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

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	1	187
				(2) HWY. 65B - HWY. 65 (F)				

HWY. 65B - HWY. 65 (F)

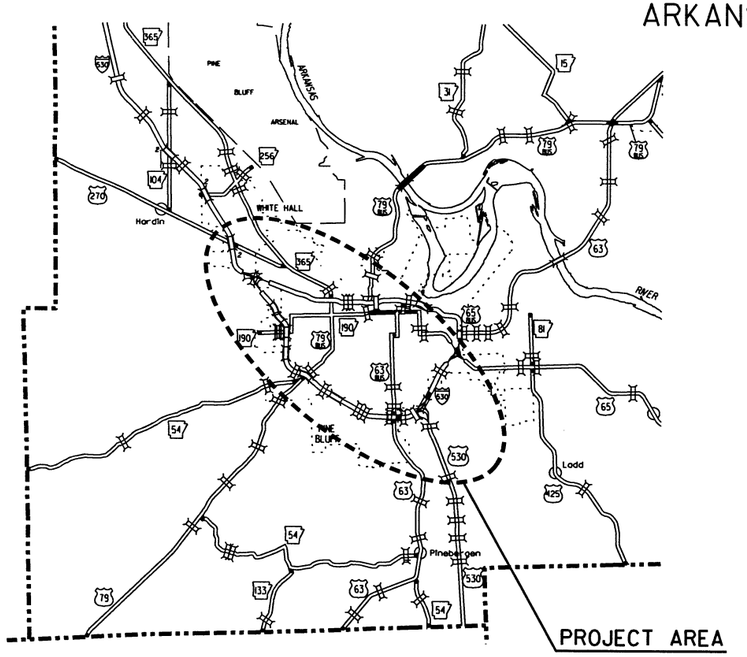
JEFFERSON COUNTY

ROUTE 530 SECTION 5

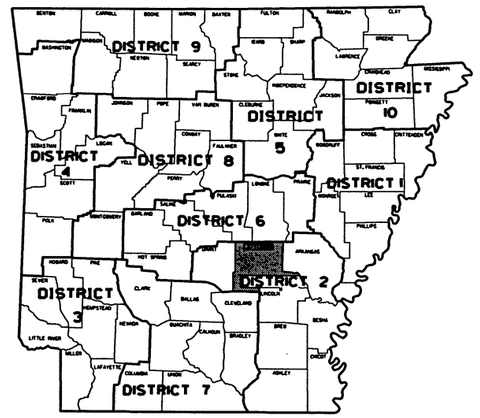
JOB BB0203

FED. AID PROJ. NHPP-530-5(4)34

NOT TO SCALE



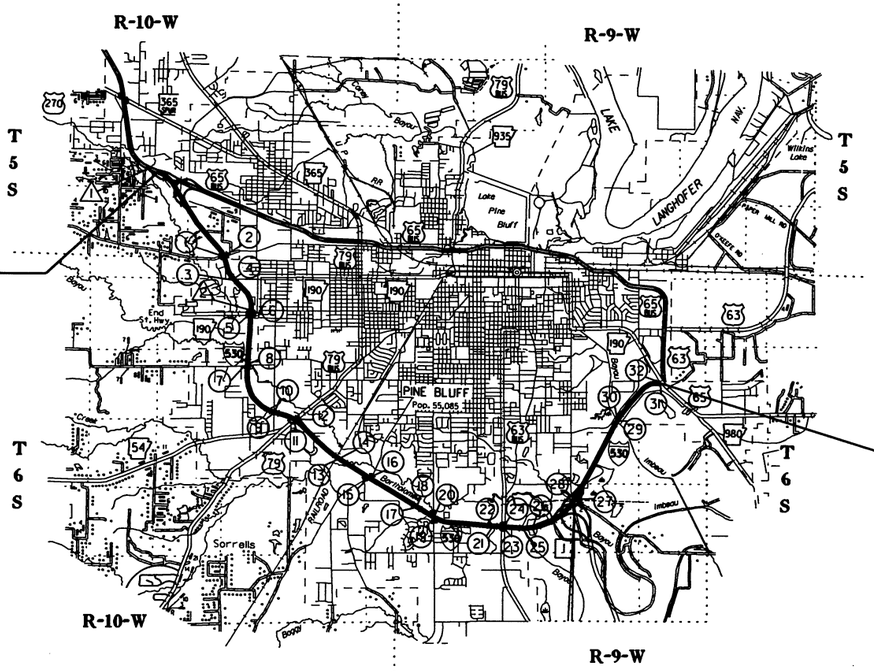
VICINITY MAP



ARK. HWY. DIST. NO. 2

DESIGN TRAFFIC DATA

DESIGN YEAR	2037
2017 ADT	24,000
2037 ADT	29,000
2037 DHV	3,190
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS	16%
DESIGN SPEED	60 MPH



STA. 7+67.09
BEGIN JOB BB0203
LOG MILE 34.99

STA. 607+16.46
END JOB BB0203
LOG MILE 46.32

STRUCTURES OVER 20'-0" SPAN

[1] STA. 469+85 - IN PLACE
10' x 10' x 213' R.C. BOX CULV'T.
SPAN = 28'-8"
RETAIN

STATION EQUATIONS

⚠1 STA 925+68.40 BACK =
STA. 0+00.00 AHD

⚠2 STA. 137+39.88 BACK =
STA. 137+78.22 AHD

BEGINNING OF PROJECT	MID-POINT OF PROJECT	END OF PROJECT
LATITUDE = N 34°14'45"	LATITUDE = N 34°10'58"	LATITUDE = N 34°12'05"
LONGITUDE = W 92°05'43"	LONGITUDE = W 92°02'37"	LONGITUDE = W 91°58'01"

GROSS LENGTH OF	PROJECT	59911.03	FEET	OR	11.347	MILES
NET	"	" ROADWAY	54648.48	"	"	10.350	"
NET	"	" BRIDGES	0.00	"	"	0.000	"
NET	"	" PROJECT	54648.48	"	"	10.350	"

APPROVED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7836
M. E. BANKS

5-26-17

DEPUTY DIRECTOR
AND CHIEF ENGINEER

5/23/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	2	187

(2) BRIDGE DATA & EXCEPTIONS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

BRIDGE DATA & EXCEPTIONS

(1) STA. 90+43.34 BR. END
40'-0" CLEAR ROADWAY
174'-10½" CONT. TYPE IV AAASHTO CONCRETE BEAM UNIT
BR. NO. A6257
STA. 92+18.20 BR. END
EXCEPTION

(2) STA. 90+31.84 BR. END
40'-0" CLEAR ROADWAY
186'-4½" CONT. TYPE IV CONCRETE BEAM UNIT
BR. NO. B6257
STA. 92+18.22 BR. END
EXCEPTION

(3) STA. 110+73.16 BR. END
40'-0" CLEAR ROADWAY
203'-0½" CONT. STEEL PLATE GIRDER UNIT
44° 30' 42" LT. FWD. SKEW
BR. NO. A6258
STA. 112+76.20 BR. END
EXCEPTION

(4) STA. 109+67.72 BR. END
40'-0" CLEAR ROADWAY
233'-0½" CONT. STEEL PLATE GIRDER UNIT
44° 30' 42" LT. FWD. SKEW
BR. NO. B6258
STA. 112+00.76 BR. END
EXCEPTION

(5) STA. 141+86.98 BR. END
40'-0" CLEAR ROADWAY
149'-1" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6259
STA. 143+36.06 BR. END
EXCEPTION

(6) STA. 141+86.98 BR. END
40'-0" CLEAR ROADWAY
149'-1" CONT TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6259
STA. 143+36.06 BR. END
EXCEPTION

(7) STA. 177+34.95 BR. END
40'-0" CLEAR ROADWAY
612'-1¼" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6260
STA. 183+47.05 BR. END
EXCEPTION

(8) STA. 177+48.28 BR. END
40'-0" CLEAR ROADWAY
612'-1¼" CONT. TYPE III AASHTO CONC BEAM UNIT
BR. NO. B6260
STA. 183+60.38 BR. END
EXCEPTION

(9) STA. 226+28.69 BR. END
48'-0" CLEAR ROADWAY
154'-7⅜" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6261
STA. 227+83.33 BR. END
EXCEPTION

(10) STA. 226+56.61 BR. END
40'-0" CLEAR ROADWAY
150'-3¾" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6261
STA. 228+06.92 BR. END
EXCEPTION

(11) STA. 243+76.39 BR. END
40'-0" CLEAR ROADWAY
211'-0⅛" CONT. STEEL PLATE GIRDER SPAN UNIT
BR. NO. A6262
STA. 245+87.40 BR. END
EXCEPTION

(12) STA. 243+46.16 BR. END
40'-0" CLEAR ROADWAY
217'-7¼" CONT. STEEL PLATE GIRDER SPAN UNIT
BR. NO. B6262
STA. 245+63.76 BR. END
EXCEPTION

(13) STA. 286+96.95 BR. END
40'-0" CLEAR ROADWAY
854'-1¼" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6263
STA. 295+51.05 BR. END
EXCEPTION

(14) STA. 286+96.95 BR. END
40'-0" CLEAR ROADWAY
854'-1¼" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6263
STA. 295+51.05 BR. END
EXCEPTION

(15) STA. 316+60.73 BR. END
40'-0" CLEAR ROADWAY
208'-5¾" CONT. STEEL PLATE GIRDER UNIT
BR. NO. A6264
STA. 318+69.21 BR. END
EXCEPTION

(16) STA. 316+13.41 BR. END
40'-0" CLEAR ROADWAY
208'-5¾" CONT. STEEL PLATE GIRDER UNIT
BR. NO. B6264
STA. 318+21.89 BR. END
EXCEPTION

(17) STA. 358+23.96 BR. END
40'-0" CLEAR ROADWAY
152'-1" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. A6265
STA. 359+76.04 BR. END
EXCEPTION

(18) STA. 358+23.96 BR. END
40'-0" CLEAR ROADWAY
152'-1" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. B6265
STA. 359+76.04 BR. END
EXCEPTION

(19) STA. 375+14.32 BR. END
40'-0" CLEAR ROADWAY
222'-0¾" CONT. PLATE GIRDER SPAN UNIT
BR. NO. A6266
STA. 377+36.38 BR. END
EXCEPTION

(20) STA. 375+69.09 BR. END
40'-0" CLEAR ROADWAY
209'-11⅞" CONT. PLATE GIRDER SPAN UNIT
BR. NO. B6266
STA. 377+79.08 BR. END
EXCEPTION

(21) STA. 421+52.89 BR. END
40'-0" CLEAR ROADWAY
122'-2⅝" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. A6268
STA. 422+75.11 BR. END
EXCEPTION

(22) STA. 421+84.89 BR. END
40'-0" CLEAR ROADWAY
122'-2⅝" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. B6268
STA. 423+07.11 BR. END
EXCEPTION

(23) STA. 429+51.52 BR. END
40'-0" CLEAR ROADWAY
261'-2¼" CONT. STEEL PLATE GIRDER UNIT
BR. NO. A6269
STA. 432+12.70 BR. END
EXCEPTION

(24) STA. 429+56.52 BR. END
40'-0" CLEAR ROADWAY
261'-2¼" CONT. STEEL PLATE GIRDER UNIT
BR. NO. B6269
STA. 432+17.70 BR. END
EXCEPTION

(25) STA. 444+98.95 BR. END
40'-0" CLEAR ROADWAY
130'-10¼" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6270
STA. 458+00.80 BR. END
EXCEPTION

(26) STA. 444+98.95 BR. END
40'-0" CLEAR ROADWAY
130'-10¼" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6270
STA. 458+00.80 BR. END
EXCEPTION

(27) STA. 493+49.13 BR. END
40'-0" CLEAR ROADWAY
153'-7½" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6271
STA. 495+02.76 BR. END
EXCEPTION

(28) STA. 493+26.70 BR. END
40'-0" CLEAR ROADWAY
150'-8½" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6271
STA. 494+77.41 BR. END
EXCEPTION

(29) STA. 562+24.33 BR. END
40'-0" CLEAR ROADWAY
141'-11" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. A6272
STA. 563+66.24 BR. END
EXCEPTION

(30) STA. 561+72.97 BR. 5END
40'-0" CLEAR ROADWAY
143'-0¾" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. B6272
STA. 563+15.98 BR. END
EXCEPTION

(31) STA. 607+16.46 BR. END
40'-0" CLEAR ROADWAY
325'-4½" CONTINUOUS CURVED STEEL PLATE GIRDER SPAN UNITS
BR. NO. A6273
STA. 610+41.81 BR. END
EXCEPTION

(32) STA. 607+16.46 BR. END
40'-0" CLEAR ROADWAY
325'-4½" CONTINUOUS CURVED STEEL PLATE GIRDER SPAN UNITS
BR. NO. B6273
STA. 610+41.81 BR. END
EXCEPTION

7/11/2017

RBB0203.DGN

BRIDGE DATA AND EXCEPTIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	3	187

(2) INDEX OF SHEETS & STANDARD DRAWINGS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

INDEX OF SHEETS

BRIDGE STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
55030C	STANDARD DETAILS FOR TYPE C APPROACH GUTTERS	2-27-14
55045	STANDARD DETAILS FOR APPROACH SLAB (EXISTING BRIDGE MODIFICATION)	2-27-14

ROADWAY STANDARD DRAWINGS

DRWG.NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
CPTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)	5-25-06
FPC-9N	DETAILS OF DROP INLETS AND SPILLWAY OUTLET	7-02-98
GR-8	GUARD RAIL DETAILS	7-14-10
GR-8A	GUARD RAIL DETAILS	7-14-10
GR-9	GUARD RAIL DETAILS	4-17-08
GR-9A	GUARD RAIL DETAILS	4-17-08
GR-10	GUARD RAIL DETAILS	7-14-10
GR-10A	GUARD RAIL DETAILS	7-14-10
GRT-1	GUARD RAIL DETAILS	7-14-10
IB-1	IMPACT ATTENUATION BARRIER	10-15-09
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	2-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	2-27-14
PM-1	PAVEMENT MARKING DETAILS	6-01-17
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	12-08-16
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
SE-1	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	1-09-87
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORTS ASSEMBLIES	9-12-13
SHS-2	U-CHANNEL POST ASSEMBLIES	2-27-14
SHS-3	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS	9-12-13
SHS-4	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	9-12-13
SHS-5	DETAILS OF GUIDE SIGN PANELS	9-12-13
SHS-6	MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS	9-12-13
SHS-7	DETAIL OF OMNI-DIRECTIONAL BREAKWAY SIGN SUPPORTS	9-12-13
SHS-8	TYPICAL DELINEATOR PLACEMENT ALONG THE INTERSTATE SYSTEM	6-01-17
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	4-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	9-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	9-02-15
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	2-27-14
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER	10-15-09
TEC-1	TEMPORARY EROSION CONTROL DEVICES	12-15-11
TEC-2	TEMPORARY EROSION CONTROL DEVICES	6-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
TEC-4	TEMPORARY EROSION CONTROL DEVICES	7-26-12
TR-1	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS	1-12-00

5/22/2017

RBB0203.DGN

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06-05-17		07-12-17		6	ARK.			
06-15-17				JOB NO.		BB0203	4	187
06-27-17								

(2) GOVERNING SPECIFICATIONS AND GENERAL NOTES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

GOVERNING SPECIFICATIONS

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

NUMBER	TITLE
ERRATA_____	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273__	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273__	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273__	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273__	SUPPLEMENT - TRAINING PROGRAM - JOB BB0203
FHWA-1273__	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273__	SUPPLEMENT - WAGE RATE DETERMINATION
100-3_____	CONTRACTOR'S LICENSE
102-2_____	ISSUANCE OF PROPOSALS
108-1_____	LIQUIDATED DAMAGES
108-2_____	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
303-1_____	AGGREGATE BASE COURSE
400-1_____	TACK COATS
410-1_____	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
604-1_____	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
620-1_____	MULCH COVER
JOB BB0203_	ASSESSMENT OF WORKING DAYS-MAINTENANCE OF TRAFFIC
JOB BB0203_	BIDDING REQUIREMENTS AND CONDITIONS
JOB BB0203_	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB BB0203_	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB BB0203_	CARGO PREFERENCE ACT REQUIREMENTS
JOB BB0203_	CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB BB0203_	CHANNEL POST SIGN SUPPORT
JOB BB0203_	CONCRETE DITCH PAVING
JOB BB0203_	COORDINATION OF WORK
JOB BB0203_	CULVERT CLEAN OUT
JOB BB0203_	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB BB0203_	EMPLOYMENT REPORTING
JOB BB0203_	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB BB0203_	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB BB0203_	GENERAL REQUIREMENTS FOR SIGNS
JOB BB0203_	GEOTEXTILE FABRIC
JOB BB0203_	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB BB0203_	MAINTENANCE OF TRAFFIC
JOB BB0203_	MANDATORY ELECTRONIC CONTRACT
JOB BB0203_	MANDATORY ELECTRONIC DOCUMENT SUBMITAL
JOB BB0203_	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORT
JOB BB0203_	PARTNERING REQUIREMENTS
JOB BB0203_	PCC PAVEMENT SURFACE SMOOTHNESS
JOB BB0203_	PORTLAND CEMENT CONCRETE PAVEMENT
JOB BB0203_	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB BB0203_	PROTECTION OF WATER QUALITY AND WETLANDS
JOB BB0203_	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE
JOB BB0203_	REMOVING AND STOCKPILING EXISTING AGGREGATE BASE COURSE (CLASS 7)
JOB BB0203_	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB BB0203_	ROADWAY CONSTRUCTION CONTROL
JOB BB0203_	SEQUENCE OF CONSTRUCTION
JOB BB0203_	SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT
JOB BB0203_	SOIL STABILIZATION
JOB BB0203_	SPECIAL CLEARING
JOB BB0203_	STORM WATER POLLUTION PREVENTION PLAN
JOB BB0203_	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB BB0203_	THERMOPLASTIC RUMBLE BAR
JOB BB0203_	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB BB0203_	TUBULAR MARKERS
JOB BB0203_	UTILITY ADJUSTMENTS
JOB BB0203_	VALUE ENGINEERING
JOB BB0203_	WARM MIX ASPHALT
JOB BB0203_	WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB BB0203_	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB BB0203_	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB BB0203_	WRSF TRAINING WORKSHOP

GENERAL NOTES

1. ALL PIPE LINES, POWER, TELEPHONE, AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
2. 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.
3. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
4. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL LIVESTOCK IN AREAS WHERE PASTURES ARE SEVERED. WIRE FENCE MAY BE CONSTRUCTED INITIALLY, OR IN LIEU THEREOF, THE CONTRACTOR AT HIS OWN EXPENSE, MAY ELECT TO PROVIDE TEMPORARY FENCING SUITABLE TO CONTAIN LIVESTOCK.
6. THIS PROJECT IS COVERED UNDER A SECTION 404 NATIONWIDE 14 PERMIT. REFER TO SECTION 110 OF THE STANDARD SPECIFICATIONS, EDITION OF 2014, FOR PERMIT REQUIREMENTS.
7. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENTS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.

5/11/2017

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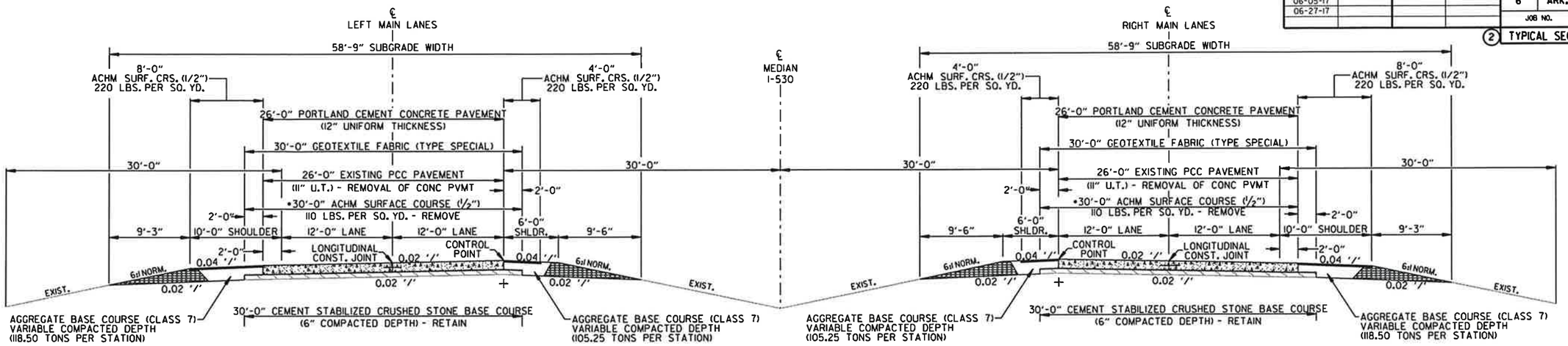
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	5	187

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17



I-530 MAIN LANES
RETAIN CRUSHED STONE BASE COURSE

LEFT MAIN LANES

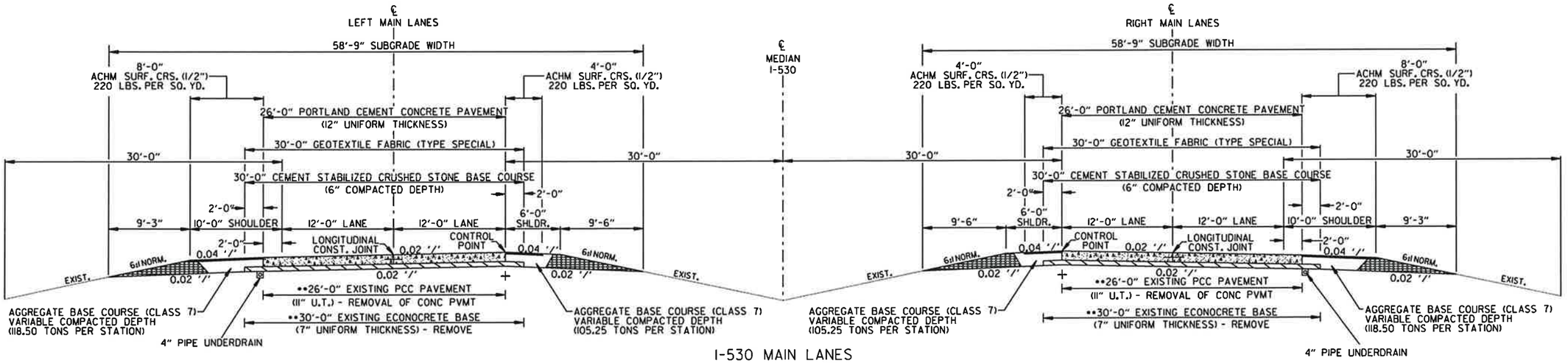
STA. 7+67.09 TO STA. 90+06.84
STA. 92+54.70 TO STA. 110+36.66
STA. 113+12.70 TO STA. 137+39.88
STA. 137+78.22 TO STA. 141+50.48
STA. 143+72.56 TO STA. 176+98.45
STA. 183+83.55 TO STA. 225+92.19
STA. 228+19.83 TO STA. 243+39.89
STA. 432+49.20 TO STA. 444+62.45
STA. 458+37.30 TO STA. 493+12.63
STA. 495+39.26 TO STA. 561+36.47
STA. 564+02.74 TO STA. 606+79.96

RIGHT MAIN LANES

STA. 7+67.09 TO STA. 89+95.34
STA. 92+54.72 TO STA. 109+31.22
STA. 112+37.26 TO STA. 137+39.88
STA. 137+78.22 TO STA. 141+50.48
STA. 143+72.56 TO STA. 177+11.78
STA. 183+96.88 TO STA. 226+20.11
STA. 228+43.42 TO STA. 243+09.66
STA. 432+54.20 TO STA. 444+62.54
STA. 458+37.30 TO STA. 492+90.20
STA. 495+13.91 TO STA. 561+36.47
STA. 563+52.48 TO STA. 606+79.96

* IN LOCATIONS WHERE ACHM SURFACE COURSE (1") WAS USED AS A BOND BREAKER, PAYMENT WILL NOT BE MADE FOR THE REMOVAL OF ACHM SURFACE COURSE (1/2") BUT WILL BE CONSIDERED SUBSIDIARY TO THE PAYMENT FOR REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT (11" U.T.), REFER TO SHEET 142.

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



I-530 MAIN LANES
FULL DEPTH RECONSTRUCTION

LEFT MAIN LANES

STA. 246+12.90 TO STA. 286+60.45
STA. 295+87.55 TO STA. 316+24.23
STA. 319+05.71 TO STA. 357+87.46
STA. 360+12.54 TO STA. 374+77.82
STA. 377+72+88 TO STA. 421+16.39
STA. 423+11.61 TO STA. 429+15.02

RIGHT MAIN LANES

STA. 245+00.26 TO STA. 286+60.45
STA. 295+87.55 TO STA. 315+76.91
STA. 318+58.39 TO STA. 357+87.46
STA. 360+12.54 TO STA. 375+32.59
STA. 378+15.58 TO STA. 421+48.39
STA. 423+43.61 TO STA. 429+20.02

** EXISTING ECONOCRETE BASE (7" U.T.) WAS CONSTRUCTED WITHOUT THE USE OF A BOND BREAKER. IN LOCATIONS WHERE EXISTING ECONOCRETE (7" U.T.) IS BONDED TO EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, APPROXIMATE TOTAL UNIFORM THICKNESS WILL BE EQUIVALENT TO 18" U.T. FOR REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT REFER TO SHEET 142.

TYPICAL SECTIONS OF IMPROVEMENT

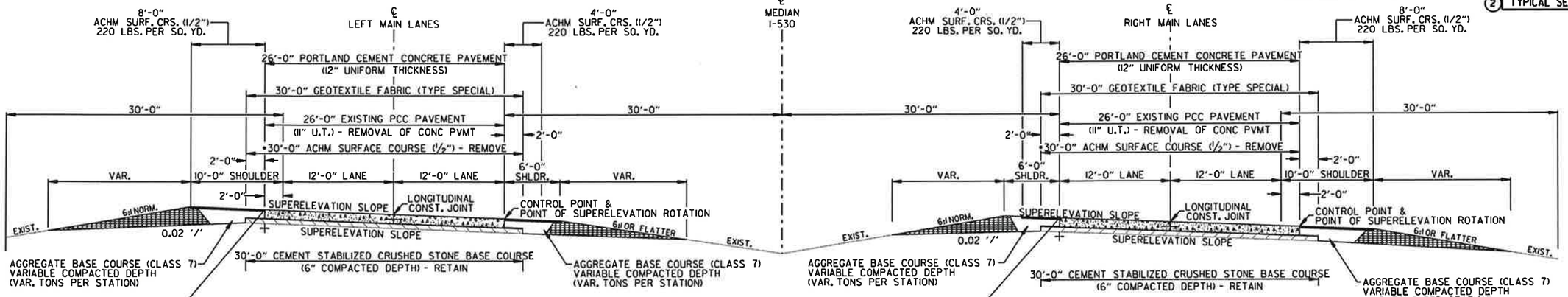
11/29/2016

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	5A	187

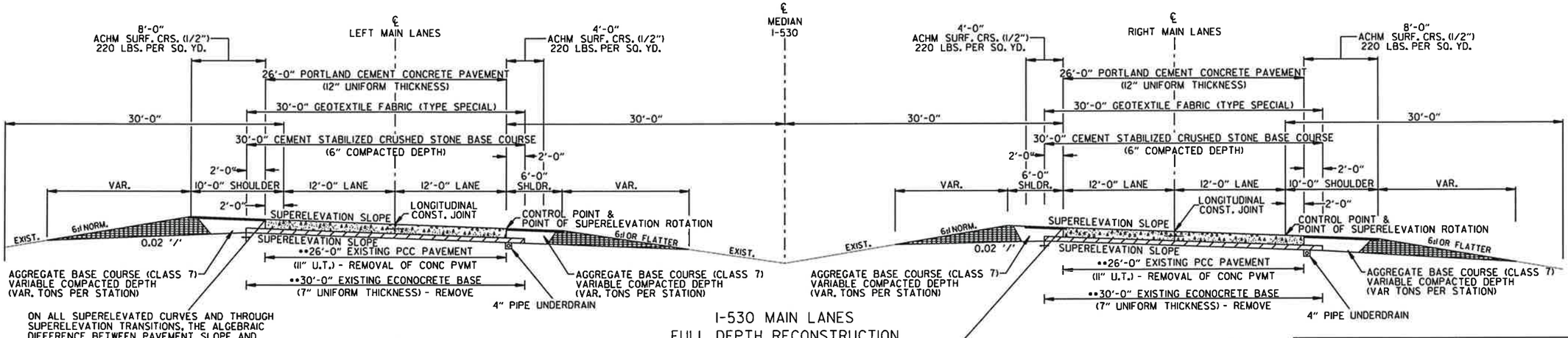
(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-3-17



• IN LOCATIONS WHERE ACHM SURFACE COURSE (1") WAS USED AS A BOND BREAKER, PAYMENT WILL NOT BE MADE FOR THE REMOVAL OF ACHM SURFACE COURSE (1/2") BUT WILL BE CONSIDERED SUBSIDIARY TO THE PAYMENT FOR REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT (11" U.T.), REFER TO SHEET 142.

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



•• EXISTING ECONOCRETE BASE (7" U.T.) WAS CONSTRUCTED WITHOUT THE USE OF A BOND BREAKER. IN LOCATIONS WHERE EXISTING ECONOCRETE (7" U.T.) IS BONDED TO EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, APPROXIMATE TOTAL UNIFORM THICKNESS WILL BE EQUIVALENT TO 18" U.T. FOR REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT REFER TO SHEET 142.

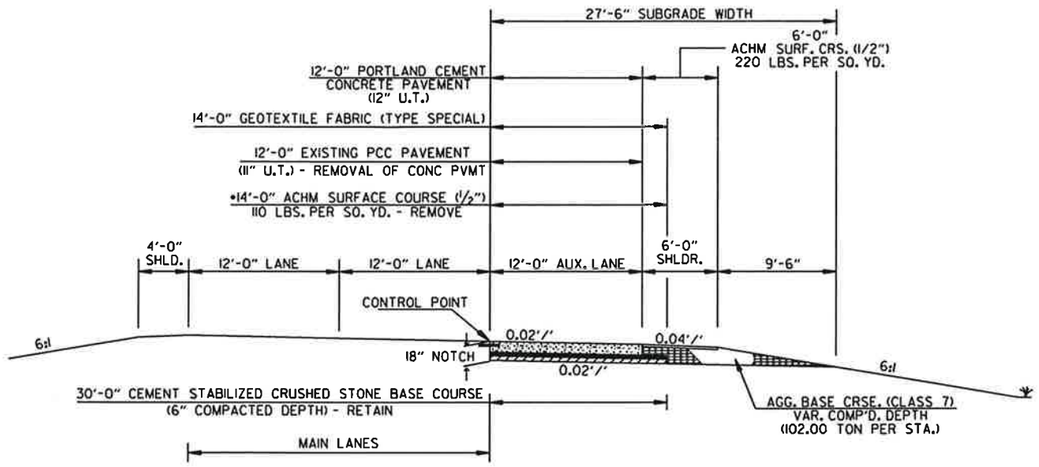
TYPICAL SECTIONS OF IMPROVEMENT

11/29/2016

RBB0203.DGN

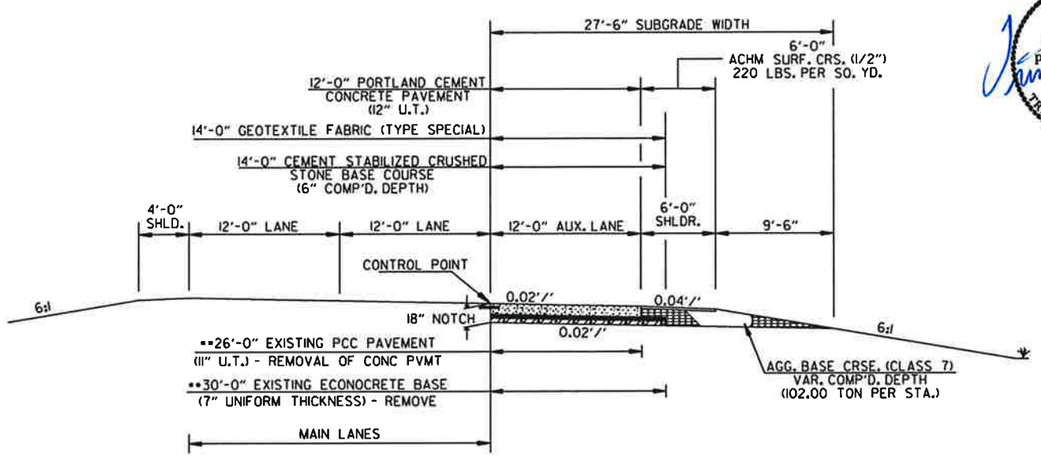
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	6	187

(2) TYPICAL SECTIONS OF IMPROVEMENT



ACCELERATION LANE
RETAIN CRUSHED STONE BASE COURSE

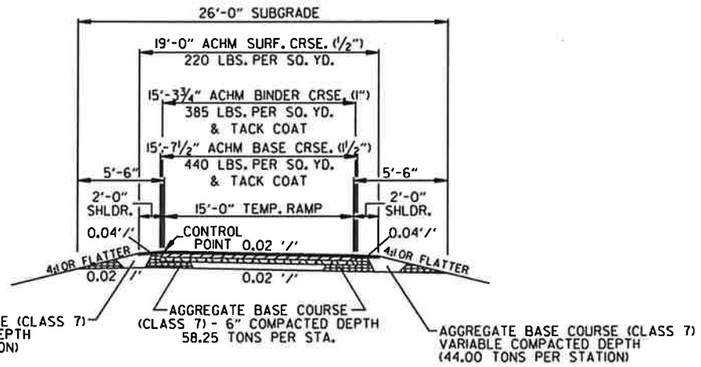
*IN LOCATIONS WHERE ACHM SURFACE COURSE (1") WAS USED AS A BOND BREAKER, PAYMENT WILL NOT BE MADE FOR THE REMOVAL OF ACHM SURFACE COURSE (1/2") BUT WILL BE CONSIDERED SUBSIDIARY TO THE PAYMENT FOR REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT (11" U.T.), REFER TO SHEET 142.



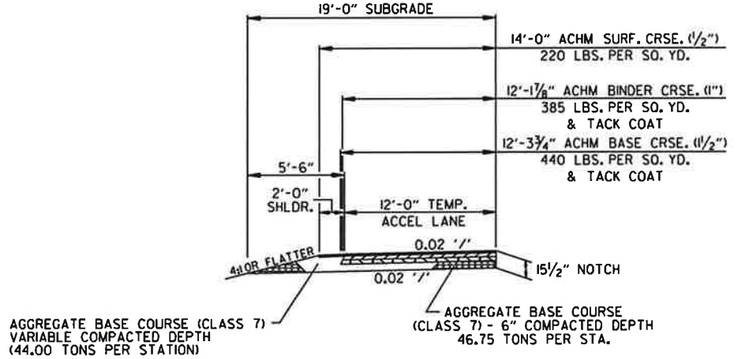
ACCELERATION LANE
FULL DEPTH RECONSTRUCTION

**EXISTING ECONOCRETE BASE (7" U.T.) WAS CONSTRUCTED WITHOUT THE USE OF A BOND BREAKER. IN LOCATIONS WHERE EXISTING ECONOCRETE (7" U.T.) IS BONDED TO EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, APPROXIMATE TOTAL UNIFORM THICKNESS WILL BE EQUIVALENT TO 18" U.T. FOR REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT REFER TO SHEET 142.

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



TEMPORARY RAMPS AND CROSSOVERS



TEMPORARY ACCELERATION LANE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

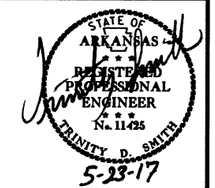
11/29/2016

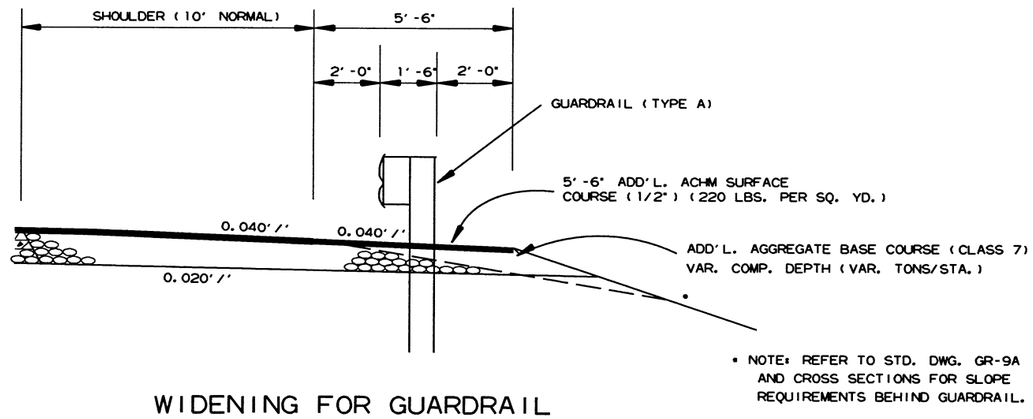
RBB0203.DGN

TYPICAL SECTIONS OF IMPROVEMENT

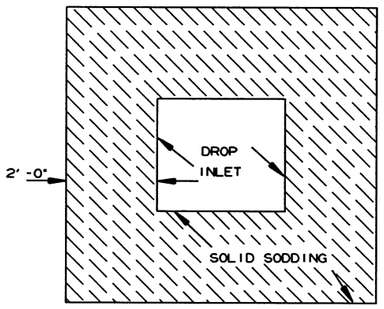
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	7	187

(2) SPECIAL DETAILS

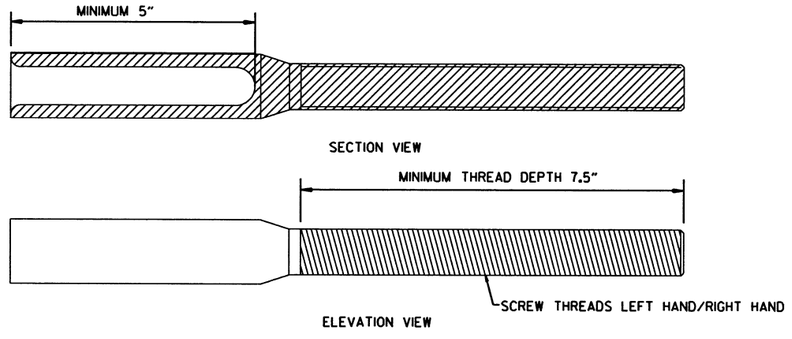




WIDENING FOR GUARDRAIL



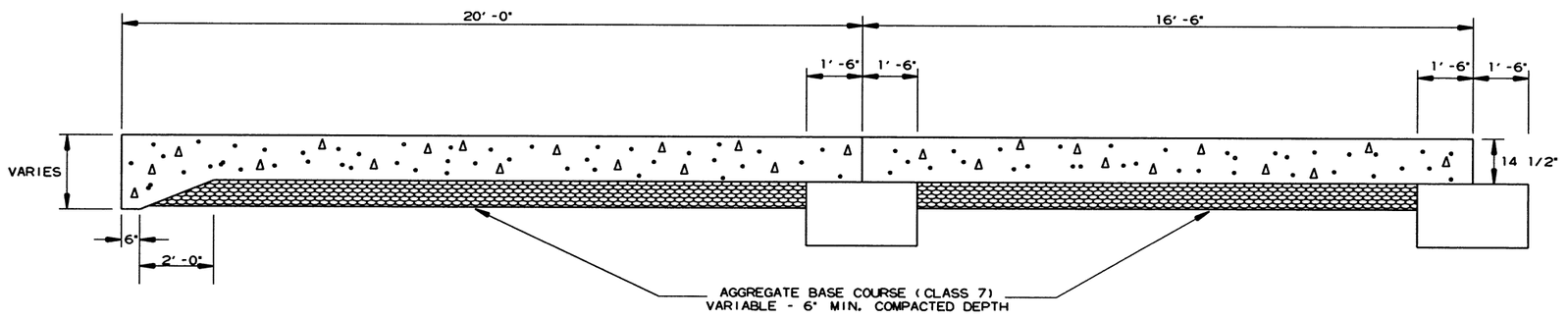
DETAIL FOR SOLID SODDING
AROUND DROP INLETS



NOTE:

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

THREADED TERMINAL DETAIL



SECTION OF APPROACH SLAB

5/11/2017

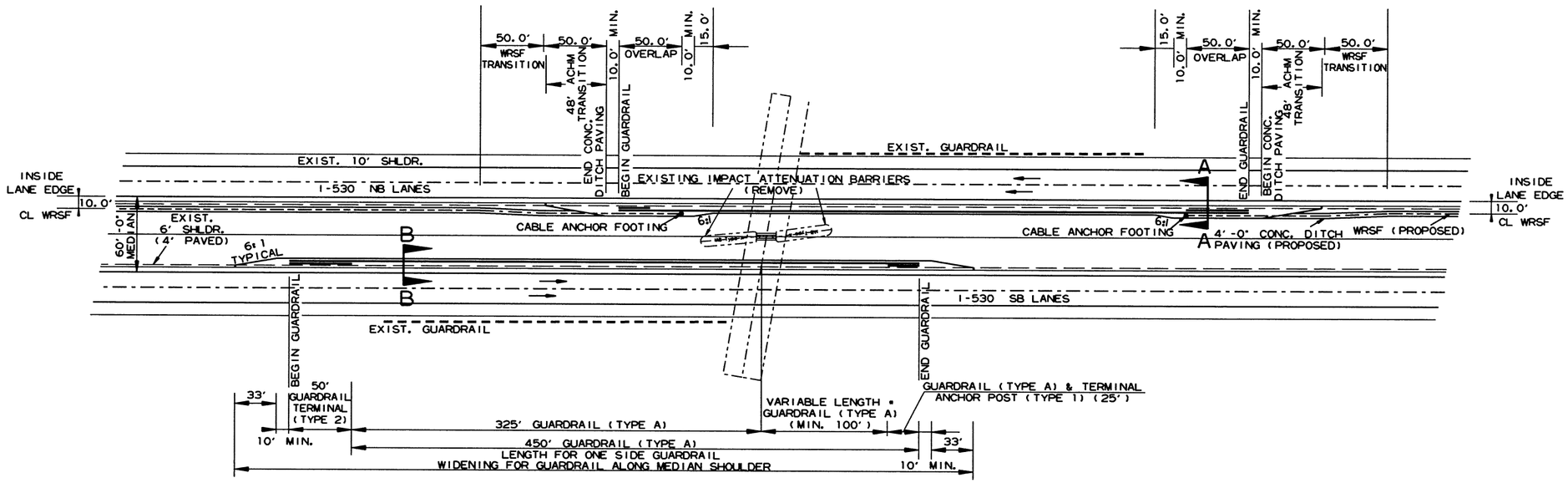
RBB0203.DGN

SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	8	187

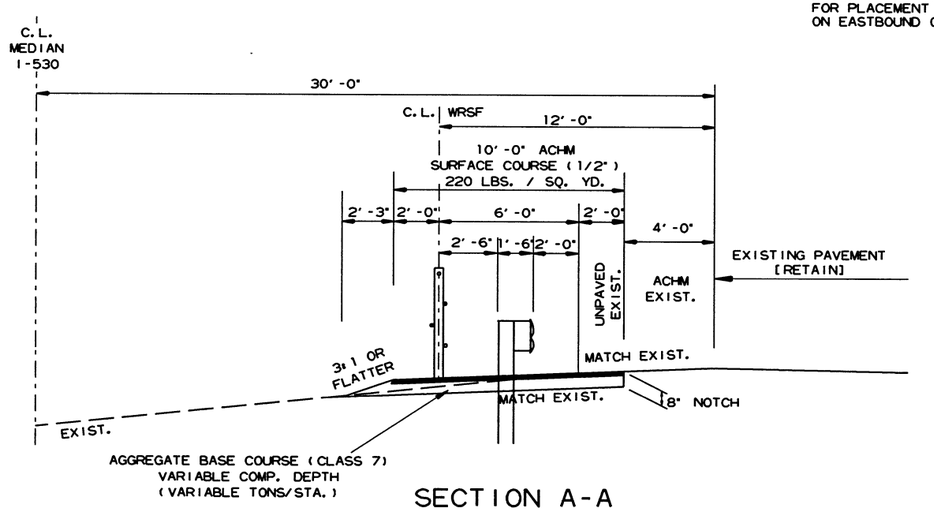
(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17

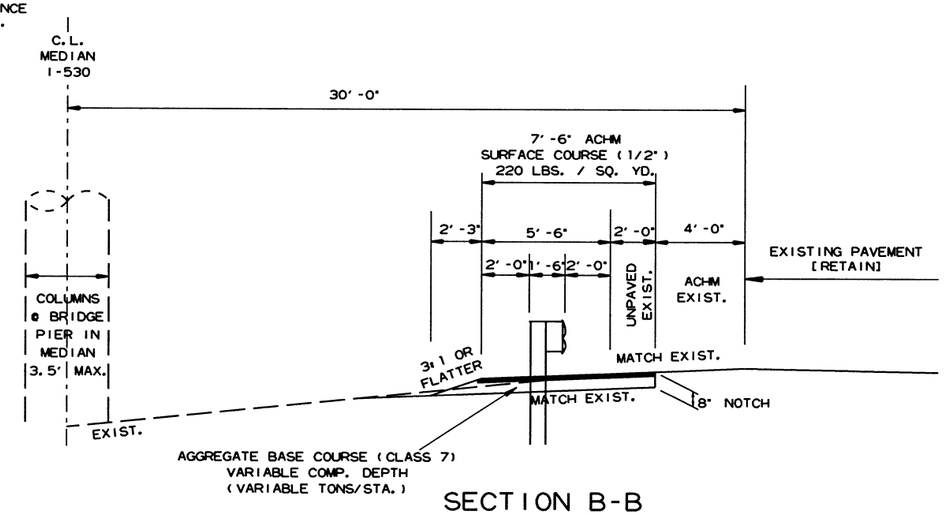


DETAIL AT OVERPASSES

NOTE: REFER TO PLAN SHEETS FOR PLACEMENT OF WIRE ROPE SAFETY FENCE ON EASTBOUND OR WESTBOUND FORESLOPES.



SECTION A-A



SECTION B-B

DETAILS OF SHOULDER WIDENING FOR GUARDRAIL AND OVERLAPS WITH ENDS OF WIRE ROPE SAFETY FENCE

5/11/2017

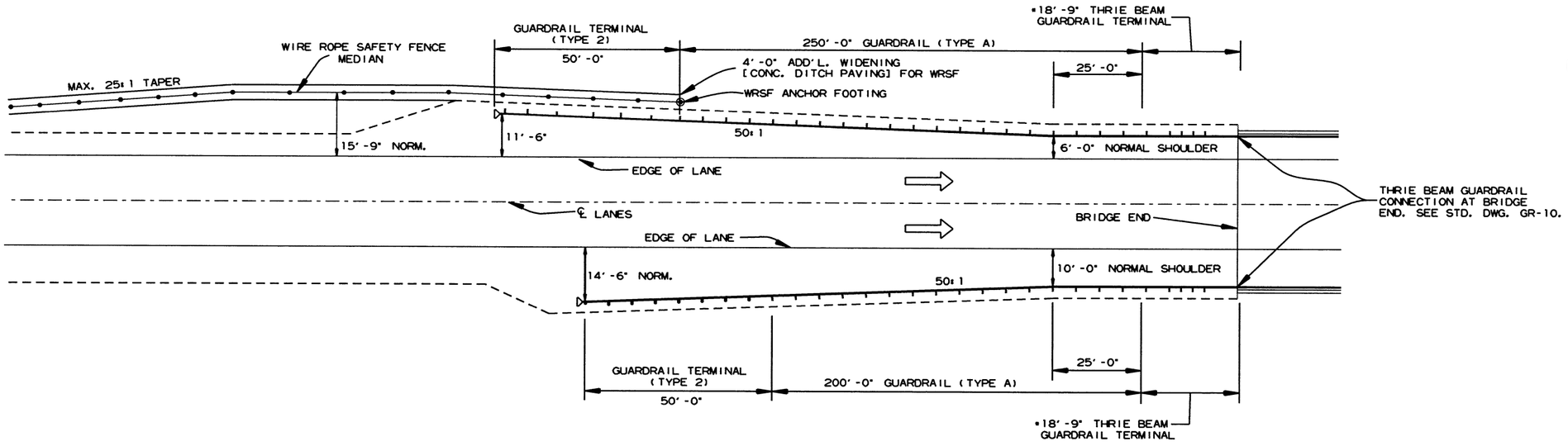
RBB0203.DGN

*THE CONTRACTOR SHALL DRILL 1" DIA. HOLES FOR THE NEW THRIE BEAM CONNECTION BOLTS IN THE EXISTING TRANSITION RAIL. CARE SHALL BE EXERCISED TO AVOID THE EXISTING REINFORCING STEEL IN THE RAIL. THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS CONTRACT ITEMS. SEE STANDARD DRAWING GR-10 FOR ADDITIONAL DETAILS.

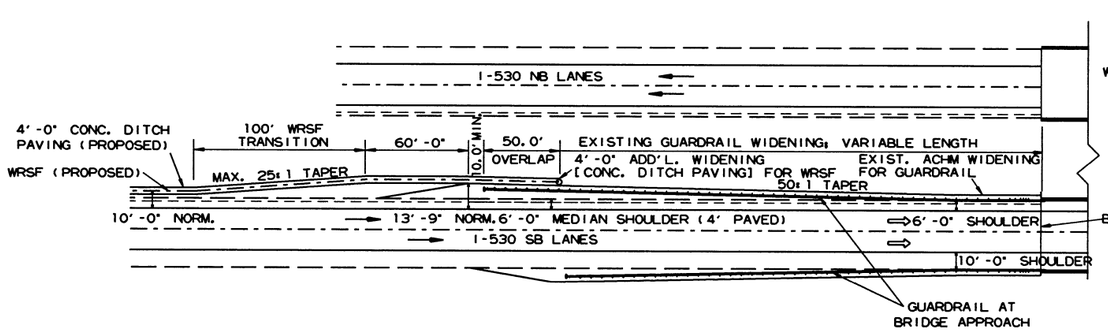
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	9	187

(2) SPECIAL DETAILS

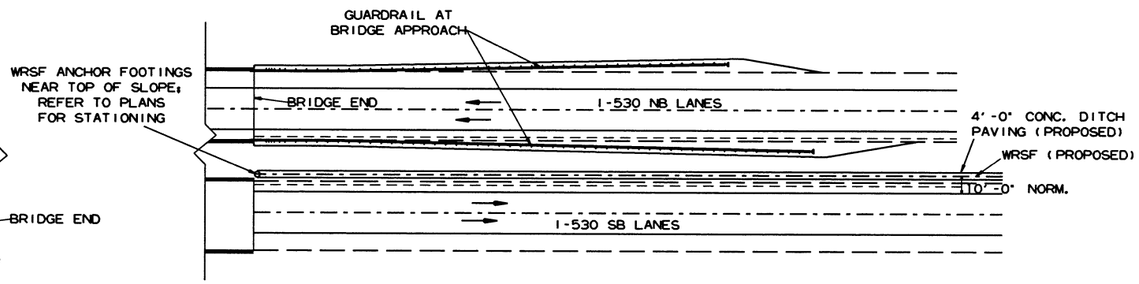
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17



TYPICAL LAYOUT OF GUARDRAIL AT BRIDGE ENDS



WRSF AND EXIST. GUARDRAIL ON SAME SIDE OF MEDIAN



WRSF AND EXIST. GUARDRAIL ON OPPOSITE SIDES OF MEDIAN

DETAIL OF WIRE ROPE SAFETY FENCE AT EXISTING BRIDGE ENDS

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

5/11/2017

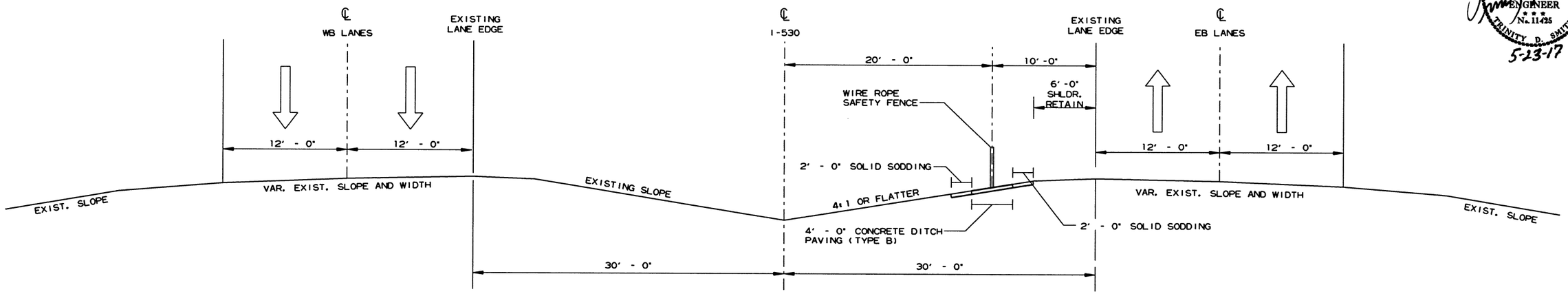
RBB0203.DGN

SPECIAL DETAILS

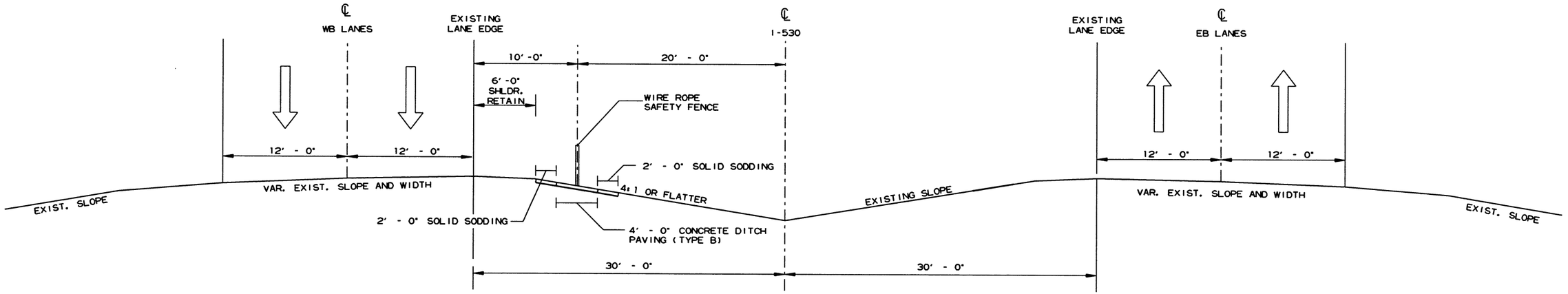
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	10	187

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17



TYPICAL SECTION OF IMPROVEMENT
FOR WIRE ROPE SAFETY FENCE RIGHT OF CENTERLINE



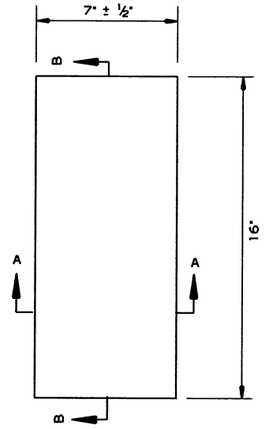
TYPICAL SECTION OF IMPROVEMENT
FOR WIRE ROPE SAFETY FENCE LEFT OF CENTERLINE

5/11/2017

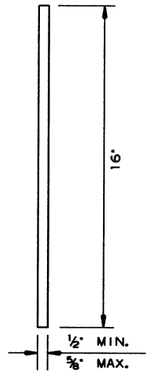
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	11	187

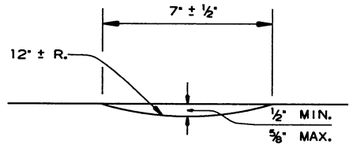
(2) SPECIAL DETAILS



PLAN

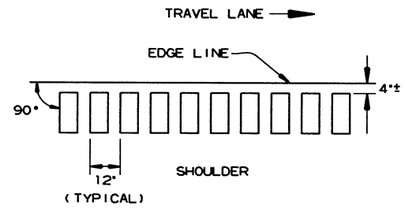


SECTION B-B



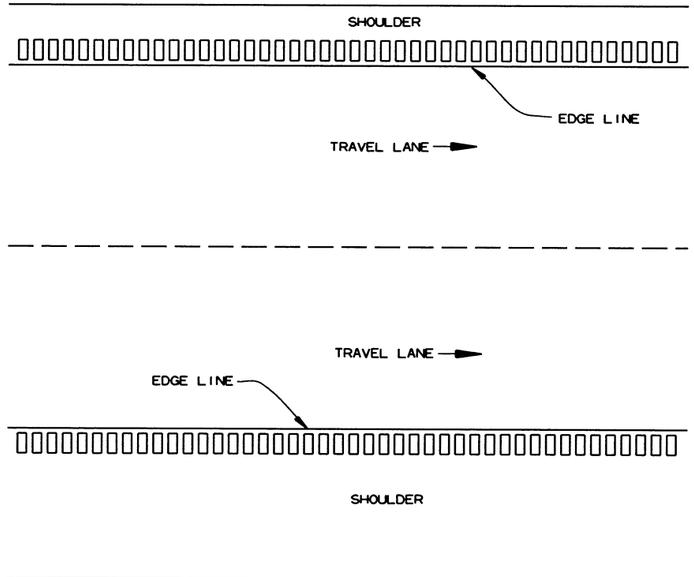
SECTION A-A

DETAILS OF RUMBLE STRIPS



LOCATION PLAN OF RUMBLE STRIPS

LEFT OR RIGHT SHOULDER



PLAN VIEW

NOTES:

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

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17

5/11/2017

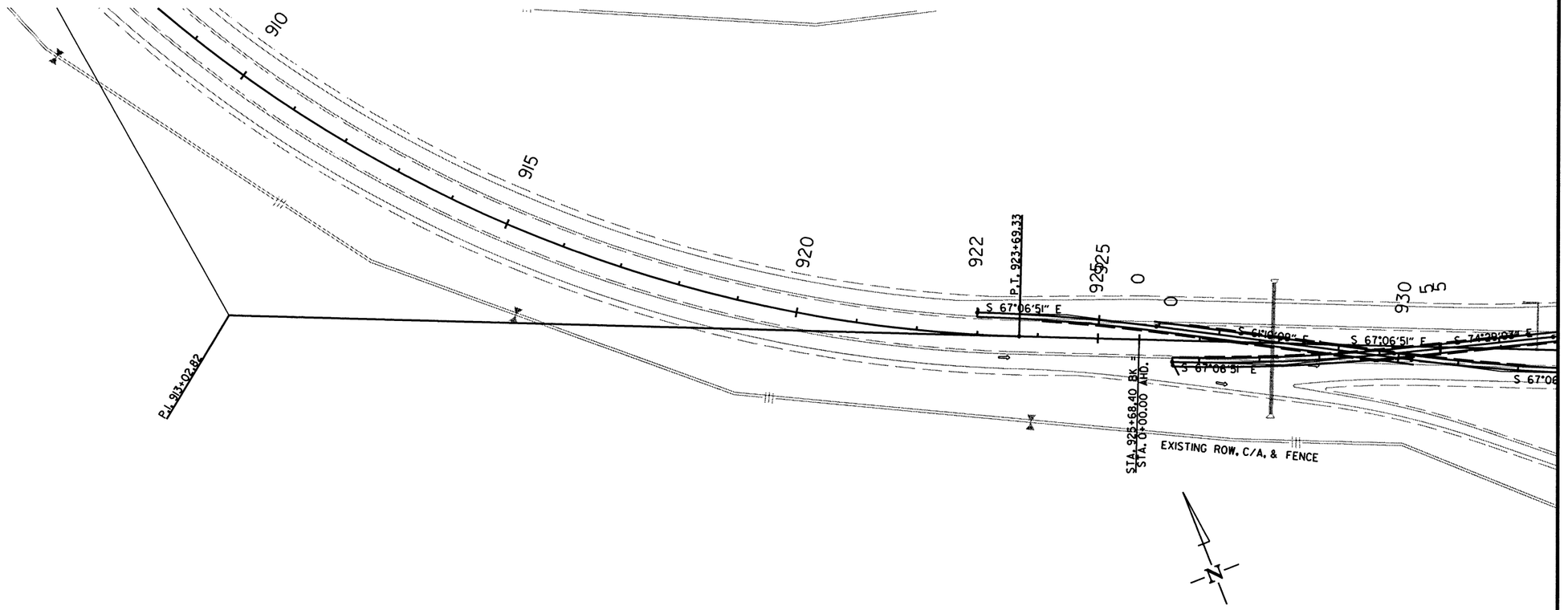
RBB0203.DGN

SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	12	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN
  XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	13	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

STA. 7+67.09
BEGIN JOB BB0203

S 67°06'51" E

P.I. 16+97.80

P.C. 9+16.32

P.I. 23+61.92

HWY. 65S

EXISTING ROW, C/A, & FENCE

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

S 27°08'27" E

S 20°51'21" E

S 32°50'57" E

S 48°18'01" E

S 51°42'45" E

E-11 ·268 LIN.FT.

E-11 ·275 LIN.FT.

E-5

P.C. 58+18.21

P.I. 62+54.87

S 39°23'31" E

6/2/2017

RBB0203.DGN

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	14	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

EXISTING ROW, C/A, & FENCE
P.T. 66+90.58
S 39°23'31" E
S 56°18'02" E
S 44°17'13" E
S 35°25'31" E
S 26°36'59" E
E-11 ·87 LIN.FT.
S 68°09'41" E
E-11 ·259 LIN.FT.
E-11 ·133 LIN.FT.
S 6°46'44" E
E-11 ·273 LIN.FT.
P.T. 85+86.44
P.I. 89+89.92
A6257
B6257
PRINSTON PIKE
P.T. 93+81.71
S 52°08'47" E
E-11 ·245 LIN.FT.
S 16°56'00" W
E-5
S 19°33' E
P.C. 98+67.99
E-11 ·415 LIN.FT.
S 52°08'47" E
S 15°32'02" E
S 51°49'52" E
E-11 ·254 LIN.FT.
S 19°51'01" E
P.I. 104+55.80
S 37°59'59" E
P.T. 109+23.28
A6258
B6258
S 44°11'46" E
P.C. 121+63.06
28°01'31" E
S 35°58'34" E
7TH AVE.

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	15	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

P.I. 129+99.53

EXISTING ROW, C/A, & FENCE

S 25°05'16" E
S 15°16'12" E
S 44°09'22" E
S 41°15'45" E
S 28°01'31" E
S 35°58'34" E

E-11 ·80 LIN.FT.

E-5

S 17°49'09" W

STA. 137+39.88 BACK =
STA. 137+39.88 AHD

E-11 ·581 LIN.FT.

A6259

B6259

HWY. 190

E-11 ·388 LIN.FT.

S 0°18'49" W

S 22°32'04" E

E-5

E-11 ·319 LIN.FT.

E-11 ·192 LIN.FT.

E-11 ·85 LIN.FT.

S 15°36'46" W

S 9°56'50" E

S 3°06'30" W

A6260

B6260

BAYOU BARTHOLOMEW

SHANNON RD.

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	16	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

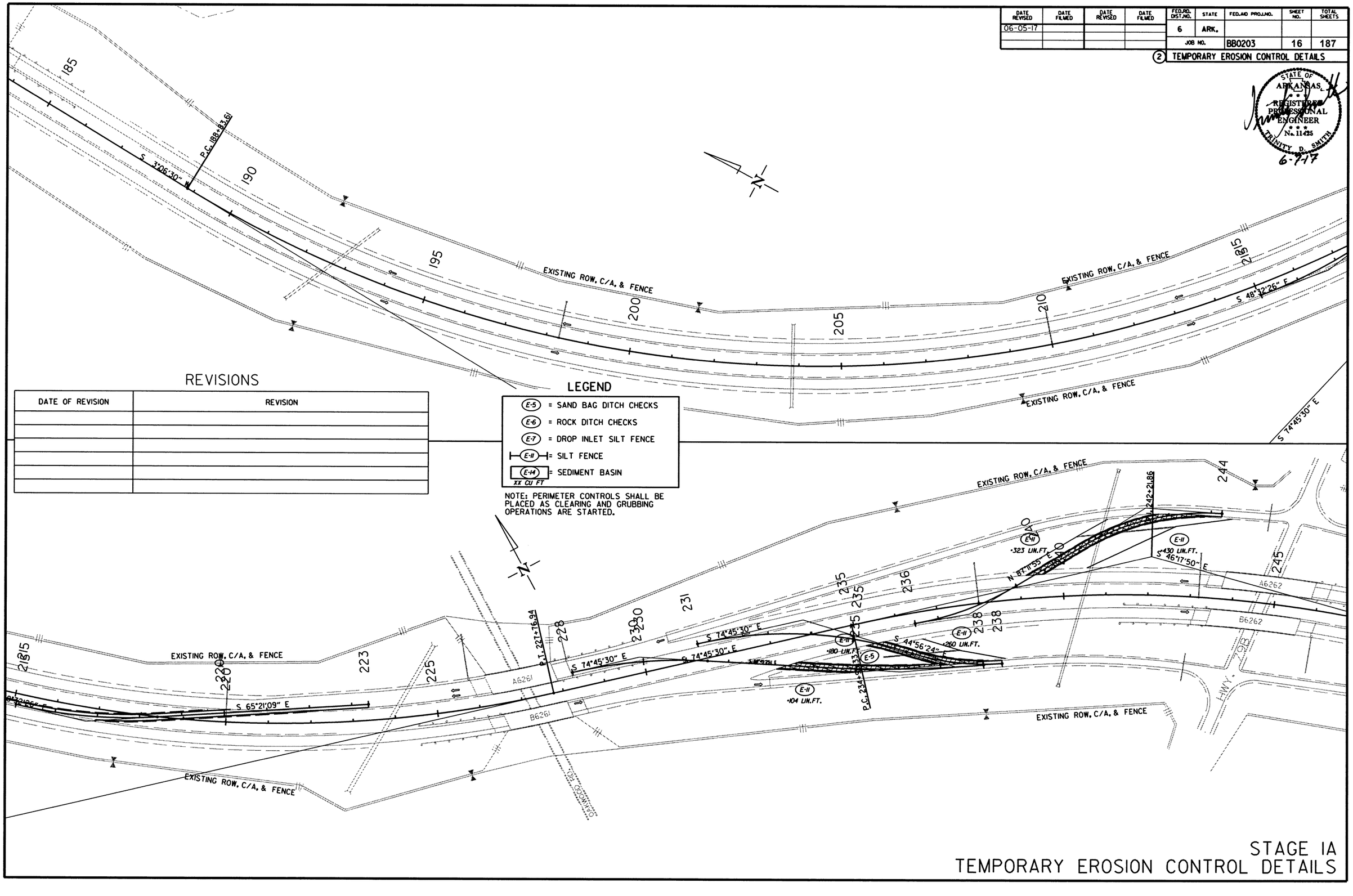
REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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



6/2/2017

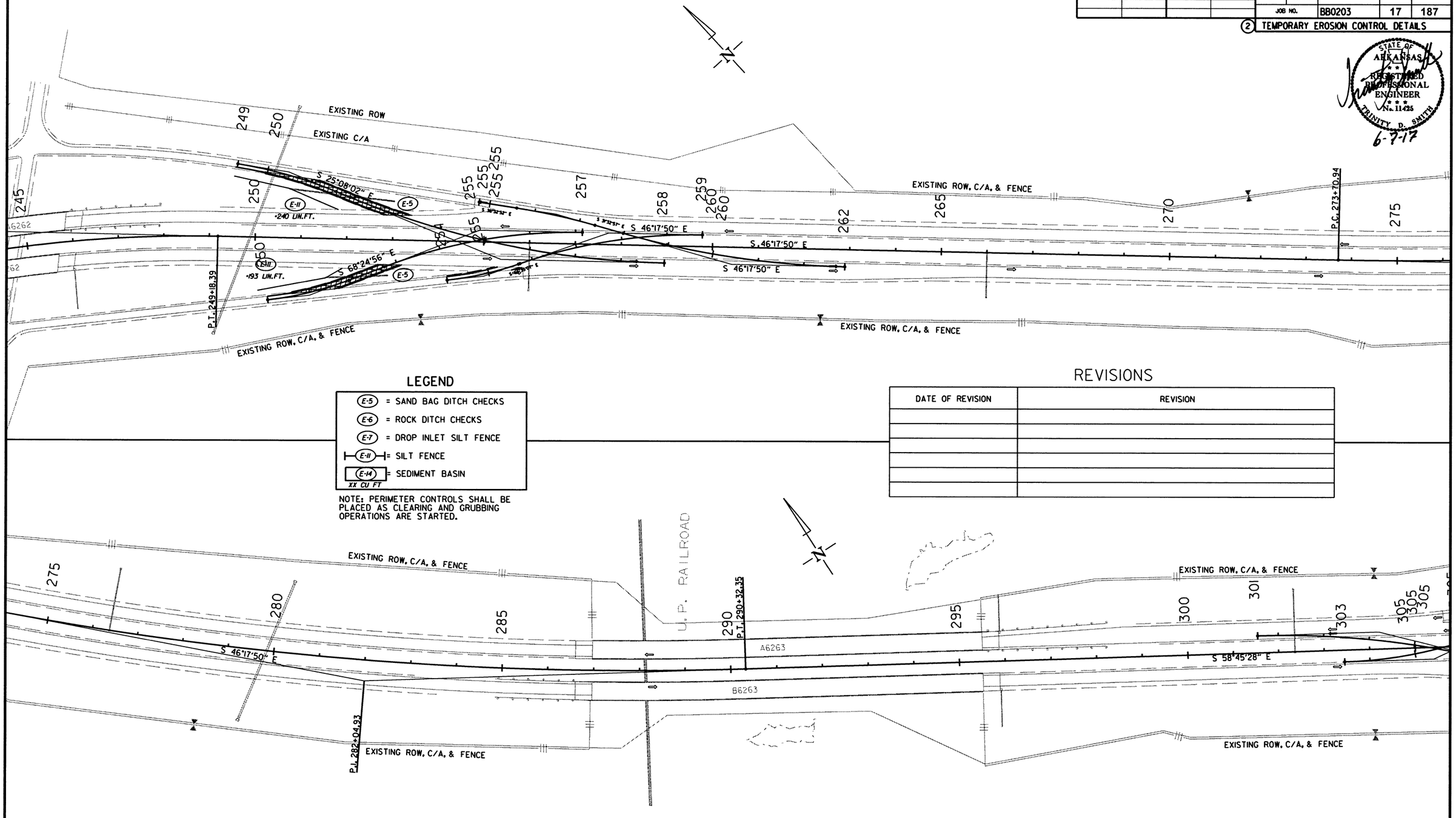
RBB0203.DGN

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	17	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	18	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

EXISTING ROW, C/A, & FENCE

S 77°52'10" E

S 81°49'55" E

S 87°40'34" E

E-11 ·346 LIN.FT.

A6264

B6264

S 42°52'17" E

S 31°45'14" E

E-11 ·195 LIN.FT.

OLD WARREN RD.

S 46°51'43" E

E-11 ·291 LIN.FT.

S 45°35'01" E

S 58°45'28" E

E-11 ·634 LIN.FT.

N 86°02'40" E

S 80°17'11" E

EXISTING ROW, C/A, & FENCE

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN, XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

EXISTING ROW, C/A, & FENCE

S 58°45'28" E

S 69°45'08" E

S 58°45'28" E A6264

B6265

S 38°39'09" E

SPRINGHILL CREEK

EXISTING ROW, C/A, & FENCE

6/2/2017

RBB0203.DGN

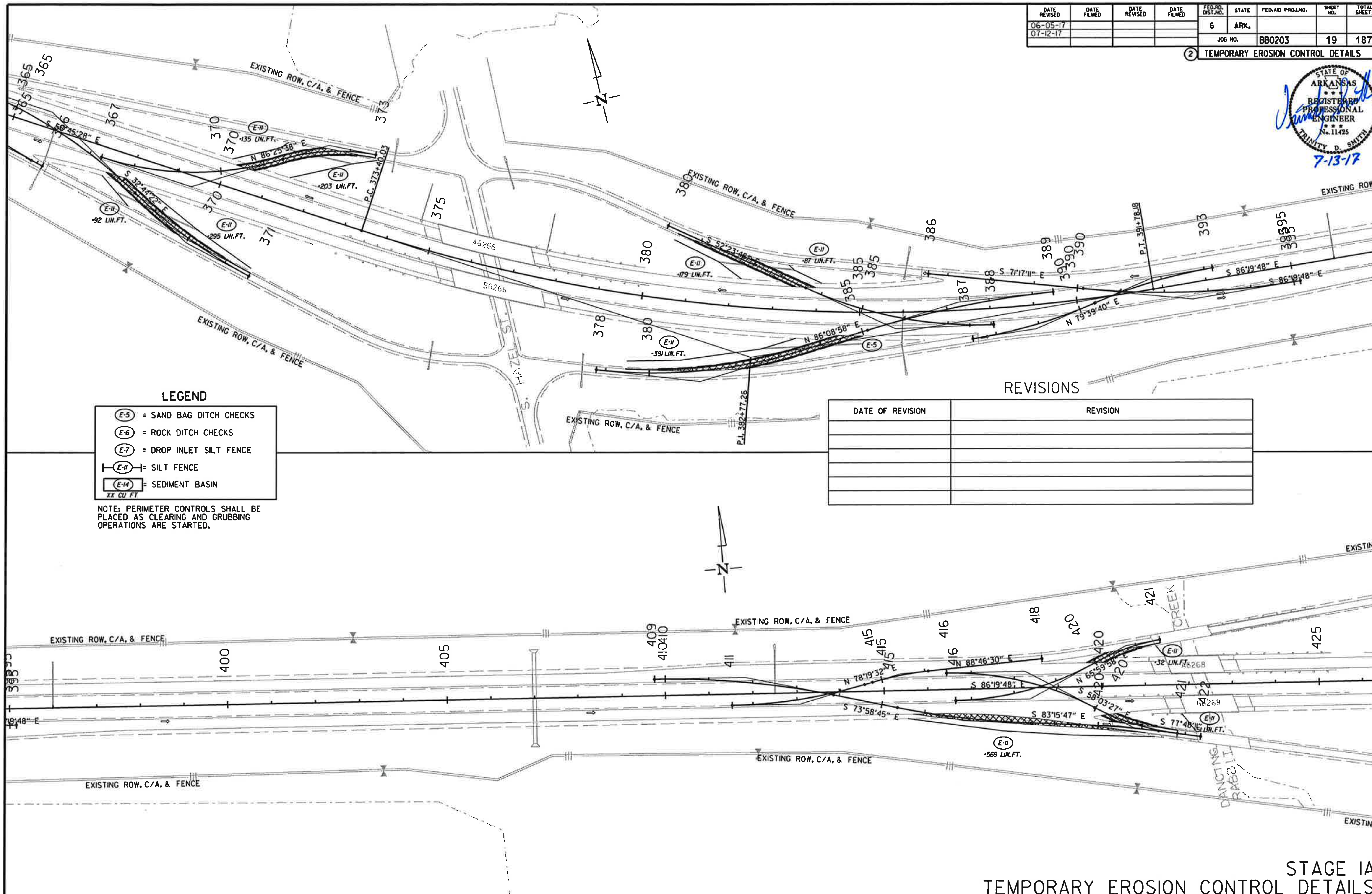
STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	19	187

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH

[illegible]
7-13-17



LEGEND

E-5	= SAND BAG DITCH CHECKS
E-6	= ROCK DITCH CHECKS
E-7	= DROP INLET SILT FENCE
⊢E-11⊣	= SILT FENCE
E-14 XX CU FT	= SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

7/11/2017

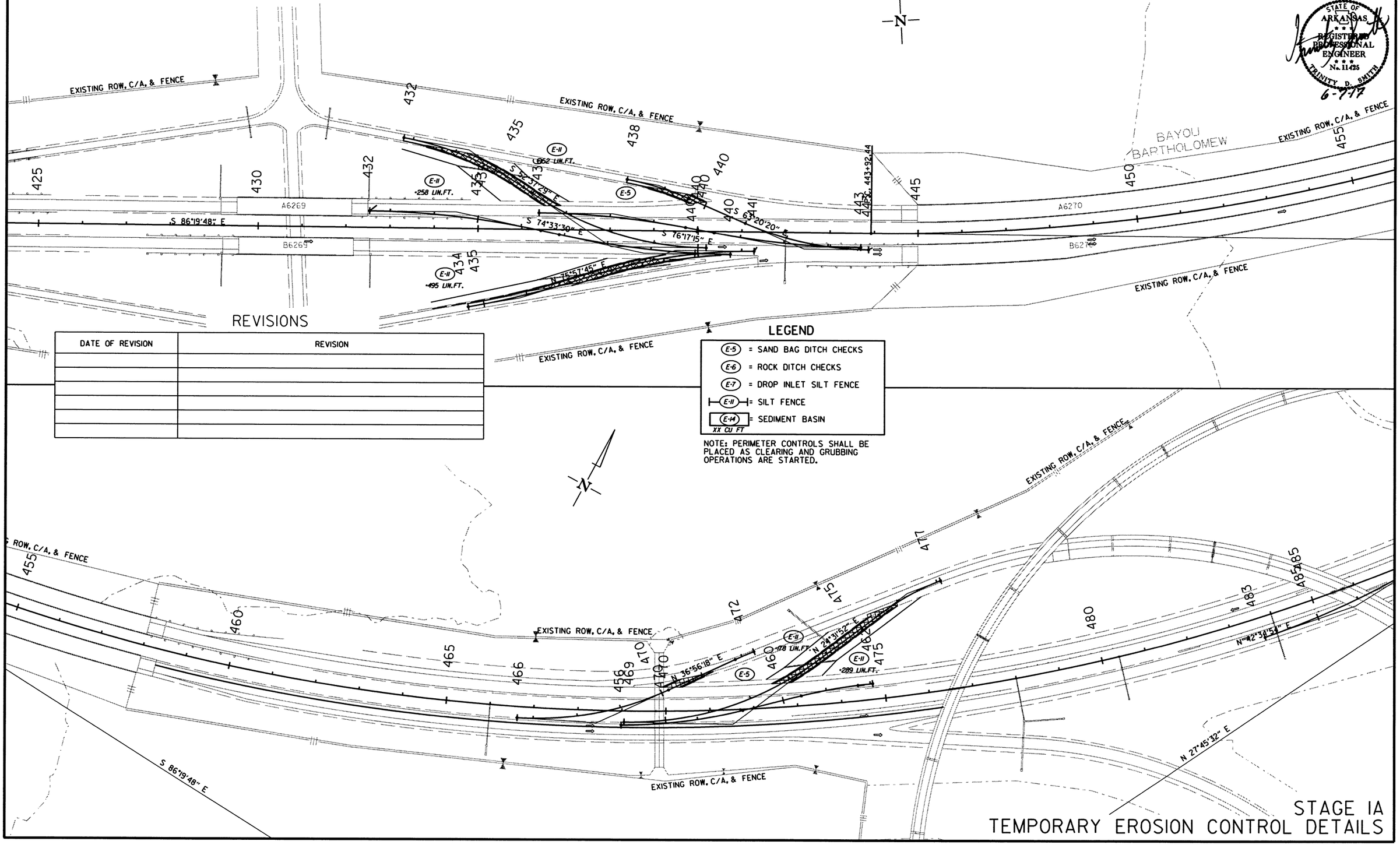
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	20	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

6/2/2017

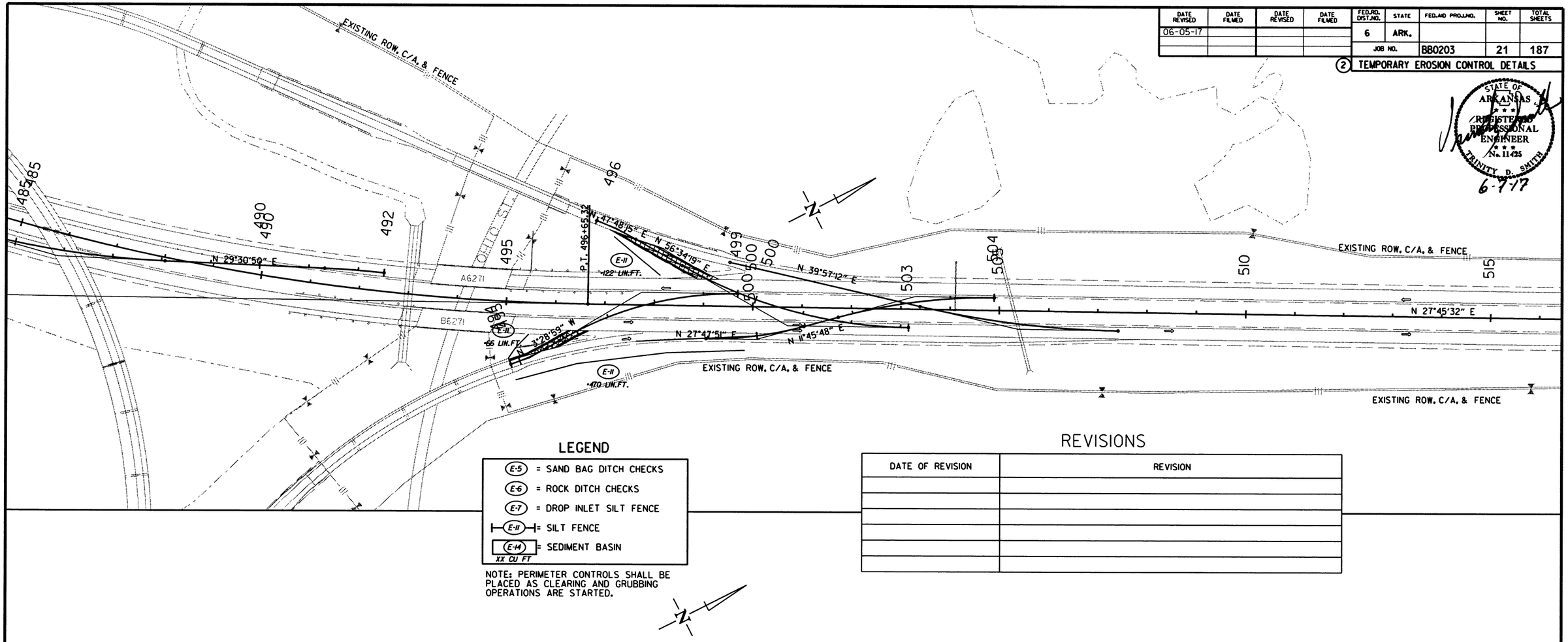
RBB0203.DGN

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	21	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	22	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

EXISTING ROW
EXISTING ROW, C/A, & FENCE
EXISTING C/A
FENCE
N 27°45'32" E
P.C. 563+05.23
P.I. 567+95.12
N 42°34'29" E
WEBER
EXISTING C/A
EXISTING ROW
EXISTING C/A
EXISTING ROW

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION

EXISTING ROW
EXISTING C/A
EXISTING C/A
EXISTING ROW
N 32°13'31" E
P.I. 582+68.39
N 42°34'29" E
N 42°34'29" E
N 57°21'21" E
N 48°26'27" E
(E-11) •926 LIN.FT.
P.C. 594+41.71
N 23°04'19" E
(E-11) •126 LIN.FT.
(E-11) •587 LIN.FT.
N 69°07'49" E
N 76°20'21" E
HWY. 63B
HWY. 63B
N 69°07'49" E
EXISTING C/A
STA. 607+42.69
END JOB BB0203

STAGE IA
TEMPORARY EROSION CONTROL DETAILS

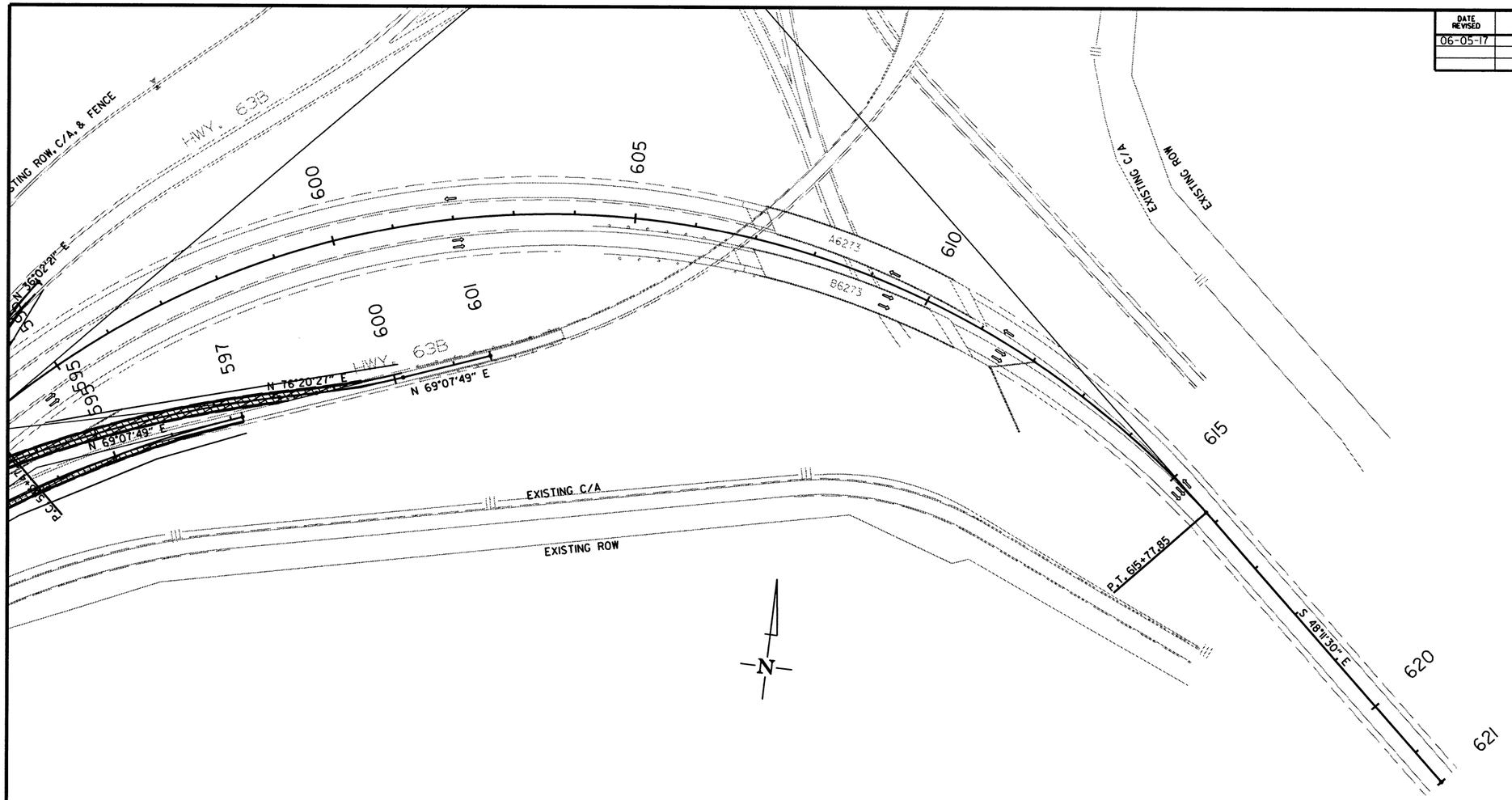
6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	23	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN, XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

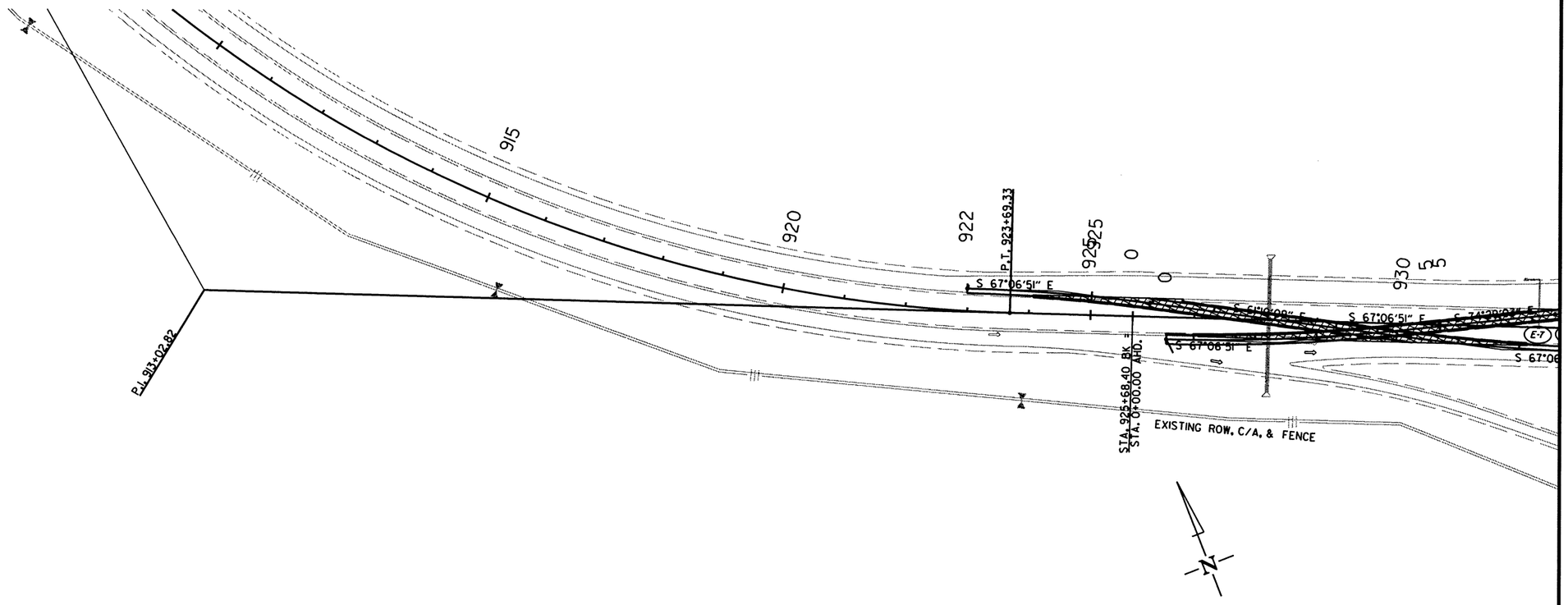
STAGE IA
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	24	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

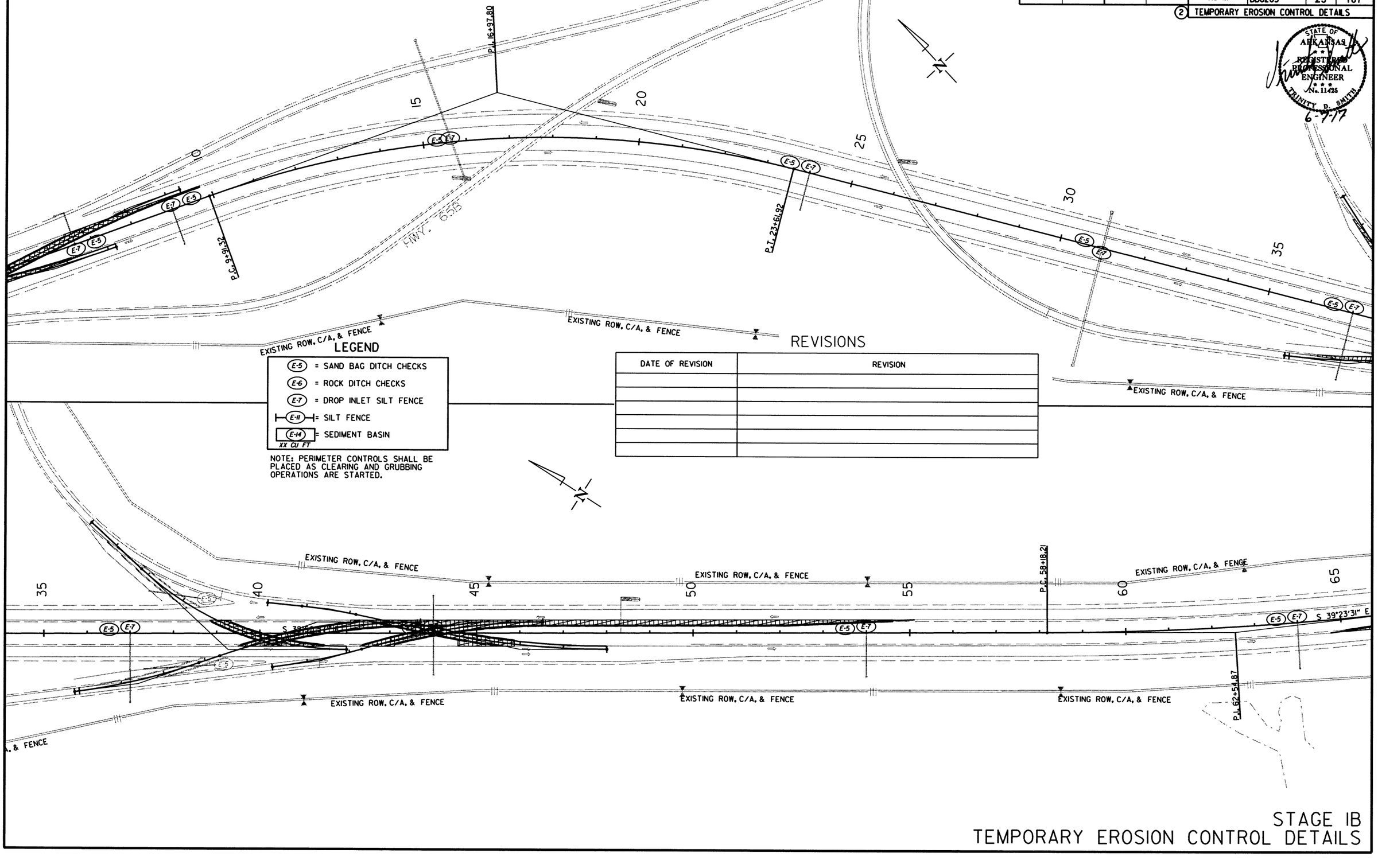
RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	25	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN
  XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

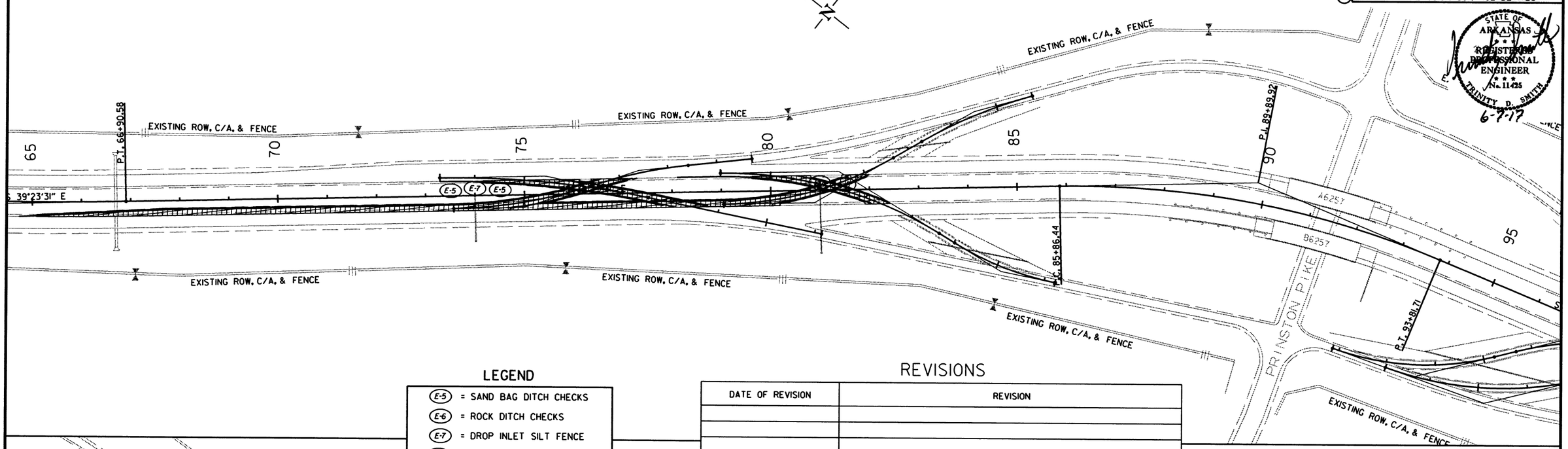
RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	26	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



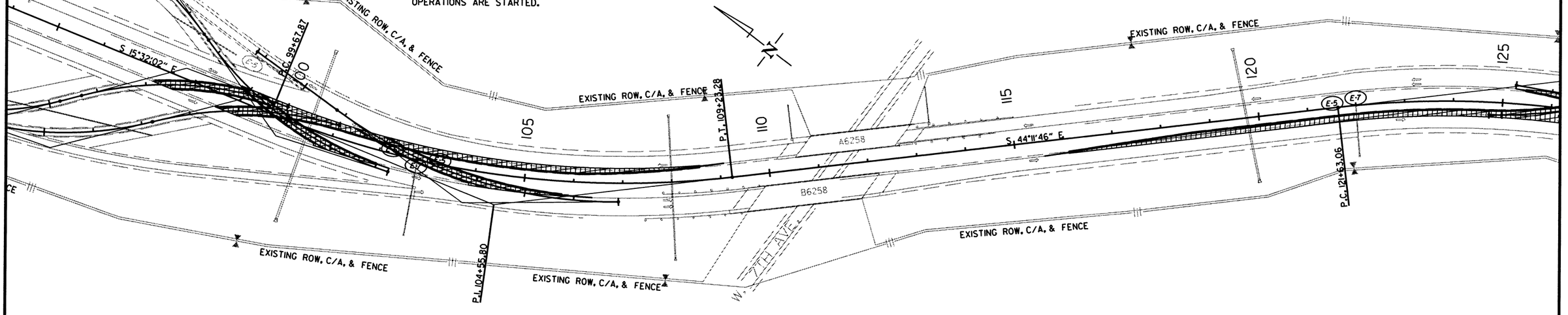
LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION



6/2/2017

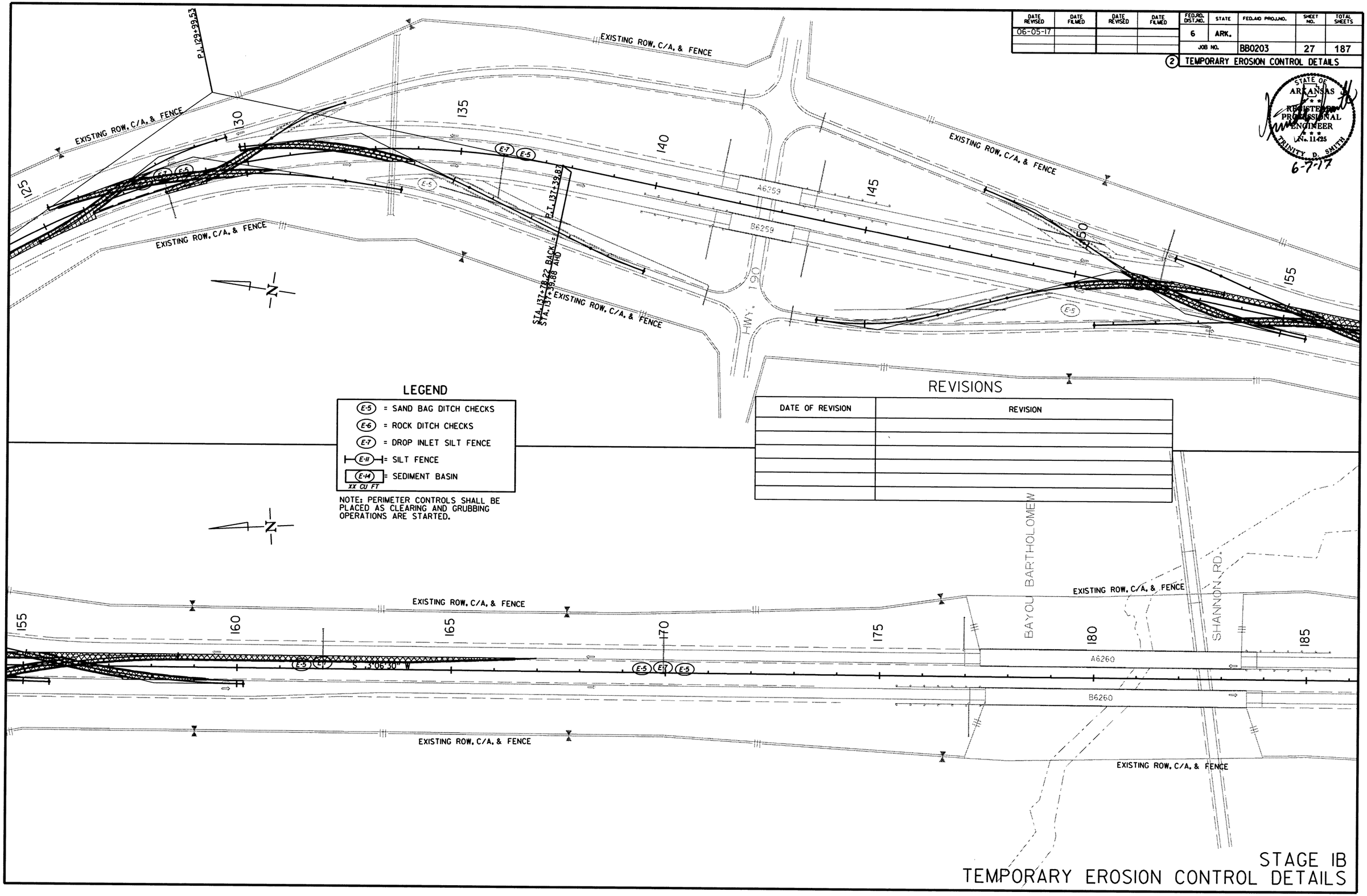
RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	27	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	28	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH 6-7-17

