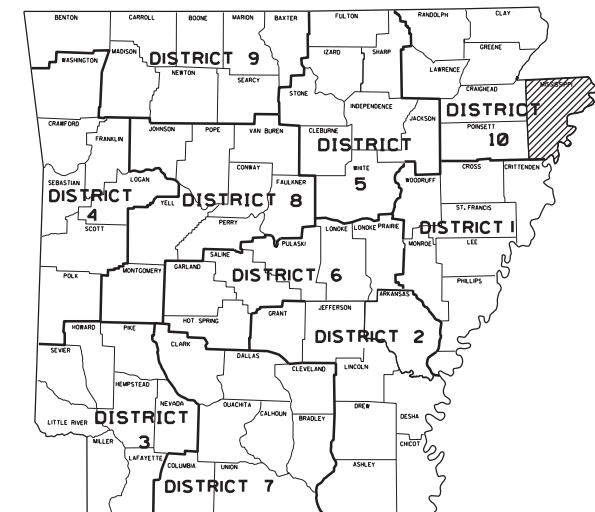


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				6	ARK.			
				JOB NO.		101109	1	44
(2) BASSETT - HWY. 181 (S)								

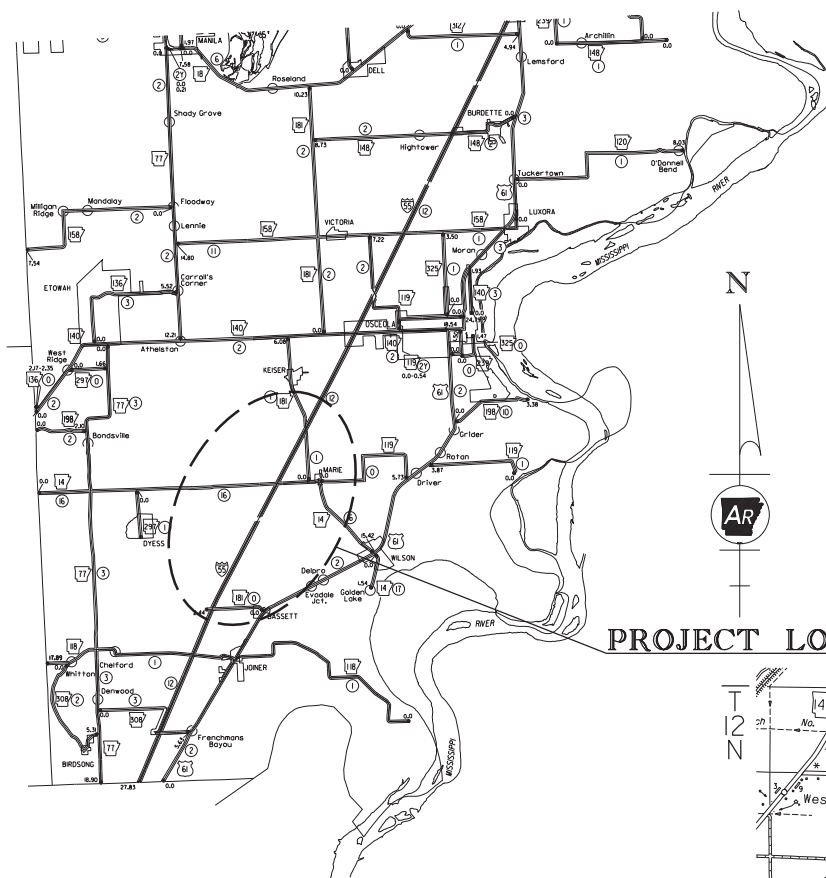
" A FULLY CONTROLLED ACCESS FACILITY "

ARKANSAS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PLANS

BASSETT - HWY. 181 (S)
MISSISSIPPI COUNTY
ROUTE I-55 SECTION 12
FED. AID PROJ. NHPP-55-1(144)35
JOB 101109



ARKANSAS HIGHWAY DISTRICT 10



VICINITY MAP

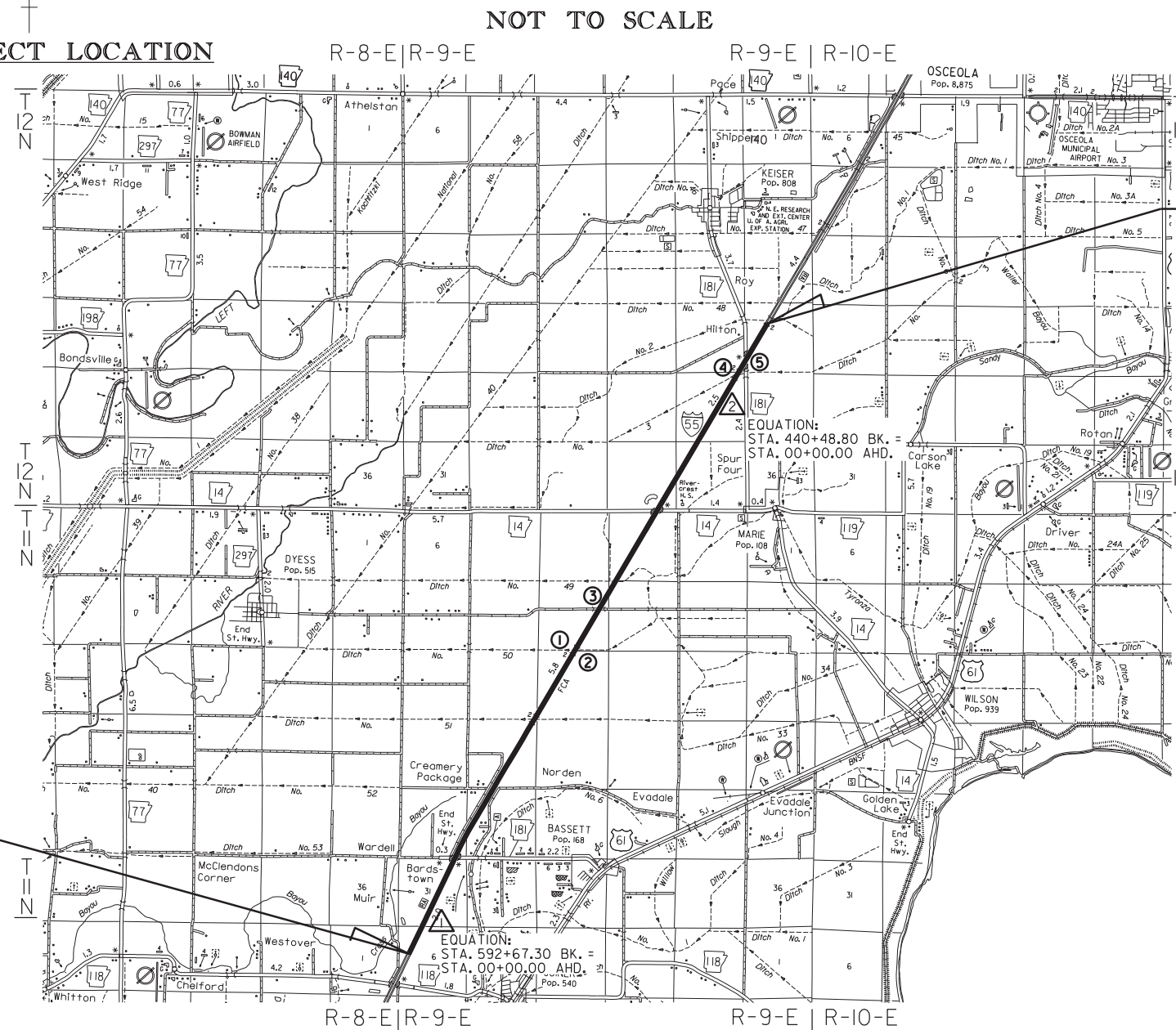
BRIDGE DATA

- ① STA. 208+79.24 APPROACH
STA. 209+15.74 BR. END
182'-6 1/4" CONT. W-BEAM SPANS
BR. NO. A6898
40'-0" CLEAR ROADWAY
STA. 210+98.26 BR. END
STA. 211+34.76 APPROACH
RETAIN AND POLYMER OVERLAY
AND JOINT REPAIR
- ② STA. 209+26.58 APPROACH
STA. 209+63.08 BR. END
182'-6 1/4" CONT. W-BEAM SPANS
BR. NO. B6898
40'-0" CLEAR ROADWAY
STA. 211+45.60 BR. END
STA. 211+82.10 APPROACH
RETAIN AND POLYMER OVERLAY
AND JOINT REPAIR
- ③ STA. 246+46.90 I-55
STA. 12+00.00 COUNTY ROAD 940
(OVERPASS)
255'-0 1/2" CONT. COMP. I-BEAM UNIT
BRIDGE NO. 03182
20'-0" CLEAR ROADWAY
RETAIN AND POLYMER OVERLAY
AND JOINT REPAIR
- ④ STA. 24+41.79 APPROACH
STA. 24+81.79 BRIDGE END
467.04' CONCRETE & STEEL BRIDGE
BRIDGE NO. 3370AR
40'-0" CLEAR ROADWAY
STA. 29+48.83 BRIDGE END
STA. 29+88.83 APPROACH
RETAIN AND POLYMER OVERLAY
AND JOINT REPAIR
- ⑤ STA. 23+13.17 APPROACH
STA. 23+53.17 BRIDGE END
467.04' CONCRETE & STEEL BRIDGE
BRIDGE NO. 3370BR
40'-0" CLEAR ROADWAY
STA. 28+20.21 BRIDGE END
STA. 28+60.21 APPROACH
RETAIN AND POLYMER OVERLAY
AND JOINT REPAIR

STA. 570+84.68
BEGIN PROJECT 101109
L.M. 34.67

▲ EQUATION:
STA. 592+67.30 BK. =
STA. 00+00.00 AHD.

▲ EQUATION:
STA. 440+48.80 BK. =
STA. 00+00.00 AHD.



STA. 60+98.07
END PROJECT 101109

. DESIGN TRAFFIC DATA .

DESIGN YEAR -----2040
2020 ADT -----20,000
2040 ADT -----27,000
2040 DHV -----2,970
DIRECTIONAL DISTRIBUTION -----0.60
TRUCKS -----52%
DESIGN SPEED -----70 MPH



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Scott Thornsberry
Date: 2020.04.07
14:30:29-05'00'

LENGTH COMPUTED ALONG I-55 C.L. OF MEDIAN		
GROSS LENGTH OF PROJECT	52329.49 FEET	9.911 MILES
NET LENGTH OF ROADWAY	51679.93 FEET	9.788 MILES
NET LENGTH OF BRIDGES	649.56 FEET	0.123 MILES
NET LENGTH OF PROJECT	55329.49 FEET	9.911 MILES

	BEGIN OF PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	N 35° 31' 35"	N 35° 35' 21"	N 35° 39' 04"
LONGITUDE	W 90° 10' 17"	W 90° 07' 42"	W 90° 05' 00"

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-29-2020				6	ARK.			
4-29-2020						101109	2	44
				JOB NO.	INDEX OF SHEETS, GENERAL NOTES STANDARD DRAWINGS AND GOVERNING SPECIFICATIONS			

INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.
1	TITLE SHEET	
2	INDEX OF SHEETS, GENERAL NOTES, STANDARD DRAWINGS, AND GOVERNING SPECIFICATIONS	
3	TYPICAL SECTIONS OF IMPROVEMENT	
4 - 6	SPECIAL DETAILS	
7 - 15	TEMPORARY EROSION CONTROL DETAILS	
16 - 20	MAINTENANCE OF TRAFFIC DETAILS	
21	PERMANENT PAVEMENT MARKING DETAILS	
22 - 24	QUANTITY SHEETS	
25	SUMMARY OF BRIDGE QUANTITIES	A&B 6898, 03182, A&B 3370
26	SUMMARY OF QUANTITIES AND REVISIONS	
27 - 44	PLAN SHEETS	

GOVERNING SPECIFICATIONS

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



NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
306-1	QUALITY CONTROL AND ACCEPTANCE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
404-3	DESIGN ASPHALT MIXTURES
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
600-2	INCIDENTAL CONSTRUCTION
603-1	LANE CLOSURE NOTIFICATION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
604-3	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)
620-1	MULCH COVER
800-1	STRUCTURES
804-2	REINFORCING STEEL FOR STRUCTURES
JOB 101109	ASSESSMENT OF WORKING DAYS-MAINTENANCE OF TRAFFIC
JOB 101109	BIDDING REQUIREMENTS AND CONDITIONS
JOB 101109	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
JOB 101109	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB 101109	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB 101109	CARGO PREFERENCE ACT REQUIREMENTS
JOB 101109	COLD MILLINGS IN RECYCLED ASPHALT PAVEMENT
JOB 101109	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB 101109	EMPLOYMENT REPORTING
JOB 101109	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB 101109	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB 101109	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB 101109	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB 101109	MAINTENANCE OF TRAFFIC
JOB 101109	MANDATORY ELECTRONIC CONTRACT
JOB 101109	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB 101109	NESTING SITES OF MIGRATORY BIRDS
JOB 101109	PARTNERING REQUIREMENTS
JOB 101109	PERCENT WITHIN LIMITS
JOB 101109	POLYMER OVERLAY
JOB 101109	RESTRICTIONS ON THE USE OF RECYCLED ASPHALT PAVEMENT MATERIAL
JOB 101109	ROCK FILL
JOB 101109	SITE USE (A+C METHOD)-CALENDAR DAY CONTRACT
JOB 101109	STORM WATER POLLUTION PREVENTION PLAN
JOB 101109	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB 101109	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB 101109	UNDERDRAIN FLUSHING AND REHABILITATION
JOB 101109	UTILITY ADJUSTMENTS
JOB 101109	VALUE ENGINEERING
JOB 101109	WARM MIX ASPHALT

GENERAL NOTES

- ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
- ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
- THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE IF AND WHERE DIRECTED BY THE ENGINEER.
- ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
- THE EXISTING ASPHALT PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL HAUL MATERIAL GENERATED FROM COLD MILLING OPERATIONS TO THE STOCKPILE LOCATION AREA ADJACENT TO THE ARDOT DISTRICT 10 RESIDENT ENGINEERS OFFICE LOCATED AT 1169 S. HIGHWAY 119, OSCEOLA, AR. 72370, WHERE IT SHALL BECOME THE PROPERTY OF THE DEPARTMENT. THE CONTRACTOR SHALL STOCKPILE THE MATERIAL IN A WAY THAT IT CAN BE EASILY MEASURED BY THE AVERAGE END AREA METHOD. NO DIRECT PAYMENT WILL BE MADE FOR LOADING, HAULING AND STOCKPILING OF EXCESS MATERIAL. PAYMENT WILL BE CONSIDERED INCLUDED IN THE BID PRICE FOR COLD MILLING ASPHALT PAVEMENT.

BRIDGE STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
55064	STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATION	11-07-19

ROADWAY STANDARD DRAWINGS

DRWG. NO.	TITLE	DATE
PM-1	PAVEMENT MARKING DETAILS	02-27-20
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	11-07-19
SE-1	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	11-07-19
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	11-07-19
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	02-27-20
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94

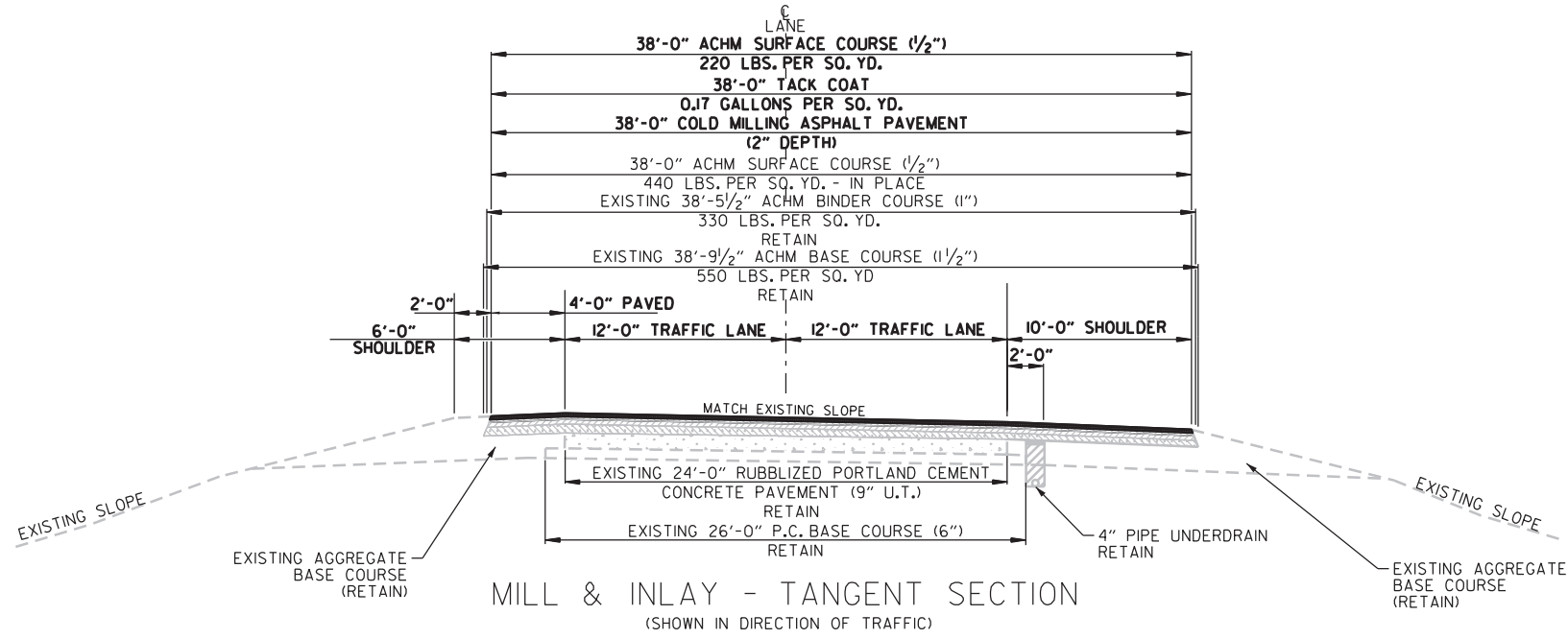
INDEX OF SHEETS, GENERAL NOTES
STANDARD DRAWINGS, AND GOVERNING SPECIFICATIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109	3	44	

2 TYPICAL SECTIONS OF IMPROVEMENT

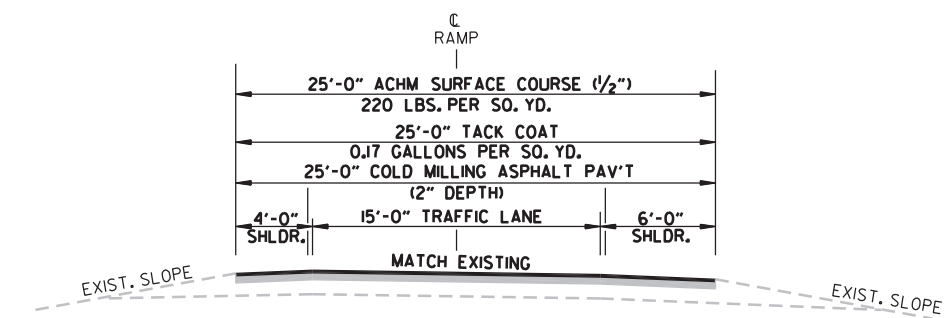


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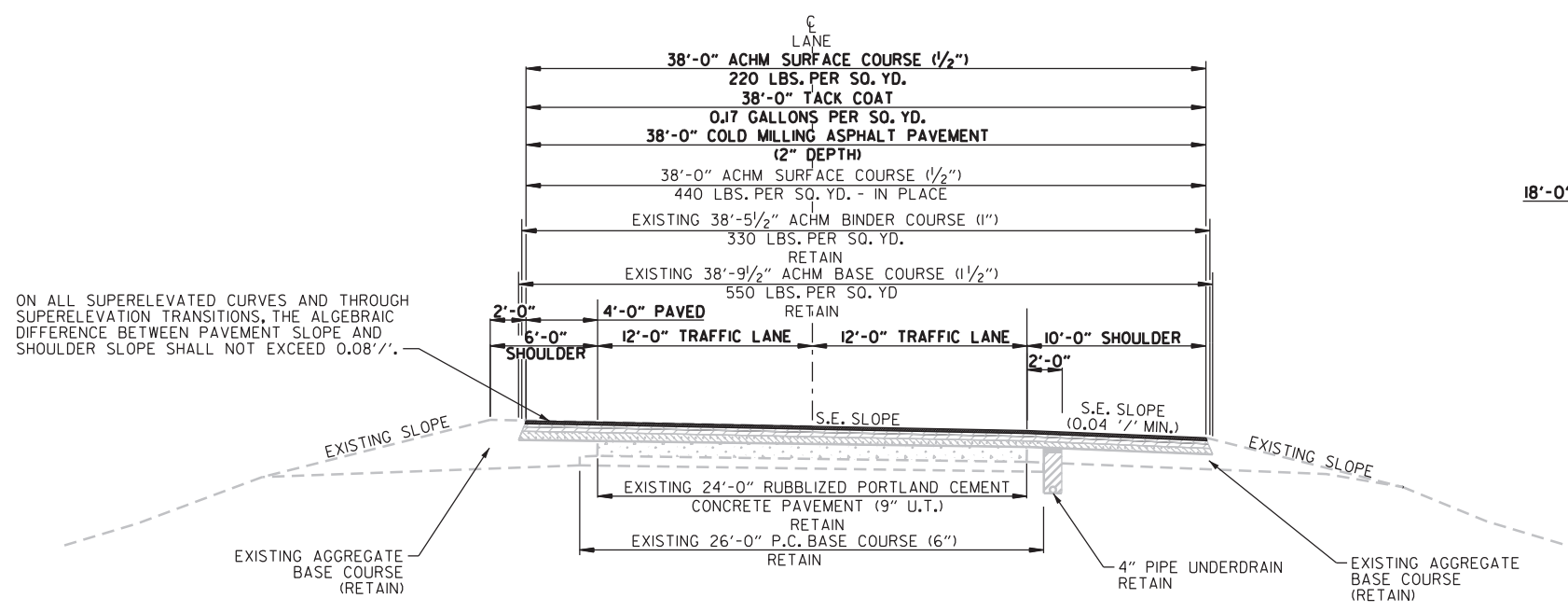


STA. 570+84.68 TO STA. 592+67.30 LT. MAIN LANES
 STA. 00+00.00 TO STA. 37+93.92 LT. MAIN LANES
 STA. 52+78.92 TO STA. 208+79.24 LT. MAIN LANES
 STA. 211+34.76 TO STA. 440+48.80 BK. (EQUATION) LT. MAIN LANES
 STA. 0+00.00 AHD. (EQUATION) TO STA. 24+81.79 LT. MAIN LANES
 STA. 29+88.83 TO STA. 60+98.07 LT. MAIN LANES

STA. 570+84.68 TO STA. 592+67.30 RT. MAIN LANES
 STA. 0+00.00 TO STA. 209+26.58 RT. MAIN LANES
 STA. 211+82.10 TO STA. 440+48.80 BK. (EQUATION) RT. MAIN LANES
 STA. 0+00.00 AHD. (EQUATION) TO STA. 23+53.17 RT. MAIN LANES
 STA. 28+60.21 TO STA. 60+98.07 RT. MAIN LANES

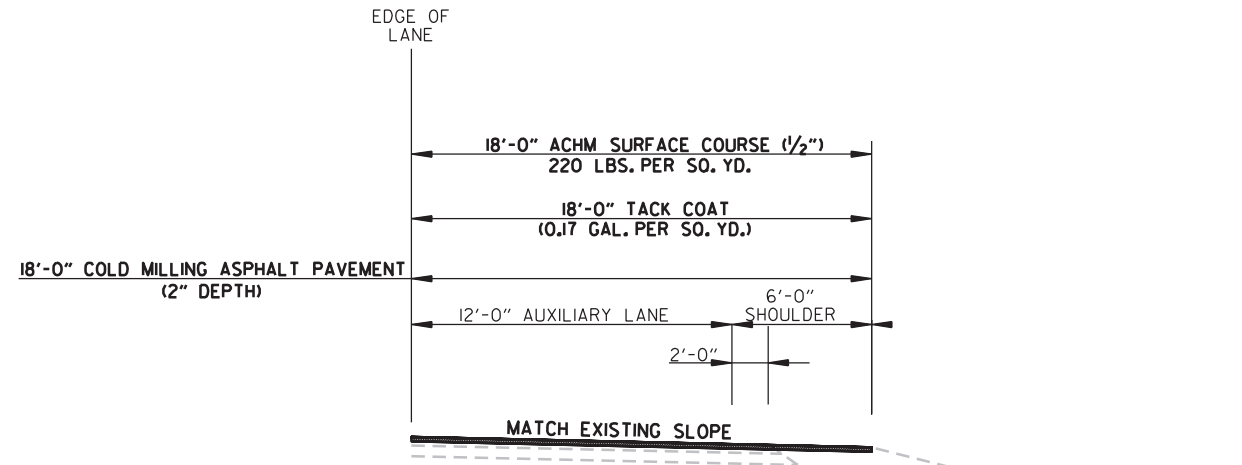


MILL & INLAY - TYPICAL RAMP
(SHOWN IN DIRECTION OF TRAFFIC)



MILL & INLAY - SUPERELEVATED SECTION
(SHOWN IN DIRECTION OF TRAFFIC)

STA. 37+93.92 TO STA. 52+78.92 (LT. MAIN LANES ONLY)



AUXILIARY LANE - MILL & INLAY
(SHOWN IN DIRECTION OF TRAFFIC)

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

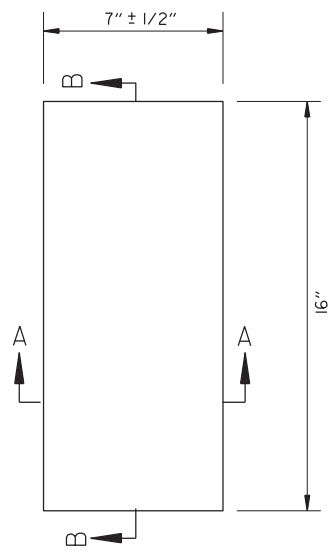
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				JOB NO.		101109	4	44

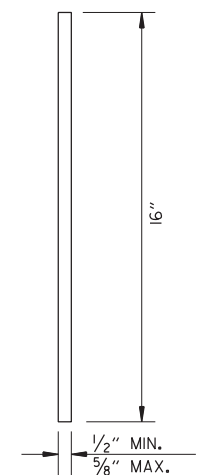
2 SPECIAL DETAILS



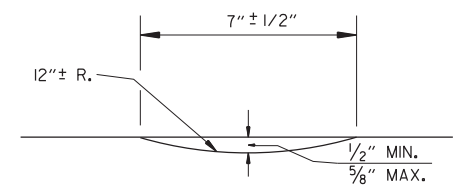
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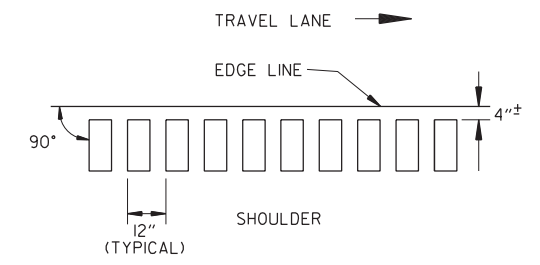
PLAN



SECTION B-B



SECTION A-A

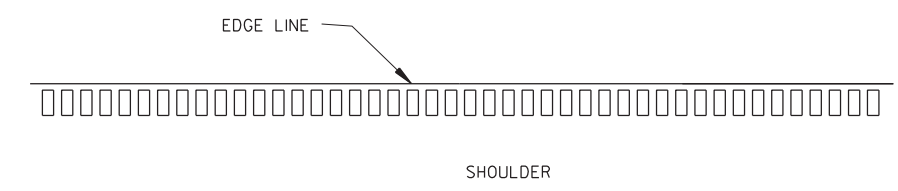
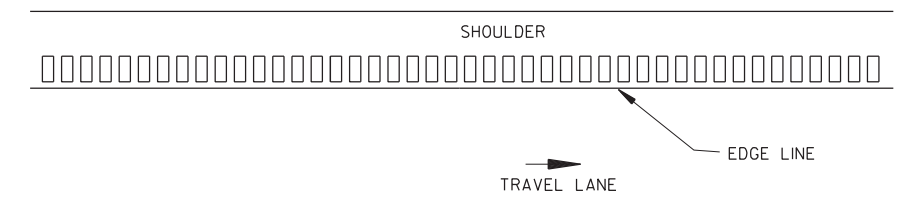


LOCATION PLAN OF RUMBLE STRIPS
LEFT OR RIGHT SHOULDER

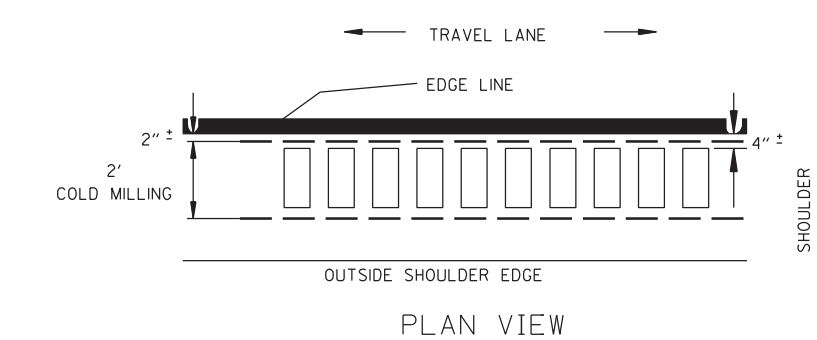
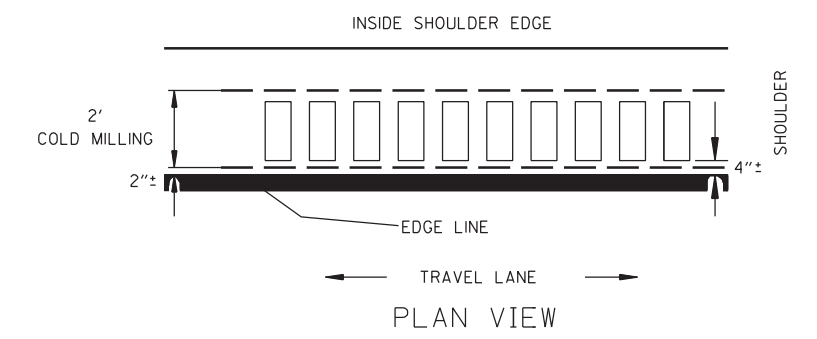
DETAILS OF RUMBLE STRIPS

NOTES:

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



PLAN VIEW



DETAIL OF RUMBLE STRIP REMOVAL
ON INSIDE SHOULDERS
(ASPHALT)

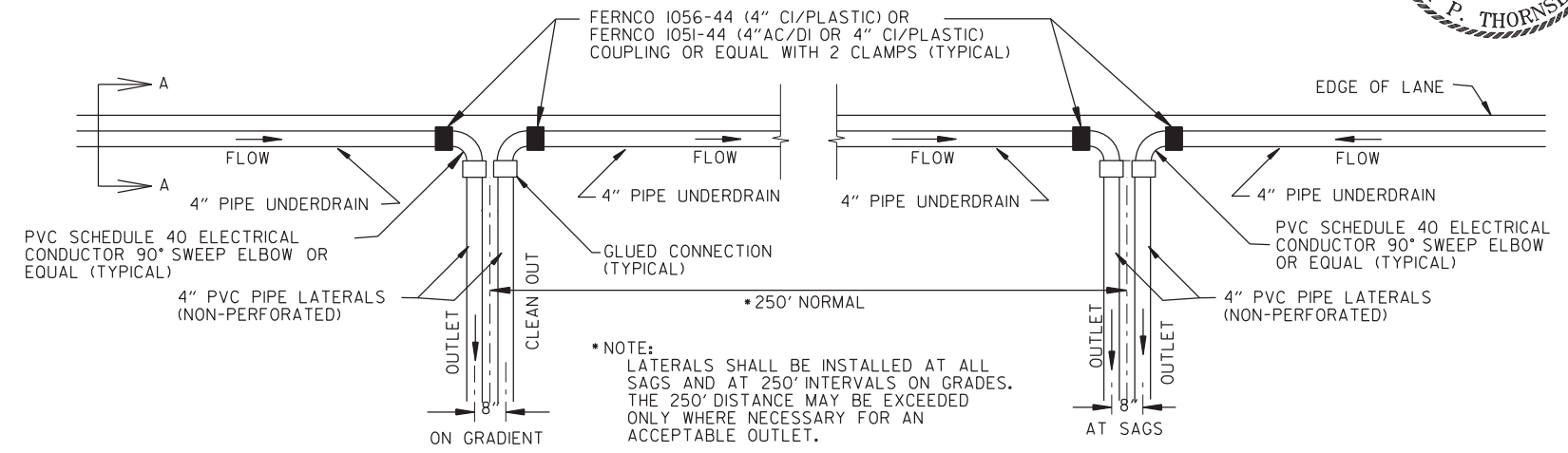
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				6	ARK.			
				JOB NO.		101109	5	44

2 SPECIAL DETAILS

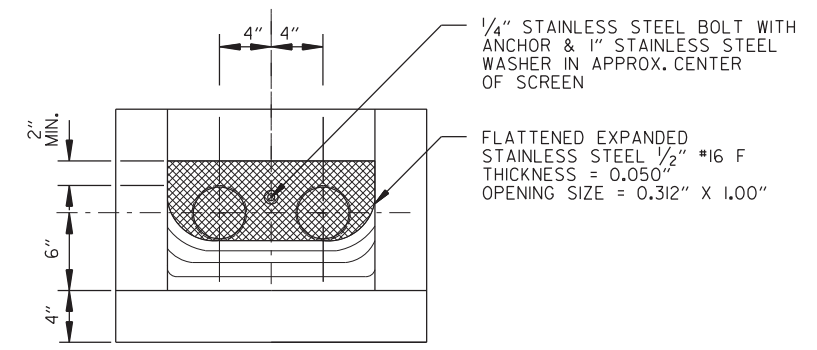


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Scott Thornsberry
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PLAN DETAIL OF PIPE UNDERDRAIN LATERALS

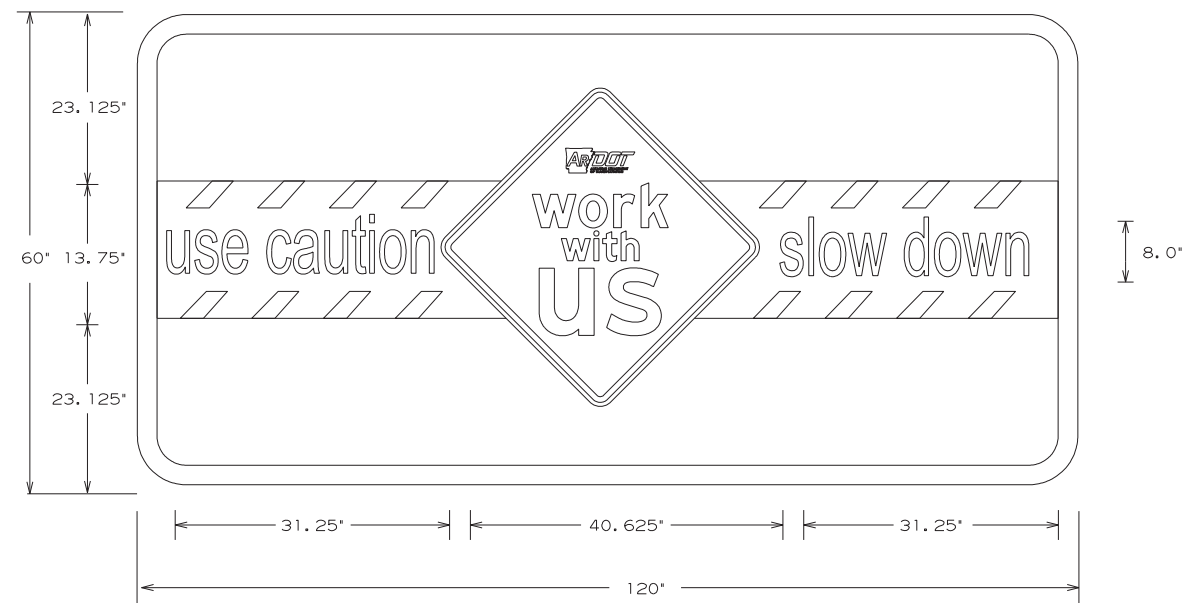
NOTE:
PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE. UNDERDRAIN OUTLET PROTECTORS SHALL BE INSTALLED ON NEW LATERALS. (REFER TO STD. DWG. PU-1 & NOTE #5.)



