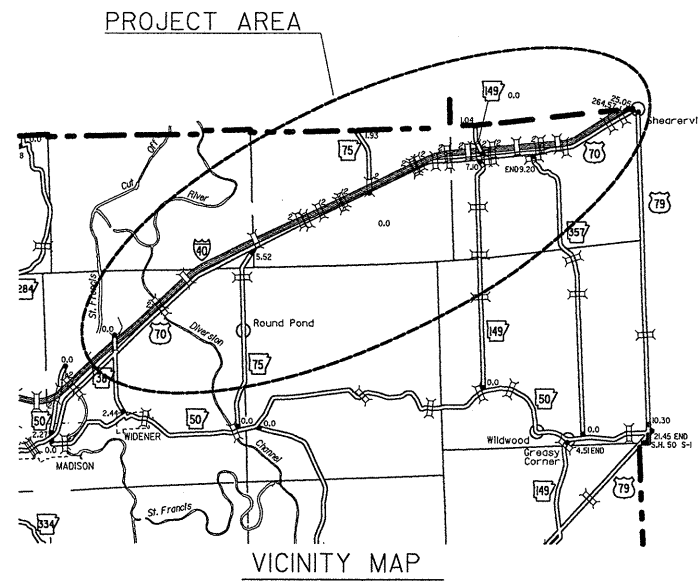


4/20/2017 11:00:11 AM I:\Drawings\1041111e.dgn T:\Job\WLM2600_AHTD_On-Call\2011Task_Or-der_BB0116_Paving\700_CADD_Files\777_Roadway_Drawings\1041111e.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
04-17-2017				6	ARK.			
				JOB NO.	BBO116		1	98
				② SHEARERVILLE - WEST (PVMT. IMPVTS.) (F)				



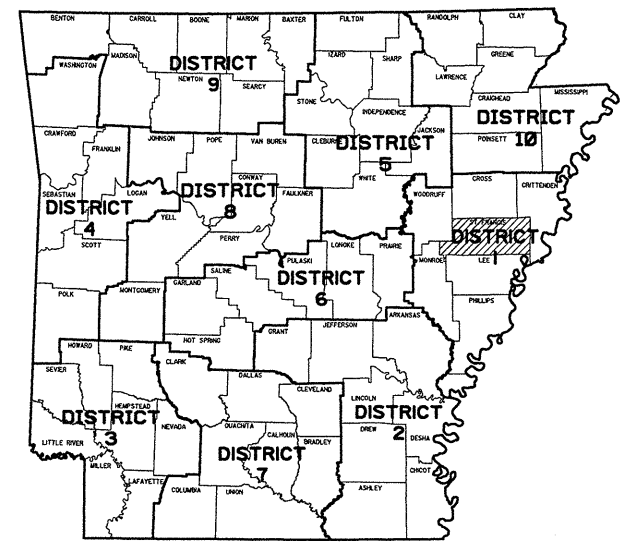
"A FULLY CONTROLLED ACCESS FACILITY"
 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
 CONSTRUCTION PLANS FOR STATE HIGHWAY

SHEARERVILLE - WEST (PVMT. IMPVTS.) (F)

ST. FRANCIS COUNTY
 ROUTE 40 SECTION 51
 FEDERAL AID PROJ. NHPE-PEN-40-5(158)248

JOB BB0116

NOT TO SCALE



ARK. HWY. DIST. NO. 1

**EXCEPTIONS TO JOB BBO116
(BRIDGES-STATIONING ALONG C.L. MEDIAN)**

- (A)** STA. 4527+67.27 BR. END
435'-2 3/8" BRIDGE LENGTH 433'
CONT. COMP. W-BEAM SPANS
(62', 103', 103', 103', 62')
BR. NO. 06937
2 - 63'-0" CLEAR ROADWAYS
STA. 4532+02.47 BR. END
RETAIN
- (B)** STA. 4789+28.91 BR. END
CONCRETE & STEEL BRIDGES
40'-0" CLEAR ROADWAY
BR. NO. A6938
STA. 4800+61.09 BR. END
RETAIN
1132.18' EXCEPTION
- (B)** STA. 4790+78.91 BR. END
CONCRETE & STEEL BRIDGES
40'-0" CLEAR ROADWAY
BR. NO. B6938
STA. 4802+11.09 BR. END
RETAIN
1132.18' EXCEPTION
- (C)** STA. 5104+63.36 BR. END
562'-5 7/8" BRIDGE LENGTH 560'
CONT. COMP. W-BEAM SPANS
(64', 72', 72', 72', 72', 72', 72', 64')
BR. NO. 06939
2 - 63'-0" CLEAR ROADWAYS
STA. 5110+25.84 BR. END
RETAIN
- (D)** STA. 5208+97.01 BR. END
562'-5 7/8" BRIDGE LENGTH 560'
CONT. COMP. W-BEAM SPANS
(64', 72', 72', 72', 72', 72', 72', 64')
BR. NO. 06940
2 - 63'-0" CLEAR ROADWAYS
STA. 5214+59.49 BR. END
RETAIN

TOTAL LENGTH OF EXCEPTIONS = 2692.34 FT.

DECK REHABILITATION

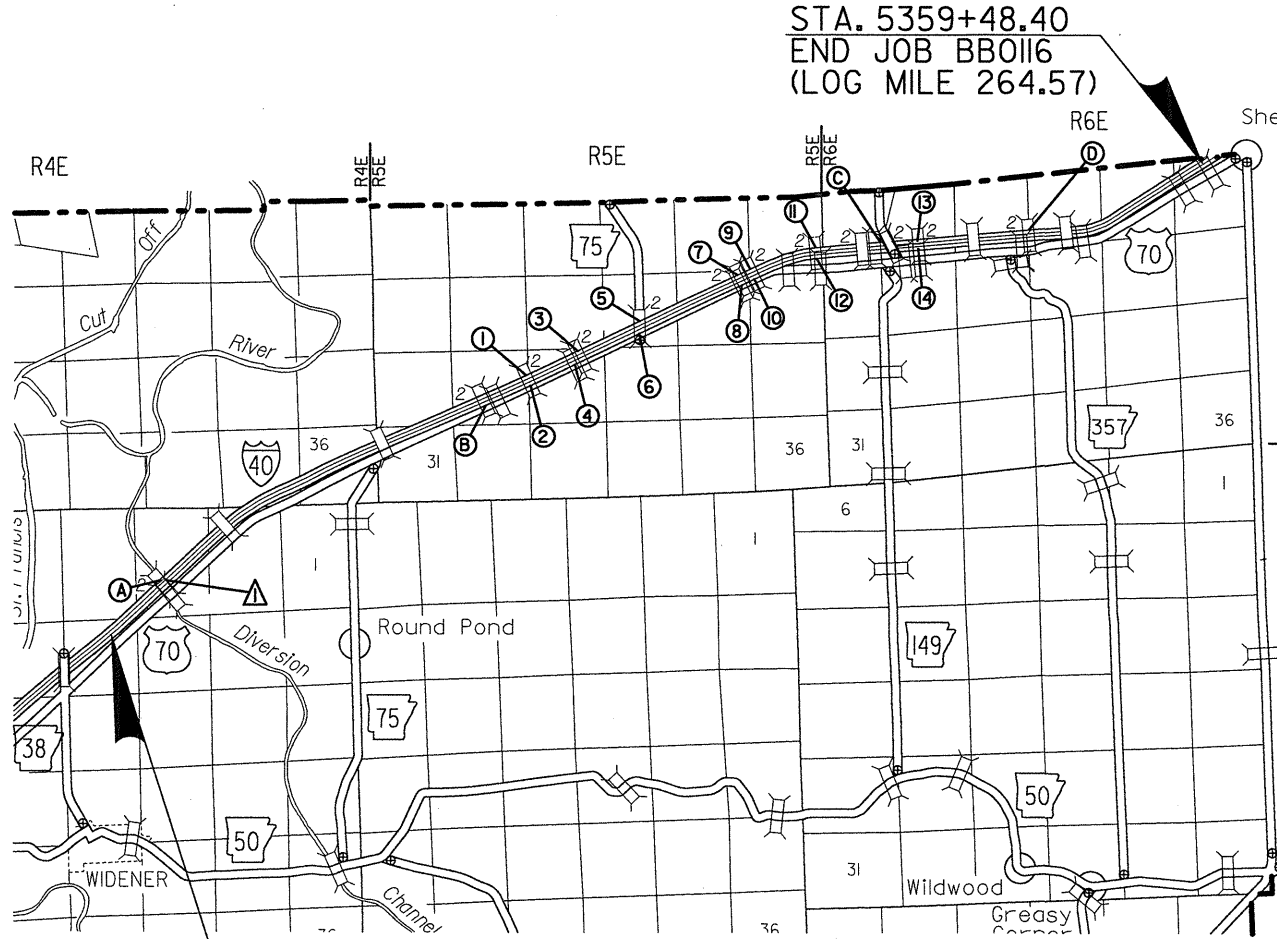
- (1)** STA. 4830+37.04 BR. END
119'-4 1/4" BRIDGE LENGTH
THREE COMP. I-BEAM SPANS AT 39'-0"
BRIDGE NO. 3875A
38'-6" CLEAR ROADWAY
STA. 4831+56.85 BR. END
- (2)** STA. 4830+01.91 BR. END
119'-4 1/4" BRIDGE LENGTH
THREE COMP. I-BEAM SPANS AT 39'-0"
BRIDGE NO. 3875B
38'-6" CLEAR ROADWAY
STA. 4831+20.80 BR. END
- (3)** STA. 4871+28.00 BR. END
150'-0" BRIDGE LENGTH
FIVE R.C. SLAB SPAN AT 30'-0"
BRIDGE NO. 3876A
38'-6" CLEAR ROADWAY
STA. 4872+78.00 BR. END
- (4)** STA. 4870+40.00 BR. END
150'-0" BRIDGE LENGTH
FIVE R.C. SLAB SPAN AT 30'-0"
BRIDGE NO. 3876B
38'-6" CLEAR ROADWAY
STA. 4871+90.00 BR. END
- (5)** STA. 4919+49.71 BR. END
137'-4 1/4" BRIDGE LENGTH
TWO 44'-0" COMPOSITE I-BEAM SPAN
ONE 47'-0" COMPOSITE I-BEAM SPAN
BRIDGE NO. 3877A
38'-6" CLEAR ROADWAY
STA. 4920+87.06 BR. END
- (6)** STA. 4919+11.14 BR. END
137'-4 1/4" BRIDGE LENGTH
TWO 44'-0" COMPOSITE I-BEAM SPAN
ONE 47'-0" COMPOSITE I-BEAM SPAN
BRIDGE NO. 3877B
38'-6" CLEAR ROADWAY
STA. 4920+48.49 BR. END
- (7)** STA. 5000+39.00 BR. END
75'-0" BRIDGE LENGTH
THREE R.C. SLAB SPAN AT 25'-0"
BRIDGE NO. 3878A
38'-6" CLEAR ROADWAY
STA. 5001+14.00 BR. END
- (8)** STA. 5000+39.00 BR. END
75'-0" BRIDGE LENGTH
THREE R.C. SLAB SPAN AT 25'-0"
BRIDGE NO. 3878B
38'-6" CLEAR ROADWAY
STA. 5001+14.00 BR. END

DECK REHABILITATION

- (9)** STA. 5009+43.41 BR. END
113'-2 1/8" BRIDGE LENGTH
THREE 37'-0" COMPOSITE I-BEAM
BRIDGE NO. 3879A
38'-6" CLEAR ROADWAY
STA. 5010+56.59 BR. END
- (10)** STA. 5009+43.41 BR. END
113'-2 1/8" BRIDGE LENGTH
THREE 37'-0" COMPOSITE I-BEAM
BRIDGE NO. 3879B
38'-6" CLEAR ROADWAY
STA. 5010+56.59 BR. END
- (11)** STA. 5057+08.17 BR. END
90'-0" BRIDGE LENGTH
THREE R.C. SLAB SPAN AT 30'-0"
BRIDGE NO. 3880A
38'-6" CLEAR ROADWAY
STA. 5057+97.83 BR. END
- (12)** STA. 5057+07.83 BR. END
90'-0" BRIDGE LENGTH
THREE R.C. SLAB SPAN AT 30'-0"
BRIDGE NO. 3880B
38'-6" CLEAR ROADWAY
STA. 5057+98.17 BR. END
- (13)** STA. 5131+56.50 BR. END
75'-0" BRIDGE LENGTH
THREE R.C. SLAB SPAN AT 25'-0"
BRIDGE NO. 3902A
39'-0" CLEAR ROADWAY
STA. 5132+31.50 BR. END
- (14)** STA. 5131+48.50 BR. END
75'-0" BRIDGE LENGTH
THREE R.C. SLAB SPAN AT 25'-0"
BRIDGE NO. 3902B
47'-0" CLEAR ROADWAY
STA. 5132+23.50 BR. END

EQUATIONS:

- ▲ STA. 4539+00.00 BK=
- ▲ STA. 4538+00.00 AHD.



STA. 4490+00.00
BEGIN JOB BB0116
(LOG MILE 248.10)

STA. 5359+48.40
END JOB BB0116
(LOG MILE 264.57)

DESIGN TRAFFIC DATA

DESIGN YEAR	-----	2037
2017 ADT	-----	31,000
2037 ADT	-----	38,000
2037 DHV	-----	4180
DIRECTIONAL DISTRIBUTION	-----	-0.60
TRUCKS	-----	56%
DESIGN SPEED	-----	70 MPH

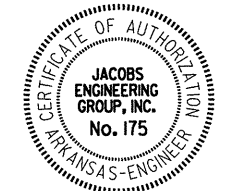
**EXCEPTIONS TO JOB BBO116
(ROADWAY-STATIONING ALONG C.L. MEDIAN)**

STA. 5132+64.00 TO STA. 5197+50.00
TOTAL LENGTH OF EXCEPTIONS = 6486.00 FT.

LENGTH IS COMPUTED ALONG C. MEDIAN & IS SHOWN FOR INFORMATION ONLY

GROSS LENGTH OF PROJECT	87048.40	FEET OR	16.486	MILES
NET " " ROADWAY	7710.18	" "	14.604	"
NET " " BRIDGES	759.88	" "	0.144	"
NET " " PROJECT	77870.06	" "	14.748	"

BEGINNING OF PROJECT	MID POINT OF PROJECT	END OF PROJECT
LATITUDE 35° 03' 22" N	LATITUDE 35° 07' 13" N	LATITUDE 35° 09' 04" N
LONGITUDE 90° 41' 22" W	LONGITUDE 90° 32' 34" W	LONGITUDE 90° 23' 57" W



4-17-17

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBOI16	2	98

2 INDEX OF SHEETS



INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO.
1.	TITLE SHEET		
2.	INDEX OF SHEETS		
3.	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
4 - 7.	TYPICAL SECTIONS OF IMPROVEMENT		
8 - 12.	SPECIAL DETAILS		
13 - 27.	TEMPORARY EROSION CONTROL DETAILS		
28 - 38.	MAINTENANCE OF TRAFFIC		
39.	PERMANENT PAVEMENT MARKING DETAILS		
40 - 47.	QUANTITIES		
48.	SCHEDULE OF BRIDGE QUANTITIES	A&B3875,A&B3876,A&B3877,A&B3878,A&B3879,A&B3880,A&B3902	56006
49.	SUMMARY OF QUANTITIES AND REVISIONS		
50 - 64.	PLAN SHEETS		
65.	INTERCHANGE LAYOUT - HWY. 75		
66.	INTERCHANGE LAYOUT - HWY. 149		
67.	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 1 OF 7)	A&B3875, A&B3876, A&B3877, A&B3878, A&B3879, A&B3880, A&B3902	56007
68.	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 2 OF 7)	A&B3875, A&B3877, A&B3879	56008
69.	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 3 OF 7)	A&B3875, A&B3879	56009
70.	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 4 OF 7)	A&B3879	56010
71.	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 5 OF 7)	A&B3876, A&B3878, A&B3880	56011
72.	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 6 OF 7)	A3902	56012
73.	DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (SHEET 7 OF 7)	B3902	56013
74.	LAYOUT OF COUNTY ROAD OVERPASS AT STA. 4830 (FOR INFORMATION ONLY)	A&B3875	56014
75.	DETAILS OF END BENT NOS. 1 & 4 (FOR INFORMATION ONLY)	A&B3875, A&B3877	56015
76.	DETAILS OF COMPOSITE I-BEAM SPANS (FOR INFORMATION ONLY)	A&B3875	56016
77.	LAYOUT OF BRIDGE OVER LITTLE BIVENS BAYOU (FOR INFORMATION ONLY)	A&B3876	56017
78.	DETAILS OF STANDARD 30'-0" R.C. SLAB SPANS (WITH VOIDS) (FOR INFORMATION ONLY)	A&B3876	56018
79.	LAYOUT OF BRIDGES OVER LITTLE BIVENS BAYOU, ALLEN BAYOU, CANAL STA. 5057+53 (FOR INFORMATION ONLY)	A&B3876, A&B3878, A&B3880	56019
80.	LAYOUT OF BRIDGES OVER SPRING CREEK, DRAINAGE DITCH STA. 3992+50 & 4034+00 (FOR INFORMATION ONLY)	A&B3876, A&B3878, A&B3880	56020
81.	LAYOUT OF STATE HIGHWAY NO. 75 INTERCHANGE (FOR INFORMATION ONLY)	A&B3877	56021
82.	LAYOUT OF BRIDGE OVER ALLEN'S BAYOU (FOR INFORMATION ONLY)	A&B3878	56022
83.	DETAILS OF STANDARD 28'-0" R.C. SLAB SPANS (WITH VOIDS) (FOR INFORMATION ONLY)	A&B3878	56023
84.	DETAILS OF CONCRETE PARAPET RAILING FOR SELECTED SECTIONS (FOR INFORMATION ONLY)	A&B3878, A&B3880	56024
85.	LAYOUT OF A COUNTY ROAD OVERPASS AT STA. 5010+00 (FOR INFORMATION ONLY)	A&B3879	56025
86.	DETAILS OF STANDARD PILE BENTS FOR 35' TO 75' COMPOSITE I-BEAM SPANS (FOR INFORMATION ONLY)	A&B3879	56026
87.	DETAILS OF STANDARD 35' TO 75' COMPOSITE I-BEAM SPANS (FOR INFORMATION ONLY)	A&B3879	56027
88.	LAYOUT OF BRIDGE OVER CANAL STA. 5057+53 (FOR INFORMATION ONLY)	A&B3880	56028
89.	LAYOUT OF BRIDGE OVER DITCH NO. 22 AT STA. 5131+90 (FOR INFORMATION ONLY)	A3902	56029
90.	DETAILS OF STANDARD 25'-0" R.C. SLAB SPAN (WITH VOIDS) (FOR INFORMATION ONLY)	A3902	56030
91.	LAYOUT OF BRIDGE OVER DITCH NO. 22 AT STA. 5131+90 (FOR INFORMATION ONLY)	B3902	56031
92.	DETAILS OF STANDARD 25'-0" R.C. SLAB SPAN (WITH VOIDS) (FOR INFORMATION ONLY)	B3902	56032
93.	DETAILS OF SPECIAL APPROACH SLABS & GUTTERS (FOR INFORMATION ONLY)	A&B3875, A&B3876, A&B3877, A&B3878, A&B3879, A&B3880, A&B3902	56033
94.	DETAILS OF TYPE SPECIAL 1 APPROACH GUTTERS	A&B3875, A&B3877	56034
95.	DETAILS OF TYPE SPECIAL 2 APPROACH GUTTERS	A&B3876, A&B3878, A&B3880	56035
96.	DETAILS OF TYPE SPECIAL 3 APPROACH GUTTERS	A&B3879	56036
97.	DETAILS OF TYPE SPECIAL 1 APPROACH SLABS	A3902	56037
98.	DETAILS OF TYPE SPECIAL 2 APPROACH SLABS	B3902	56038

BRIDGE STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
55000	STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS	02-27-14
55001	STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES	02-27-14
55036	STANDARD DETAILS FOR TYPE 'A' APPROACH GUTTERS (BRIDGES WITH 6" CURB WIDTH & TYPE A RAILING)	02-27-14
55045	STANDARD DETAILS FOR APPROACH SLAB (EXISTING BRIDGE MODIFICATION)	02-27-14

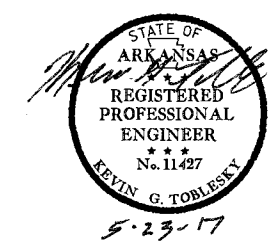
ROADWAY STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	11-17-10
FPC-9N	DETAILS OF DROP INLETS AND SPILLWAY OUTLET	07-02-98
GR-8	GUARD RAIL DETAILS	07-14-10
GR-8A	GUARD RAIL DETAILS	07-14-10
GR-9	GUARD RAIL DETAILS	04-17-08
GR-9A	GUARD RAIL DETAILS	04-17-08
GR-10	GUARD RAIL DETAILS	07-14-10
GR-10A	GUARD RAIL DETAILS	07-14-10
GR-11	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	07-14-10
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PM-1	PAVEMENT MARKING DETAILS	05-12-16
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	09-12-13
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	02-27-14
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	10-15-09
TEC-1	TEMPORARY EROSION CONTROL DEVICES	12-15-11
TR-1A	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMP (NON-REINFORCED)	08-22-02

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
04-17-2017				6	ARK.			
05-19-2017								
				JOB NO.		B0116	3	98

2 GOVERNING SPECIFICATIONS AND GENERAL NOTES



GOVERNING SPECIFICATIONS

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

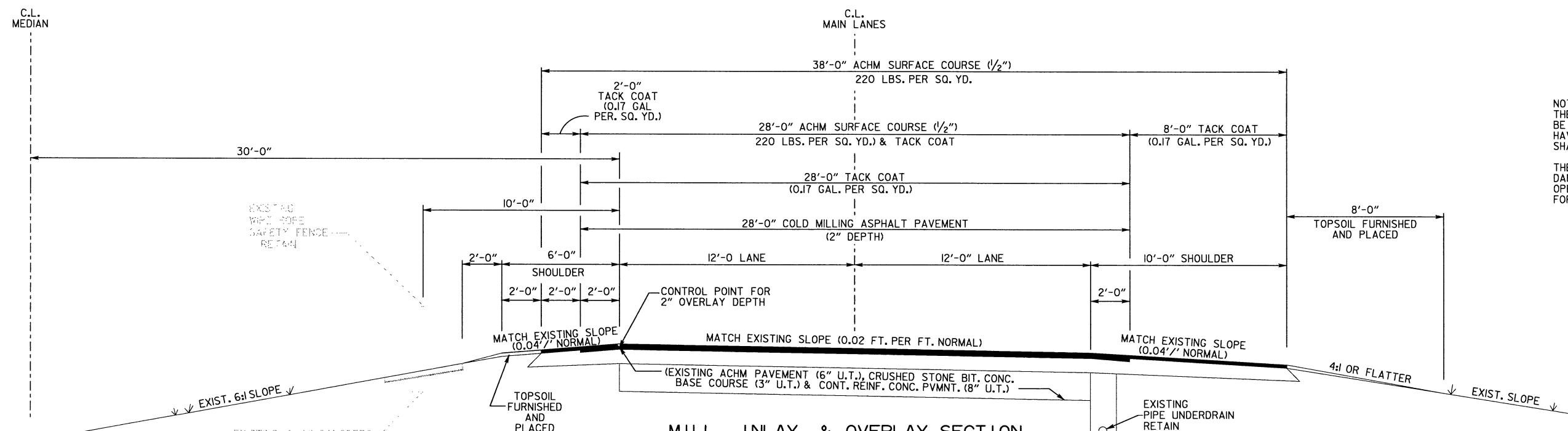
NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
102-2	ISSUANCE OF PROPOSAL
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
303-1	AGGREGATE BASE COURSE
400-1	TACK COATS
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
620-1	MULCH COVER
JOB BB0116	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB BB0116	AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB BB0116	BIDDING REQUIREMENTS AND CONDITIONS
JOB BB0116	BRIDGE DECK REPAIR BRIDGE NOS. A&B3875, A&B3877 & A&B3879
JOB BB0116	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB0116	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB BB0116	CARGO PREFERENCE ACT REQUIREMENTS
JOB BB0116	CONCRETE DITCH PAVING
JOB BB0116	COORDINATION OF WORK
JOB BB0116	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB BB0116	EMPLOYMENT REPORTING
JOB BB0116	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB BB0116	FURNISH AND OPERATION OF MOBILE SPEED NOTIFICATION SYSTEM
JOB BB0116	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BB0116	HYDRODEMOLITION
JOB BB0116	MAINTENANCE OF TRAFFIC
JOB BB0116	MANAGEMENT OF HYDRODEMOLITION WASTEWATER
JOB BB0116	MANDATORY ELECTRONIC CONTRACT
JOB BB0116	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB BB0116	NESTING SITES OF MIGRATORY BIRDS
JOB BB0116	OPTIONAL SUNDAY WORK
JOB BB0116	PARTNERING REQUIREMENTS
JOB BB0116	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS
JOB BB0116	PROSECUTION AND PROGRESS - CALENDAR DAY CONTRACT
JOB BB0116	REMOVAL AND DISPOSAL OF GUARDRAIL
JOB BB0116	RUMBLE STRIP REMOVAL
JOB BB0116	SEQUENCE OF CONSTRUCTION
JOB BB0116	SITE USE (A+B+C METHOD) - CALENDAR DAY CONTRACT
JOB BB0116	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB BB0116	SPECIAL SEEDING REQUIREMENTS
JOB BB0116	STORM WATER POLLUTION PREVENTION PLAN
JOB BB0116	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB BB0116	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BB0116	UTILITY ADJUSTMENTS
JOB BB0116	VALUE ENGINEERING
JOB BB0116	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
JOB BB0116	WARM MIX ASPHALT
JOB BB0116	WELLHEAD PROTECTION
JOB BB0116	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB BB0116	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS

GENERAL NOTES

- GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
- ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
- 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.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- 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.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO116		4	98

2 TYPICAL SECTIONS OF IMPROVEMENT



NOTES:
 THE FINAL 2" OF SURFACE COURSE IS TO BE PLACED AFTER ALL OTHER COURSES HAVE BEEN LAID. LONGITUDINAL JOINTS SHALL BE AT LANE LINES.
 THE CONTRACTOR SHALL REPAIR ANY SLOPES DAMAGED DURING THE CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR SLOPE REPAIR.

MILL, INLAY, & OVERLAY SECTION
 (SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES		RIGHT MAIN LANES	
STA. 4551+00.00	TO STA. 4589+50.00	STA. 4490+00.00	TO STA. 4509+00.00
STA. 4668+22.00	TO STA. 4715+50.00	STA. 4590+50.00	TO STA. 4667+78.00
STA. 5228+00.00	TO STA. 5238+33.00	STA. 4716+50.00	TO STA. 4787+97.00
STA. 5242+33.00	TO STA. 5359+48.40	STA. 4802+47.59	TO STA. 4828+34.00
		STA. 4831+57.30	TO STA. 4868+80.00
		STA. 4872+26.50	TO STA. 4917+42.00
		STA. 4920+84.99	TO STA. 4998+64.00
		STA. 5001+50.50	TO STA. 5007+66.00
		STA. 5010+93.09	TO STA. 5055+33.00
		STA. 5058+34.67	TO STA. 5085+00.00

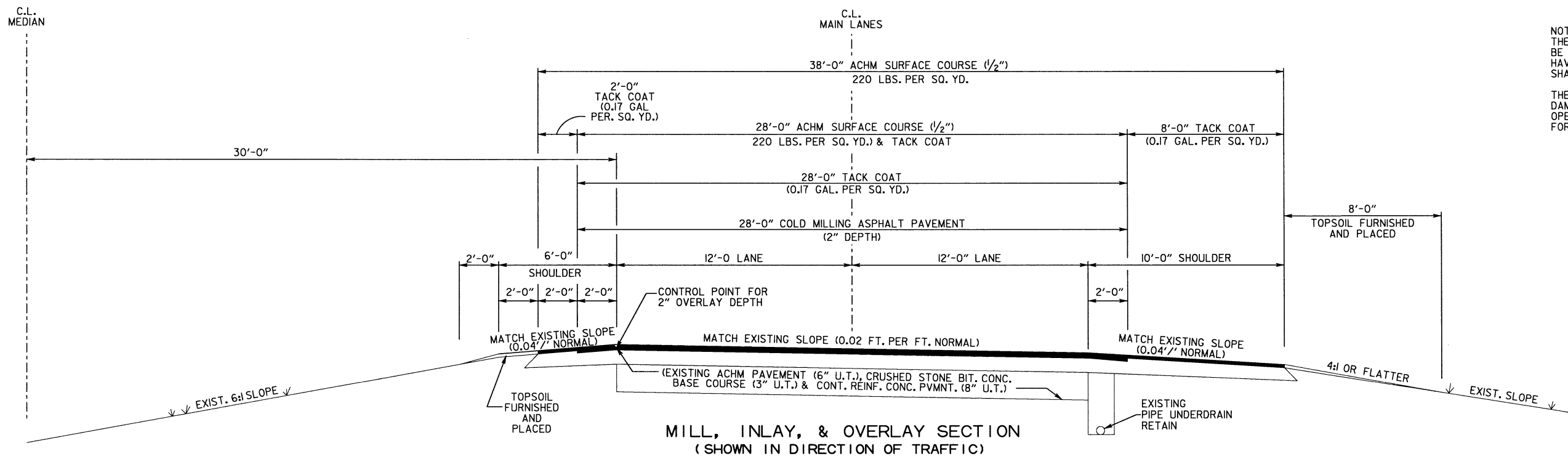
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				6	ARK.			
				JOB NO.	BBO116		5	98

2 TYPICAL SECTIONS OF IMPROVEMENT



2-13-17



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

THE CONTRACTOR SHALL REPAIR ANY SLOPES DAMAGED DURING THE CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR SLOPE REPAIR.

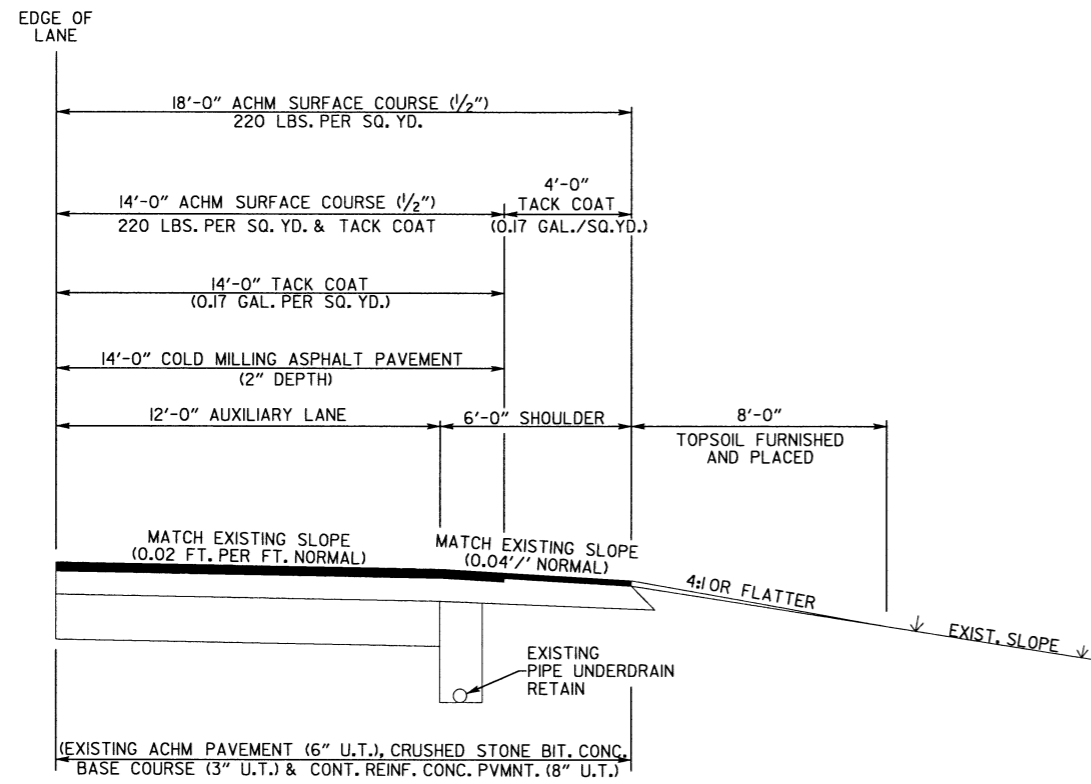
LEFT MAIN LANES		RIGHT MAIN LANES	
STA. 4490+00.00	TO STA. 4509+00.00	STA. 4551+00.00	TO STA. 4590+50.00
STA. 4589+50.00	TO STA. 4668+22.00	STA. 4667+78.00	TO STA. 4716+50.00
STA. 4715+50.00	TO STA. 4788+92.41	STA. 4787+97.00	TO STA. 4790+42.41
STA. 4800+97.59	TO STA. 4830+00.54	STA. 4828+34.00	TO STA. 4829+65.41
STA. 4831+93.35	TO STA. 4870+91.50	STA. 4868+80.00	TO STA. 4870+03.50
STA. 4873+14.50	TO STA. 4919+13.21	STA. 4917+42.00	TO STA. 4918+74.64
STA. 4921+23.56	TO STA. 5000+02.50	STA. 4998+64.00	TO STA. 5000+02.50
STA. 5001+50.50	TO STA. 5009+06.91	STA. 5007+66.00	TO STA. 5009+06.91
STA. 5010+93.09	TO STA. 5056+71.67	STA. 5055+33.00	TO STA. 5056+71.33
STA. 5058+34.33	TO STA. 5085+00.00	STA. 5228+00.00	TO STA. 5361+48.40
STA. 5238+33.00	TO STA. 5242+33.00		

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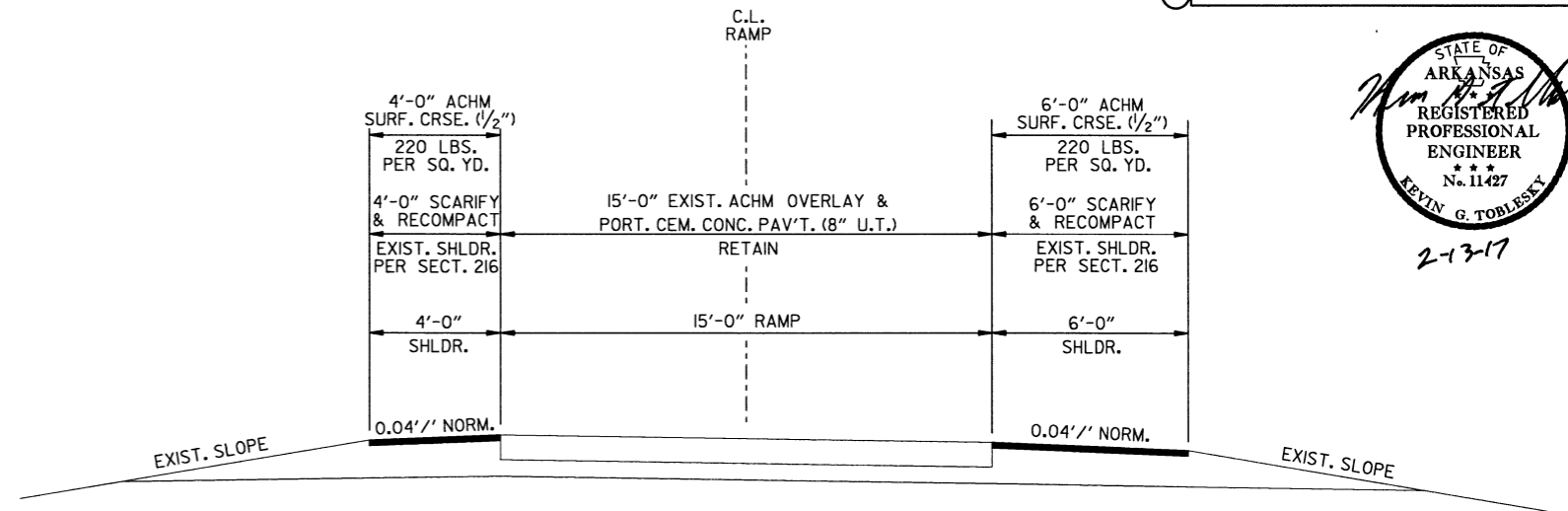
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				JOB NO.	BBO116		6	98

2 TYPICAL SECTIONS OF IMPROVEMENT



MILL, INLAY, & OVERLAY SECTION
AUXILIARY LANE
(SHOWN IN DIRECTION OF TRAFFIC)

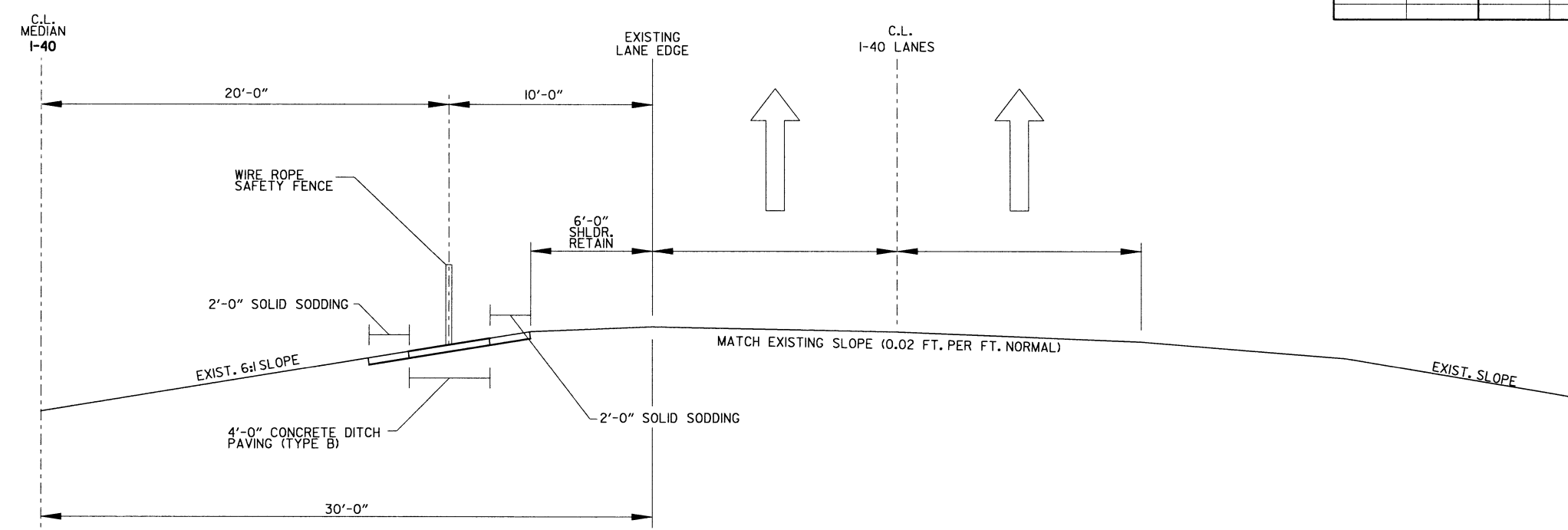


PAVEMENT REHABILITATION
HWY. 75 INTERCHANGE RAMPS 1-4



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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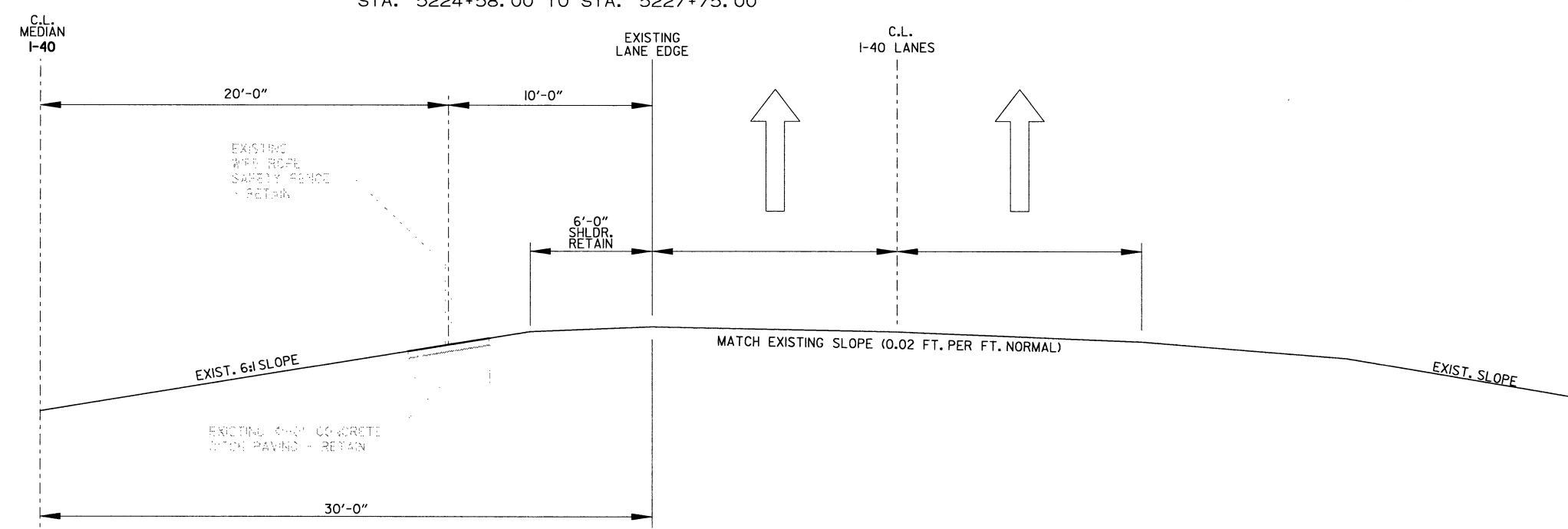
2 TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION OF IMPROVEMENT FOR WIRE ROPE SAFETY FENCE (SHOWN IN DIRECTION OF TRAFFIC)

LEFT MAIN LANES
 STA. 4532+91.50 TO STA. 4549+50.00
 STA. 5116+22.00 TO STA. 5129+20.00
 STA. 5215+28.00 TO STA. 5224+18.00
 STA. 5224+58.00 TO STA. 5227+75.00

RIGHT MAIN LANES
 STA. 4510+00.00 TO STA. 4526+78.24
 STA. 5094+78.00 TO STA. 5103+66.47
 STA. 5197+50.00 TO STA. 5208+00.12



TYPICAL SECTION OF IMPROVEMENT FOR WIRE ROPE SAFETY FENCE (SHOWN IN DIRECTION OF TRAFFIC)

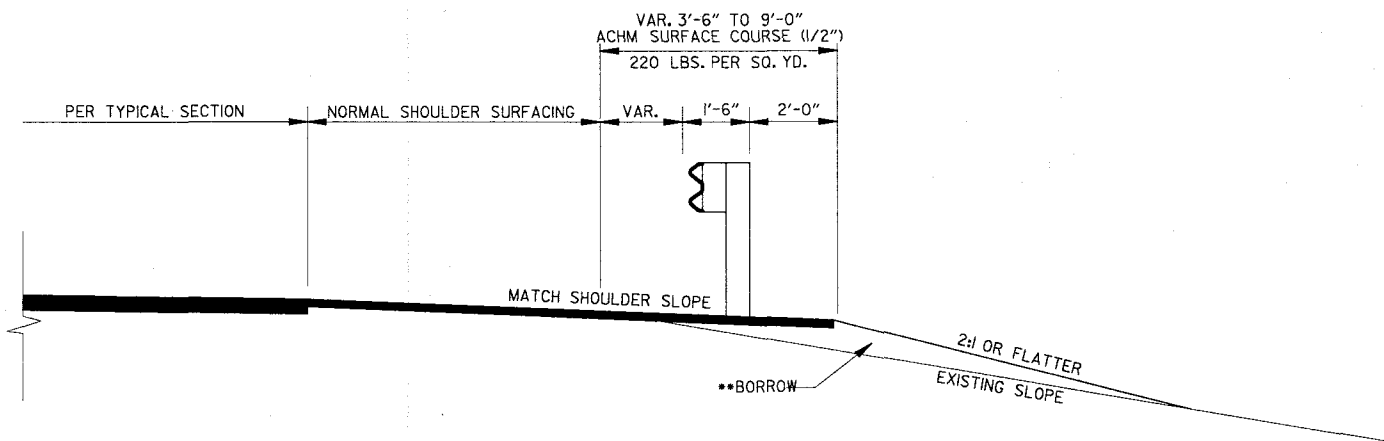
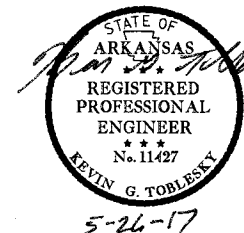
LEFT MAIN LANES
 STA. 4549+50.00 TO STA. 4551+00.00
 STA. 5227+75.00 TO STA. 5228+00.00

RIGHT MAIN LANES
 STA. 4509+00.00 TO STA. 4510+00.00
 STA. 5196+00.00 TO STA. 5197+50.00

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							JOB NO.	8
							BBO116	98

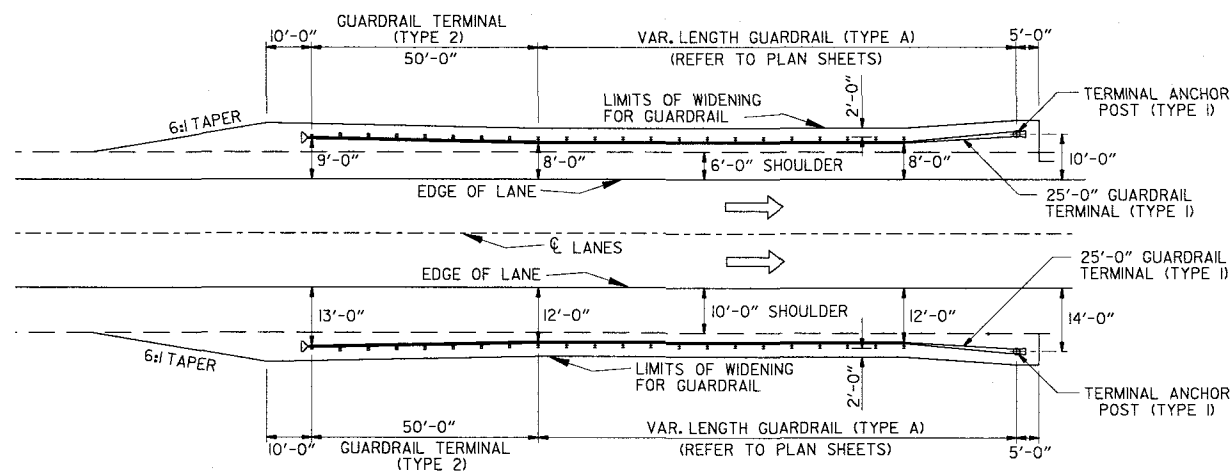
2 SPECIAL DETAILS



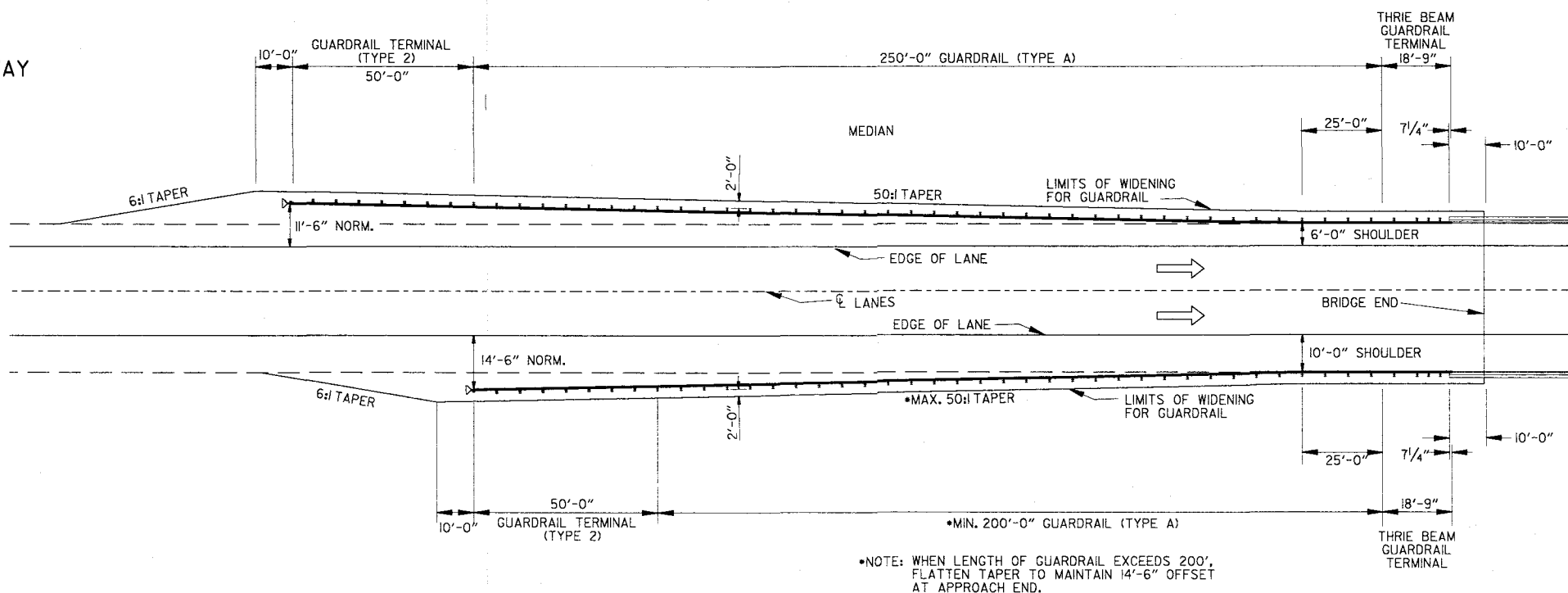
SECTION DETAIL OF WIDENING FOR GUARDRAIL

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: NO DIRECT PAYMENT WILL BE MADE FOR BORROW MATERIAL. PAYMENT MADE FOR BORROW MATERIAL WILL BE CONSIDERED SUBSIDIARY TO PRICE FOR VARIOUS PAY ITEMS FOR GUARDRAIL INSTALLATION. SEE SECTION 210 OF THE STD. SPECS. FOR ADDITIONAL INFORMATION PERTAINING TO BORROW MATERIAL.



TYPICAL LAYOUT OF GUARDRAIL ALONG ROADWAY



TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS

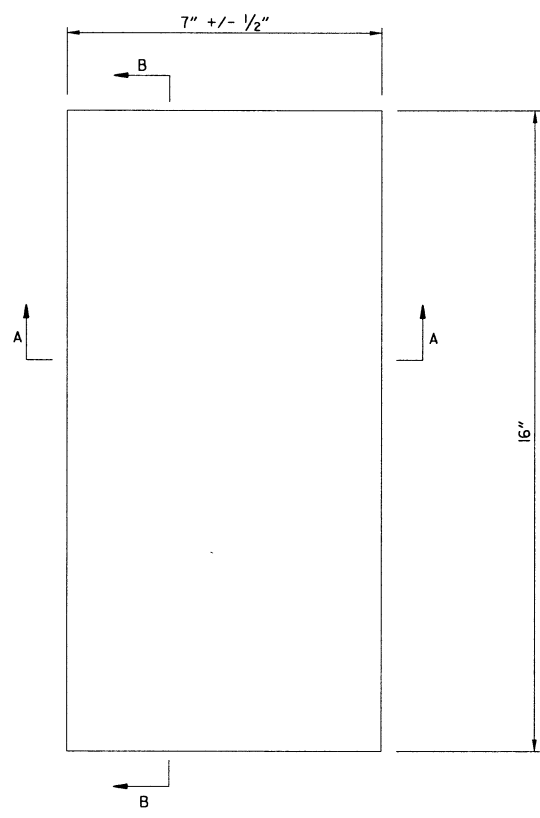
NOTE: WHEN LENGTH OF GUARDRAIL EXCEEDS 200', FLATTEN TAPER TO MAINTAIN 14'-6\"/>

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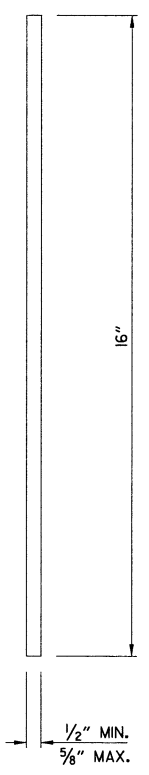
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							9	98

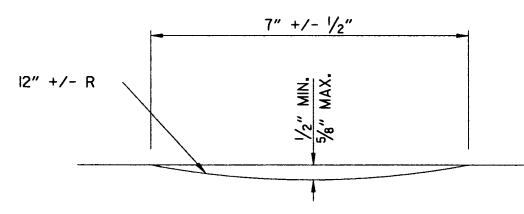
2 SPECIAL DETAILS



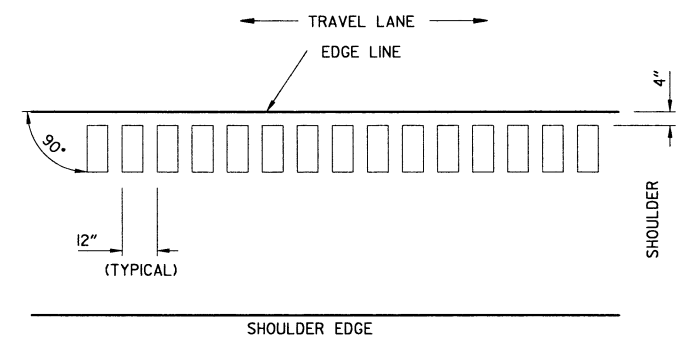
PLAN



SECTION B-B



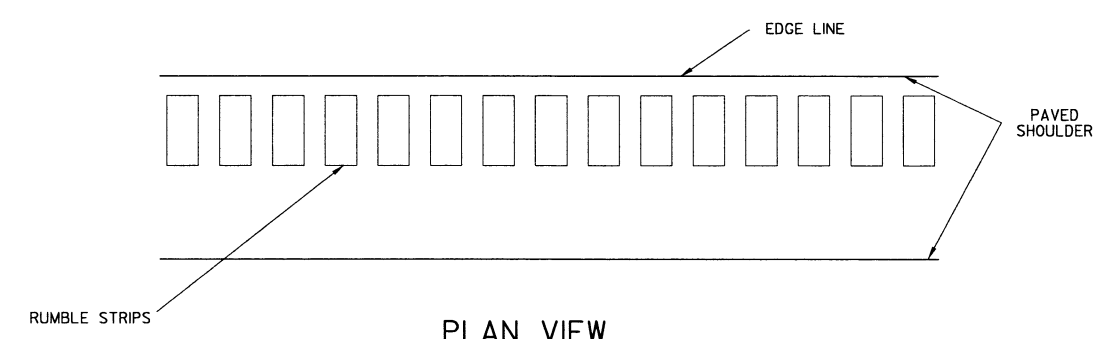
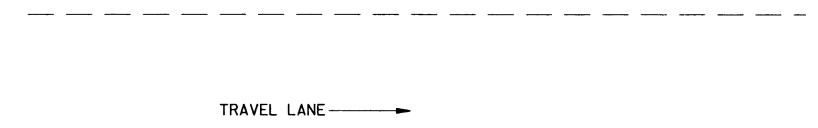
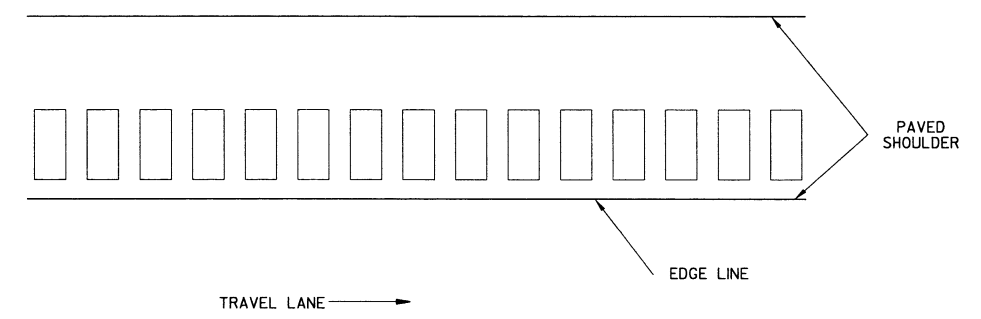
SECTION A-A



LOCATION PLAN OF RUMBLE STRIPS LEFT OR RIGHT SHOULDER

NOTES:

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



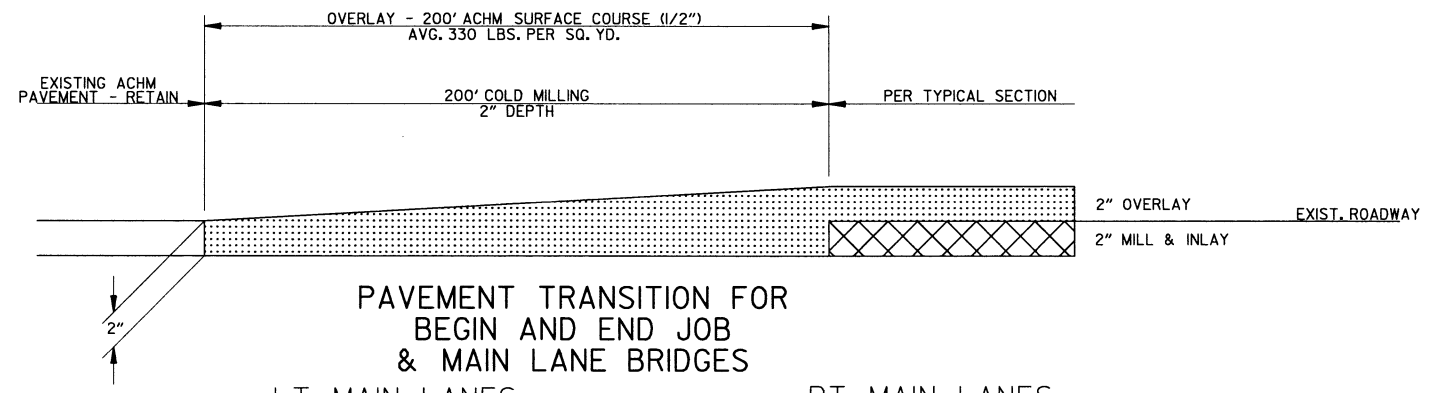
PLAN VIEW

DETAILS OF RUMBLE STRIPS

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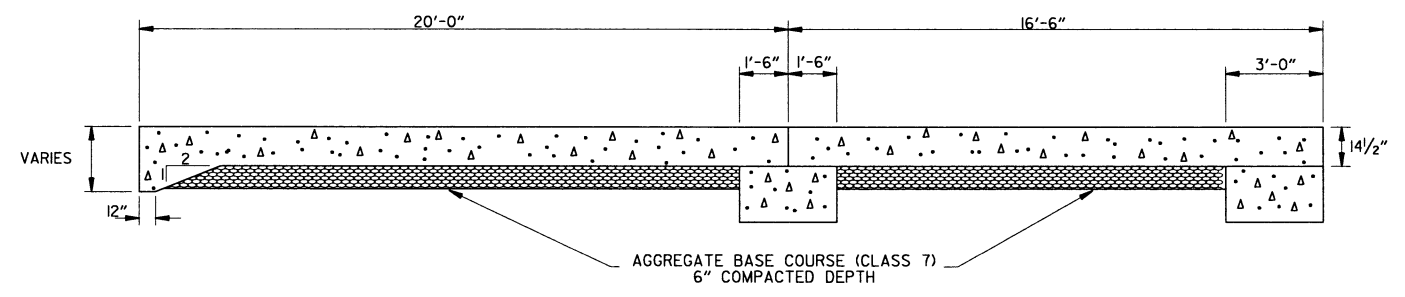
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2 SPECIAL DETAILS



PAVEMENT TRANSITION FOR
BEGIN AND END JOB
& MAIN LANE BRIDGES

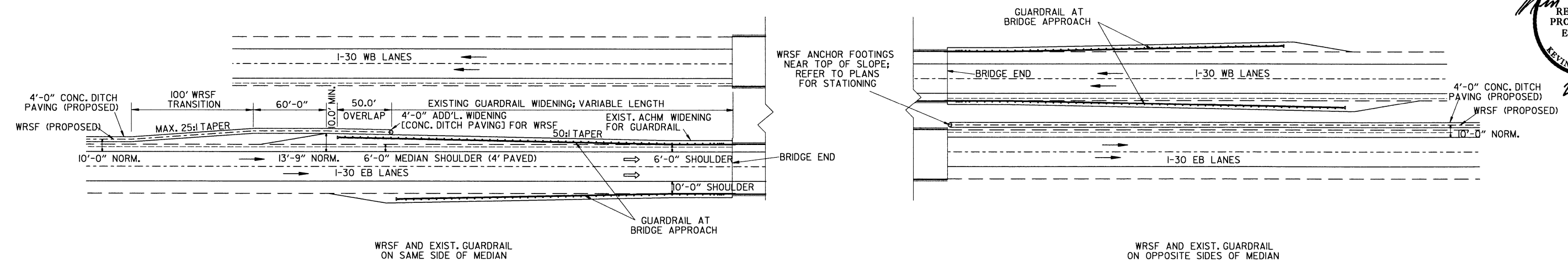
LT. MAIN LANES		RT. MAIN LANES	
STA. 4488+00.00	TO STA. 4490+00.00	STA. 4488+00.00	TO STA. 4490+00.00
STA. 4507+00.00	TO STA. 4509+00.00	STA. 4507+00.00	TO STA. 4509+00.00
STA. 4551+00.00	TO STA. 4553+00.00	STA. 4551+00.00	TO STA. 4553+00.00
STA. 4786+92.41	TO STA. 4788+92.41	STA. 4788+42.41	TO STA. 4790+42.41
STA. 4800+97.59	TO STA. 4802+97.59	STA. 4802+47.59	TO STA. 4804+47.59
STA. 4828+00.54	TO STA. 4830+00.54	STA. 4827+65.41	TO STA. 4829+65.41
STA. 4831+93.35	TO STA. 4833+93.35	STA. 4831+57.30	TO STA. 4833+57.30
STA. 4868+91.50	TO STA. 4870+91.50	STA. 4868+03.50	TO STA. 4870+03.50
STA. 4873+14.50	TO STA. 4875+14.50	STA. 4872+26.50	TO STA. 4874+26.50
STA. 4917+13.21	TO STA. 4919+13.21	STA. 4916+74.65	TO STA. 4918+74.65
STA. 4921+23.56	TO STA. 4923+23.56	STA. 4920+84.99	TO STA. 4922+84.99
STA. 4998+02.50	TO STA. 5000+02.50	STA. 4998+02.50	TO STA. 5000+02.50
STA. 5001+50.50	TO STA. 5003+50.50	STA. 5001+50.50	TO STA. 5003+50.50
STA. 5007+06.91	TO STA. 5009+06.91	STA. 5007+06.91	TO STA. 5009+06.91
STA. 5010+93.09	TO STA. 5012+93.09	STA. 5010+93.09	TO STA. 5012+93.09
STA. 5054+71.67	TO STA. 5056+71.67	STA. 5054+71.33	TO STA. 5056+71.33
STA. 5058+34.33	TO STA. 5060+34.33	STA. 5058+34.67	TO STA. 5060+34.67
STA. 5083+00.00	TO STA. 5085+00.00	STA. 5083+00.00	TO STA. 5085+00.00
STA. 5228+00.00	TO STA. 5230+00.00	STA. 5228+00.00	TO STA. 5230+00.00
STA. 5359+48.40	TO STA. 5361+48.40	STA. 5359+48.40	TO STA. 5361+48.40



SPECIAL DETAIL OF APPROACH SLAB

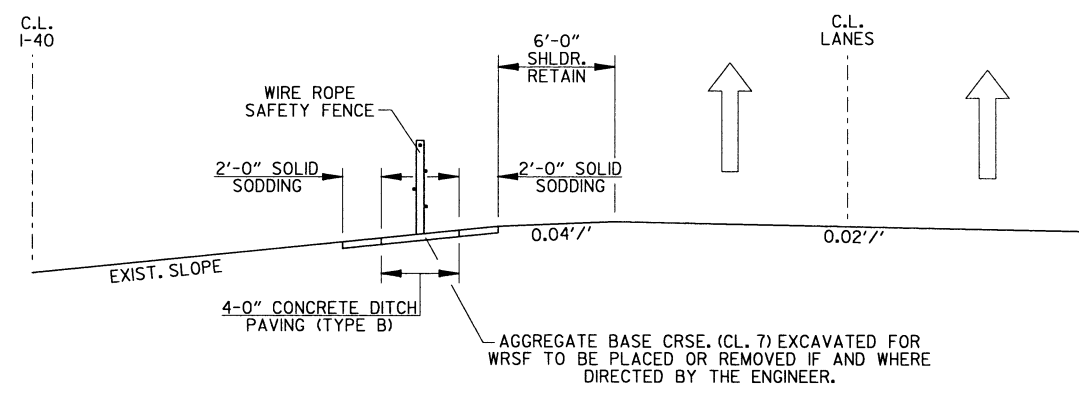
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2 SPECIAL DETAILS

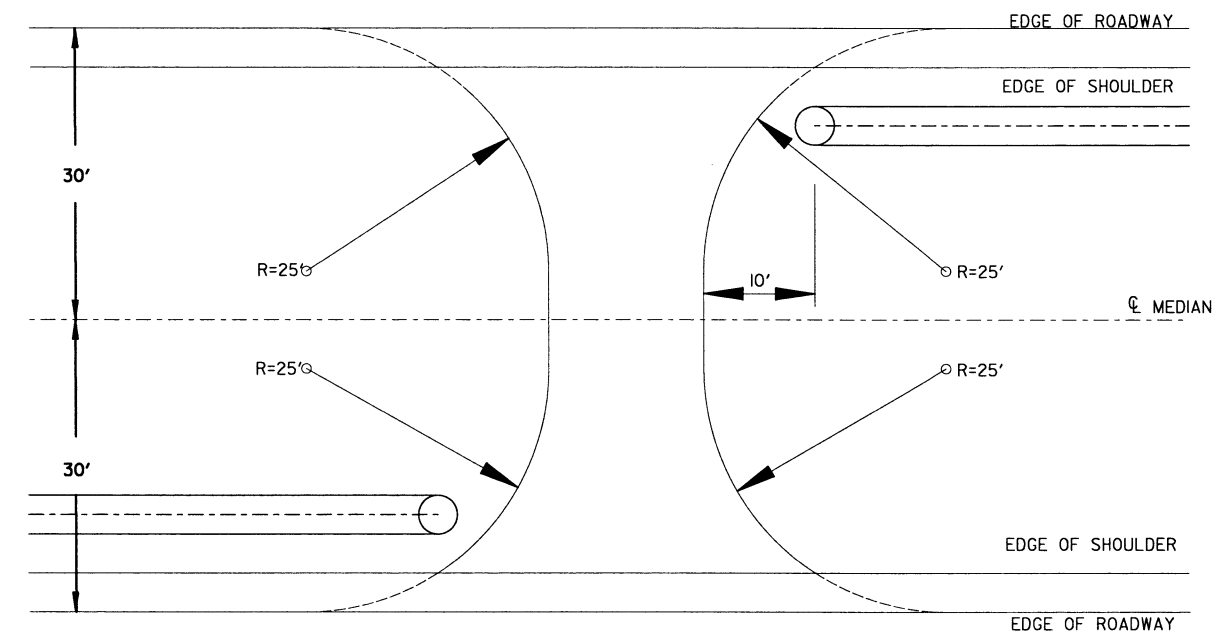


DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

REFER TO PLANS FOR RELATIVE PLACEMENT OF GUARDRAIL AND WIRE ROPE SAFETY FENCE AT EACH BRIDGE END.



SOLID SODDING DETAIL



DETAIL OF EXISTING MEDIAN CROSSING

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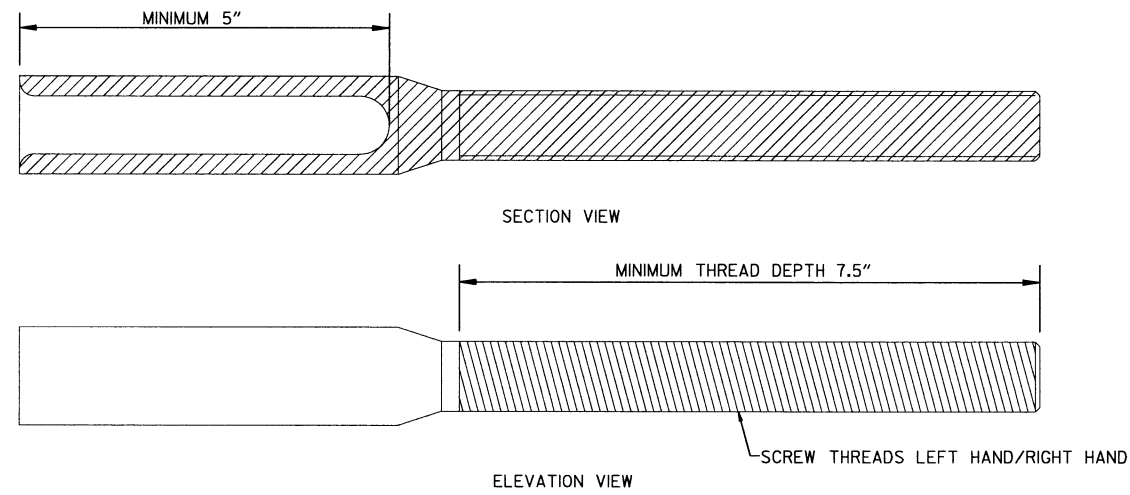
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2 SPECIAL DETAILS

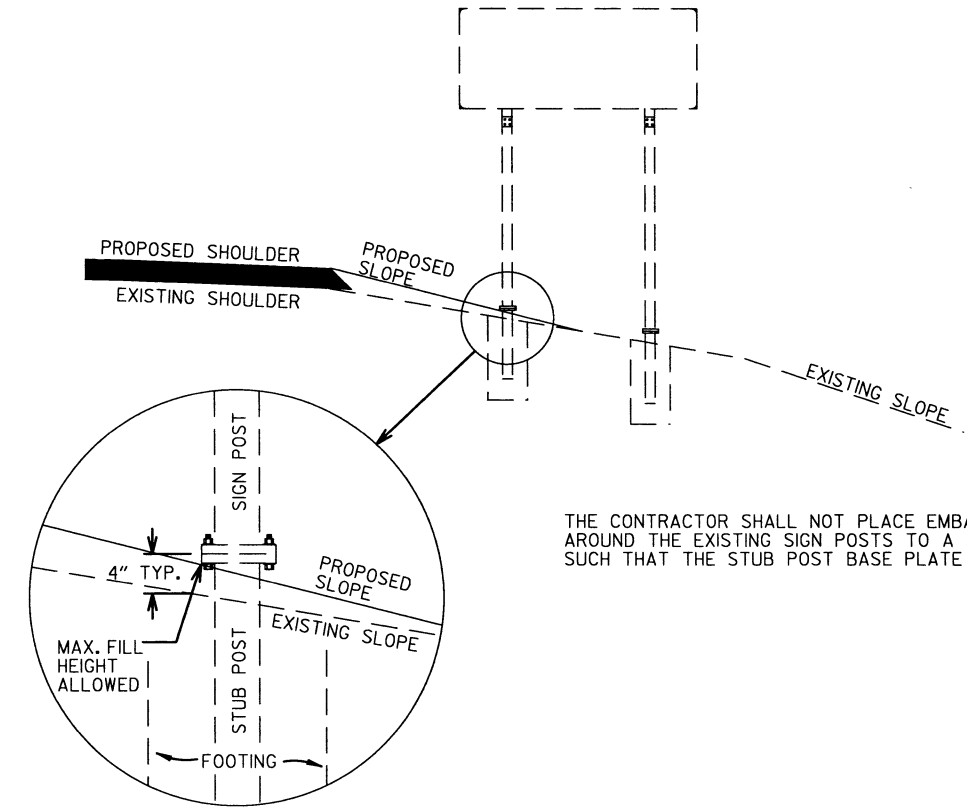


2-13-17



NOTE:
REFER TO "WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS" SPECIAL PROVISION FOR ADDITIONAL REQUIREMENTS.

THREADED TERMINAL DETAIL



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

DETAILS FOR THE MAINTENANCE OF EXISTING BREAKAWAY SIGN STRUCTURES

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4470

4475

4480

4485

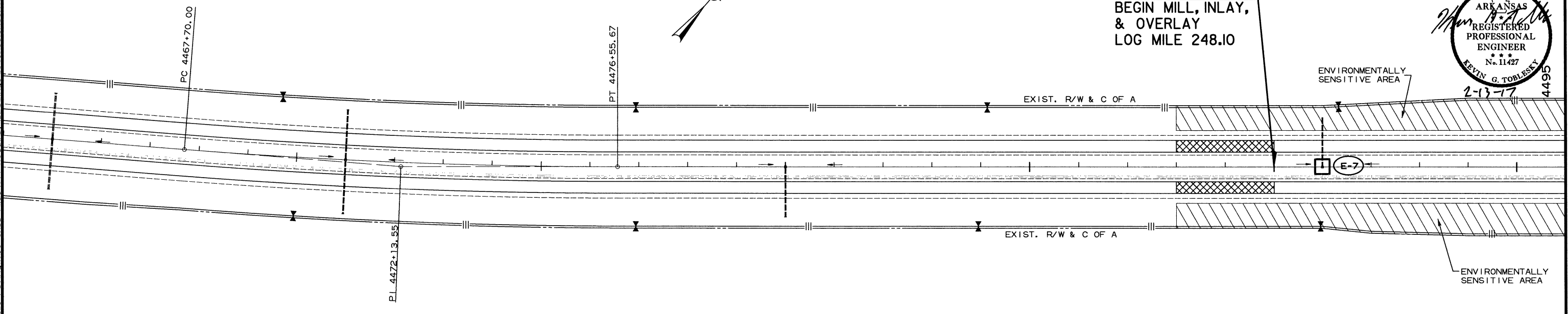
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4495

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				6	ARK.		13	98

TEMPORARY EROSION CONTROL DETAILS

STA. 4491+00.00
BEGIN MILL, INLAY,
& OVERLAY
LOG MILE 248.10



REVISIONS

DATE	REVISION

LEGEND

- (E-7) DROP INLET SILT FENCE
- (E-11) SILT FENCE

4495

4500

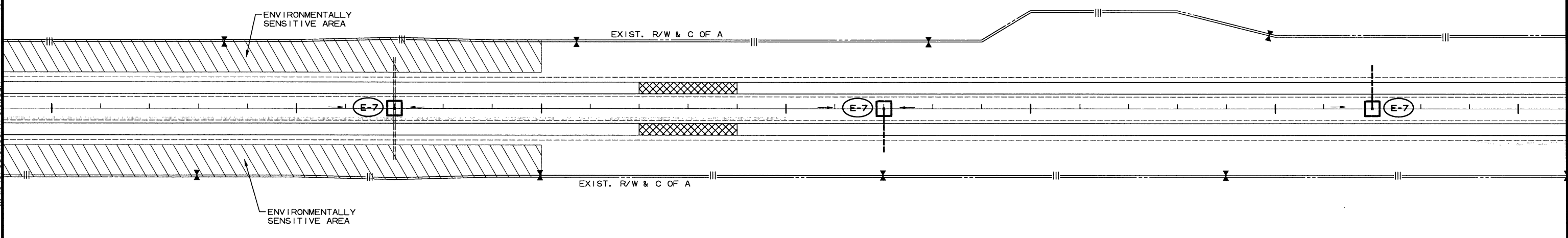
4505

4510

4515

4520

4525

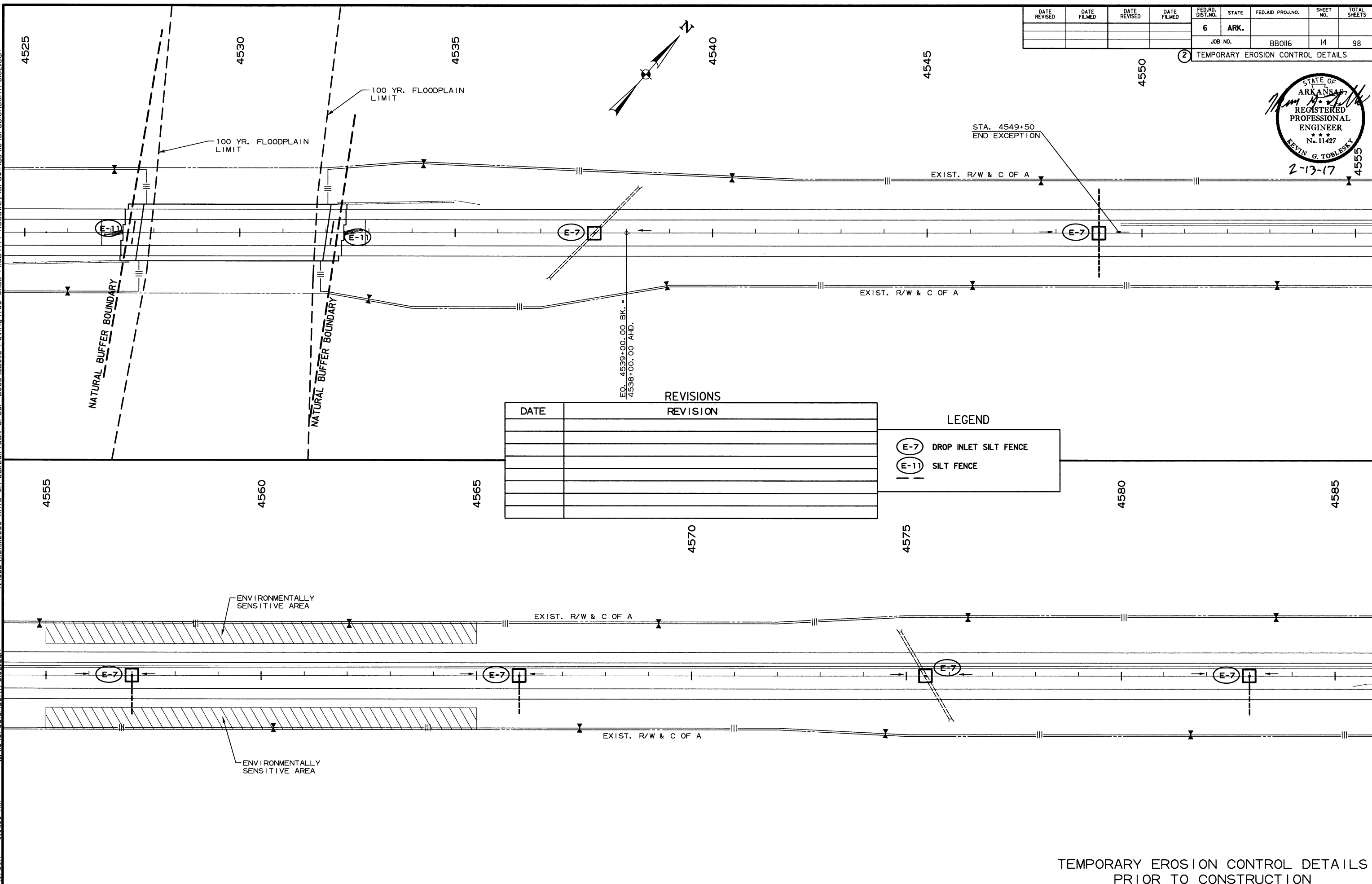
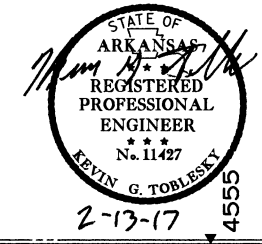


TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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2 TEMPORARY EROSION CONTROL DETAILS



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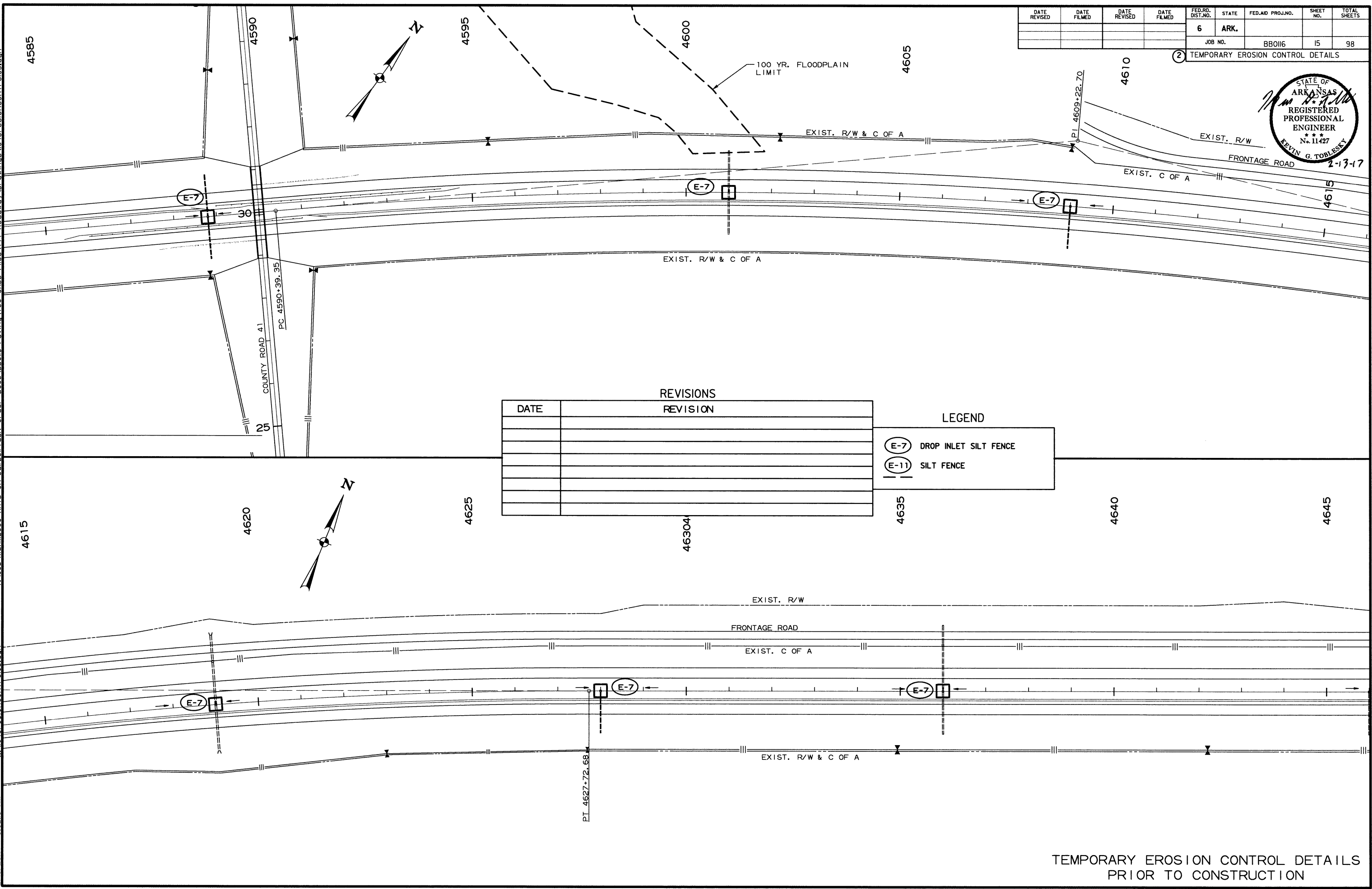
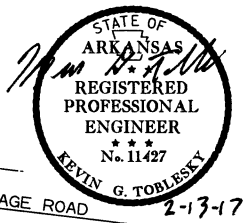
LEGEND	
(E-7)	DROP INLET SILT FENCE
(E-11)	SILT FENCE
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TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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JOB NO. BBO116
 SHEET NO. 15
 TOTAL SHEETS 98
 ② TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

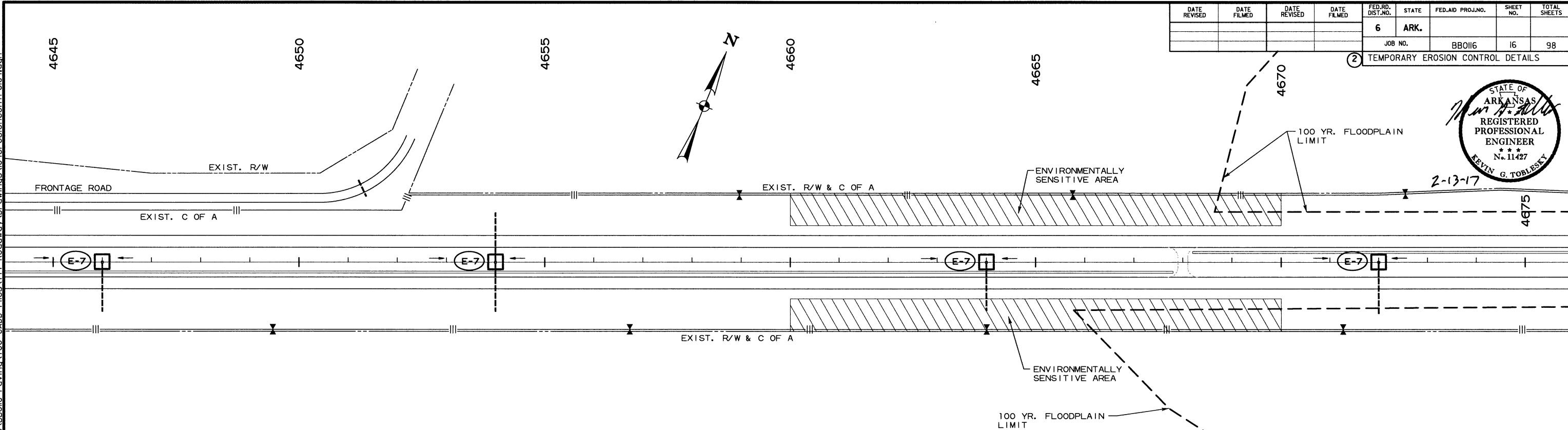
LEGEND	
	DROP INLET SILT FENCE
	SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
 PRIOR TO CONSTRUCTION

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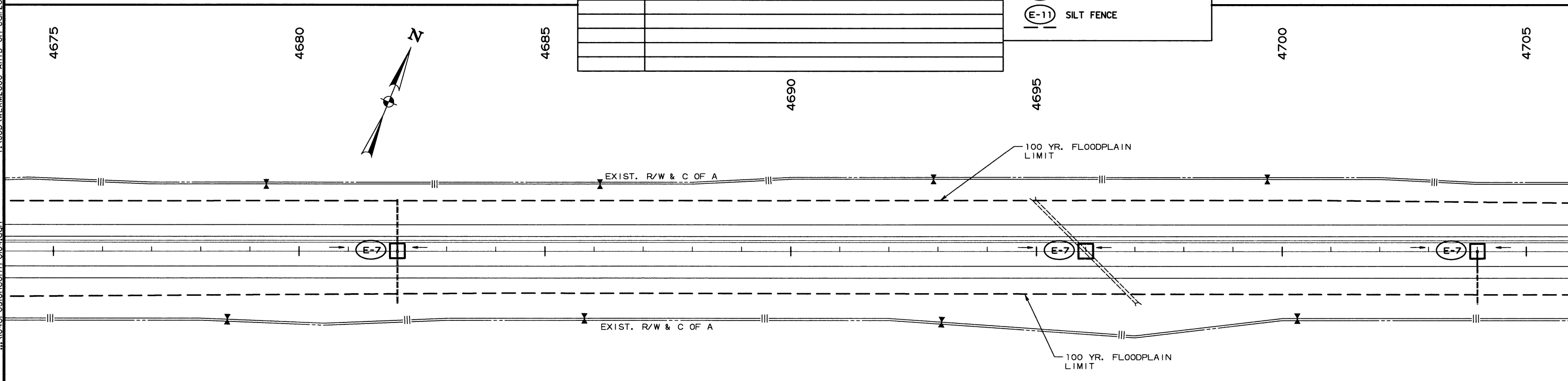
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				6	ARK.			

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

LEGEND	
	DROP INLET SILT FENCE
	SILT FENCE

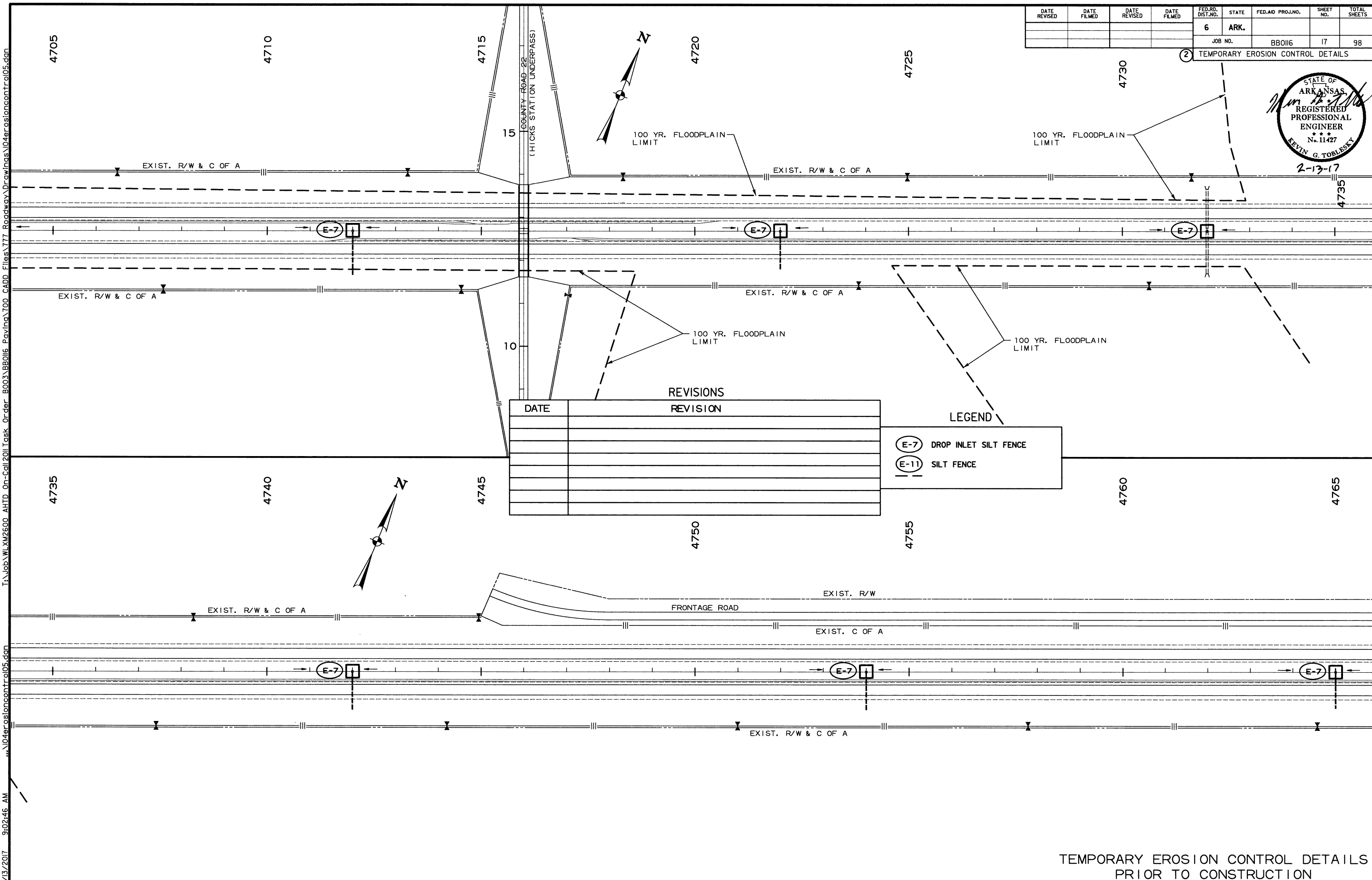


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JOB NO. BBO116 17 98
 TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

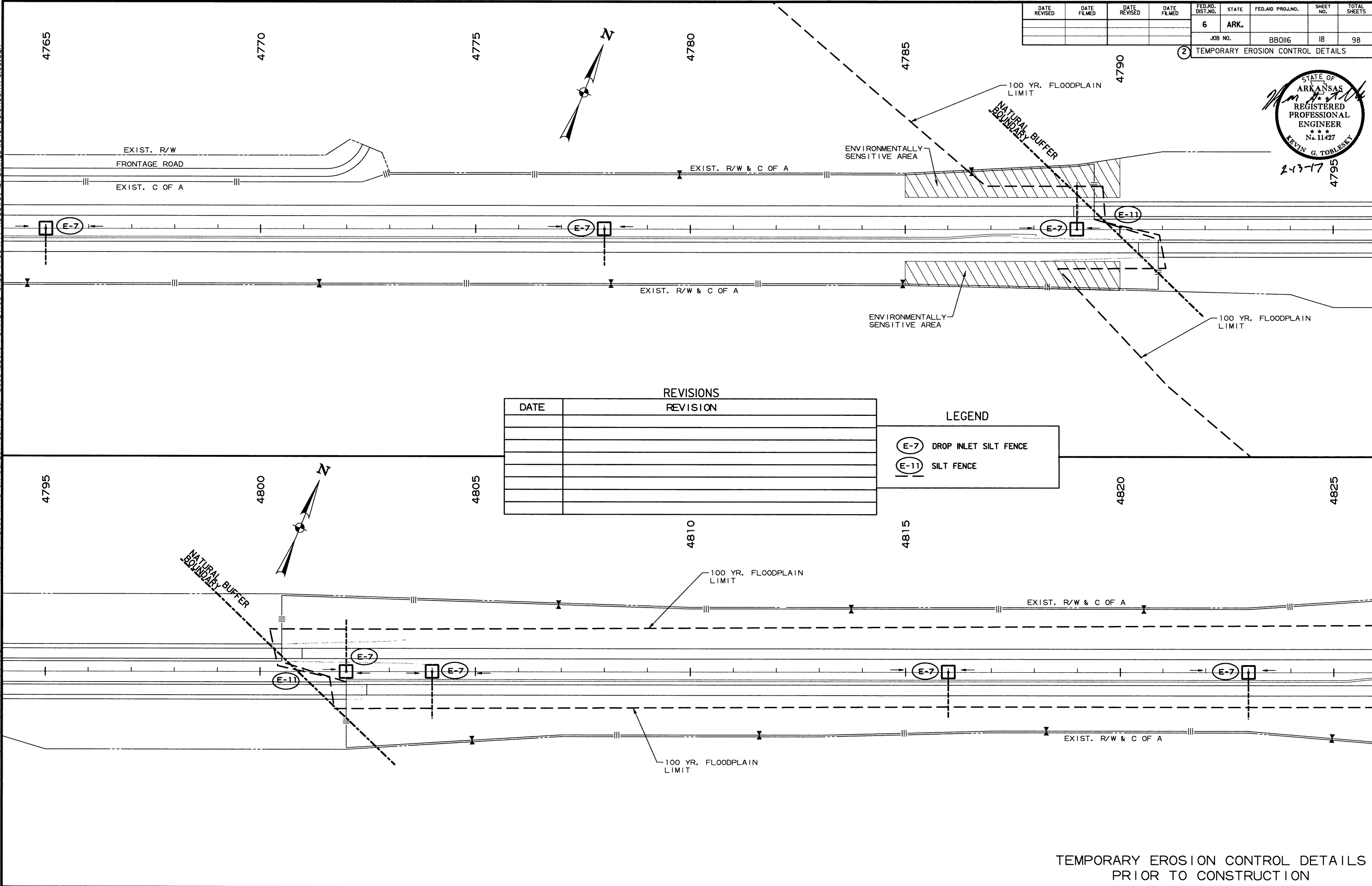
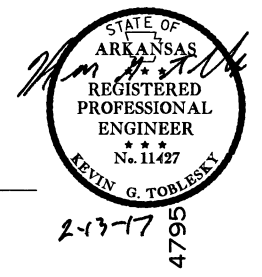
LEGEND	
(E-7)	DROP INLET SILT FENCE
(E-11)	SILT FENCE
---	100 YR. FLOODPLAIN LIMIT

TEMPORARY EROSION CONTROL DETAILS
 PRIOR TO CONSTRUCTION

2/13/2017 9:03:00 AM \\04erosioncontrol06.dgn T:\Job\WLM2600_AHTD_On-Call\2011Task_Order_B003\B016_Paving\700_CADD_Files\777_Roadway\Drawings\04erosioncontrol06.dgn

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				6	ARK.		18	98

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

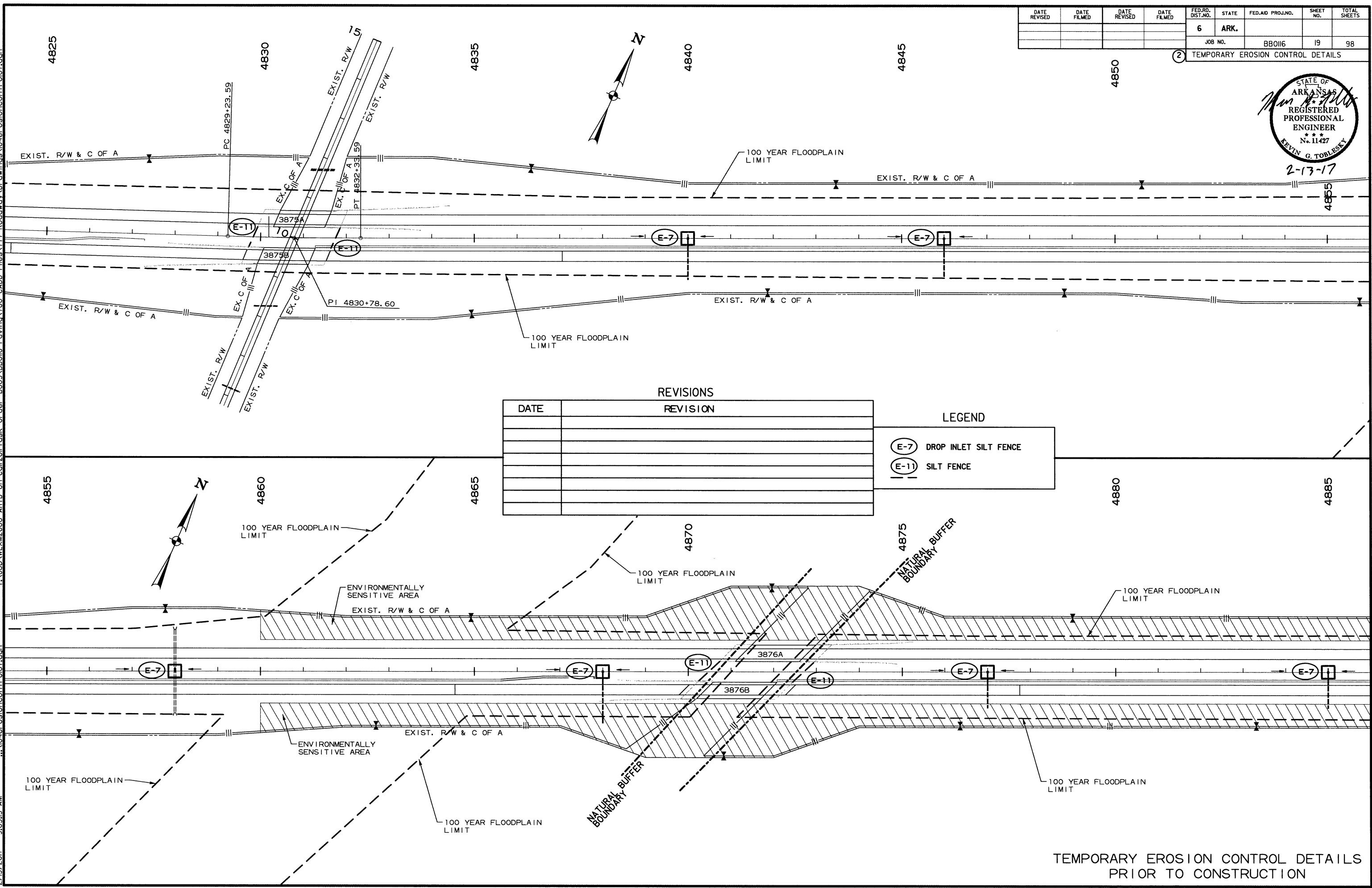
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	SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

I:\Job\WLM2600 AHTD On-Call\2011Task Order\B003\B0016 Paving\700 CADD Files\777 Roadway\Drawings\04erosioncontrol\07.dgn
2/13/2017 9:03:13 AM

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

2 TEMPORARY EROSION CONTROL DETAILS



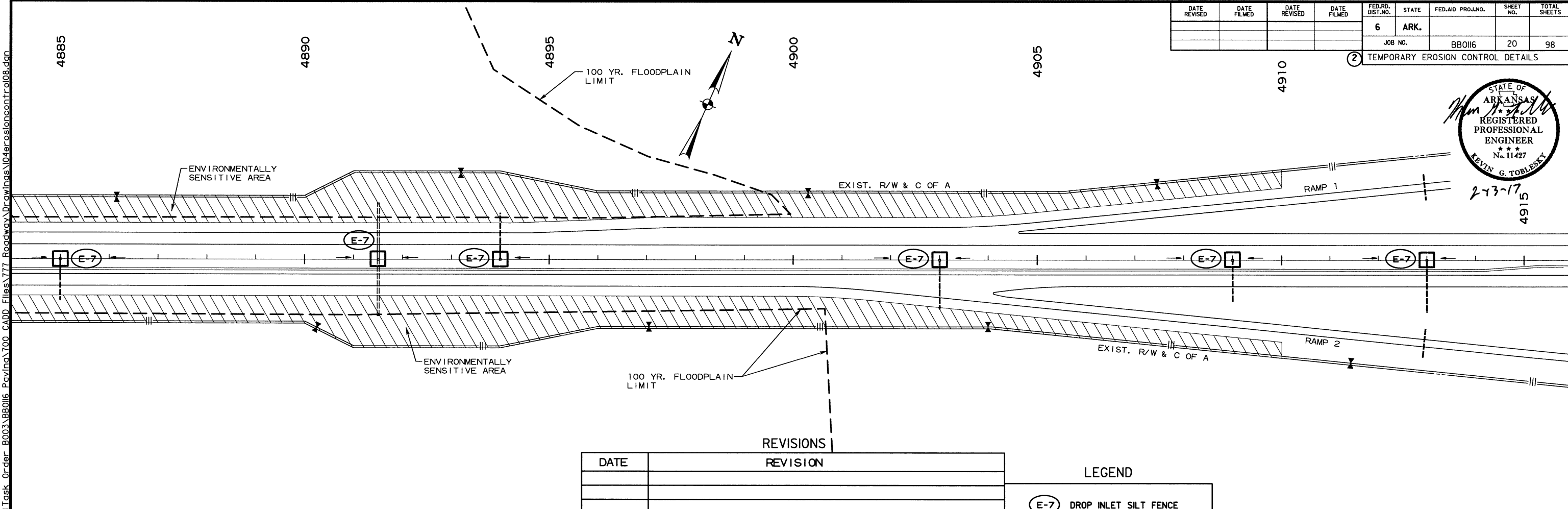
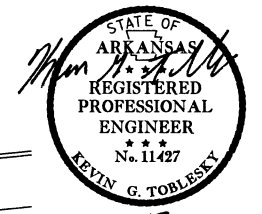
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DATE	REVISION

LEGEND	
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TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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2 TEMPORARY EROSION CONTROL DETAILS

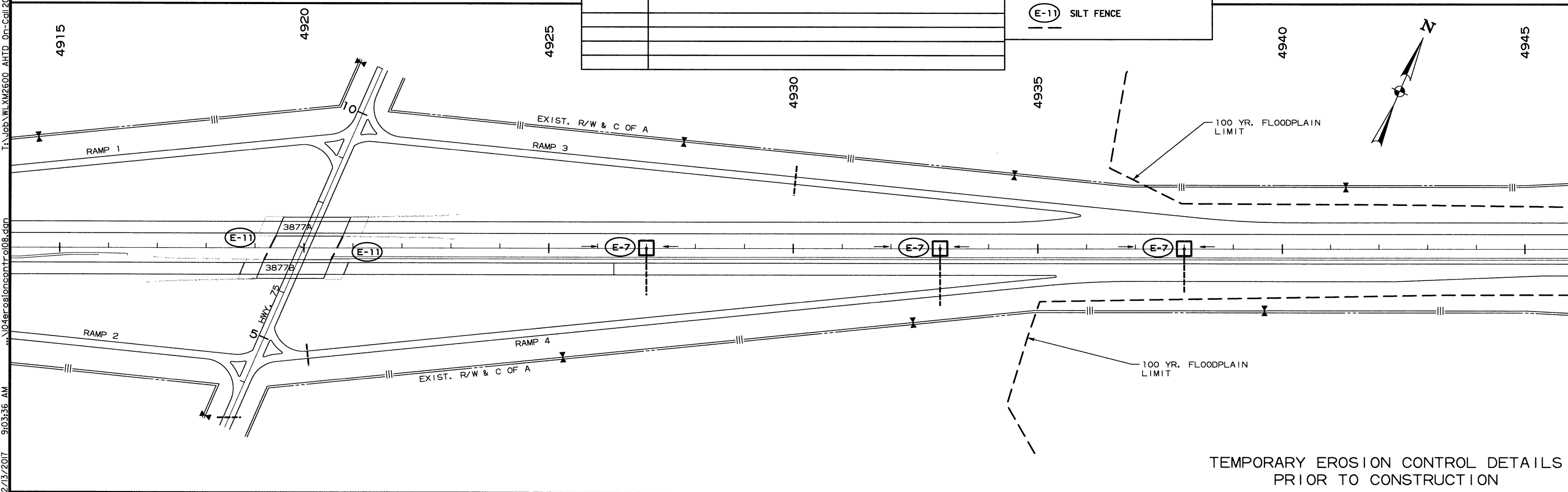


REVISIONS

DATE	REVISION

LEGEND

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	SILT FENCE
	100 YR. FLOODPLAIN LIMIT



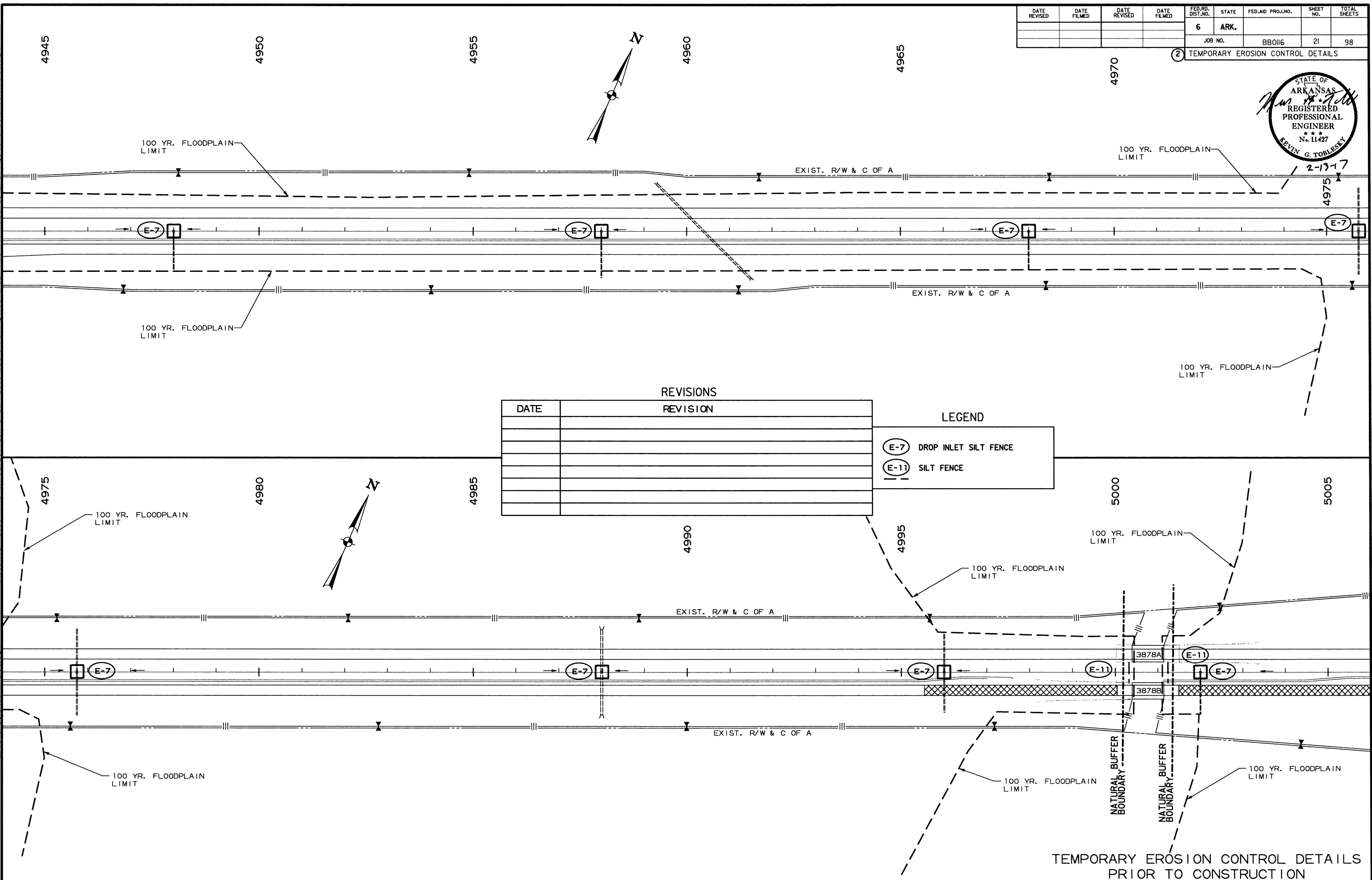
TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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2/13/2017 9:03:50 AM ...104erosioncontrol09.dgn ...B003.BB016 PavIngs\700_CADD_Files\777_Roadway\Drawings\104erosioncontrol09.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		BBO16	21	98

TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

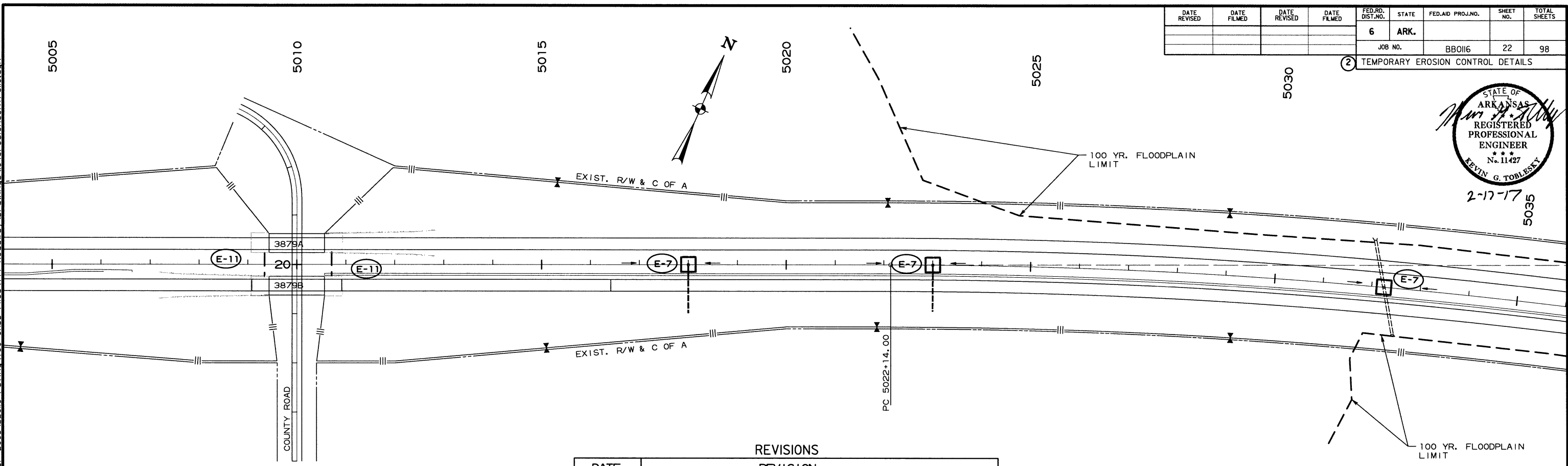
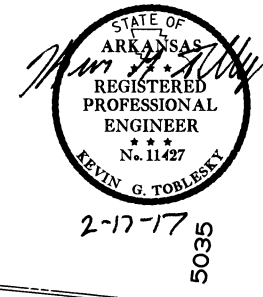
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	SILT FENCE
	100 YR. FLOODPLAIN LIMIT
	EXIST. R/W & C OF A
	NATURAL BUFFER BOUNDARY

TEMPORARY EROSION CONTROL DETAILS PRIOR TO CONSTRUCTION

2/13/2017 9:04:06 AM T:\Job\WLM2600_AHTD_On-Call\2011Task_Order_B003\B0016_Paving\700_CADD_Files\777_Roadway\Drawings\104erosioncontrol\10.dgn

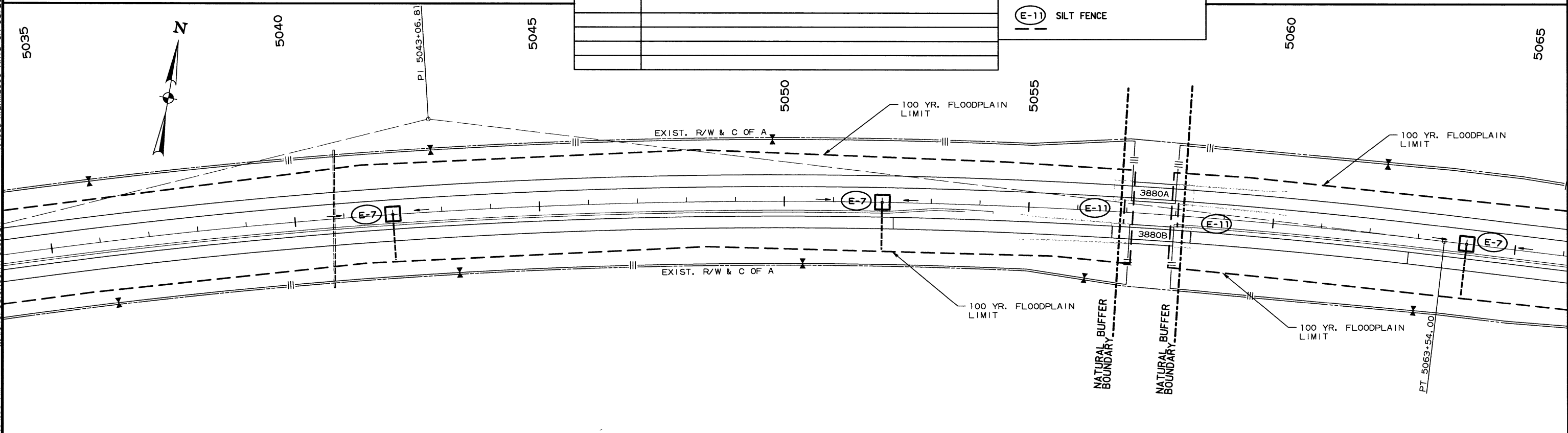
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				6	ARK.		22	98
				JOB NO.		B0016		

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

LEGEND	
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	SILT FENCE
	SILT FENCE

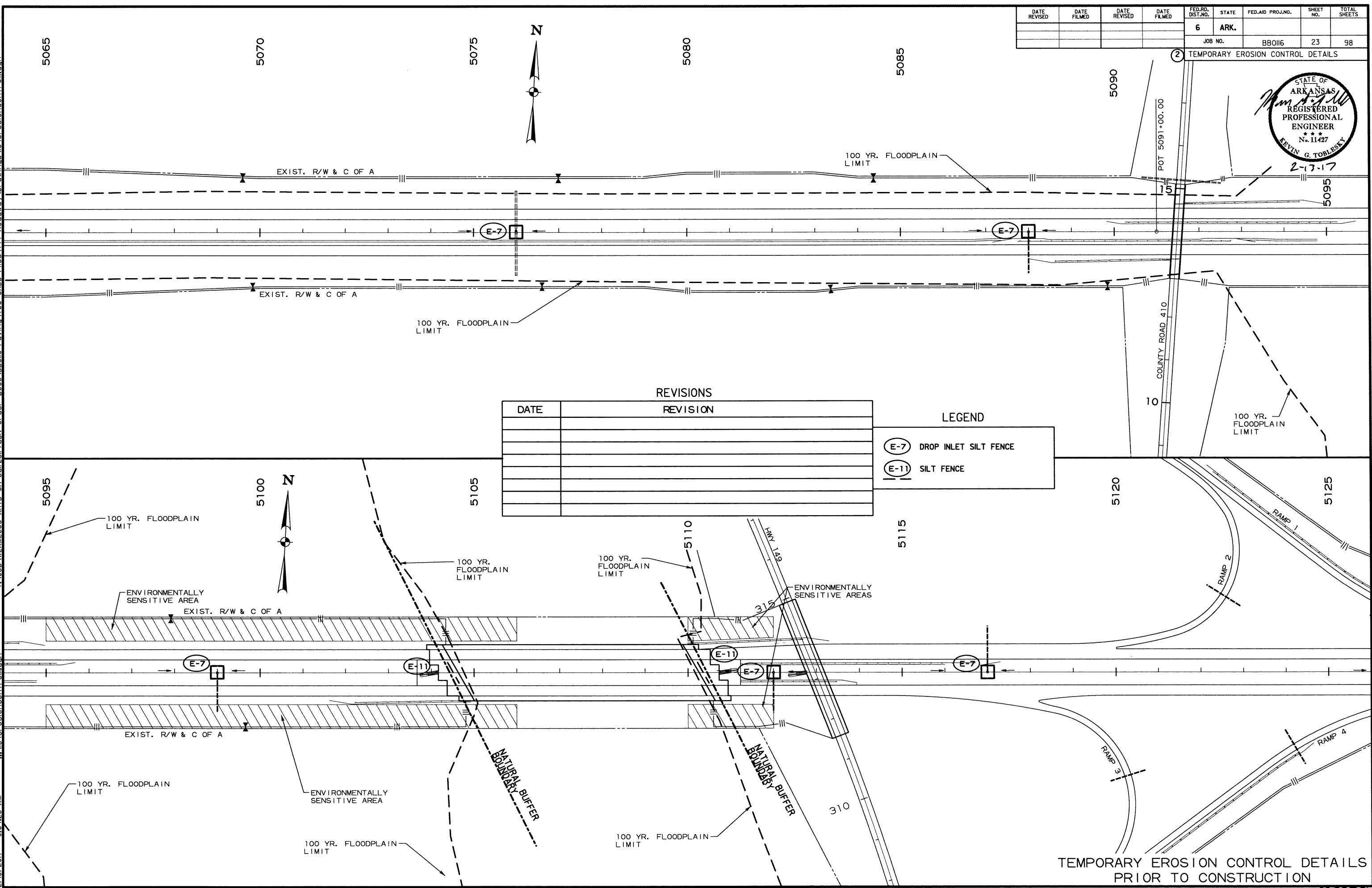
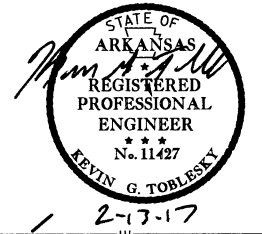


TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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2/13/2017 9:04:25 AM

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				JOB NO.		BBO116	23	98

TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

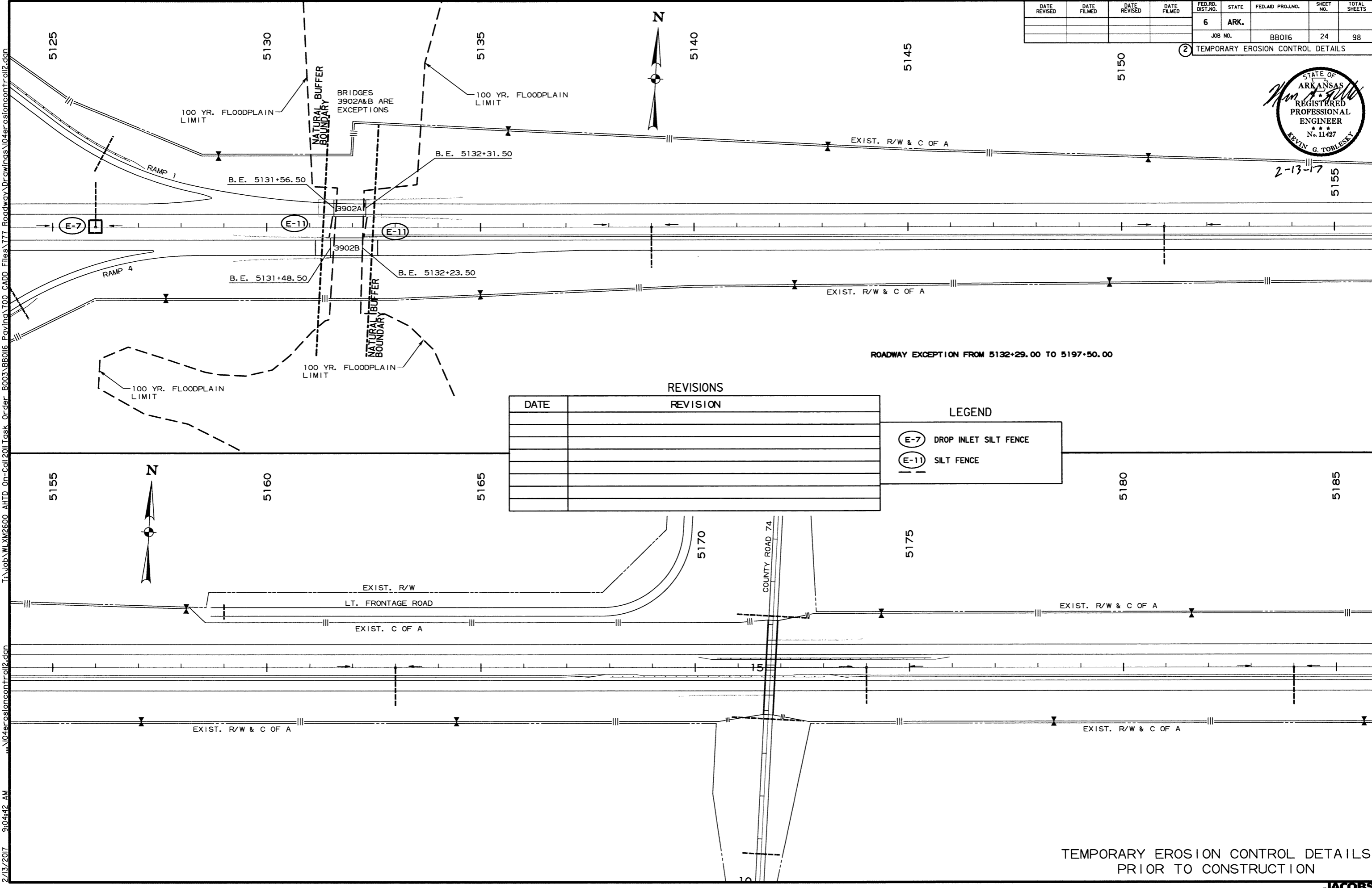
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(E-11)	SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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				6	ARK.		24	98

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

LEGEND	
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	SILT FENCE

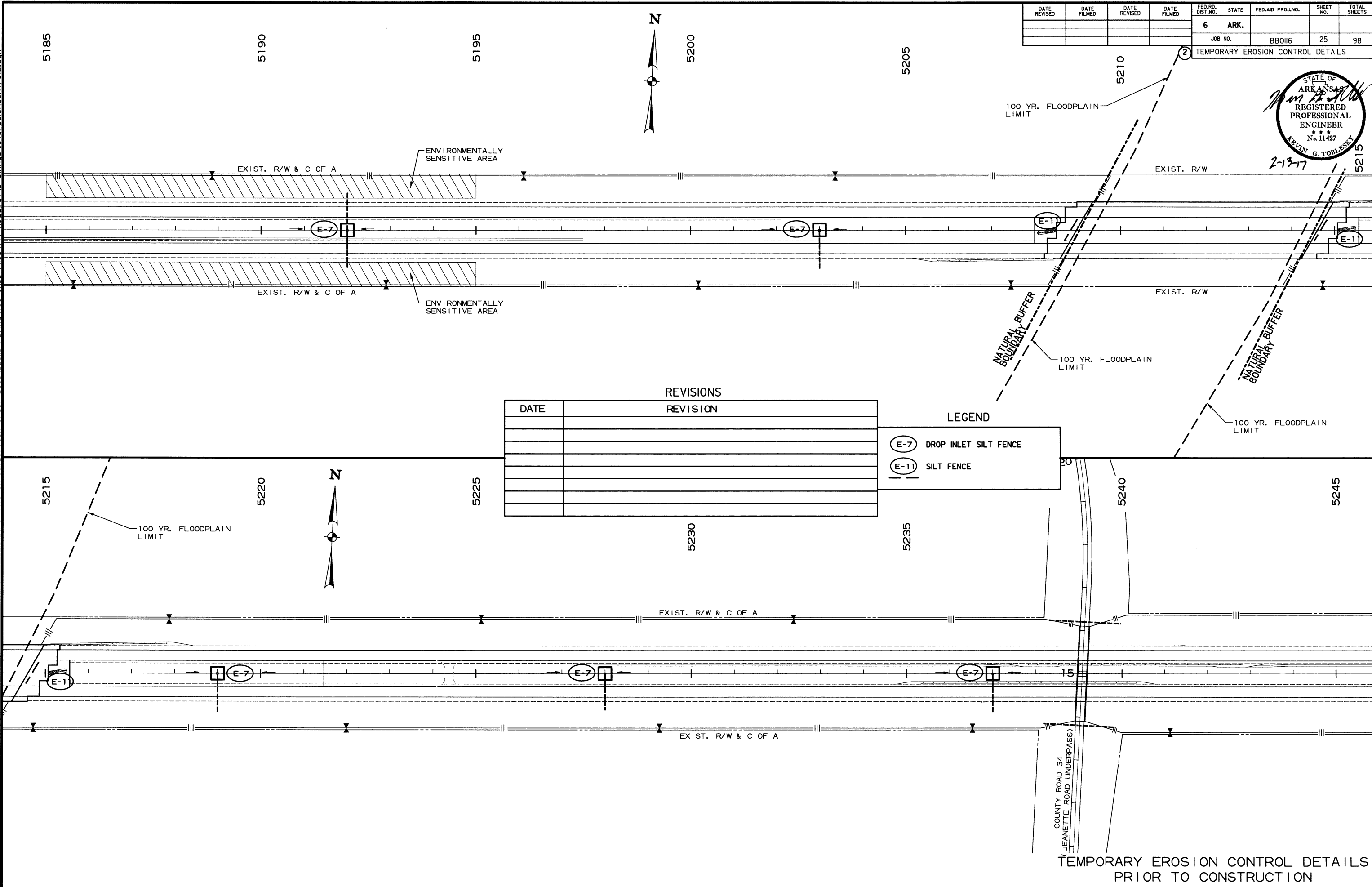
TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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				6	ARK.		25	98

JOB NO. BB016 SHEET NO. 25 TOTAL SHEETS 98

TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

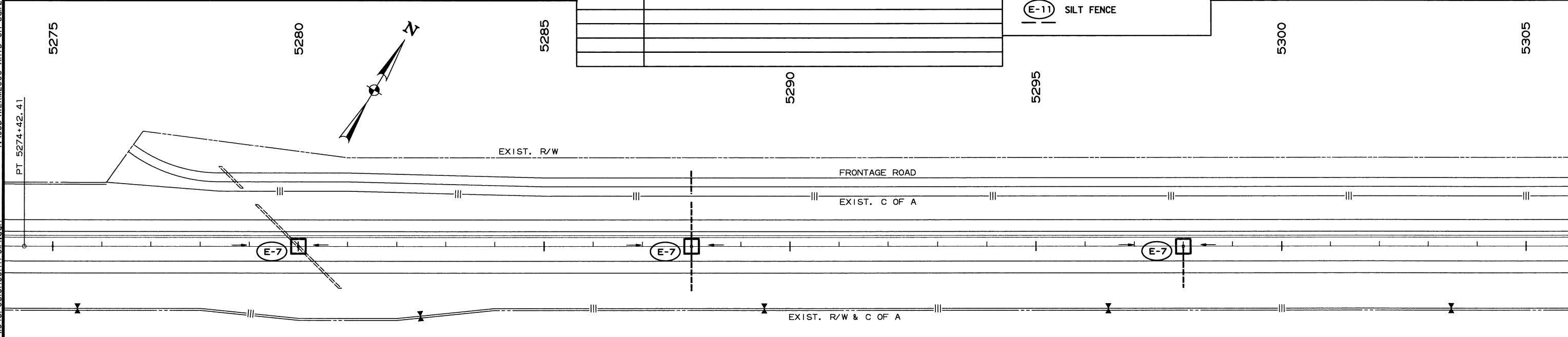
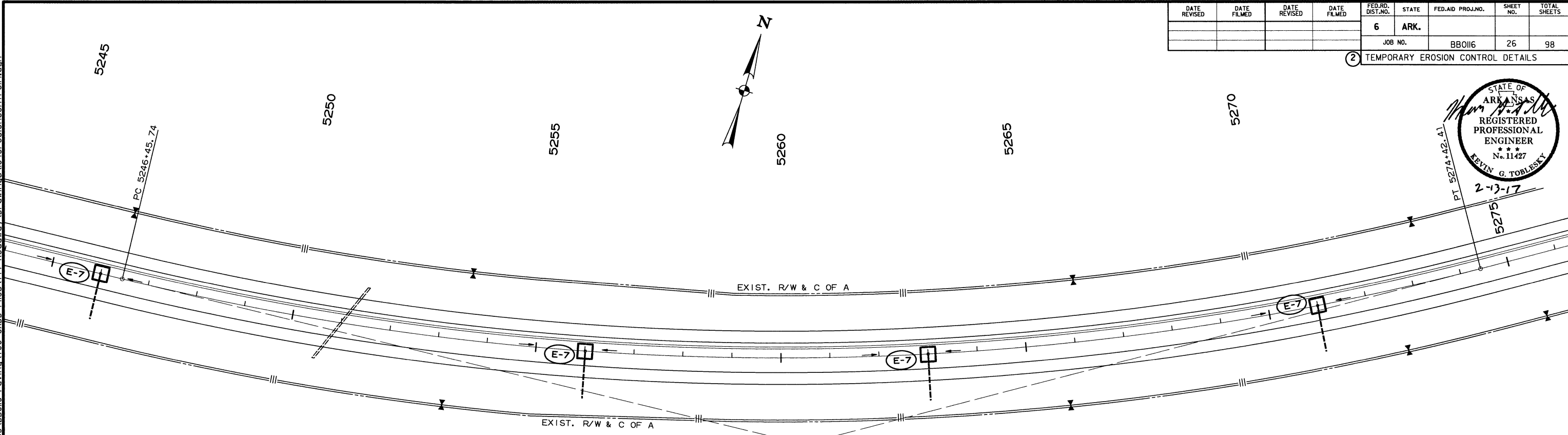
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TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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				6	ARK.		26	98
				JOB NO.		BBO116	26	98

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

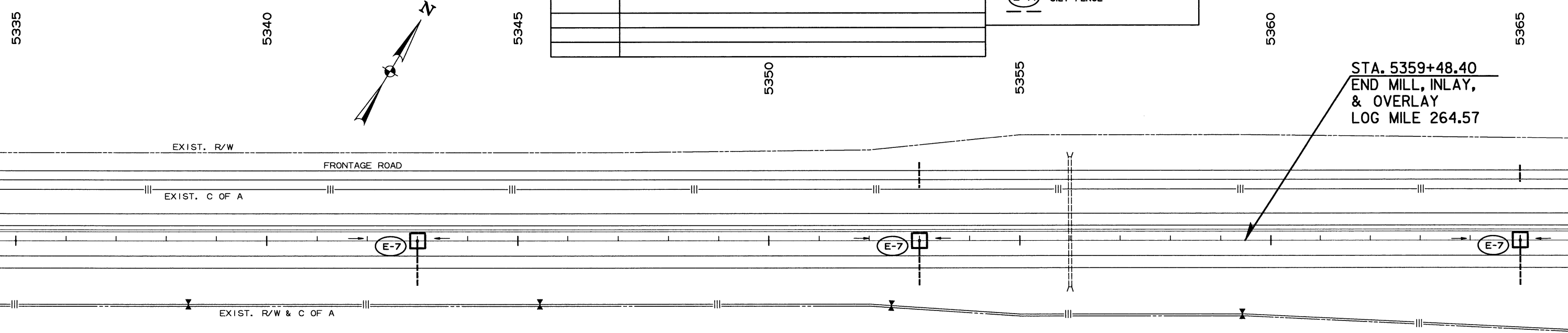
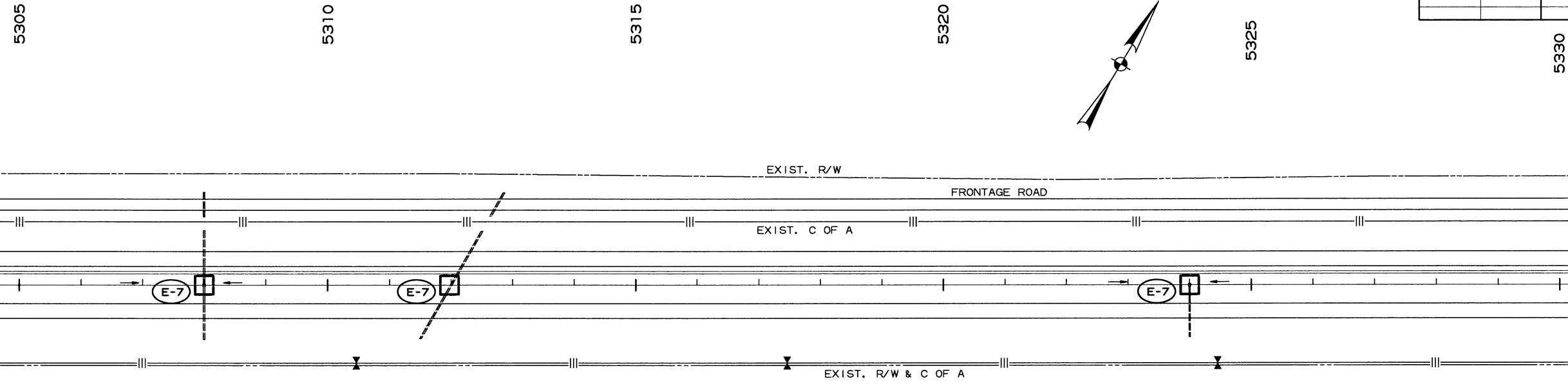
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TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

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				6	ARK.		27	98
				JOB NO.	BBO16		27	98

2 TEMPORARY EROSION CONTROL DETAILS



REVISIONS	
DATE	REVISION

LEGEND	
	DROP INLET SILT FENCE
	SILT FENCE

TEMPORARY EROSION CONTROL DETAILS
PRIOR TO CONSTRUCTION

5/23/2017 12:19:39 PM ...\\04mot-advance-warning-sign.dgn I:\job\W\X\2600 AHTD On-Call\2017\Task-Order-8003\BBO16 Paving\700_CADD_Files\777_Roadway\Drawings\104mot-advance-warning-sign.dgn

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05-19-2017				6	ARK.			
						JOB NO.	BBO16	28
						② MAINTENANCE OF TRAFFIC		



SEQUENCE OF CONSTRUCTION

BRIDGE DECK REHABILITATION OPERATIONS

A SINGLE LANE CLOSURE WITH NO HOURLY RESTRICTIONS, NOT TO EXCEED TWO (2) MILES, WILL BE ALLOWED IF NO OTHER LANE CLOSURE EXISTS IN THAT SET OF LANES. SIMULTANEOUS CLOSURES IN BOTH DIRECTIONS FOR BRIDGE DECK REHABILITATION OPERATIONS MAY BE PERMITTED WITH WRITTEN APPROVAL FROM THE ENGINEER. A TWO (2) MILE LANE CLOSURE WILL BE PERMITTED IN THE OPPOSITE MAIN LANES FOR CONSTRUCTION OTHER THAN BRIDGE DECK REHABILITATION OPERATIONS AS LONG AS NO OTHER LANE CLOSURE EXISTS IN THAT SET OF LANES.

AS INDICATED IN THE PLANS FOR EACH BRIDGE SITE:

1. INSTALL ADVANCE WARNING SIGNS FOR THE SINGLE LANE CLOSURE.
2. ROUTE I-40 TRAFFIC TO THE OUTSIDE LANES AND REMOVE RUMBLE STRIP TO PLACE M.O.T. ACHM PAVEMENT.
3. ROUTE I-40 TRAFFIC TO THE INSIDE LANES AND REMOVE RUMBLE STRIP TO PLACE M.O.T. ACHM PAVEMENT.
4. REMOVE THE PERMANENT PAVEMENT MARKINGS ON THE I-40 MAIN LANES AND INSTALL CONSTRUCTION PAVEMENT MARKINGS.
5. INSTALL PRECAST CONCRETE BARRIER WALL.
6. PERFORM DECK REHABILITATION OPERATIONS.
7. REMOVE AND RECONSTRUCT APPROACH SLAB AND GUTTERS.

MILL, INLAY, AND OVERLAY OPERATIONS, FINAL PAVEMENT MARKINGS, HWY. 75 SHOULDER REHABILITATION, AND WIRE ROPE SAFETY FENCE (WRSF) INSTALLATION

ONLY ONE LANE CLOSURE, NOT TO EXCEED FOUR MILES IN EACH DIRECTION, SHALL BE ALLOWED AS LONG AS NO OTHER LANE CLOSURE EXISTS IN THE SET OF LANES. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER OF A MILE. SIMULTANEOUS LANE CLOSURES IN BOTH DIRECTIONS WITH THE PROJECT LIMITS MAY BE PERMITTED FOR MILL, INLAY, AND OVERLAY OPERATIONS WITH THE WRITTEN APPROVAL OF THE ENGINEER. TRAFFIC SHALL NOT BE PERMITTED ON ANY MILLED SURFACE. A TWO (2) MILE LANE CLOSURE WILL BE PERMITTED IN THE OPPOSITE MAIN LANES FOR CONSTRUCTION OTHER THAN MILL, INLAY, AND OVERLAY OPERATIONS AS LONG AS NO OTHER LANE CLOSURE EXISTS IN THAT SET OF LANES.

PLACE FINAL LIFT OF SURFACE, CONSTRUCT RUMBLE STRIPS, AND INSTALL FINAL PAVEMENT MARKINGS WITH RAISED PAVEMENT MARKERS.

HWY. 75 INTERCHANGE RAMP SHOULDER RECONSTRUCTION MAY BE STAGED SIMULTANEOUSLY WITH THE I-40 MAIN LANE MILL, INLAY, AND OVERLAY OPERATIONS. THE RAMPS SHALL BE CLOSED IN PARTIAL WIDTH IN ORDER TO MAINTAIN TRAFFIC.

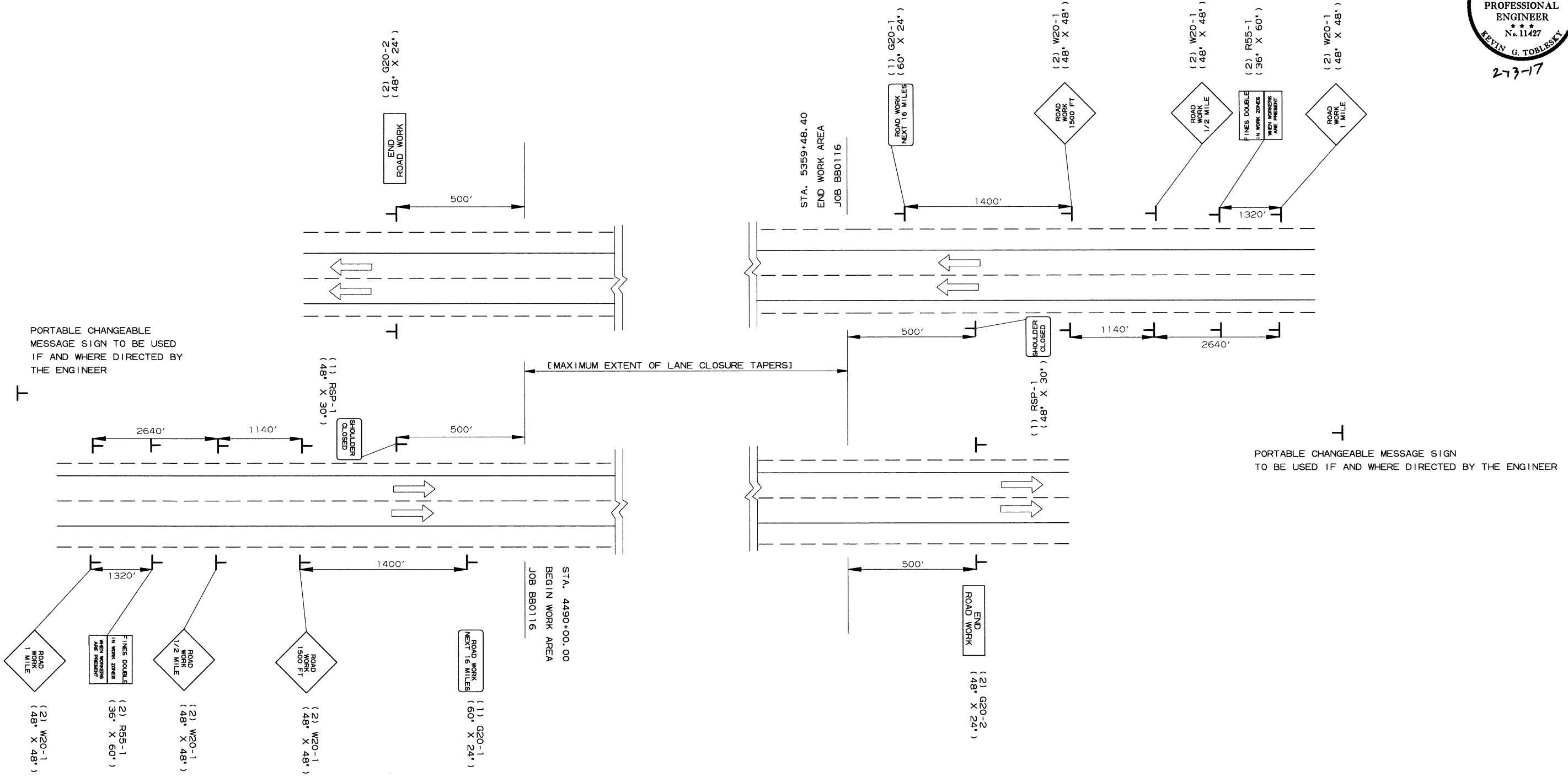
WIRE ROPE SAFETY FENCE CONSTRUCTION MAY BEGIN IN AN AREA AFTER THE FINAL LIFT OF ACHM SURFACE COURSE HAS BEEN PLACED.

2/13/2017 9:08:06 AM I:\Job\WLM\2600_AHTD_On-Call\2017Task_Order\B003\BBO16_PavInq\700_CADD_Files\777_Roadway\Drawings\04mot_advance_warning_sign.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		29	98

MAINTENANCE OF TRAFFIC

NOTE :
W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.



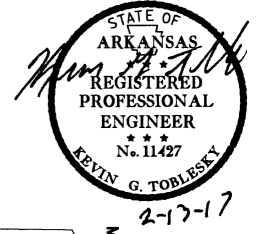
NOTE :
W20-1 (VARIOUS DISTANCE) ADVANCE SIGNS
TO BE REPLACED AS NEEDED BY EQUIVALENT W20-5 SIGNS
AS WORKING AREA SHIFTS.

ADVANCE SIGNS AT BEGINNING AND END OF JOB
ALL STAGES

MAINTENANCE OF TRAFFIC
ADVANCE SIGNS AT JOB ENDS

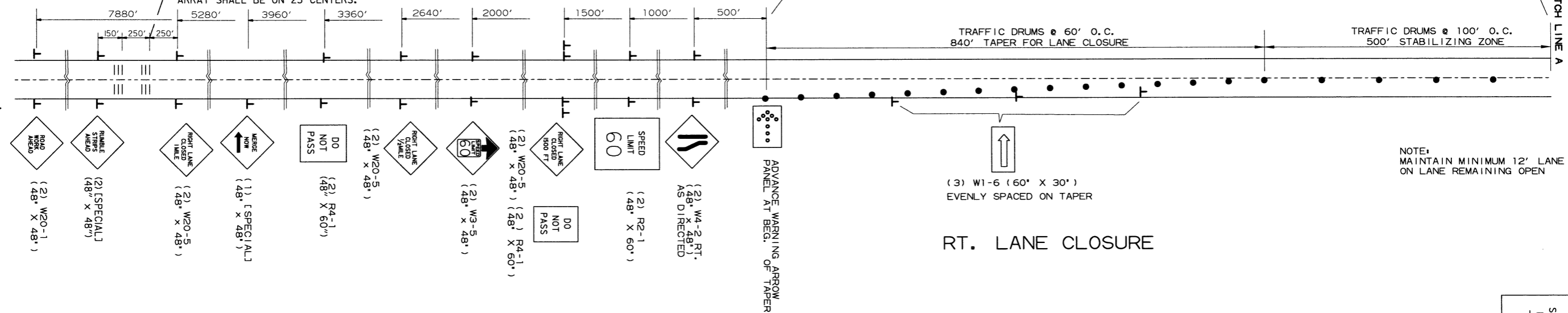
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						BBO116	30	98
② MAINTENANCE OF TRAFFIC								



TEMPORARY RUMBLE STRIP ARRAYS (12) TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

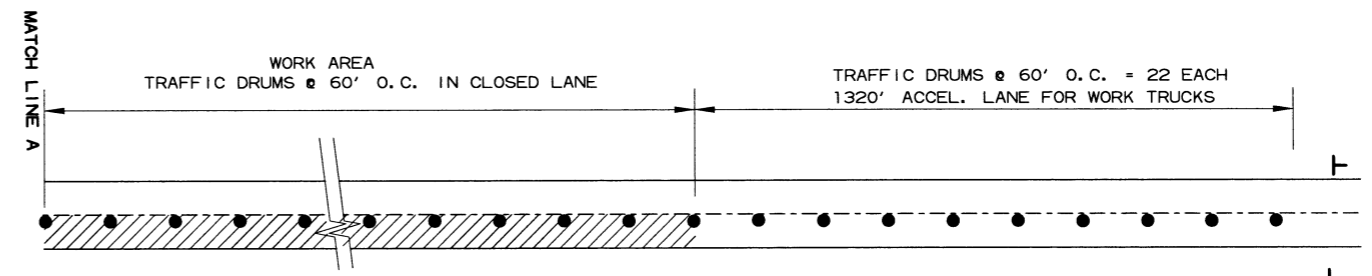
NOTE: THE SPACING OF TEMPORARY PORTABLE RUMBLE STRIPS IN EACH ARRAY SHALL BE ON 25' CENTERS.



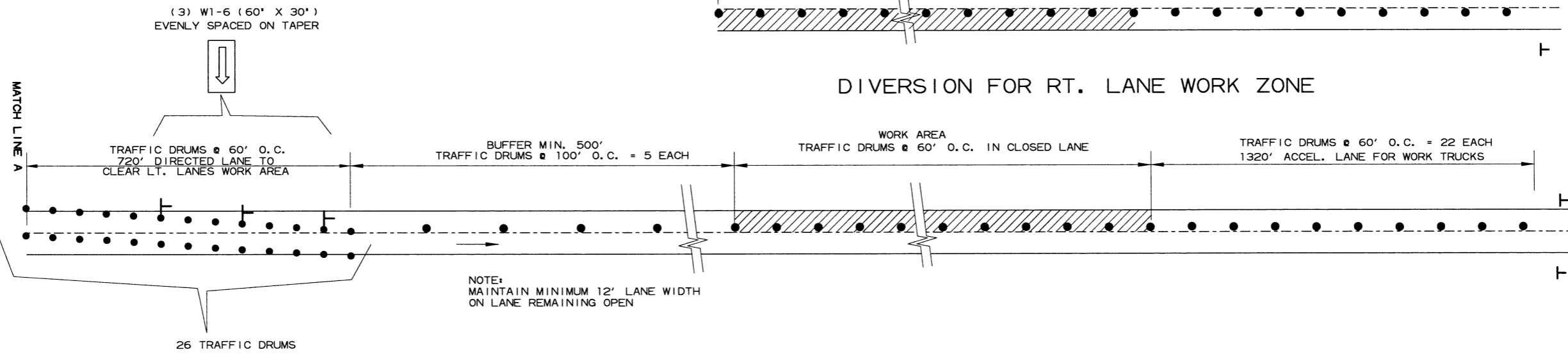
NOTE: MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN

RT. LANE CLOSURE

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



DIVERSION FOR RT. LANE WORK ZONE

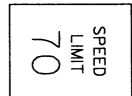


DIVERSION FOR LT. LANE WORK ZONE

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



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

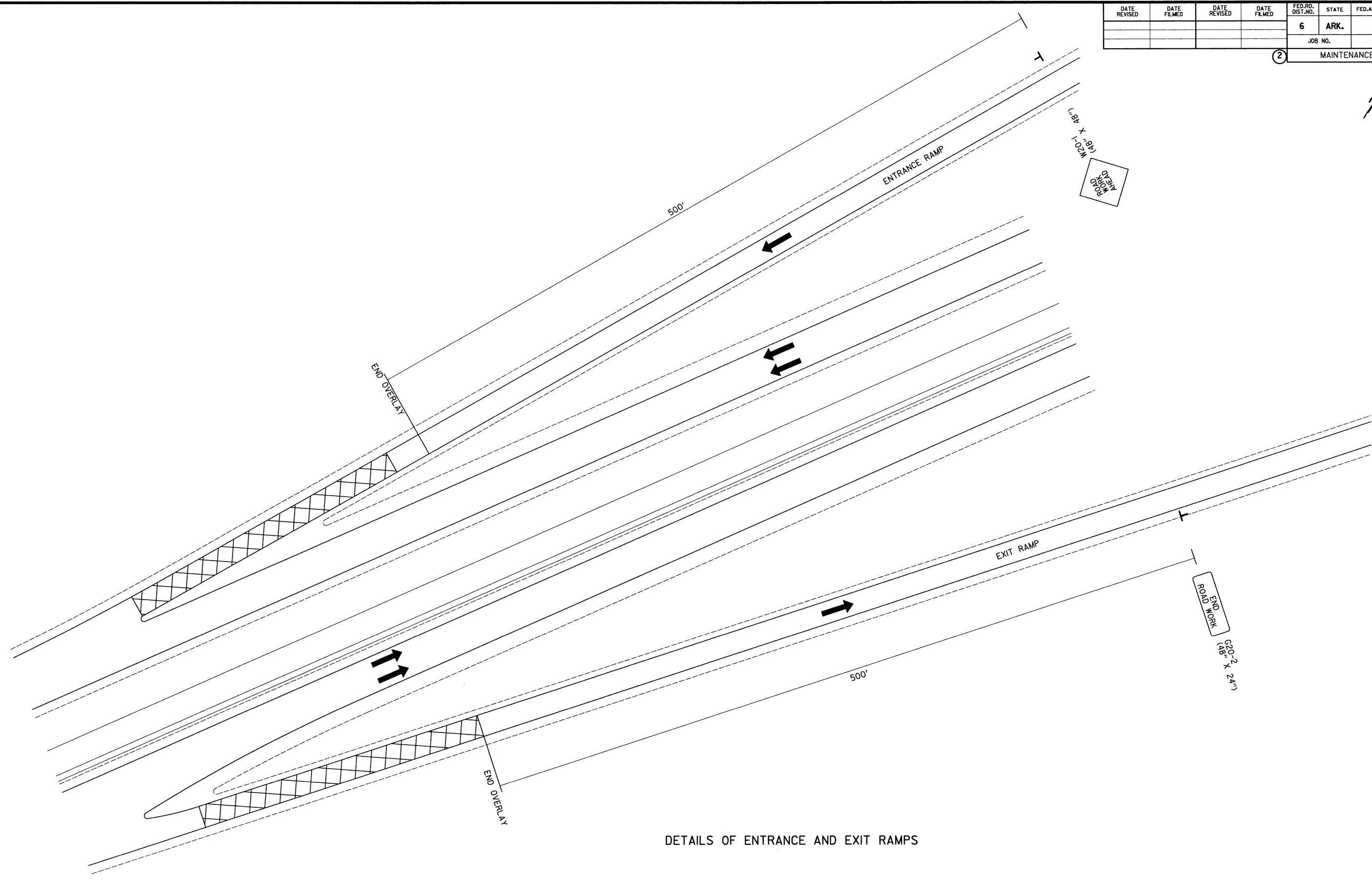


(2) R2-1
(48" X 60")

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				6	ARK.		31	98
				JOB NO.		BB016		98

2 MAINTENANCE OF TRAFFIC



DETAILS OF ENTRANCE AND EXIT RAMP

MAINTENANCE OF TRAFFIC
ADVANCE WARNING SIGNS



2/13/2017 9:09:57 AM ...\\104mot_hydr.edemolition.dgn
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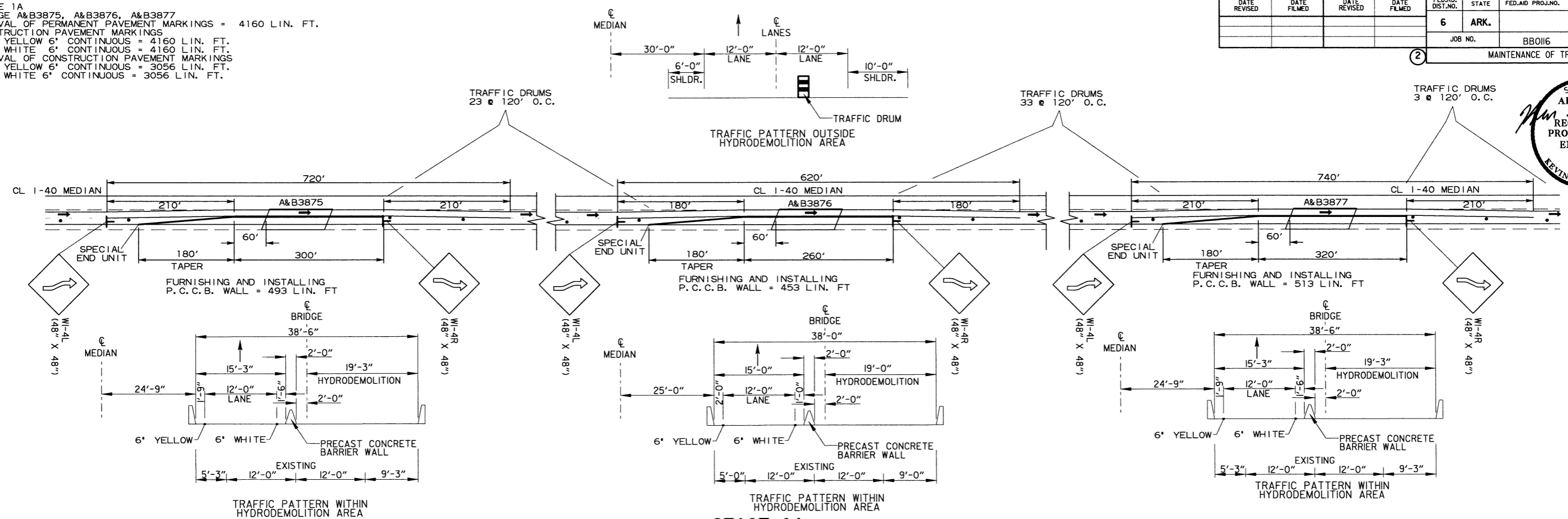
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				6	ARK.		33	98

STAGE 1A
 BRIDGE A&B3875, A&B3876, A&B3877
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 4160 LIN. FT.
 CONSTRUCTION PAVEMENT MARKINGS
 YELLOW 6" CONTINUOUS = 4160 LIN. FT.
 WHITE 6" CONTINUOUS = 4160 LIN. FT.
 REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS
 YELLOW 6" CONTINUOUS = 3056 LIN. FT.
 WHITE 6" CONTINUOUS = 3056 LIN. FT.

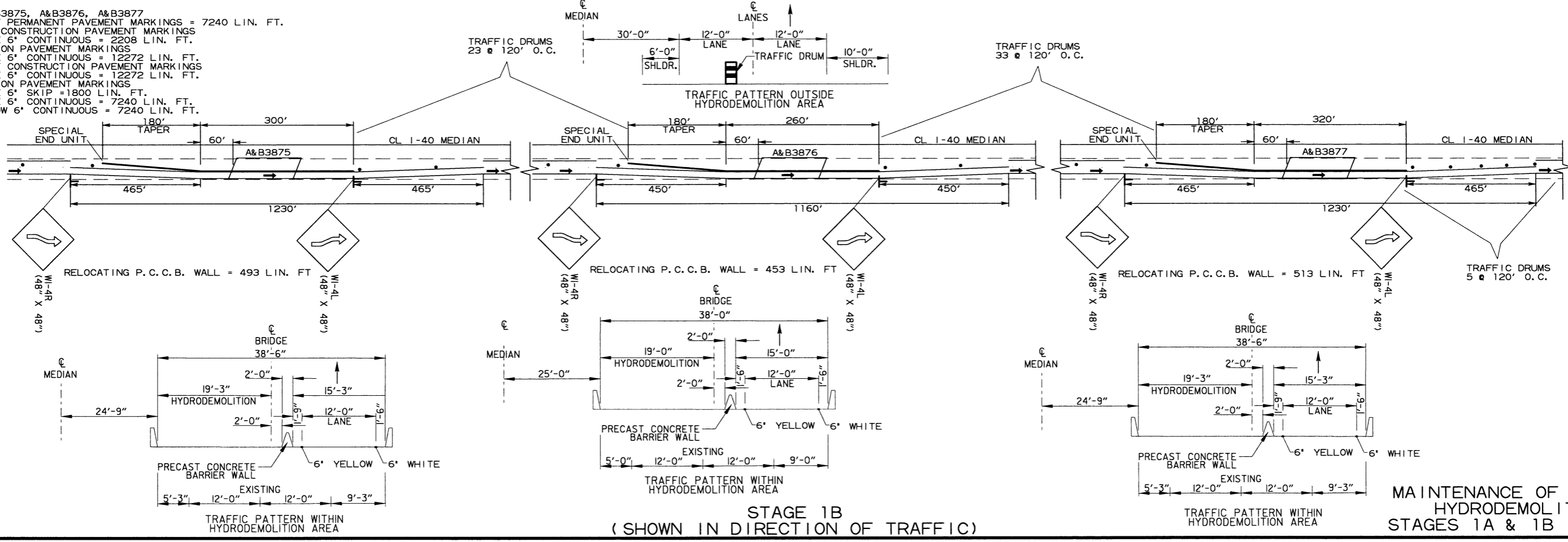
JOB NO. BBO116
 SHEET NO. 33
 TOTAL SHEETS 98
 MAINTENANCE OF TRAFFIC



2-13-17



STAGE 1B
 BRIDGE A&B3875, A&B3876, A&B3877
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7240 LIN. FT.
 REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
 WHITE 6" CONTINUOUS = 2208 LIN. FT.
 CONSTRUCTION PAVEMENT MARKINGS
 WHITE 6" CONTINUOUS = 12272 LIN. FT.
 REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS
 WHITE 6" CONTINUOUS = 12272 LIN. FT.
 CONSTRUCTION PAVEMENT MARKINGS
 WHITE 6" SKIP = 1800 LIN. FT.
 WHITE 6" CONTINUOUS = 7240 LIN. FT.
 YELLOW 6" CONTINUOUS = 7240 LIN. FT.



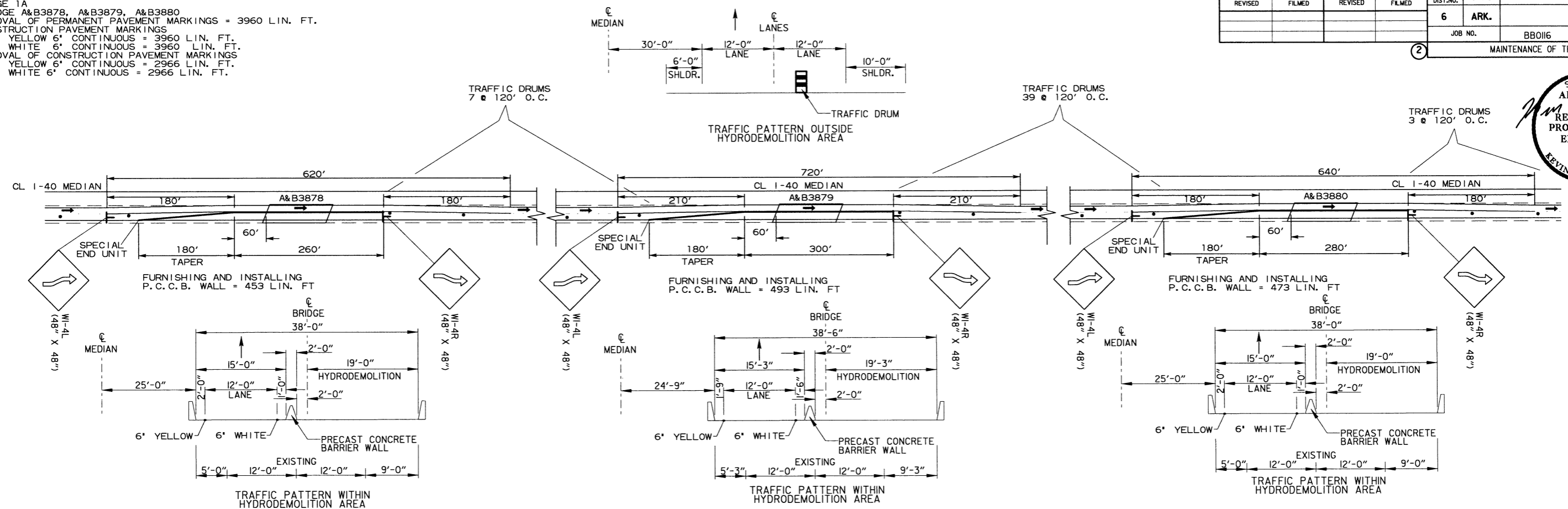
MAINTENANCE OF TRAFFIC
 HYDRODEMOLITION
 STAGES 1A & 1B - SITE 1



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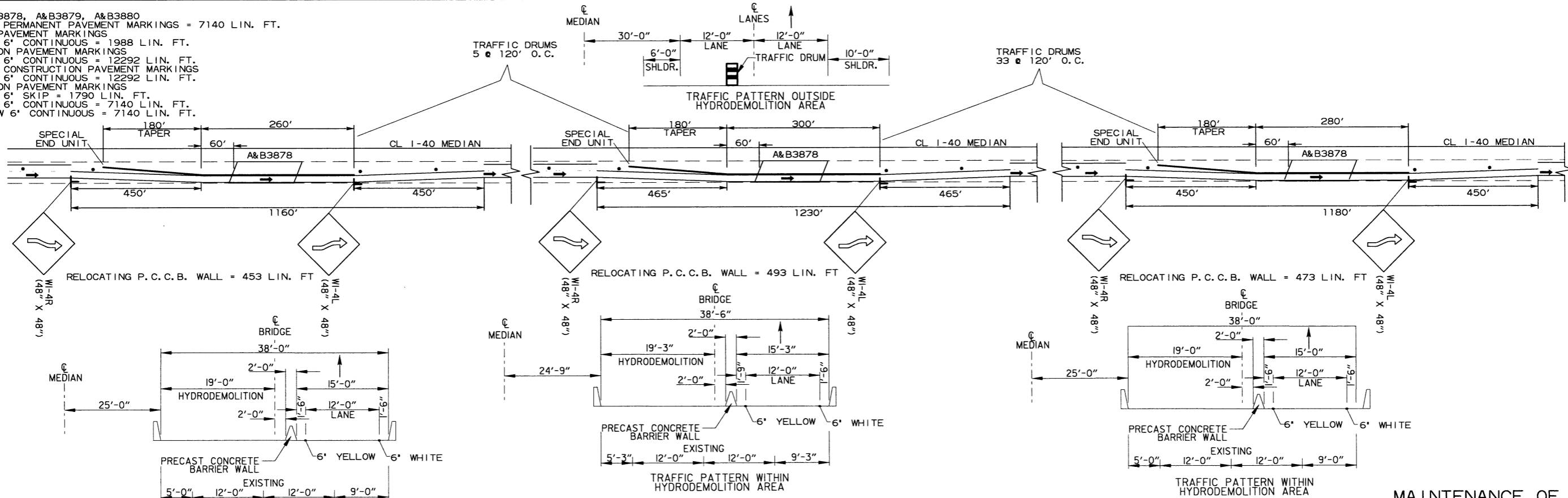
STAGE 1A
BRIDGE A&B3878, A&B3879, A&B3880
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 3960 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS
YELLOW 6" CONTINUOUS = 3960 LIN. FT.
WHITE 6" CONTINUOUS = 3960 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS
YELLOW 6" CONTINUOUS = 2966 LIN. FT.
WHITE 6" CONTINUOUS = 2966 LIN. FT.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.		34	98	
							JOB NO.	BBO116	
							MAINTENANCE OF TRAFFIC		



STAGE 1A (SHOWN IN DIRECTION OF TRAFFIC)

STAGE 1B
BRIDGE A&B3878, A&B3879, A&B3880
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 7140 LIN. FT.
REMOVABLE PAVEMENT MARKINGS
WHITE 6" CONTINUOUS = 1988 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS
WHITE 6" CONTINUOUS = 12292 LIN. FT.
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS
WHITE 6" CONTINUOUS = 12292 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS
WHITE 6" SKIP = 1790 LIN. FT.
WHITE 6" CONTINUOUS = 7140 LIN. FT.
YELLOW 6" CONTINUOUS = 7140 LIN. FT.

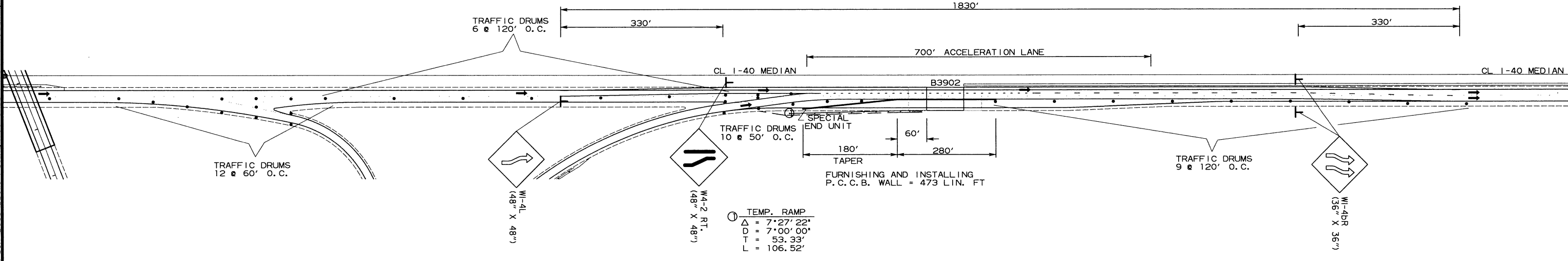
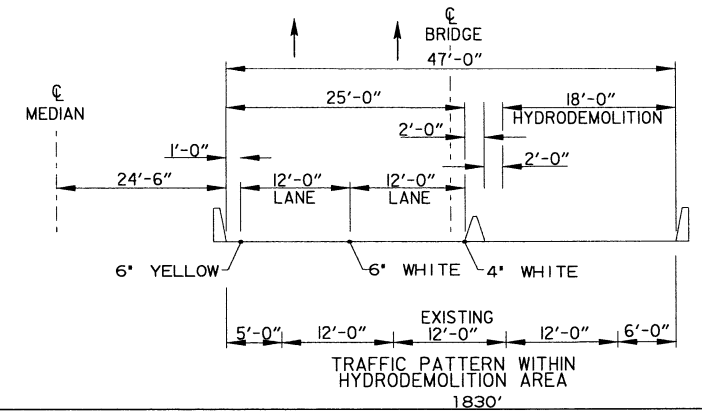


STAGE 1B (SHOWN IN DIRECTION OF TRAFFIC)

MAINTENANCE OF TRAFFIC
HYDRODEMOLITION
STAGES 1A & 1B - SITE 2

STAGE 1A
 BRIDGE B3902
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 2487 LIN. FT.
 REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
 YELLOW 6" CONTINUOUS = 1830 LIN. FT.
 WHITE 6" CONTINUOUS = 2170 LIN. FT.
 WHITE 6" SKIP = 220 LIN. FT.
 WHITE 6" DOT = 132 LIN. FT.

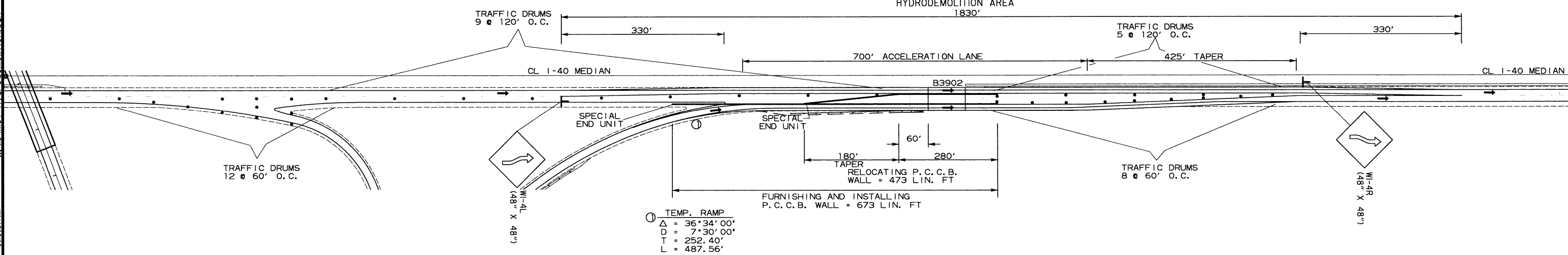
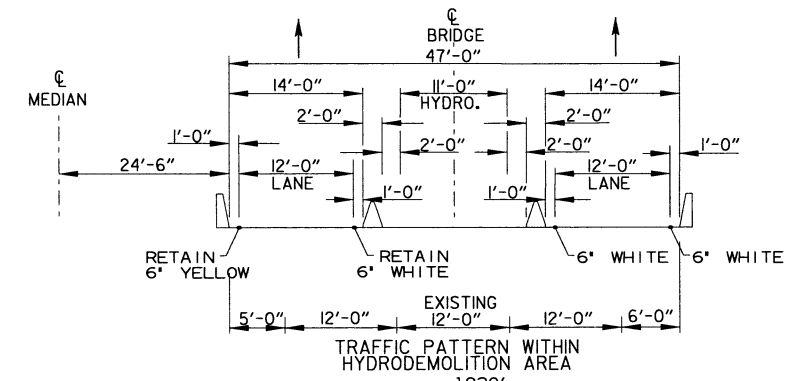
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				6	ARK.		35	98
JOB NO. BBO116							TOTAL SHEETS 98	
MAINTENANCE OF TRAFFIC								



TEMP. RAMP
 $\Delta = 7^{\circ}27'22''$
 $D = 7^{\circ}00'00''$
 $T = 53.33'$
 $L = 106.52'$

STAGE 1A

STAGE 1B
 BRIDGE B3902
 REMOVAL OF PERMANENT PAVEMENT MARKINGS = 1295 LIN. FT.
 REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
 WHITE 6" CONTINUOUS = 2637 LIN. FT.



TEMP. RAMP
 $\Delta = 36^{\circ}34'00''$
 $D = 7^{\circ}30'00''$
 $T = 252.40'$
 $L = 487.56'$

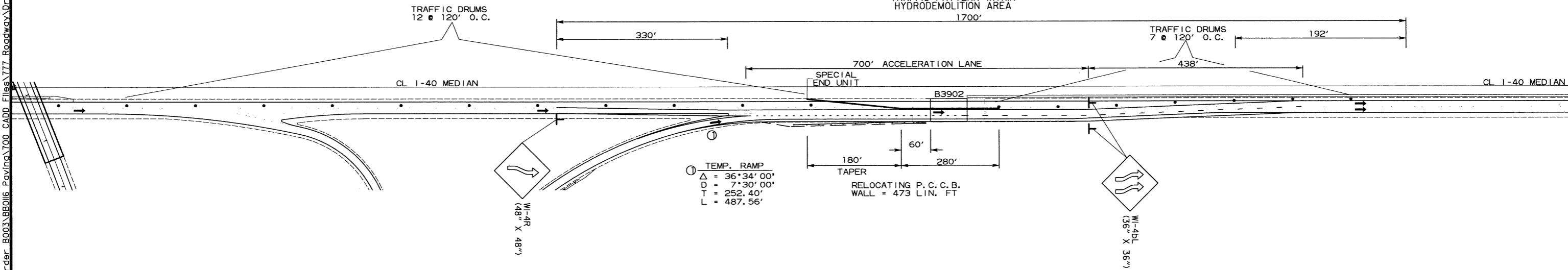
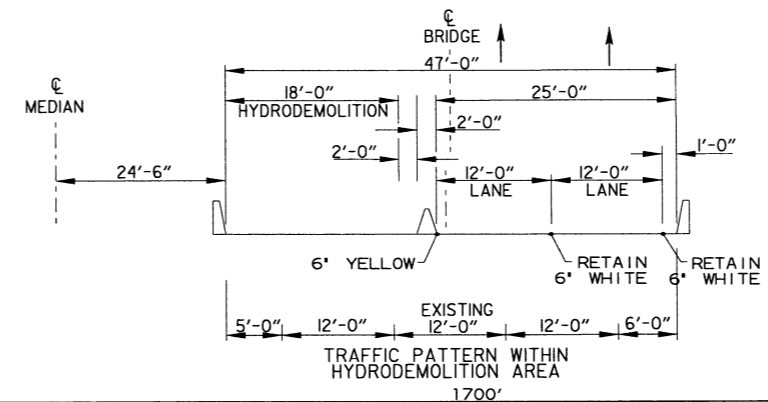
STAGE 1B

MAINTENANCE OF TRAFFIC
 HYDRODEMOLITION
 STAGES 1A & 1B - SITE 3 EASTBOUND

T:\job\WLM2600_AHTD_On-Call\2011Task_Order_B003\B016_Paving\700_CADD_Files\777_Roadway\Drawings\104mot_hydrodemolition.dgn

STAGE 1C
BRIDGE B3902
REMOVAL BE CONSTRUCTION PAVEMENT MARKINGS
WHITE 6" CONTINUOUS = 4835 LIN. FT.
WHITE 6" DOT = 132 LIN. FT.
WHITE 6" SKIP = 640 LIN. FT.
YELLOW 6" CONTINUOUS = 1830 LIN. FT.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO116	36	98
				MAINTENANCE OF TRAFFIC				



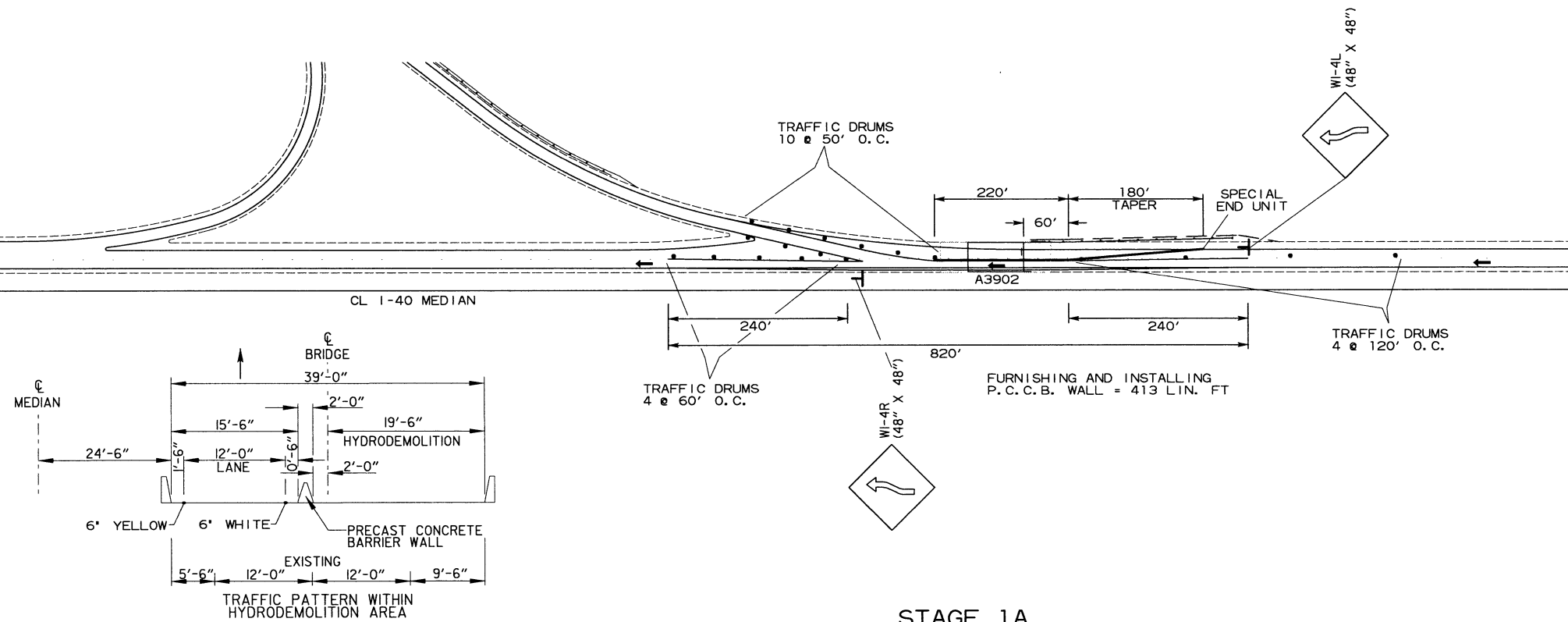
① TEMP. RAMP
 $\Delta = 36^{\circ}34'00''$
 $D = 7^{\circ}30'00''$
 $T = 252.40'$
 $L = 487.56'$

STAGE 1C

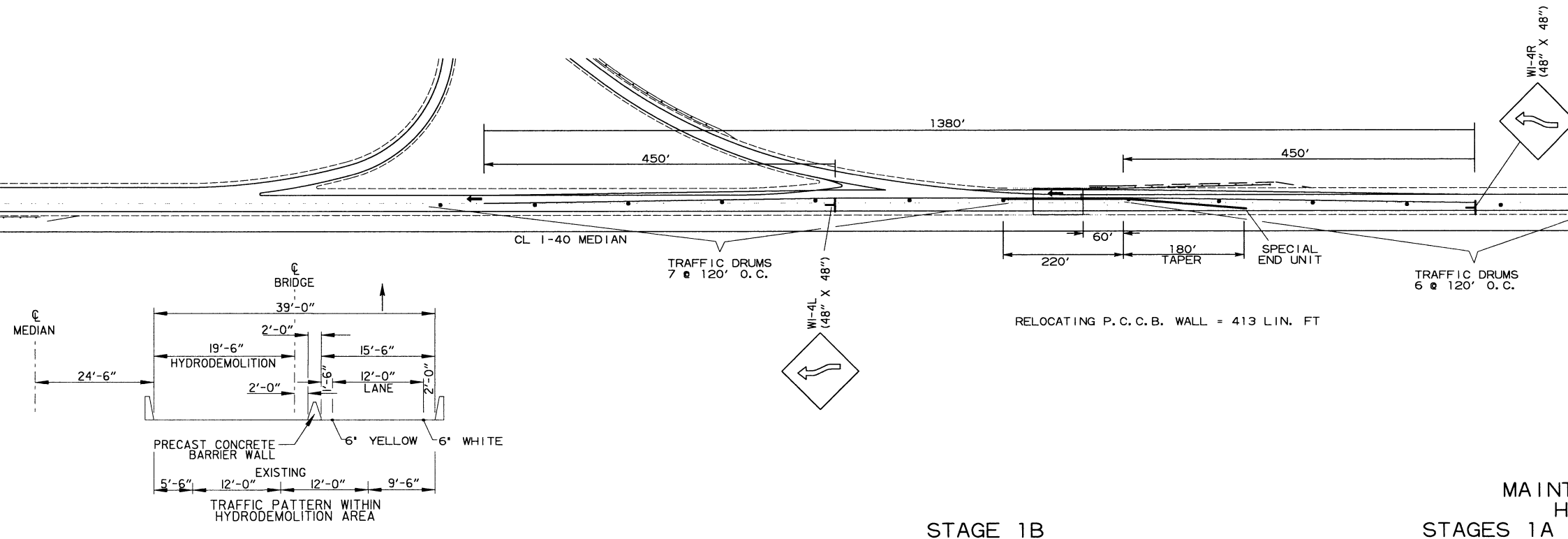
2/13/2017 9:11:19 AM ...\\04mot hydrodemolition.dgn ...\\Job\\WLM2600 AHID On-Call 2011 Task Order 8003\\BB016 PavInq\\700 CADD Files\\777 Roadway Drawings\\04mot hydrodemolition.dgn

STAGE 1A
BRIDGE A3902
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 820 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
YELLOW 6' CONTINUOUS = 820 LIN. FT.
WHITE 6' CONTINUOUS = 1190 LIN. FT.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
							JOB NO. BBO16	37	98
② MAINTENANCE OF TRAFFIC									



STAGE 1B
BRIDGE A3902
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 1340 LIN. FT.
REMOVABLE PAVEMENT MARKINGS
WHITE 6' CONTINUOUS = 4100 LIN. FT.
WHITE 6' SKIP = 350 LIN. FT.
YELLOW 6' CONTINUOUS = 1380 LIN. FT.

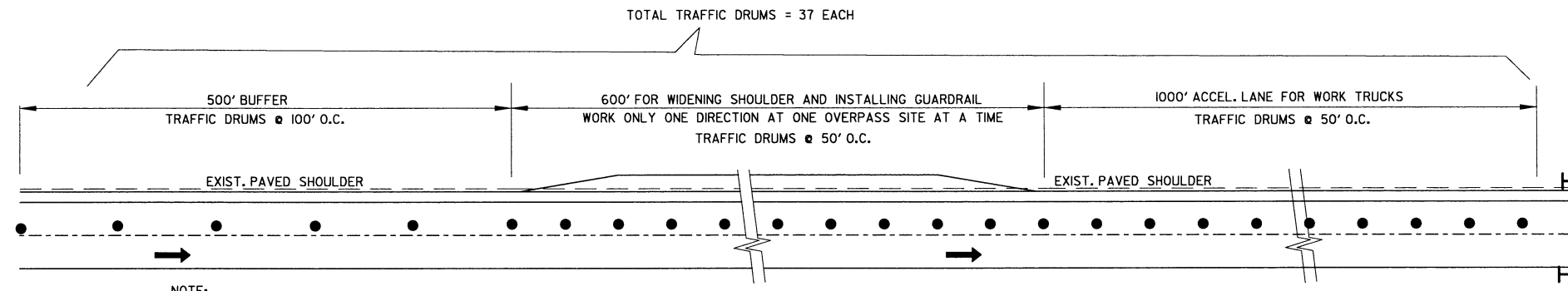


MAINTENANCE OF TRAFFIC
HYDRODEMOLITION
STAGES 1A & 1B - SITE 3 WESTBOUND

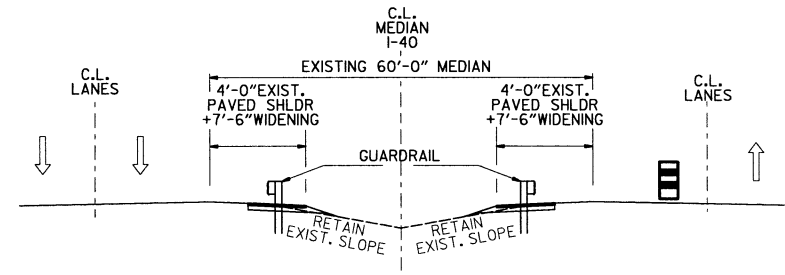
2/13/2017 9:12:04 AM ...\\04mot wire rope safety fence.dgn ...\\04mot wire rope safety fence.dgn I:\Job\WLM2600 AHTD On-Call 2011 Task Order B003\B016 PavInq.700 CADD Files\777 Roadway\Drawings\04mot wire rope safety fence.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO116		38	98

② MAINTENANCE OF TRAFFIC



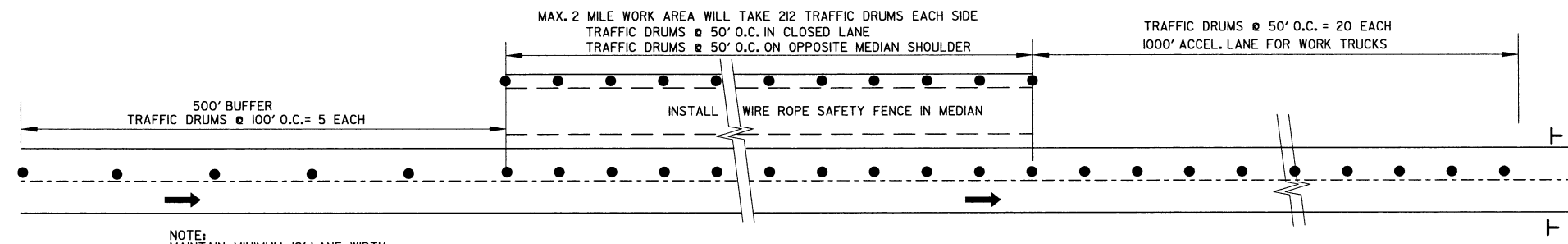
NOTE: MAINTAIN MINIMUM 12' LANE WIDTH ON LANE REMAINING OPEN



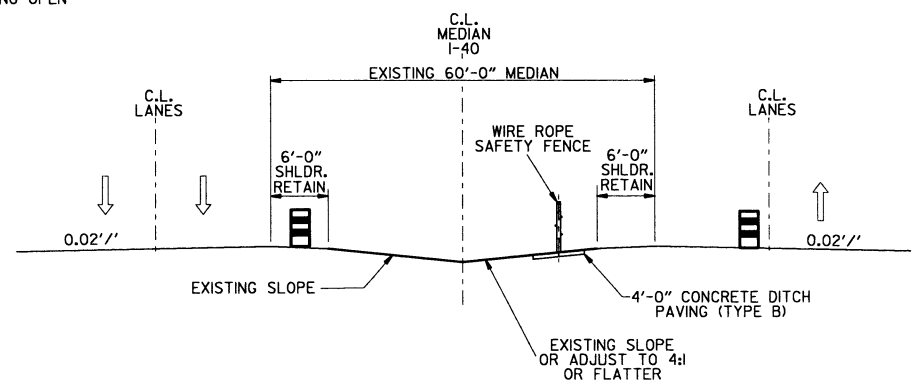
SPEED LIMIT 60 (2) R2-1 (48" X 60")

MOVABLE WORK ZONE FOR GUARDRAIL INSTALLATION

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



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



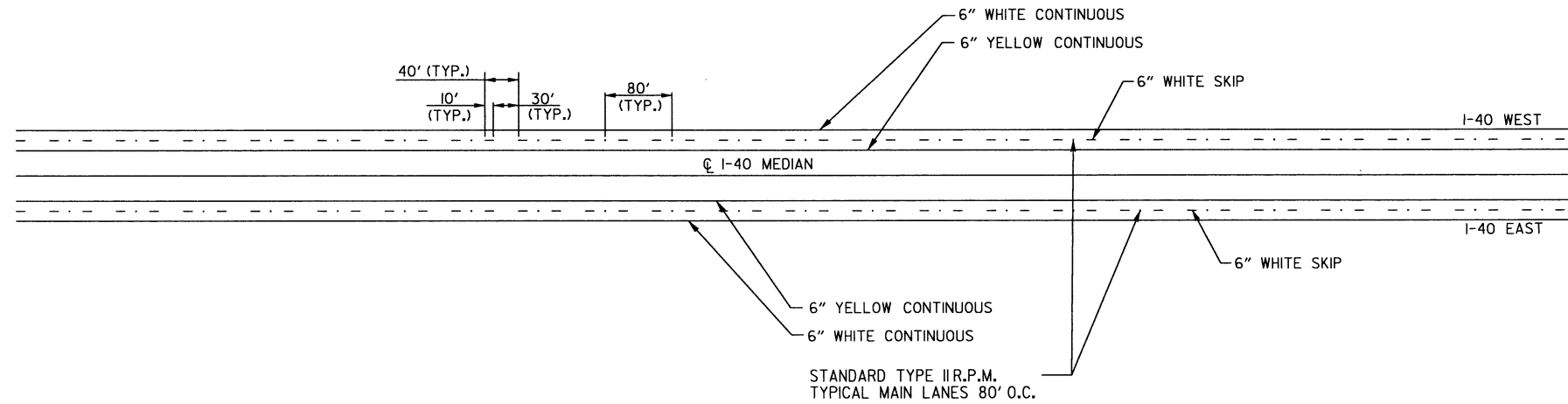
SPEED LIMIT 60 (2) R2-1 (48" X 60")

MOVABLE WORK ZONE FOR WRSF INSTALLATION

2/13/2017 9:12:28 AM I:\Job\WLM2600_AHTD_On-Call 2011 Task Order_8003\BBO16_Pav\mg\700_CADD_Files\777_Roadway\Drawings\104pavementmarking.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		39	98
				JOB NO.	BBO16			

PERMANENT PAVEMENT MARKING DETAILS



REFER TO STANDARD DRAWING PM-1 & PM-2 FOR ADDITIONAL INFORMATION.
REFER TO STANDARD DRAWING PM-2 FOR QUANTITIES FOR RAMPS.

ENHANCED THERMOPLASTIC PAVEMENT MARKINGS (I-40 E.B. LANES)						HIGH PERFORMANCE PAVEMENT MARKINGS (I-40 W.B. LANES)					
STATION	STATION	6" WHITE	6" WHITE SKIP	6" YELLOW	R.P.M.	STATION	STATION	6" WHITE	6" WHITE SKIP	6" YELLOW	R.P.M.
4488+00.00	4509+00.00	2100	525	2100	26	4488+00.00	4509+00.00	2100	525	2100	26
4551+00.00	4790+42.41	23942	5986	23942	299	4551+00.00	4788+92.41	23792	5948	23792	297
4790+42.41	4802+47.59	1205	301	1205	15	4788+92.41	4800+97.59	1205	301	1205	15
4802+47.59	4829+65.41	2718	679	2718	34	4800+97.59	4830+00.54	2903	726	2903	36
4829+65.41	4831+57.30	192	48	192	2	4830+00.54	4831+93.35	193	48	193	2
4831+57.30	4870+03.50	3846	962	3846	48	4831+93.35	4870+91.50	3898	975	3898	49
4870+03.50	4872+26.50	223	56	223	3	4870+91.50	4873+14.50	223	56	223	3
4872+26.50	4918+74.64		1162	4648	58	4873+14.50	4919+13.21		1150	4599	57
4872+26.50	4904+36.09	3210				4873+14.50	4904+62.53	3148			
4906+00.00	4918+74.64	1275				4904+62.53	4919+13.21	1451			
4918+74.64	4920+84.99	210	53	210	3	4919+13.21	4921+23.56		53	210	3
4920+84.99	5000+02.50		1979	7918	99	4921+23.56	5001+50.50		2007	8027	100
4920+84.99	4935+34.64	1450				4921+23.56	4934+00.00	1276			
4935+34.64	5000+02.50	6468				4935+51.93	5000+02.50	6451			
5000+02.50	5001+50.50	148	37	148	2	5000+02.50	5001+50.50	148	37	148	2
5001+50.50	5009+06.91	756	189	756	9	5001+50.50	5009+06.91	756	189	756	9
5009+06.91	5010+93.09	186	47	186	2	5009+06.91	5010+93.09	186	47	186	2
5010+93.09	5056+71.33	4578	1145	4578	57	5010+93.09	5056+71.67	4579	1145	4579	57
5056+71.33	5058+34.67	163	41	163	2	5056+71.67	5058+34.33	163	41	163	2
5058+34.67	5085+00.00	2665	666	2665	33	5058+34.33	5085+00.00	2666	666	2666	33
5129+12.00	5131+12.00	200	50	200	3	5129+20.00	5131+20.00	200	50	200	3
5131+12.00	5132+60.00	148	37	148	2	5131+20.00	5132+68.00	148	37	148	2
5228+00.00	5361+48.40	13348	3337	13348	167	5228+00.00	5361+48.40	13348	3337	13348	167

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO116	40	98	

2 QUANTITIES

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	WIRE ROPE SAFETY FENCE INSTALLATION	BRIDGE DECK HYDRODEMOLITION			MILL, INLAY, AND OVERLAY	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	PORTABLE CHANGEABLE MESSAGE SIGN	ADVANCE WARNING ARROW PANEL	FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER
				STAGE 1A	STAGE 1B	STAGE 1C			NO.	SQ. FT.					
				LIN. FT. - EACH					EACH	WEEK					
G20-1	ROAD WORK NEXT xx MILES	60" x 24"	2	4	4	4	4	4	40.0						
G20-2	END ROAD WORK	48" x 24"	6	6	6	6	6	6	48.0						
R2-1	SPEED LIMIT (ADVISORY)	48" x 60"	8	8	8	8	8	8	160.0						
R4-1	DO NOT PASS	48" x 60"	8	8	8	8	8	8	160.0						
R55-1	FINES DOUBLE IN WORK ZONES WHEN WORKERS ARE PRESENT	36" x 60"	4	4	4	4	4	4	60.0						
W1-4L	SINGLE REVERSE CURVE TO LEFT	48" x 48"		7	7	1	7	7	112.0						
W1-4R	SINGLE REVERSE CURVE TO RIGHT	48" x 48"		8	8		8	8	128.0						
W1-4bL	DOUBLE REVERSE CURVE TO LEFT	48" x 48"				2	2	2	32.0						
W1-4bR	DOUBLE REVERSE CURVE TO RIGHT	48" x 48"		2			2	2	32.0						
W1-6	LARGE ARROW	60" x 30"	6	3	6	6	6	6	75.0						
W3-5	REDUCED SPEED AHEAD	48" x 48"	4	4	4	4	4	4	64.0						
W20-1	ROAD WORK 1 MILE	48" x 48"	4	4	4	4	4	4	64.0						
W20-1	ROAD WORK 1/2 MILE	48" x 48"	4	4	4	4	4	4	64.0						
W20-1	ROAD WORK 1500 FT.	48" x 48"	4	4	4	4	4	4	64.0						
W20-1	ROAD WORK AHEAD	48" x 48"	8	8	8	8	8	8	128.0						
W20-5	RIGHT LANE CLOSED 1 MILE	48" x 48"	4	4	4	4	4	4	64.0						
W20-5	RIGHT LANE CLOSED 1/2 MILE	48" x 48"	4	4	4	4	4	4	64.0						
W20-5	RIGHT LANE CLOSED 1500 FT	48" x 48"	4	4	4	4	4	4	64.0						
W4-2 RT	RIGHT LANE MERGE	48" x 48"	4	5	5	4	4	5	80.0						
SPECIAL	MERGE NOW	48" x 48"	2	2	2	2	2	2	32.0						
SPECIAL	RUMBLE STRIPS AHEAD	48" x 48"	4	4	4	4	4	4	64.0						
RSP-1	SHOULDER CLOSED	48" x 30"		2	2	2	2	2	20.0						
	TRAFFIC DRUMS		162	276	334	91	236	334		334					
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2	2	2	2	2			20				
	ADVANCE WARNING ARROW PANEL		2	2	2	2	2	2				140			
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER			2918			2918						2918		
	RELOCATING PRECAST CONCRETE BARRIER			6702	8048	473		15223						15223	
TOTALS:									1619.0	334	20	140	2918	15223	

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

THE QUANTITIES FOR BRIDGE DECK HYDRODEMOLITION AND MILL, INLAY, AND OVERLAY IN THE CONTRACT ARE FOR BOTH SIDES OF THE ROADWAY. THE CONTRACTOR SHALL WORK ON BOTH SIDES CONCURRENTLY.

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	BRIDGE DECK HYDRODEMOLITION			WIRE ROPE SAFETY FENCE INSTALLATION	MILL AND INLAY	END OF PROJECT	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING			
	STAGE 1A	STAGE 1B	STAGE 1C									6" WHITE		8" WHITE	6" YELLOW
	LIN. FT. - EACH											CONTINUOUS		SKIP	
	LIN. FT.											LIN. FT.		LIN. FT.	
REMOVAL OF PERMANENT PAVEMENT MARKINGS	11427	17015				28442	413267								
CONSTRUCTION PAVEMENT MARKINGS	16240	56914			340113										
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	12044	24564						36608							
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	6362	12663	7437						26462						
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)					2211					2211					
ENHANCED THERMOPLASTIC PAVEMENT MARKING 6" WHITE					152337						152337				
ENHANCED THERMOPLASTIC PAVEMENT MARKING (SKIP LINE) 6" WHITE					36566							36566			
ENHANCED THERMOPLASTIC PAVEMENT MARKING 8" WHITE					1750								1750		
ENHANCED THERMOPLASTIC PAVEMENT MARKING 6" YELLOW					151210									151210	
TOTALS:							28442	413267	36608	26462	2211	152337	36566	1750	151210

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2014 EDITION.

MOBILE SPEED NOTIFICATION SYSTEM

LOCATION	EACH
ENTIRE PROJECT - IF AND WHERE DIRECTED BY THE ENGINEER.	2
TOTAL:	2

AUTOMATED WORK ZONE INFORMATION SYSTEM

LOCATION	*AWIS MOBILIZATION	*AWIS OPERATION	*DEVICE RELOCATION	FURNISH AND INSTALL			
	LUMP SUM	MONTH	EACH	*CLOSED CIRCUIT TELEVISION SYSTEM	*PUBLIC NOTIFICATION SYSTEM	*VARIABLE MESSAGE SIGN	*VEHICLE DETECTION SYSTEM
				EACH			
ENTIRE PROJECT	1.00	12	33	6	4	12	44
TOTALS:	1.00	12	33	6	4	12	44

* QUANTITY ESTIMATED. SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS. REFER TO "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISION.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
05-26-2017				6	ARK.			
						JOB NO.	BBO116	41

(2) QUANTITIES

SCARIFYING AND RECOMPACTING SHOULDERS

STATION	STATION	SIDE	LOCATION	LENGTH LIN. FT.	WIDTH FEET	SQ. YD.
4904+81	4921+08	RIGHT	HWY. 75 INTERCHANGE RAMP 1	1627.00	4.00	723.11
4904+81	4921+08	LEFT	HWY. 75 INTERCHANGE RAMP 1	1627.00	6.00	1084.67
4904+49	4919+08	RIGHT	HWY. 75 INTERCHANGE RAMP 2	1459.00	6.00	972.67
4904+49	4919+08	LEFT	HWY. 75 INTERCHANGE RAMP 2	1459.00	4.00	648.44
4920+90	4935+49	RIGHT	HWY. 75 INTERCHANGE RAMP 3	1459.00	4.00	648.44
4920+90	4935+49	LEFT	HWY. 75 INTERCHANGE RAMP 3	1459.00	6.00	972.67
4918+90	4935+27	RIGHT	HWY. 75 INTERCHANGE RAMP 4	1637.00	6.00	1091.33
4918+90	4935+27	LEFT	HWY. 75 INTERCHANGE RAMP 4	1637.00	4.00	727.56
TOTAL:						6868.9

REMOVAL OF RUMBLE STRIP

STATION	STATION	SIDE	LOCATION	LIN. FT.	
4827+38	4829+73	LEFT	RIGHT MAIN LANES I-40	235	
4831+62	4834+58	LEFT	RIGHT MAIN LANES I-40	296	
4824+71	4829+61	RIGHT	RIGHT MAIN LANES I-40	490	
4831+50	4837+01	RIGHT	RIGHT MAIN LANES I-40	551	
4868+15	4870+20	LEFT	RIGHT MAIN LANES I-40	205	
4872+40	4874+35	LEFT	RIGHT MAIN LANES I-40	195	
4865+14	4869+89	RIGHT	RIGHT MAIN LANES I-40	475	
4872+09	4876+74	RIGHT	RIGHT MAIN LANES I-40	465	
4916+47	4918+82	LEFT	RIGHT MAIN LANES I-40	235	
4920+89	4923+87	LEFT	RIGHT MAIN LANES I-40	298	
4913+80	4918+70	RIGHT	RIGHT MAIN LANES I-40	490	
4920+77	4926+10	RIGHT	RIGHT MAIN LANES I-40	533	
4997+99	5000+04	LEFT	RIGHT MAIN LANES I-40	205	
5001+49	5004+19	LEFT	RIGHT MAIN LANES I-40	270	
4995+29	5000+04	RIGHT	RIGHT MAIN LANES I-40	475	
5001+49	5006+89	RIGHT	RIGHT MAIN LANES I-40	540	
5006+73	5009+08	LEFT	RIGHT MAIN LANES I-40	235	
5010+92	5013+93	LEFT	RIGHT MAIN LANES I-40	301	
5004+18	5009+08	RIGHT	RIGHT MAIN LANES I-40	490	
5010+92	5016+48	RIGHT	RIGHT MAIN LANES I-40	556	
5054+68	5056+73	LEFT	RIGHT MAIN LANES I-40	205	
5058+33	5061+08	LEFT	RIGHT MAIN LANES I-40	275	
5051+98	5056+73	RIGHT	RIGHT MAIN LANES I-40	475	
5058+33	5063+78	RIGHT	RIGHT MAIN LANES I-40	545	
5124+02	5131+14	LEFT	RIGHT MAIN LANES I-40	712	
5132+59	5142+32	LEFT	RIGHT MAIN LANES I-40	973	
5126+32	5131+14	RIGHT	RIGHT MAIN LANES I-40	482	
5132+59	5143+32	RIGHT	RIGHT MAIN LANES I-40	1073	
4827+62	4829+97	RIGHT	LEFT MAIN LANES I-40	235	
4831+86	4834+82	RIGHT	LEFT MAIN LANES I-40	296	
4825+19	4830+09	LEFT	LEFT MAIN LANES I-40	490	
4831+98	4837+49	LEFT	LEFT MAIN LANES I-40	551	
4868+73	4870+78	RIGHT	LEFT MAIN LANES I-40	205	
4872+98	4874+93	RIGHT	LEFT MAIN LANES I-40	195	
4866+34	4871+09	LEFT	LEFT MAIN LANES I-40	475	
4873+29	4877+94	LEFT	LEFT MAIN LANES I-40	465	
4916+74	4919+09	RIGHT	LEFT MAIN LANES I-40	235	
4921+16	4924+14	RIGHT	LEFT MAIN LANES I-40	298	
4914+32	4919+22	LEFT	LEFT MAIN LANES I-40	490	
4921+29	4926+62	LEFT	LEFT MAIN LANES I-40	533	
4997+99	5000+04	RIGHT	LEFT MAIN LANES I-40	205	
5001+49	5004+19	RIGHT	LEFT MAIN LANES I-40	270	
4995+29	5000+04	LEFT	LEFT MAIN LANES I-40	475	
5001+49	5006+89	LEFT	LEFT MAIN LANES I-40	540	
5006+73	5009+08	RIGHT	LEFT MAIN LANES I-40	235	
5010+92	5013+93	RIGHT	LEFT MAIN LANES I-40	301	
5004+18	5009+08	LEFT	LEFT MAIN LANES I-40	490	
5010+92	5016+48	LEFT	LEFT MAIN LANES I-40	556	
5054+68	5056+73	RIGHT	LEFT MAIN LANES I-40	205	
5058+33	5061+08	RIGHT	LEFT MAIN LANES I-40	275	
5051+98	5056+73	LEFT	LEFT MAIN LANES I-40	475	
5058+33	5063+78	LEFT	LEFT MAIN LANES I-40	545	
5127+12	5131+22	RIGHT	LEFT MAIN LANES I-40	181	
5132+67	5135+32	RIGHT	LEFT MAIN LANES I-40	265	
5123+62	5131+22	LEFT	LEFT MAIN LANES I-40	760	
5132+67	5137+42	LEFT	LEFT MAIN LANES I-40	475	
TOTAL:					23001

REMOVAL AND DISPOSAL OF ITEMS

STATION	SIDE	FROM	TO			CONCRETE PIER PROTECTION	APPROACH SLAB AND GUTTERS	GUARDRAIL
		STATION	SIDE	LOCATION	STATION			
4589+81	RIGHT	RIGHT MAIN LANES I-40	4590+09	RIGHT	RIGHT MAIN LANES I-40	28		
4589+91	LEFT	LEFT MAIN LANES I-40	4590+19	LEFT	LEFT MAIN LANES I-40	28		
4587+56	RIGHT	RIGHT MAIN LANES I-40	4589+81	RIGHT	RIGHT MAIN LANES I-40			225
4590+19	LEFT	LEFT MAIN LANES I-40	4592+44	LEFT	LEFT MAIN LANES I-40			225
4715+81	RIGHT	RIGHT MAIN LANES I-40	4716+09	RIGHT	RIGHT MAIN LANES I-40	28		
4715+91	LEFT	LEFT MAIN LANES I-40	4716+19	LEFT	LEFT MAIN LANES I-40	28		
4713+56	RIGHT	RIGHT MAIN LANES I-40	4715+81	RIGHT	RIGHT MAIN LANES I-40			225
4716+19	LEFT	LEFT MAIN LANES I-40	4718+44	LEFT	LEFT MAIN LANES I-40			225
4788+01	RIGHT	RIGHT MAIN LANES I-40	4790+70	RIGHT	RIGHT MAIN LANES I-40			269
4787+51	LEFT	RIGHT MAIN LANES I-40	4790+70	LEFT	RIGHT MAIN LANES I-40			319
4800+70	LEFT	LEFT MAIN LANES I-40	4803+39	LEFT	LEFT MAIN LANES I-40			269
4800+70	RIGHT	LEFT MAIN LANES I-40	4803+89	RIGHT	LEFT MAIN LANES I-40			319
4827+22	RIGHT	RIGHT MAIN LANES I-40	4829+87	RIGHT	RIGHT MAIN LANES I-40			265
4827+83	LEFT	RIGHT MAIN LANES I-40	4830+08	LEFT	RIGHT MAIN LANES I-40			225
4831+50	RIGHT	LEFT MAIN LANES I-40	4833+75	RIGHT	LEFT MAIN LANES I-40			225
4831+72	LEFT	LEFT MAIN LANES I-40	4834+37	LEFT	LEFT MAIN LANES I-40			265
4829+84		RIGHT MAIN LANES I-40					1	
4830+20		LEFT MAIN LANES I-40					1	
4831+38		RIGHT MAIN LANES I-40					1	
4831+89		LEFT MAIN LANES I-40					1	
4867+93	RIGHT	RIGHT MAIN LANES I-40	4870+18	RIGHT	RIGHT MAIN LANES I-40			225
4868+31	LEFT	RIGHT MAIN LANES I-40	4870+56	LEFT	RIGHT MAIN LANES I-40			225
4872+62	RIGHT	LEFT MAIN LANES I-40	4874+87	RIGHT	LEFT MAIN LANES I-40			225
4873+00	LEFT	LEFT MAIN LANES I-40	4875+25	LEFT	LEFT MAIN LANES I-40			225
4870+23		RIGHT MAIN LANES I-40					1	
4871+12		LEFT MAIN LANES I-40					1	
4872+08		RIGHT MAIN LANES I-40					1	
4872+97		LEFT MAIN LANES I-40					1	
4916+78	RIGHT	RIGHT MAIN LANES I-40	4919+03	RIGHT	RIGHT MAIN LANES I-40			225
4916+93	LEFT	RIGHT MAIN LANES I-40	4919+18	LEFT	RIGHT MAIN LANES I-40			225
4920+80	RIGHT	LEFT MAIN LANES I-40	4923+05	RIGHT	LEFT MAIN LANES I-40			225
4920+95	LEFT	LEFT MAIN LANES I-40	4923+20	LEFT	LEFT MAIN LANES I-40			225
4918+94		RIGHT MAIN LANES I-40					1	
4919+32		LEFT MAIN LANES I-40					1	
4920+66		RIGHT MAIN LANES I-40					1	
4921+05		LEFT MAIN LANES I-40					1	
4998+14	RIGHT	RIGHT MAIN LANES I-40	5000+39	RIGHT	RIGHT MAIN LANES I-40			225
4998+14	LEFT	RIGHT MAIN LANES I-40	5000+39	LEFT	RIGHT MAIN LANES I-40			225
5001+14	RIGHT	LEFT MAIN LANES I-40	5003+39	RIGHT	LEFT MAIN LANES I-40			225
5001+14	LEFT	LEFT MAIN LANES I-40	5003+39	LEFT	LEFT MAIN LANES I-40			225
5000+22		RIGHT MAIN LANES I-40					1	
5000+22		LEFT MAIN LANES I-40					1	
5001+32		RIGHT MAIN LANES I-40					1	
5001+32		LEFT MAIN LANES I-40					1	
5007+18	RIGHT	RIGHT MAIN LANES I-40	5009+43	RIGHT	RIGHT MAIN LANES I-40			225
5007+18	LEFT	RIGHT MAIN LANES I-40	5009+43	LEFT	RIGHT MAIN LANES I-40			225
5010+57	RIGHT	LEFT MAIN LANES I-40	5012+82	RIGHT	LEFT MAIN LANES I-40			225
5010+57	LEFT	LEFT MAIN LANES I-40	5012+82	LEFT	LEFT MAIN LANES I-40			225
5009+26		RIGHT MAIN LANES I-40					1	
5009+26		LEFT MAIN LANES I-40					1	
5010+74		RIGHT MAIN LANES I-40					1	
5010+74		LEFT MAIN LANES I-40					1	
5054+33	RIGHT	RIGHT MAIN LANES I-40	5057+08	RIGHT	RIGHT MAIN LANES I-40			275
5054+33	LEFT	RIGHT MAIN LANES I-40	5057+08	LEFT	RIGHT MAIN LANES I-40			275
5057+98	RIGHT	LEFT MAIN LANES I-40	5060+23	RIGHT	LEFT MAIN LANES I-40			225
5057+98	LEFT	LEFT MAIN LANES I-40	5060+23	LEFT	LEFT MAIN LANES I-40			225
5056+90		RIGHT MAIN LANES I-40					1	
5056+90		LEFT MAIN LANES I-40					1	
5058+16		RIGHT MAIN LANES I-40					1	
5058+16		LEFT MAIN LANES I-40					1	
5131+31		RIGHT MAIN LANES I-40					1	
5131+39		LEFT MAIN LANES I-40					1	
5132+41		RIGHT MAIN LANES I-40					1	
5132+49		LEFT MAIN LANES I-40					1	
5129+24	RIGHT	RIGHT MAIN LANES I-40	5131+49	RIGHT	RIGHT MAIN LANES I-40			225
5129+24	LEFT	RIGHT MAIN LANES I-40	5131+49	LEFT	RIGHT MAIN LANES I-40			225
5132+32	RIGHT	LEFT MAIN LANES I-40	5134+57	RIGHT	LEFT MAIN LANES I-40			225
5132+32	LEFT	LEFT MAIN LANES I-40	5134+57	LEFT	LEFT MAIN LANES I-40			225
5169+35	RIGHT	RIGHT MAIN LANES I-40	5171+60	RIGHT	RIGHT MAIN LANES I-40			225
5171+53	RIGHT	RIGHT MAIN LANES I-40	5171+81	RIGHT	RIGHT MAIN LANES I-40	28		
5171+71	LEFT	LEFT MAIN LANES I-40	5171+99	LEFT	LEFT MAIN LANES I-40	28		
5171+92	LEFT	LEFT MAIN LANES I-40	5174+17	LEFT	LEFT MAIN LANES I-40			225
5236+60	RIGHT	RIGHT MAIN LANES I-40	5238+85	RIGHT	RIGHT MAIN LANES I-40			225
5239+30	LEFT	LEFT MAIN LANES I-40	5241+55	LEFT	LEFT MAIN LANES I-40			225
5238+85	RIGHT	RIGHT MAIN LANES I-40	5239+13	RIGHT	RIGHT MAIN LANES I-40	28		
5239+02	LEFT	LEFT MAIN LANES I-40	5239+30	LEFT	LEFT MAIN LANES I-40	28		
TOTALS:						224	28	9456



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO16	42	98

(2) QUANTITIES



COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	LENGTH LIN. FT.	AVG. WIDTH FEET	SQ. YD.
4488+00.00	4490+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4490+00.00	4507+00.00	RIGHT MAIN LANES I-40	1700.00	28.0	5288.89
4507+00.00	4509+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4551+00.00	4553+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4553+00.00	4788+42.41	RIGHT MAIN LANES I-40	23542.41	28.0	73243.05
4788+42.41	4790+42.41	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4802+47.59	4804+47.59	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4804+47.59	4827+65.41	RIGHT MAIN LANES I-40	2317.82	28.0	7211.00
4827+65.41	4829+65.41	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4831+57.30	4833+57.30	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4833+57.30	4868+03.50	RIGHT MAIN LANES I-40	3446.20	28.0	10721.51
4868+03.50	4870+03.50	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4872+26.50	4874+26.50	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4874+26.50	4899+78.00	RIGHT MAIN LANES I-40	2551.50	28.0	7938.00
4899+78.00	4905+79.20	RIGHT MAIN LANES I-40 & EXIT RAMP TURNOUT	601.20	VAR.	2416.75
4905+79.20	4916+74.65	RIGHT MAIN LANES I-40	1095.45	28.0	3408.07
4916+74.65	4918+74.65	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4920+84.99	4922+84.99	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4922+84.99	4935+34.64	RIGHT MAIN LANES I-40	1249.65	28.0	3887.80
4935+34.64	4942+34.64	RIGHT MAIN LANES I-40 & ACCELERATION LANE	700.00	40.0	3111.11
4942+34.64	4945+34.64	RIGHT MAIN LANES I-40 & ACCELERATION LANE TAPER	300.00	34.0	1133.33
4945+34.64	4998+02.50	RIGHT MAIN LANES I-40	5267.86	28.0	16388.90
4998+02.50	5000+02.50	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5001+50.50	5003+50.50	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5003+50.50	5007+06.91	RIGHT MAIN LANES I-40	356.41	28.0	1108.83
5007+06.91	5009+06.91	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5010+93.09	5012+93.09	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5012+93.09	5054+71.33	RIGHT MAIN LANES I-40	4178.24	28.0	12998.97
5054+71.33	5056+71.33	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5058+34.67	5060+34.67	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5060+34.67	5083+00.00	RIGHT MAIN LANES I-40	2265.33	28.0	7047.69
5083+00.00	5085+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5129+13.50	5131+13.50	RIGHT MAIN TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	46.0	1022.22
5132+58.50	5134+58.50	RIGHT MAIN TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	46.0	1022.22
5228+00.00	5230+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5230+00.00	5359+48.40	RIGHT MAIN LANES I-40	12948.40	28.0	40283.91
5359+48.40	5361+48.40	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4488+00.00	4490+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4490+00.00	4507+00.00	LEFT MAIN LANES I-40	1700.00	28.0	5288.89
4507+00.00	4509+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4551+00.00	4553+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4553+00.00	4788+42.41	LEFT MAIN LANES I-40	23392.41	28.0	72776.39
4788+42.41	4788+42.41	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4800+97.59	4802+97.59	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4802+97.59	4828+00.54	LEFT MAIN LANES I-40	2502.95	28.0	7786.96
4828+00.54	4830+00.54	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4831+93.35	4833+93.35	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4833+93.35	4868+91.50	LEFT MAIN LANES I-40	3498.15	28.0	10883.13
4868+91.50	4870+91.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4873+14.50	4875+14.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4875+14.50	4894+62.53	LEFT MAIN LANES I-40	1948.03	28.0	6060.54
4894+62.53	4897+62.53	LEFT MAIN LANES I-40 & ACCELERATION LANE TAPER	300.00	34.0	1133.33
4897+62.53	4904+62.53	LEFT MAIN LANES I-40 & ACCELERATION LANE	700.00	40.0	3111.11
4904+62.53	4917+13.21	LEFT MAIN LANES I-40	1250.68	28.0	3891.00
4917+13.21	4919+13.21	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4921+23.56	4923+23.56	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4923+23.56	4934+18.79	LEFT MAIN LANES I-40	1095.23	28.0	3407.38
4934+18.79	4940+20.13	LEFT MAIN LANES I-40 & EXIT RAMP TURNOUT	601.34	VAR.	2416.75
4940+20.13	4998+02.50	LEFT MAIN LANES I-40	5782.37	28.0	17989.60
4998+02.50	5000+02.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5001+50.50	5003+50.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5003+50.50	5007+06.91	LEFT MAIN LANES I-40	356.41	28.0	1108.83
5007+06.91	5009+06.91	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5010+93.09	5012+93.09	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5012+93.09	5054+71.67	LEFT MAIN LANES I-40	4178.58	28.0	13000.03
5054+71.67	5056+71.67	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5058+34.33	5060+34.33	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5060+34.33	5083+00.00	LEFT MAIN LANES I-40	2265.67	28.0	7048.75
5083+00.00	5085+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5129+21.50	5131+21.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	53.0	1177.78
5132+66.50	5134+66.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5134+66.50	5139+51.50	LEFT MAIN LANES I-40	485.00	38.0	2047.78
5228+00.00	5230+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
5230+00.00	5359+48.40	RIGHT MAIN LANES I-40	12948.40	28.0	40283.91
5359+48.40	5361+48.40	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00	38.0	844.44
4904+46.09	4906+46.09	HWY. 75 INTERCHANGE RAMP 1 & SHOULDER	200.00	25.0	555.56
4933+34.64	4935+34.64	HWY. 75 INTERCHANGE RAMP 2 & SHOULDER	200.00	25.0	555.56
4933+51.93	4935+51.93	HWY. 75 INTERCHANGE RAMP 3 & SHOULDER	200.00	25.0	555.56
4904+62.53	4906+62.53	HWY. 75 INTERCHANGE RAMP 4 & SHOULDER	200.00	25.0	555.56

TOTAL: 434488.69

NOTE: AVERAGE MILLING DEPTH 2"

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
				6	ARK.				
JOB NO.							BBO116	43	98

APPROACH GUTTERS AND SLABS

QUANTITIES **2**

STATION	STATION	SIDE	LOCATION	APPROACH GUTTERS				APPROACH SLABS			REINFORCING STEEL - RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)	DROP INLETS (TYPE N2)	CONCRETE SPILLWAY (TYPE A)	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERT (16 GAUGE)	
				(TYPE AT)	(TYPE SPECIAL 1)	(TYPE SPECIAL 2)	(TYPE SPECIAL 3)	TYPE STANDARD MODIFICATION	(TYPE SPECIAL 1)	(TYPE SPECIAL 2)						
				CU. YD.				CU. YD.								POUND
4829+65.41	4830+01.91		RIGHT MAIN LANES I-40					49.75								
		RIGHT	RIGHT MAIN LANES I-40		18.94				5862	34.07		1	1	60		
		LEFT	RIGHT MAIN LANES I-40		12.41				1765							
4830+00.54	4830+37.04		LEFT MAIN LANES I-40					49.75								
		RIGHT	LEFT MAIN LANES I-40		12.41				5862	34.07						
		LEFT	LEFT MAIN LANES I-40		18.94				1246			1	1	60		
4831+20.80	4831+57.30		RIGHT MAIN LANES I-40					49.75								
		RIGHT	RIGHT MAIN LANES I-40		18.94				5862	34.07						
		LEFT	RIGHT MAIN LANES I-40		12.41				1765			1	1	60		
4831+56.85	4831+93.35		LEFT MAIN LANES I-40					49.75								
		RIGHT	LEFT MAIN LANES I-40		12.41				5862	34.07						
		LEFT	LEFT MAIN LANES I-40		18.94				1246							
4870+03.50	4870+40.00		RIGHT MAIN LANES I-40					53.03								
		RIGHT	RIGHT MAIN LANES I-40			19.65			6300	34.07			1	1	60	
		LEFT	RIGHT MAIN LANES I-40			12.91			1795							
4870+91.50	4871+28.00		LEFT MAIN LANES I-40					53.03								
		RIGHT	LEFT MAIN LANES I-40			12.91			6300	34.07						
		LEFT	LEFT MAIN LANES I-40			19.65			1276							
4871+90.00	4872+26.50		RIGHT MAIN LANES I-40					53.03								
		RIGHT	RIGHT MAIN LANES I-40			19.65			6300	34.07						
		LEFT	RIGHT MAIN LANES I-40			12.91			1795							
4872+78.00	4873+14.50		LEFT MAIN LANES I-40					53.03								
		RIGHT	LEFT MAIN LANES I-40			12.91			6300	34.07						
		LEFT	LEFT MAIN LANES I-40			19.65			1276							
4918+74.64	4919+11.14		RIGHT MAIN LANES I-40					49.75								
		RIGHT	RIGHT MAIN LANES I-40		18.94				5862	34.07			1	1	75	
		LEFT	RIGHT MAIN LANES I-40		12.41				1765							
4919+13.21	4919+49.71		LEFT MAIN LANES I-40					49.75								
		RIGHT	LEFT MAIN LANES I-40		12.41				5862	34.07						
		LEFT	LEFT MAIN LANES I-40		18.94				1246							
4920+48.49	4920+84.99		RIGHT MAIN LANES I-40					49.75								
		RIGHT	RIGHT MAIN LANES I-40		18.94				5862	34.07						
		LEFT	RIGHT MAIN LANES I-40		12.41				1765							
4920+87.06	4921+23.56		LEFT MAIN LANES I-40					49.75								
		RIGHT	LEFT MAIN LANES I-40		12.41				5862	34.07						
		LEFT	LEFT MAIN LANES I-40		18.94				1246				1	1	75	
5000+02.50	5000+39.00		RIGHT MAIN LANES I-40					49.15								
		RIGHT	RIGHT MAIN LANES I-40			19.65			5770	34.07			1	1	60	
		LEFT	RIGHT MAIN LANES I-40			12.91			1795							
5000+02.50	5000+39.00		LEFT MAIN LANES I-40					49.15								
		RIGHT	LEFT MAIN LANES I-40			12.91			5770	34.07						
		LEFT	LEFT MAIN LANES I-40			19.65			1276				1	1	60	
5001+14.00	5001+50.50		RIGHT MAIN LANES I-40					49.15								
		RIGHT	RIGHT MAIN LANES I-40			19.65			5770	34.07						
		LEFT	RIGHT MAIN LANES I-40			12.91			1795							
5001+14.00	5001+50.50		LEFT MAIN LANES I-40					49.15								
		RIGHT	LEFT MAIN LANES I-40			12.91			5770	34.07						
		LEFT	LEFT MAIN LANES I-40			19.65			1276							
5009+06.91	5009+43.41		RIGHT MAIN LANES I-40					49.15								
		RIGHT	RIGHT MAIN LANES I-40			18.94			5770	34.07				1	1	
		LEFT	RIGHT MAIN LANES I-40			12.41			1765						75	
5009+06.91	5009+43.41		LEFT MAIN LANES I-40					49.15								
		RIGHT	LEFT MAIN LANES I-40			12.41			5770	34.07						
		LEFT	LEFT MAIN LANES I-40			18.94			1246				1	1	75	
5010+56.59	5010+93.09		RIGHT MAIN LANES I-40					49.15								
		RIGHT	RIGHT MAIN LANES I-40			18.94			5770	34.07						
		LEFT	RIGHT MAIN LANES I-40			12.41			1765				1	1	75	
5010+56.59	5010+93.09		LEFT MAIN LANES I-40					49.15								
		RIGHT	LEFT MAIN LANES I-40			12.41			5770	34.07						
		LEFT	LEFT MAIN LANES I-40			18.94			1246							
5056+71.33	5057+07.83		RIGHT MAIN LANES I-40					49.15								
		RIGHT	RIGHT MAIN LANES I-40			19.65			5770	34.07						
		LEFT	RIGHT MAIN LANES I-40			12.91			1795							
5056+71.67	5057+08.17		LEFT MAIN LANES I-40					49.15								
		RIGHT	LEFT MAIN LANES I-40			12.91			5770	34.07						
		LEFT	LEFT MAIN LANES I-40			19.65			1276							
5057+98.17	5058+34.67		RIGHT MAIN LANES I-40					49.15								
		RIGHT	RIGHT MAIN LANES I-40			19.65			5770	34.07						
		LEFT	RIGHT MAIN LANES I-40			12.91			1795							
5057+97.83	5058+34.33		LEFT MAIN LANES I-40					49.15								
		RIGHT	LEFT MAIN LANES I-40			12.91			5770	34.07						
		LEFT	LEFT MAIN LANES I-40			19.65			1276							
5131+12.00	5131+48.50		RIGHT MAIN LANES I-40													
		RIGHT	RIGHT MAIN LANES I-40			12.06			73.73	8880	51.10					
		LEFT	RIGHT MAIN LANES I-40			12.06			1091							
5131+20.00	5131+56.50		LEFT MAIN LANES I-40					59.45								
		RIGHT	LEFT MAIN LANES I-40			12.06			7060	34.07						
		LEFT	LEFT MAIN LANES I-40			12.06			1091							
5132+23.50	5132+60.00		RIGHT MAIN LANES I-40						73.73	8880	51.10					
		RIGHT	RIGHT MAIN LANES I-40			12.06			1091							
		LEFT	RIGHT MAIN LANES I-40			12.06			1091							
5132+31.50	5132+68.00		LEFT MAIN LANES I-40					49.15								
		RIGHT	LEFT MAIN LANES I-40			12.06			5770	34.07						
		LEFT	LEFT MAIN LANES I-40			12.06			1091							
TOTALS:					96.48	250.80	390.72	125.40	1249.07	59.45	147.46	253638	988.02	12	12	810



2-7-17

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
05-26-2017				6	ARK.			
						JOB NO.	BBO116	44 98

GUARDRAIL

STATION	STATION	SIDE	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
				LIN. FT.	EACH	
4587+12.85	4589+81.60	RIGHT	RIGHT MAIN LANES I-40	200	1	1
4590+18.40	4592+87.15	LEFT	LEFT MAIN LANES I-40	200	1	1
4713+12.85	4715+81.60	RIGHT	RIGHT MAIN LANES I-40	200	1	1
4716+18.40	4718+87.15	LEFT	LEFT MAIN LANES I-40	200	1	1
4788+08.90	4790+75.65	RIGHT	RIGHT MAIN LANES I-40	200	1	1
4787+56.90	4790+75.65	LEFT	RIGHT MAIN LANES I-40	250	1	1
4800+64.40	4803+83.15	RIGHT	LEFT MAIN LANES I-40	250	1	1
4800+64.40	4803+33.15	LEFT	LEFT MAIN LANES I-40	200	1	1
4827+16.10	4829+84.85	RIGHT	RIGHT MAIN LANES I-40	200	1	1
4826+80.85	4829+99.60	LEFT	RIGHT MAIN LANES I-40	250	1	1
4831+58.40	4834+77.15	RIGHT	LEFT MAIN LANES I-40	250	1	1
4831+74.40	4834+43.15	LEFT	LEFT MAIN LANES I-40	200	1	1
4867+41.40	4870+10.15	RIGHT	RIGHT MAIN LANES I-40	200	1	1
4867+29.90	4870+48.65	LEFT	RIGHT MAIN LANES I-40	250	1	1
4873+62.70	4876+81.45	RIGHT	LEFT MAIN LANES I-40	250	1	1
4873+07.90	4875+76.65	LEFT	LEFT MAIN LANES I-40	200	1	1
4917+24.70	4919+93.45	RIGHT	RIGHT MAIN LANES I-40	200	1	1
4916+90.30	4920+09.05	LEFT	RIGHT MAIN LANES I-40	250	1	1
4920+89.20	4924+07.95	RIGHT	LEFT MAIN LANES I-40	250	1	1
4921+04.80	4923+73.55	LEFT	LEFT MAIN LANES I-40	200	1	1
4997+60.90	5000+29.65	RIGHT	RIGHT MAIN LANES I-40	200	1	1
4997+10.90	5000+29.65	LEFT	RIGHT MAIN LANES I-40	250	1	1
5001+23.40	5004+42.15	RIGHT	LEFT MAIN LANES I-40	250	1	1
5001+23.40	5003+92.15	LEFT	LEFT MAIN LANES I-40	200	1	1
5006+65.26	5009+34.01	RIGHT	RIGHT MAIN LANES I-40	200	1	1
5006+15.26	5009+34.01	LEFT	RIGHT MAIN LANES I-40	250	1	1
5010+65.99	5013+84.74	RIGHT	LEFT MAIN LANES I-40	250	1	1
5010+65.99	5013+34.74	LEFT	LEFT MAIN LANES I-40	200	1	1
5054+29.68	5056+98.43	RIGHT	RIGHT MAIN LANES I-40	200	1	1
5053+79.68	5056+98.43	LEFT	RIGHT MAIN LANES I-40	250	1	1
5058+07.23	5061+25.98	RIGHT	LEFT MAIN LANES I-40	250	1	1
5058+07.23	5060+75.98	LEFT	LEFT MAIN LANES I-40	200	1	1
5128+70.35	5131+39.10	RIGHT	RIGHT MAIN LANES I-40	200	1	1
5128+20.35	5131+39.10	LEFT	RIGHT MAIN LANES I-40	250	1	1
5132+40.90	5135+59.65	RIGHT	LEFT MAIN LANES I-40	250	1	1
5132+40.90	5135+09.65	LEFT	LEFT MAIN LANES I-40	200	1	1
5168+84.85	5171+53.60	RIGHT	RIGHT MAIN LANES I-40	200	1	1
5171+99.60	5174+68.35	LEFT	LEFT MAIN LANES I-40	200	1	1
5236+17.85	5238+86.60	RIGHT	RIGHT MAIN LANES I-40	200	1	1
5239+29.40	5241+98.15	LEFT	LEFT MAIN LANES I-40	200	1	1
TOTALS:				8800	40	40

NOTE: PAYMENT MADE FOR BORROW MATERIAL WILL BE CONSIDERED SUBSIDIARY TO PRICE FOR VARIOUS PAY ITEMS FOR GUARDRAIL INSTALLATION. SEE SECTION 210 FOR THE STD. SPECS. FOR ADDITIONAL INFORMATION PERTAINING TO BORROW MATERIAL.