185 190 195 200 205 210 215 220 225 230 235 240 245

P.C. 188+83.61

S 37°06'30" W

EXISTING ROW, C/A, & FENCE

S 74°45'30" E

P.I. 227+76.94

P.C. 234+29.33

P.I. 242+21.86

S 46°17'50" E

A6261

B6261

A6262

B6262

HWY. 79

OIL COMPANY

REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

6/2/2017

RBB0203.DGN

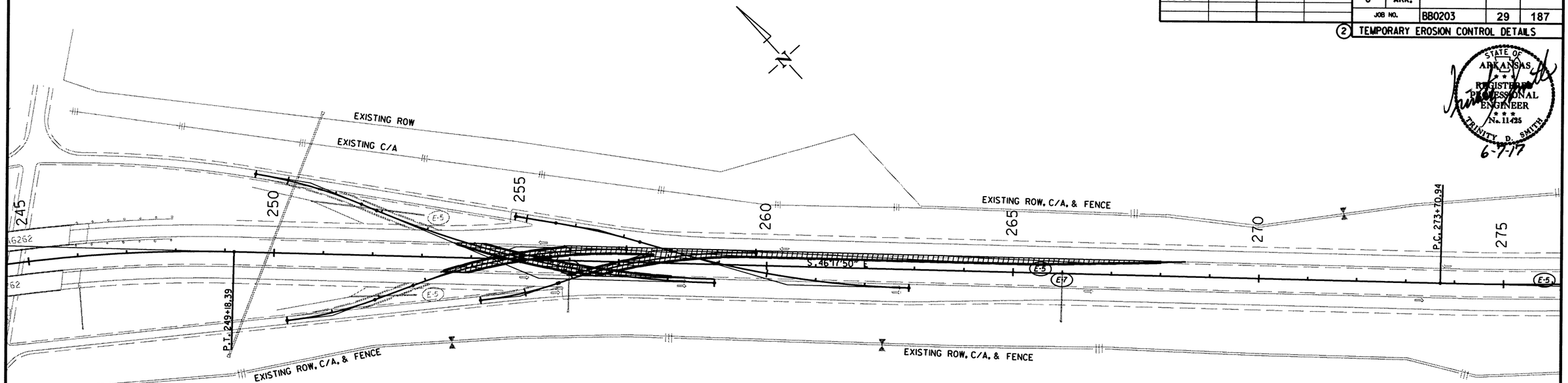
STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	29	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



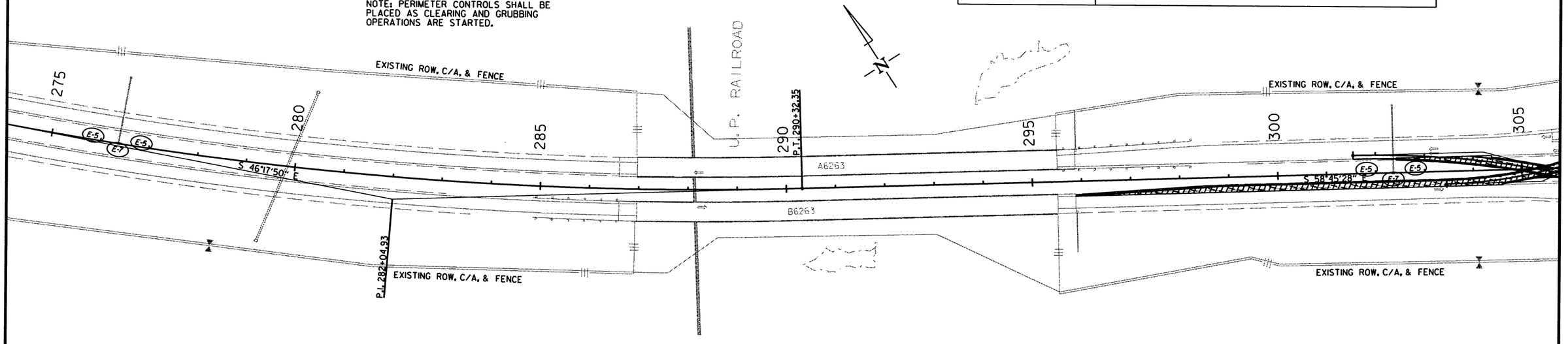
LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN, XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION



6/2/2017

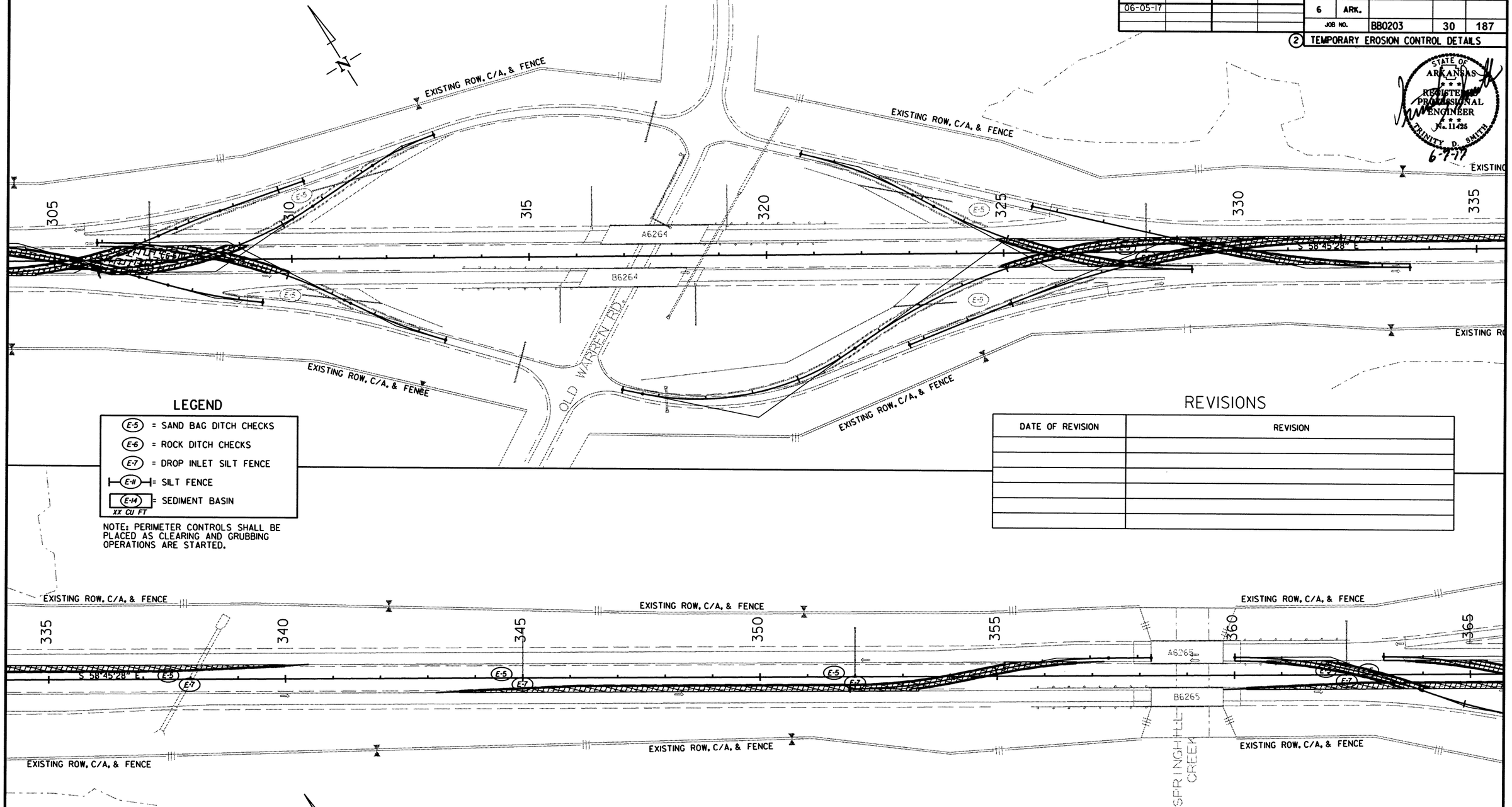
RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	30	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN
  XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	31	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY P. SMITH
7-13-17

EXISTING ROW, C/A, & FENCE
S. HAZEL ST.
P.C. 373+40.03
P.T. 391+78.18
P.I. 382+77.26
A6266
B6266
N 86°25'38" E
S 32°44'22" E
S 52°23'46" E
S 71°17'11" E
S 86°19'48" E
S 85°19'48" E
N 86°08'58" E
N 79°39'40" E
N 78°19'32" E
N 88°46'30" E
N 65°59'58" E
S 58°03'27" E
S 83°15'47" E
S 77°48'11" E
DANCING RABBIT CREEK

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN, XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

7/11/2017

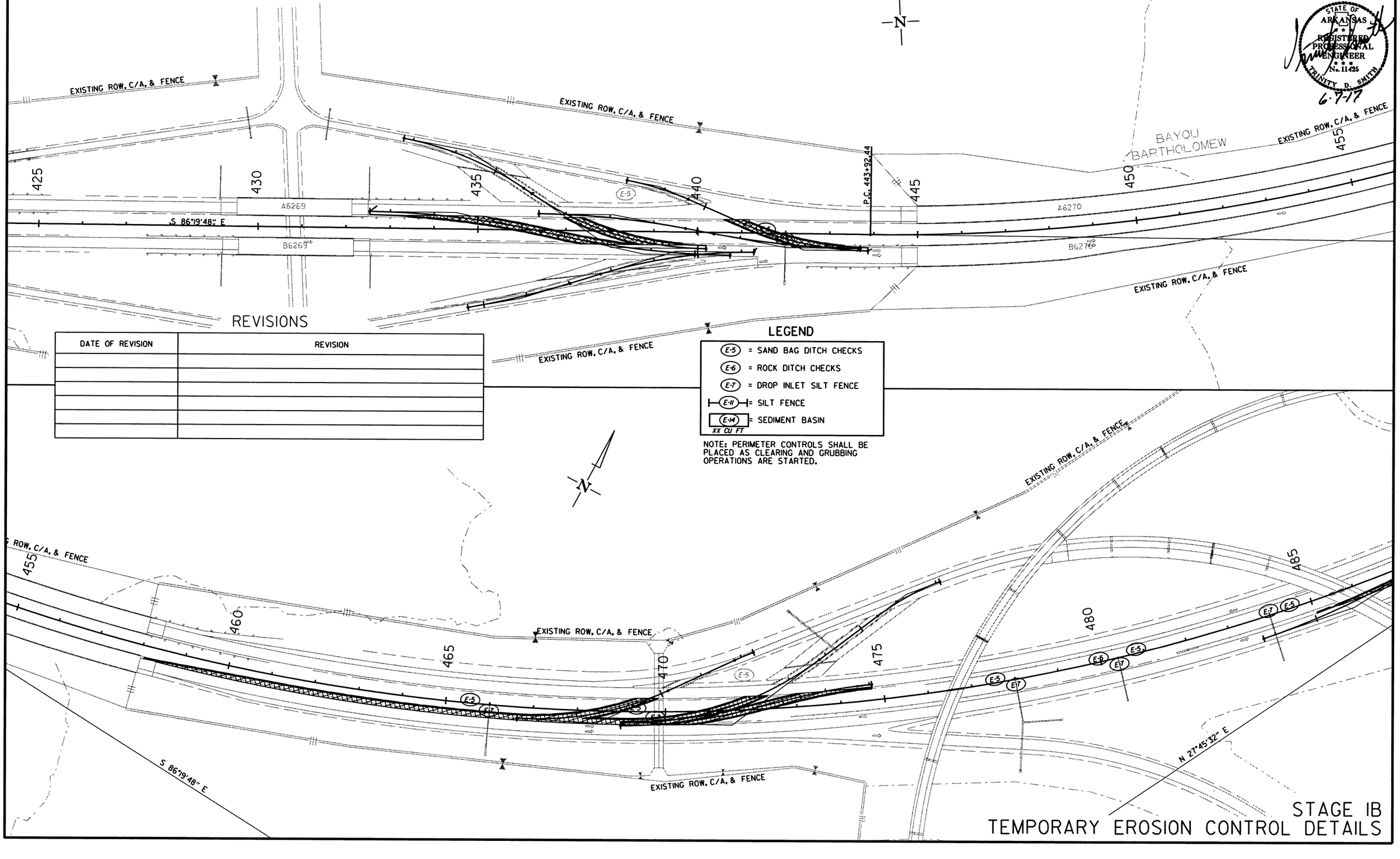
RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	32	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



REVISIONS

DATE OF REVISION	REVISION

LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

6/2/2017

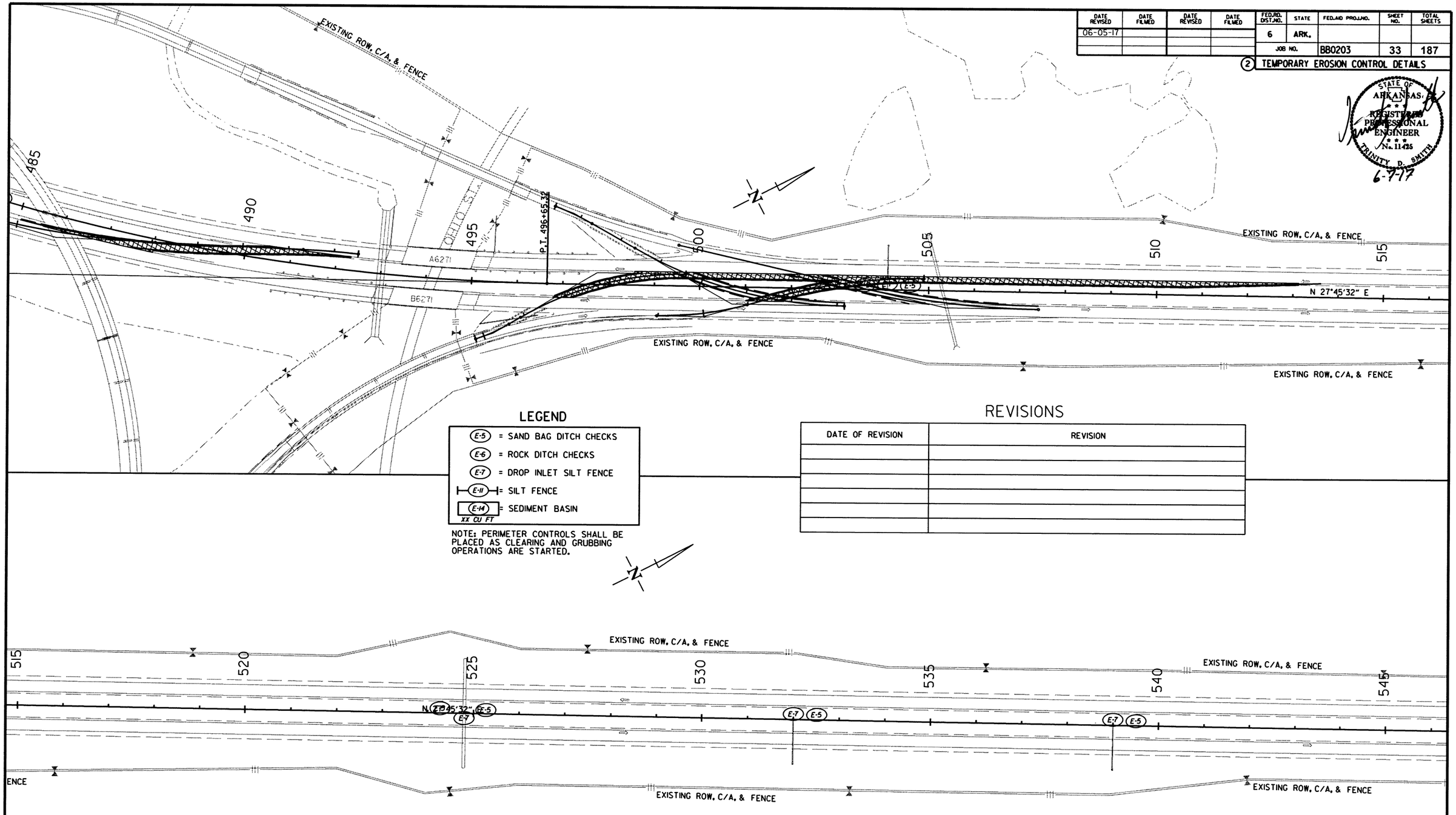
RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	33	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) XX CU FT = SEDIMENT BASIN

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

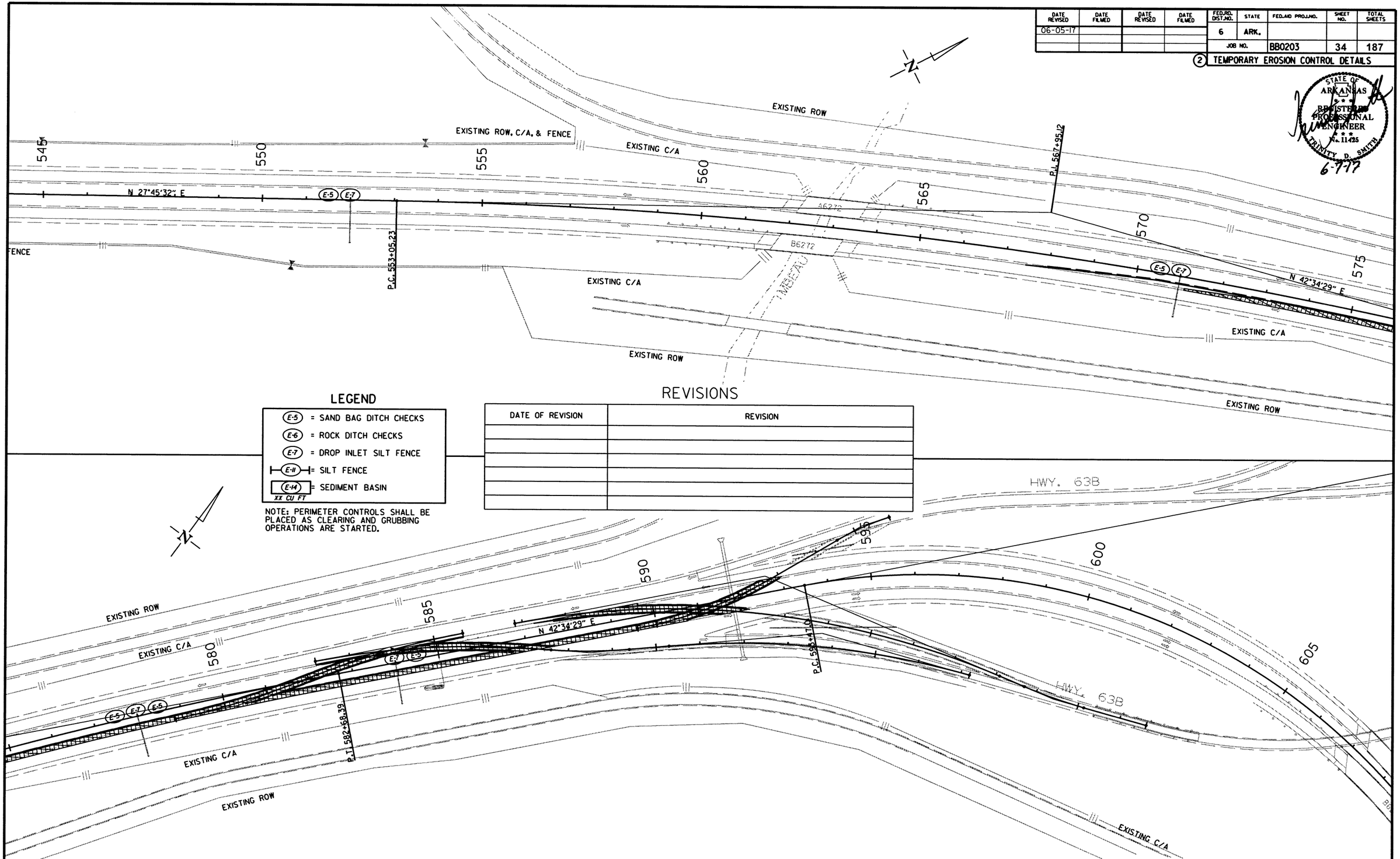
RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	34	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN
  XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

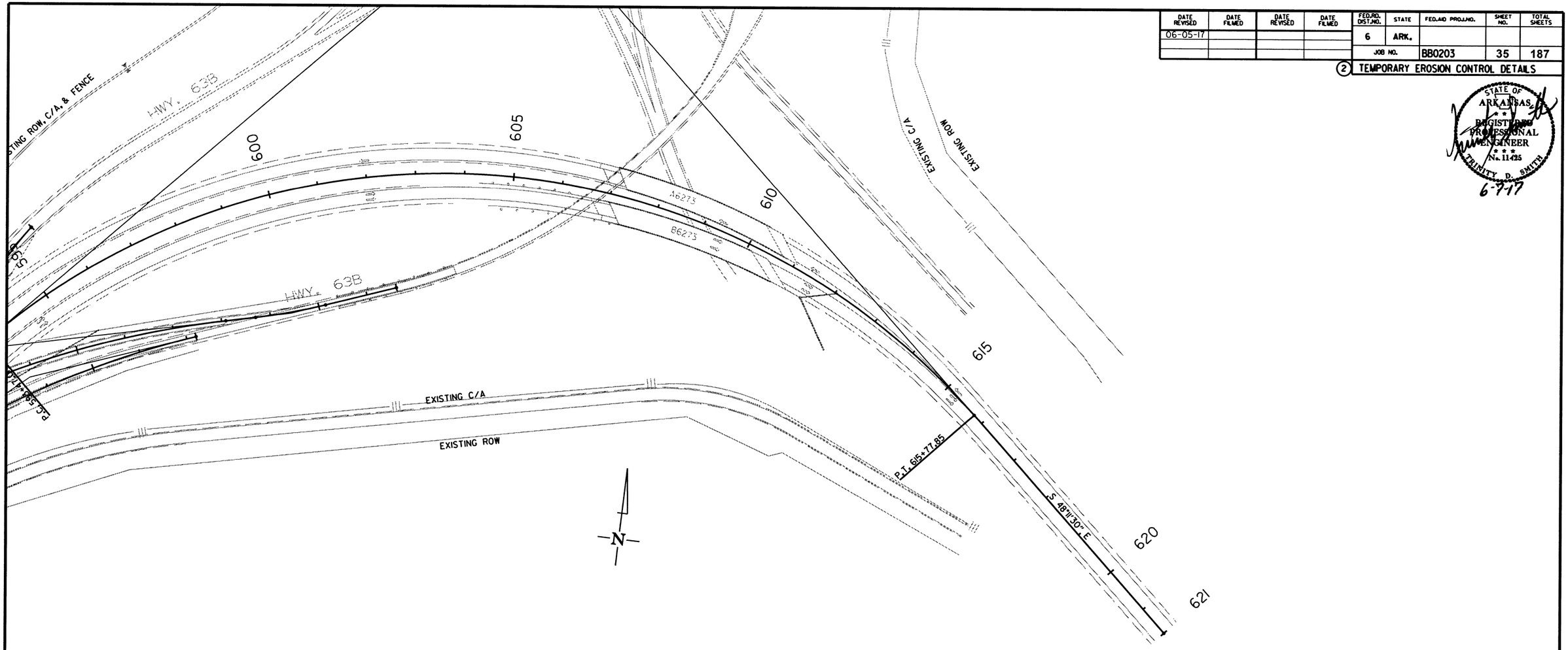
RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	35	187

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



LEGEND

- (E-5) = SAND BAG DITCH CHECKS
- (E-6) = ROCK DITCH CHECKS
- (E-7) = DROP INLET SILT FENCE
- (E-11) = SILT FENCE
- (E-14) = SEDIMENT BASIN XX CU FT

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

REVISIONS

DATE OF REVISION	REVISION

6/2/2017

RBB0203.DGN

STAGE IB
TEMPORARY EROSION CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	36	187

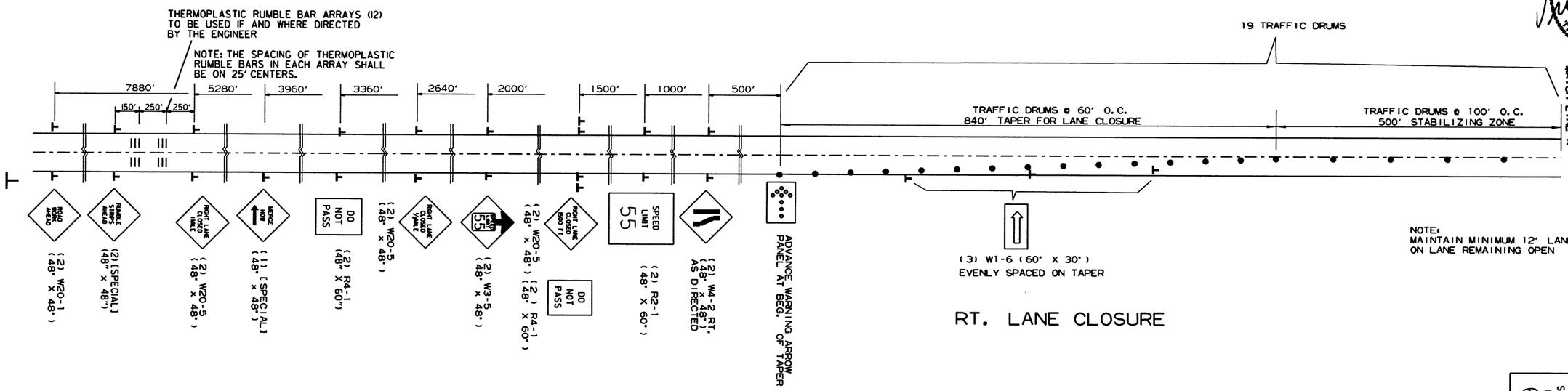
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-5-17

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

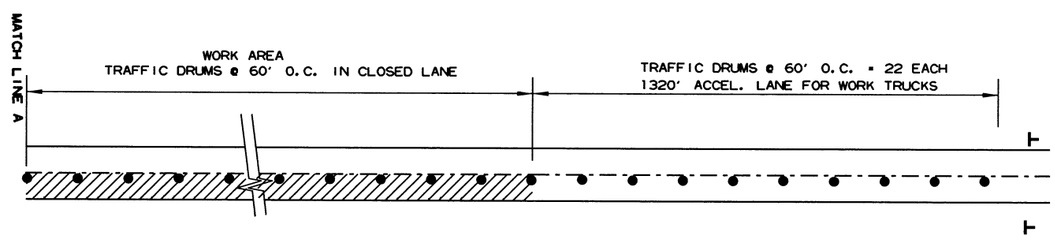
THERMOPLASTIC RUMBLE BAR ARRAYS (12) TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

NOTE: THE SPACING OF THERMOPLASTIC RUMBLE BARS IN EACH ARRAY SHALL BE ON 25' CENTERS.

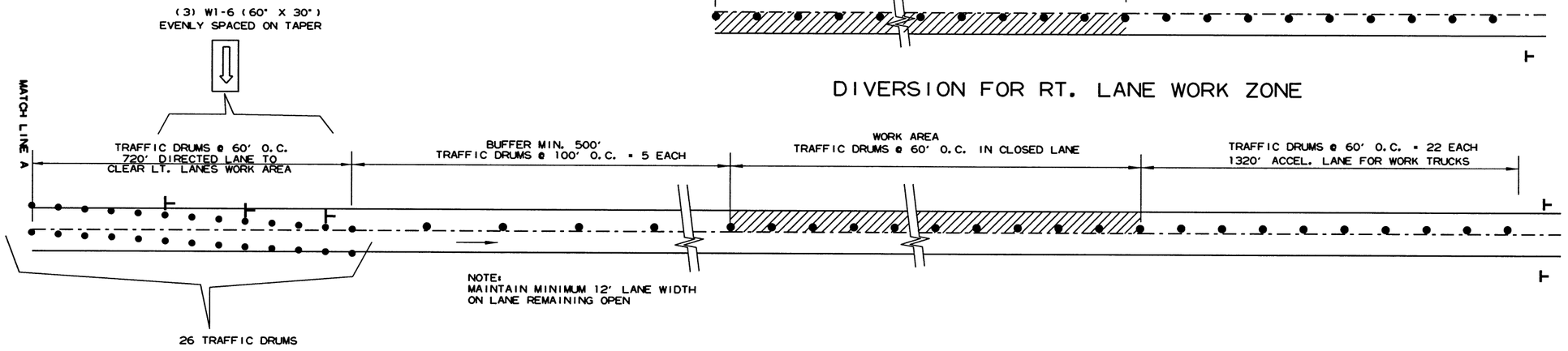


RT. LANE CLOSURE

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



DIVERSION FOR RT. LANE WORK ZONE



DIVERSION FOR LT. LANE WORK ZONE

5/22/2017

RBB0203.DGN

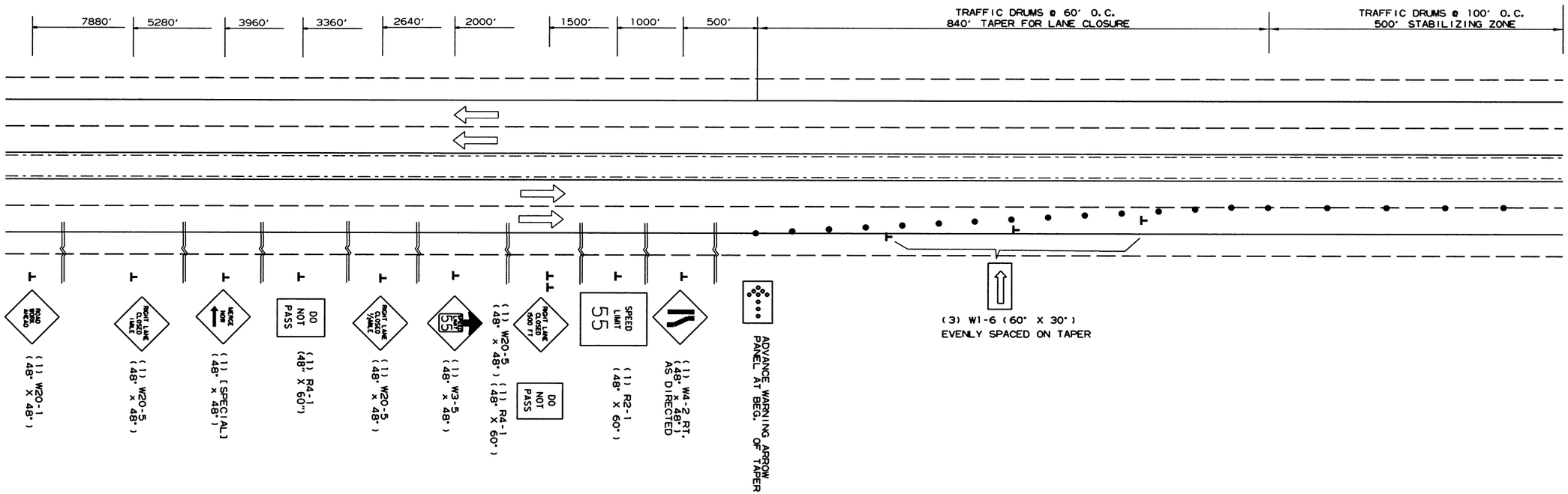
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	37	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



DIVERSION FOR LANE CLOSURE FOR 5 LANE SECTION
AT BEGINNING OF WORK ZONE

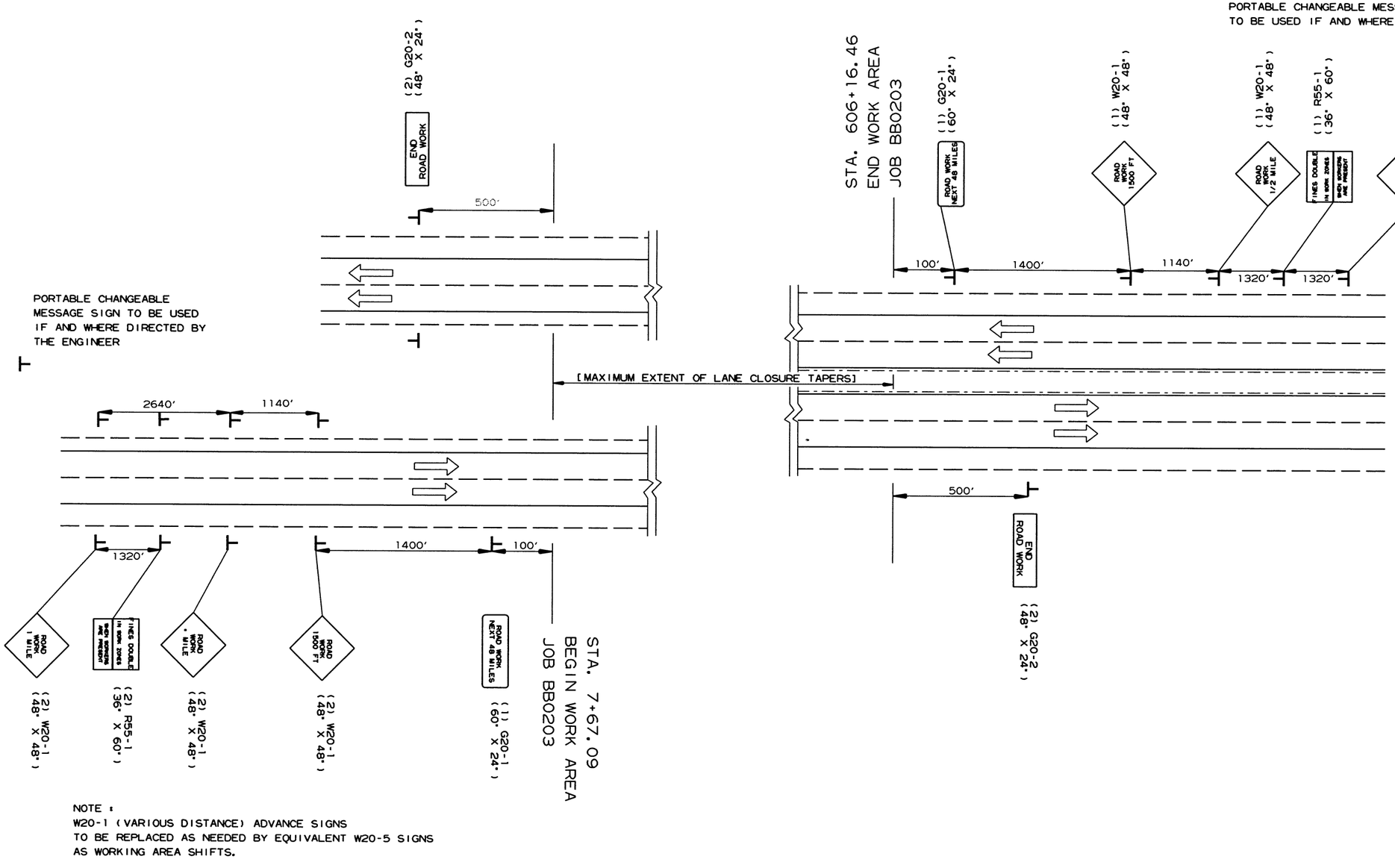
RBB0203.DGN 5/22/2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	38	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17

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

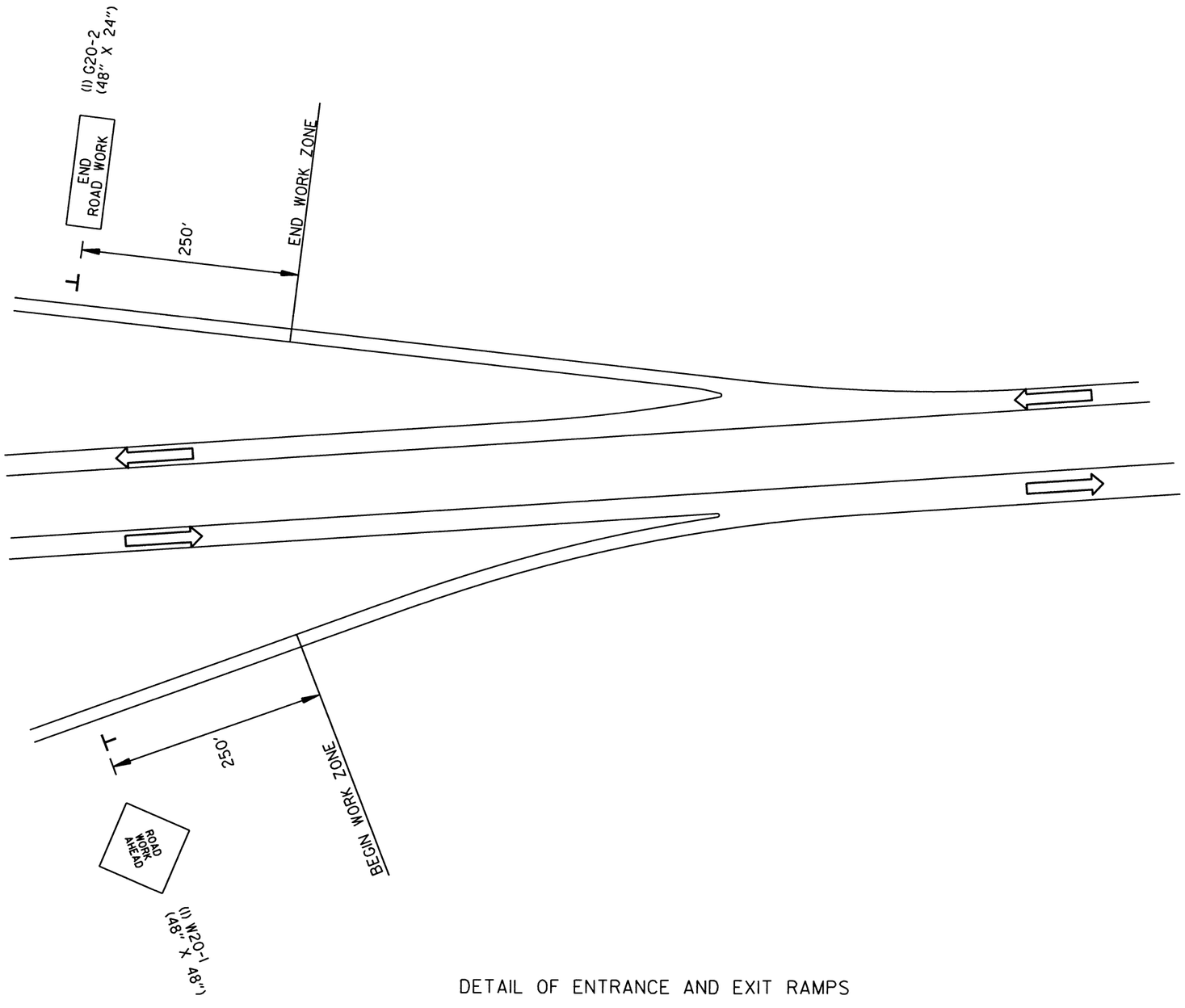
RBB0203.DGN 5/22/2017

ADVANCE WARNING SIGNS FOR ENTRANCE AND EXIT RAMPS
ROAD WORK AHEAD (17) = 272 SQ. FT.
END ROAD WORK (17) = 136 SQ. FT.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	39	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17



DETAIL OF ENTRANCE AND EXIT RAMPS

5/22/2017

RBB0203.DGN

MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	40	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17

TEMPORARY RAMP CURVE DATA FOR MAINTENANCE OF TRAFFIC (BOX 1 OF 2)

CURVE NO.	LOCATION	P.I. STA.	P.C. STA.	P.T. STA.	Δ	D	T	L
1	HWY. 65B - TEMP. RAMP 2	36+37.40	34+89.21	37+84.55	11°48'49" LT.	4°00'00"	148.19'	295.34'
2	HWY. 65B - TEMP. RAMP 2	40+73.58	38+35.63	43+07.22	18°51'49" RT.	4°00'00"	237.95'	471.59'
3	HWY. 65B - TEMP. RAMP 2A	41+23.72	40+18.52	42+28.55	8°24'04" LT.	4°00'00"	105.20'	210.03'
4	HWY. 65B - TEMP. RAMP 2A	44+61.22	42+65.05	46+53.04	15°26'23" RT.	4°00'00"	194.17'	385.99'
5	HWY. 65B - TEMP. RAMP 3	41+51.82	40+09.58	42+14.61	6°17'06" RT.	3°00'00"	62.91'	125.70'
6	HWY. 65B - TEMP. RAMP 3	46+01.50	44+00.88	48+00.66	11°59'36" LT.	3°00'00"	200.62'	399.78'
7	HWY. 65B - TEMP. RAMP 3A	39+52.49	36+79.57	41+99.66	42°54'27" LT.	8°15'00"	272.92'	520.09'
8	PRINCETON PIKE - TEMP. RAMP 1	75+43.35	73+29.54	77+55.39	12°46'32" RT.	3°00'00"	213.81'	425.85'
9	PRINCETON PIKE - TEMP. RAMP 1A	81+38.37	78+98.92	83+64.82	32°36'47" RT.	7°00'00"	239.45'	465.90'
10	PRINCETON PIKE - TEMP. RAMP 1A	85+13.10	84+01.78	86+22.19	19°50'15" LT.	9°00'00"	111.32'	220.42'
11	PRINCETON PIKE - TEMP. RAMP 2	93+59.02	91+86.13	95+21.95	33°34'54" LT.	10°00'00"	172.89'	335.82'
12	PRINCETON PIKE - TEMP. RAMP 2	97+88.29	95+67.30	99+67.87	35°18'12" RT.	8°15'00"	221.00'	427.92'
13	PRINCETON PIKE - TEMP. RAMP 2A	95+19.52	93+05.56	97+21.39	33°16'00" LT.	8°00'00"	213.96'	415.83'
14	PRINCETON PIKE - TEMP. RAMP 2A	99+19.64	97+22.79	101+06.99	30°44'09" RT.	8°00'00"	196.84'	384.20'
15	PRINCETON PIKE - TEMP. RAMP 3	103+96.82	100+80.33	106+91.56	36°40'26" LT.	6°00'00"	316.50'	611.23'
16	PRINCETON PIKE - TEMP. RAMP 3A	96+39.55	95+24.45	97+52.69	18°15'33" RT.	8°00'00"	115.10'	228.10'
17	PRINCETON PIKE - TEMP. RAMP 3A	100+05.52	97+67.39	102+27.18	36°47'01" LT.	8°00'00"	238.13'	459.80'
18	PRINCETON PIKE - TEMP. RAMP 4	80+89.58	79+05.89	82+65.51	28°46'10" LT.	8°00'00"	183.69'	359.62'
19	PRINCETON PIKE - TEMP. RAMP 4	84+54.25	83+31.60	85+75.56	14°35'16" RT.	6°00'00"	122.65'	243.96'
20	PRINCETON PIKE - TEMP. RAMP. 4A	74+98.89	73+56.95	76+38.76	16°54'31" LT.	6°00'00"	141.94'	281.81'
21	PRINCETON PIKE - TEMP. RAMP 4A	77+42.01	76+11.53	784+51.76	12°00'00" RT.	6°00'00"	100.48'	200.23'
22	HWY. 190 - TEMP. RAMP 1	128+85.02	125+25.57	132+29.93	28°10'28" RT.	4°00'00"	359.45'	704.36'
23	HWY. 190 - TEMP. RAMP 1A	132+71.74	129+88.07	135+39.56	33°05'22" RT.	6°00'00"	283.67'	551.49'
24	HWY. 190 - TEMP. RAMP 1A	139+23.68	138+56.39	139+90.82	6°43'17" LT.	5°00'00"	67.29'	134.43'
25	HWY. 190 - TEMP. RAMP 2	145+31.61	143+86.88	146+72.49	22°50'53" LT.	8°00'00"	144.72'	285.60'
26	HWY. 190 - TEMP. RAMP 2	151+00.20	148+39.40	153+52.26	25°38'34" RT.	5°00'00"	260.80'	512.86'
27	HWY. 190 - TEMP. RAMP 2A	156+45.59	154+27.05	158+62.24	13°03'20" RT.	3°00'00"	218.54'	435.19'
28	HWY. 190 - TEMP. RAMP 3	152+70.05	152+13.35	153+26.62	6°47'46" RT.	6°00'00"	56.70'	113.27'
29	HWY. 190 - TEMP. RAMP 3	158+07.36	155+98.12	160+14.94	12°30'16" LT.	3°00'00"	209.24'	416.82'
30	HWY. 190 - TEMP. RAMP 3A	148+55.16	147+27.45	149+81.82	12°49'07" RT.	5°00'00"	127.71'	254.37'
31	HWY. 190 - TEMP. RAMP 3A	152+79.40	149+90.34	155+60.79	22°49'04" LT.	4°00'00"	289.05'	570.45'
32	HWY. 190 - TEMP. RAMP 4	129+16.42	127+96.75	130+33.90	18°58'19" LT.	8°00'00"	119.67'	237.15'
33	HWY. 190 - TEMP. RAMP 4	131+70.72	130+74.49	132+65.18	19°04'09" RT.	10°00'00"	96.24'	190.69'
34	HWY. 190 - TEMP. RAMP 4A	125+68.15	124+73.79	126+61.89	11°17'08" LT.	8°00'00"	94.35'	188.09'
35	HWY. 190 - TEMP. RAMP 4A	128+15.53	126+75.19	129+52.37	22°10'29" RT.	8°00'00"	140.35'	277.18'
36	HWY. 79B - TEMP. RAMP 1	229+91.85	228+30.79	231+50.82	16°00'05" RT.	5°00'00"	161.06'	320.03'
37	HWY. 79B - TEMP. RAMP 1	236+05.83	234+09.81	238+01.24	7°49'43" LT.	2°00'00"	196.02'	391.43'
38	HWY. 79B - TEMP. RAMP 1A	233+86.83	231+32.58	236+29.55	29°49'06" RT.	6°00'00"	254.25'	496.97'
39	HWY. 79B - TEMP. RAMP 1A	237+53.07	236+45.13	238+58.51	21°20'14" LT.	10°00'00"	107.94'	213.37'
40	HWY. 79B - TEMP. RAMP 2	250+98.80	250+06.83	251+89.76	14°38'05" LT.	8°00'00"	91.97'	182.93'
41	HWY. 79B - TEMP. RAMP 2	254+96.56	252+72.59	257+14.96	22°07'06" RT.	5°00'00"	223.97'	442.37'
42	HWY. 79B - TEMP. RAMP 2A	254+88.27	254+70.91	255+67.97	12°48'16" LT.	8°00'00"	80.36'	160.06'
43	HWY. 79B - TEMP. RAMP 2A	257+76.78	255+71.75	259+77.51	20°17'17" RT.	5°00'00"	205.03'	405.76'
44	HWY. 79B - TEMP. RAMP 3	256+47.00	255+59.41	257+34.37	6°59'55" RT.	4°00'00"	87.59'	174.96'
45	HWY. 79B - TEMP. RAMP 3	260+45.27	257+98.10	262+89.70	14°44'53" LT.	3°00'00"	247.17'	491.60'
46	HWY. 79B - TEMP. RAMP 3A	250+45.14	249+32.84	251+56.40	13°24'50" RT.	6°00'00"	112.30'	223.56'
47	HWY. 79B - TEMP. RAMP 3A	255+46.49	251+89.68	258+95.13	21°59'52" RT.	3°00'00"	356.79'	705.44'
48	HWY. 79B - TEMP. RAMP 4	216+75.32	215+05.98	218+42.23	16°48'43" LT.	5°00'00"	169.34'	336.24'
49	HWY. 79B - TEMP. RAMP 4A	237+73.12	236+44.16	238+99.17	21°02'17" LT.	8°15'00"	128.96'	255.01'
50	HWY. 79B - TEMP. RAMP 4A	242+55.96	240+75.32	244+25.30	34°59'52" RT.	10°00'00"	180.64'	349.98'
51	OLD WARREN RD. - TEMP. RAMP 1	304+21.41	301+54.93	306+84.48	15°53'11" RT.	3°00'00"	266.48'	529.55'
52	OLD WARREN RD. - TEMP. RAMP 1	308+49.45	307+47.40	309+50.96	10°10'41" LT.	5°00'00"	102.05'	203.56'
53	OLD WARREN RD. - TEMP. RAMP 1A	308+64.62	305+89.47	311+29.55	27°00'14" RT.	5°00'00"	275.15'	540.08'
54	OLD WARREN RD. - TEMP. RAMP 1A	312+52.32	311+44.50	315+59.15	10°45'02" LT.	5°00'00"	107.82'	215.01'
55	OLD WARREN RD. - TEMP. RAMP 2	319+15.53	316+65.85	321+36.78	47°05'37" LT.	10°00'00"	249.69'	470.69'
56	OLD WARREN RD. - TEMP. RAMP 2	325+24.73	321+61.25	328+65.21	35°11'52" RT.	5°00'00"	363.48'	703.96'

TEMPORARY RAMP CURVE DATA FOR MAINTENANCE OF TRAFFIC (BOX 2 OF 2)

CURVE NO.	LOCATION	P.I. STA.	P.C. STA.	P.T. STA.	Δ	D	T	L
57	OLD WARREN RD. - TEMP. RAMP 2A	328+58.41	324+95.32	332+12.94	21°31'43" RT.	3°00'00"	363.09'	717.62'
58	OLD WARREN RD. - TEMP. RAMP 3	331+40.29	329+19.75	333+58.88	13°10'27" LT.	3°00'00"	220.54'	439.14'
59	OLD WARREN RD. - TEMP. RAMP 3A	321+54.28	320+28.19	322+78.92	15°02'37" RT.	6°00'00"	126.09'	250.73'
60	OLD WARREN RD. - TEMP. RAMP 3A	326+18.82	323+29.57	328+96.23	28°19'59" LT.	5°00'00"	289.25'	566.66'
61	OLD WARREN RD. - TEMP. RAMP 4	308+40.91	305+94.05	310+73.57	33°33'58" LT.	7°00'00"	246.86'	479.52'
62	OLD WARREN RD. - TEMP. RAMP 4	312+98.69	312+26.03	313+70.58	14°27'16" LT.	10°00'00"	72.66'	144.54'
63	OLD WARREN RD. - TEMP. RAMP 4A	305+39.39	303+44.46	307+29.03	23°04'27" LT.	6°00'00"	194.93'	384.57'
64	OLD WARREN RD. - TEMP. RAMP 4A	308+19.71	307+70.16	308+69.22	3°57'45" RT.	4°00'00"	49.55'	99.06'
65	S. HAZEL ST. - TEMP. RAMP 1	362+04.16	360+01.02	364+03.12	20°06'19" RT.	5°00'00"	203.14'	402.10'
66	S. HAZEL ST. - TEMP. RAMP 1	365+10.89	367+07.47	366+13.76	10°18'53" LT.	5°00'00"	103.43'	206.29'
67	S. HAZEL ST. - TEMP. RAMP 1A	365+81.79	363+17.04	368+37.41	26°01'06" RT.	5°00'00"	264.75'	520.37'
68	S. HAZEL ST. - TEMP. RAMP 1A	370+01.65	368+38.27	371+62.83	16°13'40" LT.	5°00'00"	163.37'	324.56'
69	S. HAZEL ST. - TEMP. RAMP 2	381+18.21	378+79.11	383+50.55	23°34'19" LT.	5°00'00"	239.10'	471.44'
70	S. HAZEL ST. - TEMP. RAMP 2	387+30.45	385+11.76	389+47.82	10°54'05" RT.	2°30'00"	218.69'	436.05'
71	S. HAZEL ST. - TEMP. RAMP 2A	388+91.46	387+44.63	390+36.71	14°36'14" LT.	5°00'00"	146.83'	292.08'
72	S. HAZEL ST. - TEMP. RAMP 2A	391+79.59	390+38.79	393+18.97	14°00'32" RT.	5°00'00"	140.79'	280.18'
73	S. HAZEL ST. - TEMP. RAMP 3	392+65.50	390+13.32	395+14.77	15°02'37" LT	3°00'00"	252.18'	501.89'
74	S. HAZEL ST - TEMP. RAMP 3A	385+87.99	383+61.58	388+06.19	26°40'36" LT.	6°00'00"	226.41'	444.61'
75	S. HAZEL ST. - TEMP. RAMP 4	352+99.68	351+89.40	354+09.29	10°59'40" LT.	5°00'00"	110.28'	219.89'
76	S. HAZEL ST. - TEMP. RAMP 4	356+29.34	355+19.06	357+38.95	10°59'40" RT.	5°00'00"	110.28'	219.89'
77	S. HAZEL ST - TEMP. RAMP 4A	369+38.98	367+21.24	371+43.24	34°48'54" LT.	8°15'00"	217.74'	422.00'
78	S. HAZEL ST - TEMP. RAMP 4A	372+54.12	371+45.34	373+58.47	28°14'27" RT.	13°15'00"	108.78'	213.14'
79	HWY. 63 - TEMP. RAMP 1	411+82.13	409+75.48	413+87.18	12°21'03" RT.	3°00'00"	206.65'	411.70'
80	HWY. 63 - TEMP. RAMP 1	416+91.17	415+36.09	418+45.56	9°17'02" LT.	3°00'00"	155.07'	309.47'
81	HWY. 63 - TEMP. RAMP 1	420+48.38	419+57.31	421+39.32	5°27'36" RT.	3°00'00"	91.07'	182.00'
82	HWY. 63 - TEMP. RAMP 1A	418+24.07	416+43.69	419+97.09	28°16'21" RT.	8°00'00"	180.38'	353.40'
83	HWY. 63 - TEMP. RAMP 1A	420+98.46	419+98.74	421+96.19	19°44'44" LT.	10°00'00"	99.72'	197.45'
84	HWY. 63 - TEMP. RAMP 2	435+82.97	434+63.58	437+02.06	7°09'19" LT.	3°00'00"	119.39'	238.48'
85	HWY. 63 - TEMP. RAMP 2	439+52.65	437+74.19	441+28.27	17° 42'16" RT.	5°00'00"	178.47'	354.09'
86	HWY. 63 - TEMP. RAMP 3	438+82.72	438+12.74	439+58.06	13°02'44" RT.	9°00'00"	72.98'	145.32'
87	HWY. 63 - TEMP. RAMP 3	442+45.38	440+99.72	443+87.11	22°59'28" LT.	8°00'00"	145.65'	287.39'
88	HWY. 63 - TEMP. RAMP 3A	434+29.06	432+78.18	435+75.59	23°47'35" RT.	8°00'00"	150.88'	297.41'
89	HWY. 63 - TEMP. RAMP 3A	438+14.39	435+97.44	440+18.76	33°42'19" LT.	8°00'00"	216.95'	421.32'
90	HWY. 63 - TEMP. RAMP 4	418+34.56	416+63.52	419+98.92	27°40'14" LT.	8°15'00"	171.04'	335.40'
91	HWY. 63 - TEMP. RAMP 4	420+78.95	419+99.95	421+56.53	18°47'22" RT.	12°00'00"	79.00'	156.58'
92	HWY. 63 - TEMP. RAMP 4A	413+06.85	411+52.48	414+59.37	15°20'40" LT.	5°00'00"	154.37'	306.89'
93	HWY. 63 - TEMP. RAMP 4A	415+43.08	414+77.58	416+08.21	10°26'59" RT.	8°00'00"	65.49'	130.62'
94	HWY. 530 - TEMP. RAMP 2	495+20.87	494+80.77	495+60.67	11°59'08" LT.	15°00'00"	40.10'	79.90'
95	HWY. 530 - TEMP. RAMP 2	497+84.63	495+90.45	499+69.13	31°14'30" RT.	8°15'00"	194.18'	378.69'
96	HWY. 530 - TEMP. RAMP 2A	499+97.70	498+96.83	500+97.25	16°02'02" LT.	8°00'00"	100.87'	200.42'
97	HWY. 530 - TEMP. RAMP 2A	503+30.37	501+69.37	504+89.28	15°59'44" RT.	5°00'00"	161.00'	319.91'
98	HWY. 530 - TEMP. RAMP 3	505+39.42	503+35.52	507+41.78	12°11'16" LT.	3°00'00"	203.90'	406.26'
99	HWY. 530 - TEMP. RAMP 3A	496+83.72	496+39.79	479+27.47	8°46'04" RT.	10°00'00"	43.92'	87.68'
100	HWY. 530 - TEMP. RAMP 3A	500+81.04	498+35.74	503+15.96	28°48'47" LT.	6°00'00"	245.30'	480.22'
101	HWY. 530 - TEMP. RAMP 4	471+45.38	469+04.92	473+81.40	38°07'06" LT.	8°00'00"	247.43'	476.48'
102	HWY. 530 - TEMP. RAMP 4	476+28.65	475+47.40	477+08.82	16°08'31" RT.	10°00'00"	81.25'	161.42'
103	HWY. 530 - TEMP. RAMP 4A	468+43.80	466+63.64	470+16.64	28°14'25" LT	8°00'00"	180.16'	353.00'
104	HWY. 530 - TEMP. RAMP 4A	472+06.21	471+83.21	472+29.19	3°40'43" RT.	8°00'00"	23.00'	45.98'
105	HWY. 65 - TEMP. RAMP 1	584+70.39	582+21.84	587+16.17	14°49'47" RT.	3°00'00"	248.55'	494.33'
106	HWY. 65 - TEMP. RAMP 1	588+49.59	587+60.26	589+38.56	8°54'54" LT.	5°00'00"	89.33'	178.30'
107	HWY. 65 - TEMP. RAMP 1	593+78.34	590+29.72	597+19.37	20°41'29" RT.	3°00'00"	348.62'	689.65'
108	HWY. 65 - TEMP. RAMP 1A	592+62.87	586+83.23	598+08.77	33°45'58" RT.	3°00'00"	579.64'	1125.54'
109	HWY. 65 - TEMP. RAMP 1A	599+42.00	589+69.80	600+14.02	7°12'38" LT.	5°00'00"	72.20'	144.21'
110	HWY. 65B - TEMP. RAMP 4	591+20.17	589+56.06	592+81.11	19°30'10" LT.	6°00'00"	164.11'	325.04'
111	HWY. 65B - TEMP. RAMP 4	595+19.91	594+54.79	595+85.27	12°58'02" RT.	10°00'00"	65.11'	129.67'
112	HWY. 65 - TEMP. RAMP 4A	580+30.27	578+83.51	581+76.45	8°47'17" RT.	3°00'00"	146.76'	292.94'
113	HWY. 65 - TEMP. RAMP 4A	583+94.07	582+21.11	585+66.09	10°20'59" LT.	3°00'00"	172.96'	344.99'

CROSSOVERS FOR MAINTENANCE OF TRAFFIC

CURVE NO.	LOCATION	P.I. STA.	P.C. STA.	P.T. STA.	Δ	D	T	L
114	NORTHBOUND CROSSOVER - 1	924+47.03	922+98.27	925+95.52	5°56'42" RT.	2°00'00"	148.76'	297.25'
115	NORTHBOUND CROSSOVER - 1	931+70.89	930+22.14	933+19.38	5°56'42" RT.	2°00'00"	148.76'	297.25'
116	SOUTHBOUND CROSSOVER - 1	02+39.86	00+55.36	04+23.86	7°22'12" LT.	2°00'00"	184.50'	368.50'
117	SOUTHBOUND CROSSOVER - 1	06+89.34	08+12.34	09+35.00	7°22'12" LT.	3°00'00"	123.00'	245.66'
118	SOUTHBOUND CROSSOVER - 2	434+50.14	432+53.25	436+45.63	11°46'18" RT.	3°00'00"	196.89'	392.38'
119	SOUTHBOUND CROSSOVER - 2	438+85.00	436+88.12	440+80.50	11°46'18" RT.	3°00'00"	196.89'	392.38'
120	SOUTHBOUND CROSSOVER - 3	438+06.38	436+38.57	439+73.32	10°02'33" RT.	3°00'00"	167.81'	334.75'
121	SOUTHBOUND CROSSOVER - 3	442+06.96	440+39.15	443+73.90	10°02'33" RT.	3°00'00"	167.81'	334.75'
122	SOUTHBOUND CROSSOVER - 4	470+39.03	468+98.50	471+78.16	13°58'59" LT.	5°00'00"	140.53'	279.66'
123	SOUTHBOUND CROSSOVER - 4	473+96.92	473+15.04	474+78.52	8°10'25" RT.	5°00'00"	23.00'	81.88'
124	SOUTHBOUND CROSSOVER - 5	485+89.97	483+71.22	488+06.82	13°04'04" LT.	3°00'00"	218.75'	435.59'
125	SOUTHBOUND CROSSOVER - 5	491+92.11	491+31.82	492+52.36	3°36'58" RT.	3°00'00"	60.29'	120.54'

5/22/2017

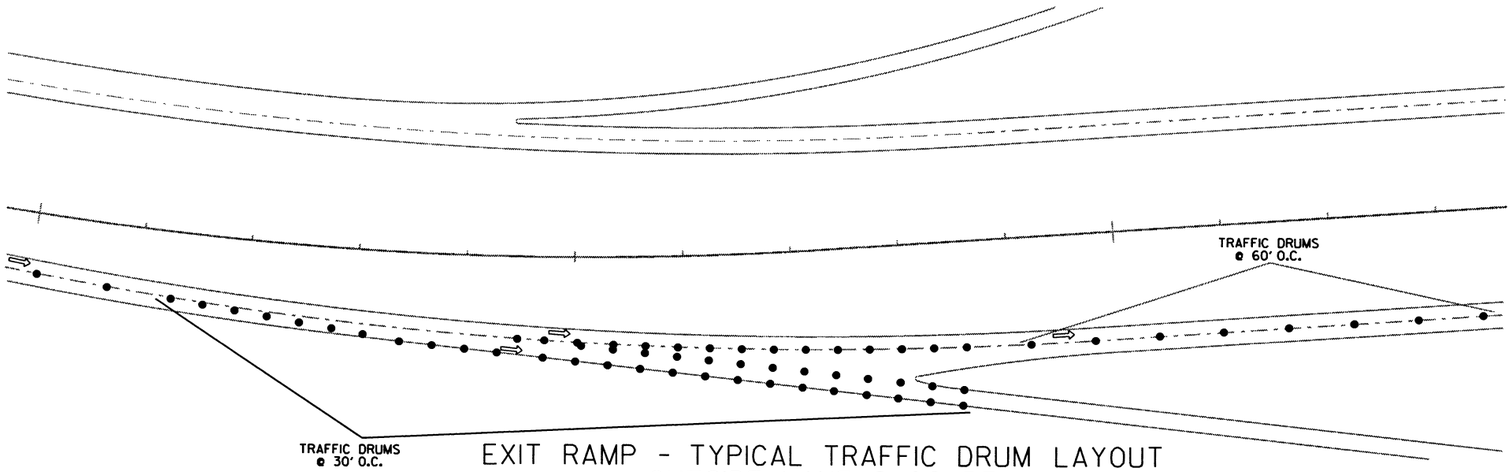
RBB0203.DGN

MAINTENANCE OF TRAFFIC DETAILS

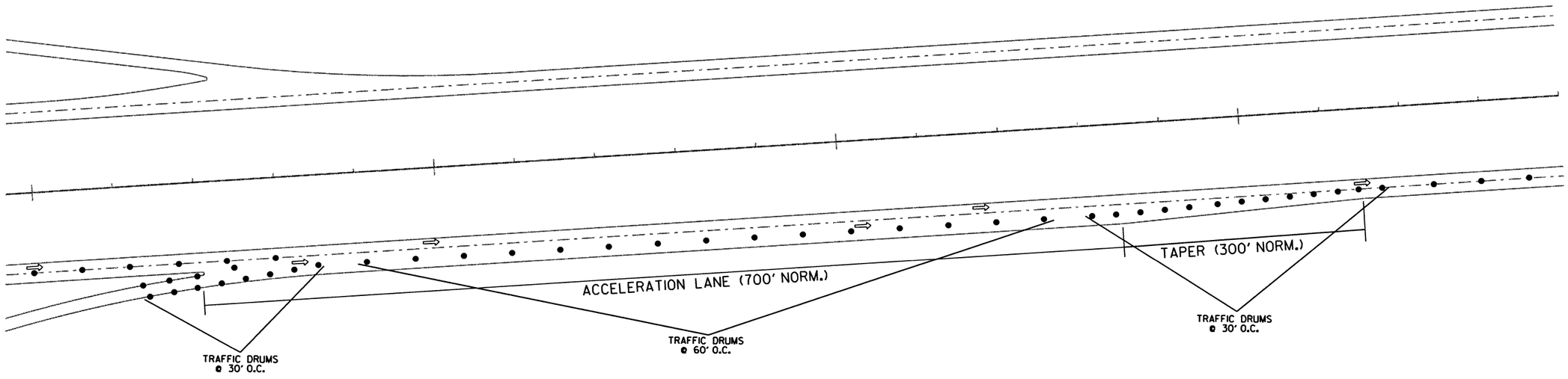
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	41	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17



EXIT RAMP - TYPICAL TRAFFIC DRUM LAYOUT
OUTSIDE LANE CLOSURE



ENTRANCE RAMP - TYPICAL TRAFFIC DRUM LAYOUT
ACCELERATION LANE CLOSURE

5/22/2017

RBB0203.DGN

MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

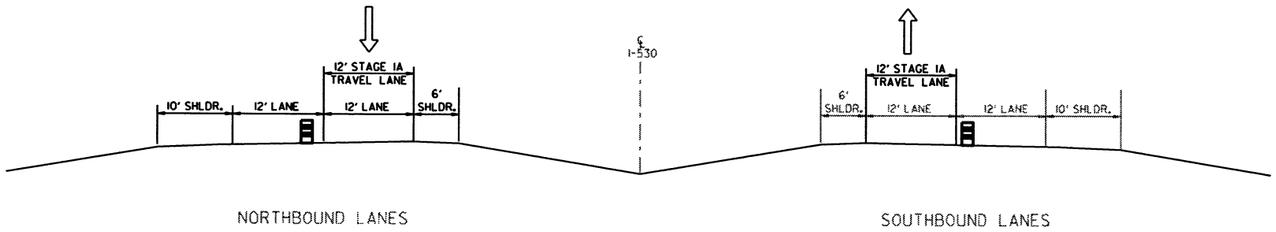
STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	42	187

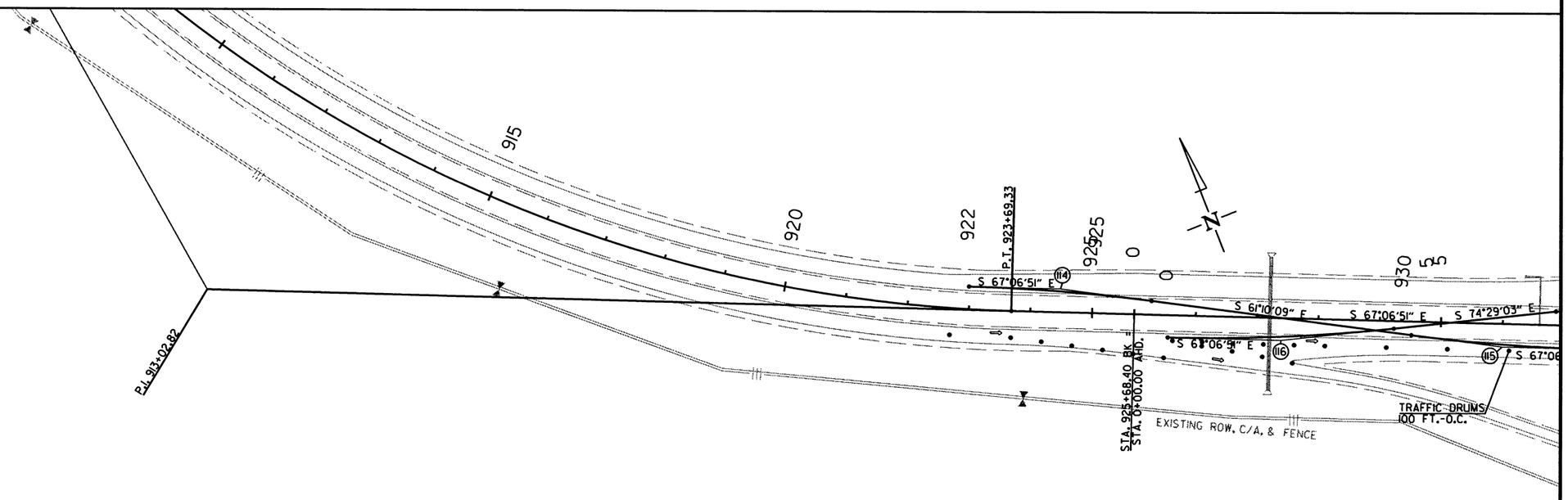
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



NORTHBOUND LANES

SOUTHBOUND LANES



DENOTES AREA OF CONSTRUCTION

STAGE 1A MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	43	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

TEMPORARY CROSSOVER
PI = 8+12.34
Δ = 7°22'12"RT.
D = 3°00'00"
T = 123.00'
L = 245.66'
PC = 6+89.34
PT = 9+35.00

STA. 7+67.09
BEGIN JOB BB0203

P.I. 16+97.80

TRAFFIC DRUMS
100 FT.-O.C.

P.C. 9+91.32

HWY. 65B

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = MATCH EXISTING

P.T. 23+61.92

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

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

ROAD CLOSED

STA. 38+03 - INSTALL
18" x 124' TEMPORARY PIPE CULVERT

EXISTING ROW, C/A, & FENCE

STA. 48+00 - IN PLACE
OVERHEAD SIGN
RETAIN

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING

P.C. 58+18.20

EXISTING ROW, C/A, & FENCE

S 32°50'57" E

S 39°23'31" E

TRAFFIC DRUMS
100 FT.-O.C.

P.T. 62+54.87

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

STA. 38+15 - INSTALL
18" x 168' TEMPORARY PIPE CULVERT

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

ROAD CLOSED

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

ROAD CLOSED

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

ROAD CLOSED

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	44	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

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

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

STA. 82+92 - INSTALL
18" x 148' TEMPORARY PIPE CULVERT

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

EXISTING ROW, C/A, & FENCE

P.T. 66+90.58

TRAFFIC DRUMS 100 FT.-O.C.

S 39°23'31" E

65 70 75 80 85 90 95

P.I. 89+89.92

STA. 90+31.89 BRIDGE END

STA. 92+18.20 BRIDGE END

P.C. 85+86.44

B6258

PRINSTON PIKE

P.T. 93+81.71

STA. 84+18 - INSTALL
18" x 208' TEMPORARY PIPE CULVERT

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING

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

STA. 95+92 - INSTALL
18" x 340' TEMPORARY PIPE CULVERT

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

P.C. 99+67.87

S 15°32'02" E

100 105 110 115 120 125

P.I. 104+55.80

STA. 109+66.43 BRIDGE END

P.T. 109+23.28

STA. 110+75.96 BRIDGE END

STA. 112+00.79 BRIDGE END

STA. 113+12.70 BRIDGE END

S 44°11'46" E

P.C. 121+63.06

TRAFFIC DRUMS 100 FT.-O.C.

W. 7TH AVE.

PI = 104+55.79
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING

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

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

STA. 97+82 - INSTALL
18" x 154' TEMPORARY PIPE CULVERT

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	45	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

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

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

TRAFFIC DRUMS 100 FT.-O.C.

P.I. 129+99.53

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING

STA. 136+20 - INSTALL
18" x 319' TEMPORARY PIPE CULVERT

STA. 137+78.22 BACK =
STA. 137+39.88 AHD

P.T. 137+39.88

EXISTING ROW, C/A, & FENCE

STA. 141+86.98
BRIDGE END

STA. 143+36.06
BRIDGE END

A6259

B6259

HWY. 190

STA. 147+46 - INSTALL
18" x 234' TEMPORARY PIPE CULVERT

STA. 149+74 - INSTALL
18" x 164' TEMPORARY PIPE CULVERT

N

S 3°06'30" W

BAYOU BARTHOLOMEW

SHANNON RD.

STA. 177+34.95
BRIDGE END

STA. 177+48.28
BRIDGE END

STA. 183+47.05
BRIDGE END

STA. 183+60.38
BRIDGE END

A6260

B6260

6/2/2017

RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	46	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

PI = 211+59.61
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING

P.C. 188+33.61
S 3°06'30" W
TRAFFIC DRUMS 100 FT.-O.C.
EXISTING ROW, C/A, & FENCE
S 74°45'30" E

STA. 241+48 - INSTALL 18" x 238' TEMPORARY PIPE CULVERT

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

STA. 243+72.30 BRIDGE END
S 46°17'50" E
STA. 243+49.92 BRIDGE END
STA. 226+34.82 BRIDGE END
STA. 227+88.50 BRIDGE END
STA. 228+05.02 BRIDGE END
STA. 226+60.60 BRIDGE END
P.I. 227+15.94
P.C. 234+33
A6282
B6282
OLD COCHRAN RD.
HWY. 298

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

STA. 236+48 - INSTALL 18" x 182' TEMPORARY PIPE CULVERT

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING

6/2/2017
RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	47	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING

DENOTES AREA OF CONSTRUCTION

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

STA. 251+88 - INSTALL 18" x 234' TEMPORARY PIPE CULVERT

EXISTING ROW
EXISTING C/A

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

STA. 245+83.78 BRIDGE END

245 250 255 260 265 270 275

EXISTING ROW, C/A, & FENCE

P.C. 273+70.94

S 46°17'50" E

STA. 245+67.14 BRIDGE END

P.T. 249+18.39

TRAFFIC DRUMS 100 FT.-O.C.

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

EXISTING ROW, C/A, & FENCE

STA. 252+24 - INSTALL 18" x 138' TEMPORARY PIPE CULVERT

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

EXISTING ROW, C/A, & FENCE

PI = 281+66.59
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+32.59
PT = 289+94.00
e = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

275 280 285 290 295 300 305

U.P. RAILROAD

P.T. 290+32.35

STA. 286+97.52 BRIDGE END

S 46°17'50" E

A6263

B6263

STA. 295+51.05 BRIDGE END

S 58°45'28" E

P.T. 282+04.93

STA. 286+96.38 BRIDGE END

TRAFFIC DRUMS 100 FT.-O.C.

STA. 295+51.05 BRIDGE END

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	48	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

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

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

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

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

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

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

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

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

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

EXISTING ROW, C/A, & FENCE

STA. 311+05 - INSTALL 18" x 176' TEMPORARY PIPE CULVERT

STA. 316+69.33 BRIDGE END

STA. 316+18.79 BRIDGE END

STA. 311+28 - INSTALL 18" x 170' TEMPORARY PIPE CULVERT

STA. 322+93 - INSTALL 18" x 202' TEMPORARY PIPE CULVERT

STA. 318+63.83 BRIDGE END

STA. 318+13.28 BRIDGE END

STA. 323+33 - INSTALL 18" x 136' TEMPORARY PIPE CULVERT

TRAFFIC DRUMS 100 FT.-O.C.

OLD WARREN RD.

A6264

B6264

S 58°45'28" E

305 310 315 320 325 330 335

EXISTING ROW, C/A, & FENCE

335 340 345 350 355 360 365

STA. 358+23.96 BRIDGE END

STA. 359+76.04 BRIDGE END

A6265

B6265

SPRINGHILL CREEK

TRAFFIC DRUMS 100 FT.-O.C.

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	49	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

DENOTES AREA OF CONSTRUCTION

PI = 382+38.92
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+01.69
PT = 391+39.84
e = MATCH EXISTING

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

STA. 371+91 - INSTALL 18" x 173' TEMPORARY PIPE CULVERT
STA. 375+06.01 BRIDGE END
P.C. 373+40.03
STA. 377+28.98 BRIDGE END
STA. 382+57 - INSTALL 18" x 174' TEMPORARY PIPE CULVERT
P.T. 391+78.18
STA. 368+86 - INSTALL 18" x 208' TEMPORARY PIPE CULVERT
STA. 375+69.86 BRIDGE END
TRAFFIC DRUMS 100 FT.-O.C.
STA. 377+85.55 BRIDGE END
STA. 383+94 - INSTALL 18" x 234' TEMPORARY PIPE CULVERT
P.I. 382+77.26
S 68°45'28" E
S 86°19'48" E
EXISTING ROW, C/A, & FENCE
S. HAZEL ST.
A6266
B6266
STA. 421+47.06 BRIDGE END
STA. 422+78.75 BRIDGE END
STA. 423+12.93 BRIDGE END
STA. 421+90.71 BRIDGE END
CREEK
DANCING RABBIT

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

7/11/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	50	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

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

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

STA. 435+37 - INSTALL 18" x 170' TEMPORARY PIPE CULVERT

PI = 473+25.70
Δ = 65°54'40" LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

EXISTING ROW, C/A, & FENCE

STA. 429+54.20 BRIDGE END
STA. 429+56.52 BRIDGE END
STA. 432+50.87 BRIDGE END
STA. 432+56.22 BRIDGE END
STA. 444+99.94 BRIDGE END
STA. 444+97.91 BRIDGE END
P.C. 443+92.44

A6269
B6269
A6270
B6270
S 86°19'48" E

TRAFFIC DRUMS 100 FT.-O.C.

HWY. 63

BAYOU BARTHOLOMEW

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

STA. 437+88 - INSTALL 18" x 306' TEMPORARY PIPE CULVERT

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

STA. 473+36 - INSTALL 18" x 120' TEMPORARY PIPE CULVERT

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

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

STA. 458+00.00 BRIDGE END
STA. 458+00.00 BRIDGE END

TRAFFIC DRUMS 100 FT.-O.C.

S 86°19'48" E
N 27°45'32" E

425 430 435 440 445 450 455 460 465 470 475 480 485

88 86 118 120 85 83 119 121 87 84 102 104 123 124 103 122 101

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	51	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 297.61'
L = 527.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

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

ROAD CLOSED

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

STA. 495+08.06 BRIDGE END

P.T. 496+65.33

STA. 493+54.29 BRIDGE END

STA. 493+29.34 BRIDGE END

TRAFFIC DRUMS 100 FT.-O.C.

STA. 495+84 - INSTALL 18" x 130' TEMPORARY PIPE CULVERT

STA. 494+79.83 BRIDGE END

OHIO ST.

A627I

B627I

N 27°45'32" E

485 490 495 500 505 510 515

515 520 525 530 535 540 545

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-5-17

6/2/2017

RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	52	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

EXISTING ROW, C/A, & FENCE

EXISTING ROW

EXISTING C/A

STA. 562+16.17
BRIDGE END

STA. 563+58.98
BRIDGE END

P.I. 567+95.12

N 27°45'32" E

TRAFFIC DRUMS
100 FT.-O.C.

FENCE

P.C. 553+05.23

B6272

STA. 561+65.00
BRIDGE END

STA. 563+08.97
BRIDGE END

N 42°34'29" E

EXISTING C/A

EXISTING ROW

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING

EXISTING ROW

(1) RII-2
(48" X 30")

(1) WI-6
(48" X 24")

ROAD CLOSED

16' BARR.
TYP. III LT.

(1) RII-2
(48" X 30")

ROAD CLOSED

16' BARR.
TYP. III RT.

STA. 594+01 - INSTALL
18" x 144' TEMPORARY PIPE CULVERT

HWY. 63B

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING

EXISTING ROW

EXISTING C/A

N 42°34'29" E

P.I. 582+68.39

TRAFFIC DRUMS
100 FT.-O.C.

EXISTING C/A

EXISTING ROW

STA. 593+97 - INSTALL
18" x 290' TEMPORARY PIPE CULVERT

HWY. 63B

STA. 606+88.89
BRIDGE END

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING

STA. 607+42.69
BRIDGE END

EXISTING C/A

STA. 607+42.69
END JOB BB0203

ROAD CLOSED

(1) RII-2
(48" X 30")

(1) WI-6
(48" X 24")

16' BARR.
TYP. III RT.

(1) RII-2
(48" X 30")

16' BARR.
TYP. III LT.

ROAD CLOSED

DENOTES AREA OF CONSTRUCTION

6/2/2017

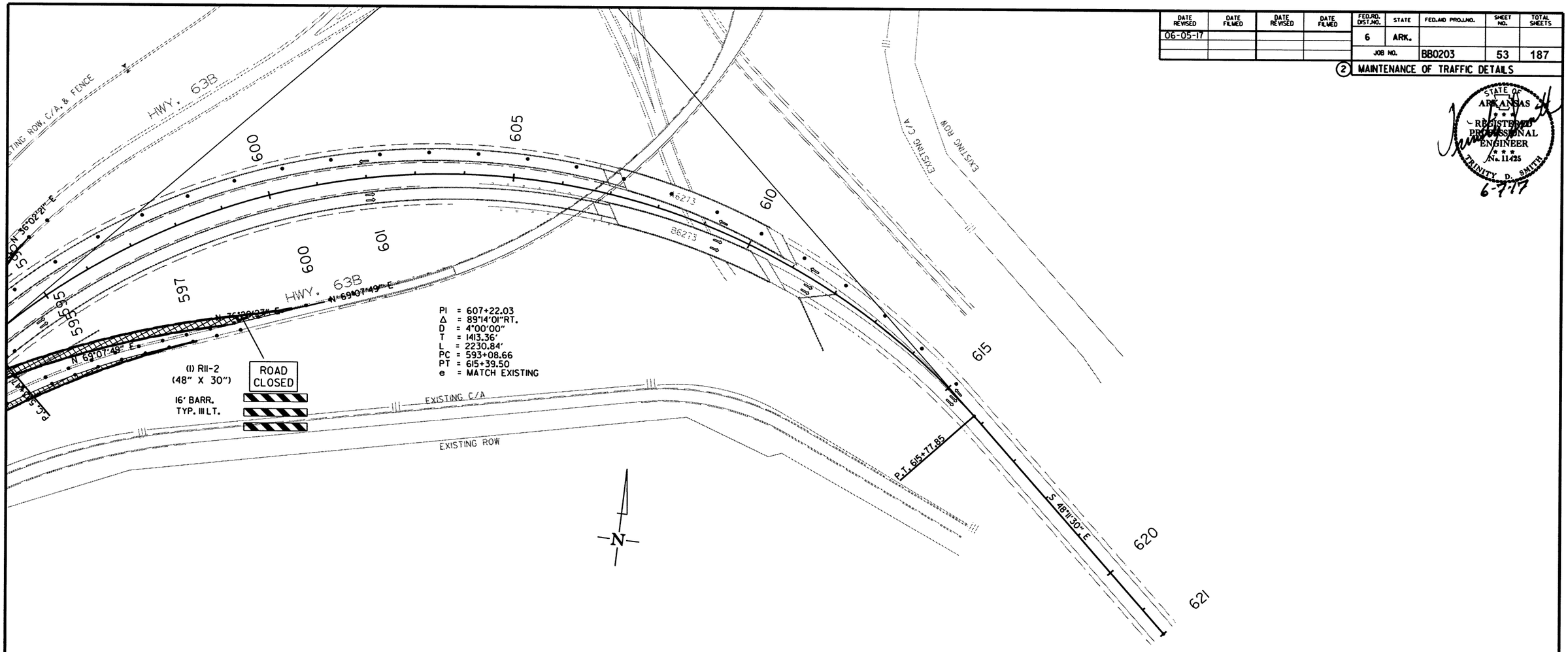
RBB0203.DGN

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	53	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



DENOTES AREA OF CONSTRUCTION

STAGE IA
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

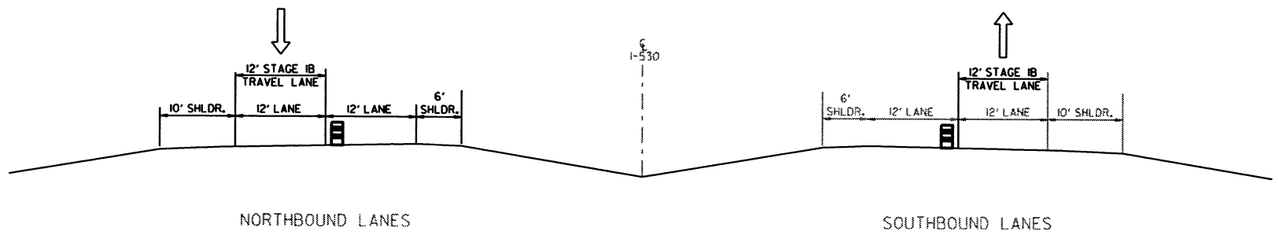
STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

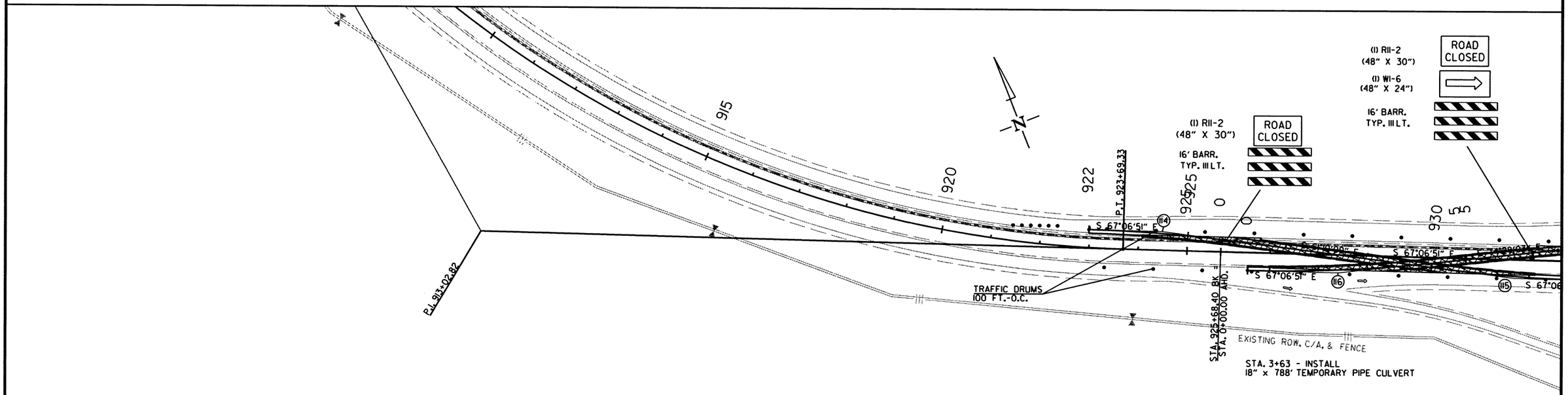
STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	54	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17





DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 1B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	55	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

TEMPORARY CROSSOVER
PI = 8+12.34
Δ = 7°22'12"RT.
D = 3°00'00"
T = 123.00'
L = 245.66'
PC = 6+89.34
PT = 9+35.00

STA. 7+67.09
BEGIN JOB BB0203

PI 16+97.80

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 9+91.32

P.T. 23+61.92

TRAFFIC DRUMS
100 FT.-O.C.

HWY. 65B

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

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

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

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

STA. 48+00 - IN PLACE
OVERHEAD SIGN
RETAIN

STAGE 2A - 983' ACCEL. LANE
(STAGE 2B - 700' STRIPED ACCEL. LANE)

TRAFFIC DRUMS
100 FT.-O.C.
300' TAPER

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 58+18.20

P.T. 62+54.87

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

STA. 40+39 - INSTALL
18" x 278' TEMPORARY PIPE CULVERT

STA. 44+36 - INSTALL
18" x 242' TEMPORARY PIPE CULVERT

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

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

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

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	56	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-9-17

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

P.T. 66+90.58

EXISTING ROW, C/A, & FENCE

S 39°23'31" E

TRAFFIC DRUMS
100 FT.-O.C.

300' TAPER

STAGE 2A - 1232' ACCEL LANE
(STAGE 2B - 700' STRIPED ACCEL LANE)

STA. 76+78 - INSTALL
18" x 310' TEMPORARY PIPE CULVERT

STA. 81+25 - INSTALL
18" x 196' TEMPORARY PIPE CULVERT

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

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

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

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

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

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

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

ROAD CLOSED

S 44°17'13" E

S 26°36'59" E

S 68°09'44" E

S 46°44'44" E

P.C. 85+86.44

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 90+31.89
BRIDGE END

P.I. 89+89.92

STA. 92+18.20
BRIDGE END

P.I. 93+81.71

S 62°08'47" E

PRINSTON PIKE

B6257

A6257

STA. 99+47 - INSTALL
18" x 418' TEMPORARY PIPE CULVERT

STA. 103+20 - INSTALL
18" x 270' TEMPORARY PIPE CULVERT

STAGE 2A - 1232' ACCEL LANE
(STAGE 2B - 700' STRIPED ACCEL LANE)

STAGE 3A - 700' ACCEL. LANE
(STAGE 3B - 675' STRIPED ACCEL. LANE)

S 15°32'02" E

S 62°08'47" E

S 54°49'52" E

S 39°59'08" E

S 47°59'59" E

P.I. 104+55.80

PI = 104+55.79
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 109+66.43
BRIDGE END

P.T. 109+23.28

STA. 110+75.96
BRIDGE END

STA. 112+00.79
BRIDGE END

STA. 113+12.70
BRIDGE END

300' TAPER

TRAFFIC DRUMS
100 FT.-O.C.

P.C. 121+63.06

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

S 44°11'46" E

S 28°01'31" E

S 75°50'27" E

STAGE 2A - 1026' ACCEL. LANE
(STAGE 2B - 700' ACCEL. LANE)

W. 7TH AVE.

EXISTING ROW, C/A, & FENCE

ROAD CLOSED

6/2/2017

RBB0203.DGN

DENOTES AREA OF CONSTRUCTION

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	57	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

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

PI 129+99.53
EXISTING ROW, C/A. & FENCE
S 25°05'16" E
S 15°16'12" E
S 28°01'31" E
TRAFFIC DRUMS 100 FT.-O.C.
STAGE 2A - 1026' ACCEL. LANE (STAGE 2B - 700' ACCEL. LANE)
STA. 128+27 - INSTALL 18" x 412' TEMPORARY PIPE CULVERT
STA. 132+22 - INSTALL 18" x 276' TEMPORARY PIPE CULVERT
STA. 137+39.88 BACK = STA. 137+39.88 AHD
P.T. 137+39.88
S 74°49'09" W
STA. 141+86.98 BRIDGE END
STA. 143+36.06 BRIDGE END
B6259
HWY. 190
S 0°18'49" W
STA. 151+87 - INSTALL 18" x 368' TEMPORARY PIPE CULVERT
STAGES 3A & 3B - 1173' ACCEL. LANE (STAGE 3C - 700' ACCEL. LANE)
S 25°50'41" W
S 22°32'04" E
S 15°36'46" W
S 9°58'50" E

STAGES 3A & 3B - 1173' ACCEL. LANE (STAGE 3C - 700' ACCEL. LANE)
300' TAPER
EXISTING ROW, C/A. & FENCE
S 3°06'30" W
STA. 156+25 - INSTALL 18" x 392' TEMPORARY PIPE CULVERT
TRAFFIC DRUMS 100 FT.-O.C.
STA. 177+34.95 BRIDGE END
STA. 177+48.28 BRIDGE END
BAYOU BARTHOLOMEW
SHANNON RD.
A6260
B6260
STA. 183+47.05 BRIDGE END
STA. 183+60.38 BRIDGE END

DENOTES AREA OF CONSTRUCTION

6/2/2017
RBB0203.DGN

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	58	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

PI = 211+59.61
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 188+33.61

S 30°6'30" E

TRAFFIC DRUMS
100 FT.-O.C.

EXISTING ROW, C/A, & FENCE

STAGE 2A - 700' ACCEL. LANE

300' TAPER

S 74°45'30" E

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

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

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

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

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

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

ROAD CLOSED

STA. 218+00 - INSTALL 18" x 400' TEMPORARY PIPE CULVERT

STA. 226+34.82 BRIDGE END

STA. 226+60.60 BRIDGE END

STA. 227+88.50 BRIDGE END

STA. 228+05.02 BRIDGE END

STA. 231+01 - INSTALL 18" x 242' TEMPORARY PIPE CULVERT

STA. 233+76 - INSTALL 18" x 216' TEMPORARY PIPE CULVERT

STA. 242+21.86

STA. 243+72.30 BRIDGE END
S 46°17'50" E

STA. 243+49.92 BRIDGE END

STAGE 2B - 597' ACCEL. LANE

B6261

B6262

OAKWOOD RD.

HWY. 7

S 74°45'30" E

N 74°45'30" W

EXISTING ROW, C/A, & FENCE

6/2/2017

RBB0203.DGN

DENOTES AREA OF CONSTRUCTION

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	59	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

DENOTES AREA OF CONSTRUCTION

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

EXISTING ROW
EXISTING C/A
EXISTING ROW, C/A, & FENCE

STA. 245+83.78
BRIDGE END

STA. 245+67.14
BRIDGE END

P.T. 249+18.39

S 25°08'00" E

S 46°17'50" E

STAGES 3A & 3B - 962' ACCEL. LANE
(STAGE 3C - 700' STRIPED ACCEL. LANE)

300' TAPER

P.C. 273+70.94

STA. 256+33 - INSTALL
18" x 534' TEMPORARY PIPE CULVERT

TRAFFIC DRUMS
100 FT.-O.C.

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

PI = 281+66.59
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+32.59
PT = 289+94.00
e = MATCH EXISTING
Ls = MATCH EXISTING

U.P. RAILROAD

P.T. 290+32.35

STA. 286+97.52
BRIDGE END

STA. 286+96.38
BRIDGE END

P.I. 282+04.93

A6263
B6263

STA. 295+51.05
BRIDGE END

STA. 295+51.05
BRIDGE END

S 58°45'28" E

STAGE 2A - 812' ACCEL. LANE
(STAGE 2B - 573' STRIPED ACCEL. LANE)

300' TAPER

STA. 305+06 - INSTALL
18" x 314' TEMPORARY PIPE CULVERT

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

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	60	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

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

ROAD CLOSED

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

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

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

EXISTING ROW, C/A, & FENCE

STA. 316+69.33
BRIDGE END

STA. 316+18.79
BRIDGE END

STA. 318+63.83
BRIDGE END

STA. 318+13.28
BRIDGE END

A6264

B6264

TRAFFIC DRUMS
100 FT.-O.C.

OLD WARREN RD.

STAGE 2A - 812' ACCEL. LANE
(STAGE 2B - 573' STRIPED ACCEL. LANE)

STA. 308+38 - INSTALL
18" x 272' TEMPORARY PIPE CULVERT

STAGES 3A & 3B - 1011' ACCEL. LANE
(STAGE 3C - 700' STRIPED ACCEL. LANE)

STA. 328+56 - INSTALL
18" x 688' TEMPORARY PIPE CULVERT

STAGES 3A & 3B - 1011' ACCEL. LANE
(STAGE 3C - 700' STRIPED ACCEL. LANE)

300' TAPER

STA. 354+00 - INSTALL
18" x 390' TEMPORARY PIPE CULVERT

STA. 358+23.96
BRIDGE END

STA. 359+76.04
BRIDGE END

STA. 362+68 - INSTALL
18" x 236' TEMPORARY PIPE CULVERT

STAGES 3A & 3B - 812' ACCEL. LANE
(STAGE 3C - 573' STRIPED ACCEL. LANE)

SPRINGHILL CREEK

6/2/2017

RBB0203.DGN

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	61	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

DENOTES AREA OF CONSTRUCTION

PI = 382+38.92
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+01.69
PT = 391+39.84
e = MATCH EXISTING
Ls = MATCH EXISTING

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

EXISTING ROW, C/A, & FENCE

STAGES 3A & 3B - 812' ACCEL. LANE (STAGE 3C - 573' STRIPED ACCEL. LANE)

STA. 365+84 - INSTALL 18" x 236' TEMPORARY PIPE CULVERT

STA. 369+27 - INSTALL 18" x 146' TEMPORARY PIPE CULVERT

P.C. 373+40.03

STA. 375+06.01 BRIDGE END

STA. 375+69.86 BRIDGE END

TRAFFIC DRUMS 100 FT.-O.C.

STA. 377+28.98 BRIDGE END

STA. 377+85.55 BRIDGE END

B6266

S. HAZEL ST.

STA. 386+36 - INSTALL 18" x 394' TEMPORARY PIPE CULVERT

P.T. 391+78.18

STAGES 2A - 101' ACCEL. LANE (STAGE 2A - 700' STRIPED ACCEL. LANE)

STA. 391+50 - INSTALL 18" x 344' TEMPORARY PIPE CULVERT

P.T. 382+77.26

STAGES 2A - 101' ACCEL. LANE (STAGE 2A - 700' STRIPED ACCEL. LANE)

300' TAPER

STA. 413+26 - INSTALL 18" x 312' TEMPORARY PIPE CULVERT

STAGE 2A - 1183' ACCEL. LANE (STAGE 2B - 700' STRIPED ACCEL. LANE)

STA. 418+24 - INSTALL 18" x 248' TEMPORARY PIPE CULVERT

STA. 420+47.06 BRIDGE END

STA. 421+90.71 BRIDGE END

STA. 422+78.75 BRIDGE END

STA. 423+12.93 BRIDGE END

CREEK

DANCING RABBIT

AG268

BB268

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

7/11/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	62	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

TEMPORARY CROSSOVER
PI = 434+50.14
Δ = 11°46.18"RT.
D = 3°00'00"
T = 196.89'
L = 392.38'
PC = 432+53.25
PT = 435+45.63

TEMPORARY CROSSOVER
PI = 438+85.00
Δ = 11°46.18"LT.
D = 3°00'00"
T = 196.89'
L = 392.38'
PC = 436+88.12
PT = 440+80.50

TEMPORARY CROSSOVER
PI = 470+39.03
Δ = 13°58.59"LT.
D = 5°00'00"
T = 140.53'
L = 279.66'
PC = 468+98.50
PT = 471+78.16

TEMPORARY CROSSOVER
PI = 473+96.92
Δ = 8°10'25"RT.
D = 5°00'00"
T = 23.00'
L = 81.88'
PC = 473+15.04
PT = 474+78.52

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 297.61'
L = 527.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls =

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

EXISTING ROW, C/A, & FENCE
BAYOU BARTHOLOMEW
HWY. 63
A6269
B6269
A6270
B6270
S 86°19'48" E
N 27°45'32" E
N 42°34'53" E
N 36°56'18" E
S 76°17'15" E
N 85°14'57" E

STA. 429+54.20 BRIDGE END
STA. 429+56.52 BRIDGE END
STA. 432+50.87 BRIDGE END
STA. 432+56.22 BRIDGE END
STA. 436+88 - INSTALL 18" x 434' TEMPORARY PIPE CULVERT
STA. 441+73 - INSTALL 18" x 194' TEMPORARY PIPE CULVERT
STA. 443+92.44 PC
STA. 444+97.91 BRIDGE END
STA. 444+99.94 BRIDGE END
TRAFFIC DRUMS 100 FT.-O.C.

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

STA. 458+00.00 BRIDGE END
STA. 458+00.00 BRIDGE END
300' TAPER
TRAFFIC DRUMS 100 FT.-O.C.
STAGE 2A - 915' ACCEL. LANE (STAGE 2B - 700' STRIPED ACCEL. LANE)
STA. 468+28 - INSTALL 18" x 256' TEMPORARY PIPE CULVERT
STA. 471+78 - INSTALL 18" x 334' TEMPORARY PIPE CULVERT
(3) RII-2 (48" X 30")
(3) WI-6 (48" X 24")
16' BARR. TYP. III LT.

6/2/2017
RBB0203.DGN

STAGE IB MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	63	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS. REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH 6-7-17

DENOTES AREA OF CONSTRUCTION

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

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

ROAD CLOSED

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

ROAD CLOSED

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

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

ROAD CLOSED

OHIO ST.

STA. 493+54.23 BRIDGE END

STA. 495+66.32 BRIDGE END

STAGE 2A - 1192' ACCEL. LANE
(STAGE 2B - 700' STRIPED ACCEL. LANE)

300' TAPER

STA. 488+94 - INSTALL 18" x 412' TEMPORARY PIPE CULVERT

STA. 493+29.34 BRIDGE END

STA. 494+79.83 BRIDGE END

STA. 501+13 - INSTALL 18" x 830' TEMPORARY PIPE CULVERT

TRAFFIC DRUMS 100 FT.-O.C.

N 39°30'50" E
N 47°48'15" E
N 56°34'45" E
N 39°57'12" E
N 27°47'51" E
N 27°45'32" E

A627I
B627I

485 480 490 495 496 499 500 503 504 505 510 515 520 525 530 535 540 545

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	64	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

EXISTING ROW

EXISTING ROW, C/A, & FENCE

EXISTING C/A

EXISTING ROW

EXISTING C/A

EXISTING ROW

545 550 555 560 565 570 575

N 27°45'32" E

TRAFFIC DRUMS
100 FT.-O.C.

