DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BB1101		1	133
				(2)	HWY. 299 - GURDON REST AREA (S)			

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

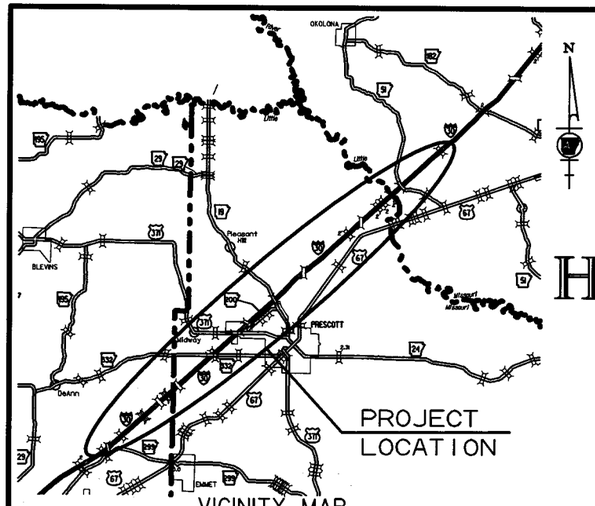
HWY. 299 - GURDON REST AREA (S)

HEMPSTEAD, NEVADA, & CLARK COUNTIES

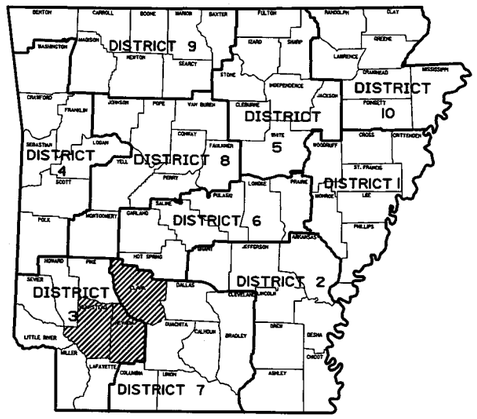
ROUTE 30 SECTIONS 12, 13, & 14

FED. AID PROJ. BIM-B30-0(216)

JOB BB1101



VICINITY MAP



ARK. HWY. DIST. NO. 3 & 7

BRIDGE DATA

(1) STA. 1806+06.94 BR. END
210.00' BRIDGE NO. A5056
39'-0" CLEAR ROADWAY
STA. 1808+16.94 BR. END
POLYMER OVERLAY

(2) STA. 1807+03.06 BR. END
210.00' BRIDGE NO. B5056
39'-0" CLEAR ROADWAY
STA. 1809+13.06 BR. END
POLYMER OVERLAY

(3) STA. 1877+44.55 BR. END
144.00' BRIDGE NO. A5058
39'-0" CLEAR ROADWAY
STA. 1878+88.55 BR. END
POLYMER OVERLAY

(4) STA. 1877+81.45 BR. END
144.00' BRIDGE NO. B5058
39'-0" CLEAR ROADWAY
STA. 1879+25.45 BR. END
POLYMER OVERLAY

(5) STA. 2443+74.10 BR. END
90.00' BRIDGE NO. A5118
39'-0" CLEAR ROADWAY
STA. 2444+64.10 BR. END
POLYMER OVERLAY

(6) STA. 2443+71.90 BR. END
90.00' BRIDGE NO. B5118
39'-0" CLEAR ROADWAY
STA. 2444+61.90 BR. END
POLYMER OVERLAY

(7) STA. 2537+20.00 BR. END
210.00' BRIDGE NO. A5020
40'-0" CLEAR ROADWAY
STA. 2539+30.00 BR. END
POLYMER OVERLAY

(8) STA. 2537+20.00 BR. END
210.00' BRIDGE NO. B5020
40'-0" CLEAR ROADWAY
STA. 2539+30.00 BR. END
POLYMER OVERLAY

(9) STA. 2552+50.00 BR. END
540.00' BRIDGE NO. A5021
40'-0" CLEAR ROADWAY
STA. 2557+90.00 BR. END
POLYMER OVERLAY

(10) STA. 2552+50.00 BR. END
540.00' BRIDGE NO. B5021
40'-0" CLEAR ROADWAY
STA. 2557+90.00 BR. END
POLYMER OVERLAY

(11) STA. 2575+39.92 BR. END
960.08' BRIDGE NO. A5022
40'-0" CLEAR ROADWAY
STA. 2585+00.00 BR. END
POLYMER OVERLAY

(12) STA. 2575+39.92 BR. END
960.08' BRIDGE NO. B5022
40'-0" CLEAR ROADWAY
STA. 2585+00.00 BR. END
POLYMER OVERLAY

BRIDGE DATA (OVERPASSES)

(1) STA. 14+12.98 BR. END
362.42' BRIDGE NO. 05055
28'-0" CLEAR ROADWAY
STA. 17+75.40 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

(2) STA. 18+42.75 BR. END
314.50' BRIDGE NO. 05057
28'-0" CLEAR ROADWAY
STA. 21+57.25 BR. END
RETAIN

(3) STA. 7+74.36 BR. END
326.26' BRIDGE NO. 05059
28'-0" CLEAR ROADWAY
STA. 11+00.62 BR. END
RETAIN

(4) STA. 12+67.71 BR. END
464.58' BRIDGE NO. 05060
28'-0" CLEAR ROADWAY
STA. 17+32.29 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

(5) STA. 12+55.33 BR. END
489.34' BRIDGE NO. 05061
39'-0" CLEAR ROADWAY
STA. 17+44.67 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

(6) STA. 13+27.03 BR. END
345.96' BRIDGE NO. 05062
16'-6" CLEAR TRACK
STA. 16+72.99 BR. END
RETAIN

(7) STA. 12+12.70 BR. END
330.66' BRIDGE NO. 05063
39'-0" CLEAR ROADWAY
STA. 15+43.36 BR. END
REHABILITATE BRIDGE DECK-HYDRODEMOLITION

(8) STA. 16+62.99 BR. END
422.85' BRIDGE NO. 05117
24'-0" CLEAR ROADWAY
STA. 20+85.84 BR. END
RETAIN

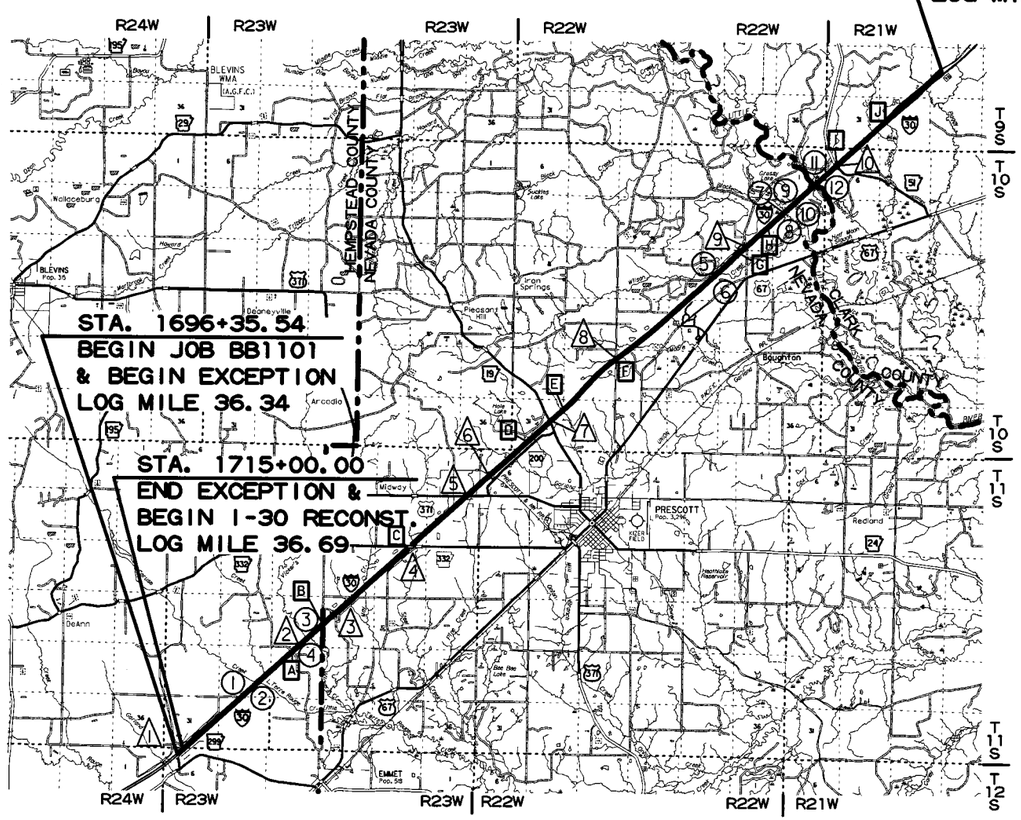
(9) STA. 8+33.11 BR. END
269.60' BRIDGE NO. 05120
24'-0" CLEAR ROADWAY
STA. 11+02.71 BR. END
RETAIN

(10) STA. 16+98.38 BR. END
214.24' BRIDGE NO. 03873
26'-0" CLEAR ROADWAY
STA. 19+12.62 BR. END
RETAIN

NOT TO SCALE

EQUATIONS

[A] 1854+95.29 BACK = 1855+00.00 AHEAD
[B] 1898+14.76 BACK = 1898+19.92 AHEAD
[C] 2019+39.87 BACK = 2019+52.18 AHEAD
[D] 2185+03.18 BACK = 2185+00.00 AHEAD
[E] 2232+44.50 BACK = 2232+38.03 AHEAD
[F] 2308+20.89 BACK = 2308+25.90 AHEAD
[G] 2478+57.60 BACK = 2478+18.60 AHEAD
[H] 2515+00.00 BACK = 2515+15.00 AHEAD
[I] 2611+30.00 BACK = 2611+25.00 AHEAD
[J] 2681+10.00 BACK = 2681+00.00 AHEAD



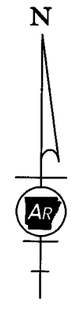
BEGINNING OF PROJECT	MID POINT OF PROJECT	END OF PROJECT
LATITUDE = N 33°44'15"	LATITUDE = N 33°50'08"	LATITUDE = N 33°55'47"
LONGITUDE = W 93°31'22"	LONGITUDE = W 93°23'22"	LONGITUDE = W 93° 15'39"

LENGTH OF PROJECT CALCULATED ALONG C.L.

GROSS LENGTH OF	PROJECT	105985.92	FEET OR	20.073	MILES
NET " "	ROADWAY	101967.38	"	19.312	"
NET " "	BRIDGES	2154.08	"	0.408	"
NET " "	PROJECT	104121.46	"	19.720	"

DESIGN TRAFFIC DATA

DESIGN YEAR	2038
2018 ADT	30,000
2038 ADT	39,000
2038 DHV	4,290
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	51%
DESIGN SPEED	70 MPH



CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS ENGINEER

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

P.E. JOB BB1101

USER: fs513
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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
8-21-18				6	ARK.			
				JOB NO.		BBII0I	2	133

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG.NO.
1	TITLE SHEET		
2	INDEX OF SHEETS AND STANDARD DRAWINGS		
3	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
4 - 6	TYPICAL SECTIONS OF IMPROVEMENT		
7 - 14	SPECIAL DETAILS		
15 - 52	TEMPORARY EROSION CONTROL DETAILS		
53 - 60	MAINTENANCE OF TRAFFIC DETAILS		
61 - 71	QUANTITIES		
72	SCHEDULE OF BRIDGE QUANTITIES	05055, 05060, 05061, 05063, A&B5020, A&B5021, A&B5022, A&B5056, A&B5058, A&B5118	59136
73	SUMMARY OF QUANTITIES AND REVISIONS		
74 - 112	PLAN SHEETS		
113	U.S. HWY. 371 INTERCHANGE		
114	HWY. 19 INTERCHANGE		
115	HWY. 15 INTERCHANGE		
116	DETAILS OF LATEX MODIFIED CONCRETE OVERLAY (SHEET 1 OF 2)	05055, 05060	59137
117	DETAILS OF LATEX MODIFIED CONCRETE OVERLAY (SHEET 2 OF 2)	05061, 05063	59138
118	DETAILS OF POURED SILICONE JOINT SEAL	05063, A&B5022	59139
119	LAYOUT OF BRIDGES OVER WILSON CREEK NEVADA COUNTY - FOR INFORMATION ONLY	A&B5118	13678
119A	LAYOUT OF UNDERPASS EMMET ROAD OVER I-30 HEMPSTEAD COUNTY - FOR INFORMATION ONLY	05055	14266
120	FRAMING PLAN & STRUCTURAL DETAILS EMMET ROAD UNDERPASS HEMPSTEAD COUNTY - FOR INFORMATION ONLY	05055	14269
121	CONCRETE DECK, RAILING & POURING SEQUENCE EMMET ROAD UNDERPASS HEMPSTEAD COUNTY - FOR INFORMATION ONLY	05055	14270
122	EXPANSION JOINT DETAILS AT BENTS 2 & 5 EMMET ROAD UNDERPASS DE ANN ROAD UNDERPASS HEMPSTEAD COUNTY - FOR INFORMATION ONLY	05053, 05055	14271
123	CONCRETE DECK SECTION & GENERAL NOTES DE ANN ROAD UNDERPASS EMMET ROAD UNDER PASS HEMPSTEAD COUNTY - FOR INFORMATION ONLY	05053, 05055	14273
123A	LAYOUT OF BRIDGE I-30 & CARUSE CREEK HEMPSTEAD COUNTY - FOR INFORMATION ONLY	A5056	14275
123B	LAYOUT OF BRIDGE I-30 & CARUSE CREEK HEMPSTEAD COUNTY - FOR INFORMATION ONLY	B5056	14276
123C	LAYOUT OF BRIDGE I-30 & VICKERS CREEK HEMPSTEAD COUNTY - FOR INFORMATION ONLY	A5058	14284
123D	LAYOUT OF BRIDGE I-30 & VICKERS CREEK HEMPSTEAD COUNTY - FOR INFORMATION ONLY	B5058	14285
124	LAYOUT OF UNDERPASS A.S.H. NO. 332 OVER I-30 NEVADA COUNTY - FOR INFORMATION ONLY	05060	14292
125	CONCRETE DECK & RAILING DETAILS A.S.H. NO. 332 UNDERPASS NEVADA COUNTY - FOR INFORMATION ONLY	05060	14296
126	EXPANSION JOINT DETAILS AT BENTS 2 & 5 A.S.H. NO. 332 UNDERPASS NEVADA COUNTY - FOR INFORMATION ONLY	05060	14297
127	LAYOUT OF UNDERPASS I-30 & JCT. A.S.H. NO. 24 NEVADA COUNTY - FOR INFORMATION ONLY	05061	14301
128	CONCRETE DECK & RAILING A.S.H. NO. 24 UNDERPASS NEVADA COUNTY - FOR INFORMATION ONLY	05061	14306
129	EXPANSION JOINT DETAILS AT BENTS 2 & 5 A.S.H. NO. 24 UNDERPASS NEVADA COUNTY - FOR INFORMATION ONLY	05061	14307
130	LAYOUT OF UNDERPASS I-30 & JCT. A.S.H. NO. 19 NEVADA COUNTY - FOR INFORMATION ONLY	05063	14431
131	CONCRETE DECK, RAILING & SLAB JOINTS A.S.H. NO. 19 NEVADA COUNTY - FOR INFORMATION ONLY	05060	14435
132	DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS 20', 24', 26', 28', 39', 40' ROADWAYS - FOR INFORMATION ONLY	05063, A&B5022	14990C
133	DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS 24, 26, 28, 39 ROADWAYS - FOR INFORMATION ONLY	5210	14990D
133A	LAYOUT OF REHABILITATED BRIDGES OVER BLACK CREEK NEVADA COUNTY - FOR INFORMATION ONLY	A&B5020	30452
133B	LAYOUT OF REHABILITATED BRIDGE OVER LITTLE MISSOURI RIVER RELIEF NEVADA COUNTY - FOR INFORMATION ONLY	A&B5021	30453
133C	LAYOUT OF REHABILITATED BRIDGES OVER LITTLE MISSOURI RIVER NEVADA & CLARK COUNTIES (SHEET 1 OF 2) - FOR INFORMATION ONLY	A&B5022	30454
133D	LAYOUT OF REHABILITATED BRIDGES OVER LITTLE MISSOURI RIVER NEVADA & CLARK COUNTIES (SHEET 2 OF 2) - FOR INFORMATION ONLY	A&B5022	30455

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
GR-8	GUARD RAIL DETAILS	11-16-17
GR-8A	GUARD RAIL DETAILS	11-16-17
GR-9	GUARD RAIL DETAILS	04-17-08
GR-9A	GUARD RAIL DETAILS	04-17-08
GR-10	GUARD RAIL DETAILS	11-16-17
GR-11	GUARD RAIL DETAILS	11-16-17
GR-12	GUARD RAIL DETAILS	11-16-17
GR-13	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)	11-16-17
GRT-1	GUARD RAIL DETAILS	11-16-17
PM-1	PAVEMENT MARKING DETAILS	06-01-17
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	12-08-16
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	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	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94

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INDEX OF SHEETS AND STANDARD DRAWINGS

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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
8-21-18				6	ARK.			
8-23-18				JOB NO.		BB1101	3	133
				(2) GOVERNING SPECIFICATIONS AND GENERAL NOTES				

GENERAL NOTES

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

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

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

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

5. ANY REQUIRED EROSION CONTROL MEASURES FROM WASTING MATERIALS SHALL BE AT THE CONTRACTOR'S EXPENSE.

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

GOVERNING SPECIFICATIONS

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

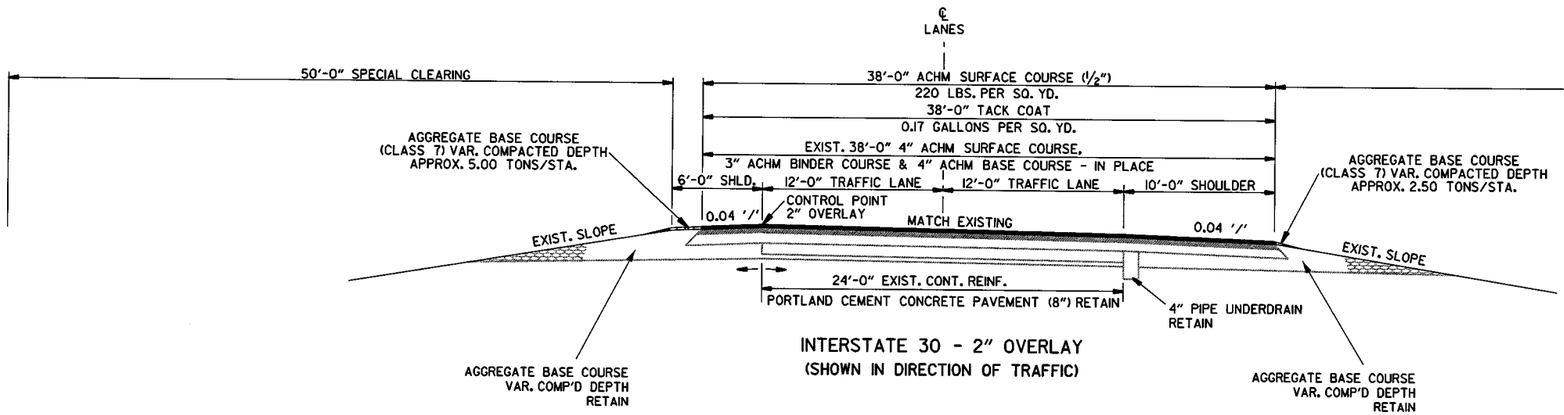
NUMBER	TITLE
ERRATA____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__	SUPPLEMENT - TRAINING PROGRAM - JOB BB1101
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
100-4_____	DEPARTMENT NAME CHANGE
102-2_____	ISSUANCE OF PROPOSALS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
303-1_____	AGGREGATE BASE COURSE
400-1_____	TACK COATS
400-4_____	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
617-1_____	GUARDRAIL TERMINAL (TYPE 2)
621-1_____	FILTER SOCKS
JOB BB1101__	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB BB1101__	BIDDING REQUIREMENTS AND CONDITIONS
JOB BB1101__	BRIDGE DECK REPAIR
JOB BB1101__	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB BB1101__	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB1101__	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB BB1101__	CARGO PREFERENCE ACT REQUIREMENTS
JOB BB1101__	COLD MILLING ASPHALT PAVEMENT
JOB BB1101__	CONSTRUCTION PROJECT INFORMATION SIGN
JOB BB1101__	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB BB1101__	DRINKING WATER PROTECTION
JOB BB1101__	EMPLOYMENT REPORTING
JOB BB1101__	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB BB1101__	FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT
JOB BB1101__	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BB1101__	HYDRODEMOLITION
JOB BB1101__	JOINT REHABILITATION FOR BRIDGE DECKS
JOB BB1101__	LATEX MODIFIED CONCRETE OVERLAY
JOB BB1101__	LIQUID ANTI-STRIPPING ADDITIVE
JOB BB1101__	MAINTENANCE OF TRAFFIC
JOB BB1101__	MANAGEMENT OF HYDRODEMOLITION WASTEWATER
JOB BB1101__	MANDATORY ELECTRONIC CONTRACT
JOB BB1101__	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB BB1101__	NESTING SITES OF MIGRATORY BIRDS
JOB BB1101__	PARTNERING REQUIREMENTS
JOB BB1101__	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS
JOB BB1101__	POLYMER OVERLAY
JOB BB1101__	PORTABLE TRAFFIC SIGNAL SYSTEM
JOB BB1101__	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB BB1101__	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB BB1101__	PROTECTION OF WATER QUALITY AND WETLANDS
JOB BB1101__	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER
JOB BB1101__	SITE USE (A+B+C METHOD)-CALENDAR DAY CONTRACT
JOB BB1101__	SPECIAL CLEARING
JOB BB1101__	SPECIAL SAFETY REQUIREMENTS
JOB BB1101__	STORM WATER POLLUTION PREVENTION PLAN
JOB BB1101__	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB BB1101__	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BB1101__	UNDERDRAIN FLUSHING AND REHABILITATION
JOB BB1101__	UTILITY ADJUSTMENTS
JOB BB1101__	VALUE ENGINEERING
JOB BB1101__	WARM MIX ASPHALT
JOB BB1101__	WATER POLLUTION CONTROL
JOB BB1101__	WELLHEAD PROTECTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-23-18
HUBERT BURNS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	4	133

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-6-18
HUBERT BURNS



INTERSTATE 30 - 2" OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

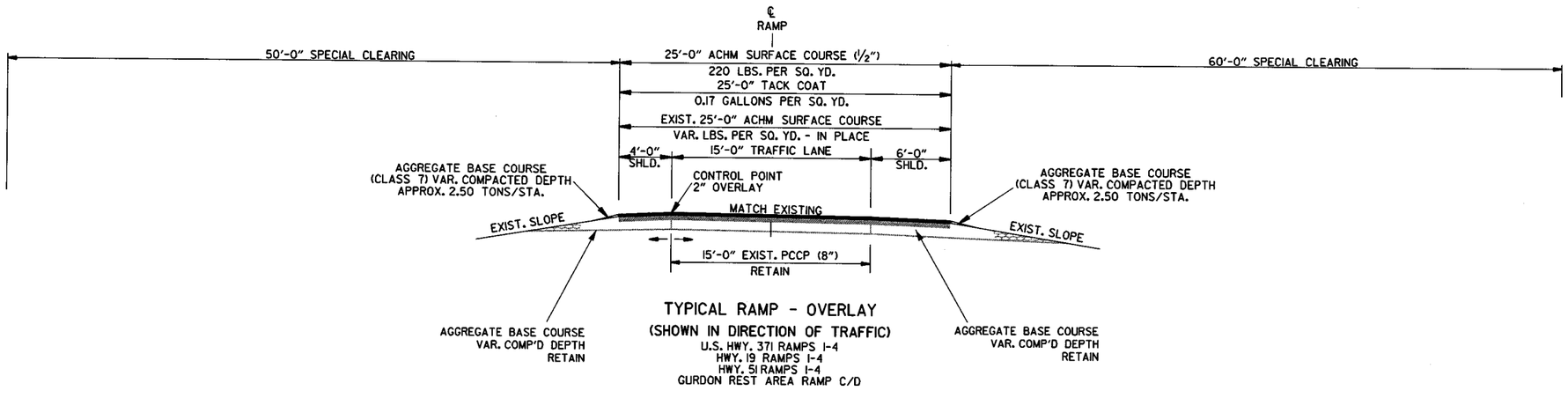
LT. MAIN LANES
STA. 1715+00.00 TO STA. 1805+71.94
STA. 1808+51.94 TO STA. 1877+09.55
STA. 1879+23.55 TO STA. 2125+00.00

RT. MAIN LANES
STA. 1715+00.00 TO STA. 1806+68.06
STA. 1809+48.06 TO STA. 1877+46.45
STA. 1879+60.45 TO STA. 2125+00.00

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

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

TRANSITION FROM 2" OVERLAY SECTION TO 4" OVERLAY SECTION FROM STA. 2125+00.00 TO STA. 2127+00.00.



TYPICAL RAMP - OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)
U.S. HWY. 371 RAMPS I-4
HWY. 19 RAMPS I-4
HWY. 51 RAMPS I-4
GURDON REST AREA RAMP C/D

TYPICAL SECTIONS OF IMPROVEMENT

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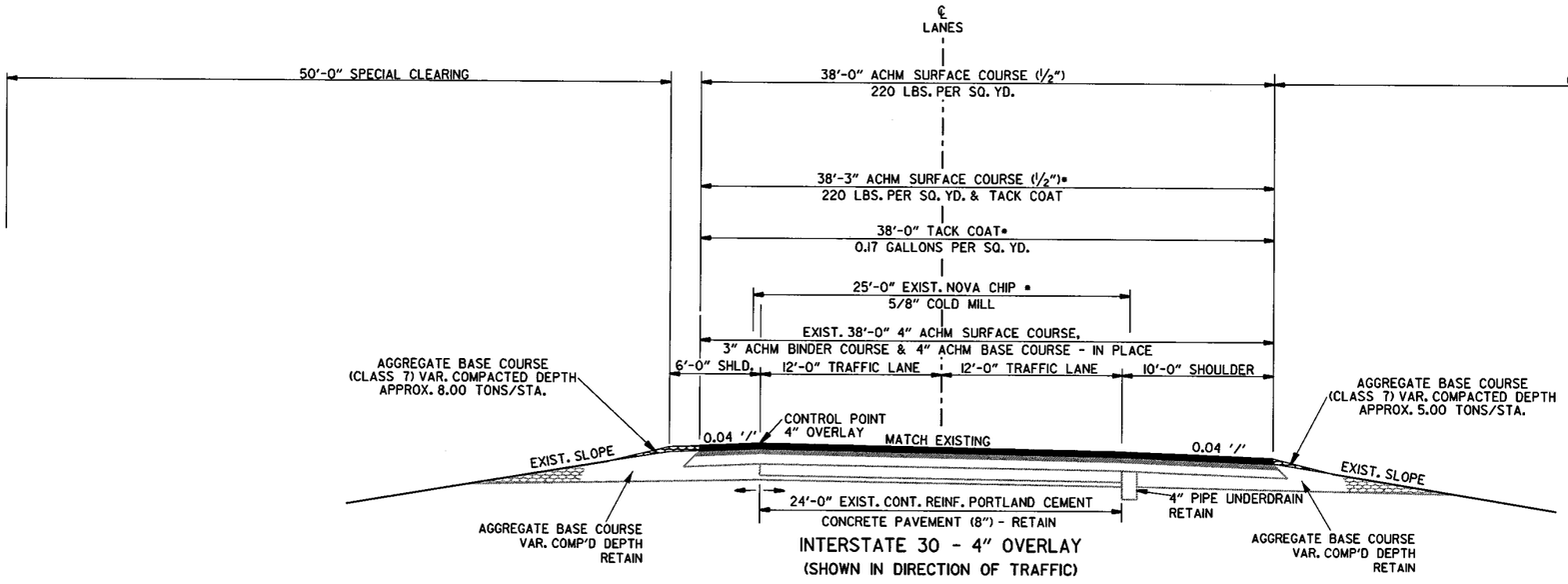
				JOB NO.		BBII0I	5	133

(2) TYPICAL SECTIONS OF IMPROVEMENT



INTERSTATE 30 - 4" OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 2127+00.00 TO STA. 2443+39.10
STA. 2444+39.10 TO STA. 2536+83.50
STA. 2539+66.50 TO STA. 2552+13.50
STA. 2558+26.50 TO STA. 2575+03.42
STA. 2585+36.50 TO STA. 2690+22.10
STA. 2711+90.40 TO STA. 2751+70.10

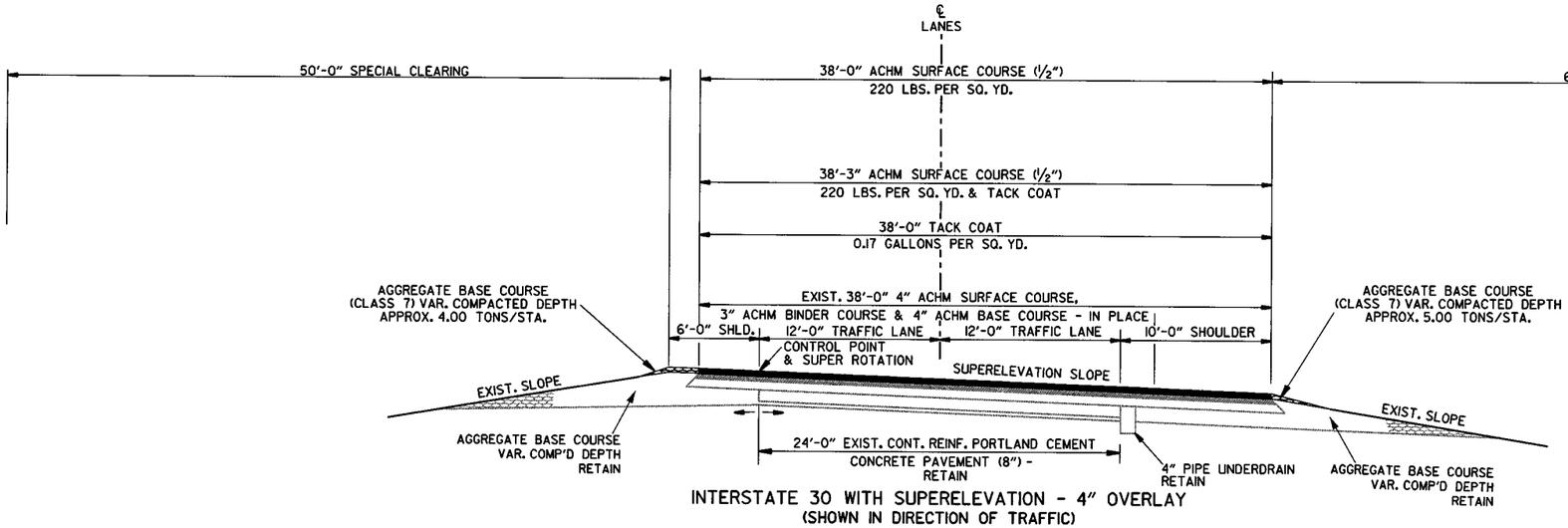
RT. MAIN LANES
STA. 2127+00.00 TO STA. 2443+36.90
STA. 2444+96.90 TO STA. 2536+83.50
STA. 2539+66.50 TO STA. 2552+13.50
STA. 2558+26.50 TO STA. 2575+03.42
STA. 2585+36.50 TO STA. 2707+86.10
STA. 2724+17.80 TO STA. 2756+00.00

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

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

• EXISTING NOVA CHIP LOCATIONS:
R.M.L. LANES STA. 2201+23 TO STA. 2756+00
L.M.L. LANES STA. 2203+87 TO STA. 2631+55

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-6-18



INTERSTATE 30 WITH SUPERELEVATION - 4" OVERLAY
(SHOWN IN DIRECTION OF TRAFFIC)

LT. MAIN LANES
STA. 2690+22.10 TO STA. 2711+90.40
STA. 2751+70.10 TO STA. 2756+00.00

RT. MAIN LANES
STA. 2707+86.10 TO STA. 2724+17.80

TYPICAL SECTIONS OF IMPROVEMENT

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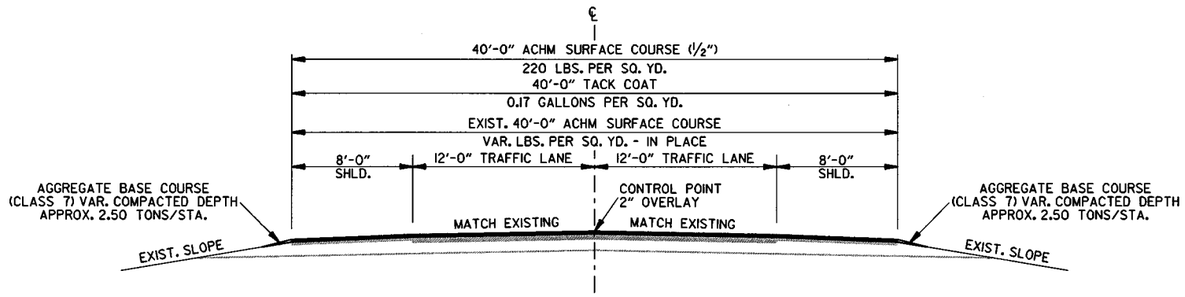
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	6	133
(2) TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9630
8-2-18
HUBERT BURNS

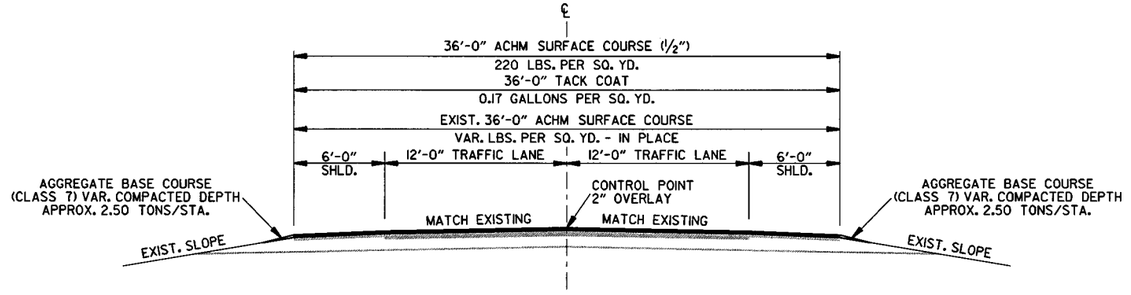


TYPICAL SECTION - OVERLAY

HWY. 371 STA. 5+98.08 TO STA. 12+55.33, HWY. 371 STA. 17+44.67 TO STA. 25+98.41,
HWY. 19 STA. 6+12.40 TO STA. 12+12.70, HWY. 19 STA. 15+43.36 TO STA. 23+16.29

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

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



TYPICAL SECTION - OVERLAY

HWY. 51 STA. 9+42.54 TO STA. 16+98.38 & STA. 19+12.62 TO STA. 28+00.11

TYPICAL SECTIONS OF IMPROVEMENT

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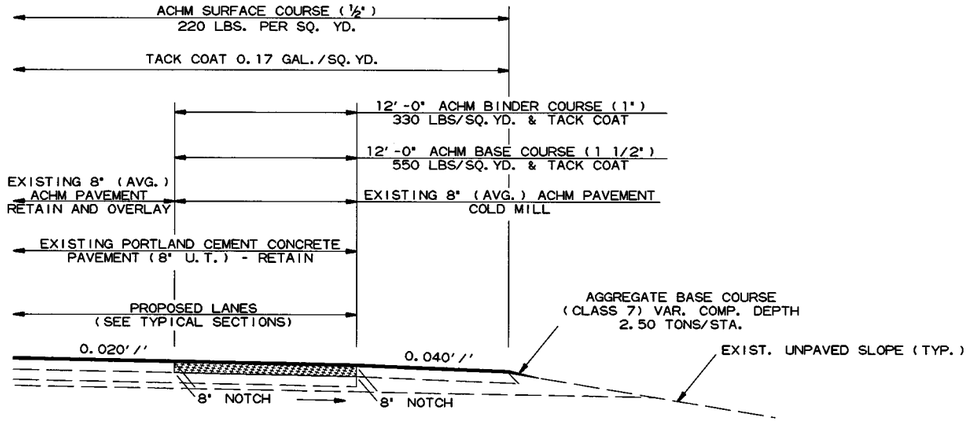
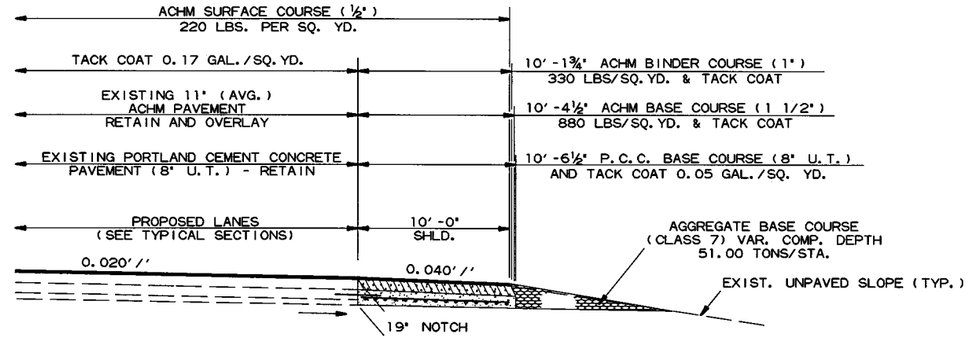
JOB NO.		BB1101	7	133
(2)	SPECIAL DETAILS			



OUTSIDE LANE REHABILITATION DETAIL WITH 2" OVERLAY

REHABILITATION TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
INCLUDING THE STATION RANGES LISTED BELOW:

L.M.L.	RT. LANE
STA. 1801+05	TO STA. 1805+57
STA. 1808+52	TO STA. 1812+15
STA. 1875+55	TO STA. 1877+13
STA. 1879+24	TO STA. 1883+50
STA. 1931+10	TO STA. 1953+25



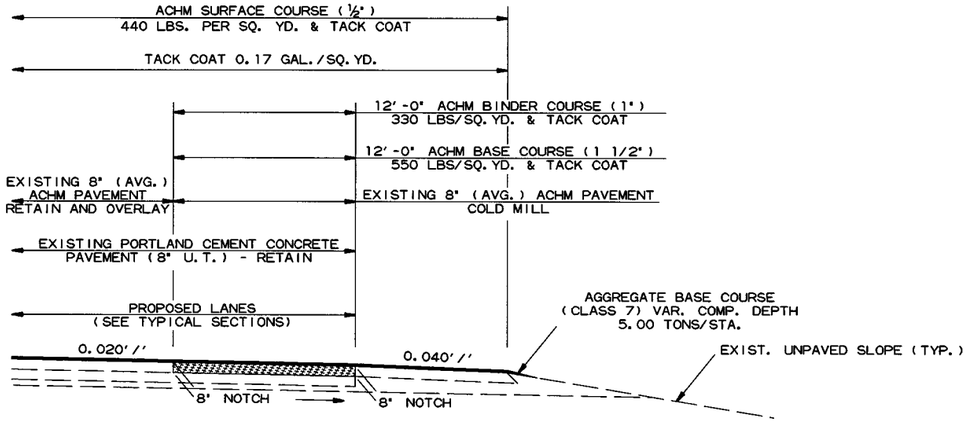
OUTSIDE SHOULDER REHABILITATION DETAIL WITH 2" OVERLAY

REHABILITATION TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
INCLUDING THE STATION RANGES LISTED BELOW:

R.M.L.	RT. LANE
STA. 1957+75	TO STA. 1963+40

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

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



OUTSIDE LANE REHABILITATION DETAIL WITH 4" OVERLAY

REHABILITATION TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER
INCLUDING THE STATION RANGES LISTED BELOW:

L.M.L.	RT. LANE
STA. 2180+35	TO STA. 2210+45

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

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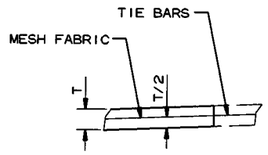
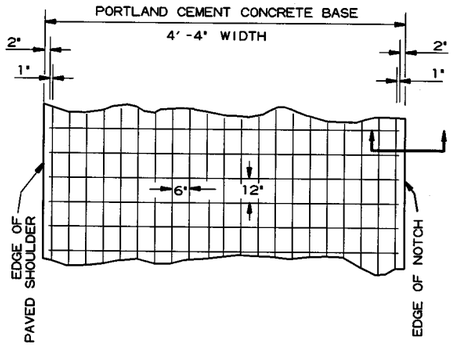


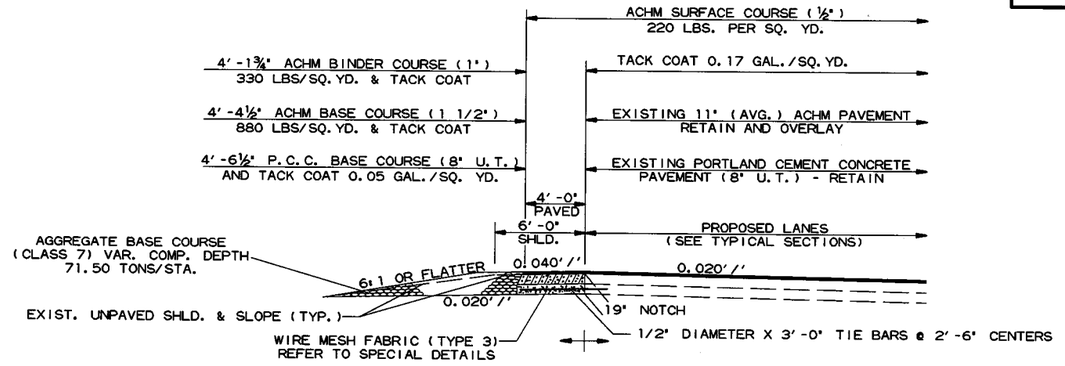


6" X 12" MESH FABRIC (TYPE 3) (W5.5 X W2.9) = 4.26 LBS./SQ.YD.

NOTES:

1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE (8" U.T.)

DETAIL OF REINFORCING STEEL FOR PAVEMENT (MESH FABRIC TYPE 3)

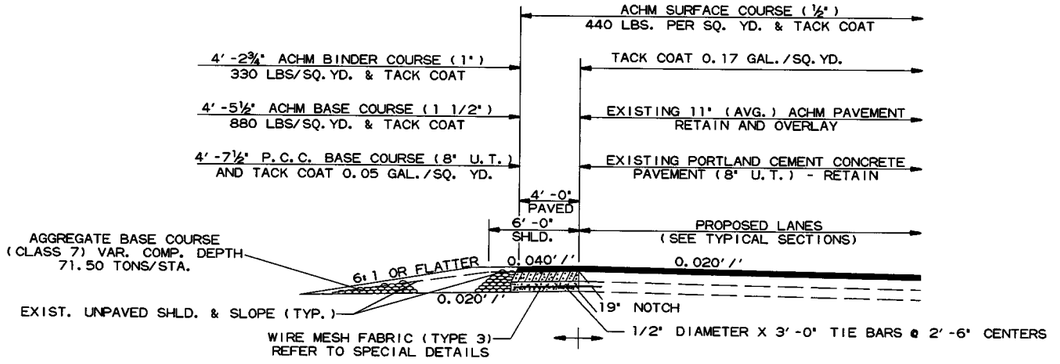


P.C.C. BASE SHOULDER REHABILITATION DETAIL WITH 2" OVERLAY

P.C.C. BASE SHOULDER REHABILITATION TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER INCLUDING THE STATION RANGES LISTED BELOW:

L.M.L. INSIDE SHOULDER	R.M.L. INSIDE SHOULDER
STA. 1788+28 TO STA. 1789+58	STA. 1725+82 TO STA. 1727+57
STA. 1792+56 TO STA. 1794+56	STA. 1731+10 TO STA. 1733+60
STA. 1798+74 TO STA. 1799+84	STA. 1905+34 TO STA. 1906+84
STA. 1964+30 TO STA. 1969+20	STA. 1931+74 TO STA. 1932+94
STA. 1972+98 TO STA. 1973+98	STA. 1937+02 TO STA. 1938+42
STA. 1983+44 TO STA. 1989+82	STA. 1958+14 TO STA. 1969+40
STA. 1999+26 TO STA. 2000+31	STA. 1979+26 TO STA. 1979+91
STA. 2010+60 TO STA. 2016+10	STA. 1984+54 TO STA. 1985+39
STA. 2036+00 TO STA. 2042+50	STA. 1989+70 TO STA. 1991+30
STA. 2057+18 TO STA. 2074+18	STA. 1995+10 TO STA. 1998+10
STA. 2076+46 TO STA. 2079+46	STA. 2005+54 TO STA. 2010+54
STA. 2083+24 TO STA. 2084+74	STA. 2037+22 TO STA. 2041+62
	STA. 2047+26 TO STA. 2048+76
	STA. 2051+07 TO STA. 2080+68

NOTE: TIE BARS WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE (8" U.T.).



P.C.C. BASE SHOULDER REHABILITATION DETAIL WITH 4" OVERLAY

P.C.C. BASE SHOULDER REHABILITATION TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER INCLUDING THE STATION RANGES LISTED BELOW:

L.M.L. INSIDE SHOULDER	R.M.L. INSIDE SHOULDER
STA. 2243+26 TO STA. 2246+26	STA. 2141+22 TO STA. 2150+27
STA. 2253+82 TO STA. 2255+27	STA. 2195+74 TO STA. 2197+19
STA. 2269+66 TO STA. 2275+66	STA. 2237+98 TO STA. 2252+98
STA. 2285+50 TO STA. 2288+80	STA. 2261+62 TO STA. 2264+42
STA. 2301+34 TO STA. 2307+34	STA. 2269+66 TO STA. 2272+66
	STA. 2280+10 TO STA. 2283+22
	STA. 2290+66 TO STA. 2297+56
	STA. 2306+50 TO STA. 2309+65

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS

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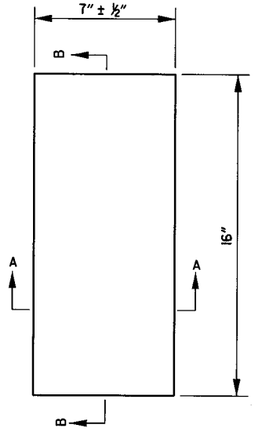
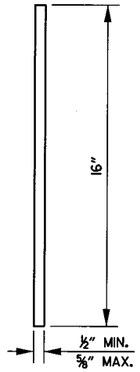
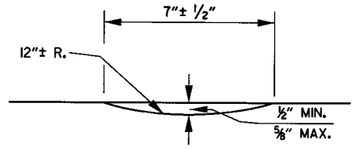


PLAN

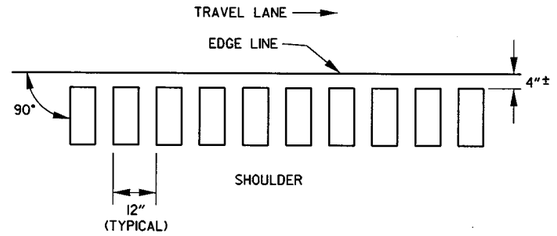


SECTION B-B

DETAILS OF RUMBLE STRIPS



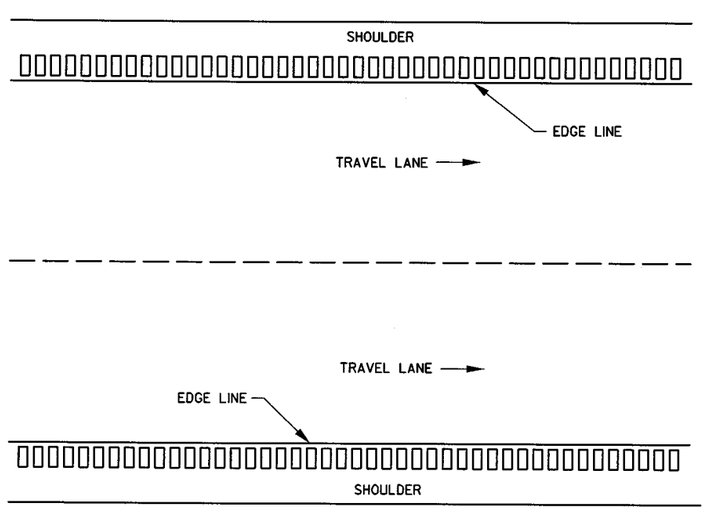
SECTION A-A



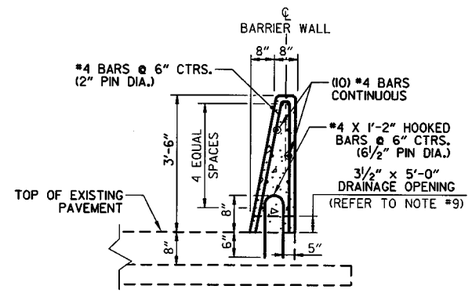
LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

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.
2. THE ½" DEPTH SHALL GENERALLY APPLY FOR THE ENTIRE 16" LENGTH. SOME VARIATION TO SUIT SHOULDER SLOPE BREAKS MAY BE NECESSARY.
3. RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS, APPROACH SLABS, OR ACROSS TRANSVERSE JOINTS OF CONCRETE SHOULDERS.



PLAN VIEW



CONCRETE BARRIER WALL
(PIER PROTECTION TYPE A-I; MASH TL-4)
N.T.S.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
3. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
4. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
5. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A AND SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
6. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
7. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
8. REFER TO BARRIER MOUNTED LUMINARE SPECIAL DETAILS FOR INFORMATION REGARDING CONDUIT IN CONCRETE BARRIER WALLS. REFER TO ILLUMINATION LAYOUT FOR LOCATIONS OF CONDUIT RUNS.
9. BARRIER REINFORCING BARS ANCHORED INTO EXISTING CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO SECTION 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

NOTE:
THE COST FOR THE MODIFICATION OF THE BARRIERS AND DROP INLETS ARE TO BE SUBSIDIARY TO CONCRETE BARRIER WALLS AND CURBS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS

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.		BBII0I	10	133
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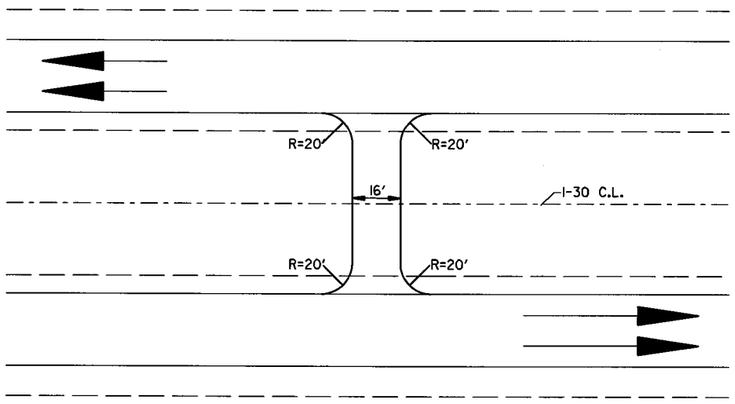
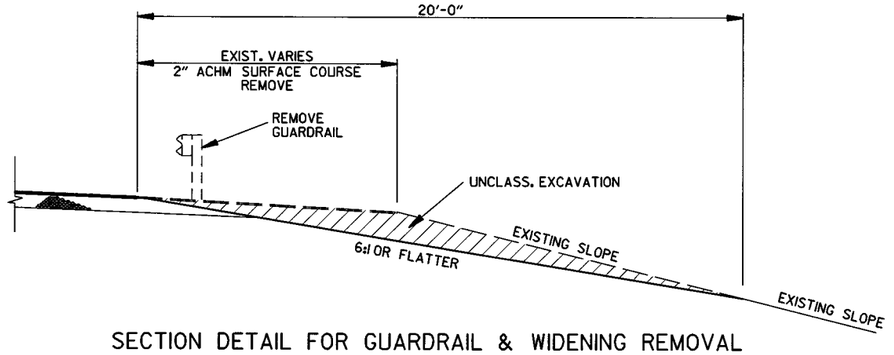


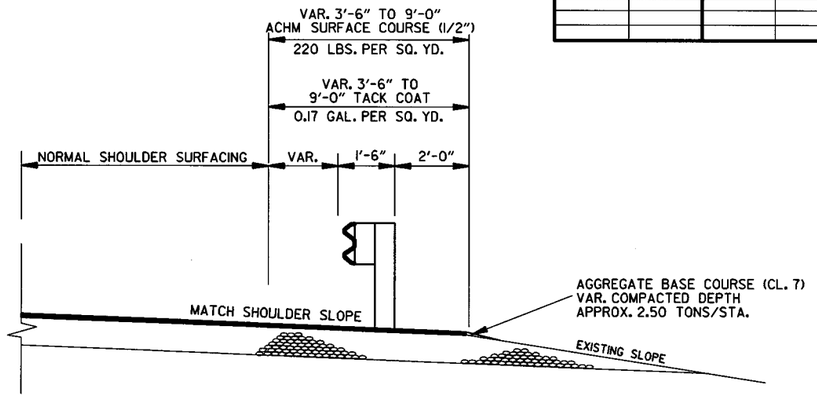
DETAIL OF PAVED MEDIAN CROSSING

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



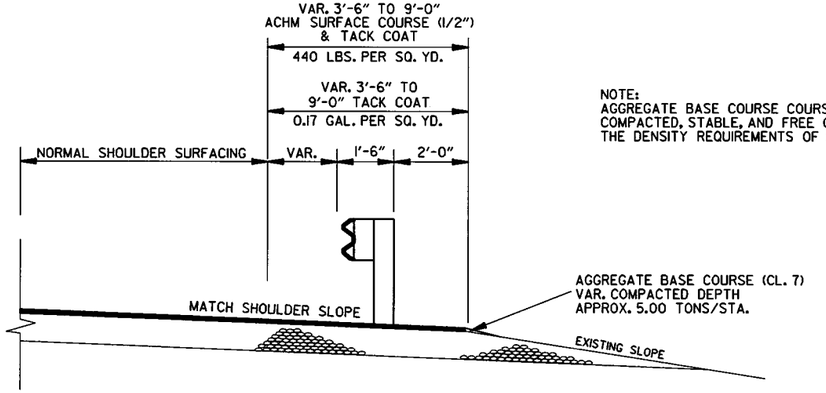
SECTION DETAIL FOR GUARDRAIL & WIDENING REMOVAL

R.M.L. STA. 2444+71.80 TO STA. 2448+70.55
AND INCLUDING SLOPE TRANSITION BEYOND GUARDRAIL END



SECTION DETAIL OF WIDENING FOR GUARDRAIL

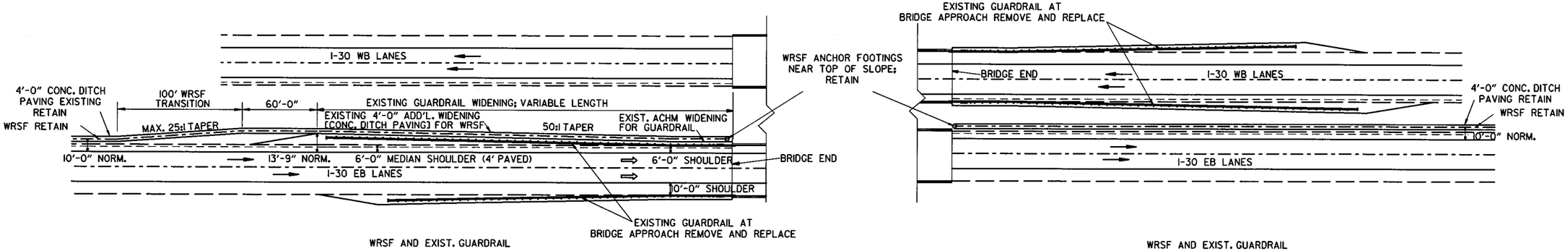
NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-8A, GR-9, GR-9A, GR-10, GR-11, GR-12, GR-13, GRT-1 FOR ADDITIONAL INFORMATION.
L.M.L. AND R.M.L. VARIOUS LOCATIONS WITHIN STA. 1715+00.00 TO STA. 2125+00.00



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

SECTION DETAIL OF WIDENING FOR GUARDRAIL

NOTE: REFER TO STANDARD DRAWINGS, GR-8, GR-8A, GR-9, GR-9A, GR-10, GR-11, GR-12, GR-13, GRT-1 FOR ADDITIONAL INFORMATION.
L.M.L. AND R.M.L. VARIOUS LOCATIONS WITHIN STA. 2125+00.00 TO STA. 2756+00.00



DETAIL OF EXISTING WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-6-18
HUBERT BURNS

SPECIAL DETAILS

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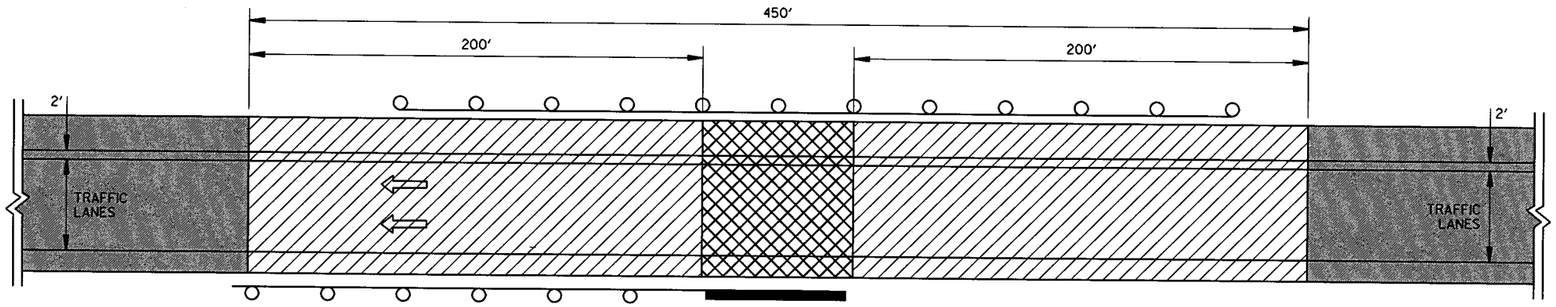
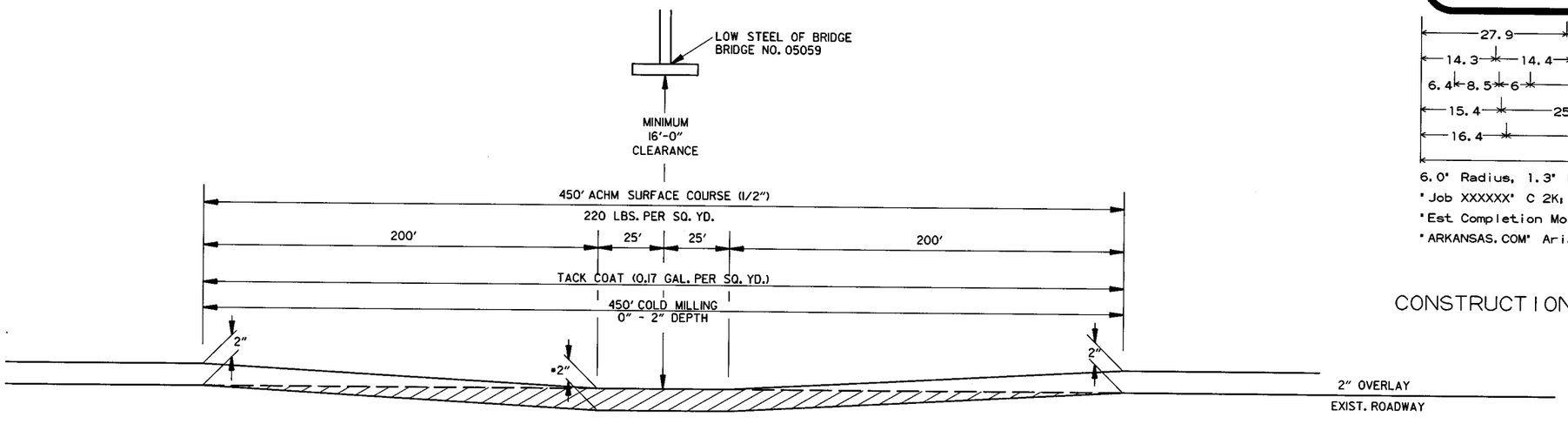


COLD MILL TRANSITION
0"-2" DEPTH WITH
2" OVERLAY

2" MILL & INLAY

2" OVERLAY

PLAN



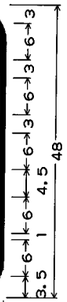
DENOTES EXISTING ASPHALT TO BE REMOVED BY COLD MILLING

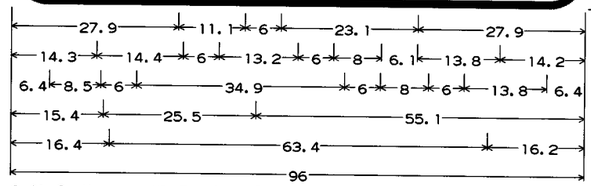
• DEPTH SHOWN ESTIMATED. ACTUAL DEPTH TO BE DETERMINED IN THE FIELD. PAYMENT FOR MILLING OF EXISTING CONCRETE PAVEMENT, IF REQUIRED, WILL BE INCLUDED IN THE PRICE BID FOR COLD MILLING ASPHALT PAVEMENT. CONCRETE PAVEMENT SHALL NOT BE MILLED MORE THAN 1" DEEP.

PROFILE
MAIN LANES AT
CO. RD. 1 (BRIDGE NO. 05059)
NOT TO SCALE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

Job BB1101
Start Date Mo Year
Est Completion Mo Year
IDRIVE
ARKANSAS.COM





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

CONSTRUCTION PROJECT INFORMATION SIGN

SPECIAL DETAILS

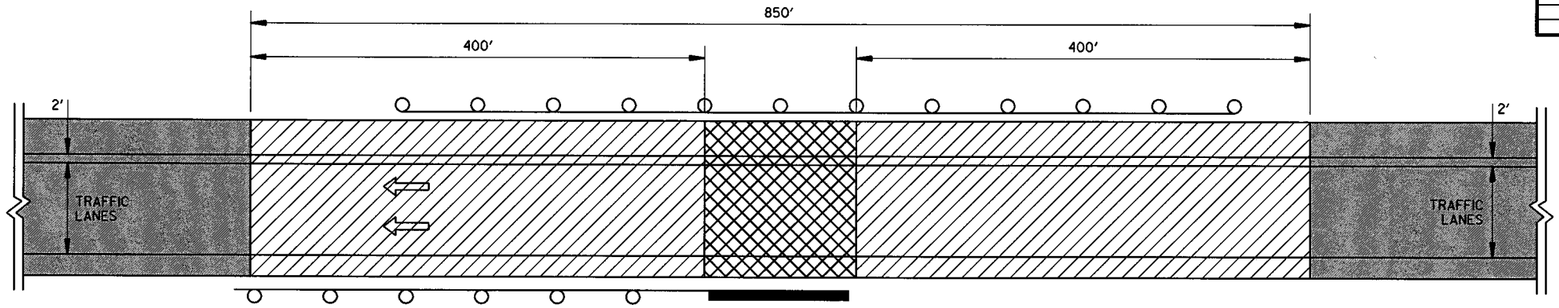
USER: fe513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\special_details\rbb1101sd.dgn
PLOTTED: 8/2/2018 14:14
SCALE: 1:10
MODEL: SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	12	133

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-2-18

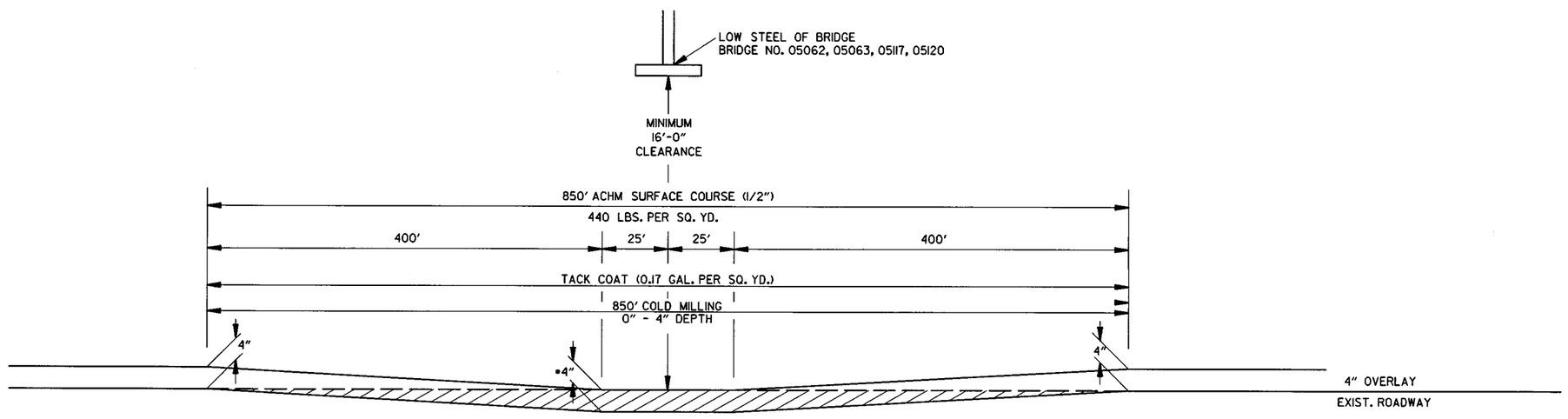


COLD MILL TRANSITION 0"-4" DEPTH WITH 4" OVERLAY

4" MILL & INLAY

4" OVERLAY

PLAN



DENOTES EXISTING ASPHALT TO BE REMOVED BY COLD MILLING

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

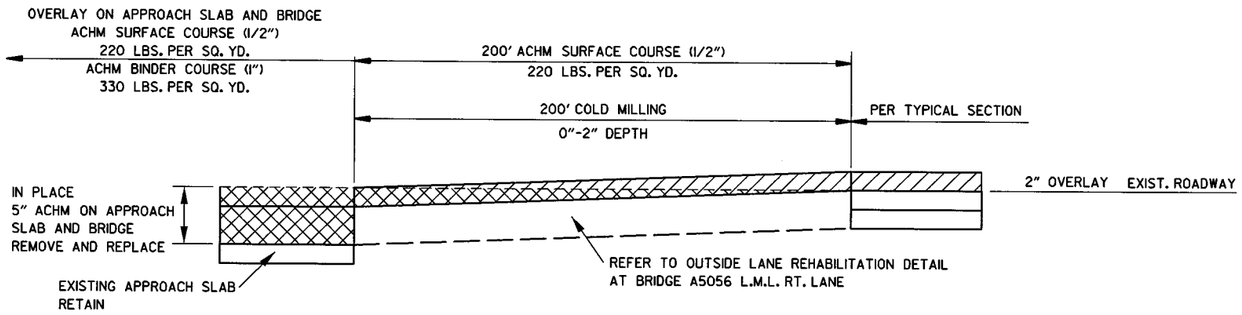
PROFILE
MAIN LANES AT
PRESCOTT-NORTHWEST RR (BRIDGE NO. 05062)
S.H. 19 (BRIDGE NO. 05063)
NUBBIN HILL ROAD (BRIDGE NO. 05117)
BOUGHTON ROAD (BRIDGE NO. 05120)
NOT TO SCALE

SPECIAL DETAILS

USER: fs513
DESIGN FILE: G:\18102200.BBII0\TRANSP\dgn\special_details\rbbII0Isd.dgn
PLOTTED: 8/2/2018 14:14
SCALE: 1:10
MODEL: SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBIIOI	13	133

(2) SPECIAL DETAILS

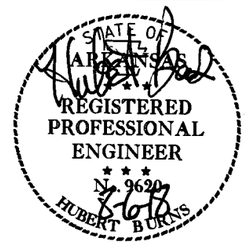


PAVEMENT TRANSITION MAIN LANE BRIDGE ENDS A5056 AND B5056

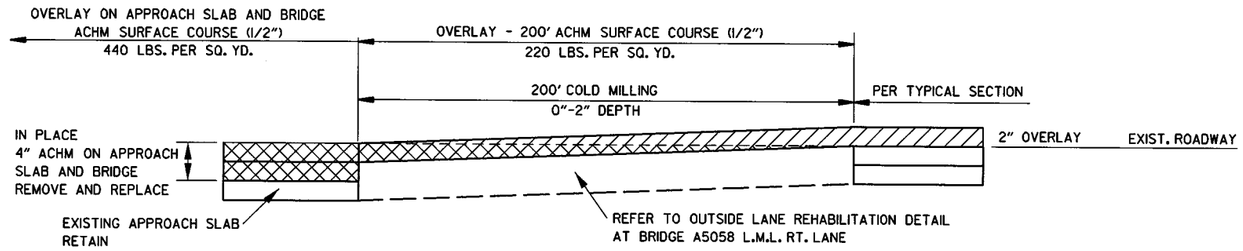
NOT TO SCALE

TRANSITION

LT. MAIN LANES STA. 1803+71.94 TO STA. 1805+71.94
LT. MAIN LANES STA. 1808+51.94 TO STA. 1810+51.94
RT. MAIN LANES STA. 1804+68.06 TO STA. 1806+68.06
RT. MAIN LANES STA. 1809+48.06 TO STA. 1811+48.06



NOTE: DEPTH SHOWN ESTIMATED. ACTUAL DEPTH TO BE DETERMINED IN THE FIELD.

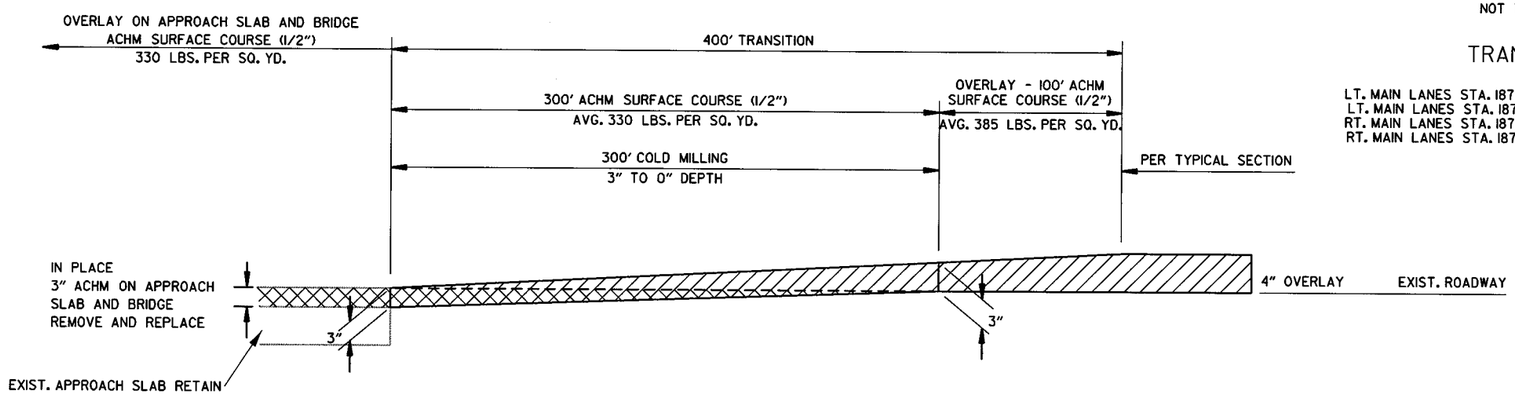


PAVEMENT TRANSITION MAIN LANE BRIDGE ENDS A5058 AND B5058

NOT TO SCALE

TRANSITION

LT. MAIN LANES STA. 1875+09.55 TO STA. 1877+09.55
LT. MAIN LANES STA. 1879+23.55 TO STA. 1881+23.55
RT. MAIN LANES STA. 1875+46.45 TO STA. 1877+46.45
RT. MAIN LANES STA. 1879+60.45 TO STA. 1881+60.45



PAVEMENT TRANSITION FOR MAIN LANE BRIDGE ENDS A5118 AND B5118

NOT TO SCALE

LT. MAIN LANES

STA. 2439+39.10 TO STA. 2443+39.10
STA. 2444+99.10 TO STA. 2448+99.10

RT. MAIN LANES

STA. 2439+36.90 TO STA. 2443+36.90
STA. 2444+96.90 TO STA. 2448+96.90

SPECIAL DETAILS

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DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\special_details\rbbII0I sd.dgn
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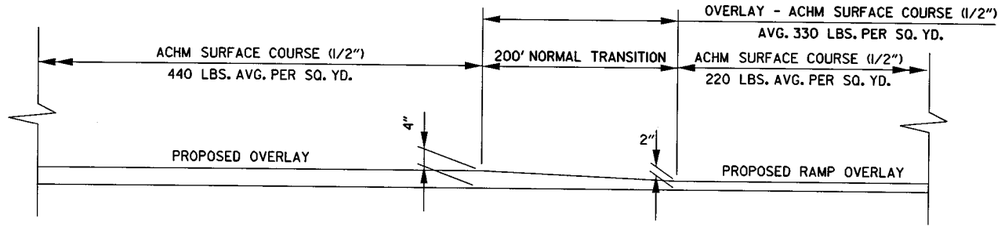
MODEL: SPECIAL DETAILS

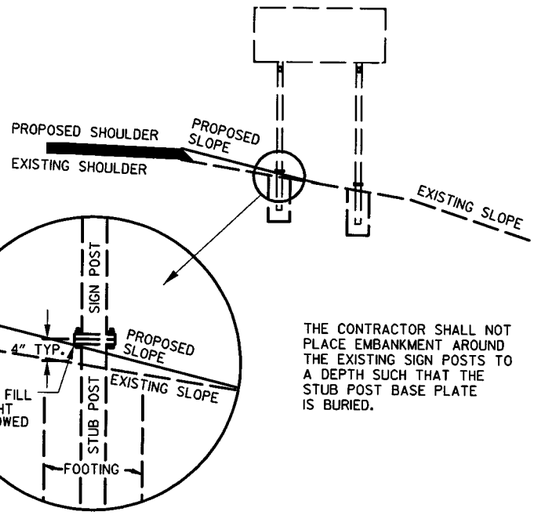
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	14	133

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-7-18
HUBERT BURNS

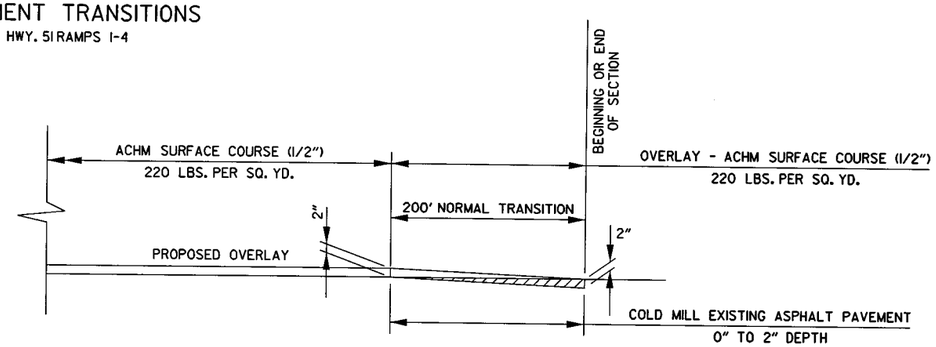


DETAIL FOR PAVEMENT TRANSITIONS
HWY. 19 RAMPS 1-4 & HWY. 51 RAMPS 1-4

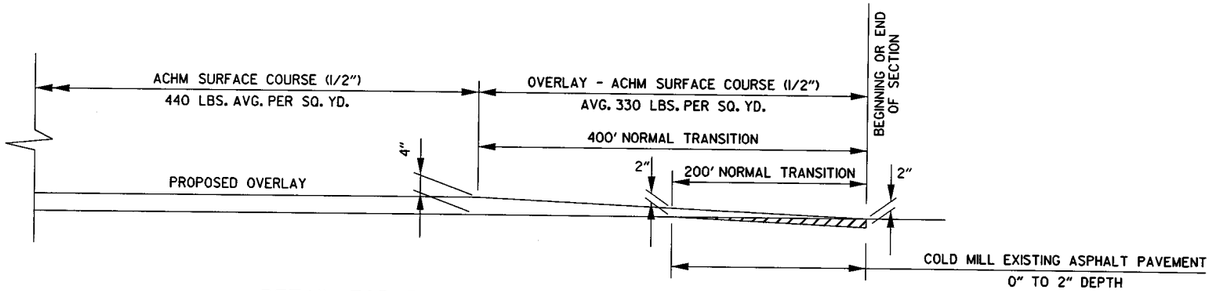


THE CONTRACTOR SHALL NOT PLACE EMBANKMENT AROUND THE EXISTING SIGN POSTS TO A DEPTH SUCH THAT THE STUB POST BASE PLATE IS BURIED.

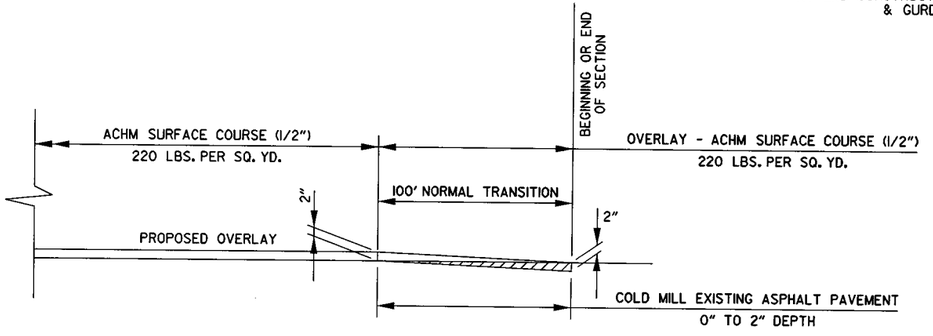
DETAIL FOR THE MAINTENANCE OF EXISTING BREAKAWAY SIGN STRUCTURES
NOT TO SCALE



DETAIL FOR PAVEMENT TRANSITIONS
BEGIN I-30 RECONSTRUCTION



DETAIL FOR PAVEMENT TRANSITIONS
AT END CONSTRUCTION, BRIDGES A&B5020, A&B5021, A&B5022,
& GURDON REST AREA RAMP C & D



DETAIL FOR PAVEMENT TRANSITIONS
BEGIN/END HWY. 371, HWY. 19, HWY. 51 RECONSTRUCTION
& AT BRIDGES 05061, 05063 & 03873

SPECIAL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\special_details\rbb1101sd.dgn
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MODEL: SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBIIOI	15	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

REVISIONS

DATE OF REVISION	REVISION

LEGEND
- E-1 = WATTLE DITCH CHECKS
- E-5 = SAND BAG DITCH CHECKS
- E-13 = FILTER SOCK DROP INLET

1705 1710 1715 1720 1725 1730 1735

RAMP-3

EXIST. R/W

EXIST. R/W & C. OF A.

C. L. I-30

N49°36'13"E

+05 E-13

+00 E-5

+54 E-13

50' SPECIAL CLEARING

60' SPECIAL CLEARING

STA. 1715+00.00
END EXCEPTION &
BEGIN I-30 REHAB
LOG MILE 36.69

+21 E-5

+01 E-1

+00 E-1

+75 E-5

+25 E-1

+32 E-5

+30 E-1

+90 E-5

TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\erosion\rBBIIOIEC.dgn
PLOTTED: 8/2/2018 14:14
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	16	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EXIST. R/W

EXIST. R/W & C. OF A.

1735 1740 1745 1750 1755 1760 1765

60' SPECIAL CLEARING

50' SPECIAL CLEARING

25' VEGETATED BUFFER

C. L. I-30

N49°36'13"E

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/2/2018 14:14
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MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBIIOI	17	133
				(2)	TEMPORARY EROSION CONTROL DETAILS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EXIST. R/W & C. OF A.

1765 1770 1775 1780

C. L. I-30

N49°36'13"E

REVISIONS

DATE OF REVISION	REVISION

1780 1785 1790 1795

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\erosion\rBBIIOIEC.dgn
PLOTTED: 8/2/2018 14:14
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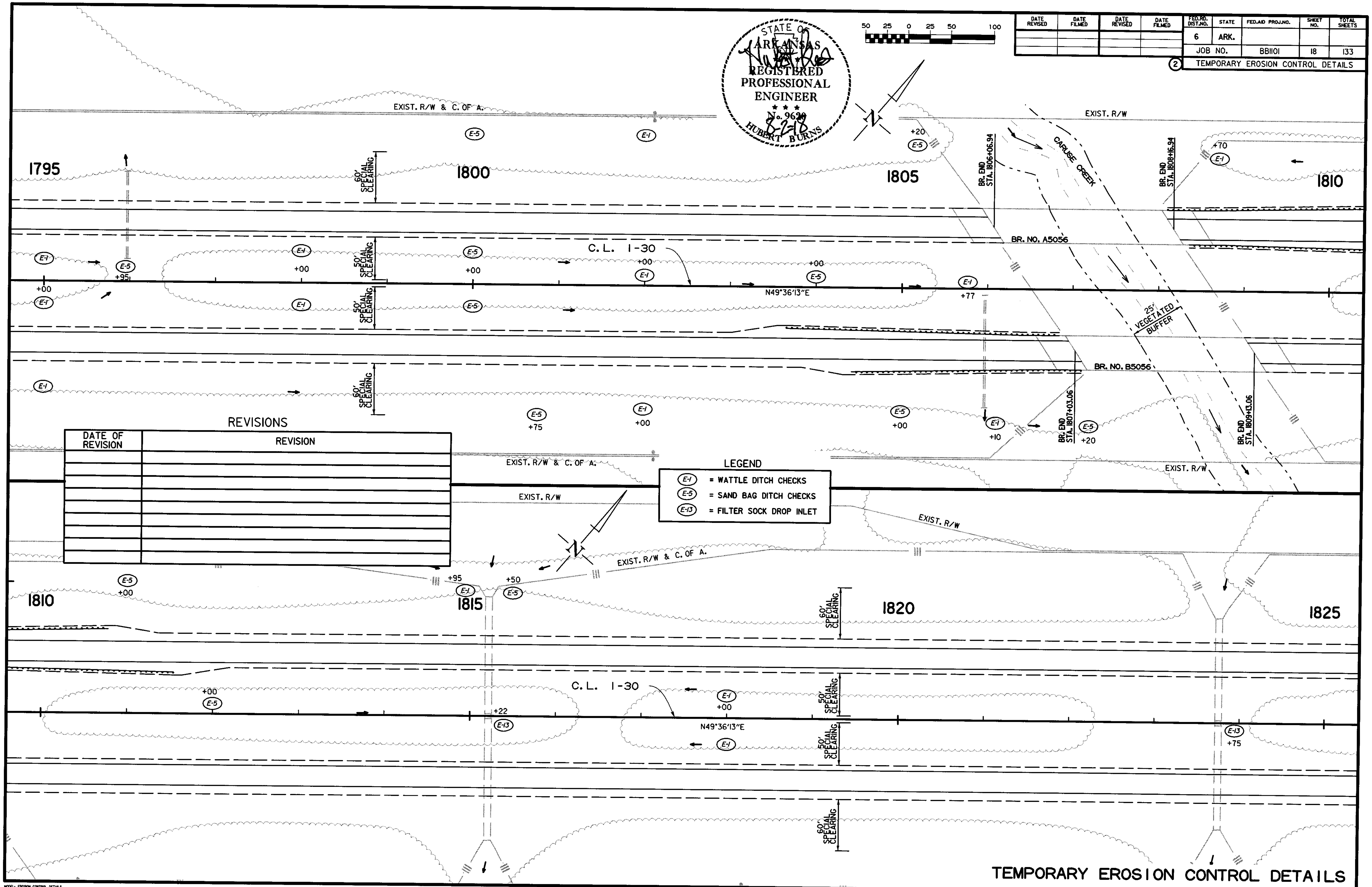
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	18	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-2-18



REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-1)	= WATTLE DITCH CHECKS
(E-5)	= SAND BAG DITCH CHECKS
(E-13)	= FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	19	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

50 25 0 25 50 100

EXIST. R/W & C. OF A.

1825 +50 E-5

+00 E-1

1830

60' SPECIAL CLEARING

E-5 +00

1835

1840

EXIST. R/W

E-5 +00

C. L. I-30

50' SPECIAL CLEARING

E-1 +00

N49°36'13"E

E-1 +00

+65 E-5

+35 E-1

E-5 +00

E-1 +00

E-5 +00

60' SPECIAL CLEARING

E-5 +75

E-5 +95

EXIST. R/W & C. OF A.

EXIST. R/W & C. OF A.

REVISIONS

DATE OF REVISION	REVISION

EXIST. R/W & C. OF A.

EXIST. R/W & C. OF A.