CONCRETE BARRIER WALL

STATION	STATION	SIDE	LOCATION	PIER PROTECTION (TYPE A)
				LIN. FT.
4589+81	4590+09	RIGHT	RT. OF RIGHT MAIN LANES	28
4589+91	4590+19	LEFT	LT. OF LEFT MAIN LANES	28
4715+81	4716+09	RIGHT	RT. OF RIGHT MAIN LANES	28
4715+91	4716+19	LEFT	LT. OF LEFT MAIN LANES	28
5171+53	5171+81	RIGHT	RT. OF RIGHT MAIN LANES	28
5171+71	5171+99	LEFT	LT. OF LEFT MAIN LANES	28
5238+85	5239+13	RIGHT	RT. OF RIGHT MAIN LANES	28
5239+02	5239+30	LEFT	LT. OF LEFT MAIN LANES	28
TOTAL:				224

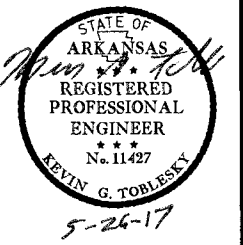
TEMPORARY EROSION CONTROL ITEMS AND DEVICES

STATION	STATION	LOCATION	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 REMOVAL & DISPOSAL
			ACRE	ACRE	M. GAL.	BAG	CU. YD.	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	PRIOR TO CONSTRUCTION						1504	960	91
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			11.25	11.25	229.5	550	90	400	240	24
TOTALS:			11.25	11.25	229.5	550	90	1904	1200	115

BASIS OF ESTIMATE:
 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 ESTIMATED.
 SEE SECTION 104.03 OF THE STD. SPECS.



QUANTITIES

WIRE ROPE SAFETY FENCE

STATION	STATION	SIDE	LOCATION	LENGTH	*ANCHOR	MAINTENANCE MATERIALS
				LIN. FT.	EACH	LUMP SUM
4510+00	4527+23	LEFT	RIGHT MAIN LANES - I-40	1723	2	
4532+47	4549+50	RIGHT	LEFT MAIN LANES - I-40	1703	2	
5094+78	5104+37	LEFT	RIGHT MAIN LANES - I-40	959	2	
5116+22	5131+56	RIGHT	LEFT MAIN LANES - I-40	1534	2	
5197+50	5208+29	LEFT	RIGHT MAIN LANES - I-40	1079	2	
5215+28	5224+18	RIGHT	LEFT MAIN LANES - I-40	890	2	
5224+58	5227+75	RIGHT	LEFT MAIN LANES - I-40	317	2	
TOTALS:				8205	14	1.00

ENTIRE PROJECT 1.00

NOTE: THIS ITEM SHOWN FOR INFORMATION ONLY.

PERMANENT EROSION CONTROL

STATION	STATION	LOCATION / DESCRIPTION	SPECIAL SEEDING	LIME	MULCH COVER	WATER	SPECIAL SECOND SEEDING APPLICATION
			ACRE	TON	ACRE	M. GAL.	ACRE
ENTIRE	PROJECT	C.L. MEDIAN	44.50	89.00	44.50	4539.0	44.50
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			11.13	22.26	11.13	1135.3	11.13
TOTALS:			55.63	111.26	55.63	5674.3	55.63

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

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

CONCRETE DITCH PAVING FOR WRSF

STATION	STATION	SIDE	LOCATION	LENGTH	"B"	CONCRETE DITCH PAVING	SOLID SODDING	WATER
				LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
4510+00	4526+78	LEFT	RIGHT MAIN LANES - I-40	1678	4	745.78	745.78	9.4
4532+92	4549+50	RIGHT	LEFT MAIN LANES - I-40	1658	4	736.89	736.89	9.3
5094+78	5103+66	LEFT	RIGHT MAIN LANES - I-40	888	4	394.67	394.67	5.0
5116+22	5131+56	RIGHT	LEFT MAIN LANES - I-40	1534	4	681.78	681.78	8.6
5197+50	5208+00	LEFT	RIGHT MAIN LANES - I-40	1050	4	466.67	466.67	5.9
5215+56	5224+18	RIGHT	LEFT MAIN LANES - I-40	862	4	383.11	383.11	4.8
5224+58	5227+75	RIGHT	LEFT MAIN LANES - I-40	317	4	140.89	140.89	1.8
TOTALS:						3549.79	3549.79	44.8

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

RUMBLE STRIPS

STATION	STATION	SIDE	LOCATION	IN ASPHALT SHOULDER
				LIN. FT.
4488+00	4509+00	RIGHT	RIGHT MAIN LANES I-40	2100
4551+00	4790+53	RIGHT	RIGHT MAIN LANES I-40	23953
4802+48	4829+61	RIGHT	RIGHT MAIN LANES I-40	2713
4831+53	4869+91	RIGHT	RIGHT MAIN LANES I-40	3838
4872+15	4918+70	RIGHT	RIGHT MAIN LANES I-40	4655
4920+80	5000+03	RIGHT	RIGHT MAIN LANES I-40	7923
5001+51	5009+07	RIGHT	RIGHT MAIN LANES I-40	756
5010+93	5056+71	RIGHT	RIGHT MAIN LANES I-40	4578
5058+35	5085+00	RIGHT	RIGHT MAIN LANES I-40	2665
5129+12	5131+12	RIGHT	RIGHT MAIN LANES I-40	200
5132+60	5134+60	RIGHT	RIGHT MAIN LANES I-40	200
5228+00	5361+48	RIGHT	RIGHT MAIN LANES I-40	13348
4488+00	4509+00	LEFT	RIGHT MAIN LANES I-40	2100
4551+00	4790+53	LEFT	RIGHT MAIN LANES I-40	23953
4802+48	4829+70	LEFT	RIGHT MAIN LANES I-40	2722
4831+62	4870+15	LEFT	RIGHT MAIN LANES I-40	3853
4872+38	4918+78	LEFT	RIGHT MAIN LANES I-40	4640
4920+89	5000+03	LEFT	RIGHT MAIN LANES I-40	7914
5001+51	5009+07	LEFT	RIGHT MAIN LANES I-40	756
5010+93	5056+71	LEFT	RIGHT MAIN LANES I-40	4578
5058+35	5085+00	LEFT	RIGHT MAIN LANES I-40	2665
5129+12	5131+12	LEFT	RIGHT MAIN LANES I-40	200
5132+60	5134+60	LEFT	RIGHT MAIN LANES I-40	200
5228+00	5361+48	LEFT	RIGHT MAIN LANES I-40	13348
4488+00	4509+00	RIGHT	LEFT MAIN LANES I-40	2100
4551+00	4788+92	RIGHT	LEFT MAIN LANES I-40	23792
4800+98	4829+95	RIGHT	LEFT MAIN LANES I-40	2897
4831+88	4870+80	RIGHT	LEFT MAIN LANES I-40	3892
4873+03	4919+08	RIGHT	LEFT MAIN LANES I-40	4605
4921+18	5000+03	RIGHT	LEFT MAIN LANES I-40	7885
5001+51	5009+07	RIGHT	LEFT MAIN LANES I-40	756
5010+93	5056+72	RIGHT	LEFT MAIN LANES I-40	4579
5058+34	5085+00	RIGHT	LEFT MAIN LANES I-40	2666
5129+20	5131+20	RIGHT	LEFT MAIN LANES I-40	200
5132+68	5134+68	RIGHT	LEFT MAIN LANES I-40	200
5228+00	5361+48	RIGHT	LEFT MAIN LANES I-40	13348
4488+00	4509+00	LEFT	LEFT MAIN LANES I-40	2100
4551+00	4788+92	LEFT	LEFT MAIN LANES I-40	23792
4800+98	4830+05	LEFT	LEFT MAIN LANES I-40	2907
4831+98	4871+04	LEFT	LEFT MAIN LANES I-40	3906
4873+27	4919+18	LEFT	LEFT MAIN LANES I-40	4591
4921+28	5000+03	LEFT	LEFT MAIN LANES I-40	7875
5001+51	5009+07	LEFT	LEFT MAIN LANES I-40	756
5010+93	5056+72	LEFT	LEFT MAIN LANES I-40	4579
5058+34	5085+00	LEFT	LEFT MAIN LANES I-40	2666
5129+20	5131+20	LEFT	LEFT MAIN LANES I-40	200
5132+68	5134+68	LEFT	LEFT MAIN LANES I-40	200
5228+00	5361+48	LEFT	LEFT MAIN LANES I-40	13348
TOTAL:				267698

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBO116	45	98	
				2 QUANTITIES				



BASE AND SURFACING - INLAY AND OVERLAY (BOX 1 OF 3)

STATION	STATION	LOCATION	LENGTH FEET	AGGREGATE BASE COURSE (CLASS 7)		TOPSOIL FURNISHED AND PLACED			TACK COAT				ACHM SURFACE COURSE (1/2")				
				TON / STATION	TON	INSIDE SHOULDER	OUTSIDE SHOULDER	TOTAL CU. YD.	TOTAL WID. FEET	SQ. YD.	GALLONS / SQ. YD.	GALLON	AVG. WID. FEET	SQ. YD.	POUND / SQ. YD.	PG 64-22	PG 76-22
																TON	TON
MAIN LANES - INLAY																	
4490+00.00	4507+00.00	RIGHT MAIN LANES I-40	1700.00						28.0	5288.89	0.17	899.11	28.00	5288.89	220	581.78	
4553+00.00	4788+42.41	RIGHT MAIN LANES I-40	23542.41						28.0	73243.05	0.17	12451.32	28.00	73243.05	220	8056.74	
4804+47.59	4827+65.41	RIGHT MAIN LANES I-40	2317.82						28.0	7211.00	0.17	1225.87	28.00	7211.00	220	793.21	
4833+57.30	4868+03.50	RIGHT MAIN LANES I-40	3446.20						28.0	10721.51	0.17	1822.66	28.00	10721.51	220	1179.37	
4874+26.50	4899+78.00	RIGHT MAIN LANES I-40	2551.50						28.0	7938.00	0.17	1349.46	28.00	7938.00	220	873.18	
4899+78.00	4905+79.20	RIGHT MAIN LANES I-40 & EXIT RAMP TURNOUT	601.20						VAR.	2416.75	0.17	410.85	VAR.	2416.75	220	265.84	
4905+79.20	4916+74.65	RIGHT MAIN LANES I-40	1095.45						28.0	3408.07	0.17	579.37	28.00	3408.07	220	374.89	
4922+84.99	4935+34.64	RIGHT MAIN LANES I-40	1249.65						28.0	3887.80	0.17	660.93	28.00	3887.80	220	427.66	
4935+34.64	4942+34.64	RIGHT MAIN LANES I-40 & ACCELERATION LANE	700.00						40.0	3111.11	0.17	528.89	40.00	3111.11	220	342.22	
4942+34.64	4945+34.64	RIGHT MAIN LANES I-40 & ACCELERATION LANE TAPER	300.00						34.0	1133.33	0.17	192.67	34.00	1133.33	220	124.67	
4945+34.64	4998+02.50	RIGHT MAIN LANES I-40	5267.86						28.0	16388.90	0.17	2786.11	28.00	16388.90	220	1802.78	
5003+50.50	5007+06.91	RIGHT MAIN LANES I-40	356.41						28.0	1108.83	0.17	188.50	28.00	1108.83	220	121.97	
5012+93.09	5054+71.33	RIGHT MAIN LANES I-40	4178.24						28.0	12998.97	0.17	2209.82	28.00	12998.97	220	1429.89	
5060+34.67	5083+00.00	RIGHT MAIN LANES I-40	2265.33						28.0	7047.69	0.17	1198.11	28.00	7047.69	220	775.25	
5230+00.00	5359+48.40	RIGHT MAIN LANES I-40	12948.40						28.0	40283.91	0.17	6848.26	28.00	40283.91	220	4431.23	
LEFT MAIN LANES - INLAY																	
4490+00.00	4507+00.00	LEFT MAIN LANES I-40	1700.00						28.0	5288.89	0.17	899.11	28.00	5288.89	220	581.78	
4553+00.00	4786+92.41	LEFT MAIN LANES I-40	23392.41						28.0	72776.39	0.17	12371.99	28.00	72776.39	220	8005.40	
4802+97.59	4828+00.54	LEFT MAIN LANES I-40	2502.95						28.0	7786.96	0.17	1323.78	28.00	7786.96	220	856.57	
4833+93.35	4868+91.50	LEFT MAIN LANES I-40	3498.15						28.0	10883.13	0.17	1850.13	28.00	10883.13	220	1197.14	
4875+14.50	4894+62.83	LEFT MAIN LANES I-40	1948.33						28.0	6061.47	0.17	1030.45	28.00	6061.47	220	666.76	
4894+62.53	4897+62.53	LEFT MAIN LANES I-40 & ACCELERATION LANE TAPER	300.00						34.0	1133.33	0.17	192.67	34.00	1133.33	220	124.67	
4897+62.53	4904+62.53	LEFT MAIN LANES I-40 & ACCELERATION LANE	700.00						40.0	3111.11	0.17	528.89	40.00	3111.11	220	342.22	
4904+62.53	4917+13.21	LEFT MAIN LANES I-40	1250.68						28.0	3891.00	0.17	661.47	28.00	3891.00	220	428.01	
4923+23.56	4934+18.79	LEFT MAIN LANES I-40	1095.23						28.0	3407.38	0.17	579.25	28.00	3407.38	220	374.81	
4934+18.79	4940+20.13	LEFT MAIN LANES I-40 & EXIT RAMP TURNOUT	601.34						VAR.	2416.75	0.17	410.85	VAR.	2416.75	220	265.84	
4940+20.13	4998+02.50	LEFT MAIN LANES I-40	5782.37						28.0	17989.60	0.17	3058.23	28.00	17989.60	220	1978.86	
5003+50.50	5007+06.91	LEFT MAIN LANES I-40	356.41						28.0	1108.83	0.17	188.50	28.00	1108.83	220	121.97	
5012+93.09	5054+71.67	LEFT MAIN LANES I-40	4178.58						28.0	13000.03	0.17	2210.01	28.00	13000.03	220	1430.00	
5060+34.33	5083+00.00	LEFT MAIN LANES I-40	2265.67						28.0	7048.75	0.17	1198.29	28.00	7048.75	220	775.36	
5230+00.00	5359+48.40	LEFT MAIN LANES I-40	12948.40						28.0	40283.91	0.17	6848.26	28.00	40283.91	220	4431.23	
SUBTOTALS:										392375.34		66703.81		392375.34		43161.30	

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2").....94.3% MIN. AGGR.....5.7% ASPHALT BINDER
 MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
 MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBOI6	46	98

2) QUANTITY SHEETS



STATION	STATION	LOCATION	LENGTH FEET	AGGREGATE BASE COURSE (CLASS 7)		TOPSOIL FURNISHED AND PLACED			TACK COAT				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	INSIDE SHOULDER	OUTSIDE SHOULDER	TOTAL	TOTAL WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 64-22 TON
RIGHT MAIN LANES - OVERLAY & PAVING TRANSITIONS																
4488+00.00	4490+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4490+00.00	4507+00.00	RIGHT MAIN LANES I-40 & SHOULDERS	1700.00			62.96	81.85	144.81	38.00	7177.78	0.05	358.89	38.00	7177.78	220	789.56
4507+00.00	4509+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4551+00.00	4553+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4553+00.00	4788+42.41	RIGHT MAIN LANES I-40 & SHOULDERS	23542.41			871.94	1133.52	2005.46	38.00	99401.29	0.05	4970.06	38.00	99401.29	220	10934.14
4788+42.41	4790+42.41	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4802+47.59	4804+47.59	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4804+47.59	4827+65.41	RIGHT MAIN LANES I-40 & SHOULDERS	2317.82			85.85	111.60	197.45	38.00	9786.35	0.05	489.32	38.00	9786.35	220	1076.50
4827+65.41	4829+65.41	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4831+57.30	4833+57.30	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4833+57.30	4868+03.50	RIGHT MAIN LANES I-40 & SHOULDERS	3446.20			127.64	165.93	293.57	38.00	14550.62	0.05	727.53	38.00	14550.62	220	1600.57
4868+03.50	4870+03.50	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4872+26.50	4874+26.50	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4874+26.50	4899+78.00	RIGHT MAIN LANES I-40 & SHOULDERS	2551.50			94.50	122.85	217.35	38.00	10773.00	0.05	538.65	38.00	10773.00	220	1185.03
4899+78.00	4905+79.20	RIGHT MAIN LANES I-40 & EXIT RAMP TURNOUT	601.20			22.27	28.95	51.22	VAR.	3305.78	0.05	165.29	VAR.	3305.78	220	363.64
4905+79.20	4916+74.65	RIGHT MAIN LANES I-40 & SHOULDERS	1095.45			40.57	52.74	93.31	38.00	4625.23	0.05	231.26	38.00	4625.23	220	508.78
4916+74.65	4918+74.65	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4920+84.99	4922+84.99	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
4922+84.99	4935+34.64	RIGHT MAIN LANES I-40 & SHOULDERS	1249.65			46.28	60.17	106.45	38.00	5276.30	0.05	263.82	38.00	5276.30	220	580.39
4935+34.64	4942+34.64	RIGHT MAIN LANES I-40 & ACCELERATION LANE	700.00			25.93	33.70	59.63	46.00	3577.78	0.05	178.89	46.00	3577.78	220	393.56
4942+34.64	4945+34.64	RIGHT MAIN LANES I-40 & ACCELERATION LANE TAPER	300.00			11.11	14.44	25.55	42.00	1400.00	0.05	70.00	42.00	1400.00	220	154.00
4945+34.64	4998+02.50	RIGHT MAIN LANES I-40 & SHOULDERS	5267.86			195.11	253.64	448.75	38.00	22242.08	0.05	1112.10	38.00	22242.08	220	2446.63
4998+02.50	5000+02.50	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
5001+50.50	5003+50.50	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
5003+50.50	5007+06.91	RIGHT MAIN LANES I-40 & SHOULDERS	356.41			13.20	17.16	30.36	38.00	1504.84	0.05	75.24	38.00	1504.84	220	165.53
5007+06.91	5009+06.91	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
5010+93.09	5012+93.09	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
5012+93.09	5054+71.33	RIGHT MAIN LANES I-40 & SHOULDERS	4178.24			154.75	201.17	355.92	38.00	17641.46	0.05	882.07	38.00	17641.46	220	1940.56
5054+71.33	5056+71.33	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
5058+34.67	5060+34.67	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
5060+34.67	5083+00.00	RIGHT MAIN LANES I-40 & SHOULDERS	2265.33			83.90	109.07	192.97	38.00	9564.73	0.05	478.24	38.00	9564.73	220	1052.12
5083+00.00	5085+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	330	139.33
5132+60.00	5196+00.00	RIGHT MAIN LANES	6340.00			234.81	305.26	540.07								
5228+00.00	5230+00.00	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
5230+00.00	5359+48.40	RIGHT MAIN LANES I-40 & SHOULDERS	12948.40			479.57	623.44	1103.01	38.00	54671.02	0.05	2733.55	38.00	54671.02	220	6013.81
5359+48.40	5361+48.40	PAVEMENT TRANSITION - RIGHT MAIN LANES I-40	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
SUBTOTALS:						2698.59	3508.09	6206.68		282387.06		14119.31		282387.06		31898.54

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2")..... 94.3% MIN. AGGR..... 5.7% ASPHALT BINDER
 MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
 MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

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DATE REVISION	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
							JOB NO.	BB016
								47
								98

2



2-13-17

BASE AND SURFACING - INLAY AND OVERLAY (BOX 3 OF 3)

STATION	STATION	LOCATION	LENGTH FEET	AGGREGATE BASE COURSE (CLASS 7)		TOPSOIL FURNISHED AND PLACED			TACK COAT				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	INSIDE SHOULDER	OUTSIDE SHOULDER	TOTAL CU. YD.	TOTAL WID. FEET	SG. YD.	GALLONS / SQ. YD.	GALLON	AVG. WID. FEET	SG. YD.	POUND / SQ. YD.	PG 64-22 TON
LEFT MAIN LANES - OVERLAY & PAVING TRANSITIONS																
4488+00.00	4490+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4490+00.00	4507+00.00	LEFT MAIN LANES I-40	1700.00			62.96	81.85	144.81	38.00	7177.78	0.05	358.89	38.00	7177.78	220	789.56
4507+00.00	4509+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4551+00.00	4553+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4553+00.00	4786+92.41	LEFT MAIN LANES I-40	23392.41			866.39	1126.30	1992.69	38.00	98767.95	0.05	4938.40	38.00	98767.95	220	10864.47
4786+92.41	4788+92.41	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4800+97.59	4802+97.59	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4802+97.59	4828+00.54	LEFT MAIN LANES I-40	2502.95			92.70	120.51	213.21	38.00	10568.01	0.05	528.40	38.00	10568.01	220	1162.48
4828+00.54	4830+00.54	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4831+93.35	4833+93.35	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4833+93.35	4868+91.50	LEFT MAIN LANES I-40	3498.15			129.56	168.43	297.99	38.00	14769.97	0.05	738.50	38.00	14769.97	220	1624.70
4868+91.50	4870+91.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4873+14.50	4875+14.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4875+14.50	4894+62.53	LEFT MAIN LANES I-40	1948.03			72.15	93.79	165.94	38.00	8225.02	0.05	411.25	38.00	8225.02	220	904.75
4894+62.53	4897+62.53	LEFT MAIN LANES I-40 & ACCELERATION LANE TAPER	300.00			11.11	14.44	25.55	42.00	1400.00	0.05	70.00	42.00	1400.00	220	154.00
4897+62.53	4904+62.53	LEFT MAIN LANES I-40 & ACCELERATION LANE	700.00			25.93	33.70	59.63	46.00	3577.78	0.05	178.89	46.00	3577.78	220	393.56
4904+62.53	4917+13.21	LEFT MAIN LANES I-40	1250.68			46.32	60.22	106.54	38.00	5280.65	0.05	264.03	38.00	5280.65	220	580.87
4917+13.21	4919+13.21	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4921+23.56	4923+23.56	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
4923+23.56	4934+18.79	LEFT MAIN LANES I-40	1095.23			40.56	52.73	93.29	38.00	4624.30	0.05	231.22	38.00	4624.30	220	508.67
4934+18.79	4940+20.13	LEFT MAIN LANES I-40 & EXIT RAMP TURNOUT	601.34			22.27	28.95	51.22	VAR.	3345.67	0.05	167.28	VAR.	3345.67	220	368.02
4940+20.13	4998+02.50	LEFT MAIN LANES I-40	5782.37			214.16	278.41	492.57	38.00	24414.45	0.05	1220.72	38.00	24414.45	220	2685.59
4998+02.50	5000+02.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
5001+50.50	5003+50.50	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
5003+50.50	5007+06.91	LEFT MAIN LANES I-40	356.41			13.20	17.16	30.36	38.00	1504.84	0.05	75.24	38.00	1504.84	220	165.53
5007+06.91	5009+06.91	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	3340.31	0.05	167.02	38.00	3340.31	220	367.43
5010+93.09	5012+93.09	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
5012+93.09	5054+71.67	LEFT MAIN LANES I-40	4178.58			154.76	201.19	355.95	38.00	17642.89	0.05	882.14	38.00	17642.89	220	1940.72
5054+71.67	5056+71.67	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
5058+34.33	5060+34.33	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
5060+34.33	5083+00.00	LEFT MAIN LANES I-40	2265.67			83.91	109.09	193.00	38.00	9566.16	0.05	478.31	38.00	9566.16	220	1052.28
5083+00.00	5085+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
5132+68.00	5196+00.00	LEFT MAIN LANES	6332.00			234.52	304.87	539.39								
5228+00.00	5230+00.00	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
5230+00.00	5359+48.40	RIGHT MAIN LANES I-40	12948.40			479.57	623.44	1103.01	38.00	54671.02	0.05	2733.55	38.00	54671.02	220	6013.81
5359+48.40	5361+48.40	PAVEMENT TRANSITION - LEFT MAIN LANES I-40 & SHOULDERS	200.00			7.41	9.63	17.04	38.00	844.44	0.05	42.22	38.00	844.44	220	92.89
SUBTOTALS:						2698.27	3507.68	6205.95		284921.16		14246.02		284921.16		31341.35

ADDITIONAL																	
ENTIRE PROJECT	GUARDRAIL WIDENING		VAR.	3251.11													
4904+81	4921+08	HWY. 75 INTERCHANGE RAMP 1 - RIGHT SHOULDER	1627.00														
4904+81	4921+08	HWY. 75 INTERCHANGE RAMP 1 - LEFT SHOULDER	1627.00														
4904+49	4919+08	HWY. 75 INTERCHANGE RAMP 2 - RIGHT SHOULDER	1459.00														
4904+49	4919+08	HWY. 75 INTERCHANGE RAMP 2 - LEFT SHOULDER	1459.00														
4920+90	4935+49	HWY. 75 INTERCHANGE RAMP 3 - RIGHT SHOULDER	1459.00														
4920+90	4935+49	HWY. 75 INTERCHANGE RAMP 3 - LEFT SHOULDER	1459.00														
4918+90	4935+27	HWY. 75 INTERCHANGE RAMP 4 - RIGHT SHOULDER	1637.00														
4918+90	4935+27	HWY. 75 INTERCHANGE RAMP 4 - LEFT SHOULDER	1637.00														
SUBTOTALS:						3251.11								15252.47		1677.76	
TOTALS:						3251.11	5396.86	7015.77	12412.63		959683.56		95069.14		974936.03		1677.76

BASIS OF ESTIMATE:
 ACHM SURFACE COURSE (1/2").....94.3% MIN. AGGR.....5.7% ASPHALT BINDER
 MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
 MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22

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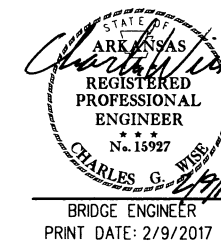
DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO. BB0116		48	98	

① **QUANTITIES-56006**
A&B3875, A&B3876, A&B3877, A&B3878, A&B3879, A&B3880, A&B3902

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. BB0116

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	509	801	802	803	804	809	821	SP JOB BB0116	SP JOB BB0116	SP JOB BB0116
		ITEM	JOINT REHABILITATION (TYPE A)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	GROOVING	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL-BRIDGE (GRADE 60)	SILICONE JOINT SEALANT	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO.)	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1/2" THICK)	HYDRODEMOLITION	BRIDGE DECK REPAIR
		UNIT	LIN. FT.	CU. YD.	SQ. YD.	LIN. FT.	LB.	LIN. FT.	LUMP SUM	SQ. YD.	SQ. YD.	SQ. FT.
254.6	EXISTING BRIDGE NO. A3875				462	517.1	500	85	1	501	501	674
254.6	EXISTING BRIDGE NO. B3875				462	517.1	500	85	1	501	501	674
255.3	EXISTING BRIDGE NO. A3876		324		583	772.4	500			633	633	
255.3	EXISTING BRIDGE NO. B3876		324		583	772.4	500			633	633	
256.2	EXISTING BRIDGE NO. A3877				533	571.1	500			578	578	778
256.2	EXISTING BRIDGE NO. B3877				533	571.1	500			578	578	778
257.8	EXISTING BRIDGE NO. A3878		154		292	377.0	500			317	317	
257.8	EXISTING BRIDGE NO. B3878		154		292	377.0	500			317	317	
257.9	EXISTING BRIDGE NO. A3879			13	438	487.0	500	79	1	475	475	639
257.9	EXISTING BRIDGE NO. B3879			13	438	487.0	500	79	1	475	475	639
258.9	EXISTING BRIDGE NO. A3880		154		350	422.0	500			380	380	
258.9	EXISTING BRIDGE NO. B3880		154		350	422.0	500			380	380	
260.3	EXISTING BRIDGE NO. A3902		160		300	381.0	500			325	325	
260.3	EXISTING BRIDGE NO. B3902		192		367	413.0	500			392	392	
TOTALS FOR JOB NO. BB0116			1616	26	5983	7087.2	① 7000	328		6485	6485	① 4182

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



**SCHEDULE OF BRIDGE QUANTITIES
 SHEARERVILLE - WEST (PVMT. IMPVTS.)(F)
 ST. FRANCIS COUNTY
 ROUTE 40 SECTION 51
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARKANSAS**

DRAWN BY: LHG DATE: 07/31/12 FILENAME: bbb0116xx_qx2.dgn
 CHECKED BY: CGW DATE: 5/23/14
 DESIGNED BY: JRS DATE: 5/21/14 SCALE: No Scale
 BRIDGE NO. A&B3875, A&B3876, A&B3877, A&B3878, A&B3879, A&B3880, A&B3902 DRAWING NO. 56006

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
04-17-2017				6	ARK.		49	98
05-19-2017						BBO16		
05-26-2017								

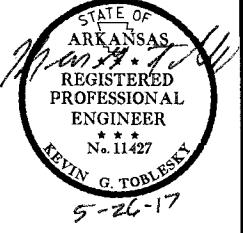
2 SUMMARY OF QUANTITIES AND REVISIONS

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	PEN-40-5(158)248 QUANTITY	NHPE-40-5(158)248 QUANTITY	TOTAL QUANTITY	UNIT
202	REMOVAL AND DISPOSAL OF APPROACH SLAB AND GUTTERS		28	28	EACH
SP	REMOVAL OF RUMBLE STRIP		23001	23001	LN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION		224	224	LN. FT.
SP & 202	REMOVAL AND DISPOSAL OF GUARDRAIL		9456	9456	LN. FT.
216	SCARIFYING AND RECOMPACTING SHOULDERS		6869	6869	SQ. YD.
SS & 303	AGGREGATE BASE COURSE (CLASS 7)		4239	4239	TON
SS & 401	TACK COAT		95069	95069	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")		101918	101918	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")		96	96	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")		6065	6065	TON
412	COLD MILLING ASPHALT PAVEMENT		434489	434489	SQ. YD.
504	APPROACH SLABS		1455.98	1455.98	CU. YD.
504	APPROACH GUTTERS		863.40	863.40	CU. YD.
601	MOBILIZATION		1.00	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE		1	1	EACH
603	TRAFFIC CONTROL SUPERVISOR		1.00	1.00	LUMP SUM
SP & 603	MAINTENANCE OF TRAFFIC		1.00	1.00	LUMP SUM
SS & 604	SIGNS		1619	1619	SQ. FT.
SS & 604	TRAFFIC DRUMS		334	334	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		2918	2918	LN. FT.
SP	MOBILE SPEED NOTIFICATION SYSTEM		2	2	EACH
604	RELOCATING PRECAST CONCRETE BARRIER		15223	15223	LN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS		413267	413267	LN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS		26462	26462	LN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		36608	36608	LN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS		28442	28442	LN. FT.
604	ADVANCE WARNING ARROW PANEL		140	140	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN		20	20	WEEK
SP	AWIS MOBILIZATION		1.00	1.00	LUMP SUM
SP	AWIS OPERATION		12	12	MONTH
SP	DEVICE RELOCATION		33	33	EACH
SP	FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM		6	6	EACH
SP	FURNISH AND INSTALL PUBLIC NOTIFICATION SYSTEM		4	4	EACH
SP	FURNISH AND INSTALL VARIABLE MESSAGE SIGN		12	12	EACH
SP	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM		44	44	EACH
SP & 605	CONCRETE DITCH PAVING (TYPE B)	3550		3550	SQ. YD.
606	12" ZINC COATED (GALVANIZED) CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)		810	810	LN. FT.
609	DROP INLETS (TYPE N2)		12	12	EACH
614	CONCRETE SPILLWAY (TYPE A)		12	12	EACH
617	GUARDRAIL (TYPE A)		8800	8800	LN. FT.
617	GUARDRAIL TERMINAL (TYPE 2)		40	40	EACH
617	THREE BEAM GUARDRAIL TERMINAL		40	40	EACH
SP	WIRE ROPE SAFETY FENCE	8205		8205	LN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00		1.00	LUMP SUM
620	LIME		111	111	TON
SP & 620	SPECIAL SEEDING		55.63	55.63	ACRE
SS & 620	MULCH COVER		66.88	66.88	ACRE
620	WATER		5903.8	5948.6	M. GAL.
621	TEMPORARY SEEDING	44.8		11.25	ACRE
621	SILT FENCE		1200	1200	LN. FT.
621	SAND BAG DITCH CHECKS		550	550	BAG
621	DROP INLET SILT FENCE		1904	1904	LN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL		115	115	CU. YD.
621	ROCK DITCH CHECKS		90	90	CU. YD.
SP & 623	SPECIAL SECOND SEEDING APPLICATION		55.63	55.63	ACRE
624	SOLID SODDING		3550	3550	SQ. YD.
628	TOPSOIL FURNISHED AND PLACED		12413	12413	CU. YD.
631	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)		224	224	LN. FT.
635	ROADWAY CONSTRUCTION CONTROL		1.00	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS		267698	267698	LN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")		188903	188903	LN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")		1750	1750	LN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")		151210	151210	LN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)		2211	2211	EACH
804	REINFORCING STEEL-ROADWAY (GRADE 60)		253638	253638	POUND
STRUCTURES OVER 20' SPAN					
509	JOINT REHABILITATION (TYPE A)		1616	1616	LN. FT.
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE		26	26	CU. YD.
802	GROOVING		5983	5983	SQ. YD.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT		7087.2	7087.2	LN. FT.
804	REINFORCING STEEL-BRIDGE (GRADE 60)		7000	7000	POUND
809	SILICONE JOINT SEALANT		328	328	LN. FT.
SP	HYDRODEMOLITION		6485	6485	SQ. YD.
SP	VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)		6485	6485	SQ. YD.
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A3875)		1.00	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B3875)		1.00	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. A3879)		1.00	1.00	LUMP SUM
821	MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. B3879)		1.00	1.00	LUMP SUM
SP	BRIDGE DECK REPAIR		4182	4182	SQ. FT.

REVISIONS

DATE	REVISION	SHEET NUMBER
4/17/2017	REVISED F.A.P. NUMBER, REMOVED SP "PROSECUTION AND PROGRESS - CALENDAR DAY CONTRACT WITH CPM"	1, 3, 49
5/19/2017	REVISED THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION, REPLACED THE SITE USE (A+C METHOD)-CALENDAR DAY CONTRACT SPECIAL PROVISION WITH THE SITE USE (A+B+C METHOD)-CALENDAR DAY CONTRACT SPECIAL PROVISION, ADDED THE OPTIONAL SUNDAY WORK AND PROSECUTION AND PROGRESS-CALENDAR DAY CONTRACT SPECIAL PROVISIONS, REVISED THE MAINTENANCE OF TRAFFIC DETAILS TO REFLECT THE REVISION IN THE SPECIAL PROVISIONS.	3, 28, & 49
5/26/2017	REVISED SP "SPECIAL SAFETY REQUIREMENTS FOR BRIDGES", ADDED NOTE TO SPECIAL DETAILS, ADDED QUANTITY "SCARIFYING AND RECOMPACTING SHOULDERS", ADDED NOTE TO GUARDRAIL QUANTITY BOX, REMOVED PAY ITEMS FROM INTERCHANGE LAYOUT - HWY. 149	8, 41, 44, 49, & 66



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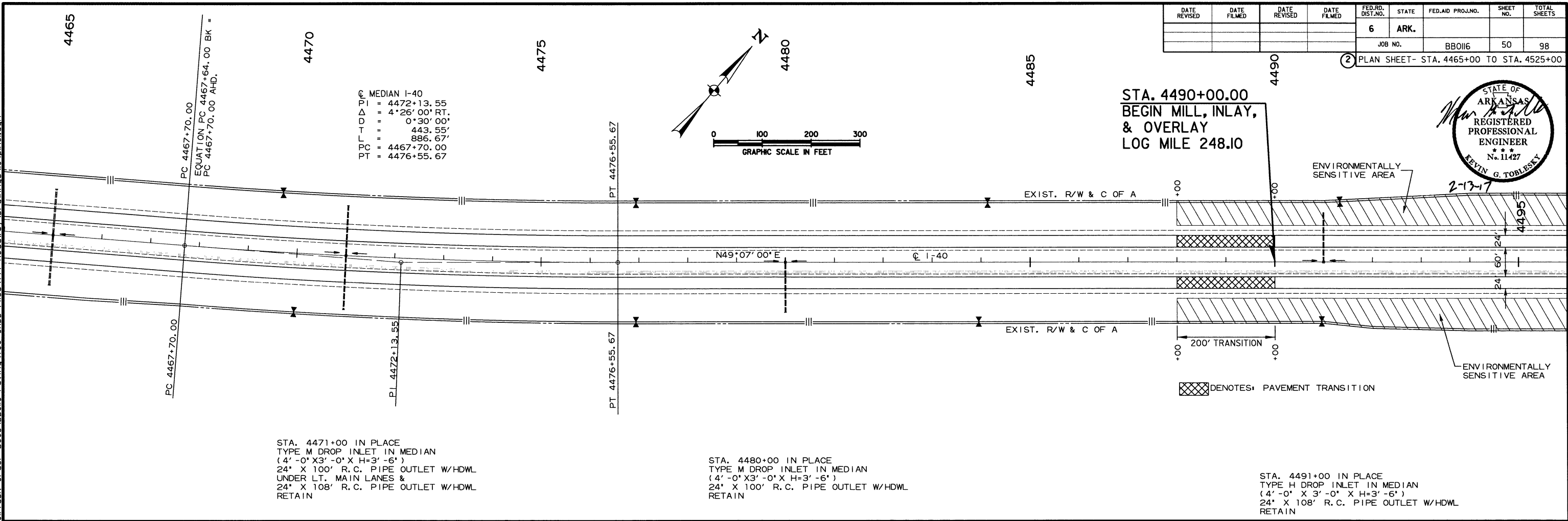
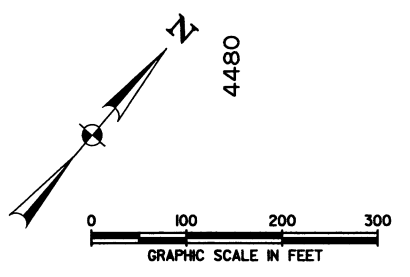
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				6	ARK.			
				JOB NO.		BBO116	50	98

2 PLAN SHEET- STA. 4465+00 TO STA. 4525+00

STA. 4490+00.00
BEGIN MILL, INLAY,
& OVERLAY
LOG MILE 248.10



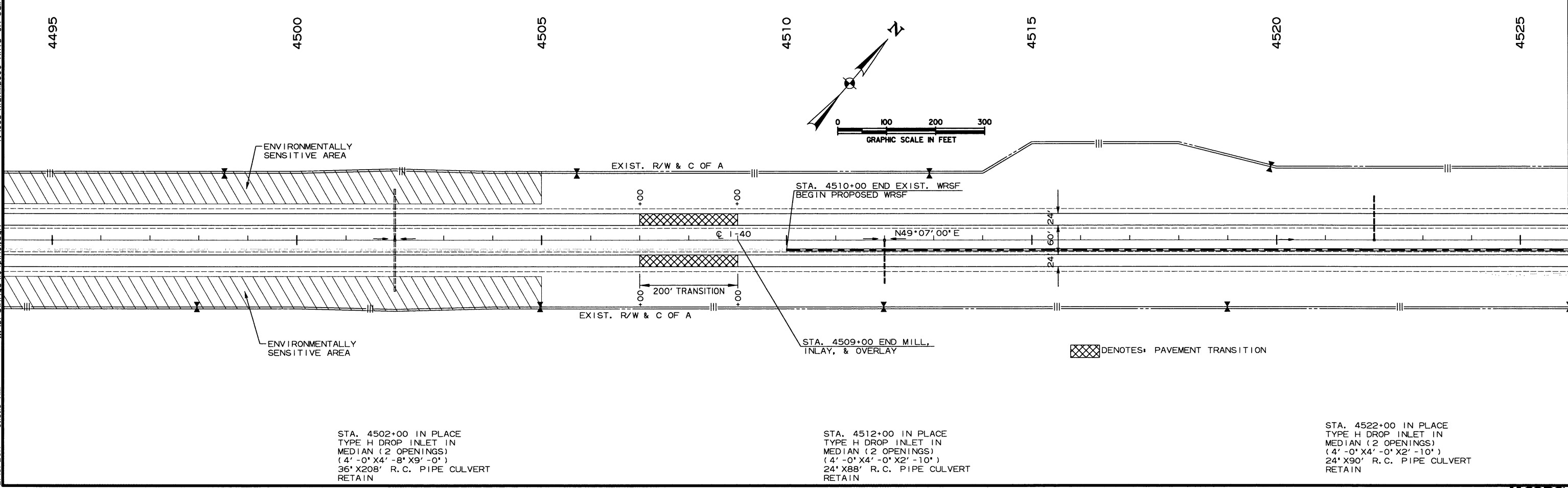
MEDIAN I-40
 PVI = 4472+13.55
 D = 4*26'00" RT.
 DT = 0*30'00"
 T = 443.55'
 L = 886.67'
 PC = 4467+70.00
 PT = 4476+55.67



STA. 4471+00 IN PLACE
 TYPE M DROP INLET IN MEDIAN
 (4' -0" X 3' -0" X H=3' -6")
 24" X 100' R.C. PIPE OUTLET W/HDWL
 UNDER LT. MAIN LANES &
 24" X 108' R.C. PIPE OUTLET W/HDWL
 RETAIN

STA. 4480+00 IN PLACE
 TYPE M DROP INLET IN MEDIAN
 (4' -0" X 3' -0" X H=3' -6")
 24" X 100' R.C. PIPE OUTLET W/HDWL
 RETAIN

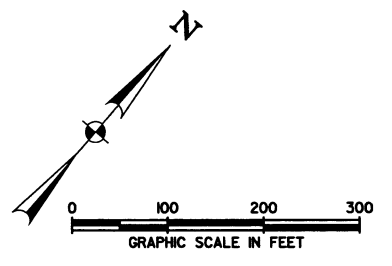
STA. 4491+00 IN PLACE
 TYPE H DROP INLET IN MEDIAN
 (4' -0" X 3' -0" X H=3' -6")
 24" X 108' R.C. PIPE OUTLET W/HDWL
 RETAIN



STA. 4502+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X 4' -8" X 9' -0")
 36" X 208' R.C. PIPE CULVERT
 RETAIN

STA. 4512+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X 4' -0" X 2' -10")
 24" X 88' R.C. PIPE CULVERT
 RETAIN

STA. 4522+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X 4' -0" X 2' -10")
 24" X 90' R.C. PIPE CULVERT
 RETAIN



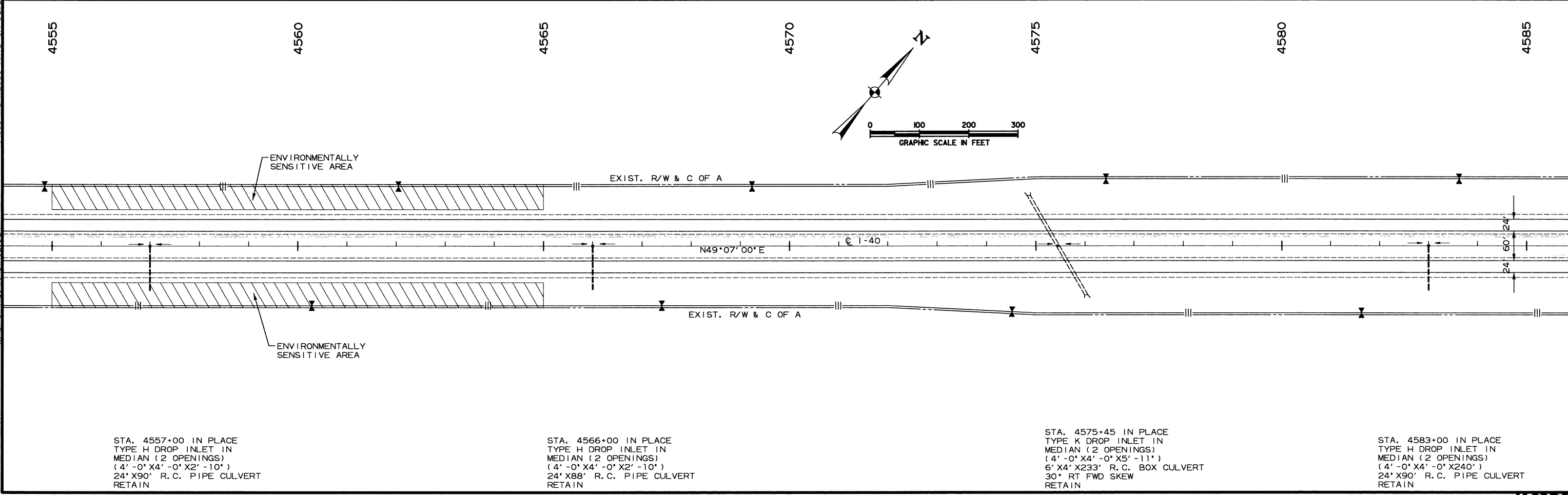
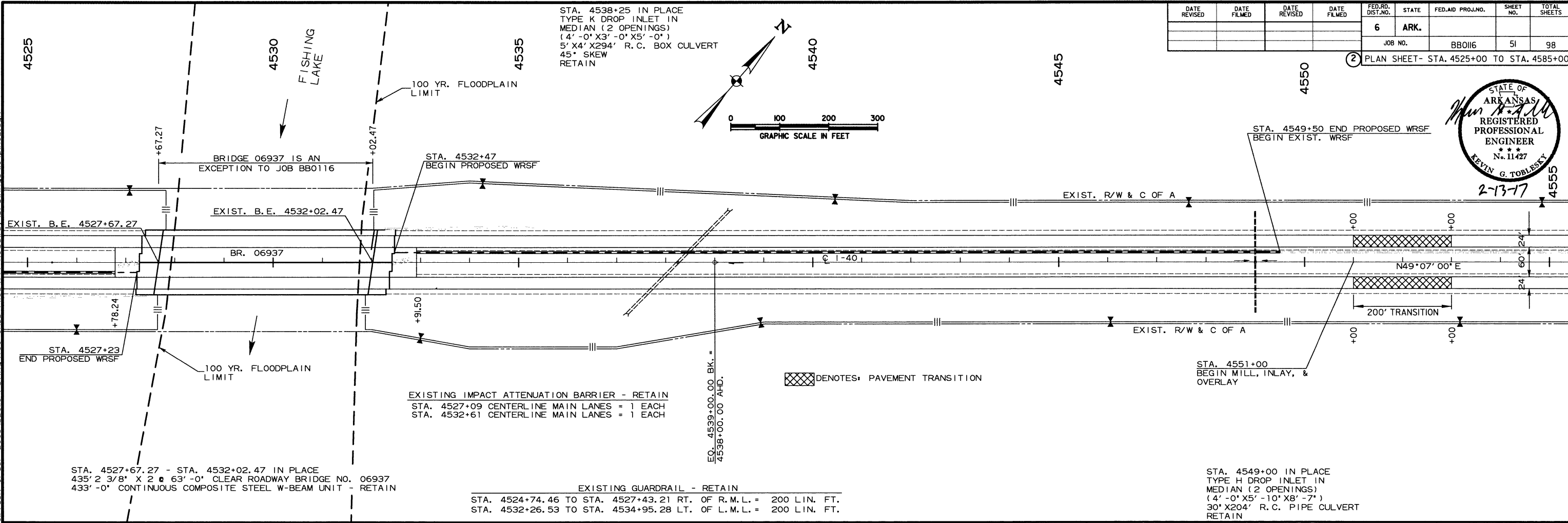
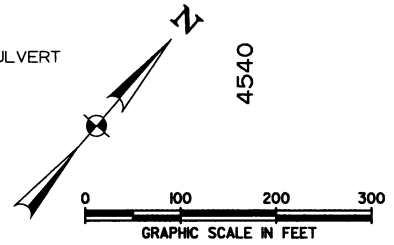
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		51	98

PLAN SHEET- STA. 4525+00 TO STA. 4585+00



STA. 4538+25 IN PLACE
TYPE K DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X3' -0" X5' -0")
5' X4' X294' R.C. BOX CULVERT
45° SKEW
RETAIN



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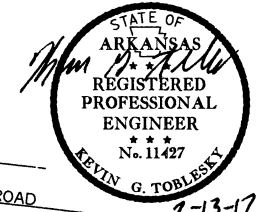
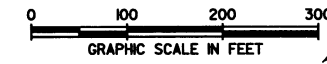
STA. 4588+80 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X7' -9")
24' X196' R.C. PIPE CULVERT
RETAIN

STA. 4601+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -8" X7' -3")
36' X194' R.C. PIPE CULVERT
RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		52	98
				JOB NO.		BB016		PLAN SHEET- STA. 4585+00 TO STA. 4645+00

NOTE: THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THAT THE MINIMUM 16'-0" VERTICAL CLEARANCE IS OBTAINED BETWEEN THE FINAL PAVEMENT GRADE AND THE BOTTOM OF THE STRUCTURE.

100 YR. FLOODPLAIN LIMIT



STA. 4589+50
END EXISTING WRSF

STA. 4590+50
BEGIN EXIST. WRSF

P.I. 4609+22.70

EXIST. R/W & C OF A

C.L. MEDIAN
 PI = 4609+22.70
 Δ = 18°40'00" RT.
 D = 0°30'00"
 T = 1883.35'
 L = 3733.33'
 PC = 4590+39.35
 PT = 4627+72.68

EXISTING GUARDRAIL - RETAIN
 STA. 4586+00.00 TO STA. 4591+00.00 LT. OF R.M.L. = 450 LIN. FT.
 STA. 4589+00.00 TO STA. 4594+00.00 RT. OF L.M.L. = 450 LIN. FT.

REMOVAL & DISPOSAL OF GUARDRAIL
 STA. 4587+56 TO STA. 4589+81 RT. OF R.M.L. = 225 LIN. FT.
 STA. 4590+19 TO STA. 4592+44 LT. OF L.M.L. = 225 LIN. FT.

GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 4587+12.85 TO STA. 4589+81.60 RT. OF R.M.L. = 200 LIN. FT.		1 EACH	1 EACH
STA. 4590+18.40 TO STA. 4592+87.15 LT. OF L.M.L. = 200 LIN. FT.		1 EACH	1 EACH

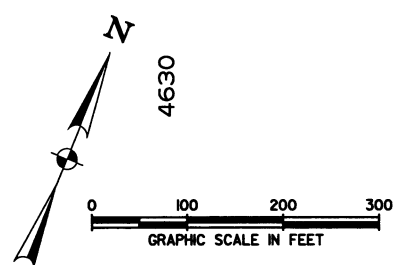
CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)
 STA. 4589+81 TO STA. 4590+09 RT. OF R.M.L. = 28 LIN. FT.
 STA. 4589+91 TO STA. 4590+19 LT. OF L.M.L. = 28 LIN. FT.

REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION
 STA. 4589+81 TO STA. 4590+09 RT. OF R.M.L. = 28 LIN. FT.
 STA. 4589+91 TO STA. 4590+19 LT. OF L.M.L. = 28 LIN. FT.

STA. 4609+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X5' -9")
 24' X98' R.C. PIPE CULVERT
 RETAIN

LT. FRONTAGE ROAD
 STA. 4619+00 IN PLACE
 TYPE K DROP INLET
 (2 OPENINGS)
 (4' -0" X4' -0" X2' -3")
 4' X3' R.C. BOX CULVERT
 RETAIN

LT FRONTAGE ROAD
 STA. 4636+00 IN PLACE
 TYPE H DROP INLET
 (2 OPENINGS)
 (4' -0" X4' -0" X3' -10")
 36' X52' R.C. PIPE CULVERT
 RETAIN



EXIST. R/W

FRONTAGE ROAD

EXIST. C OF A

EXIST. R/W & C OF A

STA. 4619+00 IN PLACE
 TYPE H DROP INLET
 (2 OPENINGS)
 (4' -0" X4' -0" X7' -3")
 4' X3' X270' R.C. BOX CULVERT
 RETAIN

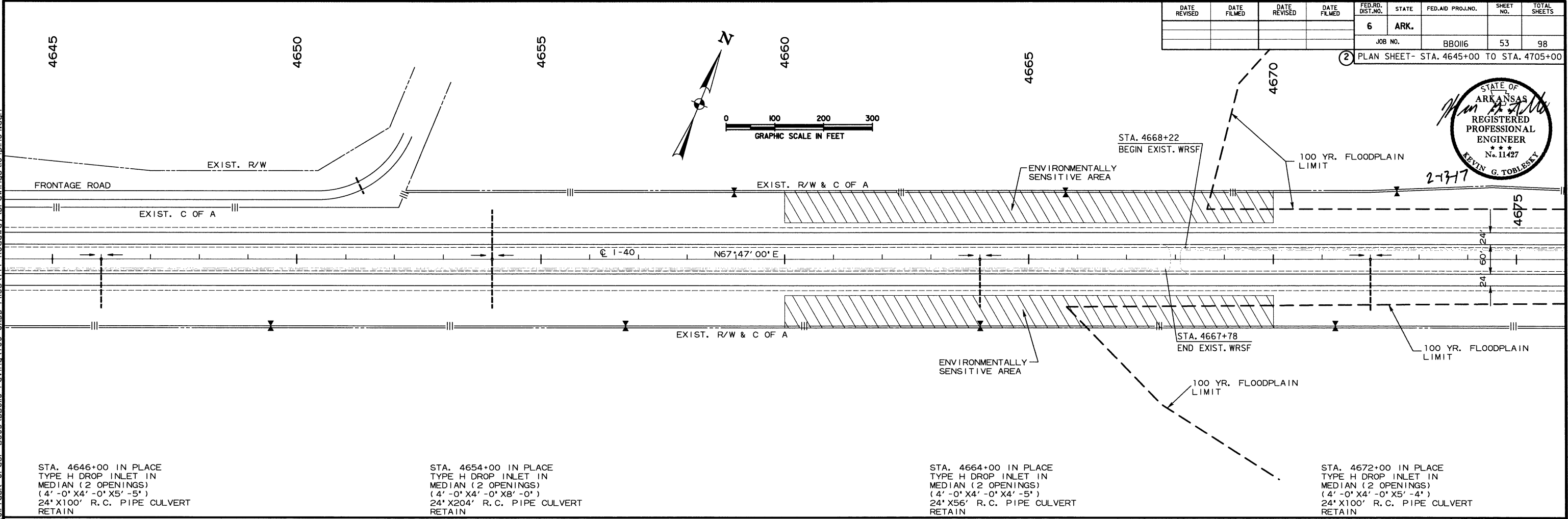
STA. 4628+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X6' -4")
 24' X95' R.C. PIPE CULVERT
 RETAIN

STA. 4636+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X3' -5")
 36' X202' R.C. PIPE CULVERT
 RETAIN

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				JOB NO.		BBO116	53	98

PLAN SHEET- STA. 4645+00 TO STA. 4705+00

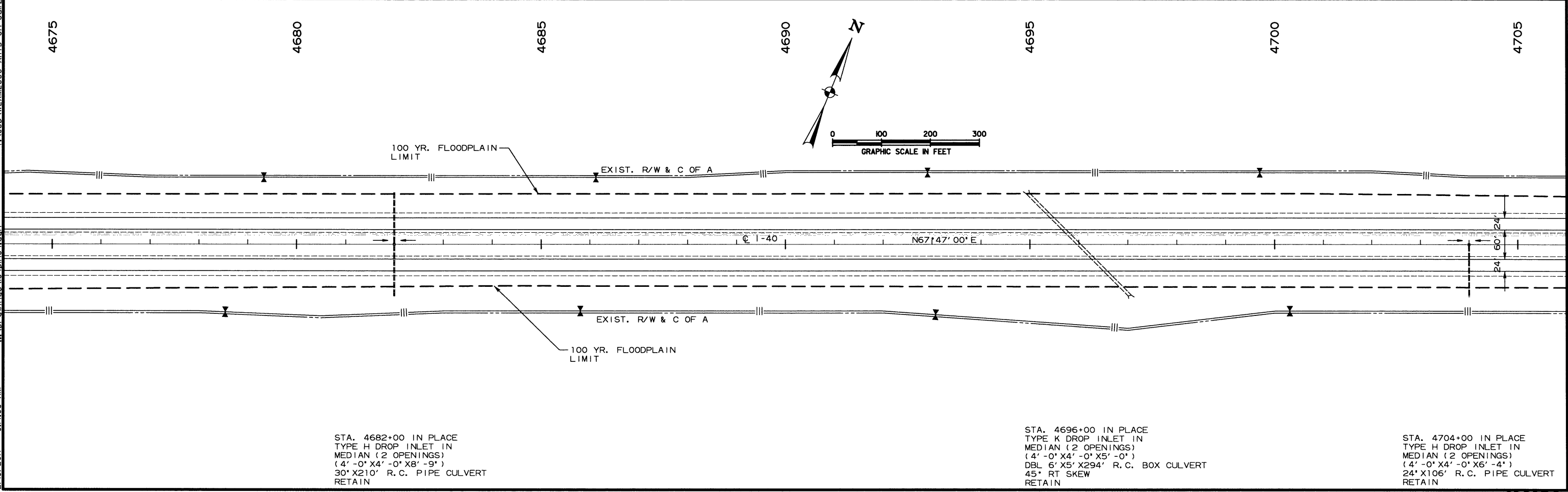


STA. 4646+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X5' -5")
24' X100' R.C. PIPE CULVERT
RETAIN

STA. 4654+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X8' -0")
24' X204' R.C. PIPE CULVERT
RETAIN

STA. 4664+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X4' -5")
24' X56' R.C. PIPE CULVERT
RETAIN

STA. 4672+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X5' -4")
24' X100' R.C. PIPE CULVERT
RETAIN



STA. 4682+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X8' -9")
30' X210' R.C. PIPE CULVERT
RETAIN

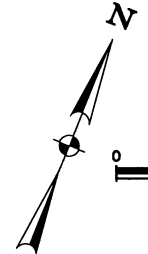
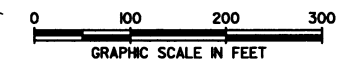
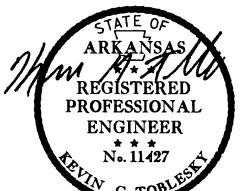
STA. 4696+00 IN PLACE
TYPE K DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X5' -0")
DBL 6' X5' X294' R.C. BOX CULVERT
45° RT SKEW
RETAIN

STA. 4704+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X6' -4")
24' X106' R.C. PIPE CULVERT
RETAIN

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				6	ARK.		54	98

2 PLAN SHEET- STA. 4705+00 TO STA. 4765+00

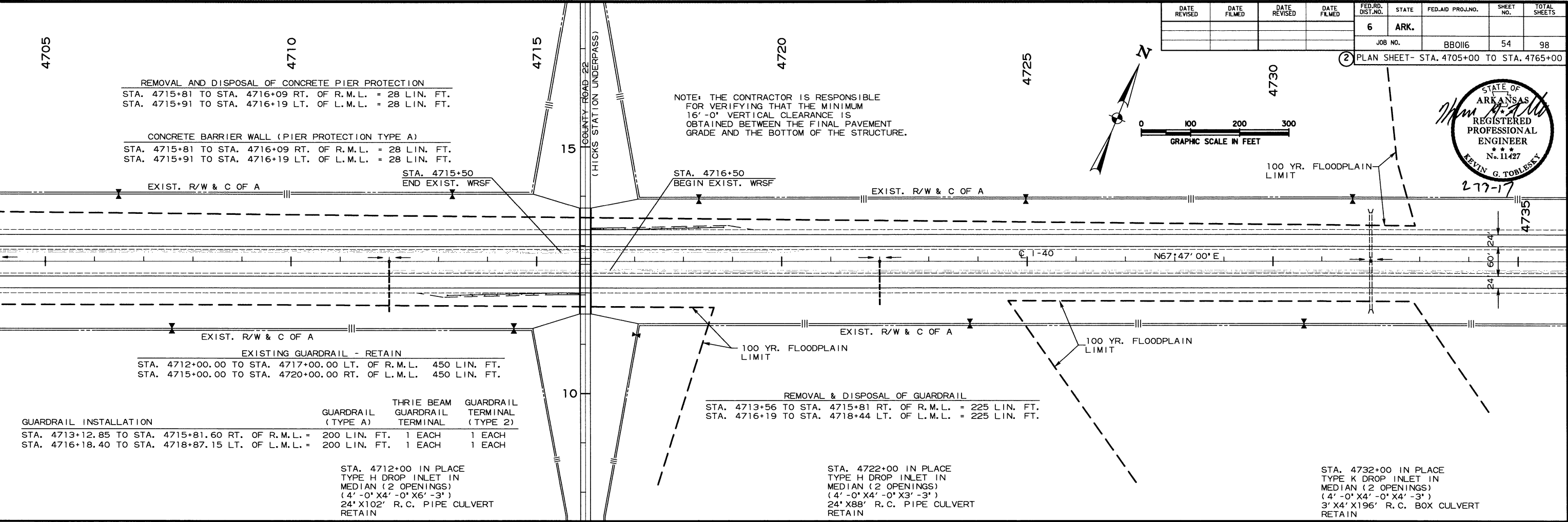


REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION
 STA. 4715+81 TO STA. 4716+09 RT. OF R.M.L. = 28 LIN. FT.
 STA. 4715+91 TO STA. 4716+19 LT. OF L.M.L. = 28 LIN. FT.

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)
 STA. 4715+81 TO STA. 4716+09 RT. OF R.M.L. = 28 LIN. FT.
 STA. 4715+91 TO STA. 4716+19 LT. OF L.M.L. = 28 LIN. FT.

NOTE: THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THAT THE MINIMUM 16'-0" VERTICAL CLEARANCE IS OBTAINED BETWEEN THE FINAL PAVEMENT GRADE AND THE BOTTOM OF THE STRUCTURE.

100 YR. FLOODPLAIN LIMIT



EXISTING GUARDRAIL - RETAIN
 STA. 4712+00.00 TO STA. 4717+00.00 LT. OF R.M.L. 450 LIN. FT.
 STA. 4715+00.00 TO STA. 4720+00.00 RT. OF L.M.L. 450 LIN. FT.

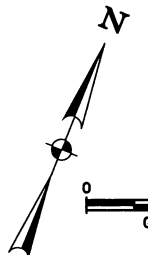
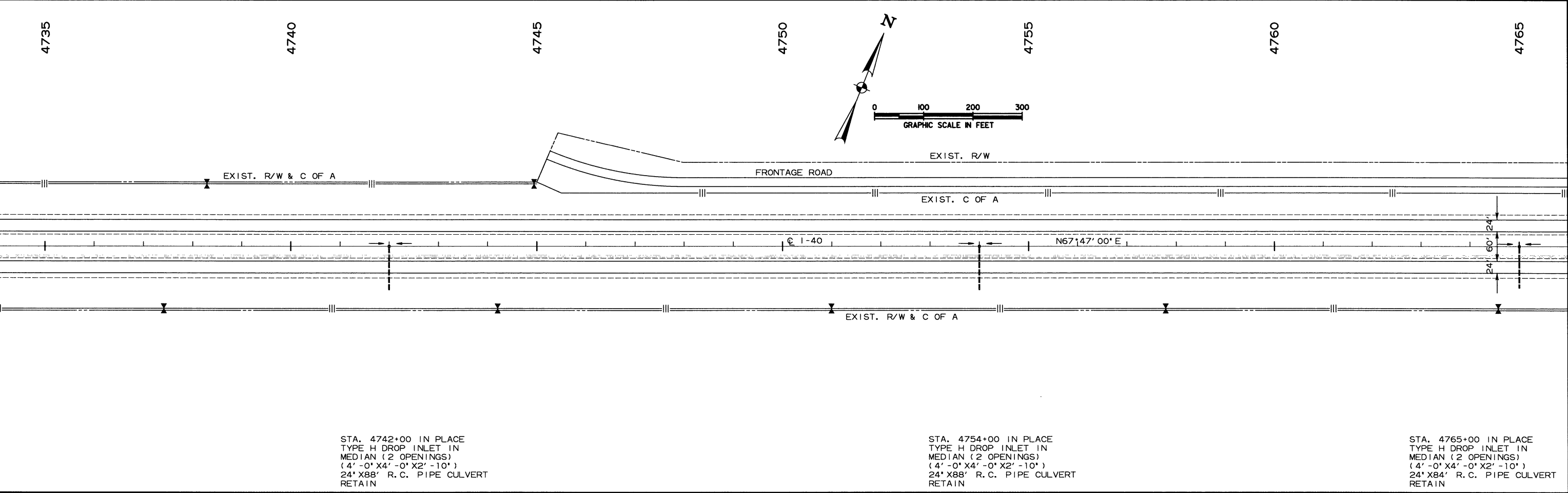
GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 4713+12.85 TO STA. 4715+81.60 RT. OF R.M.L. =	200 LIN. FT.	1 EACH	1 EACH
STA. 4716+18.40 TO STA. 4718+87.15 LT. OF L.M.L. =	200 LIN. FT.	1 EACH	1 EACH

REMOVAL & DISPOSAL OF GUARDRAIL
 STA. 4713+56 TO STA. 4715+81 RT. OF R.M.L. = 225 LIN. FT.
 STA. 4716+19 TO STA. 4718+44 LT. OF L.M.L. = 225 LIN. FT.

STA. 4712+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X6' -3")
 24' X102' R.C. PIPE CULVERT
 RETAIN

STA. 4722+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X3' -3")
 24' X88' R.C. PIPE CULVERT
 RETAIN

STA. 4732+00 IN PLACE
 TYPE K DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X4' -3")
 3' X4' X196' R.C. BOX CULVERT
 RETAIN

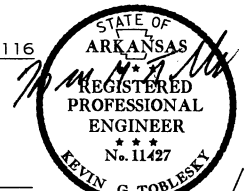


STA. 4742+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24' X88' R.C. PIPE CULVERT
 RETAIN

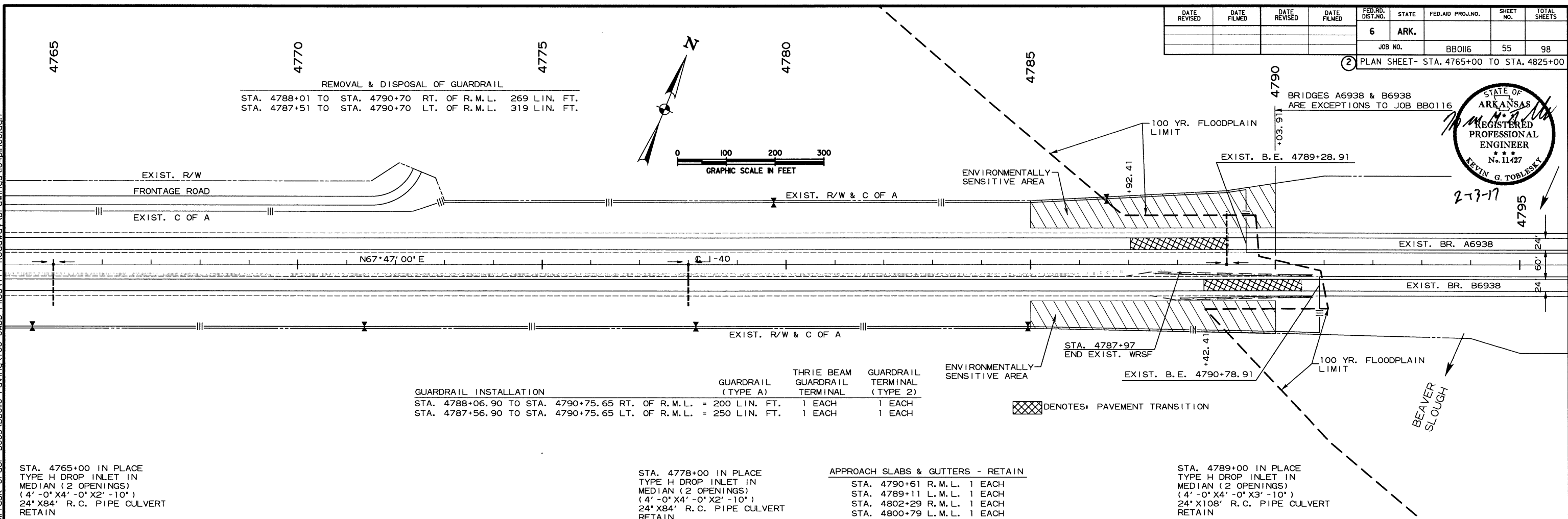
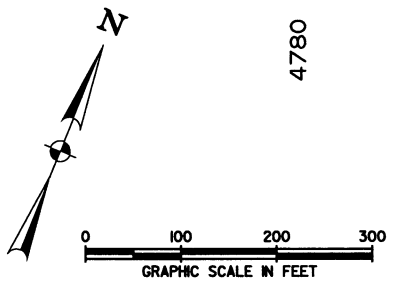
STA. 4754+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24' X88' R.C. PIPE CULVERT
 RETAIN

STA. 4765+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24' X84' R.C. PIPE CULVERT
 RETAIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		55	98
				JOB NO.		BBO116	55	98
				PLAN SHEET- STA. 4765+00 TO STA. 4825+00				



REMOVAL & DISPOSAL OF GUARDRAIL
 STA. 4788+01 TO STA. 4790+70 RT. OF R.M.L. 269 LIN. FT.
 STA. 4787+51 TO STA. 4790+70 LT. OF R.M.L. 319 LIN. FT.



GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 4788+06.90 TO STA. 4790+75.65 RT. OF R.M.L. = 200 LIN. FT.		1 EACH	1 EACH
STA. 4787+56.90 TO STA. 4790+75.65 LT. OF R.M.L. = 250 LIN. FT.		1 EACH	1 EACH

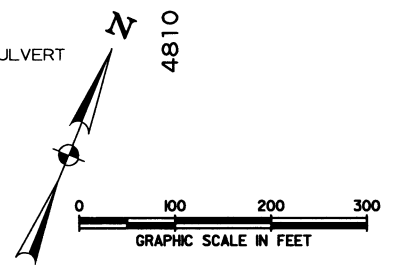
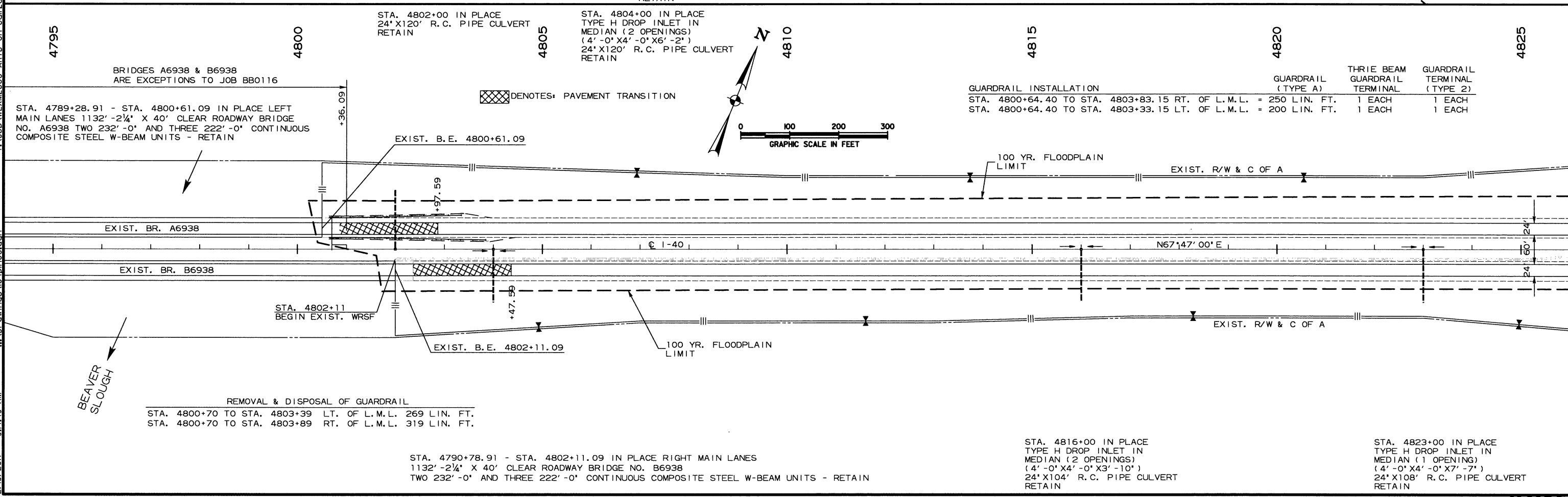
STA. 4765+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24' X84' R.C. PIPE CULVERT
 RETAIN

STA. 4778+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24' X84' R.C. PIPE CULVERT
 RETAIN

APPROACH SLABS & GUTTERS - RETAIN

STA. 4790+61 R.M.L.	1 EACH
STA. 4789+11 L.M.L.	1 EACH
STA. 4802+29 R.M.L.	1 EACH
STA. 4800+79 L.M.L.	1 EACH

STA. 4789+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X3' -10")
 24' X108' R.C. PIPE CULVERT
 RETAIN



GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 4800+64.40 TO STA. 4803+83.15 RT. OF L.M.L. = 250 LIN. FT.		1 EACH	1 EACH
STA. 4800+64.40 TO STA. 4803+33.15 LT. OF L.M.L. = 200 LIN. FT.		1 EACH	1 EACH

STA. 4789+28.91 - STA. 4800+61.09 IN PLACE LEFT
 MAIN LANES 1132' -2 1/4" X 40' CLEAR ROADWAY BRIDGE
 NO. A6938 TWO 232' -0" AND THREE 222' -0" CONTINUOUS
 COMPOSITE STEEL W-BEAM UNITS - RETAIN

STA. 4802+00 IN PLACE
 24' X120' R.C. PIPE CULVERT
 RETAIN

STA. 4804+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X6' -2")
 24' X120' R.C. PIPE CULVERT
 RETAIN

REMOVAL & DISPOSAL OF GUARDRAIL
 STA. 4800+70 TO STA. 4803+39 LT. OF L.M.L. 269 LIN. FT.
 STA. 4800+70 TO STA. 4803+89 RT. OF L.M.L. 319 LIN. FT.

STA. 4790+78.91 - STA. 4802+11.09 IN PLACE RIGHT MAIN LANES
 1132' -2 1/4" X 40' CLEAR ROADWAY BRIDGE NO. B6938
 TWO 232' -0" AND THREE 222' -0" CONTINUOUS COMPOSITE STEEL W-BEAM UNITS - RETAIN

STA. 4816+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X3' -10")
 24' X104' R.C. PIPE CULVERT
 RETAIN

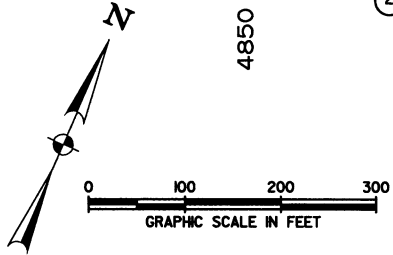
STA. 4823+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (1 OPENING)
 (4' -0" X4' -0" X7' -7")
 24' X108' R.C. PIPE CULVERT
 RETAIN

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		56	98

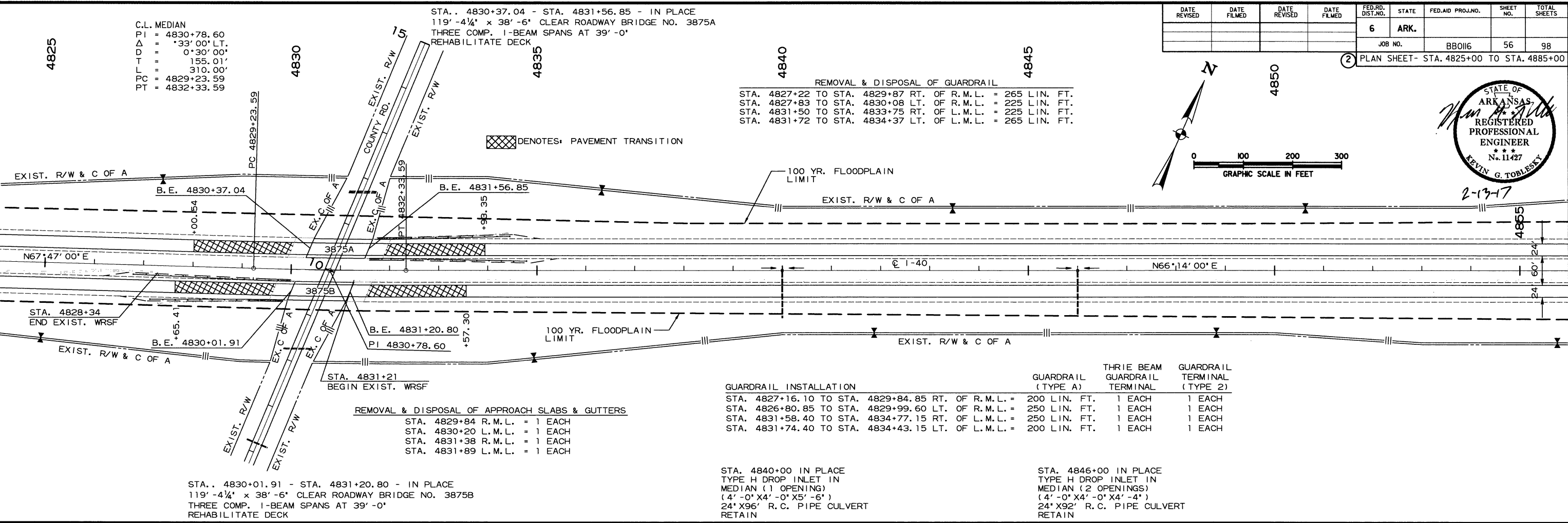
PLAN SHEET- STA. 4825+00 TO STA. 4885+00



C.L. MEDIAN
 PI = 4830+78.60
 Δ = 33° 00' LT.
 D = 0° 30' 00"
 T = 155.01'
 L = 310.00'
 PC = 4829+23.59
 PT = 4832+33.59

STA. 4830+37.04 - STA. 4831+56.85 - IN PLACE
 119'-4 1/4" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3875A
 THREE COMP. 1-BEAM SPANS AT 39'-0"
 REHABILITATE DECK

REMOVAL & DISPOSAL OF GUARDRAIL
 STA. 4827+22 TO STA. 4829+87 RT. OF R.M.L. = 265 LIN. FT.
 STA. 4827+83 TO STA. 4830+08 LT. OF R.M.L. = 225 LIN. FT.
 STA. 4831+50 TO STA. 4833+75 RT. OF L.M.L. = 225 LIN. FT.
 STA. 4831+72 TO STA. 4834+37 LT. OF L.M.L. = 265 LIN. FT.



REMOVAL & DISPOSAL OF APPROACH SLABS & GUTTERS
 STA. 4829+84 R.M.L. = 1 EACH
 STA. 4830+20 L.M.L. = 1 EACH
 STA. 4831+38 R.M.L. = 1 EACH
 STA. 4831+89 L.M.L. = 1 EACH

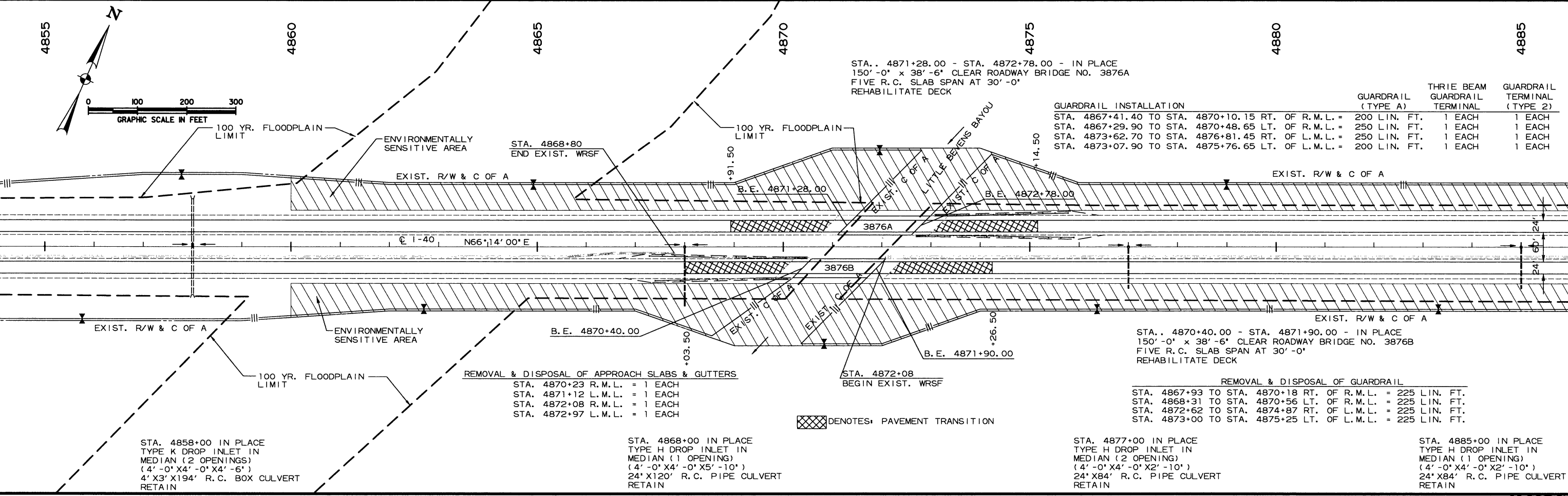
GUARDRAIL INSTALLATION
 STA. 4827+16.10 TO STA. 4829+84.85 RT. OF R.M.L. = 200 LIN. FT. 1 EACH
 STA. 4826+80.85 TO STA. 4829+99.60 LT. OF R.M.L. = 250 LIN. FT. 1 EACH
 STA. 4831+58.40 TO STA. 4834+77.15 RT. OF L.M.L. = 250 LIN. FT. 1 EACH
 STA. 4831+74.40 TO STA. 4834+43.15 LT. OF L.M.L. = 200 LIN. FT. 1 EACH

GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL (TYPE 2)	GUARDRAIL TERMINAL (TYPE 2)
1 EACH	1 EACH	1 EACH
1 EACH	1 EACH	1 EACH
1 EACH	1 EACH	1 EACH
1 EACH	1 EACH	1 EACH

STA. 4840+00 IN PLACE
 TYPE H DROP INLET IN MEDIAN (1 OPENING)
 (4'-0" X 4'-0" X 5'-6")
 24" X 96" R.C. PIPE CULVERT RETAIN

STA. 4846+00 IN PLACE
 TYPE H DROP INLET IN MEDIAN (2 OPENINGS)
 (4'-0" X 4'-0" X 4'-4")
 24" X 92" R.C. PIPE CULVERT RETAIN

STA. 4830+01.91 - STA. 4831+20.80 - IN PLACE
 119'-4 1/4" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3875B
 THREE COMP. 1-BEAM SPANS AT 39'-0"
 REHABILITATE DECK



STA. 4871+28.00 - STA. 4872+78.00 - IN PLACE
 150'-0" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3876A
 FIVE R.C. SLAB SPAN AT 30'-0"
 REHABILITATE DECK

GUARDRAIL INSTALLATION
 STA. 4867+41.40 TO STA. 4870+10.15 RT. OF R.M.L. = 200 LIN. FT. 1 EACH
 STA. 4867+29.90 TO STA. 4870+48.65 LT. OF R.M.L. = 250 LIN. FT. 1 EACH
 STA. 4873+62.70 TO STA. 4876+81.45 RT. OF L.M.L. = 250 LIN. FT. 1 EACH
 STA. 4873+07.90 TO STA. 4875+76.65 LT. OF L.M.L. = 200 LIN. FT. 1 EACH

GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
1 EACH	1 EACH	1 EACH
1 EACH	1 EACH	1 EACH
1 EACH	1 EACH	1 EACH
1 EACH	1 EACH	1 EACH

REMOVAL & DISPOSAL OF APPROACH SLABS & GUTTERS
 STA. 4870+23 R.M.L. = 1 EACH
 STA. 4871+12 L.M.L. = 1 EACH
 STA. 4872+08 R.M.L. = 1 EACH
 STA. 4872+97 L.M.L. = 1 EACH

STA. 4870+40.00 - STA. 4871+90.00 - IN PLACE
 150'-0" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3876B
 FIVE R.C. SLAB SPAN AT 30'-0"
 REHABILITATE DECK

REMOVAL & DISPOSAL OF GUARDRAIL
 STA. 4867+93 TO STA. 4870+18 RT. OF R.M.L. = 225 LIN. FT.
 STA. 4868+31 TO STA. 4870+56 LT. OF R.M.L. = 225 LIN. FT.
 STA. 4872+62 TO STA. 4874+87 RT. OF L.M.L. = 225 LIN. FT.
 STA. 4873+00 TO STA. 4875+25 LT. OF L.M.L. = 225 LIN. FT.

STA. 4858+00 IN PLACE
 TYPE K DROP INLET IN MEDIAN (2 OPENINGS)
 (4'-0" X 4'-0" X 4'-6")
 4' X 3' X 194' R.C. BOX CULVERT RETAIN

STA. 4868+00 IN PLACE
 TYPE H DROP INLET IN MEDIAN (1 OPENING)
 (4'-0" X 4'-0" X 5'-10")
 24" X 120" R.C. PIPE CULVERT RETAIN

STA. 4877+00 IN PLACE
 TYPE H DROP INLET IN MEDIAN (2 OPENING)
 (4'-0" X 4'-0" X 2'-10")
 24" X 84" R.C. PIPE CULVERT RETAIN

STA. 4885+00 IN PLACE
 TYPE H DROP INLET IN MEDIAN (1 OPENING)
 (4'-0" X 4'-0" X 2'-10")
 24" X 84" R.C. PIPE CULVERT RETAIN

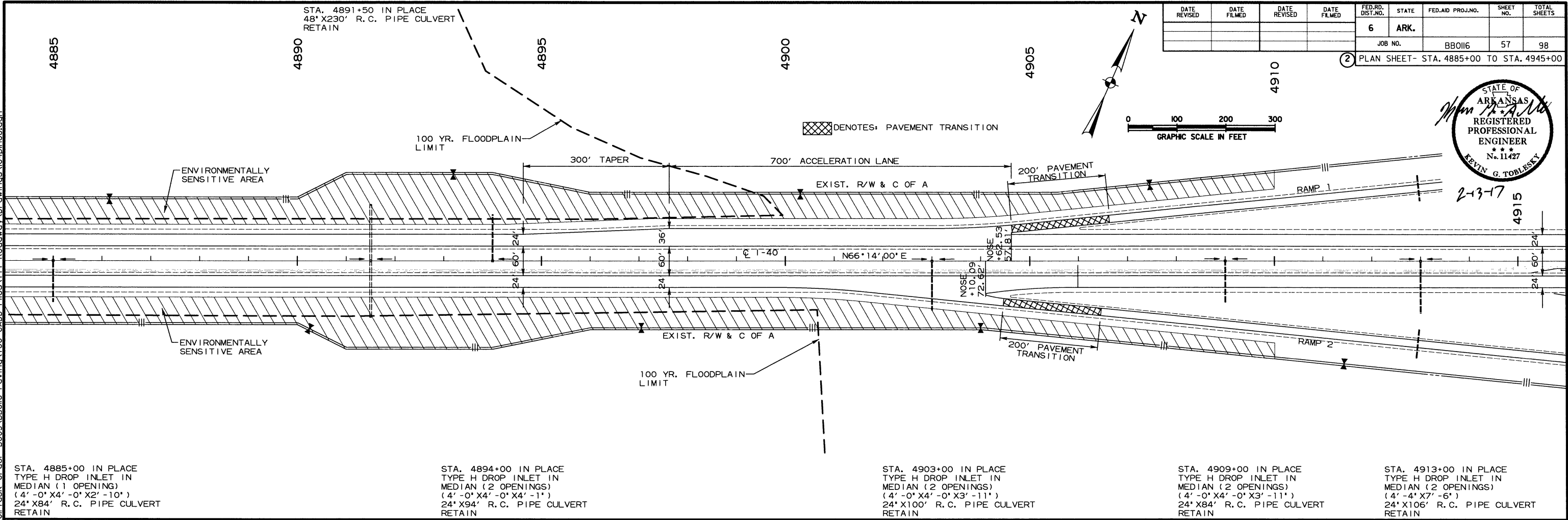
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		57	98

PLAN SHEET- STA. 4885+00 TO STA. 4945+00



2-13-17



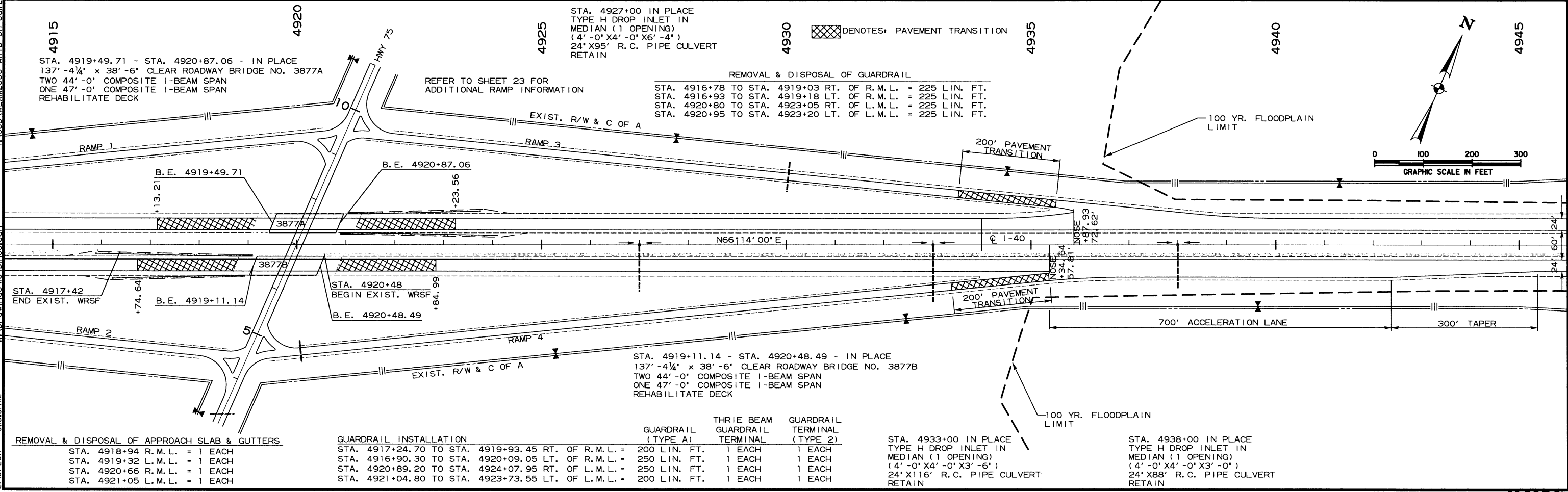
STA. 4885+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (1 OPENING)
(4' -0" X 4' -0" X 2' -10")
24' X 84' R.C. PIPE CULVERT
RETAIN

STA. 4894+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X 4' -0" X 4' -1")
24' X 94' R.C. PIPE CULVERT
RETAIN

STA. 4903+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X 4' -0" X 3' -11")
24' X 100' R.C. PIPE CULVERT
RETAIN

STA. 4909+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X 4' -0" X 3' -11")
24' X 84' R.C. PIPE CULVERT
RETAIN

STA. 4913+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -4" X 7' -6")
24' X 106' R.C. PIPE CULVERT
RETAIN



STA. 4919+49.71 - STA. 4920+87.06 - IN PLACE
137' -4 1/4" X 38' -6" CLEAR ROADWAY BRIDGE NO. 3877A
TWO 44' -0" COMPOSITE I-BEAM SPAN
ONE 47' -0" COMPOSITE I-BEAM SPAN
REHABILITATE DECK

STA. 4927+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (1 OPENING)
(4' -0" X 4' -0" X 6' -4")
24' X 95' R.C. PIPE CULVERT
RETAIN

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 4916+78 TO STA. 4919+03 RT. OF R.M.L. = 225 LIN. FT.
STA. 4916+93 TO STA. 4919+18 LT. OF R.M.L. = 225 LIN. FT.
STA. 4920+80 TO STA. 4923+05 RT. OF L.M.L. = 225 LIN. FT.
STA. 4920+95 TO STA. 4923+20 LT. OF L.M.L. = 225 LIN. FT.