P.C. 553+05.23

STA. 561+65.00
BRIDGE END

B6272

IMBEAU

STA. 562+16.17
BRIDGE END

STA. 563+08.97
BRIDGE END

STA. 563+58.98
BRIDGE END

P.I. 567+95.12

300' TAPER

N 42°34'29" E

STAGE 2A - 2026' ACCEL. LANE
(STAGE 2B - 700' STRIPED ACCEL. LANE)

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

ROAD CLOSED

(2) RII-2
(48" X 30")

16' BARR.
TYP. III RT.

STA. 585+63 - INSTALL
18" x 295' TEMPORARY PIPE CULVERT

STA. 590+76 - INSTALL
18" x 398' TEMPORARY PIPE CULVERT

(1) RII-2
(48" X 30")

(1) WI-6
(48" X 24")

16' BARR.
TYP. III LT.

HWY. 63B

N 36°02'21" E

N 23°04'05" E

N 42°34'29" E

N 48°26'27" E

N 32°34'29" E

N 69°07'49" E

N 76°20'23" E

P.C. 582+68.39

P.C. 593+11.10

STA. 606+88.89
BRIDGE END

STA. 607+42.69
BRIDGE END

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 607+42.69
END JOB BB0203

DENOTES AREA OF CONSTRUCTION

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

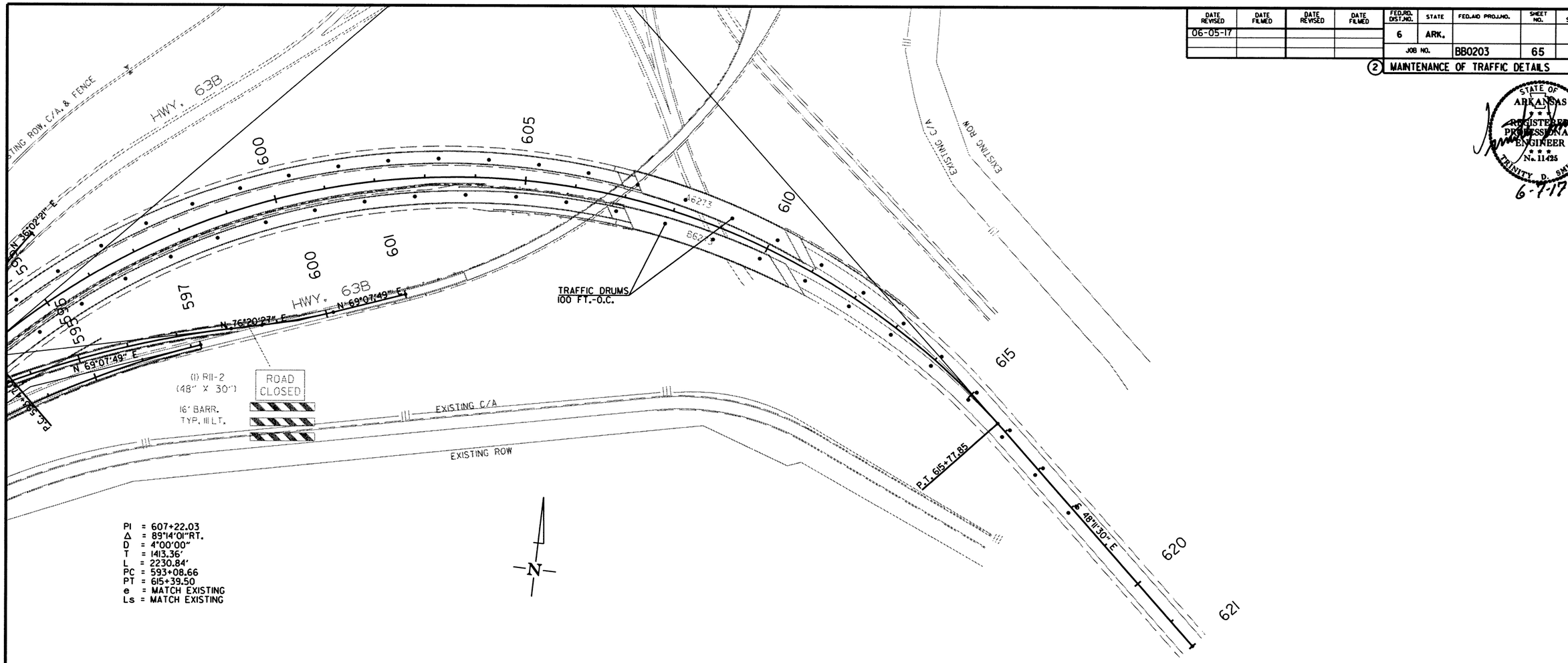
6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	65	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE IB
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	66	187
07-14-17								

(2) MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

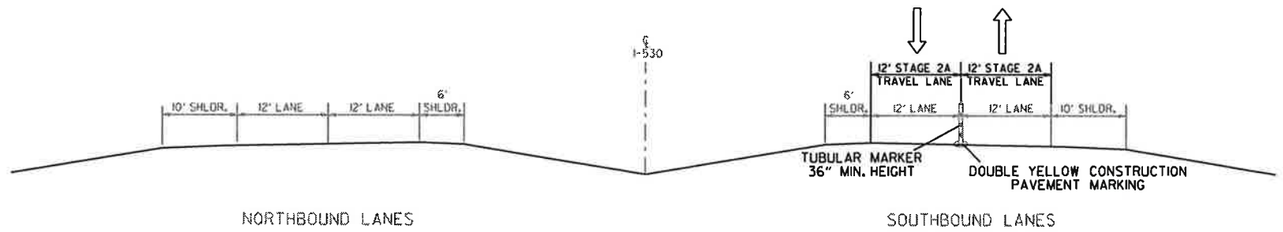
STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

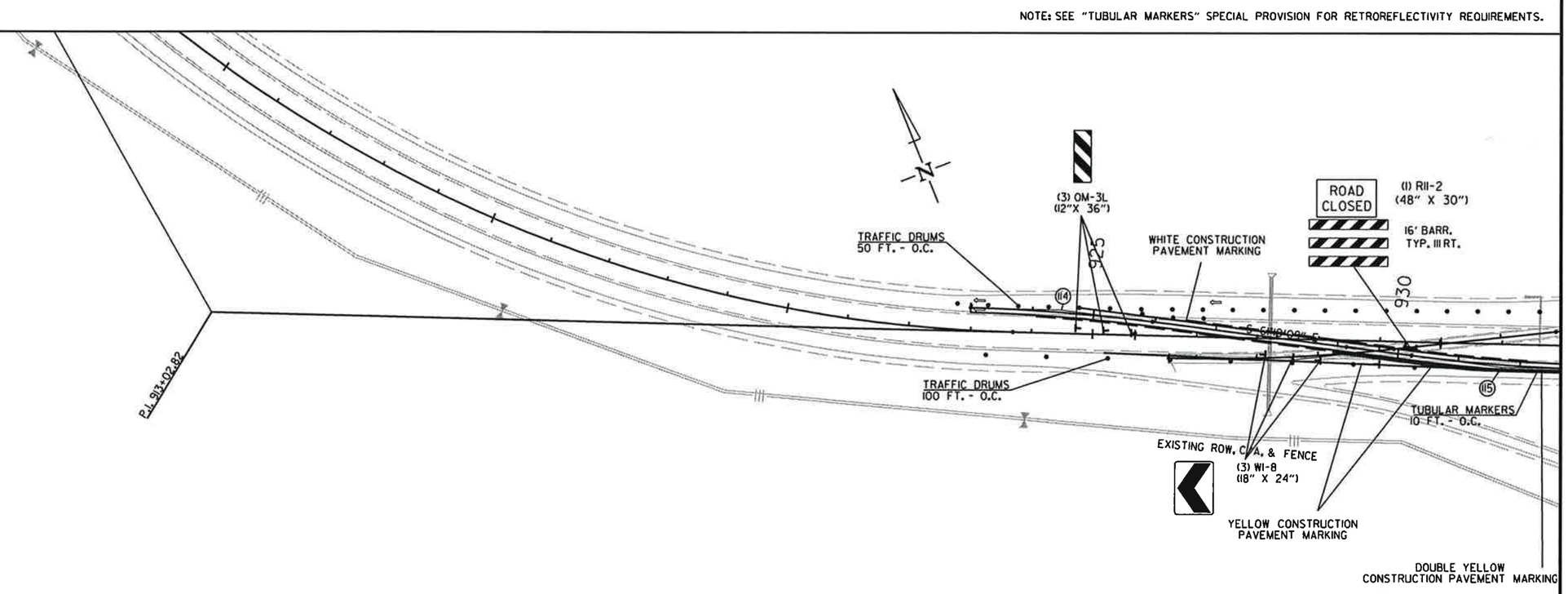
STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-14-17



NOTE: SEE "TUBULAR MARKERS" SPECIAL PROVISION FOR RETROREFLECTIVITY REQUIREMENTS.



STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

7/14/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	67	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11435
TRINITY D. SMITH
6-7-17

AREA OF RECONSTRUCTION

PI = 931+70.89
Δ = 5°56'42"LT.
D = 2°00'00"
T = 148.76'
L = 297.25'
PC = 930+22.14
PT = 933+19.38

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

STA. 7+67.09
BEGIN JOB BB0203

P.I. 16+97.80

HWY. 65B

P.C. 9+91.32

DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = MATCH EXISTING
Ls = MATCH EXISTING

WHITE CONSTRUCTION PAVEMENT MARKING

P.T. 23+61.92

TUBULAR MARKERS
10 FT. - O.C.

(1) W6-3 (48" X 48")
(1) W1-4aR (48" X 48")
XX M.P.H.
(1) W13-1 (18" X 18")

EXISTING ROW, C/A, & FENCE

PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 293 LIN. FT. INCLUDES SPECIAL END UNIT

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

YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 50 FT. - O.C.

(3) OM-3L (12"X 36")

STA. 48+00 - IN PLACE OVERHEAD SIGN RETAIN

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

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 58+18.21

S 27°50'23" E

S 32°50'57" E

S 39°23'31" E

P.I. 62+54.87

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

(1) W6-3 (48" X 48")

6/2/2017

RBB0203.DGN

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	68	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

(1) W6-3 (48" X 48")

P.T. 66+90.58

EXISTING ROW, C/A, & FENCE

S 39°23'31" E

TUBULAR MARKERS 10 FT. - O.C.

DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 50 FT. - O.C.

WHITE CONSTRUCTION FENCE PAVEMENT MARKING

YELLOW CONSTRUCTION PAVEMENT MARKING

ROAD CLOSED

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

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

(3) OM-3L (12"X 36")

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

PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 473 LIN. FT. INCLUDES SPECIAL END UNIT

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

P.I. 89+89.92

STA. 90+31.89 BRIDGE END

(3) OM-3R (12"X 36")

STA. 92+18.20 BRIDGE END

P.C. 85+86.44

PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

P.I. 93+81.71

PRINSTON PIKE

AREA OF RECONSTRUCTION

PI = 104+55.79
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 253 LIN. FT. INCLUDES SPECIAL END UNIT

P.I. 93+67.87

S 15°32'02" E

P.T. 109+23.28

S 37°59'59" E

P.I. 104+55.80

STA. 109+66.43 BRIDGE END

STA. 110+75.96 BRIDGE END

STA. 112+00.79 BRIDGE END

STA. 113+12.70 BRIDGE END

S 44°11'46" E

W. 7TH AVE.

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 121+63.06

TUBULAR MARKERS 10 FT. - O.C.

DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

WHITE CONSTRUCTION PAVEMENT MARKING

6/2/2017

RBB0203.DGN

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	69	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

ROAD CLOSED
(2) RII-2 (48" X 30")
(2) WI-6 (48" X 24")
16' BARR. TYP. III RT.
(3) OM-3R (12"X 36")
P.I. 129+99.53
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
YELLOW CONSTRUCTION PAVEMENT MARKING
EXISTING ROW, C/A, & FENCE
TRAFFIC DRUMS 50 FT. - O.C.
WHITE CONSTRUCTION PAVEMENT MARKING
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
(2) RII-2 (48" X 30")
16' BARR. TYP. III LT.
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 313 LIN. FT. INCLUDES SPECIAL END UNIT
P.T. 137+39.88
STA. 137+78.22 BACK =
STA. 137+39.88 AHD
TUBULAR MARKERS 10 FT. - O.C.
STA. 141+86.98 BRIDGE END
STA. 143+36.06 BRIDGE END
DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
HWY. 190
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 313 LIN. FT. INCLUDES SPECIAL END UNIT
(3) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
(3) OM-3L (12"X 36")
(1) RII-2 (48" X 30")
(3) RII-2 (48" X 30")

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

AREA OF RECONSTRUCTION

WHITE CONSTRUCTION PAVEMENT MARKING
EXISTING ROW, C/A, & FENCE
S 3°06'30" W
TUBULAR MARKERS 10 FT. - O.C.
DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
STA. 177+34.95 BRIDGE END
STA. 177+48.28 BRIDGE END
BAYOU BARTHOLOMEW
SHANNON RD.
(3) OM-3R (12"X 36")
STA. 183+47.05 BRIDGE END
STA. 183+60.38 BRIDGE END
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III LT.
(1) W6-3 (48" X 48")
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

AREA OF RECONSTRUCTION

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	70	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

185 190 195 200 205 210 215

P.C. 188+33.61
S 3°06'30" W
WHITE CONSTRUCTION PAVEMENT MARKING
DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
TUBULAR MARKERS 10 FT. - O.C.
EXISTING ROW, C/A, & FENCE
AREA OF RECONSTRUCTION

PI = 211+59.61
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

(1) W6-3 (48" X 48")

S 48°32'26" E
S 74°45'30" E

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

215 220 225 230 235 240 245

P.C. 227+16.94
P.T. 227+16.94
STA. 227+88.50 BRIDGE END
STA. 226+34.82 BRIDGE END
STA. 226+60.60 BRIDGE END
STA. 228+05.02 BRIDGE END
STA. 243+72.30 BRIDGE END
STA. 243+49.92 BRIDGE END
P.C. 234+35.33
P.T. 242+21.86
S 65°21'09" E
S 46°17'50" E
WHITE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 50 FT. - O.C.
TUBULAR MARKERS 10 FT. - O.C.
DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER
(3) OM-3R (12"X 36")
OAKWOOD RD.
HWY. 79
AE262
AREA OF RECONSTRUCTION

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

6/2/2017
RBB0203.DGN

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	71	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

AREA OF RECONSTRUCTION

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

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

EXISTING ROW
EXISTING C/A
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER
TRAFFIC DRUMS 50 FT. - O.C.
STA. 245+83.78 BRIDGE END
STA. 245+67.14 BRIDGE END
(3) OM-3R (12"X 36")
TUBULAR MARKERS 10 FT. - O.C.
P.T. 249+18.39
EXISTING ROW, C/A, & FENCE
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III LT.
ROAD CLOSED

YELLOW CONSTRUCTION PAVEMENT MARKING
(3) OM-3L (12"X 36")
S 58°45'28" E
TRAFFIC DRUMS 50 FT. - O.C.
(2) RII-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
ROAD CLOSED

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

PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 293 LIN. FT. INCLUDES SPECIAL END UNIT
EXISTING ROW, C/A, & FENCE
S 46°17'50" E
WHITE CONSTRUCTION PAVEMENT MARKING
DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
P.C. 273+70.94
(1) W6-3 (48" X 48")

PI = 281+66.59
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+32.59
PT = 289+94.00
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE
U.P. RAILROAD
P.T. 290+32.35
STA. 286+97.52 BRIDGE END
STA. 286+96.38 BRIDGE END
P.I. 282+04.93
DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
TUBULAR MARKERS 10 FT. - O.C.
S 46°17'50" E
EXISTING ROW, C/A, & FENCE
(3) OM-3R (12"X 36")
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER
STA. 295+51.05 BRIDGE END
STA. 295+51.05 BRIDGE END
(1) W6-3 (48" X 48")
EXISTING ROW, C/A, & FENCE
S 58°45'28" E
WHITE CONSTRUCTION PAVEMENT MARKING
TRAFFIC DRUMS 50 FT. - O.C.
EXISTING ROW, C/A, & FENCE
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
ROAD CLOSED

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

AREA OF RECONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	72	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

ROAD CLOSED
(2) RII-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
AREA OF RECONSTRUCTION
EXISTING ROW, C/A, & FENCE
TRAFFIC DRUMS 50 FT. - O.C.
(2) WI-6 (48" X 24")
STA. 316+69.33 BRIDGE END
STA. 316+18.79 BRIDGE END
STA. 318+63.83 BRIDGE END
STA. 318+13.28 BRIDGE END
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 273 LIN. FT. INCLUDES SPECIAL END UNIT
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
(3) RII-2 (48" X 30")
YELLOW CONSTRUCTION PAVEMENT MARKING
WHITE CONSTRUCTION PAVEMENT MARKING
TUBULAR MARKERS 10 FT. - O.C.
DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
(3) OM-3R (12"X 36")
(3) OM-3L (12"X 36")
STA. 318+49 - IN PLACE TYPE N-1 DROP INLET WITH 12" x 84" CGSP ON RT. WITH TYPE A SPILLWAY RETAIN
OLD WARREN RD.
S 58°45'28" E
(1) WI-4oL (48" X 48")
(1) WI3-1 (18" X 18")
XX M.P.H.
(3) WI-8 (18" X 24")
(1) W6-3 (48" X 48")
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
STA. 358+23.96 BRIDGE END
STA. 359+76.04 BRIDGE END
SPRINGHILL CREEK

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	73	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

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

EXISTING ROW, C/A, & FENCE
S 58°45'28" E
S 86°19'48" E
365
370
375
380
385
390
395
400
405
410
415
420
425
46266
A6268

STA. 375+06.01 BRIDGE END
P.C. 374+40.03
(3) OM-3R (12"X 36")
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER
TRAFFIC DRUMS 50 FT. - O.C.
STA. 375+69.86 BRIDGE END
STA. 377+28.98 BRIDGE END
STA. 377+85.55 BRIDGE END
S. HAZEL ST.
DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING
P.I. 382+77.26
PI = 382+38.92
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+01.69
PT = 391+39.84
e = MATCH EXISTING
Ls = MATCH EXISTING
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 293 LIN. FT. INCLUDES SPECIAL END UNIT
YELLOW CONSTRUCTION PAVEMENT MARKING
(3) OM-3L (12"X 36")
P.I. 391+78.18
WHITE CONSTRUCTION PAVEMENT MARKING
TUBULAR MARKERS 10 FT. - O.C.
AREA OF RECONSTRUCTION

(3) OM-3R (12"X 36")
STA. 420+37.06 BRIDGE END
STA. 421+90.71 BRIDGE END
STA. 422+78.75 BRIDGE END
STA. 423+12.93 BRIDGE END
CREEK
DANCING RABBIT
PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER
(2) W6-3 (48" X 48")

7/11/2017
RBB0203.DGN

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	74	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

AREA OF RECONSTRUCTION

N

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

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

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 297.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

YELLOW CONSTRUCTION PAVEMENT MARKING

WHITE CONSTRUCTION PAVEMENT MARKING

P.C. 443+92.44

STA. 429+54.20 BRIDGE END

(3) OM-3R (12"X 36")

STA. 432+50.87 BRIDGE END

STA. 444+99.94 BRIDGE END

BAYOU BARTHOLOMEW

425 430 435 440 445 450 455

A6269

S 86°19'48" E

A6270

TUBULAR MARKERS 10 FT. - O.C.

STA. 429+56.52 BRIDGE END

STA. 432+56.22 BRIDGE END

TRAFFIC DRUMS 50 FT. - O.C.

STA. 444+97.91 BRIDGE END

HWY. 63

(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
EXISTING ROW, C/A, & FENCE
16' BARR. TYP. III LT.

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

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

(1) W6-3 (48" X 48")

DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

AREA OF RECONSTRUCTION

N

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 297.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

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

(3) OM-3R (12"X 36")

EXISTING ROW, C/A, & FENCE

PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 533 LIN. FT. INCLUDES SPECIAL END UNIT

YELLOW CONSTRUCTION PAVEMENT MARKING

TRAFFIC DRUMS 50 FT. - O.C.

455 460 465 470 475 480 485

STA. 458+00.00 BRIDGE END

(3) OM-3R (12"X 36")

PRECAST CONCRETE BARRIER WALL FURNISH & INSTALL - 340 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

STA. 458+00.00 BRIDGE END

S 86°19'48" E

(1) W6-3 (48" X 48")

TUBULAR MARKERS 10 FT. - O.C.

TRAFFIC DRUMS 50 FT. - O.C.

WHITE CONSTRUCTION PAVEMENT MARKING

DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

N 27°45'32" E

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

EXISTING ROW, C/A, & FENCE

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

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	75	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STA. 505+30 - IN PLACE
5' x 4' x 250' R.C. BOX CULVERT
ON 15° RT. FWD. SKEW
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

PRECAST CONCRETE BARRIER WALL
FURNISH & INSTALL - 393 LIN. FT.
INCLUDES SPECIAL END UNIT

PRECAST CONCRETE BARRIER WALL
FURNISH & INSTALL - 80 LIN. FT.
INCLUDES TEMPORARY IMPACT
ATTENUATION BARRIER

YELLOW CONSTRUCTION PAVEMENT MARKING

STA. 493+54.29
BRIDGE END

STA. 493+29.34
BRIDGE END

STA. 494+79.83
BRIDGE END

STA. 495+08.06
BRIDGE END

OHIO ST.

A627'

B627'

ROAD CLOSED

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

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

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

(3) OM-3L (12"X 36")

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

(3) OM-3R (12"X 36")

TRAFFIC DRUMS 50 FT. - O.C.

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

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

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

WHITE CONSTRUCTION PAVEMENT MARKING

DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

(1) W6-3 (48" X 48")

N 27°45'32" E

485 490 495 500 505 510 515

AREA OF RECONSTRUCTION

EXISTING ROW, C/A, & FENCE

515 520 525 530 535 540 545

N 27°45'32" E

WHITE CONSTRUCTION PAVEMENT MARKING

DOUBLE YELLOW CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

EXISTING ROW, C/A, & FENCE

AREA OF RECONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	76	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

AREA OF RECONSTRUCTION

EXISTING ROW

EXISTING ROW, C/A, & FENCE

EXISTING C/A

STA. 562+16.17
BRIDGE END

(3) OM-3R
(12" X 36")

STA. 563+58.98
BRIDGE END

P.I. 567+95.12

N 27°45'32" E

TUBULAR MARKERS
10 FT. - O.C.

DOUBLE YELLOW
CONSTRUCTION PAVEMENT MARKING

P.C. 553+05.23

STA. 561+65.00
BRIDGE END

EXISTING C/A

PRECAST CONCRETE BARRIER WALL
FURNISH & INSTALL - 80 LIN. FT.
INCLUDES TEMPORARY IMPACT
ATTENUATION BARRIER

STA. 563+08.97
BRIDGE END

WHITE CONSTRUCTION
PAVEMENT MARKING

(1) W6-3
(48" X 48")

EXISTING C/A

EXISTING ROW

EXISTING ROW

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

AREA OF RECONSTRUCTION

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

ROAD CLOSED
(3) R11-2
(48" X 30")
(3) W1-6
(48" X 24")
16' BARR.
TYP. III RT.

(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

HWY. 63B

EXISTING ROW

EXISTING C/A

N 42°34'29" E

TRAFFIC DRUMS
50 FT. - O.C.

P.C. 582+68.39

P.T. 593+47.01

DOUBLE YELLOW
CONSTRUCTION PAVEMENT MARKING

STA. 606+88.89
BRIDGE END

ROAD CLOSED
(1) R11-2
(48" X 30")
16' BARR.
TYP. III RT.

ROAD CLOSED
(2) R11-2
(48" X 30")
16' BARR.
TYP. III RT.
16' BARR.
TYP. III LT.

WHITE CONSTRUCTION
PAVEMENT MARKING

HWY. 63B

TUBULAR MARKERS
10 FT. - O.C.

EXISTING ROW

ROAD CLOSED
(1) R11-2
(48" X 30")
16' BARR.
TYP. III RT.

ROAD CLOSED
(1) R11-2
(48" X 30")
(1) W1-6
(48" X 24")
16' BARR.
TYP. III RT.

(1) R11-2
(48" X 30")
16' BARR.
TYP. III LT.

ROAD CLOSED

EXISTING C/A

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 607+42.69
BRIDGE END

STA. 607+42.69
END JOB BB0203

6/2/2017

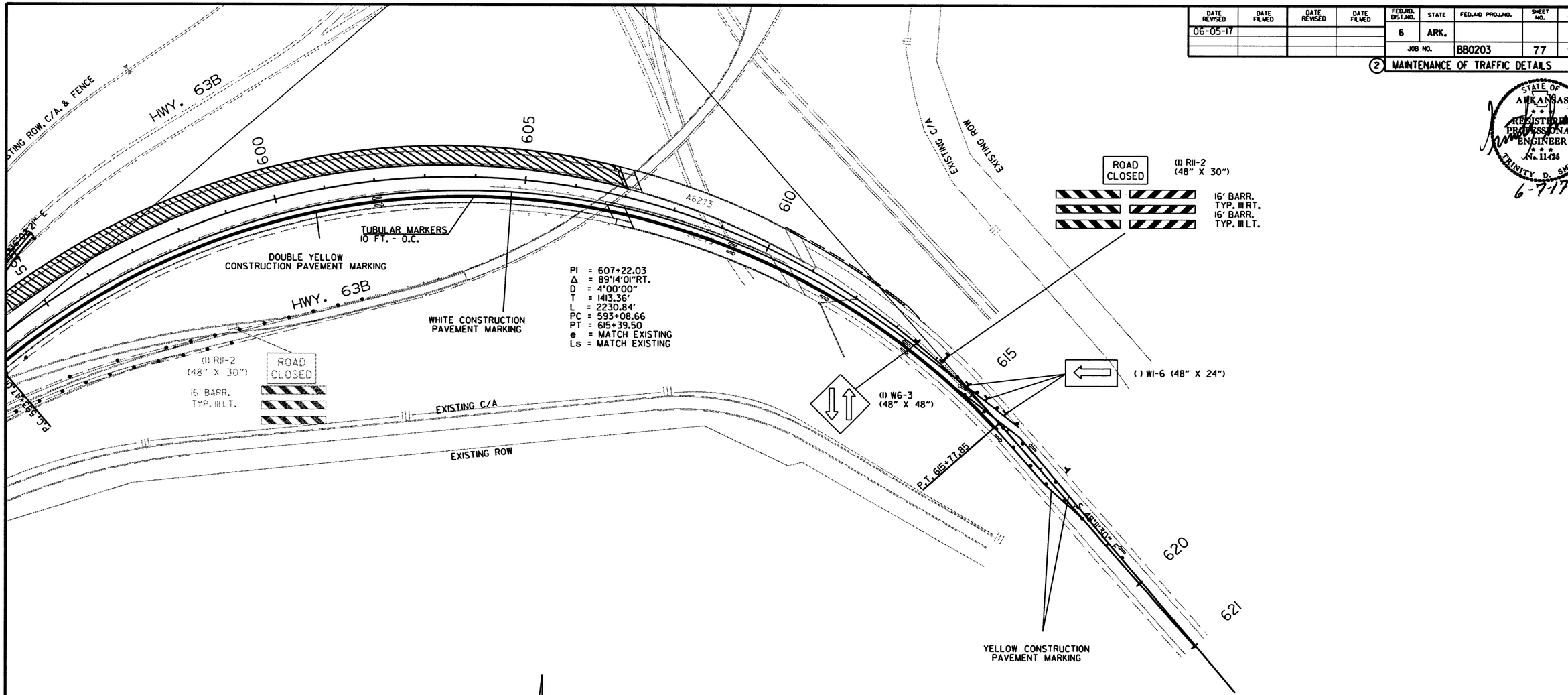
RBB0203.DGN

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	77	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



6/2/2017

RBB0203.DGN

STAGE 2A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	78	187
07-14-17								

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-14-17

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

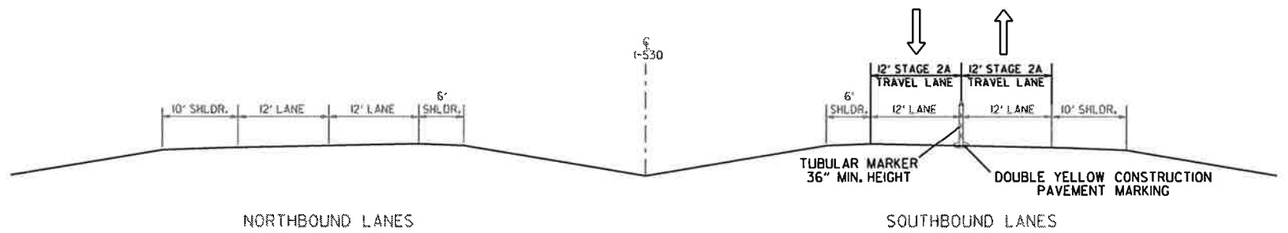
STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

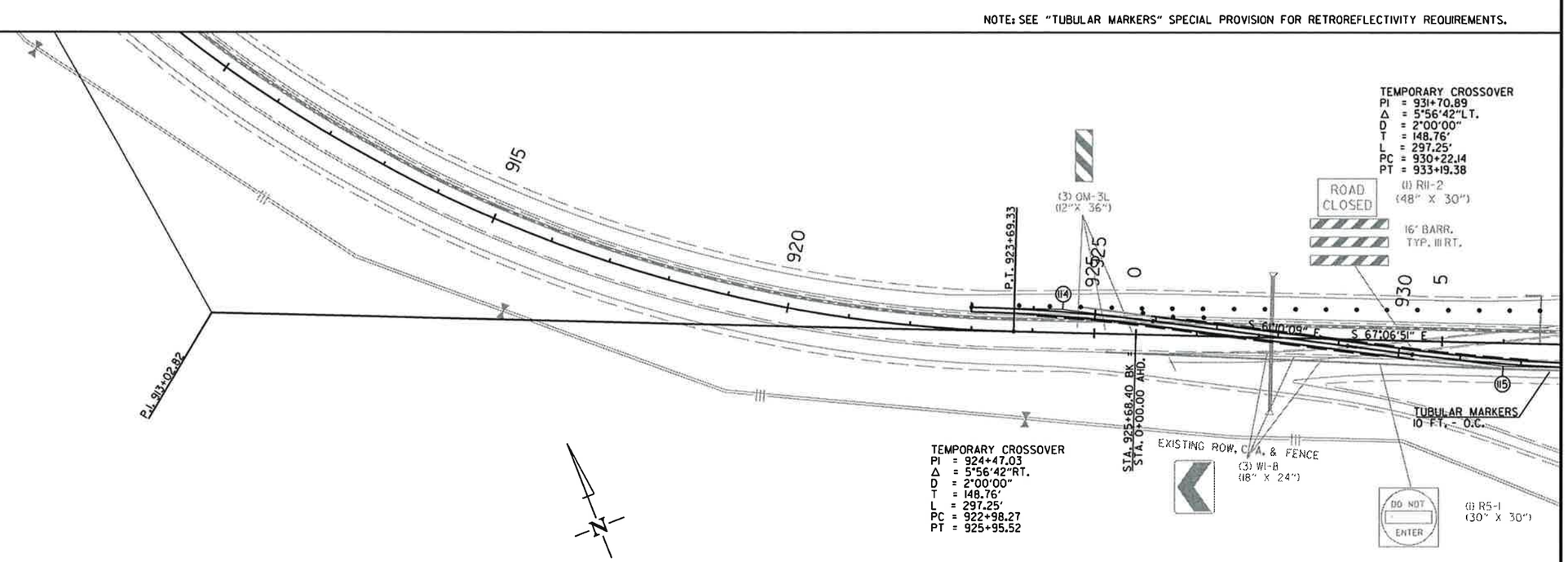
STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.



NOTE: SEE "TUBULAR MARKERS" SPECIAL PROVISION FOR RETROREFLECTIVITY REQUIREMENTS.



STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

7/14/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RO. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	79	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

AREA OF RECONSTRUCTION

PI = 931+70.89
Δ = 5°56'42"LT.
D = 2°00'00"
T = 148.76'
L = 297.25'
PC = 930+22.14
PT = 933+19.38

STA. 7+67.09
BEGIN JOB BB0203

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

P.I. 16+97.80

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = MATCH EXISTING
Ls = MATCH EXISTING

TUBULAR MARKERS 10 FT. - O.C.

P.C. 9+91.32

P.T. 23+61.92

HWY. 65B

S 74°28'03" E

S 67°06'51" E

(1) W6-3 (48" X 48")

(1) W1-6R (48" X 48")

(1) W13-1 (18" X 18")
XX M.P.H.

EXISTING ROW, C/A, & FENCE

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

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

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

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

S 74°28'03" E

S 32°50'57" E

S 39°23'31" E

P.C. 58+18.21

P.I. 62+54.87

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

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

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

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

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

(1) WG-3 (48" X 48")

AREA OF RECONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	80	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

(1) W6-3 (48" X 48")

ROAD CLOSED

(1) RII-2 (48" X 30")

16' BARR. TYP. III RT.

16' BARR. TYP. III LT.

EXISTING ROW, C/A, & FENCE

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

P.T. 66+90.58

S 39°23'31" E

P.I. 89+89.92

STA. 90+31.89 BRIDGE END

(3) OM-3R (12" X 36")

STA. 92+18.20 BRIDGE END

P.C. 85+86.44

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

P.T. 93+81.71

PRINSTON PIKE

(2) WI-6 (48" X 24")

xx' BARR. TYP. III RT.

AREA OF RECONSTRUCTION

PRECAST CONCRETE BARRIER WALL RELOCATE - 120 LIN. FT. INCLUDES TEMPORARY IMMPACT ATTENUATION BARRIER

P.I. 99+67.87

S 15°32'02" E

P.I. 104+55.80

STA. 109+66.43 BRIDGE END

P.T. 109+23.28

STA. 110+75.96 BRIDGE END

STA. 112+00.79 BRIDGE END

STA. 113+12.70 BRIDGE END

S 44°11'46" E

S 35°58'37" E

P.C. 121+63.06

W. 7TH AVE.

PI = 104+55.79
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

6/2/2017

RBB0203.DGN

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	81	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

ROAD CLOSED
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III RT.
PRECAST CONCRETE BARRIER WALL RELOCATE - 400 LIN. FT. INCLUDES TEMPORARY INMPACT ATTENUATION BARRIER
P.I. 129+99.53
EXISTING ROW, C/A, & FENCE
S 5°05'16" E
(1) RII-2 (48" X 30")
16' BARR. TYP. III LT.
(3) OM-3L (12"X 36")
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
XX' BARR. TYP. III RT.
YELLOW CONSTRUCTION PAVEMENT MARKING
N
STA. 141+86.98 BRIDGE END
STA. 143+36.06 BRIDGE END
46253
(3) OM-3R (12" X 36")
(2) RII-2 (48" X 30")
16' BARR. TYP. III LT.
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING
P.T. 137+39.88
STA. 137+78.22 BACK = STA. 137+39.88 AHD
(2) RII-2 (48" X 30")
16' BARR. TYP. III LT.
HWY. 190
TUBULAR MARKERS 10 FT. - O.C.
(1) RII-2 (48" X 30")
(2) WI-6 (48" X 24")
16' BARR. TYP. III LT.
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
(2) RII-2 (48" X 30")
16' BARR. TYP. III RT.
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
AREA OF RECONSTRUCTION

EXISTING ROW, C/A, & FENCE
S 3°06'30" W
A6260
BAYOU BARTHOLOMEW
SHANNON RD.
(3) OM-3R (12"X 36")
STA. 177+34.95 BRIDGE END
STA. 177+48.28 BRIDGE END
STA. 183+47.05 BRIDGE END
STA. 183+60.38 BRIDGE END
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
TUBULAR MARKERS 10 FT. - O.C.
ROAD CLOSED
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III RT.
(1) W6-3 (48" X 48")
AREA OF RECONSTRUCTION

STAGE 2B MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	82	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

185 190 195 200 205 210 215 220 225 230 235 240 245 250

P.C. 188+33.61

S 3°06'30" W

TUBULAR MARKERS 10 FT. - O.C.

EXISTING ROW, C/A, & FENCE

(1) W6-3 (48" X 48")

PI = 211+59.61
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

AREA OF RECONSTRUCTION

S 74°45'30" E

ROAD CLOSED

(1) RII-2 (48" X 30")

16' BARR. TYP. III RT.

(2) RII-2 (48" X 30")

16' BARR. TYP. III LT.

(1) RII-2 (48" X 30")

(1) WI-6 (48" X 24")

16' BARR. TYP. III RT.

STA. 242+21.86

STA. 243+72.30 BRIDGE END
S 46°17'50" E

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

STA. 243+49.92 BRIDGE END

A5262

B0262

HWY. 79B

TUBULAR MARKERS 10 FT. - O.C.

PI = 211+59.61
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 227+88.50 BRIDGE END

P.T. 227+76.94

STA. 226+34.82 BRIDGE END

A5261

B0261

STA. 228+05.02 BRIDGE END

STA. 226+60.60 BRIDGE END

P.C. 234+95.33

(3) OM-3R (12"X 36")

OAKWOOD RD.

(4) RII-2 (48" X 30")

(4) WI-6 (48" X 24")

16' BARR. TYP. III RT.

16' BARR. TYP. III LT.

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

AREA OF RECONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	83	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

AREA OF RECONSTRUCTION

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

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

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

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

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

PRECAST CONCRETE BARRIER WALL RELOCATE - 240 LIN. FT. INCLUDES SPECIAL END UNIT

EXISTING ROW
EXISTING C/A
EXISTING ROW, C/A, & FENCE

STA. 245+83.78 BRIDGE END
STA. 245+67.14 BRIDGE END
P.T. 249+18.39
P.C. 273+70.94

S 46°17'50" E

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

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

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

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

(3) OM-3R (12"X 36")

(1) W6-3 (48" X 48")

TUBULAR MARKERS 10 FT. - O.C.

PI = 281+66.59
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+32.59
PT = 289+94.00
e = MATCH EXISTING
Ls = MATCH EXISTING

U.P. RAILROAD

STA. 286+97.52 BRIDGE END
STA. 286+96.38 BRIDGE END
P.T. 282+04.93
P.T. 290+32.35

STA. 295+51.05 BRIDGE END
STA. 295+51.05 BRIDGE END

S 58°45'28" E

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

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

AREA OF RECONSTRUCTION

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	84	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

ROAD CLOSED
(2) RII-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW CONSTRUCTION PAVEMENT MARKING
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
EXISTING ROW, C/A, & FENCE
STA. 316+69.33 BRIDGE END
STA. 316+18.79 BRIDGE END
STA. 318+63.83 BRIDGE END
STA. 318+13.28 BRIDGE END
A6264
S 58°45'28" E
S 30°25'29" E
TUBULAR MARKERS 10 FT. - O.C.
(3) OM-3R (12"X 36")
OLD WARREN RD.
AREA OF RECONSTRUCTION
(3) RII-2 (48" X 30")
(1) W6-3 (48" X 48")
STA. 358+23.96 BRIDGE END
STA. 359+76.04 BRIDGE END
A6265
SPRINGHILL CREEK

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	85	187

(2) MAINTENANCE OF TRAFFIC DETAILS

PI = 382+38.92
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+01.69
PT = 391+39.84
e = MATCH EXISTING
Ls = MATCH EXISTING

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.
(2) R11-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
(1) W1-6 (48" X 24")
(3) OM-3R (12"X 36")
(5) OM-3R (12"X 36")
(2) W6-3 (48" X 48")

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW CONSTRUCTION PAVEMENT MARKING
PRECAST CONCRETE BARRIER WALL RELOCATE - 320 LIN. FT.
TUBULAR MARKERS 10 FT. - O.C.

STA. 375+06.01 BRIDGE END
P.C. 377+46.93
STA. 375+69.86 BRIDGE END
STA. 377+28.98 BRIDGE END
STA. 377+85.55 BRIDGE END
P.C. 382+17.26
P.T. 391+78.18
STA. 421+47.06 BRIDGE END
STA. 421+90.71 BRIDGE END
STA. 422+78.75 BRIDGE END
STA. 423+12.93 BRIDGE END

S 58°45'28" E
N 86°38'38" E
S 86°19'48" E
N 78°18'30" E

EXISTING ROW, C/A, & FENCE
EXISTING
A6266
S. HAZEL ST.
DANCING RABBIT

AREA OF RECONSTRUCTION

7/11/2017
RBB0203.DGN

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	86	187

(2) MAINTENANCE OF TRAFFIC DETAILS

AREA OF RECONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

ROAD CLOSED
(2) R11-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.

ROAD CLOSED
(2) R11-2 (48" X 30")
(2) W1-6 (48" X 24")
16' BARR. TYP. III RT.

EXISTING ROW, C/A, & FENCE
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW CONSTRUCTION PAVEMENT MARKING
(3) OM-3R (12" X 36")
STA. 429+54.20 BRIDGE END
STA. 432+50.87 BRIDGE END
STA. 444+99.94 BRIDGE END
P.C. 443+92.44
BAYOU BARTHOLOMEW
A6269
A6270
S 86°19'48" E
TUBULAR MARKERS 10 FT. - O.C.
STA. 429+56.52 BRIDGE END
STA. 432+56.22 BRIDGE END
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
STA. 444+97.91 BRIDGE END
HWY. 63
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
ROAD CLOSED
16' BARR. TYP. III LT.
(1) W6-3 (48" X 48")
425 430 435 440 445 450 455

AREA OF RECONSTRUCTION

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

ROAD CLOSED
(2) R11-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.

ROAD CLOSED
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III RT.

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III LT.

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

EXISTING ROW, C/A, & FENCE
YELLOW CONSTRUCTION PAVEMENT MARKING
(3) OM-3R (12" X 36")
STA. 458+00.00 BRIDGE END
STA. 458+00.00 BRIDGE END
TUBULAR MARKERS 10 FT. - O.C.
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
(1) W6-3 (48" X 48")
S 86°19'48" E
N 27°45'32" E
455 460 465 466 470 472 475 480 485

6/2/2017
RBB0203.DGN

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	87	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

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

(I) WI-6 (48" X 24")
16' BARR. TYP. III LT.

PRECAST CONCRETE BARRIER WALL RELOCATE - 300 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

16' BARR. TYP. III LT.

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

STA. 493+54.29 BRIDGE END

STA. 493+29.34 BRIDGE END

STA. 495+08.00 BRIDGE END

STA. 494+79.83 BRIDGE END

P.T. 496+65.98

N 27°45'32" E

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

(I) W6-3 (48" X 48")

(3) OM-3R (12"X 36")

EXISTING ROW, C/A, & FENCE

AREA OF RECONSTRUCTION

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	88	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

AREA OF RECONSTRUCTION

EXISTING ROW, C/A, & FENCE

EXISTING ROW

EXISTING C/A

N 27°45'32" E

N 42°34'29" E

P.C. 553+05.23

TUBULAR MARKERS
10 FT. - O.C.

STA. 562+16.17
BRIDGE END

STA. 563+58.98
BRIDGE END

P.I. 567+95.12

(3) OM-3R
(12"X 36")

46272

STA. 561+65.00
BRIDGE END

STA. 563+08.97
BRIDGE END

TIMBEAU

(1) W6-3
(48" X 48")

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

545 550 555 560 565 570 575

AREA OF RECONSTRUCTION

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

ROAD CLOSED

(1) R11-2
(48" X 30")

16' BARR.
TYP. III RT.

16' BARR.
TYP. III LT.

(2) R11-2
(48" X 30")

YELLOW CONSTRUCTION
PAVEMENT MARKING

PRECAST CONCRETE BARRIER WALL
RELOCATE - 540 LIN. FT.
INCLUDES SPECIAL END UNIT

HWY. 63B

(3) OM-3L
(12"X 36")

EXISTING ROW

EXISTING C/A

N 42°34'29" E

P.C. 582+41.01

TUBULAR MARKERS
10 FT. - O.C.

STA. 606+88.89
BRIDGE END

P.I. 582+68.33

#3

#12

YELLOW REMOVABLE
CONSTRUCTION PAVEMENT MARKING

WHITE REMOVABLE
CONSTRUCTION PAVEMENT MARKING

(1) W1-6
(48" X 24")

xx' BARR.
TYP. III RT.

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 607+42.69
BRIDGE END

STA. 607+42.69
END JOB BB0203

580 585 590 595 600

6/2/2017

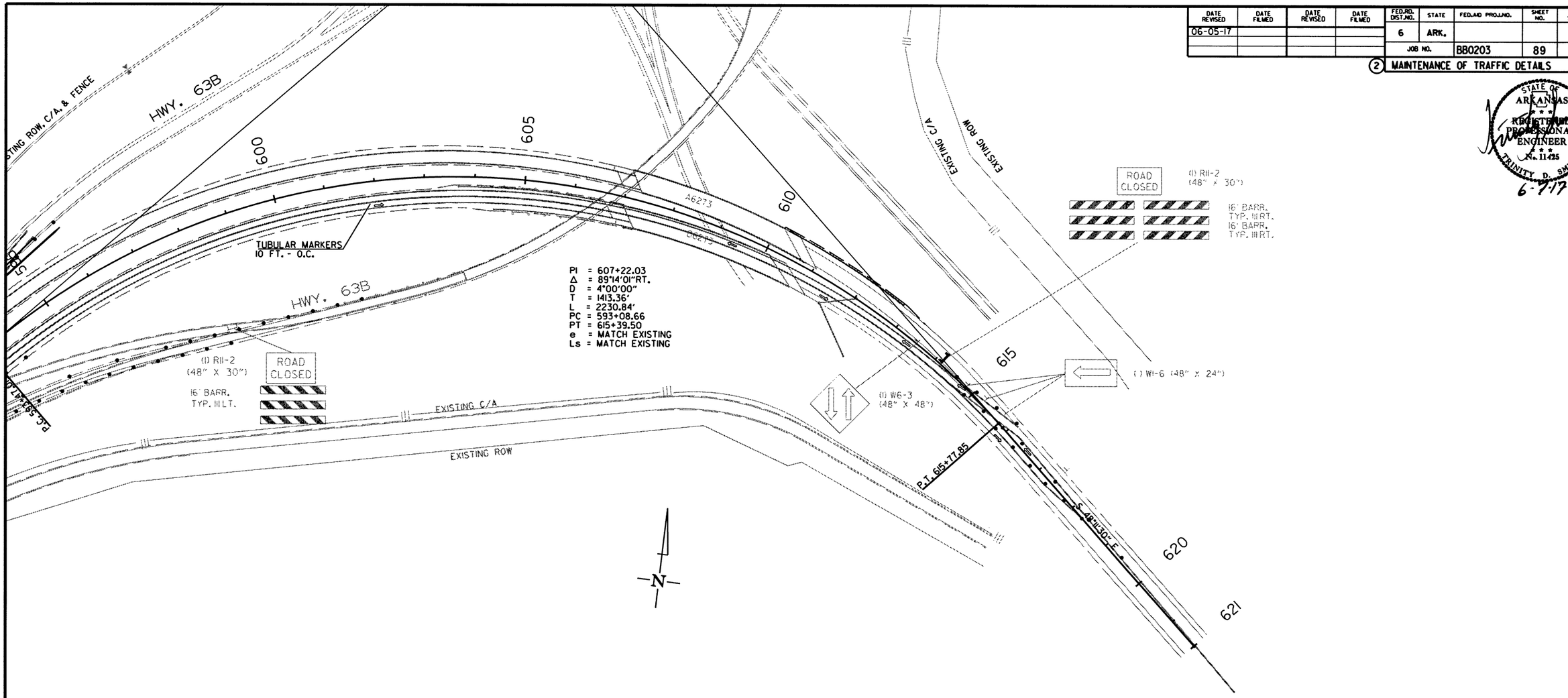
RBB0203.DGN

STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	89	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



STAGE 2B
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	90	187
07-14-17								

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-17-17

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

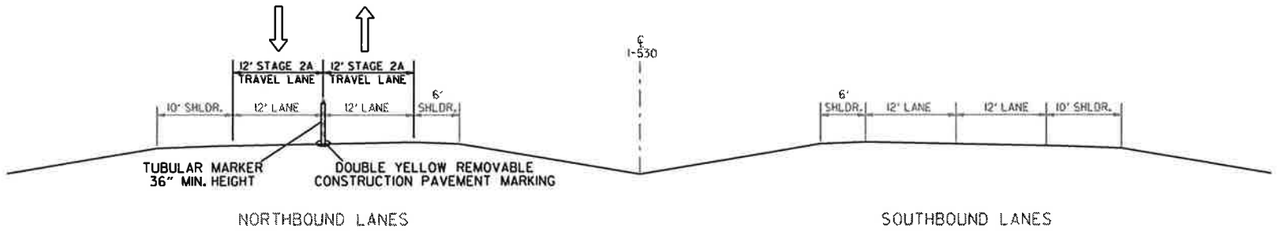
STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

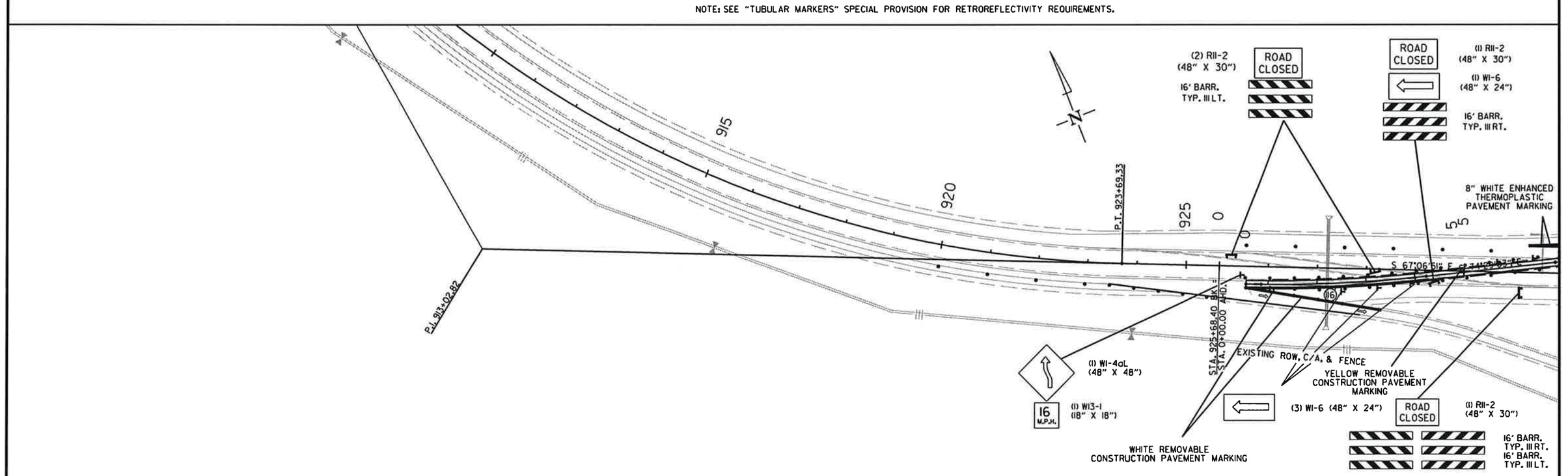
STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.



NOTE: SEE "TUBULAR MARKERS" SPECIAL PROVISION FOR RETROREFLECTIVITY REQUIREMENTS.



STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

7/14/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	91	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

AREA OF RECONSTRUCTION

STA. 7+67.09
BEGIN JOB BB0203

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

P.I. 16+97.80

P.C. 9+91.32

P.T. 23+61.92

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = MATCH EXISTING
Ls = MATCH EXISTING

(1) W6-3 (48" X 48")

(3) W1-8 (18" X 24")

ROAD CLOSED

(1) R11-2 (48" X 30")

16' BARR. TYP. III RT.
16' BARR. TYP. III LT.

EXISTING ROW, C/A, & FENCE

HWY. 65B

(1) R11-2 (48" X 30") — 16' BARR. TYP. III LT.
ROAD CLOSED
(3) R11-2 (48" X 30") — 16' BARR. TYP. III RT.
(1) R11-2 (48" X 30") — xx' BARR. TYP. III LT.
ROAD CLOSED
ROAD CLOSED

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

P.C. 58+18.20

P.T. 62+54.87

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

(1) W6-3 (48" X 48")

ROAD CLOSED
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III RT.

ROAD CLOSED
(2) R11-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.

EXISTING ROW, C/A, & FENCE

AREA OF RECONSTRUCTION

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

6/28/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	92	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER TRINITY D. SMITH No. 11425

7-5-17

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

(I) W6-3 (48" X 48")

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

ROAD CLOSED

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

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

EXISTING ROW, C/A, & FENCE

TUBULAR MARKERS 10 FT. - O.C.

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

STA. 90+31.89 BRIDGE END

STA. 92+18.20 BRIDGE END

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

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

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

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

(6) OM-3R (12"X 36")

PRINSTON PIKE

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

AREA OF RECONSTRUCTION

PRECAST CONCRETE BARRIER WALL RELOCATE - 540 LIN. FT. SPECIAL END UNIT

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

(I) W6-3 (48" X 48")

TUBULAR MARKERS 10 FT. - O.C.

STA. 110+75.96 BRIDGE END

STA. 113+12.70 BRIDGE END

STA. 112+00.79 BRIDGE END

STA. 109+66.43 BRIDGE END

7TH AVE.

(3) OM-3R (12"X 36")

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

PI = 104+55.79
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

6/28/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	93	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

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

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

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

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

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

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

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

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

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

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

(3) OM-3L (12"X 36")

(3) OM-3R (12"X 36")

(3) OM-3R (12"X 36")

PRECAST CONCRETE BARRIER WALL RELOCATE - 293 LIN. FT. SPECIAL END UNIT

PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

P.I. 129+99.53

P.T. 137+39.88 BACK = STA. 137+78.22 AHD

STA. 141+86.98 BRIDGE END

STA. 143+36.06 BRIDGE END

STA. 177+34.95 BRIDGE END

STA. 177+48.28 BRIDGE END

STA. 183+47.69 BRIDGE END

STA. 183+60.38 BRIDGE END

B6259

B6260

HWY. 190

BAYOU BARTHOLOMEW

SHANNON RD.

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

EXISTING ROW, C/A, & FENCE

S 3°08'30" W

(1) W6-3 (48" X 48")

AREA OF RECONSTRUCTION

6/28/2017

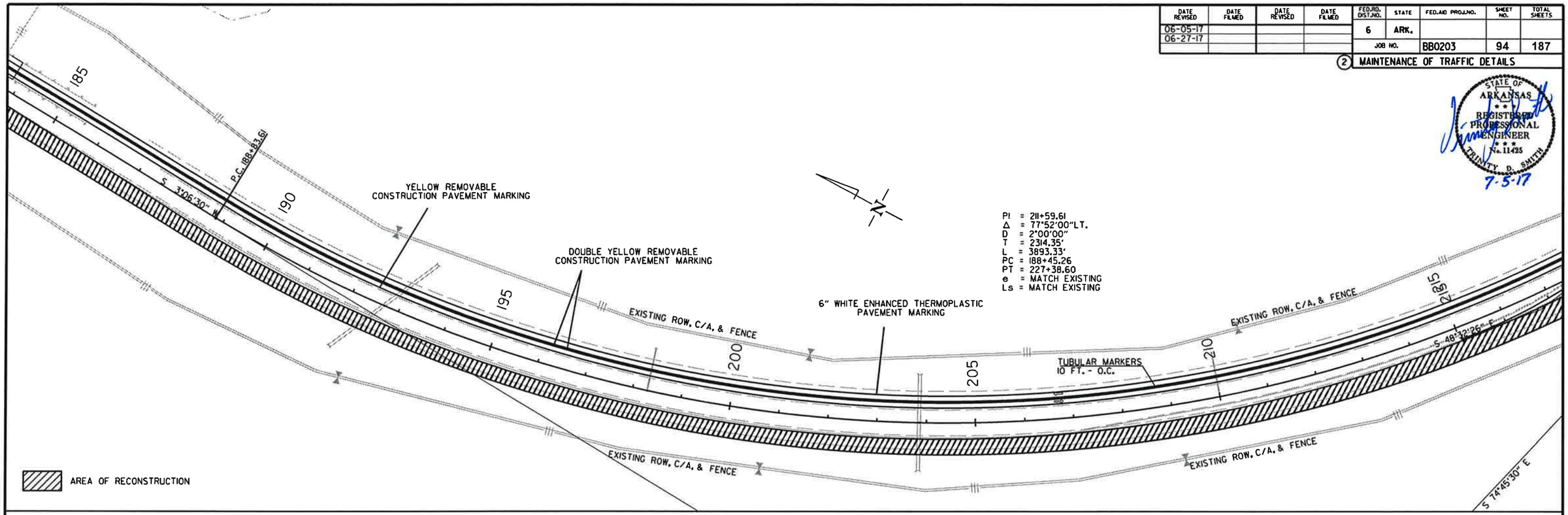
RBB0203.DGN

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	94	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17



6/28/2017

RBB0203.DGN

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	95	187
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

AREA OF RECONSTRUCTION

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

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

ROAD CLOSED

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

EXISTING ROW
EXISTING C/A

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

STA. 245+83.78 BRIDGE END

245 250 255 260 265 270 275

(1) W6-3 (48" X 48")

EXISTING ROW, C/A, & FENCE

TUBULAR MARKERS 10 FT. - O.C.

P.C. 273+70.94

S 46°17'50" E

STA. 245+67.14 BRIDGE END

P.T. 249+18.39

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

EXISTING ROW, C/A, & FENCE

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

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

PI = 281+66.59
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+32.59
PT = 289+94.00
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

U.P. RAILROAD

(1) W6-3 (48" X 48")

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

275 280 285 290 295 300 305

TUBULAR MARKERS 10 FT. - O.C.

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

STA. 286+97.52 BRIDGE END

P.T. 290+32.35

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

STA. 295+51.05 BRIDGE END

EXISTING ROW, C/A, & FENCE

S 46°17'50" E

S 58°45'28" E

B6263

STA. 286+96.38 BRIDGE END

STA. 295+51.05 BRIDGE END

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

P.I. 282+04.93

EXISTING ROW, C/A, & FENCE

(3) OM-3R (12"X 36")

EXISTING ROW, C/A, & FENCE

AREA OF RECONSTRUCTION

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

6/28/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	96	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

ROAD CLOSED
(1) RII-2 (48" X 30")
(1) WI-6 (48" X 24")
16' BARR. TYP. III LT.
(5) RII-2 (48" X 30")
16' BARR. TYP. III RT.
8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
EXISTING ROW, C/A, & FENCE
PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER
STA. 316+69.33 BRIDGE END
DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
STA. 318+63.83 BRIDGE END
6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
(3) RII-2 (48" X 30")
TUBULAR MARKERS 10 FT. - O.C.
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
STA. 316+18.79 BRIDGE END
STA. 318+13.28 BRIDGE END
B6264
OLD WARREN RD.
(6) OM-3R (12"X 36")
(2) RII-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
xx' BARR. TYP. III RT.
S 58°45'28" E
AREA OF RECONSTRUCTION

(1) W6-3 (48" X 48")
PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER
STA. 358+23.96 BRIDGE END
STA. 359+76.04 BRIDGE END
B6265
SPRINGHILL CREEK
(3) OM-3R (12"X 36")

6/28/2017
RBB0203.DGN

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	97	187
07-12-17				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

ROAD CLOSED
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
(1) WI-6 (48" X 24")
(2) RII-2 (48" X 30")
16' BARR. TYP. III LT.
(3) OM-3R (12"X 36")
(4) RII-2 (48" X 30")
(6) OM-3R (12"X 36")
(1) W6-3 (48" X 48")

PI = 382+38.92
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+01.69
PT = 391+39.84
e = MATCH EXISTING
Ls = MATCH EXISTING

PRECAST CONCRETE BARRIER WALL
RELOCATE - 80 LIN. FT.
INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

PRECAST CONCRETE BARRIER WALL
RELOCATE - 513 LIN. FT.
SPECIAL END UNIT

PRECAST CONCRETE BARRIER WALL
RELOCATE - 553 LIN. FT.
SPECIAL END UNIT

S 58°45'28" E
S 86°19'48" E
N 86°19'48" W
N 17°48'11" E

STA. 375+06.01 BRIDGE END
P.C. 373+40.03
STA. 375+69.86 BRIDGE END
STA. 377+28.98 BRIDGE END
STA. 377+85.55 BRIDGE END
P.I. 382+77.25
P.T. 391+78.18
STA. 421+47.06 BRIDGE END
STA. 421+90.71 BRIDGE END
STA. 422+78.75 BRIDGE END
STA. 423+12.93 BRIDGE END

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
TUBULAR MARKERS 10 FT. - O.C.

EXISTING ROW, C/A, & FENCE
S. HAZEL ST.
B6266
CREEK
DANCING RABBIT

AREA OF RECONSTRUCTION

7/11/2017
RBB0203.DGN

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	98	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

AREA OF RECONSTRUCTION

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

(3) OM-3R (12"X 36")

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

(1) W6-3 (48" X 48")

STA. 429+54.20 BRIDGE END

TUBULAR MARKERS 10 FT. - O.C.

STA. 432+50.87 BRIDGE END

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

ROAD CLOSED

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

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

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

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

P.C. 443+92.44

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

STA. 444+99.94 BRIDGE END

BAYOU BARTHOLOMEW

S 86°19'48" E

B6269

B6270

STA. 429+56.52 BRIDGE END

STA. 432+56.22 BRIDGE END

(3) WI-8 (18" X 24")

(1) WI-4oR (48" X 48")

16 M.P.H.

(1) WI3-1 (18" X 18")

HWY. 63

(1) RII-2 (48" X 30")

(3) WI-8 (18" X 24")

(1) WI-6 (48" X 24")

16' BARR. TYP. III RT.

16' BARR. TYP. III LT.

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

STA. 444+97.91 BRIDGE END

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

PRECAST CONCRETE BARRIER WALL RELOCATE - 1313 LIN. FT. SPECIAL END UNIT

425 430 435 440 445 450 455

(118) (119)

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

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

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

455 460 465 470 475 480 485

(122) (123)

STA. 458+00.00 BRIDGE END

PRECAST CONCRETE BARRIER WALL RELOCATE - 880 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

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

(3) WI-6 (48" X 24")

PRECAST CONCRETE BARRIER WALL RELOCATE - 673 LIN. FT. SPECIAL END UNIT

PRECAST CONCRETE BARRIER WALL RELOCATE - 1340 LIN. FT.

S 86°19'48" E

N 27°45'32" E

(1) W6-3 (48" X 48")

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

6/28/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	99	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

EXISTING ROW, C/A, & FENCE

(1) R11-2 (48" X 30")
16' BARR. TYP. III LT.

PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

(3) OM-3R (12"X 36")

STA. 493+54.29 BRIDGE END

OHIO ST.

STA. 496+65.32 P.T.

STA. 495+08.00 BRIDGE END

B6271

STA. 493+29.34 BRIDGE END

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

STA. 494+79.83 BRIDGE END

(1) W1-4aL (48" X 48")

(1) W13-1 (18" X 18")

16 M.P.H.

ROAD CLOSED

(4) R11-2 (48" X 30")

(4) W1-6 (48" X 24")

16' BARR. TYP. III RT.

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

(2) R11-2 (48" X 30")

16' BARR. TYP. III RT.
16' BARR. TYP. III LT.

(1) W6-3 (48" X 48")

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

N 27°45'32" E

485 490 495 500 505 510 515

AREA OF RECONSTRUCTION

515 520 525 530 535 540 545

EXISTING ROW, C/A, & FENCE

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

N 27°45'32" E

AREA OF RECONSTRUCTION

6/28/2017

RBB0203.DGN

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	100	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

AREA OF RECONSTRUCTION

(3) OM-3R (12"X 36")

EXISTING ROW

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

EXISTING ROW, C/A, & FENCE

EXISTING C/A

STA. 562+16.17 BRIDGE END

PRECAST CONCRETE BARRIER WALL RELOCATE - 80 LIN. FT. INCLUDES TEMPORARY IMPACT ATTENUATION BARRIER

STA. 563+58.98 BRIDGE END

P.I. 567+95.12

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

545 550 555 560 565 570 575

N 27°45'32" E

FENCE

P.C. 553+05.23

STA. 561+65.00 BRIDGE END

B6272

IMBEAU

STA. 563+08.97 BRIDGE END

EXISTING C/A

EXISTING ROW

EXISTING C/A

EXISTING ROW

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

AREA OF RECONSTRUCTION

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

ROAD CLOSED

(1) R11-2 (48" X 30")

(1) W1-6 (48" X 24")

16' BARR. TYP. III RT.

(1) W6-3 (48" X 48")

(3) OM-3R (12"X 36")

8" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

HWY. 63B

DOUBLE YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

(1) R11-2 (48" X 30")

(1) W1-6 (48" X 24")

16' BARR. TYP. III LT.

ROAD CLOSED

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

EXISTING ROW

EXISTING C/A

6" WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

105 106 107

580 585 590 595 600 605

N 42°34'29" E

P.T. 582+68.39

P.C. 592+71.01

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

PRECAST CONCRETE BARRIER WALL RELOCATE - 520 LIN. FT. INCLUDES SPECIAL END UNIT

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

HWY. 63B

ROAD CLOSED

(1) R11-2 (48" X 30")

16' BARR. TYP. III RT.

ROAD CLOSED

(2) R11-2 (48" X 30")

16' BARR. TYP. III RT.

16' BARR. TYP. III LT.

ROAD CLOSED

(2) R11-2 (48" X 30")

16' BARR. TYP. III RT.

ROAD CLOSED

(1) R11-2 (48" X 30")

16' BARR. TYP. III LT.

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 607+42.69 BRIDGE END

STA. 607+42.69 BRIDGE END

STA. 607+42.69 END JOB BB0203

EXISTING C/A

EXISTING ROW

6/28/2017

RBB0203.DGN

STAGE 3A MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	101	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

PRECAST CONCRETE BARRIER WALL
RELOCATE - 80 LIN. FT.
INCLUDES TEMPORARY IMPACT
ATTENUATION BARRIER

(3) OM-3R
(12"X 36")

TUBULAR MARKERS
10 FT. - O.C.

DOUBLE YELLOW REMOVABLE
CONSTRUCTION PAVEMENT MARKING

WHITE REMOVABLE
CONSTRUCTION PAVEMENT MARKING

6" WHITE ENHANCED THERMOPLASTIC
PAVEMENT MARKING

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

HWY. 63B

EXISTING C/A

EXISTING ROW

EXISTING C/A & FENCE

EXISTING ROW

P.I. 615+77.85

(1) W6-3
(48" X 48")

ROAD CLOSED

(1) R11-2
(48" X 30")

16' BARR.
TYP. III RT.
16' BARR.
TYP. III LT.

(3) OM-3L
(12"X 36")

YELLOW REMOVABLE
CONSTRUCTION
PAVEMENT MARKING

595
600
605
610
615
620
621

86273

N

6/28/2017

RBB0203.DGN

STAGE 3A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	102	187
07-14-17								

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 11435
TRINITY D. SMITH
7-14-17

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

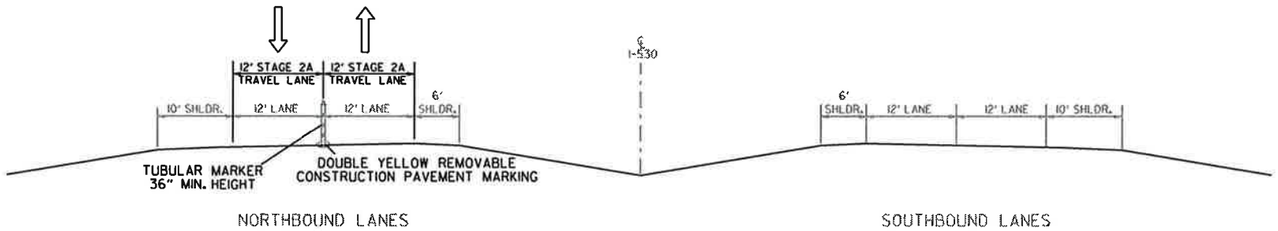
STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.



NOTE: SEE "TUBULAR MARKERS" SPECIAL PROVISION FOR RETROREFLECTIVITY REQUIREMENTS.

RBB0203.DGN 7/14/2017

STAGE 3B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	103	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE
(3) OM-3R (12"X 36")
TUBULAR MARKERS 10 FT. - O.C.
STA. 429+54.20 BRIDGE END
STA. 429+56.52 BRIDGE END
STA. 432+50.87 BRIDGE END
STA. 432+56.22 BRIDGE END
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
PRECAST CONCRETE BARRIER WALL FURNISH AND INSTALL - 513 LIN. FT. INCLUDES SPECIAL END UNIT
PRECAST CONCRETE BARRIER WALL RELOCATE - 653 LIN. FT. INCLUDES SPECIAL END UNIT
P.C. 443+92.44
STA. 444+99.94 BRIDGE END
STA. 444+97.91 BRIDGE END
BAYOU BARTHOLOMEW
S 86°19'48" E
N 47°29'31" E
N 27°45'32" E
B6269
HWY. 63
(1) W13-1 (18" X 18")
XX M.P.H.
(1) W4-4aR (48" X 48")
(3) W1-8 (18" X 24")
(1) W6-3 (48" X 48")
(1) W6-4 (48" X 24")
(1) R11-2 (48" X 30")
(2) R11-2 (48" X 30")
ROAD CLOSED
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
(3) W1-6 (48" X 24")
STA. 458+00.00 BRIDGE END

STAGE 3B
MAINTENANCE OF TRAFFIC DETAILS

6/28/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	104	187
07-14-17								

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-14-17

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

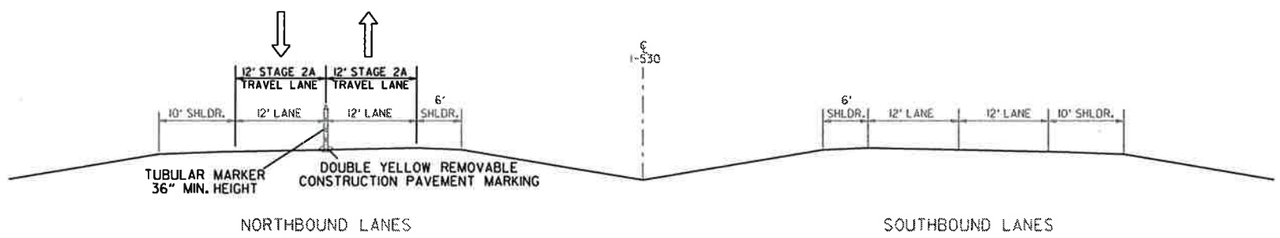
STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

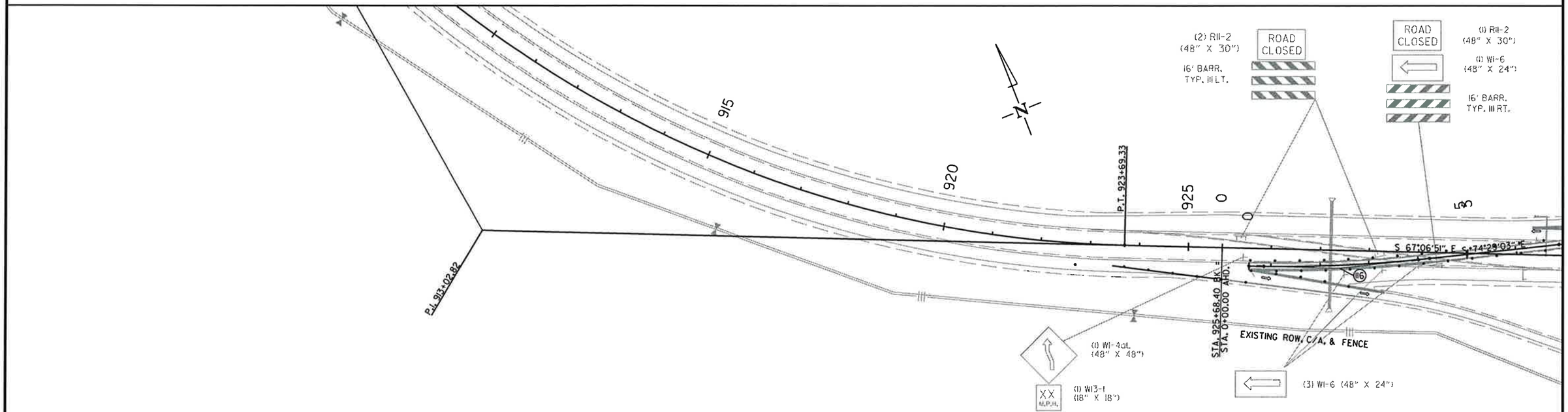
STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.



NOTE: SEE "TUBULAR MARKERS" SPECIAL PROVISION FOR RETROREFLECTIVITY REQUIREMENTS.



STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

7/14/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	105	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

TEMPORARY CROSSOVER
PI = 8+12.34
Δ = 7°22'12"RT.
D = 3°00'00"
T = 123.00'
L = 245.66'
PC = 6+89.34
PT = 9+35.00

STA. 7+67.09
BEGIN JOB BB0203

P.I. 16+97.80

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 9+91.32

P.I. 23+61.92

TUBULAR MARKERS
10 FT. - O.C.

(1) W6-3
(48" X 48")

(3) W1-8
(18" X 24")

(1) R11-2
(48" X 30")

ROAD CLOSED

16' BARR. TYP. III RT.
16' BARR. TYP. III LT.

EXISTING ROW, C/A, & FENCE

HWY. 65B

(1) R11-2
(48" X 30")

ROAD CLOSED

(2) R11-2
(48" X 30")

16' BARR. TYP. III LT.

16' BARR. TYP. III RT.

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

STA. 48+00 - IN PLACE OVERHEAD SIGN RETAIN

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 58+18.2

P.I. 62+54.87

S 32°50'57" E

S 39°23'31" E

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

(1) W1-6
(48" X 24")

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

6/2/2017

RBB0203.DGN

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	106	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

(1) W6-3 (48" X 48")
(3) R11-2 (48" X 30")
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III LT.
16' BARR. TYP. III RT.
ROAD CLOSED
TUBULAR MARKERS 10 FT. - O.C.
EXISTING ROW, C/A, & FENCE
P.T. 66+90.58
S 39°23'31" E
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
STA. 90+31.89 BRIDGE END
P.I. 89+89.92
STA. 92+18.20 BRIDGE END
B6257
(3) OM-3R (12"X 36")
P.I. 93+81.71
PRINSTON PIKE
P.C. 85+86.44
(2) R11-2 (48" X 30")
xx' BARR. TYP. III LT.
S 15°32'02" E
S 04°40'52" E
P.C. 104+55.80
STA. 109+66.43 BRIDGE END
P.T. 109+23.28
STA. 110+75.96 BRIDGE END
B6258
STA. 112+00.79 BRIDGE END
STA. 113+12.70 BRIDGE END
S 44°11'46" E
P.C. 121+63.06
W. 7TH AVE.

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

PI = 104+55.79
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

6/2/2017
RBB0203.DGN

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	107	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

P.I. 129+99.53
P.C. 121+63.06
P.T. 137+39.88
Back Tan
S 47°49'08" E Ahd
S 3°06'30" W

STA. 137+78.22
STA. 137+94.88

STA. 141+86.98
BRIDGE END

STA. 143+36.06
BRIDGE END

B6259

STA. 177+34.95
BRIDGE END

STA. 177+48.28
BRIDGE END

STA. 183+47.88
BRIDGE END

STA. 183+60.38
BRIDGE END

B6260

HWY. 190

BAYOU BARTHOLOMEW

SHANNON RD.

EXISTING ROW, C/A, & FENCE

TUBULAR MARKERS
10 FT. - O.C.

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

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

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

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

(3) OM-3R (12" X 36")

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

(1) W6-3 (48" X 48")

6/2/2017

RBB0203.DGN

STAGE 3C MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	108	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 211+59.61
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

S 3°06'30" W
P.C. 188+33.61
EXISTING ROW, C/A, & FENCE
TUBULAR MARKERS 10 FT. - O.C.
S 48°12'26" E
S 74°45'30" E

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.
(1) W6-3 (48" X 48")
(3) OM-3R (12"X 36")
16' BARR. TYP. III LT.
(2) R11-2 (48" X 30")

STA. 226+34.82 BRIDGE END
STA. 226+60.60 BRIDGE END
STA. 227+88.51 BRIDGE END
STA. 228+05.02 BRIDGE END
STA. 243+72.30 BRIDGE END
STA. 243+49.92 BRIDGE END
B6261
B6262
P.T. 227+76.94
P.C. 234+65.33
P.T. 237+54.46
P.C. 242+21.86

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

OAKWOOD RD.
HWY. 79B

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

6/2/2017
RBB0203.DGN

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	109	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

(1) R11-2 (48" X 30")
16' BARR. TYP. III LT.
ROAD CLOSED

ROAD CLOSED
(5) R11-2 (48" X 30")
16' BARR. TYP. III RT.

ROAD CLOSED
(2) R11-2 (48" X 30")
16' BARR. TYP. III RT.

EXISTING ROW
EXISTING C/A

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

(1) W6-3 (48" X 48")

STA. 245+83.78
BRIDGE END

245 250 255 259 260 265 270 275

TUBULAR MARKERS 10 FT. - O.C.

EXISTING ROW, C/A, & FENCE

P.C. 273+70.94

S 46°17'50" E

STA. 245+67.14
BRIDGE END

P.T. 249+18.39

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

EXISTING ROW, C/A, & FENCE

6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.

ROAD CLOSED
(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

EXISTING ROW, C/A, & FENCE

PI = 281+66.59
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+32.59
PT = 289+94.00
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

275 280 285 290 295 300 301 303 305

U.P. RAILROAD

(1) W6-3 (48" X 48")

EXISTING ROW, C/A, & FENCE

TUBULAR MARKERS 10 FT. - O.C.

STA. 286+97.52
BRIDGE END

P.T. 290+32.35

STA. 295+51.05
BRIDGE END

S 46°17'50" E

S 58°45'28" E

B6263

STA. 286+96.38
BRIDGE END

STA. 295+51.05
BRIDGE END

P.I. 282+04.93

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

(3) OM-3R (12"X 36")

6/2/2017

RBB0203.DGN

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	110	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

ROAD CLOSED
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
XX' BARR. TYP. III LT.
(5) R11-2 (48" X 30")
16' BARR. TYP. III RT.
(1) R11-2 (48" X 30")
16' BARR. TYP. III LT.
(6) OM-3R (12"X 36")
STA. 316+69.33 BRIDGE END
STA. 318+63.83 BRIDGE END
TUBULAR MARKERS 10 FT. - O.C.
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
EXISTING ROW, C/A, & FENCE
S 58°45'28" E
B6264
STA. 316+18.79 BRIDGE END
STA. 318+13.28 BRIDGE END
OLD WARREN RD.
(2) R11-2 (48" X 30")
(2) R11-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III LT.
6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III RT.
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
16' BARR. TYP. III RT.
EXISTING RO
(1) W6-3 (48" X 48")
TUBULAR MARKERS 10 FT. - O.C.
STA. 358+23.96 BRIDGE END
STA. 359+76.04 BRIDGE END
B6265
SPRINGHILL CREEK
(3) OM-3R (12"X 36")
S. HAZEL ST. - TEMP. RAMP 1
PI = 362+04.16
Δ = 20°06'19"RT.
D = 5°00'00"
T = 203.14'
L = 402.10'
PC = 360+01.02
PT = 364+03.12

6/2/2017

RBB0203.DGN

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	111	187

(2) MAINTENANCE OF TRAFFIC DETAILS

PI = 382+38.92
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+01.69
PT = 391+39.84
e = MATCH EXISTING
Ls = MATCH EXISTING

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

ROAD CLOSED
(1) RII-2 (48" X 30")
16' BARR. TYP. III RT.
16' BARR. TYP. III LT.
(1) WI-6 (48" X 24")
(2) RII-2 (48" X 30")
(3) OM-3R (12" X 36")
(4) RII-2 (48" X 30")
(1) W6-3 (48" X 48")

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
TUBULAR MARKERS 10 FT. - O.C.

EXISTING ROW, C/A, & FENCE

STA. 375+06.01 BRIDGE END
P.C. 373+40.03
STA. 375+69.86 BRIDGE END
STA. 377+28.98 BRIDGE END
STA. 377+85.55 BRIDGE END
P.I. 382+77.26
P.I. 391+78.18
S 86°19'48" E
S 86°19'48" E
B6266
S. HAZEL ST.
DANCING RABBIT CREEK
STA. 421+47.06 BRIDGE END
STA. 421+90.71 BRIDGE END
STA. 422+78.75 BRIDGE END
STA. 423+12.93 BRIDGE END

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

7/11/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	112	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

ROAD CLOSED
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III RT.
(2) R11-2 (48" X 30")
16' BARR. TYP. III LT.
(1) W6-3 (48" X 48")
(3) OM-3R (12"X 36")
EXISTING ROW, C/A, & FENCE
TUBULAR MARKERS 10 FT. - O.C.
STA. 429+54.20 BRIDGE END
STA. 429+56.52 BRIDGE END
STA. 432+56.87 BRIDGE END
STA. 432+56.22 BRIDGE END
S 86°19'48" E
B6269
(3) W1-8 (18" X 24")
(1) W1-4aR (48" X 48")
XX M.P.H.
(1) W13-1 (18" X 18")
HWY. 63
6" YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
(1) OM-3L (12"X 36")
(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III LT.
PRECAST CONCRETE BARRIER WALL RELOCATE - 773 LIN. FT. INCLUDES SPECIAL END UNIT
PRECAST CONCRETE BARRIER WALL RELOCATE - 693 LIN. FT. INCLUDES SPECIAL END UNIT
STA. 443+92.44 P.C.
STA. 444+99.94 BRIDGE END
STA. 444+97.91 BRIDGE END
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
BAYOU BARTHOLOMEW
N
PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING
(2) R11-2 (48" X 30")
(2) W1-6 (48" X 24")
(4) R11-2 (48" X 30")
STA. 458+00.00 BRIDGE END
WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING
YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING
PRECAST CONCRETE BARRIER WALL RELOCATE - 1833 LIN. FT. INCLUDES SPECIAL END UNIT
(3) OM-3L (12"X 36")
N 42°39'32" E
(1) W6-3 (48" X 48")

RBB0203.DGN 6/2/2017

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	113	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

EXISTING ROW, C/A, & FENCE

(1) R11-2 (48" X 30")
16' BARR. TYP. III LT.

ROAD CLOSED

(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

(3) R11-2 (48" X 30")
(3) W1-6 (48" X 24")
16' BARR. TYP. III RT.

(2) R11-2 (48" X 30")
16' BARR. TYP. III LT.

(1) W6-3 (48" X 48")

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 297.61'
L = 527.89'
PC = 443+54.09
PT = 496+26.98

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

MATCH EXISTING

(3) OM-3R (12"X 36")

STA. 493+54.25 BRIDGE END

P.T. 496+65.32

STA. 495+08.06 BRIDGE END

OHIO ST.

N 29°30'50" E

B627I

STA. 493+29.34 BRIDGE END

STA. 494+79.83 BRIDGE END

(3) W1-8 (18" X 24")

(1) W1-6 (48" X 24")

xx' BARR. TYP. III RT.

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

TUBULAR MARKERS 10 FT. - O.C.

N 27°45'32" E

485 490 495 500 504 510 515

(24) (125) (96) (97)

EXISTING ROW, C/A, & FENCE

515 520 525 530 535 540 545

6/2/2017

RBB0203.DGN

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	114	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH 6-7-17

(3) OM-3R (12" X 36")

EXISTING ROW

EXISTING ROW, C/A, & FENCE

EXISTING C/A

STA. 562+16.17 BRIDGE END

STA. 563+58.98 BRIDGE END

P.I. 567+95.12

TUBULAR MARKERS 10 FT. - O.C.

545 550 555 560 565 570 575

N 27°45'32" E

N 42°34'29" E

FENCE

P.C. 553+05.23

B6272

STA. 561+65.00 BRIDGE END

STA. 563+08.97 BRIDGE END

IMBEAU

EXISTING C/A

EXISTING ROW

EXISTING C/A

EXISTING ROW

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

(1) W6-3 (48" X 48")

EXISTING ROW

EXISTING C/A

580 585 590 595 600 605

TUBULAR MARKERS 10 FT. - O.C.

N 42°34'29" E

P.I. 582+68.39

(1) RII-2 (48" X 30")

16' BARR. TYP. III LT.

ROAD CLOSED

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

(108)

P.C. 592+47.09

YELLOW REMOVABLE CONSTRUCTION PAVEMENT MARKING

HWY. 63B

N 89°37'49" E

(1) RII-2 (48" X 30")

(1) WI-6 (48" X 24")

16' BARR. TYP. III LT.

STA. 606+88.89 BRIDGE END

(109)

(1) RII-2 (48" X 30")

16' BARR. TYP. III RT.

(2) RII-2 (48" X 30")

16' BARR. TYP. III RT.

16' BARR. TYP. III LT.

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 607+42.69 BRIDGE END

STA. 607+42.69
END JOB BB0203

EXISTING C/A

EXISTING ROW

6/2/2017

RBB0203.DGN

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	115	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

HWY. 63B

EXISTING ROW, C/A. & FENCE

TUBULAR MARKERS
10 FT. - O.C.

(3) OM-3R
(12" X 36")

EXISTING C/A

EXISTING ROW

B6273

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

N 89°07'40" E

P.C. 593+47.30

ROAD CLOSED

(1) R11-2
(48" X 30")

16' BARR.
TYP. III RT.

WHITE REMOVABLE CONSTRUCTION PAVEMENT MARKING

P.T. 615+77.85

(1) W6-3
(48" X 48")

S 48°50'00" E

(3) OM-3L
(12" X 36")

ROAD CLOSED

(1) R11-2
(48" X 30")

16' BARR.
TYP. III RT.

16' BARR.
TYP. III LT.

N

595 600 605 609 610 615 620 621

6/2/2017

RBB0203.DGN

STAGE 3C
MAINTENANCE OF TRAFFIC DETAILS

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

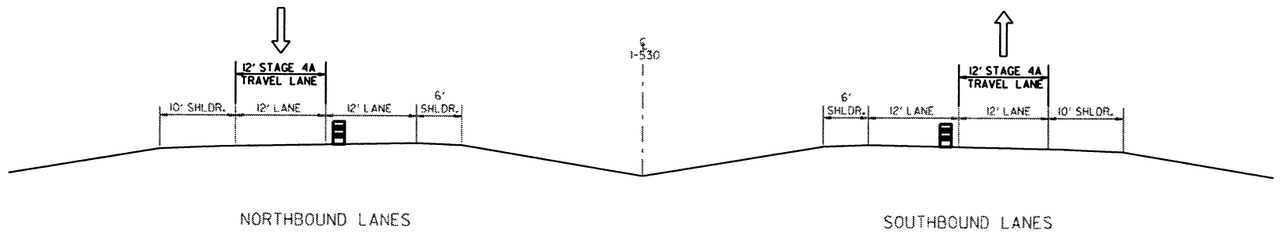
STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	116	187

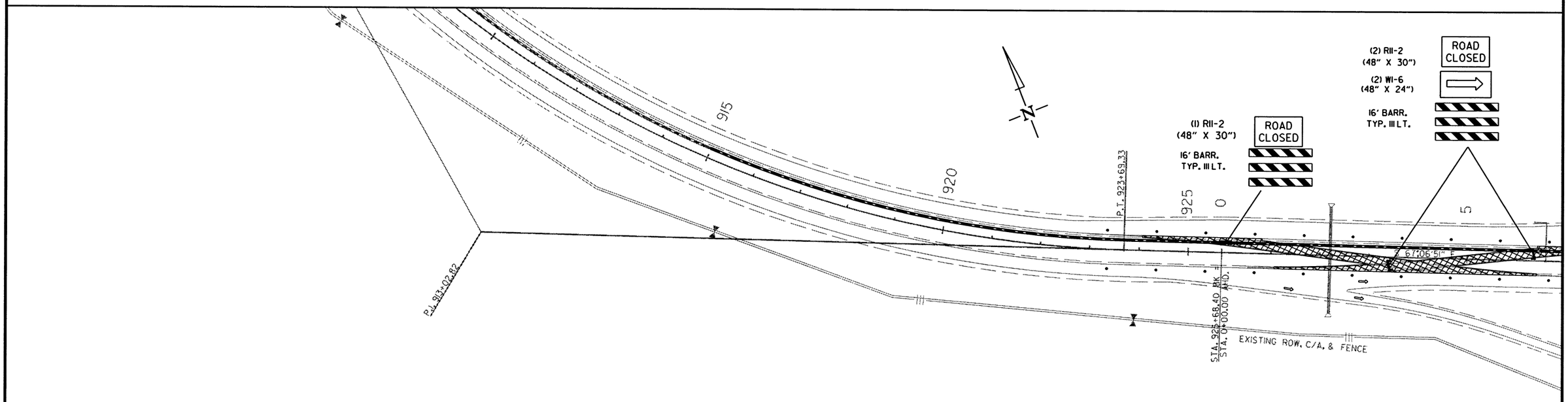
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



NORTHBOUND LANES

SOUTHBOUND LANES



DENOTES AREA OF CONSTRUCTION

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	117	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

STA. 7+67.09
BEGIN JOB BB0203

P.I. 16+97.80

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 9+91.32

P.T. 23+61.92

HWY. 65B

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

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

ROAD CLOSED

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

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

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

STA. 48+00 - IN PLACE OVERHEAD SIGN RETAIN

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 58+18.20

P.I. 62+54.87

S 39°23'31" E

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

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

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	118	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

P.T. 66+90.58

S 39°23'31" E

EXISTING ROW, C/A, & FENCE

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

ROAD CLOSED

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

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

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

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

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 85+86.44

P.I. 89+89.92

STA. 90+31.89
BRIDGE END

STA. 92+18.20
BRIDGE END

A6257

B6257

P.I. 93+81.71

PRINSTON PIKE

65 70 75 80 85 90 95

PI = 104+55.79
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 85+86.43
PT = 93+81.70
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 93+67.87

S 15°32'02" E

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

P.I. 104+55.80

STA. 109+66.43
BRIDGE END

P.T. 109+23.28

STA. 110+75.96
BRIDGE END

STA. 112+00.79
BRIDGE END

STA. 113+12.70
BRIDGE END

S 44°11'46" E

B6258

W. 7TH AVE.

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 121+63.06

95 100 105 110 120 125

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

6/2/2017

RBB0203.DGN

DENOTES AREA OF CONSTRUCTION

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	119	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = MATCH EXISTING
Ls = MATCH EXISTING

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

P.I. 129+99.53
P.T. 137+39.88 BACK = STA. 137+78.22 AHD
STA. 141+86.98 BRIDGE END
STA. 143+36.06 BRIDGE END
STA. 177+34.95 BRIDGE END
STA. 177+48.28 BRIDGE END
STA. 183+47.66 BRIDGE END
STA. 183+60.38 BRIDGE END

EXISTING ROW, C/A, & FENCE
HWY. 190
BAYOU BARTHOLOMEW
SHANNON RD.
A6260
B6260
S 3°06'30" W

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11425 TRINITY D. SMITH 6-7-17

6/2/2017
RBB0203.DGN

STAGE 4A MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	120	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

PI = 211+59.61
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 188+45.26
S 3°06'30" E
S 74°45'30" E
EXISTING ROW, C/A, & FENCE
185 190 195 200 205 210 215

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

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

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

P.C. 242+21.86
STA. 243+72.30
BRIDGE END
S 46°17'50" E
A6262
B6262
STA. 243+49.92
BRIDGE END
240 245

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

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

215 220 225 230 235

STA. 226+34.82
BRIDGE END
A6261
B6261
STA. 226+60.60
BRIDGE END
STA. 227+88.50
BRIDGE END
P.T. 227+76.94
P.C. 234+96.33
STA. 228+05.02
BRIDGE END
S 74°45'30" E
OAKWOOD RD.
HWY. 70

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

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

6/2/2017
RBB0203.DGN

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	121	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION
PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = MATCH EXISTING
Ls = MATCH EXISTING

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

ROAD CLOSED

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

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

EXISTING ROW
EXISTING C/A

STA. 245+83.78
BRIDGE END

STA. 245+67.14
BRIDGE END

P.I. 249+18.39

EXISTING ROW, C/A, & FENCE

(1) WI-6 (48" X 24")

245 250 255 260 265 270 275

S 46°17'50" E

P.C. 273+70.94

A6262
B6262

PI = 281+66.59
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+32.59
PT = 289+94.00
e = MATCH EXISTING
Ls = MATCH EXISTING

U.P. RAILROAD

275 280 285 290 295 300 305

STA. 286+97.52
BRIDGE END

STA. 286+96.38
BRIDGE END

P.T. 290+32.35

STA. 295+51.05
BRIDGE END

A6263
B6263

S 58°45'28" E

P.I. 282+04.93

DENOTES AREA OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

6/2/2017

RBB0203.DGN

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	122	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

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

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

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

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

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

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

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

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

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

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

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

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

EXISTING ROW, C/A, & FENCE

STA. 316+69.33 BRIDGE END
STA. 316+18.79 BRIDGE END
STA. 318+63.83 BRIDGE END
STA. 318+13.28 BRIDGE END
STA. 358+23.96 BRIDGE END
STA. 359+76.04 BRIDGE END

A6264
B6264
A6265
B6265

OLD WARREN RD.
SPRINGHILL CREEK

S 58°45'28" E.

305 310 315 320 325 330 335 340 345 350 355 360 365

6/2/2017
RBB0203.DGN

DENOTES AREA OF CONSTRUCTION

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	123	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

PI = 382+38.92
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+01.69
PT = 391+39.84
e = MATCH EXISTING
Ls = MATCH EXISTING

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

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

EXISTING ROW, C/A, & FENCE
S 86°19'48" E
S. HAZEL ST.
CREEK
DANCING RABBIT
A6268
B6268

STA. 375+06.01 BRIDGE END
P.C. 372+40.03
STA. 375+69.86 BRIDGE END
STA. 377+28.98 BRIDGE END
STA. 377+85.55 BRIDGE END
P.I. 382+77.26
P.T. 391+39.84
STA. 421+47.06 BRIDGE END
STA. 421+90.71 BRIDGE END
STA. 422+78.75 BRIDGE END
STA. 423+12.93 BRIDGE END

365 370 375 380 385 390 395 400 405 410 415 420 425

7/11/2017

RBB0203.DGN

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	124	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls =

EXISTING ROW, C/A, & FENCE

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

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

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

425 430 435 440 445 450 455

STA. 429+54.20 BRIDGE END
STA. 429+56.52 BRIDGE END
STA. 432+50.87 BRIDGE END
STA. 432+56.22 BRIDGE END
P.C. 443+92.44
STA. 444+99.94 BRIDGE END
STA. 444+97.91 BRIDGE END

A6269
B6269
S 86°19'48" E
A6270
B6270

BAYOU BARTHOLOMEW

HWY. 63

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

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

N

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

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

455 460 465 470 475 480 485

STA. 458+00.00 BRIDGE END
STA. 458+00.00 BRIDGE END

S 86°19'48" E

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

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

N 27°45'32" E

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	125	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

EXISTING ROW, C/A, & FENCE

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

ROAD CLOSED

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

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

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

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 493+54.29 BRIDGE END
STA. 493+29.34 BRIDGE END
STA. 494+79.83 BRIDGE END
STA. 495+08.06 BRIDGE END
STA. 496+65.32

OHIO ST.

A627I
B627I

N 27°45'32" E

485 490 495 500 505 510 515 520 525 530 535 540 545

EXISTING ROW, C/A, & FENCE

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

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

6/2/2017

RBB0203.DGN

DENOTES AREA OF CONSTRUCTION

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	126	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

EXISTING ROW
EXISTING ROW, C/A, & FENCE
EXISTING C/A
FENCE
N 27°45'32" E
N 42°34'29" E
P.C. 553+05.23
STA. 562+16.17 BRIDGE END
STA. 563+58.98 BRIDGE END
P.I. 567+95.12
STA. 561+65.00 BRIDGE END
STA. 563+08.97 BRIDGE END
IMBEAU
86272
545 550 555 560 565 570 575

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = MATCH EXISTING
Ls = MATCH EXISTING

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

HWY. 63B
P.T. 582+68.38
P.C. 593+47.01
STA. 606+88.89 BRIDGE END
STA. 607+42.69 BRIDGE END
580 585 590 595 600 605

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 607+42.69
END JOB BB0203

DENOTES AREA OF CONSTRUCTION

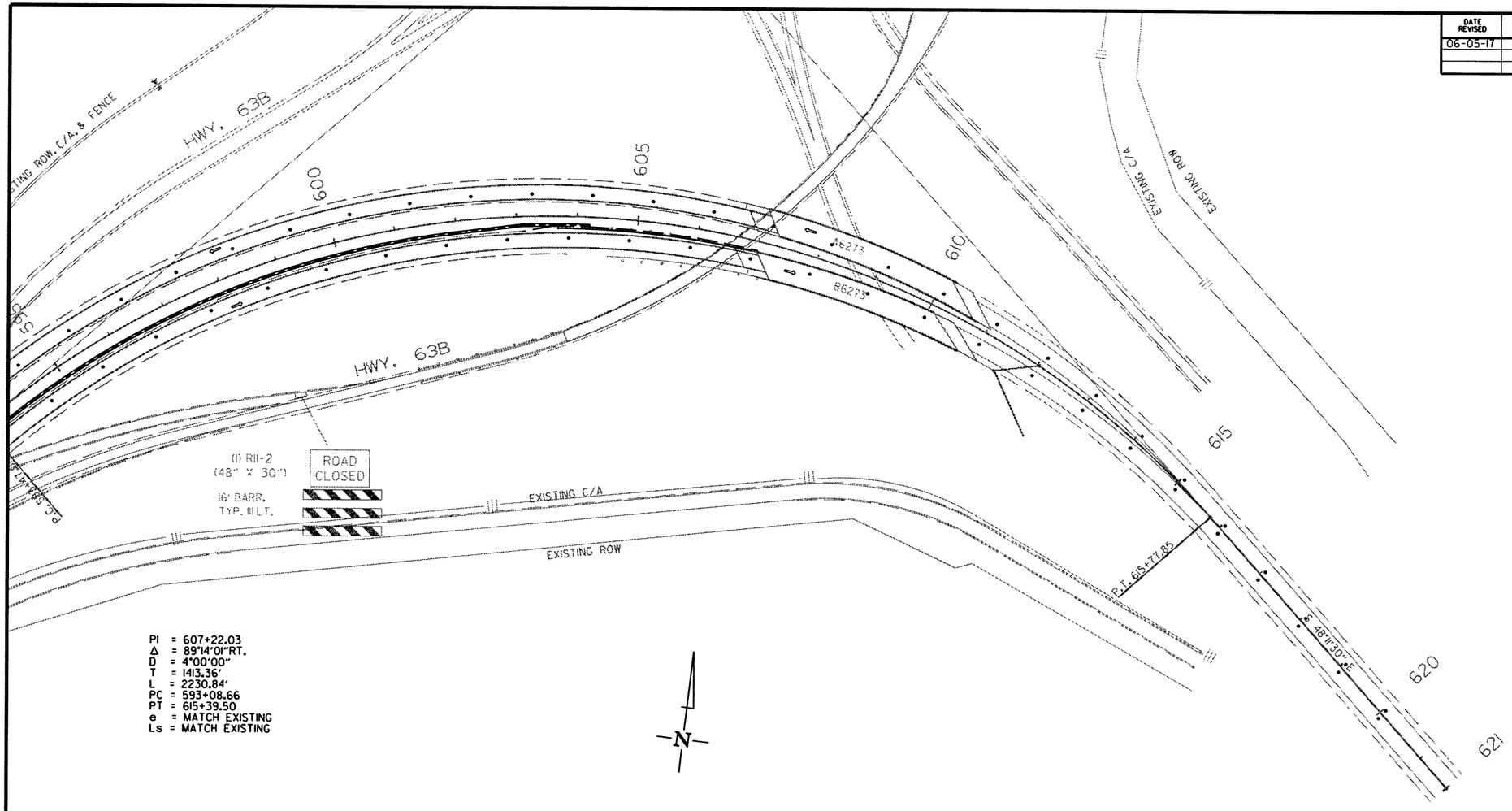
STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	127	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = MATCH EXISTING
Ls = MATCH EXISTING

DENOTES AREA OF CONSTRUCTION

RBB0203.DGN 6/2/2017

STAGE 4A
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	128	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

SEQUENCE OF CONSTRUCTION:

ALL STAGES: USE ADVANCE WARNING SIGNS LOCATED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN SHEETS. USE TRAFFIC DRUMS SPACED AT 100', UNLESS OTHERWISE NOTED, TO DELINEATE WORK ZONE.

STAGE 1A: CLOSE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO INSIDE LANES. CONSTRUCT TEMPORARY RAMPS OUTSIDE THE NORTHBOUND AND SOUTHBOUND LANES AS SHOWN IN PLANS.

STAGE 1B: CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL AND SHIFT TRAFFIC TO THE OUTSIDE LANES IN BOTH DIRECTIONS OF TRAVEL. CONSTRUCT TEMPORARY RAMPS AND CROSSOVERS IN MEDIAN AND REMOVE GUARDRAIL AND WIRE ROPE SAFETY FENCE IN THE MEDIAN AS SHOWN.

