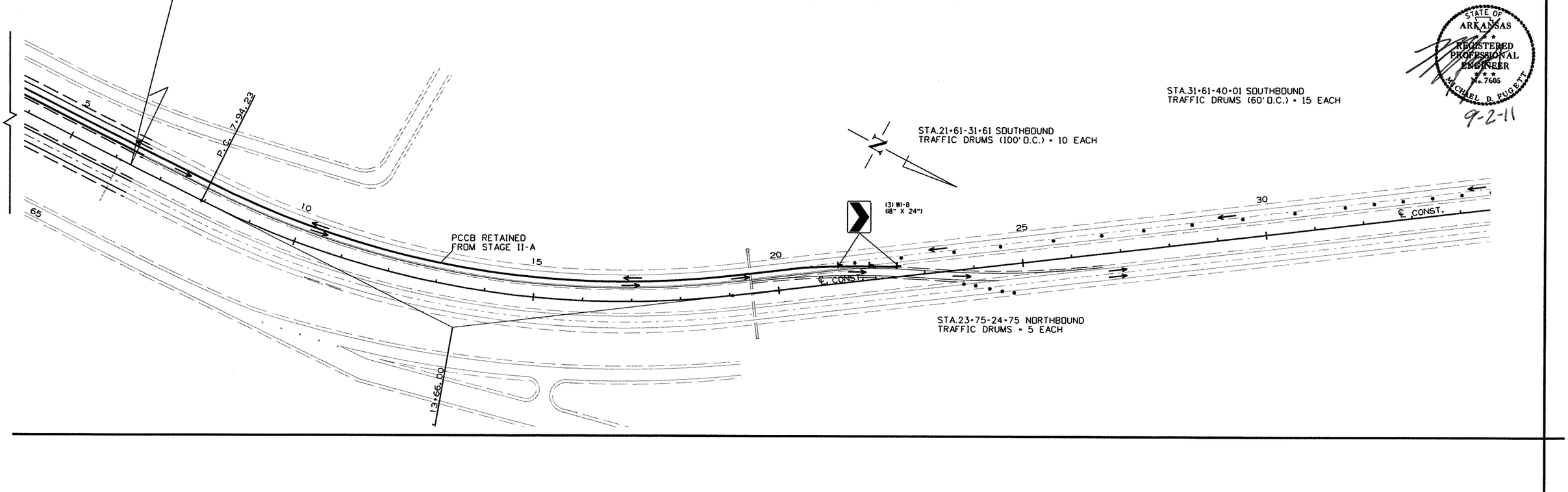
STAGE II-B
MAINTENANCE OF TRAFFIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	38	125

(2) MAINTENANCE OF TRAFFIC

STAGE II-B OPERATIONS:
RETAIN STAGE II-A TRAFFIC PATH FOR NB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO
ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 NORTHBOUND LANES
AND REMOVE SELECTED PREVIOUS TEMP. RAMPS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11



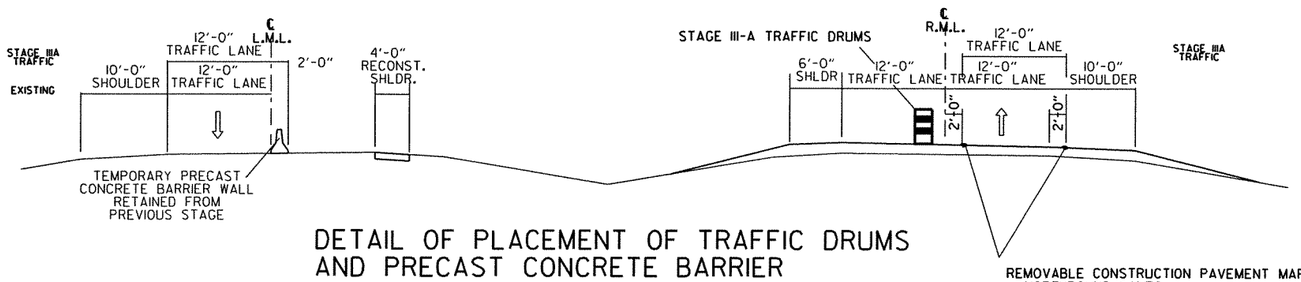
STAGE II-B
MAINTENANCE OF TRAFFIC

STAGE III-A OPERATIONS:
ROUTE NB I-530 TRAFFIC ONTO OUTSIDE OF RECONSTRUCTED NB I-530 LANES
LEAVE SB I-530 TRAFFIC IN OUTSIDE SB I-530 LANES.
CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS WHERE DIRECTED BY THE ENGINEER
REMOVE SELECTED TEMPORARY RAMPS & CROSSOVERS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	39	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



DETAIL OF PLACEMENT OF TRAFFIC DRUMS AND PRECAST CONCRETE BARRIER

▨ DENOTES: CONSTRUCTION FOR M.O.T.

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

STA.750+00-765+00 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 16 EACH

OBLITERATION OF TEMPORARY CROSSOVER

STA.748+63-749+63 SOUTHBOUND
TRAFFIC DRUMS = 5 EACH

EXIST. FRONTAGE ROAD

RAMP 4

PCCB RETAINED FROM STAGE II-B

750 755 760 765 770 775

745

℄ CONST.
N 12°18'00" W

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

RAMP 1

PCCB & TIAB RETAINED FROM STAGE II-B

JEFFERSON ROAD

(1) RII-2 (48" X 30") ROAD CLOSED
(1) WI-6 (48" X 24")
16' BARR, TYP. ⊞ LT.

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

STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH

STA.748+63-40+01 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 89418 LIN.FT.

STA.757+00-39+01 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) = 437 EACH

STAGE III-A
MAINTENANCE OF TRAFFIC

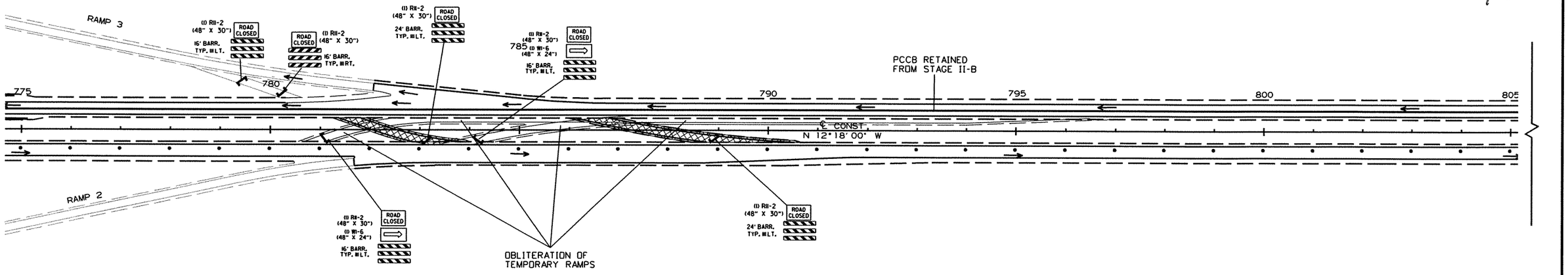
STAGE III-A OPERATIONS:
ROUTE NB I-530 TRAFFIC ONTO OUTSIDE OF RECONSTRUCTED NB I-530 LANES
LEAVE SB I-530 TRAFFIC IN OUTSIDE SB I-530 LANES.
CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS WHERE DIRECTED BY THE ENGINEER
REMOVE SELECTED TEMPORARY RAMPS & CROSSOVERS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	40	125

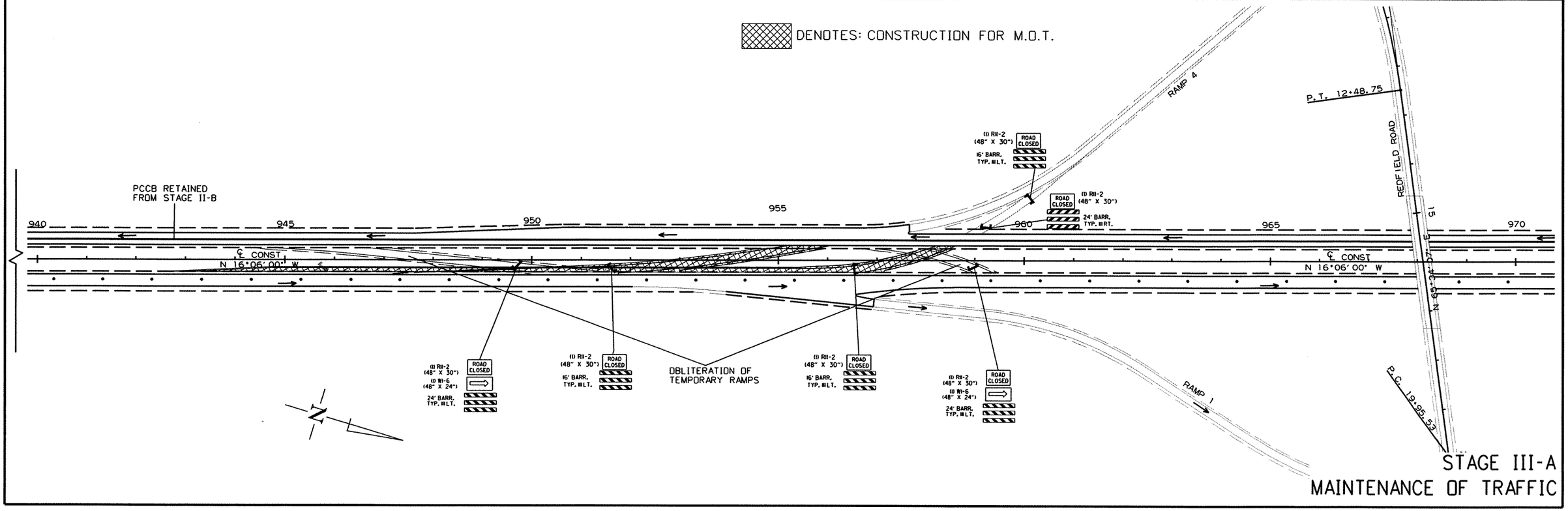
(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.



DENOTES: CONSTRUCTION FOR M.O.T.



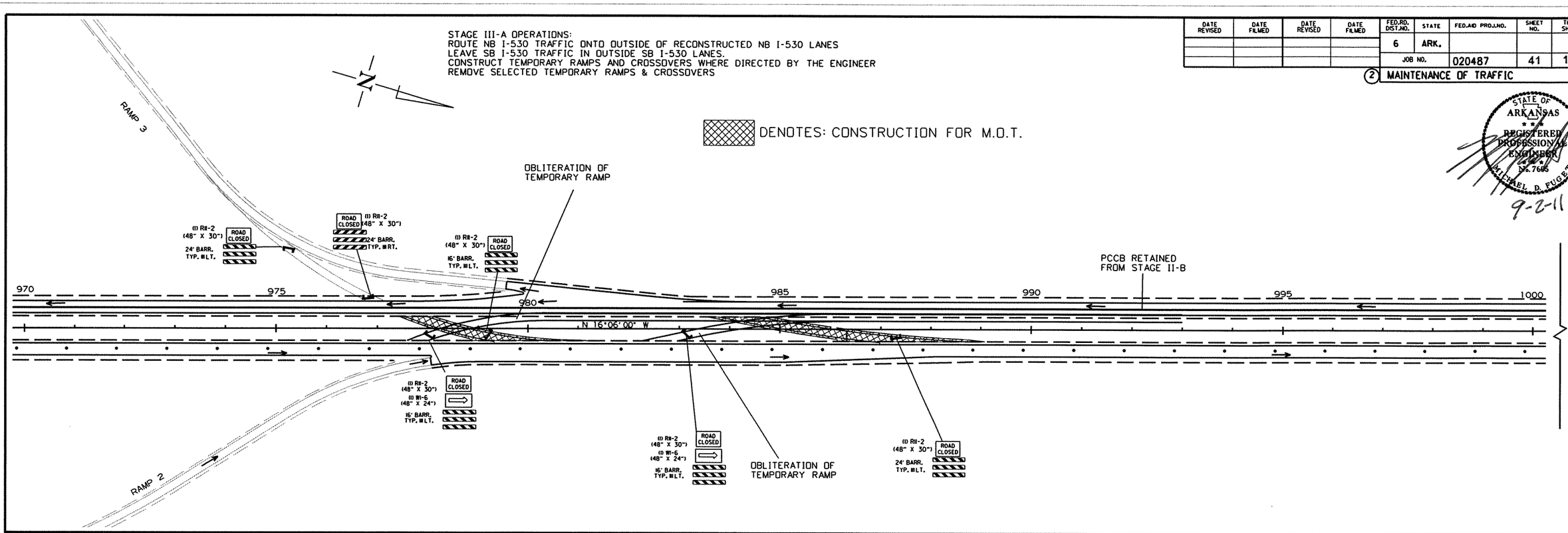
STAGE III-A
MAINTENANCE OF TRAFFIC

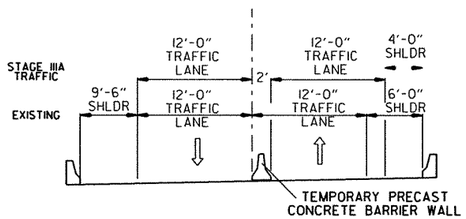
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	41	125

(2) MAINTENANCE OF TRAFFIC

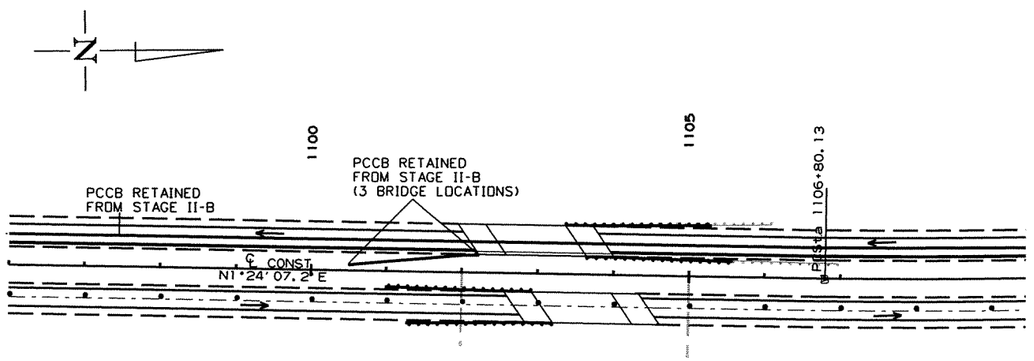
STAGE III-A OPERATIONS:
ROUTE NB I-530 TRAFFIC ONTO OUTSIDE OF RECONSTRUCTED NB I-530 LANES
LEAVE SB I-530 TRAFFIC IN OUTSIDE SB I-530 LANES.
CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS WHERE DIRECTED BY THE ENGINEER
REMOVE SELECTED TEMPORARY RAMPS & CROSSOVERS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MITCHEL D. FUGETT
9-2-11





DETAIL OF PLACEMENT OF P.C.C.B. ON BRIDGE DECKS



STAGE III-A
MAINTENANCE OF TRAFFIC

STAGE I-B OPERARIONS:
ROUTE TRAFFIC TO THE OUTSIDE LANES
RECONSTRUCT INSIDE SHOULDER OF THE SB I-530 LANES
CONSTRUCT CROSSOVERS AND SELECTED TEMPORARY RAMPS IN MEDIAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	42	125

(2) MAINTENANCE OF TRAFFIC

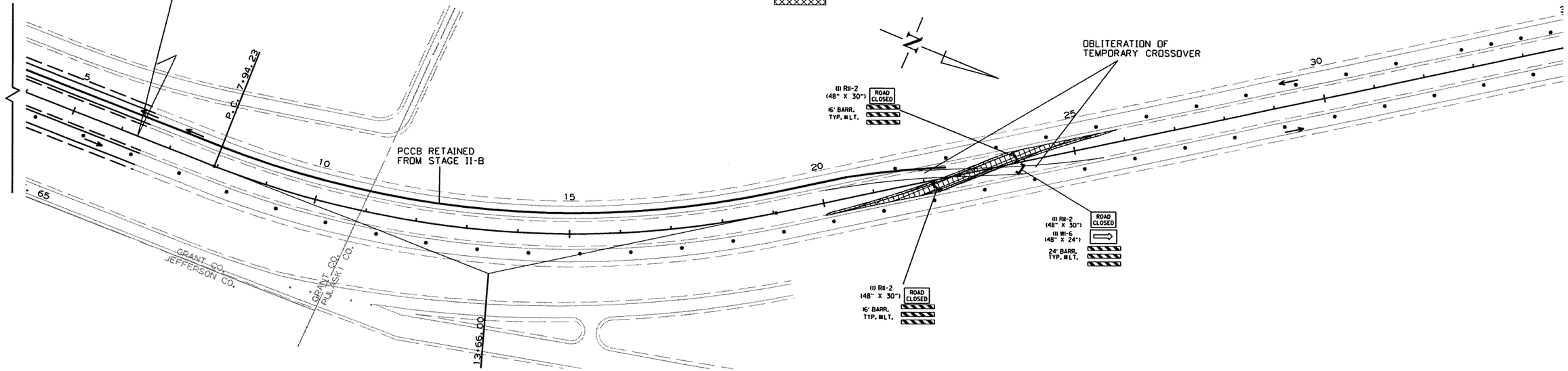
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

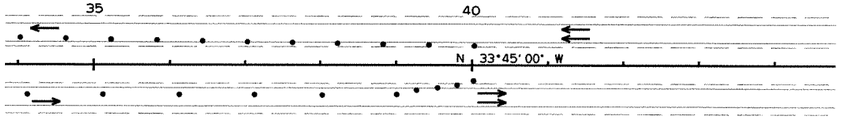
STA. 6+50.00 END JOB 020487
LOG MILE 16.38

STA. 21+61-31+61 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 10 EACH

STA.31+61-40+01 SOUTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH

DENOTES: CONSTRUCTION FOR M.O.T.





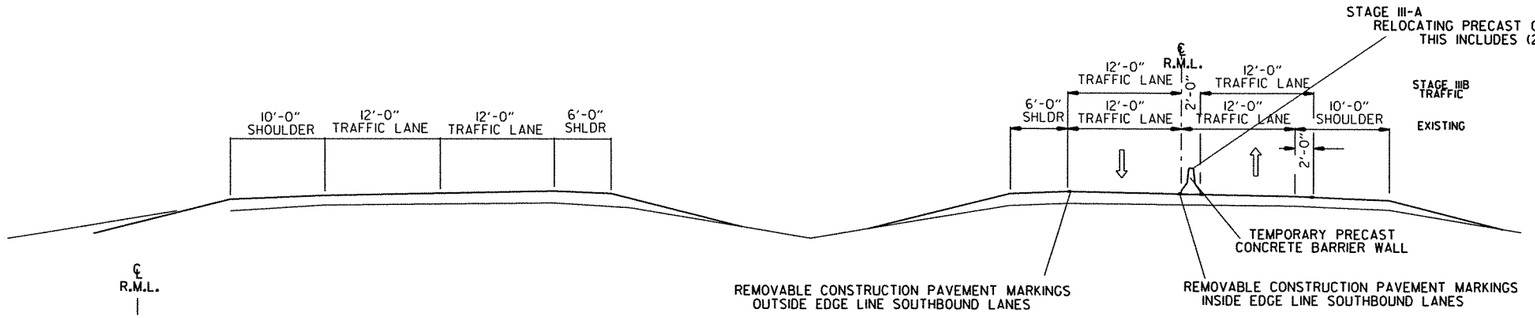
STA.39+01-40+01 NORTHBOUND
TRAFFIC DRUMS = 5 EACH

STAGE III-A
MAINTENANCE OF TRAFFIC

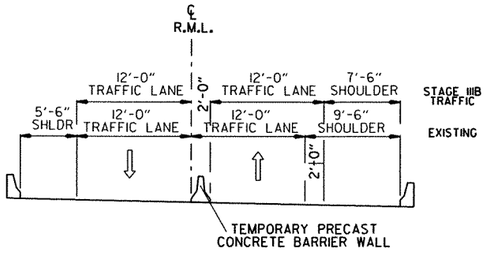
STAGE III-B OPERATIONS:
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSOVER ONTO INSIDE LANE OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	43	125
				(2) MAINTENANCE OF TRAFFIC				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 7605
MICHAEL D. FUGETT
9-2-11



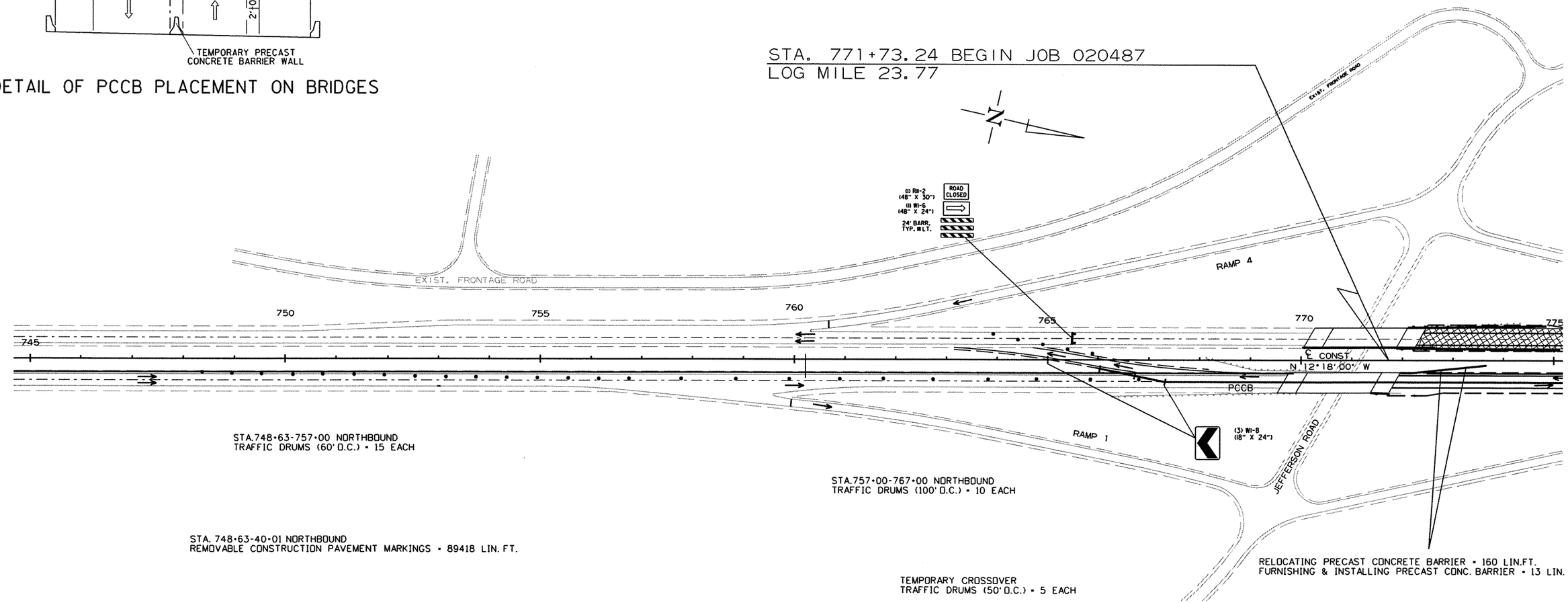
DETAIL OF STAGE III-B TRAFFIC



DETAIL OF PCCB PLACEMENT ON BRIDGES

DENOTES: CONSTRUCTION FOR M.O.T.

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77



STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH

STA.757+00-767+00 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) = 10 EACH

STA. 748+63-40+01 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 89418 LIN. FT.

TEMPORARY CROSSOVER
TRAFFIC DRUMS (50' O.C.) = 5 EACH

RELOCATING PRECAST CONCRETE BARRIER = 160 LIN.FT.
FURNISHING & INSTALLING PRECAST CONC. BARRIER = 13 LIN. FT.

STA. 765+87 - 22+48 C.L. SB LANES
RELOCATING PRECAST CONCRETE BARRIER = 41226 LIN. FT.

STAGE III-B
MAINTENANCE OF TRAFFIC

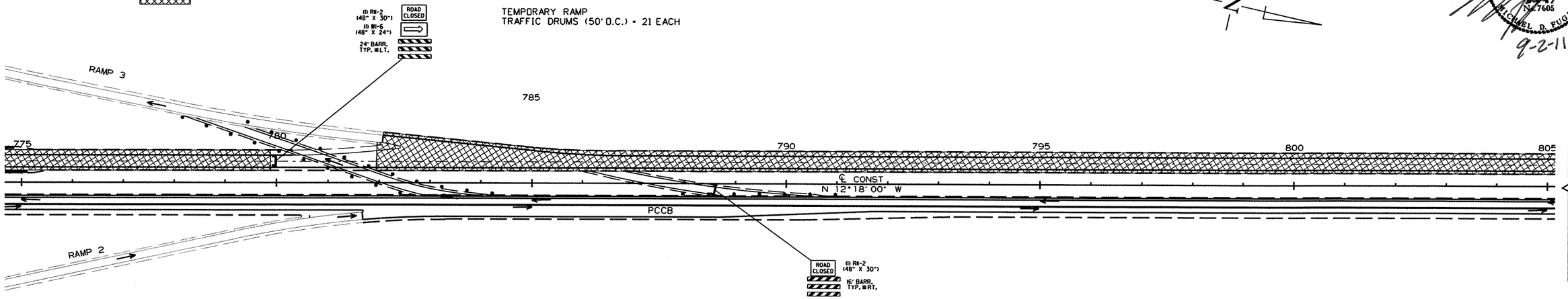
STAGE III-B OPERATIONS:
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSOVER ONTO INSIDE LANE OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	44	125

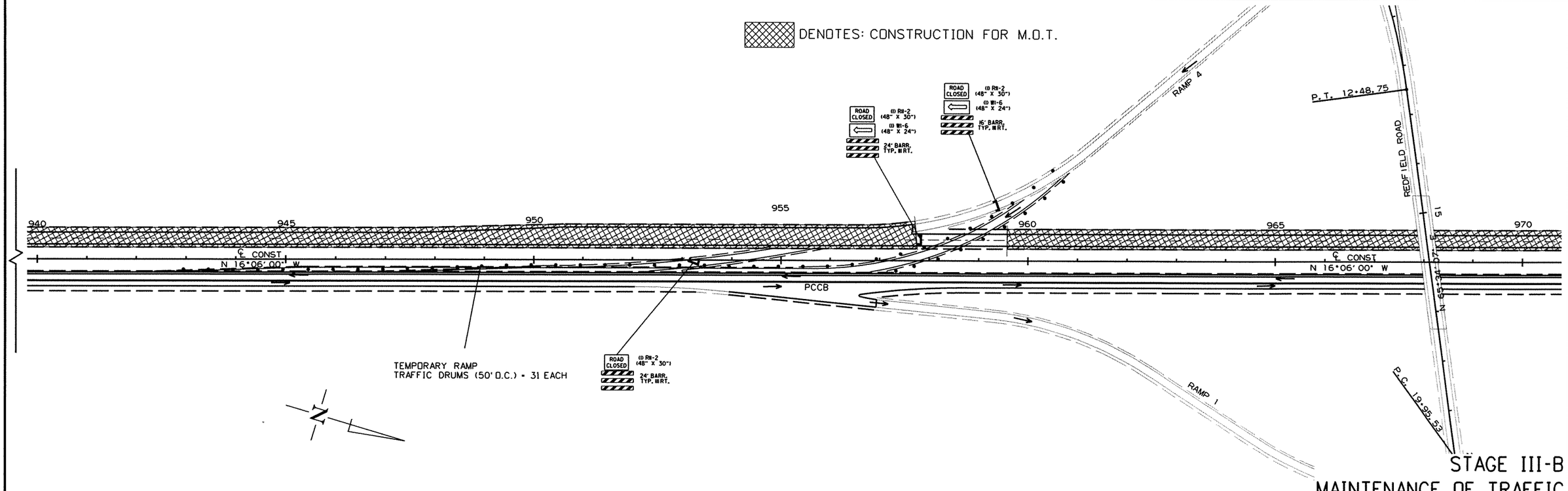
(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.



DENOTES: CONSTRUCTION FOR M.O.T.



STAGE III-B
MAINTENANCE OF TRAFFIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	45	125

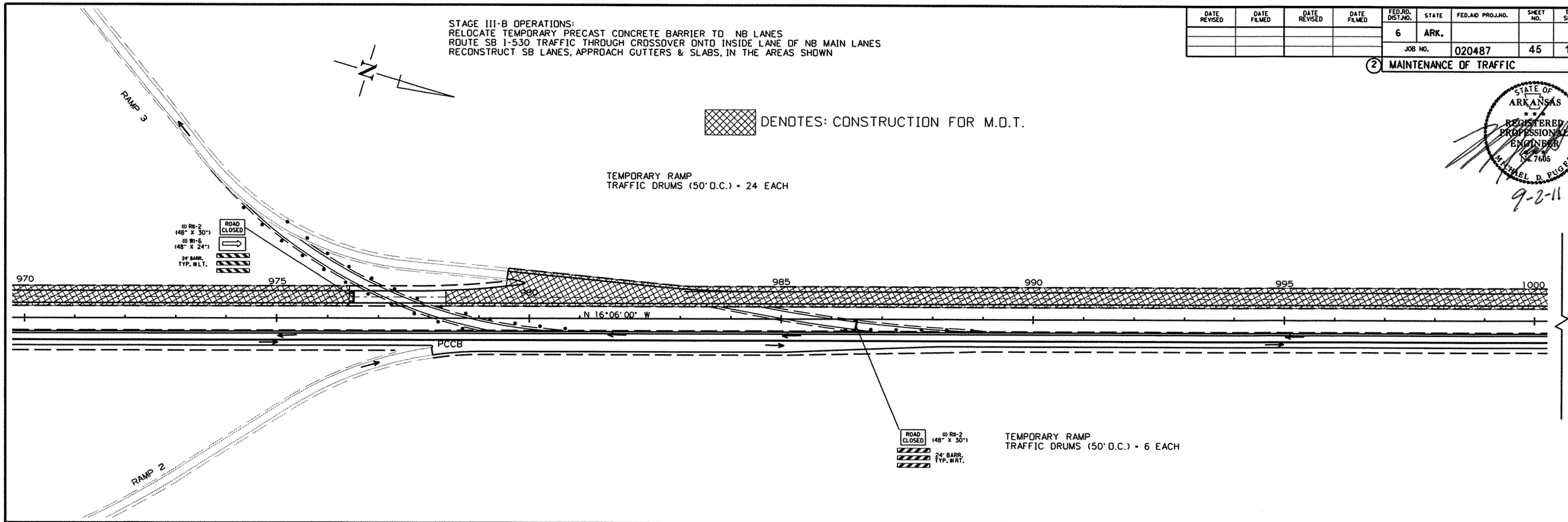
(2) MAINTENANCE OF TRAFFIC

STAGE III-B OPERATIONS:
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSOVER ONTO INSIDE LANE OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN

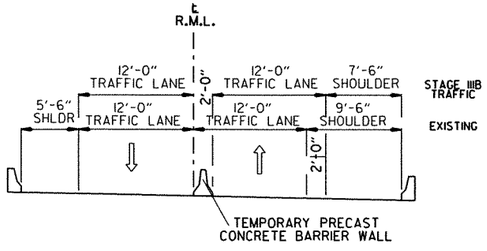
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.

TEMPORARY RAMP
TRAFFIC DRUMS (50' O.C.) = 24 EACH

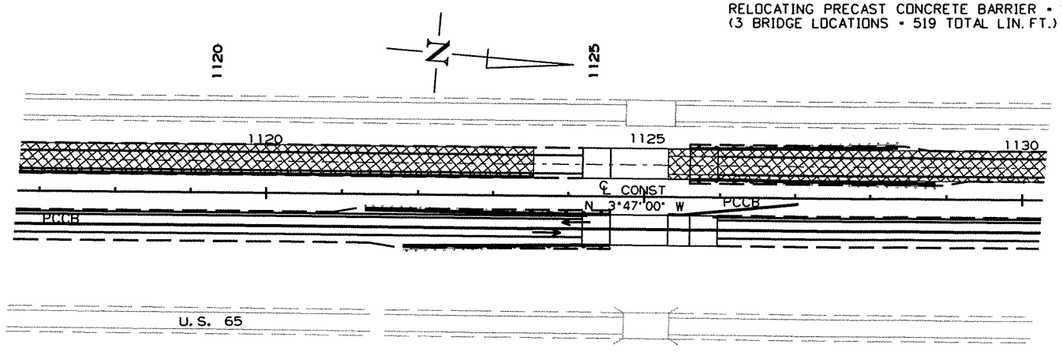


TEMPORARY RAMP
TRAFFIC DRUMS (50' O.C.) = 6 EACH



DETAIL OF PCCB PLACEMENT ON BRIDGES

RELOCATING PRECAST CONCRETE BARRIER = 173 LIN. FT.
(3 BRIDGE LOCATIONS = 519 TOTAL LIN. FT.)



STAGE III-B
MAINTENANCE OF TRAFFIC

STAGE III-B OPERATIONS:
RELOCATE TEMPORARY PRECAST CONCRETE BARRIER TO NB LANES
ROUTE SB I-530 TRAFFIC THROUGH CROSSOVER ONTO INSIDE LANE OF NB MAIN LANES
RECONSTRUCT SB LANES, APPROACH GUTTERS & SLABS, IN THE AREAS SHOWN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	46	125

(2) MAINTENANCE OF TRAFFIC

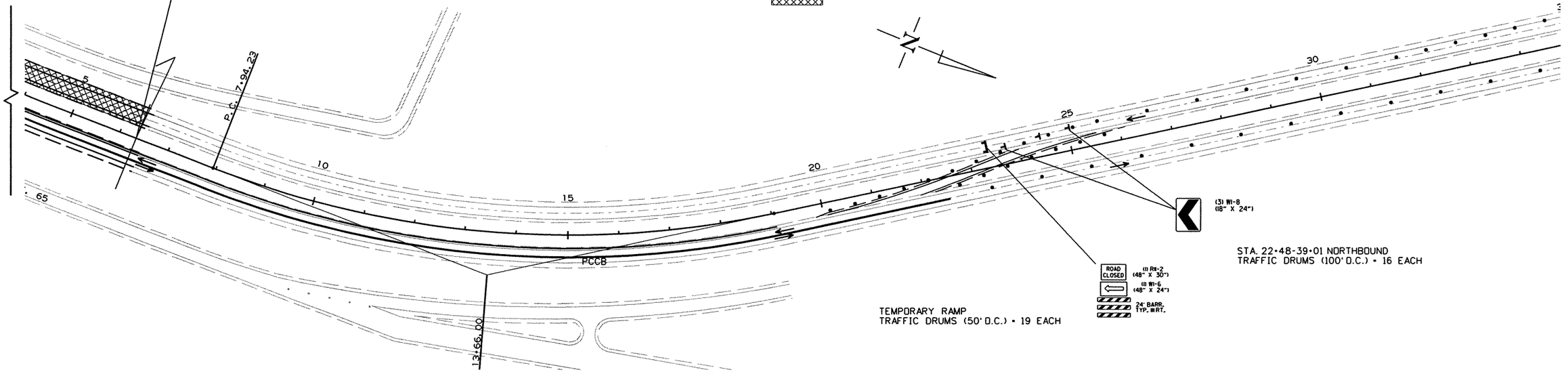
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

STA. 6+50.00 END JOB 020487
LOG MILE 16.38

STA. 31+61-40+01 SOUTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH

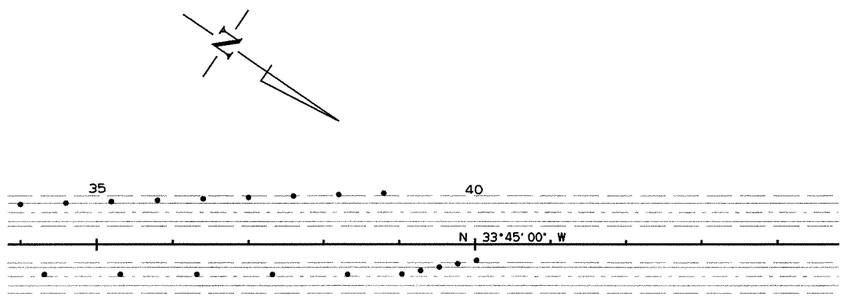
STA. 21+61-31+61 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 5 EACH

DENOTES: CONSTRUCTION FOR M.O.T.



STA. 22+48-39+01 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) = 16 EACH

TEMPORARY RAMP
TRAFFIC DRUMS (50' O.C.) = 19 EACH



STA. 39+01-40+01 NORTHBOUND
TRAFFIC DRUMS = 5 EACH

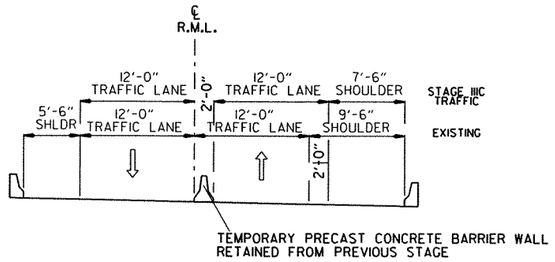
STAGE III-B
MAINTENANCE OF TRAFFIC

STAGE III-C OPERATIONS:
RETAIN STAGE III-B TRAFFIC PATH FOR SB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SB LANES
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	47	125

(2) MAINTENANCE OF TRAFFIC

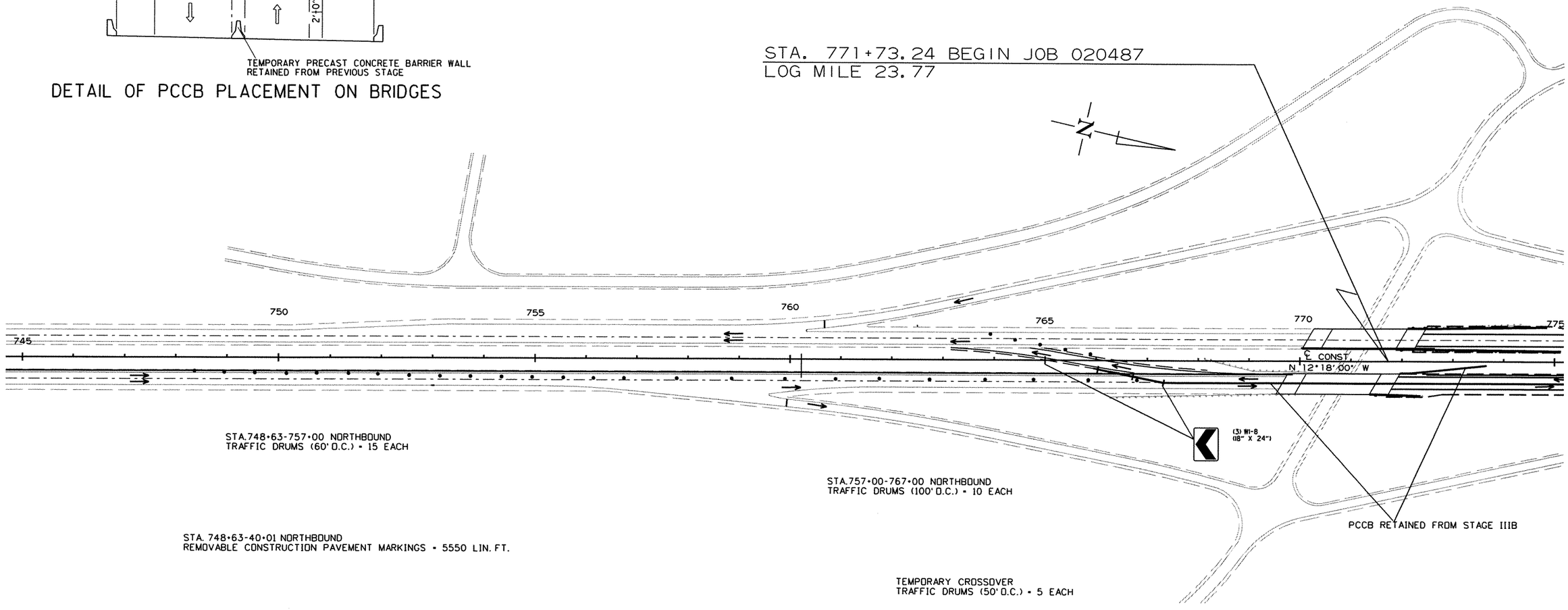
DETAIL OF STAGE III-C TRAFFIC



DETAIL OF PCCB PLACEMENT ON BRIDGES

DENOTES: CONSTRUCTION FOR M.O.T.

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77



STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH

STA.757+00-767+00 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) = 10 EACH

STA. 748+63-40+01 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 5550 LIN. FT.

TEMPORARY CROSSOVER
TRAFFIC DRUMS (50' O.C.) = 5 EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

STAGE III-C
MAINTENANCE OF TRAFFIC

STAGE III-C OPERATIONS:
RETAIN STAGE III-B TRAFFIC PATH FOR SB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SB LANES
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	48	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.

TEMPORARY RAMP
TRAFFIC DRUMS (50' O.C.) = 25 EACH

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
ROAD CLOSED
24' BARR. TYP. WLT.

OBLITERATION OF TEMPORARY RAMP

775 780 785 790 795 800 805

℄ CONST.
N 12°18'00" W

PCCB RETAINED FROM STAGE IIIB

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
ROAD CLOSED
16' BARR. TYP. WRT.

TEMPORARY RAMP
TRAFFIC DRUMS (50' O.C.) = 5 EACH

DENOTES: CONSTRUCTION FOR M.O.T.

TEMPORARY RAMP
TRAFFIC DRUMS (50' O.C.) = 23 EACH

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
ROAD CLOSED
24' BARR. TYP. WRT.

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
ROAD CLOSED
16' BARR. TYP. WLT.

940 945 950 955 960 965 970

OBLITERATION OF TEMPORARY RAMP

℄ CONST.
N 16°06'00" W

PCCB RETAINED FROM STAGE IIIB

P.T. 12+48.75

I 530 N 16°06'00" W

P.C. 19+95.53

STA.953+58-957+58 NORTHBOUND
TRAFFIC DRUMS (50' O.C.) = 9 EACH

STAGE III-C
MAINTENANCE OF TRAFFIC

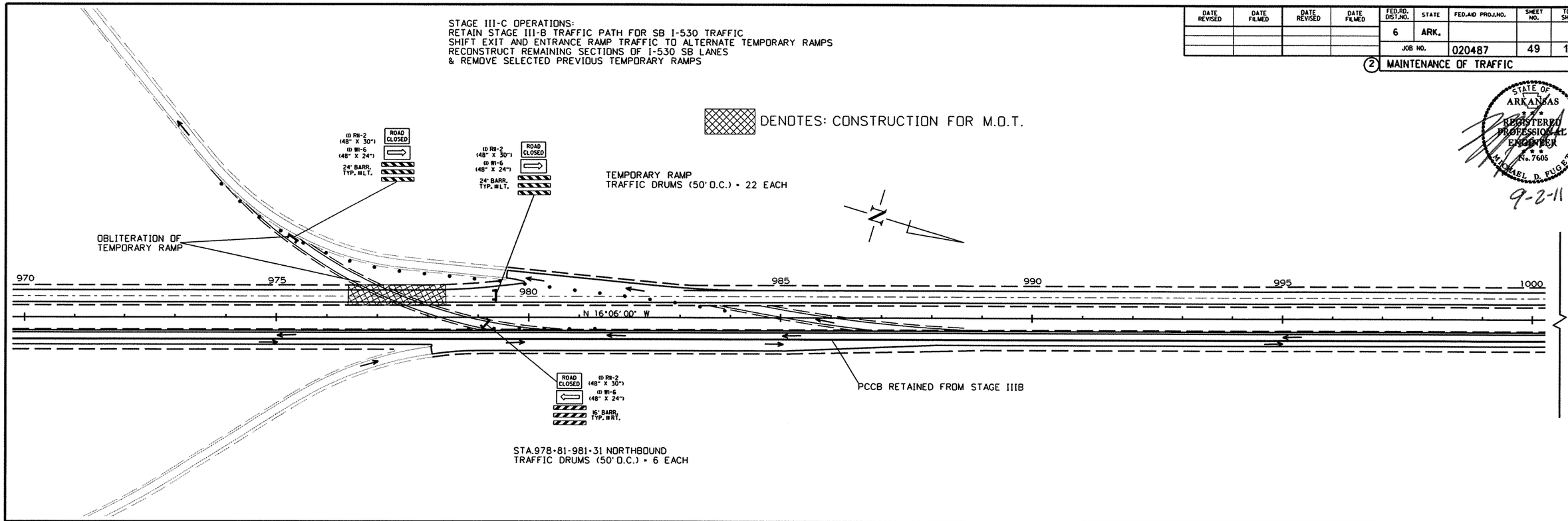
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	49	125

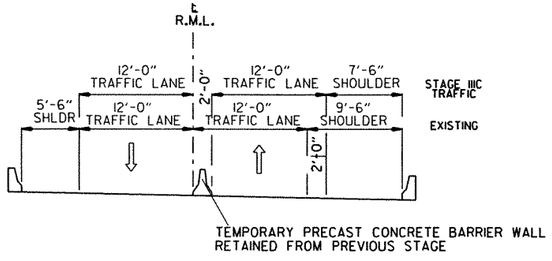
(2) MAINTENANCE OF TRAFFIC

STAGE III-C OPERATIONS:
RETAIN STAGE III-B TRAFFIC PATH FOR SB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SB LANES
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

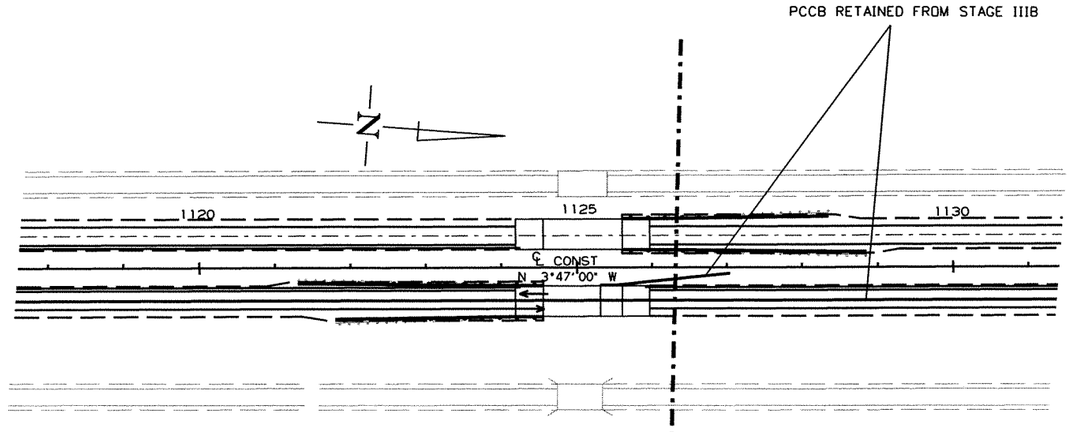
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

DENOTES: CONSTRUCTION FOR M.O.T.





DETAIL OF PCCB PLACEMENT ON BRIDGES



STAGE III-C
MAINTENANCE OF TRAFFIC

STAGE III-C OPERATIONS:
RETAIN STAGE III-B TRAFFIC PATH FOR SB I-530 TRAFFIC
SHIFT EXIT AND ENTRANCE RAMP TRAFFIC TO ALTERNATE TEMPORARY RAMPS
RECONSTRUCT REMAINING SECTIONS OF I-530 SB LANES
& REMOVE SELECTED PREVIOUS TEMPORARY RAMPS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	50	125

(2) MAINTENANCE OF TRAFFIC

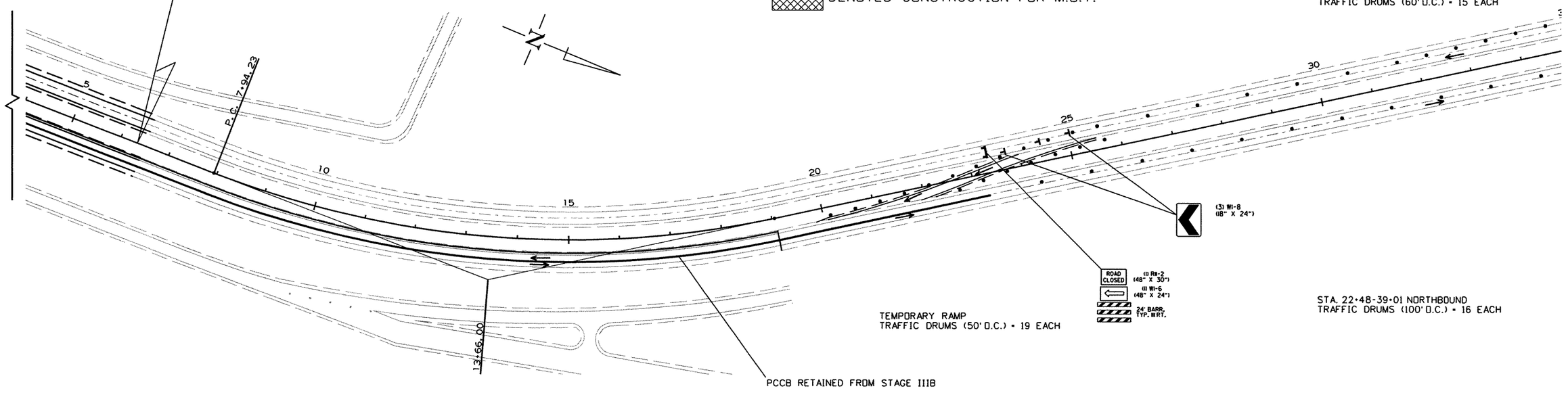
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 7605
MICHAEL D. FUGETT
9-2-11

STA. 6+50.00 END JOB 020487
LOG MILE 16.38

DENOTES: CONSTRUCTION FOR M.O.T.