DETAIL OF RODENT SCREEN

DETAILS OF EXISTING PIPE UNDERDRAINS

- NOTES:
1. DETAIL SHOWN FOR "FLUSHING UNDERDRAIN". REFER TO SPECIAL PROVISION.
 2. DURING SPECIAL CLEARING, CONTRACTOR SHALL PROTECT UNDERDRAIN LATERALS AND RODENT SCREENS OR REPLACE IF AND WHERE DIRECTED BY ENGINEER.



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

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

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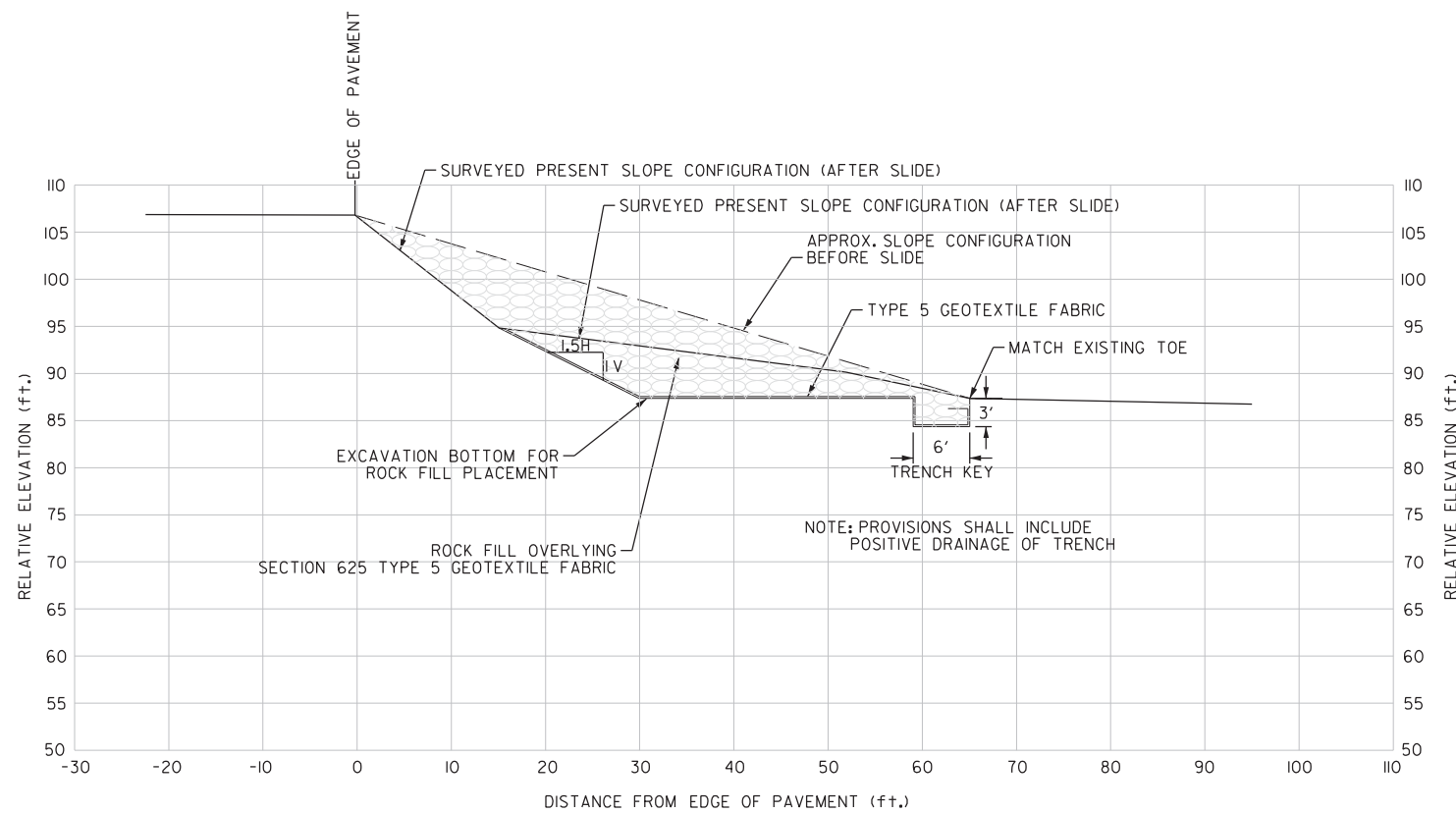
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				6	ARK.			
				JOB NO.	101109		6	44

2 SPECIAL DETAILS



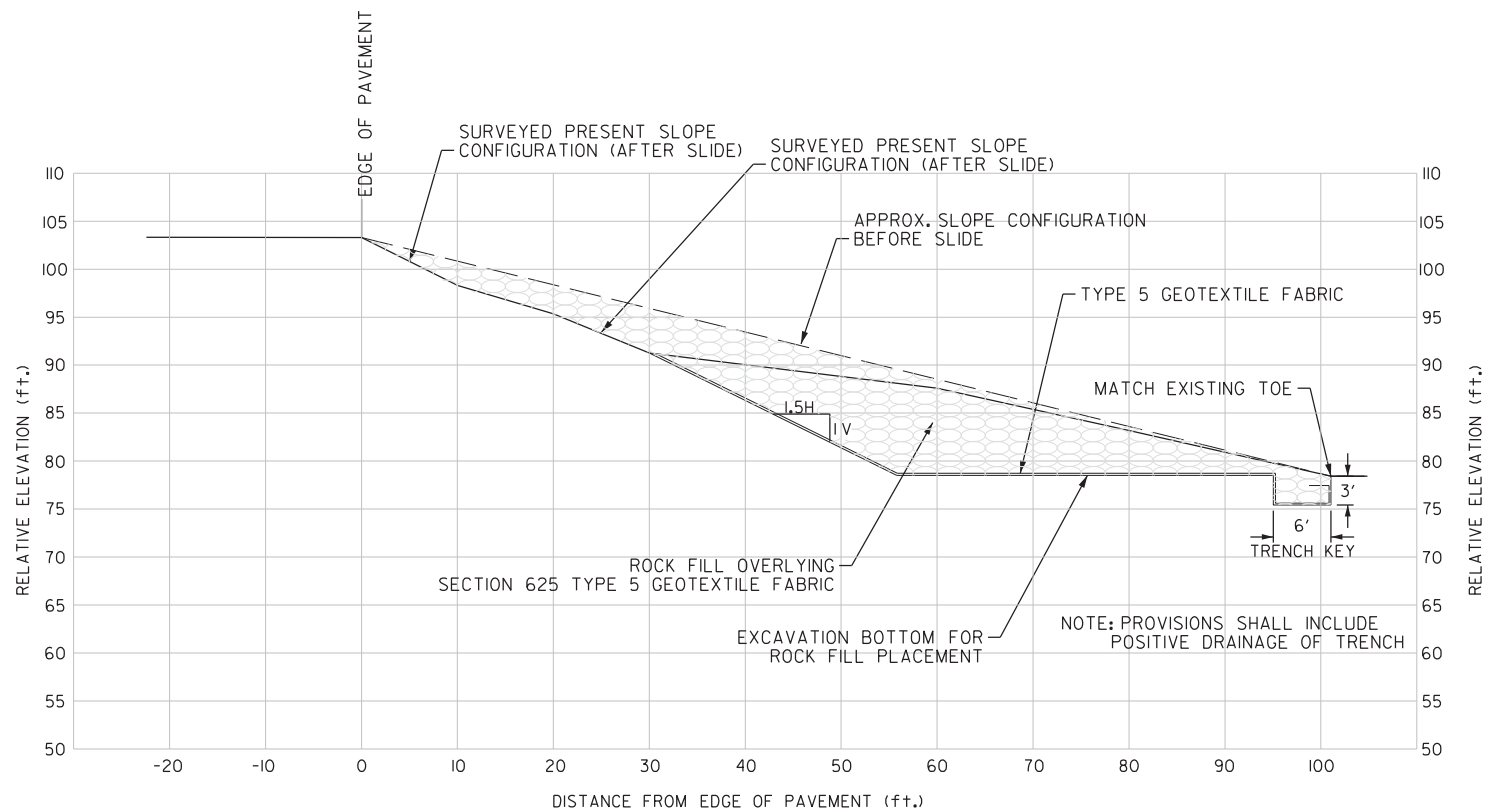
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Scott Thornsberry
Date: 2020.04.07
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NOTES:
QUANTITIES SHALL BE USE IF AND WHERE DIRECTED BY ENGINEER.



EMBANKMENT REPAIR OF SLOPE NO. 1

907 CU. YDS. - UNCLASSIFIED EXCAVATION
1,280 SQ. YDS. - TYPE 5 GEOTEXTILE
2,133 CU. YDS. - SP ROCK FILL
APPROX. STA. 16+00 TO 18+60 RT.
EXIT 44 HWY. 181 INTERCHANGE



EMBANKMENT REPAIR OF SLOPE NO. 2

640 CU. YDS. - UNCLASSIFIED EXCAVATION
840 SQ. YDS. - TYPE 5 GEOTEXTILE
1013 CU. YDS. - SP ROCK FILL
APPROX. STA. 19+80 TO 23+20 RT.
EXIT 44 HWY. 181 INTERCHANGE

EMBANKMENT REPAIR OF SLOPE NO. 3

795 CU. YDS. - UNCLASSIFIED EXCAVATION
741 SQ. YDS. - TYPE 5 GEOTEXTILE
1,203 CU. YDS. - SP ROCK FILL
APPROX. STA. 30+40 TO STA. 32+80 LT.
EXIT 44 HWY. 181 INTERCHANGE

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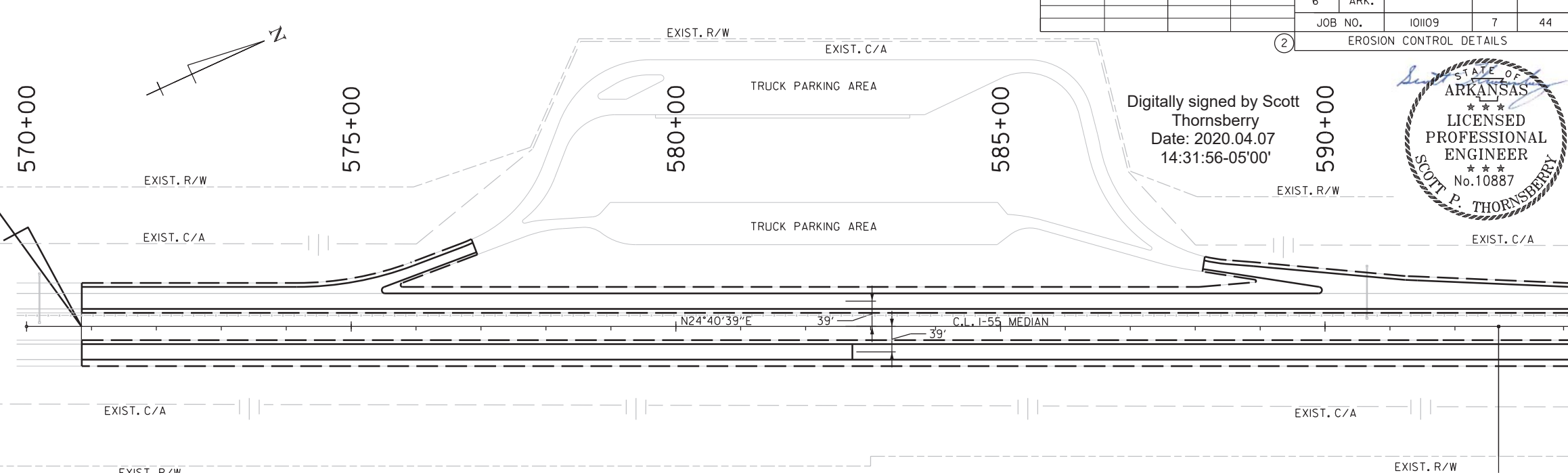
SPECIAL DETAILS

STA. 570+84.68
 BEGIN PROJECT 101109
 L.M. 34.67

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		7	44
				JOB NO.	101109			

2 EROSION CONTROL DETAILS

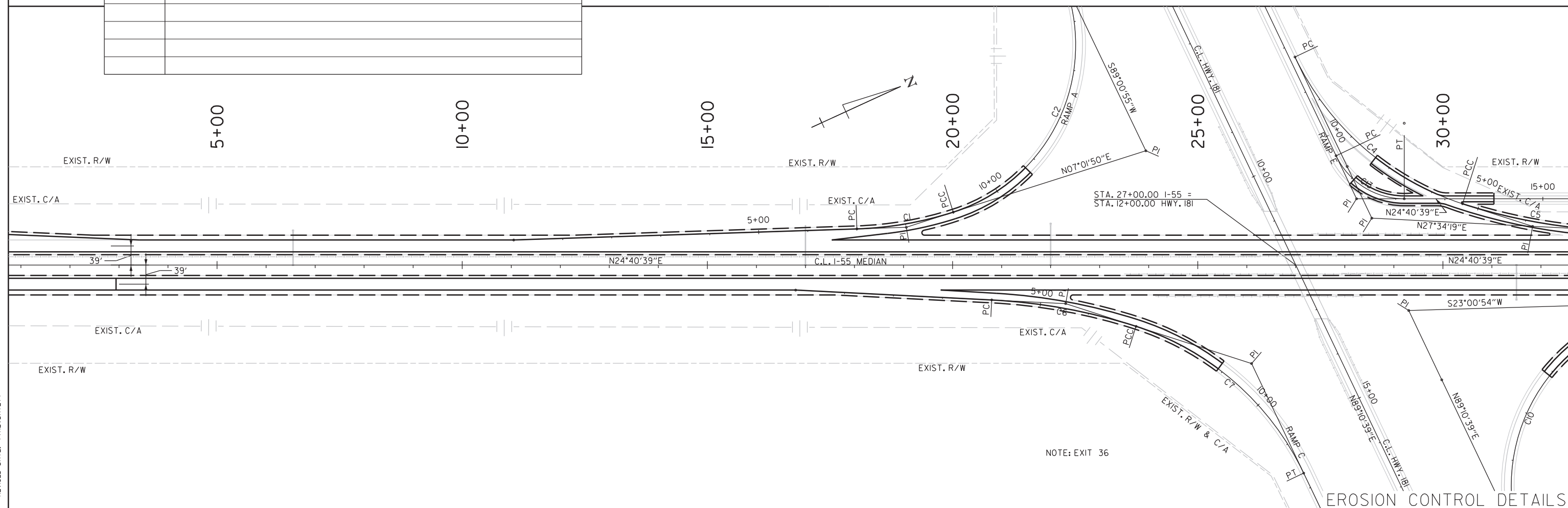
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REVISION BOX

DATE OF REVISION	REVISION

EQUATION:
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 STA. 0+00.00 AHD.

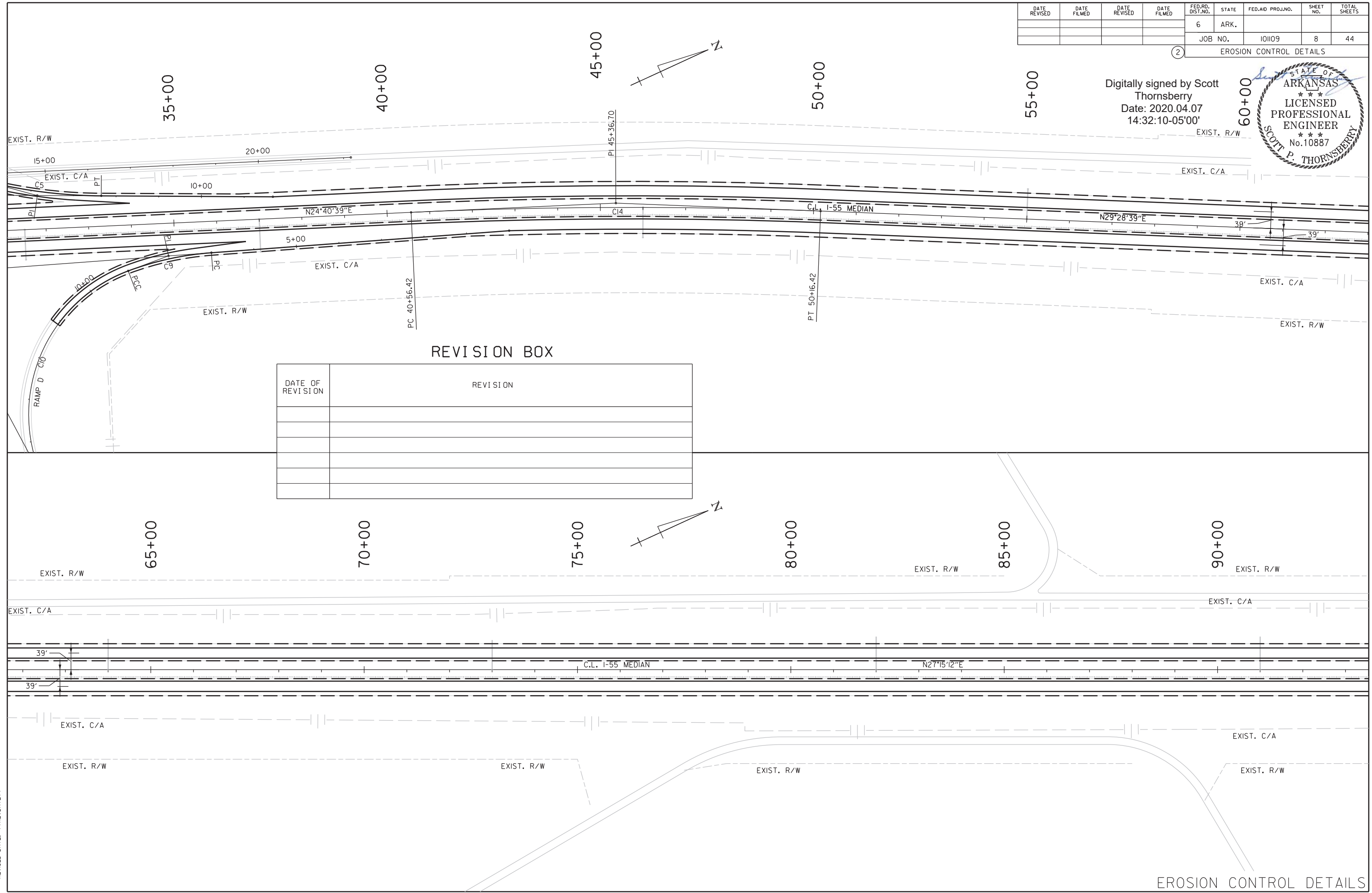


NOTE: EXIT 36

EROSION CONTROL DETAILS

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				JOB NO.		101109	8	44
(2) EROSION CONTROL DETAILS								



Digitally signed by Scott Thornsberry
Date: 2020.04.07
14:32:10-05'00'



REVISION BOX

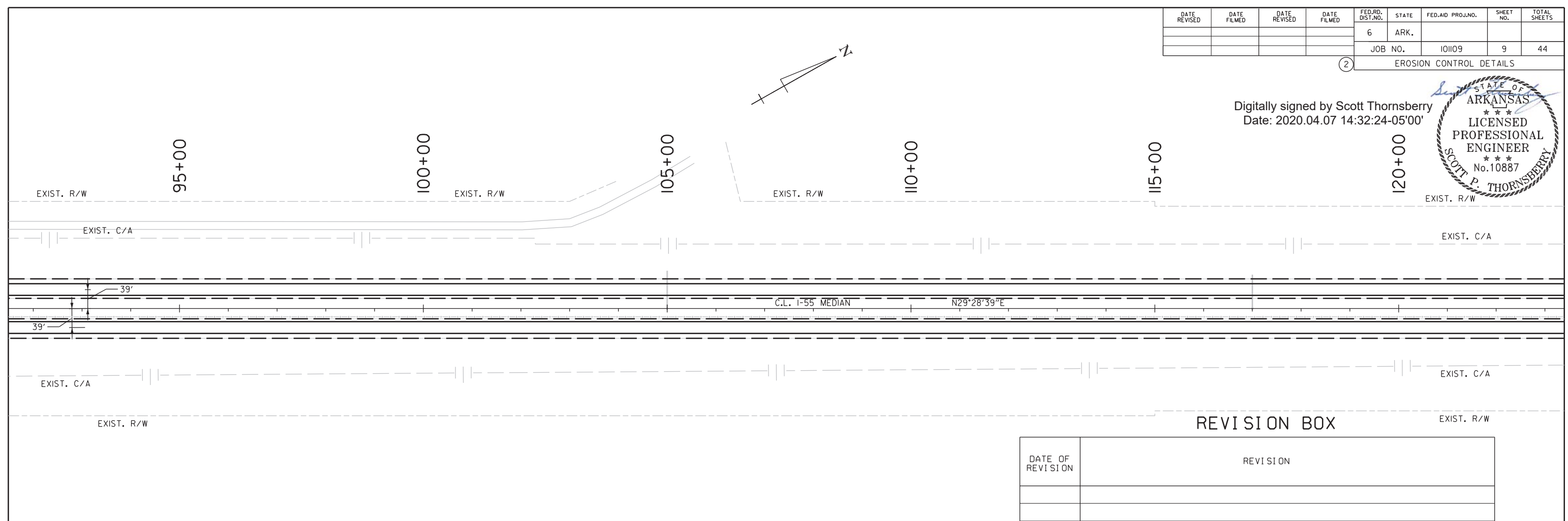
DATE OF REVISION	REVISION

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REVISED DATE: \$REVDAT\$

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				JOB NO.	101109	9	44	

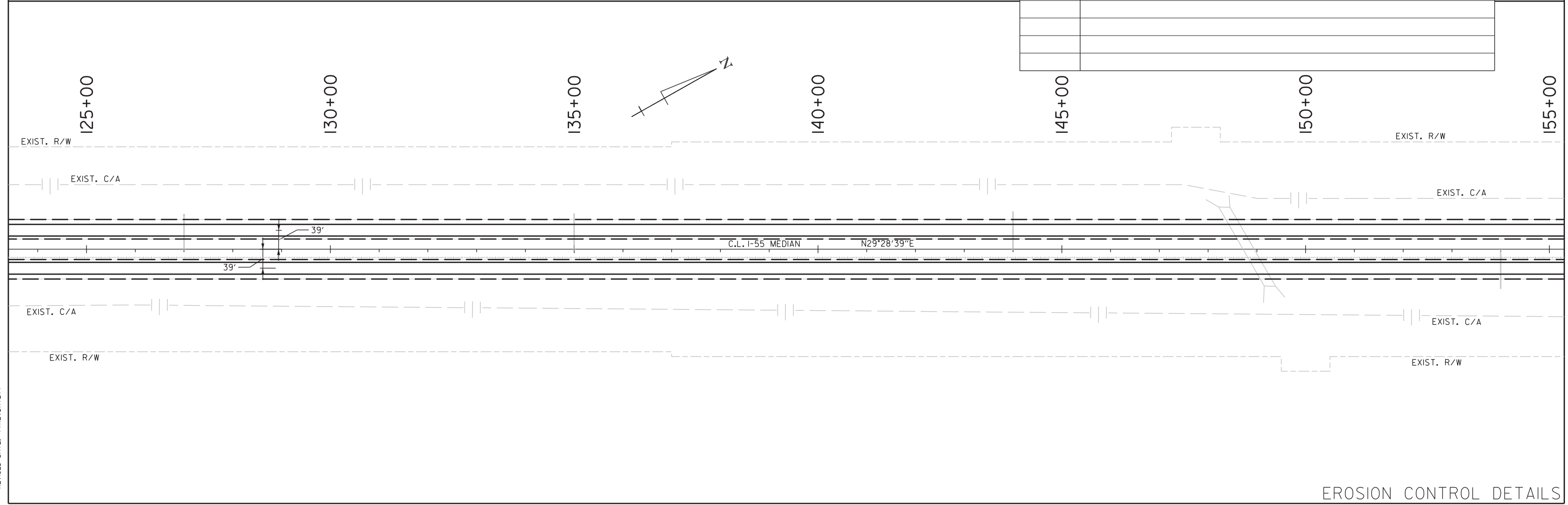
2 EROSION CONTROL DETAILS

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REVISION BOX

DATE OF REVISION	REVISION

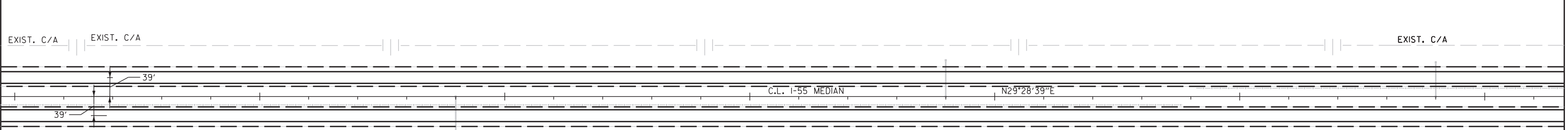


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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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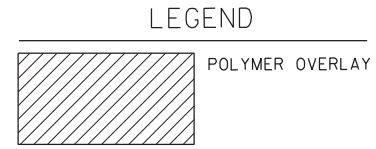
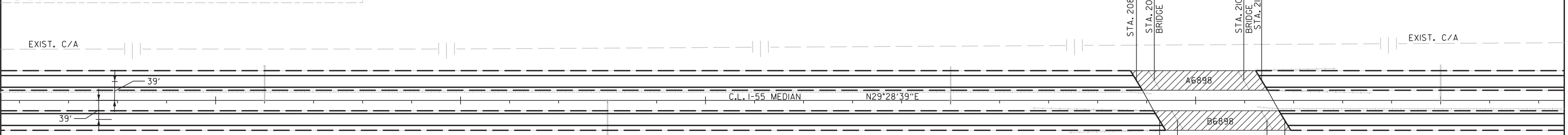
2 EROSION CONTROL DETAILS

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Scott Thornsberry
Date: 2020.04.07
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REVISION BOX

DATE OF REVISION	REVISION



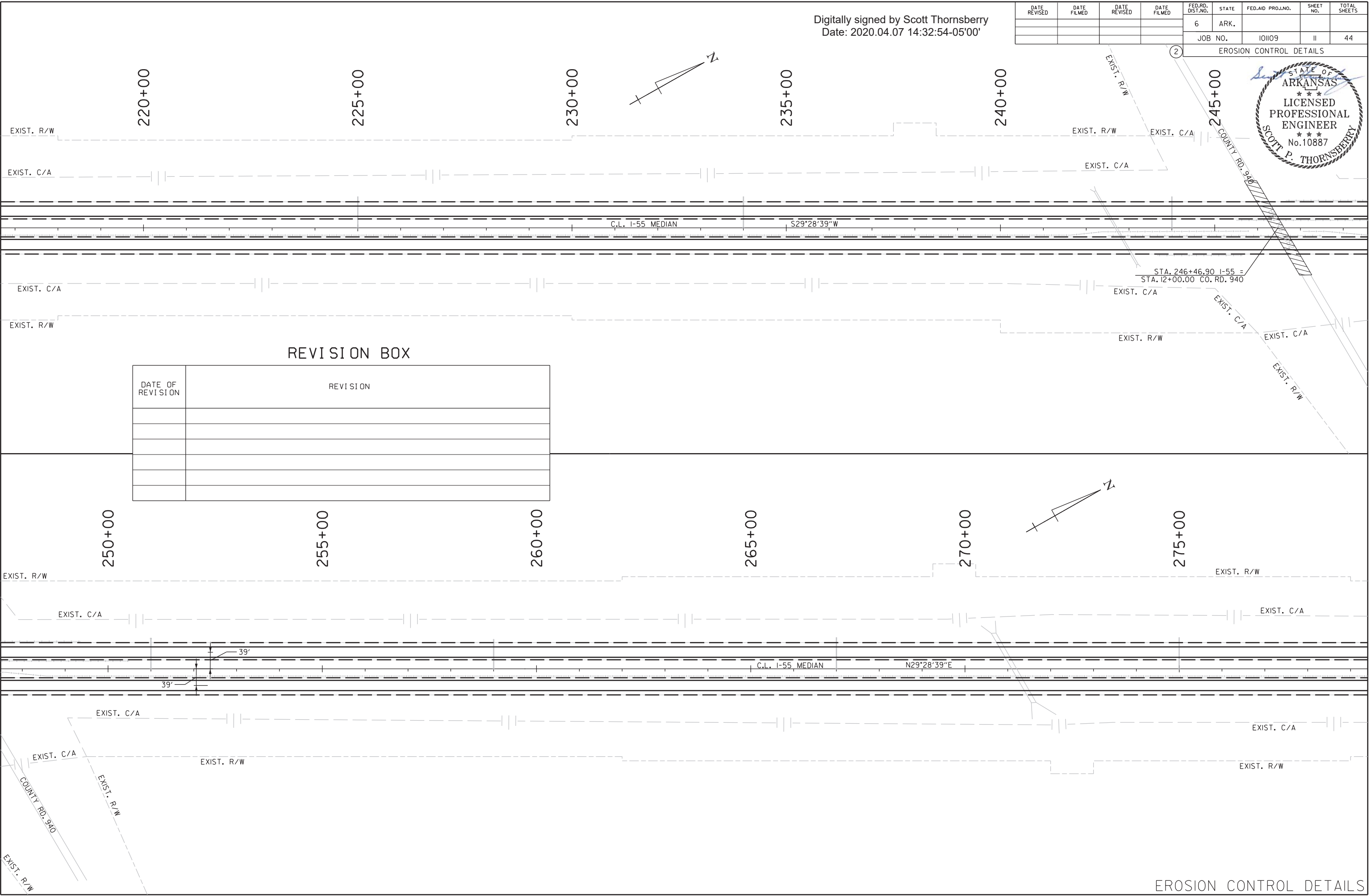
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Date: 2020.04.07 14:32:54-05'00'