STAGE 2A: SHIFT NORTHBOUND TRAFFIC TO SOUTHBOUND LANES USING CROSSOVER AND TEMPORARY RAMPS BY DELINEATING HEAD-TO-HEAD TRAFFIC UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO TRAFFIC. RECONSTRUCT SECTIONS OF NORTHBOUND LANES NOT IN USE BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 2B: MAINTAIN TRAFFIC IN SOUTHBOUND LANES AND UTILIZE ALTERNATIVE TEMPORARY RAMPS TO CONVEY NORTHBOUND TRAFFIC TO SOUTHBOUND LANES. RECONSTRUCT REMAINING SECTIONS OF NORTHBOUND LANES AND GUARDRAIL OUTSIDE THE MAIN LANES.

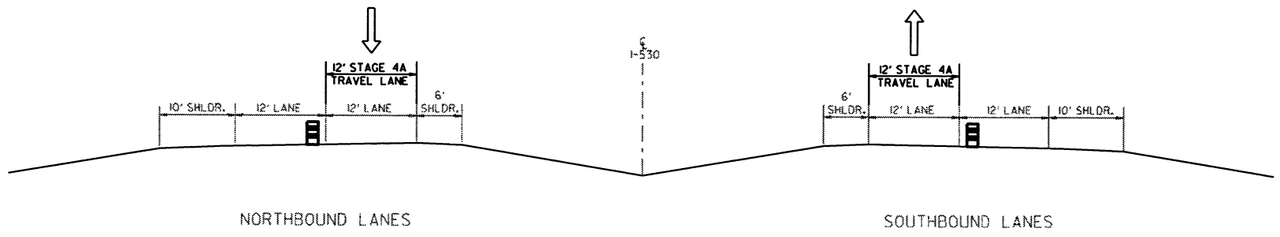
STAGE 3A: SHIFT TRAFFIC TO NORTHBOUND LANES UTILIZING TUBULAR MARKERS AND DOUBLE YELLOW LINES TO SEPARATE HEAD-TO-HEAD TRAFFIC. RECONSTRUCT SECTIONS OF SOUTHBOUND LANES NOT USED BY TEMPORARY RAMPS AND GUARDRAIL OUTSIDE THE MAIN LANES, AS SHOWN IN MAINTENANCE OF TRAFFIC PLANS.

STAGE 3B: RELOCATE TRAFFIC FOR RAMP 2 AT HWY. 63 INTERCHANGE AS SHOWN IN THE PLANS AND CHANGE TO ALTERNATE CROSSOVER. RECONSTRUCT ACCELERATION LANE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

STAGE 3C: RECONSTRUCT REMAINING SECTIONS OF SOUTHBOUND LANES AND REMAINING GUARDRAIL OUTSIDE MAIN LANES AS SHOWN.

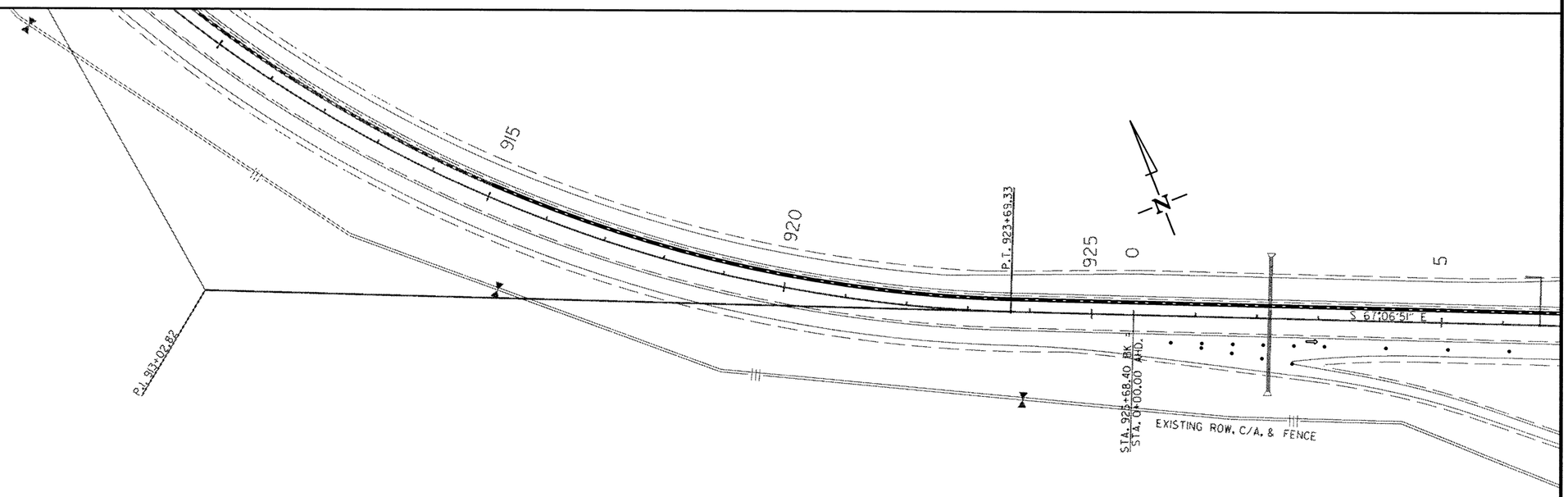
STAGE 4A: OPEN SOUTHBOUND LANES AND MOVE SOUTHBOUND TRAFFIC TO SOUTHBOUND OUTSIDE LANES. MAINTAIN NORTHBOUND TRAFFIC IN THE NORTHBOUND OUTSIDE LANE. REMOVE TEMPORARY RAMPS AND CROSSOVERS FROM MEDIAN AND RECONSTRUCT WIRE ROPE SAFETY FENCE AND GUARDRAIL IN THE MEDIAN AS SHOWN IN PLANS.

STAGE 4B: SHIFT TRAFFIC TO THE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL USING TRAFFIC DRUMS TO DELINEATE THE TRAVEL LANE. REMOVE ALL TEMPORARY RAMPS OUTSIDE THE MAIN LANES.



NORTHBOUND LANES

SOUTHBOUND LANES



DENOTES AREA OF CONSTRUCTION

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	129	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

STA. 7+67.09
BEGIN JOB BB0203

P.I. 16+97.80

HWY. 65B

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = '/'
Ls = '

P.C. 9+91.32

P.T. 23+61.92

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

(1) R11-2 (48" X 30")
16' BARR. TYP. II LT.

ROAD CLOSED

ROAD CLOSED

(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = '/'
Ls = '

P.C. 58+18.20

S 32°50'57" E

S 39°23'31" E

P.I. 62+54.87

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III LT.

ROAD CLOSED

ROAD CLOSED

(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	130	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 62+54.86
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.20
PT = 66+90.58
e = '/'
Ls = '

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

EXISTING ROW, C/A, & FENCE

P.T. 66+90.58

S 39°23'31" E

65 70 75 80 85 90 95

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

P.T. 89+89.92

STA. 90+31.89
BRIDGE END

A6257

B6257

STA. 92+18.20
BRIDGE END

P.C. 85+86.44

PRINSTON PIKE

P.T. 93+81.71

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.43
PT = 93+81.70
e = '/'
Ls = '

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

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

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

PI = 104+55.79
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 85+86.43
PT = 93+81.70
e = '/'
Ls = '

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

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

P.C. 95+67.87

S 15°47'02" E

95 100 105 110 115 120 125

P.T. 109+23.28

STA. 109+66.43
BRIDGE END

STA. 110+75.96
BRIDGE END

B6258

STA. 112+00.79
BRIDGE END

STA. 113+12.70
BRIDGE END

S 44°11'46" E

P.C. 121+63.06

P.I. 104+55.80

W. 7TH AVE.

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

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = '/'
Ls = '

EXISTING ROW, C/A, & FENCE

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	131	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.88
e = '/'
Ls = '

P.I. 129+99.53

EXISTING ROW, C/A, & FENCE

ROAD CLOSED

(1) RII-2 (48" X 30")

(1) WI-6 (48" X 24")

16' BARR. TYP. III RT.

16' BARR. TYP. III LT.

STA. 141+86.98 BRIDGE END

STA. 143+36.06 BRIDGE END

B6259

P.I. 137+39.88 BACK
P.I. 137+39.88 AHD

HWY. 190

S 3°06'30" W

A6260

B6260

STA. 177+34.95 BRIDGE END

STA. 177+48.28 BRIDGE END

BAYOU BARTHOLOMEW

SHANNON RD.

STA. 183+47.05 BRIDGE END

STA. 183+60.38 BRIDGE END

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 4B MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	132	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

PI = 211+59.61
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = ' "
Ls = ' "

P.C. 188+53.61

S 12°06'30" W

EXISTING ROW, C/A, & FENCE

S 14°45'30" E

ROAD CLOSED

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

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

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

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

STA. 226+34.82
BRIDGE END

STA. 226+60.60
BRIDGE END

STA. 227+88.50
BRIDGE END

STA. 228+05.02
BRIDGE END

P.T. 227+76.94

P.C. 234+33

STA. 242+21.86

STA. 243+72.30
BRIDGE END

S 46°17'50" E

STA. 243+49.92
BRIDGE END

A6262

B6261

B6262

HWY. 79B

OLD GOODMAN RD

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = ' "
Ls = ' "

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		BB0203	133	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

PI = 241+83.52
Δ = 28°27'40"RT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+45.26
PT = 227+38.60
e = ' "
Ls = ' "

(1) R11-2 (48" X 30")
16' BARR. TYP. III LT.

ROAD CLOSED

(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

EXISTING ROW
EXISTING C/A

STA. 245+83.78
BRIDGE END

245 250 255 260 265 270 P.C. 273+10.94 275

EXISTING ROW, C/A, & FENCE

S 46°17'50" E

STA. 245+67.14
BRIDGE END

P.T. 249+18.39

(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
16' BARR. TYP. III LT.

ROAD CLOSED

EXISTING ROW, C/A, & FENCE

(1) R11-2 (48" X 30")
16' BARR. TYP. III RT.

EXISTING ROW, C/A, & FENCE

PI = 281+66.59
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+32.59
PT = 289+94.00
e = ' "
Ls = ' "

EXISTING ROW, C/A, & FENCE

275 280 285 290 295 300 305

U.P. RAILROAD

P.T. 290+32.35

STA. 286+97.52
BRIDGE END

S 46°17'50" E

A6263

B6263

STA. 286+96.38
BRIDGE END

P.T. 282+04.93

EXISTING ROW, C/A, & FENCE

STA. 295+51.05
BRIDGE END

S 58°45'28" E

STA. 295+51.05
BRIDGE END

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

DENOTES AREA OF CONSTRUCTION

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	134	187

(2) MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

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

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

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

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

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

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

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

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

EXISTING ROW, C/A, & FENCE

STA. 316+69.33
BRIDGE END

STA. 316+18.79
BRIDGE END

STA. 318+63.83
BRIDGE END

STA. 318+13.28
BRIDGE END

A6264

B6264

S 58°45'28" E

OLD WARREN RD.

STA. 318+49 - IN PLACE TYPE N-1 DROP INLET WITH 12" x 84" CGSP ON RT. WITH TYPE A SPILLWAY RETAIN

305 310 315 320 325 330 335

EXISTING ROW, C/A, & FENCE

335 340 345 350 355 360 365

STA. 358+23.96
BRIDGE END

STA. 359+76.04
BRIDGE END

A6265

B6265

SPRINGHILL CREEK

6/2/2017

RBB0203.DGN

DENOTES AREA OF CONSTRUCTION

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	135	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

DENOTES AREA OF CONSTRUCTION

PI = 382+38.92
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+01.69
PT = 391+39.84
e = '/'
Ls = '

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

STA. 375+06.01 BRIDGE END
STA. 375+69.86 BRIDGE END
STA. 377+28.98 BRIDGE END
STA. 377+85.55 BRIDGE END
STA. 421+47.06 BRIDGE END
STA. 421+90.71 BRIDGE END
STA. 422+78.75 BRIDGE END
STA. 423+12.93 BRIDGE END

P.C. 377+69.03
P.I. 382+77.26
P.T. 391+78.18

EXISTING ROW, C/A, & FENCE
S. HAZEL ST.
A6268
B6268
S 86°19'48" E
CREEK
DANCING RABBIT

7/11/2017
RBB0203.DGN

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

DENOTES AREA OF CONSTRUCTION

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	136	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

(2) R11-2 (48" X 30")
ROAD CLOSED
16' BARR. TYP. III LT.

(2) R11-2 (48" X 30")
ROAD CLOSED
16' BARR. TYP. III RT.

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e =
Ls =

EXISTING ROW, C/A, & FENCE

STA. 429+54.20 BRIDGE END
STA. 429+56.52 BRIDGE END
STA. 432+50.87 BRIDGE END
STA. 432+56.22 BRIDGE END
STA. 444+99.94 BRIDGE END
STA. 444+97.91 BRIDGE END
P.C. 443+92.44

S 86°19'48" E

A6269
B6269
A6270
B6270

BAYOU BARTHOLOMEW

HWY. 83

425 430 435 440 445 450 455

(1) R11-2 (48" X 30")
(1) W1-6 (48" X 24")
ROAD CLOSED
16' BARR. TYP. III LT.

(1) R11-2 (48" X 30")
ROAD CLOSED
16' BARR. TYP. III RT.

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+54.09
PT = 496+26.98
e =
Ls =

STA. 458+00.00 BRIDGE END
STA. 458+00.00 BRIDGE END

N 27°45'32" E

455 460 465 470 475 480 484

DENOTES AREA OF CONSTRUCTION

6/2/2017

RBB0203.DGN

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	137	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

EXISTING ROW, C/A, & FENCE

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

ROAD CLOSED

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

PI = 473+25.70
Δ = 65°54'40"LT.
D = 1°15'00"
T = 297.61'
L = 527.89'
PC = 443+54.09
PT = 496+26.98
e = '
Ls = '

STA. 493+54.29
BRIDGE END

STA. 495+08.68
BRIDGE END

STA. 493+29.34
BRIDGE END

STA. 494+79.83
BRIDGE END

OHIO ST.

A6271

B6271

N 27°45'32" E

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

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

485 490 495 500 505 510 515 520 525 530 535 540 545

6/2/2017

RBB0203.DGN

DENOTES AREA OF CONSTRUCTION

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	138	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

DENOTES AREA OF CONSTRUCTION

EXISTING ROW
EXISTING ROW, C/A, & FENCE
EXISTING C/A
FENCE
N 27°45'32" E
N 42°34'29" E
P.C. 563+05.23
P.I. 567+95.12
B6272
STA. 562+16.17 BRIDGE END
STA. 563+58.98 BRIDGE END
STA. 561+65.00 BRIDGE END
STA. 563+08.97 BRIDGE END
TIMBEAU
HWY. 63B

PI = 567+56.78
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 552+66.88
PT = 582+30.05
e = ' "
Ls = ' "

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

P.I. 582+68.39
P.C. 588+41.47
STA. 606+88.89 BRIDGE END
STA. 607+42.69 BRIDGE END
STA. 607+42.69 END JOB BB0203

PI = 607+22.03
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+08.66
PT = 615+39.50
e = ' "
Ls = ' "

DENOTES AREA OF CONSTRUCTION

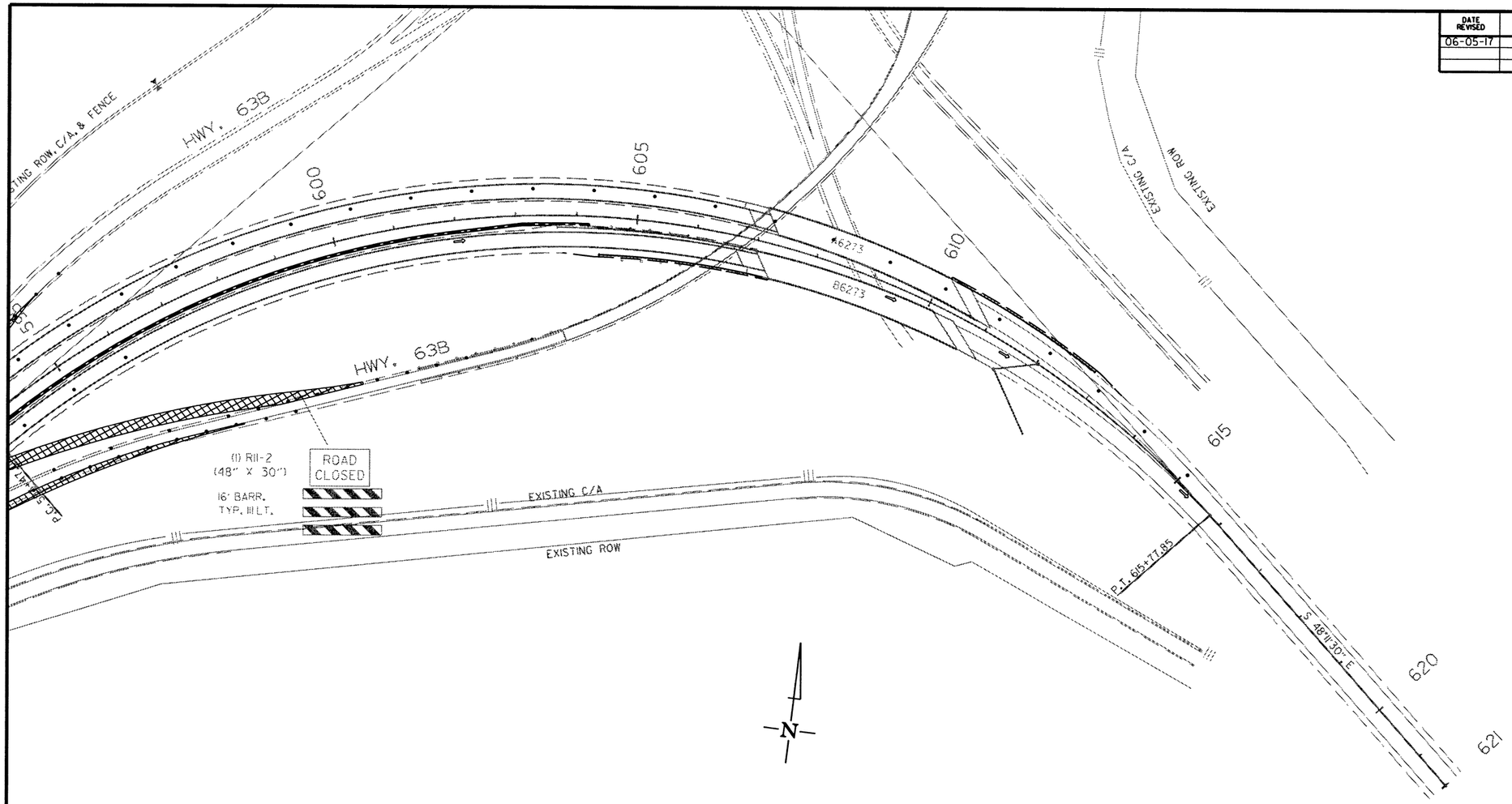
STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

6/2/2017
RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	139	187

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



DENOTES AREA OF CONSTRUCTION

STAGE 4B
MAINTENANCE OF TRAFFIC DETAILS

RBB0203.DGN 6/2/2017

PERMANENT PAVEMENT MARKINGS

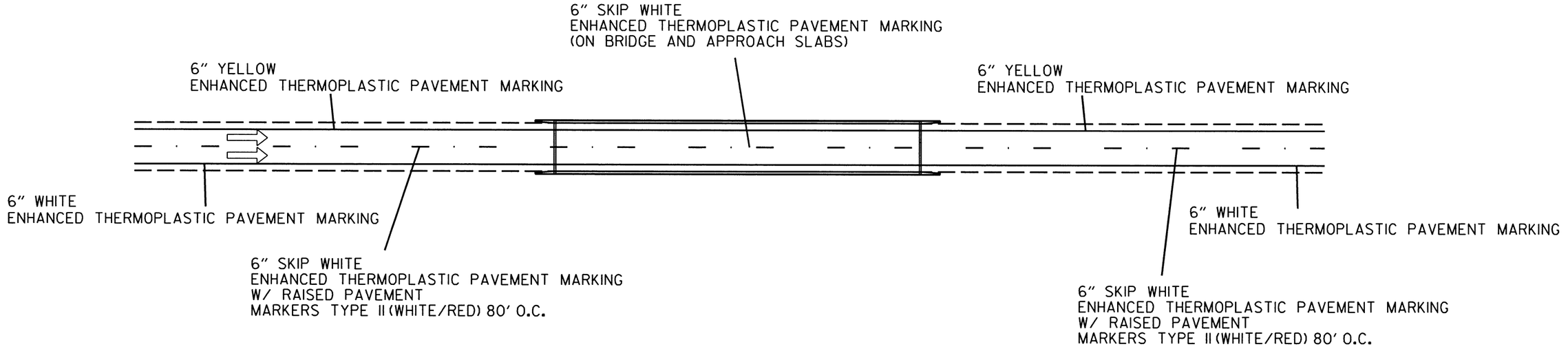
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6") - 143618 LIN. FT.
ENHANCED THERMOPLASTIC PAVEMENT MARKING (SKIP LINE) WHITE (6") - 32530 LIN. FT.
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6") - 128420
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8") - 22958 LIN. FT.

RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) - 4315 EACH
80' SPACING (EXCEPT WHERE SHOWN ON STD. DWG. PM-2)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	140	187

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17



TYPICAL STRIPING DETAIL

I-530 NORTHBOUND AND SOUTHBOUND LANES

NOTE: SEE STD. DWG. PM-2 FOR ENTRANCE RAMP, EXIT RAMP, GORE AREAS, AND ACCEL. LANE PAV'T MARKING.

5/22/2017

RBB0203.DGN

PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17		07-14-17		6	ARK.			
06-27-17				JOB NO.		BB0203	141	187
07-12-17								

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-14-17

CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS

DESCRIPTION	STAGE 2A	STAGE 2B	STAGE 3A	STAGE 3B	STAGE 3C	END OF JOB	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	RAISED PAVEMENT MARKERS	ENHANCED THERMOPLASTIC PAVEMENT MARKING		
											TYPE II	6"		8"
											(WHITE/RED)	WHITE	YELLOW	WHITE
	LIN. FT. - EACH						LIN. FT.		LIN. FT.		EACH	LIN. FT.		
REMOVAL OF PERMANENT PAVEMENT MARKINGS	89699	2252	11200	437	2142		105730							
CONSTRUCTION PAVEMENT MARKINGS	208666	1506			2094	296866		509132						
REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS		10546	12250						22796					
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	685	38431	205158	12066	48591					304931				
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)						4315					4315			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")			59771			157035						216806		
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")			7947			15011								22958
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")		1506			2094	124820							128420	
TOTALS:							105730	509132	22796	304931	4315	216806	128420	22958

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

ADVANCE WARNING SIGNS AND DEVICES

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1A	STAGE 1B	STAGE 2A	STAGE 2B	STAGE 3A	STAGE 3B	STAGE 3C	STAGE 4A	STAGE 4B	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		TUBULAR MARKERS	TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN.BARR. (REPAIR)	* ADVANCE WARNING ARROW PANEL	* PORTABLE CHANGEABLE MESSAGE SIGN	THERMOPLASTIC RUMBLE BAR	REMOVAL OF THERMOPLASTIC RUMBLE BAR
													NO.	SQ. FT.			RIGHT	LEFT								
			LIN. FT. - EACH												EACH				LIN. FT.		EACH		DAY	WEEK	LIN. FT.	LIN. FT.
W20-1	ROAD WORK 1 MILE	48"x48"	3	3	3	3	3	3	3	3	3	3	3	48.0												
W20-1	ROAD WORK 1/2 MILE	48"x48"	3	3	3	3	3	3	3	3	3	3	3	48.0												
W20-1	ROAD WORK 1500 FT.	48"x48"	3	3	3	3	3	3	3	3	3	3	3	48.0												
W20-1	ROAD WORK AHEAD	48"x48"	20	20	20	20	20	20	20	20	20	20	20	320.0												
W20-5	RIGHT LANE CLOSED 1 MILE	48"x48"	3	3	3	3	3	3	3	3	3	3	3	48.0												
W20-5	RIGHT LANE CLOSED 1000 FT	48"x48"	3	3	3	3	3	3	3	3	3	3	3	48.0												
W20-5	RIGHT LANE CLOSED 1500 FT	48"x48"	3	3	3	3	3	3	3	3	3	3	3	48.0												
G20-2	END ROAD WORK	48"x24"	19	19	19	19	19	19	19	19	19	19	19	152.0												
G20-1	ROAD WORK NEXT xx MILES	60"x24"	3	3	3	3	3	3	3	3	3	3	3	30.0												
W1-4AR	REVERSE CURVE RT.	48"x48"			2	1	1	1	1			2	2	32.0												
W1-4AL	REVERSE CURVE LT.	48"x48"					2	2	1			2	2	32.0												
W13-1	SPEED LIMIT (ADVISORY)	24"x24"			2	1	3	3	2			3	3	12.0												
R11-2	ROAD CLOSED	48"x30"	76	121	152	143	132	132	151	178	74	178	178	1760.0												
OM-3L	OBJECT MARKER	12"x36"			36	9	12	12	12			36	36	108.0												
OM-3R	OBJECT MARKER	12"x36"			45	40	49	49	43			49	49	147.0												
W1-6	LARGE ARROW	48"x24"	48	75	63	54	45	45	38	100	35	100	100	800.0												
W1-8	CHEVRONS	18"x24"			6	3	6	6	7			7	7	21.0												
R4-1	DO NOT PASS	24"x30"	3	3	3	3	3	3	3	3	3	3	3	15.0												
RSP-1	SHOULDER CLOSED	48"x30"	3	3	3	3	3	3	3	3	3	3	3	30.0												
W3-5	SPEED LIMIT 55 MPH	48"x60"	3	3	3	3	3	3	3	3	3	3	3	60.0												
W4-2RT.	RT. LANE CLOSED GRAPHIC	48"x48"	3	3	3	3	3	3	3	3	3	3	3	48.0												
	TUBULAR MARKERS				3049	3049	2855	2875	2787			3049			3049											
	TRAFFIC DRUMS		2036	1428	1060	1118	1165	1170	1184	1359	1919	2036				2036										
	TYPE III BARRICADE-RT. (16')		37	38	111	101	100	100	105	40	36	111					1776									
	TYPE III BARRICADE-LT. (16')		39	83	72	65	66	66	66	138	37	138						2208								
	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER				5163		3708	1273				10144							10144							
	RELOCATING PRECAST CONCRETE BARRIER					2259	5163	653	3299			11374								11374						
	TEMPORARY IMPACT ATTENUATION BARRIER				14	17	16					47									47					
	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)				14	17	16					47										47				
	ADVANCE WARNING ARROW PANEL											730											730			
	PORTABLE CHANGEABLE MESSAGE SIGN											104												104		
	THERMOPLASTIC RUMBLE BARS											144													144	
	REMOVAL OF THERMOPLASTIC RUMBLE BARS											144														144
TOTALS:													3875.0	3049	2036	1776	2208	10144	11374	47	47	730	104	144	144

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
NOTE: TUBULAR MARKERS THAT ARE PLACED ON NEW CONSTRUCTION MAY NOT BE BOLTED TO THE NEW PAVEMENT OR PLACED IN A WAY THAT WILL DAMAGE NEWLY CONSTRUCTED PAVEMENT. UPON REMOVAL OF TUBULAR MARKERS, NEWLY CONSTRUCTED CONCRETE PAVEMENT SHOULD BE REASONABLY FREE OF BITUMEN AND/OR EPOXY ADHESIVE, AS APPROVED BY THE ENGINEER

5/17/2017

RBB0203.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	142	187
				(2) QUANTITIES				

REMOVAL AND DISPOSAL OF GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL
			LIN. FT.
13+61	27+70	LT. OF RML	1300
15+98	20+93	RT. OF LML	500
25+41	30+41	RT. OF LML	500
44+36	49+36	LT. OF RML	500
47+36	52+36	RT. OF LML	500
88+22	90+22	LT. OF RML	200
88+22	90+22	RT. OF RML	200
92+28	94+28	RT. OF LML	200
92+28	94+28	LT. OF LML	200
107+79	109+79	LT. OF RML	200
107+38	109+38	RT. OF RML	200
112+68	114+68	RT. OF LML	200
113+03	115+03	LT. OF LML	200
139+78	141+78	LT. OF RML	200
139+78	141+78	RT. OF RML	200
143+45	145+45	RT. OF LML	200
143+45	145+45	LT. OF LML	200
175+39	177+39	LT. OF RML	200
175+39	177+39	RT. OF RML	200
183+56	185+56	RT. OF LML	200
183+56	185+56	LT. OF LML	200
224+42	226+42	LT. OF RML	200
224+32	226+32	RT. OF RML	200
227+94	229+94	LT. OF LML	200
228+02	230+02	RT. OF LML	200
241+32	243+32	LT. OF RML	200
241+42	243+42	RT. OF RML	200
245+90	247+90	RT. OF LML	200
245+97	247+97	LT. OF LML	200
284+88	286+88	LT. OF RML	200
284+88	286+88	RT. OF RML	200
295+60	298+10	RT. OF LML	250
295+60	298+10	LT. OF LML	250
313+44	315+94	RT. OF RML	250
313+64	316+14	LT. OF RML	250
318+68	321+68	LT. OF LML	250
318+89	321+39	RT. OF LML	250
356+15	358+15	LT. OF RML	250
356+15	358+15	RT. OF RML	250
359+85	361+85	LT. OF LML	250
359+85	361+85	RT. OF LML	250
373+00	375+50	LT. OF RML	250
373+19	375+69	RT. OF RML	250
377+37	379+87	RT. OF LML	250
377+55	380+05	LT. OF LML	250
428+47	429+47	LT. OF RML	200
428+47	429+47	RT. OF RML	200
432+22	434+72	LT. OF LML	250
432+22	434+72	RT. OF LML	250
442+40	444+90	LT. OF RML	250
442+40	444+90	RT. OF RML	250
458+10	460+60	LT. OF RML	250
458+10	461+60	RT. OF RML	350
472+78	477+78	LT. OF RML	500
475+88	489+69	RT. OF LML	1325
481+71	486+68	LT. OF RML	500
490+72	493+22	LT. OF RML	250
490+62	493+12	RT. OF RML	250
495+18	497+68	LT. OF LML	250
495+06	497+56	RT. OF LML	250
559+25	561+75	LT. OF RML	250
559+03	561+53	RT. OF RML	250
563+85	566+08	LT. OF LML	250
563+66	566+15	RT. OF LML	250
581+30	561+75	LT. OF RML	500
583+75	561+53	RT. OF RML	500
604+42	606+92	LT. OF RML	250
604+72	607+22	RT. OF LML	250
610+24	612+74	LT. OF LML	250
495+88	498+92	HWY. 530 INTERCHANGE-RAMP 3	319
TOTAL:			20394

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

REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

	STATION	STATION	LOCATION	CONCRETE PAVEMENT (11" U.T.)	CONCRETE PAVEMENT (18" U.T.)
				SQ. YD.	
*	7+67	90+07	LEFT MAIN LANES	25485	
*	92+55	110+37	LEFT MAIN LANES	5783	
*	113+13	141+50	LEFT MAIN LANES	9239	
*	143+73	176+98	LEFT MAIN LANES	10421	
*	183+84	225+92	LEFT MAIN LANES	12460	
*	228+20	243+40	LEFT MAIN LANES	4725	
**	246+24	286+60	LEFT MAIN LANES		12302
**	295+88	316+24	LEFT MAIN LANES		6840
**	319+06	357+87	LEFT MAIN LANES		12052
**	360+13	374+78	LEFT MAIN LANES		4661
**	377+73	421+16	LEFT MAIN LANES		14236
**	423+12	429+15	LEFT MAIN LANES		1742
*	432+49	444+62	LEFT MAIN LANES	4077	
*	458+37	493+13	LEFT MAIN LANES	9703	
*	495+39	561+88	LEFT MAIN LANES	19093	
*	564+03	606+80	LEFT MAIN LANES	13447	
*	7+67	89+95	RIGHT MAIN LANES	24240	
*	92+55	109+31	RIGHT MAIN LANES	5670	
*	112+37	141+50	RIGHT MAIN LANES	9029	
*	143+73	177+12	RIGHT MAIN LANES	10607	
*	183+97	226+20	RIGHT MAIN LANES	12363	
*	228+43	243+10	RIGHT MAIN LANES	4814	
**	246+00	286+60	RIGHT MAIN LANES		12694
**	295+88	315+77	RIGHT MAIN LANES		6561
**	318+58	357+87	RIGHT MAIN LANES		12309
**	360+13	375+33	RIGHT MAIN LANES		4971
**	378+16	421+48	RIGHT MAIN LANES		14116
**	423+44	429+20	RIGHT MAIN LANES		1667
*	432+54	444+62	RIGHT MAIN LANES	3899	
*	458+37	492+90	RIGHT MAIN LANES	9657	
*	495+14	561+36	RIGHT MAIN LANES	18902	
*	563+52	606+80	RIGHT MAIN LANES	13142	
	TOTALS:			226756	104151

* REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT (U.T. 11") INCLUDES THE REMOVAL OF 1" ACHM BOND BREAKER.

** REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT (U.T. 18") WILL INCLUDE REMOVING THE BASE COURSE AND SHOULD BE CONSIDERED AN EQUIVALENT DEPTH OF 18". EXISTING CLASS 7, ONCE EXCAVATED, SHALL BECOME PROPERTY OF THE DEPARTMENT AND STOCKPILED ON HWY. 530, SECTION 6, LOG MILE 1.2 AS DIRECTED BY THE ENGINEER.

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	*WRSF END TERMINAL	CONCRETE DITCH PAVING
			LIN. FT.	EACH	SQ. YD.
915+00.00	925+68.40	RT. OF LML	1068	1	475
00+00.00	16+47.65	RT. OF LML	1648	1	627
27+20.10	44+85.54	LT. OF RML	1765	2	740
48+85.54	87+50.17	LT. OF RML	3865	2	1673
94+95.52	110+45.44	RT. OF LML	1550	2	673
112+31.47	137+08.83	LT. OF RML	2477	1	1115
137+78.22	139+08.83	LT. OF RML	131	1	58
143+46.06	174+70.13	LT. OF RML	3124	2	1388
186+25.20	226+25.44	RT. OF LML	4000	2	1760
228+13.58	240+70.49	LT. OF RML	1257	2	582
249+21.09	286+86.95	RT. OF LML	3766	2	1702
298+29.20	316+40.51	RT. OF LML	1811	2	789
321+36.47	358+20.00	RT. OF LML	3684	2	1647
362+54.19	375+14.94	RT. OF LML	1261	2	565
380+25.50	421+50.00	RT. OF LML	4125	2	1830
425+60.18	429+41.52	RT. OF LML	381	2	169
434+90.85	444+88.95	RT. OF LML	998	2	444
460+78.95	476+37.75	RT. OF LML	1559	2	693
489+19.38	493+33.94	RT. OF LML	415	2	184
494+93.23	559+05.87	LT. OF RML	6413	2	2850
563+35.58	581+80.03	LT. OF RML	1844	2	820
585+80.03	604+23.59	LT. OF RML	1844	2	819
TOTALS:			48986	40	21603

*SHOWN FOR INFORMATION ONLY.

SPECIAL CLEARING

STATION	STATION	LOCATION	SPECIAL CLEARING
			STATION
7+00	15+00	RT. OF HWY. 65	8
20+00	25+00	LT. OF HWY. 65	5
40+00	45+00	LT. OF HWY. 65	5
85+00	95+00	LT. & RT. OF HWY. 65	10
100+00	110+00	LT. OF HWY. 65	10
113+00	120+00	LT. & RT. OF HWY. 65	7
120+00	129+00	LT. OF HWY. 65	9
146+00	147+00	RT. OF HWY. 65	1
152+00	177+00	LT. & RT. OF HWY. 65	25
183+00	190+00	LT. & RT. OF HWY. 66	7
193+00	210+00	RT. OF HWY. 65	17
210+00	222+00	LT. & RT. OF HWY. 65	12
274+00	276+00	RT. OF HWY. 65	2
295+00	309+00	RT. OF HWY. 65	14
311+00	314+00	LT. OF HWY. 65	3
315+00	317+00	LT. OF HWY. 65	2
317+00	318+00	RT. OF HWY. 65	1
318+00	320+00	LT. OF HWY. 65	2
377+00	378+00	LT. OF HWY. 65	1
524+00	525+00	RT. OF HWY. 65	1
531+00	535+00	RT. OF HWY. 65	4
568+00	570+00	LT. OF HWY. 65	2
576+00	577+00	LT. OF HWY. 65	1
581+00	584+00	LT. OF HWY. 65	3
585+00	590+00	LT. OF HWY. 65	5
602+00	607+00	LT. OF HWY. 65	5
TOTAL:			162

REMOVAL AND DISPOSAL OF ITEMS

STATION	STATION	LOCATION	APPROACH SLABS	APPROACH GUTTERS
			EACH	EACH
89+95	92+55	BRIDGE B6257	2	4
90+07	92+55	BRIDGE A6257	2	4
109+11	112+58	BRIDGE B6258	2	4
110+19	113+30	BRIDGE A6258	2	4
141+50	143+73	BRIDGE B6259	2	4
141+50	143+73	BRIDGE A6259	2	4
176+98	183+84	BRIDGE B6260	2	4
177+12	183+97	BRIDGE A6260	2	4
225+85	228+29	BRIDGE A6261	2	4
226+15	228+47	BRIDGE B6261	2	4
243+05	243+81	BRIDGE B6262	2	4
243+35	246+27	BRIDGE A6262	2	4
286+60	295+88	BRIDGE A6263	2	4
286+60	295+88	BRIDGE B6263	2	4
315+77	318+69	BRIDGE B6264	2	4
316+24	319+16	BRIDGE A6264	2	4
357+87	360+13	BRIDGE A6265	2	4
357+87	360+13	BRIDGE B6265	2	4
374+67	375+25	BRIDGE A6266	2	4
375+23	378+24	BRIDGE B6266	2	4
421+09	423+19	BRIDGE A6267	2	4
421+41	423+51	BRIDGE B6267	2	4
429+15	432+49	BRIDGE A6269	2	4
429+20	432+54	BRIDGE B6269	2	4
444+62	458+37	BRIDGE A6270	2	4
444+62	458+37	BRIDGE B6270	2	4
492+85	495+20	BRIDGE B6271	2	4
493+07	495+45	BRIDGE A6271	2	4
561+25	563+62	BRIDGE B6272	2	4
561+77	564+12	BRIDGE A6272	2	4
606+65	607+30	BRIDGE A6273	1	2
606+94	607+32	BRIDGE B6273	1	2
TOTALS:			62	124

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

5/17/2017

RBB0203.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	143	187

(2) QUANTITIES

APPROACH GUTTERS AND SLABS (BOX 1 OF 3)

STATION	STATION	LOCATION	APPROACH GUTTERS (TYPE A)	APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)	DROP INLETS TYPE N1	DROP INLETS TYPE N2	DROP INLETS TYPE N3
			CU.YD.	CU.YD.	POUND	TON		EACH	
89+95.34	90+31.84	LT. OF RML	11.55		630				
89+95.34	90+31.84	APPROACH SLAB - RML		49.15	5770	34.07			
89+95.34	90+31.84	RT. OF RML	18.10		995				
90+06.84	90+43.34	LT. OF LML	18.10		995				
90+06.84	90+43.34	APPROACH SLAB - LML		49.15	5770	34.07			
90+06.84	90+43.34	RT. OF LML	11.55		630				
92+18.20	92+54.70	LT. OF RML	11.55		630				
92+18.20	92+54.70	APPROACH SLAB - RML		49.15	5770	34.07			
92+18.20	92+54.70	RT. OF RML	18.10		995		1		
92+18.22	92+54.72	LT. OF LML	18.10		995				
92+18.22	92+54.72	APPROACH SLAB - LML		49.15	5770	34.07			
92+18.22	92+54.72	RT. OF LML	11.55		630				
109+10.51	109+47.01	RT. OF RML	18.10		995				
109+31.22	109+67.72	APPROACH SLAB - RML		73.73	8655	51.10			
109+51.93	109+88.43	LT. OF RML	11.55		630				
110+18.94	110+55.44	RT. OF LML	11.55		630				
110+36.66	110+73.16	APPROACH SLAB - LML		49.15	5770	34.07			
110+54.38	110+90.88	LT. OF LML	18.10		995		1		
111+80.05	112+16.55	RT. OF RML	18.10		995				
112+00.76	112+37.26	APPROACH SLAB - RML		49.15	5770	34.07			
112+21.47	112+57.97	LT. OF RML	11.55		630				
112+58.48	112+94.98	RT. OF LML	11.55		630				
112+76.20	113+12.70	APPROACH SLAB - LML		49.15	5770	34.07			
112+93.92	113+30.42	LT. OF LML	18.10		995		1		
141+50.48	141+86.98	LT. OF RML	11.55		630				
141+50.48	141+86.98	APPROACH SLAB - RML		49.15	5770	34.07			
141+50.48	141+86.98	RT. OF RML	18.10		995				
141+50.48	141+86.98	LT. OF LML	18.10		995				
141+50.48	141+86.98	APPROACH SLAB - LML		49.15	5770	34.07			
141+50.48	141+86.98	RT. OF LML	11.55		630				
143+36.06	143+72.56	LT. OF RML	11.55		630				
143+36.06	143+72.56	APPROACH SLAB - RML		49.15	5770	34.07			
143+36.06	143+72.56	RT. OF RML	18.10		995				
143+36.06	143+72.56	LT. OF LML	18.10		995				
143+36.06	143+72.56	APPROACH SLAB - LML		49.15	5770	34.07			
143+36.06	143+72.56	RT. OF LML	11.55		630				
176+98.45	177+34.95	LT. OF RML	11.55		630				
176+98.45	177+34.95	APPROACH SLAB - RML		49.15	5770	34.07			
176+98.45	177+34.95	RT. OF RML	18.10		995				
177+11.78	177+48.28	LT. OF LML	18.10		995				
177+11.78	177+48.28	APPROACH SLAB - LML		49.15	5770	34.07			
177+11.78	177+48.28	RT. OF LML	11.55		630				
183+47.05	183+83.55	LT. OF RML	11.55		630				
183+47.05	183+83.55	APPROACH SLAB - RML		49.15	5770	34.07			
183+47.05	183+83.55	RT. OF RML	18.10		995				
183+60.38	183+96.88	LT. OF LML	18.10		995				
183+60.38	183+96.88	APPROACH SLAB - LML		49.15	5770	34.07			
183+60.38	183+96.88	RT. OF LML	11.55		630				
225+85.47	226+21.97	LT. OF LML	18.10		995			1	
225+92.19	226+28.69	APPROACH SLAB - LML		73.73	8655	51.10			
225+98.79	226+35.29	RT. OF LML	11.55		630				
226+15.01	226+51.51	LT. OF RML	11.55		630				
226+20.11	226+56.61	APPROACH SLAB - RML		49.15	5770	34.07			
226+25.14	226+61.64	RT. OF RML	18.10		995				
227+84.43	228+20.93	LT. OF LML	11.55		630		1		
227+83.33	228+19.83	APPROACH SLAB - LML		73.73	8655	51.10			
227+92.55	228+29.05	RT. OF LML	18.10		995				
228+03.58	228+40.08	LT. OF RML	11.55		630				
228+06.92	228+43.42	APPROACH SLAB - RML		49.15	5770	34.07			
228+10.25	228+46.75	RT. OF RML	18.10		995				
243+04.77	243+41.27	RT. OF RML	18.10		995				
243+09.66	243+46.16	APPROACH SLAB - RML		49.15	5770	34.07			
243+14.53	243+51.03	LT. OF RML	11.55		630				
243+35.32	243+71.82	RT. OF LML	11.55		630				
243+39.89	243+76.39	APPROACH SLAB - LML		49.15	5770	34.07			
243+44.40	243+80.90	LT. OF LML	18.10		995				
245+59.33	245+95.83	RT. OF RML	18.10		995		1		
245+63.76	246+00.26	APPROACH SLAB - RML		49.15	5770	34.07			
245+66.94	246+03.44	LT. OF RML	11.55		630				
245+83.98	246+20.48	RT. OF LML	11.55		630				
245+87.40	246+23.90	APPROACH SLAB - LML		49.15	5770	34.07			
245+90.78	246+27.28	LT. OF LML	18.10		995				
286+60.45	286+96.95	LT. OF RML	11.55		630				
286+60.45	286+96.95	APPROACH SLAB - RML		49.15	5770	34.07			
286+60.45	286+96.95	RT. OF RML	18.10		995				
286+60.45	286+96.95	LT. OF LML	18.10		995				
286+60.45	286+96.95	APPROACH SLAB - LML		49.15	5770	34.07			
286+60.45	286+96.95	RT. OF LML	11.55		630				
295+51.05	295+87.55	LT. OF RML	11.55		630				
295+51.05	295+87.55	APPROACH SLAB - RML	18.10		995	34.07			
295+51.05	295+87.55	RT. OF RML		49.15	5770				1
295+51.05	295+87.55	LT. OF LML	18.10		995				1
295+51.05	295+87.55	APPROACH SLAB - LML		49.15	5770	34.07			
295+51.05	295+87.55	RT. OF LML	11.55		630				
SUBTOTALS (BOX 1 OF 3):			**830.20**	**1449.94**	**215715**	**1005.05**	**5**	**1**	**2**

NOTE: USE 12" FOR 10' AND 6' SHOULDERS.

APPROACH GUTTERS AND SLABS (BOX 2 OF 3)

STATION	STATION	LOCATION	APPROACH GUTTERS (TYPE A)	APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)	DROP INLETS TYPE N1	DROP INLETS TYPE N2	DROP INLETS TYPE N3
			CU.YD.	CU.YD.	POUND	TON		EACH	
316+14.01	316+50.51	LT. OF LML	18.10		995		1		
316+24.23	316+60.73	APPROACH SLAB - LML		49.15	5770	34.07			
316+34.45	316+70.95	RT. OF LML	11.55		630				
315+66.69	316+03.19	RT. OF RML	11.55		630		1		
315+40.41	315+76.91	APPROACH SLAB - RML		49.15	5770	34.07			
315+87.13	316+23.63	LT. OF RML	18.10		995				
318+11.69	318+48.19	RT. OF RML	18.10		995		1		
318+21.89	318+58.39	APPROACH SLAB - RML		49.15	5770	34.07			
318+32.11	318+68.61	LT. OF RML	11.55		630				
318+58.90	318+95.40	RT. OF LML	11.55		630				
318+69.21	319+05.71	APPROACH SLAB - LML		49.15	5770	34.07			
318+79.34	319+15.84	LT. OF LML	18.10		995		1		
357+87.46	358+23.96	LT. OF RML	11.55		630				
357+87.46	358+23.96	APPROACH SLAB - RML		73.73	8655	51.10			
357+87.46	358+23.96	RT. OF RML	18.10		995				
357+87.46	358+23.96	LT. OF LML	18.10		995				
357+87.46	358+23.96	APPROACH SLAB - LML		49.15	5770	34.07			
357+87.46	358+23.96	RT. OF LML	11.55		630				
359+76.04	360+12.54	LT. OF RML	11.55		630				
359+76.04	360+12.54	APPROACH SLAB - RML		73.73	8655	51.10			
359+76.04	360+12.54	RT. OF RML	18.10		995				
359+76.04	360+12.54	LT. OF LML	18.10		995				
359+76.04	360+12.54	APPROACH SLAB - LML		49.15	5770	34.07			
359+76.04	360+12.54	RT. OF LML	11.55		630				
374+67.09	375+03.59	LT. OF LML	18.10		995		1		
374+77.82	375+14.32	APPROACH SLAB - LML		49.15	5770	34.07			
374+88.44	375+24.94	RT. OF LML	11.55		630				
375+22.80	375+59.30	LT. OF RML	11.55		630				
375+32.59	375+69.09	APPROACH SLAB - RML		49.15	5770	34.07			
375+42.30	375+78.80	RT. OF RML	18.10		995				
377+27.18	377+63.68	LT. OF LML	18.10		995		1		
377+36.38	377+72.88	APPROACH SLAB - LML		49.15	5770	34.07			
377+45.49	377+81.99	RT. OF LML	11.55		630				
377+70.71	378+07.21	LT. OF RML	11.55		630				
377+79.08	378+15.58	APPROACH SLAB - RML		49.15	5770	34.07			
377+87.37	378+23.87	RT. OF RML	18.10		995				
421+09.47	421+45.97	LT. OF LML	18.10		995				
421+16.39	421+52.89	APPROACH SLAB - LML		49.15	5770	34.07			
421+23.31	421+59.81	RT. OF LML	11.55		630				
421+41.47	421+77.97	LT. OF RML	11.55		630				
421+48.39	421+84.89	APPROACH SLAB - RML		49.15	5770	34.07			
421+55.31	421+91.81	RT. OF RML	18.10		995				
422+68.19	423+04.69	LT. OF LML	18.10		995				
422+75.11	423+11.61	APPROACH SLAB - LML		49.15	5770	34.07			
422+82.03	423+18.53	RT. OF LML	11.55		630				
423+00.19	423+36.69	LT. OF RML	11.55		630				
423+07.11	423+43.61	APPROACH SLAB - RML		49.15	5770	34.07			
423+14.03	423+50.53	RT. OF RML	18.10		995				
429+15.02	429+51.52	RT. OF RML	18.10		995		1		
429+15.02	429+51.52	APPROACH SLAB - RML		49.15	5770	34.07			
429+15.02	429+51.52	LT. OF RML	11.55		630				
429+20.02	429+56.52	RT. OF LML	11.55		630				
429+20.02	429+56.52	APPROACH SLAB - LML		49.15	5770	34.07			
429+20.02	429+56.52	LT. OF LML	18.10		995		1		
432+12.70	432+49.20	RT. OF RML	18.10		995		1		
432+12.70	432+49.20	APPROACH SLAB - RML		49.15	5770	34.07			
432+12.70	432+49.20	LT. OF RML	11.55		630				
432+17.70	432+54.20	RT. OF LML	11.55		630				
432+17.70	432+54.20	APPROACH SLAB - LML		49.15	5770	34.07			
432+17.70	432+54.20	LT. OF LML	18.10		995		1		
444+62.45	444+98.95	LT. OF RML	11.55		630				
444+62.45	444+98.95	APPROACH SLAB - RML		49.15	5770	34.07			
444+62.45	444+98.95	RT. OF RML	18.10		995				
444+62.45	444+98.95	LT. OF LML	18.10		995				
444+62.45	444+98.95	APPROACH SLAB - LML		49.15	5770	34.07			
444+62.45	444+98.95	RT. OF LML	11.55		630				
458+00.80	458+37.30	LT. OF RML	11.55		630				
458+00.80	458+37.30	APPROACH SLAB - RML		49.15	5770	34.07			
458+00.80	458+37.30	RT. OF RML	18.10		995				
458+00.80	458+37.30	LT. OF LML	18.10		995				
458+00.80	458+37.30	APPROACH SLAB - LML		49.15	5770	34.07			
458+00.80	458+37.30	RT. OF LML	11.55		630				
492+85.11	493+21.61	RT. OF RML	18.10		995				
492+90.20	493+26.70	APPROACH SLAB - RML		49.15	5770	34.07			
492+95.36	493+31.86	LT. OF RML	11.55		630				
493+07.44	493+43.94	RT. OF LML	11.55		630				
493+12.63	493+49.13	APPROACH SLAB - LML		49.15	5770	34.07			
493+17.86	493+54.36	LT. OF LML	18.10		995				
494+71.64	495+08.14	RT. OF RML	18.10		995				
494+77.41	495+13.91	APPROACH SLAB - RML		49.15	5770	34.07			
494+83.23	495+19.73	LT. OF RML	11.55		630				
494+96.88	495+33.38	RT. OF LML	11.55		630				
495+02.76	495+39.26	APPROACH SLAB - LML		49.15	5770	34.07			
495+08.69	495+45.19	LT. OF LML	18.10		995		1		
SUBTOTALS (BOX 2 OF 3):			**830.20**	**1425.36**	**212830**	**988.02**	**11**		

NOTE: USE 12" FOR 10' AND 6' SHOULDERS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

RBB0203.DGN 5/17/2017

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	144	187

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

APPROACH GUTTERS AND SLABS (BOX 3 OF 3)

STATION	STATION	LOCATION	APPROACH GUTTERS (TYPE A)	APPROACH SLABS	REINFORCING STEEL-RDWY. (GR. 60)	AGGREGATE BASE CRS. (CLASS 7)	DROP INLETS TYPE N1	DROP INLETS TYPE N2	DROP INLETS TYPE N3
			CU.YD.	CU.YD.	POUND	TON		EACH	
561+25.40	561+61.90	RT. OF RML	18.10		995				
561+36.47	561+72.97	APPROACH SLAB - RML		49.15	5770	34.07			
561+47.52	561+84.02	LT. OF RML	11.55		630				
561+76.83	562+13.33	RT. OF LML	11.55		630				
561+87.83	562+24.33	APPROACH SLAB - LML		49.15	5770	34.07			
561+98.76	562+35.26	LT. OF LML	18.10		995				
563+06.36	563+42.86	RT. OF RML	18.10		995				
563+15.98	563+52.48	APPROACH SLAB - RML		49.15	5770	34.07			
563+25.58	563+62.08	LT. OF RML	11.55		630				
563+56.78	563+93.28	RT. OF LML	11.55		630				
563+66.24	564+02.74	APPROACH SLAB - LML		49.15	5770	34.07			
563+75.55	564+12.05	LT. OF LML	18.10		995				
606+65.24	607+01.74	LT. OF RML	11.55		630				
606+66.86	607+03.36	LT. OF LML	18.10		995				
606+79.96	607+16.46	APPROACH SLAB - RML		49.15	5770	34.07			
606+79.96	607+16.46	APPROACH SLAB - LML		49.15	5770	34.07			
606+93.54	607+30.04	RT. OF LML	11.55		630				
606+95.08	607+31.58	RT. OF RML	18.10		995				
SUBTOTALS (BOX 3 OF 3)			177.90	294.90	44370	204.42			
SUBTOTALS (BOX 1 OF 3)			830.20	1449.94	215715	1005.05	5	1	2
SUBTOTALS (BOX 2 OF 3)			830.20	1425.36	212830	988.02	11		
TOTALS:			1838.30	3170.20	472915	2197.49	16	1	2

NOTE: USE 12" FOR 10' AND 6' SHOULDERS.

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
246+24	253+90	LEFT MAIN LANES	1006	5
295+88	305+62	LEFT MAIN LANES	1214	5
319+06	324+99	LEFT MAIN LANES	773	4
360+13	363+62	LEFT MAIN LANES	469	3
377+73	385+19	LEFT MAIN LANES	926	4
423+12	429+15	LEFT MAIN LANES	783	4
246+00	255+88	RIGHT MAIN LANES	1228	5
295+88	304+87	RIGHT MAIN LANES	1139	5
318+58	328+38	RIGHT MAIN LANES	1220	5
360+13	362+87	RIGHT MAIN LANES	394	3
378+16	387+69	RIGHT MAIN LANES	1193	5
423+44	429+20	RIGHT MAIN LANES	756	4
TOTALS:			11101	52

CULVERT CLEAN OUT

STATION	LOCATION	EACH
* ENTIRE PROJECT TO BE USED IF AND		100
WHERE DIRECTED BY THE ENGINEER		
TOTAL:		100

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

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	150
DIRECTED BY THE ENGINEER	
TOTAL:	150

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

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	50	100
DIRECTED BY THE ENGINEER		
TOTALS:	50	100

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

PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (11" U.T.)

DESCRIPTION	PORTLAND CEMENT CONCRETE PAVMENT PATCHING (11" U.T.)	REMOVAL & DISPOSAL OF CONCRETE PAVEMENT
	SQ. YDS.	
ENTIRE PROJECT - TO BE USED IF AND WHERE	700	700
DIRECTED BY THE ENGINEER		
TOTAL:	700	700

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

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE 1)
			LIN. FT.	EACH		
13+60.49	27+70.10	MAIN LANES - LT. OF RML	1350		1	1
15+97.97	20+93.21	MAIN LANES - RT. OF LML	450		1	1
25+40.70	30+40.70	MAIN LANES - RT. OF LML	450		1	1
44+35.54	49+35.54	MAIN LANES - LT. OF RML	450		1	1
47+35.83	52+35.83	MAIN LANES - RT. OF LML	450		1	1
86+99.58	90+22.44	MAIN LANES - LT. OF RML	250	1	1	
87+43.91	90+22.44	MAIN LANES - RT. OF RML	200	1	1	
92+27.60	94+92.01	MAIN LANES - LT. OF LML	200	1	1	
92+27.60	95+45.52	MAIN LANES - RT. OF LML	250	1	1	
106+52.91	109+79.03	MAIN LANES - LT. OF RML	250	1	1	
106+78.35	109+37.61	MAIN LANES - RT. OF RML	200	1	1	
112+67.88	115+72.00	MAIN LANES - RT. OF LML	200	1	1	
113+03.32	115+86.61	MAIN LANES - LT. OF LML	250	1	1	
138+58.83	141+77.58	MAIN LANES - LT. OF RML	250	1	1	
139+08.83	141+77.58	MAIN LANES - RT. OF RML	200	1	1	
143+45.46	146+14.21	MAIN LANES - LT. OF LML	200	1	1	
143+45.46	146+64.21	MAIN LANES - RT. OF LML	250	1	1	
174+20.15	177+38.88	MAIN LANES - LT. OF RML	250	1	1	
174+70.14	177+38.88	MAIN LANES - RT. OF RML	200	1	1	
183+56.45	186+25.20	MAIN LANES - LT. OF LML	200	1	1	
183+56.45	186+75.20	MAIN LANES - RT. OF LML	250	1	1	
223+23.36	226+42.11	MAIN LANES - LT. OF RML	250	1	1	
223+63.49	226+32.24	MAIN LANES - RT. OF RML	200	1	1	
227+93.87	230+62.62	MAIN LANES - IT. OF LML	200	1	1	
228+01.95	231+20.70	MAIN LANES - RT. OF LML	250	1	1	
240+63.12	243+31.87	MAIN LANES - RT. OF RML	200	1	1	
241+10.38	243+41.63	MAIN LANES - LT. OF RML	250	1	1	
245+89.76	249+08.51	MAIN LANES - RT. OF LML	250	1	1	
245+96.46	248+65.21	MAIN LANES - LT. OF LML	200	1	1	
283+68.80	286+87.55	MAIN LANES - LT. OF RML	250	1	1	
284+18.80	286+87.55	MAIN LANES - RT. OF RML	200	1	1	
295+60.45	298+29.20	MAIN LANES - LT. OF LML	200	1	1	
295+60.45	298+79.20	MAIN LANES - RT. OF LML	250	1	1	
312+95.48	316+14.23	MAIN LANES - LT. OF LML	250	1	1	
313+25.04	315+93.79	MAIN LANES - RT. OF RML	200	1	1	
318+68.30	321+86.53	MAIN LANES - LT. OF LML	250	1	1	
318+88.74	321+57.49	MAIN LANES - RT. OF LML	200	1	1	
354+95.81	358+14.56	MAIN LANES - LT. OF RML	250	1	1	
355+45.81	358+14.56	MAIN LANES - RT. OF RML	200	1	1	
359+85.44	362+54.19	MAIN LANES - LT. OF LML	200	1	1	
359+85.44	363+04.19	MAIN LANES - RT. OF LML	250	1	1	
372+31.17	375+49.92	MAIN LANES - LT. OF RML	250	1	1	
373+00.65	375+69.40	MAIN LANES - RT. OF RML	200	1	1	
377+36.58	380+05.33	MAIN LANES - LT. OF LML	200	1	1	
377+54.89	380+83.04	MAIN LANES - RT. OF LML	250	1	1	
418+49.82	421+68.57	MAIN LANES - LT. OF RML	250	1	1	
420+88.83	421+82.41	MAIN LANES - RT. OF RML	25	1	1	
422+77.59	425+46.24	MAIN LANES - LT. OF LML	200	1	1	
422+19.43	426+10.18	MAIN LANES RT. OF LML	250	1	1	
426+28.37	429+47.12	MAIN LANES - LT. OF RML	250	1	1	
426+78.37	429+47.12	MAIN LANES - RT. OF RML	200	1	1	
432+22.10	434+70.85	MAIN LANES - LT. OF LML	200	1	1	
432+22.10	435+40.85	MAIN LANES - RT. OF LML	250	1	1	
441+70.80	444+89.55	MAIN LANES - LT. OF RML	250	1	1	
442+20.80	444+98.55	MAIN LANES - RT. OF RML	200	1	1	
458+10.20	461+28.95	MAIN LANES - RT. OF LML	250	1	1	
458+10.20	462+28.95	MAIN LANES - LT. OF LML	350	1	1	
472+77.90	477+75.51	MAIN LANES - LT OF RML	450		1	1
475+87.75	489+69.38	MAIN LANES - RT. OF LML	1325		1	1
481+70.84	486+68.49	MAIN LANES - LT. OF RML	450		1	1
490+03.69	493+22.44	MAIN LANES - LT. OF RML	250	1	1	
490+43.46	493+12.21	MAIN LANES - RT. OF RML	200	1	1	
495+18.09	497+86.84	MAIN LANES - LT. OF LML	200	1	1	
495+06.27	498+25.02	MAIN LANES - RT. OF LML	250	1	1	
558+55.87	561+74.62	MAIN LANES - LT. OF RML	250	1	1	
558+63.76	561+52.51	MAIN LANES - RT. OF RML	200	1	1	
563+84.95	566+53.70	MAIN LANES - LT. OF LML	200	1	1	
563+66.18	567+03.70	MAIN LANES - RT. OF LML	250	1	1	
581+29.92	586+30.19	MAIN LANES - LT. OF RML	450		1	1
583+75.19	588+75.19	MAIN LANES - RT. OF LML	450		1	1
603+73.59	606+92.34	MAIN LANES - LT. OF RML	250	1	1	
604+23.59	607+22.15	MAIN LANES - RT. OF RML	200	1	1	
610+23.51	612+92.26	MAIN LANES - LT. OF LML	200	1	1	
495+87.91	498+91.75	HWY. 530 INTERCHANGE-RAMP 3	250	1	1	
TOTALS:			20650	64	74	10

5/17/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	145	187

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	WIRE ROPE SAFETY FENCE	*WRSF ANCHOR	WRSF MAINTENANCE MATERIALS	**WRSF POST REPAIR
			LIN. FT.	EACH	LUMP SUM	EACH
915+00.00	925+68.40	RT. OF LML	1068	1		
00+00.00	16+47.65	RT. OF LML	1648	1		
27+20.10	44+85.54	LT. OF RML	1765	2		
48+85.54	87+50.17	LT. OF RML	3865	2		
94+95.52	110+45.44	RT. OF LML	1550	2		
112+31.47	137+08.83	LT. OF RML	2477	1		
137+78.22	139+08.83	LT. OF RML	131	1		
143+46.06	174+70.13	LT. OF RML	3124	2		
186+25.20	226+25.44	RT. OF LML	4000	2		
228+13.58	240+70.49	LT. OF RML	1257	2		
249+21.09	286+86.95	RT. OF LML	3766	2		
298+29.20	316+40.51	RT. OF LML	1811	2		
321+36.47	358+20.00	RT. OF LML	3684	2		
362+54.19	375+14.94	RT. OF LML	1261	2		
380+25.50	421+50.00	RT. OF LML	4125	2		
425+60.18	429+41.52	RT. OF LML	381	2		
434+90.85	444+88.95	RT. OF LML	998	2		
460+78.95	476+37.75	RT. OF LML	1559	2		
489+19.38	493+33.94	RT. OF LML	415	2		
494+93.23	559+05.87	LT. OF RML	6413	2		
563+35.58	581+80.03	LT. OF RML	1844	2		
585+80.03	604+23.59	LT. OF RML	1844	2		
ENTIRE	PROJECT				1.00	50
TOTALS:			48986	40	1.00	50

*SHOWN FOR INFORMATION ONLY.
**QUANTITY ESTIMATED
SEE SECTION 104.03 OF THE STD. SPECS.

CONCRETE DITCH PAVING

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
915+00.00	925+68.40	RT. OF LML	1068.40	4.00	474.84	474.84	5.98
00+00.00	14+10.49	RT. OF LML	1410.49	4.00	626.88	626.88	7.90
27+20.10	43+85.54	LT. OF RML	1665.44	4.00	740.20	740.20	9.33
49+85.54	87+49.58	LT. OF RML	3764.04	4.00	1672.91	1672.91	21.08
94+95.52	110+08.94	RT. OF LML	1513.42	4.00	672.63	672.63	8.48
112+31.47	137+39.88	LT. OF RML	2508.41	4.00	1114.85	1114.85	14.05
137+78.22	139+08.83	LT. OF RML	130.61	4.00	58.05	58.05	0.73
143+46.06	174+70.13	LT. OF RML	3124.07	4.00	1388.48	1388.48	17.49
186+25.20	225+85.29	RT. OF LML	3960.09	4.00	1760.04	1760.04	22.18
228+03.58	241+13.12	LT. OF RML	1309.54	4.00	582.02	582.02	7.33
248+58.51	286+86.95	RT. OF LML	3828.44	4.00	1701.53	1701.53	21.44
298+29.20	316+04.01	RT. OF LML	1774.81	4.00	788.80	788.80	9.94
321+07.49	358+13.96	RT. OF LML	3706.47	4.00	1647.32	1647.32	20.76
362+54.19	375+24.94	RT. OF LML	1270.75	4.00	564.78	564.78	7.12
380+33.04	421+49.81	RT. OF LML	4116.77	4.00	1829.68	1829.68	23.05
425+60.18	429+41.52	RT. OF LML	381.34	4.00	169.48	169.48	2.14
434+90.85	444+88.95	RT. OF LML	998.10	4.00	443.60	443.60	5.59
460+78.95	476+37.75	RT. OF LML	1558.80	4.00	692.80	692.80	8.73
489+19.38	493+33.94	RT. OF LML	414.56	4.00	184.25	184.25	2.32
494+93.23	559+05.87	LT. OF RML	6412.64	4.00	2850.06	2850.06	35.91
563+35.58	581+80.03	LT. OF RML	1844.45	4.00	819.76	819.76	10.33
585+80.03	604+23.59	LT. OF RML	1843.56	4.00	819.36	819.36	10.32
TOTALS:					**21602.32**	**21602.32**	**272.20**

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

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL						TEMPORARY EROSION CONTROL							
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	SOLID SODDING	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	SQ.YD.	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	CU. YD.
ENTIRE	PROJECT	STAGE 1A							11.00	11.00	224.4	330			12115	464
ENTIRE	PROJECT	STAGE 1B							29.04	29.04	592.4	1474		864		99
ENTIRE	PROJECT	STAGE 4A	29.04	58.08	29.04	2965.5	29.04	275								
ENTIRE	PROJECT	STAGE 4B	11.00	22.00	11.00	1122.0	11.00									
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.									10.01	10.01	204.2	451	62	216	3029	141
TOTALS:			**40.04**	**80.08**	**40.04**	**4087.5**	**40.04**	**275**	**50.05**	**50.05**	**1021.0**	**2255**	**62**	**1080**	**15144**	**704**

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION

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

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

5/17/2017

RBB0203.DGN

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
06-27-17				JOB NO.		BB0203	146	187

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-5-17

RUMBLE STRIPS IN ASPHALT SHOULDERS (BOX 1 OF 2)

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
7+67	41+38	RT. OF RT. MAIN LANES	3371
41+36	80+99	RT. OF RT. MAIN LANES	3963
80+70	89+95	RT. OF RT. MAIN LANES	925
92+55	102+87	RT. OF RT. MAIN LANES	1032
102+89	109+10	RT. OF RT. MAIN LANES	621
112+17	133+24	RT. OF RT. MAIN LANES	2107
132+78	137+40	RT. OF RT. MAIN LANES	462
137+78	141+50	RT. OF RT. MAIN LANES	372
143+73	153+36	RT. OF RT. MAIN LANES	963
153+38	177+12	RT. OF RT. MAIN LANES	2374
183+97	226+25	RT. OF RT. MAIN LANES	4228
228+47	232+77	RT. OF RT. MAIN LANES	430
232+38	243+04	RT. OF RT. MAIN LANES	1066
245+96	255+86	RT. OF RT. MAIN LANES	990
255+88	286+60	RT. OF RT. MAIN LANES	3072
295+88	309+05	RT. OF RT. MAIN LANES	1317
308+56	315+67	RT. OF RT. MAIN LANES	711
318+48	328+35	RT. OF RT. MAIN LANES	987
327+19	357+87	RT. OF RT. MAIN LANES	3068
360+13	366+06	RT. OF RT. MAIN LANES	593
366+09	375+43	RT. OF RT. MAIN LANES	934
378+23	387+67	RT. OF RT. MAIN LANES	944
387+69	420+21	RT. OF RT. MAIN LANES	3252
419+83	421+55	RT. OF RT. MAIN LANES	172
423+51	429+20	RT. OF RT. MAIN LANES	569
432+54	441+36	RT. OF RT. MAIN LANES	882
441+38	444+62	RT. OF RT. MAIN LANES	324
458+37	458+56	RT. OF RT. MAIN LANES	19
477+10	492+85	RT. OF RT. MAIN LANES	1575
495+08	497+75	RT. OF RT. MAIN LANES	267
506+97	561+25	RT. OF RT. MAIN LANES	5428
563+43	591+47	RT. OF RT. MAIN LANES	2804
591+05	606+94	RT. OF RT. MAIN LANES	1589
7+67	89+95	LT. OF RT. MAIN LANES	8228
92+55	109+52	LT. OF RT. MAIN LANES	1697
112+58	137+40	LT. OF RT. MAIN LANES	2482
137+78	141+50	LT. OF RT. MAIN LANES	372
143+73	177+12	LT. OF RT. MAIN LANES	3339
183+97	226+16	LT. OF RT. MAIN LANES	4219
228+41	243+14	LT. OF RT. MAIN LANES	1473
246+04	286+60	LT. OF RT. MAIN LANES	4056
295+88	315+87	LT. OF RT. MAIN LANES	1999
318+69	357+87	LT. OF RT. MAIN LANES	3918
360+13	375+23	LT. OF RT. MAIN LANES	1510
378+07	421+41	LT. OF RT. MAIN LANES	4334
423+37	429+20	LT. OF RT. MAIN LANES	583
432+54	444+62	LT. OF RT. MAIN LANES	1208
458+37	492+96	LT. OF RT. MAIN LANES	3459
495+19	561+47	LT. OF RT. MAIN LANES	6628
563+62	606+64	LT. OF RT. MAIN LANES	4302
SUBTOTAL (BOX 1 OF 2):			**105218**

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

RUMBLE STRIPS IN ASPHALT SHOULDERS (BOX 2 OF 2)

STATION	STATION	LOCATION	* RUMBLE STRIPS IN ASPHALT SHOULDERS
			LIN.FT.
7+67	39+39	LT. OF LT. MAIN LANES	3172
39+15	79+62	LT. OF LT. MAIN LANES	4047
79+64	90+07	LT. OF LT. MAIN LANES	1043
92+55	100+22	LT. OF LT. MAIN LANES	767
99+83	110+54	LT. OF LT. MAIN LANES	1071
113+30	129+59	LT. OF LT. MAIN LANES	1629
129+61	137+40	LT. OF LT. MAIN LANES	779
137+78	141+50	LT. OF LT. MAIN LANES	372
143+73	152+44	LT. OF LT. MAIN LANES	871
151+95	176+98	LT. OF LT. MAIN LANES	2503
183+84	225+85	LT. OF LT. MAIN LANES	4201
228+21	230+65	LT. OF LT. MAIN LANES	244
230+67	243+45	LT. OF LT. MAIN LANES	1278
246+27	255+20	LT. OF LT. MAIN LANES	893
254+79	286+60	LT. OF LT. MAIN LANES	3181
295+88	305+62	LT. OF LT. MAIN LANES	974
305+64	316+34	LT. OF LT. MAIN LANES	1070
319+16	326+29	LT. OF LT. MAIN LANES	713
326+01	357+87	LT. OF LT. MAIN LANES	3186
360+13	363+62	LT. OF LT. MAIN LANES	349
363+64	374+67	LT. OF LT. MAIN LANES	1103
377+64	386+93	LT. OF LT. MAIN LANES	929
386+44	418+62	LT. OF LT. MAIN LANES	3218
418+64	421+09	LT. OF LT. MAIN LANES	245
423+05	429+15	LT. OF LT. MAIN LANES	610
432+49	440+27	LT. OF LT. MAIN LANES	778
439+94	444+62	LT. OF LT. MAIN LANES	468
469+28	493+18	LT. OF LT. MAIN LANES	2390
495+46	498+53	LT. OF LT. MAIN LANES	307
502+24	561+99	LT. OF LT. MAIN LANES	5975
564+12	591+12	LT. OF LT. MAIN LANES	2700
591+14	606+68	LT. OF LT. MAIN LANES	1554
7+67	90+07	RT. OF LT. MAIN LANES	8240
92+55	110+19	RT. OF LT. MAIN LANES	1764
112+95	137+40	RT. OF LT. MAIN LANES	2445
137+78	141+50	RT. OF LT. MAIN LANES	372
143+73	176+98	RT. OF LT. MAIN LANES	3325
183+84	225+98	RT. OF LT. MAIN LANES	4214
228+29	243+36	RT. OF LT. MAIN LANES	1507
246+20	286+60	RT. OF LT. MAIN LANES	4040
295+88	316+14	RT. OF LT. MAIN LANES	2026
318+95	357+87	RT. OF LT. MAIN LANES	3892
360+13	374+88	RT. OF LT. MAIN LANES	1475
377+82	421+23	RT. OF LT. MAIN LANES	4341
423+19	429+15	RT. OF LT. MAIN LANES	596
432+49	444+62	RT. OF LT. MAIN LANES	1213
458+37	493+07	RT. OF LT. MAIN LANES	3470
495+34	561+77	RT. OF LT. MAIN LANES	6643
563+93	606+94	RT. OF LT. MAIN LANES	4301
SUBTOTAL (BOX 2 OF 2):			**106484**
SUBTOTAL (BOX 1 OF 2):			**105218**
TOTAL:			**211702**

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

EARTHWORK

	STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	* SOIL STABILIZATION
				CU. YD.		TON
*	ENTIRE	PROJECT	TEMP. RAMPS		80430	
	ENTIRE	PROJECT	REMOVAL OF TEMP. RAMPS	154636		
*	ENTIRE	PROJECT	CROSSOVERS		14649	
	ENTIRE	PROJECT	REMOVAL OF CROSSOVERS	19401		
*	ENTIRE	PROJECT	REMOVAL OF EXISTING GUARDRAIL	17780		
	ENTIRE	PROJECT	MAIN LANES (SHOULDERS)	110863		
*	ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER			200
TOTALS:				**302680**	**95079**	**200**

* QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
EXISTING CLASS 7, ONCE EXCAVATED, SHALL BECOME PROPERTY OF THE DEPARTMENT AND STOCKPILED ON HWY. 530, SECTION 6, LOG MILE 1.2 AS DIRECTED BY THE ENGINEER.

STRUCTURES

STATION	DESCRIPTION	TEMPORARY CULVERT
		18"
		LIN. FT.
3+63	TEMPORARY CULVERT	788
38+03	TEMPORARY CULVERT	124
38+15	TEMPORARY CULVERT	168
40+39	TEMPORARY CULVERT	278
44+36	TEMPORARY CULVERT	342
76+78	TEMPORARY CULVERT	310
81+25	TEMPORARY CULVERT	196
82+92	TEMPORARY CULVERT	148
84+18	TEMPORARY CULVERT	208
95+92	TEMPORARY CULVERT	340
97+82	TEMPORARY CULVERT	154
99+47	TEMPORARY CULVERT	418
103+20	TEMPORARY CULVERT	270
128+27	TEMPORARY CULVERT	412
132+22	TEMPORARY CULVERT	276
136+20	TEMPORARY CULVERT	319
147+46	TEMPORARY CULVERT	234
149+74	TEMPORARY CULVERT	164
151+87	TEMPORARY CULVERT	368
156+25	TEMPORARY CULVERT	392
218+00	TEMPORARY CULVERT	400
231+01	TEMPORARY CULVERT	242
233+76	TEMPORARY CULVERT	216
236+48	TEMPORARY CULVERT	182
237+95	TEMPORARY CULVERT	192
241+48	TEMPORARY CULVERT	238
251+88	TEMPORARY CULVERT	234
252+24	TEMPORARY CULVERT	138
256+33	TEMPORARY CULVERT	534
305+06	TEMPORARY CULVERT	314
308+38	TEMPORARY CULVERT	272
311+05	TEMPORARY CULVERT	176
311+28	TEMPORARY CULVERT	170
322+93	TEMPORARY CULVERT	202
323+33	TEMPORARY CULVERT	136
328+56	TEMPORARY CULVERT	688
354+00	TEMPORARY CULVERT	390
362+68	TEMPORARY CULVERT	236
365+84	TEMPORARY CULVERT	236
368+86	TEMPORARY CULVERT	208
369+27	TEMPORARY CULVERT	146
371+91	TEMPORARY CULVERT	173
382+57	TEMPORARY CULVERT	174
383+94	TEMPORARY CULVERT	234
386+36	TEMPORARY CULVERT	394
391+50	TEMPORARY CULVERT	344
413+26	TEMPORARY CULVERT	312
418+24	TEMPORARY CULVERT	248
435+33	TEMPORARY CULVERT	170
436+83	TEMPORARY CULVERT	434
437+88	TEMPORARY CULVERT	306
441+73	TEMPORARY CULVERT	194
468+28	TEMPORARY CULVERT	256
471+78	TEMPORARY CULVERT	334
473+36	TEMPORARY CULVERT	120
488+94	TEMPORARY CULVERT	412
495+84	TEMPORARY CULVERT	130
501+13	TEMPORARY CULVERT	830
585+63	TEMPORARY CULVERT	295
590+76	TEMPORARY CULVERT	398
593+97	TEMPORARY CULVERT	290
594+01	TEMPORARY CULVERT	144
TOTAL:		**17651**

5/17/2017
RBB0203.DGN

QUANTITIES

BASE AND SURFACING (BOX 1 OF 3)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET			TON
ADDITIONAL FOR GUARDRAIL									
13+01.80	28+30.06	LT. OF RML	1528.26	VAR.	727.08	VAR.	1252.72	220.00	137.80
15+23.74	21+52.09	RT. OF LML	628.35	VAR.	298.94	VAR.	507.80	220.00	55.86
24+85.70	30+95.70	RT. OF LML	610.00	VAR.	290.21	VAR.	470.83	220.00	51.79
43+58.17	49+94.53	LT. OF RML	636.36	VAR.	302.75	VAR.	574.67	220.00	63.21
46+76.46	52+90.82	RT. OF LML	614.36	VAR.	292.29	VAR.	472.40	220.00	51.96
86+39.54	90+31.84	RT. OF RML	392.30	VAR.	186.64	VAR.	146.80	220.00	16.15
86+92.53	90+31.84	LT. OF RML	339.31	VAR.	161.43	VAR.	235.41	220.00	25.90
92+18.20	95+51.68	LT. OF LML	333.48	VAR.	158.66	VAR.	159.18	220.00	17.51
92+18.20	96+05.29	RT. OF LML	387.09	VAR.	184.16	VAR.	254.24	220.00	27.97
105+92.89	109+88.43	LT. OF RML	395.54	VAR.	188.18	VAR.	226.55	220.00	24.92
106+22.68	109+47.01	RT. OF RML	324.33	VAR.	154.30	VAR.	180.01	220.00	19.80
112+58.48	116+46.03	RT. OF LML	387.55	VAR.	184.38	VAR.	214.50	220.00	23.60
112+93.92	116+31.76	LT. OF LML	337.84	VAR.	160.73	VAR.	151.02	220.00	16.61
137+99.44	141+86.98	LT. OF RML	387.54	VAR.	184.38	VAR.	215.19	220.00	23.67
138+50.34	141+86.98	RT. OF RML	336.64	VAR.	160.16	VAR.	146.42	220.00	16.11
143+36.07	146+73.91	LT. OF LML	337.84	VAR.	160.73	VAR.	150.43	220.00	16.55
143+36.07	147+23.61	RT. OF LML	387.54	VAR.	184.38	VAR.	215.20	220.00	23.67
173+60.59	177+48.29	LT. OF RML	387.70	VAR.	184.45	VAR.	174.94	220.00	19.24
174+10.34	177+48.29	RT. OF RML	337.95	VAR.	160.78	VAR.	115.68	220.00	12.72
183+47.06	186+58.07	LT. OF LML	311.01	VAR.	147.97	VAR.	150.50	220.00	16.56
183+47.06	187+34.60	RT. OF LML	387.54	VAR.	184.38	VAR.	215.20	220.00	23.67
222+67.75	226+51.50	LT. OF RML	383.75	VAR.	182.57	VAR.	250.38	220.00	27.54
223+31.85	226+61.65	RT. OF RML	329.80	VAR.	156.91	VAR.	157.71	220.00	17.35
227+84.37	231+12.33	LT. OF LML	327.96	VAR.	156.03	VAR.	187.80	220.00	20.66
227+92.55	231+79.78	RT. OF RML	387.23	VAR.	184.23	VAR.	209.53	220.00	23.05
239+44.53	243+38.25	RT. OF RML	393.72	VAR.	187.32	VAR.	175.73	220.00	19.33
239+60.26	243+48.01	LT. OF RML	387.75	VAR.	184.48	VAR.	213.37	220.00	23.47
245+83.98	249+68.75	RT. OF LML	384.77	VAR.	183.06	VAR.	213.40	220.00	23.47
245+90.78	249+21.09	LT. OF LML	330.31	VAR.	157.15	VAR.	184.56	220.00	20.30
283+10.65	286+96.71	LT. OF RML	386.06	VAR.	183.67	VAR.	215.26	220.00	23.68
283+61.93	286+96.71	RT. OF RML	334.78	VAR.	159.27	VAR.	139.62	220.00	15.36
295+51.05	298+88.25	LT. OF LML	337.20	VAR.	160.43	VAR.	268.56	220.00	29.54
295+51.05	299+38.10	RT. OF LML	387.05	VAR.	184.14	VAR.	214.29	220.00	23.57
312+36.58	316+23.63	LT. OF RML	387.05	VAR.	184.14	VAR.	214.29	220.00	23.57
312+65.85	316+03.19	RT. OF RML	337.34	VAR.	160.49	VAR.	150.81	220.00	16.59
318+58.90	322+45.95	LT. OF LML	387.05	VAR.	184.14	VAR.	150.81	220.00	16.59
318+79.34	322+16.68	RT. OF LML	337.34	VAR.	160.49	VAR.	214.29	220.00	23.57
354+36.92	358+23.96	LT. OF RML	387.04	VAR.	184.14	VAR.	214.29	220.00	23.57
354+86.62	358+23.96	RT. OF RML	337.34	VAR.	160.49	VAR.	150.81	220.00	16.59
359+76.04	363+13.58	LT. OF LML	337.54	VAR.	160.59	VAR.	158.56	220.00	17.44
359+76.04	363+63.09	RT. OF LML	387.05	VAR.	184.14	VAR.	214.29	220.00	23.57
371+73.17	375+59.34	LT. OF RML	386.17	VAR.	183.72	VAR.	213.41	220.00	23.48
372+45.01	375+78.80	RT. OF RML	333.79	VAR.	158.80	VAR.	150.81	220.00	16.59
377+27.18	380+78.38	LT. OF LML	351.20	VAR.	167.09	VAR.	163.06	220.00	17.94
377+45.49	381+35.61	RT. OF LML	390.12	VAR.	185.60	VAR.	214.53	220.00	23.60
417+90.39	421+77.97	LT. OF RML	387.58	VAR.	184.39	VAR.	214.53	220.00	23.60
420+29.26	421+91.82	RT. OF RML	162.56	VAR.	77.34	VAR.	115.80	220.00	12.74
422+68.19	426+06.04	LT. OF LML	337.85	VAR.	160.74	VAR.	150.81	220.00	16.59
422+82.03	426+69.57	RT. OF LML	387.54	VAR.	184.38	VAR.	214.53	220.00	23.60
425+68.89	429+65.52	LT. OF RML	396.63	VAR.	188.70	VAR.	214.50	220.00	23.60
426+18.68	429+56.52	RT. OF RML	337.84	VAR.	160.73	VAR.	150.81	220.00	16.59
432+12.70	435+50.51	LT. OF LML	337.81	VAR.	160.72	VAR.	150.81	220.00	16.59
432+12.70	436+00.25	RT. OF LML	387.55	VAR.	184.38	VAR.	214.50	220.00	23.60
441+11.77	444+98.95	LT. OF RML	387.18	VAR.	184.20	VAR.	215.48	220.00	23.70
441+71.67	444+98.95	RT. OF RML	327.28	VAR.	155.71	VAR.	161.51	220.00	17.77
458+00.81	461+90.82	RT. OF LML	390.01	VAR.	185.55	VAR.	215.72	220.00	23.73
458+00.81	462+94.07	LT. OF LML	493.26	VAR.	234.67	VAR.	688.85	220.00	75.77
472+18.68	478+15.96	LT. OF RML	597.28	VAR.	284.16	VAR.	439.50	220.00	48.35
475+28.50	490+26.97	RT. OF LML	1498.47	VAR.	712.91	VAR.	1270.88	220.00	139.80
481+30.41	487+27.71	LT. OF RML	597.30	VAR.	284.17	VAR.	440.74	220.00	48.48
489+46.30	493+31.88	LT. OF RML	385.58	VAR.	183.44	VAR.	208.66	220.00	22.95
489+88.52	493+21.62	RT. OF RML	333.10	VAR.	158.48	VAR.	153.04	220.00	16.83
494+96.88	498+74.33	LT. OF LML	377.45	VAR.	179.58	VAR.	166.13	220.00	18.27
495+08.69	498+85.32	RT. OF LML	376.63	VAR.	179.19	VAR.	193.99	220.00	21.34
557+94.99	561+84.04	LT. OF RML	389.05	VAR.	185.09	VAR.	207.14	220.00	22.79
558+21.81	561+61.93	RT. OF RML	340.12	VAR.	161.82	VAR.	154.83	220.00	17.03
563+56.76	567+44.18	RT. OF LML	387.42	VAR.	184.32	VAR.	212.89	220.00	23.42
563+75.43	567+11.87	LT. OF LML	336.44	VAR.	160.06	VAR.	150.14	220.00	16.52
580+57.17	586+98.88	LT. OF RML	641.71	VAR.	305.30	VAR.	515.01	220.00	56.65
583+20.24	589+30.18	RT. OF RML	609.94	VAR.	290.18	VAR.	470.53	220.00	51.76
603+09.32	607+01.71	LT. OF RML	392.39	VAR.	186.68	VAR.	211.03	220.00	23.21
603+78.67	607+31.62	RT. OF RML	352.95	VAR.	167.92	VAR.	151.26	220.00	16.64
SUBTOTALS (BOX 1 OF 3)					14494.88		18523.48		2037.61

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

QUANTITIES

DATE REVISED	DATE PLANS	DATE REVISED	DATE PLANS	ITEMS DESIGNED	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		147	187
				JOB NO.		BB0203		

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 11,425
TIMOTHY D. SMITH
5-23-17

BASE AND SURFACING (BOX 2 OF 3)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET			TON
MAIN LANE SHOULDERS									
7+67.09	39+08.42	LT. OF LML	3141.33	118.50	3722.48	8.00	2792.29	220.00	307.15
39+15.03	43+50.00	LT. OF LML	434.97	102.75	446.93	6.00	289.98	220.00	31.90
43+50.00	69+61.78	LT. OF LML	2611.78	118.50	3094.96	8.00	2321.58	220.00	255.37
69+61.78	79+61.82	LT. OF LML	1000.04	118.50	1185.05	8.00	888.92	220.00	97.78
79+63.78	90+06.84	LT. OF LML	1043.06	118.50	1236.03	8.00	927.16	220.00	101.99
92+54.72	99+77.25	LT. OF LML	722.53	118.50	856.20	8.00	642.25	220.00	70.65
99+82.91	105+00.00	LT. OF LML	517.09	102.75	531.31	6.00	344.73	220.00	37.92
105+00.00	110+56.38	LT. OF LML	556.38	118.50	659.31	8.00	494.56	220.00	54.40
113+30.42	119+02.23	LT. OF LML	571.81	118.50	677.59	8.00	508.28	220.00	55.91
119+02.23	129+61.07	LT. OF LML	1058.84	102.75	1087.96	6.00	705.89	220.00	77.65
129+59.37	137+39.88	LT. OF LML	780.51	118.50	924.90	8.00	693.79	220.00	76.32
137+78.22	141+50.48	LT. OF LML	372.26	118.50	441.13	8.00	330.90	220.00	36.40
143+72.56	151+93.32	LT. OF LML	820.76	118.50	972.60	8.00	729.56	220.00	80.25
151+95.81	157+00.00	LT. OF LML	504.19	102.75	518.06	6.00	336.13	220.00	36.97
157+00.00	176+98.45	LT. OF LML	1998.45	118.50	2368.16	8.00	1776.40	220.00	195.40
183+83.55	220+64.73	LT. OF LML	3681.18	118.50	4362.20	8.00	3272.16	220.00	359.94
220+66.72	225+85.47	LT. OF LML	518.75	102.75	533.02	6.00	345.83	220.00	38.04
228+20.87	230+65.52	LT. OF LML	244.65	102.75	251.38	6.00	163.10	220.00	17.94
230+66.58	243+44.40	LT. OF LML	1277.82	118.50	1514.22	8.00	1135.84	220.00	124.94
246+27.28	254+76.98	LT. OF LML	849.70	118.50	1006.89	8.00	755.29	220.00	83.08
254+80.35	259+14.71	LT. OF LML	434.36	102.75	446.30	6.00	289.57	220.00	31.85
259+14.71	286+60.45	LT. OF LML	2745.74	118.50	3253.70	8.00	2440.66	220.00	268.47
295+87.55	305+61.82	LT. OF LML	974.27	102.75	1001.06	6.00	649.51	220.00	71.45
305+63.61	316+34.45	LT. OF LML	1070.84	118.50	1268.95	8.00	951.86	220.00	104.70
319+15.84	325+96.36	LT. OF LML	680.52	118.50	806.42	8.00	604.91	220.00	66.54
326+01.61	330+00.00	LT. OF LML	398.39	102.75	409.35	6.00	265.59	220.00	29.21
330+00.00	353+61.78	LT. OF LML	2361.78	118.50	2798.71	8.00	2099.36	220.00	230.93
353+61.78	357+87.46	LT. OF LML	425.68	102.75	437.39	6.00	283.79	220.00	31.22
360+12.54	363+61.81	LT. OF LML	349.27	102.75	358.87	6.00	232.85	220.00	25.61
364+92.45	374+67.09	LT. OF LML	974.64	118.50	1154.95	8.00	866.35	220.00	95.30
377+63.68	386+42.75	LT. OF LML	879.07	118.50	1041.70	8.00	781.40	220.00	85.95
386+45.90	392+00.00	LT. OF LML	554.10	102.75	569.34	6.00	369.40	220.00	40.63
392+00.00	408+61.80	LT. OF LML	1661.80	118.50	1969.23	8.00	1477.16	220.00	162.49
408+61.80	418+61.83	LT. OF LML	1000.03	102.75	1027.53	6.00	666.69	220.00	73.34
418+61.80	421+09.47	LT. OF LML	247.67	118.50	293.49	8.00	220.15	220.00	24.22
423+04.69	429+15.02	LT. OF LML	610.33	118.50	723.24	8.00	542.52	220.00	59.68
432+49.20	439+90.26	LT. OF LML	741.06	118.50	878.16	8.00	658.72	220.00	72.46
439+94.57	444+00.00	LT. OF LML	405.43	102.75	416.58	6.00	270.29	220.00	29.73
444+00.00	444+62.45	LT. OF LML	62.45	118.50	74.00	8.00	55.51	220.00	6.11
470+47.00	493+17.86	LT. OF LML	2270.86	118.50	2690.97	8.00	2018.54	220.00	222.04
502+23.74	561+98.76	LT. OF LML	5975.02	118.50	7080.40	8.00	5311.13	220.00	584.22
564+12.05	581+12.52	LT. OF LML	1700.47	118.50	2015.06	8.00	1511.53	220.00	166.27
581+12.52	591+13.61	LT. OF LML	1001.09	102.75	1028.62	6.00	667.39	220.00	73.41
591+13.61	606+67.70	LT. OF LML	1554.09	118.50	1841.60	8.00	1381.41	220.00	151.96
7+67.09	90+06.84	RT. OF LML	8239.75	105.25	8672.34	4.00	3662.11	220.00	402.83
92+54.72	110+18.94	RT. OF LML	1764.22	105.25	1856.84	4.00	784.10	220.00	86.25
112+94.98	137+39.88	RT. OF LML	2444.90	105.25	2573.26	4.00	1086.62	220.00	119.53
137+78.22	141+86.98	RT. OF LML	408.76	105.25	430.22	4.00	181.67	220.00	19.98
143+72.56	176+98.45	RT. OF LML	3325.89	105.25	3500.50	4.00	1478.17	220.00	162.60
183+83.55	225+98.79	RT. OF LML	4215.24	105.25	4436.54	4.00	1873.44	220.00	206.08
228+29.05	243+35.32	RT. OF LML	1506.27	105.25	1585.35	4.00	669.45	220.00	73.64
246+20.48	286+60.45	RT. OF LML	4039.97	105.25	4252.07	4.00	1795.54	220.00	197.51
295+87.55	316+14.01	RT. OF LML	2026.46	105.25	2132.85	4.00	900.65	220.00	99.07
318+95.40	357+87.46	RT. OF LML	3892.06	105.25	4096.39	4.00	1729.80	220.00	190.28
360+12.54	374+88.44	RT. OF LML	1475.90	105.25	1553.38	4.00	655.96	220.00	72.16
377+81.99	421+23.31	RT. OF LML	4341.32	105.25	4569.24	4.00	1929.48	220.00	212.24
423+18.53	429+15.02	RT. OF LML	596.49	105.25	627.81	4.00	265.11	220.00	29.16
432+49.20	444+62.45	RT. OF LML	1213.25	105.25	1276.95	4.00	539.22	220.00	59.31
458+37.30	493+07.44	RT. OF LML	3470.14	105.25	3652.32	4.00	1542.28	220.00	169.65
495+33.38	561+76.83	RT. OF LML	6643.45	105.25	6992.23	4.00	2952.64	220.00	324.79
563+93.28	606+93.54	RT. OF LML	4300.26	105.25	4526.02	4.00	1911.23	220.00	210.24
7+67.09	41+36.40	RT. OF RML	3369.31	118.50	3992.63	8.00	2994.94	220.00	329.44
41+38.19	51+38.26	RT. OF RML	1000.07	102.75	1027.57	6.00	666.71	220.00	73.34
51+38.26	77+00.00	RT. OF RML	2561.74	118.50	3035.66	8.00	2277.10	220.00	250.48
77+00.00	80+98.86	RT. OF RML	398.86	102.75	409.83	6.00	265.91	220.00	29.25
81+04.12	89+95.34	RT. OF RML	891.22	118.50	1056.10	8.00	792.20	220.00	87.14
92+54.70	102+86.97	RT. OF RML	1032.27	118.50	1223.24	8.00	917.57	220.00	100.93
102+89.36	109+10.51	RT. OF RML	621.15	102.75	638.23	6.00	414.10	220.00	45.55
112+16.55	115+00.00	RT. OF RML	283.45	102.75	291.24	6.00	188.97	220.00	20.79
115+00.00	128+00.00	RT. OF RML	1300.00	118.50	1540.50	8.00	1155.56	220.00	127.11
128+00.00	133+22.36	RT. OF RML	522.36	102.75	536.72	6.00	348.24	220.00	38.31
133+27.71	137+39.88	RT. OF RML	412.17	118.50	488.42	8.00	366.37	220.00	40.30
137+78.22	141+50.48	RT. OF RML	372.26	118.50	441.13	8.00	330.90	220.00	36.40
143+72.56	153+36.40	RT. OF RML	963.84	118.50	1142.15	8.00	856.75	220.00	94.24
153+38.23	163+38.23	RT. OF RML	1000.00	102.75	1027.50	6.00	666.67	220.00	73.33
163+38.23	177+11.78	RT. OF RML	1373.55	118.50	1627.66	8.00	1220.93	220.00	134.30
183+96.88	226+25.14	RT. OF RML	4228.26	118.50	5010.49	8.00	3758.45	220.00	413.43
228+46.75	232+76.11	RT. OF RML	429.36	102.75	441.17	6.00	286.24	220.00	31.49
232+79.68	243+04.77	RT. OF RML	1025.09	118.50	1214.73	8.00	911.19	220.00	100.23
245+95.83	255+86.40	RT. OF RML	990.57	118.50	1173.83	8.00	880.51	220.00	96.86
255+88.19	265+86.23	RT. OF RML	998.04	102.75	1025.49	6.00	665.36	220.00	73.19
265+86.23	286+60.45	RT. OF RML	2074.22	118.50	2457.95	8.00	1843.75	220.00	202.81
295+87.55	304+00.00	RT. OF RML	812.45	118.50	962.75	8.00	722.18	220.00	79.44
304+00.00	309+04.20	RT. OF RML	504.20	102.75	518.07	6.00	336.13	220.00	36.97
309+06.68	315+66.69	RT. OF RML	660.01	118.50	782.11	8.00	586.68	220.00	64.53
318+48.19	327+16.85	RT. OF RML	868.66	118.50	1029.36	8.00	772.14	220.00	84.94
327+20.54	338+38.23	RT. OF RML	1117.69	102.75	1148.43	6.00	745.13	220.00	81.96
338+38.23	357+87.46	RT. OF RML	1949.23	118.50	2309.84	8.00	1732.65	220.00	190.59
360+12.54	362+00.00	RT. OF RML	187.46	118.50	222.14	8.00	166.63	220.00	18.33
362+00.00	366+06.35	RT. OF RML	406.35	102.75	417.52	6.00	270.90	220.00	29.80
366+10.60	375+42.30	RT. OF RML	931.70	118.50	1104.06	8.00	828.18	220.00	91.10
378+23.87	387+67.39	RT. OF RML	943.52	118.50	1118.07	8.00	838.68	220.00	92.25
389+69.36	397+61.39	RT. OF RML	792.03	102.75	813.81	6.00	528.02	220.00	58.08
397+61.39	416+00.00	RT. OF RML	1838.61	118.50	2178.75	8.00	1634.32	220.00	179.78
416+00.00	420+20.37	RT. OF RML	420.37	102.75	431.93	6.00	280.25	220.00	30.83
420+24.07	421+55.31	RT. OF RML	131.24	118.50	155.52	8.00	116.66	220.00	12.83
423+50.53	429+20.02	RT. OF RML	569.49	118.50	674.85	8.00	506.21	220.00	55.68
432+49.20	441+36.41	RT. OF RML	887.21	118.50	1051.34	8.00	788.63	220.00	86.75
441+54.20	444+62.45	RT. OF RML	308.25	102.75	316.73	6.00	205.50	220.00	22.61
477+08.15	492+85.11	RT. OF RML	1576.96	118.50	1868.70	8.00	1401.74	220.00	154.19
495+08.14	496+79.54	RT. OF RML	171.40	118.50	203.11	8.00	152.36	220.00	16.76
506+97.06	561+25.40	RT. OF RML	5428.34	118.50	6432.58	8.00	4825.19	220.00	530.77
563+42.86	586+50.00	RT. OF RML	2307.14	118.50	2733.96	8.00	2050.79	220.00	225.59
586+50.00	591+46.69	RT. OF RML	496.69	102.75	510.35	6.00	331.13	220.00	36.42
591+50.20	606+95.80	RT. OF RML	1545.60	118.50	1831.54	8.00	1373.87	220.00	151.13
7+67.09	89+95.34	LT. OF RML	8228.25	105.25	8660.23	4.00	3657.00	220.00	402.27
92+54.70	109+51.93	LT. OF RML	1697.23	105.25	1786.33	4.00	754.32	220.00	82.98
112+57.97	137+39.88	LT. OF RML	2481.91	105.25	2612.21	4.00	1103.07	220.00	121.34
137+78.22	141+50.48	LT. OF RML	372.26	105.25	391.80	4.00	165.45	220.00	18.20
143+72.56	177+11.78	LT. OF RML	3339.22	105.25	3514.53	4.00	1484.10	220.00	163.25
183+96.88	226+15.01	LT. OF RML	4218.13	105.25	4439.58	4.00	1874.72	220.00	206.22
228+40.08	243+14.53	LT. OF RML	1474.45	105.25	1551.86	4.00	655.31	220.00	72.08
245+66.95	286+60.45	LT. OF RML	4093.50	105.25	4308.41	4.00	1819.33	220.00	200.13
295+87.55	315+87.13	LT. OF RML	1999.58	105.25	2104.56	4.00	888.70	220.00	97.76
318+68.61	357+87.46	LT. OF RML	3918.85	105.25	4124.59	4.00	1741.71	220.00	191.59
360+12.54	375+22.80	LT. OF RML	1510.26	105.25	1589.55	4.00	671.23	220.00	73.84
378+07.21	421+41.47	LT. OF RML	4334.26	105.25	4561.81	4.00	1926.34	220.00	211.90
423+39.69	429+20.02	LT. OF RML	580.33	105.25	610.80	4.00	257.92	220.00	28.37
432+54.20	444+62.45	LT. OF RML	1208.25	105.25	1271.68	4.00	537.00	220.00	59.07
458+37.30	492+95.36	LT. OF RML	3458.06	105.25	3639.61	4.00	1536.92	220.00	169.06
495+19.73	561+47.52	LT. OF RML	6627.79	105.25	6975.75	4.00	2945.68	220.00	324.02
563+42.86	606+65.24	LT. OF RML	4322.38	105.25	4549.30	4.00	1921.06	220.00	211.32
SUBTOTALS (BOX 2 OF 3):					232020.67		134970.65		14846.76