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

1840

+10 E-1

1845

60' SPECIAL CLEARING

E-5 E-1 E-5 E-1 E-5 E-1 E-5

1850

EQUATION
C.L. MED. I-30 STA. 1854+95.29 BK. =
STA. 1855+00.00 AHD. =
STA. 20+00.00 CO. RD. 55
Δ = 90°00'00"

E-1 +00

COUNTY ROAD 55

E-5 +00

50' SPECIAL CLEARING

C. L. I-30

E-5 +50

E-1 +00

E-5 +50

E-1 +00

E-5 +50

N49°36'13"E

N40°23'47"W

60' SPECIAL CLEARING

E-1 E-5 E-1 E-5 E-1

BR. NO. 05057

E-5 +70

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/2/2018 14:14
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MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBIIOI	20	133

2 TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EXIST. R/W

EXIST. R/W & C. OF A.

COUNTY ROAD 55

BR. NO. 05057

N40°23'47"W

1860 1865 1870

60' SPECIAL CLEARING

50' SPECIAL CLEARING

C. L. I-30

N49°36'13"E

EXISTING EMERGENCY CROSSING

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

1870 1875 1880 1885

BR. END STA. 1877+44.55

BR. END STA. 1878+88.55

VICKER'S CREEK

BR. NO. A5058

BR. NO. B5058

25' VEGETATED BUFFER

BR. END STA. 1877+81.45

BR. END STA. 1879+25.45

EXIST. R/W & C. OF A.

EXIST. R/W

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\erosion\rBBIIOIEC.dgn
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MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	BBIIOI		21	133

2 TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9629
HUBERT BURNS

EXIST. R/W & C. OF A.

1885 1890 1895

60' SPECIAL CLEARING

50' SPECIAL CLEARING

EQUATION STA. 1898+14.76 BK. = STA. 1898+19.92 AHD.

C. L. I-30

N49°36'13"E

HEMPSTEAD COUNTY
NEVADA COUNTY

EXIST. R/W & C. OF A.

1900 1905 1910 1915

P.I. 1907+89.72
Δ = 00°05'19" LT.

C.L. MED. I-30 STA. 1913+20.95 =
STA. 9+37.49 CO. RD. 1
Δ = 77°23'00"

BR. NO. 05059

EXIST. R/W

N49°36'13"E

C. L. I-30

N49°30'54"E

N77°52'06"W

CNTY ROAD 1

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

USER: fs513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\erosion\rBBIIOIEC.dgn
PLOTTED: 8/6/2018 12:04
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	22	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9628
8-2-18
HUBERT BURNS

50 25 0 25 50 100

EXIST. R/W & C. OF A.

1915 +50 (E-1) — 1920 (E-5) (E-1) — 60' SPECIAL CLEARING — 1925 (E-5) — +10 (E-1) — 1930

(E-1) +00 — (E-5) +00 — C. L. I-30 N49°30'54"E — (E-1) +50 — 50' SPECIAL CLEARING — (E-5) +00 — (E-1) +50

(E-1) — (E-5) — (E-1) — 50' SPECIAL CLEARING — (E-5) — (E-1)

+50 (E-1) — REVISIONS — (E-5) — (E-1) — 50' SPECIAL CLEARING

DATE OF REVISION	REVISION

LEGEND

(E-1) = WATTLE DITCH CHECKS
(E-5) = SAND BAG DITCH CHECKS
(E-13) = FILTER SOCK DROP INLET

EXIST. R/W & C. OF A.

1930 (E-5) +50 — (E-1) +60 — 1935 (E-5) — 1940 (E-1) — 60' SPECIAL CLEARING — 1945

(E-5) +00 — 25' VEGETATED BUFFER — (E-1) +50 — C. L. I-30 N49°30'54"E — (E-5) +00 — (E-1) +00 — 50' SPECIAL CLEARING

(E-13) +20

(E-5) — (E-1) — (E-5) — (E-1) — 50' SPECIAL CLEARING

(E-5) — (E-1) — (E-5) — (E-1) — 50' SPECIAL CLEARING

+70 (E-5) +00 (E-1) — (E-5) +60 — (E-1) +10 — (E-5) +60 — (E-5) +00 — (E-1) — 50' SPECIAL CLEARING

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/2/2018 14:14
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	23	133
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9629
HUBERT BURNS
8/6/18

50 25 0 25 50 100

EXIST. R/W & C. OF A.

1945 1950 1955 1960

+80 E-1

50' SPECIAL CLEARING

E-5

+00

EXISTING EMERGENCY CROSSING

C. L. I-30

N49°30'54"E

+45 E-5

+50 E-5

+89 E-13

25' VEGETATED BUFFER

+25

REVISIONS

DATE OF REVISION	REVISION

EXIST. R/W & C. OF A.

LEGEND

- E-1 = WATTLE DITCH CHECKS
- E-5 = SAND BAG DITCH CHECKS
- E-13 = FILTER SOCK DROP INLET

EXIST. R/W & C. OF A.

1960 1965 1970 1975

60' SPECIAL CLEARING

C. L. I-30

N49°30'54"E

+25 E-5 +50 E-1 +75 E-5 +00 E-1

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/6/2018 12:04
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	24	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EXIST. R/W & C. OF A.

1975 1980 1985 1990

E-1 +00 E-5 +00 E-1 +00 E-5 +00 E-1 +00 E-5 +00 E-13 +00

C. L. I-30

N49°30'54"E

E-5 +00 E-1 +00 E-5 +00

60' SPECIAL CLEARING
50' SPECIAL CLEARING
50' SPECIAL CLEARING
60' SPECIAL CLEARING

E-5 +25

EXIST. R/W & C. OF A.

EXIST. R/W & C. OF A.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

1990 1995 2000 2005

60' SPECIAL CLEARING

E-1 +00 E-5 +00 E-1 +25 E-5 +50 E-1 +75 E-5 +00 E-1 +25 E-5 +50 E-1 +90 E-5

C. L. I-30

N49°30'54"E

50' SPECIAL CLEARING
50' SPECIAL CLEARING
60' SPECIAL CLEARING

E-1 E-5 E-1 E-5 E-1 E-5 E-1 E-5

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:14 SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	25	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

50 25 0 25 50 100

EXIST. R/W & C. OF A.

EXIST. R/W

EXIST. R/W & C. OF A.

332

BR. NO. 05060

S88°29'46"E

2005 2010 2015 2020

60' SPECIAL CLEARING

50' SPECIAL CLEARING

C. L. I-30

N49°30'54"E

E-5 +00 E-1 +25 E-5 +50 E-1 +75 E-5 +90 E-1

E-5 +00 E-1 +25 E-5 +50 E-1

+05 E-1 +40 E-5 E-1 +15 E-5 +40 E-1 +65 E-5 +50 +00 E-1

EQUATION
C.L. MED. I-30 STA. 2019+39.87 BK. =
STA. 2019+52.18 AHD. =
STA. 15+00.00 C.L. HWY. 332
Δ = 41°59'20"

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

2020 2025 2030 2035

25' VEGETATED BUFFER

E-13 +08

+00 E-5 +75 E-1 +00 E-5 +50 E-1 +50 E-5 +00 E-1 +50

+05 E-5 +25

USER: fe5l3
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MODEL: EROSION CONTROL DETAILS

TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	26	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

50 25 0 25 50 100

EXIST. R/W & C. OF A.

2035 2040 2045 2050

E-5 E-1 +30 60' SPECIAL CLEARING

E-5 +00 E-1 +50 E-1 +00 +80 E-5 N49°30'54"E E-1 +50 E-5 +00 E-1 +00 E-5 +25

C.L. I-30

50' SPECIAL CLEARING

E-5 E-1 E-1 E-1 E-5 E-1 E-5

60' SPECIAL CLEARING

E-5 E-1 +52 E-1

REVISIONS

DATE OF REVISION	REVISION

EXIST. R/W & C. OF A.

EXIST. R/W & C. OF A.

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

2050 2055 2060 2065

E-5 +00 60' SPECIAL CLEARING

C.L. I-30

E-1 +50 E-5 +66 E-1 E-5 +50 E-1 +00 E-5 +50 E-1 +00 N49°30'54"E E-5 +50 E-1 +00 E-5 +50 E-1 +00 E-5 +50

50' SPECIAL CLEARING

E-1 E-5 E-1 E-5 E-1 E-5 E-1 E-5 E-1 E-5

60' SPECIAL CLEARING

+00 E-1

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:14
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	27	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

50 25 0 25 50 100

EXIST. R/W & C. OF A.

+59 E-5

2065 2070 2075 2080

60' SPECIAL CLEARING

C. L. I-30

50' SPECIAL CLEARING

E-1 E-5 E-1 E-5 E-1 E-5 E-1 E-5 E-1 E-5 E-1

+00 +50 +65 +50 +00 +50 +00 +50 +00 +50 +00

N49°30'54"E

60' SPECIAL CLEARING

EXIST. R/W & C. OF A.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

EXIST. R/W & C. OF A.

P.C.C. 2085+25.00

T = 162.89'
L = 325.00'
P.C. = 2082+00.00
P.C.C. = 2085+25.00

2080 2085 2090 2095+30

RAMP 4

N38°50'52"E

N39°45'54"E
BASELINE RAMP 4
PI = 2089+27.98
Δ = 38°45'00" LT.
D = 05°00'00"
T = 402.98'
L = 775.00'
P.C.C. = 2085+25.00
P.T. = 2093+00.00

P.I. 2089+27.98

60' SPECIAL CLEARING

C. L. I-30

P.I. 2083+62.89

50' SPECIAL CLEARING

2090

+00 +50 +00 +50 +50

N49°30'54"E

P.I. 2088+45.22

P.T. 2089+40.28

50' SPECIAL CLEARING

60' SPECIAL CLEARING

P.C. 2087+50.00 RAMP 1
84.00' RT. STA. 2087+50.00 C.L. MED.

BASELINE RAMP 1
PI = 2088+45.22
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2087+50.00
P.T. = 2089+40.28

N55°13'24"E

RAMP 1

P.C. 2092+06.87

P.I. 2094+57.12

BASELINE RAMP 1
PI = 2094+57.12

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:14
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBIIOI	28	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 9620 HUBERT BURNS 8-2-18

Δ = 26°13'59" LT.
D = 06°00'00"
T = 222.51'
L = 437.22'
P.C. = 2101+99.80
P.T. = 2106+37.02

50 25 0 25 50 100

2105

EXIST. R/W & C. OF A.

P.T. 2106+37.02

2110

+40 E-1

60' SPECIAL CLEARING

2095+30 E-1

2100

BR. NO. 05061

15

P.I. 2104+22.31

2105

RAMP 3

N55°13'24"E

P.C. 2109+09.72

2110

P.I. 2110+04.94

C.L. I-30

50' SPECIAL CLEARING

N49°30'54"E

E-5 +80

E-1 +00

E-1 +00

E-5 +33

E-1 +13

25' VEGETATED BUFFER

2095

C.L. MED. I-30 STA. 2098+13.15 = STA. 15+00.00 C.L. HWY. 371
Δ = 41°27'20"

P.I. 2094+57.12

60' SPECIAL CLEARING

+60 E-5

+65 E-5

2110

P.I. 2110+52.87

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

2110

EXIST. R/W & C. OF A.

BASELINE RAMP 3
PI = 2110+04.94
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2109+09.72
P.T. = 2111+00.00

2110

2115

2120

2125

50' SPECIAL CLEARING

P.T. 2111+00.00 RAMP 3
84.00' LT STA. 2111+00.00 C.L. MED.

E-5 E-1 E-5 E-1

10+04.94

2115

C.L. I-30

50' SPECIAL CLEARING

E-5 +00 E-1 +00 E-5 +00 E-1 +00

N49°30'54"E

P.I. 2115+54.94

P.C.C. 2114+59.72

50' SPECIAL CLEARING

E-5 E-1 E-5 E-1

10

2110+52.87

N43°48'24"E

RAMP 2

+50 E-5

+25 E-1

BASELINE RAMP 2
PI = 2110+52.87
Δ = 42°47'30" RT.
D = 05°00'00"
T = 448.98'
L = 855.83'

BASELINE RAMP 2
PI = 2115+54.94
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C.C. = 2114+59.72
P.T. = 2116+50.00

P.T. 2116+50.00 RAMP 2
96.00' RT. STA. 2116+50.00 C.L. MED.

50' SPECIAL CLEARING

E-5 E-1 E-5 E-1

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\erosion\rBBIIOIEC.dgn
PLOTTED: 8/2/2018 14:14
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MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	29	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURRIS

50 25 0 25 50 100

N

PRESCOTT-NORTHWEST RR

EXIST. R/W & C. OF A.

BR. NO. 05062

2125 2130 2135 2140

P.I. 2133+00.00
Δ = 00°05'50" RT.

C.L. MED. I-30 STA. 2130+81.50 =
STA. 15+00.00 C.L. R/R

C.L. I-30

60' SPECIAL CLEARING

50' SPECIAL CLEARING

N49°30'54"E

N49°36'44"E

REVISIONS

DATE OF REVISION	REVISION

2140 2145 2150 2155

EXIST. R/W & C. OF A.

P.I. 2153+27.18
Δ = 00°08'42" LT.

N49°36'44"E

N49°28'02"E

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/2/2018 14:14
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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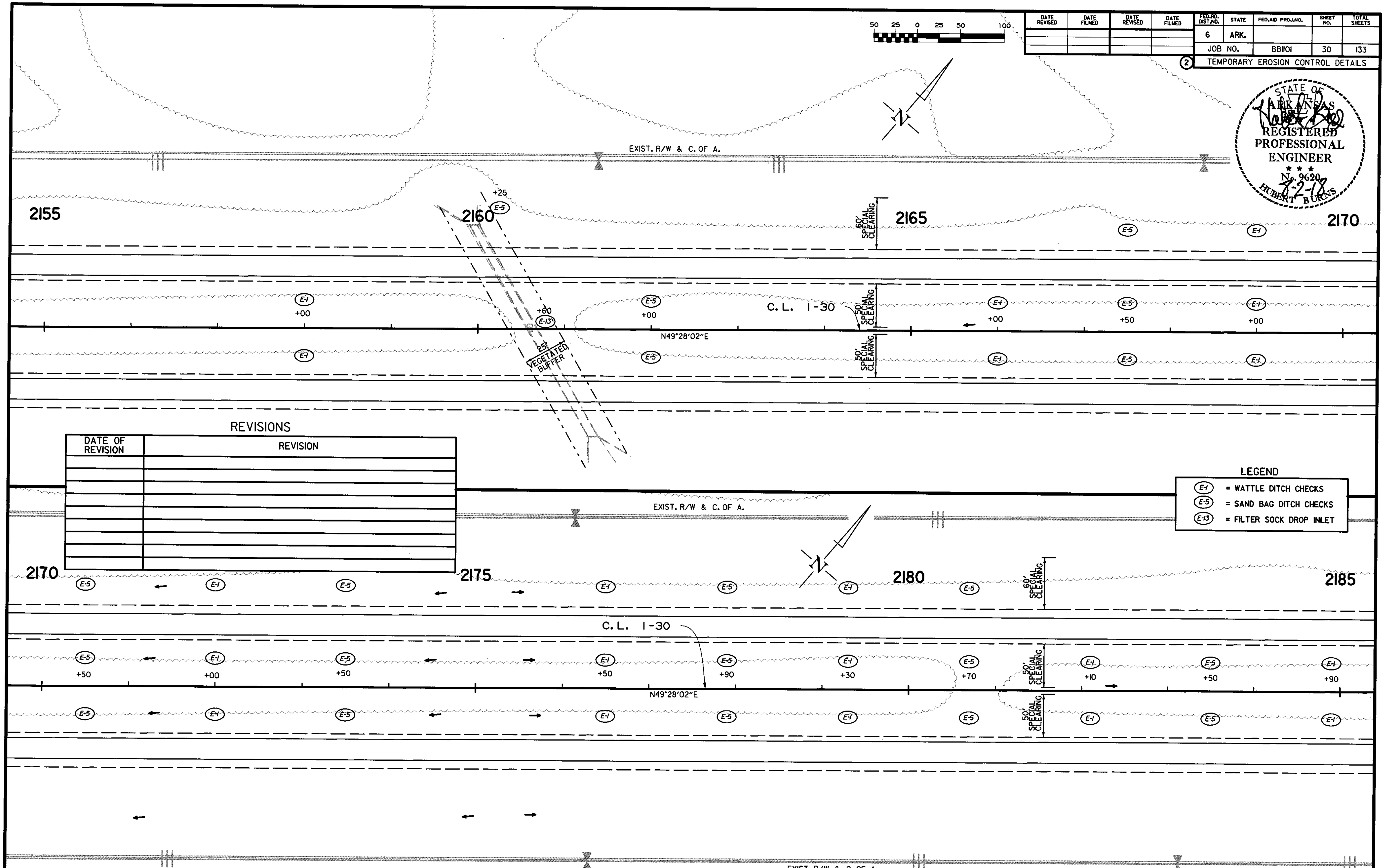
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	30	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 9620 HUBERT BURNS 8-2-18



REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-1)	= WATTLE DITCH CHECKS
(E-5)	= SAND BAG DITCH CHECKS
(E-13)	= FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fs513 DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn SCALE: 1:100 PLOTTED: 8/2/2018 14:14

MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	31	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EXIST. R/W & C. OF A.

2185 2190 2195 2200

60' SPECIAL CLEARING

P.C. 2198+32.00 RAMP 4
96.00' LT. STA. 2198+32.00 C.L. MED.

50' SPECIAL CLEARING

25' VEGETATED BUFFER

E-1 +90 E-5 +00 E-1 +00 E-13 +00 E-5 +00 E-1 +00 E-5 +25 E-1 +50 E-5 +75 E-1 +00 E-5 2200

C. L. I-30

N49°28'02"E

P.T. 2197+40.28

P.I. 2196+45.22

N55°10'32"E

50.00 C.L. MED.

BASELINE RAMP 1
PI = 2196+45.22
Δ = 05°42'30" RT.
D = 03°00'00"

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

2200 EXIST. R/W & C. OF A.

BASELINE RAMP 4
PI = 2200+64.25
Δ = 13°52'00" LT.
D = 03°00'00"
T = 232.25'
L = 462.22'
P.C. = 2198+32.00
P.C.C. = 2202+94.22

P.C.C. 2202+94.22

RAMP-4

N35°36'02"E

+75 E-5

2200 2205 2210 2215

60' SPECIAL CLEARING

15

BR. NO. 05063

P.I. 2200+64.25

E-5 +25 E-1 +50 E-5 +75 E-1 +00 E-5 +25 2200

C. L. I-30

E-1 +50 N49°28'02"E

50' SPECIAL CLEARING

C.L. MED. I-30 STA. 2213+75.00 =
STA. 13+78.03 C.L. HWY. 19
Δ = 75°00'00"

N25°31'58"W

19

2205

N55°10'32"E

P.C. 2203+20.12

RAMP-1

P.I. 2205+50.27

BASELINE RAMP 1
PI = 2205+50.27
Δ = 35°37'46" RT.
D = 08°00'00"
T = 230.15'
L = 445.37'
P.C. = 2203+20.12
P.T. = 2207+65.49

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	32	I33

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

BASELINE RAMP 3
PI = 2222+82.14
Δ = 45°55'25" LT.
D = 06°00'00"
T = 404.59'
L = 765.39'
P.C. = 2218+77.55
P.T. = 2226+42.94

BASELINE RAMP 3
PI = 2230+04.94
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2229+09.72
P.T. = 2231+00.00

BASELINE RAMP 2
PI = 2219+65.53
Δ = 40°54'04" RT.
D = 08°00'00"
T = 267.07'
L = 511.26'
P.C. = 2216+98.46
P.C.C. = 2222+09.72

EQUATION
STA. 2232+44.50 BK. =
STA. 2232+38.03 AHD.

REVISIONS

DATE OF REVISION	REVISION

LEGEND
- (E-1) = WATTLE DITCH CHECKS
- (E-5) = SAND BAG DITCH CHECKS
- (E-13) = FILTER SOCK DROP INLET

C.L. I-30 LT. LANE
PI = 2243+28.67
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.20'
L = 1259.11'
PC = 2236+98.48
PT = 2249+57.59

C.L. I-30
PI = 2240+59.06
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.22'
L = 1259.17'
PC = 2234+28.84
PT = 2246+88.01

C.L. I-30 RT. LANE
PI = 2247+74.31
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.19'
L = 1259.12'
PC = 2241+44.12
PT = 2254+03.23

TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
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MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	33	133

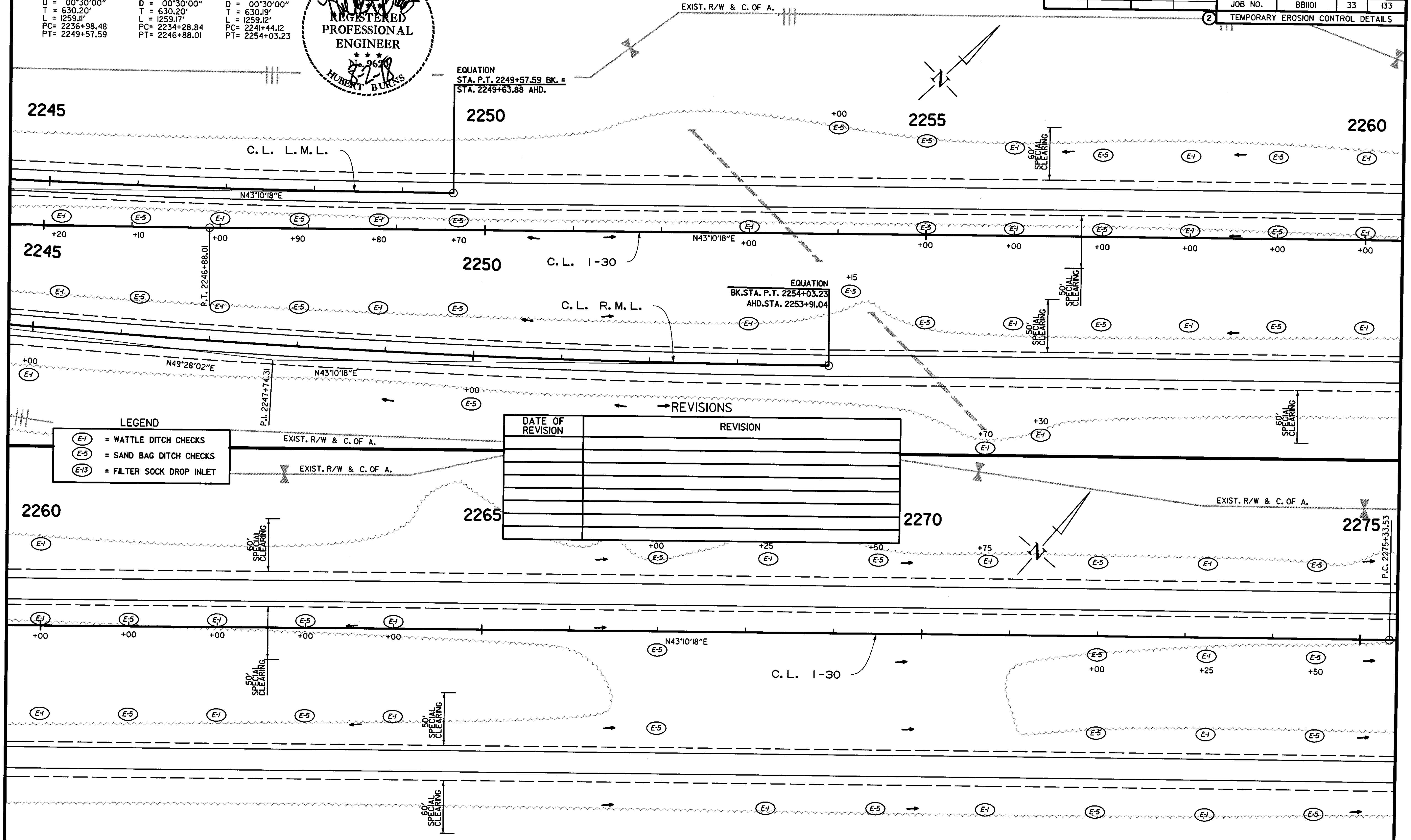
(2) TEMPORARY EROSION CONTROL DETAILS

C.L. I-30 LT. LANE
PI = 2243+28.67
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.20'
L = 1259.11'
PC = 2236+98.48
PT = 2249+57.59

C.L. I-30
PI = 2240+59.06
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.20'
L = 1259.17'
PC = 2234+28.84
PT = 2246+88.01

C.L. I-30 RT. LANE
PI = 2247+74.31
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.19'
L = 1259.12'
PC = 2241+44.12
PT = 2254+03.23

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
HUBERT BURNS
8-2-18



LEGEND

- (E-1) = WATTLE DITCH CHECKS
- (E-5) = SAND BAG DITCH CHECKS
- (E-13) = FILTER SOCK DROP INLET

REVISIONS

DATE OF REVISION	REVISION

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
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MODEL: EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBIIOI	34	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EXIST. R/W & C. OF A.

2275 | 2280 | 2285 | 2290 | 2295 | 2300 | 2305

P.C. 2275+33.53

P.I. 2286+13.49

P.T. 2296+87.09

60' SPECIAL CLEARING

50' SPECIAL CLEARING

25' VEGETATED BUFFER

N43°10'18"E

N53°56'21"E

C.L. I-30

C.L. I-30
PI= 2286+13.49
Δ = 10°46'03" RT.
D = 00°30'00"
T = 1079.93'
L = 2153.50'
PC= 2275+33.56
PT= 2296+87.06

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\erosion\rBBIIOIEC.dgn
PLOTTED: 8/2/2018 14:14
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

G:\18102200_BBIIOI\TRANSP\dgn\erosion\rBBIIOIEC.dgn 8/2/2018 14:14

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	35	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9630
8-2-18
HUBERT BURNS

50 25 0 25 50 100

EQUATION
C.L. MED. I-30 STA. 2308+20.89 BK. =
STA. 2308+25.90 AHD. =
STA. 19+43.20 C.L. NUBBIN HILL RD.
Δ = 51°42'00"

EXIST. R/W & C. OF A.

NUBBIN HILL ROAD

BR. NO. 05117

N02°42'21"E

2305 2310 2315 2320 2325 2330 2335

C. L. I-30

N53°56'21"E

60' SPECIAL CLEARING

50' SPECIAL CLEARING

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	36	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-2-18

50 25 0 25 50 100

N

2335 2340 2345 2350

EXIST. R/W & C. OF A.

60' SPECIAL CLEARING

50' SPECIAL CLEARING

E-5 +00

E-1 +00

N53°56'21"E

+05 +25

C. L. I-30

P.C. 2344+98.84

C.L. I-30
PI= 2349+50.94
Δ = 04°31'07" LT.
D = 00°30'00"
T = 452.10'
L = 903.72'
PC= 2344+98.84
PT= 2354+02.56

P.I. 2349+50.94

N49°25'14"E

+85 +50

LEGEND

E-1	= WATTLE DITCH CHECKS
E-5	= SAND BAG DITCH CHECKS
E-13	= FILTER SOCK DROP INLET

REVISIONS

DATE OF REVISION	REVISION

2350 2355 2365

54+02.56

P.T. 2354+02.56

+10

+40

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn 8/2/2018 14:15

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	37	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

2365 2370 EXIST. R/W & C. OF A. 2375 2380

E-5 60' SPECIAL CLEARING E-1 E-5

E-5 +00 C.L. I-30 50' SPECIAL CLEARING N49°25'14"E E-1 +00 E-5 +00

E-5 50' SPECIAL CLEARING E-1 E-5

E-5 60' SPECIAL CLEARING E-1 E-5

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

2380 2385 EXIST. R/W & C. OF A. 2390 2395

E-5 E-1 E-5 60' SPECIAL CLEARING E-1

E-1 +00 C.L. I-30 E-5 +00 N49°25'14"E 50' SPECIAL CLEARING E-1 +00

+70 E-1 E-1 50' SPECIAL CLEARING E-5 E-1

E-1 60' SPECIAL CLEARING E-5 E-1

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:15 SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	38	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EXIST. R/W & C. OF A.

2395 2400 2405 2410

60' SPECIAL CLEARING

50' SPECIAL CLEARING

E-5 E-1 +00

N49°25'14"E

C.L. I-30

REVISIONS

DATE OF REVISION	REVISION

2410 2415 2420 2425

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1in00
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	39	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS

50 25 0 25 50 100

2425 2430 2435 2440

EXIST. R/W & C. OF A.

C. L. I-30

N49°25'14"E

50' SPECIAL CLEARING

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECKS
- (E-5) = SAND BAG DITCH CHECKS
- (E-13) = FILTER SOCK DROP INLET

2440 2445 2450 2455

BR. END STA. 2443+74.10

BR. END STA. 2444+64.10

BR. NO. A5118

BR. END STA. 2443+71.90

WILSON CREEK

BR. END STA. 2444+61.90

BR. NO. B5118

60' SPECIAL CLEARING

50' VEGETATED BUFFER

P.C. 2452+42.29

C.L. I-30 RT. LANE
PI= 2455+50.78
Δ = 03°05'43" LT.
D = 00°30'00"
T = 308.49'
L = 616.83'
PC= 2452+42.29
PT= 2458+59.12

C. L. R. M. L.

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	40	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

50 25 0 25 50 100

EXIST. R/W & C. OF A.

2455 2460 2465 2470

+35 E-5 E-5 E-1 60' SPECIAL CLEARING E-5 +50 E-1 +25 E-5 +00 E-1 +75 E-5

C. L. I-30

E-5 +00 E-1 +00 E-5 +75 50' SPECIAL CLEARING

N49°25'14"E

C.L. I-30 RT. LANE
PI = 2455+50.78
Δ = 03°05'43" LT.
D = 00°30'00"
T = 308.49'
L = 616.83'
PC= 2452+43.29
PT= 2458+59.12

+30 E-1 E-5 P.T. 2458+59.12 50' SPECIAL CLEARING E-1 E-5

N46°19'31"E

N46°19'31"E

P.I. 2455+50.78

E-5 +00 E-1 60' SPECIAL CLEARING E-5 E-1 +25 E-5 +00 E-1 +75 E-5

E-5 +65

C. L. R. M. L.

EXIST. R/W & C. OF A.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

2470 2475 2480 2485

E-1 +00 C. L. I-30 +00 E-1 EQUATION STA. 2478+57.60 BK. = STA. 2478+18.60 AHD. 60' SPECIAL CLEARING +00 E-5 E-1 +45

E-1 +10 E-5 +55 P.I. 2475+50.77 N49°25'14"E +94 E-13

N46°19'31"E N49°25'14"E

P.C. 2472+41.17

+00 E-1 C. L. R. M. L. 60' SPECIAL CLEARING +00 E-1 EQUATION STA. P.T. 2478+06.23 BK. = STA. 2478+57.60 AHD. +00 E-5

E-5 +35

EXIST. R/W & C. OF A.

BOUGHTON ROAD N08°12'46"W BR. NO. 05120

C.L. I-30 RT. LANE
PI = 2475+50.77
Δ = 03°05'43" RT.
D = 00°30'00"
T = 309.60'
L = 619.06'
PC= 2472+41.17
PT= 2478+60.23

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	41	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-1-18
HUBERT BURNS

2485

BOUGHTON ROAD
N08°12'48"W
BR. NO. 05120

2490

EXIST. R/W & C. OF A.

+00 E-1

P.I. 2492+00.00
Δ = 00°00'38" LT.

60' SPECIAL CLEARING

2495

+00 E-5 +50 E-1 +00 E-5 +50 E-1 +00 E-5

2500

C. L. I-30

N49°25'14"E

E-13 +96

+76 E-13

N49°24'36"E

C.L. MED. I-30 STA. 2485+08.40 =
STA. 9+68.40 BOUGHTON RD.
Δ = 57°38'00"

+00 E-5 +00 E-1 +00 E-5 +00 E-1 +00 E-5 +00 E-5

EXIST. R/W & C. OF A.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

EQUATION
STA. 2515+00.00 BK. =
STA. 2515+15.00 AHD.

2500

+00 E-5 +25 E-1 +50 E-5 +75 E-1

2505

+00 E-5 +25 E-1 +50 E-5 +75 E-1

EXIST. R/W & C. OF A.

2510

+00 E-5 +50 E-1 +00 E-5

60' SPECIAL CLEARING

C. L. I-30

+96 E-13

N49°24'36"E

EXISTING EMERGENCY CROSSING

+00 E-5 +25 E-1 +50 E-5 +75 E-1 +00 E-5 +25 E-1 +50 E-5 +75 E-1 +00 E-5 60' SPECIAL CLEARING +50 E-1 +00 E-5

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	42	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EQUATION
STA. 2515+00.00 BK. =
STA. 2515+15.00 AHD.

EXIST. R/W & C. OF A.

2520 2525 2530

C. L. I-30

N49°24'36"E

60' SPECIAL CLEARING

REVISIONS

DATE OF REVISION	REVISION

2530 2535 2540 2545

BR. END STA. 2537+20.00

BR. END STA. 2539+30.00

BLACK CREEK

BR. NO. A5020

BR. NO. B5020

50' VEGETATED BUFFER

50' SPECIAL CLEARING

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	43	133

2 TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
* * *
No. 9620
8-2-18
HUBERT BURNS

EXIST. R/W & C. OF A.

2545 2550 2555 2560

+00 E-5

60' SPECIAL CLEARING

+00 E-1

BR. END STA. 2552+50.00

LITTLE MISSOURI RIVER RELIEF

BR. END STA. 2557+90.00

BR. NO. A5021

C. L. I-30

E-13 +00

+00 E-13

N49°24'36"E

BR. NO. B5021

50' VEGETATED BUFFER

E-1 +00

EXIST. R/W & C. OF A.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

2560 2565 2570 2575

EXIST. R/W & C. OF A.

+00 E-5

60' SPECIAL CLEARING

BR. END STA. 2575+39.92

C. L. I-30

E-13 +50

N49°24'36"E

E-13 +50

+00 E-5

60' SPECIAL CLEARING

EXIST. R/W & C. OF A.

BR. END STA. 2575+39.92

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	44	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
HUBERT BURNS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18

2575 BR. END STA. 2575+39.92

2580

LITTLE MISSOURI RIVER

2585

BR. END STA. 2585+00.00

2590

EXIST. R/W & C. OF A.

P.O.T. STA. 2580+77.70

BR. NO. A5022

C. L. I-30

N49°24'36"E

BR. NO. B5022

60' SPECIAL CLEARING

(E-13) +00

50' VEGETATED BUFFER

CLARK COUNTY
NEVADA COUNTY

REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-1) = WATTLE DITCH CHECKS
(E-5) = SAND BAG DITCH CHECKS
(E-13) = FILTER SOCK DROP INLET

2590 2595 2600 2605

+20 (E-5)

BASELINE RAMP 4
PI= 2606+91.41
Δ = 71°24'00" LT.
D = 10°00'00"
T = 411.71'
L = 714.00'
P.C. = 2602+79.70
P.T. = 2609+93.70

P.C. 2602+79.70 RAMP 4
58.50' LT. STA. 2602+79.70 C.L. MED.

RAMP 4

P.I. 2595+00.02

N49°24'36"E

P.T. 2595+95.08

P.C. 2594+04.80 RAMP 1
46.50' RT. STA. 294+04.80 C.L. MED.

C.L. RAMP 1
PI= 2595+00.02
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2594+04.80
P.T. = 2595+95.08

N55°07'06"E

RAMP 1

P.C. 2600+67.05

P.I. 2603+05.14

N83°07'06"E

BASELINE RAMP 1
PI= 2603+05.14
Δ = 28°00'00" RT.
D = 06°00'00"
T = 238.09'

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fs53
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\erosion\rBBII0IEC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	45	133

2 TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

BASELINE RAMP 4
PI = 2606+91.41
Δ = 71°24'00" LT.
D = 10°00'00"
T = 411.71'
L = 714.00'
P.C. = 2602+79.70
P.T. = 2609+93.70

I.C.L. HWY 51
PI = 21+53.80
Δ = 18°36'00" RT.
D = 05°00'00"
T = 187.65'
L = 372.00'

50 25 0 25 50 100

N21°59'24"W
P.I. 2606+91.41
N49°24'36"E
P.C. 19+66.15
N40°35'24"W
BR. NO. 03873
RAMP 4
2605
2610
2615
2620
C.L. I-30
E-13 +00
E-13 +50
60' SPECIAL CLEARING

EQUATION
C.L. MED. I-30 STA. 2611+30.00 BK. =
STA. 2611+25.00 AHD. =
STA. 18+05.50 C.L. HWY. 51
Δ = 90°00'00"

P.I. 2617+66.76
N18°35'24"W
RAMP 2
C.L. RAMP 2
PI = 2617+66.76
Δ = 68°00'00" RT.
D = 10°00'00"
T = 386.46'
L = 680.00'

E-1 +00

LEGEND
E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

REVISIONS

DATE OF REVISION	REVISION

2625
2630
2635
N18°
P.I. 2621+07.05
N55°07'06"E
RAMP 3
BASELINE RAMP 3
PI = 2628+99.19
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2628+03.97
P.T. = 2629+94.25
P.C. 2628+04.94
P.I. 2629+00.16
EXIST. R/W & C. OF A.
P.T. 2629+95.22 RAMP 3
46.50' LT. STA. 2629+95.22 C.L. MED.
E-13 +03

E-5 +00
P.T. 2620+60.30 RAMP 2
58.50' RT. STA. 2620+60.30 C.L. MED.
E-1 +00
E-5 +50
E-1 +00

TEMPORARY EROSION CONTROL DETAILS

USER: fe513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\erosion\rBB1101EC.dgn
PLOTTED: 8/2/2018 14:15
SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBIIOI	46	133

(2) TEMPORARY EROSION CONTROL DETAILS

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

2635 2640 EXIST. R/W & C. OF A. 2645 2650

60' SPECIAL CLEARING

+50 E-5 +15 E-1

C. L. I-30

N49°24'36"E

E-13 +03 E-13 +03 E-13 +03 E-13 +05

EXIST. R/W & C. OF A.

REVISIONS

DATE OF REVISION	REVISION

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

2650 +50 E-5 +00 E-1 2655 EXIST. R/W & C. OF A. +00 E-5 2660 +00 E-1 2665 +05 E-5 E-1

60' SPECIAL CLEARING

C. L. I-30

E-13 +05 E-13 +03 N49°24'36"E E-13 +05

EXIST. R/W & C. OF A.

USER: tsl3
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\erosion\rBBIIOIEC.dgn
PLOTTED: 8/2/2018 14:15 SCALE: 1:100
MODEL: EROSION CONTROL DETAILS

TEMPORARY EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	47	133
				(2)	TEMPORARY EROSION CONTROL DETAILS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS

C.L. I-30 LT. LANE
PI = 2681+00.01
Δ = 05°15'00.0" LT.
D = 00°30'00"
T = 525.37'
L = 1050.00'
PC= 2675+74.64
PT= 2686+24.64

2665 +05 +40 E-5 E-1 — 2670 — EXIST. R/W & C. OF A. — 2675 — P.C. 2675+74.64 — 2680

60' SPECIAL CLEARING

C. L. L. M. L. — N49°24'36"E

C. L. I-30 — N49°24'36"E

E-13 +05

25' VEGETATED BUFFER

REVISIONS

DATE OF REVISION	REVISION

EXIST. R/W & C. OF A.

P.O.B. 2675+84.64

C. L. R. M. L. — N49°24'36"E

LEGEND

E-1 = WATTLE DITCH CHECKS
E-5 = SAND BAG DITCH CHECKS
E-13 = FILTER SOCK DROP INLET

C.L. I-30 LT. LANE
PI = 2681+00.01
Δ = 05°15'00.0" LT.
D = 00°30'00"
T = 525.37'
L = 1050.00'
PC= 2675+74.64
PT= 2686+24.64

C.L. I-30 LT. LANE
PI = 2701+07.70
Δ = 08°13'00.0" RT.
D = 00°30'00"
T = 823.08'
L = 1643.33'
PC= 2692+84.62
PT= 2709+27.95

P.C. 2692+84.62

P.T. 2686+24.64

EXIST. R/W & C. OF A.

60' SPECIAL CLEARING

2680 — 2685 — 2690 — 2695

C. L. L. M. L. — N44°09'36"E

N44°09'36"E

+00 E-1 — +25 E-5 — +50 E-1 — +75 E-5 — 50' SPECIAL CLEARING — +00 E-1 — +25 E-5 — +50 E-1

P.C. 2692+04.94

P.I. 2695+00.01

P.I. 2681+00.01

C. L. I-30 — +00 E-13 — +00 E-5 — +25 E-1 — 50' SPECIAL CLEARING — +50 E-5 — +75 E-1 — +00 E-5 — +25 E-1

N49°24'36"E

N49°24'36"E

N49°24'36"E

EQUATION
STA. 2681+10.00 BK. =
STA. 2681+00.00 AHD.

C. L. R. M. L.

C.L. I-30 RT. LANE
PI = 2695+00.01
Δ = 02°57'00.0" RT.
D = 00°30'00"
T = 295.07'
L = 590.00'
PC= 2692+04.94
PT= 2697+94.94

EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

USER: fs513
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MODEL: EROSION CONTROL DETAILS

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REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-1) = WATTLE DITCH CHECKS
(E-5) = SAND BAG DITCH CHECKS
(E-13) = FILTER SOCK DROP INLET

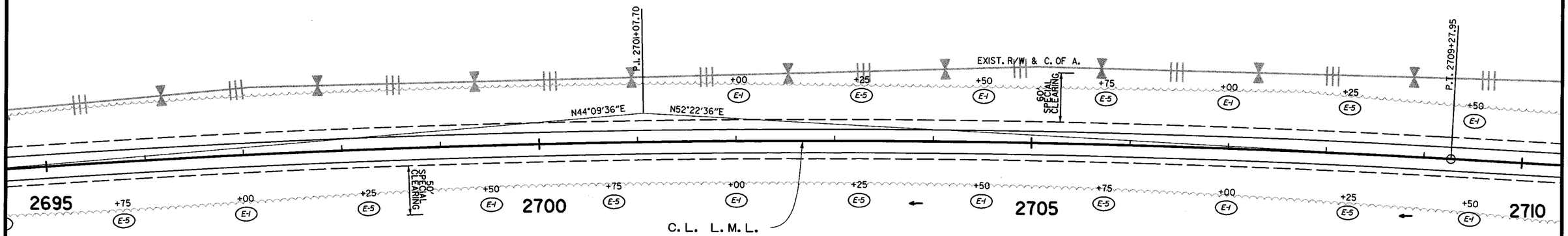
50 25 0 25 50 100

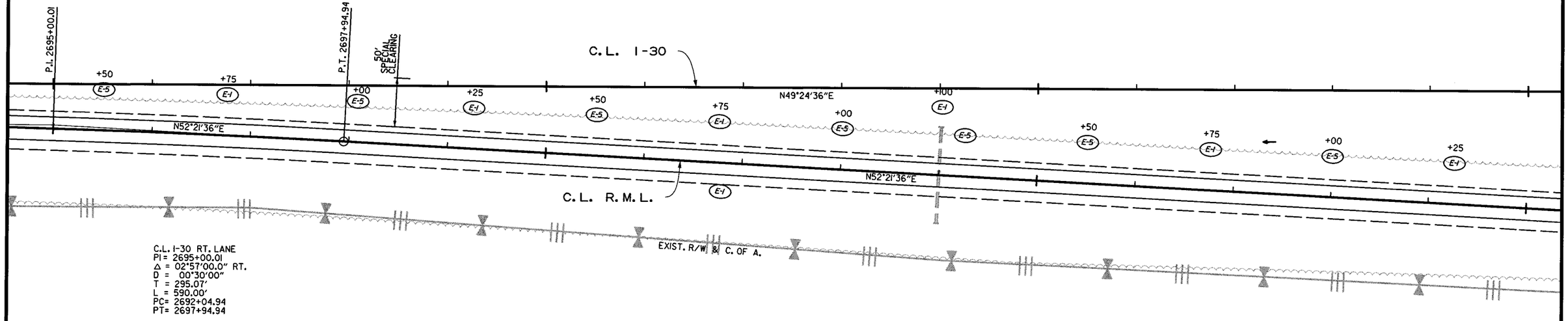
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	48	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-7-18
HUBERT BURNS

C.L. I-30 LT. LANE
PI= 2701+07.70
Δ = 08°13'00.0" RT.
D = 00°30'00"
T = 823.08'
L = 1643.33'
PC= 2692+84.62
PT= 2709+27.95





C.L. I-30 RT. LANE
PI= 2695+00.01
Δ = 02°57'00.0" RT.
D = 00°30'00"
T = 295.07'
L = 590.00'
PC= 2692+04.94
PT= 2697+94.94

TEMPORARY EROSION CONTROL DETAILS

USER: fe5l3
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MODEL: EROSION CONTROL DETAILS

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REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-1) = WATTLE DITCH CHECKS
(E-5) = SAND BAG DITCH CHECKS
(E-13) = FILTER SOCK DROP INLET

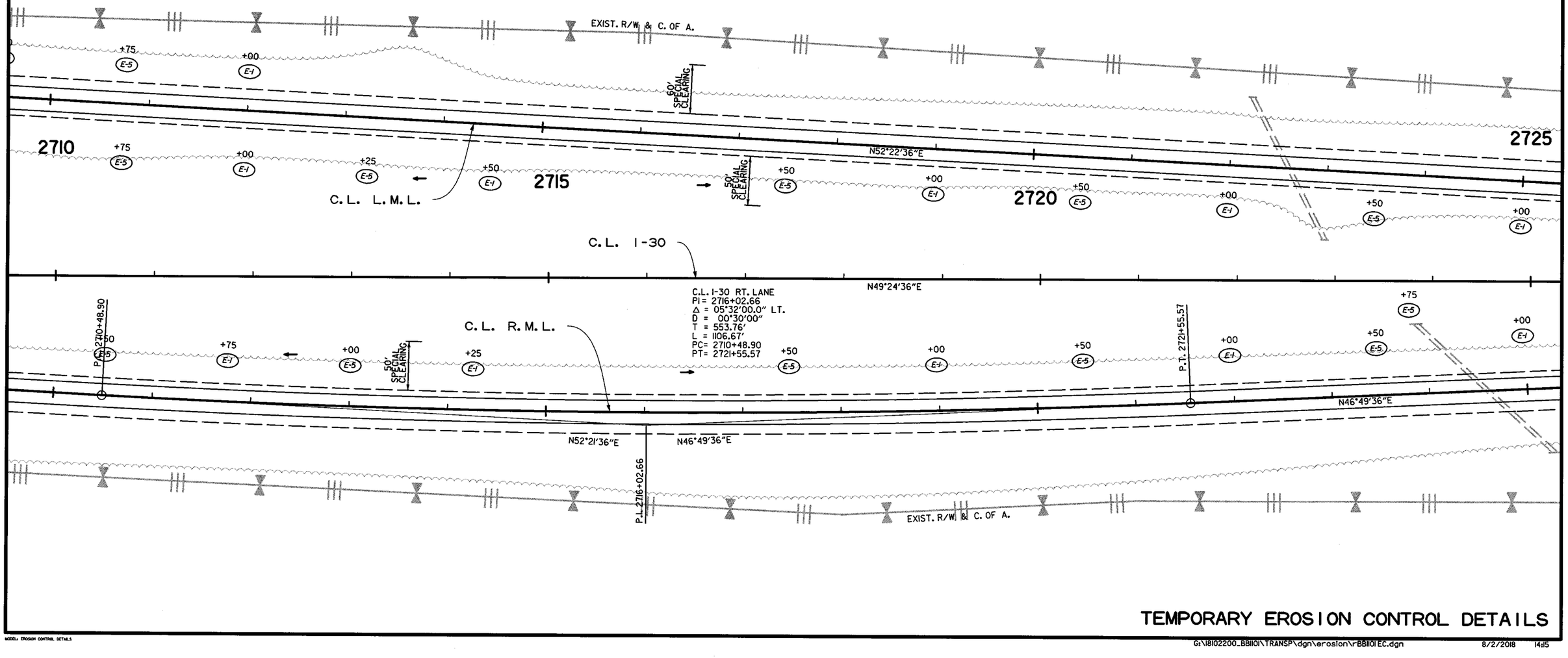
50 25 0 25 50 100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	49	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-2-18



TEMPORARY EROSION CONTROL DETAILS

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REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-1) = WATTLE DITCH CHECKS
- (E-5) = SAND BAG DITCH CHECKS
- (E-13) = FILTER SOCK DROP INLET

50 25 0 25 50 100

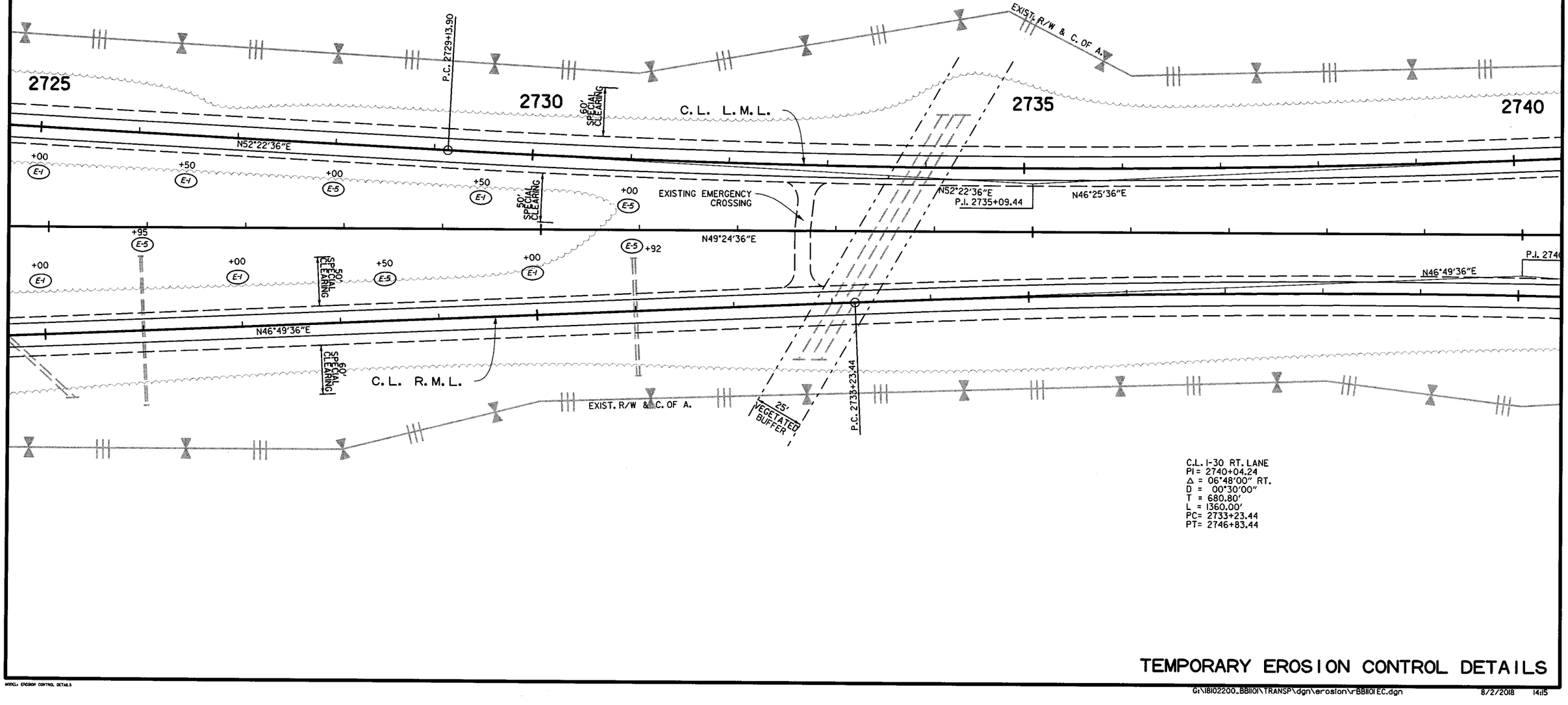
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	50	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

C.L. I-30 LT. LANE
PI = 2735+09.44
Δ = 05°57'00.0" LT.
D = 00°30'00"
T = 595.54'
L = 1190.00'
PC= 2729+13.90
PT= 2741+03.90



C.L. I-30 RT. LANE
PI= 2740+04.24
Δ = 06°48'00" RT.
D = 00°30'00"
T = 680.80'
L = 1360.00'
PC= 2733+23.44
PT= 2746+83.44

TEMPORARY EROSION CONTROL DETAILS

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REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-1) = WATTLE DITCH CHECKS
(E-5) = SAND BAG DITCH CHECKS
(E-13) = FILTER SOCK DROP INLET

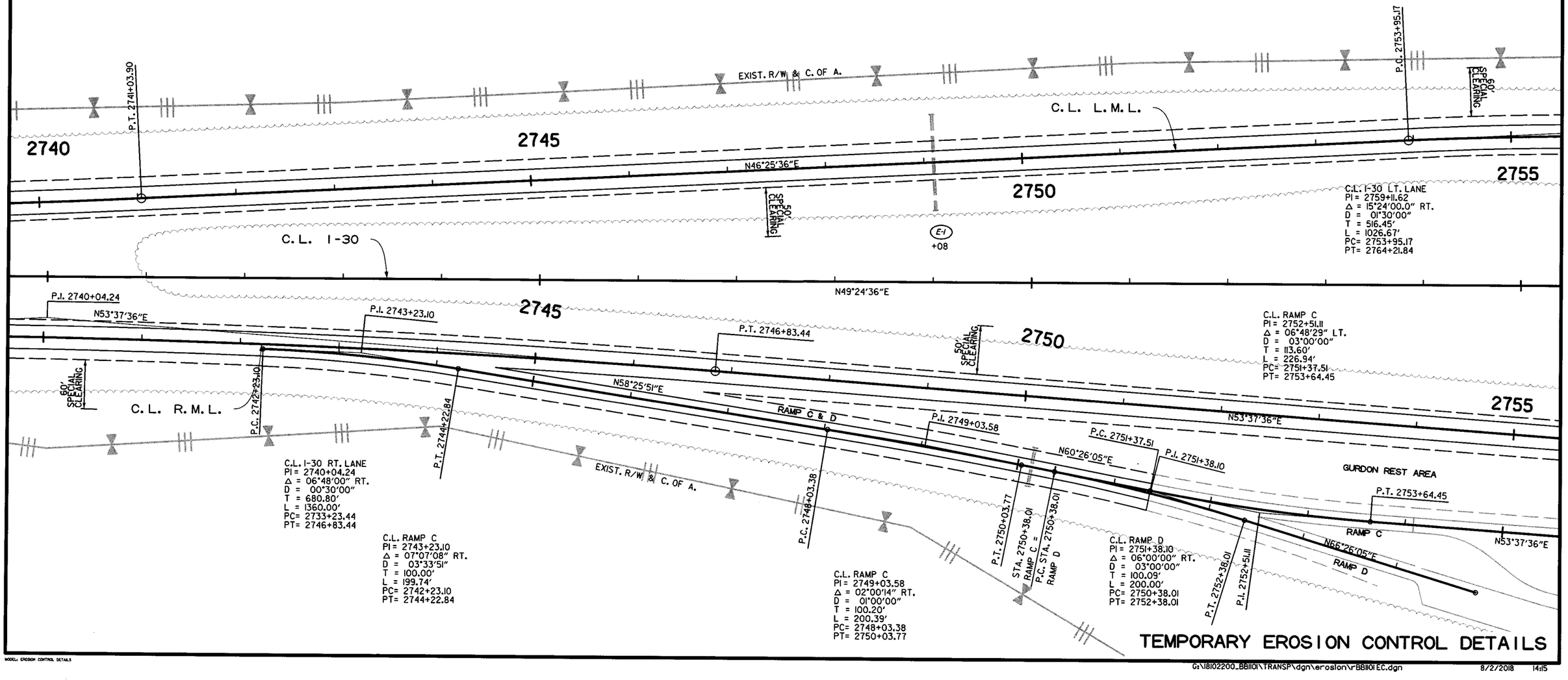
50 25 0 25 50 100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	5I	I33

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9620
8-2-18
HUBERT BURNS



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REVISIONS

DATE OF REVISION	REVISION

LEGEND

(E-1) = WATTLE DITCH CHECKS
(E-5) = SAND BAG DITCH CHECKS
(E-13) = FILTER SOCK DROP INLET

50 25 0 25 50 100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	52	133

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
Hubert Burns
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

C.L. I-30 LT. LANE
PI = 2759+11.62
Δ = 15°24'00.0" RT.
D = 01°30'00"
T = 516.45'
L = 1026.67'
PC = 2753+95.17
PT = 2764+21.84

P.I. 2759+11.62
60' SPECIAL CLEARING
EXIST. R/W & C. OF A.
N46°25'36"E
N61°49'36"E
2760
2755
50' SPECIAL CLEARING
C. L. L. M. L.
P.T. 2764+21.84
2765
P.O.E. 2767+17.65
C. L. I-30
N49°24'36"E
E-5 +35
STA. 2756+00.00
END JOB BBII0I
LOG MILE 56.41
P.O.E. 2766+93.26
P.O.E. 2767+27.99
C. L. R. M. L.
2755
50' SPECIAL CLEARING
E-5 +71
N53°37'36"E
GURDON REST AREA
N53°37'36"E
EXIST. R/W & C. OF A.

TEMPORARY EROSION CONTROL DETAILS

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MODEL: EROSION CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	53	133

(2) MAINTENANCE OF TRAFFIC DETAILS

CONSTRUCTION SEQUENCE:

OVERLAY OPERATIONS IN ONE DIRECTION SHALL UTILIZE A SINGLE TWO (2) MILE LANE CLOSURE IN ONE DIRECTION. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

BRIDGE DECK POLYMER OVERLAY OR REHABILITATION SHALL UTILIZE A SINGLE TWO (2) MILE LANE CLOSURE. NO LANE CLOSURE MAY EXCEED THE ACTIVE WORK AREA BY MORE THAN ONE QUARTER (1/4) MILE. REFER TO MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

REMOVAL & DISPOSAL OF EXISTING GUARDRAIL AND INSTALLATION OF NEW GUARDRAIL SHALL UTILIZE LANE CLOSURES. ALL GUARDRAIL WORK SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.

GUARDRAIL IS TO BE REPLACED THE SAME DAY IT IS REMOVED.

STAGE 1:
CONSTRUCT BRIDGE DECK REPAIR AT BRIDGES 05055, 05060, 05061, & 05063 ON SIDE INDICATED ON MAINTENANCE OF TRAFFIC DETAILS.
RECONSTRUCT I-30 INSIDE SHOULDERS.
RECONSTRUCT I-30 OUTSIDE SHOULDERS.

STAGE 2:
CONSTRUCT BRIDGE DECK REPAIR AT BRIDGES 05055, 05060, 05061, & 05063 ON SIDE INDICATED ON MAINTENANCE OF TRAFFIC DETAILS.
CONSTRUCT I-30 OUTSIDE LANE REHABILITATION.

STAGE 2A:
REPAIR/RESURFACE BRIDGE DECK OUTSIDE LANE AT I-30 BRIDGES A&B5056, A&B5058, & A&B5118.

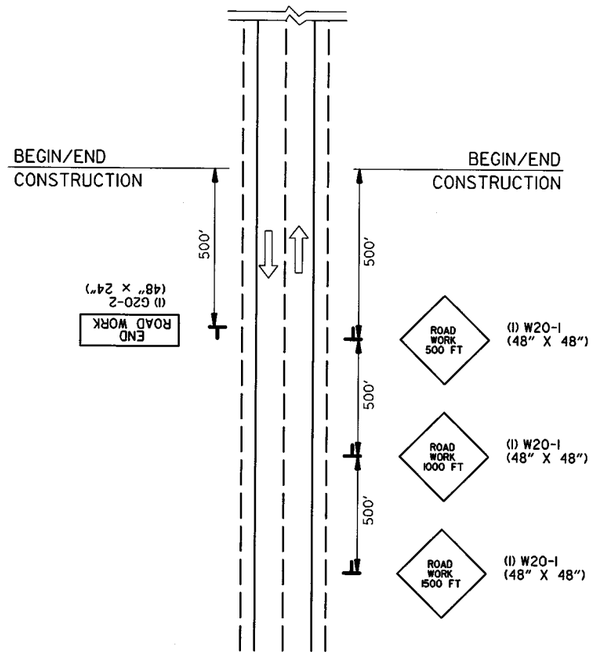
STAGE 2B:
REPAIR/RESURFACE BRIDGE DECK INSIDE LANE AT I-30 BRIDGES A&B5056, A&B5058, & A&B5118.

STAGE 3:
OVERLAY OR MILL & OVERLAY I-30 INSIDE LANES & SHOULDERS & INSTALL GUARDRAIL.

STAGE 4:
INSTALL PIER PROTECTION CONCRETE BARRIER WALL & GUARDRAIL.
PLACE PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PERMANENT PAVEMENT MARKING DETAILS.
OVERLAY OR MILL & OVERLAY I-30 OUTSIDE LANE, SHOULDER, HWY'S. & RAMPS.
INSTALL RUMBLE STRIPS & PERMANENT PAVEMENT MARKINGS.

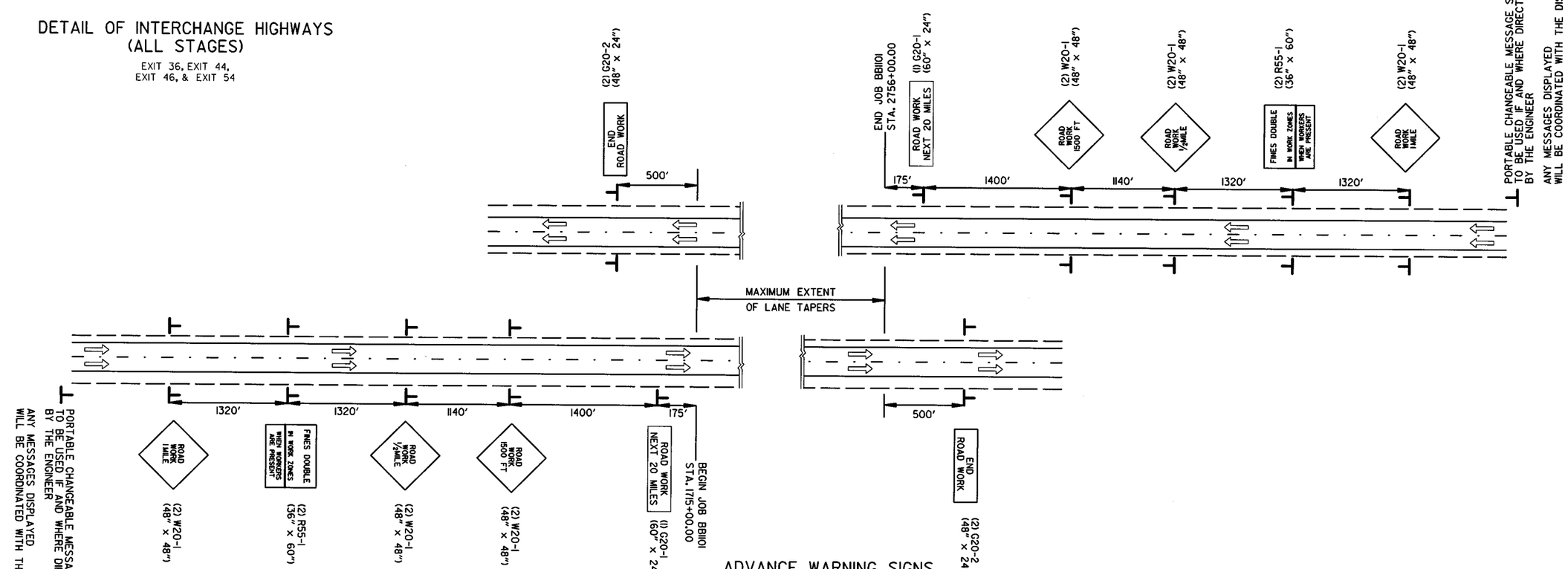
REFER TO "MAINTENANCE OF TRAFFIC" SPECIAL PROVISION.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-6-18



DETAIL OF INTERCHANGE HIGHWAYS (ALL STAGES)

EXIT 36, EXIT 44, EXIT 46, & EXIT 54



ADVANCE WARNING SIGNS (ALL STAGES)

ADVANCE WARNING MAINTENANCE OF TRAFFIC DETAILS

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				6	ARK.			
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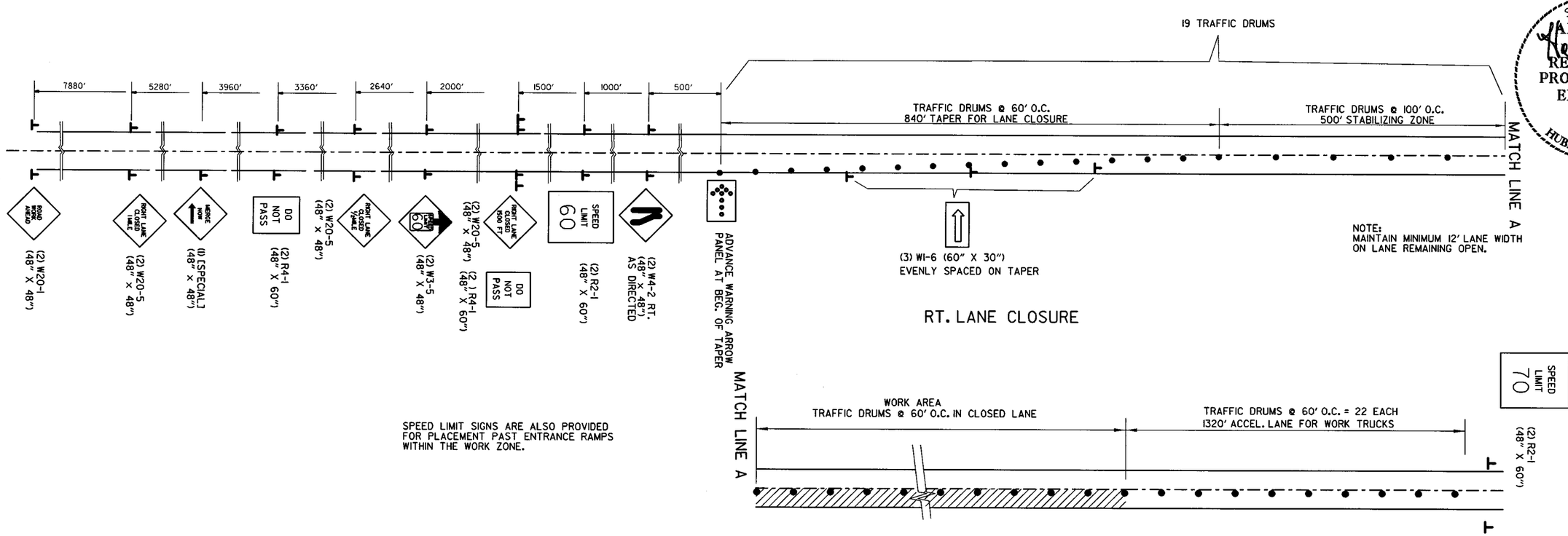
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

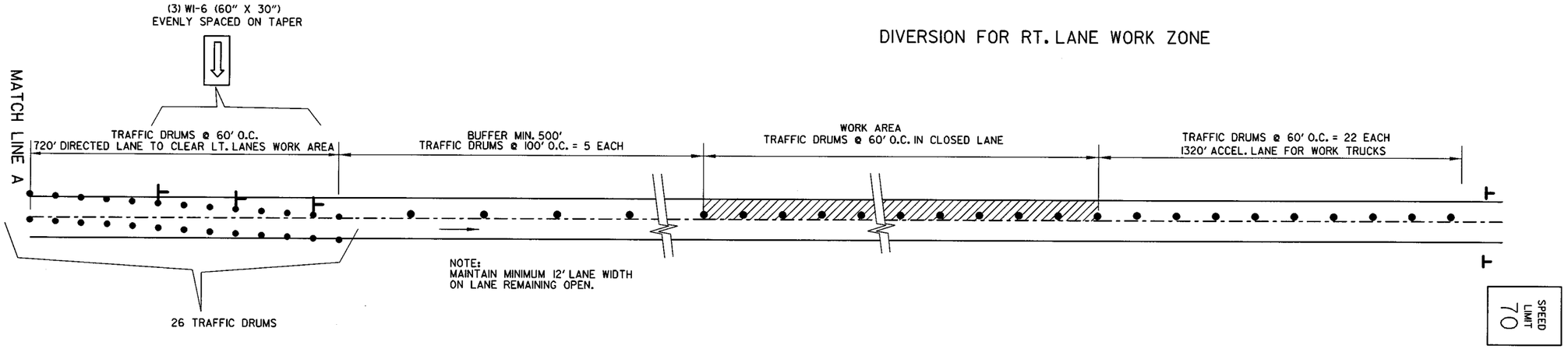


RT. LANE CLOSURE

SPEED LIMIT 60

SPEED LIMIT 70

DIVERSION FOR RT. LANE WORK ZONE



DIVERSION FOR LT. LANE WORK ZONE

SPEED LIMIT 70

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

SPEED LIMIT 70

WORK ZONE - LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

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

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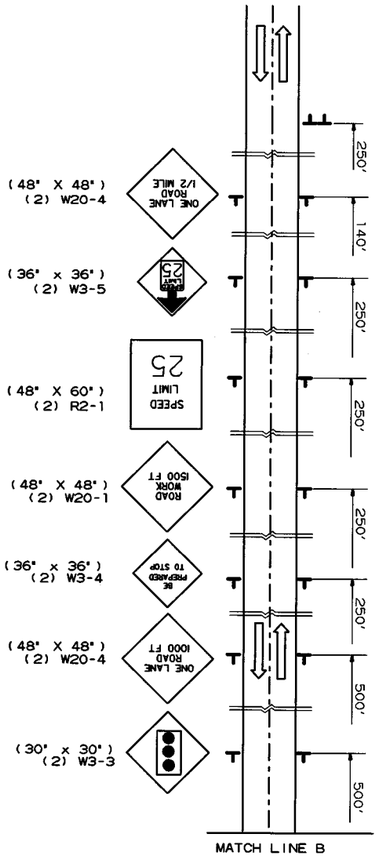
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	55	133

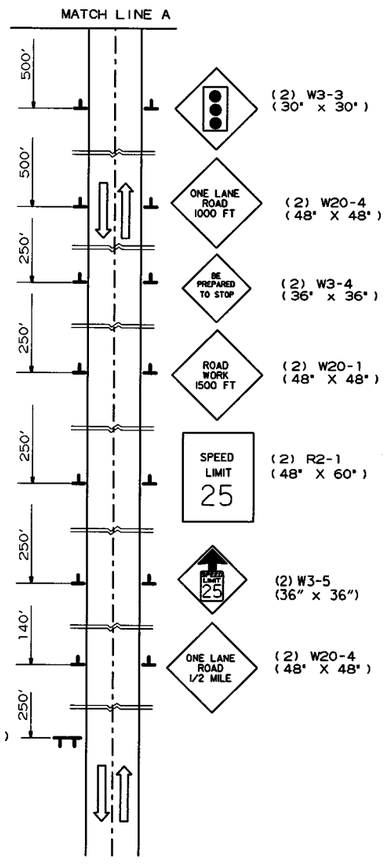
(2) MAINTENANCE OF TRAFFIC DETAILS

NOTE: STAGING ON OVERPASSES IS NOT DIRECTLY RELATED TO THE STAGING ON I-30 MAIN LANES. WORK ON THE OVERPASSES CAN BE COMPLETED ANY TIME DURING I-30 WORK.



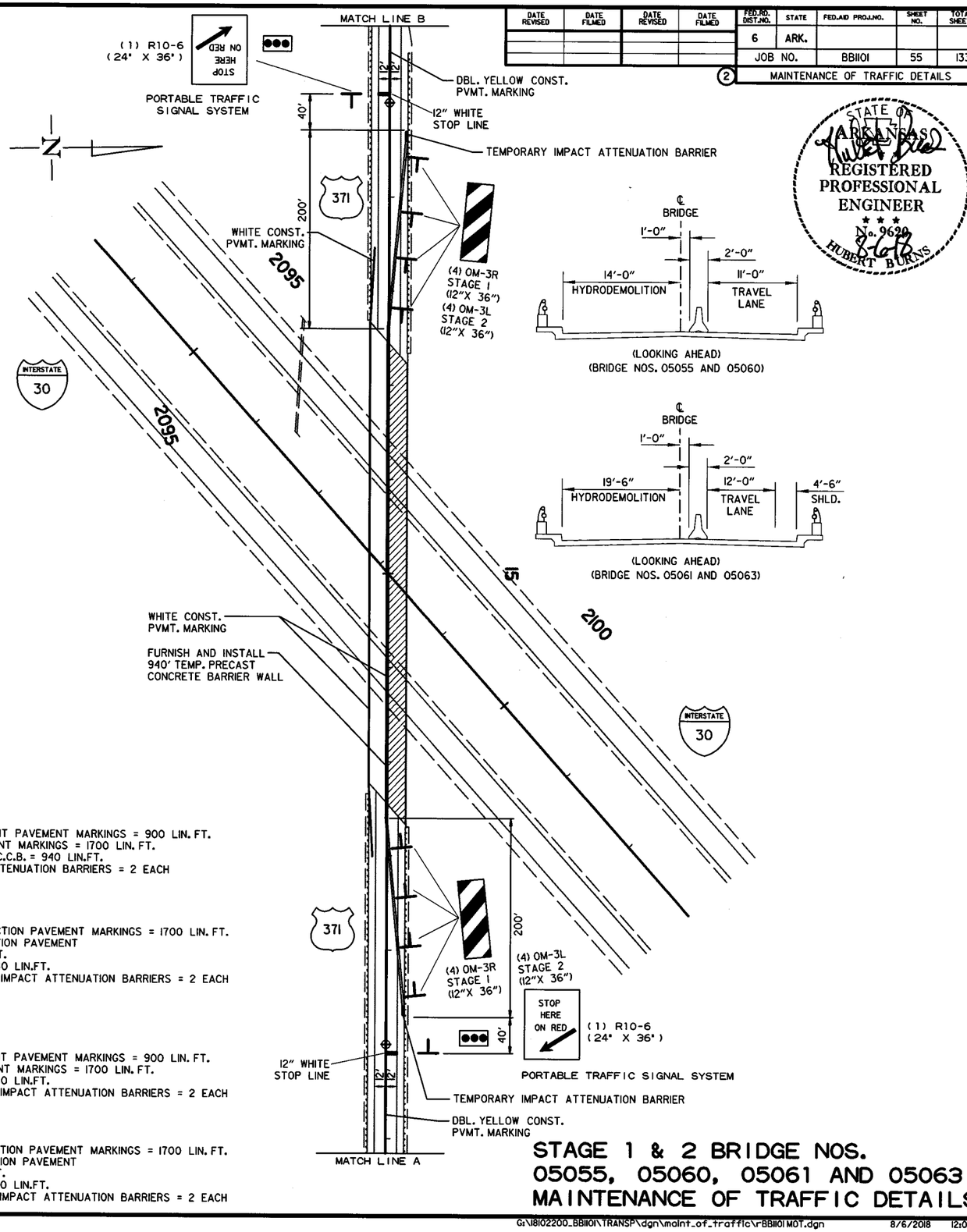
(48" x 24") (1) G20-2
END ROAD WORK

(24" X 30") (1) R2-12
END WORK ZONE SPEED LIMIT



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

(1) R2-12 (24" X 30")
END WORK ZONE SPEED LIMIT



℄ BRIDGE
1'-0" 2'-0" 14'-0" HYDRODEMOLITION 11'-0" TRAVEL LANE
(LOOKING AHEAD)
(BRIDGE NOS. 05055 AND 05060)

℄ BRIDGE
1'-0" 2'-0" 19'-6" HYDRODEMOLITION 12'-0" TRAVEL LANE 4'-6" SHLD.
(LOOKING AHEAD)
(BRIDGE NOS. 05061 AND 05063)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9629
HUBERT BURNS
8-6-18

STAGE 1

1) INSTALL ADVANCE WARNING SIGNS.

2) FURNISH & INSTALL P.C.C.B., TEMPORARY IMPACT ATTENUATION BARRIERS, & PORTABLE TRAFFIC SIGNAL SYSTEM.

3) REPAIR BRIDGE DECK - WESTBOUND (NORTH SIDE).

STAGE 2

1) MAINTAIN ADVANCE WARNING SIGNS.

2) RELOCATE P.C.C.B. & TEMPORARY IMPACT ATTENUATION BARRIERS TO SHIFT TRAFFIC TO NORTH SIDE OF BRIDGE. REMOVE CONFLICTING PAVEMENT MARKINGS AND INSTALL STAGE 2 CONSTRUCTION PAVEMENT MARKINGS.

3) REPAIR BRIDGE DECK - EASTBOUND (SOUTH SIDE).

NOTE:

SETUP IS SHOWN FOR STAGE I AT BRIDGE 05061. ALL STAGES AND LOCATIONS FOR BRIDGES 05055, 05060 AND 05063 SIMILAR.

CONTRACTOR SHALL MAINTAIN 1 (ONE) LANE OF TRAFFIC (MINIMUM WIDTH AS SHOWN) AT ALL TIMES. SHOWN FOR WESTBOUND (NORTH SIDE) REPAIR. MIRROR FOR EASTBOUND (SOUTH SIDE) REPAIR.

BRIDGE 05055

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 900 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1700 LIN. FT.
RELOCATE P.C.C.B. = 700 LIN.FT.
RELOCATE TEMPORARY IMPACT ATTENUATION BARRIERS = 2 EACH

STAGE 2
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 1700 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 980 LIN. FT.
RELOCATE P.C.C.B. = 700 LIN.FT.
RELOCATE TEMPORARY IMPACT ATTENUATION BARRIERS = 2 EACH

BRIDGE 05060

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 900 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1700 LIN. FT.
RELOCATE P.C.C.B. = 880 LIN.FT.
RELOCATE TEMPORARY IMPACT ATTENUATION BARRIERS = 2 EACH

STAGE 2
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 1700 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 980 LIN. FT.
RELOCATE P.C.C.B. = 880LIN.FT.
RELOCATE TEMPORARY IMPACT ATTENUATION BARRIERS = 2 EACH

BRIDGE 05061

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 900 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1700 LIN. FT.
FURNISH & INSTALL P.C.C.B. = 940 LIN.FT.
TEMPORARY IMPACT ATTENUATION BARRIERS = 2 EACH

STAGE 2
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 1700 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 980 LIN. FT.
RELOCATE P.C.C.B. = 940 LIN.FT.
RELOCATE TEMPORARY IMPACT ATTENUATION BARRIERS = 2 EACH

BRIDGE 05063

STAGE 1
REMOVAL OF PERMANENT PAVEMENT MARKINGS = 900 LIN. FT.
CONSTRUCTION PAVEMENT MARKINGS = 1700 LIN. FT.
RELOCATE P.C.C.B. = 760 LIN.FT.
RELOCATE TEMPORARY IMPACT ATTENUATION BARRIERS = 2 EACH

STAGE 2
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS = 1700 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 980 LIN. FT.
RELOCATE P.C.C.B. = 760 LIN.FT.
RELOCATE TEMPORARY IMPACT ATTENUATION BARRIERS = 2 EACH

STAGE 1 & 2 BRIDGE NOS. 05055, 05060, 05061 AND 05063 MAINTENANCE OF TRAFFIC DETAILS

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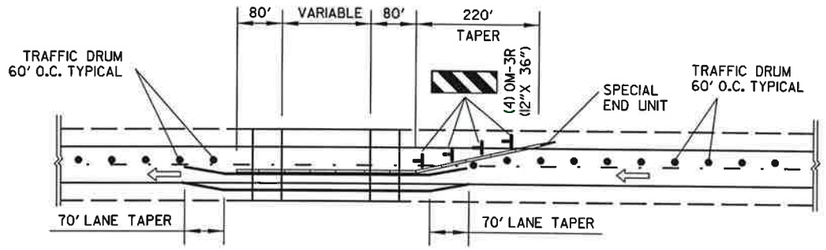
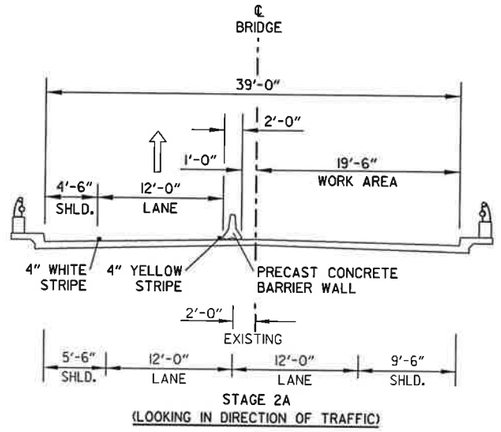
8-21-18				6	ARK.			
				JOB NO.		BBII0I	56	I33

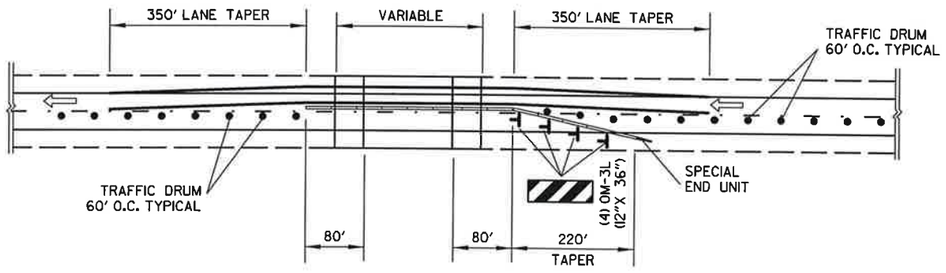
(2) MAINTENANCE OF TRAFFIC DETAILS

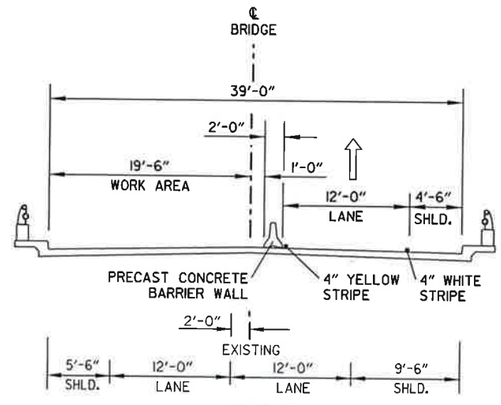
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS





STAGE 2A
(LOOKING IN DIRECTION OF TRAFFIC)





STAGE 2B
(LOOKING IN DIRECTION OF TRAFFIC)

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

STAGE 2A

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 39924 LIN. FT.
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 43844 LIN. FT.

STAGE 2B

REMOVAL OF PERMANENT PAVEMENT MARKINGS = 21172
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS = 26696 LIN. FT.

QUANTITIES SHOWN INCLUDE STAGE TOTAL EXCEPT THE QUANTITIES REQUIRED AT BRIDGE NOS. 05055, 05060, 05061, & 05063.

BRIDGES A&B5056, A&B5058, AND A&B5118
STAGE 2
PAVEMENT REMOVAL, POLYMER OVERLAY, AND RESURFACING I-30 BRIDGES
MAINTENANCE OF TRAFFIC DETAILS

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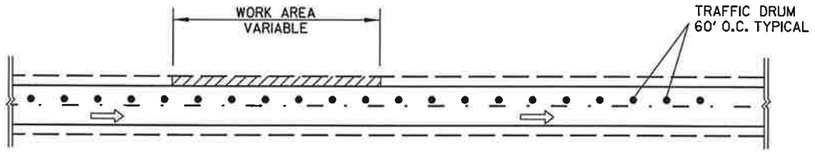
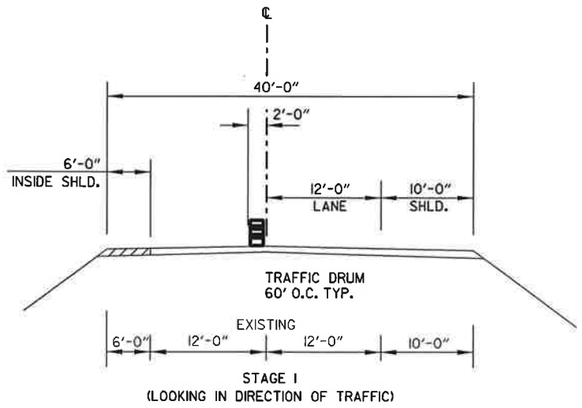
				JOB NO.		BBII0I	57	133
				(2)	MAINTENANCE OF TRAFFIC DETAILS			





WORK AREA BEGIN STATION	END STATION	DIRECTION	LIN. FT.
1725+82	1727+57	EB	175
1731+10	1733+60	EB	250
1905+34	1906+84	EB	150
1931+74	1932+94	EB	120
1937+02	1938+42	EB	140
1958+14	1969+40	EB	1126
1979+26	1979+91	EB	65
1984+54	1985+39	EB	85
1989+70	1991+30	EB	160
1995+10	1998+10	EB	300
2005+54	2010+54	EB	500
2037+22	2041+62	EB	440
2047+26	2048+76	EB	150
2051+07	2080+68	EB	2961
2148+22	2150+27	EB	205
2195+74	2197+19	EB	145
2237+98	2252+86	EB	1488
2261+62	2264+42	EB	280
2280+10	2283+22	EB	312
2290+66	2297+56	EB	690
2306+50	2309+65	EB	310
1788+28	1789+58	WB	130
1792+56	1794+56	WB	200
1798+74	1799+84	WB	110
1964+30	1969+20	WB	490
1972+98	1973+98	WB	100
1983+44	1989+82	WB	638
1999+26	2001+31	WB	205
2010+60	2016+10	WB	550
2036+00	2042+50	WB	650
2057+18	2074+18	WB	1700
2076+46	2079+46	WB	300
2083+24	2084+74	WB	150
2243+26	2246+26	WB	300
2253+82	2255+27	WB	145
2269+66	2275+66	WB	600
2285+50	2288+80	WB	330
2301+34	2307+34	WB	600

STAGE 3
CONSTRUCTION PAVEMENT MARKINGS = 326623 LIN. FT.