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				6	ARK.			
				JOB NO.	101109	II	44	

EROSION CONTROL DETAILS



REVISION BOX

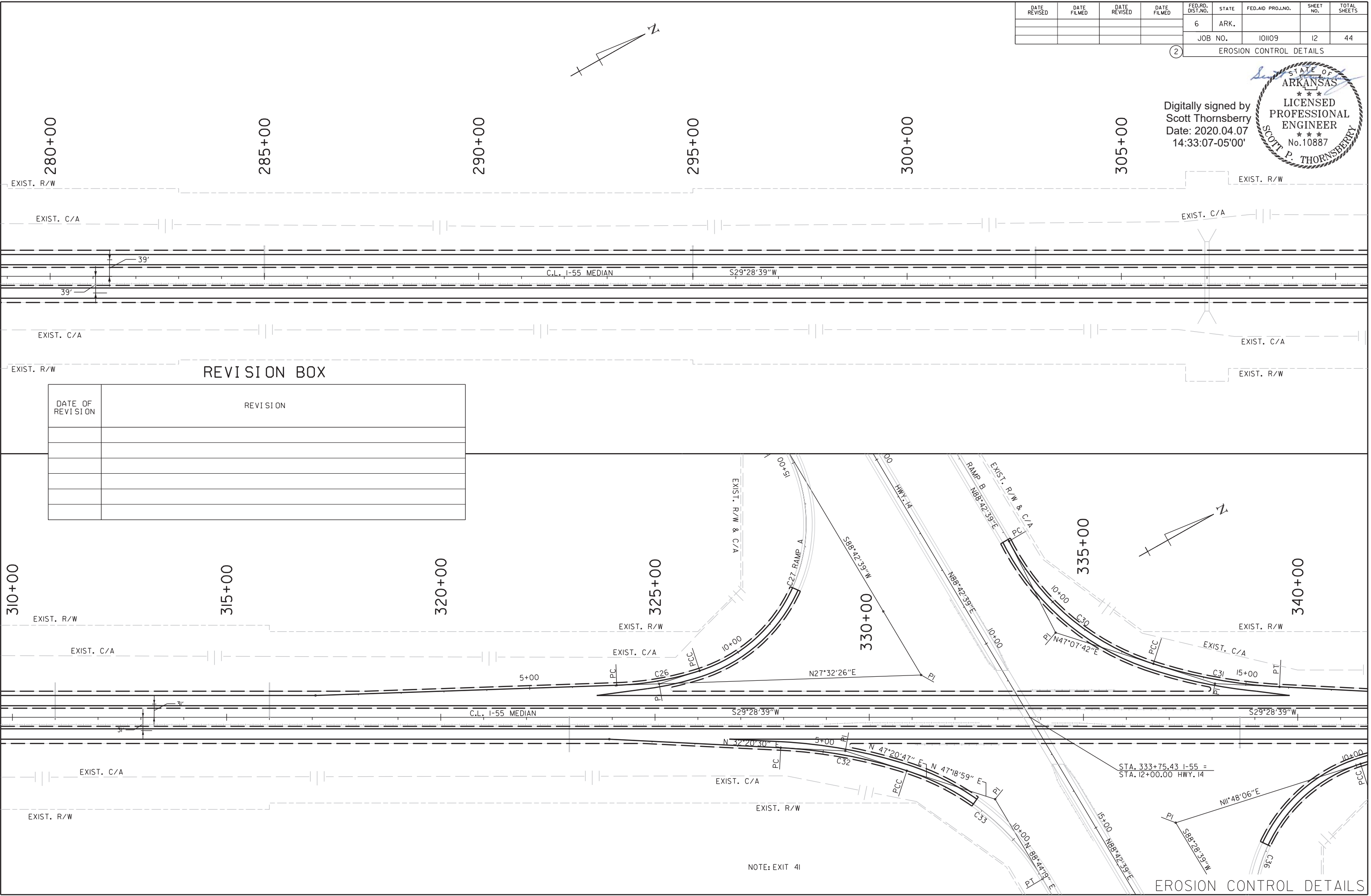
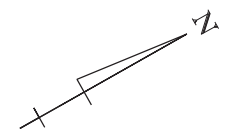
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109	12	44	

2 EROSION CONTROL DETAILS

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Scott Thornsberry
Date: 2020.04.07
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REVISION BOX

DATE OF REVISION	REVISION

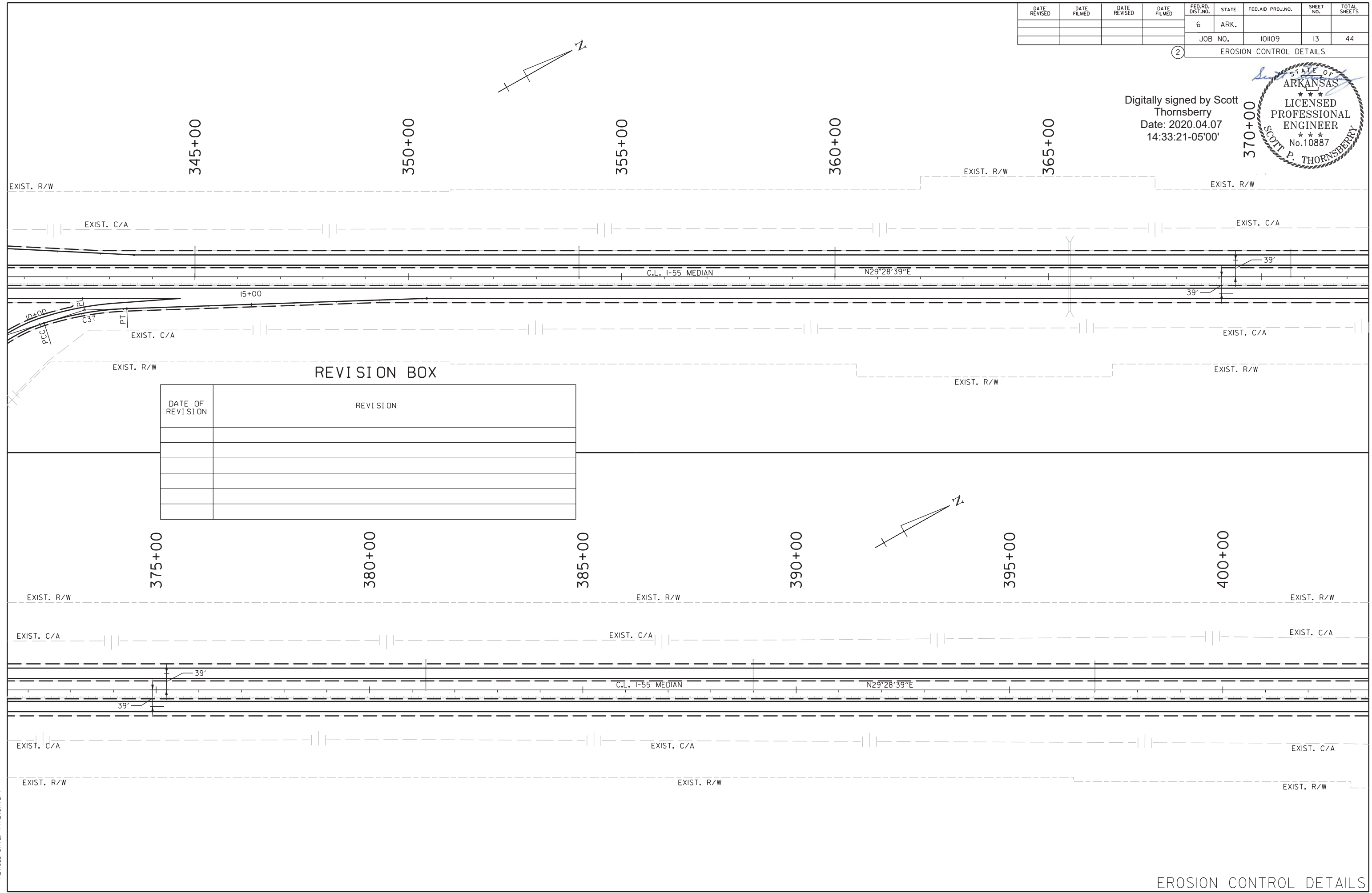
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				6	ARK.			
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2 EROSION CONTROL DETAILS

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Date: 2020.04.07 14:33:21-05'00'



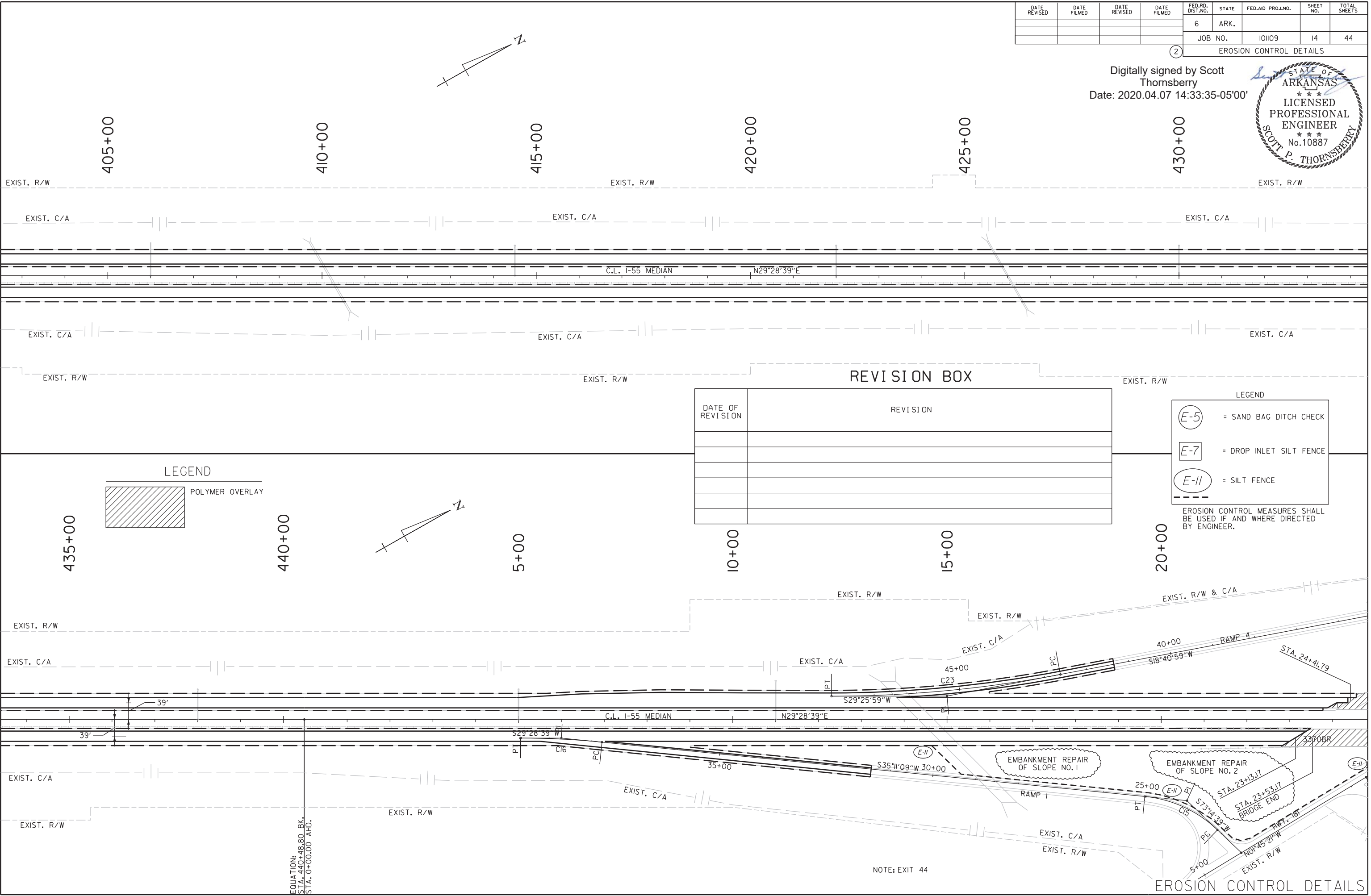
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				6	ARK.			
				JOB NO.	101109	14	44	

2 EROSION CONTROL DETAILS

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Date: 2020.04.07 14:33:35-05'00'



DATE OF REVISION	REVISION

LEGEND

POLYMER OVERLAY

LEGEND

- = SAND BAG DITCH CHECK
- = DROP INLET SILT FENCE
- = SILT FENCE

EROSION CONTROL MEASURES SHALL BE USED IF AND WHERE DIRECTED BY ENGINEER.

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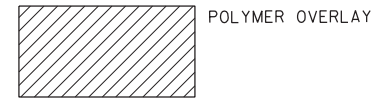
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STA. 440+48.80 BK.
STA. 0+00.00 AHD.

NOTE: EXIT 44

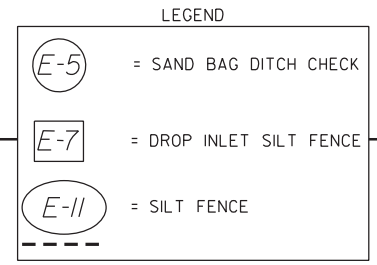
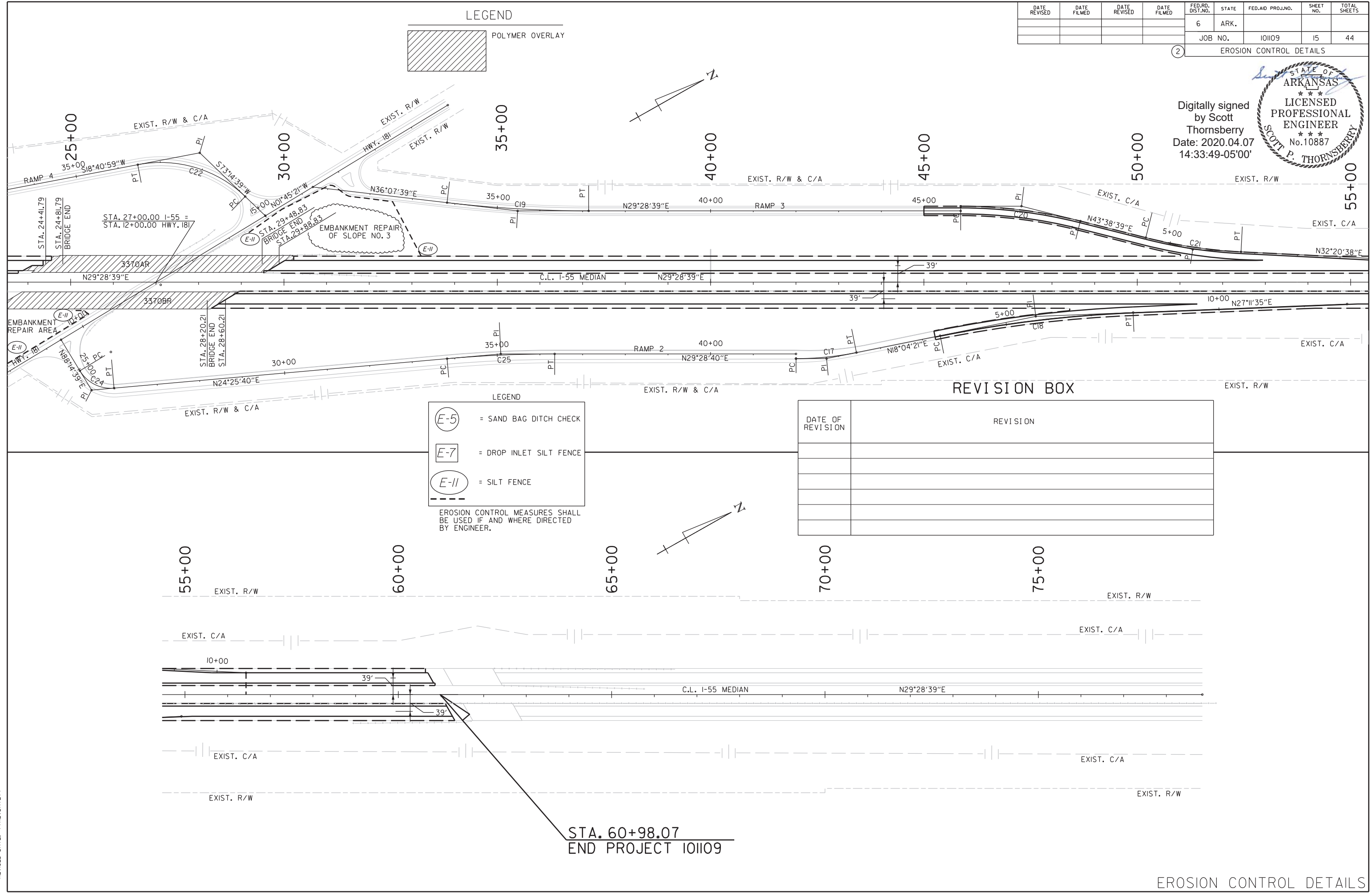
EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		15	44
							JOB NO. 101109	
							EROSION CONTROL DETAILS	

LEGEND



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EROSION CONTROL MEASURES SHALL BE USED IF AND WHERE DIRECTED BY ENGINEER.

REVISION BOX

DATE OF REVISION	REVISION

STA. 60+98.07
 END PROJECT 101109

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 REVISION DATE: \$REVDATE\$

NOTE:
 CONSTRUCTION PAVEMENT MARKINGS
 QUANTITY BASED ON ONE APPLICATION
 OF EXISTING PAVEMENT MARKINGS.
 FOR ADDITIONAL INFORMATION,
 SEE STD. DRG. PM-2.

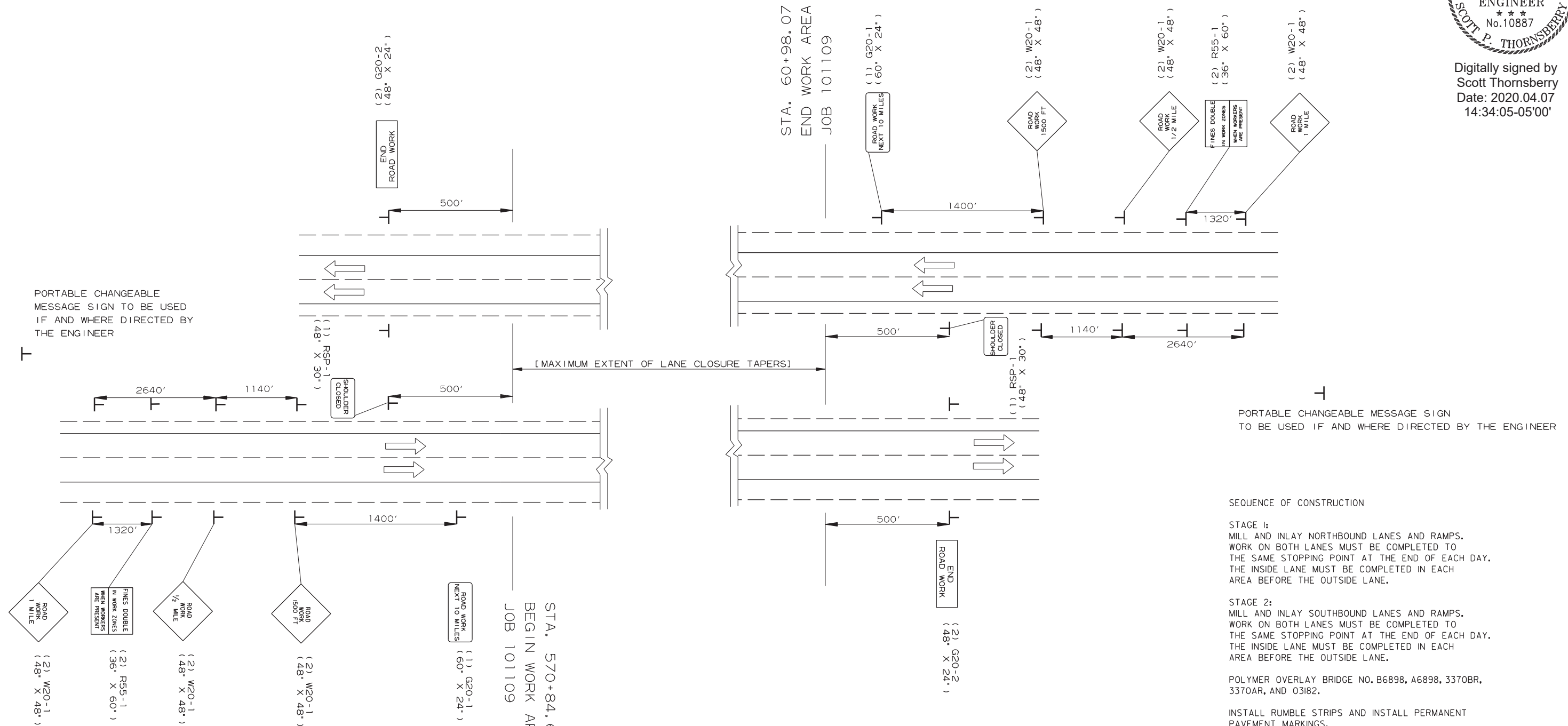
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				6	ARK.			
				JOB NO.	101109	16	44	

2 MAINTENANCE OF TRAFFIC DETAILS



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 Date: 2020.04.07
 14:34:05-05'00'

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



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

ADVANCE SIGNS AT BEGINNING AND END OF JOB
 ALL STAGES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	10109	17	44	

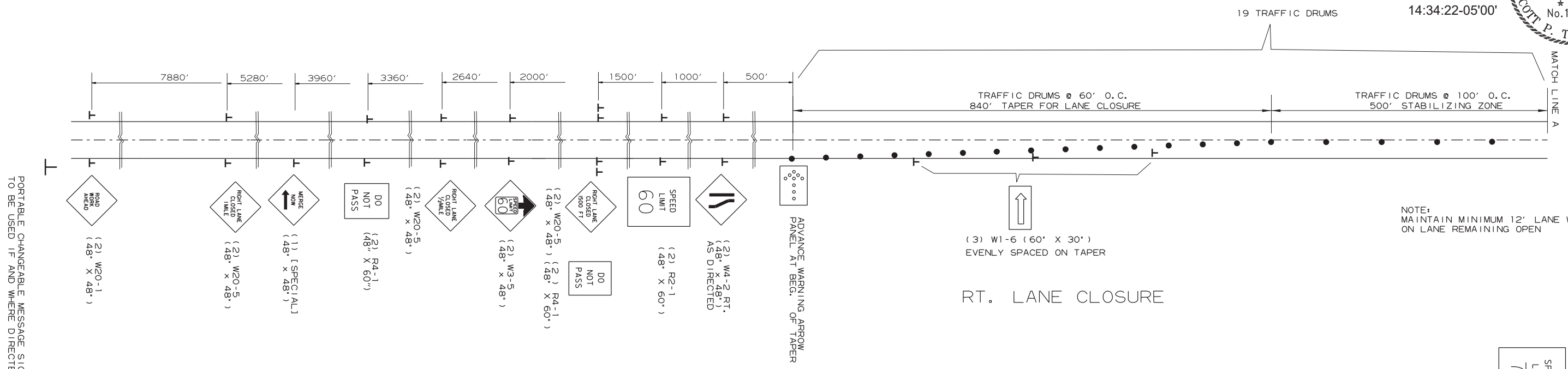
2 MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS

 LICENSED PROFESSIONAL ENGINEER

 No. 10887
 SCOTT P. THORNSBERRY

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 Date: 2020.04.07 14:34:22-05'00'



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

SPEED LIMIT 70
(2) R2-1 (48" X 60")

SPEED LIMIT 70
(2) R2-1 (48" X 60")

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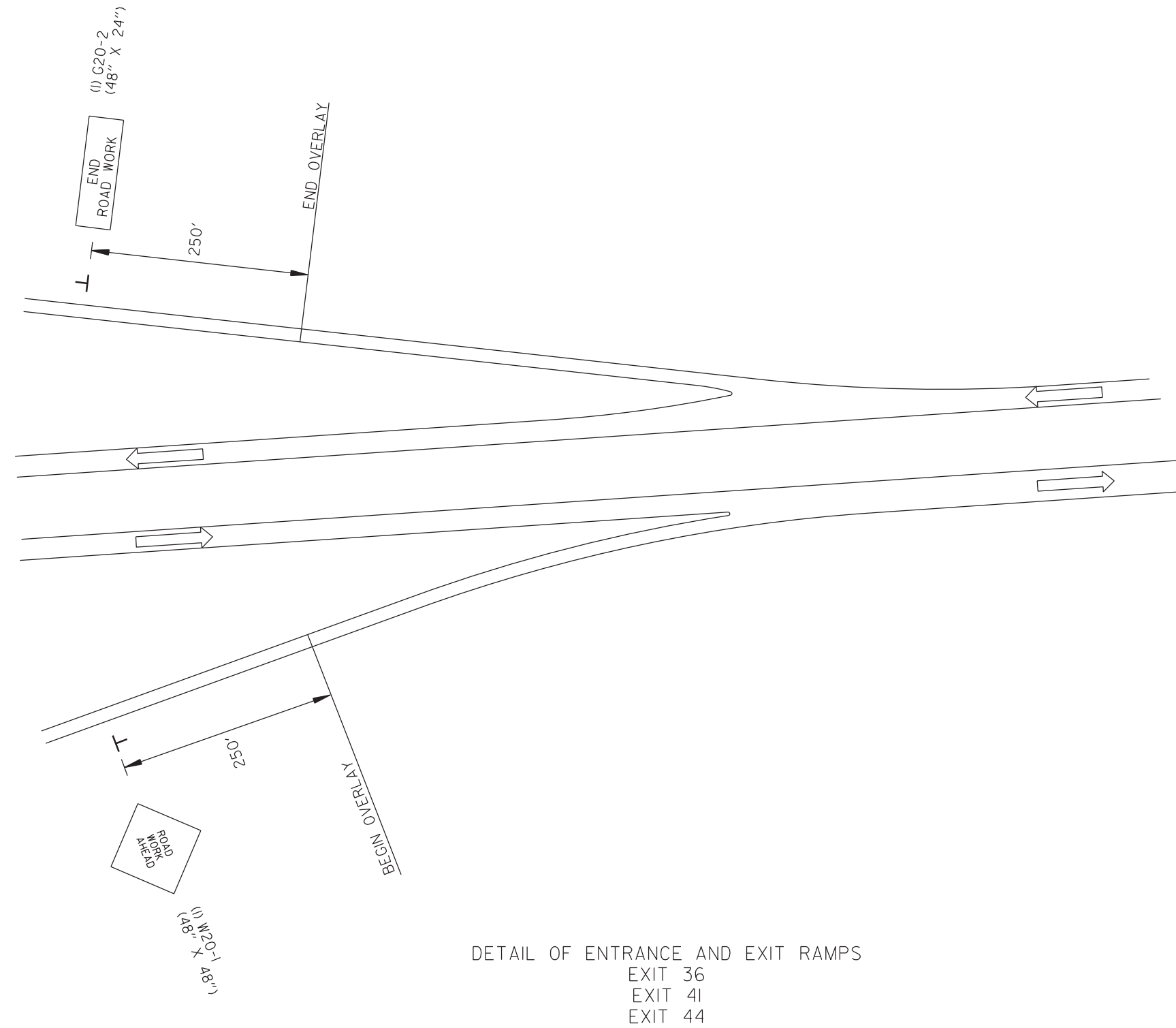
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				6	ARK.			
				JOB NO.		101109	18	44

2 MAINTENANCE OF TRAFFIC DETAILS

ADVANCE WARNING SIGNS FOR ENTRANCE AND EXIT RAMP
 ROAD WORK AHEAD (7) = 112 SQ. FT.
 END ROAD WORK (7) = 56 SQ. FT.



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DETAIL OF ENTRANCE AND EXIT RAMP
 EXIT 36
 EXIT 41
 EXIT 44

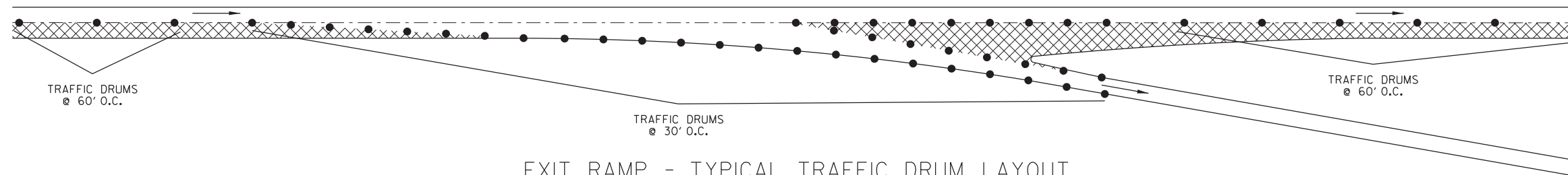
DETAIL OF RAMP

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109	19	44	

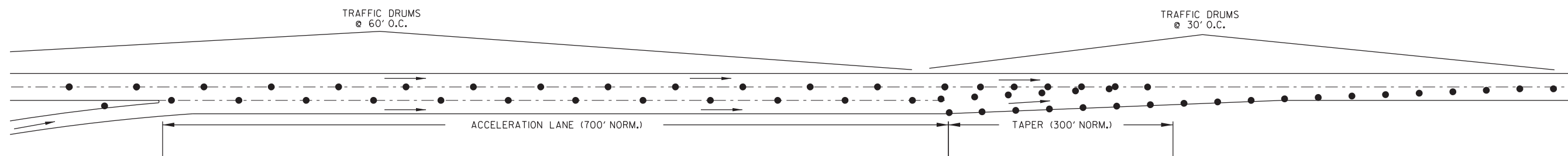
2 MAINTENANCE OF TRAFFIC DETAILS



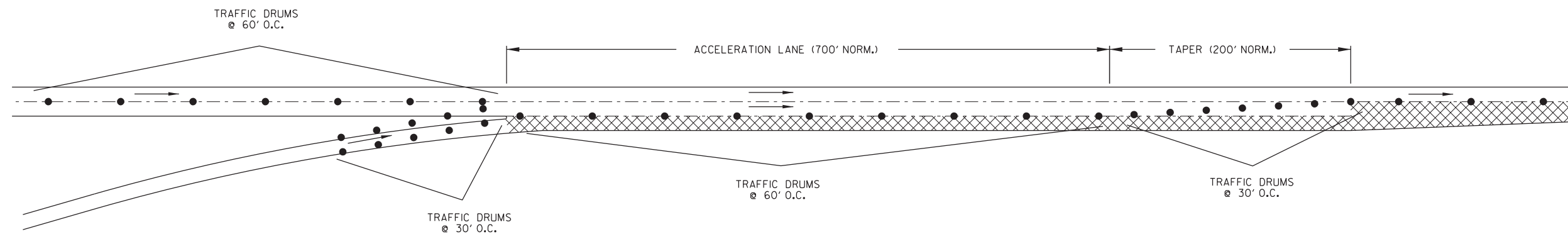
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EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

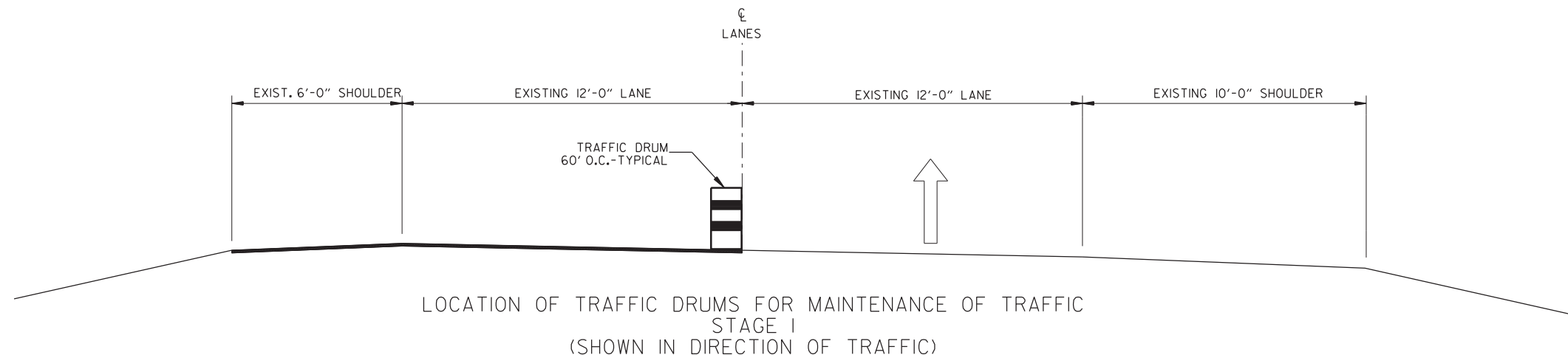
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				6	ARK.			
				JOB NO.	101109	20	44	

2 MAINTENANCE OF TRAFFIC DETAILS



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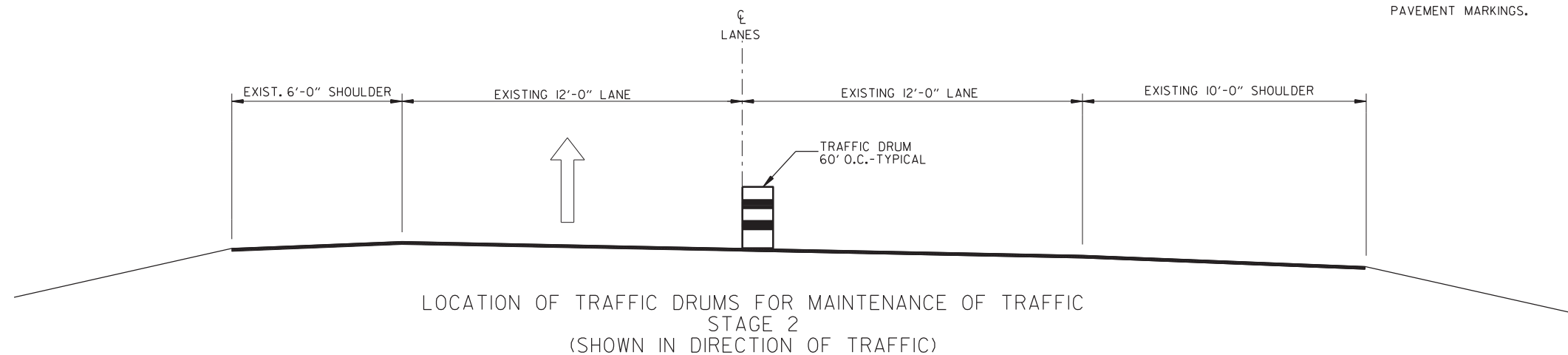
SEQUENCE OF CONSTRUCTION

STAGE 1:
MILL AND INLAY NORTHBOUND LANES AND RAMPS.
WORK ON BOTH LANES MUST BE COMPLETED TO
THE SAME STOPPING POINT AT THE END OF EACH DAY.
THE INSIDE LANE MUST BE COMPLETED IN EACH
AREA BEFORE THE OUTSIDE LANE.