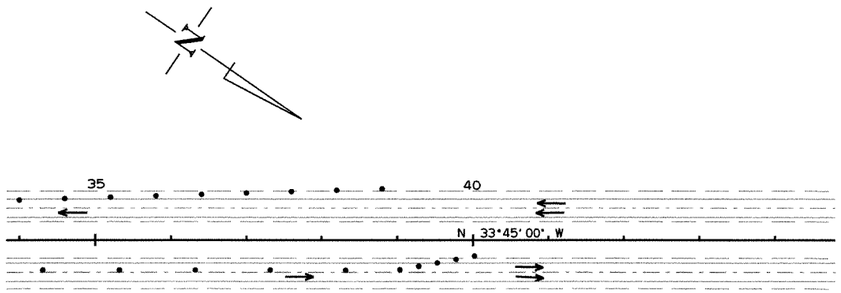
STA.26+61-31+61 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) = 5 EACH

STA. 31+61-40+01 SOUTHBOUND
TRAFFIC DRUMS (60' O.C.) = 15 EACH



TEMPORARY RAMP
TRAFFIC DRUMS (50' O.C.) = 19 EACH

STA. 22+48-39+01 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) = 16 EACH



STA.39+01-40+01 NORTHBOUND
TRAFFIC DRUMS = 5 EACH

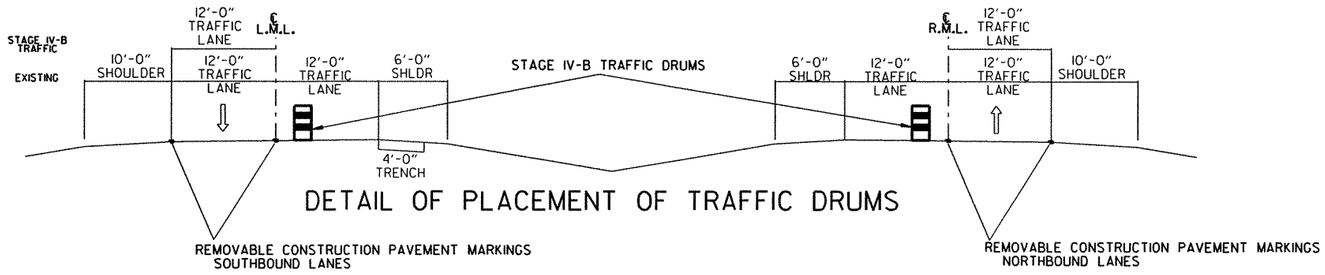
STAGE III-C
MAINTENANCE OF TRAFFIC

STAGE IV-A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PCCB AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE REMAINING CROSSOVERS AND TEMP. RAMPS
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	51	125

(2) MAINTENANCE OF TRAFFIC

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 7605
MICHAEL D. PUGETT
9-2-11



DETAIL OF PLACEMENT OF TRAFFIC DRUMS

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77

STA.748+63-40+01 SOUTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 89418 LIN.FT.

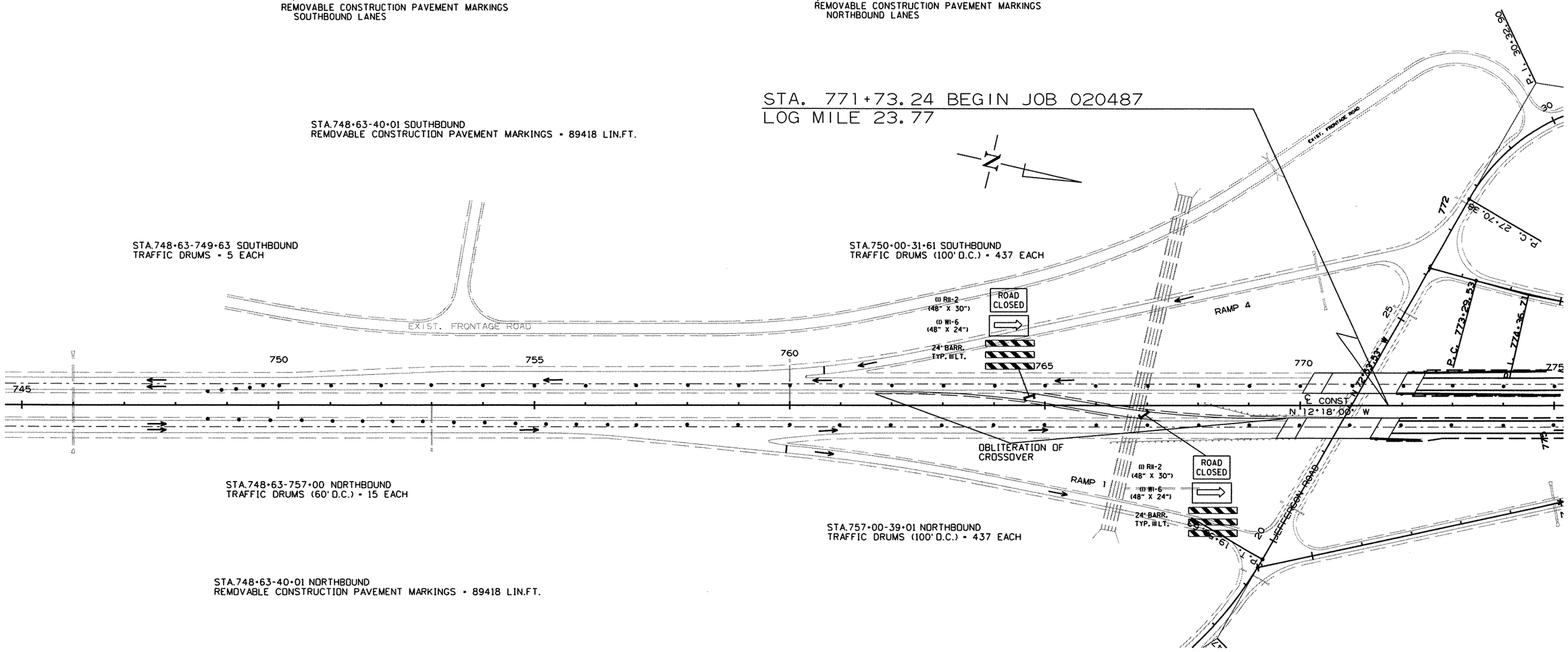
STA.748+63-749+63 SOUTHBOUND
TRAFFIC DRUMS - 5 EACH

STA.750+00-31+61 SOUTHBOUND
TRAFFIC DRUMS (100' O.C.) - 437 EACH

STA.748+63-757+00 NORTHBOUND
TRAFFIC DRUMS (60' O.C.) - 15 EACH

STA.757+00-39+01 NORTHBOUND
TRAFFIC DRUMS (100' O.C.) - 437 EACH

STA.748+63-40+01 NORTHBOUND
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS - 89418 LIN.FT.



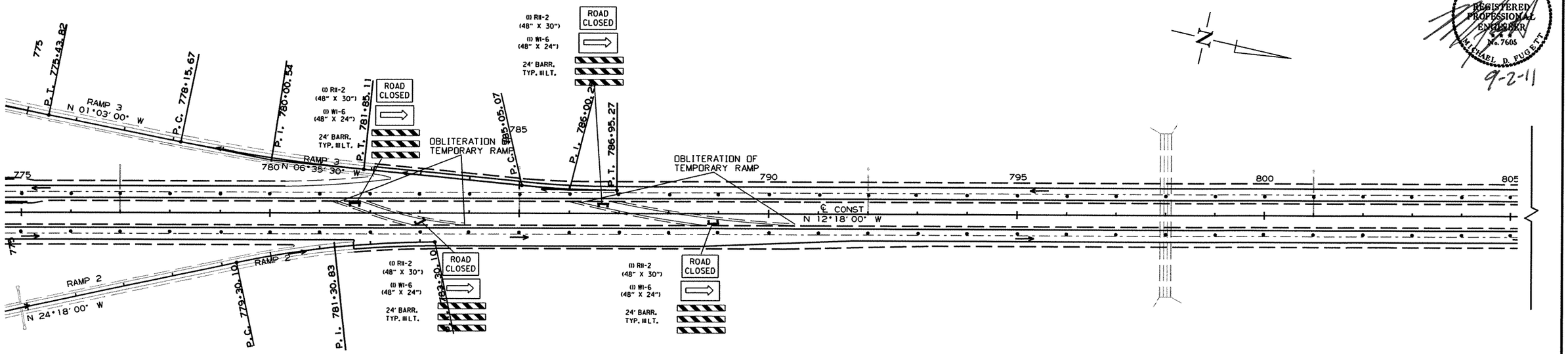
STAGE IV-A
MAINTENANCE OF TRAFFIC

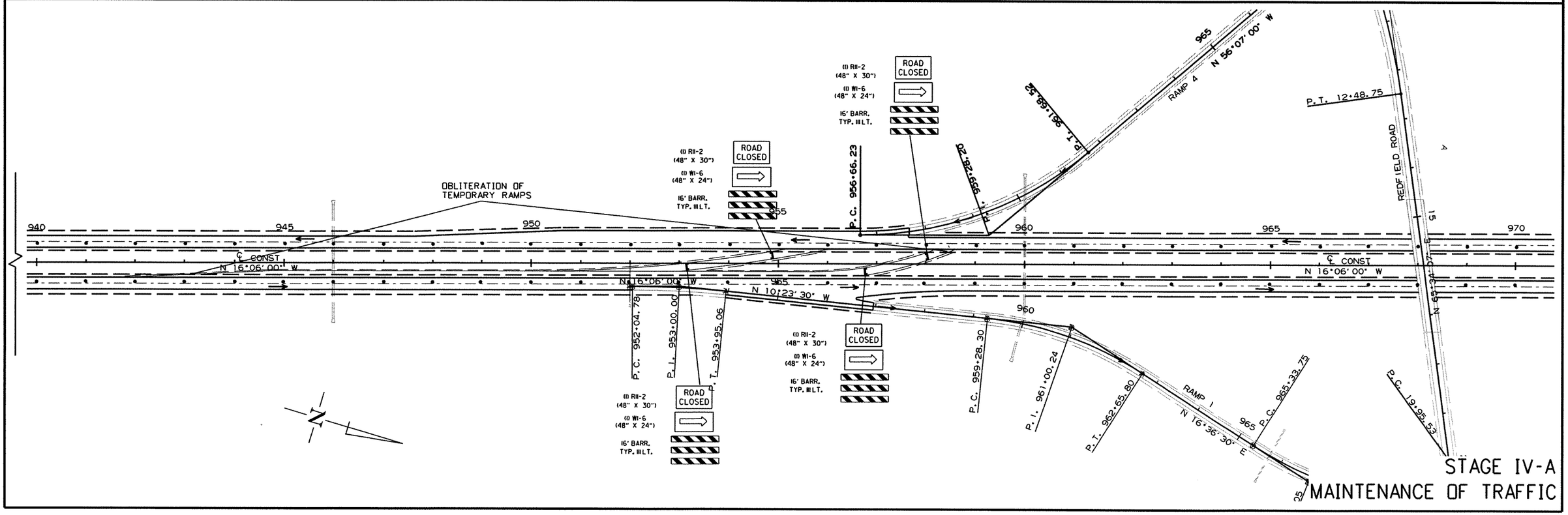
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	52	125

(2) MAINTENANCE OF TRAFFIC

STAGE IV-A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PCCB AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE REMAINING CROSSOVERS AND TEMP. RAMPS
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11





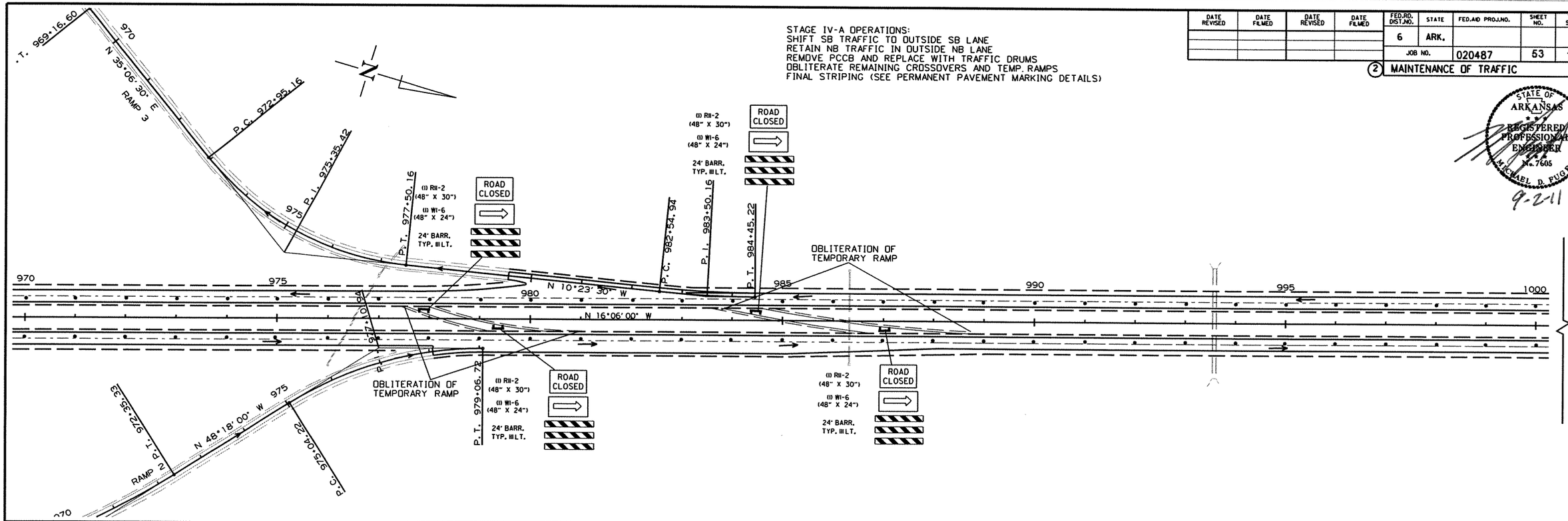
STAGE IV-A
MAINTENANCE OF TRAFFIC

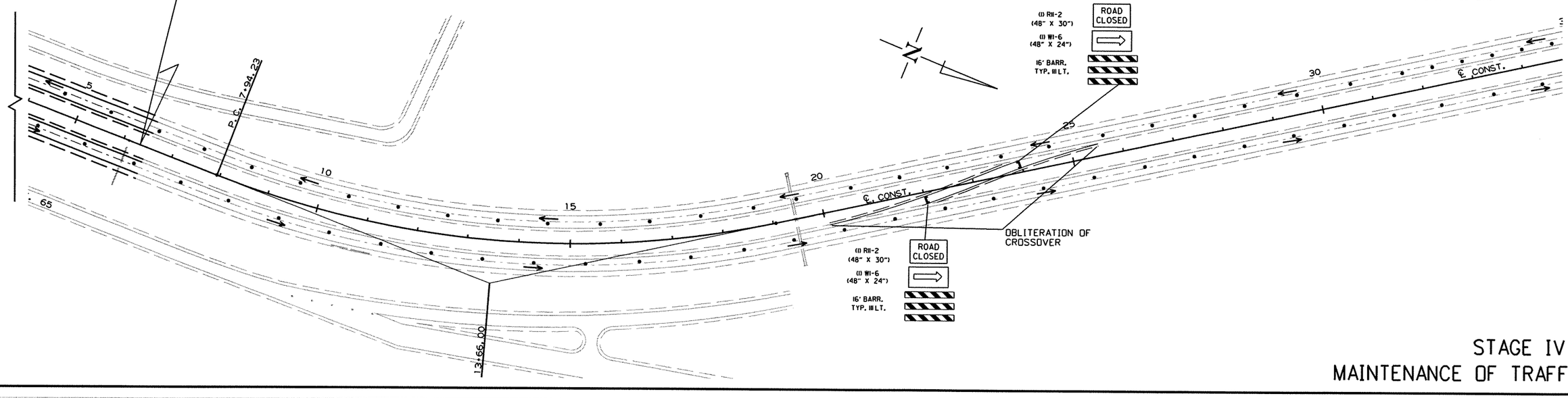
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	53	125

(2) MAINTENANCE OF TRAFFIC

STAGE IV-A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PCCB AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE REMAINING CROSSOVERS AND TEMP. RAMPS
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



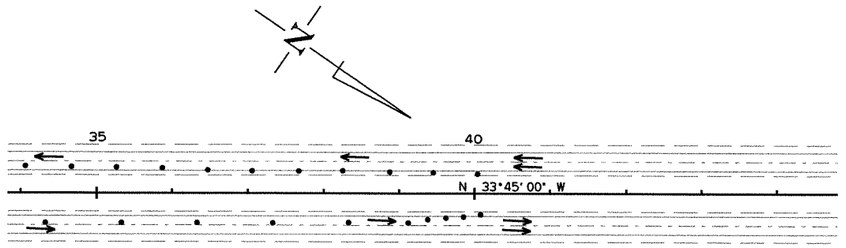


STAGE IV-A
MAINTENANCE OF TRAFFIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	54	125

(2) MAINTENANCE OF TRAFFIC

STAGE IV-A OPERATIONS:
SHIFT SB TRAFFIC TO OUTSIDE SB LANE
RETAIN NB TRAFFIC IN OUTSIDE NB LANE
REMOVE PCCB AND REPLACE WITH TRAFFIC DRUMS
OBLITERATE REMAINING CROSSOVERS AND TEMP. RAMPS
FINAL STRIPING (SEE PERMANENT PAVEMENT MARKING DETAILS)



STA.39+01-40+01 NORTHBOUND
TRAFFIC DRUMS = 5 EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

STAGE IV-A
MAINTENANCE OF TRAFFIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	55	125

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
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No. 7605
MICHAEL D. FUGETT
9-2-11

HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS

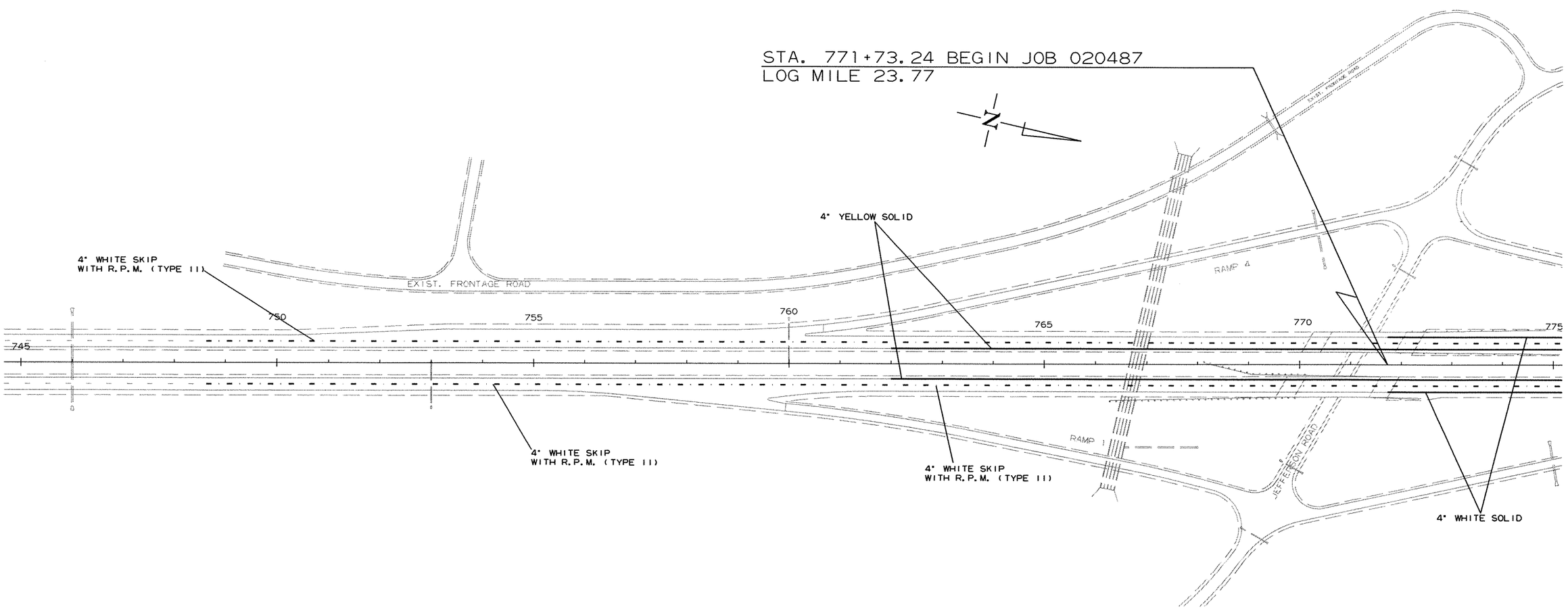
4" YELLOW
MAIN LANES INSIDE LANE EDGE STA. 762+00-26+61 LT. & RT. = 84054 LIN. FT.

4" WHITE
MAIN LANES SKIP LINE STA. 748+63-40+01 LT. & RT. = 22355 LIN. FT.
MAIN LANES OUTSIDE LANE EDGE STA. 771+73-775+89 LT. = 416 LIN. FT.
MAIN LANES OUTSIDE LANE EDGE STA. 771+73-781+66 RT. = 993 LIN. FT.

RAISED PAVEMENT MARKERS

TYPE II (WHITE/RED)
MAIN LANES SKIP LINE STA. 748+63-40+01 LT. & RT. (80' O.C.) = 1118 EACH

STA. 771+73.24 BEGIN JOB 020487
LOG MILE 23.77



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PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	56	125

(2) PERMANENT PAVEMENT MARKING DETAILS

HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS

4" YELLOW
RAMP 2 INSIDE LANE EDGE STA. 777+92-781+67 = 375 LIN. FT.
RAMP 3 INSIDE LANE EDGE STA. 777+66-781+84 = 418 LIN. FT.

4" WHITE
MAIN LANES OUTSIDE LANE EDGE STA. 786+95-947+64 LT. = 16069 LIN. FT.
MAIN LANES OUTSIDE LANE EDGE STA. 791+68-952+05 RT. = 16037 LIN. FT.
RAMP 2 & ACCEL. LANE OUTSIDE LANE EDGE STA. 777+92-791+68 = 1376 LIN. FT.
RAMP 3 OUTSIDE LANE EDGE STA. 777+66-786+95 = 929 LIN. FT.

8" WHITE
RAMP 2 GORE & ACCEL. LANE DOTTED LINE = 228 LIN. FT.
RAMP 3 GORE = 655 LIN. FT.

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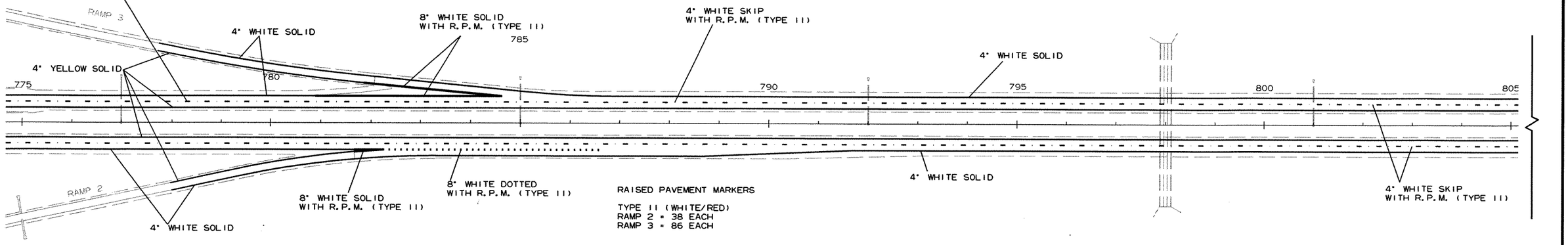


RAISED PAVEMENT MARKERS

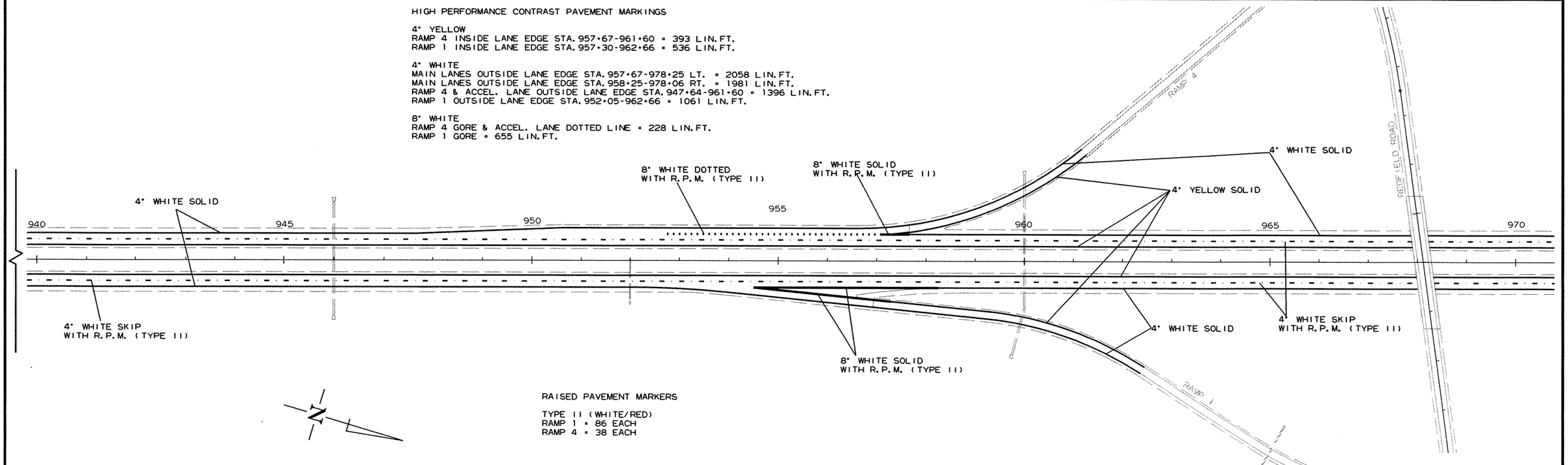
TYPE II (WHITE/RED)
RAMP 2 = 38 EACH
RAMP 3 = 86 EACH

HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS

4" YELLOW
RAMP 4 INSIDE LANE EDGE STA. 957+67-961+60 = 393 LIN. FT.
RAMP 1 INSIDE LANE EDGE STA. 957+30-962+66 = 536 LIN. FT.

4" WHITE
MAIN LANES OUTSIDE LANE EDGE STA. 957+67-978+25 LT. = 2058 LIN. FT.
MAIN LANES OUTSIDE LANE EDGE STA. 958+25-978+06 RT. = 1981 LIN. FT.
RAMP 4 & ACCEL. LANE OUTSIDE LANE EDGE STA. 947+64-961+60 = 1396 LIN. FT.
RAMP 1 OUTSIDE LANE EDGE STA. 952+05-962+66 = 1061 LIN. FT.

8" WHITE
RAMP 4 GORE & ACCEL. LANE DOTTED LINE = 228 LIN. FT.
RAMP 1 GORE = 655 LIN. FT.



RAISED PAVEMENT MARKERS

TYPE II (WHITE/RED)
RAMP 1 = 86 EACH
RAMP 4 = 38 EACH

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PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	57	125

(2) PERMANENT PAVEMENT MARKING DETAILS

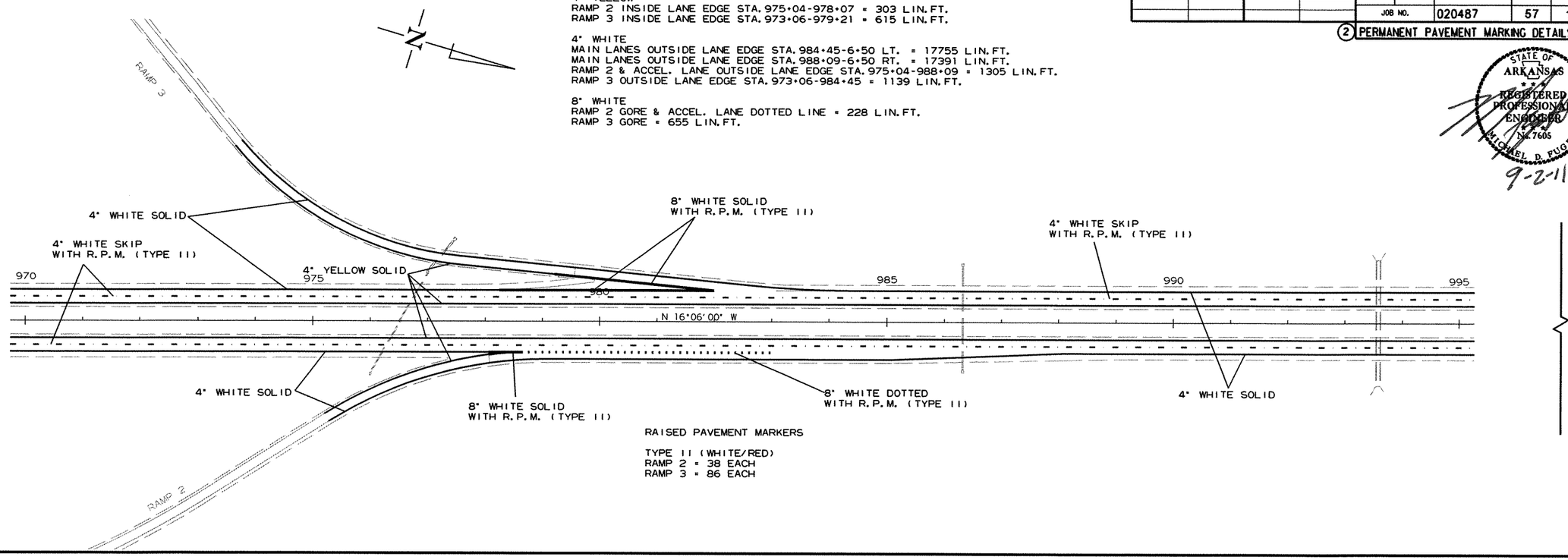
HIGH PERFORMANCE CONTRAST PAVEMENT MARKINGS

4" YELLOW
RAMP 2 INSIDE LANE EDGE STA. 975+04-978+07 = 303 LIN. FT.
RAMP 3 INSIDE LANE EDGE STA. 973+06-979+21 = 615 LIN. FT.

4" WHITE
MAIN LANES OUTSIDE LANE EDGE STA. 984+45-6+50 LT. = 17755 LIN. FT.
MAIN LANES OUTSIDE LANE EDGE STA. 988+09-6+50 RT. = 17391 LIN. FT.
RAMP 2 & ACCEL. LANE OUTSIDE LANE EDGE STA. 975+04-988+09 = 1305 LIN. FT.
RAMP 3 OUTSIDE LANE EDGE STA. 973+06-984+45 = 1139 LIN. FT.

8" WHITE
RAMP 2 GORE & ACCEL. LANE DOTTED LINE = 228 LIN. FT.
RAMP 3 GORE = 655 LIN. FT.

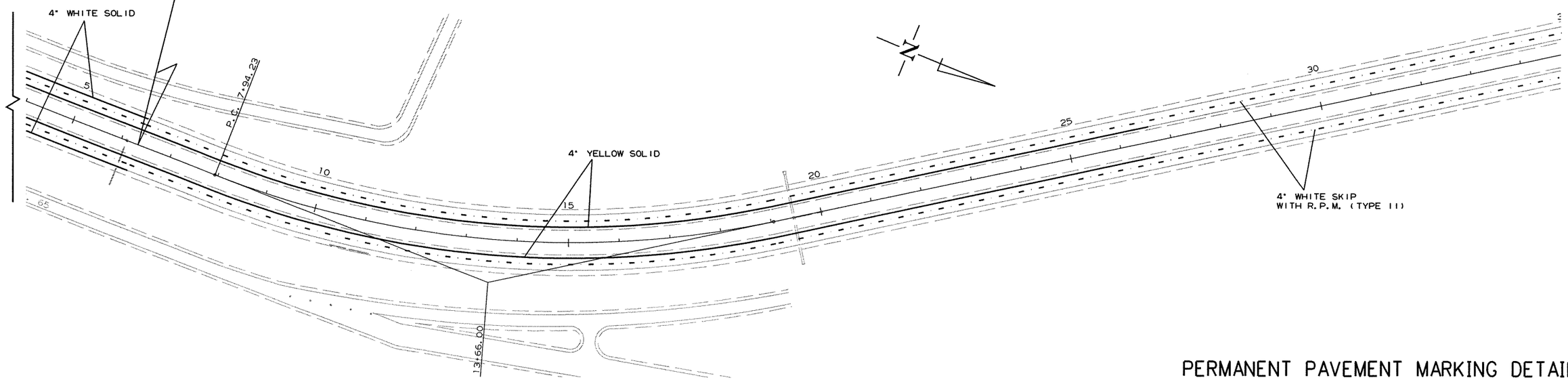
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11



RAISED PAVEMENT MARKERS

TYPE II (WHITE/RED)
RAMP 2 = 38 EACH
RAMP 3 = 86 EACH

STA. 6+50.00 END JOB 020487
LOG MILE 16.38



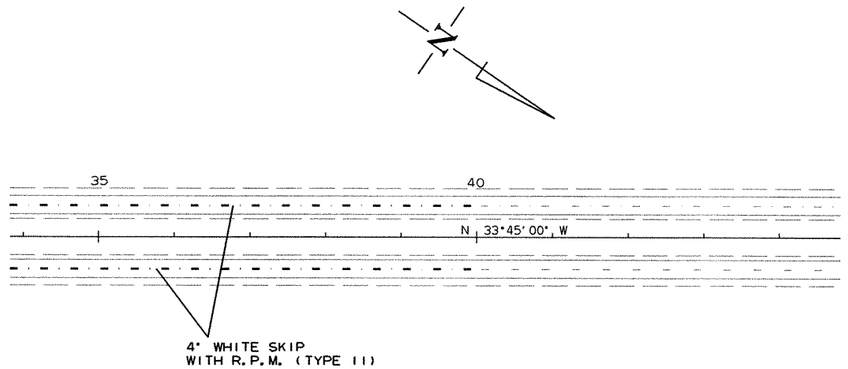
R020487_MDT.DGN 8/8/2011

PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	58	125

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17603
MICHAEL D. FUGETT
9-2-11



R020487_MDT.DGN8/8/2011

PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	59	125

(2) QUANTITY SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7665
MICHAEL D. FUGETT
9-2-11

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE I-A	STAGE I-B	STAGE II-A	STAGE II-B	STAGE III-A	STAGE III-B	STAGE III-C	STAGE IV-A	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	HIGH PERFORMANCE CONTRAST PAVEMENT MARKING 4" YELLOW	HIGH PERFORMANCE CONTRAST PAVEMENT MARKING 4" WHITE	HIGH PERFORMANCE CONTRAST PAVEMENT MARKING 8" WHITE
	LIN.FT. - EACH									LIN.FT.	LIN.FT.	EACH	LIN.FT.		
REMOVAL OF PERMANENT PAVEMENT MARKINGS	22354		44709							67063					
REMOVABLE CONSTRUCTION PAV'T MARKINGS	89418	89418	134127	8000	89418	89418	5550	178836			684185				
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)									1490			1490			
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING YELLOW (4")									86694				86694		
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE (4")									102261					102261	
HIGH PERFORMANCE CONTRAST PAVEMENT MARKING WHITE(8")									2649						2649
TOTALS:										**67063**	**684185**	**1490**	**86694**	**102261**	**2649**

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

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE I-A	STAGE I-B	STAGE II-A	STAGE II-B	STAGE III-A	STAGE III-B	STAGE III-C	STAGE IV-A	END OF JOB	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED NO.	TOTAL SIGNS REQUIRED SQ. FT.	TRAFFIC DRUMS	BARRICADES (TYPE III) RIGHT	BARRICADES (TYPE III) LEFT	FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	MODULAR GLARE SHIELD	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (REPAIR)	PORTABLE CHANGEABLE MESSAGE SIGN	ADVANCE WARNING ARROW PANEL
			LIN.FT. - EACH										NO.	SQ. FT.	EACH	LIN.FT.					EACH		WEEK	DAY
W20-1	ROAD WORK 1500 FT.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W20-1	ROAD WORK 1/2 MILE	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W20-1	ROAD WORK 1 MILE	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W20-1	ROAD WORK AHEAD	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0										
W20-5	RT. LANE CLOSED 1500 FT.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W20-5	RT. LANE CLOSED 1/2 MILE.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W20-5	RT. LANE CLOSED 1 MILE.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W20-5	LT. LANE CLOSED 1500 FT.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W20-5	LT. LANE CLOSED 1/2 MILE.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W20-5	LT. LANE CLOSED 1 MILE.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
G20-2	END ROAD WORK	48"x24"	2	2	2	2	2	2	2	2	2	2	2	16.0										
G20-1	ROAD WORK NEXT xx MILES	60"x24"	2	2	2	2	2	2	2	2	2	2	2	20.0										
R11-2	ROAD CLOSED	48"x30"	12	20	15	16	24	9	13	16		24	24	240.0										
W1-6	LARGE ARROW	48"x24"			5	7	8	6		16		16	16	128.0										
W1-8	CHEVRONS	18"x24"			6	6		6	6			6	6	18.0										
R2-1	SPEED LIMIT	48"x60"	6	6	6	6	6	6	6	6	6	6	6	120.0										
R2-2	TRUCKS SPEED LIMIT	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
R2-5A	REDUCED SPEED AHEAD	48"x60"	4	4	4	4	4	4	4	4	4	4	4	80.0										
R4-1	DO NOT PASS	24"x30"	8	8	8	8	8	8	8	8	8	8	8	40.0										
R55-1	FINES DOUBLE IN WORK ZONES.	36"x60"	2	2	2	2	2	2	2	2	2	2	2	30.0										
W4-2	MERGE RT.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
W4-2	MERGE LT.	48"x48"	2	2	2	2	2	2	2	2	2	2	2	32.0										
SPECIAL	MERGE NOW	48"x48"	4	4	4	4	4	4	4	4	4	4	4	64.0										
	TRAFFIC DRUMS		993	927	182	188	511	187	188	922		993			993									
	TYPE III BARRICADE-RT. (16')				3	1	1	2	1			3				48								
	TYPE III BARRICADE-LT. (16')		3	9	1	3	14		2	6		14					224							
	TYPE III BARRICADE-RT. (24')		6	6	9	8	2	4	3			9				216								
	TYPE III BARRICADE-LT. (24')		3	5	3	4	6	3	4	10		10					240							
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER				41905			13				41918						41918						
	RELOCATING PRECAST CONCRETE BARRIER							41905				41905							41905					
	MODULAR GLARE SHIELD																			41226				
	TEMPORARY IMPACT ATTENUATION BARRIER				1							1									1			
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)				1							1										1		
	ADVANCE WARNING ARROW PANEL		2	2	2	2	2	2	2	2	2	2												1296
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2	2	2	2	2	2	2	2	2											186	
TOTALS:														**1204.0**	**993**	**264**	**464**	**41918**	**41905**	**41226**	**1**	**1**	**186**	**1296**

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

R020487.DGN 8/19/2011

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	60	125

(2) QUANTITY SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
MICHAEL D. FUGETT
9-2-11

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	ASPHALT PAVEMENT	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	APPROACH SLABS AND GUTTERS	GUARDRAIL
			SQ. YD.	SQ. YD.	EACH	LIN.FT.
771+36.33	772+36.33	RT. MAIN LANES - RT.				94
771+47.86	771+84.36	RT. MAIN LANES			1	
771+84.36	1102+69.81	RT. MAIN LANES		91486		
771+87.07	774+62.07	LT. MAIN LANES - RT.				275
771+98.61	772+35.11	LT. MAIN LANES			1	
772+10.15	775+35.15	LT. MAIN LANES - LT.				325
772+35.11	870+41.07	LT. MAIN LANES		27070		
870+41.07	1102+08.19	LT. MAIN LANES-EXIST. OVERLAY	97817			
1099+70	1102+95	RT. MAIN LANES - LT.				325
1100+45	1103+20	RT. MAIN LANES - RT.				275
1102+08.19	1102+44.69	LT. MAIN LANES			1	
1102+69.81	1103+06.31	RT. MAIN LANES			1	
1103+40	1106+15	LT. MAIN LANES - LT.				275
1103+49.69	1103+86.19	LT. MAIN LANES			1	
1103+65	1106+90	LT. MAIN LANES - RT.				325
1103+86.19	1124+18.50	LT. MAIN LANES-EXIST. OVERLAY	8581			
1104+11.31	1104+47.81	RT. MAIN LANES			1	
1104+47.81	1124+18.50	RT. MAIN LANES		5429		
1121+30	1124+55	RT. MAIN LANES - LT.				325
1121+80	1124+55	RT. MAIN LANES - RT.				275
1124+18.50	1124+55.00	LT. MAIN LANES			1	
1124+18.50	1124+55.00	RT. MAIN LANES			1	
1124+60	1128+35	LT. MAIN LANES - LT.				275
1125+60.00	1125+96.50	LT. MAIN LANES			1	
1125+60.00	1125+96.50	RT. MAIN LANES			1	
1125+60	1128+85	LT. MAIN LANES - RT.				325
1125+96.50	0+38.19	LT. MAIN LANES-EXIST. OVERLAY	10357			
1125+96.50	0+97.00	RT. MAIN LANES-EXIST. OVERLAY	10605			
1148+05	1+20	RT. MAIN LANES - LT.				325
1148+80	1+45	RT. MAIN LANES - RT.				275
0+38.19	0+74.69	LT. MAIN LANES			1	
1+72.81	1+36.31	RT. MAIN LANES			1	
1+70	4+45	LT. MAIN LANES - LT.				275
1+79.69	2+16.19	LT. MAIN LANES			1	
2+16.00	6+50.00	LT. MAIN LANES-EXIST. OVERLAY	3899			
2+41.31	2+77.81	RT. MAIN LANES			1	
2+75.00	6+50.00	RT. MAIN LANES-EXIST. OVERLAY	3650			
1+90	0+25	LT. MAIN LANES - RT.				325
TOTALS:			134909	123985	14	4294

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
ENTIRE	PROJECT	STAGE 2-RT. MAIN LANES	81366	
ENTIRE	PROJECT	STAGE 3-LT. MAIN LANES	110968	
ENTIRE	PROJECT	STAGE 1-TEMP. RAMPS & CROSSOVERS		6476
ENTIRE	PROJECT	STAGE 2-TEMP. RAMPS & CROSSOVERS		1974
ENTIRE	PROJECT	STAGE 3-TEMP. RAMPS & CROSSOVERS		5555
ENTIRE	PROJECT	REMOVAL OF TEMP. RAMPS & CROSSOVERS	18051	
TOTALS:			210385	14005

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

REMOVAL AND DISPOSAL OF PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	REMOVAL AND DISPOSAL	
			PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN.FT.	EACH
* ENTIRE PROJECT TO BE USED IF AND			2000	8
WHERE DIRECTED BY THE ENGINEER				
TOTALS:			2000	8

* NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN.FT.	EACH		
771+87.06	775+12.06	LT. MAIN LANES-RT.	250	1	1	
772+10.16	774+85.16	LT. MAIN LANES-LT.	200	1	1	
771+36.33	772+36.33	RT. MAIN LANES-RT.	75	1		1
1099+70.00	1102+95.00	RT. MAIN LANES-LT.	250	1	1	
1100+45.00	1103+20.00	RT. MAIN LANES-RT.	200	1	1	
1103+40.00	1106+15.00	LT. MAIN LANES-LT.	200	1	1	
1103+65.00	1106+90.00	LT. MAIN LANES-RT.	250	1	1	
1121+30.00	1124+55.00	RT. MAIN LANES-LT.	250	1	1	
1121+80.00	1124+55.00	RT. MAIN LANES-RT.	200	1	1	
1125+60.00	1128+35.00	LT. MAIN LANES-LT.	250	1	1	
1125+60.00	1128+85.00	LT. MAIN LANES-RT.	200	1	1	
1148+05.00	1+20.00	RT. MAIN LANES-LT.	250	1	1	
1148+80.00	1+45.00	RT. MAIN LANES-RT.	200	1	1	
1+70.00	4+45.00	LT. MAIN LANES-LT.	200	1	1	
1+90.00	0+25.00	LT. MAIN LANES-RT.	250	1	1	
TOTALS:			3225	15	14	1

EROSION CONTROL

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)	ROCK DITCH CHECKS (E-6)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN.FT.	LIN.FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	STAGE 1						8.30	8.30	169.3	2178		400				114
ENTIRE	PROJECT	STAGE 2						65.86	65.86	1343.5							
ENTIRE	PROJECT	STAGE 3						65.81	65.81	1342.5							20
ENTIRE	PROJECT	STAGE 4	68.27	136.54	68.27	6963.5	68.27										
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.											440	60	150	2000	1000	1000	1100
TOTALS:			68.27	136.54	68.27	6963.5	68.27	139.97	139.97	2855.3	2618	60	550	2000	1000	1000	1234

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
ROCK DITCH CHECKS.....3 CU.YD./LOCATION

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

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

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SOIL LOG (BOX 1 OF 3)

STATION	LOCATION	DEPTH FEET	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
1002+02	14'RT NB	0-5'	30	15	A-6(6)	RD/GR
1002+02	5'RT NB	0-5'	29	14	A-6(8)	RD/GR
1002+02	16'RT SB	0-5'	27	13	A-6(5)	RD/GR
1002+02	5'RT SB	0-5'	27	10	A-4(3)	RD/GR
1002+02	16'RT NB	0-5'	22	4	A-4(1)	RD/GR
1009+94	5'LT SB	0-5'	23	8	A-4(3)	RD/GR
1009+94	16'LT NB	0-5'	36	22	A-6(15)	BR/RD
1009+94	5'LT NB	0-5'	28	13	A-6(7)	BROWN
1009+94	14'LT SB	0-5'	28	14	A-6(7)3	RD/GR
1017+86	5'RT SB	0-5'	28	11	A-6(5)	RD/GR
1017+86	5'RT NB	0-5'	30	15	A-6(8)	RD/GR
1017+86	14'RT NB	0-5'	31	15	A-6(4)	RD/GR
1017+86	16'RT SB	0-5'	25	10	A-4(4)	RD/GR
1025+78	14'LT SB	0-5'	39	23	A-6(15)	RED
1025+78	5'LT SB	0-5'	29	13	A-6(5)	RD/GR
1025+78	24'LT NB	0-5'	32	15	A-6(12)	BR/RD
1025+78	5'LT NB	0-5'	30	16	A-6(8)	BR/RD
1025+78	16'LT NB	0-5'	33	19	A-6(10)	BR/RD
1033+70	14'RT NB	0-5'	25	9	A-4(3)	RD/GR
1033+70	5'RT NB	0-5'	26	9	A-4(5)	RD/GR
1033+70	16'RT SB	0-5'	28	12	A-6(5)	RD/GR
1033+70	5'RT SB	0-5'	25	7	A-4(3)	RD/GR
1041+62	14'LT SB	0-5'	28	11	A-6(7)	RED
1041+62	5'LT SB	0-5'	25	7	A-4(3)	RED
1041+62	5'LT NB	0-5'	24	8	A-4(4)	BR/GR
1041+62	16'LT NB	0-5'	24	8	A-4(4)	BR/GR
1049+54	14'RT NB	0-5'	26	11	A-6(5)	RD/GR
1049+54	5'RT NB	0-5'	24	9	A-4(4)	RD/GR
1049+54	16'RT SB	0-5'	20	5	A-4(0)	RED
1049+54	5'RT SB	0-5'	28	13	A-6(6)	RED
1057+46	5'LT SB	0-5'	22	4	A-4(0)	RD/GR
1057+46	16'LT NB	0-5'	27	11	A-6(7)	BROWN
1057+46	5'LT NB	0-5'	21	5	A-4(1)	BROWN
1057+46	14'LT SB	0-5'	35	20	A-6(14)	RD/GR
1065+38	5'RT SB	0-5'	26	6	A-4(1)	RD/GR
1065+38	14'RT NB	0-5'	22	7	A-4(2)	RD/GR
1065+38	5'RT NB	0-5'	21	5	A-4(1)	RD/GR
1065+38	16'RT SB	0-5'	21	7	A-4(2)	RD/GR
1073+30	5'LT SB	0-5'	25	10	A-4(4)	RD/BR
1073+30	5'LT NB	0-5'	34	18	A-6(9)	RD/BR
1073+30	16'LT NB	0-5'	38	22	A-6(10)	RD/BR
1073+30	14'LT SB	0-5'	22	8	A-4(2)	RD/BR
1081+22	16'RT SB	0-5'	23	8	A-4(2)	RD/GR
1081+22	5'RT NB	0-5'	23	5	A-4(1)	RD/GR
1081+22	5'RT SB	0-5'	24	4	A-4(1)	RD/GR
1081+92	14'RT NB	0-5'	27	9	A-4(2)	RD/GR
1089+14	16'LT NB	0-5'	22	7	A-4(2)	BR/GR
1089+14	5'LT NB	0-5'	24	5	A-4(1)	BR/GR
1089+14	14'LT SB	0-5'	30	15	A-6(6)	RED
1089+14	5'LT SB	0-5'	25	8	A-4(2)	RED
1097+06	5'RT SB	0-5'	23	6	A-4(1)	RED
1097+06	14'RT NB	0-5'	18	3	A-4(0)	GR/RD
1097+06	5'RT NB	0-5'	28	14	A-6(6)	GR/RD
1097+06	16'RT SB	0-5'	22	9	A-4(3)	RED
1104+98	14'LT SB	0-5'	24	9	A-4(4)	RED
1104+98	5'LT SB	0-5	20	5	A-4(1)	RED
1104+98	5'LT NB	0-5'	24	8	A-4(3)	BR/RD
1104+98	16'LT NB	0-5'	30	15	A-6(8)	BR/RD
1112+90	5'RT NB	0-5'	30	15	A-6(8)	RD/GR
1112+90	14'RT NB	0-5'	27	7	A-4(2)	GR/RD
1112+90	16'RT SB	0-5	30	16	A-6(8)	RED
1112+90	5'RT SB	0-5	28	10	A-4(4)	RED
1112+90	16'RT NB	0-5'	24	7	A-4(2)	GR/BR
1120+82	14'LT SB	0-5	26	11	A-6(3)	RED
1120+82	5'LT SB	0-5	25	9	A-4(3)	RED
1120+82	16'LT NB	0-5'	31	9	A-4(4)	BR/RD
1120+82	5'LT NB	0-5'	35	11	A-6(8)	BR/RD
1128+74	5'RT NB	0-5'	21	6	A-4(2)	RED
1128+74	14'RT NB	0-5'	20	2	A-4(0)	RED
1128+74	16'RT SB	0-5	17	3	A-4(0)	RED
1128+74	5'RT SB	0-5	18	2	A-4(0)	RED

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

SOIL LOG (BOX 2 OF 3)