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

STATE OF ARKANSAS BRANDON R. SMITH REGISTERED PROFESSIONAL ENGINEER No. 11435 6-7-17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.	BB0203	148	187

(2) QUANTITIES

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	149	187

2 QUANTITIES

BASE AND SURFACING (BOX 3 OF 3)

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT				ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	GALLONS / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET				FEET			TON	FEET			TON	FEET			TON
TEMPORARY RAMPS AND CROSSOVERS																					
922+98.27	3+93.33	NB CROSSOVER	663.84	VAR.	979.13	VAR.	1854.34	0.05	92.72	VAR.	936.53	440.00	206.04	VAR.	917.81	385.00	176.68	VAR.	1128.42	220.00	124.13
0+55.36	9+31.12	SB CROSSOVER	875.76	VAR.	1169.25	VAR.	1862.04	0.05	93.10	VAR.	940.42	440.00	206.89	VAR.	921.62	385.00	177.41	VAR.	1138.79	220.00	125.27
433+41.00	438+48.66	SB CROSSOVER	507.66	VAR.	667.41	VAR.	928.78	0.05	46.44	VAR.	469.08	440.00	103.20	VAR.	459.70	385.00	88.49	VAR.	630.45	221.00	69.66
437+33.68	442+44.99	SB CROSSOVER	511.31	VAR.	744.79	VAR.	1382.60	0.05	69.13	VAR.	698.28	440.00	153.62	VAR.	684.32	385.00	131.73	VAR.	842.39	222.00	93.51
470+20.21	474+78.52	SB CROSSOVER	458.31	VAR.	621.69	VAR.	1080.99	0.05	54.05	VAR.	545.95	440.00	120.11	VAR.	535.04	385.00	103.00	VAR.	623.94	223.00	69.57
485+48.95	492+22.68	SB CROSSOVER	673.73	VAR.	955.89	VAR.	1619.86	0.05	80.99	VAR.	818.11	440.00	179.98	VAR.	801.75	385.00	154.34	VAR.	1037.14	224.00	116.16
34+89.21	43+07.22	HWY. 65B TEMP. RAMP 2	818.01	VAR.	1096.69	VAR.	2317.46	0.05	115.87	VAR.	1170.43	440.00	257.49	VAR.	1147.03	385.00	220.80	VAR.	1076.67	220.00	118.43
42+33.78	46+53.04	HWY. 65B TEMP. RAMP 2A	419.26	VAR.	880.51	VAR.	3226.68	0.05	161.33	VAR.	1629.63	440.00	358.52	VAR.	1597.05	385.00	307.43	VAR.	1461.62	220.00	160.78
35+79.66	41+46.58	HWY. 65B TEMP. RAMP 3	566.92	VAR.	720.27	VAR.	1304.63	0.05	65.23	VAR.	658.90	440.00	144.96	VAR.	645.73	385.00	124.30	VAR.	632.54	220.00	69.58
43+05.72	47+13.03	HWY. 65B TEMP. RAMP 3A	407.31	VAR.	505.37	VAR.	884.53	0.05	44.23	VAR.	446.73	440.00	98.28	VAR.	437.80	385.00	84.28	VAR.	419.82	220.00	46.18
74+17.17	78+25.41	PRINCETON PIKE TEMP. RAMP 1	408.24	VAR.	544.87	VAR.	835.72	0.05	41.79	VAR.	422.08	440.00	92.86	VAR.	413.64	385.00	79.63	VAR.	530.35	220.00	58.34
79+27.96	86+22.16	PRINCETON PIKE TEMP. RAMP 1A	694.20	VAR.	919.66	VAR.	1383.33	0.05	69.17	VAR.	698.65	440.00	153.70	VAR.	684.68	385.00	131.80	VAR.	882.17	220.00	97.04
91+86.48	99+94.81	PRINCETON PIKE TEMP. RAMP 2	808.33	VAR.	1183.60	VAR.	2217.73	0.05	110.89	VAR.	1120.06	440.00	246.41	VAR.	1097.67	385.00	211.30	VAR.	1349.32	220.00	148.43
93+32.15	99+94.81	PRINCETON PIKE TEMP. RAMP 2A	662.66	VAR.	1425.22	VAR.	3976.67	0.05	198.83	VAR.	2008.41	440.00	441.85	VAR.	1968.26	385.00	378.89	VAR.	2405.94	220.00	264.65
101+80.01	106+42.11	PRINCETON PIKE TEMP. RAMP 3	462.10	VAR.	606.59	VAR.	1001.86	0.05	50.09	VAR.	505.99	440.00	111.32	VAR.	495.87	385.00	95.45	VAR.	571.23	220.00	62.84
95+27.12	102+26.79	PRINCETON PIKE TEMP. RAMP 3A	699.67	VAR.	864.92	VAR.	1353.39	0.05	67.67	VAR.	683.53	440.00	150.38	VAR.	669.86	385.00	128.95	VAR.	711.99	220.00	78.32
79+05.89	85+75.56	PRINCETON PIKE TEMP. RAMP 4	669.67	VAR.	1188.29	VAR.	2684.57	0.05	134.23	VAR.	1355.84	440.00	298.28	VAR.	1328.73	385.00	255.78	VAR.	1711.37	220.00	188.25
73+56.95	77+15.20	PRINCETON PIKE TEMP. RAMP 4A	358.25	VAR.	933.92	VAR.	3038.26	0.05	151.91	VAR.	1534.47	440.00	337.58	VAR.	1503.79	385.00	289.48	VAR.	1767.62	220.00	194.44
125+25.92	130+66.99	HWY. 190 TEMP. RAMP 1	541.07	VAR.	785.37	VAR.	1413.77	0.05	70.69	VAR.	714.02	440.00	157.08	VAR.	699.75	385.00	134.70	VAR.	883.52	220.00	97.19
130+41.30	139+90.82	HWY. 190 TEMP. RAMP 1A	949.52	VAR.	1353.88	VAR.	2407.97	0.05	120.40	VAR.	1216.14	440.00	267.55	VAR.	1191.83	385.00	229.43	VAR.	1480.84	220.00	162.89
154+04.39	158+62.24	HWY. 190 TEMP. RAMP 2	457.85	VAR.	1102.29	VAR.	3420.36	0.05	171.02	VAR.	1727.45	440.00	380.04	VAR.	1692.91	385.00	325.89	VAR.	1998.23	220.00	219.81
144+28.17	153+52.26	HWY. 190 TEMP. RAMP 2A	924.09	VAR.	1500.93	VAR.	3237.57	0.05	161.88	VAR.	1635.13	440.00	359.73	VAR.	1602.44	385.00	308.47	VAR.	1964.92	220.00	216.14
155+17.21	160+14.94	HWY. 190 TEMP. RAMP 3	497.73	VAR.	610.06	VAR.	888.47	0.05	44.42	VAR.	448.72	440.00	98.72	VAR.	439.75	385.00	84.65	VAR.	491.55	220.00	54.07
147+27.45	155+60.79	HWY. 190 TEMP. RAMP 3A	833.34	VAR.	1043.22	VAR.	1550.37	0.05	77.52	VAR.	783.01	440.00	172.26	VAR.	767.36	385.00	147.72	VAR.	885.37	220.00	97.39
127+96.75	132+65.18	HWY. 190 TEMP. RAMP 4	468.43	VAR.	713.19	VAR.	1457.60	0.05	72.88	VAR.	736.16	440.00	161.96	VAR.	721.44	385.00	138.88	VAR.	859.92	220.00	94.59
124+73.79	127+01.51	HWY. 190 TEMP. RAMP 4A	227.72	VAR.	782.37	VAR.	2829.83	0.05	141.49	VAR.	1429.20	440.00	314.42	VAR.	1400.63	385.00	269.62	VAR.	1662.79	220.00	182.91
228+30.79	237+17.28	HWY. 79B TEMP. RAMP 1	886.49	VAR.	1149.12	VAR.	1687.34	0.05	84.37	VAR.	852.19	440.00	187.48	VAR.	835.15	385.00	160.77	VAR.	1054.29	220.00	115.97
231+32.58	238+58.51	HWY. 79B TEMP. RAMP 1A	725.93	VAR.	960.87	VAR.	1461.98	0.05	73.10	VAR.	738.37	440.00	162.44	VAR.	723.61	385.00	139.29	VAR.	920.17	220.00	101.22
256+47.14	259+77.51	HWY. 79B TEMP. RAMP 2	330.37	VAR.	920.83	VAR.	3078.62	0.05	153.93	VAR.	1554.85	440.00	342.07	VAR.	1523.77	385.00	293.33	VAR.	1800.28	220.00	198.03
250+06.83	256+32.29	HWY. 79B TEMP. RAMP 2A	625.46	VAR.	990.23	VAR.	1984.90	0.05	99.25	VAR.	1002.47	440.00	220.54	VAR.	982.43	385.00	189.12	VAR.	1256.65	220.00	138.23
249+32.84	258+95.12	HWY. 79B TEMP. RAMP 3	962.28	VAR.	1246.31	VAR.	1907.24	0.05	95.36	VAR.	963.25	440.00	211.92	VAR.	943.99	385.00	181.72	VAR.	1141.41	220.00	125.56
258+29.04	262+89.70	HWY. 79B TEMP. RAMP 3A	460.66	VAR.	613.20	VAR.	923.50	0.05	46.18	VAR.	466.41	440.00	102.61	VAR.	457.09	385.00	87.99	VAR.	593.77	220.00	65.31
236+47.39	244+25.23	HWY. 79B TEMP. RAMP 4	777.84	VAR.	1512.00	VAR.	3877.65	0.05	193.88	VAR.	1958.40	440.00	430.85	VAR.	1919.25	385.00	369.46	VAR.	2364.31	220.00	260.07
215+58.97	222+76.78	HWY. 79B TEMP. RAMP 4A	717.81	VAR.	1313.98	VAR.	3938.63	0.05	196.93	VAR.	1989.20	440.00	437.62	VAR.	1949.43	385.00	375.27	VAR.	1949.43	220.00	214.44
301+54.94	306+40.86	OLD WARREN RD. TEMP. RAMP 1	485.92	VAR.	610.54	VAR.	882.31	0.05	44.12	VAR.	445.61	440.00	98.03	VAR.	436.70	385.00	84.06	VAR.	522.66	220.00	57.49
305+89.47	313+59.51	OLD WARREN RD. TEMP. RAMP 1A	770.04	VAR.	1000.97	VAR.	1443.11	0.05	72.16	VAR.	728.84	440.00	160.34	VAR.	714.27	385.00	137.50	VAR.	923.83	220.00	101.62
322+66.42	332+12.94	OLD WARREN RD. TEMP. RAMP 2	946.52	VAR.	1471.25	VAR.	2845.96	0.05	142.30	VAR.	1437.35	440.00	316.22	VAR.	1408.61	385.00	271.16	VAR.	1823.78	220.00	200.62
316+65.85	328+65.21	OLD WARREN RD. TEMP. RAMP 2A	1199.36	VAR.	1815.43	VAR.	3586.55	0.05	179.33	VAR.	1811.38	440.00	398.50	VAR.	1775.17	385.00	341.72	VAR.	2171.41	220.00	238.86
328+64.73	333+58.88	OLD WARREN RD. TEMP. RAMP 3	494.15	VAR.	616.61	VAR.	888.75	0.05	44.44	VAR.	448.86	440.00	98.75	VAR.	439.89	385.00	84.68	VAR.	519.31	220.00	57.12
320+28.19	327+57.24	OLD WARREN RD. TEMP. RAMP 3A	729.05	VAR.	994.30	VAR.	1671.98	0.05	83.60	VAR.	844.43	440.00	185.77	VAR.	827.55	385.00	159.30	VAR.	1007.82	220.00	110.86
303+44.46	310+55.86	OLD WARREN RD. TEMP. RAMP 4	711.40	VAR.	1323.59	VAR.	3328.06	0.05	166.40	VAR.	1680.83	440.00	369.78	VAR.	1647.23	385.00	317.09	VAR.	1993.00	220.00	219.23
305+94.05	313+70.58	OLD WARREN RD. TEMP. RAMP 4A	776.53	VAR.	1181.32	VAR.	2308.95	0.05	115.45	VAR.	1166.13	440.00	256.55	VAR.	1142.82	385.00	219.99	VAR.	1422.78	220.00	156.51
360+01.02	363+81.51	S. HAZEL ST. TEMP. RAMP 1	380.49	VAR.	507.24	VAR.	788.26	0.05	39.41	VAR.	398.11	440.00	87.58	VAR.	390.15	385.00	75.10	VAR.	492.61	220.00	54.19
363+17.04	371+62.83	S. HAZEL ST. TEMP. RAMP 1A	845.79	VAR.	1113.31	VAR.	1666.28	0.05	83.31	VAR.	841.55	440.00	185.14	VAR.	824.73	385.00	158.76	VAR.	1054.34	220.00	115.98
389+22.17	393+18.97	S. HAZEL ST. TEMP. RAMP 2	396.80	VAR.	968.62	VAR.	2998.54	0.05	149.93	VAR.	1514.41	440.00	333.17	VAR.	1484.13	385.00	285.70	VAR.	1769.83	220.00	194.68
379+44.67	389+47.82	S. HAZEL ST. TEMP. RAMP 2A	1003.15	VAR.	1542.47	VAR.	3092.46	0.05	154.62	VAR.	1561.84	440.00	343.60	VAR.	1530.62	385.00	294.64	VAR.	1884.83	220.00	207.33
380+44.05	388+05.92	S. HAZEL ST. TEMP. RAMP 3	761.87	VAR.	1003.65	VAR.	1820.99	0.05	91.05	VAR.	919.69	440.00	202.33	VAR.	901.30	385.00	173.50	VAR.	952.04	220.00	104.72
390+10.68	395+14.62	S. HAZEL ST. TEMP. RAMP 3A	503.94	VAR.	676.59	VAR.	1047.84	0.05	52.39	VAR.	529.21	440.00	116.43	VAR.	518.63	385.00	99.84	VAR.	666.05	220.00	73.27
367+21.24	373+58.47	S. HAZEL ST. TEMP. RAMP 4	637.23	VAR.	1263.13	VAR.	3436.68	0.05	171.83	VAR.	1735.69	440.00	381.85	VAR.	1700.99	385.00	327.44	VAR.	2006.75	220.00	220.74
351+89.40	357+38.95	S. HAZEL ST. TEMP. RAMP 4A	549.55	VAR.	1191.93	VAR.	3343.76	0.05	167.19	VAR.	1688.76	440.00	371.53	VAR.	1655.00	385.00	318.59	VAR.	2023.78	220.00	222.62
410+99.35	421+39.32	HWY. 63 TEMP. RAMP 1	1039.97	VAR.	1355.40	VAR.	2122.83	0.05	106.14	VAR.	1072.13	440.00	235.87	VAR.	1050.70	385.00	202.26	VAR.	1257.79	220.00	138.36
416+43.69	421+96.20	HWY. 63 TEMP. RAMP 1A	552.51	VAR.	674.43	VAR.	833.82	0.05	41.69	VAR.	421.12	440.00	92.65	VAR.	412.70	385.00	79.44	VAR.	537.78	220.00	59.16
434+63.58	440+94.49	HWY. 63 TEMP. RAMP 2	630.91	VAR.	827.34	VAR.	1180.10	0.05	59.01	VAR.	596.01	440.00	131.12	VAR.	584.09	385.00	112.44	VAR.	777.56	220.00	85.53
433+32.07	440+18.76	HWY. 63 TEMP. RAMP 3	686.69	VAR.	951.73	VAR.	1560.21	0.05	78.01	VAR.	787.98	440.00	173.36	VAR.	772.23	385.00	148.65	VAR.	992.69	220.00	109.20
438+12.74	443+87.11	HWY. 63 TEMP. RAMP 3A	574.37	VAR.	730.61	VAR.	994.38	0.05	49.72	VAR.	502.21	440.00	110.49	VAR.	492.17	385.00	94.74	VAR.	643.33	220.00	70.77
411+12.48	415+36.31	HWY. 63 TEMP. RAMP 4	423.83	VAR.	818.21	VAR.	2167.46	0.05	108.37	VAR.	1094.67	440.00	240.83	VAR.	1072.79	385.00	206.51	VAR.	1272.13	220.00	139.93
416+63.52	421+56.53	HWY. 63 TEMP. RAMP 4A	493.01	VAR.	1016.47	VAR.	2824.72	0.05	141.24	VAR.	1426.62	440.00	313.86	VAR.	1398.10	385.00	269.13	VAR.	1664.66	220.00	183.11
494+80.77	499+69.13	HWY. 530 TEMP. RAMP 2	488.36	VAR.	800.85	VAR.	1746.96	0.05	87.35	VAR.	882.30	440.00	194.11	VAR.	864.66	385.00	166.45	VAR.	1060.27	220.00	116.63
494+95.65	504+89.28	HWY. 530 TEMP. RAMP 2A	993.63	VAR.	1663.15	VAR.	3707.68	0.05	185.38	VAR.	1872.56	440.00	411.96	VAR.	1835.12	385.00	353.26	VAR.	2253.59	220.00	247.89
496+83.63	503+05.17	HWY. 530 TEMP. RAMP 3	621.54	VAR.	830.73	VAR.	1403.98	0.05	70.20	VAR.	709.08	440.00	156.00	VAR.	694.90	385.00	133.77	VAR.	810.79	220.00	89.19
501+85.16	507+41.37	HWY. 530 TEMP. RAMP 3A	556.21	VAR.	714.06	VAR.	1077.98	0.05	53.90	VAR.	544.43	440.00	119.77	VAR.	533.55	385.00	102.71	VAR.	641.69	220.00	70.59
469+04.92	477+08.82	HWY. 530 TEMP. RAMP 4	803.90	VAR.	1242.20	VAR.	2500.33	0.05	125.02	VAR.	1262.79	440.00	277.81	VAR.	1237.54	385.00	238.23	VAR.	1527.91	220.00	168.07
466+63.64	471+55.23	HWY. 530 TEMP. RAMP 4A	491.59	VAR.	1127.07	VAR.	3221.02	0.05	161.05	VAR.	1626.77	440.00	357.89	VAR.	1594.25	385.00	306.89	VAR.	1984.22	220.00	218.26
582+21.84	597+19.37	HWY. 65 TEMP. RAMP 1	1497.53	VAR.	1820.78	VAR.	2238.50	0.05	111.93	VAR.	1130.55	440.00	248.72	VAR.	1107.95	385.00	213.28	VAR.	1437.00	220.00	158.07
587+25.31	600+14.02	HWY. 65 TEMP. RAMP 1A	1288.71	VAR.	1812.45	VAR.	3080.56	0.05	154.03	VAR.	1555.83	440.00	342.28	VAR.	1524.73	385.00	293.51	VAR.	1938.21	220.00	213.20
589+56.06	595+46.41	HWY. 65 TEMP. RAMP 4	590.35	VAR.	1306.36	VAR.	3793.77	0.05	189.69	VAR.	1916.04	440.00	421.53	VAR.	1877.73	385.00	361.46	VAR.	2248.14	220.00	247.30
579+06.05	583+94.39	HWY. 65 TEMP. RAMP 4A	488.34	VAR.	1321.50	VAR.	4321.21	0.05	216.06	VAR.	2182.42	440.00	480.13	VAR.	2138.79	385.00	411.72	VAR.	2547.91	220.00	280.27
ENTIRE	PROJECT	TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.	VAR.	VAR.	2148.38	VAR.	3716.38	0.05	185.82	VAR	1876.95	440.00	412.93	VAR.	1839.43	385.00	354.09	VAR.	2267.21	220.00	249.40
SUBTOTALS (BOX 3 OF 3):					**71048.59**		**146661.61**		**7333.11**		**74071.21**		**16295.64**		**72590.40**		**13973.66**		**87326.92**		**9610.17**
SUBTOTALS (BOX 1 OF 3):					**14494.88**														**18523.48**		**2037.61**
SUBTOTALS (BOX 2 OF 3):					**232020.67**														**134970.65**		**14846.76**
TOTALS:					**317564.14**		**146661.61**		**7333.11**		**74071.21**		**16295.64**		**72590.40**		**13973.66**		**240821.05**		**26494.54**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.8% MIN. AGGR.....5.2% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.5% MIN. AGGR.....4.5% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.1% MIN. AGGR.....3.9% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
5-23-17

5/17/2017

RBB0203.DGN

PORTLAND CEMENT CONCRETE PAVEMENT

STATION	STATION	LOCATION	LENGTH	CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)				GEOTEXTILE FABRIC (TYPE SPECIAL)		PORTLAND CEMENT CONCRETE PAVEMENT	
				AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	AVG. WID.	12" U.T.
			FEET	FEET	SQ. YD.	TON	TON	FEET		FEET	SQ. YD.
7+67.09	38+08.37	LEFT MAIN LANES	3041.28					30.00	10137.60	26.00	8785.92
38+08.37	42+62.79	LEFT MAIN LANES - EXIT RAMP	454.42					VAR.	2162.97	VAR.	1946.67
42+62.79	69+61.78	LEFT MAIN LANES	2698.99					30.00	8996.63	26.00	7797.08
69+61.78	79+61.78	LEFT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1000.00					VAR.	4126.86	VAR.	3704.44
79+61.78	90+06.84	LEFT MAIN LANES	1045.06					30.00	3483.53	26.00	3019.06
92+54.70	98+84.77	LEFT MAIN LANES	630.07					30.00	2100.23	26.00	1820.20
98+84.77	103+88.29	LEFT MAIN LANES - EXIT RAMP	503.52					VAR.	2356.32	VAR.	2117.57
103+88.29	110+36.66	LEFT MAIN LANES	648.37					30.00	2161.23	26.00	1873.07
113+12.70	119+54.26	LEFT MAIN LANES	641.56					30.00	2138.53	26.00	1853.40
119+54.26	129+59.29	LEFT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1005.03					VAR.	4428.70	VAR.	4000.66
129+59.29	137+39.88	LEFT MAIN LANES	780.59					30.00	2601.97	26.00	2255.04
137+78.22	141+50.48	LEFT MAIN LANES	372.26					30.00	1240.87	26.00	1075.42
143+72.56	151+13.56	LEFT MAIN LANES	741.00					30.00	2470.00	26.00	2140.67
151+13.56	156+12.79	LEFT MAIN LANES - EXIT RAMP	499.23					VAR.	2499.96	VAR.	2254.65
156+12.79	176+98.45	LEFT MAIN LANES	2085.66					30.00	6952.20	26.00	6025.24
183+83.55	220+87.53	LEFT MAIN LANES	3703.98					30.00	12346.60	26.00	10700.39
220+87.53	225+92.19	LEFT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	504.66					VAR.	2119.23	VAR.	1898.74
228+19.83	230+64.72	LEFT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	244.89					VAR.	1110.40	VAR.	1003.73
230+64.72	243+39.89	LEFT MAIN LANES	1275.17					30.00	4250.57	26.00	3683.82
246+23.90	253+89.58	LEFT MAIN LANES	765.68	30.00	2552.27	53.60	839.70	30.00	2552.27	26.00	2211.96
253+89.58	258+27.50	LEFT MAIN LANES - EXIT RAMP	437.92	VAR.	2127.69	44.68	700.01	VAR.	2127.69	VAR.	1912.90
258+27.50	286+60.45	LEFT MAIN LANES	2832.95	30.00	9443.17	198.31	3106.80	30.00	9443.17	26.00	8184.08
295+87.55	305+61.78	LEFT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	974.23	VAR.	4206.45	88.34	1383.92	VAR.	4206.45	VAR.	3773.13
305+61.78	316+24.23	LEFT MAIN LANES	1062.45	30.00	3541.50	74.37	1165.15	30.00	3541.50	26.00	3069.30
319+05.71	324+99.25	LEFT MAIN LANES	593.54	30.00	1978.47	41.55	650.92	30.00	1978.47	26.00	1714.67
324+99.25	329+12.79	LEFT MAIN LANES - EXIT RAMP	413.54	VAR.	1950.88	40.97	641.84	VAR.	1950.88	VAR.	1751.41
329+12.79	353+61.78	LEFT MAIN LANES	2448.99	30.00	8163.30	171.43	2685.73	30.00	8163.30	26.00	7074.86
353+61.78	357+87.46	LEFT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	425.68	VAR.	1530.94	32.15	503.68	VAR.	1530.94	VAR.	1363.85
360+12.54	363+61.78	LEFT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	349.24	VAR.	1595.63	33.51	524.96	VAR.	1595.63	VAR.	1440.26
363+61.78	374+77.82	LEFT MAIN LANES	1116.04	30.00	3720.13	78.12	1223.92	30.00	3720.13	26.00	3224.12
377+72.88	385+18.77	LEFT MAIN LANES	745.89	30.00	2486.30	52.21	817.99	30.00	2486.30	26.00	2154.79
385+18.77	391+12.41	LEFT MAIN LANES - EXIT RAMP	593.64	VAR.	2756.59	57.89	906.92	VAR.	2756.59	VAR.	2473.17
391+12.41	408+61.80	LEFT MAIN LANES	1749.39	30.00	5831.30	122.46	1918.50	30.00	5831.30	26.00	5053.79
408+61.80	418+61.80	LEFT MAIN LANES	1000.00	VAR.	4126.92	86.67	1357.76	VAR.	4126.92	VAR.	3704.44
418+61.80	421+16.39	LEFT MAIN LANES	254.59	30.00	848.63	17.82	279.20	30.00	848.63	26.00	735.48
423+11.61	429+15.02	LEFT MAIN LANES	603.41	30.00	2011.37	42.24	661.74	30.00	2011.37	26.00	1743.18
432+49.20	438+96.84	LEFT MAIN LANES	647.64					30.00	2158.80	26.00	1870.96
438+96.84	442+90.76	LEFT MAIN LANES - EXIT RAMP	393.92					VAR.	1900.57	VAR.	1708.03
442+90.76	444+62.45	LEFT MAIN LANES	171.69					30.00	572.30	26.00	495.99
458+37.30	469+28.99	LEFT MAIN LANES	1091.69					26.00	3153.77	24.00	2911.17
469+28.99	493+62.45	LEFT MAIN LANES	2433.46					30.00	8111.53	26.00	7030.00
495+39.26	497+75.46	LEFT MAIN LANES	236.20					26.00	682.36	26.00	682.36
497+75.46	503+07.39	LEFT MAIN LANES	531.93					26.00	1536.69	24.00	1418.48
503+07.39	561+87.83	LEFT MAIN LANES	5880.44					30.00	19601.47	26.00	16987.94
564+02.74	581+11.78	LEFT MAIN LANES	1709.04					30.00	5696.80	26.00	4937.23
581+11.78	591+11.78	LEFT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1000.00					VAR.	4078.70	VAR.	3661.25
591+11.78	606+79.96	LEFT MAIN LANES	1568.18					30.00	5227.27	26.00	4530.30
7+67.09	41+38.26	RIGHT MAIN LANES	3371.17					30.00	11237.23	26.00	9738.94
41+38.26	51+38.26	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1000.00					VAR.	4118.10	VAR.	3696.44
51+38.26	82+00.67	RIGHT MAIN LANES	3062.41					30.00	10208.03	26.00	8846.96
82+00.67	89+95.34	RIGHT MAIN LANES - EXIT RAMP	794.67					VAR.	1952.06	VAR.	1752.21
92+54.72	102+88.68	RIGHT MAIN LANES	1033.96					30.00	3446.53	26.00	2987.00
102+88.68	109+31.22	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	642.54					VAR.	2963.77	VAR.	2670.43
112+37.26	114+48.26	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	211.00					VAR.	803.73	VAR.	709.60
114+48.26	129+11.72	RIGHT MAIN LANES	1463.46					30.00	4878.20	26.00	4227.77
129+11.72	134+58.58	RIGHT MAIN LANES - EXIT RAMP	546.86					VAR.	2534.65	VAR.	2275.57
134+58.58	137+39.88	RIGHT MAIN LANES	281.30					30.00	937.67	26.00	812.64
137+77.22	141+50.48	RIGHT MAIN LANES	373.26					30.00	1244.20	26.00	1078.31
143+72.56	153+38.23	RIGHT MAIN LANES	965.67					30.00	3218.90	26.00	2789.71
153+38.23	163+38.23	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1000.00					VAR.	4126.98	VAR.	3704.44
163+38.23	177+11.78	RIGHT MAIN LANES	1373.55					30.00	4578.50	26.00	3968.03
183+96.88	226+20.11	RIGHT MAIN LANES	4223.23					30.00	14077.43	26.00	12200.44
228+43.42	233+68.38	RIGHT MAIN LANES - EXIT RAMP	524.96					VAR.	2383.48	VAR.	2130.35
233+68.38	243+09.79	RIGHT MAIN LANES	941.41					30.00	3138.03	26.00	2719.63
246+00.26	255+88.22	RIGHT MAIN LANES	987.96	30.00	3293.20	69.16	1083.46	30.00	3293.20	26.00	2854.11
255+88.22	265+88.22	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1000.00	VAR.	4118.03	86.48	1354.83	VAR.	4118.03	VAR.	3696.44
265+88.22	286+60.45	RIGHT MAIN LANES	2072.23	30.00	6907.43	145.06	2272.54	30.00	6907.43	26.00	5986.44
295+87.55	304+87.21	RIGHT MAIN LANES	899.66	30.00	2998.87	62.98	986.63	30.00	2998.87	26.00	2599.02
304+87.21	309+86.45	RIGHT MAIN LANES - EXIT RAMP	499.24	VAR.	2500.13	52.50	822.54	VAR.	2500.13	VAR.	2254.66
309+86.45	315+76.91	RIGHT MAIN LANES	590.46	30.00	1968.20	41.33	647.54	30.00	1968.20	26.00	1705.77
318+58.39	328+38.22	RIGHT MAIN LANES	979.83	30.00	3266.10	68.59	1074.55	30.00	3266.10	26.00	2830.62
328+38.22	338+38.22	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1000.00	VAR.	4126.92	86.67	1357.76	VAR.	4126.92	VAR.	3704.44
338+38.22	357+87.46	RIGHT MAIN LANES	1949.24	30.00	6497.47	136.45	2137.67	30.00	6497.47	26.00	5631.14
360+12.54	362+87.21	RIGHT MAIN LANES	274.67	30.00	915.57	19.23	301.22	30.00	915.57	26.00	793.49
362+87.21	367+03.73	RIGHT MAIN LANES - EXIT RAMP	416.52	VAR.	1980.64	41.59	651.63	VAR.	1980.64	VAR.	1777.91
367+03.73	375+32.59	RIGHT MAIN LANES	828.86	30.00	2762.87	58.02	908.98	30.00	2762.87	26.00	2394.48
378+15.58	387+69.17	RIGHT MAIN LANES	953.59	30.00	3178.63	66.75	1045.77	30.00	3178.63	26.00	2754.82
387+69.17	397+69.17	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1000.00	VAR.	4108.01	86.27	1351.54	VAR.	4108.01	VAR.	3686.73
397+69.17	416+87.21	RIGHT MAIN LANES	1918.04	30.00	6393.47	134.26	2103.45	30.00	6393.47	26.00	5541.00
416+87.21	421+48.39	RIGHT MAIN LANES - EXIT RAMP	461.18	VAR.	2154.46	45.24	708.82	VAR.	2154.46	VAR.	1932.51
423+43.61	429+20.02	RIGHT MAIN LANES	576.41	30.00	1921.37	40.35	632.13	30.00	1921.37	26.00	1665.18
432+54.20	441+38.24	RIGHT MAIN LANES	884.04					30.00	2946.80	26.00	2553.89
441+38.24	444+62.45	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	324.21					VAR.	1489.47	VAR.	1344.72
458+37.30	476+82.19	RIGHT MAIN LANES - DECELERATION LANE & EXIT RAMP	1844.89					26.00	5329.68	24.00	4919.71
476+82.19	492+90.20	RIGHT MAIN LANES	1608.01					30.00	5360.03	26.00	4645.36
495+13.91	497+77.44	RIGHT MAIN LANES	263.53					30.00	878.43	26.00	761.31
497+77.44	507+77.44	RIGHT MAIN LANES - ENTRANCE RAMP & ACCEL. LANE	1000.00					26.00	2888.89	24.00	2666.67
507+77.44	561+36.47	RIGHT MAIN LANES	5359.03					30.00	17863.43	26.00	15481.64
563+52.48	587+37.21	RIGHT MAIN LANES	2384.73					30.00	7949.10	26.00	6889.22
587+37.21	593+35.60	RIGHT MAIN LANES - EXIT RAMP	598.39					VAR.	2798.11	VAR.	2511.73
593+35.60	606+79.96	RIGHT MAIN LANES	1344.36					30.00	4481.20	26.00	3883.71
TOTALS:					**117962.91**	**2477.25**	**38809.80**		**376200.20**		**329550.06**

BASIS OF ESTIMATE:
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR.; 6.0% CEMENT

QUANTITIES

(2) QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FEDERAL DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.		150	187
				JOB NO.	BB0203			

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER 11435 KENNETH D. SMITH
6-9-17

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	SPECIAL CLEARING	162	STATION
202	REMOVAL AND DISPOSAL OF APPROACH SLABS	62	EACH
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS	124	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	21603	SQ. YD.
SP & 202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE	48986	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	20394	LIN. FT.
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	331607	SQ. YD.
SP & 210	UNCLASSIFIED EXCAVATION	302680	CU. YD.
210	COMPACTED EMBANKMENT	95079	CU. YD.
SP & 210	SOIL STABILIZATION	200	TON
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	319762	TON
308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	38810	TON
308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	2477	TON
308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE	117963	SQ. YD.
SS & 401	TACK COAT	7433	GAL.
SP & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	15660	TON
SP & 405	ASPHALT BINDER (PG 64-22) IN ACHM BASE COURSE (1 1/2")	636	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	13345	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	629	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	25117	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	1378	TON
SP & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	50	TON
SP & 415	ACHM PATCHING OF EXISTING ROADWAY	150	TON
SP & 501	PORTLAND CEMENT CONCRETE PAVEMENT (12" UNIFORM THICKNESS)	329550	SQ. YD.
504	APPROACH SLABS	3170.20	CU. YD.
504	APPROACH GUTTERS	1838.30	CU. YD.
SP & 507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (11" UNIFORM THICKNESS)	700	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
603	18" TEMPORARY CULVERT	17651	LIN. FT.
SS & 604	SIGNS	3875	SQ. FT.
SS & 604	BARRICADES	3984	LIN. FT.
SS & 604	TRAFFIC DRUMS	2036	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	10144	LIN. FT.
604	RELOCATING PRECAST CONCRETE BARRIER	11374	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	509132	LIN. FT.
SP, SS, & 604	TUBULAR MARKERS	3049	EACH
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	304931	LIN. FT.
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	22796	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	105730	LIN. FT.
604	ADVANCE WARNING ARROW PANEL	730	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	104	WEEK
SP & 605	CONCRETE DITCH PAVING (TYPE B)	21602	SQ. YD.
SP	CULVERT CLEAN OUT	100	EACH
609	DROP INLETS (TYPE N1)	16	EACH
609	DROP INLETS (TYPE N2)	1	EACH
609	DROP INLETS (TYPE N3)	2	EACH
611	UNDERDRAIN OUTLET PROTECTORS	52	EACH
611	4" PIPE UNDERDRAINS	11101	LIN. FT.
617	GUARDRAIL (TYPE A)	20650	LIN. FT.
617	TERMINAL ANCHOR POSTS (TYPE 1)	10	EACH
617	GUARDRAIL TERMINAL (TYPE 2)	74	EACH
617	THRIE BEAM GUARDRAIL TERMINAL	64	EACH
SP	WIRE ROPE SAFETY FENCE	48986	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.00	LUMP SUM
SP	WIRE ROPE SAFETY FENCE (POST REPAIR)	50	EACH
620	LIME	80	TON
620	SEEDING	40.04	ACRE
SS & 620	MULCH COVER	90.09	ACRE
620	WATER	5380.7	M. GAL.
621	TEMPORARY SEEDING	50.05	ACRE
621	SILT FENCE	15144	LIN. FT.
621	SAND BAG DITCH CHECKS	2255	BAG
621	DROP INLET SILT FENCE	1080	LIN. FT.
621	SEDIMENT REMOVAL AND DISPOSAL	704	CU. YD.
621	ROCK DITCH CHECKS	62	CU. YD.
623	SECOND SEEDING APPLICATION	40.04	ACRE
624	SOLID SODDING	21877	SQ. YD.
SP & 625	GEOTEXTILE FABRIC (TYPE SPECIAL)	376200	SQ. YD.
SP & 635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
642	RUMBLE STRIPS IN ASPHALT SHOULDERS	211702	LIN. FT.
SP	THERMOPLASTIC RUMBLE BAR	144	LIN. FT.
SP	REMOVAL OF THERMOPLASTIC RUMBLE BAR	144	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	216806	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")	22958	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	128420	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)	4315	EACH
725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	8148	SQ. FT.
725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	1249	SQ. FT.
726	STANDARD SIGN	1776	SQ. FT.
727	EXIT NUMBER PANEL (TYPE A)	540	SQ. FT.
730	BREAKAWAY SIGN SUPPORT (TYPE G-1)	8515	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	102	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	1	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER	47	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	47	EACH
804	REINFORCING STEEL-ROADWAY (GRADE 60)	472915	POUND

REVISIONS

DATE	REVISION	SHEET NUMBER
6/5/2017	REVISED BRIDGE DATA, ADDED "PORTLAND CEMENT CONCRETE PAVEMENT", "REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE" , & "WRSF TRAINING WORKSHOP" SPECIAL PROVISIONS, REVISED TYPICAL SECTIONS OF IMPROVEMENT, REVISED TEMPORARY EROSION CONTROL DETAILS, REVISED MAINTENANCE OF TRAFFIC DETAILS, REVISED QUANTITY BOXES FOR "ADVANCE WARNING SIGNS AND DEVICES", "REMOVAL AND DISPOSAL OF ITEMS", "EARTHWORK", "APPROACH SLABS AND GUTTERS (BOXES 1, 2, & 3)", "PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (11" U.T.)", "BASE AND SURFACING (BOX 2 OF 3)", AND "PORTLAND CEMENT CONCRETE PAVEMENT". REVISED QUANTITIES FOR "SILT FENCE", "SAND BAG DITCH CHECKS", "SEDIMENT REMOVAL AND DISPOSAL", "PORTLAND CEMENT CONCRETE PAVEMENT (12" U.T.)", "AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE", "CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE", "PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE", "GEOTEXTILE FABRIC (TYPE SPECIAL)", REVISED PLAN SHEETS.	2-6, 12-37, 42-139, 141-146, 148, 150-162
6/15/2017	ADDED "FLEXIBLE BEGINNING OF WORK - CALANDAR DAY CONTRACT" & "PROSECUTION AND PROGRESS WITH BID SCHEDULE" SPECIAL PROVISIONS, REMOVED "PROSECUTION AND PROGRESS - CALENDAR DAY CONTRACT WITH CMP" SPECIAL PROVISION, REVISED "UTILITY ADJUSTMENTS" SPECIAL PROVISION	4,151
6/27/2017	REVISED "PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (11" U.T.)" QUANTITY BOX, ADDED NOTE TO "ADVANCE WARNING SIGNS AND DEVICES" QUANTITY BOX, REVISED "REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT", "UNCLASSIFIED EXCAVATION", "SIGNS", AND "TUBULAR MARKERS" QUANTITIES, ADDED "REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT" QUANTITY BOX, ADDED NOTE TO "EARTHWORK" AND "REMOVAL AND DISPOSAL OF ITEMS" QUANTITY BOXES, REVISED "WRSF TRAINING WORKSHOP", "MAINTENANCE OF TRAFFIC, AND "CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE" SPECIAL PROVISIONS, ADDED "REMOVING AND STOCKPILING EXISTING AGGREGATE BASE COURSE (CLASS 7)" AND REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT SPECIAL PROVISIONS, REVISED SPACING OF TUBULAR MARKERS FOR MAINTENANCE OF TRAFFIC STAGES 3A & 3B, REVISED NOTE ON "TYPICAL SECTIONS OF IMPROVEMENT" SHEETS TO REFERENCE "REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT" PAY ITEM.	4, 5-6, 91-101, 103, 141, 142, 144, 146, 151
7/12/2017	REVISED BRIDGE NUMBER "A6267" AND "A6268" & BRIDGE NUMBER "B6267" TO "B6268", REVISED "SITE USE (A+C METHOD)-CALANDAR DAY CONTRACT" AND "TUBULAR MARKERS" SPECIAL PROVISIONS, ADDED TUBULAR MARKER NOTES TO MAINTENANCE OF TRAFFIC PLAN SHEETS, REVISED NOTE ON ADVANCE WARNING SIGNS AND DEVICES QUANTITY BOX, ADDED "PCC PAVEMENT SURFACE SMOOTHNESS" SPECIAL PROVISION, REVISED STRIPING NOTE ON MAINTENANCE OF TRAFFIC DETAILS.	2, 4, 19, 31, 49, 61, 66, 73, 78, 85, 90, 97, 102, 104, 111, 123, 135, 141, 151, 159
7/14/2017	REVISED "TUBULAR MARKERS" SPECIAL PROVISION, REVISED TUBULAR MARKER NOTES AND CONSTRUCTION PAVEMENT MARKING NOTES ON MAINTENANCE OF TRAFFIC PLAN SHEETS.	66, 78, 90, 102, 104, 141, 151

SUMMARY OF QUANTITIES AND REVISIONS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
06-05-17		07-12-17	
06-15-17		07-14-17	
06-27-17			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	BB0203	151	187

(2) SUMMARY OF QUANTITIES AND REVISIONS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 11435 DANIEL D. SMITH

7-27-17

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	152	187
				(2) PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

PI = 913+02.82
Δ = 59°14'00"LT.
D = 2°30'00"
T = 1302.82'
L = 2369.33'
PC = 900+00.00
PT = 923+69.33
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

905
910
915
920
925
0
5

STA. 915+00.00
BEGIN WRSF

P.I. 923+69.33

S 7°52'51" E

S 67°06'51" E

P.I. 913+02.82

STA. 925+88.40 BK =
STA. 0+00.00 AHD.

P.C. 9+91.32

STA. 7+67.09
BEGIN JOB BB0203
LOG MILE 34.99

EXISTING ROW, C/A, & FENCE

N

6/2/2017

RBB0203.DGN

PLAN SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	153	187
				(2) PLAN SHEETS				

STA. 9+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
3' x 3' x H= 1'-8" WITH
18" x 78' R.C. PIPE OUTLET
WITH F.E.S. ON RT.
RETAIN

STA. 15+66.11 - IN PLACE
TYPE RM DROP INLET
4' x 3' x H= 4'-5" WITH
30" x 80' R.C. PIPE OUTLET ON RT.
30" x 72' R.C. PIPE OUTLET ON LT.
TO TYPE RM DROP INLET ON LT.
30" x 174' R.C. PIPE CULVERT
WITH FES ON LT. & RT.
RETAIN

STA. 9+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

P.I. 16+97.80

STA. 16+47.65
END WRSF

STA. 19+00 - IN PLACE
IMPACT ATTENUATION BARRIER
RETAIN

STA. 31+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
5' x 3' x H= 4'-2" WITH
48" x 79' R.C. PIPE ON RT.
48" x 271' R.C. PIPE ON LT.
WITH FES LT. & RT.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-5-17

STA. 25+92 - IN PLACE
IMPACT ATTENUATION BARRIER
RETAIN

STA. 37+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
3' x 3' x H= 1'-9" WITH
18" x 82' R.C. PIPE ON RT.
TYPE RM DROP INLET ON RT.
3' x 3' x H=1'-10" WITH
18" x 66' R.C. PIPE OUTLET
WITH FES ON RT.
RETAIN

P.C. 9+91.32

S 67°06'51" E

STA. 16+04 - IN PLACE
IMPACT ATTENUATION BARRIER
RETAIN

HWY. 65B

PI = 16+97.80
Δ = 34°15'54"RT.
D = 2°30'00"
T = 706.48'
L = 1370.60'
PC = 9+91.32
PT = 23+61.92
e = MATCH EXISTING
Ls = MATCH EXISTING

P.T. 23+61.92

STA. 27+20.10
BEGIN WRSF

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
13+61	27+70	RML - LT.	1300 LIN. FT.
15+98	20+93	LML - RT.	500 LIN. FT.
25+41	30+41	LML - RT.	500 LIN. FT.

S 32°50'57" E

EXISTING ROW, C/A, & FENCE

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)
13+60.49	27+70.10	RML - LT.	1350 LIN. FT.	1EA.	1EA.
15+97.97	20+93.21	LML - RT.	450 LIN. FT.	1EA.	1EA.
25+40.70	30+40.70	LML - RT.	450 LIN. FT.	1EA.	1EA.

STA. 24+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
3' x 3' x H= 2'-6" WITH
18" x 82' R.C. PIPE OUTLET
WITH FES ON RT.
RETAIN

EXISTING ROW, C/A, & FENCE

STA. 44+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA. 48+33 - IN PLACE
OVERHEAD SIGN WITH IMPACT
ATTENUATION BARRIER
RETAIN

STA. 54+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

PI = 62+54.87
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.21
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

P.C. 58+18.21

P.T. 62+54.87

S 39°23'31" E

EXISTING ROW, C/A, & FENCE

STA. 44+85.54
END WRSF

STA. 48+85.54
BEGIN WRSF

300' TAPER

700' ACCELERATION LANE

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	TERMINAL ANCHOR POST (TYPE I)	GUARDRAIL TERMINAL (TYPE 2)
44+35.54	49+35.54	RML - LT.	450 LIN. FT.	1EA.	1EA.
47+35.83	52+35.83	LML - RT.	450 LIN. FT.	1EA.	1EA.

STA. 44+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-4" WITH
36" x 79' R.C. PIPE INLET ON LT.
36" x 89' R.C. PIPE OUTLET ON RT.
WITH FES ON LT. & RT.
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
44+36	49+36	RML - LT.	500 LIN. FT.
47+36	52+36	LML - RT.	500 LIN. FT.

STA. 54+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
3' x 3' x H= 5'-3" WITH
18" x 94' R.C. PIPE OUTLET ON RT.
WITH FES ON RT.
RETAIN

STA. 64+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 5'-6" WITH
18" x 99' R.C. PIPE OUTLET TO RT.
WITH FES ON RT.
RETAIN

6/2/2017

RBB0203.DGN

PLAN SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	154	187
				(2) PLAN SHEETS				

STA. 66+70 - IN PLACE
5' x 3' x 183'
R.C. BOX CULVERT
RETAIN

PI = 62+54.87
Δ = 6°32'34"LT.
D = 0°45'00"
T = 436.66'
L = 872.37'
PC = 58+18.21
PT = 66+90.58
e = MATCH EXISTING
Ls = MATCH EXISTING

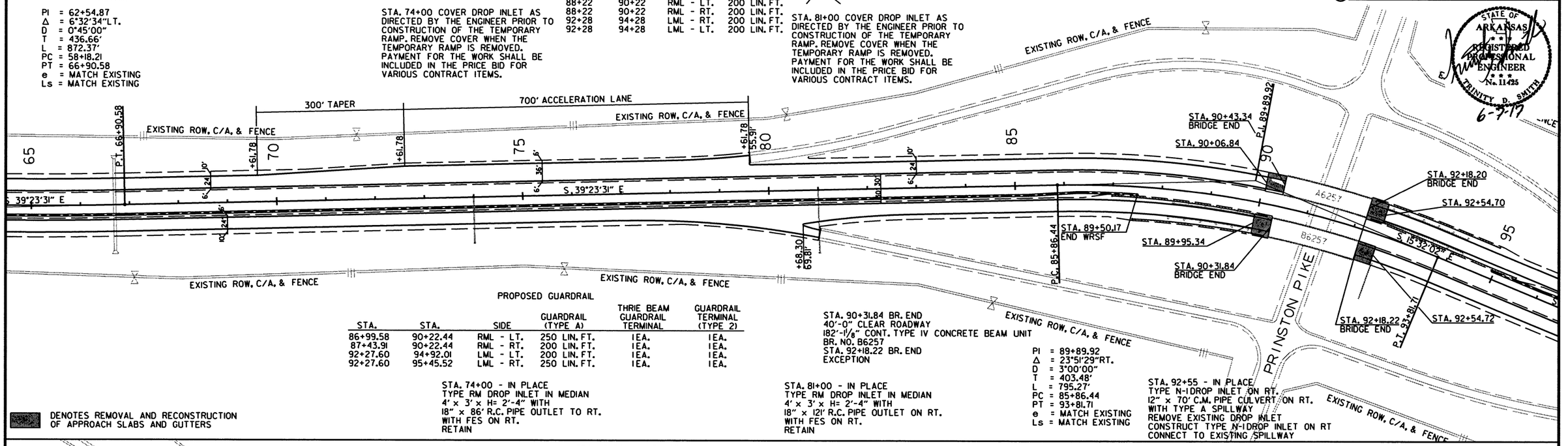
STA. 74+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
88+22	90+22	RML - LT.	200 LIN. FT.
88+22	90+22	RML - RT.	200 LIN. FT.
92+28	94+28	LML - RT.	200 LIN. FT.
92+28	94+28	LML - LT.	200 LIN. FT.

STA. 90+43.34 BR. END
40'-0" CLEAR ROADWAY
182'-1⅛" CONT. TYPE IV AAASHTO CONCRETE BEAM UNIT
BR. NO. A6257
STA. 92+18.20 BR. END
EXCEPTION

STA. 81+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.



PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
86+99.58	90+22.44	RML - LT.	250 LIN. FT.	1EA.	1EA.
87+43.91	90+22.44	RML - RT.	200 LIN. FT.	1EA.	1EA.
92+27.60	94+92.01	LML - LT.	200 LIN. FT.	1EA.	1EA.
92+27.60	95+45.52	LML - RT.	250 LIN. FT.	1EA.	1EA.

STA. 74+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-4" WITH
18" x 86' R.C. PIPE OUTLET TO RT.
WITH FES ON RT.
RETAIN

STA. 90+31.84 BR. END
40'-0" CLEAR ROADWAY
182'-1⅛" CONT. TYPE IV CONCRETE BEAM UNIT
BR. NO. B6257
STA. 92+18.22 BR. END
EXCEPTION

STA. 81+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-4" WITH
18" x 121' R.C. PIPE OUTLET ON RT.
WITH FES ON RT.
RETAIN

PI = 89+89.92
Δ = 23°51'29"RT.
D = 3°00'00"
T = 403.48'
L = 795.27'
PC = 85+86.44
PT = 93+81.71
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 92+55 - IN PLACE
TYPE N-I DROP INLET ON RT.
12" x 70' C.M. PIPE CULVERT ON RT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON RT
CONNECT TO EXISTING SPILLWAY

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STA. 110+52 - IN PLACE
TYPE N-I DROP INLET ON LT.
12" x 66' C.M. PIPE CULVERT ON LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 113+32 - IN PLACE
TYPE N-I DROP INLET ON LT. WITH
12" x 70' C.M. PIPE CULVERT ON LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

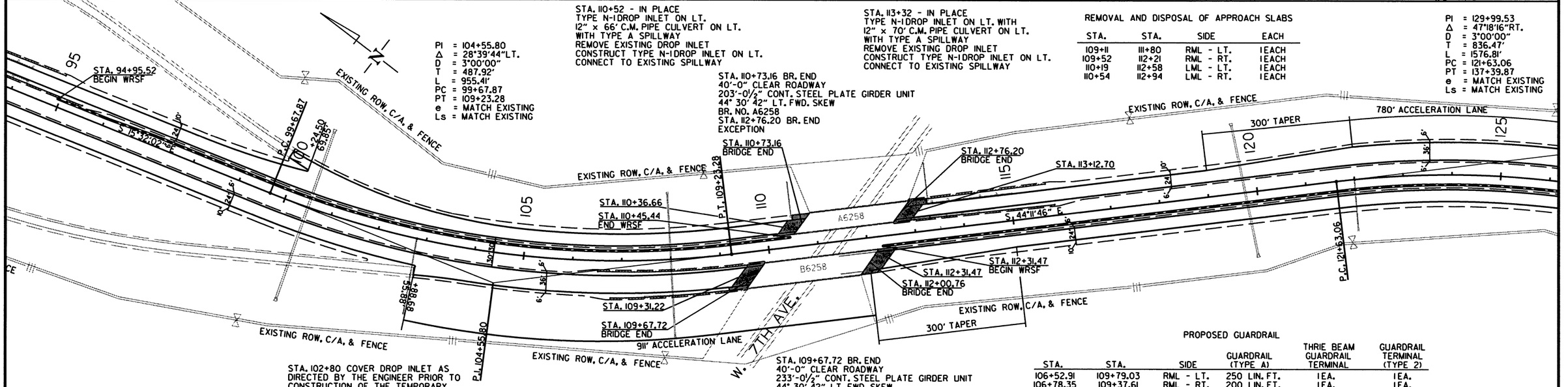
REMOVAL AND DISPOSAL OF APPROACH SLABS

STA.	STA.	SIDE	EACH
109+11	111+80	RML - LT.	1EACH
109+52	112+21	RML - RT.	1EACH
110+19	112+58	LML - LT.	1EACH
110+54	112+94	LML - RT.	1EACH

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.87
e = MATCH EXISTING
Ls = MATCH EXISTING

PI = 104+55.80
Δ = 28°39'44"LT.
D = 3°00'00"
T = 487.92'
L = 955.41'
PC = 99+67.87
PT = 109+23.28
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 110+73.16 BR. END
40'-0" CLEAR ROADWAY
203'-0½" CONT. STEEL PLATE GIRDER UNIT
44° 30' 42" LT. FWD. SKEW
BR. NO. A6258
STA. 112+76.20 BR. END
EXCEPTION



STA. 102+80 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA. 109+67.72 BR. END
40'-0" CLEAR ROADWAY
233'-0½" CONT. STEEL PLATE GIRDER UNIT
44° 30' 42" LT. FWD. SKEW
BR. NO. B6258
STA. 112+00.76 BR. END
EXCEPTION

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
106+52.91	109+79.03	RML - LT.	250 LIN. FT.	1EA.	1EA.
106+78.35	109+37.61	RML - RT.	200 LIN. FT.	1EA.	1EA.
112+67.88	115+72.00	LML - RT.	200 LIN. FT.	1EA.	1EA.
113+03.32	115+86.61	LML - LT.	250 LIN. FT.	1EA.	1EA.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
107+79	109+79	RML - LT.	200 LIN. FT.
107+38	109+38	RML - RT.	200 LIN. FT.
112+68	114+68	LML - RT.	200 LIN. FT.
113+03	115+03	LML - LT.	200 LIN. FT.

STA. 100+50 - IN PLACE
48" x 352' R.C. PIPE CULVERT
WITH FES LT. & RT.
RETAIN

STA. 102+80 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 6'-7" WITH
18" x 147' R.C. PIPE OUTLET WITH
FES RT.
RETAIN

STA. 108+00 - IN PLACE
24" x 282' R.C. PIPE CULVERT
WITH FES LT. & RT.
RETAIN

STA. 119+75 - IN PLACE
36" x 260' R.C. PIPE CULVERT
AT 5° 0' RT. FWD. SKEW
WITH FES LT. & RT.
RETAIN

STA. 122+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-4" WITH
18" x 82' R.C. PIPE OUTLET
WITH FES RT.
RETAIN

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

6/2/2017

RBB0203.DGN

PLAN SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	155	187
				(2) PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

STA. 128+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 4'-0" WITH
18" x 96' R.C. PIPE OUTLET
WITH FES ON RT.
RETAIN

STA. 133+40 - IN PLACE
DBL. 6' x 4' x 419' R.C. BOX CULVERT
ON 15° LT. FWD. SKEW
RETAIN

STA. 141+48 - IN PLACE
TYPE N-I DROP INLET IN LT. SHOULDER WITH
12" x 76' C.M. PIPE CULVERT TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 143+74 - IN PLACE
TYPE N-I DROP INLET IN LT. SHOULDER WITH
12" x 76' C.M. PIPE CULVERT TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 152+00 COVER DROP INLET AS
DIRECTED BY THE ENGINEER PRIOR TO
CONSTRUCTION OF THE TEMPORARY
RAMP. REMOVE COVER WHEN THE
TEMPORARY RAMP IS REMOVED.
PAYMENT FOR THE WORK SHALL BE
INCLUDED IN THE PRICE BID FOR
VARIOUS CONTRACT ITEMS.

STA. 152+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-6" WITH
18" x 72' R.C. PIPE OUTLET
CONNECT TO DROP INLET 73'-5" LT.
TYPE RM DROP INLET ON LT.
4' x 3' x H= 5'-7" WITH
18" x 68' R.C. PIPE OUTLET WITH
FES LT.
RETAIN

STA. 141+86.98 BR. END
40'-0" CLEAR ROADWAY
149'-1" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6259
STA. 143+36.06 BR. END
EXCEPTION

STA. 141+86.98 BR. END
40'-0" CLEAR ROADWAY
149'-1" CONT TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6259
STA. 143+36.06 BR. END
EXCEPTION

STA. 128+00 COVER DROP INLET AS
DIRECTED BY THE ENGINEER PRIOR TO
CONSTRUCTION OF THE TEMPORARY
RAMP. REMOVE COVER WHEN THE
TEMPORARY RAMP IS REMOVED.
PAYMENT FOR THE WORK SHALL BE
INCLUDED IN THE PRICE BID FOR
VARIOUS CONTRACT ITEMS.

PI = 129+99.53
Δ = 47°18'16"RT.
D = 3°00'00"
T = 836.47'
L = 1576.81'
PC = 121+63.06
PT = 137+39.87
e = MATCH EXISTING
Ls = MATCH EXISTING

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
139+78	141+78	RML - LT.	200 LIN. FT.
139+78	141+78	RML - RT.	200 LIN. FT.
143+45	145+45	LML - RT.	200 LIN. FT.
143+45	145+45	LML - LT.	200 LIN. FT.

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
138+58.83	141+77.58	RML - LT.	250 LIN. FT.	1 EA.	1 EA.
139+08.83	141+77.58	RML - RT.	200 LIN. FT.	1 EA.	1 EA.
143+45.46	146+14.21	LML - RT.	200 LIN. FT.	1 EA.	1 EA.
143+45.46	146+64.21	LML - LT.	250 LIN. FT.	1 EA.	1 EA.

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STA. 136+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-2" WITH
18" x 94' R.C. PIPE OUTLET
WITH FES RT.
RETAIN

STA. 141+48 - IN PLACE
TYPE N-I DROP INLET IN RT. SHOULDER WITH
12" x 76' C.M. PIPE CULVERT ON RT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 143+75 - IN PLACE
TYPE N-I DROP INLET IN LT. SHOULDER WITH
12" x 76' C.M. PIPE CULVERT TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 176+96 - IN PLACE
TYPE N-3 DROP INLET IN LT. SHOULDER WITH
12" x 60' C.M. PIPE CULVERT TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-3 DROP INLET ON LT
CONNECT TO EXISTING SPILLWAY

STA. 177+34.95 BR. END
40'-0" CLEAR ROADWAY
61'2"-1¼" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6260
STA. 183+47.05 BR. END
EXCEPTION

STA. 174+70.13
END WRSF

STA. 177+11.78

STA. 177+48.28
BRIDGE END

STA. 177+48.28 BR. END
40'-0" CLEAR ROADWAY
61'2"-1¼" CONT. TYPE III AASHTO CONC BEAM UNIT
BR. NO. B6260
STA. 183+60.38 BR. END
EXCEPTION

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
175+39	177+39	RML - LT.	200 LIN. FT.
175+39	177+39	RML - RT.	200 LIN. FT.
183+56	185+56	LML - RT.	200 LIN. FT.
183+56	185+56	LML - LT.	200 LIN. FT.

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
174+20.13	177+38.88	RML - LT.	250 LIN. FT.	1 EA.	1 EA.
174+70.13	177+38.88	RML - RT.	200 LIN. FT.	1 EA.	1 EA.
183+56.45	186+25.20	LML - LT.	200 LIN. FT.	1 EA.	1 EA.
183+56.45	186+75.20	LML - RT.	250 LIN. FT.	1 EA.	1 EA.

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STA. 162+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-7" WITH
18" x 86' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

STA. 169+95 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-4" WITH
18" x 90' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

STA. 177+10 - IN PLACE
TYPE N-3 DROP INLET IN RT. SHOULDER WITH
12" x 64' C.M. PIPE CULVERT TO RT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-3 DROP INLET ON RT.
CONNECT TO EXISTING SPILLWAY

6/2/2017

RBB0203.DGN

PLAN SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	156	187
				(2) PLAN SHEETS				

STA. 192+68 - IN PLACE
TYPE TM DROP INLET IN MEDIAN
3' x 2'-6" x H= 7'-10" WITH
6' x 3' x 274' R.C. BOX CULVERT
ON 30° LT. FWD. SKEW
RETAIN

STA. 198+30 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-5" WITH
18" x 80' R.C. PIPE OUTLET TO LT.
WITH FES LT.
RETAIN

STA. 203+85 - IN PLACE
TYPE TM DROP INLET IN MEDIAN
3' x 2'-6" x H= 2'-5" WITH
6' x 3' x 194' R.C. BOX CULVERT
RETAIN

STA. 210+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-6" WITH
18" x 83' R.C. PIPE CULVERT
WITH FES LT.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

STA. 186+25.20
BEGIN WRSF

P.C. 188+83.61

S 30°06'30" W

EXISTING ROW, C/A, & FENCE

PI = 211+97.96
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+83.61
PT = 227+76.94
e = MATCH EXISTING
Ls = MATCH EXISTING

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

S 74°45'30" E

STA. 225+83 - IN PLACE
TYPE N-2 DROP INLET IN LT. SHOULDER WITH
12" x 102' C.M. PIPE CULVERT TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-2 DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 228+23 - IN PLACE
TYPE N-1 DROP INLET IN LT. SHOULDER WITH
12" x 72' C.M. PIPE CULVERT TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-1 DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 238+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4'-9" x 3' x H= 2'-6" WITH
18" x 88' R.C. PIPE OUTLET WITH
FES LT.
RETAIN

STA. 226+28.69 BR. END
48'-0" CLEAR ROADWAY
152'-2 1/16" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6261
STA. 227+83.33 BR. END
EXCEPTION

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
224+42	226+42	RML - LT.	200 LIN. FT.
224+32	226+32	RML - RT.	200 LIN. FT.
227+94	229+94	LML - LT.	200 LIN. FT.
228+02	230+02	LML - RT.	200 LIN. FT.
241+32	243+32	RML - LT.	200 LIN. FT.
241+42	243+42	RML - RT.	200 LIN. FT.

PI = 211+97.96
Δ = 77°52'00"LT.
D = 2°00'00"
T = 2314.35'
L = 3893.33'
PC = 188+83.61
PT = 227+76.94
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 226+28.69
BRIDGE END

STA. 227+83.33
BRIDGE END

700' ACCELERATION LANE

STA. 228+19.83

EXISTING ROW, C/A, & FENCE

STA. 225+92.19

300' TAPER

STA. 226+25.44
END WRSF

A6261

B6261

STA. 228+43.42

STA. 228+58.51
BEGIN WRSF

STA. 228+13.58
BRIDGE END

STA. 226+20.11

STA. 226+56.61
BRIDGE END

OAKWOOD RD.

EXISTING ROW, C/A, & FENCE

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
223+23.36	226+42.11	RML - LT.	250 LIN. FT.	1EA.	1EA.
223+63.49	226+32.24	RML - RT.	200 LIN. FT.	1EA.	1EA.
227+93.87	230+62.62	LML - LT.	200 LIN. FT.	1EA.	1EA.
228+01.95	231+20.70	LML - RT.	250 LIN. FT.	1EA.	1EA.
240+63.12	243+31.87	RML - LT.	250 LIN. FT.	1EA.	1EA.
241+10.38	243+41.63	RML - RT.	200 LIN. FT.	1EA.	1EA.

STA. 238+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

EXISTING ROW, C/A, & FENCE

P.I. 242+21.86

STA. 243+76.39
BRIDGE END

STA. 243+39.89

S 46°17'50" E

A6262

B6262

STA. 240+70.49
END WRSF

STA. 243+09.66

STA. 243+46.16
BRIDGE END

HWY. 79B

PI = 242+21.86
Δ = 28°27'40"RT.
D = 2°00'00"
T = 726.53'
L = 1423.06'
PC = 234+95.33
PT = 249+18.39
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 220+00 IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-6" WITH
18" x 86' R.C. PIPE OUTLET WITH
FES LT.
RETAIN

STA. 223+89 - IN PLACE
8' x 4' x 396' R.C. BOX CULVERT
ON 35° 23' 45" LT. FWD. SKEW
RETAIN

STA. 226+56.61 BR. END
40'-0" CLEAR ROADWAY
152'-2 1/16" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6261
STA. 228+06.92 BR. END
EXCEPTION

STA. 240+47 - IN PLACE
60" x 514' R.C. PIPE CULVERT
ON 17° 34' 27" LT. FWD. SKEW
WITH FES ON LT. & RT.
RETAIN

STA. 243+20 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 5'-0" WITH
18" x 97' R.C. PIPE OUTLET WITH
FES LT.
RETAIN

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

6/2/2017

RBB0203.DGN

PLAN SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	157	187
				(2) PLAN SHEETS				

PI = 242+21.86
Δ = 28°27'40"RT.
D = 2°00'00"
T = 726.53'
L = 1423.06'
PC = 234+95.33
PT = 249+18.39
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 249+89 - IN PLACE
36" x 51ß R.C. PIPE CULVERT
ON 26° 42' LT. FWD. SKEW
WITH FES LT. & RT.
RETAIN

STA. 243+76.39 BR. END
40'-0" CLEAR ROADWAY
214'-3 1/16" CONT. STEEL PLATE GIRDER SPAN UNIT
BR. NO. A6262
STA. 245+87.40 BR. END
EXCEPTION

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
245+89.76	249+08.51	LML - RT.	250 LIN. FT.	1EA.	1EA.
245+96.46	248+65.21	LML - LT.	200 LIN. FT.	1EA.	1EA.

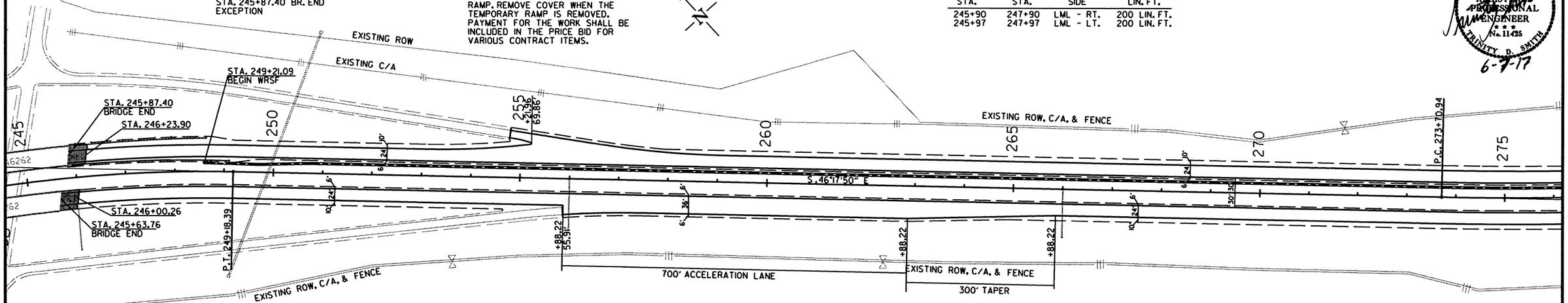
STA. 256+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA. 266+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 4'-6" WITH
18" x 91' R.C. PIPE OUTLET
WITH FES RT.
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
245+90	247+90	LML - RT.	200 LIN. FT.
245+97	247+97	LML - LT.	200 LIN. FT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17



STA. 243+46.16 BR. END
40'-0" CLEAR ROADWAY
214'-3 1/8" CONT. STEEL PLATE GIRDER SPAN UNIT
BR. NO. B6262
STA. 245+63.76 BR. END
EXCEPTION

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STA. 245+98 - IN PLACE
TYPE N-1 DROP INLET IN SHOULDER WITH
12" x 82' CGSP TO RT. WITH
TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-1 DROP INLET ON RT.
CONNECT TO EXISTING SPILLWAY

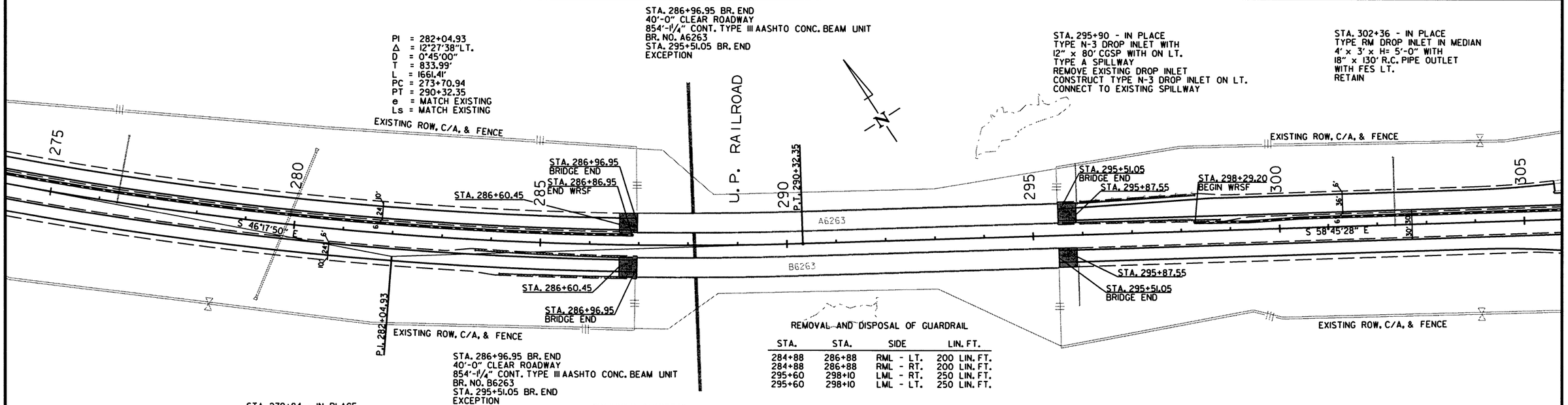
STA. 256+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-5" WITH
18" x 97' R.C. PIPE OUTLET
WITH FES RT.
RETAIN

STA. 286+96.95 BR. END
40'-0" CLEAR ROADWAY
854'-1 1/4" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6263
STA. 295+51.05 BR. END
EXCEPTION

PI = 282+04.93
Δ = 12°27'38"LT.
D = 0°45'00"
T = 833.99'
L = 1661.41'
PC = 273+70.94
PT = 290+32.35
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 295+90 - IN PLACE
TYPE N-3 DROP INLET WITH
12" x 80' CGSP WITH ON LT.
TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-3 DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 302+36 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 5'-0" WITH
18" x 130' R.C. PIPE OUTLET
WITH FES LT.
RETAIN



STA. 286+96.95 BR. END
40'-0" CLEAR ROADWAY
854'-1 1/4" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6263
STA. 295+51.05 BR. END
EXCEPTION

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
284+88	286+88	RML - LT.	200 LIN. FT.
284+88	286+88	RML - RT.	200 LIN. FT.
295+60	298+10	LML - RT.	250 LIN. FT.
295+60	298+10	LML - LT.	250 LIN. FT.

STA. 276+37 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 6'-0" WITH
18" x 130' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

STA. 279+84 - IN PLACE
42" x 314' R.C. PIPE CULVERT
ON 16° 37' LT. FWD. SKEW
WITH FES LT. & RT.
RETAIN

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
283+68.80	286+87.55	RML - LT.	250 LIN. FT.	1EA.	1EA.
284+18.80	286+87.55	RML - RT.	200 LIN. FT.	1EA.	1EA.
295+60.45	298+29.20	LML - LT.	200 LIN. FT.	1EA.	1EA.
295+60.45	298+79.20	LML - RT.	250 LIN. FT.	1EA.	1EA.

STA. 295+90 - IN PLACE
TYPE N-3 DROP INLET WITH
12" x 80' CGSP WITH ON RT.
TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-3 DROP INLET ON RT.
CONNECT TO EXISTING SPILLWAY

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

6/2/2017

RBB0203.DGN

PLAN SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	158	187
				(2) PLAN SHEETS				

STA. 307+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-0" WITH
18" x 118' R.C. PIPE OUTLET
WITH FES LT.
RETAIN

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
313+44	315+94	RML - LT.	200 LIN. FT.
313+64	316+14	RML - RT.	200 LIN. FT.
318+68	321+18	LML - RT.	250 LIN. FT.
318+89	321+39	LML - LT.	250 LIN. FT.

STA. 316+32 - IN PLACE
TYPE N-1DROP INLET WITH
12" x 76' CGSP ON LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-1DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 316+60.73 BR. END
40'-0" CLEAR ROADWAY
208'-5¾" CONT. STEEL PLATE GIRDER UNIT
BR. NO. A6264
STA. 318+69.21 BR. END
EXCEPTION

STA. 318+68 - IN PLACE
36" x 290' R.C. PIPE CULVERT
ON 28° 30' LT. FWD. SKEW
WITH FES LT. & RT.
RETAIN

STA. 319+18 - IN PLACE
TYPE N-1DROP INLET WITH
12" x 86' CGSP ON LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-1DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 328+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-6" WITH
18" x 94' R.C. PIPE OUTLET
WITH FES RT.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

EXISTING ROW, C/A, & FENCE

STA. 316+60.73
BRIDGE END
STA. 316+40.51
END WRSF
STA. 316+24.23
STA. 318+69.21
BRIDGE END
STA. 319+05.71
STA. 321+36.47
BEGIN WRSF

305 310 315 320 325 330 335

+61.78 555.91
+31.68 569.63
+38.22 555.91

A6264
B6264
S 58°45'28" E
24' 10' 6' 30°
10' 24' 6' 30°
36' 6'

STA. 315+76.91
STA. 316+13.41
BRIDGE END
STA. 318+58.39
STA. 318+21.89
BRIDGE END

+53.99 569.30

700' ACCELERATION LANE

OLD WARREN RD.

STA. 318+50 - IN PLACE
TYPE N-1DROP INLET WITH
12" x 84' CGSP ON RT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-1DROP INLET ON RT.
CONNECT TO EXISTING SPILLWAY

STA. 307+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STA. 315+65 - IN PLACE
TYPE N-1DROP INLET WITH
12" x 76' CGSP ON RT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-1DROP INLET ON RT.
CONNECT TO EXISTING SPILLWAY

STA. 316+13.41 BR. END
40'-0" CLEAR ROADWAY
208'-5¾" CONT. STEEL PLATE GIRDER UNIT
BR. NO. B6264
STA. 318+21.89 BR. END
EXCEPTION

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
312+95.48	316+14.23	RML - LT.	250 LIN. FT.	1EA.	1EA.
313+25.04	315+93.79	RML - RT.	200 LIN. FT.	1EA.	1EA.
318+68.30	321+86.53	LML - LT.	200 LIN. FT.	1EA.	1EA.
318+88.74	321+57.49	LML - RT.	250 LIN. FT.	1EA.	1EA.

STA. 358+23.96 BR. END
40'-0" CLEAR ROADWAY
152'-1" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. A6265
STA. 359+76.04 BR. END
EXCEPTION

300' TAPER
700' ACCELERATION LANE
+61.78
+61.78 555.91

STA. 358+23.96
BRIDGE END
STA. 358+20.00
END WRSF
STA. 357+87.46
STA. 359+76.04
BRIDGE END
STA. 360+12.54
STA. 362+54.19
BEGIN WRSF

EXISTING ROW, C/A, & FENCE

335 340 345 350 355 360 365

A6265
B6265
C.L. MEDIAN
S 58°45'28" E
24' 10' 6' 30°
10' 24' 6' 30°

700' ACCEL. LANE
+38.22
300' TAPER
+38.22

STA. 357+87.46
STA. 358+23.96
BRIDGE END
STA. 360+12.54
STA. 359+76.04
BRIDGE END

SPRINGHILL CREEK

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
354+95.81	358+14.56	RML - LT.	250 LIN. FT.	1EA.	1EA.
355+45.81	358+14.56	RML - RT.	200 LIN. FT.	1EA.	1EA.
359+85.44	362+54.19	LML - LT.	200 LIN. FT.	1EA.	1EA.
359+85.44	363+04.19	LML - RT.	250 LIN. FT.	1EA.	1EA.

STA. 358+23.96 BR. END
40'-0" CLEAR ROADWAY
152'-1" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. B6265
STA. 359+76.04 BR. END
EXCEPTION

STA. 362+38 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
356+15	358+15	RML - LT.	250 LIN. FT.
356+15	358+15	RML - RT.	250 LIN. FT.
359+85	361+85	LML - RT.	250 LIN. FT.
359+85	361+85	LML - LT.	250 LIN. FT.

STA. 338+00 - IN PLACE
TYPE TM DROP INLET IN MEDIAN
3' x 2'-6½" x H=5'-11" WITH
8' x 4' x 246' R.C. BOX CULVERT
ON 30° LT. FWD. SKEW
RETAIN

STA. 345+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-6" WITH
18" x 96' R.C. PIPE OULET
WITH FES LT.
RETAIN

STA. 352+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-6" WITH
18" x 96' R.C. PIPE OUTLET TO LT.
WITH FES LT.
RETAIN

STA. 362+38 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 4'-2" WITH
18" x 108' R.C. PIPE OUTLET TO LT
WITH FES LT.
RETAIN

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

PLAN SHEETS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
07-12-17				JOB NO.		BB0203	159	187
				(2) PLAN SHEETS				

STA. 365+00 - IN PLACE
TYPE RM DROP INLET IN RAMP 4
4' x 3' x H= 4'-0" WITH
18" x 51' R.C. PIPE OUTLET TO LT.
WITH FES LT.
RETAIN

STA. 374+65 - IN PLACE
TYPE N-1 DROP INLET WITH
12" x 86' CGSP TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-1 DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 377+66 - IN PLACE
TYPE N-1 DROP INLET WITH
12" x 80' CGSP TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-1 DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
372+31.17	375+49.62	RML - LT.	250 LIN. FT.	1 EA.	1 EA.
373+00.65	375+69.40	RML - RT.	200 LIN. FT.	1 EA.	1 EA.
377+36.58	380+05.33	LML - LT.	200 LIN. FT.	1 EA.	1 EA.
377+54.89	380+83.04	LML - RT.	250 LIN. FT.	1 EA.	1 EA.

STA. 375+14.32 BR. END
40'-0" CLEAR ROADWAY
219'-6" CONT. PLATE GIRDER SPAN UNIT
BR. NO. A6266
STA. 377+36.38 BR. END
EXCEPTION

PI = 382+77.26
Δ = 27°34'20"LT.
D = 1°30'00"
T = 937.23'
L = 1838.15'
PC = 373+40.03
PT = 391+78.18
e = MATCH EXISTING
Ls = MATCH EXISTING

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
373+00	375+50	RML - LT.	250 LIN. FT.
373+19	375+69	RML - RT.	250 LIN. FT.
377+37	379+87	LML - RT.	250 LIN. FT.
377+55	380+05	LML - LT.	250 LIN. FT.

STA. 396+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-0" WITH
18" x 94' R.C. PIPE OUTLET ON LT.
WITH FES LT.
RETAIN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
7-13-17

S 58°45'28" E
+71.27
69.93
370
STA. 374+77.82
P.C. 373+40.03
STA. 375+14.32
BRIDGE END
375
STA. 375+14.94
END WRSF
46266
STA. 375+32.59
STA. 375+69.09
BRIDGE END
EXISTING ROW, C/A, & FENCE
380
STA. 380+25.50
STA. 377+36.38
BRIDGE END
STA. 380+25.50
BEGIN WRSF
385
+95.05
69.36
390
P.T. 391+78.18
395
S 86°19'48" E
B6266
STA. 378+15.58
STA. 377+79.08
BRIDGE END
S. HAZEL ST.
300' TAPER
700' ACCELERATION LANE
+69.17
55.91
P.I. 382+77.26

STA. 366+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-6" WITH
18" x 71' R.C. PIPE OUTLET TO RT.
CONNECTED TO TYPE RM DROP INLET IN RAMP 1
4' x 3' x H= 6'-0" WITH
18" x 54' R.C. PIPE OUTLET ON RT.
WITH FES RT.
RETAIN

STA. 366+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA. 375+69.09 BR. END
40'-0" CLEAR ROADWAY
219'-5⅞" CONT. PLATE GIRDER SPAN UNIT
BR. NO. B6266
STA. 377+79.08 BR. END
EXCEPTION

STA. 386+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA. 386+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-6" WITH
18" x 68' R.C. PIPE OUTLET RT.
CONNECTED TO TYPE RM DROP INLET RT.
4' x 3' x H= 2'-6" WITH
18" x 54' R.C. PIPE OUTLET RT.
WITH FES RT.
RETAIN

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
418+49.82	421+68.57	RML - LT.	250 LIN. FT.	1 EA.	1 EA.
420+88.83	421+82.41	RML - RT.	25 LIN. FT.	1 EA.	1 EA.
422+77.59	425+46.24	LML - LT.	200 LIN. FT.	1 EA.	1 EA.
422+91.43	426+10.18	LML - RT.	250 LIN. FT.	1 EA.	1 EA.

STA. 421+52.89 BR. END
40'-0" CLEAR ROADWAY
122'-2⅝" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. A6268
STA. 422+75.11 BR. END
EXCEPTION

EXISTING ROW, C/A, & FENCE
700' ACCELERATION
300' TAPER
400
405
410
+61.80
415
420
425
A6268
B6268
S 86°19'48" E
STA. 421+52.89
BRIDGE END
STA. 421+50.00
END WRSF
STA. 421+16.39
STA. 422+75.11
BRIDGE END
STA. 423+11.61
STA. 423+43.61
STA. 423+07.11
BRIDGE END
STA. 421+48.39
STA. 421+84.89
BRIDGE END
+81.43
69.85
CREEK
DANCING RABBIT

STA. 412+50 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
419+19	421+69	RML - LT.	250 LIN. FT.
421+07	421+82	RML - RT.	75 LIN. FT.
422+78	425+28	LML - RT.	250 LIN. FT.
422+91	425+41	LML - LT.	250 LIN. FT.

STA. 421+84.89 BR. END
40'-0" CLEAR ROADWAY
122'-2⅝" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. B6268
STA. 423+07.11 BR. END
EXCEPTION

STA. 407+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
3' x 2'-6½" x H= 4'-11" WITH
8' x 4' x 206' R.C. BOX CULVERT
RETAIN

STA. 412+50 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-7" WITH
18" x 94' R.C. PIPE OULET ON LT.
WITH FES ON LT.
RETAIN

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

PLAN SHEETS

7/11/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	160	187

(2) PLAN SHEETS

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STA. 429+51.52 BR. END
40'-0" CLEAR ROADWAY
261'-2 1/4" CONT. STEEL PLATE GIRDER UNIT
BR. NO. A6269
STA. 432+12.70 BR. END
EXCEPTION

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
426+28.37	429+47.12	RML - LT.	250 LIN. FT.	1EA.	1EA.
426+78.37	429+47.12	RML - RT.	200 LIN. FT.	1EA.	1EA.
432+22.10	434+70.85	LML - LT.	200 LIN. FT.	1EA.	1EA.
432+22.10	435+40.85	LML - RT.	250 LIN. FT.	1EA.	1EA.
441+70.80	444+89.55	RML - LT.	250 LIN. FT.	1EA.	1EA.
442+20.80	444+89.55	RML - RT.	200 LIN. FT.	1EA.	1EA.

STA. 444+98.95 BR. END
40'-0" CLEAR ROADWAY
130'-10 1/4" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6270
STA. 458+00.80 BR. END
EXCEPTION

STA. 429+13 - IN PLACE
TYPE N-IDROP INLET WITH
12" x 92' CGSP TO LT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-IDROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 432+51 - IN PLACE
TYPE N-IDROP INLET WITH
12" x 82' CGSP TO LT.
WITH STD. SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-IDROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 442+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
428+47	429+47	RML - LT.	200 LIN. FT.
428+47	429+47	RML - RT.	200 LIN. FT.
432+22	434+72	LML - LT.	250 LIN. FT.
432+22	434+72	LML - RT.	250 LIN. FT.
442+40	444+90	RML - LT.	250 LIN. FT.
442+40	444+90	RML - RT.	250 LIN. FT.

PI = 473+64.05
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+92.44
PT = 496+65.32
e = MATCH EXISTING
Ls = MATCH EXISTING

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

EXISTING ROW, C/A, & FENCE
BAYOU BARTHOLOMEW
425 430 435 440 445 450 455
STA. 425+60.18 BEGIN WRSF
STA. 429+41.52 END WRSF
STA. 429+15.02
STA. 429+51.52 BRIDGE END
STA. 429+20.02
STA. 429+56.52 BRIDGE END
STA. 432+12.70 BRIDGE END
STA. 432+49.20
STA. 432+54.20
STA. 432+17.70 BRIDGE END
STA. 434+90.85 BEGIN WRSF
STA. 443+92.44 P.C.
+29.30 69.83'
STA. 444+62.45
STA. 444+98.95 BRIDGE END
STA. 444+88.95 END WRSF
A6269
B6269
A6270
B6270
S 86°19'48" E
24'
30'-10"
10'
+38.24 55.91'
300' TAPER
700' ACCELERATION LANE
HWY. 63

STA. 429+18 - IN PLACE
TYPE N-IDROP INLET WITH
12" x 74' CGSP TO RT.
WITH TYPE A SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-IDROP INLET ON RT.
CONNECT TO EXISTING SPILLWAY

STA. 432+56 - IN PLACE
TYPE N-IDROP INLET WITH
12" x 82' CGSP TO RT.
WITH STD. SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-IDROP INLET ON RT.
CONNECT TO EXISTING SPILLWAY

STA. 429+56.52 BR. END
40'-0" CLEAR ROADWAY
261'-2 1/4" CONT. STEEL PLATE GIRDER UNIT
BR. NO. B6269
STA. 432+17.70 BR. END
EXCEPTION

STA. 442+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-0" WITH
18" x 102' R.C. PIPE OUTLET TO RT.
WITH FES RT.
RETAIN

STA. 444+98.95 BR. END
40'-0" CLEAR ROADWAY
130'-10 1/4" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6270
STA. 458+00.80 BR. END
EXCEPTION

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
458+10.20	461+28.95	LML - RT.	250 LIN. FT.	1EA.	1EA.	
458+10.20	462+28.95	LML - LT.	350 LIN. FT.	1EA.	1EA.	
472+77.90	477+75.51	RML - LT.	450 LIN. FT.		1EA.	1EA.
475+87.75	489+69.38	LML - RT.	1325 LIN. FT.		1EA.	1EA.
481+70.84	486+68.49	RML - LT.	450 LIN. FT.		1EA.	1EA.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
458+10	460+60	RML - LT.	250 LIN. FT.
458+10	461+60	RML - RT.	350 LIN. FT.
472+78	477+76	RML - LT.	500 LIN. FT.
475+88	489+69	LML - RT.	1325 LIN. FT.
481+71	486+68	RML - LT.	500 LIN. FT.

PI = 473+64.05
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+92.44
PT = 496+65.32
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 470+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA. 478+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-0" WITH
18" x 94' R.C. PIPE OUTLET
CONNECT TO TYPE RM DROP INLET ON RT.
4' x 3' x H= 3'-0" WITH
18" x 84' R.C. PIPE INLET AND
18" x 106' R.C. PIPE OUTLET RT.
WITH FES RT.
RETAIN

EXISTING ROW, C/A, & FENCE
455 460 465 470 475 480 485
STA. 458+00.80 BRIDGE END
300' TAPER
+26.17
STA. 458+37.30
STA. 460+78.95 BEGIN WRSF
700' ACCELERATION LANE
+26.17 55.91'
STA. 476+37.75 END WRSF
STA. 458+37.30
STA. 458+00.80 BRIDGE END
S 86°19'48" E
N 27°45'32" E
6'-3 1/2"
6'-5"
30'-10"
10'
24'

STA. 480+40 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-10" WITH
18" x 92' R.C. PIPE OUTLET TO RT.
WITH FES ON RT.
RETAIN

STA. 484+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 4'-0" WITH
18" x 100' R.C. PIPE OUTLET TO RT.
WITH FES ON RT.
RETAIN

STA. 466+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-3" WITH
18" x 90' R.C. PIPE OUTLET TO RT.
WITH FES RT.
RETAIN

STA. 469+77 - IN PLACE
TYPE TM DROP INLET IN MEDIAN
3' x 2'-6" x H= 7'-2" WITH
DBL. 10' x 10' x 260' R.C. BOX CULVERT
RETAIN

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

6/2/2017
RBB0203.DGN

PLAN SHEETS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	161	187
				(2) PLAN SHEETS				

STA. 493+00 - IN PLACE
DBL. 8' x 6' x 278' R.C. BOX CULVERT
RETAIN

STA. 493+15 - IN PLACE
TYPE N-I DROP INLET WITH
12" x 86' CGSP ON LT.
WITH STD. SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAY

STA. 495+48 - IN PLACE
TYPE N-I DROP INLET WITH
12" x 80' CGSP TO LT.
WITH STD. SPILLWAY
REMOVE EXISTING DROP INLET
CONSTRUCT TYPE N-I DROP INLET ON LT.
CONNECT TO EXISTING SPILLWAYETAIN

STA. 504+10 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-8" WITH
18" x 90' R.C. PIPE OUTLET TO LT.
WITH FES ON LT.
RETAIN

STA. 505+30 - IN PLACE
5' x 4' x 250' R.C. BOX CULVERT
ON 15° RT. FWD. SKEW
RETAIN

PI = 473+64.05
Δ = 65°54'40"LT.
D = 1°15'00"
T = 2971.61'
L = 5272.89'
PC = 443+92.44
PT = 496+65.32
e = MATCH EXISTING
Ls = MATCH EXISTING

EXISTING ROW, C/A, & FENCE

STA. 493+49.13 BR. END
40'-0" CLEAR ROADWAY
152'-2" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. A6271
STA. 495+02.76 BR. END
EXCEPTION

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
490+72	493+22	RML - LT.	250 LIN. FT.
490+62	493+12	RML - RT.	250 LIN. FT.
495+18	497+68	LML - LT.	250 LIN. FT.
495+06	497+56	LML - RT.	250 LIN. FT.

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
490+03.69	493+22.44	RML - LT.	250 LIN. FT.	1 EA.	1 EA.
490+43.46	493+12.21	RML - RT.	200 LIN. FT.	1 EA.	1 EA.
495+18.09	497+86.84	LML - LT.	200 LIN. FT.	1 EA.	1 EA.
495+06.27	498+25.02	LML - RT.	250 LIN. FT.	1 EA.	1 EA.

STATE OF ARKANSAS
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No. 11425
TRINITY D. SMITH
6-7-17

STA. 489+19.38
BEGIN WRSF

STA. 493+49.13
BRIDGE END

STA. 493+12.63

STA. 493+33.94
END WRSF

STA. 495+02.76
BRIDGE END

STA. 495+39.26

STA. 492+90.20

STA. 493+26.70
BRIDGE END

STA. 495+13.91

STA. 494+93.23
BEGIN WRSF

STA. 494+77.41
BRIDGE END

OHIO ST.

A6271

B6271

485 490 495 500 505 510 515

+84.64
69.76'

P.T. 496+65.32

+77.44
55.91'

+77.44

+77.44

6 @ 24'-0"

10 @ 24'-6"

80'-30"

N 27°45'32" E

700' ACCELERATION LANE

300' TAPER

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

STA. 493+26.70 BR. END
40'-0" CLEAR ROADWAY
152'-1⅞" CONT. TYPE III AASHTO CONC. BEAM UNIT
BR. NO. B6271
STA. 494+77.41 BR. END
EXCEPTION

STA. 505+30 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

515 520 525 530 535 540 545

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

N 27°45'32" E

6 @ 24'-0"

10 @ 24'-6"

80'-30"

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STA. 524+80 - IN PLACE
TYPE TM DROP INLET IN MEDIAN
6' x 5' x 239' R.C. BOX CULVERT
RETAIN

STA. 532+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-10" WITH
18" x 90' R.C. PIPE OUTLET ON RT.
WITH FES ON RT.
RETAIN

STA. 539+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-10" WITH
18" x 90' R.C. PIPE OUTLET TO RT.
WITH FES ON RT.
RETAIN

PLAN SHEETS

6/2/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
06-05-17				6	ARK.			
				JOB NO.		BB0203	161A	187

(2) PLAN SHEETS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

STA. 552+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-10" WITH
18" x 90' R.C. PIPE OUTLET ON RT.
WITH FES ON RT.
RETAIN

STA. 562+24.33 BR. END
40'-0" CLEAR ROADWAY
142'-5⅜" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. A6272
STA. 563+66.24 BR. END
EXCEPTION

STA. 571+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 2'-5" WITH
18" x 87' R.C. PIPE OUTLET ON RT.
WITH FES ON RT.
RETAIN

EXISTING ROW
EXISTING ROW, C/A, & FENCE
EXISTING C/A
545 550 555 560 565 570 575
N 27°45'32" E
N 42°34'29" E
STA. 561+87.83
STA. 562+24.33 BRIDGE END
STA. 563+66.24 BRIDGE END
STA. 564+02.74
P.I. 567+95.12
STA. 559+05.87 END WRSF
STA. 561+36.47
STA. 561+72.97 BRIDGE END
P.C. 553+05.23
FENCE
TIMBEAU
STA. 563+35.58 BEGIN WRSF
STA. 563+52.48
STA. 563+15.98 BRIDGE END
EXISTING C/A
EXISTING ROW
EXISTING C/A
EXISTING ROW

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
558+55.87	561+74.62	RML - LT.	250 LIN. FT.	1EA.	1EA.
558+83.76	561+52.51	RML - RT.	200 LIN. FT.	1EA.	1EA.
563+84.95	566+53.70	LML - LT.	200 LIN. FT.	1EA.	1EA.
563+66.18	567+03.70	LML - RT.	250 LIN. FT.	1EA.	1EA.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
559+25	561+75	RML - LT.	250 LIN. FT.
559+03	561+53	RML - RT.	250 LIN. FT.
563+85	566+08	LML - LT.	250 LIN. FT.
563+66	566+16	LML - RT.	250 LIN. FT.

PI = 567+95.12
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 553+05.23
PT = 582+68.39
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 561+72.97 BR. END
40'-0" CLEAR ROADWAY
142'-5½" CONT. TYPE II AASHTO CONC. BEAM UNIT
BR. NO. B6272
STA. 563+15.98 BR. END
EXCEPTION

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

PI = 567+95.12
Δ = 14°48'57"RT.
D = 0°30'00"
T = 1489.89'
L = 2963.17'
PC = 553+05.23
PT = 582+68.39
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 584+00 COVER DROP INLET AS DIRECTED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE TEMPORARY RAMP. REMOVE COVER WHEN THE TEMPORARY RAMP IS REMOVED. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS CONTRACT ITEMS.

STA. 585+00 - IN PLACE
OVERHEAD SIGN WITH IMPACT ATTENUATION BARRIER
RETAIN

HWY. 63B
580 585 590 595 600 605
EXISTING ROW
EXISTING C/A
300' TAPER
700' ACCELERATION LANE
N 42°34'29" E
STA. 581+80.03 END WRSF
STA. 582+68.39
STA. 563+35.58 BEGIN WRSF
P.C. 593+47.01
STA. 607+16.46 BR. END
40'-0" CLEAR ROADWAY
325'-4½" CONTINUOUS CURVED STEEL PLATE GIRDER SPAN UNITS
BR. NO. A6273
STA. 610+41.81 BR. END
EXCEPTION
STA. 607+16.46 BRIDGE END
STA. 606+79.96
STA. 604+23.59 END WRSF
HWY. 63B
EXISTING C/A
EXISTING ROW

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
581+29.92	586+30.19	RML - LT.	450 LIN. FT.		1EA.	1EA.
583+75.19	588+75.19	LML - RT.	450 LIN. FT.		1EA.	1EA.
603+73.59	606+92.34	RML - LT.	250 LIN. FT.	1EA.	1EA.	
604+23.59	607+22.15	RML - RT.	200 LIN. FT.	1EA.	1EA.	

STA. 607+16.46 BR. END
40'-0" CLEAR ROADWAY
325'-4½" CONTINUOUS CURVED STEEL PLATE GIRDER SPAN UNITS
BR. NO. B6273
STA. 610+41.81 BR. END
EXCEPTION

PI = 607+60.37
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+47.01
PT = 614+99.23
e = MATCH EXISTING
Ls = MATCH EXISTING

STA. 606+79.96
STA. 607+16.46 BRIDGE END

STA. 607+16.46
END JOB BB0203
LOG MILE 46.35

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
581+30	561+75	RML - LT.	500 LIN. FT.
583+75	561+53	RML - RT.	500 LIN. FT.
604+42	606+92	LML - LT.	250 LIN. FT.
604+72	607+22	LML - RT.	250 LIN. FT.

STA. 578+00 - IN PLACE
TYPE RM DROP INLET IN MEDINA
4' x 3' x H= 2'-5" WITH
18" x 87' R.C. PIPE OUTLET ON RT.
WITH FES ON RT.
RETAIN

STA. 584+00 - IN PLACE
TYPE RM DROP INLET IN MEDIAN
4' x 3' x H= 3'-0" WITH
18" x 91' R.C. PIPE OUTLET TO RT.
WITH FES ON RT.
RETAIN

STA. 591+80 - IN PLACE
6' x 4' x 264' R.C. BOX CULVERT
RETAIN

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

6/2/2017
RBB0203.DGN

PLAN SHEETS

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06-05-17				6	ARK.			
				JOB NO.		BB0203	162	187
				(2) PLAN SHEETS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11425
TRINITY D. SMITH
6-7-17

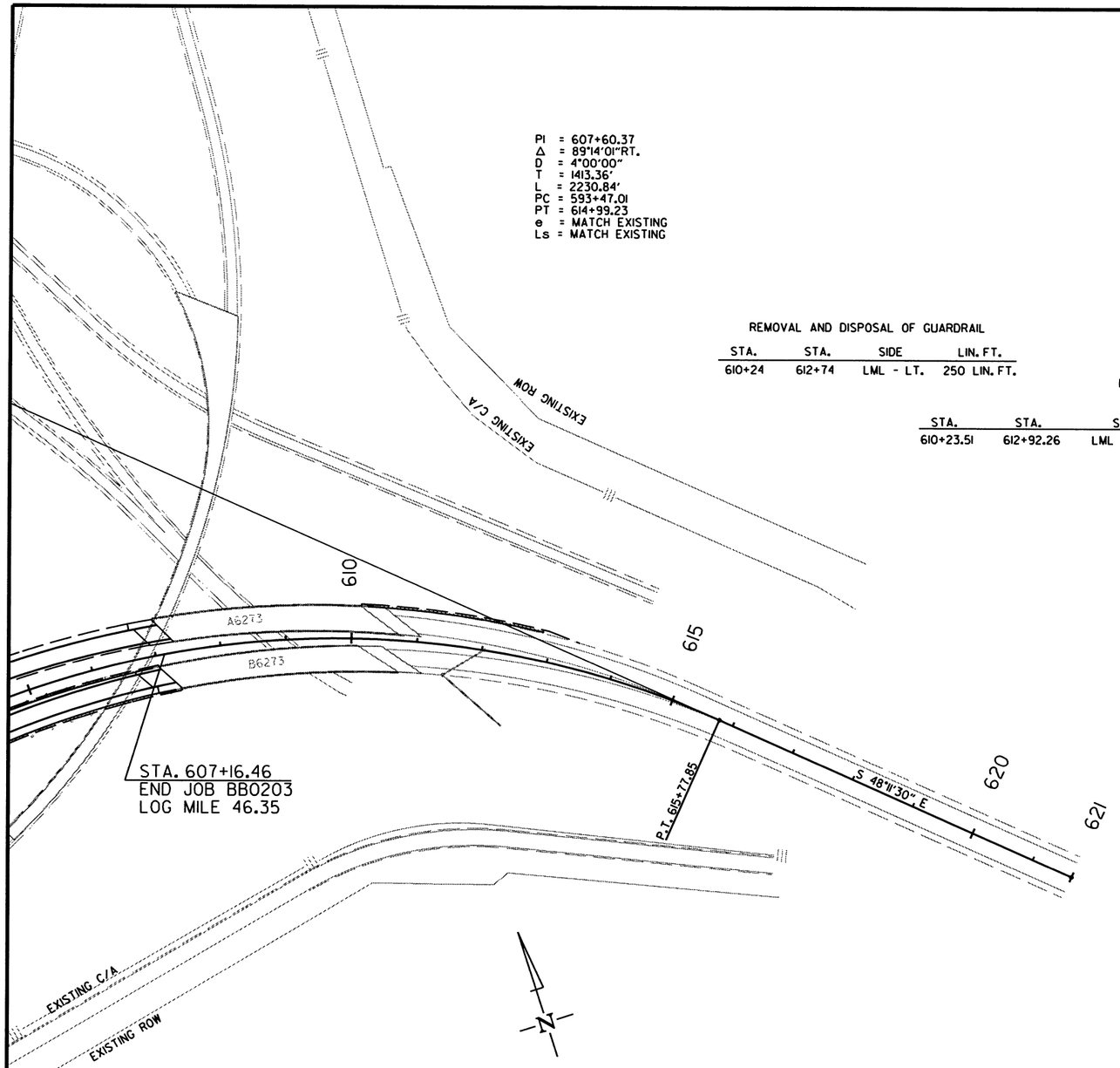
PI = 607+60.37
Δ = 89°14'01"RT.
D = 4°00'00"
T = 1413.36'
L = 2230.84'
PC = 593+47.01
PT = 614+99.23
e = MATCH EXISTING
Ls = MATCH EXISTING

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	SIDE	LIN. FT.
610+24	612+74	LML - LT.	250 LIN. FT.