STAGE 2:
MILL AND INLAY SOUTHBOUND LANES AND RAMPS.
WORK ON BOTH LANES MUST BE COMPLETED TO
THE SAME STOPPING POINT AT THE END OF EACH DAY.
THE INSIDE LANE MUST BE COMPLETED IN EACH
AREA BEFORE THE OUTSIDE LANE.

POLYMER OVERLAY BRIDGE NO. B6898, A6898, 3370BR,
3370AR, AND 03182.

INSTALL RUMBLE STRIPS AND INSTALL PERMANENT
PAVEMENT MARKINGS.



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109	21	44	

2 PERMANENT PAVEMENT MARKINGS DETAILS



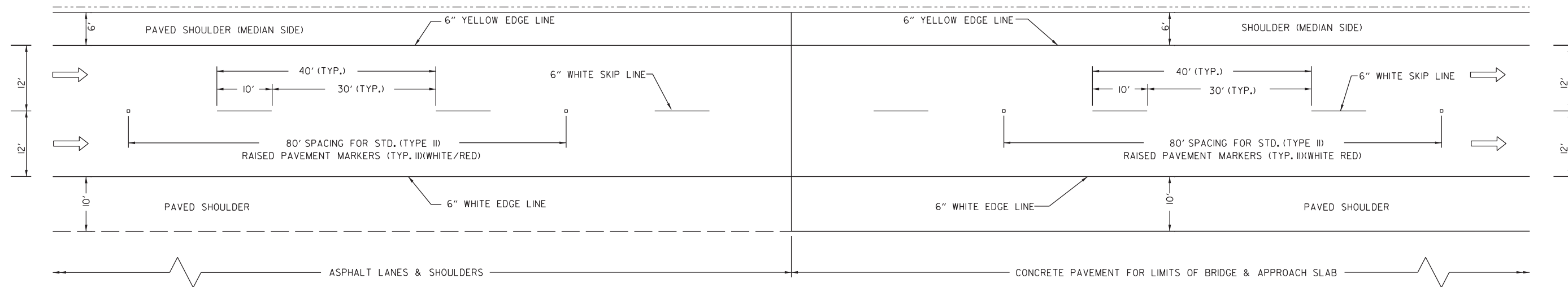
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ASPHALT ROADWAY

SKIP LINE - ENHANCED THERMOPLASTIC PAVEMENT MARKING
EDGE LINES - ENHANCED THERMOPLASTIC PAVEMENT MARKING
REFER TO SPECIAL PROVISION - ENHANCED THERMOPLASTIC PAVEMENT MARKING

CONCRETE BRIDGE

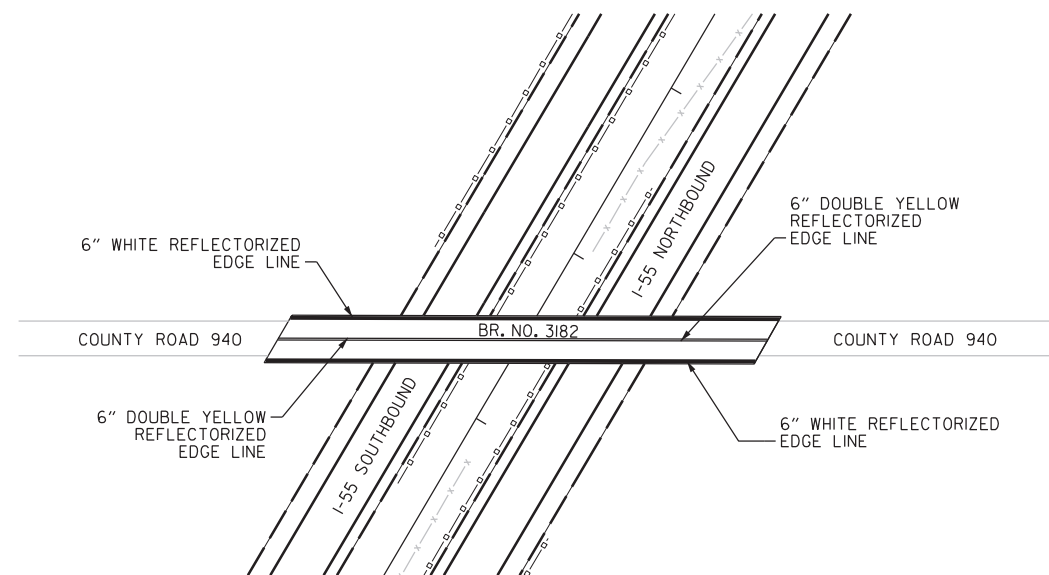
SKIP LINE - ENHANCED THERMOPLASTIC PAVEMENT MARKING
EDGE LINES - ENHANCED THERMOPLASTIC PAVEMENT MARKING
REFER TO SPECIAL PROVISION - ENHANCED THERMOPLASTIC PAVEMENT MARKING



PERMANENT PAVEMENT MARKING DETAILS

PERMANENT PAVEMENT MARKINGS:
APPLY PERMANENT PAVEMENT MARKINGS
ACCORDING TO STD. DWG. PM-2
6" YELLOW - 110320 LIN. FT.
6" (SKIP LINE) WHITE - 26165 LIN. FT.
6" WHITE - 113280 LIN. FT.
12" WHITE - 3955 LIN. FT.

SEE STANDARD DRAWINGS PM-1 AND PM-2
FOR ADDITIONAL INFORMATION



PERMANENT PAVEMENT MARKING DETAILS
COUNTY ROAD 940 OVERPASS

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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.		101109	22	44

2 QUANTITIES



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ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	ENTIRE JOB LIN. FT. - EACH	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TRAFFIC DRUMS EACH	* ADVANCE WARNING ARROW PANEL DAY	* PORTABLE CHANGEABLE MESSAGE SIGN WEEK
					NO.	SQ. FT.			
W20-1	ROAD WORK 1 MILE	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK 1/2 MILE	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK 1500 FT.	48"x48"	4	4	4	64.0			
W20-1	ROAD WORK AHEAD	48"x48"	22	22	22	352.0			
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	4	4	4	64.0			
W20-5	RIGHT LANE CLOSED 1/2 MILE	48"x48"	4	4	4	64.0			
W20-5	RIGHT LANE CLOSED 1500 FT.	48"x48"	4	4	4	64.0			
G20-2	END ROAD WORK	48"x24"	12	12	12	96.0			
G20-1	ROAD WORK NEXT xx MILES	60"x24"	2	2	2	20.0			
W3-5	REDUCED SPEED LIMIT AHEAD (60MPH)	48"x48"	4	4	4	64.0			
R55-1	FINES DOUBLE IN WORK ZONES	36"x60"	4	4	4	60.0			
RSP-1	SHOULDER CLOSED	48"x30"	2	2	2	20.0			
W1-6	LARGE ARROW	60"x30"	12	12	12	150.0			
R2-1	SPEED LIMIT (60MPH)	48"x60"	4	4	4	80.0			
R2-1	SPEED LIMIT (70MPH)	48"x60"	4	4	4	80.0			
R4-1	DO NOT PASS	48"x60"	8	8	8	160.0			
W4-2 RT. SPECIAL	LANE ENDS MERGE LEFT MERGE NOW	48"x48"	4 2	4 2	4 2	64.0 32.0			
	TRAFFIC DRUMS		1186	1186			1186		
	ADVANCE WARNING ARROW PANEL		2	2			365		
	PORTABLE CHANGEABLE MESSAGE SIGN		2	2				52	
TOTALS:						1562.0	1186	365	52

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.

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	ENTIRE PROJECT LIN. FT. - EACH	CONSTRUCTION PAVEMENT MARKINGS LIN. FT.	RAISED PAVEMENT MARKERS		ENHANCED THERMOPLASTIC PAVEMENT MARKING			REFLECTORIZED PAINT PAVEMENT MARKING	
			TYPE II (WHITE/RED) EACH	TYPE II (YEL/YEL) EACH	6"		6" WHITE LIN. FT.	6" YELLOW LIN. FT.	
					WHITE	YELLOW			
CONSTRUCTION PAVEMENT MARKINGS	253484	253484							
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	2176		2176						
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)	12			12					
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	138935				138935				
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	110810					110810			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3955						3955		
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6") COUNTY RD. 940 OVERPASS	510							510	
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6") COUNTY RD. 940 OVERPASS	510								510
TOTALS:		253484	2176	12	138935	110810	3955	510	510

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

NOTE: THE 6" YELLOW STRIPING QUANTITY HAS BEEN ESTIMATED BASED ON A DOUBLE YELLOW CENTERLINE STRIPE FOR THE ENTIRE PROJECT.
THE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF ANY FINAL STRIPING.
CONTACT THE MAINTENANCE DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO SCHEDULE THE ZONING OF THE PROJECT.

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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				6	ARK.			
				JOB NO.	101109	23	44	
				(2) QUANTITIES				

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	250	500
TOTALS:	250	500

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

ROCK FILL AND GEOTEXTILE FABRIC (TYPE 5)

STATION	LOCATION	ROCK FILL	GEOTEXTILE FABRIC (TYPE 5)
		CU. YD.	SQ. YD.
ENTIRE PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	4349	2861
TOTALS:		4349	2861

*NOTE: QUANTITY ESTIMATED.
 SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS
 NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).
 NOTE: REFER TO SPECIAL DETAILS FOR "EMBANKMENT REPAIR OF SLOPE".



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 Date: 2020.04.07
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RUMBLE STRIPS IN ASPHALT SHOULDERS

STATION	STATION	LOCATION	*RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN. FT.
570+85	592+67	RT. SHOULDER - RT. MAIN LANES	2182
00+00	209+33	RT. SHOULDER - RT. MAIN LANES	20933
211+88	440+49	RT. SHOULDER - RT. MAIN LANES	22861
00+00	23+00	RT. SHOULDER - RT. MAIN LANES	2300
28+47	60+98	RT. SHOULDER - RT. MAIN LANES	3251
570+85	592+67	LT. SHOULDER - RT. MAIN LANES	2182
00+00	209+18	LT. SHOULDER - RT. MAIN LANES	20918
211+74	440+49	LT. SHOULDER - RT. MAIN LANES	22875
00+00	23+39	LT. SHOULDER - RT. MAIN LANES	2339
28+86	61+13	LT. SHOULDER - RT. MAIN LANES	3227
570+85	592+67	RT. SHOULDER - LT. MAIN LANES	2182
00+00	208+88	RT. SHOULDER - LT. MAIN LANES	20888
211+43	440+49	RT. SHOULDER - LT. MAIN LANES	22906
00+00	23+88	RT. SHOULDER - LT. MAIN LANES	2388
29+53	60+86	RT. SHOULDER - LT. MAIN LANES	3133
570+85	592+67	LT. SHOULDER - LT. MAIN LANES	2182
00+00	208+73	LT. SHOULDER - LT. MAIN LANES	20873
211+29	440+49	LT. SHOULDER - LT. MAIN LANES	22920
00+00	24+55	LT. SHOULDER - LT. MAIN LANES	2455
30+02	60+69	LT. SHOULDER - LT. MAIN LANES	3067
TOTAL:			206062

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

FLUSHING UNDERDRAINS

STATION	STATION	LOCATIONS	FLUSHING UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
570+00.00	592+67.30	RT. OF RT. MAIN LANES	2267	
00+00.00	209+26.58	RT. OF RT. MAIN LANES	20927	
211+82.10	329+27.70	RT. OF RT. MAIN LANES	11746	
331+50.00	340+50.00	RT. OF RT. MAIN LANES	900	
344+42.50	440+48.80	RT. OF RT. MAIN LANES	9606	
00+00.00	08+00.00	RT. OF RT. MAIN LANES	800	
14+00.00	23+16.67	RT. OF RT. MAIN LANES	917	
27+83.71	45+00.00	RT. OF RT. MAIN LANES	1716	
51+40.00	61+26.02	RT. OF RT. MAIN LANES	986	
570+00.00	575+08.00	LT. OF LT. MAIN LANES	508	
577+00.00	587+00.00	LT. OF LT. MAIN LANES	1000	
591+00.00	592+67.30	LT. OF LT. MAIN LANES	167	
00+00.00	39+68.92	LT. OF LT. MAIN LANES	3969	
39+68.92	51+03.92	LT. OF LT. MAIN LANES	1135	
51+03.92	208+79.24	LT. OF LT. MAIN LANES	15775	
211+34.76	323+00.00	LT. OF LT. MAIN LANES	11165	
327+00.00	336+00.00	LT. OF LT. MAIN LANES	900	
340+00.00	440+48.80	LT. OF LT. MAIN LANES	10049	
00+00.00	18+80.00	LT. OF LT. MAIN LANES	1880	
20+00.00	24+46.79	LT. OF LT. MAIN LANES	447	
29+85.33	48+50.00	LT. OF LT. MAIN LANES	1865	
53+00.00	60+80.98	LT. OF LT. MAIN LANES	781	
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER				10
TOTALS:			97239	10

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

UNDERDRAIN OUTLET PROTECTORS TO BE REPLACED OR REPAIRED IF AND WHERE

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER	250
TOTAL:	250

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

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION
* ENTIRE PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER		2342
TOTALS:			2342

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

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

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL						*SEDIMENT REMOVAL & DISPOSAL		
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS	ROCK DITCH CHECKS	DROP INLET SILT FENCE		SILT FENCE	FILTER SOCK
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	ACRE	M.GAL.	(E-5) BAG	(E-6) CU.YD.		(E-7) LIN. FT.	(E-11) LIN. FT.
* ENTIRE PROJECT		ENTIRE PROJECT	5.00	10.00	5.00	510.0	5.00									37
* ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			1.00	2.00	1.00	102.0	1.00	1.00	1.00	20.4	220	30		1000	2000	74
TOTALS:			6.00	12.00	6.00	612.0	6.00	1.00	1.00	20.40	220	30	1000	1000	2000	111

BASIS OF ESTIMATE:
 LIME2 TONS / ACRE OF SEEDING
 WATER.....102.0 M.G. / ACRE OF SEEDING
 WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
 SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
 ROCK DITCH CHECKS.....3 CU.YD./LOCATION

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

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

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BASE AND SURFACING

Table with columns: STATION, STATION, LOCATION, LENGTH, TACK COAT (TOTAL WID., SQ.YD., GALLON), ACHM SURFACE COURSE (1/2") (AVG. WID., SQ.YD., POUND / SQ.YD., PG 76-22 TON). Includes sections for MAIN LANES, ADDITIONAL FOR RAMPS, and ADDITIONAL FOR EXISTING WIDENING OF GUARDRAIL.

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

COLD MILLING ASPHALT PAVEMENT

Table with columns: STATION, STATION, LOCATION, AVG. WIDTH, COLD MILLING ASPHALT PAVEMENT (FEET, SQ. YD.). Includes sections for MAIN LANES, ADDITIONAL FOR RAMPS, and ADDITIONAL FOR EXISTING WIDENING OF GUARDRAIL.

TOTAL: NOTE: AVERAGE MILLING DEPTH 2".

Summary table with columns: DATE REVISED, DATE FILMED, FED. RD. DIST. NO., STATE, FED. AID PROJ. NO., SHEET NO., TOTAL SHEETS.

QUANTITIES



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QUANTITIES

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THE CONTRACTOR SHALL HAUL MATERIAL GENERATED FROM COLD MILLING OPERATIONS TO THE STOCKPILE LOCATION AREA ADJACENT TO THE ARDOT DISTRICT 10 RESIDENT ENGINEERS OFFICE LOCATED AT 1169 S. HIGHWAY 119, OSCEOLA, AR, 72370, WHERE IT SHALL BECOME THE PROPERTY OF THE DEPARTMENT. THE CONTRACTOR SHALL STOCKPILE THE MATERIAL IN A WAY THAT IT CAN BE EASILY MEASURED BY THE AVERAGE END AREA METHOD. NO DIRECT PAYMENT WILL BE MADE FOR LOADING, HAULING AND STOCKPILING OF EXCESS MATERIAL. PAYMENT WILL BE CONSIDERED INCLUDED IN THE BID PRICE FOR COLD MILLING ASPHALT PAVEMENT.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						101109	25	44
				JOB NO.		A&B6898 - QUANTITIES - 60190		
						03182		
						A&B3370		

SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 101109

I-55 LOG MILE	UNIT OF STRUCTURE	ITEM NUMBER	SS & 804	SS & 804	SS & 809	SP JOB 101109	SP JOB 101109
		ITEM	REINFORCING STEEL-BRIDGE (GRADE 60)	EPOXY COATED REINFORCING STEEL (GRADE 60)	SILICONE JOINT SEALANT	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	POLYMER OVERLAY
		UNIT	POUND	POUND	LIN. FT.	SQ. FT.	SQ. YD.
39.00	EXISTING BRIDGE NO. A6898 ①			310	98	365	811
39.01	EXISTING BRIDGE NO. B6898 ①			310	98	365	811
39.71	EXISTING BRIDGE NO. 03182 ①		220		118	252	561
43.93	EXISTING BRIDGE NO. A3370 ①			780	560	926	2,058
43.86	EXISTING BRIDGE NO. B3370 ①			780	560	926	2,058
TOTALS FOR JOB NO. 101109			220 ②	2,180 ②	1,434	2,834 ②	6,299

- ① EXISTING BRIDGE DECK DOES NOT HAVE ASPHALT OVERLAY.
- ② QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.

REFERENCE TABLE

Bridge No.	Layout Dwg. Nos.
A6898	43298
B6898	43315
03182	10297
A3370	30648
B3370	30648

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PRINT DATE: 4/3/2020

**SCHEDULE OF BRIDGE QUANTITIES
BASSETT - HWY. 181 (S)
MISSISSIPPI COUNTY**

ROUTE I-55 SECTION 12
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARKANSAS

DRAWN BY: KDH DATE: 2/25/2020 FILENAME: 101109_Q1.DGN
 CHECKED BY: SFH DATE: 4/1/2020
 DESIGNED BY: DATE: SCALE:
 BRIDGE NO. A&B6898, 03182 DRAWING NO. 60190
 A&B3370

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-23-2020				6	ARK.			
4-29-2020								
JOB NO. 101109							26	44

2 SUMMARY OF QUANTITIES & REVISIONS



SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
210	UNCLASSIFIED EXCAVATION	2342	CU. YD.
SS & 401	TACK COAT	79655	GAL.
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	48555	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	2663	TON
SP & 412	COLD MILLING ASPHALT PAVEMENT	465617	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	250	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	250	TON
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	1562	SQ. FT.
SS & 604	TRAFFIC DRUMS	1186	EACH
604	CONSTRUCTION PAVEMENT MARKINGS	253484	LIN. FT.
SS & 604	ADVANCE WARNING ARROW PANEL	365	DAY
SP, SS, & 604	PORTABLE CHANGEABLE MESSAGE SIGN	52	WEEK
SS & 611	UNDERDRAIN OUTLET PROTECTORS	10	EACH
SP	FLUSHING UNDERDRAIN	97239	LIN. FT.
620	LIME	12	TON
620	SEEDING	6.00	ACRE
SS & 620	MULCH COVER	7.00	ACRE
620	WATER	632.4	M. GAL.
621	TEMPORARY SEEDING	1.00	ACRE
621	SILT FENCE	1000	LIN. FT.
SS & 621	FILTER SOCK (12")	2000	LIN. FT.
621	SAND BAG DITCH CHECKS	220	BAG
621	DROP INLET SILT FENCE	1000	LIN. FT.
621	ROCK DITCH CHECKS	30	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	111	CU. YD.
623	SECOND SEEDING APPLICATION	6.00	ACRE
625	GEOTEXTILE FABRIC (TYPE 5)	2861	SQ. YD.
SP	ROCK FILL	4349	CU. YD.
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	206062	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (6")	510	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")	510	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	138935	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	110810	LIN. FT.
SP	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3955	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	2188	EACH
STRUCTURES OVER 20' SPAN			
SS & 804	REINFORCING STEEL-BRIDGE (GRADE 60)	220	POUND
SS & 804	EPOXY COATED REINFORCING STEEL (GRADE 60)	2180	POUND
SS & 809	SILICONE JOINT SEALANT	1434	LIN. FT.
SP	BRIDGE DECK REPAIR FOR POLYMER OVERLAYS	2834	SQ. FT.
SP	POLYMER OVERLAY	6299	SQ. YD.

REVISIONS

DATE	REVISION	SHEET NUMBER
4/23/2020	REVISED ITEM NAME FOR "REINFORCING STEEL-BRIDGE (GRADE 60)" AND QUANTITY FOR "BRIDGE DECK REPAIR FOR POLYMER OVERLAYS" IN STRUCTURES OVER 20' SPAN SUMMARY OF QUANTITIES BOX. REVISED "MAINTENANCE OF TRAFFIC" AND "FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT" SPECIAL PROVISIONS.	26
4/29/2020	ADDED "LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES" SPECIAL PROVISION.	2 & 26

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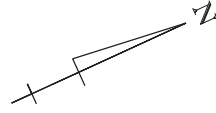
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				6	ARK.			
				JOB NO.	101109		27	44
				PLAN SHEETS				

STA. 570+20 IN PLACE
18" X 69" R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

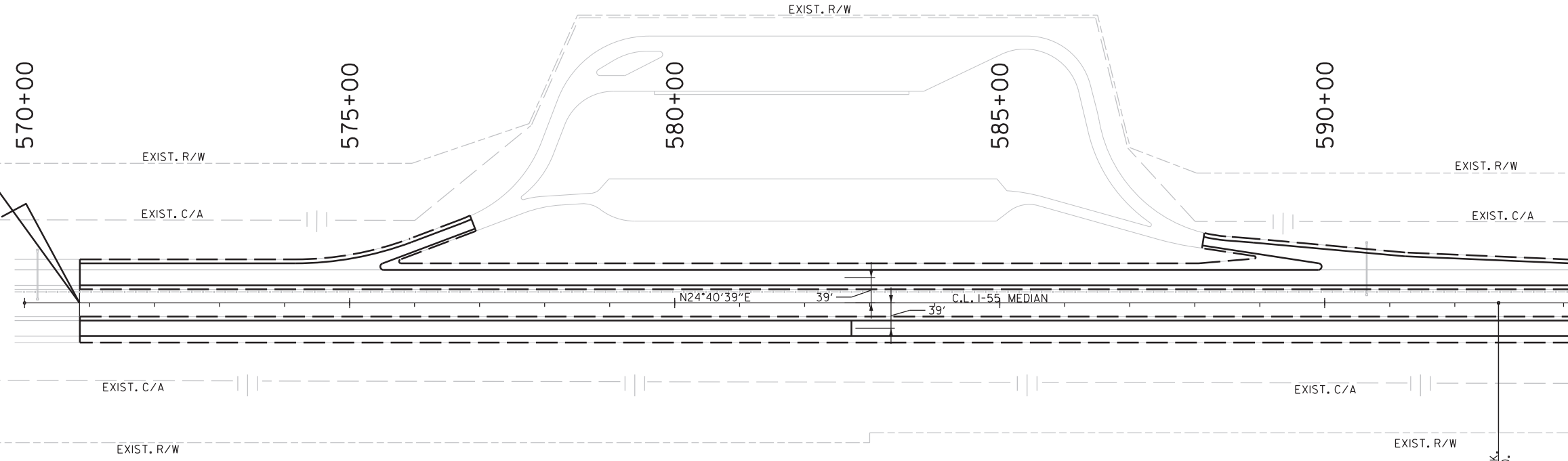


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STA. 590+65 IN PLACE
18" X 66" R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN



STA. 570+84.68
BEGIN PROJECT 101109
L.M. 34.67



EQUATION:
STA. 592+67.30 BK.
STA. 0+00.00 AHD.

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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.	101109		28	44
				PLAN SHEETS				

STA. 6+55 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/
F.E.S. LT.
RETAIN

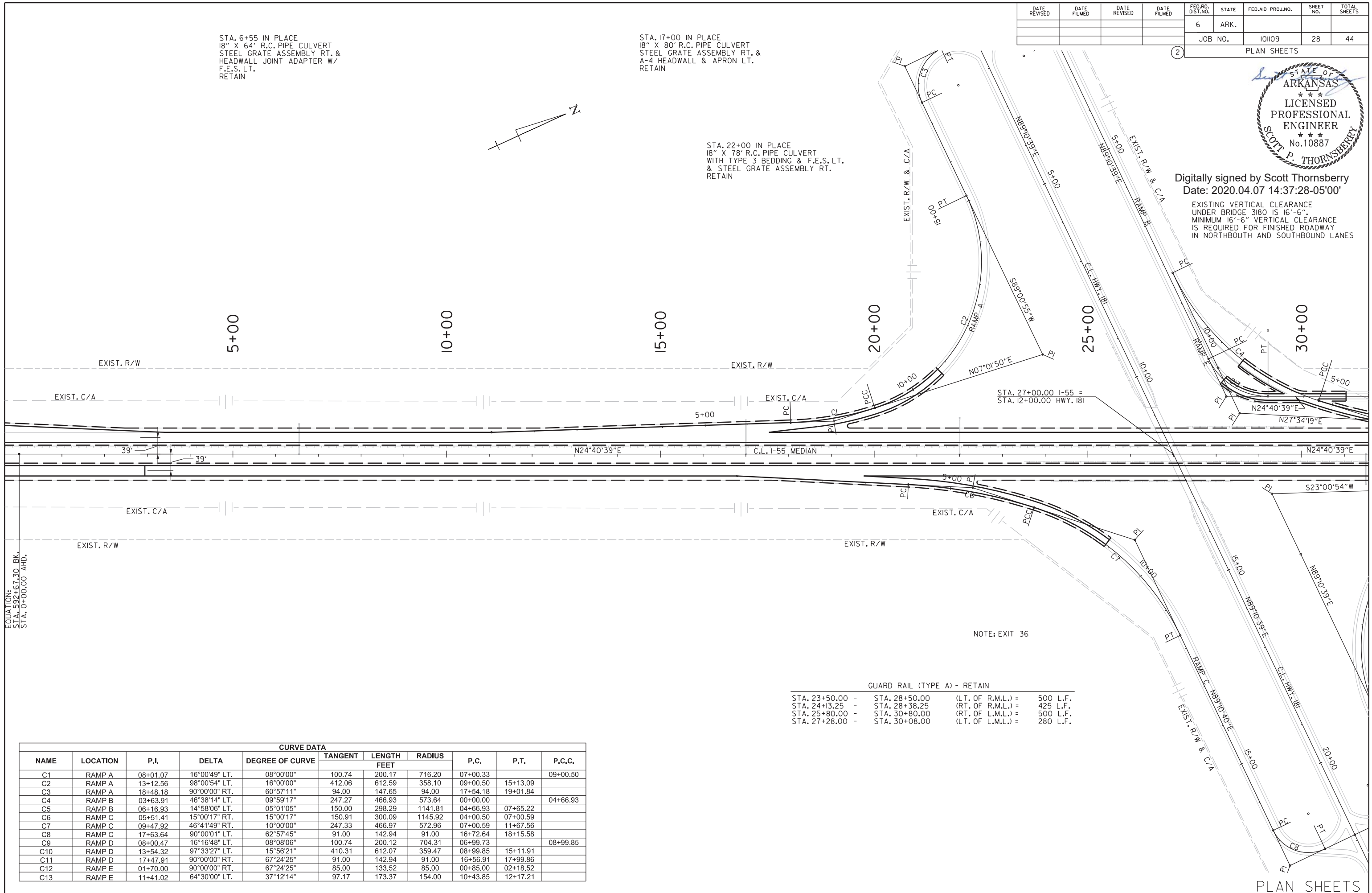
STA. 17+00 IN PLACE
18" X 80' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 22+00 IN PLACE
18" X 78' R.C. PIPE CULVERT
WITH TYPE 3 BEDDING & F.E.S. LT.
& STEEL GRATE ASSEMBLY RT.
RETAIN



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EXISTING VERTICAL CLEARANCE
UNDER BRIDGE 3180 IS 16'-6".
MINIMUM 16'-6" VERTICAL CLEARANCE
IS REQUIRED FOR FINISHED ROADWAY
IN NORTHBOUND AND SOUTHBOUND LANES



EQUATION:
STA. 552+67.30 BK.
STA. 0+00.00 AHD.

NOTE: EXIT 36

GUARD RAIL (TYPE A) - RETAIN

STA. 23+50.00 -	STA. 28+50.00	(LT. OF R.M.L.) =	500 L.F.
STA. 24+13.25 -	STA. 28+38.25	(RT. OF R.M.L.) =	425 L.F.
STA. 25+80.00 -	STA. 30+80.00	(RT. OF L.M.L.) =	500 L.F.
STA. 27+28.00 -	STA. 30+08.00	(LT. OF L.M.L.) =	280 L.F.