STATION	LOCATION	DEPTH FEET	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
1136+66	5'LT SB	0-5	23	7	A-4(1)	RED
1136+66	5'LT NB	0-5'	24	7	A-4(4)	RD/BR
1136+66	14'LT NB	0-5'	26	11	A-6(5)	BROWN
1136+66	14'LT SB	0-5	ND	NP	A-4(0)	RED
1144+58	5'RT SB	0-5	ND	NP	A-4(0)	RED
1144+58	16'RT SB	0-5	20	4	A-4(0)	RED
1144+58	14'RT NB	0-5'	24	6	A-4(2)	RD/GR
1144+58	5'RT NB	0-5'	24	5	A-4(2)	RD/GR
1152+50	16'LT NB	0-5'	24	8	A-4(3)	BR/GR
1152+50	5'LT NB	0-5'	22	5	A-4(2)	BR/GR
1152+50	14'LT SB	0-5	23	6	A-4(2)	RED
1152+50	5'LT SB	0-5	21	4	A-4(1)	RED
1160+42	16'RT SB	0-5	22	6	A-4(2)	RED
1160+42	5'RT SB	0-5	ND	NP	A-4(0)	RED
1160+42	14'RT NB	0-5'	23	6	A-4(2)	RED
1160+42	5'RT NB	0-5'	26	10	A-4(6)	RED
16.86	14'LT	0-5	ND	NP	A-4(0)	RED
16.86	5'LT	0-5	23	7	A-4(1)	RED
17.01	5'RT	0-5	18	2	A-4(0)	RED
654+50	5'RT NB	0-5'	ND	NP	A-4(0)	RD/GR
772+34	14'LT SB	0-5'	32	14	A-6(8)	RD/GR
772+34	15'LT NB	0-5'	37	21	A-6(13)	BR/GR
772+34	5'LT NB	0-5'	39	22	A-6(14)	BR/GR
772+34	5'LT SB	0-5'	35	15	A-6(9)	RD/GR
780+26	16'RT SB	0-5'	ND	NP	A-4(0)	GR/RD
780+26	5'RT SB	0-5'	21	4	A-4(0)	GR/RD
780+26	5'RT NB	0-5'	35	16	A-6(14)	BR/GR
780+26	14'RT NB	0-5'	21	5	A-4(0)	BR/GR
788+18	27'LT NB	0-5'	ND	NP	A-4(0)	BR/GR
788+18	5'LT NB	0-5'	ND	NP	A-4(0)	BR/GR
788+18	14'LT SB	0-5'	28	10	A-4(4)	GR/RD
788+18	5'LT SB	0-5'	ND	NP	A-4(0)	GR/RD
796+10	5'RT SB	0-5'	22	4	A-4(0)	GR/RD
796+10	16'RT SB	0-5'	28	11	A-6(5)	GR/RD
796+10	16'RT NB	0-5'	23	3	A-4(0)	BR/GR
796+10	14'RT NB	0-5'	26	8	A-4(2)	BR/GR
796+10	5'RT NB	0-5'	21	5	A-4(1)	BR/GR
804+02	5'LT NB	0-5'	ND	NP	A-4(0)	BR/GR
804+02	5'LT SB	0-5'	19	3	A-4(0)	GRAY
804+02	15'LT NB	0-5'	23	7	A-4(2)	BR/GR
804+02	14'LT SB	0-5'	ND	NP	A-4(0)	GRAY
811+94	16'RT SB	0-5'	23	6	A-4(2)	GRAY
811+94	5'RT SB	0-5'	24	7	A-4(3)	GRAY
811+94	5'RT NB	0-5	19	4	A-4(0)	GRAY
811+94	14'RT NB	0-5	19	2	A-4(0)	GRAY
819+14	16'RT SB	0-5'	20	4	A-4(0)	GR/RD
819+86	5'LT SB	0-5'	ND	NP	A-4(0)	GR/RD
819+86	16'LT NB	0-5'	17	2	A-4(0)	GRAY
819+86	14'LT SB	0-5'	22	5	A-4(1)	GR/RD
819+86	5'LT NB	0-5'	ND	NP	A-4(0)	GRAY
827+78	5'RT SB	0-5'	22	5	A-4(1)	GR/RD
827+78	14'RT NB	0-5'	19	3	A-4(0)	GRAY
827+78	5'RT NB	0-5'	20	5	A-4(0)	GRAY
827+78	16'RT SB	0-5'	24	8	A-4(2)	GR/RD
835+70	14'LT SB	0-5'	21	4	A-4(0)	GRAY
835+70	5'LT SB	0-5'	27	12	A-6(6)	GRAY
835+70	5'LT NB	0-5'	21	5	A-4(1)	BR/GR
835+70	16'LT NB	0-5'	18	3	A-4(0)	BR/GR
843+62	5'RT NB	0-5'	22	7	A-4(2)	GRAY
843+62	14'RT NB	0-5'	ND	NP	A-4(0)	GRAY
843+62	5'RT SB	0-5'	37	22	A-6(16)	GR/RD
848+62	16'RT SB	0-5'	25	9	A-4(3)	GR/RD
851+54	16'LT NB	0-5'	25	9	A-4(4)	BR/GR
851+54	5'LT NB	0-5'	24	8	A-4(3)	BR/GR
851+54	5'LT SB	0-5'	25	9	A-4(4)	GRAY
851+54	14'LT SB	0-5'	32	17	A-6(11)	GRAY
851+54	24'LT NB	0-5'	29	13	A-6(6)	BR/GR
859+46	16'RT SB	0-5'	25	8	A-4(3)	GRAY
859+46	5'RT SB	0-5'	27	12	A-6(5)	GRAY
859+46	5'RT NB	0-5'	21	5	A-4(0)	GRAY
859+46	14'RT NB	0-5'	22	4	A-4(0)	GRAY
867+38	5'LT NB	0-5'	25	9	A-4(2)	BR/GR

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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	61	125

(2) QUANTITY SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

R020487.DGN 8/19/2011

QUANTITY SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	62	125

(2) QUANTITY SHEETS

SOIL LOG (BOX 3 OF 3)

STATION	LOCATION	DEPTH FEET	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
867+38	16'LT NB	0-5'	29	15	A-6(9)	BR/GR
867+38	14'LT SB	0-5'	28	14	A-6(7)	GRAY
867+38	5'LT SB	0-5'	22	6	A-4(1)	GRAY
875+30	16'RT SB	0-5'	40	26	A-6(19)	GR/RD
875+30	5'RT SB	0-5'	37	23	A-6(19)	GR/RD
875+30	14'RT NB	0-5'	26	9	A-4(2)	GRAY
875+30	5'RT NB	0-5'	24	9	A-4(3)	GRAY
883+22	5'LT NB	0-5'	25	7	A-4(3)	BR/GR
883+22	5'LT SB	0-5'	30	15	A-6(9)	RD/GR
883+22	16'LT NB	0-5'	25	9	A-4(5)	BR/GR
883+22	14'LT SB	0-5'	29	13	A-6(8)	RD/GR
891+14	5'RT SB	0-5'	21	4	A-4(1)	GR/RD
891+14	16'RT NB	0-5'	35	18	A-6(10)	GRAY
891+14	14'RT NB	0-5'	23	7	A-4(1)	GRAY
891+14	5'RT NB	0-5'	28	12	A-6(5)	GR/BR
899+06	16'LT NB	0-5'	ND	NP	A-4(0)	BR/GR
899+06	5'LT NB	0-5'	ND	NP	A-4(0)	BR/GR
899+06	14'LT SB	0-5'	29	15	A-6(7)	RD/GR
899+06	5'LT SB	0-5'	32	16	A-6(9)	RD/GR
906+98	16'RT SB	0-5'	23	6	A-4(0)	RD/GR
906+98	5'RT SB	0-5'	25	6	A-4(1)	RD/GR
906+98	14'RT NB	0-5'	22	5	A-4(0)	RD/GR
906+98	5'RT NB	0-5'	24	8	A-4(2)	RD/GR
914+90	5'LT NB	0-5'	29	13	A-6(6)	BR/GR
914+90	5'LT SB	0-5'	30	4	A-4(0)	RD/GR
914+90	21'LT NB	0-5'	26	10	A-4(3)	BR/GR
914+90	14'LT SB	0-5'	32	19	A-6(9)	RD/GR
922+82	5'RT NB	0-5'	22	5	A-4(1)	RD/GR
922+82	16'RT SB	0-5'	ND	NP	A-4(0)	RD/GR
922+82	5'RT SB	0-5'	25	5	A-4(0)	RD/GR
922+82	15'RT NB	0-5'	28	12	A-6(3)	RD/GR
930+74	18'LT NB	0-5'	22	5	A-4(0)	BR/GR
930+74	5'LT NB	0-5'	22	6	A-4(1)	BR/GR
930+74	14'LT SB	0-5'	26	10	A-4(4)	RD/GR
930+74	5'LT SB	0-5'	29	14	A-6(6)	RD/GR
938+66	5'RT SB	0-5'	ND	NP	A-4(0)	GR/RD
938+66	5'RT NB	0-5'	23	6	A-4(1)	GR/RD
938+66	16'RT SB	0-5'	25	7	A-4(1)	GR/RD
938+66	15'RT NB	0-5'	23	6	A-4(0)	RD/GR
946+58	5'LT NB	0-5'	25	8	A-4(3)	RD/BR
946+58	5'LT SB	0-5'	26	9	A-4(3)	RD/GR
946+58	18'LT NB	0-5'	44	29	A-7-6(20)	RD/BR
946+58	14'LT SB	0-5'	22	3	A-4(0)	RD/GR
946+58	28'LT NB	0-5'	29	13	A-6(7)	RD/BR
954+50	27'RT SB	0-5'	27	11	A-6(5)	GRAY
954+50	5'RT SB	0-5'	26	6	A-4(1)	GRAY
954+50	15'RT NB	0-5'	ND	NP	A-4(0)	RD/GR
962+42	18'LT NB	0-5'	23	6	A-4(1)	BR/RD
962+42	5'LT NB	0-5'	29	12	A-6(5)	BR/GR
962+42	14'LT SB	0-5'	27	5	A-4(1)	RD/GR
962+42	5'LT SB	0-5'	27	12	A-6(6)	RD/GR
970+34	16'RT SB	0-5'	37	12	A-6(10)	GRAY
970+34	5'RT SB	0-5'	36	19	A-6(8)	GRAY
970+34	15'RT NB	0-5'	26	10	A-4(2)	RD/GR
970+34	5'RT NB	0-5'	31	15	A-6(7)	RD/GR
978+26	30'LT NB	0-5'	32	18	A-6(10)	BROWN
978+26	5'LT NB	0-5'	21	5	A-4(0)	BR/RD
978+26	14'LT SB	0-5'	24	8	A-4(2)	RD/GR
978+26	5'LT SB	0-5'	ND	NP	A-4(0)	RD/GR
986+18	5'RT SB	0-5'	26	8	A-4(1)	RD/GR
986+18	5'RT NB	0-5'	29	12	A-6(5)	RD/GR
986+18	15'RT NB	0-5'	28	11	A-6(3)	RD/GR
986+18	16'RT SB	0-5'	22	7	A-4(1)	RD/GR
994+10	5'LT SB	0-5'	28	11	A-6(3)	RD/GR
994+10	5'LT NB	0-5'	33	18	A-6(13)	BR/GR
994+10	18'LT NB	0-5'	30	14	A-6(9)	BROWN
994+10	14'LT SB	0-5'	25	10	A-4(3)	RD/GR

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

RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	RUMBLE STRIPS IN ASPHALT SHOULDERS LIN. FT.
748+63	769+76	RT. MAIN LANES-LT.	2113
748+63	770+07	LT. MAIN LANES-RT.	2144
771+73	1102+84	RT. MAIN LANES-RT.	33111
771+96	1102+56	RT. MAIN LANES-LT.	33060
772+24	1102+22	LT. MAIN LANES-RT.	32998
772+47	1101+94	LT. MAIN LANES-LT.	32947
1103+72	1124+19	LT. MAIN LANES-LT.	2112
1104+00	1124+19	LT. MAIN LANES-RT.	2084
1104+34	1124+19	RT. MAIN LANES-LT.	2050
1104+62	1124+19	RT. MAIN LANES-RT.	2022
1125+97	0+23	LT. MAIN LANES-LT.	2437
1125+97	0+51	LT. MAIN LANES-RT.	2465
1125+97	0+84	RT. MAIN LANES-LT.	2498
1125+97	1+12	RT. MAIN LANES-RT.	2526
2+01	6+50	LT. MAIN LANES-LT.	939
2+29	40+01	LT. MAIN LANES-RT.	4262
2+62	40+01	RT. MAIN LANES-LT.	4229
2+90	6+50	RT. MAIN LANES-RT.	850
TOTAL:			164847

SCARIFYING & RECOMPACTING SHOULDERS

STATION	STATION	LOCATION	AVG. WIDTH FEET	SCARIFYING & RECOMPACTING SHOULDERS SQ. YD.
762+03	769+16	LT. MAIN LANES-RT.	4	317
762+03	769+16	RT. MAIN LANES-LT.	4	317
777+66	782+05	JEFFERSON RD. RAMP 3-RT. SHLD.	4	195
777+92	780+48	JEFFERSON RD. RAMP 2-LT. SHLD.	4	114
956+95	962+66	REDFIELD RD. RAMP 1-LT. SHLD.	4	254
957+67	961+60	REDFIELD RD. RAMP 4-RT. SHLD.	4	175
973+06	979+55	REDFIELD RD. RAMP 3-RT. SHLD.	4	288
975+04	978+06	REDFIELD RD. RAMP 2-LT. SHLD.	4	134
19+46	26+61	LT. MAIN LANES-RT.	4	318
19+46	26+61	RT. MAIN LANES-LT.	4	318
TOTAL:				2430

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7681
CHARLES D. FUGETT
9-2-11

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPROACH GUTTER (TYPE A-2) CU.YD.	APPROACH SLABS CU.YD.	REINFORCING STEEL RDWY. (GR 60) POUND	AGGREGATE BASE CRS. (CLASS 7) TON
771+47.86	771+84.36	RT. MAIN LANES	21.79		2285	18.0
771+47.86	771+84.36	RT. MAIN LANES		49.15	5556	34.1
771+98.61	772+35.11	LT. MAIN LANES	21.79		2285	18.0
771+98.61	772+35.11	LT. MAIN LANES		49.15	5556	34.1
1102+08.19	1102+44.69	LT. MAIN LANES	21.79		2285	18.0
1102+08.19	1102+44.69	LT. MAIN LANES		49.15	5556	34.1
1102+69.81	1103+06.31	RT. MAIN LANES	21.79		2285	18.0
1102+69.81	1103+06.31	RT. MAIN LANES		49.15	5556	34.1
1103+49.69	1103+86.19	LT. MAIN LANES	21.79		2285	18.0
1103+49.69	1103+86.19	LT. MAIN LANES		49.15	5556	34.1
1104+11.31	1104+47.81	RT. MAIN LANES	21.79		2285	18.0
1104+11.31	1104+47.81	RT. MAIN LANES		49.15	5556	34.1
1124+18.50	1124+55.00	LT. MAIN LANES	21.79		2285	18.0
1124+18.50	1124+55.00	LT. MAIN LANES		49.15	5556	34.1
1124+18.50	1124+55.00	RT. MAIN LANES	21.79		2285	18.0
1124+18.50	1124+55.00	RT. MAIN LANES		49.15	5556	34.1
1125+60.00	1125+96.50	LT. MAIN LANES	21.79		2285	18.0
1125+60.00	1125+96.50	LT. MAIN LANES		49.15	5556	34.1
1125+60.00	1125+96.50	RT. MAIN LANES	21.79		2285	18.0
1125+60.00	1125+96.50	RT. MAIN LANES		49.15	5556	34.1
0+38.19	0+74.69	LT. MAIN LANES	21.79		2285	18.0
0+38.19	0+74.69	LT. MAIN LANES		49.15	5556	34.1
1+72.81	1+36.31	RT. MAIN LANES	21.79		2285	18.0
1+72.81	1+36.31	RT. MAIN LANES		49.15	5556	34.1
1+79.69	2+16.19	LT. MAIN LANES	21.79		2285	18.0
1+79.69	2+16.19	LT. MAIN LANES		49.15	5556	34.1
2+41.31	2+77.81	RT. MAIN LANES	21.79		2285	18.0
2+41.31	2+77.81	RT. MAIN LANES		49.15	5556	34.1
TOTALS:			305.06	688.10	109774	729.4

NOTE: USE T =18"

R020487.DGN 8/19/2011

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	63	125

(2) QUANTITY SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

BASE AND SURFACING (MAIN LANES SHOULDER & TEMPORARY PAVING) (BOX 1 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
			FEET	TON / STATION	TON	TOTAL WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
SHOULDERS																					
772+33	1102+10	SOUTHBOUND MAIN LANES	32977.0	197.50	65129.6	4.3	15755.7	0.03	472.7	4.3	15755.7	990.0	7799.1					12.0	43969.3	220.0	4836.6
1103+88	1124+19	SOUTHBOUND MAIN LANES	2096.3	197.50	4140.2	4.3	1001.6	0.03	30.0	4.3	1001.6	990.0	495.8					12.0	2795.1	220.0	307.5
1125+97	0+38	SOUTHBOUND MAIN LANES	2452.2	197.50	4843.1	4.3	1171.6	0.03	35.1	4.3	1171.6	990.0	579.9					12.0	3269.6	220.0	359.7
2+16	6+50	SOUTHBOUND MAIN LANES	923.5	197.50	1823.9	4.3	441.2	0.03	13.2	4.3	441.2	990.0	218.4					12.0	1231.3	220.0	135.4
6+50	11+50	SOUTHBOUND MAIN LANES	500.0	197.50	987.5	4.3	238.9	0.03	7.2	4.3	238.9	990.0	118.3					12.0	666.7	220.0	73.3
771+85	1102+68	NORTHBOUND MAIN LANES	33083.0	197.50	65338.9	4.3	15806.3	0.03	474.2	4.3	15806.3	990.0	7824.1					12.0	44110.7	220.0	4852.2
1104+46	1124+19	NORTHBOUND MAIN LANES	2038.3	197.50	4025.6	4.3	973.9	0.03	29.2	4.3	973.9	990.0	482.1					12.0	2717.7	220.0	298.9
1125+97	0+97	NORTHBOUND MAIN LANES	2511.2	197.50	4959.6	4.3	1199.8	0.03	36.0	4.3	1199.8	990.0	593.9					12.0	3348.3	220.0	368.3
2+75	6+50	NORTHBOUND MAIN LANES	864.5	197.50	1707.4	4.3	413.0	0.03	12.4	4.3	413.0	990.0	204.4					12.0	1152.7	220.0	126.8
6+50	11+50	NORTHBOUND MAIN LANES	500.0	197.50	987.5	4.3	238.9	0.03	7.2	4.3	238.9	990.0	118.3					12.0	666.7	220.0	73.3
762+03	769+16	LT. MAIN LANES-INSIDE SHLD.	713.0															4.0	316.9	220.0	34.9
762+03	769+16	RT. MAIN LANES-INSIDE SHLD.	713.0															4.0	316.9	220.0	34.9
777+66	782+05	JEFFERSON RD. RAMP 3-INSIDE SHLD.	439.0															4.0	195.1	220.0	21.5
777+92	780+48	JEFFERSON RD. RAMP 2-INSIDE SHLD.	256.0															4.0	113.8	220.0	12.5
956+95	962+66	REDFIELD RD. RAMP 1-INSIDE SHLD.	571.0															4.0	253.8	220.0	27.9
957+67	961+60	REDFIELD RD. RAMP 4-INSIDE SHLD.	393.0															4.0	174.7	220.0	19.2
973+06	979+55	REDFIELD RD. RAMP 3-INSIDE SHLD.	649.0															4.0	288.4	220.0	31.7
975+04	978+06	REDFIELD RD. RAMP 2-INSIDE SHLD.	302.0															4.0	134.2	220.0	14.8
19+46	26+61	LT. MAIN LANES-INSIDE SHLD.	715.0															4.0	317.8	220.0	35.0
19+46	26+61	RT. MAIN LANES-INSIDE SHLD.	715.0															4.0	317.8	220.0	35.0
	1138+00	MEDIAN CROSSING	16.0	VAR.	103.5													VAR.	169.0	220.0	18.6
ADDITIONAL FOR SUPERELEVATION																					
1075+26.20	1078+76.20	NORTHBOUND MAIN LANES-TRANSITION	350.0	48.38	169.3																
1078+76.20	1092+92.10	NORTHBOUND MAIN LANES-(0.054'/')	1415.9	96.75	1369.9																
1092+91.20	1096+41.20	NORTHBOUND MAIN LANES-TRANSITION	350.0	48.38	169.3																
4+73.74	6+50.00	NORTHBOUND MAIN LANES-TRANSITION	176.3	108.63	191.5																
6+50	11+50	NORTHBOUND MAIN LANES-TRANSITION	500.0	108.63	543.2																
1075+26.20	1078+76.20	SOUTHBOUND MAIN LANES-TRANSITION	350.0	60.25	210.9																
1078+76.20	1092+92.10	SOUTHBOUND MAIN LANES-(0.054'/')	1415.9	120.50	1706.2																
1092+91.20	1096+41.20	SOUTHBOUND MAIN LANES-TRANSITION	350.0	60.25	210.9																
4+73.74	6+50.00	SOUTHBOUND MAIN LANES-TRANSITION	176.3	88.50	156.0																
6+50	11+50	SOUTHBOUND MAIN LANES-TRANSITION	500.0	108.63	543.2																
SUBTOTALS:					**159317.2**				**1117.2**				**18434.3**								**11718.0**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.5% MIN. AGGR.....4.5% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96% MIN. AGGR.....4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

R020487.DGN 8/19/2011

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	64	125

(2) QUANTITY SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
957+66	960+00	REDFIELD RAMP 4	15	390.0
977+00	979+53	REDFIELD RAMP 3	15	421.7
TOTAL:				811.7

NOTE: AVERAGE MILLING DEPTH 2".

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN.FT.	EACH
* ENTIRE PROJECT TO BE USED IF AND			4000	16
WHERE DIRECTED BY THE ENGINEER				
TOTALS:			4000	16

* NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	150	300
DIRECTED BY THE ENGINEER		
TOTALS:	150	300

NOTE: QUANTITIES ARE ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	2000
DIRECTED BY THE ENGINEER	
TOTAL:	2000

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

BASE AND SURFACING (MAIN LANES SHOULDER & TEMPORARY PAVING) (BOX 2 OF 2)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
			FEET	TON / STATION	TON	TOTAL WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
ADDITIONAL FOR TRENCHING																					
766+85	770+08	LT. MAIN LANES	323.0			8.0	287.1	0.03	8.6					4.0	143.6	880.0	63.2	4.0	143.6	220.0	15.8
772+35	1102+08	LT. MAIN LANES	32973.0			8.0	29309.3	0.03	879.3					4.0	14654.7	880.0	6448.1	4.0	14654.7	220.0	1612.0
1103+86	1124+19	LT. MAIN LANES	2098.3			8.0	1865.2	0.03	56.0					4.0	932.6	880.0	410.3	4.0	932.6	220.0	102.6
1125+97	0+50	LT. MAIN LANES	2464.2			8.0	2190.4	0.03	65.7					4.0	1095.2	880.0	481.9	4.0	1095.2	220.0	120.5
2+25	21+78	LT. MAIN LANES	2442.5			8.0	2171.1	0.03	65.1					4.0	1085.6	880.0	477.7	4.0	1085.6	220.0	119.4
ADDITIONAL FOR GUARDRAIL WIDENING																					
771+87.06	775+55.06	LT. MAIN LANES-RT.	368.0	VAR.	180.6													VAR.	193.5	220.0	21.3
772+10.16	775+28.16	LT. MAIN LANES-LT.	318.0	VAR.	150.3													VAR.	161.0	220.0	17.7
771+36.33	772+79.33	RT. MAIN LANES-RT.	143.0	VAR.	52.3													VAR.	56.0	220.0	6.2
1099+27.00	1102+95.00	RT. MAIN LANES-LT.	368.0	VAR.	180.6													VAR.	193.5	220.0	21.3
1100+02.00	1103+20.00	RT. MAIN LANES-RT.	318.0	VAR.	150.3													VAR.	161.0	220.0	17.7
1103+40.00	1106+58.00	LT. MAIN LANES-LT.	318.0	VAR.	150.3													VAR.	161.0	220.0	17.7
1103+65.00	1107+33.00	LT. MAIN LANES-RT.	368.0	VAR.	180.6													VAR.	193.5	220.0	21.3
1120+87.00	1124+55.00	RT. MAIN LANES-LT.	368.0	VAR.	180.6													VAR.	193.5	220.0	21.3
1121+37.00	1124+55.00	RT. MAIN LANES-RT.	318.0	VAR.	150.3													VAR.	161.0	220.0	17.7
1125+60.00	1128+78.00	LT. MAIN LANES-LT.	318.0	VAR.	150.3													VAR.	161.0	220.0	17.7
1125+60.00	1129+28.00	LT. MAIN LANES-RT.	368.0	VAR.	180.6													VAR.	193.5	220.0	21.3
1147+62.00	1+21.00	RT. MAIN LANES-LT.	368.0	VAR.	180.6													VAR.	193.5	220.0	21.3
1148+37.00	1+46.00	RT. MAIN LANES-RT.	318.0	VAR.	150.3													VAR.	161.0	220.0	17.7
1+70.00	4+88.00	LT. MAIN LANES-LT.	318.0	VAR.	150.3													VAR.	161.0	220.0	17.7
1+90.00	0+68.50	LT. MAIN LANES-RT.	368.0	VAR.	180.6													VAR.	193.5	220.0	21.3
TEMPORARY CROSSOVERS & RAMPS																					
777+96	796+98	JEFF. RD. TEMP. RAMP 2A & 2B	VAR.			VAR	6079.6	0.03	182.4					VAR.	3039.8	660.0	1003.1	VAR.	2629.6	220.0	289.3
783+43	788+19	JEFF. RD. TEMP. RAMP 2B	VAR.			VAR	1560.4	0.03	46.8					VAR.	780.2	660.0	257.5	VAR.	668.6	220.0	73.5
777+70	784+16	JEFF. RD. TEMP. RAMP 3A	VAR.			VAR	2612.8	0.03	78.4					VAR.	1306.4	660.0	431.1	VAR.	1185.6	220.0	130.4
785+75	790+90	JEFF. RD. TEMP. RAMP 3B	VAR.			VAR	2208.0	0.03	66.2					VAR.	1104.0	660.0	364.3	VAR.	1000.9	220.0	110.1
19+62	26+46	NORTH CROSSOVER 1	VAR.			VAR	4533.4	0.03	136.0	VAR	1592.4	1100.0	875.8	VAR.	1348.6	330.0	222.5	VAR.	1219.9	220.0	134.2
19+46	26+61	NORTH CROSSOVER 2	VAR.			VAR	4289.6	0.03	128.7	VAR	1510.2	1100.0	830.6	VAR.	1269.2	330.0	209.4	VAR.	1140.6	220.0	125.5
956+63	962+48	REDFIELD RD. TEMP RAMP 1A	VAR.			VAR	2518.0	0.03	75.5					VAR.	1259.0	660.0	415.5	VAR.	1140.0	220.0	125.4
943+52	952+51	REDFIELD RD. TEMP RAMP 1B	VAR.			VAR	3679.0	0.03	110.4					VAR.	1839.5	660.0	607.0	VAR.	1597.6	220.0	175.7
975+18	995+33	REDFIELD RD. TEMP RAMP 2A & 2B	VAR.			VAR	6421.6	0.03	192.6					VAR.	3210.8	660.0	1059.6	VAR.	2778.3	220.0	305.6
981+67	986+33	REDFIELD RD. TEMP RAMP 2B	VAR.			VAR	1581.0	0.03	47.4					VAR.	790.5	660.0	260.9	VAR.	677.9	220.0	74.6
973+61	981+94	REDFIELD RD. TEMP RAMP 3A	VAR.			VAR	3423.4	0.03	102.7					VAR.	1711.7	660.0	564.9	VAR.	1533.8	220.0	168.7
983+25	989+59	REDFIELD RD. TEMP RAMP 3B	VAR.			VAR	2562.0	0.03	76.9					VAR.	1281.0	660.0	422.7	VAR.	1157.4	220.0	127.3
941+33	961+27	REDFIELD RD. TEMP RAMP 4A & 4B	VAR.			VAR	7702.0	0.03	231.1					VAR.	3851.0	660.0	1270.8	VAR.	3497.9	220.0	384.8
950+08	956+30	REDFIELD RD. TEMP RAMP 4B	VAR.			VAR	1820.2	0.03	54.6					VAR.	910.1	660.0	300.3	VAR.	797.5	220.0	87.7
762+03	769+16	SOUTH CROSSOVER 1	VAR.			VAR	4413.5	0.03	132.4	VAR	1549.8	1100.0	852.4	VAR.	1313.9	330.0	216.8	VAR.	1186.1	220.0	130.5
761+68	769+72	SOUTH CROSSOVER 2	VAR.			VAR	5112.9	0.03	153.4	VAR	1792.0	1100.0	985.6	VAR.	1528.9	330.0	252.3	VAR.	1385.0	220.0	152.4
SUBTOTALS:					**2368.6**				**2890.2**				**3544.4**				**15739.9**				**4845.2**
TOTALS:					**161685.8**				**4007.4**				**21978.7**				**15739.9**				**16563.2**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.5% MIN. AGGR.....4.5% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96% MIN. AGGR.....4% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

R020487.DGN 8/19/2011

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	65	125

(2) QUANTITY SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
MICHAEL D FUGETT
9-2-11

MAIN LANES PAVING

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)			ACHM SURFACE COURSE (3/8") 110 LBS. PER SQ. YD.			PORTLAND CEMENT CONCRETE PAVEMENT	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	TON	AVG. WID.	11" U.T.
			FEET	FEET	SQ. YD.	TON	TON	FEET			FEET	SQ. YD.
772+33	1102+10	SOUTHBOUND MAIN LANES	32977.0	30	109923.3	2308.4	36164.8	30.0	109923.3	6045.8	26.0	95266.9
1103+88	1124+19	SOUTHBOUND MAIN LANES	2096.3	30	6987.7	146.7	2299.0	30.0	6987.7	384.3	26.0	6056.0
1125+97	0+38	SOUTHBOUND MAIN LANES	2452.2	30	8174.0	171.7	2689.2	30.0	8174.0	449.6	26.0	7084.1
2+16	6+50	SOUTHBOUND MAIN LANES	923.5	30	3078.3	64.6	1012.8	30.0	3078.3	169.3	26.0	2667.9
6+50	11+50	SOUTHBOUND MAIN LANES	500	30	1666.7	35.0	548.3	30.0	1666.7	91.7	26.0	1444.4
771+85	1102+68	NORTHBOUND MAIN LANES	33083.0	30	110276.7	2315.8	36281.0	30.0	110276.7	6065.2	26.0	95573.1
1104+46	1124+19	NORTHBOUND MAIN LANES	2038.3	30	6794.3	142.7	2235.3	30.0	6794.3	373.7	26.0	5888.4
1125+97	0+97	NORTHBOUND MAIN LANES	2511.2	30	8370.7	175.8	2754.0	30.0	8370.7	460.4	26.0	7254.6
2+75	6+50	NORTHBOUND MAIN LANES	864.5	30	2881.7	60.5	948.1	30.0	2881.7	158.5	26.0	2497.4
6+50	11+50	NORTHBOUND MAIN LANES	500	30	1666.7	35.0	548.3	30.0	1666.7	91.7	26.0	1444.4
781+66	788+66	JEFF. RD. RAMP 2	700	12	933.3	19.6	307.1	12.0	933.3	51.3	10.0	777.8
781+67	783+30	JEFF. RD. RAMP 2 GORE	700	VAR.	18.9	0.4	6.2	VAR.	18.9	1.0	VAR.	42.0
783+30	786+30	JEFF. RD. RAMP 2 TAPER	300	6	200.0	4.2	65.8	6.0	200.0	11.0	5.0	166.7
780+30	786+08	JEFF. RD. RAMP 3	578	VAR.	827.2	17.4	272.1	VAR.	827.2	45.5	VAR.	819.4
952+92	958+69	REDFIELD RD. RAMP 1	577	VAR.	827.2	17.4	272.1	VAR.	827.2	45.5	VAR.	819.4
978+06	985+10	REDFIELD RD. RAMP 2	704	12	938.7	19.7	308.8	12.0	938.7	51.6	5.0	391.1
978+06	979+07	REDFIELD RD. RAMP 2 GORE	101	VAR.	11.6	0.2	3.8	VAR.	11.6	0.6	VAR.	25.8
985+10	988+10	REDFIELD RD. RAMP 2 TAPER	300	6	200.0	4.2	65.8	6.0	200.0	11.0	6.0	200.0
977+81	983+58	REDFIELD RD. RAMP 3	577	VAR.	872.2	18.3	287.0	VAR.	827.2	45.5	VAR.	819.4
950+64	957+68	REDFIELD RD. RAMP 4	704	12	938.7	19.7	308.8	12.0	938.7	51.6	12.0	938.7
956+66	957+67	REDFIELD RD. RAMP 4 GORE	101	VAR.	11.7	0.2	3.8	VAR.	11.7	0.6	VAR.	25.8
947+64	950+64	REDFIELD RD. RAMP 4 TAPER	300	6	200.0	4.2	65.8	6.0	200.0	11.0	6.0	200.0
TOTALS:					**265799.6**	**5581.7**	**87447.9**			**14616.4**		**230403.3**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.7% MIN. AGGR.....5.3% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT

PORTLAND CEMENT CONCRETE CORRUGATION

STATION	STATION	LOCATION	PORTLAND CEMENT CONCRETE CORRUGATION
			SQ. YD.
782+05	782+41	EXIT RAMP GORE	36.4
956+59	956+95	EXIT RAMP GORE	37.1
979+56	979+91	EXIT RAMP GORE	37.4
TOTAL:			**110.9**

SOIL STABILIZATION

STATION	STATION	LOCATION	LENGTH	WIDTH	SOIL STABILIZATION
			LIN. FT.	FEET	TON
772+33	1102+10	SOUTHBOUND MAIN LANES	32977.0	44	2638.16
1103+88	1124+19	SOUTHBOUND MAIN LANES	2096.3	44	167.70
1125+97	0+38	SOUTHBOUND MAIN LANES	2452.2	44	196.18
2+16	6+50	SOUTHBOUND MAIN LANES	923.5	44	73.88
6+50	11+50	SOUTHBOUND MAIN LANES	500.00	44	40.00
771+85	1102+68	NORTHBOUND MAIN LANES	33083.0	44	2646.64
1104+46	1124+19	NORTHBOUND MAIN LANES	2038.3	44	163.06
1125+97	0+97	NORTHBOUND MAIN LANES	2511.2	44	200.90
2+75	6+50	NORTHBOUND MAIN LANES	864.5	44	69.16
6+50	11+50	NORTHBOUND MAIN LANES	500.00	44	40.00
781+66	788+66	JEFF. RD. RAMP 2	700.00	12	15.27
788+66	791+66	JEFF. RD. RAMP 2 TAPER	300.00	6	3.27
782+05	786+95	JEFF. RD. RAMP 3	490.00	17	15.15
952+05	956+95	REDFIELD RD. RAMP 1	490.00	17	15.15
977+72	985+10	REDFIELD RD. RAMP 2	738.00	12	16.10
985+10	988+10	REDFIELD RD. RAMP 2 TAPER	300.00	6	3.27
979+55	984+45	REDFIELD RD. RAMP 3	490.00	17	15.15
950+64	957+68	REDFIELD RD. RAMP 4	704.00	12	15.36
947+64	950+64	REDFIELD RD. RAMP 4 TAPER	300.00	6	3.27
* ENTIRE	PROJECT	TO BE USED IF AND WHERE			1000.00
		DIRECTED BY THE ENGINEER			
TOTAL:					**7337.67**

BASIS OF ESTIMATE:
CEMENT.....3.8% BY VOLUME
DEPTH OF PROCESSING CEMENT TREATED BASE COURSE.....12" UNIFORM THICKNESS

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

TRENCHING & SHOULDER PREPARATION

STATION	STATION	LOCATION	AVG. WIDTH	TRENCHING & SHOULDER PREPARATION
			FEET	STATION
766+85	770+08	LT. MAIN LANES	4	4
772+35	1102+08	LT. MAIN LANES	4	330
1103+86	1124+19	LT. MAIN LANES	4	21
1125+97	0+50	LT. MAIN LANES	4	25
2+25	21+78	LT. MAIN LANES	4	25
TOTAL:				**405**

JOINT SUPPORTS

STATION	LOCATION	LENGTH	CLASS S CONCRETE-ROADWAY
		LIN. FT.	CU.YD.
771+84.36	RT. MAIN LANES	26	2.89
772+35.11	LT. MAIN LANES	26	2.89
1102+08.19	LT. MAIN LANES	26	2.89
1102+69.81	RT. MAIN LANES	26	2.89
1103+86.19	LT. MAIN LANES	26	2.89
1104+47.81	RT. MAIN LANES	26	2.89
1124+18.50	LT. MAIN LANES	26	2.89
1124+18.50	RT. MAIN LANES	26	2.89
1125+96.50	LT. MAIN LANES	26	2.89
1125+96.50	RT. MAIN LANES	26	2.89
0+38.19	LT. MAIN LANES	26	2.89
1+72.81	RT. MAIN LANES	26	2.89
2+16.19	LT. MAIN LANES	26	2.89
2+77.81	RT. MAIN LANES	26	2.89
11+50.00	LT. MAIN LANES	26	2.89
11+50.00	RT. MAIN LANES	26	2.89
TOTAL:			**46.24**

R020487.DGN 8/19/2011

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM		QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF ASPHALT PAVEMENT		134909	SQ. YD.
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT		123985	SQ. YD.
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS		14	EACH
SP & 202	REMOVAL AND DISPOSAL OF GUARDRAIL		4294	LIN. FT.
202	REMOVAL AND DISPOSAL OF PIPE UNDERDRAINS		2000	LIN. FT.
SP & 202	REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS		8	EACH
210	UNCLASSIFIED EXCAVATION		210385	CU. YD.
210	COMPACTED EMBANKMENT		14005	CU. YD.
SP & 210	SOIL STABILIZATION		7338	TON
215	TRENCHING AND SHOULDER PREPARATION		405	STATION
216	SCARIFYING AND RECOMPACTING SHOULDERS		2430	SQ. YD.
SS & 303	AGGREGATE BASE COURSE (CLASS 7)		162415	TON
308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE		87448	TON
308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE		5582	TON
308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE		265800	SQ. YD.
401	TACK COAT		4307	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")		21100	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")		879	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")		15032	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")		708	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (3/8")		13841	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (3/8")		775	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		15685	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")		878	TON
412	COLD MILLING ASPHALT PAVEMENT		812	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC		150	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY		2000	TON
501	PORTLAND CEMENT CONCRETE PAVEMENT (11" UNIFORM THICKNESS)		230403	SQ. YD.
504	APPROACH SLABS		688.10	CU. YD.
504	APPROACH GUTTERS (TYPE A2)		305.06	CU. YD.
506	PORTLAND CEMENT CONCRETE CORRUGATION		111	SQ. YD.
601	MOBILIZATION		1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE		1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC		1.00	LUMP SUM
SS & 604	SIGNS		1204	SQ. FT.
SS & 604	BARRICADES		728	LIN. FT.
SS & 604	TRAFFIC DRUMS		993	EACH
SS & 604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		41918	LIN. FT.
SS & 604	RELOCATING PRECAST CONCRETE BARRIER		41905	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		684185	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS		67063	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL		1296	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN		186	WEEK
611	UNDERDRAIN OUTLET PROTECTORS		16	EACH
611	4" PIPE UNDERDRAINS		4000	LIN. FT.
SS & 617	GUARDRAIL (TYPE A)		3225	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE 1)		1	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)		14	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL		15	EACH
620	LIME		137	TON
620	SEEDING		68.27	ACRE
620	MULCH COVER		208.24	ACRE
SS & 620	WATER		9818.8	M.GAL.
621	TEMPORARY SEEDING		139.97	ACRE
621	SILT FENCE		2000	LIN. FT.
621	SAND BAG DITCH CHECKS		2618	BAG
621	DROP INLET SILT FENCE		550	LIN. FT.
621	SEDIMENT BASIN		1000	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN		1000	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL		1234	CU. YD.
621	ROCK DITCH CHECKS		60	CU. YD.
623	SECOND SEEDING APPLICATION		68.27	ACRE
635	ROADWAY CONSTRUCTION CONTROL		1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS		164847	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (4")	(ALTERNATE NO. 1)	102261	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (4")	(ALTERNATE NO. 2)	102261	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING YELLOW (4")	(ALTERNATE NO. 1)	86694	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE YELLOW (4")	(ALTERNATE NO. 2)	86694	LIN. FT.
* SP & 719	INVERTED PROFILE THERMOPLASTIC CONTRAST PAVEMENT MARKING WHITE (8")	(ALTERNATE NO. 1)	2649	LIN. FT.
* SP	HIGH PERFORMANCE CONTRAST MARKING TAPE WHITE (8")	(ALTERNATE NO. 2)	2649	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)		1490	EACH
SP, SS, & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)		1278	SQ. FT.
SS & 726	STANDARD SIGN		459	SQ. FT.
SP, SS, & 727	EXIT NUMBER PANEL (TYPE A)		120	SQ. FT.
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U1-1)		28	EACH
730	BREAKAWAY SIGN SUPPORT (TYPE G-1)		373	POUND
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)		11538	POUND
802	CLASS S CONCRETE-ROADWAY		46.24	CU. YD.
804	REINFORCING STEEL-ROADWAY (GRADE 60)		109774	POUND
SP	TEMPORARY IMPACT ATTENUATION BARRIER		1	EACH
SP	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		1	EACH
SP	MODULAR GLARE SHIELD		41226	LIN. FT.

*DENOTES ALTERNATE BID ITEMS

REVISION BOX

DATE	REVISION	SHEET NUMBER

SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

(2) SUMMARY OF QUANTITIES AND REVISIONS

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	020487	66	125

JOB NO.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
ISABEL B. FUGETT
No. 7408
11-2-11

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	67	125

(2) PLAN AND PROFILE SHEETS

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	SIDE	LIN. FT.
771+36.33	772+36.33	RT. MAIN LANES	RT.	94
771+87.07	774+62.07	LT. MAIN LANES	RT.	275
772+10.15	775+35.15	LT. MAIN LANES	LT.	325

GUARDRAIL (TYPE A)

STA.	STA.	LOCATION	SIDE	LIN. FT.	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
771+87.06	775+12.06	LT. MAIN LANES	RT.	250	1	1	
772+10.16	774+85.16	LT. MAIN LANES	LT.	200	1	1	
771+36.33	772+36.33	RT. MAIN LANES	RT.	75	1		1

STA. 760+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 94' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

℄ RAMP 4
STA. 770+38 IN PLACE
30" x 104' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
RETAIN

STA. 777+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=5'-0" WITH
18" x 88' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

JEFFERSON RD.
STA. 772+05 LT. IN PLACE
18" x 40' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
RETAIN

LT. FR. RD.
STA. 769+45 IN PLACE
3' x 2' x 40' R.C. BOX CULVERT
RETAIN

STA. 770+52.15 BRIDGE END
EXISTING 146.46' STEEL WITH CONC. DECK
BR. NO. 5612 A
39'-0" CLEAR ROADWAY
STA. 771+98.61 BRIDGE END
RETAIN

JEFFERSON RD.
STA. 773+04 LT. IN PLACE
18" x 40' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
RETAIN

℄ X-OVER 1
PI = 5+99.68
Δ = 10° 13' 12" RT.
D = 03°00'00"
T = 170.79'
L = 340.67'
PC = 4+28.89
PT = 7+69.56

℄ RAMP 3
PI = 774+36.7
Δ = 3° 45' 00" LT.
D = 01°45'00"
T = 107.18'
L = 214.29'
PC = 773+29.53
PT = 775+43.82

PI = 30+32.90
Δ = 69° 00' 00" RT.
D = 15°00'00"
T = 262.52'
L = 460.00'
PC = 27+70.38
PT = 32+30.38

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 7605
MICHAEL D. FUGETT

STA. 773+34.90 R-3 =
STA. 26+15.40 CO. RD

℄ RAMP 3 EXIST. R/W
PI = 780+00.54
Δ = 5° 32' 30" LT.
D = 01°30'00"
T = 184.87'
L = 369.44'
PC = 778+15.67
PT = 781+85.11

℄ RAMP 3A
PI = 2+80.82
Δ = 8° 06' 30" RT.
D = 08°00'00"
T = 50.76'
L = 101.35'
PC = 2+30.06
PT = 3+31.41

℄ X-OVER 2
PI = 1+89.42
Δ = 10° 13' 12" RT.
D = 03°00'00"
T = 170.79'
L = 340.67'
PC = 0+18.63
PT = 3+59.30

EXISTING 300' TAPER
EXISTING 700' ACCELERATION LANE

STA. 0+00.00 X-OVER 2 =
STA. 761+67.63 MAIN LANES 37.50' LT.

EXIST. FRONTAGE ROAD
EXIST. C of A
RAMP 4
RAMP 1
RAMP 3
RAMP 3A
RAMP 2
RAMP 2A
JEFFERSON RD.

STA. 771+00.00 ℄ SURVEY =
STA. 23+05.40 CO. RD

STA. 768+91.5 R-2 =
STA. 19+40.20 CO. RD

STA. 0+00.00 X-OVER 1 =
STA. 761+67.63 MAIN LANES 34.50' RT.