REFER TO SHEET 23 FOR
ADDITIONAL RAMP INFORMATION

STA. 4919+11.14 - STA. 4920+48.49 - IN PLACE
137' -4 1/4" X 38' -6" CLEAR ROADWAY BRIDGE NO. 3877B
TWO 44' -0" COMPOSITE I-BEAM SPAN
ONE 47' -0" COMPOSITE I-BEAM SPAN
REHABILITATE DECK

REMOVAL & DISPOSAL OF APPROACH SLAB & GUTTERS

STATION	DESCRIPTION	QUANTITY
STA. 4918+94	R.M.L. = 1 EACH	1 EACH
STA. 4919+32	L.M.L. = 1 EACH	1 EACH
STA. 4920+66	R.M.L. = 1 EACH	1 EACH
STA. 4921+05	L.M.L. = 1 EACH	1 EACH

GUARDRAIL INSTALLATION

STATION	DESCRIPTION	QUANTITY
STA. 4917+24.70 TO STA. 4919+93.45	RT. OF R.M.L. = 200 LIN. FT.	1 EACH
STA. 4916+90.30 TO STA. 4920+09.05	LT. OF R.M.L. = 250 LIN. FT.	1 EACH
STA. 4920+89.20 TO STA. 4924+07.95	RT. OF L.M.L. = 250 LIN. FT.	1 EACH
STA. 4921+04.80 TO STA. 4923+73.55	LT. OF L.M.L. = 200 LIN. FT.	1 EACH

THREE BEAM GUARDRAIL TERMINAL (TYPE 1) = 1 EACH

GUARDRAIL TERMINAL (TYPE 2) = 1 EACH

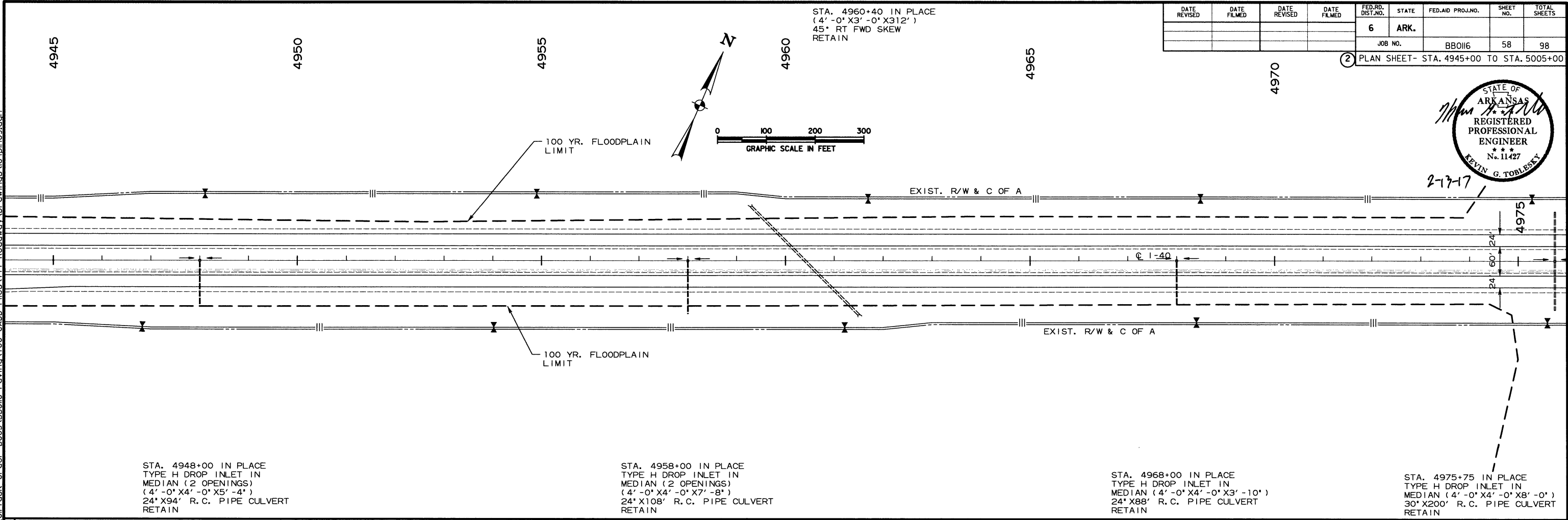
STA. 4933+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (1 OPENING)
(4' -0" X 4' -0" X 3' -0")
24' X 116' R.C. PIPE CULVERT
RETAIN

STA. 4938+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (1 OPENING)
(4' -0" X 4' -0" X 3' -0")
24' X 88' R.C. PIPE CULVERT
RETAIN

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		58	98

2 PLAN SHEET- STA. 4945+00 TO STA. 5005+00

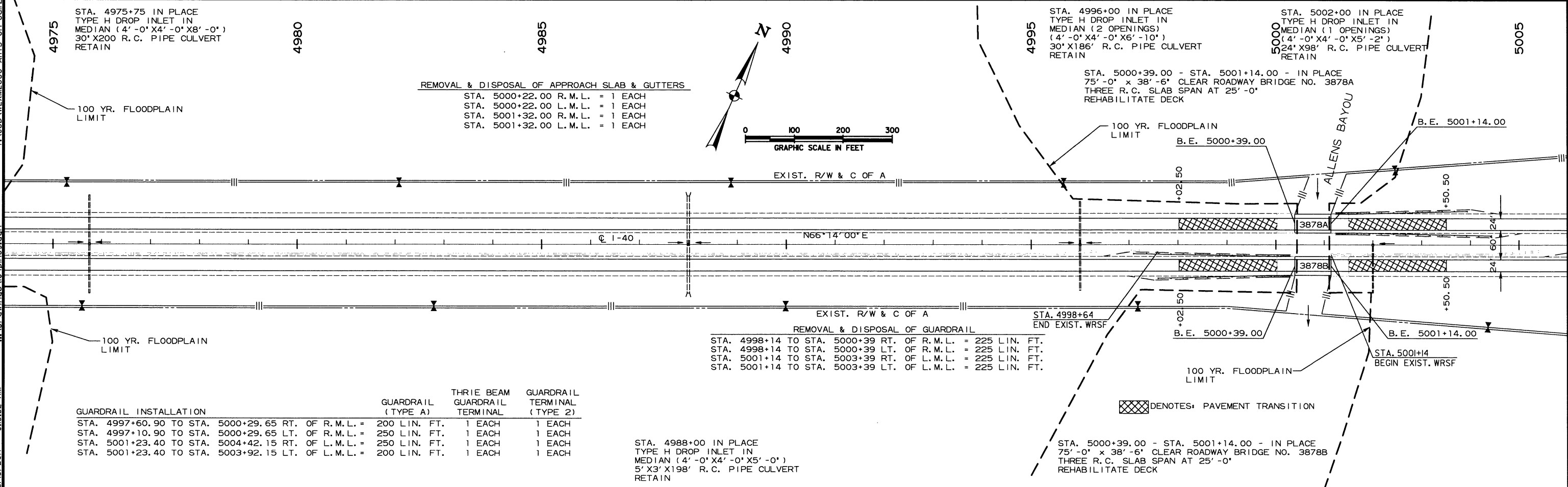


STA. 4948+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4'-0" X4'-0" X5'-4")
24" X94' R.C. PIPE CULVERT
RETAIN

STA. 4958+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4'-0" X4'-0" X7'-8")
24" X108' R.C. PIPE CULVERT
RETAIN

STA. 4968+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (4'-0" X4'-0" X3'-10")
24" X88' R.C. PIPE CULVERT
RETAIN

STA. 4975+75 IN PLACE
TYPE H DROP INLET IN
MEDIAN (4'-0" X4'-0" X8'-0")
30" X200' R.C. PIPE CULVERT
RETAIN



REMOVAL & DISPOSAL OF APPROACH SLAB & GUTTERS
 STA. 5000+22.00 R.M.L. = 1 EACH
 STA. 5000+22.00 L.M.L. = 1 EACH
 STA. 5001+32.00 R.M.L. = 1 EACH
 STA. 5001+32.00 L.M.L. = 1 EACH

REMOVAL & DISPOSAL OF GUARDRAIL
 STA. 4998+14 TO STA. 5000+39 RT. OF R.M.L. = 225 LIN. FT.
 STA. 4998+14 TO STA. 5000+39 LT. OF R.M.L. = 225 LIN. FT.
 STA. 5001+14 TO STA. 5003+39 RT. OF L.M.L. = 225 LIN. FT.
 STA. 5001+14 TO STA. 5003+39 LT. OF L.M.L. = 225 LIN. FT.

GUARDRAIL INSTALLATION		GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 4997+60.90 TO STA. 4997+10.90	5000+29.65 RT. OF R.M.L. =	200 LIN. FT.	1 EACH	1 EACH
STA. 4997+10.90 TO STA. 5001+23.40	5000+29.65 LT. OF R.M.L. =	250 LIN. FT.	1 EACH	1 EACH
STA. 5001+23.40 TO STA. 5001+23.40	5004+42.15 RT. OF L.M.L. =	250 LIN. FT.	1 EACH	1 EACH
STA. 5001+23.40 TO STA. 5001+23.40	5003+92.15 LT. OF L.M.L. =	200 LIN. FT.	1 EACH	1 EACH

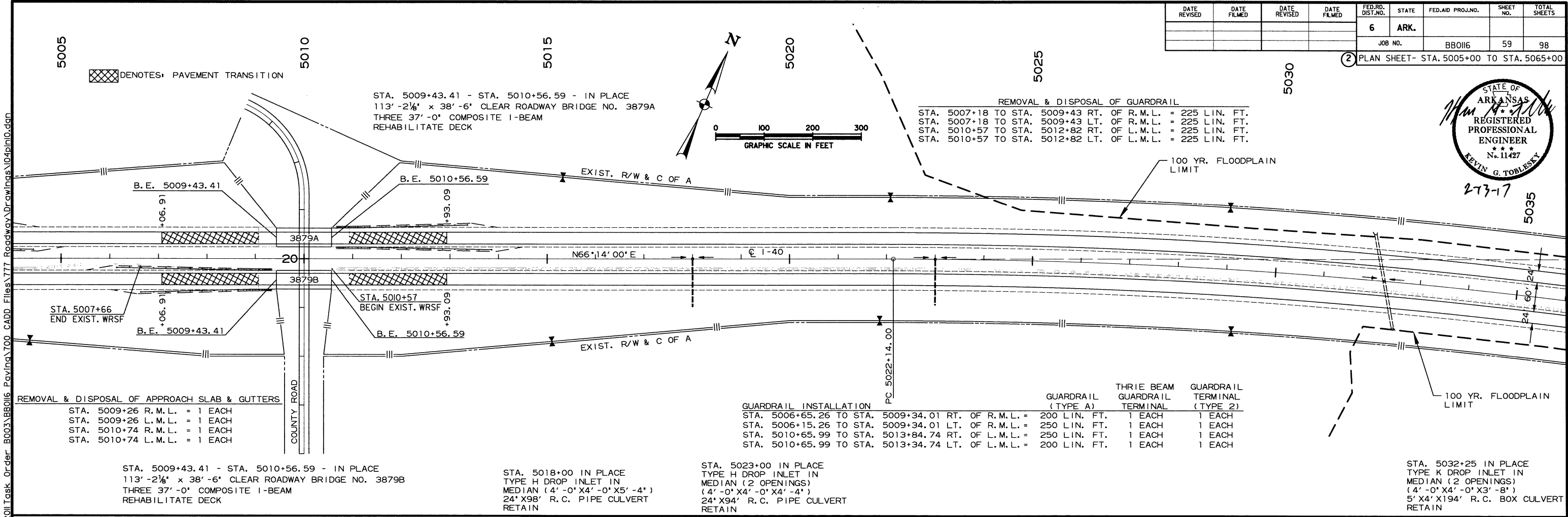
STA. 4988+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (4'-0" X4'-0" X5'-0")
5' X3' X198' R.C. PIPE CULVERT
RETAIN

STA. 5000+39.00 - STA. 5001+14.00 - IN PLACE
75'-0" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3878B
THREE R.C. SLAB SPAN AT 25'-0"
REHABILITATE DECK

XXXX DENOTES PAVEMENT TRANSITION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		59	98

2 PLAN SHEET- STA. 5005+00 TO STA. 5065+00



STA. 5009+43.41 - STA. 5010+56.59 - IN PLACE
113'-2 1/8" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3879A
THREE 37'-0" COMPOSITE I-BEAM
REHABILITATE DECK

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 5007+18 TO STA. 5009+43 RT. OF R.M.L. = 225 LIN. FT.
STA. 5007+18 TO STA. 5009+43 LT. OF R.M.L. = 225 LIN. FT.
STA. 5010+57 TO STA. 5012+82 RT. OF L.M.L. = 225 LIN. FT.
STA. 5010+57 TO STA. 5012+82 LT. OF L.M.L. = 225 LIN. FT.

REMOVAL & DISPOSAL OF APPROACH SLAB & GUTTERS
STA. 5009+26 R.M.L. = 1 EACH
STA. 5009+26 L.M.L. = 1 EACH
STA. 5010+74 R.M.L. = 1 EACH
STA. 5010+74 L.M.L. = 1 EACH

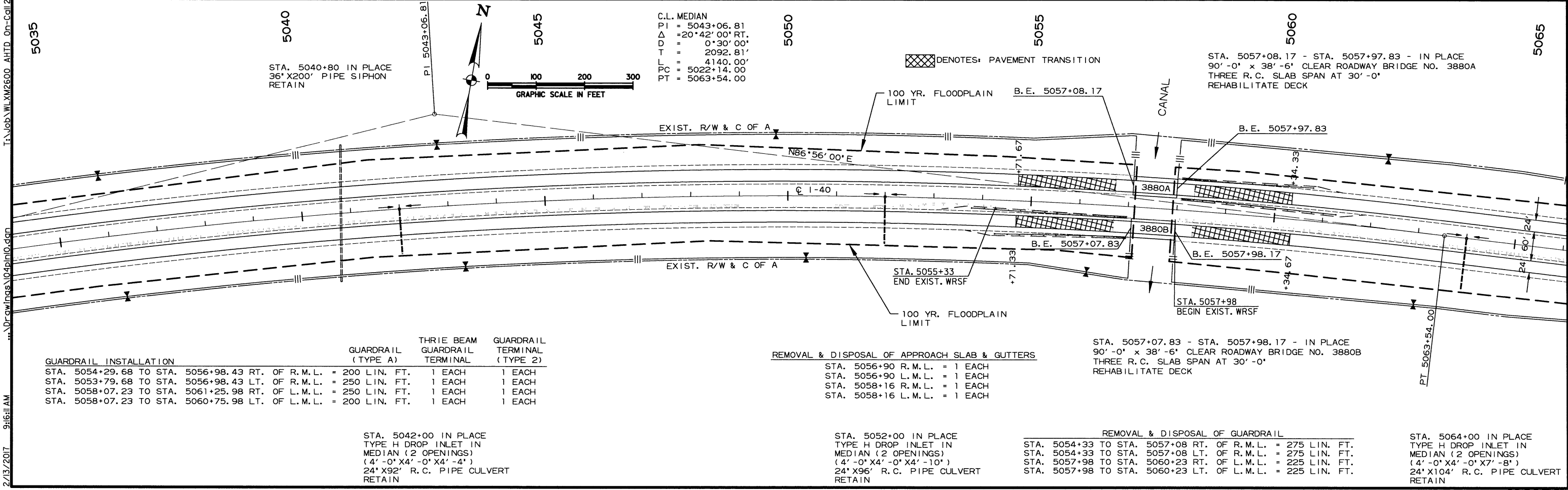
GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 5006+65.26 TO STA. 5009+34.01 RT. OF R.M.L. = 200 LIN. FT.	1 EACH	1 EACH	1 EACH
STA. 5006+15.26 TO STA. 5009+34.01 LT. OF R.M.L. = 250 LIN. FT.	1 EACH	1 EACH	1 EACH
STA. 5010+57.99 TO STA. 5013+84.74 RT. OF L.M.L. = 250 LIN. FT.	1 EACH	1 EACH	1 EACH
STA. 5010+65.99 TO STA. 5013+34.74 LT. OF L.M.L. = 200 LIN. FT.	1 EACH	1 EACH	1 EACH

STA. 5009+43.41 - STA. 5010+56.59 - IN PLACE
113'-2 1/8" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3879B
THREE 37'-0" COMPOSITE I-BEAM
REHABILITATE DECK

STA. 5018+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X4' -4")
24" X98" R.C. PIPE CULVERT
RETAIN

STA. 5023+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X4' -4")
24" X94" R.C. PIPE CULVERT
RETAIN

STA. 5032+25 IN PLACE
TYPE K DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X3' -8")
5' X4' X194" R.C. BOX CULVERT
RETAIN



C.L. MEDIAN
PI = 5043+06.81
Δ = 20°42'00" RT.
D = 0°30'00"
T = 2092.81'
L = 4140.00'
PC = 5022+14.00
PT = 5063+54.00

STA. 5057+08.17 - STA. 5057+97.83 - IN PLACE
90'-0" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3880A
THREE R.C. SLAB SPAN AT 30'-0"
REHABILITATE DECK

GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 5054+29.68 TO STA. 5056+98.43 RT. OF R.M.L. = 200 LIN. FT.	1 EACH	1 EACH	1 EACH
STA. 5053+79.68 TO STA. 5056+98.43 LT. OF R.M.L. = 250 LIN. FT.	1 EACH	1 EACH	1 EACH
STA. 5058+07.23 TO STA. 5061+25.98 RT. OF L.M.L. = 250 LIN. FT.	1 EACH	1 EACH	1 EACH
STA. 5058+07.23 TO STA. 5060+75.98 LT. OF L.M.L. = 200 LIN. FT.	1 EACH	1 EACH	1 EACH

REMOVAL & DISPOSAL OF APPROACH SLAB & GUTTERS
STA. 5056+90 R.M.L. = 1 EACH
STA. 5056+90 L.M.L. = 1 EACH
STA. 5058+16 R.M.L. = 1 EACH
STA. 5058+16 L.M.L. = 1 EACH

STA. 5057+07.83 - STA. 5057+98.17 - IN PLACE
90'-0" x 38'-6" CLEAR ROADWAY BRIDGE NO. 3880B
THREE R.C. SLAB SPAN AT 30'-0"
REHABILITATE DECK

STA. 5042+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X4' -4")
24" X92" R.C. PIPE CULVERT
RETAIN

STA. 5052+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X4' -10")
24" X96" R.C. PIPE CULVERT
RETAIN

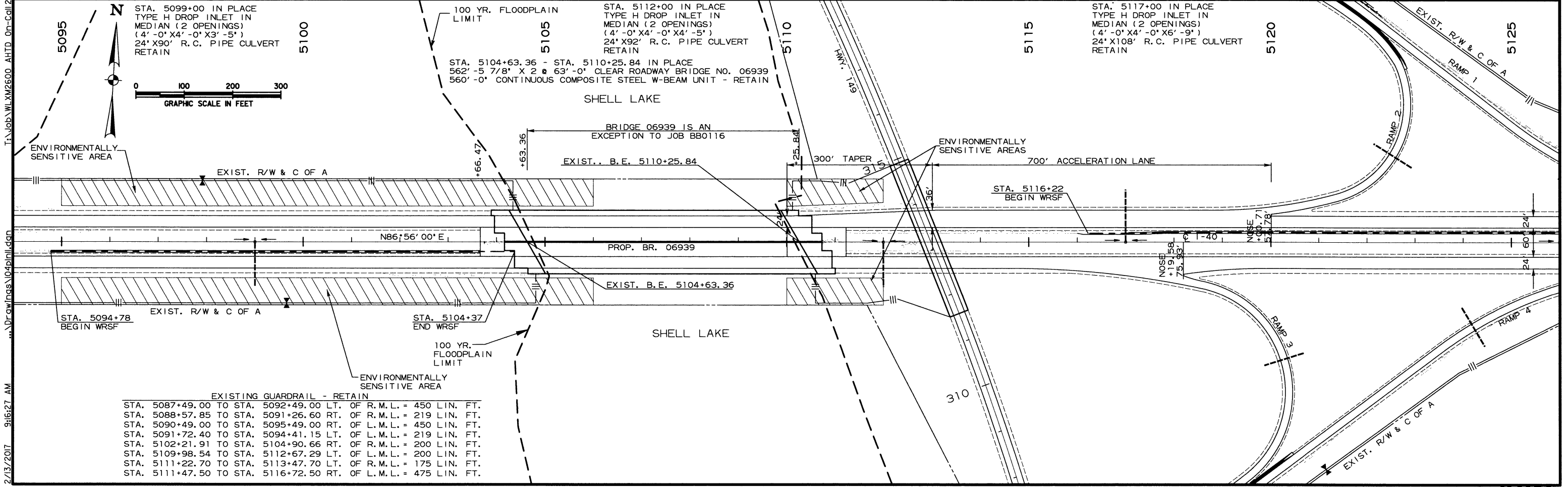
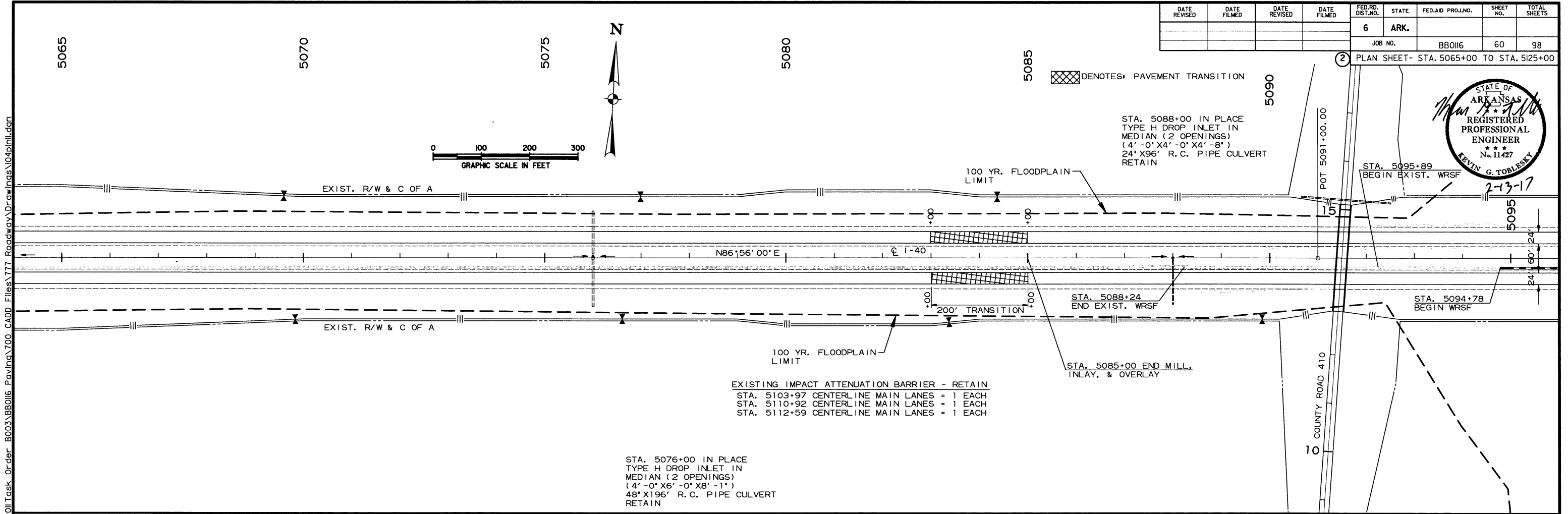
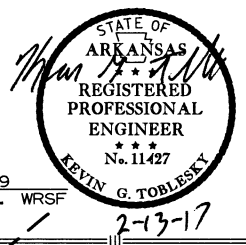
REMOVAL & DISPOSAL OF GUARDRAIL
STA. 5054+33 TO STA. 5057+08 RT. OF R.M.L. = 275 LIN. FT.
STA. 5054+33 TO STA. 5057+08 LT. OF R.M.L. = 275 LIN. FT.
STA. 5057+98 TO STA. 5060+23 RT. OF L.M.L. = 225 LIN. FT.
STA. 5057+98 TO STA. 5060+23 LT. OF L.M.L. = 225 LIN. FT.

STA. 5064+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X7' -8")
24" X104" R.C. PIPE CULVERT
RETAIN

T:\Job\112600_AHTD_On-Call\2011Task Order_B003\B0016_Paving\700_CADD_Files\777_Roadway\Drawings\04\p1n10.dgn 2/13/2011 9:16:11 AM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		60	98

PLAN SHEET - STA. 5065+00 TO STA. 5125+00



EXISTING GUARDRAIL - RETAIN

STA. 5087+49.00 TO STA. 5092+49.00	LT. OF R.M.L. = 450 LIN. FT.
STA. 5088+57.85 TO STA. 5091+26.60	RT. OF R.M.L. = 219 LIN. FT.
STA. 5090+49.00 TO STA. 5095+49.00	RT. OF L.M.L. = 450 LIN. FT.
STA. 5091+72.40 TO STA. 5094+41.15	LT. OF L.M.L. = 219 LIN. FT.
STA. 5102+21.91 TO STA. 5104+90.66	RT. OF R.M.L. = 200 LIN. FT.
STA. 5109+98.54 TO STA. 5112+67.29	LT. OF L.M.L. = 200 LIN. FT.
STA. 5111+22.70 TO STA. 5113+47.70	LT. OF R.M.L. = 175 LIN. FT.
STA. 5111+47.50 TO STA. 5116+72.50	RT. OF L.M.L. = 475 LIN. FT.

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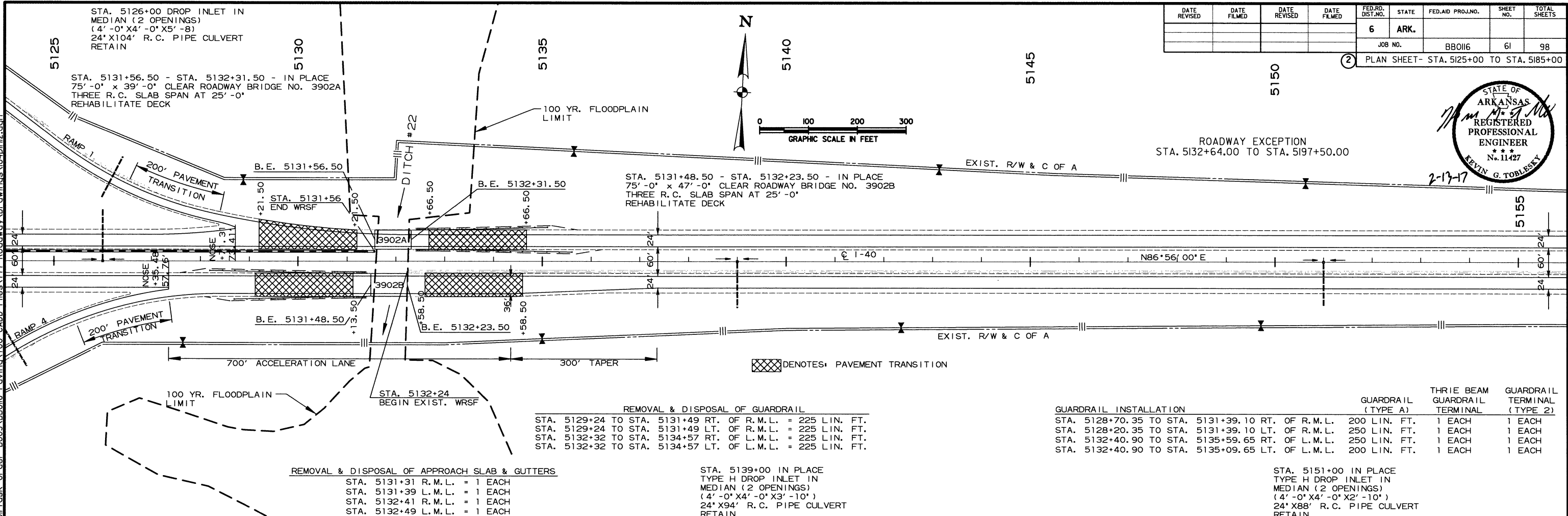
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			

2 PLAN SHEET- STA. 5125+00 TO STA. 5185+00



ROADWAY EXCEPTION
STA. 5132+64.00 TO STA. 5197+50.00



REMOVAL & DISPOSAL OF GUARDRAIL

STA. 5129+24 TO STA. 5131+49 RT. OF R.M.L.	= 225 LIN. FT.
STA. 5129+24 TO STA. 5131+49 LT. OF R.M.L.	= 225 LIN. FT.
STA. 5132+32 TO STA. 5134+57 RT. OF L.M.L.	= 225 LIN. FT.
STA. 5132+32 TO STA. 5134+57 LT. OF L.M.L.	= 225 LIN. FT.

GUARDRAIL INSTALLATION

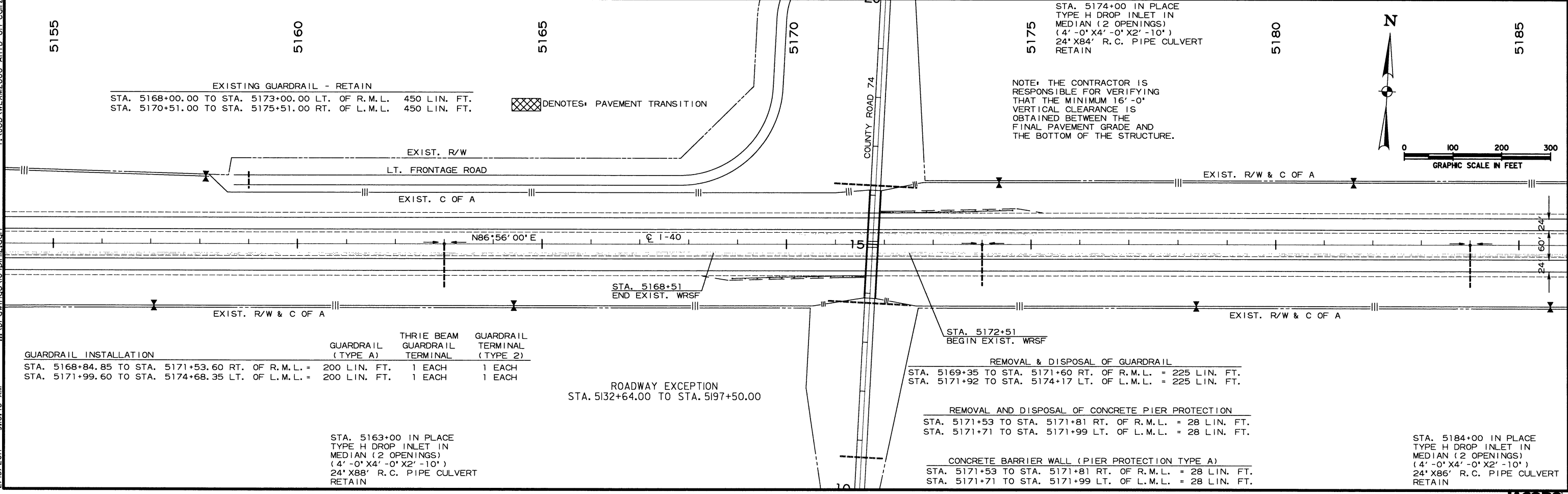
GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 5128+70.35 TO STA. 5131+39.10 RT. OF R.M.L.	200 LIN. FT.	1 EACH
STA. 5128+70.35 TO STA. 5131+39.10 LT. OF R.M.L.	250 LIN. FT.	1 EACH
STA. 5132+40.90 TO STA. 5135+59.65 RT. OF L.M.L.	250 LIN. FT.	1 EACH
STA. 5132+40.90 TO STA. 5135+59.65 LT. OF L.M.L.	200 LIN. FT.	1 EACH

REMOVAL & DISPOSAL OF APPROACH SLAB & GUTTERS

STA. 5131+31 R.M.L.	= 1 EACH
STA. 5131+39 L.M.L.	= 1 EACH
STA. 5132+41 R.M.L.	= 1 EACH
STA. 5132+49 L.M.L.	= 1 EACH

STA. 5139+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X3' -10")
24" X94" R.C. PIPE CULVERT
RETAIN

STA. 5151+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X88" R.C. PIPE CULVERT
RETAIN



EXISTING GUARDRAIL - RETAIN

STA. 5168+00.00 TO STA. 5173+00.00 LT. OF R.M.L.	450 LIN. FT.
STA. 5170+51.00 TO STA. 5175+51.00 RT. OF L.M.L.	450 LIN. FT.

NOTE: THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THAT THE MINIMUM 16'-0" VERTICAL CLEARANCE IS OBTAINED BETWEEN THE FINAL PAVEMENT GRADE AND THE BOTTOM OF THE STRUCTURE.

GUARDRAIL INSTALLATION

GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 5168+84.85 TO STA. 5171+53.60 RT. OF R.M.L.	200 LIN. FT.	1 EACH
STA. 5171+99.60 TO STA. 5174+68.35 LT. OF L.M.L.	200 LIN. FT.	1 EACH

ROADWAY EXCEPTION
STA. 5132+64.00 TO STA. 5197+50.00

REMOVAL & DISPOSAL OF GUARDRAIL

STA. 5169+35 TO STA. 5171+60 RT. OF R.M.L.	= 225 LIN. FT.
STA. 5171+92 TO STA. 5174+17 LT. OF L.M.L.	= 225 LIN. FT.

REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION

STA. 5171+53 TO STA. 5171+81 RT. OF R.M.L.	= 28 LIN. FT.
STA. 5171+71 TO STA. 5171+99 LT. OF L.M.L.	= 28 LIN. FT.

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STA. 5171+53 TO STA. 5171+81 RT. OF R.M.L.	= 28 LIN. FT.
STA. 5171+71 TO STA. 5171+99 LT. OF L.M.L.	= 28 LIN. FT.

STA. 5163+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X88" R.C. PIPE CULVERT
RETAIN

STA. 5184+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X86" R.C. PIPE CULVERT
RETAIN

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		62	98

JOB NO. BBO116 PLAN SHEET- STA. 5185+00 TO STA. 5245+00

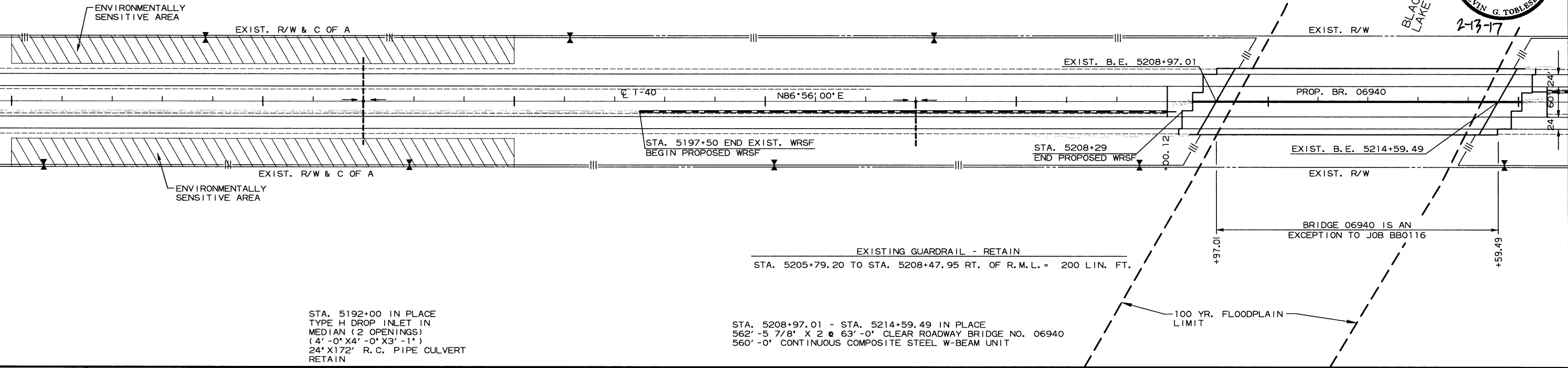


5185 5190 5195 5200 5205 5210

STA. 5203+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X88" R.C. PIPE CULVERT
RETAIN



EXISTING IMPACT ATTENUATION BARRIER - RETAIN
STA. 5208+31 CENTERLINE MAIN LANES = 1 EACH



STA. 5192+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X3' -1")
24" X172" R.C. PIPE CULVERT
RETAIN

STA. 5208+97.01 - STA. 5214+59.49 IN PLACE
562' -5 7/8" X 2 @ 63' -0" CLEAR ROADWAY BRIDGE NO. 06940
560' -0" CONTINUOUS COMPOSITE STEEL W-BEAM UNIT

EXISTING GUARDRAIL - RETAIN
STA. 5205+79.20 TO STA. 5208+47.95 RT. OF R.M.L. = 200 LIN. FT.

100 YR. FLOODPLAIN
LIMIT

BRIDGE 06940 IS AN
EXCEPTION TO JOB BBO116

5215 5220 5225 5230 5235 5240 5245

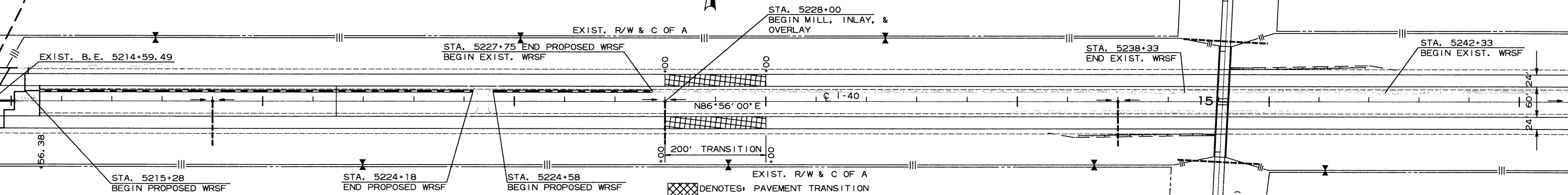
STA. 5219+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X88" R.C. PIPE CULVERT
RETAIN

EXISTING GUARDRAIL - RETAIN
STA. 5215+08.56 TO STA. 5217+77.31 LT. OF L.M.L. = 200 LIN. FT.
STA. 5235+32.80 TO STA. 5240+32.80 RT. OF L.M.L. = 450 LIN. FT.
STA. 5237+82.80 TO STA. 5242+82.80 LT. OF L.M.L. = 450 LIN. FT.



STA. 5337+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X88" R.C. PIPE CULVERT
RETAIN

NOTE: THE CONTRACTOR IS
RESPONSIBLE FOR VERIFYING
THAT THE MINIMUM 16' -0"
VERTICAL CLEARANCE IS
OBTAINED BETWEEN THE
FINAL PAVEMENT GRADE AND
THE BOTTOM OF THE STRUCTURE.



STA. 5228+00
BEGIN MILL, INLAY, &
OVERLAY

STA. 5227+75 END PROPOSED WRSF
BEGIN EXIST. WRSF

STA. 5238+33
END EXIST. WRSF

STA. 5242+33
BEGIN EXIST. WRSF

STA. 5215+28
BEGIN PROPOSED WRSF

STA. 5224+18
END PROPOSED WRSF

STA. 5224+58
BEGIN PROPOSED WRSF

EXIST. R/W & C OF A
DENOTES: PAVEMENT TRANSITION

REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION
STA. 5238+85 TO STA. 5239+13 RT. OF R.M.L. = 28 LIN. FT.
STA. 5239+02 TO STA. 5239+30 LT. OF L.M.L. = 28 LIN. FT.

GUARDRAIL INSTALLATION	GUARDRAIL (TYPE A)	THREE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
STA. 5236+17.85 TO STA. 5238+86.60 RT. OF R.M.L.	200 LIN. FT.	1 EACH	1 EACH
STA. 5239+29.40 TO STA. 5241+98.15 LT. OF L.M.L.	200 LIN. FT.	1 EACH	1 EACH

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)
STA. 5238+85 TO STA. 5239+13 RT. OF R.M.L. = 28 LIN. FT.
STA. 5239+02 TO STA. 5239+30 LT. OF L.M.L. = 28 LIN. FT.

EXISTING IMPACT ATTENUATION BARRIER - RETAIN
STA. 5215+26 CENTERLINE MAIN LANES = 1 EACH

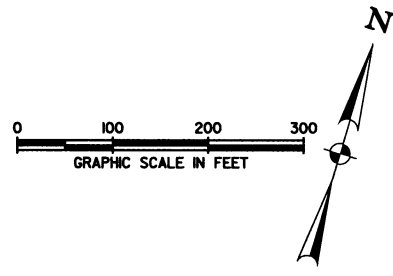
STA. 5228+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X84" R.C. PIPE CULVERT
RETAIN

REMOVAL & DISPOSAL OF GUARDRAIL
STA. 5236+60 TO STA. 5238+85 RT. OF R.M.L. = 225 LIN. FT.
STA. 5239+30 TO STA. 5241+55 LT. OF L.M.L. = 225 LIN. FT.

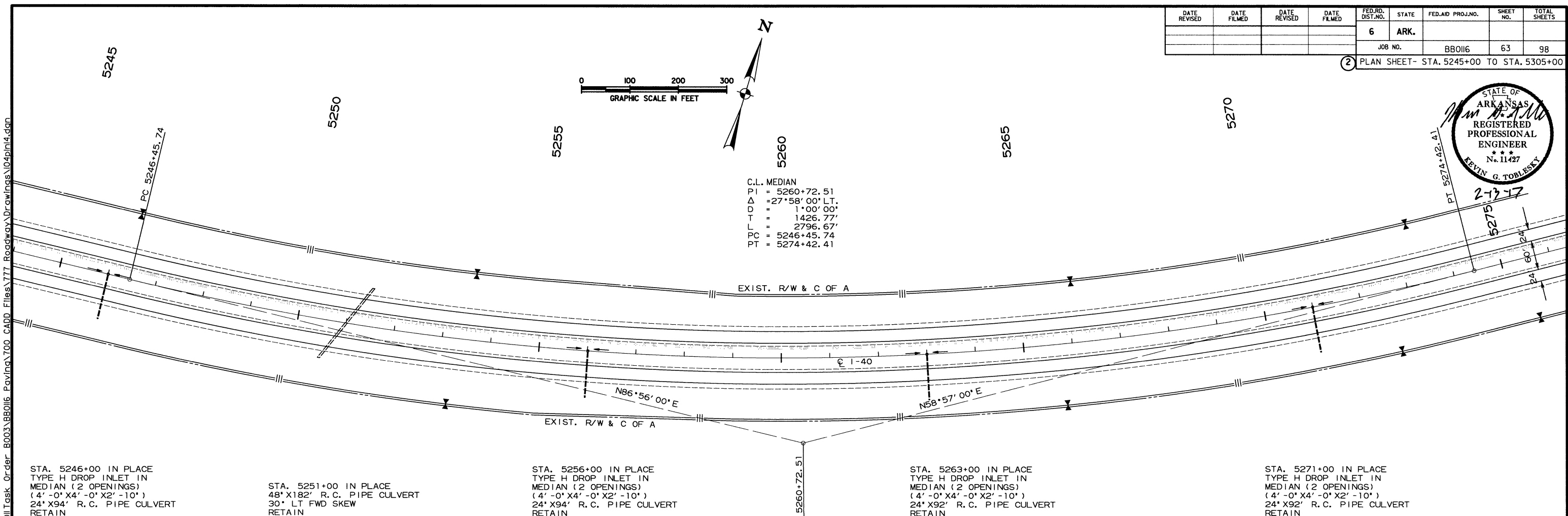
COUNTY ROAD 34
(JEANNETTE ROAD UNDERPASS)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		63	98
				JOB NO.		BB0116		

2 PLAN SHEET- STA. 5245+00 TO STA. 5305+00



C.L. MEDIAN
 PI = 5260+72.51
 Δ = 27°58'00" LT.
 D = 1°00'00"
 T = 1426.77'
 L = 2796.67'
 PC = 5246+45.74
 PT = 5274+42.41



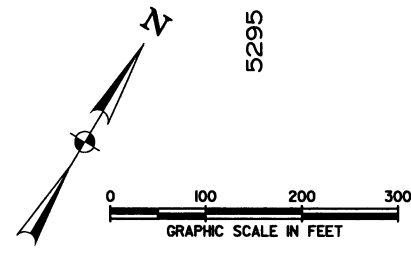
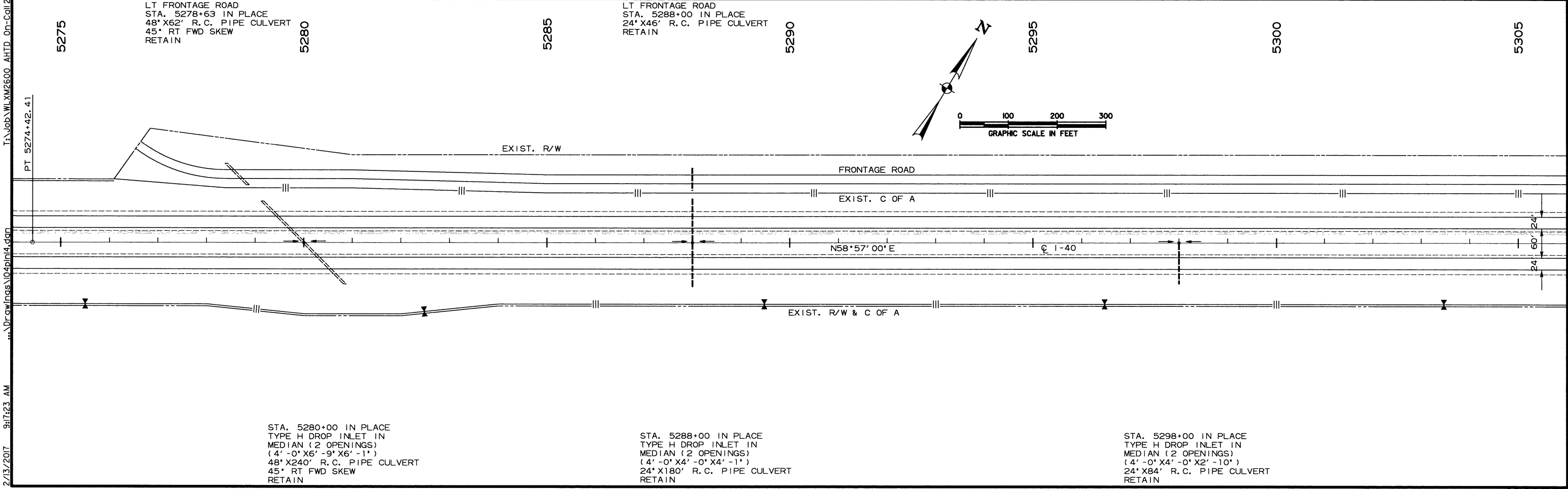
STA. 5246+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24" X94' R.C. PIPE CULVERT
 RETAIN

STA. 5251+00 IN PLACE
 48" X182' R.C. PIPE CULVERT
 30° LT FWD SKEW
 RETAIN

STA. 5256+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24" X94' R.C. PIPE CULVERT
 RETAIN

STA. 5263+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24" X92' R.C. PIPE CULVERT
 RETAIN

STA. 5271+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24" X92' R.C. PIPE CULVERT
 RETAIN



LT FRONTAGE ROAD
 STA. 5278+63 IN PLACE
 48" X62' R.C. PIPE CULVERT
 45° RT FWD SKEW
 RETAIN

LT FRONTAGE ROAD
 STA. 5288+00 IN PLACE
 24" X46' R.C. PIPE CULVERT
 RETAIN

STA. 5280+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X6' -9" X6' -1")
 48" X240' R.C. PIPE CULVERT
 45° RT FWD SKEW
 RETAIN

STA. 5288+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X4' -1")
 24" X180' R.C. PIPE CULVERT
 RETAIN

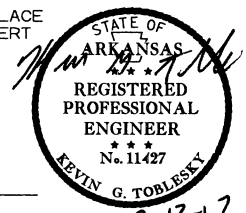
STA. 5298+00 IN PLACE
 TYPE H DROP INLET IN
 MEDIAN (2 OPENINGS)
 (4' -0" X4' -0" X2' -10")
 24" X84' R.C. PIPE CULVERT
 RETAIN

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				6	ARK.			
				JOB NO.		BB0116	64	98

PLAN SHEET- STA. 5305+00 TO STA. 5365+00



LT. FRONTAGE ROAD
STA. 5308+00 IN PLACE
30" X40' PIPE CULVERT
RETAIN

LT. FRONTAGE ROAD
STA. 5312+75 IN PLACE
30" X44' PIPE CULVERT
30° LT FWD SKEW
RETAIN

LT. FRONTAGE ROAD
STA. 5334+00 IN PLACE
30" X40' PIPE CULVERT
RETAIN

5305

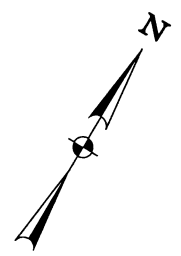
5310

5315

5320

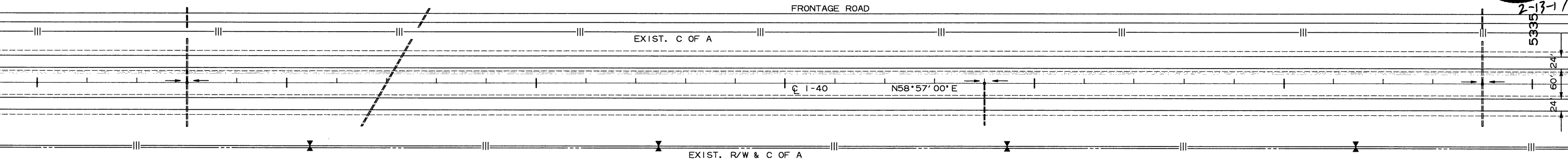
5325

5330



EXIST. R/W
FRONTAGE ROAD

EXIST. C OF A



EXIST. R/W & C OF A

STA. 5308+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X4' -4")
30" X176' R.C. PIPE CULVERT
RETAIN

STA. 5312+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -9" X3' -8")
30" X200' R.C. PIPE CULVERT
30° LT FWD SKEW
RETAIN

STA. 5324+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X84' R.C. PIPE CULVERT
RETAIN

STA. 5334+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -1" X3' -10")
30" X172' R.C. PIPE CULVERT
RETAIN

5335

5340

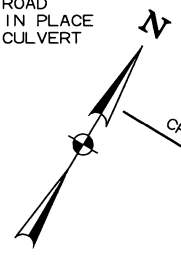
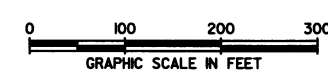
5345

5350

5355

5360

5365



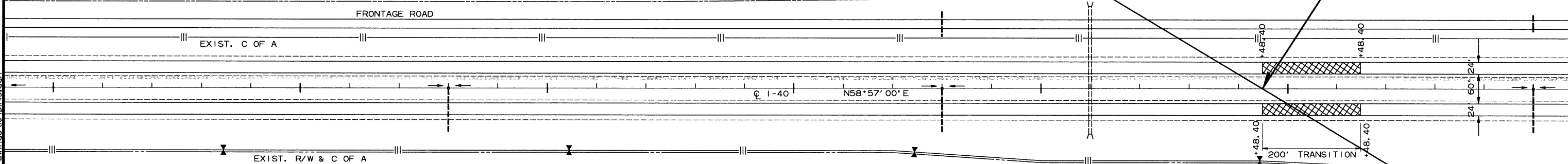
LT. FRONTAGE ROAD
STA. 5353+00 IN PLACE
24" X50' PIPE CULVERT
RETAIN

STA. 5359+48.40
END MILL, INLAY,
& OVERLAY
LOG MILE 264.57

EXIST. R/W

FRONTAGE ROAD

EXIST. C OF A



EXIST. R/W & C OF A

⊠ DENOTES: PAVEMENT TRANSITION

STA. 5343+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X88' R.C. PIPE CULVERT
RETAIN

STA. 5353+00 IN PLACE
TYPE H DROP INLET IN
MEDIAN (2 OPENINGS)
(4' -0" X4' -0" X2' -10")
24" X88' R.C. PIPE CULVERT
RETAIN

STA. 5356+00 IN PLACE
6' X5' X258' R.C. BOX CULVERT
RETAIN

CRITTENDEN COUNTY

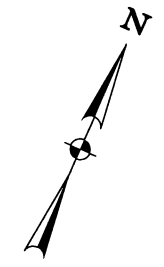
ST. FRANCIS COUNTY

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0116	65	98

2 INTERCHANGE LAYOUT - HWY. 75



2-13-17

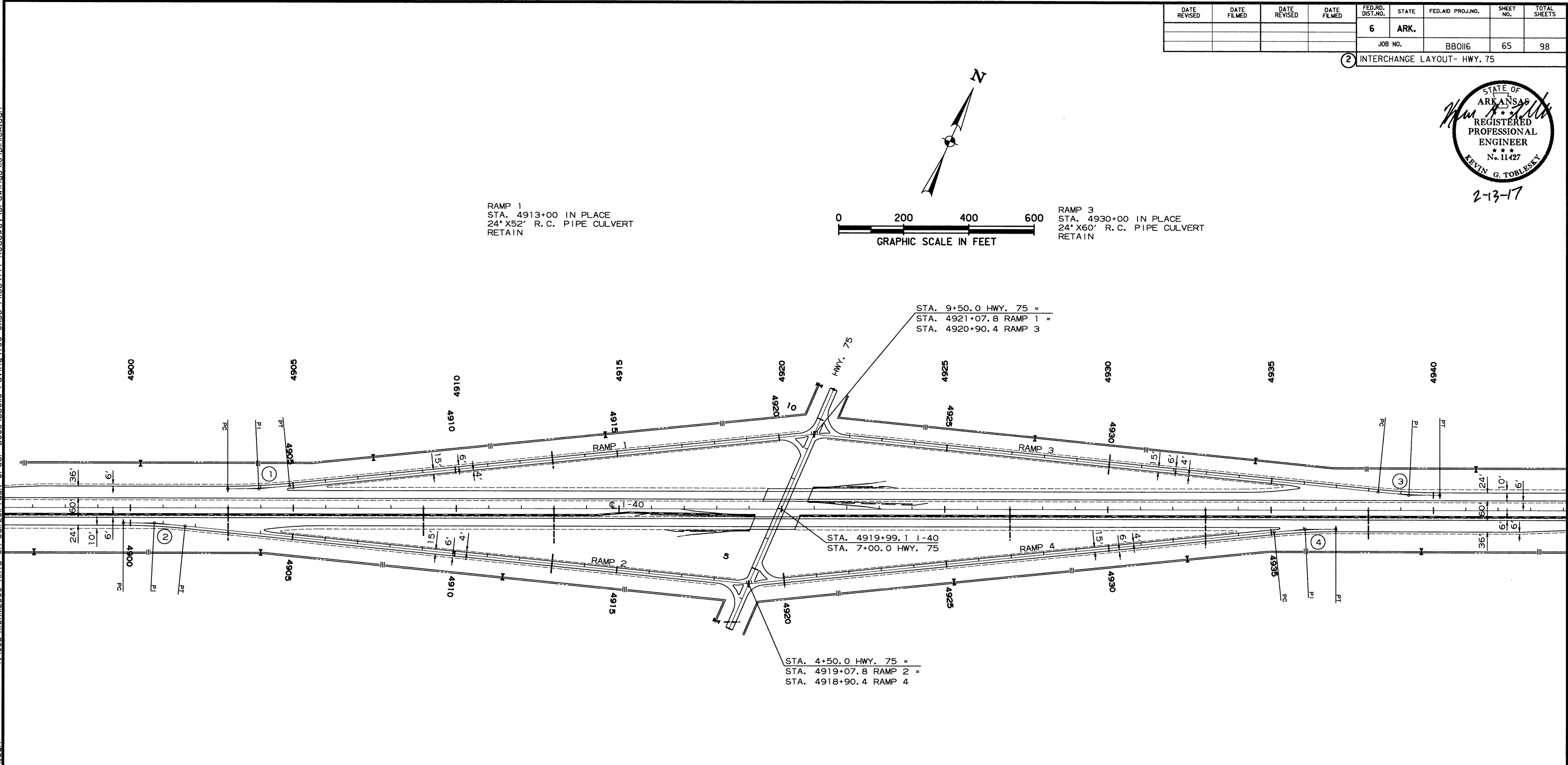


RAMP 1
STA. 4913+00 IN PLACE
24' X 52' R. C. PIPE CULVERT
RETAIN

RAMP 3
STA. 4930+00 IN PLACE
24' X 60' R. C. PIPE CULVERT
RETAIN

RAMP 2
STA. 4913+00 IN PLACE
24' X 58' R. C. PIPE CULVERT
RETAIN

RAMP 4
STA. 4920+00 IN PLACE
24' X 44' R. C. PIPE CULVERT
RETAIN



STA. 9+50.0 HWY. 75 =
STA. 4921+07.8 RAMP 1 =
STA. 4920+90.4 RAMP 3

STA. 4919+99.1 I-40
STA. 7+00.0 HWY. 75

STA. 4+50.0 HWY. 75 =
STA. 4919+07.8 RAMP 2 =
STA. 4918+90.4 RAMP 4

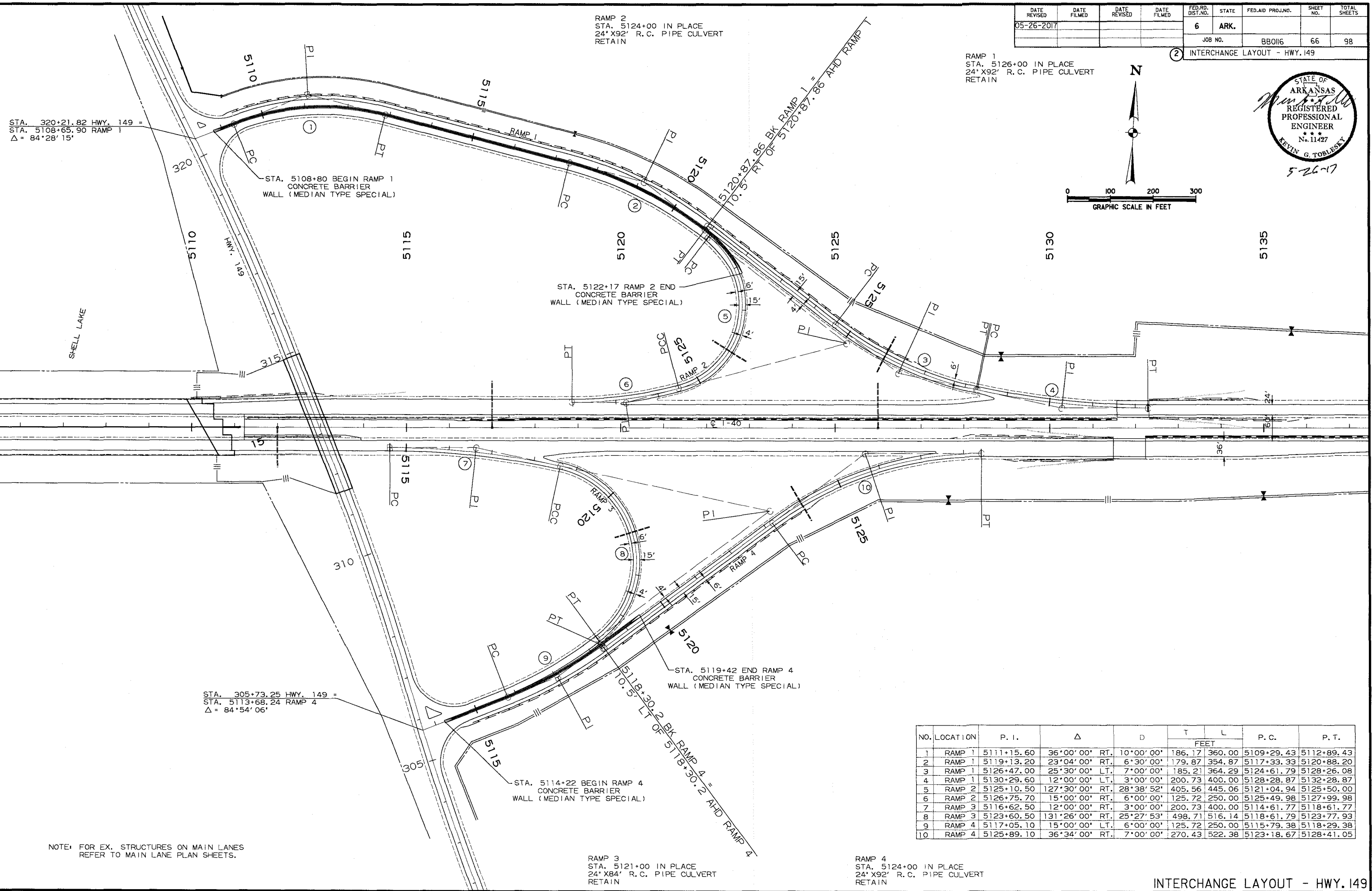
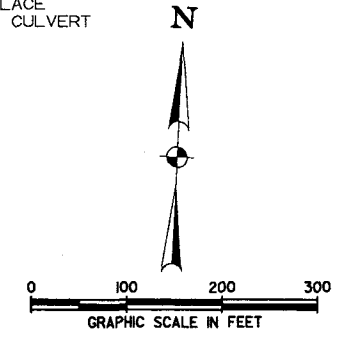
NO.	LOCATION	P. I.	Δ	D	T L		P. C.	P. T.
					FEET	FEET		
1	RAMP 1	4903+94.00	5°42'30" LT.	3°00'00"	95.22	190.28	4902+98.78	4904+89.06
2	RAMP 2	4900+73.30	5°42'30" RT.	3°00'00"	95.22	190.28	4899+78.08	4901+68.36
3	RAMP 3	4939+25.00	5°42'30" LT.	3°00'00"	95.22	190.28	4938+29.78	4940+20.06
4	RAMP 4	4936+04.30	5°42'30" RT.	3°00'00"	95.22	190.28	4935+09.08	4936+99.36

NOTE: FOR EX. STRUCTURES ON MAIN LANES
REFER TO MAIN LANE PLAN SHEETS.

2/13/2017 9:17:58 AM T:\Job\WLXM2600_AHTD On-Call\2011 Task Order_BB0116\Drawings\104pin16A.dgn

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 5/26/2017 4:34 PM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
05-26-2017				6	ARK.			
						JOB NO.	B0116	66
						2 INTERCHANGE LAYOUT - HWY. 149		



RAMP 2
STA. 5124+00 IN PLACE
24' X 92' R.C. PIPE CULVERT
RETAIN

RAMP 1
STA. 5126+00 IN PLACE
24' X 92' R.C. PIPE CULVERT
RETAIN

STA. 305+73.25 HWY. 149 =
STA. 5113+68.24 RAMP 4
 $\Delta = 84^{\circ}54'06''$

STA. 5114+22 BEGIN RAMP 4
CONCRETE BARRIER
WALL (MEDIAN TYPE SPECIAL)

STA. 5119+42 END RAMP 4
CONCRETE BARRIER
WALL (MEDIAN TYPE SPECIAL)

RAMP 3
STA. 5121+00 IN PLACE
24' X 84' R.C. PIPE CULVERT
RETAIN

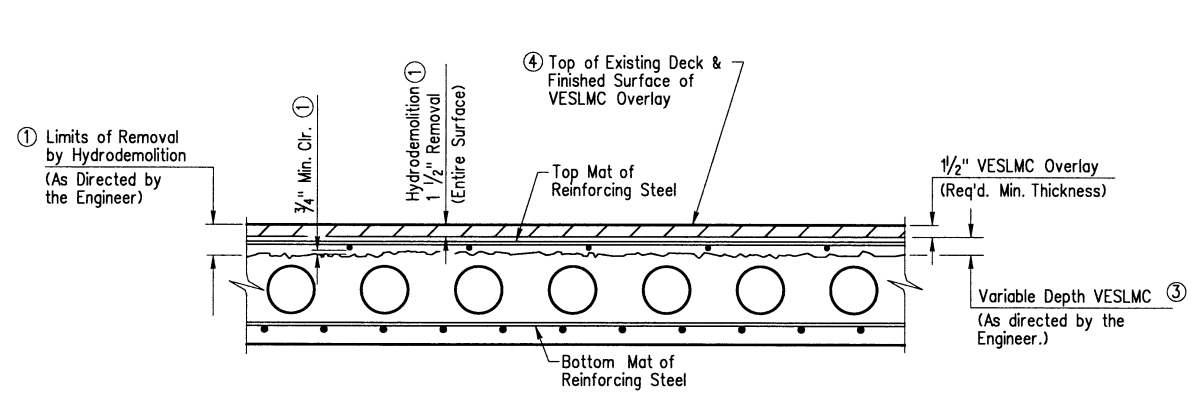
RAMP 4
STA. 5124+00 IN PLACE
24' X 92' R.C. PIPE CULVERT
RETAIN

NOTE: FOR EX. STRUCTURES ON MAIN LANES
REFER TO MAIN LANE PLAN SHEETS.

NO.	LOCATION	P. I.	Δ	D	T		P.C.	P.T.
					L	L		
FEET								
1	RAMP 1	5111+15.60	36°00'00" RT.	10°00'00"	186.17	360.00	5109+29.43	5112+89.43
2	RAMP 1	5119+13.20	23°04'00" RT.	6°30'00"	179.87	354.87	5117+33.33	5120+88.20
3	RAMP 1	5126+47.00	25°30'00" LT.	7°00'00"	185.21	364.29	5124+61.79	5128+26.08
4	RAMP 1	5130+29.60	12°00'00" LT.	3°00'00"	200.73	400.00	5128+28.87	5132+28.87
5	RAMP 2	5125+10.50	127°30'00" RT.	28°38'52"	405.56	445.06	5121+04.94	5125+50.00
6	RAMP 2	5126+75.70	15°00'00" RT.	6°00'00"	125.72	250.00	5125+49.98	5127+99.98
7	RAMP 3	5116+62.50	12°00'00" RT.	3°00'00"	200.73	400.00	5114+61.77	5118+61.77
8	RAMP 3	5123+60.50	131°26'00" RT.	25°27'53"	498.71	516.14	5118+61.79	5123+77.93
9	RAMP 4	5117+05.10	15°00'00" LT.	6°00'00"	125.72	250.00	5115+79.38	5118+29.38
10	RAMP 4	5125+89.10	36°34'00" RT.	7°00'00"	270.43	522.38	5123+18.67	5128+41.05

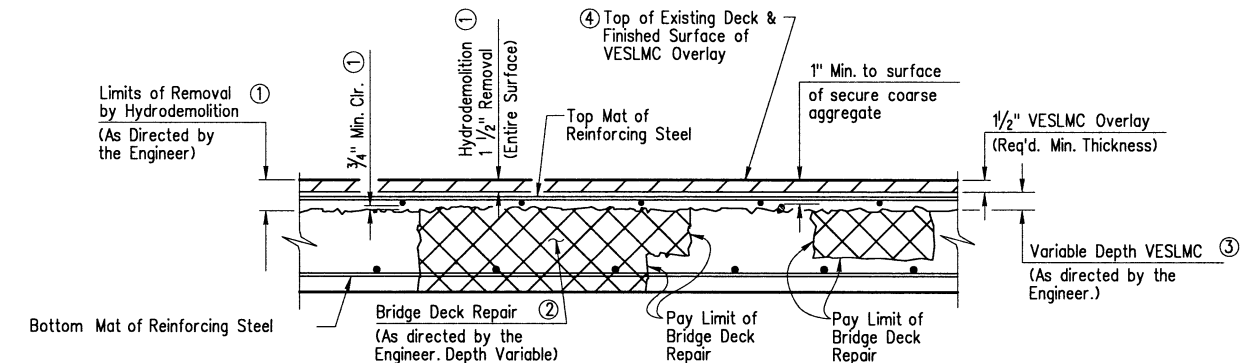
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0116		67	98

① A&B3875 - VESLMC OVERLAY - 56007
A&B3876, A&B3877, A&B3878,
A&B3879, A&B3880, A&B3902



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

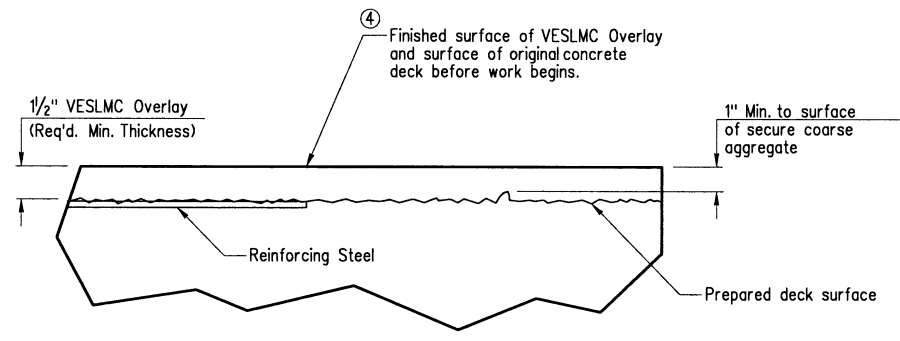
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A&B3876, A&B3878, A&B3880, A&B3902



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

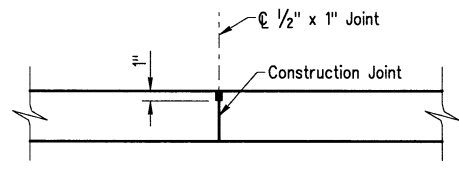
(No Scale)
A&B3875, A&B3877, A&B3879

- ① Removal of unsound concrete beyond 1 1/2" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and the top mat of reinforcing steel is destroyed, then the concrete shall be removed to a minimum of 3/4" clearance below the bar. This removal shall be subsidiary to the item SP Job BB0116 "Hydrodemolition".
- ② Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the item SP Job BB0116 "Bridge Deck Repair".
- ③ Depth Varies to achieve minimum clearance below top mat of reinforcing steel, where required.
- ④ Finished Surface of VESLMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required VESLMC Overlay thickness and a minimum of 1/2" cover to reinforcing steel.



VESLMC OVERLAY TOLERANCE

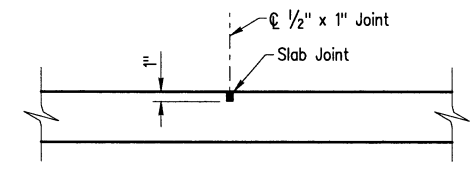
(No Scale)



Use 1/2" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as VESLMC Overlay. Sealant must be gray or other color similar to concrete.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

(No Scale)



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

TRANSVERSE OVERLAY JOINT DETAIL

(No Scale)

Slab Joints and longitudinal construction joints shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the Overlay.



BRIDGE ENGINEER
PRINT DATE: 2/9/2017

SHEET 1 OF 7
**DETAILS OF VERY EARLY STRENGTH
LATEX MODIFIED CONCRETE OVERLAY
ST. FRANCIS COUNTY**
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: LHG DATE: 7/31/12 FILENAME: bbb0116xx_vo1.dgn
CHECKED BY: CJC DATE: 7/16/14
DESIGNED BY: JRS DATE: 5/21/14 SCALE: No Scale
BRIDGE NO. A&B3875, A&B3876, A&B3877, A&B3878, A&B3879, A&B3880, A&B3902 DRAWING NO. 56007

2/9/2017 5:47:15 P.M. Job: WL_XM2600_AHTD_On-Cell 2011 Task Order: B003_BB0116 Paving: 700_CADD Files: 709_Structural Files: Drawings: Bridge_Rehab: REHB0106L_MC01.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BB0116							68	98

A&B3875 - VESLMC OVERLAY - 56008

A&B3877, A&B3879

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, with applicable special provisions and Supplemental Specifications. Unless otherwise noted in the plans Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of equipment and/or materials on the subject bridges necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

HYDRODEMOLITION: The designated area of the existing bridge deck shall receive hydrodemolition in accordance with the Job Special Provision "Hydrodemolition" to a planned depth of 1/2" below the existing bridge deck surface. Deteriorated concrete below this depth shall be removed up to the limits detailed and at the direction of the Engineer. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0116 "Hydrodemolition."

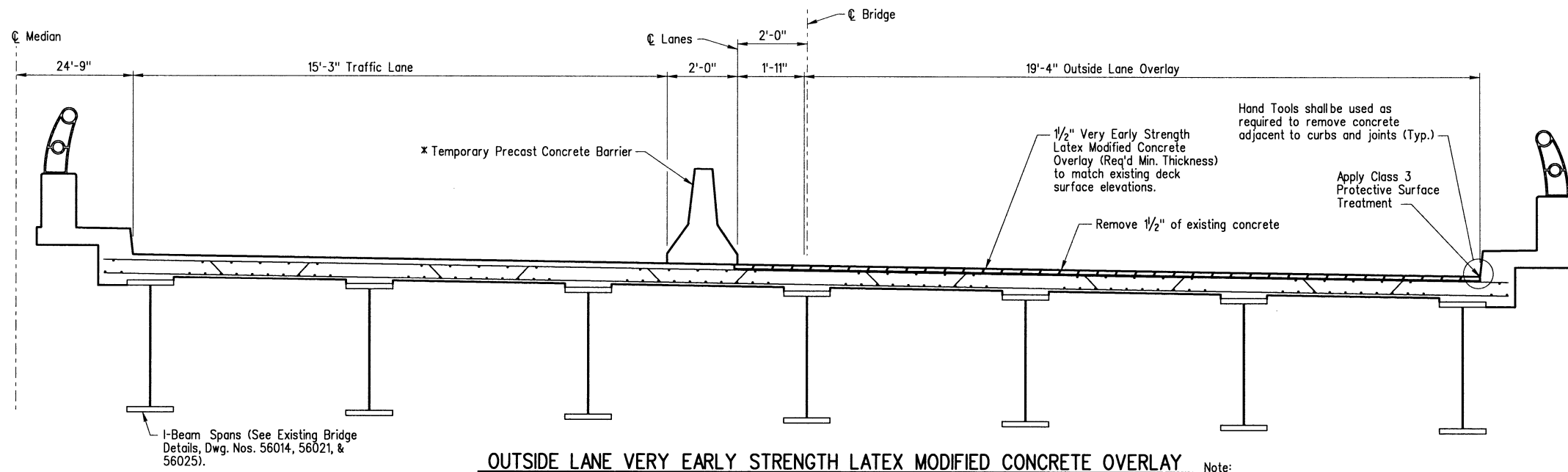
Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job BB0116 "Bridge Deck Repair".

VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (VESLMC) Overlay to a planned depth of 1/2" below the existing bridge deck surface, in accordance with the Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0116 "Very Early Strength Latex Modified Concrete Overlay (1/2" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1/2" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1/2" VESLMC Overlay. This area shall be measured and paid in accordance with SP Job BB0116 "Very Early Strength Latex Modified Concrete".

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

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". Transverse or longitudinal construction joints separating adjacent overlay placements shall be prepared and sealed in accordance with the joint details on Dwg. No. 56007.

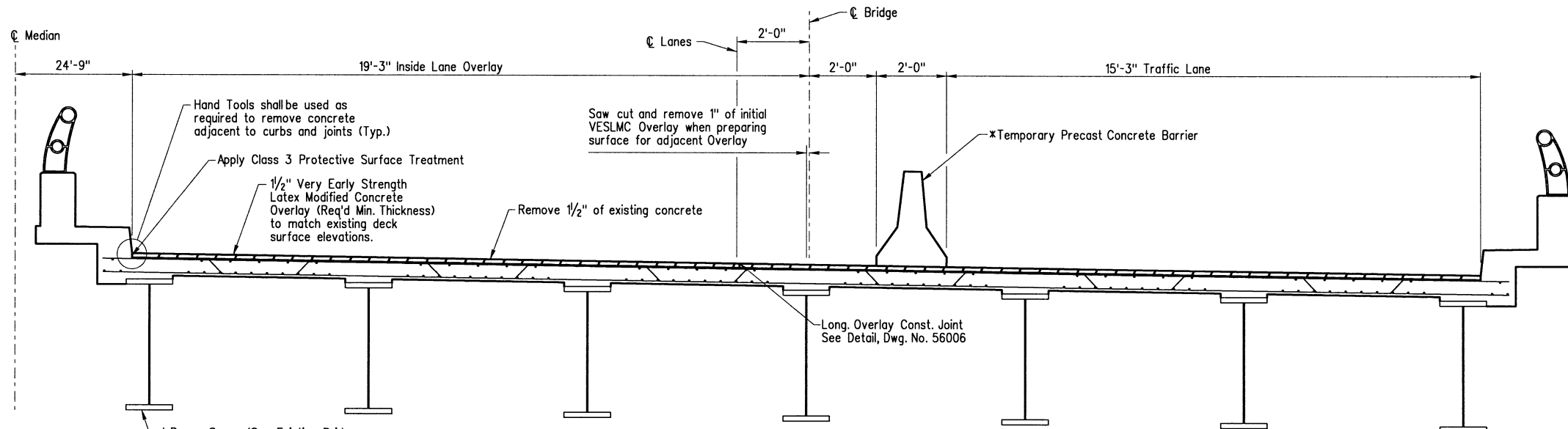


OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(A&B3875, A&B3877, and A&B3879)
(No Scale)

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

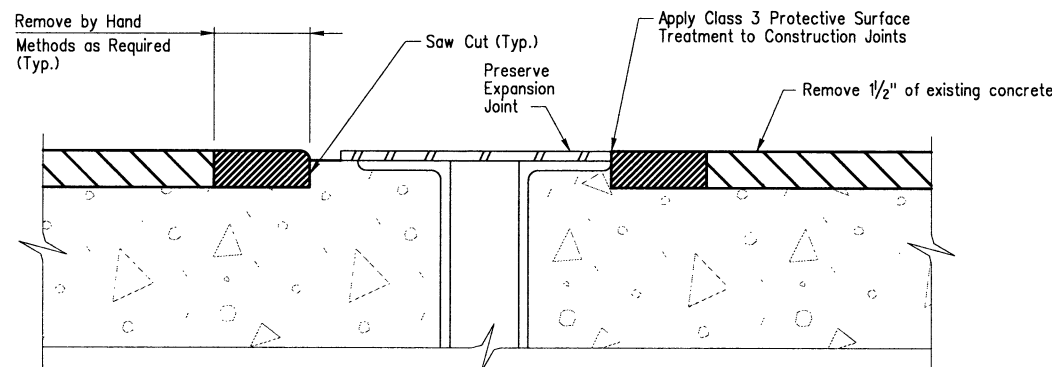
* Temporary Precast Concrete Barrier shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-4.



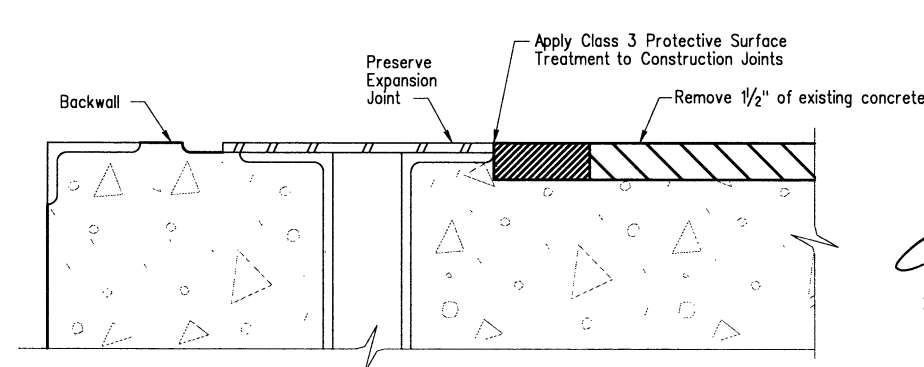
INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(A&B3875, A&B3877, and A&B3879)
(No Scale)

Note:
The minimum overlay length shall be from joint to joint. Details based on existing bridge drawings.



JOINT DETAIL
(No Scale)



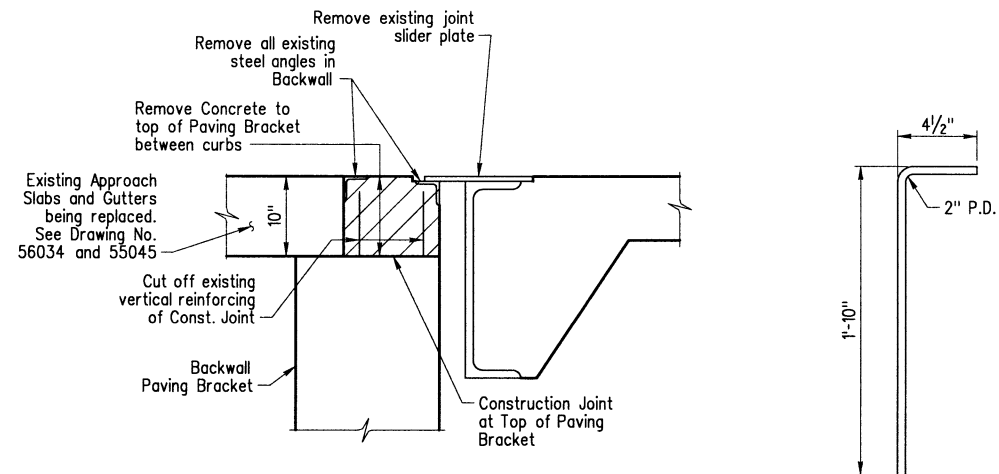
JOINT DETAIL @ ABUTMENTS - BRIDGE NO. A&B3877 ONLY
(No Scale)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 15927
CHARLES G. JENSEN
BRIDGE ENGINEER
PRINT DATE: 2/9/2017

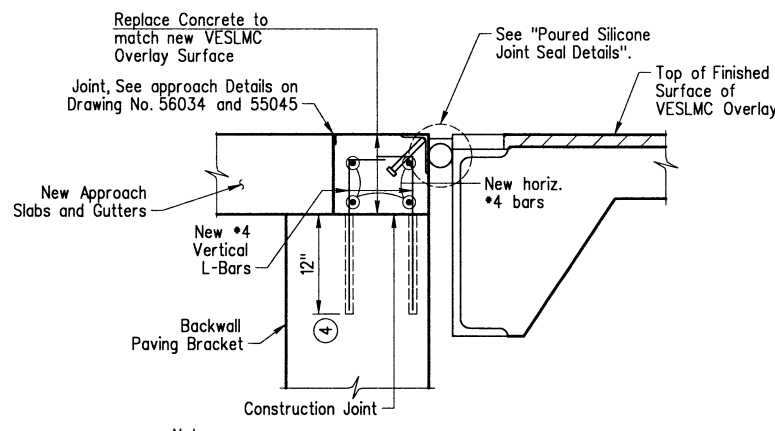
SHEET 2 OF 7
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: LHG DATE: 7/31/12 FILENAME: bbb0116xx_vo2.dgn
CHECKED BY: CJC DATE: 7/16/14
DESIGNED BY: JRS DATE: 5/21/14 SCALE: No Scale
BRIDGE NO. A&B3875, A&B3877, A&B3879 DRAWING NO. 56008

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AD PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBO116	69	98
				1	A&B3875 - VESLMC OVERLAY - 56009			
				A&B3879				



REMOVAL DETAILS AT END BENTS - BRIDGE NO. A&B3875
No Scale



DETAILS OF BACKWALL MODIFICATION - BRIDGE NO. A&B3875
No Scale

Structural Steel (lb.)	Reinforcing Steel (lb.)	Concrete (cu. yd.)
20.5	2.67	0.034

APPROXIMATE QUANTITIES FOR BACKWALL MODIFICATION

Quantities shown are per foot of backwall and are for information only.

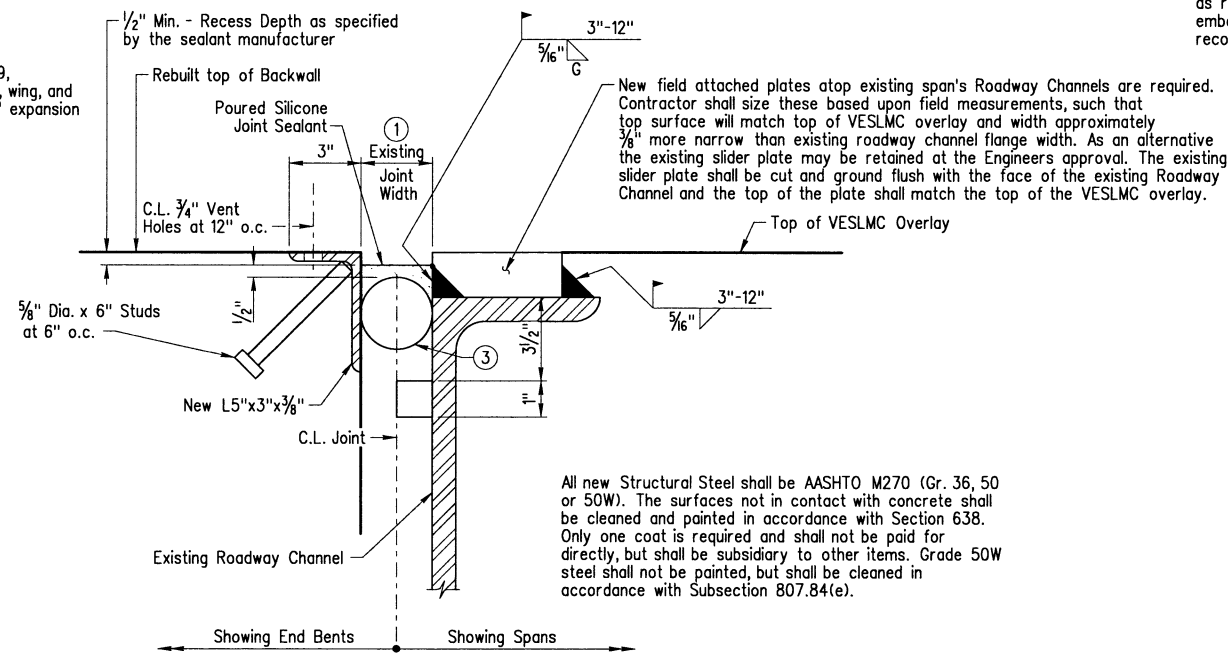
② The Contractor shall make measurements for the backwall at each end of the bridge affected prior to beginning work on the bridge. The top surface of the backwall shall match the top surface of the finished VESLMC Overlay on the adjacent bridge deck and the adjacent approach slabs and approach gutters.

Replacement concrete at end bents shall be High Early Strength Portland Cement Concrete Pavement per Section 501.8 of the Standard Specifications (f'c = 4,000 psi). Reinforcing Steel shall conform to Section 804. Structural Steel and welding shall conform to Section 807. All Materials, Labor, Tools and Equipment for Backwall Modification shall not be paid for directly but shall be considered subsidiary to the item "Modification of Existing Bridge Structure (Bridge No.)".

Note: Fill slider plate recess in curb with approved non-shrink grout, as directed by the Engineer. Work and material considered incidental to the item "Modification of Existing Bridge Structure (Bridge No.)".

④ Grout new *4 L-bars into drilled holes spaced to avoid existing reinforcing steel (12" o.c. Max.). Grout shall be an approved non-shrink or epoxy grout listed on the QPL. Hole diameter and installation procedure shall be as required by the grout manufacturer. Modify the embedment depth shown if required by the manufacturers recommendations.

All removed portions of the existing backwall and joint materials shall become the property of the Contractor and shall be disposed of in accordance with Section 205..



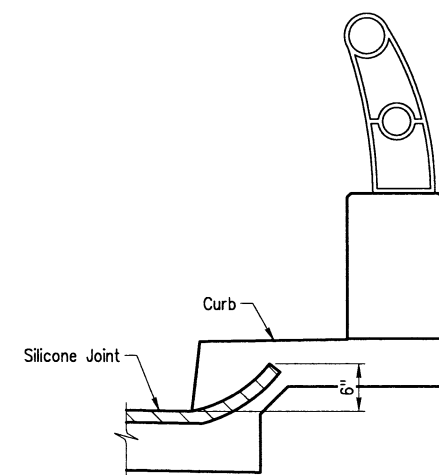
All new Structural Steel shall be AASHTO M270 (Gr. 36, 50 or 50W). The surfaces not in contact with concrete shall be cleaned and painted in accordance with Section 638. Only one coat is required and shall not be paid for directly, but shall be subsidiary to other items. Grade 50W steel shall not be painted, but shall be cleaned in accordance with Subsection 807.84(e).

Existing joint-covering Slider-Plates shall be completely removed, backwall modification completed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details and manufacturer's instructions. Removal of existing Joint components will not be paid for directly, but shall be considered incidental to the item "Modification of Existing Bridge Structure (Bridge No.)".

Silicone joint material and installation shall conform to Section 809. The temperature limitations recommended by the sealant manufacturer shall be observed. The sealant shall be installed only when the average 24 hour air temperature is between 40° and 80° F.

When bridge deck is constructed in stages, backer rods shall be extended beyond length of poured joint in initial construction stage so that the two pieces can be properly spliced together prior to installing sealant in subsequent stages. Manufacturer's recommendations shall be followed to prevent sealant from "running out of joint" during stage construction.

POURED SILICONE JOINT SEAL DETAILS
No Scale

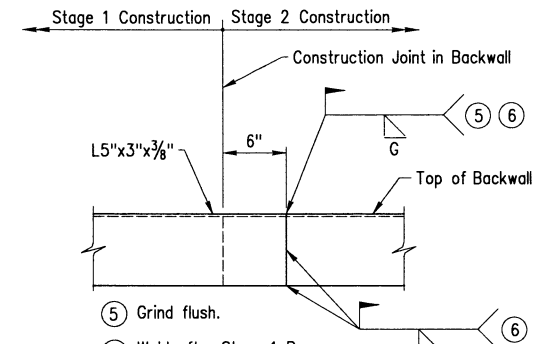


Note: Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.

JOINT SEAL PLACEMENT AT CURB
No Scale

③ Backer rods shall be appropriately sized and set to the depth shown in the joint sealant manufacturer's literature based on the joint width at the time of sealing. Except as noted, do not install more backer rod than can be sealed in the same day. The Contractor shall verify separation of the backer rod from the joint material after joint material has set.

Backer rod shall be notched or otherwise fit around any existing seal supports or bumper plated to maintain its proper depth as defined above.



DETAILS OF WELD FOR JOINT ARMOR
No Scale

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15927
CHARLES G. WISE
BRIDGE ENGINEER
PRINT DATE: 2/9/2017

DRAWN BY: LHG DATE: 7/19/16 FILENAME: bbb0116xx_vo3.dgn
CHECKED BY: MAA DATE: 7/20/16
DESIGNED BY: CGW DATE: 7/18/16 SCALE: No Scale
BRIDGE NO. A&B3875, A&B3879 DRAWING NO. 56009

SHEET 3 OF 7
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BBO116							70	98
A&B3879 - VESLMC OVERLAY - 56010								

BAR LIST (PER END BENT)

Mark	No. Required	Length	Pin Dia.	BENDING DIAGRAMS (Dimensions are out to out of bars)
B401	8	25'-10"	Str.	
B402	8	24'-2"	Str.	
B403	43	3'-6"	3"	
B404	4	4'-8"	Str.	
B405	1	22'-9"	Str.	
B406	1	20'-9"	Str.	
B407	4	4'-11"	Str.	
B408	4	4'-5"	Str.	
B409	4	3'-10"	Str.	
B410	4	3'-3"	Str.	

GENERAL NOTES

Concrete shall be class 'S' with a minimum 28 day compressive strength of $f'c = 3,500$ psi. Concrete shall be poured in the dry. All exposed corners shall be chamfered $\frac{3}{4}$ " unless otherwise noted.

All Reinforcing Steel shall be Grade 60 ($f_y = 60,000$ psi.) AASHTO M31 or M322. Type A with mill test reports.

Drill and grout bars as required using an approved cement or epoxy system from the QPL. Minimum embedment shall be 12" for cement based grout. Minimum embedment shall be per the manufacturer's recommendations for epoxy based grout.

Work required to remove and dispose portions of the existing bridge, retain and clean existing reinforcing steel, any required doweling, new concrete and new structural steel will not be paid for directly but will be considered subsidiary to the items "Modification of Existing Bridge Structure (Bridge No. A3879)" and "Modification of Existing Bridge Structure (Bridge No. B3879)".

For drawings of Existing Bridge see Drawing No. 56025 - 56027.

For Details of Joint Rehabilitation see Drawing No. 56009.

For Approach Gutter details see Drawing No. 56036.

For details of VESLMC overlay see Drawing No. 56007.

For Approach Slab details see Standard Drawing No. 55045.

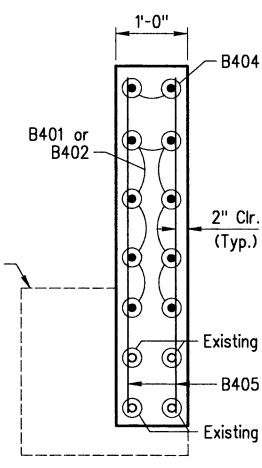
APPROXIMATE QUANTITIES FOR BACKWALL MODIFICATION (PER END BENT)

Structural Steel (lb.)	Reinforcing Steel (lb.)	Concrete (cu. yd.)
62	453	6.87

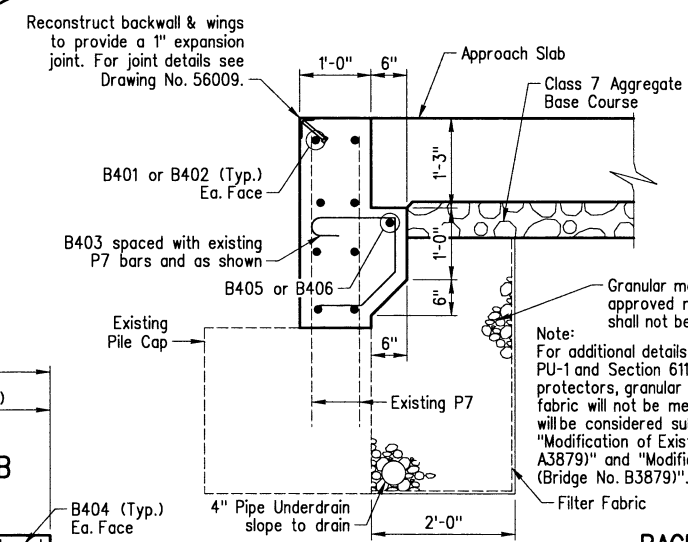
SHEET 4 OF 7
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS



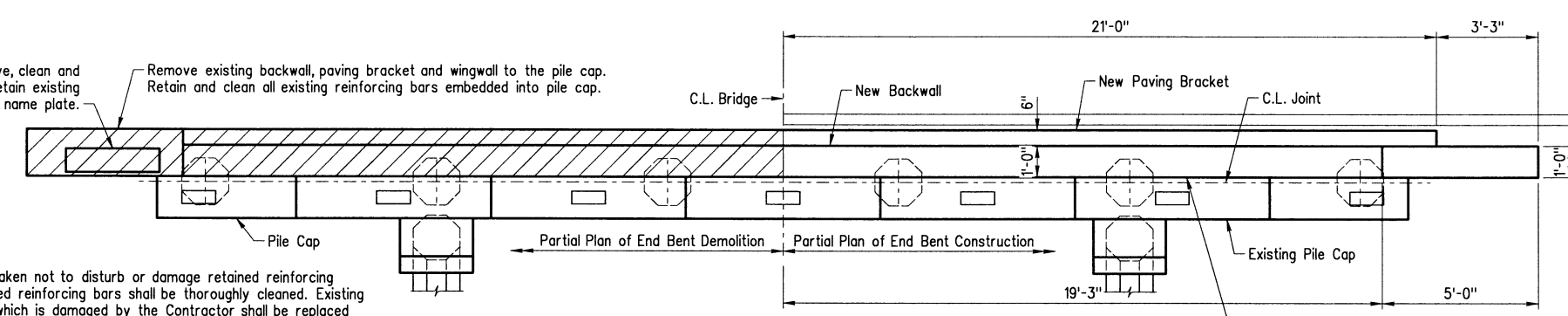
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 CHECKED BY: MAA DATE: 7/29/16
 DESIGNED BY: CGW DATE: 7/27/16 SCALE: As Noted
 BRIDGE ENGINEER PRINT DATE: 2/9/2017 BRIDGE NO. A&B3879 DRAWING NO. 56010



SECTION B-B
Scale: $\frac{3}{4}$ " = 1'-0"

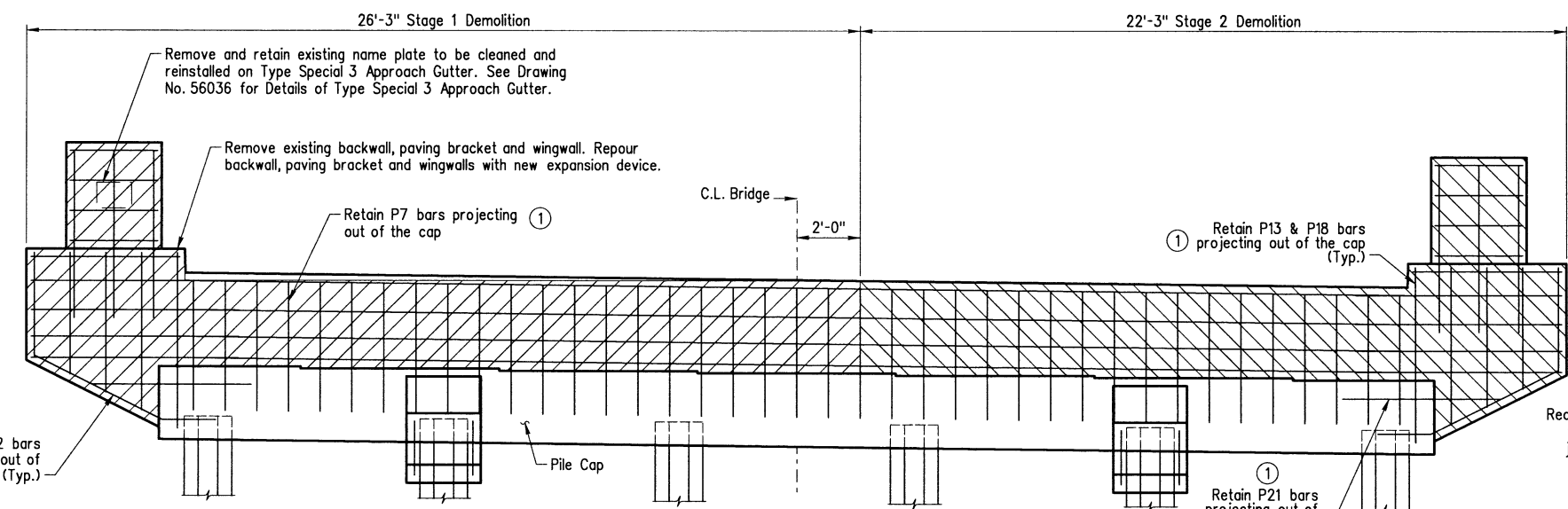


SECTION A-A
Scale: $\frac{3}{4}$ " = 1'-0"

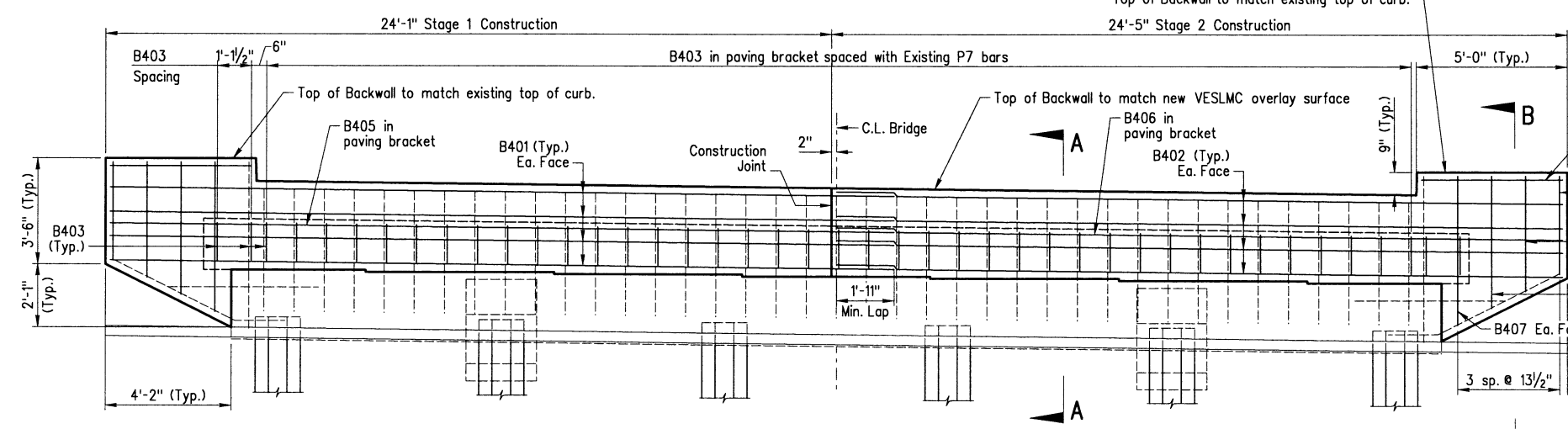


PLAN OF END BENT
Scale: $\frac{3}{8}$ " = 1'-0"

① Care shall be taken not to disturb or damage retained reinforcing bars. All retained reinforcing bars shall be thoroughly cleaned. Existing reinforcement which is damaged by the Contractor shall be replaced by drilling dowel bars of equal size into place using approved grout at no expense to the Department and to the satisfaction of the Engineer.



FRONT ELEVATION OF END BENT DEMOLITION
(Bent 1 Looking Back)
(Bent 4 Opposite Hand)
Scale: $\frac{3}{8}$ " = 1'-0"

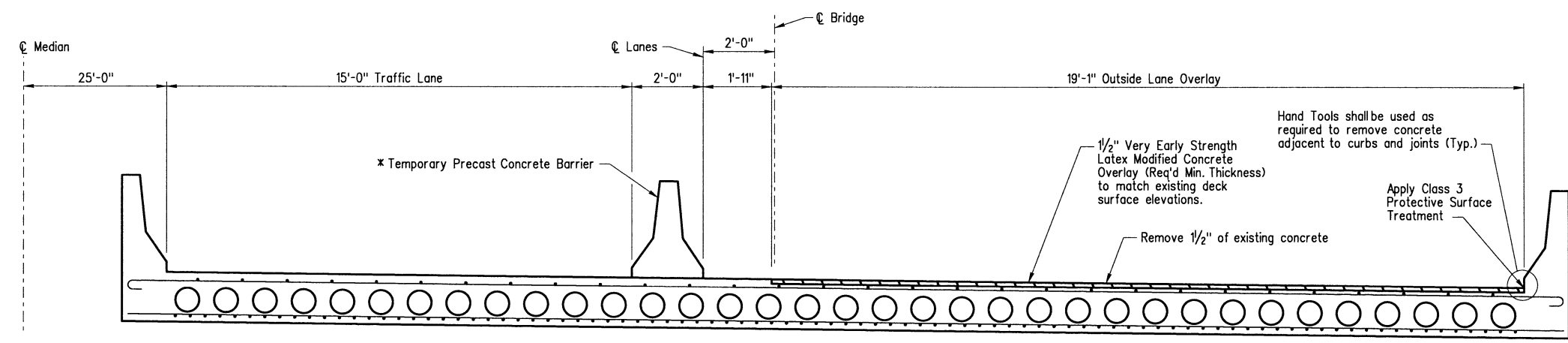


FRONT ELEVATION OF END BENT CONSTRUCTION
(Bent 1 Looking Back)
(Bent 4 Opposite Hand)
Scale: $\frac{3}{8}$ " = 1'-0"

I:\Job\WL\2600_AHTD_On-Call\2011 Task Order BBO3\BBO116 Paving\709_Structural\Drawings\Bridges_Rehab\BBO116 Bridge Rehab2.dgn 5:47:18 PM 2/9/2017

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. BB0116	71	98

1 A&B3876 - VESLMC OVERLAY - 56011
A&B3878, A&B3880



OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

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

(Looking in the direction of traffic)
(A&B3876, A&B3878, and A&B3880)
(No Scale)

Slab Spans (See existing bridge details, Dwg. Nos. 56017, 56022, & 56028).

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, with applicable special provisions and Supplemental Specifications. Unless otherwise noted in the plans Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of equipment and/or materials on the subject bridges necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

HYDRODEMOLITION: The designated area of the existing bridge deck shall receive hydrodemolition in accordance with the Job Special Provision "Hydrodemolition" to a planned depth of 1/2" below the existing bridge deck surface. Deteriorated concrete below this depth shall be removed up to the limits detailed and at the direction of the Engineer. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0116 "Hydrodemolition."

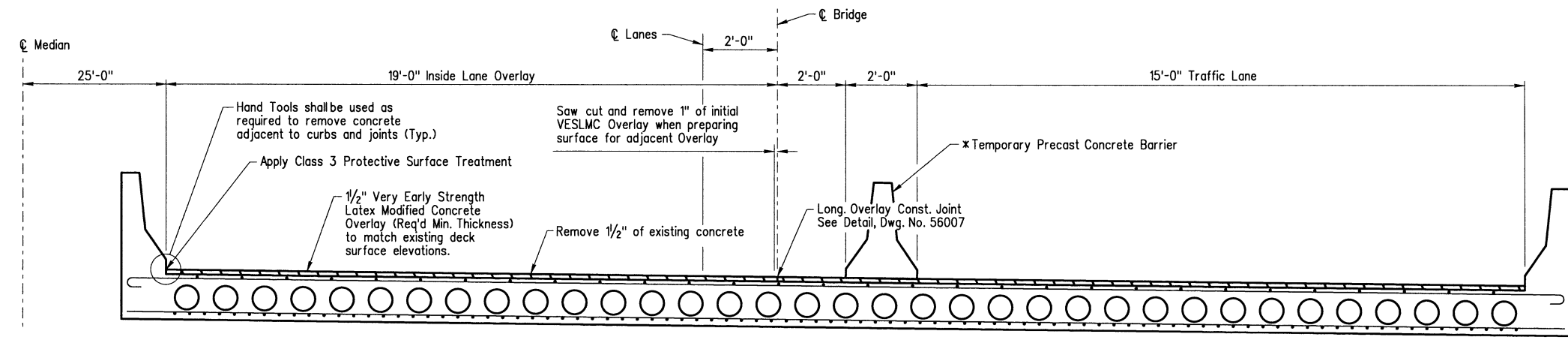
Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (VESLMC) Overlay to a planned depth of 1/2" below the existing bridge deck surface, in accordance with the Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0116 "Very Early Strength Latex Modified Concrete Overlay (1/2" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1/2" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1/2" VESLMC Overlay. This area shall be measured and paid in accordance with SP Job BB0116 "Very Early Strength Latex Modified Concrete".

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

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". Transverse or longitudinal construction joints separating adjacent overlay placements shall be prepared and sealed in accordance with the joint details on Dwg. No. 56007.

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

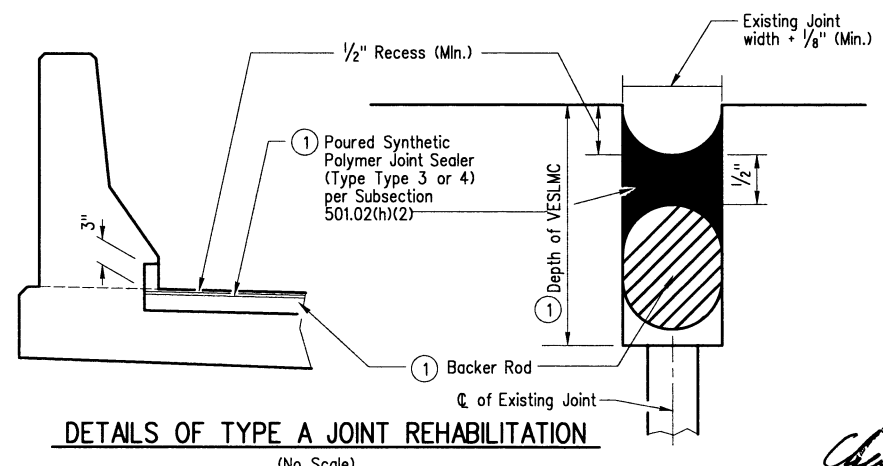


INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

Slab Spans (See existing bridge details, Dwg. Nos. 56017, 56022, & 56028).

(Looking in the direction of traffic)
(A&B3876, A&B3878, and A&B3880)
(No Scale)

Note:
The minimum overlay length shall be from joint to joint. Details based on existing bridge drawings.



DETAILS OF TYPE A JOINT REHABILITATION

(No Scale)

NOTE: Saw, cut or router ends of slab to achieve joint width as shown. Saws beyond the face of curb is not required. See Section 509 for additional information & payment.