CURVE DATA

NAME	LOCATION	P.L.	DELTA	DEGREE OF CURVE	TANGENT FEET	LENGTH FEET	RADIUS	P.C.	P.T.	P.C.C.
C1	RAMP A	08+01.07	16°00'49" LT.	08°00'00"	100.74	200.17	716.20	07+00.33		09+00.50
C2	RAMP A	13+12.56	98°00'54" LT.	16°00'00"	412.06	612.59	358.10	09+00.50	15+13.09	
C3	RAMP A	18+48.18	90°00'00" RT.	60°57'11"	94.00	147.65	94.00	17+54.18	19+01.84	
C4	RAMP B	03+63.91	46°38'14" LT.	09°59'17"	247.27	466.93	573.64	00+00.00		04+66.93
C5	RAMP B	06+16.93	14°58'06" LT.	05°01'05"	150.00	298.29	1141.81	04+66.93	07+65.22	
C6	RAMP C	05+51.41	15°00'17" RT.	15°00'17"	150.91	300.09	1145.92	04+00.50	07+00.59	
C7	RAMP C	09+47.92	46°41'49" RT.	10°00'00"	247.33	466.97	572.96	07+00.59	11+67.56	
C8	RAMP C	17+63.64	90°00'01" LT.	62°57'45"	91.00	142.94	91.00	16+72.64	18+15.58	
C9	RAMP D	08+00.47	16°16'48" LT.	08°08'06"	100.74	200.12	704.31	06+99.73		08+99.85
C10	RAMP D	13+54.32	97°33'27" LT.	15°56'21"	410.31	612.07	359.47	08+99.85	15+11.91	
C11	RAMP D	17+47.91	90°00'00" RT.	67°24'25"	91.00	142.94	91.00	16+56.91	17+99.86	
C12	RAMP E	01+70.00	90°00'00" RT.	67°24'25"	85.00	133.52	85.00	00+85.00	02+18.52	
C13	RAMP E	11+41.02	64°30'00" LT.	37°12'14"	97.17	173.37	154.00	10+43.85	12+17.21	

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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.	101109		29	44
				PLAN SHEETS				

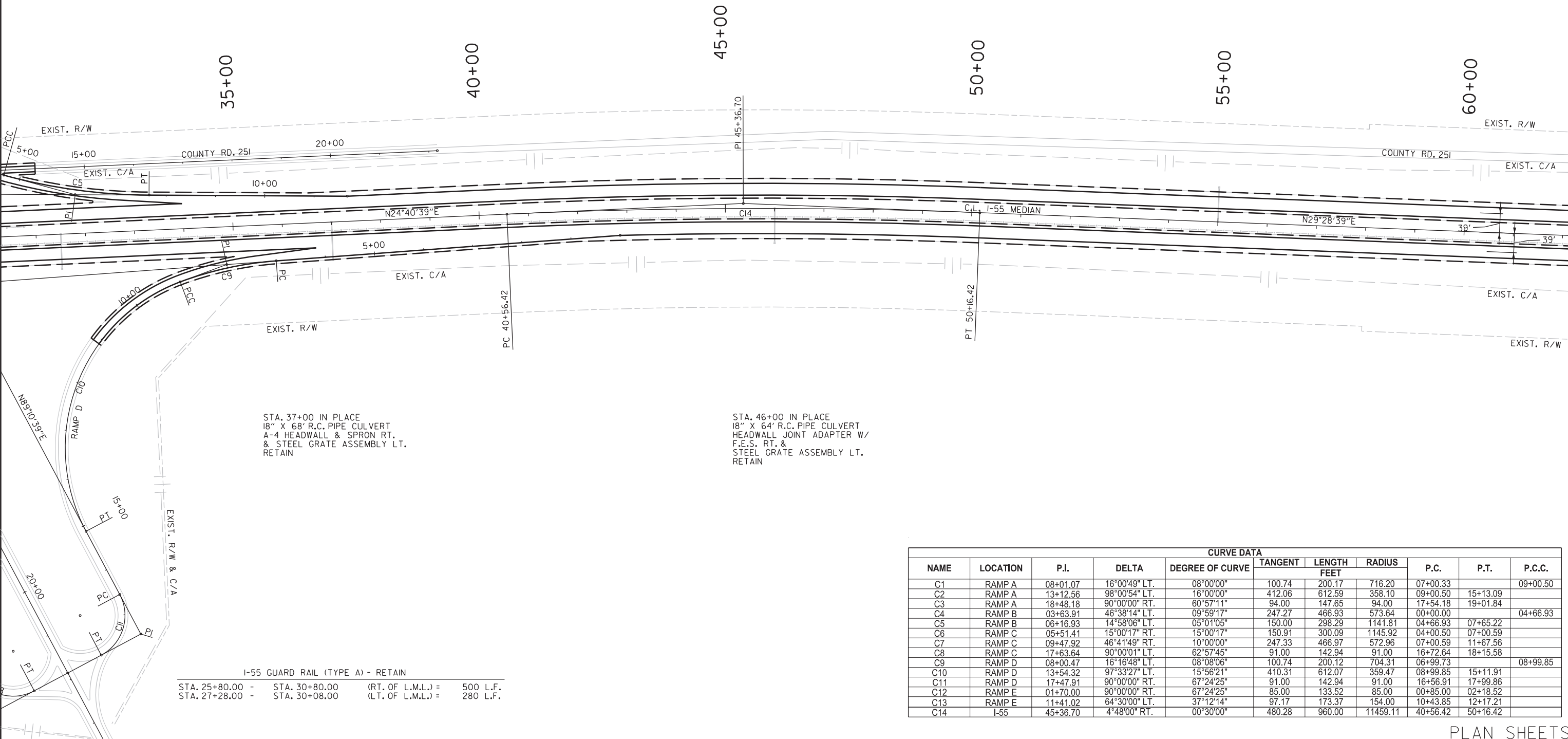


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STA. 31+50 IN PLACE
18" X 64' R.C. PIPE CULVERT
HEADWALL JOINT ADAPTER RT. &
STEEL GRATE ASSEMBLY LT.
RETAIN

SUPERELEVATION (LT. LANES ONLY)
STA. 37+93.92 NORMAL CROWN
STA. 40+93.92 BEGIN REVERSE CROWN
STA. 49+28.92 END REVERSE CROWN
STA. 52+78.92 NORMAL CROWN

STA. 55+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/
F.E.S. LT.
RETAIN



STA. 37+00 IN PLACE
18" X 68' R.C. PIPE CULVERT
A-4 HEADWALL & SPRON RT.
& STEEL GRATE ASSEMBLY LT.
RETAIN

STA. 46+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
HEADWALL JOINT ADAPTER W/
F.E.S. RT. &
STEEL GRATE ASSEMBLY LT.
RETAIN

I-55 GUARD RAIL (TYPE A) - RETAIN
STA. 25+80.00 - STA. 30+80.00 (RT. OF L.M.L.) = 500 L.F.
STA. 27+28.00 - STA. 30+08.00 (LT. OF L.M.L.) = 280 L.F.

NAME	LOCATION	P.I.	DELTA	DEGREE OF CURVE	TANGENT	LENGTH	RADIUS	P.C.	P.T.	P.C.C.
					FEET	FEET	FEET			
C1	RAMP A	08+01.07	16°00'49" LT.	08°00'00"	100.74	200.17	716.20	07+00.33		09+00.50
C2	RAMP A	13+12.56	98°00'54" LT.	16°00'00"	412.06	612.59	358.10	09+00.50	15+13.09	
C3	RAMP A	18+48.18	90°00'00" RT.	60°57'11"	94.00	147.65	94.00	17+54.18	19+01.84	
C4	RAMP B	03+63.91	46°38'14" LT.	09°59'17"	247.27	466.93	573.64	00+00.00		04+66.93
C5	RAMP B	06+16.93	14°58'06" LT.	05°01'05"	150.00	298.29	1141.81	04+66.93	07+65.22	
C6	RAMP C	05+51.41	15°00'17" RT.	15°00'17"	150.91	300.09	1145.92	04+00.50	07+00.59	
C7	RAMP C	09+47.92	46°41'49" RT.	10°00'00"	247.33	466.97	572.96	07+00.59	11+67.56	
C8	RAMP C	17+63.64	90°00'01" LT.	62°57'45"	91.00	142.94	91.00	16+72.64	18+15.58	
C9	RAMP D	08+00.47	16°16'48" LT.	08°08'06"	100.74	200.12	704.31	06+99.73		08+99.85
C10	RAMP D	13+54.32	97°33'27" LT.	15°56'21"	410.31	612.07	359.47	08+99.85	15+11.91	
C11	RAMP D	17+47.91	90°00'00" RT.	67°24'25"	91.00	142.94	91.00	16+56.91	17+99.86	
C12	RAMP E	01+70.00	90°00'00" RT.	67°24'25"	85.00	133.52	85.00	00+85.00	02+18.52	
C13	RAMP E	11+41.02	64°30'00" LT.	37°12'14"	97.17	173.37	154.00	10+43.85	12+17.21	
C14	I-55	45+36.70	4°48'00" RT.	00°30'00"	480.28	960.00	11459.11	40+56.42	50+16.42	

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 REVISION DATE: \$REVISION\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		30	44
				PLAN SHEETS				

2



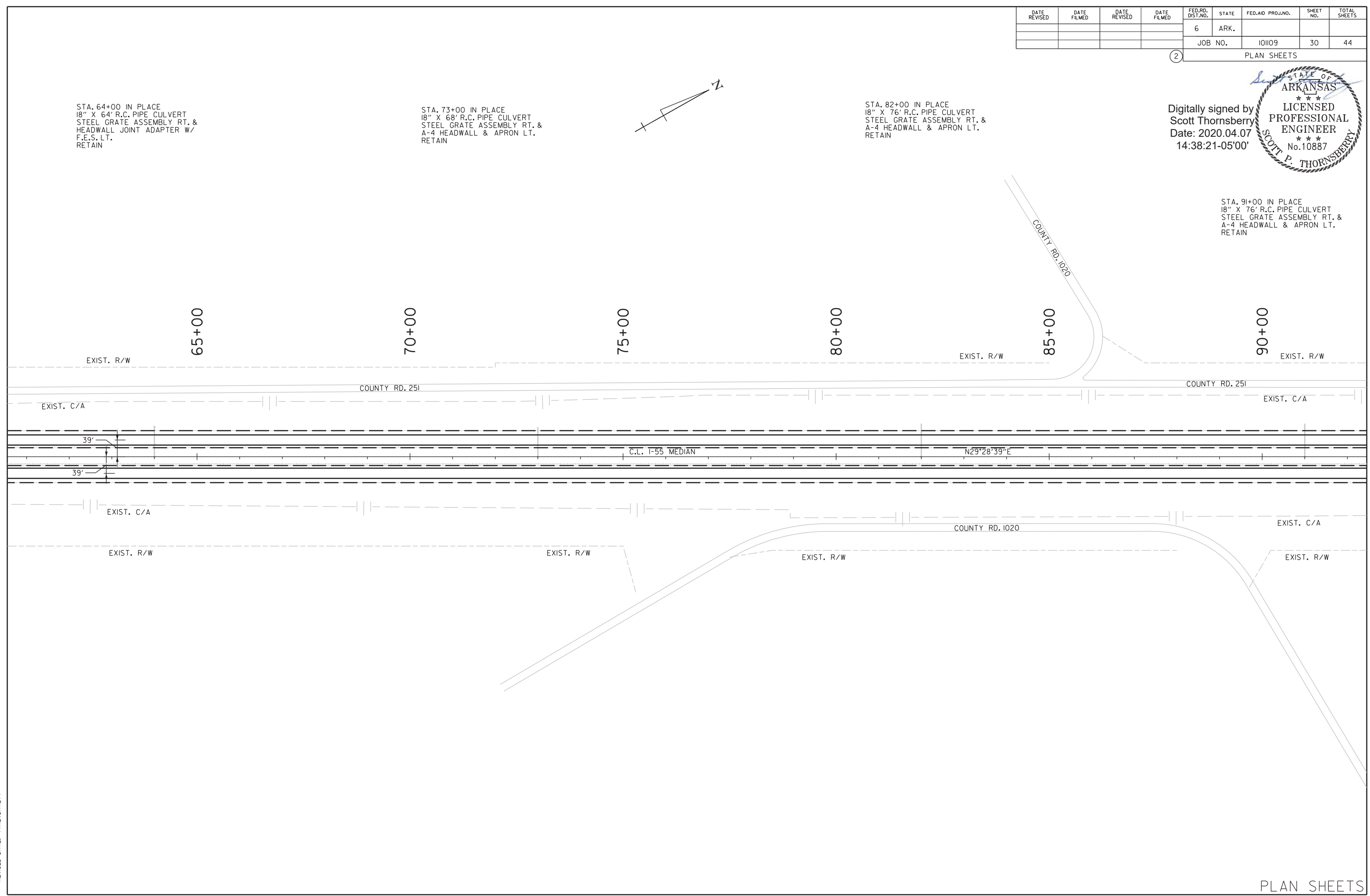
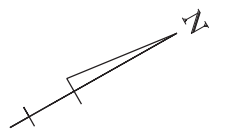
Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:38:21-05'00'

STA. 91+00 IN PLACE
18" X 76' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 64+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/
F.E.S. LT.
RETAIN

STA. 73+00 IN PLACE
18" X 68' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 82+00 IN PLACE
18" X 76' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

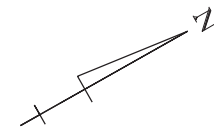


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 REVISED DATE: \$REVDAT\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		31	44

2 PLAN SHEETS

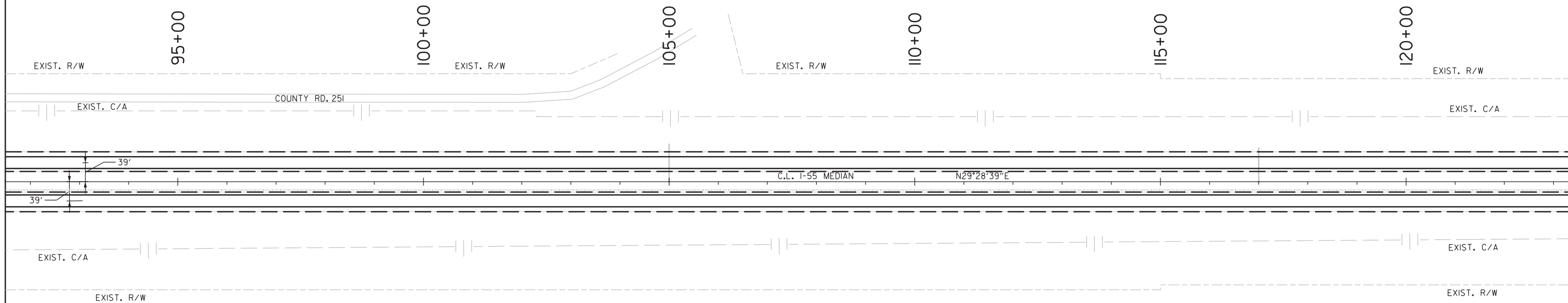
STA. 105+00 IN PLACE
 18" X 76' R.C. PIPE CULVERT
 STEEL GRATE ASSEMBLY RT. &
 A-4 HEADWALL & APRON LT.
 RETAIN



STA. 117+00 IN PLACE
 18" X 68' R.C. PIPE CULVERT
 STEEL GRATE ASSEMBLY RT. &
 A-4 HEADWALL & APRON LT.
 RETAIN



Digitally signed by Scott
 Thornsberry
 Date: 2020.04.07
 14:38:35-05'00'

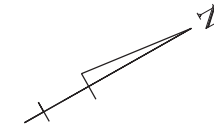


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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		32	44
				PLAN SHEETS				

STA. 127+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
TAPERED HEADWALL SECTION RT.
HEADWALL JOINT ADAPTER W/
F.E.S. LT.
RETAIN

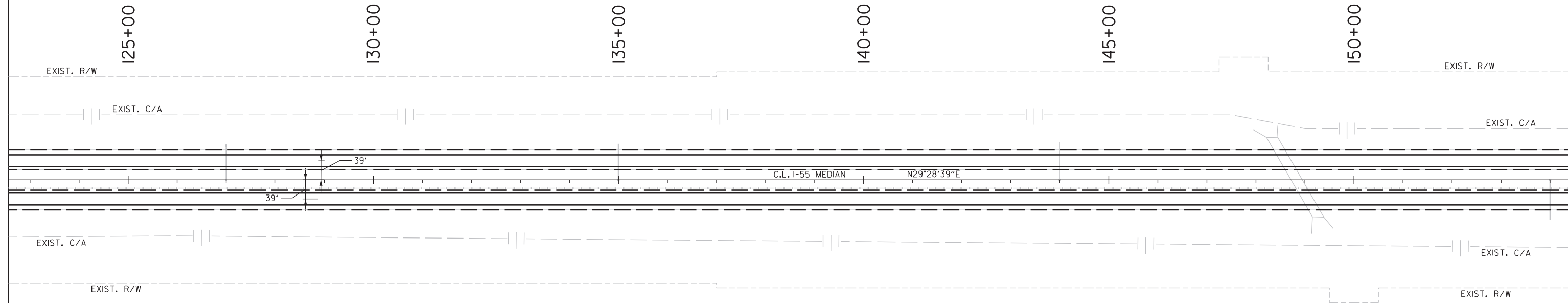
STA. 135+00 IN PLACE
18" X 72' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN



STA. 144+00 IN PLACE
18" X 76' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN



Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:38:49-05'00'



STA. 148+83 IN PLACE
DBL. 10' X 9' X 187' R.C. BOX CULVERT
(30° SKEW)
RETAIN

STA. 154+00 IN PLACE
18" X 80' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY LT. &
A-4 HEADWALL RT.
RETAIN

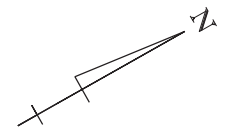
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 REVISED DATE: **REVIDATE**

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		33	44

2 PLAN SHEETS



Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:39:03-05'00'

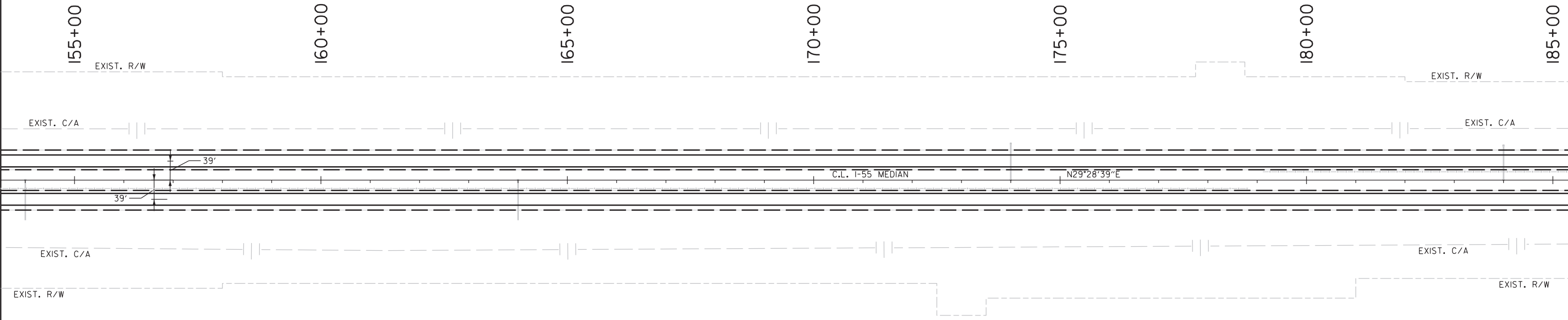


STA. 154+00 IN PLACE
18" X 80' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY LT. &
A-4 HEADWALL RT.
RETAIN

STA. 174+00 IN PLACE
18" X 68' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

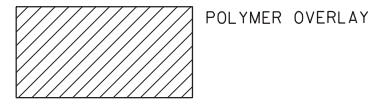
STA. 184+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 164+00 IN PLACE
18" X 80' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY LT. &
A-4 HEADWALL RT.
RETAIN



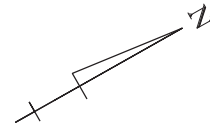
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 REVISED DATE: **REVIDATE**

LEGEND



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		34	44
				PLAN SHEETS				

STA. 191+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

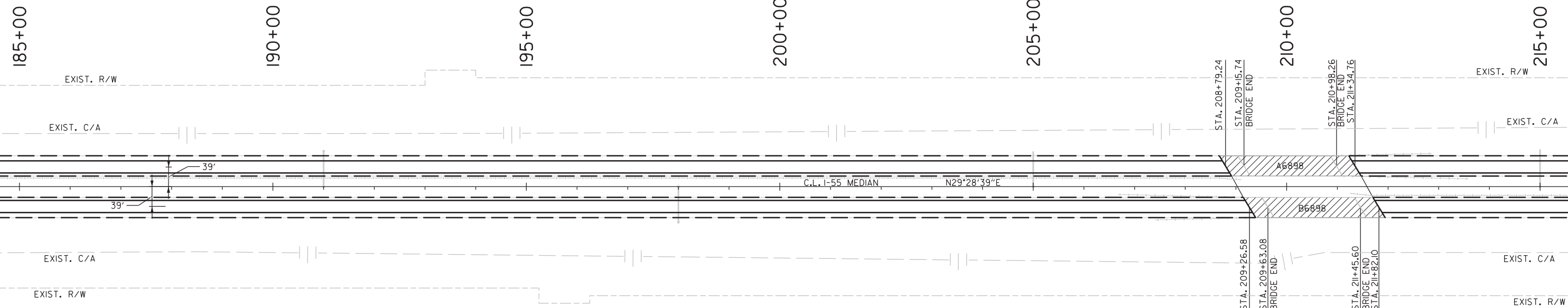


STA. 205+00 IN PLACE
18" X 68' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 208+79.24 APPROACH
STA. 209+15.74 BR. END
182'6"-1/4" CONT. W-BEAM SPANS
BR. NO. A6898
40'-0" CLEAR ROADWAY
STA. 210+98.26 BR. END
STA. 211+34.76 APPROACH
RETAIN AND POLYMER OVERLAY
AND JOINT REPAIR AT BENTS 1 & 5



Digitally signed by Scott
Thornsberry
Date: 2020.04.07
14:39:28-05'00'



STA. 198+00 IN PLACE
18" X 70' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT.
RETAIN

STA. 209+26.58 APPROACH
STA. 209+63.08 BR. END
182'6"-1/4" CONT. W-BEAM SPANS
BR. NO. B6898
40'-0" CLEAR ROADWAY
STA. 211+45.60 BR. END
STA. 211+82.10 APPROACH
RETAIN AND POLYMER OVERLAY
AND JOINT REPAIR AT BENTS 1 & 5

STA. 215+00 IN PLACE
18" X 80' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

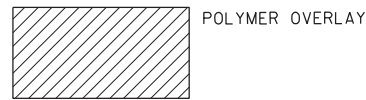
GUARD RAIL (TYPE A) - RETAIN

STA. 206+67.00-	STA. 209+16.83	(LT. OF R.M.L.) =	250 L.F.
STA. 207+40.00-	STA. 209+39.93	(RT. OF R.M.L.) =	200 L.F.
STA. 210+86.00 -	STA. 212+86.03	(LT. OF L.M.L.) =	200 L.F.
STA. 211+10.00 -	STA. 213+59.12	(RT. OF L.M.L.) =	249 L.F.

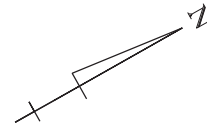
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 REVISED DATE: \$REVDAT\$

LEGEND



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		35	44
				(2) PLAN SHEETS				



EXISTING VERTICAL CLEARANCE UNDER BRIDGE 3182 IS 16'-6". MINIMUM 16'-6" VERTICAL CLEARANCE IS REQUIRED FOR FINISHED ROADWAY IN EAST BOUND AND WEST BOUND LANES. RETAIN AND POLYMER OVERLAY AND JOINT REPAIR AT BENTS 1-5



Digitally signed by Scott Thornsberry
 Date: 2020.04.07 14:39:41-05'00'

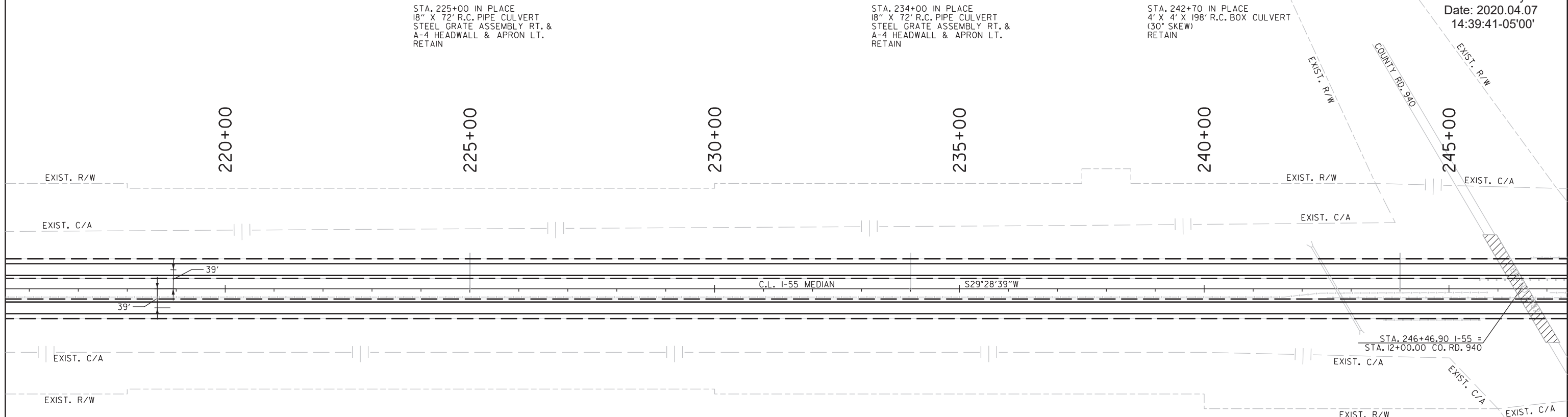
STA. 225+00 IN PLACE
 18" X 72" R.C. PIPE CULVERT
 STEEL GRATE ASSEMBLY RT. &
 A-4 HEADWALL & APRON LT.
 RETAIN

STA. 234+00 IN PLACE
 18" X 72" R.C. PIPE CULVERT
 STEEL GRATE ASSEMBLY RT. &
 A-4 HEADWALL & APRON LT.
 RETAIN

STA. 242+70 IN PLACE
 4' X 4' X 198' R.C. BOX CULVERT
 (30° SKEW)
 RETAIN

STA. 246+46.90 I-55
 STA. 12+00.00 COUNTY ROAD 940
 (OVERPASS)
 255'-0 1/2" CONT. COMP. I-BEAM UNIT
 BRIDGE NO. 03182
 20'-0" CLEAR ROADWAY
 RETAIN AND POLYMER OVERLAY
 AND JOINT REPAIR

STA. 244+00 IN PLACE
 18" X 72" R.C. PIPE CULVERT
 STEEL GRATE ASSEMBLY RT. &
 A-4 HEADWALL & APRON LT.
 RETAIN



GUARD RAIL (TYPE A) - RETAIN

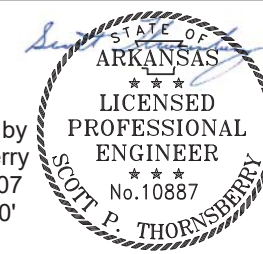
STA. 243+65.00 -	STA. 245+65.25	(RT. OF R.M.L.) =	200 L.F.
STA. 242+50.00 -	STA. 247+50.00	(LT. OF R.M.L.) =	500 L.F.
STA. 246+66.00 -	STA. 249+36.00	(LT. OF L.M.L.) =	270 L.F.
STA. 245+50.00 -	STA. 250+50.00	(RT. OF L.M.L.) =	500 L.F.

LEGEND



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101109	36	44

2 PLAN SHEETS



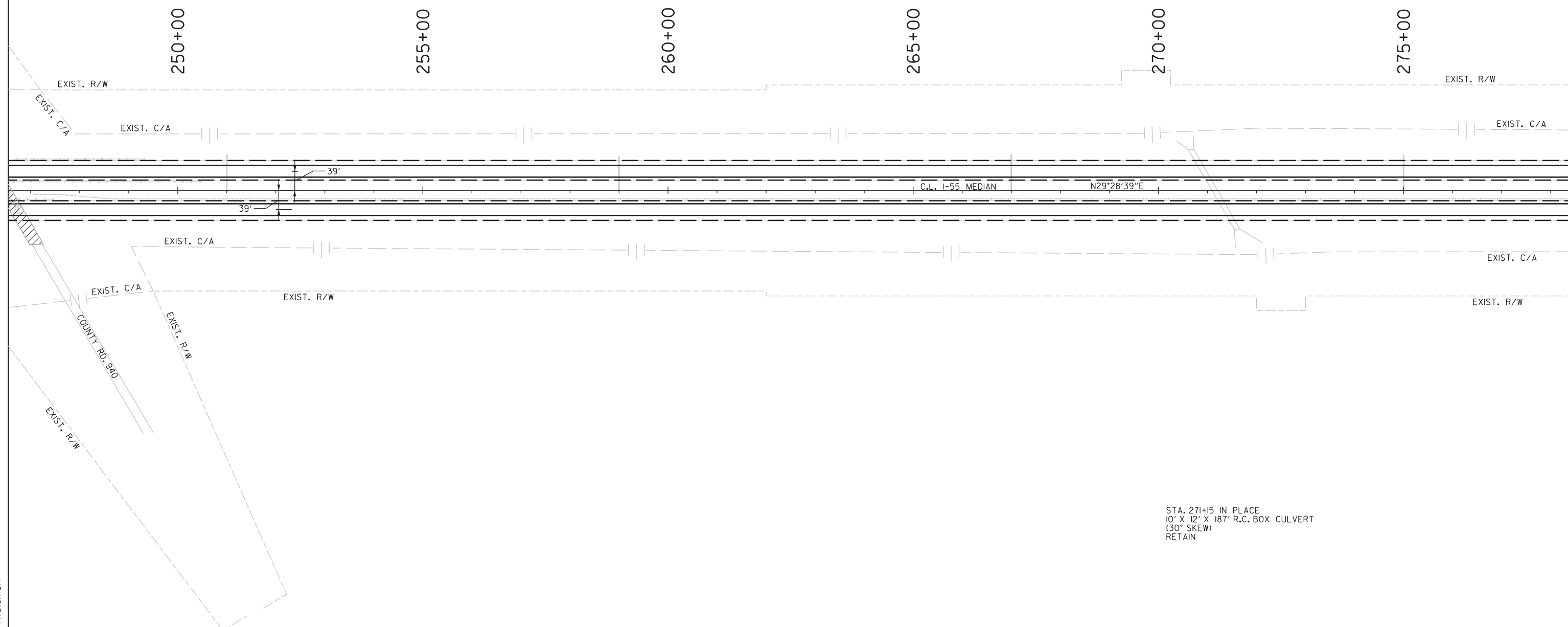
Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:39:58-05'00'

STA. 251+00 IN PLACE
18" X 70' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 259+00 IN PLACE
18" X 68' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 267+00 IN PLACE
18" X 72' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 275+00 IN PLACE
18" X 72' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN



STA. 271+15 IN PLACE
10' X 12' X 187' R.C. BOX CULVERT
(30° SKEW)
RETAIN

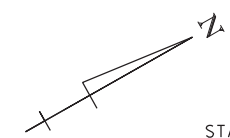
GUARD RAIL (TYPE A) - RETAIN

STA. 243+65.25 -	STA. 245+65.25	(RT. OF R.M.L.) =	200 L.F.
STA. 242+50.00 -	STA. 247+50.00	(LT. OF R.M.L.) =	500 L.F.
STA. 246+66.00 -	STA. 249+36.00	(LT. OF L.M.L.) =	270 L.F.
STA. 245+50.00 -	STA. 250+50.00	(RT. OF L.M.L.) =	500 L.F.