STAGE 4
CONSTRUCTION PAVEMENT MARKINGS = 408228 LIN. FT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-4-18
HUBERT BURNS

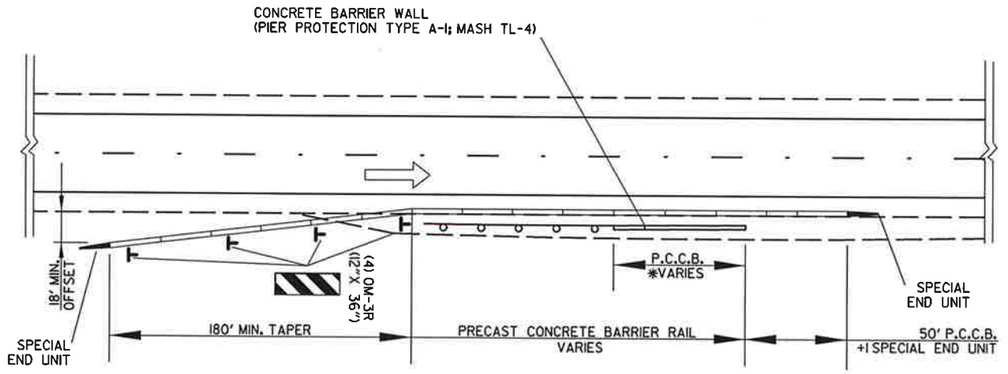
MAINTENANCE OF TRAFFIC AT RECONSTRUCTION OF INSIDE SHOULDERS
STAGE I
(SHOWN IN DIRECTION OF TRAFFIC)

*PRECAST CONCRETE BARRIER WALL LOCATIONS

STATION	STATION	LOCATION	LIN. FT.
2306+59.07	2306+91.57	RML RT.	33
2308+69.93	2309+02.43	LML LT.	33
2484+44.00	2484+75.00	RML RT.	31
2485+41.80	2485+72.80	LML LT.	31
2611+10.00	2611+35.00	RML RT.	30
2611+20.00	2611+45.00	RML LT.	30

PRECAST CONCRETE BARRIER RAIL BEGIN STATION	END STATION	DIRECTION	LIN. FT.*
1301+89	1307+55	EB	566
2308+07	2313+73	WB	566
2479+72	2485+38	EB	566
2484+79	2490+45	WB	566
2606+32	2611+98	EB	566
2610+57	2616+23	WB	566

*LENGTHS INCLUDE 2 SPECIAL END UNITS.



MAINTENANCE OF TRAFFIC AT PIER PROTECTION LOCATIONS
STAGE 4
(SHOWN IN DIRECTION OF TRAFFIC)

MAINTENANCE OF TRAFFIC DETAILS

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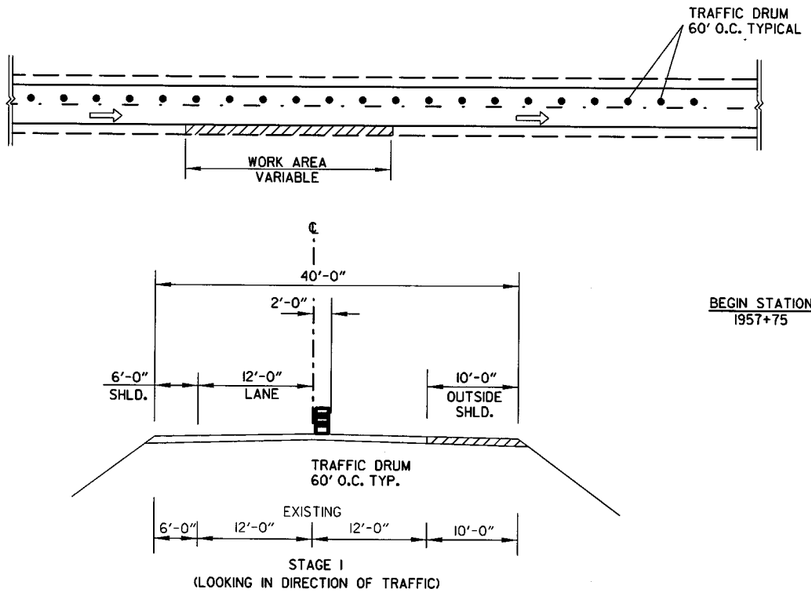
				6	ARK.			
				JOB NO.		BBIIOI	58	133
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

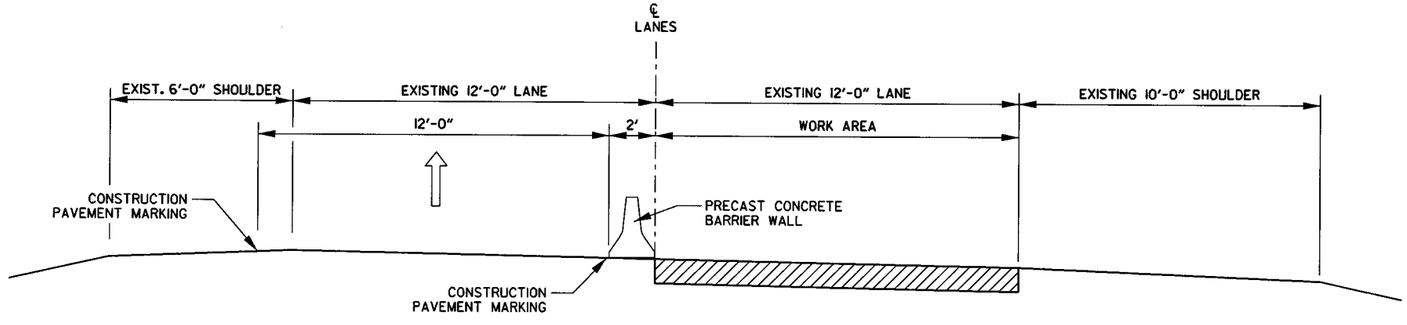
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS



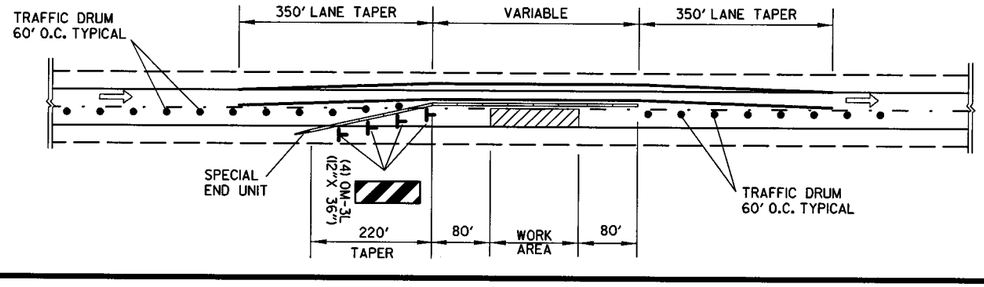
WORK AREA

BEGIN STATION	END STATION	DIRECTION	LIN. FT.
1957+75	1963+40	EB	565

MAINTENANCE OF TRAFFIC AT RECONSTRUCTION OF OUTSIDE SHOULDERS
STAGE I
(SHOWN IN DIRECTION OF TRAFFIC)



STAGE 2
(SHOWN IN DIRECTION OF TRAFFIC)



PRECAST CONCRETE BARRIER

BEGIN STATION	END STATION	DIRECTION	LIN. FT.*
1801+05	1805+57	EB	853
1808+52	1812+15	EB	773
1875+55	1877+13	EB	553
1879+24	1883+50	EB	833
1931+10	1953+25	EB	2613
2180+35	2210+45	EB	3413

*LENGTHS INCLUDE 1 SPECIAL END UNIT.

MAINTENANCE OF TRAFFIC DETAILS

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MODEL: NOT ALL STAGES DETAILS

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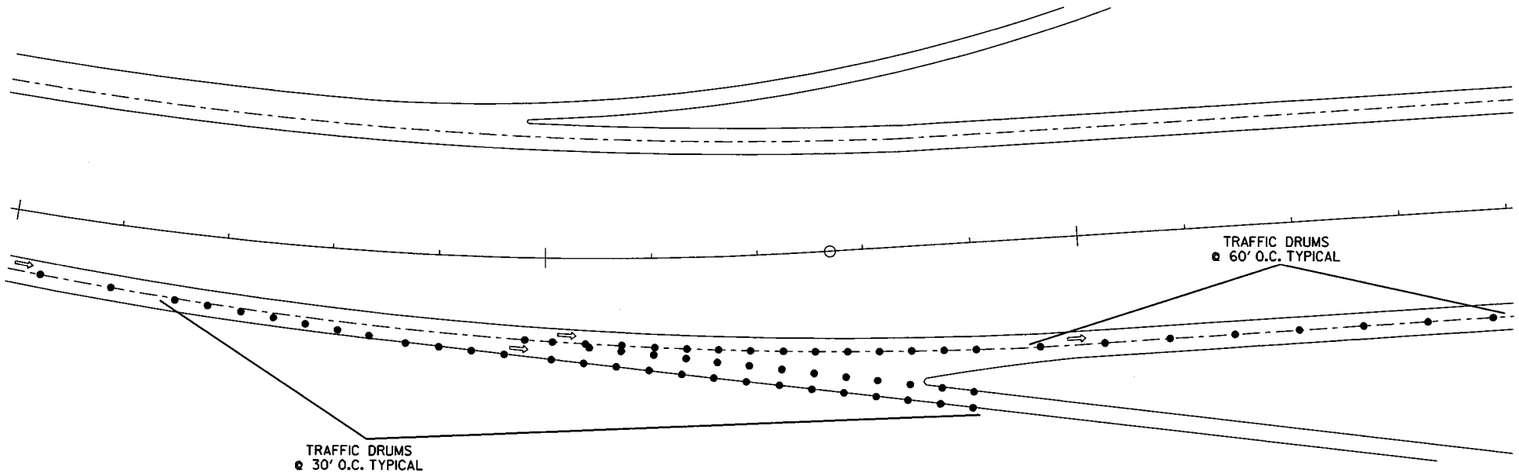
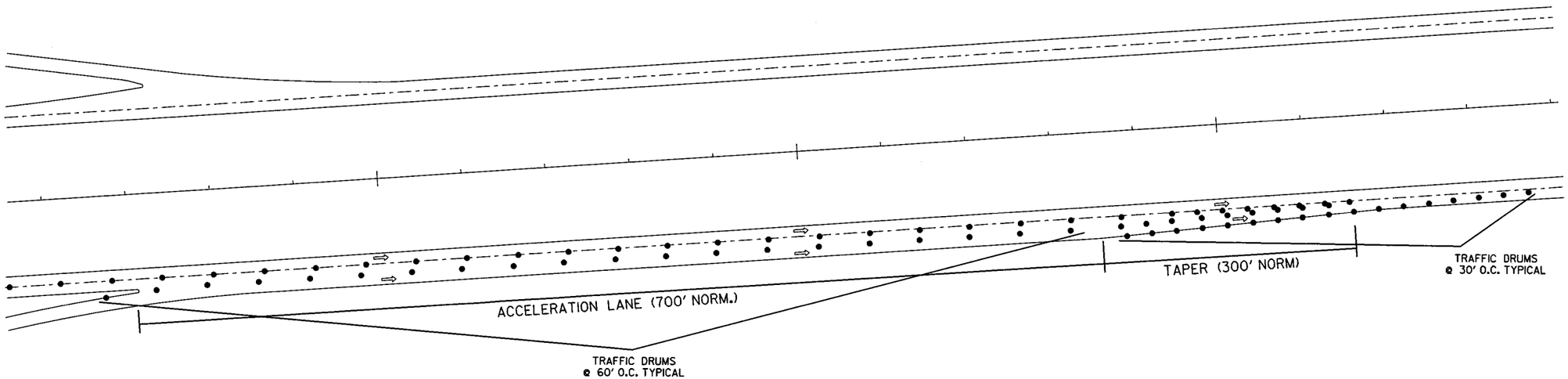
				6	ARK.			
				JOB NO.		BBII0I	59	133
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9628
8-6-18
HUBERT BURNS



EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE

ENTRANCE 36:
EASTBOUND ENTRANCE 37 TRAFFIC DRUMS

EXIT 36:
EASTBOUND EXIT 24 TRAFFIC DRUMS

EXIT 44:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS
WESTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EXIT 46:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS
WESTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EXIT 54:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS
WESTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

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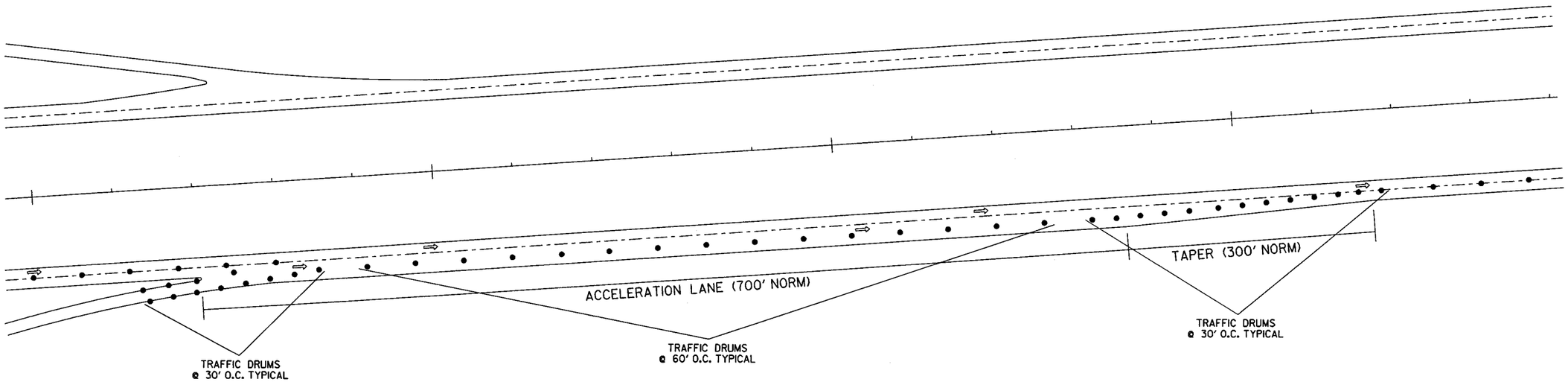
MODEL: MOT ALL STAGES DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBIIOI	60	133

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-6-18



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

ENTRANCE 36:
EASTBOUND ENTRANCE 37 TRAFFIC DRUMS

EXIT 36:
EASTBOUND EXIT 24 TRAFFIC DRUMS

EXIT 44:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS
WESTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EXIT 46:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS
WESTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

EXIT 54:
EASTBOUND EXIT = 24 TRAFFIC DRUMS
EASTBOUND ENTRANCE = 37 TRAFFIC DRUMS
WESTBOUND EXIT = 24 TRAFFIC DRUMS
WESTBOUND ENTRANCE = 37 TRAFFIC DRUMS

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MODEL: MOT ALL STAGES DETAILS

DETAIL OF RAMPS WITH LANE CLOSURE
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	6I	I33
(2)	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS	FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (REPAIR)	TEMP. IMPACT ATTEN.BARR. (RELOCATION)	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE
			LIN. FT. - EACH					NO.	SQ. FT.	EACH	LIN. FT.		EACH			DAY	WEEK	LUMP SUM	EACH
G20-2	END ROAD WORK	48"x24"	12	12	12	12	12	12	96.0										
G20-1	ROAD WORK NEXT xx MILES	60"x24"	2	2	2	2	2	2	20.0										
OM-3L	OBJECT MARKER	12"x36"		32		24	32	32	96.0										
OM-3R	OBJECT MARKER	12"x36"	32				32	32	96.0										
R2-1	SPEED LIMIT (25)	48"x60"	16	16			16	16	320.0										
R2-1	SPEED LIMIT (60)	48"x60"	4	4	4	4	4	4	80.0										
R2-1	SPEED LIMIT (70)	48"x60"	4	4	4	4	4	4	80.0										
R2-12	END WORK ZONE SPEED LIMIT	24"x30"	8	8			8	8	40.0										
R4-1	DO NOT PASS	24"x30"	8	8	8	8	8	8	40.0										
R10-6	STOP HERE ON RED	24"x36"	8	8			8	8	48.0										
R55-1	FINES DOUBLE IN WORK ZONES	60"x30"	4	4	4	4	4	4	50.0										
W1-6	LARGE ARROW	48"x24"	12	12	12	12	12	12	96.0										
W3-3	SIGNAL AHEAD	30"X30"	16	16			16	16	100.0										
W3-4	BE PREPARED TO STOP	36"X36"	16	16			16	16	144.0										
W3-5	REDUCED SPEED AHEAD (60)	48"x48"	4	4	4	4	4	4	64.0										
W3-5	REDUCED SPEED AHEAD (25)	48"x48"	16	16			16	16	256.0										
W4-2 RT.	RIGHT LANE ENDS	48"x48"	4	4	4	4	4	4	64.0										
W20-1	ROAD WORK 500 FT.	48"x48"	8	8	8	8	8	8	128.0										
W20-1	ROAD WORK 1000 FT.	48"x48"	8	8	8	8	8	8	128.0										
W20-1	ROAD WORK 1500 FT.	48"x48"	28	28	12	12	28	28	448.0										
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	4	4	4	64.0										
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	4	4	4	64.0										
W20-1	ROAD WORK AHEAD	48"x48"	2	2	2	2	2	2	32.0										
W20-4	ONE LANE ROAD 1/2 MILE	48"x48"	16	16			16	16	256.0										
W20-4	ONE LANE ROAD 1000 FT	48"x48"	16	16			16	16	256.0										
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	4	4	4	64.0										
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	4	4	4	64.0										
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	4	4	4	4	64.0										
SPECIAL	MERGE NOW (LEFT)	48"x48"	2	2	2	2	2	2	32.0										
SPECIAL	CONSTRUCTION PROJECT INFORMATION SIGN	96"x48"	2	2	2	2	2	2	64.0										
	TRAFFIC DRUMS		370	370	370	370	370			370									
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER		7193	940		1320	9453				9453								
	RELOCATING PRECAST CONCRETE BARRIER		14368	15476		3396	33240					33240							
	TEMPORARY IMPACT ATTENUATION BARRIER		2			6	8						8						
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)		16				16							16					
	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)		14				14								14				
	ADVANCE WARNING ARROW PANEL		2	2	2	2										160			
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2	2	2											52		
	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED																	1.00	
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE																		2
TOTALS:									3354.0	370	9453	33240	8	16	14	160	52	1.00	2

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

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

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QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-31-18				6	ARK.			
				JOB NO.		BBIIOI	62	133
				(2)		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
9-4-18
HUBERT BURNS

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 2	STAGE 3	STAGE 4	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			THERMOPLASTIC PAVEMENT MARKING	
										TYPE II (WHITE/RED)	TYPE II (YEL/YEL)	6" WHITE	6" YELLOW	8" WHITE	6" WHITE	6" YELLOW
	LIN. FT. - EACH					LIN. FT.		LIN. FT.		EACH		LIN. FT.				
REMOVAL OF PERMANENT PAVEMENT MARKINGS	43524	21172				64696										
CONSTRUCTION PAVEMENT MARKINGS	6800		326623	408228			741651									
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		6800						6800								
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	43844	26696							70540							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)					3453					3453						
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)					72						72					
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")					278759							278759				
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")					225679								225679			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")					5980									5980		
THERMOPLASTIC PAVEMENT MARKING WHITE (6")					11717										11717	
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")					14563											14563
TOTALS:						**64696**	**741651**	**6800**	**70540**	**3453**	**72**	**278759**	**225679**	**5980**	**11717**	**14563**

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

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

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MODEL: PROPOSED DESIGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	63	133

(2) QUANTITIES

SPECIAL CLEARING

STATION	STATION	LOCATION	STATION
1715+50	1805+50	I-30 MEDIAN & LT & RT	90
1808+60	1854+15	I-30 MEDIAN & LT & RT	46
1856+10	1877+20	I-30 MEDIAN & LT & RT	22
1879+20	1912+25	I-30 MEDIAN & LT & RT	34
1914+00	2016+00	I-30 MEDIAN & LT & RT	102
2019+25	2085+50	I-30 MEDIAN & LT & RT	67
2086+10	2090+70	I-30 MED	5
2090+70	2094+25	I-30 LT	4
2101+15	2105+95	I-30 MEDIAN & RT	5
2106+65	2130+75	I-30 MEDIAN & LT & RT	25
2132+30	2205+50	I-30 MEDIAN & LT & RT	74
2206+35	2212+65	I-30 MEDIAN & LT & RT	7
2215+20	2307+75	I-30 MEDIAN & LT & RT	93
2309+30	2443+50	I-30 MEDIAN & LT & RT	135
2445+00	2462+40	I-30 MEDIAN & LT & RT	18
2262+40	2484+20	I-30 LT & RT	222
2486+35	2537+20	I-30 LT & RT	51
2539+40	2551+40	I-30 LT & RT	12
2559+05	2574+10	I-30 LT & RT	16
2585+00	2601+65	I-30 LT & RT	17
2605+35	2610+40	I-30 RT	6
2612+35	2619+00	I-30 LT	7
2619+00	2626+85	I-30 RT	8
2636+55	2687+00	I-30 LT	51
2687+00	2730+75	I-30 MEDIAN & LT & RT	44
2730+75	2741+00	I-30 LT & RT	11
2741+00	2756+00	I-30 MEDIAN & LT & RT	15
2105+00	2110+55	HWY. 371 - RAMP 2 LT	6
2091+15	2107+00	HWY. 371 - RAMP 3 LT & RT	16
2206+00	2209+40	HWY. 19 - RAMP 1 LT & RT	4
2211+00	2218+00	HWY. 19 - RAMP 2 LT	7
2206+40	2217+00	HWY. 19 - RAMP 4 RT	11
2601+80	2612+00	HWY. 51 - RAMP 1 LT & RT	11
2608+70	2615+80	HWY. 51 - RAMP 2 LT	8
2612+00	2624+25	HWY. 51 - RAMP 3 LT & RT	13
2607+10	2614+00	HWY. 51 - RAMP 4 RT	7
TOTAL:			1270

CONCRETE BARRIER WALL
(PIER PROTECTION TYPE A-1; MASH TL-4)

STATION	STATION	LOCATION	LIN. FT.
2306+59.07	2306+91.57	RML RT.	33
2308+69.93	2309+02.43	LML LT.	33
2484+44.00	2484+75.00	RML RT.	31
2485+41.80	2485+72.80	LML LT.	31
2611+10.00	2611+35.00	RML RT.	30
2611+20.00	2611+45.00	LML LT.	30
TOTAL:			188

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	
DIRECTED BY THE ENGINEER	300
TOTAL:	300

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

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	CONCRETE BARRIER WALL	GUARDRAIL
			LIN. FT.	LIN. FT.
1804+42	1807+10	RML RT.		269
1803+66	1806+84	RML LT.		319
1808+36	1811+54	LML RT.		319
1808+10	1810+78	LML LT.		269
1875+11	1877+80	RML RT.		269
1874+51	1877+70	RML LT.		319
1879+00	1882+19	LML RT.		319
1878+90	1881+59	LML LT.		269
2023+40	2026+40	RML RT.		300
2025+60	2028+60	LML LT.		300
2303+85	2306+53	RML RT.		269
2304+80	2308+05	RML LT.		325
2306+59	2306+92	RML RT.	33	
2308+00	2311+30	LML RT.		325
2308+70	2309+03	LML LT.	33	
2309+06	2311+74	LML LT.		269
2440+93	2443+64	RML RT.		269
2440+43	2443+62	RML LT.		319
2444+72	2448+66	RML RT.		394
2444+74	2447+93	LML RT.		319
2444+74	2447+93	LML LT.		319
2480+94	2485+94	RML LT.		500
2481+76	2484+45	RML RT.		269
2484+14	2489+14	LML RT.		500
2484+44	2484+75	RML RT.	31	
2485+37	2485+68	LML LT.	31	
2485+72	2488+41	LML LT.		269
2534+01	2537+20	RML LT.		319
2534+51	2537+20	RML RT.		269
2539+30	2541+99	LML LT.		269
2539+30	2542+49	LML RT.		319
2557+90	2560+59	LML LT.		269
2557+90	2561+09	LML RT.		319
2549+31	2552+50	RML LT.		319
2549+81	2552+50	RML RT.		269
2585+00	2587+69	LML LT.		269
2585+00	2588+19	LML RT.		319
2572+21	2575+40	RML LT.		319
2572+71	2575+40	RML RT.		269
2608+33	2611+02	RML RT.		269
2611+10	2611+35	RML RT.	30	
2611+20	2611+45	RML RT.	30	
2611+50	2614+17	LML LT.		269
2607+20	2612+15	RML LT.		500
2610+40	2615+35	LML RT.		500
8+62	12+31	HWY. 371 RT.		369
9+47	12+66	HWY. 371 LT.		319
17+34	23+78	HWY. 371 RT.		644
17+69	22+88	HWY. 371 LT.		519
9+82	12+01	HWY. 19 LT.		219
9+69	12+13	HWY. 19 RT.		244
15+49	18+18	HWY. 19 LT.		269
15+59	18+28	HWY. 19 RT.		269
14+46	16+90	HWY. 51 RT.		244
15+56	16+90	HWY. 51 LT.		94
19+21	19+90	HWY. 51 RT.		69
19+21	22+15	HWY. 51 LT.		294
TOTALS:			188	15917

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

EROSION CONTROL

STATION	STATION	LOCATION	TEMPORARY EROSION CONTROL						
			WATTLE (20") DITCH CHECKS (E-1)	SAND BAG DITCH CHECKS (E-5)	SILT FENCE (E-11)	FILTER SOCK (18") (E-13)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			LIN. FT.	BAG	LIN. FT.	LIN. FT.	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	ALL STAGES	2979	22550		1404			1434
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			306	2266	1000	144	500	500	674
TOTALS:			3285	24816	1000	1548	500	500	2108

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

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

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

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\quantities\rBB1101QTY.dgn
PLOTTED: 8/2/2018 14:16 SCALE: 1:1
MODEL: PROPOSED DESIGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	64	133
				(2)	QUANTITIES			

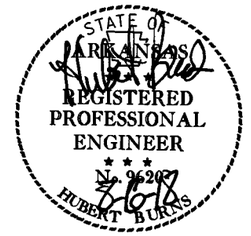
RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
1715+00	1805+52	LML - LT	9052
1808+32	1877+11	LML - LT	6863
1879+25	2443+39	LML - LT	56401
2444+99	2536+84	LML - LT	9209
2539+67	2552+14	LML - LT	1247
2558+27	2575+03	LML - LT	1676
2585+37	2756+00	LML - LT	17063
1715+00	1805+69	LML - RT	9069
1808+49	1877+18	LML - RT	6853
1879+32	2443+39	LML - RT	56394
2444+99	2536+84	LML - RT	9209
2539+67	2552+14	LML - RT	1247
2558+27	2575+03	LML - RT	1676
2585+37	2756+00	LML - RT	17063
1715+00	1806+48	RML - LT	9148
1809+28	1877+48	RML - LT	6804
1879+62	2443+37	RML - LT	56362
2444+97	2536+84	RML - LT	9211
2539+67	2552+14	RML - LT	1247
2558+27	2575+03	RML - LT	1676
2585+37	2756+00	RML - LT	17073
1715+00	1806+65	RML - RT	9165
1809+45	1877+54	RML - RT	6793
1879+68	2443+37	RML - RT	56356
2444+97	2536+84	RML - RT	9211
2539+67	2552+14	RML - RT	1247
2558+27	2575+03	RML - RT	1676
2585+37	2756+00	RML - RT	17073
5+98	12+55	HWY. 371	1073
17+45	25+98	HWY. 371	1499
2090+15	2107+41	HWY. 371 RAMP 1 LT & RT	3452
2103+91	2115+12	HWY. 371 RAMP 2 LT & RT	2242
2090+28	2108+35	HWY. 371 RAMP 3 LT & RT	3614
2083+10	2093+21	HWY. 371 RAMP 4 LT & RT	2022
6+12	12+13	HWY. 19	993
15+43	23+16	HWY. 19	1279
2198+15	2213+09	HWY. 19 RAMP 1 LT & RT	2988
2209+98	2222+57	HWY. 19 RAMP 2 LT & RT	2518
2213+37	2228+09	HWY. 19 RAMP 3 LT & RT	2944
2199+70	2217+88	HWY. 19 RAMP 4 LT & RT	3636
9+43	16+98	HWY. 51	1236
19+13	27+98	HWY. 51	993
2596+70	2612+70	HWY. 51 RAMP 1 LT & RT	3200
2607+91	2619+85	HWY. 51 RAMP 2 LT & RT	2388
2611+09	2627+29	HWY. 51 RAMP 3 LT & RT	3240
2603+55	2614+65	HWY. 51 RAMP 4 LT & RT	2220
TOTAL:			447601

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

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
1804+41.70	1807+10.45	RML RT.	200	1	1	
1803+65.72	1806+84.47	RML LT.	250	1	1	
1808+35.53	1811+54.28	LML RT.	250	1	1	
1808+09.55	1810+78.30	LML LT.	200	1	1	
1874+51.31	1877+70.06	RML LT.	250	1	1	
1875+11.29	1877+80.04	RML RT.	200	1	1	
1878+89.96	1881+58.71	LML LT.	200	1	1	
1878+99.94	1882+18.69	LML RT.	250	1	1	
2023+40.00	2026+40.00	RML RT.	250		1	1
2025+60.00	2028+60.00	LML LT.	250		1	1
2303+91.48	2306+60.23	RML RT.	200	1	1	
2304+80.00	2308+05.00	RML LT.	275		1	1
2308+00.00	2311+30.01	LML RT.	275		1	1
2309+01.83	2311+73.80	LML LT.	200	1	1	
2440+42.80	2443+61.55	RML LT.	250	1	1	
2440+92.80	2443+61.55	RML RT.	200	1	1	
2444+74.00	2447+92.75	LML RT.	250	1	1	
2444+74.00	2447+92.75	LML LT.	250	1	1	
2480+94.18	2485+94.18	RML LT.	450		1	1
2481+75.86	2484+44.61	RML RT.	200	1	1	
2484+13.87	2489+13.87	LML RT.	450		1	1
2485+72.19	2488+40.94	LML LT.	200	1	1	
2534+01.20	2537+19.95	RML LT.	250	1	1	
2534+51.20	2537+19.95	RML RT.	200	1	1	
2539+30.00	2541+98.75	LML LT.	200	1	1	
2539+30.00	2542+48.75	LML RT.	250	1	1	
2549+31.20	2552+49.95	RML LT.	250	1	1	
2549+81.20	2552+49.95	RML RT.	200	1	1	
2557+90.00	2560+58.75	LML LT.	200	1	1	
2557+90.00	2561+08.75	LML RT.	250	1	1	
2572+21.10	2575+39.85	RML LT.	250	1	1	
2572+71.10	2575+39.85	RML RT.	200	1	1	
2585+00.00	2587+68.75	LML LT.	200	1	1	
2585+00.00	2588+18.75	LML RT.	250	1	1	
2607+20.00	2612+15.00	RML LT.	450		1	1
2608+41.85	2611+10.60	RML RT.	200	1	1	
2610+40.00	2615+35.00	LML RT.	450		1	1
2611+44.40	2614+13.15	LML LT.	200	1	1	
8+62.00	12+30.75	HWY. 371 RT.	300	1	1	
9+47.00	12+65.75	HWY. 371 LT.	250	1	1	
17+34.00	23+77.75	HWY. 371 RT.	575	1	1	
17+69.00	22+87.75	HWY. 371 LT.	450	1	1	
9+82.00	12+00.75	HWY. 19 LT.	150	1	1	
9+69.00	12+12.75	HWY. 19 RT.	175	1	1	
15+49.00	18+17.75	HWY. 19 LT.	200	1	1	
15+59.00	18+27.75	HWY. 19 RT.	200	1	1	
14+46.00	16+89.75	HWY. 51 RT.	175	1	1	
15+56.00	16+49.75	HWY. 51 LT.	25	1	1	
19+21.00	19+89.75	HWY. 51 RT.		1	1	
19+21.00	22+14.75	HWY. 51 LT.	225	1	1	
TOTALS:			12225	42	50	8



EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION
			CU. YD.
2444+72	2449+35	I-30 RML GUARDRAIL WIDENING REMOVAL	100
ENTIRE	PROJECT	INSIDE SHOULDER REHAB	8050
ENTIRE	PROJECT	OUTSIDE SHOULDER REHAB	350
* ENTIRE	PROJECT	TO BE USED IF AND WHERE	100
		DIRECTED BY THE ENGINEER	
TOTAL:			8600

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

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

REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER

STATION	STATION	LOCATION	EACH
1715+00	2756+00	I-30 LML & RML	2550
TOTAL:			2550

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS	FLUSHING UNDERDRAIN
			LIN. FT.	EACH	LIN. FT.
* ENTIRE PROJECT TO BE USED IF AND			500	10	62000
WHERE DIRECTED BY THE ENGINEER					
TOTALS:			500	10	62000

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

QUANTITIES

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\quantities\rBBII0IQTY.dgn
PLOTTED: 8/6/2018 12:05 SCALE: ld
MODEL: PROPOSED DESIGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	65	133
				(2)	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-6-18
HUBERT BURNS

COLD MILLING ASPHALT PAVEMENT

	STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
				FEET	SQ. YD.
	1713+00.00	1715+00.00	LML - TRANS. AT BEGIN JOB	38.00	844.44
	1713+00.00	1715+00.00	RML - TRANS. AT BEGIN JOB	38.00	844.44
**	1801+05.00	1805+57.00	LML - RT. LANE	12.00	602.67
	1803+71.94	1805+71.94	LML - TRANS. AT BRIDGE NO. A5056	25.86	574.67
	1804+68.06	1806+68.06	RML - TRANS. AT BRIDGE NO. B5056	50.77	1128.22
	1808+51.94	1810+51.94	LML - TRANS. AT BRIDGE NO. A5056	38.53	856.22
**	1808+51.94	1812+15.00	LML - RT. LANE	12.00	484.08
	1809+48.06	1811+48.06	RML - TRANS. AT BRIDGE NO. B5056	38.00	844.44
	1875+09.55	1877+09.55	LML - TRANS. AT BRIDGE NO. A5058	28.67	637.11
	1875+46.45	1877+46.45	RML - TRANS. AT BRIDGE NO. B5058	50.54	1123.11
**	1875+55.00	1877+13.00	LML - RT. LANE	12.00	210.67
	1879+23.55	1881+23.55	LML - TRANS. AT BRIDGE NO. A5058	38.45	854.44
**	1879+23.55	1883+50.00	LML - RT. LANE	12.00	568.60
	1879+60.45	1881+60.45	RML - TRANS. AT BRIDGE NO. B5058	38.00	844.44
	1910+79.83	1915+29.83	RML - UNDER BRIDGE NO. 05059	38.00	1900.00
	1911+12.07	1915+62.07	LML - UNDER BRIDGE NO. 05059	38.00	1900.00
**	1931+10.00	1953+25.00	LML - RT. LANE	12.00	2953.33
	2126+24.48	2134+74.48	LML - UNDER BRIDGE NO. 05062	38.00	3588.89
	2126+86.57	2135+36.57	RML - UNDER BRIDGE NO. 05062	38.00	3588.89
**	2180+35.00	2210+45.00	LML - RT. LANE	14.93	4993.26
	2209+30.71	2217+80.71	RML - UNDER BRIDGE NO. 05063	38.00	3588.89
	2209+69.29	2218+19.29	LML - UNDER BRIDGE NO. 05063	38.00	3588.89
	2302+77.43	2311+32.44	RML - UNDER BRIDGE NO. 05117	44.41	4194.28
	2304+29.06	2312+84.07	LML - UNDER BRIDGE NO. 05117	44.60	4212.22
	2441+36.90	2443+36.90	RML - TRANS. AT BRIDGE NO. B5118	48.27	1072.67
	2441+39.10	2443+39.10	LML - TRANS. AT BRIDGE NO. A5118	38.00	844.44
	2444+96.90	2446+96.90	RML - TRANS. AT BRIDGE NO. B5118	38.00	844.44
	2444+99.10	2446+99.10	LML - TRANS. AT BRIDGE NO. A5118	49.29	1095.33
	2480+69.78	2488+93.78	RML - UNDER BRIDGE NO. 05120	45.84	4196.91
	2481+23.02	2489+47.02	LML - UNDER BRIDGE NO. 05120	46.24	4233.53
	2534+83.50	2536+83.50	LML - TRANS. AT BRIDGE NO. A5020	38.00	844.44
	2534+83.50	2536+83.50	RML - TRANS. AT BRIDGE NO. B5020	50.09	1113.11
	2539+66.50	2541+66.50	LML - TRANS. AT BRIDGE NO. A5020	50.09	1113.11
	2539+66.50	2541+66.50	RML - TRANS. AT BRIDGE NO. B5020	38.00	844.44
	2550+13.50	2552+13.50	LML - TRANS. AT BRIDGE NO. A5021	38.00	844.44
	2550+13.50	2552+13.50	RML - TRANS. AT BRIDGE NO. B5021	50.09	1113.11
	2558+26.50	2560+26.50	LML - TRANS. AT BRIDGE NO. A5021	50.09	1113.11
	2558+26.50	2560+26.50	RML - TRANS. AT BRIDGE NO. B5021	38.00	844.44
	2573+03.42	2575+03.42	LML - TRANS. AT BRIDGE NO. A5022	38.00	844.44
	2573+03.42	2575+03.42	RML - TRANS. AT BRIDGE NO. B5022	50.09	1113.11
	2585+36.50	2587+36.50	LML - TRANS. AT BRIDGE NO. A5022	50.09	1113.11
	2585+36.50	2587+36.50	RML - TRANS. AT BRIDGE NO. B5022	38.00	844.44
	2751+80.00	2753+80.00	GURDON REST AREA RAMP C	24.03	534.00
	2750+65.00	2752+65.00	GURDON REST AREA RAMP D	20.58	457.33
	2756+00.00	2758+00.00	LML - TRANS. AT END JOB	38.00	844.44
	2756+00.00	2758+00.00	RML - TRANS. AT END JOB	38.00	844.44
*	2201+23.00	2756+00.00	RML - EXIST. NOVA CHIP	25.00	154201.28
*	2203+87.00	2631+55.00	LML - EXIST. NOVA CHIP	25.00	118898.50
	4+98.08	5+98.08	HWY. 371 - TRANS. AT BEGIN	40.00	444.44
	11+55.33	12+55.33	HWY. 371 - TRANS. AT BRIDGE 05061	45.58	506.44
	17+44.67	18+44.67	HWY. 371 - TRANS. AT BRIDGE 05061	45.58	506.44
	25+98.41	26+98.41	HWY. 371 - TRANS. AT END	40.00	444.44
	5+12.40	6+12.40	HWY. 19 - TRANS. AT BEGIN	40.00	444.44
	11+12.70	12+12.70	HWY. 19 - TRANS. AT BRIDGE 05063	43.51	483.44
	15+43.36	16+43.36	HWY. 19 - TRANS. AT BRIDGE 05063	43.31	481.22
	23+16.29	24+16.29	HWY. 19 - TRANS. AT END	40.00	444.44
	8+42.54	9+42.54	HWY. 51 - TRANS. AT BEGIN	36.00	400.00
	15+98.38	16+98.38	HWY. 51 - TRANS. AT BRIDGE 03873	38.94	432.67
	19+12.62	20+12.62	HWY. 51 - TRANS. AT BRIDGE 03873	37.90	421.11
	28+00.11	29+00.11	HWY. 51 - TRANS. AT END	36.00	400.00
	TOTAL:				350147.89

NOTE: AVERAGE MILLING DEPTH 1".
* MILLING DEPTH 5/8" AT EXIST. NOVA CHIP LOCATIONS.
** AVERAGE MILLING DEPTH 8" AT OUTSIDE LANE REHABILITATION LOCATIONS.

CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	TACK COAT 0.05 GAL. PER SQ. YD.			PORTLAND CEMENT CONCRETE BASE	
				AVG. WID.	SQ. YD.	GAL.	AVG. WID.	8" U.T.
			FEET	FEET			FEET	SQ. YD.
1725+82	1727+57	I-30 RML INSIDE SHOULDER	175.00	4.54	88.28	4.41	4.54	88.28
1731+10	1733+60	I-30 RML INSIDE SHOULDER	250.00	4.54	126.11	6.31	4.54	126.11
1788+28	1789+58	I-30 LML INSIDE SHOULDER	130.00	4.54	65.58	3.28	4.54	65.58
1792+56	1794+56	I-30 LML INSIDE SHOULDER	200.00	4.54	100.89	5.04	4.54	100.89
1798+74	1799+84	I-30 LML INSIDE SHOULDER	110.00	4.54	55.49	2.77	4.54	55.49
1905+34	1906+84	I-30 RML INSIDE SHOULDER	150.00	4.54	75.67	3.78	4.54	75.67
1931+74	1932+94	I-30 RML INSIDE SHOULDER	120.00	4.54	60.53	3.03	4.54	60.53
1937+02	1938+42	I-30 RML INSIDE SHOULDER	140.00	4.54	70.62	3.53	4.54	70.62
1957+75	1963+40	I-30 RML OUTSIDE SHOULDER	565.00	10.54	661.68	33.08	10.54	661.68
1958+14	1969+40	I-30 RML INSIDE SHOULDER	1126.00	4.54	568.00	28.40	4.54	568.00
1964+30	1969+20	I-30 LML INSIDE SHOULDER	490.00	4.54	247.18	12.36	4.54	247.18
1972+98	1973+98	I-30 LML INSIDE SHOULDER	100.00	4.54	50.44	2.52	4.54	50.44
1979+26	1979+91	I-30 RML INSIDE SHOULDER	65.00	4.54	32.79	1.64	4.54	32.79
1983+44	1989+82	I-30 LML INSIDE SHOULDER	638.00	4.54	321.84	16.09	4.54	321.84
1984+54	1985+39	I-30 RML INSIDE SHOULDER	85.00	4.54	42.88	2.14	4.54	42.88
1989+70	1991+30	I-30 RML INSIDE SHOULDER	160.00	4.54	80.71	4.04	4.54	80.71
1995+10	1998+10	I-30 RML INSIDE SHOULDER	300.00	4.54	151.33	7.57	4.54	151.33
1999+26	2000+31	I-30 LML INSIDE SHOULDER	105.00	4.54	52.97	2.65	4.54	52.97
2005+54	2010+54	I-30 RML INSIDE SHOULDER	500.00	4.54	252.22	12.61	4.54	252.22
2010+60	2016+10	I-30 LML INSIDE SHOULDER	550.00	4.54	277.44	13.87	4.54	277.44
2036+00	2042+50	I-30 LML INSIDE SHOULDER	650.00	4.54	327.89	16.39	4.54	327.89
2037+22	2041+62	I-30 RML INSIDE SHOULDER	440.00	4.54	221.96	11.10	4.54	221.96
2047+26	2048+76	I-30 RML INSIDE SHOULDER	150.00	4.54	75.67	3.78	4.54	75.67
2051+07	2080+68	I-30 RML INSIDE SHOULDER	2961.00	4.54	1493.66	74.68	4.54	1493.66
2057+18	2074+18	I-30 LML INSIDE SHOULDER	1700.00	4.54	857.56	42.88	4.54	857.56
2076+46	2079+46	I-30 LML INSIDE SHOULDER	300.00	4.54	151.33	7.57	4.54	151.33
2083+24	2084+74	I-30 LML INSIDE SHOULDER	150.00	4.54	75.67	3.78	4.54	75.67
2148+22	2150+27	I-30 RML INSIDE SHOULDER	205.00	4.63	105.46	5.27	4.63	105.46
2195+74	2197+19	I-30 RML INSIDE SHOULDER	145.00	4.63	74.59	3.73	4.63	74.59
2237+98	2252+98	I-30 RML INSIDE SHOULDER	1500.00	4.63	771.67	38.58	4.63	771.67
2243+26	2246+26	I-30 LML INSIDE SHOULDER	300.00	4.63	154.33	7.72	4.63	154.33
2253+82	2255+27	I-30 LML INSIDE SHOULDER	145.00	4.63	74.59	3.73	4.63	74.59
2261+62	2264+42	I-30 RML INSIDE SHOULDER	280.00	4.63	144.04	7.20	4.63	144.04
2269+66	2275+66	I-30 LML INSIDE SHOULDER	600.00	4.63	308.67	15.43	4.63	308.67
2269+66	2272+66	I-30 RML INSIDE SHOULDER	300.00	4.63	154.33	7.72	4.63	154.33
2280+10	2283+22	I-30 RML INSIDE SHOULDER	312.00	4.54	157.39	7.87	4.54	157.39
2285+50	2288+80	I-30 LML INSIDE SHOULDER	330.00	4.63	169.77	8.49	4.63	169.77
2290+66	2297+56	I-30 RML INSIDE SHOULDER	690.00	4.63	354.97	17.75	4.63	354.97
2301+34	2307+34	I-30 LML INSIDE SHOULDER	600.00	4.63	308.67	15.43	4.63	308.67
2306+50	2309+65	I-30 RML INSIDE SHOULDER	315.00	4.63	162.05	8.10	4.63	162.05
TOTALS:					9526.92	476.32		9526.92

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

USER: fs53
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\quantities\rBBII0IQTY.dgn
PLOTTED: 8/6/2018 12:05
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MODEL: PROPOSED DESIGN
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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.		BBIIOI	66	133
				(2)	QUANTITIES			

BASE AND SURFACING (BOX 1 OF 6)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
			FEET	TON / STATION	TON	AVG. WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
MAIN LANES																					
1713+00.00	1715+00.00	I-30 RML - TRANSITION	200.00	3.75	7.50	38.00	844.44	0.17	143.55									38.00	844.44	220.00	92.89
1715+00.00	1806+68.06	I-30 RML - OVERLAY	9168.06	7.50	687.60	38.00	38709.59	0.17	6580.63									38.00	38709.59	220.00	4258.05
1806+68.06	1809+48.06	I-30 RML - BRIDGE & APPR. SLAB OVERLAY	280.00			78.00	2426.67	0.17	412.53					39.00	1213.33	330.00	200.20	39.00	1213.33	220.00	133.47
1809+48.06	1877+46.45	I-30 RML - OVERLAY	6793.68	7.50	509.53	38.00	28684.43	0.17	4876.35									38.00	28684.43	220.00	3155.29
1877+46.45	1879+60.45	I-30 RML - BRIDGE & APPR. SLAB OVERLAY	214.00			39.00	927.33	0.17	157.65									39.00	927.33	440.00	204.01
1879+60.45	2116+50.00	I-30 RML - OVERLAY	23672.08	7.50	1775.41	38.00	99948.78	0.17	16991.29									38.00	99948.78	220.00	10994.37
2116+50.00	2125+00.00	I-30 RML - OVERLAY (INCLUDES AUX. LANE)	850.00	7.50	63.75	44.18	4172.56	0.17	709.34									44.18	4172.56	220.00	458.98
2125+00.00	2127+00.00	I-30 RML - OVERLAY TRANSITION	200.00	13.00	26.00	38.33	851.78	0.17	144.80									38.33	851.78	220.00	93.70
2125+00.00	2127+00.00	I-30 RML - OVERLAY TRANSITION	200.00			38.00	844.44	0.05	42.22									38.00	844.44	110.00	46.44
2127+00.00	2224+00.00	I-30 RML - OVERLAY	9703.18	13.00	1261.41	38.33	41324.77	0.17	7025.21									38.33	41324.77	220.00	4545.72
2127+00.00	2224+00.00	I-30 RML - OVERLAY	9703.18			38.00	40968.98	0.05	2048.45									38.00	40968.98	220.00	4506.59
2224+00.00	2231+25.00	I-30 RML - OVERLAY (INCLUDES AUX. LANE)	725.00	13.00	94.25	44.08	3550.89	0.17	603.65									44.08	3550.89	220.00	390.60
2224+00.00	2231+25.00	I-30 RML - OVERLAY (INCLUDES AUX. LANE)	725.00			43.75	3524.31	0.05	176.22									43.75	3524.31	220.00	387.67
2231+25.00	2439+36.90	I-30 RML - OVERLAY	20813.36	13.00	2705.74	38.33	88641.79	0.17	15069.10									38.33	88641.79	220.00	9750.60
2231+25.00	2439+36.90	I-30 RML - OVERLAY	20813.36			38.00	87878.63	0.05	4393.93									38.00	87878.63	220.00	9666.65
2439+36.90	2440+36.90	I-30 RML - TRANSITION	100.00	13.00	13.00	38.33	425.89	0.17	72.40									38.33	425.89	220.00	46.85
2439+36.90	2440+36.90	I-30 RML - TRANSITION	100.00			38.00	422.22	0.05	21.11									38.00	422.22	165.00	34.83
2440+36.90	2443+36.90	I-30 RML - TRANSITION	300.00	13.00	39.00	38.33	1277.67	0.17	217.20									38.33	1277.67	220.00	140.54
2440+36.90	2443+36.90	I-30 RML - TRANSITION	300.00			38.00	1266.67	0.05	63.33									38.00	1266.67	110.00	69.67
2443+36.90	2444+96.90	I-30 RML - BRIDGE & APPR. SLAB OVERLAY	160.00			39.00	693.33	0.17	117.87									39.00	693.33	330.00	114.40
2443+36.90	2444+96.90	I-30 RML - BRIDGE & APPR. SLAB OVERLAY	160.00			39.00	693.33	0.05	34.67									39.00	693.33	110.00	38.13
2444+96.90	2447+96.90	I-30 RML - TRANSITION	300.00	13.00	39.00	38.33	1277.67	0.17	217.20									38.33	1277.67	220.00	140.54
2444+96.90	2447+96.90	I-30 RML - TRANSITION	300.00			38.00	1266.67	0.05	63.33									38.00	1266.67	110.00	69.67
2447+96.90	2448+96.90	I-30 RML - TRANSITION	100.00	13.00	13.00	38.33	425.89	0.17	72.40									38.33	425.89	220.00	46.85
2447+96.90	2448+96.90	I-30 RML - TRANSITION	100.00			38.00	422.22	0.05	21.11									38.00	422.22	165.00	34.83
2448+96.90	2536+83.50	I-30 RML - OVERLAY	8810.60	13.00	1145.38	38.33	37523.37	0.17	6378.97									38.33	37523.37	220.00	4127.57
2448+96.90	2536+83.50	I-30 RML - OVERLAY	8810.60			38.00	37200.31	0.05	1860.02									38.00	37200.31	220.00	4092.03
2539+66.50	2552+13.50	I-30 RML - OVERLAY	1247.00	13.00	162.11	38.33	5310.83	0.17	902.84									38.33	5310.83	220.00	584.19
2539+66.50	2552+13.50	I-30 RML - OVERLAY	1247.00			38.00	5265.11	0.05	263.26									38.00	5265.11	220.00	579.16
2558+26.50	2575+03.42	I-30 RML - OVERLAY	1676.92	13.00	218.00	38.33	7141.82	0.17	1214.11									38.33	7141.82	220.00	785.60
2558+26.50	2575+03.42	I-30 RML - OVERLAY	1676.92			38.00	7080.33	0.05	354.02									38.00	7080.33	220.00	778.84
2585+36.50	2620+60.30	I-30 RML - OVERLAY	3528.80	13.00	458.74	38.33	15028.77	0.17	2554.89									38.33	15028.77	220.00	1653.16
2585+36.50	2620+60.30	I-30 RML - OVERLAY	3528.80			38.00	14899.38	0.05	744.97									38.00	14899.38	220.00	1638.93
2620+60.30	2631+25.00	I-30 RML - OVERLAY (INCLUDES AUX. LANE)	1064.70	13.00	138.41	44.83	5303.39	0.17	901.58									44.83	5303.39	220.00	583.37
2620+60.30	2631+25.00	I-30 RML - OVERLAY (INCLUDES AUX. LANE)	1064.70			44.50	5264.35	0.05	263.22									44.50	5264.35	220.00	579.08
2631+25.00	2756+00.00	I-30 RML - OVERLAY	12485.00	13.00	1623.05	38.33	53172.23	0.17	9039.28									38.33	53172.23	220.00	5848.95
2631+25.00	2756+00.00	I-30 RML - OVERLAY	12485.00			38.00	52714.44	0.05	2635.72									38.00	52714.44	220.00	5798.59
2756+00.00	2760+00.00	I-30 RML - TRANSITION	400.00	6.50	26.00	38.33	1703.56	0.17	289.61									38.33	1703.56	220.00	187.39
2756+00.00	2760+00.00	I-30 RML - TRANSITION	400.00			38.00	1688.89	0.05	84.44									38.00	1688.89	110.00	92.89
SUBTOTALS (BOX 1 OF 6):					11006.88		700767.73		87762.47						1213.33		200.20		699554.39		76751.09

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
7-2-18
HUBERT BURNS

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	67	133
				(2)		QUANTITIES		

BASE AND SURFACING (BOX 2 OF 6)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
			FEET	TON / STATION	TON	AVG. WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
MAIN LANES (CONTINUED)																					
1713+00.00	1715+00.00	I-30 LML - TRANSITION	200.00	3.75	7.50	38.00	844.44	0.17	143.55									38.00	844.44	220.00	92.89
1715+00.00	1805+71.94	I-30 LML - OVERLAY	9071.94	7.50	680.40	38.00	38303.75	0.17	6511.64									38.00	38303.75	220.00	4213.41
1805+71.94	1808+51.94	I-30 LML - BRIDGE & APPR. SLAB OVERLAY	280.00			78.00	2426.67	0.17	412.53					39.00	1213.33	330.00	200.20	39.00	1213.33	220.00	133.47
1808+51.94	1877+09.55	I-30 LML - OVERLAY	6852.90	7.50	513.97	38.00	28934.47	0.17	4918.86									38.00	28934.47	220.00	3182.79
1877+09.55	1879+23.55	I-30 LML - BRIDGE & APPR. SLAB OVERLAY	214.00			39.00	927.33	0.17	157.65									39.00	927.33	440.00	204.01
1879+23.55	2074+40.60	I-30 LML - OVERLAY	19499.58	7.50	1462.47	38.00	82331.56	0.17	13996.37									38.00	82331.56	220.00	9056.47
2074+40.60	2082+00.00	I-30 LML - OVERLAY (INCLUDES AUX. LANE)	759.40	7.50	56.96	46.42	3916.82	0.17	665.86									46.42	3916.82	220.00	430.85
2082+00.00	2125+00.00	I-30 LML - OVERLAY	4300.00	7.50	322.50	38.00	18155.56	0.17	3086.45									38.00	18155.56	220.00	1997.11
2125+00.00	2127+00.00	I-30 LML - OVERLAY TRANSITION	200.00	13.00	26.00	38.33	851.78	0.17	144.80									38.33	851.78	220.00	93.70
2125+00.00	2127+00.00	I-30 LML - OVERLAY TRANSITION	200.00			38.00	844.44	0.05	42.22									38.00	844.44	110.00	46.44
2127+00.00	2190+63.97	I-30 LML - OVERLAY	6367.15	13.00	827.73	38.33	27116.98	0.17	4609.89									38.33	27116.98	220.00	2982.87
2127+00.00	2190+63.97	I-30 LML - OVERLAY	6367.15			38.00	26883.52	0.05	1344.18									38.00	26883.52	220.00	2957.19
2190+63.97	2198+32.00	I-30 LML - OVERLAY (INCLUDES AUX. LANE)	768.03	13.00	99.84	46.25	3946.82	0.17	670.96									46.25	3946.82	220.00	434.15
2190+63.97	2198+32.00	I-30 LML - OVERLAY (INCLUDES AUX. LANE)	768.03			45.92	3918.66	0.05	195.93									45.92	3918.66	220.00	431.05
2198+32.00	2439+39.10	I-30 LML - OVERLAY	24102.27	13.00	3133.30	38.33	102648.89	0.17	17450.31									38.33	102648.89	220.00	11291.38
2198+32.00	2439+39.10	I-30 LML - OVERLAY	24102.27			38.00	101765.14	0.05	5088.26									38.00	101765.14	220.00	11194.17
2439+39.10	2440+39.10	I-30 LML - TRANSITION	100.00	13.00	13.00	38.33	425.89	0.17	72.40									38.33	425.89	220.00	46.85
2439+39.10	2440+39.10	I-30 LML - TRANSITION	100.00			38.00	422.22	0.05	21.11									38.00	422.22	165.00	34.83
2440+39.10	2443+39.10	I-30 LML - TRANSITION	300.00	13.00	39.00	38.33	1277.67	0.17	217.20									38.33	1277.67	220.00	140.54
2440+39.10	2443+39.10	I-30 LML - TRANSITION	300.00			38.00	1266.67	0.05	63.33									38.00	1266.67	110.00	69.67
2443+39.10	2444+99.10	I-30 LML - BRIDGE & APPR. SLAB OVERLAY	160.00			39.00	693.33	0.17	117.87									39.00	693.33	220.00	76.27
2443+39.10	2444+99.10	I-30 LML - BRIDGE & APPR. SLAB OVERLAY	160.00			39.00	693.33	0.05	34.67									39.00	693.33	110.00	38.13
2444+99.10	2447+99.10	I-30 LML - TRANSITION	300.00	13.00	39.00	38.33	1277.67	0.17	217.20									38.33	1277.67	220.00	140.54
2444+99.10	2447+99.10	I-30 LML - TRANSITION	300.00			38.00	1266.67	0.05	63.33									38.00	1266.67	110.00	69.67
2447+99.10	2448+99.10	I-30 LML - TRANSITION	100.00	13.00	13.00	38.33	425.89	0.17	72.40									38.33	425.89	220.00	46.85
2447+99.10	2448+99.10	I-30 LML - TRANSITION	100.00			38.00	422.22	0.05	21.11									38.00	422.22	165.00	34.83
2448+99.10	2536+83.50	I-30 LML - OVERLAY	8808.40	13.00	1145.09	38.33	37514.00	0.17	6377.38									38.33	37514.00	220.00	4126.54
2448+99.10	2536+83.50	I-30 LML - OVERLAY	8808.40			38.00	37191.02	0.05	1859.55									38.00	37191.02	220.00	4091.01
2539+66.50	2552+13.50	I-30 LML - OVERLAY	1247.00	13.00	162.11	38.33	5310.83	0.17	902.84									38.33	5310.83	220.00	584.19
2539+66.50	2552+13.50	I-30 LML - OVERLAY	1247.00			38.00	5265.11	0.05	263.26									38.00	5265.11	220.00	579.16
2558+26.50	2575+03.42	I-30 LML - OVERLAY	1676.92	13.00	218.00	38.33	7141.82	0.17	1214.11									38.33	7141.82	220.00	785.60
2558+26.50	2575+03.42	I-30 LML - OVERLAY	1676.92			38.00	7080.33	0.05	354.02									38.00	7080.33	220.00	778.84
2585+36.50	2592+25.00	I-30 LML - OVERLAY	688.50	13.00	89.51	38.33	2932.25	0.17	498.48									38.33	2932.25	220.00	322.55
2585+36.50	2592+25.00	I-30 LML - OVERLAY	688.50			38.00	2907.00	0.05	145.35									38.00	2907.00	220.00	319.77
2592+25.00	2602+79.70	I-30 LML - OVERLAY (INCLUDES AUX. LANE)	1054.70	13.00	137.11	46.81	5485.61	0.17	932.55									46.81	5485.61	220.00	603.42
2592+25.00	2602+79.70	I-30 LML - OVERLAY (INCLUDES AUX. LANE)	1054.70			46.48	5446.94	0.05	272.35									46.48	5446.94	220.00	599.16
2602+79.70	2756+00.00	I-30 LML - OVERLAY	15335.30	13.00	1993.59	38.33	65311.34	0.17	11102.93									38.33	65311.34	220.00	7184.25
2602+79.70	2756+00.00	I-30 LML - OVERLAY	15335.30			38.00	64749.04	0.05	3237.45									38.00	64749.04	220.00	7122.39
2756+00.00	2760+00.00	I-30 LML - TRANSITION	400.00	6.50	26.00	38.33	1703.56	0.17	289.61									38.33	1703.56	330.00	281.09
2756+00.00	2760+00.00	I-30 LML - TRANSITION	400.00			38.00	1688.89	0.05	84.44									38.00	1688.89	110.00	92.89
SUBTOTALS (BOX 2 OF 6):					11006.08		701716.13		87874.40						1213.33		200.20		700502.79		76910.99

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9628
8-2-18
HUBERT BURNS

QUANTITIES

USER: fs513
DESIGN FILE: G:\IBI02200_BBII0I\TRANSP\dgn\quantities\rBBII0I QTY.dgn
PLOTTED: 8/2/2008 14:17
SCALE: 1:1
MODEL: PROPOSED DESIGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	68	133
				(2)		QUANTITIES		

BASE AND SURFACING (BOX 3 OF 6)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON
SIDE ROADS & RAMPS																					
4+98.08	12+55.33	HWY. 371 OVERLAY	757.25	5.00	37.86	40.00	3365.56	0.17	572.15									40.00	3365.56	220.00	370.21
17+44.67	26+98.41	HWY. 371 OVERLAY	953.74	5.00	47.69	40.00	4238.84	0.17	720.60									40.00	4238.84	220.00	466.27
2088+73.82	2092+31.96	HWY. 371 - RAMP 1 GORE OVERLAY	358.14	2.50	8.95	VAR.	665.49	0.17	113.13									VAR.	665.49	220.00	73.20
2092+31.96	2106+72.00	HWY. 371 - RAMP 1 OVERLAY	1440.04	5.00	72.00	25.00	4000.11	0.17	680.02									25.00	4000.11	220.00	440.01
2106+72.00	2107+40.97	HWY. 371 - RAMP 1 RETURN OVERLAY	68.97	5.00	3.45	VAR.	341.09	0.17	57.99									VAR.	341.09	220.00	37.52
2103+90.86	2104+82.93	HWY. 371 - RAMP 2 RETURN OVERLAY	92.07	5.00	4.60	VAR.	561.70	0.17	95.49									VAR.	561.70	220.00	61.79
2104+82.93	2113+45.24	HWY. 371 - RAMP 2 OVERLAY	862.31	5.00	43.12	25.00	2395.31	0.17	407.20									25.00	2395.31	220.00	263.48
2106+72.00	2116+50.00	HWY. 371 - RAMP 2 GORE OVERLAY	978.00	2.50	24.45	VAR.	555.63	0.17	94.46									VAR.	555.63	220.00	61.12
2090+27.98	2091+19.51	HWY. 371 - RAMP 3 RETURN OVERLAY	91.53	5.00	4.58	VAR.	559.85	0.17	95.17									VAR.	559.85	220.00	61.58
2091+19.51	2106+16.75	HWY. 371 - RAMP 3 OVERLAY	1497.24	5.00	74.86	25.00	4159.00	0.17	707.03									25.00	4159.00	220.00	457.49
2106+16.75	2109+76.18	HWY. 371 - RAMP 3 GORE OVERLAY	359.43	2.50	8.99	VAR.	670.10	0.17	113.92									VAR.	670.10	220.00	73.71
2082+00.00	2084+85.21	HWY. 371 - RAMP 4 GORE OVERLAY	285.21	2.50	7.13	VAR.	422.22	0.17	71.78									VAR.	422.22	220.00	46.44
2084+85.21	2092+21.63	HWY. 371 - RAMP 4 OVERLAY	736.42	5.00	36.82	25.00	2045.61	0.17	347.75									25.00	2045.61	220.00	225.02
2092+21.63	2093+20.60	HWY. 371 - RAMP 4 RETURN OVERLAY	98.97	5.00	4.95	VAR.	617.58	0.17	104.99									VAR.	617.58	220.00	67.93
5+12.40	12+12.70	HWY. 19 OVERLAY	700.30	5.00	35.02	40.00	3112.44	0.17	529.11									40.00	3112.44	220.00	342.37
15+43.36	23+16.29	HWY. 19 OVERLAY	772.93	5.00	38.65	40.00	3435.24	0.17	583.99									40.00	3435.24	220.00	377.88
2196+73.82	2200+35.96	HWY. 19 - RAMP 1 GORE OVERLAY	362.14	5.00	18.11	VAR.	679.52	0.17	115.52									VAR.	679.52	440.00	149.49
2200+35.96	2201+35.96	HWY. 19 - RAMP 1 OVERLAY TRANSITION	100.00	9.00	9.00	25.00	277.78	0.17	47.22									25.00	277.78	330.00	45.83
2201+35.96	2212+14.54	HWY. 19 - RAMP 1 OVERLAY	1078.58	5.00	53.93	25.00	2996.06	0.17	509.33									25.00	2996.06	220.00	329.57
2212+14.54	2213+08.87	HWY. 19 - RAMP 1 RETURN OVERLAY	94.33	5.00	4.72	VAR.	546.02	0.17	92.82									VAR.	546.02	220.00	60.06
2209+98.12	2210+62.98	HWY. 19 - RAMP 2 RETURN OVERLAY	64.86	5.00	3.24	VAR.	320.75	0.17	54.53									VAR.	320.75	220.00	35.28
2210+62.98	2220+06.30	HWY. 19 - RAMP 2 OVERLAY	943.32	5.00	47.17	25.00	2620.33	0.17	445.46									25.00	2620.33	220.00	288.24
2220+06.30	2221+06.30	HWY. 19 - RAMP 2 OVERLAY TRANSITION	100.00	9.00	9.00	25.00	277.78	0.17	47.22									25.00	277.78	330.00	45.83
2221+06.30	2224+00.00	HWY. 19 - RAMP 2 GORE OVERLAY	293.70	5.00	14.69	VAR.	512.70	0.17	87.16									VAR.	512.70	440.00	112.79
2213+37.46	2214+25.52	HWY. 19 - RAMP 3 RETURN OVERLAY	88.06	5.00	4.40	VAR.	511.49	0.17	86.95									VAR.	511.49	220.00	56.26
2214+25.52	2224+87.03	HWY. 19 - RAMP 3 OVERLAY	1061.51	5.00	53.08	25.00	2948.64	0.17	501.27									25.00	2948.64	220.00	324.35
2224+87.03	2225+87.03	HWY. 19 - RAMP 3 OVERLAY TRANSITION	100.00	9.00	9.00	25.00	277.78	0.17	47.22									25.00	277.78	330.00	45.83
2225+87.03	2229+58.39	HWY. 19 - RAMP 3 GORE OVERLAY	371.36	5.00	18.57	VAR.	674.93	0.17	114.74									VAR.	674.93	440.00	148.48
2198+32.00	2201+51.52	HWY. 19 - RAMP 4 GORE OVERLAY	319.52	5.00	15.98	VAR.	679.52	0.17	115.52									VAR.	679.52	440.00	149.49
2201+51.52	2202+51.52	HWY. 19 - RAMP 4 OVERLAY TRANSITION	100.00	9.00	9.00	25.00	277.78	0.17	47.22									25.00	277.78	330.00	45.83
2202+51.52	2212+14.54	HWY. 19 - RAMP 4 OVERLAY	963.02	5.00	48.15	25.00	2675.06	0.17	454.76									25.00	2675.06	220.00	294.26
2212+14.54	2217+87.76	HWY. 19 - RAMP 4 RETURN OVERLAY	573.22	5.00	28.66	VAR.	552.56	0.17	93.94									VAR.	552.56	220.00	60.78
8+42.54	16+98.38	HWY. 51 OVERLAY	855.84	5.00	42.79	36.00	3423.36	0.17	581.97									36.00	3423.36	220.00	376.57
19+12.62	29+00.11	HWY. 51 OVERLAY	769.84	5.00	38.49	36.00	3079.36	0.17	523.49									36.00	3079.36	220.00	338.73
2595+28.87	2598+91.14	HWY. 51 - RAMP 1 GORE OVERLAY	362.27	5.00	18.11	VAR.	679.48	0.17	115.51									VAR.	679.48	440.00	149.49
2598+91.14	2599+91.14	HWY. 51 - RAMP 1 OVERLAY TRANSITION	100.00	9.00	9.00	25.00	277.78	0.17	47.22									25.00	277.78	330.00	45.83
2599+91.14	2611+46.63	HWY. 51 - RAMP 1 OVERLAY	1155.49	5.00	57.77	25.00	3209.69	0.17	545.65									25.00	3209.69	220.00	353.07
2611+46.63	2612+70.19	HWY. 51 - RAMP 1 RETURN OVERLAY	123.56	5.00	6.18	VAR.	569.61	0.17	96.83									VAR.	569.61	220.00	62.66
2607+91.40	2608+85.40	HWY. 51 - RAMP 2 RETURN OVERLAY	94.00	5.00	4.70	VAR.	491.58	0.17	83.57									VAR.	491.58	220.00	54.07
2608+85.40	2618+06.51	HWY. 51 - RAMP 2 OVERLAY	921.11	5.00	46.06	25.00	2558.64	0.17	434.97									25.00	2558.64	220.00	281.45
2618+06.51	2619+06.51	HWY. 51 - RAMP 2 OVERLAY TRANSITION	100.00	9.00	9.00	25.00	277.78	0.17	47.22									25.00	277.78	330.00	45.83
2619+06.51	2620+60.30	HWY. 51 - RAMP 2 GORE OVERLAY	153.79	5.00	7.69	VAR.	252.48	0.17	42.92									VAR.	252.48	440.00	55.55
2611+09.32	2612+48.42	HWY. 51 - RAMP 3 RETURN OVERLAY	139.10	5.00	6.96	VAR.	809.42	0.17	137.60									VAR.	809.42	220.00	89.04
2612+48.42	2624+07.91	HWY. 51 - RAMP 3 OVERLAY	1159.49	5.00	57.97	25.00	3220.81	0.17	547.54									25.00	3220.81	220.00	354.29
2624+07.91	2625+07.91	HWY. 51 - RAMP 3 OVERLAY TRANSITION	100.00	9.00	9.00	25.00	277.78	0.17	47.22									25.00	277.78	330.00	45.83
2625+07.91	2628+70.18	HWY. 51 - RAMP 3 GORE OVERLAY	362.27	5.00	18.11	VAR.	679.48	0.17	115.51									VAR.	679.48	440.00	149.49
2602+79.70	2604+33.49	HWY. 51 - RAMP 4 GORE OVERLAY	153.79	5.00	7.69	VAR.	252.48	0.17	42.92									VAR.	252.48	440.00	55.55
2604+33.49	2605+33.49	HWY. 51 - RAMP 4 OVERLAY TRANSITION	100.00	9.00	9.00	25.00	277.78	0.17	47.22									25.00	277.78	330.00	45.83
2605+33.49	2613+11.31	HWY. 51 - RAMP 4 OVERLAY	777.82	5.00	38.89	25.00	2160.61	0.17	367.30									25.00	2160.61	220.00	237.67
2613+12.52	2614+64.56	HWY. 51 - RAMP 4 RETURN OVERLAY	152.04	5.00	7.60	VAR.	831.50	0.17	141.36									VAR.	831.50	220.00	91.47
2742+23.10	2746+72.43	GURDON REST AREA RAMP C-D GORE OVERLAY	449.33	5.00	22.47	VAR.	715.51	0.17	121.64									VAR.	715.51	440.00	157.41
2746+72.43	2749+80.00	GURDON REST AREA RAMP C-D OVERLAY	307.57	13.00	39.98	45.00	1537.85	0.17	261.43									45.00	1537.85	440.00	338.33
2749+80.00	2750+38.01	GURDON REST AREA RAMP C-D OVERLAY TRANS.	58.01	5.00	2.90	45.00	290.05	0.17	49.31									45.00	290.05	330.00	47.86
2750+38.01	2753+80.00	GURDON REST AREA RAMP D OVERLAY TRANS.	341.99	2.50	8.55	VAR.	823.05	0.17	139.92									VAR.	823.05	330.00	135.80
2750+38.01	2752+65.00	GURDON REST AREA RAMP D OVERLAY TRANS.	226.99	2.50	5.67	VAR.	509.47	0.17	86.61									VAR.	509.47	330.00	84.06
SUBTOTALS (BOX 3 OF 6):					**1274.40**		**75180.02**		**12780.59**										**75180.02**		**9214.27**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
5-6-18

QUANTITIES

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\quantities\rBBII0IQTY.dgn
PLOTTED: 8/6/2018 12:06
SCALE: NI
MODEL: PROPOSED DESIGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBIIOI	69	133

(2) QUANTITIES

BASE AND SURFACING (BOX 4 OF 6)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
			FEET	TON / STATION	TON	AVG. WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
ADDITIONAL FOR SHOULDER REHABILITATION																					
1725+82.00	1727+57.00	I-30 RML INSIDE SHOULDER	175.00	71.50	125.13	8.53	165.86	0.05	8.29	4.38	85.17	880.00	37.47	4.15	80.69	330.00	13.31				
1731+10.00	1733+60.00	I-30 RML INSIDE SHOULDER	250.00	71.50	178.75	8.53	236.94	0.05	11.85	4.38	121.67	880.00	53.53	4.15	115.28	330.00	19.02				
1788+28.00	1789+58.00	I-30 LML INSIDE SHOULDER	130.00	71.50	92.95	8.53	123.21	0.05	6.16	4.38	63.27	880.00	27.84	4.15	59.94	330.00	9.89				
1792+56.00	1794+56.00	I-30 LML INSIDE SHOULDER	200.00	71.50	143.00	8.53	189.56	0.05	9.48	4.38	97.33	880.00	42.83	4.15	92.22	330.00	15.22				
1798+74.00	1799+84.00	I-30 LML INSIDE SHOULDER	110.00	71.50	78.65	8.53	104.26	0.05	5.21	4.38	53.53	880.00	23.55	4.15	50.72	330.00	8.37				
1905+34.00	1906+84.00	I-30 RML INSIDE SHOULDER	150.00	71.50	107.25	8.53	142.17	0.05	7.11	4.38	73.00	880.00	32.12	4.15	69.17	330.00	11.41				
1931+74.00	1932+94.00	I-30 RML INSIDE SHOULDER	120.00	71.50	85.80	8.53	113.73	0.05	5.69	4.38	58.40	880.00	25.70	4.15	55.33	330.00	9.13				
1937+02.00	1938+42.00	I-30 RML INSIDE SHOULDER	140.00	71.50	100.10	8.53	132.69	0.05	6.63	4.38	68.13	880.00	29.98	4.15	64.56	330.00	10.65				
1957+75.00	1963+40.00	I-30 RML OUTSIDE SHOULDER	565.00	51.00	288.15	20.53	1288.83	0.05	64.44	10.38	651.63	880.00	286.72	10.15	637.19	330.00	105.14				
1958+14.00	1969+40.00	I-30 RML INSIDE SHOULDER	1126.00	71.50	805.09	8.53	1067.20	0.05	53.36	4.38	547.99	880.00	241.12	4.15	519.21	330.00	85.67				
1964+30.00	1969+20.00	I-30 LML INSIDE SHOULDER	490.00	71.50	350.35	8.53	464.41	0.05	23.22	4.38	238.47	880.00	104.93	4.15	225.94	330.00	37.28				
1972+98.00	1973+98.00	I-30 LML INSIDE SHOULDER	100.00	71.50	71.50	8.53	94.78	0.05	4.74	4.38	48.67	880.00	21.41	4.15	46.11	330.00	7.61				
1979+26.00	1979+91.00	I-30 RML INSIDE SHOULDER	65.00	71.50	46.48	8.53	61.61	0.05	3.08	4.38	31.63	880.00	13.92	4.15	29.97	330.00	4.95				
1983+44.00	1989+82.00	I-30 LML INSIDE SHOULDER	638.00	71.50	456.17	8.53	604.68	0.05	30.23	4.38	310.49	880.00	136.62	4.15	294.19	330.00	48.54				
1984+54.00	1985+39.00	I-30 RML INSIDE SHOULDER	85.00	71.50	60.78	8.53	80.56	0.05	4.03	4.38	41.37	880.00	18.20	4.15	39.19	330.00	6.47				
1989+70.00	1991+30.00	I-30 RML INSIDE SHOULDER	160.00	71.50	114.40	8.53	151.64	0.05	7.58	4.38	77.87	880.00	34.26	4.15	73.78	330.00	12.17				
1995+10.00	1998+10.00	I-30 RML INSIDE SHOULDER	300.00	71.50	214.50	8.53	284.33	0.05	14.22	4.38	146.00	880.00	64.24	4.15	138.33	330.00	22.82				
1999+26.00	2000+31.00	I-30 LML INSIDE SHOULDER	105.00	71.50	75.08	8.53	99.52	0.05	4.98	4.38	51.10	880.00	22.48	4.15	48.42	330.00	7.99				
2005+54.00	2010+54.00	I-30 RML INSIDE SHOULDER	500.00	71.50	357.50	8.53	473.89	0.05	23.69	4.38	243.33	880.00	107.07	4.15	230.56	330.00	38.04				
2010+60.00	2016+10.00	I-30 LML INSIDE SHOULDER	550.00	71.50	393.25	8.53	521.28	0.05	26.06	4.38	267.67	880.00	117.77	4.15	253.61	330.00	41.85				
2036+00.00	2042+50.00	I-30 LML INSIDE SHOULDER	650.00	71.50	464.75	8.53	616.06	0.05	30.80	4.38	316.33	880.00	139.19	4.15	299.72	330.00	49.45				
2037+22.00	2041+62.00	I-30 RML INSIDE SHOULDER	440.00	71.50	314.60	8.53	417.02	0.05	20.85	4.38	214.13	880.00	94.22	4.15	202.89	330.00	33.48				
2047+26.00	2048+76.00	I-30 RML INSIDE SHOULDER	150.00	71.50	107.25	8.53	142.17	0.05	7.11	4.38	73.00	880.00	32.12	4.15	69.17	330.00	11.41				
2051+07.00	2080+68.00	I-30 RML INSIDE SHOULDER	2961.00	71.50	2117.12	8.53	2806.37	0.05	140.32	4.38	1441.02	880.00	634.05	4.15	1365.35	330.00	225.28				
2076+46.00	2079+46.00	I-30 LML INSIDE SHOULDER	300.00	71.50	214.50	8.53	284.33	0.05	14.22	4.38	146.00	880.00	64.24	4.15	138.33	330.00	22.82				
2083+24.00	2084+74.00	I-30 LML INSIDE SHOULDER	150.00	71.50	107.25	8.53	142.17	0.05	7.11	4.38	73.00	880.00	32.12	4.15	69.17	330.00	11.41				
2148+22.00	2150+27.00	I-30 RML INSIDE SHOULDER	205.00	71.50	146.58	8.69	197.94	0.05	9.90	4.46	101.59	880.00	44.70	4.23	96.35	330.00	15.90				
2195+74.00	2197+19.00	I-30 RML INSIDE SHOULDER	145.00	71.50	103.68	8.69	140.01	0.05	7.00	4.46	71.86	880.00	31.62	4.23	68.15	330.00	11.24				
2237+98.00	2252+98.00	I-30 RML INSIDE SHOULDER	1500.00	71.50	1072.50	8.69	1448.33	0.05	72.42	4.46	743.33	880.00	327.07	4.23	705.00	330.00	116.33				
2243+26.00	2246+26.00	I-30 LML INSIDE SHOULDER	300.00	71.50	214.50	8.69	289.67	0.05	14.48	4.46	148.67	880.00	65.41	4.23	141.00	330.00	23.27				
2253+82.00	2255+27.00	I-30 LML INSIDE SHOULDER	145.00	71.50	103.68	8.69	140.01	0.05	7.00	4.46	71.86	880.00	31.62	4.23	68.15	330.00	11.24				
2261+62.00	2264+42.00	I-30 RML INSIDE SHOULDER	280.00	71.50	200.20	8.69	270.36	0.05	13.52	4.46	138.76	880.00	61.05	4.23	131.60	330.00	21.71				
2269+66.00	2275+66.00	I-30 RML INSIDE SHOULDER	600.00	71.50	429.00	8.69	579.33	0.05	28.97	4.46	297.33	880.00	130.83	4.23	282.00	330.00	46.53				
2269+66.00	2272+66.00	I-30 RML INSIDE SHOULDER	300.00	71.50	214.50	8.69	289.67	0.05	14.48	4.46	148.67	880.00	65.41	4.23	141.00	330.00	23.27				
2280+10.00	2283+22.00	I-30 RML INSIDE SHOULDER	312.00	71.50	223.08	8.69	301.25	0.05	15.06	4.46	154.61	880.00	68.03	4.23	146.64	330.00	24.20				
2285+50.00	2288+80.00	I-30 LML INSIDE SHOULDER	330.00	71.50	235.95	8.69	318.63	0.05	15.93	4.46	163.53	880.00	71.95	4.23	155.10	330.00	25.59				
2290+66.00	2297+56.00	I-30 RML INSIDE SHOULDER	690.00	71.50	493.35	8.69	666.23	0.05	33.31	4.46	341.93	880.00	150.45	4.23	324.30	330.00	53.51				
2301+34.00	2307+34.00	I-30 LML INSIDE SHOULDER	600.00	71.50	429.00	8.69	579.33	0.05	28.97	4.46	297.33	880.00	130.83	4.23	282.00	330.00	46.53				
2306+50.00	2309+65.00	I-30 RML INSIDE SHOULDER	315.00	71.50	225.23	8.69	304.15	0.05	15.21	4.46	156.10	880.00	68.68	4.23	148.05	330.00	24.43				
* ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER							75.00				250.00				100.00				
ADDITIONAL FOR OUTSIDE LANE REHABILITATION																					
1801+05.00	1805+57.00	I-30 LML OUTSIDE LANE	452.00			24.00	1205.33	0.05	60.27	12.00	602.67	550.00	165.73	12.00	602.67	330.00	99.44				
1808+52.00	1812+15.00	I-30 LML OUTSIDE LANE	363.00			24.00	968.00	0.05	48.40	12.00	484.00	550.00	133.10	12.00	484.00	330.00	79.86				
1875+55.00	1877+13.00	I-30 LML OUTSIDE LANE	158.00			24.00	421.33	0.05	21.07	12.00	210.67	550.00	57.93	12.00	210.67	330.00	34.76				
1879+24.00	1883+50.00	I-30 LML OUTSIDE LANE	426.00			24.00	1136.00	0.05	56.80	12.00	568.00	550.00	156.20	12.00	568.00	330.00	93.72				
1932+10.00	1953+25.00	I-30 LML OUTSIDE LANE	2115.00			24.00	5640.00	0.05	282.00	12.00	2820.00	550.00	775.50	12.00	2820.00	330.00	465.30				
2180+35.00	2210+45.00	I-30 LML OUTSIDE LANE	3013.18			24.00	8035.15	0.05	401.76	12.00	4017.57	550.00	1104.83	12.00	4017.57	330.00	662.90				
* ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER							100.00				300.00				150.00				
SUBTOTALS (BOX 4 OF 6):					**11561.60**		**33739.99**		**1862.01**		**17078.68**		**6628.64**		**16661.29**		**2999.11**				

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

QUANTITIES

USER: fs5j3
DESIGN FILE: G:\18102200.BBIIOI\TRANSP\dgn\quantities\rBBIIOI QTY.dgn
PLOTTED: 8/2/2018 14:18
SCALE: 1:1
MODEL: PROPOSED DESIGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBIIOI	70	133
				(2)		QUANTITIES		