1 NOTE: Depth of joint and joint installation shall be in accordance with manufacturer's recommendations.

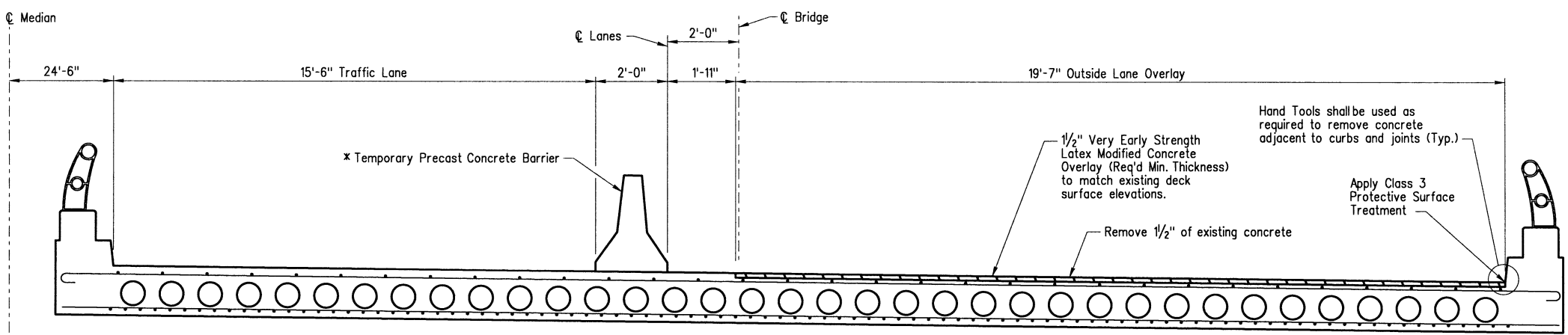
REGISTERED PROFESSIONAL ENGINEER
CHARLES G. WISS
No. 15927
BRIDGE ENGINEER
PRINT DATE: 2/9/2017

SHEET 5 OF 7
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: LHC DATE: 7/31/12 FILENAME: bbb0116xx_vo5.dgn
CHECKED BY: CJC DATE: 7/16/14
DESIGNED BY: JRS DATE: 5/21/14 SCALE: No Scale
BRIDGE NO. A&B3876, A&B3878, A&B3880 DRAWING NO. 560011

S:\4719\PM\job\WLM\2600_AHTD_On-Call\2011\Task Order_B003\BB0116_Paving\700_CADD_Files\709_Structural\Drawings\Bridge_Rehab\REHBB0106L.MC03.dgn 2/9/2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0116		72	98
				1				
				A3902 - VESLMC OVERLAY - 56012				

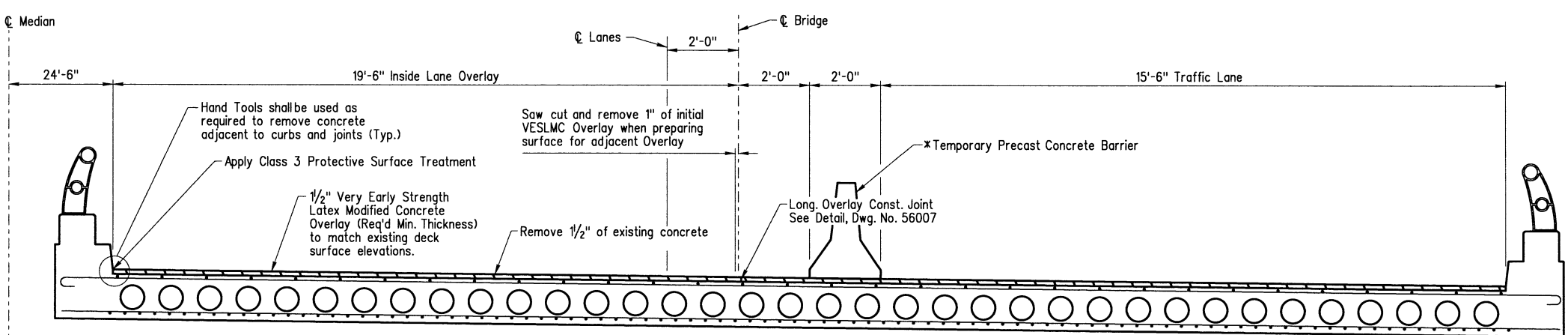


OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(A3902)
(No Scale)

Slab Spans (See existing bridge details,
Dwg. No. 56029).

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



INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(A3902)
(No Scale)

Note:
The minimum overlay length shall be from joint to joint. Details based on existing bridge drawings.

Slab Spans (See existing bridge details,
Dwg. No. 56029).

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, with applicable special provisions and Supplemental Specifications. Unless otherwise noted in the plans Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of equipment and/or materials on the subject bridges necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

HYDRODEMOLITION: The designated area of the existing bridge deck shall receive hydrodemolition in accordance with the Job Special Provision "Hydrodemolition" to a planned depth of 1/2" below the existing bridge deck surface. Deteriorated concrete below this depth shall be removed up to the limits detailed and at the direction of the Engineer. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0116 "Hydrodemolition."

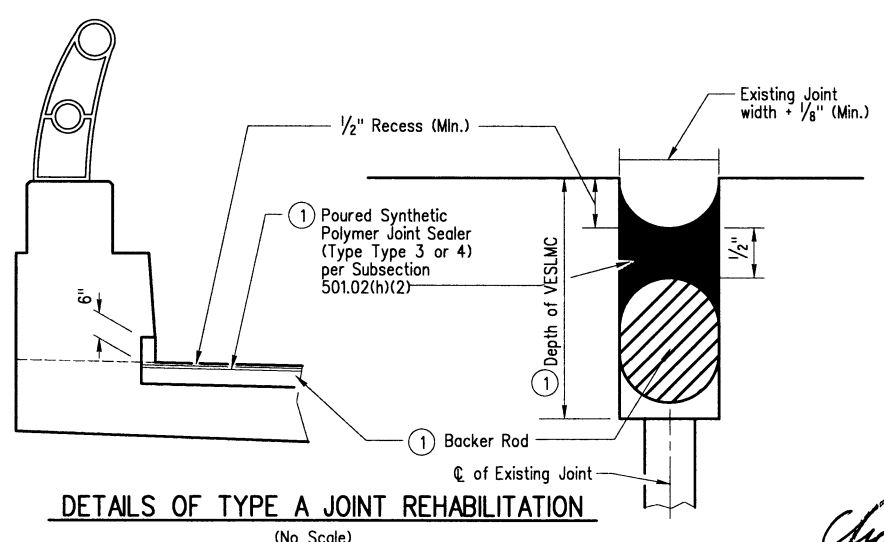
Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (VESLMC) Overlay to a planned depth of 1/2" below the existing bridge deck surface, in accordance with the Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0116 "Very Early Strength Latex Modified Concrete Overlay (1/2" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1/2" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1/2" VESLMC Overlay. This area shall be measured and paid in accordance with SP Job BB0116 "Very Early Strength Latex Modified Concrete".

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

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". Transverse or longitudinal construction joints separating adjacent overlay placements shall be prepared and sealed in accordance with the joint details on Dwg. No. 56007.

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

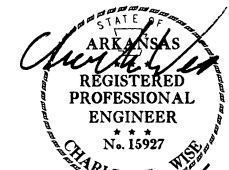


DETAILS OF TYPE A JOINT REHABILITATION

(No Scale)

NOTE: Saw, cut or router ends of slab to achieve joint width as shown. Sawing beyond the face of curb is not required. See Section 509 for additional information & payment.

1) NOTE: Depth of joint and joint installation shall be in accordance with manufacturer's recommendations.

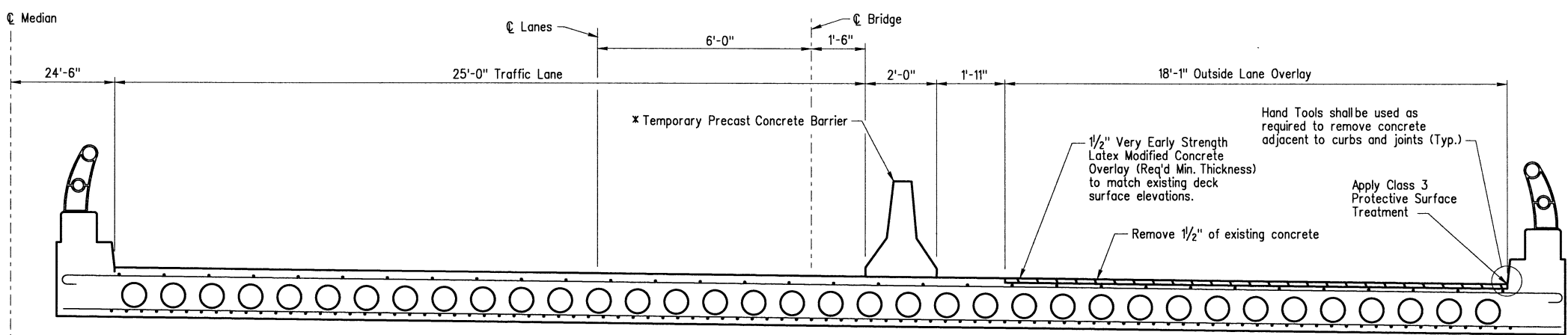


SHEET 6 OF 7
DETAILS OF VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: LHG DATE: 7/31/12 FILENAME: bbb0116xx_vo6.dgn
CHECKED BY: CJC DATE: 7/16/14
DESIGNED BY: JRS DATE: 5/21/14 SCALE: No Scale
BRIDGE ENGINEER PRINT DATE: 2/9/2017 BRIDGE NO. A3902 DRAWING NO. 56012

S:\4720_P\Sub\WLM2600_AHTD_On-Call 2011 Task Order_BB0116_Paving\700_CADD_Files\709_Structural\Files\Drawings\Bridge_Rehab\REHBB0106L\MC04.dgn 2/9/2017

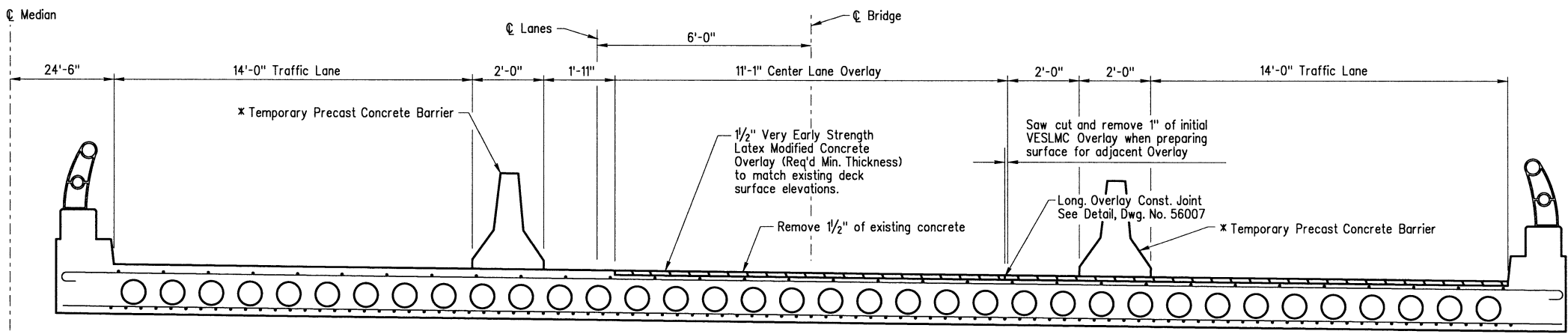
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BB0116							73	98
1 B3902 - VESLMC OVERLAY - 56013								



OUTSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(B3902)
(No Scale)

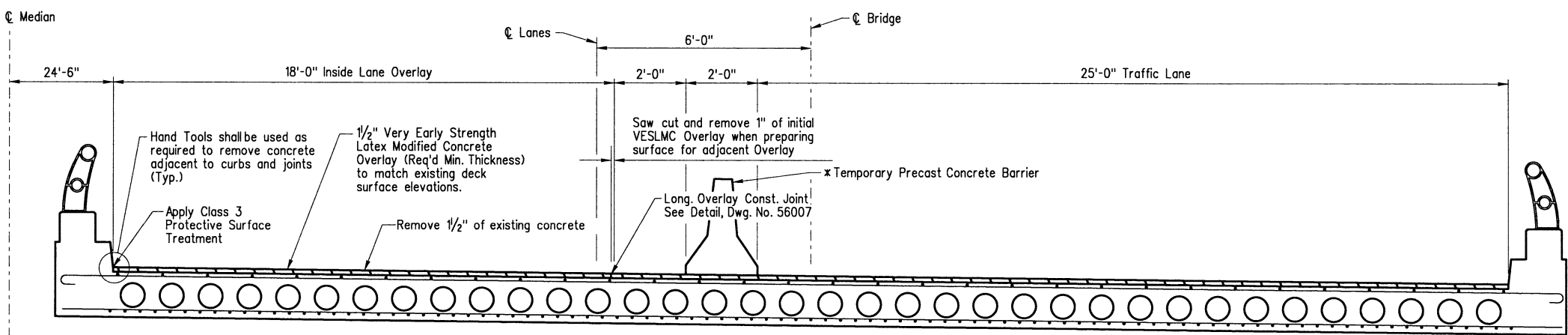
Slab Spans (See existing bridge details, Dwg. No. 56032).



MIDDLE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(B3902)
(No Scale)

Slab Spans (See existing bridge details, Dwg. No. 56032).



INSIDE LANE VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY

(Looking in the direction of traffic)
(B3902)
(No Scale)

Slab Spans (See existing bridge details, Dwg. No. 56032).

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

See Drawing No. 56012 for Joint Rehabilitation Detail.

Note:
The minimum overlay length shall be from joint to joint. Details based on existing bridge drawings.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 2014, with applicable special provisions and Supplemental Specifications. Unless otherwise noted in the plans Section and Subsection refer to the Standard Specifications.

Drawing shows details and dimensions of existing structures based on the original bridge plans. The Contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and fit the new work to the existing structure.

The operation or placement of equipment and/or materials on the subject bridges necessary for the completion of this work shall be evaluated in accordance with Subsection 105.14. Certifications of the adequacy of all components for the anticipated loads shall address the capacity of the existing structure at all phases of this work.

HYDRODEMOLITION: The designated area of the existing bridge deck shall receive hydrodemolition in accordance with the Job Special Provision "Hydrodemolition" to a planned depth of 1/2" below the existing bridge deck surface. Deteriorated concrete below this depth shall be removed up to the limits detailed and at the direction of the Engineer. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0116 "Hydrodemolition."

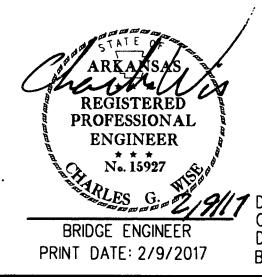
Prior to hydrodemolition, cold milling of any existing asphalt for its full depth and the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with existing reinforcing steel.

VERY EARLY STRENGTH LATEX MODIFIED CONCRETE OVERLAY: The designated area of the existing bridge deck shall receive a Very Early Strength Latex Modified Concrete (VESLMC) Overlay to a planned depth of 1/2" below the existing bridge deck surface, in accordance with the Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB0116 "Very Early Strength Latex Modified Concrete Overlay (1/2" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1/2" below the existing bridge deck surface shall be filled with VESLMC concurrent to the placement of the 1/2" VESLMC Overlay. This area shall be measured and paid in accordance with SP Job BB0116 "Very Early Strength Latex Modified Concrete".

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

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the VESLMC overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with Job Special Provision "Very Early Strength Latex Modified Concrete Overlay". Transverse or longitudinal construction joints separating adjacent overlay placements shall be prepared and sealed in accordance with the joint details on Dwg. No. 56007.

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

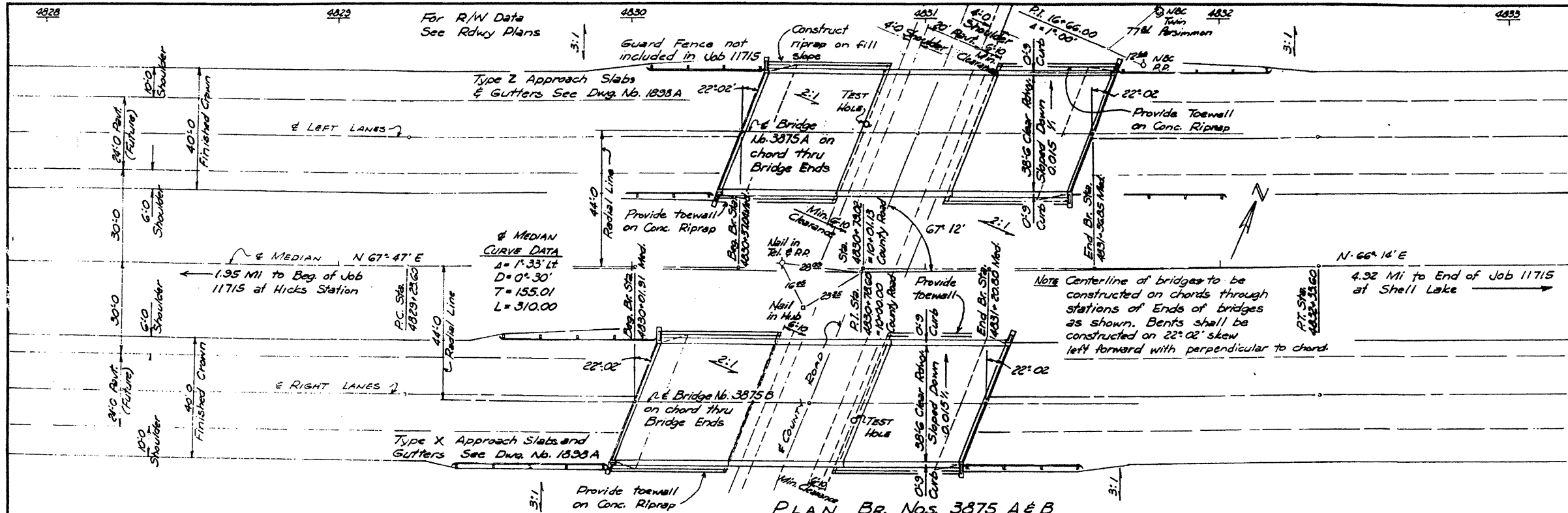


SHEET 7 OF 7
DETAILS OF VERY EARLY STRENGTH
LATEX MODIFIED CONCRETE OVERLAY
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

BRIDGE ENGINEER: LHG
CHECKED BY: CJC
DESIGNED BY: JRS
PRINT DATE: 2/9/2017
DATE: 7/31/12
DATE: 7/16/14
DATE: 5/21/14
SCALE: No Scale
DRAWING NO. 56013
FILENAME: bbb0116xx_vo7.dgn

S:\4721\RM\Job\WLM\2600_AHTD_On-Call\2011\Task Order\B003\BB0116_Paving\700_CADD_Files\709_Structural\Files\Drawings\Bridges_Rehab\REHBB0106L.MC05.dgn 2/9/2017

FED. ROAD No.	STATE	JOB NO. BBO116 74 OF 98
6	ARK.	FOR INFORMATION ONLY
JOB No.		



PLAN BR. NOS. 3875 A & B

GENERAL NOTES

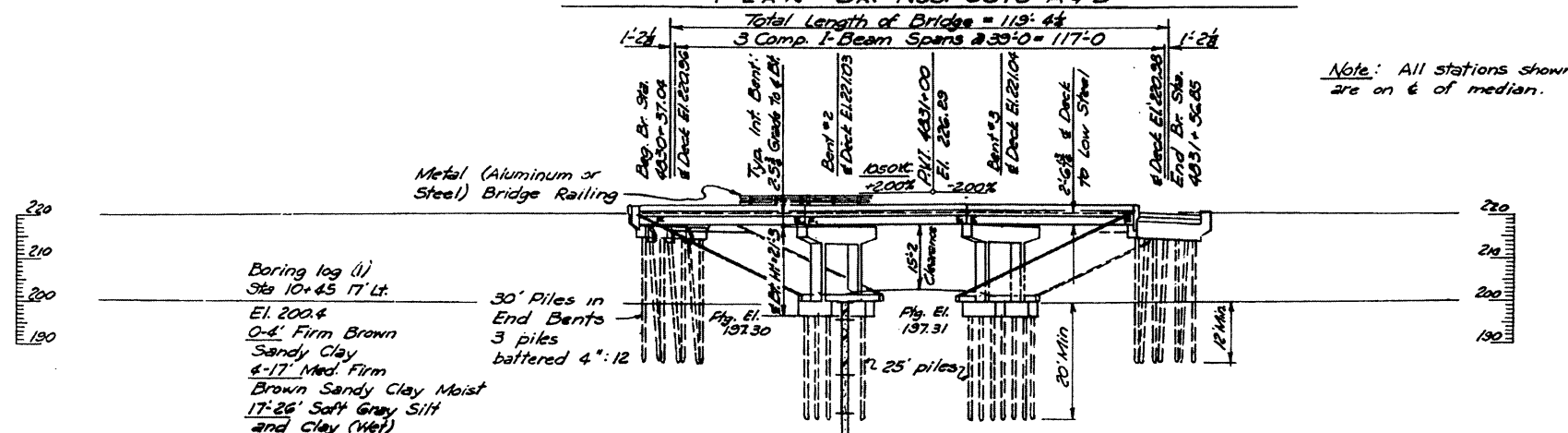
All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.

In general, all construction joints in bents or piers shall be horizontal and shall be provided with keys not less than 1 1/2" high covering the middle third of both dimensions.

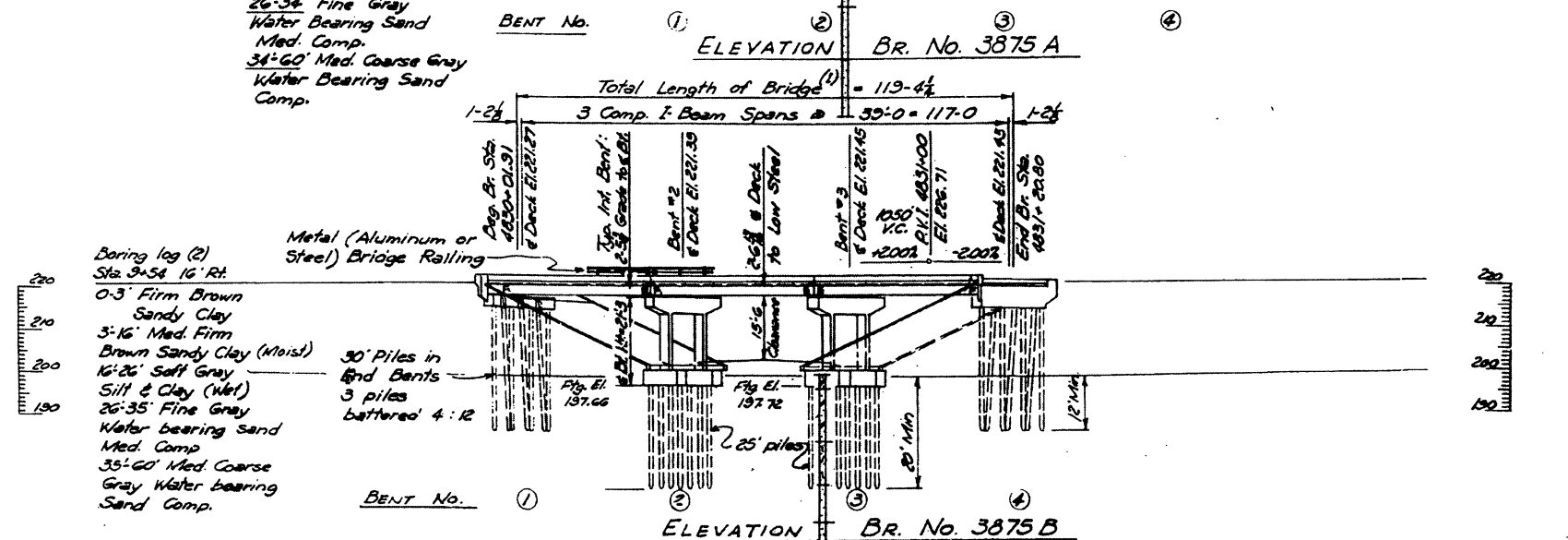
All piling shall be 18" octagonal precast concrete or 18" concrete filled metal shells and shall be driven with an approved air, steam or diesel hammer to a minimum bearing capacity of 28 tons per pile and to a minimum penetration as shown. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 30' test pile in Bent No. 3, Bridge 3875A, and one 30' test pile in Bent No. 2, Bridge 3785B. Piles in end bents to be driven after embankment is in place. Provide roadway drains at low side of roadway approximately 12' from bridge ends.

For Details of End Bents see Dug. No. 12785.
 For Details of Intermediate Bents see Dug. No. 12786.
 For Details of Composite I-Beam Spans see Dug. Nos. 14990A and 15050 Rev., and 12789.
 For Details of Concrete Piles see Dugs. No. 2381A and 2382.

Note: All stations shown are on E of median.



ELEVATION BR. No. 3875 A



ELEVATION BR. No. 3875 B

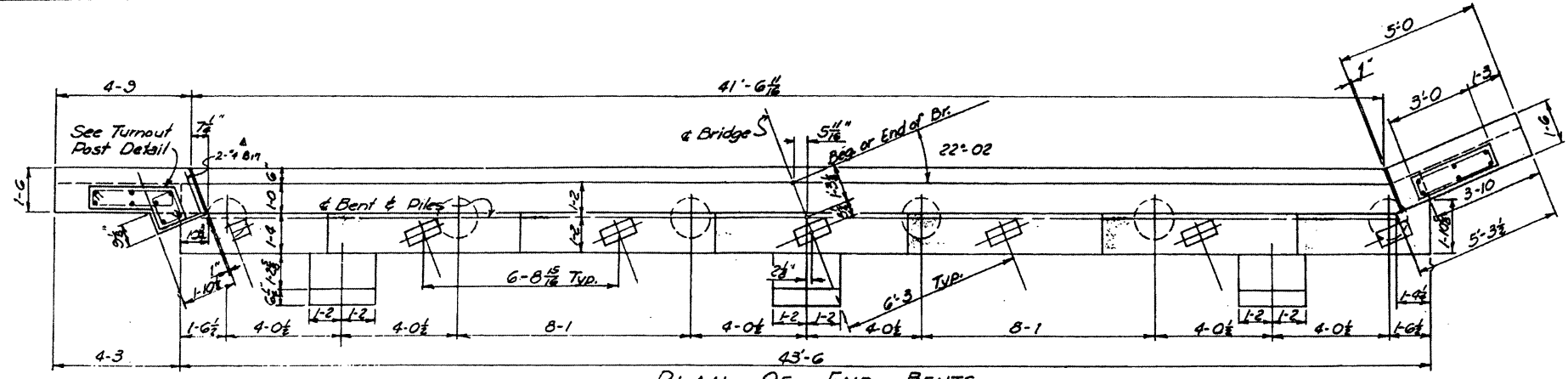
INFORMATION ONLY

LAYOUT OF
 COUNTY ROAD OVERPASS AT 4830
 HICKS STATION ~ SHELL LAKE
 ST. FRANCIS COUNTY
 INT. ROUTE 40 SEC. 5
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: BHS DATE: 3-2-66
 TRACED BY: DATE: SCALE: 1" = 20'
 CHECKED BY: DV DATE: 5-1-66
 BRIDGE NO. 3875 A & B DRAWING NO. 56014

D.M. Nail in Tel. Pole #50" RH.
 Sta. 4+30+60 El. 206.36

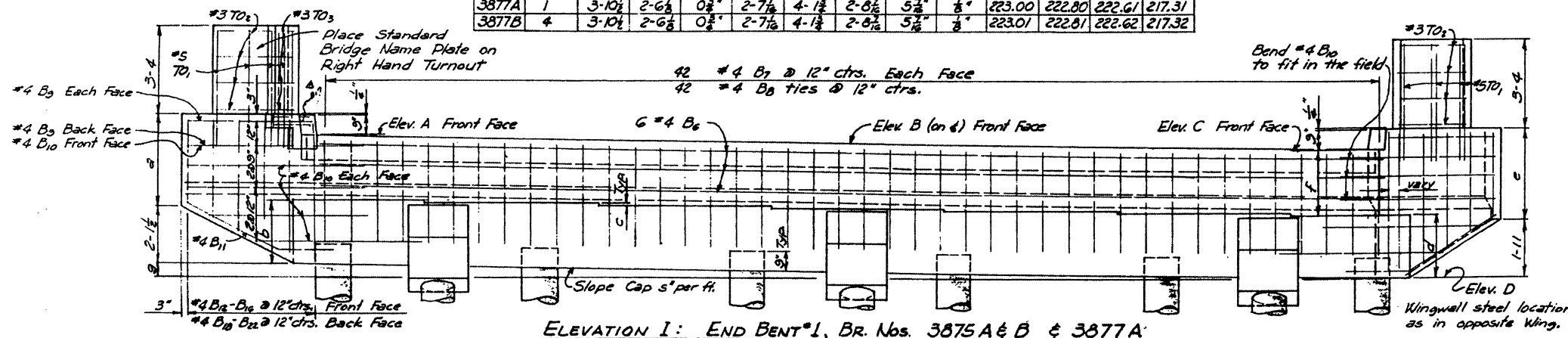
L. P. Carlson
 BRIDGE ENGINEER



PLAN OF END BENTS

TABLE OF VARIABLES FOR ELEVATION I:

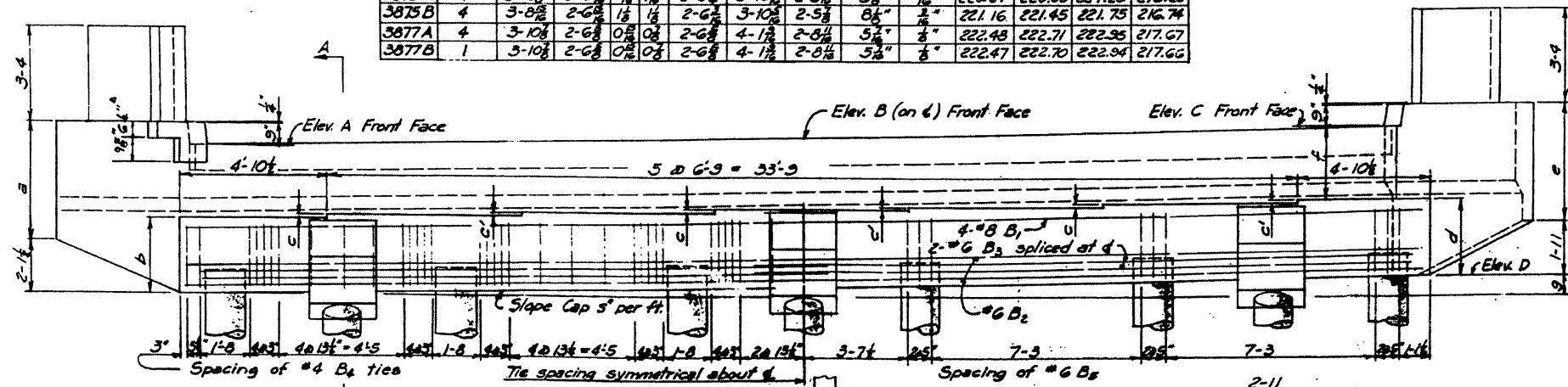
BR. No.	BT. No.	a	b	c	d	e	f	g	s	Elev. A	Elev. B	Elev. C	Elev. D
3875A	1	3-9	2-7 1/2	1 1/2	2-6 1/2	3-10 1/2	2-5 1/2	5 1/2	1/2	221.23	220.96	220.69	215.67
3875B	1	3-8 1/2	2-7 1/2	1	2-6 1/2	3-10 1/2	2-5 1/2	5 1/2	1/2	221.54	221.28	221.02	216.00
3877A	1	3-10 1/2	2-6 1/2	0 1/2	2-7 1/2	4-1 1/2	2-8 1/2	5 1/2	1/2	223.00	222.80	222.61	217.31
3877B	4	3-10 1/2	2-6 1/2	0 1/2	2-7 1/2	4-1 1/2	2-8 1/2	5 1/2	1/2	223.01	222.81	222.62	217.32



ELEVATION I: END BENT #1, BR. NOS. 3875A & B & 3877A. END BENT #4, BR. NO. 3877B. SHOWING TYPICAL BACKWALL REINFORCING

TABLE OF VARIABLES FOR ELEVATION II

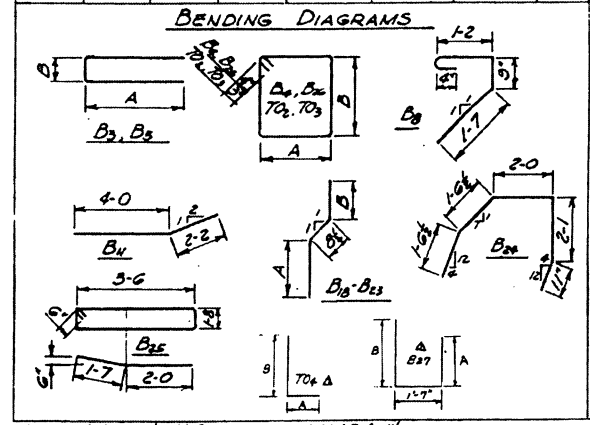
BR. No.	BT. No.	a	b	c	c'	d	e	f	g	s	Elev. A	Elev. B	Elev. C	Elev. D
3875A	4	3-0 1/2	2-6 1/2	1 1/2	1 1/2	2-6 1/2	3-10 1/2	2-5 1/2	8 1/2	1/2	220.67	220.96	221.28	216.28
3875B	4	3-0 1/2	2-6 1/2	1 1/2	1 1/2	2-6 1/2	3-10 1/2	2-5 1/2	8 1/2	1/2	221.16	221.45	221.75	216.74
3877A	4	3-10 1/2	2-6 1/2	0 1/2	0 1/2	2-6 1/2	4-1 1/2	2-8 1/2	5 1/2	1/2	222.48	222.71	222.95	217.67
3877B	1	3-10 1/2	2-6 1/2	0 1/2	0 1/2	2-6 1/2	4-1 1/2	2-8 1/2	5 1/2	1/2	222.47	222.70	222.94	217.66



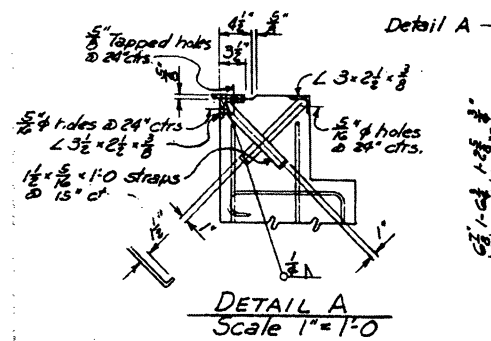
ELEVATION II: TYP. CAP STEEL. END BENT #1, BR. NO. 3877B. END BENT #4, BR. NOS. 3875A & B & 3877A

BAR LIST FOR ONE BENT

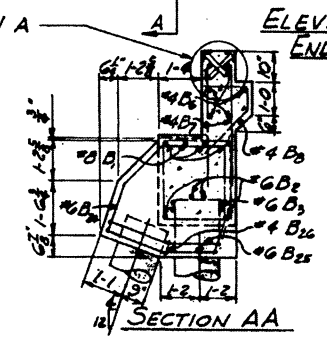
MARK	SIZE	NO. OF BARS	LENGTH	A	B	PIN DIA.
B ₁	#8	4	43-2			Str.
B ₂	#6	4	43-2			Str.
B ₃	#6	4	46-0	22-3	1-7	2 1/2"
B ₄	#4	69	69	8-9	1-1 1/2	2-1 1/2"
B ₅	#6	18	18	6-1	2-1 1/2	2 1/2"
B ₆	#4	6	6	41-6		Str.
B ₇	#4	84	84	4-0		Str.
B ₈	#4	84	84	4-3		Str.
B ₉	#4	42	42	4-0		1 1/2"
B ₁₀	#4	6	6	4-5		Str.
B ₁₁	#4	18	18	6-10		Str.
B ₁₂ -B ₁₆	#4	(2ea)		3-4 to 5-4 (varies by G)		Str.
B ₁₇ -B ₁₈	#4	(2ea)	10	3-6 to 5-6 (varies by G)		Str.
B ₁₉ -B ₂₂	#4	(2ea)	10	3-6 to 5-6 (varies by G)	0-5 to 2-5 (varies by G)	2-4"
B ₂₃ -B ₂₄	#4	(2ea)	10	3-6 to 5-6 (varies by G)	0-9 to 2-9 (varies by G)	2-4"
B ₂₅	#6	6	6	8-0		2 1/2"
B ₂₆	#6	6	6	11-4		2 1/2"
B ₂₇	#4	3	3	4-11	0-5	1-3"
B ₂₈	#4	4	4	6-2		1 1/2"
B ₂₉	#5	12	12	5-3		Str.
T ₁₀₁	#3	8	8	6-3	2-8	0-6"
T ₁₀₂	#3	4	4	3-9	0-9	0-11"
T ₁₀₃	#5	2	2	4-2	0-9	3-5"
B ₃₁	#4	2	2	5-0	1-5	2-1"



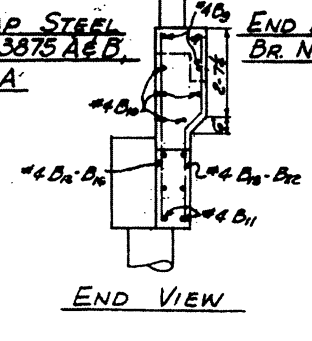
BENDING DIAGRAMS



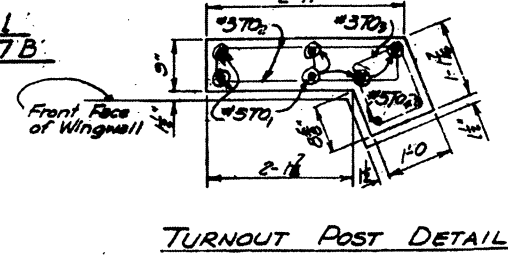
DETAIL A Scale 1"=1'-0"



SECTION AA



END VIEW



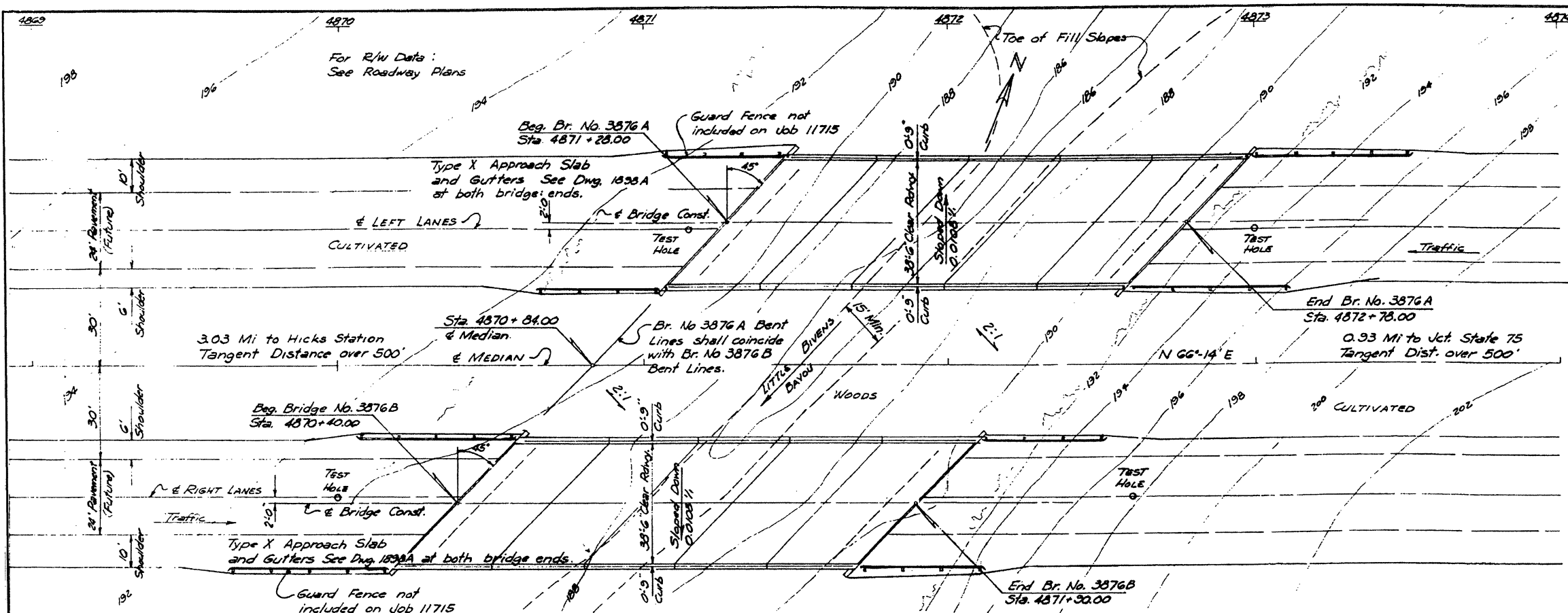
TURNOUT POST DETAIL

NOTES:
 All concrete to be class S. All exposed corners to be chamfered 1/2" unless otherwise noted.
 Reinforcing steel shall be deformed bars of intermediate or hard grade.
 For additional general notes see Layout Dwg. Nos. 12784 & 12795
 For details of superstructure see Dwg. Nos. 14990 A, 15050 Rev. & 12789

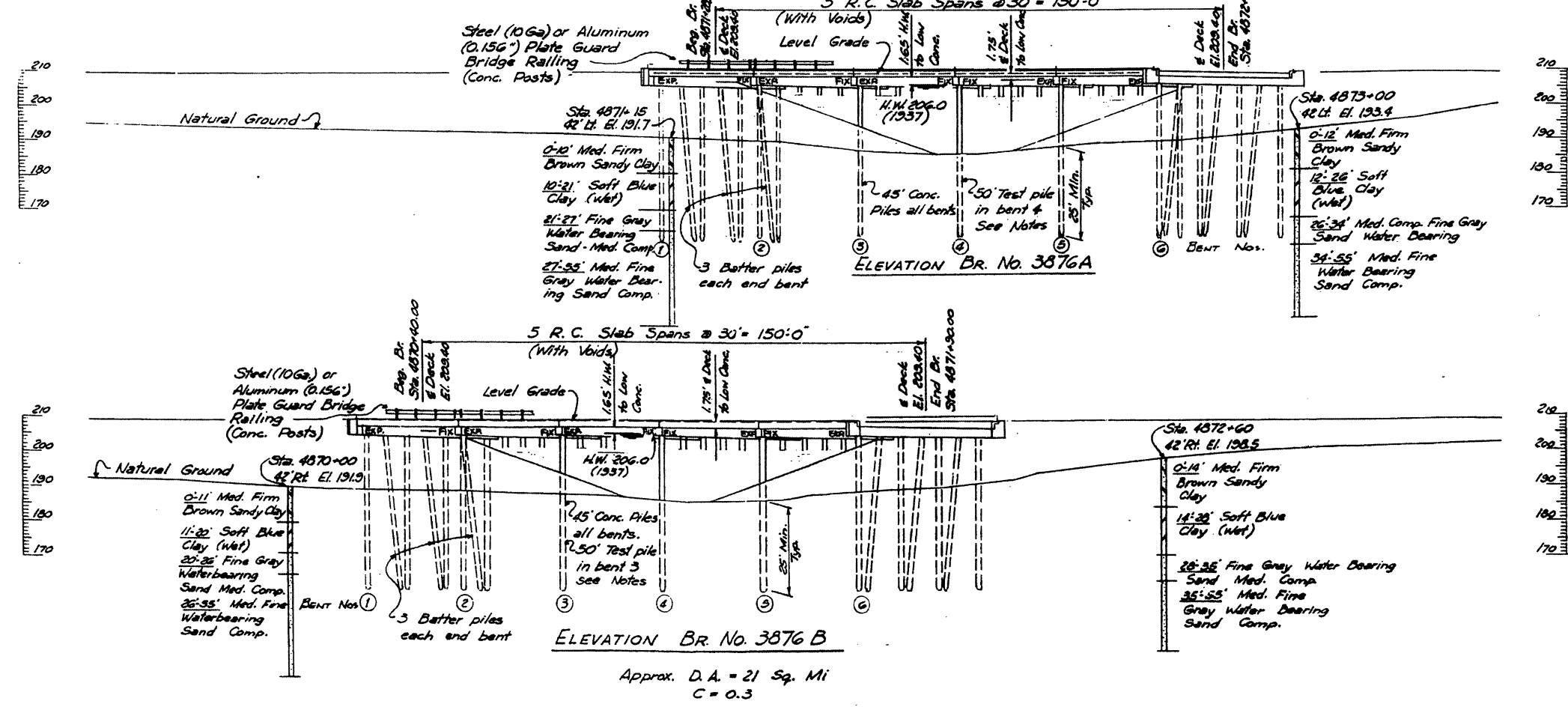
DETAILS OF
 END BENT NOS. 1 & 4
 FOR 22°-02' LT. FWD. SKEW, 38'-6" RDWY.
 HICKS STATION - SHELL LAKE
 ST. FRANCIS COUNTY
 INT. ROUTE 40 SEC. 5
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: *PHS* DATE: 5-1-66
 CHECKED BY: *DV* DATE: 7-21-66
 BRIDGE NO. 3875A & B & 3877A & B
 DRAWING NO. 56015

L.P. Carlson
 BRIDGE ENGINEER

FED. ROAD No.	STATE	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.	JOB NO. BB0116 77 OF 98		
JOB No.		FOR INFORMATION ONLY		



PLAN BR. NOS. 3876 A & B



Has Parapet Rail

INFORMATION ONLY

GENERAL NOTES

All concrete shall be poured in the dry. Exposed corners shall be chamfered 3/4" unless otherwise noted.

All piling shall be 18" Octagonal Precast Concrete and shall be driven with an approved air, steam or diesel hammer to a minimum bearing capacity of 38 tons per pile, and to minimum penetration shown. Lengths of piling shown are assumed for estimating quantities only. Actual lengths are to be determined in the field. Drive one 50' test pile in Bent 4 of Bridge 3876A and one 50' test pile in Bent 3 of Bridge 3876B.

Piles in End Bents shall be driven after embankment is in place.

For Details of Concrete Piling see Dwg. No. 2382.

For Details of Pile Bents see Dwg. No. 12791.

For Details of R.C. Slab Spans see Dwg. No. 5431D Rev.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, and designated Special Provisions.

DESIGN SPECIFICATIONS: AASHTO 1981

Live Loading - HS20 and Special Interstate Loading of two 24,000 axles 4'0" on centers.

Unit Stresses - Class 3 Concrete (f_c=10) 1,200 psi
Reinforcing Steel 20,000 psi

LAYOUT OF
BRIDGE OVER LITTLE BIVENS BAYOU
HICKS STATION ~ SHELL LAKE
ST. FRANCIS COUNTY
INT. ROUTE 40 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BNS DATE: 2-12-64
TRACED BY: JEM DATE: 5-22-64
CHECKED BY: JEM DATE: 5-22-64
SCALE: 1" = 20'

B.M. Nail in Tel. Pole
330' Rt. Sta. 4882+30 El. 205.60

L.P. Carlson
BRIDGE ENGINEER

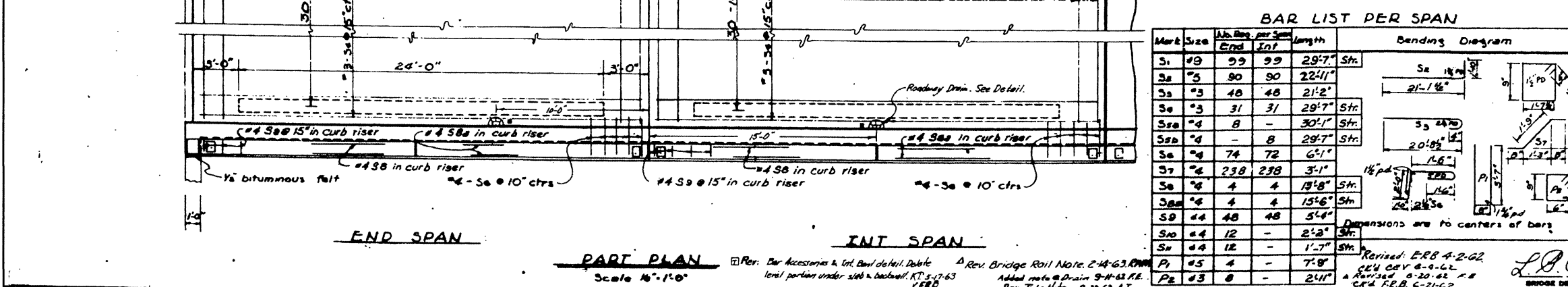
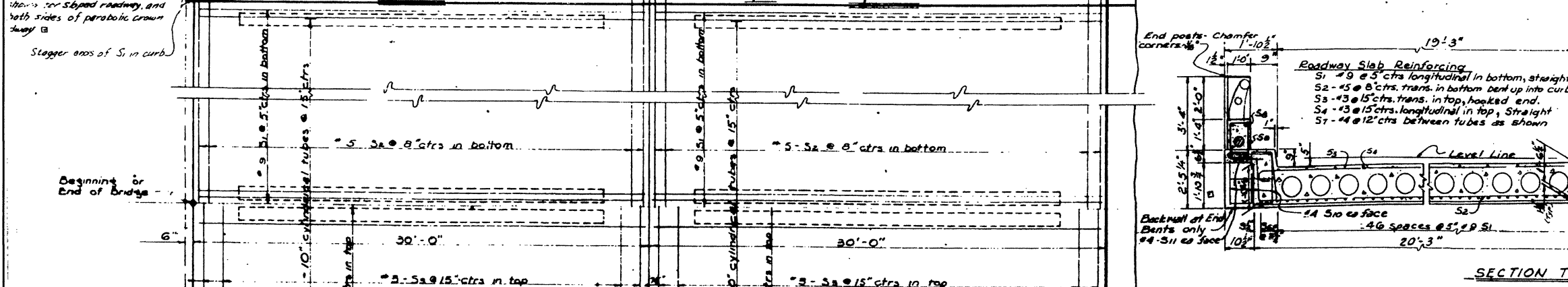
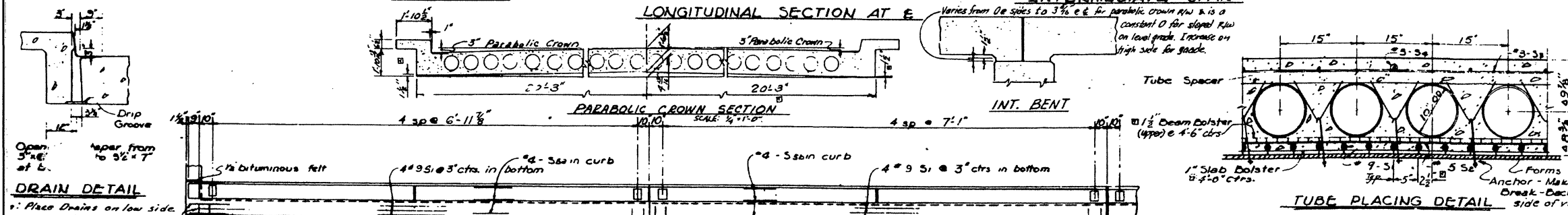
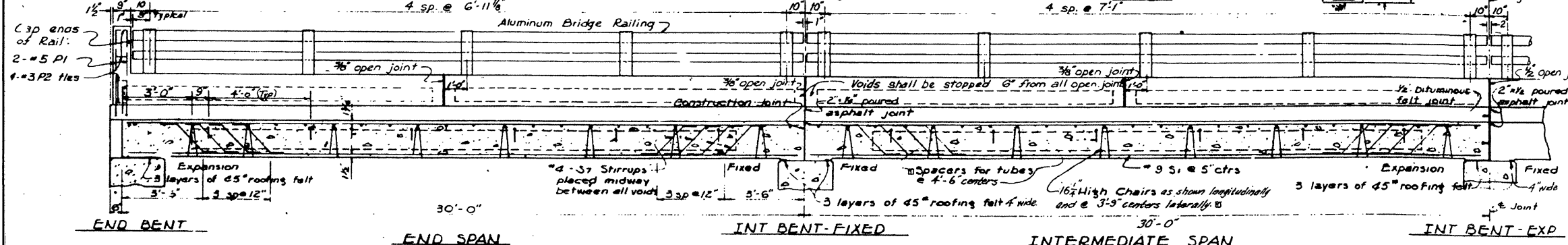
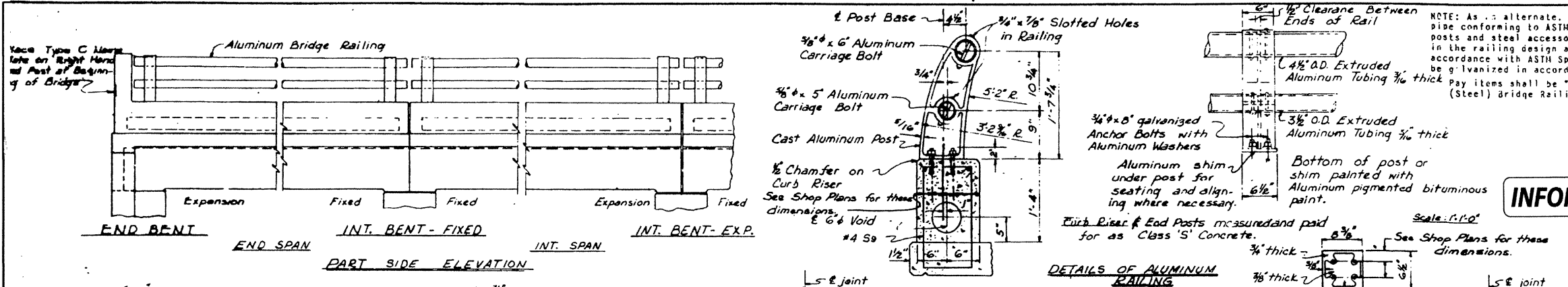
BRIDGE NO. 3876 A & B DRAWING NO. 56017

299.33

DESIGN SPECIFICATIONS "AASHTO 1961"
 Design Live Loading: H-20-S16 and Special Interstate Loading of two 24,000 axle loads 4' on centers
 Load distribution to slab: Dead Load - 182 #/ft², Live Load - 0.174 wheels/ft width with 50% Impac., 1200 #/ft², 20,000 #/ft²
 Unit Stresses: Class 5 Concrete (n=10), Reinforcing Steel

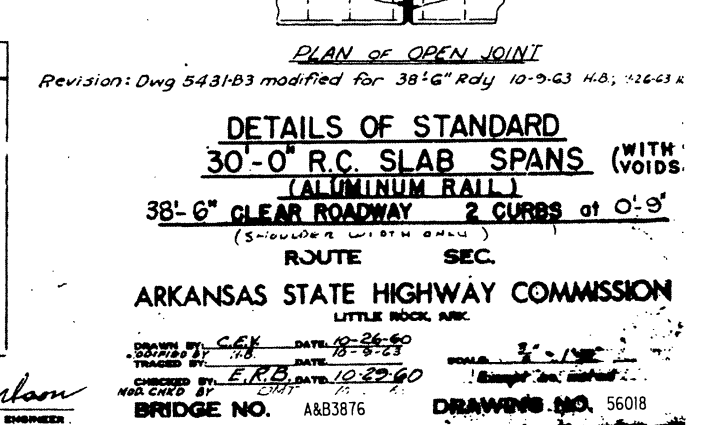
INFORMATION ONLY

GENERAL NOTES
 All concrete to be Class 5. All exposed corners to be chamfered 1/4" unless otherwise noted.
 Reinforcing steel to be deformed bars of intermediate grade or hard grade. Shop lists and bending diagrams must be submitted and approval secured before fabrication is begun.
 All cylindrical tubes used to form voids shall be moisture protected, laminated type construction, minimum thickness 0.225" for 10" tubes and 0.175" for 6" tubes and shall be furnished complete with end closures.
 All reinforcing steel and fiber tubes shall be accurately located in the forms and firmly held in place by means of steel wire supports and spacers of sufficient size and number to prevent displacement during the course of construction, but in no case of lesser design than that shown.
 Wire supports for reinforcing bars will not be paid for directly but will be considered subsidiary to the item of Reinforcing Steel.
 Tubes for forming voids and wire supports and spacers for tubes will not be paid for directly but will be considered subsidiary to the item of Class 5 Concrete.
 Shop lists and diagrams of wire supports and spacers for tubes shall be submitted for approval before fabrication is begun.
 Roofing felt, bituminous felt and poured asphalt joints shall be measured and paid for as Class 5 Concrete.
 The Aluminum Bridge Railing, including posts and fasteners, shall be paid for at the unit price bid per linear foot for "Metal (Aluminum) Bridge Railing".
 A rail connection utilizing set screw is an acceptable alternate and may be supplied at the Contractor's option.
 Outside surfaces of flanges of cast aluminum posts shall be given a No. 220 grit belt finish after which all exposed surfaces of posts shall receive one coat of clear lacquer.
 Shop drawings showing details of railing shall be submitted and approval secured before fabrication is begun.
 SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

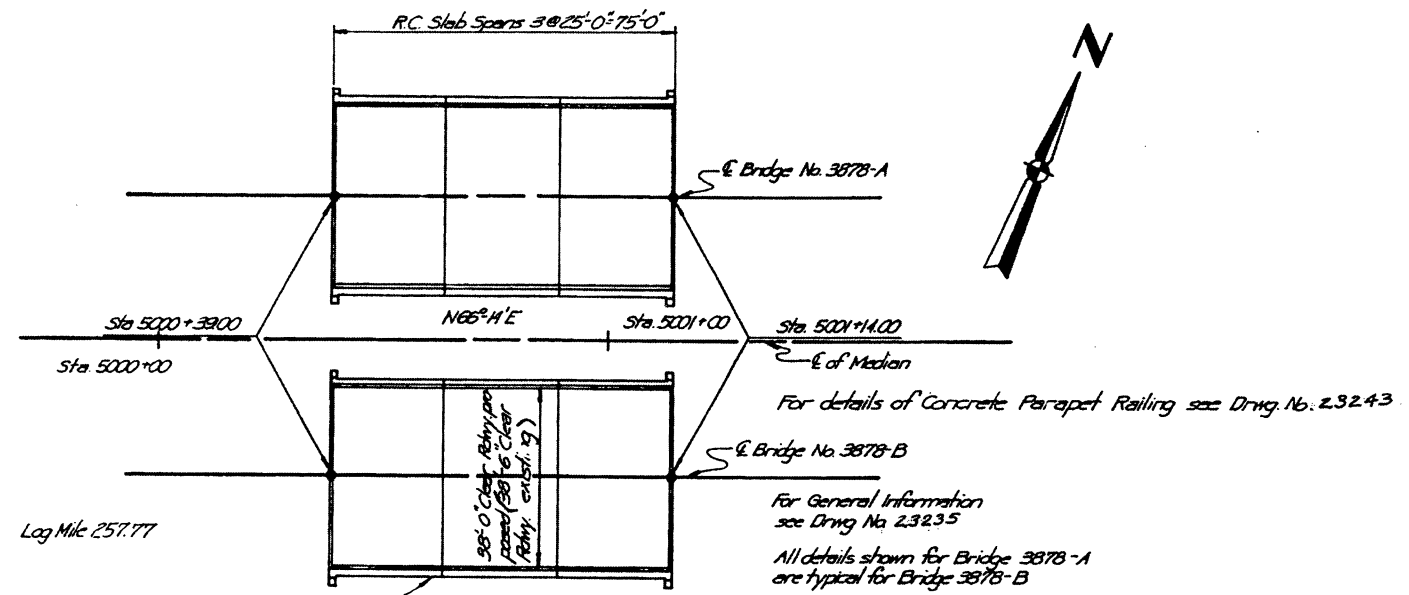


BAR LIST PER SPAN

Mark	Size	Qty. per Span	Length	Bending Diagram
S1	#9	99	29'-7"	S1
S2	#5	90	22'-11"	
S3	#3	48	21'-2"	S3
S4	#3	31	29'-7"	
S5a	#4	8	30'-1"	S5a
S5b	#4	8	29'-7"	
S6	#4	74	6'-1"	S6
S7	#4	238	3'-1"	
S8	#4	4	13'-8"	S8
S9a	#4	4	15'-6"	
S9b	#4	48	5'-4"	S9b
S10	#4	12	2'-2"	
S11	#4	12	1'-7"	S11
P1	#5	4	7'-8"	
P2	#3	8	2'-11"	P2



DATE	DATE	DATE	DATE	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	JOB NO. BB0116 79 OF 98		
						FOR INFORMATION ONLY		



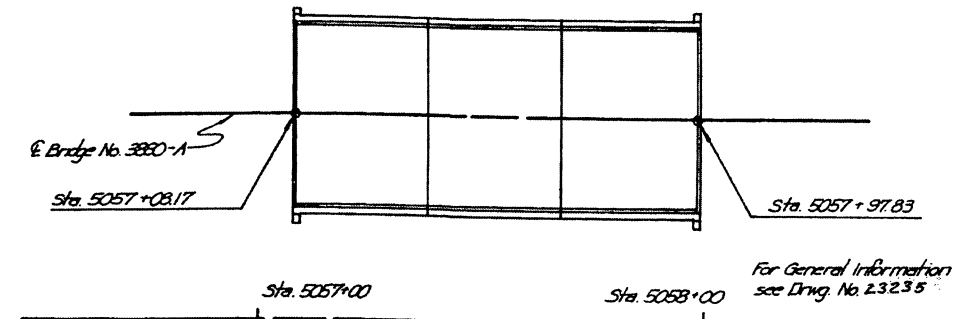
ALLEN BAYOU
BRIDGES 3878A & B
Scale 1"=20'-0"

Plate Guard Rail (existing) to be replaced by a 1'-3" Concrete Parapet (proposed)

For details of Concrete Parapet Railing see Drwg. No. 23243

For General Information see Drwg. No. 23235

All details shown for Bridge 3878-A are typical for Bridge 3878-B



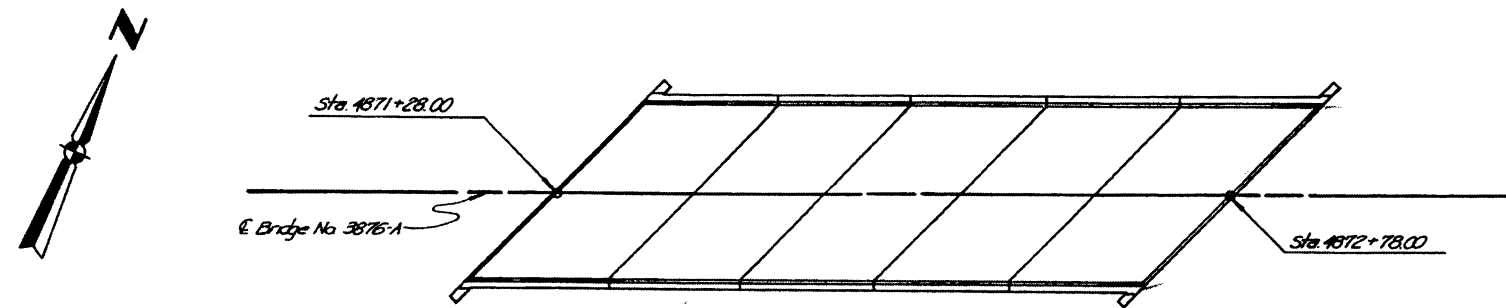
CANAL STA. 5057+53
BRIDGES 3880A & B
Scale 1"=20'-0"

For General Information see Drwg. No. 23235

All details shown for Bridge 3880-B are typical for Bridge 3880-A

Plate Guard Rail (existing) to be replaced by a 1'-3" Concrete Parapet (proposed)

For details of Concrete Parapet Railing see Drwg. No. 23243



LITTLE BIVENS BAYOU
BRIDGES 3876A & B
Scale 1"=20'-0"

All details shown for Bridge No. 3876-B are typical for Bridge No. 3876-A
For General Information see Drwg. No. 23235

Plate Guard Railing (existing) to be replaced by a 1'-3" Concrete Parapet (proposed)

For details of Concrete Parapet Railing see Drwg. No. 23242

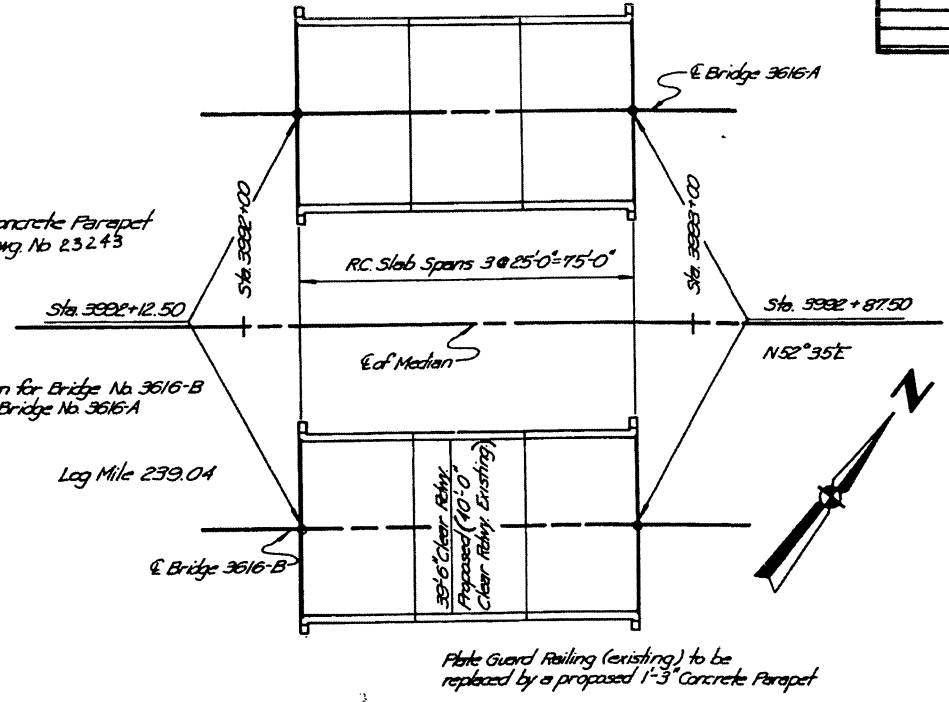
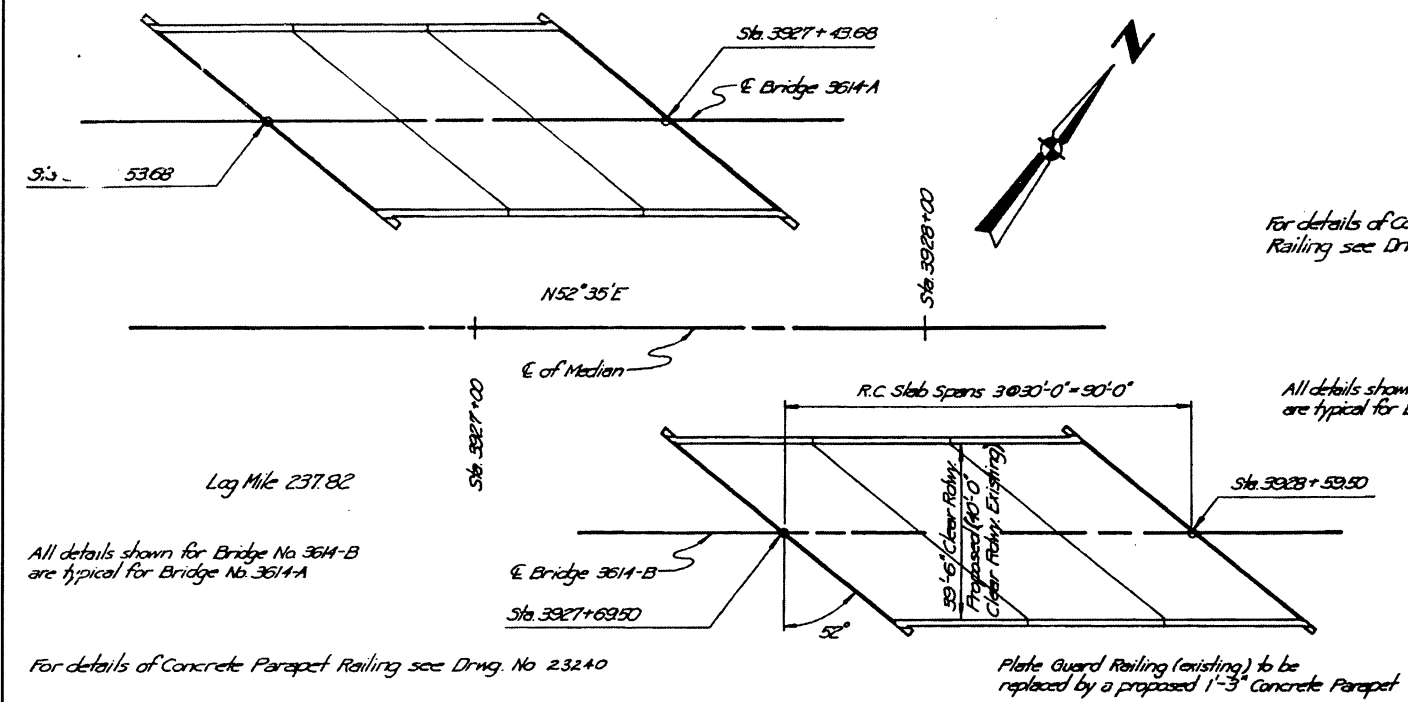
INFORMATION ONLY

SECTION B
LAYOUT OF BRIDGES OVER
LITTLE BIVENS BAYOU
ALLEN BAYOU
CANAL STA. 5057+53
PALESTINE - WEST MEMPHIS (SAFETY)
(SELECTED SECTIONS)
ST. FRANCIS COUNTY
ROUTE 40 SEC. 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Vernon Pinkerton
BRIDGE ENGINEER

DRAWN BY: W.M.D. DATE: 7-17-79
CHECKED BY: A.R.V. DATE: 9-21-79
DESIGNED BY: D.V. DATE: Sept. 79
SCALE: 1" = 20'-0"
BRIDGE NO. 3876 A & B 3880 A & B 3878 A & B 3880 A & B
DRAWING NO. 56019

DIST.	ROUTE	NAME	TYPE	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	PROJECT NO.	TOTAL SHEETS
	6	ARK.						
							JOB NO. B80116 80 OF 98	
							FOR INFORMATION ONLY	



GENERAL NOTES

ALL CONCRETE SHALL BE POURED IN THE DRY. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

THE WORK CONTEMPLATED CONSISTS OF REPLACEMENT OF CURB AND RAILING OF THE EXISTING BRIDGES ON BOTH SIDES OF THE ROADWAY. FOR REQUIREMENTS IN CONDUCTING THE WORK, SEE JOB SPECIAL PROVISION "REMODELING EXISTING BRIDGE STRUCTURES AND MAINTENANCE OF TRAFFIC."

ALL DIMENSIONS RELATING TO EXISTING BRIDGE ARE TO BE VERIFIED IN THE FIELD AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING WORK TO EXISTING STRUCTURE.

PLANS OF THE EXISTING STRUCTURE WILL BE MADE AVAILABLE TO THE CONTRACTOR UPON REQUEST.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1978, AND APPLICABLE SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1977 WITH INTERIM SPECIFICATIONS.

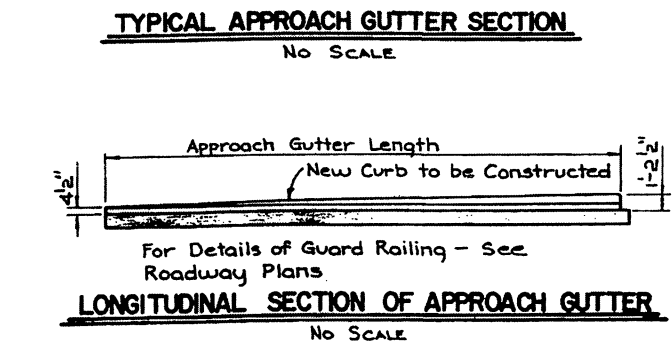
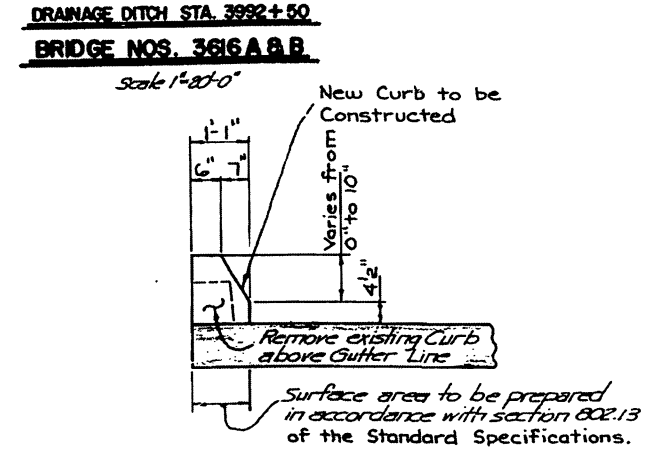
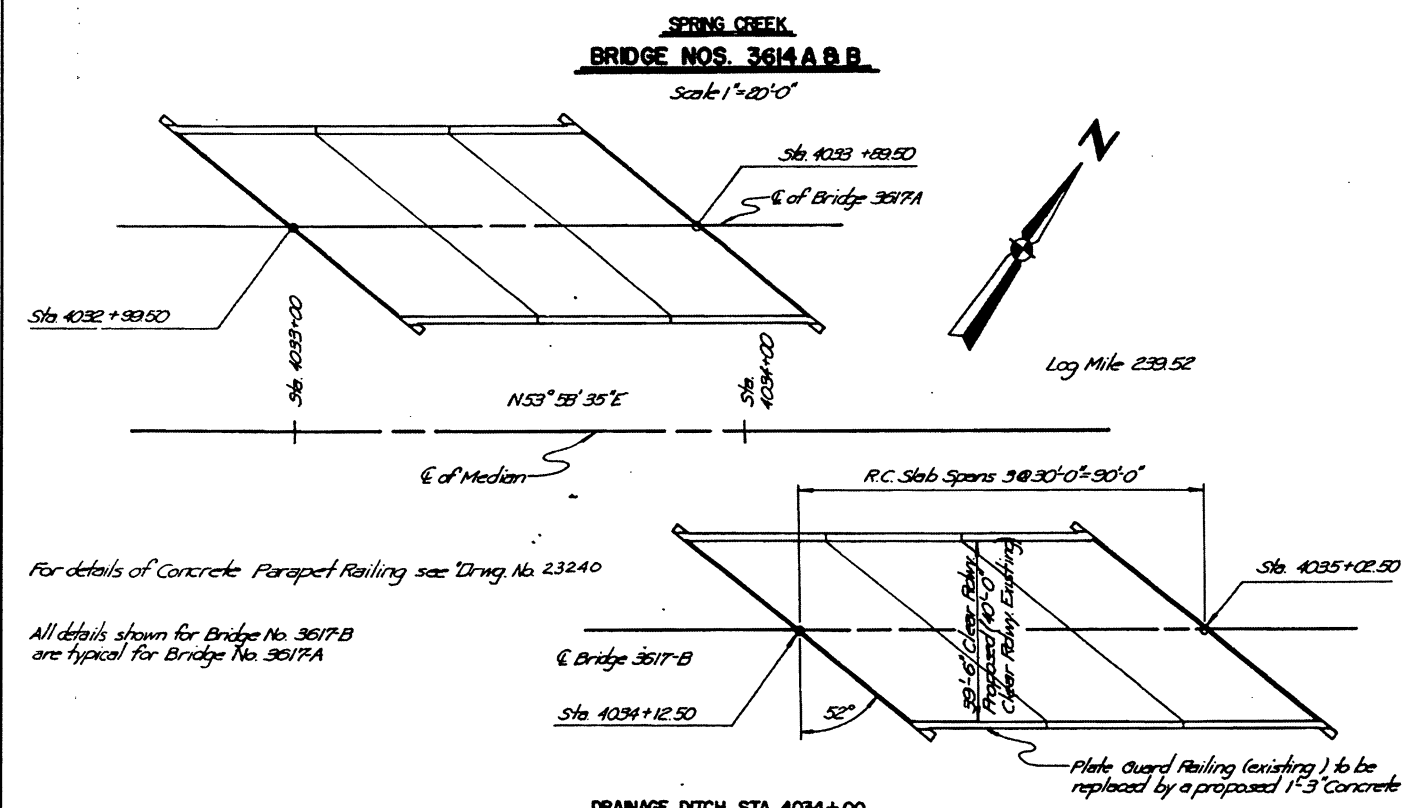
LIVE LOADING: RAIL LOAD AS PER ASSHTO

UNIT STRESSES: f_c = COMPRESSIVE STRENGTH OF CLASS 5(AE) CONCRETE 3500 PSI. f_y = YIELD STRENGTH OF REINFORCING STEEL = 60,000 PSI.

METHOD OF DESIGN: LOAD FACTOR

REMOVE CURB PORTION OF APPROACH GUTTERS AND REPLACE AS SHOWN IN THIS DRAWING FOR BRIDGE NOS. 3614 A & B, 3616 A & B, 3617 A & B, 3876 A & B, 3878 A & B, 3880 A & B, 3845 A & B, 3846 A & B, 3848 A & B AND 3849 A & B.

FOR GUARD RAIL DETAILS, SEE ROADWAY PLANS.



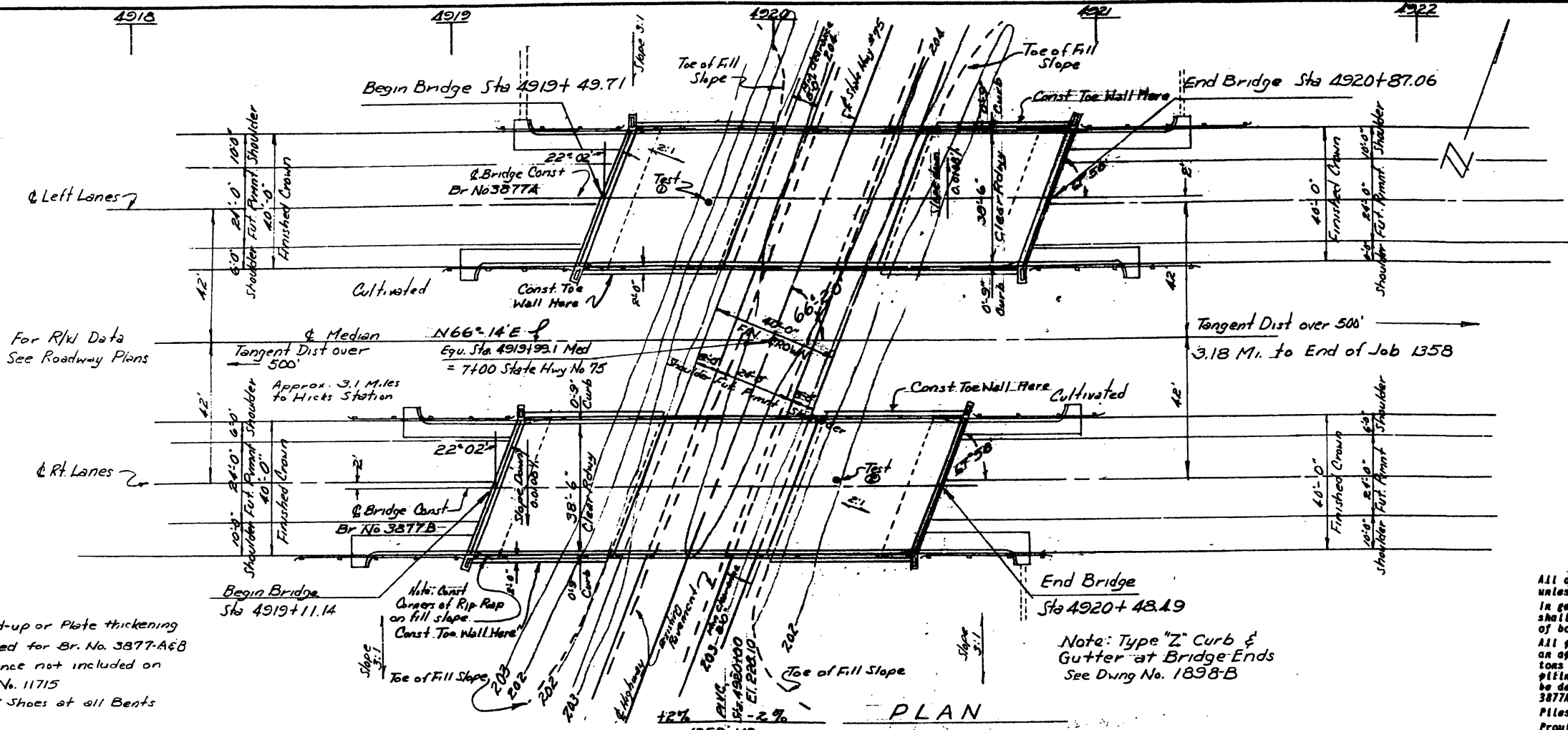
INFORMATION ONLY

SECTION A
LAYOUT OF BRIDGES OVER
SPRING CREEK
DRAINAGE DITCH STA. 3992+50
DRAINAGE DITCH STA. 4034+00
PALESTINE - WEST MEMPHIS (SAFETY)
(SELECTED SECTIONS)
ST. FRANCIS COUNTY
ROUTE 40 SEC. 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: W.M.D. DATE: 6-27-79
CHECKED BY: A.B.J. DATE: 7-21-79
DESIGNED BY: D.V. DATE: Sept. 79
SCALE: 1" = 20'-0"
BRIDGE NO. A&B3876, A&B3878, A&B3880
DRAWING NO. 56020

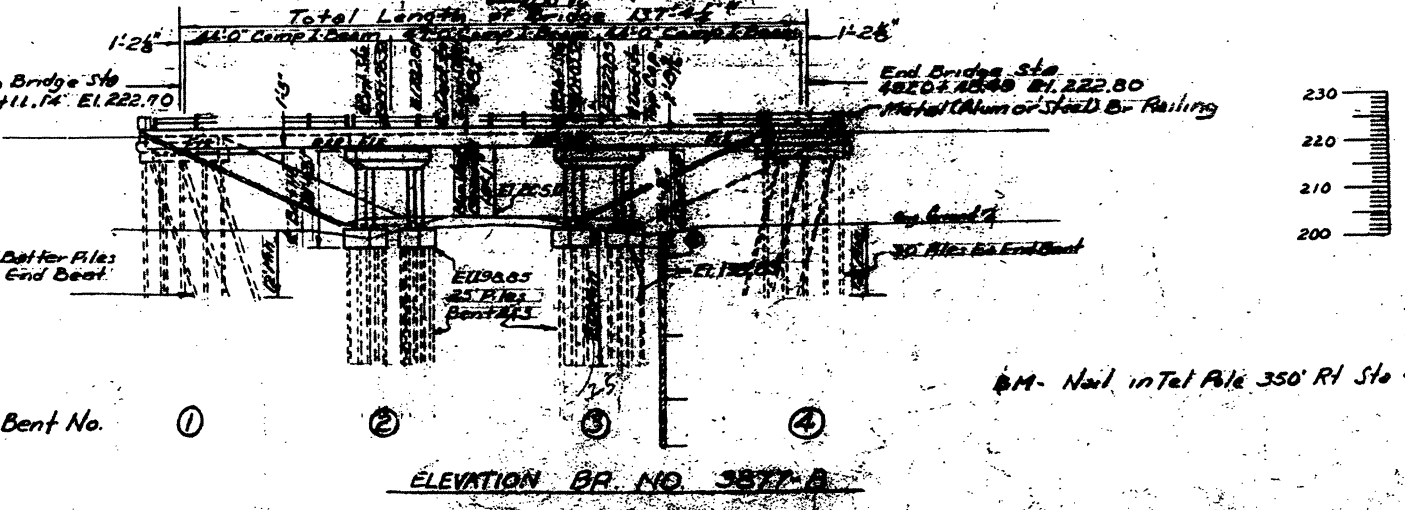
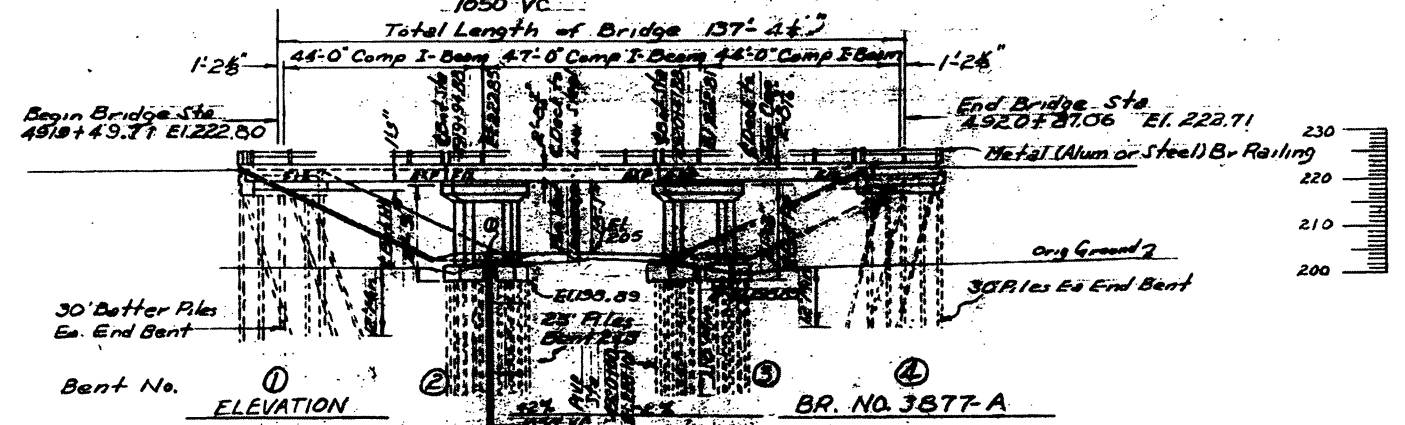
Neal Pinkerton
BRIDGE ENGINEER

FED. ROAD No.	STATE	FED. AID PROJECT No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.	2-42-1031-25A			
JOB No. 11715 FOR INFORMATION ONLY					JOB NO. BB0116 81 OF 98



Note:
No Build-up or Plate thickening required for Br. No. 3877-A&B
Guard Fence not included on Job No. 11715
Type "A" Shoes at all Bents

- Soiling Logs
- D Elev. Top - 203.3
- 0-8 Firm Brown Sandy Clay
 - 8-23 Fine Brown Sand - Firm - Dry
 - 23-35 Med. Coarse Gray Sand - Comp. - Wet
 - 35-45 Med. Coarse Gray Water Bearing Sand - Comp.
- Elev. Top - 203.0
- 0-8 Firm Brown Sandy Clay
 - 8-22 Fine Brown Sand - Firm - Dry
 - 22-35 Med. Coarse Gray Sand - Comp. - Wet
 - 35-45 Med. Coarse Gray Water Bearing Sand - Comp.



GENERAL NOTES

All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.

In general, all construction joints in bents or piers shall be horizontal and shall be provided with keys not less than 1 1/2" high covering the middle third of both dimensions.

All piling shall be 16" octagonal precast concrete and shall be driven with an approved air, steam or diesel hammer to a minimum bearing capacity of 30 tons per pile, and to a minimum penetration as shown on plan. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 30" test pile in Bent No. 2, Bridge 3877A, and one 30" test pile in Bent No. 3, Bridge 3877B.

Piles in End Bents to be driven after embankment is in place.

Provide roadway drains at low side of roadway approximately 12' from bridge ends.

For Details of End Bents see Dwg. No. 12785.

For Details of Intermediate Bents see Dwg. No. 12786.

For Details of Composite I-Beam Spans see Dwg. Nos. 15050 and 14890A.

For Details of Concrete Piling see Dwg. No. 2382.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, and designated Special Provisions.

DESIGN SPECIFICATIONS: AASHTO 1961

Live Loading:	HS20 and Special Interstate Loading of two 24,000 lb axes spaced 4'0" on centers.
Unit Stresses:	Class A Concrete (n=15) 840 psi
	Class 3 Concrete (n=10) 1,200 psi
	Reinforcing Steel 20,000 psi
	Structural Steel (A 36) 20,000 psi

INFORMATION ONLY

LAYOUT OF
STATE HIGHWAY No. 75
INTERCHANGE
HICKS STA-SHELL LAKE
ST. FRANCIS COUNTY

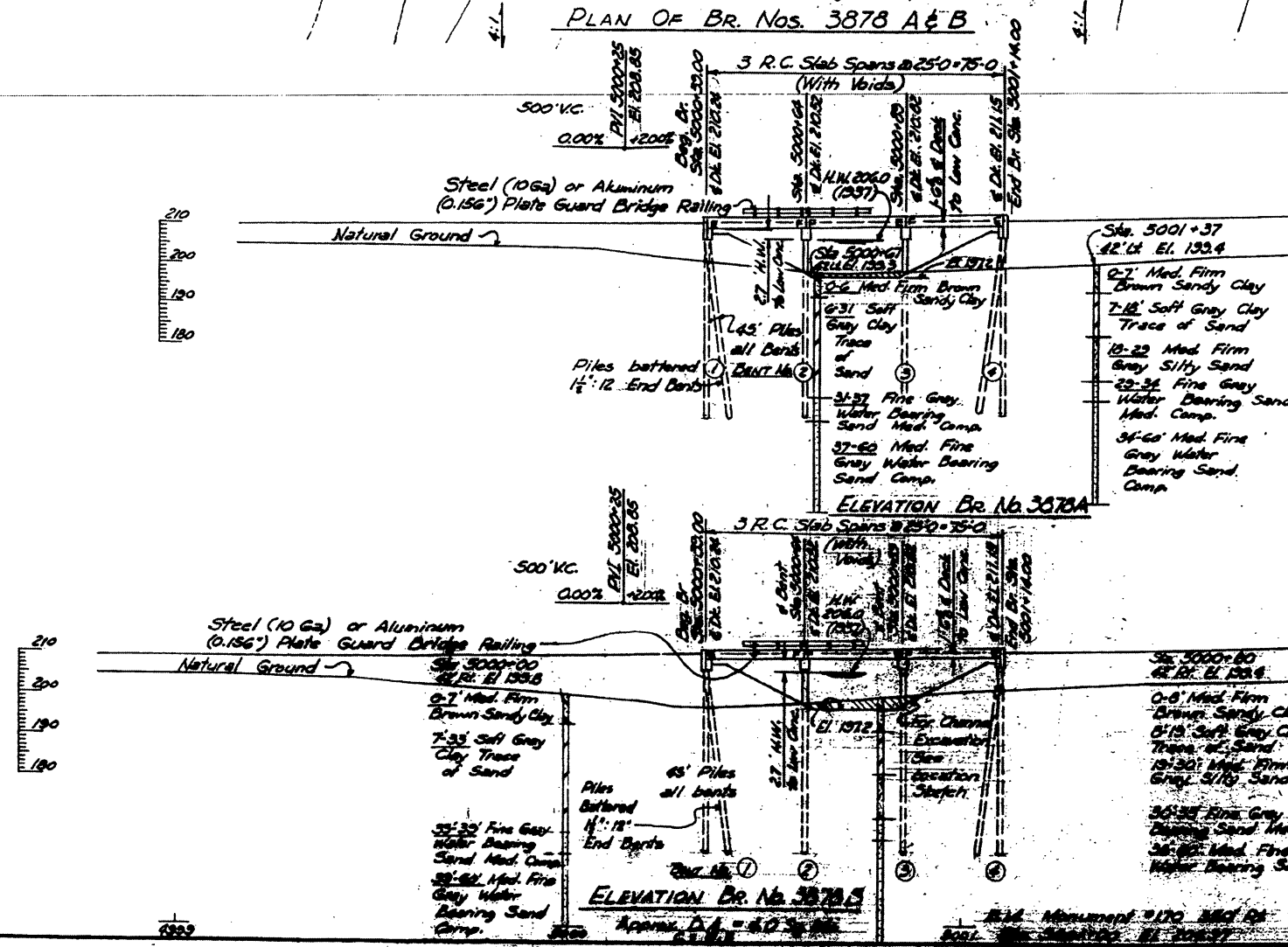
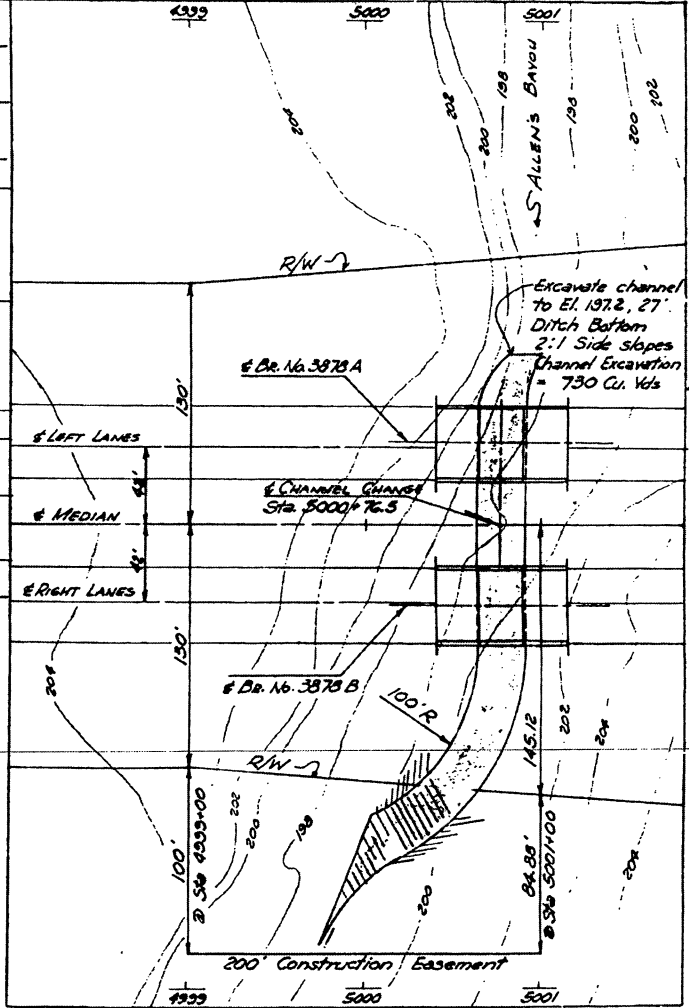
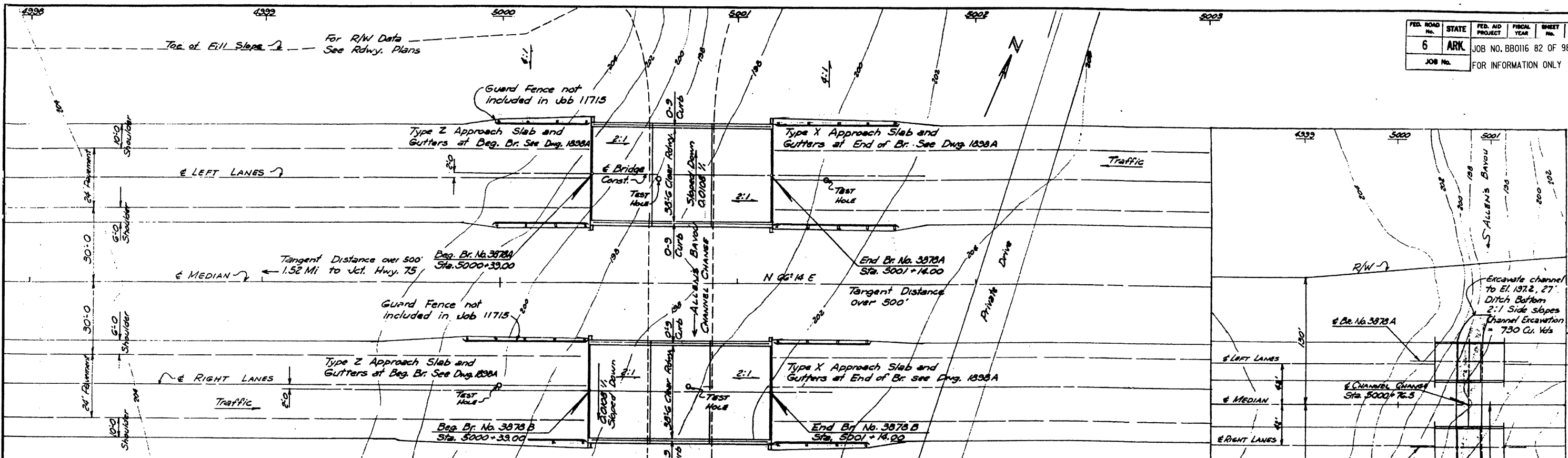
INT ROUTE 40 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

BM - Nail in Tel. Pole 350' Rt Sta 4911+90 El. 203.59

DRAWN BY: J.L. DATE: 2-21-66
CHECKED BY: D.V. DATE: 7-20-66
SCALE: 1"=20'
BRIDGE NO. 3877-A&B DRAWING 56021

L.P. Cleason
ENGINEER

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.				
JOB No.	JOB NO. BB0116 82 OF 98 FOR INFORMATION ONLY				



GENERAL NOTES

All concrete shall be poured in the dry. Exposed corners shall be chamfered 3/4" unless otherwise noted.

All piling shall be 18" octagonal precast concrete and shall be driven with an approved air, steam or diesel hammer to a minimum bearing capacity of 30 tons per pile, and to a minimum penetration of 25' below the ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths are to be determined in the field. Drive one 60' test pile in Bent 3 of Bridge 3878A and one 50' test pile in Bent 2 of Bridge 3878B.

Piles in End Bents shall be driven after abutment is in place.

For Details of Concrete Piling see Dwg. No. 2382.
For Details of Pile Bents see Dwg. No. 5434A Rev.
For Details of R.C. Slab Spans see Dwg. No. 5436.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1969, and designated Special Provisions.

DESIGN SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1969, and designated Special Provisions.

Live Loading: HS20 and Special Interstate Loading of 8 26,000 axles 4'0" on centers

Unit Stresses: Class 3 Concrete (f_c=10) 1,200 psi
Reinforcing Steel 20,000 psi

Has Parapet Rail

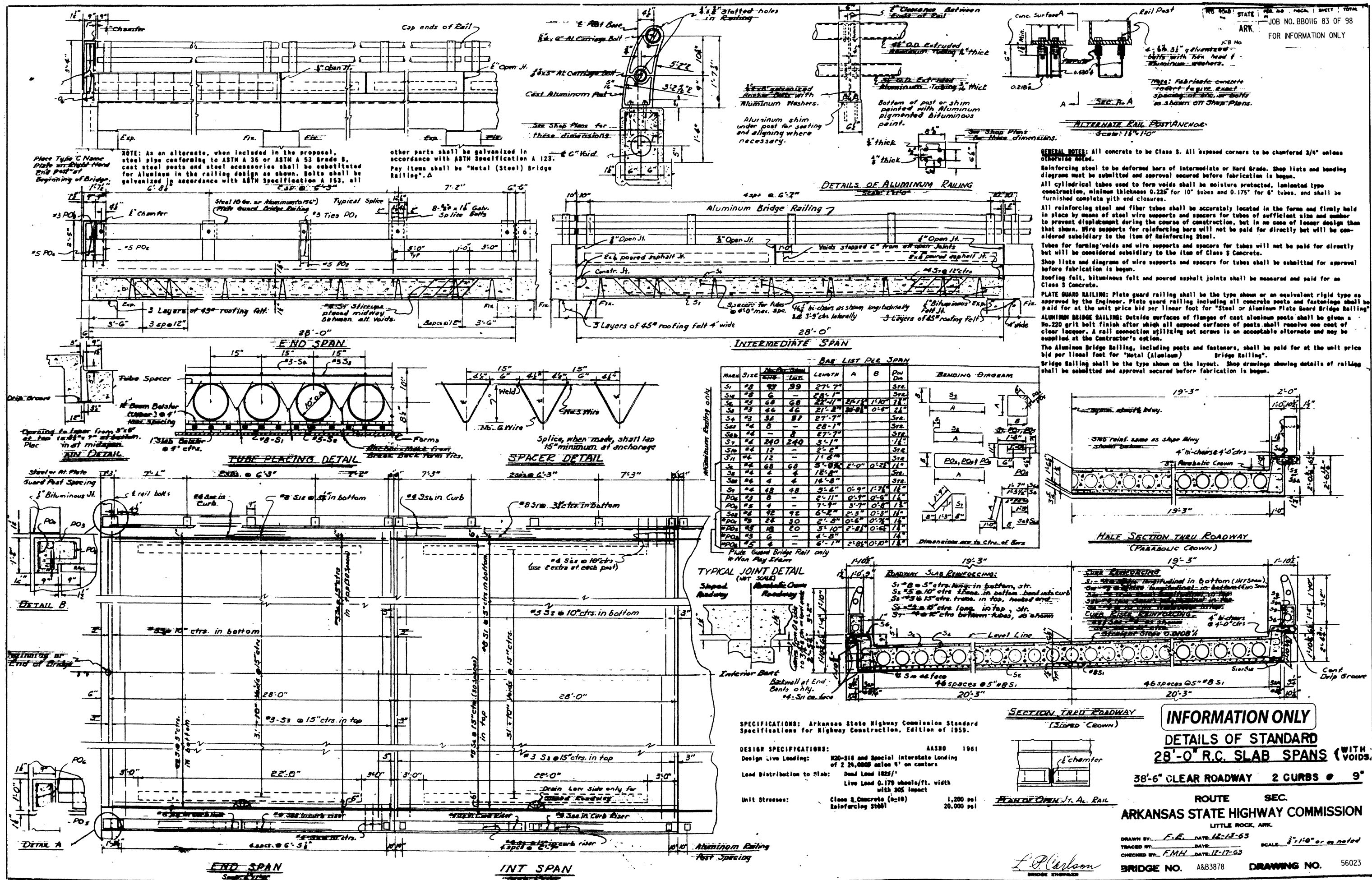
INFORMATION ONLY

LAYOUT OF
BRIDGE OVER ALLEN'S BAYOU
HICKS STATION ~ SHELL LAKE
ST. FRANCIS COUNTY
INT ROUTE 40 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JTB DATE: 2-20-68
TRACED BY: DATE: SCALE: 1" = 20'
CHECKED BY: MHT DATE: 4-2-68

J.P. Carlson
BRIDGE ENGINEER

BRIDGE NO. 3878 A & B DRAWING NO. 56022



SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

DESIGN SPECIFICATIONS: AASHTO 1961
 Design Live Loading: 120-S16 and Special Interstate Loading of 2 25,000 lb on centers
 Load Distribution to Slab: Dead Load 1825/l' Live Load 0.179 wheels/ft. with 205 impact

Unit Stresses: Class 3 Concrete (bc10) 1,200 psi
 Reinforcing Steel 20,000 psi

INFORMATION ONLY
DETAILS OF STANDARD
28'-0" R.C. SLAB SPANS (VOIDS)
38'-6" CLEAR ROADWAY 2 CURBS @ 9"

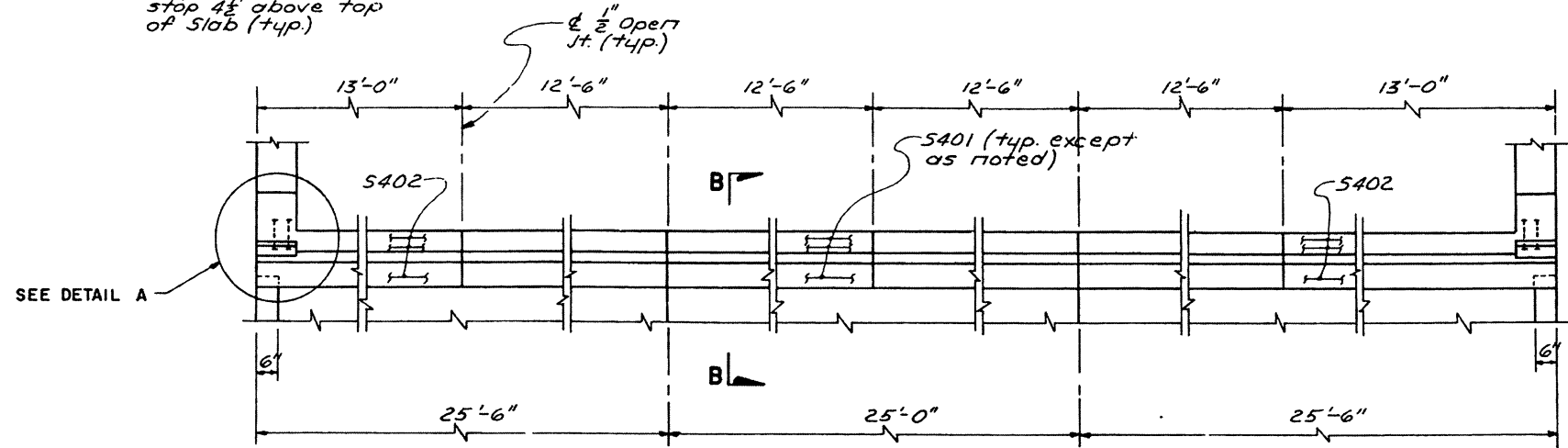
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: F.E. DATE: 12-13-63
 TRACED BY: F.M.H. DATE: 12-17-63
 CHECKED BY: F.M.H. DATE: 12-17-63
 BRIDGE NO. A&B3878 DRAWING NO. 56023

L.P. Carlson
 BRIDGE ENGINEER

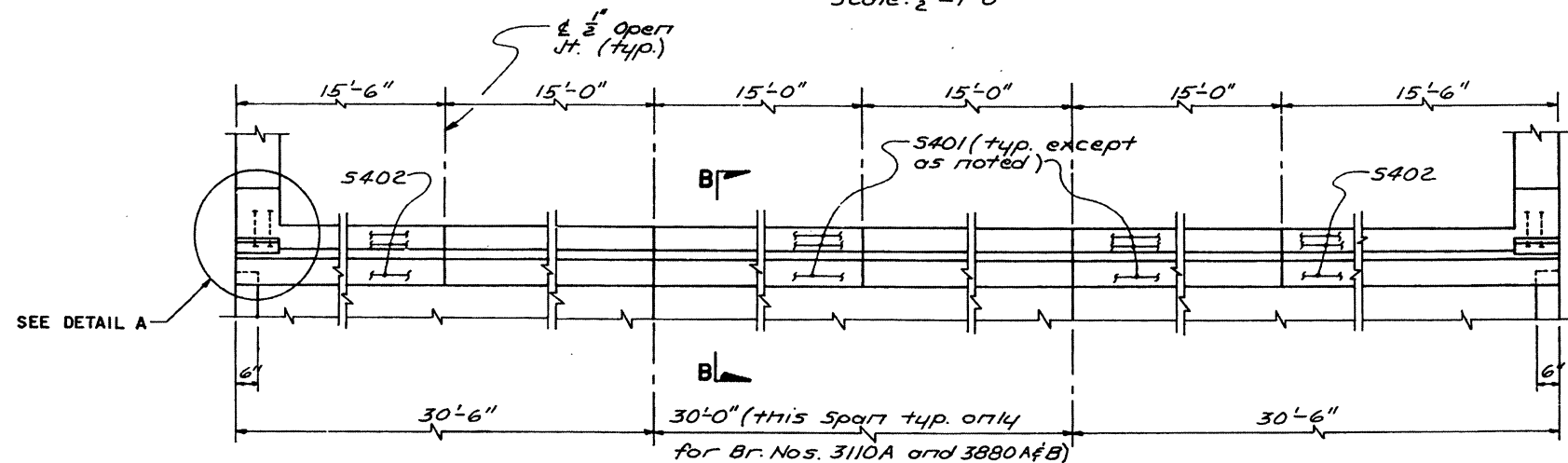
DATE REVISED	BY	DATE REVISED	BY	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.	JOB NO. BBO116 84 OF 98		
								JOB NO. FOR INFORMATION ONLY

Note:
 1/2" Open Joint shall stop 4 1/2" above top of Slab (typ.)