STA. 771+73.24
BEGIN JOB 020487
LOG MILE 23.77

℄ X-OVER 1
PI = 2+06.06
Δ = 10° 13' 12" LT.
D = 03°00'00"
T = 170.79'
L = 340.67'
PC = 0+35.27
PT = 3+75.94

℄ X-OVER 2
PI = 5+94.31
Δ = 10° 13' 12" LT.
D = 03°00'00"
T = 170.79'
L = 340.67'
PC = 4+23.52
PT = 7+64.19

℄ RAMP 2A
PI = 1+70.73
Δ = 8° 00' 52" LT.
D = 08°00'00"
T = 50.17'
L = 100.18'
PC = 1+20.56
PT = 2+20.74

STA. 770+01.39 BRIDGE END
EXISTING 146.47' STEEL WITH CONC. DECK
BR. NO. 5612 B
39'-0" CLEAR ROADWAY
STA. 771+47.86 BRIDGE END
RETAIN

STA. 753+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 82' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

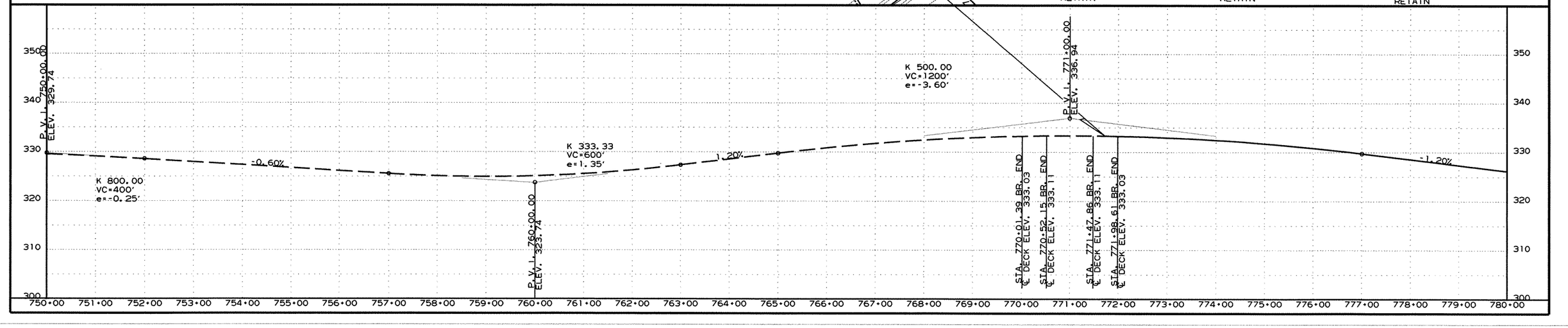
STA. 766+80 IN PLACE
QUAD. 6' x 4' x 663' R.C. BOX CULVERT
(15° LT. FWD. SKEW)
D.A. 665 Ac Q50 = 721 c.f.s.
RETAIN

STA. 768+00 RT. IN PLACE
TYPE "R" DROP INLET 160' RT.
4' x 3' x H=3'-6" WITH
30" x 143' R.C. PIPE OUTLET
TO R.C. BOX AT STA. 766+80
RETAIN

JEFFERSON RD.
STA. 769+09 RT. IN PLACE
18" x 50' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
RETAIN

JEFFERSON RD.
STA. 769+85 RT. IN PLACE
18" x 40' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
RETAIN

RAMP 2
STA. 775+00 RT. IN PLACE
36" x 72' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
RETAIN



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	68	125

(2) PLAN AND PROFILE SHEETS

℄ RAMP 3B
PI = 3+19.96
Δ = 06° 59' 13" RT.
D = 02°30'00"
T = 139.91'
L = 279.48'
PC = 1+80.04
PT = 4+59.52

℄ RAMP 3
PI = 780+00.54
Δ = 5° 32' 30" LT.
D = 01°30'00"
T = 184.87'
L = 369.44'
PC = 778+15.67
PT = 781+85.11

℄ RAMP 3A
PI = 8+16.87
Δ = 19° 21' 30" LT.
D = 08°00'00"
T = 122.15'
L = 241.98'
PC = 6+94.72
PT = 9+36.70

℄ RAMP 3
PI = 786+00.25
Δ = 5° 42' 30" LT.
D = 03°00'00"
T = 95.2'
L = 190.3'
PC = 785+05.07
PT = 786+95.27

℄ RAMP 2B
PI = 5+31.82
Δ = 12° 44' 45" RT.
D = 03°00'00"
T = 213.3'
L = 424.86'
PC = 3+18.51
PT = 7+43.37

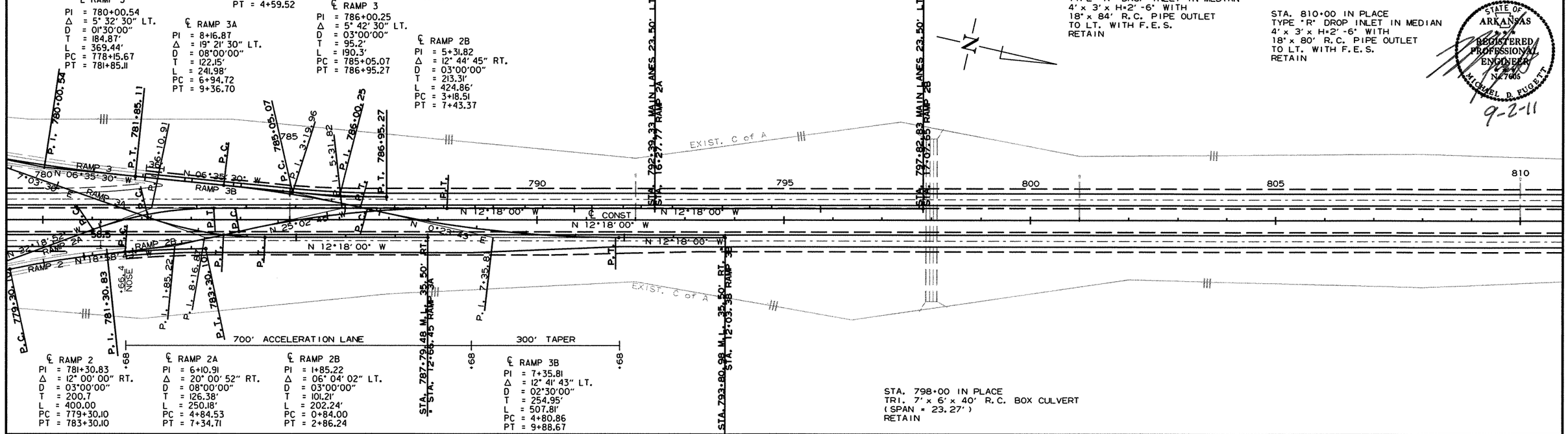
STA. 785+00 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 85' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

STA. 792+00 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4' x 3' x H=3'-0" WITH
18" x 84' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

STA. 801+00 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 84' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

STA. 810+00 IN PLACE
TYPE 'R' DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
MICHAEL D. FUGETT
No. 7605
9-2-11



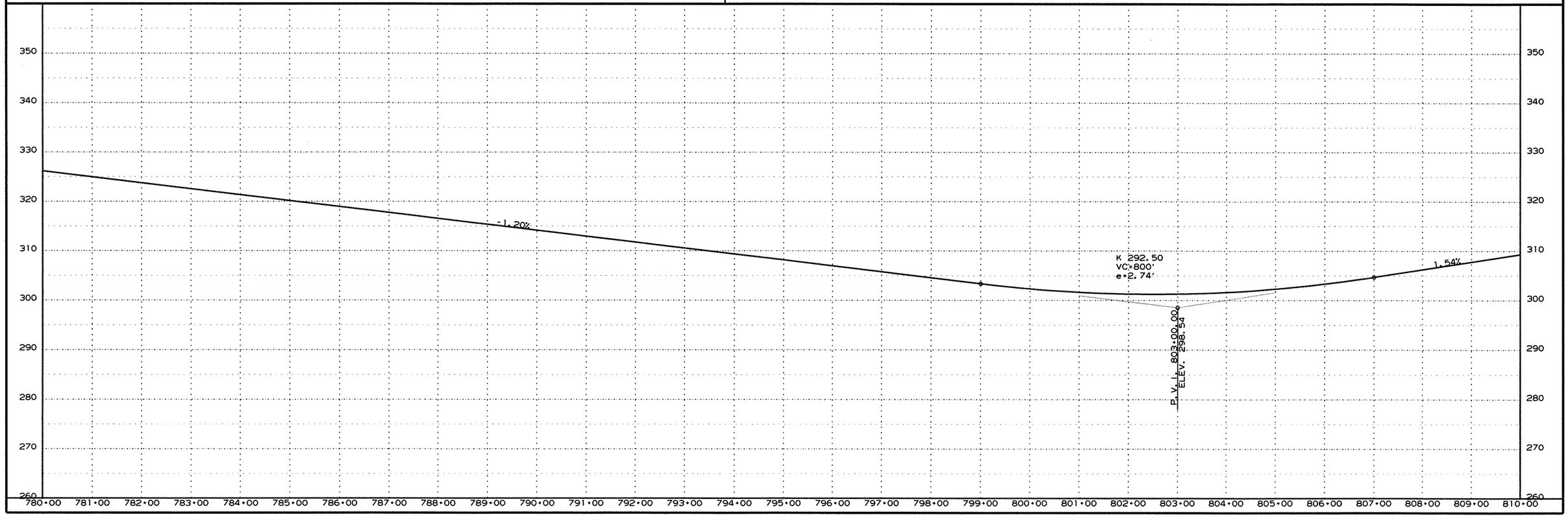
℄ RAMP 2
PI = 781+30.83
Δ = 12° 00' 00" RT.
D = 03°00'00"
T = 200.7
L = 400.00
PC = 779+30.10
PT = 783+30.10

℄ RAMP 2A
PI = 6+10.91
Δ = 20° 00' 52" RT.
D = 08°00'00"
T = 126.38'
L = 250.18'
PC = 4+84.53
PT = 7+34.71

℄ RAMP 2B
PI = 1+85.22
Δ = 06° 04' 02" LT.
D = 03°00'00"
T = 101.21'
L = 202.24'
PC = 0+84.00
PT = 2+86.24

℄ RAMP 3B
PI = 7+35.81
Δ = 12° 41' 43" LT.
D = 02°30'00"
T = 254.95'
L = 507.81'
PC = 4+80.86
PT = 9+88.67

STA. 798+00 IN PLACE
TRI. 7' x 6' x 40' R.C. BOX CULVERT
(SPAN = 23.27')
RETAIN



STA. 819+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

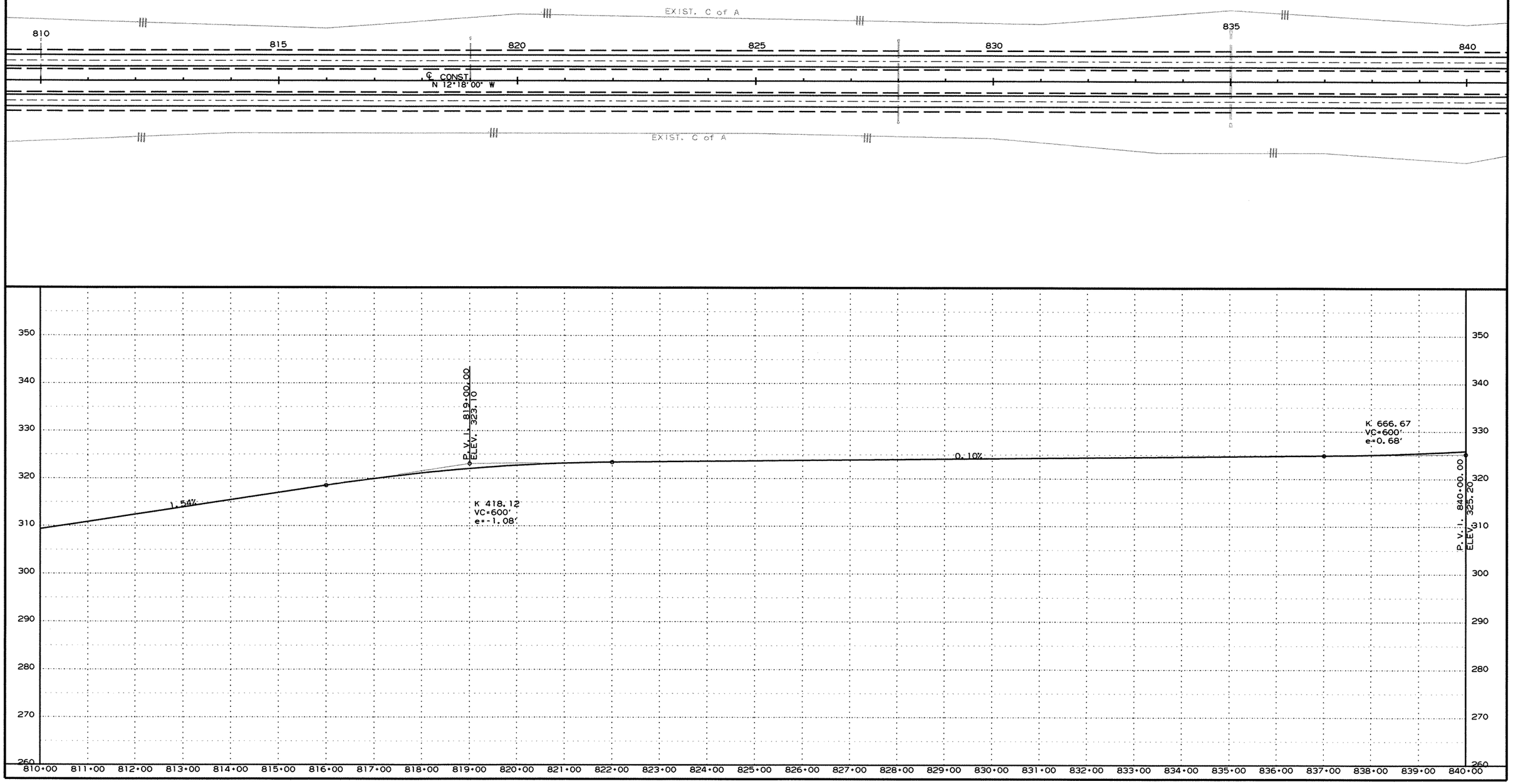
STA. 828+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=3'-2" WITH
24" x 80' R.C. PIPE INLET &
24" x 80' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

STA. 835+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=10'-5" WITH
36" x 84' R.C. PIPE INLET &
36" x 98' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	69	125

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. RUGETT
9-2-11



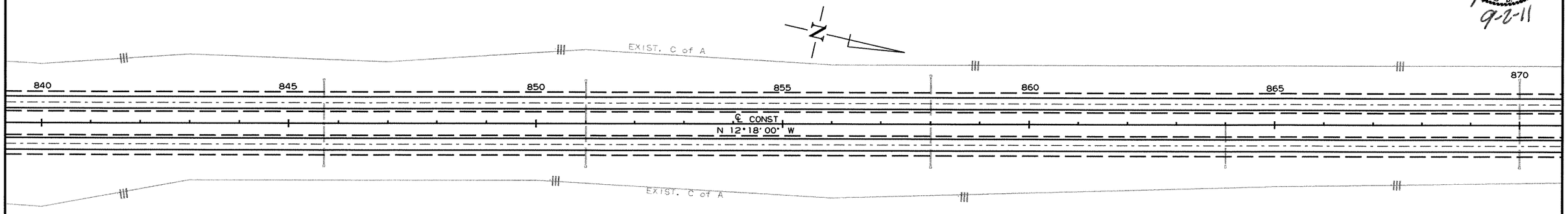
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	70	125

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

STA. 845+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=4'-2" WITH
24" x 80' R.C. PIPE INLET &
24" x 82' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

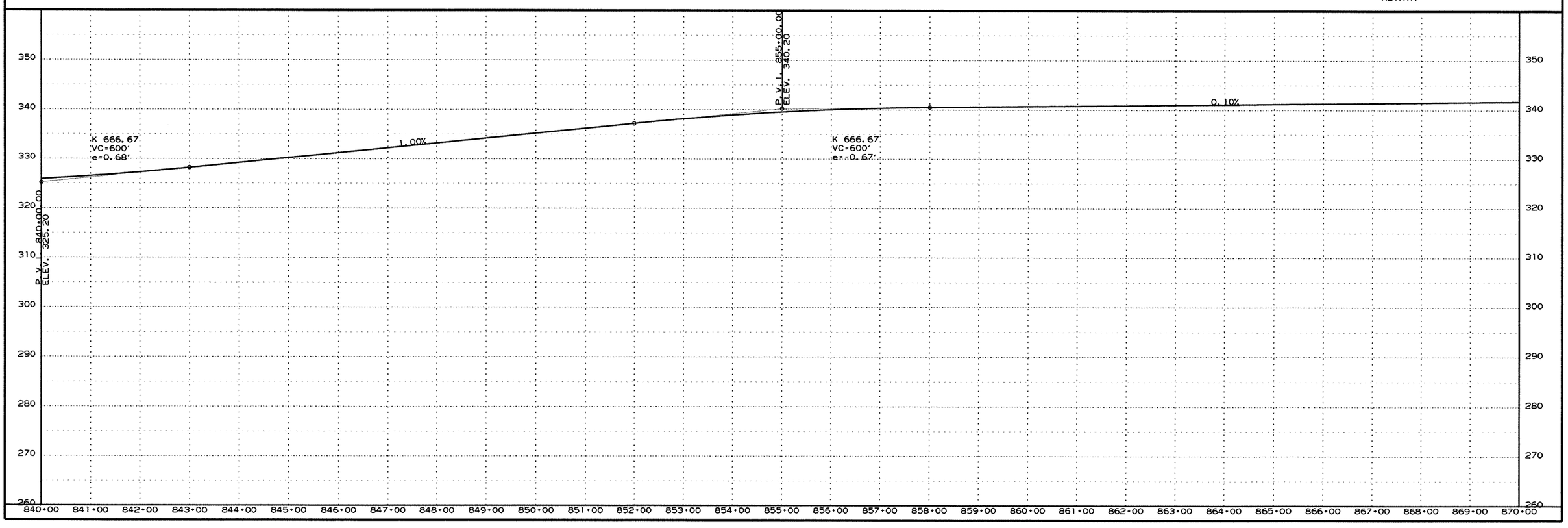
STA. 858+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=7'-9" WITH
24" x 81' R.C. PIPE INLET &
24" x 92' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN



STA. 851+00 IN PLACE
24" x 166' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
RETAIN

STA. 864+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 79' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

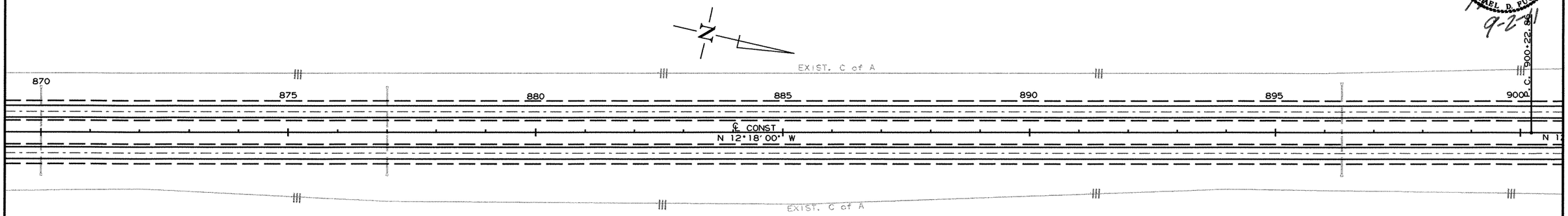
STA. 870+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=5'-0" WITH
24" x 80' R.C. PIPE INLET &
24" x 86' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN



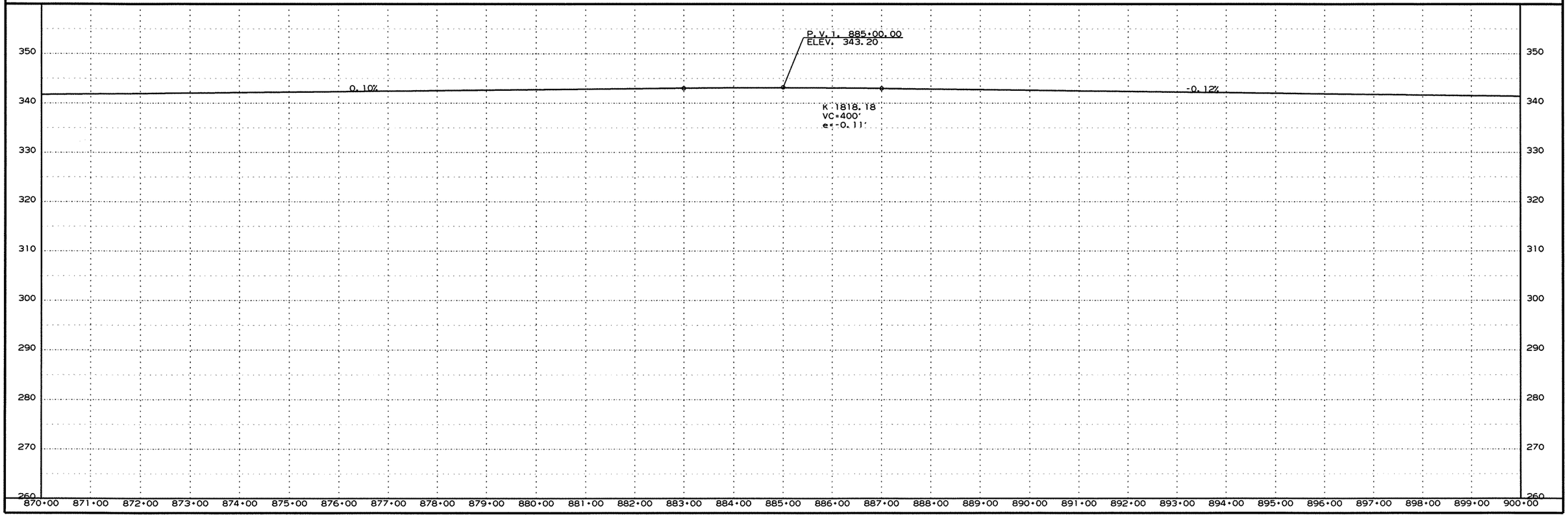
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	71	125
				(2) PLAN AND PROFILE SHEETS				

STA. 877+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=4'-0" WITH
24" x 80' R.C. PIPE INLET &
24" x 85' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
D.A. 10 Ac Q50 = 18 c.f.s.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7805
MICHAEL D. PUGETT
9-2-81



STA. 896+35 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=5'-8" WITH
30" x 81' R.C. PIPE INLET &
30" x 95' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
D.A. 15 Ac Q50 = 24 c.f.s.
RETAIN

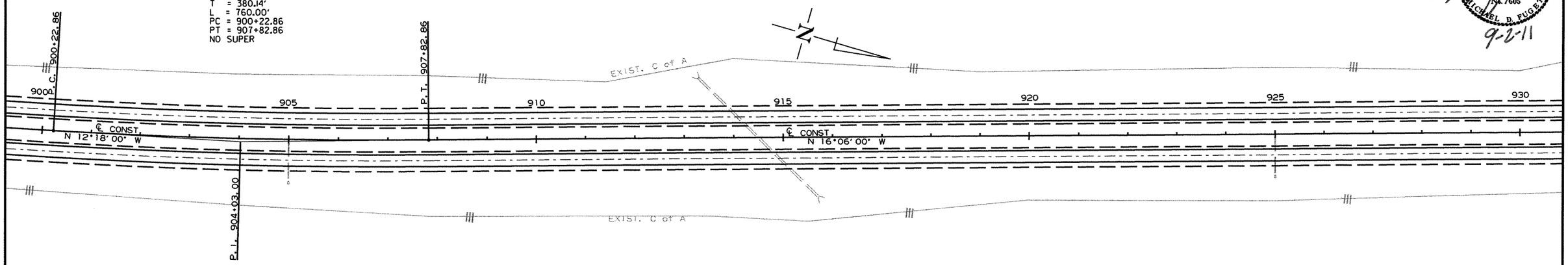


DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	72	125

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

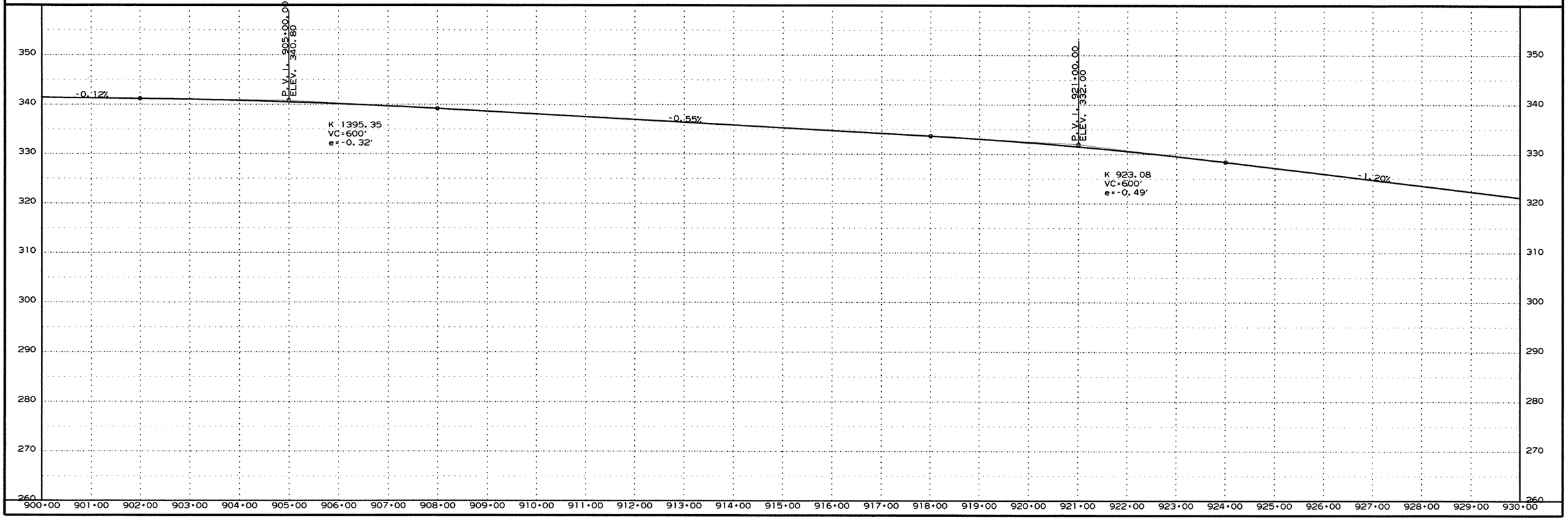
℄ MAIN LANES
PI = 904+03.00
Δ = 3° 48' 00" LT.
D = 00°30'00"
T = 380.14'
L = 760.00'
PC = 900+22.86
PT = 907+82.86
NO SUPER



STA. 905+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 82' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 914+50 IN PLACE
4' x 3' x 342' R.C. BOX CULVERT
(45° RT. FWD. SKEW) WITH
TYPE T DROP INLET IN MEDIAN
2'-6" x 3' xH=15'-0"
RETAIN

STA. 925+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	73	125

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605

STA. 946+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4'-3" x 3' x H=16'-8" WITH
42" x 110' R.C. PIPE INLET
42" x 116' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

℄ RAMP 1B
PI = 5+56.41
Δ = 05° 42' 30" RT.
D = 02°00'00"
T = 142.83'
L = 285.42'
PC = 4+13.59
PT = 6+99.00

300' TAPER

℄ RAMP 4B
PI = 20+23.66
Δ = 09° 54' 07" LT.
D = 02°00'00"
T = 248.17'
L = 495.10'
PC = 17+75.49
PT = 22+70.59

700' ACCELERATION LANE

℄ RAMP 4
PI = 959+28.20
Δ = 40° 11' 00" LT.
D = 08°00'00"
T = 261.97'
L = 502.29'
PC = 956+66.23
PT = 961+68.52

℄ RAMP 4A
PI = 9+31.30
Δ = 40° 11' 00" LT.
D = 08°00'00"
T = 261.97'
L = 502.29'
PC = 6+69.33
PT = 11+71.62

STA. 939+23.26 MAIN LANES 35.50' LT.
STA. 0+00.00 RAMP 1B

STA. 953+27.24 MAIN LANES 35.50' LT.
STA. 0+00.00 RAMP 1A

EXIST. ℄ of A

930 935 940 945 950 955 960

P.C. 5+56.41
P.I. 5+56.41
P.T.
P.C. 20+23.66
P.T.
P.C. 956+66.23
P.I. 956+66.23
P.T. 11+71.54
234' TRANSITION
NOSE
P.T.

℄ CONST
N 16°06'00" W

N 16°06'00" W

RAMP 1B

RAMP 4B

RAMP 4A

N 25°00'07" W

46.5

50.5

N 10°23'30" W

STA. 932+32.57 MAIN LANES 23.50' RT.
STA. 0+00.00 RAMP 4B

STA. 948+99.81 MAIN LANES 23.50' RT.
STA. 0+00.00 RAMP 4A

P.C. 952+04.78
P.I. 953+00.00
P.T. 953+95.06
P.C.
P.I. 959+28.30
P.C. 959+28.30
P.I. 961+00.24

RAMP 1

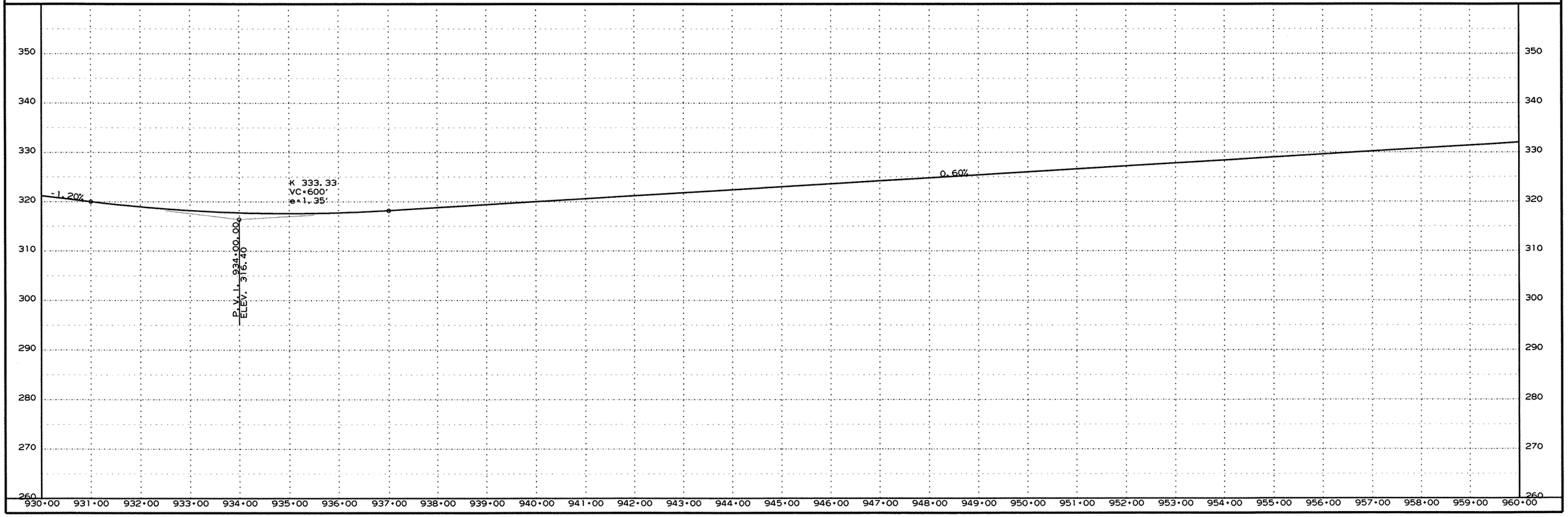
STA. 934+70 IN PLACE
DBL. 5' x 4' x 280' R.C. BOX CULVERT
(15° RT. FWD. SKEW) WITH
TYPE T DROP INLET IN MEDIAN
2'-6" x 3' x H=19'-9"
RETAIN

STA. 952+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 960+00 IN PLACE
TYPE "R" DROP INLET 93' LT.
4'-3" x 3' x H=12'-3" WITH
36" x 106' R.C. PIPE INLET &
42" x 90' R.C. PIPE TO
TYPE "R" DROP INLET IN MEDIAN
4'-3" x 3' x H = 16'-0" WITH
42" x 51' R.C. PIPE TO TYPE R
DROP INLET 94' RT.
4'-3" x 3' x H=13'9" WITH
42" x 79' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

℄ RAMP 1A
PI = 5+17.54
Δ = 32° 42' 30" RT.
D = 08°00'00"
T = 210.17'
L = 408.85'
PC = 3+07.37
PT = 7+16.23

℄ RAMP 1
PI = 953+00.00
Δ = 5° 42' 30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
PC = 952+04.78
PT = 953+95.06



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	74	125

(2) PLAN AND PROFILE SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

STA. 968+12.00
EXISTING 278.0' STEEL WITH CONC. DECK
BR. NO. 05647
(7° 44' LT. FWD. SKEW)
30'-0" CLEAR ROADWAY
RETAIN

STA. 968+72.0 R-4 = STA. 8+99.8 ℄ HWY. 46

STA. 964+20.2 R-3 = STA. 8+99.8 ℄ HWY. 46

℄ RAMP 4
PI = 959+28.20
Δ = 40° 11' 00" LT.
D = 08°00'00"
T = 261.97'
L = 502.29'
PC = 956+66.23
PT = 961+68.52

℄ HWY. 46
PI = 9+71.34
Δ = 28° 19' 59" LT.
D = 5°00'00"
T = 289.25'
L = 566.66'
PC = 6+82.09
PT = 12+48.75

℄ RAMP 3
PI = 967+79.73
Δ = 61° 23' 00" RT.
D = 20°00'00"
T = 170.04'
L = 306.92'
PC = 966+09.69
PT = 969+16.60

℄ RAMP 3A
PI = 5+63.10
Δ = 51° 12' 30" LT.
D = 06°00'00"
T = 457.61'
L = 853.47'
PC = 1+05.49
PT = 9+58.96

℄ RAMP 3
PI = 975+35.42
Δ = 45° 30' 00" LT.
D = 10°00'00"
T = 240.26'
L = 455.00'
PC = 972+95.16
PT = 977+50.16

℄ RAMP 2A
PI = 6+01.55
Δ = 32° 06' 17" RT.
D = 08°00'00"
T = 206.08'
L = 401.31'
PC = 3+95.48
PT = 7+96.79

℄ RAMP 3B
PI = 4+36.28
Δ = 04° 57' 05" RT.
D = 02°00'00"
T = 123.87'
L = 247.58'
PC = 3+12.42
PT = 5+59.99

℄ RAMP 3
PI = 983+50.16
Δ = 5° 42' 30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
PC = 982+54.94
PT = 984+45.22

℄ RAMP 2B
PI = 5+78.75
Δ = 12° 28' 59" RT.
D = 04°00'00"
T = 156.66'
L = 312.08'
PC = 4+22.09
PT = 7+34.17

℄ RAMP 2
PI = 977+10.94
Δ = 32° 12' 00" RT.
D = 08°00'00"
T = 206.72'
L = 402.50'
PC = 975+04.22
PT = 979+06.72

℄ RAMP 2B
PI = 2+00.63
Δ = 12° 28' 59" LT.
D = 04°00'00"
T = 156.66'
L = 312.08'
PC = 0+43.97
PT = 3+56.05

℄ RAMP 3B
PI = 9+38.15
Δ = 10° 39' 35" LT.
D = 02°00'00"
T = 267.27'
L = 532.99'
PC = 6+70.88
PT = 12+03.88

700' ACCELERATION LANE — 300' TAPER

STA. 984+73.61 M.L. 35.50' RT. = STA. 13+27.97 RAMP 3A

STA. 980+55.95 M.L. 23.50' LT. = STA. 18+16.46 RAMP 2A

℄ RAMP 1
PI = 961+00.24
Δ = 27° 00' 00" RT.
D = 08°00'00"
T = 171.94'
L = 337.50'
PC = 959+28.30
PT = 962+65.8

℄ RAMP 1
PI = 966+68.05
Δ = 21° 14' 30" LT.
D = 08°00'00"
T = 134.30'
L = 265.52'
PC = 965+33.75
PT = 967+99.27

RAMP 1
STA. 965+00 RT. IN PLACE
24" x 111' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
D.A. 6.5 Ac Q50 = 21 c.f.s.
RETAIN

STA. 967+66.7 R-1 = STA. 21+00.5 ℄ HWY. 46

STA. 967+72.9 R-2 = STA. 21+00.5 ℄ HWY. 46

℄ HWY. 46
PI = 21+52.40
Δ = 12° 30' 00" RT.
D = 4°00'00"
T = 156.87'
L = 312.50'
PC = 19+95.53
PT = 23+08.03

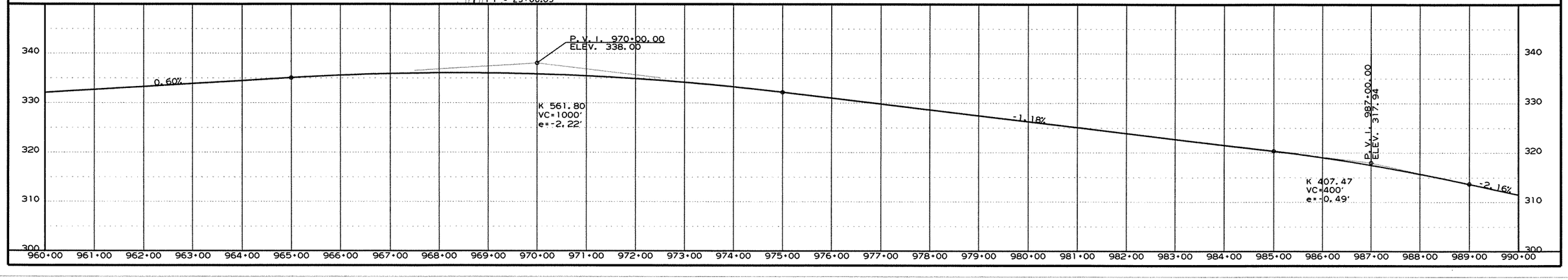
℄ RAMP 2
PI = 970+65.30
Δ = 13° 40' 00" LT.
D = 04°00'00"
T = 171.65'
L = 341.67'
PC = 968+93.64
PT = 972+35.33

HWY. 46.
STA. 20+17 IN PLACE
18" x 82' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
D.A. 1 Ac. Q50 = 4 c.f.s.
RETAIN

STA. 976+00 IN PLACE
TYPE "R" DROP INLET 93' LT.
4'-3" x 3' x H=3'-0" WITH
24" x 103' R.C. PIPE TO
TYPE "R" DROP INLET IN MEDIAN
STA. 976+52 4' x 3' x H= 5'-11" WITH
24" x 94' R.C. PIPE TO
TYPE "R" DROP INLET 85' LT.
STA. 977+00 4' x 3' x H= 5'-4" WITH
30" x 68' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

STA. 986+32 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4'-3" x 3' x H=7'-8" WITH
24" x 80' R.C. PIPE INLET
24" x 94' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

RAMP 3
STA. 970+00 LT. IN PLACE
24" x 124' R.C. PIPE CULVERT
WITH F.E.S. RT. & LT.
D.A. 6.4 Ac Q50 = 21 c.f.s.
RETAIN



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	75	125
				(2)	PLAN AND PROFILE SHEETS			

STA. 993+58 IN PLACE
6' x 4' x 219' R.C. BOX CULVERT WITH
TYPE T DROP INLET IN MEDIAN
2'-6" x 3' x H=11'-4"
RETAIN

STA. 1001+40 IN PLACE
5' x4' x185' R.C. BOX CULVERT WITH
TYPE T DROP INLET IN MEDIAN
2'-6" x 3' x H=5'-6"
RETAIN

STA. 1015+27 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4'-10" x 3' x H=10'-3" WITH
48" x 91' R.C. PIPE INLET &
48" x 94' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-2-11

STA. 990+55.95 M.L. 23.50' LT.
STA. 18+16.46 RAMP 2A

STA. 993+00.05 M.L. 23.50' LT.
STA. 13+99.81 RAMP 2B

EXIST. ℄ of A

990 995 1000 1005 1010 1015 1020

N 16°06'00" W

℄ CONST
N 16°06'00" W

N 16°06'00" W

P.T.

STA. 999+55.90 M.L. 35.50' RT.
STA. 21+57.82 RAMP 3B

EXIST. ℄ of A

STA. 1009+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

-2.16%

K 312.30
VC=800'
e=2.56'

P.V.I. 999+00.00
ELEV. 292.00

0.40%

K 387.93
VC=800'
e=-2.06'

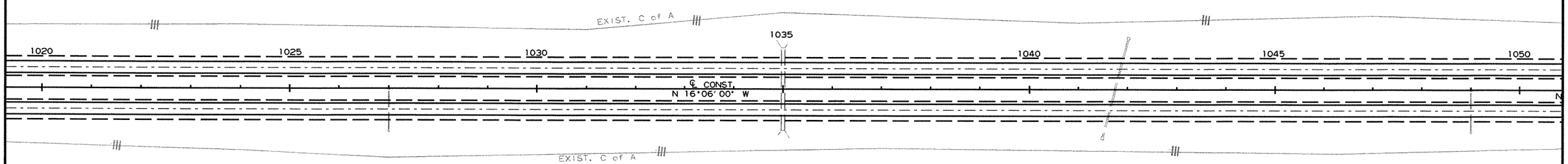
350 340 330 320 310 300 290 280 270 260

990+00 991+00 992+00 993+00 994+00 995+00 996+00 997+00 998+00 999+00 1000+00 1001+00 1002+00 1003+00 1004+00 1005+00 1006+00 1007+00 1008+00 1009+00 1010+00 1011+00 1012+00 1013+00 1014+00 1015+00 1016+00 1017+00 1018+00 1019+00 1020+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	76	125
				(2)	PLAN AND PROFILE SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

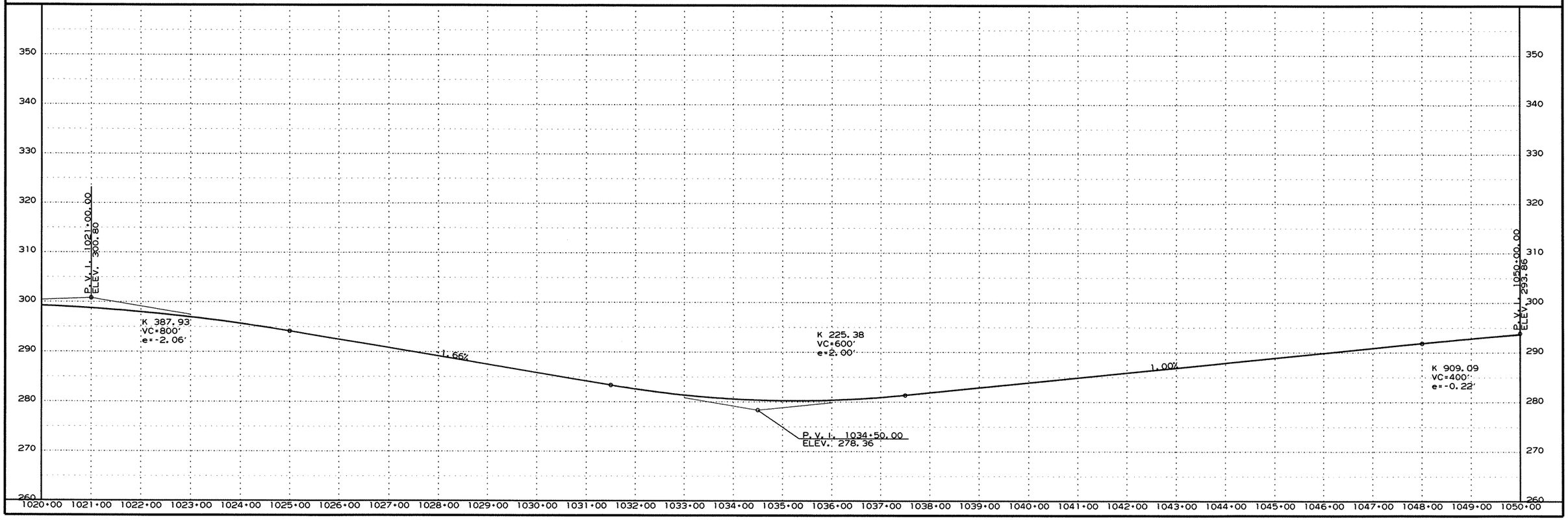
STA. 1035+00 IN PLACE
6'x5'x168' R.C. BOX CULVERT WITH
TYPE T DROP INLET IN MEDIAN
2'-6" x 3' x H=2'-6"
RETAIN



STA. 1027+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 1041+75 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=9'-10" WITH
36" x 95' R.C. PIPE INLET &
36" x 100' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
(15° LT. FWD. SKEW)
RETAIN

STA. 1049+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	77	125

(2) PLAN AND PROFILE SHEETS

STA. 1062+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

STA. 1078+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 88' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

℄ MAIN LANES
PI = 1057+00.12
Δ = 5° 45' 00" LT.
D = 00°45'00"
T = 383.66'
L = 766.67'
PC = 1053+16.47
PT = 1060+83.13
e = 0.028'/'
Ls = 350'

P.C. 1053+16.47

P.T. 1060+83.13

EXIST. C of A

1050 1055 1060 1065 1070 1075 1080

℄ CONST.
N 16°06' 00" W

℄ CONST.
N 21°51' 00" W

P.I. 1057+00.12

EXIST. C of A

P.C. 1077+88.70

STA. 1057+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H= 8'-3" WITH
24" x 81' R.C. PIPE INLET &
24" x 104' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

STA. 1068+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=8'-8" WITH
24" x 89' R.C. PIPE INLET &
24" x 98' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

℄ RAMP 3
PI = 1085+95.38
Δ = 23° 51' 00" RT.
D = 01°30'00"
T = 806.68'
L = 1590.00'
PC = 1077+88.70
PT = 1093+78.70
e = 0.054'/'
Ls = 350'

STA. 1050+53.97 BEGIN SUPERELEVATION
STA. 1054+03.97 MAX SUPERELEVATION (0.028'/')
STA. 1059+95.63 MAX SUPERELEVATION (0.028'/')
STA. 1063+45.63 END SUPERELEVATION

STA. 1075+26.20 BEGIN SUPERELEVATION
STA. 1078+76.20 MAX SUPERELEVATION (0.054'/')
STA. 1092+91.20 MAX SUPERELEVATION (0.054'/')
STA. 1096+41.20 END SUPERELEVATION

P.V.I. 1050+00.00
ELEV. 293.86

0.56%

K 909.09
VC=400'
e=-0.22'

P.V.I. 1068+00.00
ELEV. 303.94

K 537.90
VC=800'
e=-1.49'

-0.93%

K 464.40
VC=800'
e=-1.72'

P.V.I. 1079+00.00
ELEV. 293.74

350 340 330 320 310 300 290 280 270 260

1050+00 1051+00 1052+00 1053+00 1054+00 1055+00 1056+00 1057+00 1058+00 1059+00 1060+00 1061+00 1062+00 1063+00 1064+00 1065+00 1066+00 1067+00 1068+00 1069+00 1070+00 1071+00 1072+00 1073+00 1074+00 1075+00 1076+00 1077+00 1078+00 1079+00 1080+00

GUARDRAIL (TYPE A)

STA.	STA.	LOCATION	SIDE	LIN. FT.	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
1099+70	1102+95	RT. MAIN LANES	LT.	250	1	1
1100+45	1103+20	RT. MAIN LANES	RT.	200	1	1
1103+40	1106+15	LT. MAIN LANES	LT.	200	1	1
1103+65	1106+90	LT. MAIN LANES	RT.	250	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.		020487	78	125

(2) PLAN AND PROFILE SHEETS

℄ RAMP 3
PI = 1085+95.38
Δ = 23° 51' 00" RT.
D = 01°30'00"
T = 806.68'
L = 1590.00'
PC = 1077+88.70
PT = 1093+78.70
e = 0.054'/'
Ls = 350

STA. 1094+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' xH=2'-6" WITH
18" x 96' R.C. PIPE OUTLET
TO LT. WITH F.E.S.
RETAIN

STA. 1102+44.69 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5620 A
39'-0" CLEAR ROADWAY
(35° RT. FWD. SKEW)
STA. 1103+49.69 BRIDGE END
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	SIDE	LIN. FT.
1099+70	1102+95	RT. MAIN LANES	LT.	325
1100+45	1103+20	RT. MAIN LANES	RT.	275
1103+40	1106+15	LT. MAIN LANES	LT.	275
1103+65	1106+90	LT. MAIN LANES	RT.	325

℄ MAIN LANES
PI = 1110+66.01
Δ = 5° 47' 00" LT.
D = 00°45'00"
T = 385.88'
L = 771.11'
PC = 1106+80.13
PT = 1114+51.24
e = 0.028'/'
Ls = 350'

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 7605
CHARLES D. PUGEETT
9-2-11

P.I. 1085+95.38
P.T. 1093+78.70
P.C. 1106+80.13
P.I. 1110+66.01
EXIST. C of A
FLOOD PLAIN LIMITS
℄ CONST.
N 21° 21' 00" W
N 2°00'00" E
EXIST. R/W
U.S. 65

STA. 1086+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=9'-4" WITH
30" x 92' R.C. PIPE INLET &
30" x 101' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

STA. 1103+06.31 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5620 B
39'-0" CLEAR ROADWAY
(35° RT. FWD. SKEW)
STA. 1104+11.31 BRIDGE END
RETAIN

STA. 1102+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=3'-6" WITH
18" x 88' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 1104+20 IN PLACE
24" x 48' R.C. BR. NO. 1015
40' CL. RDWY.
UNDER EXIST. HWY. 65
RETAIN

STA. 1105+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=3'-6" WITH
18" x 98' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 1075+26.20 BEGIN SUPERELEVATION
STA. 1078+76.20 MAX SUPERELEVATION (0.054'/')
STA. 1092+91.20 MAX SUPERELEVATION (0.054'/')
STA. 1096+41.20 END SUPERELEVATION

STA. 1104+50.00 BEGIN SUPERELEVATION
STA. 1108+00.00 MAX SUPERELEVATION (0.028'/')
STA. 1113+63.74 MAX SUPERELEVATION (0.028'/')
STA. 1116+48.40 END SUPERELEVATION

K 464.40
VC=800'
e=-1.72'

-2.65%

K 226.42
VC=600'
e=1.99'

P.V.I. 1097+67.60
ELEV. 244.25

STA. 1102+44.6 BR. END
℄ DECK ELEV. 244.25

STA. 1103+06.31 BR. END
℄ DECK ELEV. 244.25

STA. 1103+49.69 BR. END
℄ DECK ELEV. 244.25

STA. 1104+11.31 BR. END
℄ DECK ELEV. 244.25

0.00%

290 280 270 260 250 240 230 220 210 200

1080+00 1081+00 1082+00 1083+00 1084+00 1085+00 1086+00 1087+00 1088+00 1089+00 1090+00 1091+00 1092+00 1093+00 1094+00 1095+00 1096+00 1097+00 1098+00 1099+00 1100+00 1101+00 1102+00 1103+00 1104+00 1105+00 1106+00 1107+00 1108+00 1109+00 1110+00

GUARDRAIL (TYPE A)

STA.	STA.	LOCATION		LIN. FT.	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
1121+80	1124+55	RT. MAIN LANES	RT.	200	1	1
1121+30	1124+55	RT. MAIN LANES	LT.	250	1	1
1125+60	1128+35	LT. MAIN LANES	LT.	250	1	1
1125+60	1128+85	LT. MAIN LANES	RT.	200	1	1

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	SIDE	LIN. FT.
1121+30	1124+55	RT. MAIN LANES	LT.	325
1121+80	1124+55	RT. MAIN LANES	RT.	275
1125+60	1128+35	LT. MAIN LANES	LT.	275
1125+60	1128+85	LT. MAIN LANES	RT.	325

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	79	125

(2) PLAN AND PROFILE SHEETS

℄ MAIN LANES
PI = 1110+66.01
Δ = 5° 47' 00" LT.
D = 00°45'00"
T = 385.88'
L = 771.11'
PC = 1106+80.13
PT = 1114+51.24
e = 0.028'/'
Ls = 350'

FLOOD PLAIN LIMITS

STA. 1124+55.00 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5621A
39'-0" CLEAR ROADWAY
STA. 1125+60.00 BRIDGE END
RETAIN

STA. 1132+17 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=10'-8" WITH
30" x 82' R.C. PIPE INLET &
30" x 97' R.C. PIPE OUTLET TO
TYPE "R" DROP INLET 100' LT.
4' x 3' x H=6'-0" WITH
30" x 56' R.C. PIPE OUTLET
WITH F.E.S. RT. & LT.
RETAIN

℄ MAIN LANES
PI = 1139+59.52
Δ = 3° 22' 00" RT.
D = 00°30'00"
T = 336.76'
L = 673.33'
PC = 1136+22.75
PT = 1142+96.09
NO SUPERELEVATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. PUGETT
9-21

EXIST. C of A
EXIST. R/W
U.S. 65
℄ CONST
N 3°47'00" W
P.I. 1110+66.01
P.T. 1113+85.90
EQUAD 1114+51.24
EQUAD 1113+85.90
P.I. 1139+59.52
P.C. 1136+22.75

1110 1115 1120 1125 1130 1135 1140

STA. 1113+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=4'-0" WITH
18" x 96' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 1119+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=5'-6" WITH
18" x 96' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 1121+48 IN PLACE
UNDER EXIST. HWY. 65 ON RT.
DBL. 8' x 8' x 34' R.C. BOX CULVERT
RETAIN

STA. 1124+55.00 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5621 B
39'-0" CLEAR ROADWAY
STA. 1125+60.00 BRIDGE END
RETAIN

STA. 1124+00 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 86' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 1124+75 IN PLACE
UNDER EXIST. HWY. 65 ON RT.
65'-0" 2-SPAN R.C. BRIDGE
28'-0" CLEAR ROADWAY
RETAIN

STA. 1126+25 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H= 2'-6" WITH
18" x 80' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 1138+00 CONSTRUCT
MEDIAN CROSSING

STA. 1132+17 IN PLACE
UNDER EXIST. HWY. 65 ON RT.
24" x 52' R.C. PIPE CULVERT
RETAIN

STA. 1104+50.00 BEGIN SUPERELEVATION
STA. 1108+00.00 MAX SUPERELEVATION (0.028'/')
STA. 1113+63.74 MAX SUPERELEVATION (0.028'/')
STA. 1116+48.40 END SUPERELEVATION

290 280 270 260 250 240 230 220 210 200

STA. 1124+55.00 BR. END
℄ DECK ELEV. 244.25
STA. 1125+60.00 BR. END
℄ DECK ELEV. 244.25
0.00%
K 382.72
VC=500'
e=0.82'
P.V.I. 1128+40.90
ELEV. 244.25
1.31%
K 325.38
VC=1000'
e=3.84'
P.V.I. 1138+00.00
ELEV. 256.78
EQUAD 1114+51.24
EQUAD 1113+85.90

1110+00 1113+86 1115+00 1120+00 1125+00 1130+00 1135+00 1139+35

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	80	125

(2) PLAN AND PROFILE SHEETS

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	SIDE	LIN. FT.
1148+05	1+20	RT. MAIN LANES	LT.	325
1148+80	1+45	RT. MAIN LANES	RT.	275
1+70	4+45	LT. MAIN LANES	LT.	275
1+90	0+25	LT. MAIN LANES	RT.	325

GUARDRAIL (TYPE A)

STA.	STA.	LOCATION		LIN. FT.	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
1148+05	1+20	RT. MAIN LANES	LT.	250	1	1
1148+80	1+45	RT. MAIN LANES	RT.	200	1	1
1+70	4+45	LT. MAIN LANES	LT.	200	1	1
1+90	0+25	LT. MAIN LANES	RT.	250	1	1

℄ MAIN LANES
PI = 1139+59.52
Δ = 3° 22' 00" RT.
D = 00°30'00"
T = 336.76'
L = 673.33'
PC = 1136+22.75
PT = 1142+96.09
NO SUPERELEVATION

℄ MAIN LANES
PI = 13+66.00
Δ = 33° 20' 00" LT.
D = 03°00'00"
T = 571.80'
L = 1111.16'
PC = 7+94.23
PT = 19+05.34
MATCH EXISTING SUPERELEVATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

FLOOD PLAIN LIMITS

STA. 0+74.69 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5622 A
39'-0" CLEAR ROADWAY
(35° RT. FWD. SKEW)
STA. 1+79.69 BRIDGE END
RETAIN

+50 500' TRANSITION +50

EXIST. C of A

P.I. 1139+59.52

1140 1145 1150 0 5 5 10 15

℄ CONST N 0°25'00" W ℄ CONST

P.T. 1142+96.09
EONBK 1142+97.10
EQNAHD 1142+94.90

EONBK 1150+09.00
EQNAHD 0+00.00

EONBK 5+00.00
EQNAHD 0+10.50

P.C. 7+94.23

N 33°45'00" W

P.I. 13+66.00

U.S. 65

EXIST. C of A

EXIST. R/W

STA. 1145+79 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=2'-6" WITH
18" x 82' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 0+00.9 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=3'-6" WITH
18" x 85' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 1+36.31 BRIDGE END
EXISTING 105.0' R.C. SLAB SPAN
BR. NO. 5622 B
39'-0" CLEAR ROADWAY
(35° RT. FWD. SKEW)
STA. 2+41.31 BRIDGE END
RETAIN

STA. 3+14 IN PLACE
UNDER EXIST. HWY. 65 ON RT.
30' x 42' R.C. BOX CULVERT
RETAIN

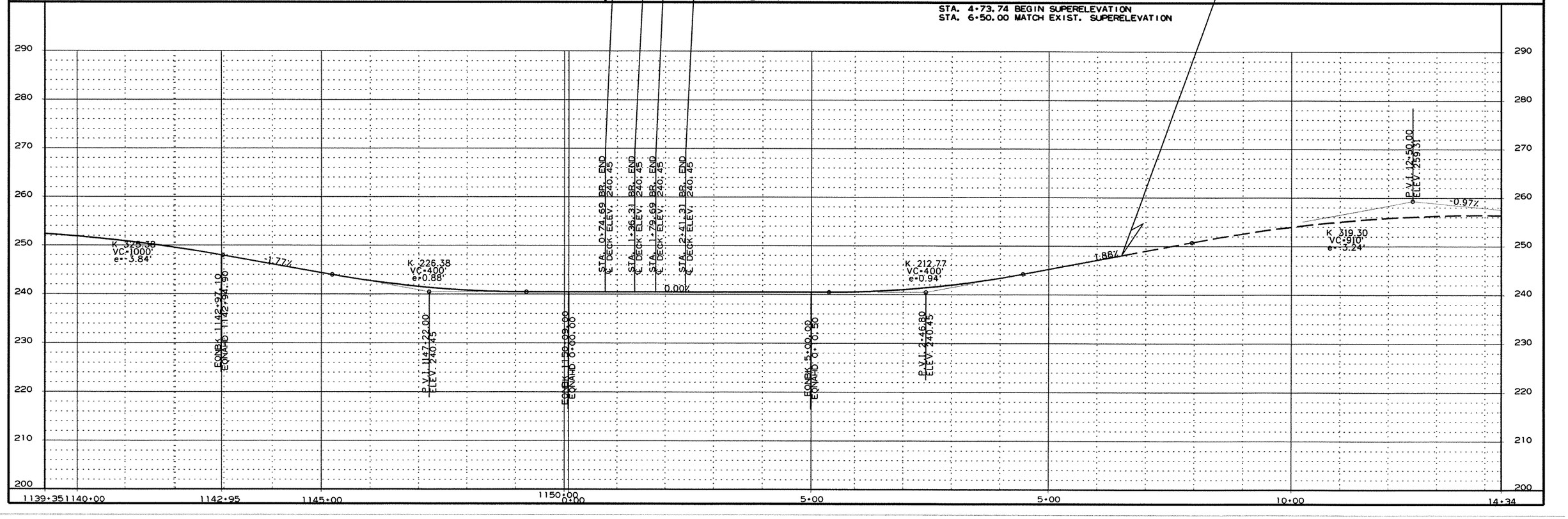
STA. 2+10.50 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=5'-6" WITH
18" x 91' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 6+10.50 IN PLACE
TYPE "R" DROP INLET IN MEDIAN
4' x 3' x H=3'-0" WITH
18" x 88' R.C. PIPE OUTLET
TO RT. WITH F.E.S.
RETAIN

STA. 10+80 IN PLACE
LEFT OF EXIST. HWY. 65
1.5' W.W. x 77' C.M. PIPE CULVERT
RETAIN

STA. 6+50.00 END JOB 020487
LOG MILE 16.38

STA. 4+73.74 BEGIN SUPERELEVATION
STA. 6+50.00 MATCH EXIST. SUPERELEVATION



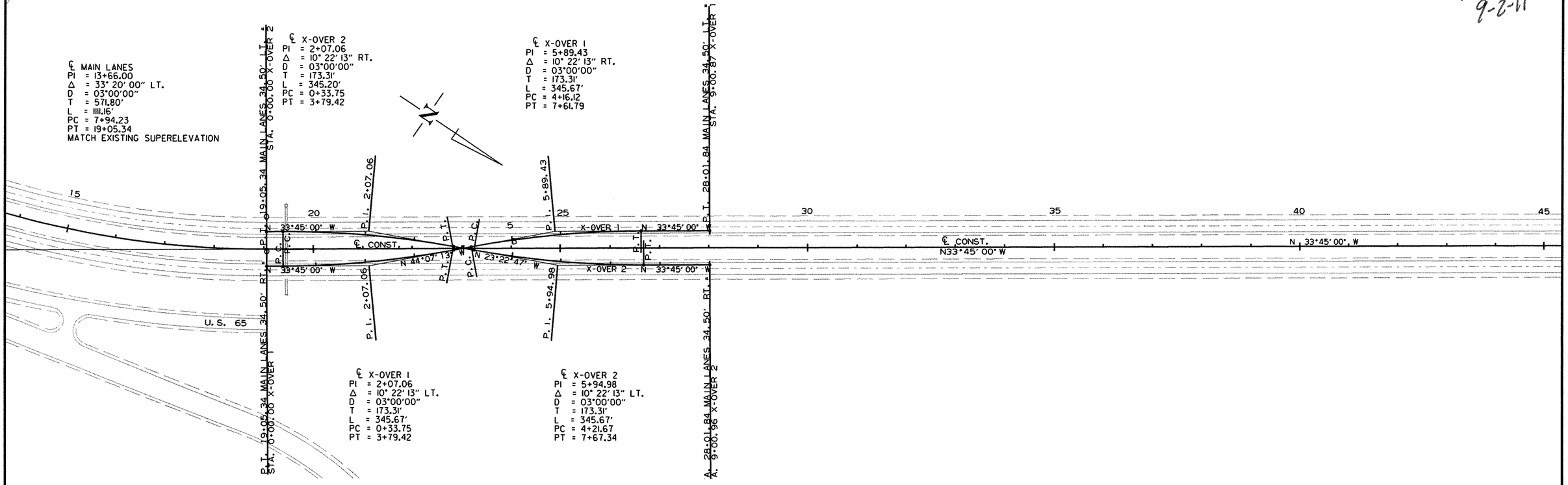
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	81	125
				(2)	PLAN AND PLOT SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7605
MICHAEL D. FUGETT
9-2-11

℄ MAIN LANES
PI = 13+66.00
Δ = 33° 20' 00" LT.
D = 03°00'00"
T = 571.80'
L = 1111.16'
PC = 7+94.23
PT = 19+05.34
MATCH EXISTING SUPERELEVATION

℄ X-OVER 2
PI = 2+07.06
Δ = 10° 22' 13" RT.
D = 03°00'00"
T = 173.31'
L = 345.20'
PC = 0+33.75
PT = 3+79.42

℄ X-OVER 1
PI = 5+89.43
Δ = 10° 22' 13" RT.
D = 03°00'00"
T = 173.31'
L = 345.67'
PC = 4+16.12
PT = 7+61.79



℄ X-OVER 1
PI = 2+07.06
Δ = 10° 22' 13" LT.
D = 03°00'00"
T = 173.31'
L = 345.67'
PC = 0+33.75
PT = 3+79.42

℄ X-OVER 2
PI = 5+94.98
Δ = 10° 22' 13" LT.
D = 03°00'00"
T = 173.31'
L = 345.67'
PC = 4+21.67
PT = 7+67.34

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		020487	82	125
				②	SIGNING QUANTITIES SHEET			

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL JOB 020487	UNIT
SP,SS & 725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	1,278	SQ. FT.
SS & 726	STANDARD SIGNS	459	SQ. FT.
SP,SS & 727	EXIT NUMBER PANEL (TYPE A)	120	SQ. FT.
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U1-1)	28	EACH
730	BREAKAWAY SIGN SUPPORT (TYPE G-1)	373	POUND
730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	11538	POUND

NOTE:
BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H-1, H-2, H-3 AND EACH STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).