BASE AND SURFACING (BOX 5 OF 6)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
			FEET	TON / STATION	TON	AVG. WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
ADDITIONAL FOR GUARDRAIL WIDENING																					
1803+01.72	1806+84.47	RML LT.	382.75			5.76	244.96	0.17	41.64									5.76	244.96	220.00	26.95
1803+83.70	1807+10.45	RML RT.	326.75			5.26	190.97	0.17	32.46									5.26	190.97	220.00	21.01
1808+09.55	1811+36.30	LML LT.	326.75			5.26	190.97	0.17	32.46									5.26	190.97	220.00	21.01
1808+35.53	1812+18.28	LML RT.	382.75			5.76	244.96	0.17	41.64									5.76	244.96	220.00	26.95
1873+87.29	1877+70.04	RML LT.	382.75			5.76	244.96	0.17	41.64									5.76	244.96	220.00	26.95
1874+53.31	1877+80.06	RML RT.	326.75			5.26	190.97	0.17	32.46									5.26	190.97	220.00	21.01
1878+89.96	1882+16.71	LML LT.	326.75			5.26	190.97	0.17	32.46									5.26	190.97	220.00	21.01
1878+99.94	1882+82.69	LML RT.	382.75			5.76	244.96	0.17	41.64									5.76	244.96	220.00	26.95
2022+91.03	2026+45.00	RML RT.	353.97			5.45	214.35	0.17	36.44									5.45	214.35	220.00	23.58
2025+55.00	2029+08.98	LML LT.	353.98			5.45	214.35	0.17	36.44									5.45	214.35	220.00	23.58
2303+42.48	2306+59.07	RML RT.	316.59			5.33	187.49	0.17	31.87									5.33	187.49	440.00	41.25
2304+31.00	2308+10.00	RML LT.	379.00			5.45	229.51	0.17	39.02									5.45	229.51	440.00	50.49
2307+95.00	2311+79.00	LML RT.	378.99			5.77	242.97	0.17	41.30									5.77	242.97	440.00	53.45
2309+02.43	2312+19.03	LML LT.	316.60			5.33	187.50	0.17	31.88									5.33	187.50	440.00	41.25
2439+84.80	2443+61.55	RML LT.	376.75			4.85	203.03	0.17	34.52									4.85	203.03	440.00	44.67
2440+40.80	2443+61.55	RML RT.	320.75			4.35	155.03	0.17	26.36									4.35	155.03	440.00	34.11
2444+74.00	2448+56.75	LML LT.	382.75			5.72	243.26	0.17	41.35									5.72	243.26	440.00	53.52
2444+74.00	2448+50.75	LML RT.	376.75			4.85	203.03	0.17	34.52									4.85	203.03	440.00	44.67
2480+51.18	2486+53.31	RML LT.	602.13			5.24	350.57	0.17	59.60									5.24	350.57	440.00	77.13
2481+27.13	2484+44.00	RML RT.	316.87			5.32	187.31	0.17	31.84									5.32	187.31	440.00	41.21
2483+51.29	2489+59.87	LML RT.	608.58			5.69	384.76	0.17	65.41									5.69	384.76	440.00	84.65
2485+72.80	2488+89.67	LML LT.	316.87			5.32	187.31	0.17	31.84									5.32	187.31	440.00	41.21
2533+37.21	2537+20.00	RML LT.	382.79			5.52	234.78	0.17	39.91									5.52	234.78	440.00	51.65
2533+93.21	2537+20.00	RML RT.	326.79			5.02	182.28	0.17	30.99									5.02	182.28	440.00	40.10
2539+30.00	2543+12.80	LML RT.	382.80			5.52	234.78	0.17	39.91									5.52	234.78	440.00	51.65
2539+30.00	2542+56.80	LML LT.	326.80			5.02	182.28	0.17	30.99									5.02	182.28	440.00	40.10
2548+67.21	2552+50.00	RML LT.	382.79			5.52	234.78	0.17	39.91									5.52	234.78	440.00	51.65
2549+23.21	2552+50.00	RML RT.	326.79			5.02	182.28	0.17	30.99									5.02	182.28	440.00	40.10
2557+90.00	2561+72.80	LML RT.	382.80			5.52	234.78	0.17	39.91									5.52	234.78	440.00	51.65
2557+90.00	2561+16.80	LML LT.	326.80			5.02	182.28	0.17	30.99									5.02	182.28	440.00	40.10
2571+57.11	2575+39.92	RML LT.	382.81			5.52	234.79	0.17	39.91									5.52	234.79	440.00	51.65
2572+13.11	2575+39.92	RML RT.	326.81			5.02	182.29	0.17	30.99									5.02	182.29	440.00	40.10
2585+00.00	2588+82.80	LML RT.	382.80			5.52	234.78	0.17	39.91									5.52	234.78	440.00	51.65
2585+00.00	2588+26.80	LML LT.	326.80			5.02	182.28	0.17	30.99									5.02	182.28	440.00	40.10
2606+77.00	2612+49.12	RML LT.	577.12			5.22	334.73	0.17	56.90									5.22	334.73	440.00	73.64
2608+11.33	2611+10.00	RML RT.	298.67			2.49	82.63	0.17	14.05									2.49	82.63	440.00	18.18
2609+77.43	2616+05.01	LML RT.	632.58			5.25	369.01	0.17	62.73									5.25	369.01	440.00	81.18
2611+45.00	2614+62.77	LML LT.	317.77			2.46	86.86	0.17	14.77									2.46	86.86	440.00	19.11
8+34.15	12+30.88	HWY. 371 RT.	396.73			2.93	129.16	0.17	21.96									2.93	129.16	220.00	14.21
9+19.25	12+65.98	HWY. 371 LT.	346.73			2.92	112.49	0.17	19.12									2.92	112.49	220.00	12.37
17+34.02	24+05.75	HWY. 371 RT.	671.73			2.96	220.92	0.17	37.56									2.96	220.92	220.00	24.30
17+69.12	23+15.85	HWY. 371 LT.	546.73			2.95	179.21	0.17	30.47									2.95	179.21	220.00	19.71
9+23.91	12+12.60	HWY. 19 RT.	288.69			3.09	99.12	0.17	16.85									3.09	99.12	220.00	10.90
9+39.48	12+01.04	HWY. 19 LT.	261.56			3.71	107.82	0.17	18.33									3.71	107.82	220.00	11.86
15+48.71	18+61.90	HWY. 19 LT.	313.19			4.06	141.28	0.17	24.02									4.06	141.28	220.00	15.54
15+59.48	18+70.89	HWY. 19 RT.	311.41			2.52	87.19	0.17	14.82									2.52	87.19	220.00	9.59
14+01.15	16+89.54	HWY. 51 RT.	288.39			3.02	96.77	0.17	16.45									3.02	96.77	220.00	10.64
15+64.05	16+89.90	HWY. 51 LT.	125.85			2.01	28.11	0.17	4.78									2.01	28.11	220.00	3.09
19+21.21	22+55.31	HWY. 51 LT.	334.10			2.27	84.27	0.17	14.33									2.27	84.27	220.00	9.27
19+21.10	20+17.16	HWY. 51 RT.	96.06			2.18	23.27	0.17	3.96									2.18	23.27	220.00	2.56
SUBTOTALS (BOX 5 OF 6):							9619.41		1635.29										9619.41		1733.26

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURKS

QUANTITIES

USER: fs513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\quantities\rBBIIOI QTY.dgn
PLOTTED: 8/2/2018 14:18
SCALE: 1:1
MODEL: PROPOSED DESIGN

G:\18102200_BBIIOI\TRANSP\dgn\quantities\rBBIIOI QTY.dgn 8/2/2018 14:18

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBIIOI	71	133
				(2)	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS

BASE AND SURFACING (BOX 6 OF 6)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
			FEET	TON / STATION	TON	AVG. WID. FEET	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON
ADDITIONAL FOR SUPERELEVATION																					
2690+22.10	2693+72.10	LML	350.00	4.50	15.75																
2693+72.10	2708+40.40	LML	1468.30	9.00	132.15																
2708+40.40	2711+90.40	LML	350.00	4.50	15.75																
2751+70.10	2754+70.10	LML	300.00	4.50	13.50																
2754+70.10	2756+00.00	LML	129.90	9.00	11.69																
2707+86.10	2711+36.10	RML	350.00	4.50	15.75																
2711+36.10	2720+67.80	RML	931.70	9.00	83.85																
2720+67.80	2724+17.80	RML	350.00	4.50	15.75																
ADDITIONAL FOR EXISTING NOVA CHIP LOCATIONS																					
2201+23.00	2756+00.00	I-30 RML	55512.46			25.00	154201.28	0.05	7710.06									25.00	154201.28	68.75	5300.67
2203+87.00	2631+55.00	I-30 LML	42803.46			25.00	118898.50	0.05	5944.93									25.00	118898.50	68.75	4087.14
ADDITIONAL FOR MEDIAN CROSSINGS																					
1868+25.00		MEDIAN CROSSING	108.00	5.00	5.40	VAR.	237.26	0.17	40.33									VAR.	237.26	220.00	26.10
1950+67.00		MEDIAN CROSSING	108.00	5.00	5.40	VAR.	237.26	0.17	40.33									VAR.	237.26	220.00	26.10
2353+05.00		MEDIAN CROSSING	156.00	5.00	7.80	VAR.	315.59	0.17	53.65									VAR.	315.59	220.00	34.71
2513+77.00		MEDIAN CROSSING	50.00	5.00	2.50	VAR.	130.60	0.17	22.20									VAR.	130.60	220.00	14.37
2732+66.00		MEDIAN CROSSING	111.00	5.00	5.55	VAR.	235.20	0.17	39.98									VAR.	235.20	220.00	25.87
SUBTOTALS (BOX 1 OF 6):					**11006.88**		**700767.73**		**87762.47**						**1213.33**		**200.20**		**699554.39**		**76751.09**
SUBTOTALS (BOX 2 OF 6):					**11006.08**		**701716.13**		**87874.40**						**1213.33**		**200.20**		**700502.79**		**76910.99**
SUBTOTALS (BOX 3 OF 6):					**1274.40**		**75180.02**		**12780.59**										**75180.02**		**9214.27**
SUBTOTALS (BOX 4 OF 6):					**11561.60**		**33739.99**		**1862.01**		**17078.68**		**6628.64**		**16661.29**		**2999.11**				
SUBTOTALS (BOX 5 OF 6):							**9619.41**		**1635.29**										**9619.41**		**1733.26**
SUBTOTALS (BOX 6 OF 6):					**330.84**		**274255.69**		**13851.48**										**274255.69**		**9514.96**
TOTALS:					**35179.80**		**1795278.97**		**205766.24**		**17078.68**		**6628.64**		**19087.95**		**3399.51**		**1759112.30**		**174124.57**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.6% MIN. AGGR.....4.4% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.0% MIN. AGGR.....4.0% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES

USER: fe513
DESIGN FILE: G:\18102200_BBII01\TRANSP\dgn\quantities\rBBII01QTY.dgn
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MODEL: PROPOSED DESIGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
4	ARK.			
JOB NO.		BBIIOI	72	133
① 05055, 05060, 05061, 05063, A&B5020, A&B5021, A&B5022, A&B5056, A&B5058, A&B5118		BRIDGE QUANTITIES		59136

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. BBIIOI

LOG MILE	UNIT OF STRUCTURE	ITEM NO.	SP & 509	802	803	803	804	809	SP JOB BBIIOI	SP JOB BBIIOI	SP JOB BBIIOI	SP JOB BBIIOI	SP JOB BBIIOI
		ITEM	JOINT REHABILITATION (TYPE A)	GROOVING	CLASS 1 PROTECTIVE SURFACE TREATMENT	CLASS 3 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GRADE 60)	SILICONE JOINT SEALANT ②	HYDRODEMOLITION	BRIDGE DECK REPAIR	LATEX MODIFIED CONCRETE OVERLAY (1½" THICK)	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY
		UNIT	LIN. FT.	SQ. YD.	GAL.	LIN. FT.	LBS.	LIN. FT.	SQ. YD.	SQ. FT.	SQ. YD.	SQ. FT.	SQ. YD.
36.34	EXISTING BRIDGE NO. 05055			1000.1	22.4	720	500		1120	1512	1124		
42.46	EXISTING BRIDGE NO. 05060			1284.6	28.7	925	500		1439	1942	1443		
43.95	EXISTING BRIDGE NO. 05061			1948.9	42.1	974	500		2111	2850	2116		
46.19	EXISTING BRIDGE NO. 05063			1314.3	28.4	657	500	164	1424	1922	1427		
52.27	EXISTING BRIDGE NO. A5020		320				357					420	933
52.55	EXISTING BRIDGE NO. A5021		760				918					1080	2400
52.97	EXISTING BRIDGE NO. A5022		960				1632	162				1920	4267
38.42	EXISTING BRIDGE NO. A5056		326				348					410	910
39.77	EXISTING BRIDGE NO. A5058		281				239					281	624
50.49	EXISTING BRIDGE NO. A5118		156				149					176	390
52.27	EXISTING BRIDGE NO. B5020		320				357					420	933
52.55	EXISTING BRIDGE NO. B5021		760				918					1080	2400
52.97	EXISTING BRIDGE NO. B5022		960				1632	162				1920	4267
38.42	EXISTING BRIDGE NO. B5056		326				348					410	910
39.77	EXISTING BRIDGE NO. B5058		281				239					281	624
50.49	EXISTING BRIDGE NO. B5118		156				149					176	390
	TOTALS FOR JOB NO. BBIIOI		5606	5547.9	121.6	3276	9286 ①	488	6094	8226 ①	6110	8574 ①	19048

① QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.
② SEE "POURED SILICONE JOINT SEAL DETAILS" DWG. NO. 59139 FOR DETAILS.

NOTES:

EXISTING BRIDGE DECKS FOR BRIDGE NOS. 05055 AND 05060 HAVE REMNANTS OF AN ASPHALT OVERLAY NEAR THE BRIDGE ENDS.

EXISTING BRIDGE DECKS FOR BRIDGE NOS. A&B5056 HAVE APPROXIMATELY 5" OF ASPHALT OVERLAY.

EXISTING BRIDGE DECKS FOR BRIDGE NOS. A&B5058 HAVE APPROXIMATELY 4" OF ASPHALT OVERLAY.

EXISTING BRIDGE DECKS FOR BRIDGE NOS. A&B5118 HAVE APPROXIMATELY 2" OF ASPHALT OVERLAY.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11856
CHARLES A. WIPF
08/06/18

SCHEDULE OF BRIDGE QUANTITIES
HWY. 299 - GURDON REST AREA (S)
HEMPSTEAD, NEVADA, AND CLARK COUNTIES
ROUTE 30 SECS. 12, 13, & 14

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BWC DATE: 04-11-18
CHECKED BY: CAW DATE: 04-18-18
DESIGNED BY: KRM DATE: 04-04-18
FILENAME: bbiiOI_ql.dgn
SCALE: NO SCALE

BRIDGE NOS. 05055, 05060, 05061, 05063, A&B5020, A&B5021, A&B5022, A&B5056, A&B5058, A&B5118

DRAWING NO. 59136

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DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\bridge\bbiiOI_ql.dgn
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SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	SPECIAL CLEARING	1270	STATION
202	REMOVAL AND DISPOSAL OF BARRIER WALL	188	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	15917	LIN. FT.
SP	REMOVAL AND DISPOSAL OF PLOWABLE PAVEMENT MARKER	2550	EACH
210	UNCLASSIFIED EXCAVATION	8600	CU. YD.
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	35180	TON
309	PORTLAND CEMENT CONCRETE BASE (8" UNIFORM THICKNESS)	9527	SQ. YD.
SS & 401	TACK COAT	206243	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	6364	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")	265	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	3250	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	150	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	165070	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	9055	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	350148	SQ. YD.
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	300	TON
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	3354	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	2	EACH
SS & 604	TRAFFIC DRUMS	370	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	9453	LIN. FT.
604	RELOCATING PRECAST CONCRETE BARRIER	33240	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	741651	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	70540	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	6800	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	64696	LIN. FT.
604	ADVANCE WARNING ARROW PANEL	160	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	52	WEEK
611	UNDERDRAIN OUTLET PROTECTORS	10	EACH
611	4" PIPE UNDERDRAINS	500	LIN. FT.
SP	FLUSHING UNDERDRAIN	62000	LIN. FT.
617	GUARDRAIL (TYPE A)	12225	LIN. FT.
617	TERMINAL ANCHOR POSTS (TYPE 1)	8	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)	50	EACH
617	THRIE BEAM GUARDRAIL TERMINAL	42	EACH
621	SILT FENCE	1000	LIN. FT.
621	SAND BAG DITCH CHECKS	24816	BAG
621	SEDIMENT BASIN	500	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	500	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	2108	CU. YD.
SS & 621	FILTER SOCK (18")	1548	LIN. FT.
621	WATTLE (20")	3285	LIN. FT.
631	CONCRETE BARRIER WALL (PIER PROTECTION TYPE A-1; MASH TL-4)	188	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	447601	LIN. FT.
SP	PORTABLE TRAFFIC SIGNAL SYSTEM - ACTUATED	1.00	LUMP SUM
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	11717	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	14563	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	278759	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")	5980	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	225679	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	3525	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER	8	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	16	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	14	EACH
	STRUCTURES OVER 20' SPAN		
SP & 509	JOINT REHABILITATION (TYPE A)	5606	LIN. FT.
802	GROOVING	5547.9	SQ. YD.
803	CLASS 1 PROTECTIVE SURFACE TREATMENT	121.6	GAL.
803	CLASS 3 PROTECTIVE SURFACE TREATMENT	3276	LIN. FT.
804	REINFORCING STEEL-BRIDGE (GRADE 60)	9286	POUND
809	SILICONE JOINT SEALANT	488	LIN. FT.
SP	HYDRODEMOLITION	6094	SQ. YD.
SP	BRIDGE DECK REPAIR	8226	SQ. FT.
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	8574	SQ. FT.
SP	LATEX MODIFIED CONCRETE OVERLAY (1 1/2" THICK)	6110	SQ. YD.
SP	POLYMER OVERLAY	19048	SQ. YD.

REVISIONS

DATE	REVISION	SHEET NUMBER
8-21-18	REVISED BRIDGE DRAWING NUMBER FOR SH. NO. 130 ON SHEET 2. REVISED SITE USE (A+B+C METHOD)-CALENDAR DAY CONTRACT SPECIAL PROVISION & ADDED PRICE ADJUSTMENT FOR ASPHALT BINDER SPECIAL PROVISION ON SHEET 3. ADDED DIMENSIONS & ARROWS ON SHEET NO. 56. ADDED HATCH PATTERN FOR UNDERCUT & RECONST. OF SHLD. ON SHEETS 78,81-87,89,91-95.	2,3,56,73,78,81-87,89, 91-95
8-23-18	ADDED LIQUID ANTI-STRIPPING ADDITIVE SPECIAL PROVISION.	3,73
8-31-18	REVISED CONSTRUCTION PAVEMENT MARKINGS & REMOVABLE CONSTRUCTION PAVEMENT MARKINGS QUANTITIES	57,62,73

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9629
ROBERT T. BURNS
8-31-18

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
8-21-18			
8-23-18			
8-31-18			

(2) SUMMARY OF QUANTITIES AND REVISIONS

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		73	133
JOB NO.	BBI101			

SUMMARY OF QUANTITIES AND REVISIONS

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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.		BBII0I	74	133
				(2)		PLAN SHEETS		

50 25 0 25 50 100

STA. 14+12.98 BR. END
362.42' BRIDGE NO 05055
28'-0" CLEAR ROADWAY
STA. 17+75.40 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

C.L. I-30
PI = 1676+63.59
Δ = 11°02'00.0" LT.
D = 00°15'00"
T = 2213.51'
L = 4413.33'
PC = 1654+50.08
PT = 1698+63.41

STA. 1697+84 IN PLACE
30" x 100' R.C. PIPE CULVERT
(30° LT. FWD. SKEW)
W/HDWLS.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-2-18

1690

1695

1705

299

EMMET ROAD

P.T. 1698+63.41

N11°16'36"W

N49°36'13"E

C. L. I-30

N49°36'13"E

STA. 1696+35.54
BEGIN JOB BBII0I
& BEGIN EXCEPTION
LOG MILE 36.34

BR. NO. 05055

C.L. MED. I-30 STA. 1696+35.54 =
STA. 15+94.19 HWY. 299
Δ = 61°27'00"

299

I-30

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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.		BBIIOI	75	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STA. 1715+00 IN PLACE
TYPE R DROP INLET IN MED.
H = 4'-10" WITH
30" x 174' R.C. PIPE INLET LT. &
30" x 194' R.C. PIPE OUTLET RT.
(45° RT. FWD. SKEW)
D.A. = 13.5 AC. C=0.6
RETAIN

STA. 1718+70 IN PLACE
4' x 3' x 290' R.C. BOX CULVERT
(30° LT. FWD. SKEW)
TYPE T DROP INLET IN MED.
H = 5'-0"
D.A. = 55 AC. C=0.6
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

1705 RAMP-3 1710 1715 1720

C. L. I-30

N49°36'13"E

STA. 1715+00.00
END EXCEPTION &
BEGIN I-30 REHAB
LOG MILE 36.69

1720 1725 1730 1735

C. L. I-30

N49°36'13"E

+82 +57 +10 +60

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

STA. 1724+00 IN PLACE
24" x 96' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANES
RETAIN

STA. 1729+00 IN PLACE
24" x 108' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANES
RETAIN

I-30

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STA. 1736+85 IN PLACE
DBL. 12' x 6' x 381' R.C. BOX CULVERT
(45° RT. FWD. SKEW)
TYPE T DROP INLET IN MED.
H = 5'-0"
D.A. = 990 Q50 = 1108 CFS
RETAIN

50 25 0 25 50 100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	76	133
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9620
8-2-18
HUBERT BURNS

1735 1740 1745 1750

25' VEGETATED BUFFER

C. L. I-30

N49°36'13"E

1750 1755 1760 1765

C. L. I-30

N49°36'13"E

I-30

USER: fs513
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MODEL: PLAN AND PROFILE SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	77	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STA 1766+58 IN PLACE
48" x 128' R.C. PIPE CULVERT
(30° RT. FWD. SKEW)
W/HDWLS. UNDER LT. LANE
RETAIN

STA 1773+00 IN PLACE
4' x 4' x 253' R.C. BOX CULVERT
D.A. = 73 AC. Q50 = 216 CFS
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9620
HUBERT BURNS

1765 1770 1775 1780

C. L. I-30
N49°36'13"E

STA 1767+40 IN PLACE
48" x 104' R.C. PIPE CULVERT
(30° RT. FWD. SKEW)
W/HDWLS. UNDER RT. LANE
RETAIN

STA 1774+00 IN PLACE
24" x 100' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANE
RETAIN

1780 1785 1790 1795

+28 +58 +56 +56

C. L. I-30
N49°36'13"E

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

I-30

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\p&p\rBB1101PL03.dgn
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MODEL: PLAN AND PROFILE SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BBIIOI	78	133
				(2)		PLAN SHEETS		

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
1803+66	1806+84	R.M.L.-LT.	319
1804+42	1807+10	R.M.L.-RT.	269
1808+10	1810+78	L.M.L.-LT.	269
1808+36	1811+54	L.M.L.-RT.	319

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
1803+66	1806+84	RML-LT.	250 LIN.FT.	1 EACH	1 EACH
1804+42	1807+10	RML-RT.	200 LIN.FT.	1 EACH	1 EACH
1808+10	1810+78	LML-LT.	200 LIN.FT.	1 EACH	1 EACH
1808+36	1811+54	LML-RT.	250 LIN.FT.	1 EACH	1 EACH

STA 1796+00 IN PLACE
24" x 102' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
RETAIN

50 25 0 25 50 100

STA. 1806+06.94 BR. END
210.00' BRIDGE NO. A5056
39'-0" CLEAR ROADWAY
STA. 1808+16.94 BR. END
POLYMER OVERLAY

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

1795 1800 1805 1810

+05 +57 +74 +84 +52

BR. END STA. 1806+06.94

BR. END STA. 1808+16.94

BR. NO. A5056

CARUSE CREEK

C. L. I-30

N49°36'13"E

25' VEGETATED BUFFER

BR. NO. B5056

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

OUTSIDE LANE REHABILITATION
SEE SPECIAL DETAILS

STA 1806+00 IN PLACE
36" X 28' C.G.M. PIPE CULVERT
W/HDWL. AT INLET &
AUTOMATIC FLOOD GATE OUTLET
RETAIN

BR. END STA. 1807+03.06

STA. 1807+03.06 BR. END
210.00' BRIDGE NO. B5056
39'-0" CLEAR ROADWAY
STA. 1809+13.06 BR. END
POLYMER OVERLAY

BR. END STA. 1809+13.06

STA 1815+25 IN PLACE
8' x 5' x 285' R.C. BOX CULV'T.
TYPE T DROP INLET IN MED.
H = 1'-4"
D.A. = 260 AC. Q50= 363 CFS
RETAIN

1810 1815 1820 1825

+15

C. L. I-30

N49°36'13"E

STA 1815+25 IN PLACE
8' x 5' x 285' R.C. BOX CULVERT
TYPE T DROP INLET IN MED.
H = 1'-4"
D.A. = 260 AC. Q50= 363 CFS
RETAIN

I-30

USER: fes13
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\p&p\rBBIIOIPL04.dgn
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SCALE: 1:100

MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	79	133
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

STA 1839+45 IN PLACE
5' x 5' x 99.5' R.C. BOX CULVERT
(30° LT. FWD. SKEW)
UNDER LT. LANE
D.A. = 141 AC. Q50 = 327 CFS
RETAIN

1825 1830 1835 1840

C. L. I-30
N49°36'13"E

STA 1838+60 IN PLACE
5' x 5' x 99.5' R.C. BOX CULVERT
(30 LT. FWD. SKEW)
UNDER RT. LANE
D.A. = 146 AC. Q50 = 339 CFS
RETAIN

1840 1845 1850

EQUATION
C.L. MED. I-30 STA. 1854+95.29 BK. =
STA. 1855+00.00 AHD. =
STA. 20+00.00 CO. RD. 55
Δ = 90°00'00"

COUNTY ROAD 55
N40°23'47"W
BR. NO. 05057

C. L. I-30
N49°36'13"E

STA. 18+42.75 BR. END
314.50' BRIDGE NO. 05057
28'-0" CLEAR ROADWAY
STA. 21+57.25 BR. END
RETAIN

I-30

USER: fe513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\p&p\rBB1101PL05.dgn
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MODEL: PLAN AND PROFILE SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBIIOI	80	133
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9629
HUBERT BURNS

STA. 18+42.75 BR. END
314.50' BRIDGE NO. 05057
28'-0" CLEAR ROADWAY
STA. 21+57.25 BR. END
RETAIN

EQUATION
C.L. MED. I-30 STA. 1854+95.29 BK. =
STA. 1855+00.00 AHD. =
STA. 20+00.00 CO. RD. 55
Δ = 90°00'00"

COUNTY ROAD 55

N40°23'47"W

BR. NO. 05057

1860

1865

1870

C. L. I-30

N49°36'13"E

EXISTING EMERGENCY CROSSING

STA 1868+00 IN PLACE
24" x 86' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANE
D.A.=3 AC. C=0.6
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
1874+51	1877+70	R.M.L.-LT.	319
1875+11	1877+80	R.M.L.-RT.	269
1878+90	1881+59	L.M.L.-LT.	269
1879+00	1882+19	L.M.L.-RT.	319

STA. 1877+44.55 BR. END
144.00' BRIDGE NO. A5058
39'-0" CLEAR ROADWAY
STA. 1878+88.55 BR. END
POLYMER OVERLAY

OUTSIDE LANE REHABILITATION
SEE SPECIAL DETAILS

STA 1884+70 IN PLACE
48" x 174' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
(45° LT. FWD. SKEW)
RETAIN

1870

1875

1880

1885

BR. END STA. 1877+44.55

VICKER'S CREEK

BR. END STA. 1878+88.55

+55

+13

+24

+50

BR. NO. A5058

C. L. I-30

N49°36'13"E

25' VEGETATED BUFFER

BR. NO. B5058

BR. END STA. 1877+81.45

BR. END STA. 1879+25.45

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
1874+51	1877+70	RML-LT.	250 LIN.FT.	1 EACH	1EACH	
1875+11	1877+80	RML-RT.	200 LIN.FT.	1 EACH	1EACH	
1878+90	1881+59	LML-LT.	200 LIN.FT.	1 EACH	1EACH	
1879+00	1882+19	LML-RT.	250 LIN.FT.	1 EACH	1EACH	

STA 1876+50 IN PLACE
TYPE S DROP INLET- WITH
24" x 132' R.C. PIPE OUTLET
UNDER RT. LANE
RETAIN

STA. 1877+81.45 BR. END
144.00' BRIDGE NO. B5058
39'-0" CLEAR ROADWAY
STA. 1879+25.45 BR. END
POLYMER OVERLAY

STA 1883+30 IN PLACE
48" x 188' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANE
(45° LT. FWD. SKEW)
RETAIN

I-30

USER: fe513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\p&p\rBBII0IPL06.dgn
PLOTTED: 8/2/2018 14:19
SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BBII0I	8I	I33
				(2)		PLAN SHEETS		

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-21-18

STA 1898+00 IN PLACE
24" x 92' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
RETAIN

1885 1890 1895

EQUATION
STA. 1898+14.76 BK. =
STA. 1898+19.92 AHD.

C. L. I-30
N49°36'13"E

47°22'41"

HEMPSTEAD COUNTY
NEVADA COUNTY

STA 1897+70 IN PLACE
24" x 136' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANE
(30° LT. FWD. SKEW)
RETAIN

STA 1907+00 IN PLACE
24" x 86' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
RETAIN

1900 1905 1910 1915

P.I. 1907+89.72
Δ = 00°05'19" LT.

C.L. MED. I-30 STA. 1913+20.95 =
STA. 9+37.49 CO. RD. I
Δ = 77°23'00"

BR. NO. 05059

C. L. I-30
N49°36'13"E
N49°30'54"E

+34 +84

N27°52'06"W

COUNTY ROAD 1

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

STA. 7+74.36 BR. END
326.25' BRIDGE NO. 05059
28'-0" CLEAR ROADWAY
STA. II+00.62 BR. END
RETAIN

I-30

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\p&p\rBBII0IPL07.dgn
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SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BB1101	82	133
				(2)		PLAN SHEETS		

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

1915 1920 1925 1930

C. L. I-30

N49°30'54"E

1930 1935 1940 1945

+10

25' VEGETATED BUFFER

C. L. I-30

N49°30'54"E

+74 +94 +02 +42

STA 1933+20 IN PLACE
DBL 8' x 6' x 282' R.C. BOX CULVERT
TYPE T DROP INLET IN MED.
H = 2'-6"
D.A. = 515 AC. Q 50= 695 CFS
RETAIN

UNDERCUT AND RECONSTRUCTION OF SHOULDER SEE SPECIAL DETAILS

OUTSIDE LANE REHABILITATION SEE SPECIAL DETAILS

I-30

USER: fe513
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PLOTTED: 8/21/2018 11:49
SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BBIIOI	83	133
				(2)		PLAN SHEETS		

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

STA 1955+90 IN PLACE
10' x 8' x 327' R.C. BOX CULVERT
(30° LT. FWD. SKEW)
TYPE T DROP INLET IN MED.
H = 1'-5"
D.A. = 700 AC. Q50= 914 CFS
RETAIN

1945 1950 1955 1960

+25

EXISTING EMERGENCY CROSSING

C. L. I-30

N49°30'54"E

25' VEGETATED BUFFER

+14

+75

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

OUTSIDE LANE REHABILITATION
SEE SPECIAL DETAILS

STA 1970+00 IN PLACE
24" x 86' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
RETAIN

1960 1965 1970 1975

+30 +20 +98 +98

C. L. I-30

N49°30'54"E

+40 +40

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

I-30

USER: fe513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\p&p\rBBIIOIPL09.dgn SCALE: 1:100
PLOTTED: 8/21/2018 11:49
MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BBIIOI	84	133
				(2) PLAN SHEETS				

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

STA 1981+00 IN PLACE
24" x 86' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
RETAIN

1975 1980 1985 1990

C. L. I-30

N49°30'54"E

+44 +82

+26 +91 +54 +39 +70

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

STA 2004+80 IN PLACE
42" x 86' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
RETAIN

1990 1995 2000 2005

+82 +26 +31

C. L. I-30

N49°30'54"E

+70 +30 +10 +10

STA 2004+80 IN PLACE
42" x 96' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANE
RETAIN

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

I-30

USER: fs513
DESIGN FILE: G:\18102200_BBIIOI\TRANSP\dgn\p&p\rBBIIOIPLIO.dgn
PLOTTED: 8/21/2018 11:49
SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.	BBIIOI		85	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STA 2013+70 IN PLACE
36" x 130' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
(30° RT. FWD. SKEW)
RETAIN

STA 2017+20 IN PLACE
24" x 122' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
(45° RT. FWD. SKEW)
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

2005 2010 2015 2020

+60 +10

C. L. I-30

N49°30'54"E

S88°29'46"E

BR. NO. 05060

332

+54 +54

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

STA 2014+55 IN PLACE
36" x 204' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANE
(30° RT. FWD. SKEW)
RETAIN

EQUATION
C.L. MED. I-30 STA. 2019+39.87 BK. =
STA. 2019+52.18 AHD. =
STA. 15+00.00 C.L. HWY. 332
Δ = 41°59'20"

STA. 12+67.71 BR. END
464.58' BRIDGE NO. 05060
22'-0" CLEAR ROADWAY
STA. 17+32.29 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

STA 2026+00 IN PLACE
TRIP. 10' x 9' x 246' R.C. BOX CULVERT
TYPE T DROP INLET IN MED.
H = 0'.5"
D.A. = 2227 AC. 050= 2405 CFS
RETAIN

2020 2025 2030 2035

25' VEGETATED BUFFER

C. L. I-30

N49°30'54"E

S88°29'46"E

BR. NO. 05060

332

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2023+40	2026+40	R.M.L.-RT.	300
2025+60	2028+60	L.M.L.-LT.	300

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
2023+40	2026+40	RML-RT.	250 LIN.FT.		1 EACH	1 EACH
2025+60	2028+60	LML-LT.	250 LIN.FT.		1 EACH	1 EACH

I-30

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DESIGN FILE: G:\18102200_BBII01\TRANSP\dgn\p&p\rBBII01PLII.dgn
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SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

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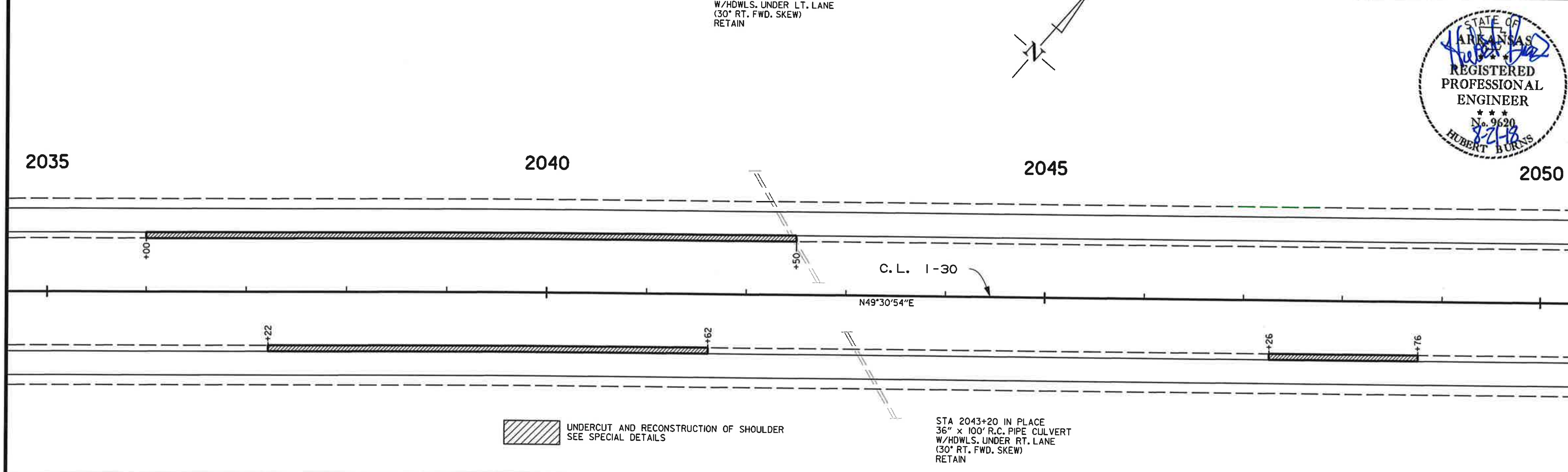
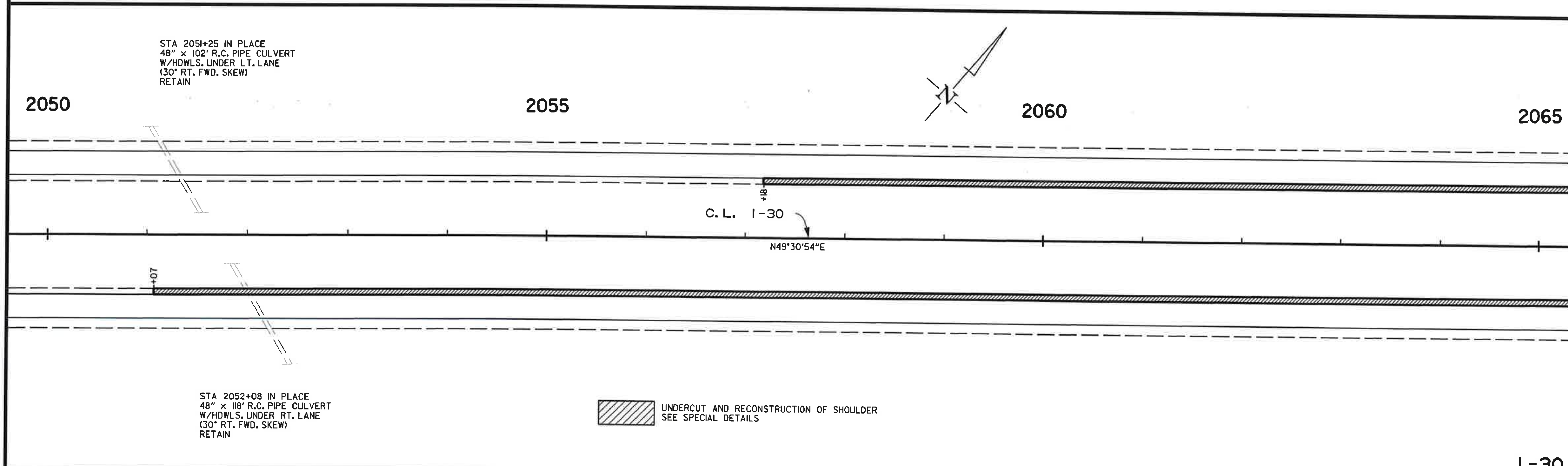
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BB1101	86	133

(2) PLAN SHEETS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 9620 HUBERT BURNS 8-21-18





I-30

USER: fe513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\p&p\rBB1101PLI2.dgn
PLOTTED: 8/21/2018 11:49
SCALE: 1:100

MODEL: PLAN AND PROFILE SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BBII0I	87	133
				(2)		PLAN SHEETS		

50 25 0 25 50 100

STA 2068+65 IN PLACE
24" x 92' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

2065 2070 2075 2080

+18 +46 +46

C. L. I-30

N49°30'54"E

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

BASELINE RAMP 4
PI = 2083+62.89
Δ = 09°45'00" LT.
D = 03°00'00"
T = 162.89'
L = 325.00'
P.C. = 2082+00.00
P.C.C. = 2085+25.00

P.C. 2082+00.00 RAMP 4
96.00' LT. STA. 2082+00.00 C.L. MED.

P.C.C. 2085+25.00

2080 2085 2090 2095

RAMP 4

N38°50'52"E

N39°45'54"E

P.I. 2089+27.98

BASELINE RAMP 4
PI = 2089+27.98
Δ = 38°45'00" LT.
D = 05°00'00"
T = 402.98'
L = 775.00'
P.C.C. = 2085+25.00
P.T. = 2093+00.00

+24 +74

P.I. 2083+62.89

C. L. I-30

2090

N49°30'54"E

+68

P.I. 2088+45.22

P.T. 2089+40.28

20

N55°13'24"E

RAMP 1

P.C. 2087+50.00 RAMP 1
84.00' RT. STA. 2087+50.00 C.L. MED.

BASELINE RAMP 1
PI = 2088+45.22
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2087+50.00
P.T. = 2089+40.28

P.C. 2092+06.87

P.I. 2094+57.12

BASELINE RAMP 1
PI = 2094+57.12
Δ = 29°22'10" RT.
D = 06°00'00"
T = 250.25'
L = 489.49'
P.C. = 2092+06.87
P.T. = 2096+96.36

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

I-30

USER: fs513
DESIGN FILE: G:\IBI02200_BBII0I\TRANSP\dgn\p&p\rBBII0IPLI3.dgn SCALE: 1:100
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MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	88	133
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9620
8-2-18
HUBERT T. BURNS

STA 2095+90 IN PLACE
24" x 122' R.C. PIPE CULVERT
W/HDWLS. UNDER LT. LANE
RETAIN

STA. 12+55.33 BR. END
489.34' BRIDGE NO. 05061
39'-0" CLEAR ROADWAY
STA. 17+44.67 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

BASELINE RAMP 3
PI = 2104+22.31
Δ = 26°13'59" LT.
D = 06°00'00"
T = 222.51'
L = 437.22'
P.C. = 2101+99.80
P.T. = 2106+37.02

50 25 0 25 50 100

STA 2107+10 IN PLACE
9' x 6' x 145' R.C. BOX CULVERT
(30° LT. FWD. SKEW)
D.A. = 290 AC. Q50 = 502 CFS
RETAIN

2095 2100 2105 2110

BR. NO. 05061

P.C. 2101+99.80

P.I. 2104+22.31

P.T. 2106+37.02

RAMP 3

N55°13'24"E

P.C. 2109+09.72

P.I. 2110+04.94

15

C.L. I-30

N49°30'54"E

25' VEGETATED BUFFER

C.L. MED. I-30 STA. 2098+13.15 =
STA. 15+00.00 C.L. HWY. 371
Δ = 41°27'20"

P.I. 2094+57.12

371

STA 2106+27 IN PLACE
9' x 6' x 99.3' R.C. BOX CULVERT
(30° LT. FWD. SKEW)
D.A. = 304 AC. Q50 = 527 CFS
RETAIN

2110 P.I. 2110+52.87

2110 2115 2120 2125

BASELINE RAMP 3
PI = 2110+04.94
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2109+09.72
P.T. = 2111+00.00

P.T. 2111+00.00 RAMP 3
84.00' LT STA. 2111+00.00 C.L. MED.

10+04.94

2115

C.L. I-30

N49°30'54"E

P.C.C. 2114+59.72

P.I. 2115+54.94

2110+52.87

N43°48'24"E

RAMP 2

BASELINE RAMP 2
PI = 2110+52.87
Δ = 42°47'30" RT.
D = 05°00'00"
T = 448.98'
L = 855.83'
P.C. = 2106+03.89
P.C.C. = 2114+59.72

BASELINE RAMP 2
PI = 2115+54.94
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C.C. = 2114+59.72
P.T. = 2116+50.00

P.T. 2116+50.00 RAMP 2
96.00' RT. STA. 2116+50.00 C.L. MED.

I-30

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\p&p\rBB1101PL14.dgn
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MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
8-21-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBIIOI	89	133
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-21-18

STA. 13+27.03 BR. END
345.94' BRIDGE NO. 05062
16'-6" CLEAR TRACK
STA. 16+72.99 BR. END
RETAIN

PRESCOTT-NORTHWEST RR

BR. NO. 05062

2125 2130 2135 2140

P.I. 2133+00.00
Δ = 00°05'50" RT.

C.L. MED. I-30 STA. 2130+76.33 =
STA. 15+00.00 C.L. R/R
Δ = 66°40'30"

C. L. I-30

N49°30'54"E

N49°36'44"E

2140 2145 2150 2155

P.I. 2153+27.18
Δ = 00°08'42" LT.

C. L. I-30

N49°36'44"E

N49°28'02"E

+22 +27

STA 2147+03 IN PLACE
24" x 86' R.C. PIPE CULVERT
W/HDWLS. UNDER RT. LANE
RETAIN

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

I-30

USER: fss13
DESIGN FILE: G:\IBI02200_BBIIOI\TRANSP\dgn\p&p\rBBIIOI PLI5.dgn
PLOTTED: 8/21/2018 11:49
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MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	90	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STA 2160+60 IN PLACE
10' x 10' x 282' R.C. BOX CULVERT
TYPE T DROP LNLET IN MED.
H = 0'.5"
D.A. = 1100 AC. Q50 = 1056 CFS
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

2155 2160 2165 2170

C. L. I-30

N49°28'02"E

25' VEGETATED BUFFER

OUTSIDE LANE REHABILITATION
SEE SPECIAL DETAILS

2170 2175 2180 2185

+35

C. L. I-30

N49°28'02"E

I-30

USER: fe513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\p&p\rBB1101PL16.dgn
PLOTTED: 8/2/2018 14:19 SCALE: 1in00
MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BB1101	91	133
				(2) PLAN SHEETS				

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

STA 2187+40 IN PLACE
10' x 9' x 280' R.C. BOX CULVERT
(30° RT. FWD. SKEW)
RETAIN

STA 2190+00 IN PLACE
5' x 5' x 281' R.C. BOX CULVERT
TYPE T DROP INLET IN MED.
RETAIN

2185 2190 2195 2200

EQUATION
STA. 2185+03.18 BK. =
STA. 2185+00.00 AHD.

25' VEGETATED BUFFER

C. L. I-30

N49°28'02"E

P.C. 2198+32.00 RAMP 4
96.00' LT. STA. 2198+32.00 C.L. MED.

P.I. 2196+45.22 +74

P.T. 2197+40.28 +19

RAMP-1

N55°10'32"E

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

OUTSIDE LANE REHABILITATION
SEE SPECIAL DETAILS

P.C. 2195+50.00
84.00' RT. STA. 2195+50.00 C.L. MED.

BASELINE RAMP 1
PI = 2196+45.22
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2195+50.00
P.T. = 2197+40.28

BASELINE RAMP 4
PI = 2200+64.25
Δ = 13°52'00" LT.
D = 03°00'00"
T = 232.25'
L = 462.22'
P.C. = 2198+32.00
P.C.C. = 2202+94.22

P.C.C. 2202+94.22

RAMP-4

N35°36'02"E

P.I. 2206+33.02

BASELINE RAMP 4
PI = 2206+33.02
Δ = 29°48'05" LT.
D = 04°30'00"
T = 338.80'
L = 662.25'
P.C.C. = 2202+94.22
P.T. = 2209+56.48

STA 2205+65 IN PLACE
24" x 126' R.C. PIPE CULVERT
(30° RT. FWD. SKEW)
W/HDWLS. UNDER LT. LANE
RETAIN

STA. 12+12.70 BR. END
330.66' BRIDGE NO. 05063
39.00' CLEAR ROADWAY
STA. 15+43.36 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

2200 2205 2210 2215

P.I. 2200+64.25

+45

BR. NO. 05063

C.L. MED. I-30 STA. 2213+75.00 =
STA. 13+78.03 C.L. HWY. 19
Δ = 75°00'00"

C. L. I-30

N49°28'02"E

N25°31'58"W

2205

N55°10'32"E

P.C. 2203+20.12

RAMP-1

P.I. 2205+50.27

BASELINE RAMP 1
PI = 2205+50.27
Δ = 35°37'46" RT.
D = 08°00'00"
T = 230.15'
L = 445.37'
P.C. = 2203+20.12
P.T. = 2207+65.49

19 15 19

I-30

MODEL: PLAN AND PROFILE SHEETS

USER: fs513
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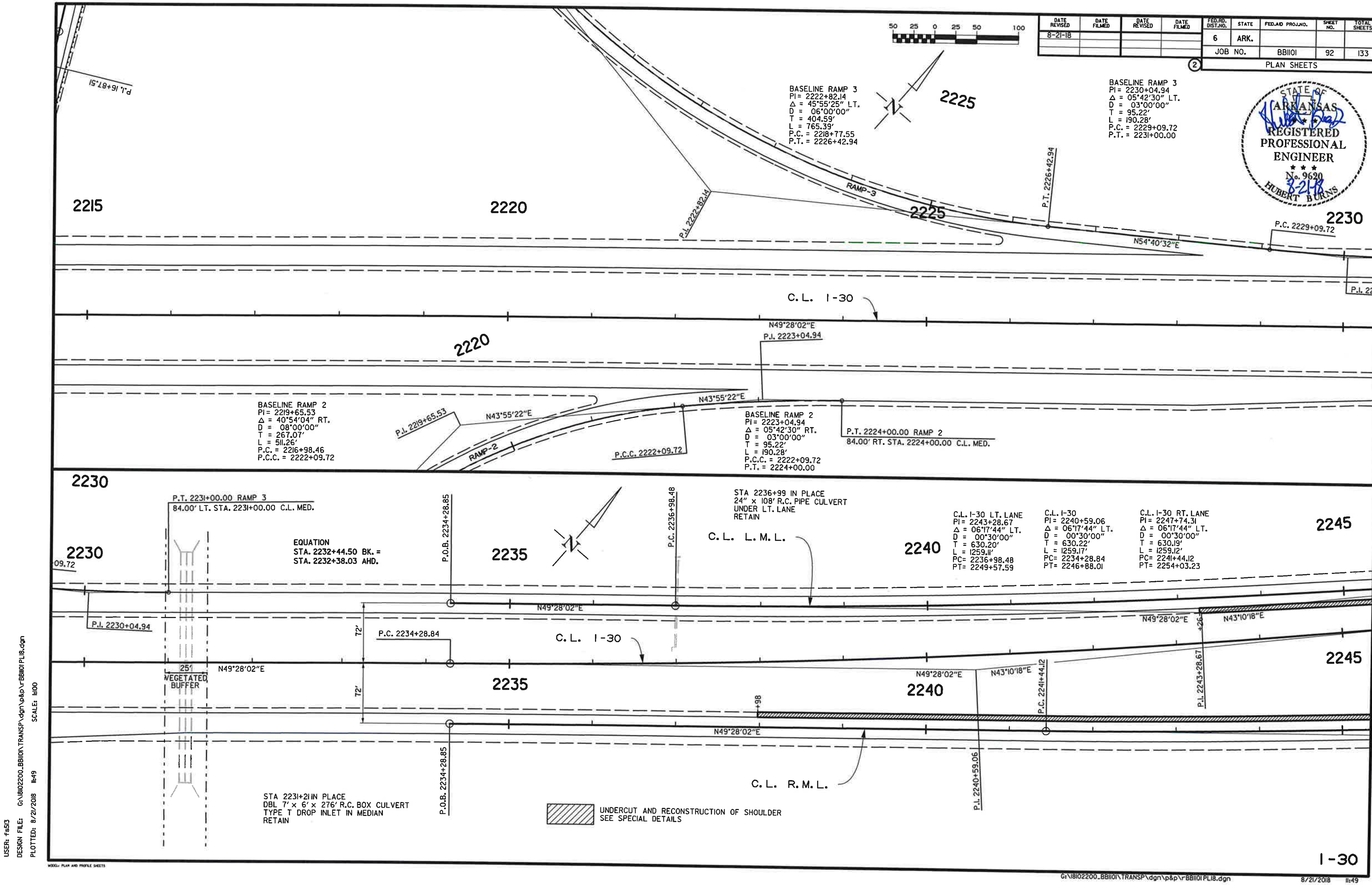

DATE REVISED
8-21-18
DATE FILMED
DATE REVISED
DATE FILMED
FED.RD. DIST.NO. 6
STATE ARK.
FED.AID PROJ.NO.
SHEET NO. 92
TOTAL SHEETS 133
JOB NO. BB1101
PLAN SHEETS
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-21-18
50 25 0 25 50 100
N
BASELINE RAMP 3
PI= 2222+82.14
Δ = 45°55'25" LT.
D = 06°00'00"
T = 404.59'
L = 765.39'
P.C. = 2218+77.55
P.T. = 2226+42.94
BASELINE RAMP 3
PI= 2230+04.94
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2229+09.72
P.T. = 2231+00.00
P.I. 16+87.51
2215
2220
2225
2230
RAMP-3
P.I. 2222+82.14
P.T. 2226+42.94
P.C. 2229+09.72
N54°40'32"E
P.I. 223
C.L. I-30
N49°28'02"E
P.I. 2223+04.94
N43°55'22"E
BASELINE RAMP 2
PI= 2219+65.53
Δ = 40°54'04" RT.
D = 08°00'00"
T = 267.07'
L = 511.26'
P.C. = 2216+98.46
P.C.C. = 2222+09.72
P.I. 2219+65.53
N43°55'22"E
RAMP-2
P.C.C. 2222+09.72
BASELINE RAMP 2
PI= 2223+04.94
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C.C. = 2222+09.72
P.T. = 2224+00.00
P.T. 2224+00.00 RAMP 2
84.00' RT. STA. 2224+00.00 C.L. MED.
P.T. 2231+00.00 RAMP 3
84.00' LT. STA. 2231+00.00 C.L. MED.
EQUATION
STA. 2232+44.50 BK. =
STA. 2232+38.03 AHD.
P.O.B. 2234+28.85
2235
P.C. 2236+98.48
STA 2236+99 IN PLACE
24" x 108' R.C. PIPE CULVERT
UNDER LT. LANE
RETAIN
C.L. L.M.L.
2240
C.L. I-30 LT. LANE
PI= 2243+28.67
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.20'
L = 1259.11'
PC= 2236+98.48
PT= 2249+57.59
C.L. I-30
PI= 2240+59.06
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.22'
L = 1259.17'
PC= 2234+28.84
PT= 2246+88.01
C.L. I-30 RT. LANE
PI= 2247+74.31
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.19'
L = 1259.12'
PC= 2241+44.12
PT= 2254+03.23
2245
09.72
N49°28'02"E
P.I. 2230+04.94
72'
P.C. 2234+28.84
C.L. I-30
N49°28'02"E
N43°10'18"E
+26
P.I. 2243+28.67
25'
VEGETATED BUFFER
N49°28'02"E
N49°28'02"E
N43°10'18"E
P.C. 2241+44.12
+98
N49°28'02"E
P.O.B. 2234+28.85
P.I. 2240+59.06
C.L. R.M.L.
STA 2231+21 IN PLACE
DBL 7' x 6' x 276' R.C. BOX CULVERT
TYPE T DROP INLET IN MEDIAN
RETAIN
UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS
I-30
USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\p&p\rBB1101PL18.dgn
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MODEL: PLAN AND PROFILE SHEETS
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BBII0I	93	133
				(2) PLAN SHEETS				

C.L. I-30 LT. LANE
PI = 2243+28.67
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.20'
L = 1259.11'
PC= 2236+98.48
PT= 2249+57.59

C.L. I-30
PI = 2240+59.06
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.20'
L = 1259.17'
PC= 2234+28.84
PT= 2246+88.01

C.L. I-30 RT. LANE
PI = 2247+74.31
Δ = 06°17'44" LT.
D = 00°30'00"
T = 630.19'
L = 1259.12'
PC= 2241+44.12
PT= 2254+03.23

50 25 0 25 50 100

STA 2253+05 IN PLACE
24" x 208' R.C. PIPE CULVERT
(45° RT. FWD. SKEW)
UNDER LT. LANE
RETAIN

EQUATION
STA. P.T. 2249+57.59 BK. =
STA. 2249+63.88 AHD.

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

2245 2250 2255

C. L. L. M. L.

N43°10'18"E

+26 42' +82 +27

2245 2250

P.T. 2246+88.01

C. L. I-30

N43°10'18"E

EQUATION
STA. P.T. 2254+03.23 BK. =
STA. 2253+91.04 AHD.

150'

STA 2255+21 IN PLACE
24" x 184' R.C. PIPE CULVERT
(45° RT. FWD. SKEW)
UNDER RT. LANE
RETAIN

C. L. R. M. L.

+98

N49°28'02"E

N43°10'18"E

P.I. 2247+74.31

2260 2265 2270 2275

P.C. 2275+33.53

+66

C. L. I-30

N43°10'18"E

+62 +42 +66 +66

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

I-30

USER: fs513
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MODEL: PLAN AND PROFILE SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BBII0I	94	133
				(2) PLAN SHEETS				

50 25 0 25 50 100

STO 2279+50 IN PLACE
5' X 6' X 147' R.C. BOX CULVERT
(30° RT. FWD. SKEW)
UNDER LT. LANE
RETAIN

2275 2280 2285

P.C. 2275+33.53

25' VEGETATED BUFFER

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

P.I. 2286+13.49

N43°10'18"E

N53°56'21"E

+66 +50 +80

C.L. I-30

C.L. I-30
PI = 2286+13.49
Δ = 10°46'03" RT.
D = 00°30'00"
T = 1079.93'
L = 2153.50'
PC= 2275+33.56
PT= 2296+87.06

+10 +22

STO 2280+84 IN PLACE
5' X 6' X 147' R.C. BOX CULVERT
(30° RT. FWD. SKEW)
UNDER RT. LANE
RETAIN

2290 2295 2300 2305

P.T. 2296+87.09

N53°56'21"E

+34

C.L. I-30

C.L. I-30
PI = 2286+13.49
Δ = 10°46'03" RT.
D = 00°30'00"
T = 1079.93'
L = 2153.50'
PC= 2275+33.56
PT= 2296+87.06

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2303+91	2306+60	R.M.L.-RT.	269
2304+80	2308+05	R.M.L.-LT.	325

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

+66 +56

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
2303+91	2306+60	RML-RT.	200 LIN.FT.	1 EACH	1EACH	
2304+80	2308+05	RML-LT.	275 LIN.FT.		1 EACH	1EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

I-30

USER: fss13
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MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
8-21-18				6	ARK.			
				JOB NO.		BBIIOI	95	133
				(2) PLAN SHEETS				

STA 2306+00 IN PLACE
DBL. 42" x 172' R.C. PIPE CULVERT
(30° RT. FWD. SKEW)
UNDER LT. LANE
RETAIN

STA. 16+62.99 BR. END
422.83' BRIDGE NO. 05117
24'-0" CLEAR ROADWAY
STA. 20+85.84 BR. END
RETAIN

NUBBIN HILL ROAD

EQUATION
C.L. MED. I-30 STA. 2308+20.89 BK. =
STA. 2308+25.90 AHD. =
STA. 19+43.20 C.L. NUBBIN HILL RD.
Δ = 51°42'00"

2305

2310

2315

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2308+00	2311+30	L.M.L.-RT.	325
2309+02	2311+70	L.M.L.-LT.	269

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
2308+00	2311+30	LML-RT.	275 LIN.FT.		1EACH	1EACH
2309+02	2311+70	LML-LT.	200 LIN.FT.	1EACH	1EACH	

STA 2312+15 IN PLACE
48" x 162' R.C. PIPE CULVERT
UNDER LT. LANE
RETAIN

REMOVAL AND DISPOSAL OF CONCRETE BARRIER WALL

STA.	STA.	LOCATION	LIN.FT.
2306+59	2306+92	R.M.L.-RT.	33
2308+70	2309+03	L.M.L.-LT.	33

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A-I; MASH TL-4)

STA.	STA.	LOCATION	LIN.FT.
2306+59	2306+92	R.M.L.-RT.	33
2308+70	2309+03	L.M.L.-LT.	33

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-21-18
HUBERT BURNS

+34

N53°56'21"E

C.L. I-30

UNDERCUT AND RECONSTRUCTION OF SHOULDER
SEE SPECIAL DETAILS

STA 2312+60 IN PLACE
DBL. 48" x 176' R.C. PIPE CULVERT
(45° RT. FWD. SKEW)
UNDER RT. LANE
RETAIN

+50

BR. NO. 05117

N02°14'21"E

+65

2320

2325

2330

STA 2329+25 IN PLACE
4' x 6' x 168' R.C. BOX CULVERT
(45° RT. FWD. SKEW)
UNDER LT. LANE
RETAIN

2335

N53°56'21"E

C.L. I-30

STA 2331+00 IN PLACE
4' x 6' x 168' R.C. BOX CULVERT
(45° RT. FWD. SKEW)
UNDER RT. LANE
RETAIN

STA 2335+70 IN PLACE
24" x 120' R.C. PIPE CULVERT
UNDER RT. LANE
RETAIN

I-30

USER: fs513
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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.		BB1101	96	133
PLAN SHEETS				

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9620
8-2-18
HUBERT BURNS

STA 2341+68 IN PLACE
5' x 6' x 135' R.C. BOX CULVERT
(30° RT. FWD. SKEW)
UNDER LT. LANE
RETAIN

2335 2340 2345

N53°56'21"E

C. L. I-30

P.C. 2344+98.84

C.L. I-30
PI = 2349+50.94
Δ = 04°31'07" LT.
D = 00°30'00"
T = 452.10'
L = 903.72'
PC= 2344+98.84
PT= 2354+02.56

N53°56'21"E

N49°25'14"E

P.I. 2349+50.94

STA 2342+55 IN PLACE
5' x 6' x 151' R.C. BOX CULVERT
(30° RT. FWD. SKEW)
UNDER RT. LANE
RETAIN

2350 2355 2360 2365

P.T. 2354+02.56

STA 2359+40 IN PLACE
DBL. 36" x 122' R.C. PIPE CULVERT
(15° LT. FWD. SKEW)
UNDER LT. LANE
RETAIN

N49°25'14"E

C.L. I-30
PI = 2349+50.94
Δ = 04°31'07" LT.
D = 00°30'00"
T = 452.10'
L = 903.72'
PC= 2344+98.84
PT= 2354+02.56

C. L. I-30

N49°25'14"E

STA 2358+86 IN PLACE
DBL. 36" x 110' R.C. PIPE CULVERT
(15° LT. FWD. SKEW)
UNDER RT. LANE
RETAIN

I-30

USER: fs513
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MODEL: PLAN AND PROFILE SHEETS

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				6	ARK.			
				JOB NO.		BBII0I	97	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
Hubert Burns
REGISTERED PROFESSIONAL ENGINEER
N. 9620
8-2-18
HUBERT BURNS

2365 2370 2375

N49°25'14"E

C.L. I-30

STA 2381+50 IN PLACE
36" x 102' R.C. PIPE CULVERT
(30° LT. FWD. SKEW)
UNDER LT. LANE
RETAIN

2380 2385 2390 2395

N49°25'14"E

C.L. I-30

STA 2380+36 IN PLACE
36" x 140' R.C. PIPE CULVERT
(30° LT. FWD. SKEW)
UNDER RT. LANE
RETAIN

I-30

USER: fs513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\p&p\rBBII0IPL23.dgn
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MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	98	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STA 2103+39 IN PLACE
24" x 75' R.C. PIPE CULVERT
UNDER LT. LANE
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

2395 2400 2405

N49°25'14"E

C. L. I-30

2410 2415 2420 2425

N49°25'14"E

C. L. I-30

I-30

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\p&p\r-BB1101PL24.dgn
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MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	99	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

2425 2430 2435

N49°25'14"E

C. L. I-30

2440 2445 2450 2455

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2440+43	2443+62	R.M.L.-LT.	319
2440+93	2443+64	R.M.L.-RT.	269
2444+72	2448+66	R.M.L.-RT.	394
2444+74	2447+93	L.M.L.-RT.	319
2444+74	2447+93	L.M.L.-LT.	319

BR. END STA. 2443+74.10

BR. END STA. 2444+64.10

STA. 2443+74.10 BR. END
90.00' BRIDGE NO. A5118
39'-0" CLEAR ROADWAY
STA. 2444+64.10 BR. END
POLYMER OVERLAY

BR. NO. A5118

BR. END STA. 2443+71.90

WILSON CREEK

BR. END STA. 2444+61.90

BR. NO. B5118

C. L. I-30

N49°25'14"E

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
2440+43	2443+62	RML-LT.	250 LIN.FT.	1 EACH	1 EACH
2440+93	2443+62	RML-RT.	200 LIN.FT.	1 EACH	1 EACH
2444+74	2447+93	LML-RT.	250 LIN.FT.	1 EACH	1 EACH
2444+74	2447+93	LML-LT.	250 LIN.FT.	1 EACH	1 EACH

150'

P.C. 2452+42.29

C.L. I-30 RT. LANE
PI= 2455+50.78
Δ = 03°05'43" LT.
D = 00°30'00"
T = 308.49'
L = 616.83'
PC= 2452+42.29
PT= 2458+59.12

N49°25'14"E

50' VEGETATED BUFFER

STA. 2443+71.90 BR. END
90.00' BRIDGE NO. B5118
39'-0" CLEAR ROADWAY
STA. 2444+61.90 BR. END
POLYMER OVERLAY

REMOVE GUARDRAIL & WIDENING ASPHALT & REGRADE.
RML RT. STA. 2444+72 TO STA. 2448+71
SEE SPECIAL DETAILS.

C. L. R. M. L.

I-30

USER: fe513
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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.		BB1101	100	133
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-2-18

STA 2456+39 IN PLACE
30" x 108' R.C. PIPE CULVERT
W/"L" HDWL. ON LT.
UNDER LT. LANE
RETAIN

STA 2456+39 IN PLACE
30" x 126' R.C. PIPE CULVERT
W/HDWLS.
UNDER RT. LANE
RETAIN

2455 2460 2465

N49°25'14"E

C.L. I-30 RT. LANE
PI = 2455+50.78
Δ = 03°05'43" LT.
D = 00°30'00"
T = 308.49'
L = 616.83'
PC = 2452+43.29
PT = 2458+59.12

P.T. 2458+59.12

C. L. I-30

N46°19'31"E

N46°19'31"E

P.I. 2455+50.78

C. L. R. M. L.

2470 2475 2480 2485

C. L. I-30

EQUATION
STA. 2478+57.60 BK. =
STA. 2478+18.60 AHD.

STA 2484+00 IN PLACE
TYPE R DROP INLET IN MED.
4'-0" x 3'-0" x H = 3'-3" &
24" x 82' R.C. PIPE OUTLET
UNDER LT. LANE
RETAIN

P.I. 2475+50.77

N49°25'14"E

42'

N46°19'31"E

N49°25'14"E

EQUATION
STA. P.T. 2478+06.23 BK. =
STA. 2478+57.60 AHD.

P.C. 2472+41.17

C. L. R. M. L.

BR. NO. 05120

BOUGHTON ROAD
N08°12'46"W

I-30

STA 2474+39 IN PLACE
24" x 106' R.C. PIPE CULVERT
W/HDWLS.
UNDER RT. LANE
RETAIN

C.L. I-30 RT. LANE
PI = 2475+50.77
Δ = 03°05'43" RT.
D = 00°30'00"
T = 309.60'
L = 619.06'
PC = 2472+41.17
PT = 2478+60.23

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
2480+94	2485+94	RML-LT.	450 LIN.FT.		1 EACH	1 EACH
2481+76	2484+45	RML-RT.	200 LIN.FT.	1 EACH	1 EACH	
2484+14	2489+14	LML-RT.	450 LIN.FT.		1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2480+94	2485+94	R.M.L.-LT.	500
2481+76	2484+45	R.M.L.-RT.	269
2484+14	2489+14	L.M.L.-RT.	500

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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.		BBII0I	101	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STA. 8+33.11 BR. END
269.60' BRIDGE NO. 05120
24'-0" CLEAR ROADWAY
STA. 11+02.71 BR. END
RETAIN

STA. 2490+96 IN PLACE
TYPE 'H' DROP INLET IN MEDIAN
4' x 3'-6" x H=3'-6'
WITH 24" x 88' R.C. PIPE OUTLET
TO LT.
RETAIN

2485 2490 2495

BOUGHTON ROAD
N08°12'46"W
BR. NO. 05120

P.I. 2492+00.00
Δ = 00°00'38" LT.

C.L. I-30

N49°25'14"E

N49°24'36"E

C.L. MED. I-30 STA. 2485+08.40 =
STA. 9+68.40 BOUGHTON RD.
Δ = 57°38'00"

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2485+72	2488+41	L.M.L.-LT.	269

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
2485+72	2488+41	LML-LT.	200 LIN.FT.	1EACH	1EACH	

REMOVAL AND DISPOSAL OF CONCRETE BARRIER WALL

STA.	STA.	LOCATION	LIN.FT.
2484+44	2484+75	R.M.L.-RT.	31
2485+37	2485+68	L.M.L.-LT.	31

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A-I; MASH TL-4)

STA.	STA.	LOCATION	LIN.FT.
2484+44	2484+75	R.M.L.-RT.	31
2485+37	2485+68	L.M.L.-LT.	31

STA. 2497+76 IN PLACE
48" x 234' R. C. PIPE CULVERT
(45' LT. FWD. SKEW)
WITH TYPE 'H' DROP INLET
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS

2500 2505 2510

EQUATION
STA. 2515+00.00 BK. =
STA. 2515+15.00 AHD.

C.L. I-30

N49°24'36"E

EXISTING EMERGENCY CROSSING

STA. 2506+96 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=4'-0"
WITH 24" x 92' R. C. PIPE CULVERT
TO RT.
RETAIN

I-30

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	I02	I33
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9620
8-2-18
HUBERT BURRIS

EQUATION
STA. 2515+00.00 BK. =
STA. 2515+15.00 AHD.

2520

2525

STA. 2525+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 5'-0" x H= 7'-0"
WITH 36" x 184' R.C. PIPE OUTLET
TO RT.
RETAIN

N49°24'36"E
C. L. I-30

STA. 2516+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=5'-0"
WITH 24" x 96' R. C. PIPE OUTLET
TO RT.
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2534+0I	2537+20	R.M.L.-LT.	319
2534+5I	2537+20	R.M.L.-RT.	269
2539+30	254I+99	L.M.L.-LT.	269
2539+30	2542+49	L.M.L.-RT.	319

2530

STA. 2537+20.00 BR. END
210.00' BRIDGE NO. A5020
40'-0" CLEAR ROADWAY
STA. 2539+30.00 BR. END
POLYMER OVERLAY

2535

BR. END STA. 2537+20.00

BLACK CREEK

BR. END STA. 2539+30.00

2540

2545

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
2534+0I	2537+20	RML-LT.	250 LIN.FT.	I EACH	IEACH	
2534+5I	2537+20	RML-RT.	200 LIN.FT.	I EACH	IEACH	
2539+30	254I+99	LML-LT.	200 LIN.FT.	I EACH	IEACH	
2539+30	2542+49	LML-RT.	250 LIN.FT.	I EACH	IEACH	

BR. NO. A5020

C. L. I-30

N49°24'36"E

BR. NO. B5020

50' VEGETATED BUFFER

BR. END STA. 2537+20.00

BR. END STA. 2539+30.00

STA. 2530+50 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=3'-6"
WITH 24" x 98' R. C. PIPE OUTLET
TO RT.
RETAIN

STA. 2536+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=3'-6"
WITH 24" x 86' R. C. PIPE OUTLET
TO RT.
RETAIN

STA. 2537+20.00 BR. END
210.00' BRIDGE NO. B5020
40'-0" CLEAR ROADWAY
STA. 2539+30.00 BR. END
POLYMER OVERLAY

STA. 2545+00 IN PLACE
STACK PIPE DROP INLET IN MEDIAN
(H=12'-8")
WITH 24" x 126' R. C. PIPE
OUTLET TO RT.
RETAIN

I-30

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MODEL: PLAN AND PROFILE SHEETS

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	SIDE	LIN.FT.
2549+31	2552+50	R.M.L.-LT.	319
2549+81	2552+50	R.M.L.-RT.	269
2557+90	2560+59	L.M.L.-LT.	269
2557+90	2561+09	L.M.L.-RT.	319
2572+21	2575+40	R.M.L.-LT.	319
2572+71	2575+40	R.M.L.-RT.	269

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
2549+31	2552+50	RML-LT.	250 LIN.FT.	1 EACH	1EACH	
2549+81	2552+50	RML-RT.	200 LIN.FT.	1 EACH	1EACH	
2557+90	2560+59	LML-LT.	200 LIN.FT.	1 EACH	1EACH	
2557+90	2561+09	LML-RT.	250 LIN.FT.	1 EACH	1EACH	
2572+21	2575+40	RML-LT.	250 LIN.FT.	1 EACH	1EACH	
2572+71	2575+40	RML-RT.	200 LIN.FT.	1 EACH	1EACH	

50 25 0 25 50 100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	103	133
2	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9628
8-2-18
HUBERT BURNS

STA. 2552+50.00 BR. END
540.00' BRIDGE NO. A5021
40'-0" CLEAR ROADWAY
STA. 2557+90.00 BR. END
POLYMER OVERLAY

2545 2550 2555

LITTLE MISSOURI RIVER RELIEF

BR. END STA. 2552+50.00

BR. END STA. 2557+90.00

BR. NO. A5021

C. L. I-30

N49°24'36"E

BR. NO. B5021

50' VEGETATED BUFFER

BR. END STA. 2552+50.00

BR. END STA. 2557+90.00

STA. 2551+00 IN PLACE
STACK PIPE DROP INLET IN MEDIAN
(H=12'-8") WITH 24" x 120' R.C. PIPE
OUTLET TO RT.
RETAIN

STA. 2552+50.00 BR. END
540.00' BRIDGE NO. B5021
40'-0" CLEAR ROADWAY
STA. 2557+90.00 BR. END
POLYMER OVERLAY

STA. 2570+50 IN PLACE
STACK PIPE DROP INLET IN MEDIAN
(H=12'-8") WITH 24" x 120' R.C.
PIPE OUTLET TO LT.
RETAIN

2560 2565 2570 2575

C. L. I-30

N49°24'36"E

BR. END STA. 2575+39.92

BR. END STA. 2575+39.92

STA. 2562+50 IN PLACE
STACK PIPE DROP INLET IN MEDIAN
(H=12'-8") WITH 24" x 122' R.C.
PIPE OUTLET TO RT.
RETAIN

I-30

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MODEL: PLAN AND PROFILE SHEETS

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
2585+00	2587+69	LML-LT.	200 LIN.FT.	1 EACH	1EACH	
2585+00	2588+19	LML-RT.	250 LIN.FT.	1 EACH	1EACH	

STA. 2575+39.92 BR. END
960.08' BRIDGE NO. A5022
40'-0" CLEAR ROADWAY
STA. 2585+00.00 BR. END
POLYMER OVERLAY

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2585+00	2587+69	L.M.L.-LT.	269
2585+00	2588+19	L.M.L.-RT.	319

50 25 0 25 50 100

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	104	133
2	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS

2575 BR. END STA. 2575+39.92

2580

LITTLE MISSOURI RIVER

2585

BR. END STA. 2585+00.00

BR. NO. A5022

P.O.T. STA. 2580+77.70

C. L. I-30

N49°24'36"E

BR. NO. B5022

84°17'00"

50' VEGETATED BUFFER

50' BUFFER

CLARK COUNTY
NEVADA COUNTY

STA. 2575+39.92 BR. END
960.08' BRIDGE NO. B5022
40'-0" CLEAR ROADWAY
STA. 2585+00.00 BR. END
POLYMER OVERLAY

BR. END STA. 2575+39.92

BR. END STA. 2585+00.00

STA. 2590+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-0" x H=3'-0"
WITH 18" x 112' BIT COATED C.M.
PIPE OUTLET TO LT.
RETAIN

STA. 2598+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-0" x H=3'-0"
WITH 18" x 112' BIT COATED C.M.
PIPE OUTLET TO LT.
RETAIN

2590 2595 2600 2605

2595 2600

P.C. 2602+79.70 RAMP 4
58.50' LT. STA. 2602+79.70 C.L. MED.

BASELINE RAMP 4
PI= 2606+91.41
Δ = 71°24'00" LT.
D = 10°00'00"
T = 411.71'
L = 714.00'
P.C. = 2602+79.70
P.T. = 2609+93.70

RAMP 4

P.I. 2595+00.02

N49°24'36"E

P.T. 2595+95.08

C. L. I-30

P.C. 2594+04.80 RAMP 1
46.50' RT. STA. 294+04.80 C.L. MED.

C.L. RAMP 1
PI= 2595+00.02
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2594+04.80
P.T. = 2595+95.08

N55°07'06"E

RAMP 1

P.C. 2600+67.05

N55°07'06"E

P.I. 2603+05.14

N83°07'06"E

STA. 2603+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=3'-6"
WITH 24" x 84' R. C. PIPE OUTLET
TO RT.
RETAIN

BASELINE RAMP 1
PI= 2603+05.14
Δ = 28°00'00" RT.
D = 06°00'00"
T = 238.09'
L = 466.67'
P.C. = 2600+67.05
P.T. = 2605+33.72

I-30

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				6	ARK.			
				JOB NO.		BB1101	105	133

PLAN SHEETS

BASELINE RAMP 4
PI = 2606+91.41
Δ = 71°24'00" LT.
D = 10°00'00"
T = 411.71'
L = 714.00'
P.C. = 2602+79.70
P.T. = 2609+93.70

REMOVAL AND DISPOSAL OF CONCRETE BARRIER WALL

STA.	STA.	LOCATION	LIN.FT.
2611+10	2611+35	R.M.L.-RT.	30
2611+20	2611+45	L.M.L.-LT.	30

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A-1; MASH TL-4)

STA.	STA.	LOCATION	LIN.FT.
2611+10	2611+35	R.M.L.-RT.	30
2611+20	2611+45	L.M.L.-LT.	30

C.L. HWY 51
PI = 21+53.80
Δ = 18°36'00" RT.
D = 05°00'00"
T = 187.65'
L = 372.00'

STA. 16+98.38 BR. END
214.24' BRIDGE NO. 03873
26'-0" CLEAR ROADWAY
STA. 19+12.62 BR. END
RETAIN

STA. 2612+50 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' × 3'-6" × H=3'-6"
WITH 24" × 86' R.C. PIPE INLET
FROM RT. & 24" × 86' R.C. PIPE
OUTLET TO LT.
RETAIN

STA. 2616+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' × 3'-6" × H=3'-6"
WITH 24" × 84' R.C. PIPE INLET
OUTLET TO LT.
RETAIN

EQUATION
C.L. MED. I-30 STA. 2611+30.00 BK. =
STA. 2611+25.00 AHD. =
STA. 18+05.50 C.L. HWY. 51
Δ = 90°00'00"

STA. 2607+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' × 3'-6" × H=3'-6"
WITH 24" × 84' R.C. PIPE OUTLET
TO RT.
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
2607+20	2612+15	R.M.L.-LT.	500
2608+42	2611+11	R.M.L.-RT.	269
2610+40	2615+35	L.M.L.-RT.	500
2611+44	2614+13	L.M.L.-LT.	269

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
2607+20	2612+15	RML-LT.	450 LIN.FT.		1 EACH	1 EACH
2608+42	2611+11	RML-RT.	200 LIN.FT.	1 EACH	1 EACH	
2610+40	2615+35	LML-RT.	450 LIN.FT.		1 EACH	1 EACH
2611+44	2614+13	LML-LT.	200 LIN.FT.	1 EACH	1 EACH	

C.L. RAMP 2
PI = 2617+66.76
Δ = 68°00'00" RT.
D = 10°00'00"
T = 386.46'
L = 680.00'

STA. 2620+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' × 3'-6" × H=3'-6"
WITH 24" × 84' R.C. PIPE INLET
OUTLET TO LT.
RETAIN

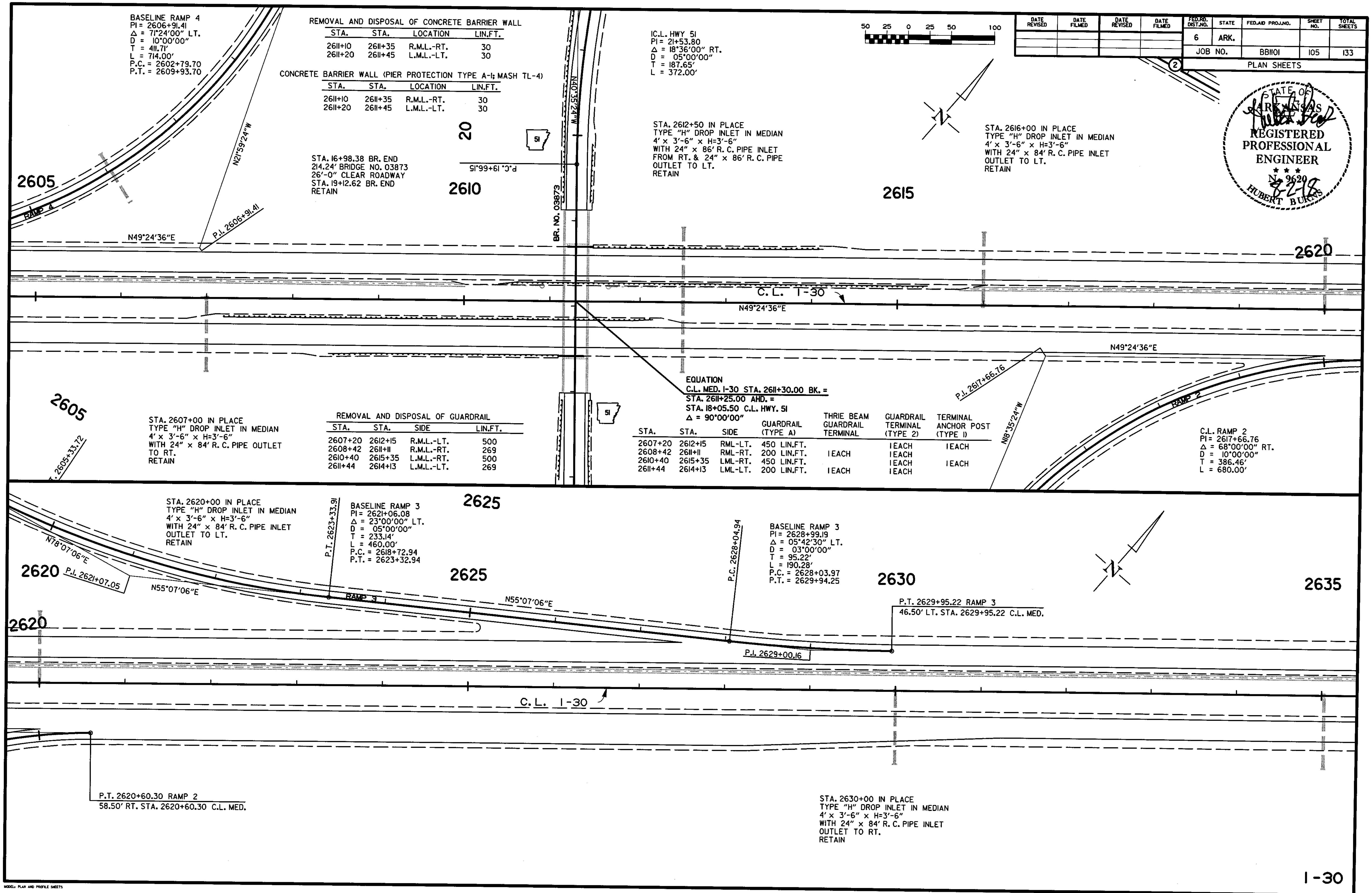
BASELINE RAMP 3
PI = 2621+06.08
Δ = 23°00'00" LT.
D = 05°00'00"
T = 233.14'
L = 460.00'
P.C. = 2618+72.94
P.T. = 2623+32.94

BASELINE RAMP 3
PI = 2628+99.19
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2628+03.97
P.T. = 2629+94.25

P.T. 2629+95.22 RAMP 3
46.50' LT. STA. 2629+95.22 C.L. MED.

P.T. 2620+60.30 RAMP 2
58.50' RT. STA. 2620+60.30 C.L. MED.