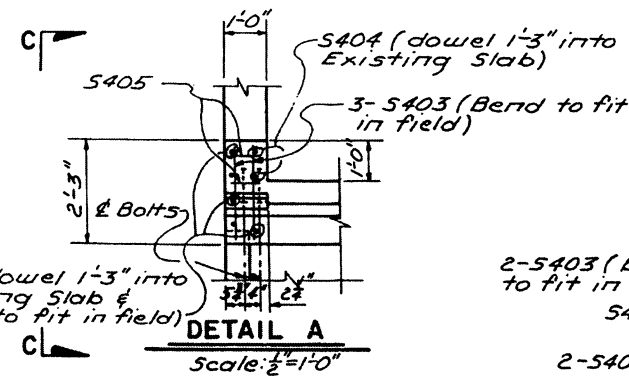
PLAN - CONCRETE PARAPET RAILING
 (TYP. FOR BR. NOS. 3616 A & B, 3845 A & B,
 3846 A & B, 3848 A & B, 3849 A & B AND 3878 A & B)

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

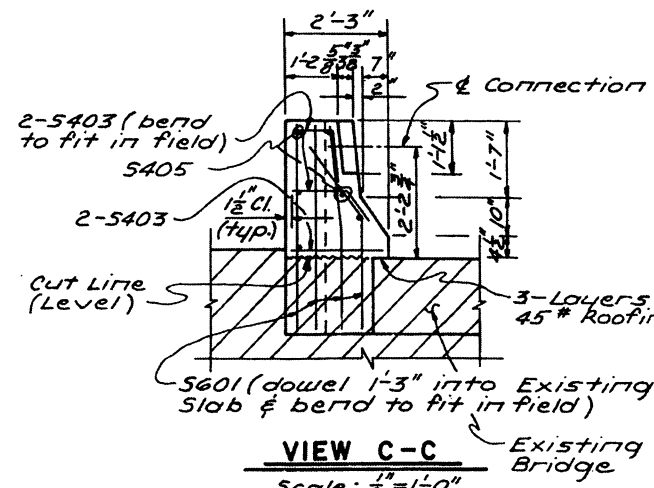


PLAN - CONCRETE PARAPET RAILING
 (TYP. FOR BR. NOS. 3106 A & B, 3107 A & B,
 3110 A AND 3880 A & B)

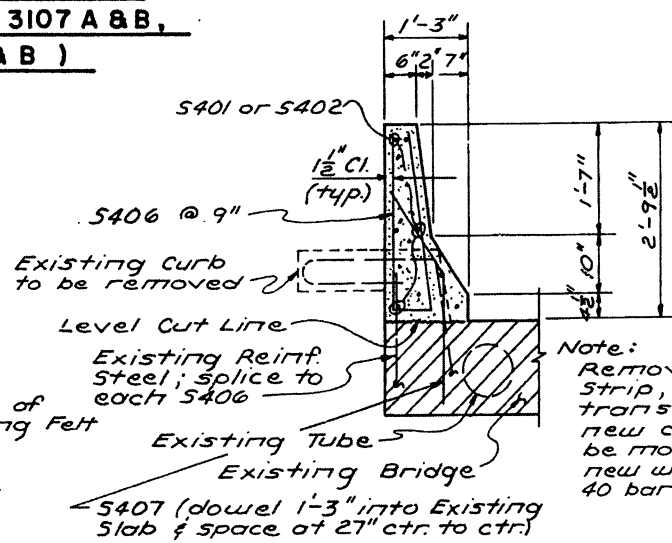
Scale: 1/2" = 1'-0"



Note:
 Bolts for Turnout Post shall be 3/4" x 8" A325 Galvanized Bolts with 1 1/4" threaded (not pay Item subsidiary to other Items) See dwg. GR-BA for Guard Rail Conn. details.



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



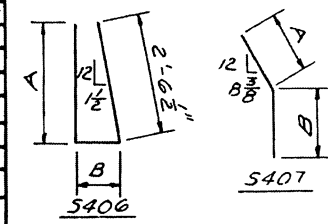
SECTION B-B
 Scale: 3/4" = 1'-0"

Note:
 For General Notes and Drain detail see dwg. no. 23240.

Note:
 Remove existing concrete to Cut Line. Strip, clean, retain & bend existing transverse reinforcing steel into new construction Bars which would be more than 40 bar diameters into new work may be cut after providing 40 bar diameters embedment.

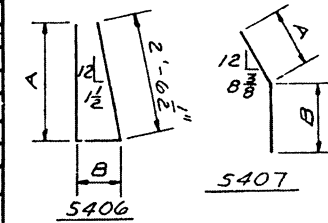
BAR LIST PER BRIDGE
 (TYP. FOR BR. NOS. 3616 A & B, 3845 A & B,
 3846 A & B, 3848 A & B, 3849 A & B OR 3878 A & B)

MK.	No. Req'd	Length	A	B	Pit Dia.	Bending Diagrams
5401	48	12'-2"			5/8"	Dimensions are out to out of Bars.
5402	24	12'-8"			5/8"	
5403	24	2'-0"			5/8"	
5404	8	3'-11"			5/8"	
5405	24	9"			5/8"	
5406	204	5'-6"	2'-6 1/2"	6 3/4"	2"	
5407	72	3'-5"	1'-6"	1'-11"	2"	
5601	20	3'-11"			5/8"	



BAR LIST PER BRIDGE
 (TYP. FOR BR. NOS. 3106 A & B, 3107 A & B,
 3110 A OR 3880 A & B)

MK.	No. Req'd	Length	A	B	Pit Dia.	Bending Diagrams
5401	48	14'-8"			5/8"	Dimensions are out to out of Bars.
5402	24	15'-2"			5/8"	
5403	24	2'-0"			5/8"	
5404	8	3'-11"			5/8"	
5405	24	9"			5/8"	
5406	248	5'-6"	2'-6 1/2"	6 3/4"	2"	
5407	84	3'-5"	1'-6"	1'-11"	2"	
5601	20	3'-11"			5/8"	



INFORMATION ONLY

DETAILS OF
 CONCRETE PARAPET RAILING
 PALESTINE WEST MEMPHIS (SAFETY)
 SELECTED SECTIONS
 ST. FRANCIS & CRITTENDEN CO.
 ROUTE 40 SEC. 51 & 52
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

BR. NO. A&B3878, A&B3880 DWG. NO. 56024

SCALE: as noted

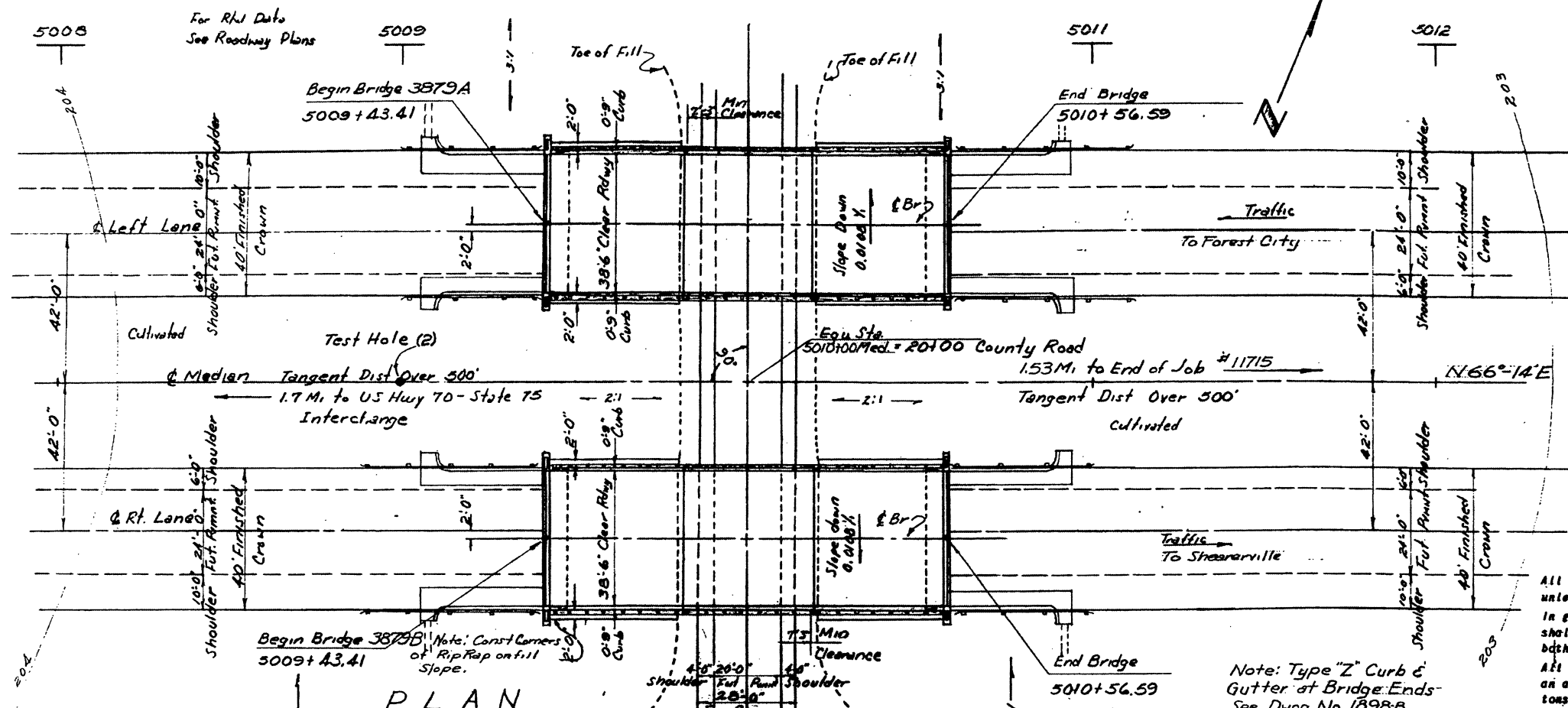
DATE: 9-7-79

DESIGNED BY: J.P.S. DATE: 7-19-79

CHECKED BY: DV DATE: 8-9-79

BRIDGE ENGINEER

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.	JOB NO. BB0116 85 OF 98			
JOB No.					FOR INFORMATION ONLY



PLAN

Note
Guard Fence not included in Job No. 11715
No Buildup or Plate thickening Required for Br. No 3879A or B
Type Shoes at all Bents
All are Regular Spans

GENERAL NOTES

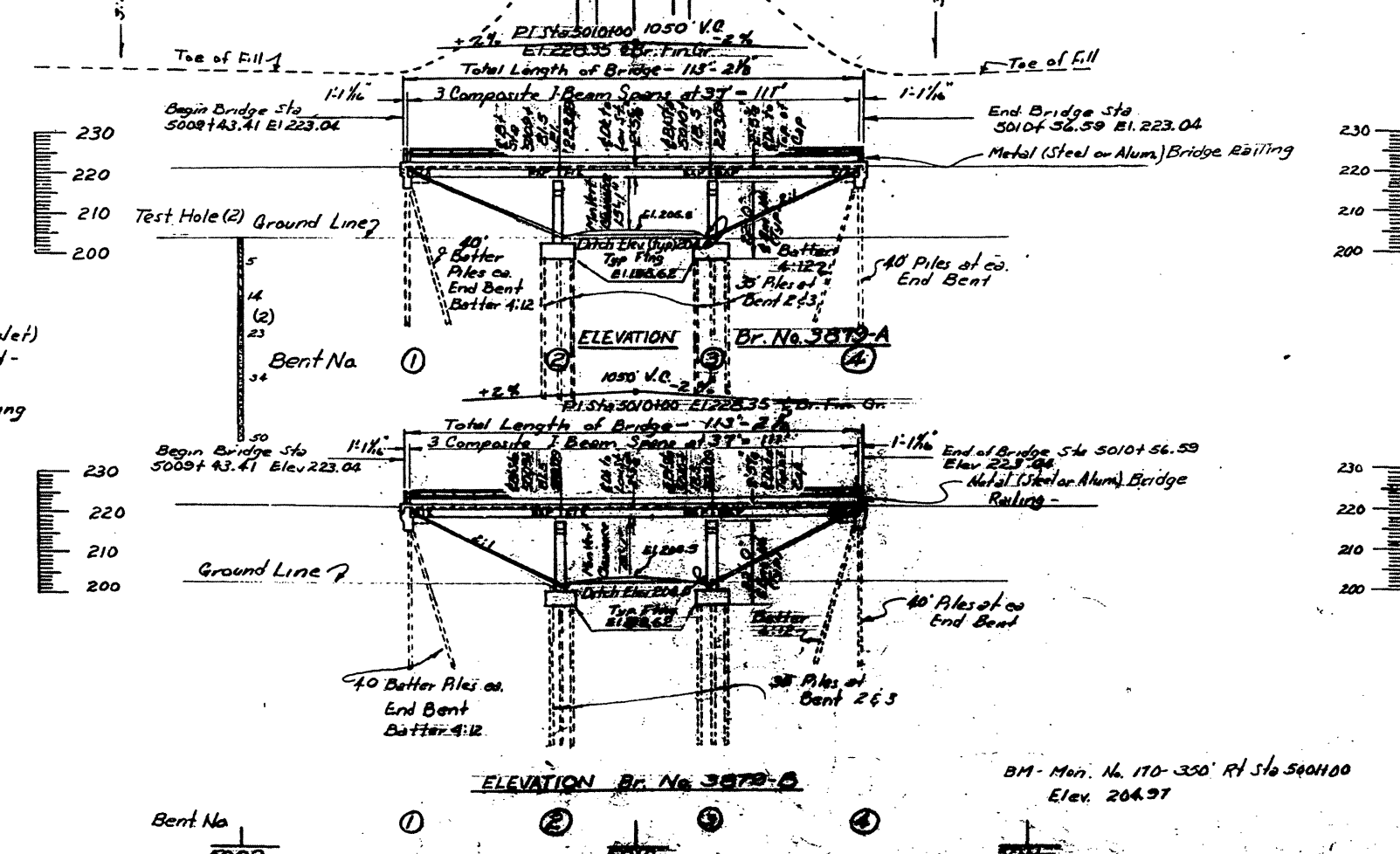
All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.

In general all construction joints in bents or piers shall be horizontal and shall be provided with keys not less than 1 1/2" covering the middle third of both dimensions.

All piling shall be 18" octagonal precast concrete and shall be driven with an approved air, steam or diesel hammer to a minimum bearing capacity of 38 tons per pile, and to a minimum penetration of 12' below the original ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 40' test pile in Bent No. 2, Bridge No. 3879A and one 40' test pile in Bent No. 3, Br. No. 3879B. Piles in end bents to be driven after embankment is in place.

Provide roadway drains at low side of roadway approximately 12' from bridge ends.

For Details of End Bents see Dwg. No. 15051.
For Details of Intermediate Bents see Dwg. No. 12803.
For Details of Composite I-Beam Spans see Dwg. Nos. 14990A and 15050.
For Details of Concrete Piling see Dwg. No. 2382.



(2) Sta 5009+00 at Median
Elev. 203.6

0-5- Firm Brown Clay
5-14- Firm Brown Sandy Clay
14-23- Med Firm Gray Silt & Clay (Wet)
23-34- Fine Gray Water-bearing Sand - Trace of Clay - Med. Comp.
34-50- Med. Coarse Gray Water-bearing Sand - Comp.

INFORMATION ONLY

LAYOUT OF A COUNTY ROAD OVERPASS (STA 5010+00) HICKS STA - SHELL LAKE ST. FRANCIS COUNTY

INT. ROUTE 40 SEC. 5
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

BRIDGE NO. 3879-A & B DRAWING NO. 56025

SCALE: 1"=20'

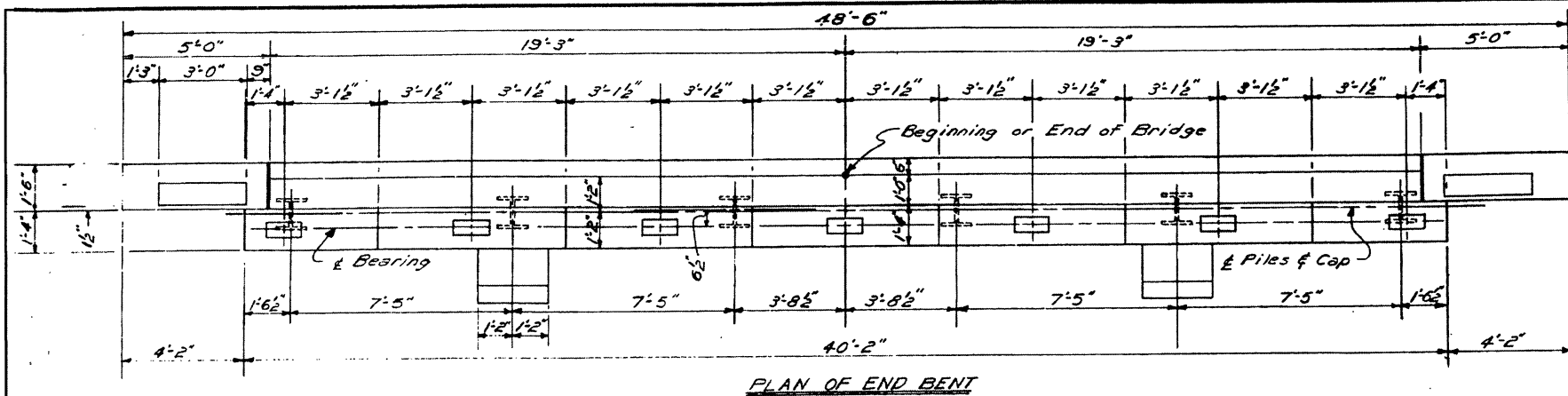
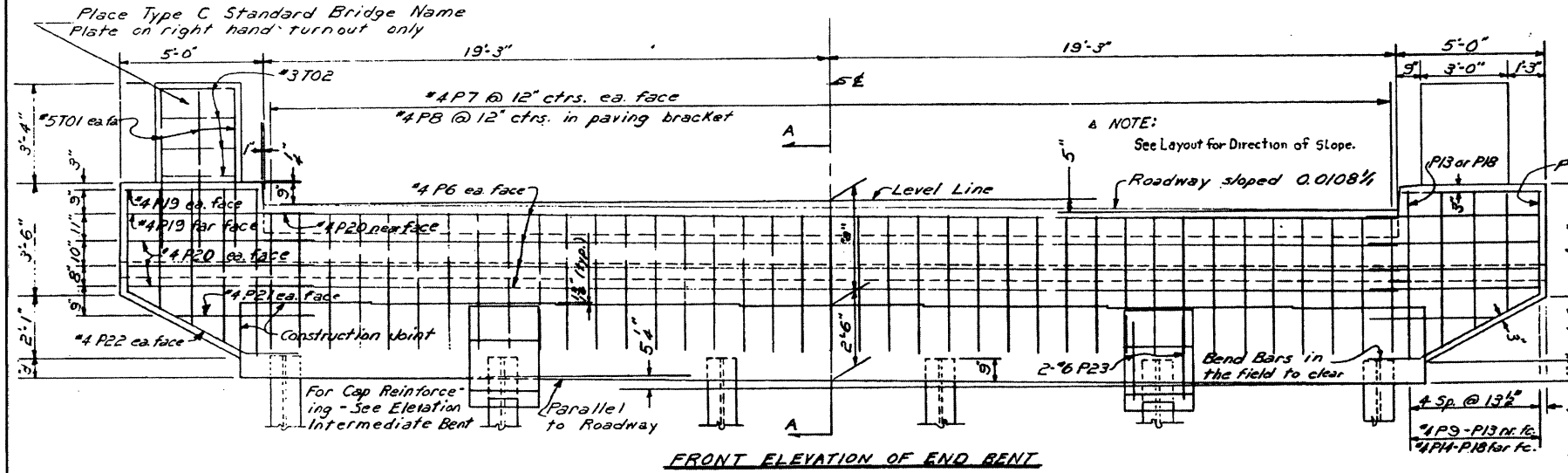


TABLE OF VARIABLES

Span	Beams		a	b	c	d	f	g	Span	Beams		a	b	c	d	f	g
	Interior	Exterior								Interior	Exterior						
35'-37'	21WF55	21WF55	2'-5 1/2"	-	-	1'-3"	-	-	49'-50'	27WF84	27WF84	2'-11 1/2"	-	-	7'-5"	-	-
		24WF68	3'-3"	2'-1"	4'-1 1/2"	2'-8 1/2"	2"	-			30WF99	30WF99	3'-5 1/2"	2"	10'-7 1/2"	2'-8 1/2"	2"
		27WF84	6'-1 1/2"	5'-1 1/2"	7'-3"	2'-11 1/2"	5"	-	49'-50'	27WF84	33WF118	2'-11 1/2"	6'-3 1/2"	5'-3 1/2"	1'-1 1/2"	3'-0"	5"
		30WF99	9'-2"	7'-8"	10'-1 1/2"	3'-2 1/2"	8"	-	55'	27WF84	30WF99	2'-11 1/2"	6'-3 1/2"	5'-3 1/2"	1'-1 1/2"	3'-0"	5"
35'-37'	21WF55	33WF118	2'-5 1/2"	12'-1 1/2"	11'-1 1/2"	1'-1 1/2"	3'-5 1/2"	11"			30WF99	30WF99	3'-5 1/2"	2"	10'-7 1/2"	2'-8 1/2"	2"
38'-41'	21WF62	21WF62	2'-5 1/2"	-	-	1'-1 1/2"	-	-	55'	27WF84	33WF118	2'-11 1/2"	6'-3 1/2"	5'-3 1/2"	1'-1 1/2"	3'-0"	5"
		24WF68	3'-3"	2"	4'-1 1/2"	2'-8 1/2"	2"	-	60'	30WF99	30WF99	3'-2 1/2"	-	-	10'-1 1/2"	-	-
		27WF84	6'-1 1/2"	4'-1 1/2"	7'-3"	2'-11 1/2"	5"	-	60'	30WF99	33WF118	3'-2 1/2"	4"	2'-8"	1'-1 1/2"	2'-9 1/2"	2"
		30WF99	9'-2"	7'-8"	10'-1 1/2"	3'-2 1/2"	8"	-	65'-70'	33WF118	33WF118	3'-5 1/2"	-	-	1'-1 1/2"	-	-
38'-41'	21WF62	33WF118	2'-5 1/2"	12'-1 1/2"	10'-1 1/2"	1'-1 1/2"	3'-5 1/2"	11"	75'	33WF130	33WF130	3'-3 1/2"	-	-	1'-1 1/2"	-	-
42'-44'	24WF68	24WF68	2'-8 1/2"	-	-	4'-1 1/2"	-	-									
		27WF84	3'-3"	2'-1"	4'-1 1/2"	2'-8 1/2"	2"	-									
		30WF99	6'-1 1/2"	4'-1 1/2"	10'-1 1/2"	2'-11 1/2"	5"	-									
42'-44'	24WF68	33WF118	2'-8 1/2"	9'-2"	8'-8"	1'-1 1/2"	3'-2 1/2"	8"									
43'-48'	24WF76	24WF76	2'-8 1/2"	-	-	4'-1 1/2"	-	-									
		27WF84	3'-3"	2'-1"	4'-1 1/2"	2'-8 1/2"	2"	-									
		30WF99	6'-1 1/2"	4'-1 1/2"	10'-1 1/2"	2'-11 1/2"	5"	-									
45'-48'	24WF76	33WF118	2'-8 1/2"	9'-2"	8'-8"	1'-1 1/2"	3'-2 1/2"	8"									

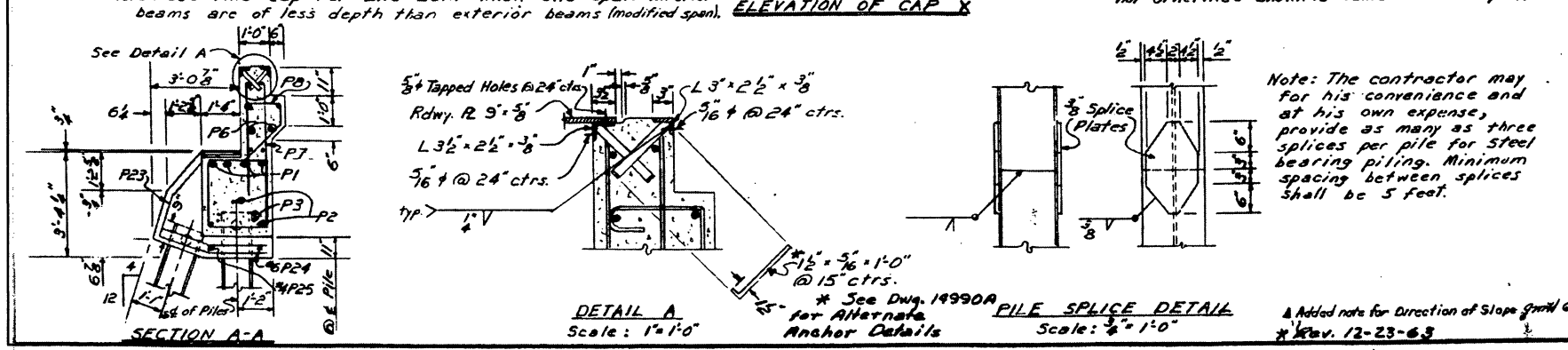
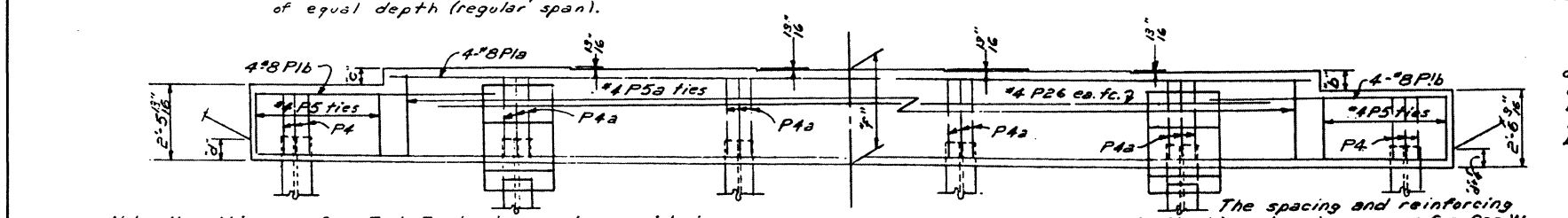
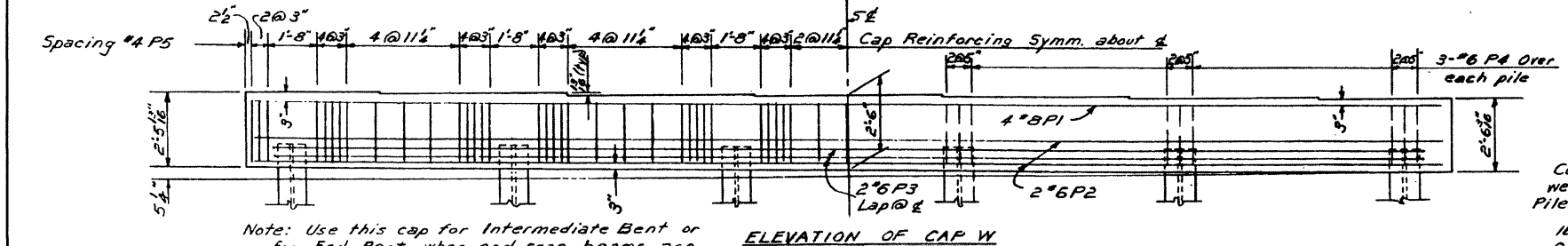


INFORMATION ONLY

BAR LIST

Mark	Size	No. Per Bent		Length	A	B	Pin Dia.	Bending Diagram
		End Cap W	Int. Cap X					
P1	#8	4	-	39'-10"			Str.	Dimensions are ctr. to ctr. of bars P3, P4, P4a P5, P5a, P25, T02 P8 P22 P23 P24 P26
P1a	#8	-	4	30'-11"			Str.	
P1b	#8	-	8	9'-10"			Str.	
P2	#6	4	4	39'-10"			Str.	
P3	#6	4	4	43'-0"	20'-9"	1'-7"	Str.	
P4	#6	18	6	6'-1"	2'-7 1/2"	1'-11 1/2"	Str.	
P4a	#6	-	12	6'-1"	2'-7 1/2"	1'-11 1/2"	Str.	
P5	#4	71	18	71	8'-9"	1'-11 1/2"	Str.	
P5a	#4	-	53	8'-9"	1'-11 1/2"	2'-11 1/2"	Str.	
P6	#8	8	8	38'-6"			Str.	
P7	#8	78	78	3'-11 1/2"			Str.	
P8	#8	39	39	4'-0"			Str.	
P9 to P12		each	each	Var. 3'-3" to 4'-11 1/2"			Str.	
P13	#2	2	2	5'-5"			Str.	
P14 to P17		each	each	Var. 3'-5 1/2" to 5'-1 1/2"	Var. 0'-4" to 2'-5"	1'-2"	Str.	
P18	#2	2	2	5'-7 1/2"	2'-6"	2'-5"	Str.	
P19	#6	6	6	4'-8"			Str.	
P20	#4	14	14	6'-6"			Str.	
P21	#4	4	4	5'-0"			Str.	
P22	#4	4	4	6'-2"			Str.	
P23	#6	4	4	8'-0"			Str.	
P24	#6	4	4	11'-4"			Str.	
P25	#4	2	2	4'-11"	0'-5"	1'-9"	Str.	
P26	#4	-	2	27'-6"			Str.	
T01	#5	12	12	5'-3"			Str.	
T02	#3	8	8	6'-11"	2'-9"	0'-6"	Str.	

Δ For value of "g" see Table of Variable Dimensions



GENERAL NOTES

All Concrete to be Class 5. All exposed corners to be chamfered 1/4" unless otherwise noted. Reinforcing Steel shall be deformed bars of intermediate or hard grade. All piling shall be driven to a minimum capacity of 36 tons per pile. Piling shall be either 12BP53, 16" Oct. Precast Concrete Piles, or Concrete Filled Metal Shell Piles as shown on the Layout. All structural steel except Steel Piles shall be ASTM A-36.

Note: Intermediate Bents not to be used for Spans greater than 50'

DETAILS OF STANDARD PILE BENTS FOR 35' TO 75' COMPOSITE I-BEAM SPANS 38'-6" CLEAR ROADWAY-0'-9" CURBS ROADWAY SLOPED 0.0108 1/2" ROUTE SEC. ARKANSAS STATE HIGHWAY COMMISSION LITTLE ROCK, ARK.

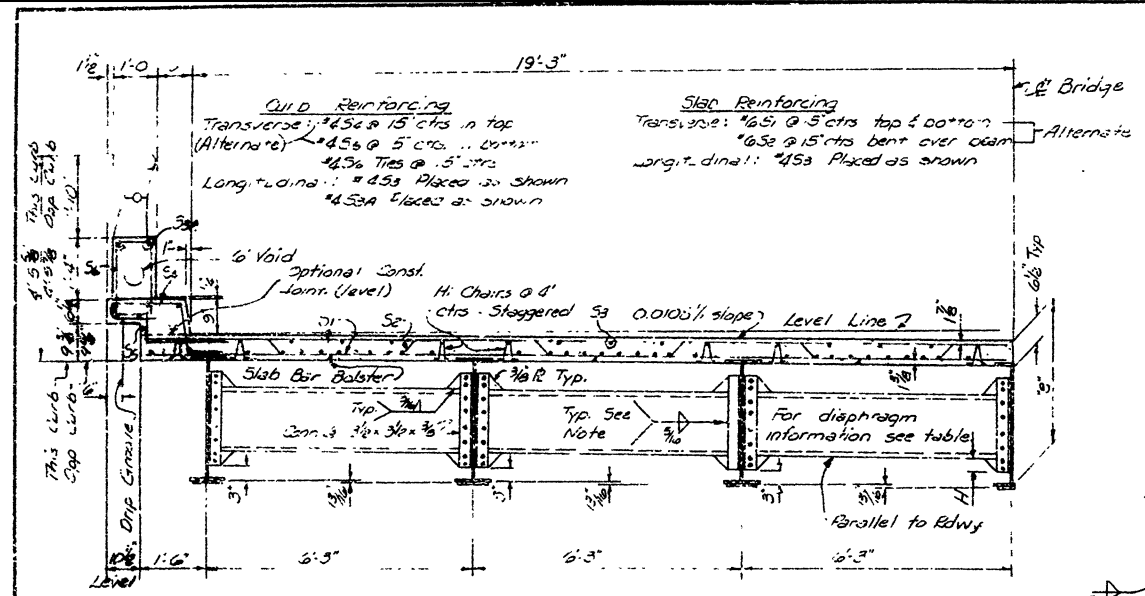
BRIDGE NO. 3879 A&B DRAWING NO. 56026

DATE: 9-12-68

SCALE: 3/8" or as noted

DATE: 9-17-63

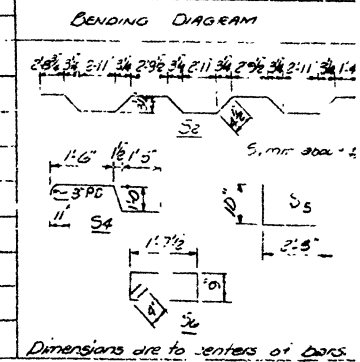
BRIDGE ENGINEER: L.P. Carlson



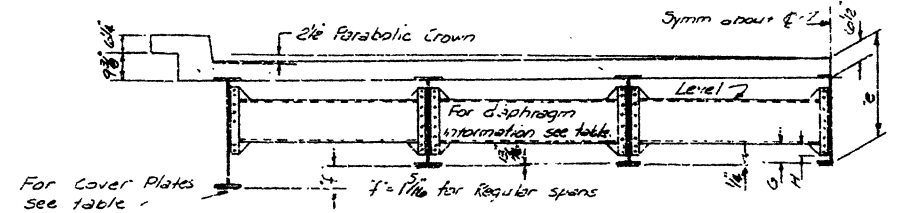
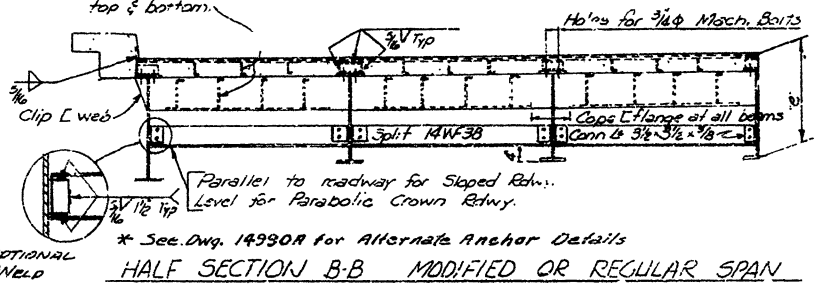
Expansion Device
Roadway 5'5\"/>

BAR LIST - ONE SPAN

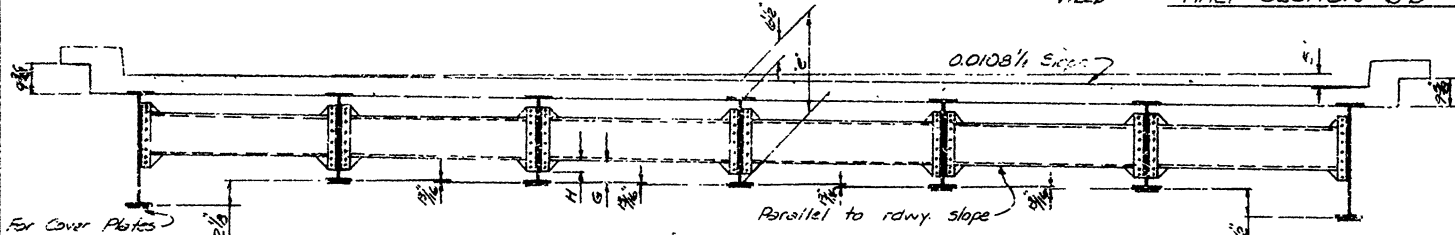
MARK	SIZE	LENGTH	NO.	REMARKS
S1	6	10'-2"	58	58
S2	6	11'-2"	28	28
S3	4	5'-6"	104	104
S4	4	7'-7"	208	208
S5	4	7'-3"+1'-0"	312	312
S6	4	4'-11"	58	58
S7	4	5'-3"	56	56
S8	4	5'-4"	58	58
S9	4	2'-11"	12	12



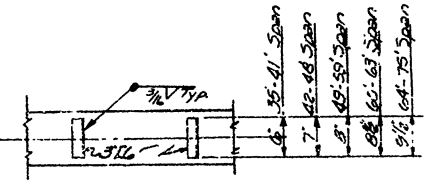
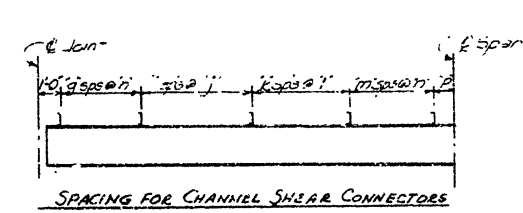
HALF SECTION A-A OF REGULAR SPAN - SLOPED ROWY
(Regular spans have all beams of equal depth)



HALF SECTION A-A MODIFIED OR REGULAR SPAN PARABOLIC CROWN



SECTION A-A OF MODIFIED SPAN - SLOPED ROWY
Interior beams are same as in regular spans. Exterior beams are the lightest section of the same nominal depth as beams for longest span shown on Bridge Layout.



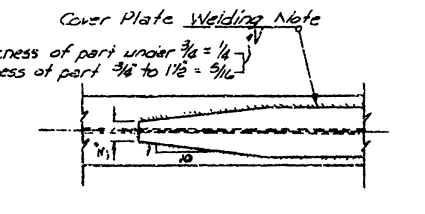
VARIABLES OF SHEAR CONNECTOR SPACING

SPAN	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	55	60	65	70	75
3'	12	12	12	12	12	13	13	10	11	10	11	11	11	12	12	12	12	11	10	8	12
4'	12	10	11	12	12	14	15	10	10	12	12	12	12	12	8	8	9	8	9	10	11
5'	5	6	6	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	12
6'	10	9	9	9	9	10	6	5	6	6	7	7	7	7	7	7	7	7	7	6	6
7'	7	7	7	7	7	8	8	8	8	10	10	10	10	10	10	10	10	10	10	10	10
8'	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3
9'	10	11	11	12	12	12	13	13	14	14	14	14	14	14	14	14	14	14	14	14	14
10'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: Stud shear connectors, granular flux filled, solid fixed, or equal may be used in place of the channels shown at the following ratios: 3/4" diameter stud in place of 1.02 inches of channel, 7/8" diameter stud in place of 2.52 inches of channel. The studs shall be 4" long and automatically end welded to the beam flanges in accordance with recommendations of the manufacturer.

Interior beams, including Cover Plates, for Modified Spans shall be the same as for Regular Spans as shown in table.
No Cover Plate is required for an exterior beam of a greater depth than the beam listed for a particular span except as shown.
Defl. for Ext. Beams is for Regular Spans only.
Omit shear connectors on outside beams of Modified Spans when using beams shown to right of heavy line.

SPAN	REGULAR SPAN		POST SPACING FOR ALLUM RAILING			EXTERIOR BEAMS FOR MODIFIED SPANS		DEAD LOAD DEFLECTION	STREET SPACING	VALUES OF F AND DEAD LOAD DEF. FOR OUTSIDE BEAMS OF MODIFIED SPANS											
	BEAM	COVER PLATE	a	b	c	BEAM	COVER PLATE			INT.	EXT.	21W62		21W68		21W76		21W84		21W92	
35	21W55	5x7/8x22'-0"	4x1/2x17'-0"	8'-8"	8'-8"	2		2'-3 3/4"	3/8"	1/2"	20'-17'-6"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"	10"
36	21W55	7x3/4x24'-0"	5x1/2x19'-0"	6'-8"	7'-0"	3		2'-2 3/4"	3/8"	1/2"	20'-18'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"	10"
37	21W55	7x3/4x26'-0"	7x1/2x21'-0"	7'-2"	7'-0"	3	21W68	4x3/4x16'-0"	2'-2 3/4"	3/8"	1/2"	20'-18'-6"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
38	21W62	6x3/4x25'-0"	5x3/4x20'-0"	7'-2"	7'-8"	3	21W68	4x3/4x16'-0"	2'-2 3/4"	3/8"	1/2"	20'-19'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
39	21W62	7x3/4x26'-0"	6x3/4x22'-0"	7'-8"	7'-8"	3	21W68	4x3/4x16'-0"	2'-2 3/4"	3/8"	1/2"	20'-19'-6"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
40	21W62	7x3/4x28'-0"	7x3/4x24'-0"	7'-8"	7'-8"	3	21W68	5x3/4x19'-0"	2'-2 3/4"	3/8"	1/2"	20'-20'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
41	21W62	7x3/4x30'-0"	7x3/4x26'-0"	7'-8"	8'-0"	3	21W68	6x3/4x21'-0"	2'-2 3/4"	3/8"	1/2"	30'-15'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
42	21W68	8x3/4x27'-0"	6x3/4x23'-0"	8'-2"	8'-2"	3	21W68	4x3/4x16'-0"	2'-2 3/4"	3/8"	1/2"	30'-14'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
43	21W68	7x3/4x29'-0"	6x3/4x24'-0"	8'-2"	8'-4"	3	21W68	4x3/4x17'-0"	2'-2 3/4"	3/8"	1/2"	30'-14'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
44	21W68	8x3/4x30'-0"	7x3/4x26'-0"	8'-5"	8'-5"	3	21W68	4x3/4x17'-0"	2'-2 3/4"	3/8"	1/2"	30'-14'-8"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
45	21W76	7x3/4x30'-0"	7x3/4x26'-0"	7'-6"	7'-8"	4	21W68	5x3/4x19'-0"	2'-2 3/4"	3/8"	1/2"	30'-15'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
46	21W76	7x3/4x31'-0"	7x3/4x27'-0"	7'-8"	7'-8"	4	21W68	6x3/4x21'-0"	2'-2 3/4"	3/8"	1/2"	30'-15'-4"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
47	21W76	8x3/4x32'-0"	8x3/4x28'-0"	7'-10"	7'-5"	4	21W68	6x3/4x21'-0"	2'-2 3/4"	3/8"	1/2"	30'-15'-8"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
48	21W76	8x3/4x33'-0"	7x3/4x29'-0"	8'-0"	7'-8"	4	21W68	6x3/4x21'-0"	2'-2 3/4"	3/8"	1/2"	30'-16'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
49	21W84	8x3/4x33'-0"	7x3/4x29'-0"	8'-0"	8'-0"	4	21W68	6x3/4x21'-0"	2'-2 3/4"	3/8"	1/2"	30'-16'-4"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
50	21W84	8x3/4x35'-0"	8x3/4x31'-0"	7'-10"	8'-2"	4	21W68	6x3/4x21'-0"	2'-2 3/4"	3/8"	1/2"	30'-16'-8"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
55	21W92	9x3/4x36'-0"	8x3/4x32'-0"	7'-6"	7'-8"	5	21W68	7x3/4x22'-0"	2'-2 3/4"	3/8"	1/2"	30'-17'-4"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
60	21W92	9x3/4x40'-0"	9x3/4x36'-0"	7'-11"	8'-6"	5	21W68	6x3/4x21'-0"	2'-2 3/4"	3/8"	1/2"	30'-20'-0"	4 1/2"	7 1/2"	10"	10"	10"	10"	10"	10"	10"
65	21W92	7x3/4x35'-0"	2x3/4x34'-0"	7'-8"	8'-0"	6															
70	21W118	10x1 1/4x51'-0"	10x1 1/4x43'-0"	7'-11"	8'-8"	6															
75	21W130	10x1 1/4x56'-0"	10x1 1/4x48'-0"	7'-8"	8'-5"	7															



INFORMATION ONLY

DIAPHRAGM TABLE

SPAN LENGTH	CHANNEL SIZE	REGULAR SPAN	MODIFIED SPAN	G	H
35-48	12L20.7	6	5	5	E 3 1/2" 2 1/4"
49-59	12L20.7	7	7	7	7" 5"
60-75	15L25.3	8	8	8	5" 7" 5"

* Revised 12-23-63 F. E.

DETAILS OF STANDARD 35-75 COMPOSITE I-BEAM SPANS
38'-6" CLEAR ROWY 9" CURB
2% PARABOLIC CROWN OR 0.0108% SLOPE

ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.
DRAWN BY: DFL DATE: 8-21-63
CHECKED BY: FMH DATE: 9-27-63
BRIDGE NO. 3879A&B DRAWING NO. 56027

FED. ROAD NO.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	JOB NO. BBO116 88 OF 98			
JOB No.		FOR INFORMATION ONLY			

& Med Curve Data
 $\Delta = 20^\circ - 42' \text{ Rt}$
 $D = 0^\circ - 30'$
 $T = 2093.0'$
 $L = 4140.0'$
 $P.C. = 5022+14$
 $P.T. = 5063+54$

NOTE: Bridges to be Constructed on Parallel Chords through Stations of Bridge Ends, with Bents Perpendicular to Chord at & Bridge.

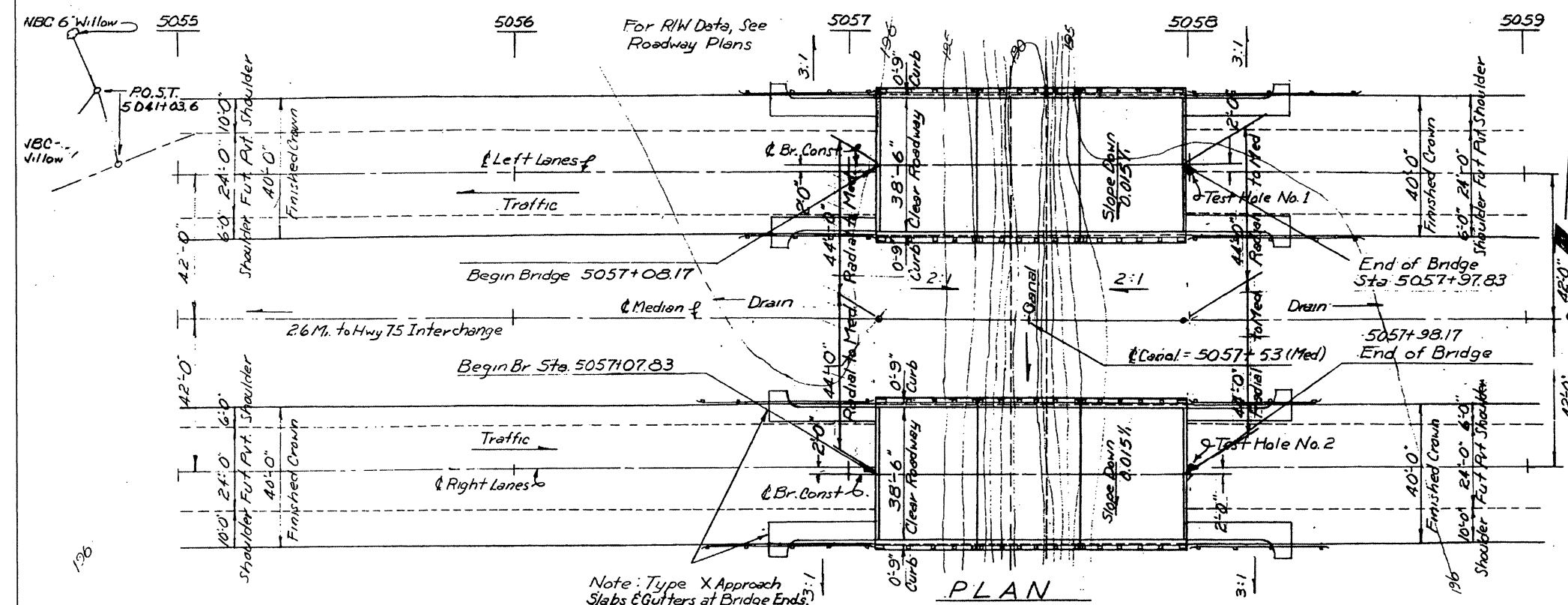
NOTE: All stations shown on & Median Stations.

GENERAL NOTES

All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.
 In general, all construction joints in bents or piers shall be horizontal and shall be provided with keys not less than 1" high covering the middle third of both dimensions.
 All piling shall be 16" octagonal precast concrete and shall be driven with an approved air, steam or diesel hammer to a minimum bearing capacity of 38 tons per pile, and to a minimum penetration of 25' below the ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 40" test pile in Bent 2, Bridge No. 3880A, and one 40" test pile in Bent 3, Bridge No. 3880B.
 Piles in End Bents to be driven after embankment is in place.
 For Details of End Bents see Dwg. No. 5434A Rev.
 For Details of Intermediate Bents see Dwg. No. 5434A.
 For Details of R.C. Slab Spans see Dwg. No. 5434B Rev.
 For Details of Concrete Piling see Dwg. No. 2382.

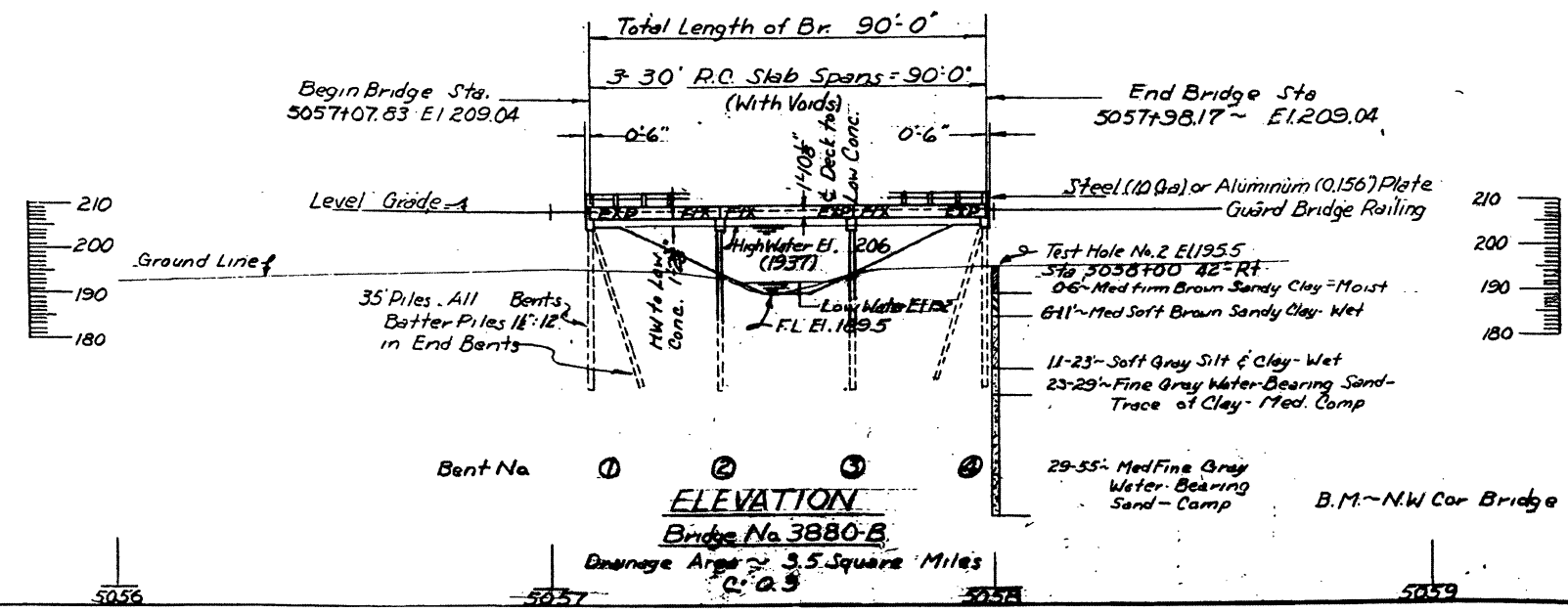
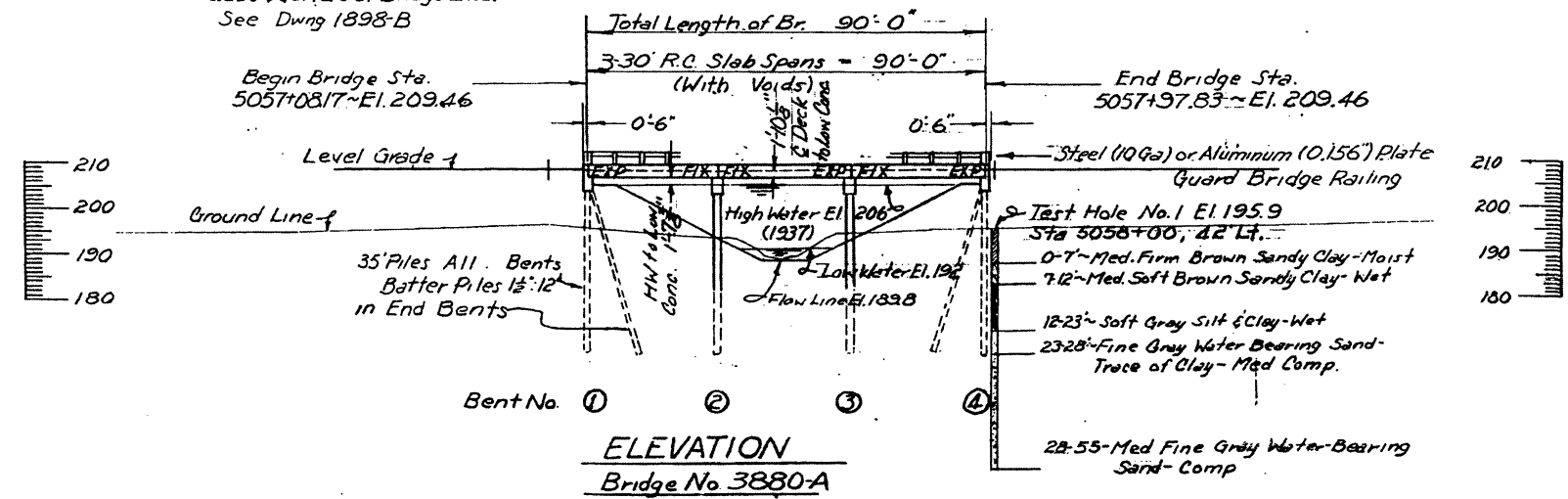
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, and designated Special Provisions.

DESIGN SPECIFICATIONS: AASHTO 1981
 Live Loading: HS20 and Special Interstate Loading of two 24,000 axle spaced 4'0" on centers.
 Unit Stresses: Class 3 Concrete (f_c=10) 1,200 psi
 Reinforcing Steel 20,000 psi



Note: Type X Approach Slabs & Gutters at Bridge Ends. See Dwg 1898-B

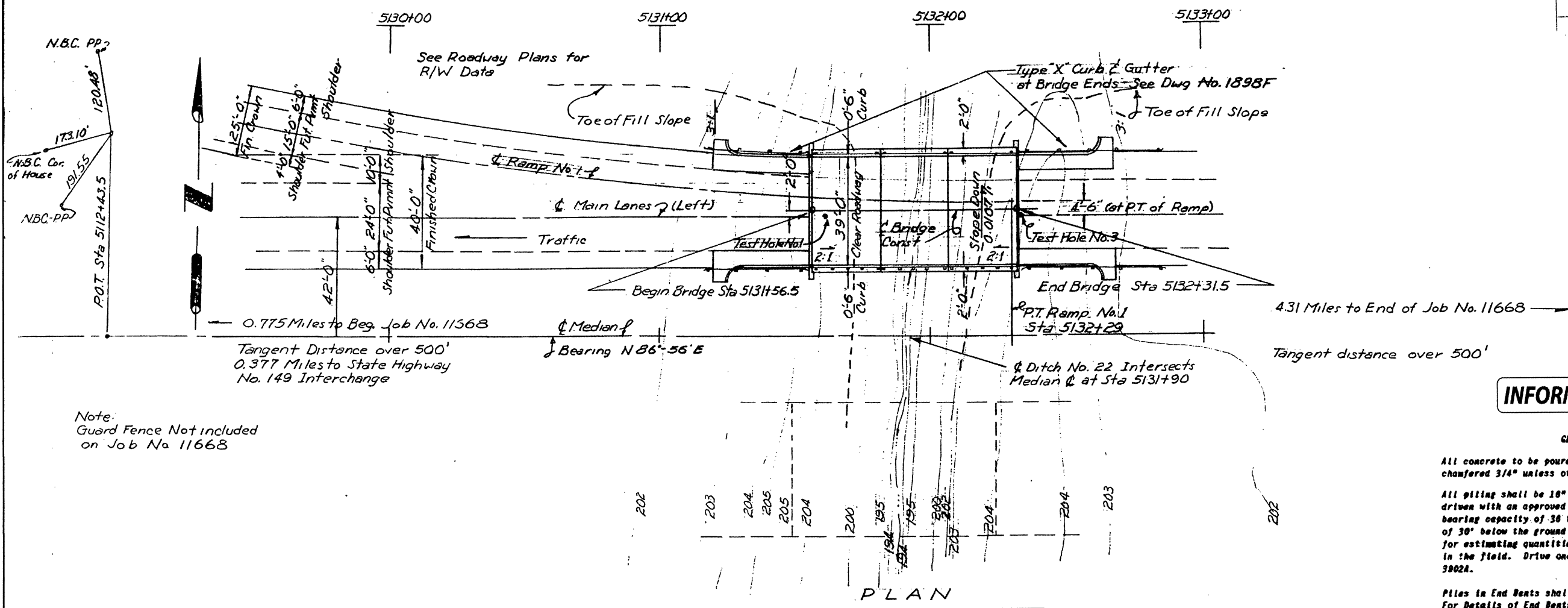
Note: Guard fence not included on Job 11715.



INFORMATION ONLY

LAYOUT OF
 BRIDGE OVER CANAL
 STA 5057+53
 HICKS STA ~ SHELL LAKE
 ST. FRANCIS COUNTY
 INT ROUTE 40 SEC. 5
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: J.L. DATE: 2/27/64
 CHECKED BY: D.A.T. DATE: 5/22/64
 SCALE: 1"=20'
 BRIDGE NO. 3880A & B DRAWING NO. 56028



INFORMATION ONLY

GENERAL NOTES

All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.

All piling shall be 18" octagonal precast concrete and shall be driven with an approved air, steam or diesel hammer to a minimum bearing capacity of 36 tons per pile, and to a minimum penetration of 30' below the ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 45' test pile in Bent No. 2, Bridge No. 3902A.

Piles in End Bents shall be driven after embankment is in place. For Details of End Bents see Dwg. No. 13090. For Details of Intermediate Bents see Dwg. No. 13030. For Details of R.C. Slab Spans see Dwg. No. 15070. For Details of Concrete Piling see Dwg. No. 2382. For Approach Slab & Gutter see Dwg. No. 1898F.

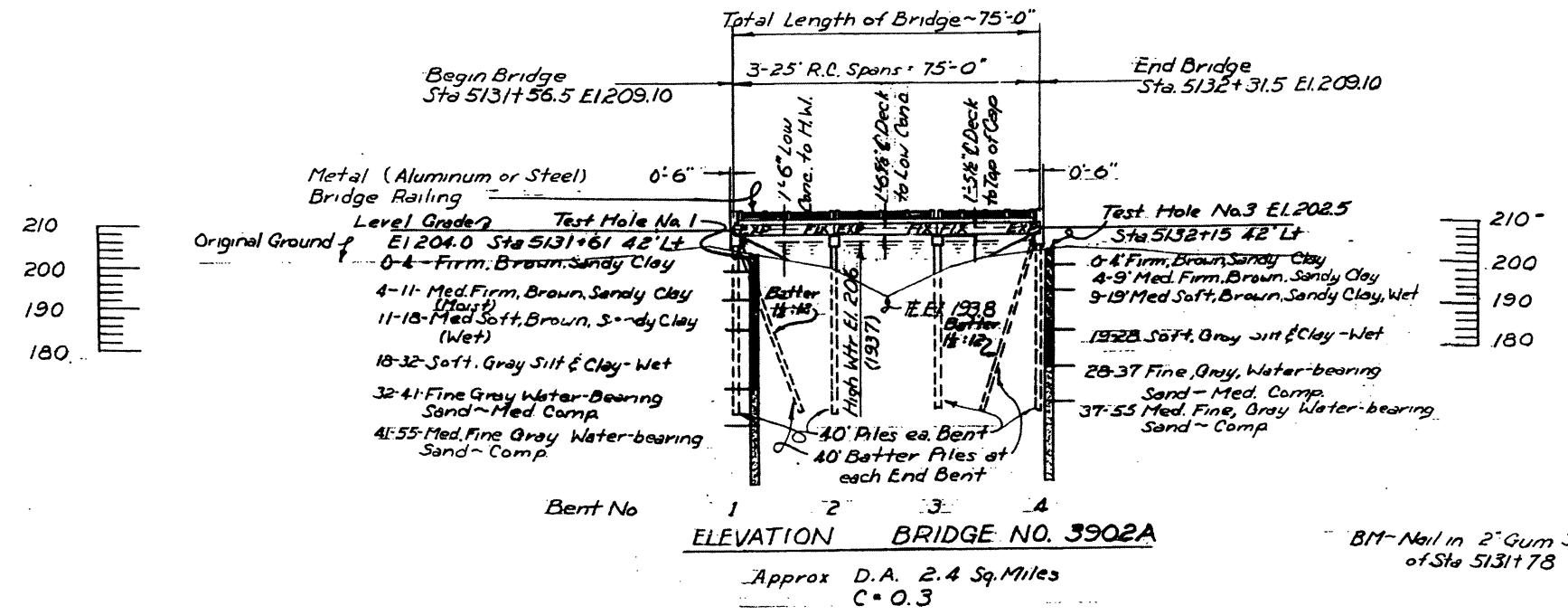
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, and designated Special Provisions.

DESIGN SPECIFICATIONS: AASHTO:1961

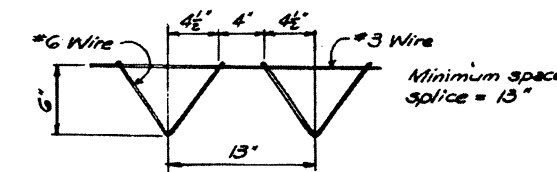
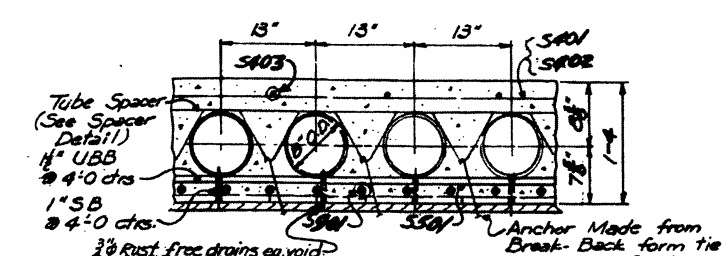
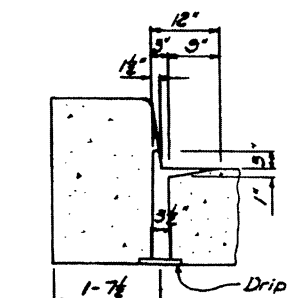
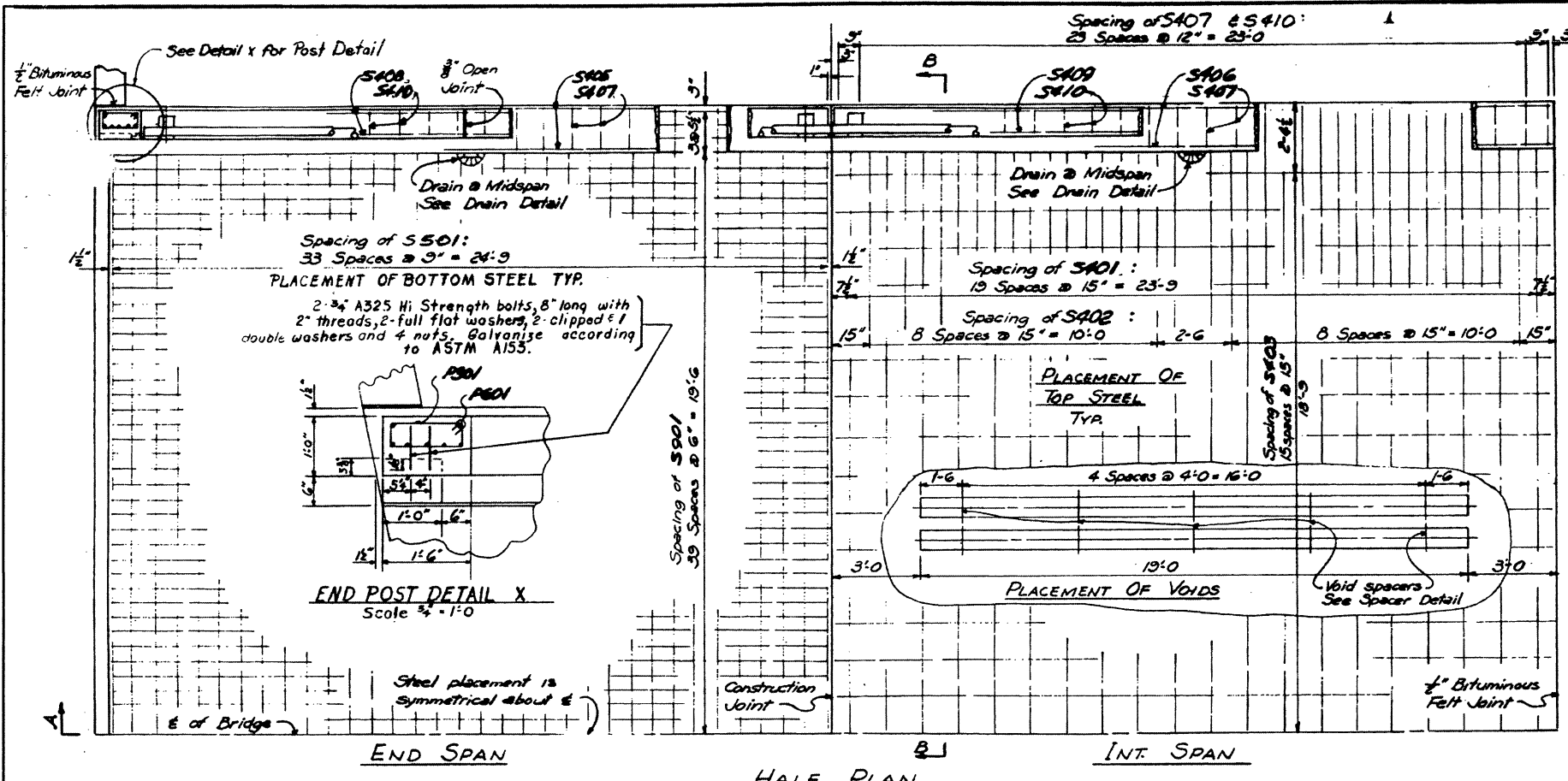
Live Loading: HS20 and Special Interstate Loading of two 24,000# axles spaced 4'0" on center.

Unit Stresses: Class 3 Concrete (n=10) 1,200 psi
Reinforcing Steel 20,000 psi

LAYOUT OF BRIDGE OVER DITCH NO. 22 STATION 5131+90 SHELL LAKE TO SHEARVILLE ST. FRANCIS COUNTY

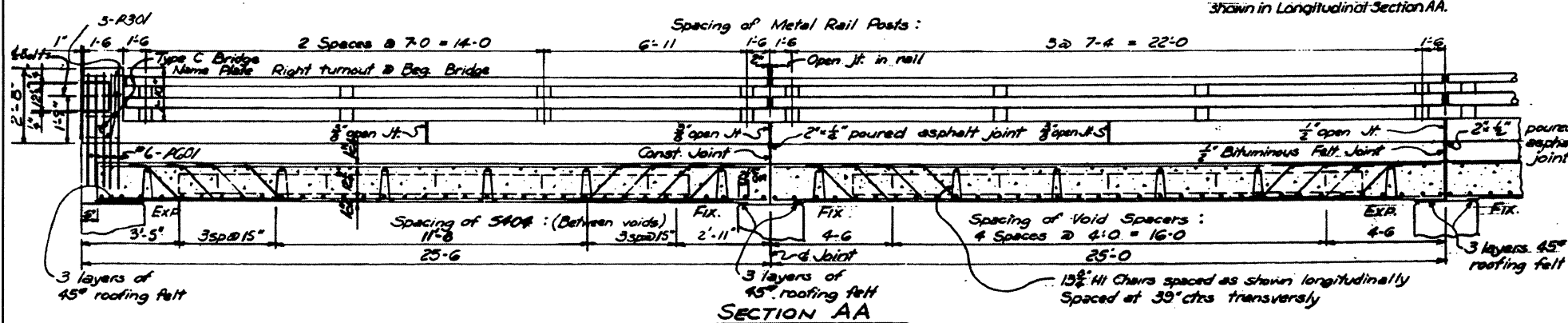
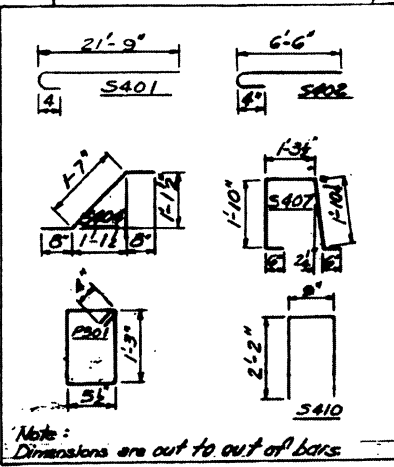


Note: Guard Fence Not included on Job No 11668



BAR LIST

MARK	SIZE	No REQD	END	INT	LENGTH	PIN DIA.
SA01	9	85	85	24-7	5ft	
SA02	5	68	68	22-0	5ft	
SA03	4	40	40	22-3	3"	
SA04	4	36	36	7-0	3"	
SA05	4	31	31	24-7	5ft	
SA06	4	280	280	2-11	2"	
SA07	4	4	4	25-1	5ft	
SA08	4	8	8	12-5	5ft	
SA09	4	8	8	12-2	5ft	
SA10	4	52	52	5-1	2"	
PC01	6	14	14	4-6	5ft	
PC01	3	8	8	3-10	1 1/2"	



GENERAL NOTES:

All concrete to be Class 'S'. All exposed corners to be chamfered 3/4" unless otherwise noted.

Reinforcing steel to be deformed bars of intermediate or hard grade. Shop lists and bending diagrams must be submitted and approval secured before fabrication is begun.

All cylindrical tubes used to form voids shall be of moisture protected, laminated type construction, minimum thickness 0.200, and shall be furnished complete with end closures.

All reinforcing steel and fiber tubes shall be accurately located in the forms and firmly held in place by means of steel wire supports and spacers for tubes of a sufficient number and size to prevent displacement during the course of construction, but in no case of lesser design than that shown.

Wire supports for reinforcing bars will not be paid for directly, but will be considered subsidiary to the item "Reinforcing Steel". Tubes for forming voids and wire supports and spacers for tubes will not be paid for directly, but will be considered subsidiary to the item "Form & Cast Concrete".

Shop lists and drawings of wire supports and spacers for tubes shall be submitted for approval before fabrication is begun.

Roofing felt, bituminous felt, and poured asphalt joints shall be measured and paid for as Class 'S' Concrete.

For details of Bridge Rating see Drug. 14902 as shown on Bridge Layout.

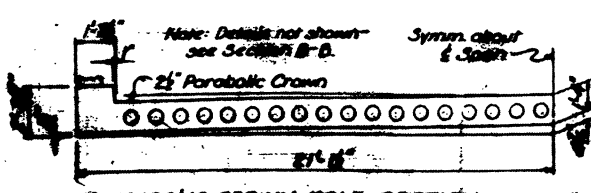
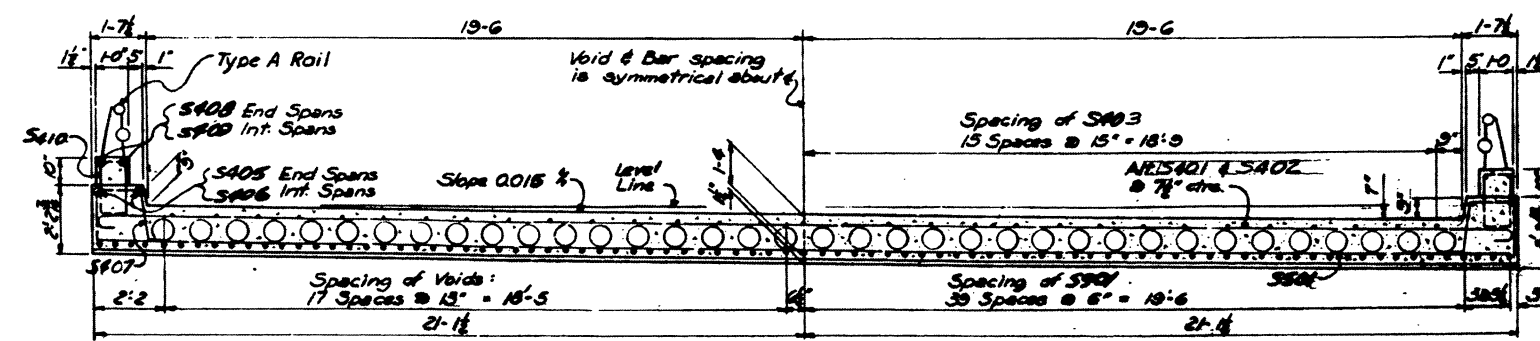
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1958.

DESIGN SPECIFICATIONS: AASHTO 1965

Design Live Loading: MS20 and Special Interstate Loading of two 24,000 lb axles spaced 4'-0" on centers.

Load Distribution to Slab: Road Load - 300 gpf; Two Lane - 0.100 wheel/ft of width plus 30% impact.

Slab Strength: Class 'S' Concrete (w-10) 2,200 gpi
Reinforcing Steel 20,000 gpi



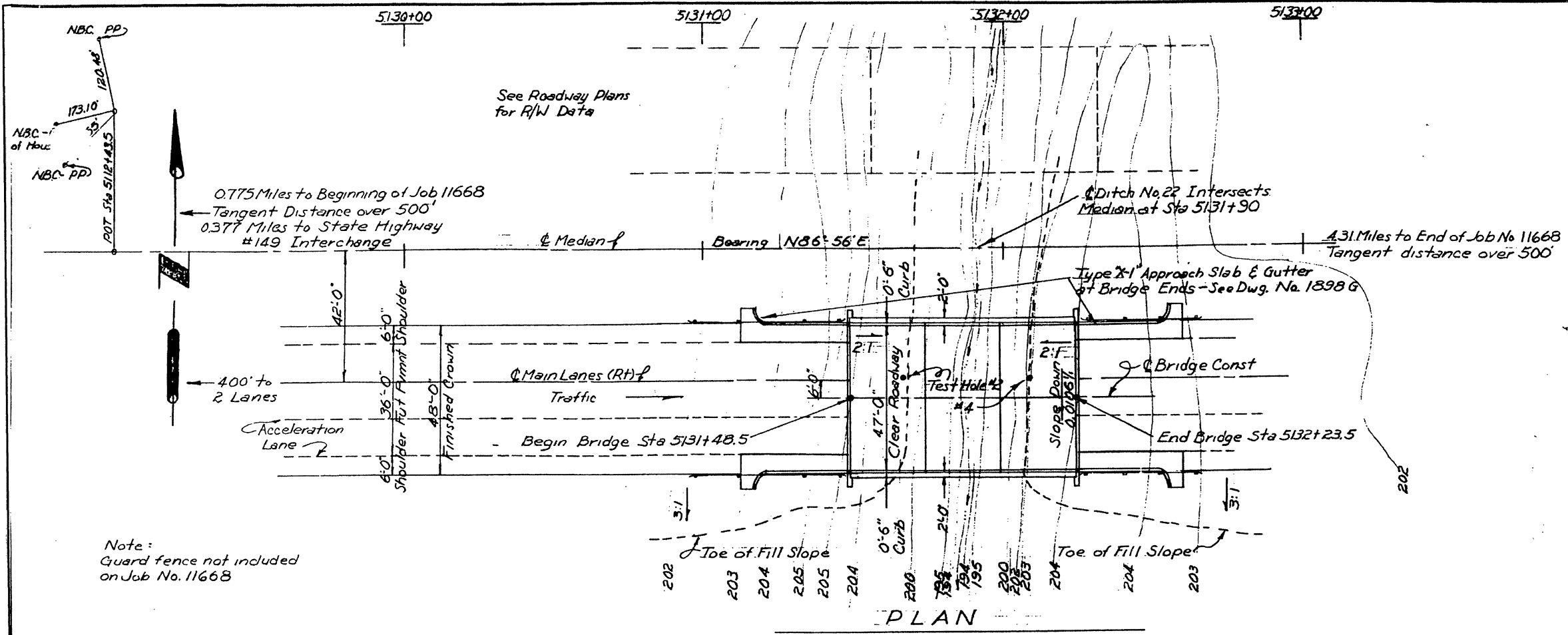
INFORMATION ONLY

DETAILS OF STANDARD
25'-0" R.C. SLAB SPAN (WITH VOIDS)
39'-0" CLEAR ROADWAY 2 CURBS @ 0'-6"
ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DESIGNED BY: J.P. CARLSON DATE: 8-6-62
CHECKED BY: J.P. CARLSON DATE: 8-31-62
BRIDGE NO. 3902A DRAWING NO. 56030

FED. ROAD No.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK.	JOB NO. BBO116 91 OF 98			
JOB No. FOR INFORMATION ONLY					



Note:
Guard fence not included on Job No. 11668

GENERAL NOTES

All concrete to be poured in the dry. Exposed corners to be chamfered 3/4" unless otherwise noted.

All piling shall be 18" octagonal precast concrete and shall be driven with an approved air, steam or diesel hammer to a minimum bearing capacity of 38 tons per pile, and to a minimum penetration of 30" below the ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 45' test pile in Bent No. 3, Bridge No. 3902B.

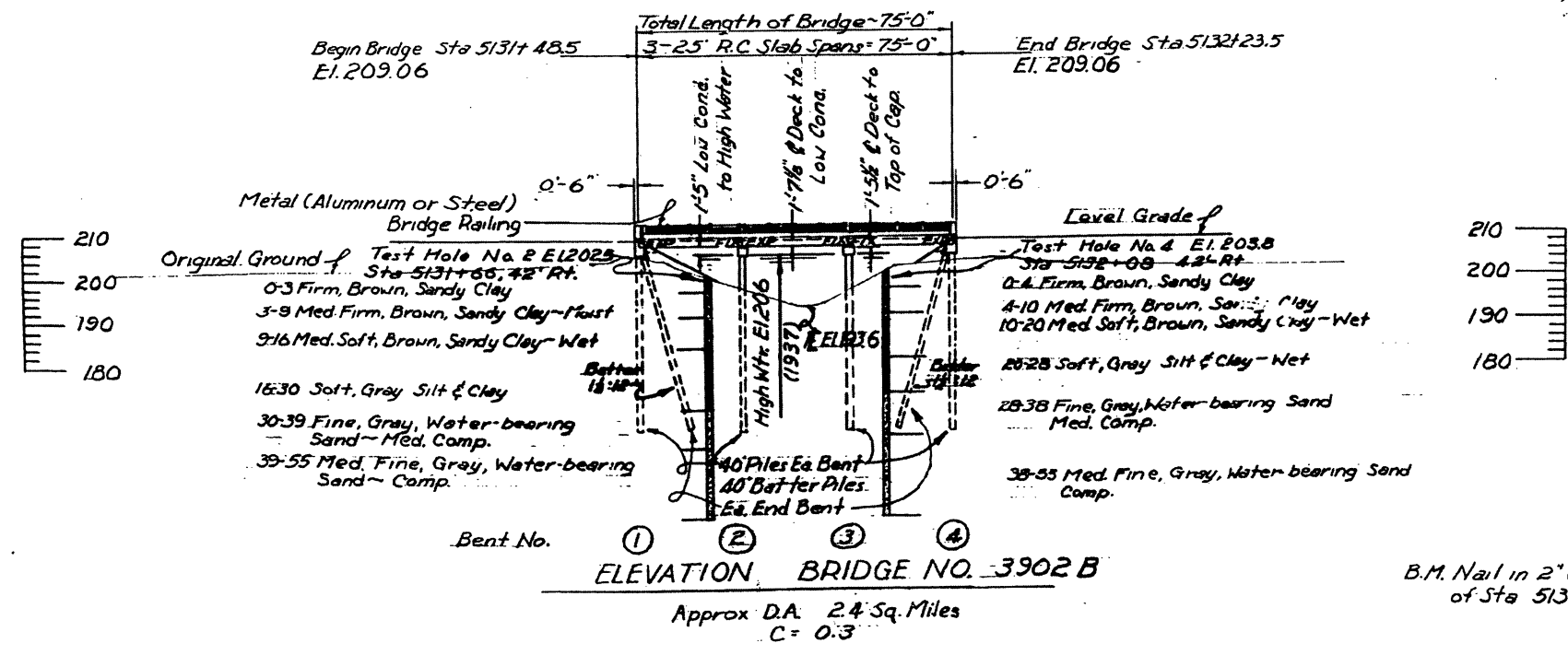
Piles in End Bents shall be driven after embankment is in place. For Details of End Bents see Dwg. No. 13030. For Details of Intermediate Bents see Dwg. No. 13030. For Details of R.C. Slab Spans see Dwg. No. 13031. For Details of Concrete Piling see Dwg. No. 2382. For Approach Slab & Gutter see Dwg. No. 1898G.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, and designated Special Provisions.

DESIGN SPECIFICATIONS: ARSBO 1961

Live Loading: HS20 and Special Interstate Loading of two 24,000# axles spaced 4'0" on center.

Unit Stresses: Class 'S' Concrete (No. 10) 1,200 psi
Reinforcing Steel 20,000 psi



INFORMATION ONLY

(RIGHT LANES)

LAYOUT OF BRIDGE OVER DITCH No. 22 STATION 5131+90 SHELL LAKE TO SHEARVILLE ST. FRANCIS COUNTY

INT ROUTE 40 SEC. 5

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: J.L. DATE: 3-17-64

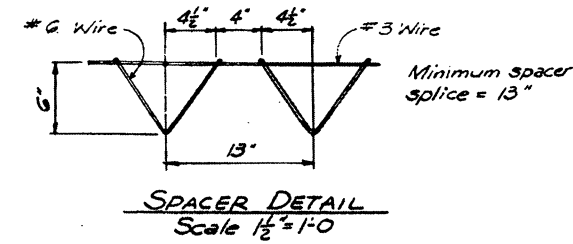
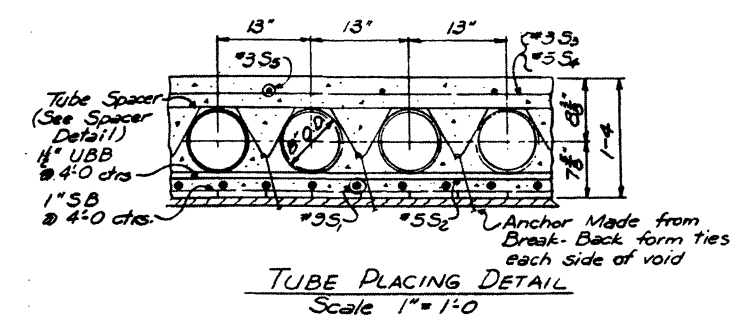
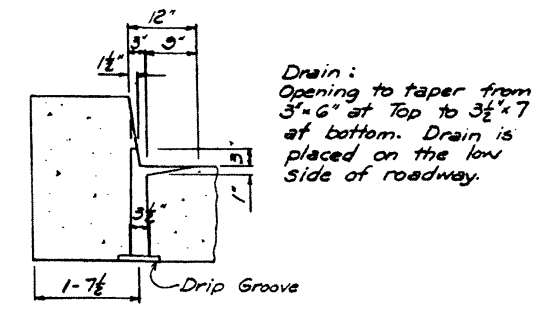
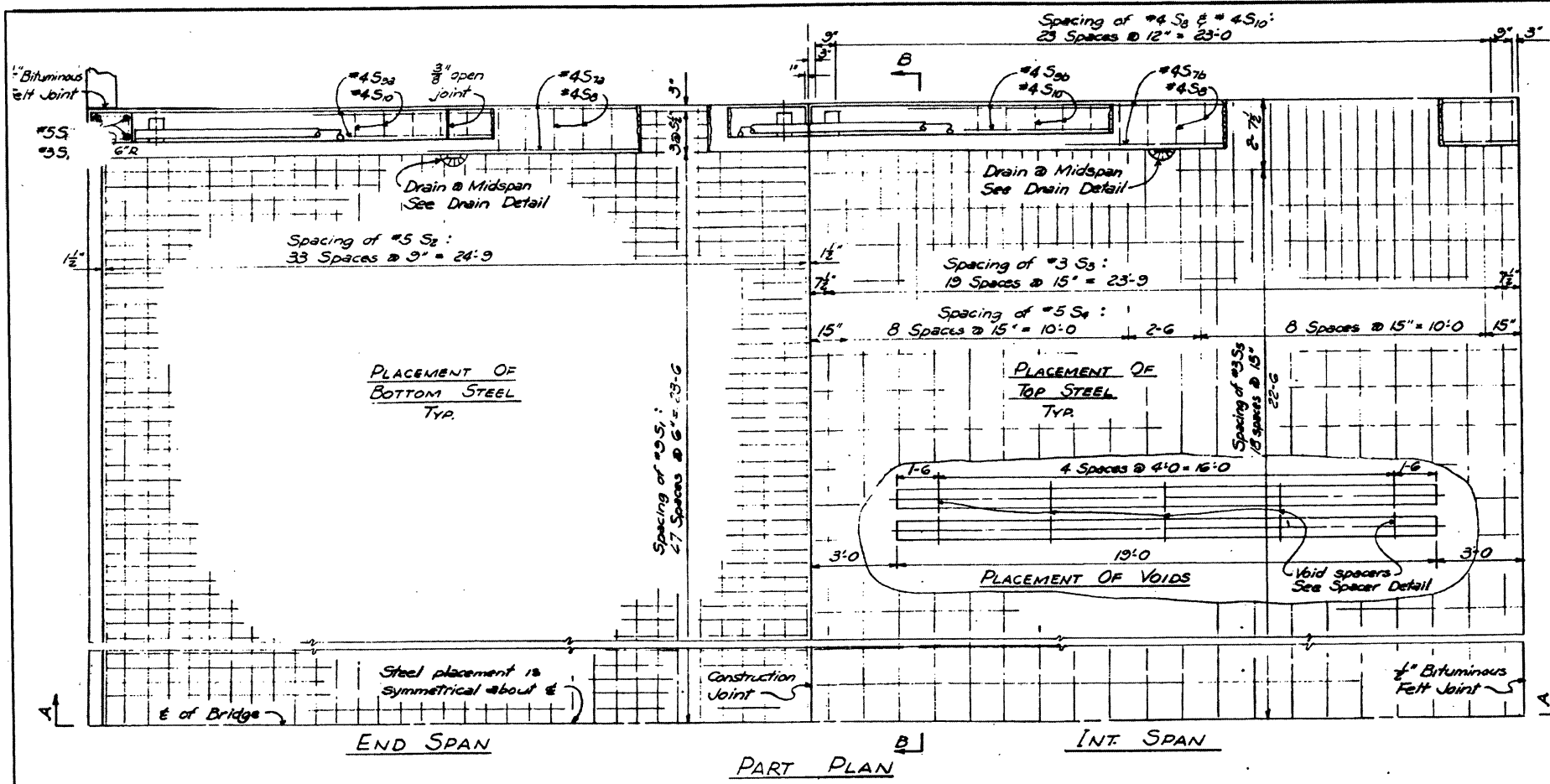
TRACED BY: RV DATE: 9-1-64

CHECKED BY: DATE: 9-1-64

SCALE: 1"=20'

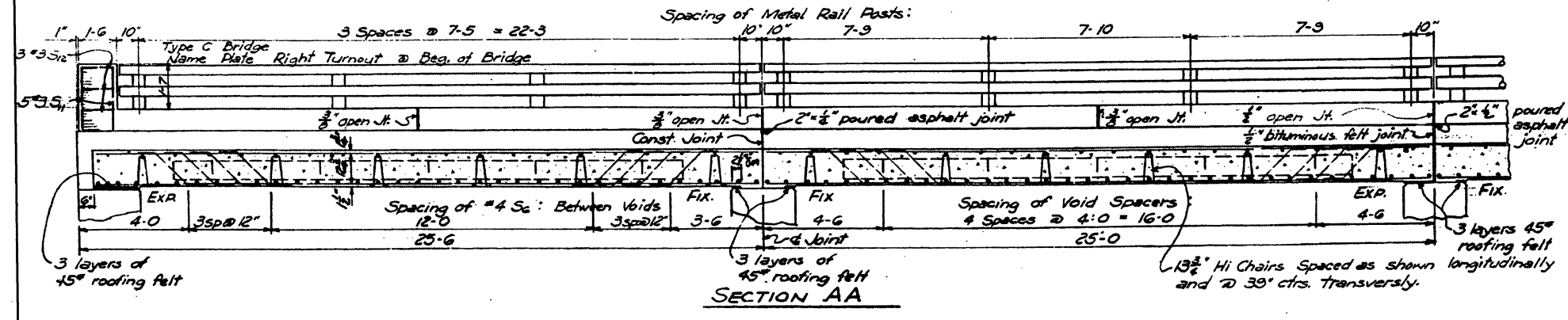
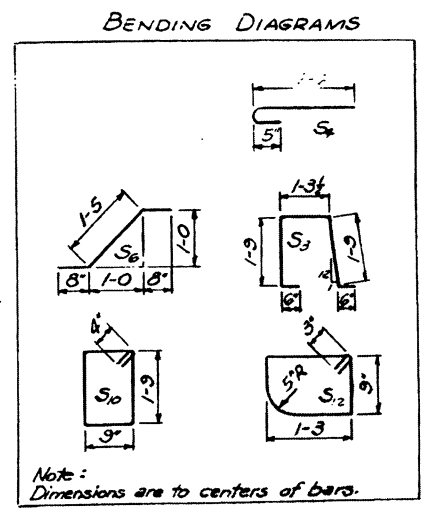
BRIDGE NO. 3902 B DRAWING NO. 56031

L. O. Johnson
BRIDGE ENGINEER



BAR LIST

MARK	SIZE	NO REQD	END	INT	LENGTH	DIA.
S ₁	9	101	10		24-7	Str.
S ₂	5	63	28		23-0	"
S ₃	3	40	40		35-7	Str.
S ₄	5	36	36		7-7	3"
S ₅	3	37	37		24-7	Str.
S ₆	4	356	356		2-9	1 1/2"
S _{7a}	4	4			25-1	Str.
S _{7b}	4	4			24-7	Str.
S ₈	4	52	52		5-8	1 1/2"
S _{9a}	4	3			12-5	Str.
S _{9b}	4	3			12-2	Str.
S ₁₀	4	52	52		5-7	1 1/2"
S ₁₁	5	8			1-0	Str.
S ₁₂	3	3			4-3 1/2	1 1/2"



GENERAL NOTES:

All concrete to be Class 5. All exposed corners to be chamfered 3/4" unless otherwise noted.

Reinforcing steel to be deformed bars of intermediate or hard grade. Shop lists and bending diagrams must be submitted and approval secured before fabrication is begun.

All cylindrical tubes used to form voids shall be of moisture protected, laminated type construction, minimum thickness 0.200, and shall be furnished complete with end closures.

All reinforcing steel and fiber tubes shall be accurately located in the forms and firmly held in place by means of steel wire supports and spacers for tubes of a sufficient number and size to prevent displacement during the course of construction, but in no case of lesser design than that shown.

Wire supports for reinforcing bars will not be paid for directly, but will be considered subsidiary to the item "Reinforcing Steel". Tubes for forming voids and wire supports and spacers for tubes will not be paid for directly, but will be considered subsidiary to the item "Class 5 Concrete".

Shop lists and diagrams of wire supports and spacers for tubes shall be submitted for approval before fabrication is begun. Roofing felt, bituminous felt, and poured asphalt joints shall be measured and paid for as Class 5 Concrete.

For details of Metal Railing see Dwg. No. 14992. Metal Railing including posts and fastenings shall be paid for at the unit price per linear foot bid for Metal (Aluminum or Steel) Bridge Railing.

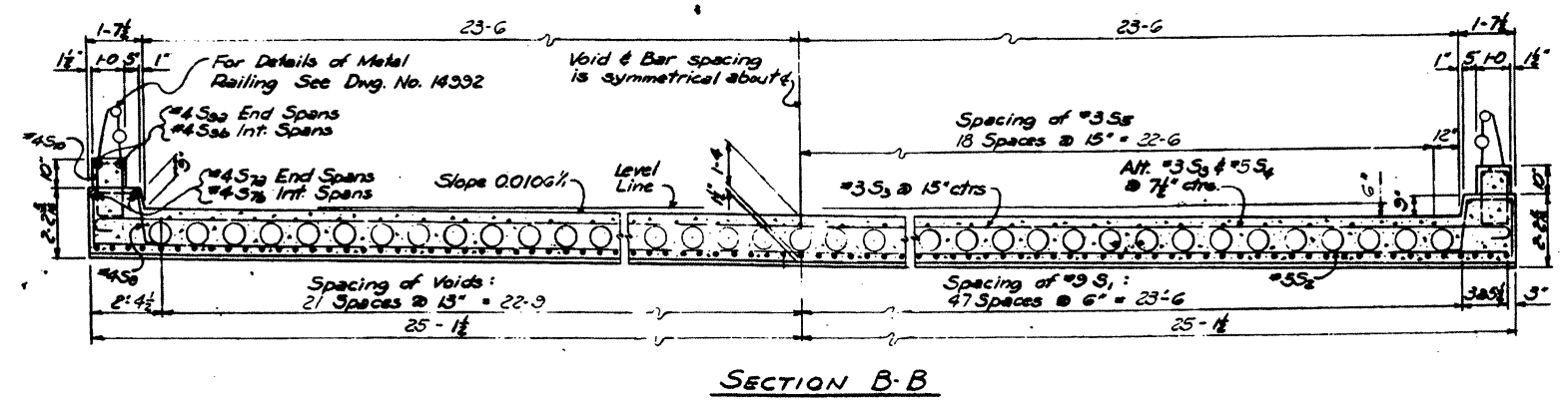
SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

DESIGN SPECIFICATIONS: AASHTO 1961

Design Line Loading: HS20 and Special Interstate Loading of two 24,000' axles spaced 4'-0" on centers.

Load Distribution to Slab: Dead Load - 168 psf; Live Load - 0.184 wheels/ft of width plus 30% impact.

Unit Stresses: Class 5 Concrete (n=10) 1,200 psi
 Reinforcing Steel 20,000 psi



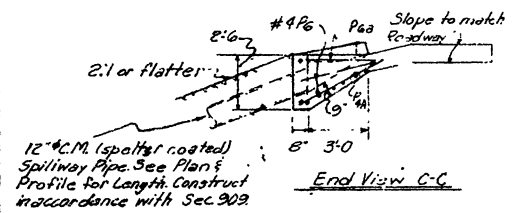
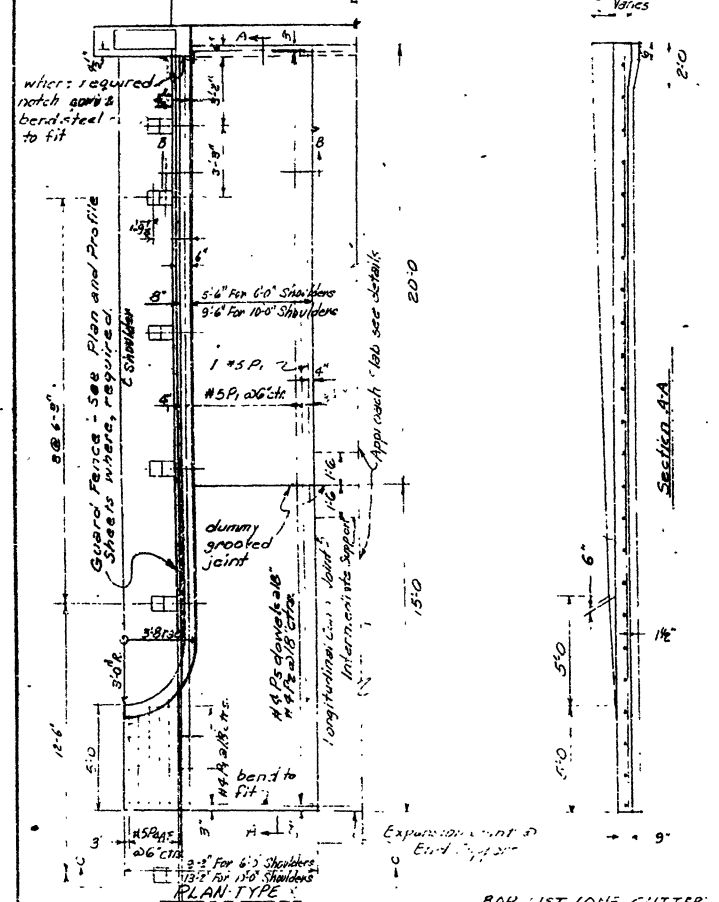
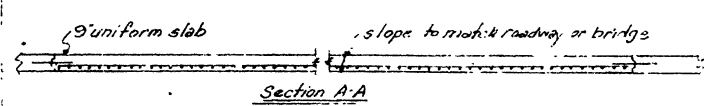
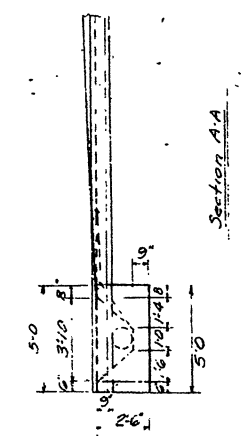
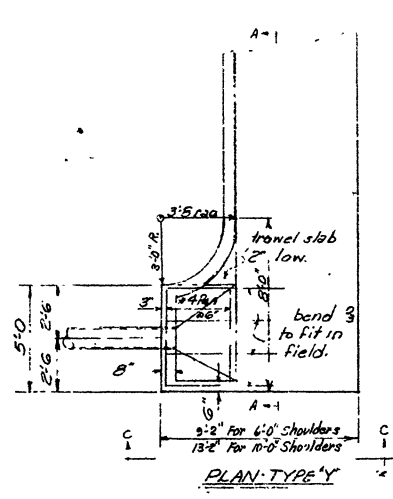
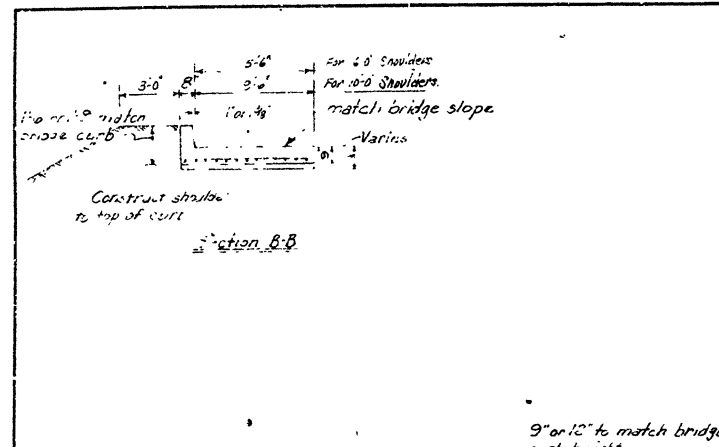
Eliminated S₂ bend, added spacer wire size 12-12-64 2WS

INFORMATION ONLY

DETAILS OF STANDARD
 25'-0" R.C. SLAB SPAN (WITH VOIDS)
 47'-0" CLEAR ROADWAY 2 CURBS @ 0'-6"
 ROUTE SEC.
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.

DRAWN BY: PLS DATE: 8-4-64
 TRACED BY: DATE:
 CHECKED BY: DV DATE: 8-31-64
 BRIDGE NO. 3902B DRAWING NO. 56032
 STD. Dwg. No. 13070 Mod.

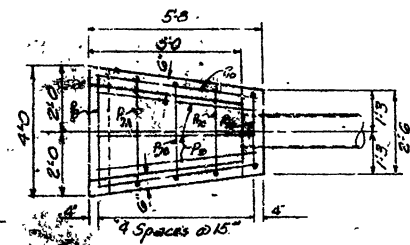
L.P. Carlson
 BRIDGE ENGINEER



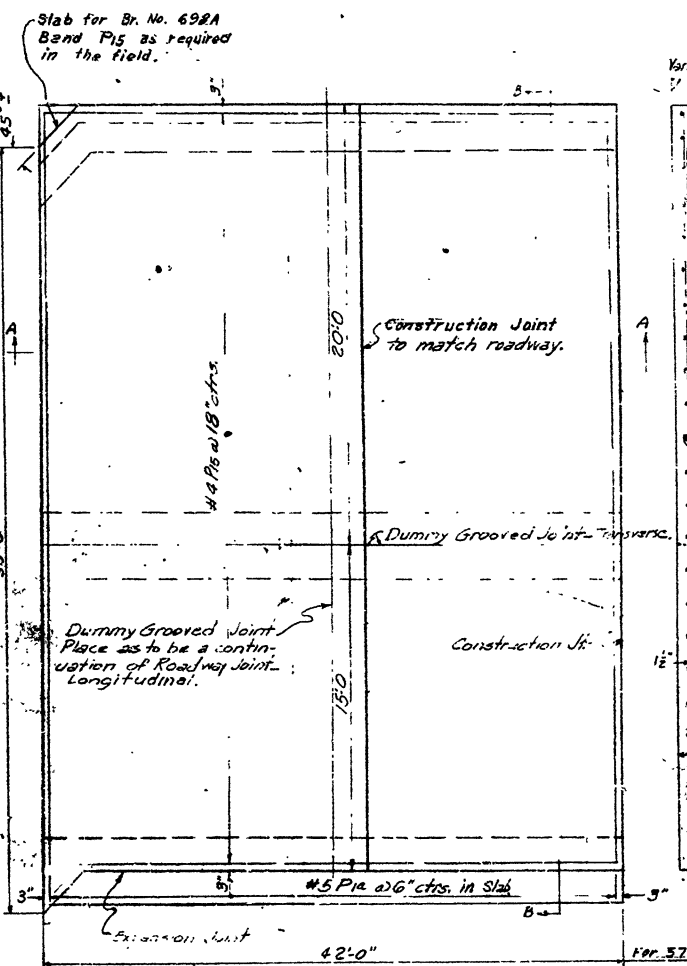
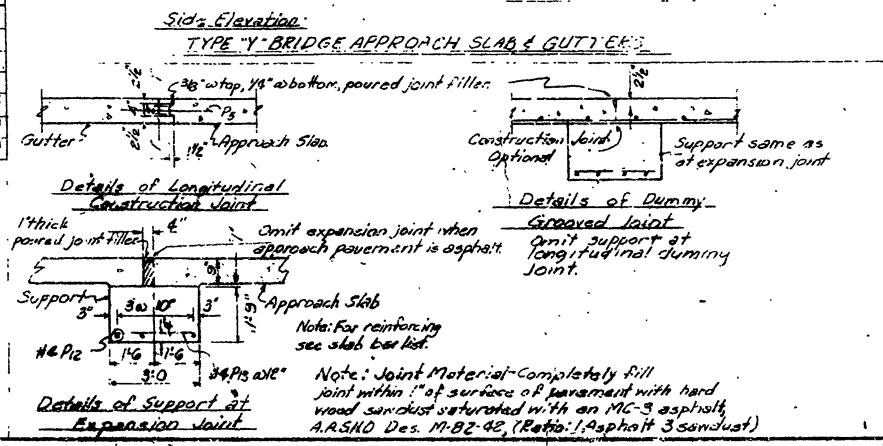
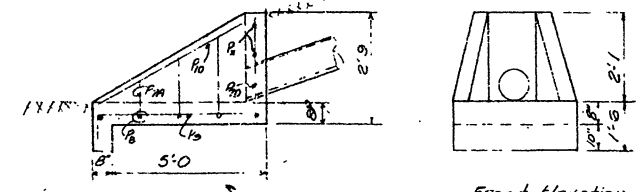
BAR LIST (ONE GUTTER)

PK	SIZE	No.	LENGTH	BENDING DIA.
P1-16's same as type X				
P6	4	2	13'-1"	4'-3"
P6A	1	1	8'-10"	4'-3"
P7A	1	1	5'-2"	4'-3"
P7B	1	1	5'-10"	4'-3"
P7C	1	1	6'-6"	4'-3"
P7D	1	1	7'-2"	4'-3"
P8	1	1	3'-8"	4'-3"
P9	3	3	5'-5"	4'-3"
P10	2	2	5'-6"	4'-3"
P11	4	2	8'-2"	4'-3"
P12	5	6	4'-6"	4'-3"

Dimensions are C to C of bars



Note: Except for the addition of drain pipe and spillway outlet Type 'Y' is identical to Type 'X'.



SLAB BAR LIST - 24'-0" Pav.

PK	SIZE	No.	LENGTH
P18	4	8	56'-6"
P19	4	8	2'-8"
P20	5	8	3'-8"
P21	4	24	4'-6"

SLAB BAR LIST - BR. NO. 698A

PK	SIZE	No.	LENGTH
P18	4	8	56'-6"
P19	4	8	2'-8"
P20	5	8	3'-8"
P21	4	24	4'-6"

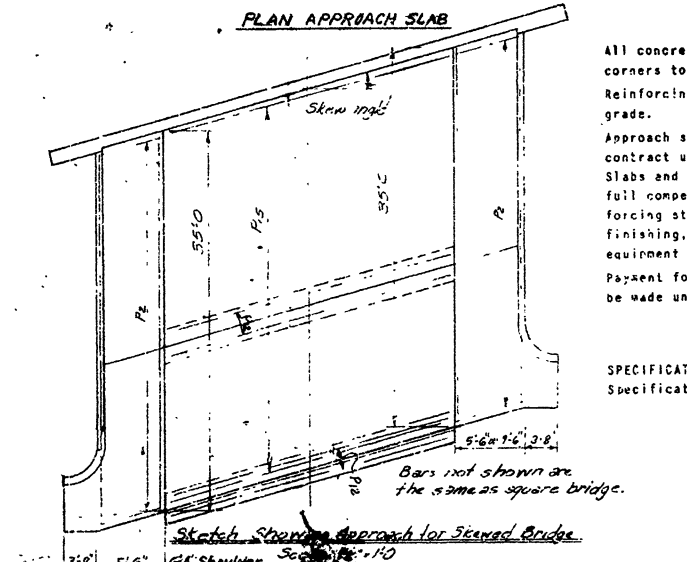
TYPE 'Z' BRIDGE APPROACH
Type 'Z' approach consists of one-half Type 'Y' and one-half Type 'X', use when called for on the plans.

BAR LIST (ONE GUTTER)

PK	SIZE	Number	LENGTH	SHOULDER WIDTH
P	5	12	34'-8"	6'-0"
P1	4	20	34'-8"	0'-0"
P2	4	24	5'-9"	6'-0"
P3	4	24	9'-9"	10'-0"
P4-F	5	1 Each	5'-6" to 5'-9"	6'-0" to 10'-0"
P5	4	24	3'-0"	6'-0" to 10'-0"

When the bridge is skewed multiply length by secant of skew \angle .

TYPE 'X' BRIDGE APPROACH SLAB & GUTTERS



REVISIONS:
1. 2-13-63
2. 2-13-63
3. 2-13-63
4. 2-13-63
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100. 2-13-63

GENERAL NOTES
All concrete to be Class A or S, or pavement mixture. Exposed corners to be chamfered 3/4" unless otherwise shown.
Reinforcing steel to be deformed bars of intermediate or hard grade.
Approach slabs and gutters for structures shall be paid for at the contract unit price each bid for "Approach Gutters" or "Approach Slabs and Gutters", of the type designated which price shall be full compensation for furnishing all materials, including reinforcing steel and joint material; for forms, mixing, placing and finishing, for excavation and backfill, and for all labor, tools, equipment and incidentals necessary to complete the work.
Payment for furnishing and installing corrugated metal pipe shall be made under the item of "Pipe Culverts", Section 909.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959.