MAIN LANES SIGNING QUANTITIES

	STRUCTURE TYPE			SIGN				BREAKAWAY SIGN SUPPORT										EXIT NUMBER PANEL			
					GUIDE SIGN			STEEL SECT.		SIGN POST LENGTH		STUB POST		FOOTINGS			SIGN POST AND STUB	LEGEND	TYPE		
SIGN NO./ LOCATION	G-1	G-2	U1-1	STANDARD SIGN SQ. FT.	Length LIN. FT.	Height LIN. FT.	SQ. Ft.	A-572 BEAM	LBS	H - 1 LIN FT	H - 2 LIN FT	H - 1 LIN FT	H - 2 LIN FT	DIA. LIN FT	DEPTH LIN FT	EMBED. LIN FT	POUND		A SQ. FT.	B SQ. FT.	C SQ. FT.
SS530-35-1022+00NB			1	1.88																	
SS530-35-1022+00SB			1	1.88																	
GM530-35-1036+80		1			11.00	9.50	104.50	W6	12	17.00	18.00	3.66	3.66	1.50	5.00	3.33	507.84	20	20.00		
LG530-35-1046+00		1			18.00	6.50	117.00	W6	12	14.00	15.00	3.66	3.66	1.50	5.00	3.33	435.84				
SS530-35-1074+80SB			1	1.88																	
SS530-35-1074+80NB			1	1.88																	
SS530-35-1096+00		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
SS530-35-1102+80A			1	3.00																	
SS530-35-1102+80B			1	3.00																	
SS530-35-1104+20A			1	3.00																	
SS530-35-1104+20B			1	3.00																	
SS530-35-1110+00		1		16.00				W6	9	1.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
SS530-35-1118+00		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
SS530-35-1124+80A			1	3.00																	
SS350-35-1124+80B			1	3.00																	
SS530-35-1126+80A			1	3.00																	
SS530-35-1126+80B			1	3.00																	
SS530-35-1127+60SB			1	1.88																	
SS530-35-1127+60NB			1	1.88																	
SS530-35-1133+00		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
GM530-35-1140+00		1			6.00	2.00	12.00	W6	9	9.50	10.50	1.99	1.99	1.50	2.50	1.66	215.82				
GM530-35-1140+20		1			8.00	2.00	16.00	W6	9	9.50	10.50	1.99	1.99	1.50	2.50	1.66	215.82				
SS530-35-1146+00		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
SS530-35-1152+00A			1	3.00																	
SS530-35-1152+00B			1	3.00																	
SS530-35-1152+90A			1	3.00																	
SS530-35-1152+90B			1	3.00																	
SS530-35-1159+00		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
GUIDE SIGNS ROADSIDE MOUNTED TOTALS;							249.50														
GUIDE SIGNS OVERHEAD MOUNTED TOTALS;																					
TOTALS:		10	18	143.28			249.50										3318.24		20.00		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
J. TONY SULLIVAN
9/1/11

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		020487	83	125

② SIGNING QUANTITIES SHEET

MAIN LANES SIGNING QUANTITIES

SIGN NO./ LOCATION	STRUCTURE TYPE G-1	STRUCTURE TYPE G-2	STRUCTURE TYPE U1-1	SIGN STANDARD SIGN SQ. FT.	GUIDE SIGN Length LIN. FT.	GUIDE SIGN Height LIN. FT.	GUIDE SIGN SQ. Ft.	BREAKAWAY SIGN SUPPORT STEEL SECT. A-572 BEAM	STEEL SECT. A-572 LBS	SIGN POST LENGTH H - 1 LIN FT	SIGN POST LENGTH H - 2 LIN FT	STUB POST H - 1 LIN FT	STUB POST H - 2 LIN FT	FOOTINGS DIA. LIN FT	FOOTINGS DEPTH LIN FT	FOOTINGS EMBED. LIN FT	SIGN POST AND STUB POUND	EXIT NUMBER PANEL LEGEND	EXIT NUMBER PANEL TYPE A SQ. FT.	EXIT NUMBER PANEL TYPE B	EXIT NUMBER PANEL TYPE C
SS530-35-772+50A			1	3.00																	
SS530-35-772+50B			1	3.00																	
SS530-35-775+00		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
SS530-35-778+90		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
GM530-35-780+50		1			6.00	5.00	30.00	W6	9	12.50	13.50	2.33	2.33	1.50	3.00	2.00	275.94				
GM530-35-786+00		1			15.50	5.50	85.25	W6	9	13.00	14.00	3.66	3.66	1.50	5.00	3.33	308.88	24	20.00		
SS530-35-788+00	1			14.38				W6	9	11.50		2.33		1.50	3.00	2.00	124.47				
SS530-35-791+90		1		20.00				W6	9	12.50	13.50	1.99	1.99	1.50	2.50	1.66	269.82				
SS530-35-795+00		1		36.00				W6	9	16.50	17.50	1.99	1.99	1.50	2.50	1.66	341.82				
GM530-35-800+00		1			11.00	5.00	55.00	W6	9	12.50	13.50	2.99	2.99	1.50	4.00	2.66	287.82				
GM530-35-800+00		1			11.00	5.00	55.00	W6	9	12.50	13.50	2.99	2.99	1.50	4.00	2.66	287.82				
SS530-35-810+80SB			1	1.88																	
SS530-35-810+80NB			1	1.88																	
GM530-35-837+80		1			12.00	7.50	90.00	W6	9	15.00	16.00	3.66	3.66	1.50	5.00	3.33	344.88	24	20.00		
SS530-35-863+60SB			1	1.88																	
SS530-35-863+60NB			1	1.88																	
LG530-35-889+00		1			18.00	6.50	117.00	W6	12	14.00	15.00	3.66	3.66	1.50	5.00	3.33	435.84				
GM530-35-899+20		1			11.00	9.50	104.50	W6	12	17.00	18.00	3.66	3.66	1.50	5.00	3.33	507.84	20	20.00		
SS530-35-916+40SB			1	1.88																	
SS530-35-916+40NB			1	1.88																	
GM530-35-925+60		1			15.50	5.00	77.50	W6	9	12.50	13.50	3.33	3.33	1.50	4.50	3.00	293.94				
SS530-35-942+00		1		36.00				W6	9	16.50	17.50	1.99	1.99	1.50	2.50	1.66	341.82				
SS530-35-945+50		1		20.00				W6	9	12.50	13.50	1.99	1.99	1.50	2.50	1.66	269.82				
SS530-35-949+00	1			14.38				W6	9	11.50		2.33		1.50	3.00	2.00	124.47				
GM530-35-953+00		1			14.00	7.50	105.00	W6	12	15.00	16.00	3.66	3.66	1.50	5.00	3.33	459.84	20	20.00		
GM530-35-956+90		1			6.00	5.00	30.00	W6	9	12.50	13.50	2.33	2.33	1.50	3.00	2.00	275.94				
SS530-35-963+00		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
SS530-35-969+20SB			1	1.88																	
SS530-35-969+20NB			1	1.88																	
SS530-35-973+00		1		16.00				W6	9	15.50	16.50	1.99	1.99	1.50	2.50	1.66	323.82				
GM530-35-979+90		1			7.00	7.00	49.00	W6	9	14.50	15.50	2.99	2.99	1.50	4.00	2.66	323.82				
SS530-35-982+00		1		20.00				W6	9	12.50	13.50	1.99	1.99	1.50	2.50	1.66	269.82				
SS530-35-983+00	1			14.38				W6	9	11.50		2.33		1.50	3.00	2.00	124.47				
GM530-35-983+50		1			14.00	7.50	105.00	W6	12	15.00	16.00	3.66	3.66	1.50	5.00	3.33	459.84	20	20.00		
SS530-35-986+50		1		20.00				W6	9	12.50	13.50	1.99	1.99	1.50	2.50	1.66	269.82				
SS530-35-990+00		1		36.00				W6	9	16.50	17.50	1.99	1.99	1.50	2.50	1.66	341.82				
GM530-35-996+00		1			12.00	4.00	48.00	W6	9	11.50	12.50	2.66	2.66	1.50	3.50	2.33	263.88				
GM530-35-1011+00		1			15.50	5.00	77.50	W6	9	12.50	13.50	3.33	3.33	1.50	4.50	3.00	293.94				
GUIDE SIGNS ROADSIDE MOUNTED TOTALS;							**1028.75**														
GUIDE SIGNS OVERHEAD MOUNTED TOTALS;																					
TOTALS:	**3**	**25**	**10**	**316.18**			**1028.75**										**8593.65**		**100.00**		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
J. TONY SULLIVAN
9/1/11

NOTES:
ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF ROADSIDE MOUNTED SIGNS, SUPPORTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.

EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR. THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

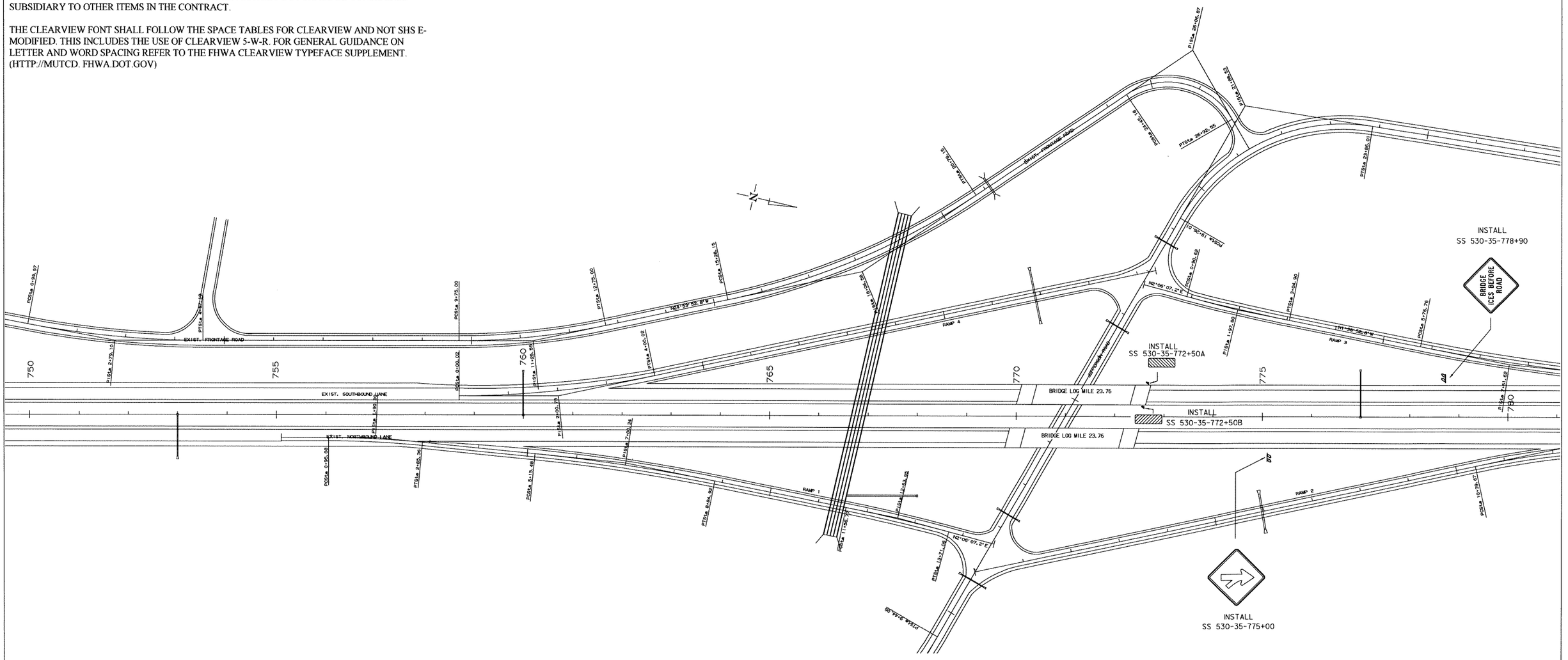
THE CLEARVIEW FONT SHALL FOLLOW THE SPACE TABLES FOR CLEARVIEW AND NOT SHS E-MODIFIED. THIS INCLUDES THE USE OF CLEARVIEW 5-W-R. FOR GENERAL GUIDANCE ON LETTER AND WORD SPACING REFER TO THE FHWA CLEARVIEW TYPEFACE SUPPLEMENT. (HTTP://MUTCD. FHWA.DOT.GOV)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		020487	84	125

(2) SIGN PLACEMENT SHEET

STA 750+00 TO STA 780+00

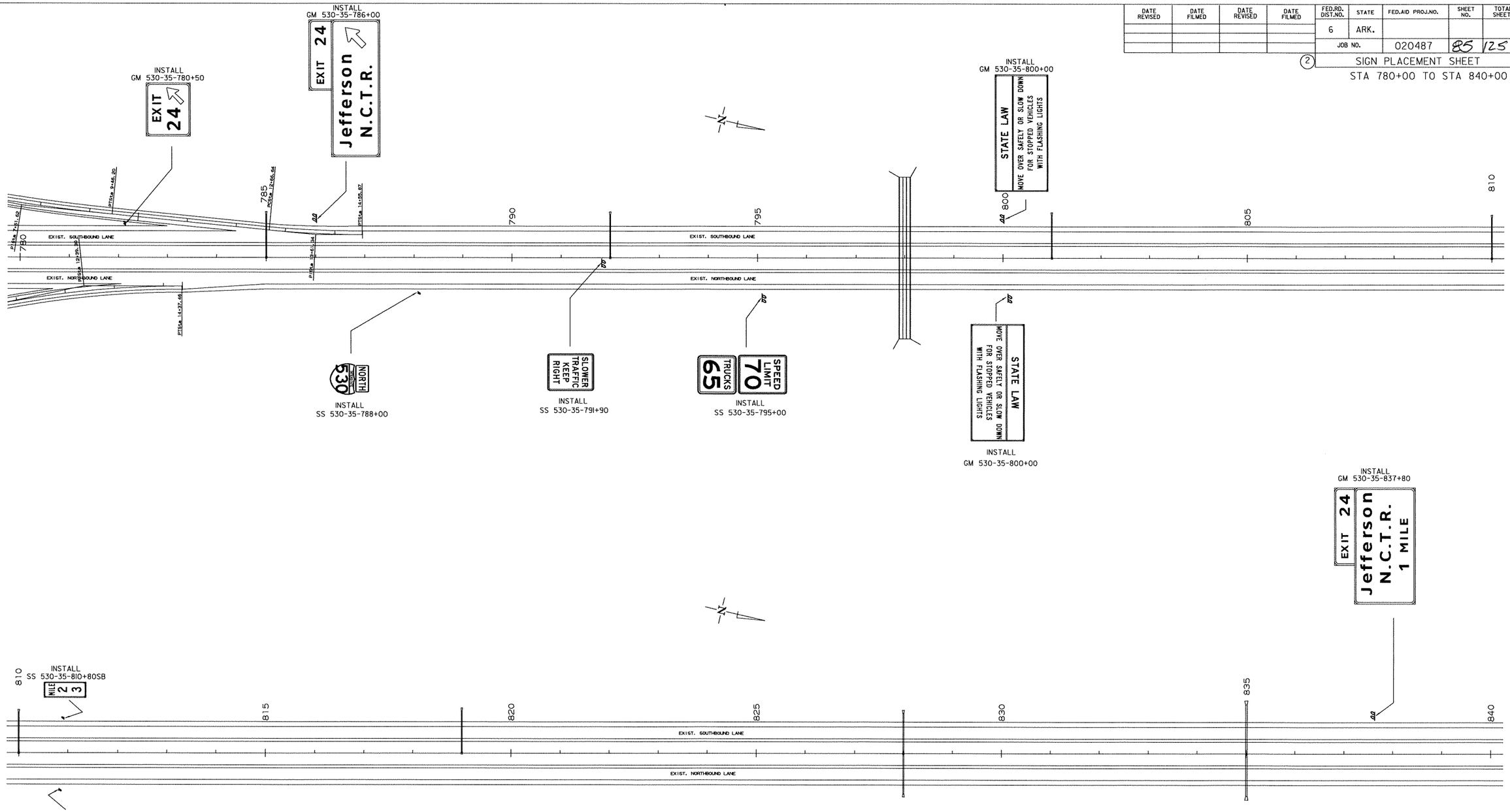


STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
LYDDY SULLIVAN
3/1/11

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	85	125

(2) SIGN PLACEMENT SHEET

STA 780+00 TO STA 840+00

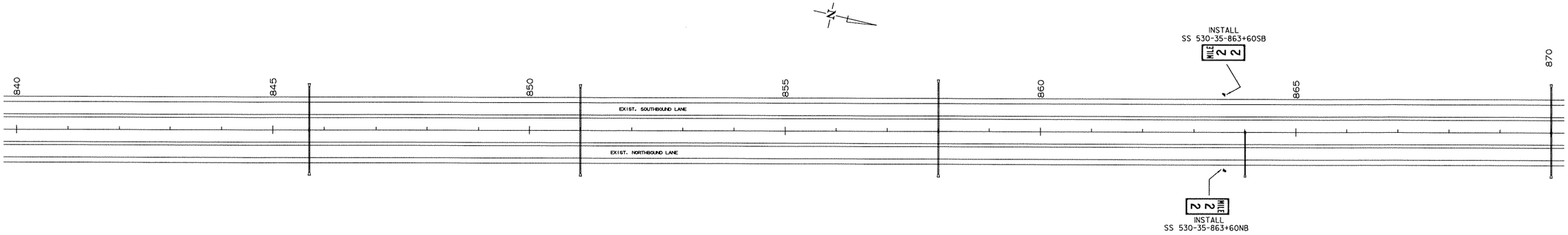


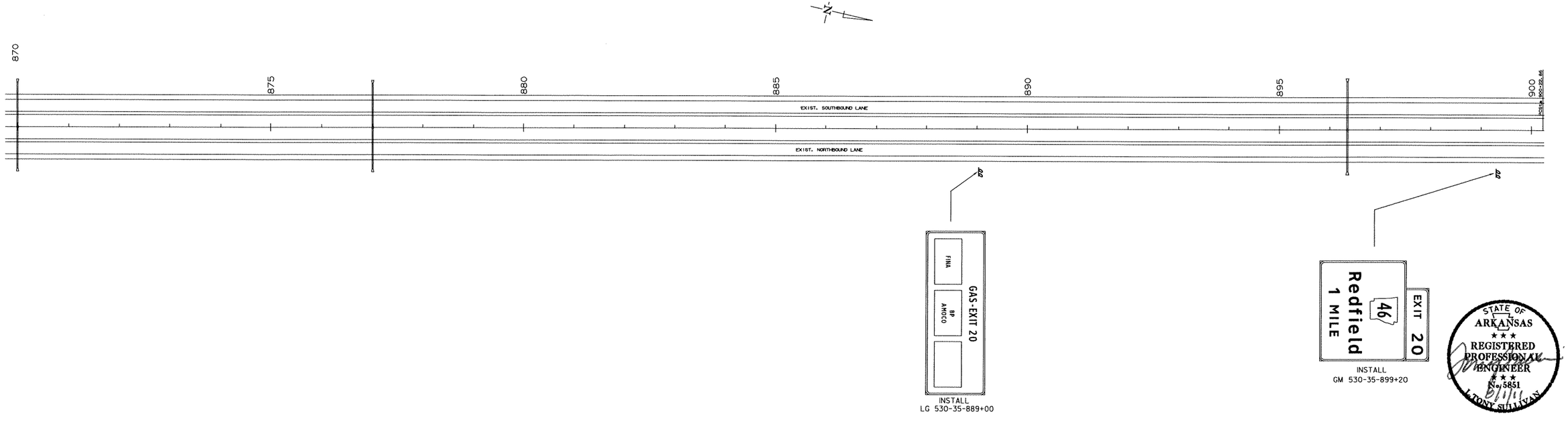
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
L. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	86	125

(2) SIGN PLACEMENT SHEET

STA 840+00 TO STA 900+00



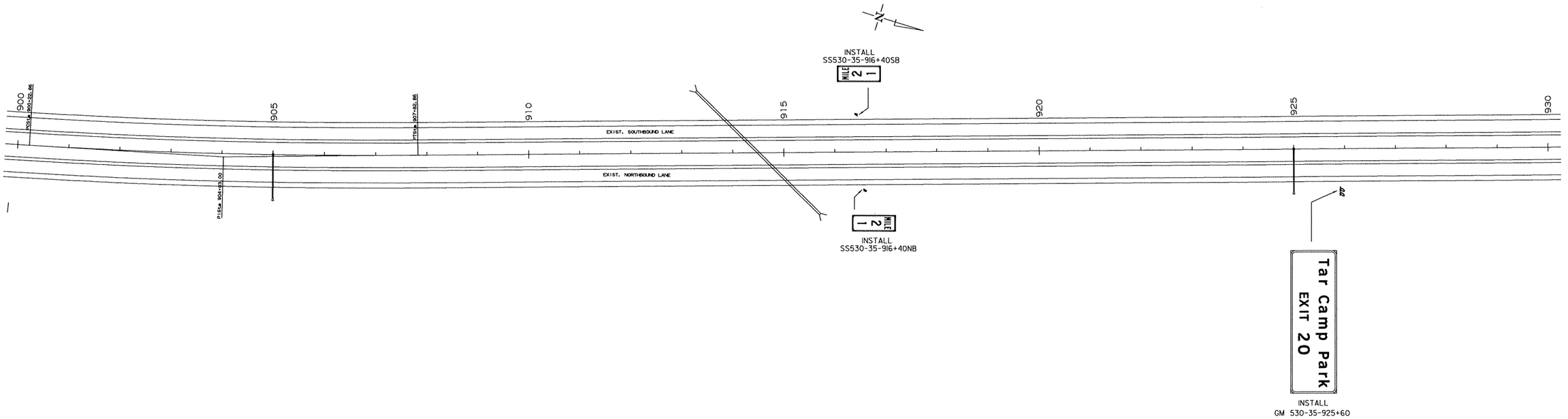


STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
ANTONY SULLIVAN
8/11/11

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	87	125

(2) SIGN PLACEMENT SHEET

STA 900+00 TO STA 960+00



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
J. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	88	125

(2) SIGN PLACEMENT SHEET

STA 960+00 TO STA 990+00

INSTALL
SS 530-35-963+00

INSTALL
SS 530-35-969+20SB

INSTALL
SS 530-35-969+20NB

INSTALL
SS 530-35-973+00

INSTALL
GM 530-35-979+90

INSTALL
SS 530-35-982+00

INSTALL
GM 530-35-983+50

INSTALL
SS 530-35-983+00

INSTALL
SS 530-35-986+50

INSTALL
SS 530-35-990+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
J. TONY SULLIVAN
8/1/16

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	89	125

(2) SIGN PLACEMENT SHEET

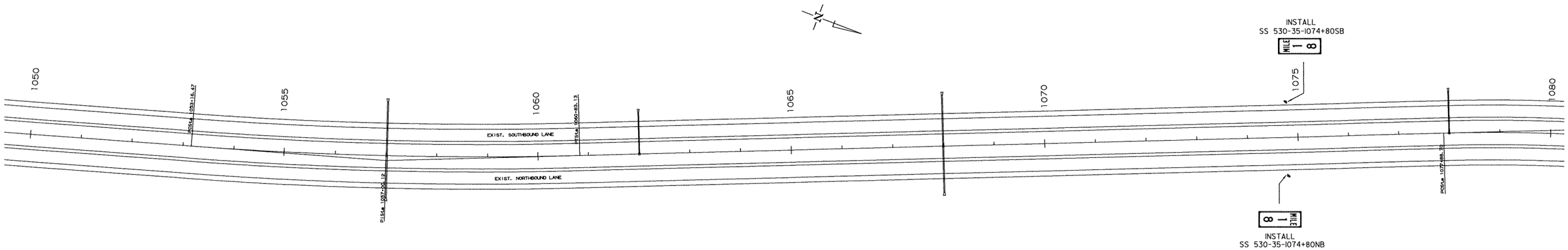
STA 990+00 TO STA 1050+00

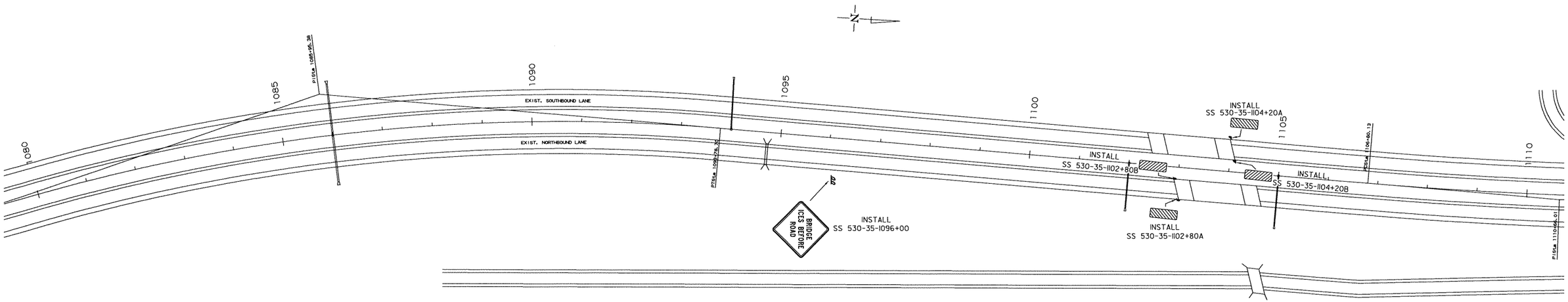
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5861
TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	90	125

(2) SIGN PLACEMENT SHEET

STA 1050+00 TO STA 1110+00



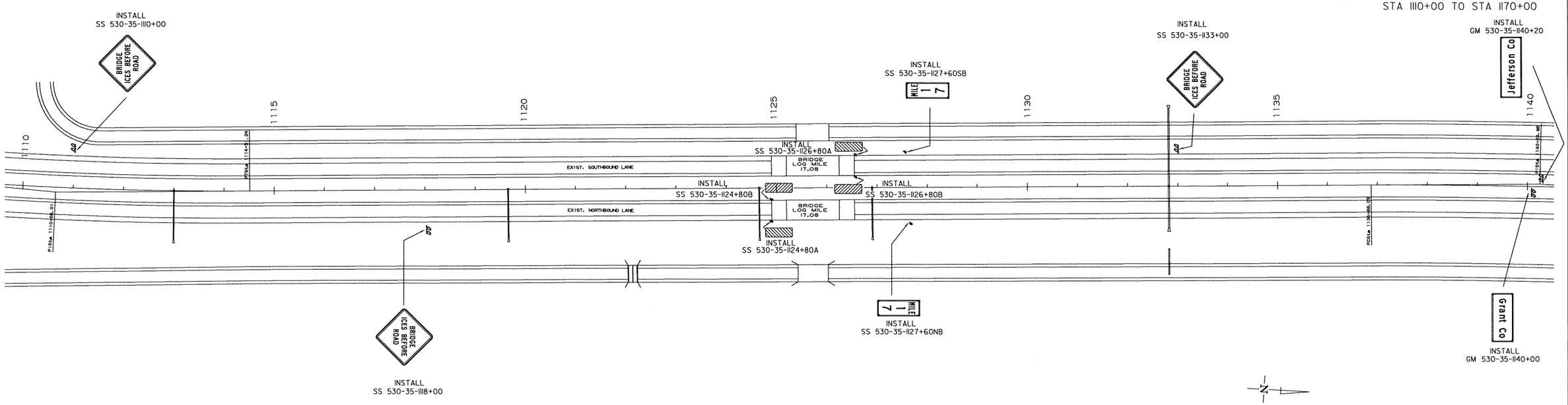


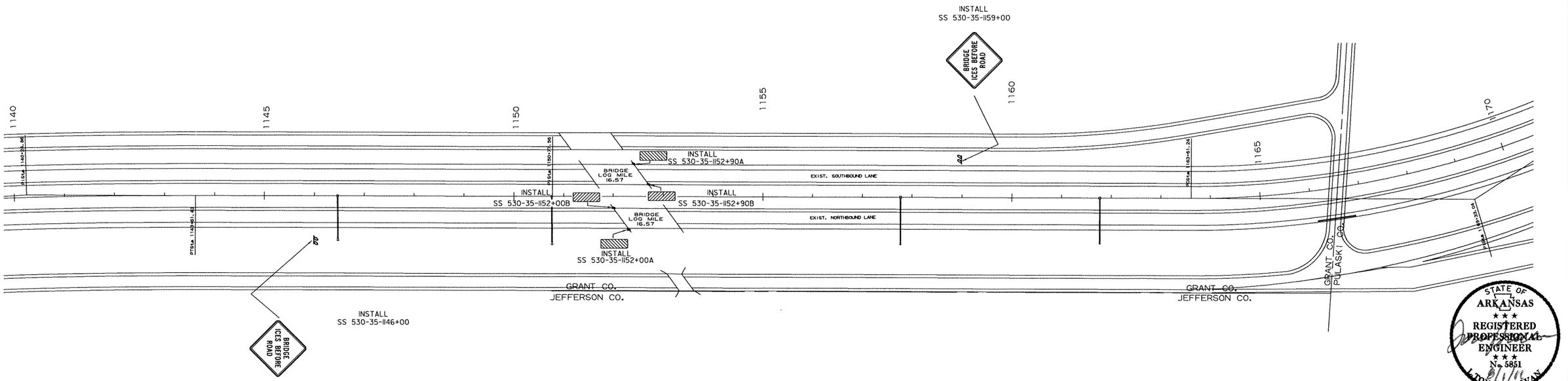
STATE OF ARKANSAS
★★★
REGISTERED PROFESSIONAL ENGINEER
★★★
No. 5851
LATONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	91	125

(2) SIGN PLACEMENT SHEET

STA 1110+00 TO STA 1170+00

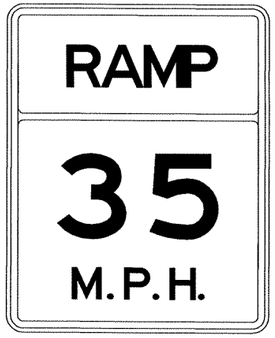




DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		020487	97	125

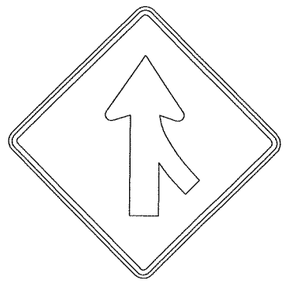
SIGN LAYOUT SHEET
FLAT SHEET
STANDARD SIGNS

SS530-35-982+00
G-2



W13-3
48"X60"

SS530-35-775+00
SS530-35-963+00
SS530-35-973+00
G-2



W4-1R
48"X48"

SS530-35-778+90
SS530-35-1096+00
SS530-35-1110+00
SS530-35-1118+00
SS530-35-1133+00
SS530-35-1146+00
SS530-35-1159+00
G-2

W8-13
48"X48"

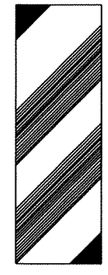
SS530-35-795+00
SS530-35-942+00
SS530-35-990+00
G-2

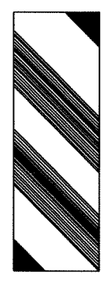
R2-1
48"X60"

R2-2
48"X48"

SS530-35-772+50A
SS530-35-772+50B
SS530-35-1102+80A
SS530-35-1102+80B
SS530-35-1104+20A
SS530-35-1104+20B
SS530-35-1124+80A
SS530-35-1124+80B
SS530-35-1126+80A
SS530-35-1126+80B
SS530-35-1152+00A
SS530-35-1152+00B
SS530-35-1152+90A
SS530-35-1152+90B
U1-1

OM-3L
12"X36"





OM-3R
12"X36"

SS530-35-791+90
SS530-35-945+50
SS530-35-986+50
G-2

R4-3
48"X60"

SS530-35-788+00
SS530-35-983+00
G-1

M3-1
30"X15"

M1-1
45"X36"

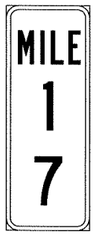
SS530-35-949+00
G-1

M3-3
30"X15"

M1-1
45"X36"

NOTE: FOR "U" TYPE CHANNEL POST ASSEMBLIES, THE POSTS SHALL BE A FLANGED CHANNEL SECTION WEIGHING NOT LESS THAN 3.00 POUNDS PER FOOT AND SHALL BE HOT DIP GALVANIZED.

SS530-35-1127+60SB
SS530-35-1127+60NB
U1-1



D10-2
10"X27"

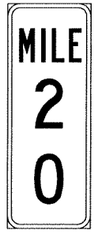
SS530-35-1074+80SB
SS530-35-1074+80NB
U1-1

D10-2
10"X27"

SS530-35-1022+00SB
SS530-35-1022+00NB
U1-1

D10-2
10"X27"

SS530-35-969+20SB
SS530-35-969+20NB
U1-1

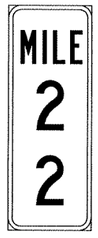


D10-2
10"X27"

SS530-35-916+40SB
SS530-35-916+40NB
U1-1

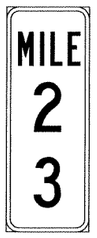
D10-2
10X27"

SS530-35-863+60SB
SS530-35-863+60NB
U1-1



D10-2
10"X27"

SS530-35-810+80SB
SS530-35-810+80NB
U1-1

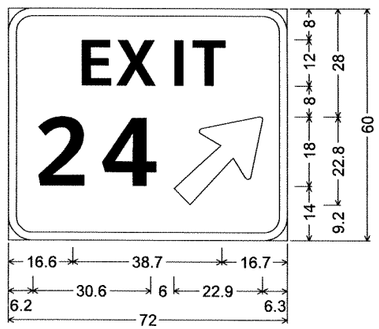


D10-2
10"X27"

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		020487	43	125

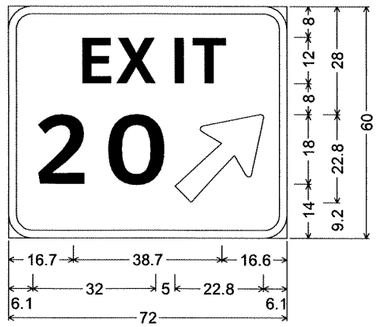
SIGN LAYOUT SHEET

GM530-35-780+50
G-2



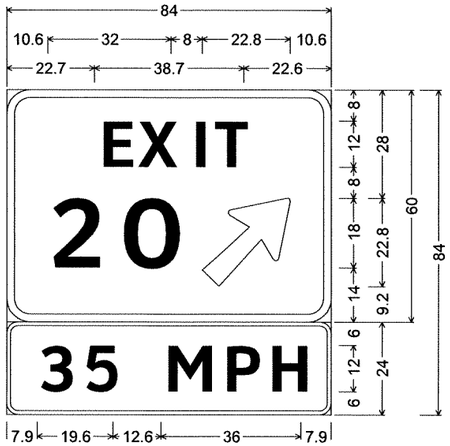
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[24] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;

GM530-35-956+90
G-2



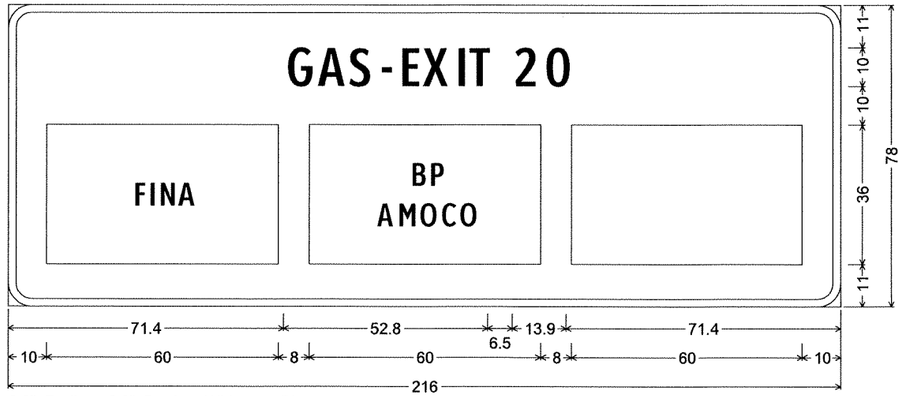
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[20] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;

GM530-35-979+90
G-2



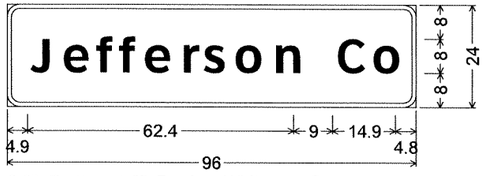
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W;
[20] ClearviewHwy-5-W-R;
Arrow Custom - 29.0" 45°;
3.0" Radius, 1.0" Border, Black on Yellow;
[35 MPH] ClearviewHwy-5-W-R;

LG530-35-889+00
LG530-35-1046+00
G-2



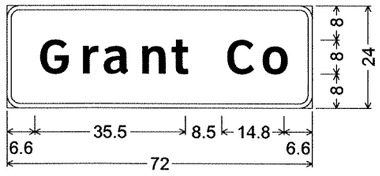
6.0" Radius, 2.0" Border, White on Blue;
[GAS-EXIT 20] ClearviewHwy-2-W;

GM530-35-1140+20
G-2



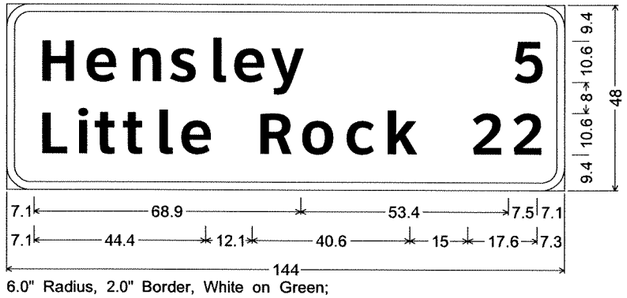
3.0" Radius, 1.0" Border, White on Green;
[Jefferson Co] ClearviewHwy-5-W;

GM530-35-1140+00
G-2



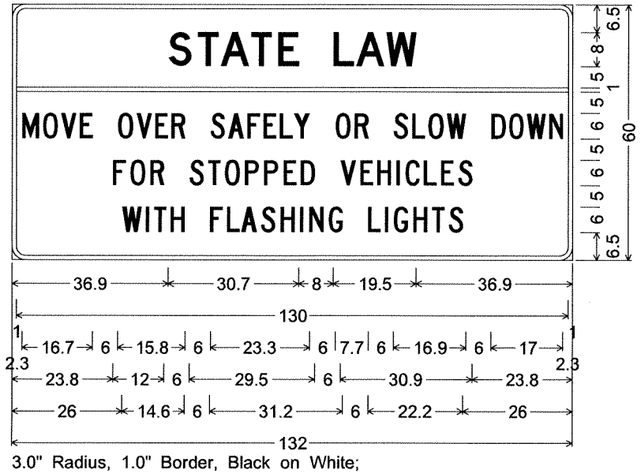
3.0" Radius, 1.0" Border, White on Green;
[Grant Co] ClearviewHwy-5-W;

GM530-35-996+00
G-2



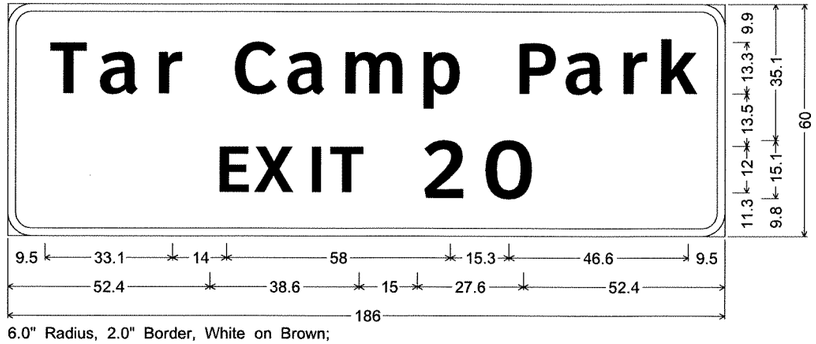
6.0" Radius, 2.0" Border, White on Green;
[Hensley] ClearviewHwy-5-W; [5] ClearviewHwy-5-W;
[Little Rock] ClearviewHwy-5-W; [22] ClearviewHwy-5-W;

GM530-35-800+00
GM530-35-800+00
G-2



3.0" Radius, 1.0" Border, Black on White;
[STATE LAW] D;
[MOVE OVER SAFELY OR SLOW DOWN] C 80% spacing;
[FOR STOPPED VEHICLES] C; [WITH FLASHING LIGHTS] C;

GM530-35-925+60
GM530-35-1011+00
G-2



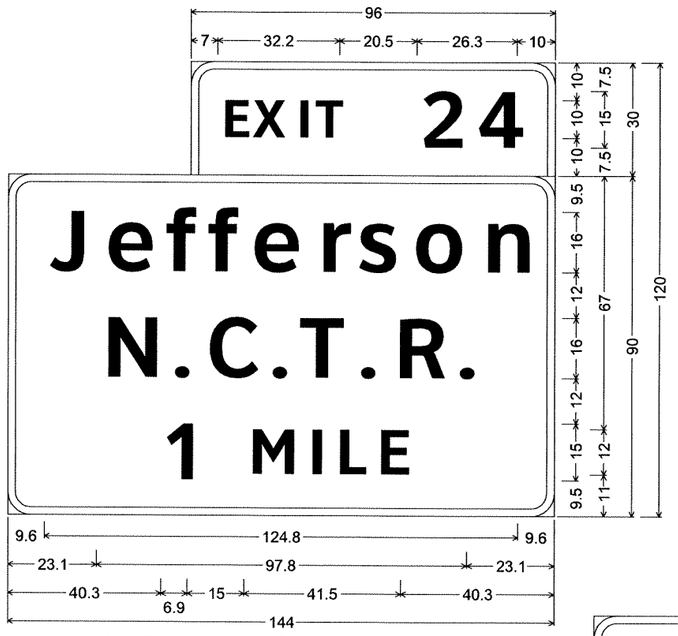
6.0" Radius, 2.0" Border, White on Brown;
[Tar Camp Park] ClearviewHwy-5-W; [EXIT] ClearviewHwy-5-W; [20] ClearviewHwy-5-W;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
J. TONY SULLIVAN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		020487	94	125

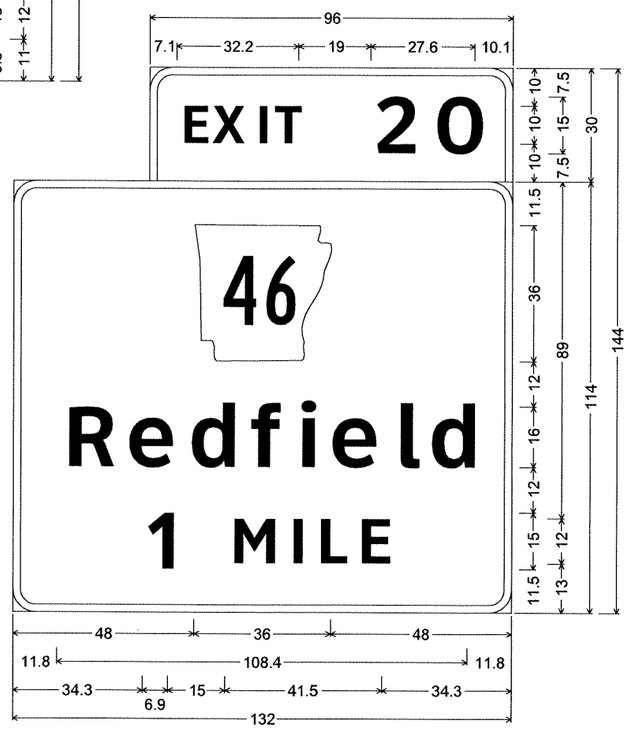
SIGN LAYOUT SHEET

GM530-35-837+80
G-2



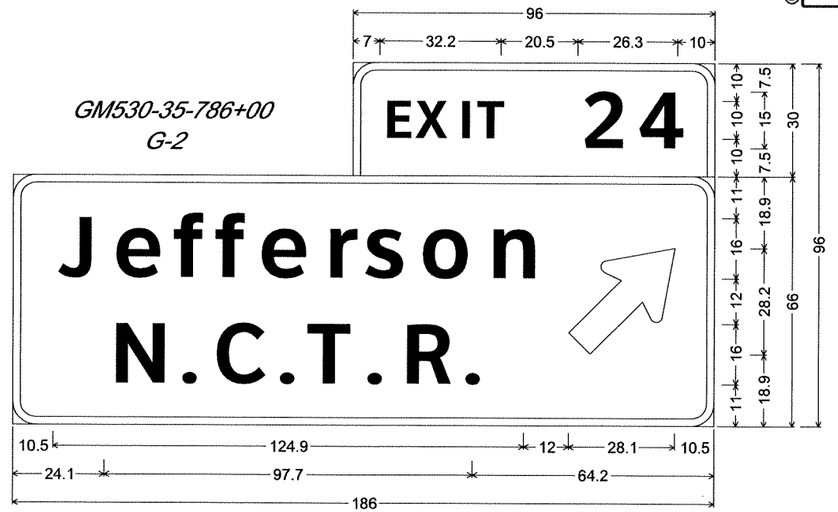
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [24] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Jefferson] ClearviewHwy-5-W; [N.C.T.R.] ClearviewHwy-5-W;
[1] ClearviewHwy-5-W; [MILE] ClearviewHwy-5-W;