STA. 2630+00 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' × 3'-6" × H=3'-6"
WITH 24" × 84' R.C. PIPE INLET
OUTLET TO RT.
RETAIN



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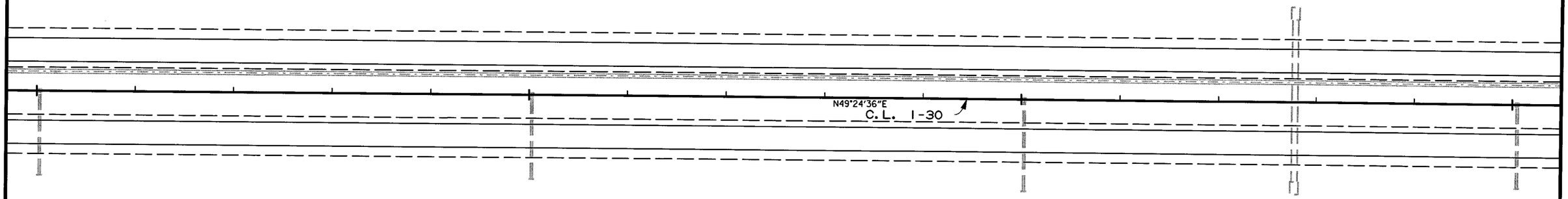
				6	ARK.			
				JOB NO.		BBII0I	106	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

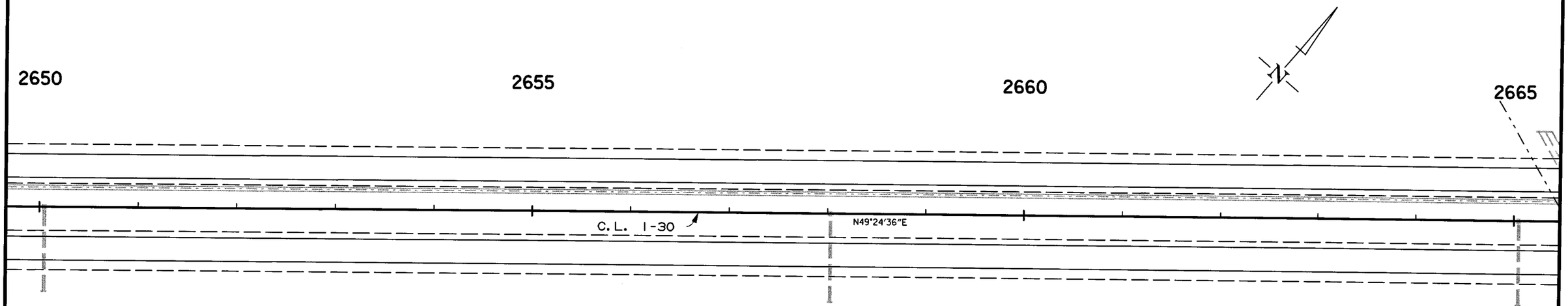


STA. 2635+03 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=3'-6"
WITH 24" x 84' R. C. PIPE INLET
OUTLET TO RT.
RETAIN

STA. 2640+03 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=3'-6"
WITH 24" x 84' R. C. PIPE INLET
OUTLET TO RT.
RETAIN

STA. 2645+03 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=5'-0"
WITH 24" x 92' R. C. PIPE INLET
OUTLET TO RT.
RETAIN

STA. 2647+78 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
6' x 4' x 165' R. C. BOX CULVERT
RETAIN



STA. 2650+05 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=5'-0"
WITH 24" x 84' R. C. PIPE INLET
OUTLET TO RT.
RETAIN

STA. 2658+03 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=5'-0"
WITH 24" x 88' R. C. PIPE INLET
OUTLET TO RT.
RETAIN

I-30

USER: fs513
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SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	107	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STA. 2665+80 IN PLACE
DBL. 6' x 5' x 215' R.C. BOX CULVERT
(30° RT. FWD. SKEW)
RETAIN

C.L. I-30 LT. LANE
PI = 2681+00.01
Δ = 05°15'00.0" LT.
D = 00°30'00"
T = 525.37'
L = 1050.00'
PC= 2675+74.64
PT= 2686+24.64

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-2-18

2665 2670 2675

P.C. 2675+74.64

C. L. L. M. L.

N49°24'36"E

42'

C. L. I-30

42'

N49°24'36"E

P.O.B. 2675+84.64

C. L. R. M. L.

STA. 2665+05 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=3'-6"
WITH 24" x 84' R.C. PIPE INLET
OUTLET TO RT.
RETAIN

25' VEGETATED BUFFER

STA. 2673+05 IN PLACE
TYPE "H" DROP INLET IN MEDIAN
4' x 3'-6" x H=5'-0"
WITH 24" x 88' R.C. PIPE INLET
OUTLET TO RT.
RETAIN

C.L. I-30 LT. LANE
PI = 2681+00.01
Δ = 05°15'00.0" LT.
D = 00°30'00"
T = 525.37'
L = 1050.00'
PC= 2675+74.64
PT= 2686+24.64

STA. 2680+20 IN PLACE
48" x 232' R.C. PIPE CULVERT
(30° LT. FWD. SKEW)
RETAIN

P.T. 2686+24.64

C. L. L. M. L.

2680 2685 2690 2695

N44°09'36"E

C. L. I-30

P.I. 2681+00.01

N49°24'36"E

N49°24'36"E

EQUATION
STA. 2681+10.00 BK. =
STA. 2681+00.00 AHD.

STA. 2684+00 IN PLACE
24" x 94' R.C. PIPE CULVERT
RETAIN

C. L. R. M. L.

C.L. I-30 LT. LANE
PI = 2701+07.70
Δ = 08°13'00.0" RT.
D = 00°30'00"
T = 823.08'
L = 1643.33'
PC= 2692+84.62
PT= 2709+27.95

P.C. 2692+84.62

STA. 2694+00 IN PLACE
5' x 3' x 96' R.C. BOX CULVERT
(30° LT. FWD. SKEW)
UNDER LT. LANE
RETAIN

P.C. 2692+04.94

P.I. 2695+00.01

C.L. I-30 RT. LANE
PI = 2695+00.01
Δ = 02°57'00.0" RT.
D = 00°30'00"
T = 295.07'
L = 590.00'
PC= 2692+04.94
PT= 2697+94.94

STA. 2692+60 IN PLACE
5' x 3' x 111' R.C. BOX CULVERT
(45° LT. FWD. SKEW)
UNDER RT. LANE
RETAIN

I-30

USER: fs513
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SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

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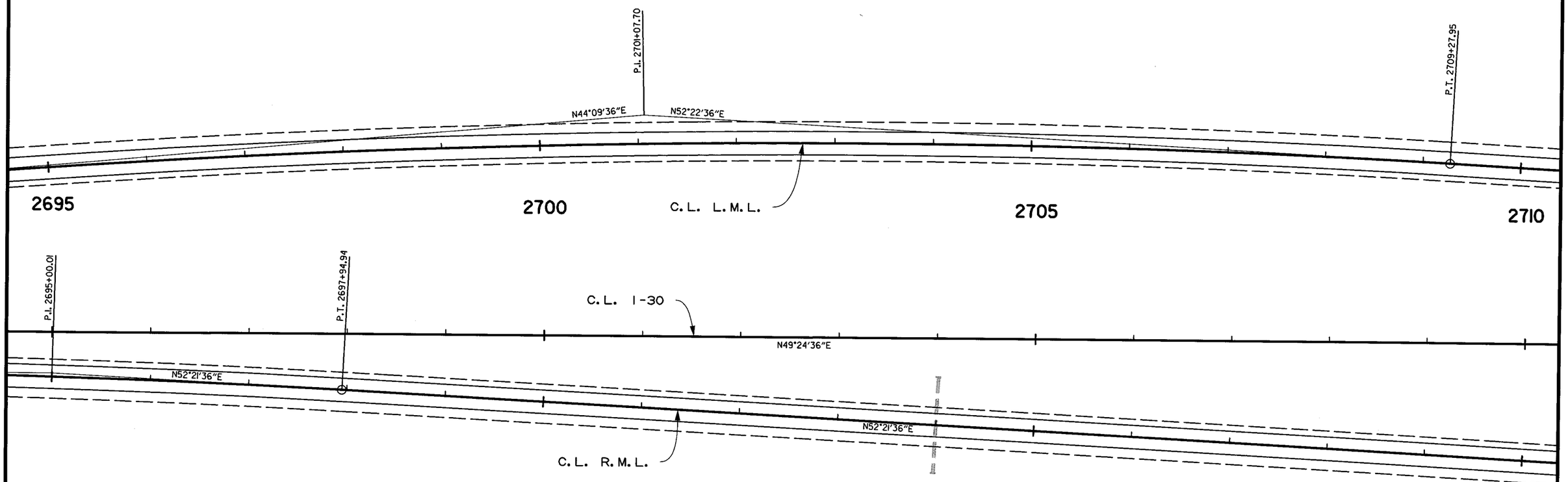
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB1101	108	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

N

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

C.L. I-30 LT. LANE
PI = 2701+07.70
Δ = 08°13'00.0" RT.
D = 00°30'00"
T = 823.08'
L = 1643.33'
PC= 2692+84.62
PT= 2709+27.95



C.L. I-30 RT. LANE
PI = 2695+00.01
Δ = 02°57'00.0" RT.
D = 00°30'00"
T = 295.07'
L = 590.00'
PC= 2692+04.94
PT= 2697+94.94

STA. 2704+00 IN PLACE
24" x 98' R.C. PIPE CULVERT
UNDER RT. LANE
RETAIN

I-30

USER: fs513
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\p&p\rBB1101PL34.dgn
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MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	109	133
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

STA. 2722+60 IN PLACE
4' x 4' x 163' R.C. BOX CULVERT
(30° RT. FWD. SKEW)
UNDER LT. LANE
RETAIN

2710

2715

2720

2725

C. L. L. M. L.

C. L. I-30

C. L. R. M. L.

N52°22'36"E

N49°24'36"E

N46°49'36"E

N52°21'36"E

N46°49'36"E

C.L. I-30 RT. LANE
PI = 2716+02.66
Δ = 05°32'00.0" LT.
D = 00°30'00"
T = 553.76'
L = 1106.67'
PC= 2710+48.90
PT= 2721+55.57

P.C. 2710+48.90

P.I. 2716+02.66

P.T. 2721+55.57

STA. 2724+60 IN PLACE
4' x 4' x 193' R.C. BOX CULVERT
(45° RT. FWD. SKEW)
UNDER RT. LANE
RETAIN

I-30

USER: fe513
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MODEL: PLAN AND PROFILE SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	110	133
(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

C.L. I-30 LT. LANE
PI= 2735+09.44
Δ = 05°57'00.0" LT.
D = 00°30'00"
T = 595.54'
L = 1190.00'
PC= 2729+13.90
PT= 2741+03.90

STA. 2733+50 IN PLACE
DBL. 10' × 8' × 289' R.C. BOX CULVERT
(30° LT. FWD. SKEW)
RETAIN

2725
2730
2735
2740

P.C. 2729+13.90

C. L. L. M. L.

N52°22'36"E

C. L. I-30

EXISTING EMERGENCY CROSSING

N52°22'36"E
P.I. 2735+09.44

N46°25'36"E

N49°24'36"E

P.I. 2746

N46°49'36"E

N46°49'36"E

C. L. R. M. L.

25' VEGETATED BUFFER

P.C. 2733+23.44

STA. 2726+00 IN PLACE
24" × 152' R.C. PIPE CULVERT
UNDER RT. LANE
RETAIN

STA. 2731+00 IN PLACE
36" × 120' R.C. PIPE CULVERT
UNDER RT. LANE
RETAIN

C.L. I-30 RT. LANE
PI= 2740+04.24
Δ = 06°48'00" RT.
D = 00°30'00"
T = 680.80'
L = 1360.00'
PC= 2733+23.44
PT= 2746+83.44

I-30

USER: fe513
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SCALE: 1:100
MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BBII0I	III	133
				(2)	PLAN SHEETS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 9620
HUBERT BURNS

STA. 2749+10 IN PLACE
24" x 98' R.C. PIPE CULVERT
UNDER LT. LANE
RETAIN

C. L. L. M. L.

P.C. 2753+95.17

P.T. 2741+03.90

2740 2745 2750 2755

N46°25'36"E

C.L. I-30 LT. LANE
PI = 2759+11.62
Δ = 15°24'00.0" RT.
D = 01°30'00"
T = 516.45'
L = 1026.67'
PC = 2753+95.17
PT = 2764+21.84

C. L. I-30

N49°24'36"E

P.I. 2740+04.24
N53°37'36"E

P.I. 2743+23.10

P.T. 2746+83.44

C.L. RAMP C
PI = 2752+51.11
Δ = 06°48'29" LT.
D = 03°00'00"
T = 113.60'
L = 226.94'
PC = 2751+37.51
PT = 2753+64.45

C. L. R. M. L.

P.C. 2742+23.10

P.T. 2744+22.84

N58°25'51"E

RAMP C & D

P.I. 2749+03.58

P.C. 2751+37.51

N53°37'36"E

C. L. RAMP C

GURDON REST AREA

P.I. 2751+38.10

N60°26'05"E

P.T. 2753+64.45

C.L. I-30 RT. LANE
PI = 2740+04.24
Δ = 06°48'00" RT.
D = 00°30'00"
T = 680.80'
L = 1360.00'
PC = 2733+23.44
PT = 2746+83.44

C.L. RAMP C
PI = 2743+23.10
Δ = 07°07'08" RT.
D = 03°33'51"
T = 100.00'
L = 199.74'
PC = 2742+23.10
PT = 2744+22.84

C. L. RAMP C

P.C. 2748+03.38

P.T. 2750+03.77

STA. 2750+38.01
RAMP C & RAMP D

C.L. RAMP C
PI = 2749+03.58
Δ = 02°00'14" RT.
D = 01°00'00"
T = 100.20'
L = 200.39'
PC = 2748+03.38
PT = 2750+03.77

STA. 2750+14 IN PLACE
24" x 40' PIPE CULVERT
UNDER RAMP C & D
RETAIN

C.L. RAMP D
PI = 2751+38.10
Δ = 06°00'00" RT.
D = 03°00'00"
T = 100.09'
L = 200.00'
PC = 2750+38.01
PT = 2752+38.01

P.T. 2752+38.01

P.I. 2752+51.11

N66°26'05"E

RAMP C

RAMP D

C. L. RAMP D

1-30

USER: fs513
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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.		BB1101	112	133
				(2)	PLAN SHEETS			

50 25 0 25 50 100

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 26287
8-2-18
HUBERT BURNS

C.L. I-30 LT. LANE
PI = 2759+11.62
Δ = 15°24'00.0" RT.
D = 01°30'00"
T = 516.45'
L = 1026.67'
PC = 2753+95.17
PT = 2764+21.84

STA. 2763+90 IN PLACE
36" x 155' R.C. PIPE CULVERT
(45° RT. FWD. SKEW)
UNDER LT. LANE
RETAIN

P.I. 2759+11.62

N46°25'36"E

N61°49'36"E

2760

2755

C. L. L. M. L.

P.T. 2764+21.84

2765

P.O.E. 2767+17.65

N61°49'36"E

C. L. I-30

N49°24'36"E

STA. 2756+00.00
END JOB BB1101
LOG MILE 56.41

P.O.E. 2766+93.26

P.O.E. 2767+27.99

2755

C. L. R. M. L.

N53°37'36"E

GURDON REST AREA

N53°37'36"E

STA. 2764+76 IN PLACE
36" x 143' R.C. PIPE CULVERT
UNDER RT. LANE
RETAIN

I-30

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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.		BB1101	113	133
				(2)	U.S. HWY. 371 INTERCHANGE			

100 50 0 50 100 200

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
8-2-18
HUBERT BURNS

C.L. HWY. 371
STA. 5+98.08
BEGIN OVERLAY

P.O.B. 4+00.00

P.C. 2091+18.59

P.T. 2093+21.56

BASELINE RAMP 3
PI = 2093+21.56
Δ = 80°26'29" RT.
D = 23°52'24"
T = 202.96'
L = 336.95'
P.C. = 2091+18.59
P.T. = 2094+55.54

P.T. 2094+55.54

N01°00'54"E

P.T. 2093+00.00

C.L. HWY. 371 STA. 7+04.40 =
STA. 2090+07.98 BASELINE RAMP 3
Δ = 89°57'20"

BASELINE RAMP 4
PI = 2083+62.89
Δ = 09°45'00" LT.
D = 03°00'00"
T = 162.89'
L = 325.00'
P.C. = 2082+00.00
P.C.C. = 2085+25.00

BASELINE RAMP 4
PI = 2089+27.98
Δ = 38°45'00" LT.
D = 05°00'00"
T = 402.98'
L = 775.00'
P.C.C. = 2085+25.00
P.T. = 2093+00.00

N01°00'54"E

C.L. HWY. 371 STA. 7+00.61 =
STA. 2093+40.60 BASELINE RAMP 4
Δ = 89°57'20"

RAMP 4

P.C.C. 2085+25.00

N39°45'54"E

P.I. 2089+27.98

STA. 12+55.33 BR. END
489.34' BRIDGE NO. 05061
39'-0" CLEAR ROADWAY
STA. 17+44.67 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

BR. NO. 05061

RAMP 3

N81°27'23"E

P.C. 2101+99.80

BASELINE RAMP 3
PI = 2104+22.31
Δ = 26°13'59" LT.
D = 06°00'00"
T = 222.51'
L = 437.22'
P.C. = 2101+99.80
P.T. = 2106+37.02

P.I. 2104+22.31

P.T. 2106+37.02

BASELINE RAMP 3
PI = 2110+04.94
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2109+09.72
P.T. = 2111+00.00

P.C. 2109+09.72

25' VEGETATED BUFFER

N55°13'24"E

P.I. 2110+04.94

P.T. 2111+00.00 RAMP 3
84.00' LT STA. 2111+00.00 C.L. MED.

C.L. MED. I-30 STA. 2098+13.15 =
STA. 15+00.00 C.L. HWY. 371
Δ = 41°27'20"

C.L. I-30

N49°30'54"E

P.I. 2088+45.22

P.C. 2087+50.00 RAMP 1
84.00' RT. STA. 2087+50.00 C.L. MED.

N55°13'24"E

P.T. 2089+40.28

P.C. 2092+06.87

P.I. 2094+57.12

P.T. 2096+96.36

S89°01'46"E

BASELINE RAMP 1
PI = 2088+45.22
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2087+50.00
P.T. = 2089+40.28

BASELINE RAMP 1
PI = 2094+57.12
Δ = 29°22'10" RT.
D = 06°00'00"
T = 250.25'
L = 489.49'
P.C. = 2092+06.87
P.T. = 2096+96.36

RAMP 1

N84°35'34"E

P.C. 2104+10.12

P.T. 2107+60.21

BASELINE RAMP 1
PI = 2106+24.62
Δ = 83°34'40" LT.
D = 23°52'24"
T = 214.50'
L = 350.09'
P.C. = 2104+10.12
P.T. = 2107+60.21

N01°23'10"E

P.I. 2106+24.62

C.L. HWY. 371
STA. 25+98.41
END OVERLAY

P.I. 2110+52.87

BASELINE RAMP 2
PI = 2110+52.87
Δ = 42°47'30" RT.
D = 05°00'00"
T = 448.98'
L = 855.83'
P.C. = 2106+03.89
P.C.C. = 2114+59.72

N43°48'24"E

P.C. 2106+03.89

N01°00'54"E

RAMP 2

P.C.C. 2114+59.12

BASELINE RAMP 2
PI = 2115+54.94
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C.C. = 2114+59.72
P.T. = 2116+50.00

C.L. HWY. 371 STA. 24+98.31 =
STA. 2107+60.99 BASELINE RAMP 1
Δ = 89°57'20"
STA. 2103+70.86 BASELINE RAMP 2
Δ = 90°02'40"

P.O.E. 28+00.00

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
8+62	12+31	HWY. 371 RT.	369
9+47	12+66	HWY. 371 LT.	319
17+34	23+78	HWY. 371 RT.	644
17+69	22+88	HWY. 371 LT.	519

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
8+62	12+31	HWY. 371 RT.	300 LIN.FT.	1 EACH	1EACH
9+47	12+66	HWY. 371 LT.	250 LIN.FT.	1 EACH	1EACH
17+34	23+78	HWY. 371 RT.	575 LIN.FT.	1 EACH	1EACH
17+69	22+88	HWY. 371 LT.	450 LIN.FT.	1 EACH	1EACH

U. S. HWY 371 INTERCHANGE

USER: fs513
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MODEL: PLAN AND PROFILE SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BBII0I	II4	I33

(2) HWY. 19 INTERCHANGE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9620
HUBERT BURNS
8-2-18

100 50 0 50 100 200

C.L. HWY. 19
STA. 23+16.29
END OVERLAY

P.O.E. 23+69.95

BASELINE RAMP 4
PI = 2215+45.54
Δ = 54°56'55" RT.
D = 19°05'55"
T = 156.00'
L = 287.71'
P.C. = 2213+89.55
P.T. = 2216+77.26

P.C. 2213+89.55
P.I. 2215+45.54
P.T. 2216+77.26
N60°44'52"E

P.C. 2214+08.61
P.I. 2214+96.79
P.T. 2215+77.63
N60°14'52"E

BASELINE RAMP 3
PI = 2214+96.79
Δ = 40°21'05" RT.
D = 23°52'24"
T = 88.19'
L = 169.02'
P.C. = 2214+08.61
P.T. = 2215+77.63

BASELINE RAMP 4
PI = 2206+33.02
Δ = 29°48'05" LT.
D = 04°30'00"
T = 338.80'
L = 662.25'
P.C.C. = 2202+94.22
P.T. = 2209+56.48

P.T. 2209+56.48
RAMP-4
N05°47'57"E

C.L. HWY. 19 STA. 22+18.80 =
STA. 2218+07.76 BASELINE RAMP 4
Δ = 88°42'10"

C.L. HWY. 19 STA. 22+04.48 =
STA. 2213+17.38 BASELINE RAMP 3
Δ = 91°47'50"

S19°24'03"E
P.C. 2218+77.55

BASELINE RAMP 4
PI = 2200+64.25
Δ = 13°52'00" LT.
D = 03°00'00"
T = 232.25'
L = 462.22'
P.C. = 2198+32.00
P.C.C. = 2202+94.22

BASELINE RAMP 3
PI = 2230+04.94
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2229+09.72
P.T. = 2231+00.00

C.L. HWY. 19
PI = 16+87.51
Δ = 02°25'20" LT.
D = 02°51'53"
T = 42.28'
L = 84.55'
P.C. = 16+45.23
P.T. = 17+29.78

P.T. 17+29.78
P.C. 16+45.23
P.I. 16+87.51
N27°57'18"W
BR. NO. 05063

STA. 12+12.70 BR. END
330.66' BRIDGE NO. 05063
39.00' CLEAR ROADWAY
STA. 15+43.36 BR. END
REHABILITATE BRIDGE DECK-
HYDRODEMOLITION

BASELINE RAMP 3
PI = 2222+82.14
Δ = 45°55'25" LT.
D = 06°00'00"
T = 404.59'
L = 765.39'
P.C. = 2218+77.55
P.T. = 2226+42.94

RAMP-1
P.I. 2222+82.14
P.T. 2226+42.94
P.C. 2229+09.72
N54°40'32"E

P.C.C. 2202+94.22
P.I. 2206+33.02
N35°36'02"E

P.I. 2200+64.25
N49°28'02"E
C.L. I-30
P.I. 2230+04.94
N49°28'02"E
P.I. 2223+04.94

N55°10'32"E
P.C. 2203+20.12
P.I. 2205+50.27
P.T. 2207+65.49
S89°11'42"E
RAMP-1

C.L. MED. I-30 STA. 2213+75.00 =
STA. 13+78.03 C.L. HWY. 19
Δ = 75°00'00"

P.C. 2210+52.69
P.T. 2211+54.78
P.C. 7+19.74
P.I. 8+69.14
P.T. 10+18.03
N25°31'58"W

C.L. HWY. 19
PI = 8+69.14
Δ = 08°09'55" LT.
D = 02°44'15"
T = 149.40'
L = 298.29'
P.C. = 7+19.74
P.T. = 10+18.03

P.C. 2216+98.46
P.I. 2219+65.53
N43°55'22"E
P.C.C. 2222+09.72
P.T. 2224+00.00 RAMP 2
84.00' RT. STA. 2224+00.00 C.L. MED.

BASELINE RAMP 1
PI = 2205+50.27
Δ = 35°37'46" RT.
D = 08°00'00"
T = 230.15'
L = 445.37'
P.C. = 2203+20.12
P.T. = 2207+65.49

BASELINE RAMP 1
PI = 2211+04.23
Δ = 19°29'58" LT.
D = 19°05'55"
T = 51.55'
L = 102.10'
P.C. = 2210+52.69
P.T. = 2211+54.78

P.I. 2211+04.23
N71°18'20"E
N71°22'03"W
P.T. 2213+23.42
NO3°01'18"E
RAMP-2

BASELINE RAMP 2
PI = 2219+65.53
Δ = 40°54'04" RT.
D = 08°00'00"
T = 267.07'
L = 511.26'
P.C. = 2216+98.46
P.C.C. = 2222+09.72

BASELINE RAMP 2
PI = 2223+04.94
Δ = 05°42'30" RT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C.C. = 2222+09.72
P.T. = 2224+00.00

C.L. HWY. 19 STA. 7+15.03 =
STA. 2213+28.88 BASELINE RAMP 1
Δ = 88°40'23"

P.O.B. 5+00.00
C.L. HWY. 19
STA. 6+12.40
BEGIN OVERLAY

P.C. 2210+36.70
P.I. 2211+99.96
N71°28'10"E

BASELINE RAMP 2
PI = 2211+99.96
Δ = 68°26'52" LT.
D = 23°52'24"
T = 163.25'
L = 286.71'

C.L. HWY. 19 STA. 7+17.69 =
STA. 2209+78.12 BASELINE RAMP 2
Δ = 91°09'47"

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN.FT.
9+82	12+01	HWY. 19 LT.	219
9+69	12+13	HWY. 19 RT.	244
15+49	18+18	HWY. 19 LT.	269
15+59	18+28	HWY. 19 RT.	269

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
9+82	12+01	HWY. 19 LT.	150 LIN.FT.	1 EACH	1 EACH
9+69	12+13	HWY. 19 RT.	175 LIN.FT.	1 EACH	1 EACH
15+49	18+18	HWY. 19 LT.	200 LIN.FT.	1 EACH	1 EACH
15+59	18+28	HWY. 19 RT.	200 LIN.FT.	1 EACH	1 EACH

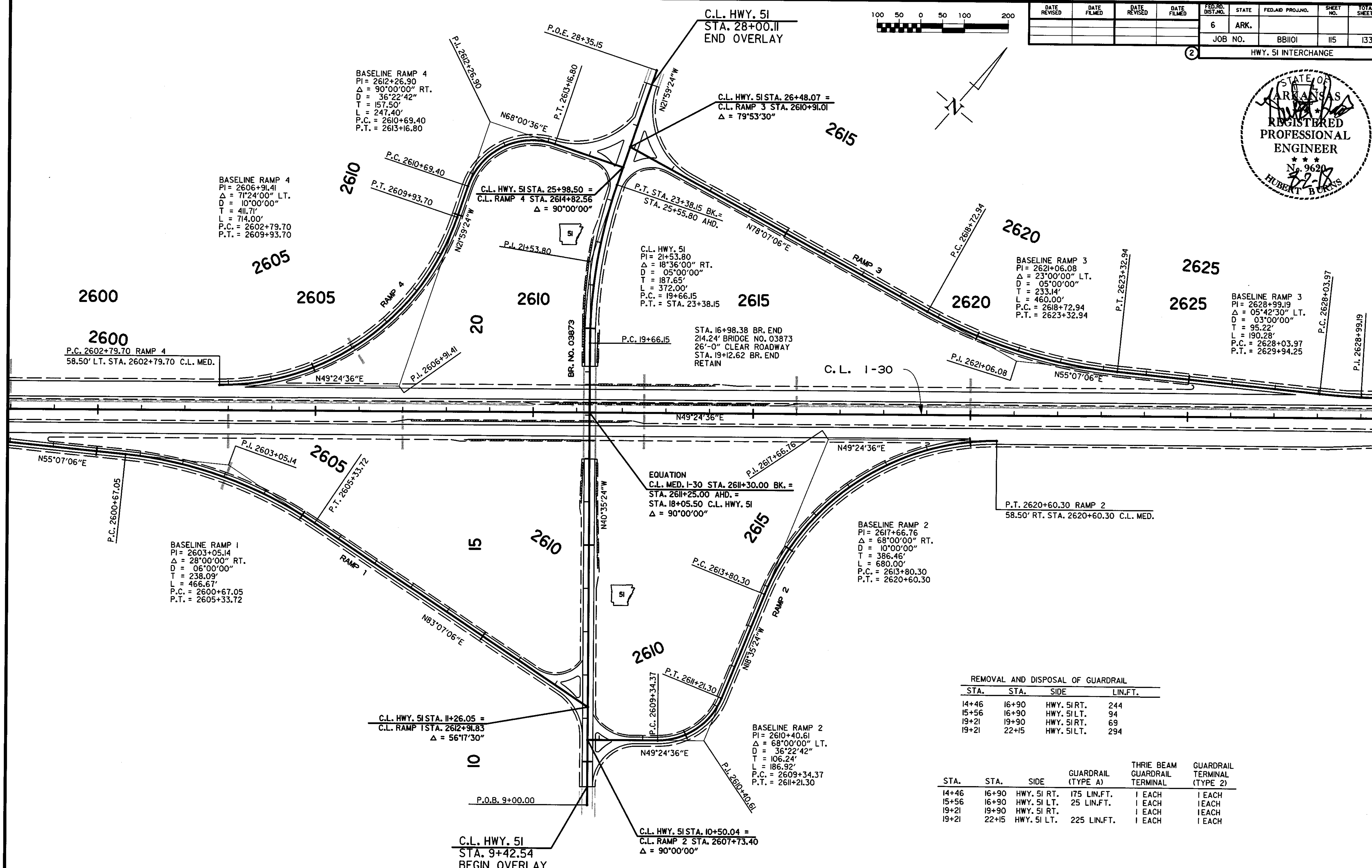
HWY. 19 INTERCHANGE

USER: fe513
DESIGN FILE: G:\18102200_BBII0I\TRANSP\dgn\p&p\rBBII0I PL_Hwy19_Intchg.dgn
PLOTTED: 8/2/2018 14:19
SCALE: 1:200
MODEL: PLAN AND PROFILE SHEETS

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB1101	115	133

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

(2) HWY. 51 INTERCHANGE



100 50 0 50 100 200
N
C.L. HWY. 51
STA. 28+00.11
END OVERLAY
P.O.E. 28+35.15
N21°59'24"W
C.L. HWY. 51 STA. 26+48.07 =
C.L. RAMP 3 STA. 2610+91.01
Δ = 79°53'30"
BASELINE RAMP 4
PI = 2612+26.90
Δ = 90°00'00" RT.
D = 36°22'42"
T = 157.50'
L = 247.40'
P.C. = 2610+69.40
P.T. = 2613+16.80
P.I. 2612+26.90
P.T. 2613+16.80
N68°00'36"E
P.C. 2610+69.40
P.T. 2609+93.70
C.L. HWY. 51 STA. 25+98.50 =
C.L. RAMP 4 STA. 2614+82.56
Δ = 90°00'00"
P.T. STA. 23+38.15 BK. =
STA. 25+55.80 AHD.
N78°07'06"E
RAMP 3
BASELINE RAMP 4
PI = 2606+91.41
Δ = 71°24'00" LT.
D = 10°00'00"
T = 411.71'
L = 714.00'
P.C. = 2602+79.70
P.T. = 2609+93.70
P.I. 21+53.80
C.L. HWY. 51
PI = 21+53.80
Δ = 18°36'00" RT.
D = 05°00'00"
T = 187.65'
L = 372.00'
P.C. = 19+66.15
P.T. = STA. 23+38.15
P.C. 2618+72.94
BASELINE RAMP 3
PI = 2621+06.08
Δ = 23°00'00" LT.
D = 05°00'00"
T = 233.14'
L = 460.00'
P.C. = 2618+72.94
P.T. = 2623+32.94
P.T. 2623+32.94
BASELINE RAMP 3
PI = 2628+99.19
Δ = 05°42'30" LT.
D = 03°00'00"
T = 95.22'
L = 190.28'
P.C. = 2628+03.97
P.T. = 2629+94.25
P.C. 2628+03.97
P.I. 2628+99.19
RAMP 4
BR. NO. 03873
P.C. 19+66.15
STA. 16+98.38 BR. END
214.24' BRIDGE NO. 03873
26'-0" CLEAR ROADWAY
STA. 19+12.62 BR. END
RETAIN
C.L. I-30
P.I. 2621+06.08
N55°07'06"E
P.C. 2602+79.70 RAMP 4
58.50' LT. STA. 2602+79.70 C.L. MED.
N49°24'36"E
P.I. 2606+91.41
N49°24'36"E
N55°07'06"E
P.I. 2603+05.14
P.T. 2605+33.72
P.C. 2600+67.05
P.I. 2617+66.76
N49°24'36"E
EQUATION
C.L. MED. I-30 STA. 2611+30.00 BK. =
STA. 2611+25.00 AHD. =
STA. 18+05.50 C.L. HWY. 51
Δ = 90°00'00"
P.T. 2620+60.30 RAMP 2
58.50' RT. STA. 2620+60.30 C.L. MED.
N40°35'24"W
BASELINE RAMP 1
PI = 2603+05.14
Δ = 28°00'00" RT.
D = 06°00'00"
T = 238.09'
L = 466.67'
P.C. = 2600+67.05
P.T. = 2605+33.72
RAMP 1
BASELINE RAMP 2
PI = 2617+66.76
Δ = 68°00'00" RT.
D = 10°00'00"
T = 386.46'
L = 680.00'
P.C. = 2613+80.30
P.T. = 2620+60.30
P.C. 2613+80.30
RAMP 2
N83°07'06"E
N18°35'24"W
P.T. 2611+21.30
P.C. 2609+34.37
C.L. HWY. 51 STA. 11+26.05 =
C.L. RAMP 1 STA. 2612+91.83
Δ = 56°17'30"
BASELINE RAMP 2
PI = 2610+40.61
Δ = 68°00'00" LT.
D = 36°22'42"
T = 106.24'
L = 186.92'
P.C. = 2609+34.37
P.T. = 2611+21.30
N49°24'36"E
P.I. 2610+40.61
P.O.B. 9+00.00
C.L. HWY. 51 STA. 10+50.04 =
C.L. RAMP 2 STA. 2607+73.40
Δ = 90°00'00"
C.L. HWY. 51
STA. 9+42.54
BEGIN OVERLAY
2600 2605 2610 2615 2620 2625 20 15 10 51

REMOVAL AND DISPOSAL OF GUARDRAIL

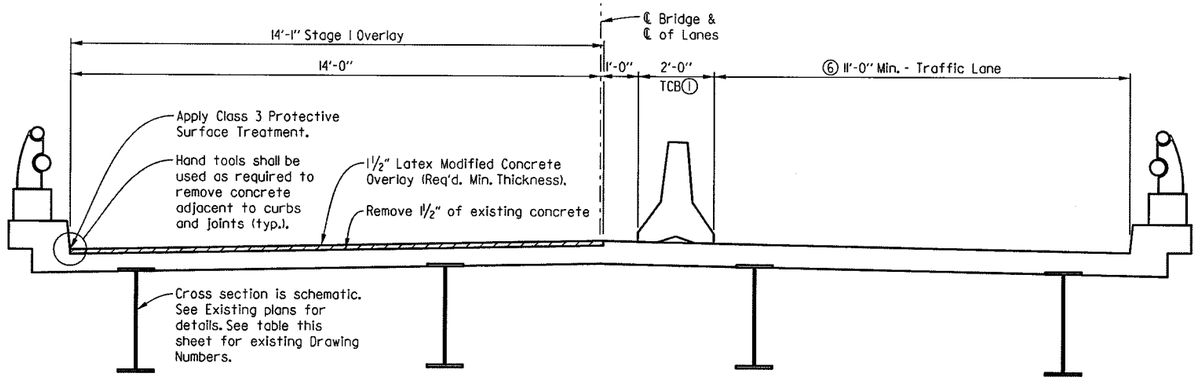
STA.	STA.	SIDE	LIN.FT.
14+46	16+90	HWY. 51 RT.	244
15+56	16+90	HWY. 51 LT.	94
19+21	19+90	HWY. 51 RT.	69
19+21	22+15	HWY. 51 LT.	294

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
14+46	16+90	HWY. 51 RT.	175 LIN.FT.	1 EACH	1 EACH
15+56	16+90	HWY. 51 LT.	25 LIN.FT.	1 EACH	1 EACH
19+21	19+90	HWY. 51 RT.		1 EACH	1 EACH
19+21	22+15	HWY. 51 LT.	225 LIN.FT.	1 EACH	1 EACH

HWY. 51 INTERCHANGE

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.

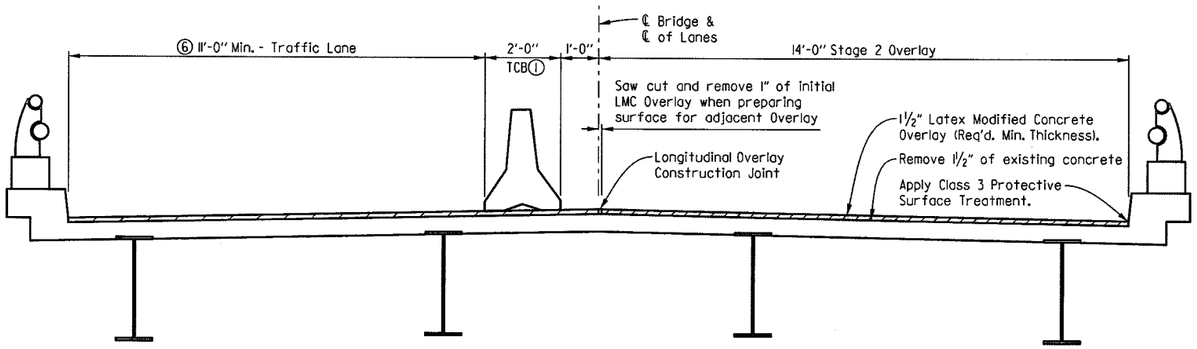
⑥ Refer to Bridge Rehabilitation work zones as shown in Maintenance of Traffic details. See Roadway Plans.



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

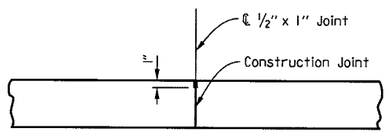
STAGE 1 LATEX MODIFIED CONCRETE OVERLAY

(Looking Ahead)
Scale: ½" = 1'-0"



STAGE 2 LATEX MODIFIED CONCRETE OVERLAY

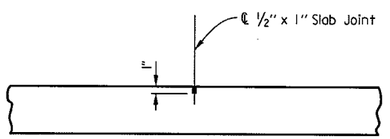
(Looking Ahead)
Scale: ½" = 1'-0"



Use ½" X 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as LMC Overlay. Sealant must be gray or other color similar to concrete.

LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL

No Scale

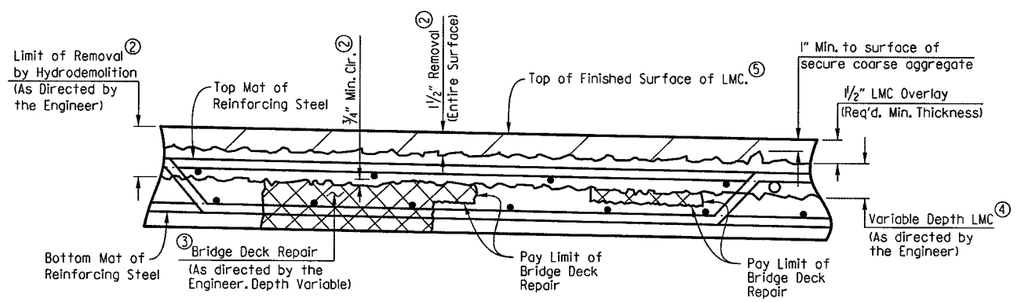


Use ½" X 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer rod shall not be installed. Joint Sealer shall be measured and paid for as LMC Overlay. Slab joints shall extend to the outside edge of the deck slab. Slab joints shall be placed at all pouring sequence construction 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.



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

No Scale

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

③ Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the SP Job BB1101 "Bridge Deck Repair".

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

⑤ Finished Surface of LMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required LMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				4	ARK.			
				JOB NO.		BB1101	116	133
				①	05055, 05060	LMC OVERLAY		59137

GENERAL NOTES:

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

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

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

Construction activities shall be in accordance with SP Job BB1101 "Special Safety Requirements".

HYDRODEMOLITION: The entire area of the existing bridge deck shall receive hydrodemolition in accordance with the SP Job BB1101 "Hydrodemolition" to a planned depth of 1½" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer up to the limits detailed. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB1101 "Hydrodemolition". Prior to hydrodemolition, cold milling of the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with the existing reinforcing.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job BB1101 "Bridge Deck Repair".

LATEX MODIFIED CONCRETE OVERLAY: The entire area of the existing bridge deck shall receive a Latex Modified Concrete (LMC) Overlay to a planned depth of 1½" below the existing bridge deck surface, in accordance with the SP Job BB1101 "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 BB1101 "Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1½" below the existing bridge deck surface shall be filled with LMC concurrent to the placement of the 1½" LMC Overlay. This area shall be measured and paid for in accordance with SP Job BB1101 "Latex Modified Concrete Overlay".

SURFACE FINISH: The LMC Overlay surface of the bridge deck shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with SP Job BB1101 "Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the LMC Overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with SP Job BB1101 "Latex Modified Concrete Overlay". Longitudinal and transverse construction joints separating adjacent overlay placements shall be prepared and sealed as shown.

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

REFERENCE TABLE

BR. NO.	EXISTING DRAWING NUMBERS
05055	14266, 14269, 14270, 14271, 14273, 14990C
05060	14292, 14296, 14297, 14435, 14990D

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
★★★
No. 16720
8/6/18
KENNETH RANDALL MILLER

SHEET 1 OF 2
DETAILS OF LATEX MODIFIED CONCRETE OVERLAY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

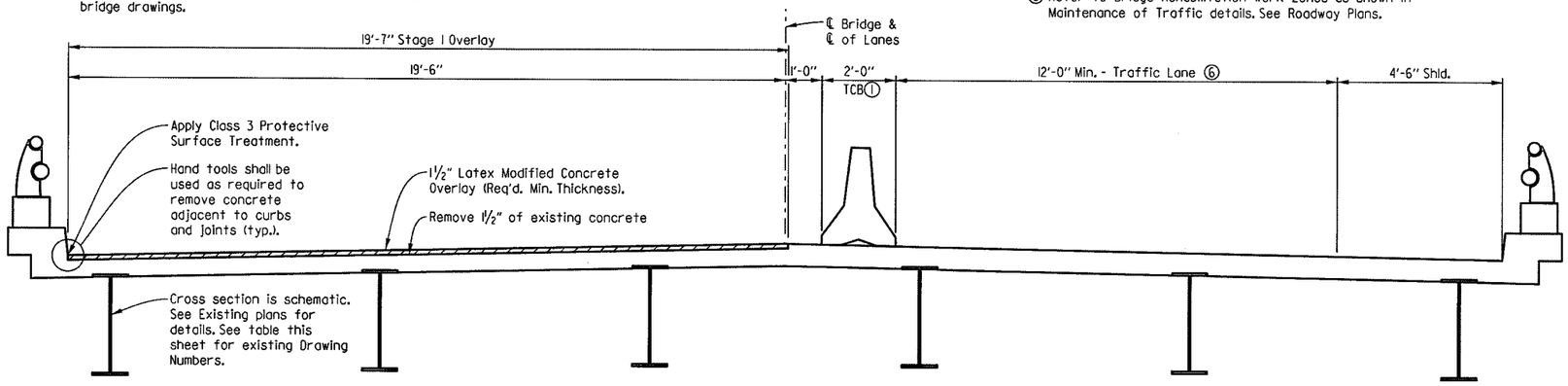
DRAWN BY: BWC DATE: 04-10-18 FILENAME: bbb1101_a_lmcl.dgn
CHECKED BY: CAW DATE: 04-17-18 SCALE: SEE DETAILS
DESIGNED BY: KRM DATE: 04-03-18

BRIDGE NOS. 05055, 05060 DRAWING NO. 59137

USER: CTAUSER
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\bridge\bbb1101_a_lmcl.dgn
PLOTTED: 8/6/2018 1:23:00 PM SCALE: 4.0000 ' / in.

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.

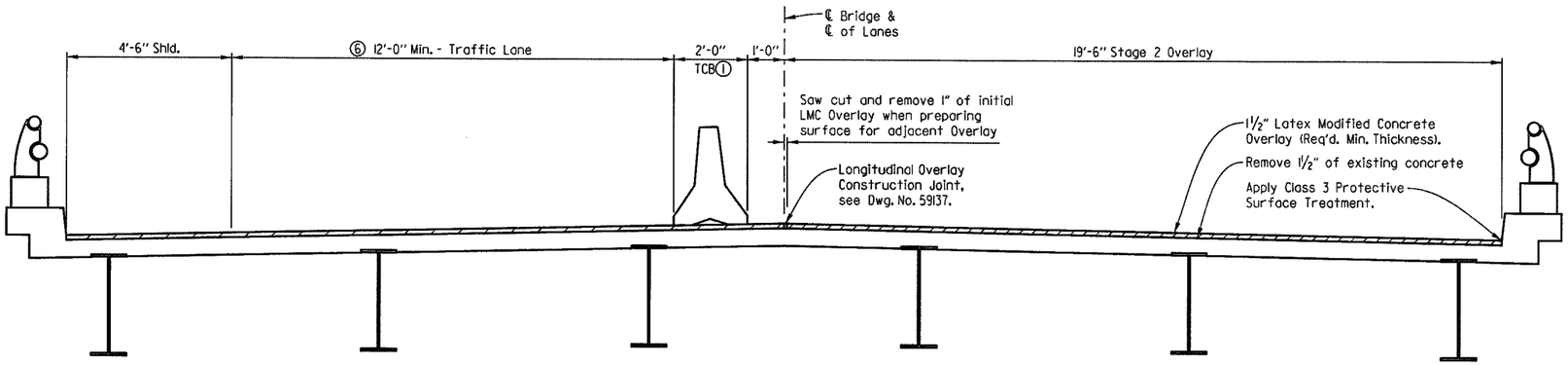
⑥ Refer to Bridge Rehabilitation work zones as shown in Maintenance of Traffic details. See Roadway Plans.



STAGE 1 LATEX MODIFIED CONCRETE OVERLAY

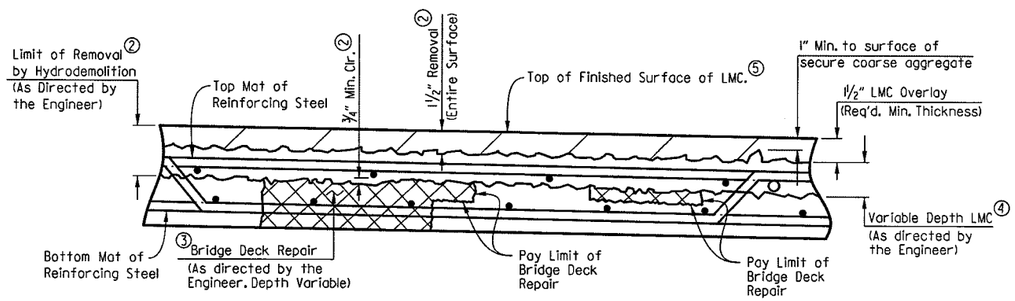
(Looking Ahead)
Scale: ½" = 1'-0"

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



STAGE 2 LATEX MODIFIED CONCRETE OVERLAY

(Looking Ahead)
Scale: ½" = 1'-0"



DETAILS OF HYDRODEMOLITION AND LATEX MODIFIED CONCRETE OVERLAY

No Scale

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

③ Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the SP Job BB1101 "Bridge Deck Repair".

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

⑤ Finished Surface of LMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required LMC Overlay thickness and a minimum of 1½" cover to reinforcing steel.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				4	ARK.			
				JOB NO.		BB1101	117	133
				①	05061, 05063	LMC OVERLAY		59138

GENERAL NOTES:

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

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

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

Construction activities shall be in accordance with SP Job BB1101 "Special Safety Requirements".

HYDRODEMOLITION: The entire area of the existing bridge deck shall receive hydrodemolition in accordance with the SP Job BB1101 "Hydrodemolition" to a planned depth of 1½" below the existing bridge deck surface. Deteriorated concrete in the bridge deck below this depth shall be removed at the direction of the Engineer up to the limits detailed. These areas shall be measured by the square yard and shall be paid for at the unit price bid for the item SP Job BB1101 "Hydrodemolition". Prior to hydrodemolition, cold milling of the concrete deck to a maximum depth of 1" will be allowed unless there will be a conflict with the existing reinforcing.

BRIDGE DECK REPAIR: After hydrodemolition, the deck surface shall be sounded and any areas of unsound, delaminated or otherwise deteriorated concrete shall be removed at the direction of the Engineer and in accordance with SP Job BB1101 "Bridge Deck Repair".

LATEX MODIFIED CONCRETE OVERLAY: The entire area of the existing bridge deck shall receive a Latex Modified Concrete (LMC) Overlay to a planned depth of 1½" below the existing bridge deck surface, in accordance with the SP Job BB1101 "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 BB1101 "Latex Modified Concrete Overlay (1½" Thick)". Areas of the existing bridge deck removed at the direction of the Engineer to a depth greater than 1½" below the existing bridge deck surface shall be filled with LMC concurrent to the placement of the 1½" LMC Overlay. This area shall be measured and paid for in accordance with SP Job BB1101 "Latex Modified Concrete Overlay".

SURFACE FINISH: The LMC Overlay surface of the bridge deck shall be given a grooved finish as specified for final finishing in Subsection 802.19 for Class 7 Grooved Bridge Roadway Surface Finish and in accordance with SP Job BB1101 "Latex Modified Concrete Overlay".

PROTECTIVE SURFACE TREATMENT: The longitudinal joint between the LMC Overlay and the adjacent existing concrete curb or rail shall be given a Class 3 Protective Surface Treatment as specified in Section 803 and in accordance with SP Job BB1101 "Latex Modified Concrete Overlay". Longitudinal and transverse construction joints separating adjacent overlay placements shall be prepared and sealed as shown on Dwg. No. 59137.

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

REFERENCE TABLE

BR. NO.	EXISTING DRAWING NUMBERS
05061	14301, 14306, 14307
05063	14431, 144990D

STATE OF ARKANSAS
LICENSED PROFESSIONAL ENGINEER
No. 16720
KENNETH RANDALL MILLER
8/6/18

SHEET 2 OF 2
DETAILS OF LATEX MODIFIED CONCRETE OVERLAY
ROUTE SEC.
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: BWC DATE: 04-10-18
CHECKED BY: CAW DATE: 04-17-18
DESIGNED BY: KRM DATE: 04-03-18
FILENAME: bbb1101_b_lmcl.dgn
SCALE: SEE DETAILS

BRIDGE NOS. 05061, 05063 DRAWING NO. 59138

USER: CTAUSER
DESIGN FILE: G:\18102200_BB1101\TRANSP\dgn\bridge\bbb1101_b_lmcl.dgn
PLOTTED: 8/6/2018 1:23:00 PM SCALE: 4.0000 ' / in.

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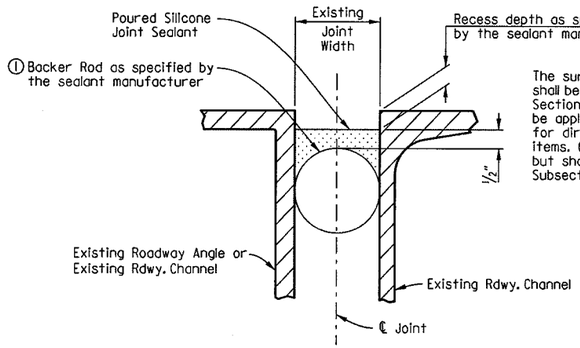
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				4	ARK.			
				JOB NO.		BBII01	118	133
				① 05063, A&B5022		JOINT DETAILS		59139



The surfaces not in contact with concrete shall be cleaned and painted in accordance with Section 638. Only one coat is required and shall be applied in the field. Painting 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).

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

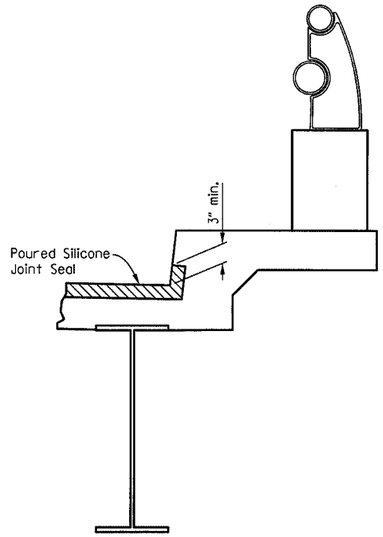
Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details and Manufacturer's instructions. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

POURED SILICONE JOINT SEAL DETAILS

No Scale

① Backer rod shall be appropriately sized and set to the depth shown in the manufacturer's literature based on the joint width at the time of sealing. Except as noted, do not install more backer rod than can be sealed in the same day. The Contractor shall verify separation of the backer rod from the joint material after joint material has set.

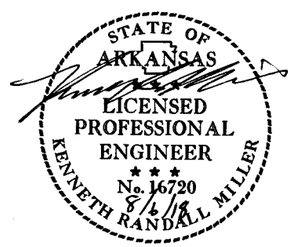
Backer rod shall be notched or otherwise fit around any existing seal supports or bumper plates to maintain its proper depth as defined above.



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

JOINT SEAL PLACEMENT AT CURB

No Scale



DETAILS OF POURED SILICONE JOINT SEAL

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: BWC DATE: 07-13-18 FILENAME: bbbII01_c_lmcl.dgn

CHECKED BY: CAW DATE: 07-16-18 SCALE: SEE DETAILS

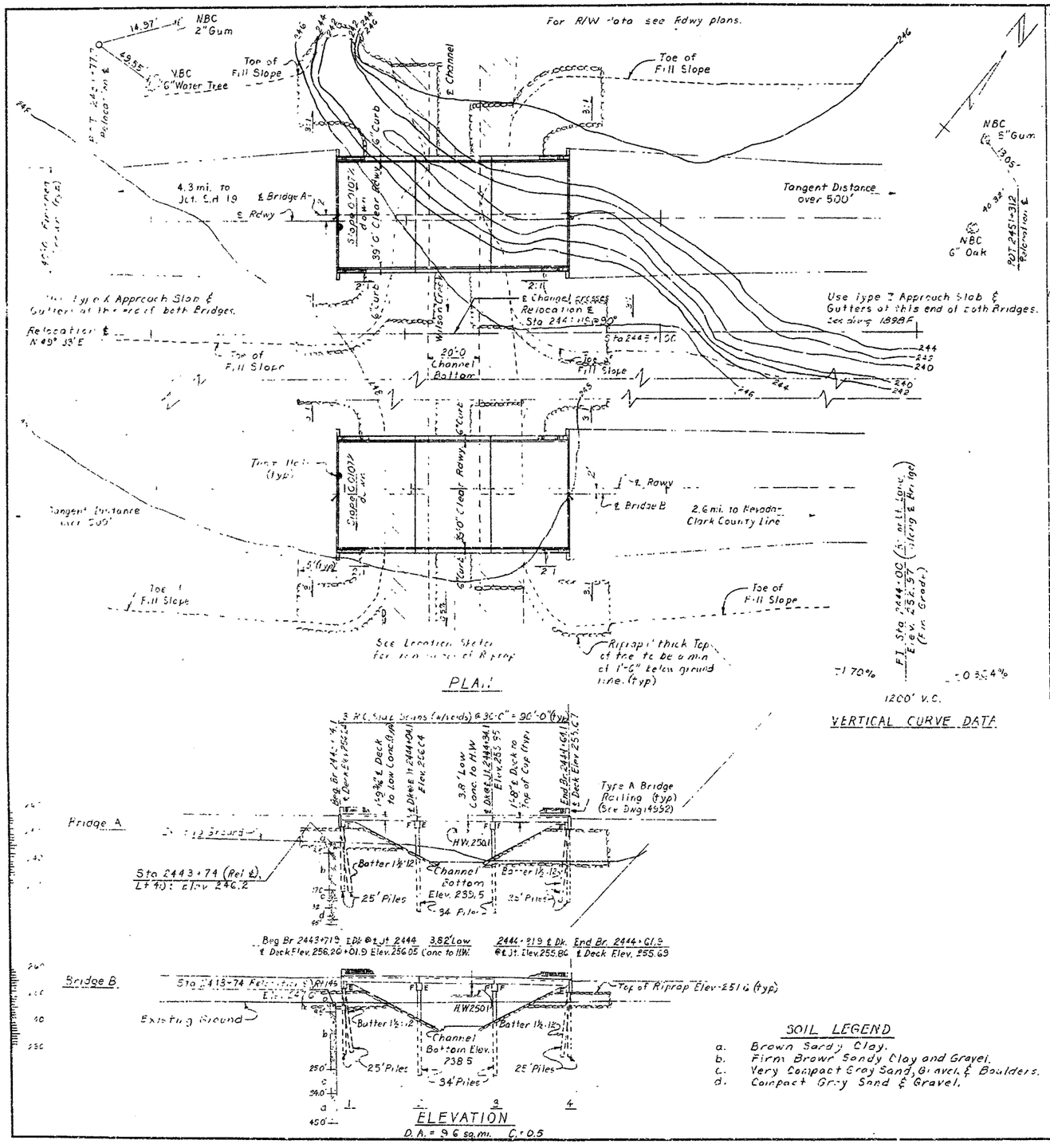
DESIGNED BY: KRM DATE: 07-13-18

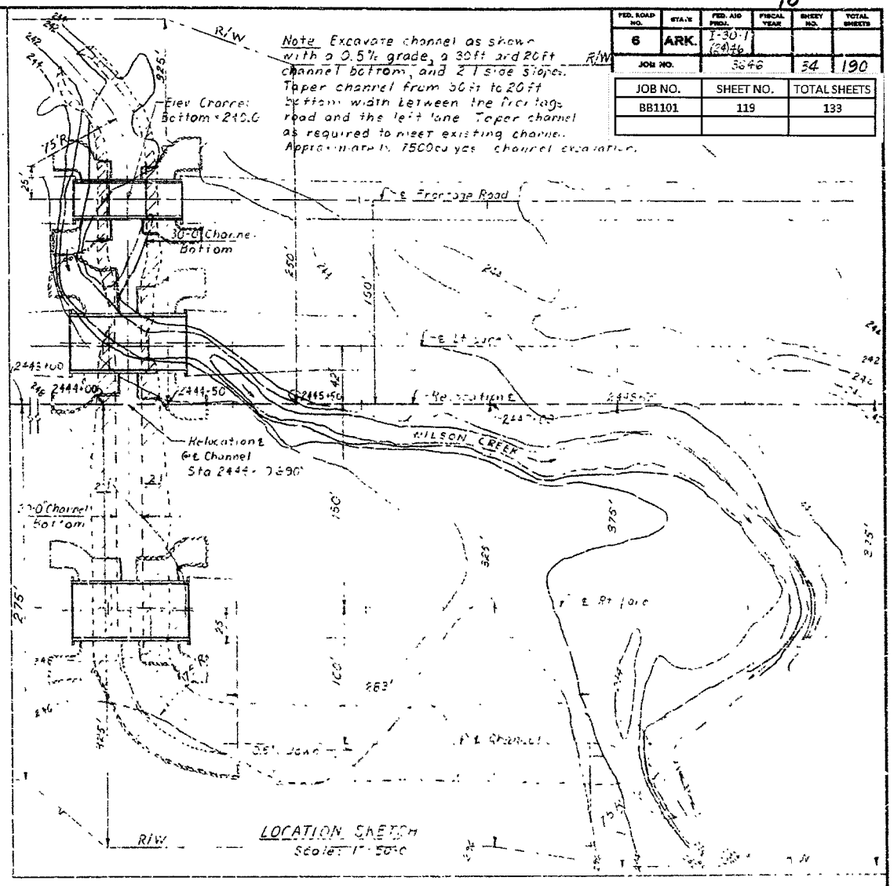
BRIDGE NOS. 05063, A&B5022 DRAWING NO. 59139

USER: CTAUSER
DESIGN FILE: G:\18102200_BBII01\TRANSP\dgn\bridge\bbbII01_c_lmcl.dgn
PLOTTED: 8/6/2018 1:23:01 PM SCALE: 2.0000 ' / in.

FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-30-1 (24)46			
JOB NO.		3648		54	190

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	119	133





GENERAL NOTES

Bench Mark - N.I.R. 30" Gum 130' Rt. Sta. 2443 + 19 (Relocation Centerline) Elev. 248.51.

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 70 tons per pile and to a minimum penetration of 20 ft. below the streambed. Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field. Drive one 39 foot test pile each in Bent No. 3, Bridge A and in Bent No. 3, Bridge B.

Piles in end bents to be driven after embankment is in place.

For details of Bents see dwg. no. 15073
For details of RC Slab Spans see dwg. no. 15072

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1959, 1966 Supplemental Specifications and applicable Special Provisions.

DESIGN SPECIFICATIONS: AASHO 1961

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

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

SOIL LEGEND

a. Brown Sandy Clay.
b. Firm Brown Sandy Clay and Gravel.
c. Very Compact Grey Sand, Gravel, & Boulders.
d. Compact Grey Sand & Gravel.

Added R data; CEM, 7-7-66.

L. P. Carlson
BRIDGE ENGINEER

FOR INFORMATION ONLY

LAYOUT OF BRIDGES OVER WILSON CREEK PRESCOTT – BOUGHTON ROAD NEVADA COUNTY

INT. ROUTE 30 SEC. 1

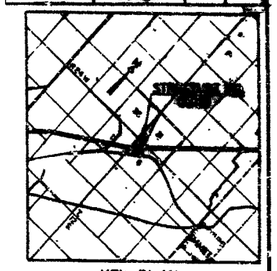
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

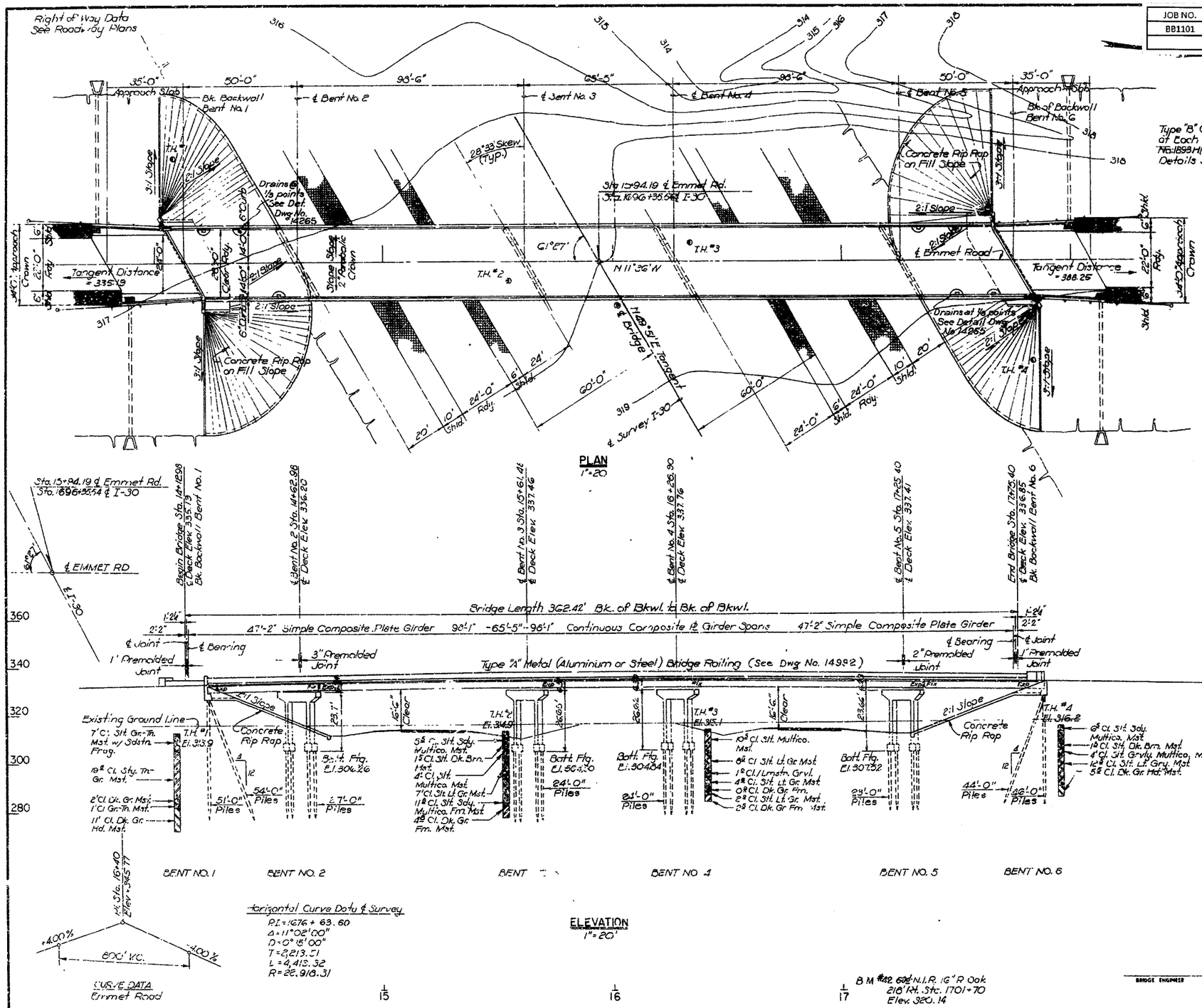
DRAWN BY: CEM DATE: 6-21-66
TRACED BY: DATE:
CHECKED BY: OFL DATE: 6-22-66
SCALE: 1"-20'-0" or as shown

BRIDGE NO. 5118 A & B DRAWING NO. 13678

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	119A	133

FED ROAD DIV NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	[illegible]		41	140
JOB NO.		3845			





FOR INFORMATION ONLY

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 ABUTMENTS AND PIERS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1½" HIGH COVERING THE MIDDLE THIRD OF BOTH DIMENSIONS.

ALL PILING SHALL BE 16" OCTAGONAL PRECAST CONCRETE OR 16" CONCRETE FILLED METAL SHELLS AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 48 TONS PER PILE, WITH A MINIMUM PENETRATION OF 20' INTO EXISTING GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY, ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 32' TEST PILE IN BENT NO. 2, AND ONE 28' TEST PILE IN BENT NO. 5.

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

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1954, AND 1966 SUPPLEMENTAL SPECIFICATIONS.

DESIGN SPECIFICATIONS AASHO 1965

LIVE LOADING: H 20

UNIT STRESSES:

CLASS A CONCRETE (n=15)	900 PSI
CLASS S (AE) CONCRETE (n=10)	1,200 PSI
CLASS S CONCRETE (n=10)	1,350 PSI
REINFORCING STEEL	20,000 PSI
STRUCTURAL STEEL (A-36)	20,000 PSI

REFERENCE LIST OF DRAWINGS

FOR DETAILS OF BENT NOS. 1 AND 6, SEE DWG. NO. 14267.
FOR DETAILS OF BENT NOS. 2, 3, 4 AND 5, SEE DWG. NO. 14268.
FOR FRAMING PLAN AND STRUCTURAL DETAILS, SEE DWG. NO. 14269.
FOR CONCRETE DECK AND RAILING DETAILS, SEE DWG. NO. 14270.
FOR SLAB POURING SEQUENCE & GENERAL NOTES AND SHOES, SEE DWGS. NO. 14272 & NO. 14273.
FOR CONCRETE RIPRAP DETAILS SEE DWG. NO. 14273
FOR DETAILS OF BRIDGE RAILING SEE DWG. NO. 14992

SOIL CLASSIFICATION

BR.	- BROWN	MULTICO	- MULTICOLORED
CL.	- CLAY	PLST.	- PLASTIC
CLY.	- CLAYEY	SD.	- SAND
DK.	- DARK	SDY.	- SANDY
FM.	- FIRM	SD. LNS.	- SAND LENSES
FRAG.	- FRAGMENTS	SDSTN.	- SANDSTONE
GR.	- GRAY	SNS.	- SEAMS
GRVL.	- GRAVELS	SLT.	- SILTY
HD.	- HARD	TH.	- THIN
LMSTN.	- LIMESTONE	YLW.	- YELLOW
MST.	- MOIST	WTR. BRG.	- WATER BEARING

LAYOUT OF UNDERPASS
EMMET ROAD OVER I-30
HEMPSTEAD COUNTY

ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: L D M DATE:
TRACED BY: L D M DATE:
CHECKED BY: D W DATE:
SCALE: 1" = 20'

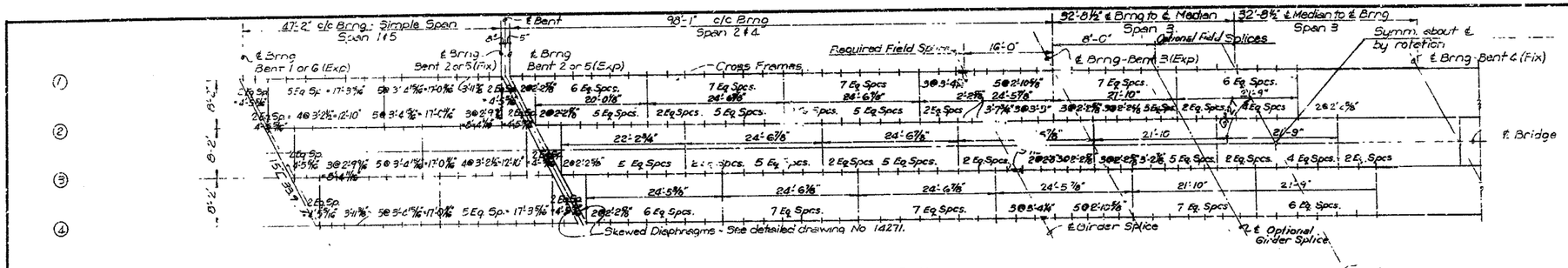
BRIDGE NO. 5055 DRAWING NO. 14266

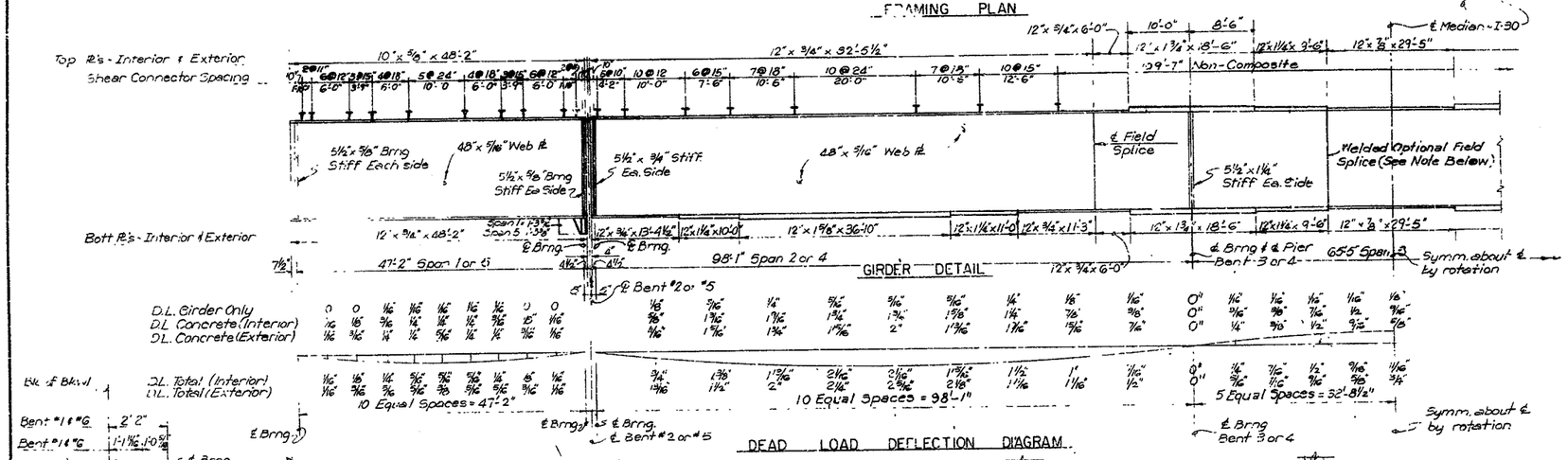
15 16 17

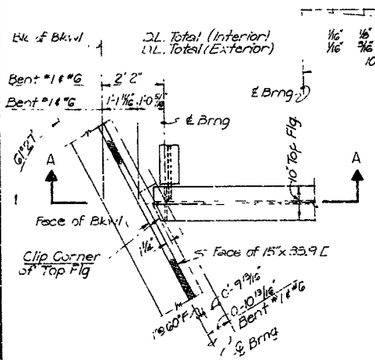
FED ROAD DIV NO	STATE	PROJ NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	I-30-1 (21) 21		44	140
JOB NO.		3645			

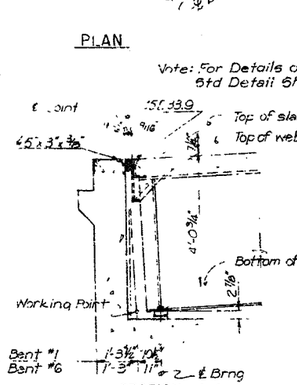
JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	120	133

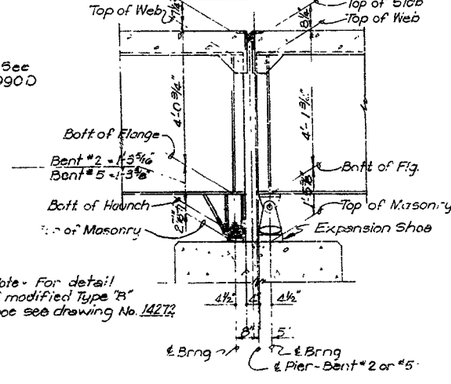
FOR INFORMATION ONLY

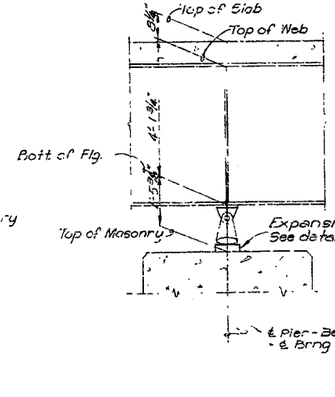


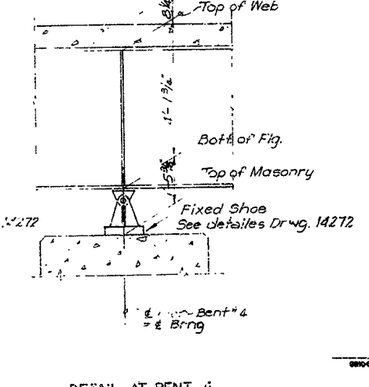


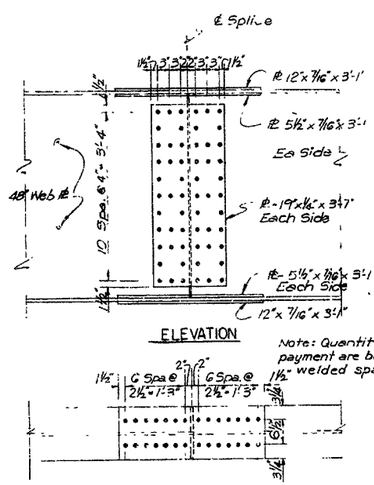












D.L. Deflections shown are from a chord from centerline bent to centerline bent.
Vertical curve corrections are not included.
Exterior girder deflections shown are for curb pours monolithic with slab pours. The exterior girder deflections for curb pours separate from slab pours are as follows:
Dead Load Concrete = 78% of Dead Load Concrete Exterior.
Total Dead Load = Dead Load Girder only + 78% of Dead Load Concrete Exterior.
All girders shall be shop-assembled in their true position, field connection holes reamed and all parts match-marked. The shop assembly shall have a minimum assembled sequence of 3 sections.
Optional Field Splice shall be made on the ground with the girder webs horizontal and blocked according to the Fabricators structural steel details. Optional Field Splice shall be welded.

FRAMING PLAN & STRUCTURAL DETAILS

EMMET ROAD UNDERPASS
HEMPSTEAD COUNTY
ROUTE 30 SEC. 1
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY L D M DATE
TRACED BY L D M DATE
CHECKED BY D V DATE
SCALE AS SHOWN

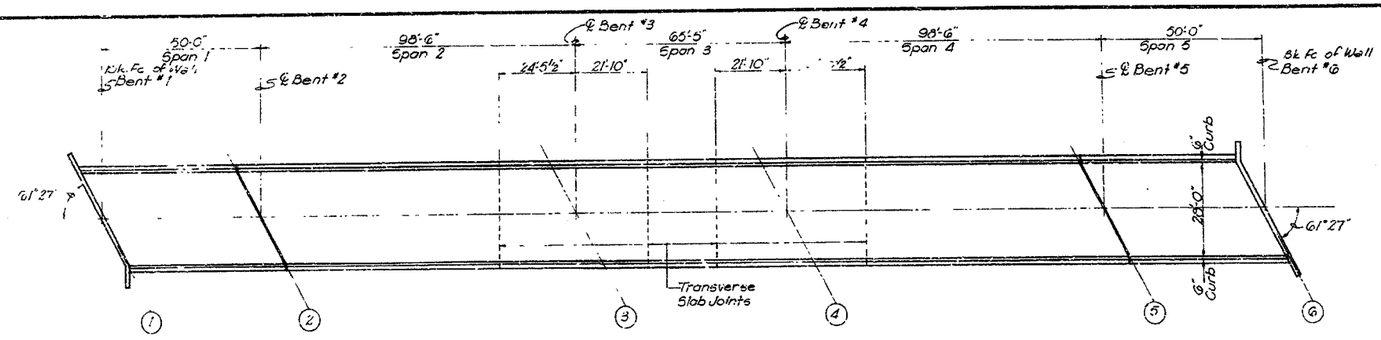
BRIDGE ENGINEER

BRIDGE NO. 5055 DRAWING NO. 14269

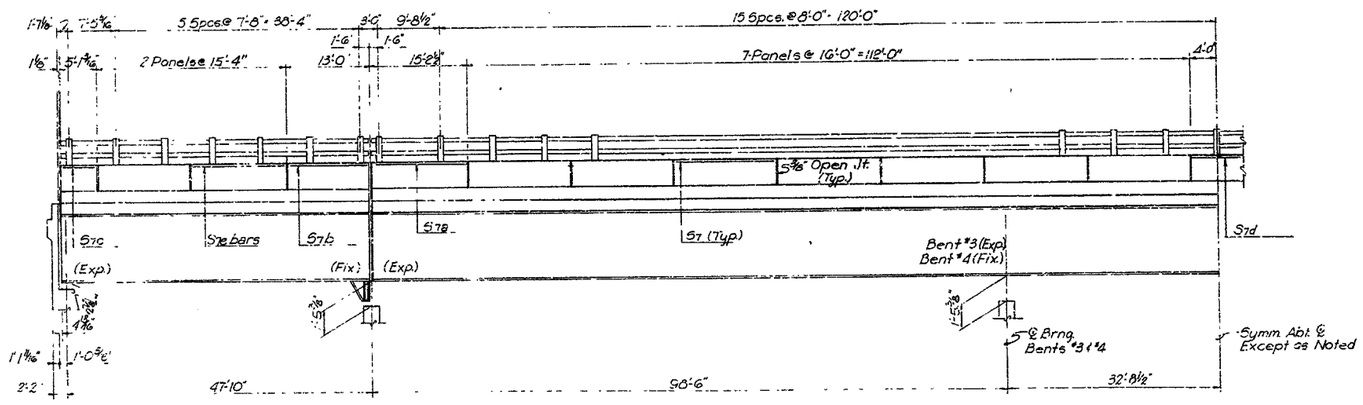
153

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	121	133

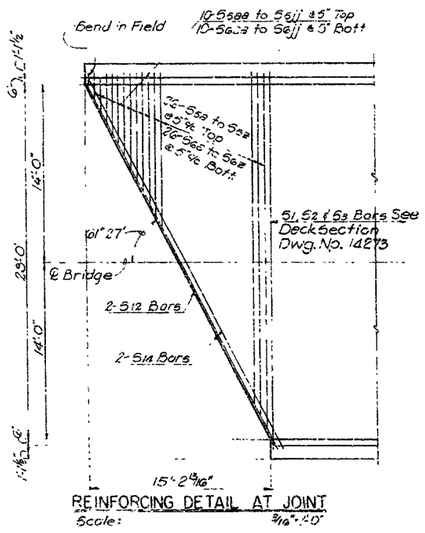
FED ROAD DIV NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-30-1(30)31		45	133
JOB NO.		3643			



POURING SEQUENCE
Scale: 1"=20'-0"

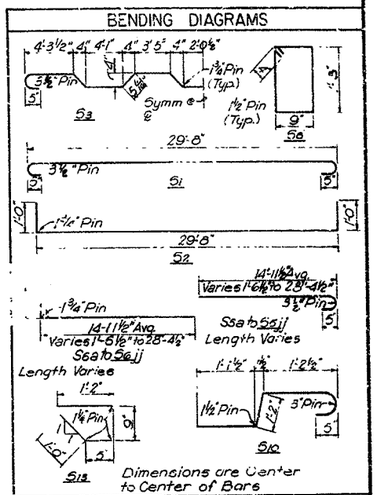


HALF ELEVATION SHOWING BRIDGE RAILING & CURB RISER
Scale: ¼"=1'-0" Vert.
1"=10'-0" Horz.



REINFORCING DETAIL AT JOINT
Scale: 3/16"=1'-0"

BENDING DIAGRAMS



BAR LIST

MARK	SIZE	PIN DIA.	250.00' SPANS NO.	250.00' SPANS LENGTH	290.50' SPANS NO.	290.50' SPANS LENGTH	1-63.42 SPAN NO.	1-63.42 SPAN LENGTH
S1	#5	3½"	80	30'-11"	236	30'-11"	79	30'-11"
S2	#5	1¾"	80	31'-8"	236	31'-8"	79	31'-0"
S3	#5	See Dtl.	78	31'-9"	234	31'-9"	78	31'-9"
S4	#4	Str.	114	48'-8"	228	55'-9"	57	47'-5"
S5a to S5jj	#5	3½"	144	2'-2" To 29'-0"	72	2'-2" To 29'-0"	—	—
S5a to S5jj	#5	1¾"	144	2'-6⅛ To 29'-4½"	72	2'-6⅛ To 29'-4½"	—	—
S7	#4	Str.	—	—	40	15'-8"	20	15'-8"
S7b	#4	Str.	8	12'-6"	—	—	—	—
S7c	#4	Str.	8	4'-0"	—	—	—	—
S8	#4	1½"	244	4'-7"	476	4'-7"	180	4'-7"
S9	#4	Str.	16	48'-8"	32	55'-9"	8	47'-5"
S10	#4	See Dtl.	260	4'-0"	476	4'-0"	160	4'-0"
S7a	#4	Str.	—	—	8	14'-7"	—	—
S11	#5	Str.	—	—	32	30'-0"	—	—
S12	#5	Str.	8	33'-4"	4	33'-4"	—	—
S13	#4	See Dtl.	64	5'-4"	64	3'-4"	—	—
S14	#4	Str.	12	8'-0"	12	8'-0"	—	—
S7d	#4	Str.	—	—	—	—	4	7'-8"
S7e	#4	Str.	16	15'-0"	—	—	—	—

DESIGN SPECIFICATIONS AASHO 1965

		INTERIOR GIRDER	EXTERIOR GIRDER
1. DEAD LOAD			
a) TO GIRDER ONLY	(SPANS 1 & 5)	890 (890)#/FT.	1020 (837) #/FT.
	(SPANS 2, 3 & 4)	925 (325)#FT.	1055 (872) #FT.
b) TO COMPOSITE BEAM	(SPANS 1 & 5)	31 (31) #FT.	31 (214) #FT.
	(SPANS 2, 3 & 4)		
c) WEARING SURFACE		88 #/FT.	88 #/Ft.
2. LIVE LOAD			
a) TO COMPOSITE		1.185 WHEELS + IMPACT	1.352 WHEELS + IMPACT

3. SLABS, CURB, PARAPET CONCRETE (CLASS S(AE) CONCRETE (n-10) Fc = 1200 psi

NOTE: VALUES SHOWN ARE WITH THE CURB AND DECK POURED MONOLITHICALLY. VALUES SHOWN IN PARENTHESES ARE WITH THE CURB AND DECK AS SEPARATE POURS.

BRIDGE ENGINEER

FOR INFORMATION ONLY

CONCRETE DECK, RAILING & POURING SEQUENCE
EMMET ROAD UNDERPASS
HEMPSTEAD COUNTY
ROUTE 30 SEC.