INFORMATION ONLY

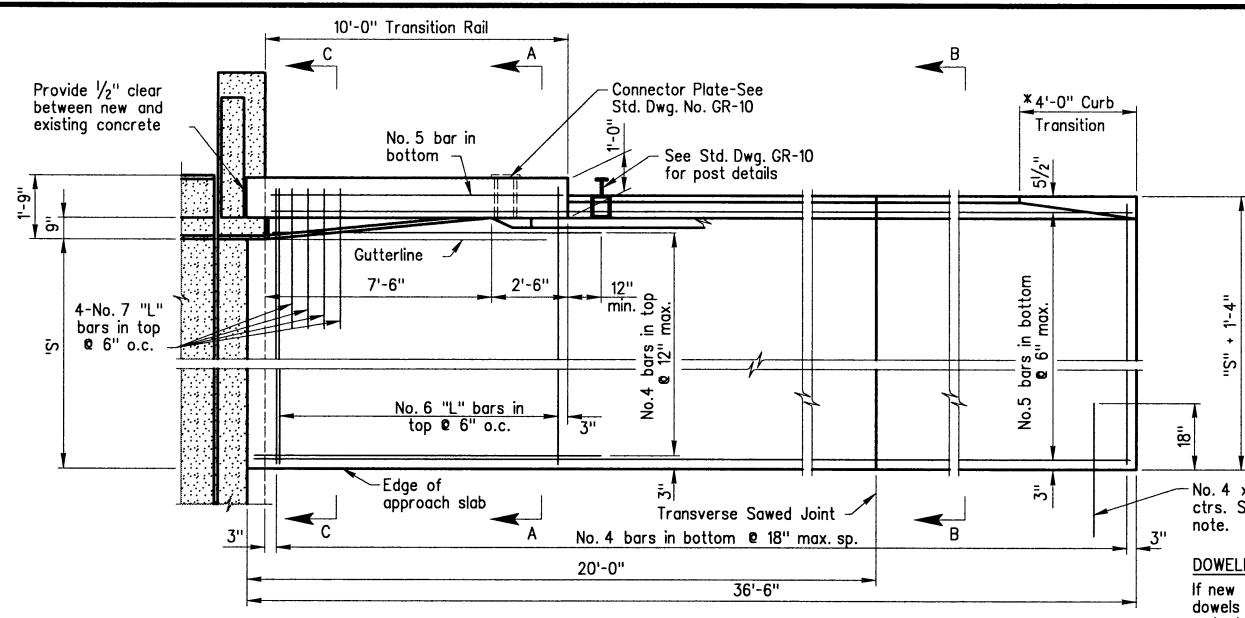
DETAILS OF SPECIAL APPROACH SLABS & GUTTERS FOR 57' RDWY. STRUCTURES ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

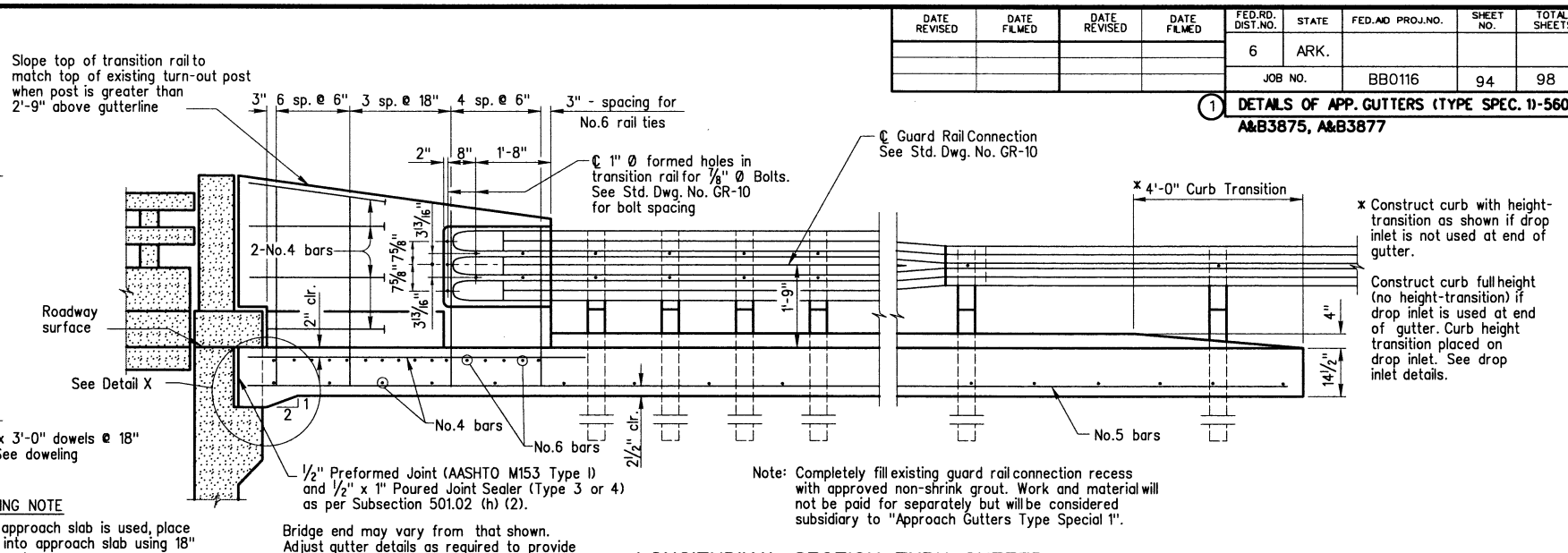
BRIDGE NO. A&B3875, A&B3876, A&B3877, A&B3878, A&B3879, A&B3880, A&B3902
DRAWING NO. 56033
DATE: 2-13-63
SCALE: 1/4" = 1'-0" unless noted

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AD. PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB0116	94	98	

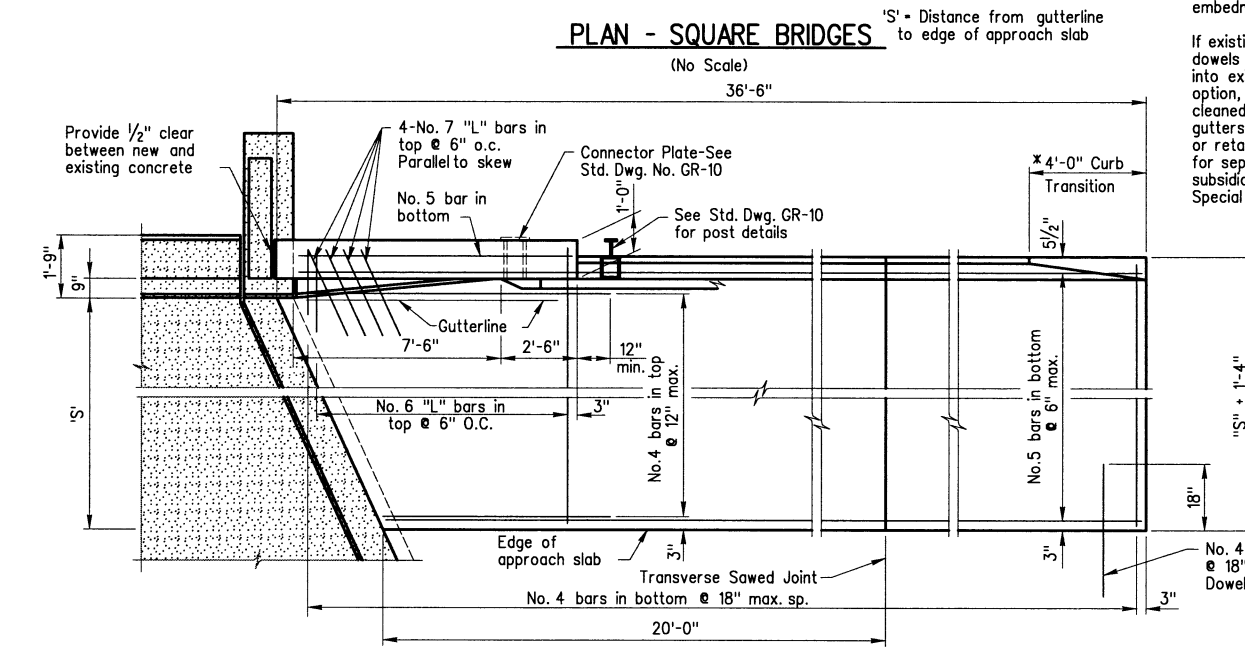
1 DETAILS OF APP. GUTTERS (TYPE SPEC. 1)-56034
A&B3875, A&B3877



PLAN - SQUARE BRIDGES
(No Scale)



LONGITUDINAL SECTION THRU GUTTER
(No Scale)



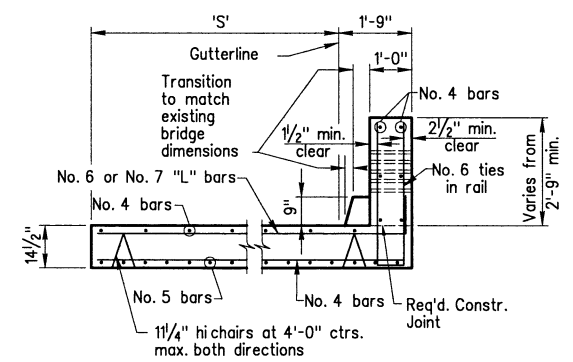
PLAN - SKEWED BRIDGES
(No Scale)

DOWELING NOTE

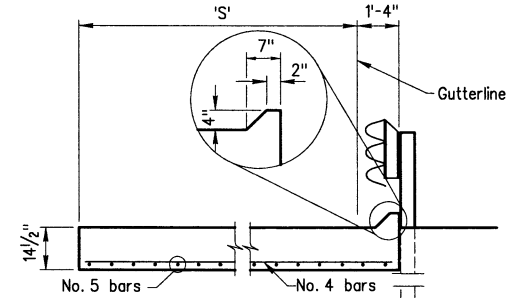
If new approach slab is used, place dowels into approach slab using 18" embedment.

If existing approach slab is retained, dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters Type Special 1".

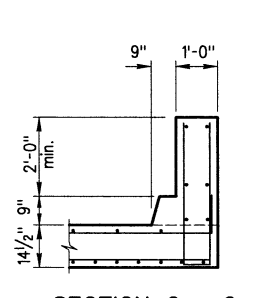
Bridge end may vary from that shown. Adjust gutter details as required to provide similar railing transition.



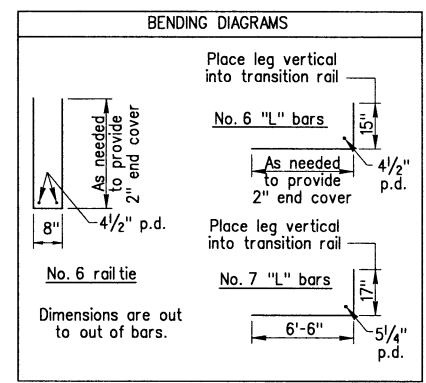
SECTION A - A
(No Scale)



SECTION B - B
(No Scale)



SECTION C - C
At end of Transition Rail
(No Scale)



QUANTITIES FOR ONE SQUARE APPROACH GUTTER

'S'	Concrete	Reinforcing Steel
5'-3"	12.41 CY	1246 lb
9'-3"	18.94 CY	1765 lb

GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Subsection 501.08 of the Standard Specifications (f'c=4,000 psi) and shall be poured in the dry.

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

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

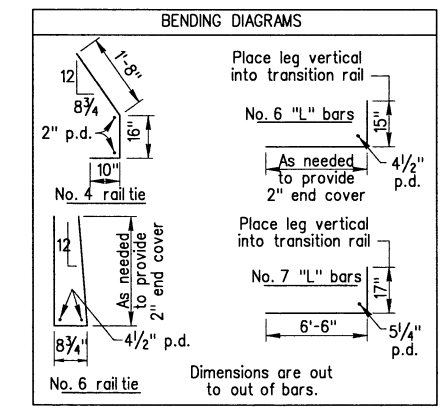
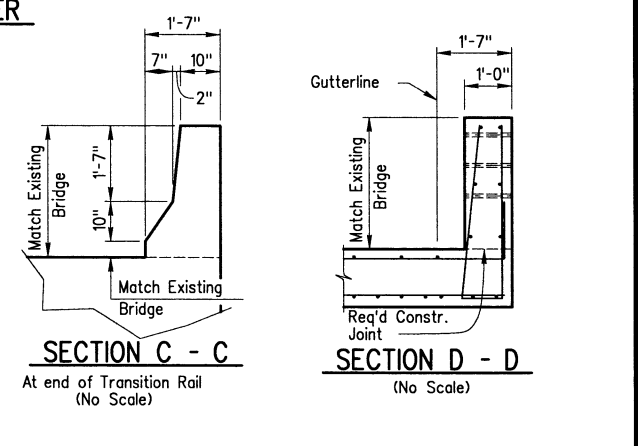
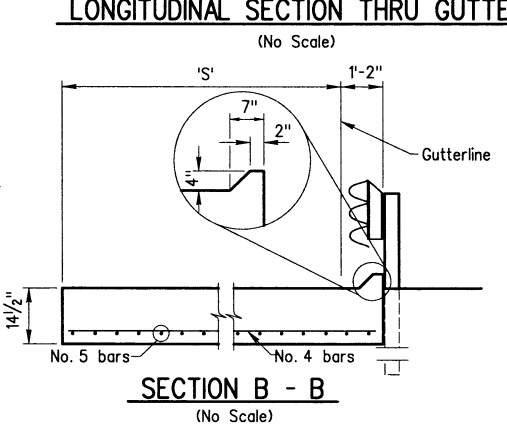
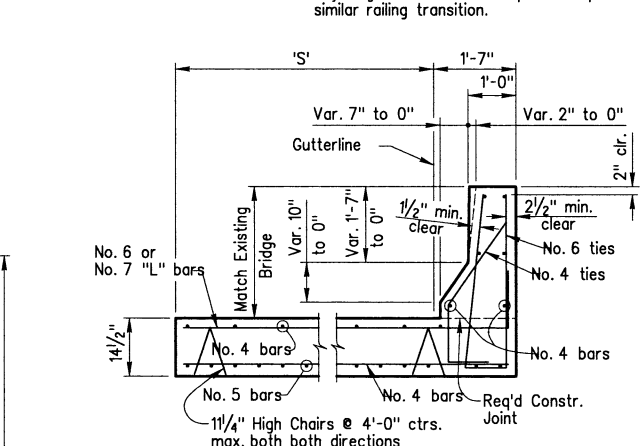
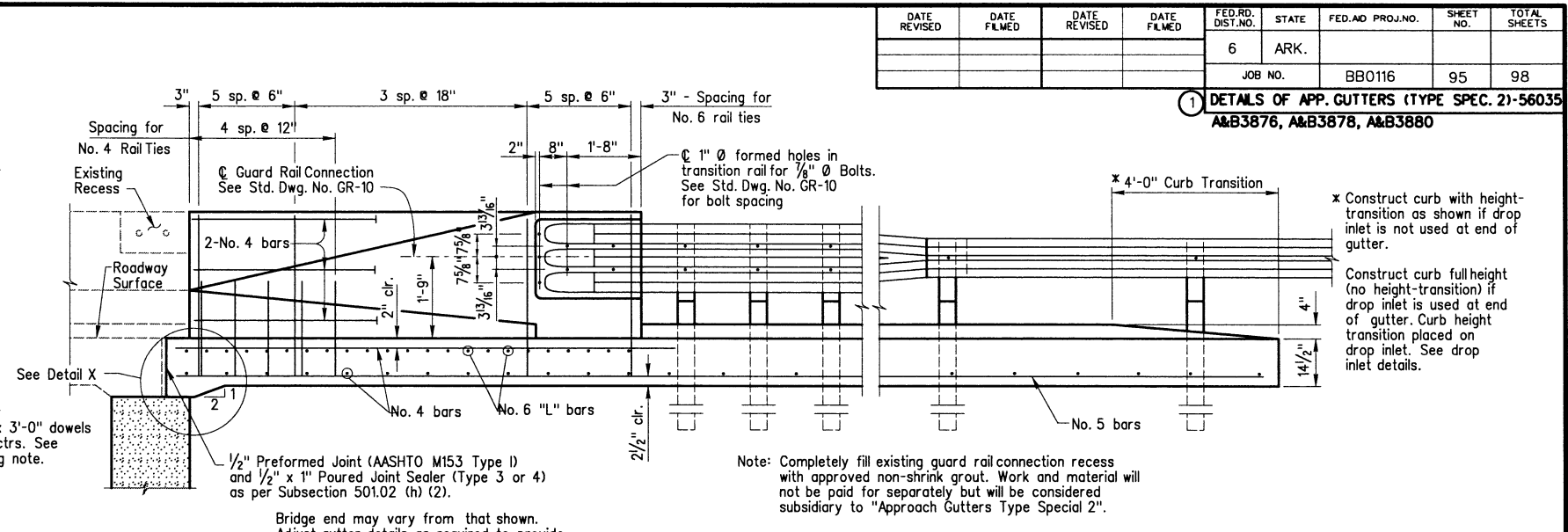
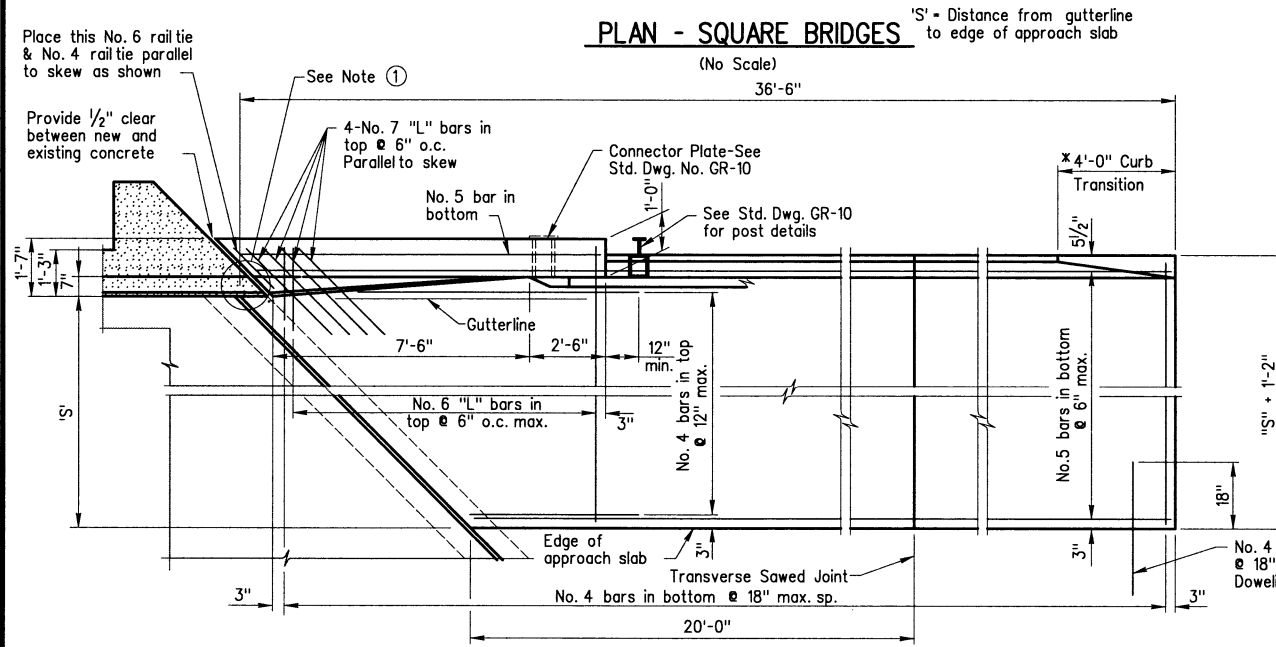
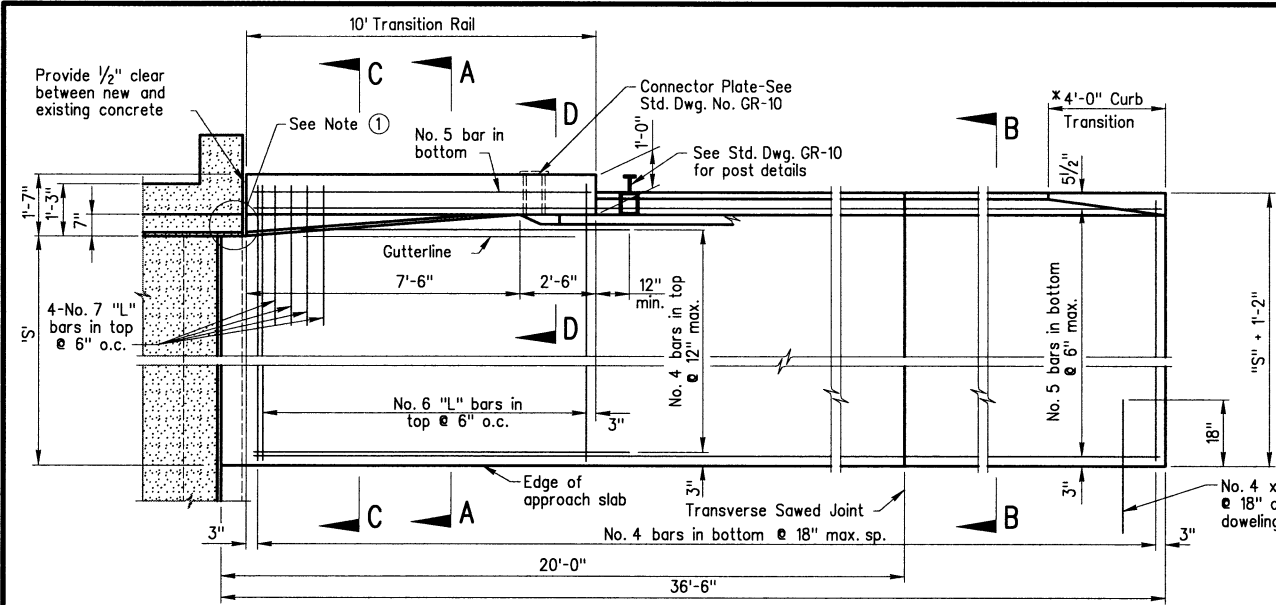


DETAILS OF
TYPE SPECIAL 1 APPROACH GUTTERS
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 7/26/12 FILENAME: bbb0116xx_aq1.dgn
CHECKED BY: CGW DATE: 5/15/14
DESIGNED BY: JRS DATE: 5/10/14 SCALE: No Scale
BRIDGE ENGINEER
PRINT DATE: 2/9/2017
BRIDGE NO. A&B3875, A&B3877 DRAWING NO. 56034

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO. BBO116							95	98

1 DETAILS OF APP. GUTTERS (TYPE SPEC. 2)-56035
A&B3876, A&B3878, A&B3880



DOWELING NOTE

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

If existing approach slab is retained, dowels shall be drilled and grouted 18" into existing slab. At the Contractor's option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters Type Special 2".

GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Subsection 501.08 of the Standard Specifications (f'c=4,000 psi) and shall be poured in the dry.

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

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

QUANTITIES FOR ONE SQUARE APPROACH GUTTER

'S'	Concrete	Reinforcing Steel
5'-9"	12.91 CY	1276 lb
9'-9"	19.65 CY	1795 lb

DETAILS OF TYPE SPECIAL 2 APPROACH GUTTERS
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

REGISTERED PROFESSIONAL ENGINEER
CHARLES G. WISS
No. 15927

DRAWN BY: WEG
CHECKED BY: CGW
DESIGNED BY: JRS
BRIDGE NO. A&B3876, A&B3878, A&B3880

DATE: 7/26/12
DATE: 5/15/14
DATE: 5/10/14
SCALE: No Scale

FILENAME: bbb0116xx_ag2.dgn

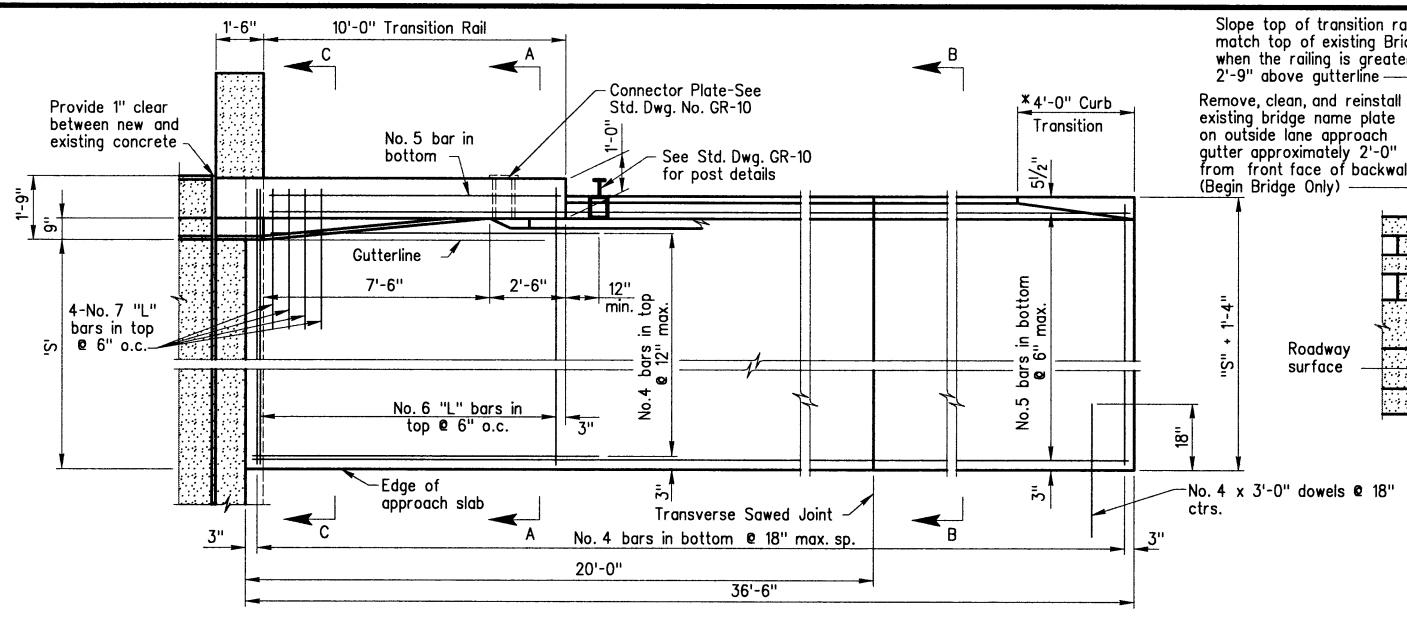
DRAWING NO. 56035

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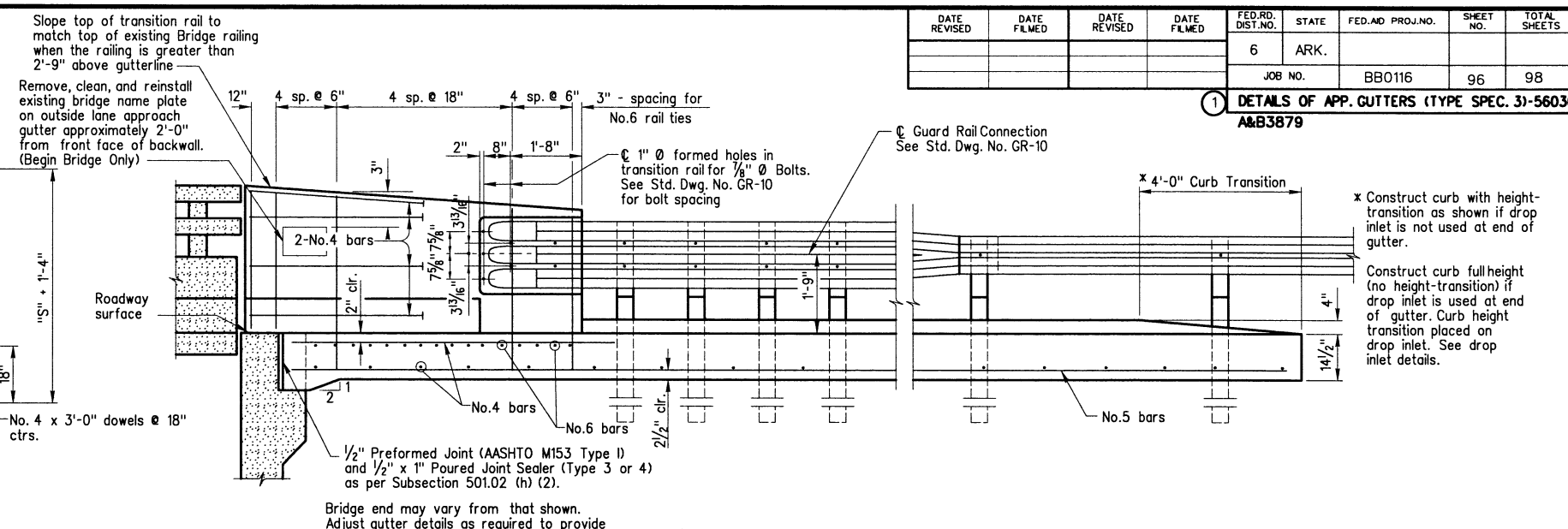
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			

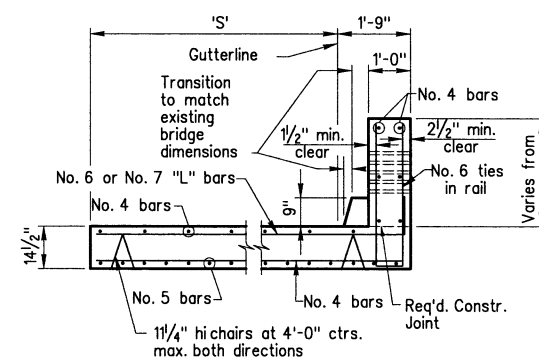
1 DETAILS OF APP. GUTTERS (TYPE SPEC. 3)-56036
A&B3879



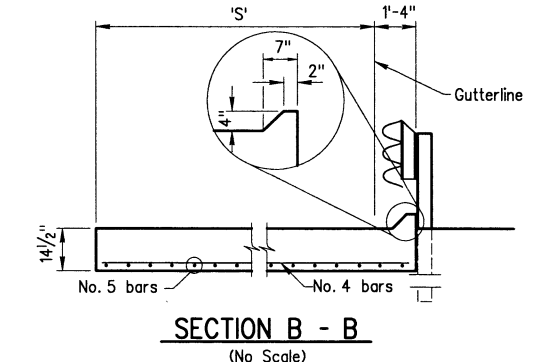
PLAN - SQUARE BRIDGES
(No Scale)



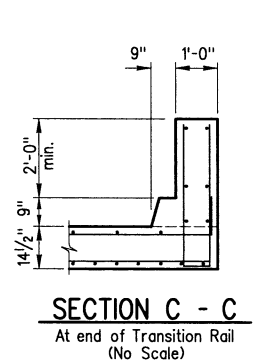
LONGITUDINAL SECTION THRU GUTTER
(No Scale)



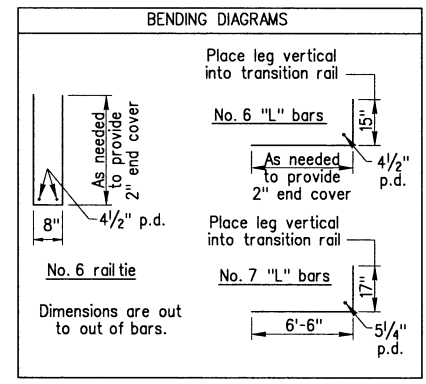
SECTION A - A
(No Scale)



SECTION B - B
(No Scale)



SECTION C - C
At end of Transition Rail
(No Scale)



QUANTITIES FOR ONE SQUARE APPROACH GUTTER
(For Information Only)

'S'	Concrete	Reinforcing Steel
5'-3"	12.41 CY	1246 lb
9'-3"	18.94 CY	1765 lb

GENERAL NOTES

Concrete shall be High Early Strength Portland Cement Concrete Pavement per Subsection 501.08 of the Standard Specifications (f'c=4,000 psi) and shall be poured in the dry.

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

Fabricate bar lengths to provide 2" minimum cover at each end.

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

For Details of Demolition and reconstruction of Backwall and wings see Drawing No. 56010.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 15927
CHARLES G. WISSE
BRIDGE ENGINEER
PRINT DATE: 2/9/2017

DETAILS OF
TYPE SPECIAL 3 APPROACH GUTTERS
ST. FRANCIS COUNTY
ROUTE 40 SECTION 51
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: WEG DATE: 7/26/12 FILENAME: bbb0116xx_ag2.dgn
CHECKED BY: CGW DATE: 5/15/14
DESIGNED BY: JRS DATE: 5/10/14 SCALE: No Scale
BRIDGE NO. A&B3879 DRAWING NO. 56036

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		BB0116	98	98

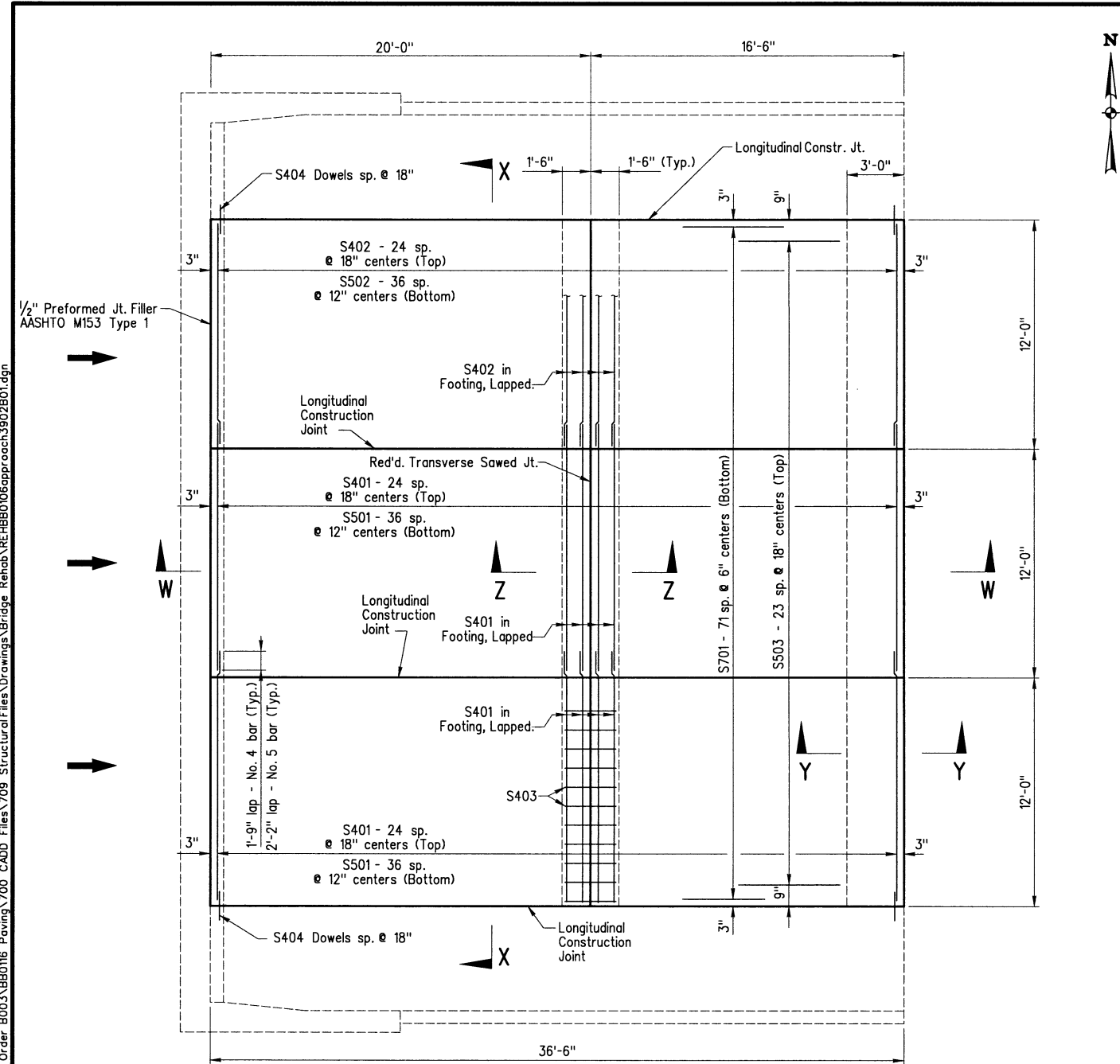
1 B3902 - TYPE SPEC. SLAB - 56038

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

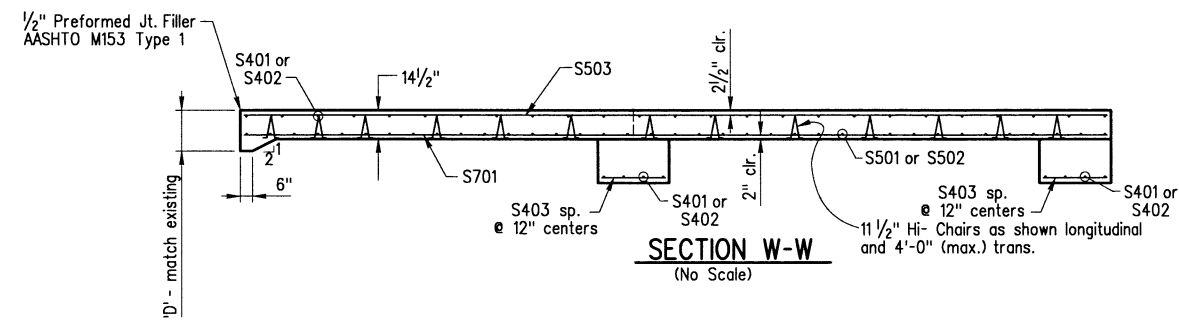
All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustments to longitudinal bar length may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

BARS LIST FOR TYPE SPECIAL 2 APPROACH SLAB

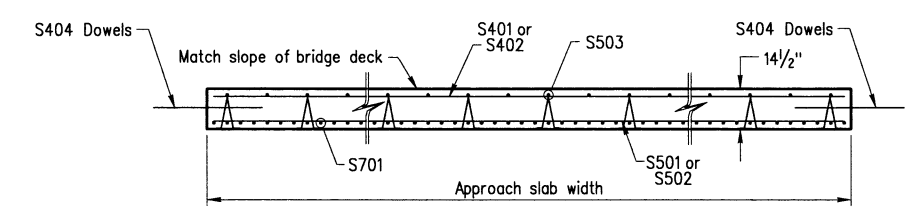
Mark	No. Req'd	Length
S401	50	13'-8"
S402	25	11'-10"
S403	72	2'-8"
S404	50	3'-0"
S501	74	14'-3"
S502	37	11'-10"
S503	24	36'-2"
S701	72	36'-2"



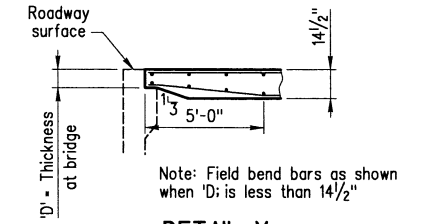
PLAN - TYPE SPECIAL 2 APPROACH SLAB
(End Bridge No. B3902 shown, Begin Bridge similar)
(No Scale)



SECTION W-W
(No Scale)



SECTION X-X
(No Scale)



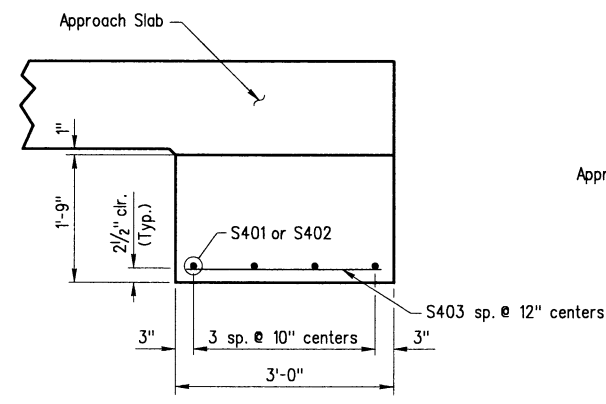
DETAIL X
(No Scale)

TABLE OF QUANTITIES FOR ONE TYPE SPECIAL 2 APPROACH SLAB

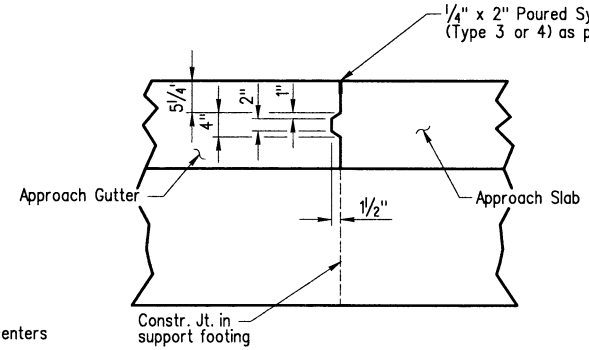
Slab Width	Reinforcing Steel (lbs.)	Concrete (cubic yds)
36'-0"	8880	73.73

GENERAL NOTES

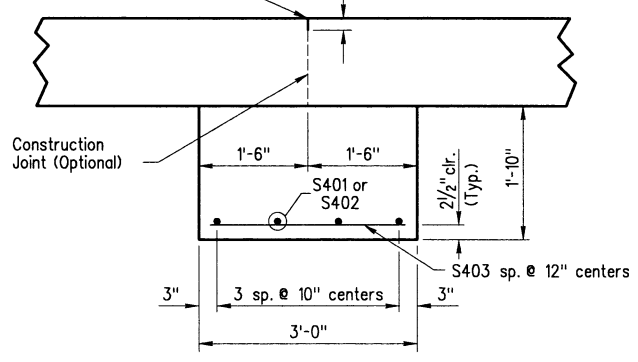
Concrete shall be High Early Strength Portland Cement Concrete Pavement per Subsection 501.08 of the Standard Specifications (f'c=4,000 psi) and shall be poured in the dry.
Reinforcement Steel shall be Grade 60 (fy = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.
Approach Slabs will be measured and paid for in accordance with Section 504.



SECTION Y-Y
(No Scale)



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
(No Scale)



SECTION Z-Z
(No Scale)

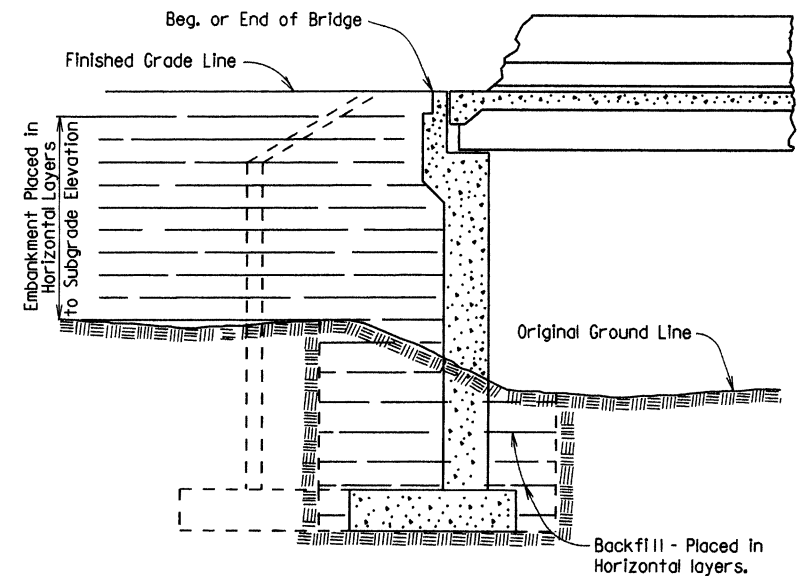
REGISTERED PROFESSIONAL ENGINEER
CHARLES G. RYSE
No. 15927
BRIDGE ENGINEER
PRINT DATE: 2/9/2017

DETAILS OF TYPE SPECIAL 2 APPROACH SLABS ST. FRANCIS COUNTY ROUTE 40 SECTION 51 ARKANSAS STATE HIGHWAY COMMISSION LITTLE ROCK, ARKANSAS

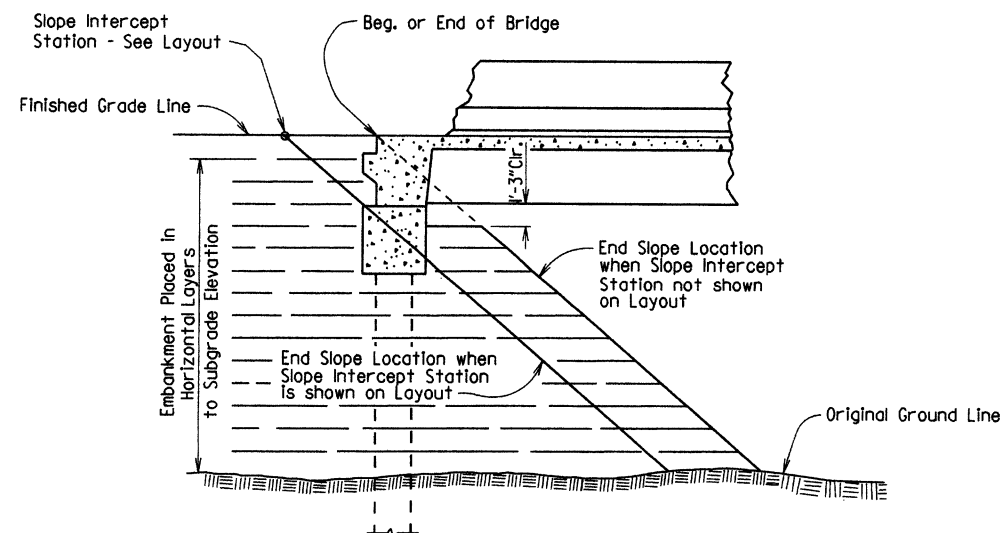
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CHECKED BY: LHC
DESIGNED BY: JRS
BRIDGE NO. B3902
DATE: 5/28/14
DATE: 5/28/14
DATE: 5/28/14
SCALE: No Scale
FILENAME: bbb0116x1.as2.dgn
DRAWING NO. 56038

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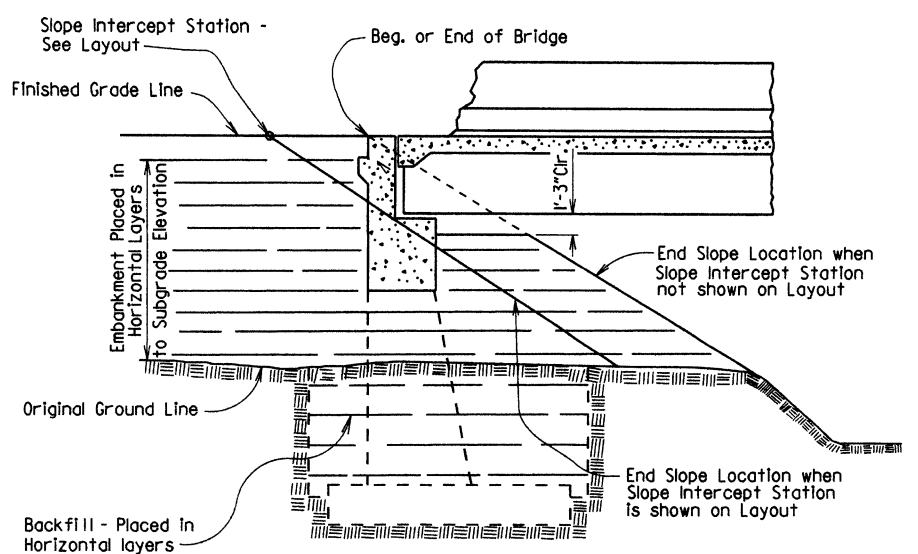
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				6	ARK.			
JOB NO.								
EMBANKMENT & BACKFILL							55000	



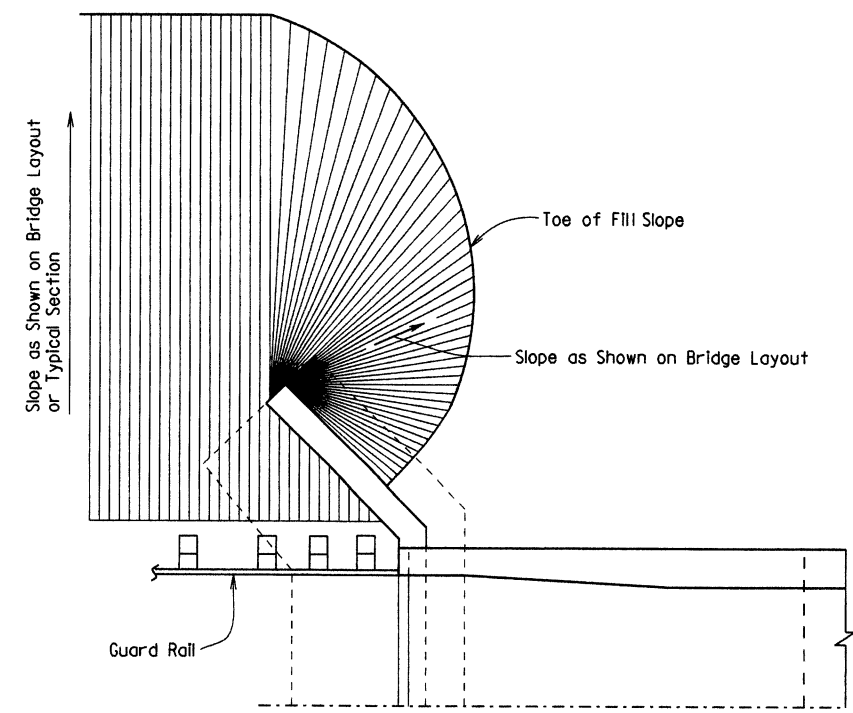
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT VERTICAL WALL ABUTMENTS



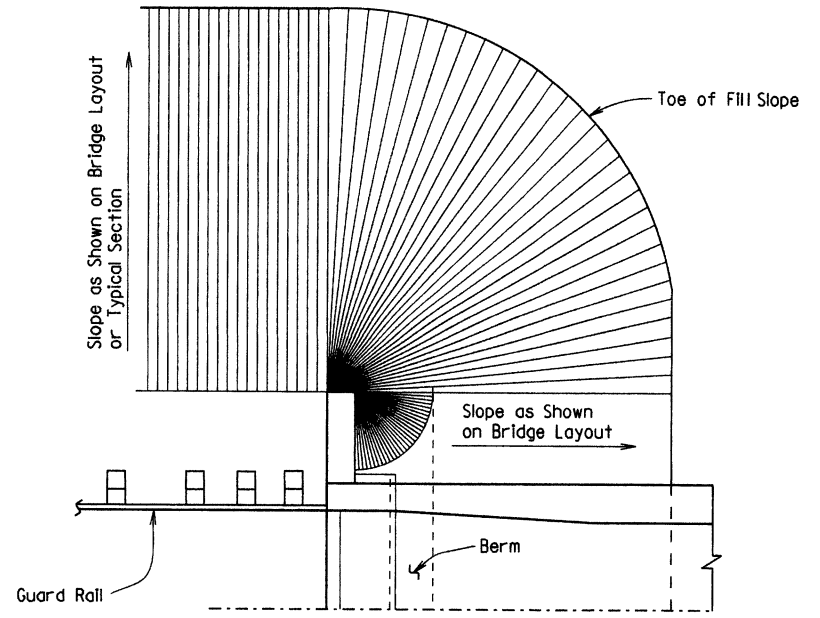
EMBANKMENT CONSTRUCTION AT SPILL-THROUGH PILE END BENTS



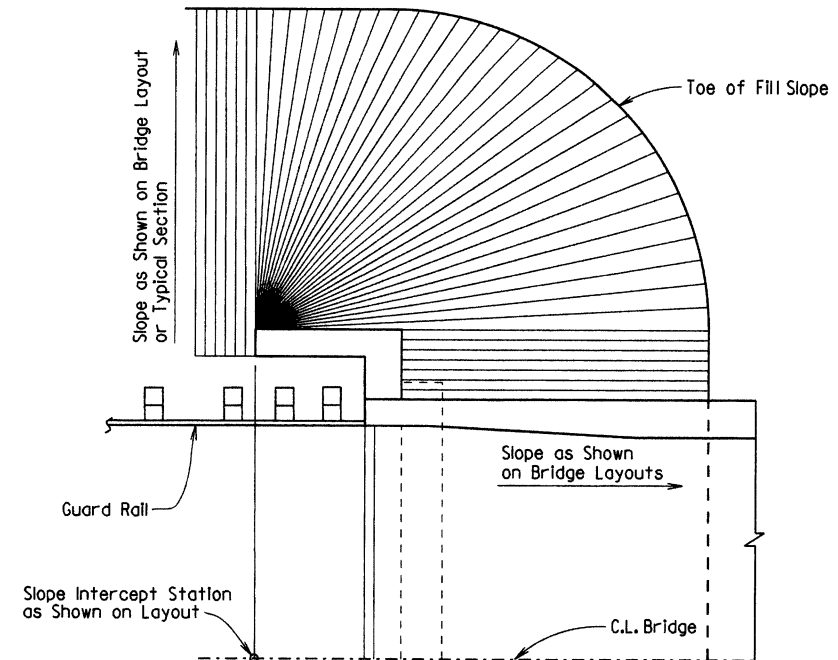
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT SPILL-THROUGH END BENTS



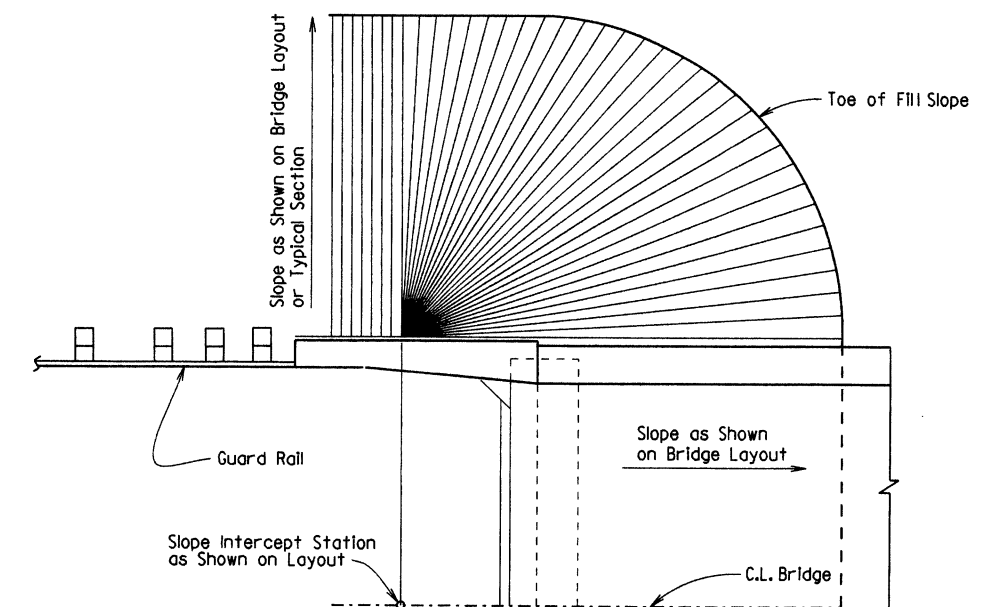
VERTICAL WALL ABUTMENTS



SPILL-THROUGH END BENTS WITH STUB WING



SPILL-THROUGH END BENTS WITH TURNBACK WING



SPILL-THROUGH END BENTS WITH TRANSITION WING

METHOD OF DETERMINING FILL SLOPE LOCATION AT BRIDGE ENDS

GENERAL NOTES

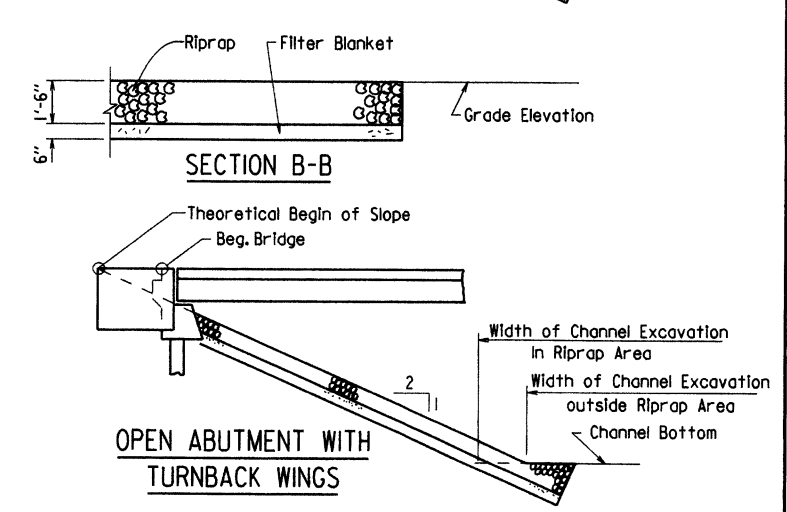
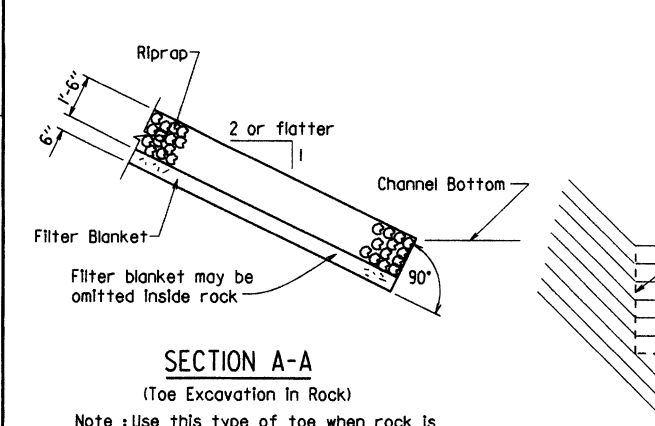
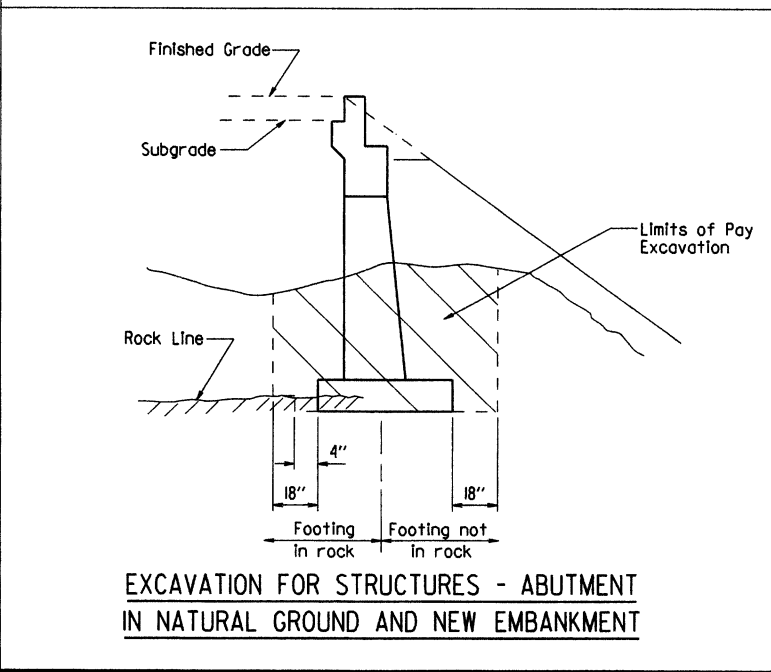
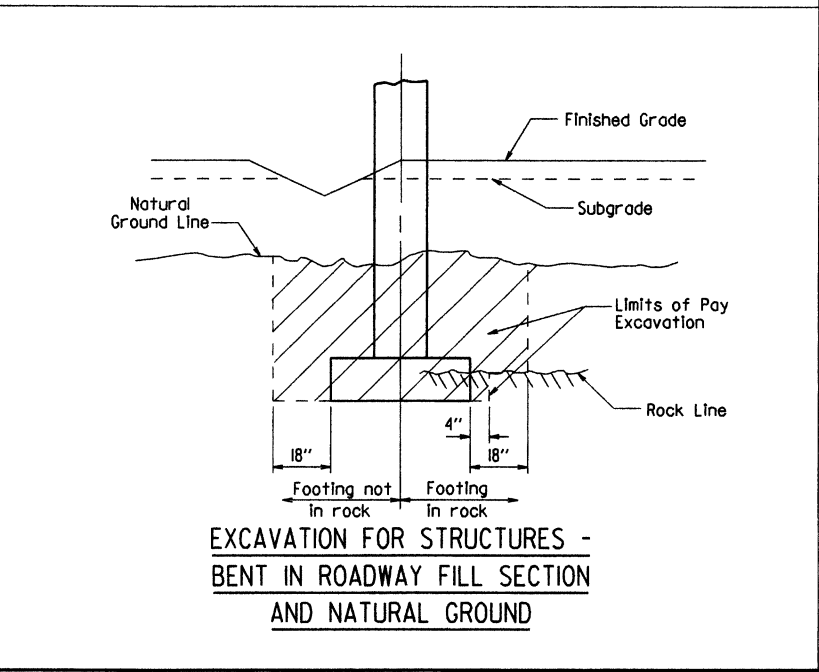
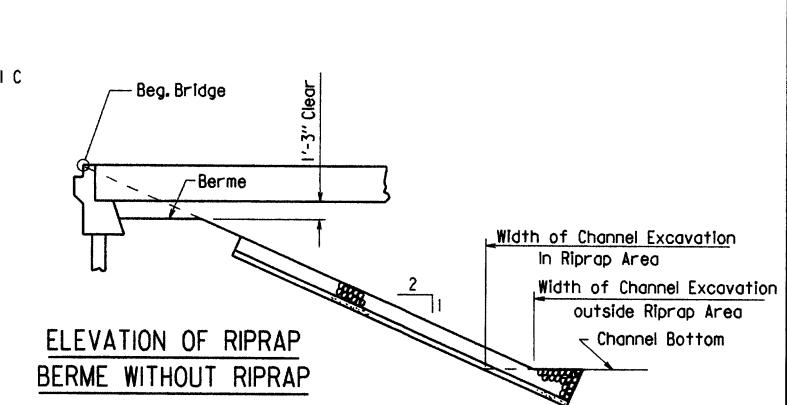
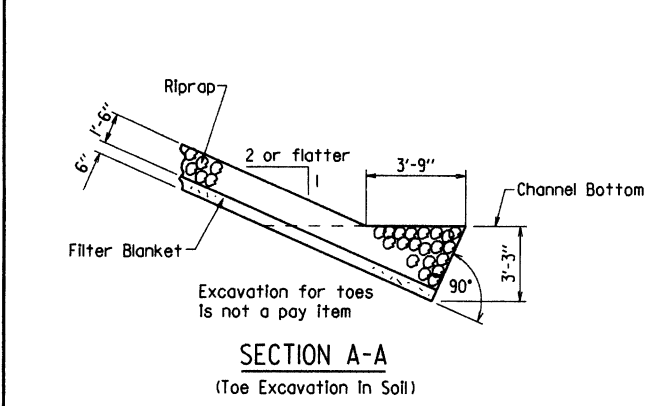
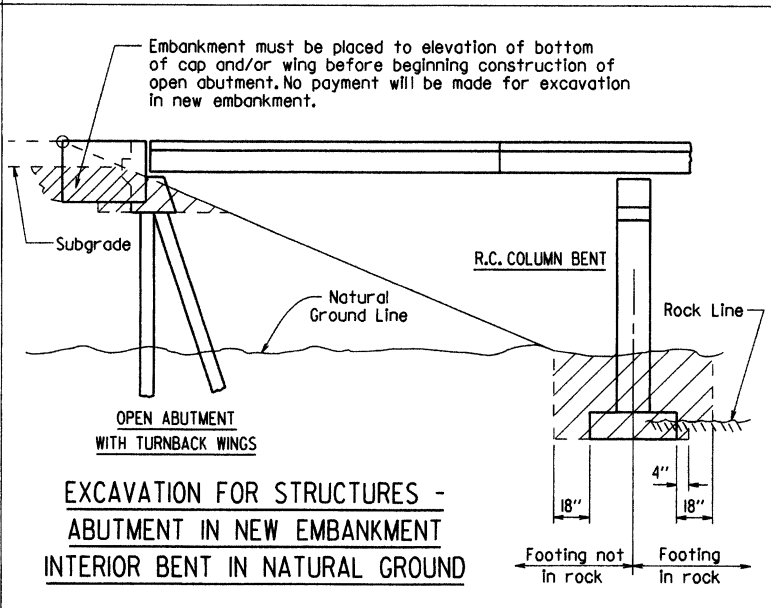
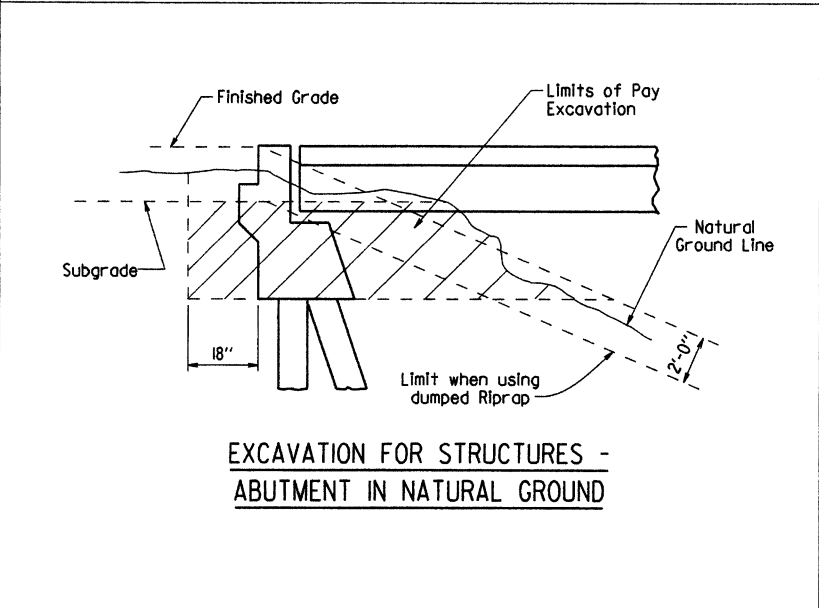
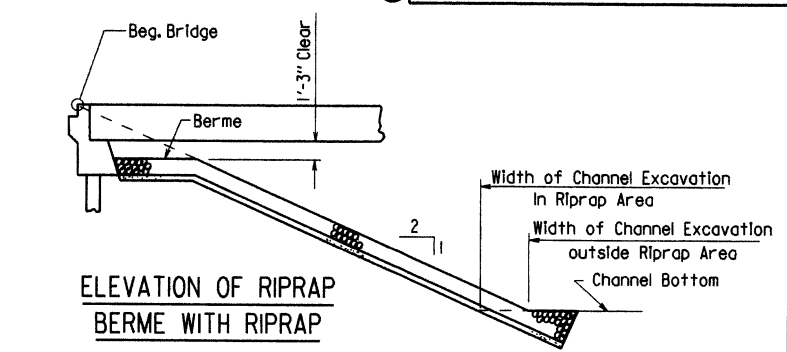
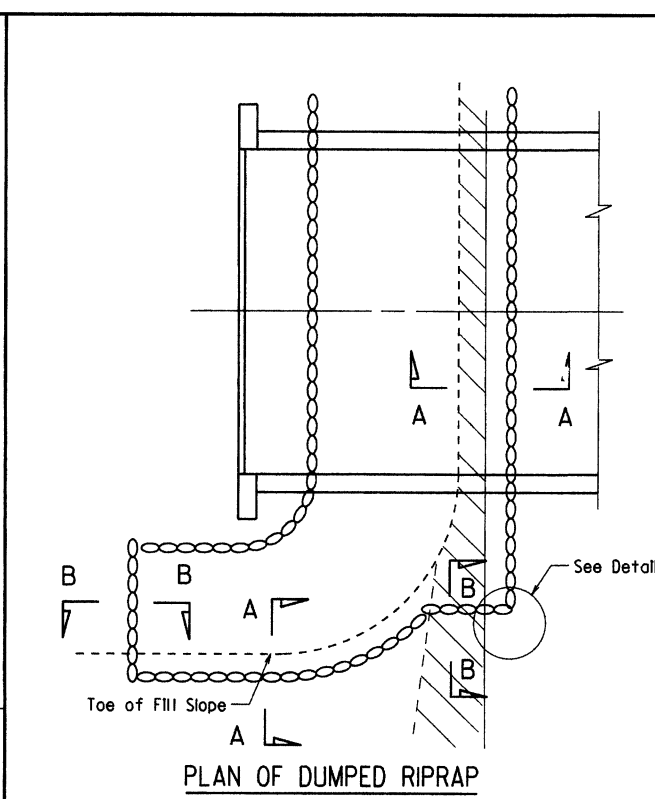
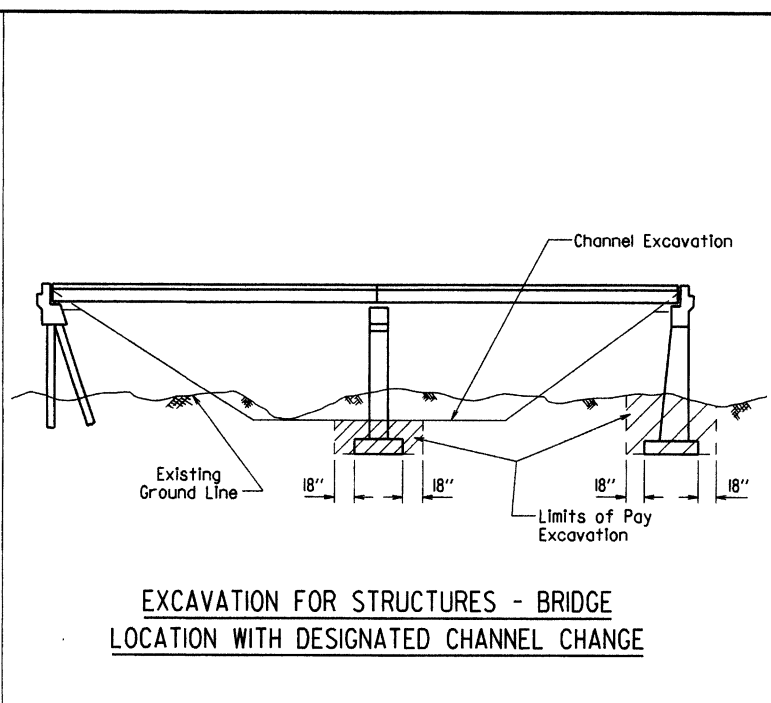
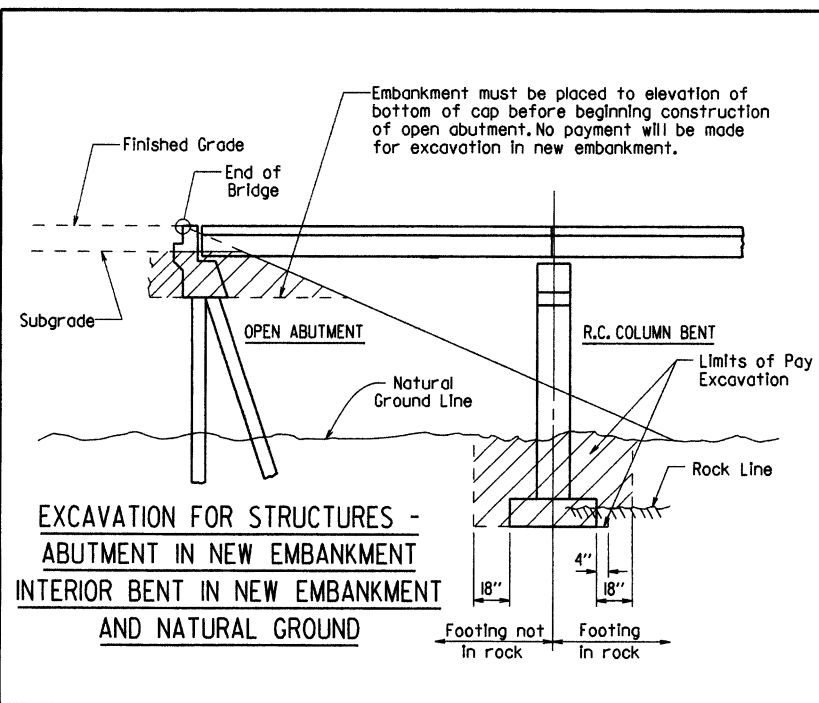
The Bridge End Embankment shall be defined as a section of embankment, not less than 20 feet long adjacent to the bridge end, together with the side slopes and slopes under the bridge end including around the end of wingwalls. Embankment adjacent to structures shall be constructed in 6 inch horizontal layers (loose measure) and compacted by the use of mechanical equipment to the satisfaction of the Engineer. Refer to Subsections 210.09, 210.10 and 801.08 for construction requirements.

STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS

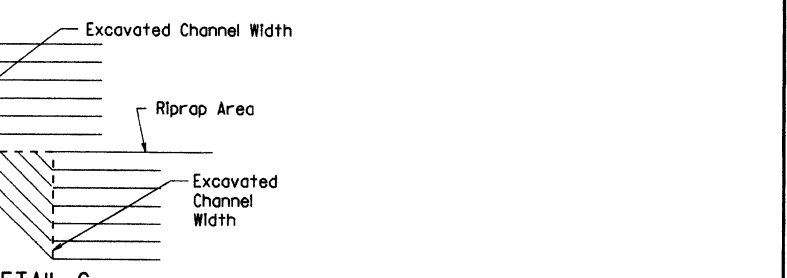
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55000.dgn
 CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
 DESIGNED BY: STD. DATE: -

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.	
							①	RIPRAP & EXCAV. 5500I

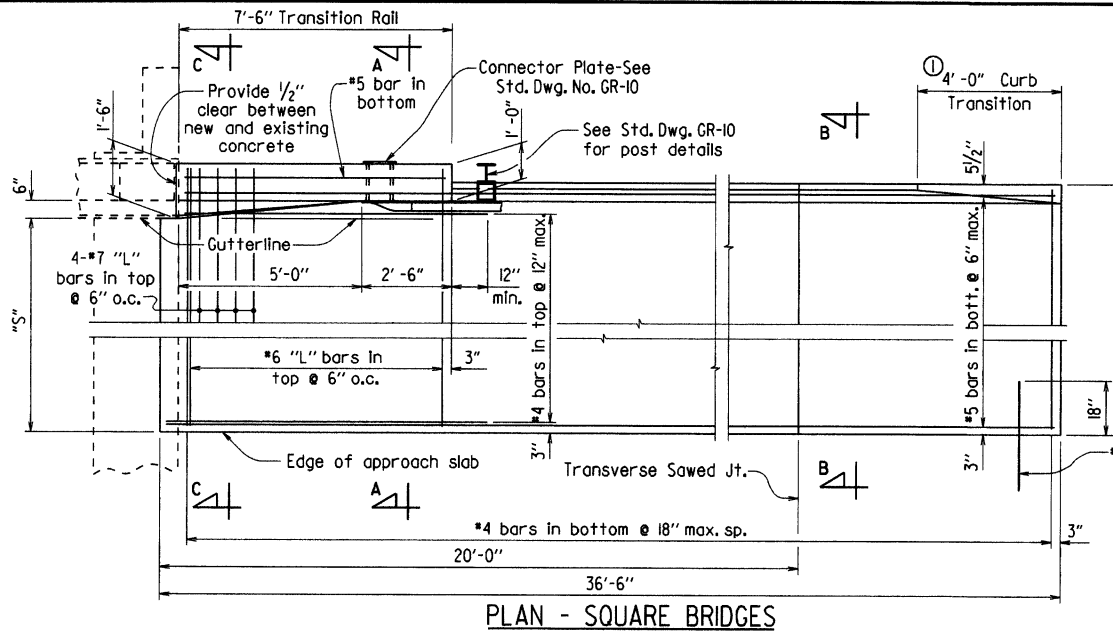


SECTION A-A (Toe Excavation In Rock)
 Note: Use this type of toe when rock is encountered which is in a stable condition.
 Note: In lieu of an aggregate filter blanket, a synthetic fiber geotextile fabric complying with the requirements of Subsection 816.02(e) may be used.
 Note: Details for computing excavation for structures are included for information as to how plan quantities were calculated and for use when adjusting quantities when changing footing elevation.

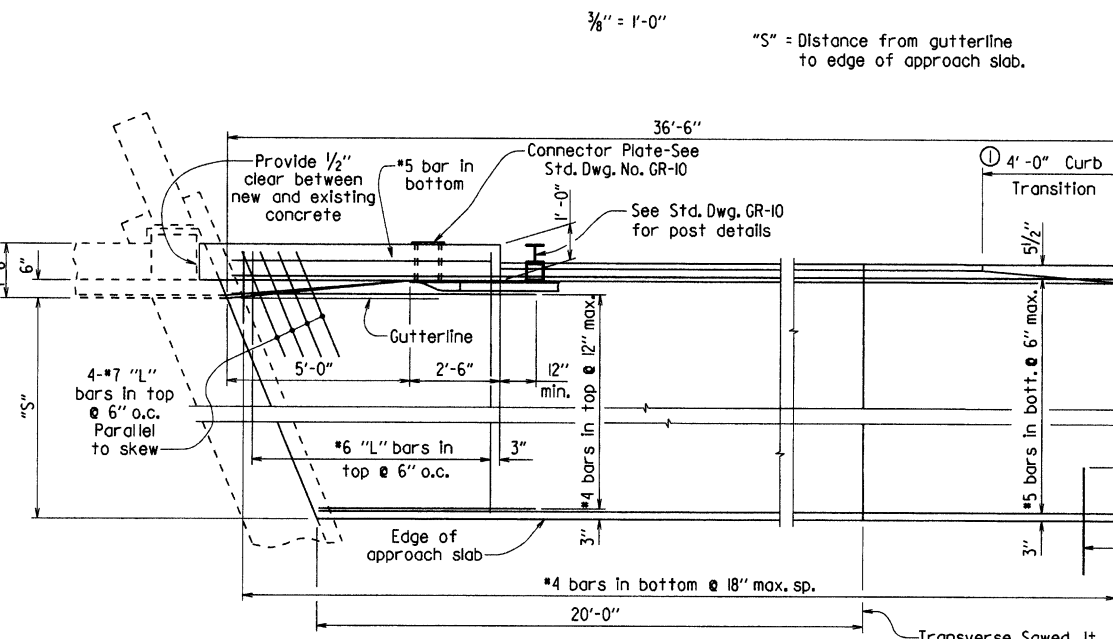


STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES
 ARKANSAS STATE HIGHWAY COMMISSION
 LITTLE ROCK, ARK.
 DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b5500I.dgn
 CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
 DESIGNED BY: STD. DATE: _____
 DRAWING NO. 5500I

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9/2/15				6	ARK.			
JOB NO.							TYPE AT GUTTERS	55036



PLAN - SQUARE BRIDGES



PLAN - SKEWED BRIDGES

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

See Alternate Details

Roadway surface

See "Detail X"

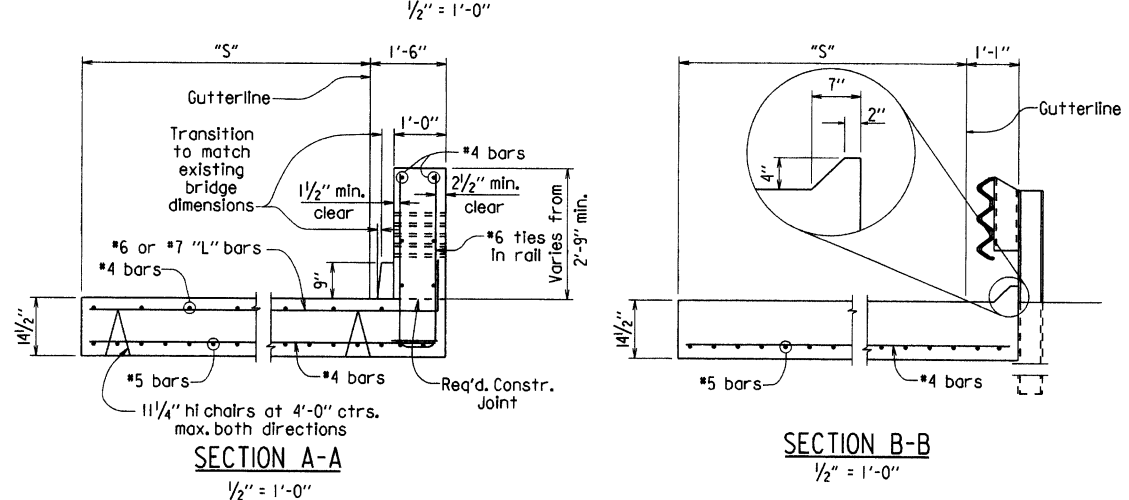
1/2" Preformed Joint AASHTO M 153 Type 1 and 1/2" x 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

DOWELING NOTE

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

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

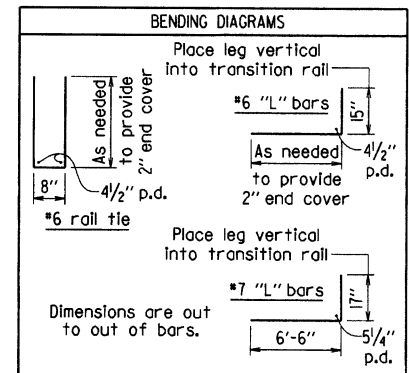
LONGITUDINAL SECTION THRU GUTTER



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

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

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



GENERAL NOTES

All concrete shall be Class S or (S/AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports. Fabricate bar lengths to provide 2" minimum cover at each end.

Approach gutters will be measured and paid for in accordance with Section 504.

Added note for gutters within the limits of horizontal curves. By: AMS
Checked By: KMY 9/2/15

QUANTITIES FOR ONE SQUARE APPROACH GUTTER (FOR INFORMATION ONLY)

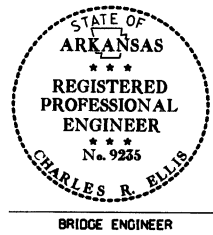
"S"	Concrete	Reinforcing Steel
5'-6"	12.06 cu.yd.	1091 lb.
9'-6"	18.78 cu.yd.	1573 lb.

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

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2/27/2014 FILENAME: b55036.dgn
CHECKED BY: KMY DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: STD. DATE:

DRAWING NO. 55036



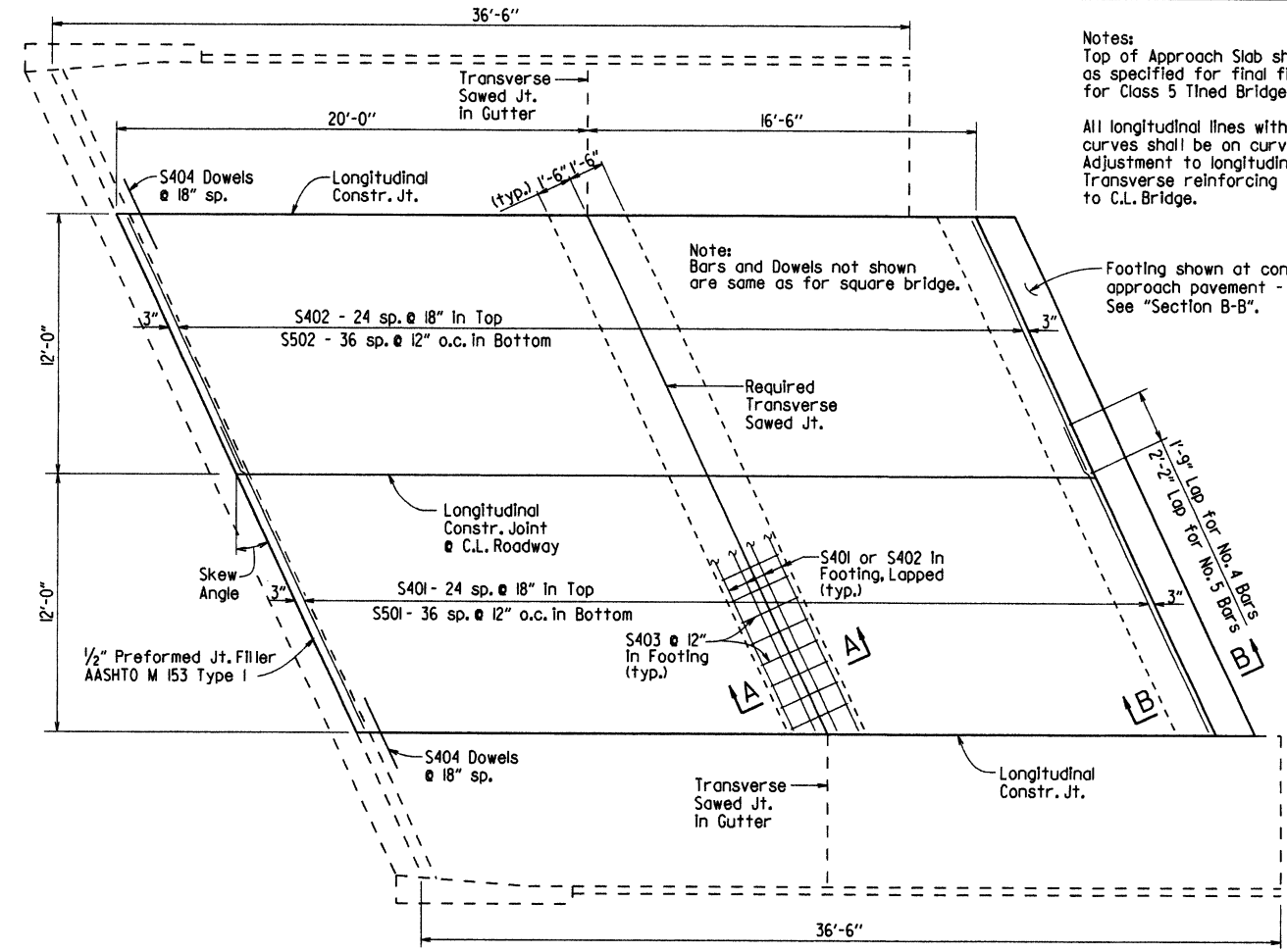
This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on September 2, 2015. This copy is not a signed and sealed document.

ALTERNATE DETAILS

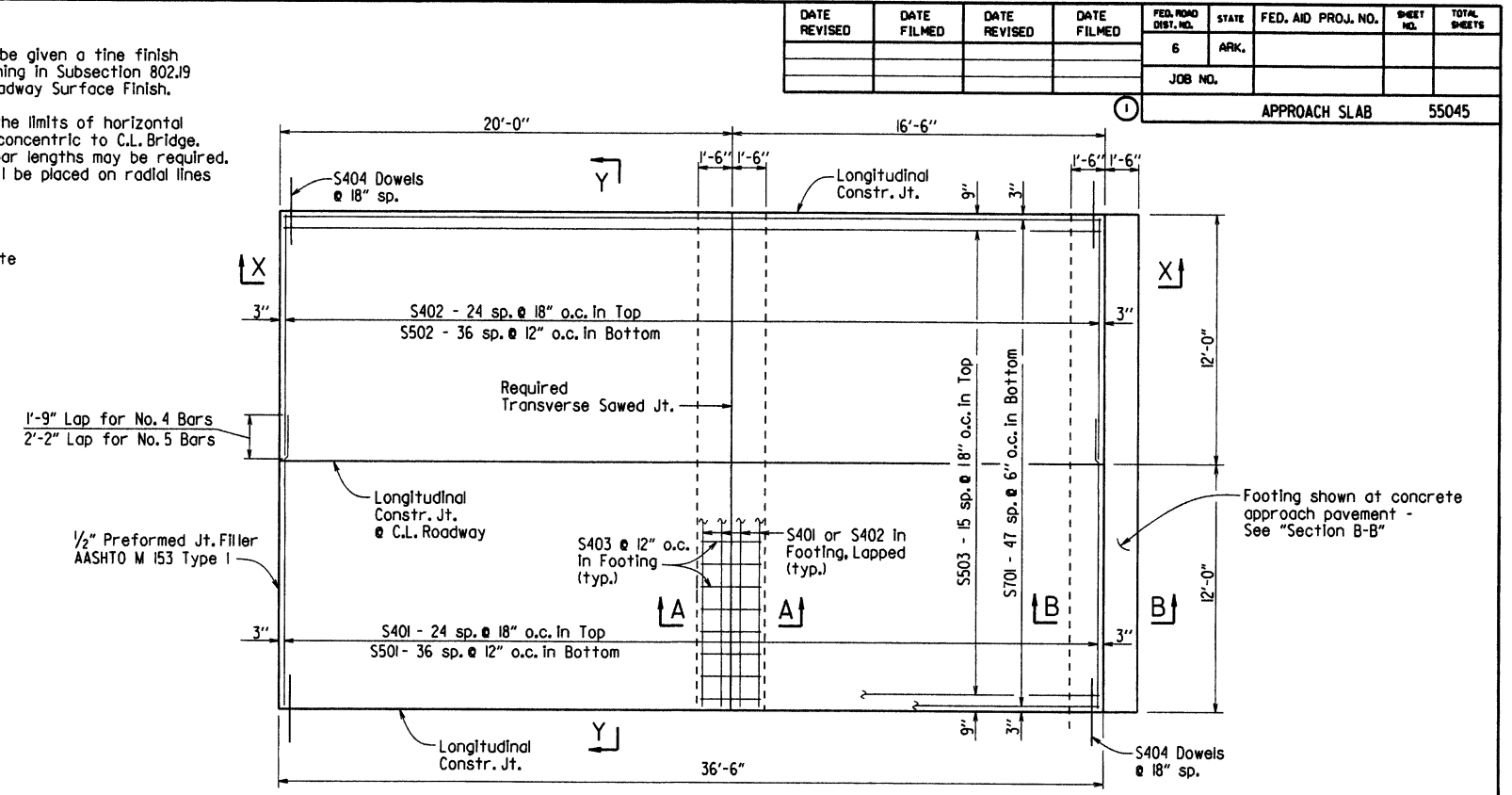
Bridge end may vary from that shown. Adjust gutter details as required to provide similar railing transition.

Note: All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

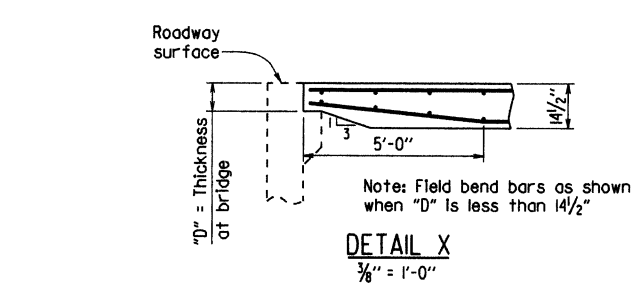
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
JOB NO.							APPROACH SLAB	55045



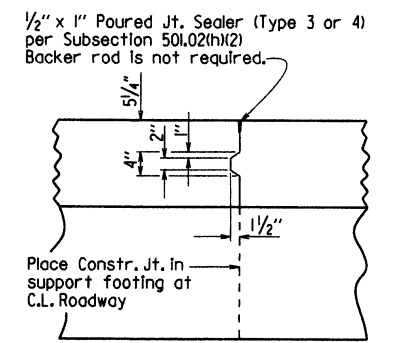
PLAN - SKEWED APPROACH SLAB WITH APPROACH GUTTERS



PLAN - SQUARE APPROACH SLAB



DETAIL X
3/8" = 1'-0"

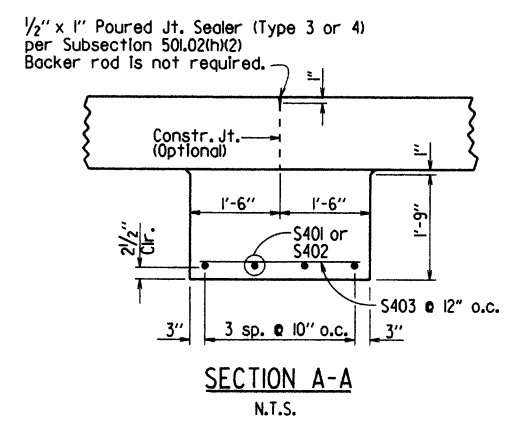


DETAILS OF LONGITUDINAL CONSTRUCTION JOINT
3/4" = 1'-0"

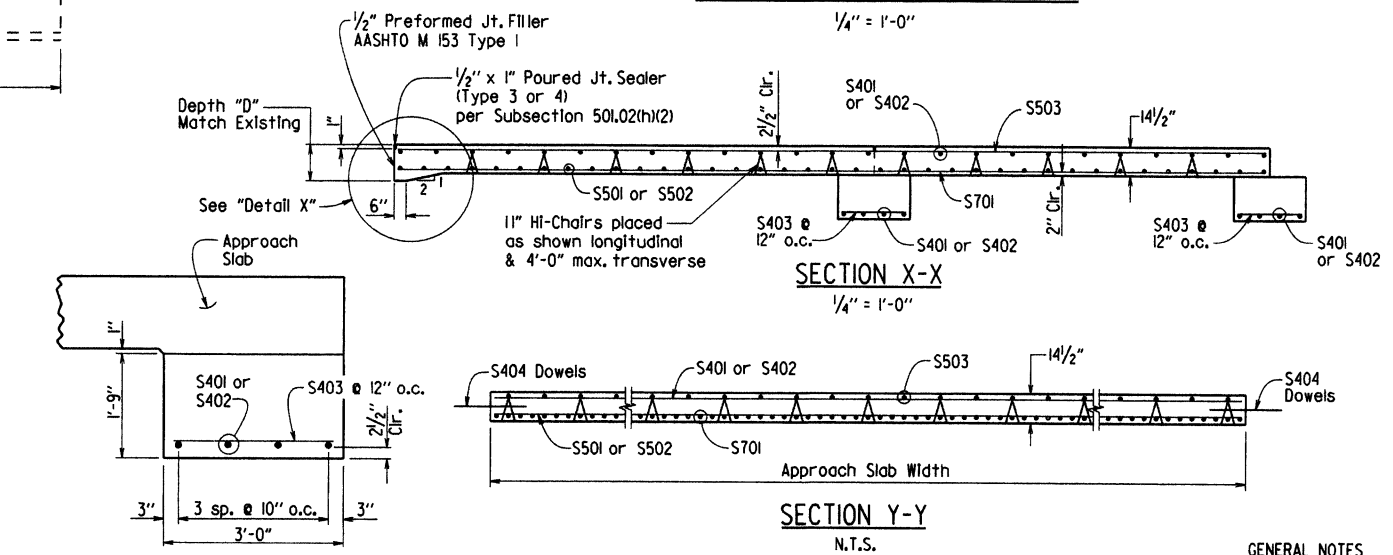
BAR LIST
(Square & Skewed Approach Slabs)

Mark	Square		Skewed	
	No. Req'd.	Length	No. Req'd.	Length
S401	25	13'-8"	25	11.8'/(cos skew angle) + 1.7'
S402	25	11'-10"	25	11.8'/(cos skew angle)
S403	48	2'-8"	*	2'-8"
S404	50	3'-0"	50	3'-0"
S501	37	14'-3"	37	11.8'/(cos skew angle) + 2.3'
S502	37	11'-10"	37	11.8'/(cos skew angle)
S503	16	36'-2"	16	36'-2"
S701	48	36'-2"	48	36'-2"

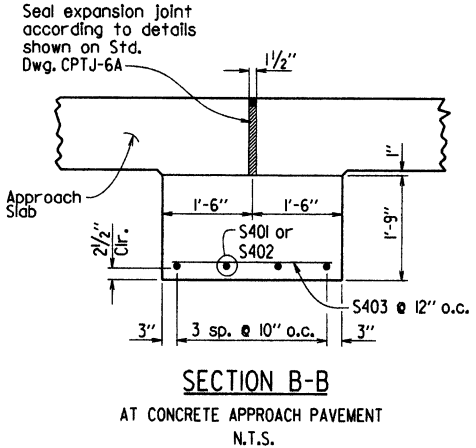
* Varies with skew angle



SECTION A-A
N.T.S.



SECTION B-B
AT ASPHALT APPROACH PAVEMENT
N.T.S.



SECTION B-B
AT CONCRETE APPROACH PAVEMENT
N.T.S.

TABLE OF QUANTITIES FOR ONE SQUARE APPROACH SLAB
(FOR INFORMATION ONLY)

Slab Width	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
24'-0"	5770	49.15

GENERAL NOTES

This drawing to be used with Standard Dwg. Nos. 55035 or 55036.

All concrete shall be Class S (AE) with a minimum 28 day compressive strength $f'_c = 4,000$ psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

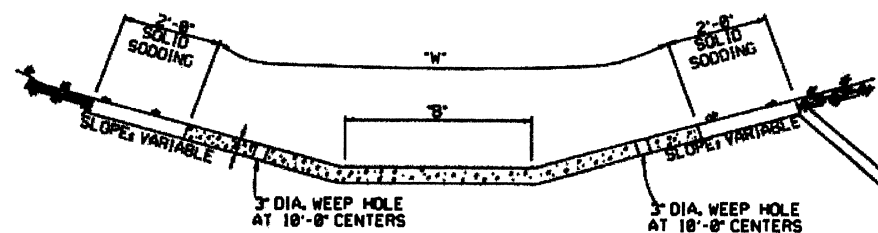
STANDARD DETAILS FOR APPROACH SLAB (EXISTING BRIDGE MODIFICATION)

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55045.dgn
CHECKED BY: K.W.Y. DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: STD. DATE: _____

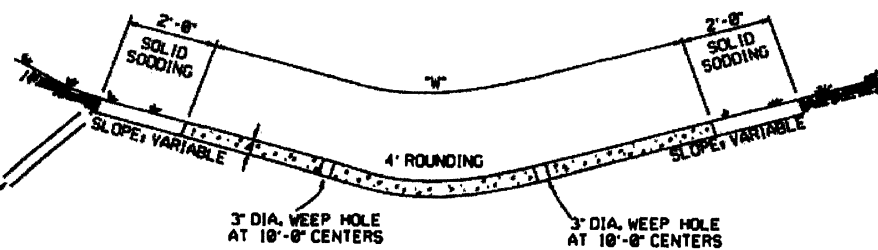
DRAWING NO. 55045

REFER TO TABULATION OF QUANTITIES FOR "W" & "S" DIMENSIONS



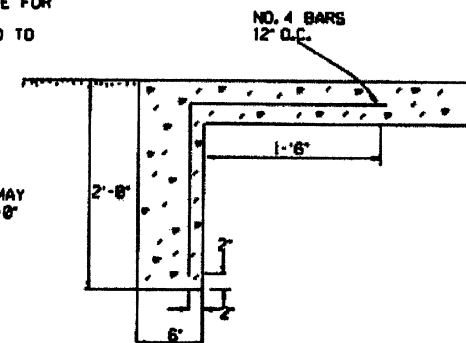
TYPE A

REFER TO TABULATION OF QUANTITIES FOR "W" DIMENSIONS



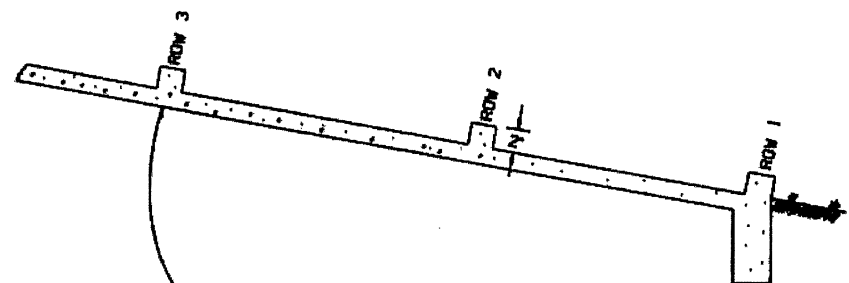
TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR "CONCRETE DITCH PAVING."



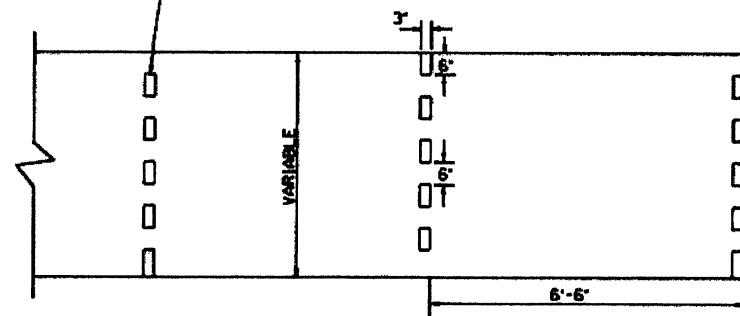
TOE WALL DEPTH MAY BE ALTERED TO 1'-0" WHEN DIRECTED BY THE ENGINEER IN ROCK EXCAVATION

TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



ENERGY DISSIPATORS (NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

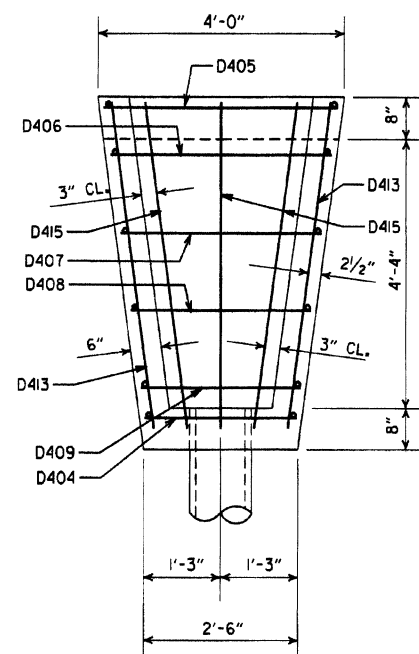
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

12-8-18	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
10-2-72	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-10-68	ESTIMATED MIN. NUMBER OF ELEMENTS	1110-300-89
12-10-68	REVISED DISSIPATOR NOTE	655-21-288
12-10-68	REVISED ENERGY DISSIPATOR	671-03-87
11-2-67	ADDED NOTE ON ENERGY DISSIP.	632-03-87
11-2-66	ADDED NOTE TO ENERGY DISSIP.	600-23-86
11-2-64	ENERGY DISSIPATOR DETAILS ADDED	608-13-84
11-2-64	EXCAVATION DETAILS ADDED	
11-2-64	TYPED A & B	
10-2-72	REVISED AND REDRAWN	MOB: 10-2-72
	DATE	DATE FILM'D

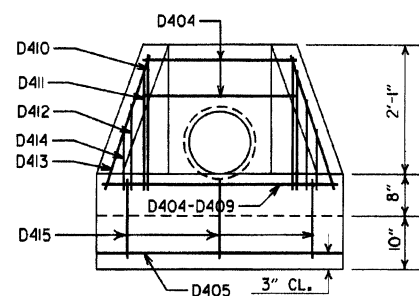
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

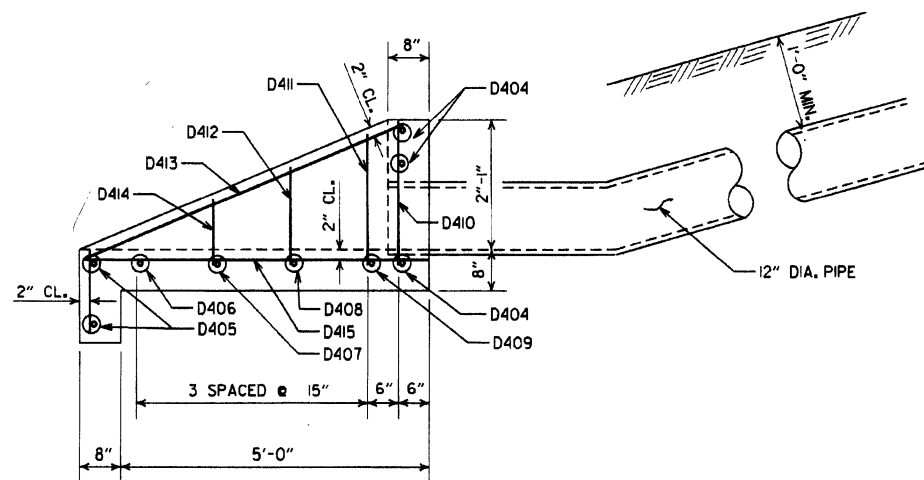
STANDARD DRAWING CDP-1



PLAN



FRONT ELEVATION



SIDE ELEVATION
CONCRETE SPILLWAY

DETAILS OF CONCRETE SPILLWAY (TYPE A)

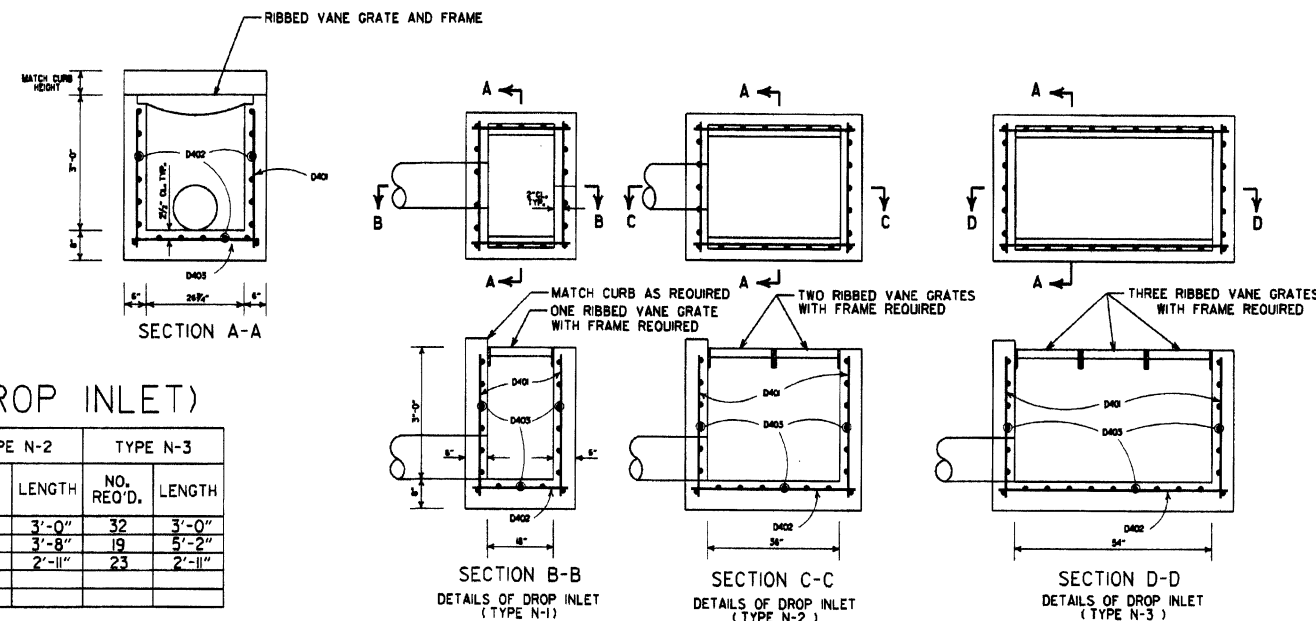
BAR LIST
(CONCRETE SPILLWAY)

MARK	NO. REQ'D.	LENGTH	BENDING DIAGRAM
D404	3	2'-2"	
D405	2	3'-8"	
D406	2	3'-5"	
D407	1	3'-1"	
D408	1	2'-9"	
D409	1	2'-5"	
D410	2	2'-5"	
D411	2	2'-2"	
D412	2	1'-9"	
D413	2	5'-6"	
D414	2	1'-2"	
D415	3	6'-5"	

BAR LIST (DROP INLET)

MARK	TYPE N-1		TYPE N-2		TYPE N-3	
	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH	NO. REQ'D.	LENGTH
D401	20	3'-0"	26	3'-0"	32	3'-0"
D402	19	2'-2"	19	3'-8"	19	5'-2"
D403	17	2'-11"	20	2'-11"	23	2'-11"

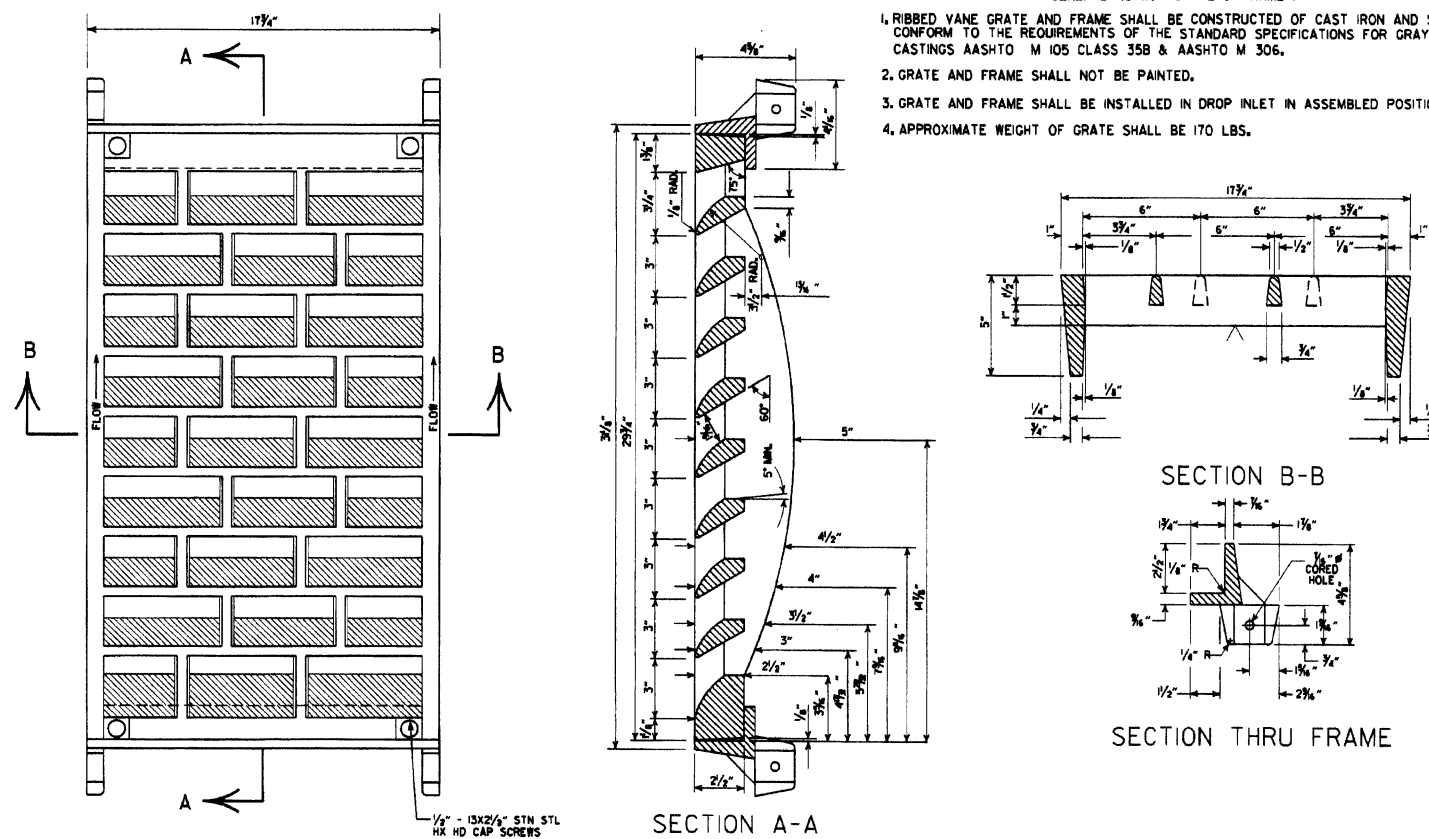
ALL BARS #4 @ 6" SPACING



DETAILS OF DROP INLET

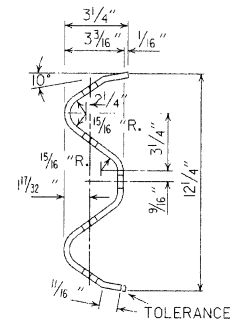
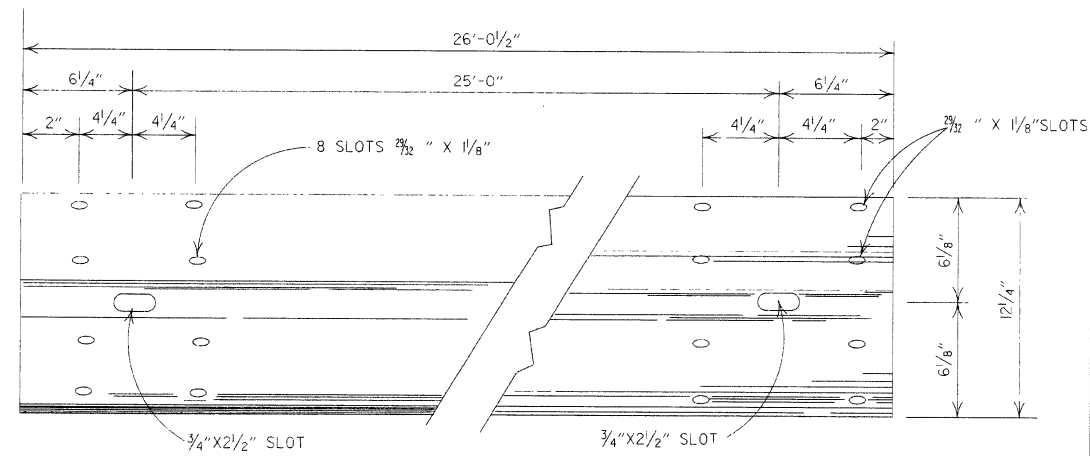
GENERAL NOTES (GRATE & FRAME)

1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.