GM530-35-899+20
GM530-35-1036+80
G-2



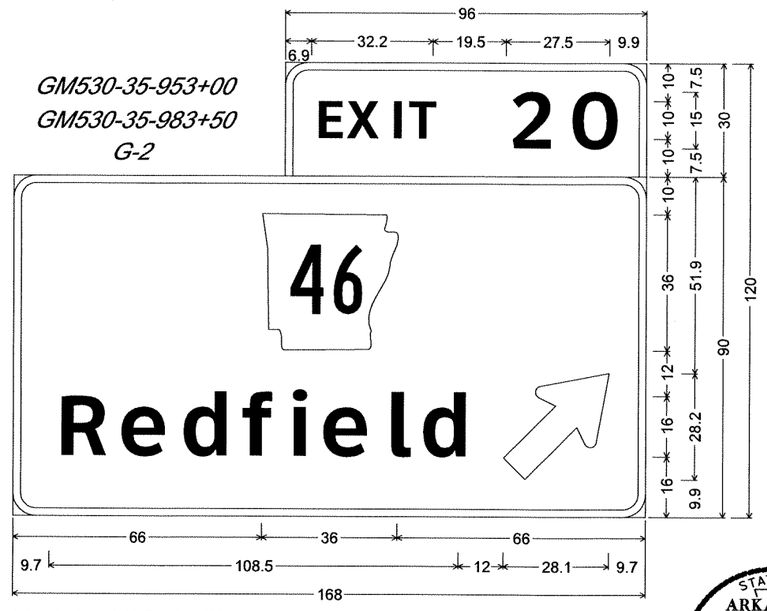
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [20] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Redfield] ClearviewHwy-5-W; [1] ClearviewHwy-5-W;
[MILE] ClearviewHwy-5-W;

GM530-35-786+00
G-2



6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [24] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
[Jefferson] ClearviewHwy-5-W; [N.C.T.R.] ClearviewHwy-5-W;
Standard Arrow Custom 35.8" X 21.6" 45°;

GM530-35-953+00
GM530-35-983+50
G-2



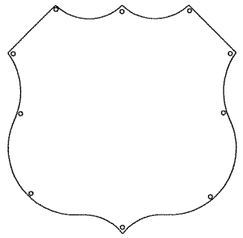
6.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [20] ClearviewHwy-5-W;
6.0" Radius, 2.0" Border, White on Green;
M1-6; [Redfield] ClearviewHwy-5-W; Standard Arrow Custom 35.8" X 21.6" 45°;

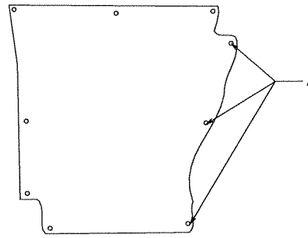
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	95	125

(2) MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS

THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

DIRECT APPLIED BORDER





AD-68 RIVETS

DIRECT APPLIED BORDER

AD-68 RIVETS

ABCDEFGHIJKLMNOPQRSTUVWXYZ

AD-68 RIVETS

abcdefghijklmnopqrstuvwxyz

AD-68 RIVETS

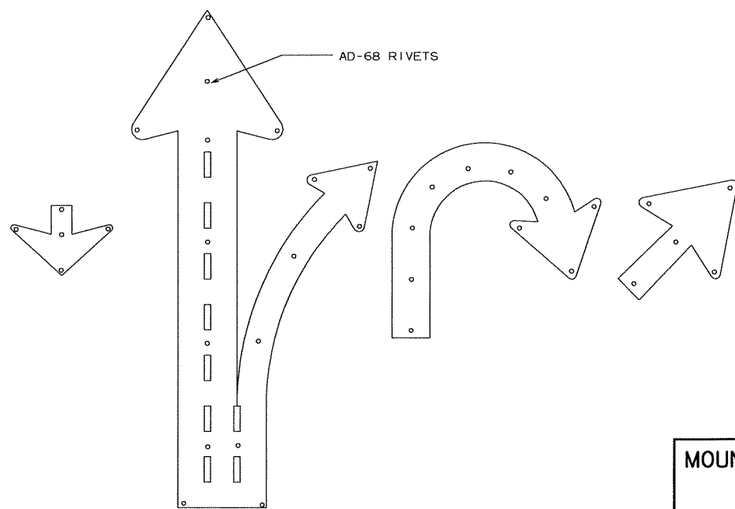
0123456789 ¼ ½ ¾

NOTE:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND.
LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED.
THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.
NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
LARRY SULLIVAN

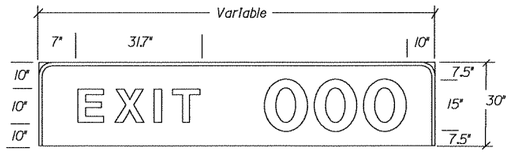
MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	96	125

(2) EXIT PANEL DETAILS

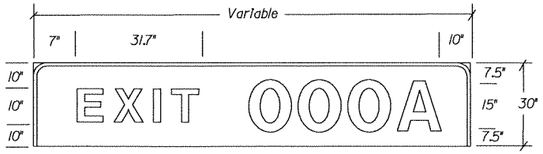
TYPICAL DETAIL

TYPE A



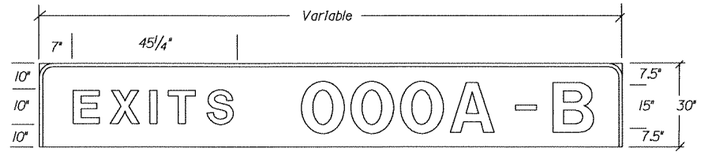
EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B



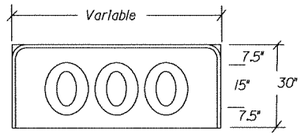
EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C



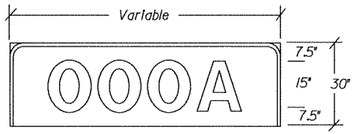
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30" =5.0 SF
2 DIGITS 42"X30" =8.75 SF
3 DIGITS 60"X30" =12.50 SF

TYPE E

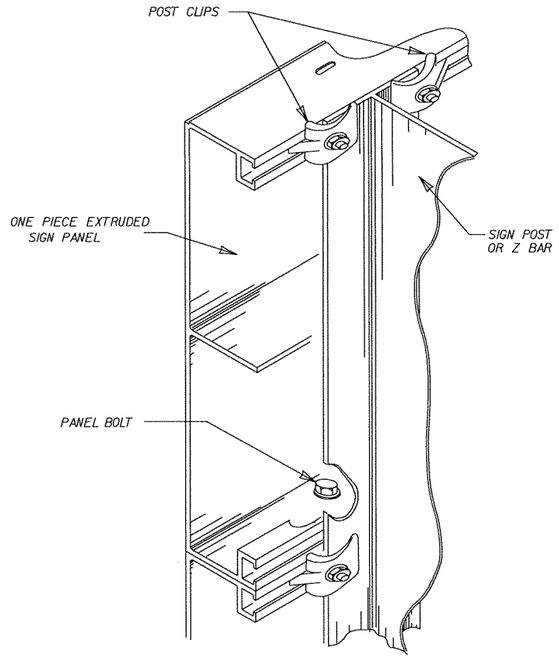


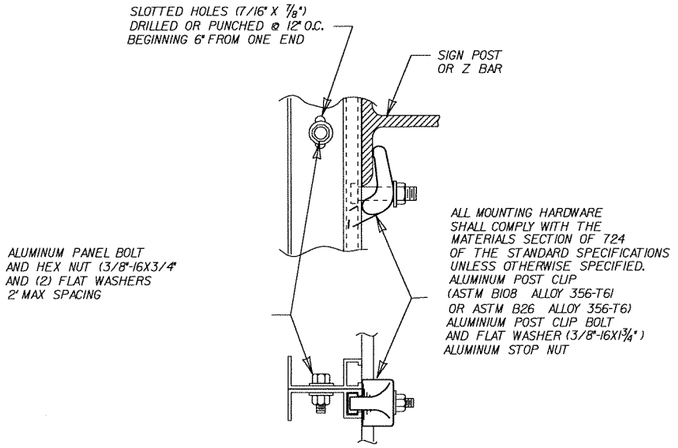
1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

EXIT PANEL DETAILS

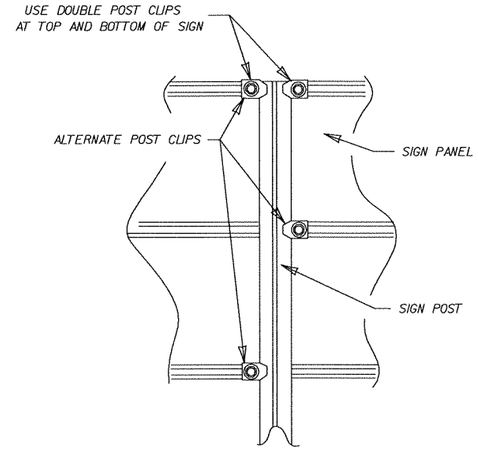
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	97	125

(2) DETAILS OF GUIDE SIGN PANELS

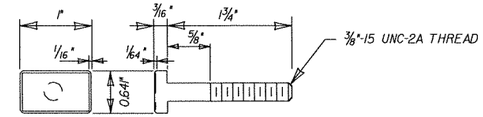




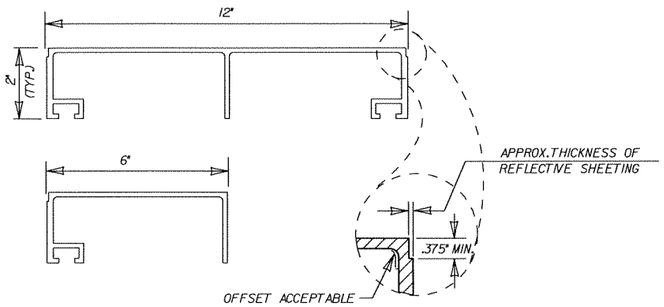
MOUNTING HARDWARE



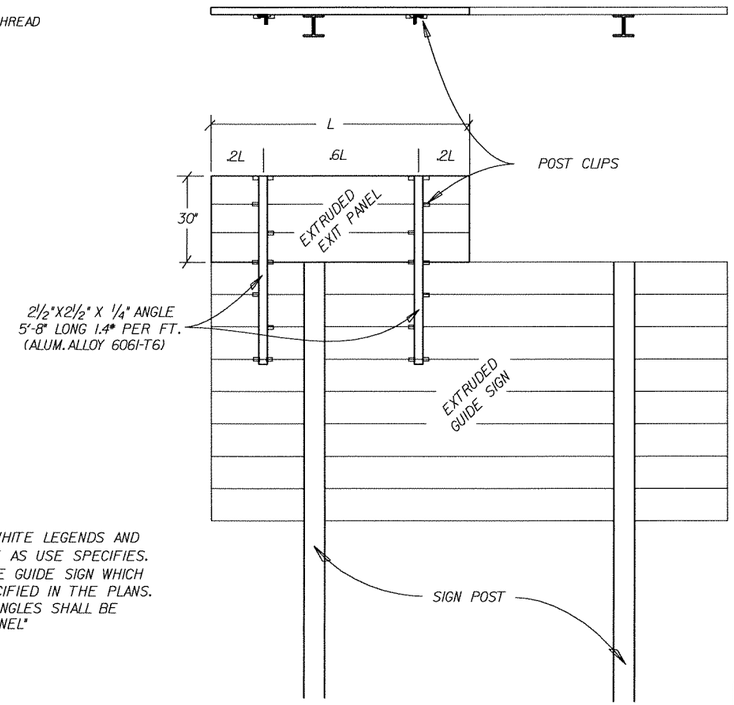
POST CLIP PLACEMENT



POST CLIP BOLT



ONE PIECE EXTRUDED SIGN PANELS



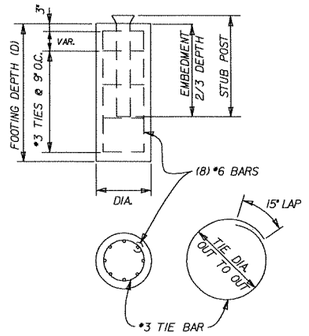
NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL"

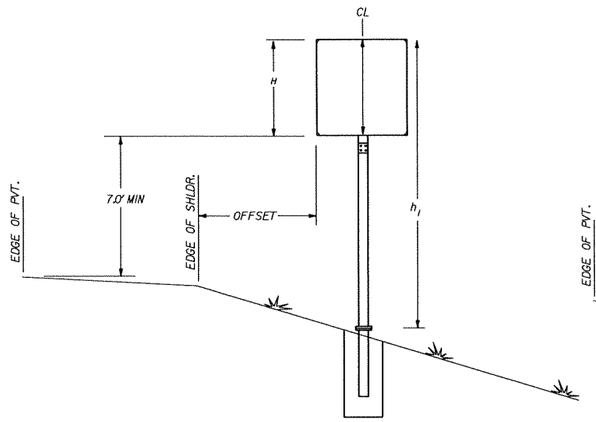
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
LYDDY SULLIVAN
8/1/11

DETAILS OF GUIDE SIGN PANELS

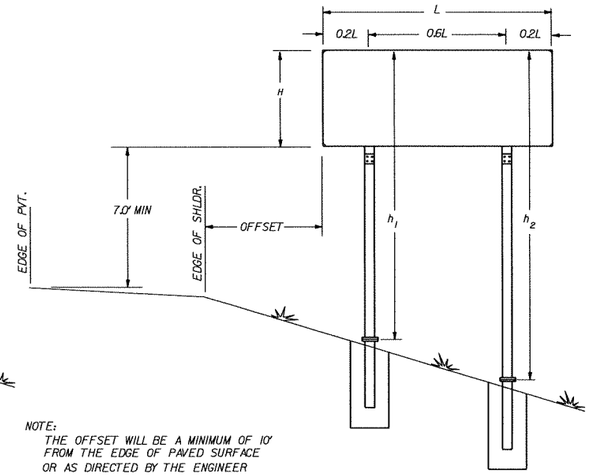
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	98	125

(2) **I-BEAM SIGN SUPPORTS**



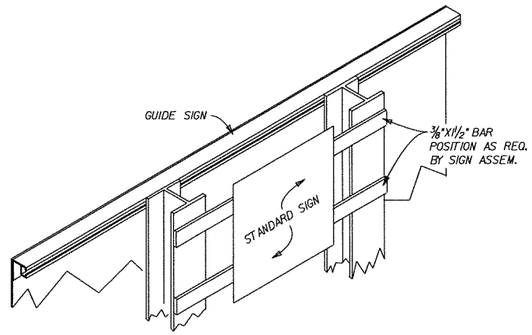


G-1

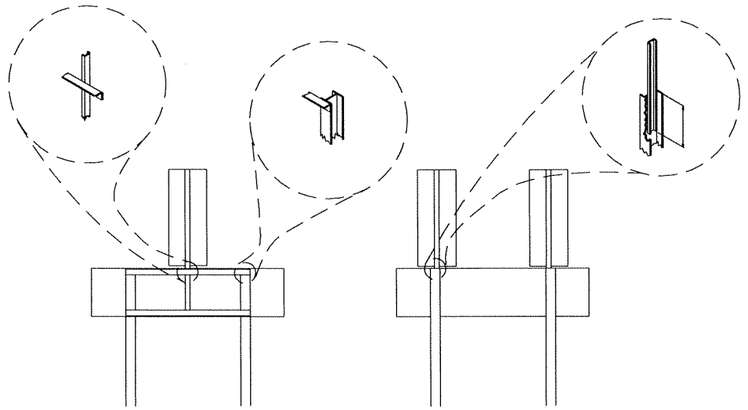


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

G-2



SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



A

B

C

TRIPLE ASSEM.(C or D)

* Y	* X	TYPE ASSEM.
4'-4"	≥ 7'-6"	G-IC
4'-4"	< 7'-6"	G-ID
4'-10"	≥ 8'-0"	G-IC
4'-10"	< 8'-0"	G-ID
5'-1"	≥ 8'-6"	G-IC
5'-1"	< 8'-6"	G-ID
5'-4"	≥ 9'-0"	G-IC
5'-4"	< 9'-0"	G-ID

LEGEND
≥ GREATER THAN OR EQUAL TO
< LESS THAN

FOOTING QUANTITIES

FTG. DEPTH	NO. OF TIES	STUB PROJ.	18" DIA.		24" DIA.		30" DIA.		36" DIA.		"A"
			CU.YD.	* STEEL	CU.YD.	* STEEL	CU.YD.	* STEEL	CU.YD.	* STEEL	EMBED.
2'-6"	4	4"	0.16	30.5							1'-8"
3'-0"	4	4"	0.20	36.6							2'-0"
3'-6"	5	4"	0.23	44.2							2'-4"
4'-0"	6	4"	0.26	51.8	0.46	55.4					2'-8"
4'-6"	7	4"	0.29	59.5	0.52	63.6					3'-0"
5'-0"	7	4"	0.33	65.5	0.58	69.6	0.91	73.8			3'-4"
5'-6"	8	4"			0.64	77.9	1.00	82.6			3'-8"
6'-0"	9	4"			0.70	86.7	1.09	91.5	1.57	96.5	4'-0"
6'-6"	9	4"					1.18	97.5	1.70	102.6	4'-4"
7'-0"	10	4"					1.27	106.3	1.83	111.9	4'-8"
7'-6"	11	4"							1.96	121.3	5'-0"
8'-0"	11	4"							2.09	127.3	5'-4"

REINFORCING STEEL SCHEDULE

FTG. DIA. IN.	*3 TIE BARS DIA. IN.	*3 TIE BARS LGTH.-EA. FT./IN.	*3 TIE BARS WEIGHT LBS.	FTG. DEPTH FT./IN.	(8) #6 BARS LGTH.-EA. FT./IN.	(8) #6 BARS WEIGHT LBS.	NO. TIES EA.
18"	12"	4'-4"	1.629	2'-6"	2'-0"	24.03	4
				3'-0"	2'-6"	30.04	4
24"	18"	5'-11"	2.225	3'-6"	3'-0"	36.05	5
				4'-0"	3'-6"	42.06	6
30"	24"	7'-6"	2.820	4'-6"	4'-0"	48.06	7
				5'-0"	4'-6"	54.07	7
36"	30"	9'-0"	3.384	5'-6"	5'-0"	60.08	8
				6'-0"	5'-6"	66.09	9
				6'-6"	6'-0"	72.10	9
				7'-0"	6'-6"	78.10	10
				7'-6"	7'-0"	84.11	11
				8'-0"	7'-6"	90.12	11

D

E

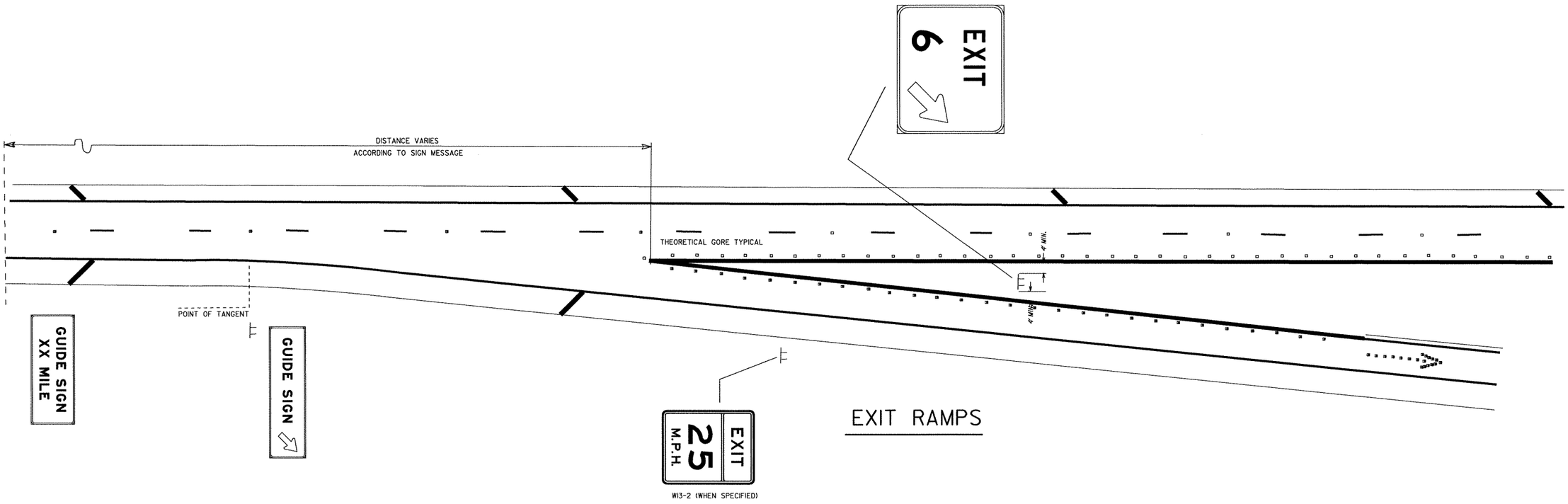
F

G

I-BEAM SIGN SUPPORTS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	99	125

(2) DETAIL OF SIGN PLACEMENT

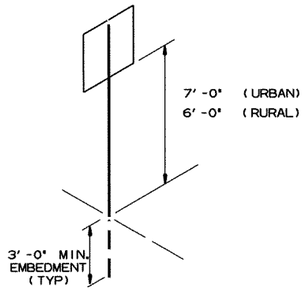


STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 5851
LARRY SULLIVAN

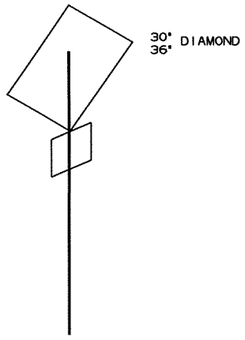
DETAIL OF SIGN PLACEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	100	125

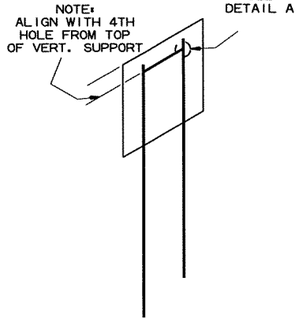
(2) U-CHANNEL POST ASSEMBLIES



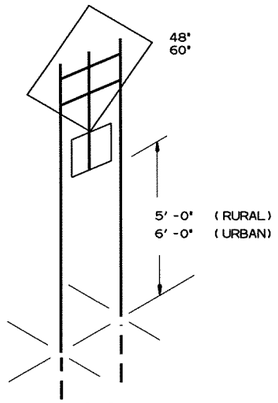
U1-1



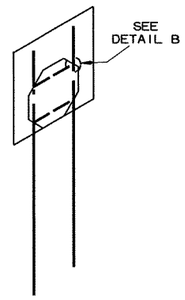
U1-2



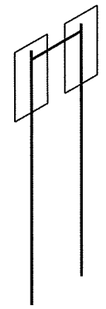
U2-1



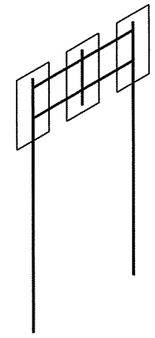
U2-2



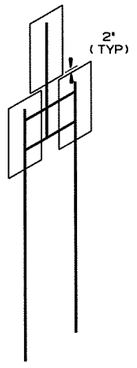
U2-3



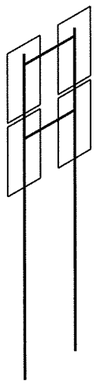
U2-4



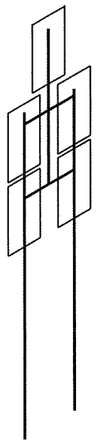
U2-5



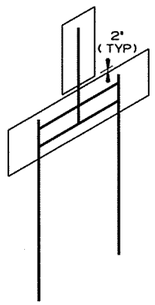
U2-6



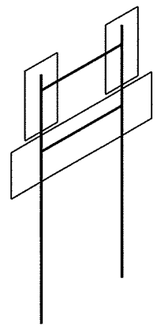
U2-7



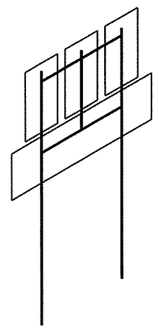
U2-8



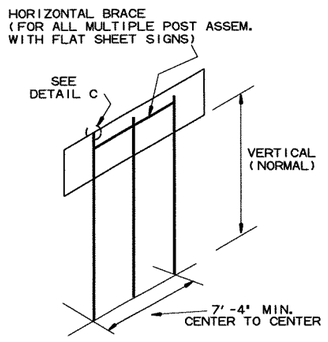
U2-9



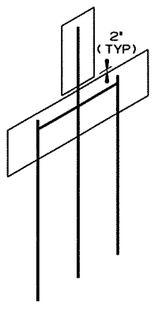
U2-10



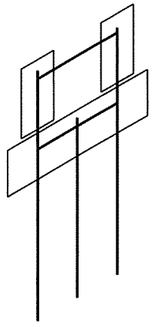
U2-11



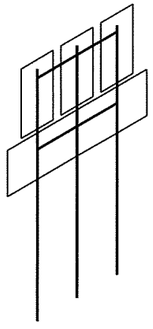
U3-1



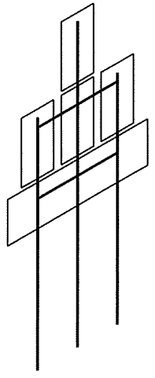
U3-2



U3-3



U3-4



U3-5

NOTES:

SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN THE U-CHANNEL POST ASSEMBLY DETAILS.

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. CARRIAGE BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.

THE POSTS SHALL BE A FLANGED CHANNEL SECTION WEIGHING NOT LESS THAN 3.00 POUNDS PER FOOT (4.46 KG/M).

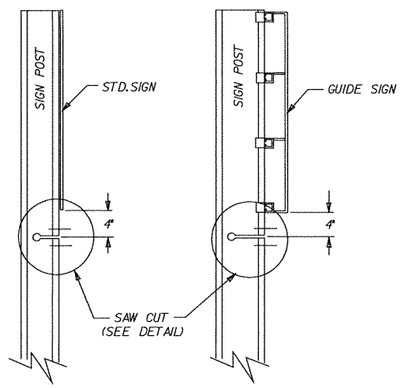
STATE OF ARKANSAS ★★★ REGISTERED PROFESSIONAL ENGINEER ★★★ No. 5851 ANTONY SULLIVAN

U-CHANNEL POST ASSEMBLIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	101	125

(2) DETAILS OF I-BEAM SIGN SUPPORTS

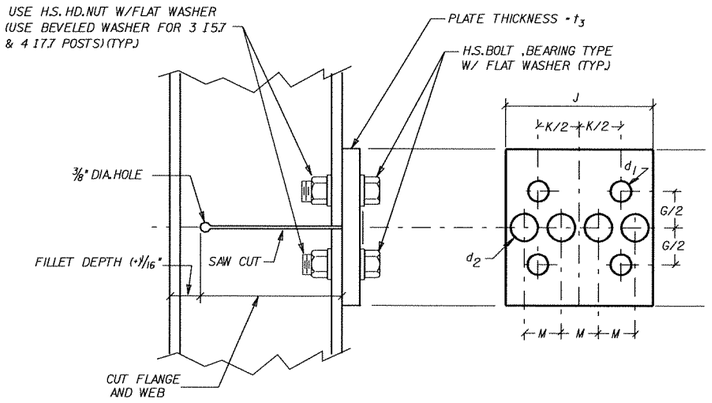
NOTE: BOLT HOLES, USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED, AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED, WITH AN APPROVED ZINC SOLDER MEETING THE FEDERAL SPEC. O-6-93 (STICK ONLY).

Standard Signs

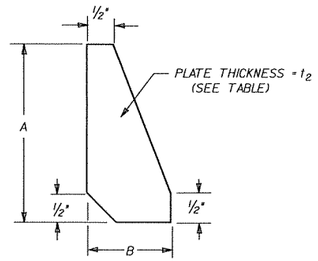
Guide Signs



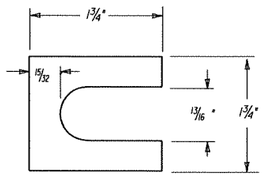
NOTE: USE H.S. HEX HEAD BOLTS, HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS, HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36, ASTM-A441, ASTM-572 GRADE 50, OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

POST SIZE F	BASE CONNECTION DATA: BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	FUSE PLATE DATA: F	G		J	K	M	d_1	d_2	t_3	BOLT SIZE	WT. OF EACH FUSE PLATE LBS.
W 6X9	5/8" x 2 3/4"	450"-680"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"	4 1/4"	2"		4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X12																						
W 6X15												5"	2 1/2"		6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	5/8" x 2 1/4"	2.51
W 8X18	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	11/32"	5"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	2.26
W 8X21												5 1/2"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 10X22												6"	3"		5 3/4"	2 3/4"	1 3/8"	13/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X26																						
W 12X26												6"	3"		6 1/2"	3 1/2"	1 5/8"	13/16"	1 5/16"	1/2"	3/4" x 2 1/4"	4.47

FUSE PLATE DETAILS



STIFFENER PLATE DETAIL



FURNISH 2 ~ .012"+/- THICK AND 2 ~ .032"+/- THICK SHIMS PER POST

SHIM DETAIL

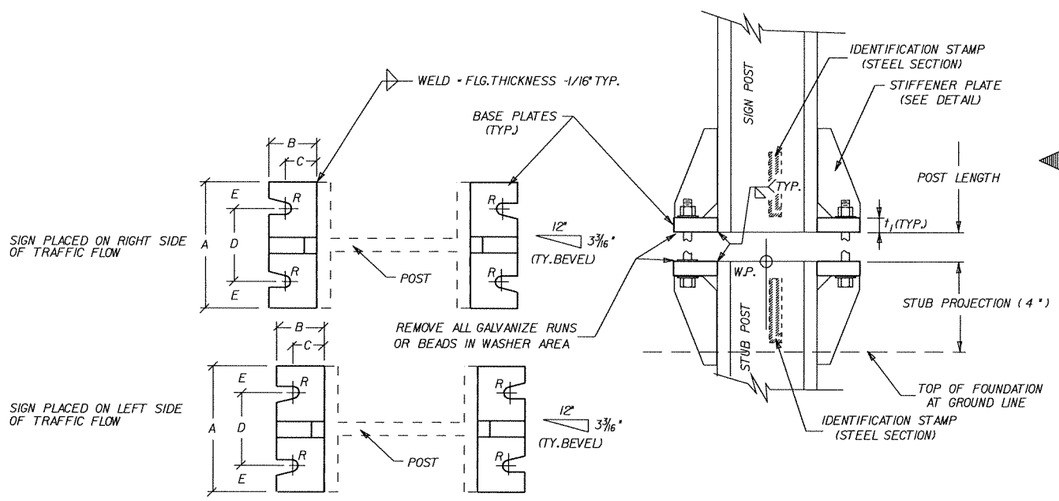
GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

FOR FOOTING DETAILS REFER TO PLANS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.



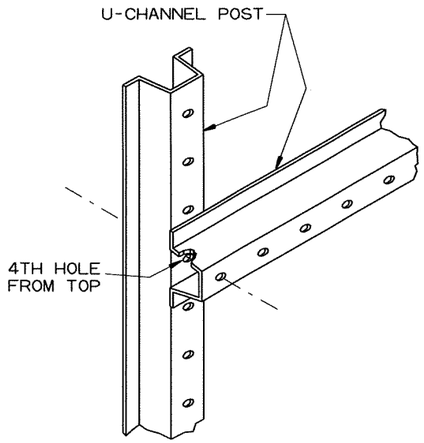
SIGN POST AND STUB POST

NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S. BOLTS WITH HEX HD., HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT. SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC. IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST, THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE), THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.

DETAILS OF I-BEAM SIGN SUPPORTS

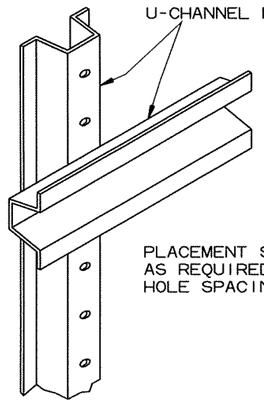
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		020487	102	125

(2) U-CHANNEL POST ASSEMBLY DETAILS



DETAIL A

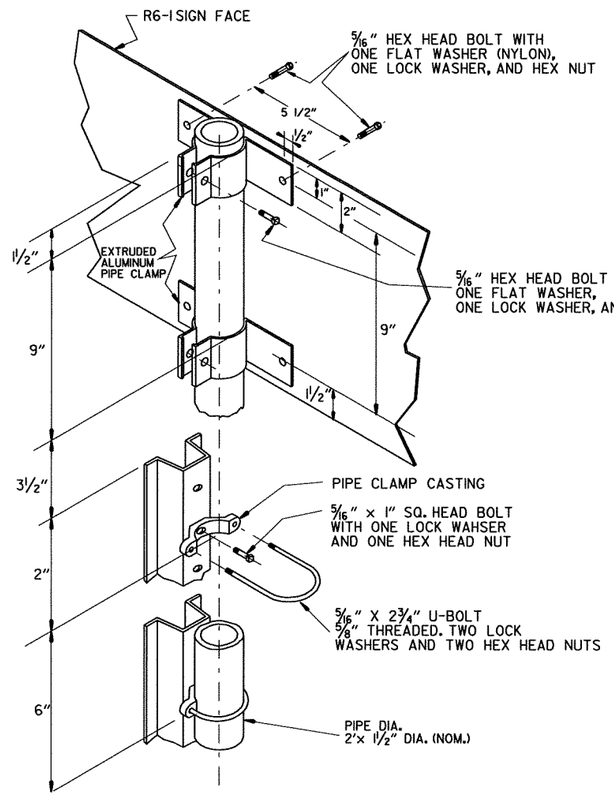
SHOWING HORIZONTAL BRACE



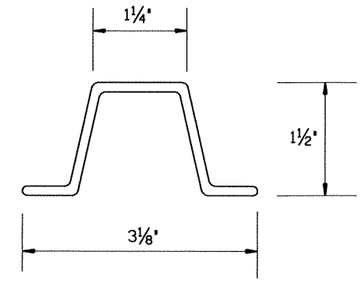
PLACEMENT SHALL BE AS REQUIRED BY SIGN HOLE SPACING.

DETAIL B

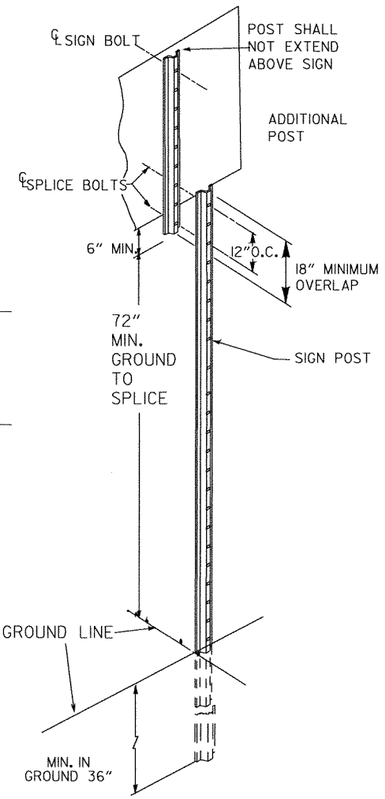
SHOWING BACK-TO-BACK INSTALLATION



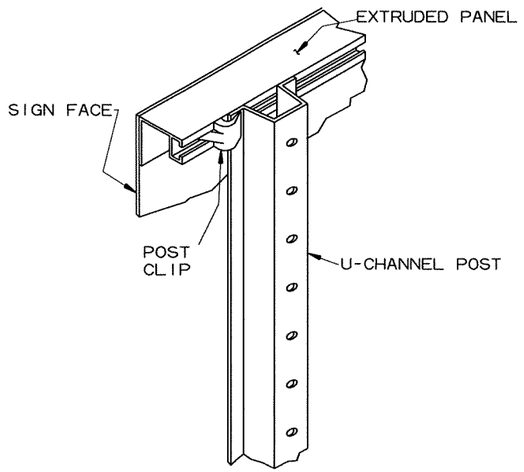
R6-1 EXTENSION FOR U-CHANNEL POST



(3 LB. U-CHANNEL POST)

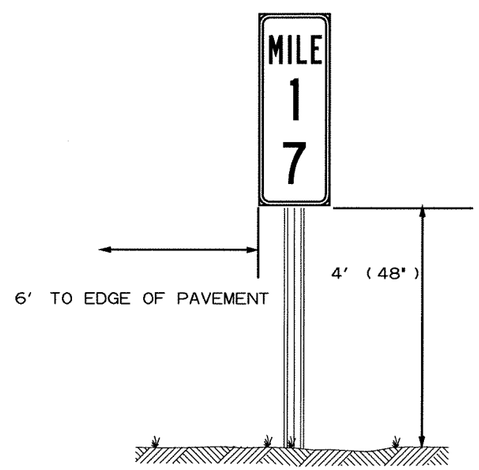


DETAIL OF SPLICES

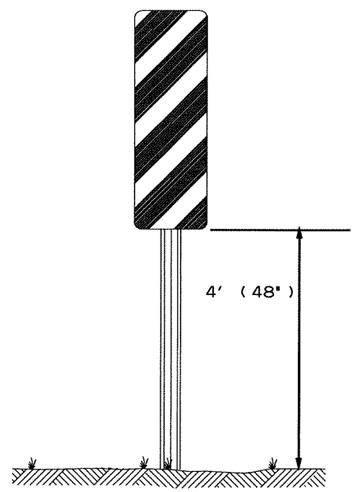


DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



TYPICAL MILE MARKER INSTALLATION



TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

NOTES:

USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES.

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.

THREE TWO-POUND POSTS WITHIN SEVEN FEET SHALL REQUIRE A GROUND SPLICE.

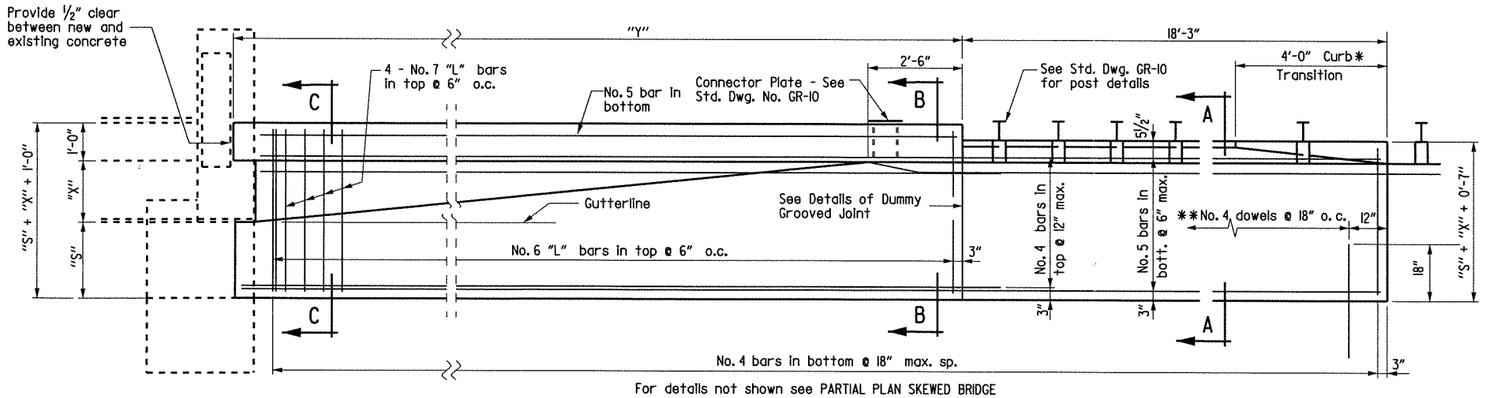
ALL SIGN POSTS SHALL BE PLUMB.

THE POSTS FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.

STATE OF ARKANSAS ★★★ REGISTERED PROFESSIONAL ENGINEER ★★★ No. 5851 J. TONY SULLIVAN

U-CHANNEL POST ASSEMBLY DETAILS

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.		020487	103	125
				①		Approach Gutter A-2 48759		



For details not shown see PARTIAL PLAN SKEWED BRIDGE

NOTE: Bridge end may vary from that shown. Adjust gutter as required to provide similar rail transition.

PLAN - SQUARE BRIDGES

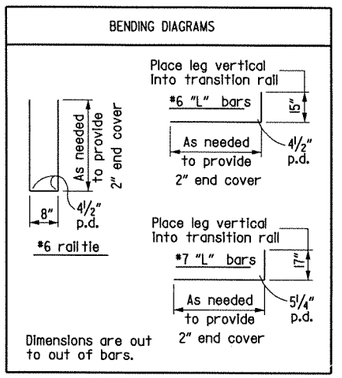
Scale: ½" = 1'-0"

TABLE OF VARIABLES

"X"	"Y"	"Z"*	APPROX. QUANTITIES FOR INFORMATION ONLY ⚠ CONCRETE CU. YD.	REINFORCING STEEL LB.
0'-6"	7'-6"	9"	("S"x 1.15) + 2.27	("S" x 111) + 310
1'-7½"	18'-9"	9"	("S"x 1.66) + 6.37	("S" x 179) + 691
1'-5½"	17'-1"	7½"	("S"x 1.58) + 5.62	("S" x 169) + 636

NOTE: "S" = Distance from gutterline to edge of shoulder or edge of approach slab, if present, but in no case less than 3'-0".
"X" = Distance from gutterline to face of existing end post.
"Z" = Height of bridge curb

BENDING DIAGRAMS

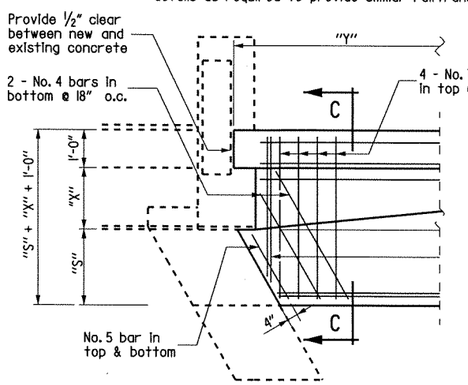


*Construct curb with height-transition as shown if drop inlet is not used at end of gutter.

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

**Dowels shall be drilled and grouted 18" into existing approach slab. Work for drilling and grouting will not be paid separately but will be considered subsidiary to "Approach Gutters".

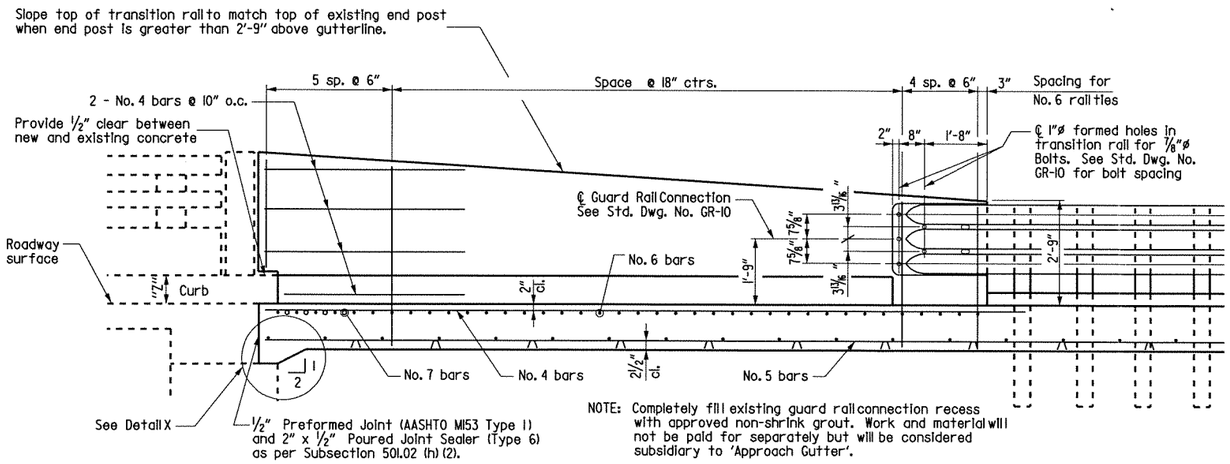
NOTE: Bridge end may vary from that shown. Adjust gutter details as required to provide similar rail transition.



NOTE: Reinforcing Steel is similar as shown for opposite side.

PARTIAL PLAN - SKEWED BRIDGES ⚠

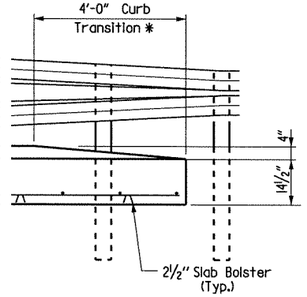
Scale: ½" = 1'-0"

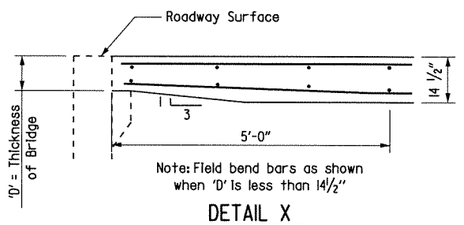


NOTE: Completely fill existing guard rail connection recess with approved non-shrink grout. Work and material will not be paid for separately but will be considered subsidiary to 'Approach Gutter'.

LONGITUDINAL SECTION THRU GUTTER

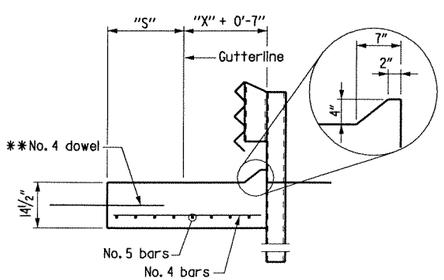
Scale: ½" = 1'-0"





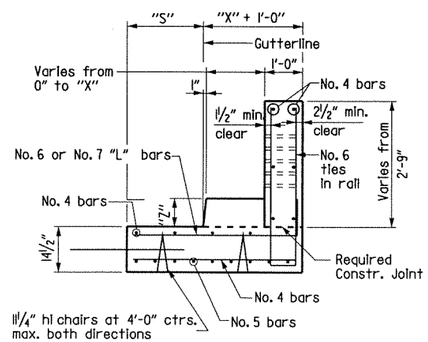
DETAIL X

No Scale



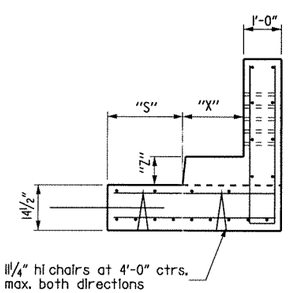
SECTION A-A

Scale: ½" = 1'-0"



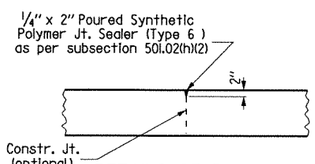
SECTION B-B

Scale: ½" = 1'-0"



SECTION C-C

At end of Transition Rail
Scale: ½" = 1'-0"



DETAILS OF DUMMY GROOVED JOINT

½" = 1'-0"

GENERAL NOTES

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

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

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

⚠ Revised Reinforcing Quantities and added Partial Detail of Skewed Bridge By CMW 3/19/10. CK. By CSL 3/22/10

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
CHARLES P. BRAND
4/20/10

BRIDGE ENGINEER

DETAILS OF APPROACH GUTTERS TYPE A-2

ROUTE SEC.

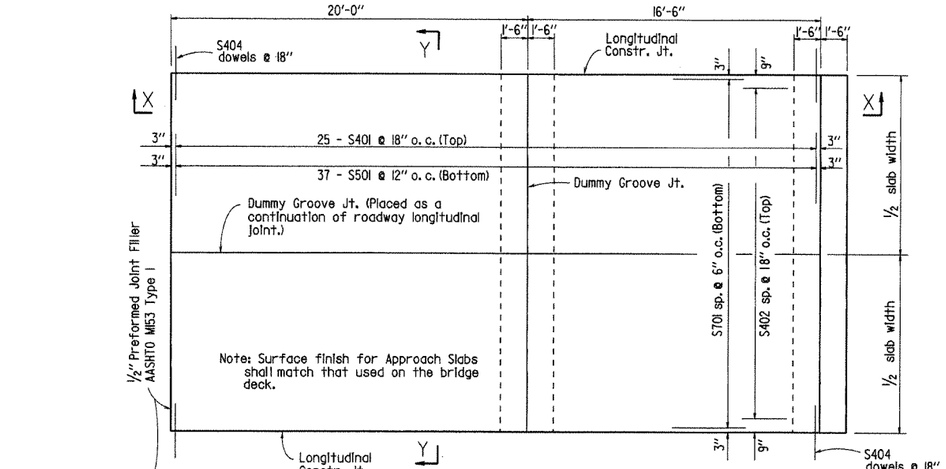
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY:	CH	DATE:	2/17/10	FILENAME:	TYPE A-2.dgn
CHECKED BY:	CPB	DATE:	3/5/10	SCALE:	N.T.S.
DESIGNED BY:	STD	DATE:			

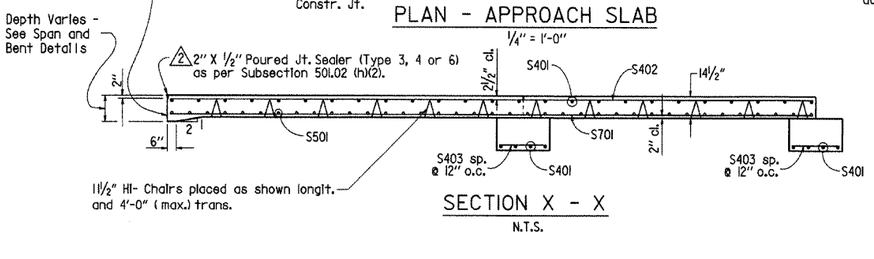
BRIDGE NO. DRAWING NO. 48759

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-10-2003				6	ARK.		104	
07-14-2010				JOB NO.				
				①	APPROACH SLAB - 2018			



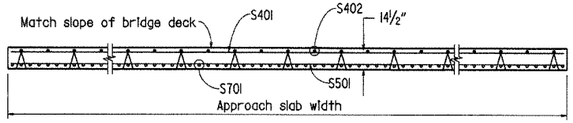
PLAN - APPROACH SLAB

1/4" = 1'-0"



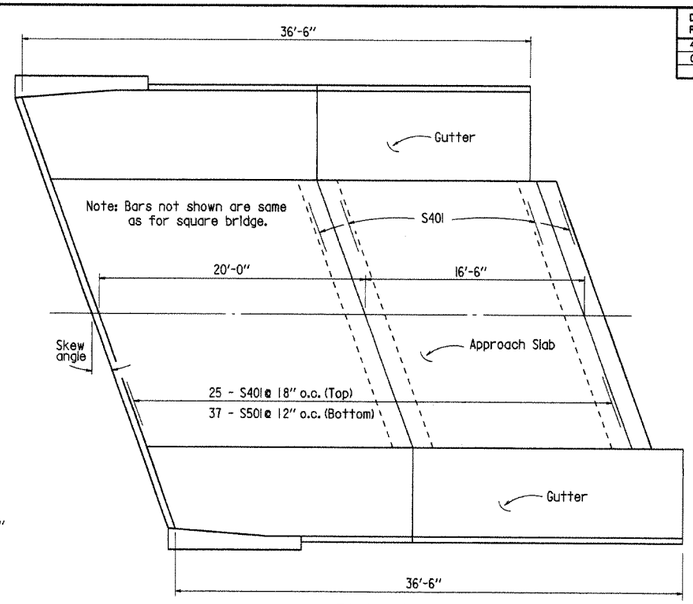
SECTION X - X

N.T.S.