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

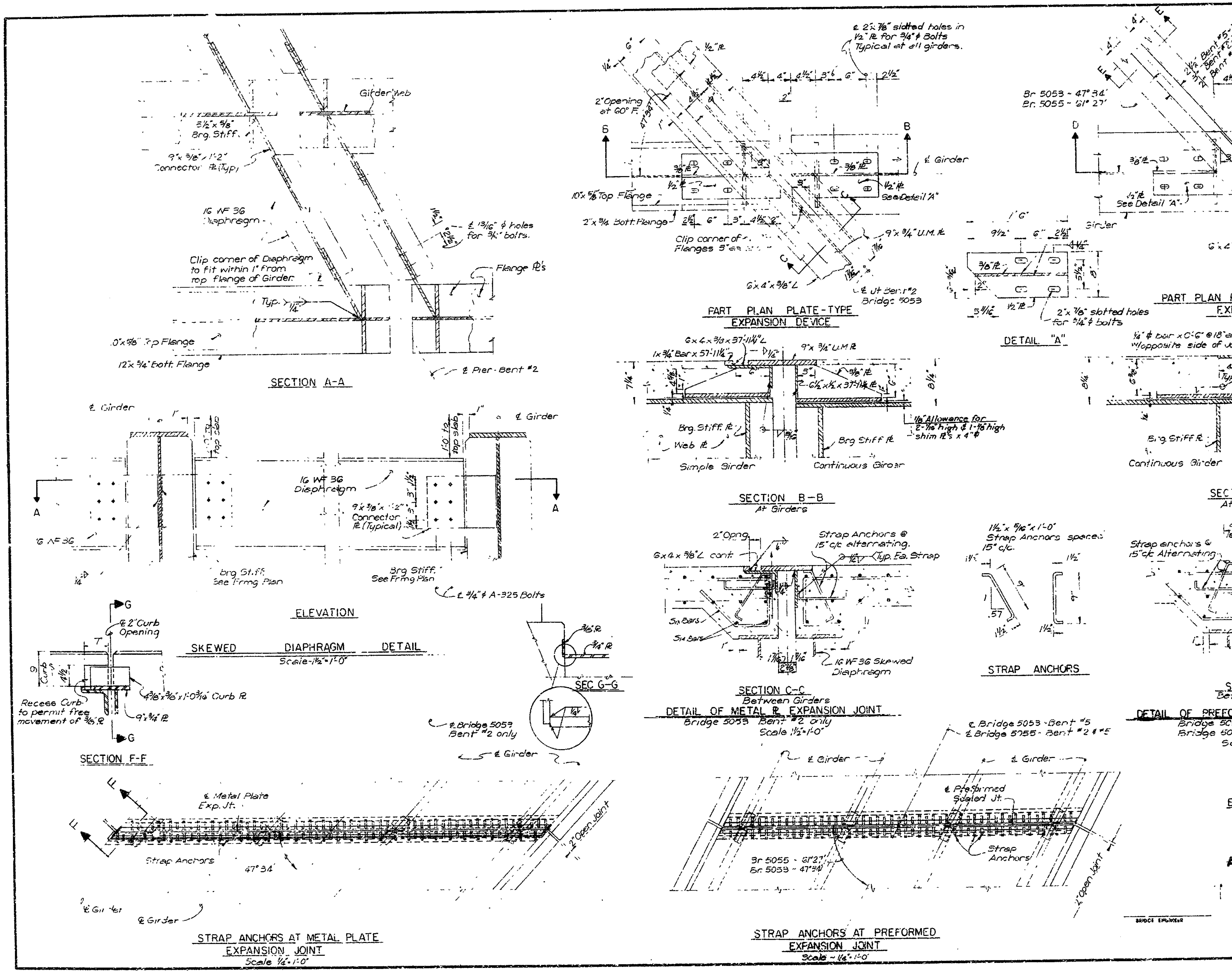
DRAWN BY L D M DATE
TRACED BY L D K DATE
CHECKED BY D W DATE
SCALE AS NOTED

BRIDGE NO. 5055 **DRAWING NO.** 14270

154

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	2-50-1 (20) 51		46	143
JOB NO.	3643				

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	122	133



SECTION A-A
ELEVATION
SKEWED DIAPHRAGM DETAIL
Scale-1½"=1'-0"
SECTION F-F
SEC G-G
PART PLAN PLATE-TYPE EXPANSION DEVICE
SECTION B-B
At Girders
SECTION C-C
Between Girders
DETAIL OF METAL PL EXPANSION JOINT
Bridge 5053 Bent #2 only
Scale 1½"=1'-0"
DETAIL "A"
STRAP ANCHORS
PART PLAN PREFORMED JOINT SEAL-TYPE EXPANSION DEVICE
SECTION D-D
At Girders
SECTION E-E
Between Girders
DETAIL OF PREFORMED EXPANSION JOINT
Bridge 5053 Bent #5
Bridge 5055 Bent #2 & #5
Scale 1½"=1'-0"
STRAP ANCHORS AT METAL PLATE EXPANSION JOINT
Scale ¼"=1'-0"
STRAP ANCHORS AT PREFORMED EXPANSION JOINT
Scale ¼"=1'-0"

FOR INFORMATION ONLY

EXPANSION JOINT DETAILS AT BENTS 2 & 5
EMMET ROAD UNDERPASS
DE ANN ROAD UNDERPASS
HEMPSTEAD COUNTY

ROUTE SEC.

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY L.D.M. DATE
TRACED BY L.D.M. DATE
CHECKED BY D.W. DATE

SCALE: AS NOTED

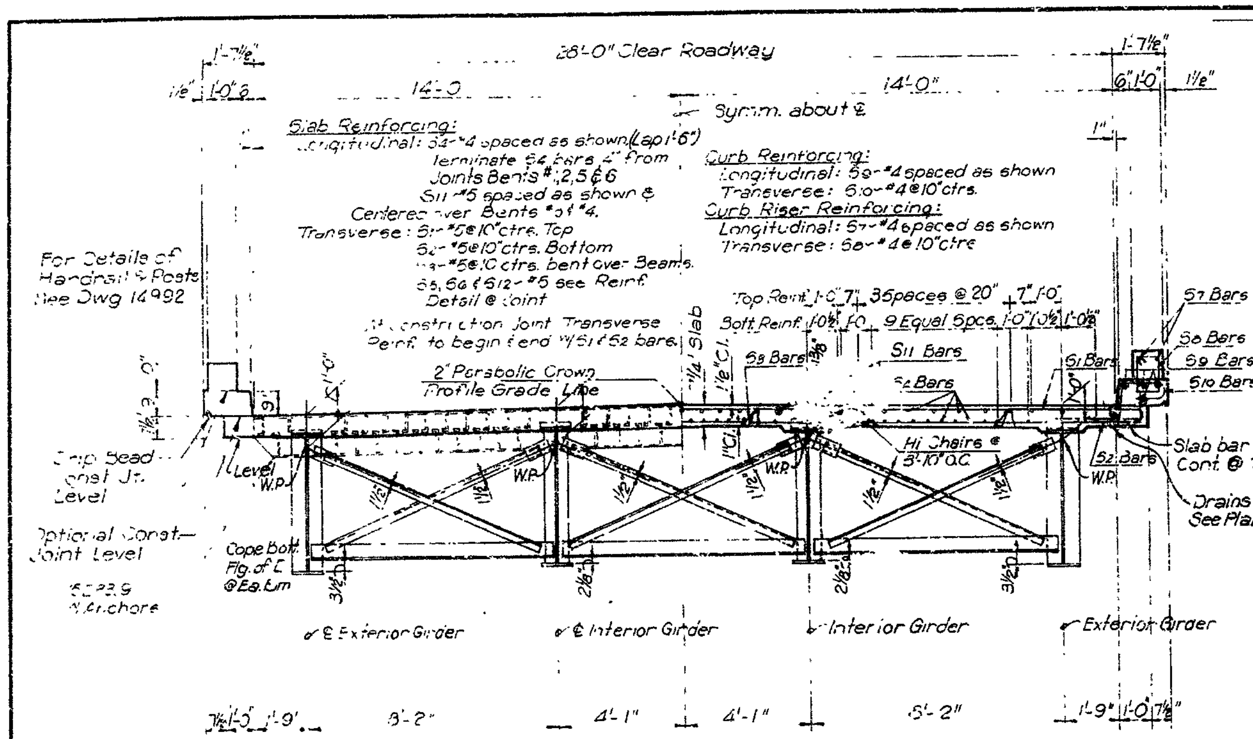
BRIDGE ENGINEER

BRIDGE NO. 5053 & 5055 **DRAWING NO.** 14271

156

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	123	133

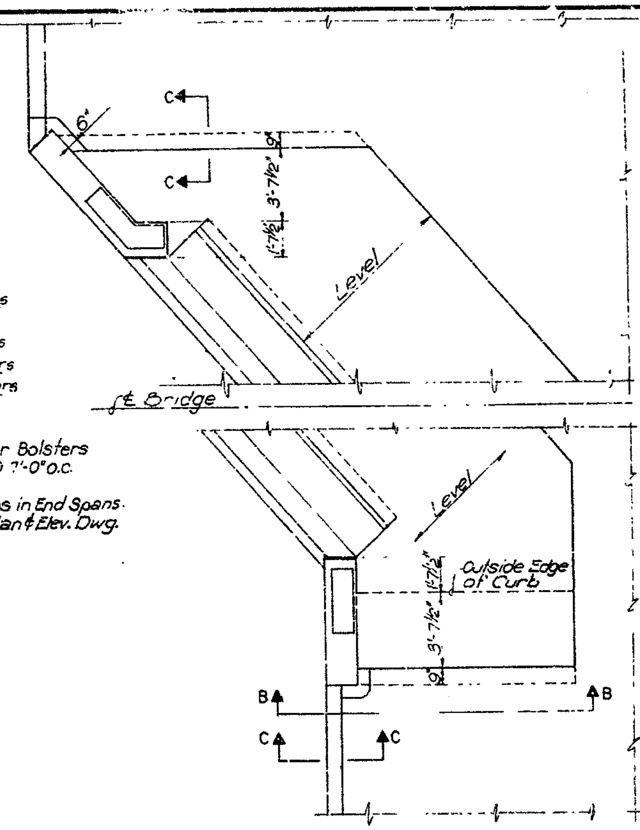
FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-30-1 (21) 31		48	140
	JOB NO.	36 3			



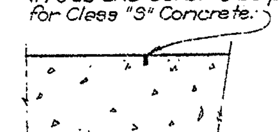
HALF SEC. AT END BENT

HALF SEC. AT ℄

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

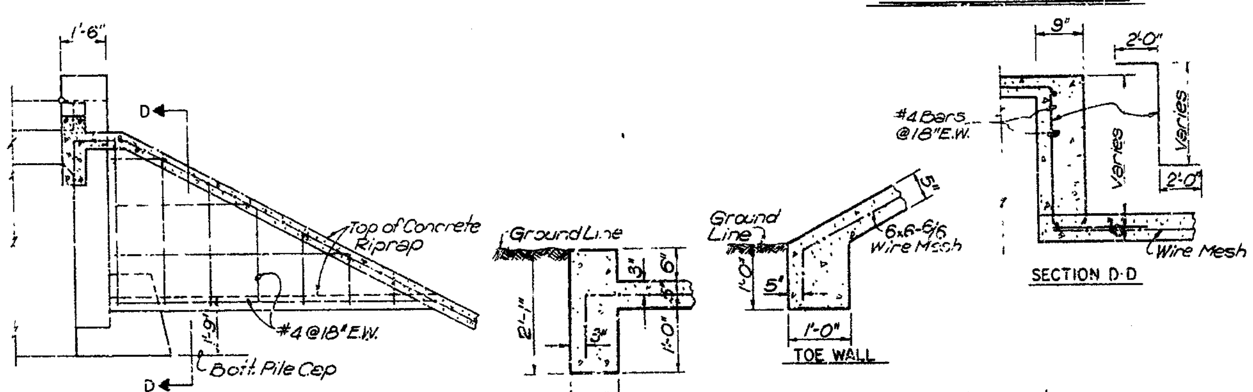


PLAN CONCRETE RIPRAP



CONTRACTION TRANSVERSE SLAB JOINT

Place Transverse Slab Joints at Locations Shown on Pouring Sequence Diagram and at Contraction joints.



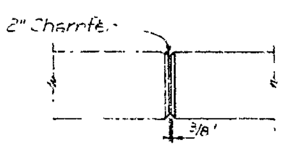
SECTION B-B

SECTION C-C

SECTION D-D

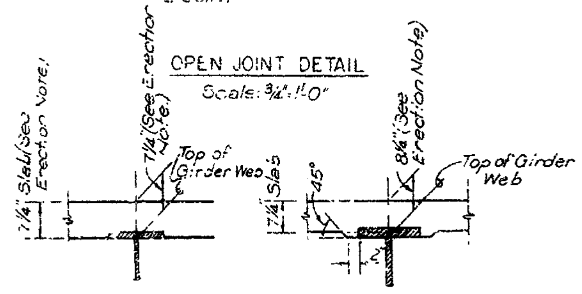
NOTE: Sloped Surfaces of Concrete Riprap to be marked off into blocks (construction joints optional) with an approved grooving tool. Spacing the grooved lines about 5' apart.

DETAIL OF CONCRETE RIPRAP



OPEN JOINT DETAIL

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



Simple Span

Continuous Span

DETAILS OF HAUNCHES

Scale 3/4" = 1'-0"

SHOP DRAWINGS SHALL INCLUDE:

1. METHOD OF ALIGNMENT AND CLAMPING GIRDERS DURING FABRICATION AND ERECTION.
2. PROGRAM FOR WELDING SEQUENCE AND DISTORTION CONTROL DURING FABRICATION AND ERECTION.

ERECTION:

THE OPTIONAL FIELD-SPLICE IN SPAN NO. 3 SHALL BE MADE ON THE GROUND, PRIOR TO ERECTION, WITH THE GIRDER WEBS HORIZONTAL AND BLOCKED ACCORDING TO THE FABRICATOR'S STRUCTURAL STEEL DETAILS.

STEEL MAY BE ERECTED WITHOUT THE USE OF FALSEWORK, PROVIDED ALL SPLICE POINTS ARE WITHIN 1/4"± OF THE PLANNED ELEVATION ACCORDING TO THE SHOP DRAWINGS, WITH THE COMPLETE LINE OF GIRDER ERECTED. SPLICE POINTS THAT ARE OFF MORE THAN 1/4"± SHALL BE CORRECTED BEFORE ANY WELDING IS STARTED OR ANY BOLTS TIGHTENED

AFTER THE STRUCTURAL STEEL HAS BEEN ERECTED, A PROFILE OF THE TOP OF THE GIRDERS SHALL BE TAKEN TO DETERMINE THE THICKENING OF HAUNCHES REQUIRED FOR THE DEAD LOAD DEFLECTION.

POURING SEQUENCE

ALL STRUCTURAL STEEL SHALL BE IN PLACE FOR A UNIT BEFORE ANY CONCRETE IS PLACED FOR THAT UNIT. A UNIT CONSISTS OF SIMPLE SPAN NO. 1, SIMPLE SPAN NO. 5 OR CONTINUOUS SPANS 2, 3 & 4.

THE CONCRETE DECK SHALL BE PLACED IN ACCORDANCE WITH ARKANSAS STATE HIGHWAY DEPARTMENT SUPPLEMENTAL SPECIFICATIONS.

EACH POUR SHALL BE A CONTINUOUS, UNINTERRUPTED OPERATION WHICH SHALL PLACE ALL THE CONCRETE IN THAT POUR, WHICH SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT.

MOVEMENT OF THE FINISHING MACHINE ACROSS NEW CONCRETE, WHEN PROTECTED BY MEANS OF PLANKING PLACED ON THE SURFACE, SHALL BE PROHIBITED FOR 72 HOURS AFTER FINISHING THE POUR.

CURB POURS MAY BE MADE MONOLITHICALLY WITH SLAB POURS, OR SEPARATELY.

CURB POURS SHALL BE POURED CONTINUOUSLY, SAME AS THE SLAB POURS. CURB POURS SHALL NOT BE MADE UNTIL AT LEAST 72 HOURS HAS ELAPSED AFTER COMPLETION OF ALL THE SLAB POURS.

CURB RISER POURS SHALL NOT BE MADE UNTIL AT LEAST 72 HOURS HAS ELAPSED AFTER COMPLETION OF ALL THE CURB POURS OR MONOLITHIC SLAB AND CURB POURS.

GENERAL NOTES

FIELD CONNECTIONS TO BE BOLTED WITH HIGH-STRENGTH BOLTS ASTM A 325.

HIGH-STRENGTH BOLTS: 3/4" Ø, OPEN HOLES 13/16" Ø EXCEPT WHERE NOTED OTHERWISE. BOLT SPACING SHALL BE 2 3/4" UNLESS OTHERWISE NOTED. MINIMUM EDGE DISTANCE SHALL BE 1 1/4" UNLESS OTHERWISE NOTED. BOLTS SHALL BE PLACED WITH HEADS ON THE OUTSIDE FACE OF EXTERIOR GIRDERS AND ON BOTTOM OF GIRDER FLANGES.

STRUCTURAL SHAPES OF EQUAL OR GREATER STRENGTH MAY BE SUBSTITUTED FOR SHAPES SHOWN, BUT PAYMENT WILL BE MADE ON THE BASIS OF SHAPES SHOWN OR THOSE ACTUALLY USED, WHICHEVER IS LESS.

ALL WELDING SHALL CONFORM TO THE AMERICAN WELDING SOCIETY STANDARD SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES, CURRENT EDITION, AND EXCEPT AS MODIFIED BY THE SPECIAL PROVISIONS. NO WELDS OTHER THAN THOSE REQUIRED BY THE PLANS AND SPECIFICATIONS MAY BE MADE WITHOUT PRIOR APPROVAL BY THE ENGINEER OF SIZE AND LOCATION.

SHOP PAINT: ALL STRUCTURAL STEEL, EXCEPT GALVANIZED MEMBERS, SURFACES IN CONTACT WITH CONCRETE, CONTACT SURFACES OF BOLTED CONNECTIONS, AND SURFACES WITHIN 3" OF HOLES AND FIELD WELDS, SHALL BE GIVEN ONE COAT OF RED LEAD AND RAW LINSEED OIL BEFORE SHIPMENT.

FIELD PAINT: AFTER ERECTION, ALL EXPOSED STEEL SURFACES WHICH DID NOT RECEIVE A COAT OF SHOP PAINT, EXCEPT SURFACES IN CONTACT WITH CONCRETE, SHALL BE GIVEN ONE COAT OF RED LEAD AND RAW LINSEED OIL. TWO ADDITIONAL COATS OF FIELD PAINT SHALL BE APPLIED TO ALL EXPOSED SURFACES. FIRST COAT: RED LEAD TINTED WITH LAMP BLACK; SECOND COAT: ALUMINUM PAINT.

BEARINGS SHALL BE FINALLY SEATED IN ACCORDANCE WITH SEC. 806.54, INCLUDING ALTERNATE, OF THE STANDARD SPECIFICATIONS. THIS WORK AND MATERIAL ARE TO BE CONSIDERED AS SUBSIDIARY TO THE ITEM OF "STRUCTURAL STEEL" AND WILL NOT BE PAID FOR DIRECTLY.

THESE DRAWINGS SHOW GENERAL FEATURES OF DESIGN ONLY. SHOP DRAWINGS SHALL BE MADE IN ACCORDANCE WITH THE SPECIFICATIONS, SUBMITTED, AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

ANCHOR BOLTS SHALL BE GALVANIZED TO CONFORM TO ASTM SPECIFICATION, DESIGNATION A-153.

REINFORCING STEEL TO BE DEFORMED BARS OF INTERMEDIATE OR HARD GRADE. THE REINFORCING STEEL IS TO BE ACCURATELY LOCATED IN THE FORMS AND FIRMLY HELD IN PLACE BY STEEL WIRE SUPPORTS, SUFFICIENT IN NUMBER AND SIZE TO PREVENT DISPLACEMENT DURING THE COURSE OF CONSTRUCTION. THE WIRE SUPPORTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM OF "REINFORCING STEEL".

SHOP LISTS AND BENDING DIAGRAMS OF REINFORCING STEEL, INCLUDING WIRE SUPPORTS, SHALL BE SUBMITTED AND APPROVAL SECURED BEFORE FABRICATION IS BEGUN.

ALL CHAMFERS ON CONCRETE RISERS ARE TO BE 1/2".

SHOP DRAWINGS FOR BRIDGE RAILING SHALL BE SUBMITTED AND APPROVED BEFORE FABRICATION IS BEGUN.

FABRICATION:

EXTENSION BARS SHALL BE USED IN MAKING BUTT WELDS IN THE FLANGES ACCORDING TO THE A.W.S. SPECIFICATION SECTION 405(k).

ENDS OF GIRDERS TO BE SPLICED SHALL BE PREPARED IN THE SHOP, TAKING INTO ACCOUNT THE RELATIVE POSITIONS OF ADJACENT SECTIONS AND THE ROADWAY GRADE AND ALIGNMENT. ALL GIRDERS SHALL BE SHOP-ASSEMBLED WITH GIRDER WEBS HORIZONTAL, FIELD CONNECTIONS REAMED (FOR ALTERNATE SPLICE) AND ALL PARTS MATCH-MARKED. THE SHOP ASSEMBLY SHALL HAVE A MINIMUM OF 3 SECTIONS. A BLOCKING DIAGRAM OF EACH GIRDER WITH MATCH MARKING INDICATED SHALL BE A PART OF THE STRUCTURAL STEEL DETAILS.

ALL GIRDER WEBS SHALL BE CAMBERED SUCH THAT, UNDER TOTAL DEAD LOAD, THE TOP OF THE GIRDER WEBS WILL PARALLEL THE FINISH ROADWAY GRADE WITH ALLOWABLE TOLERANCE OF 1/4".

FOR INFORMATION ONLY

CONCRETE DECK SECTION & GENERAL NOTES

DE ANN ROAD UNDER PASS & EMMET ROAD UNDER PASS

HEMPSTEAD COUNTY

ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY L.D.M. DATE

TRACED BY L.D.M. DATE

CHECKED BY D.W. DATE

SCALE AS NOTED

BRIDGE ENGINEER

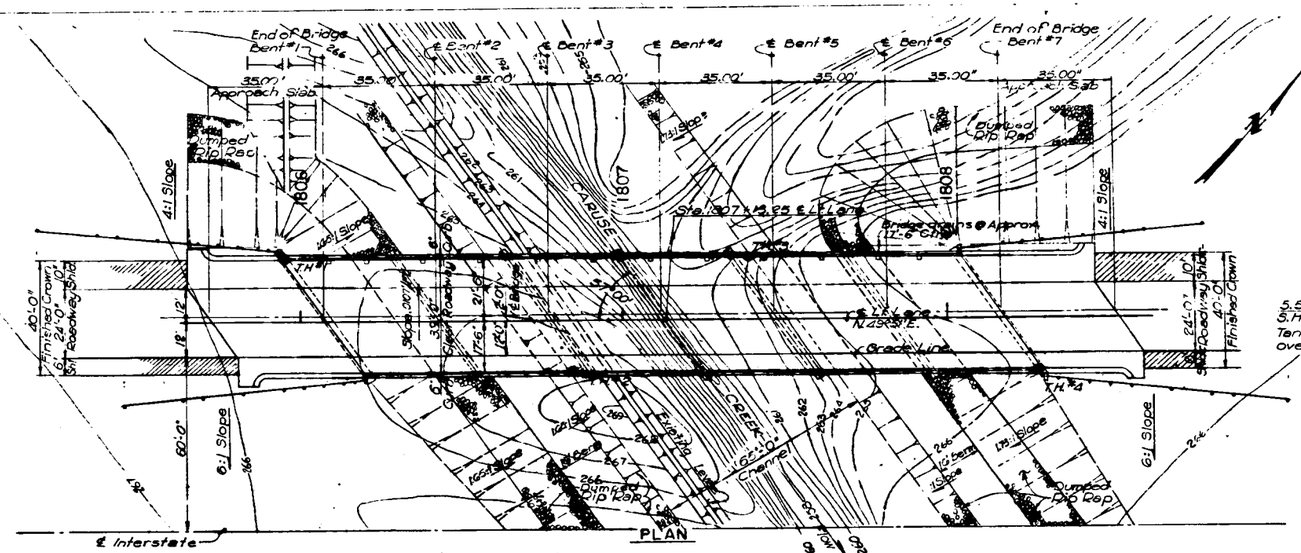
BRIDGE NO. 5053 & 5055

DRAWING NO. 14273

FED ROAD DIV NO	STATE	"A" PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	I-30-1 (21)-36		31	162
JOB NO.		3644			

① 5056A LAYOUT 14275

Right-of-Way Data
See Roadway Plans

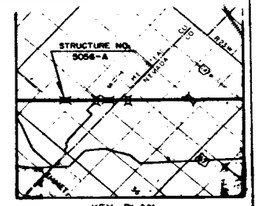


2.12 Miles to Emmet Int. Tangent Distance over 500'

5.5± Mile to S.H. 24 Tangent Distance over 500'

Type 'X' Approach Slab & Gutters at each Bridge End. See 1898 F for Guard Fence. see GR8 & GRQ.

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	123A	133



KEY PLAN

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 ABUTMENTS AND PIERS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1½" 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 40 TONS PER PILE, WITH A MINIMUM PENETRATION OF 20' INTO EXISTING 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.

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

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, AND 1966 SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

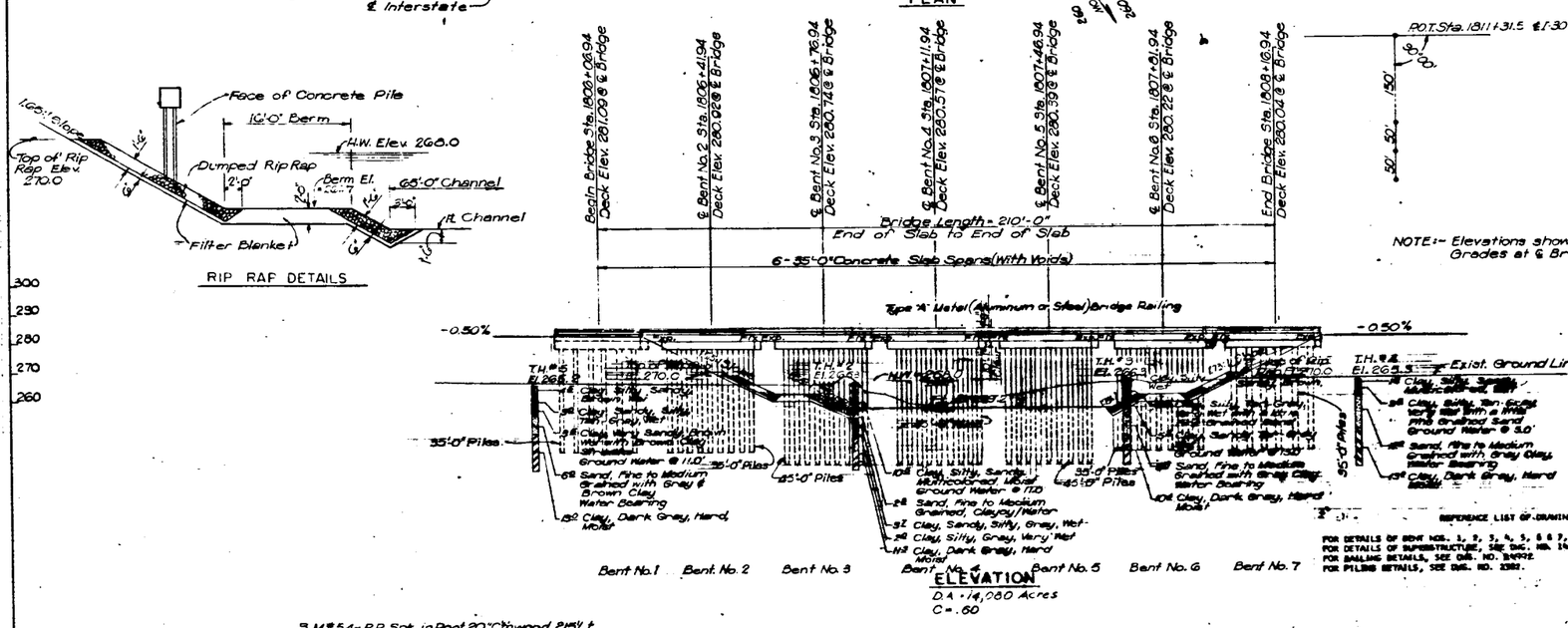
DESIGN SPECIFICATIONS - AASHO 1965

LIVE LOADING: H520 AND SPECIAL INTERSTATE LOADING OF 3-69,0000 AXLES SPACED 4'-0" ON CENTER.

UNIT STRESSES:

CLASS A CONCRETE (n=15)	800 PSI
CLASS S (AE) CONCRETE (n=10)	1,350 PSI
CLASS S CONCRETE (n=10)	1,350 PSI
REINFORCING STEEL	20,000 PSI
STRUCTURAL ST. EL. (A-36)	20,000 PSI

RIP RAP DETAILS



ELEVATION

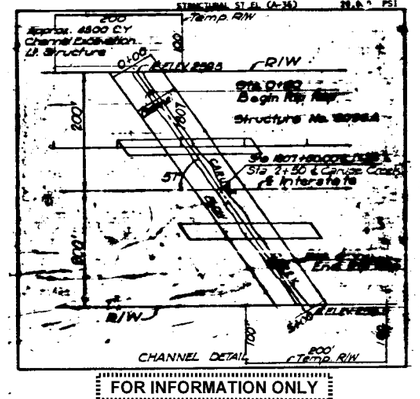
D.A. = 14,080 Acres
C = .60

NOTE:- Elevations shown are Finish Grades at ℄ Bridge.

REFERENCE LIST OF DRAWINGS

FOR DETAILS OF BENT NOS. 1, 2, 3, 4, 5, 6 & 7, SEE DWG. NO. 14277.
FOR DETAILS OF SUPERSTRUCTURE, SEE DWG. NO. 14235.
FOR RAILING DETAILS, SEE DWG. NO. 314902.
FOR PILING DETAILS, SEE DWG. NO. 2282.

B.M. #54 - RR Spk. in Root 20" Chinwood. 215' Lt. Sta. 1806+10 Elev. 261.58



FOR INFORMATION ONLY

LAYOUT OF BRIDGE
I-30 & CARUSE CREEK
HEMPSTEAD COUNTY
ROUTE 30 SEC. 1

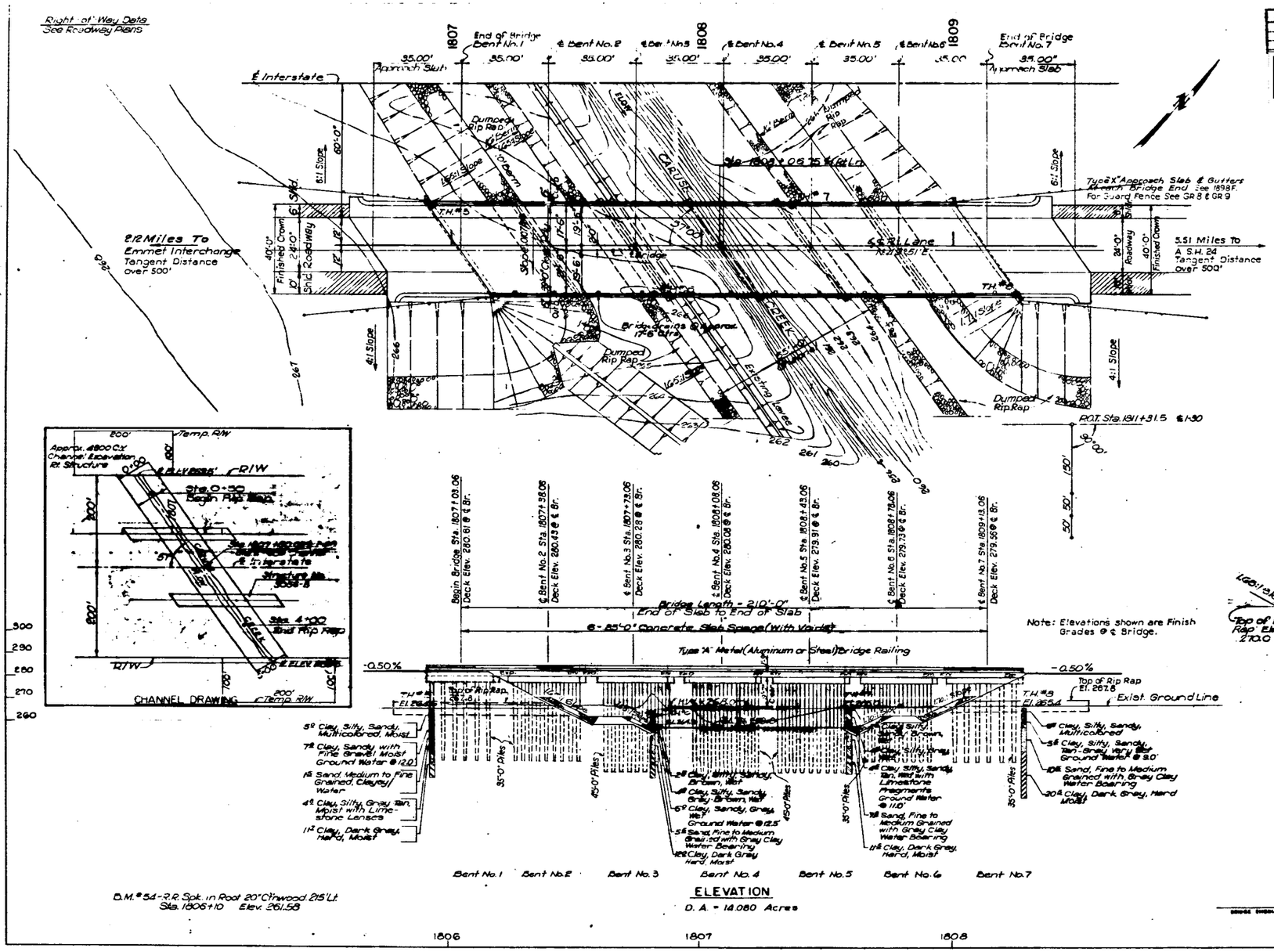
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Drawing by J.D.M. Date 7-8-68
Checked by J.D.M. Date 7-9-68
Traced by B.W. Date 7-10-68
SCALE 1"=20'

BRIDGE NO. 5056A DRAWING NO. 14275

PROJECT NO. _____ SHEET NO. _____

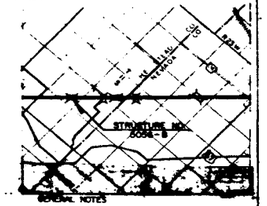
Right of Way Data
See Roadway Plans



JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	123B	133

FED ROAD DIV NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	[illegible]		32	162
JOB NO		3644			

℄ 5056B LAYOUT 14276



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 ABUTMENTS AND PIERS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1½" 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 90 TONS PER PILE, WITH A MINIMUM PENETRATION OF 20' INTO EXISTING 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.

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

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1999, AND 1966 SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS - AASHO 1965

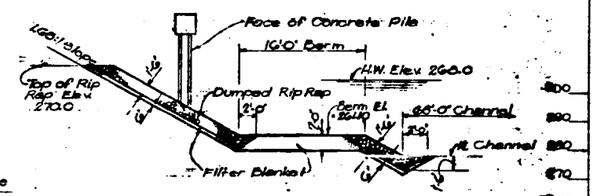
LIVE LOADING: H520 AND SPECIAL INTERSTATE LOADING OF 2-24,000# AXLES SPACED 4'-0" ON CENTER.

UNIT STRESSES:

CLASS A CONCRETE (n-15)	840 PSI
CLASS S (AE) CONCRETE (n-18)	1,200 PSI
CLASS S CONCRETE (n-18)	1,200 PSI
REINFORCING STEEL	20,000 PSI
STRUCTURAL STEEL (A-36)	20,000 PSI

REFERENCE LIST OF DRAWINGS

FOR DETAILS OF BENT NOS. 1, 2, 3, 4, 5, 6 & 7, SEE DWG. NO. 14877.
FOR DETAILS OF SUPERSTRUCTURE, SEE DWG. NO. 14230.
FOR RAILING DETAILS, SEE DWG. NO. 14098.
FOR PILING DETAILS, SEE DWG. NO. 2382.



RIP RAP DETAILS

FOR INFORMATION ONLY

LAYOUT OF BRIDGE
1-30 & CARUSE CREEK
HEMPSTEAD COUNTY
ROUTE 30 SEC. 1

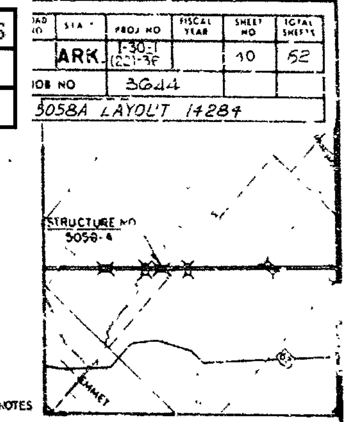
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

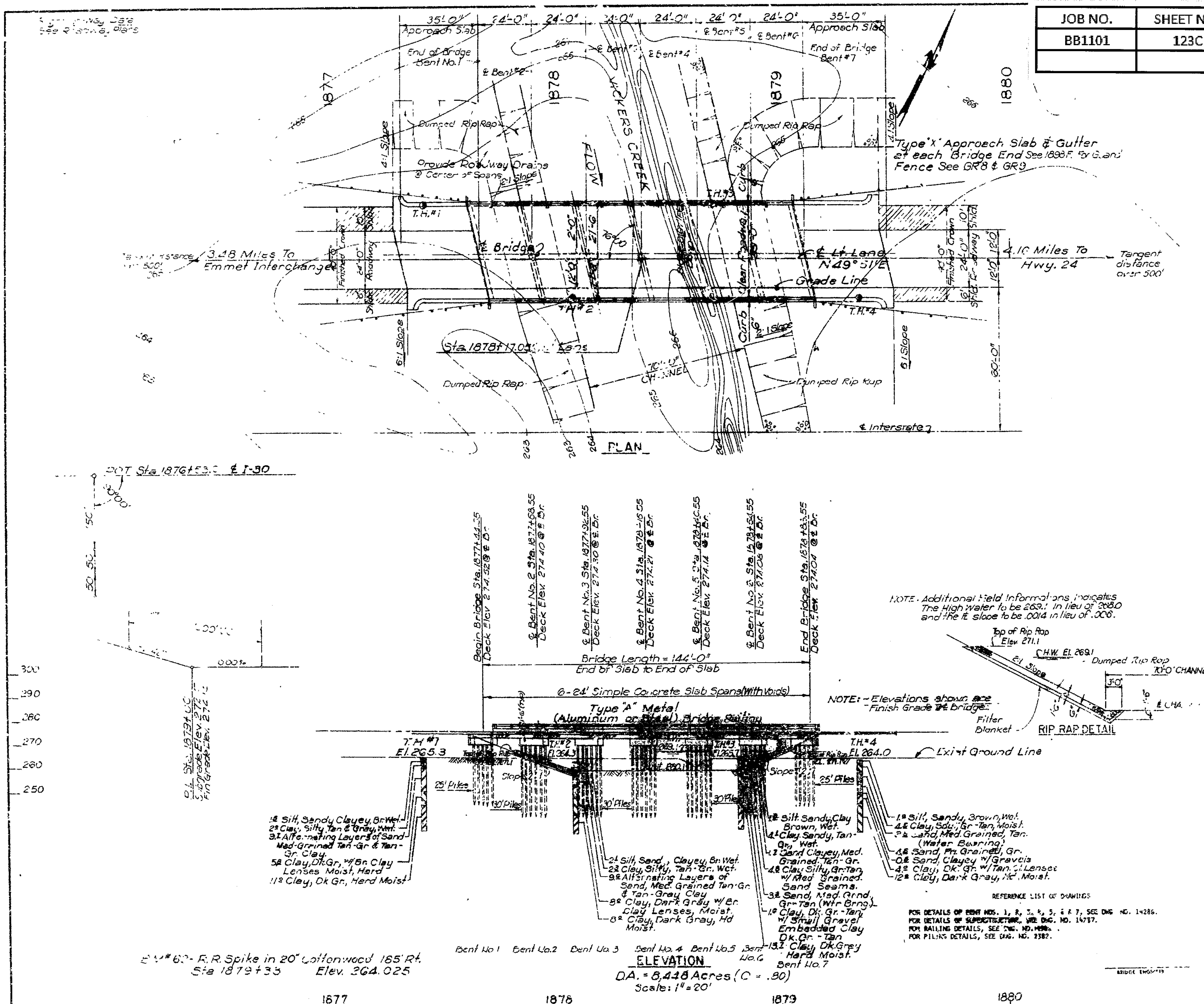
DRAWN BY: L.O.M. DATE: 7-3-68
TRACED BY: L.O.M. DATE: 7-9-68
CHECKED BY: L.M. DATE: 7-10-68
SCALE: 1" = 20'

BRIDGE NO. 5056B **DRAWING NO. 14276**

PROJECT NO. SHEET NO

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	123C	133





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 ABUTMENTS AND PIERS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1½" 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 40 TONS PER PILE, WITH A MINIMUM PENETRATION OF 20' INTO EXISTING 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.

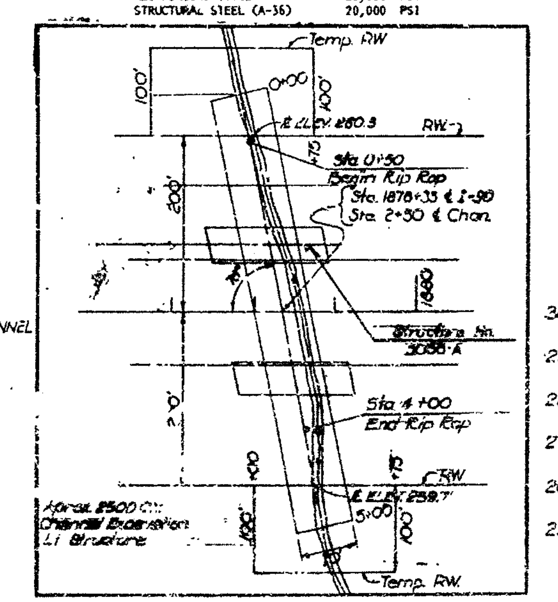
PILES IN END BENTS SHALL BE DRIVEN, AFTER EMBANKMENT IS IN PLACE, TO SUBGRADE ELEVATION.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959. AND 1965 SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS - AASHO 1965

LIVE LOADING: HS20 AND SPECIAL INTERSTATE LOADING OF 2-24,000# AXLES SPACED 4'-0" ON CENTER.

UNIT STRESSES: CLASS A CONCRETE (n-15)	840	PSI
CLASS S (AE) CONCRETE (n-10)	1,200	PSI
CLASS S CONCRETE (n-10)	1,200	PSI
REINFORCING STEEL	20,000	PSI
STRUCTURAL STEEL (A-36)	20,000	PSI



CHANNEL DRAWING

REFERENCE LIST OF DRAWINGS

FOR DETAILS OF BENT NOS. 1, 2, 3, 4, 5, 6 & 7, SEE DWG. NO. 14286.
FOR DETAILS OF SUPERSTRUCTURE, SEE DWG. NO. 14787.
FOR RAILING DETAILS, SEE DWG. NO. [illegible] .
FOR PILING DETAILS, SEE DWG. NO. 2382.

BRIDGE ENGINEER

LAYOUT OF BRIDGE
I-30 & VICKERS CREEK
HEMPSTEAD COUNTY
ROUTE 30 SEC. I

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK

DRAWN BY: [illegible] DATE: [illegible]
TRACED BY: HH DATE: 7-0-68
CHECKED BY: [illegible] DATE: 7-11-68
SCALE 1" = 20'

BRIDGE NO. 5058 A DRAWING NO. 14284

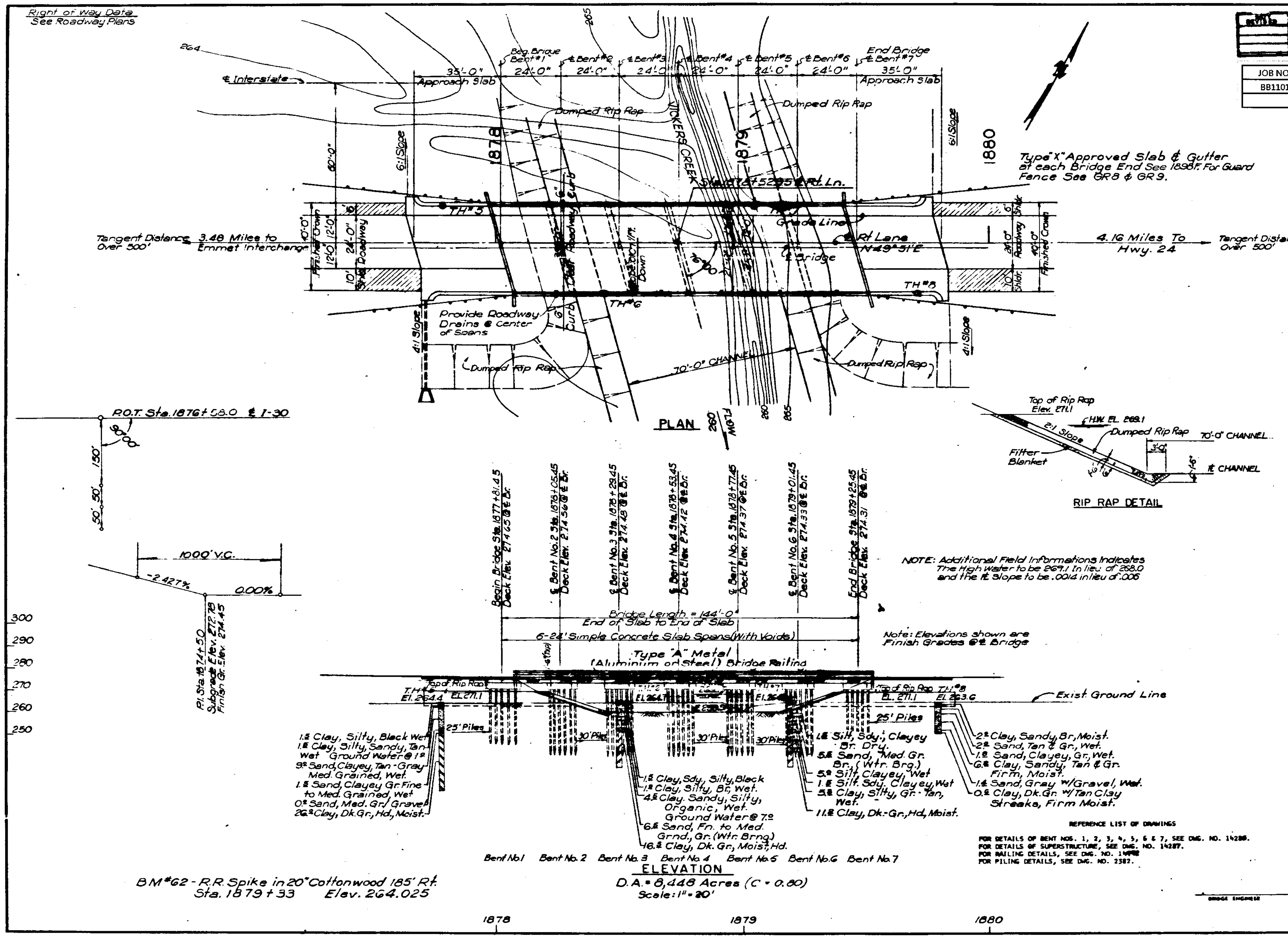
FOR INFORMATION ONLY

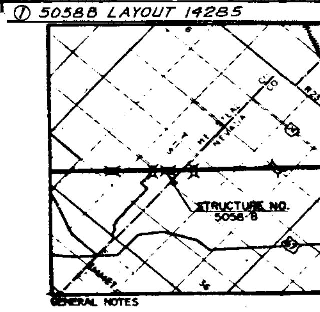
FED ROAD DIV NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	I-30-1 (20) 36		41	162

JOB NO 5644

① 5058B LAYOUT 14285

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	123D	133





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 ABUTMENTS AND PIERS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1½" 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 40 TONS PER PILE, WITH A MINIMUM PENETRATION OF 20' INTO EXISTING 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.

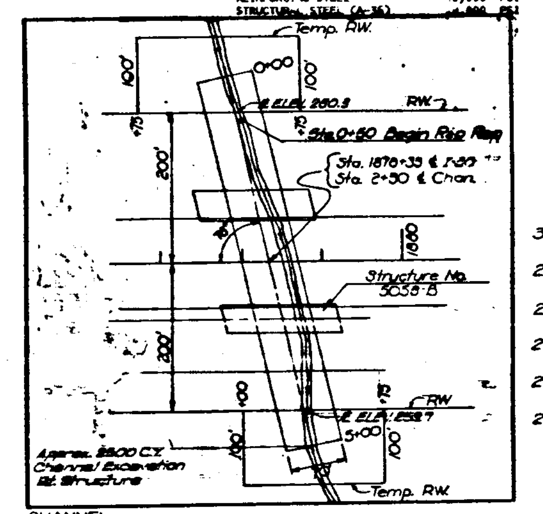
PILES IN END BENTS SHALL BE DRIVEN, AFTER EMBANKMENT IS IN PLACE, TO SUBGRADE ELEVATION.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, AND 1966 SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS - AASHO 1965

LIVE LOADING: HS20 AND SPECIAL INTERSTATE LOADING OF 2-24,000# AXLES SPACED 4'-0" ON CENTER.

UNIT STRESSES:		
	CLASS A CONCRETE (n-15)	840 PSI
	CLASS S (AE) CONCRETE (n-10)	1,200 PSI
	CLASS S CONCRETE (n-10)	1,200 PSI
	REINFORCING STEEL	20,000 PSI
	STRUCTURAL STEEL (A-36)	[illegible] PSI



CHANNEL DRAWING

REFERENCE LIST OF DRAWINGS

FOR DETAILS OF BENT NOS. 1, 2, 3, 4, 5, 6 & 7, SEE DWG. NO. 14286.
FOR DETAILS OF SUPERSTRUCTURE, SEE DWG. NO. 14287.
FOR RAILING DETAILS, SEE DWG. NO. 14[illegible]
FOR PILING DETAILS, SEE DWG. NO. 2382.

BRIDGE ENGINEER

LAYOUT OF BRIDGE
I-30 @ VICKERS CREEK
HEMPSTEAD COUNTY
ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY H.H.H. DATE 7-10-68
TRACED BY H.H.H. DATE 7-11-68 SCALE 1" = 20'
CHECKED BY D.W. DATE 7-12-68

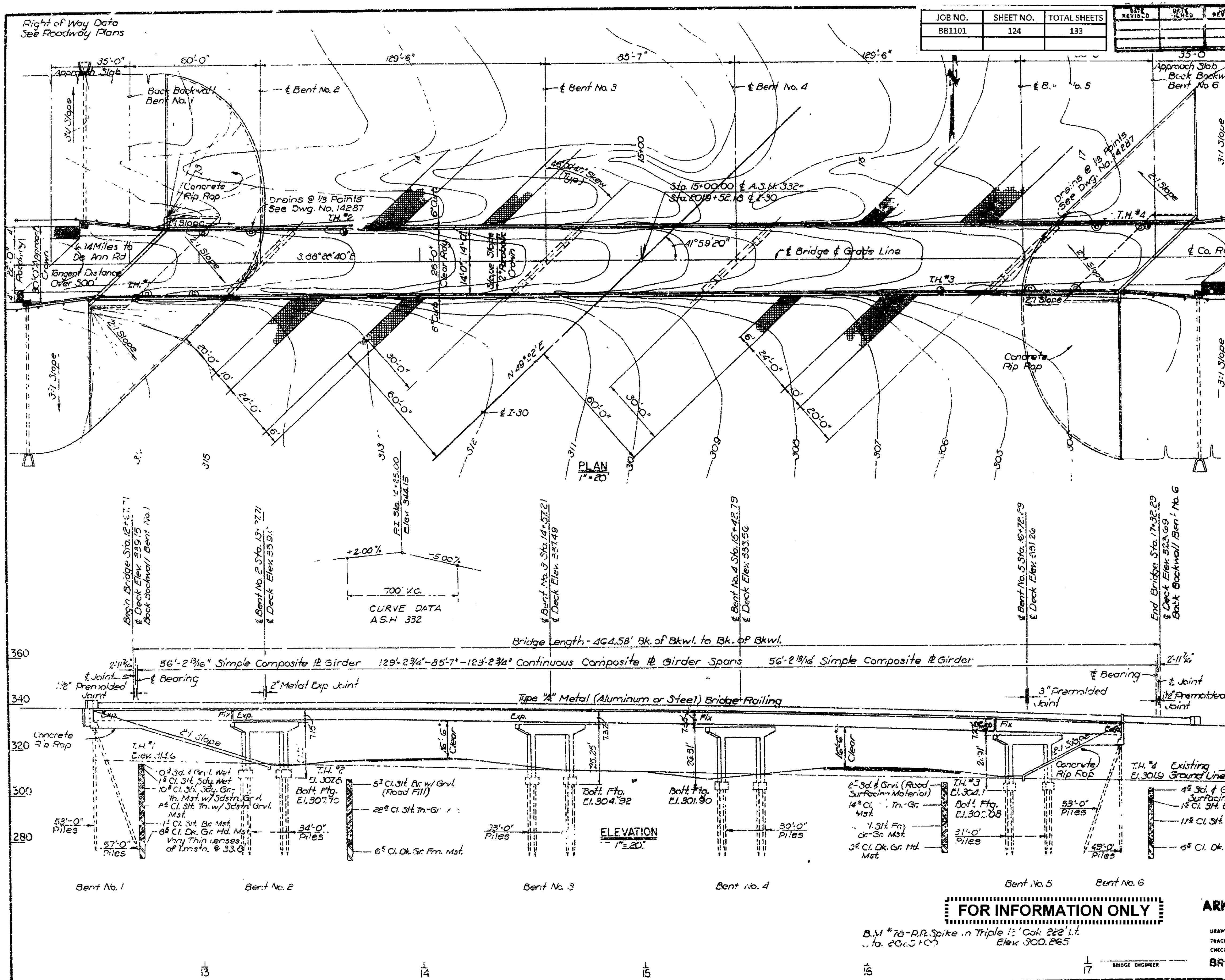
BRIDGE NO. 5058-B DRAWING NO. 14285

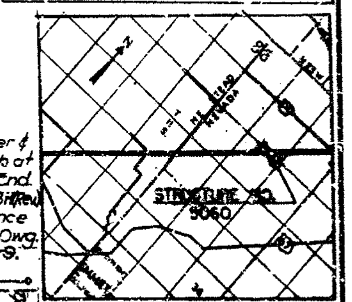
FOR INFORMATION ONLY

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	124	133

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.			48	162
		JOB NO. 3644			

① 5060 LAYOUT 14292





2.98 Miles to U.S. Hwy 67 KEY PLAN

Tangent Distance Over 500'

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 ABUTMENTS AND PIERS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1½" HIGH COVERING THE MIDDLE THIRD OF BOTH DIMENSIONS.

ALL PILING SHALL BE 15" OCTAGONAL PRECAST CONCRETE OR 16" CONCRETE FILLED METAL SHELLS AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 40 TONS PER PILE, WITH A MINIMUM LENGTH OF 35' OR 12' INTO EXISTING GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY, ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 36' TEST PILE IN BENT NO. 2, AND ONE 38' TEST PILE IN BENT NO. 5.

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

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1958, AND 1966 SUPPLEMENTAL SPECIFICATIONS.

DESIGN SPECIFICATIONS AASHO 1965

LIVE LOADING: H20

UNIT STRESSES:		
	CLASS A CONCRETE (n-15)	[illegible] PSI
	CLASS S (AE) CONCRETE (n-10)	1,[illegible] PSI
	CLASS S CONCRETE (n-10)	1,[illegible] PSI
	REINFORCING STEEL	[illegible] PSI
	STRUCTURAL STEEL (A-36)	[illegible] PSI

REFERENCE LIST OF DRAWINGS

FOR DETAILS OF BENT NOS. 1 & 6, SEE DWG. NO. 14293.
FOR DETAILS OF BENT NOS. 3, 4, 5 & 6, SEE DWG. NO. 14290.
FOR FRAMING PLAN & STRUCTURAL DETAILS, SEE DWG. NOS. 14295, 4296 AND 14990D.
FOR CONCRETE DECK & RAILING DETAILS, SEE DWG. NOS. 14298 & 14992.
FOR CONCRETE RIP RAP DETAILS AND GENERAL NOTES, SEE DWG. NO. 14299.
FOR PILING DETAILS, SEE DWG. NO. 2382.

FOR SHOE DETAILS, SEE DWG NO. 14298.

NOTE: Remove Existing Bridge Structure at Sta. 21+35 - 24'-0" Clear Roadway & Bridge Length - 30'-0" Conc. Deck on Timber Girders & Timber Bents. All material from the existing structure shall become the property of the Contractor.

SOIL CLASSIFICATION

BR.	- BROWN	MULTICL.	- MULTICOLORED
CL.	- CLAY	PLST.	- PLASTIC
CLY.	- CLAYEY	SD.	- SAND
DK.	- DARK	SDY.	- SANDY
FM.	- FIRM	SD.LNS.	- SAND LENSES
FRAG.	- FRAGMENTS	SDSTN.	- SANDSTONE
GR.	- GRAY	SMS.	- SEAMS
GRVL.	- GRAVELS	SLT.	- SILTY
HD.	- HARD	TN.	- TAN
LMSTN.	- LIMESTONE	YLLW.	- YELLOW
MST.	- MOIST	WTR. BRG.	- WATER BEARING

LAYOUT OF UNDERPASS
A.S.H. NO. 332 OVER I-30
NEVADA COUNTY

ROUTE 30 SEC. 1

FOR INFORMATION ONLY

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY L.B.S. DATE 7-3-67
TRACED BY C.A. DATE 7-5-68
CHECKED BY D.L.W. DATE 7-8-68
SCALE: 1" = 20"

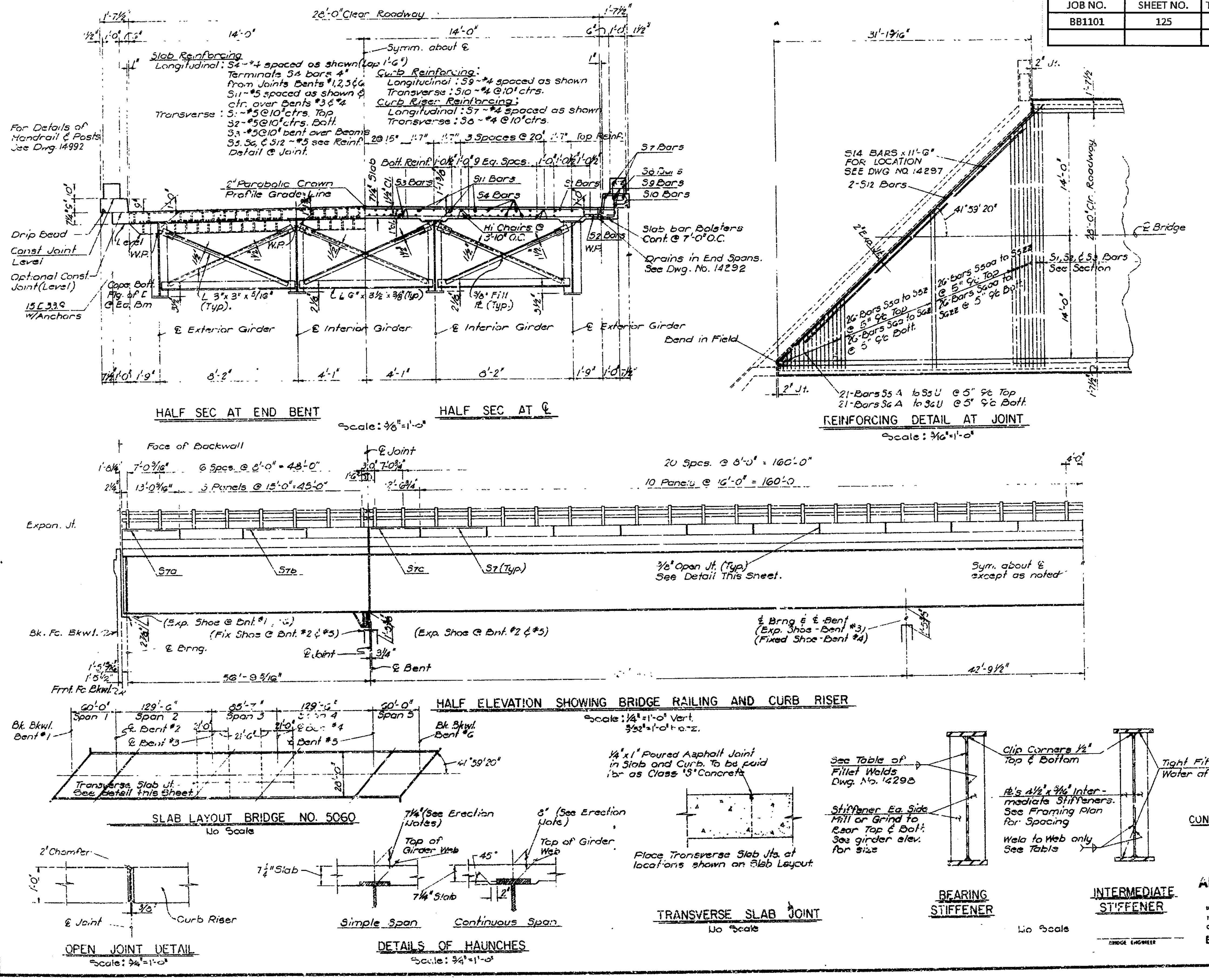
BRIDGE ENGINEER

BRIDGE NO. 5060 **DRAWING NO. 14292**

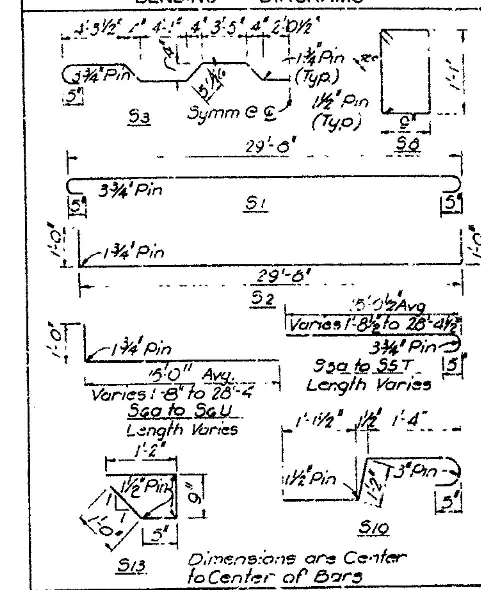
JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	125	133

FED ROAD DIV NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	I-30-1 (22)-36		52	162
JOB NO		3644			

① 5060 DECK 14296



BENDING DIAGRAMS



BAR LIST

MARK	SIZE	PIN DIA.	2-60.00 SPANS No.	2-60.00 SPANS LENGTH	2-129'-6" SPANS No.	2-129'-6" SPANS LENGTH	1-85'-7" SPANS No.	1-85'-7" SPANS LENGTH
S1	#5	3 3/4	66	30'-11"	274	30'-11"	103	30'-11"
S2	#5	1 3/4	66	31'-8"	274	31'-8"	103	31'-8"
S3	#5	See Diag.	64	31'-9"	272	31'-9"	104	31'-9"
S4	#4	Str.	114	57'-4"	228	58'-8"	114	58'-8"
S5a~S5000	#5	3 3/4	292	2'-4" to 29'-0"	146	2'-4" to 29'-0"	—	—
S6a~S6000	#5	1 3/4	292	2'-8" to 29'-4"	146	2'-8" to 29'-4"	—	—
S7	#4	Str.	—	—	56	15'-8"	24	15'-8"
S7a	#4	Str.	8	12'-8"	—	—	—	—
S7b	#4	Str.	24	14'-8"	—	—	—	—
S7c	#4	Str.	—	—	8	12'-3"	—	—
S8	#4	1 1/2	292	4'-3"	624	4'-3"	240	4'-3"
S9	#4	Str.	16	57'-4"	32	58'-8"	16	58'-8"
S10	#4	See Diag.	230	4'-1"	620	4'-1"	208	4'-1"
S11	#5	Str.	—	—	32	50'-0	—	—
S12	#5	Str.	8	43'-11"	4	43'-11"	—	—
* S13	#4	See Diag.	72	3'-4"	72	3'-4	—	—
* S14	#4	Str.	12	11'-6"	12	11'-6	—	—

* See Dwg. No. 14297 for placement

FOR INFORMATION ONLY

CONCRETE DECK & RAILING DETAILS
A.S.H. NO. 332 UNDERPASS
NEVADA COUNTY
ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY L.R.S. DATE 7-17-68
TRACED BY G.A. DATE 7-18-68
CHECKED BY D.L.W. DATE 7-19-68
SCALE AS NOTED

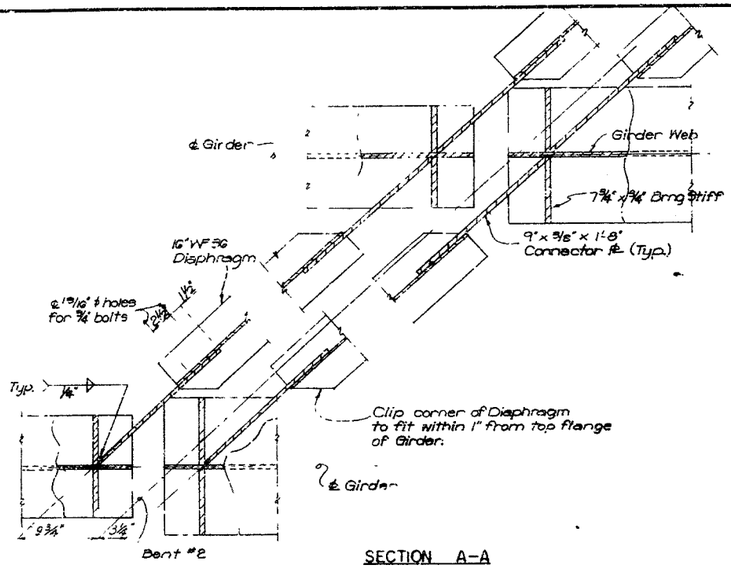
BRIDGE ENGINEER

BRIDGE NO. 5060 DRAWING NO. 14296

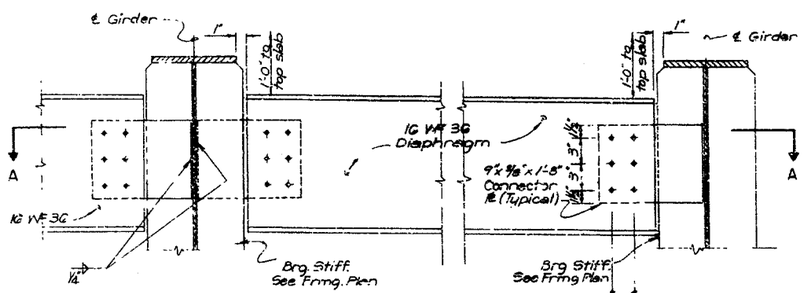
JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	126	133

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	S-55-1 (2)-36		53	162
JOB NO.		3644			
(1) 5060 EXP. JTS. 14297					

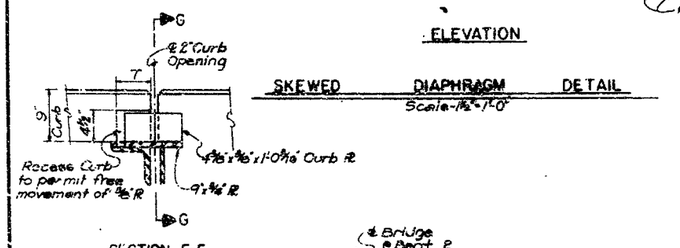
DATE 9/25/69



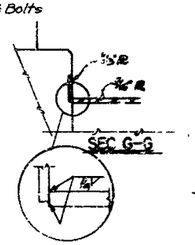
SECTION A-A

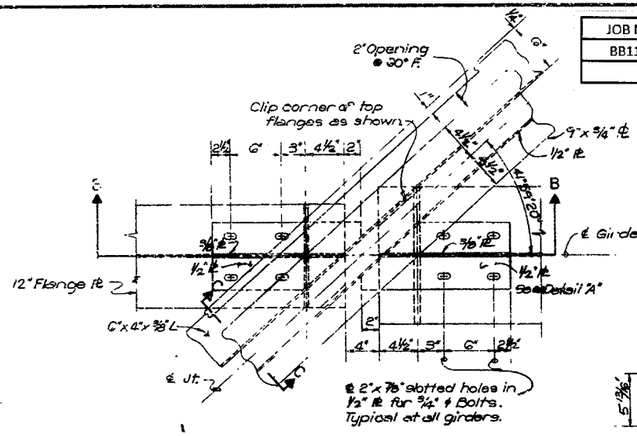


ELEVATION

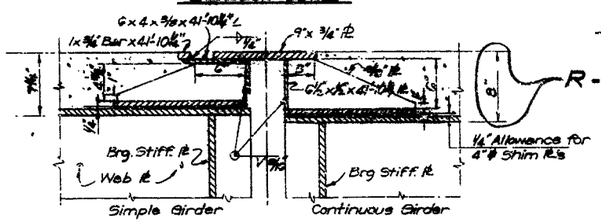


SKEWED DIAPHRAGM DETAIL
Scale - 1½" = 1'-0"

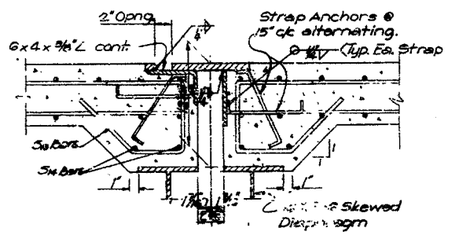




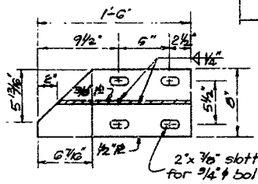
PART PLAN - PLATE-TYPE EXPANSION DEVICE



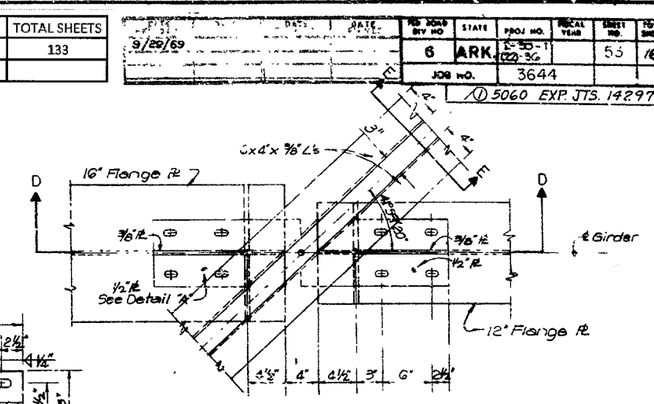
SECTION B-B
At Girders



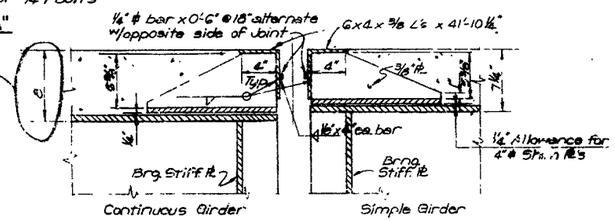
SECTION C-C
Between Girders
DETAIL OF METAL ℙ EXPANSION JOINT - BENT 2
Scale - 1½" = 1'-0"



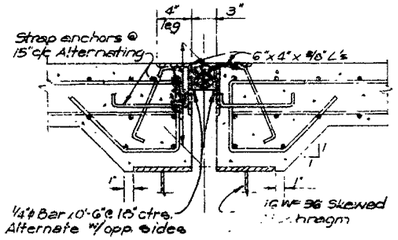
DETAIL "A"



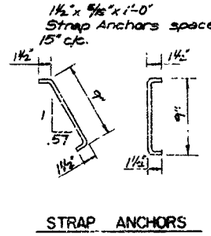
PART PLAN PREFORMED JOINT SEAL-TYPE EXPANSION DEVICE



SECTION D-D
At Girders

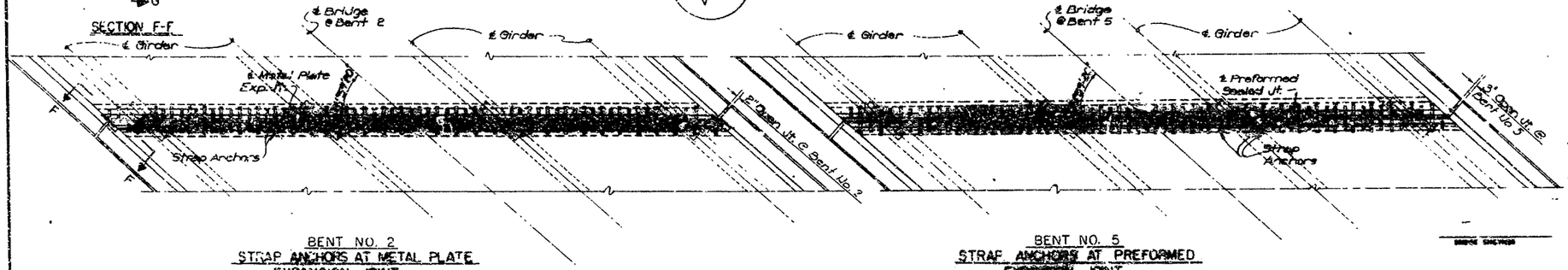


SECTION E-E
Between Girders
DETAIL OF PREFORMED JOINT - BENT 5
Scale - 1½" = 1'-0"



STRAP ANCHORS

SECTION F-F



BENT NO. 2
STRAP ANCHORS AT METAL PLATE EXPANSION JOINT
Scale ½" = 1'-0"

BENT NO. 5
STRAP ANCHORS AT PREFORMED EXPANSION JOINT
Scale - ½" = 1'-0"

FOR INFORMATION ONLY

EXPANSION JOINT DETAILS AT BENTS 2 & 5

A. S. H. No. 332 UNDERPASS

NEVADA COUNTY

ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DESIGN BY: I. R. S. DATE: 7-6-68

TRACED BY: C. A. DATE: 7-10-68 SCALE: AS NOTED

CHECKED BY: D. L. W. DATE: 7-19-68

BRIDGE NO. 5060 **DRAWING NO.** 14297

① 5061 LAYOUT 14301

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	127	133

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-30-2(28) 42		28	114
JOB NO.		3645			

Right of Way Data See Roadway Plans

PLAN
1"=20'

CURVE DATA
Grade Separation @ Sta. 2098+13.15

KEY PLAN

ELEVATION
1"=20'

SPECIAL NOTE: Field welding will not require testing. Acceptance or rejection will be made by visual inspection by the Resident Engineer.

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

IN GENERAL, ALL CONSTRUCTION JOINTS IN ABUTMENTS AND PIERS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1½" HIGH COVERING THE MIDDLE THIRD OF BOTH DIMENSIONS.

ALL PILING SHALL BE 16" OCTAGONAL PRECAST CONCRETE OR 16" CONCRETE FILLED METAL SHELLS AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 40 TONS PER PILE, WITH A MINIMUM LENGTH OF 20' OR 12' INTO EXISTING GROUND LINE. LENGTHS OF PILING SHOWN ARE ASSUMED FOR ESTIMATING QUANTITIES ONLY, ACTUAL LENGTHS TO BE DETERMINED IN THE FIELD. DRIVE ONE 90' TEST PILE IN BENT NO. 2, AND ONE 40' TEST PILE IN BENT NO. 5.

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

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, AND 1966 SUPPLEMENTAL SPECIFICATIONS.

DESIGN SPECIFICATIONS - AASHO 1965

LIVE LOADING: H520

UNIT STRESSES:

CLASS A CONCRETE (c=15)	840 PSI
CLASS S (AE) CONCRETE (c=10)	1,200 PSI
CLASS S CONCRETE (c=10)	1,200 PSI
REINFORCING STEEL	20,000 PSI
STRUCTURAL STEEL (A-36)	20,000 PSI

REFERENCE LIST OF DRAWINGS

FOR DETAILS OF BENT NOS. 1 AND 6, SEE DWG. NO. 14302
FOR DETAILS OF BENT NOS. 2, 3, 4 AND 5, SEE DWG. NO. 14303 & 14304
FOR FRAMING PLAN AND STRUCTURAL DETAILS, SEE DWG. NO. 14305.
FOR CONCRETE DECK AND RAILING DETAILS, SEE DWG. NO. 14306
FOR SLAB-PLACING SEQUENCE, GENERAL NOTES AND SHOES, SEE DWG. 14309 & DWG. 14308

SOIL CLASSIFICATION

BR.	- BROWN	MULTICOL.	- MULTICOLORED
CL.	- CLAY	PLST.	- PLASTIC
CLY.	- CLAYEY	SD.	- SAND
DK.	- DARK	SDY.	- SANDY
FM.	- FIRM	SD. LNS.	- SAND LENSES
FRAG.	- FRAGMENTS	SDSTN.	- SANDSTONE
GR.	- GRAY	SHS	- SHALES
GRVL.	- GRAVELS	SLT.	- SILTY
HD.	- HARD	TN	- TAN
LMSTN.	- LIMESTONE	YLW.	- YELLOW
IST.	- MOIST	WTR. BRG.	- WATER BEARING

B.M. "BG 60d Nail in 36" Oak 215' Lt. Sta. 2096+10 Elev. 373.66

FOR INFORMATION ONLY

BRIDGE SUBGRADE

DRAWN BY L.R.S. DATE
TRACED BY C.A. DATE
CHECKED BY D.L.W. DATE

SCALE 1" = 20'

BRIDGE NO. 5061 DRAWING NO. 14301

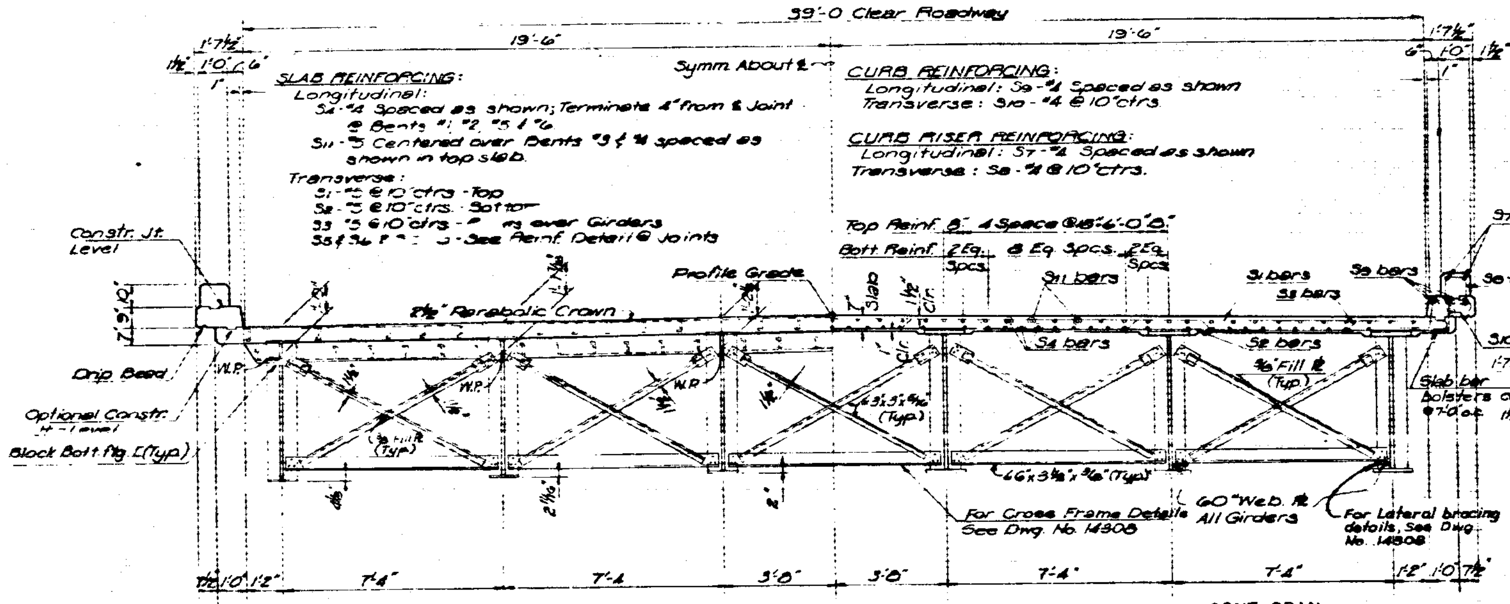
LAYOUT OF UNDERPASS
I-30 & JCT. A.S.H. NO. 24
NEVADA COUNTY
ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	128	133

DATE REVISED	DATE REVISED	FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
11/24/69	766 11/25/69	6	ARK.	(29)-42		53	114
		JOB NO.		3645			

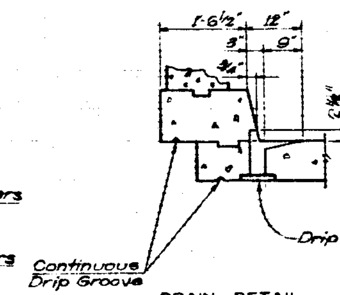
① 5061 DECK & RLNG. 14306



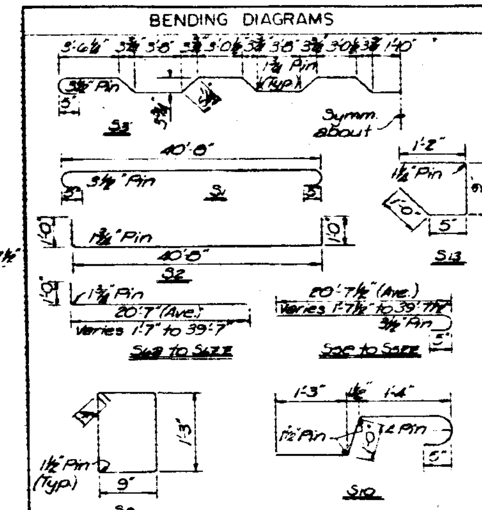
HALF SECTION AT END BENTS

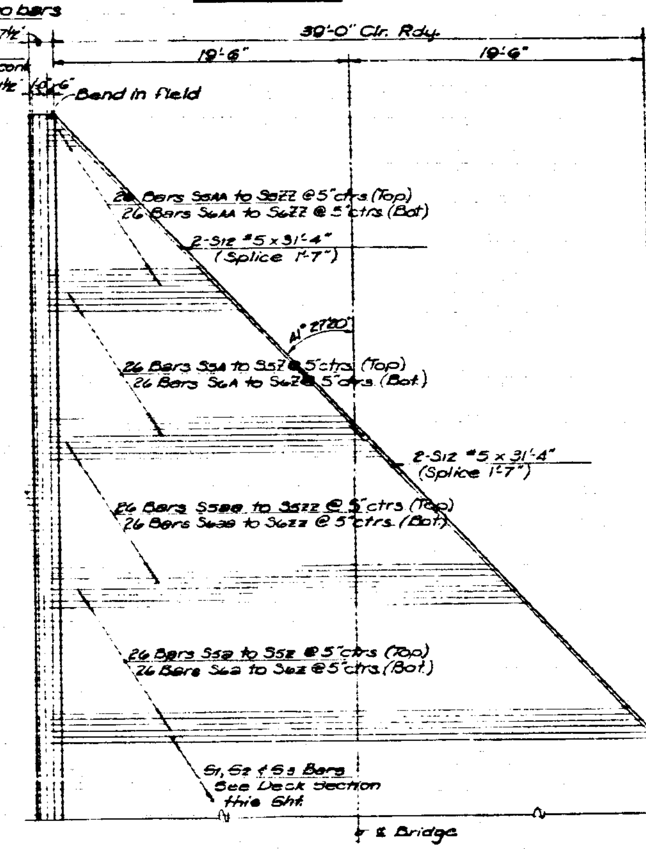
Scale: ⅜"=1'-0"

HALF SECTION AT ℄ CONT. SPAN



DRAIN DETAIL



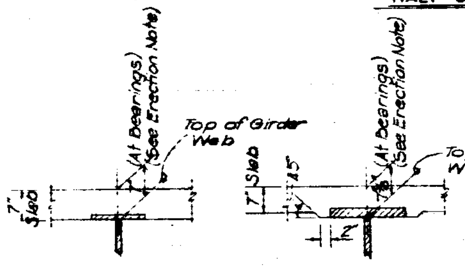


REINFORCING DETAIL AT JOINT

Scale: 3/16"=1'-0"

BAR LIST								
Mark	Size	Pin Dia.	2~70'-6" Sp.		2~130'-11" Sp.		1~86'-6" Sp.	
			No.	Length	No.	Length	No.	Length
S1	5	3½"	62	41'-11"	264	41'-11"	104	41'-11"
S2	5	1¾"	62	42'-8"	264	42'-8"	104	42'-8"
S3	5	See Dwg.	60	43'-2"	262	43'-2"	105	43'-2"
S4	4	Str.	344	34'-9"	516	44'-10"	172	44'-10"
S5a to S5zz	5	3½"	416	2'-3" to 40'-3"	208	2'-3" to 40'-3"	—	—
S6a to S6zz	5	1¾	416	2'-7" to 40'-7"	208	2'-7" to 40'-7"	—	—
S7	4	Str.	24	14'-2"	—	—	—	—
S7a	4	Str.	16	12'-2"	—	—	—	—
S7b	4	Str.	—	—	8	12'-9"	—	—
S7c	4	Str.	—	—	64	15'-0"	16	15'-0"
S7d	4	Str.	—	—	—	—	2	15'-8"
S8	4	1½"	344	4'-7"	672	4'-7"	192	4'-7"
S9	4	Str.	32	34'-9"	48	44'-10"	16	44'-10"
S10	4	See Dwg.	332	4'-1"	632	4'-1"	208	4'-1"
S11	5	Str.	—	—	52	40'-0"	—	—
S12	5	Str.	16	31'-4"	8	31'-4"	—	—
S13	4	See Dwg.	100	3'-4"	100	3'-4	—	—
S14	4	Str.	20	9'-0"	20	9'-0"	—	—

NOTE:- For Concrete Deck Notes, See Dwg. No. 14309.