PROPOSED GUARDRAIL

STA.	STA.	SIDE	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)
610+23.51	612+92.26	LML - LT.	200 LIN. FT.	1EA.	1EA.



6/5/2017

RBB0203.DGN

PLAN SHEETS

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FEDERAL ENTITY NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	163	187

(2) SIGNING SUMMARY OF QUANTITIES

SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL JOB BB0203	UNIT
725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	8148	SQ. FT.
725	GUIDE SIGN - OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	1249	SQ. FT.
726	STANDARD SIGN	1776	SQ. FT.
727	EXIT NUMBER PANEL (TYPE A)	540	SQ. FT.
730	BREAKAWAY SIGN SUPPORT (TYPE G-1)	8515	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2)	102	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	1	EACH

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

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

BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H1, H2, H3 AND THE STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).

GUIDE SIGN - OVERHEAD MOUNTED

SIGN NO./ LOCATION	STRUCTURE TYPE ST	CL	OH	BM	G-1	G-2	SIGN: STANDARD SIGN SQ. FT.	GUIDE SIGN LENGTH LIN. FT.	GUIDE SIGN HEIGHT LIN. FT.	GUIDE SIGN SQ. FT.	BREAKAWAY SIGN SUPPORT: STEEL SECT. A-572 BEAM	STEEL SECT. A-572 LBS	SIGN POST LENGTH H-1 LIN FT	SIGN POST LENGTH H-2 LIN FT	SIGN POST LENGTH H-3 LIN FT	STUB POST H-1 LIN FT	STUB POST H-2 LIN FT	STUB POST H-3 LIN FT	FOOTINGS DIA. LIN FT	FOOTINGS DEPTH LIN FT	FOOTINGS EMBED. LIN FT	SIGN POST AND STUB POUND	EXIT NUMBER PANEL: LEGEND	TYPE A SQ. FT.	TYPE B SQ. FT.	TYPE C SQ. FT.	GUARDRAIL: TYPE A LIN. FT.	TERM. ANCHOR POSTS TYPE 1 EACH	GUARDRAIL TERM. TYPE 2 EACH	AGG. BASE CR (CL. 7) TON	ACHM SURF. CR. 220 LBS/SY TON
OH-530-627+50NB-B			1					13.50	9.50	128.25																					
OH-530-627+50NB-A			1					20.50	10.50	215.25																					
OH-530-585+00SB-A			1					20.50	9.50	194.75													46	20.00							
OH-530-585+00SB-B			1					16.00	11.50	184.00																					
OH-530-615+50NB-A			1					16.50	10.50	173.25																					
OH-530-615+50NB-B			1					15.00	7.00	105.00																					
OH-530-49+00NB-A			1					16.00	7.50	120.00													35	20.00							
OH-530-49+00NB-B			1					13.50	9.50	128.25																					
GUIDE SIGNS OVERHEAD MOUNTED TOTALS;										1248.75																					
TOTALS:			8							1248.75														40.00							

5/22/2017

OWEBB0203.DGN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. BARTEL

DATE REVISED	DATE PLANS	DATE REVISED	DATE PLANS	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.		
				JOB NO.	080203	164	187

SIGNING QUANTITIES SHEET

GUIDE SIGN - ROADSIDE MOUNTED - PAGE 1 OF 2

SIGN NO./ LOCATION	STRUCTURE TYPE ST	CL	OH	BM	G-1	G-2	SIGN: STANDARD SIGN SQ. FT.	GUIDE SIGN LENGTH LIN. FT.	HEIGHT LIN. FT.	SQ. FT.	BREAKAWAY SIGN SUPPORT: STEEL SECT. A-572 BEAM	LBS	SIGN POST LENGTH H-1 LIN FT	H-2 LIN FT	H-3 LIN FT	STUB POST H-1 LIN FT	H-2 LIN FT	H-3 LIN FT	FOOTINGS DIA. LIN FT	DEPTH LIN FT	EMBED. LIN FT	SIGN POST AND STUB POUND	EXIT NUMBER PANEL: LEGEND	TYPE A SQ. FT.	B SQ. FT.	C SQ. FT.	GUARDRAIL: TYPE A LIN. FT.	TERM. ANCHOR POSTS TYPE 1 EACH	GUARDRAIL TERM. TYPE 2 EACH	AGG. BASE CR (CL. 7) TON	ACHM SURF. CR. 220 LBS/SY TON
GORE EXITS																															
EX-530-A					1			5.50	5.00	27.50																					
EX-530-35B					1			6.50	5.00	32.50																					
EX-530-36A					1			6.50	5.00	32.50																					
EX-530-36B					1			6.50	5.00	32.50																					
EX-530-37A					1			6.50	5.00	32.50																					
EX-530-37B					1			6.50	5.00	32.50																					
EX-530-39A					1			6.50	5.00	32.50																					
EX-530-39B					1			6.50	5.00	32.50																					
EX-530-41A					1			6.50	5.00	32.50																					
EX-530-41B					1			6.50	5.00	32.50																					
EX-530-42A					1			6.50	5.00	32.50																					
EX-530-42B					1			6.50	5.00	32.50																					
EX-530-43A					1			6.50	5.00	32.50																					
EX-530-43B					1			6.50	5.00	32.50																					
EX-530-46A					1			6.50	5.00	32.50																					
EX-530-46B					1			6.50	5.00	32.50																					
GM-530-113+00SB					1			12.50	9.50	118.75														37	20.00						
GM-530-117+00NB					1			12.00	8.00	96.00														36	20.00						
GM-530-53+75SB					1			12.00	8.00	96.00														36	20.00						
GM-530-46+00SB					1			12.50	6.50	81.25																					
GM-530-582+00NB					1			12.50	6.50	81.25																					
GM-530-78+80SB					1			15.00	5.50	82.50														36	20.00						
GM-530-104+00NB					1			15.00	5.50	82.50	W8	21	13.00	14.00		2.50	2.50		2.50	6.50	4.33	672.0	36	20.00						
GM-530-129+50SB					1			15.50	8.00	124.00														37	20.00						
GM-530-156+00NB					1			15.50	8.00	124.00														37	20.00						
LF-530-551+00SB					1			17.00	9.50	161.50																					
GM-530-74+50SB					1			16.00	7.50	120.00																					
GM-530-114+00NB					1			16.00	7.50	120.00	W10	22	15.00	16.00		2.50	2.50		3.00	7.00	4.67	792.0									
GM-530-166+00SB					1			16.50	11.50	189.75														39	20.00						
GM-530-285+00NB					1			16.50	11.50	189.75														39	20.00						
GM-530-213+50SB					1			9.50	9.50	90.25	W8	18	17.00	18.00		2.50	2.50		2.50	6.50	4.33	720.0									
GM-530-281+00NB					1			9.50	9.50	90.25	W8	22	17.00	18.00		2.50	2.50		2.50	6.50	4..33	880.0									
GM-530-204+25NB					1			12.50	9.50	118.75														37	20.00						
GM-530-229+00SB					1			19.50	9.50	185.25														39	20.00						
GM-530-259+00NB					1			19.50	9.50	185.25														39	20.00						
GM-530-267+50SB					1			13.50	8.00	108.00														41	20.00						
GUIDE SIGNS ROADSIDE MOUNTED TOTALS;										2960.00																					
TOTALS:					36					2960.00												3064.00			260.00						

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FEDERAL DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080203		165	187

(2) SIGNING QUANTITIES SHEET

GUIDE SIGN - ROADSIDE MOUNTED - PAGE 2 OF 2

SIGN NO./ LOCATION	STRUCTURE TYPE ST	CL	OH	BM	G-1	G-2	SIGN: STANDARD SIGN SQ. FT.	GUIDE SIGN LENGTH LIN. FT.	HEIGHT LIN. FT.	SQ. FT.	BREAKAWAY SIGN SUPPORT: STEEL SECT. A-572 BEAM	LBS	SIGN POST LENGTH H-1 LIN FT	H-2 LIN FT	H-3	STUB POST H-1 LIN FT	H-2 LIN FT	H-3	FOOTINGS DIA. LIN FT	DEPTH LIN FT	EMBED. LIN FT	SIGN POST AND STUB POUND	EXIT NUMBER PANEL LEGEND	TYPE A SQ. FT.	B SQ. FT.	C SQ. FT.	GUARDRAIL TYPE A LIN. FT.	TERM. ANCHOR POSTS TYPE 1 EACH	GUARDRAIL TERM. TYPE 2 EACH	AGG. BASE CR (CL. 7) TON	ACHM SURF. CR. 220 LBS/SY TON
GM-530-350+25NB					1			13.50	8.00	108.00													41	20.00							
GM-530-405+00SB					1			10.50	7.50	78.75	W8	18	15.00	16.00		2.50	2.50		2.50	6.00	4.00	648.0									
GM-530-466+50NB					1			10.50	7.50	78.75	W8	18	15.00	16.00		2.50	2.50		2.50	6.00	4.00	648.0									
GM-530-303+50SB					1			16.50	5.50	90.75													41	20.00							
GM-530-329+50NB					1			16.50	5.50	90.75													41	20.00							
GM-530-362+50SB					1			14.50	4.50	65.25													42	20.00							
GM-530-391+00NB					1			14.50	4.50	65.25													42	20.00							
GM-530-405+50NB					1			11.00	5.50	60.50													42	20.00							
GM-530-339+50SB					1			11.00	5.50	60.50													42	20.00							
GM-530-350+00SB					1			14.50	7.50	108.75	W10	22	15.00	16.00		2.50	2.50		3.00	6.50	4.33	792.0									
GM-530-398+00NB					1			14.50	7.50	108.75	W10	22	15.00	16.00		2.50	2.50		3.00	6.50	4.33	792.0									
GM-530-343+50SB					1			18.50	7.50	138.75																					
GM-530-400+25NB					1			18.50	7.50	138.75																					
GM-530-416+25SB					1			16.50	9.50	156.75													43	20.00							
GM-530-444+50NB					1			16.50	10.00	165.00													43	20.00							
GM-530-492+50NB					1			14.00	11.50	161.00																					
GM-530-399+00SB					1			14.00	11.50	161.00													43	20.00							
LFL-530-161+00SB					1			18.00	15.50	279.00													43	20.00							
LFL-530-276+50NB					1			18.00	15.50	279.00																					
LGF-530-390+50SB					1			18.00	12.00	216.00																					
LG-530-64+00SB					1			18.00	12.00	216.00	W10	22	19.50	19.50	20.50	2.50	2.50	2.50	3.00	7.50	5.00	1419.0									
LG-530-125+50NB					1			18.00	12.00	216.00																					
LG-530-173+50SB					1			17.50	6.50	113.75																					
LG-530-269+50NB					1			17.50	6.50	113.75																					
LG-530-276+50SB					1			17.50	6.50	113.75																					
LG-530-342+30NB					1			17.50	6.50	113.75																					
LFL-530-75+50NB					1			18.00	12.00	216.00																					
LL-530-542+40SB					1			18.00	13.50	243.00																					
GM-530-532+50SB					1			21.50	11.50	247.25													46	20.00							
GM-530-628+85NB					1			17.00	11.00	187.00																					
GM-530-619+25NB					1			17.00	11.00	187.00																					
GM-530-630+75NB					1			24.00	9.00	216.00																					
GM-530-617+50NB					1			24.00	9.00	216.00																					
GM-530-564+00SB					1			10.50	5.50	57.75																					
GM-530-547+00SB-A					1			12.00	5.00	60.00	W8	18	13.00	14.00		2.50	2.50		2.50	6.00	4.00	576.0									
GM-530-547+00SB-B					1			12.00	5.00	60.00	W8	18	13.00	14.00		2.50	2.50		2.50	6.00	4.00	576.0									
GUIDE SIGNS ROADSIDE MOUNTED TOTALS;										5188.25																					
TOTALS:					36					5188.25												5451.00		240.00							

5/22/2017

DWB80203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FEDERAL ENTITY NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080203		166	187

(2) SIGNING QUANTITIES SHEET

STANDARD SIGNS FLAT SHEET (BOX 1 OF 3)

SIGN NO./ LOCATION	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS TYPE												STANDARD SIGN
	G1	G2	G2-1	G2-2	G2-3	G2-4	G2-5	G2-6	G2-7	G2-8	G2-9	G2-10	
	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	SQ. FT.
SS-530-65+00NB		1											16.00
SS-530-122+00NB		1											16.00
SS-530-215+25NB		1											16.00
SS-530-286+50NB		1											16.00
SS-530-353+50NB		1											16.00
SS-530-408+50NB		1											16.00
SS-530-576+00NB		1											16.00
SS-530-57+00SB		1											16.00
SS-530-121+00SB		1											16.00
SS-530-157+00SB		1											16.00
SS-530-272+00SB		1											16.00
SS-530-337+00SB		1											16.00
SS-530-395+00SB		1											16.00
SS-530-509+00SB		1											16.00
SS-530-581+00SB-A		1											20.00
SS-530-581+00SB-B		1											20.00
SS-530-53+50NB		1											20.00
SS-530-94+50NB		1											20.00
SS-530-202+00NB		1											20.00
SS-530-279+75NB		1											20.00
SS-530-347+00NB		1											20.00
SS-530-402+00NB		1											20.00
SS-530-560+75NB		1											20.00
SS-530-20+00SB		1											20.00
SS-530-66+00SB		1											20.00
SS-530-126+00SB		1											20.00
SS-530-185+00SB		1											20.00
SS-530-284+50SB		1											20.00
SS-530-344+50SB		1											20.00
SS-530-403+00SB		1											20.00
SS-530-514+75SB		1											20.00
SS-530-124+00NB		1											20.00
SS-530-298+50NB		1											20.00
SS-530-412+00NB		1											20.00
SS-530-548+00NB		1											20.00
TOTALS:		35											644.00

STANDARD SIGNS FLAT SHEET (BOX 2 OF 3)

SIGN NO./ LOCATION	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS TYPE												STANDARD SIGN
	G1	G2	G2-1	G2-2	G2-3	G2-4	G2-5	G2-6	G2-7	G2-8	G2-9	G2-10	
	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	SQ. FT.
SS-530-125+00SB		1											20.00
SS-530-262+00SB		1											20.00
SS-530-396+50SB		1											20.00
SS-530-621+50NB		1											20.00
SS-530-587+75SB-A		1											16.00
SS-530-587+75SB-B		1											16.00
SS-530-576+00SB-A		1											16.00
SS-530-576+00SB-B		1											16.00
SS-530-604+00SB		1											16.00
SS-530-618+50NB		1											16.00
SS-530-87+00NB		1											16.00
SS-530-135+50NB		1											16.00
SS-530-238+50NB		1											16.00
SS-530-312+50NB		1											16.00
SS-530-370+00NB		1											16.00
SS-530-426+50NB		1											16.00
SS-530-563+50NB		1											10.50
SS-530-597+00NB		1											16.00
SS-530-34+00SB		1											16.00
SS-530-96+50SB		1											16.00
SS-530-146+00SB		1											16.00
SS-530-249+50SB		1											16.00
SS-530-322+50SB		1											16.00
SS-530-381+00SB		1											16.00
SS-530-435+00SB		1											16.00
SS-530-492+00SB		1											16.00
SS-530-98+00NB		1											16.00
SS-530-120+00NB		1											16.00
SS-530-150+00NB		1											16.00
SS-530-193+00NB		1											16.00
SS-530-234+00NB		1											16.00
SS-530-251+00NB		1											16.00
SS-530-301+00NB		1											16.00
SS-530-323+50NB		1											16.00
SS-530-511+00SB		1											20.00
TOTALS:		35											574.50

STANDARD SIGNS FLAT SHEET (BOX 3 OF 3)

SIGN NO./ LOCATION	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS TYPE												STANDARD SIGN
	G1	G2	G2-1	G2-2	G2-3	G2-4	G2-5	G2-6	G2-7	G2-8	G2-9	G2-10	
	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	SQ. FT.
SS-530-366+00NB		1											16.00
SS-530-383+50NB		1											16.00
SS-530-436+50NB		1											16.00
SS-530-561+50SB		1											10.50
SS-530-504+50NB		1											16.00
SS-530-567+25NB		1											16.00
SS-530-615+50NB		1											16.00
SS-530-84+00SB		1											16.00
SS-530-105+00SB		1											16.00
SS-530-135+00SB		1											16.00
SS-530-169+75SB		1											16.00
SS-530-218+00SB		1											16.00
SS-530-239+00SB		1											16.00
SS-530-281+00SB		1											16.00
SS-530-312+00SB		1											16.00
SS-530-352+50SB		1											16.00
SS-530-370+00SB		1											16.00
SS-530-413+50SB		1											16.00
SS-530-438+00SB		1											16.00
SS-530-488+00SB		1											16.00
SS-530-558+00SB		1											16.00
SS-530-600+00SB		1											16.00
SS-530-572+50NB			1										55.00
SS-530-177+48SB		1											16.50
SS-530-183+47NB		1											16.50
SS-530-445+00SB		1											16.50
SS-530-458+00NB		1											16.50
SS-530-287+00SB		1											10.50
SS-530-295+50NB		1											10.50
SS-530-422+00SB		1											21.00
SS-530-422+75NB		1											21.00
SS-530-358+24SB		1											13.50
SS-530-359+76NB		1											13.50
TOTALS:		32	1										557.50

5/22/2017

D:\080203.DGN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/22/17
JOSEPH A. SARTIN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	PROJ. NO. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		BB0203	167	187

(2) SIGN PLACEMENT SHEET

STA. 7+67.09
BEGIN JOB BB0203

P.I. 16+97.80

HWY. 65B

EXISTING-OK

P.C. 19+34.32

REPLACE
SS-530-20+00SB

P.I. 23+61.92

REPLACE
SS-530-34+00SB

NORTH NORTH
INTERSTATE 530 65
Little Rock

EXIT 35
65B SOUTH
Pine Bluff

EXISTING OH STRUCTURE

REPLACE
OH-530-49+00NB-A
OH-530-49+00NB-B

REPLACE
EX-530-35B

EXIT 35

REPLACE
SS-530-53+50NB

SPEED LIMIT 65

P.C. 58+18.20

REPLACE
SS-530-65+00NB

NORTH INTERSTATE 530

Wiley A. BRANTON SR. Highway

REPLACE
GM-530-46+00SB

Princeton Pike
½ MILE
EXIT 36

REPLACE
GM-530-53+75SB

SOUTH INTERSTATE 530

REPLACE
SS-530-57+00SB

P.I. 62+54.86

ROCK STOP
GAS - EXIT 36

REPLACE
LG-530-64+00SB

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/22/17
JOSEPH A. SARTINI

5/22/2017

DWBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080203	168	187

(2) SIGN PLACEMENT SHEET

REPLACE
LFL-530-75+50NB

FOOD - EXIT 35 | BURGER KING | UNITED
LODGING - EXIT 35 | DAYS INN | HOLIDAY INN | RAMADA INN

P.T. 66+30.58

INSTALL
SS-530-66+00SB

REMOVE
SS-530-68+75SB

REMOVE
GM-530-69+50SB

REPLACE
GM-530-74+50SB

REPLACE
GM-530-78+80SB

REPLACE
EX-530-36A

REPLACE
SS-530-84+00SB

P.C. 86+86.43

REPLACE
SS-530-87+00NB

P.T. 89+88.32

STA. 90+31.89
BRIDGE END

REPLACE
SS-530-94+50NB

STA. 90+31.89
BRIDGE END

P.T. 92+89.70

STA. 92+18.20
BRIDGE END

REPLACE
SS-530-98+00NB

P.C. 99+67.81

REPLACE
EX-530-36B

INSTALL
GM-530-104+00NB

REPLACE
SS-530-96+50SB

REMOVE
GM-530-106+50NB

REMOVE
GM-530-110+00NB

P.T. 109+23.28

STA. 109+66.43
BRIDGE END

P.T. 104+55.79

REPLACE
SS-530-105+00SB

REPLACE
GM-530-113+00SB

INSTALL
GM-530-114+00NB

REPLACE
GM-530-117+00NB

REMOVE
GM-530-118+00SB

REPLACE
SS-530-120+00NB

INSTALL
SS-530-122+00NB

REPLACE
SS-530-121+00SB

P.C. 121+63.05

INSTALL
SS-530-124+00NB

INSTALL
SS-530-125+00SB

5/22/2017

DWB80203.DGN

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/24/17
JOSEPH A. CARTER

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED.ROAD DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		880203	16	137

(2) SIGN PLACEMENT SHEET

REPLACE
LG-530-125+50NB

GAS - EXIT 36 | EXIT 36 | RESTAURANT

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-135+50NB

REPLACE
SS-530-150+00NB

REPLACE
EX-530-37B

STA. 141+86.98
BRIDGE END

STA. 143+36.06
BRIDGE END

STA. 143+72.56

S. 3°06'30" W

C.L. MEDIAN

A6259

B6259

P.T. 137+39.87
AHEAD
P.C. 137+39.87
AHEAD

STA. 141+86.98
BRIDGE END

STA. 143+36.06
BRIDGE END

BRIDGE ICES BEFORE ROAD

EXIT 37

+75.51
69.85

+46.01
69.90

+39.23
55.39

65 SPEED LIMIT

REPLACE
SS-530-126+00SB

W. 13th St. 190 EXIT 37

REPLACE
GM-530-129+50SB

REPLACE
EX-530-37A

REPLACE
SS-530-135+00SB

INSTALL
SS-530-146+00SB

HWY. 190

700' ACCELERATION LANE

DENOTES REMOVAL AND RECONSTRUCTION
OF APPROACH SLABS AND GUTTERS

EXIT 37 | W. 13th St. 190

REPLACE
GM-530-156+00NB

EXISTING ROW, C/A, & FENCE

BAYOU BARTHOLOMEW

SHANNON RD.

REPLACE
SS-530-183+47NB

Bayou Bartholomew

STA. 177+34.95
BRIDGE END

STA. 183+47.68
BRIDGE END

A6260

B6260

700' ACCELERATION LANE

300' TAPER

STA. 177+48.28
BRIDGE END

STA. 183+60.38
BRIDGE END

INTERSTATE 530 SOUTH

INSTALL
SS-530-157+00SB

LODGING - EXIT 39 | FOOD - EXIT 39

REPLACE
LFL-530-161+00SB

NORTH SOUTH 79B 79 EXIT 39
S Camden Rd
1 MILE

REPLACE
GM-530-166+00SB

BRIDGE ICES BEFORE ROAD

REPLACE
SS-530-169+75SB

FAST MART | GAS - EXIT 39

REPLACE
LG-530-173+50SB

REPLACE
SS-530-177+48SB

95 SPEED LIMIT

REPLACE
SS-530-185+00SB

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. SARTIN

DENOTES REMOVAL AND RECONSTRUCTION
OF APPROACH SLABS AND GUTTERS

5/22/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080203		170	187

(2) SIGN PLACEMENT SHEET

REMOVE
GM-530-187+00NB

Dept of Com. Correction EXIT 37

185

P.C. 188+13.61

C.L. MEDIAN

S 3°06'30" W

190

REPLACE
SS-530-193+00NB

BRIDGE ICES BEFORE ROAD

195

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-202+00NB

SPEED LIMIT 65

200

EXIT 37

190

W 13th St
1 MILE

REPLACE
GM-530-204+25NB

205

210

REPLACE
SS-530-215+25NB

NORTH
HOPE/TEXAS
530

215

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

Rison Fordyce Camden EXIT 39

INSTALL
GM-530-213+50SB

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

REPLACE
SS-530-234+00NB

BRIDGE ICES BEFORE ROAD

REPLACE
SS-530-238+50NB

P.T. 242+21.86

STA. 243+76.39
BRIDGE END

240

S 74°45'30" E

245

A6262

B6262

STA. 243+46.16
BRIDGE END

HWY. 79B

235

230

STA. 227+83.33
BRIDGE END

P.I. 227+76.94

700' ACCELERATION LANE

C.L. MEDIAN

S 74°45'30" E

STA. 226+28.69
BRIDGE END

EXISTING ROW, C/A, & FENCE

215

220

300' TAPER

225

A6261

B6261

STA. 228+03.58
BRIDGE END

STA. 226+56.61
BRIDGE END

OAKWOOD RD

P.C. 234+95.33

REPLACE
SS-530-239+00SB

BRIDGE ICES BEFORE ROAD

EXISTING ROW, C/A, & FENCE

EXIT 39

REPLACE
EX-530-39A

NORTH 79B SOUTH 79
S Camden Rd
EXIT 39

REPLACE
GM-530-229+00SB

BRIDGE ICES BEFORE ROAD

REPLACE
SS-530-218+00SB

EXISTING ROW, C/A, & FENCE

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARTIN
5/22/17

5/22/2017

RB80203.DGN

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	880203		171	197

(2) SIGN PLACEMENT SHEET

REPLACE
SS-530-251+00NB

REPLACE
EX-530-39B

EXISTING ROW

EXISTING C/A

EXIT 39

REPLACE
GM-530-259+00NB

SOUTH NORTH 79B 79 S Camden Rd

REPLACE
LG-530-269+50NB

GAS - EXIT 39 FAST MART

STA. 245+87.40
BRIDGE END

BRIDGE ICES BEFORE ROAD

245 250 255 260 265 270 275

+21.96
69.86'

EXISTING ROW, C/A, & FENCE

6262

S 46°17'50" E 6.24%

C.L. MEDIAN

S 46°17'50" E

6.24%

P.C. 273+70.24

62

STA. 245+63.86
BRIDGE END

P.T. 249+18.39

+88.22
55.39'

+88.22

+88.22

C.L. MEDIAN S 46°17'50"

SLOWER TRAFFIC KEEP RIGHT

INSTALL
SS-530-262+00SB

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-249+50SB

REPLACE
GM-530-267+50SB

Old Warren Road 3/4 MILE EXIT 41

SOUTH 530 NORTH

REPLACE
SS-530-272+00SB

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

REPLACE
LFL-530-276+50NB

FOOD - EXIT 39 MCDONALDS WENDYS SUBWAY LEGS SONIC TACO BELL

LODGING - EXIT 39 BRADFORD INN SAVE INN HOLIDAY INN

INSTALL
GM-530-281+00NB

Rison Fordyce Camden EXIT 39

REPLACE
SS-530-279+75NB

EXIT 39

SOUTH NORTH 79B 79 S Camden Rd 1/2 MILE

REPLACE
GM-530-285+00NB

EXISTING ROW, C/A, & FENCE

SPEED LIMIT 65

275 280 285 290 295 300 305

NORTH 530 INTERSTATE

REPLACE
SS-530-286+50NB

U.P. RAILROAD

REPLACE
SS-530-295+50NB

Nevins Creek

REMOVE
SS-530-298+50NB

INSTALL
SS-530-301+00NB

BRIDGE ICES BEFORE ROAD

BRIDGE ICES BEFORE ROAD

INSTALL
SS-530-298+50NB

EXISTING ROW, C/A, & FENCE

S 46°17'50" E

P.I. 290+32.35

A6263

S 58°45'28" E C.L. MEDIAN

B6263

STA. 295+51.05
BRIDGE END

SLOWER TRAFFIC KEEP RIGHT

STA. 295+51.05
BRIDGE END

6.24%

P.I. 282+04.93

SPEED LIMIT 65

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

GAS - EXIT 41 TOM & COUNTRY

BRIDGE ICES BEFORE ROAD

REPLACE
LG-530-276+50SB

REPLACE
SS-530-281+00SB

REPLACE
SS-530-284+50SB

Nevins Creek

REPLACE
SS-530-287+00SB

Old Warren Road EXIT 41

REPLACE
GM-530-303+50SB

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/22/17
JOSEPH A. BARTEAU

5/22/2017

RBB0203.DGN

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				6	ARK.			
				JOB NO.		080203	172	187

(2) SIGN PLACEMENT SHEET

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-312+50NB

STA. 316+60.73
BRIDGE END

REPLACE
SS-530-323+50NB

BRIDGE ICES BEFORE ROAD

STA. 318+69.21
BRIDGE END

REPLACE
EX-530-41B

EXIT 41

EXIT 41 Old Warren Road

REPLACE
GM-530-329+50NB

EXISTING

305 310 315 320 325 330 335

+61.78 55.91

+31.68 69.63

A6264

B6264

C.L. MEDIAN S 58°45'28" E

STA. 318+58.39

REPLACE
SS-530-322+50SB

+53.99 69.90

+38.22 55.91

EXISTING R

EXIT 41

BRIDGE ICES BEFORE ROAD

REPLACE
SS-530-312+00SB

REPLACE
EX-530-41A

OLD WARREN RD.

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

GAS - EXIT 41 TOWN & COUNTRY

REPLACE
LG-530-342+30NB

EXIT 41 Old Warren Road ½ MILE

REPLACE
GM-530-350+25NB

REPLACE
SS-530-353+50NB

NORTH JUNCTION 530

REPLACE
SS-530-359+76NB

Springhill Creek

+61.78 55.91

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-347+00NB

SPEED LIMIT 65

EXISTING ROW, C/A, & FENCE

STA. 358+23.96
BRIDGE END

EXISTING ROW, C/A, & FENCE

335 340 345 350 355 360 365

A6265

B6265

STA. 357+87.46

+38.22

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

SOUTH JUNCTION 530

INSTALL
SS-530-337+00SB

REMOVE
SS-530-338+75SB

Hazel St. ½ MILE EXIT 42

REPLACE
GM-530-339+50SB

Jefferson Regional Medical Center EXIT 42

REPLACE
GM-530-343+50SB

SPEED LIMIT 65

REPLACE
SS-530-344+50SB

Southeast AR College EXIT 42

INSTALL
GM-530-350+00SB

BRIDGE ICES BEFORE ROAD

REPLACE
SS-530-352+50SB

Springhill Creek

REPLACE
SS-530-358+24SB

SPRINGHILL CREEK

Hazel St. EXIT 42

REPLACE
GM-530-362+50SB

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7627
5/23/17
JOSEPH A. SASS

5/22/2017

RBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		880203	173	187

(2) SIGN PLACEMENT SHEET

REPLACE SS-530-366+00NB

BRIDGE ICES BEFORE ROAD

EXISTING ROW, C/A, & FENCE

REPLACE SS-530-370+00NB

C.L. MEDIAN S 58°45'28" E

P.C. 373+40.03

REPLACE EX-530-42A

EXIT 42

BRIDGE ICES BEFORE ROAD

REPLACE SS-530-370+00SB

EXISTING ROW, C/A, & FENCE

A6266

B6266

STA. 377+72.88

S. HAZEL ST.

STA. 378+15.58

REPLACE SS-530-381+00SB

EXISTING ROW, C/A, & FENCE

P.I. 382+17.26

REPLACE SS-530-383+50NB

BRIDGE ICES BEFORE ROAD

REPLACE EX-530-42B

EXIT 42

REPLACE GM-530-391+00NB

EXIT 42 Hazel St.

EXISTING ROW, C/A, & FENCE

P.I. 391+39.18

C.L. MEDIAN S 86°19'46" E

300' TAPER

REPLACE LGF-530-390+50SB

INSTALL SS-530-395+00SB

SOUTH 530 INTERSTATE

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

INSTALL GM-530-398+00NB

Southeast AR College EXIT 42

REPLACE GM-530-400+25NB

Jefferson Regional Medical Center EXIT 42

REPLACE GM-530-405+50NB

EXIT 42 Hazel St. 1/4 MILE

REPLACE SS-530-402+00NB

SPEED LIMIT 65

REPLACE SS-530-408+50NB

NORTH INTERSTATE 530

INSTALL SS-530-412+00NB

SLOWER TRAFFIC KEEP RIGHT

EXISTING ROW, C/A, & FENCE

+61.80

STA. 421+52.89 BRIDGE END

STA. 421+49.81 END WRSF

REPLACE SS-530-422+75NB

Dancing Rabbit Creek

EXISTING

CREEK

A6267

B6267

C.L. MEDIAN S 86°19'46" E

STA. 423+43.61

INSTALL SS-530-397+00SB

SLOWER TRAFFIC KEEP RIGHT

EXISTING ROW, C/A, & FENCE

REMOVE SS-530-397+25SB

SOUTH INTERSTATE 530

North South 63B, 63 S Olive St 1/4 MILE EXIT 43

REPLACE GM-530-399+00SB

REPLACE SS-530-403+00SB

SPEED LIMIT 65

El Dorado/Warren EXIT 43

INSTALL GM-530-405+00SB

INSTALL SS-530-413+50SB

BRIDGE ICES BEFORE ROAD

REMOVE SS-530-415+25SB

BRIDGE ICES BEFORE ROAD

North South 63B, 63 S Olive St EXIT 43

REPLACE GM-530-416+25SB

REPLACE EX-530-43A

EXIT 43

REPLACE SS-530-422+00SB

Dancing Rabbit Creek

DANCING RABBIT

EXISTING

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/22/17
JOSEPH A. SARTIN

5/22/2017

RBB0203.DGN

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080203	174	187

(2) SIGN PLACEMENT SHEET

REPLACE
SS-530-426+50NB

STA. 429+51.52
BRIDGE END

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-436+50NB

BRIDGE ICES BEFORE ROAD

REPLACE
EX-530-43B

EXIT 43

REPLACE
GM-530-444+50NB

EXIT 43
SOUTH NORTH
63 63B
S Olive St

425 430 435 440 445 450 455

A6269 B6269 A6270 B6270

C.L. MEDIAN

S 86°19'48" E

P.C. 443+32.44

STA. 444+88.95
END WRSF

BAYOU BARTHOLOMEW

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-435+00SB

REPLACE
SS-530-438+00SB

BRIDGE ICES BEFORE ROAD

700' ACCELERATION LANE

300' TAPER

+38.24
55.91

+29.39
69.83

HWY. 63

SOUTH 530 EXIT 44
Star City
Monticello
½ MILE

EXISTING- OK
GM-530-427+50SB

REPLACE
SS-530-445+00SB

Bayou Bartholomew

REPLACE
SS-530-458+00NB

Bayou Bartholomew

EXISTING-OK
SS-530-465+00NB

BRIDGE ICES BEFORE ROAD

INSTALL
GM-530-466+50NB

Warren
El Dorado
EXIT 43

EXISTING-OK
LF-530-475+50NB

FOOD - LGT 43 LODGING

EXISTING
LGL-530-484+00NB

GAS - LGT 43 LODGING

EXISTING-OK
SS-530-476+50NB

455 460 465 470 475 480 485

+26.17
55.91

EXIT 44

EXISTING-OK
GM-530-461+50SB

EXISTING-OK
EX-530-44A

N 27°45'32" E

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. BARTEK

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

5/22/2017

RB80203.DGN

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				6	ARK.			
				JOB NO.	080203		175	187

(2) SIGN PLACEMENT SHEET

EXISTING ROW, C/A, & FENCE

EXISTING-OK
GM-530-507+85NB

EXIT 44 SOUTH 530 Star City Monticello

EXISTING
EX-530-44B

EXIT 44

INSTALL
SS-530-504+50NB

BRIDGE ICES BEFORE ROAD

REPLACE
GM-530-492+50NB

EXIT 43 SOUTH NORTH 63 65B S Olive St 3/4 MILE

STA. 489+19.38
BEGIN WRSF

485 490 495 500 505 510 515

OHIO ST.

P.I. 496+66.38

A6271

B6271

N. 27°45'32" E C.L. MEDIAN

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-492+00SB

STA. 495+13.91

STA. 494+93.23
BEGIN WRSF

700' ACCELERATION LANE

+77.44

EXISTING ROW, C/A, & FENCE

BRIDGE ICES BEFORE ROAD

REPLACE
SS-530-488+00SB

INSTALL
SS-530-511+00SB

SLOWER TRAFFIC KEEP RIGHT

SPEED LIMIT 65

EXISTING ROW, C/A, & FENCE

REPLACE
SS-530-514+75SB

INTERSTATE 530 SOUTH

REPLACE
SS-530-509+00SB

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

515 520 525 530 535 540 545

EXISTING ROW, C/A, & FENCE

N 27°45'32" E C.L. MEDIAN

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXISTING ROW, C/A, & FENCE

EXIT 46 NORTH 167 63 79 65B Harding Ave 1 MILE

REPLACE
GM-530-532+50SB

LOGGING - EXIT 46

REPLACE
LL-530-542+40SB

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SMITH
5/23/17

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

5/22/2017

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				6	ARK.			
				JOB NO.		080203	176	187

(2) SIGN PLACEMENT SHEET

EXISTING-OK
GM-530-557+50NB

EXIT 44 SOUTH 530 Star City Monticello 1 MILE

INSTALL
SS-530-548+00NB

SLOWER TRAFFIC KEEP RIGHT

REPLACE
SS-530-560+75NB

SPEED LIMIT 65

REPLACE
SS-530-563+50NB

Outlet Canal

REPLACE
SS-530-567+25NB

BRIDGE ICES BEFORE ROAD

STATE LAW
MOVE OVER SAFELY OR SLOW DOWN FOR STOPPED VEHICLES WITH FLASHING LIGHTS

REPLACE
SS-530-572+50NB

EXISTING ROW, C/A, & FENCE

EXISTING C/A

EXISTING ROW

C.L. MEDIAN N 27°45'32" E

N 42°34'29" E

A6272

B6272

P.C. 563+05.23

P.I. 567+95.12

FENCE

FREEWAY ENDS 1 MILE

INSTALL
GM-530-547+00SB-A
GM-530-547+00SB-B

FOOD - EXIT 46 — LODGING, RESTAURANTS, GAS, TRUCK STOP, RV PARK

REPLACE
LF-530-551+00SB

REPLACE
SS-530-558+00SB

REPLACE
SS-530-561+50SB

Outlet Canal

Stuttgart EXIT 46

REPLACE
GM-530-564+00SB

EXISTING C/A

EXISTING ROW

EXISTING C/A

EXISTING ROW

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

REPLACE
GM-530-582+00NB

Wiley A. BRANTON SR. Highway

REPLACE
SS-530-597+00NB

HWY. 63B

REPLACE
SS-530-576+00NB

NORTH 530

EXISTING ROW

EXISTING C/A

C.L. MEDIAN N 42°34'29" E

P.I. 582+58.39

P.C. 593+47.01

BRIDGE ICES BEFORE ROAD

HWY. 63B

STA. 606+79.96

REPLACE
SS-530-600+00SB

REPLACE
SS-530-604+00SB

STA. 606+79.96

SPEED LIMIT 55

REPLACE
SS-530-581+00SB-A
SS-530-581+00SB-B

INSTALL
SS-530-587+75SB-A
SS-530-587+75SB-B

EXIT 46

REPLACE
EX-530-46A

65 South Dumas McGehee Lake Village

SIDE EXIT 46 NORTH 190 63 79 65B Harding Ave

EXISTING OH STRUCTURE

INSTALL
OH-530-585+00SB-A
OH-530-585+00SB-B

REPLACE
SS-530-576+00SB-A
SS-530-576+00SB-B

EXISTING ROW

EXISTING C/A

EXISTING ROW

DENOTES REMOVAL AND RECONSTRUCTION OF APPROACH SLABS AND GUTTERS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/24/17
JOSEPH A. SARTELL

5/22/2017

RRB0203.DGN

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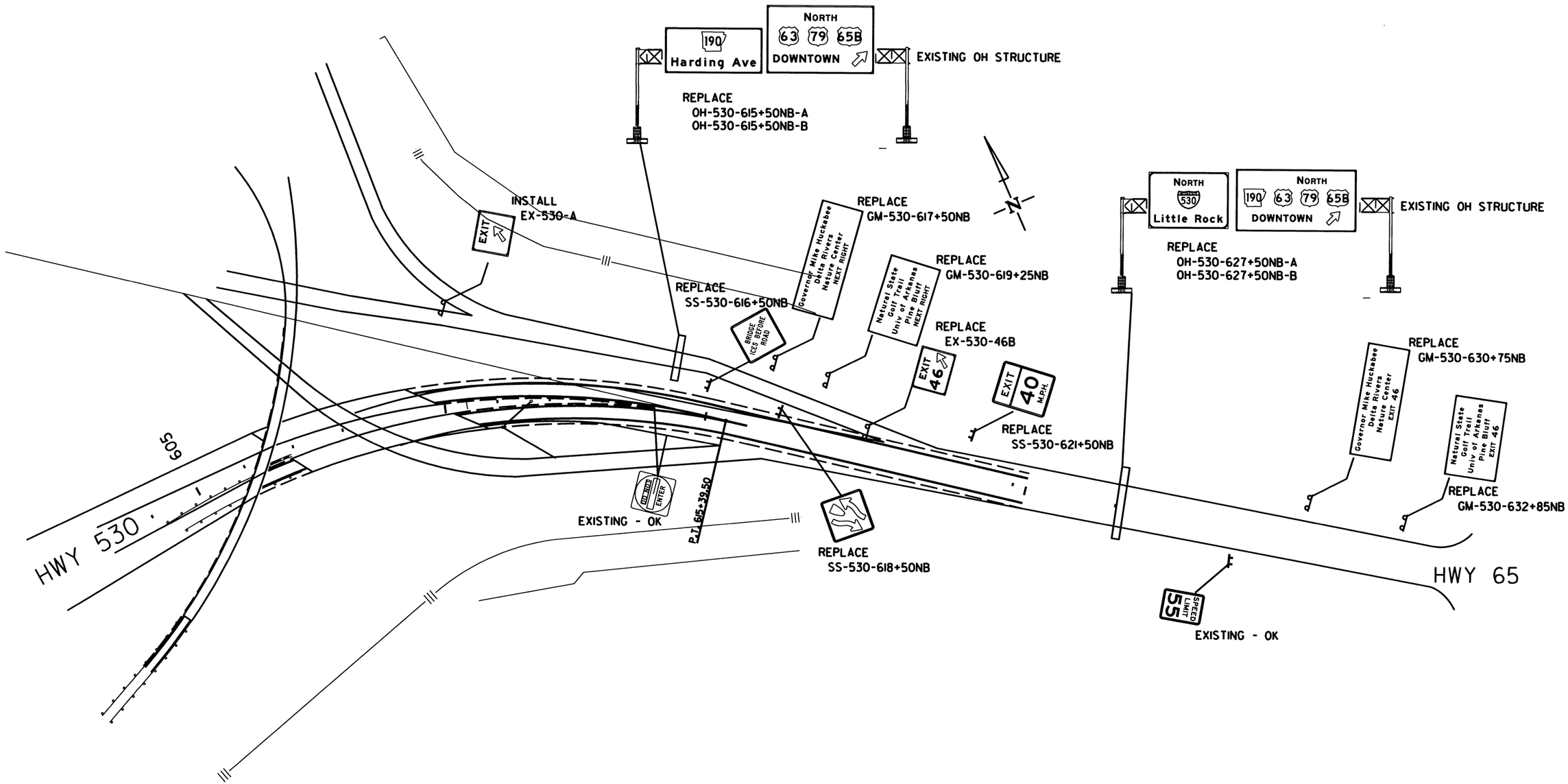
				6	ARK.			
				JOB NO.		880203	177	187

(2) SIGN PLACEMENT SHEET



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. SANTINI

5/22/2017

RB80203.DGN

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				JOB NO.		880203	178	187

(2) SIGN LAYOUT SHEET

M3-1 15"X30"

M1-1 36"X45"

SS-530-65+00NB
SS-530-122+00NB
SS-530-215+25NB
SS-530-286+50NB
SS-530-353+50NB
SS-530-408+50NB
SS-530-576+00NB

M3-3 15"X30"

M1-1 36"X45"

SS-530-57+00SB
SS-530-121+00SB
SS-530-157+00SB
SS-530-272+00SB
SS-530-337+00SB
SS-530-395+00SB
SS-530-509+00SB

R2-1 48"X60"

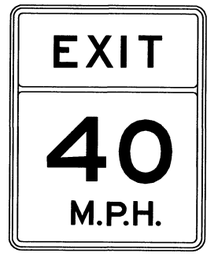
SS-530-581+00SB-A
SS-530-581+00SB-B

R2-1 48"X60"

SS-530-53+50NB
SS-530-94+50NB
SS-530-202+00NB
SS-530-279+75NB
SS-530-347+00NB
SS-530-402+00NB
SS-530-560+75NB
SS-530-20+00SB
SS-530-66+00SB
SS-530-126+00SB
SS-530-185+00SB
SS-530-284+50SB
SS-530-344+50SB
SS-530-403+00SB
SS-530-514+75SB

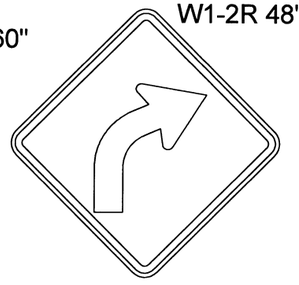
R4-3 48"X60"

SS-530-124+00NB
SS-530-298+50NB
SS-530-412+00NB
SS-530-548+00NB
SS-530-125+00SB
SS-530-262+00SB
SS-530-396+50SB
SS-530-511+00SB



W13-2 48"X60"

SS-530-621+50NB



W1-2R 48"X48"

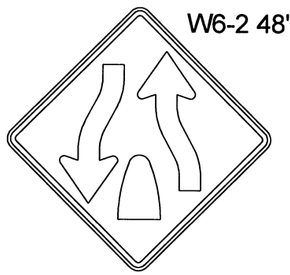
SS-530-587+75SB-A
SS-530-587+75SB-B

W3-5 48"X48"

SS-530-576+00SB-A
SS-530-576+00SB-B

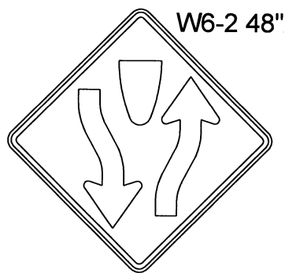
W8-13 48"X48"

SS-530-98+00NB
SS-530-120+00NB
SS-530-150+00NB
SS-530-193+00NB
SS-530-234+00NB
SS-530-251+00NB
SS-530-301+00NB
SS-530-323+50NB
SS-530-366+00NB
SS-530-383+50NB
SS-530-436+50NB
SS-530-504+50NB
SS-530-567+25NB
SS-530-615+50NB
SS-530-84+00SB
SS-530-105+00SB
SS-530-135+00SB
SS-530-169+75SB
SS-530-218+00SB
SS-530-239+00SB
SS-530-281+00SB
SS-530-312+00SB
SS-530-352+50SB
SS-530-370+00SB
SS-530-413+50SB
SS-530-438+00SB
SS-530-488+00SB
SS-530-558+00SB
SS-530-600+00SB



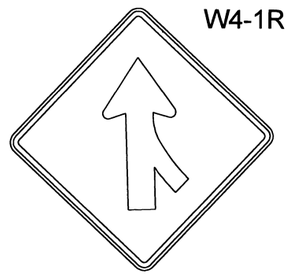
W6-2 48"X48"

SS-530-604+00SB



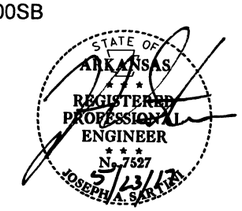
W6-2 48"X48"

SS-530-618+50NB



W4-1R 48"X48"

SS-530-87+00NB
SS-530-135+50NB
SS-530-238+50NB
SS-530-312+50NB
SS-530-370+00NB
SS-530-426+50NB
SS-530-597+00NB
SS-530-34+00SB
SS-530-96+50SB
SS-530-146+00SB
SS-530-249+50SB
SS-530-322+50SB
SS-530-381+00SB
SS-530-435+00SB
SS-530-492+00SB



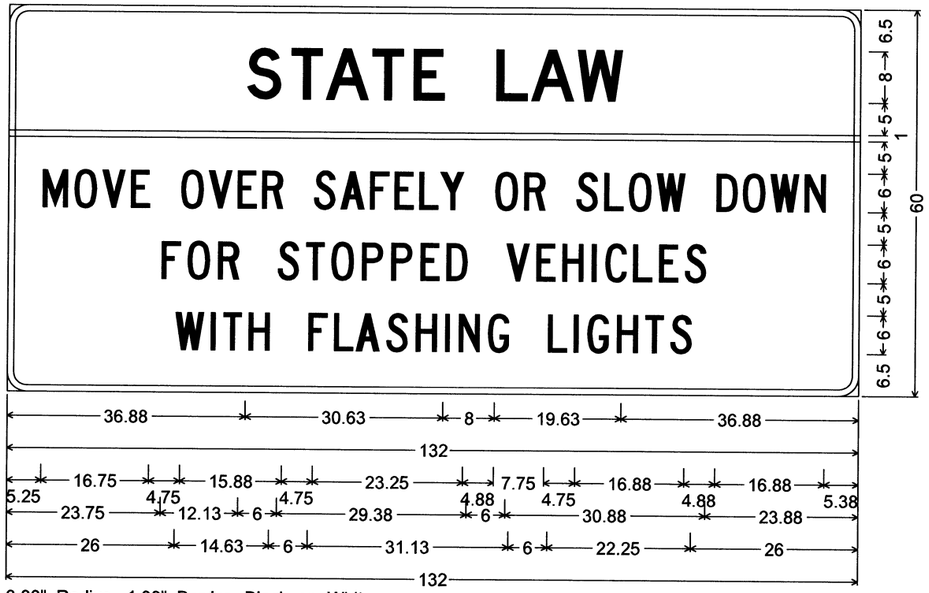
5/22/2017

DWEB0203.DGN

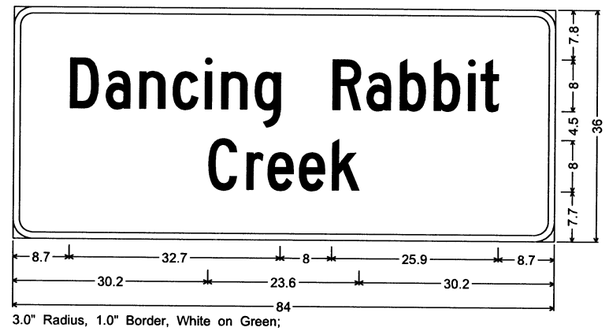
DATE RECVED	DATE FILMED	DATE RECVED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080203	175	187

(2) SIGN LAYOUT SHEET

SS-530-572+50NB

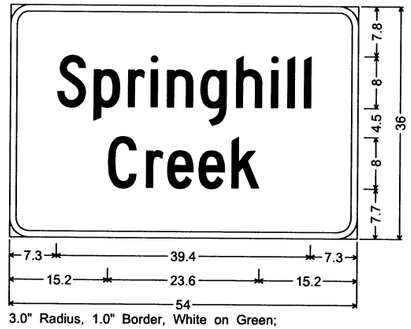


3.00" Radius, 1.00" Border, Black on White;
[STATE LAW] D; [MOVE OVER SAFELY OR SLOW DOWN] C 80% spacing;
[FOR STOPPED VEHICLES] C; [WITH FLASHING LIGHTS] C;



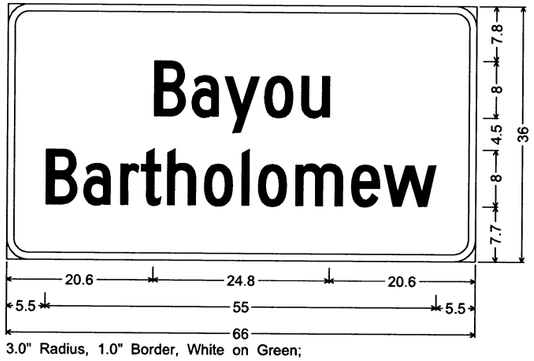
SS-530-422+00SB
SS-530-422+75NB

3.0" Radius, 1.0" Border, White on Green;
[Dancing Rabbit] C 2K; [Creek] C 2K;



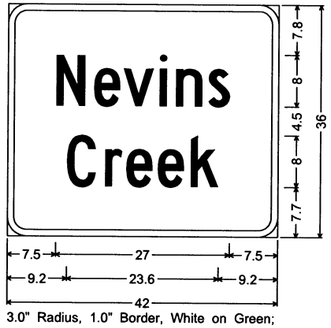
SS-530-358+24SB
SS-530-359+76NB

3.0" Radius, 1.0" Border, White on Green;
[Springhill] C 2K; [Creek] C 2K;



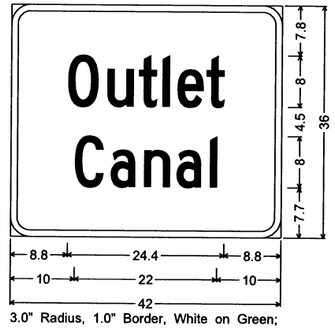
SS-530-I77+48SB
SS-530-I83+47NB
SS-530-445+00SB
SS-530-458+00NB

3.0" Radius, 1.0" Border, White on Green;
[Bayou] C 2K; [Bartholomew] C 2K;



SS-530-287+00SB
SS-530-295+50NB

3.0" Radius, 1.0" Border, White on Green;
[Nevins] C 2K; [Creek] C 2K;



SS-530-56I+50SB
SS-530-563+50NB

3.0" Radius, 1.0" Border, White on Green;
[Outlet] C 2K; [Canal] C 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. SMITH

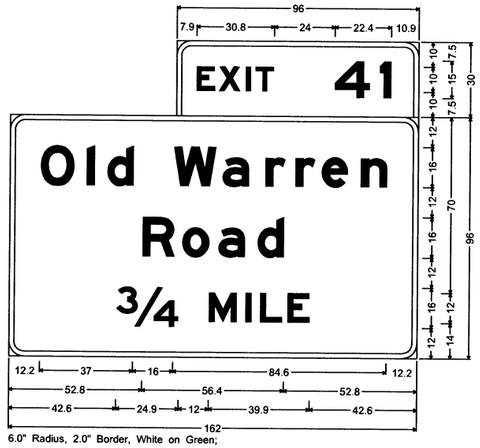
5/22/2017

ONEB0203.DGN

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		880203	180	187

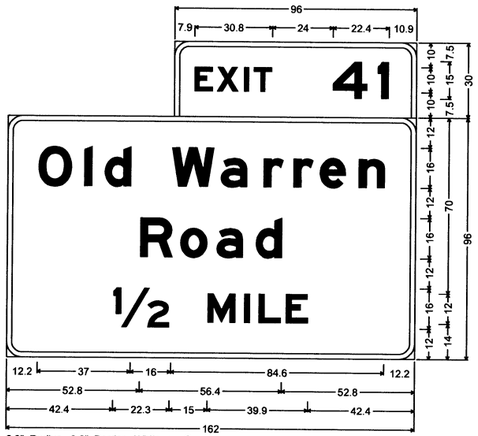
(2) SIGN LAYOUT SHEET

GM-530-267+50SB

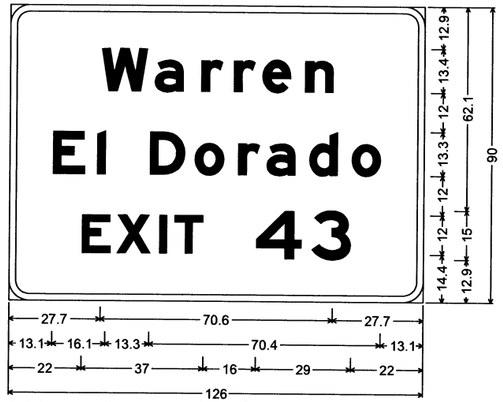


6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [41] E Mod 2K;
GM-530-267+50SB; 6.0" Radius, 2.0" Border, White on Green;
[Old Warren] E Mod 2K; [Road] E Mod 2K; [¾] E Mod 2K;
[MILE] E Mod 2K;

GM-530-350+25NB



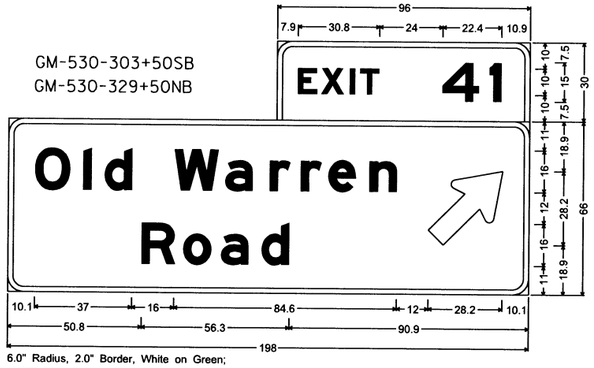
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [41] E Mod 2K;
GM-530-350+25NB; 6.0" Radius, 2.0" Border, White on Green;
[Old Warren] E Mod 2K; [Road] E Mod 2K; [½] E Mod 2K; [MILE] E Mod 2K;



GM-530-405+00SB
GM-530-466+50NB

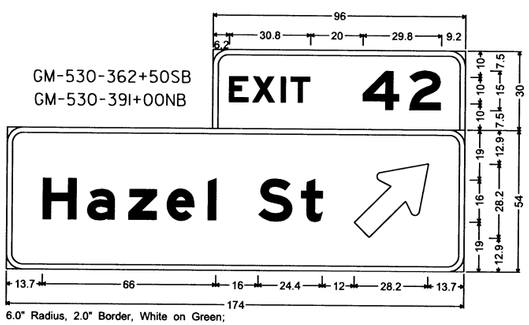
6.0" Radius, 2.0" Border, White on Green;
[Warren] E Mod 2K; [El Dorado] E Mod 2K;
[EXIT] E Mod 2K; [43] E Mod 2K;

GM-530-303+50SB
GM-530-329+50NB

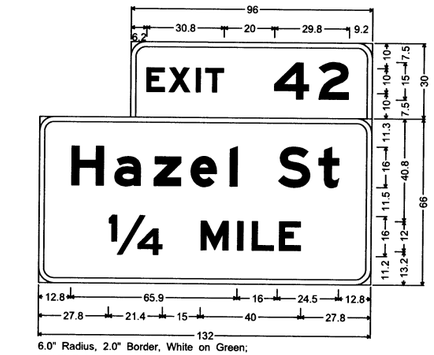


6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [41] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Old Warren] E Mod 2K; [Road] E Mod 2K; Standard Arrow Custom 35.8" X 21.6" 45°;

GM-530-362+50SB
GM-530-391+00NB



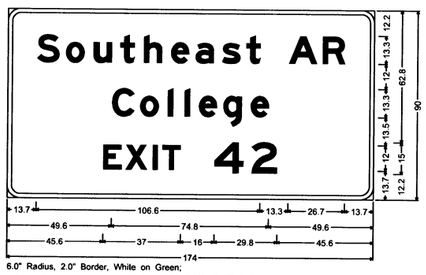
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [42] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Hazel St] E Mod 2K; Standard Arrow Custom 35.8" X 21.6" 45°;



GM-530-405+50NB

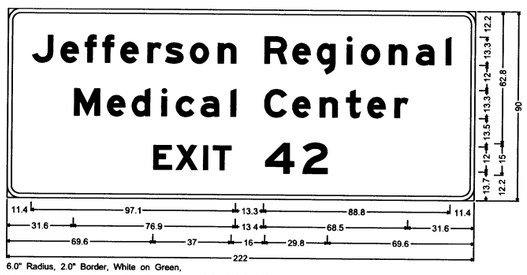
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [42] E Mod 2K;
GM-530-405+50NB; 6.0" Radius, 2.0" Border, White on Green;
[Hazel St] E Mod 2K; [¼] E Mod 2K; [MILE] E Mod 2K;

GM-530-350+00SB
GM-530-398+00NB

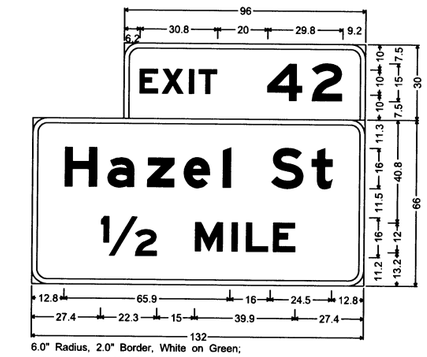


6.0" Radius, 2.0" Border, White on Green;
[Southeast AR] E Mod 2K; [College] E Mod 2K; [EXIT] E Mod 2K; [42] E Mod 2K;

GM-530-343+50SB
GM-530-400+25NB



6.0" Radius, 2.0" Border, White on Green,
[Jefferson Regional] E Mod 2K; [Medical Center] E Mod 2K; [EXIT] E Mod 2K; [42] E Mod 2K;



GM-530-339+50SB

6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [42] E Mod 2K;
GM-530-339+50SB; 6.0" Radius, 2.0" Border, White on Green;
[Hazel St] E Mod 2K; [½] E Mod 2K; [MILE] E Mod 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. SARTIN

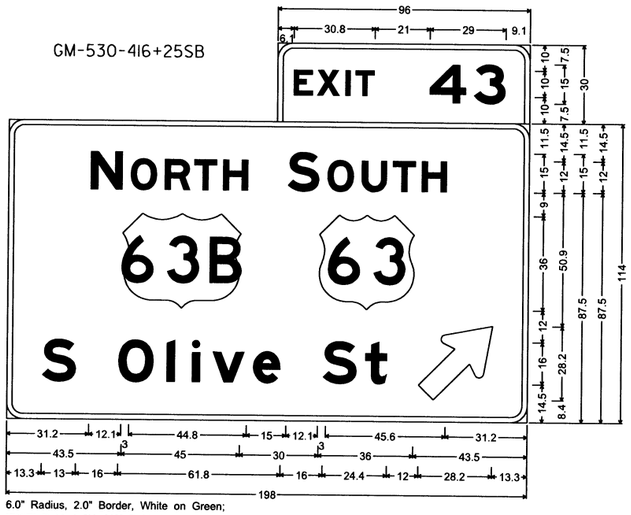
5/22/2017

DWG80203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	080203		181	187

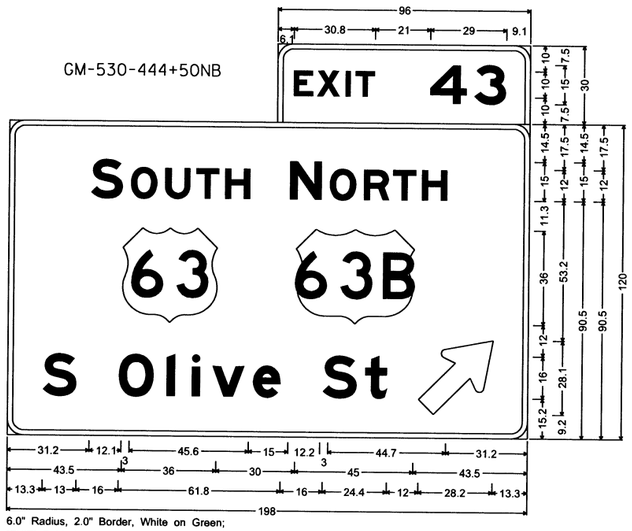
(2) SIGN LAYOUT SHEET

GM-530-416+25SB



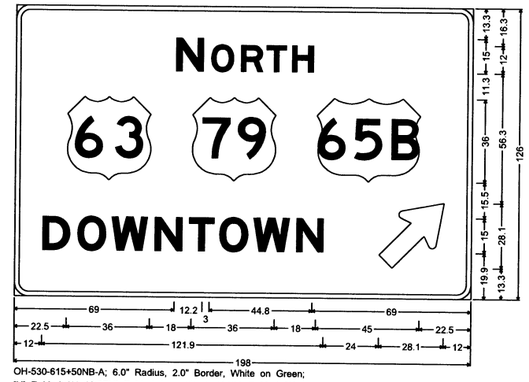
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [43] E Mod 2K;
GM-530-416+25SB-urban; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [S] E Mod 2K; [OUTH] E Mod 2K; [S Olive St] E Mod 2K;
Standard Arrow Custom 35.8" X 21.6" 45°;

GM-530-444+50NB



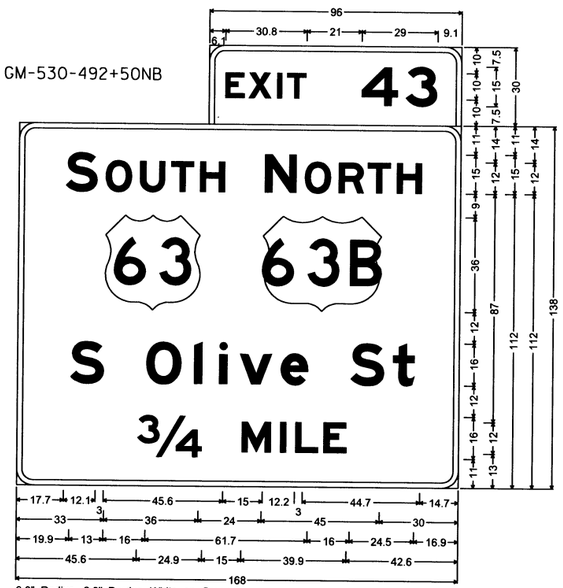
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [43] E Mod 2K;
GM-530-444+50NB; 6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; [N] E Mod 2K; [ORTH] E Mod 2K; [S Olive St] E Mod 2K;
Standard Arrow Custom 35.8" X 21.6" 45°;

OH-530-615+50NB-A



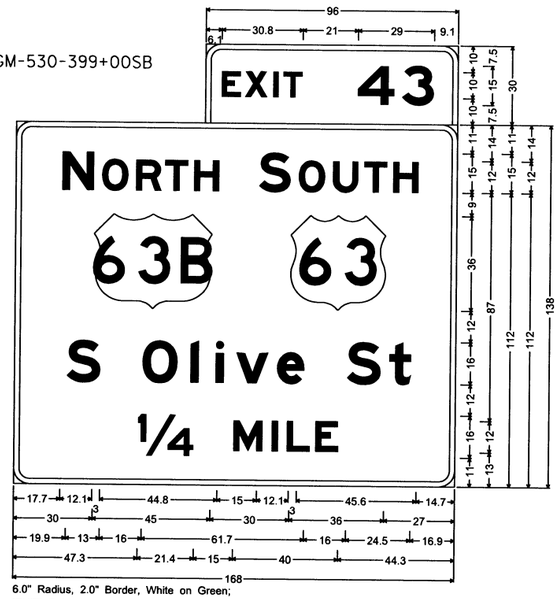
OH-530-615+50NB-A; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [DOWNTOWN] E Mod 2K;
Standard Arrow Custom 35.8" X 21.6" 45°;

GM-530-492+50NB



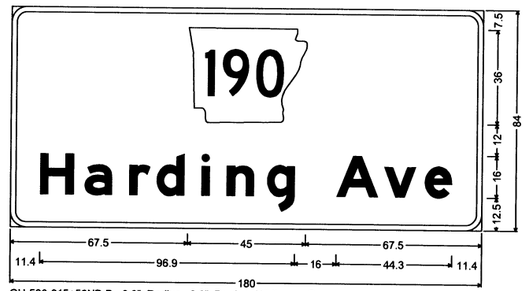
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [43] E Mod 2K;
GM-530-492+50NB; 6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; [N] E Mod 2K; [ORTH] E Mod 2K;
[S Olive St] E Mod 2K; [3/4] E Mod 2K; [MILE] E Mod 2K;

GM-530-399+00SB



6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [43] E Mod 2K;
GM-530-399+00SB; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [S] E Mod 2K; [OUTH] E Mod 2K;
[S Olive St] E Mod 2K; [1/4] E Mod 2K; [MILE] E Mod 2K;

OH-530-615+50NB-B



OH-530-615+50NB-B; 6.0" Radius, 2.0" Border, White on Green;
[Harding Ave] E Mod 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
JOSEPH A. SARTIN
5/23/17

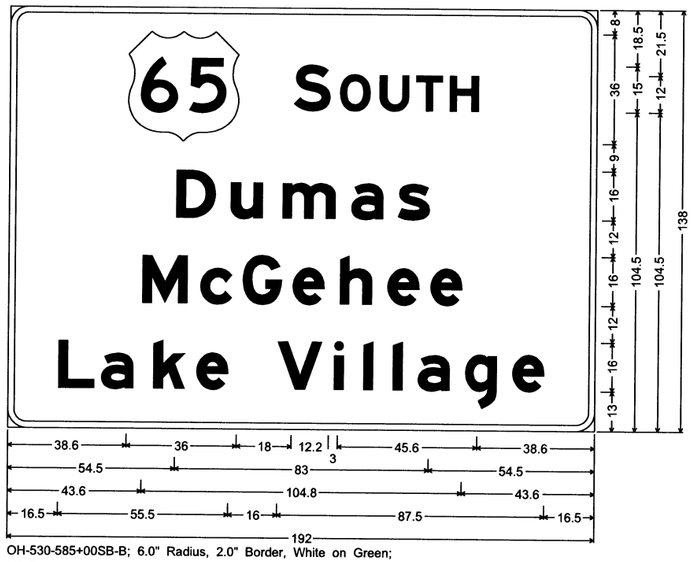
5/22/2017

DWBB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		880203	187	197

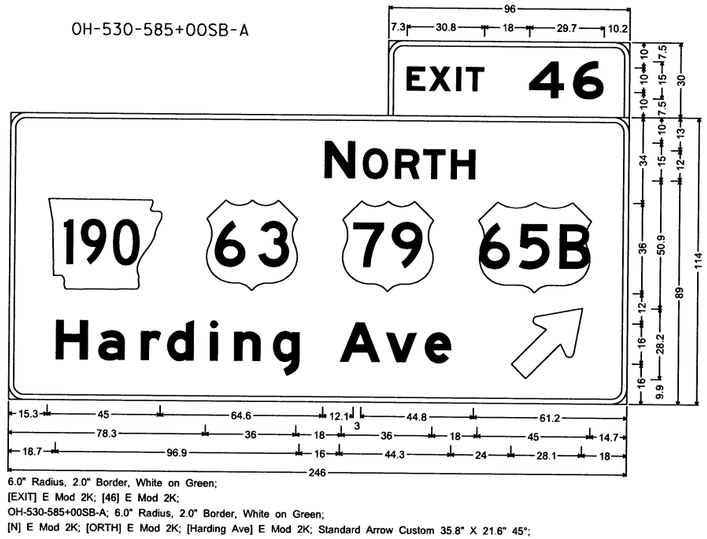
(2) SIGN LAYOUT SHEET

OH-530-585+00SB-B



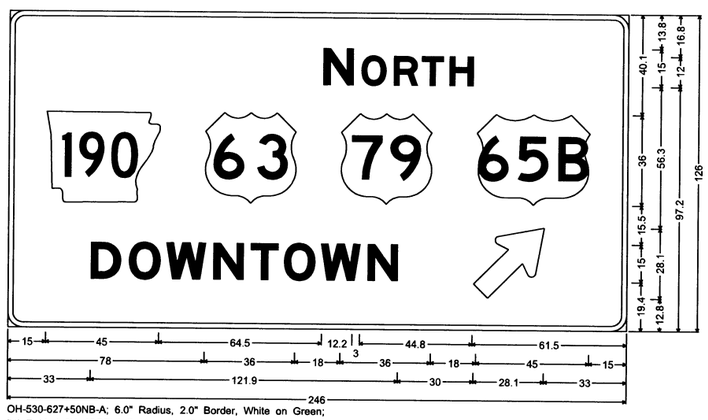
OH-530-585+00SB-B; 6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; [Dumas] E Mod 2K; [McGehee] E Mod 2K;
[Lake Village] E Mod 2K;

OH-530-585+00SB-A



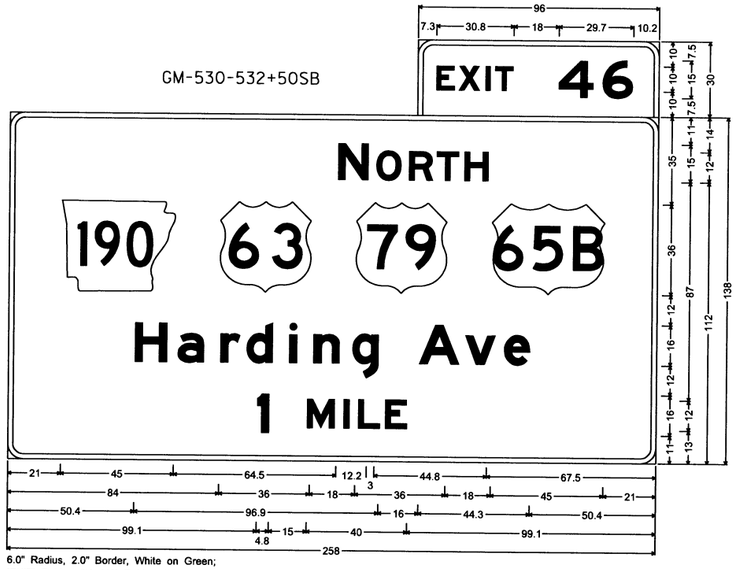
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [46] E Mod 2K;
OH-530-585+00SB-A; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [Harding Ave] E Mod 2K; Standard Arrow Custom 35.8" X 21.6" 45°;

OH-530-627+50NB-A



OH-530-627+50NB-A; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [DOWNTOWN] E Mod 2K; Standard Arrow Custom 35.8" X 21.6" 45°;

GM-530-532+50SB



6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [46] E Mod 2K;
GM-530-532+50SB; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [Harding Ave] E Mod 2K; [1] E Mod 2K; [MILE] E Mod 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
N. 7527
5/23/17
JOSEPH A. SARTER

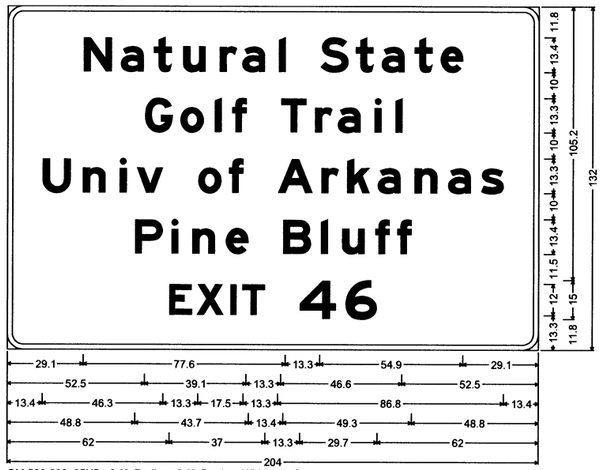
5/22/2017

DW880203.DGN

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080203	183	187

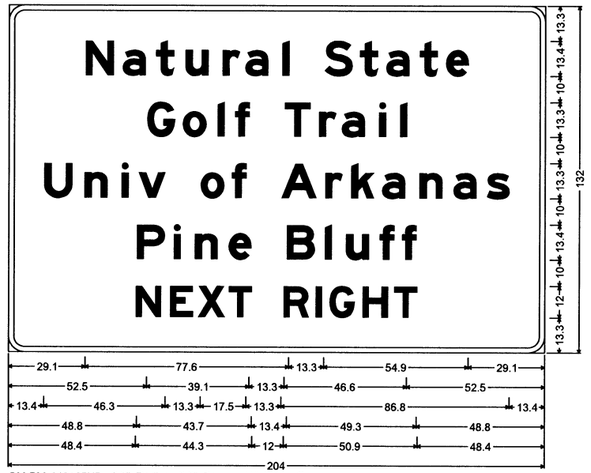
(2) SIGN LAYOUT SHEET

GM-530-632+85NB



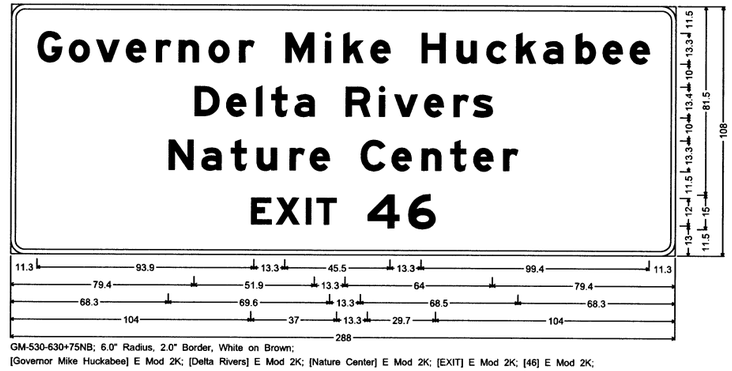
GM-530-632+85NB; 6.0" Radius, 2.0" Border, White on Green;
[Natural State] E Mod 2K; [Golf Trail] E Mod 2K; [Univ of Arkanas] E Mod 2K;
[Pine Bluff] E Mod 2K; [EXIT] E Mod 2K; [46] E Mod 2K;

GM-530-619+25NB



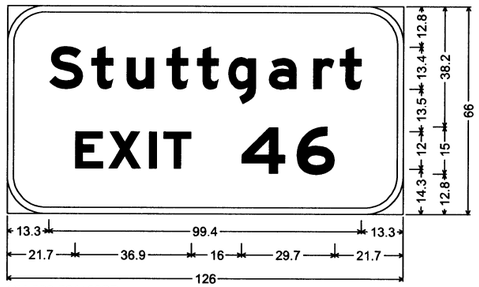
GM-530-619+25NB; 6.0" Radius, 2.0" Border, White on Green;
[Natural State] E Mod 2K; [Golf Trail] E Mod 2K; [Univ of Arkanas] E Mod 2K;
[Pine Bluff] E Mod 2K; [NEXT RIGHT] E Mod 2K;

GM-530-630+75NB



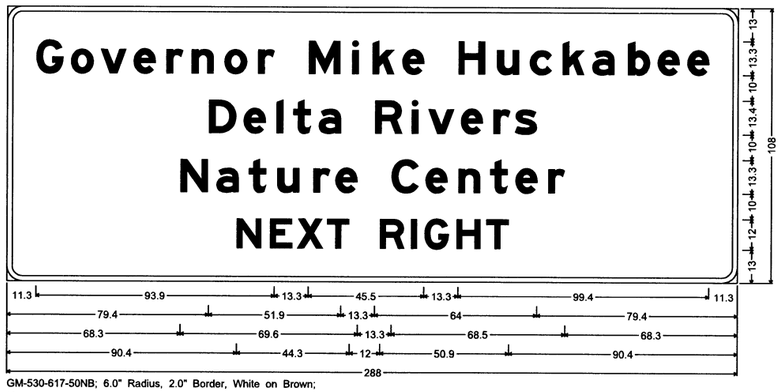
GM-530-630+75NB; 6.0" Radius, 2.0" Border, White on Brown;
[Governor Mike Huckabee] E Mod 2K; [Delta Rivers] E Mod 2K; [Nature Center] E Mod 2K; [EXIT] E Mod 2K; [46] E Mod 2K;

GM-530-564+00SB



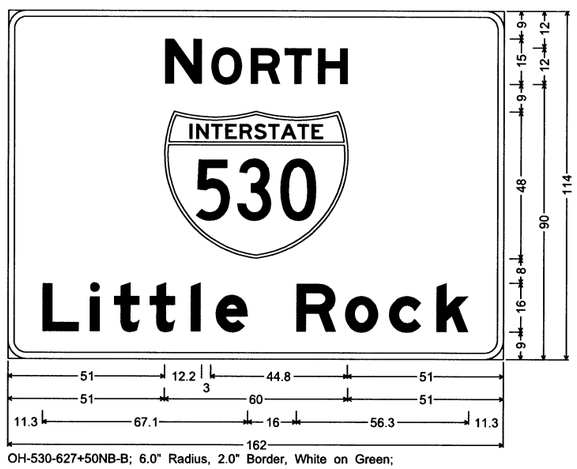
GM-530-564+00SB;
12.0" Radius, 2.0" Border, White on Green;
[Stuttgart] E Mod 2K; [EXIT] E Mod 2K; [46] E Mod 2K;

GM-530-617+50NB

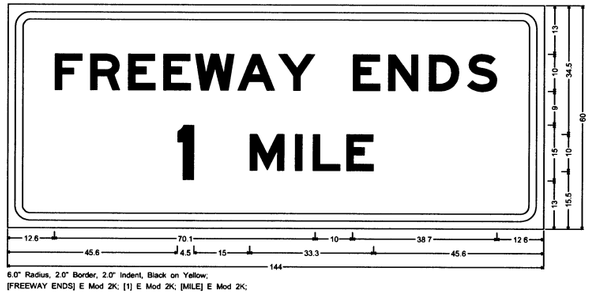


GM-530-617-50NB; 6.0" Radius, 2.0" Border, White on Brown;
[Governor Mike Huckabee] E Mod 2K; [Delta Rivers] E Mod 2K; [Nature Center] E Mod 2K; [NEXT RIGHT] E Mod 2K;

OH-530-627+50NB-B



OH-530-627+50NB-B; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [Little Rock] E Mod 2K;



6.0" Radius, 2.0" Border, 2.0" Indent, Black on Yellow;
[FREEWAY ENDS] E Mod 2K; [1] E Mod 2K; [MILE] E Mod 2K;

GM-530-547+00SB-A
GM-530-547+00SB-B

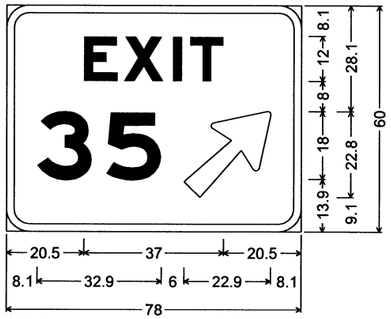
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. SANTIA

5/22/2017

DWGS0203.DGN

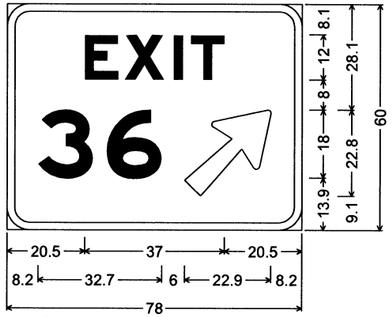
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080203	184	187

(2) SIGN LAYOUT SHEET



EX-530-35B

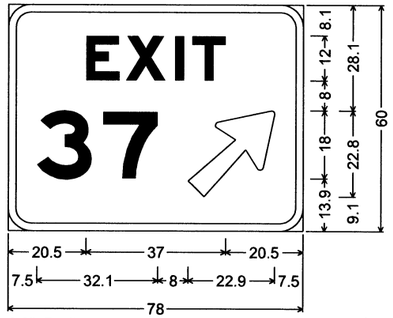
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [35] E Mod 2K;
Arrow Custom - 29.0" 45°;



EX-530-36A

EX-530-36B

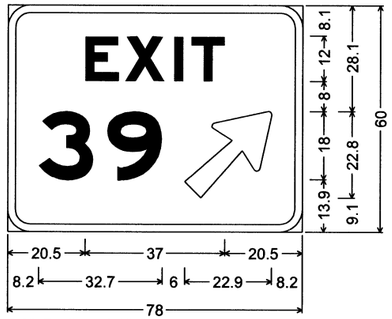
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [36] E Mod 2K;
Arrow Custom - 29.0" 45°;



EX-530-37A

EX-530-37B

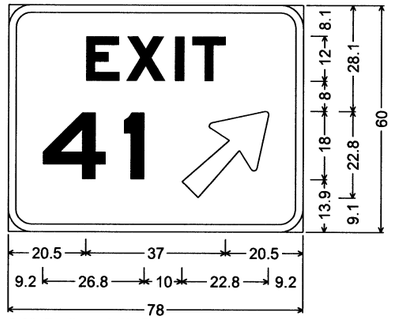
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [37] E Mod 2K;
Arrow Custom - 29.0" 45°;



EX-530-39A

EX-530-39B

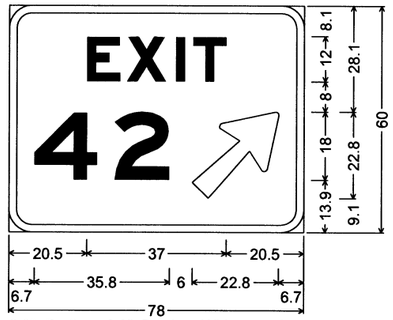
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [39] E Mod 2K;
Arrow Custom - 29.0" 45°;



EX-530-41A

EX-530-41B

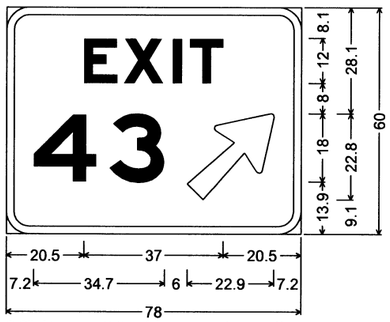
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [41] E Mod 2K;
Arrow Custom - 29.0" 45°;



EX-530-42A

EX-530-42B

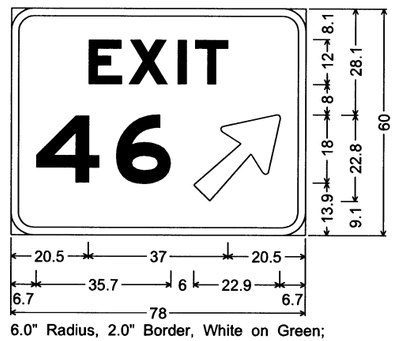
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [42] E Mod 2K;
Arrow Custom - 29.0" 45°;



EX-530-43A

EX-530-43B

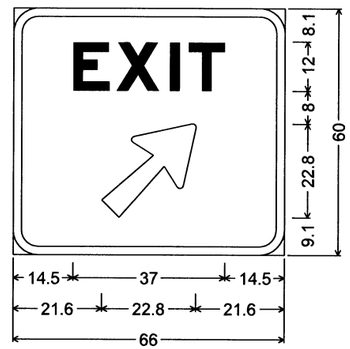
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [43] E Mod 2K;
Arrow Custom - 29.0" 45°;



EX-530-46A

EX-530-46B

6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [46] E Mod 2K;
Arrow Custom - 29.0" 45°;



EX-530-A

6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K;
Arrow Custom - 29.0" 45°;

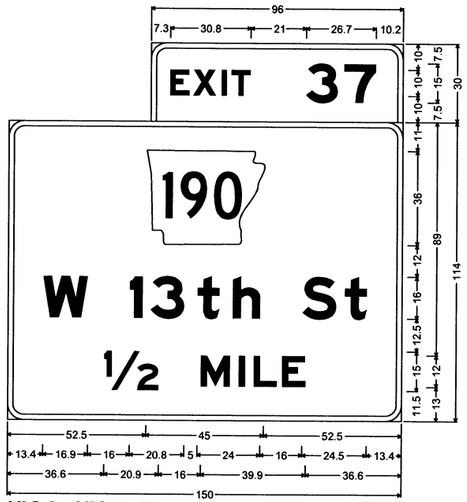
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17527
5/23/17
JOSEPH A. SARTIN

DWG80203.DGN 5/22/2017

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080203	185	187

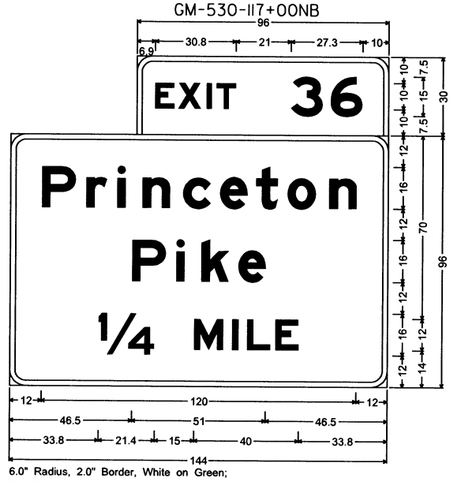
(2) SIGN LAYOUT SHEET

GM-530-113+00SB



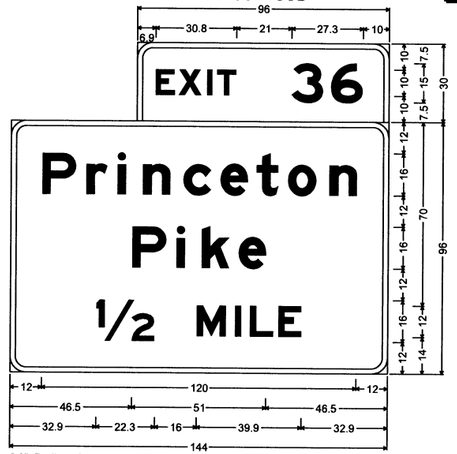
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [37] E Mod 2K;
GM-530-113+00SB; 6.0" Radius, 2.0" Border, White on Green;
[W] E Mod 2K; [13] E Mod 2K; [th] E Mod 2K; [St] E Mod 2K;
[½ MILE] E Mod 2K;

GM-530-117+00NB



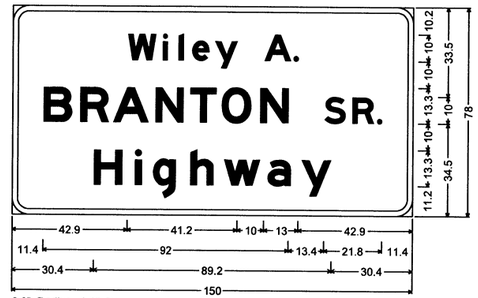
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [36] E Mod 2K;
GM-530-117+00NB; 6.0" Radius, 2.0" Border, White on Green;
[Princeton] E Mod 2K; [Pike] E Mod 2K; [¼] E Mod 2K;
[MILE] E Mod 2K;

GM-530-53+75SB



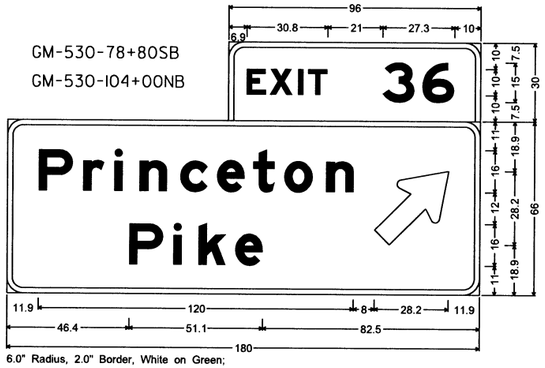
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [36] E Mod 2K;
GM-530-53+75SB; 6.0" Radius, 2.0" Border, White on Green;
[Princeton] E Mod 2K; [Pike] E Mod 2K; [½ MILE] E Mod 2K;

GM-530-46+00SB
GM-530-582+00NB



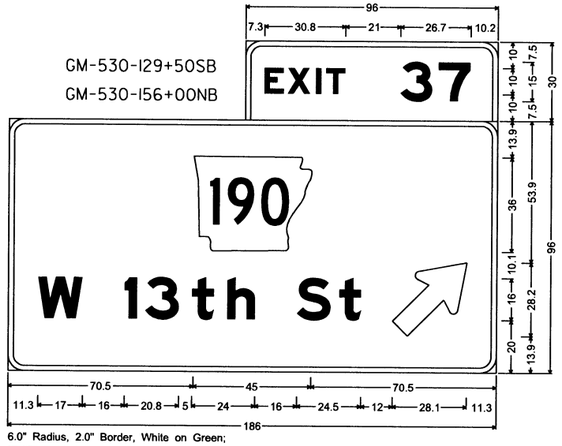
6.0" Radius, 2.0" Border, White on Green;
[Wiley A.] E Mod 2K; [BRANTON] E Mod 2K; [SR.] E Mod 2K;
[Highway] E Mod 2K;

GM-530-78+80SB
GM-530-104+00NB



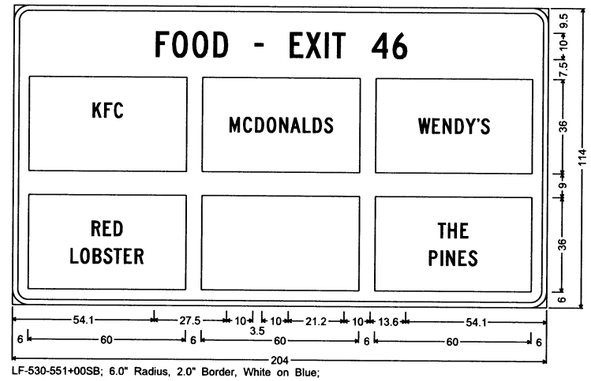
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [36] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Princeton] E Mod 2K; [Pike] E Mod 2K; Standard Arrow Custom 35.8" X 21.6" 45°;

GM-530-129+50SB
GM-530-156+00NB



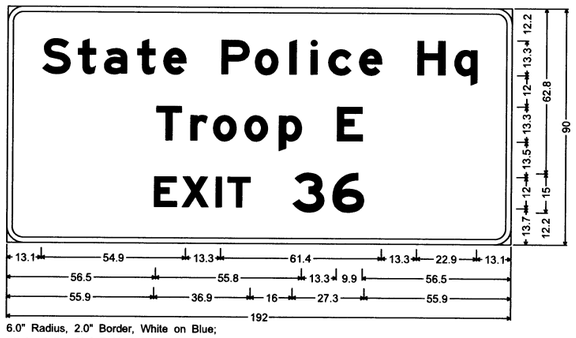
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [37] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[W] E Mod 2K; [13] E Mod 2K; [th] E Mod 2K; [St] E Mod 2K;
Standard Arrow Custom 35.8" X 21.6" 45°;

LF-530-551+00SB



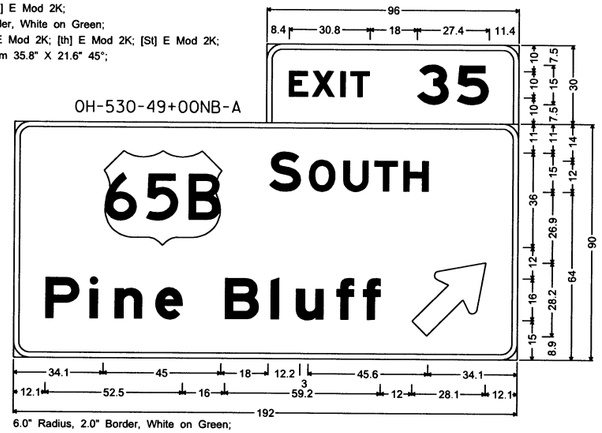
LF-530-551+00SB; 6.0" Radius, 2.0" Border, White on Blue;
[FOOD - EXIT 46] C 2K;

GM-530-74+50SB
GM-530-114+00NB



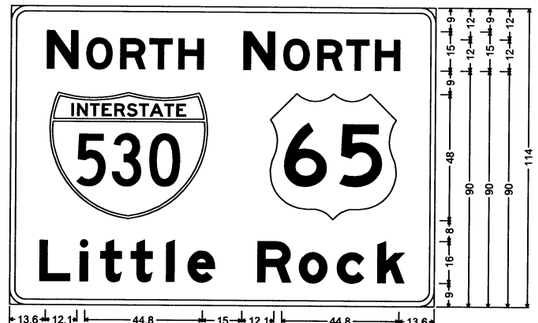
6.0" Radius, 2.0" Border, White on Blue;
[State Police Hq] E Mod 2K; [Troop E] E Mod 2K; [EXIT] E Mod 2K; [36] E Mod 2K;

OH-530-49+00NB-A



6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [35] E Mod 2K;
OH-530-49+00NB-A; 6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; [Pine Bluff] E Mod 2K;
Standard Arrow Custom 35.8" X 21.6" 45°;

OH-530-49+00NB-B



OH-530-49+00NB-B; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [N] E Mod 2K; [ORTH] E Mod 2K;
[Little Rock] E Mod 2K;

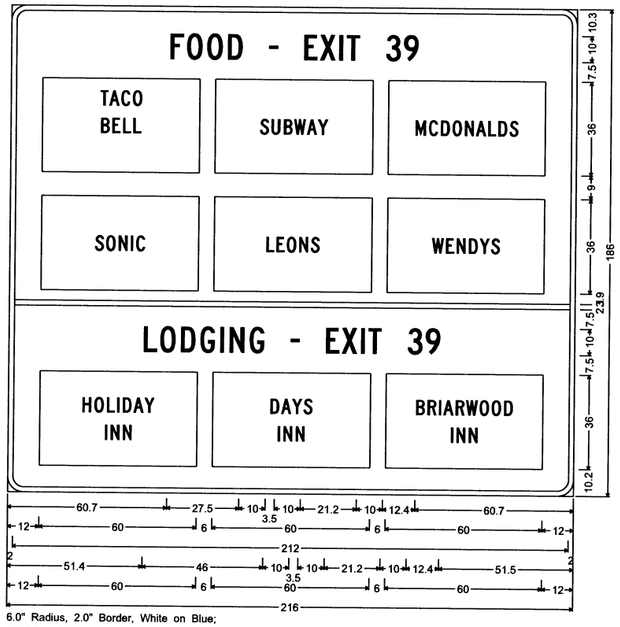
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. SARTIN

DWBB0203.DGN 5/22/2017

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		880203	186	197

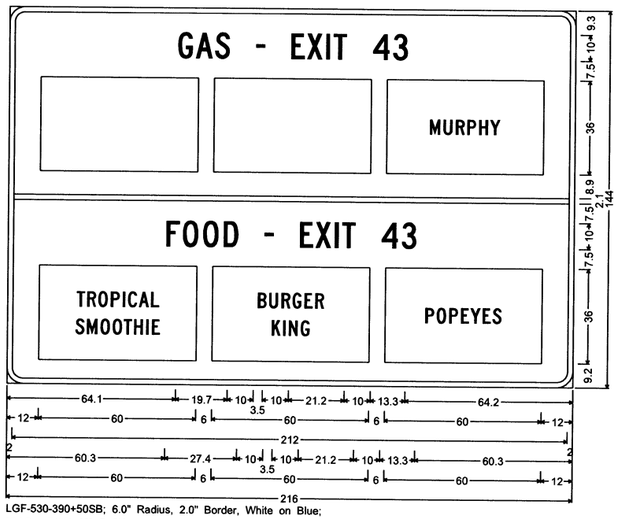
(2) SIGN LAYOUT SHEET

LFL-530-161+00SB
LFL-530-276+50NB



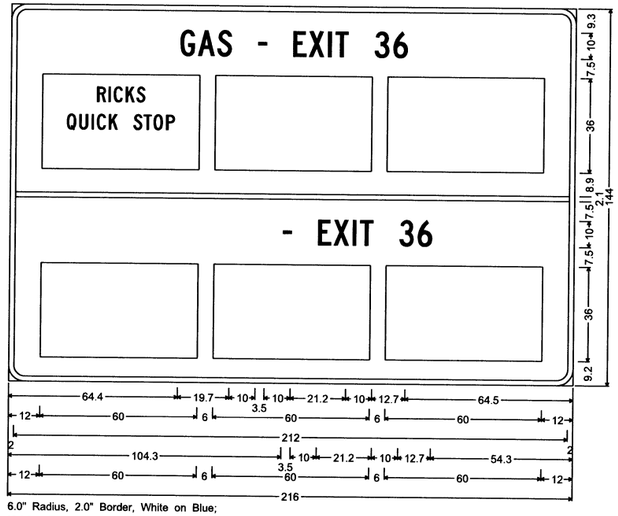
6.0" Radius, 2.0" Border, White on Blue;
[FOOD - EXIT 39] C 2K;
[LODGING - EXIT 39] C 2K;

LGF-530-390+50SB



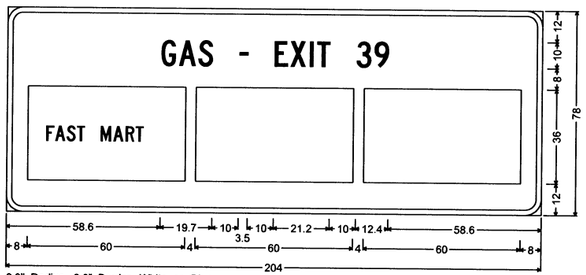
LGF-530-390+50SB; 6.0" Radius, 2.0" Border, White on Blue;
[GAS - EXIT 43] C 2K;
[FOOD - EXIT 43] C 2K;

LG-530-64+00SB
LG-530-125+50NB



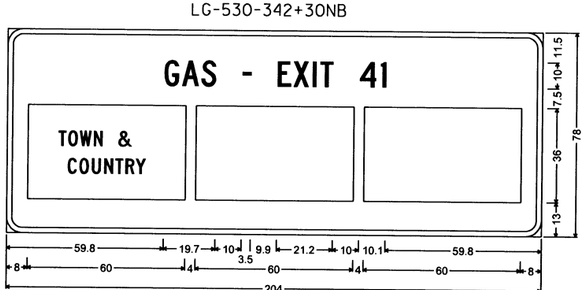
6.0" Radius, 2.0" Border, White on Blue;
[GAS - EXIT 36] C 2K;
[- EXIT 36] C 2K;