SECTION Y - Y

N.T.S.



PLAN VIEW SHOWING APPROACH FOR SKEWED BRIDGE

3/16" = 1'-0"

BAR LISTS

(Square & Skewed Slabs)

	Mark	No. Req'd.	Length	
			Square	Skewed
15'-0" slab width	S401	33	14'-8"	14'-8" (secant skew angle)
	S402	10	36'-2"	
	S403	* 30	2'-8"	
	S404	* 50	3'-0"	
	S501	37	14'-8"	14'-8" (secant skew angle)
	S701	30	36'-2"	
24'-0" slab width	S401	33	23'-8"	23'-8" (secant skew angle)
	S402	16	36'-2"	
	S403	* 48	2'-8"	
	S404	* 50	3'-0"	
	S501	37	23'-8"	23'-8" (secant skew angle)
	S701	48	36'-2"	
36'-0" slab width	S401	33	35'-8"	35'-8" (secant skew angle)
	S402	24	36'-2"	
	S403	* 72	2'-8"	
	S404	* 50	3'-0"	
	S501	37	35'-8"	35'-8" (secant skew angle)
	S701	72	36'-2"	

* Varies with skew angle. The number shown is for square bridges.

GENERAL NOTES

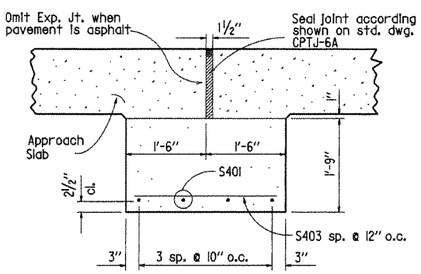
Concrete shall be Class S (AE) (f'c = 4,000 psi).

Reinforcement Steel shall conform to AASHTO M31 or M53, Grade 60 (fy = 60,000 psi).

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

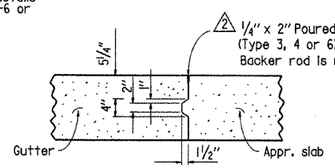
1 Revised and redrawn 4-10-2003. By KDH Ck. By: CJF 4-10-2003

2 Added joint sealer type 07-14-2010 By MJT Ck. By: CJF 07-14-2010



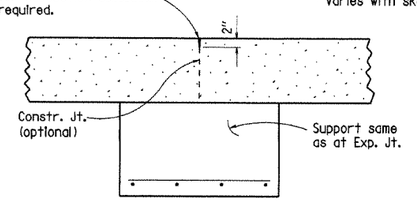
DETAILS OF SUPPORT AT EXPANSION JOINT

3/4" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

3/4" = 1'-0"



DETAILS OF DUMMY GROOVED JOINT

3/4" = 1'-0"

TABLE OF QUANTITIES FOR ONE SQUARE APPROACH SLAB

Slab Width	Reinforcing Steel	Concrete (Cu. Yds.)
15'-0"	3502 lb.	30.72
24'-0"	5556 lb.	49.15
36'-0"	8294 lb.	73.73

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 4337
CHARLES P. BRAND

BRIDGE ENGINEER

DETAILS OF APPROACH SLAB

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

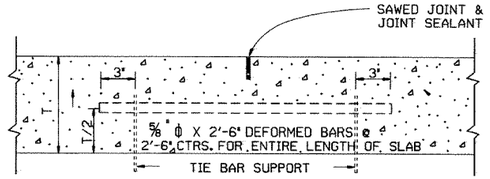
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 4-10-2003 FILENAME: B2018.STD

CHECKED BY: CJF DATE: 4-10-2003 SCALE: AS SHOWN

DESIGNED BY: Std. DATE:

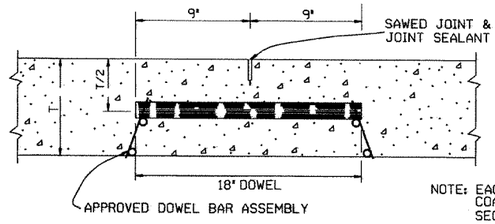
BRIDGE NO. DRAWING NO. 2018



LONGITUDINAL JOINT

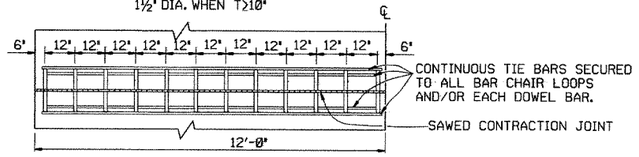
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.

TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.



NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

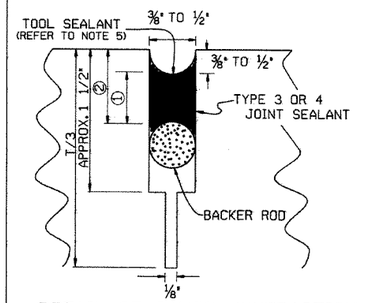
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<12"
1½" DIA. WHEN T≥12"



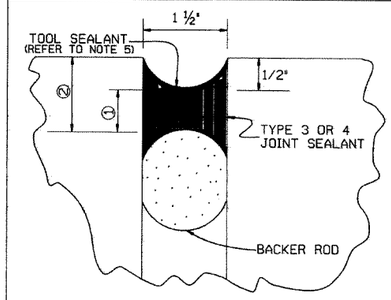
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR.
FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



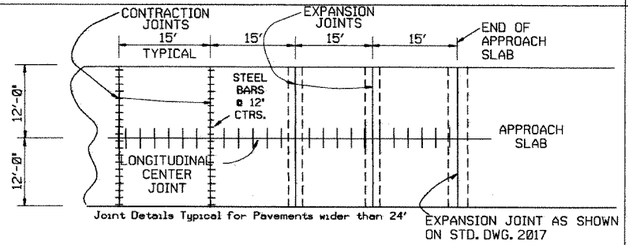
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

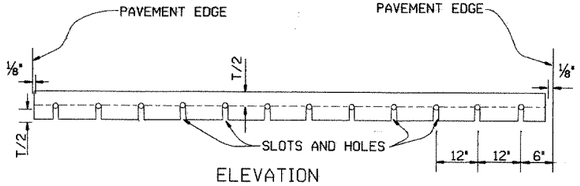
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
½	⅜	⅝	½
⅝	⅜	¾	⅝
⅞	⅜	⅞	⅞
¾	⅜	⅞	⅞
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	½	¾	¾
⅜	¾	½	1

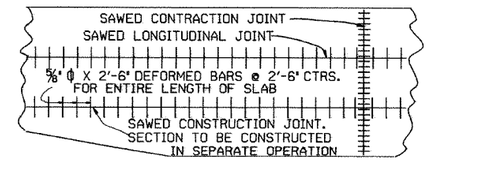


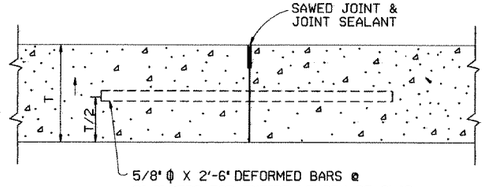
PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



ELEVATION

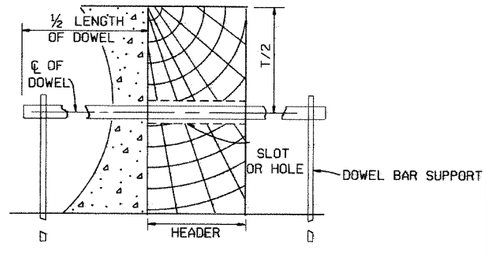
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.





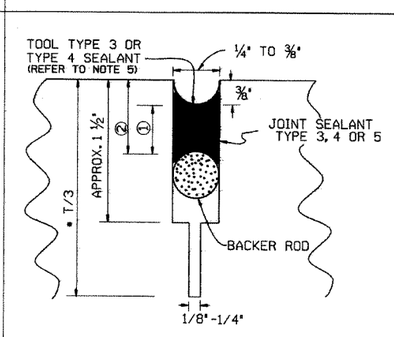
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

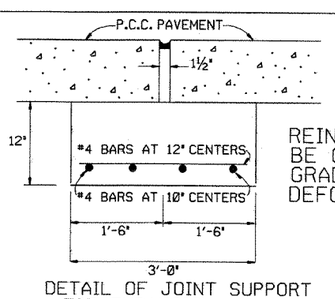
TRANSVERSE CONSTRUCTION JOINT



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

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

DATE	REVISION	DATE FILMED
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11- 3-94	ADDED NOTE RE: REINF. BARS	
4- 1-93	REVISED DOWEL BARS & GEN. NOTES	4- 1-93
10- 1-92	REVISED DOWEL SPACING	10- 1-92
8- 15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4+1 TO T/3+1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88



DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

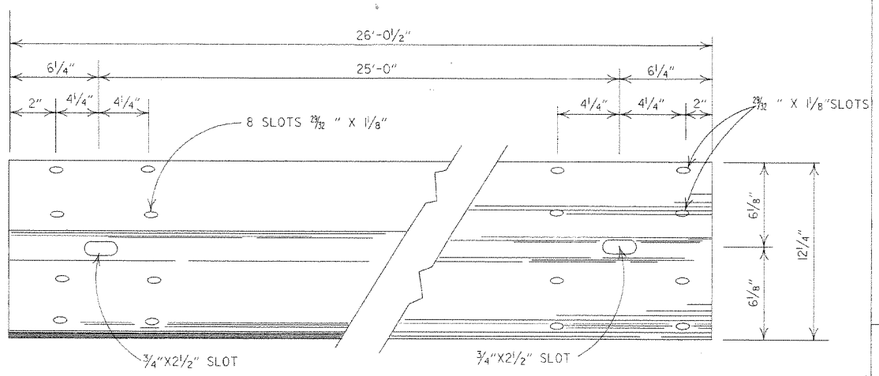
GENERAL NOTES

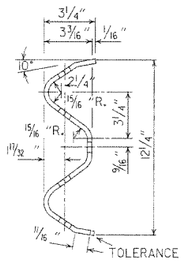
1. 'T' DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2" GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
3. THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS 'A', 'S' OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

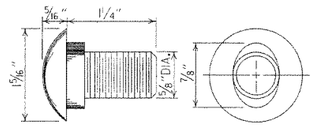
STANDARD DRAWING CPTJ - 6A



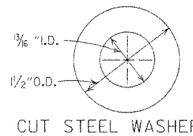


DETAILS OF W-BEAM GUARD RAIL

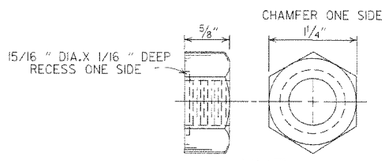
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



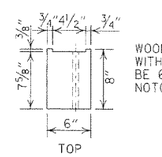
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



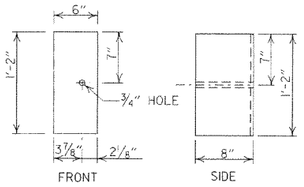
CUT STEEL WASHER



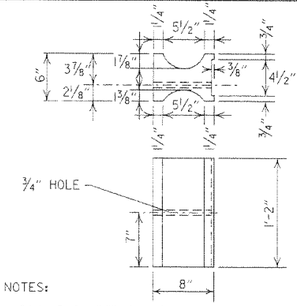
NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.



WOOD BLOCKOUT (W-BEAM)

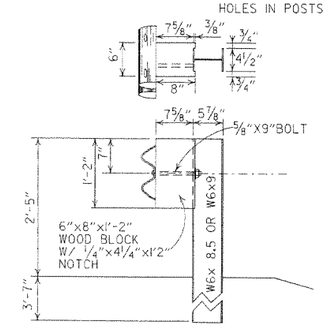


NOTES:

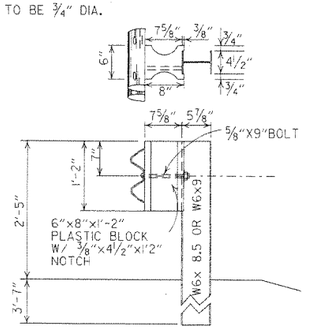
1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

PLASTIC BLOCKOUT (W-BEAM)

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.

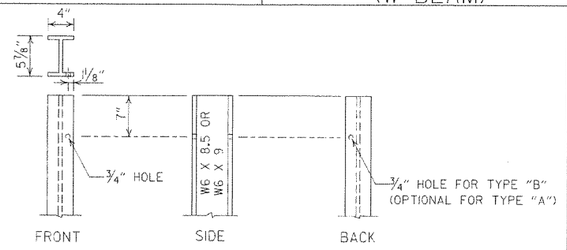


WOOD BLOCKOUT CONNECTIONS

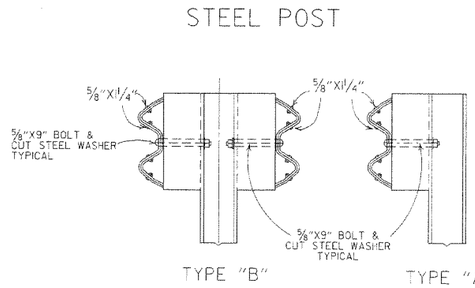


PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



STEEL POST



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (400 f) OR NO. 1 1350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

HOLES IN POSTS AND BLOCKS TO BE 3/4" DIA.

POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - 1/4".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

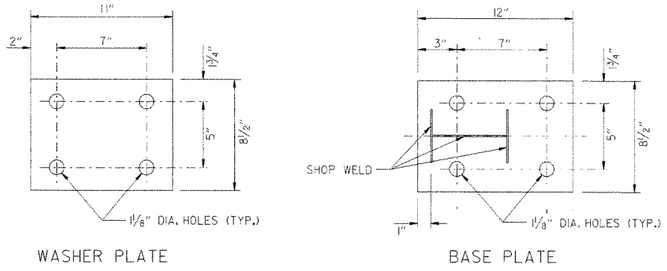
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & ON STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
3-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
1-12-00	ADDED PLASTIC BLOCKOUT	
8-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
4-3-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
6-2-94	ADDED ALT. STEEL POST SIZE	
8-5-93	REVISED STEEL POST SIZE	8-5-93
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED WASHER NOTE	8-15-91
8-2-90	REV. GEN. NOTE & DEPHT OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87

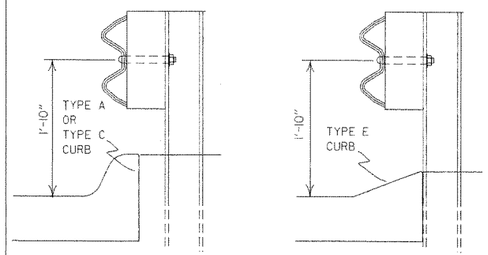
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8

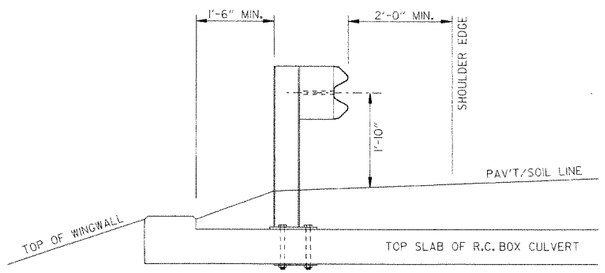


Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.

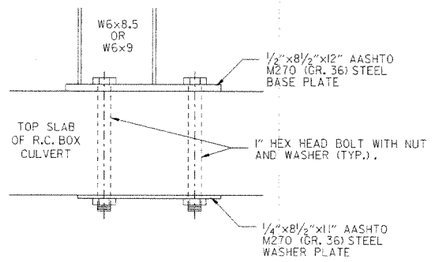


DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

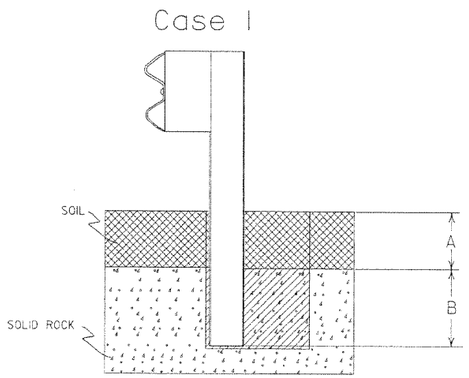
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.

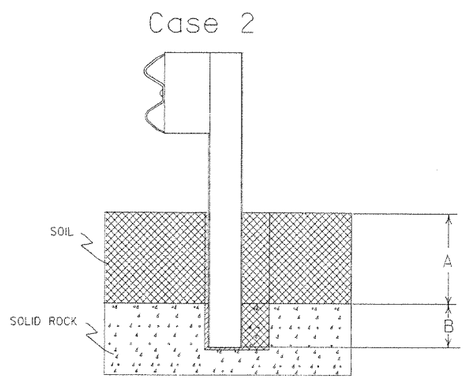


SECTION A-A

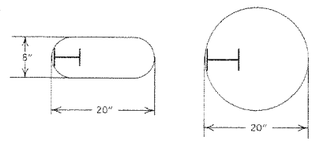


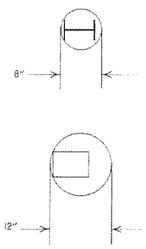
DETAIL OF CONNECTION



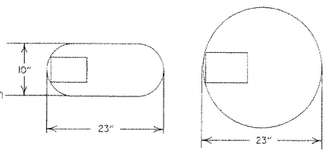


Plan View Steel Posts
Either hole configuration acceptable





Plan View Wood Posts
Either hole configuration acceptable



Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

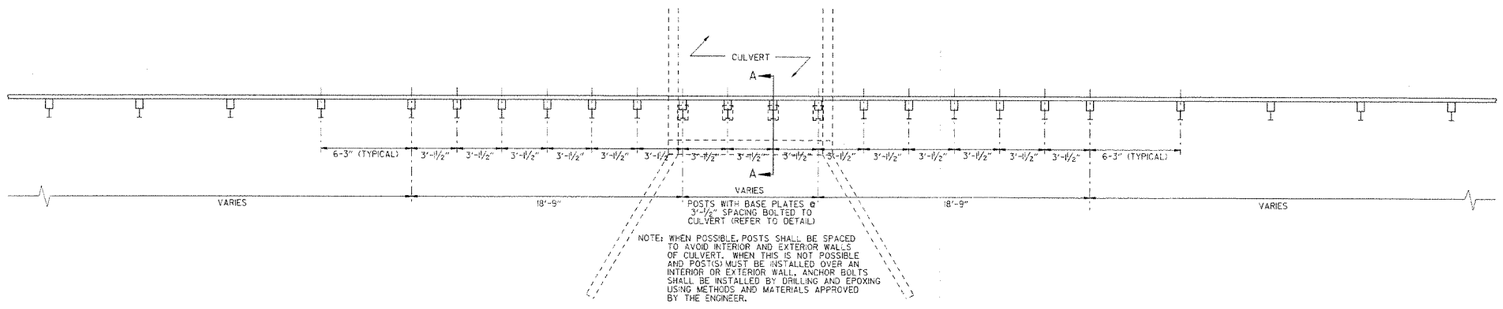
Zone A:
Backfill according to Section 617.03(a).

Zone B:
Backfill hole in 6" lifts with material meeting the requirements of Section 802.02(c) - Alternate gradation. Compact to 95% maximum dry density per ASTM D-698.

Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DWG. GR-8.

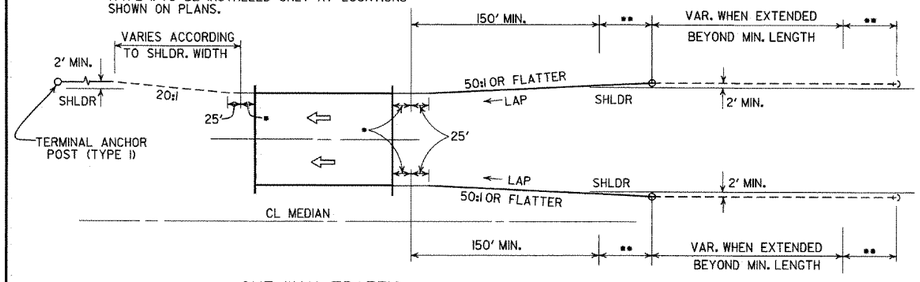
DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
4-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
3-30-00	REMOVED CONCRETE INSERT ANCHOR	
8-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADD. DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULVT. DELETED DET. OF STEEL LINE POST CONN.& ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
4-3-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
8-22-95	ADDED OPTIONAL HOLES	
6-2-94	REVISED ALTERNATE POST SIZE	
8-5-93	REVISED STEEL POST SIZE	
10-1-92	REDRAWN & REVISED	10-1-92
8-2-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
7-15-88	CONFORMED TO 1988 SPECS	
3-4-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-9-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

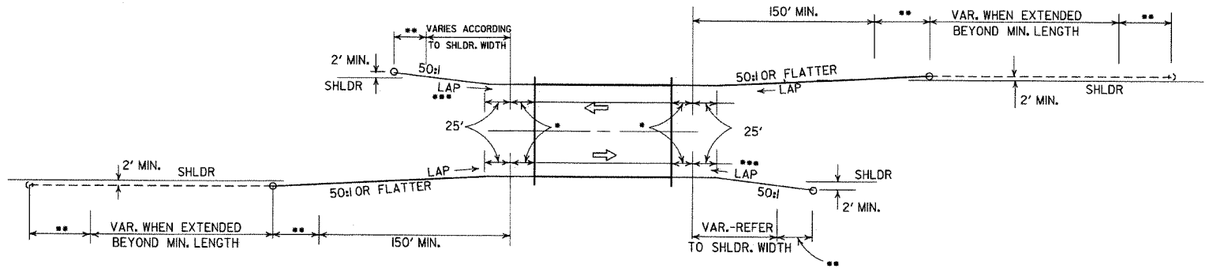
STANDARD DRAWING GR-8A

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

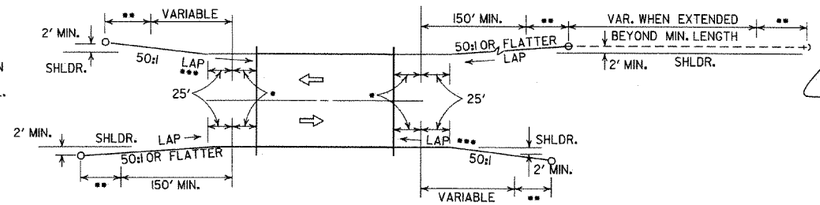
••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

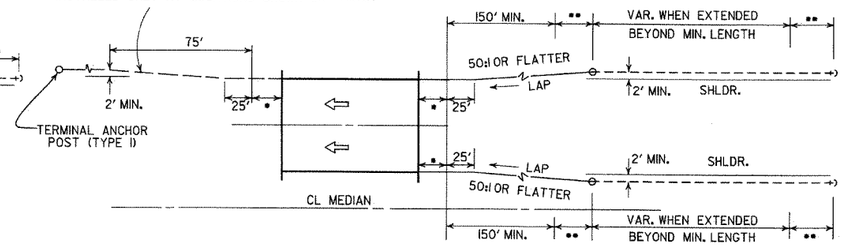
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• 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

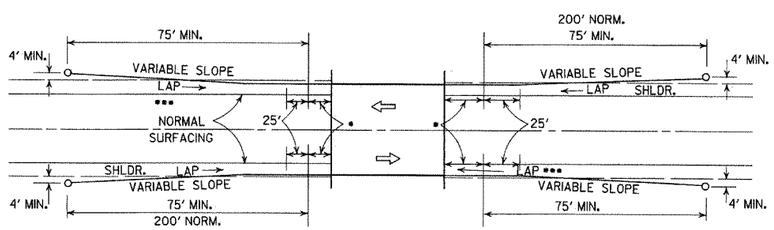
NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



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.



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

LEGEND

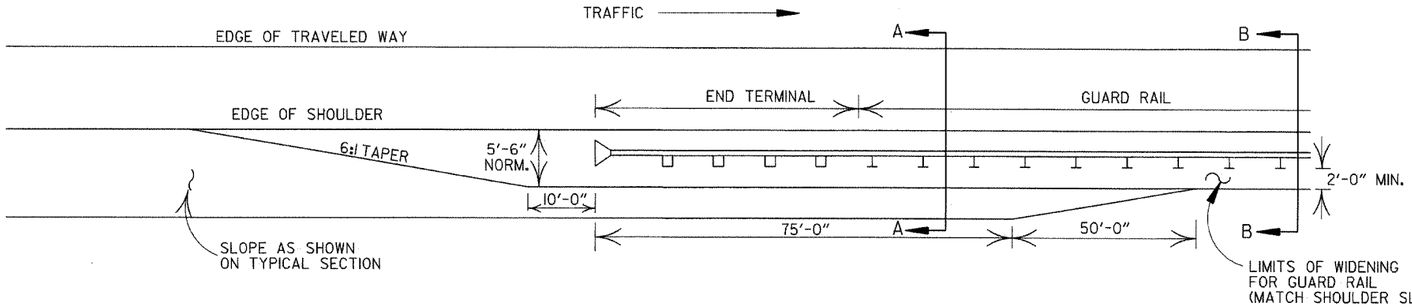
- • THRIE BEAM GUARD RAIL TERMINAL
- •• GUARD RAIL TERMINAL (TYPE 2)

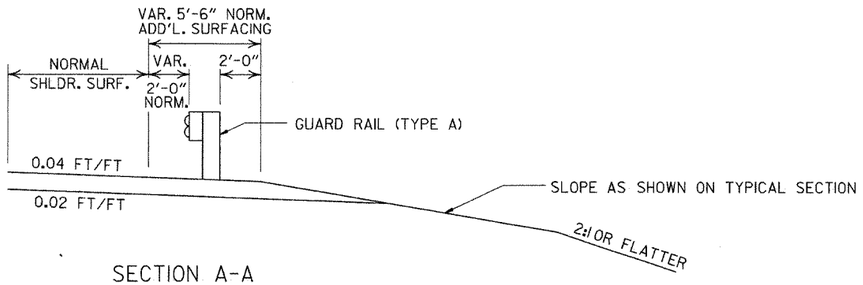
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87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

ARKANSAS STATE HIGHWAY COMMISSION

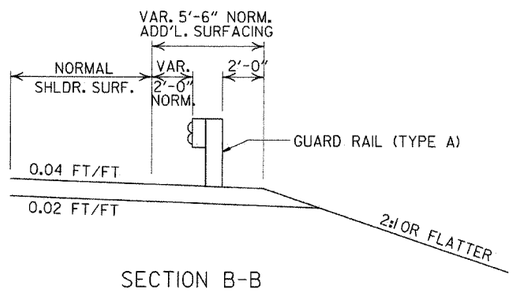
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





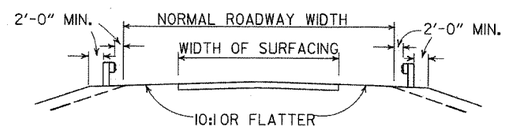
SECTION A-A



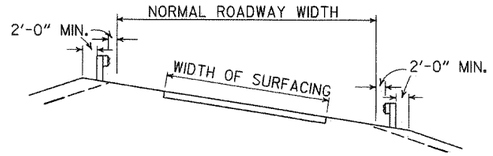
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

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

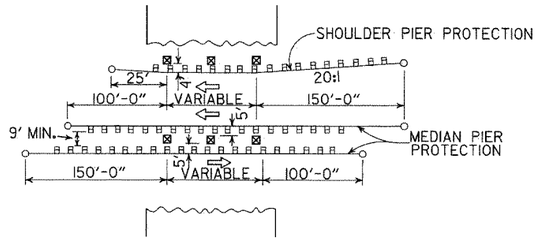


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



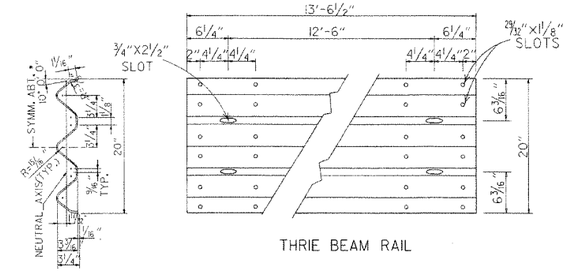
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

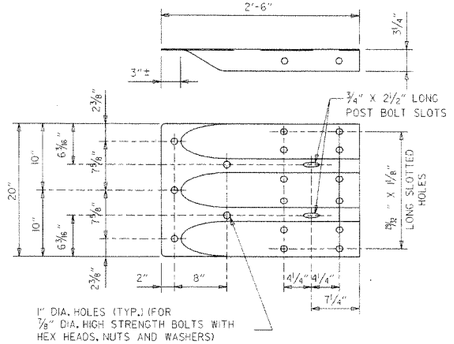
GUARD RAIL DETAILS

STANDARD DRAWING GR-9A



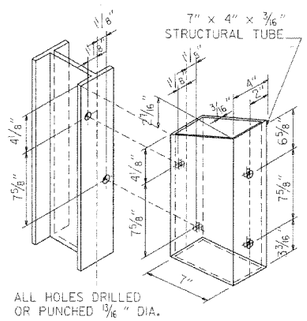
THRIE BEAM RAIL

SECTION THRU THRIE BEAM RAIL



1" DIA. HOLES (TYP.) (FOR ⅞" DIA. HIGH STRENGTH BOLTS WITH HEX HEADS, NUTS AND WASHERS)

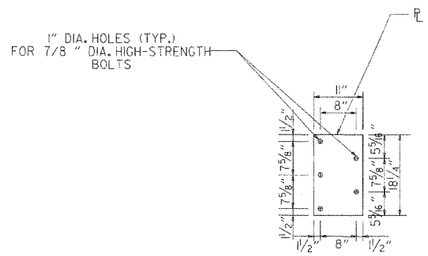
SPECIAL END SHOE



ATTACH BLOCKOUT TO POST USING ⅝" DIA. HEX HEAD BOLTS WITH 1½" O.D. CUT STEEL WASHERS AND NUT.

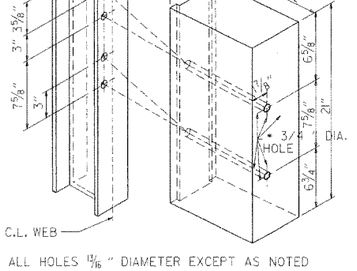
ALL HOLES DRILLED OR PUNCHED 13/16" DIA.

STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



CONNECTOR PLATE

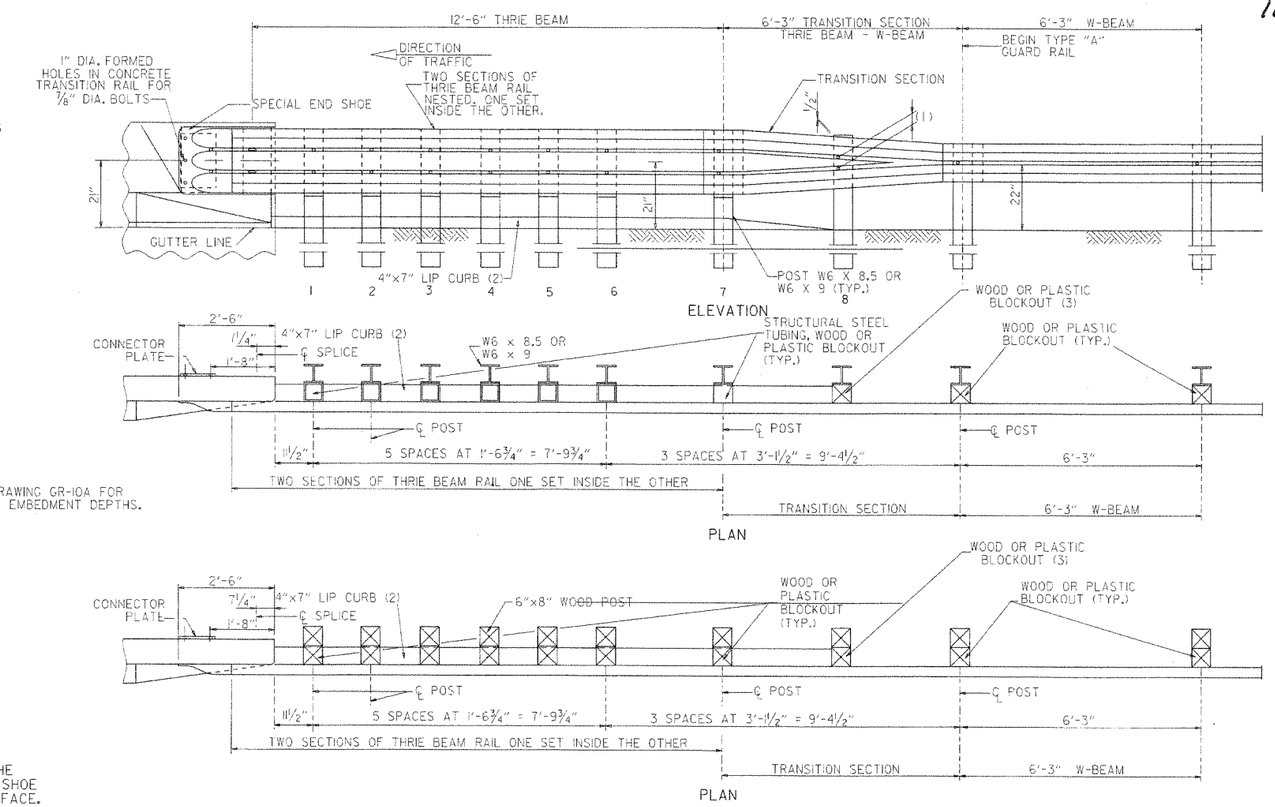
CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING ⅞" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

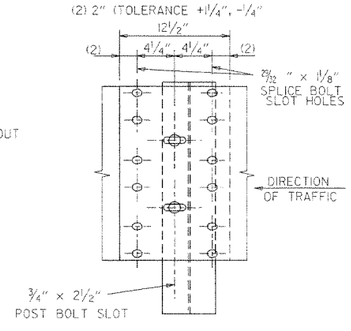
NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



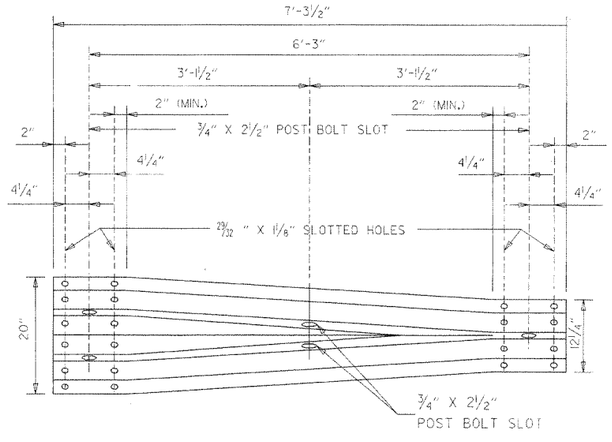
NOTE: SEE STANDARD DRAWING GR-10A FOR GUARD RAIL POST EMBEDMENT DEPTHS.

(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS



THRIE BEAM RAIL SPLICE AT POST



TRANSITION SECTION

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE II.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¼" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-11.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

REFER TO STD. DRWG. GR-10A FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

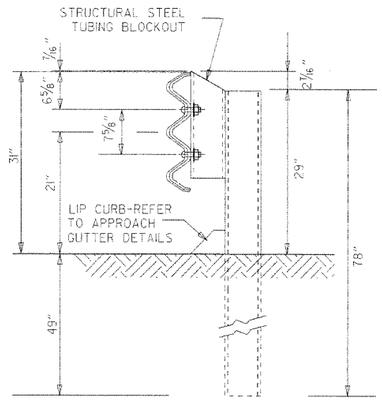
THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED NOTE (2)	
6-29-00	MOVED DIMENSION LINES	
5-18-00	ADDED NOTE	
3-30-00	DRAWN & ISSUED	

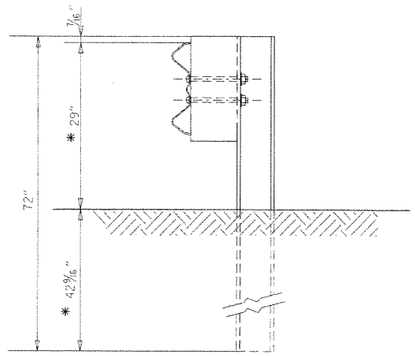
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10

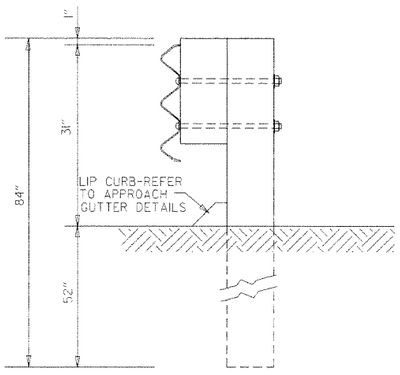


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7

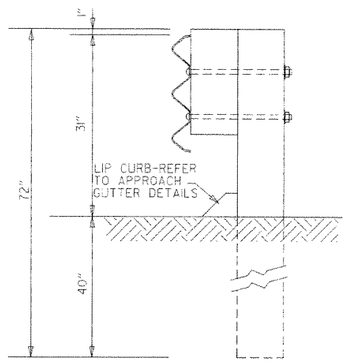


W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

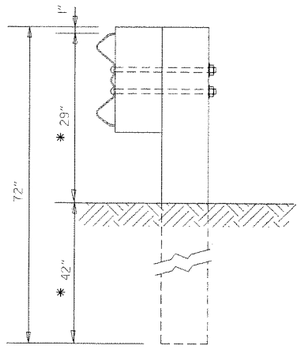
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



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

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

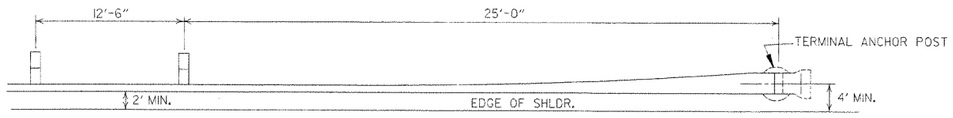
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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

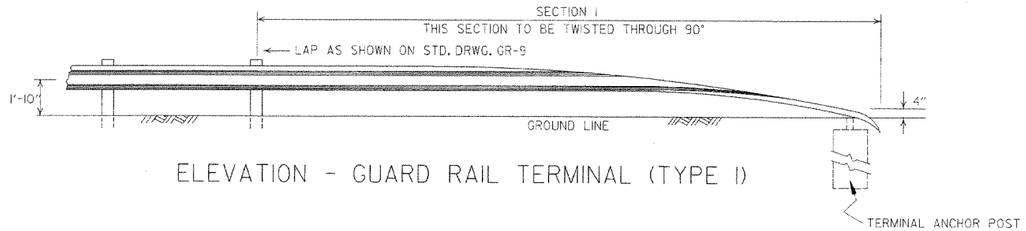
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

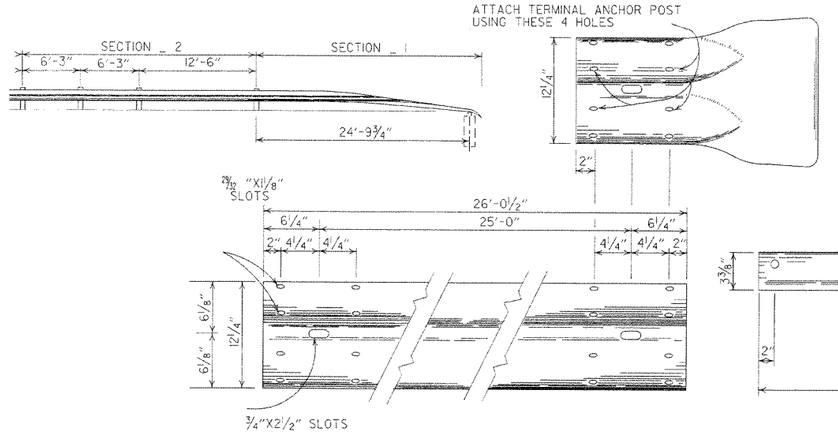


PLAN - GUARD RAIL TERMINAL (TYPE I)



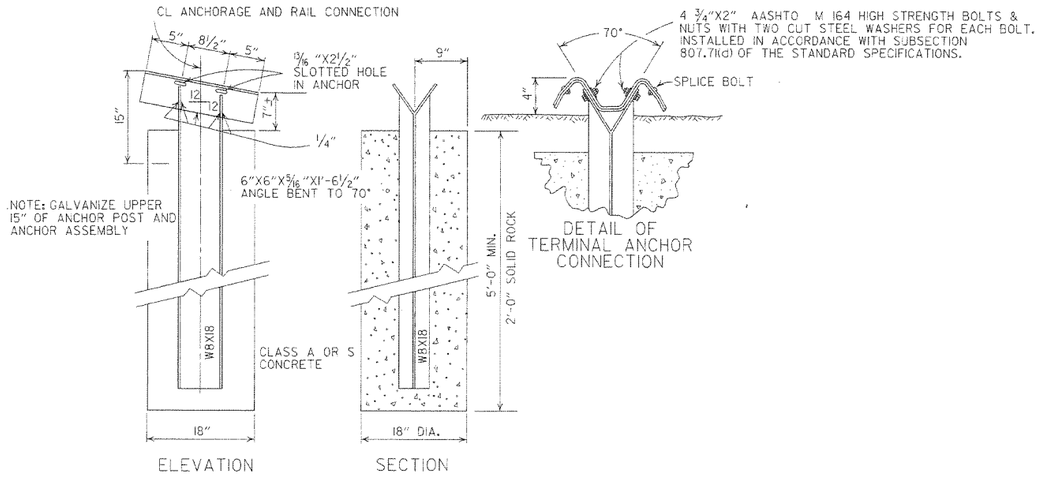
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

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



SECTION 1

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

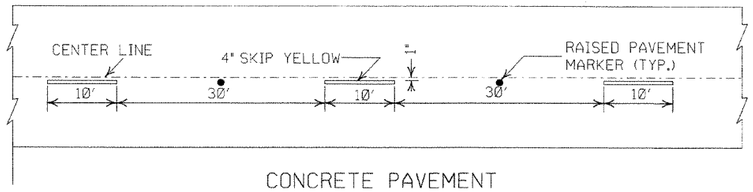
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

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

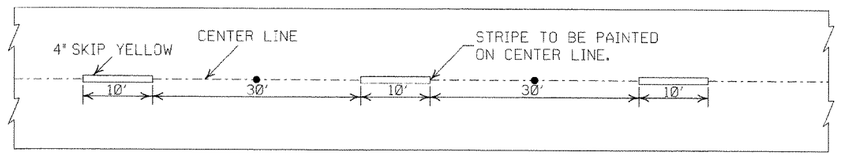
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GRT-1

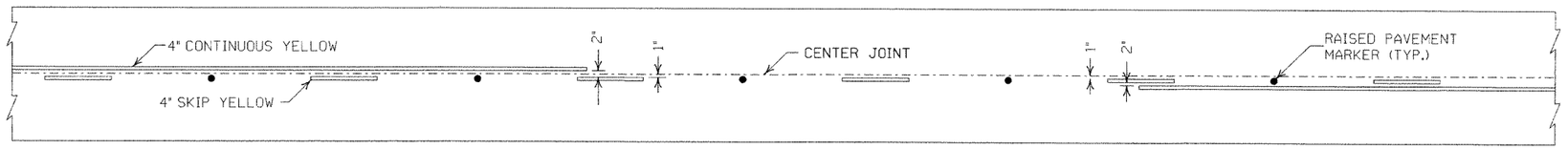


CONCRETE PAVEMENT

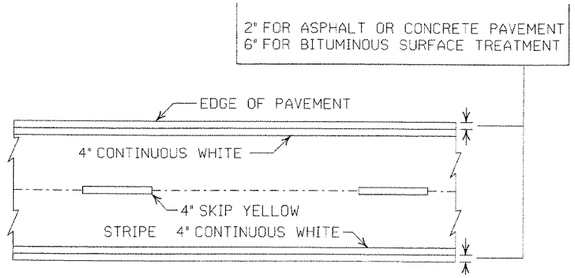


ASPHALT PAVEMENT

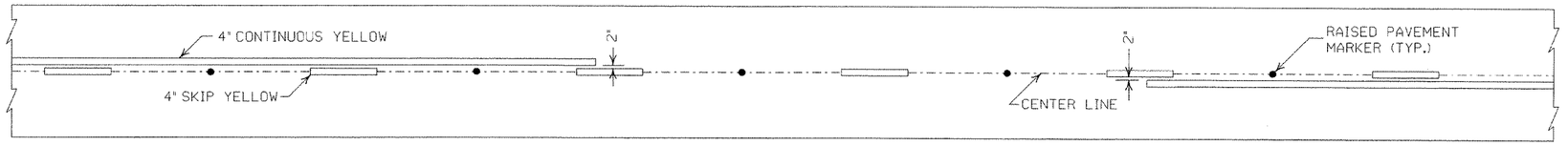
BROKEN LINE STRIPING



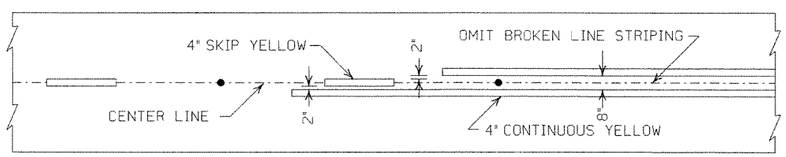
SOLID LINE STRIPING ON CONCRETE PAVEMENT



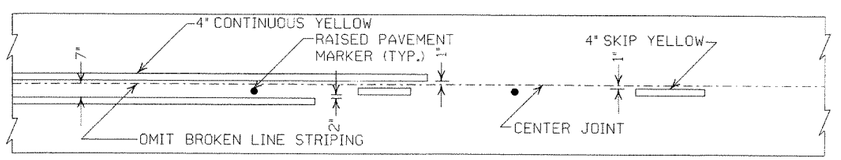
PAVEMENT EDGE LINE MARKING



SOLID LINE STRIPING ON ASPHALT PAVEMENT

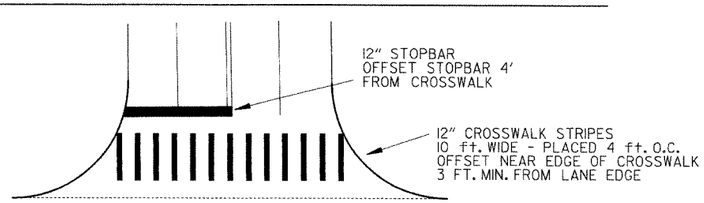


ASPHALT PAVEMENT

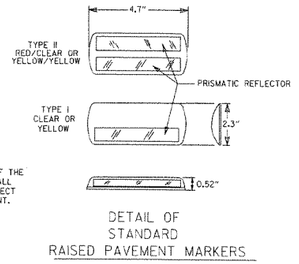


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES



CROSSWALK AND STOPBAR DETAILS



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

NOTES:

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

GENERAL NOTES:

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

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

NOTE:

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

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

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

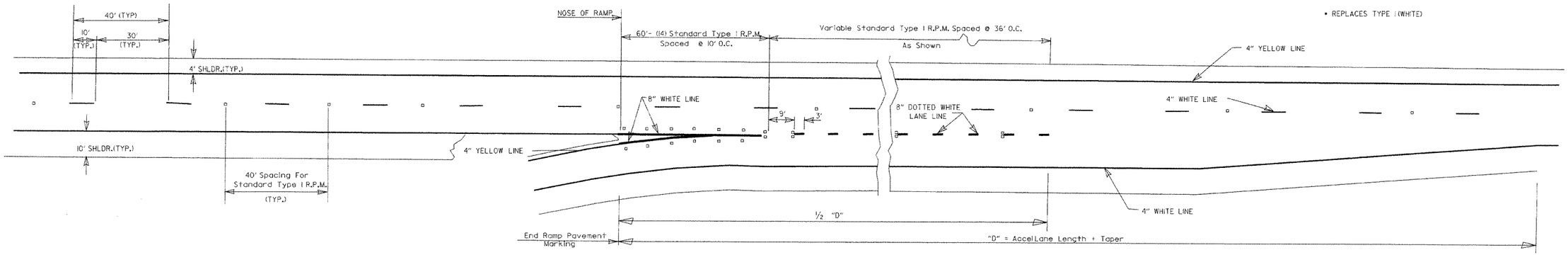
ENTRANCE RAMP

8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE I (WHITE) = 38 EACH

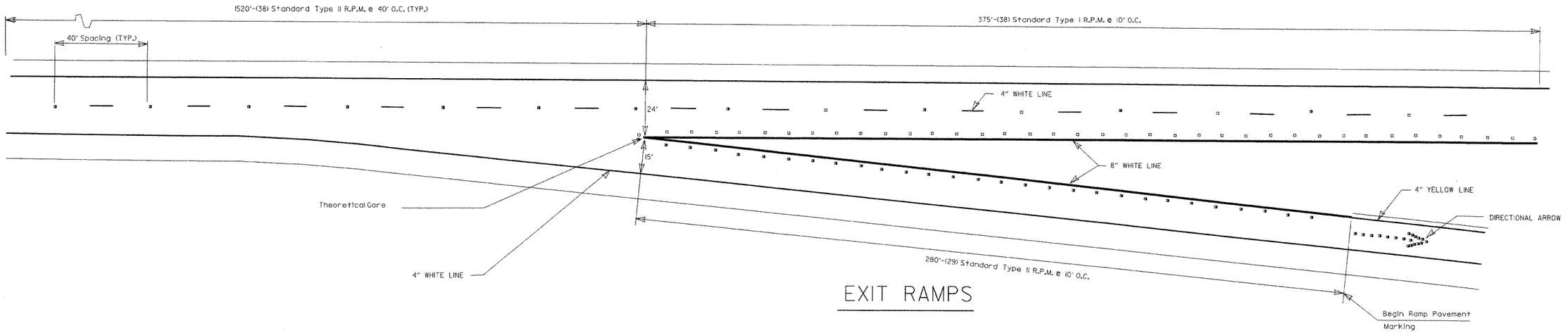
EXIT RAMP

4" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE I (WHITE) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH •

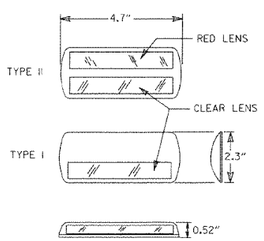
• REPLACES TYPE I (WHITE)



ENTRANCE RAMPS

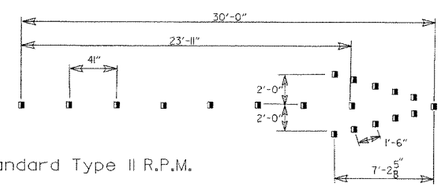


EXIT RAMPS



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
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

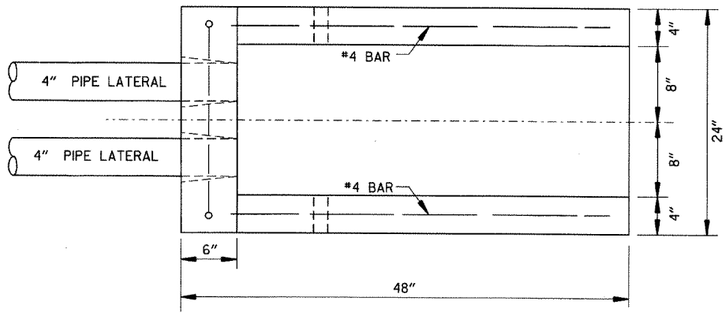
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

STANDARD DRAWING PM-2

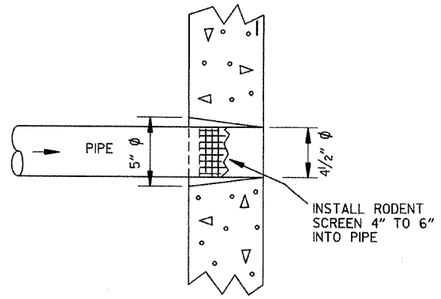
NOTE:
1. GRANULAR BACKFILL TO BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

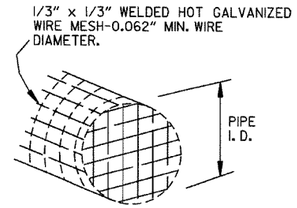
3. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.