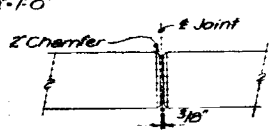


SIMPLE SPAN

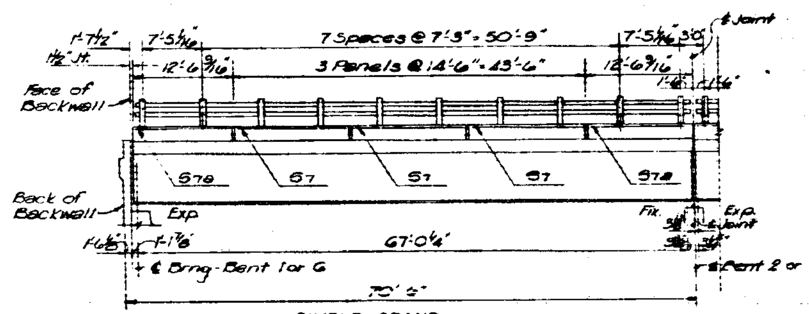
CONTINUOUS SPAN

DETAILS OF HAUNCHES

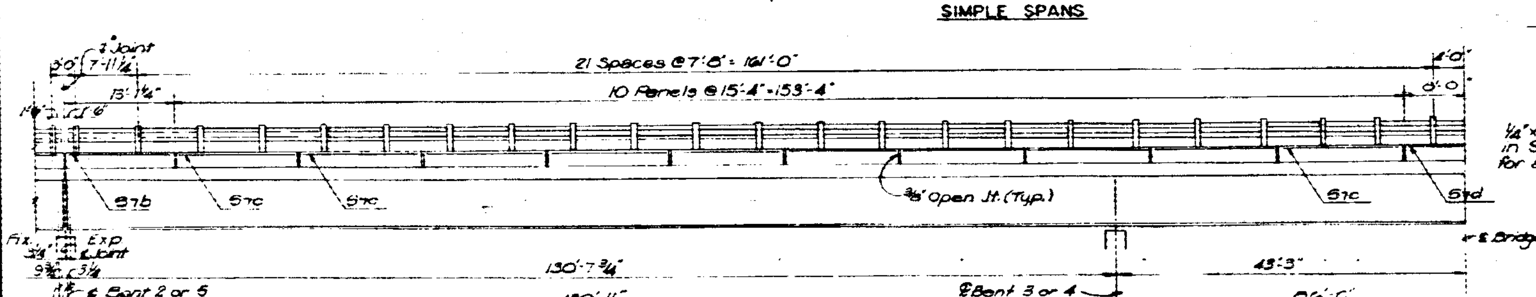
Scale: 3/4"=1'-0"



OPEN JOINT DETAIL



SIMPLE SPANS

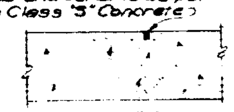


CONTINUOUS SPANS

HALF ELEVATIONS SHOWING BRIDGE RAILING & CURB RISER

Vertical Scale: ¼"=1'-0" Horizontal Scale: 1"=10'-0"

½"x1" Poured Asphalt Joint in Slab and Curb. To be paid for as Class "S" Concrete.



CONTRACTION TRANSVERSE SLAB JOINT

Place Transverse Slab Joints at locations shown on Conc. Deck Layout, Sheet No. 14309.

FOR INFORMATION ONLY

CONCRETE DECK & RAILING

A.S.H. NO. 24 UNDERPASS

NEVADA COUNTY

ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK

DRAWN BY LRS DATE

TRACED BY MAC DATE

CHECKED BY DLW DATE

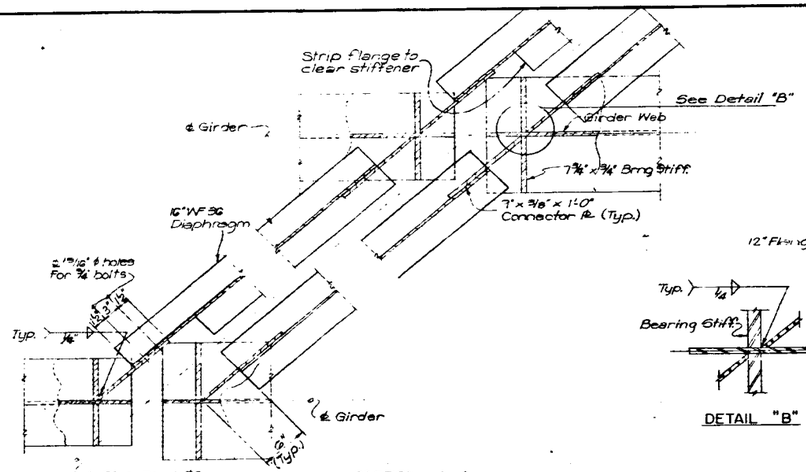
SCALE: AS NOTED

BRIDGE NO. 5061 DRAWING NO. 14306

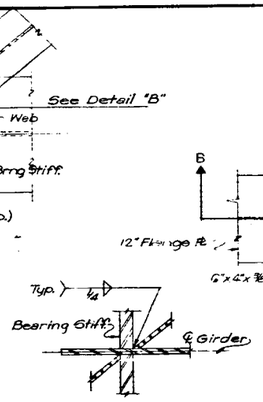
JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	129	133

DATE REVISED	DATE RECEIVED	FED ROAD DIV NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
		6	ARK	F-50-1 (28)-42		34	114
		JOB NO.		5845			

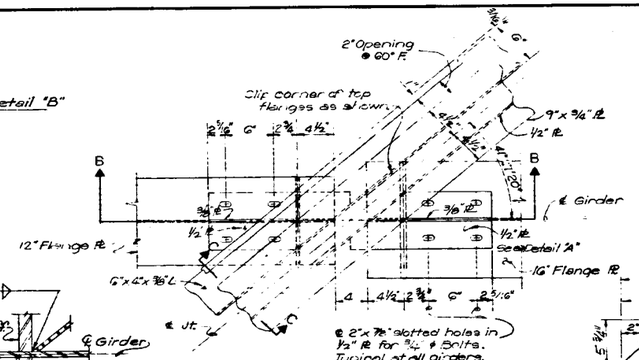
① 5061 EXP. JT. DET. 14307



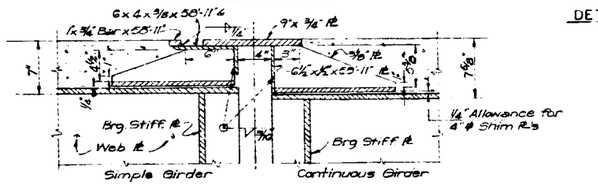
SECTION A-A



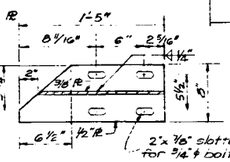
DETAIL "B"



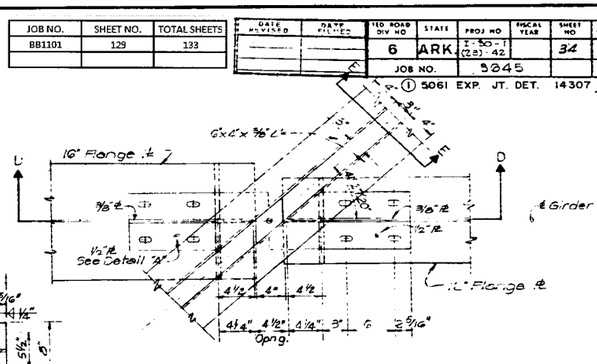
PART PLAN PLATE-TYPE EXPANSION DEVICE



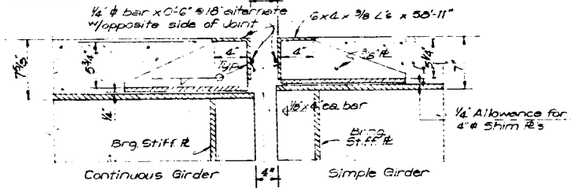
SECTION B-B
At Girders



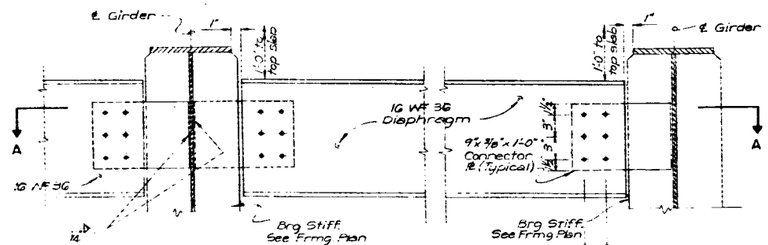
DETAIL "A"



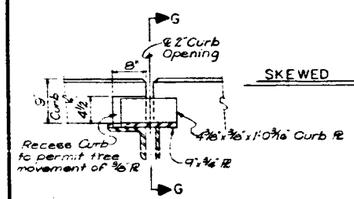
PART PLAN PREFORMED JOINT SEAL-TYPE EXPANSION DEVICE



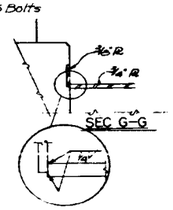
SECTION D-D
At Girders

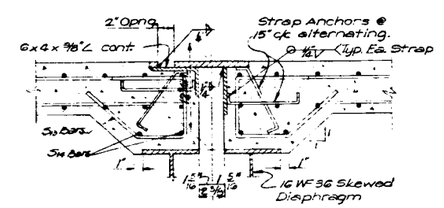


ELEVATION

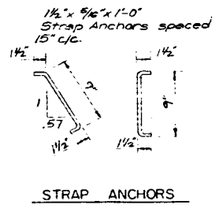


SKEWED DIAPHRAGM DETAIL
Scale - 1½" = 1'-0"

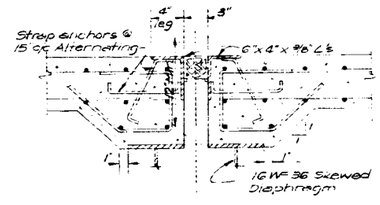




SECTION C-C
Between Girders
DETAIL OF METAL ℞ EXPANSION JOINT BENT 2
Scale - 1½" = 1'-0"

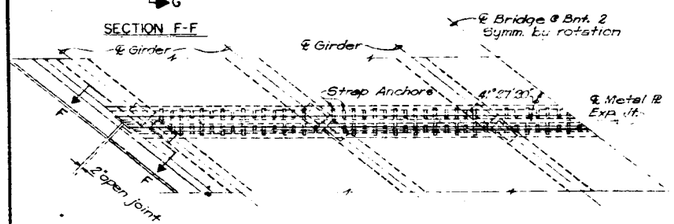


STRAP ANCHORS

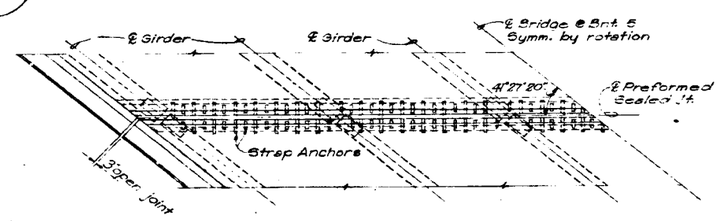


SECTION E-E
Between Girders
DETAIL OF PREFORMED EXPANSION JOINT - BENT 5
Scale - 1½" = 1'-0"

SECTION F-F



STRAP ANCHORS AT METAL PLATE EXPANSION JOINT
Scale 1½" = 1'-0"



STRAP ANCHORS AT PREFORMED EXPANSION JOINT
Scale - 1½" = 1'-0"

FOR INFORMATION ONLY

EXPANSION JOINT DETAILS AT BENTS 2 & 5

A.S.H. NO. 24 UNDERPASS

NEVADA COUNTY

ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY L.R.G. DATE

TRACED BY J.E. DATE

CHECKED BY D.W. DATE

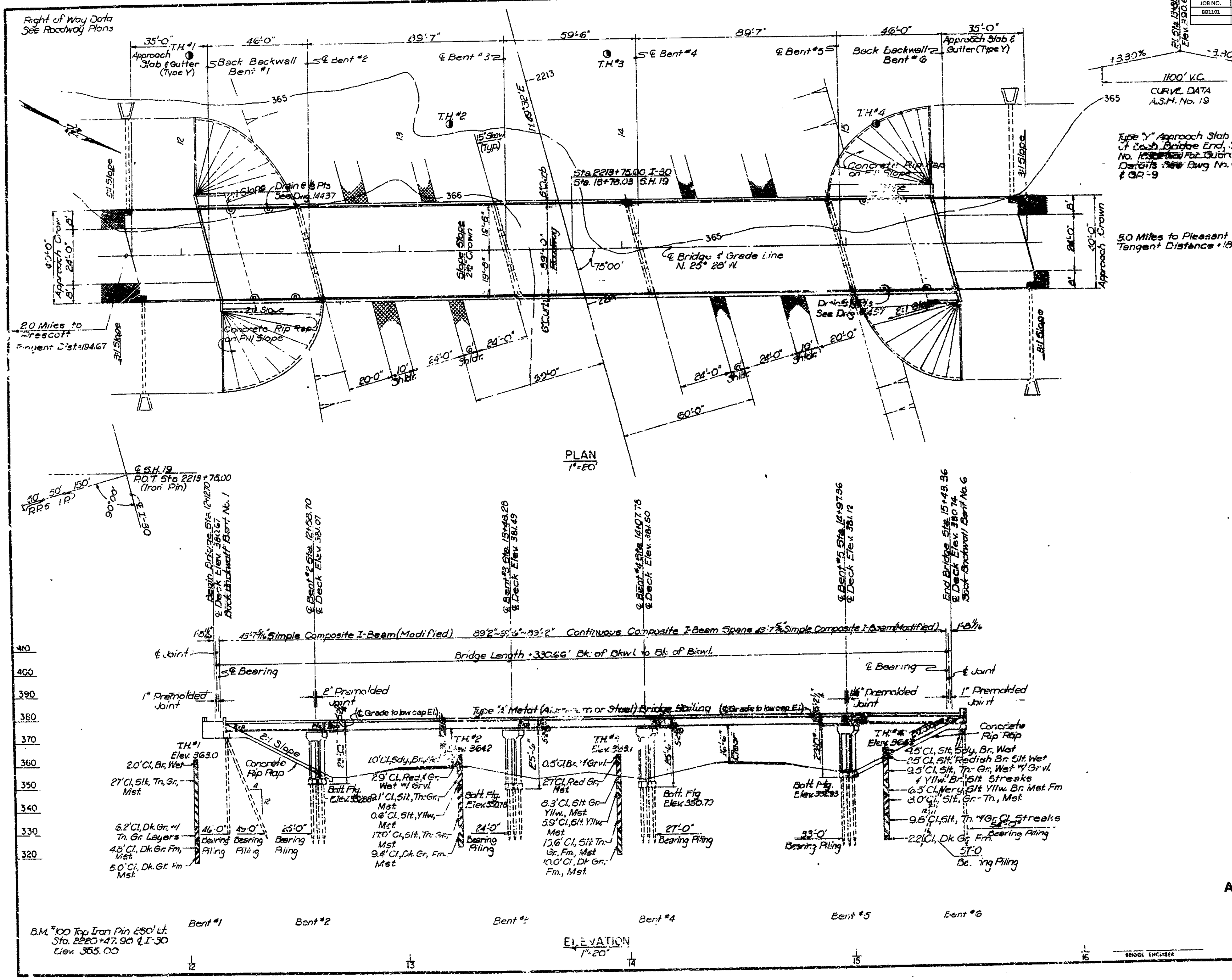
SCALE AS NOTED

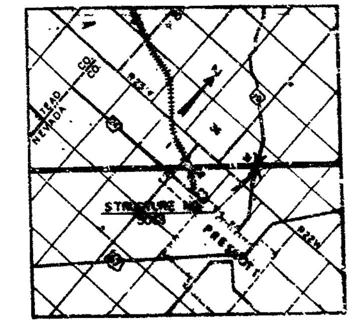
BRIDGE ENGINEER

BRIDGE NO. 5061 **DRAWING NO.** 14307

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	130	133

FED. ROAD DIV NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.	I-30-1 (59)45		20	73
JOB NO.		3727			





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 ABUTMENTS AND PIERS SHALL BE HORIZONTAL AND SHALL BE PROVIDED WITH KEYS NOT LESS THAN 1½" HIGH COVERING THE MIDDLE THIRD OF BOTH DIMENSIONS.

ALL PILING SHALL BE 16" OCTAGONAL PRECAST CONCRETE OR 16" CONCRETE FILLED METAL SHELLS AND SHALL BE DRIVEN WITH AN APPROVED AIR, STEAM, OR DIESEL HAMMER TO A MINIMUM BEARING CAPACITY OF 40 TONS PER PILE, WITH A MINIMUM LENGTH OF 20' OR 12' INTO EXISTING GROUND LINE. 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 AND ONE 30' TEST PILE IN BENT NO. 5.
PILES IN END BENTS SHALL BE DRIVEN, AFTER EMBANKMENT IS IN PLACE, TO SUBGRADE ELEVATION.

SPECIFICATIONS: ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1959, AND 1966 SUPPLEMENTAL SPECIFICATIONS.

DESIGN SPECIFICATIONS AASHO 1965

LIVE LOADING: HS20

UNIT STRESSES:		
	CLASS A CONCRETE (n-15)	840 PSI
	CLASS S (AE) CONCRETE (n-10)	1,200 PSI
	CLASS S CONCRETE (n-10)	1,200 PSI
	REINFORCING STEEL	20,000 PSI
	STRUCTURAL STEEL (A-36)	20,000 PSI

REFERENCE LIST OF DRAWINGS

FOR DETAILS OF BENT NOS. 1 & 6 SEE DWG. NO. 14432.
FOR DETAILS OF BENT NOS. 2, 3, 4, & 5 SEE DWG. NO. 14433
FOR FRAMING PLAN & STRUCTURAL DETAILS SEE DWG. NO. 14434, 14930D
FOR CONCRETE DECK & RAILING DETAILS SEE DWG. NO. 14435
FOR POURING SEQUENCE, GENERAL NOTES & SHOES SEE DWG. NO. 14435, 14436 & 14437
FOR DETAILS OF HANDRAILS SEE DWG. NO. [illegible]
FOR DETAILS OF PILING SEE DWG. NO. 2382
FOR CONCRETE RIP RAP DETAILS SEE DWG. NO. 14437

SOIL CLASSIFICATION

BR.	- BROWN	MULTICO.	- MULTICOLORED
CL.	- CLAY	PLST.	- PLASTIC
CLY.	- CLAYEY	SD.	- SAND
DK.	- DARK	SDY.	- SANDY
FM.	- FIRM	SD. LNS.	- SAND LENSES
FRAG.	- FRAGMENTS	SDSTN.	- SANDSTONE
GR.	- GRAY	SMS.	- SEAMS
GRVL.	- GRAVELS	SLT.	- SILTY
HD.	- HARD	TN.	- TAN
LMSTN.	- LIMESTONE	YLLW.	- YELLOW
MST.	- MOIST	WTR. BRG.	- WATER BEARING

FOR INFORMATION ONLY

LAYOUT OF UNDERPASS
I-30 & JCT. A.S.H. NO. 19
NEVADA COUNTY
ROUTE 30 SEC. 1

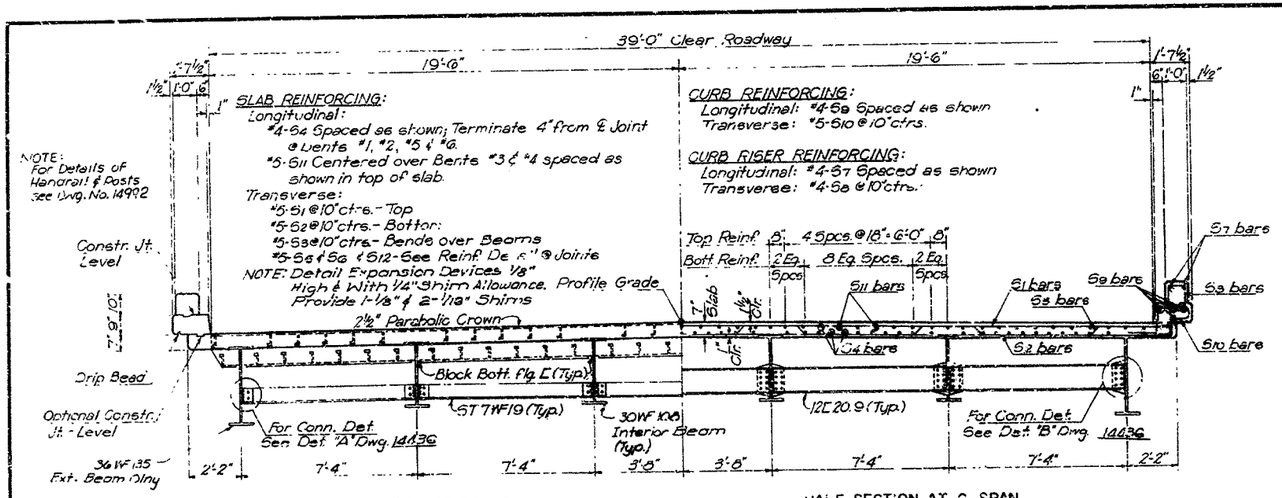
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: LDM DATE:
TRACED BY: LDM DATE:
CHECKED BY: DLW DATE:
SCALE: 1"=20'-0"

BRIDGE NO. 5063 DRAWING NO. 14431

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	131	133

FED ROAD DIV NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
6	ARK.	1-30-(59)4		24	73
JOB NO		3723			

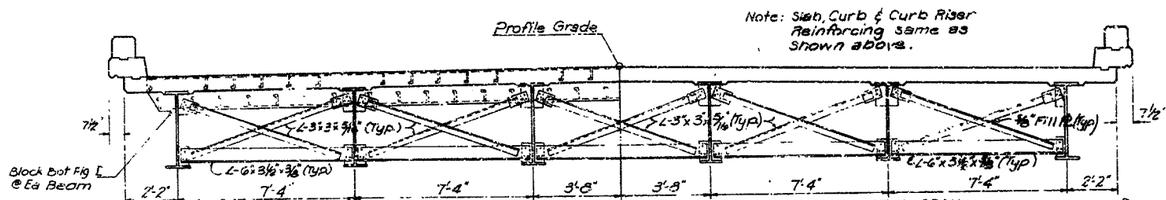


HALF SECTION AT BENTS

HALF SECTION AT ℄ SPAN

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

SECTIONS FOR SIMPLE SPANS

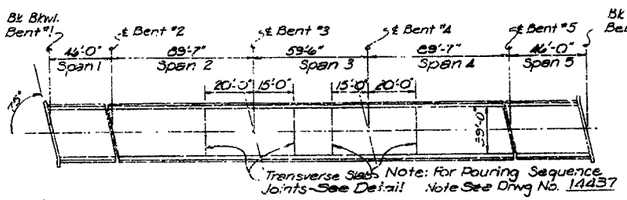


HALF SECTION AT BENTS 2 & 5

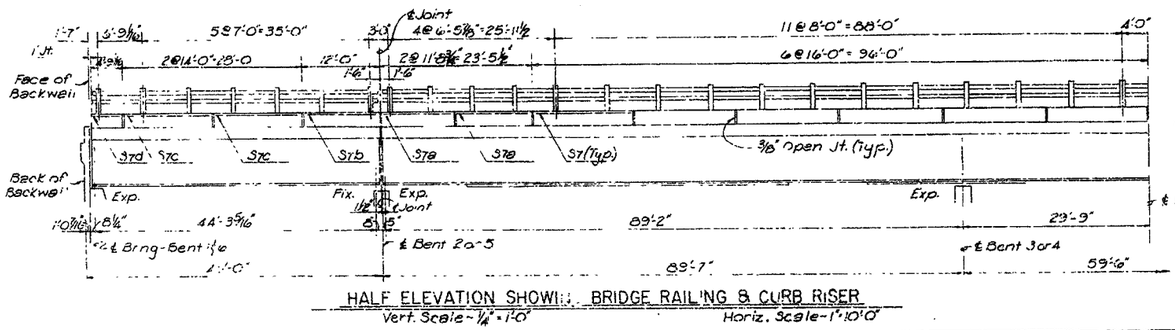
HALF SECTION AT ℄ SPAN

Note: For Cross Frame Details See Dwg. No. 14436

SECTIONS FOR CONTINUOUS SPANS

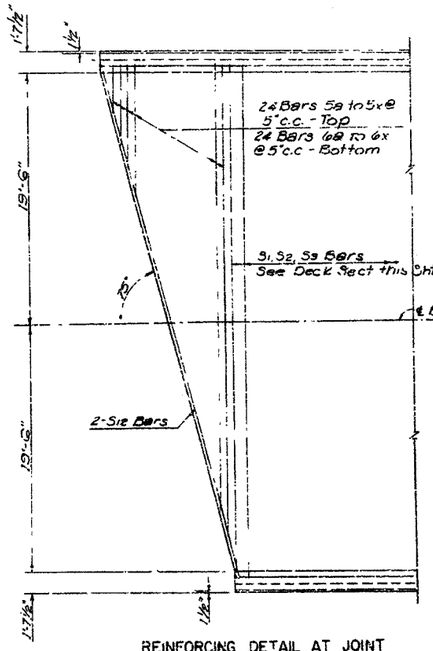


LOCATION OF JOINTS



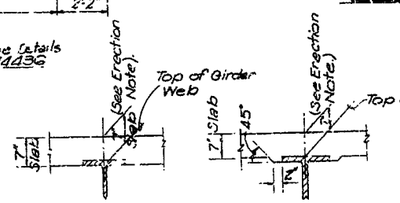
HALF ELEVATION SHOWING BRIDGE RAILING & CURB RISER

Vert. Scale-1/4"=1'-0" Horiz. Scale-1"=10'-0"



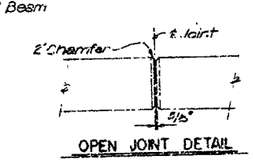
REINFORCING DETAIL AT JOINT

Scale - 3/4"=1'-0"



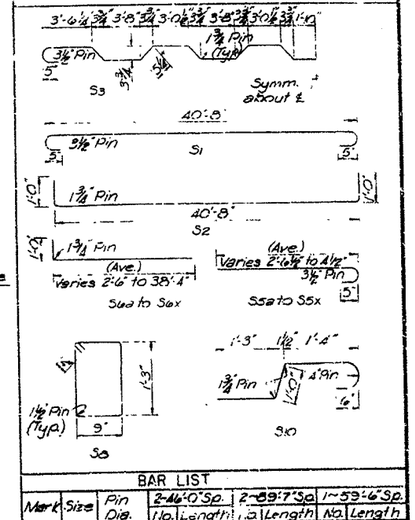
DETAILS OF HAUNCHES

Scale - 3/4"=1'-0"



OPEN JOINT DETAIL

BENDING DIAGRAMS

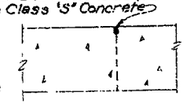


BAR LIST

Mark	Size	Pin Dia.	2-46'-0" Sp. No.	2-46'-0" Sp. Length	2-69'-7" Sp. No.	2-69'-7" Sp. Length	1-39'-6" Sp. No.	1-39'-6" Sp. Length
S1	5	3½"	60	41'-11"	204	41'-11"	72	41'-11"
S2	5	1¾"	60	42'-8"	204	42'-8"	72	42'-8"
S3	5	See Dwg.	58	43'-2"	202	43'-2"	71	43'-2"
S4	4	Str.	172	44'-2"	344	45'-10"	86	45'-10"
S6a to S6x	5	3½"	96	5'-2" to 39'-0"	48	5'-2" to 39'-0"	—	—
S6a to S6x	5	1¾"	96	5'-6" to 39'-4"	48	5'-6" to 39'-4"	—	—
S7	4	Str.	—	—	32	15'-8"	16	15'-8"
S7a	4	Str.	—	—	16	11'-4"	—	—
S7b	4	Str.	8	11'-8"	—	—	—	—
S7c	4	Str.	16	13'-8"	—	—	—	—
S7d	4	Str.	8	4'-7"	—	—	—	—
S8	4	1½"	228	4'-7"	440	4'-7"	160	4'-7"
S9	4	Str.	16	45'-1"	32	45'-10"	8	45'-10"
S10	5	See Dwg.	290	4'-3"	482	4'-3"	142	4'-3"
S11	5	Str.	—	—	32	37'-0"	—	—
S12	5	Str.	8	42'-0"	4	42'-0"	—	—

TRANSVERSE SLAB JOINT

Place Transverse Slab Joints at locations shown on plan.



FOR INFORMATION ONLY

CONCRETE DECK, RAILING & SLAB JOINTS
A.S.H. NO. 19 UNDERPASS
NEVADA COUNTY

ROUTE 30 SEC. 1

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

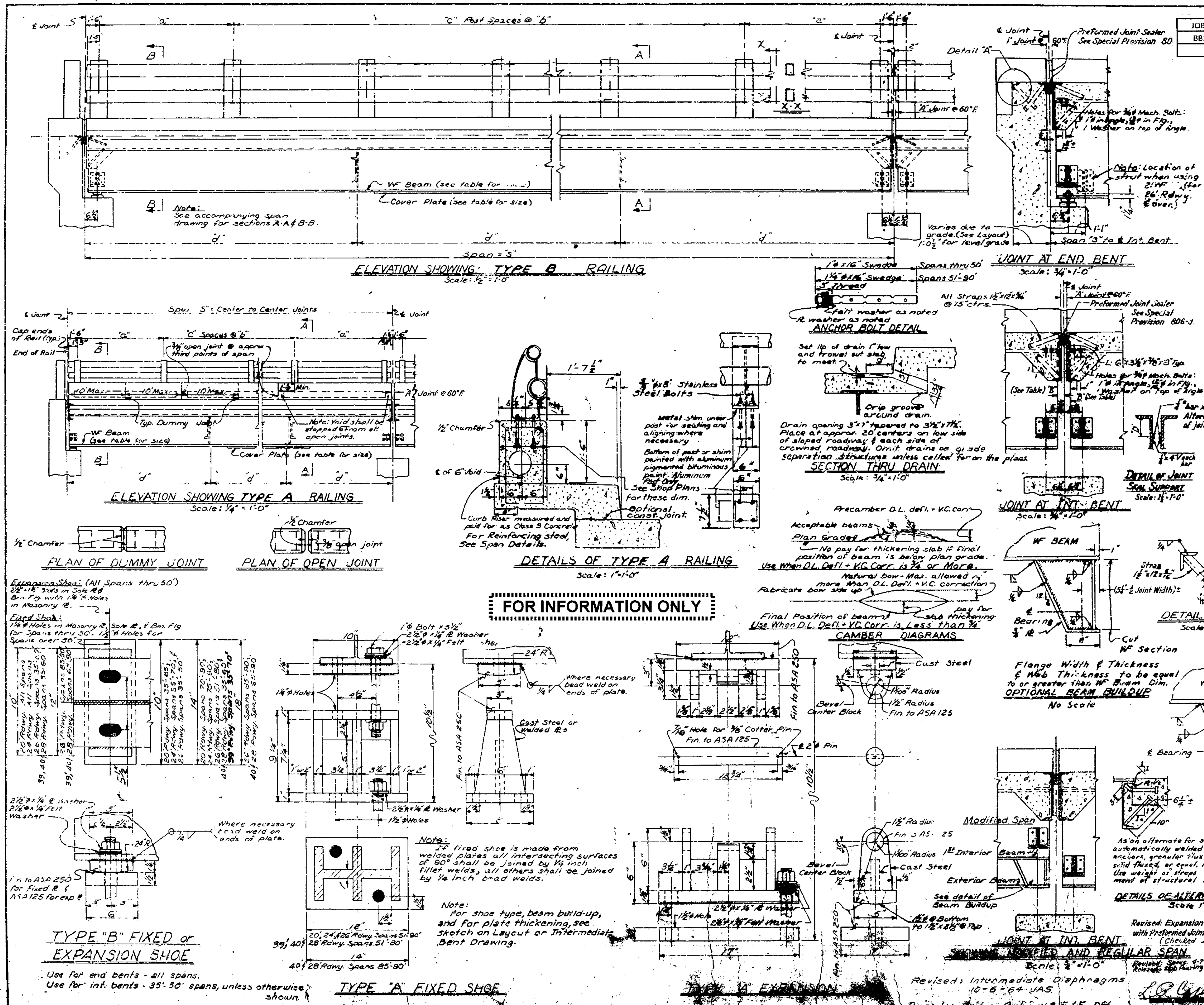
DRAWN BY L.R.S. DATE
TRACED BY C.A. DATE
CHECKED BY D.L.W. DATE
SCALE AS NOTED

BRIDGE ENGINEER

BRIDGE NO. 5060 **DRAWING NO.** 14435

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	132	133

FED. ROAD DIST. NO.	STATE	FED. AID PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	ARK				
JOB No.					



GENERAL NOTES

All concrete to be Class S. All exposed corners to be chamfered ¾" unless otherwise noted.

Field connections to be riveted or bolted with high strength bolts. Rivets: ¾"φ, Open holes 13/16"φ except where noted otherwise.

Structural shapes of equal or greater strength may be substituted for shapes shown, but payment will be made on the basis of shapes shown or those actually used, whichever is less.

All welded connections to be 5/16" fillet shop welds except as noted. All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, current edition.

Shop Paint: All structural steel except surfaces in contact with concrete shall be given one coat of red lead and raw linseed oil before shipment.

Field Paint: First coat - red lead tinted with lamp black. Second coat aluminum paint.

All metal bearing and roadway expansion devices to be paid for as "Structural Steel in Beam Spans." Bearings shall be finally seated in accordance with Sec. 806.34, including alternate, of the Std. Specs. This work and material are to be considered as subsidiary to the item "Structural Steel in Beam Spans" and will not be paid for directly.

This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approval secured before fabrication is begun.

All Steel shall be ASTM A-36 unless otherwise noted.

Anchor bolts shall be galvanized to conform to ASTM Specification, Designation A153.

Reinforcing steel to be deformed bars of intermediate or hard grade. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. The wire supports will not be paid for directly but will be considered subsidiary to the item of "Reinforcing Steel."

Shop lists and bending diagrams of reinforcing steel, including wire supports, shall be submitted and approval secured before fabrication is begun.

All chamfers on concrete riser for rail are to be ½".

Shop drawings showing details of railing shall be submitted and approval secured before fabrication is begun.

Slab Pouring Note:

Floor slabs may be poured in one continuous operation with a strikeoff extending over the whole span length, or may be poured in increments with the center one-third to one-half span length poured first. After the center section is poured, not less than 72 hours shall elapse before pouring the end sections. End sections may be poured simultaneously. If not poured simultaneously, 48 hours shall elapse between end section pours. A minimum of 72 hours shall elapse between completion of the slab and the pouring of the curb section if poured separately.

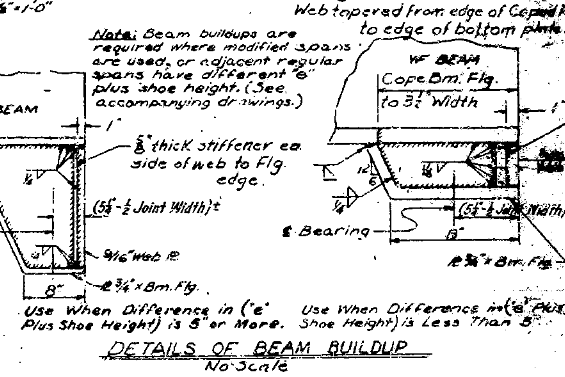
For details of Bridge Railing see Dwg. No. 14992 or 14993 as shown on Bridge Layout.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction Edition of 1953, the 1960 Supplemental Specifications thereto and applicable Special Provisions.

EXPANSION JOINT DATA

SPAN LENGTH (AGGREGATE FOR MOVEMENT AT JOINT)	"A" (Joint Width @ 60°F)	"D"	SEAL SIZE	B
To 80' and All Spans Fixed @ Abut.	1"	2½"	1¾" x 2"	1¾"
Over 80' to 100'	1¼"	2¾"	2" x 2½"	1⅞"
Over 100' to 140'	1½"	3½"	2½" x 2¾"	2½"
Over 140' to 180'	2"	4½"	3" x 3½"	2¼"

This Drawing is a modification of Dwg No. 14910



As an alternate for straps, ¾"φ x 10" automatically welded stud anchors, granular flux filled, solid fluxed, or equal, may be used. Use weight of straps as basis of measurement of structural steel in anchors.

DETAILS OF ALTERNATE ANCHORS
Scale 1" = 1'-0"

DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS 20', 24', 26', 28', 39', 40' ROADWAYS

Revised: Expansion Device for use with Preformed Joint Sealer. AJ [illegible]-65 (Checked J.E.H. 10-15-65)

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Revised: Specs. 4-7-66 RJ, A.R.S.
Revised: Slab Pouring Note 6-21-66

DRAWN BY: G.M. DATE: 8 Mar '62
[illegible] 8-14-62 HB CHKD 8-17-64 JAH
TRACED BY: DATE:
CHECKED BY: L.K. DATE: 3-9-62
SCALE: As Shown

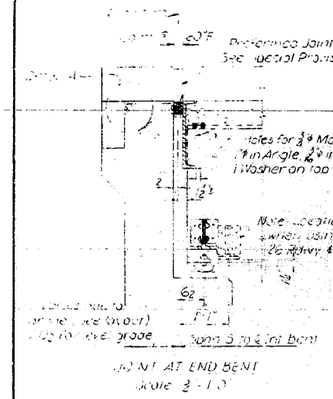
L. G. Carlson

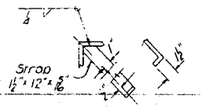
BRIDGE NO.
DRAWING NO. 14990C

Do Not Use 10/25/67

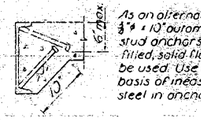
JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	133	133

FED. ROAD NO.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	ARK.				
JOB NO.		6902		27	76



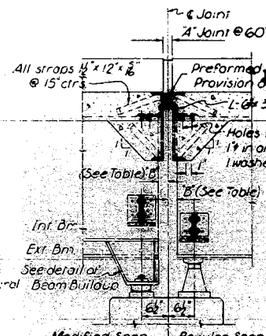


DETAIL 'A' (Typical)
Scale: 1 1/2" = 1'-0"

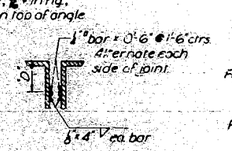


As an alternate for straps, 3/4" ø x 10" automatically welded stud anchors, granular flux filled, solid fluxed, or equal, may be used. Use weight of straps as basis of measurement of structural steel in anchors.

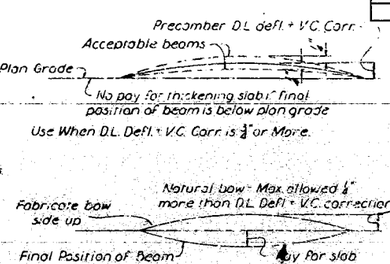
DETAILS OF ALTERNATE ANCHORS
Scale: 1" = 1'-0"



JOINT AT INT. BENT
Scale: 3/4" = 1'-0"



DETAIL OF JOINT SEAL SUPPORT
Scale: 1 1/2" = 1'-0"



CAMBER DIAGRAMS
No Scale

GENERAL NOTES

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

Field connections to be riveted or bolted with high strength bolts.

Rivets: 3/4" ø open holes 13/16" ø except where noted otherwise.

Structural shapes of equal or greater strength may be substituted for shapes shown, but payment will be made on the basis of shapes shown or those actually used, whichever is less.

All welded connections to be 5/16" fillet shop welds except as noted. All welding shall conform to the American Welding Society Standard Specifications for Welded Highway and Railway Bridges, current edition.

Shop Paint: All structural steel except surfaces in contact with concrete shall be given one coat of red lead and raw linseed oil before shipment.

Field Paint: First coat-red lead tinted with lamp black; Second coat-aluminum paint.

All metal bearing and roadway expansion devices to be paid for as "Structural Steel in Beam Spans." Bearings shall be finally seated in accordance with Sec. 806.54, including alternate, of the Standard Specifications. This work and material are to be considered as subsidiary to the item "Structural Steel in Beam Spans" and will not be paid for directly.

This drawing shows general features of design only. Shop drawings shall be made in accordance with the Specifications, submitted and approval secured before fabrication is begun.

All steel shall be ASTM A-36 unless otherwise noted.

Anchor bolts shall be galvanized to conform to ASTM Specification, Designation A153.

Reinforcing steel to be deformed bars of intermediate or hard grade. The reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. The wire supports will not be paid for directly but will be considered subsidiary to the item of "Reinforcing Steel."

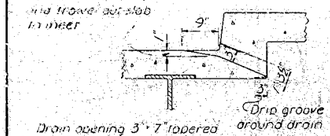
Shop lists and bending diagrams of reinforcing steel, including wire supports, shall be submitted and approval secured before fabrication is begun.

Slab Pouring Note:

Floor slabs may be poured in one continuous operation with a strike-off extending over the whole span length, or may be poured in increments with the center one-third to one-half span length poured first. After the center section is poured, not less than 72 hours shall elapse before pouring the end sections. End sections may be poured simultaneously. If not poured simultaneously, 48 hours shall elapse between end section pours. A minimum of 72 hours shall elapse (1) between completion of the slab and the pouring of the curb section if poured separately, and (2) between the completion of the curb and the pouring of the type A rail parapet. Posts for Type B or C rail may be poured 24 hours after completion of the curb.

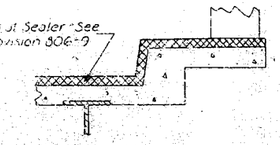
For details of Bridge Railing see Dwg. No. 14992 or 14993 as shown on Bridge Layout.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction Edition of 1959, the 1966 Supplemental Specifications thereto and applicable Special Provisions.

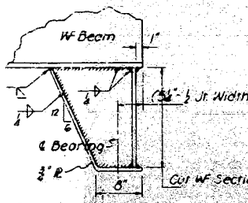


Drain opening 3" x 7" tapered to 3 1/2" x 7 1/2". Place at approx. 20' ctrs on low side of sloped roadway & each side of crowned roadway. Omit drains on grade separation structures unless called for on the plans.

SECTION THRU DRAIN
Scale 3/4" = 1'-0"



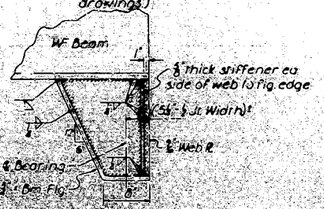
SEAL PLACEMENT IN CURB
Scale 3/4" = 1'-0"



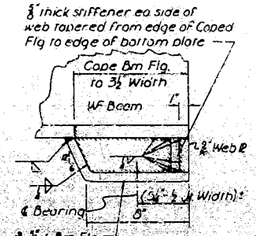
Flange Width & Thickness & Web Thickness to be equal to or greater than W. Beam Dim.

OPTIONAL 8" AM BUILDUP
No Scale

Note: Beam buildups are required where modified spans are used, or adjacent regular spans have different "e" plus shoe height. (See accompanying drawings.)



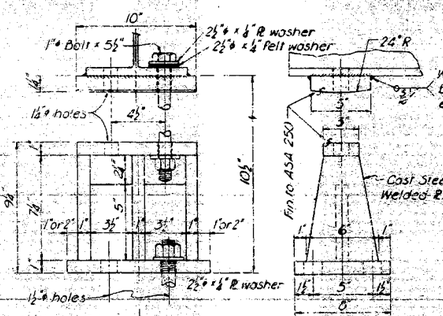
Use when difference in ("e" plus shoe height) is 5" or more.

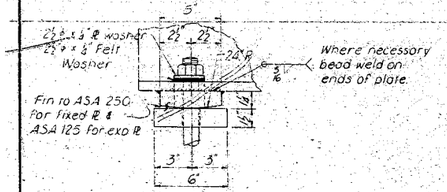


Use when difference in ("e" plus shoe height) is less than 5".

DETAILS OF BEAM BUILDUP
No Scale

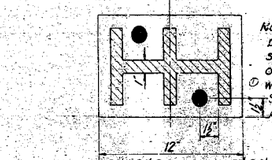
ANCHOR BOLT DETAIL - No Scale





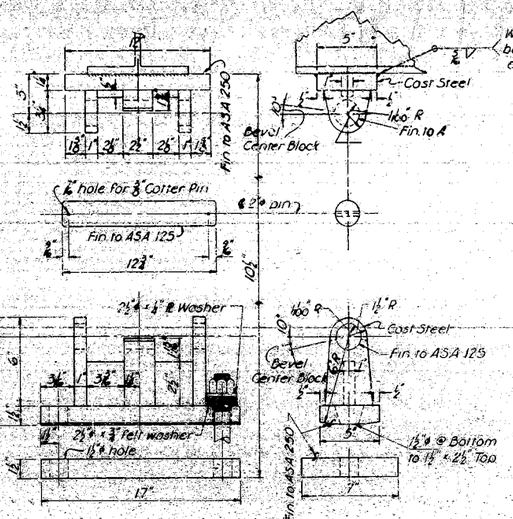
TYPE 'B' FIXED OR EXPANSION SHOE - Scale 3/4" = 1"

Use for end bents - all spans
Use for int. bents - 35'-50' spans, unless otherwise shown.



Note: If fixed shoe is made from welded plates all intersecting surfaces of 90° shall be joined by fillet welds, all others shall be joined by bead welds, ① with size welds according to A.W.S. Standard Specifications for Welded Highway & Railway Bridges, current edition. Note: For shoe type, beam buildup, and for plate thickening, see sketch on Layout or Intermediate Bent Drawing.

TYPE 'A' FIXED SHOE
Scale 3/16" = 1"



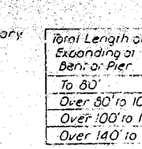
TYPE 'A' EXPANSION SHOE
Scale 1/2" = 1"

① Revised after Sheet FMH

Note: This drawing adopted from drwg 14990C

EXPANSION JOINT DATA

Total Length of Spans Expanding at Bent or Pier (F-E 1 Span / F-E 2 Spans)	'A' Joint Width Perpendicular to ℄ webs @ 60°F	Seal Width	B
To 80'	1"	1 3/4"	13"
Over 80' to 100'	1 1/4"	2"	14"
Over 100' to 140'	1 1/2"	2 1/4"	2"
Over 140' to 180'	2"	3"	26"



Note: All joints at Abutments and at Fix-Fix joints shall be 1". The Dimension "D" shall conform to the recommendations of the seal manufacturer as approved by the Bridge Engineer. The depth of the seal shall be approximately equal to the uncompressed width of the seal.

FOR INFORMATION ONLY

DETAILS COMMON TO STANDARD 35'-90' COMPOSITE I-BEAM SPANS 24, 26, 28, 39 ROADWAYS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: RWM DATE: 1-4-67
TRACED BY: DATE:
CHECKED BY: DFL DATE: 5-67
SCALE: As Shown

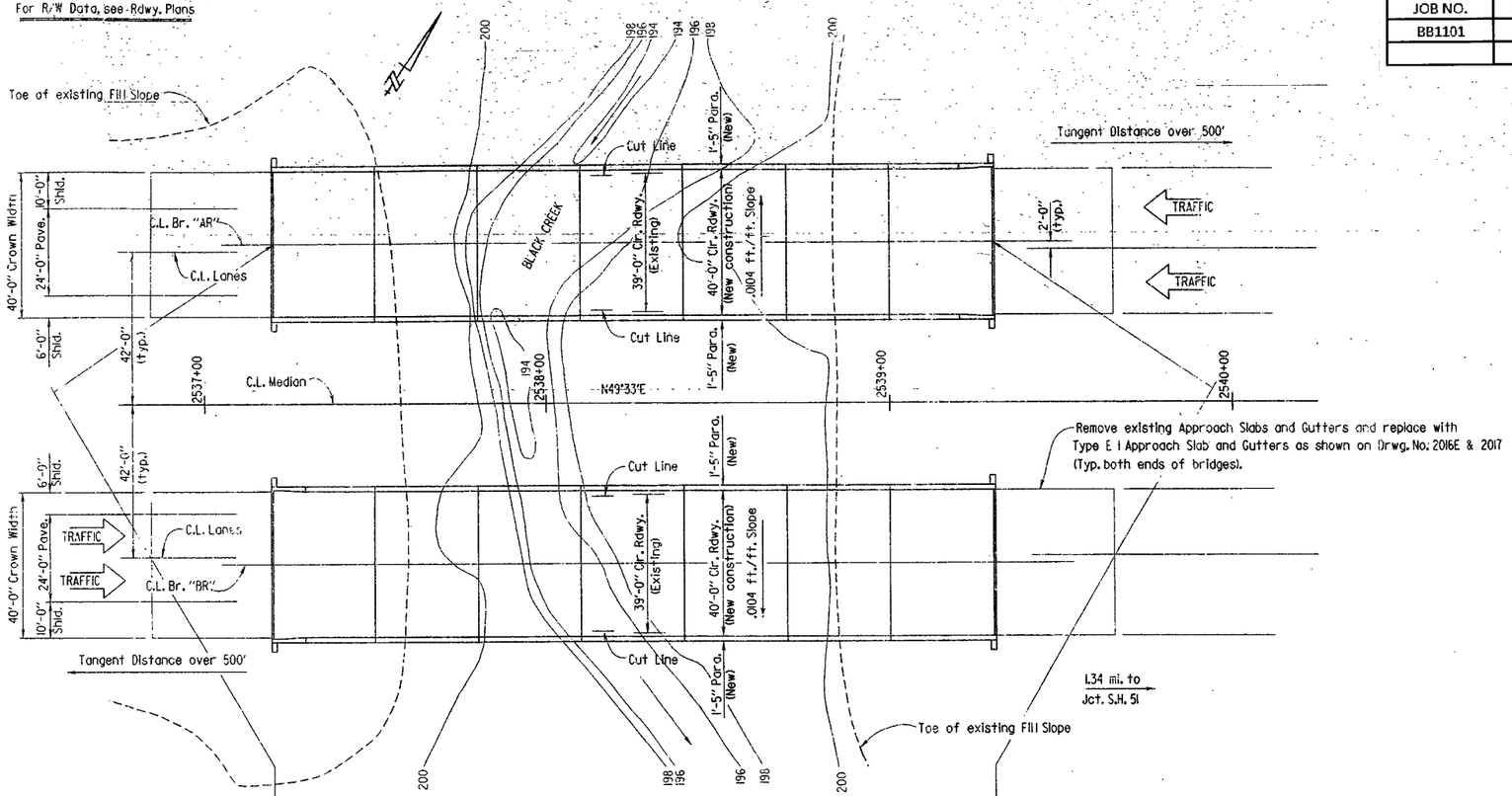
L. Carlson
BRIDGE ENGINEER

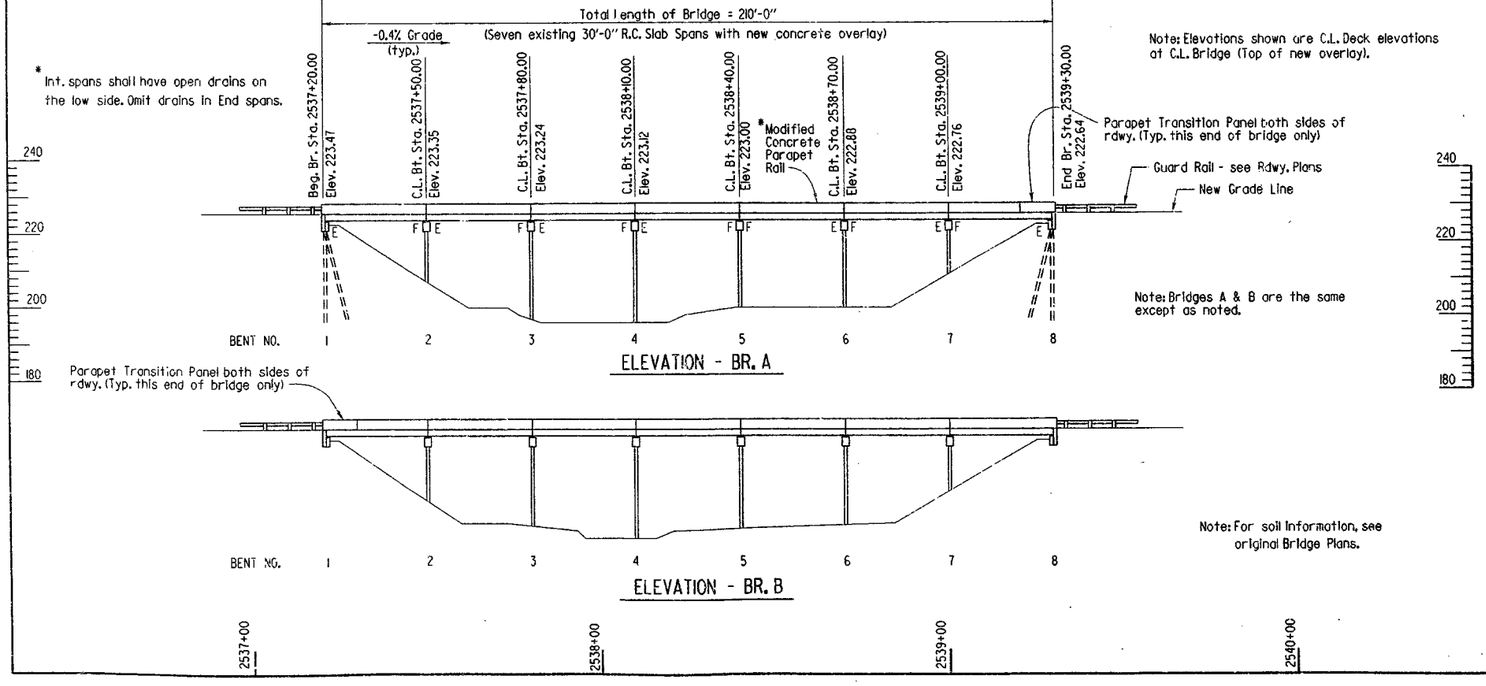
BRIDGE NO. 5210 DRAWING NO. 14990D

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	133A	133

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.		1616	36	71
				(1) 5020AR&BR	LAYOUT		30452	

For R/W Data, see Rdwy. Plans





GENERAL NOTES

Bench Mark: Top of existing bridge deck at C.L. Bridge A Sta. 2537+20.0. Elev. = 223.34.

Work shall consist of removal and modification of portions of existing bridge structures and/or superstructures to accomodate the remodeling of the structures in accordance with the plans and specifications. See Section 821 of the specifications. Work also consists of repair and overlay of concrete bridge deck as designated on the plans or as specified by the Engineer. See Section 822 of the specifications.

The contractor shall make check measurements and make any adjustments necessary to fit the new work to the existing bridges.

Method of Design: Load Factor (New Construction)

Design Specifications: AASHTO Standard Specifications for Highway Construction, 1983.

Construction Specifications: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1988 and applicable supplemental specifications and special provisions.

Half-size detail drawings of the bridges to be remodeled may be obtained from the Arkansas State Highway and Transportation Department upon request. Bridges are at Log Mile 52.27.

Deck Finish: The concrete bridge deck overlay shall be given a tine finish as specified for final finishing in subsection 802.20 for a class 5 roadway surface finish.

Detail Drawings	Drawing No.
Bents 1 & 8 and Span Details	30456 & 30457
Approach Slabs and Gutters	2016E & 2017

FOR INFORMATION ONLY

LAYOUT OF REHABILITATED
BRIDGES OVER BLACK CREEK
NEVADA COUNTY

ROUTE I-30 SEC. 13
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: Jan 89
CHECKED BY: U.A.S. DATE: Mar 89
DESIGNED BY: — DATE: —
SCALE: 1" = 20'

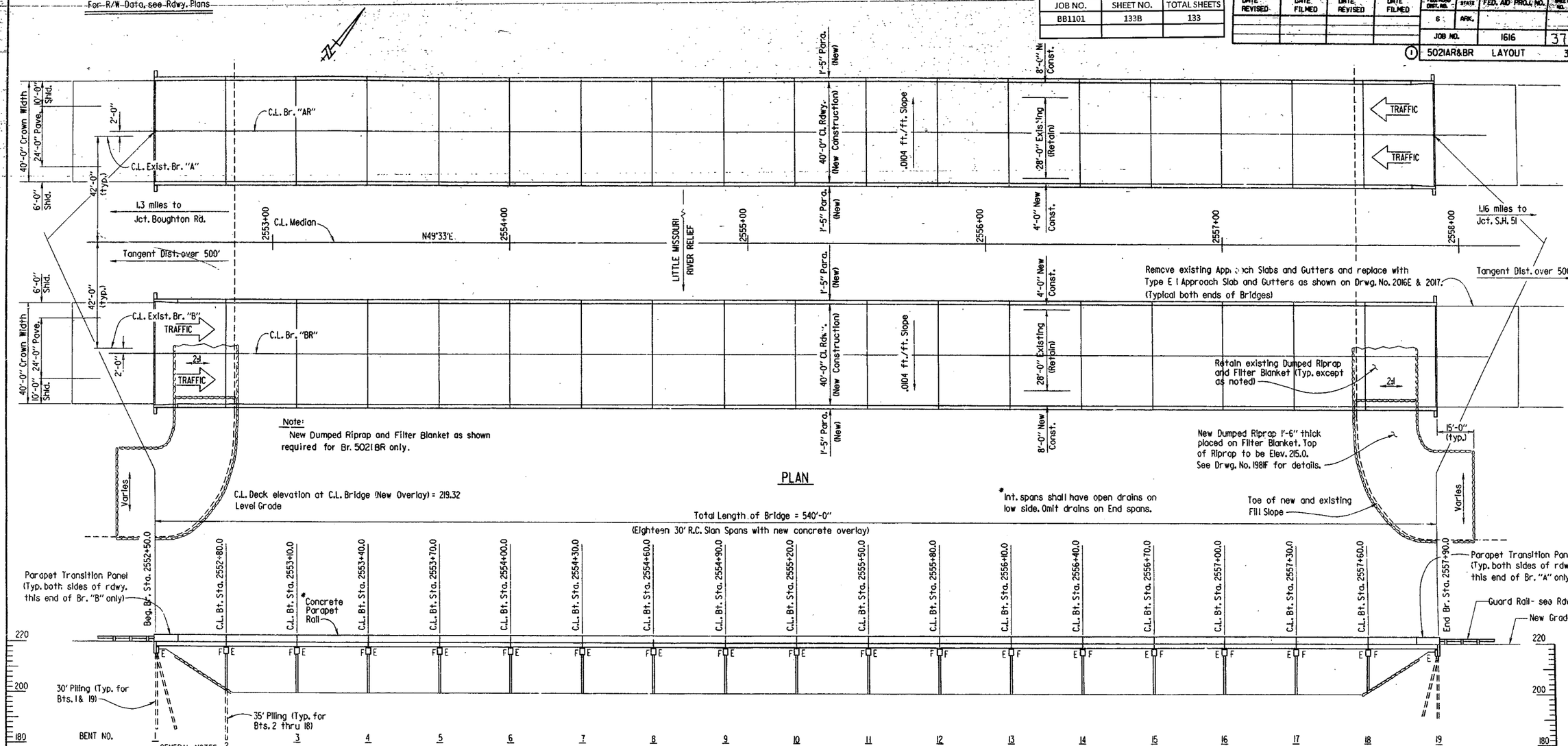
Vesal Pankuton
BRIDGE ENGINEER

BRIDGE NO. 5020AR&BRR DRAWING NO. 30452

For R/W Data, see Rdwy. Plans

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	133B	133

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.		1616	37	71
				1	5021AR&BR	LAYOUT		30453



PLAN

ELEVATION (BR. A & B)

Note: Bridges A & B are the same except as noted.

Bench Mark: Top of existing bridge deck at C.L. Bridge A Sta. 2552+50.0. Elev. 219.193

GENERAL NOTES

All concrete shall be poured in the dry. All exposed corners shall be chamfered ¾" unless otherwise noted.

Work shall consist of removal and modification of portions of existing bridge substructures and/or superstructures to accommodate the remodeling of the structures in accordance with the plans and specifications. See Section 821 of the specifications. Work also consists of repair and overlay of concrete bridge deck as designated on the plans or as specified by the Engineer. See Section 822 of the specifications.

The contractor shall make check measurements and make any adjustments necessary to fit the new work to the existing bridges.

Method of Design: Load Factor (New Construction)

Design Specifications: AASHTO Standard Specifications for Highway Construction, 1983.

Construction Specifications: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1988 and applicable supplemental specifications and special provisions.

Half-size detail drawings of the bridges to be remodeled may be obtained from the Arkansas State Highway and Transportation Department upon request. Bridges are at Log Mile 52.55.

All piling shall be 16" octagonal precast concrete and shall be driven to a minimum bearing capacity of 44 tons per pile and to a minimum penetration of 20 feet below the ground line. Piling shall be driven with an approved air, steam, or diesel hammer. Lengths of piles shown are for estimating quantities only. Actual lengths to be determined in the field. Drive one 40' test pile in Bents 4, 7, 10, 13, & 16.

Deck Finish: The concrete bridge deck overlay shall be given a tine finish as specified for final finishing in subsection 802.20 for a class 5 roadway surface finish.

Detail Drawings	Drawing No.
Bents	30458 & 30459
Spans	30460 & 30461
Approach Slab and Gutters	2016E & 2017
Concrete Piling	2383

Note: For soil information, see original Bridge Plans.

FOR INFORMATION ONLY

LAYOUT OF REHABILITATED
BRIDGE OVER
LITTLE MISSOURI RIVER RELIEF
NEVADA COUNTY

ROUTE I-30 SEC. 13

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: Jan 89
CHECKED BY: JAS DATE: mar 89 SCALE: 1"=20'
DESIGNED BY: — DATE: —

BRIDGE NO. 5021AR&BR DRAWING NO. 30453

BRIDGE ENGINEER

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	133C	133

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.	1616		38	71
				1	5022AR&BR	LAYOUT		30454

For R/W Data, see Rdwy. Plans

Remove existing Approach Slabs and Gutters and replace with Type E I Approach Slab and Gutters as shown on Drwg. No. 2016 & 2017 (Typical both ends of Bridges).

40'-0" Crown Width — 10'-0" Shld. — 24'-0" Pave. — 6'-0" Shld.

C.L. Br. "AR" — C.L. Exist. Br. "A" — 2'-0" — 42'-0" (typ.)

C.L. Br. "BR" — C.L. Exist. Br. "B" — 2'-0" — 42'-0" (typ.)

TRAFFIC — 2:1 — TRAFFIC

Retain Existing Dumped Riprap and Filter Blanket (Typ. except as noted.)

15'-0" (typ.) — Varies

New Dumped Riprap 1'-6" thick placed on Filter Blanket. Top of Riprap to be Elev. 215.0. See Drwg. No. 1891F for details.

Toe of New and Existing Fill Slope

C.L. Deck Elev. at C.L. Bridge (New Overlay) = 219.32
Level Grade

1.7 miles to Jct. Boughton Rd.

Tangent Dist. over 500'

C.L. Median — N49°33'E

2575+00 — 2576+00 — 2577+00 — 2578+00 — 2579+00 — 2580+00

1'-5" Para. (New) — 40'-0" Cl. Rdwy. (New Construction) — .004 ft./ft. Slope — 28'-0" Existing (Retain) — 8'-0" New Const. — 4'-0" New Const.

Note:
New Dumped Riprap and Filter Blanket as shown required for Br. 5022BR only.

PLAN

* Int. spans shall have open drains on low side. Omit drains in End spans.

Total Length of Bridge = 960'-1"

Thirteen 30'-0" R.C. Slab Spans (New concrete overlay) — 30'-0½" R.C. Slab Span (New concrete overlay)

Parapet Transition Panel (Typ. both sides of rdwy. this end of Br. "B" only)

Guard Rail - see Rdwy. Plans

New Grade Line

Beg. Br. Sta. 2575+39.92 — C.L. Bk. Sta. 2575+69.92 — C.L. Bk. Sta. 2575+59.92 — C.L. Bk. Sta. 2576+29.92 — C.L. Bk. Sta. 2576+59.92 — C.L. Bk. Sta. 2576+89.92 — C.L. Bk. Sta. 2577+19.92 — C.L. Bk. Sta. 2577+49.92 — C.L. Bk. Sta. 2577+79.92 — C.L. Bk. Sta. 2578+09.92 — C.L. Bk. Sta. 2578+39.92 — C.L. Bk. Sta. 2578+69.92 — C.L. Bk. Sta. 2578+99.92 — C.L. Bk. Sta. 2579+29.92 — C.L. Jt. Sta. 2579+59.96

* Concrete Parapet Rail

Note: For soil information, see original Bridge Plans.

Note: For Piling lengths, see Table on Drwg. No. 30455

220 — 200 — 180

BENT NO. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

ELEVATION (BR. A & B)

Note: Bridges A & B are the same except as noted.

FOR INFORMATION ONLY

GENERAL NOTES

Bench Mark: Top of existing bridge deck at C.L. Bridge A Sta. 2575+39.92. Elev. 219.19.

All concrete shall be poured in the dry. All exposed corners shall be chamfered ¾" unless otherwise noted.

Work shall consist of removal and modification of portions of existing bridge substructures and/or superstructures to accommodate the remodeling of the structures in accordance with the plans and specifications. See Section 821 of the specifications. Work also consists of repair and overlay of concrete bridge deck as designated on the plans or as specified by the Engineer. See Section 822 of the specifications.

The contractor shall make check measurements and make any adjustments necessary to fit the new work to the existing bridges.

Method of Design: Load Factor (New Construction)

Specifications for Highway Construction, Edition of 1988 and applicable supplemental specifications and special provisions.

Half-size detail drawings of the bridges to be remodeled may be obtained from the Arkansas State Highway and Transportation Department upon request. Bridges are at Log Mile 52.97.

All piling shall be 16" octogonal precast concrete and shall be driven to a minimum bearing capacity of 44 tons per pile and to a minimum penetration of 20 feet below the ground line. Piling shall be driven with an approved air, steam, or diesel hammer. Lengths of piles shown are for estimating quantities only. Actual lengths to be determined in the field. Drive one 45' test pile in Bents 4, 7, 10, 13, & 19 and drive one 40' test pile in Bents 16, 22, & 25 (Br. 5022AR only). Drive one 45' test pile in Bents 2, 5, 8, 11, 14, 20, & 23 and drive one 40' test pile in Bents 17 & 26 (Br. 5022BR only).

Deck Finish: The concrete bridge deck overlay shall be given a tine finish as specified for final finishing in subsection 802.20 for a class 5 roadway surface finish.

Footings: Footings shall be set a minimum of 1'-6" into material designated as rock on the boring legend on the original plans and shall have a minimum cover above top of footings of 2.0 feet. Foundations for footings shall be prepared in accordance with Section 801.04 of the standard specifications. Rock excavations shall be made to neat lines of the concrete footings. Care shall be exercised to avoid shattering rock faces by excessive blasting. Concrete in footings shall be poured directly against excavated surfaces of rock.

Detail Drawings	Drawing No.
Bents	30458, 30459, 30462, & 30463
Spans	30460, 30461, & 30464-30466
Approach Slab and Gutters	2016E & 2017
Concrete Piling	2383

Neal Pinkerton
BRIDGE ENGINEER

SHEET 1 OF 2
LAYOUT OF REHABILITATED
BRIDGES OVER LITTLE MISSOURI RIVER
NEVADA & CLARK COUNTIES
ROUTE I-30 SEC. 13 & 14
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: Jan 89
CHECKED BY: JAS DATE: MAR 89 SCALE: 1" = 20'-0"
DESIGNED BY: - DATE: -

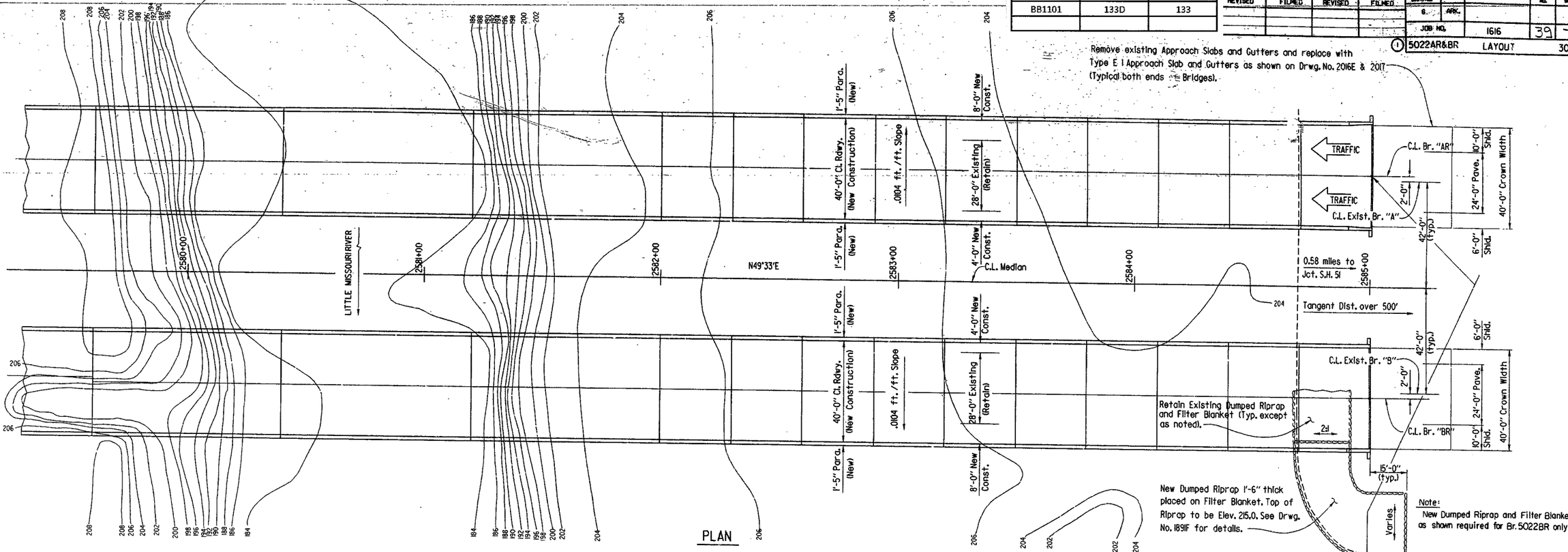
BRIDGE NO. 5022AR&BR DRAWING NO. 30454

JOB NO.	SHEET NO.	TOTAL SHEETS
BB1101	133D	133

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.		1616	39	71
				① 5022AR&BR		LAYOUT		30455

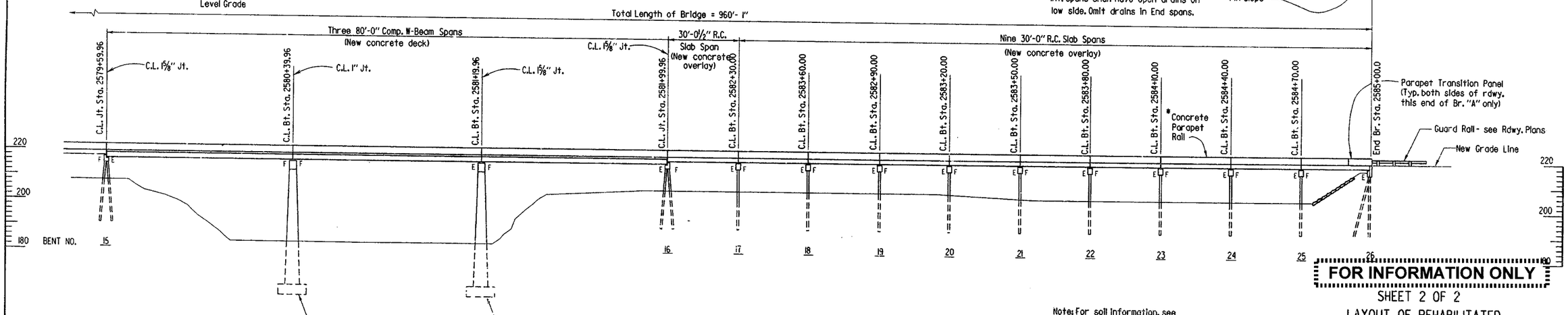
For R/W Data, see Rdwy. Plans

Remove existing Approach Slabs and Gutters and replace with Type E I Approach Slab and Gutters as shown on Drwg. No. 2016E & 2017 (Typical both ends of Bridges).



PLAN

C.L. Deck Elev. at C.L. Bridge (New Overlay) = 219.32
Level Grade



ELEVATION (BR. A & B)

Note: Bridges A & B are the same except as noted.

Note: For soil information, see original Bridge Plans.

TABLE OF PILING LENGTHS

	BR. "AR"	BR. "BR"
35' Piles	Bts. 16-18, 21-26	Bts. 16-19, 22, 24-26
40' Piles	Bts. 1-15, 19, & 20	Bts. 1-15, 20, 21, & 23

Note: Piling lengths shown are based on Piling Records for existing Br. 5022A & 5022B.

Visal Pinkerton
BRIDGE ENGINEER

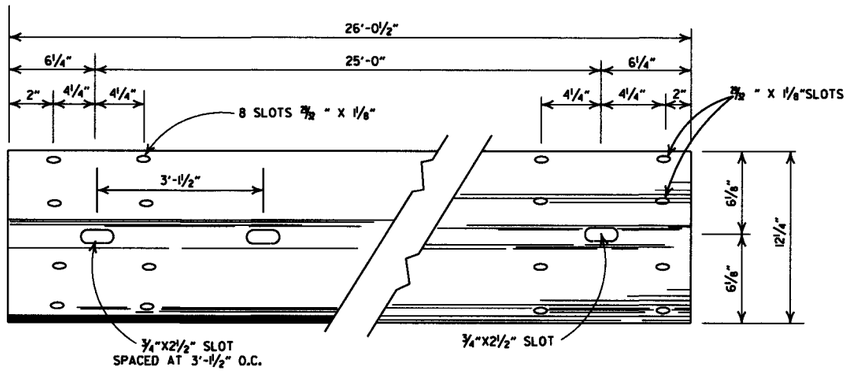
FOR INFORMATION ONLY

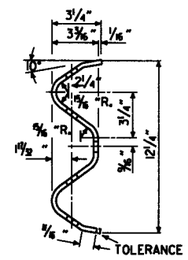
SHEET 2 OF 2
LAYOUT OF REHABILITATED
BRIDGES OVER LITTLE MISSOURI RIVER
NEVADA & CLARK COUNTIES

ROUTE I-30 SEC. 13 & 14
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: KMG DATE: Jan 89
CHECKED BY: JAS DATE: Mar 89
DESIGNED BY: — DATE: —
SCALE: 1" = 20'-0"

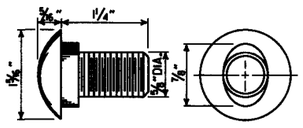
BRIDGE NO. 5022AR&BR DRAWING NO. 30455



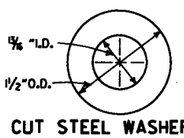


DETAILS OF W-BEAM GUARD RAIL

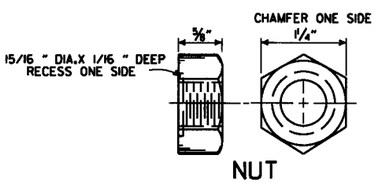
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



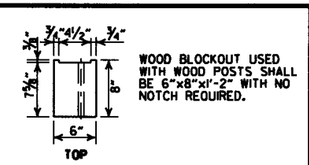
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



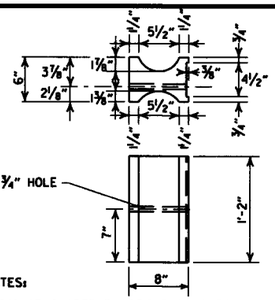
CUT STEEL WASHER



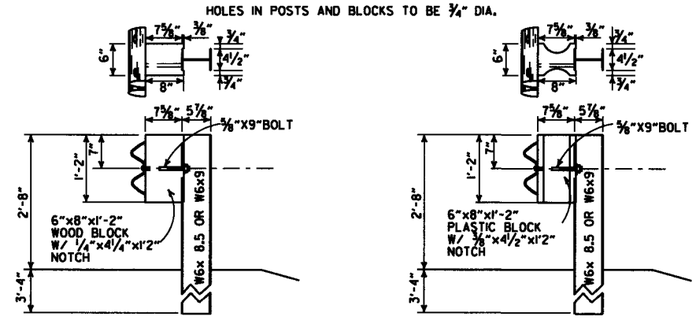
NUT



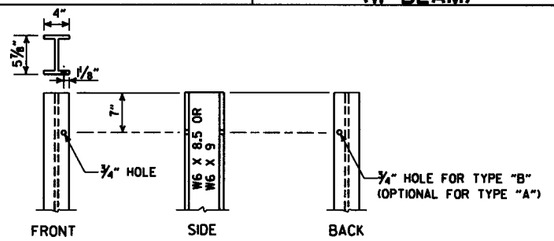
WOOD BLOCKOUT (W-BEAM)



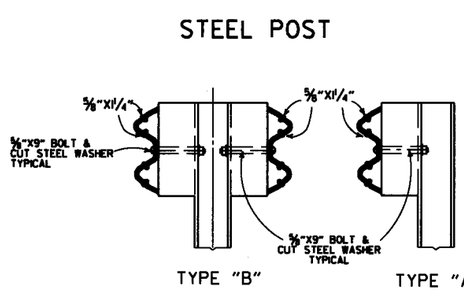
PLASTIC BLOCKOUT (W-BEAM)



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



STEEL POST



DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

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

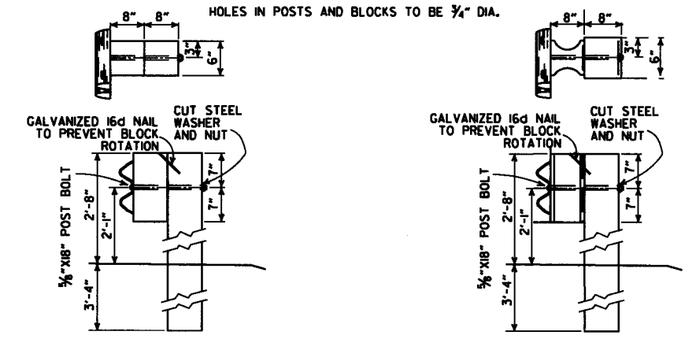
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

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

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

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

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



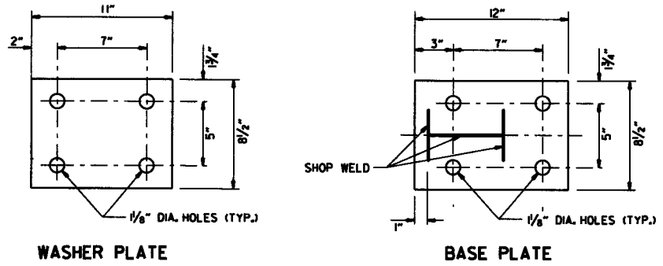
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	FILMED
11-16-17	REVISED GENERAL NOTES AND RAISED GUARD RAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
03-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
01-12-00	ADDED PLASTIC BLOCKOUT	
08-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
04-03-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
06-02-94	ADDED ALT. STEEL POST SIZE	
08-05-93	REVISED STEEL POST SIZE	8-5-93
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED WASHER NOTE	8-15-91
08-02-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
07-15-88	REVISED SECTION 3 & GENERAL NOTES	
03-04-88	REV. ANCHOR POST ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-09-87	REDRAWN & REVISED	802-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

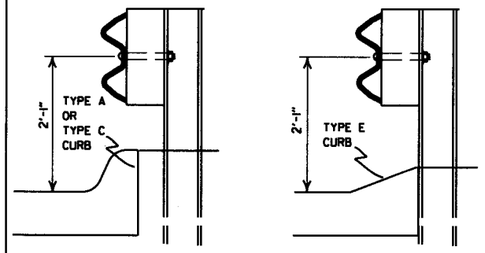
STANDARD DRAWING GR-8



WASHER PLATE

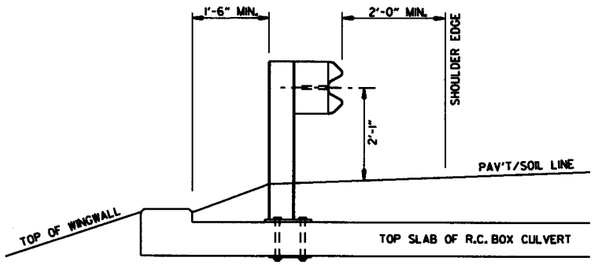
BASE PLATE

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

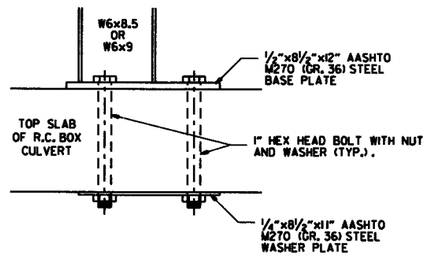


DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

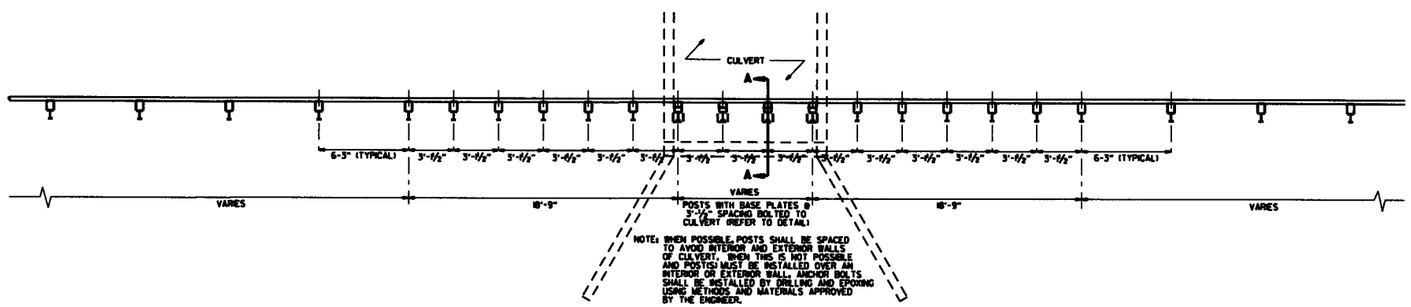
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.



SECTION A-A



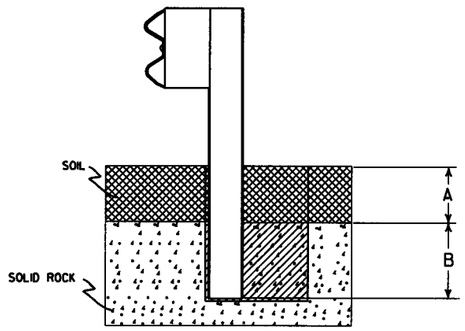
DETAIL OF CONNECTION



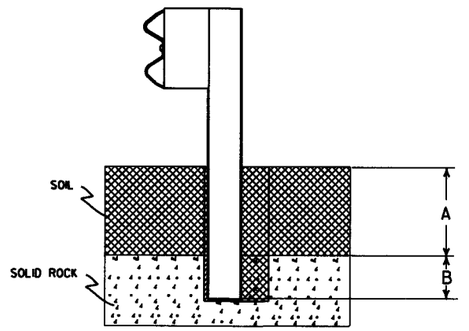
PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DRWG. GR-8.