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 REVISED DATE: \$REVDAT\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		37	44
				PLAN SHEETS				

Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:40:13-05'00'

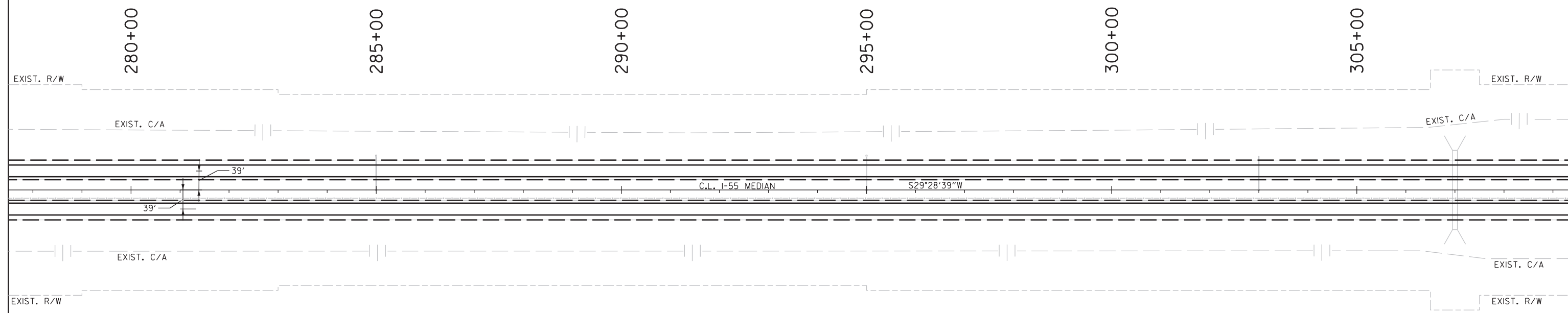


STA. 285+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 295+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 303+00 IN PLACE
18" X 68' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 307+00 IN PLACE
10' X 10' X 162' R.C. BOX CULVERT
RETAIN



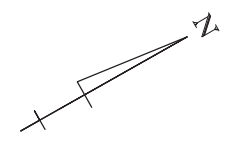
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 REVISED DATE: **REVIDATE**

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		38	44
				PLAN SHEETS				

Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:40:25-05'00'



STA. 338+65 IN PLACE
18" X 70" R.C. PIPE CULVERT
HEADWALL JOINT ADAPTER W/ F.E.S. RT.
& STEEL GRATE ASSEMBLY LT.
RETAIN



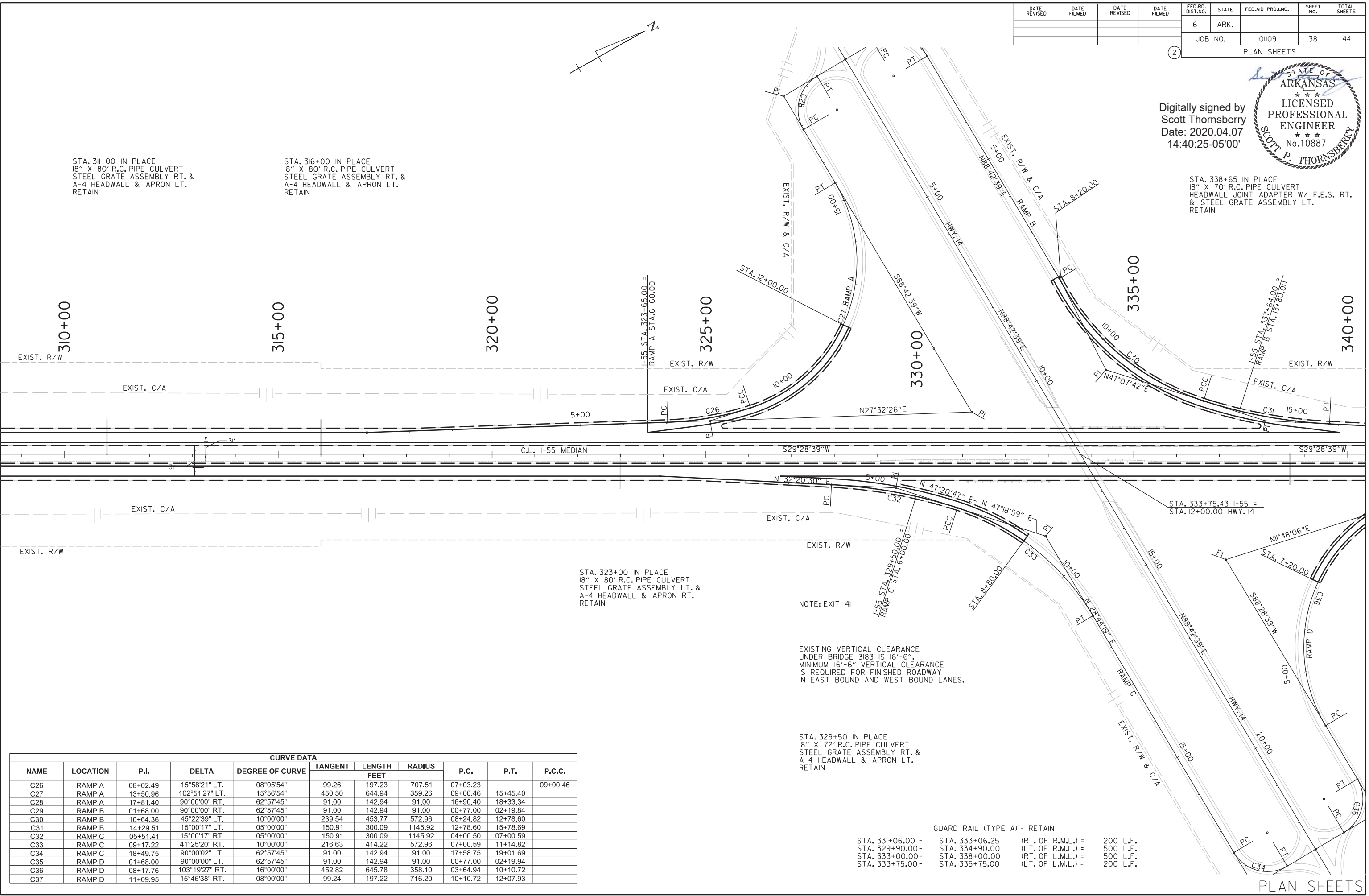
STA. 311+00 IN PLACE
18" X 80" R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 316+00 IN PLACE
18" X 80" R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 323+00 IN PLACE
18" X 80" R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY LT. &
A-4 HEADWALL & APRON RT.
RETAIN

EXISTING VERTICAL CLEARANCE
UNDER BRIDGE 3183 IS 16'-6".
MINIMUM 16'-6" VERTICAL CLEARANCE
IS REQUIRED FOR FINISHED ROADWAY
IN EAST BOUND AND WEST BOUND LANES.

STA. 329+50 IN PLACE
18" X 72" R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN



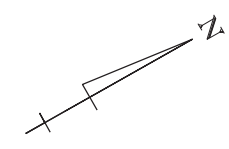
CURVE DATA										
NAME	LOCATION	P.I.	DELTA	DEGREE OF CURVE	TANGENT	LENGTH	RADIUS	P.C.	P.T.	P.C.C.
					FEET	FEET	FEET			
C26	RAMP A	08+02.49	15°58'21" LT.	08°05'54"	99.26	197.23	707.51	07+03.23		09+00.46
C27	RAMP A	13+50.96	102°51'27" LT.	15°58'54"	450.50	644.94	359.26	09+00.46	15+45.40	
C28	RAMP A	17+81.40	90°00'00" RT.	62°57'45"	91.00	142.94	91.00	16+90.40	18+33.34	
C29	RAMP B	01+68.00	90°00'00" RT.	62°57'45"	91.00	142.94	91.00	00+77.00	02+19.84	
C30	RAMP B	10+64.36	45°22'39" LT.	10°00'00"	239.54	453.77	572.96	08+24.82	12+78.60	
C31	RAMP B	14+29.51	15°00'17" LT.	05°00'00"	150.91	300.09	1145.92	12+78.60	15+78.69	
C32	RAMP C	05+51.41	15°00'17" RT.	05°00'00"	150.91	300.09	1145.92	04+00.50	07+00.59	
C33	RAMP C	09+17.22	41°25'20" RT.	10°00'00"	216.63	414.22	572.96	07+00.59	11+14.82	
C34	RAMP C	18+49.75	90°00'02" LT.	62°57'45"	91.00	142.94	91.00	17+58.75	19+01.69	
C35	RAMP D	01+68.00	90°00'00" LT.	62°57'45"	91.00	142.94	91.00	00+77.00	02+19.94	
C36	RAMP D	08+17.76	103°19'27" RT.	16°00'00"	452.82	645.78	358.10	03+64.94	10+10.72	
C37	RAMP D	11+09.95	15°46'38" RT.	08°00'00"	99.24	197.22	716.20	10+10.72	12+07.93	

GUARD RAIL (TYPE A) - RETAIN			
STA. 331+06.00 -	STA. 333+06.25	(RT. OF R.M.L.) =	200 L.F.
STA. 329+90.00 -	STA. 334+90.00	(LT. OF R.M.L.) =	500 L.F.
STA. 333+00.00 -	STA. 338+00.00	(RT. OF L.M.L.) =	500 L.F.
STA. 333+75.00 -	STA. 335+75.00	(LT. OF L.M.L.) =	200 L.F.

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 REVISION DATE: \$REVDATE\$\$

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		101109	39	44

2 PLAN SHEETS



STA. 345+00 IN PLACE
18" X 70' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

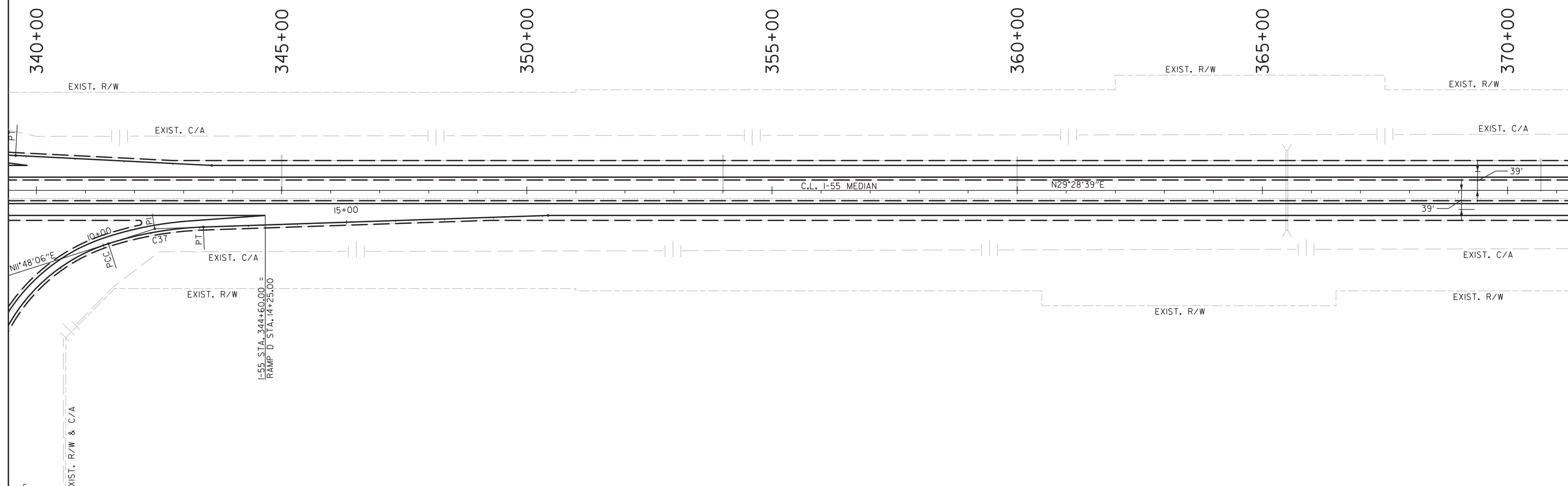
STA. 354+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 360+00 IN PLACE
18" X 68' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:40:38-05'00'



STA. 370+68 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

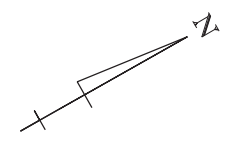


CURVE DATA										
NAME	LOCATION	P.I.	DELTA	DEGREE OF CURVE	TANGENT	LENGTH	RADIUS	P.C.	P.T.	P.C.C.
					FEET					
C26	RAMP A	08+02.49	15°58'21" LT.	08°05'54"	99.26	197.23	707.51	07+03.23		09+00.46
C27	RAMP A	13+50.96	102°51'27" LT.	15°56'54"	450.50	644.94	359.26	09+00.46	15+45.40	
C28	RAMP A	17+81.40	90°00'00" RT.	62°57'45"	91.00	142.94	91.00	16+90.40	18+33.34	
C29	RAMP B	01+68.00	90°00'00" RT.	62°57'45"	91.00	142.94	91.00	00+77.00	02+19.84	
C30	RAMP B	10+64.36	45°22'39" LT.	10°00'00"	239.54	453.77	572.96	08+24.82	12+78.60	
C31	RAMP B	14+29.51	15°00'17" LT.	05°00'00"	150.91	300.09	1145.92	12+78.60	15+78.69	
C32	RAMP C	05+51.41	15°00'17" RT.	05°00'00"	150.91	300.09	1145.92	04+00.50	07+00.59	
C33	RAMP C	09+17.22	41°25'20" RT.	10°00'00"	216.63	414.22	572.96	07+00.59	11+14.82	
C34	RAMP C	18+49.75	90°00'02" LT.	62°57'45"	91.00	142.94	91.00	17+58.75	19+01.69	
C35	RAMP D	01+68.00	90°00'00" LT.	62°57'45"	91.00	142.94	91.00	00+77.00	02+19.84	
C36	RAMP D	08+17.76	103°19'27" RT.	16°00'00"	452.82	645.78	358.10	03+64.94	10+10.72	
C37	RAMP D	11+09.95	15°46'38" RT.	08°00'00"	99.24	197.22	716.20	10+10.72	12+07.93	

STA. 365+50 IN PLACE
4' X 4' X 164' R.C. BOX CULVERT
RETAIN

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				6	ARK.			
				JOB NO.	101109		40	44
				PLAN SHEETS				



STA. 370+68 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

STA. 381+32 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 389+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 397+00 IN PLACE
18" X 68' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:40:51-05'00'



375+00

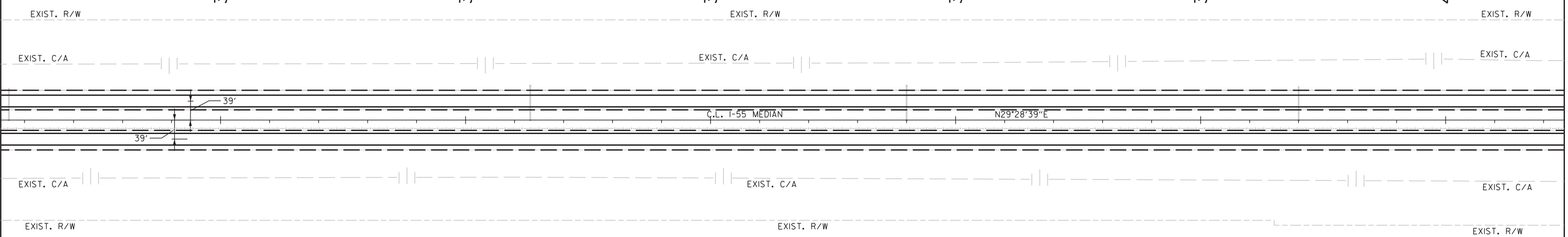
380+00

385+00

390+00

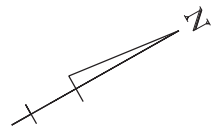
395+00

400+00



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				6	ARK.			
				JOB NO.	101109		41	44
				PLAN SHEETS				



STA. 406+00 IN PLACE
18" X 76' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
A-4 HEADWALL & APRON LT.
RETAIN

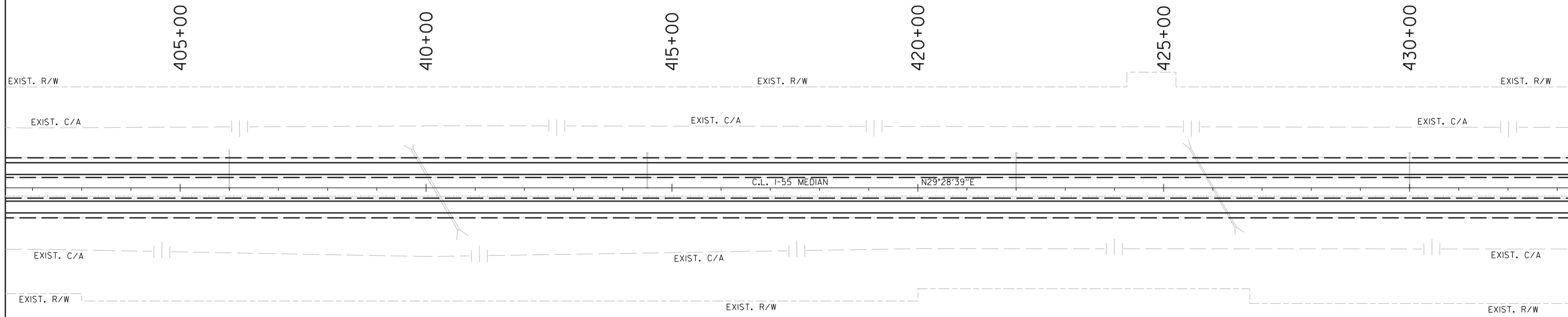
STA. 414+50 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 422+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

Digitally signed by Scott
Thornsberry
Date: 2020.04.07 14:41:39-05'00'



STA. 430+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN



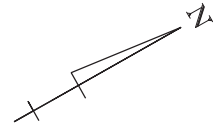
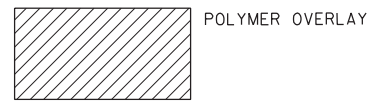
STA. 410+17 IN PLACE
4' X 5' X 189' R.C. BOX CULVERT
(30° SKEW)
RETAIN

STA. 426+00 IN PLACE
3' X 4' X 186' R.C. BOX CULVERT
(30° SKEW)
RETAIN

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				6	ARK.			
				JOB NO.	101109		42	44
				PLAN SHEETS				

LEGEND



STA. 438+00 IN PLACE
18" X 64' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 5+00 IN PLACE
18" X 70' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

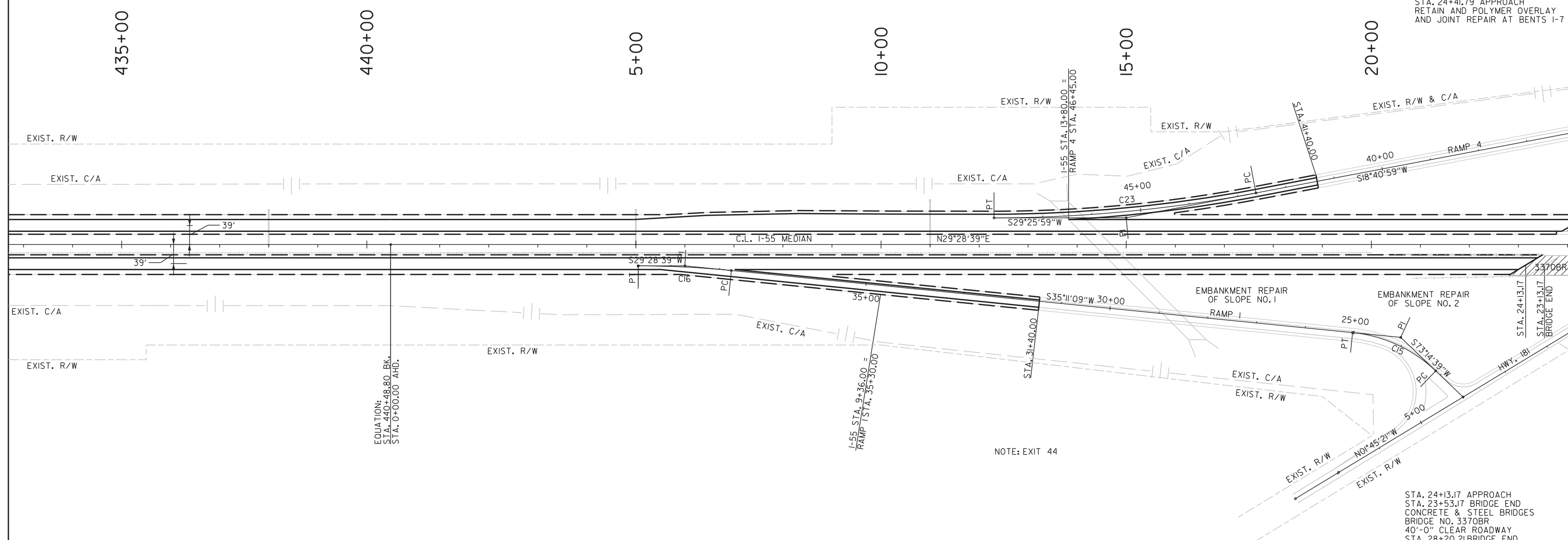
STA. 11+00 IN PLACE
18" X 90' R.C. PIPE CULVERT
STEEL GRATE ASSEMBLY RT. &
HEADWALL JOINT ADAPTER W/ F.E.S. LT.
RETAIN

STA. 14+90 IN PLACE
DBL 12' X 12' X 314' R.C. BOX CULVERT
(45° SKEW)
RETAIN

Digitally signed by
Scott Thornsberry
Date: 2020.04.07
14:41:57-05'00'



STA. 24+41.79 APPROACH
STA. 24+81.79 BRIDGE END
CONCRETE & STEEL BRIDGES
BRIDGE NO. 3370AR
40'-0" CLEAR ROADWAY
STA. 29+48.83 BRIDGE END
STA. 24+41.79 APPROACH
RETAIN AND POLYMER OVERLAY
AND JOINT REPAIR AT BENTS I-7



EQUATION:
STA. 440+48.80 BK.
STA. 0+00.00 AHD.

NOTE: EXIT 44

CURVE DATA

NAME	LOCATION	P.I.	DELTA	DEGREE OF CURVE	TANGENT	LENGTH FEET	RADIUS	P.C.	P.T.
C15	Ramp-1	24+11.54	38°03'30" LT.	20°00'00"	98.81	190.29	286.48	23+12.73	25+03.03
C16	Ramp-1	38+71.43	5°42'30" LT.	03°00'00"	95.22	190.28	1909.86	37+76.21	39+66.49
C17	Ramp-2B	00+71.52	11°24'19" LT.	08°00'00"	71.52	142.57	716.20	00+00.00	01+42.57
C18	Ramp-2B	05+71.17	9°07'15" RT.	02°00'00"	228.50	456.04	2864.79	03+42.67	07+98.70
C19	Ramp-3A	35+48.09	6°39'00" LT.	02°00'00"	166.44	332.50	2864.79	33+81.65	37+14.15
C20	Ramp-3B	01+42.44	14°10'00" RT.	05°00'00"	142.39	283.33	1145.92	00+00.05	02+83.38
C21	Ramp-3B	05+54.89	11°18'00" LT.	05°00'00"	113.37	226.00	1145.92	04+41.52	06+67.52
C22	Ramp-4	32+28.05	54°33'40" LT.	20°00'00"	147.74	272.81	286.48	30+80.31	33+53.12
C23	Ramp-4	45+31.54	10°45'00" RT.	10°45'00"	269.54	537.50	2864.79	42+62.00	47+99.49
C24	RAMP 2A	25+56.80	63°48'59" LT.	67°24'24"	52.92	94.67	85.00	25+03.88	25+98.55
C25	RAMP 2A	35+08.38	05°03'00" RT.	02°00'00"	126.33	252.50	2864.79	33+82.05	36+34.55

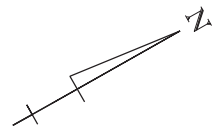
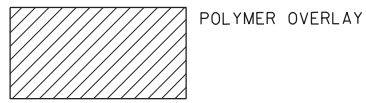
GUARD RAIL (TYPE A) - RETAIN

STA. 20+84.00 -	STA. 23+21.30	(RT. OF R.M.L.) =	237 L.F.
STA. 20+94.00 -	STA. 23+46.15	(LT. OF R.M.L.) =	252 L.F.
STA. 29+56.00 -	STA. 32+20.31	(RT. OF L.M.L.) =	264 L.F.
STA. 29+82.00 -	STA. 31+91.25	(LT. OF L.M.L.) =	209 L.F.

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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.	101109		43	44
				PLAN SHEETS				

LEGEND

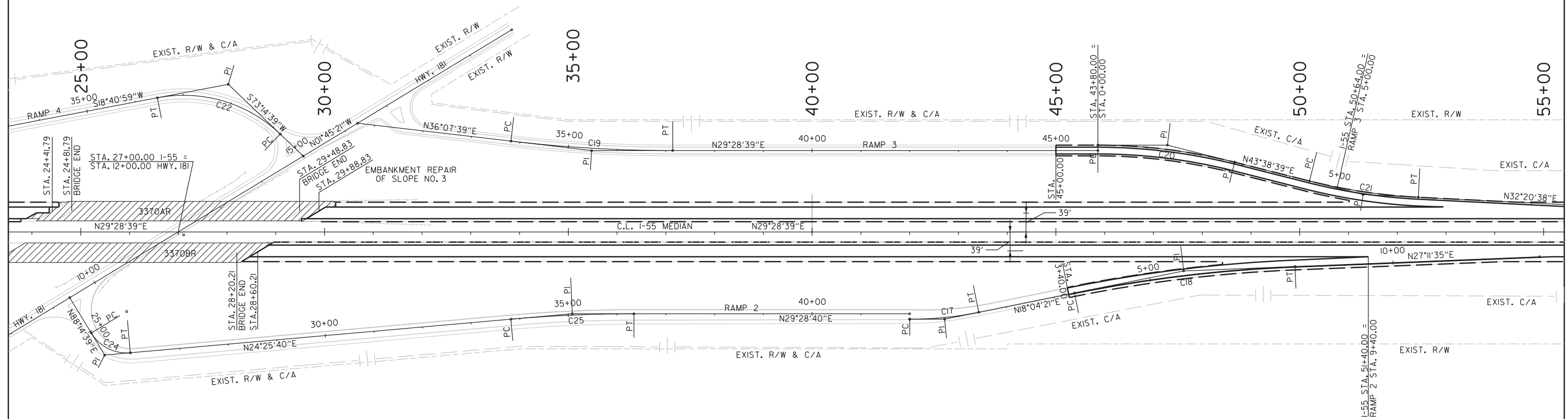


STA. 24+41.79 APPROACH
 STA. 24+81.79 BRIDGE END
 467.04' CONCRETE & STEEL BRIDGE
 BRIDGE NO. 3370AR
 40'-0" CLEAR ROADWAY
 STA. 29+48.83 BRIDGE END
 STA. 29+88.83 APPROACH
 RETAIN AND POLYMER OVERLAY
 AND JOINT REPAIR AT BENTS 1-7

STA. 40+00 IN PLACE
 18" X 76" R.C. PIPE CULVERT
 STEEL GRATE ASSEMBLY RT. &
 A-4 HEADWALL & APRON LT.
 RETAIN



Digitally signed by
 Scott Thornsberry
 Date: 2020.04.07
 14:42:10-05'00'



STA. 24+13.17 APPROACH
 STA. 23+53.17 BRIDGE END
 467.04' CONCRETE & STEEL BRIDGE
 BRIDGE NO. 3370BR
 40'-0" CLEAR ROADWAY
 STA. 28+20.21 BRIDGE END
 STA. 28+60.21 APPROACH
 RETAIN AND POLYMER OVERLAY
 AND JOINT REPAIR AT JOINTS 1-7

GUARD RAIL (TYPE A) - RETAIN

STA. 20+84.00 -	STA. 23+21.30	(RT. OF R.M.L.) =	237 L.F.
STA. 20+94.00 -	STA. 23+46.15	(LT. OF R.M.L.) =	252 L.F.
STA. 29+56.00 -	STA. 32+20.31	(RT. OF L.M.L.) =	264 L.F.
STA. 29+82.00 -	STA. 31+91.25	(LT. OF L.M.L.) =	209 L.F.

CURVE DATA

NAME	LOCATION	P.I.	DELTA	DEGREE OF CURVE	TANGENT	LENGTH	RADIUS	P.C.	P.T.
					FEET				
C15	Ramp-1	24+11.54	38°03'30" LT.	20°00'00"	98.81	190.29	286.48	23+12.73	25+03.03
C16	Ramp-1	38+71.43	5°42'30" LT.	03°00'00"	95.22	190.28	1909.86	37+76.21	39+66.49
C17	Ramp-2B	00+71.52	11°24'19" LT.	08°00'00"	71.52	142.57	716.20	00+00.00	01+42.57
C18	Ramp-2B	05+71.17	9°07'15" RT.	02°00'00"	228.50	456.04	2864.79	03+42.67	07+98.70
C19	Ramp-3A	35+48.09	6°39'00" LT.	02°00'00"	166.44	332.50	2864.79	33+81.65	37+14.15
C20	Ramp-3B	01+42.44	14°10'00" RT.	05°00'00"	142.39	283.33	1145.92	00+00.05	02+83.38
C21	Ramp-3B	05+54.89	11°18'00" LT.	05°00'00"	113.37	226.00	1145.92	04+41.52	06+67.52
C22	Ramp-4	32+28.05	54°33'40" LT.	20°00'00"	147.74	272.81	286.48	30+80.31	33+53.12
C23	Ramp-4	45+31.54	10°45'00" RT.	10°45'00"	269.54	537.50	2864.79	42+62.00	47+99.49
C24	RAMP 2A	25+56.80	63°48'59" LT.	67°24'24"	52.92	94.67	85.00	25+03.88	25+98.55
C25	RAMP 2A	35+08.38	05°03'00" RT.	02°00'00"	126.33	252.50	2864.79	33+82.05	36+34.55

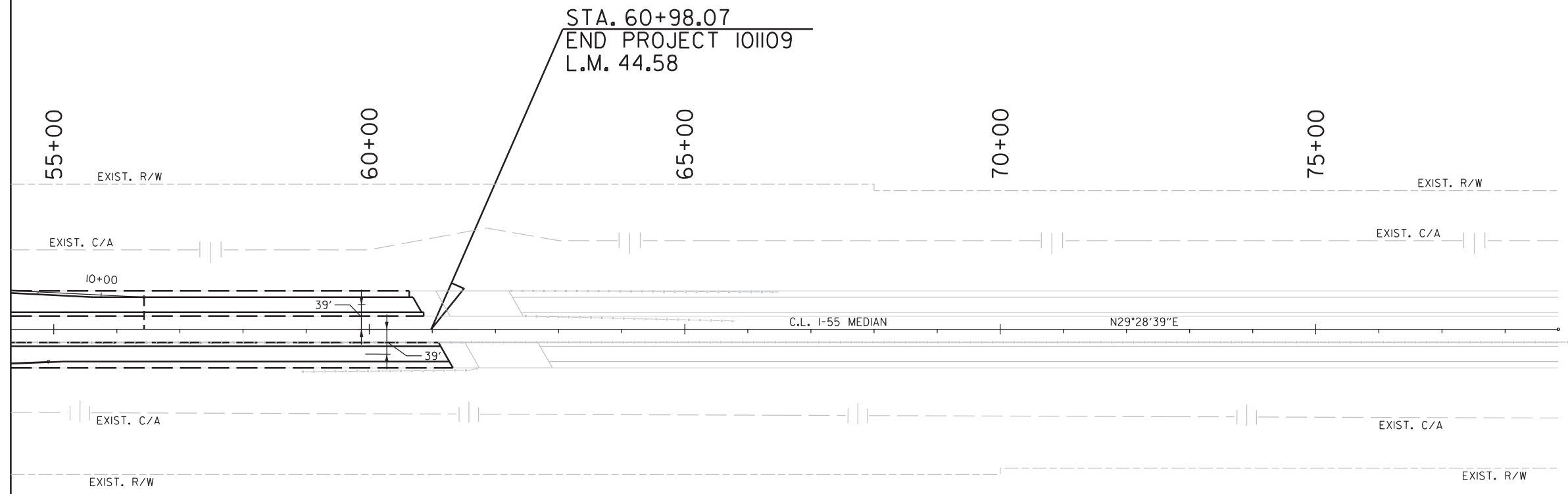
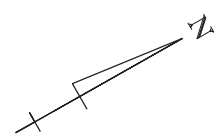
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	101109		44	44

2 PLAN SHEETS



Digitally signed by
Scott Thornsberry
Date: 2020.04.07
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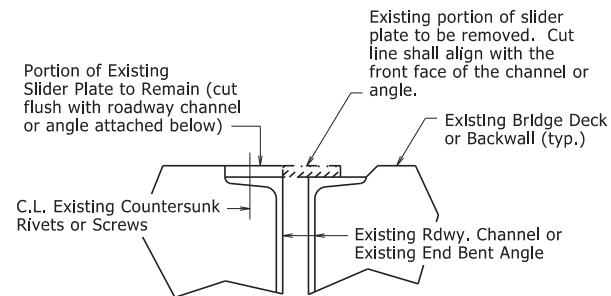


STA. 60+98.07
END PROJECT 101109
L.M. 44.58

GUARD RAIL (TYPE A) - RETAIN			
STA. 58+93.00 -	STA. 61+74.48	(RT. OF R.M.L.) =	282 L.F.
STA. 55+40.00 -	STA. 61+51.87	(LT. OF R.M.L.) =	612 L.F.

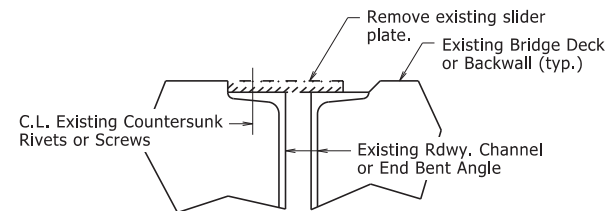
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				JOB NO.		JOINT REPAIR - 55064		



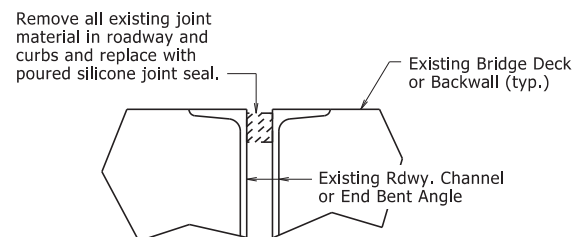
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS

At the direction of the Engineer, the portion of existing slider plate shown shall be removed and replaced with a new plate as shown in "SLIDER PLATE JOINT MODIFICATION". The portion of existing slider plate shall be removed and disposed of in accordance with Section 821. The cut face shall be ground square and flush with the face of the existing angle or channel. Removal and disposal of existing slider plate material will not be paid for directly, but shall be considered subsidiary to the item "Silicone Joint Sealant". Properly functioning slider plates need not be modified.



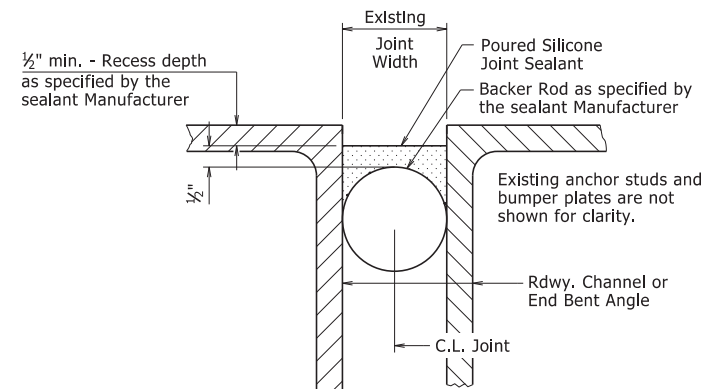
REMOVAL DETAILS AT EXISTING SLIDER PLATE JOINTS WITH GRADE RAISE

The existing slider plate shown shall be removed and replaced with new plates as shown in "JOINT MODIFICATION WITH GRADE RAISE". The existing slider plate shall be removed and disposed of in accordance with Section 821. Removal and disposal of existing slider plate material will not be paid for directly, but shall be considered subsidiary to the item "Silicone Joint Sealant".