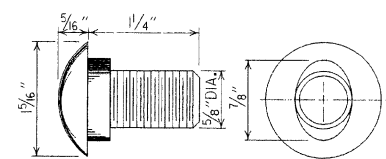
DETAILS OF RIBBED VANE GRATE AND FRAME

DATE REVISION	DATE FILMED	DESCRIPTION	ARKANSAS STATE HIGHWAY COMMISSION
7-02-98	7-2-98	REVISED SECT. A-A DETAIL OF DROP INLET & ADDED AASHTO REF. TO NOTE 1, REVISED GRATE	DETAILS OF DROP INLETS AND SPILLWAY OUTLET
10-18-96		REVISED ASTM REF. TO AASHTO	
8-15-91		ISSUED	
DATE REVISION	DATE FILMED	DESCRIPTION	STANDARD DRAWING FPC-9N

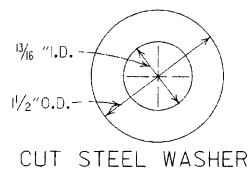


DETAILS OF W-BEAM GUARD RAIL

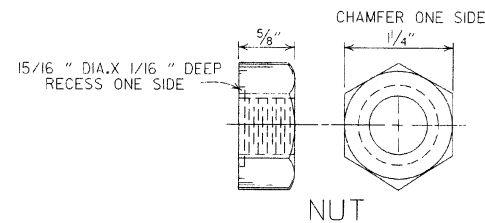
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



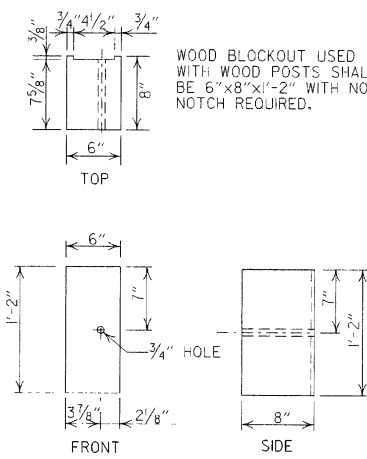
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



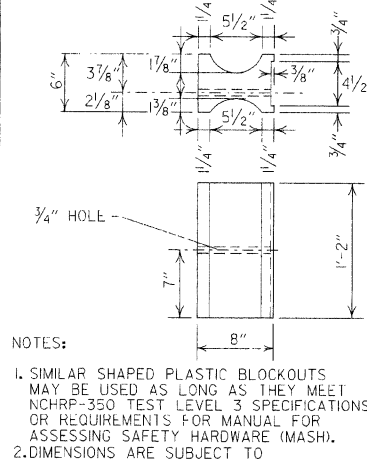
CUT STEEL WASHER



NUT

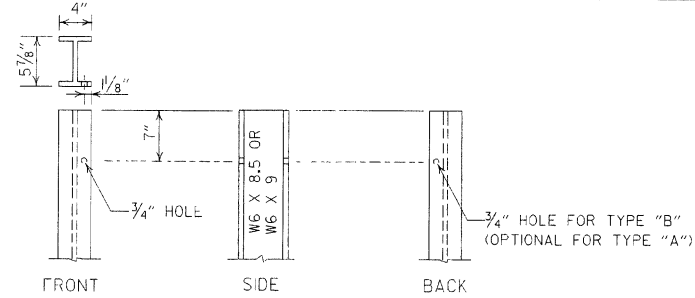


WOOD BLOCKOUT (W-BEAM)

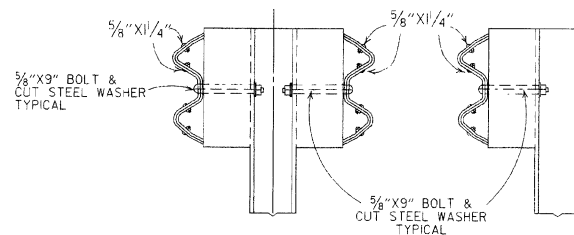


PLASTIC BLOCKOUT (W-BEAM)

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

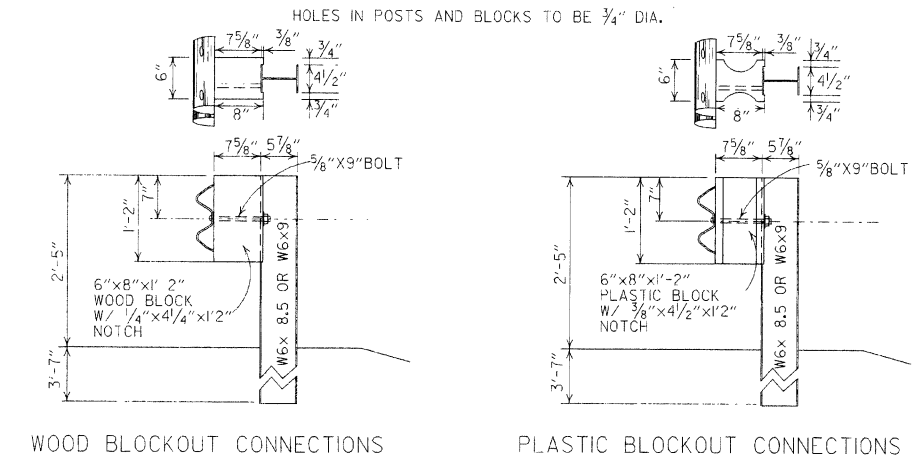


STEEL POST

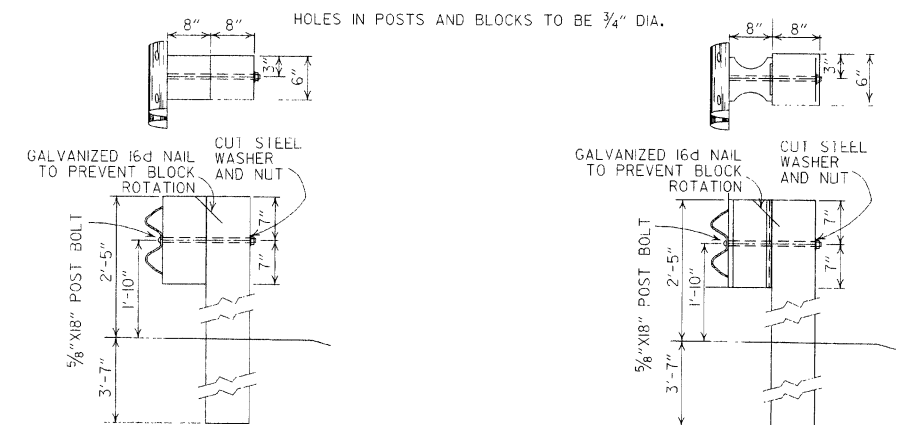


TYPE "B" TYPE "A"

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



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



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

-GENERAL NOTES-

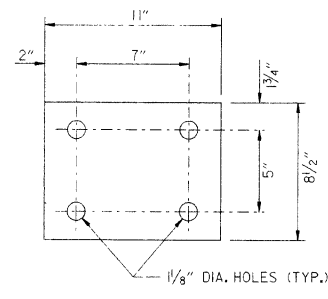
ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.
WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.
USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.
ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.
CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS NCHRP-350 TEST LEVEL 3 SPECIFICATIONS OR REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.

7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-9-09	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	
11-2-00	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 & DET. OF ANC. POST IN ROCK	8-2-90
7-15-88	REVISED SECTION 3 & GENERAL NOTES	
3-4-88	REV. ANCHOR POST, ELEV. NOTES & POST IN ROCK	780 3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-9-87	REDRAWN & REVISED	802-10-9-87
DATE	REVISION	DATE FILED

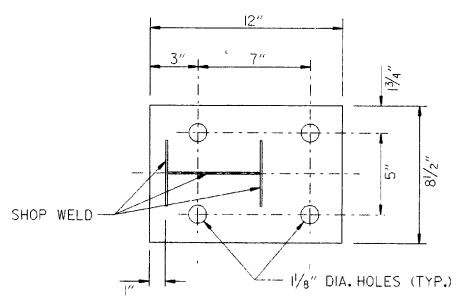
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-8

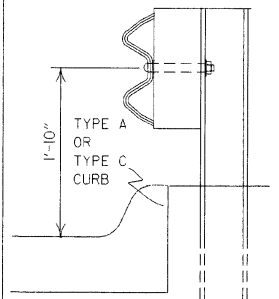


WASHER PLATE

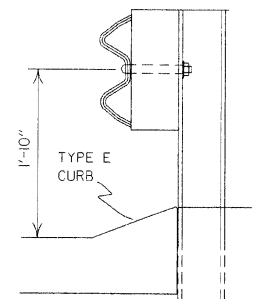


BASE PLATE

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



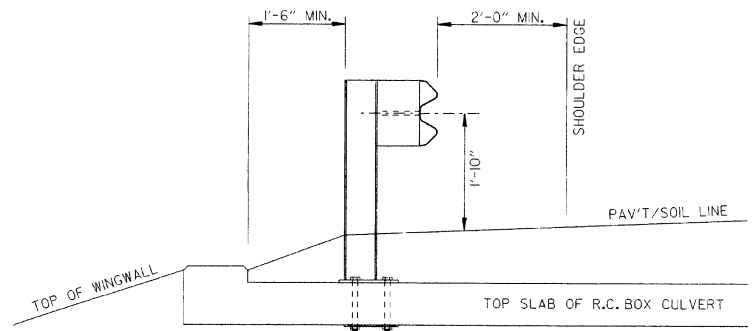
FOR DESIGN SPEEDS OF 50 MPH OR LESS
ALIGN FACE OF GUARD RAIL WITH FACE OF CURB.



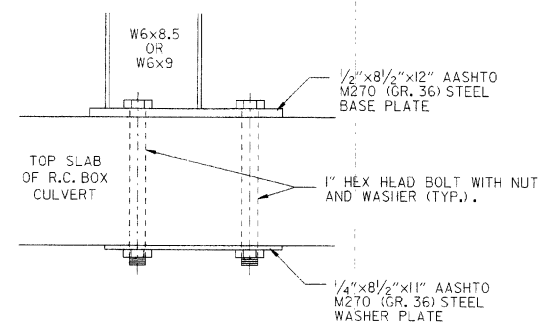
FOR DESIGN SPEEDS OF 55 MPH OR MORE
PLACE GUARD RAIL POSTS AGAINST BACK OF CURB.

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

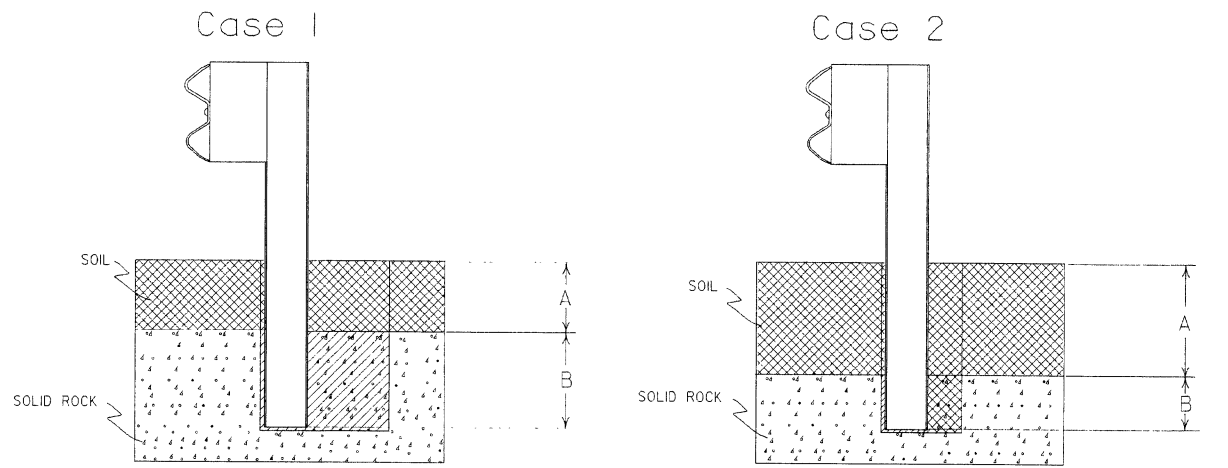
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.



SECTION A-A

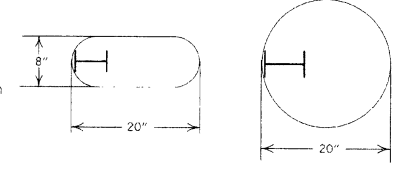


DETAIL OF CONNECTION



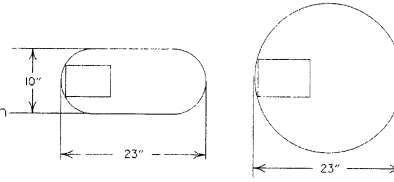
Plan View Steel Posts

Either hole configuration acceptable



Plan View Wood Posts

Either hole configuration acceptable



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

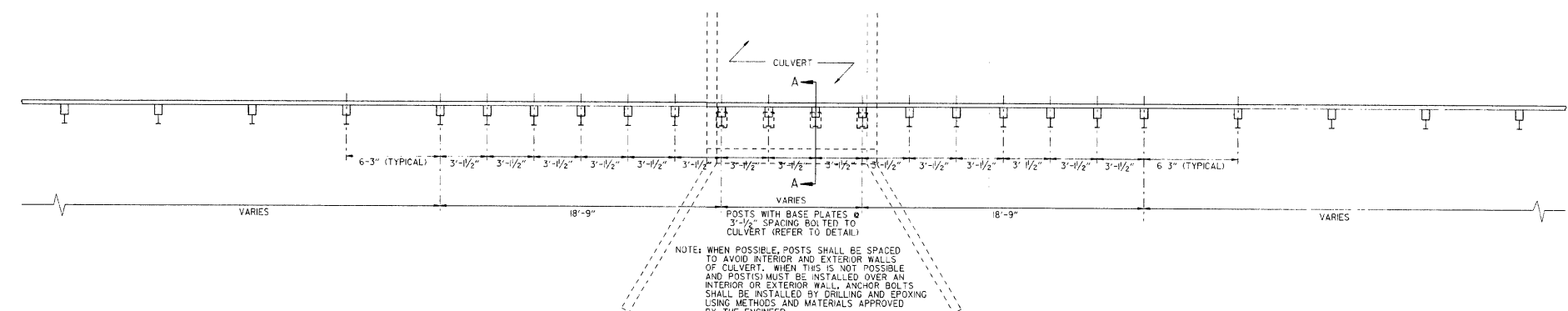
Zone A: Backfill according to Section 617.03(a).

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

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

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

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



PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

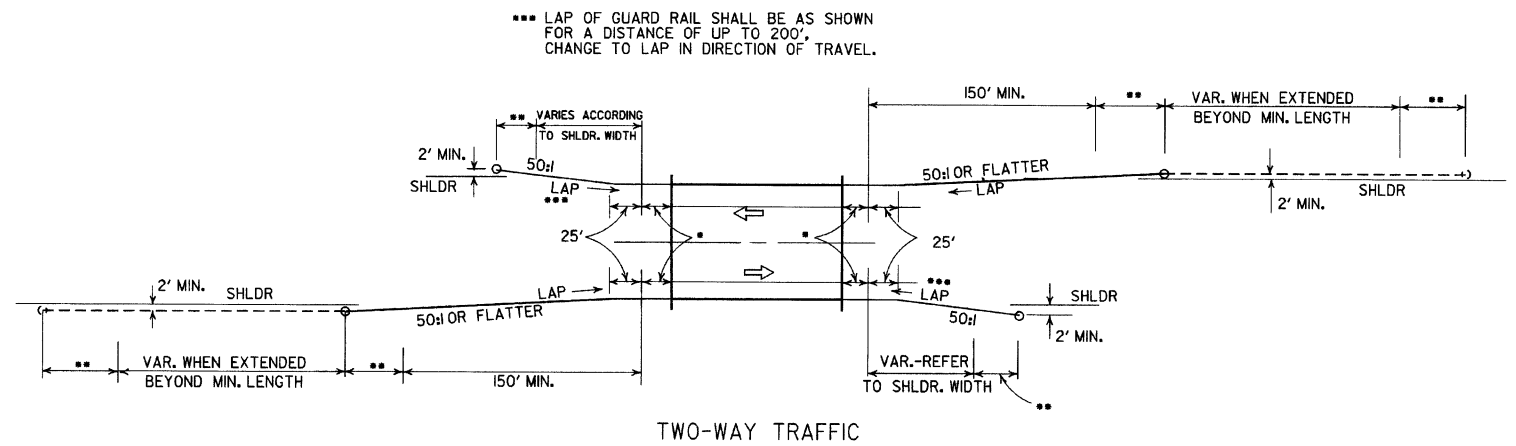
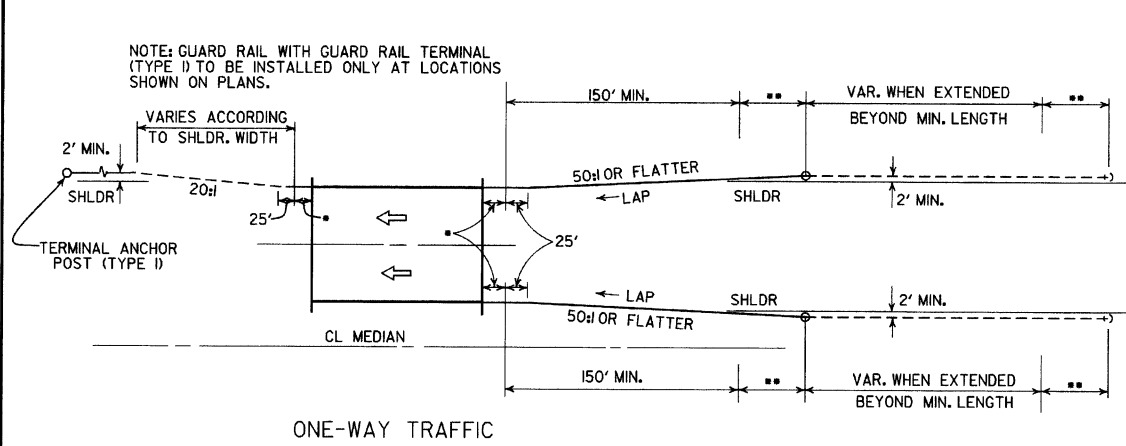
NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DRWG. GR-8.

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 CULVERT, DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
4-3-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
6-2-94	REVISED ALTERNATE POST SIZE	
8-5-93	REVISED STEEL POST SIZE	
10-1-92	REDRAWN & REVISED	10-1-92
8-2-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
7-15-88	CONFORMED TO 1988 SPECS	
3-4-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	7-12-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	5-47-10-30-87
10-9-87	REDRAWN & REVISED	8-03-10-9-87
DATE	REVISION	DATE FILM

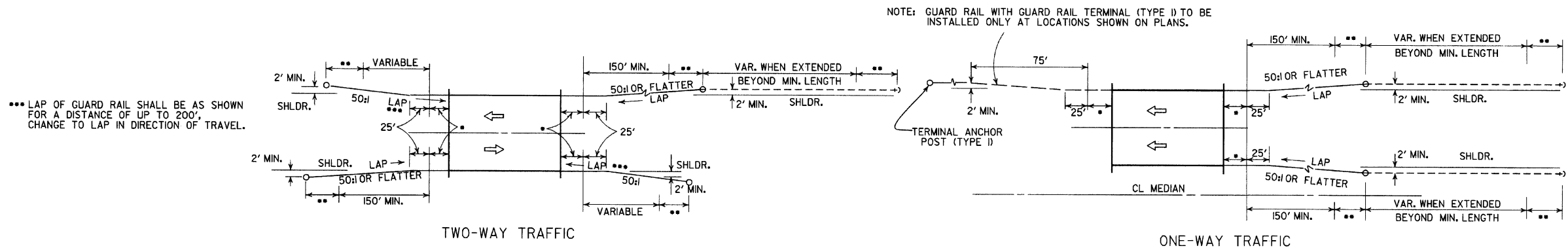
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

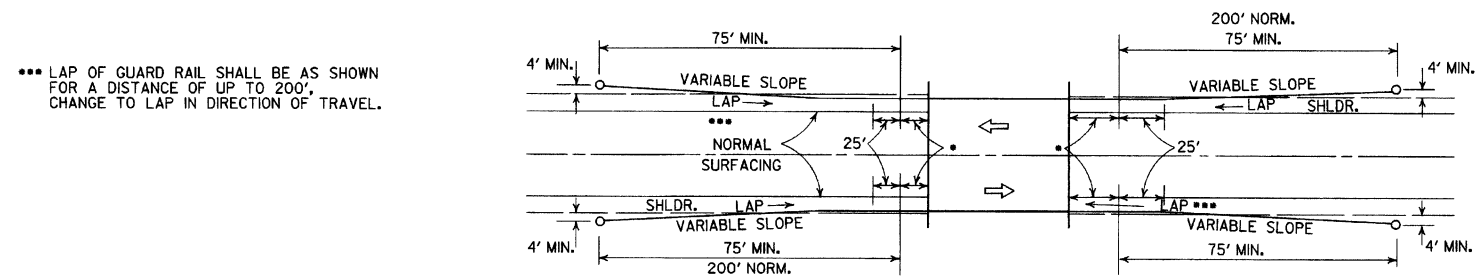
STANDARD DRAWING GR-8A



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



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

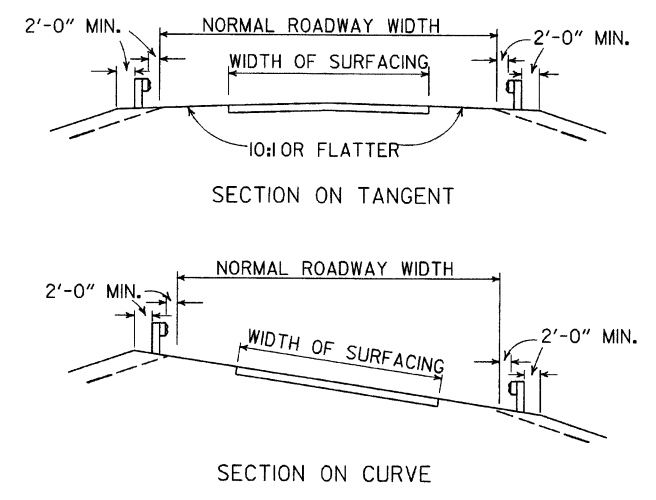
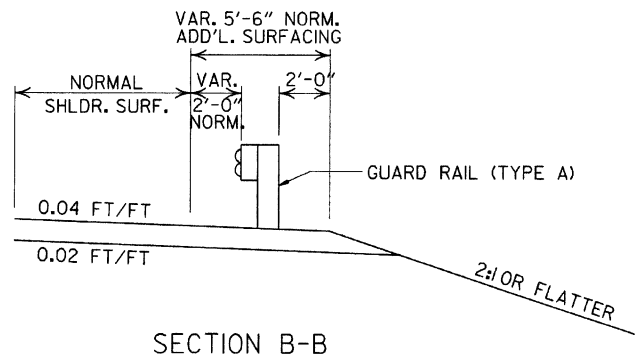
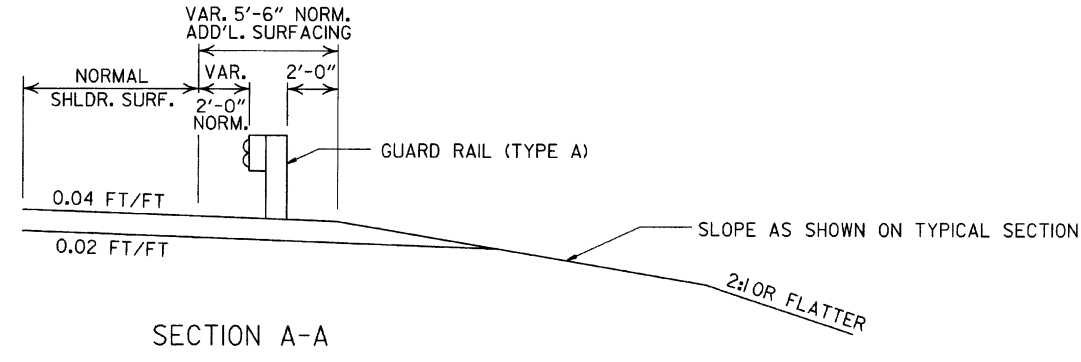
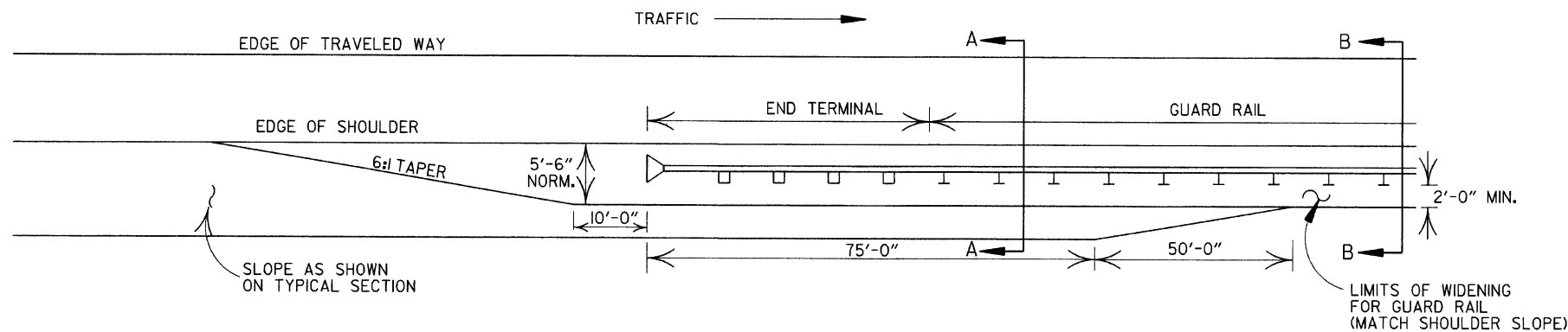


LEGEND

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

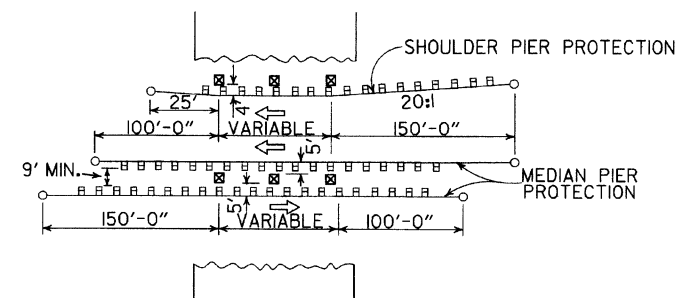
METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

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



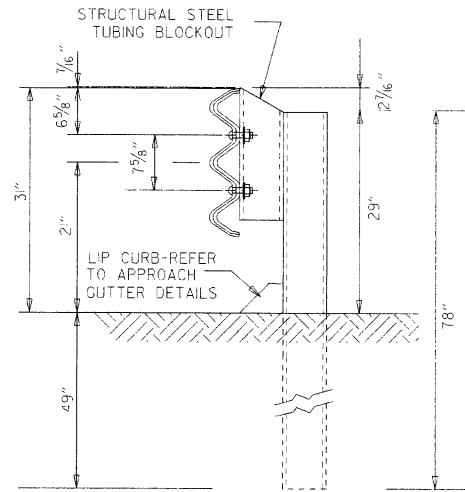
DETAILS OF WIDENING FOR GUARD RAIL

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

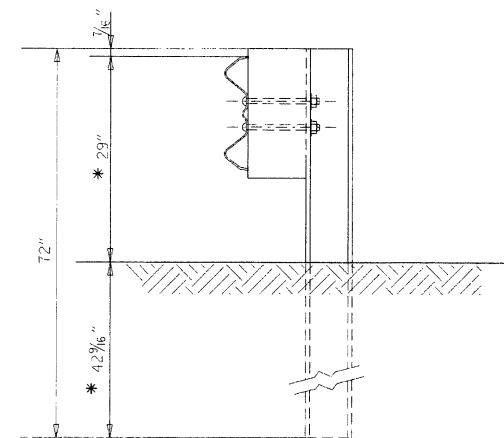


METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

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

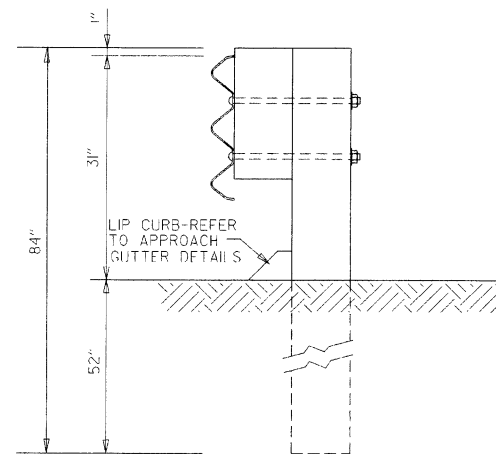


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT AND STEEL POST
POSTS 1-7

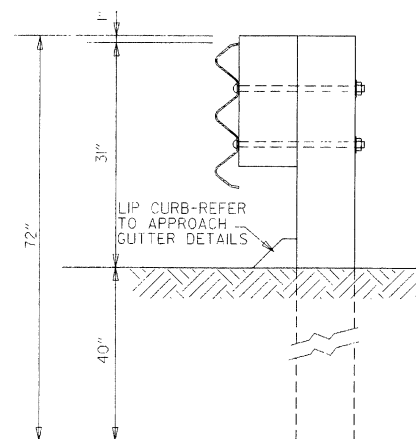


W-BEAM TO THRIE BEAM TRANSITION RAIL WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

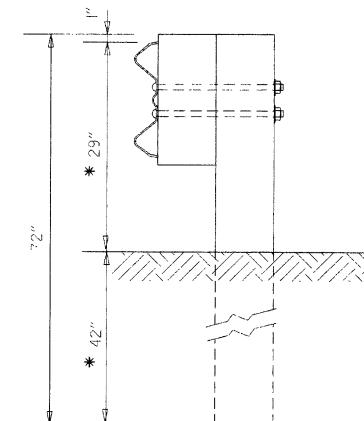
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



THRIE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL WITH WOOD OR PLASTIC BLOCKOUT & WOOD POST
POST 7



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

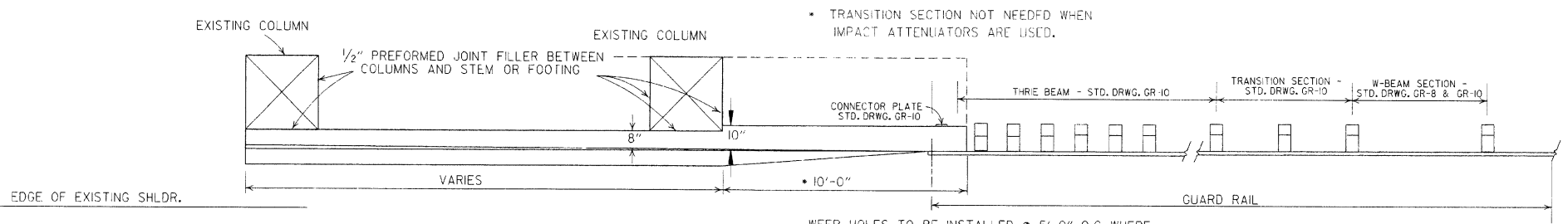
GENERAL NOTES:
RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1, 350 f SOUTHERN PINE.

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

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

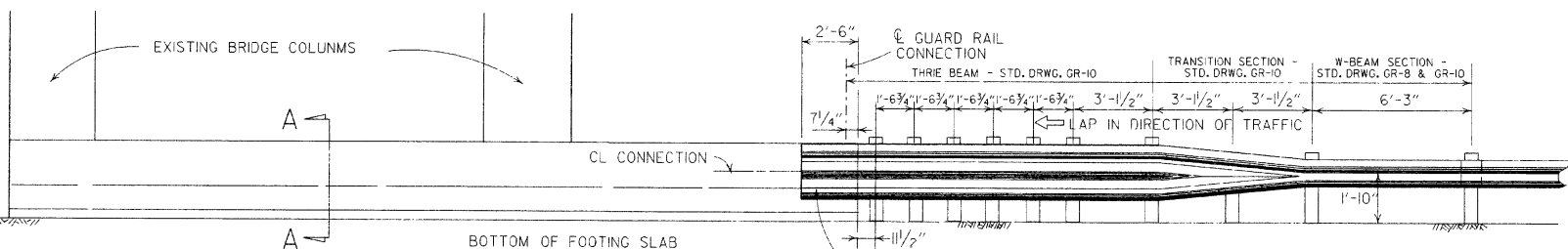


• TRANSITION SECTION NOT NEEDED WHEN IMPACT ATTENUATORS ARE USED.

WEEP HOLES TO BE INSTALLED @ 5'-0" O.C. WHERE NECESSARY DUE TO EMBANKMENT SPILL-OVER UNDER BRIDGES

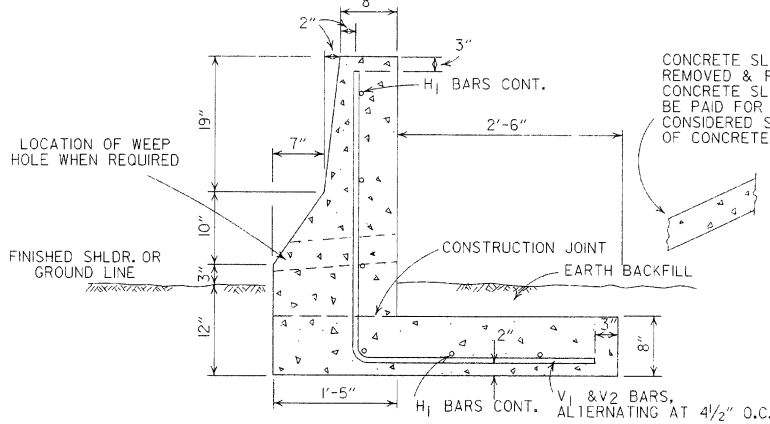
AT LEAST ONE 1/2" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL

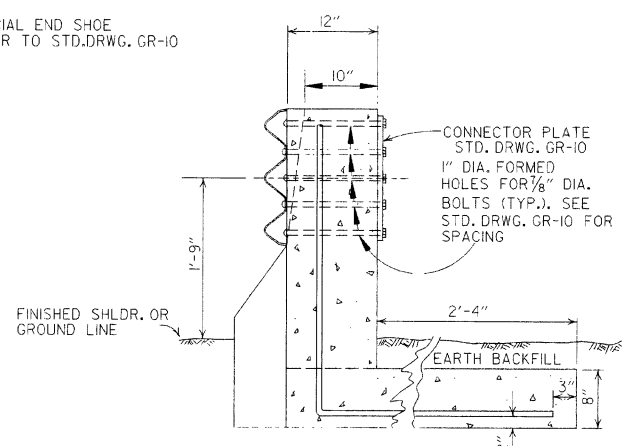


NOTE: ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A 1/4" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL

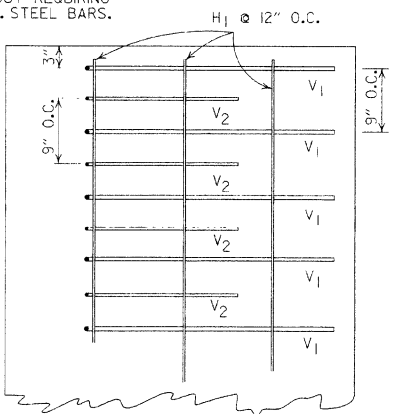


SECTION A-A



SECTION THRU CONNECTION

IF FOR ANY REASON IT IS NECESSARY TO CONSTRUCT THE FOOTING AT A LOWER ELEVATION THAN IS SHOWN, THE STEM MAY BE LENGTHENED 1'-0" BETWEEN FIN. SHLDR. AND TOP OF FOOTING WITHOUT REQUIRING HEAVIER REINF. STEEL BARS.

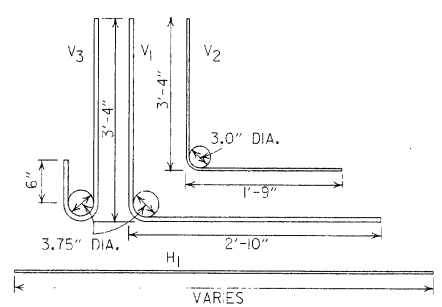


PLAN OF REINFORCING STEEL IN FOOTING

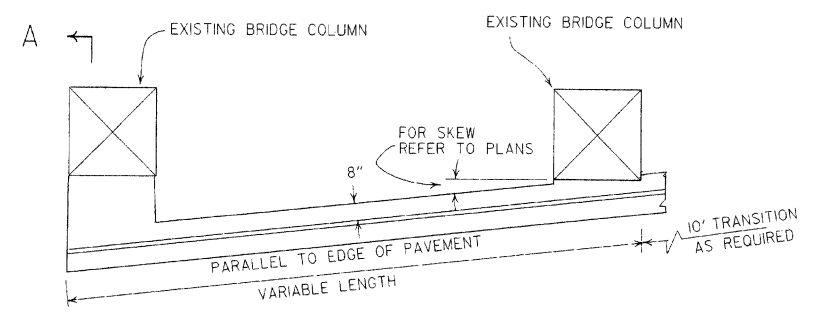
BAR LIST

MARK	NO.	SIZE	LENGTH
V1		#5	6'-2 1/4"
V2		#4	5'-1"
V3		#5	4'-1 7/8"
H1	6	4	VAR.

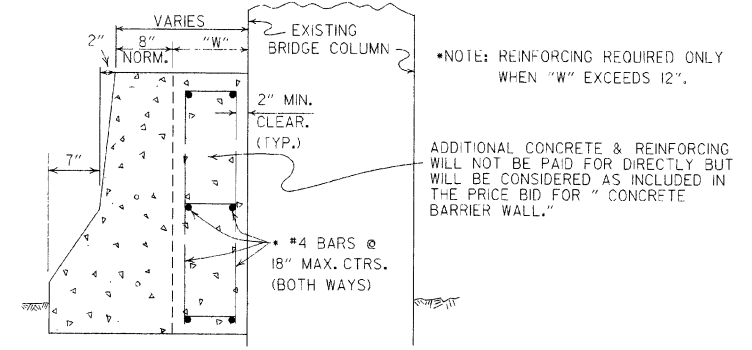
THE V3 BARS SHALL BE USED IN PLACE OF THE V1 & V2 BARS IN FRONT OF PIERS.



BEND DIAGRAMS



PLAN



SECTION A-A

DETAILS OF CONCRETE BARRIER WALL WHEN PIERS ARE SKEWED TO ROADWAY

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF W-BEAM 1"	
8-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
6-29-00	MOVED DIMENSION LINE	
5-18-00	ADDED NOTE	
3-30-00	REVISED TO INCLUDE THREE BEAM	
6-2-94	ADDED TRANSITION SECTION NOTE	
10-1-92	REDRAWN & REVISED	10-1-92
8-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
2-16-89	ADDED SKEWED DETAILS	594-2-16-89
7-14-88	CHANGED TITLE	
10-9-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-11

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINIMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2 1/2 INCH BY 1/2 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	118	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

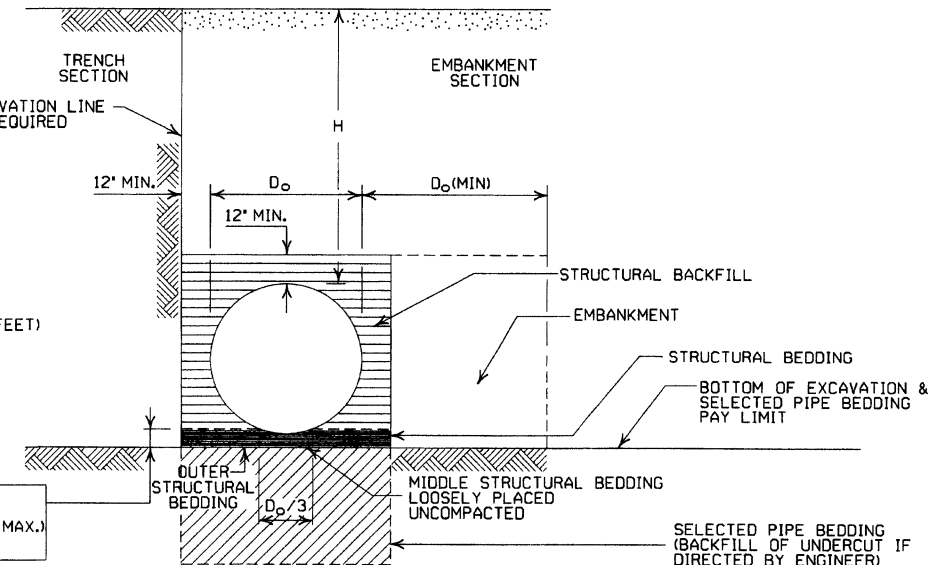
NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALLATION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2 3/8" x 1/2" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" x 1" OR 5" x 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS, UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINIMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
2 1/2 INCH BY 1/2 INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM						
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CORRUGATED METAL PIPE ARCHES

EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINIMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)		MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)			
				INSTALLATION			INSTALLATION			
				TYPE 1	TYPE 1		TYPE 1	TYPE 1		
2 1/2 INCH BY 1/2 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM										
15	17x13	3	0.064	2	15	0.060	2	15		
18	21x15	3	0.064	2	15	0.060	2	15		
21	24x18	3	0.064	2,25	15	0.060	2,25	15		
24	28x20	3	0.064	2,5	15	0.075	2,5	15		
30	35x24	3	0.079	3	12	0.075	3	12		
36	42x29	3 1/2	0.079	3	12	0.105	3	12		
42	49x33	4	0.079	3	12	0.105	3	12		
48	57x38	5	0.109	3	13	0.135	3	13		
54	64x43	6	0.109	3	14	0.135	3	14		
60	71x47	7	0.138	3	15	0.135	3	15		
66	77x52	8	0.168	3	15					
72	83x57	9	0.168	3	15					
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM										
			INSTALLATION				INSTALLATION			
			TYPE 2	TYPE 1	TYPE 2	TYPE 1	TYPE 2	TYPE 1	TYPE 2	TYPE 1
36	40x31	5	0.079	3	2	12	15			
42	46x36	6	0.079	3	2	13	15			
48	53x41	7	0.079	3	2	13	15			
54	60x46	8	0.079	3	2	13	15			
60	66x51	9	0.079	3	2	13	15			
66	73x55	12	0.079	3	2	15	15			
72	81x59	14	0.079	3	2	15	15			
78	87x63	14	0.079	3	2	15	15			
84	95x67	16	0.109	3	2	15	15			
90	103x71	16	0.109	3	2	15	15			
96	112x75	18	0.109	3	2	15	15			
102	117x79	18	0.109	3	2	15	15			
108	128x83	18	0.138	3	2	15	15			

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3" x 1/2" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

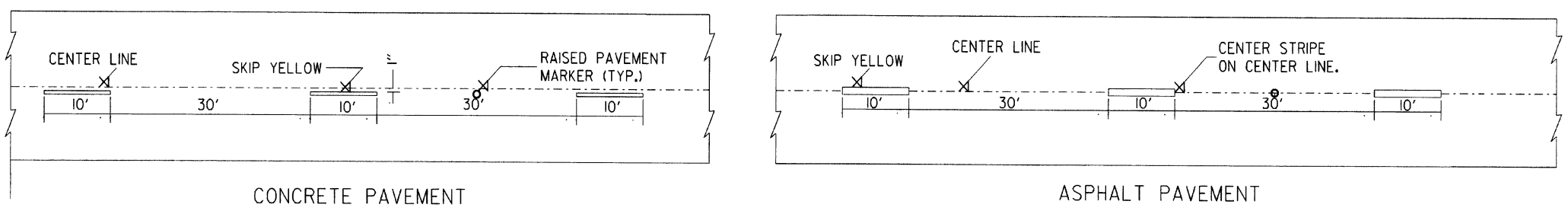
ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT
FILL HEIGHTS & BEDDING

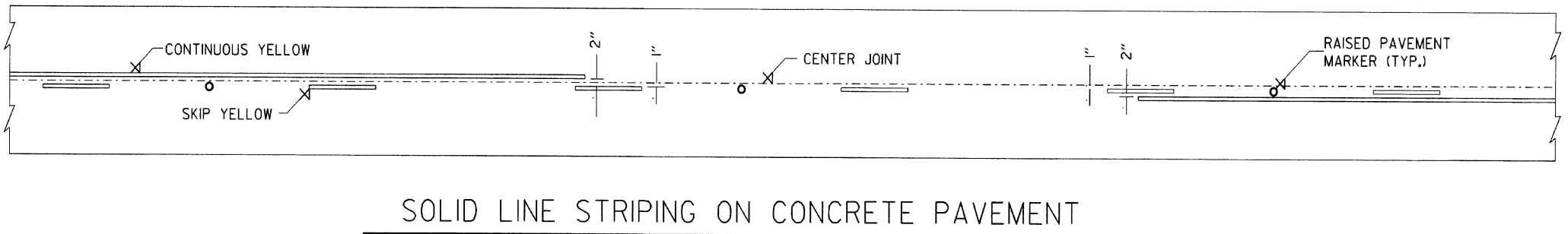
STANDARD DRAWING PCM-1



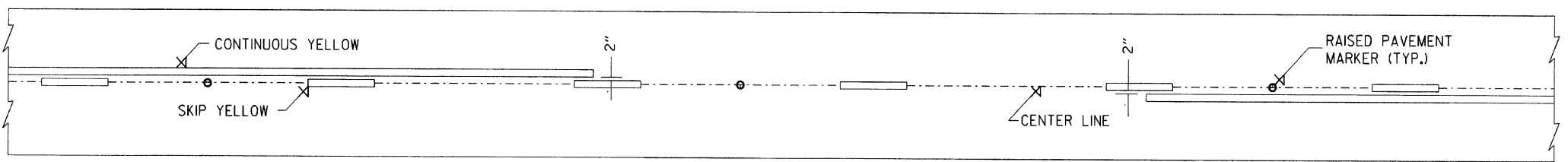
- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



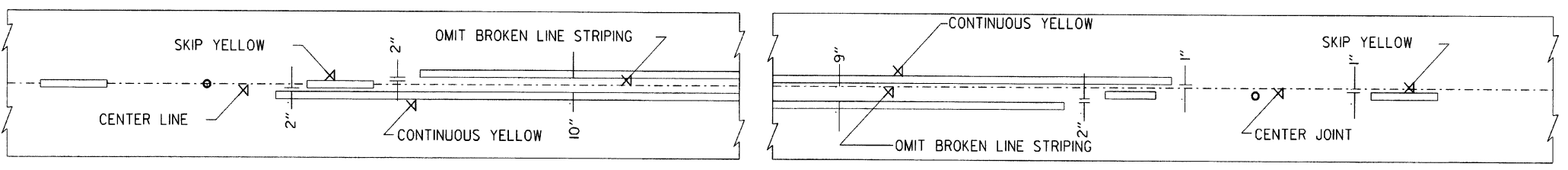
BROKEN LINE STRIPING



SOLID LINE STRIPING ON CONCRETE PAVEMENT



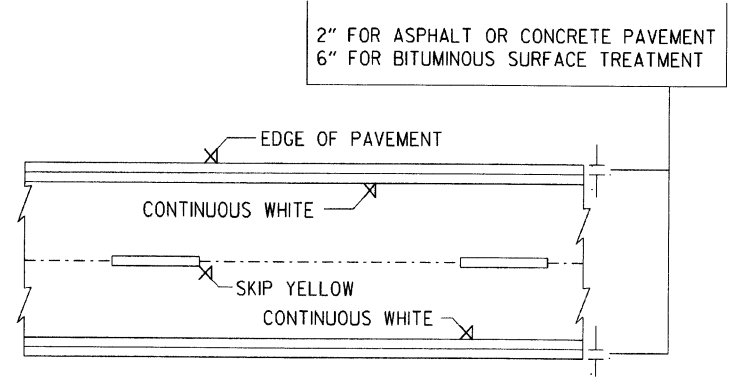
SOLID LINE STRIPING ON ASPHALT PAVEMENT



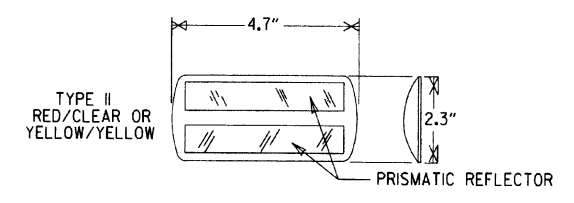
ASPHALT PAVEMENT

CONCRETE PAVEMENT

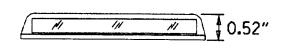
STRIPING AT ADJACENT NO PASSING LANES



PAVEMENT EDGE LINE MARKING

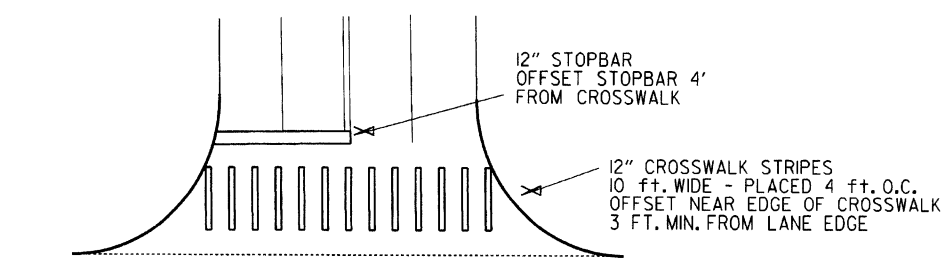


NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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



CROSSWALK AND STOPBAR DETAILS

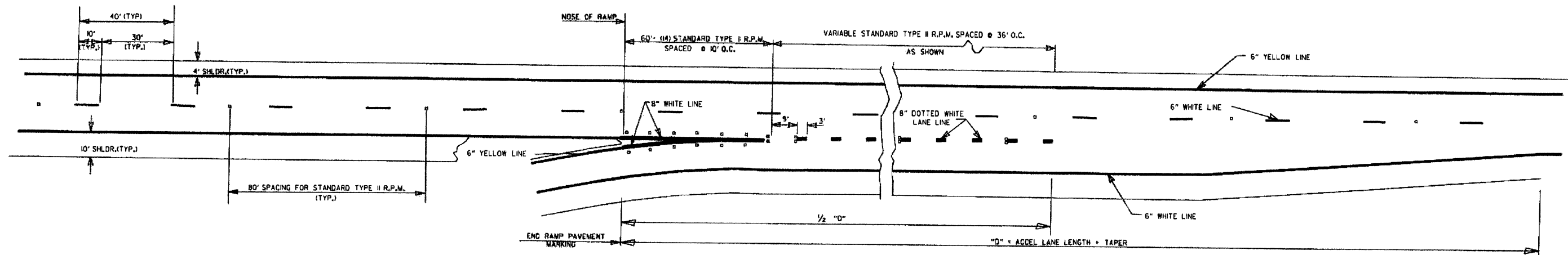
DATE	REVISION	FILMED
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION	
PAVEMENT MARKING DETAILS	
STANDARD DRAWING PM-1	

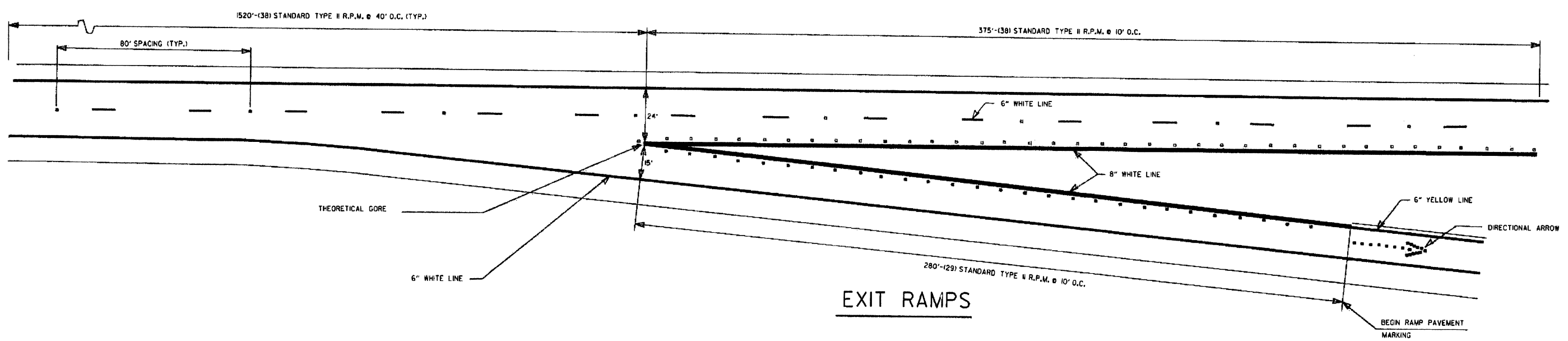
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

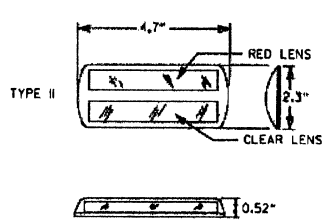
EXIT RAMP
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

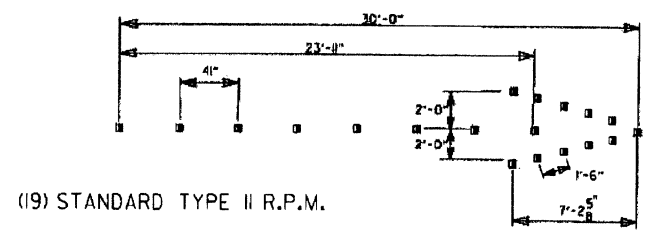


EXIT RAMPS



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

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



DIRECTIONAL ARROWS


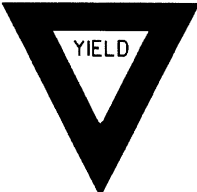
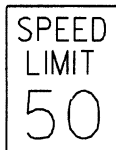


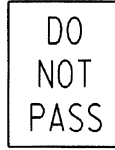



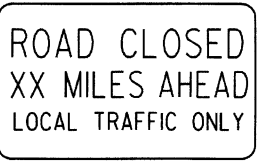
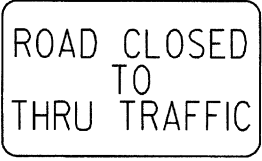

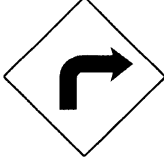




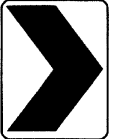
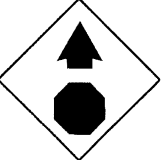
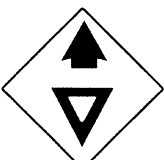
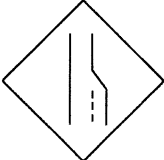

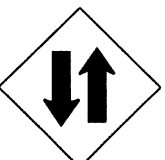

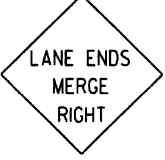













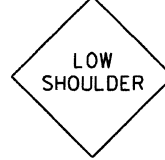
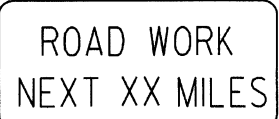
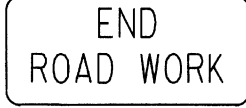
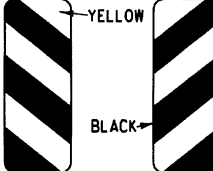
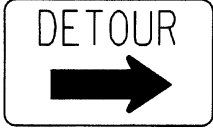

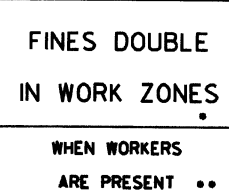
GENERAL NOTES:
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

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 AHD QUALIFIED PRODUCTS LIST.

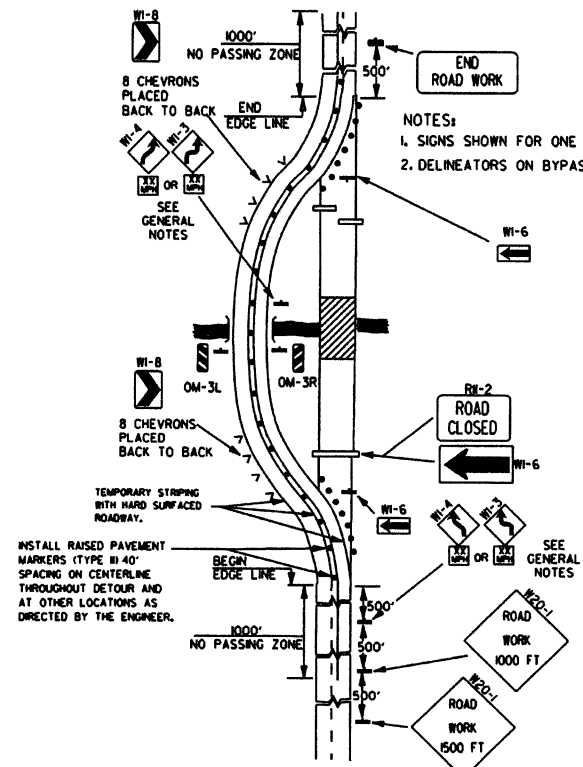
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS
STANDARD DRAWING PM-2

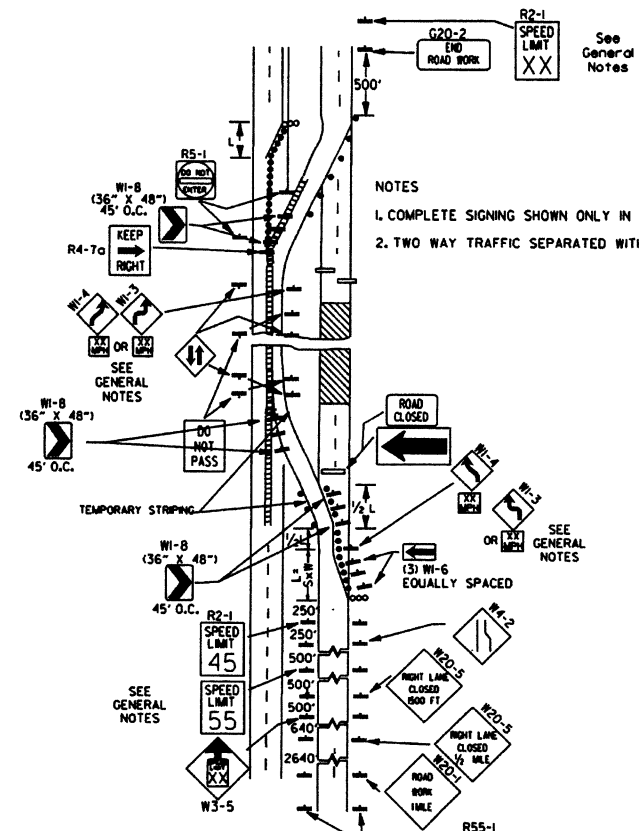
							ADVANCE DISTANCES (XXXX)	
<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>500 FT 1/2 MILE 1000 FT 3/4 MILE 1500 FT 1 MILE AHEAD</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>GENERAL NOTES:</p> <ol style="list-style-type: none"> ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN. <p>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.</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>		
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>		<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>		<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>		<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>

DATE	REVISION	FILMED
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-7-10	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	
8-18-98	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	

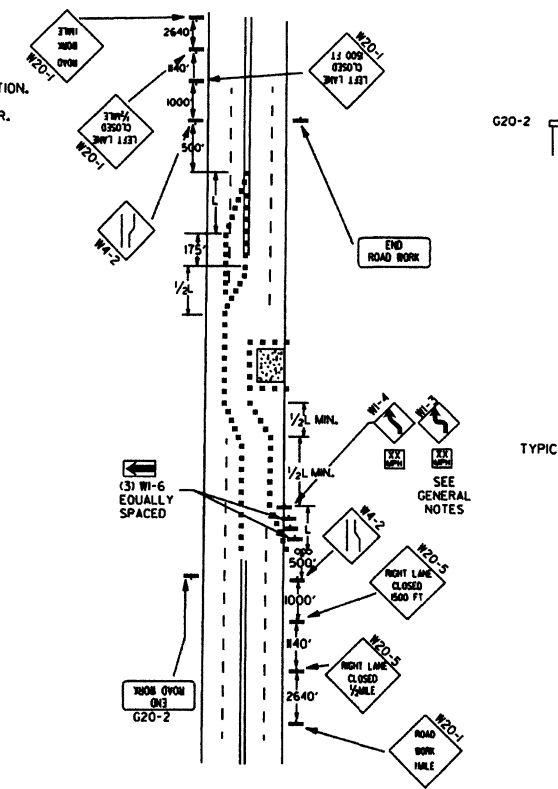
ARKANSAS STATE HIGHWAY COMMISSION
STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION
STANDARD DRAWING TC-1



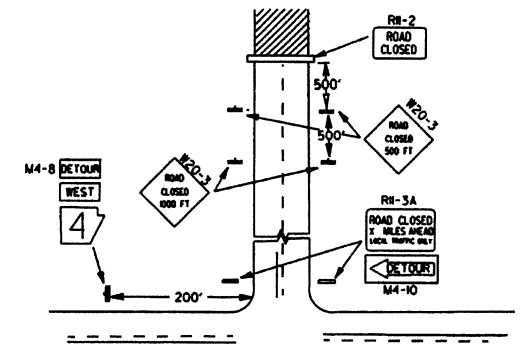
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



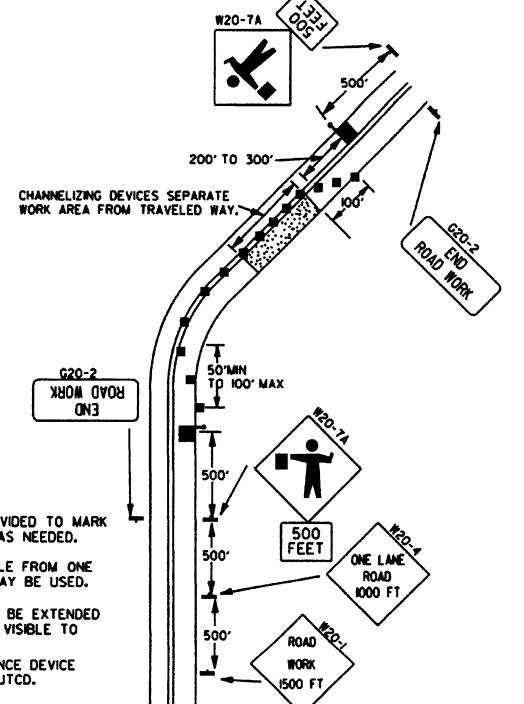
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



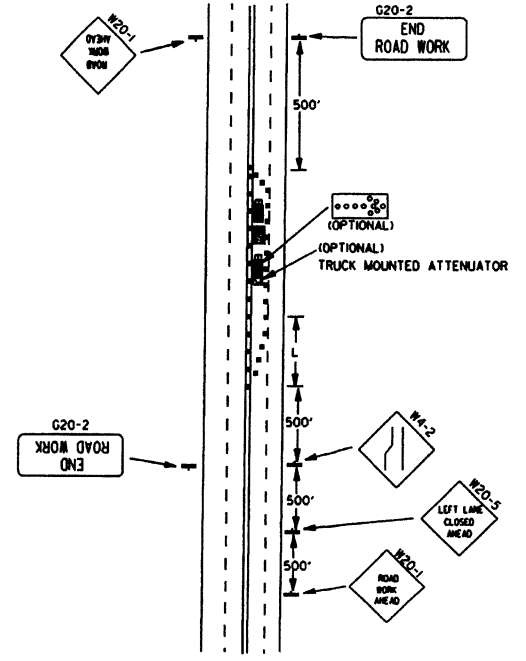
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.

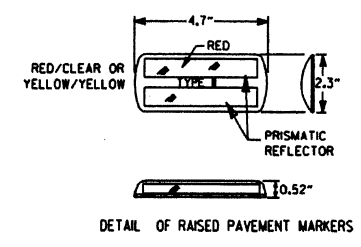


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

- KEY:
- FLAGGER
 - POSITIVE BARRIER
 - ARROW PANEL (IF REQUIRED)
 - TYPE III BARRICADE
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
 - RAISED PAVEMENT MARKER



TYPICAL ADVANCE WARNING SIGN PLACEMENT

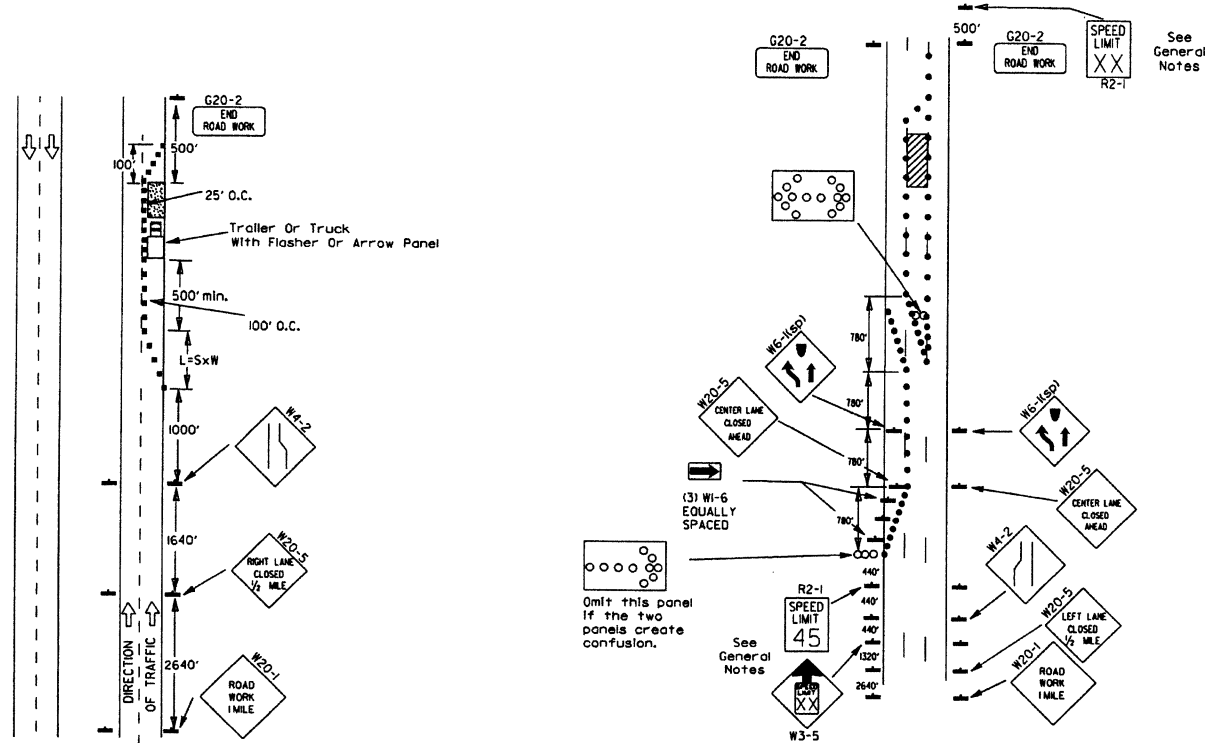
TAPER FORMULAE:
 $L = SXW$ FOR SPEEDS OF 45MPH OR MORE.
 $L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.
 WHERE:
 L = MINIMUM LENGTH OF TAPER.
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
 W = WIDTH OF OFFSET.

- GENERAL NOTES:
- 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.
 - WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH 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.
 - WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH 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.
 - 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.
 - WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
 - PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
 - TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUOUS 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.
 - 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.

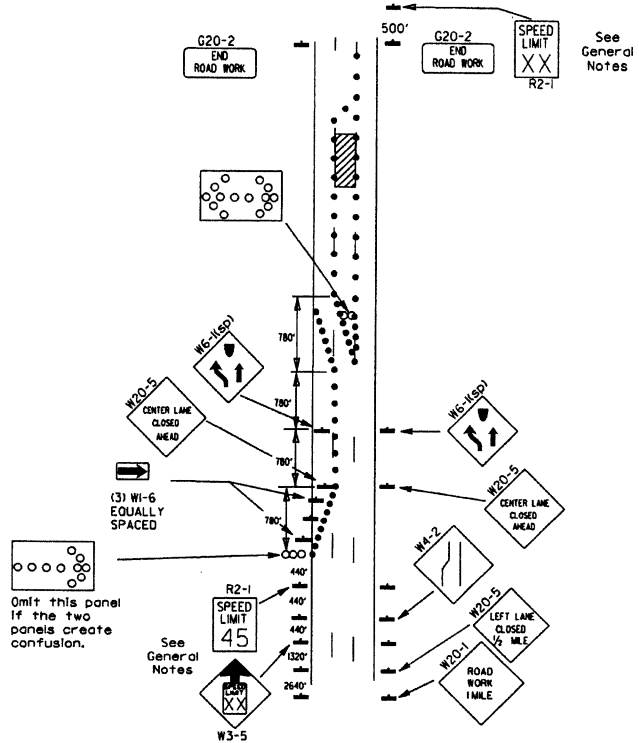
9-2-15	REVISED NOTE 2, ADDED NOTE 6, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-8-10	ADDED (AFAD)	
8-20-08	REVISED SIGN DESIGNATIONS	
8-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (G) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. 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	
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION
 STANDARD TRAFFIC CONTROLS
 FOR HIGHWAY CONSTRUCTION
 STANDARD DRAWING TC-2

Channelizing devices



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

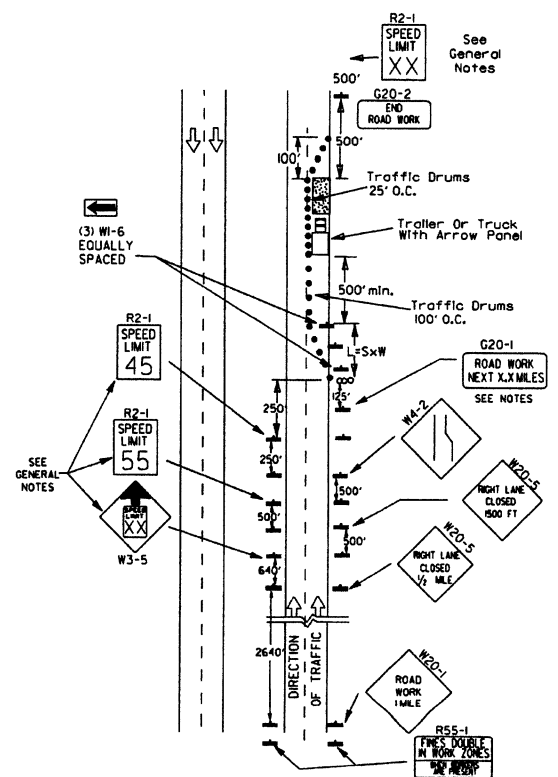


(B) Typical application - 3-lane oneway roadway where center lane is closed.

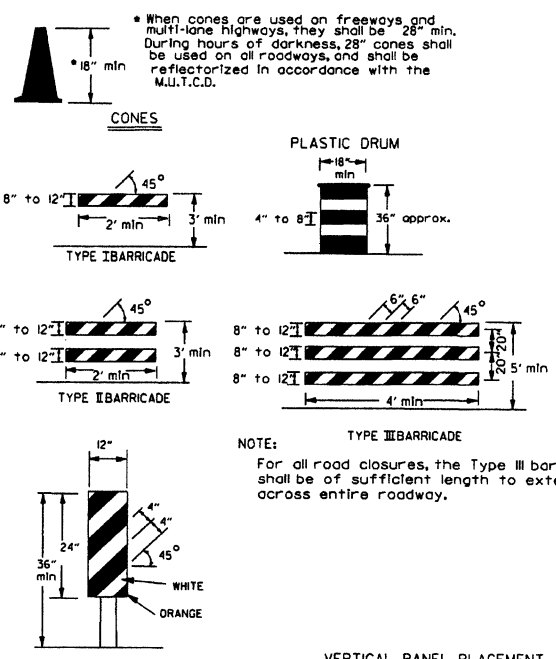
- KEY:
- Arrow Panel (if Required)
 - Channelizing Device
 - Traffic drum

GENERAL NOTES:

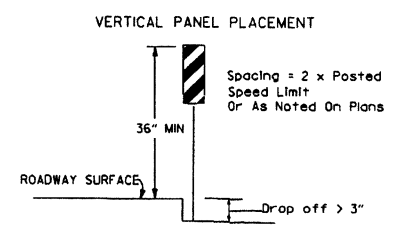
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1(45) 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(65) shall be omitted. Additional R2-1(55) speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1(1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual for Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.



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



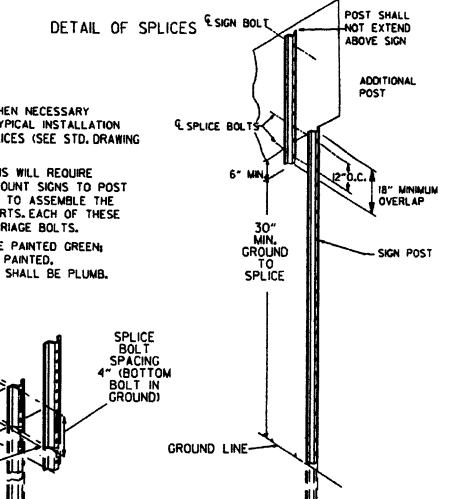
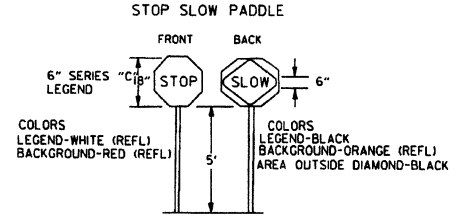
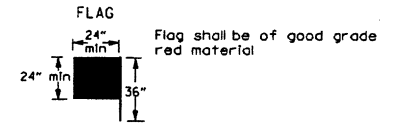
NOTE: For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



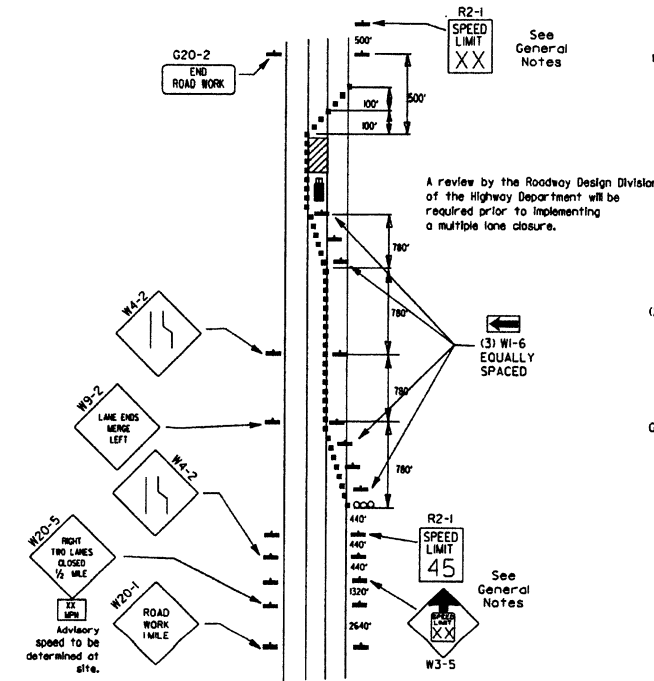
TRAFFIC CONTROL DEVICES FOR VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	WB-11
1" to 3"	Edge of shoulder	WB-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

* When shown on the plans concrete barrier will be used. When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2). NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS. SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.

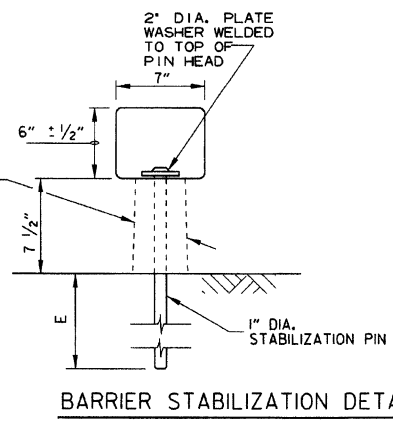
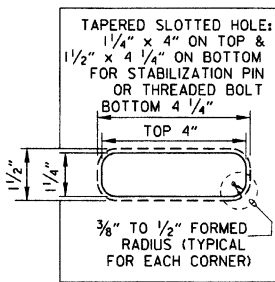
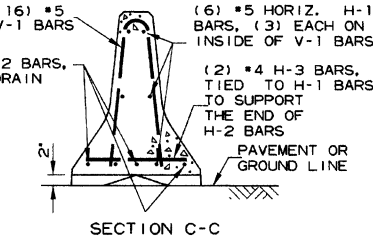
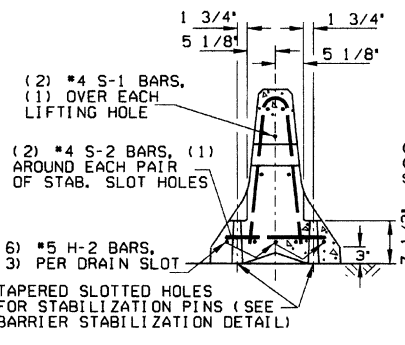
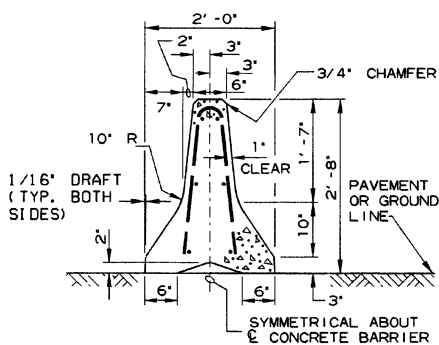
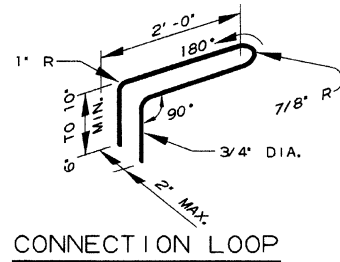
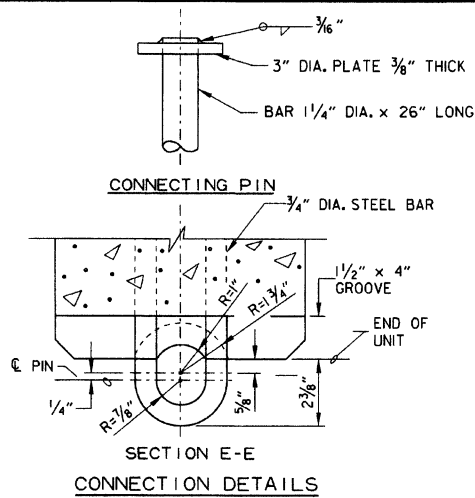


(D) Typical application - closing multiple lanes of a multilane highway.

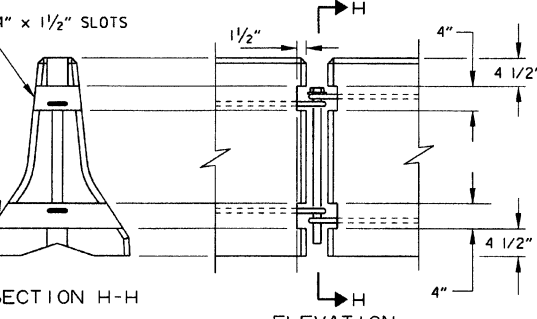
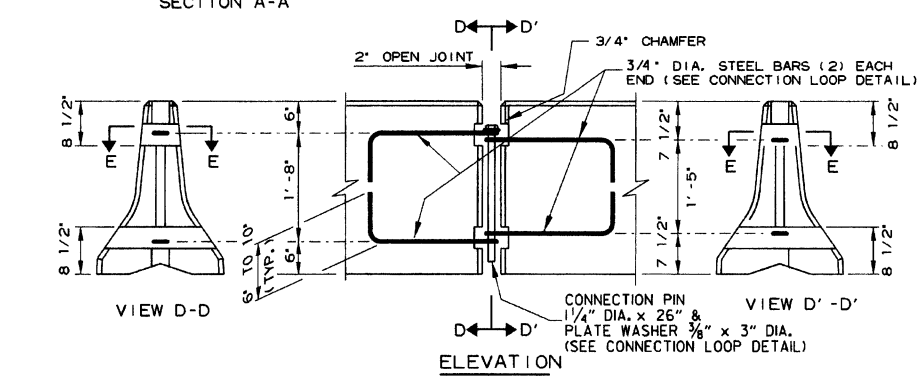
DATE	REVISION	FILED
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
8-20-08	REVISED SIGN DESIGNATIONS	
1-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED RES-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	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

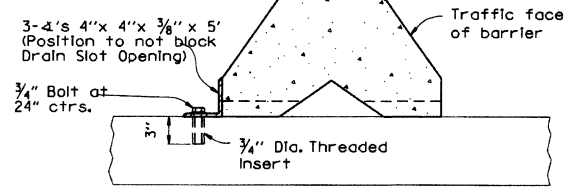
REINFORCING BAR TABLE PER BARRIER UNIT			
MARK	LOCATION	BAR SIZE	(NO. BARS)
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)
S-1	OVER LIFT HOLES	#4	(2)
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S & DRAIN SLOTS	#4	(2)
V-1	VERTICAL IN BARRIER (3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)



BARRIER STABILIZATION DETAIL ROADWAY SECTION

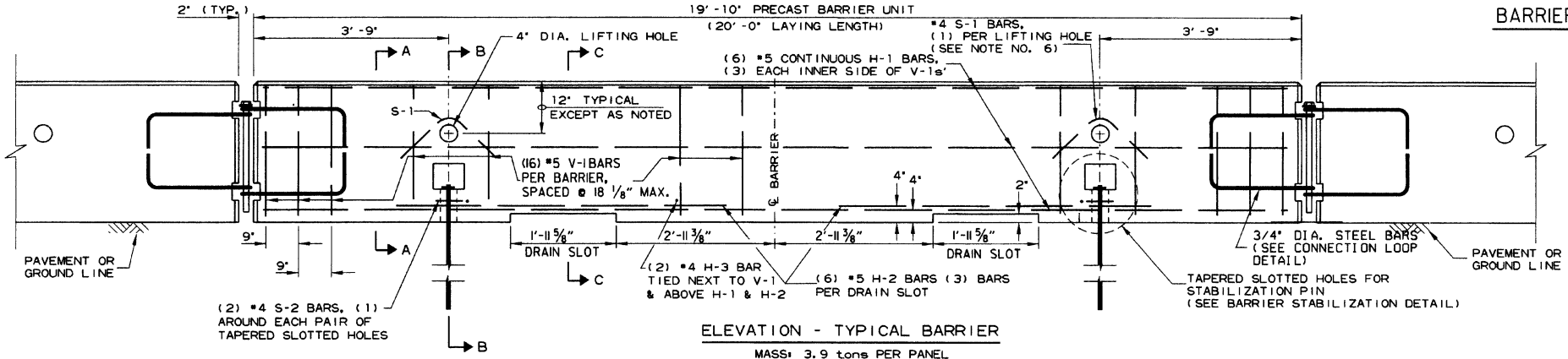


BARRIER REMOVAL SLOT DETAILS



NOTE: 3/4" Threaded inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL BRIDGE DECKS



ELEVATION - TYPICAL BARRIER

- General Notes**
- The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.
 - Materials shall meet the following minimum requirements:
Concrete: 2500 psi compressive strength at 28 days.
Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

In applications where barrier walls within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers. Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.
 - Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.
 - Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.
 - Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.
 - A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

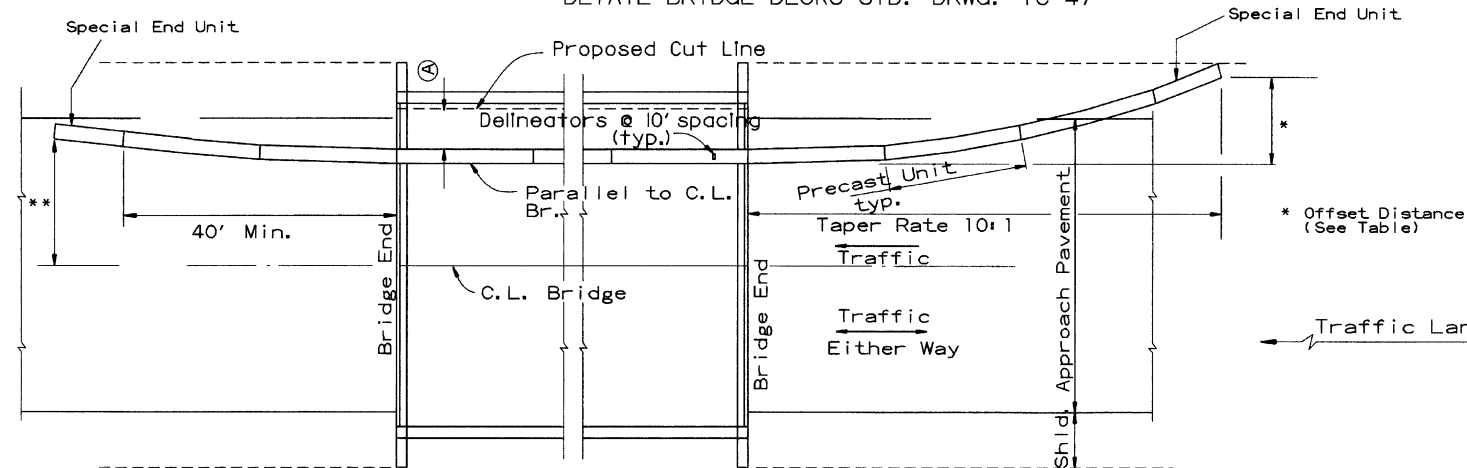
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

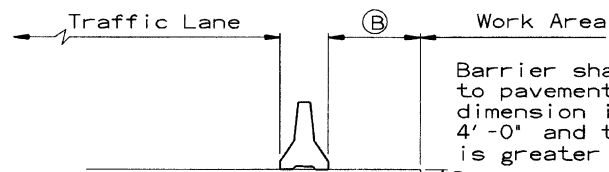
(A) 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

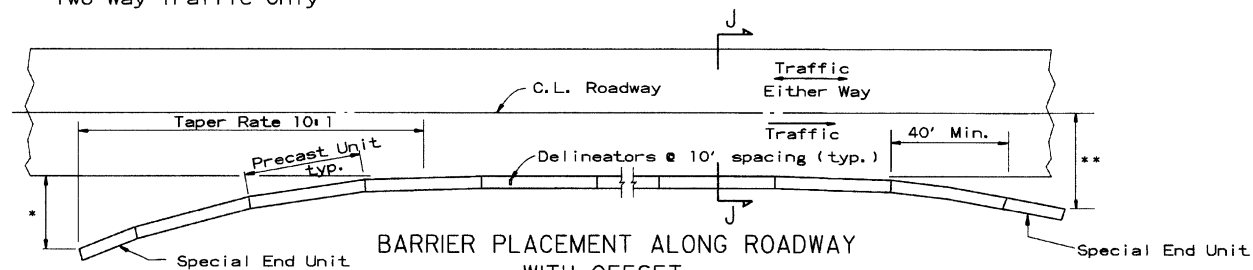
No Scale

** Offset Distance for Two Way Traffic Only



SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

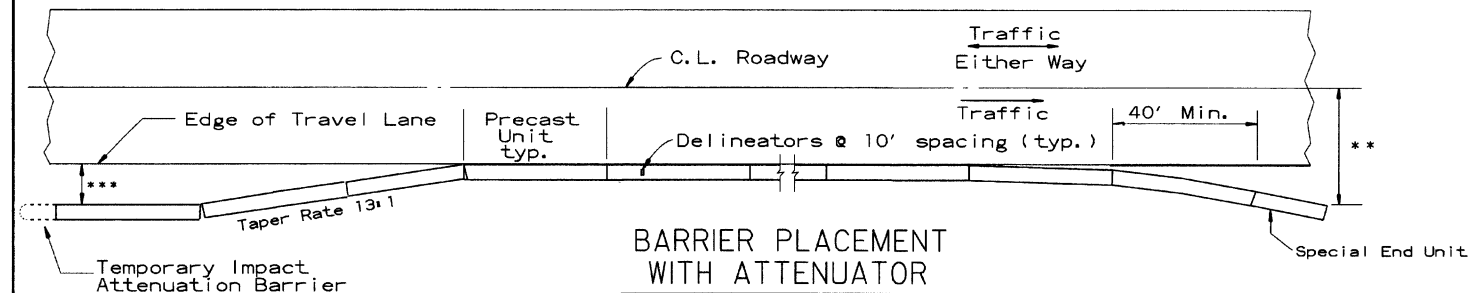
No Scale

* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see 'Barrier Placement With Attenuator' Detail shown below.

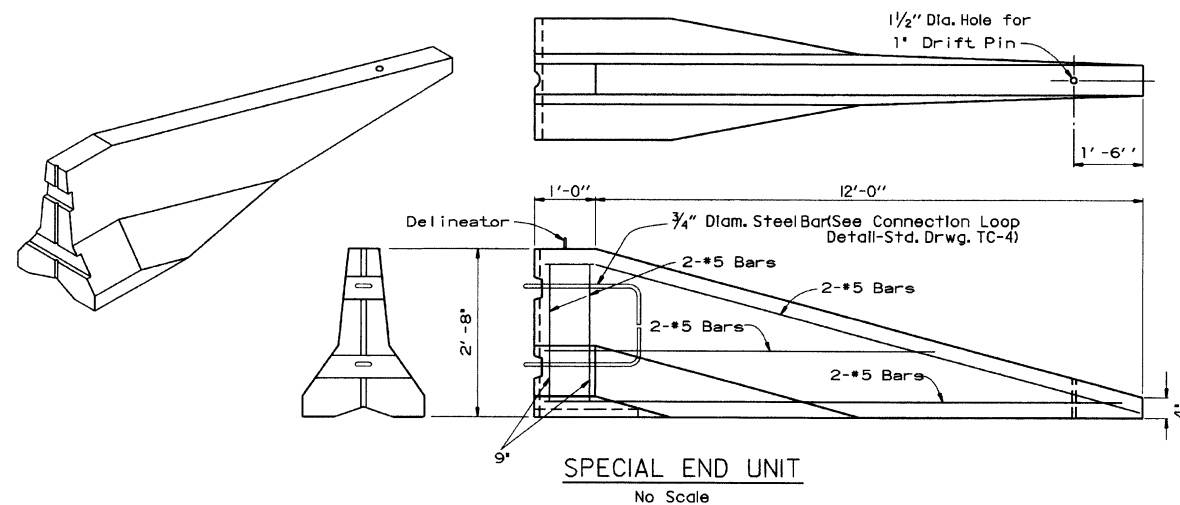


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

** Offset Distance For Two Way Traffic Only

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



SPECIAL END UNIT

No Scale

General Notes

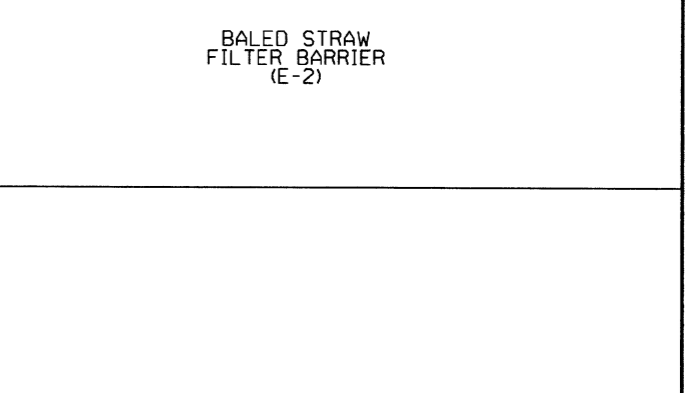
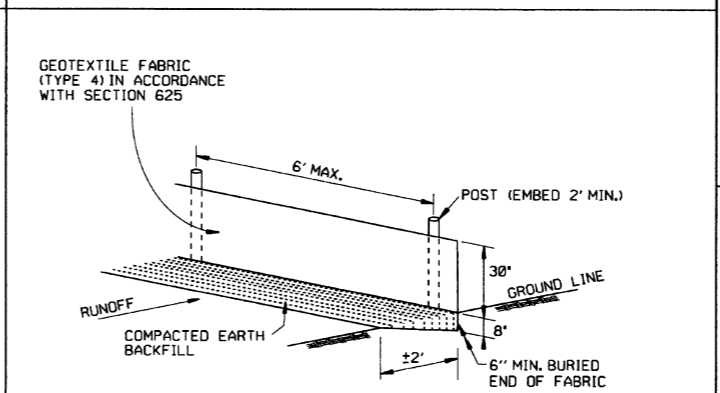
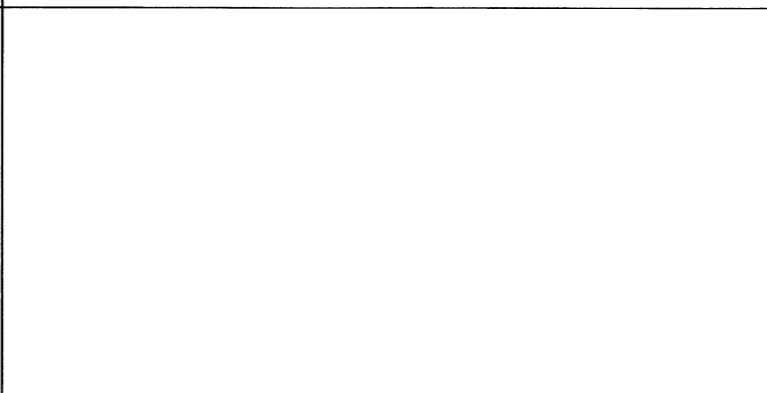
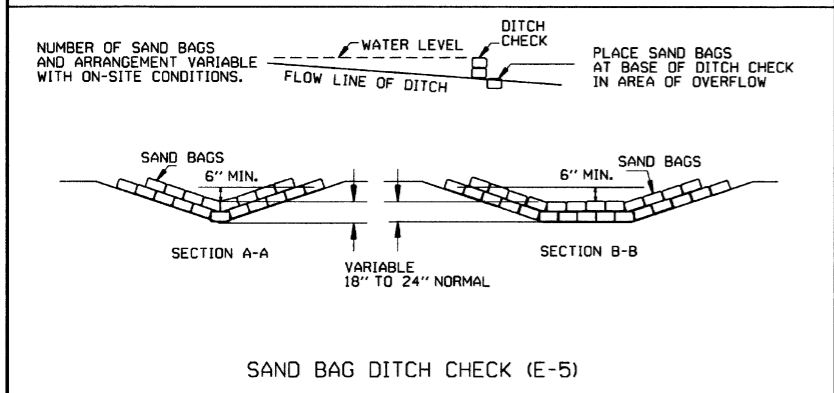
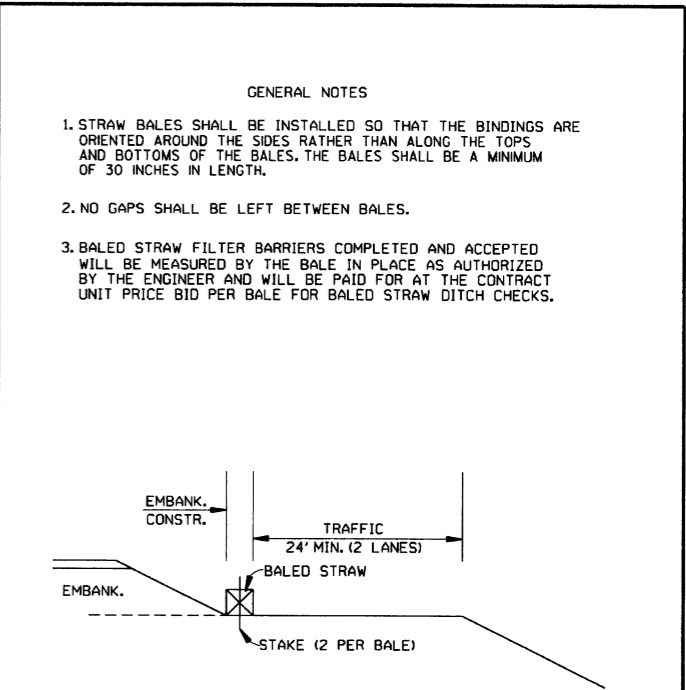
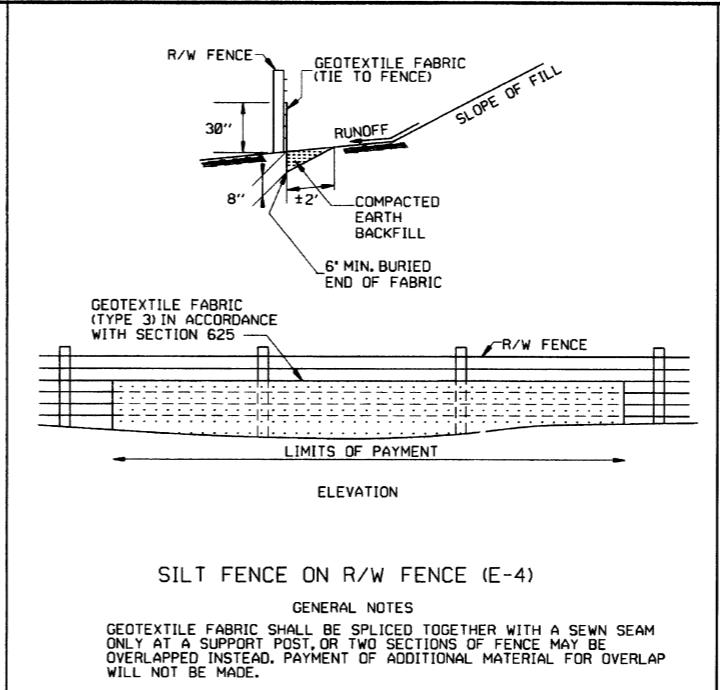
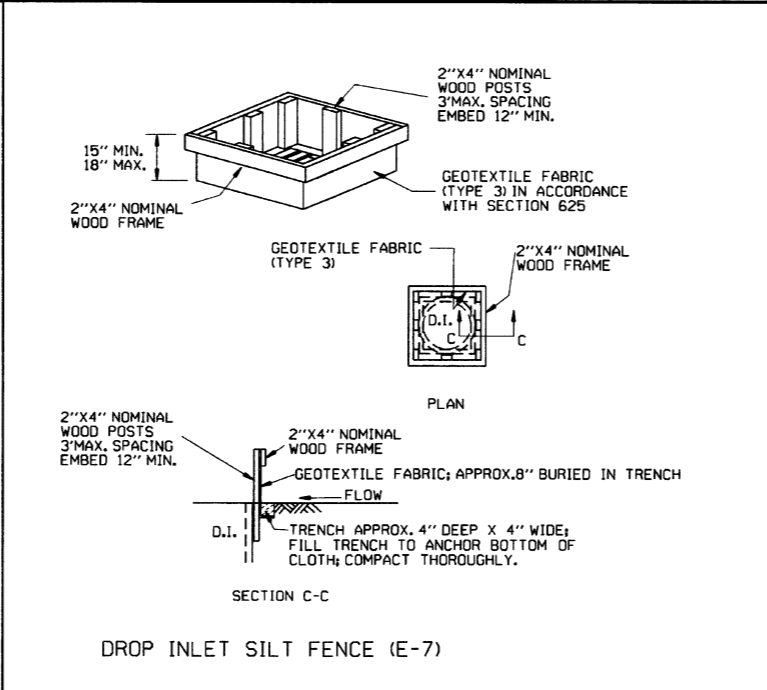
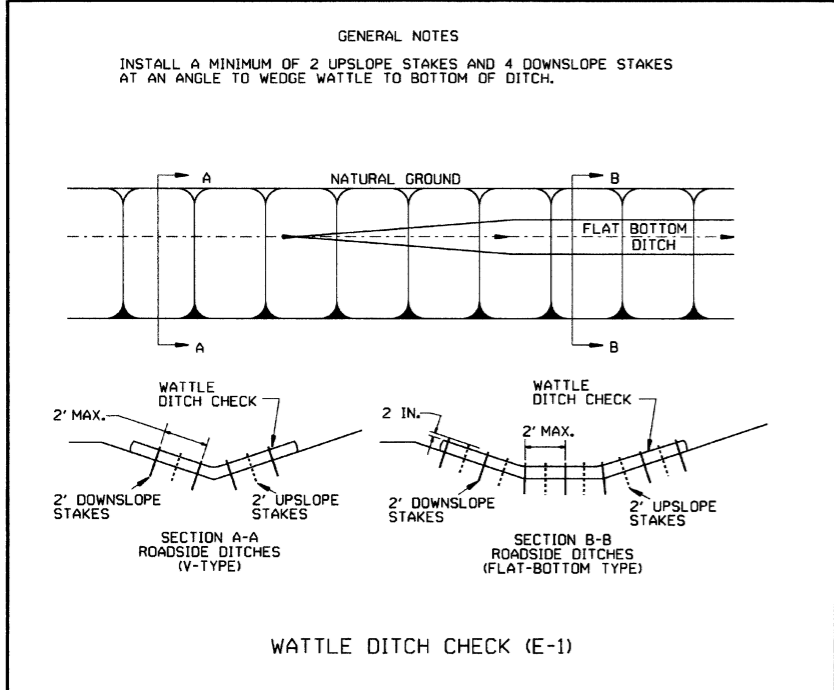
When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

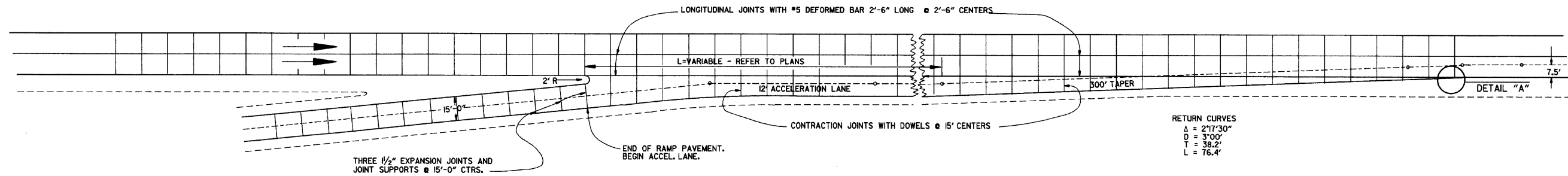
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION -
TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-5

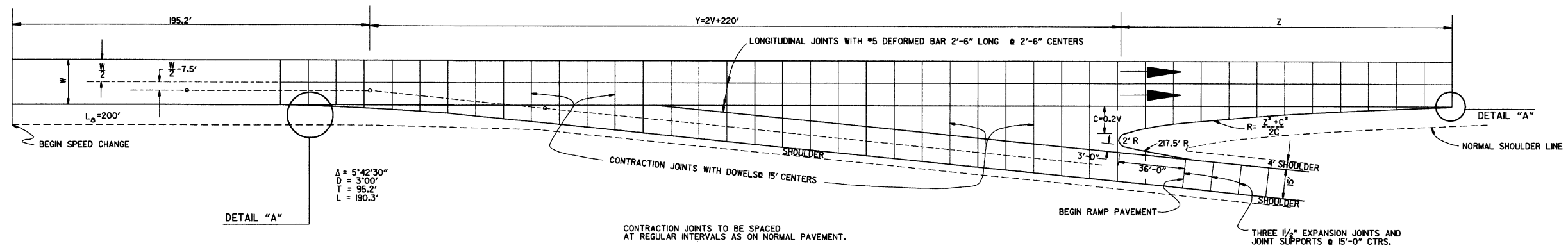


12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK		ARKANSAS STATE HIGHWAY COMMISSION
11-18-98	ADDED NOTES		
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)		
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95	
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC		
6-2-94	REVISED E-1, 4, 7 & 11; DELETED E-2 & 3	6-2-94	
4-1-93	REDRAWN		
10-1-92	REDRAWN		
8-2-76	ISSUED R.D.M.	298-7-28-76	
DATE	REVISION	FILMED	TEMPORARY EROSION CONTROL DEVICES
			STANDARD DRAWING TEC-1



ENTRANCE RAMP

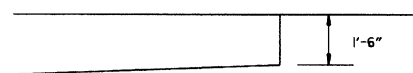
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.



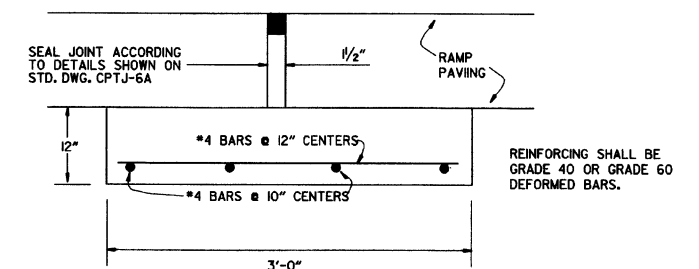
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.23
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