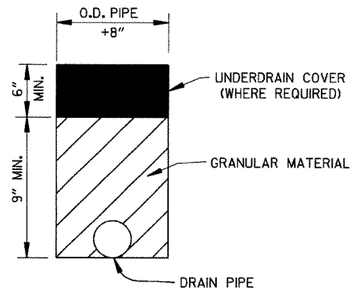
PLAN VIEW

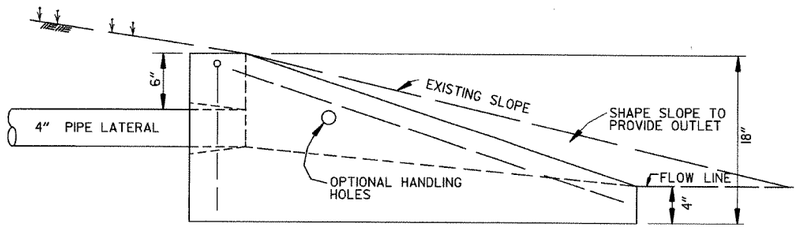


DETAIL OF HOLE FOR 4" PIPE

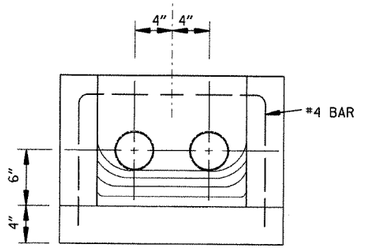


DETAIL OF RODENT SCREEN

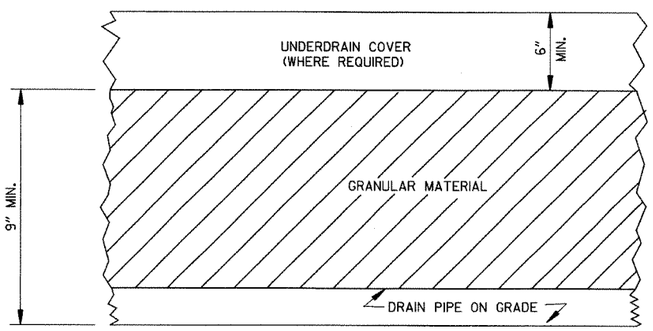




SIDE VIEW

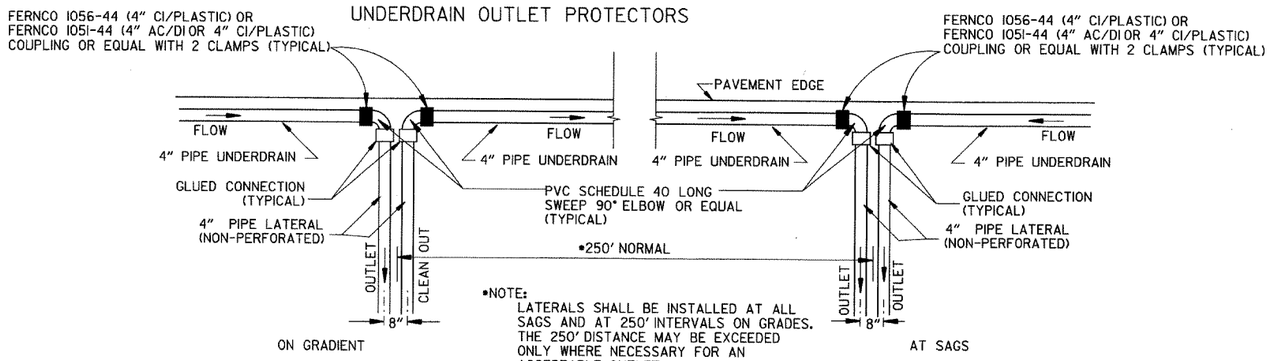


FRONT VIEW



DETAILS OF PIPE UNDERDRAIN

UNDERDRAIN OUTLET PROTECTORS



DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

7-20-95 INSTD.PUI

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	50 MPH e	50 MPH Ls (FT) MINIMUM	50 MPH Ls (FT) DESIRABLE	55 MPH e	55 MPH Ls (FT) MINIMUM	55 MPH Ls (FT) DESIRABLE	60 MPH e	60 MPH Ls (FT) MINIMUM	60 MPH Ls (FT) DESIRABLE	65 MPH e	65 MPH Ls (FT) MINIMUM	65 MPH Ls (FT) DESIRABLE	70 MPH e	70 MPH Ls (FT) MINIMUM	70 MPH Ls (FT) DESIRABLE
0° 15′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
0° 30′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
0° 45′	N. C.			N. C.			R. C.			0.022			0.023			0.025			0.026		
1° 00′	N. C.			R. C.			0.021			0.026			0.030			0.033			0.037		
1° 15′	N. C.			0.021			0.026			0.032			0.037			0.041			0.046		
1° 30′	N. C.			0.025			0.031			0.037			0.043			0.048			0.054		
1° 45′	N. C.			0.028	175		0.036	200		0.043	225		0.049	250		0.055	250		0.062	275	
2° 00′	R. C.			0.031			0.040			0.048			0.055			0.062			0.070		
2° 15′	0.021			0.034			0.045			0.053			0.061			0.069	265		0.078	300	
2° 30′	0.023			0.037			0.049			0.058			0.067			0.075	280		0.085	315	400
2° 45′	0.025			0.040			0.053			0.063			0.072			0.081	300		0.091	335	
3° 00′	0.027	150		0.043		250	0.057		300	0.067	230		0.077	260		0.087	315		0.098	350	
3° 15′	0.027			0.046			0.061			0.072	245		0.082	275		0.093	325		0.098	350	
3° 30′	0.029			0.049			0.065	205		0.076	255		0.086	285		0.095	340		0.098	360	450
3° 45′	0.031		250	0.051			0.069	215		0.080	265		0.090	295		0.097	345		0.100	360	
4° 00′	0.033			0.056			0.072	225		0.083	270	400	0.093	305	400	0.099	350				
4° 30′	0.037			0.061			0.078	240		0.087	280		0.096	315							
5° 00′	0.040			0.066	185		0.083	250		0.091	295		0.098	320							
5° 30′	0.043			0.070	190		0.088	260		0.094	300	400									
6° 00′	0.046			0.074	200		0.092	270		0.096	305										
6° 30′	0.050			0.078	210		0.095	280	350	0.100	315										
7° 00′	0.053			0.081	215		0.098	285													
7° 30′	0.056			0.084	220		0.099	290													
8° 00′	0.058			0.087	225	300	0.100	290													
8° 30′	0.061			0.089	230																
9° 00′	0.063			0.094	235																
10° 00′	0.068	160		0.097	250																
11° 00′	0.072	170		0.099	250																
12° 00′	0.076	175		0.100	250																
13° 00′	0.080	180																			
14° 00′	0.083	190																			
15° 00′	0.086	195																			
16° 00′	0.089	200																			
17° 00′	0.091	200																			
18° 00′	0.093	205																			
19° 00′	0.095	210																			
20° 00′	0.097	215	300																		
21° 00′	0.098	215																			
22° 00′	0.099	215																			
23° 00′	0.099	215																			
24° 00′	0.100	220																			

D MAX = 24° 45′ | D MAX = 13° 15′ | D MAX = 8° 15′ | D MAX = 6° 30′ | D MAX = 5° 15′ | D MAX = 4° 15′ | D MAX = 3° 30′

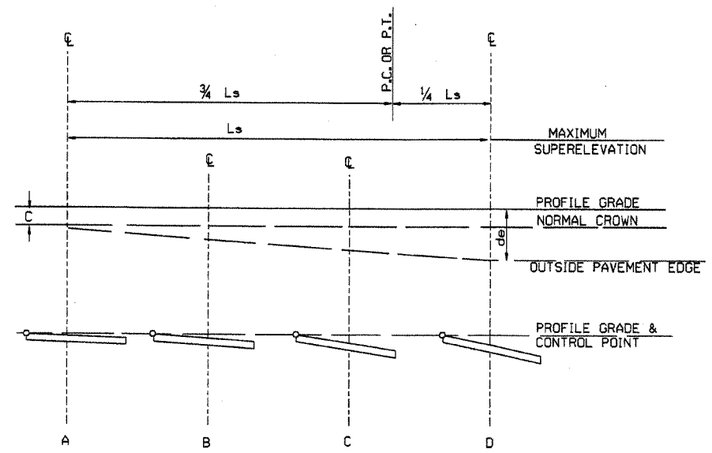
GENERAL NOTES

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L_s MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM L_s VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%

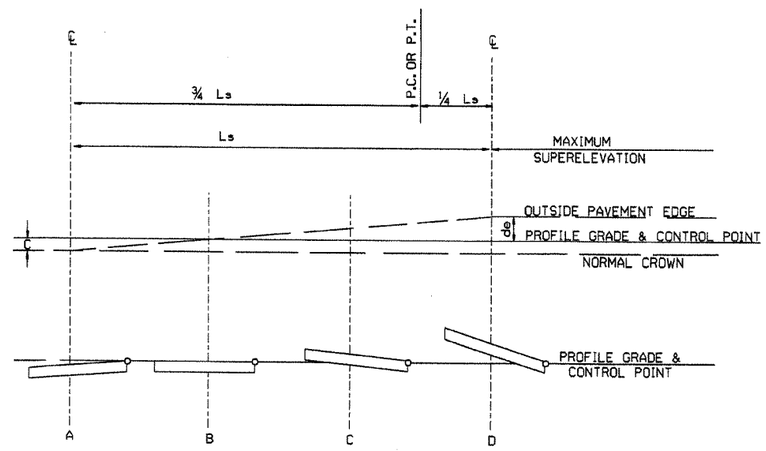
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
L_s - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$



ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

DATE	REVISION	DATE FILMED
01-09-87	ISSUED	578-1-15-87

ARKANSAS STATE HIGHWAY COMMISSION

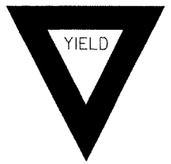
TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R2-5A

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R2-5C

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

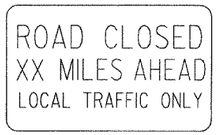
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2

48"X30"

RII-3A



60"X30"

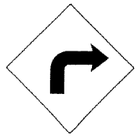
RII-4

60"X30"

RSP-1

48"X30"

WI-1



STD. 36"X36"
FWY. 48"X48"

WI-2

STD. 36"X36"
FWY. 48"X48"

WI-3

STD. 48"X48"

WI-4

STD. 48"X48"

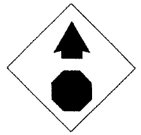
WI-6

STD. 48"X24"
SPECIAL 60"X30"

WI-8

STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1

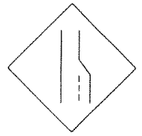


STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2

STD. 36"X36"
FWY. 48"X48"

WI3-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

STD. 36"X36"
FWY. 48"X48"

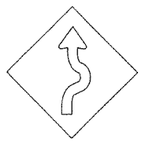
W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1



STD. 36"X36"

WI-4b

STD. 48"X48"

R56-1

STD. 18"X18"

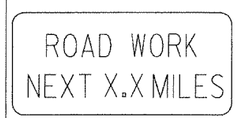
W8-11

STD. 36"X36"
FWY. 48"X48"

W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1



60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1

36"X60"

* USE 6" C LETTERS
** USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	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.

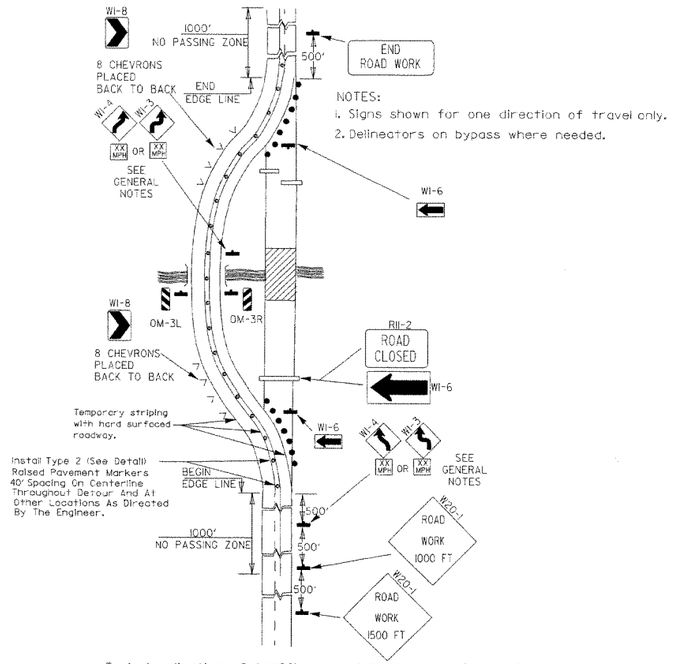
* NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY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

DATE	REVISION	FILMED
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	

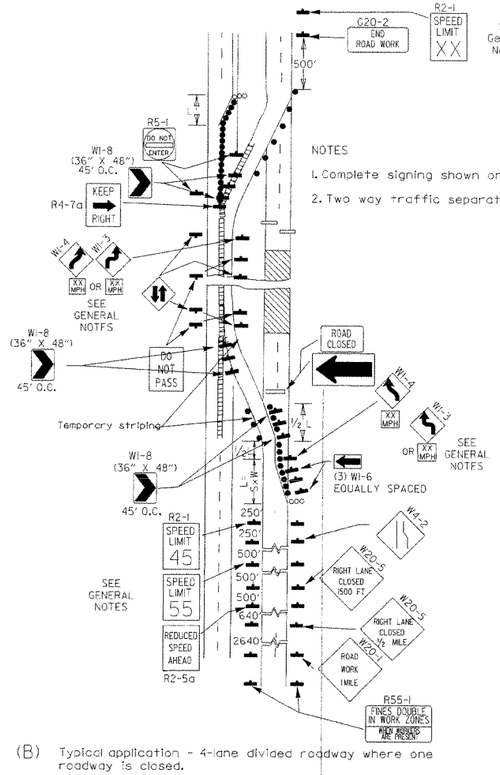
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

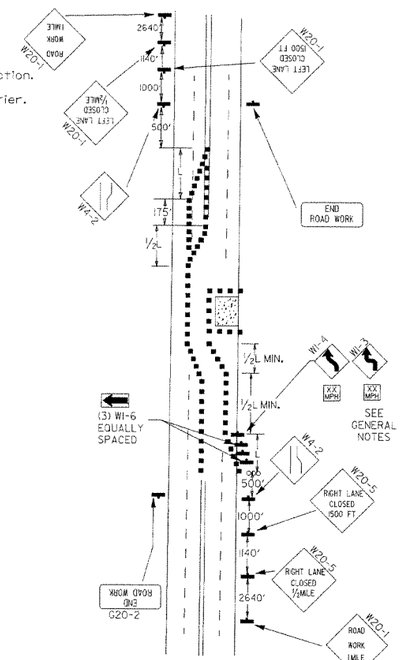
STANDARD DRAWING TC-1



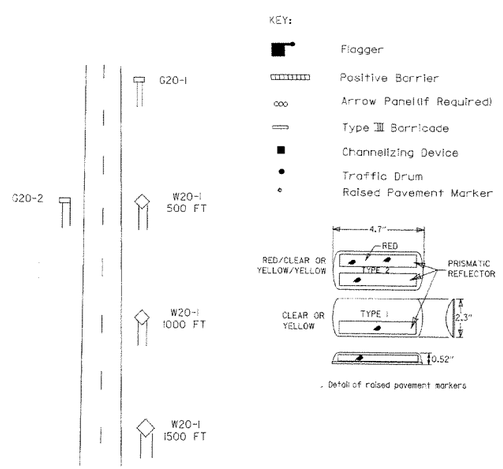
(A) Typical application of traffic control devices on a 2-lane highway where the entire roadway is closed and a bypass detour is provided.



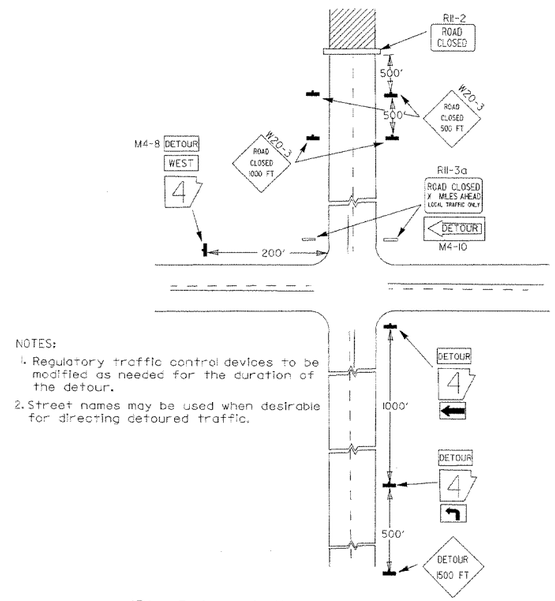
(B) Typical application - 4-lane divided roadway where one roadway is closed.



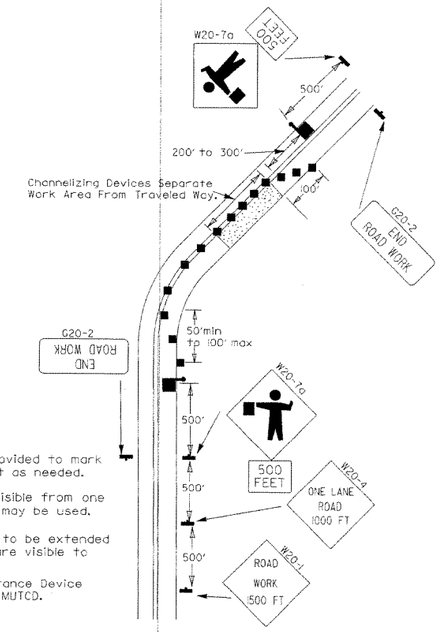
(C) Typical application - 4-lane undivided roadway where half of the roadway is closed.



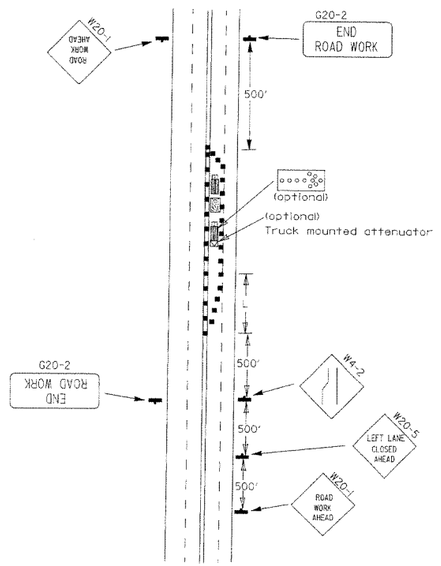
Typical advance warning sign placement



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



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



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

Taper formulae:

L=SxW for speeds of 45mph or more.

$L = \frac{WS^2}{60}$ for speeds of 40mph or less.

Where:

L= Minimum length of taper.

S= Numerical value of posted speed limit prior to work or 85th percentile speed.

W= Width of offset.

GENERAL NOTES:

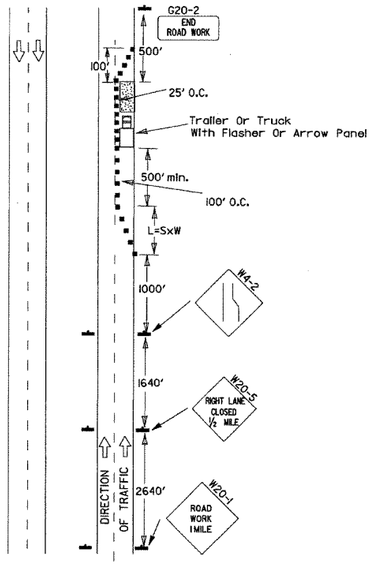
1. Advisory speed posted on W1-3 or W1-4 curve warning signs to be determined at site. Use W1-4 when speed is greater than 30mph and W1-3 when 30mph or less.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1mile intervals. At the end of the work area a R2-1(xx) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1mile intervals. At the end of the work area a R2-1(xx) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit, or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

DATE	REVISION	FILMED
3-8-10	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	

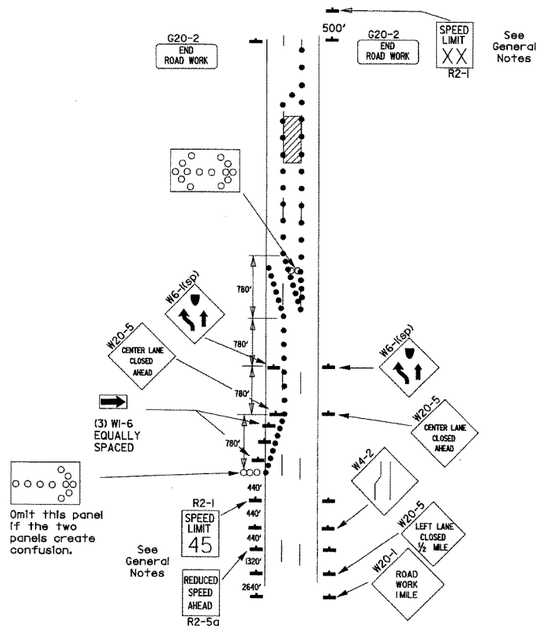
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

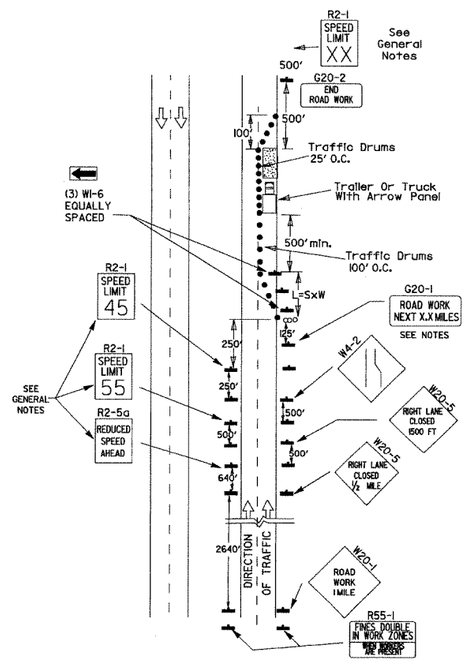
STANDARD DRAWING TC-2



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

KEY:

ooo Arrow Panel (If Required)

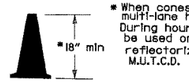
■ Channelizing Device

● Traffic drum

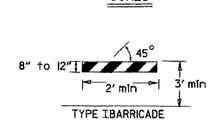
GENERAL NOTES:

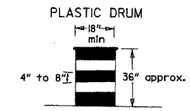
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the R2-5A shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

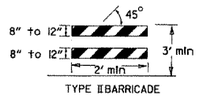
Channelizing devices

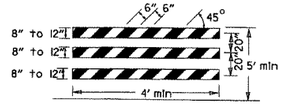


* When cones are used on freeways and multi-lane highways, they shall be 28" min. During hours of darkness, 28" cones shall be used on all roadways, and shall be reflectorized in accordance with the M.U.T.C.D.

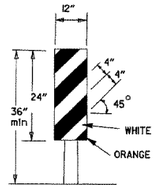




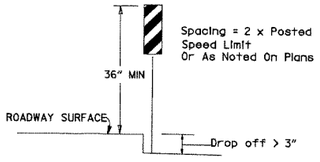




NOTE:
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



VERTICAL PANEL PLACEMENT



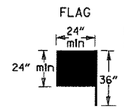
TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

* When shown on the plans concrete barrier will be used.

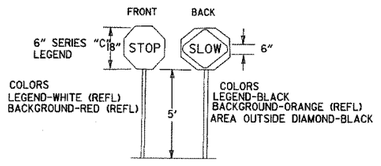
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

FLAG



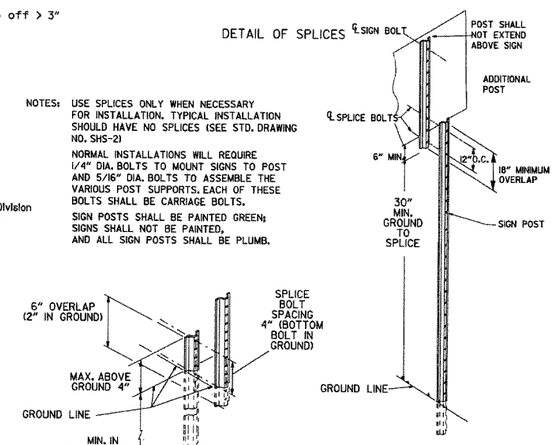
Flag shall be of good grade red material

STOP SLOW PADDLE



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

DETAIL OF SPLICES



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

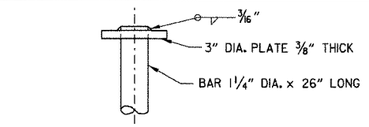
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

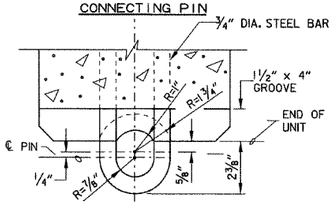
STANDARD DRAWING TC-3

REINFORCING BAR TABLE PER BARRIER UNIT

MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-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", 4 3/8", 2'-1 3/8"

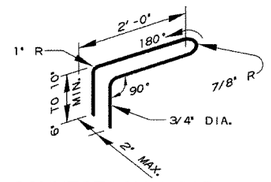


CONNECTING PIN

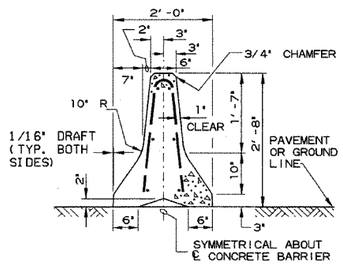


SECTION E-E

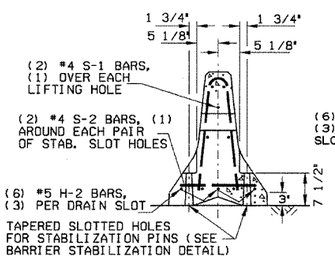
CONNECTION DETAILS



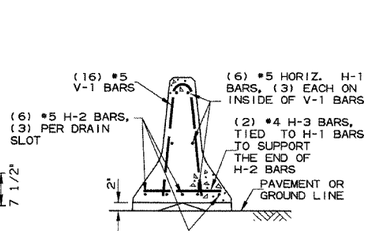
CONNECTION LOOP



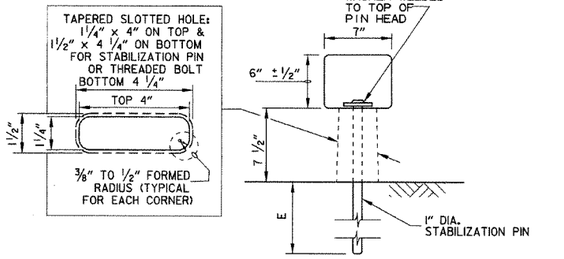
SECTION A-A



SECTION B-B



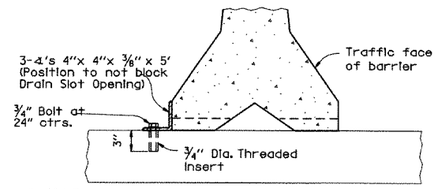
SECTION C-C



BARRIER STABILIZATION DETAIL

ROADWAY SECTION

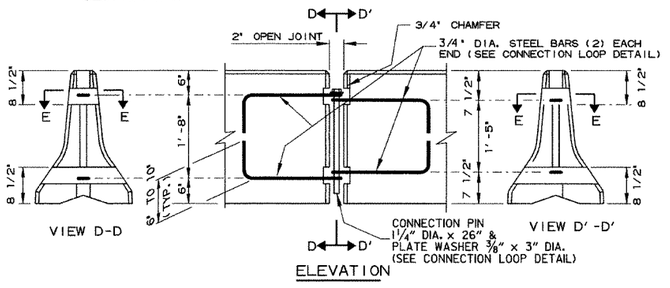
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas



NOTE: 3/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks to be retained. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL

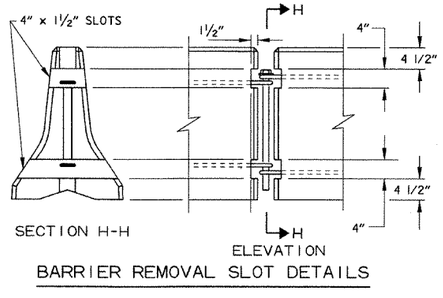
BRIDGE DECKS



VIEW D-D

VIEW D'-D'

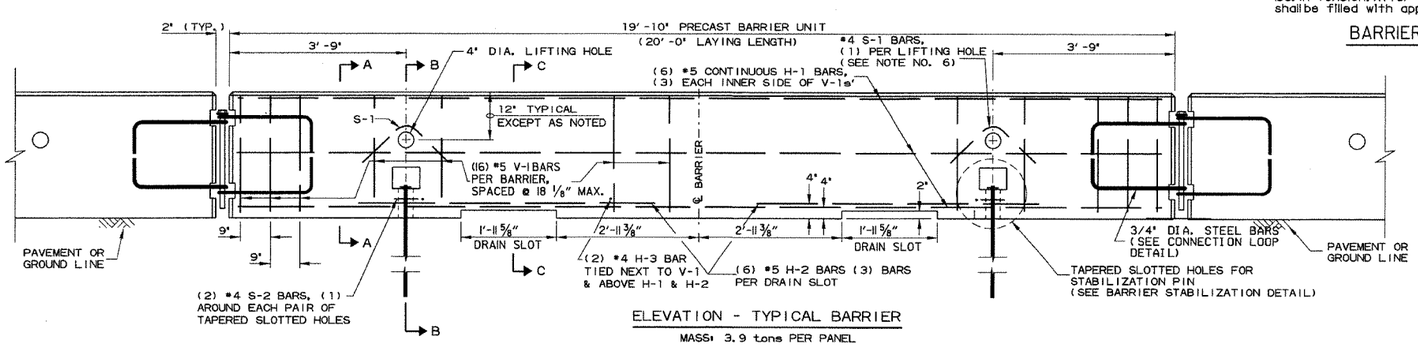
ELEVATION



SECTION H-H

ELEVATION

BARRIER REMOVAL SLOT DETAILS



ELEVATION - TYPICAL BARRIER

MASS: 3.9 tons PER PANEL

General Notes

(1) The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

(2) Materials shall meet the following minimum requirements;
Concrete: 2500 psi compressive strength at 28 days.
Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

In applications where barrier wall is within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier".
The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

(3) Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

(4) Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

(5) Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

(6) A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

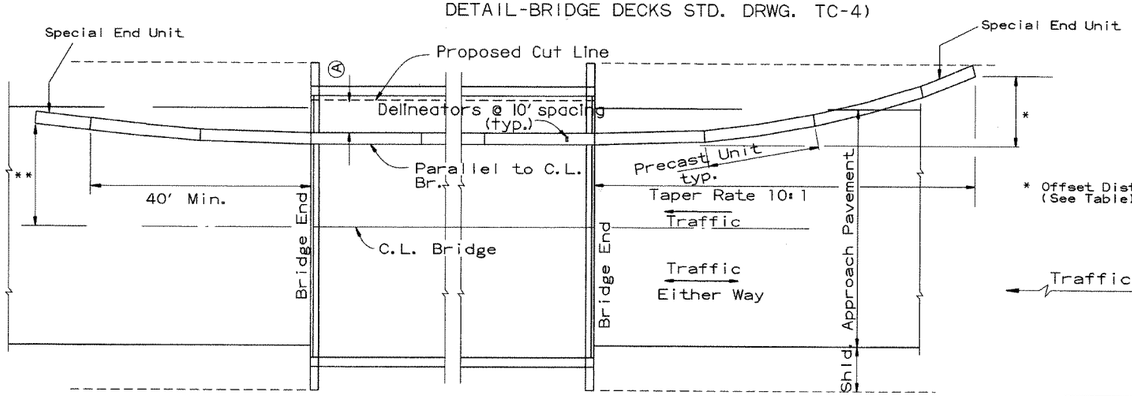
DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

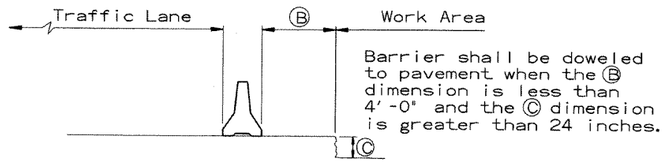
Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

* Offset Distance (See Table)

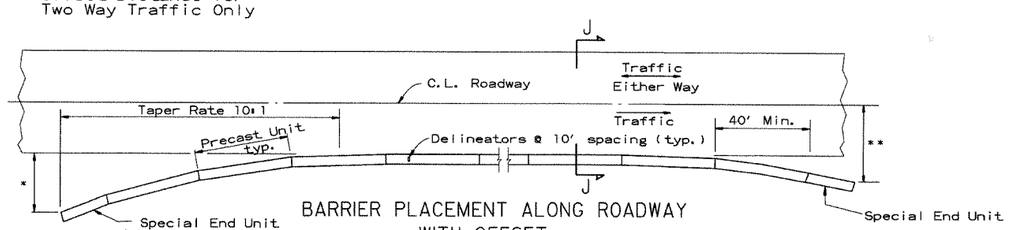


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

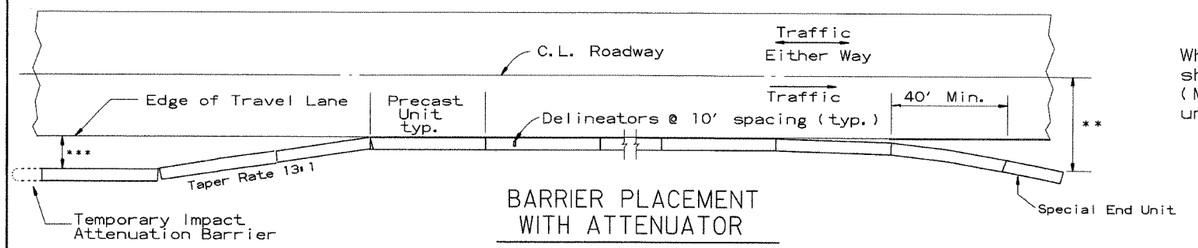
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

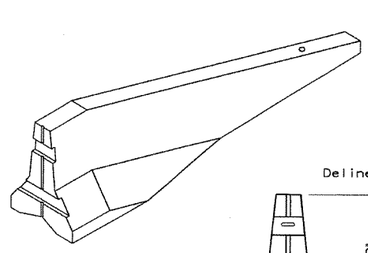


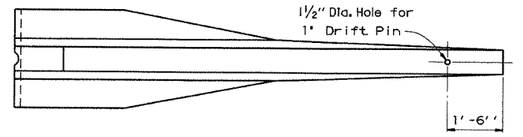
BARRIER PLACEMENT WITH ATTENUATOR

No Scale

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

** Offset Distance For Two Way Traffic Only





SPECIAL END UNIT

No Scale

General Notes

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

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

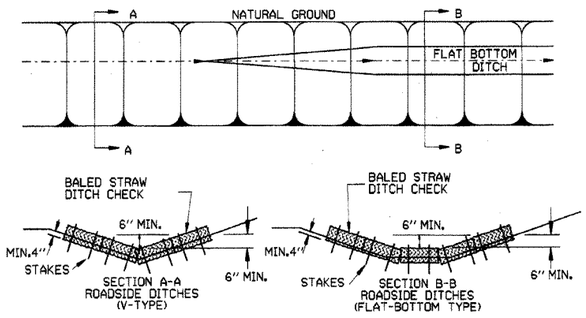
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-5

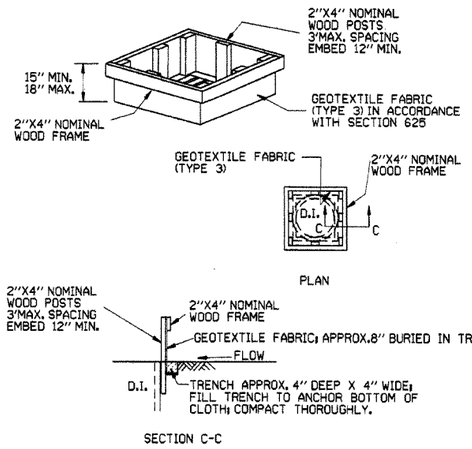
GENERAL NOTES

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.

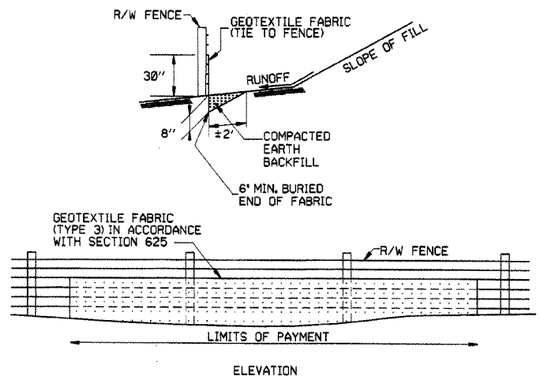
2. STRAW BALES SHALL BE KEYED INTO SOIL A MINIMUM OF 4' AND NO GAPS SHALL BE LEFT BETWEEN BALES.



BALED STRAW DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)



SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

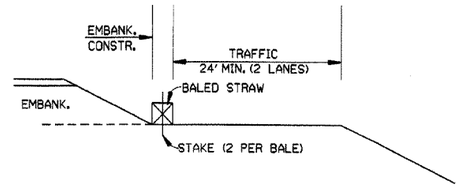
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

GENERAL NOTES

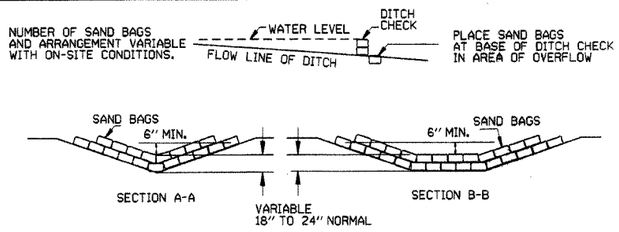
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

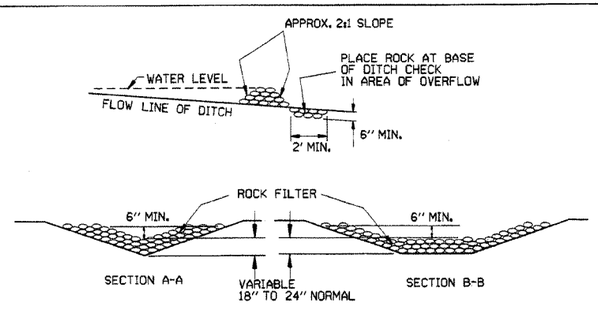
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



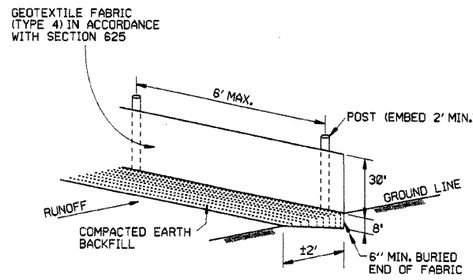
BALED STRAW FILTER BARRIER (E-2)



SAND BAG DITCH CHECK (E-5)



ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)

GENERAL NOTES

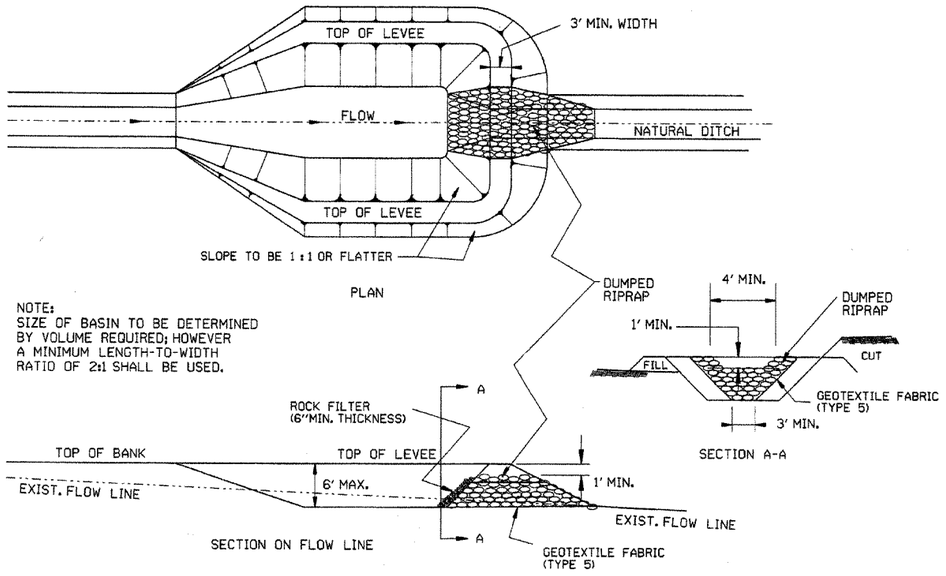
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

DATE	REVISION	FILMED
11-18-98	ADDED NOTES	11-18-98
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
7-15-94	Rev. E-4 & E-11 Min. 13' Buried End of Fabric	
6-2-94	Revised E-1,4,7, & 11; Deleted E-2 & 3	6-2-94
4-1-93	REDRAWN	
10-1-92	REDRAWN	
8-2-76	ISSUED R.D.M.	298-7-28-76

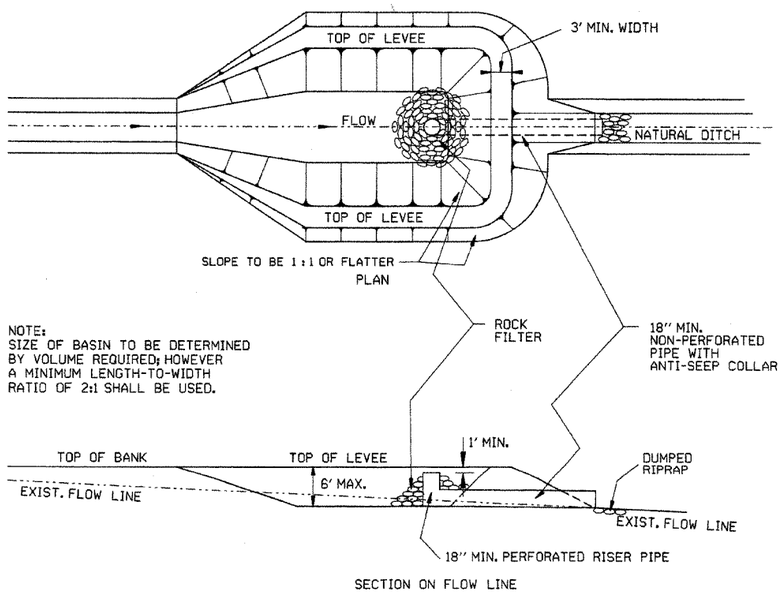
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

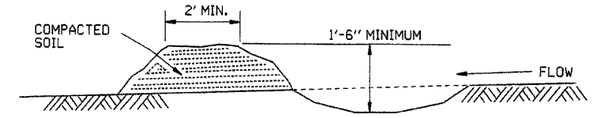
STANDARD DRAWING TEC-1



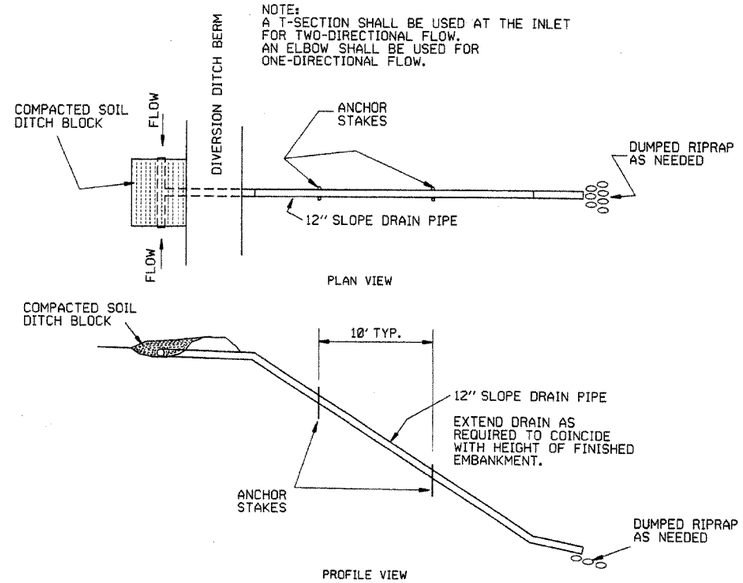
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



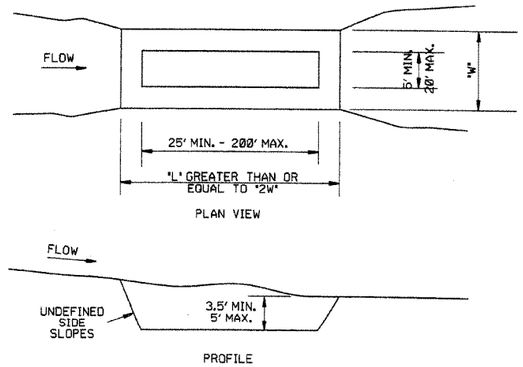
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



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

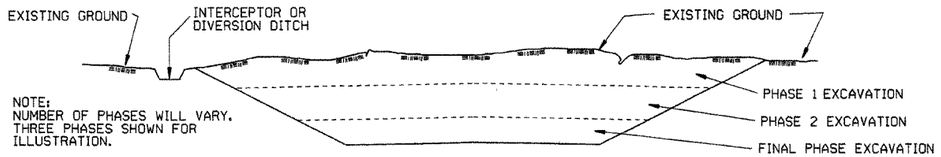
STANDARD DRAWING TEC-2

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



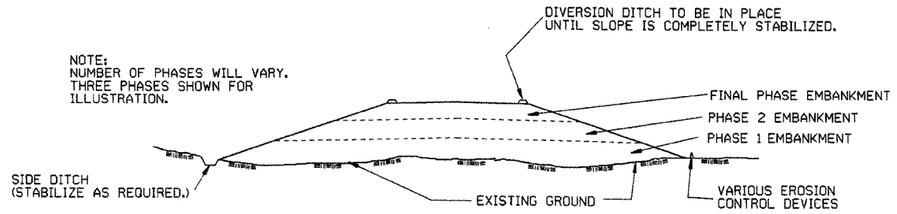
GENERAL NOTE

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.

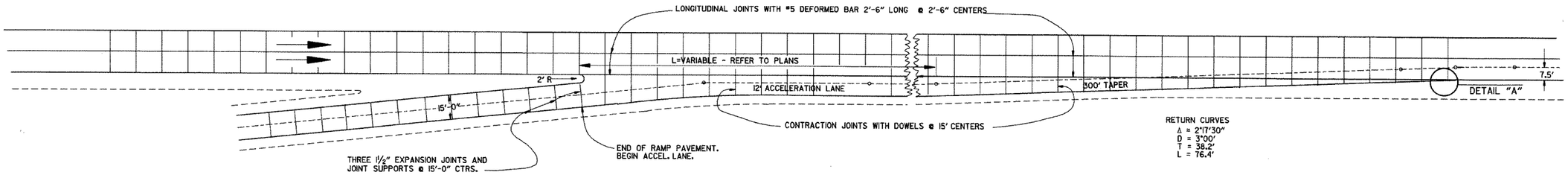
DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

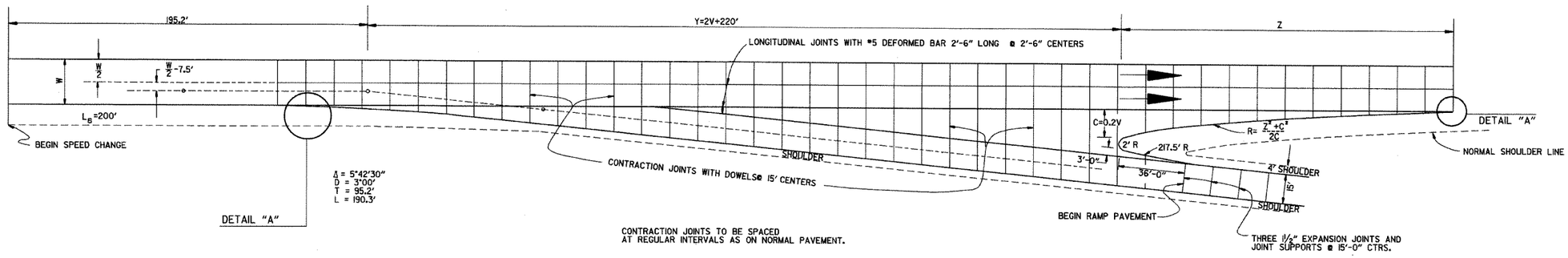
STANDARD DRAWING TEC-3

stdtec3.dgn



ENTRANCE RAMP

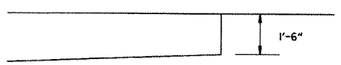
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



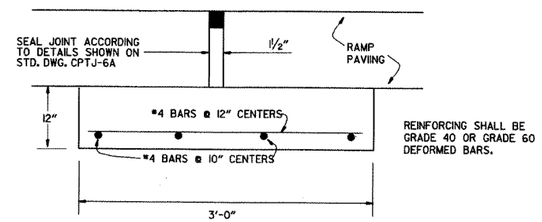
EXIT RAMP

EXIT RAMP

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



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

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

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

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A