REMOVAL DETAILS AT EXISTING FILLED JOINTS

The existing joint material shall be removed and disposed of in accordance with Section 821. Removal and disposal of existing joint material will not be paid for directly, but shall be considered subsidiary to the item "Silicone Joint Sealant".



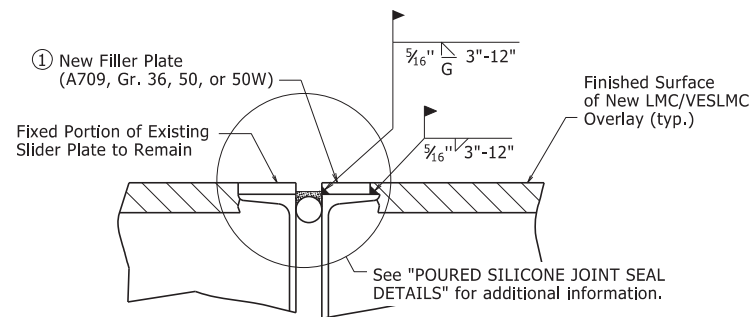
POURED SILICONE JOINT SEAL DETAILS

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, Section 809, and the Manufacturer's recommendations. Removal of existing Joint Seal will not be paid for directly, but shall be considered incidental to the item "Silicone Joint Sealant".

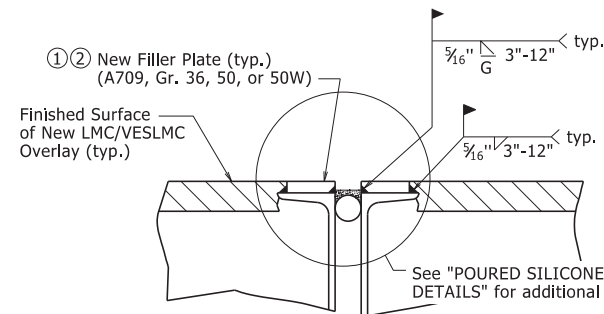
Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer's recommendations shall be followed to prevent sealant leakage during repair work.

Backer rods 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.



SLIDER PLATE JOINT MODIFICATION

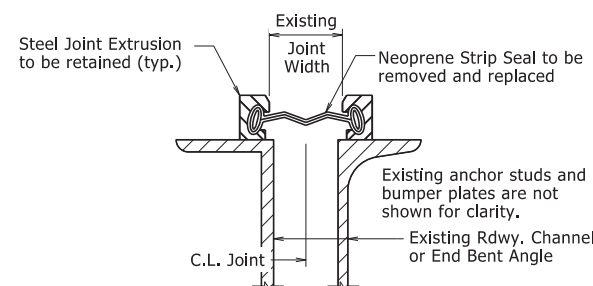


JOINT MODIFICATION WITH GRADE RAISE

1 New field attached plates atop existing roadway channels or angles are required. The plate thickness shall be adjusted as necessary to match surface of finished surface of LMC/VESLMC Overlay and the width shall be $\frac{3}{8}$ " less than the existing channel flange or angle width to allow for fillet weld as shown.

All new Structural Steel shall be ASTM A709 (Gr. 36, 50, or 50W). The surfaces not in contact with concrete shall be cleaned and painted in accordance with Section 638. Only one coat of paint is required and shall be applied in the fabricator's shop. Grade 50W steel shall not be painted, but shall be cleaned in accordance with Subsection 807.84(e). Structural Steel and Painting will not be paid for directly, but shall be subsidiary to the item "Silicone Joint Sealant".

2 Details shown are for an expansion joint where two bridge units meet. Eliminate filler plate on backwall and proceed with backwall repair in accordance with "BACKWALL REPAIR REMOVAL DETAIL" and "BACKWALL REPAIR INSTALLATION DETAIL" at end bents for bridge decks with grade raise, see Standard Drawing Number 55065.



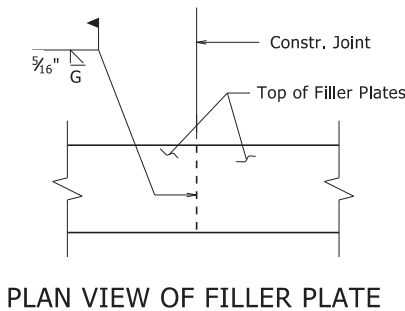
STRIP SEAL JOINT DETAILS

Existing neoprene strip seal joint material shall be completely removed and new neoprene strip seal joint material shall be installed across the entire width of the steel extrusions in accordance with these details, Section 809, and the Manufacturer's recommendations. Prior to installing the new joint material, the Contractor shall clean the steel extrusion at the Engineer's direction and in accordance with the new strip seal joint material Manufacturer's recommendations.

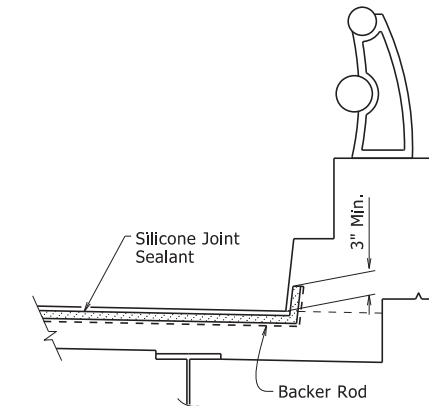
Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be reinstalled after installation of the new neoprene strip seal joint material.

The new neoprene strip seal joint material shall provide a movement rating of four inches. The repaired expansion joint shall be capable of sealing the deck surface and parapet area to prevent moisture and other contaminants from descending through the joint.

All work and material associated with removing the existing joint material, cleaning the extrusions, removal and reinstallation of parapet slider plates, and installation of new joint material shall be paid for under the item "Modification of Existing Bridge Structure (Bridge No. _)".

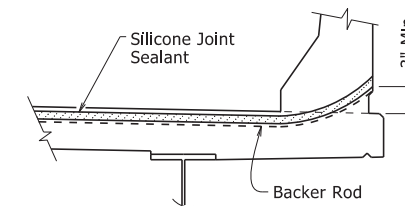


PLAN VIEW OF FILLER PLATE

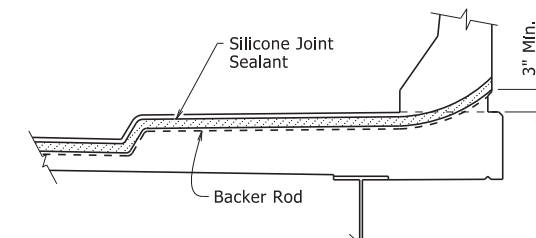


SILICONE JOINT SEAL PLACEMENT AT CURB

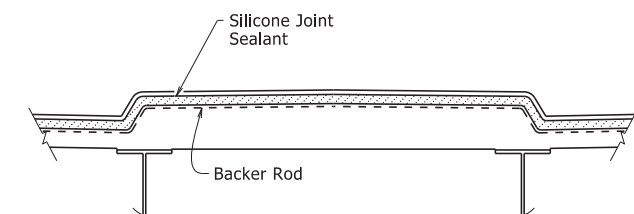
Vertical joints may require forming. The clearance from deck surface to joint material shall be maintained.



SILICONE JOINT SEAL PLACEMENT AT RAIL

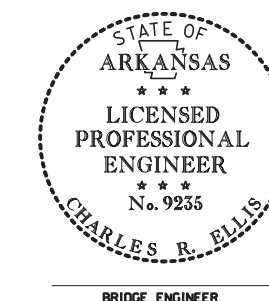


SILICONE JOINT SEAL PLACEMENT AT SIDEWALK



SILICONE JOINT SEAL PLACEMENT AT MEDIAN

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on November 7, 2019. This copy is not a signed and sealed document.



STANDARD DETAILS FOR JOINT REPAIRS & MODIFICATIONS

ROUTE _____ SEC. _____

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

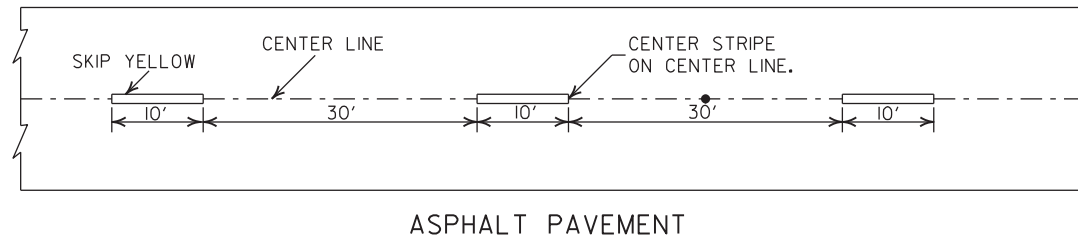
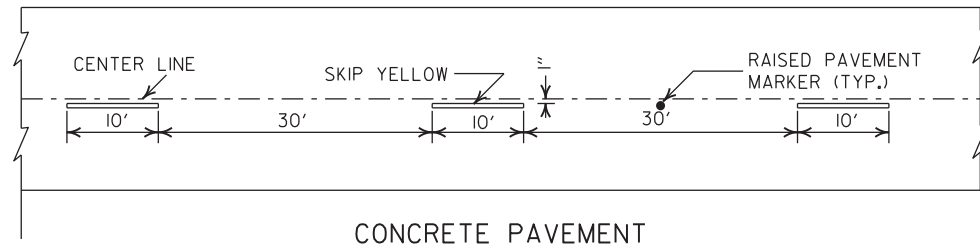
DRAWN BY: KWY DATE: 11/7/2019 FILENAME: b55064.dgn

CHECKED BY: SWP DATE: 11/7/2019 SCALE: None

DESIGNED BY: STD. DATE: _____

BRIDGE ENGINEER

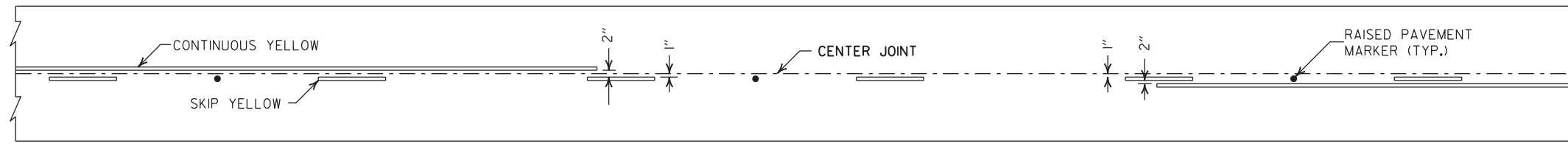
DRAWING NO. 55064



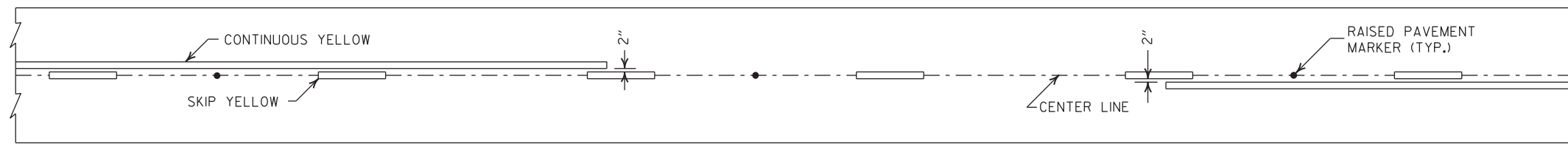
CONCRETE PAVEMENT

ASPHALT PAVEMENT

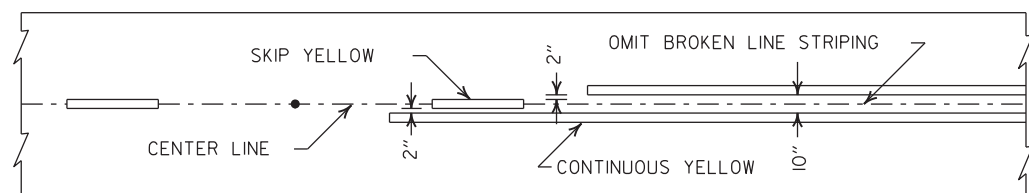
BROKEN LINE STRIPING



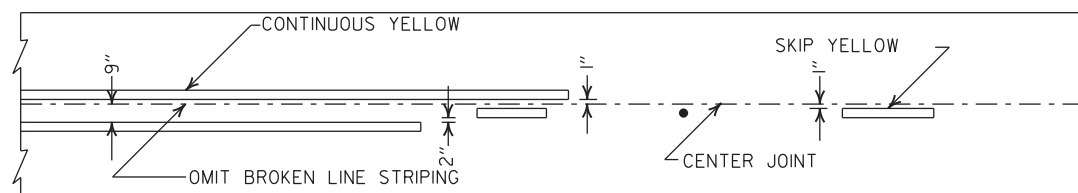
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

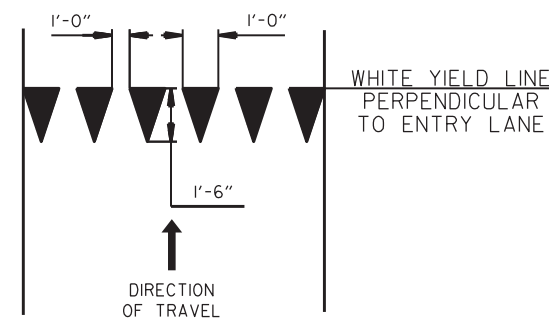


ASPHALT PAVEMENT

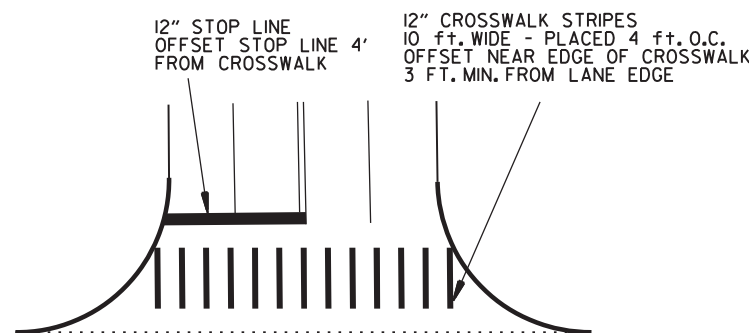


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

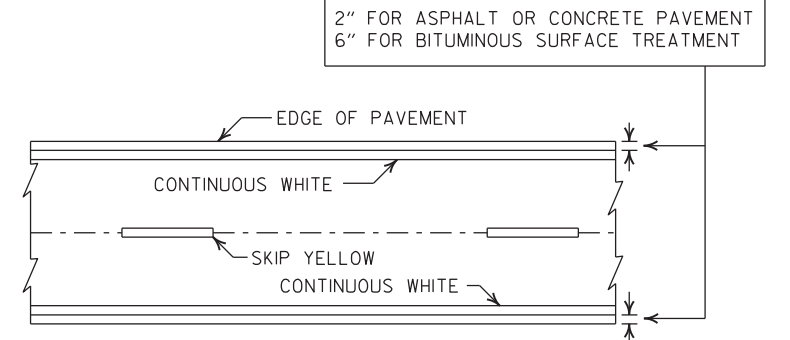


YIELD LINE DETAIL



CROSSWALK AND STOP LINE DETAILS

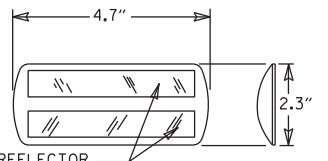
- NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
 2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
 3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.



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



PRISMATIC REFLECTOR

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 ARDOT QUALIFIED PRODUCTS LIST.



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

2-27-20	REVISED STOP LINE DETAILS	
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

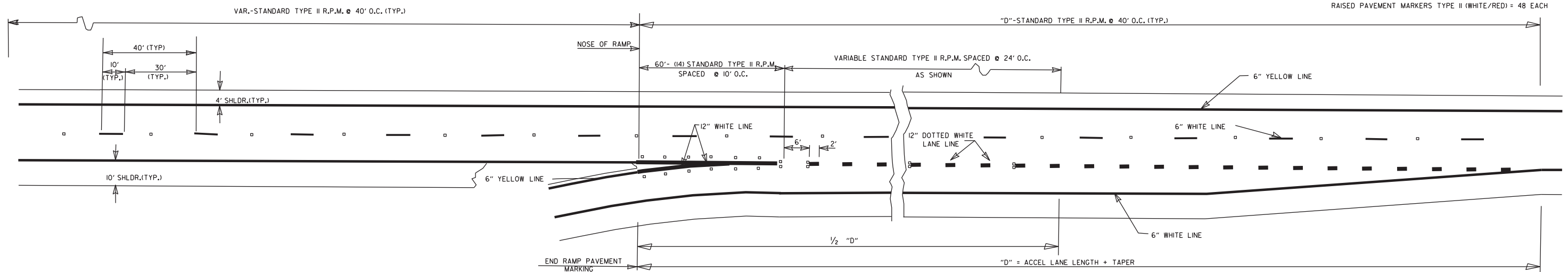
STANDARD DRAWING PM-1

ENTRANCE RAMP

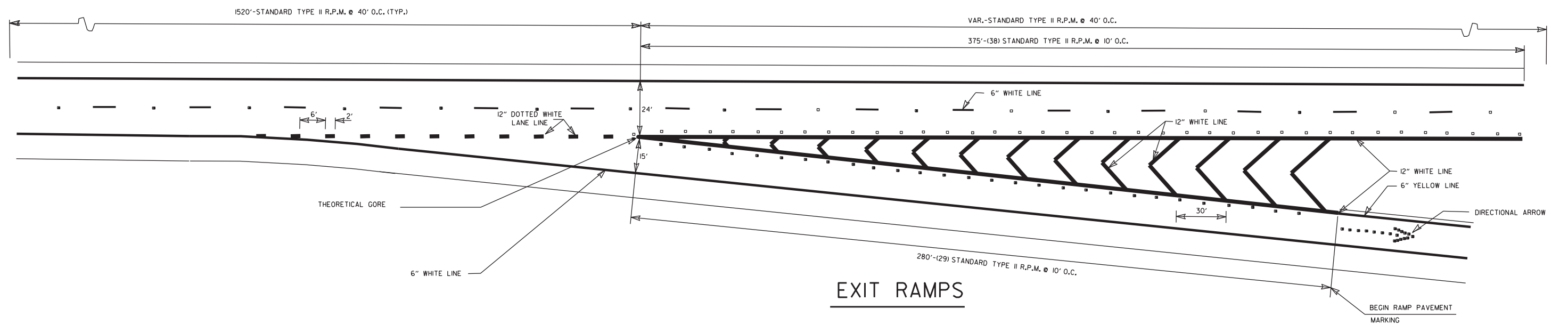
12" WHITE = 370 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

6" WHITE = 280 LIN. FT.
12" WHITE = 195 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH



ENTRANCE RAMP

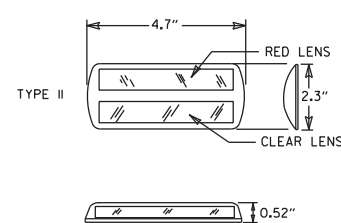


EXIT RAMP

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.

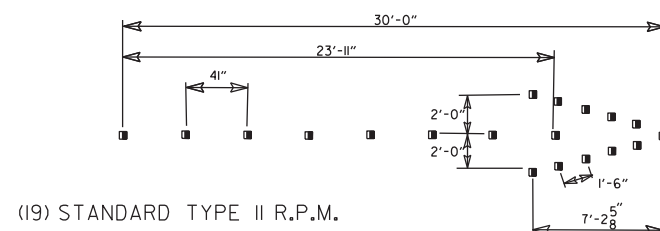
THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

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 ADOT QUALIFIED PRODUCTS LIST.



DETAIL OF STANDARD RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.




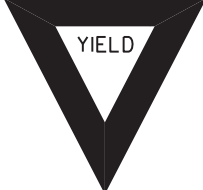







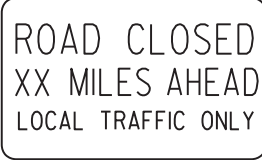









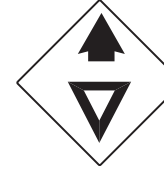
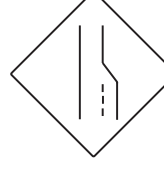



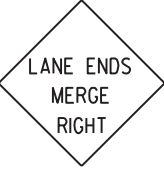













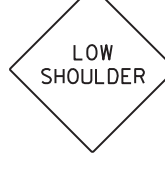

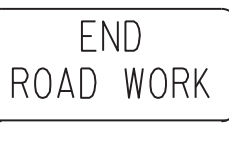
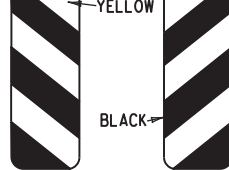
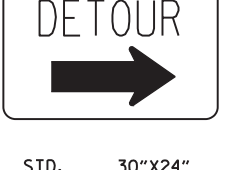

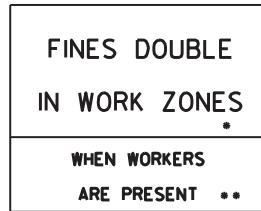
DIRECTIONAL ARROWS

DATE	REVISION	FILMED
11-07-19	REVISED DOTTED PAV'T MARKINGS; ADDED CROSSHATCH MARKINGS ON EXIT RAMP	
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 RAMP	
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

**PAVEMENT MARKING DETAILS
ON
ACCESS CONTROLLED ROADWAYS**

STANDARD DRAWING PM-2

<p>RI-1</p>  <p>STANDARD 30"x30" EXPRESSWAY 36"x36" SPECIAL 48"x48"</p>	<p>RI-2</p>  <p>STD. 36"x36"x36" EXPWY. 48"x48"x48" FWY. 60"x60"x60"</p>	<p>R2-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>W3-5</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>W3-5a</p>  <p>STD. 36"x36" EXPWY. 48"x48" FWY. 48"x48"</p>	<p>R4-1</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	<p>R4-2</p>  <p>STD. 24"x30" EXPWY. 36"x48" FWY. 48"x60"</p>	
<p>R5-1</p>  <p>STD. 30"x30" EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>R11-2</p>  <p>48"x30"</p>	<p>R11-3A</p>  <p>60"x30"</p>	<p>R11-4</p>  <p>60"x30"</p>	<p>W21-5a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-1</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W1-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W1-3</p>  <p>STD. 48"x48"</p>	<p>W1-4</p>  <p>STD. 48"x48"</p>	<p>W1-6</p>  <p>STD. 48"x24" SPECIAL 60"x30"</p>	<p>W1-8</p>  <p>STD. 18"x24" SPECIAL 24"x30" EXPWY. 30"x36" FWY. 36"x48"</p>	<p>W3-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W3-2</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W4-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	
<p>W5-1</p>  <p>STD. 36"x36" SPECIAL 48"x48"</p>	<p>W6-3</p>  <p>EXPWY. 36"x36" SPECIAL 48"x48"</p>	<p>W8-7</p>  <p>EXPWY. 36"x36" FWY. 48"x48"</p>	<p>W9-2</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W13-1</p>  <p>STD. 24"x24"</p>	<p>W20-1</p>  <p>STD. 48"x48"</p>	<p>W20-2</p>  <p>STD. 48"x48"</p>	<p>W20-3</p>  <p>STD. 48"x48"</p>
<p>W20-4</p>  <p>STD. 48"x48"</p>	<p>W20-5</p>  <p>STD. 48"x48"</p>	<p>W20-7a</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W21-2</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W21-5</p>  <p>STD. 30"x30" SPECIAL 36"x36"</p>	<p>W24-1</p>  <p>STD. 36"x36"</p>	<p>W1-4b</p>  <p>STD. 48"x48"</p>	<p>R56-1</p>  <p>STD. 18"x18"</p>
<p>W8-11</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>W8-9</p>  <p>STD. 36"x36" FWY. 48"x48"</p>	<p>G20-1</p>  <p>60"x24"</p>	<p>G20-2</p>  <p>48"x24"</p>	<p>OM-3L OM-3R</p>  <p>12"x36"</p>	<p>M4-9</p>  <p>STD. 30"x24" SPECIAL 48"x36" SPECIAL 60"x48"</p>	<p>M4-10</p>  <p>48"x18"</p>	<p>R55-1</p>  <p>36"x60"</p> <p>• USE 6" C LETTERS •• USE 4" D LETTERS</p>

ADVANCE DISTANCES (XXXX)

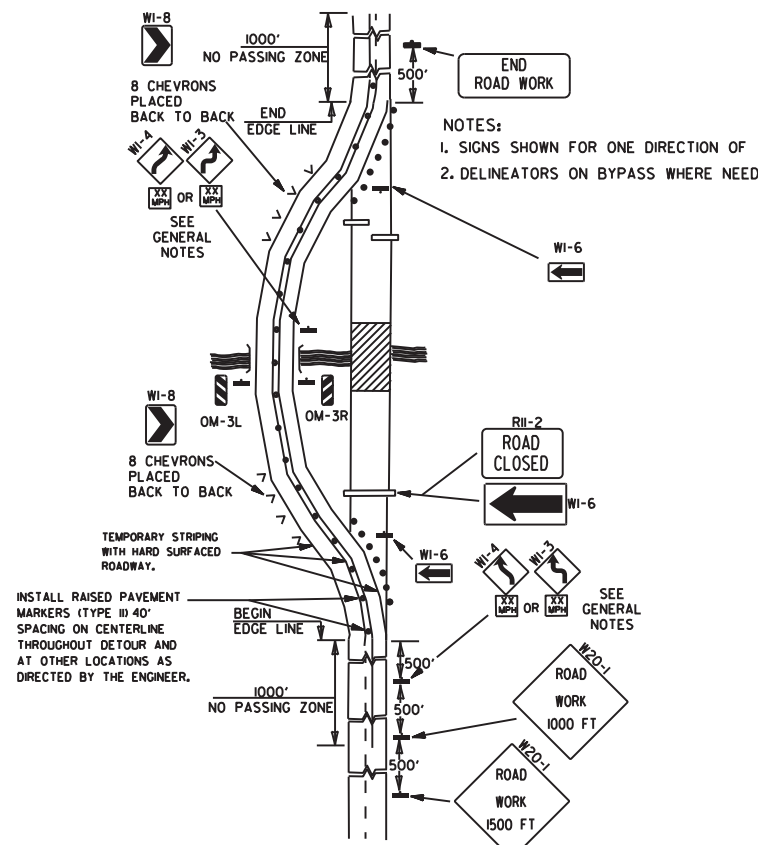
500 FT	1/2 MILE
1000 FT	3/4 MILE
1500 FT	1 MILE AHEAD

GENERAL NOTES:

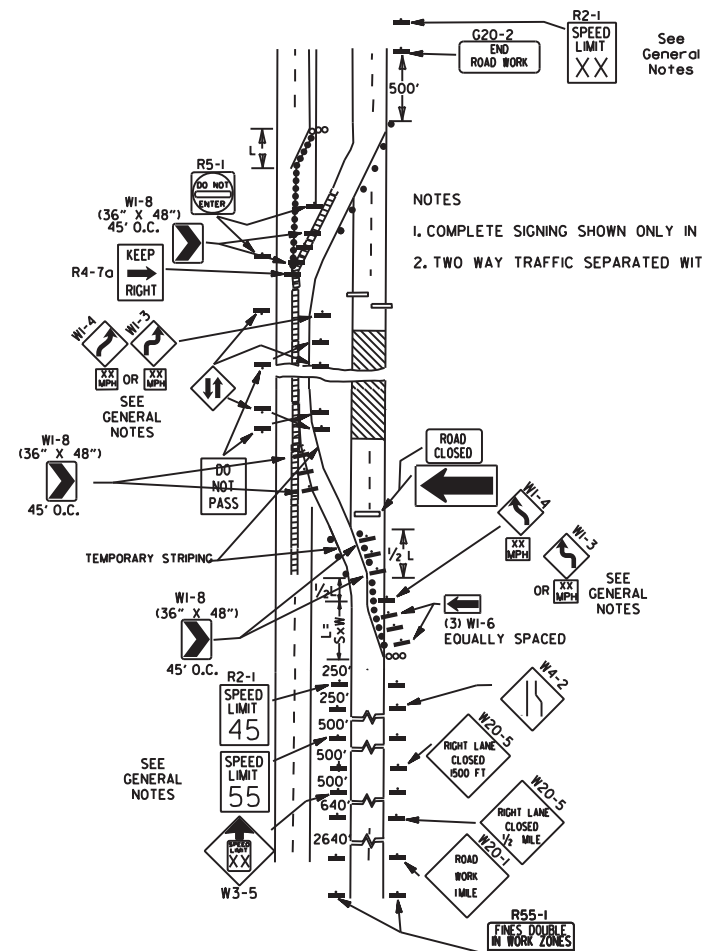
- ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
- EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SO. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
- POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
- ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
- FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
- MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
- R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

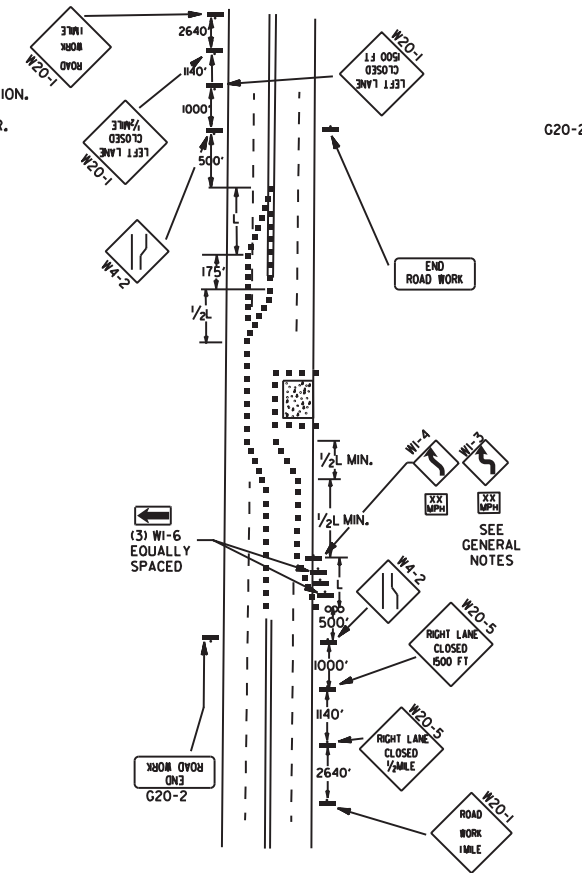
11-07-19	REVISED FOR MASH	
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
11-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	
DATE	REVISION	FILMED



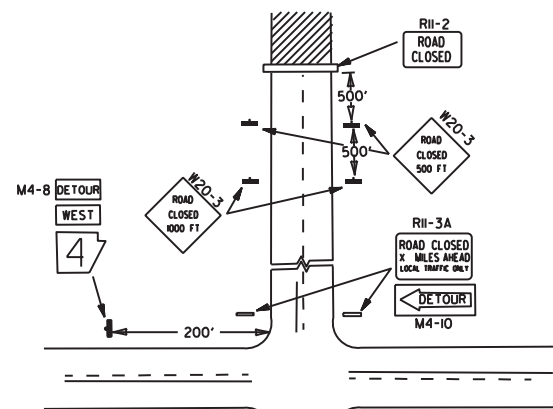
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



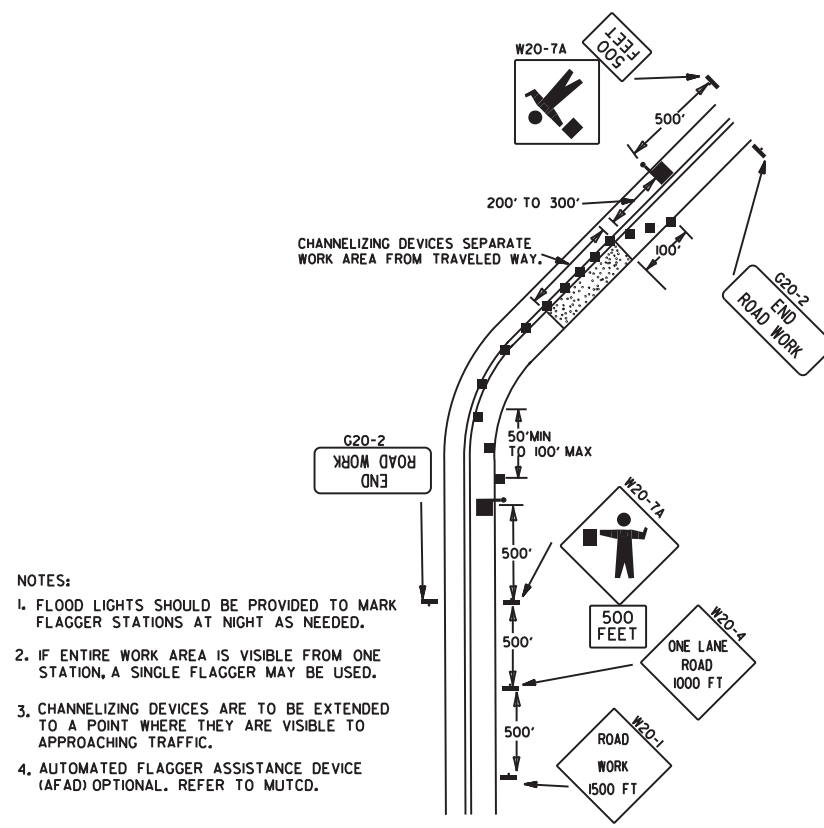
(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



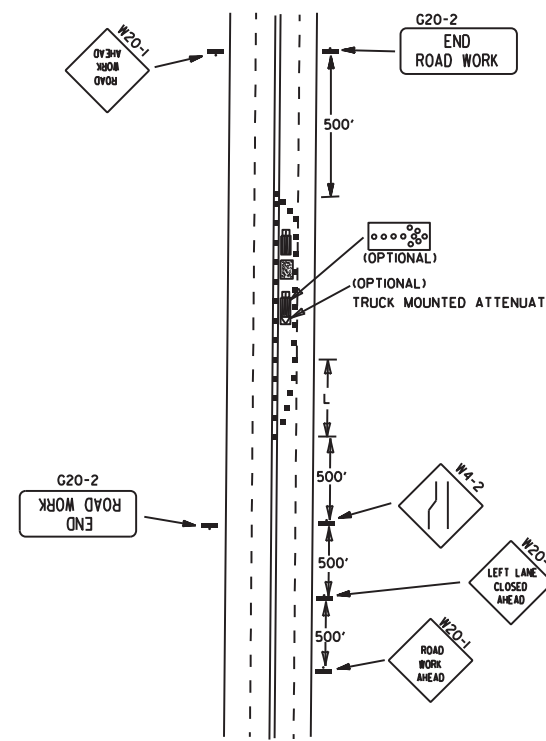
(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.