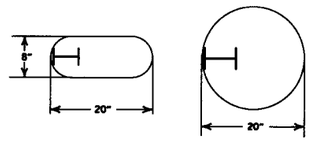
Case 1

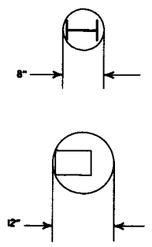


Case 2

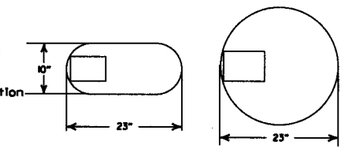


Plan View Steel Posts
Either hole configuration acceptable





Plan View Wood Posts
Either hole configuration acceptable



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

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

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

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

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

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

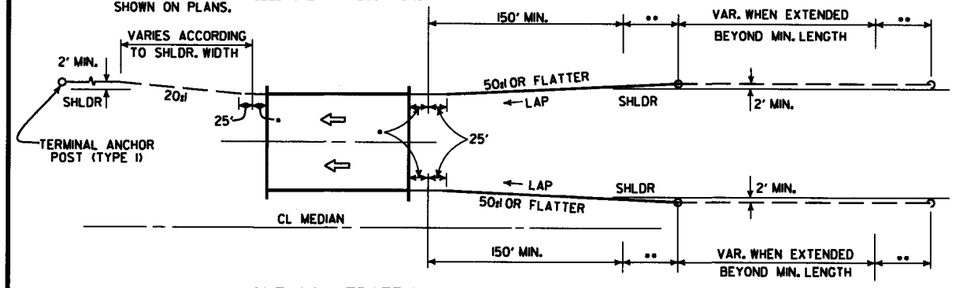
DATE	REVISION	FILMED
11-15-17	REVISED GUARD RAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
04-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURBS REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
03-30-00	REMOVED CONCRETE INSERT ANCHOR	
08-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT. ADDED DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T., DELETED DET. OF STEEL LINE POST CONN'L & ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
04-03-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
06-02-94	REVISED ALTERNATE POST SIZE	
08-05-93	REVISED STEEL POST SIZE	
10-01-92	REDRAWN & REVISED	10-1-92
08-02-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
07-15-88	CONFORMED TO 1988 SPECS	
03-04-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-09-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

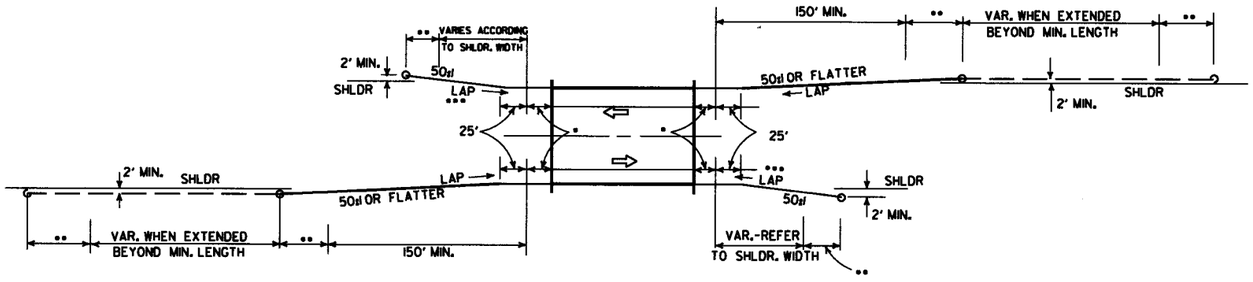
STANDARD DRAWING GR-8A

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

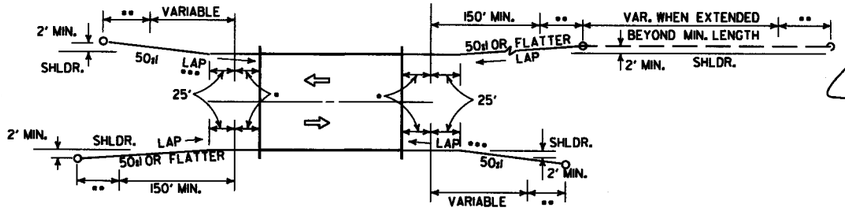
••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

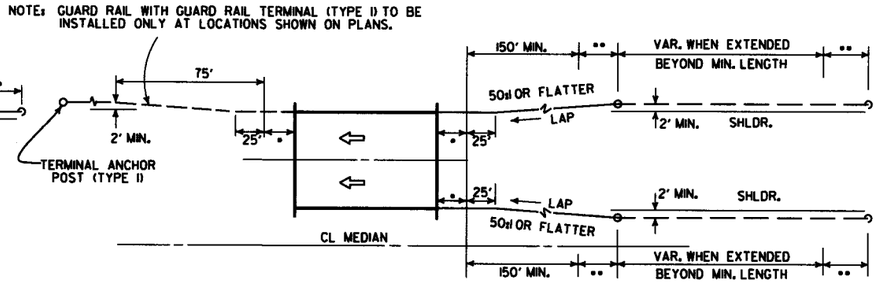
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

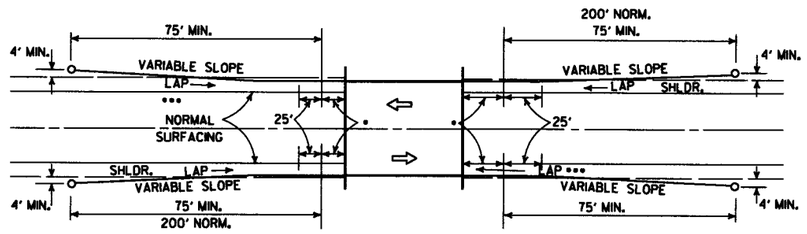
NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE 1) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

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

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE 1) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

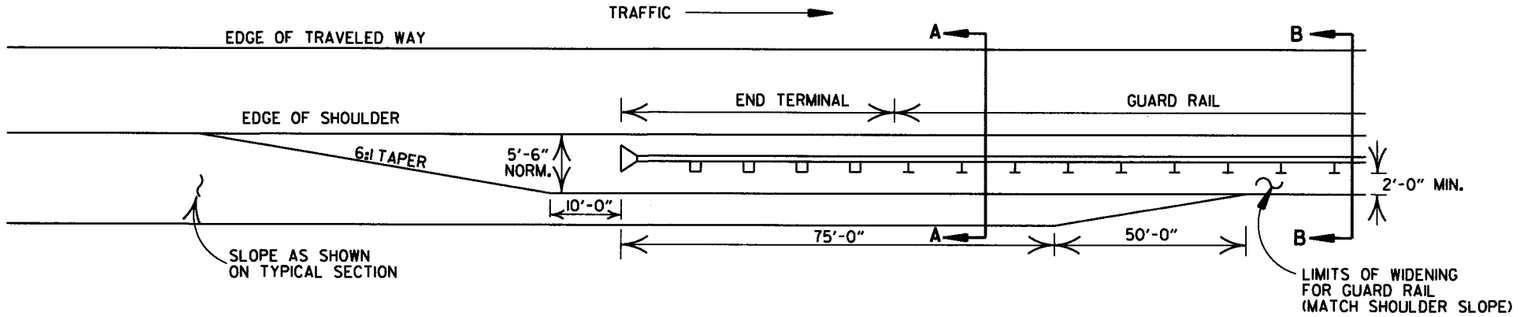
- • THRIE BEAM GUARD RAIL TERMINAL
- •• GUARD RAIL TERMINAL (TYPE 2)

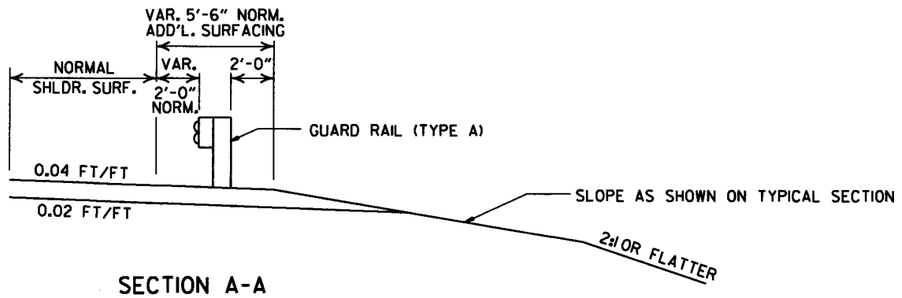
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. 1)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87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

ARKANSAS STATE HIGHWAY COMMISSION

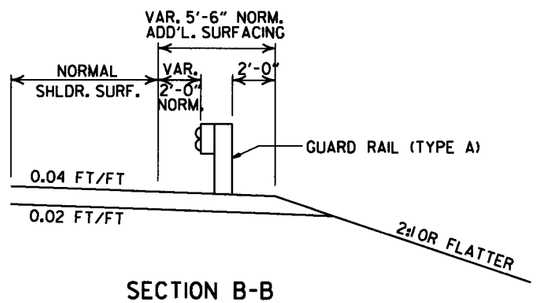
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





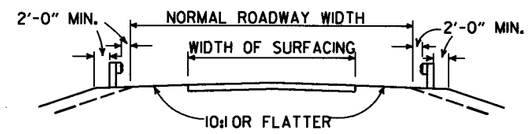
SECTION A-A



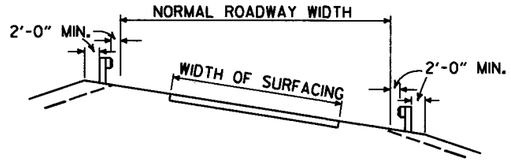
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

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

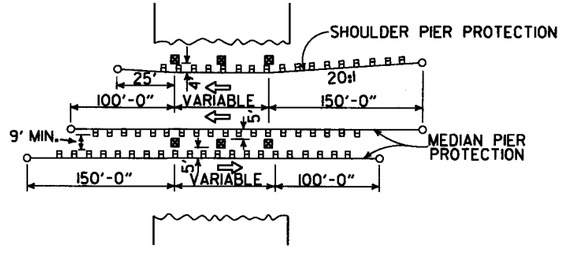


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



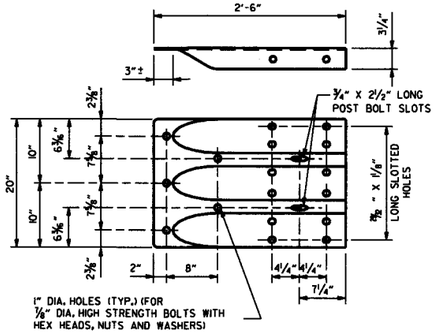
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

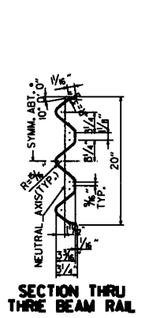
ARKANSAS STATE HIGHWAY COMMISSION

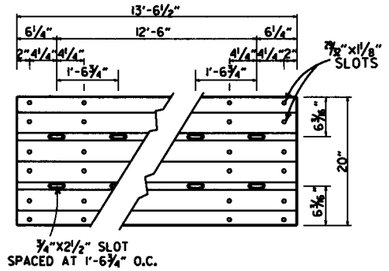
GUARD RAIL DETAILS

STANDARD DRAWING GR-9A

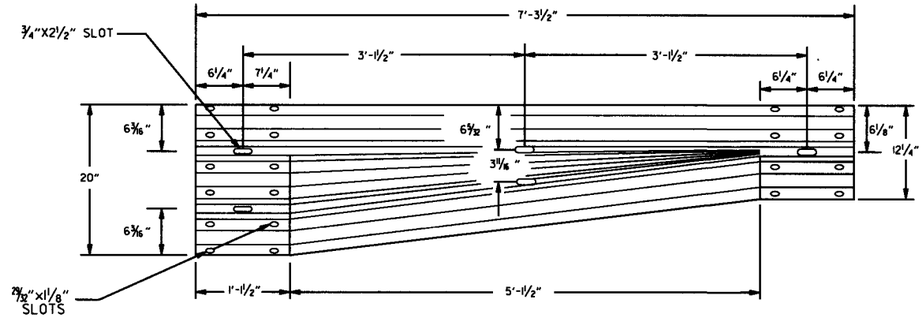


SPECIAL END SHOE

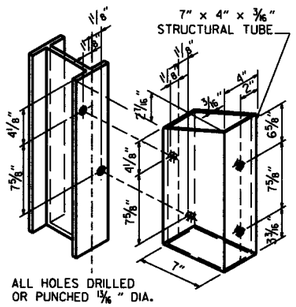




THRIE BEAM RAIL

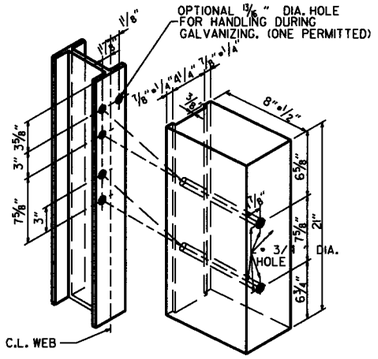


TRANSITION SECTION



ATTACH BLOCKOUT TO POST USING 5/8" DIA. HEX HEAD BOLTS WITH 1 1/2" O.D. CUT STEEL WASHERS AND NUT.

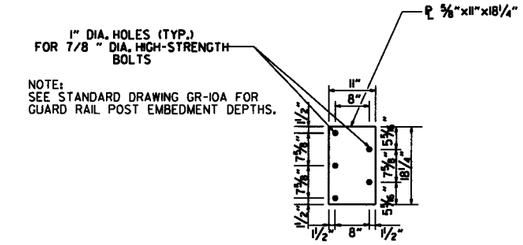
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

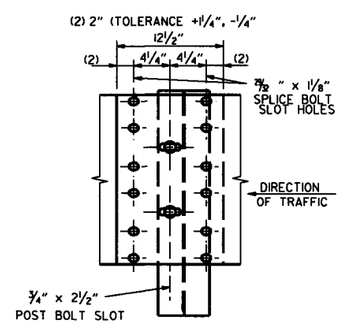
HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

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



CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING 7/8" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



THRIE BEAM RAIL SPLICE AT POST

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

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

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

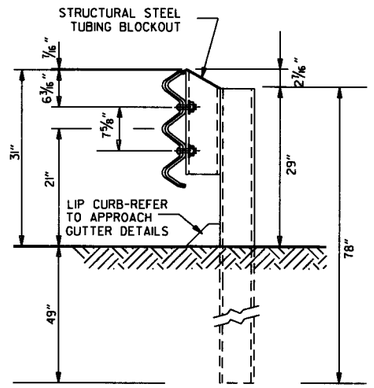
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	REVISED TRANSITION SECTION, GUARD RAIL HEIGHT, AND GENERAL NOTES; MOVED THRIE BEAM GUARD RAIL CONNECTIONS AT BRIDGES ENDS TO STD. DRWG. GR-12	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED NOTE (2)	
06-29-00	MOVED DIMENSION LINES	
05-18-00	ADDED NOTE	
03-30-00	DRAWN & ISSUED	

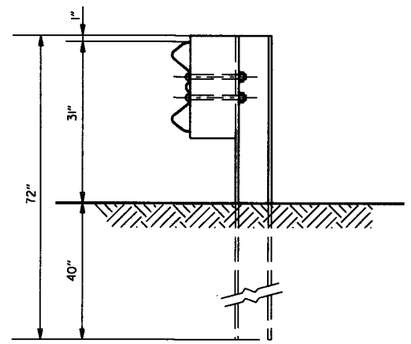
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

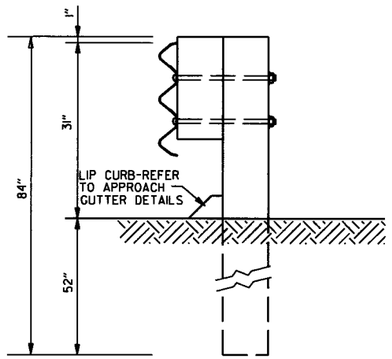
STANDARD DRAWING GR-10



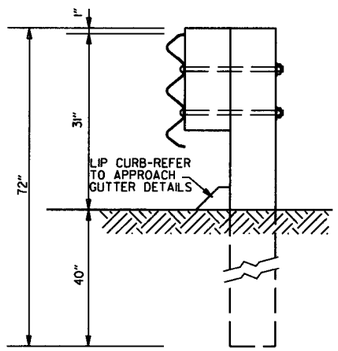
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



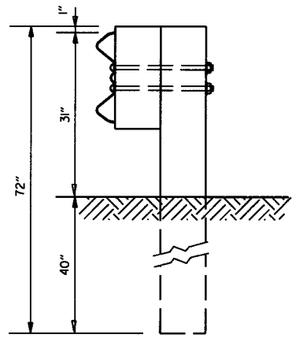
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



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

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

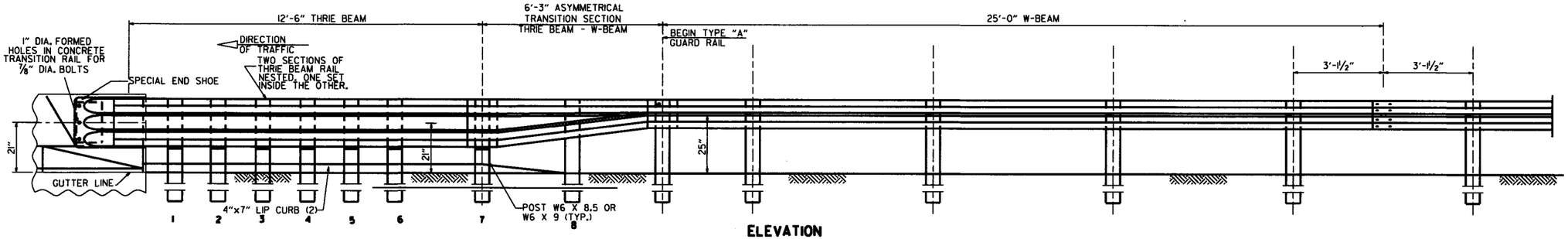
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT, CHANGED STD. DRG. NUMBER FROM GR-10A TO GR-11	
07-14-10	REVISED POST & DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
08-22-02	REVISED LIP CURB NOTE	
03-30-00	DRAWN & ISSUED	

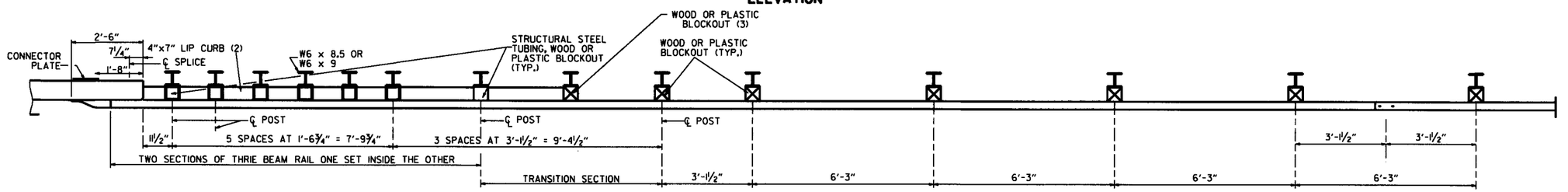
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

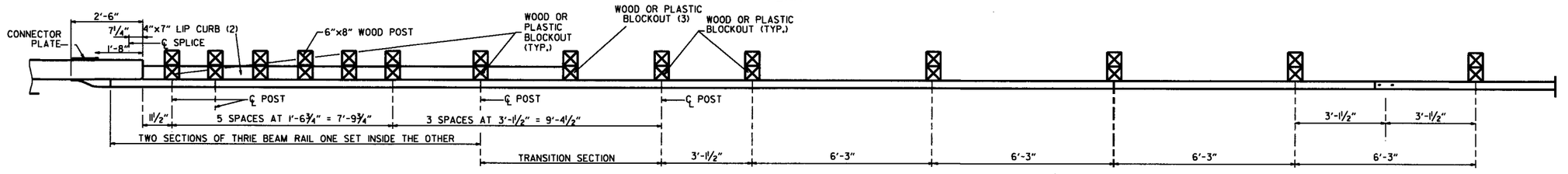
STANDARD DRAWING GR-11



ELEVATION



PLAN



PLAN

(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

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

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

POSTS SHALL BE PLACED AT THE MID-SPAN OF THE W-BEAM.

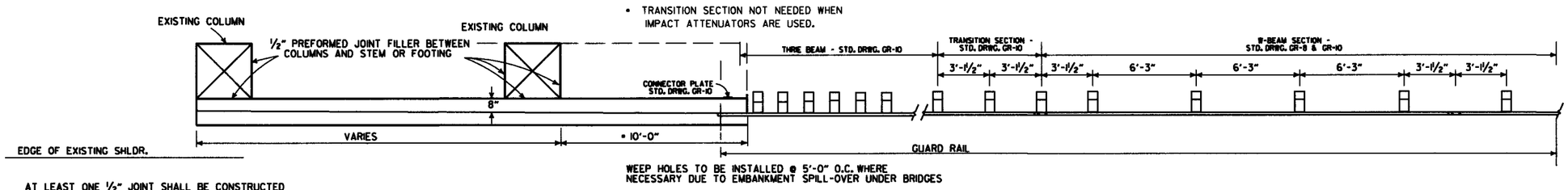
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	RE-DRAWN FROM STD. DWG. GR-10 & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

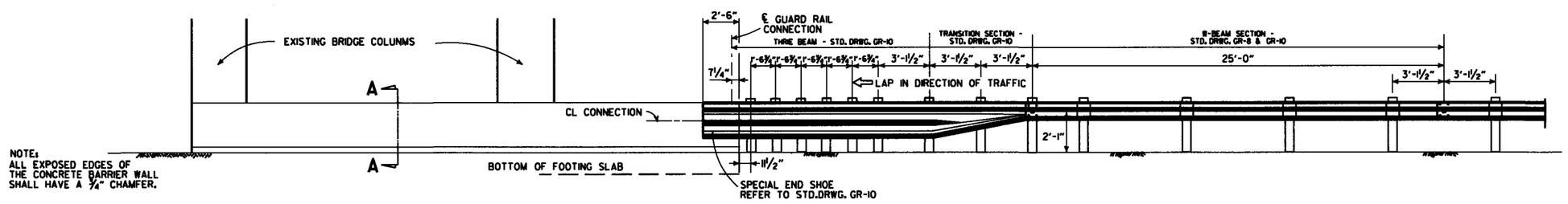
GUARD RAIL DETAILS

STANDARD DRAWING GR-12



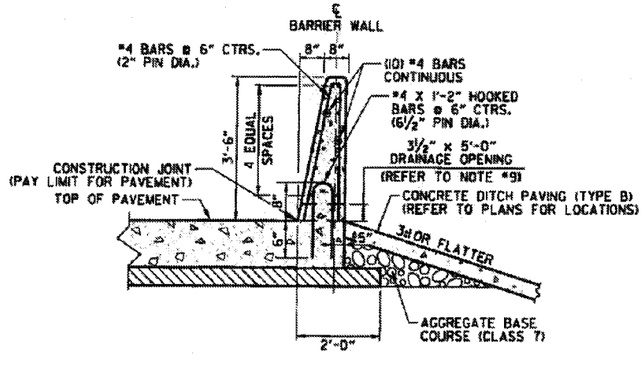
AT LEAST ONE ½" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL



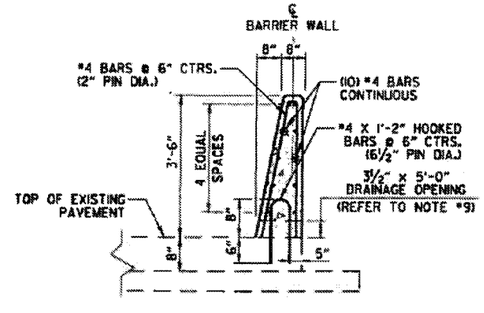
NOTE: ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A)

NOTE: SIDE TYPE A IS FOR USE WITH PROPOSED PAVEMENT.



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A-1)

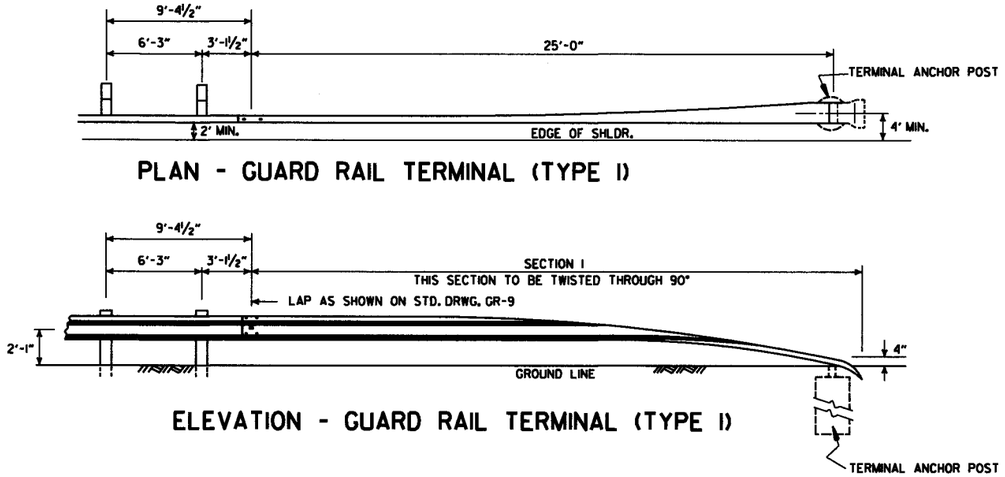
NOTE: SIDE TYPE A-1 IS FOR USE WITH EXISTING PAVEMENT.

DATE	REVISION	FILMED
11-16-17	REVISED CONCRETE BARRIER WALL, RAISED GUARDRAIL HEIGHT 3" AND REVISED POST SPACING, CHANGED STD. DWG. NUMBER FROM GR-11 TO GR-13	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
08-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
06-29-00	MOVED DIMENSION LINE	
05-18-00	ADDED NOTE	
03-30-00	REVISED TO INCLUDE THRIE BEAM	
06-02-94	ADDED TRANSITION SECTION NOTE	
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
02-16-89	ADDED SKEWED DETAILS	594-2-16-89
07-14-88	CHANGED TITLE	
10-09-87	REDRAWN & REVISED	

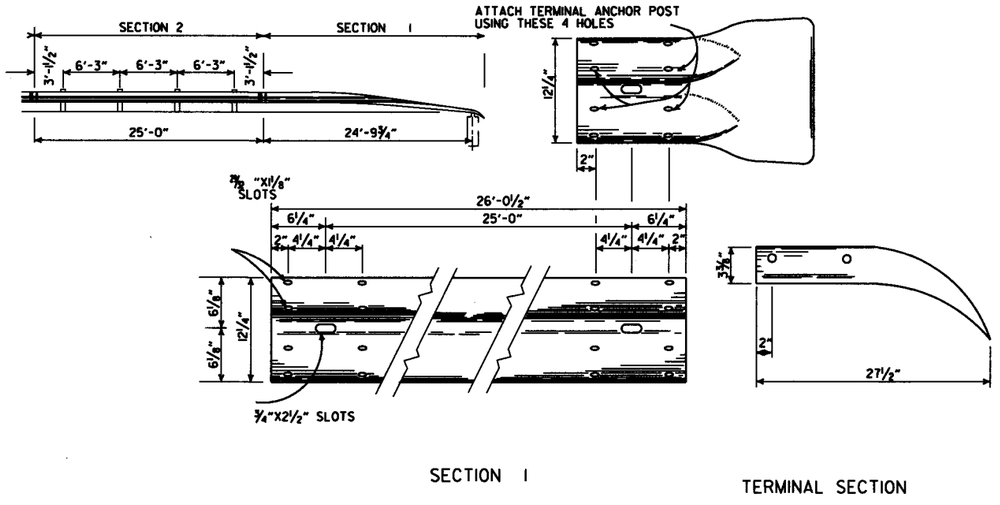
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-13

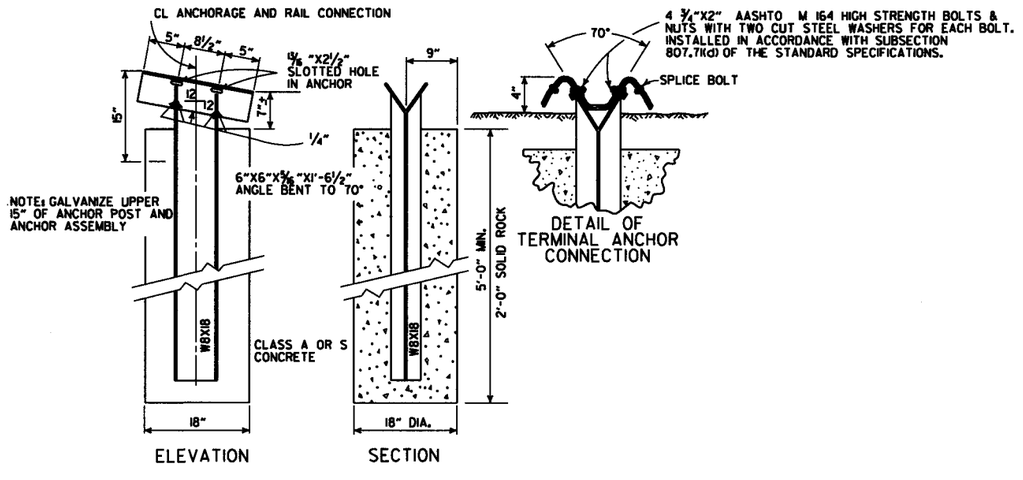


NOTE:
SECTIONS I AND 2 OF GUARD RAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARD RAIL SPECIFIED.



SECTION I

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

DETAIL OF TERMINAL ANCHOR POST (TYPE I)

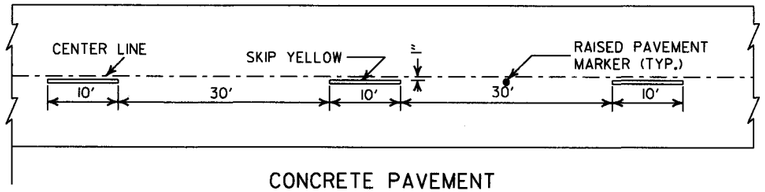
DATE	REVISION	FILMED
8-16-17	REVISED GUARD RAIL HEIGHT AND LOCATION OF POSTS	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
06-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
8-03-94	DIMENSION TERMINAL DETAIL	
8-11-92	ADDED NOTE FOR PAYMENT	8-8-92
10-01-92	DRAWN & ISSUED	10-1-92

ARKANSAS STATE HIGHWAY COMMISSION

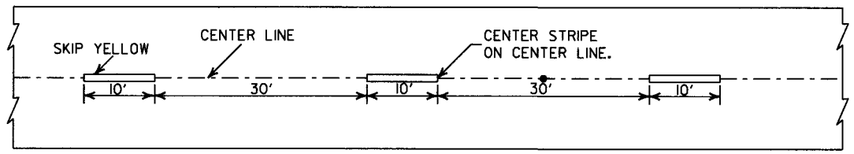
GUARD RAIL DETAILS

STANDARD DRAWING GRT-1

NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

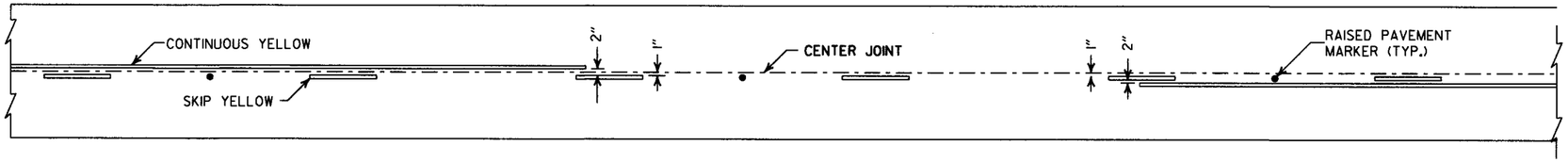


CONCRETE PAVEMENT

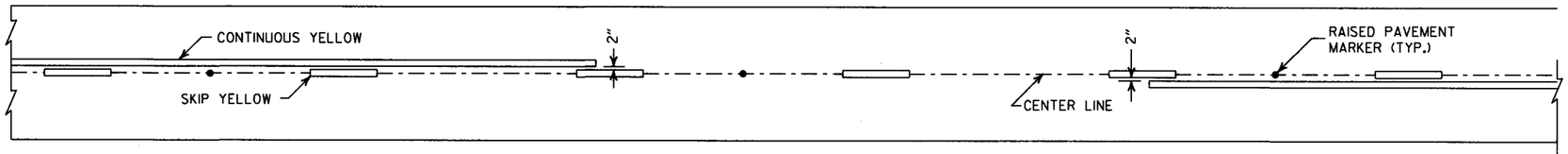


ASPHALT PAVEMENT

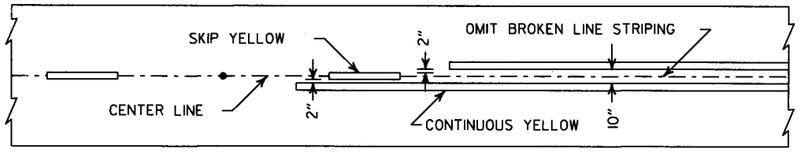
BROKEN LINE STRIPING



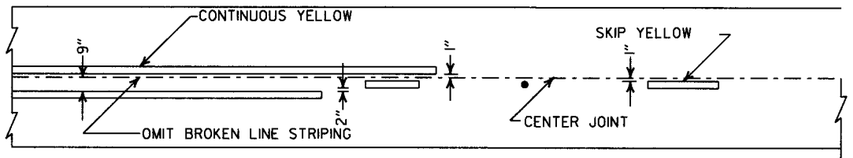
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

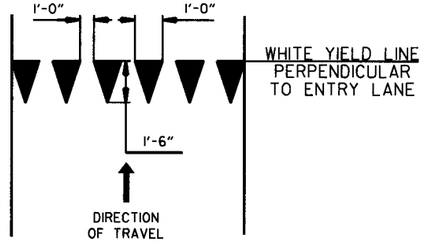


ASPHALT PAVEMENT

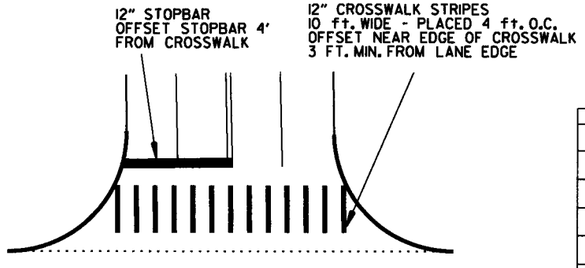


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

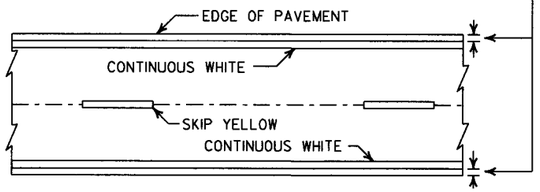


YIELD LINE DETAIL



CROSSWALK AND STOPBAR DETAILS

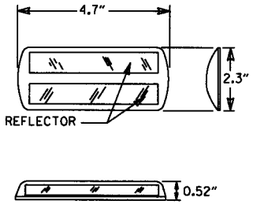
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



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

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80
DATE	REVISION	FILMED

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

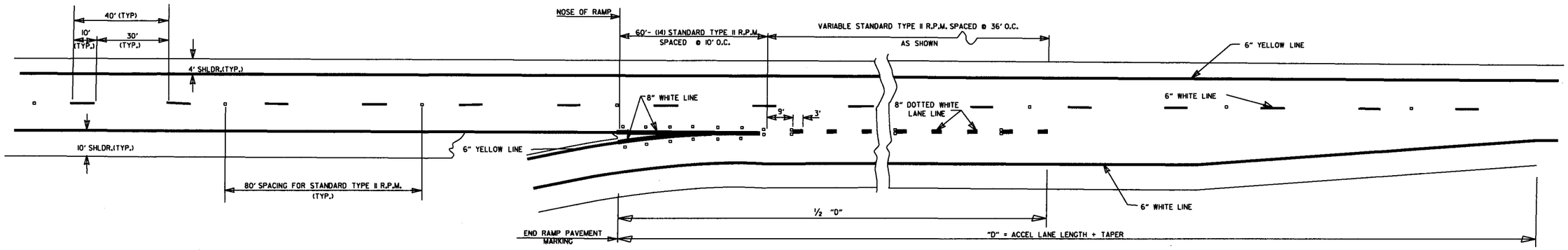
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

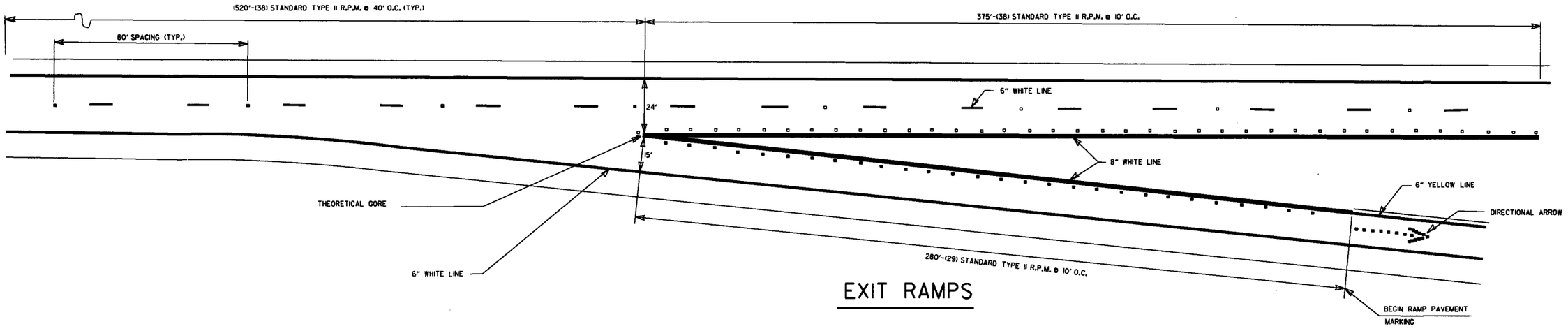
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

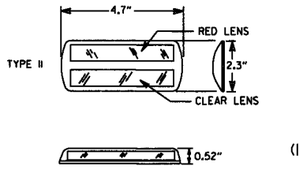
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

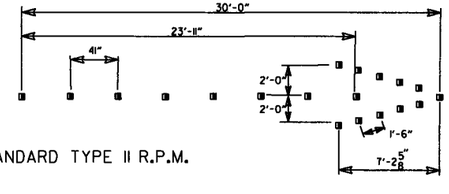


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



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

DIRECTIONAL ARROWS

GENERAL NOTES:

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

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

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

DATE	REVISION	FILMED
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

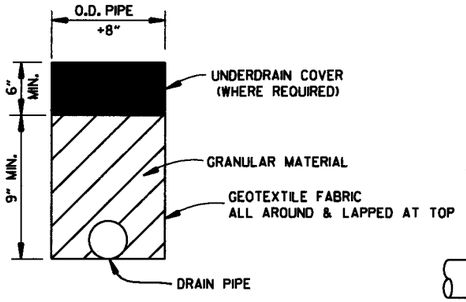
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

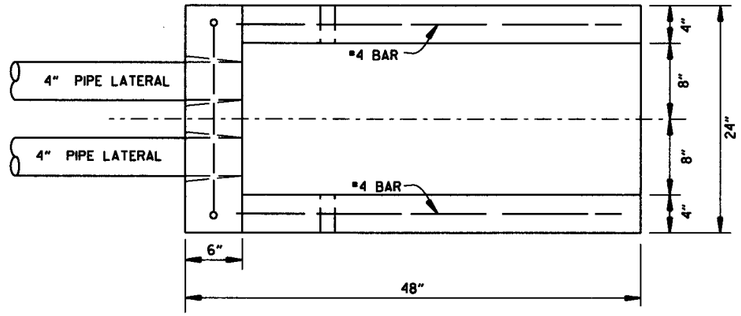
STANDARD DRAWING PM-2

NOTE:

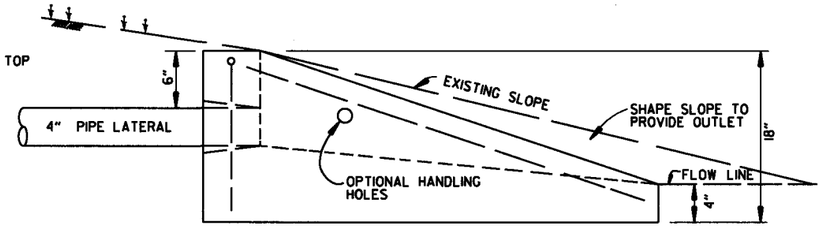
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

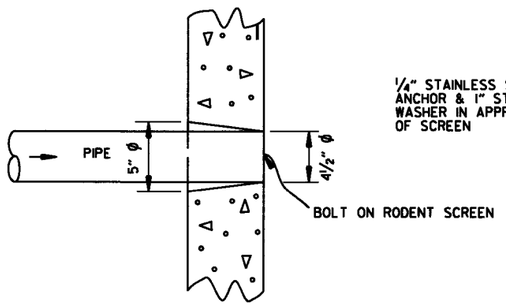




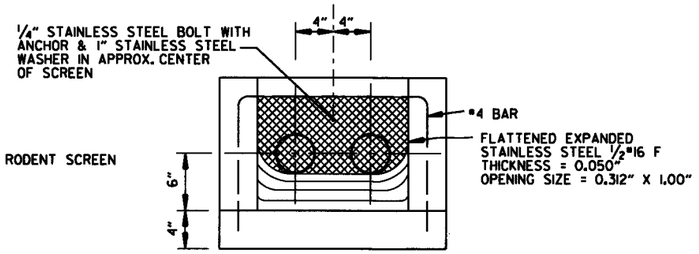
PLAN VIEW



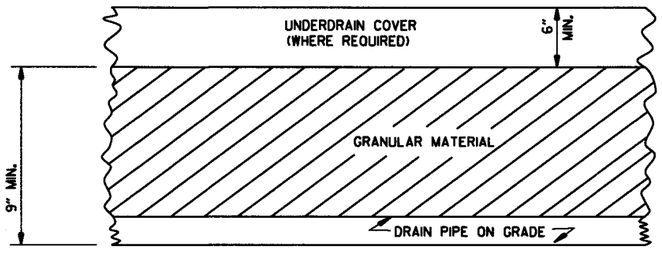
SIDE VIEW



DETAIL OF HOLE FOR 4" PIPE



FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE 1. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

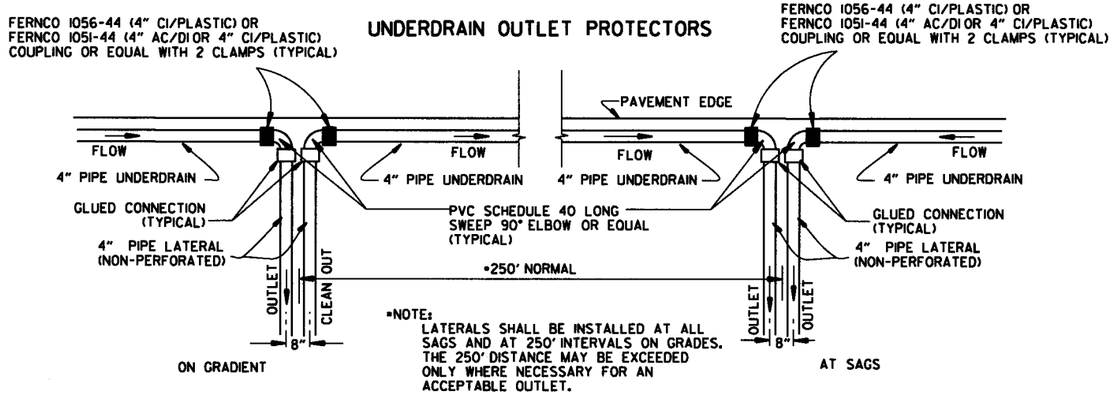
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

UNDERDRAIN OUTLET PROTECTORS



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

DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

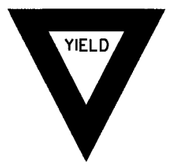
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

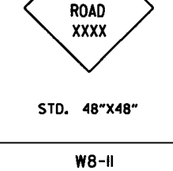
R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

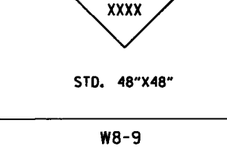
STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R5-1



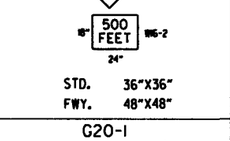
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2



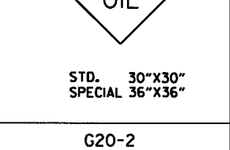
48"X30"

RII-3A



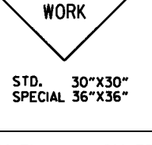
60"X30"

RII-4



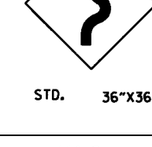
60"X30"

W21-5a



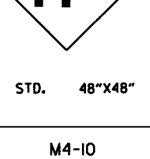
STD. 36"X36"
FWY. 48"X48"

WI-1



STD. 36"X36"
FWY. 48"X48"

WI-2

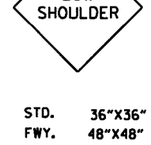


STD. 36"X36"
FWY. 48"X48"

WI-3

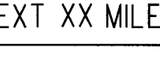
STD. 48"X48"

WI-4



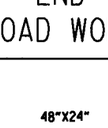
STD. 48"X48"

WI-6



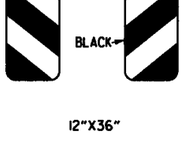
STD. 48"X24"
SPECIAL 60"X30"

WI-8



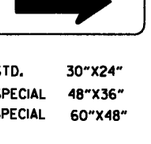
STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2

STD. 36"X36"
FWY. 48"X48"

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2

STD. 36"X36"
FWY. 48"X48"

WI3-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

STD. 36"X36"
FWY. 48"X48"

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

WI-4b

STD. 48"X48"

R56-1

STD. 18"X18"

W8-11

STD. 36"X36"
FWY. 48"X48"

W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1

60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1

36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

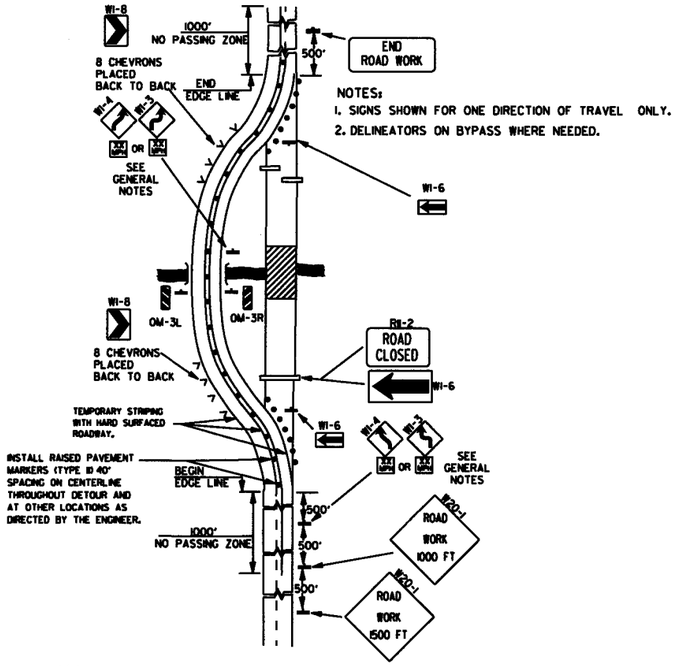
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY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

DATE	REVISION	FILMED
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
8-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
1-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

ARKANSAS STATE HIGHWAY COMMISSION

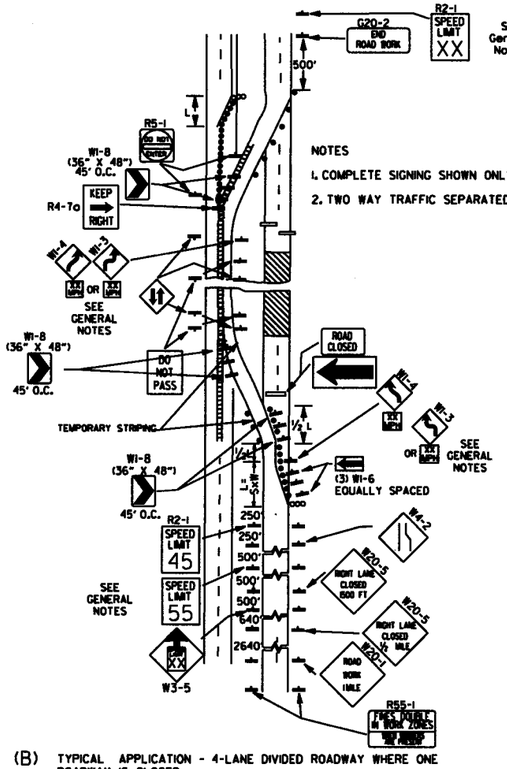
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



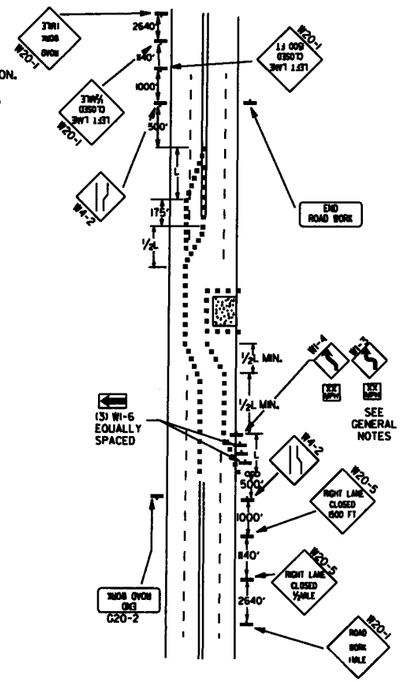
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.

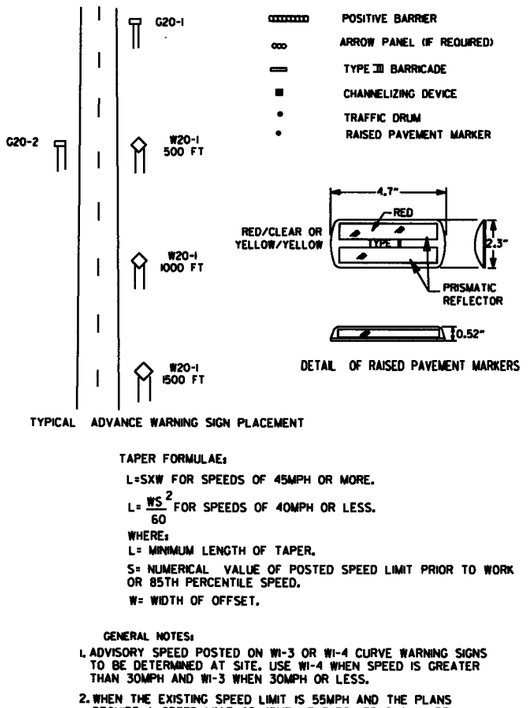


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.

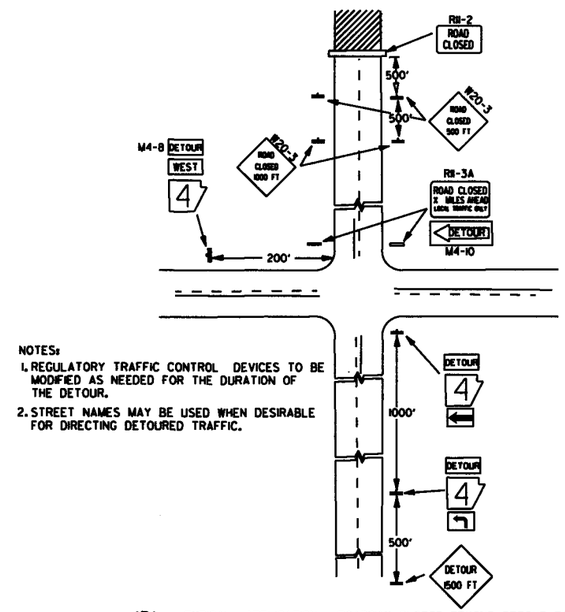


(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



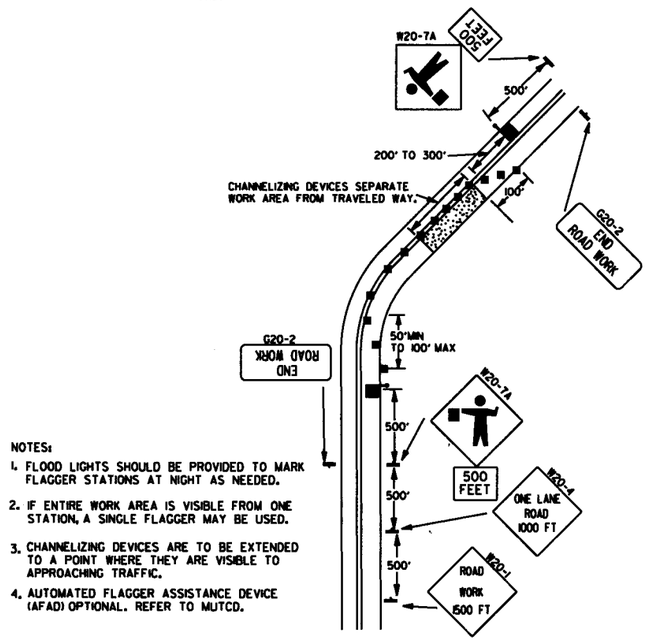
DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT



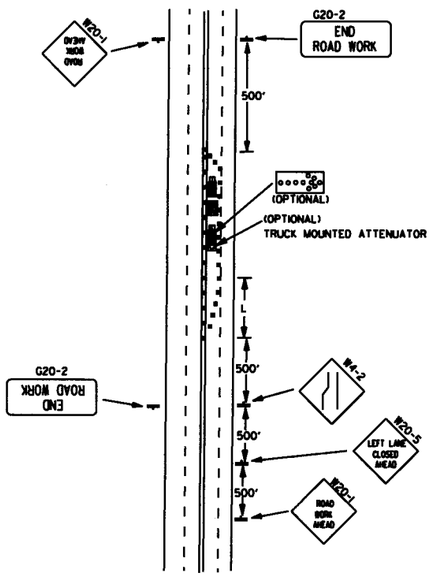
NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:
L= MINIMUM LENGTH OF TAPER.
S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.
W= WIDTH OF OFFSET.

GENERAL NOTES:

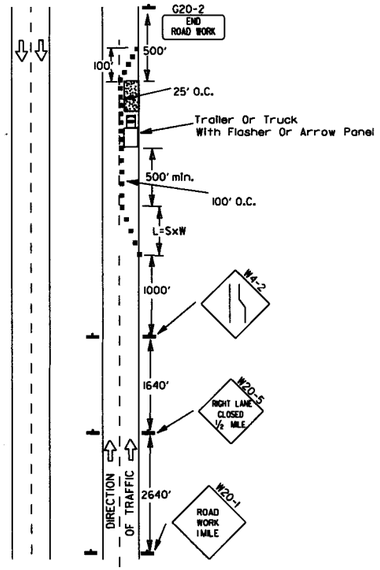
1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-8-10	ADDED (AFAD)	
8-20-08	REVISED SIGN DESIGNATIONS	
8-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (c) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

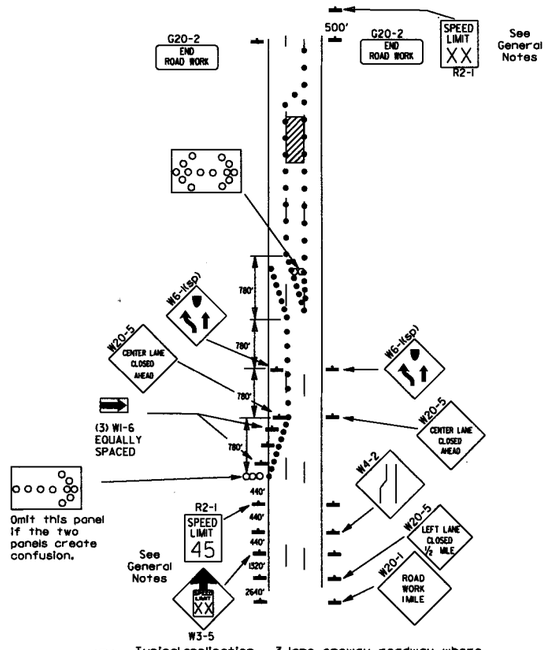
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

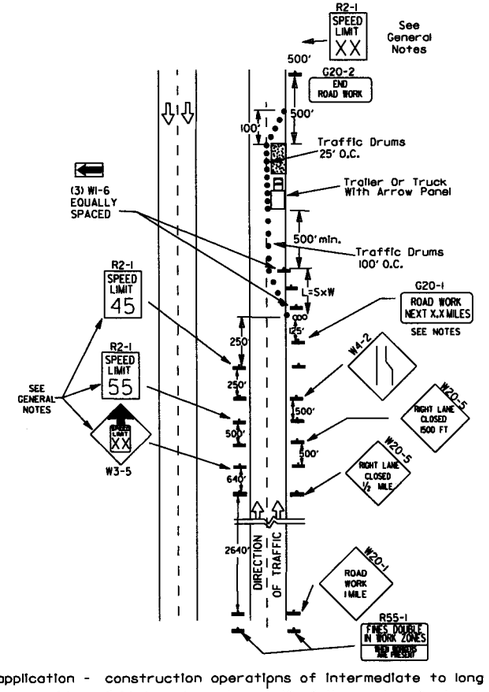
STANDARD DRAWING TC-2



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



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



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

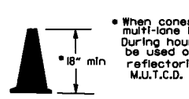
KEY:

- ooo Arrow Panel (If Required)
- ■ Channelizing Device
- ● Traffic drum

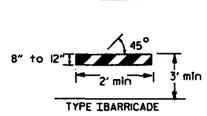
GENERAL NOTES:

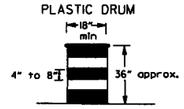
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

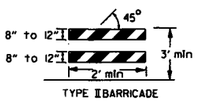
Channelizing devices

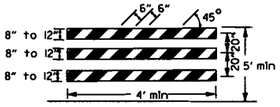


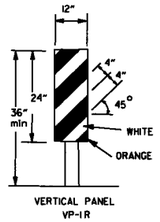
• When cones are used on freeways and multi-lane highways, they shall be 28" min. During hours of darkness, 28" cones shall be used on all roadways, and shall be reflectorized in accordance with the M.U.T.C.D.











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

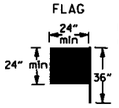
TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	•RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	•Vertical panels, drums or concrete barrier

• When shown on the plans concrete barrier will be used.

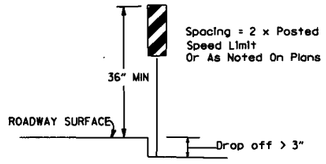
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

FLAG

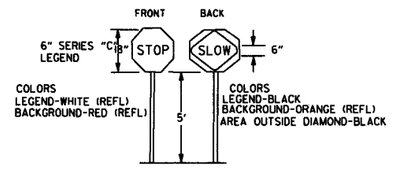


Flag shall be of good grade red material

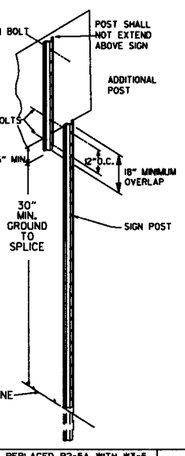
VERTICAL PANEL PLACEMENT



STOP SLOW PADDLE



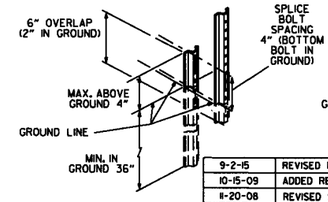
DETAIL OF SPLICES

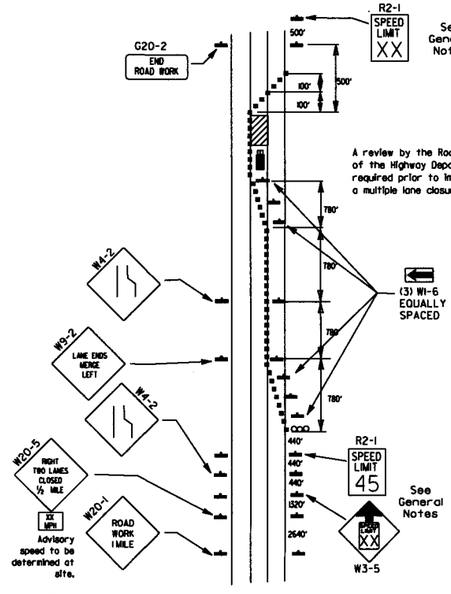


NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

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

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.





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

DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

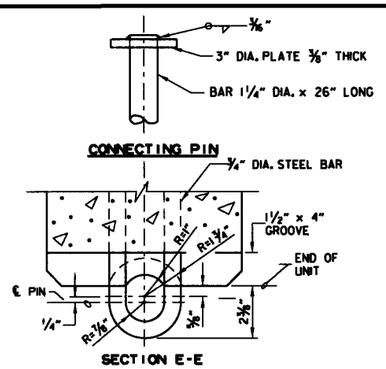
ARKANSAS STATE HIGHWAY COMMISSION

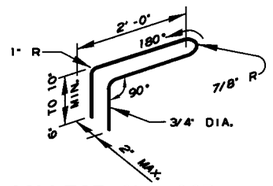
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

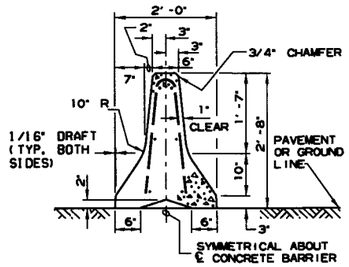
STANDARD DRAWING TC-3

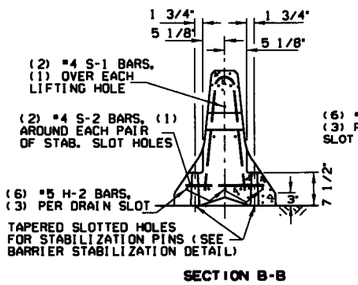
REINFORCING BAR TABLE PER BARRIER UNIT

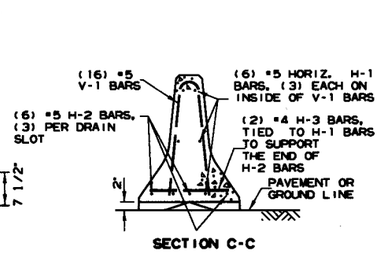
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-3", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S @ DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1" MIN. CLEAR TO BAR, 1'-6", 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 19 1/2", 2'-1 3/8", 4 3/8"

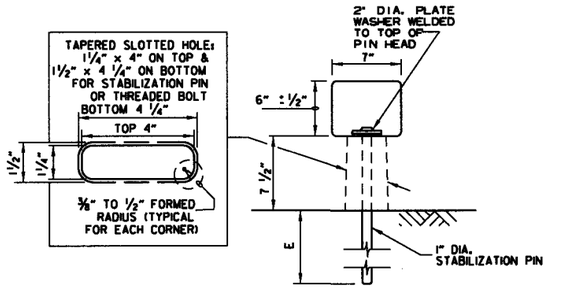






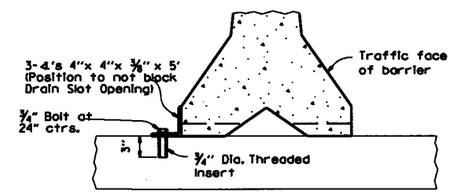






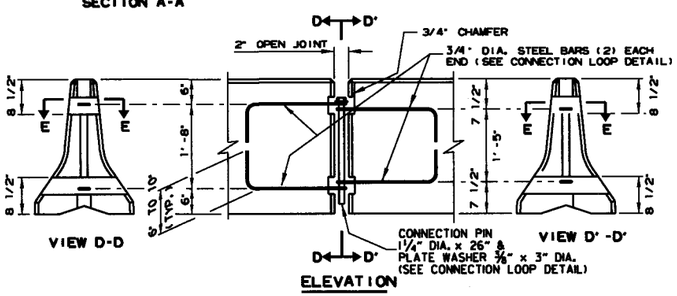
ROADWAY SECTION

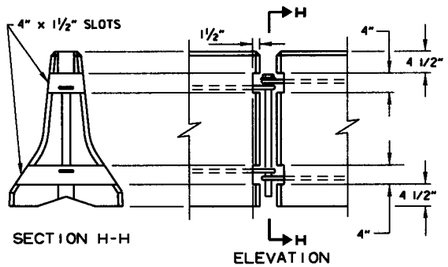
Ⓔ 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas

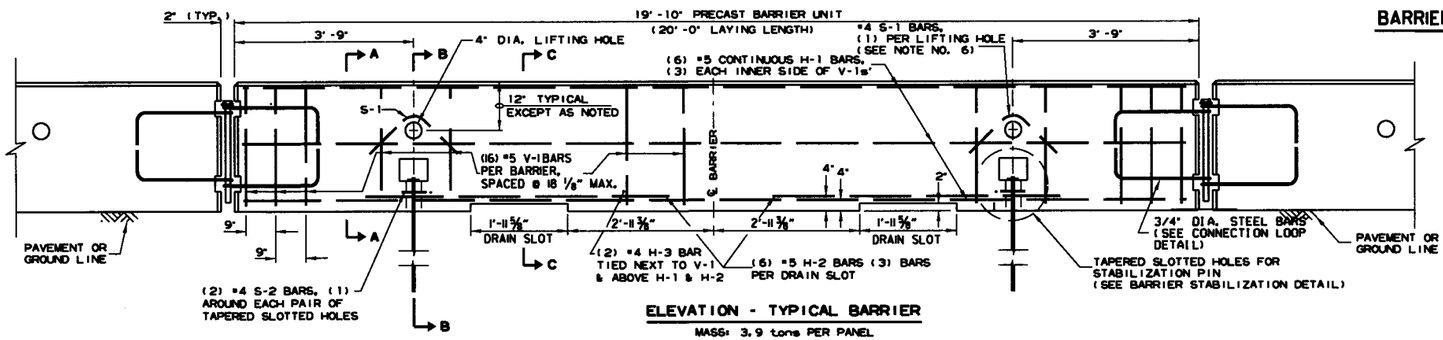


NOTE: 3/4" Threaded inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL
BRIDGE DECKS







MASS: 3.9 tons PER PANEL

General Notes

1. The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.
2. Materials shall meet the following minimum requirements:
   Concrete: 2500 psi compressive strength at 28 days.
   Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
   Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
   Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

   In applications where barrier 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.
3. Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.
4. Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.
5. Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.
6. A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

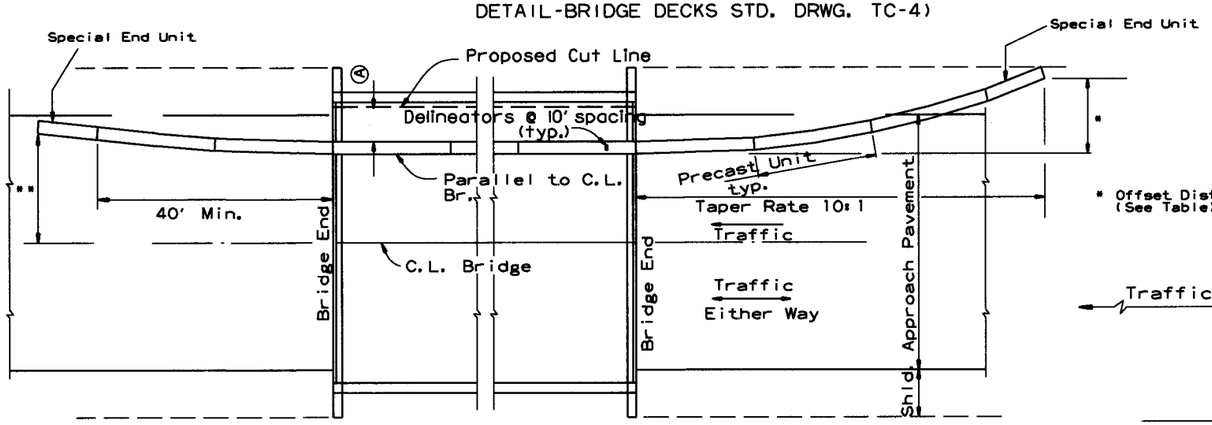
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

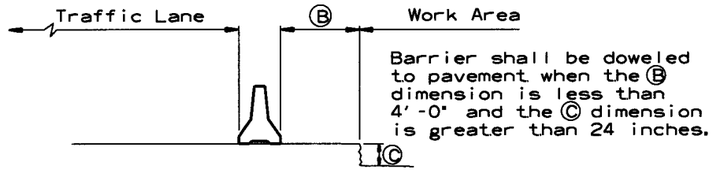
STANDARD DRAWING TC-4

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



BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

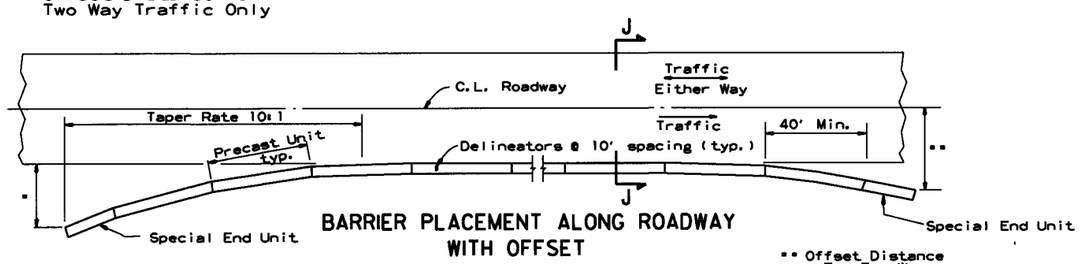


Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

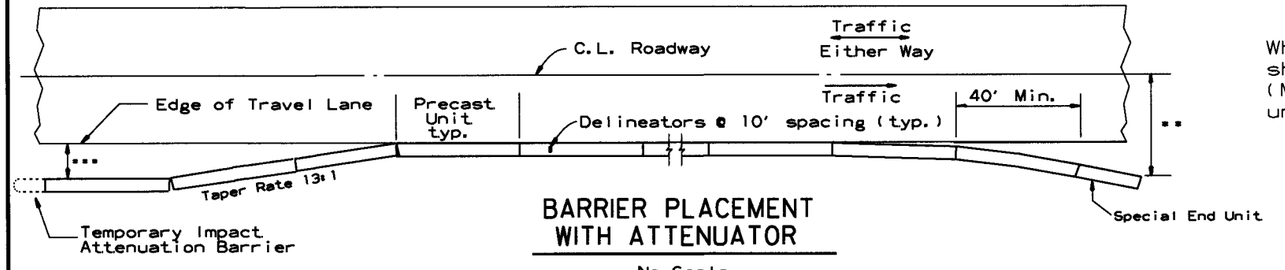
** Offset Distance For Two Way Traffic Only

* Offset Distance (See Table)

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

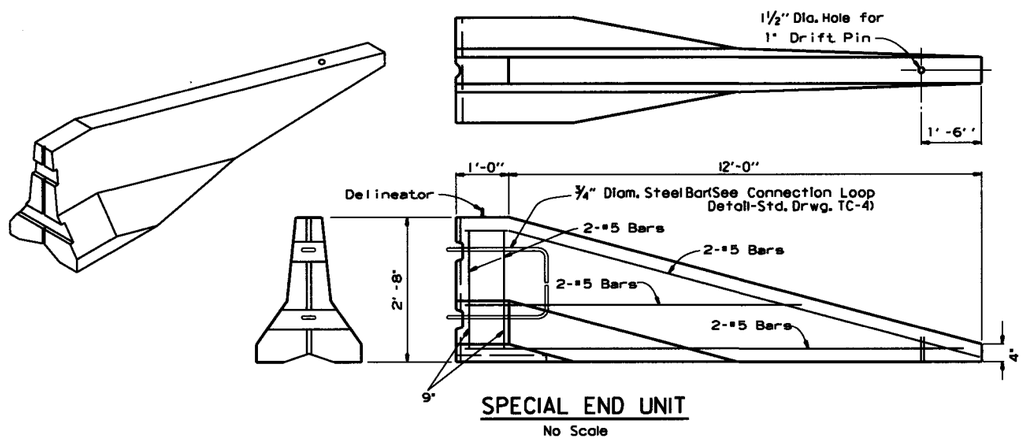


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

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

** Offset Distance For Two Way Traffic Only



SPECIAL END UNIT

No Scale

General Notes

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

DATE	REVISION	FILMED
10-5-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

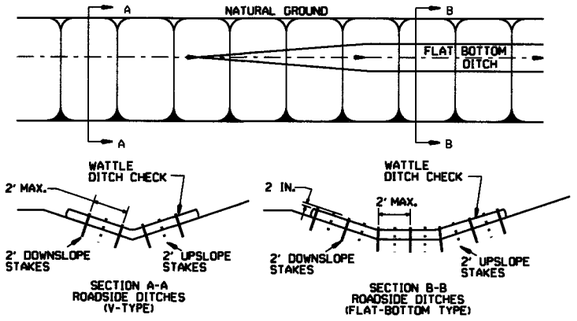
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

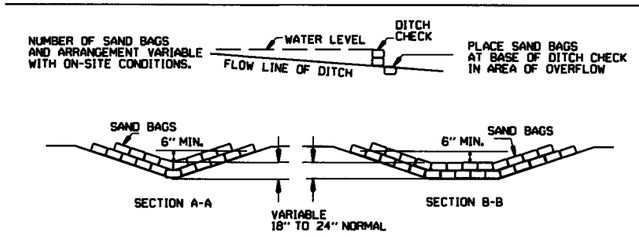
STANDARD DRAWING TC-5

GENERAL NOTES

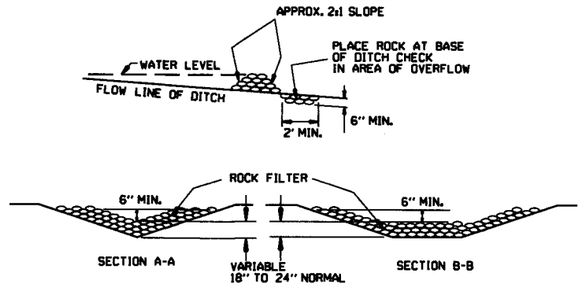
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

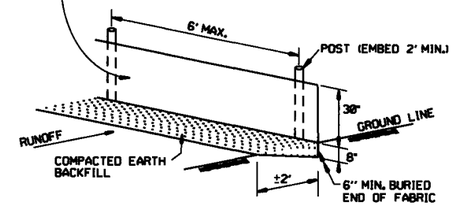


ROCK DITCH CHECK (E-6)

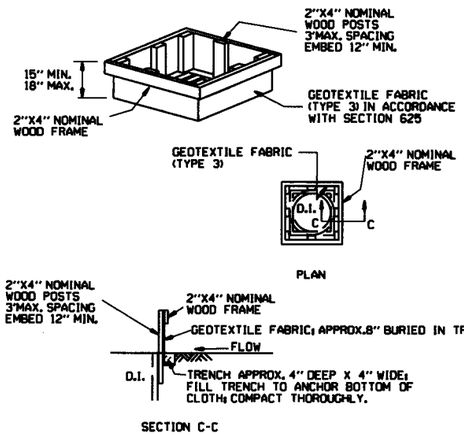
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

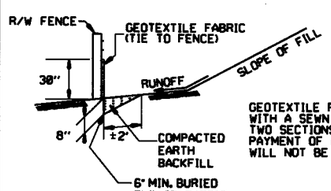
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILT FENCE (E-11)

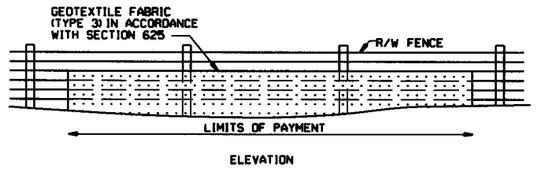


DROP INLET SILT FENCE (E-7)



GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



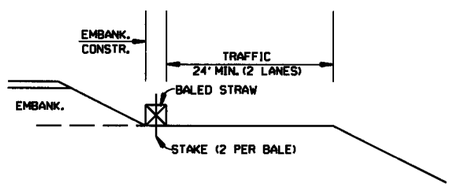
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

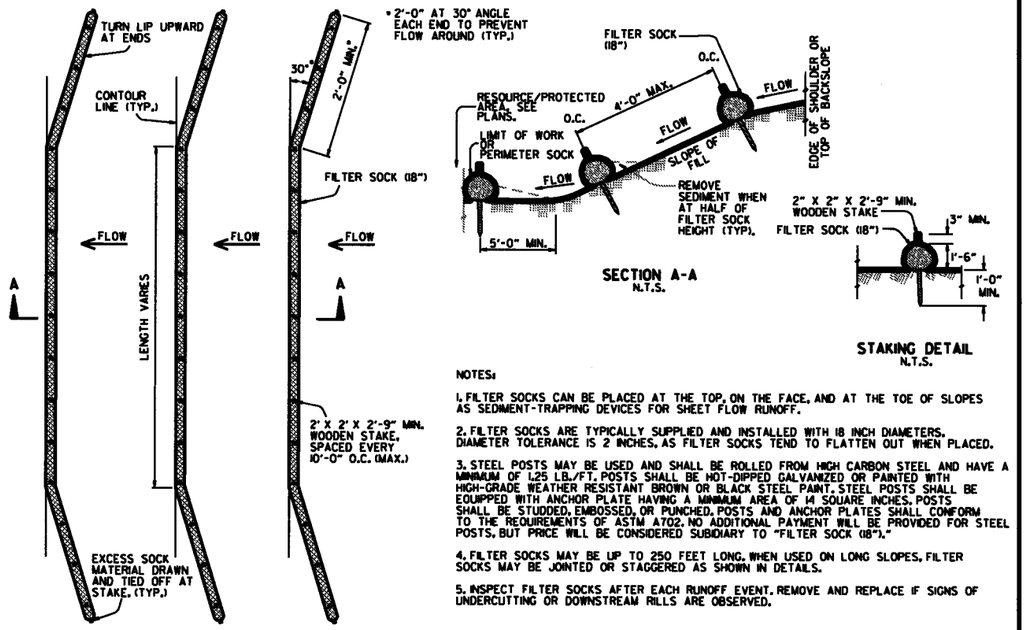
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



BALED STRAW FILTER BARRIER (E-2)



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

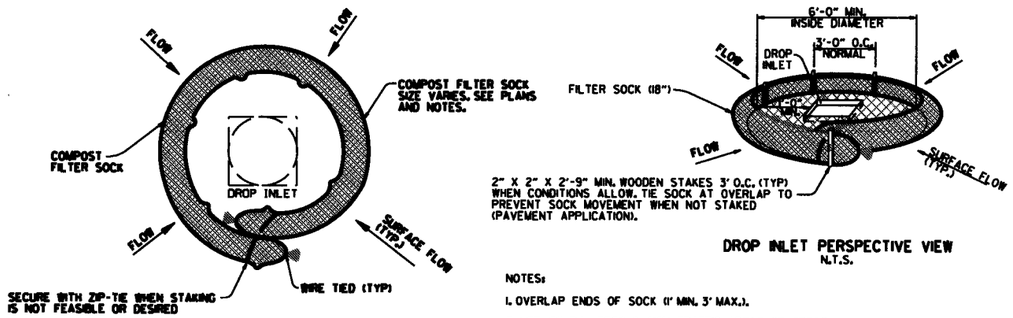
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBSIDIARY TO "FILTER SOCK (18")."

4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN, 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

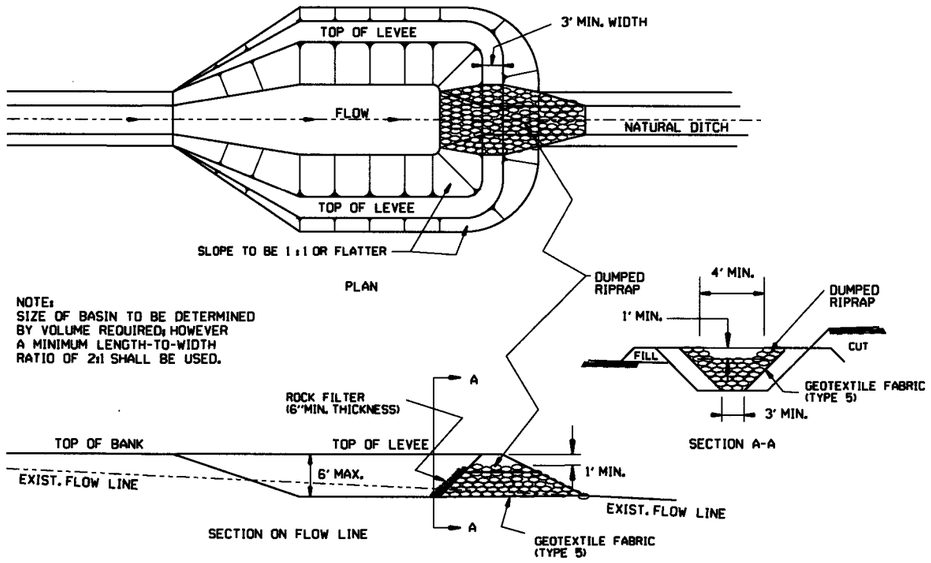
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
8-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 15" BURIED END OF FABRIC	
06-02-94	REVISED E-1,4,7 & 8; DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

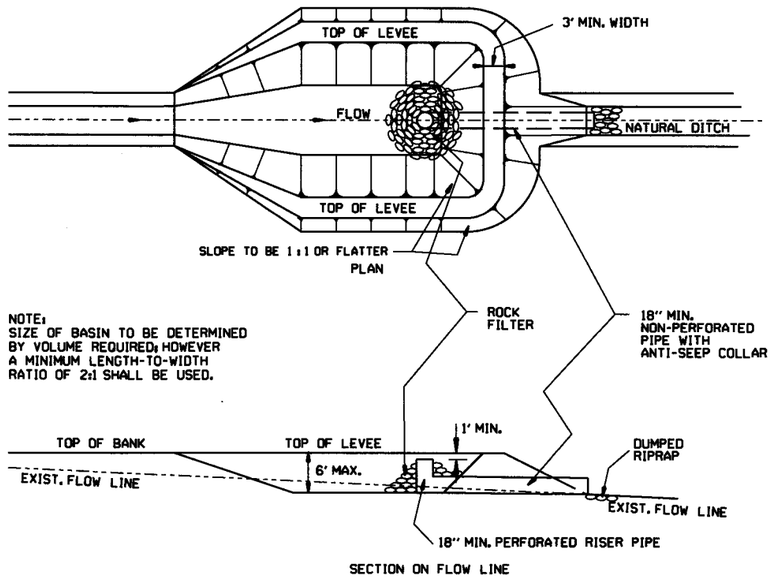
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

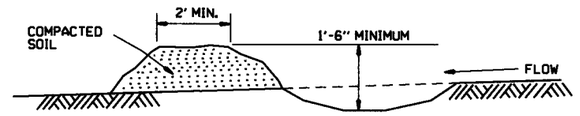
STANDARD DRAWING TEC-1



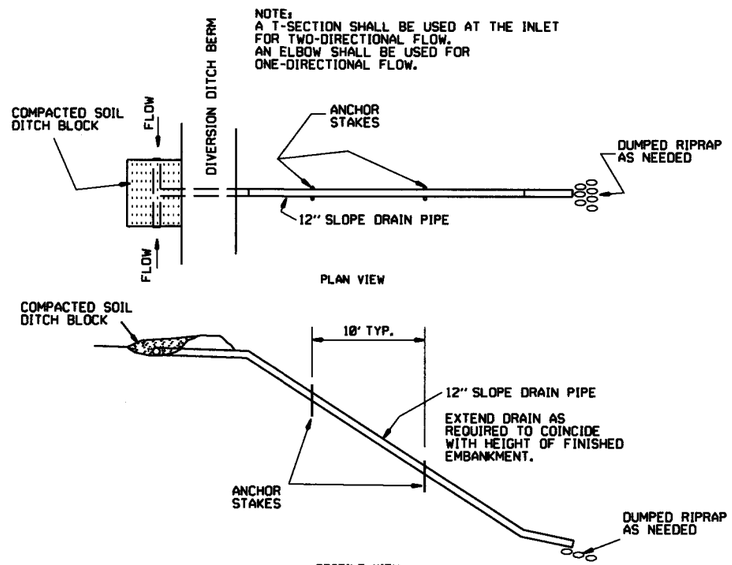
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



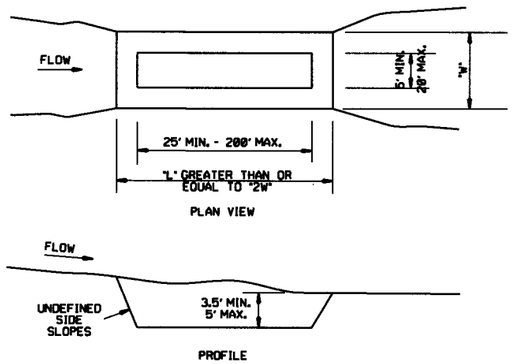
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

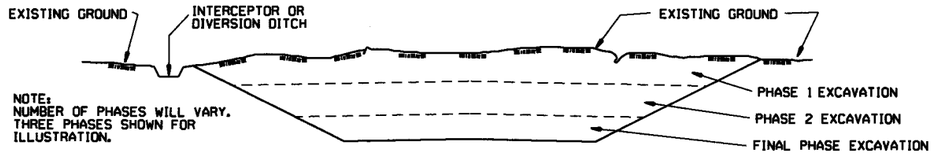
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



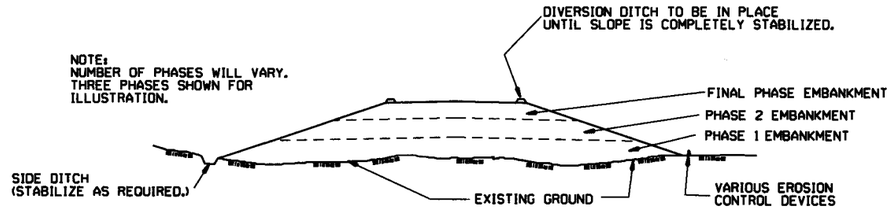
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3