LG-530-173+50SB
LG-530-269+50NB



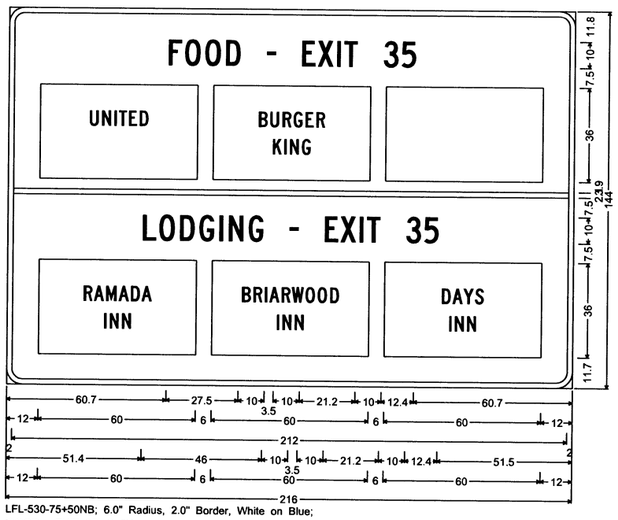
6.0" Radius, 2.0" Border, White on Blue;
[GAS - EXIT 39] C 2K;

LG-530-276+50SB
LG-530-342+30NB



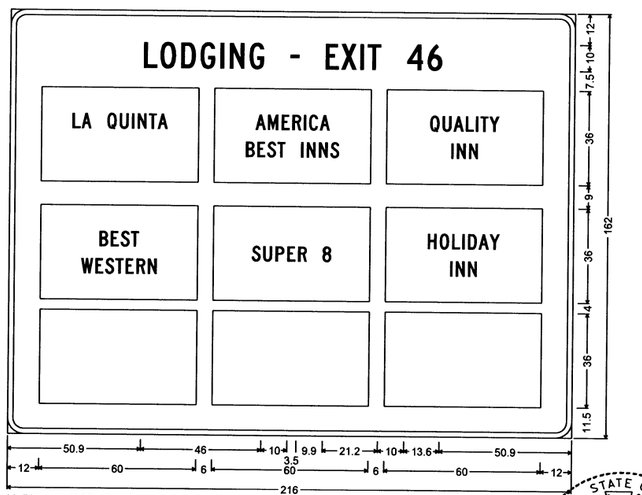
6.0" Radius, 2.0" Border, White on Blue;
[GAS - EXIT 41] C 2K;

LFL-530-75+50NB



LFL-530-75+50NB; 6.0" Radius, 2.0" Border, White on Blue;
[FOOD - EXIT 35] C 2K;
[LODGING - EXIT 35] C 2K;

LL-530-542+40SB



LL-530-542+40SB; 6.0" Radius, 2.0" Border, White on Blue;
[LODGING - EXIT 46] C 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. SARTELL

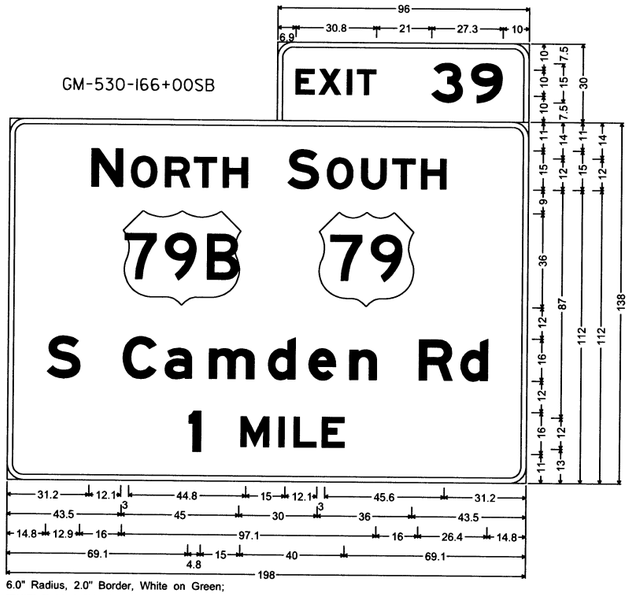
5/22/2017

DWGB0203.DGN

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		080203	187	187

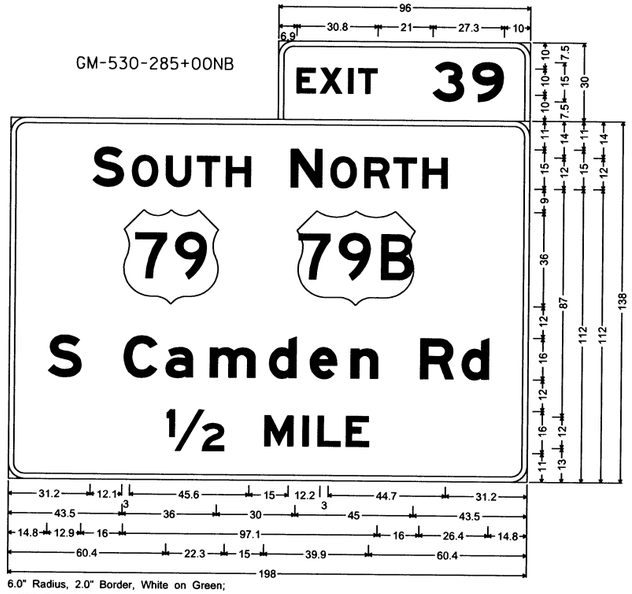
(2) SIGN LAYOUT SHEET

GM-530-166+00SB

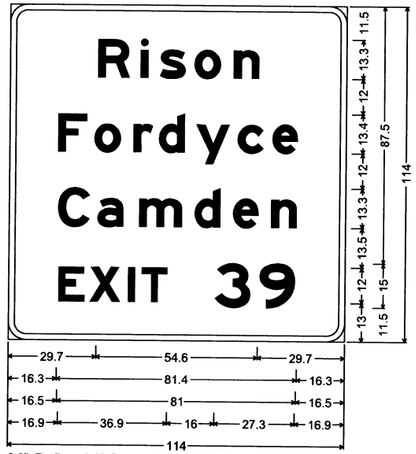


6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [39] E Mod 2K;
GM-530-166+00SB; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [S] E Mod 2K; [OUTH] E Mod 2K;
[S Camden Rd] E Mod 2K; [1] E Mod 2K; [MILE] E Mod 2K;

GM-530-285+00NB



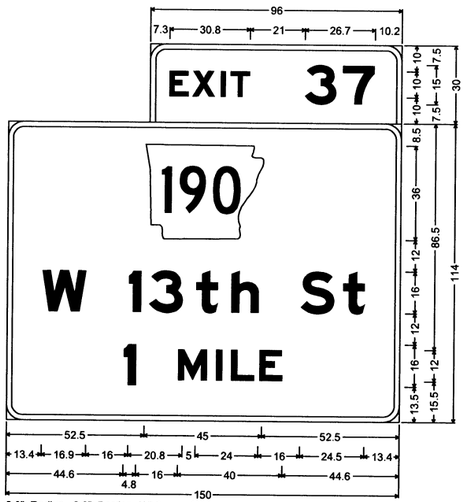
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [39] E Mod 2K;
GM-530-285+00NB; 6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; [N] E Mod 2K; [ORTH] E Mod 2K;
[S Camden Rd] E Mod 2K; [½] E Mod 2K; [MILE] E Mod 2K;



GM-530-213+50SB
GM-530-281+00NB

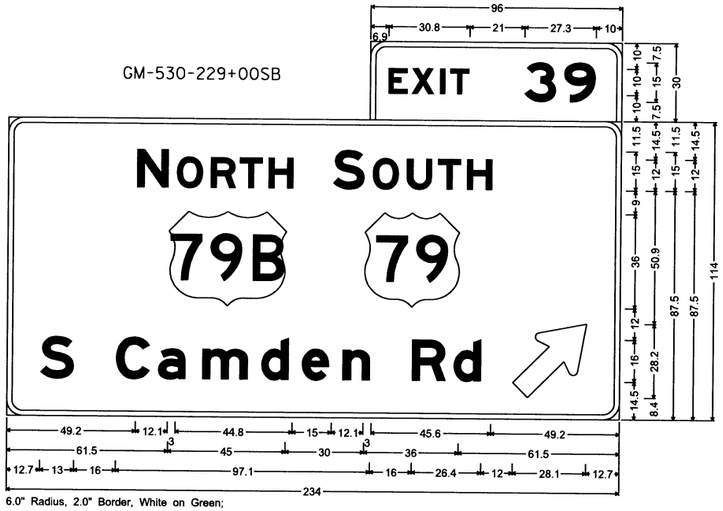
6.0" Radius, 2.0" Border, White on Green;
[Rison] E Mod 2K; [Fordyce] E Mod 2K;
[Camden] E Mod 2K; [EXIT] E Mod 2K;
[39] E Mod 2K;

GM-530-204+25NB



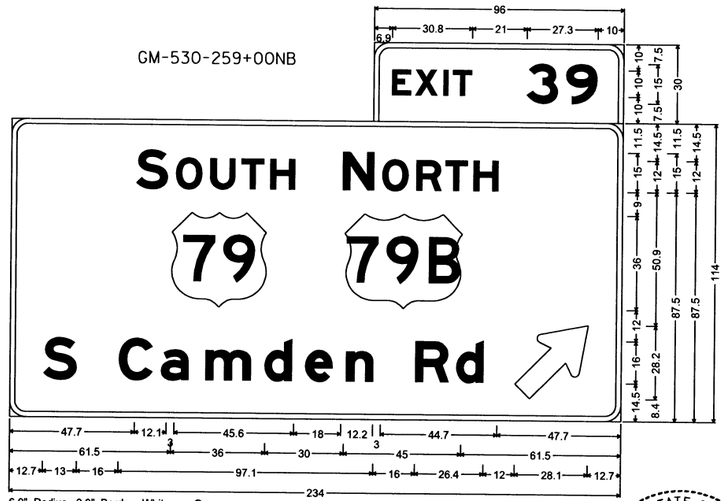
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [37] E Mod 2K;
GM-530-204+25NB; 6.0" Radius, 2.0" Border, White on Green;
[W] E Mod 2K; [13] E Mod 2K; [th] E Mod 2K; [St] E Mod 2K;
[1 MILE] E Mod 2K;

GM-530-229+00SB



6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [39] E Mod 2K;
GM-530-229+00SB; 6.0" Radius, 2.0" Border, White on Green;
[N] E Mod 2K; [ORTH] E Mod 2K; [S] E Mod 2K; [OUTH] E Mod 2K; [S Camden Rd] E Mod 2K;
Standard Arrow Custom 35.8" X 21.6" 45°;

GM-530-259+00NB



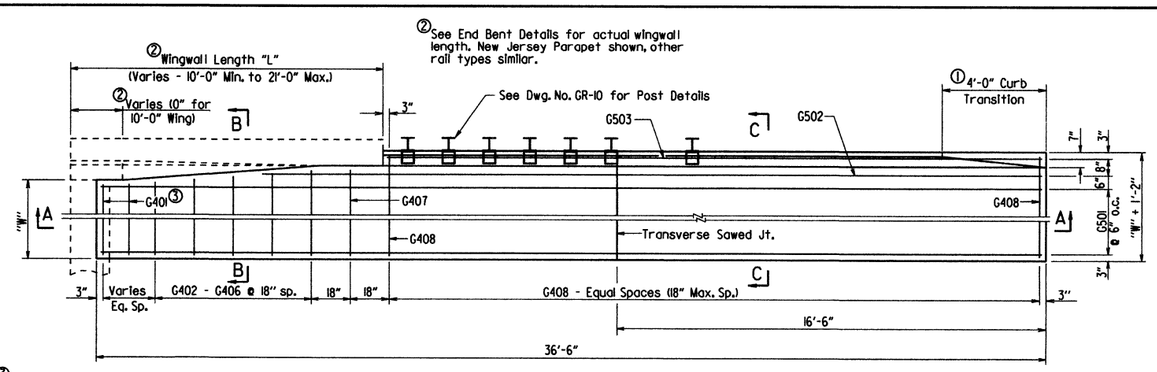
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K; [39] E Mod 2K;
GM-530-259+00NB; 6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; [N] E Mod 2K; [ORTH] E Mod 2K; [S Camden Rd] E Mod 2K;
Standard Arrow Custom 35.8" X 21.6" 45°;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7527
5/23/17
JOSEPH A. SAVAGE

5/22/2017

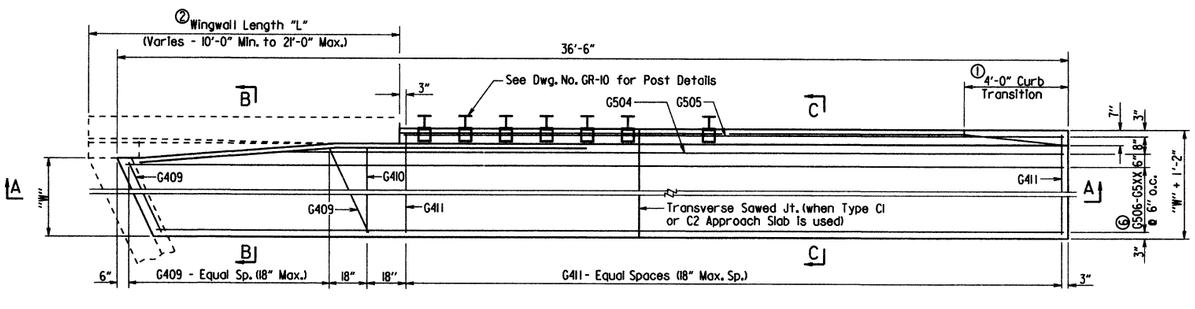
DWGB0203.DGN

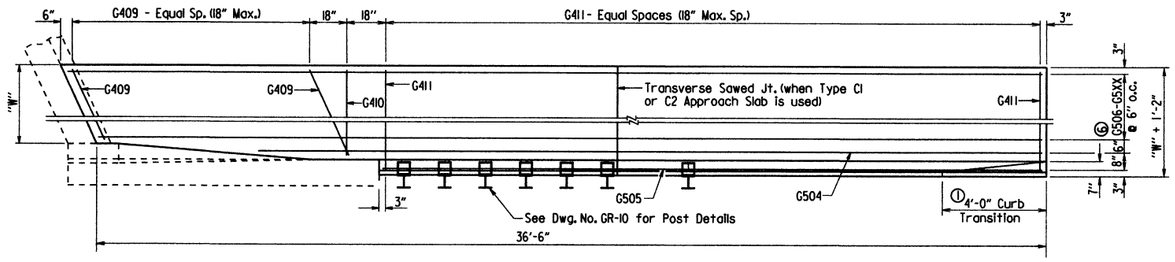
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	TYPE C GUTTERS		55030C	



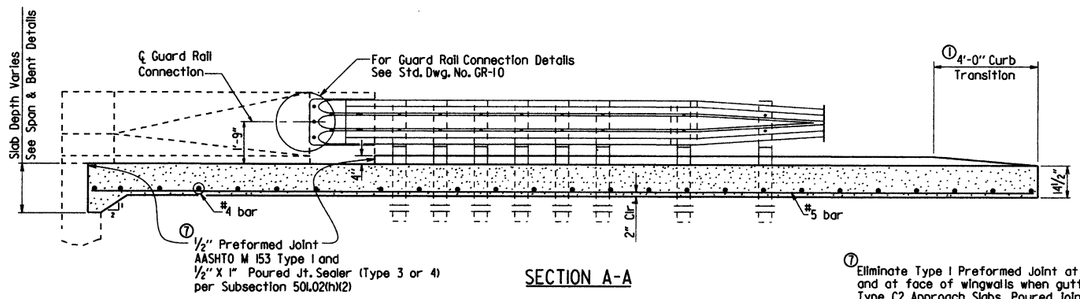
③Provide G401 bars @ 18" max. spacing. Number of G401 bars vary with wingwall length. No G401 bars required for 10'-0" wingwalls.

HALF PLAN OF APPROACH GUTTERS FOR SQUARE BRIDGE





PLAN OF APPROACH GUTTERS FOR SKEWED BRIDGE

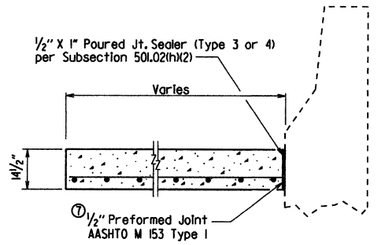


SECTION A-A

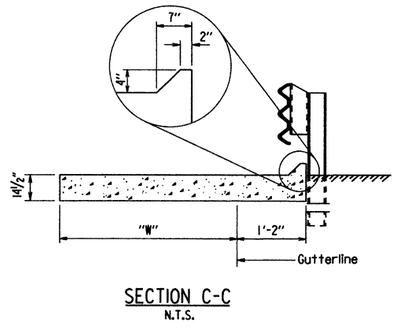
①Eliminate Type I Preformed Joint at end bent backwall and at face of wingwalls when gutters used with Type C2 Approach Slabs. Poured joint sealer is required, however backer rod shall be eliminated.

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

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



SECTION B-B
N.T.S.



SECTION C-C
N.T.S.

BAR LIST FOR ONE TYPE C GUTTER

	Mark	No. Req'd. for Width "W" 4'-0"	6'-0"	8'-0"	10'-0"	Length
Square Bridge	G401	④	④	④	④	"W"- 4"
	G402-G406	1 each	1 each	1 each	1 each	"W"-3" to "W"+2"
	G407	1	1	1	1	"W"+3"
	G408	④	④	④	④	"W"+ 10"
	G501	8	12	16	20	36'-2"
	G502	1	1	1	1	(41'-11") - "L"
	G503	1	1	1	1	(37'-2") - "L"
Skewed Bridge	G409	④	④	④	④	⑤
	G410	1	1	1	1	"W"+3"
	G411	④	④	④	④	"W"+ 10"
	G504	1	1	1	1	⑤
	G505	1	1	1	1	⑤
	G506 - G5XX ⑥	1 each	1 each	1 each	1 each	⑤

④No. Req'd. varies with Skew and Wingwall Length.

⑤Bar Lengths vary with Skew and Wingwall Length.

⑥G513 for "W" = 4'
G517 for "W" = 6'
G521 for "W" = 8'
G525 for "W" = 10'

QUANTITIES FOR ONE SQUARE APPROACH GUTTER

(FOR INFORMATION ONLY)

"W" Width (ft.)	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
4	445	8.30
6	630	11.55
8	810	14.80
10	995	18.10

Quantities are based on "L" = 10'-0".

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

GENERAL NOTES

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

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31or M 322, Type A, with mill test reports.

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

STANDARD DETAILS FOR TYPE C APPROACH GUTTERS

ARKANSAS STATE HIGHWAY COMMISSION

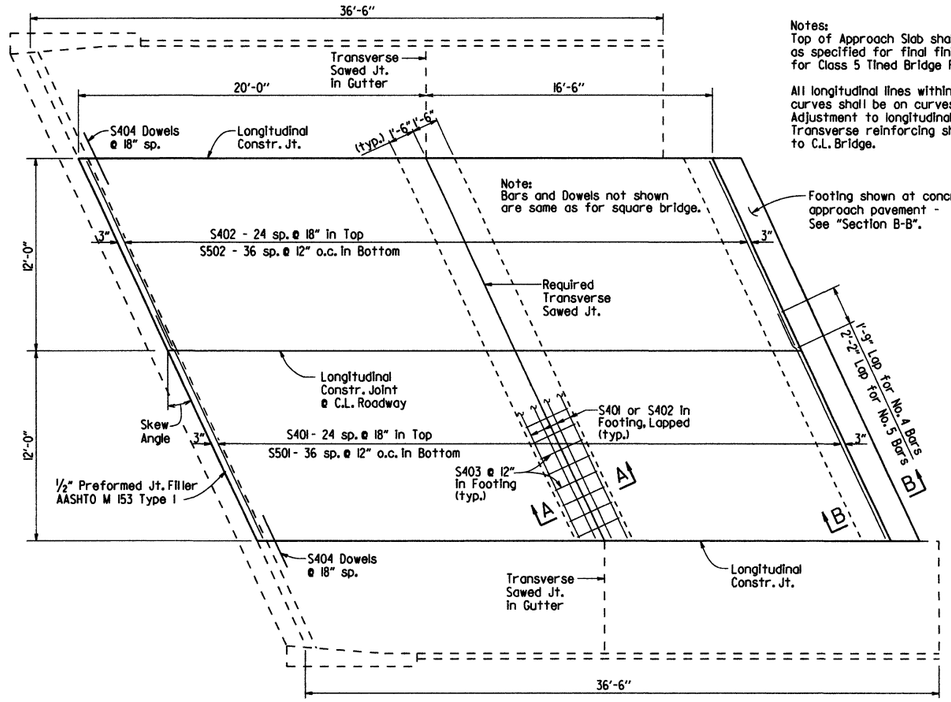
LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55030c.dgn
CHECKED BY: K.W.Y. DATE: 2/27/2014 SCALE: 3/4" = 1'-0" or As Shown
DESIGNED BY: STD. DATE:

DRAWING NO. 55030C

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

1 APPROACH SLAB 55045

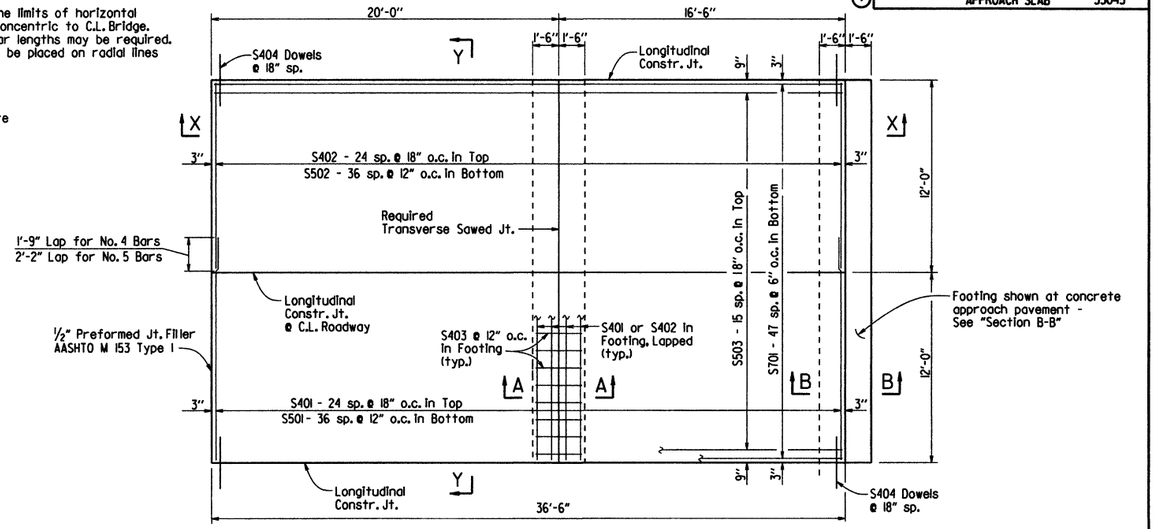


PLAN - SKEWED APPROACH SLAB WITH APPROACH GUTTERS

¼" = 1'-0"

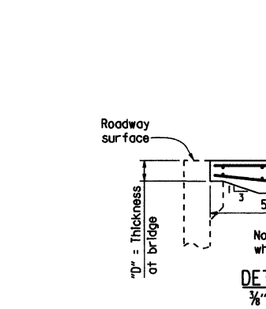
Notes:
Top of Approach Slab shall be given a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish.

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



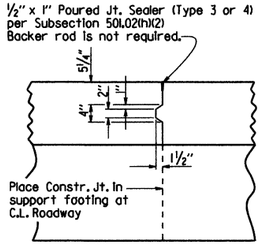
PLAN - SQUARE APPROACH SLAB

¼" = 1'-0"



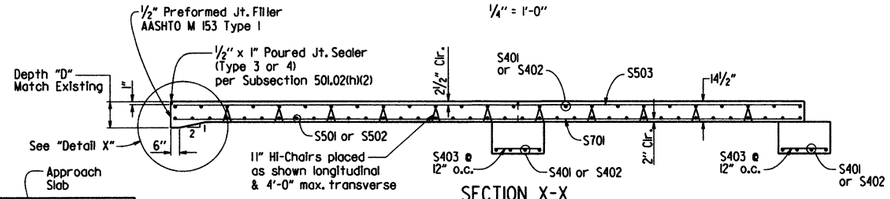
DETAIL X

⅜" = 1'-0"



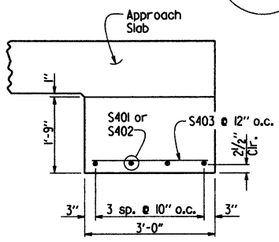
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

¾" = 1'-0"



SECTION X-X

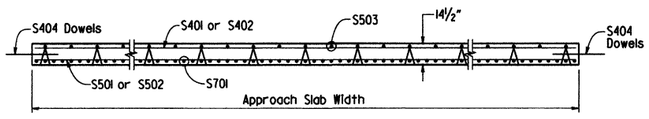
¼" = 1'-0"



SECTION B-B

AT ASPHALT APPROACH PAVEMENT

N.T.S.



SECTION Y-Y

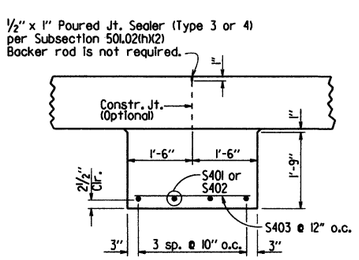
N.T.S.

BAR LIST

(Square & Skewed Approach Slabs)

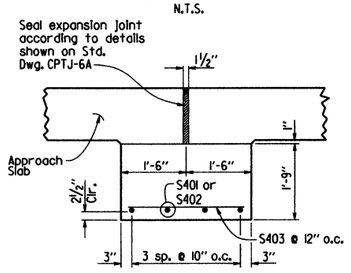
		Square		Skewed	
	Mark	No. Req'd.	Length	No. Req'd.	Length
24'-0" Slab Width	S401	25	13'-8"	25	11.8'/(cos skew angle) + 1.7'
	S402	25	11'-10"	25	11.8'/(cos skew angle)
	S403	48	2'-8"	*	2'-8"
	S404	50	3'-0"	50	3'-0"
	S501	37	14'-3"	37	11.8'/(cos skew angle) + 2.3'
	S502	37	11'-10"	37	11.8'/(cos skew angle)
	S503	16	36'-2"	16	36'-2"
	S701	48	36'-2"	48	36'-2"

* Varies with skew angle



SECTION A-A

N.T.S.



SECTION B-B

AT CONCRETE APPROACH PAVEMENT

N.T.S.

TABLE OF QUANTITIES FOR ONE SQUARE APPROACH SLAB

(FOR INFORMATION ONLY)

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

GENERAL NOTES

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

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

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

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

STANDARD DETAILS FOR APPROACH SLAB (EXISTING BRIDGE MODIFICATION)

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

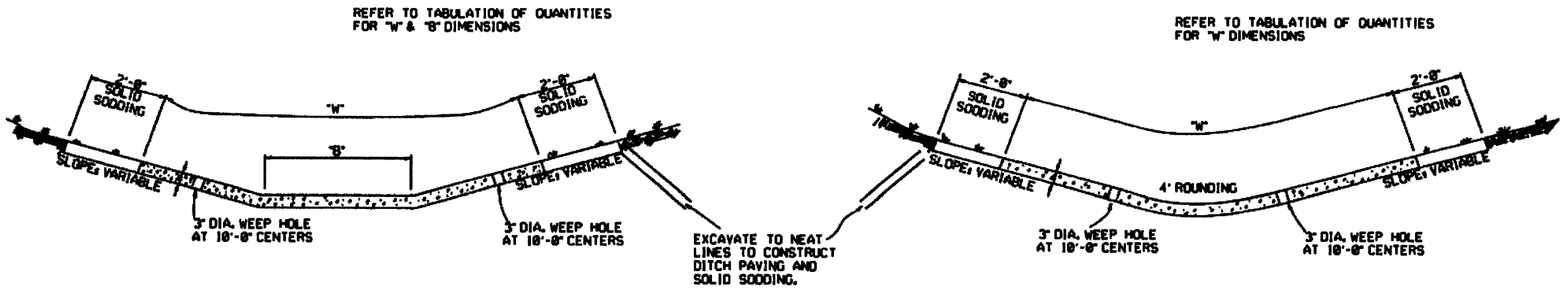
DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55045.dgn

CHECKED BY: K.W.Y. DATE: 2/27/2014 SCALE: AS SHOWN

DESIGNED BY: STD. DATE:

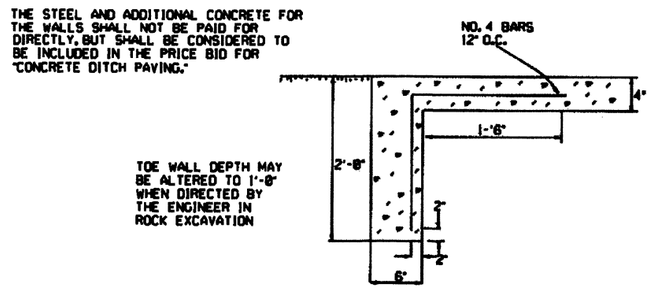
DRAWING NO. 55045

PRINT DATE: 2/3/2014

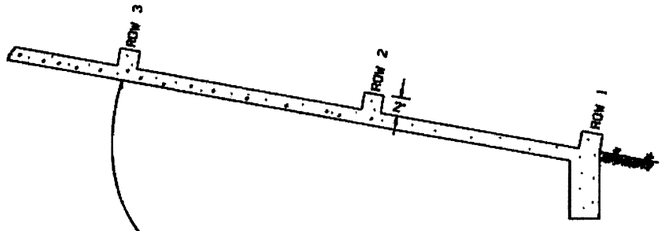


TYPE A

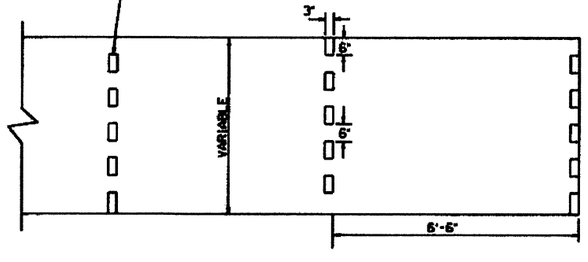
TYPE B



TOE WALL DETAIL FOR CONCRETE DITCH PAVING



ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

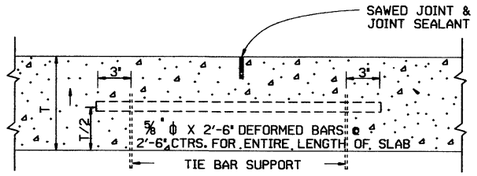
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
12-8-15	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
5-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
10-30-89	ELIMINATED MIN. NUMB. OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	883-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	871-4-3-87
3-3-87	MODIFIED NOTE ON ENERGY DISS.	832-3-3-87
12-2-86	ADDED NOTE TO ENERGY DISS.	858-12-2-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	808-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPES A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

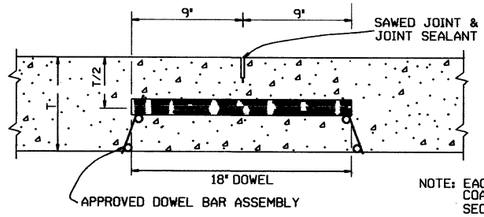
STANDARD DRAWING CDP-1



LONGITUDINAL JOINT

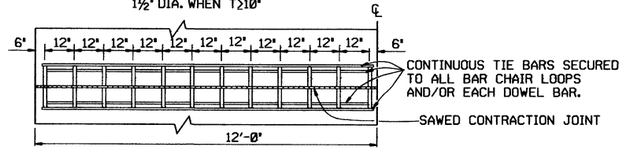
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.

TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.



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

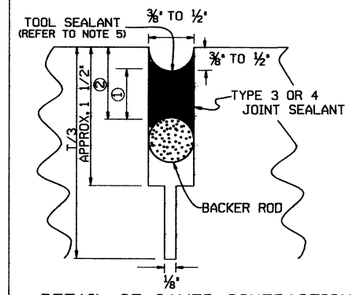
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



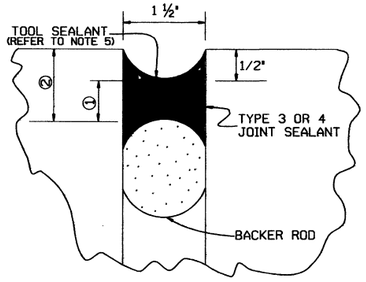
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

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

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



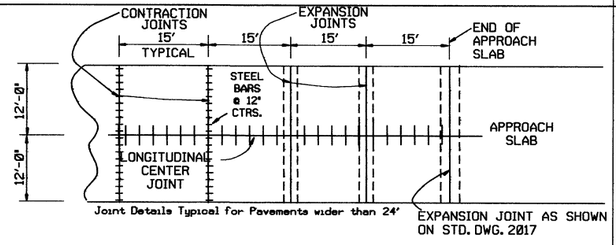
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

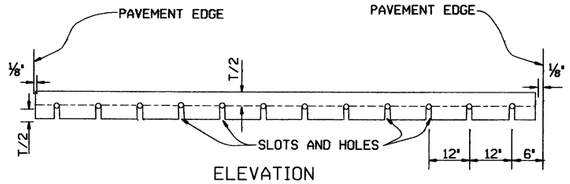
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
¼	¼	⅜	½
⅜	¼	½	½
½	¼	⅝	½
½	⅜	⅝	½
⅝	⅜	¾	⅝
¾	⅜	⅞	⅞
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

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

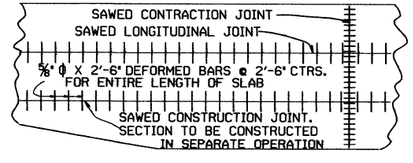


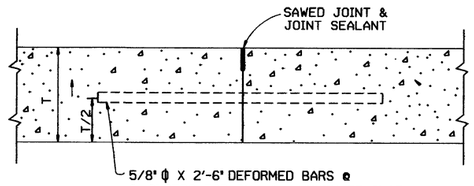
PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



ELEVATION

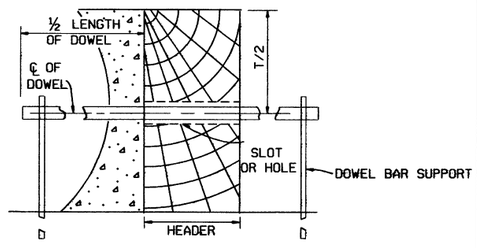
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.





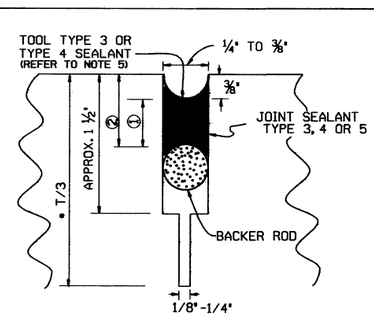
NOTE: TIE BARS SHALL BE 15" FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

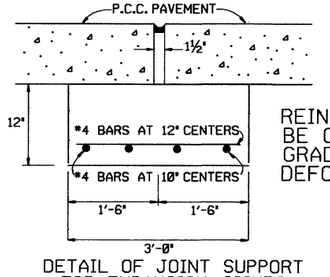
TRANSVERSE CONSTRUCTION JOINT



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

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

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



REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

GENERAL NOTES

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

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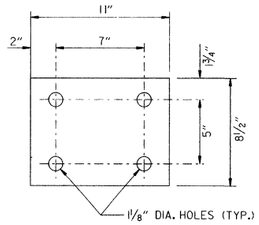
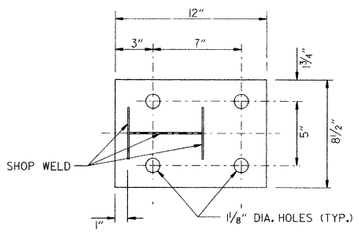
TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

STANDARD DRAWING CPTJ - 6A

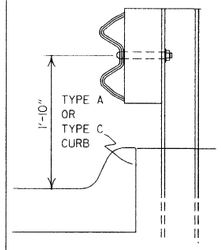


WASHER PLATE



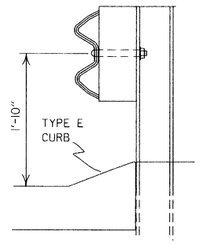
BASE PLATE

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



FOR DESIGN SPEEDS OF 50 MPH OR LESS

ALIGN FACE OF GUARD RAIL WITH FACE OF CURB.

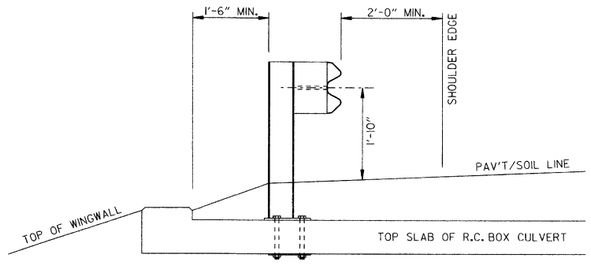


FOR DESIGN SPEEDS OF 55 MPH OR MORE

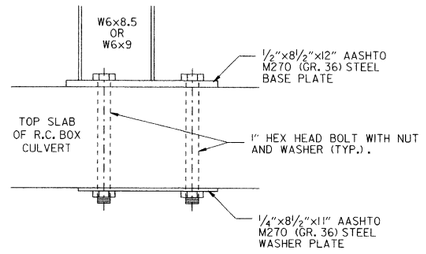
PLACE GUARD RAIL POSTS AGAINST BACK OF CURB.

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

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

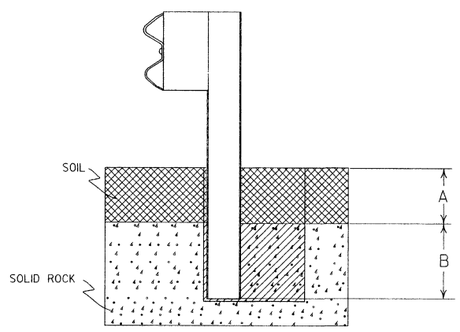


SECTION A-A

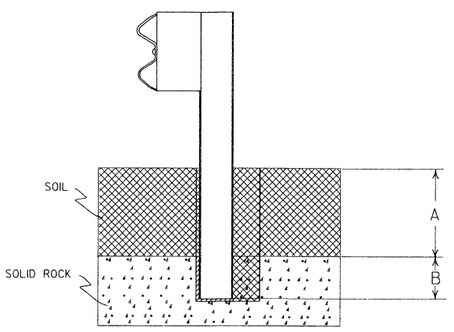


DETAIL OF CONNECTION

Case 1

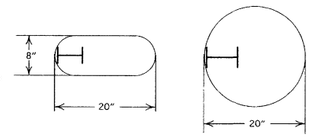


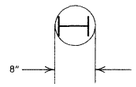
Case 2



Plan View Steel Posts

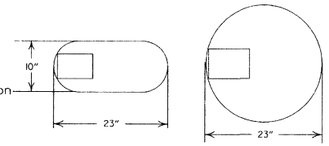
Either hole configuration acceptable

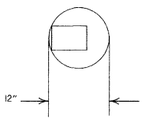




Plan View Wood Posts

Either hole configuration acceptable





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

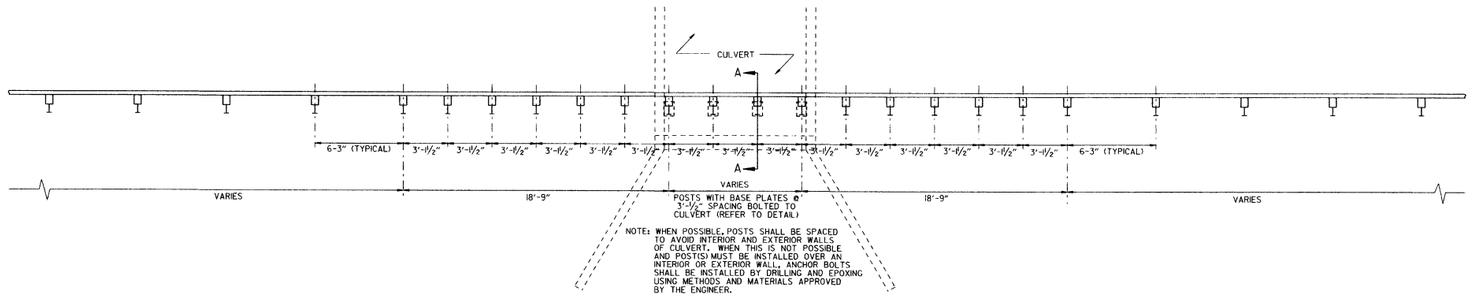
Zone A:
Backfill according to Section 617.03(a).

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

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

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

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



PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DWG. GR-8.

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
4-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
3-30-00	REMOVED CONCRETE INSERT ANCHOR	
8-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADD. DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T. DELETED DET. OF STEEL LINE POST CONN.& ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK	
4-3-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
6-2-94	REVISED ALTERNATE POST SIZE	
8-5-93	REVISED STEEL POST SIZE	
10-1-92	REDRAWN & REVISED	10-1-92
8-2-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
7-15-88	CONFORMED TO 1988 SPECS	
3-4-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-9-87	REDRAWN & REVISED	803-10-9-87

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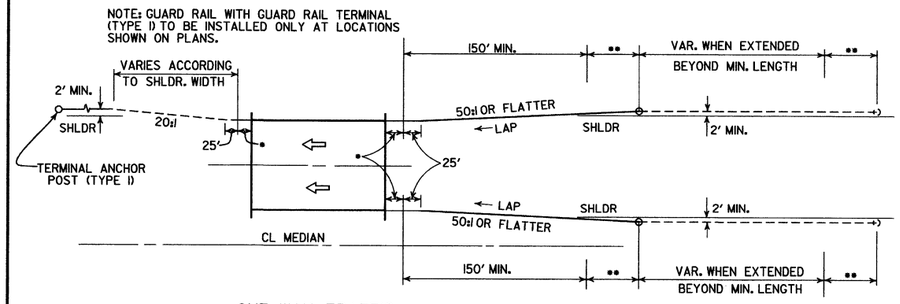
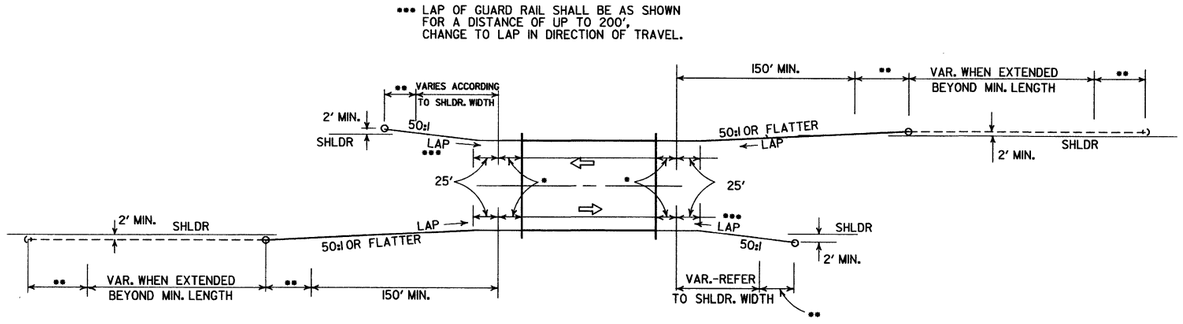
GUARD RAIL DETAILS

STANDARD DRAWING GR-8A



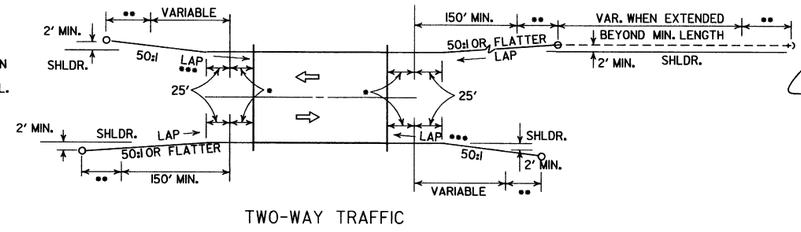
ONE-WAY TRAFFIC



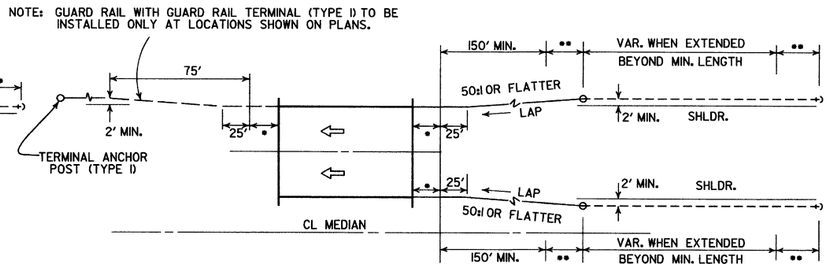
TWO-WAY TRAFFIC

METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



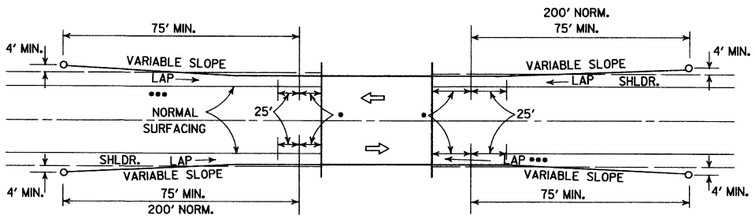
TWO-WAY TRAFFIC



ONE-WAY TRAFFIC

METHOD OF INSTALLATION OF GUARD RAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200', CHANGE TO LAP IN DIRECTION OF TRAVEL.



METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

- • THRIE BEAM GUARD RAIL TERMINAL
- •• GUARD RAIL TERMINAL (TYPE 2)

DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

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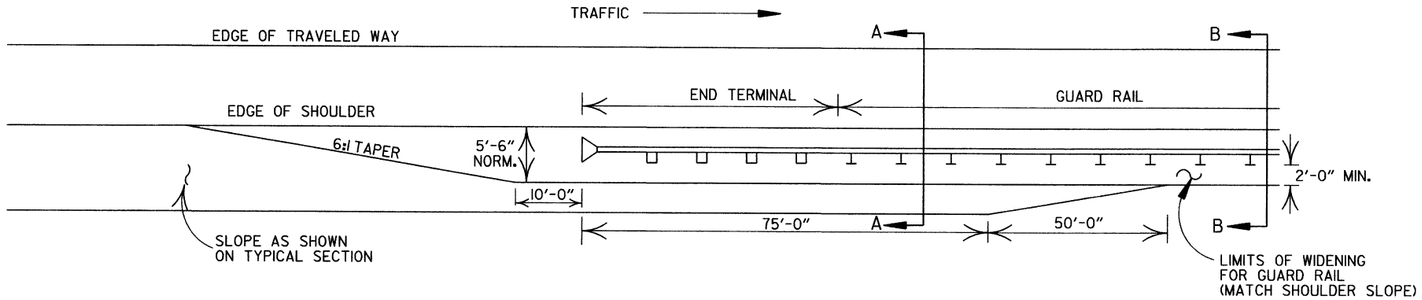
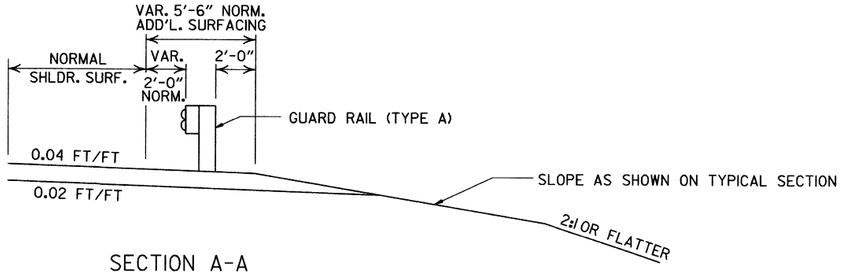
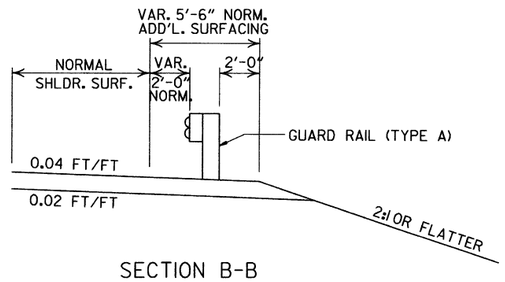
GUARD RAIL DETAILS

STANDARD DRAWING GR-9





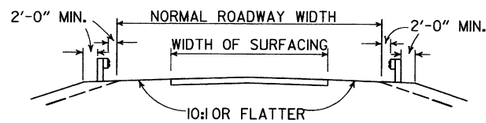
SECTION A-A



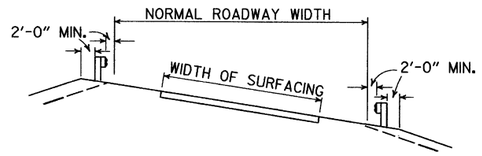
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARD RAIL.

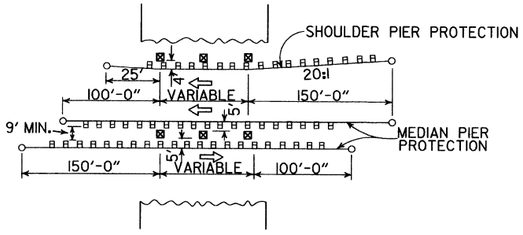


SECTION ON TANGENT



SECTION ON CURVE

DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY



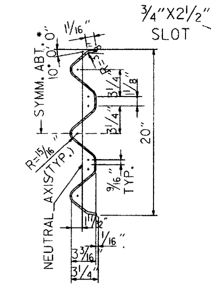
METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

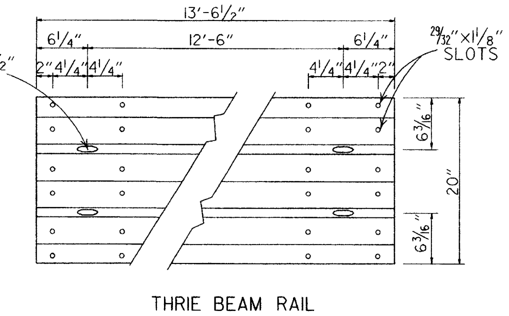
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

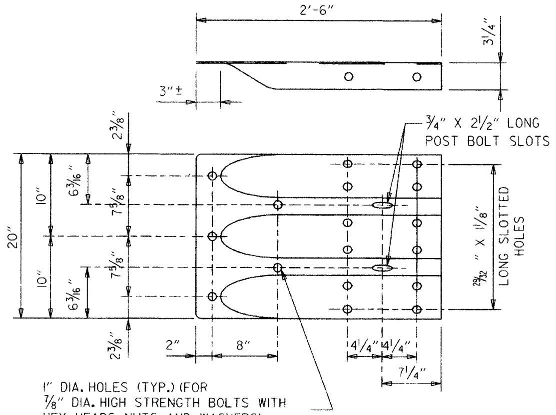
STANDARD DRAWING GR-9A



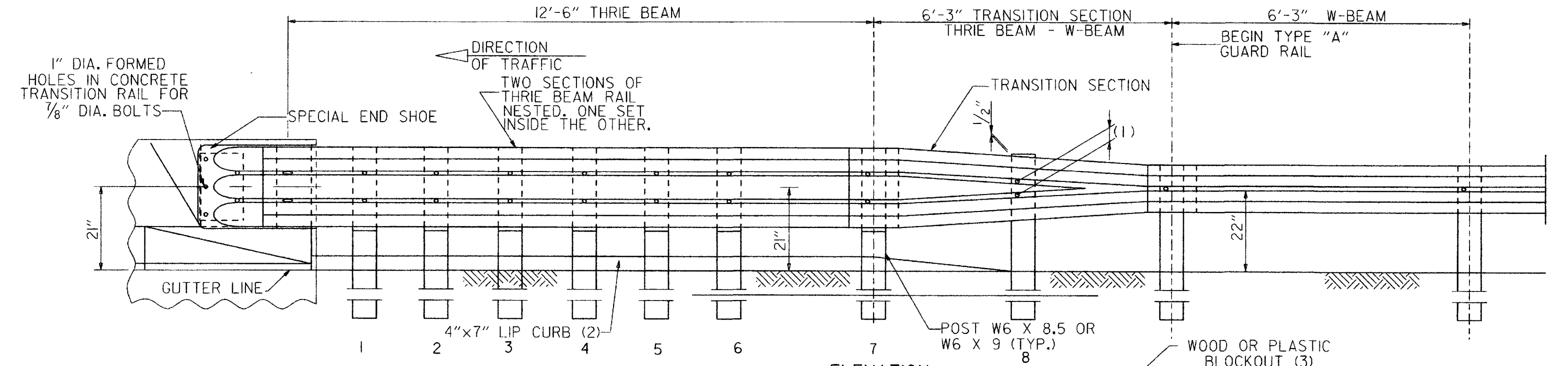
SECTION THRU THRIE BEAM RAIL



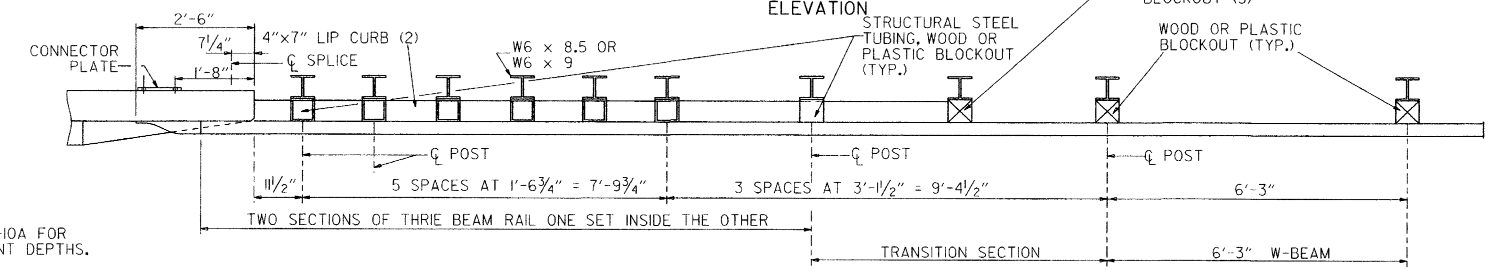
THRIE BEAM RAIL



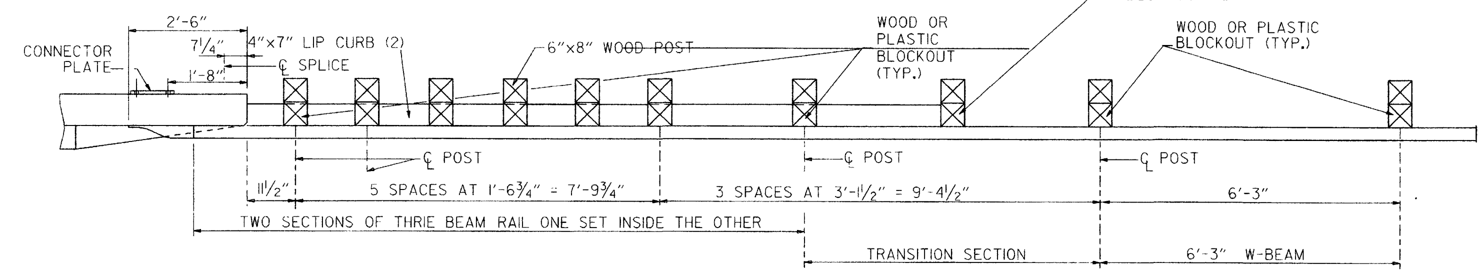
SPECIAL END SHOE



ELEVATION



PLAN

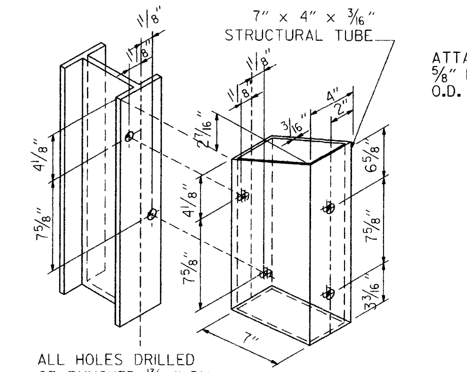


PLAN

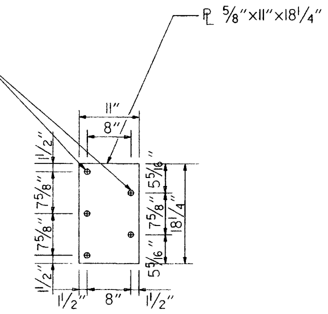
(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

ATTACH BLOCKOUT TO POST USING 5/8" DIA. HEX HEAD BOLTS WITH 1 1/2" O.D. CUT STEEL WASHERS AND NUT.



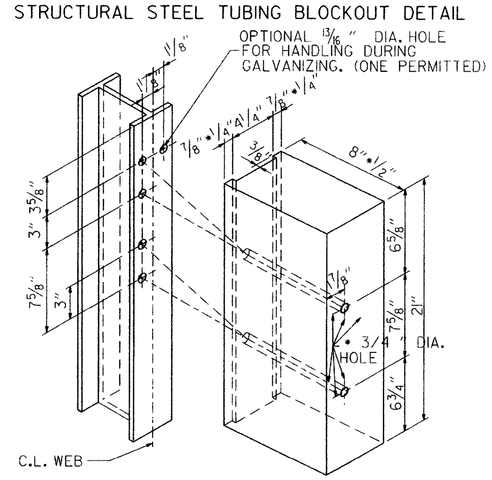
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING 7/8" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.

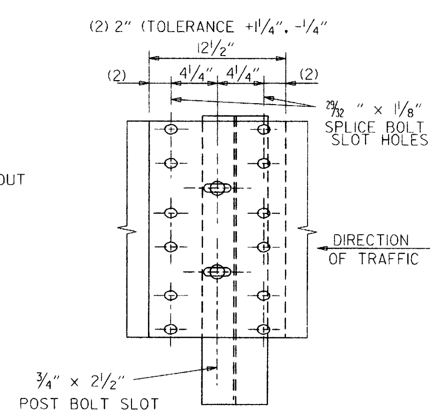
NOTE:
SEE STANDARD DRAWING GR-10A FOR GUARD RAIL POST EMBEDMENT DEPTHS.



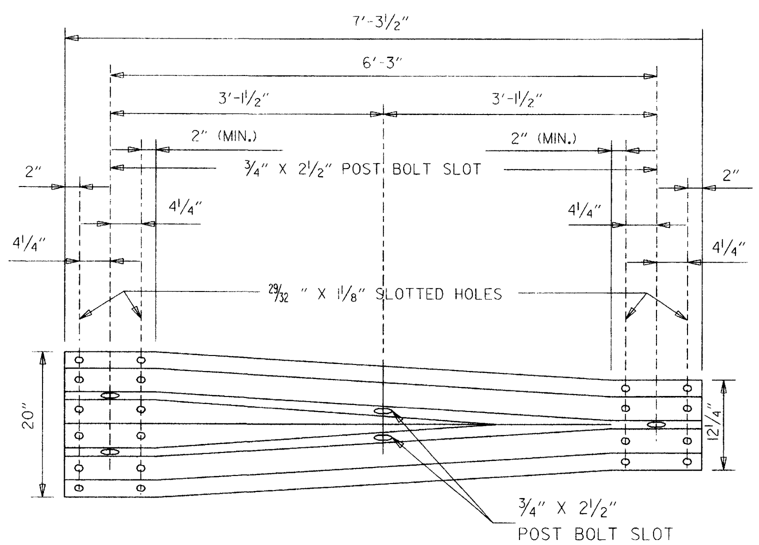
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED

HOLE PUNCHING DETAIL
FOR STEEL POST & WOOD
OR PLASTIC BLOCKOUTS

NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



THRIE BEAM RAIL
SPLICE AT POST



TRANSITION SECTION

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

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

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-11.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

REFER TO STD. DRWG. GR-10A FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
4-10-03	REVISED GENERAL NOTES	
8-22-02	REVISED NOTE (2)	
6-29-00	MOVED DIMENSION LINES	
5-18-00	ADDED NOTE	
3-30-00	DRAWN & ISSUED	

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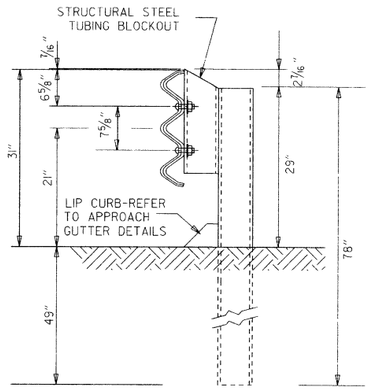
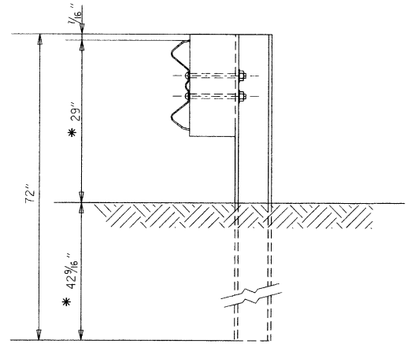
GUARD RAIL DETAILS

STANDARD DRAWING GR-10

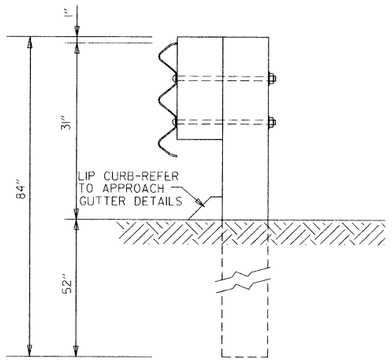


THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7

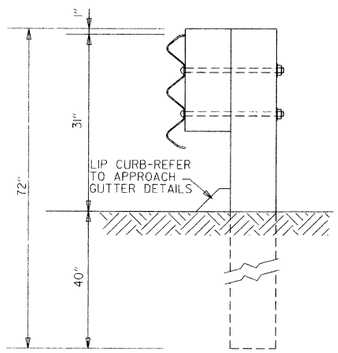


W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8

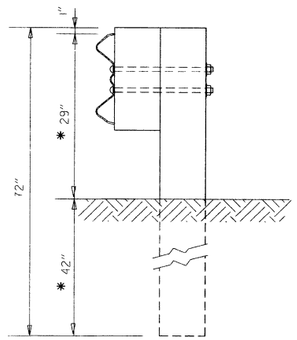
* NOTE:
THESE DIMENSIONS WILL NEED TO BE ADJUSTED IN THE FIELD TO MAKE THE TRANSITION FROM 21" MID POINT OF THRIE BEAM TO 22" MID POINT OF W-BEAM.



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



W-BEAM TO THRIE BEAM
TRANSITION RAIL WITH WOOD OR
PLASTIC BLOCKOUT & WOOD POST
POST 8

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

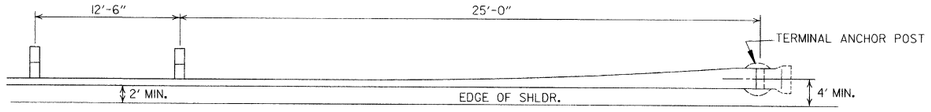
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	DATE FILM
7-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
8-22-02	REVISED LIP CURB NOTE	
3-30-00	DRAWN & ISSUED	

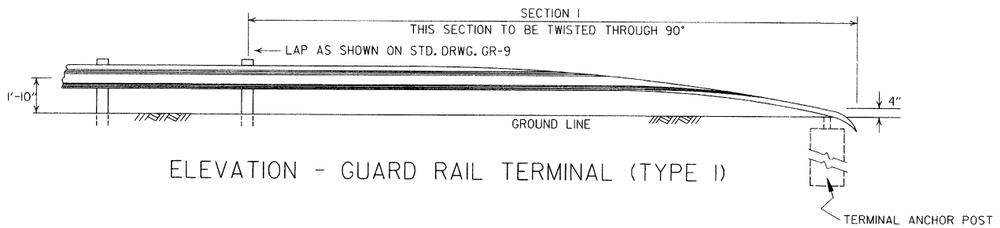
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GR-10A

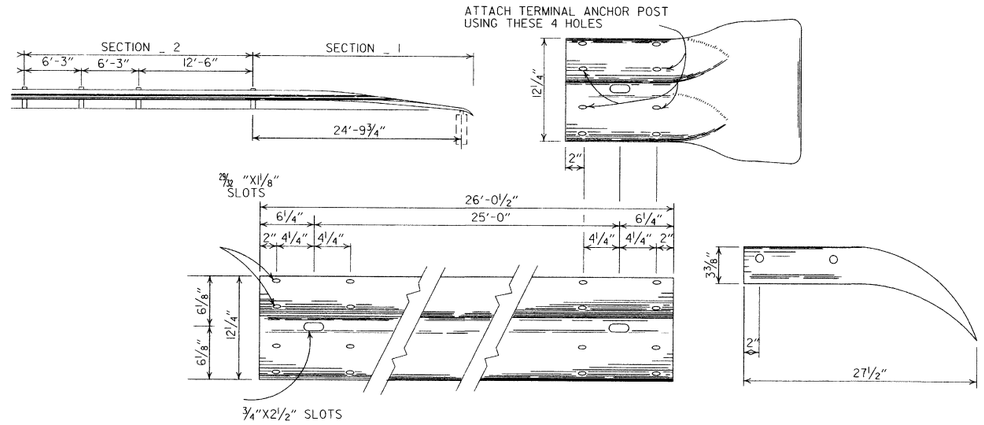


PLAN - GUARD RAIL TERMINAL (TYPE I)



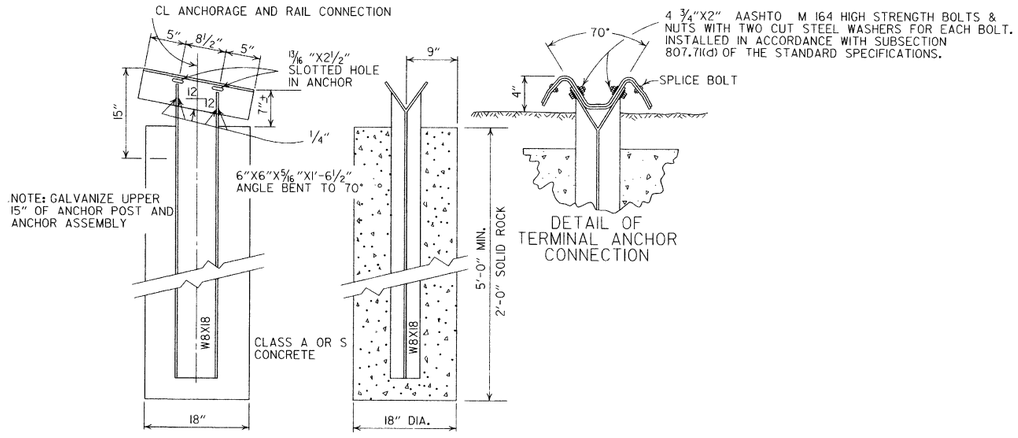
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE:
SECTIONS I AND 2 OF GUARD RAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARD RAIL SPECIFIED.



SECTION I

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

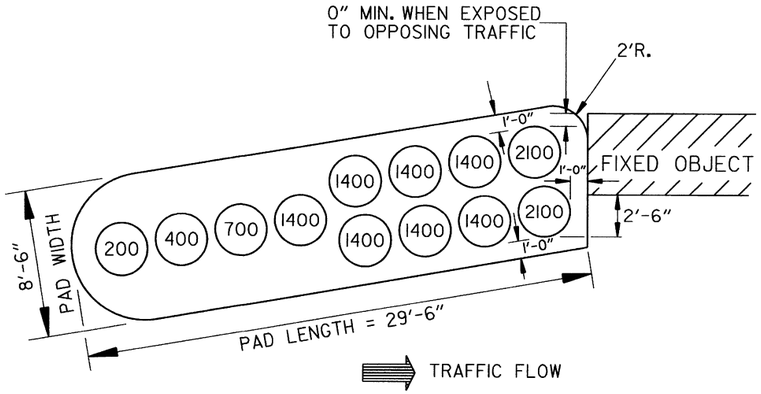
DETAIL OF TERMINAL ANCHOR POST (TYPE I)

DATE	REVISION	DATE FILM
7-14-10	RAISED HEIGHT OF GUARD RAIL I"	
6-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-3-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-1-92	DRAWN & ISSUED	10-1-92

ARKANSAS STATE HIGHWAY COMMISSION

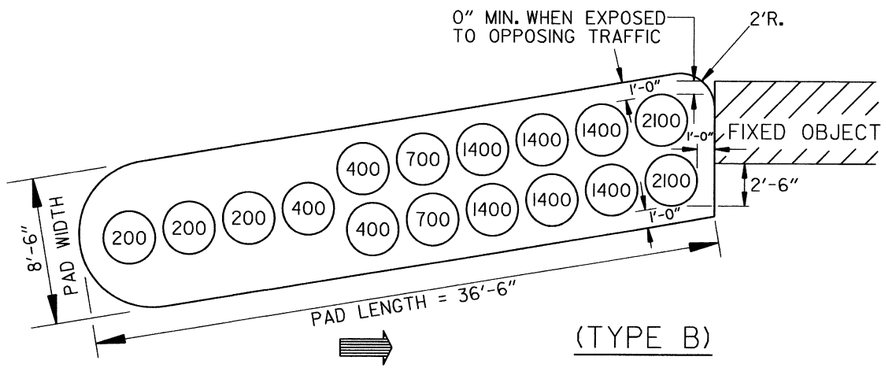
GUARD RAIL DETAILS

STANDARD DRAWING GRT-I



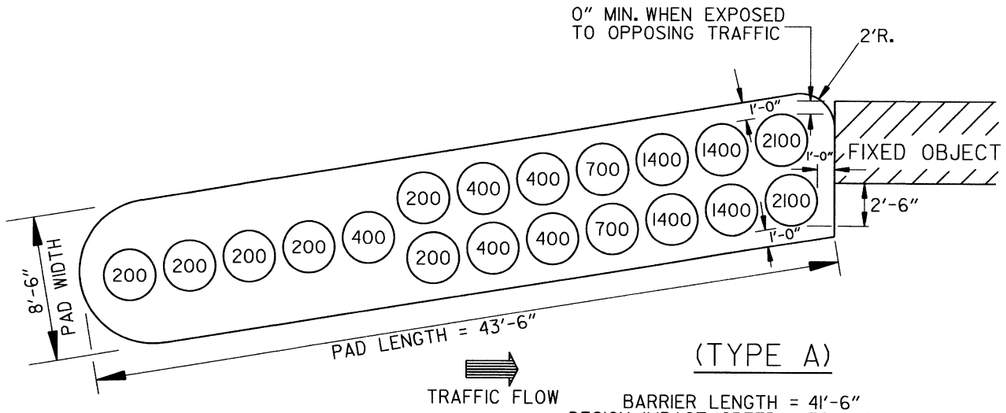
(TYPE C)

BARRIER LENGTH = 27'-6"
DESIGN IMPACT SPEED = 50 M.P.H.= 73.3 fps



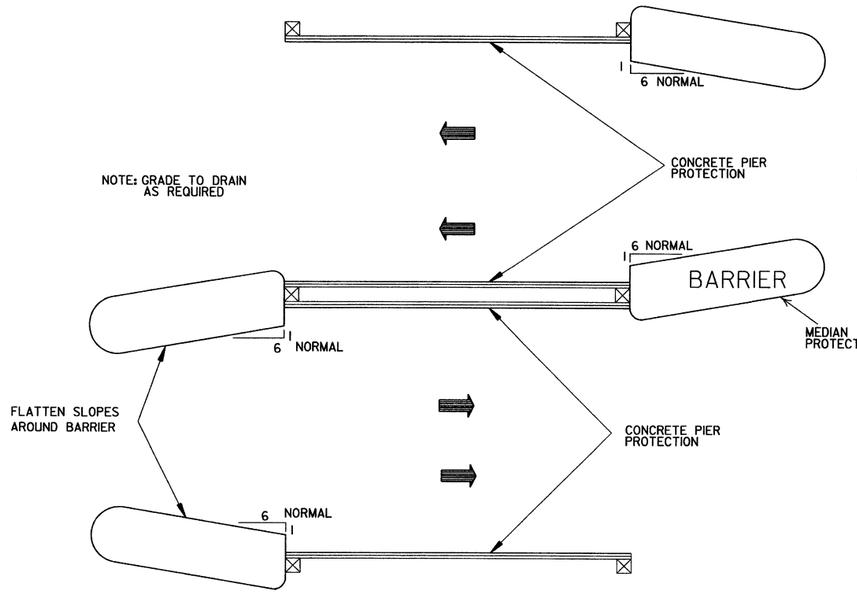
(TYPE B)

BARRIER LENGTH = 34'-6"
DESIGN IMPACT SPEED = 60 M.P.H.= 88 fps

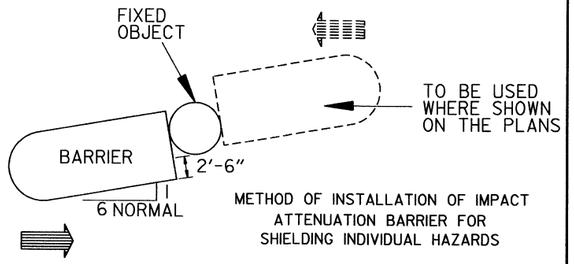


(TYPE A)

BARRIER LENGTH = 41'-6"
DESIGN IMPACT SPEED = 70 M.P.H.= 103 fps



METHOD OF INSTALLATION OF
IMPACT ATTENUATION BARRIER
FOR PIER PROTECTION



METHOD OF INSTALLATION OF IMPACT
ATTENUATION BARRIER FOR
SHIELDING INDIVIDUAL HAZARDS

APPROXIMATE QUANTITIES PER PAD

TYPE	ALTERNATE #1		ALTERNATE #2
	AGGR. BASE COURSE	A.C.H.M. SURFACE COURSE	P.C.CONC. BASE (4"U.T.)
	TONS	TONS	SQ.YDS.
A	9.7	4.6	41.6
B	8.1	3.8	34.9
C	6.6	3.1	28.3

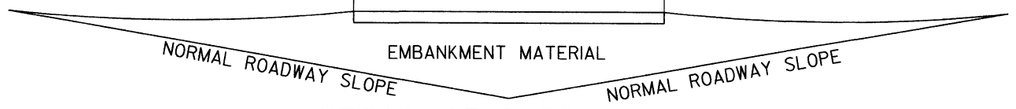
NOTE: APPROXIMATE QUANTITIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. PAYMENT TO BE INCLUDED IN UNIT PRICE BID FOR IMPACT ATTENUATION BARRIER.

GENERAL NOTES

1. DIMENSIONS SHOWN ARE TO TOP OF PLASTIC MODULES.
2. SPACING BETWEEN PLASTIC MODULES SHALL NOT EXCEED 6" AT THE TOP.
3. PLASTIC MODULES SHALL MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).

ALTERNATE #1
AVG. 8'-6" A.C.H.M. SURF. COURSE(1/2")
220 LBS. PER SQ. YD. &
AGGREGATE BASE COURSE
(4" COMPACTED DEPTH)

OR ALTERNATE #2
AVG. 8'-6" PORTLAND
CEMENT CONCRETE
BASE (4" U.T.)



DETAIL OF BARRIER PAD

NOTE: BARRIER PAD TO BE SKEWED TOWARD ONCOMING TRAFFIC
A MAXIMUM OF 6:1 WITH 6:1 BEING NORMAL

DATE	REVISION	DATE FILMED
10-15-09	ADDED REFERENCE TO MASH	
11-29-07	REVISED TY. A & TY. C ARRAYS	
11-19-98	REVISED FIXED OBJECT	
11-18-98	REV. NOTES & TYPE A MOD. WTS.	
10-18-96	REDRAWN	
7-15-88	CONFORMED TO 1988 SPECS	
7-29-87	REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

IMPACT ATTENUATION BARRIER

STANDARD DRAWING IB-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31 5/16	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(f)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

- LEGEND -

D_i = NORMAL INSIDE DIAMETER OF PIPE
D_o = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
▨ = UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

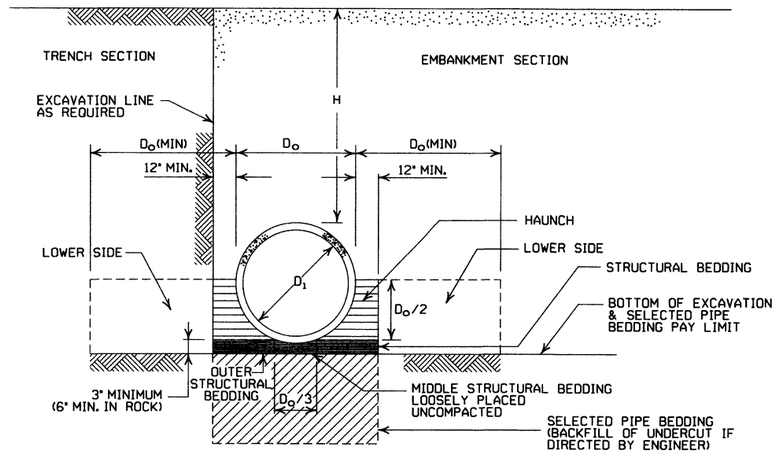
INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170. R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET) METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	①MINUMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET) METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CORRUGATED METAL PIPE ARCHES

EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL MIN. THICKNESS REQUIRED INCHES	STEEL ① MIN. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	STEEL MAX. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	ALUMINUM MIN. THICKNESS REQUIRED INCHES	ALUMINUM ① MIN. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1	ALUMINUM MAX. HEIGHT OF FILL, "H" (FT.) INSTALLATION TYPE 1
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM		
15	17x13	3	0.064	2	15	0.060	2	15
18	21x15	3	0.064	2	15	0.060	2	15
21	24x18	3	0.064	2.25	15	0.060	2.25	15
24	28x20	3	0.064	2.5	15	0.075	2.5	15
30	35x24	3	0.079	3	12	0.075	3	12
36	42x29	3½	0.079	3	12	0.105	3	12
42	49x33	4	0.079	3	12	0.105	3	12
48	57x38	5	0.109	3	13	0.135	3	13
54	64x43	6	0.109	3	14	0.135	3	14
60	71x47	7	0.138	3	15	0.164	3	15
66	77x52	8	0.168	3	15			
72	83x57	9	0.168	3	15			

			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM					
				INSTALLATION TYPE 2	INSTALLATION TYPE 1	INSTALLATION TYPE 2	INSTALLATION TYPE 1	
36	40x31	5	0.079	3	2	12	15	
42	46x36	6	0.079	3	2	13	15	
48	53x41	7	0.079	3	2	13	15	
54	60x46	8	0.079	3	2	13	15	
60	66x51	9	0.079	3	2	13	15	
66	73x55	12	0.079	3	2	15	15	
72	81x59	14	0.079	3	2	15	15	
78	87x63	14	0.079	3	2	15	15	
84	95x67	16	0.109	3	2	15	15	
90	103x71	16	0.109	3	2	15	15	
96	112x75	18	0.109	3	2	15	15	
102	117x79	18	0.109	3	2	15	15	
108	128x83	18	0.138	3	2	15	15	

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

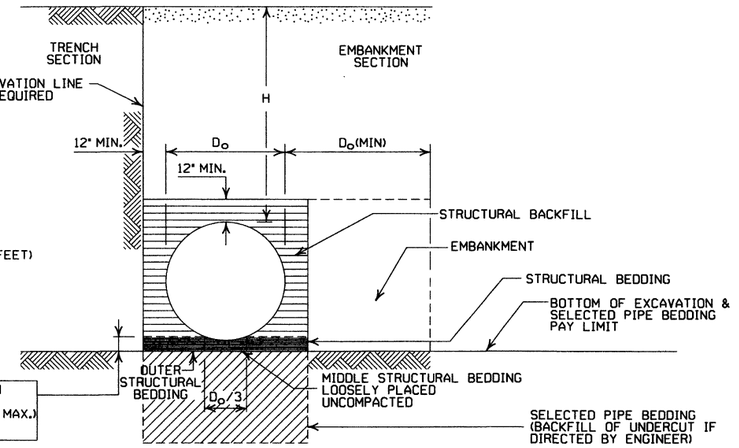
③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8

- LEGEND -

D_o = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM
= STRUCTURAL BACKFILL MATERIAL
= UNDISTURBED SOIL
EQUIV. DIA. = EQUIVALENT DIAMETER
H = FILL COVER HEIGHT OVER PIPE (FEET)



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

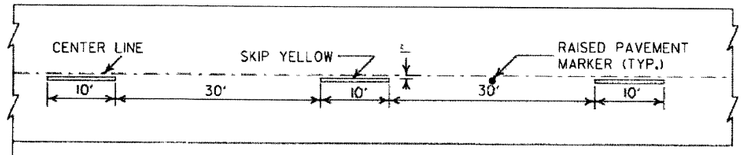
DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

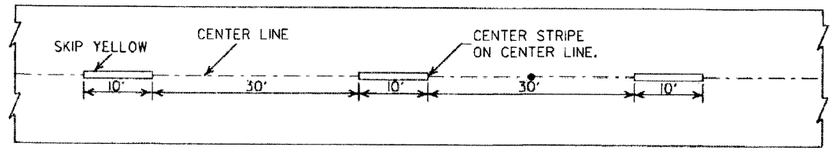
METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

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

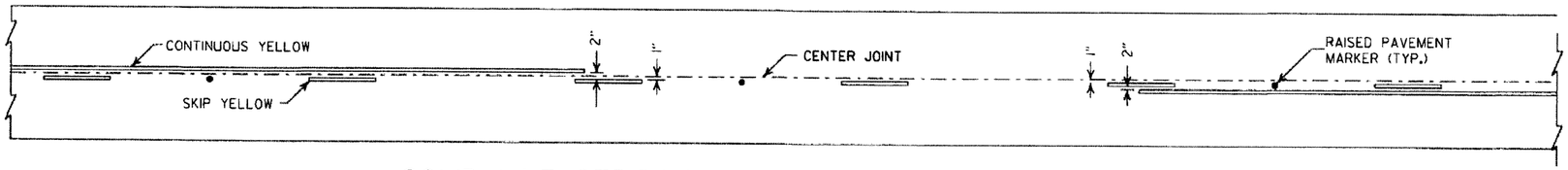


CONCRETE PAVEMENT

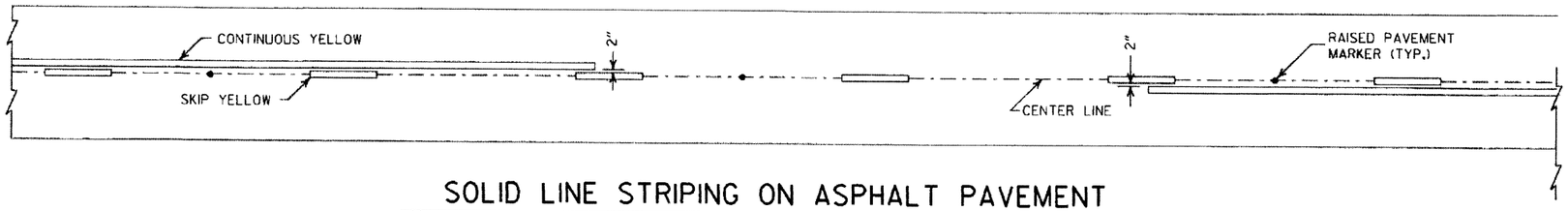


ASPHALT PAVEMENT

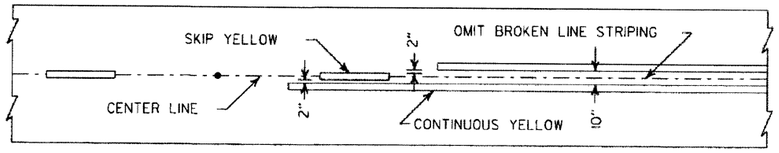
BROKEN LINE STRIPING



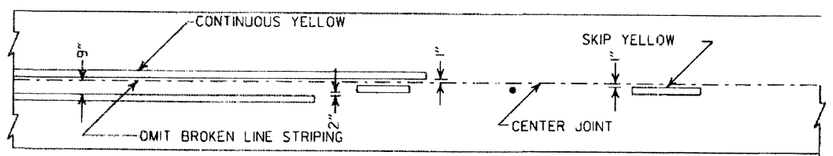
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

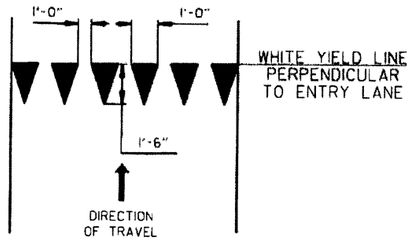


ASPHALT PAVEMENT

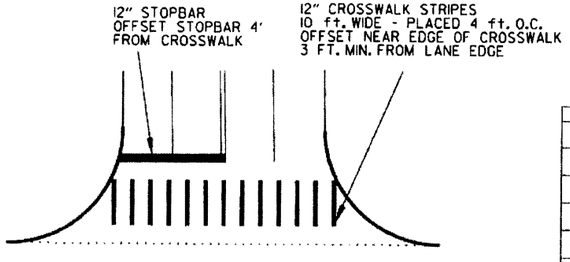


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

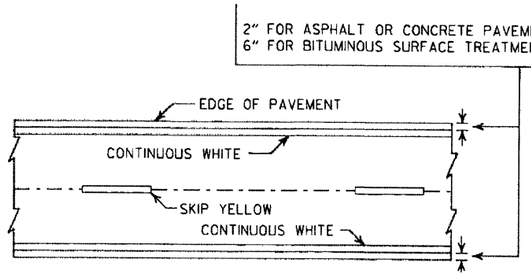


YIELD LINE DETAIL



CROSSWALK AND STOPBAR DETAILS

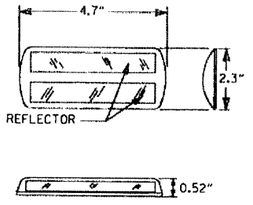
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING

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

TYPE II
RED/CLEAR OR YELLOW/YELLOW



NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

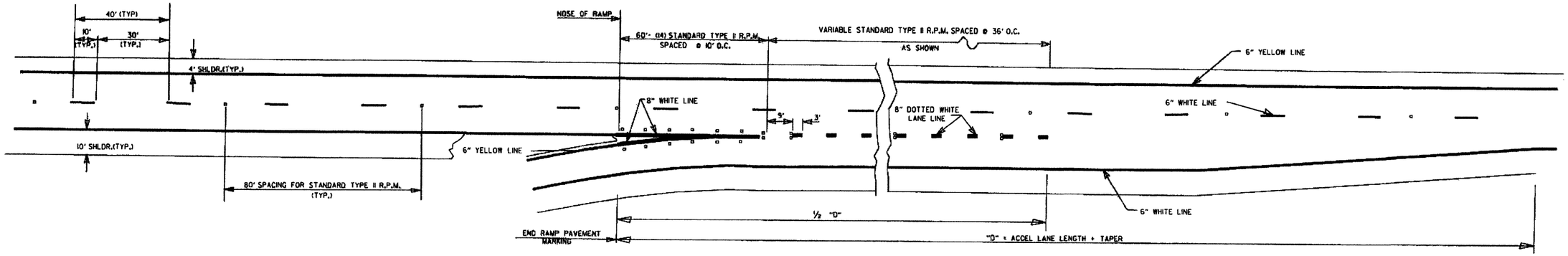
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

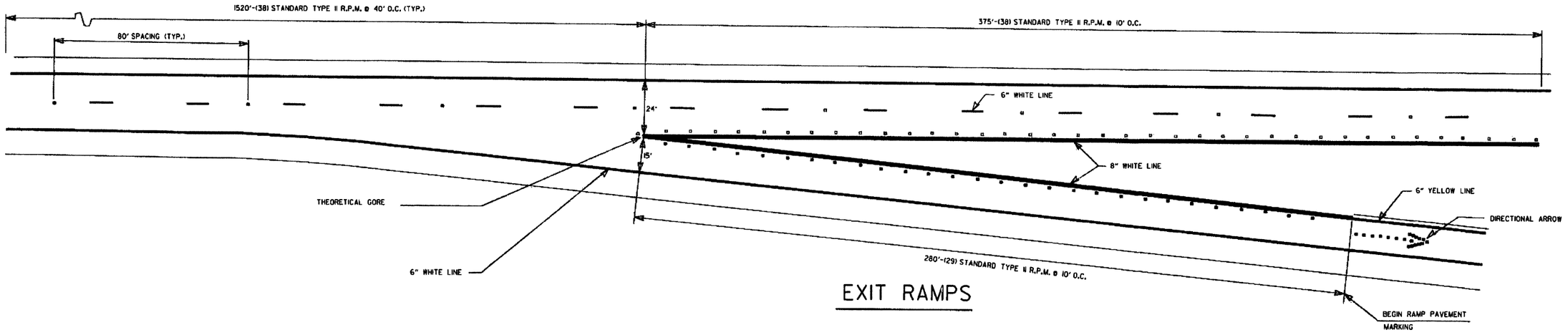
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

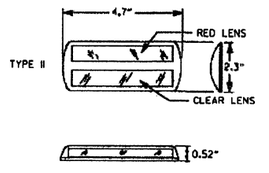
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

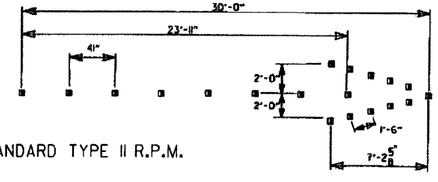


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

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



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:
THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

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

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV. ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

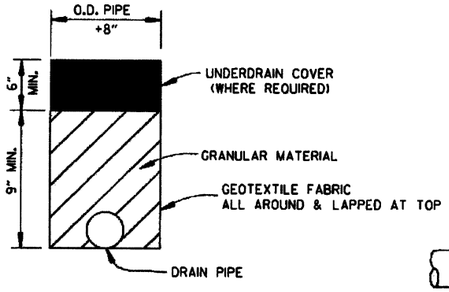
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

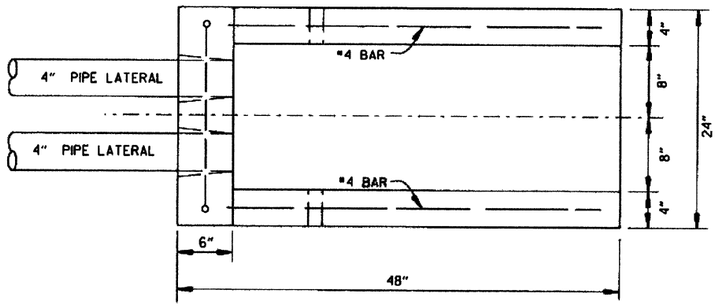
STANDARD DRAWING PM-2

NOTE:

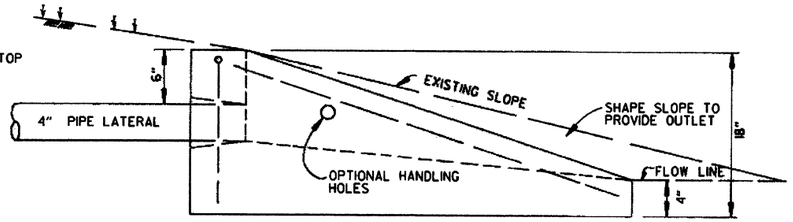
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

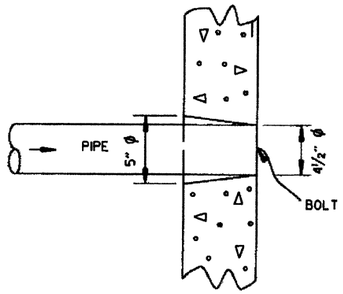




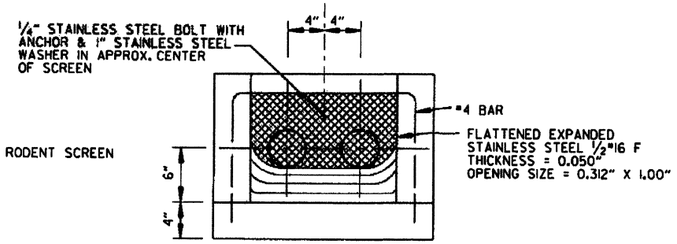
PLAN VIEW



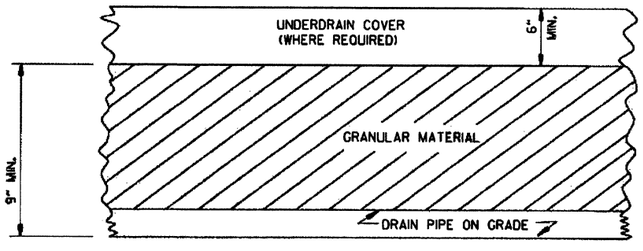
SIDE VIEW



DETAIL OF HOLE FOR 4" PIPE



FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

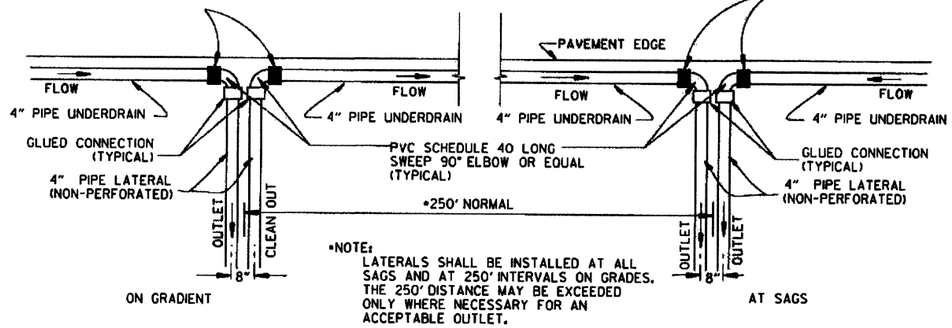
6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.

FERNCO 1056-44 (4" CI/PLASTIC) OR FERNCO 1051-44 (4" AC/DI OR 4" CI/PLASTIC) COUPLING OR EQUAL WITH 2 CLAMPS (TYPICAL)

UNDERDRAIN OUTLET PROTECTORS

FERNCO 1056-44 (4" CI/PLASTIC) OR FERNCO 1051-44 (4" AC/DI OR 4" CI/PLASTIC) COUPLING OR EQUAL WITH 2 CLAMPS (TYPICAL)



*NOTE:
LATERALS SHALL BE INSTALLED AT ALL SAGS AND AT 250' INTERVALS ON GRADES. THE 250' DISTANCE MAY BE EXCEEDED ONLY WHERE NECESSARY FOR AN ACCEPTABLE OUTLET.

DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH			40 MPH			50 MPH			55 MPH			60 MPH			65 MPH			70 MPH		
	e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)		e	Ls (FT)	
		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE		MINIMUM	DESIRABLE
0° 15′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
0° 30′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
0° 45′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
1° 00′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
1° 15′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
1° 30′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
1° 45′	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
2° 00′	R. C.			R. C.			R. C.			N. C.			N. C.			N. C.			N. C.		
2° 15′	R. C.			R. C.			R. C.			N. C.			N. C.			N. C.			N. C.		
2° 30′	0.021			0.021			0.021			0.022			0.023			0.025			0.028		
2° 45′	0.023			0.023			0.023			0.025			0.025			0.028			0.032		
3° 00′	0.025	150		0.025	175		0.026	200		0.028	225		0.030	250		0.033	250		0.037	275	
3° 15′	0.027			0.028			0.031			0.032			0.033			0.037			0.041		
3° 30′	0.029			0.031			0.036			0.037			0.037			0.041			0.046		
3° 45′	0.031			0.034			0.040			0.043			0.043			0.048			0.054		
4° 00′	0.033			0.037			0.045			0.048			0.049			0.055			0.062		
4° 30′	0.037			0.040			0.049			0.053			0.055			0.062			0.070		
5° 00′	0.040			0.043			0.053			0.058			0.061			0.067	265		0.078	300	
5° 30′	0.043			0.046			0.057			0.063			0.067			0.075	280		0.085	315	400
6° 00′	0.046			0.049			0.061			0.068	230		0.072	260		0.081	300		0.091	335	
6° 30′	0.050			0.051			0.065	205		0.072	245		0.077	275		0.087	315		0.096	350	
7° 00′	0.053			0.056			0.069	215		0.076	255		0.082	295		0.093	325	400	0.098	380	
7° 30′	0.056			0.061			0.072	225		0.080	265		0.086	285		0.095	340		0.100	360	450
8° 00′	0.058			0.066	185		0.078	240		0.083	270		0.090	295		0.097	345				
8° 30′	0.061			0.070	190		0.083	250		0.087	280		0.093	305	400	0.099	350				
9° 00′	0.063			0.074	200		0.088	260		0.091	295	400	0.096	315							
10° 00′	0.068	160		0.078	210		0.092	270		0.094	300		0.098	320							
11° 00′	0.072	170		0.081	215		0.095	280	350	0.096	305										
12° 00′	0.076	175		0.084	220	300	0.098	285		0.100	315										
13° 00′	0.080	180		0.087	225		0.099	290													
14° 00′	0.083	190		0.089	230		0.100	290													
15° 00′	0.086	195		0.094	235																
16° 00′	0.089	200		0.097	250																
17° 00′	0.091	200		0.099	250																
18° 00′	0.093	205		0.100	250																
19° 00′	0.095	210																			
20° 00′	0.097	215	300																		
21° 00′	0.098	215																			
22° 00′	0.099	215																			
23° 00′	0.099	215																			
24° 00′	0.100	220																			

D MAX = 24° 45′ | D MAX = 13° 15′ | D MAX = 8° 15′ | D MAX = 6° 30′ | D MAX = 5° 15′ | D MAX = 4° 15′ | D MAX = 3° 30′

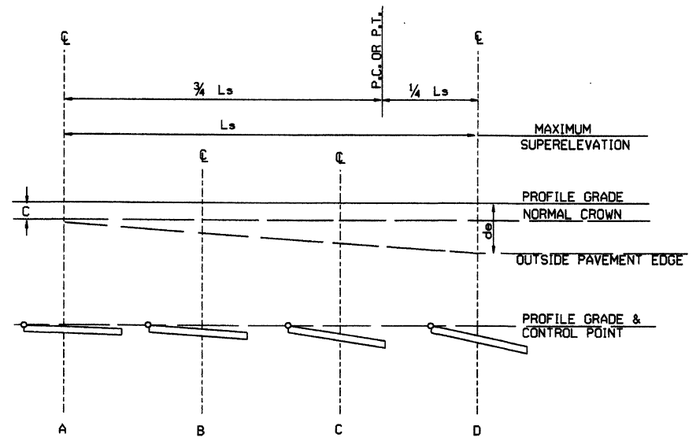
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)

GENERAL NOTES

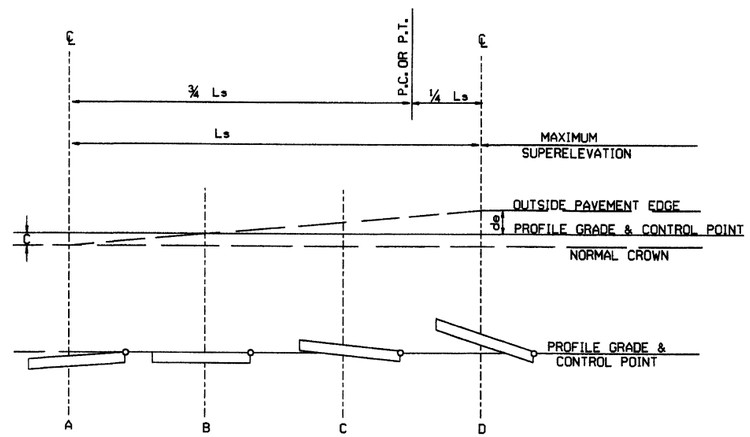
1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$



ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

DATE	REVISION	DATE FILMED
01-09-87	ISSUED	578-1-15-87

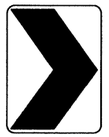
ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

R1-1
30"X30"

WI-3
30"X30"
(LT. OR RT.)



WI-8
18"X24"

W2-5
30"X30"

W3-1
36"X36"

W5-1
36"X36"

M6-3
21"X15"

R1-2
36"X36"X36"

WI-4
30"X30"
(LT. or RT.)

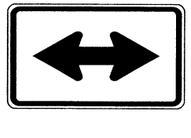
W2-1
30"X30"

S1-1
36"X36"

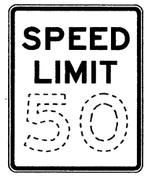
W3-2
36"X36"

County
Route Marker
MI-6
24"X24"

NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



M6-4
21"X15"



R2-1
24"X30"

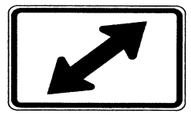
WI-5
30"X30"
(LT. or RT.)

W2-2
30"X30"

W5-2
36"X36"

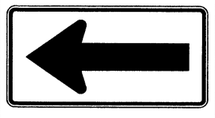
W8-3
36"X36"

RI-3P
18"X6"

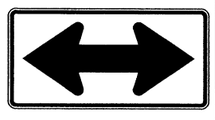


M6-5
21"X15"

WI-1
30"X30"
(LT. or RT.)