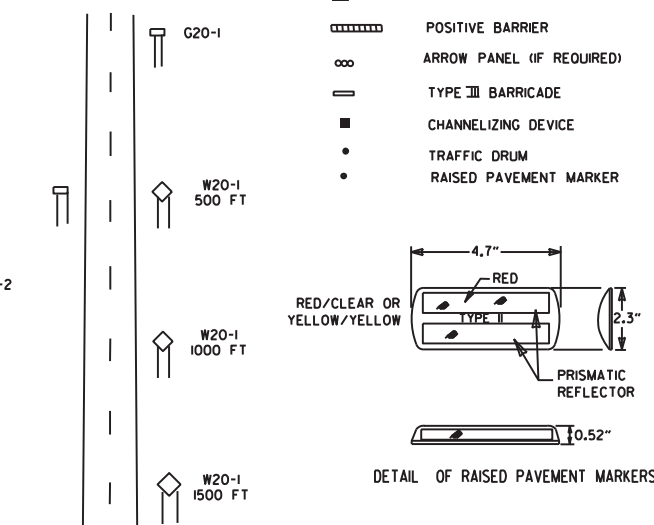


(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

- KEY:
- FLAGGER
 - POSITIVE BARRIER
 - ARROW PANEL (IF REQUIRED)
 - TYPE III BARRICADE
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
 - RAISED PAVEMENT MARKER



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

$L = SXW$ FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:

L = MINIMUM LENGTH OF TAPER.

S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

W = WIDTH OF OFFSET.

GENERAL NOTES:

1. THE MAINTENANCE DIVISION SHALL CONDUCT A BALL BANK STUDY TO DETERMINE THE ADVISORY SPEED LIMIT PRIOR TO OPENING TO TRAFFIC. THE ADVISORY SPEED WILL BE POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS. 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-(K55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-145MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) 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-(K45) SHALL BE OMITTED. ADDITIONAL R2-155MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-(KXX) 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 ADOPT QUALIFIED PRODUCTS LIST.
9. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

DATE	REVISION	FILMED
11-07-19	REVISED NOTE 1, ADDED NOTE 9	
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

TRAFFIC CONTROL DEVICES

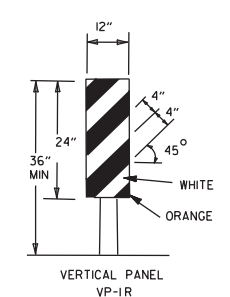
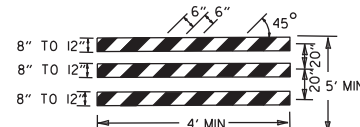
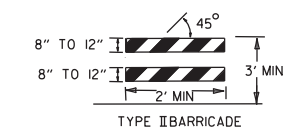
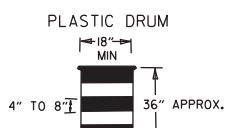
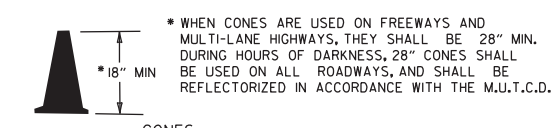
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL	
		≤ 45 MPH	> 45 MPH
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING	W8-11 AND LANE STRIPING
> 2"	CENTERLINE	STANDARD LANE CLOSURE	STANDARD LANE CLOSURE
≤ 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-9, EDGE LINE STRIPING, AND VERTICAL PANELS
> 3"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS	W8-17, EDGE LINE STRIPING, AND VERTICAL PANELS
≤ 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING AND TRAFFIC DRUMS ⁽³⁾
> 18"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽¹⁾	A STABILIZED WEDGE, W8-17, EDGE LINE STRIPING AND TRAFFIC DRUMS ⁽³⁾
> 24"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES	PRECAST CONCRETE BARRIER ⁽⁴⁾ & EDGE LINES

INTERSTATE		
VERTICAL DIFFERENTIAL	LOCATION	TRAFFIC CONTROL
≤ 2"	CENTERLINE	W8-11 AND LANE STRIPING
≤ 2"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-9, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 2"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	W8-17, EDGE LINE STRIPING, AND TRAFFIC DRUMS ⁽²⁾
> 6"	EDGE OF TRAVELED LANE OR EDGE OF SHOULDER	PRECAST CONCRETE BARRIER & EDGE LINES

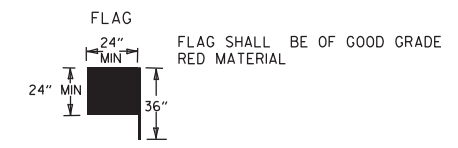
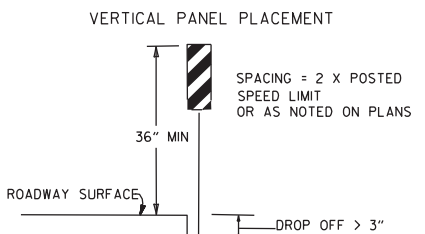
INTERSTATE AND NON-INTERSTATE		
FORESLOPE	HEIGHT	TRAFFIC CONTROL
1:1	> 2 FT	PRECAST CONCRETE BARRIER
2:1	≤ 5 FT	TRAFFIC DRUMS
2:1	> 5 FT	PRECAST CONCRETE BARRIER
Flatter than 2:1	N/A	TRAFFIC DRUMS

- GENERAL NOTES:
1. WHEN THE SHOULDER AREA IS USED AS PART OF THE TRAVELED LANE AND THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, THEN VERTICAL PANELS SHALL BE USED.
 2. WHEN THERE IS INSUFFICIENT WIDTH TO PLACE TRAFFIC DRUMS ON THE REMAINING SHOULDER WIDTH, A STABILIZED WEDGE SHALL BE USED.
 3. PRECAST CONCRETE BARRIER WALL CAN BE USED IN LIEU OF A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS, IF AND WHERE DIRECTED BY THE ENGINEER.
 4. A STABILIZED WEDGE, W8-17 SIGN, EDGE LINE STRIPING, AND TRAFFIC DRUMS CAN BE USED IN LIEU OF PRECAST CONCRETE BARRIER WALL, IF AND WHERE DIRECTED BY THE ENGINEER.
 5. W21-5, W21-5g, AND/OR W21-5b SIGNS SHALL BE USED WHERE THE ROADWAY IS UNOBSTRUCTED IF AND WHERE DIRECTED BY THE ENGINEER.

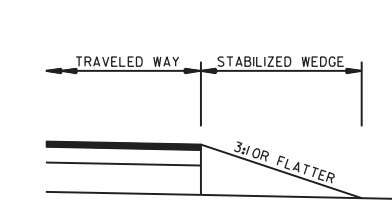
CHANNELIZING DEVICES



NOTE: FOR ALL ROAD CLOSURES, THE TYPE III BARRICADES SHALL BE OF SUFFICIENT LENGTH TO EXTEND ACROSS ENTIRE ROADWAY.

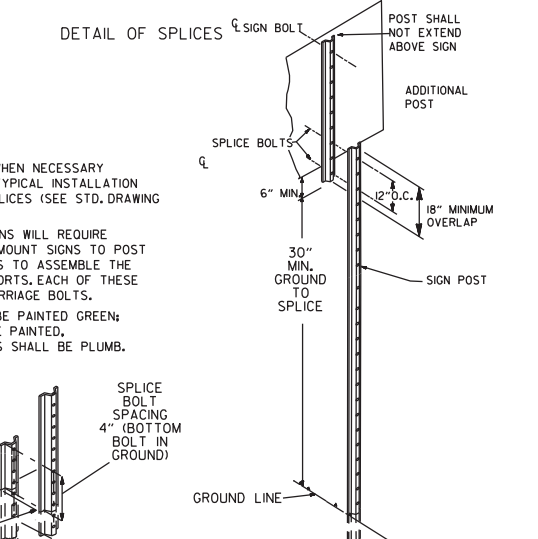
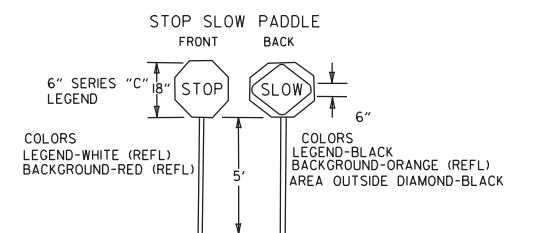


FLAG SHALL BE OF GOOD GRADE RED MATERIAL

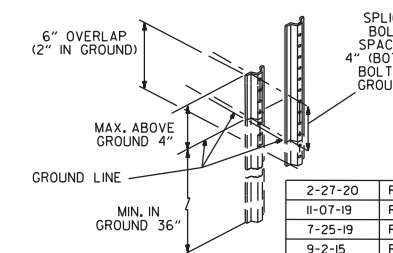


STABILIZED WEDGE

NOTE: MATERIALS FOR THE STABILIZED WEDGE SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 603.02 OF THE STANDARD SPECIFICATIONS.

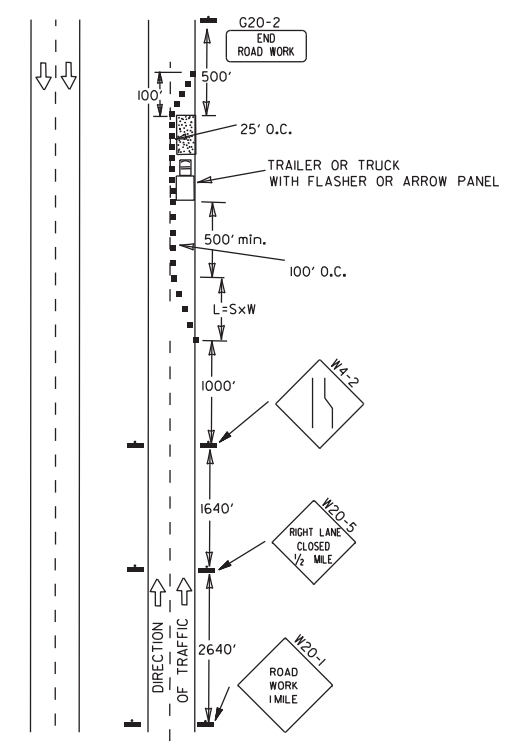


NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2) NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS, EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS. SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.

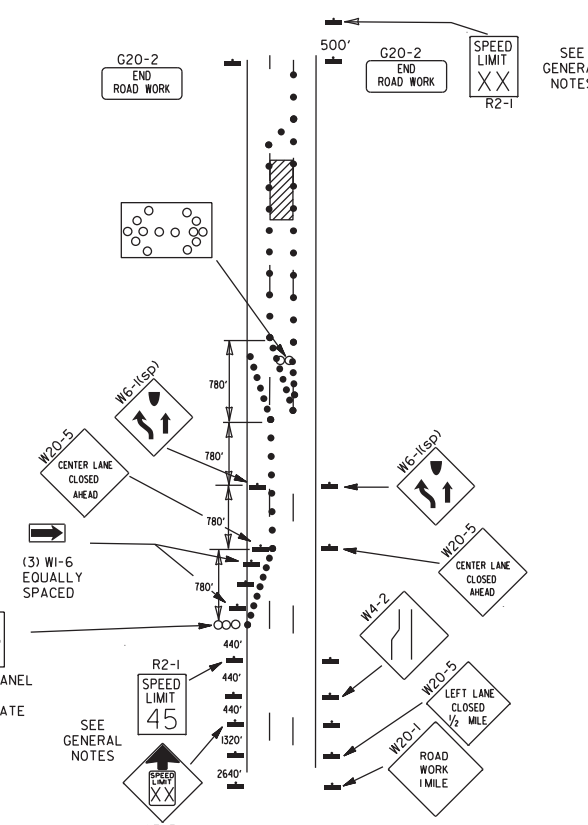


DATE	REVISION	FILMED
2-27-20	REVISED TRAFFIC CONTROL DEVICES DETAILS	
11-07-19	REVISED NOTE 9, ADDED NOTE 11	
7-25-19	REVISED TRAFFIC CONTROL DEVICES DETAILS	
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SPI) 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



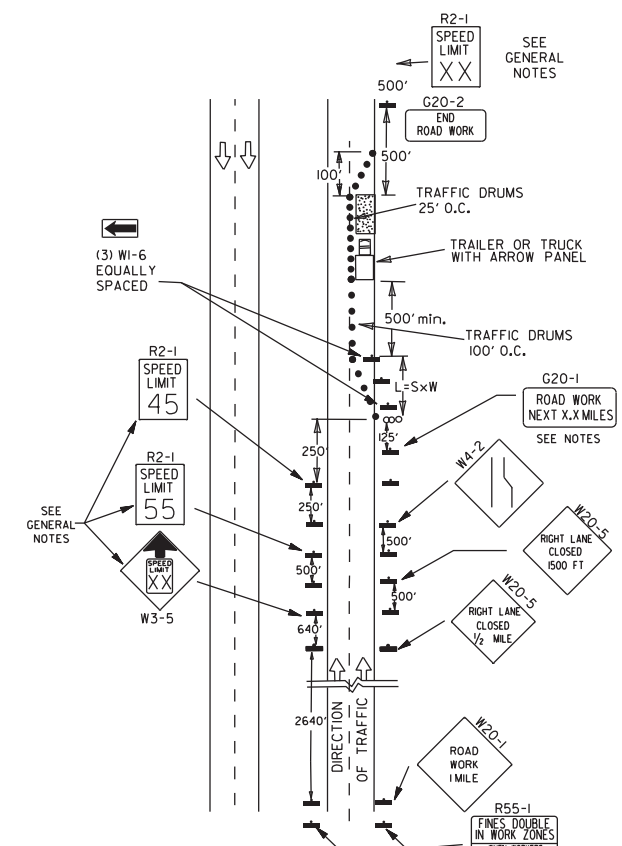
(A) TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



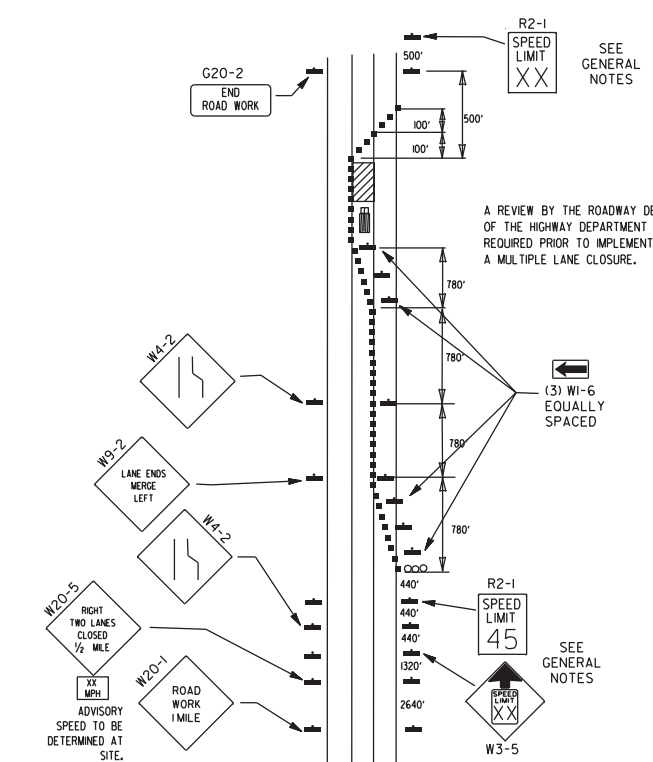
(B) TYPICAL APPLICATION - 3-LANE ONEWAY ROADWAY WHERE CENTER LANE IS CLOSED.

- KEY:
- ○ ○ ○ ARROW PANEL (IF REQUIRED)
 - CHANNELIZING DEVICE
 - TRAFFIC DRUM
- GENERAL NOTES:

1. A SPEED LIMIT REDUCTION MAY BE IMPLEMENTED ONLY WHEN DESIGNATED IN THE PLAN OR WHEN RECOMMENDED BY THE ROADWAY DESIGN DIVISION.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1(45)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(65) SHALL BE OMITTED. ADDITIONAL R2-1(55)MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1/2 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 ERRECTED 125' IN ADVANCE OF THE JOB LIMIT. ADDITIONAL W20-1(1/2 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 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.
11. ALL TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL MEET THE REQUIREMENTS OF THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).



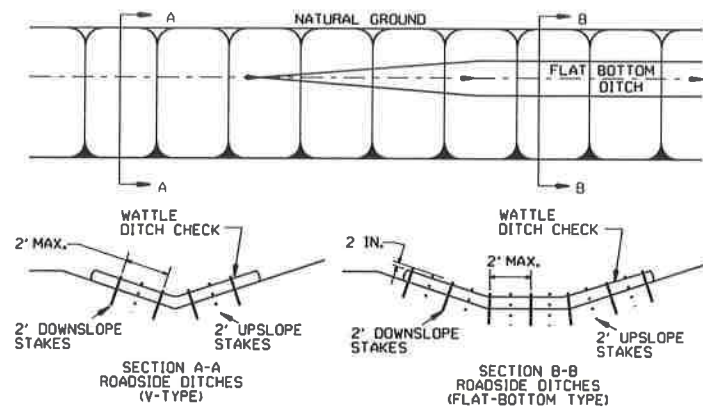
(C) TYPICAL APPLICATION - CONSTRUCTION OPERATIONS OF INTERMEDIATE TO LONG TERM DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



(D) TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF A MULTILANE HIGHWAY.

GENERAL NOTES

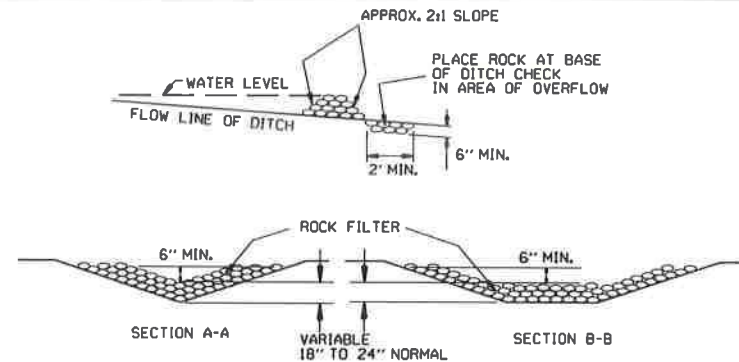
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



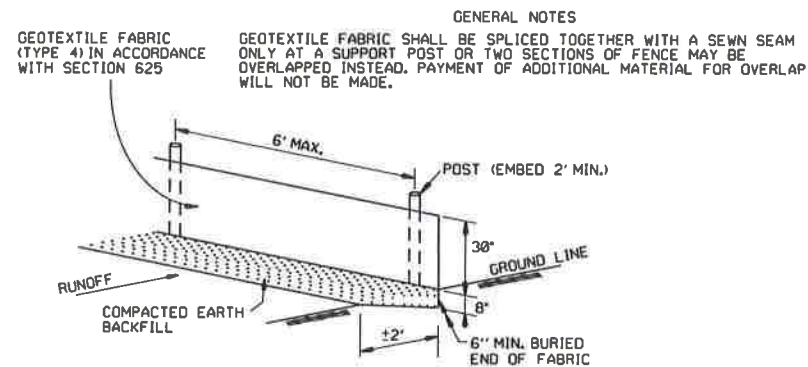
WATTLE DITCH CHECK (E-1)



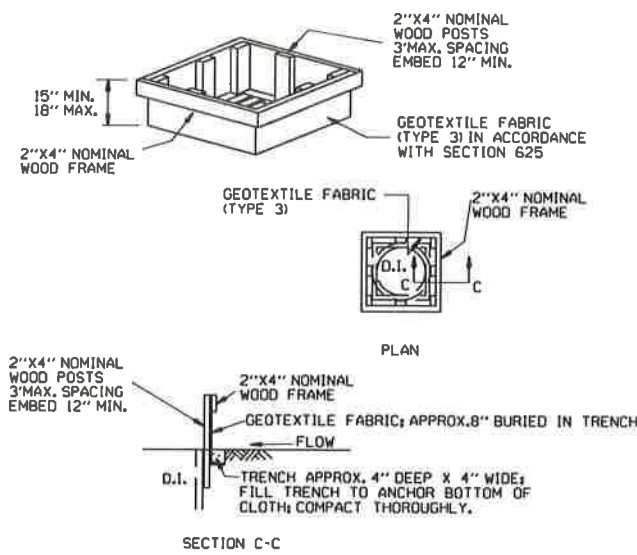
SAND BAG DITCH CHECK (E-5)



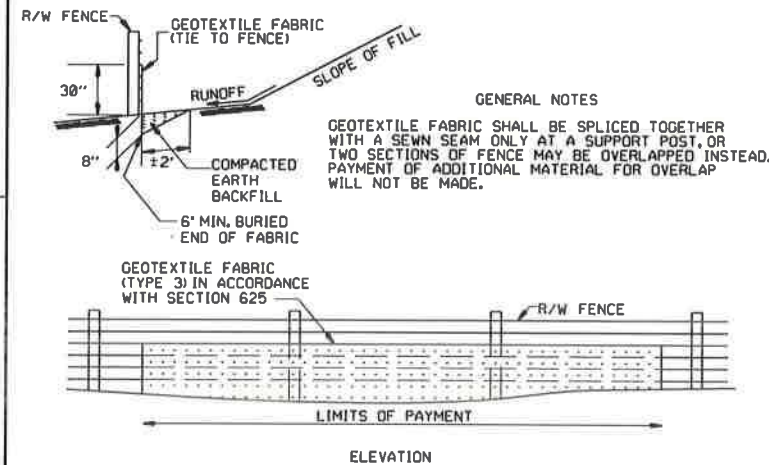
ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)



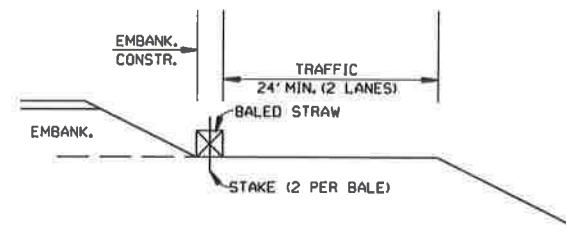
DROP INLET SILT FENCE (E-7)



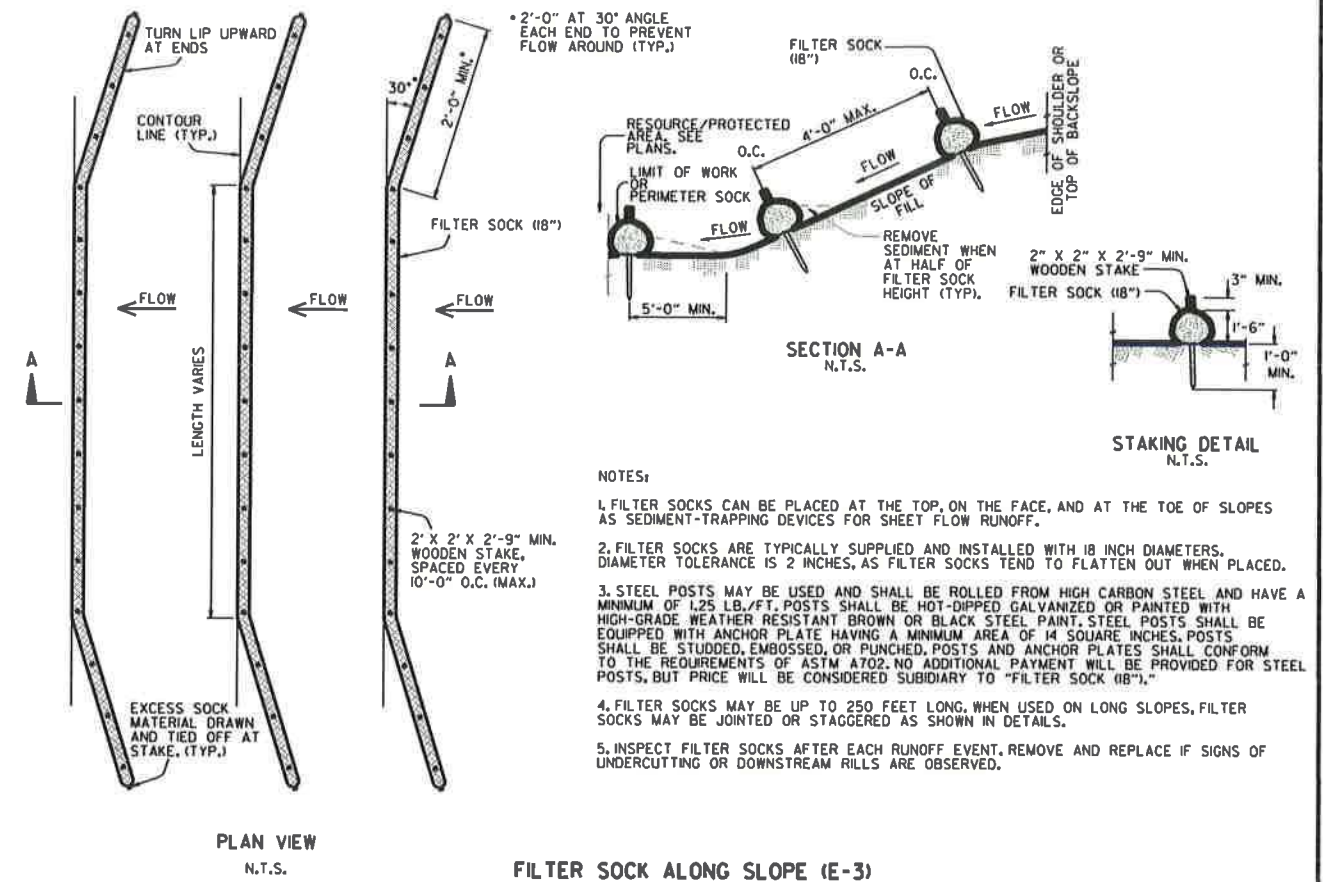
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

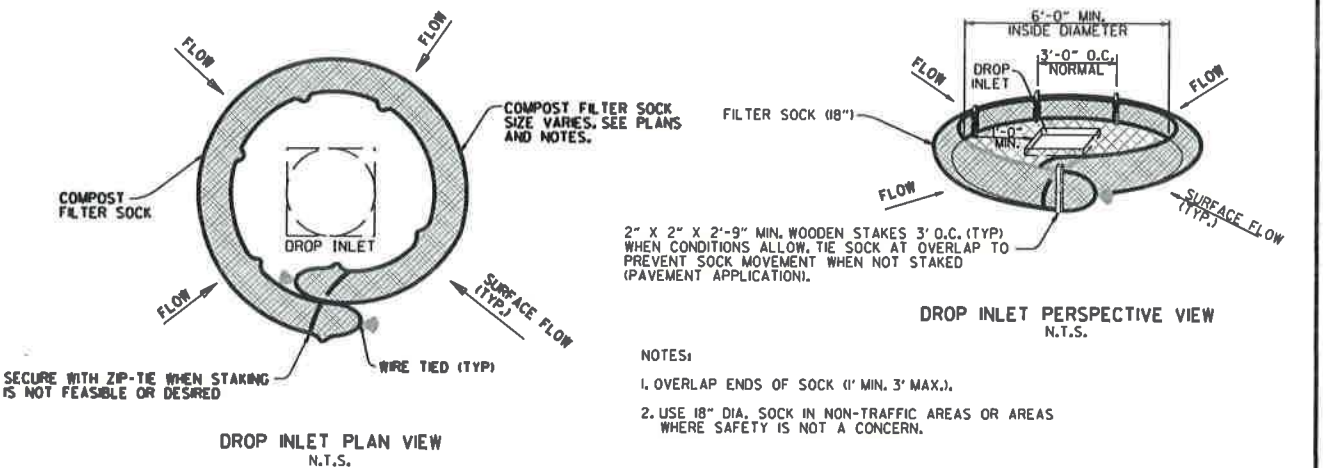
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
2. NO GAPS SHALL BE LEFT BETWEEN BALES.
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED 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)



FILTER SOCK ALONG SLOPE (E-3)



COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
1-18-98	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. 1 1/2\"/>	
06-02-94	REVISED E-1, 4, 7 & 11 DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.O.M.	298-7-28-76
DATE	REVISION	FILMED

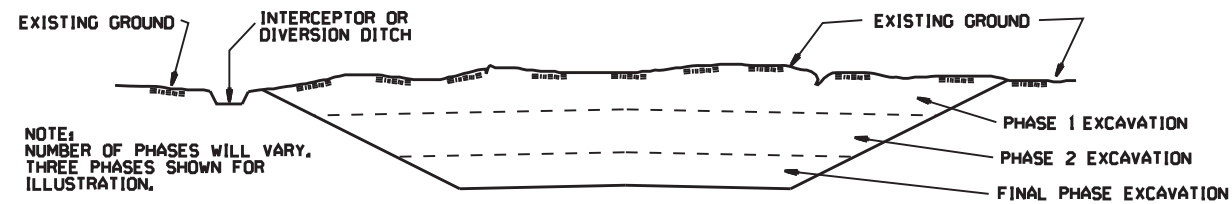
ARKANSAS STATE HIGHWAY COMMISSION
 TEMPORARY EROSION CONTROL DEVICES
 STANDARD DRAWING TEC-1

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES, DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



NOTE:
NUMBER OF PHASES WILL VARY.
THREE PHASES SHOWN FOR
ILLUSTRATION.

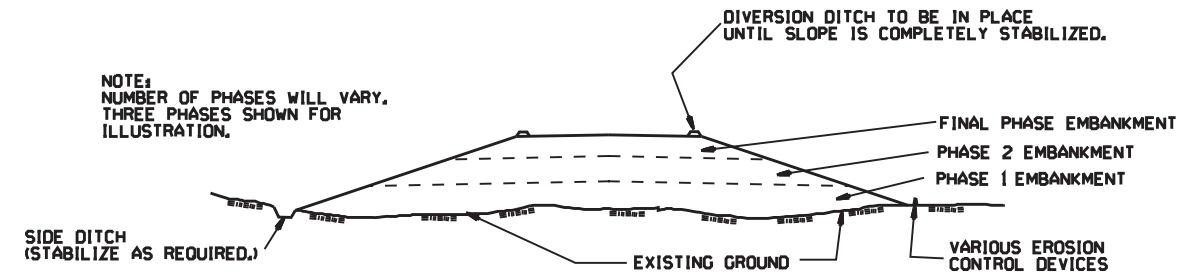
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION, PLACE PERMANENT OR TEMPORARY SEEDING, STABILIZE DITCHES, CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



NOTE:
NUMBER OF PHASES WILL VARY.
THREE PHASES SHOWN FOR
ILLUSTRATION.

GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING, PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

ARKANSAS STATE HIGHWAY COMMISSION		
TEMPORARY EROSION CONTROL DEVICES		
STANDARD DRAWING TEC-3		
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94
DATE	REVISION	FILMED