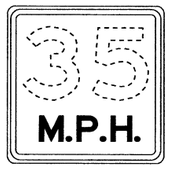
WI-6
48"X24"



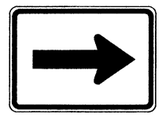
WI-7
48"X24"

W2-3
30"X30"
(LT. or RT.)

W5-3
36"X36"

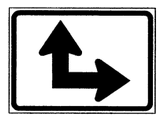


WI3-IP
18"X18"



M6-1
21"X15"

NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.

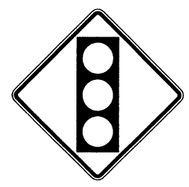


M6-6
21"X15"

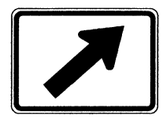
WI-2
30"X30"
(LT. or RT.)

W2-4
30"X30"

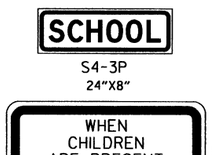
WI0-1
36" DIAMETER



W3-3
36"X36"

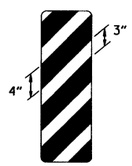


M6-2
21"X15"



S4-3P
24"X8"

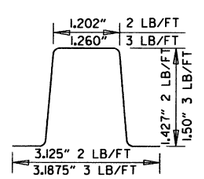
S4-2P
24"X10"



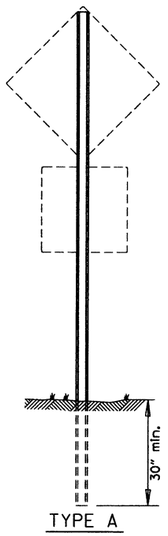
OM-3
12"X36"
(LT. or RT.)

MINIMUM DIMENSIONS SHOWN

SUPPORT SECTION

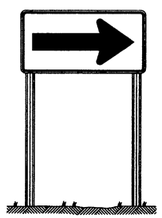


(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES



TYPE A

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.



TYPE B

TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

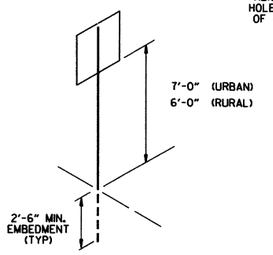
SUPPORT ASSEMBLIES

DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1& W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED WI4-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2"-3"; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72

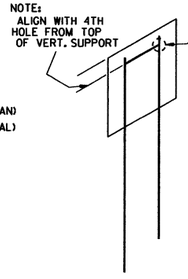
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

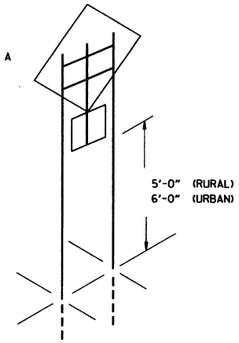
STANDARD DRAWING SHS-1



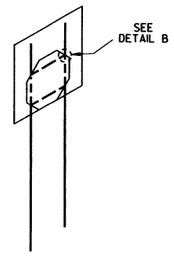
U-1



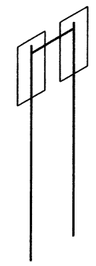
U-2



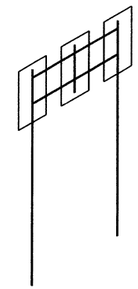
U-2 (A)



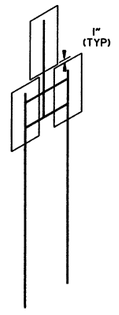
U-2 (B)



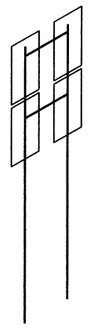
U-2 (1)



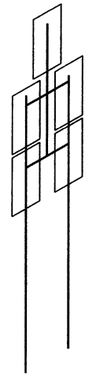
U-2 (2)



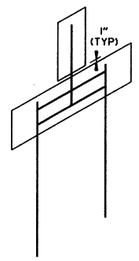
U-2 (3)



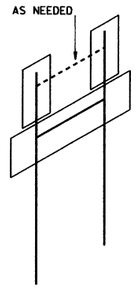
U-2 (4)



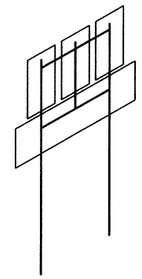
U-2 (5)



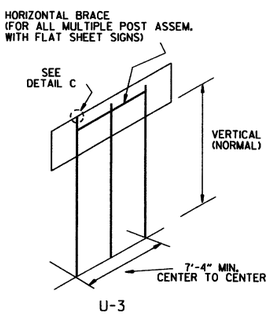
U-2 (6)



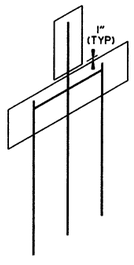
U-2 (7)



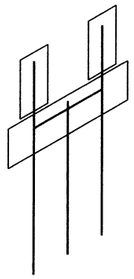
U-2 (8)



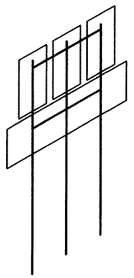
U-3



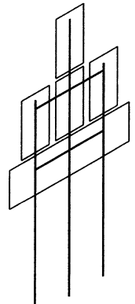
U-3 (1)



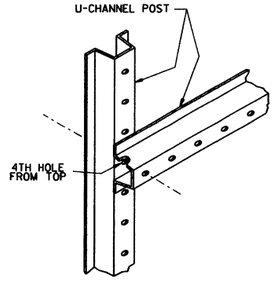
U-3 (2)



U-3 (3)

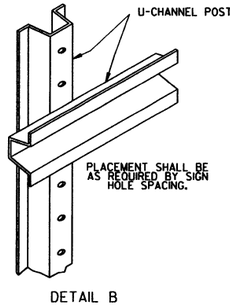


U-3 (4)



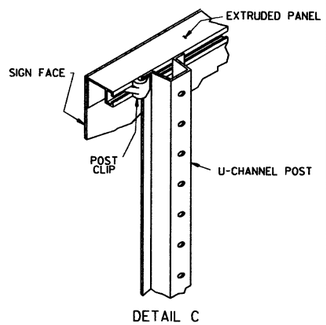
DETAIL A

SHOWING HORIZONTAL BRACE



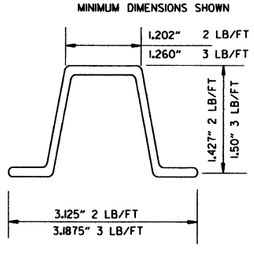
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



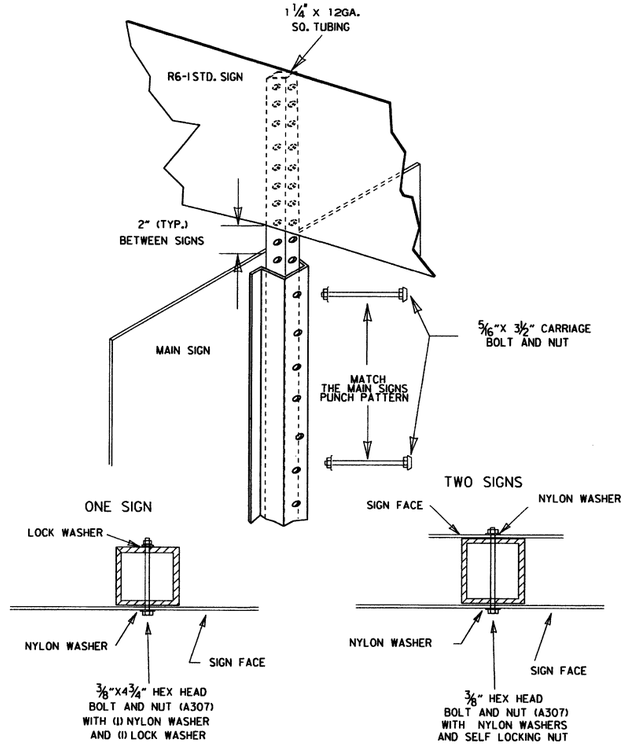
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



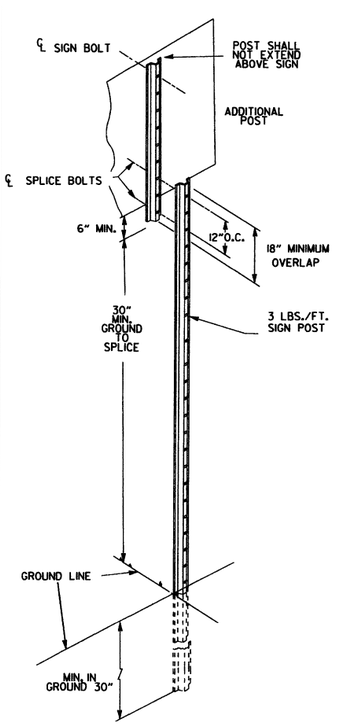
DETAIL C

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

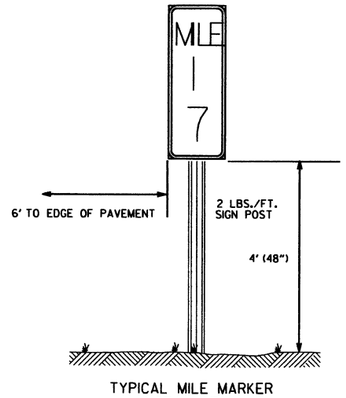
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

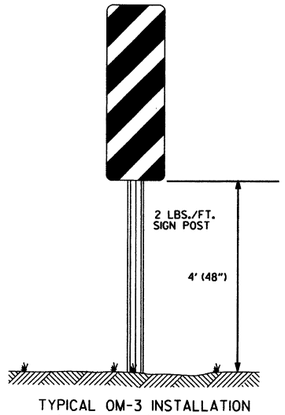
NORMAL INSTALLATIONS WILL REQUIRE $\frac{5}{16}$ " DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

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



TYPICAL MILE MARKER INSTALLATION



TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

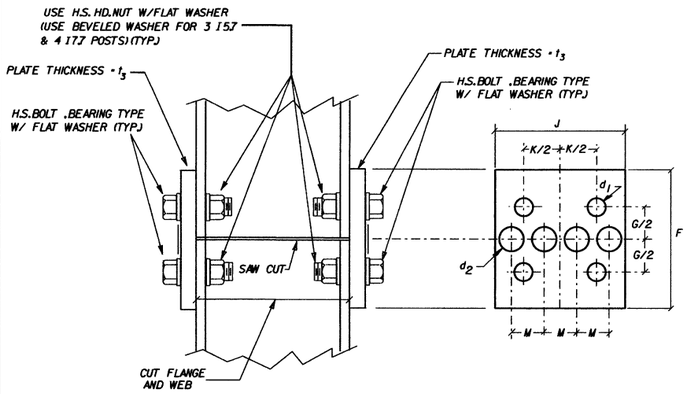
DATE	REVISION	FILMED
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

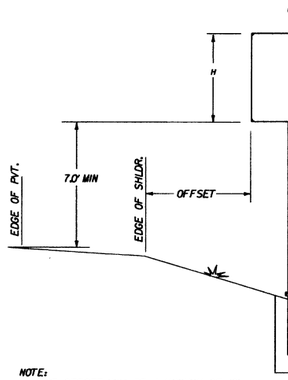
U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2

POST SIZE	BASE CONNECTION DATA										FUSE PLATE DATA									WT. OF EACH FUSE PLATE LBS.
	BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	F	G	J	K	M	d_1	d_2	t_3	BOLT SIZE
W 6X9																				
W 6X12	5/8" x 2 3/4"	450"-590"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"	4 1/4"	2"	4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"
W 6X15												5"	2 1/2"	6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	5/8" x 2 1/4"
W 8X18												5"	2 1/2"	5 1/4"	2 3/4"	1 1/4"	13/16"	1 1/16"	3/8"	3/4" x 2 1/4"
W 8X21												5 1/2"	2 1/2"	5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"
W 10X22	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	13/32"	6"	3"	5 3/4"	2 3/4"	1 3/8"	13/16"	1 1/8"	1/2"	3/4" x 2 1/4"
W 10X26												6"	3"	6 1/2"	3 1/2"	1 5/8"	13/16"	1 5/16"	1/2"	3/4" x 2 1/4"
W 12X26																				

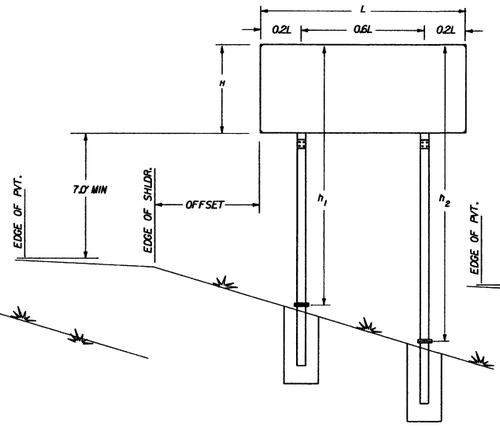


NOTE: USE H.S. HEX HEAD BOLTS, HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS, HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT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

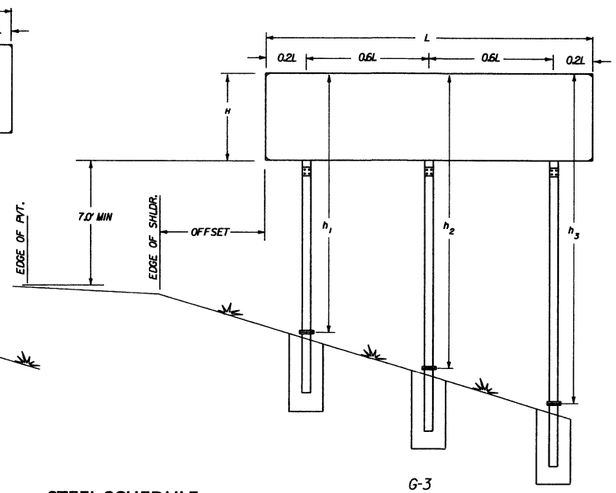


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10'
FROM THE EDGE OF PAVED SURFACE
OR AS DIRECTED BY THE ENGINEER

G-1

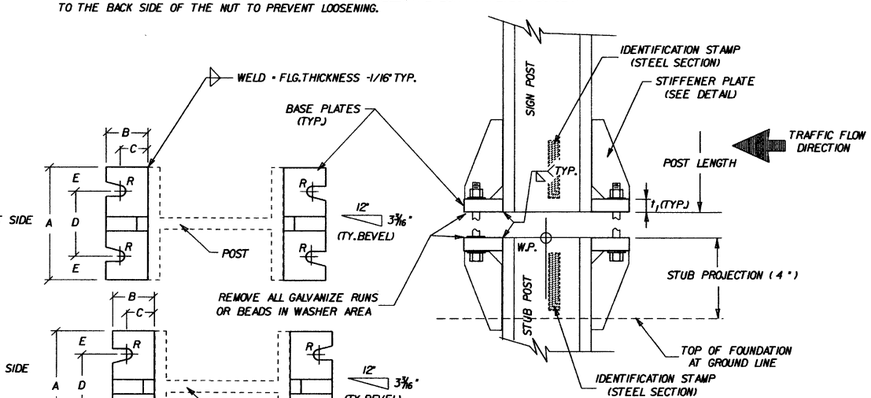


G-2

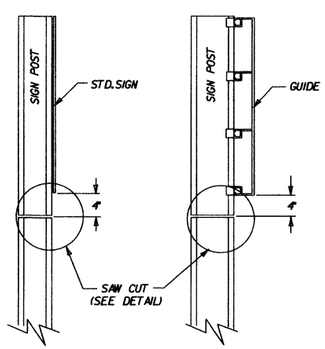


G-3

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



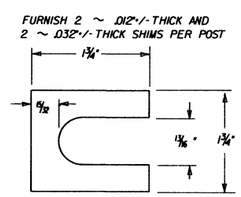
NOTE: BOLT HOLES, USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



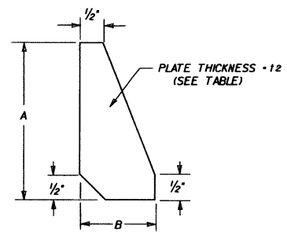
NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED, AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED, WITH AN APPROVED ZINC SOLDER MEETING THE FEDERAL SPEC. O-G-93 (STICK ONLY).

STANDARD SIGNS GUIDE SIGNS

FUSE PLATE DETAILS



SHIM DETAIL

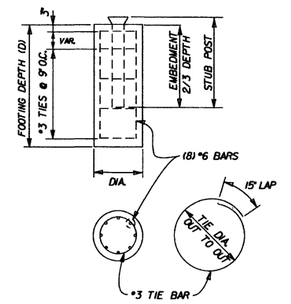


STIFFENER PLATE DETAIL

STEEL SCHEDULE

FOOTING DIAMETER	#3 TIE BARS		
	DIAMETER	BAR LENGTH	POUNDS
INCHES	INCHES	FEET	
18	12	4.39	1.65
24	18	5.96	2.24
30	24	7.53	2.83
36	30	9.1	3.42

FOOTINIG DEPTH	#6 STRAIGHT BARS		
	BAR LENGTH	NUMBER REQ'D.	POUNDS
FEET	FEET		
2.50	2.00	8	24.03
3.00	2.50	8	30.04
3.50	3.00	8	36.05
4.00	3.50	8	42.06
4.50	4.00	8	48.06
5.00	4.50	8	54.07
5.50	5.00	8	60.08
6.00	5.50	8	66.09
6.50	6.00	8	72.10
7.00	6.50	8	78.10
7.50	7.00	8	84.11
8.00	7.50	8	90.12



FOOTING QUANTITIES

FOOTINIG DEPTH	NUMBER TIE BARS REQ'D	18" DIAMETER		24" DIAMETER		30" DIAMETER		36" DIAMETER	
		CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL
FEET		CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)
2.50	4	0.16	31						
3.00	4	0.20	37						
3.50	5	0.23	44						
4.00	6	0.26	52	0.47	56				
4.50	6	0.29	58	0.52	62				
5.00	7	0.33	66	0.58	70	0.91	74		
5.50	8			0.64	78	1.00	83		
6.00	8			0.70	84	1.09	89	1.57	93
6.50	9					1.18	98	1.70	103
7.00	10					1.27	106	1.83	112
7.50	10							1.96	118
8.00	11							2.09	128

GENERAL NOTES

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

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

REFER TO THE PLANS FOR FOOTING DIMENSIONS.

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

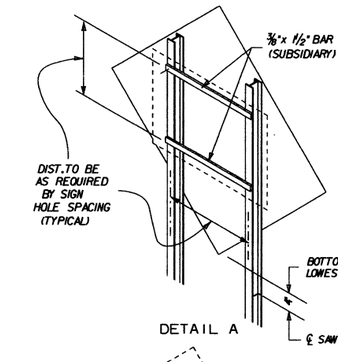
SIGN POST AND STUB POST

DATE	REVISION	FILMED
9-12-13	ISSUED	

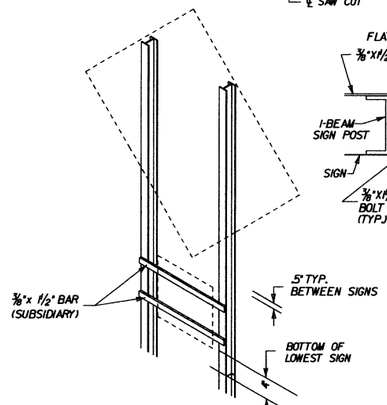
ARKANSAS STATE HIGHWAY COMMISSION

DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS

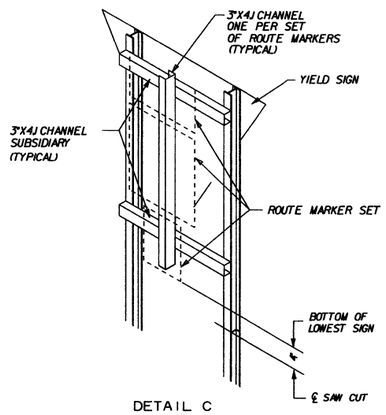
STANDARD DRAWING SHS-3



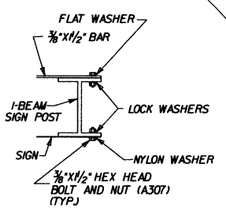
DETAIL A



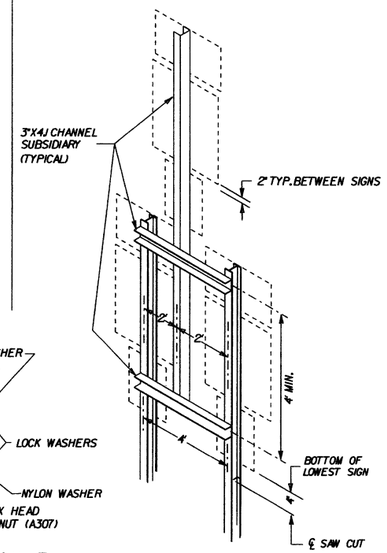
DETAIL B



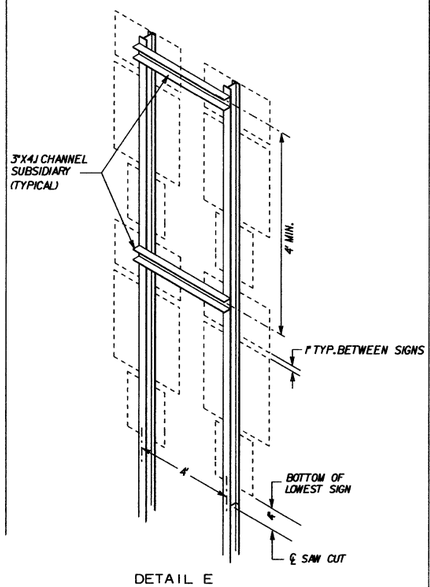
DETAIL C



DETAIL F



DETAIL D



DETAIL E

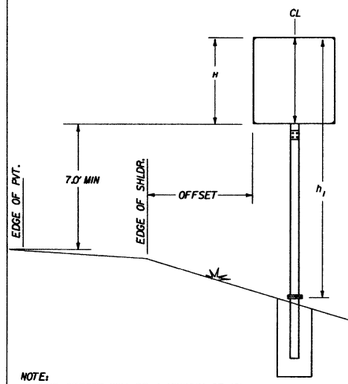
NOTE

ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED SUBSIDIARY TO THE MAIN SUPPORT.

THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.

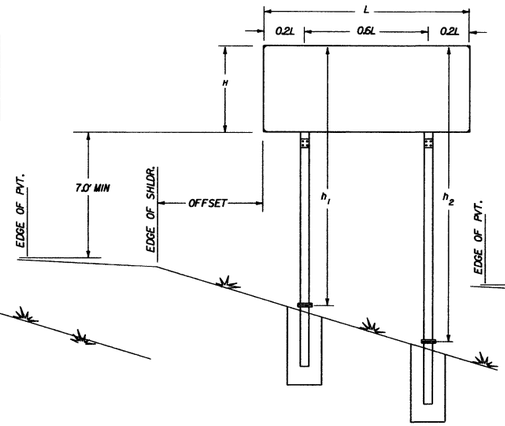
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

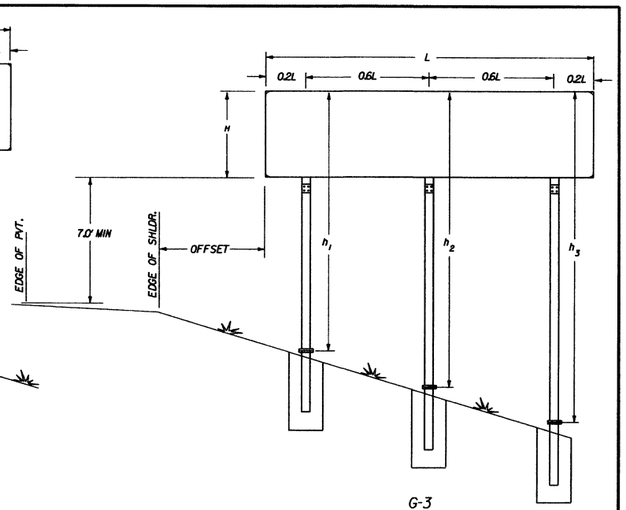


G-1

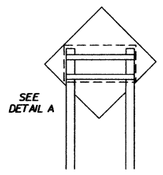
NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.



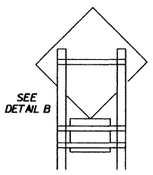
G-2



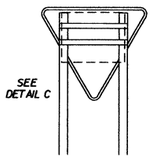
G-3



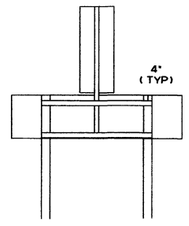
G2-1



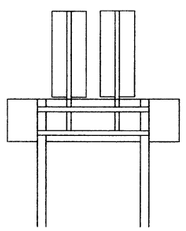
G2-2



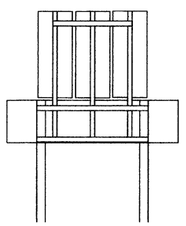
G2-3



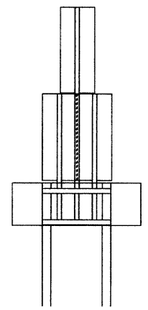
G2-4



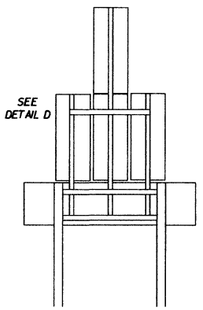
G2-5



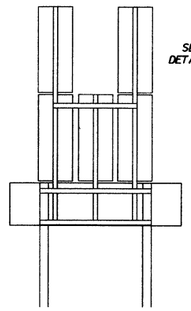
G2-6



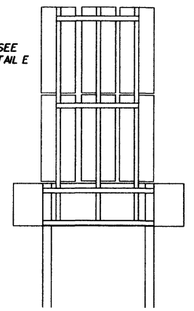
G2-7



G2-8



G2-9

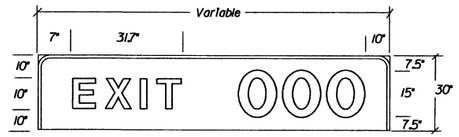


G2-10

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-4
DATE	REVISION	FILMED	

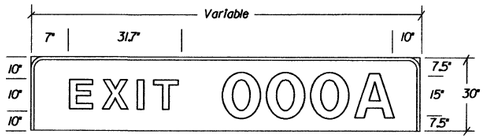
TYPICAL DETAIL

TYPE A



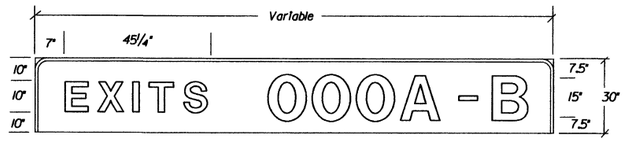
EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B



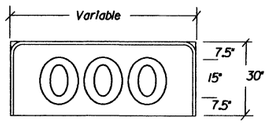
EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C



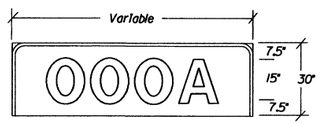
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



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

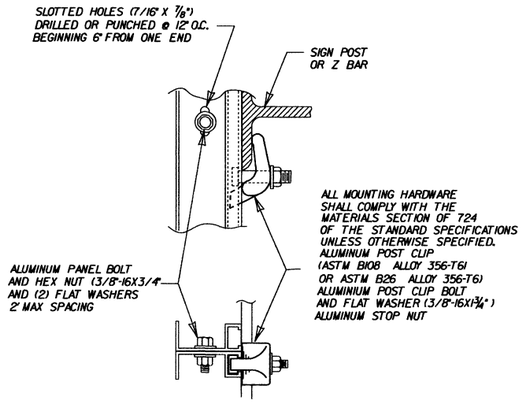
TYPE E



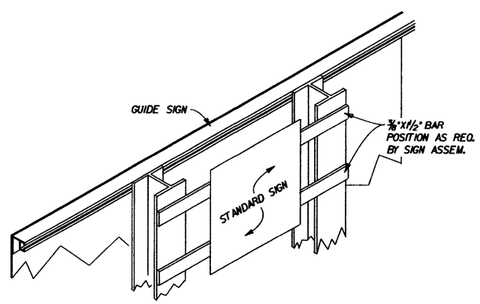
1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

EXIT PANEL DETAILS

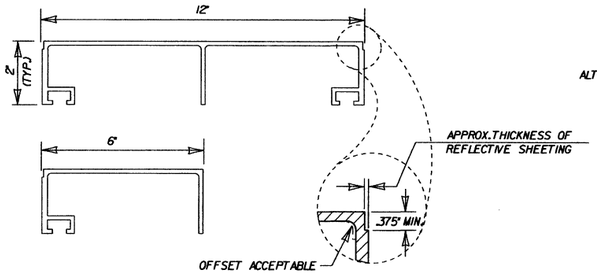
NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM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



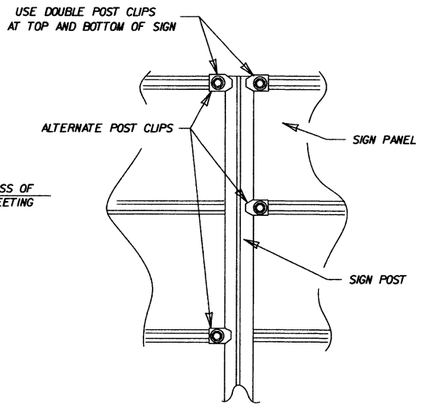
MOUNTING HARDWARE



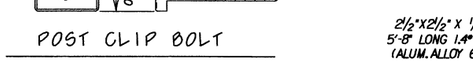
SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



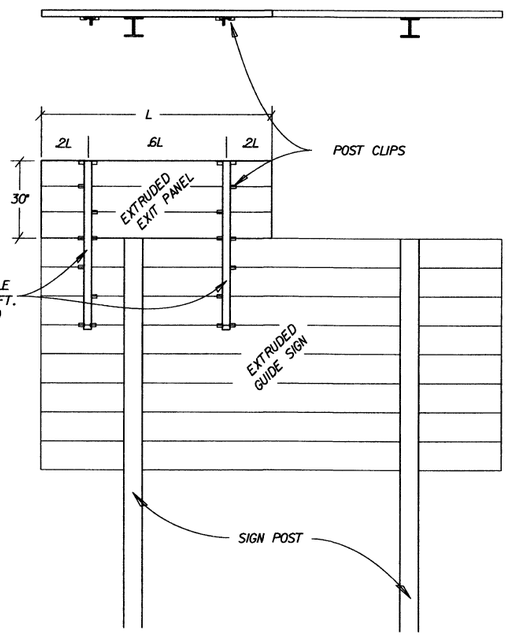
ONE PIECE EXTRUDED SIGN PANELS



POST CLIP PLACEMENT



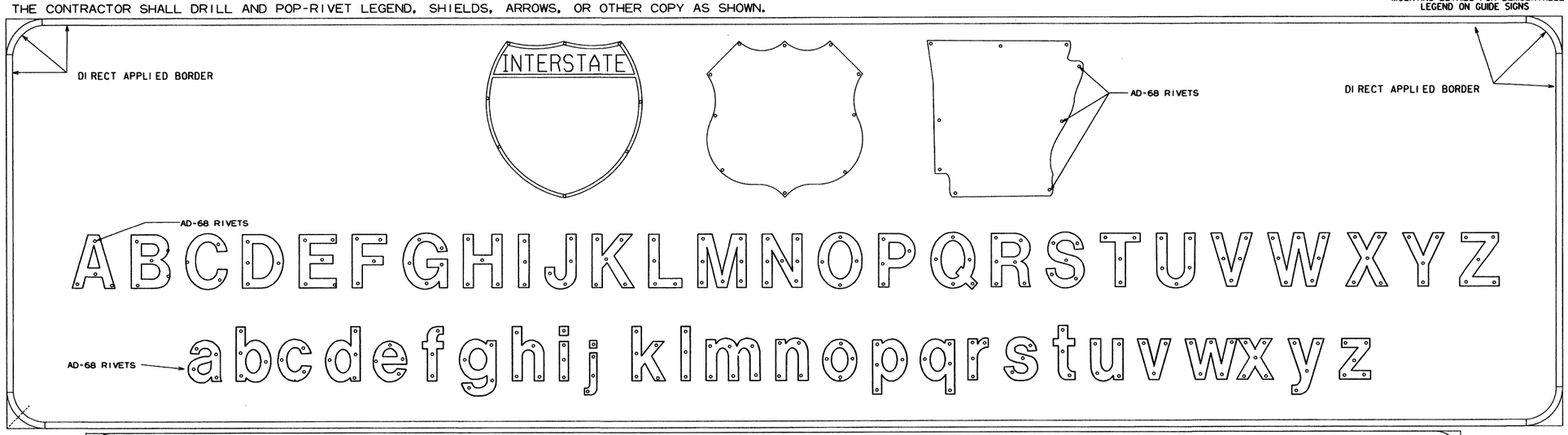
POST CLIP BOLT

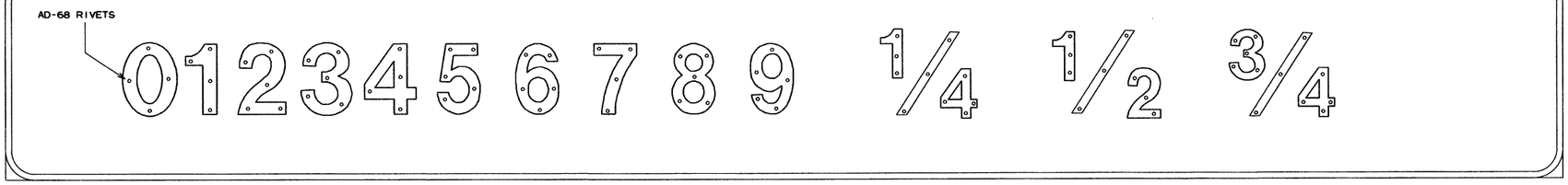


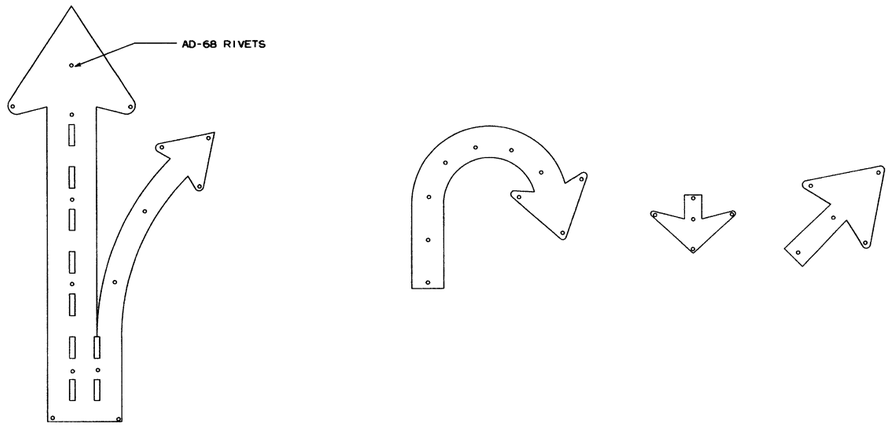
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF GUIDE SIGN PANELS
9-12-13	ISSUED		STANDARD DRAWING SHS-5
DATE	REVISION	FILMED	

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

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS







NOTES:

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

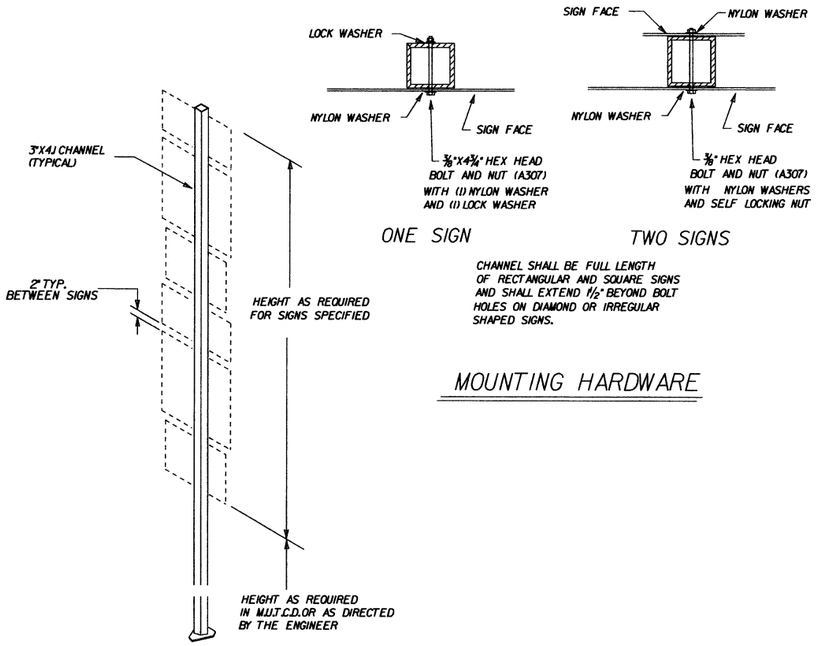
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

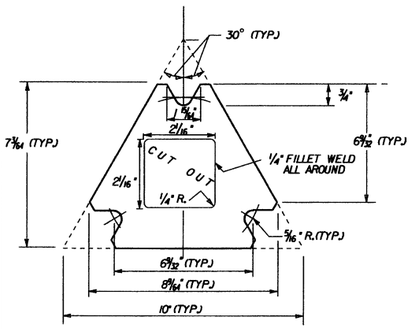
NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

			ARKANSAS STATE HIGHWAY COMMISSION
			MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS
9-12-13 DATE	ISSUED REVISION	FILMED	STANDARD DRAWING SHS-6

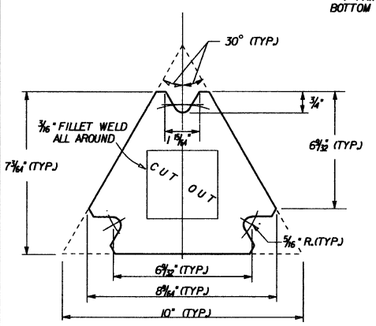


CHANNEL SHALL BE FULL LENGTH OF RECTANGULAR AND SQUARE SIGNS AND SHALL EXTEND 1½" BEYOND BOLT HOLES ON DIAMOND OR IRREGULAR SHAPED SIGNS.

MOUNTING HARDWARE



TOP PLATE



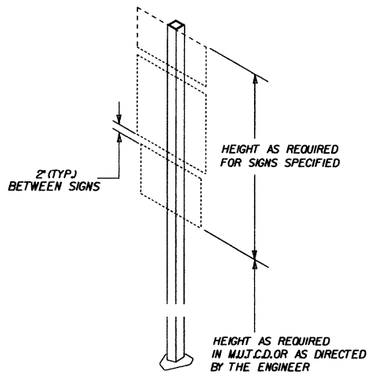
BOTTOM PLATE

GENERAL NOTES:

THE TOP PLATE OF TRIANGULAR SUP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

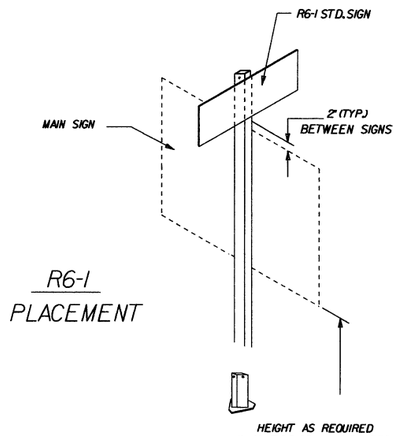
INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS SHOWN. THE BEVEL END SHALL BE TANGENT TO THE BOLT HOLE. ANY MISALIGNMENT SHALL BE REMOVED BY GRINDING. FACE OF BEVEL SHALL BE FINISHED TO A MINIMUM SMOOTHNESS OF 1-500.

OTHER MASH COMPLIANT BREAKAWAY SIGN SUPPORTS THAT HAVE THE SAME TOP PLATE DIMENSIONS AND SUPPORT 2¼"X 2¼" SQUARE TUBE SIGN POSTS MAY BE SUBSTITUTED AS APPROVED BY THE ENGINEER.

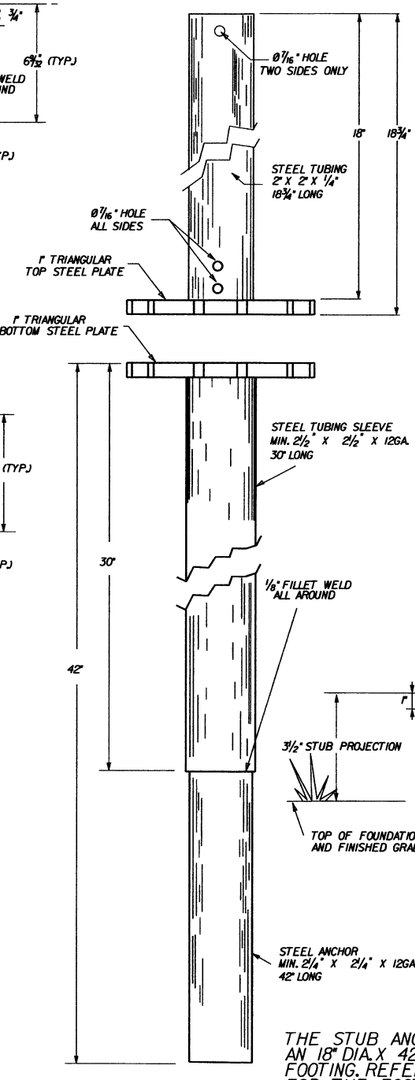


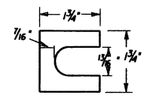
TYPE-I

BASIS OF ESTIMATE
APPROX. 100 lbs STEEL



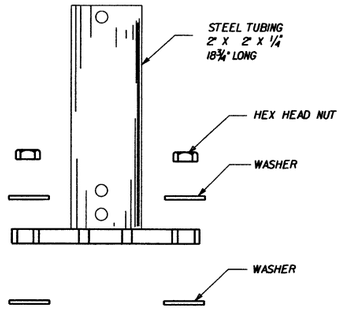
R6-1 PLACEMENT

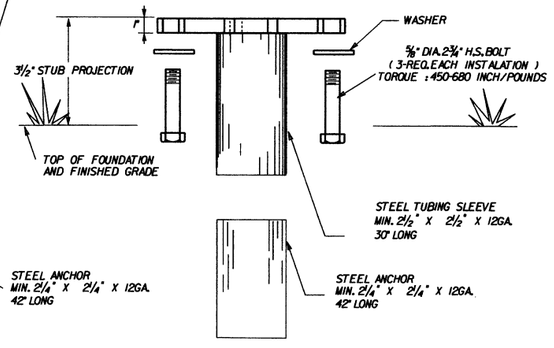




FURNISH (2) .012" THICK AND (2) .032" THICK SHIMS PER POST

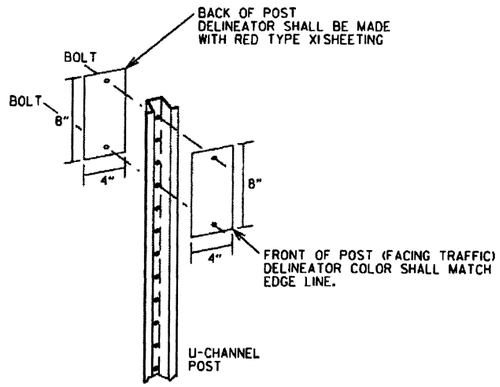
SHIM DETAIL



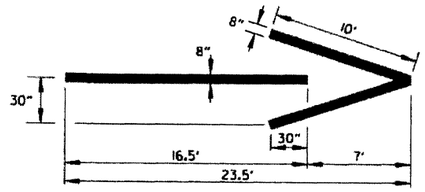


THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD. DRWG. SHS-3 FOR THE FOOTING DETAILS.

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS
9-12-13	ISSUED		STANDARD DRAWING SHS-7
DATE	REVISION	FILMED	



TYPE 2 DELINEATOR DETAILS

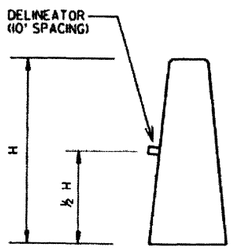


THERMOPLASTIC WRONG-WAY PAVEMENT ARROWS

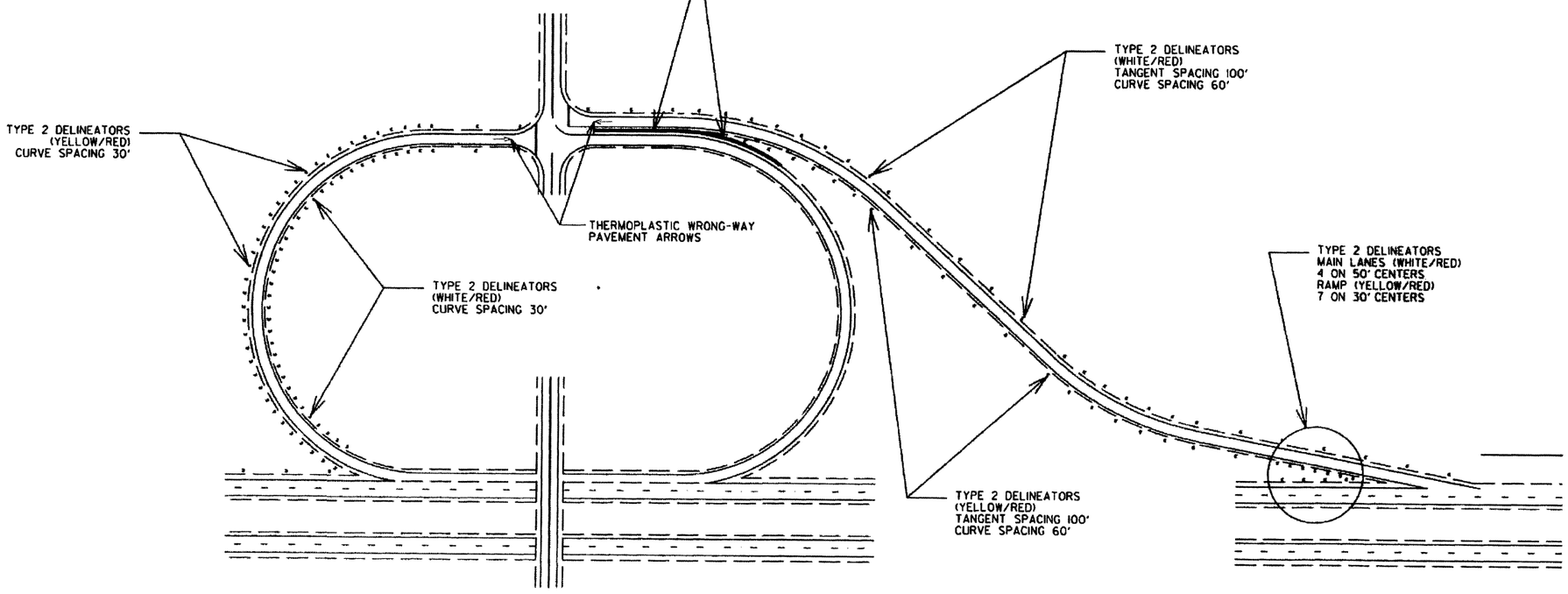
NOTE: THERMOPLASTIC WRONG-WAY PAVEMENT ARROWS TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING (ARROWS).

LEGEND

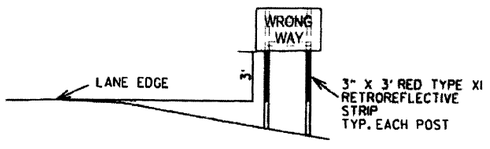
DELINEATOR



PERMANENT BARRIER WALL DELINEATOR DETAIL

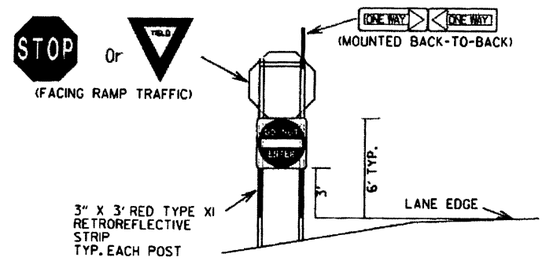


TYPICAL EXIT RAMP DELINEATOR PLACEMENT



WRONG-WAY SIGN ASSEMBLY DETAILS

NOTES
1. WRONG-WAY SIGNS MAY BE MOUNTED ON THE BACK SIDE OF EXISTING SIGN SUPPORTS WHERE POSSIBLE.
2. WRONG-WAY SIGNS ARE NORMALLY GATED, BUT MAY BE OFFSET WHEN BARRIER WALLS ARE PRESENT ON THE INSIDE SHOULDER. IN SUCH CASES, THE SIGN ON THE INSIDE SHOULDER SIDE MAY BE LOCATED PAST THE END OF THE BARRIER WALL. IN RARE CASES WHERE THE BARRIER WALL EXTENDS TO OR NEAR THE MAIN LANES, BOTH SIGNS MAY BE LOCATED ON THE OUTSIDE SHOULDER SIDE OF THE RAMP, WITH APPROXIMATELY 300' SPACING BETWEEN THE SIGNS.



RAMP INTERSECTION SIGN ASSEMBLY DETAILS

THE DELINEATORS SHALL BE PLACED AT A 4' HEIGHT MEASURED FROM THE PAVEMENT EDGE TO THE BOTTOM OF THE DELINEATOR. DELINEATOR POSTS SHALL BE PLACED 2 TO 8 FT. OUTSIDE THE OUTER EDGE OF THE SHOULDER, OR IF APPROPRIATE, IN LINE WITH THE ROADSIDE BARRIER THAT IS 8 FT. OR LESS OUTSIDE THE OUTER EDGE OF THE SHOULDER.

DELINEATOR SPACING IN CURVES SHALL BE REDUCED TO 30' WHEN THE RAMP ADVISORY SPEED IS 30 MPH OR LESS.

IF MULTIPLE LANES EXIST AT THE RAMP TERMINAL, THE THERMOPLASTIC WRONG-WAY ARROW SHALL BE PLACED AS CLOSE TO THE RAMP TERMINAL TURNOUT AS POSSIBLE.

DATE	REVISION	FILMED
6-1-17	RE-DRAWN	
9-12-13	ISSUED AS STANDARD DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

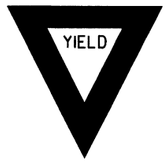
TYPICAL EXIT RAMP SIGN AND DELINEATOR DETAILS

STANDARD DRAWING SHS - 8

R1-1

STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a

STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2

STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

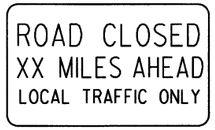
R5-1

STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

RII-2

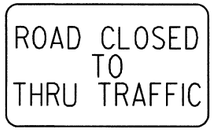
48"X30"

RII-3A



60"X30"

RII-4



60"X30"

W21-5a

STD. 36"X36"
FWY. 48"X48"

WI-1

STD. 36"X36"
FWY. 48"X48"

WI-2

STD. 36"X36"
FWY. 48"X48"

WI-3

STD. 48"X48"

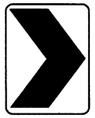
WI-4

STD. 48"X48"

WI-6

STD. 48"X24"
SPECIAL 60"X30"

WI-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

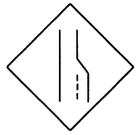
W3-1

STD. 36"X36"
SPECIAL 48"X48"

W3-2

STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1

STD. 36"X36"
SPECIAL 48"X48"

W6-3

EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7

EXPWY. 36"X36"
FWY. 48"X48"

W9-2

STD. 36"X36"
FWY. 48"X48"

WI3-1

STD. 24"X24"

W20-1

STD. 48"X48"

W20-2

STD. 48"X48"

W20-3

STD. 48"X48"

W20-4

STD. 48"X48"

W20-5

STD. 48"X48"

W20-7a

STD. 36"X36"
FWY. 48"X48"

W21-2

STD. 30"X30"
SPECIAL 36"X36"

W21-5

STD. 30"X30"
SPECIAL 36"X36"

W24-1

STD. 36"X36"

WI-4b

STD. 48"X48"

R56-1

STD. 18"X18"

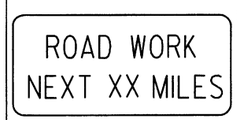
W8-11

STD. 36"X36"
FWY. 48"X48"

W8-9

STD. 36"X36"
FWY. 48"X48"

G20-1



60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1

36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE
	AHEAD

GENERAL NOTES:

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

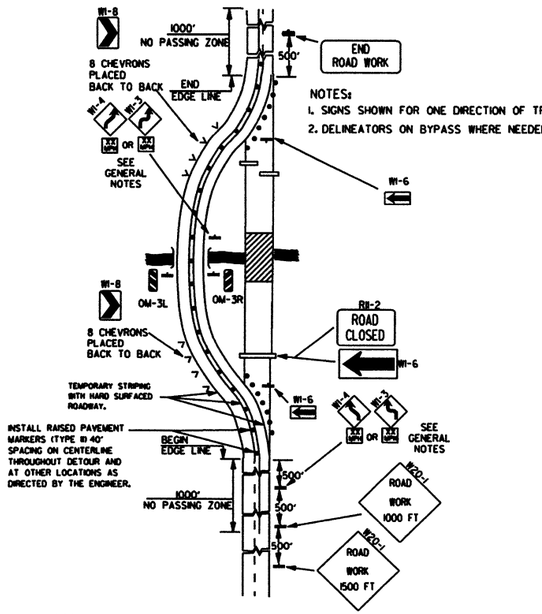
• NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

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

ARKANSAS STATE HIGHWAY COMMISSION

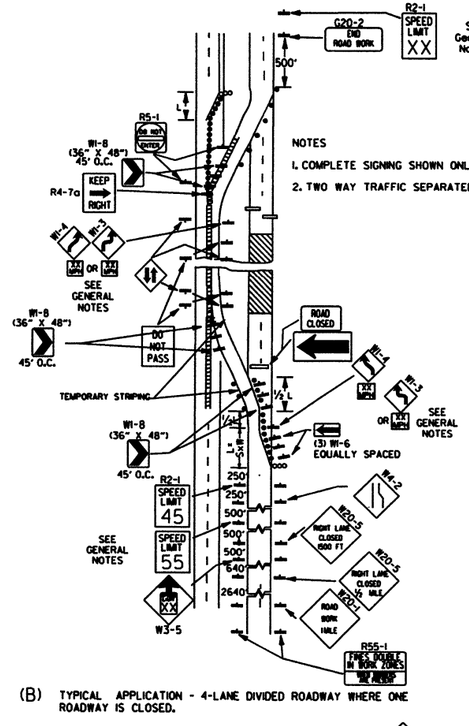
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD DRAWING TC-1



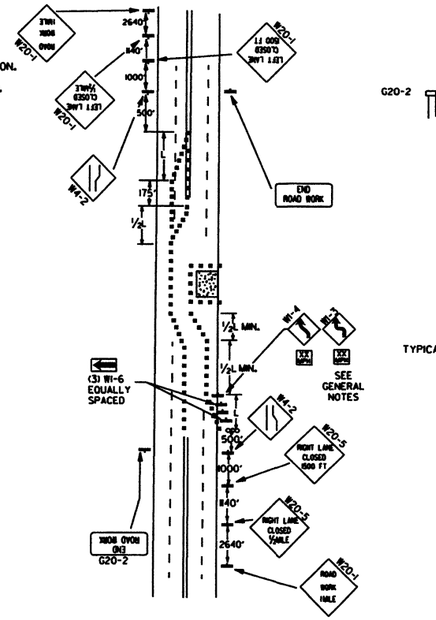
NOTES:
1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. DELINEATORS ON BYPASS WHERE NEEDED.

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

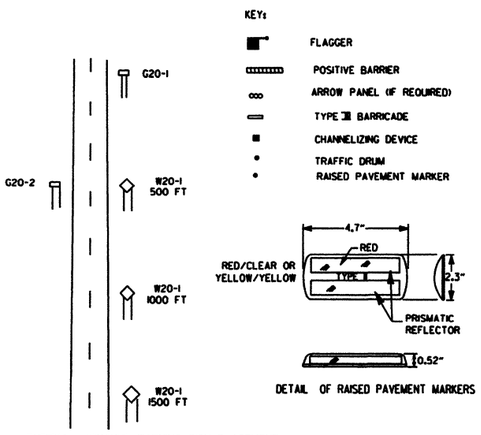


NOTES
1. COMPLETE SIGNING SHOWN ONLY IN CROSSOVER DIRECTION.
2. TWO WAY TRAFFIC SEPARATED WITH POSITIVE BARRIER.

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



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



DETAIL OF RAISED PAVEMENT MARKERS

TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

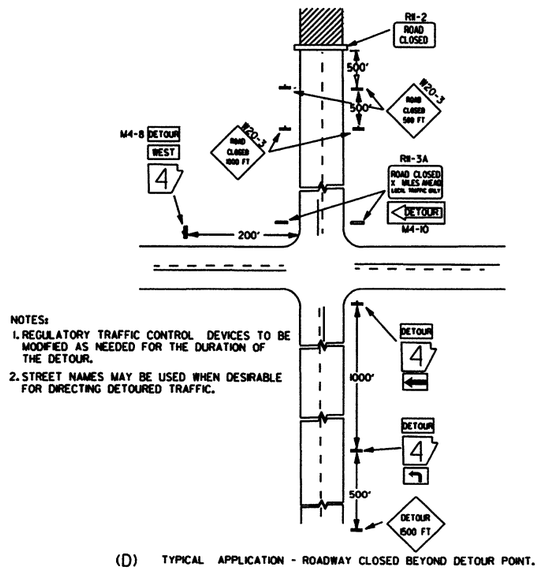
L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ 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.

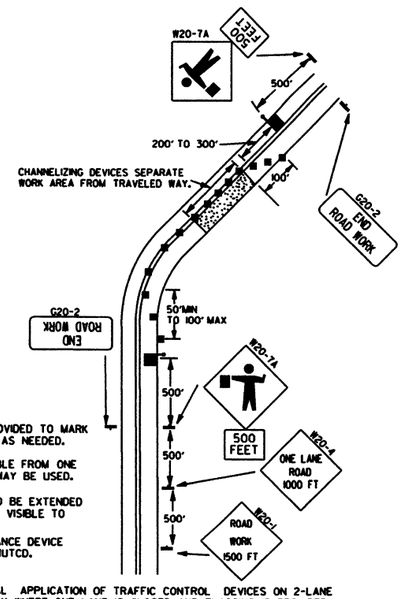
GENERAL NOTES:

1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-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 1MILE 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 1MILE 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 AHTD QUALIFIED PRODUCTS LIST.



NOTES:
1. REGULATORY TRAFFIC CONTROL DEVICES TO BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.
2. STREET NAMES MAY BE USED WHEN DESIRABLE FOR DIRECTING DETOURED TRAFFIC.

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



NOTES:
1. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
2. IF ENTIRE WORK AREA IS VISIBLE FROM ONE STATION, A SINGLE FLAGGER MAY BE USED.
3. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) OPTIONAL. REFER TO MUTCD.

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

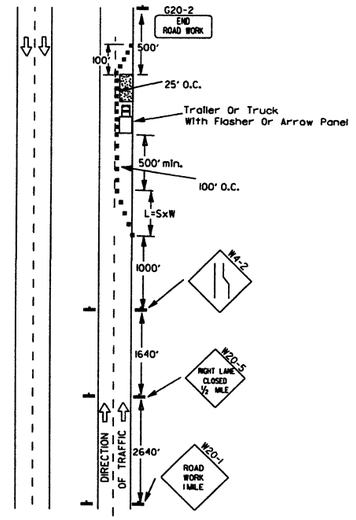
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

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

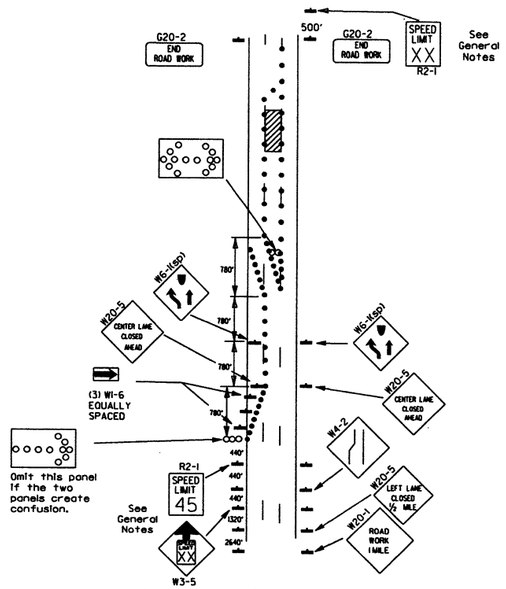
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

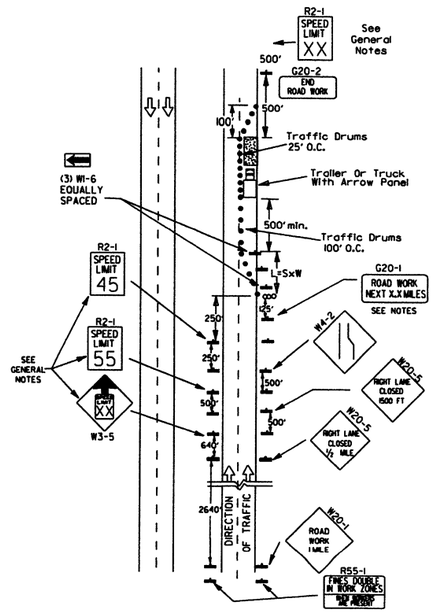
STANDARD DRAWING TC-2



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



(B) Typical application - 3-lane oneway roadway where center lane is closed.



(C) Typical application - construction operatipns of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

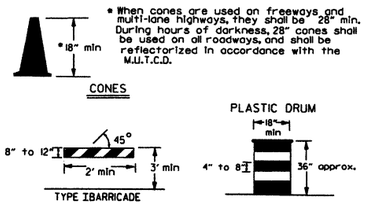
KEY:

- ○○○ Arrow Panel (If Required)
- ■ Channelizing Device
- ● Traffic drum

GENERAL NOTES:

1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

Channelizing devices



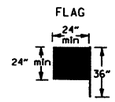
NOTE:
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.

TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

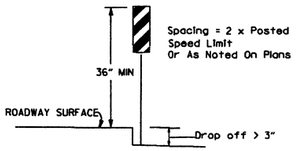
* When shown on the plans concrete barrier will be used.
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

FLAG

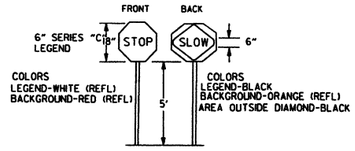


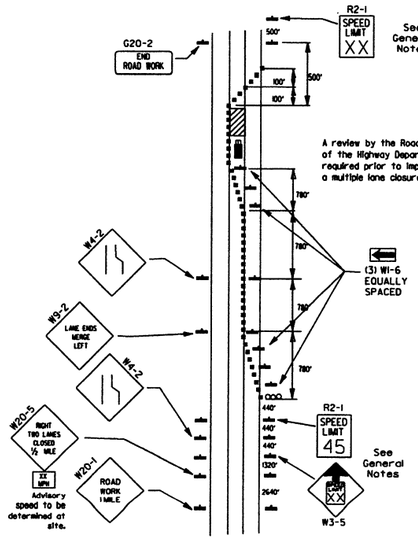
Flag shall be of good grade red material

VERTICAL PANEL PLACEMENT



STOP SLOW PADDLE





A review by the Roadway Design Division of the Highway Department will be required prior to implementing a multiple lane closure.

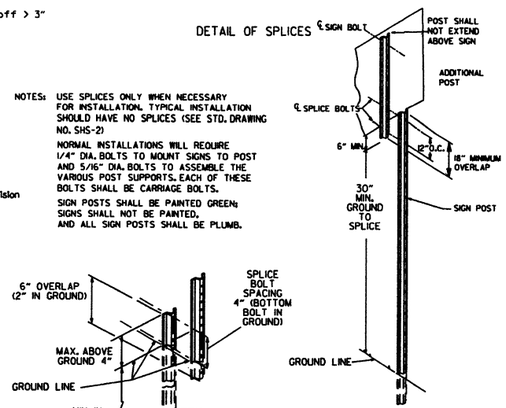
(D) Typical application - closing multiple lanes of a multilane highway.

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.

DETAIL OF SPLICES



DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
8-20-08	REVISED SIGN DESIGNATIONS	
8-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1& REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

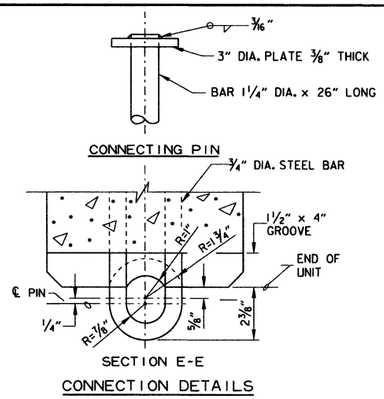
ARKANSAS STATE HIGHWAY COMMISSION

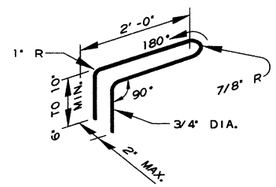
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

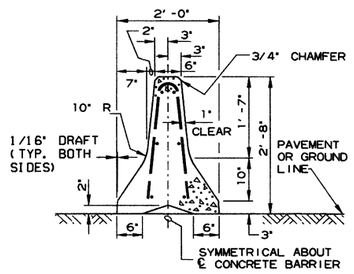
STANDARD DRAWING TC-3

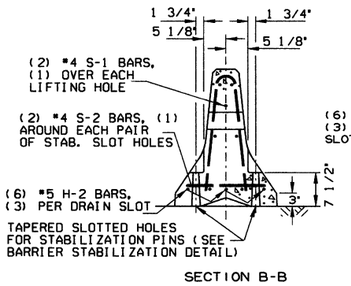
REINFORCING BAR TABLE PER BARRIER UNIT

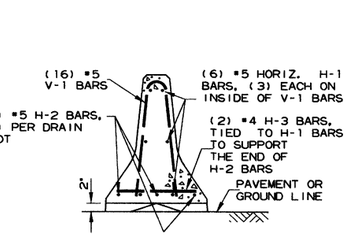
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-5", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S & DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1'-6", 1" MIN. CLEAR TO BAR; 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 19 1/2", 2'-1 3/8", 4 3/8"

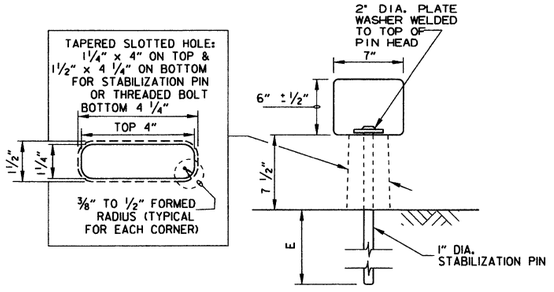






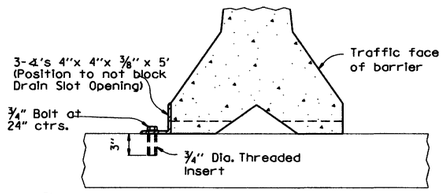






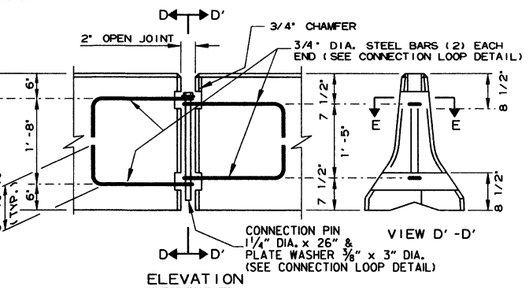
ROADWAY SECTION

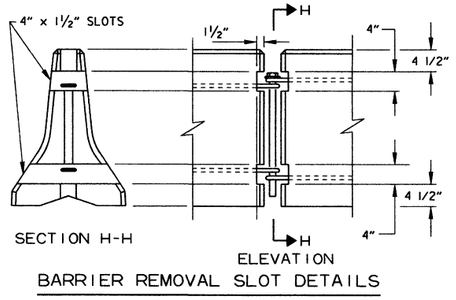
(E) 4" - Concrete Pavement
8" - Asphalt Pavement
12" - Shoulder Areas

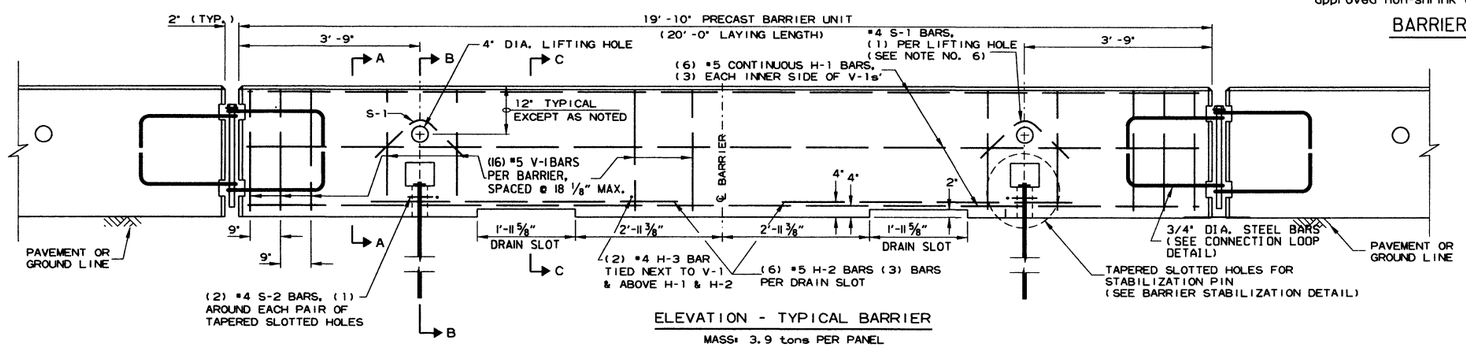


NOTE: 3/4" Threaded Inserts shall be cast in place for all new bridge decks and drilled and grouted for existing bridge decks. Inserts shall have a minimum ultimate load capacity of 8000 lbs. in tension. After removal of barrier, bolts, and angles, the inserts shall be filled with approved non-shrink epoxy.

BARRIER STABILIZATION DETAIL
BRIDGE DECKS







General Notes

1. The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

2. Materials shall meet the following minimum requirements:
   Concrete: 2500 psi compressive strength at 28 days.
   Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
   Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
   Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

   In applications where barrier wall is within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
   Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
   Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

3. Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

4. Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

5. Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

6. A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

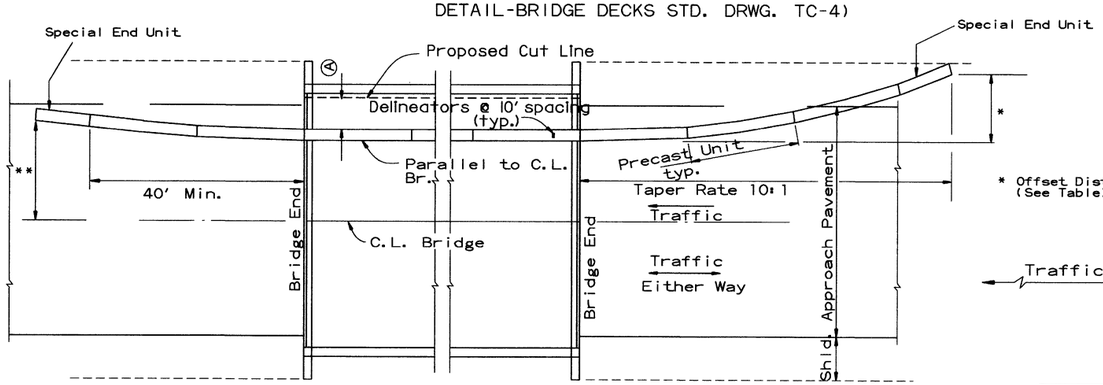
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)

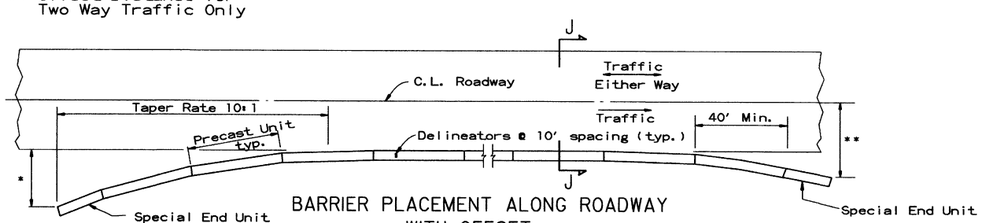


BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

* Offset Distance (See Table)

** Offset Distance for Two Way Traffic Only



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

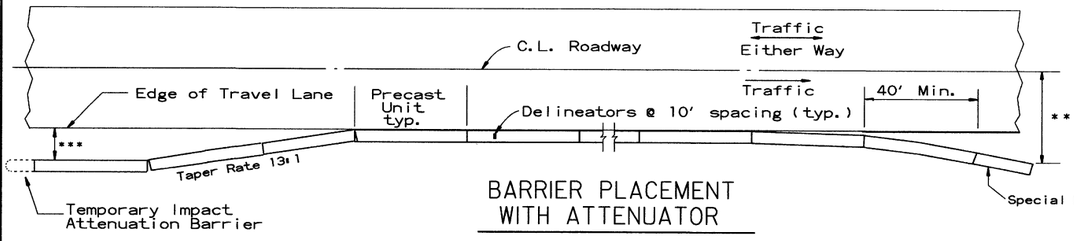
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see 'Barrier Placement With Attenuator' Detail shown below.

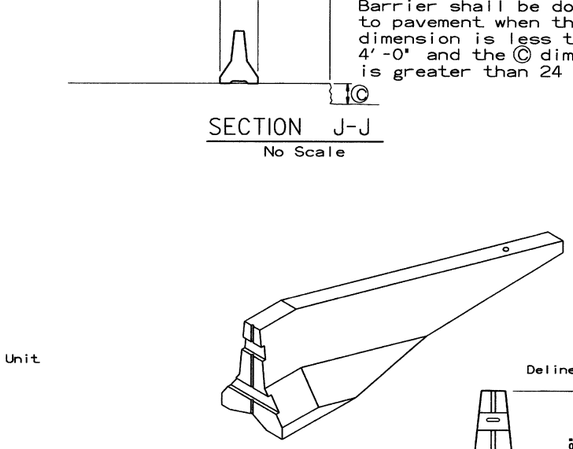


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

***Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

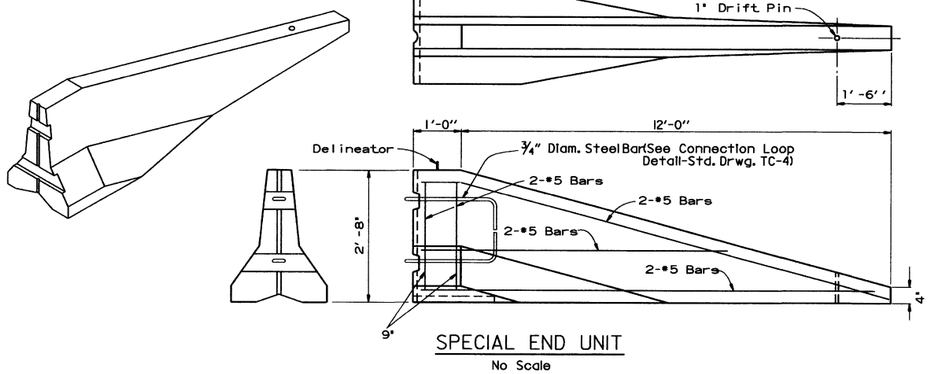
** Offset Distance For Two Way Traffic Only



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of 'Temporary Impact Attenuation Barrier.'

DATE	REVISION	FILMED
10-15-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

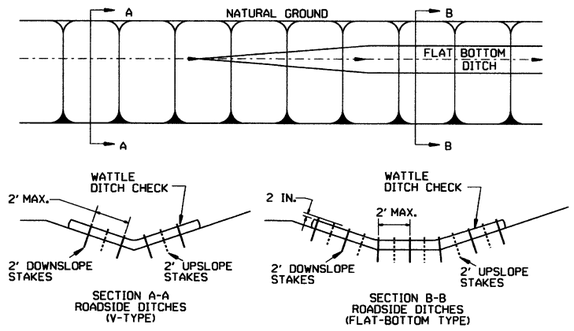
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

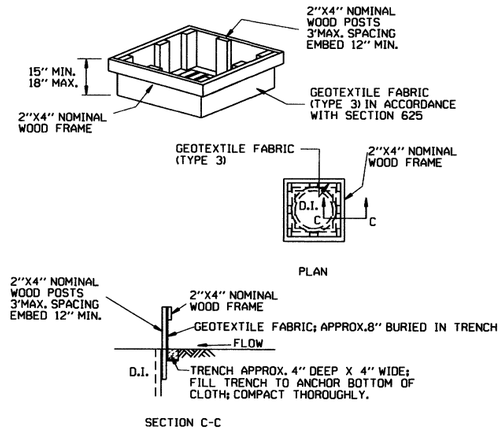
STANDARD DRAWING TC-5

GENERAL NOTES

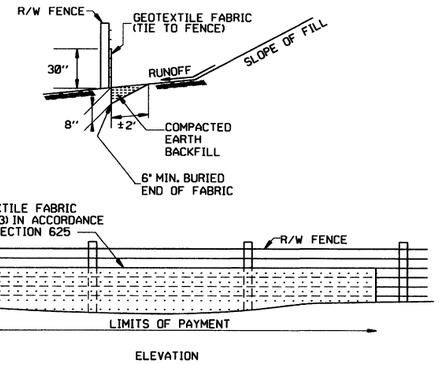
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



DROP INLET SILT FENCE (E-7)



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

GENERAL NOTES

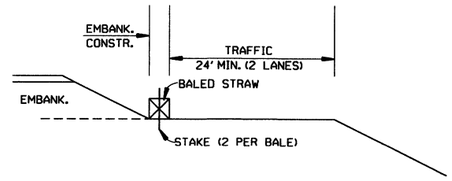
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

GENERAL NOTES

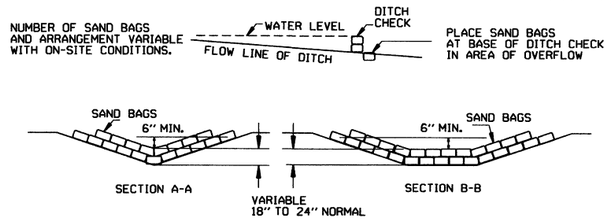
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

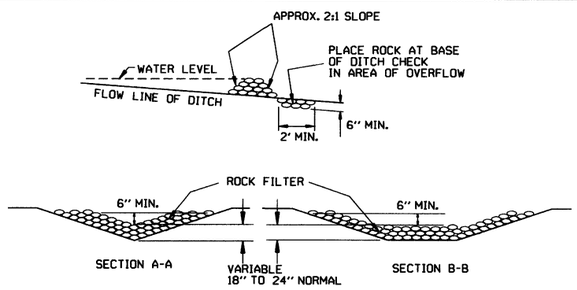
3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



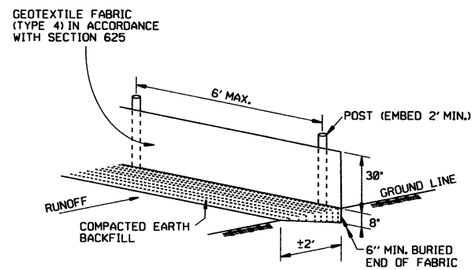
BALED STRAW FILTER BARRIER (E-2)



SAND BAG DITCH CHECK (E-5)



ROCK DITCH CHECK (E-6)



SILT FENCE (E-11)

GENERAL NOTES

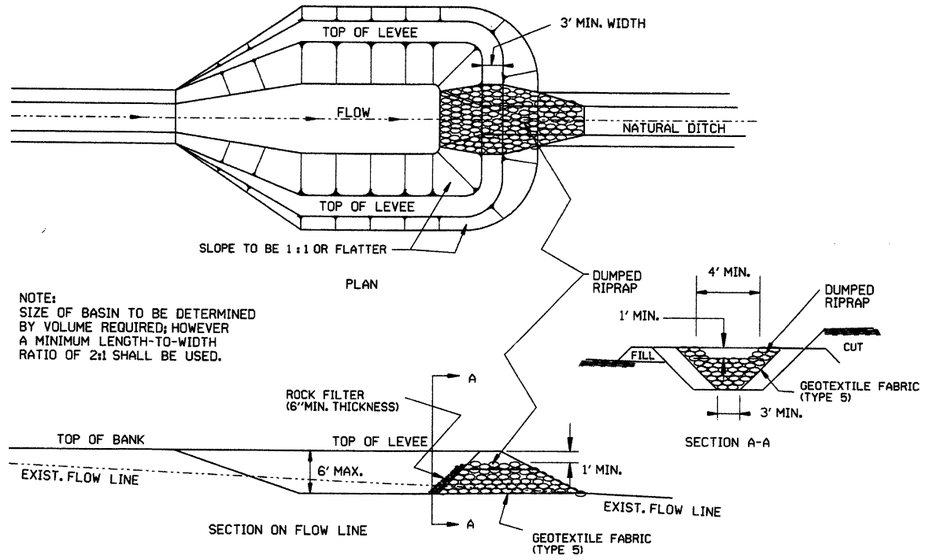
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

DATE	REVISION	FILMED
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
7-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
7-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
7-15-94	REV. E-4 & E-11 MIN. 13" BURIED END OF FABRIC	
6-2-94	REVISED E-1,4,7 & 11; DELETED E-2 & 3	6-2-94
4-1-93	REDRAWN	
10-1-92	REDRAWN	
8-2-76	ISSUED R.D.M.	298-7-28-76

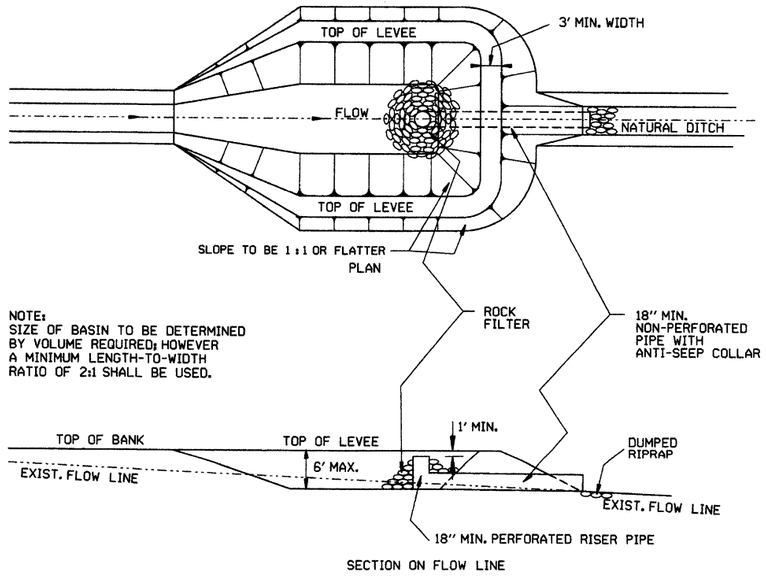
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

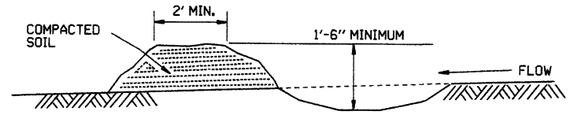
STANDARD DRAWING TEC-1



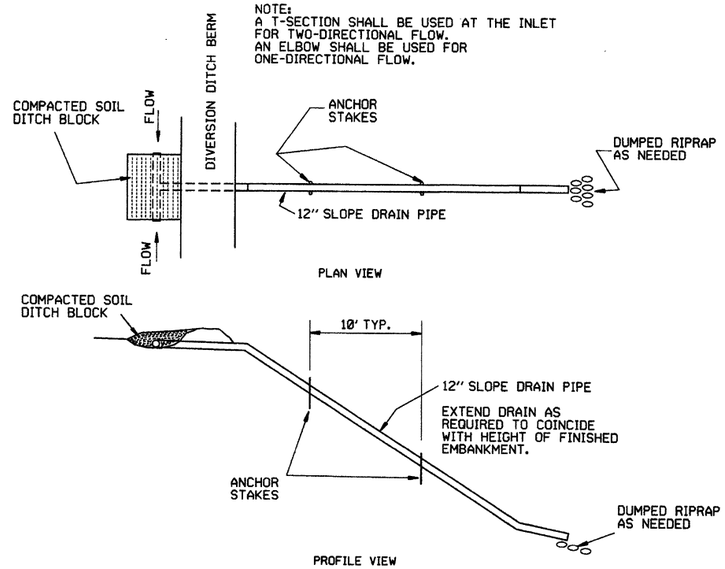
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



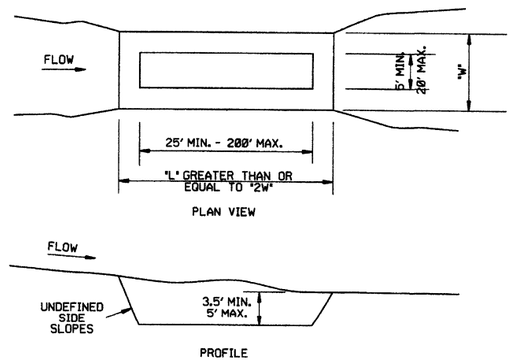
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

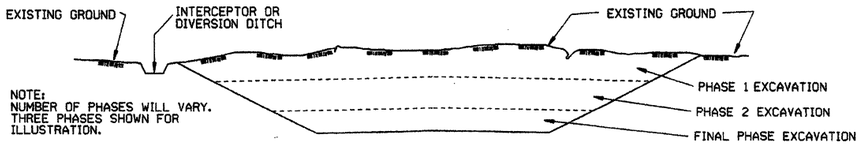
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

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

EXCAVATION



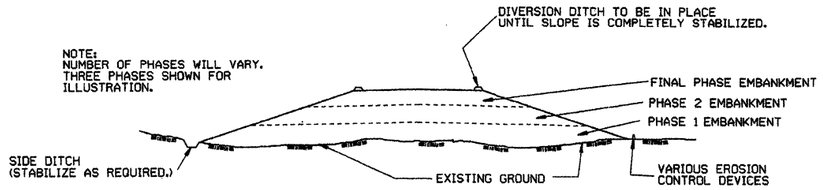
GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

EMBANKMENT



GENERAL NOTE

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

CONSTRUCTION SEQUENCE

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

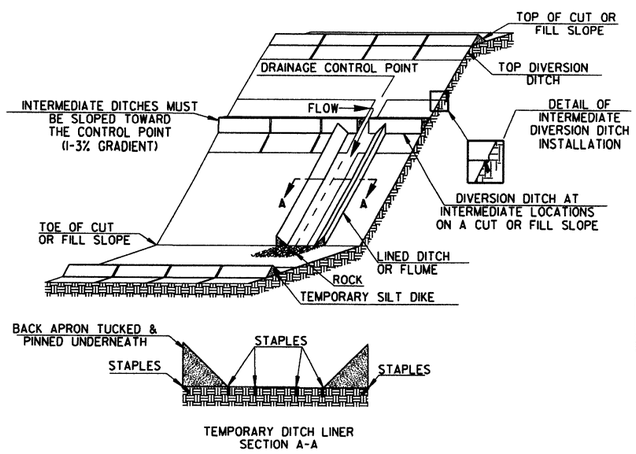
DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

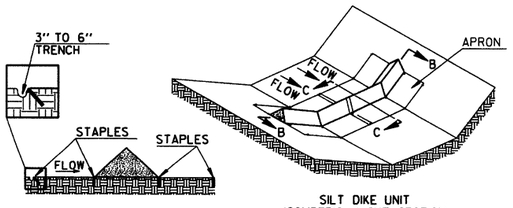
STANDARD DRAWING TEC-3

stdtec3.dgn



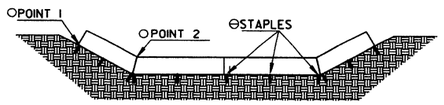
TEMPORARY DITCH LINER
SECTION A-A

TRIANGULAR SILT DIKE INSTALLATION
FOR
DIVERSION DITCH AND/OR DITCH LINER



SECTION C-C

SILT DIKE UNIT
ISOMETRIC / CUT SECTION

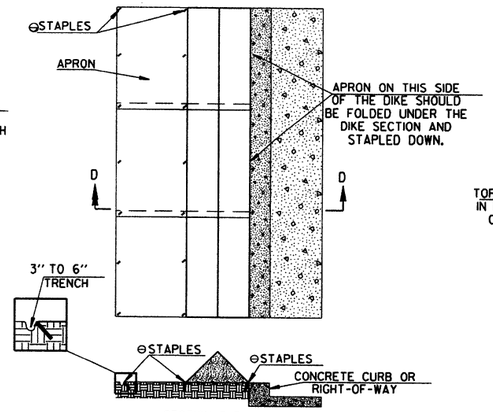


DIKE SECTION
SECTION B-B

TRIANGULAR SILT DIKE INSTALLATION
FOR
ROADWAY DITCH OR DRAINAGE DITCH

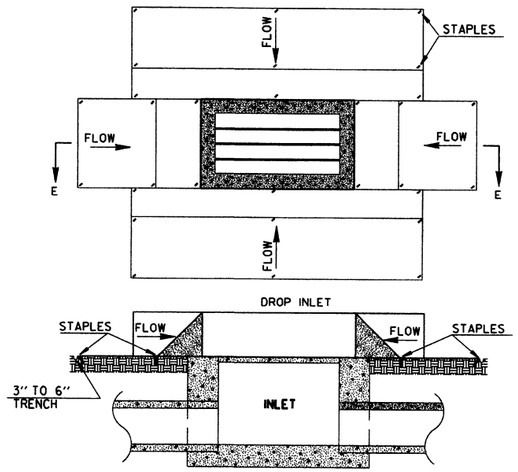
○ POINT "1" MUST BE HIGHER THAN POINT "2" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

⊖ STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE UNIT AS SHOWN ON THE DIAGRAM.



SECTION D-D

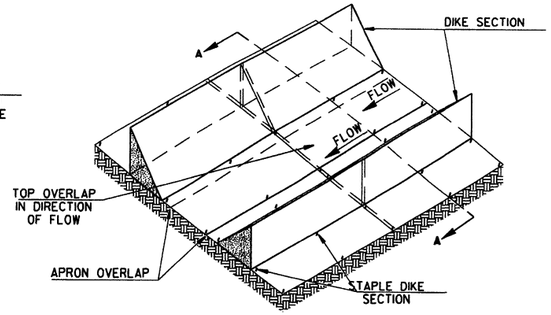
TRIANGULAR SILT DIKE INSTALLATION
FOR
CONTINUOUS BARRIER



DROP INLET

SECTION E-E

TRIANGULAR SILT DIKE INSTALLATION
FOR
DROP INLETS



TRIANGULAR SILT DIKE INSTALLATION
FOR
TEMPORARY DITCH LINER

GENERAL NOTES

1. THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, AND MAINTAINING THE TRIANGULAR SILT DIKE. THE DIKES SHALL BE USED AS A CONTINUOUS LINE BARRIER AT THE TOE OF SLOPE OR ACROSS THE ROADWAY DITCH TO CONTAIN SEDIMENT AND MINIMIZE EROSION, OR AS DIRECTED BY THE ENGINEER. THESE DIKES SHALL BE INSTALLED AND LOCATED AS SOON AS CONSTRUCTION WILL ALLOW OR AS DIRECTED BY THE ENGINEER.

2. TRIANGULAR SILT DIKE SHALL BE TRIANGULAR SHAPED HAVING A HEIGHT OF AT LEAST 8" TO 10" IN THE CENTER WITH EQUAL SIDES AND A 16" TO 20" BASE. THE TRIANGULAR SHAPED INNER MATERIAL SHALL BE URETHANE FOAM. THE OUTER COVER SHALL BE A WOVEN GEOTEXTILE FABRIC PLACED AROUND THE INNER MATERIAL & ALLOWED TO EXTEND BEYOND BOTH SIDES OF THE TRIANGLE 24" TO 36". THIS FABRIC SHOULD BE MILDEW RESISTANT, ROT-PROOF AND RESISTANT TO HEAT AND ULTRAVIOLET RADIATION MEETING REQUIREMENTS FOR SEDIMENT CONTROL IN AASHTO M288. THE DIKES SHALL BE ATTACHED TO THE GROUND WITH WIRE STAPLES. THE STAPLES SHALL BE NO. 11 GAUGE WIRE AND BE AT LEAST 6" TO 8" LONG. STAPLES SHALL BE PLACED AS SHOWN ON THESE DETAILS.

   THE CONTRACTOR SHALL INSPECT ALL DIKES AFTER EACH RAINFALL EVENT OF AT LEAST 0.5" OR GREATER. ANY DEFICIENCIES OR DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR. ACCUMULATED SILT OR DEBRIS SHALL BE REMOVED AND RELOCATED AS DIRECTED BY THE ENGINEER. IF THE DIKES ARE DAMAGED OR INADVERTENTLY MOVED DURING THE SILT REMOVAL PROCESS, THE CONTRACTOR SHALL IMMEDIATELY REPLACE AFTER DAMAGE OCCURS.

3. ACCEPTED TRIANGULAR SILT DIKE, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR TRIANGULAR SILT DIKE. PRICE BID WILL INCLUDE THE COST OF FURNISHING THE DIKES, INSTALLING, MAINTAINING AND REMOVAL WHEN DIRECTED BY THE ENGINEER.

SYMBOLOGY

SYMBOL TO BE USED TO DENOTE DEVICE ON PLANS

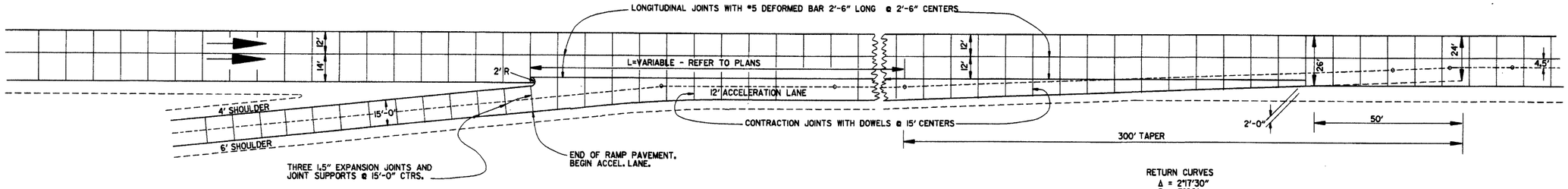
NOTE: SILT DIKE SHOULD ONLY BE USED FOR DROP INLETS IN SUMP LOCATIONS.

DATE	REVISION	FILMED
7-26-12	REVISED GENERAL NOTE 2.	
12-15-11	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

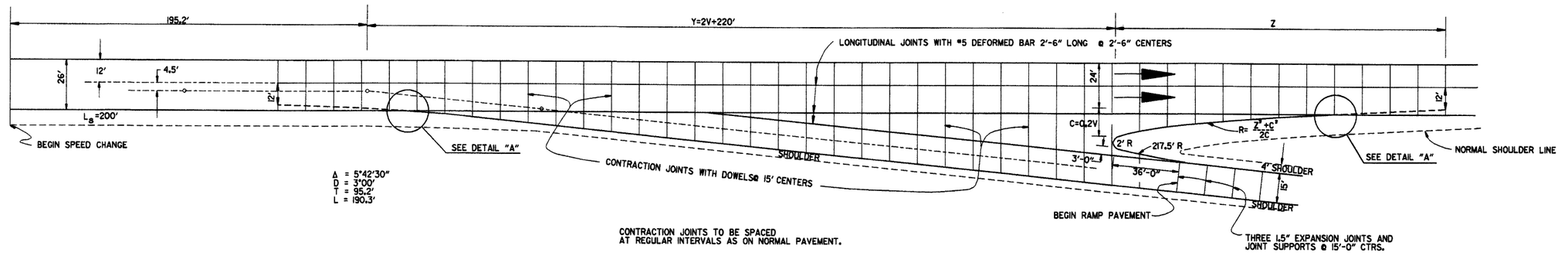
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-4



ENTRANCE RAMP

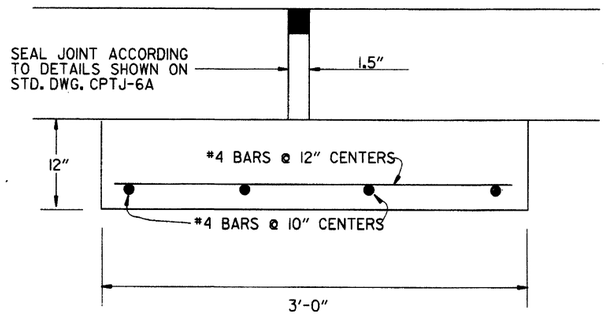
RETURN CURVES
Δ = 2°17'30"
D = 3°00'
T = 38.2'
L = 76.4'



Δ = 5°42'30"
D = 3°00'
T = 95.2'
L = 190.3'

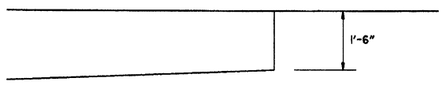
CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

EXIT RAMP



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS).
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE SUBSIDIARY TO THE ABOVE ITEMS.



DETAIL "A"

EXIT RAMP

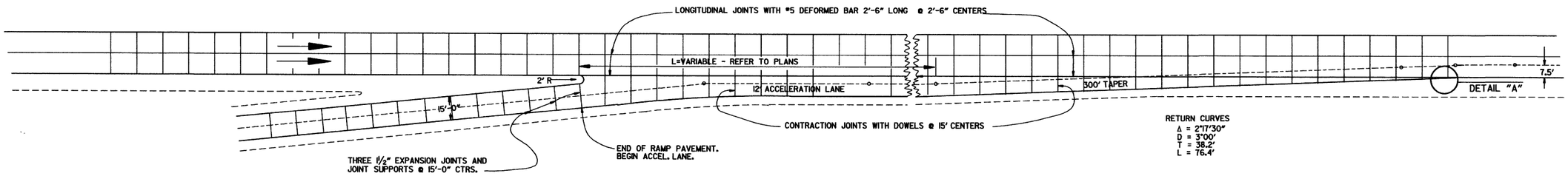
DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R
40	300.0	8.0	96.0	580.0
50	320.0	10.0	120.0	725.0
60	340.0	12.0	168.0	1182.0
70	360.0	14.0	210.0	1582.0

DATE	REVISION	DATE FILM'D
1-12-00	REDRAWN & REISSUED	1-13-00

ARKANSAS STATE HIGHWAY COMMISSION

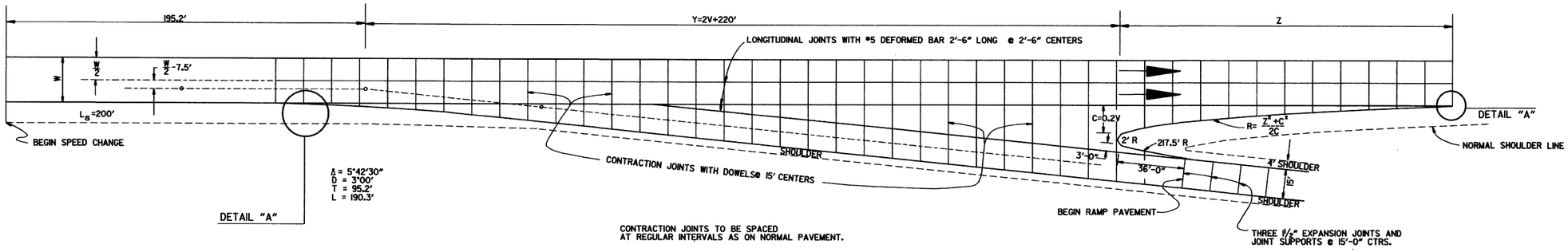
DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS

STANDARD DRAWING TR-1



ENTRANCE RAMP

NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 12' MINIMUM.

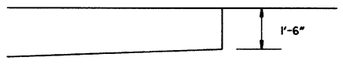


CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

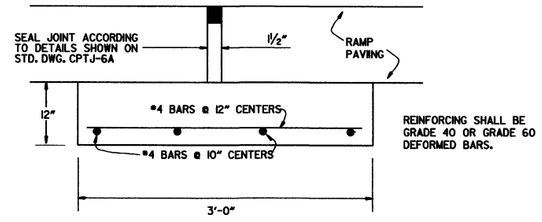
EXIT RAMP

EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING SQ. YDS.
40	300.0	8.0	96.0	580.0	602.43
50	320.0	10.0	120.0	725.0	687.29
60	340.0	12.0	168.0	1182.0	790.56
70	360.0	14.0	210.0	1582.0	902.27



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED.
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

DATE	REVISION	DATE FILM'D
8-22-02	DELETED NOTE	
11-16-01	CORRECTED SPELLING ON ENTRANCE RAMP NOTE	
5-13-99	ADDED, EDITED AND DELETED NOTES	
11-03-94	ADDED NOTE RE: REINF. BARS	
10-1-92	ADDED DETAIL A & OTHER MINOR CHANGES	10-1-92
1-25-90	REVISED EXPANSION JOINT	1-25-90
7-15-88	CONFORM'D TO 1988 SPECIFICATIONS	65C-7-15-88
3-2-81	ISSUED	511-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A